IndyGo℠

CAPITAL INVESTMENT PROGRAM

Presented to the IPTC Board

January 15, 2026

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EXECUTIVE SUMMARY

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

EXECUTIVE SUMMARY

About this Plan

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

IndyGo's most recent update of the Transit Plan still calls for an increase in both the frequency and hours of service, or span, of its fixed route bus network, as well as the introduction of three new bus rapid transit (BRT) routes and changing the orientation of the entire bus network from a purely hub and spoke model toward a more connected, frequent grid model.

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

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

2026-2030 Capital Program Funding Sources & Uses

Category	2025 Adopted 08/22/2024	2026 Adopted 08/21/2025	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2026-2030 5-yr Total	2019-2030 Program Total
Expenditures	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**994,840,094**
BRT & On-Street Infrastructure	142,620,370	177,902,364	77,566,397	41,453,799	2,488,839	2,586,160	301,997,558	701,882,736
Facilities & Equipment	15,397,000	57,456,425	925,000	500,000	0	0	58,881,425	103,547,846
Finance (Public Affairs)	673,000	0	0	0	0	0	0	6,176,600
Fleet	18,616,496	20,194,103	19,761,332	20,726,715	21,713,145	21,690,147	104,085,442	170,731,442
Information Technology	2,165,000	800,000	0	0	0	0	800,000	7,294,434
Safety & Security	0	1,202,948	0	0	0	0	1,202,948	5,207,036
Funding Sources	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**1,013,093,860**
Grants	92,374,759	142,365,857	55,913,434	37,185,135	17,254,516	17,296,118	270,015,059	553,784,335
Local (cash)	24,393,907	20,563,059	6,949,636	6,738,675	6,947,468	6,980,189	48,179,027	171,971,745
Bonds (debt)	62,703,200	94,626,924	35,389,659	18,756,704	0	0	148,773,287	287,337,780
Other	0	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,253,766**

IndyGo's 5-year Capital Budget Summary is cost-constrained and therefore governs how much the agency is prepared to spend on capital expenses in any given year.

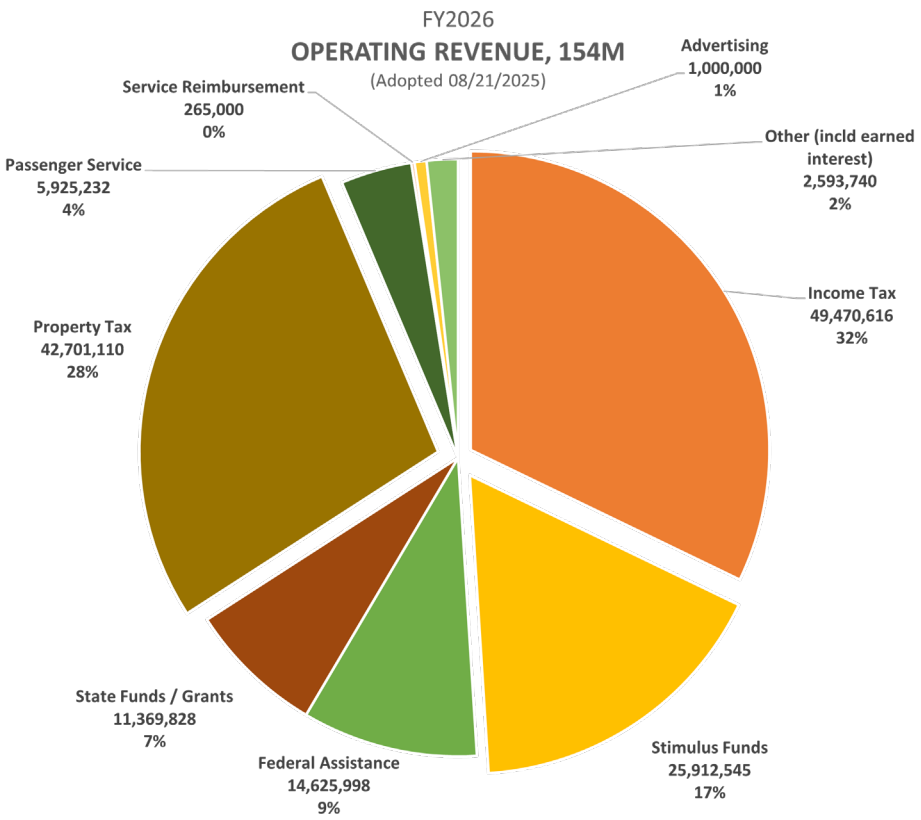
Summary of Recent Changes

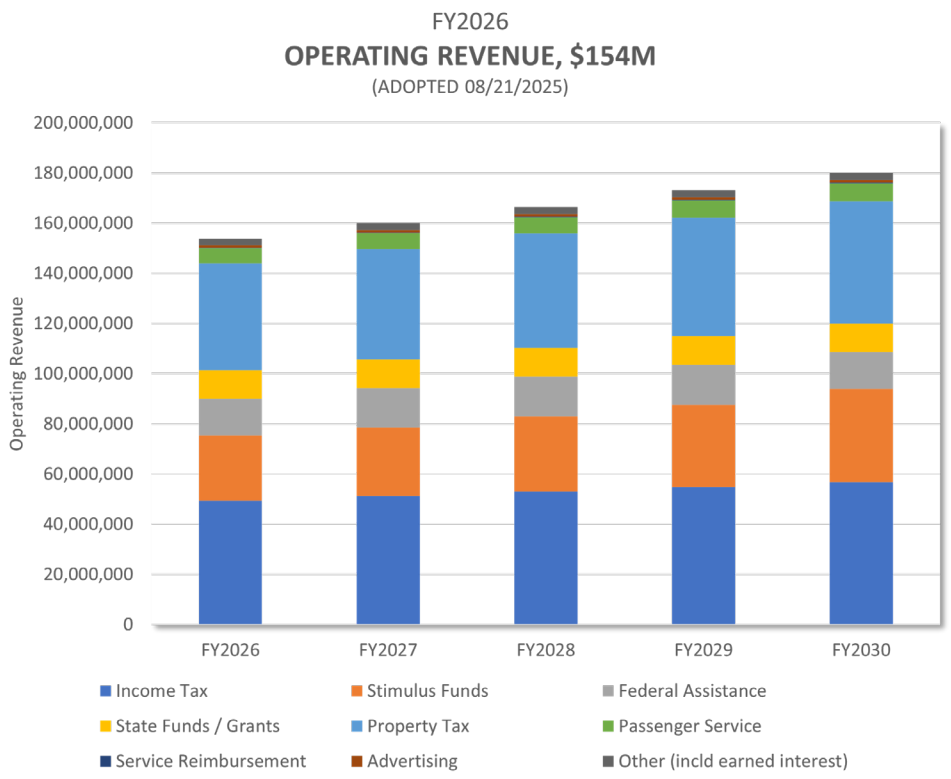
The bulleted items below offer some highlights from this year's update. Due in large part to the need to prepare for IndyGo's next Triennial review process, next year's update will include a more comprehensive review of past years' actuals and reflect some of the detailed information about capital expenditures that the IPTC Board of Director's receives on a regular basis.

- This budget for FY2025 and beyond reflects the agency's ability to retain discretionary federal funding awarded in FY2022-2024, which had anticipated use starting in FY2025-2028. As of this update, the outstanding grant agreements have been finalized and IndyGo is able to draw on those outstanding funds.
- This update does contain certain non-budgetary-related adjustments to the plan. This includes terminology changes for project status, as well as a notation of two long-term capital projects now being funded through operating funds in the BRT and Other On-Street Infrastructure category.
- Between 2025 and 2030 IndyGo should see increases to some federal funding sources. These increases are the result of the passage of the Bipartisan Infrastructure Law (BIL), a historic investment in the United States transportation systems. The BIL was approved in 2021, introducing new discretionary programs offered by federal agencies, while increasing the amount of money offered for existing ones
- Initially, this plan expected to draw on more than $296.8 million in grants. As of this update, to implement this plan IndyGo will draw on more than $553.8 million in grants. The difference being $257 million more than anticipated due to multiple factors, including an increase in formula funds; successfully securing higher than anticipated discretionary grant funding; and extending the capital plan beyond the original plan timeline (thereby realizing additional fiscal year formula grant dollars).
- Section 5307 funds are made available in the year they are appropriated

and remain available for five years thereafter. In 2020, it was anticipated that $26.2 million in 5307 program dollars would be available to IndyGo to support capital projects between 2021 and 2025. This amount did not include 5307 formula funds required to be allocated and utilized for preventative maintenance and paratransit service. IndyGo is required to set aside one percent of the total appropriation to support transit security projects and 0.75 percent towards safety projects. As of this update, IndyGo has received a total of $45.2 million in 5307 grant funding that the agency has used to advance its capital improvement program. IndyGo anticipates $50.8 million in funding to cover eligible capital expenses between FY2026 and FY2030. These amounts continue to reflect the infusion of funding authorized by the BIL.

- The original 2019 projects indicated that the Capital Plan required $148.5 million in local revenue. By the end of 2020, the Capital Plan called for more than $150.0 million to be drawn from these funds to advance the Transit Plan. By 2022, the capital plan required a total of more than $348.0 million to be drawn from these funds. In 2024, the total exceeded $631.8 million, including $536.8 million projected for FY2024 through FY2028 due to the Blue Line BRT project projected to be funded largely from local funds. As of this update, the total amount needed to support this plan via local funding has been reduced to $172 million (2019-2030), inclusive of a projected spend of $48.2 million in local revenue funding from FY2026-FY2030. The substantial decrease in local revenue required to fulfill this plan can be accounted for by IndyGo selling bonds, which will be used for Blue Line BRT construction.


FY2026
OPERATING REVENUE, 154M
(Adopted 08/21/2025)
Advertising
1,000,000
1%
Service Reimbursement
265,000
0%
Other (incld earned interest)
2,593,740
2%
Passenger Service
5,925,232
4%
Income Tax
49,470,616
32%
Property Tax
42,701,110
28%
State Funds / Grants
11,369,828
7%
Federal Assistance
14,625,998
9%
Stimulus Funds
25,912,545
17%


FY2026
OPERATING REVENUE, $154M
(ADOPTED 08/21/2025)
Operating Revenue
200,000,000
180,000,000
160,000,000
140,000,000
120,000,000
100,000,000
80,000,000
60,000,000
40,000,000
20,000,000
0
FY2026
FY2027
FY2028
FY2029
FY2030
Income Tax
Stimulus Funds
Federal Assistance
State Funds / Grants
Property Tax
Passenger Service
Service Reimbursement
Advertising
Other (incld earned interest)

INTRODUCTION

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

INTRODUCTION

How to Use This Plan

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

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

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

- The **Annual Summaries** – a summary of each fiscal year including planned expenditures, budget appropriations and, where applicable, actual expenditures.
- The **Funding Sources** – detailed information about the fund sources used to cover capital expenditures into fiscal year 2030.
- The **Capital Expenditures** – an explanation of actual and anticipated expenses by capital project or expense.

How This Plan Was Developed

In 2018, a decision was reached to update IndyGo's 5-year Capital Plan Budget on a rolling basis. As such, version 1.0 of this document reflected a new 5-year capital investment strategy that incorporated the latest project costs and local revenue projections and extended the planning timeline into 2026 to account for the delay in the planning, design, and construction of the Blue Line BRT project, specifically.

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

Revision History

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

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

Version Control Table

Version	Purpose of Change	Date of Revision	Date of Budget Adoption	Author
1.0	Board Adoption	8/28/2019	8/28/2019	John Marron
2.0	Board Amendment	12/3/2020	8/20/2020	Brooke Thomas
3.0	Board Amendment	10/28/2021	8/28/2021	Brooke Thomas
4.0	Board Amendment	10/27/2022	8/24/2022	Brooke Thomas
5.0	Board Amendment	12/14/2023	8/23/2023	Brooke Thomas
6.0	Board Amendment	1/16/2025	8/24/2024	Amber Ross
7.0	Board Amendment	12/18/2025	8/21/2025	Kevin McNally

ANNUAL SUMMARIES

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

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

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

FY2019 SUMMARY

Planned

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

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

Actual

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

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

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

2019 Actual Expenditures

Capital Project Category	2019			
	Approved	Actuals as of 12/31/2019	Budget vs. Actual (variance)	
			$	%
Expenditures	**139,221,186**	**70,985,800**	**68,235,386**	**49%**
BRT & On-Street Infrastructure	123,093,057	63,506,352	59,586,705	48%
Facilities & Equipment	7,895,400	5,033,271	2,862,129	36%
Finance (Public Affairs)	2,892,611	2,390,194	502,417	17%
Fleet	3,490,118	30,250	3,459,868	99%
Information Technology	0	0	0	
Safety & Security	1,850,000	25,733	1,824,267	99%
Funding Sources	**139,221,186**	**70,985,800**	**68,235,386**	**49%**
Grants	85,772,745	49,388,065	36,384,680	42%
Local (cash)	32,336,237	1,635,531	30,700,706	95%
Bonds (debt)	19,962,204	19,962,204	0	0%
Other	1,150,000		1,150,000	
Surplus	**0**	**0**	**0**	**0%**

2019 & 2020 Budget Appropriations

Category	2019 Adopted 08/23/2019	2020 Adopted 08/28/2019	2021 Projected	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2019-2025 Program Total
Expenditures	**139,221,186**	**97,709,666**	**72,173,333**	**95,630,000**	**120,106,000**	**93,055,000**	**24,661,000**	**642,556,185**
BRT & On-Street Infrastructure	123,093,057	70,196,000	62,800,000	88,950,000	114,736,000	77,850,000	24,661,000	562,286,057
Facilities & Equipment	7,895,400	8,785,000	3,655,000	1,700,000	0	0	0	22,035,400
Finance (Public Affairs)	2,892,611	225,000	0	0	0	0	0	3,117,611
Fleet	3,490,118	13,451,666	5,298,333	4,750,000	5,115,000	14,950,000	0	47,055,117
Information Technology	0	2,489,000	200,000	0	0	0	0	2,689,000
Safety & Security	1,850,000	2,563,000	220,000	230,000	255,000	255,000	0	5,373,000
Funding Sources	**139,221,186**	**97,709,666**	**72,173,333**	**95,630,000**	**120,106,000**	**93,055,000**	**24,661,000**	**642,556,185**
Grants	85,772,745	56,007,828	38,725,132	62,783,352	61,810,200	51,225,374	0	356,324,631
Local (cash)	32,336,237	26,715,453	29,911,197	17,836,621	19,595,800	10,877,620	24,661,000	161,933,928
Bonds (debt)	19,962,204	13,786,385	3,537,004	15,010,027	22,300,000	30,952,006	0	105,547,626
Other	1,150,000	1,200,000	0	0	16,400,000	0	0	18,750,000
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

FY2020 SUMMARY

Planned

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

Actual

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

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

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

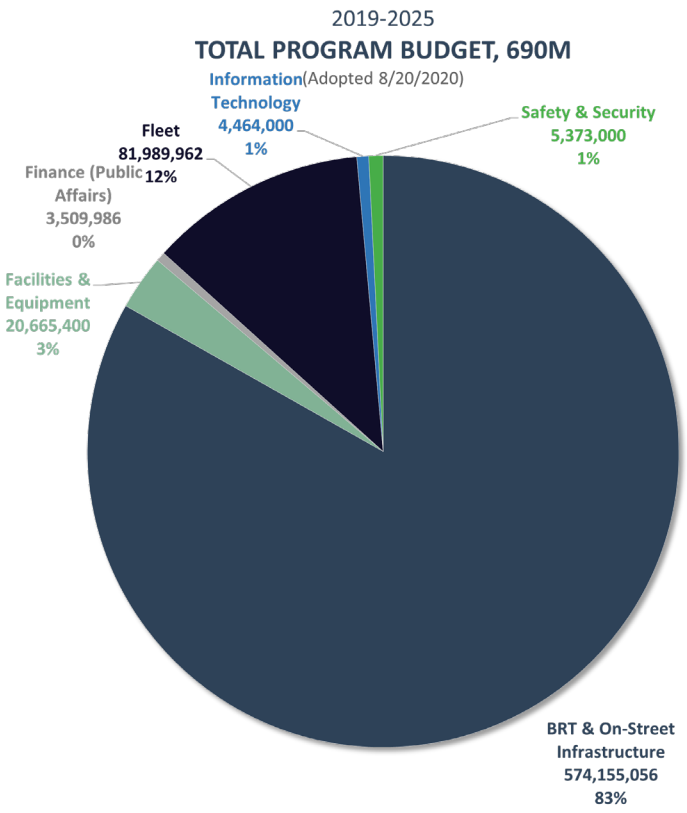
2020 Actual Expenditures

Capital Project Category	2020			
	Approved	Actuals as of 12/31/2020	Budget vs. Actual (variance)	
			$	%
Expenditures	**97,709,666**	**30,342,369**	**67,367,297**	**69%**
BRT & On-Street Infrastructure	70,196,000	9,332,550	60,863,450	87%
Facilities & Equipment	8,785,000	2,600,143	6,184,857	70%
Finance (Public Affairs)	225,000	846,641	(621,641)	-276%
Fleet	13,451,666	16,809,146	(3,357,480)	-25%
Information Technology	2,489,000	359,417	2,129,583	86%
Safety & Security	2,563,000	394,472	2,168,528	85%
Funding Sources	**97,709,666**	**30,342,369**	**67,367,297**	**69%**
Grants	56,007,828	10,581,867	45,425,961	81%
Local (cash)	26,715,453	15,934,787	10,780,666	40%
Bonds (debt)	13,786,385	3,825,715	9,960,670	72%
Other	1,200,000	0	1,200,000	100%
Surplus	**0**	**0**	**0**	**0%**

2020 & 2021 Budget Appropriations

Category	2020 Adopted 08/28/2019	2021 Approved 08/20/2020	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2021-2025 5-yr Total	2019-2025 Program Total
Expenditures	**97,709,666**	**83,251,679**	**109,933,419**	**114,925,452**	**113,205,000**	**31,911,000**	**453,226,550**	**690,157,402**
BRT & On-Street Infrastructure	70,196,000	52,033,998	97,319,000	101,602,000	98,000,000	31,911,000	380,865,998	574,155,055
Facilities & Equipment	8,785,000	3,985,000	0	0	0	0	3,985,000	20,665,400
Finance (Public Affairs)	225,000	392,375	0	0	0	0	392,375	3,509,986
Fleet	13,451,666	24,645,306	12,384,419	13,068,452	14,950,000	0	65,048,177	81,989,961
Information Technology	2,489,000	1,975,000	0	0	0	0	1,975,000	4,464,000
Safety & Security	2,563,000	220,000	230,000	255,000	255,000	0	960,000	5,373,000
Funding Sources	**97,709,666**	**83,251,679**	**109,933,419**	**114,925,452**	**113,205,000**	**31,911,000**	**453,226,550**	**690,157,402**
Grants	56,007,828	34,914,427	68,931,033	46,267,200	51,225,374	8,905,500	210,243,534	352,024,107
Local (cash)	26,715,453	18,719,545	25,739,533	29,958,252	31,027,620	23,005,500	128,450,450	187,502,140
Bonds (debt)	13,786,385	29,430,090	15,010,027	22,300,000	30,952,006		97,692,123	131,440,712
Other	1,200,000	187,617	252,826	16,400,000	0	0	16,840,443	19,190,443
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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



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

Tracking actual expenditures against the approved budget at the project level became necessary. The reallocated budget for Finance was $800,000, which was thought to be needed for IndyGo's new Enterprise Resource Planning (ERP) system. Actual expenditures for Finance were less than $640,000 of which only $117,000 were related to the new ERP system. The remaining $520,000 budget went towards farebox replacements, which were an unbudgeted expense for the year. The reallocated budget for Information Technology was $1.9 million, and actual expenditures for Information Technology totaled less than $678,000. The fact that the Information Technology was under budget by more than $1.2 million is due in large part to the delay in the upgrade of IndyGo's scheduling software, HASTUS, and having completed the Disaster Recovery Plan in-house. The reallocated budget for Public Affairs totaled $225,000, of which IndyGo spent $32,900 on the creation of the new call center.

For FY2020, grant funds covered more than $10.5 million (35 percent) of the capital expenses incurred. All other expenses were paid for with local revenue ($16.0 Million, 53 percent) and bonds ($3.8 million, 13 percent). Not included in the final accounting for FY2020 was the $1.2 million in 'Other' funding sources that were initially budgeted for the year, comprised of an expected contribution towards the Blue Line BRT project by DPW. Looking at the outyears, available capital funding was thought to account for many of the newly discovered capital expenses, but not all of them. This would lead IndyGo to seek additional competitive grant dollars in the coming years.

COVID-19 Vaccine Clinic

New Bus Shelter at Bridgeport & W Washington Street

New Graduating Class

Operator-in-training

FY2021 SUMMARY

Planned

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

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

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

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

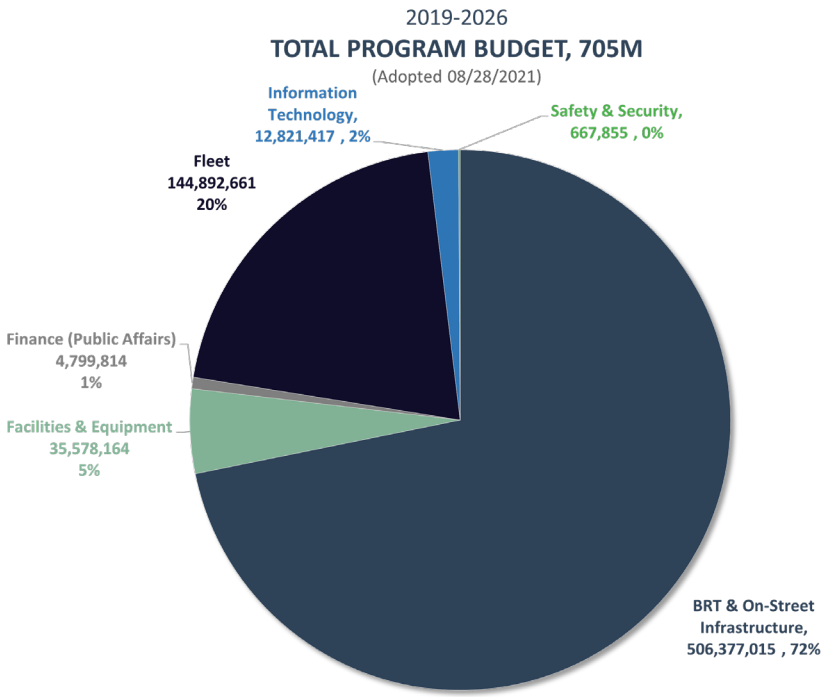
2021 Actual Expenditures

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

2021 & 2022 Budget Appropriations

Category	2021 Adopted 08/20/2020	2022 Adopted 08/28/2021	2023 Projected	2024 Projected	2025 Projected	2026 Projected	2022-2026 5-yr Total	2019-2026 Program Total
Expenditures	**83,251,679**	**111,705,850**	**116,497,041**	**122,874,909**	**107,691,314**	**61,787,963**	**520,557,077**	**705,136,925**
BRT & On-Street Infrastructure	52,033,998	70,937,450	74,567,800	104,437,865	89,500,000	42,061,000	381,504,115	506,377,015
Facilities & Equipment	3,985,000	22,834,250	738,000	365,000	22,500	0	23,959,750	35,578,164
Finance (Public Affairs)	392,375	382,500	390,150	397,953	0	0	1,170,603	4,799,813
Fleet	24,645,306	15,997,000	31,906,091	17,649,091	18,148,814	19,706,963	103,407,959	144,892,661
Information Technology	1,975,000	1,527,000	8,895,000	25,000	20,000	20,000	10,487,000	12,821,417
Safety & Security	220,000	27,650	0	0	0	0	27,650	667,855
Funding Sources	**83,251,679**	**111,705,850**	**116,497,041**	**122,874,909**	**107,691,314**	**61,787,963**	**520,557,077**	**705,136,925**
Grants	34,914,427	45,433,986	53,816,091	23,486,246	17,348,965	18,944,621	159,029,909	253,914,268
Local (cash)	18,719,545	36,484,824	39,963,950	99,388,663	90,342,349	42,843,342	309,023,128	345,312,991
Bonds (debt)	29,430,090	29,787,040	22,717,000	0	0	0	52,504,040	105,722,049
Other	187,617	0	0	0	0	0	0	187,617
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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



Actual

Like 2020, IndyGo's capital expenses for FY2021 came in far below IndyGo's approved budget of $83.3 million. The 2021 state legislative session, when combined with the real-world impacts of the on-going COVID-19 pandemic, caused the construction of the Purple Line BRT project to be delayed to the first quarter of FY2022. The decision was made to resume design activities for the Blue Line BRT project. The City's design efforts for the 29th & 30th streets conversion continued, and it was anticipated that construction would begin in FY2023. It was determined by IndyGo staff that, by delaying this work by a year, the agency could allocate its FY2022 capital budget to advance capital projects that were of a more time sensitive nature.

By December 31, 2021, IndyGo had invested just $7.0 million in BRT and other On-street Infrastructure investments, which was less than 14 percent ($52.0 million) of what had been approved as part of the FY2021 budget and yet they represented nearly 20 percent of the total expenditures for the year. IndyGo received all 25 hybrid electric buses purchased in FY2020 for a total of $17.5 million. The agency spent $629,000 on paratransit vehicles, and another $93,000 for maintenance heavy equipment, ending the year with total expenditures for fleet needs at $18.6 million, which was $6 million under budget for the year. By the end of FY2021, IndyGo was more than $1.9 million over its estimated $220,000 budget for Safety & Security. This is due in large part to vehicle CCTV replacement. The agency ended the year more than $3.3 million over budget on Facilities. This is due in large part to the demonstrated need to acquire, design, renovate, and construct facilities that had not been identified prior to 2020.

