IndyGo.Net

2025

Marion County, Indiana

Indianapolis Public Transportation

ANNUAL COMPREHENSIVE FINANCIAL REPORT

For year ending December 31, 2025

A component unit of the consolidated City of Indianapolis-Marion County Government Reporting Entity

Indianapolis Public Transportation Corporation

(A Component Unit of
the Consolidated City of Indianapolis - Marion County)

Annual Comprehensive Financial Report
For the Year Ended December 31, 2025

Jennifer Pyrz
President and Chief Executive Officer

Prepared by: Department of Finance

Contents


STREET
RED LINE
66th Street
66th Street
SLIDE, BEFORE YOU RIDE
IndyGo

Introductory Section (Unaudited)

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June 29, 2026

The Citizens of Indianapolis and Marion County and
the Board of Directors for the Indianapolis Public Transportation Corporation
Indianapolis, Indiana

We are pleased to submit for your information and consideration the Annual Comprehensive Financial Report (ACFR) of the Indianapolis Public Transportation Corporation (IndyGo or "the company") for the year ending December 31, 2025.

The ACFR has become the standard format used in presenting the results of the company's annual financial operations for the calendar year. We believe this report is presented in a manner that fairly discloses the financial position and results of the company's operations as measured by its financial activities. To the best of our knowledge and belief, the disclosures are accurate in all material respects.

The accompanying basic financial statements, supplemental schedules and statistical information are the representation of the company's management team, who bear the responsibility of documentation accuracy and completeness. Our Independent Auditors' Report, prepared by Forvis Mazars, LLP, is included along with other necessary disclosures for maximum understanding of the company's financial activities.

In evaluating and developing the accounting system, Federal Transit Administration (FTA) and Generally Accepted Accounting Principles (GAAP) accounting methods are applied to achieve an adequate system of internal accounting controls. These practices ensure assets are protected against unauthorized use or disposition and the data used to prepare financial statements is timely and reliable.

These controls are designed to provide reasonable, but not absolute assurance these objectives are met. The concept of reasonable assurance is to make certain the cost of controls does not exceed the benefit. It also recognizes the evaluation of costs and benefits require estimates and judgments by management. We believe the company's internal controls adequately safeguard assets and provide reasonable assurance that financial transactions are properly recorded.

The independent audit of the accompanying basic financial statements of IndyGo was part of a broader, federally mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the accompanying basic financial statements, but also on the audited agency's internal controls and legal requirements involving the administration of federal awards. These reports are available in the Indianapolis Public Transportation Corporation's separately issued Single Audit Report.

GAAP requires management to provide a narrative introduction, overview and analysis with the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The Company's MD&A can be found immediately following the report of the independent auditors.

Reporting Entity

IndyGo is a municipal corporation as defined by the Urban Mass Transportation Act of 1965. In 1973, the company was chartered by a city ordinance to acquire, provide and maintain an urban mass transportation system for the Indianapolis metropolitan area. IndyGo is a component unit of the Consolidated City of Indianapolis-Marion County Reporting Entity.

IndyGo is governed by a seven-member Board of Directors, which provides broad policy and financial decisions, setting direction for management. The Indianapolis Mayor and the City-County Council of Indianapolis and Marion County appoint the Board, which is bi-partisan. The mayor appoints three members, and the Council appoints four.

Each year, the Board of Directors adopts a budget in late summer for the next calendar year, which is subsequently approved or modified by the Council. Budgetary control is maintained for certain funds, at the object level of expenditures, by the encumbrance of purchase orders against available appropriations. The budget becomes the day-to-day control document over expenditures at the department level. Changes within major account classifications require Board approval, while departments are given authority to transfer between minor line items within the major accounts.

The Board meets monthly in public sessions to put policies into effect. These meetings also include executive management presentations regarding the operational and financial status of the corporation.

The company's reporting entity includes only transit operations and there is no other organization within the Indianapolis metropolitan area providing a similar scope of public transportation service.

Accomplishments

Throughout 2025, IndyGo continued to advance its long-term strategic priorities through major capital investment, operational improvements, enhanced safety initiatives and actions focused on long-term financial sustainability.

A significant milestone for the agency came in March 2025 as IndyGo broke ground on the Blue Line – the agency’s third and largest Bus Rapid Transit route. Construction activities are now well underway on the 24-mile corridor, which will connect the Indianapolis International Airport to Cumberland through downtown. The project will bring faster, safer and more reliable transportation to the Washington Street corridor and significant infrastructure improvements that include accessible curb ramps, sidewalks, pavement resurfacing, drainage infrastructure and traffic signal modernization. The project represents a transformational investment in regional mobility and continues IndyGo’s implementation of the Marion County Transit Plan.

IndyGo’s dedication to supporting infrastructure also included continued investment in system accessibility and customer-facing infrastructure in 2025. As an example, the Near Eastside Bus Stop Improvement project improved accessibility, safety and comfort at 79 bus stops. The agency additionally partnered with the Indianapolis Department of Public Works on conversion of Michigan and New York streets from one-way to two-way operation on the city’s Near Eastside. Both projects demonstrate coordinated public investment in support of multimodal access, transit operations, and corridor safety.

The agency maintained a strong focus on employee and rider safety in 2025. IndyGo expanded safety initiatives through enhanced public awareness campaigns, additional transit safety personnel and strengthened partnerships intended to support rider wellbeing and frontline employee security. A social services coordinator was added to the team to improve engagement with vulnerable populations interacting with the transit system.

Operationally, IndyGo continued efforts to strengthen ridership and improve customer access to transit services. The Red and Purple lines continued to demonstrate strong ridership performance during 2025, while additional service enhancements and community partnerships supported public utilization of the transit system and expanded access to key community destinations and events.

A major organizational priority during 2025 was planning and implementation of IndyGo's first fare adjustment in 16 years. In August 2025, the IndyGo Board of Directors approved a revised fare structure to support the long-term financial sustainability of the transit system while preserving access to essential transit services. Following Board approval, IndyGo completed a comprehensive implementation effort that included public outreach and education, technology and fare system updates, signage replacement and operational readiness activities across the system in preparation for the January 1, 2026, implementation date.

The successful execution of these initiatives reflects IndyGo's continued commitment to responsible financial stewardship, strategic infrastructure investment, operational reliability and the long-term sustainability of public transportation in Indianapolis and Marion County.

Factors Affecting Financial Condition

Marion County and the Indianapolis metropolitan area have continued to experience steady economic growth and development in the years following the pandemic-era economic disruption. The Indianapolis metropolitan statistical area maintained a relatively stable labor market during 2025, with unemployment rates generally consistent with national trends near 4%. Population growth in the Indianapolis region also continued, reinforcing the area's position as Indiana's largest population center. U.S. Census estimates placed Marion County's 2025 population at approximately 992,000 residents. The Indianapolis area continues to benefit from a comparatively low cost of living, a diverse employment base, and housing costs that remain favorable relative to many peer metropolitan areas, making the region attractive for both residential and commercial investment.

Nationally, labor market conditions remained resilient throughout 2025, although inflationary pressures, elevated interest rates, and uncertainty regarding federal fiscal and trade policy continued to affect economic conditions and consumer spending. The federal fuel tax rate remained unchanged at 18.4 cents per gallon of gasoline. Federal support for public transportation continued through formula-based funding programs and competitive grant opportunities authorized under existing federal infrastructure legislation. These programs continue to provide opportunities for transit agencies to pursue capital improvements, fleet modernization, and innovative transportation initiatives.

Within Indiana, the long-term effects of property tax reform legislation and constitutionally protected property tax caps, commonly referred to as "circuit breaker" caps, continued to impact local government revenues. For IPTC, these caps again reduced property tax collections during 2025 and continued to place pressure on local governmental entities to identify operational efficiencies, manage expenditures prudently, and pursue diversified funding sources to maintain service levels and support future capital investment.

In April 2011, legislation was enacted that eliminated dedicated funding for the Public Mass Transportation Fund (PMTF), which distributes state sales tax revenue to Indiana public transportation service providers. PMTF is now a budget line item instead of a dedicated source of state transit funding, subject to reductions and the biennial budget process. While no longer a dedicated source of funding, PMTF proceeds remain at a consistent level and have been budgeted accordingly.

Federal relief funding authorized in response to the COVID-19 pandemic has supported IndyGo's financial and operational stability in recent years. Through various federal relief programs, including the CARES Act, CRRSAA, and the American Rescue Plan Act, IndyGo received funding that supported operating continuity, employee and rider protective measures, capital investments, and the mitigation of pandemic-related revenue impacts.

As federal stimulus resources continue to phase out, IndyGo remains focused on implementing long-term financial strategies designed to support operational sustainability, maintain service reliability, and advance critical capital investments. The organization continues to evaluate expenditures, pursue operational efficiencies, and seek diversified local, state, and federal funding opportunities to support future transit needs across Indianapolis and Marion County.

<u>Financial Updates</u>

Marion County residents voted to approve a 0.25% income tax dedicated to mass transit improvements in 2016. The Indianapolis-Marion County City-County Council approved the tax in the spring of 2017, with collections beginning the following October. Appropriated each year by the Council, the revenue from this tax provides funding for IndyGo's operating, capital and debt service budgets. It is used for the purposes approved by the Council and State Statute. As with any income tax, future collections are driven by factors largely outside IndyGo's immediate control.

The first bond issue (Series 2018A) for the Marion County Transit Plan in the amount of $26 million was issued by IndyGo in November 2018. This round of bonds will finance Purple Line Rapid Transit Design Services, Blue Line Rapid Transit Design Services, Local Bus and Paratransit Infrastructure and Bus Fleet Replacement.

IndyGo issued another round of debt worth $22.5 million in June of 2021 for the purchase of 27 hybrid buses. The funding for both bond issuances comes from the 0.25% Local Income Tax. During the bonding process, IndyGo received a standalone AA- rating from S&P.

IndyGo’s third debt issuance was released in 2022 in an amount of $65 million. Proceeds from this income tax-backed issuance are being used to support the construction and equipping of a new bus facility at IndyGo’s East Campus, as well as the purchase of new 60-foot electric buses.

Anticipating the need for additional funding for the construction of the Blue Line, IndyGo’s third bus rapid transit line, a $25 million bond anticipation note (BAN) was issued in November 2024. Costs related to the construction, installation, and equipping of the Blue Line were applied against the BAN proceeds as part of the project’s interim financing plan. During 2025, IndyGo issued $125 million of income tax-backed bonds to provide long-term financing for the Blue Line project. The bonds were issued with a 20-year term. A portion of the bond proceeds was used to repay the outstanding BAN, while the remaining proceeds will continue to fund costs associated with the construction and completion of the Blue Line.

Macroeconomic factors play a significant role in IndyGo's financial health, as these factors impact primarily all sources of our revenue. As the uncertainty of these factors present unique challenges for sustaining a high level of quality transit service, IndyGo must continue to build strong community partnerships and identify alternative funding opportunities. However, with the oversight of the IPTC Board of Directors and the continued commitment of the IndyGo team, the agency will continue pursuing operational efficiencies and responsible financial management to maintain reliable transit service while supporting the future mobility needs of Indianapolis and Marion County.

Like many transit agencies nationwide, IndyGo continues to experience ridership and fare revenue levels below pre-pandemic levels as a result of the lasting effects of the COVID-19 pandemic. In response, IndyGo continues to make strategic investments in service reliability, transit infrastructure, fleet modernization, and customer amenities to support future ridership growth and enhance the overall transit experience. These investments, combined with continued operational efficiencies and long-term financial planning, are intended to strengthen the organization's long-term financial sustainability while supporting the evolving mobility needs of Indianapolis and Marion County.

Local Transit Income Tax distributions for fiscal year 2025, less supplemental distributions, increased from the prior year, by 6.9%. It is expected that this revenue source will increase modestly in the next several years. IndyGo will continue to evaluate service and expenditure levels to secure fiscal sustainability for years to come.

Federal stimulus funds continue to provide support as IndyGo works to recover ridership and fare revenues that remain below pre-pandemic levels. While these one-time federal resources have helped offset revenue shortfalls and maintain service continuity, IndyGo continues implementing long-term financial strategies focused on ridership growth, operational sustainability, and identification of additional funding opportunities.

Recognition

For the 21st straight year, the Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to IndyGo for its ACFR for the year ended December 31, 2024.

A Certificate of Achievement is valid for one year only. To receive this award, a governmental unit must publish an easily readable and efficiently organized ACFR in compliance with the GFOA policies, procedures, and program standards. Such reports must satisfy both generally accepted accounting principles and applicable legal requirements.