Overall, IndyGo ended the year under budget by more than $46.5 million. Grant drawdowns were less than half of what had been budgeted in 2020. This is primarily due to the delay in the construction of the Purple Line BRT project. Also, design for the Red Line BRT Extensions project remained on hold.

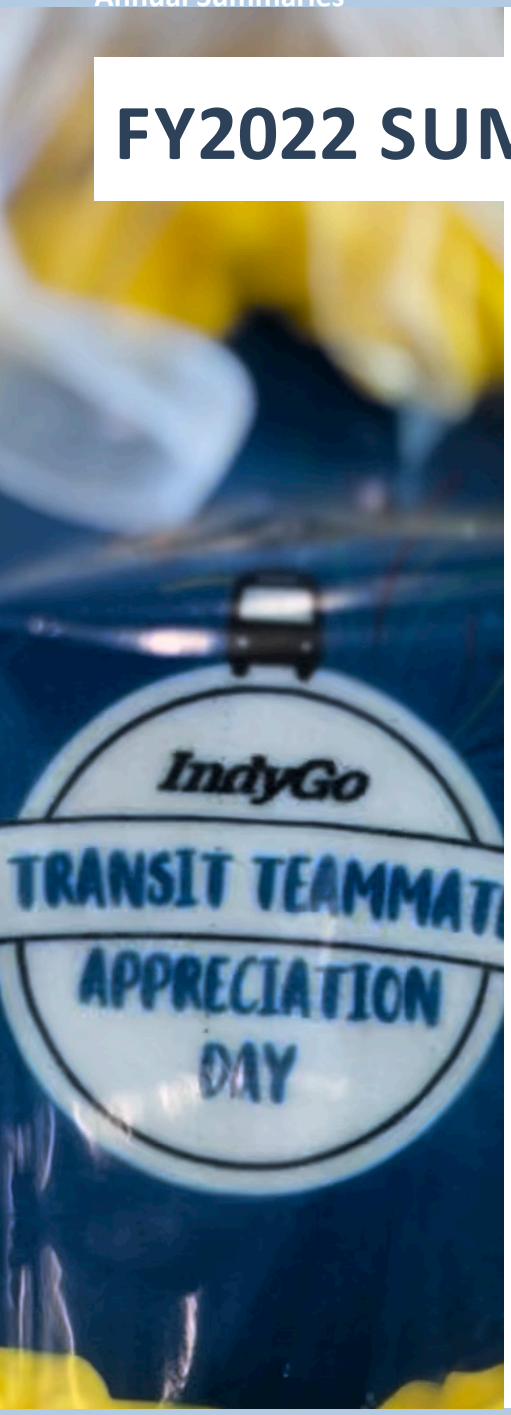
MayMobility AV Pilot Vehicle

New Hybrid-Electric Vehicle

IndyGo Connect Pilot Vehicle

New IndyGo Access Vehicle

FY2022 SUMMARY



Planned

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

In August 2018, a total of $89.0 million in expenditures was thought to be needed in FY2022 to advance the construction of BRT & other On-street Infrastructure investments, which would have been 93 percent of IndyGo's total planned capital expenditures of $95.6 million for the year. Most of these expenses ($85.9 million, 97 percent) were allocated towards advancing the Purple Line and Blue Line BRT projects. The remaining expenditures allocated in 2018 for FY2022 were for on-going fleet replacement ($4.8 million, 5 percent) and to retrofit the Julia M. Carson Transit Center to accommodate level boarding for BRT ($1.7 million, 2 percent). Zero dollars were budgeted for FY2022 for Finance (formerly Public Affairs), or Information Technology. A substantial portion of programmed expenditures for FY2022 were expected to be grant-funded ($62.8 million, 66 percent), with the balance from cash ($17.8 million, 19 percent) and bonds ($15.0 million, 16 percent).

In August 2019, IndyGo increased total expenditures for FY2022 from $95.6 million to $109.9 million, again due primarily to a correction in the methodology used to capture the total outlay - not just the debt service payment – for future fleet purchases, the need to purchase more buses than had originally been planned and the delay in the design and construction of the Purple Line and Blue Line BRT projects. When establishing the FY2022 budget projection, it was anticipated that a total of $97.3 million (89 percent) of IndyGo's total planned capital expenditures for FY2022 would be needed to advance the construction of BRT & Other On-street Infrastructure investments. At that time, $94.2 million (86 percent) of the revised FY2022 budget was allocated to advancing the Purple and Blue Line BRT projects, specifically. An additional $12.1 million (11 percent) was allocated to fixed-route and paratransit fleet replacement. Initially programmed as a FY2020 expenditure, the $1.7 million needed to retrofit the downtown transit center to accommodate level boarding was pushed to FY2023. Again, a substantial

2022 Actual Expenditures

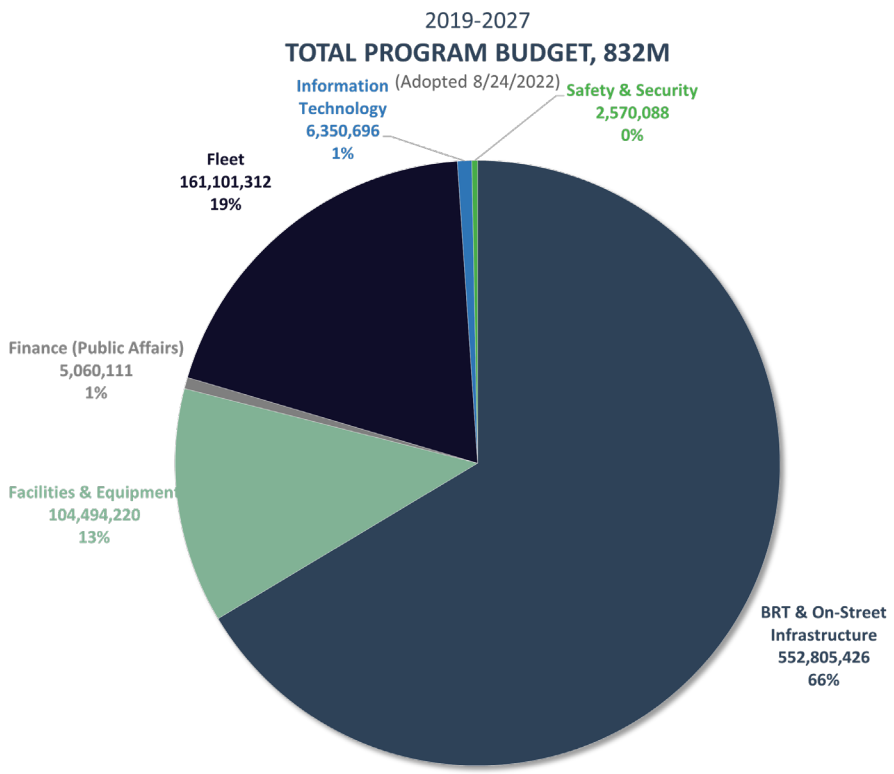
Capital Project Category	2022			
	Approved	Actuals as of 12/31/2022	Budget vs. Actual (variance)	
			$	%
Expenditures	**111,705,850**	**59,376,605**	**52,329,245**	**47%**
BRT & On-Street Infrastructure	70,937,450	43,745,803	27,191,647	38%
Facilities & Equipment	22,834,250	9,682,591	13,151,659	58%
Finance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

2022 & 2023 Budget Appropriations

Category	2022 Adopted 08/28/2021	2023 Adopted 08/24/2022	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2023-2027 5-yr Total	2019-2027 Program Total
Expenditures	**111,705,850**	**122,652,792**	**139,840,810**	**146,177,214**	**135,606,963**	**38,350,000**	**582,627,779**	**832,381,852**
BRT & On-Street Infrastructure	70,937,450	61,152,792	64,726,394	122,153,400	115,900,000	38,050,000	401,982,586	552,805,426
Facilities & Equipment	22,834,250	30,220,000	30,622,369	5,875,000	0	0	66,717,369	104,494,220
Finance (Public Affairs)	382,500	397,800	405,756	0	0	0	803,556	5,060,110
Fleet	15,997,000	27,852,200	43,686,291	18,148,814	19,706,963	300,000	109,694,268	161,101,312
Information Technology	1,527,000	3,000,000	400,000	0	0	0	3,400,000	6,350,696
Safety & Security	27,650	30,000	0	0	0	0	30,000	2,570,088
Funding Sources	**111,705,850**	**122,652,792**	**139,840,810**	**146,177,214**	**135,606,963**	**38,350,000**	**582,627,779**	**832,381,852**
Grants	45,433,986	41,273,080	12,517,021	1,240,000	1,240,000	0	56,270,101	178,362,593
Local (cash)	36,484,824	30,612,512	73,629,220	139,077,214	134,366,963	38,350,000	416,035,909	487,116,236
Bonds (debt)	29,787,040	50,767,200	53,694,569	5,860,000	0	0	110,321,769	166,903,023
Other	0	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

In August 2020, it was anticipated that IndyGo would need a total of $111.7 million for capital expenditures in FY2022; a slight ($1.8 million) increase from the $109.9 million projected in August 2019. The Facilities budget for FY2022 was increased from $0 (2020 budget projection) to $22.8 million. This is due in large part to the design and construction work taking place at IndyGo's new East Campus location. The budget for Information Technology and Finance also increased from $0 (FY2020 budget projection) to $1.5 million and $383,000, respectively. This was due in large part to the need to replace on-board, closed-circuit television (CCTV) equipment. The $12.4 million projected budget for Fleet increased by an additional $3.6 million to $16.0 million in August 2020 to account for the need to expand and maintain the agency's fleet. Of particular importance was the need to add additional support, paratransit, and fixed-route vehicles. Conversely, the amount of money budgeted for BRT & Other On-street Infrastructure investments was reduced by $26.4 million for a total of $70.9 million. This was due in large part to the shift in the future timeline of the Purple and Blue Line BRT projects as construction for both projects continued to get pushed out or otherwise become delayed. This would soon lead to an unexpected increase in the cost of construction for the Blue Line BRT project. The approved Safety & Security budget for FY2021 was reduced by $202,350 to less than $30,000. This was due in large part to the reclassification of the vehicle CCTV replacement project as a Safety & Security investment to an Information Technology investment.



Actual

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

Actual expenses for BRT & Other On-street Infrastructure investments totaled $43.7 million, which was $27.2 million less than the $70.9 million approved for FY2022. This is due in large part to the shift in the future timelines of the Purple and Blue Line BRT projects given that both investments have far exceeded their original deadline. Part of the $43.7 million expended was used to cover unexpected Red Line pavement repair costs. Actual expenses for Safety & Security totaled more than $1.12 million, which was $1,092,704 more than the $27,650 budget adopted in August 2021. During the year, $1.2 million in Information Technology dollars were moved to the Safety & Security category to pay for the CCTV project, which meant that Safety & Security ultimately came in under budget by

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

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

Veteran’s Day Bus Reveal Honoree

FY2023 SUMMARY

Planned

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

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

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

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

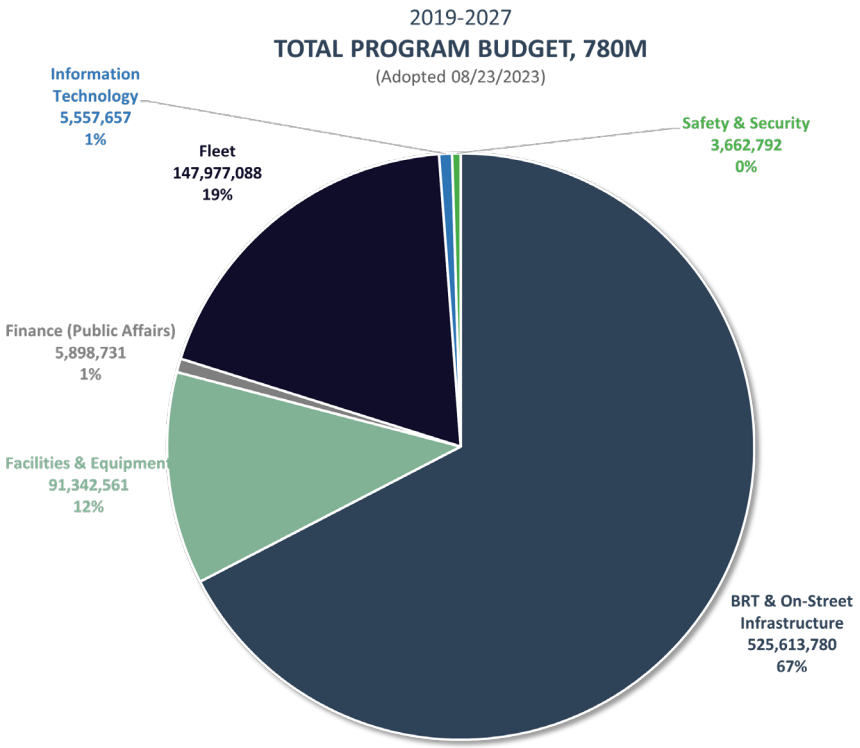
2023 Actual Expenditures

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

2023 & 2024 Budget Appropriations

Category	2023 Adopted 08/24/2022	2024 Adopted 08/23/2023	2025 Projected	2026 Projected	2027 Projected	2023-2027 5-yr Total	2019-2027 Program Total
Expenditures	**122,652,792**	**139,840,810**	**146,177,214**	**135,606,963**	**38,350,000**	**582,627,779**	**780,052,608**
BRT & On-Street Infrastructure	61,152,792	64,726,394	122,153,400	115,900,000	38,050,000	401,982,586	525,613,780
Facilities & Equipment	30,220,000	30,622,369	5,875,000	0	0	66,717,369	91,342,561
Finance (Public Affairs)	397,800	405,756	0	0	0	803,556	5,898,730
Fleet	27,852,200	43,686,291	18,148,814	19,706,963	300,000	109,694,268	147,977,088
Information Technology	3,000,000	400,000	0	0	0	3,400,000	5,557,657
Safety & Security	30,000	0	0	0	0	30,000	3,662,792
Funding Sources	**122,652,792**	**139,840,810**	**146,177,214**	**135,606,963**	**38,350,000**	**582,627,779**	**780,052,607**
Grants	41,273,080	12,517,021	1,240,000	1,240,000	0	56,270,101	160,315,232
Local (cash)	30,612,512	73,629,220	139,077,214	134,366,963	38,350,000	416,035,909	469,888,753
Bonds (debt)	50,767,200	53,694,569	5,860,000	0	0	110,321,769	149,848,623
Other	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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



Adopted on August 24, 2022, the approved budget for FY2023 mirrored that which had been projected in 2021. It was anticipated that, in FY2023, IndyGo would spend less than it had expected to expand the agency's fleet, incurring just $27.8 million in fleet costs for FY2023 as opposed to the $31.9 million projected in 2021. This is $4 million less than was originally anticipated and can be attributed to the fact that the need for more buses stalled when the rollout of IndyGo's Transit Plan was put on hold. Between FY2021 and FY2022, the budget for BRT & Other On-Street Infrastructure investments for FY2023 was reduced again, this time from $74.6 million (2022 adopted budget) to $61.2 million (2023 adopted budget). This was due in large part to further delays in implementing the Blue Line BRT project. It was further anticipated that IndyGo's financial contributions of $2.2 million and $4.6 million to DPW's conversion of 29th & 30th streets and Michigan & New Yorks streets, respectively, could be pushed to FY2024. This was believed to be okay, in part, because of the delay in the implementation of IndyGo's local route improvements, which is what is driving the need for these changes. By August 2022, it was anticipated that final expenditures for the construction of the Purple Line BRT project would carry over into FY2024 and that the retrofit of the Julia M. Carson Transit Center to include in-ground charging in advance of the Purple Line BRT project entering revenue service would cost $425,000; all of which was anticipated to be incurred in FY2023. It was anticipated that 34 percent ($41.3 million) of FY2023 capital expenditures would be paid for with grant dollars. Twenty-five percent ($30.6 million) would come from cash and the remaining $50.8 million (41 percent) from bonds.

Actual

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

Except for Safety & Security, which ended the year over budget by more than $130,000, expenses for all budget categories are well under budget for the year. BRT & Other On-street Infrastructure costs were also over budget by

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

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

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

Mural by local artist Andre Parnell

IndyGo Open House Event

FY2024 SUMMARY

Planned

In 2019, IndyGo had anticipated that beginning in FY2024 and continuing into FY2025 that the Blue Line BRT and Red Line BRT Extension projects would be under construction. At that time, the majority of FY2024 expenditures ($71 million, or 77 percent) were expected to go towards the construction of the Blue Line BRT project. Also in 2019, IndyGo had anticipated purchasing eleven 60’ all electric vehicles to be used for BRT service, at a cost of nearly $1 million each. 55 percent of the expenditures in FY2024 were expected to be grant reimbursable.

Due to a delay in the start of the Red Line BRT Extension projects, total planned capital expenditures between FY2019 and FY2020 increased by more than $20 million. This was due to pushing out the start of the Red Line BRT Extension projects. In early 2020, IndyGo anticipated needing to receive delivery of 36 60’ buses for the Blue Line BRT project by FY2024, which, at the time, was six more buses than the agency’s 2019 estimate. In 2019, the agency also anticipated needing to replace eleven 40’ buses in FY2024. This number remained the same between FY2019 and FY2020.

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

By 2022, total capital expenditures for FY2024 were expected to be $139.8 million, a further increase of $17.0 million. This was due in large part to increased expenditures associated with IndyGo's changing fleet needs (from $17.6 million to $43.7 million for 2024). The anticipated costs for all BRT & Other On-Street Infrastructure decreased from $104.4 million (or 85 percent) to just $64.7 million (or 46 percent) of the total FY2024 budget. This reduction was due in large part to project delays. The overall increase in the total was due in large part to fleet needs ($43.7 million) and the advancement of the construction of the Purple Line BRT project ($15.6 million) and the design of the Blue Line BRT project ($25.6 million).

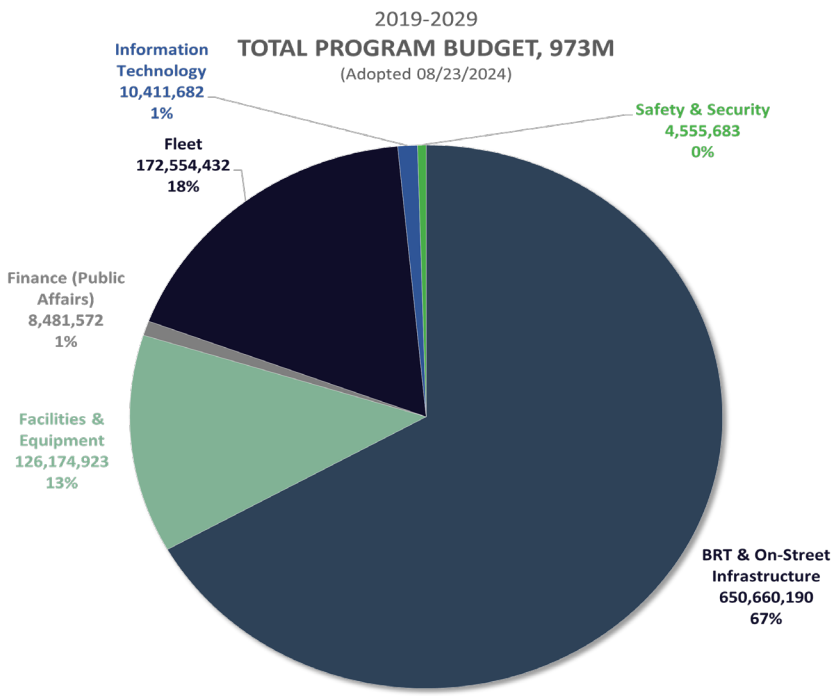
2024 Actual Expenditures

Capital Project Category	2024			
	Approved	Actuals as of 12/31/2024	Budget vs. Actual (variance)	
			$	%
Expenditures	**112,084,085**	**68,625,343**	**43,458,742**	**39%**
BRT & On-Street Infrastructure	63,712,589	63,064,309	648,280	1%
Facilities & Equipment	19,685,000	1,287,830	18,397,170	93%
Finance (Public Affairs)	673,000	387,029	285,971	42%
Fleet	25,521,496	2,863,018	22,658,478	89%
Information Technology	1,732,000	814,752	917,248	53%
Safety & Security	760,000	208,405	551,595	73%
Funding Sources	**112,084,085**	**68,625,343**	**43,458,742**	**39%**
Grants	39,992,297	26,849,915	13,142,382	33%
Local (cash)	70,081,788	18,004,790	52,076,998	74%
Bonds (debt)	2,010,000	23,770,639	(21,760,639)	-1083%
Other	0	0	0	-
Surplus	**0**	**0**	**0**	**0%**

2024 & 2025 Budget Appropriations

Category	2024 Adopted 08/23/2023	2025 Adopted 08/22/2024	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2025-2029 5-yr Total	2019-2029 Program Total
Expenditures	**112,084,085**	**179,471,866**	**177,816,496**	**143,822,285**	**36,888,294**	**24,726,236**	**562,725,177**	**972,838,541**
BRT & On-Street Infrastructure	63,712,589	142,620,370	125,009,000	89,438,965	14,925,000	2,500,000	374,493,335	650,660,190
Facilities & Equipment	19,685,000	15,397,000	30,775,000	32,336,392	0	0	78,508,392	126,174,983
Finance (Public Affairs)	673,000	673,000	673,000	673,000	673,000	0	2,692,000	8,481,571
Fleet	25,521,496	18,616,496	19,359,496	20,373,928	21,290,294	22,226,236	101,866,450	172,554,432
Information Technology	1,732,000	2,165,000	2,000,000	1,000,000	0	0	5,165,000	10,411,682
Safety & Security	760,000	0	0	0	0	0	0	4,555,683
Funding Sources	**112,084,085**	**179,471,866**	**177,816,496**	**143,822,285**	**36,888,294**	**24,726,236**	**562,725,177**	**972,838,540**
Grants	39,992,297	92,374,759	82,857,457	64,720,694	18,940,470	12,984,839	271,878,219	476,415,119
Local (cash)	70,081,788	24,393,907	9,354,339	7,418,179	12,232,324	5,886,150	59,284,899	210,760,707
Bonds (debt)	2,010,000	62,703,200	85,604,700	71,683,412	5,715,500	5,855,247	231,562,059	285,662,714
Other	0		0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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



By 2023, the expected total capital expenditures for FY2024 had decreased by $27.7 million to $112.1 million due to delays related to the Blue Line BRT project, Michigan Street Conversion, and the Rural Street Bridge Underpass project. At that time, 34 percent ($38.6 million) of IndyGo's FY2024 capital budget was expected to be paid for using grant dollars, the largest of which was for Local Bus Replacement ($18.4 million) and the Purple Line BRT project ($11.5 million). Less than two percent ($2.0 million) from bond proceeds; the majority of which ($1.9 million) was expected to go towards Fleet Parking for W Michigan Street's Mobility Solutions Center and the remaining $110,000 to finish the build out of the Assessment Center at the same location. The remaining $71.4 million (64 percent) was expected to be paid for using local funding. The largest expense to be paid for out of local funding was attributable to the Blue Line BRT design ($37.0 million), which was 33 percent of the total FY2024 budget, followed by Land Acquisition ($9.0 million).

Actual

For FY2024, IndyGo incurred capital expenditures of $68.6 million of the $112 million budgeted for 2024 and, as in previous years, ended the fiscal year under budget. Local revenue dollars were used to fund 26 percent ($18 million) of the expenses. Bonds represented $24 million (35 percent) in funding sources, and approximately $27 million (39 percent) of funds were from grants, which were primarily used to fund the Purple Line BRT, Blue Line BRT, and Local Route TSP projects.

Expenses for all categories were under budget. BRT & Other On-Street Infrastructure costs were $648,280 under budget. Facilities and Equipment costs were $18.4 million under budget due to delays to the East Campus Bus Storage and Maintenance Facility project. Finance incurred $387,000 of its $673,000 budget allocation for farebox replacement. Fleet was $22.6 million under budget due to fixed-route replacement vehicles being ordered but not delivered (or paid for) until FY2025. IT costs were $641,550 under budget due to the document imaging and retention project being placed on hold. Safety and Security costs were $551,959 under budget, primarily due to an unsuccessful bid for the CTC Camera Replacements project which delayed that project.

Several capital projects were expected to be completed in 2024, with the most notable being the Purple Line BRT project which began revenue service in October 2024. Other projects, such as BRT Docking Solutions at the CTC and the Masonry and Window Repair project at West Campus (1501 W. Washington St.), began in 2024. However, as the year progressed it was determined that starting in FY2024 the funding for the Masonry and Window Repair project will be sourced from the Operating Budget.

Other strategic decisions in 2024 resulted in IndyGo determining to not advance several projects for the foreseeable future, including West Michigan Fleet Parking Lot improvements, the Rural Street Underpass improvements, the South Madison Avenue Park and Ride facility, Document Imaging and Retention initiative, and completing final Red Line BRT Phase I Closeout (contractor portion). More information on the decisions surrounding each of these projects can be found in the project descriptions included in the Capital Expenditures chapter of this document.

IndyGo, with the guidance of the FTA, determined in 2024 that the Eastside Mobility Hub should be included as part of the Blue Line BRT grant budget. The dollars programmed for 2024 were reallocated to advance other priorities, and in future budget years this project will no longer be reflected as a discrete construction project. IndyGo also reallocated a portion of its capital budget from the above list to fund the West Campus Maintenance Area Garage renovation project. This reallocation allowed for the project to be fully funded in 2024, preventing the need to include the project in the following budget year.