Acknowledgment

We wish to acknowledge the participation and professional contribution of the accountancy firm of Forvis Mazars, LLP in providing technical assistance. In addition, we wish to recognize those Finance and Administrative staff members who contribute their time and efforts in preparing this document.

Respectfully Submitted,

Jennifer Pyrz, President & CEO

IndyGo

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Indianapolis Public Transportation Corporation
Indiana

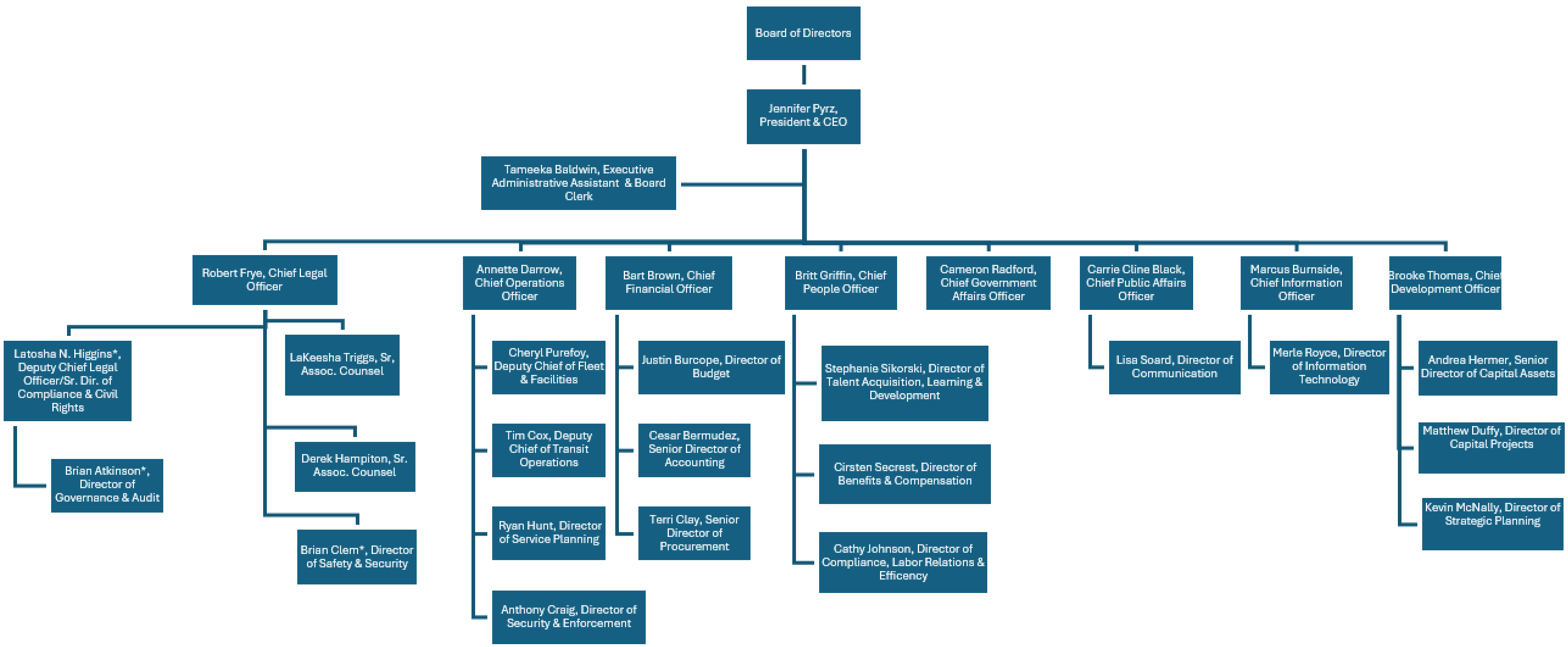
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2024

Christopher P. Morrill

Executive Director/CEO

Indianapolis Public Transportation Corporation
Organizational Chart

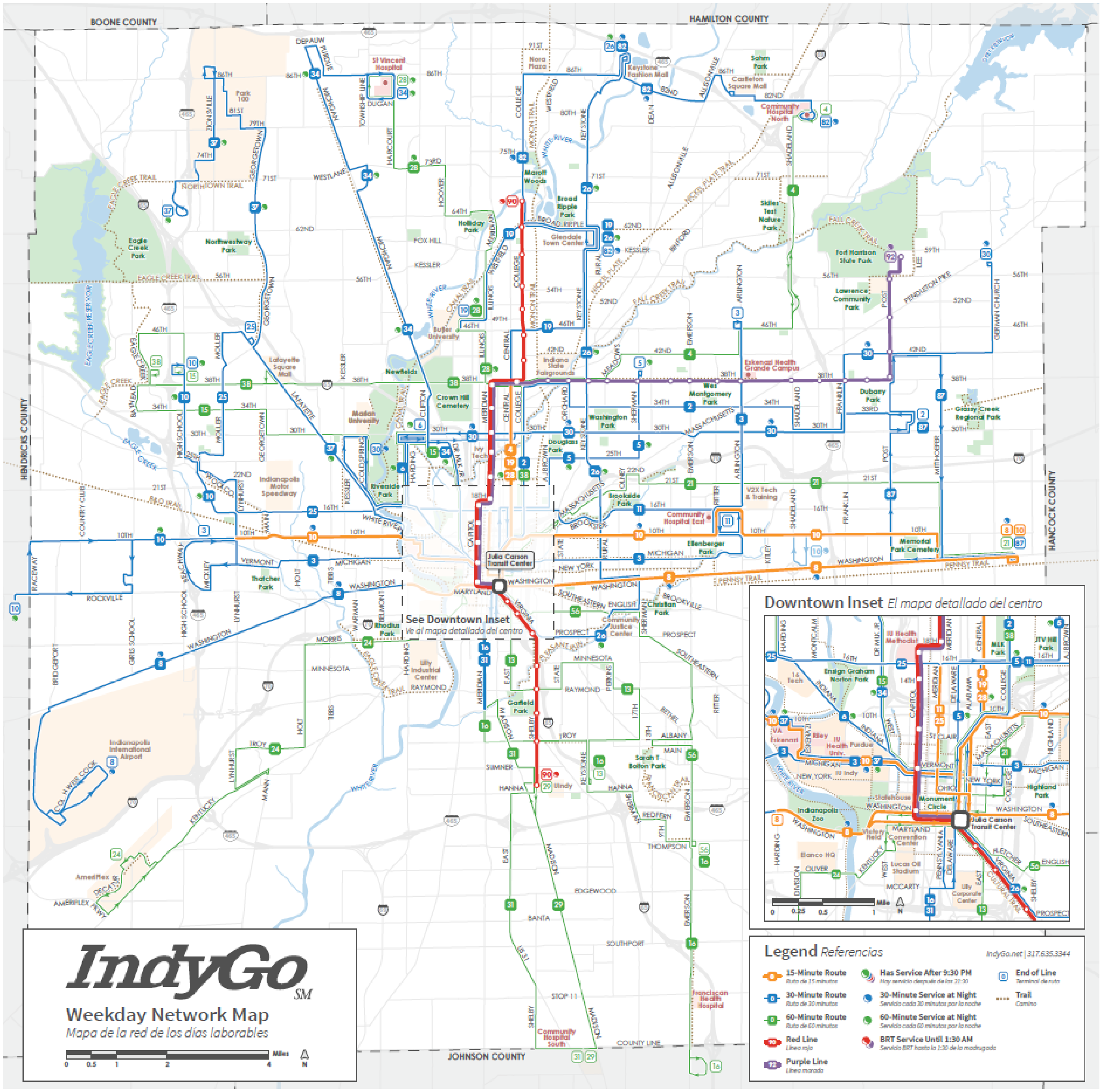


* Has a direct reporting relationship to the President and CEO

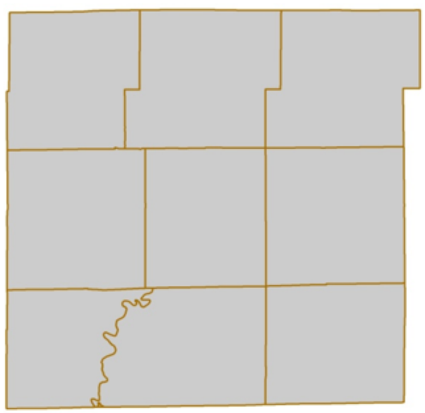
As of December 31, 2025

Name	Approximate Length of Service	Occupation
Appointed Board of Directors		
Gregory Hahn, Chair (Council)	13 years 3 months	President Bose McKinney & Evans, LLP
Adairius Gardner, Vice Chair (Mayor)	7 years 6 months	Director of Government Affairs, Indiana University Health
Richard Wilson, Jr., Treasurer (Council)	7 years 4 months	Retired
Mary Ann Fagan, Secretary (Mayor)	4 years 2 months	Retired
Stephanie Quick (Council)	1 year 5 months	President Intend Indiana
Adrianne Slash (Council)	10 months	Manager, Talent Development Community Health Department
Stan Smith (Mayor)	5 months	Business Development Infrastructure Engineering
Principal Officials & Management		
Jennifer Pyrz	5 years 11 months	President/CEO
Robert Frye	2 years 2 months	Chief Legal Officer
Bart Brown	6 years 6 months	Chief Financial Officer
Emily Meaux	6 years	Executive Director of IndyGo Foundation
Carrie Black	4 years 8 months	Chief Public Affairs Officer
Annette Darrow	30 years 1 month	Chief Operating Officer
Cam Radford	6 years	Chief Government Affairs Officer
Marcus Burnside	8 years 11 months	Chief Information Officer
Brooke Thomas	7 years 1 month	Chief Development Officer
Britt Griffin	1 year 8 months	Chief People Officer
LaTosha Higgins	4 years 7 months	Deputy Chief Legal Officer & Senior Director of Compliance and Civil Rights

Indianapolis Public Transportation Corporation
2025 Systems Map - Service Area and Routes



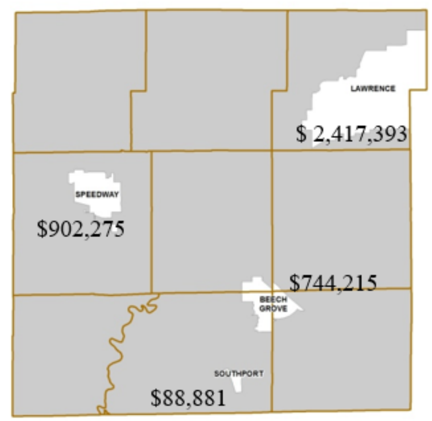
Map 1



MARION COUNTY AND OTHER INCLUDED TOWNS

Marion County $62,933,193

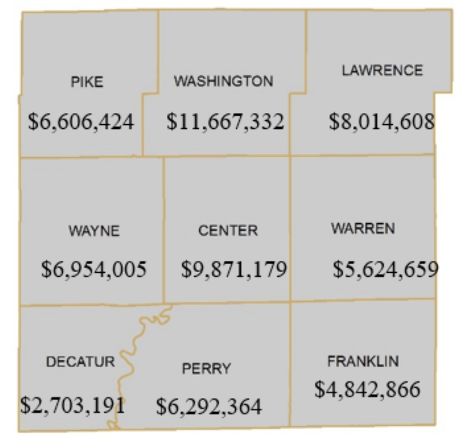
Map 2



CONSOLIDATED CITY OF INDIANAPOLIS

City of Indianapolis	$58,780,429
Excluded Cities and Towns	$4,152,764

Map 3



TOWNSHIPS

Note: Map 2 is representative of the taxing districts for IPTC with the exception of Beech Grove.


2078
blue line
Southeastern Station
IndyGo
blue line
HOME OF THE
FUTURE
BLUE LINE
IndyGo.net/blue
REAL-TIME SCREENS
TICKET VENDING
BUS-ONLY LANE
ELEVATED PLATFORM

Financial Section

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Independent Auditor's Report

Board of Directors
Indianapolis Public Transportation Corporation
Indianapolis, Indiana

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Indianapolis Public Transportation Corporation (IPTC), a component unit of the Consolidated City of Indianapolis-Marion County, as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise IPTC's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of IPTC as of December 31, 2025, and the changes in financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Financial Statements" section of our report. We are required to be independent of IPTC, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about IPTC's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the IPTC's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the IPTC's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, pension, and other postemployment benefit information be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Management is responsible for the other information included in the annual comprehensive financial report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 29, 2026, on our consideration of IPTC's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of IPTC's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering IPTC's internal control over financial reporting and compliance.