Also of note, in FY2024 IndyGo was successful in securing discretionary funding awards to primarily be used to offset local revenue contributions to the Blue Line BRT project.

Purple Line Station Under Construction

FY2025 SUMMARY

Planned

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

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

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

With the adoption of the FY2024 budget in October 2023, total expenditures for FY2025 were projected to be $266.3 million. The largest expense category was anticipated to be BRT & Other On-Street Infrastructure with more than $200.9 million needed in total, inclusive of $182.4 million for the Blue Line BRT project. At that time, $17.7 million was thought to be needed to meet the agency's Fleet needs, including $15.4 million for fixed-

2025 Actual Expenditures (as of August 2025)

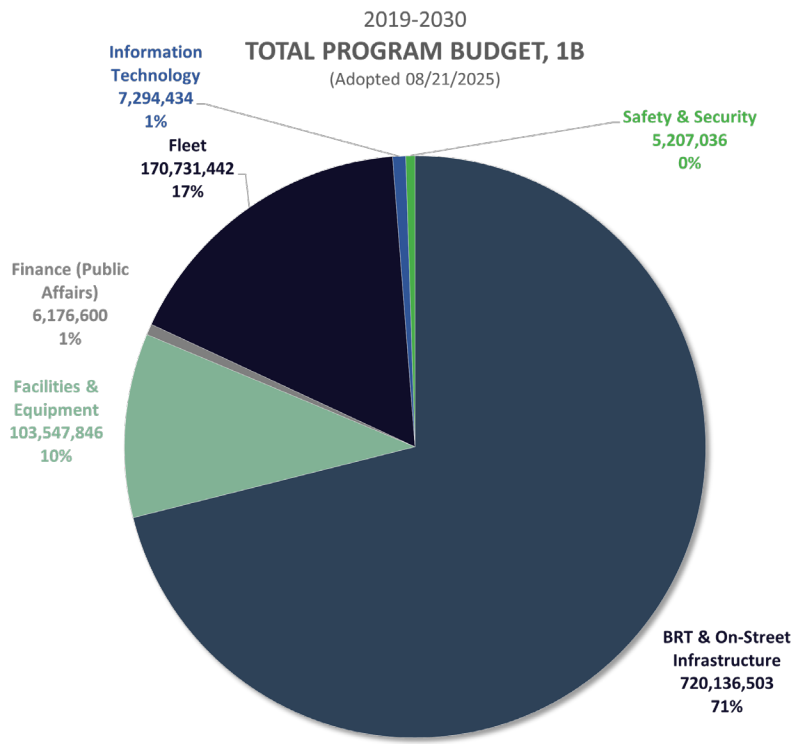
Capital Project Category	2025			
	Approved	Actuals as of 08/31/2025	Budget vs. Actual (variance)	
			$	%
Expenditures	**179,471,866**	**56,544,593**	**122,927,273**	**68%**
BRT & On-Street Infrastructure	142,620,370	28,954,775	113,665,595	80%
Facilities & Equipment	15,397,000	338,280	15,058,720	98%
Finance (Public Affairs)	673,000	711,300	(38,300)	-6%
Fleet	18,616,496	26,494,732	(7,878,236)	-42%
Information Technology	2,165,000	45,506	2,119,494	98%
Safety & Security	0	0	0	0%
Funding Sources	**179,471,866**	**56,544,593**	**122,927,273**	**68%**
Grants	92,374,759	27,444,954	64,929,805	70%
Local (cash)	24,393,907	14,840,039	9,553,868	39%
Bonds (debt)	62,703,200	14,259,600	48,443,600	77%
Other	0	0	0	0%
Surplus	**0**	**0**	**0**	**0%**

2025 & 2026 Budget Appropriations

Category	2025 Adopted 08/22/2024	2026 Adopted 08/21/2025	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2026-2030 5-yr Total	2019-2030 Program Total
Expenditures	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**994,840,094**
BRT & On-Street Infrastructure	142,620,370	177,902,364	77,566,397	41,453,799	2,488,839	2,586,160	301,997,558	701,882,736
Facilities & Equipment	15,397,000	57,456,425	925,000	500,000	0	0	58,881,425	103,547,846
Finance (Public Affairs)	673,000	0	0	0	0	0	0	6,176,600
Fleet	18,616,496	20,194,103	19,761,332	20,726,715	21,713,145	21,690,147	104,085,442	170,731,442
Information Technology	2,165,000	800,000	0	0	0	0	800,000	7,294,434
Safety & Security	0	1,202,948	0	0	0	0	1,202,948	5,207,036
Funding Sources	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**1,013,093,860**
Grants	92,374,759	142,365,857	55,913,434	37,185,135	17,254,516	17,296,118	270,015,059	553,784,335
Local (cash)	24,393,907	20,563,059	6,949,636	6,738,675	6,947,468	6,980,189	48,179,027	171,971,745
Bonds (debt)	62,703,200	94,626,924	35,389,659	18,756,704	0	0	148,773,287	287,337,780
Other	0	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,253,766**

route bus replacement, $2 million for paratransit vehicle replacement, and $300,000 for support vehicle replacement. Facilities and Equipment costs were expected to be $45.2 million to support East Campus Bus Storage and Maintenance Facility ($44 million); West Campus masonry repair, windows and door frames ($1 million); West Campus fuel island and wash rack drain repair ($500,00); West Campus locker room improvements ($100,000); and West Campus maintenance area garage renovations ($60,000). The remainder of investments ($2.2 million) was to support IT ($1.7 million) and Finance ($375,000). At that time, Safety and Security did not have any planned capital expenditures. Overall, 16 percent ($42.6 million) of IndyGo's 2025 funding was expected to come from grant dollars and 1.5 percent ($3.7 million) was to have come from bond proceeds, which meant that, in FY2025, local revenue would have covered most of IndyGo's expenditures.

In 2024, IndyGo decided to place its Rural Street underpass project, which was expected to commence in 2025, on-hold indefinitely. The Michigan/New York and 29th/30th streets two-way conversion projects and the masonry repair projects were moved from the Capital Budget to the Operating Budget; those changes were reflected in the FY2025 approved budget.



Appropriated (as of August 2025)

As of this update, IndyGo has incurred just $56.6 million of its $179.5 million capital budget for FY2025. Collectively, IndyGo has drawn down $27.4 million in grant funding, spent almost $15 million in local revenue, and used $14.3 million in bond funding for these expenses. IndyGo expects it will end the year under budget due to delays in the the start of construction for the East Campus Bus Storage and Maintenance Facility.

Currently, the BRT & Other On-Street Infrastructure improvements budget category is well under its $143 million programmed budget with $29 million in incurred cost. This is primarily due to the delay in starting construction of the Blue Line BRT project, which comprises most of the programmed budget ($124.5 million). $338,280 of $15.4 million in programmed funds has been spent for Facilities and Equipment related projects, as the East Campus Bus Storage and Maintenance Facility project start date has been delayed to FY2026. Fleet has incurred costs of $26.5 million. While this is $7.9 million over the $18.6 million that was budgeted for Fleet in FY2025, this overage can be accounted for due to FY2024 rollover funding. Finance's incurred costs are also slightly over its programmed budget of $673,000, with incurred costs of $711,300; however this overage can also be accounted for by FY2024 rollover funds. IT has incurred $45,500 in expenses from its $2.2 million in allocated FY2025 funds. Safety and Security did not have programmed funds in FY2025 and has not incurred any unbudgeted expenses.

FY2025 marked the start of construction of the Blue Line BRT project, as well as the continuation of priority BRT & Other On-Street Infrastructure improvements projects such as BRT docking at the CTC ($3.3 million), close-out of the Purple Line BRT project ($4.5 million), Transit Stop Amenities ($2.2 million), Local Route TSP ($4.6 million), and Solar Powered Real Time Signs ($70,084).

As of this update, the Solar Powered Real Time Signs programmed funds will be reallocated to Transit Stop Amenities to allow IndyGo to stock up on simme seats (benches). As a creative funding concept, IndyGo staff is now pursuing Solar Powered Real Time Signs as a demonstration project and does not expect to incur any out-of-pocket capital expenses.

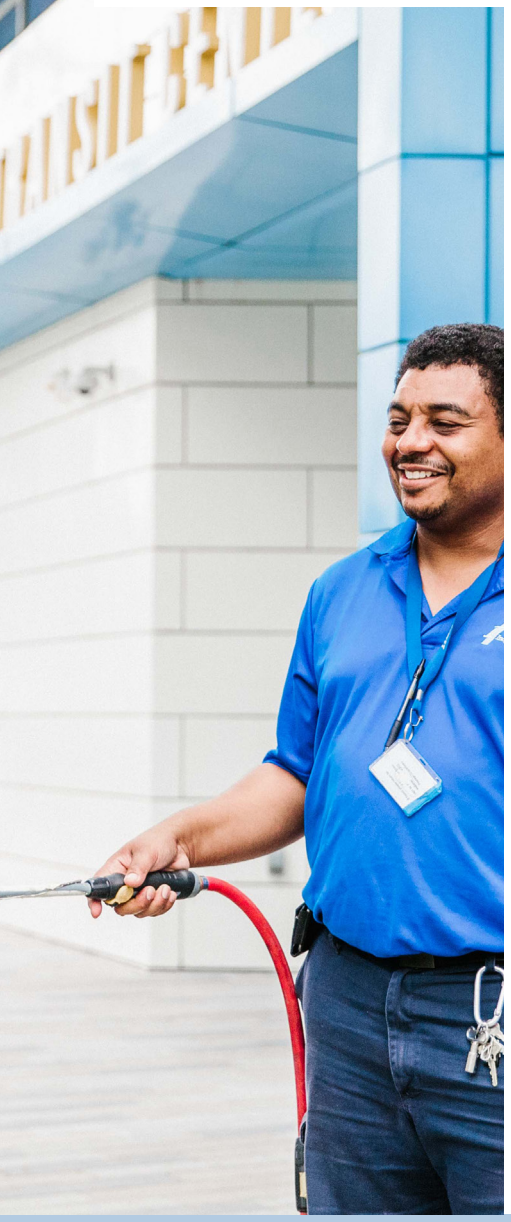
As of this update, Facilities expenses include several projects for IndyGo's West Campus, CTC, and the HVAC update project that together total $1.5 million, and are expected to be rolled into 2026. The East Campus Bus Storage and Maintenance Facility project is now anticipated to start in FY2026. Vehicles ordered for both fixed-route and paratransit have been delivered and are in the process of being placed into service, while Finance and IT projects are on-track to be completed by year end.

Note that, during the 2023 budgeting process (for FY2024 and beyond), the Eastside Mobility Hub was a stand-alone project from the Blue Line BRT project. The reason for this is that in 2021, IndyGo sought a Bus & Bus Facilities grant for this one component of the project. As of this update, the Eastside Mobility Hub expenses are included in the Blue Line Small Starts grant budget and the $8,029,200 allocated between 2024, 2025, and 2026 was and will be reallocated to advance other priority capital needs.

Blue Line groundbreaking event

Blue Line groundbreaking event

FY2026 SUMMARY



Planned

When the capital program was first established in 2018, the time between when the plan was created and when the plan would be finished was late-2019 to early-2025. In 2021, the timeline for this plan was extended from 2025 to 2026/2027. At that time, planned capital expenses for FY2026 were estimated to be $61.8 million to account for the need to continue investments in BRT and Other On-Street Infrastructure improvements and maintaining the agency's fleet. In 2021, it was anticipated that BRT and Other On-Street Infrastructure investments would be limited to the Blue Line BRT project ($39.0 million), and Transit Stop Amenities ($1.0 million). Investments in Fleet would include $17.9 million for fixed-route bus replacement and expansion, $1.55 million for paratransit vehicle replacement, and $250,000 for support vehicle replacement.

In 2022, planned capital expenses for FY2026 were anticipated to be $104.8 million, which was a difference of $43.8 million compared to the FY2026 budget projection from 2019 ($61.8 million). Again, this is due in large part to the number of capital projects that had been delayed year after year. It was also anticipated that BRT and Other On-Street Infrastructure improvements ($81.8 million) and Fleet expansion needs ($19.7 million) would make up a large part of the FY2026 capital budget. It was further anticipated that, by FY2026, BRT & Other On-Street Infrastructure investments would be limited to the construction of the Blue Line BRT project ($81.8 million) and Transit Stop Amenities ($1.6 million). Investments in Fleet were anticipated to require $17.9 million for fixed-route bus replacement and expansion, $1.6 million for paratransit vehicle replacement, and $250,000 for support vehicle replacement.

In 2023, the plan timeline was extended into FY2028, and with the adoption of the 2024 Capital Budget, the planned capital expenses for FY2026 were anticipated to be more than $151.7 million, which is $16.1 million more than the FY2026 budget projection included in the FY2023 budget ($135.6 million). This is due in large part to the number of capital projects that were delayed year after year. It was anticipated that BRT & Other On-Street Infrastructure improvements ($132.7 million, or 88 percent) and Fleet investments ($17.5 million, or 12 percent) would make up a large part of the FY2026 capital program budget. It was no longer anticipated that BRT & Other On-Street Infrastructure investments would be limited to the construction of the Blue Line BRT project and Transit Stop Amenities. At this time the Eastside Mobility Hub ($2.9 million) and Local Route Transit Signal Prioritization ($410,000) were added as new BRT & Other On-Street Infrastructure projects.

Note that at the time that the FY2024 budget was being prepared, the Eastside Mobility Hub was expected to be a stand-alone project totaling more than $8.0 million with expected costs throughout FY2024-2026. However, with the guidance of the FTA, it was determined that the project should be included with the grant budget for the Blue Line BRT project and would no longer be a discrete capital project. IndyGo also increased the FY2026 budget for Transit Stop

2025 & 2026 Budget Appropriations

Category	2025 Adopted 08/22/2024	2026 Adopted 08/21/2025	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2026-2030 5-yr Total	2019-2030 Program Total
Expenditures	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**994,840,094**
BRT & On-Street Infrastructure	142,620,370	177,902,364	77,566,397	41,453,799	2,488,839	2,586,160	301,997,558	701,882,736
Facilities & Equipment	15,397,000	57,456,425	925,000	500,000	0	0	58,881,425	103,547,846
Finance (Public Affairs)	673,000	0	0	0	0	0	0	6,176,600
Fleet	18,616,496	20,194,103	19,761,332	20,726,715	21,713,145	21,690,147	104,085,442	170,731,442
Information Technology	2,165,000	800,000	0	0	0	0	800,000	7,294,434
Safety & Security	0	1,202,948	0	0	0	0	1,202,948	5,207,036
Funding Sources	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**1,013,093,860**
Grants	92,374,759	142,365,857	55,913,434	37,185,135	17,254,516	17,296,118	270,015,059	553,784,335
Local (cash)	24,393,907	20,563,059	6,949,636	6,738,675	6,947,468	6,980,189	48,179,027	171,971,745
Bonds (debt)	62,703,200	94,626,924	35,389,659	18,756,704	0	0	148,773,287	287,337,780
Other	0	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,253,766**

Amenities from $1.6 million to $2.5 million, due in large part to the number of competitive grant awards that IndyGo had received in recent years. IndyGo projected it would need to invest $15.7 million for fixed route bus replacement and expansion, $1.6 million for paratransit vehicle replacement, and $250,000 for support vehicle replacement in FY2026, with the total budget for the Fleet category projected at just over $17.5 million.

In 2024, the plan timeline was extended into FY2029, and with the adoption of the 2025 Capital Budget, the planned capital expenses for FY2026 were anticipated to be more than $177.8 million. This is $26.1 million more than the FY2026 budget projection included in the FY2024 budget ($151.7 million). This was due in large part to the number of capital projects that were delayed in previous years. It was anticipated that BRT & Other On-Street Infrastructure improvements ($125 million, or 70 percent), Facilities & Equipment ($30.7 million, or 17 percent), and Fleet investments ($19.4 million, or 11 percent) would make up a majority of the FY2026 capital program budget. FY2026 capital expenses were expected to be covered partially by local revenue ($9.3 million, or five percent), with bond proceeds covering $85.6 million (48 percent) and grants covering $82.8 million (46.6 percent) of the total funding amount for the year.

At that time, it was also anticipated that BRT & Other On-Street Infrastructure investments would be for the construction of the Blue Line BRT project ($119.1 million) and transit stop amenities ($2.5 million), the Eastside Mobility Hub ($3 million), and Local Route TSP ($250,000). Note that initially, FY2026 was anticipated to be the last year of construction for the Eastside Mobility Hub, as it was a stand-alone project. However, that project has been combined with the Blue Line BRT project. Also, IndyGo projected it would need to invest $16.7 million for fixed route bus replacement and expansion, $2.3 million for paratransit bus replacement, and $200,000 for support vehicle replacement. The total budget for Facilities and Equipment was projected to be $30.7 million, with almost the entirety of that cost consisting of the East Campus Bus Storage and Maintenance Facility project. Finance and IT costs were anticipated to total to $2.7 million, while Safety and Security was not projected to incur any capital costs in FY2026.

Appropriated (as of August 2025)

As of this update, the plan timeline has been extended into FY2030, and with the adoption of the 2026 Capital Budget, the planned capital expenses for FY2026 represents the year with the largest sum of anticipated expenditures for this plan. The anticipated total of more than $257.5 million, which is $79.7 million more than the FY2026 budget projection included in the FY2025 budget ($177.8 million). Again, this is due in large part to the number of capital projects that have been delayed year after year. As of this update, it is anticipated that BRT & Other On-Street Infrastructure improvements ($177.9 million, or 69 percent), Facilities & Equipment ($57.5 million, or 22 percent) and Fleet investments ($20.2 million, or 8 percent) will make up a large part of the FY2026 capital program budget. Collectively, Safety and Security plus IT comprise the remaining $2 million of programmed expenditures.

For FY2026, BRT & Other On-Street Infrastructure, Facility and Equipment, and Fleet funding categories include the ongoing projects and/or investments related to the construction of the Blue Line BRT ($170.8 million); Local Bus Stop Design and Construction ($1.3 million); Local Route TSP ($917,000); CTC BRT Docking Solutions ($2.9 million); East Campus Bus Storage and Maintenance Facility ($54.7 million); CTC Interior Renovations ($220,000); and fixed route and paratransit fleet investment ($19.9 million).

2026 also marks the beginning of a number of new projects, including three Red Line related projects: Red Line pavement maintenance ($1.4 million), Red Line TSP ($352,000), and a Red Line snow monitoring system ($260,000). Also new for 2026, there are a number of improvement updates related to West Campus across the Facilities and Safety and Security categories, collectively totaling $1.6 million. In preparation for the expansion of East Campus, the demolition of Building C ($350,000) has been added to Facilities, and IT plans to replace the CTC bus bay signage and ADA annunciators.

As of this update, a portion of IndyGo's FY2026 expenses will be covered by local revenue ($20.6 million, or eight percent). Bond proceeds will cover $94.6 million (37 percent) of FY2026 capital expenditures, and grants will make up $142.4 million (55 percent) of the total funding amount for the year.

Bus lift at IndyGo's West Campus garage

IndyGo Maintenance technician

E. Washington Street frontage of the Julia M. Carson Transit Center

FY2027 PROJECTIONS

Planned

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

In 2023, the plan timeline was extended into FY2028 and with the adoption of the 2024 Capital Budget, the total capital budget for FY2027 was expected to be $122.2 million. BRT & Other On-Street Infrastructure investments were projected to total more than $103.9 million. This included $99.0 million (81 percent of the total capital budget) for the Blue Line BRT project, $2.5 million for Transit Stop Amenities, $410,000 for Local Route Transit Signal Prioritization, and a projected $2.0 million for the start of Red Line BRT Extensions. Finance and Fleet made up the rest of the capital investments for FY2027, the majority of which was allocated to Fixed Route Bus Replacement ($15.8 million) and Paratransit Vehicle Replacement ($1.8 million). Most of IndyGo's expenses were to be paid for using local revenue ($104.9 million, or 86 percent). IndyGo did not anticipate using bond proceeds to cover any of its FY2027 capital expenditures. Instead, IndyGo planned to use grant dollars to cover all remaining expenses for the year ($17.2 million, or 14 percent).

In 2024, the plan timeline was extended into FY2029, and with the adoption of the 2025 Capital Budget, it was anticipated that BRT & Other On-Street Infrastructure investments will be the highest expense category in the FY2027 capital budget ($143.8 million), which included: the Blue Line BRT ($85.3 million), Transit Stop Amenities ($2.5 million), and Local Route TSP ($1.4 million). IndyGo also projected the need to invest $17.8 million for Fixed-Route Bus Replacement and Expansion, $2.3 million for Paratransit Vehicle Replacement, and $300,000 for Support Vehicle Replacement in FY2027, bringing the total budget for the Fleet category to $20.4 million. The total budget for Facilities and Equipment was $32.3 million, with almost the entirety of that cost related to the East Campus Bus Storage and Maintenance Facility project. Finance and IT totaled $1.6 million and Safety and Security wasn't projected to have any expenses.

At that time, a portion of IndyGo's FY2027 expenses were to be covered by local revenue ($7.4 million, or five percent). Bond proceeds were anticipated at $71.6 million (50 percent) of FY2027 capital expenditures, and grants would have made up $64.7 million (45 percent) of the total funding amount for the year.

2027 Planned Budget

Category	2025 Adopted 08/22/2024	2026 Adopted 08/21/2025	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2026-2030 5-yr Total	2019-2030 Program Total
Expenditures	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**994,840,094**
BRT & On-Street Infrastructure	142,620,370	177,902,364	77,566,397	41,453,799	2,488,839	2,586,160	301,997,558	701,882,736
Facilities & Equipment	15,397,000	57,456,425	925,000	500,000	0	0	58,881,425	103,547,846
Finance (Public Affairs)	673,000	0	0	0	0	0	0	6,176,600
Fleet	18,616,496	20,194,103	19,761,332	20,726,715	21,713,145	21,690,147	104,085,442	170,731,442
Information Technology	2,165,000	800,000	0	0	0	0	800,000	7,294,434
Safety & Security	0	1,202,948	0	0	0	0	1,202,948	5,207,036
Funding Sources	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**1,013,093,860**
Grants	92,374,759	142,365,857	55,913,434	37,185,135	17,254,516	17,296,118	270,015,059	553,784,335
Local (cash)	24,393,907	20,563,059	6,949,636	6,738,675	6,947,468	6,980,189	48,179,027	171,971,745
Bonds (debt)	62,703,200	94,626,924	35,389,659	18,756,704	0	0	148,773,287	287,337,780
Other	0	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,253,766**

Anticipated

As of this update, the plan timeline has been extended into 2030. With the adoption of the 2026 Capital Budget, it is anticipated that $98.2 million will be needed to support capital expenditures in FY2027. BRT & Other On-Street Infrastructure investments are expected to be the highest capital expense category in FY2027 at $77.6 million, which includes: the Blue Line BRT project ($73.8 million), Local Bus Stop Design and Construction ($900,000), and Local Route TSP ($1.4 million). IndyGo also believes it will need to invest $17.8 million for Fixed-Route Bus Replacement and Expansion, $1.6 million for Paratransit Vehicle Replacement, and $300,000 for Support Vehicle Replacement in FY2027, bringing the total budget for the Fleet category to $19.8 million. The total budget for Facilities and Equipment is $925,000. While the remaining funding categories of Safety and Security; IT; and Finance are not projected to have any capital expenses.

At this time, a portion of IndyGo's FY2027 expenses are expected be covered by local revenue ($6.7 million, or seven percent). Bond proceeds would cover $35.4 million (36 percent) of FY2027 capital expenditures, and grants would make up $55.9 million (57 percent) of the total funding amount for the year.

FY2028 PROJECTIONS

Planned

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

In 2023, the plan timeline was extended into FY2028. With the adoption of the 2024 Capital Budget, the total projected capital budget for FY2028 was $23.8 million. The categories included BRT & Other On-Street Infrastructure ($4.3 million), Finance ($375,000), and Fleet ($19.1 million). The BRT & Other On-Street Infrastructure expenditures included $1.9 million (less than 10% of the total capital budget) for the Blue Line BRT project, $410,000 for Local Route Transit Signal Priority, and another $2.0 million for Red Line BRT Extensions (should either one of these extensions move forward). The Finance expenditures were solely for GFI Farebox Maintenance/Replacement, and the largest Fleet expense was for Local Bus Replacement ($16.6 million). Most of IndyGo's FY2028 expenses were to be paid for using grant dollars ($16.7 million, or 70 percent). IndyGo did not anticipate using bond proceeds to cover any of its FY2028 capital expenditures. Instead, IndyGo expected to use local dollars to cover all remaining expenses for the year ($7.1 million, or 30 percent).

In 2024, the plan timeline was extended into FY2029 and with the adoption of the 2025 Capital Budget, the total projected budget for FY2028 was $36.9 million. The categories included BRT & Other On-Street Infrastructure ($14.9 million), Finance ($673,000), and Fleet ($21.2 million). The BRT & Other On-Street Infrastructure expenditures include $12.4 million for the Blue Line BRT project and $2.5 million for Local Route TSP. Finance expenditures were solely for GFI Farebox Maintenance/Replacement, and the largest Fleet expense was for Local Bus Replacement ($18.7 million). Most of IndyGo's FY2028 expenses were to paid for using grant dollars ($18.9 million or 51 percent). IndyGo anticipated using $5.7 million in bond proceeds (15 percent) with local dollars to be used to cover all remaining expenses for the year ($12.2 million, or 33 percent).

2028 Planned Budget

Category	2025 Adopted 08/22/2024	2026 Adopted 08/21/2025	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2026-2030 5-yr Total	2019-2030 Program Total
Expenditures	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**994,840,094**
BRT & On-Street Infrastructure	142,620,370	177,902,364	77,566,397	41,453,799	2,488,839	2,586,160	301,997,558	701,882,736
Facilities & Equipment	15,397,000	57,456,425	925,000	500,000	0	0	58,881,425	103,547,846
Finance (Public Affairs)	673,000	0	0	0	0	0	0	6,176,600
Fleet	18,616,496	20,194,103	19,761,332	20,726,715	21,713,145	21,690,147	104,085,442	170,731,442
Information Technology	2,165,000	800,000	0	0	0	0	800,000	7,294,434
Safety & Security	0	1,202,948	0	0	0	0	1,202,948	5,207,036
Funding Sources	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**1,013,093,860**
Grants	92,374,759	142,365,857	55,913,434	37,185,135	17,254,516	17,296,118	270,015,059	553,784,335
Local (cash)	24,393,907	20,563,059	6,949,636	6,738,675	6,947,468	6,980,189	48,179,027	171,971,745
Bonds (debt)	62,703,200	94,626,924	35,389,659	18,756,704	0	0	148,773,287	287,337,780
Other	0	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,253,766**

Anticipated

As of this update, the plan timeline has been extended into 2030. With the adoption of the 2026 Capital Budget, the total projected capital budget for FY2028 is $62.7 million. The categories included BRT & Other On-Street Infrastructure ($41.5 million), Facilities and Equipment ($500,000), and Fleet ($20.7 million). Safety and Security; IT; and Finance have no projected capital expenses for FY2028. The BRT & Other On-Street Infrastructure expenditures include $39 million for the Blue Line BRT project and $900,000 for Local Bus Stop Design and Construction. The largest Fleet expense is for Local Bus Replacement ($18.7 million). Most of IndyGo's FY2028 expenses will be paid for using grant dollars ($37.2 million, or 59 percent). Also, IndyGo anticipates using $18.8 million in bond proceeds (30 percent) with local dollars covering all remaining expenses for the year ($6.7 million, or 11 percent).

FY2029 PROJECTIONS

Planned

In 2024, the plan timeline was extended into FY2029. With the adoption of the 2025 Capital Budget, the total projected budget for FY2029 was $24.7 million. The categories included BRT & Other On-Street Infrastructure ($2.5 million) and Fleet ($22.2 million). The BRT & Other On-Street Infrastructure expenditures only included $2.5 million for Transit Stop Amenities, since the Blue Line BRT project was (and still is) expected to begin revenue service in 2028. The largest expenditure for Fleet expenses was for Local Bus Replacement ($19.7 million). Most of IndyGo's FY2028 expenses would have been paid using grant dollars ($13 million, or 53 percent). Also, IndyGo anticipated using $5.8 million (24 percent) in bond proceeds and expected to use local dollars to cover all remaining expenses for the year ($5.9 million, or 23 percent).

Anticipated

As of this update, the plan timeline has been extended into 2030. With the adoption of the 2026 Capital Budget, the total capital budget expenditures for FY2029 are expected to be $24.3 million. The categories include BRT & Other On-Street Infrastructure ($2.5 million) and Fleet ($21.7 million). The BRT & Other On-Street Infrastructure expenditures include $900,000 for Local Bus Stop Design and Construction (previously Transit Stop Amenities) and $1.5 million for BRT pavement repairs. There are no expected capital costs for the Blue Line BRT project since it is expected to begin revenue service in 2028. The largest expenditure of Fleet expenses is for Local Bus Replacement ($19.7 million). Most of IndyGo's FY2029 expenses will be paid for using grant dollars ($17.2 million or 71 percent) and IndyGo will use local dollars to cover all remaining expenses for the year ($6.9 million, or 29 percent). IndyGo does not anticipate using bond proceeds to cover any 2029 expenses.

2029 Planned Budget

Category	2025 Adopted 08/22/2024	2026 Adopted 08/21/2025	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2026-2030 5-yr Total	2019-2030 Program Total
Expenditures	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**994,840,094**
BRT & On-Street Infrastructure	142,620,370	177,902,364	77,566,397	41,453,799	2,488,839	2,586,160	301,997,558	701,882,736
Facilities & Equipment	15,397,000	57,456,425	925,000	500,000	0	0	58,881,425	103,547,846
Finance (Public Affairs)	673,000	0	0	0	0	0	0	6,176,600
Fleet	18,616,496	20,194,103	19,761,332	20,726,715	21,713,145	21,690,147	104,085,442	170,731,442
Information Technology	2,165,000	800,000	0	0	0	0	800,000	7,294,434
Safety & Security	0	1,202,948	0	0	0	0	1,202,948	5,207,036
Funding Sources	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**1,013,093,860**
Grants	92,374,759	142,365,857	55,913,434	37,185,135	17,254,516	17,296,118	270,015,059	553,784,335
Local (cash)	24,393,907	20,563,059	6,949,636	6,738,675	6,947,468	6,980,189	48,179,027	171,971,745
Bonds (debt)	62,703,200	94,626,924	35,389,659	18,756,704	0	0	148,773,287	287,337,780
Other	0	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,253,766**

FY2030 PROJECTIONS

Anticipated

Through the 2025 budget process, the plan timeline has been extended beyond FY2029 and into FY2030. With the adopted FY2026 capital budget, the total projected budget for FY2030 is $24.3 million. The categories include BRT & Other On-Street Infrastructure ($2.6 million) and Fleet ($21.7 million). The BRT & Other On-Street Infrastructure category's largest expenditure is for BRT pavement maintenance ($1.6 million) while the largest expenditure for Fleet is for Local Bus Replacement ($19.7 million). Most of IndyGo's FY2030 expenses will be paid for using grant dollars ($17.3 million, or 71 percent), with local dollars used to cover all remaining expenses for the year ($7 million, or 33 percent). IndyGo does not anticipate using bond proceeds to cover any 2030 expenses.

2030 Planned Budget

Category	2025 Adopted 08/22/2024	2026 Adopted 08/21/2025	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2026-2030 5-yr Total	2019-2030 Program Total
Expenditures	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**994,840,094**
BRT & On-Street Infrastructure	142,620,370	177,902,364	77,566,397	41,453,799	2,488,839	2,586,160	301,997,558	701,882,736
Facilities & Equipment	15,397,000	57,456,425	925,000	500,000	0	0	58,881,425	103,547,846
Finance (Public Affairs)	673,000	0	0	0	0	0	0	6,176,600
Fleet	18,616,496	20,194,103	19,761,332	20,726,715	21,713,145	21,690,147	104,085,442	170,731,442
Information Technology	2,165,000	800,000	0	0	0	0	800,000	7,294,434
Safety & Security	0	1,202,948	0	0	0	0	1,202,948	5,207,036
Funding Sources	**179,471,866**	**257,555,840**	**98,252,729**	**62,680,514**	**24,201,984**	**24,276,307**	**466,967,373**	**1,013,093,860**
Grants	92,374,759	142,365,857	55,913,434	37,185,135	17,254,516	17,296,118	270,015,059	553,784,335
Local (cash)	24,393,907	20,563,059	6,949,636	6,738,675	6,947,468	6,980,189	48,179,027	171,971,745
Bonds (debt)	62,703,200	94,626,924	35,389,659	18,756,704	0	0	148,773,287	287,337,780
Other	0	0	0	0	0	0	0	0
Surplus	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,253,766**

FUNDING SOURCES

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

Between 2024 and 2026, IndyGo has benefitted from increases to some federal funding sources. These increases are the result of the passage of the Bipartisan Infrastructure Law (BIL), a one-time, historic investment in the United States transportation systems. The BIL was approved in 2021, introducing new discretionary programs offered by federal agencies, while increasing the amount of money offered for existing ones.

The following pages include detailed descriptions of each of IndyGo's capital funding sources. The Grant Funding Sources table that follows (see page 57) outlines the relationship between the various grant numbers used throughout this plan and their original funding sources. Use this table to cross reference funding sources and uses of funds for the various projects described throughout the rest of this plan.

FUNDING SOURCES

Grants

Since 1964, the Federal Transit Administration (FTA) has partnered with state and local governments to create and enhance public transportation systems, investing more than $20 billion annually to support and expand public transit services. FTA provides annual formula grants to transit agencies nationwide as well as discretionary funding in the form of competitive grants. Non-competitive grant awards are based on formulas established by Congress in federal surface transportation bills and confirmed through annual appropriations. Discretionary grants, by comparison, are only made available to agencies that participate in one of several competitive grant application processes.

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

Beginning in 2022, Section 5311 sub-recipients operating in the Central Indiana Region lost some or all of their Section 5311 and at the same time became eligible to receive their share of the region's Section 5307 funding. **This shift in how federal 5307 program dollars are allocated throughout the Central Indiana Region has had and will continue to have a direct impact on IndyGo's revenue stream** because, prior to this change, Section 5307 funding had only ever been split between IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). IndyGo experienced a loss in its share of Section 5307 funding starting in FFY2021 when suburban transit providers were included in the funding distribution for the first year. This plan has accounted for the fact that the BIL funds will mask the true impact of this change starting in fiscal year 2022.

Initially, this plan expected to draw on more than $296.8 million in grants. As of this update, to implement this plan IndyGo will draw on more than $553.8 million in grants. The difference being $257 million more than anticipated due to multiple factors, including an increase in formula funds; successfully securing higher than anticipated discretionary grant funding; and extending the capital plan beyond the original plan timeline (thereby realizing additional fiscal year formula grant dollars).

FTA Urbanized Area Formula Grants

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

Grant Funding Sources

5307 Formula Funding	5309 Small Starts Funding	5339 Formula Funding	5339 Competitive Funding	5310 Formula Funding	CMAQ / STBG (TA, NEPA, IT) - Federal Exchange Funding	STBG	MPO - State Exchange Funding	Earmark	AoPP	RAISE	Other Community Grants
IN-2016-024-11.42.06 (Acquire Shop Equipment)	**Small Starts** (Red Line)	FY2020	**Low No** (Solar Array)	FY2020	**IN-2016-016-11.42.08** (Software)	**NI95X046-11.42.08** (Hardware)	**2027 Carbon Reduction** (Fixed-Route Bus Replacement)	FY2024	IN-2023-019	FY2024 RAISE	DPW Indy Neighborhood Infrastructure Partnership (INIP)
IN-2017-018-11.42.06 (Acquire Shop Equipment)	**Small Starts** (Purple Line)	FY2021	IN-2023-026 (Super Stops)	FY2021	**IN-2016-016-11.71.03** (Project Management)	**IN95X046-11.42.08** (PM Disaster Recovery)	**2027 STBG** (Blue Line Buses)		IN-2024-018		IU Health Community Impact Investment Fund
IN-2019-001-11.12.15 (Facility)	**Small Starts** (Blue Line)	FY2022	FY2022 Bus & Bus Facilities	FY2022	**2020 CMAQ** (Transit Signal Priority)	**2020 STBG** (Fleet Replacement)	**2027 CMAQ** (Transit Signal Priority)				Fifth Third Grant
IN-2021-023-11.44.03 (Facility)	**ARP CIG** (Purple Line)	FY2023	FY2023 Low/No	FY2023	**2023 STP/CMAQ** (Red Line Extension)	**2021 STBG** (Fleet Replacement)	**2028 Carbon Reduction** (Fixed-Route Bus Replacement)				MIBOR Realtor Association
IN-2021-023-11.42.20 (Training Simulators)		FY2024	FY2025 Low/No (awarded Nov. 2025)	FY2024	**2024 STP/CMAQ** (Bus Replacement)						
IN-2021-046 (Purple Line)		FY2025		FY2025							
IN-2023-023) (Purple Line)		FY2026		FY2026							
5307 Safe Set Asides		FY2027		FY2027							
FY2023		FY2028		FY2028							
FY2024		FY2029		FY2029							
FY2025		FY2030		FY2030							
FY2026		FY2031		FY2031							
FY2027											
FY2028											
FY2029											
FY2030											
FY2031											

improve mobility and reduce congestion.

The FTA apportions 5307 funds to states and designated recipients, which then suballocate funds to local governmental authorities, including public transportation providers like IndyGo. **For urbanized areas with a population of 200,000 or more, including the unified government of Indianapolis-Marion County, the FTA formula apportionment is based a combination of bus vehicle revenue miles, total population, and population density.** Urbanized areas can also receive funds if they provide fixed guideway service and earn funds based on fixed guideway vehicle revenue miles, fixed guideway directional route miles, and fixed guideway passenger miles. Funds can also be earned based on bus passenger miles and operating expenses.

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

Section 5307 funds are made available in the year they are appropriated and remain available for five years thereafter. In 2020, it was anticipated that $26.2 million in 5307 program dollars would be available to IndyGo to support capital projects between 2021 and 2025. This amount did not include 5307 formula funds allocated to be used for preventative maintenance and ADA service. IndyGo is required to set aside one percent of the total appropriation to support transit security projects and 0.75 percent towards safety projects.

As of this update, IndyGo has received a total of $45.2 million in 5307 grant funding starting from beginning of this capital plan through FY2025 that the agency has used to advance its capital improvement program. IndyGo anticipates $41.3 million in funding to cover eligible capital expenses between FY2026 and FY2030. These amounts continue to reflect the infusion of funding authorized by the Bipartisan Infrastructure Law. A portion of the Section 5307/5340 funds are distributed to IndyGo subrecipients, who must also provide a 20 percent local match for projects. The amount distributed is determined by a formula adopted by the Indianapolis Metropolitan Planning Organization (IMPO).

For the purposes of this plan, Section 5307 includes Section 5340 funding. FTA Section 5340, Growing States/High Density Section funding is combined with Section 5307 funding when distributed to designated recipients. The formula is apportioned based on the growth of the state where the transit agency is located and then the urbanized area's share of the state's combined urbanized areas.

5307 Formula Funds

5307 Formula Funds	
Total	**96,022,377**
FY2019 (actual)	3,728,359
FY2020 (actual)	10,707,796
FY2021 (actual)	5,283,373
FY2022 (actual)	6,132,078
FY2023 (actual)	4,855,478
FY2024 (actual)	7,657,251
FY2025 (actual)	6,883,008
FY2026	7,498,321
FY2027	7,893,303
FY2028	8,296,184
FY2029	8,607,123
FY2030	9,026,281

FTA Bus & Bus Facilities Infrastructure Investment Program

Also referred to as Section 5339 funding, this FTA grant program makes federal resources available to transit agencies needing to replace, rehabilitate, or purchase buses and related equipment. It can also be used to construct bus-related facilities. Eligible expenses include capital projects that incorporate technological changes and innovations that reduce fleet emissions. Funding from this program is provided both through formula

allocations and competitive grant awards. Capital projects funded through the FTA 5339 program generally require a minimum of a 20 percent local match.

Prior to FY2022, IndyGo was the only recipient of Section 5339 funding in Central Indiana. As part of the rural to urban transition, Section 5339 monies will now include a discretionary portion for the sub-recipients. Beginning in FY2022, a portion of Section 5339 formula funds were - and will continue to be - awarded to other Central Indiana public transit providers through a competitive application program administered by IndyGo. This plan assumes a reduction of Section 5339 formula funding to IndyGo for the foreseeable future. This is important because, when a Section 5339 grant is obtained, the agency can free up cash, bond proceeds, or other funding for the advancement of another capital investment.

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

5339 Formula Funds

5339 Formula Funds	
Total	**18,646,622**
FY2019 (actual)	1,726,984
FY2020 (actual)	1,873,256
FY2021 (actual)	1,732,950
FY2022 (actual)	1,594,206
FY2023 (actual)	1,600,140
FY2024 (actual)	1,898,427
FY2025 (actual)	1,848,532
FY2026	1,360,683
FY2027	1,184,939
FY2028	1,238,487
FY2029	1,275,256
FY2030	1,312,762

For the 5339 competitive program, IndyGo has been awarded funding for FY 2021 Super Stops 2.0 ($2.3 million, March 2022), FY 2022 Fleet Storage, Maintenance Terminal, and Operations Center ($33 million, August 2022), and FY 2023 Diesel-Electric Hybrid Bus Replacement ($19 million, July 2023). In November 2025, IndyGo was awarded $14.7 million in FY2025 funding to support new fixed route hybrid bus purchases. It should be noted that this recent grant funding is not reflected in the financials of this plan document since it was awarded after the FY2026 capital budget was adopted.

As of this update and with the plan timeline extension through FY2030, the amount of 5339 Formula Funds allotted to the agency through FY2030 is expected to exceed $18.6 million. IndyGo received $12.3 million between 2019 and 2025. Therefore, the agency expects to receive $6.3 million in the coming years. Like the 5307/5340 funding, IndyGo had expected to receive more 5339 formula funding starting in FY2023 as a direct result of the BIL. IndyGo staff is diligent in working to ensure that the impact of these funds is maximized for IndyGo and its fellow regional sub-recipient providers.

As of this update, the amount of 5339 funding available to sub-recipients is anticipated to be $400,000 per year and can only be used to cover capital expenses. IndyGo's 2022 call for projects was canceled. The agency conducted a call for projects in 2023 that included funding from FFY2022, FFY2023, and FFY2024. The 2023 call for projects was undersubscribed, which when the requested funding amounts from the competitive application process are less than the amount available. The agency then issued a call for projects in 2024, which also included the unused funds from the previous undersubscribed 2023 call for projects.

Starting in FY2025 IndyGo's call for projects specific to Section 5310, will provide 55% of the region's funds to subrecipients during the call for projects process. That amounts to approximately $1 million in available federal funds. As of this update, IndyGo staff believe there will be approximately $1.4 million to $1.6 million per year (between the Section 5339 and 5310 programs) that will be set aside for the sub-recipients. This is an increase compared to the $400,000 per year estimate from 2021. The actual amount awarded will depend on the total amount requested, the ability to adhere to the program requirements as showcased in the submitted application, and the financial commitment demonstration related to the capacity to provide a twenty percent local match to the requested funding.

FTA Enhanced Mobility for Seniors & Individuals with Disabilities

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

IndyGo receives Section 5310 formula funds directly from the FTA and is therefore responsible for administering 5310 funding to eligible sub-recipients for eligible activities. To do so, IndyGo administers its own competitive grant process by issuing an annual call for projects and granting awards to eligible sub-recipients, after setting aside IndyGo's share of the funds. Up until 2023, IndyGo had only ever offered funds for capital expenses, requiring a minimum 20 percent local match from the sub-recipient. As of 2024, IndyGo is offering Section 5310 funds for vehicles, equipment, mobility management, and new operating expenses, as applied for by subrecipients.

5310 Formula Funds

5310 Formula Funds	
Total	**12,368,559**
FY2019 (actual)	625,276
FY2020 (actual)	890,878
FY2021 (actual)	665,882
FY2022 (actual)	897,034
FY2023 (actual)	1,299,836
FY2024 (actulal)	1,600,871
FY2025 (actual)	1,052,049
FY2026	1,005,570
FY2027	1,028,681
FY2028	1,064,042
FY2029	1,100,463
FY2030	1,137,977

In FY2020, IndyGo received and/or expected to receive a total of $4.9 million in 5310 formula funds to support its capital investment program between FY2019-2025. Then, in FY2022, that number increased to $7.9 million for the total of received and projected funding for 5310 formula funds between FY2019-2027.

As of this update, IndyGo has received $7 million in 5310 formula funds throughout FY2019-2025 and anticipates that an additional $5.3 million will be allocated in between FY2026 and FY2030. In total, and inclusive of the ongoing plan timeline extension, IndyGo either has or expects to receive $12.4 million in 5310 formula funds to support its capital investments.

FTA Major Capital Investment Grants, Small Starts Funding

The Capital Investment Grants (CIG) program, also known as Section 5309 federal funds, is the primary competitive federal funding source associated with major capital investment projects. The three primary activities for which Section 5309 funding can be used for are:

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

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

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

was increased from $100 million in 2022. The project must also have a total capital cost of less than $400 million in year of expenditure dollars, a threshold that was increased from $300 million in 2022.

IndyGo doesn't currently operate a rail system and the agency hasn't needed to seek a New Starts grant. The Small Starts program, however, has helped IndyGo design and construct all three of the agency's BRT routes. The Red Line BRT project successfully secured 80 percent participation from the Small Starts Program. Per the Small Starts Grant Agreement executed in May 2018, IndyGo was the recipient of a total of $74,989,685 to support the Red Line BRT project. While not tied to FTA's Section 5309 funding program and not subject to a local match requirement, in June 2021 it was announced that IndyGo would receive a $12 million allocation of American Rescue Plan funding for the Purple Line BRT project. Then, in August 2021, it was announced that IndyGo would receive another $81 million – this time in CIG Small Starts program support – to advance the Purple Line BRT project.

For the Blue Line BRT project, IndyGo's 5-year Capital Plan originally assumed and reflected Blue Line BRT project costs and 50 percent Section 5309 competitive award funding in FY2020. As this project continued to experience delays, IndyGo carried forward the expected 50:50 expected local match in its Capital Plan budget projections and through FTA updates. Prior to final award, IndyGo was awarded and then spent $8.1 million in advanced Section 5309 project development funds in FY2024. IndyGo was then subsequently awarded $141.9 million in Small Starts funding in December 2024, which led to an executed Small Starts grant agreement with a 30:70 project match in January 2025. It should be noted that a portion of the match costs are additional federal funds, which are not sourced from the Small Starts program. Total overall federal funding will be a 52:48 project match.

5309 Small Starts Funds

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

CMAQ & STBG Funding

Over the years, IndyGo has requested, and successfully been awarded, Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funding. Both programs are administered by the Indianapolis Metropolitan Planning Organization (IMPO). The CMAQ program provides a flexible funding source of the Federal Highway Administration (FHWA) for transportation projects that improve air quality and reduce congestion. Typical uses of the CMAQ funds include infrastructure, vehicles for new transit service, and replacement vehicles, whereas STBG funds may be used for road, bikeway, pedestrian, or transit projects, as determined and prioritized by the IMPO Transportation Policy Committee.

In 2020, IndyGo had anticipated STBG awards of $5.6 million and $4.8 million for fleet replacement in 2020 and 2021, respectively. STBG funding for 2023 and 2024 was projected to be $4.5 million and $9.7 million, respectively; wherein the elevated FY2024 amount was intended to represent an IMPO investment in the IndyGo's 2024 fleet replacement. The projected amount for FY2025 was, at that time, unknown. Due to the impacts of the COVID-19 pandemic, IMPO released a joint call for projects for FY2024 and FY2025 in 2021, and IndyGo was approved for additional funding for electric vehicles. The IMPO awarded IndyGo FY2027 CMAQ Exchange funds to be allocated for the TSP Local Route project in FY2024.

IndyGo has received and exhausted CMAQ funding for the following activities: Purple Line BRT project outreach, preliminary engineering, and NEPA activities. In 2018, a combined $4.6 million in STBG and CMAQ funding was awarded to IndyGo by the IMPO for the Red Line BRT Extensions project to continue the Red Line to the northern and southern lines of Marion County. The first $3.0 milllion grant was for vehicle purchases through a CMAQ grant. The next grant was for road widening, repair, and signal upgrades through the STBG program, with a grant amount of approximately $1.3 million. These dollars were to have been spent in state fiscal year 2022, as reflected in the region's Transportation Improvement Plan.

In 2020, and as a result of stakeholder input, IndyGo staff amended the Red Line BRT Extensions project grant request, returning the STBG portion and maintaining the request for the CMAQ funding for the purchase of 60' electric vehicles. At their August 2020 meeting, the IMPO Transportation Policy Committee approved the request.

In 2021 IndyGo received another $9.0 million in CMAQ and STBG funding to purchase vehicles for the Blue Line. These funds are currently programed beginning in FY2024 ($1.6 million in federal funds for 2024, and $1.9 million in state funds for 2026).

In 2019, IndyGo programmed $1.4 million from a CMAQ award to install transit signal priority infrastructure at key intersections to improve service reliability, beginning with the BRT routes. IndyGo answered the IMPO FY2026 call for projects in late 2022 with the funding request to purchase more BRT vehicles. The decision at that time was that IndyGo would be better served, in the long run, to opt for hybrid buses rather than battery electric buses for its next order of BRT buses.

As of this update, IndyGo is projecting to receive funding from the IMPO though a mix of Federal Flex Funding Program and the State in FY2027 ($6,495,818) and FY2028 ($8,688,239). Exact amounts are pending IMPO funding determination and could change depending on funding availability.

IMPO Green Line Grant

In 2011, as part of the long-running study of the potential for bus rapid transit in various corridors throughout central Indiana, the IMPO was awarded a grant to examine the feasibility of an enhanced corridor between downtown Indianapolis and downtown Noblesville in Hamilton County, Indiana via the Hoosier Heritage Port Authority's Nickel Plate Rail corridor. As these planning efforts matured, this corridor came to be known as the Green Line. Through preliminary planning and environmental assessment work, it was determined that this corridor may have environmental and financial sustainability concerns that limited the feasibility of that corridor for bus rapid transit activities.

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

RAISE

The U.S. Department of Transportation Rebuilding America Infrastructure with Sustainability and Equity, or RAISE, Discretionary Grant program allows the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. RAISE was previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants. Congress has dedicated nearly $14.3 billion for fifteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The RAISE funding program allows State and local agencies to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

In 2024, IndyGo applied for and then was awarded funding through the RAISE discretionary funding program for $21.9 million in funding to reduce the reliance on local funding to complete the Blue Line BRT project and increase the total federal contribution to the project. Starting in 2025, this program was renamed to Better Utilizing Investments to Leverage Development (BUILD) Grant Program.