Forvis Mazars, LLP

Indianapolis, Indiana
June 29, 2026

Introduction

This section of the financial statements presents a discussion and analysis of the Indianapolis Public Transportation Corporation's (IPTC's) financial performance for the year ended December 31, 2025. Please read this section in conjunction with IPTC financial statements in the section that follows. For more detailed information on long-term debt activity and capital asset activity, please refer to the relevant disclosures in the notes accompanying the basic financial statements.

Financial Highlights

- IPTC's assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources at December 31, 2025 by $701.2 million (net position). Of this amount, $216.4 million (unrestricted net position) may be used to meet IPTC's ongoing obligations arising from providing transportation service to the community at December 31, 2025.
- Fare revenues for 2025 decreased 11% from 2024.
- FTA capital contributions for 2025 increased approximately $30.9 million, or 112% from 2024. FTA operating and planning grants, and preventative maintenance remained consistent with 2024.
- Net nonoperating revenues for 2025 increased approximately $1.2 million, or 1% from 2024.
- Operating expenses before depreciation for 2025 decreased approximately $2.4 million, or 2% from 2024.
- Net position increased by approximately $76.4 million or 12% in 2025.

Overview of the Financial Statements

The financial statements consist of four parts: management's discussion and analysis (this section), the basic financial statements, the notes to the financial statements and required supplementary information.

The financial statements are prepared on an accrual basis in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units operating as an Enterprise Fund. Under this basis of accounting, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and depreciation of assets is recognized in the statements of revenue, expense and changes in net position. All assets and liabilities associated with the operation of IPTC are included in the statements of net position.

The financial statements provide both short and long-term information about IPTC's overall financial status. The financial statements include notes to provide more detailed information on important activities. Please refer to these notes for more in depth and detailed information.

Financial Statement Analysis

IPTC's total assets and deferred outflows of resources at December 31, 2025 were approximately $970.7 million, which is an increase of $200.0 million or 26% from 2024. Total liabilities and deferred inflows approximated $269.4 million at December 31, 2025, which is an increase of $123.3 million or 84% from 2024.

Approximately $412.0 million, or 59%, of the net position reflects investments in capital assets, less related debt at December 31, 2025. Approximately $46.1 million, or 7%, of the net position is restricted for future acquisition of capital assets and approximately $25.8 million, or 4% is restricted to service IPTC's bonds payable at December 31, 2025. Approximately $216.4 million, or 31%, may be used to meet IPTC's ongoing obligations arising from providing transportation services to the community at December 31, 2025. The remaining balance of net position is restricted for pension payments.

Table 1 - Net Position

	2025	2024
Assets		
Current assets	$ 383,984,208	$ 298,526,318
Capital assets (net)	532,511,413	422,266,351
Other noncurrent assets	54,154,729	50,187,845
Total assets	$ 970,650,350	$ 770,980,514
Liabilities		
Current liabilities	$ 63,296,410	$ 32,440,244
Noncurrent liabilities	205,723,356	113,321,885
Total liabilities	269,019,766	145,762,129
Deferred Inflows of Resources	402,073	357,132
Net Position		
Net investment in capital assets	412,006,399	357,762,921
Restricted for capital assets acquisition	46,124,709	36,067,572
Restricted for debt service reserve	19,858,514	9,463,374
Restricted for debt service	5,947,473	7,391,113
Restricted for pension payments	905,912	1,447,743
Unrestricted	216,385,504	212,728,530
Total net position	701,228,511	624,861,253
Total liabilities, deferred inflows and net position	$ 970,650,350	$ 770,980,514

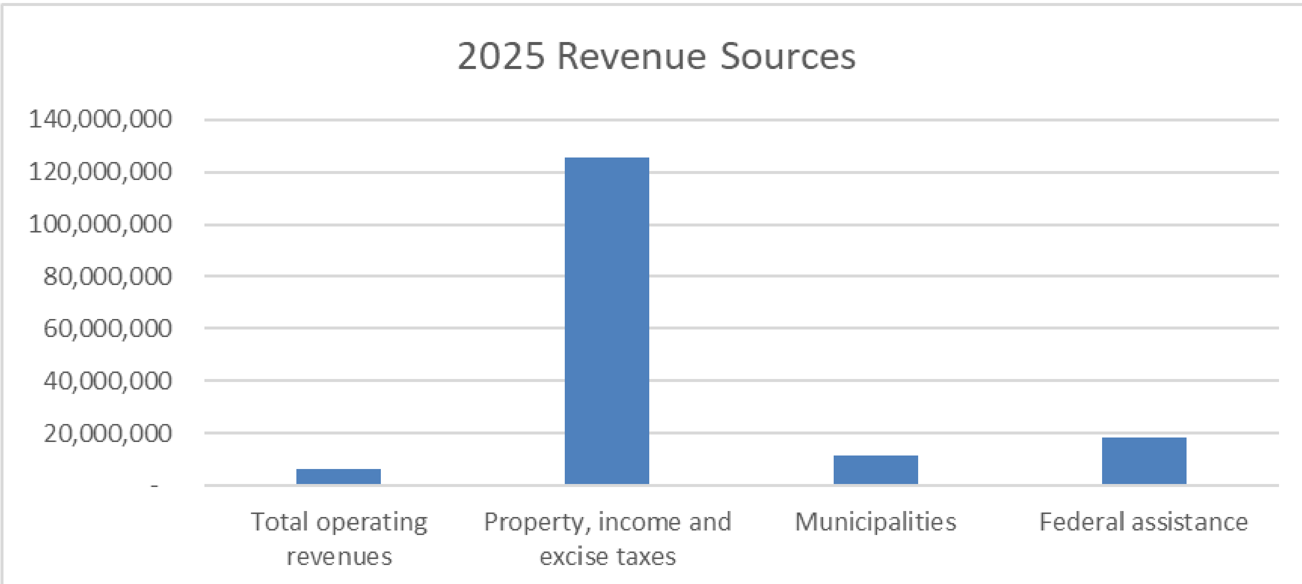
Changes in Net Position

The change in net position for 2025 represents an increase of approximately $76.4 million, or 12%. Total revenues for 2025 increased approximately $31.2 million, or 15%, primarily resulting from an increase in federal operating grants due to funding for construction of the Blue Line. Overall operating expenses, excluding depreciation, decreased $2.4 million, or 2%, in 2025, which was primarily attributed to $8.0 million of contributions made to the City of Indianapolis to fund shared projects during 2024. This same expense did not occur in 2025.

Table 2 - Changes in Net Position

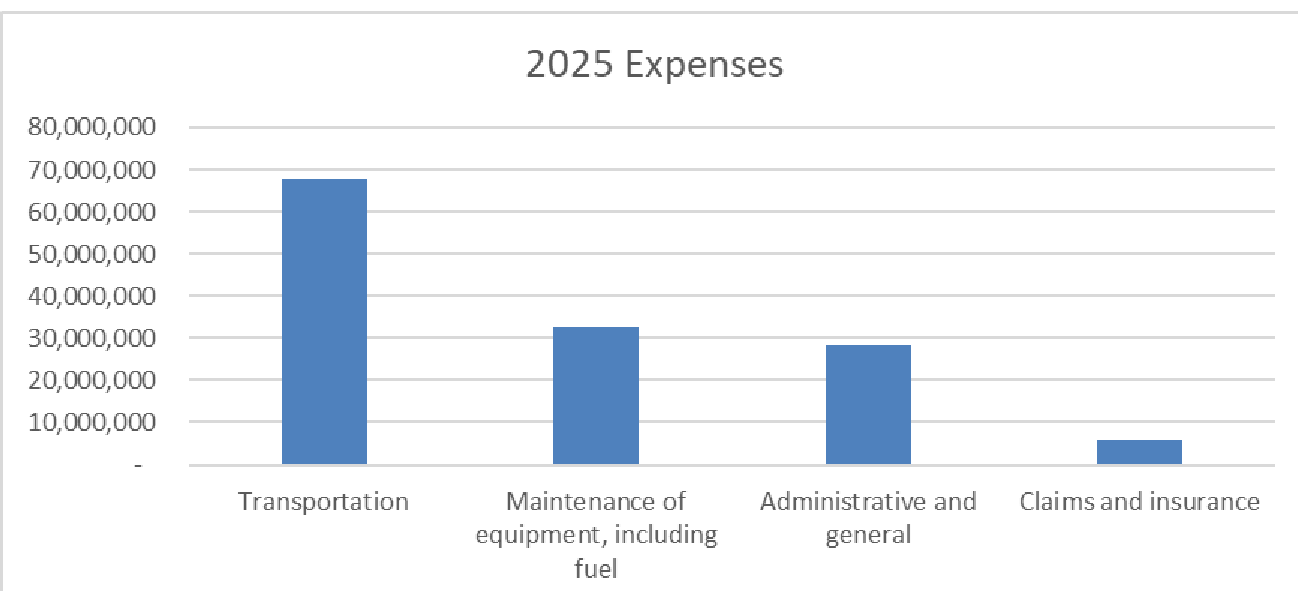
	2025	2024
Operating Revenues		
Passenger fares	$ 5,316,122	$ 5,972,931
Advertising	813,385	1,025,373
Total operating revenues	6,129,507	6,998,304
Nonoperating Revenues (Expenses)		
Property, income and excise tax	125,768,374	128,677,297
Municipalities	11,634,824	11,634,824
Federal assistance	18,020,732	17,980,547
Investment income	13,525,978	13,833,617
Contributions - capital grants	58,390,118	27,493,490
Interest expense	(6,276,699)	(2,378,373)
Gain (Loss) on disposal of capital assets	44,728	212,343
Pass through grants for sub-recipients	(3,980,853)	(2,713,237)
Other revenues, net	11,713,757	2,012,629
Total nonoperating revenues	228,840,959	196,753,137
Total revenues	234,970,466	203,751,441
Operating Expenses		
Transportation	67,934,201	73,864,622
Maintenance of equipment, including fuel	32,440,893	32,708,522
Administrative and general	28,288,549	25,713,923
Claims and insurance	5,764,778	4,556,691
Depreciation	24,174,787	21,747,936
Total operating expenses	158,603,208	158,591,694
Change in Net Position	76,367,258	45,159,747
Net Position, Beginning of Year	624,861,253	579,701,506
Net Position, End of Year	$ 701,228,511	$ 624,861,253

Revenues: For 2025, total operating revenues decreased approximately $0.9 million or 12%. For 2025, nonoperating revenues excluding capital grant contributions, increased by approximately $1.2 million, or 1%, primarily due to additional funding received from the City of Indianapolis related to the Blue Line construction.



The revenues and percentages presented above exclude “Contributions - capital grants” of $58.4 million, “Investment income” of $13.5 million and “Other nonoperating expenses, net” of $1.5 million for 2025.

Expenses: During 2025, total operating expenses, excluding depreciation, were approximately $134.4 million. This is a decrease of $2.7 million, or 2% from 2024. This decrease is primarily attributed to contributions made to the City of Indianapolis during 2024.



The expenses and percentages presented above exclude “depreciation” expense of $24.2 million for 2025.

Capital Asset and Debt Administration

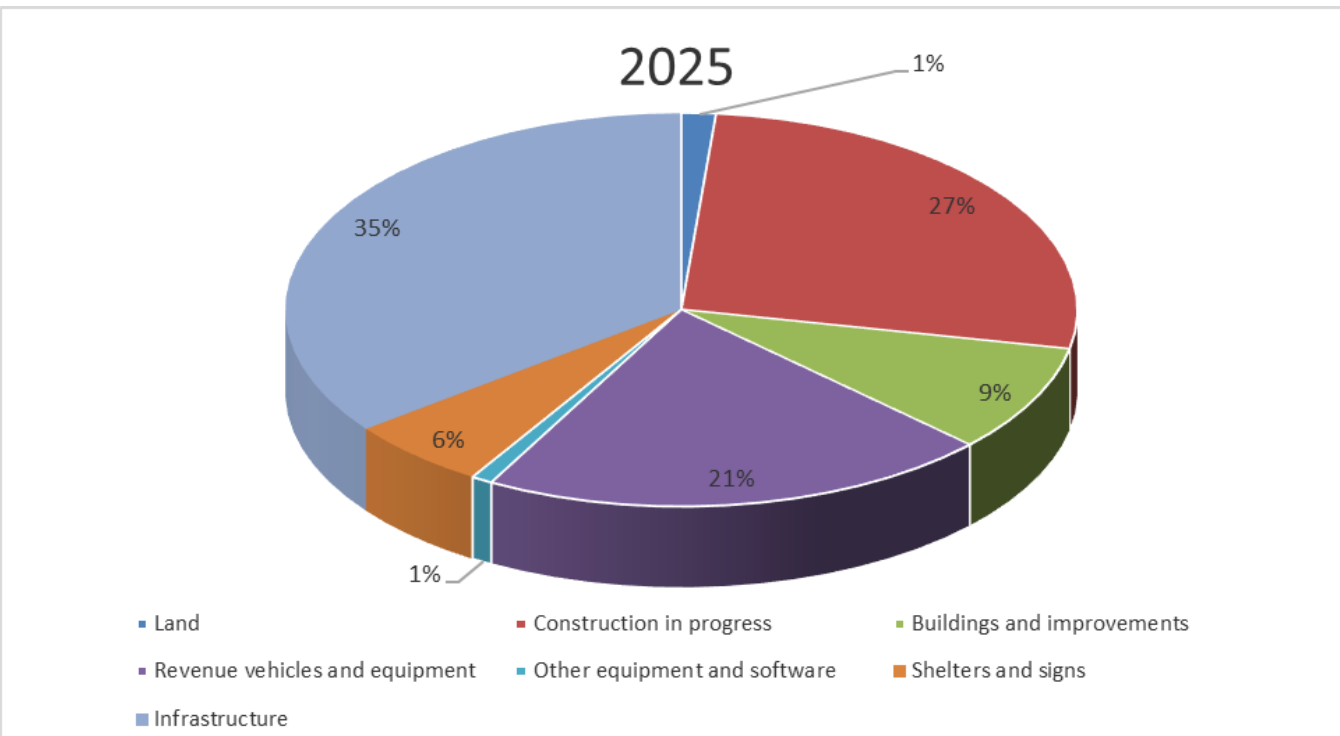
Capital Assets

As of December 31, 2025, IPTC had invested approximately $532.5 million in capital assets, net of accumulated depreciation. Compared to the prior year, capital assets increased by approximately $110.2 million for the year ended December 31, 2025. Depreciable capital acquisitions and additions to construction in progress for 2025 were approximately $134.6 million with a net gain on retirement of capital assets approximating $0.04 million recognized during 2025. Net decrease in construction in progress was $(70.9) million for 2025, primarily resulting from IPTC's continued Marion County Transit Plan and the placement of assets into service. Please refer to Note 3 of the financial statements included in the next section of this report for additional information regarding capital assets activity.

Management has concentrated on making capital investments in equipment and technology that can be effective in improving service and reducing operating costs. These projects can be implemented only because of the availability of Federal capital funding and the establishment of the cumulative capital fund to provide the local match for Federal capital grants.

Significant capital asset acquisitions during 2025 include construction in process for the Blue Line BRT project of $65.6 million and significant capital asset transfers into service associated with the Purple Line BRT project for $177.6 million. All expenses include design, construction, and revenue vehicle expenses.

Percentage allocation invested in net capital assets:



Debt Disclosures

As of December 31, 2025, IPTC had approximately $217.2 million of bonds and the related premium. In November 2018, IPTC issued bonds in the amount of $26.0 million primarily to be used for capital projects and in June 2021, IPTC issued bonds in the amount of $20.9 million for the purchase of 27 hybrid buses. In March 2022, IPTC issued bonds in the amount of $65.0 million to fund construction, renovation and equipment purchases at various IPTC operating sites along with the purchase of 22 electric buses. In November 2024, IPTC issued a short term bond anticipation note in the amount of $25.5 million to fund a portion of constuction for the blue line. In May 2025, IPTC issued bonds in the amount of $125.0 million to fund construction of the Blue Line and pay off the bond anticipation note issued in 2024. During 2025, bonds payable were repaid pursuant to the maturity schedule in place. As of December 31, 2025, IPTC had no financial restrictive covenants associated with its outstanding debt other than holding minimum debt service funds. Please refer to Note 6 of the financial statements included in the next section of this report for additional information regarding debt activity.

Currently Known Facts

Ridership and fare revenue continue to increase from the low points experienced during the COVID-19 pandemic, but are not expected to return to pre-pandemic levels in the near future.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Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis-Marion County
Statement of Net Position
Proprietary Funds
December 31, 2025

Assets	
Current assets	
Cash and cash equivalents	
Unrestricted - working capital	$ 55,916,019
Unrestricted - liability reserve	932,571
Restricted - capital asset acquisitions	46,124,709
Restricted - debt service and unspent bond proceeds	163,561,943
Total cash and cash equivalents	266,535,242
Receivables	
Federal grants	18,772,307
Operations receivables, net	5,502,130
Total receivables	24,274,437
Other current assets	
Unrestricted current investments - working capital	89,656,537
Materials and supplies inventory	2,338,424
Deposits and prepaid expenses	1,179,568
Total other current assets	93,174,529
Total current assets	383,984,208
Noncurrent assets	
Unrestricted investments - working capital	53,248,817
Net pension asset	905,912
Capital assets	
Nondepreciable capital assets	
Land	7,448,309
Construction in progress	142,746,287
Depreciable capital assets	
Building and improvements	114,487,874
Revenue vehicles and equipment	183,018,846
Other equipment and software	31,973,146
Shelters and signs	42,256,782
Infrastructure	201,836,957
Accumulated depreciation	(191,256,788)
Net capital assets	532,511,413
Total noncurrent assets	586,666,142
Total assets	$ 970,650,350

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis-Marion County
Statement of Net Position
Proprietary Funds
December 31, 2025

Liabilities	
Current liabilities	
Accounts and contract services payable	$ 46,086,618
Accrued payroll and benefits	1,417,774
Unearned fare revenue	270,522
Bonds payable, current portion	13,426,196
Risk management - unpaid claim estimates	2,005,455
Other unearned revenue	89,845
Total current liabilities	63,296,410
Noncurrent liabilities	
Risk management - unpaid claim estimate, net of current portion	1,619,337
Bonds payable, net of current portion	203,734,881
Other postemployment benefit liability (OPEB)	369,138
Total noncurrent liabilities	205,723,356
Total liabilities	269,019,766
Deferred Inflows of Resources	
Deferred inflows - pensions	402,073
Total deferred inflows of resources	402,073
Total liabilities and deferred inflows	269,421,839
Net Position	
Net investment in capital assets	412,006,399
Restricted for capital assets acquisitions	46,124,709
Restricted for debt service reserve	19,858,514
Restricted for debt service	5,947,473
Restricted for pension payments	905,912
Unrestricted	216,385,504
Total net position	701,228,511
Total liabilities and net position	$ 970,650,350

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis-Marion County
Statement of Revenues, Expenses and Changes in Net Position
Proprietary Funds
Year Ended December 31, 2025

Operating Revenues	
Passenger fares	$ 5,316,122
Advertising	813,385
Total operating revenues	6,129,507
Operating Expenses	
Transportation	67,934,201
Maintenance of equipment, including fuel	32,440,893
Administrative and general	28,288,549
Claims and insurance	5,764,778
Depreciation	24,174,787
Total operating expenses	158,603,208
Operating Income (Loss)	(152,473,701)
Nonoperating Revenues (Expenses)	
Property, income and excise tax	125,768,374
Municipalities	11,634,824
Federal and local operating and planning grants, and preventative maintenance funding	18,020,732
Investment income	13,525,978
Interest expense	(6,276,699)
Gain on disposal of capital assets	44,728
Pass through grants for sub-recipients	(3,980,853)
Other revenues, net	11,713,757
Total nonoperating revenues (expenses)	170,450,841
Income Before Contributions	17,977,140
Contributions - capital grants	58,390,118
Change in Net Position	76,367,258
Net Position, Beginning of Year	624,861,253
Net Position, End of Year	$ 701,228,511

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis - Marion County
Statement of Cash Flows
Year Ended December 31, 2025

Cash Flows from Operating Activities	
Receipts from customers	$ 13,116,283
Payments for transportation	(69,803,671)
Payments for maintenance of equipment, including fuel	(32,308,088)
Payments for administrative and general	(28,361,450)
Claims and insurance paid to external parties	(5,460,927)
Net cash used in operating activities	(122,817,853)
Cash Flows from Noncapital Financing Activities	
Property, income and excise tax distributions	109,908,814
Assistance from municipalities	11,634,824
Federal operating assistance	21,735,485
Federal grants passed to subrecipients	(3,980,853)
Net cash provided by noncapital financing activities	139,298,270
Cash Flows from Capital and Related Financing Activities	
Transit tax distributions for capital	15,859,560
Capital grant receipts	52,554,765
Purchases of capital assets	(106,475,709)
Proceeds from sale of capital assets	195,853
Proceeds from issuance of bonds	133,459,108
Principal paid on bonds payable	(34,975,000)
Interest paid	(8,239,214)
Net cash provided by capital and related financing activities	52,379,363
Cash Flows from Investing Activities	
Purchases of investments	(162,157,448)
Proceeds from sale of investments	161,834,272
Interest received	12,505,944
Net cash provided by investing activities	12,182,768
Increase in Cash and Cash Equivalents	81,042,548
Cash and Cash Equivalents, Beginning of Year	185,492,694
Cash and Cash Equivalents, End of Year	$ 266,535,242

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis - Marion County
Statement of Cash Flows
Year Ended December 31, 2025

Reconciliation of Operating Loss to Net Cash Used in Operating Activities	
Operating loss	$ (152,473,701)
Adjustments to reconcile operating loss to net cash used in operating activities	
Depreciation expense	24,174,787
Other income, net	11,713,757
Changes in assets and liabilities	
Other receivables	(4,719,077)
Materials and supplies inventory	132,805
Deposits and prepaid expense	(873,975)
OPEB liability	(72,901)
Deferred inflows of resources - pensions	44,941
Net pension liability/asset	541,831
Accounts and contract services payable	(1,382,614)
Accrued payroll and benefits	(199,653)
Unearned fare revenue	(7,904)
Risk management	303,851
Net cash used in operating activities	$ (122,817,853)
Noncash Investing, Capital and Financing Activities	
Capital assets in accounts payable	$ 41,099,893
Gain on disposal of capital assets	44,728
Change in capital grants/contributions included in receivables	2,120,600

Note 1: Nature of Operations and Summary of Significant Accounting Policies

Nature of Operations and Reporting Entity

Indianapolis Public Transportation Corporation (IPTC) operates in the public transportation industry with the purpose of acquiring, providing and maintaining an urban mass transportation system for the metropolitan Indianapolis area. IPTC d/b/a IndyGo was formed on August 7, 1973 by City-Council General Ordinance No. 36 as a municipal corporation, which has no stockholder, under the provisions of IC 36-9-4. Management of the Consolidated City of Indianapolis-Marion County has determined that IPTC is a component unit of the Consolidated City of Indianapolis-Marion County, in accordance with Governmental Accounting Standards Board (GASB) Statement No. 14 and amended by Statement No. 61 and IPTC is considered financially accountable to such reporting entity.

The Board of Directors of IPTC consists of seven members, three of whom are appointed by the Mayor of the City of Indianapolis and four of whom are appointed by the City of Indianapolis-Marion County Council (Council). The IPTC Board designates the management of IPTC, namely the CEO/President, Vice Presidents and other principal members of the management staff. The IPTC Board adopts the budget, tax levy and the issuance of debt. In addition, the Council approves the budget, tax levy and issuance of debt.

On August 27, 2018, IPTC established a nonprofit corporation, the Indianapolis Public Transportation Foundation, Inc. (Foundation), which is legally separate from IPTC and whose purpose is to promote mobility for the citizens in the Indianapolis-area community by connecting resources and investing in programs and services that enhance accessibility and quality of life. The Foundation's board members are appointed entirely by the IPTC Board, and its operations are meant for the exclusive benefit of IPTC. The Foundation is considered a blended component unit and is therefore reported as if it is part of IPTC.

The financial position, results of operations and cash flow for the Foundation as of December 31, 2025 are presented below. Total expenses include approximately $926,568 of expense related to IPTC that were eliminated when blended into the financial statements.

	2025
Total assets	$ 684,904
Total liabilities	161,038
Net position	$ 523,866
Total revenues	$ 1,229,278
Total expenses	(1,752,809)
Change in net position	$ (523,531)

	2025
Cash Flows from Operating Activities	
Receipts from donors	$ 1,469,907
Payments for administrative and general	(2,437,453)
Net cash used in operating activities	(967,546)
Cash and Cash Equivalents, Beginning of Year	1,269,978
Cash and Cash Equivalents, End of Year	$ 302,432

Basis of Accounting and Presentation

IPTC is accounted for as a single-purpose, business-type entity since its operations are financed and operated in a manner similar to a private business. IPTC's financial statements have been prepared on the accrual basis of accounting using the economic resources measurement focus. Revenues, expenses, gains, losses, assets, liabilities and deferred inflows and outflows of resources from exchange and exchange-like transactions are recognized when the exchange transaction takes place, while those from government-mandated or voluntary nonexchange transactions (principally federal and state grants and government appropriations) are recognized when all applicable eligibility requirements are met. Operating revenues are primarily the result of passenger fares, as well as fees collected from advertisements on IPTC property. Operating expenses for IPTC include the costs of operating the transit system, administrative expenses and depreciation on capital assets. Government-mandated or voluntary nonexchange transactions that are not program specific (such as government appropriations), property taxes, and income taxes, investment income and interest on capital assets-related debt are included in nonoperating revenues and expenses. IPTC first applies restricted net position when an expense or outlay is incurred for purposes for which both restricted and unrestricted net position are available.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities and deferred inflows and outflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Cash Equivalents

IPTC considers all liquid investments (including restricted assets) with original maturities of three months or less to be cash equivalents. At December 31, 2025, cash equivalents consisted of demand and money market deposit accounts, as well as money market mutual funds.