Community Project Funding/Congressionally Directed Earmark

Since 2021, local governments and nonprofits have been able to apply for limited project funding directly through their Members of Congress. These short-term grants are known as "earmarks," and are negotiated by Members of Congress in the annual federal spending process. Earmark requests have historically been limited to one percent of Federal discretionary spending, which is then proportionally divided between the House and Senate and between Republicans and Democrats. While earmarks are not a guaranteed source of funding, when received they can complement organizations' existing funding sources.

In 2023, IndyGo requested congressionally directed funding through Congressman Andre Carson to be used for stormwater upgrades as part of the Blue Line BRT project. In 2024, IndyGo received notice of a $1 million award, from Federal Fiscal Year 2023 appropriations. For both 2024 and 2025 federal appropriations, IndyGo requested congressionally directed funding for fixed-route fleet replacement. Federal appropriation awards did not move forward for 2024 funding and, as of this update, 2025 appropriation awards have not yet been announced.

Debt Service Schedule

Debt Service Schedule					
Fiscal Yr	Series 2025A (Blue Line Issuance)	Series 2022A/B (Series 2022 LIT Revenue Bonds)	Local Income Tax Revenue Bonds, Series 2018A	Local Income Tax Revenue Bonds, Series 2021A	Aggregate Debt Service
FY2019 (actual)			3,491,600		3,491,600
FY2020 (actual)			3,485,725		3,485,725
FY2021 (actual)			3,489,225	1,398,441	4,887,666
FY2022 (actual)		1,461,608	3,491,350	2,259,200	7,212,158
FY2023 (actual)		5,011,050	3,489,500	2,259,600	10,760,150
FY2024 (actual)	0	5,018,425	3,489,500	2,262,600	10,770,525
FY2025 (actual)	1,507,500	5,015,425	3,492,000	2,265,600	12,280,525
FY2026	10,063,500	5,012,050	3,488,500	2,264,600	20,828,650
FY2027	10,066,500	5,013,050	3,486,500	2,260,900	20,826,950
FY2028	10,064,500	5,017,925	0	2,264,600	17,347,025
FY2029	10,062,125	5,016,300		2,260,300	17,338,725
FY2030	10,063,750	5,013,175		2,263,100	17,340,025
FY2031	10,063,750	5,018,050		2,262,700	17,344,500
FY2032	10,066,625	5,015,425		2,259,100	17,341,150
FY2033	10,061,625	5,015,300		1,132,200	16,209,125
FY2034	10,058,500	5,016,925			15,075,425
FY2035	10,061,375	5,019,925			15,081,300
FY2036	10,059,375	5,013,925			15,073,300
FY2037	10,061,875	5,013,800			15,075,675
FY2038	10,062,875	5,012,075			15,074,950
FY2039	10,061,750	5,015,500			15,077,250
FY2040	10,062,625	5,012,400			15,075,025
FY2041	10,064,500	5,017,100			15,081,600
FY2042	10,061,500	2,509,200			12,570,700
FY2043	10,062,625				10,062,625
FY2044	10,061,750				10,061,750
FY2045	5,032,750				5,032,750
Total	**197,731,375**	**99,258,633**	**31,403,900**	**27,412,941**	**355,806,849**

Local Revenue (Cash)

IndyGo's local revenue, or cash, is derived from proceeds from property taxes in accordance with IC 36-9-4-48 and from the 0.25 percent transit income tax enacted in 2017. At present, the property tax is assessed on properties within Indianapolis and Beech Grove, but not within the other excluded cities and towns of Marion County. These funding sources are typically used to provide local match for federally funded capital projects and to pay for locally funded capital projects. Revenue from these taxes is held in the IndyGo Capital Cum Fund, which was established by the IPTC Board of Directors in 2004 and serves as a relatively liquid source of funding to support capital projects.

Initially, the capital plan required just $148.5 million in local revenue. By the end of 2020, the capital plan called for more than $150.0 million to be drawn from these funds to advance the Transit Plan. By 2022 the capital plan had expanded to require a total of more than $348 million to be drawn from these funds due to the escalating costs associated implementing the transit plan and the extension of the plan's timeline. However, as of this update, the expected local revenue needed to support the Capital Plan through 2030 has been adjusted to $172 million due to IndyGo's 2025 bond issuance and on-going success in securing discretionary funding. Note that $48.2 million of this total is for FY2026 through FY2030.

Anticipated Debt (Bonds)

Periodically, IndyGo must issue general obligation bonds for the purpose of providing local financial contributions to federally funded capital projects and equipment purchases. The size and scope of IndyGo's capital program has, from time to time, required the issuance of bonds to provide resources needed to continue implementing IndyGo's future service plan. Principal and interest payments for bonds issued to advance capital projects within this plan will be made from the proceeds of the newly adopted 0.25 percent local income tax that became effective in Marion County on October 1, 2017. From year to year, the bonds have a first lien position on the proceeds of the local option income tax, meaning that debt payments must be paid before any other expenses can be incurred.

Version 1.0 of this capital plan assumed a 2019 appropriation of $58.4 million from the income tax. Actual appropriation for 2019 was $56.8 million. In 2020, it was thought that IndyGo would issue $94.4 million in total debt between 2021 and 2025, including the $26 million bond issuance approved by the Indianapolis-Marion County City County Council (and additional financing costs) and the Indianapolis Bond Bank in August 2018, and a proposed $65 million bond in 2022. The 2020 appropriation was $58.3 million. The 2021 appropriation was expected to be greater than $63 million, or $10 million more than what had been assumed for that year. Actual appropriations for 2021 were $68.5 million. It was assumed that $62.3 million would be appropriated in 2022. Actual appropriations in 2022 totaled $66.6 million.

As of this update, the capital plan (FY2019-FY2030) requires $287.3 million of the current debt issuance (series 2018A, 2021D, 2022D, and 2025A bonds). This program total is inclusive of large capital projects such as the Red, Purple, and Blue Line BRT projects, as well as the East Campus Bus Storage and Maintenance Facility. In 2024, IndyGo had fully expended the series 2018A and 2021D bonds on key capital projects (2019-2024). Also in 2024, the IPTC Board of Directors, the Indianapolis City-County Council, and the Indianapolis Bond Bank approved an additional debt issuance of up to $125 million to aid in funding the construction of the Blue Line BRT project and in 2025 the bond issuance (Series 2025A) finalized. This bond will solely be used ($125 million) to minimize the amount of cash needed for activities related to the planning, construction, and equipping of the Blue Line BRT project.

Additionally, when projecting debt and debt service payments over the course of this plan, the annual interest costs for a debt service and any eligible related financing cost specific to the Purple or Blue Line BRT project is considered reimbursable through the FTA 5309 Small Starts program. The inclusion of financing costs within Section 5309 project costs is required by the FTA, and this plan reflects that requirement accordingly. All other costs are sourced through IndyGo's capital debt service fund.

Other Sources of Funding

City of Indianapolis General Fund

IndyGo and DPW are party to several Interlocal Cooperation Agreements (ICA) that detail how DPW and IndyGo have and will continue to collaborate to deliver not only the BRT network, but the rest of the Transit Plan. Included in the ICA are the roles and responsibilities of each party for the initial construction as well as the ongoing maintenance and operations of the roadway infrastructure investments necessitated by the transit plan. Included in DPW's roles and responsibilities are its financial contributions towards each capital investment project.

Tax-Increment Financing

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

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

Similarly, the MDC determined that the benefits of improving the West Washington Street corridor, from Holt Road to High School Road, would substantially advance the City's community and economic development goals for the area. These benefits included enhanced transit operations, substantial improvements to roadway, sidewalk, and stormwater infrastructure, and additional support for the reinvestment and revitalization of the former terminal for the Indianapolis International Airport. Further, it was believed that any investment made in the Blue Line BRT through the TIF funds would ultimately lead to an increase in the amount of tax increment that could be captured. For those reasons, the MDC had agreed to allocate $12.5 million from the Airport TIF to the Blue Line BRT project, upon execution of a Small Starts Grant Agreement with the FTA. However, the agreement to use these funds expired prior to 2023 and the Airport TIF expired in 2025. Therefore, in 2023, this funding source was removed from the Blue Line BRT project budget and replaced by other funding sources, including cash and other non-CIG discretionary funding. That same year is when the description of segment one of the Blue Line changed as well; albeit for reasons other than the agreement expiring.

Joint-Development & Equitable Transit-Oriented Development

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

In its 2019 Small Starts grant application for the Blue Line BRT project, IndyGo, in partnership with the Indianapolis Neighborhood Housing Partnership (INHP), included a request to explore a joint-development opportunity in coordination with its capital improvement grant project. INHP exists to increase permanent affordable housing opportunities for individuals and families and serve as a catalyst for the development and revitalization of neighborhoods in Marion County, Indiana. To advance this mission, INHP has been acquiring properties near IndyGo's rapid or frequent transit corridors. To expand its capacity to engage in this work,

INHP has created the Equitable Transit-Oriented Development (ETOD) fund in association with Cinnaire, a community development financial institution (CDFI). Cinnaire helps community development organizations, lending partners and socially motivated investors accomplish goals in underserved communities. Together, INHP and Cinnaire are working to invest more than $4.2 billion in community development dollars across nine states. This includes the development of more than 50,000 homes for people and families in need.

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

INHP E-TOD Fund Update: Established in 2019, the ETOD fund maintains $14.25million in capital. Included is $3.0 million in grant funds that supports $11.25 million in senior debt from seven financial institutions. Having sold several ETOD sites to developers since 2019, there is now approximately $13.8 million in lending capital available from this revolving line of credit with Cinnaire lending.

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

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

In 2022, INHP acquired one new property. It is located at 5640 E. 38th Street. As of this update, there is a purchase agreement for this property to be sold. The developer applied for 9 percent low-income housing tax credits (LIHTC) in the 2024 tax credit round, but its application is denied and construction of these units has been delayed;however, the redevelopment of this corridor continues by INHP's parter as they continue to seek alternative funding sources

As of this update, INHP has 17 total ETOD properties with seven of those properties listed as sold or developed and another eight properties with sales pending. The two properties purchased in 2023 remain available for sale/development. Updates to this program include the opening of the Passage (Maryland/Shelby), Garfield Parkside (Southern Ave.), and St. Lucas Lofts (New York/Rural). 1827 Lofts (18th & Meridian) is mid-construction and will be completed in 2026. The Passage, located one block from the future Blue Line BRT route, is an $11 million affordable housing project that includes 39 apartments, plus an additional five short-term rental suites. Twenty to 25 percent of the apartments are available to individuals with intellectual and developmental disabilities, with the remainder available to individuals and families making up to 80 percent of the area median income. St. Lucas Lofts is a $10 million, 48-unit multi-family affordable housing project which the City of Indianapolis contributed $2 million to allow for ten units to be reserved for youth transitional housing. The rest of the units will support families earning 30 percent, 50 percent, and 60 percent of the Area Median Income. CVS Health is also investing $10 million to give residents access to educational and workforce opportunities through partnerships that the company has with area businesses and institutions.

Contingency Planning

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

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

BRT Contingency Planning

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

In late 2022, IndyGo staff prepared a recommendation for the IPTC Board of Directors that redefined the Blue Line BRT project. In January 2025, IndyGo took another large step forward toward implementing the Transit Plan when the agency executed a Small Starts grant agreement with the FTA for the construction of the Blue Line BRT project.

Super Stops 1.0 Grand Opening

East Campus Ribbon Cutting Celebration

CAPITAL EXPENDITURES

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

- Fleet
- Bus Rapid Transit and Other On-Street Infrastructure
- Facilities & Equipment
- Information Technology
- Finance
- Safety & Security

This chapter summarizes projects within each of these six categories, providing updates on project status, timeline, and anticipated or realized expenditures. Furthermore, within each category the projects are further subdivided by project status. The five project status categories used to organize each section include:

- **Programmatic:** Projects that represent ongoing or recurring capital expenditures, typically scheduled on an annual or cyclical basis. These initiatives are expected to continue beyond the current capital plan timeline and are considered part of routine or sustained investment.
- **In Progress:** Projects that have been initiated and are actively underway but not yet completed.
- **Uncertain / Undetermined:** Projects that are currently paused or on hold due to unresolved factors such as funding availability, scope clarification, or strategic decision-making. Their future status remains contingent on these determinations.
- **Completed:** Projects that have reached full completion, including all project close-out activities. No further work or expenditures are anticipated.
- **Canceled:** Projects that were planned but never advanced and have been formally removed as future capital projects. These initiatives are not expected to resume under this current plan.

CAPITAL EXPENDITURES

Fleet

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

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

Fleet Funding Sources & Uses

Fleet Funding					
Funding Source	Fixed-Route Bus Replacement	Paratransit Bus Replacement	Support Vehicle Replacement	Maintenance Heavy Equipment Replacement (Historical Reference)	Total
2020 STP	5,650,000				**5,650,000**
2021 STP	4,867,537				**4,867,537**
2024 STP/CMAQ	9,744,839				**9,744,839**
IN90X683-11.42.11			117,681		**117,681**
IN90X683-11.42.06				240,000	**240,000**
IN-2016-024-11.12.01	553,589				**553,589**
IN-2016-024-11.12.04		77,094			**77,094**
IN-2016-024-11.42.11			35,911		**35,911**
IN-2016-024-11.42.06				240,000	**240,000**
IN-2017-018-11.12.01	756,234				**756,234**
IN-2017-018-11.12.04		434,528			**434,528**
IN-2017-018-11.42.06				68,596	**68,596**
IN-2017-018-11.42.11			208,000		**208,000**
IN-2019-001-11.12.04		950,564			**950,564**
IN-2019-001-11.12.01	418,348				**418,348**
IN-2020-027	1,726,984				**1,726,984**
IN-2021-004		1,553,066			**1,553,066**
IN-2021-004		665,882			**665,882**
IN-2024-016		897,034			**897,034**
IN-2025-015		1,299,836			**1,299,836**
FY2024 5310		1,600,871			**1,600,871**
FY2025 5310		1,052,049			**1,052,049**
FY2026 5310		1,005,570			**1,005,570**
FY2027 5310		1,028,681			**1,028,681**
FY2028 5310		1,064,042			**1,064,042**
FY2029 5310		1,100,463			**1,100,463**
FY2030 5310		1,137,977			**1,137,977**
FY2031 5310		1,137,977			**1,137,977**
FY2023 Low/No	19,040,336				**19,040,336**
FY2025 Low/No (awarded Nov. 2025)	14,747,166				**14,747,166**
IMPO Flex Fund Carbon Reduction (2027)	6,495,818				**6,495,818**
IMPO Flex Fund Carbon Reduction (2028)	8,688,239				**8,688,239**
Grant Subtotal	**72,689,090**	**15,005,634**	**361,592**	**548,596**	**79,916,673**
Cash	18,172,273	2,918,725	2,686,050	137,149	**23,914,197**
Total	**90,861,393**	**15,696,941**	**3,047,642**	**685,745**	**103,830,870**

Programmatic Projects

Fixed Route Bus Replacement

IndyGo had originally anticipated a total expenditure of approximately $639.7 million to properly implement the Transit Plan. At the origin of this capital plan, IndyGo included the bus rapid transit 60' vehicles investments with the fixed-route fleet expenditure projections. As the Transit Plan was implemented, IndyGo, began to separate some of the agency's vehicle expenditures and projections from the fixed-route replacement budget to the respective Red, Purple, and Blue Line BRT project budgets. The first budget year that was comprised exclusively of programmed funds for fixed route vehicle replacement was FY2024.

Currently, IndyGo has 170 fixed-route vehicles in its operational fleet, with many that were placed into service in 2013 and 2014 nearing the end of their useful life. IndyGo continues to pursue competitive grant funds and other creative financing strategies to acquire the vehicles that are needed to implement the agency's Transit Plan. As evidenced by the success of the 2023 application submittal for the competitive Low or No Emissions funding to replace some of its 40' diesel vehicles with eGen Flex hybrid vehicles.

For the FY2026-2030 fixed-route fleet replacement program, IndyGo is projecting it will need to spend $94.2 million to meet the state of good repair requirements, with $18.3 million of that estimate being programmed for FY2026. As of this update, IndyGo has spent $23.7 million and plans to encumber the remaining funds before the end of the year. These amounts represent the FY2024 and FY2025 fixed-route budget allocation. These two budget years were combined as a result of a delay in ordering the buses. The required local match for the discretionary grant funding is included in those expenditures. The first 19 40' vehicles from this order have been delivered, and the remainder of the order is expected to be delivered in 2026.

It is worth noting that these appropriations are supported with best suited financing mechanism; lease financing or cash purchase depending on cash flow in any given year. For example, the funding mechanism for fleet replacement in FY2021 is accounted for under the annual debt service expenditure for 2021, while FY2024 fleet expenditures are being funded through a mix of grant funding and local revenue. IndyGo will continue to seek discretionary funding opportunities for fixed route fleet replacement throughout the life of this capital plan, as evidenced by IndyGo's 2025 No or Low Emissions application for discretionary funding to supplement local dollars in FY2026 and 2027. In November 2025, IndyGo was awarded $14.7 million to support new eGen Flex™ hybrid bus purchases as requested in the agency's grant application. It should be noted that this recent grant funding is not reflected in the financials of this plan document since it was awarded after the FY2026 capital budget was adopted.

Paratransit Vehicle Replacement

IndyGo Access, formally known as Open Door, offers complementary ADA paratransit services throughout Marion County, serving eligible individuals who are unable to utilize IndyGo's fixed-route transit service. IndyGo Access operates an ADA-compliant fleet of 60 mid-sized, body-on-chassis transit vehicles with wheelchair lifts.

Each of these vehicles have a much more limited useful service life compared to IndyGo's larger, more robust fixed-route vehicles. To ensure that IndyGo's paratransit service remains safe and reliable, each year, IndyGo programs money to replace paratransit vehicles that have met or exceeded their useful service life. Due to the COVID-19 Pandemic, IndyGo experienced a sharp rise in vehicle replacement costs causing the average annual program amount to rise from around $1.9 million per year to $2.2 million per year. Due to a decrease in overall fleet replacement needs, starting in FY2026 IndyGo has adjusted the annual programmed amount for vehicle replacement to $1.7 million. IndyGo expects to incur a total of $8.4 million between FY2026 and FY2030. These costs will be paid for through a combination of grants and local revenue funds. IndyGo programmed $2.2 million for vehicle replacement in 2025 and spent $2.6 million. The $400,000 over the programmed funds was paid for through FY2024 funds that were encumbered before the end of the same calendar year.

Non-Revenue Support Vehicle Replacement

IndyGo transportation and maintenance teams require quick and reliable transportation to respond to incidents in the field involving buses, operators, or other infrastructure. These vehicles are used by transportation supervisors and other IndyGo staff who support on-street operations. This includes responding to operator assistance calls, responding to accidents, and assisting with passenger related incidents, among other things. Like IndyGo's

fixed route and paratransit vehicles, non-revenue vehicles need to be replaced once they reach their useful life expectancy.

Additionally, because it isn't yet known how and when the rest of the Transit Plan will get implemented, the operations division should be prepared to provide in-field operator relief where operators will drive to the designated relief points themselves, using non-revenue vehicles for this purpose. This change in relief processes is a means to providing more efficient "seat swaps" for operators in the field within the connected grid network. To do so effectively may require more non-revenue support vehicles than the agency has today.

As such, IndyGo had initially programmed $936,000 to be spent between FY2019 and FY2024 to replace support vehicles. However, by the end of FY2024, IndyGo spent $1.4 million to replace support vehicles, which is $464,000 above the original estimate for the same period. This increase in actual spending from the original estimate is due to higher than expected purchase prices for vehicles and a necessary increase in operational support.

As of this update, it is anticipated that $1.65 million will be needed for support vehicle replacement between 2025 through 2030, which is approximately $275,000 per year. For FY2025 IndyGo programmed $200,000 for support vehicle replacement, but has not yet spent or encumbered any expenses.

Completed Projects

Automated Passenger Counters Upgrade

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

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

IndyGo replaced APCs for all fixed route vehicles purchased in FY2013 through FY2020, with a total of $191,000 spent on this project. All fixed route vehicles purchased before FY2013 were due for lifecycle replacement in FY2021 & FY2022 and were therefore not included in the APC replacement project at that time. Since the replacements started, all newly purchased buses now come with fully compatible APCs already installed. As of 2025, there are no longer any fixed route buses used in revenue service that have the older APC system.

Not only was this upgrade needed for reporting and funding purposes but also for the future of the service IndyGo provides and where it is provided. Further, it directs where investments in bus stop and other infrastructure should be targeted.

Canceled Projects

BRT Bus Docking Technology

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

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

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

BRT & Other On-Street Infrastructure

IndyGo's Transit Plan is built around three rapid-transit lines and hinges on the agency's ability to move towards more of a grid-based bus network with faster and more frequent service running longer hours each day. The capital expenses associated with bus rapid transit are substantial and represent a significant amount of capital investment that must be sustained for the foreseeable future. In addition to implementing the bus rapid transit corridors, IndyGo is working with the City to complete one-way to two-way street conversions and other infrastructure projects, as well as improvements to local route bus stops, shelters, and sidewalks. As of September 2025, the Red Line is six years old and has begun to require capital investments beyond those achieved with the Small Starts grant funding used to construct the project. The Purple Line BRT project has been completed and is operational (as of October 2024), and the construction of the Blue Line BRT project is underway.

Programmatic Projects

Transit Stop Amenities: Shelters, Signs & Sidewalks

Bus stops are a key link in the journey of a bus rider. For people with disabilities, inaccessible bus stops are often the weakest link in the chain, which can effectively prevent people from using IndyGo's bus service. Because of this, IndyGo staff continually evaluate bus stop conditions and identify opportunities to improve access for all riders.

In early 2020, IndyGo completed an inventory of all its bus stops and found that, at that time, 16 percent of all bus stops were ADA compliant, per ADA regulations. In May 2021, IndyGo completed its plan to address non-compliant bus stops and further updated this plan in 2025. This plan, the ADA Transition Plan, now serves as the road map for bringing more of IndyGo's bus stops up to ADA standards. To implement IndyGo's Transit Plan and remain in compliance with IndyGo's Board-adopted Service Standards for bus stop spacing, individual bus stops may need to be added, eliminated, or relocated. Locations of existing shelters and other bus stop amenities may need to be adjusted as well; however, not all bus stops warrant the same level of amenities. Prioritization of the placement of local transit amenities, such as benches and shelters, is based on multiple variables, including transfer points, frequency of service, adjacent land uses and their density/intensity, and the number of trips generated to or from the stop. In some instances, bus stop sign changes and supplemental signage will be needed to inform riders of upcoming route changes. Areas where bus stops are being added or improved will also benefit from improvements to adjacent sidewalks, curbs, and ramps.

Because the need for transit stops and transit stop amenities is so great, IndyGo expects to allocate a minimum of $14.7 million over the life of this plan, with an annual budget appropriation of $900,000. The annual appropriation is sourced from local funds for the design and construction of new stops and shelters. Any budget appropriations above the annual allocation is and will be sourced through grant(s) funding. Additionally, while the plan timeline for this version of the capital plan ends in 2030, it is anticipated that the annual investments in local bus stop improvements will be needed beyond 2030.