Property and Income Taxes

IPTC records property taxes as earned in the year they are due and payable. Taxes are levied separately for operations, capital asset acquisitions and debt service. All taxable property located within the IPTC taxing district is assessed annually January 1st. In mid-April of the year subsequent to the assessment, individual property tax statements are to be mailed by the Marion County Treasurer to the owners of the record as of the assessed valuation date. Taxes are payable to the Treasurer in equal installments on or before May 10th and November 10th of the year subsequent to assessment. The Marion County Treasurer remits collections to IPTC and other governmental units within the county.

IPTC has not recorded any receivable balance for property taxes as of December 31, 2025 as management of IPTC does not believe they are legally entitled to the subsequent year property tax collections until the fiscal year begins January 1.

Risk Management

IPTC is exposed to various risks of loss from torts; theft of, damage to and destruction of assets; business interruption; errors and omissions; employee injuries and illnesses; natural disasters; and employee health, dental and accident benefits. Commercial insurance coverage is purchased for claims arising from such matters other than personal injury claims. Settled claims have not exceeded this commercial coverage in any of the three preceding years.

IPTC is self-insured for a portion of its exposure to risk of loss from property damage claims ($50,000 deductible) and personal injury matters. Annual estimated provisions are accrued for the self-insured portion of claims and include an estimate of the ultimate costs for both reported claims and claims incurred but not yet reported.

Investments

In accordance with Indiana Code, it is the policy of IPTC to deposit public funds into the depositories approved by the Marion County Board of Finance. IPTC is further authorized by statute to invest in obligations of the U.S. obligations and issues of federal agencies, secured repurchase agreements fully collateralized by the U.S. Government or U.S. Government agency securities, municipal securities of Indiana issuers that have not defaulted during the previous 20 years, and open-ended money market mutual funds. It is the internal policy of IPTC to invest funds with local, federally insured banks that have a principal office within the county and have been approved by the County Board of Finance. Investments are stated at fair value.

Receivables

IPTC reports receivables for amounts due and unpaid as of year-end and receivable balances are shown net of allowance, if any, for uncollectible balances. IPTC provides an allowance for uncollectible accounts based upon a review of outstanding receivables, historical collection information and existing economic conditions. Management has recorded an allowance of approximately $41,000 for potentially uncollectible operating receivable balances at December 31, 2025. Management has not made a provision for an allowance for uncollectible property tax receivables or federal grants receivable.

Restricted and Designated Assets

Certain cash, cash equivalents and investment balances are restricted or designated as follows:

- Unspent Bond Proceeds: Funds deposited with trustee from bond issuances for capital expenditures
- Debt Service: Funds deposited in these accounts are set aside to be used for the purpose of payment on outstanding debt, primarily as a result of requirements from bond and debt ordinance requirements
- Liability Reserve (designated only): Funds are set aside from the general operations of IPTC and used only for the payment of claims arising from accidents involving IPTC that exceed $100,000.
- Capital Asset Acquisition: Capital asset acquisition funds generated as a separate tax (cumulative funds) are restricted to expenditures for the acquisition of additional revenue vehicles and other capital equipment.

Supplies

Supply inventories are stated at cost, determined using the first-in, first-out method. Management reviews supply inventories regularly for obsolete inventory, which is written off when determined to no longer be of value to IPTC.

Capital Assets

Major items of capital assets acquired with federal, state and local funds are capitalized at cost. IPTC adheres to the Federal Transit Administration (FTA) circular regarding capitalization of assets by capitalizing all assets with a value in excess of $5,000 per unit and a useful life in excess of one year and IPTC adheres to the FTA capitalization policy as appropriate for items which are (a) homogenous and not individually identifiable; (b) may or may not have a unit cost meeting the threshold level for a capitalized asset but where the practice is to purchase in groups and capitalize the total group; and (c) will be maintained together or in the same general area, should be listed by homogeneous grouping. Expenditures for maintenance and repairs are charged to operations as incurred. IPTC recognizes depreciation on capital assets on a straight-line basis over the estimated useful lives of the assets, as follows:

	Years
Land improvements	10
Buildings and shelters	10 to 25
Coaches	
Large bus	12
Body on chassis	3 to 5
Autos and trucks	3 to 10
Fare handling and maintenance equipment	3 to 10
Office furniture and equipment	2 to 20
Infrastructure	30
Software	5 to 10

Deferred Outflows and Inflows of Resources

IPTC reports a consumption of net assets that is applicable to a future reporting period as deferred outflows of resources in a separate section of its statement of net position.

IPTC reports an acquisition of net assets that is applicable to a future reporting period as deferred inflows of resources in a separate section of its statement of net position.

Compensated Absences

IPTC policies permit essentially all employees to accumulate benefits for vacation, holidays, illness and certain other qualifying absences that may be realized as paid time off or, in limited circumstances, as a cash payment. The number of days compensated for the various categories of absence is based generally on length of service. Expense and the related liability are recognized as vacation benefits are earned and vested whether the employee is expected to realize the benefit as time off or in cash. Expense and the related liability for sick leave benefits are recognized when earned to the extent the employee is expected to realize the benefit in cash determined using the termination payment method. Compensation for holiday and other qualifying absences is not accrued in the accompanying financial statements because rights to compensation amounts either do not accumulate or they do not vest. Accumulated unused sick leave benefits are nonvesting and are only paid out upon retirement for certain members of the executive team and certain employees that are of retirement age. The maximum accumulation per employee is 1,800 hours and the maximum paid out per employee is 540 hours. Accumulated unused sick leave benefits are accrued based upon historical experience, for employees with at least one year of service regardless of age. Compensated absence liabilities are computed using the regular pay and termination pay rates in effect at the balance sheet date plus an additional amount for compensation-related payments such as social security and Medicare taxes computed using rates in effect at that date.

As of December 31, 2025, the total compensated absences balance was $650,063, which is included in accrued payroll and benefits on the statement of net position. Once the benefits are earned at the end of the year, they must be fully utilized or are lost at the end of the following fiscal year. Therefore, the total compensated absences balance is considered current as of year end.

Defined-Benefit Pension Plan

IPTC has a single-employer defined-benefit pension plan known as the Indianapolis Public Transportation Corporation Pension Plan (Plan). For purposes of measuring the net pension liability (asset), deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Plan and additions to/deductions from the Plan’s fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Postemployment Benefits Other Than Pensions (OPEB)

IPTC has a single-employer defined-benefit other postemployment benefit (OPEB) plan, Postemployment Medical and Life Benefits Plan (the OPEB Plan). For purposes of measuring the total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB and OPEB expense, amounts have been determined on the same basis as they are reported by the OPEB Plan. For this purpose, benefit payments are recognized when due and payable in accordance with benefit terms.

Net Position

Net position of IPTC is classified in three components. Net investment in capital assets consists of capital assets, net of accumulated depreciation and reduced by the outstanding balances of borrowings used to finance the purchase or construction of those assets. Restricted net position consists of external constraints placed on net position imposed by creditors, grantors, donors, or laws or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation. Unrestricted net position is the remaining net position that does not meet the definition of net investment in capital assets or restricted net position. If both restricted and unrestricted resources are to be used for the same purpose, restricted resources will be applied first.

Revenue and Expense Recognition

Passenger fare revenues are recorded as revenue at the time such services are performed and revenues pass through the fare box. Sales of tickets are recorded initially as unredeemed fares and recognized as income upon passage through the fare box.

IPTC receives a significant portion of their revenues from capital and operating grants. Certain expenditures for capital acquisitions, improvements and development of an urban mass transportation system have received significant federal funding through the FTA. The balance of such expenditures is funded through state and local sources. Funds provided by governmental authorities for capital and operating assistance are recorded by IPTC when earned.

Expenses have been classified using functional and activity classifications using direct costs and estimated indirect cost allocations based upon time allocation and benefit.

Adoption of GASB Statement No. 102, Certain Risk Disclosures

During 2025, IPTC adopted GASB Statement No. 102, *Certain Risk Disclosures*, which requires the disclosure of certain concentrations of contraints not previously requiring disclosure.

Future Adoption of Accounting Standards

GASB has issued; GASB Statement No. 103, F*inancial Reporting Model Improvements*; GASB Statement No. 104, *Disclosure of Certain Capital Assets*; and GASB Statement No. 105, *Subsequent Events*, IPTC intends to adopt these GASB Statements, as applicable, on their respective effective dates.

Note 2: Deposits and Investments

Summary of Carrying Values

The carrying values of deposits and investments included in the statement of net position are classified as follows:

	2025
Current Assets	
Cash and cash equivalents	
Unrestricted - working capital	$ 55,916,019
Unrestricted - liability reserve	932,571
Restricted - capital asset acquisitions	46,124,709
Restricted - debt service and unspent bond proceeds	163,561,943
Unrestricted investments - working capital	89,656,537
Noncurrent Assets	
Unrestricted investments - working capital	53,248,817
	$ 409,440,596
Cash and cash equivalents	$ 266,535,242
Investments	142,905,354
	$ 409,440,596

The carrying amount of deposits and investments, by type of holding are:

	2025
Deposits	
Cash deposits	$ 254,147,788
Investments	
Money market mutual funds	12,387,454
Treasury bills	134,727,000
Government-backed mortgage notes	8,178,354
Total investments	155,292,808
Total deposits and investments	$ 409,440,596

Deposits

Custodial credit risk is the risk that in the event of a bank failure, a government's deposits may not be returned to it. IPTC's deposit policy for custodial credit risk requires compliance with the provisions of Indiana statutes.

IPTC's cash deposits are insured up to $250,000 at financial institutions insured by the Federal Deposit Insurance Corporation (FDIC). Any cash deposits in excess of the $250,000 FDIC limits are partially or fully collateralized by the depository institution and insured by the Indiana Public Deposits Insurance Fund (IPDIF) via the pledged collateral from the institutions securing deposits of public funds. IPDIF is a multiple financial institution collateral pool as provided under Indiana Code, Section 5-13-12-1.

Investment Policy

Indiana statutes generally authorize IPTC to invest in U.S. obligations and issues of federal agencies, secured repurchase agreements fully collateralized by the U.S. Government or U.S. Government agency securities, municipal securities of Indiana issuers that have not defaulted during the previous 20 years, certificates of deposit and open-ended money market mutual funds. It is the policy of IPTC to deposit public funds into the depositories approved by the Marion County Board of Finance. IPTC does not have specific investment policies on interest rate risk, credit risk, concentration of credit risk, custodial credit risk or foreign currency risk.

At December 31, 2025, IPTC had the following investments and maturities:

		Maturities (in Years)	
	Fair Value	**Less Than 1**	**1 to 5**
Treasury bills	$ 134,727,000	$ 86,486,018	$ 48,240,982
Government-backed mortgage notes	8,178,354	3,170,519	5,007,835
	$ 142,905,354	$ 89,656,537	$ 53,248,817

Interest Rate Risk - As a means of limiting its exposure to fair value losses arising from rising interest rates, IPTC is limited to investing in municipal securities of Indiana issuers that have not defaulted during the previous 20 years and other securities with a stated maturity of not more than two years after the date of purchase or entry into a repurchase agreement, as defined by Indiana Code.

Credit Risk - Credit risk is the risk that the issuer or other counterparty to an investment will not fulfill its obligations. IPTC complies with the provisions of Indiana statutes. At December 31, 2025, IPTC's investments were rated by Moody's Investor Services or Standard and Poor's as follows:

	December 31, 2025	
	Fair Value	**AAA**
Treasury bills	$ 134,727,000	$ 134,727,000
Government-backed mortgage notes	8,178,354	8,178,354
	$ 142,905,354	$ 142,905,354

Custodial Credit Risk - For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, IPTC will not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. At December 31, 2025, IPTC's investments in government-backed mortgage notes and treasury bills were exposed to custodial credit risk. These investments were uninsured and the collateral was held by the pledging financial institution's trust department or agent but not in IPTC's name. Deposits are exposed to custodial credit risk if they are not covered by depository insurance and the deposits are uncollateralized or collateralized with securities held by the pledging financial institution. The money market mutual funds were not subject to custodial credit risk at December 31, 2025.