BRT & Other On-Street Infrastructure Funding Sources & Uses - Current Projects

BRT & Other On-Street Infrastructure Current Projects													
Funding Source	Red Line Phase I	Purple Line	Blue Line	Red Line Signal Modifications	Red Line: Pavement Maintenance	Red Line: Transit Signal Priority	Red Line: Snow Melt Monitoring System	Transit Amenities	Local Bus Design & Construction	Super Stops 2.0	Transit Signal Priority	CTC: BRT Docking	Total
Congressional Earmark			1,000,000										**1,000,000**
RAISE			21,869,230										**21,869,230**
Small Starts - Blue Line			149,999,000										**149,999,000**
Small Starts - Purple Line		80,975,001											**80,975,001**
Small Starts ARPA - Purple Line		12,008,210											**12,008,210**
Small Starts - Red Line	74,989,685												**74,989,685**
Tiger - Red Line	2,073,200												**2,073,200**
FY2020 5307		9,450,528											**9,450,528**
FY2021 5307		5,120,075											**5,120,075**
FY2022 5307		5,754,583											**5,754,583**
FY2023 5307			4,480,136										**4,480,136**
FY2024 5307			7,225,705										**7,225,705**
FY2025 5307			4,315,341				208,000						**4,523,341**
FY2022 5339			1,594,206										**1,594,206**
FY2023 5339			1,600,140										**1,600,140**
FY2024 5539			1,898,427							2,346,658			**4,245,085**
FY2025 5539			1,380,256										**1,380,256**
FY 2016 CMAQ		1,600,000											**1,600,000**
FY2020 CMAQ - TSP											1,353,280		**1,353,280**
FY2021 AoPP								670,000					**670,000**
FY2022/2023 AoPP								637,500					**637,500**
IMPO Flex Fund CRRSSA (2023)			7,415,695										**7,415,695**
IMPO Flex Fund Carbon Reduction (2024/2025)			2,060,337										**2,060,337**
IMPO Flex Fund STBG (2024)			2,613,957										**2,613,957**
IMPO Green Line Grant													**0**
FY2027 CMAQ - TSP											1,151,572		**1,151,572**
Community Grants								1,748,200	200,000				**1,948,200**
Grant Subtotal	**77,062,885**	**114,908,397**	**207,452,430**	**0**	**0**	**0**	**208,000**	**3,055,700**	**200,000**	**2,346,658**	**2,504,852**	**0**	**407,738,922**
DPW		1,200,000	16,500,000										**17,700,000**
Airport TIF			0										**0**
INHP			0										**0**
Citizens Energy Group			9,500,000										**9,500,000**
IMPO Exchange Fund Carbon Reduction (2025)			1,427,554										
IMPO Exchange STBG (2025)			126,140										**126,140**
Other Subtotal	**0**	**1,200,000**	**27,553,694**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27,326,140**
Cash	3,249,789	53,409,347	59,651,858	548,771	6,574,537	908,000	52,000	350,420	4,650,000	816,297	4,742,344	6,535,000	**141,488,363**
Bonds	16,017,306	26,497,247	125,000,000					6,575,369		0			**174,089,922**
Total	**96,329,980**	**196,014,991**	**419,657,982**	**548,771**	**6,574,537**	**908,000**	**260,000**	**10,132,276**	**4,850,000**	**3,162,955**	**7,247,196**	**6,535,000**	**752,221,688**

BRT & Other On-Street Infrastructure Funding Sources & Uses - Prior Year Projects

BRT & Other On-Street Infrastructure Prior Year Projects						
Funding Source	Red Line Extensions - Historic Budget	Red Line BRT Corridor Enhancements	Rural Street Underpass - Historic Budget	CTC Inductive Charging	Super Stops 1.0	Total
Congressional Earmark						0
RAISE						0
Small Starts - Blue Line						0
Small Starts - Purple Line						0
Small Starts ARPA - Purple Line						0
Small Starts - Red Line						0
Tiger - Red Line						0
FY2020 5307						0
FY2021 5307						0
FY2022 5307						0
FY2023 5307						0
FY2024 5307						0
FY2025 5307						0
FY2022 5339						0
FY2023 5339						0
FY2024 5539						0
FY2025 5539						0
FY 2016 CMAQ						0
FY2020 CMAQ - TSP						0
FY2021 AoPP						0
FY2022/2023 AoPP						0
IMPO Flex Fund CRRSSA (2023)						0
IMPO Flex Fund Carbon Reduction (2024/2025)						0
IMPO Flex Fund STBG (2024)						0
IMPO Green Line Grant					461,746	**461,746**
FY2027 CMAQ - TSP						0
Community Grants						0
Grant Subtotal	**0**	**0**	**0**	**0**	**461,746**	**461,746**
DPW	0					0
Airport TIF						0
INHP						0
Citizens Energy Group						0
IMPO Exhange Fund Carbon Reduction (2025)						
IMPO Exchange STBG (2025)						0
Other Subtotal	**0**	**0**	**0**	**0**	**0**	**0**
Cash	261,969	6,262,067	9,000,000	1,297,404	1,792,974	**18,614,414**
Bonds						0
Total	**261,969**	**6,262,067**	**9,000,000**	**1,297,404**	**2,254,720**	**19,076,160**

As of this update, approximately 42 percent of bus stops are now considered ADA compliant, thanks in large part to IndyGo's partnerships with DPW and the Indiana Department of Transportation. Currently, IndyGo has over 254 bus stops in some stage of planning, design, or construction. The goal is to continue to design and improve bus stops, every year, to implement the future Transit Plan and achieve as close to 100 percent compliance as possible. Most recently, bus stop improvements made possible by the Areas of Persistent Poverty (AoPP) federal discretionary grant are moving through the design/city-coordination phase from the second AoPP funding award and will result in improvements for over 55 bus stops on the far eastside of Indianapolis. This construction is planned for FY2026 and will be completed through a mix of local dollars and local grant awards through DPW and other area non-profit organizations (Community Grants). As such, staff continues to coordinate improvements with the City of Indianapolis that will result in bus stop improvements on East 10th Street (Route 10), South Meridian Street (Routes 16 & 31), Madison Avenue (Route 31), Hanna Avenue (Route 16), 22nd Street (Future Routes 5 & 21), and 30th Street (Routes 6, 15, 30, & 34). Recent DPW projects have been completed including bus stop and pedestrian improvements on East Michigan Street (Route 3) as a result of the completion of the one-way to two-way conversion project August 2025.

Additionally, in FY2024, DPW, in a joint application with IndyGo, applied for and was successful in securing $20 million through the Safe Streets and Roads for All (SS4A) discretionary funding program through the U.S. Department of Transportation for complete street upgrades, including bus stops, along pre-identified street corridors. The SS4A project will improve stops along Post Road (Route 87), Franklin Road (Routes 2 & 30), 30th Street (Route 2 & 30), 42nd Street (Routes 30 & 87), Thompson Road (Routes 29 & 31) and Lynhurst Drive (Route 10 & Future Route 25). IndyGo has committed to fund $2.5 million (50 percent) of the local match contributions; however, as of the writing of this update, this grant has not yet been executed by DPW and any needed capital funding will be programed in the out years of this capital plan.

As has been demonstrated in recent years, IndyGo will continue to seek competitive grant dollars to pay for future local bus stop improvements, either directly or in coordination with DPW, the IndyGo Foundation, and other community partners.

As of this update, IndyGo has spent $1.2 million of its $2.2 million budget appropriation for 2025 and is expected to encumber the remaining budget allocation by year end. Starting in FY2026, this project will be renamed to Local Bus Stop Design and Construction to better distinguish these construction projects from capital purchases of bus stop amenities (shelters, benches, or other bus stop equipment).

Transit Signal Priority Installation

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

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

Transit Signal Prioritization Funding Sources & Uses

Local Route Transit Signal Prioritization	
Total Project Cost	**7,247,196**
Total Remaining Costs (as of 08/31/2025)	**6,904,535**
Funding Sources	**7,247,196**
2020 CMAQ - TSP	1,353,280
2027 CMAQ - TSP	1,151,572
IndyGo Capital Cum Fund (cash)	4,742,344
Expense Category	**7,247,196**
Professional Services & Administration	869,663
Construction	6,377,532

As part of FY2020's operating budget, IndyGo had anticipated dedicating $1.7 million from a Congestion Mitigation Air Quality (CMAQ) grant award and local revenue to fund the installation of additional TSP equipment throughout the local bus network. Implementing TSP across IndyGo's

entire fleet of local buses and at certain intersections along key corridors throughout the city carried over into 2022 and 2023 and will continue throughout the life of this plan. This is due in large part to rising costs for the completion of the TSP Implementation Plan and the need to spread the investment out across more years. In 2024, IndyGo planned to make additional investments in TSP in through FY2029 totaling $7.7 million.

Also in FY2024, the IMPO awarded IndyGo SFY 2027 CMAQ Federal Exchange funding for $1.1 million. However, IndyGo was unsuccessful in securing discretionary funding through the Advanced Transportation Technologies and Innovation (ATTAIN) competitive grant funding program, which would have funded $3.7 million of the TSP implementation projects for implementation year two, three, four and a small portion of the fifth and final year of implementation. In the 2025 budget cycle, it was determined that the scope and associated cost of the project would be reduced slightly due to not receiving discretionary grant funding through the ATTAIN program. The revised budget is now estimated to be $7.2 million, with 90 percent of expenses expected to be used for construction. To date, IndyGo has spent $305,579 toward this project and has not spent or encumbered any of the $4.6 million in programmed funds for this budget year. The TSP project will be paid for using a combination of local and grant funding in any given year.

In Progress

Purple Line BRT

The Purple Line opened for revenue service in October 2024 and is the second of IndyGo's three bus rapid transit routes envisioned as part of the agency's Transit Plan. Unlike the Red Line, which was a brand new route, the Purple Line is largely an upgrade to the previous Route 39. This route was consistently one of IndyGo's highest ridership routes and the Purple Line quickly became IndyGo's highest ridership route upon its opening

The ideal operational profile of the Purple Line is expected to mirror that of the Red Line where buses operate 20 hours per day on weekdays at a frequency of 10 to 12 minutes during most of the day. At present it is operating at a 15 minute frequency. During construction of the Purple Line BRT project, IndyGo also made substantial investment in roadway, sidewalk, and drainage infrastructure that far exceed the costs of just the transit components.

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

Purple Line BRT Funding Sources & Uses

Purple Line	
Total Project Cost	**225,135,563**
Total Remaining Costs (as of 08/31/2025)	**5,663,727**
Funding Sources	**225,135,563**
Federal Small Starts (5309)	80,975,001
FY 2021 5309 ARPA	12,008,210
FY2020 5307	9,450,528
FY2021 5307	5,120,075
FY2022 5307	5,754,583
FY 2016 CMAQ	1,600,000
Indianapolis DPW	1,200,000
Bonds	26,497,247
Bond Contingency	0
IndyGo Capital Cum Fund (cash)	82,529,919
Expense Category	**225,135,563**
Professional Services & Administration	34,650,478
Vehicles	55,623,694
Construction	125,987,722
Financing Costs	8,873,669

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

Construction of the Purple Line BRT project was originally projected to begin in late 2021, with revenue service beginning in late 2023. The grant execution and bid processes were suspended in early 2021 while a proposed bill wound

its way through the state legislative session that ended in April 2021. In June of 2021, it was announced that IndyGo would receive an allocation of $12 million in additional funding for the Purple Line BRT project via the American Rescue Plan Act. On August 24, 2021, the FTA announced the award of a Full Funding Grant Agreement (FFGA) for the project. Combined, the federal funding for the project will total $115 million dollars bringing the federal/local funding split to 71/29 percent respectfully.

The Purple Line began operations in October 2024 and, as of this update, has expended $219.5 million, including bus purchases. For FY2025 IndyGo has programmed $4.5 million related to close-out activities, which are expected to be completed by the end of 2025. IndyGo does not anticipate utilizing the full programmed funds for FY2025, as approximately $1 million in savings were realized from the City of Lawrence covering infrastructure work within their jurisdiction related to a railroad crossing. At the time of this update, total project expenditures are projected to remain under $225.1 million upon completion of close-out activities. This underrun is primary attributed to close-out savings as well as not fully drawing upon project contingency funds.

Blue Line BRT

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

The design of the Blue Line BRT project experienced several delays. Throughout 2022 and 2024, the Blue Line project team worked diligently alongside project partners and various stakeholders to ensure that the Blue Line gets built as intended and without any compromises to the standard that the agency has set for its BRT network. While some modifications were necessary to bring the total cost of the project in line with available funding, the team has preserved all key aspects of the design. The most notable changes to the Blue Line BRT project design include the following:

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

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

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

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

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

- An alignment change to Segment 1 between the Indianapolis International Airport and Holt Road;
- A change in the vehicle propulsion technology for the first generation of Blue Line buses; and
- A change in the scope of the stormwater infrastructure investments.

Additionally, IndyGo has taken steps to secure, and in some cases increase, funding allocations for the Blue Line BRT project. This includes federal fiscal year formula funding; discretionary federal funding through the IMPO; funding from both CEG and the City of Indianapolis (DPW); and obtaining approval from Indianapolis' City-County Council and Bond Bank for up to $125 million in bond financing through future income taxes to supplement existing identified funding sources. Furthermore, through the Blue Line development IndyGo was committed to seeking additional discretionary funding, knowing it would reduce the cash needed from IndyGo's Capital Fund, allowing those dollars to meet other capital needs. In 2024 IndyGo was the recipient of two separate federal discretionary funding allocations. The first being a $1 million funding appropriation through the Community Project Funding/Congressionally Directed Earmark to be used for stormwater upgrades. The second award was through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding program for $21.9 million. These funds raised the total federal funding of the project to $207.5 million, or 49 percent of the estimated project total.

IndyGo executed the funding agreement for the Small Starts program in January 2025 and commenced construction in spring of the same year. The project is currently at 10% of completion and is expected to begin revenue service in 2028. As of this update, IndyGo has spent $51.2 million on design, right-of-way acquisition, and construction costs. This amount includes the FY2024 $8.1 million advance from the Small Starts program to fund project development. IndyGo is anticipating that 13 percent of the total Blue Line BRT project budget will be spent for professional services and administration while the cost of construction comprises the majority of the Blue Line BRT project budget (77 percent).

Note that, during the 2023 budgeting process (for FY2024 and beyond), the Eastside Mobility Hub was a stand-alone project from the Blue Line BRT project. The reason for this is that in 2023, IndyGo sought a Bus & Bus Facilities grant for this one component of the project. As of this update, the Eastside Mobility Hub expenses are included in the Blue Line Small Starts grant budget and the approximately $8.0 million allocated between 2025, 2026, and 2027 has been reallocated.

Blue Line BRT Funding Sources & Uses

Blue Line	
Total Project Cost	**419,657,982**
Total Remaining Costs (as of 08/31/2025)	**400,628,657**
Funding Sources	**419,657,982**
Federal Small Starts (5309)	141,864,400
Federal Small Starts (5309) Project Development	8,134,600
FY2023 5307	4,480,136
FY2024 5307	7,225,705
FY2025 5307	4,315,341
FY2022 5339	1,594,206
FY2023 5339	1,600,140
FY2024 5339	1,898,427
FY2025 5339	1,380,256
RAISE	21,869,230
Congressional Earmark	1,000,000
IMPO Flex Fund CRRSSA (2023)	7,415,695
IMPO Flex Fund Carbon Reduction (2024/2025)	2,060,337
IMPO Flex Fund STBG (2024)	2,613,957
IMPO Exchange Fund Carbon Reduction (2025)	1,427,554
IMPO Exchange STBG (2025)	126,140
Indianapolis DPW	16,500,000
Citizen Energy Group	9,500,000
Series A Bond (2025)	125,000,000
IndyGo Capital Cum Fund (cash)	59,651,858
Expenses Category	**419,657,982**
Professional Services & Administration	52,682,093
Vehicles	31,401,782
Construction	324,204,288
Financing Costs	11,369,819

CTC BRT Docking Solution

In 2019, IndyGo was prepared to retrofit five bays at the Julia Carson Transit Center to allow for level boarding for all three BRT lines. The primary reasoning for this project was to reduce vehicle dwell times by providing easier boarding and alighting on level platforms that matched the height of proposed BRT station platforms. In 2021, IndyGo had planned to spend a total of $1.7 million in FY2022 to complete this project, with funding derived from local revenue dollars. In 2022, an evaluation of the benefits and costs of modifying the CTC to include level boarding showed that the costs outweighed the benefits. Another study conducted the same year illustrated the need to reclaim the W. Washington Street frontage for transit use and recommended that one or two bus bays be added along the northern edge of the property. In 2023, IndyGo budgeted $9 million for this project. However, IndyGo was able to reduce the project cost through design engineering and scope reduction for a total cost of $6.5 million to add two docking bays and a travel lane for bus rapid transit along the south side of W Washington Street, between Alabama and Delaware Streets.

As of this update, design is completed and the project will be bid for construction, which is scheduled to start in FY2026. The project is anticipated to be operational for service in 2027. As of this update, no expenses have been incurred/encumbered.

CTC BRT Docking Solution Sources & Uses

CTC BRT Docking	
Total Project Cost	**6,535,000**
Total Remaining Costs (as of 08/31/2025)	**6,535,000**
Funding	**6,535,000**
Other	0
IndyGo Capital Cum Fund (cash)	6,535,000
Expenses	**6,535,000**
Professional Services & Administration	1,503,050
Construction	5,031,950

Red Line BRT Corridor Enhancements

In early 2022, IndyGo staff noticed early signs of wear and tear at many of the Red Line station platform areas and responded with a plan to make repairs that, if left unaddressed, had the potential to become very costly over time. Addressing these issues sooner also meant that IndyGo could prevent several safety risks and mitigate unnecessary wear and tear of IndyGo's buses.

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

This project was not included in the 5-year Capital Plan budget approved by the IPTC Board of Directors in March 2022; however, the project moved forward as an unbudgeted expense for an amount not to exceed $5.6 million. Construction was expected to be completed in 2023 and IndyGo completed these projects on time, with project close-out finalized in 2024. IndyGo incurred $6.2 million in total project costs, exceeding the original budget by $600,000. These costs were paid from cash.

In the development of the 2026 Capital Budget, three additional Red Line corridor upgrades or maintenance related projects were identified as a priority for the agency and have been added to the 2026 Capital Budget. They are a snow melt monitoring system for the Red Line stations ($260,000), Transit Signal Priority for 51 intersections along the corridor ($908,000), and pavement maintenance for the Red Line's dedicated lanes ($1.4 million in FY2026). IndyGo expects these projects to commence in 2026.

Solar Power Real Time Signs

The solar power real time sign project was intended to add real time signage at six of the eight Super Stops locations. This project is unique to IT's signage project(s) because Super Stops were originally intended to have real-time signage, however, that amenity was cut as a result of budget constraints. Due to battery technology advances, IndyGo expects that the solar powered signs will operate efficiently, be environmentally sustainable, and be more cost-effective than the previous proposed real time signs.

For FY2025, IndyGo programmed $70,084 for this project. However, as planning progressed and other priority capital needs emerged, IndyGo

reimagined the project into a demonstration project to be conducted through a Request for Information (RFI) process. This change allowed the $70,084 to be reallocated to the FY2025 Transit Stop Amenities funding to restock IndyGo's intentory of simme seats (benches) for bus stops currently undergoing improvements.

Two-way Roadway Conversions

**Starting in 2024 these projects are part of IndyGo's Operating Budget*

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

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

IndyGo, in partnership with DPW, completed traffic studies to assess the potential traffic impacts of converting Michigan and New York streets, as well as 29th and 30th streets from one-way to two-way. These studies ultimately led the DPW to agree to move forward with both projects in support of IndyGo implementing its Transit Plan. IndyGo pledged cash contributions for both projects and has continued to work closely with DPW to plan and implement these changes.

Two-way Roadway Conversion Funding Sources & Uses

Two-Way Conversions	Michigan/NY	29th/30th	Total
Total Project Cost	**8,000,000**	**2,171,889**	**10,171,889**
Total Remaining Costs (as of 08/31/2025)	**0**	**2,171,889**	**2,171,889**
Funding Sources	**8,000,000**	**2,171,889**	**10,171,889**
IndyGo General Operating Fund (cash)	8,000,000	2,171,889	10,171,889
Expense Category	**8,000,000**	**2,171,889**	**10,171,889**
Construction	8,000,000	2,171,889	10,171,889

Completed in summer 2025, the Michigan Street conversion project (DPW project number ST-26-054) featured improvements to existing sidewalks, curbs and ADA ramps, crosswalk and railroad enhancements, as well as street resurfacing. Long term, these upgrades will increase safety and improve community access for residents, commuters, transit riders, pedestrians, and bicyclists on the city's Near Eastside. Construction on the Michigan Street conversion project was initially delayed while the North Split project, a major upgrade to the I-65 / I-70 interchange on the northeast side of downtown Indianapolis, got underway. The Michigan Street conversion project also experienced its own delays, which is why it wasn't until the Summer of 2023 that construction began. In addition to experiencing delays, the total project cost more than doubled from the original estimate to $16.0 million, resulting in IndyGo paying $8 million to DPW in FY2024. This was above IndyGo's previously programed cost of $4.3 million.

At the recommendation of IndyGo's external audit partners, IndyGo staff reclassified the contribution to DPW for the two-way conversion of Michigan Street from a capital expense to an operating expense. Since IndyGo is not the asset owner of this capital project, the expense should be reflected as operating on IndyGo's financials. Additionally, IndyGo operations is expecting to realize annual operating cost savings as a result of this conversion project.

As expected, and according to DPWs website, the two-way conversion of 29th and 30th streets (DPW project number ST-17-052) will require improvements to existing sidewalks, curbs and ADA ramps, crosswalks, traffic calming elements and street resurfacing. These upgrades will increase safety and improve community access for residents, commuters, transit riders, pedestrians, and bicyclists. Construction on the 29th and 30th Street conversion is expected to begin in summer 2027. DPW estimates that the total cost of construction will exceed $8.6 million, of which IndyGo expects to pay $2.2 million from the Operating Budget.

Uncertain / Undetermined Projects

Rural Street Underpass

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

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

Rural Street Underpass Funding Sources & Uses

Rural Street Underpass	
Total Project Cost	**9,703,000**
Total Remaining Costs (as of 08/31/2025)	**9,000,000**
Funding	**9,703,000**
Bonds	0
IndyGo Capital Cum Fund (cash)	9,703,000
Expenses	**703,000**
Professional Services & Administration	703,000
Construction	0

In August 2020, IndyGo staff revisited the preferred approach to addressing this issue, which was to grind the surface of the road down just far enough to allow IndyGo's buses to pass under the bridge. The only other viable approach was to deviate Route 26 east to the at-grade crossing at State Avenue. The team was able to demonstrate that a deviation in the opposite direction to State Avenue would be just as costly, and that it would introduce additional challenges due to the at-grade crossing. It was ultimately determined that the agency would be better served to invest in a longer-term solution if it moved forward at all. Key to this decision were the fact that the costs for the project will only increase with time and, with each new purchase, buses tended to become taller due to manufacturer updates. As such, even if IndyGo was successful in lowing the pavement enough to allow its existing fleet enough clearance through the underpass, the agency couldn't ensure that all of its future buses would be able to fit underneath the bridge.

IndyGo incurred costs totaling $225,000 in Q3 of FY2019 and programmed another $1.25 million in 2020 for this project. During the 2020 budget cycle, the agency approved an additional $1.48 million for FY2021, which brought the total project cost to $2.95 million. At that time, it was anticipated that IndyGo would move forward with the completion of the Rural Street Bridge Underpass. In doing so, the agency would incur another $4.9 million in FY2024, which would bring the total project cost to $6.6 million. Then, when preparing the 2022 budget proposal, it was decided that IndyGo would move forward with the Rural Street Underpass project as planned, but that it would only spend $3.8 million, which reduced the total project cost to $6.6 million ($300,000 in FY2023, $3,762,600 in FY2024, and $2,508,400 in FY2025). When preparing the 2023 budget proposal, much of this project remained unfunded as the total project costs were expected to exceed $7.3 million, due in large part to the substantial increase in utility relocation costs. At that time, the Rural Street Bridge Underpass project was removed from the capital program budget, temporarily.

IndyGo reached the 90% design phase in 2024, having spent $703,000 to advance this project. At that time, costs estimates increased to approximately $9 million, in addition to more than $2 million anticipated for utility relocation. As of this update, the preferred approach to this project is to rebuild the segment of Rural Street that passes under the CSX bridge, including much of the stormwater infrastructure running underneath the roadway.

At this time, due to the uncertainty of funding the improvements, this project remains on hold.

Red Line BRT Phases II & III (Extensions)

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

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

While IndyGo does not anticipate that the adjoining townships in Hamilton and/or Johnson Counties will successfully adopt a transit income tax in the next few years, the agency continues to plan to support a future connection to these areas. The initial estimates place the projected total, which as of this update is $5.7 million. Due to the uncertainty surrounding this project, it remains on hold.

Of note, IndyGo did incur costs of $261,969 of its programmed capital funds for this project in 2021 to purchase three cutaway vehicles to service the former Route 901, which provided service from the north end of the Red Line to Nora between 2021 and 2024.

Red Line Extensions Funding Sources & Uses

Red Line Extensions	
Total Project Cost	**5,700,000**
Total Remaining Costs (as of 08/31/2025)	**5,438,031**
Funding Sources	**261,969**
FY2023 5307	0
FY2024 5339	0
2023 STP/CMAQ (Red Line Extension)	0
Indianapolis DPW	0
Bonds	0
Bond Contingency	0
IndyGo Capital Cum Fund (cash)	261,969
Expense Category	**261,969**
Professional Services & Administration	0
Vehicles	261,969
Construction	0
Financing Costs	0

Completed Projects

Red Line BRT Phase I

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

When it launched, the Red Line offered service to approximately 120,000 jobs or nearly ¼ of the jobs in Marion County and 65,000 residents, according to the Red Line Transit Impact Study. Today, it connects Broad Ripple Village to the University of Indianapolis, by way of downtown Indianapolis.

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

Phase I came in on-budget at $96.3 million. Forty three percent (approximately $41.2 million) was expended between 2019 and 2023. The first $55.0 million (57 percent) was expended between 2015 and mid-2019. A total of $350,000 ($280,000 federal grants: $70,000 local match) was programmed for FY2024. As of this update, the Cultural Trail shelter relocations are complete and the remainder of the final close out costs are pending finalization through the Package A contractor.

Red Line BRT Phase I Funding Sources & Uses

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

Super Stops 1.0: Delaware & Fort Wayne Ave

IndyGo's Transit Plan includes multiple local routes providing service between areas north and east of downtown to the Julia M. Carson Transit Center, many of which operate on the same primary corridors through downtown. To speed up and enhance local service through the downtown area, and to secure operational efficiencies where these routes overlap, IndyGo introduced a series of "Super-Stops" that have many of the same characteristics as its bus rapid transit stations. The curb at each Super Stop is elevated to offer near-level boarding and the stops are also longer than traditional bus stops, making it possible for more than one bus to unload and load passengers at the same time. Amenities include real-time information signs (at some locations) and sheltered waiting areas, as well assecurity cameras and ticket vending machines for off-board fare collection.

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

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

Super Stops 1.0 Funding Sources & Uses

Super Stops 1.0	
Total Project Cost	**2,254,720**
Total Remaining Costs (as of 08/31/2025)	**0**
Funding	**2,254,720**
IMPO Green Line Grant	461,746
IndyGo Capital Cum Fund (cash)	1,792,974
Bonds	0
Expenses	**2,254,720**
Professional Services & Administration	676,416
Construction	1,578,304

Early in 2021, IndyGo saw an opportunity to include at least some of the Super Stops location in DPW's Delaware Street Structural Rehabilitation project (ST-25-523). IndyGo budgeted $70,000 to put towards DPWs budget of more than $4.0 million for the entire Delaware Street Structural

Rehabilitation project, which reduced IndyGo's Super Stops 1.0 project budget to just under $3.5 million. Other improvements that were made as part of the DPW project included complete pavement reconstruction, some asphalt resurfacing, dedicated bus lanes, sidewalk and curb ramp improvements, and the removal of old trolley tracks, all of which provided auxiliary benefits to IndyGo operations.