Concentration of Credit Risk - Concentration of credit risk is the risk of loss that may arise in the event of default by a single issuer. IPTC places no limit on the amount that may be invested in any one issuer. IPTC does not hold any investments in a single issuer that represent 5% or more of total investments subject to concentration of credit risk.

Foreign Currency Risk - This risk relates to adverse effects on the fair value of an investment from changes in exchange rates. All IPTC deposits and investments are denominated in United States currency and is prohibited from investing in foreign investments.

Note 3: Capital Assets

Capital assets activity for the year ended December 31 was:

	January 1, 2025	Additions/ Transfers	Disposals/ Transfers	December 31, 2025
Capital Assets Cost				
Nondepreciable capital assets				
Land	$ 7,448,309	$ -	$ -	$ 7,448,309
Construction in progress*	213,684,681	134,473,948	(205,412,342)	142,746,287
Total nondepreciable capital assets	221,132,990	134,473,948	(205,412,342)	150,194,596
Depreciable capital assets				
Buildings and improvements	113,595,778	892,096	-	114,487,874
Revenue vehicles and equipment	143,098,075	47,369,630	(7,448,859)	183,018,846
Other equipment and software	31,159,992	1,045,654	(232,500)	31,973,146
Shelters and signs	23,968,846	18,468,351	(180,415)	42,256,782
Infrastructure	64,103,320	137,733,637	-	201,836,957
Total depreciable capital assets	375,926,011	205,509,368	(7,861,774)	573,573,605
Less: accumulated depreciation for				
Buildings and improvements	(64,251,944)	(3,204,011)	-	(67,455,955)
Revenue vehicles and equipment	(65,003,980)	(14,081,255)	7,448,859	(71,636,376)
Other equipment and software	(24,609,859)	(2,820,751)	81,375	(27,349,235)
Shelters and signs	(9,943,180)	(1,532,116)	180,415	(11,294,881)
Infrastructure	(10,983,687)	(2,536,654)	-	(13,520,341)
Total accumulated depreciation	(174,792,650)	(24,174,787)	7,710,649	(191,256,788)
Total depreciable capital assets, net	201,133,361	181,334,581	(151,125)	382,316,817
Total capital assets, net	$ 422,266,351	$ 315,808,529	$ (205,563,467)	$ 532,511,413

*Construction in progress also includes capital assets not placed in service yet, such as revenue vehicles and equipment.

Note 4: Tax Abatements

The City of Indianapolis (City) promotes a series of real and personal property tax abatement programs available under Indiana law, including:

Real Property Tax Abatement (I.C. 6-1.1-12.1)

Real property tax abatements are achieved through the phase-in of real property tax obligations from the improvements being made. The phase-in can span a period of one to ten years and is based on a declining percentage of the increase in assessed value of such improvements.

Personal Property Tax Abatement (I.C. 6-1.1-12.1)

Similarly, personal property tax abatements for manufacturing, research and development, information technology and logistics/distribution equipment are accomplished through the phase-in of personal property tax obligations over a one to ten year period, based on a declining percentage of the assessed value of the newly installed equipment.

Tax abatement is granted based on qualifying new investment, retained and committed jobs, wages and the economic impact of the project. MDC and, in certain circumstances, the City-County Council approval is required and must occur prior to the equipment being operational and the MDC determines the time period for the abatement.

Tax Exemption for Enterprise Information Technology Equipment (I.C. 6-1.1-10.44)

The City may grant up to a ten-year, 100% personal property tax exemption to a business engaged in computing, networking or data storage for new investments in qualified enterprise information technology equipment.

The tax exemption requires a minimum investment of $10 million in qualifying investment by an eligible business located in a High Technology District Area, as designated by the City-County Council. The average wage of employees must be at least one hundred twenty-five percent (125%) of the county average wage. Examples of non-eligible activities are call centers, back office operations, customer service operations and credit/claims processing operations. City-County Council approval is required to grant the exemption.

Vacant Building Abatement (I.C. 6-1.1-12.1)

Up to a two-year real property tax abatement is available to a company, according to local qualifications, based on occupying a building that has been vacant for more than a year.

The building must be used for commercial or industrial purposes and be located in a designated Economic Revitalization Area, as designated by the MDC. Prior approval of the MDC must occur before occupying the facility and the MDC determines the time period for the abatement.

All of these programs are designed to spur job creation and retention, grow the income and property tax base, support the redevelopment of areas experiencing a cessation of growth, attract and retain businesses in targeted industries, and assist distressed businesses, among other objectives. Minimum eligibility criteria for such abatements vary by program, as noted above, but generally require that an investment in real or personal property be projected to increase assessed value, create or retain jobs and/or promote economic revitalization.

In return for such abatements, the City generally commits to permit, zoning and job training assistance. Included in each abatement agreement are provisions specifying certain damages, among which may include a clawback of some or all of the taxes previously abated. If a company ceases operations or announces the cessation of operations at the facility for which the abatement was granted, termination of the abatement agreement is warranted and 100% clawback is required. Other clawbacks are calculated based on the highest level of noncompliance among the measured categories for that project.

Impact of Abatements on Revenues

Indiana property tax laws complicate the calculation of the exact impact of property tax abatements on the tax revenues of a given unit of local government. Constraints on the growth of the annual tax levy and constitutional limitations on taxes (also known as property tax caps) are the chief complicating factors. The increase in the annual tax levy is limited to the growth in the six-year moving average of nonfarm personal income growth, which is known as the Assessed Value Growth Quotient (AVGQ). Statutory property tax caps for homesteads, agricultural and other residential, and commercial are equal to 1%, 2% and 3%, respectively, of associated assessed valuations.

The tax rate, which is established for each taxing unit by the Department of Local Government Finance, is based on the tax levy requested by the taxing unit (as limited by the AVGQ) divided by the net assessed value of the property in a physical taxing district. The theory behind the AVGQ is that the costs of government should not be increasing at a greater rate than taxpayer incomes.

Tax abatements are granted on the assessed value of the property abated. The taxpayer's taxes are then calculated based on this reduced assessment, thus resulting in a lower tax liability. But because a given district's tax rate is calculated based on the total net assessed value in the district (net of abatements and other adjustments), the certified levy of each unit in the district is the same as if the abatements had not been granted.

Additionally, to the extent that parcels have reached the constitutional limit of tax liability as a percentage of gross assessed value, the property tax rate caps (circuit breaker credits) reduce the property tax collections of the affected taxing units. The degree to which property tax abatements exacerbate circuit breaker losses differs by parcel and is dependent on the proportion of abated assessed value to total gross assessed value, as well as prevailing property tax rates.

The estimated gross amount, on an accrual basis, by which IPTC's property tax revenues were reduced as a result of the aforementioned City abatement programs totaled $280,700. However, the actual extent of lost revenues is something less than this amount and cannot be easily determined due to the application of circuit breaker credits.

Note 5: Risk Management

IPTC is exposed to various risks of loss related to theft of, damage to and destruction of assets; errors and omissions; and natural disasters for which IPTC carries third-party insurance and retains certain risks. IPTC is self-insured for workers' compensation without limitation. Detail of the estimated claims liability is provided below, which is made up of claims reported before the issuance of the financial statements for which it is probable that a liability has been incurred at the date of the financial statements and the amount of the liability can be reasonably estimated. The liability is estimated based upon historical experience. It is reasonably possible that IPTC's estimate will change by a material amount in the near term. There were no significant reductions in insurance coverage during 2025 and there were no settlements that exceeded insurance coverage during the past three years for those risks that IPTC purchased insurance. Activity for the year ended December 31, 2025 was as follows for those risks for which IPTC bears risk:

	2025	2024
Unpaid claims, beginning of year	$ 3,320,941	$ 3,786,938
Incurred claims and changes in claim estimates	7,276,914	4,227,571
Claim payments	(6,973,063)	(4,693,568)
Unpaid claims, end of year	$ 3,624,792	$ 3,320,941
Current portion	$ 2,005,455	$ 2,550,701
Noncurrent portion	1,619,337	770,240
Unpaid claims, end of year	$ 3,624,792	$ 3,320,941

During 1986, IPTC's Board of Directors approved the establishment of a nonreverting fund (Liability Reserve Account) for payment of personal injury and property damage claims in excess of $100,000. For claims in excess of $100,000, the amount of the claim exceeding $100,000 will be paid out of the liability reserve accounts. Claims up to $100,000 will be paid out of the general accounts of IPTC.

Note 6: Long-Term Obligations

The following is a summary of long-term obligation transactions for IPTC for the year ended December 31:

	January 1, 2025	Additions	Reductions	December 31, 2025	Current	Noncurrent
Long-Term Debt						
Series 2025A bonds payable	$ -	$ 125,000,000	$ (2,490,000)	$ 122,510,000	$ 3,990,000	$ 118,520,000
Series 2022D bonds payable	59,160,000		(2,295,000)	56,865,000	2,443,199	54,421,801
Series 2021D bonds payable	15,360,000	-	(1,665,000)	13,695,000	1,735,000	11,960,000
Series 2018A bonds payable	9,605,000	-	(3,045,000)	6,560,000	3,200,000	3,360,000
Unamortized bond premium	11,034,484	8,459,108	(1,962,515)	17,531,077	2,057,997	15,473,080
Total bonds and notes payable	95,159,484	133,459,108	(11,457,515)	217,161,077	13,426,196	203,734,881
Other Long-Term Liabilities						
Bond anticipation note	25,480,000	-	(25,480,000)	-	-	-
Risk management payable	3,320,941	7,276,914	(6,973,063)	3,624,792	2,005,455	1,619,337
OPEB liability*	442,039	-	(72,901)	369,138	-	369,138
Total other long-term liabilities	29,242,980	7,276,914	(32,525,964)	3,993,930	2,005,455	1,988,475
Total long-term obligations	$ 124,402,464	$ 140,736,022	$ (43,983,479)	$ 221,155,007	$ 15,431,651	$ 205,723,356

* The estimated current OPEB liability is considered immaterial by management so is not separately disclosed.

Series 2018A Bonds Payable

The Indianapolis Local Public Improvement Bond Bank Local Income Tax Revenue Bonds, Series 2018A, dated November 21, 2018, were issued in the aggregate principal amount of $26,000,000. The Series 2018A bond proceeds were used for IPTC's rapid transit plan as well as paratransit infrastructure and bus replacement. The bonds bear interest at 5.0%, payable on January 15 and July 1 annually, beginning in 2019 and ending January 15, 2028. The trust indenture includes minimum debt service reserve requirements to be held on deposit.

Series 2021D Bonds Payable

The Indianapolis Local Public Improvement Bond Bank Local Income Tax Revenue Bonds, Series 2021D, dated June 2, 2021, were issued in the aggregate principal amount of $20,855,000. The Series 2021D bond proceeds are planned to be used to fund the purchase of 27 hybrid buses. The bonds include serial bonds maturing through 2033 and a term bond, which matures in 2031. The bonds bear interest at 4.0%, payable on January 15 and July 1 annually, beginning in 2021 and ending July 15, 2033. The trust indenture includes minimum debt service reserve requirements to be held on deposit.

Series 2022D Bonds Payable

The Indianapolis Local Public Improvement Bond Bank Local Income Tax Revenue Bonds, Series 2022D, dated March 10, 2022, were issued in the aggregate principal amount of $65,000,000. The Series 2022D bond proceeds are planned to be used to fund construction, renovation and equipment purchases at various IPTC operating sites along with the purchase of 22 electric buses. The bonds include term bonds maturing through 2042. The bonds bear interest at 5.0%, payable on January 15 and July 1 annually, beginning in 2022 and ending July 15, 2032. The trust indenture includes minimum debt service reserve requirements to be held on deposit.

Series 2025A Bonds Payable

The Indianapolis Local Public Improvement Bond Bank Local Income Tax Revenue Bonds, Series 2025A, dated May 8, 2025, were issued in the aggregate principal amount of $125,000,000. The Series 2025A bond proceeds were used to refinance the Series 2024A Bond Anticipation Note while the remaining will be used to finance the construction and renovations to the Blue Line Bus Rapid Transit Line project. The bonds include serial bonds maturing through 2035 and term bonds, which mature through 2045. The bonds bear interest at 5.0%, payable on January 15 and July 15 annually, beginning in 2025 and ending July 15, 2045. The trust indenture includes minimum debt service reserve requirements to be held on deposit.

The scheduled debt service requirements on the bonds payable for years subsequent to December 31, 2025 are as follows:

	Principal	Interest	Total
2026	$ 11,368,199	$ 9,498,650	$ 20,866,849
2027	11,885,000	8,942,650	20,827,650
2028	8,940,000	8,402,850	17,342,850
2029	9,370,000	7,969,525	17,339,525
2030	9,830,000	7,515,100	17,345,100
2031 - 2035	49,625,000	30,289,400	79,914,400
2036 - 2040	57,700,000	17,681,250	75,381,250
'2041 - 2045	40,911,801	4,322,100	45,233,901
	$ 199,630,000	$ 94,621,525	$ 294,251,525

Note 7: Benefit Plans - Defined-Contribution and Deferred Compensation

Defined Contribution Plan

IPTC maintains a defined-contribution plan for the benefit of substantially all of its employees. All employees who are regularly scheduled to work at least 30 hours per week become eligible to participate in the plan.

(a) Nonunion Employees. Are eligible to participate in the plan upon the first day of the month following 30 days of employment or at any time during their employment.
(b) Eligible Union Employees. A Union Employee will become a participant upon employment pursuant to the collective bargaining agreement with the Union, which is the first of the month following six months of employment.

The defined-contribution plan is administered by the Pension Fund Committee (Committee), a joint labor-management body and is subject to collective bargaining. It is comprised of four members, two labor and two management, and has historically been chaired by the ranking Labor member. The plan requirements for union employees effective July 1, 2020 was governed by an arbitration award effective until December 31, 2022. The arbitration award requires union and nonunion employees to contribute 4.5% and 3.5%, respectively, of their compensation in order to receive the 4.5% or 3.5% employer match, respectively, with 0.50% directed to fund the defined-benefit plan until such time the funded ratio meets the 110% requirement to return the 0.50% back to the defined-contribution plan. During 2023 a tentative agreement was issued through December 31, 2028 to continue to fund at this level. Employer contributions to the defined-contribution plan during 2025 were $1,851,653.

Deferred Compensation Plan

IPTC maintains an IRS Code Section 457 plan for the benefit of substantially all of its employees. Employees become eligible to participate in the plan on the first day of the second month following commencement of employment or completion of any applicable probationary period. The plan allows for employee contributions only and plan assets are held in a trust separate from IPTC's assets.

Note 8: Benefit Plan – Defined Benefit Pension

Plan Description

IPTC provides pension benefits through a single-employer defined benefit exempt governmental pension plan known as the Indianapolis Public Transportation Corporation Pension Plan (Plan). The Plan is part of the collective bargaining agreement between IPTC and the Amalgamated Transit Union (ATU), Local 1070. All full-time IPTC employees who agree to make employee contributions in accordance with the Plan are covered by the Plan after working 60 days of continuous employment. After December 31, 1997, no new employees entered the Plan. Effective December 31, 1997, all benefits were frozen by plan amendment, and effective December 31, 1997, the Plan was amended to remove the disability benefit provisions. Requirements for administering both the Defined Benefit Pension Plan and the Defined Contribution Plan for union employees through June 30, 2020 were governed by an arbitration award issued by Samuel Stone that was effective until June 30, 2018. IPTC was operating under the old arbitration award until a new agreement was finalized. Effective July 1, 2020, a new arbitration award issued by Jules Crystal was effective for both the Defined Benefit Pension Plan and the Defined Contribution Plan for union employees through December 31, 2022. During 2023, a tentative plan agreement was finalized that will be effective until December 31, 2028. The Plan issues a separate audit report that includes financial statements and required supplementary information for the Plan, which can be obtained by writing to Indianapolis Public Transportation Corporation, 1501 West Washington Street, Indianapolis Indiana 46222.

Benefits Provided

The Plan provides retirement and death benefits to plan members and their beneficiaries. The retirement benefit is payable monthly during the life of the retired employee. If, at death, the retired employee has not received total benefits at least equal to his/her contributions to the Plan (plus interest accumulated at 2% per year), his/her beneficiary or estate will be paid a sum equal to his/her total contributions plus interest, less the aggregate of the benefits he/she has received. Death benefits or termination of employment prior to retirement, result in the return of all employee contributions plus interest at 2% to be made. Normal retirement benefits are payable for employees who have attained age 65 and completed 15 years of service. Early retirement benefits are available for employees with 20 years of continuous employment as of January 1, 2006 who have not attained age 65.

The employees covered by the Plan at December 31, 2025, are:

Inactive employees or beneficiaries currently receiving benefits	92
Inactive employees entitled to but not yet receiving benefits	1
Active employees	6
	99

Contributions

The Pension Fund Committee has the authority to establish and amend the contribution requirements of the IPTC and active employees only through negotiation or arbitration. As of January 2006, all vested active union employees who remained in the Plan contributed 4.5% of the total compensation received by such employee and IPTC contributed 3.5% of their pay, as documented in the arbitration award in effect through and until June 30, 2018, which automatically continued in effect until June 30, 2020. Effective July 1, 2020, a new arbitration award came into effect through December 31, 2022. All vested active union employees who remained in the Plan and IPTC are now required to contribute 4.5% of their pay as well as IPTC making an additional $225,000 contribution to the Plan annually on July 1 until 2022. During 2023, a tentative plan agreement was finalized with consistent terms that will be effective until December 31, 2028. Employer contributions for 2025 were $258,196.

Net Pension Asset

IPTC's net pension asset was measured as of December 31, 2025, for the year ended December 31, 2025, and the total pension liability used to calculate the net pension asset was determined by actuarial valuation as of December 31, 2025.

For the total pension liability at December 31, 2025, actuarial valuations were determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.30%
Salary increases	None
Ad hoc cost of living adjustments	None
Investment rate of return	5.5%, net of pension plan investment expense, including inflation
Retirement age	65 years

Mortality rates were based on the Pri-2012 Blue Collar Mortality for Employees, Healthy Annuitants, Surviving Spouses and Disabled Annuitants with generational projection per Scale MP-2021.

The actuarial assumptions used in the December 31, 2025 valuations were not based on the results of an actuarial experience study.

The building-block method which best-estimates ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. The long-term expected rate of return on pension plan investments was based primarily on historical returns on plan assets, adjusted for changes in target portfolio allocations and recent changes in long-term interest rates based on publicly available information. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic equity	54%	5.47%
Non-US equity	8%	6.35%
Fixed income	10%	2.33%
Cash	29%	0.85%
Total	100%	

Discount Rate

The discount rate used to measure the total pension liability was 5.50%, for the year ended December 31, 2025. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that IPTC contributions will be made at contractually determined contribution rates. The Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return applied to benefit payments.

Changes in the total pension liability, plan fiduciary net position and the net pension liability (asset) for 2025 are:

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Asset (a) - (b)
Balances at January 1, 2025	$ 8,686,995	$ 10,134,738	$ (1,447,743)
Changes for the year			
Interest	450,694	-	450,694
Effect of economic/demographic gains (losses)	860,188	-	860,188
Benefit payments, including refunds of employee contributions	(998,484)	(998,484)	-
Contributions - employer	-	258,196	(258,196)
Contributions - employee	-	33,196	(33,196)
Net investment income	-	531,501	(531,501)
Administrative expense	-	(53,842)	53,842
Net changes	312,398	(229,433)	541,831
Balances at December 31, 2025	$ 8,999,393	$ 9,905,305	$ (905,912)

The net pension asset of IPTC has been calculated using a discount rate of 5.50% at December 31, 2025. The following presents the net pension liability (asset) using a discount rate of 1% higher and 1% lower than the current rate.

	1% Decrease (4.50)%	Current Discount Rate (5.50)%	1% Increase (6.50)%
IPTC's net pension asset	$ (300,437)	$ (905,912)	$ (1,441,713)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position, or fair value of Plan assets, at December 31, 2025 is as follows:

Cash and cash equivalents	$ 2,950,354
Receivable investment income	11,256
Fixed income investments	886,221
Domestic equities	6,057,474
	$ 9,905,305

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the year ended December 31, 2025, IPTC recognized pension expense of $844,968. At December 31, 2025, IPTC reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	$ -	$ 402,073
	$ -	$ 402,073

Amounts reported as deferred outflows of resources and deferred inflows of resources at December 31, 2025, related to pensions will be recognized in pension expense (reduction in pension expense) as follows:

Year Ending December 31:	Amount
2026	$ 14,755
2027	(262,240)
2028	(155,564)
2029	976
	$ (402,073)

Note 9: Other Postemployment Benefit Plan

Plan Description and Benefits Provided

IPTC maintains and provides postemployment medical and life insurance benefits (OPEB) to retirees, through a single-employer defined-benefit plan, which IPTC administers. Retirees under the 1997 program and their spouses under the age of 65 not covered by Medicare are eligible under the provisions to continue these benefits but must pay 20% of the medical premium. COBRA eligible, or employees who are not receiving pay from IPTC must submit the employee's portion, or the COBRA premiums, to Human Resources no later than the first day of the month the premium is due to retain insurance coverage. IPTC will pay $75 per month towards the COBRA continuation or conversion of group health insurance retained by any employee who retires early or is on disability with IPTC pension. If, after the 18th month of continuation group coverage, the retiree is still under the age of 65, IPTC reimburses the retiree up to a maximum of $225 on a quarterly basis towards the cost of the premiums. Certain retirees also qualify for a life insurance policy with benefits of $4.07 per month on $1,000 of coverage if they retire on or after the age of 55 with at least 15 years of service. This plan does not issue a stand-alone financial report and no assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75.

The employees covered by the benefit terms at the measurement date of December 31, 2025 are:

Inactive employees or beneficiaries currently receiving benefit payments	47
Active employees	7
	54

Total OPEB Liability

The IPTC's total OPEB liability of $369,138 was measured as of December 31, 2025 for the year ended December 31, 2025, and was determined by an actuarial valuation as of that date. The total OPEB liability in the December 31, 2025 actuarial valuation was determined using the following actuarial assumptions:

Inflation	2.30%
Discount rate	4.83%
Salary increases	N/A
Employee turnover/withdrawal	Crocker-Sarason T-4 Table

Retirement rates are shown below:

Age	Rates
55	2.5%
56-59	1.0%
60	5.0%
61	1.0%
62	30.0%
63	10.0%
64	20.0%
65+	100.0%

The discount rate was based on the Bond Buyer General Obligation 20 – Year Bond Municipal Index.

Mortality rates were based on the Pri-2012 Blue Collar mortality rates for employees, retirees, contingent survivors, with generational improvement using Scale MP-2021.

Changes in the Total OPEB Liability

Changes in the total OPEB liability are:

Balance, beginning of year	$ 442,039
Changes for the year	
Service cost	90
Interest	17,154
Effect of plan changes	-
Effect of economic/demographic losses	(27,964)
Effect of assumption changes or inputs	(18,381)
Benefit payments	(43,800)
Net change	(72,901)
Balance, end of year	$ 369,138

Changes of assumptions and other inputs reflect a change in the discount rate from 4.08% at December 31, 2024 to 4.83% at December 31, 2025.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate and Health Care Cost Trend Rates

The total OPEB liability of the IPTC has been calculated using a discount rate of 4.83%. The following presents the total OPEB liability using a discount rate 1% higher and 1% lower than the current discount rate.

	1% Decrease 3.83	Current Discount Rate 4.83	1% Increase 5.83
IPTC's Total OPEB liability	$ 394,036	$ 369,138	$ 347,075

Health Care Cost Trend Rates, the rates of change in per capita health claims over time as a result of factors such as medical inflation, utilization of healthcare services, plan design and technological developments, are not applicable due to the nature of the plan benefits.

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2025, IPTC recognized a contra OPEB expense of ($29,101). At December 31, 2025, IPTC did not have any reported deferred outflows of resources or deferred inflows of resources related to OPEB because the closed period equal to the average of the expected remaining service lives of all employees that are provided with OPEB through the OPEB plan (active employees and inactive employees) determined as of the beginning of the measurement period was less than one year for the applicable OPEB items.