Super Stops 1.0 was completed in October 2022 . Total project costs were under budget and totaled less than $2.5 million.

Super Stops 2.0: Alabama, Ft Wayne, Vermont

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

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

Vermont Street between Indiana Avenue & Pennsylvania Street was resurfaced as a part of the Super Stops 2.0 project as a locally funded financial agreement between IndyGo and the city. Vermont Street remains a critical east-west connector for crosstown transit service and a key component of IndyGo's Transit Plan. By implementing a Super Stop at this location, IndyGo will minimize potential conflicts with busier east-west streets, provide a direct connection to bus rapid transit stops for the Red Line and Purple Line, and shorten the overall travel time for riders by providing a transfer location downtown outside of the Julia Carson Transit Center. The scope of the project was reduced to no longer include real-time signage, thus eliminating some of the cost-prohibitive electrical work needed and alter the design to avoid a portion of the utility relocation costs. The change in scope did bring the total project costs well below the original $5.7 million estimate to finish at a total cost of $3.2 million. Construction for Super Stops 2.0 began in early 2023 and was completed in December 2023. Super Stops 2.0 has been operational since early 2024.

Super Stops 2.0 Funding Sources & Uses

Super Stops 2.0	
Total Project Cost	**4,796,495**
Total Remaining Costs (as of 08/31/2025)	**1,633,540**
Funding Sources	**3,162,955**
Grants	2,346,658
IndyGo Capital Cum Fund (cash)	816,297
Bonds	0
Expense Category	**3,162,955**
Professional Services & Administration	917,257
Construction	2,245,698

Red Line Signal Modifications

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

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

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

Funded entirely by local dollars, the total project cost for both the audible pedestrian signals and the warning signs was anticipated to be just under

$740,000 to cover design services, construction contracts, and construction inspection services. The project was put out to bid in Q4 2022; however, IndyGo did not receive any responses at that time. The project was put back out to bid again in 2023.

The construction contract was approved by the IPTC Board of Directors at their March 2023 meeting. And because the BRT docking solution project envisioned for the E Washington St street frontage failed to move forward in 2023, some of the appropriated budget for that project was used to pay for these projects. IndyGo did move forward and completed construction of this project in 2024. Continued project close-out occurred in FY2025 ($51,417), and, in total, IndyGo incurred a project cost of $548,771, which was paid for with cash.

CTC Inductive Charging

Throughout the planning of the Purple Line BRT project, in-ground charging at the CTC was identified as a key component to the success of the project. Initially, the estimate to complete this project was $570,000. Accordingly, in 2022 IndyGo approved $425,000 as part of the FY2023 capital program budget, and design began in 2023. As the project neared design completion, the project estimates reached approximately $1 million, primarily due to a change in bay locations and related project delays. Construction began in early 2024 and was completed shortly thereafter, which correlated with the opening of the Purple Line. This project is now officially operational and is complete. From FY2023-FY2025 IndyGo incurred expenses of approximately $1.3 million, which were paid for from cash.

CTC Inductive Charging Sources & Uses

CTC Inductive Charging	
Total Project Cost	**1,297,404**
Total Remaining Costs (as of 08/31/2025)	**0**
Funding	**1,297,404**
Other	0
IndyGo Capital Cum Fund (cash)	1,297,404
Expenses	**1,297,404**
Professional Services & Administration	259,481
Construction	1,037,923

Canceled Projects

Mobility Hubs Infrastructure

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

Budgeted at $640,000 and born out of an FTA Mobility on Demand On-Ramp grant project, the Mobility Hubs Infrastructure project line item adopted as part of version 1.0 of this Capital Plan was initially intended to facilitate the strategic, co-location of mass transit and first/last mile mobility solutions throughout Marion County. Throughout 2019 and into 2020, IndyGo worked with the John H. Boner Neighborhood Center and Englewood Community Development Corporation to develop the concept for a mobility district in the Near East Side community with the goal of better connecting residents to social and economic opportunities, via public transit and other modes of shared use mobility. IndyGo and the Boner Center – in partnership with the Personal Mobility Network, an initiative of the Central Indiana Community Foundation – finalized the Mobility Hubs business plan outline at the end of March 2020. This business plan was submitted to the Shared Use Mobility Center and is the final deliverable required of the FTA Mobility on Demand On-Ramp grant award. Technical assistance provided by the Shared Use Mobility Center concluded on March 31, 2020, which drew this project phase to a close.

All future mobility hub planning, siting, design, and construction activities were put on hold, indefinitely, in May 2020. This was due in large part to having so few shared use mobility options in Marion County, which was further cemented by the exodus of Blue Indy, the city's former carshare service. Furthermore, it has since been determined that – with the level of investment needed to adequately support a robust mobility hubs infrastructure program -- IndyGo would build upon the experience gained

Facilities Funding Sources & Uses - Current Projects

Facilities Current Projects																		
Funding Source	East Campus Garage	Land Acquisition at East Campus	East Campus Building C Demolition	CTC Interior Renovation	Maint. Area	1501: New Concrete Access Drive, South Lot	Bus Lift Replacement for Steam Booth	1501: Locker Room Improvements	1501: Emergency Generator Replacement	East Campus: HVAC Updates	1501: Garage Training Equipment	1501: Portable Lifts	1501: Fuel Line and Tank Replacement	1501: Garage Bay Expansion	1501: North Front Lot Resurfacing	1501: Server Room HVAC Replacement	Maintenance Heavy Equipment	Total
IN90X683-11.44.03																		0
Solar Array Low/No																		0
IN90X668-11.44.03																		0
IN-2019-001-11.42.20																		0
IN-2019-001-11.44.03																		0
IN-2021-2023																		0
FY2022 Bus & Bus Facilities	32,835,000																	32,835,000
FY2025 5307				572,000		686,400	320,000	216,000	160,000	560,000		100,000	880,000	280,000		52,000		3,826,400
FY2025 Low/No*											92,000							92,000
	32,835,000	0	0	572,000	0	686,400	320,000	216,000	160,000	560,000	92,000	100,000	880,000	280,000	0	52,000	0	36,753,400
Cash		9,000,000	350,000	143,000	366,810	171,600	80,000	55,817	40,000	140,000	38,000	25,000	220,000	70,000	80,000	13,000	288,043	10,793,227
Bonds	17,776,424																	17,776,424
Total	**50,611,424**	**9,000,000**	**350,000**	**715,000**	**366,810**	**858,000**	**400,000**	**271,817**	**200,000**	**700,000**	**130,000**	**125,000**	**1,100,000**	**350,000**	**80,000**	**65,000**	**288,043**	**65,323,051**

*Pending award announcement

as part of the FTA Mobility on Demand On-Ramp grant project to prepare a Mobility Position Paper that can guide existing and future investments in shared use mobility projects or programs. This document has been created and will continue to be a living/breathing document that will guide the agency in future policy and decision-making, not only for the future of mobility hubs, but other mobility investments such as mobility pilots and demonstration projects.

Facilities & Equipment

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

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

As a result of this, in the past several years, IndyGo has pursued additional property acquisitions, property transfers, and new construction projects. Several projects were planned for IndyGo's long-standing West Campus administration and maintenance facility located at 1501 W Washington Street, as well as ongoing planning and design work for IndyGo's more recently acquired properties. IndyGo had initially pursued the redevelopment of a former industrial property to create a training and contingency facility; however, the more recent purchase of the former Celadon property on Indianapolis' Far Eastside has afforded the agency the opportunity to not only co-locate the training and contingency facility as part of its new East Campus headquarters, but to expand administration and operational capacity.

In 2019, the 5-year Capital Plan estimated cost for all Facilities & Equipment projects totaled $22 million; however, the total amount now needed to adequately fulfill IndyGo's Facilities & Equipment needs through the remaining life of this plan (FY2026-FY2030) is $58.8 million, bringing the total capital budget for Facilities and Equipment projects to $103.5 million (FY2019-FY2030). To date, IndyGo has incurred $29.7 million in project costs for the same period. For the FY2025 budget year, $15.4 million was programmed for Facilities and Equipment projects and, as of this update, only $338,280 has been spent.

Facilities Funding Sources & Uses - Prior Year Projects

Facilities Prior Year Projects													
Funding Source	East Campus Renovation	Office Area Renovation	CTC Level Boarding	Bus Charging	Facilities	Building Exterior Improvements	Wash Rack / Paint Booth & Door Widening	Floor Scrubber	Sidewalk, Steps & Ramps	Security Door Upgrades	Solar Array - Historic Budget	Facility Needs Assessment	Total
IN90X683-11.44.03							1,415,004						**1,415,004**
Solar Array Low/No											980,000		**980,000**
IN90X668-11.44.03							1,600,365						**1,600,365**
IN-2019-001-11.42.20				91,269									**91,269**
IN-2019-001-11.44.03							13,663						**13,663**
IN-2021-2023	1,375,000			91,269									**91,269**
FY2022 Bus & Bus Facilities													0
Grant Subtotal	**1,375,000**	**0**	**0**	**182,538**	**0**	**0**	**3,029,032**	**0**	**0**	**0**	**980,000**	**0**	**4,191,570**
Cash	625,000	2,945,765	5,525	408,731	1,796,517		1,126,663	388,938	200,000	416,744	420,000		**7,708,883**
Bonds	7,287,911				3,103,483								**3,103,483**
Total	**9,287,911**	**2,945,765**	**5,525**	**591,269**	**4,900,000**	**0**	**4,155,695**	**388,938**	**200,000**	**258,146**	**276,594**	**0**	**15,003,936**

Programmatic Projects

Maintenance Heavy Equipment

IndyGo's operations facilities must contain maintenance heavy equipment to ensure that damaged buses can quickly be returned to revenue service. Like the vehicles themselves, this equipment also has a limited useful life. The equipment includes scissor lifts, cutter machines, bending machines, platform and portable lifts, a hydraulic press, a metal lathe, and other heavy equipment. IndyGo incurred costs totaling more than $397,000 between 2019 and 2023 to replace its maintenance heavy equipment. The agency had also anticipated spending up to an additional $900,000 between FY2022 and FY2024. However, in 2023, IndyGo incurred all expected expenditures and no longer needed to include budget for maintenance heavy equipment in FY2024. In FY2025, IndyGo has $100,000 programmed for maintenance heavy equipment, and, at the time of this update, these funds have not yet been spent; however, they are expected to be encumbered by year end.

IndyGo will continue to assess the need for major repairs or replacements in the future and revise its capital budget accordingly during its annual budgeting process. Please note that in FY2022 this project was moved from the Fleet funding category to Facilities, and spending prior to FY2022 can be found in that section's financial chart.

In Progress Projects

East Campus

IndyGo's new East Campus headquarters includes three existing buildings. IndyGo conducted full assessments of each building, specifically their existing mechanical, electrical, and plumbing systems, and used the existing layouts to best determine a scope of work for the renovation of each building. The adaptive reuse of buildings "A" and "B" began in 2021 and was completed in summer of 2023. Major renovations to building A included the addition of more individual offices to accommodate staff in a post-COVID era. Conference rooms were updated, and collaborative workspaces were added throughout. Building A now houses the majority of IndyGo's administrative personnel. Renovations for building B included the addition of an elevator, two large training rooms, four simulator rooms with a control monitoring station, and a computer training room. Building B now houses IndyGo's IT department, the Learning & Development academy, board room and executive meeting space, as well as other flexible meeting spaces. A large additional office area was initially used to house the Purple Line construction management team, and could continue to be repurposed in the future to house more IndyGo staff or contractors. The adaptive reuse of building "C" has so far included minor modifications to the existing spaces, bringing in updated furniture, cleaning the carpet, and adding fresh coats of paint and artwork to create a more welcoming work environment. Currently, MV Transit, the paratransit provider, for IndyGo is occupying building "C"

until May of 2026, when they will be relocated, allowing IndyGo to move forward with its plan to demolish building "C" to accommodate IndyGo's East Campus expansion. In addition to needing more on-site parking spaces at East Campus, the existing drainage system needs to be re-designed prior to constructing the proposed Fleet Storage, Maintenance Terminal, and Operations Center. Once constructed, it is anticipated that this new build will accommodate the storage of approximately 100 buses, maintenance bays, fueling, and some offices for staff.

East Campus Bus Storage and Maintenance Facility Funding Sources & Uses

East Campus Fleet Storage, Maintenance Terminal and Operations Center	
Total Project Cost	**59,611,424**
Total Remaining Costs (as of 08/31/2025)	**50,475,873**
Funding	**59,611,424**
Grant	32,835,000
Other	0
IndyGo Capital Cum Fund (cash)	26,776,424
Expenses	**59,611,424**
Professional Services & Administration	4,172,800
Land Acquisition	9,000,000
Construction	46,438,624

In August of 2022, IndyGo was awarded $33 million in competitive funding through the FTA Bus & Bus Facilities grant program that can only be used to construct the new East Campus Bus Storage and Maintenance Facility. In 2023, it was estimated that the amount of money needed to construct the project was likely to exceed the original $51.15 million project budget and would be budgeted across FY2024, FY2025 and FY2026. In 2024, IndyGo completed a campus master plan for the entire East Campus location (locally funded). As such, the estimates for this project did increase to be above $67 million, almost $16 million over the 2023 cost estimate. This increase is due to the rising costs of constructing the garage bays, site prep work, and maintenance equipment. As of this update, IndyGo has continued to refine the design of the project, resulting in both a new and lower new project cost of $50.6 million, with nearly 80% of the project cost dedicated to construction. IndyGo expects to spend the majority of these funds in FY2026 and FY2027.

Previous East Campus costs included more than $8.75 million in renovation costs for buildings A and B. Building B renovations were funded in part by a Section 5307 grant award. Building C renovations totaled approximately $50,000 and were paid for using unspent funds from the capital budget for FY2023. Building A, B and C renovations occurred in FY2023 and FY2023.

Since the original renovations, IndyGo has identified a new East Campus HVAC upgrade project, which will improve the performance of the existing HVAC in buildings A and B. This project is estimated to cost $700,000 and is programmed for the FY2025 and FY2026 budgets, to be paid through a mixture of federal grants and cash. An additional $9.0 million has been budgeted to expand the footprint of the East Campus location to accommodate the new facility. The purchase of this property was delayed to FY2026 due the completion of the campus master plan and continued design refinements. IndyGo currently plans on using local dollars for any property acquisitions that may be needed and a mix of bond financing and federal grant dollars for the design and construction of the project. To date IndyGo has incurred costs of $135,550, for design.

West Campus Depot EV Charging Equipment & Charge Management

Although the West Campus garage was recently upgraded to add electrical capacity and AC chargers for IndyGo's 60' electric buses, IndyGo cannot use them to charge any other electric buses that it might purchase in the future, such as those from vehicle manufacturers other than BYD. To remedy this, the current chargers need to be converted from AC to DC power to accommodate other 40' or 60' electric buses and ultimately gain increased utility usage and efficiencies. In 2020, it was estimated that the total cost for this project would be $2.74 million. In 2023, the total project cost and budget were reduced to $1.62 million in anticipation of potentially being able to accommodate some of the agencies charging needs at the garage proposed for the East Campus headquarters and due to the change in the engine propulsion technology of the Blue Line buses. The budget for this project was reduced again to just $260,000 in the FY2024 budget. This project was completed in 2025 at a total cost of $527,200.

Also, as a companion project to the above equipment, IndyGo also decided to add IndyGo charging software to service the vehicles that will be dedicated

to the Purple Line. As of this update, IndyGo has incurred $100,000 of the $400,000 that was programed for FY2024. This project was completed in 2025 and expects to complete project close out by year end, with the final project cost remaining at $100,000.

West Campus Facility Enhancements

Several renovations are needed for the maintenance area within the West Campus garage to account for the fact that IndyGo's fleet size and mix is changing, vehicles are getting larger, and in anticipation of increasing the total number of mechanics required to adequately service IndyGo's fleet of buses. These efforts must be sequenced carefully to minimize disruption to operations and to ensure that the facility is able to adequately accommodate the growing BRT fleet. The full list of sub-projects associated with these renovations included converting pit bays to parallelogram lifts, relocating maintenance supervisor offices, relocating maintenance technician facilities (restrooms, offices, lockers, and computer lab), adapting to accommodate BRT buses, expanding the welding bay, constructing fall protection and catwalk, security doors, among other changes. These projects were expected to total $3.4 million, with funding derived from grants and future local revenue (cash). They were to have been completed between 2019 and 2021. These projects were placed on hold with minor components of this project being completed in FY2022 and FY 2023 (approximately $1.2 million in combined projects). In 2021, it was estimated that this project would start in 2024 and that the cost would increase to $2.56 million. In 2023, those particular renovations were put on hold, indefinitely.

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

As of this update, the maintenance area garage renovations project is complete, with incurred expenses of $366,800 and project close out expected to be completed by year end. As of this update, IndyGo is expected to complete the work for pivot gate and controls for the south entrance and staff lot entrance in 2026. Please note that during the 2025 budget cycle, it was determined that this project should be funded by the Safety and Security budget category and future updates will reflect that change.

West Campus Garage Area Renovations Funding Sources & Uses

Maintenance Garage Area Renovations	
Total Project Cost	**366,810**
Total Remaining Costs (as of 08/31/2025)	**340,000**
Funding Source	**366,810**
Other	293,448
IndyGo Capital Cum Fund (cash)	73,362
Expense Category	**366,810**
Professional Services & Administration	36,681
Construction	330,129

Nine additional sub-projects were identified in the 2025 budget cycle (FY2026) and will commence throughout 2026 and 2027. These projects include a bus lift replacement for the Steam Booth; Women's Locker Room improvements; replacement of the emergency generator; garage training equipment; additional portable bus lifts; and garage bay expansions to service 60' vehicles; fuel line and tank infrastructure replacement for the non-electric fleet; resurfacing of the north front parking lot; and replacement of the server room's HVAC system. These projects will be funded through a mixture of cash and grant funds and collectively total $2.5 million with $1.4 million programmed for FY2026.

West Campus Exterior Building Improvements & Masonry Rehab

**This project has been and will be funded by the Operating Budget*

An assessment that was conducted in 2018 determined that the exterior of the historical Duesenberg portion of IndyGo's West Campus headquarters

needed repairs. Of particular concern were the windows and the brick façade, both of which would require prior approval from the Indianapolis Historic Preservation Commission. In 2019, it was estimated that $1.4 million would be needed to repair structural cracks and lintels in the masonry structure, replace the concrete driveway, and reconfigure the loading dock. These improvements were originally scheduled to be completed between 2021 and 2022 and would have been paid for by combining grant dollars with local revenue. In 2021, the entire project was temporarily put on hold.. In 2023, IndyGo moved forward with replacing the driveway surrounding the West Campus location and making the necessary improvements to the loading dock since prior approval from the Indianapolis Historic Preservation Commission was not required.

In 2023, the total estimated cost to repair the historic building increased to $1.95 million due to the increase in materials and labor costs. IndyGo did budget $1.7 million for these repairs, which would be spread across FY2024 and FY2025. However, IndyGo also needed to obtain a grant award of at least $1.36 million (80 percent) to move forward with the project. In 2024, IndyGo did move forward with this project by reducing the scope of this project to include power washing and tuckpointing of the brick façade as well as window repair for a total project cost of $700,000.

During the 2025 budget cycle it was determined that the appropriate funding source for the $700,000 budget appropriation would be from IndyGo's operating budget. The project will be completed by the end of 2025, marking the official completion of this two-phased project.

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

CTC Interior Renovations

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

CTC Interior Renovations	
Total Project Cost	**715,000**
Total Remaining Costs (as of 08/31/2025)	**715,000**
Funding Source	**715,000**
Section 5307/5339	572,000
IndyGo Capital Cum Fund (cash)	143,000
Expense Category	**715,000**
Professional Services & Administration	150,150
Construction	564,850

In May 2023, IndyGo concluded a study for the CTC that recommends several interior improvements. Chief among them is confirming the need for two new public restrooms located off the main lobby area. Other suggested improvements include creating a retail space and modifying interior rooms to add an exercise area and a nurturing pod for operators and staff. At that time, the renovations estimate totaled $570,000, and it was determined that to move forward with this project, IndyGo would need to obtain a grant award of at least $456,000 (80 percent), as there is less than $115,000 in cash available to put towards this project.

Then during the development of the 2025 capital budget, IndyGo determined to best serve our operators and staff it needed to advance this project. The current project scope continues to include the public restrooms, as well as new lobby furniture and interior space reconfigurations to enhance security and overall functionality. The updated project cost is $715,000 and would need to be funded through a combination of grant dollars and local money to move forward with the construction phase. Additionally, 80% of the project's costs are expected to be dedicated to construction with the remainder being used for professional services and administration. As of this update, IndyGo has not incurred any costs associated with this project but still expects to finish design this year and commence construction in 2026.

Uncertain / Undetermined Projects

West Campus Board Room & Lobby Improvements

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

Mobility Solutions & Customer Care Center Fleet Terminal

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

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

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

In FY2023, IndyGo invested $27,600 for the design a temporary gravel parking lot at the W Michigan facility. Then, also in 2023, the scope of the project was reduced to no longer include covered parking or the vehicle wash. At that time, the total estimated cost to complete the surface parking lot was $1.9 million, which was programmed in the FY2024 budget. However, at the time of this update, it has been determined to indefinitely delay this portion of the W Michigan facilities project. The budget for the remaining improvements to the assessment center totaled just over $100,000 and are now completed.

Completed Projects

West Campus Office Area Renovations

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

For this phase, office area renovation expenses were expected to total $2.38 million between Q3/Q4 2019 and Q1/Q2 2025. Completed in Q1 of 2020, total expenditures for this project (i.e. furniture and construction) were $2.29 million. These funds were derived from future local revenue (cash). This project is complete.

West Campus Bus Charging Infrastructure, Phase I

As IndyGo implements bus rapid transit service and shifts more of its fleet to electric-propulsion vehicles, it must install additional charging infrastructure throughout the maintenance and operations facility and increase the capacity of electrical service to its facility. The addition of this charging

infrastructure will enable IndyGo to pursue its long-range bus replacement plan, which had initially called for introducing an average of eleven new fixed route electric-propulsion buses annually between 2021 and 2035, as well as 56 new 60' electric BRT vehicles between 2018 and 2022. IndyGo had initially projected that, by 2032, it would have a total of 195 buses in its fleet (56 BRT vehicles and 149 in local service); all of which were to be electric buses. This project, the installation of AC chargers for the 60' BYD buses, began in 2018 and was completed in 2020. Final construction costs for this project totaled $2.59 million.

West Campus Wash Rack Replacement, Door Widening, & Paint Booth

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

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

For this entire project, IndyGo had anticipated spending $2.6 million across 2019 and 2020, with resources derived from grants and local revenue. In total, these projects cost approximately $2.34 million and were paid for with grant dollars.

Drivable Floor Scrubbers/Sweeper

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

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

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

West Campus Sidewalk, Steps, and Ramps

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

As of this update, this project is complete. The design and construction of these repairs took place throughout FY2023 and included replacing all of the heavy-duty concrete and curbs at the loading dock and the portion of the ring road that goes from the dock to the bus shelter near the fueling tanks at door #9, as well as new handrails and the construction of ADA compliant ramp and stairs. Total cost for this project was just under $920,000, which exceeded the original cost estimate by more than $718,000 (360 percent increase). Prior to going out to bid, the estimate was increased to $485,000, which would make the project over budget by $435,000 or 90 percent.

Canceled Projects

West Campus Fall Protection & Catwalk

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

Training & Contingency Facility Purchase & Renovation

In 2018, and for less than $400,000, IndyGo purchased 6.5 acres of the former Carrier Bryant industrial site in the Riverside neighborhood from the City of Indianapolis for the purposes of constructing a 3,500 sq ft training/contingency operations facility and CDL training course, complete with a mock BRT station. This planned facility, which grew from approximately 6,000 square feet to approximately 10,000 square feet throughout the design phase, was intended to house classrooms, training equipment, a full-size maintenance bay for maintenance training, and materials/equipment necessary to serve as a contingency site. The site, had it been developed as planned, would have also housed a large concrete lot and Commercial Driver's License (CDL) training course, complete with a mock BRT station. The training site was also designed to serve as a temporary emergency staging ground. Should such an event occur, the training classrooms would have served as office space for mission critical staff.

IndyGo had initially allocated $4.9 million across FY2019 and FY2020 to acquire, construct, and outfit the new facility. Funding for the project was to be derived from IndyGo's existing bond and local revenue (cash). Bids for this project were sought in January 2020 and each one came in more than $2 million over budget bringing the newly estimated cost to more than $6.9 million.

There were several additional expenditures that would have been necessary to accommodate this site for it to become a fully equipped operations center, including a generator and dispatch equipment. Such equipment would have expanded the usefulness and adaptability of the training and contingency facility and help to ensure continuity of operations should IndyGo's primary facility become inoperable for a prolonged period of time. However, the purchase of the former Celadon property on Indianapolis' Far Eastside afforded the agency the opportunity to co-locate the training and contingency facility as part of its new East Campus headquarters. In 2022, IndyGo sold the property back to the city for $404,941.96, closing out this project.

West Campus Storage Barn Retrofit

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

Solar Array Expansion

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

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

grant was executed in 2019.

As planning and design of the solar array expansion at the West Campus progressed, a re-examination of the costs associated with the eventual replacement of the building's roof led staff to conclude that installing the new solar arrays on the roof would be cost prohibitive. In 2020, IndyGo identified the planned parking lot canopies at its new Mobility Solutions & Customer Care Center located at 2425 West Michigan as a better location, and targeted completion for 2023. When the parking lot design for the Mobility Solutions & Customer Care Center was refined to no longer include canopies, IndyGo then intended to locate the solar array at its East Campus facility. However, it was determined in 2024 that the installation of the additional Solar Panels were no longer needed at East Campus or any other facility, so in mid-2025, IndyGo instead deobligated the funds back to the FTA.

Finance Funding Sources & Uses

Finance				
Funding Source	**Fare Modernization**	**Farebox Replacement Plan**	**Fare Payment Intergration**	**ERP Upgrade**
IN-2021-006			400,000	
Grant Subtotal	**0**	**0**	**400,000**	**0**
Cash	2,165,000	4,567,000	100,000	996,400
Bonds				
Total	**2,165,000**	**4,567,000**	**500,000**	**996,400**

FINANCE

In addition to their role in managing the agency's financial resources and monitoring its fiscal condition, IndyGo's Finance Division (via the Treasury Department) is also responsible for managing and maintaining the agency's fare collection system, including the equipment and devices used on fixed route buses and BRT platforms. In earlier versions of the agency's capital plan, the capital projects associated with fare payment and collection were assigned to a combined Information Technology and Finance category. However, organizational changes that took place in 2020 streamlined where certain capital projects live within the agency. In more recent versions of the capital plan, IndyGo's fare system related projects are now captured under the purview of the Finance Division, with regular technical support and project management support from the Information Technology Division. However, it is worth noting that some capital projects related to fare system technology, including the replacement of e-fare validator devices and further modernization of the e-fare system, are now captured under the Information Technology category of this capital plan.

Progammatic Projects

Fare Modernization

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

Through a competitive procurement process, IndyGo selected Parkeon (d/b/a Flowbird) to help lead in its fare system modernization efforts. IndyGo wanted to offer riders several ways to pay their bus fare, including but not limited to paying through a smart device (such as a smart card) linked to an account, a mobile ticket, other forms of proof of payment, and cash. In addition for improving fare collection on local buses, this system was intended to facilitate fare validation and fare enforcement activities on IndyGo's BRT system.

Having an initial completion date of 2019, work on this project began in the second half of 2018 and continued into 2021. IndyGo had expected to invest a total of $4.2 million in this project; $3.3 million of which were to be capital costs. IndyGo had further anticipated needing an additional $1.3 million in 2019 (also derived from IndyGo local revenue). As of this update, project expenditures for the Flowbird fare collection system total to $1.52 million.

In late-2024, as a way to further advance the agency's e-fare system goals and objectives, IndyGo was approved to become a member of NEORide, a Council of Governments formed originally in Ohio to provide mobile ticketing, group purchasing, and a smarter and better way to share services among a cooperative group of public transit member agencies. In June 2025, the IPTC Board of Directors authorized the President and CEO to enter into a contract with NEORide to replace the existing e-fare software as a service (SaaS) system and select e-fare devices, using the MASABI system. The upgrade of IndyGo's e-fare system and e-fare devices is being accomplished in part through its master service agreement, or MSA that NEORide maintains with Masabi, and a few separate agreements with MASABI and Flowbird.

The e-fare system contract with NEORide/MASABI allows IndyGo to proceed with the purchase and installation of new e-fare devices to replace select components of the existing system that have reached the end of their useful life, including on-board fare validators, fare inspection devices, and a mobile payment app. The capital procurement of the new e-fare validation devices is captured within the Fare Validator Replacement project listed within the Information Technology section of this capital plan document.

In addition to the components previously listed, MASABI is able to provide the agency with enhanced mobile application features, several self-service online portals, the ability to offer fare incentives, a way for third-party entities to purchase and distribute fare value, electronic fare tickets, credit/debit card "tap-to-pay" capabilities, and a retail point-of-sale (POS) network. The only existing e-fare system component that IndyGo will retain is the Flowbird TVMs, which will be integrated into the MASABI software platform. System design began in Fall 2025 and will continue through implementation and system rollout in FY2026.

Farebox Replacement Plan

Historically, IndyGo has relied on its fareboxes to count passenger trips. Efforts are underway to upgrade IndyGo's MyKey fare collection system and to certify all of its Automated Passenger Counters for ridership reporting, which – upon completion – would allow IndyGo to discontinue its use of the farebox system to report ridership. Per IndyGo's 2019 fare policy, the farebox system will remain in place, indefinitely, so long as the need to accept cash on the local buses remains unchanged.

In the meantime, the Genfare Odyssey farebox model that IndyGo has used for the past several decades is no longer available, so IndyGo adopted a replacement schedule to replace 25 Odyssey fareboxes each year with a newer farebox model. The replacement model is the Genfare Fast Fare, which has the same functionality with enhanced features as the previous model. In 2024, the number to replace increased to 40 fareboxes, which equates to $673,000 per year through FY2030. At the time of this update, IndyGo has incurred $1.1 million in costs to replace the agency's fareboxes.

In early 2025, IndyGo decided that it no longer needs to replace every Odyssey farebox with a Fast Fare farebox. Instead, over the next calendar year and beyond, IndyGo plans to closely monitor the e-fare collection system's performance, as well as the expected increase in customer adoption of e-fares as a result of its fare policy changes, to help determine whether or not to move forward with going cashless onboard the bus. Such a decision would effectively end IndyGo's ongoing and future purchases of Genfare fareboxes.

In Progress Projects

Fare Payment Integration

In late 2020, it was announced that IndyGo would be the recipient of an Accelerating Innovative Mobility (AIM) grant from the Federal Transportation Administration. The purpose of this grant program is to facilitate new and innovative strategies for facilitating trips not just on public transit but also other non-automotive modes of transportation. Conceived under a 2019 Integrated Mobility Innovation (IMI) grant application, IndyGo's proposal under the AIM Challenge Grant to develop a "Mobility Concierge Program" is part technological solution and part customer care center solution. In short, it is a service that would be designed to facilitate trip planning, booking, and payment across multiple modes and service providers in the Indianapolis area. Total project budget is $500,000 ($400,000 federal and $100,000 local). As of this update, $406,639 in expenses has been incurred and IndyGo anticipates that this project will be completed by year-end.

Completed Projects

Enterprise Resource Planning

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

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

Information Technology

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

Programmatic Projects

Fare Collection Systems Modernization

For the purposes of this update, IndyGo's efforts to modernize its fare collection system can be described as a transition from the Flowbird system to the MASABI system. This project includes the design, development, and deployment of a Software as a Service (SaaS) platform, complete with new fare validation and inspection equipment, as well as a new white label mobile application. These essential digital tools will empower IndyGo riders to continue to manage their e-fare accounts, purchase e-tickets, and more. The only hardware devices that will remain, are Flowbird's Strada Evo 1 ticket vending machines (TVMs).

System design began in Fall 2025 and will continue through implementation and system rollout in FY2026. IndyGo has programmed $2.16 million in funding in FY2025 for this project and, as of this update, IndyGo has decided to move to all onboard fare validation by removing the offboard fare validators from each BRT platform and installing two additional validators on the second and third doors of each 60' BRT vehicle.

In Progress Projects

Fare Validator Replacement

When it was first implemented, IndyGo's e-fare system utilized the Flowbird AXIO3 device for onboard and offboard fare validation for both bus rapid transit and local bus. However, within three year's time Flowbird announced that the AXIO3 model was considered to have reached the end-of-life. In Q4 2021, Flowbird released the next generation of its hardware technology with the AXIO4 fare validator. This next generation technology included enhancements and integrations that were expected to address key operational and connectivity issues. This included integration with a built-

Information Technology Funding Sources & Uses

Information Technology								
Funding Source	ERP	Fare Collection	Wireless Vehicle Technology	ITS Upgrade (CAD/AVL)	Hastus Upgrade	Data Warehouse	Disaster Recovery BCP	CTC: Bus Bay Sign and ADA Annunciators Replacement
IN-2016-016-11.42.08				1,153,245				
IN-2016-019-11.71.03				660,629				
IN95x046-11.71.03							651,741	
IN95X046-11.42.08					251,267			
IN-2017-018-11.42.20				32,000				
IN-2020-019							1,232,500	
FY2025 5307								640,000
Grant Subtotal	**0**	**0**	**0**	**1,845,874**	**251,267**	**0**	**1,884,241**	**640,000**
Cash	1,537,052	2,533,175	820,000	1,590,800	311,751	64,000	173,259	160,000
Bonds								
Total	**1,537,052**	**2,533,175**	**2,465,648**	**3,436,674**	**563,018**	**64,000**	**2,057,500**	**800,000**

in GPS, modem, and an open payment system, allowing for additional fare collection media. In 2023, IndyGo purchased 25 of the AXIO4 fare validators to install on the new buses that it received that year as a way to test to see if the upgrade between the AXIO3 and AXIO4 devices would perform better.

The AXIO4 model was able to address some of the reoccurring issues but not all of them. This is one factor that ultimately led IndyGo to decide to upgrade its e-fare system. As of this update, IndyGo has procured the MASABI devices needed for installation across the agency's entire bus fleet. IndyGo expects to finalize this project by the end of 2026 as part of the $2.16 million MASABI fare system implementation project.

Distributed Antenna System

Currently IndyGo experiences intermediate cellular and radio coverage in the garage area at its West Campus location, which has caused issues for fleet services, transportation, maintenance, CVT, and dispatch. These issues can and have delayed route timing when buses arrive and leave the garage. By replacing and upgrading the Distributed Antenna System (DAS), IndyGo believes it could provide facility-wide cohesive cellular and radio coverage, which will resolve the above issues. This was programed in FY2023 with an estimated cost of $355,000. This project was completed in 2024 and was on budget. The East Campus Bus Storage and Maintenance Facility will be built with this system and is estimated to cost $400,000. Staff anticipates the timing of the Distributed Antenna System project will coincide with the East Campus project's construction schedule.

CTC: Replacement of Bus Bay Signs and ADA Annunciators

The current bay signs and ADA annunciators are original to the CTC and are beyond their useful life, and as such the current hardware system is also no longer supported by the manufacturer. It is anticipated that ongoing maintenance efforts will become more challenging and future issues could arise and impact riders given the public facing nature of these components. This project will replace the current CTC bay signs, ADA annunciators, and the supporting service and software. As a measure to lower costs and installation time, the procurement will require replacement equipment that must fit within the existing enclosures. This project is planned for FY2026 at an estimated cost of $800,000 and will be funded through a combination of cash and grants.

Uncertain / Undetermined Projects

Radio Replacement

Radio communication is critical to providing efficient service to the operators in the field and support IndyGo's overall operations. Added in 2020, this project is needed to support the communication needs of the Transportation Department. The additional stations will allow the department to have more equipment available for staff use and to deploy to coaches as back up. This procurement would be for 15 radios, 65 replacement radio batteries, and 100 replacement extended antennas for a total project cost of approximately $79,000. As of this update, this project remains unfunded.

Secure Communications Network

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

This project is currently on hold until IndyGo can identify a funding source for this project. There are several logistical issues with the expansion, particularly with infrastructure (i.e. using our covered stations for communication relays and the licensing fees for that) and identifying alternatives. IndyGo staff will identify potential grant opportunities that could support the planning, design, and implementation of this rather complex project/system.

Digital Signage Update

Digital signage equipment at the CTC and BRT stations, including bay, kiosks, information, and advertisement signage, is nearing the end of its useful life. This project combines the CTC Real Time Passenger Information System Upgrade/Replacement and BRT Station Signage Upgrade projects to create a more comprehensive project capable of addressing all digital signage needs across multiple IndyGo facilities. For the CTC specifically, it is anticipated that this project will add additional digital signage for public service announcements, dedicated advertising, and arrival/departure signs with real-time information feeding directly from Avail/INFAX, as well as assess and then replace the bay signs with either monochrome or LED replacements. In 2023 the cost was estimated to be $1.7 million. Staff now anticipates that this project will not occur until FY2026 and FY2027 and will cost $3 million. As of this update, IndyGo is anticipating needing to conduct a signage study to better guide technology implementation, and this project scope could change based on the study findings. In the meantime, CTC bay sign replacements are moving forward as a discrete project as part of the CTC: Replacement of Bus Bay Signs and ADA Annunciators project that is programmed for FY2026.

Document Imaging & Retention

This Document Imaging and Retention project was intended to address policy, management, and storage of all documents deemed retainable by City, County, State, Federal, and agency requirements. Prior to this project, documents were stored in various locations to varying degrees of security. This project ensures that IndyGo is properly managing and storing all documents in accordance with federal, state, and local regulations. In 2024, IndyGo programmed $1.7 million for this project but did not move forward with finalizing a contract with a vendor before the end of the year. In 2025, IndyGo decided to place this project on hold indefinitely.

Data Warehouse

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

local revenues. And while IndyGo is in the process of moving all capable applications to the cloud, the need to store and manage data locally remains. This project will be revisited as needed.

Completed Projects

VoIP Solution

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

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

Wireless Vehicle Communication Installation

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

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

ITS Upgrade (CAD/AVL) - 2018

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

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

Data Hastus Software Upgrade - 2022

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

The platform includes modules for Planning, Scheduling, Operator Bid, Self Service, Bid Web, Daily Operations, Employee Management, Customer Service, and web-based route planning information systems. The Daily Operations Module manages operator payroll and attendance as well as Operator Bidding and Employee Management. The Planning module provides all data from bus stops and shelters to route schedules and operator work shifts. The Customer Service module manages comments as well as trip planning via the website and other real-time platforms. IndyGo had programmed $800,000 in Fall 2021 for the upgrade, with resources drawn from a combination of grants and cash. The project "Go Live" date was March 17, 2022.

Safety & Security

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

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

To that end, most of the capital expenses for safety and security are embedded within the various projects described throughout this plan. In addition to project-specific measures, IndyGo will also need to secure additional safety, security, and training equipment.

In Progress Projects

CTC Camera Replacements

As technology progresses, and as the existing cameras at the CTC reach the end of their useful life, IndyGo will be investing in the replacement of approximately 65 single-point cameras with newer 180- and 360-degree cameras. These new cameras will allow security to better monitor all areas of the CTC. In 2024, IndyGo budgeted $310,000 for this project and spent $33,700 for design; however, it was unsuccessfully bid in that same year. This project will restart in 2026 and IndyGo has programmed $425,000 sourced from grants and cash for camera procurement and installation in the same year.

1501: Alertus Mass Notification System

This project will align IndyGo's West Campus emergency notification system with the agency's other locations, allowing IndyGo to have one unified system mass notification system across all agency buildings. The Alertus system will consist of new emergency notification pucks, text-to speech speakers, and new marquee signs. IndyGo has programmed $481,190 for FY2026 which will be funded through a mix of cash and grants.

Bus Operator Camera and Monitor Display Equipment

The need to install cameras and monitors in the operator's compartment of each vehicle was identified as a key component of IndyGo's Ride Safe Program, which supports the Protect Frontline Workers pillar of IndyGo's Strategic Plan. The cameras and monitors will be positioned so that passengers entering the bus can clearly see that video recording is in progress. IndyGo has programmed $126,760 in FY2026 for the purchase of the required equipment and anticipates that the project will be completed within the same year. It will be funded through a mixture of cash and grants.

1501 Service Center: Glass Replacement

As IndyGo continues to make upgrades to its West Campus facility, it has identified the need to upgrade the wall panels and glass in the Service Center area to better protect Service Center and Security staff. This project will replace wall panels in the service center with bullet-resistant wall panels and replace the current windows in the south security station and service center with bullet-resistant glass. Funded through a mix of cash and grants, IndyGo has programmed $110,000 in FY 2026 for this project. It expects that the project will be completed in the same year.

Uncertain / Undetermined

Metal Detectors

As both the technology and the workplace environment continue to rapidly evolve, IndyGo diligently tracks methods that will increase the safety and security of IndyGo employees and guests. Security personnel would like to place metal detectors at the main entrances of all facilities, since they are the primary access points for anyone who comes to the agency's facilities. Ideally, IndyGo will incorporate the next generation of metal detectors, which has the added technology of temperature scanning and notification while an individual walks through the unit. These safety and security additions will add one more tool for security to utilize that will lower the risk of contagions entering the facilities, as well as lowering the chance of a workplace event of violence.

The project would include the units, power hook-up, and training. It was anticipated that metal detectors will be installed in 2023 and had a budget

Safety & Security Funding Sources & Uses - Current Projects

Safety & Security Current Projects						
Funding Source	1501: Alertus Mass Notification System	CTC: Security Camera Upgrade	Bus Operator Camera & Monitor Display Equipment Purchase	1501: Service Center Glass Replacement	1501: New Pivot Gate and Controls, South Entrance	Total
5307 Safety & Security Set Asides	563,307	366,966	101,407	88,000	144,000	**1,263,680**
Grant Subtotal	**563,307**	**366,966**	**101,407**	**88,000**	**144,000**	**1,263,680**
Cash	140,827	91,742	25,352	22,000	36,000	**315,921**
Bonds						**0**
Total	**704,134**	**458,708**	**126,759**	**110,000**	**180,000**	**1,579,601**

of $50,000. At the time of this update, a funding source(s) has not been identified, resulting in the project being placed indefinitely on hold.

On-Board Data Recorder & Collision Avoidance System

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

The system records data related to hard braking, speeding, distracted driving, and other risky behaviors. Further, the system tracks the frequency of incidents attributable to specific drivers, specific routes, specific intersections, and many other categories, which should help the agency identify and respond to recurring situations. The system is compatible with most bus camera streams and may integrate with many different platforms for information sharing. If implemented, staff believe that this project would advance the agency's goals and objectives related to FTA requirements for safety management system reporting and performance tracking. To advance this project, IndyGo programmed $213,000 in 2020 from IndyGo local revenue; however, the project did not move forward at that time and the future of the project is uncertain.

Vehicle CCTV

IndyGo maintains closed-circuit television capabilities on all current fixed route buses and will include these components on future bus purchases as well. These systems include cameras, DVRs, wireless download capabilities, GPS kits, wireless radios, cables, mounting equipment, a server, and needed software. Specific equipment and apparatuses may vary based upon the needs of IndyGo and the evolution of technology between today and when the equipment is replaced.

IndyGo had programmed a total of $2.2 million over two years, with a $1.2 million programmed for FY2022. As of June 2022, a total of $858,689 had been expended on this project. At that time, IndyGo still anticipated that this project would be sourced from grants (approximately $167,000 in remaining security set-aside 5307 funds in 2022) and future local revenue. As of this update, IndyGo encumbered an additional $423,721 sourced from unused 2023 capital budget, but it has not yet been spent at the time of this update. Staff can demonstrate that annual expenditures will be needed after the 2024 project completion; however, additional funding sources have not been identified and remain unbudgeted at the time of this update.

Safety & Security Funding Sources & Uses - Prior Year Projects

Safety & Security Prior Year Projects					
Funding Source	Main Facility CCTV	Training Simulators	On-Board Recorders	Vehicle CCTV	Total
5307 Safety & Security Set Asides				167,380	**167,380**
IN95X046-11.42.09				600,649	**600,649**
IN-2019-001-11.32.07	135,902			118,373	**254,275**
IN-2017-018-11.32.07	51,984			17,943	**69,927**
IN-2016-024-11.32.07	125,191				**125,191**
IN90X0683-11.42.09	39,864				**39,864**
IN-2021-023-11.44.20		186,000			**186,000**
Grant Subtotal	**352,941**	**186,000**	**0**	**904,345**	**1,443,286**
Cash	124,286	46,500	213,000	1,342,155	**1,725,941**
Bonds					**0**
Total	**477,227**	**232,500**	**213,000**	**2,246,500**	**3,169,227**

Completed Projects

Training Simulators

Training simulators can be used to supplement classroom instruction and on-the-road training in ways that further develop a driver's ability to think and act under pressure. Training simulators can also be used to improve on fuel economy and the overall efficiency of transit operations. Additionally, simulators allow operators to experience what it might be like to drive in different types of weather, traffic, and emergency situations without putting the operator or equipment in harm's way. They can be used to recreate accidents that have happened and let the operator see what could have been done differently.

In 2020, IndyGo had budgeted a total of $350,000 from local revenue to purchase one simulator. However, part of the 2020 purchase of the former Celadon Trucking Company property included the purchase of four (semi-truck) driving simulators. After some investigation, it was determined that these simulators could be converted to the TransitSim 7 Series Bus Driving Simulation Package for less than the cost of the purchase of one new simulator. Total cost for the conversion was expected to be $240,000 ($48,000 local and $192,000 in federal grant dollars). The project was completed slightly under budget at $232,500 in total expenses.

Main Facility CCTV

IndyGo maintains closed-circuit television (CCTV) capabilities to ensure the safety of its employees and visitors and security of its facilities. As with any tech-based infrastructure, these systems need to be replaced when they meet the end of their useful life and/or technology or safety and security procedures evolve beyond the ability of the existing system. Most of the cameras on the outside of IndyGo's West Campus facility no longer functioned as they should because of weathered lens covers and defective internal heaters. IndyGo had anticipated spending a total of $795,000 grants and local revenue dollars. Originally scheduled to be completed in 2019, this project continued into 2020. This project is complete with a total cost of $348,785.

Vehicle Gate & Fencing

IndyGo follows the policies, rules and suggestions from the federal agencies of the FTA and Transportation Security Agency (TSA) and provides reporting to those agencies on safety and security matters. Both federal agencies offer best practices to transit agencies across the country, such as how to improve securing assets and better protecting the agencies' employees. One of those areas is Enhancing the Protection of Soft Targets/ Crowded Places. IndyGo chose to invest in vehicle gates that are harder to breach and installed a vertical pivot gate to secure that drive and keep unauthorized vehicles from entering the property.

This project was budgeted at $30,000 in FY2023, which included the replacement of two swing gates with one vertical pivot gate, the motor, wiring, and long-range tag reader. This project was completed in 2024.

Other

Prior to 2021, IndyGo's Public Affairs team was responsible for internal and external communication, business development, enhancing the rider experience, promoting customer service, advancing several special projects (including the modernization of IndyGo's fare collection system), engaging with advertisers, and assisting in translating the community's needs into agency initiatives.

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

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

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

REAL ESTATE PORTFOLIO

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

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

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

REAL ESTATE PORTFOLIO

West Campus

1501 W Washington Street

In circa 1984, when the White River State Park was created and the Indianapolis Zoo (formerly the Washington Park Children's Zoo) began making plans to move from Washington Park on E 30th Street to its current location, IndyGo moved to its current West Campus location. Prior to serving as IndyGo's headquarters, 1501 W Washington St was home to a Duesenberg automobile manufacturer. This location served as the only facility owned and operated by IndyGo for much of its history. It was renovated in 2018/2019 to accommodate a growing workforce, and electric vehicle charging in anticipation of the launch of the Red Line BRT project.

Julia M. Carson Transit Center

201 E Washington Street

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

North Charging Station

6410 N College Ave

In 2020, IndyGo purchased 6410 N. College Avenue to house a permanent charging station for the north end of the IndyGo Red Line. Inside the building is a commercial space for use by a partnering organization or entity. Prior to securing this permanent location, a temporary charging location was located on a parking lot owned by Washington Township Schools along 86th St. IndyGo has invested a total of $985,000 to purchase the property at 6410 N. College. As of this update, IndyGo has invested a total of more than $1.15 million in this facility.

South Charging Station

8915-8925 Madison Ave

Established in 2021 as IndyGo's south charging facility for the Red Line, the property located at 8925 Madison Ave includes an existing building. A portion of this building was repurposed to allow for a break room and relief point for bus operators. Part of IndyGo's property acquisition at this location includes parcels that wrap around the north and east sides of the property that contains the existing building. The mid- to long-term plan was to site and construct a park and ride facility, which may or may not be part of a larger mixed-use development project, but those plans have now been halted. This property was purchased on May 24, 2021, from Peacock Madison, LLC for a total of $389,150. Since the agency does not currently occupy the property and has no long-term plans to do so, at the time of this update IndyGo intends to dispose of this property.

Mobility Solutions & Customer Care Center

2425 W Michigan St

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

Eastside Mobility Hub

11135 E Washington Street

The Eastside Mobility Hub was born out of the need for an on-site, end of line charging location for the eastern terminus of the Blue Line BRT project. It introduced the potential to include a relief point with restrooms for IndyGo's operators and other IndyGo personnel and created the opportunity to create a comfortable transfer location for passengers who want to use the Blue Line to connect to Routes 10, 21, or 87, and vice versa. IndyGo acquired property at 11135 E Washington Street for this purpose. The cost to design and construct this facility, is at least partially related to the future of the Blue Line BRT project. The Hub is accounted for in the Blue Line CIG project scope and budget, and construction is occurring as a part of the Blue Line BRT project. It will likely become operational with the completion of the Blue Line BRT project; however, it is possible that the Hub could open sooner than the Blue Line to better accommodate local bus service while the Blue Line is still under construction.

East Campus

9503 E 33rd Street

In 2020, IndyGo purchased several properties from bankruptcy court. The agency kept 9503 and sold 9050 to the Indianapolis Fire Department for their new training academy. Major renovations of the existing buildings on-site took place between 2021 and 2023. They included the addition of more individual offices, updates to existing conference rooms, and new collaborative workspaces throughout. The addition of an elevator, two large training rooms, four simulator rooms with a control monitoring station, and a computer training room. Building B now houses IndyGo's IT department, the Learning & Development academy, board room and executive meeting space, as well as other flexible meeting spaces. Efforts are currently under way to prepare for the future expansion and new garage construction, which is expected to start in 2026.

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