Note 10: Disclosures About Fair Value of Assets and Liabilities

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value measurements must maximize the use of observable inputs and minimize the use of unobservable inputs. There is a hierarchy of three levels of inputs that may be used to measure fair value:

Level 1 Quoted prices in active markets for identical assets or liabilities

Level 2 Observable inputs other than Level 1 prices, such as quoted prices for similar assets or liabilities; quoted prices in markets that are not active; or other inputs that are observable or can be corroborated by observable market data for substantially the full term of the assets or liabilities

Level 3 Unobservable inputs supported by little or no market activity and are significant to the fair value of the assets or liabilities

Recurring Measurements

The following table presents the fair value measurements of assets and liabilities recognized in the accompanying statements of net position measured at fair value on a recurring basis and the level within the fair value hierarchy in which the fair value measurements fall at December 31, 2025:

		Fair Value Measurement Using		
Type	**Fair Value**	**Quoted Prices in Active Markets for Identical Assets (Level 1)**	**Significant Other Observable Inputs (Level 2)**	**Significant Unobservable Inputs (Level 3)**
Treasury bills	$ 134,727,000	$ 134,727,000	$ -	$ -
Government-backed mortgage notes	8,178,354	-	8,178,354	-

(A) Certain investments that are measured at fair value using the net asset value per share (or its equivalent) practical expedient have not been classified in the fair value hierarchy. The fair value amounts included above are intended to permit reconciliation of the fair value hierarchy to the amounts presented in the statement of financial position.

Following is a description of the valuation methodologies and inputs used for assets measured at fair value on a recurring basis and recognized in the accompanying statements of net position, as well as the general classification of such assets pursuant to the valuation hierarchy. There have been no significant changes in the valuation techniques during the year ended December 31, 2025.

Investments

Where quoted market prices are available in an active market, securities are classified within Level 1 of the valuation hierarchy. If quoted market prices are not available, then fair values are estimated by using quoted prices of securities with similar characteristics or independent asset pricing services and pricing models, the inputs of which are market-based or independently sourced market parameters, including, but not limited to, yield curves, interest rates, volatilities, prepayments, defaults, cumulative loss projections and cash flows. Such securities are classified in Level 2 of the valuation hierarchy and valued using a matrix pricing model. In certain cases where Level 1 or Level 2 inputs are not available, securities are classified within Level 3 of the hierarchy.

Note 11: Commitments and Contingencies

Litigation

In the normal course of business, IPTC is, from time to time, subject to allegations that may or do result in litigation. Some of these allegations are in areas not covered by IPTC's self-insurance program or by commercial insurance. IPTC evaluates such allegations by conducting investigations to determine the validity of each potential claim. Based upon the advice of legal counsel, management records an estimate of the amount of ultimate expected loss, if any, for each. Events could occur that would cause the estimate of ultimate loss to differ materially in the near term.

Commitments

Through December 31, 2025, the IPTC Board of Directors awarded a number of contracts related to the Marion County Transit Plan – Purple and Blue Line BRT projects as well as fixed route bus replacement. The total remaining contract activity for the Design, Engineering and Construction Management services for both projects was approximately $271.6 million as of December 31, 2025 .

Recent State Legislation Affecting Property Tax Revenue

In 2025, the State of Indiana enacted significant property tax reforms through Senate Enrolled Act 1 and related legislation, which introduce a series of changes to property tax calculations, exemptions, and credits that are being phased in over multiple years beginning with taxes payable in 2026. Key provisions include the expansion of the business personal property tax exemption threshold, the introduction of a homestead property tax credit (up to $300 per qualifying property), modifications to homestead deduction structures, and additional deductions impacting certain residential and agricultural properties. These changes are expected to reduce net assessed value and, in certain cases, the effective property tax rates applied to taxable property.

As property taxes represent a significant source of revenue for local governmental units in Indiana, including IPTC, the legislation is expected to affect future property tax collections and the composition of the county's tax base and in-turn amounts received by IPTC. While the State has expanded local authority to utilize local income taxes as a potential offsetting revenue mechanism, such revenues are subject to local adoption and economic conditions. The financial impact of these legislative changes will be phased in through approximately 2030 and may result in increased fiscal pressure on local governments, depending on the related county's assessed valuation trends, tax base composition, and policy decisions. At this time, IPTC continues to evaluate the long-term effects of these changes on its financial position and results of operations.


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Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis - Marion County
Schedule of Required Supplementary Information
Schedule of Changes in Net Pension Liability (Asset) and Related Ratios

	2025	2024	2023
Total Pension Liability			
Interest on total pension liability	$ 450,694	$ 414,190	$ 444,171
Service cost	-	-	-
Effect of plan changes	-	-	-
Effect of economic/demographic gains (losses)	860,188	1,267,699	(15,261)
Effect of assumptions, changes or inputs	-	-	-
Benefit payments, including refunds of employee contributions	(998,484)	(1,037,316)	(912,440)
Net change in total pension liability	312,398	644,573	(483,530)
Total pension liability - beginning	8,686,995	8,042,422	8,525,952
Total pension liability - ending (a)	$ 8,999,393	$ 8,686,995	$ 8,042,422
Plan Fiduciary Net Position			
Contributions - employer	$ 258,196	$ 264,973	$ 452,872
Contributions - employee	33,196	39,973	40,829
Net investment income (loss)	531,501	1,290,339	1,019,073
Benefit payments, including refunds of employee contributions	(998,484)	(1,037,316)	(912,440)
Administrative expense	(53,842)	(43,038)	(36,440)
Net change in plan fiduciary net position	(229,433)	514,931	563,894
Plan fiduciary net position - beginning	10,134,738	9,619,807	9,055,913
Plan fiduciary net position - ending (b)	$ 9,905,305	$ 10,134,738	$ 9,619,807
IPTC's Net Pension Liability (Asset) - Ending (a) - (b)	$ (905,912)	$ (1,447,743)	$ (1,577,385)
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	110.07%	116.67%	119.61%
Covered Payroll	$ 479,533	$ 810,842	$ 861,671
IPTC's Net Pension Liability (Asset) as a Percentage of Covered Payroll	-188.92%	-178.55%	-183.06%

Notes to Schedule:

Benefit changes: No significant changes.

Changes of assumptions: No significant changes.

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis - Marion County
Schedule of Required Supplementary Information
Schedule of Changes in Net Pension Liability (Asset) and Related Ratios

2022	2021	2020	2019	2018	2017	2016
$ 486,271	$ 521,548	$ 547,802	$ 548,001	$ 575,531	$ 605,983	$ 602,323
-	-	-	-	21,125	-	-
-	-	-	897,915	1,567,592	-	-
(323,663)	(222,256)	162,516	(60,360)	(183,410)	(85,848)	(499,484)
-	31,942	(61,764)	204,880	705,896	(81,629)	(8,303)
(943,276)	(1,001,200)	(1,283,153)	(2,005,124)	(972,804)	(884,818)	(999,235)
(780,668)	(669,966)	(634,599)	(414,688)	1,713,930	(446,312)	(904,699)
9,306,620	9,976,586	10,611,185	11,025,873	9,311,943	9,758,255	10,662,954
$ 8,525,952	$ 9,306,620	$ 9,976,586	$ 10,611,185	$ 11,025,873	$ 9,311,943	$ 9,758,255
$ 397,631	$ 186,757	$ 334,591	$ 60,835	$ 61,809	$ 124,276	$ 159,746
46,919	54,644	68,851	78,220	79,473	88,269	88,923
(826,520)	397,917	2,266,123	2,339,208	(362,116)	1,214,040	823,838
(943,276)	(1,001,200)	(1,283,153)	(2,005,124)	(972,804)	(884,818)	(999,235)
(34,151)	(38,863)	(51,604)	(62,722)	(53,589)	(37,156)	(29,504)
(1,359,397)	(400,745)	1,334,808	410,417	(1,247,227)	504,611	43,768
10,415,310	10,816,055	9,481,247	9,070,830	10,318,057	9,813,446	9,769,678
$ 9,055,913	$ 10,415,310	$ 10,816,055	$ 9,481,247	$ 9,070,830	$ 10,318,057	$ 9,813,446
$ (529,961)	$ (1,108,690)	$ (839,469)	$ 1,129,938	$ 1,955,043	$ (1,006,114)	$ (55,191)
106.22%	111.91%	108.41%	89.35%	82.27%	110.80%	100.57%
$ 1,038,786	$ 1,084,499	$ 1,656,561	$ 1,870,497	$ 1,936,383	$ 2,069,769	$ 2,106,365
-51.02%	-102.23%	-50.68%	60.41%	100.96%	-48.61%	-2.62%

Indianapolis Public Transportation Corporation
A Component Unit of Consolidated City of Indianapolis - Marion County
Schedule of Required Supplementary Information
Schedule of IPTC Pension Contributions

	2025	2024	2023	2022
Contractually required contribution	$ 258,196	$ 264,973	$ 452,872	$ 397,631
Contributions in relation to the contractually required contribution	(258,196)	(264,973)	(452,872)	(397,631)
Annual contribution deficiency (excess)	$ -	$ -	$ -	$ -
IPTC's contributions as a percentage of contractually required contribution for pension	100%	100%	100%	100%
IPTC's covered payroll	$ 479,533	$ 810,842	$ 861,671	$ 1,038,786
Contributions as a percentage of covered payroll	53.8%	32.7%	52.6%	38.3%

Notes to Schedule:

Valuation date: December 31, 2025

Methods and assumptions used to determine contribution rates:

Actuarial cost method: Entry age normal

Amortization method: Level dollar

Remaining amortization period: N/A

Asset valuation method: Zero years smoothing period with no corridor

Inflation: 2.30%

Salary increases: Not applicable

Investment rate of return: 5.5%

Retirement age: 65

Mortality: Pri-2012 Blue Collar Mortality for Employees, Healthy Annuitants, Surviving Spouses, and Disabled Annuitants with generational projection per Scale MP-2021

Contributions: Based on the Arbitration Agreement, IPTC is required to contribute 4.5% of union employees pay

Indianapolis Public Transportation Corporation
A Component Unit of Consolidated City of Indianapolis - Marion County
Schedule of Required Supplementary Information
Schedule of IPTC Pension Contributions

2021	2020	2019	2018	2017	2016
$ 411,757	$ 334,591	$ 60,835	$ 61,809	$ 124,276	$ 159,746
(186,757)	(334,591)	(60,835)	(61,809)	(124,276)	(159,746)
$ 225,000	$ -	$ -	$ -	$ -	$ -
220%	100%	100%	100%	100%	100%
$ 1,084,499	$ 1,656,561	$ 1,870,497	$ 1,936,383	$ 2,069,769	$ 2,106,365
17.2%	20.2%	3.3%	3.2%	6.0%	7.6%

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis - Marion County
Schedule of Required Supplementary Information
Schedule of Changes in IPTC's Total OPEB Liability and Related Ratios

	2025	2024	2023
Total OPEB Liability			
Service cost	$ 90	$ 305	$ 283
Interest	17,154	17,264	19,952
Effect of plan changes	-	-	-
Effect of economic/demographic losses	(27,964)	(54,378)	5,564
Effect of assumption changes or inputs	(18,381)	(25,624)	18,282
Benefit payments	(43,800)	(49,200)	(52,425)
Net Change in Total OPEB Liability	(72,901)	(111,633)	(8,344)
Total OPEB Liability - Beginning	442,039	553,672	562,016
Total OPEB Liability - Ending	$ 369,138	$ 442,039	$ 553,672
IPTC's Covered-Employee Payroll	$ 543,891	$ 888,855	$ 926,174
Total OPEB Liability as a Percentage of Covered-Employee Payroll	67.9%	49.7%	59.8%

Notes to Schedule:

Benefit changes: No significant changes.

Changes of assumptions: Discount rate changed from 4.08% at December 31, 2024 to 4.83% at December 31, 2025.

Trust: No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75.

Indianapolis Public Transportation Corporation
A Component Unit of the Consolidated City of Indianapolis - Marion County
Schedule of Required Supplementary Information
Schedule of Changes in IPTC's Total OPEB Liability and Related Ratios

2022	2021	2020	2019	2018
$ 1,113	$ 1,507	$ 1,152	$ 680	$ 1,238
20,360	22,236	29,783	40,567	38,970
(304,575)	-	-	-	-
(39,106)	(34,879)	(49,988)	(28,867)	(59,107)
(76,922)	8,917	44,129	148,699	(59,000)
(51,975)	(63,675)	(63,300)	(64,579)	(65,362)
(451,105)	(65,894)	(38,224)	96,500	(143,261)
1,013,121	1,079,015	1,117,239	1,020,739	1,164,000
$ 562,016	$ 1,013,121	$ 1,079,015	$ 1,117,239	$ 1,020,739
$ 1,079,518	$ 1,084,499	$ 1,528,354	$ 1,729,827	$ 1,738,898
52.1%	93.4%	70.6%	64.6%	58.7%


FASTER

Statistical Section (Unaudited)

Table of Contents

The statistical section of this report presents detailed information in order to understand what the information in the financial statements, note disclosures and required supplementary information says about the government's overall financial health.

Financial Trends

Tables I-III contain trend information to help the reader understand how IPTC's financial performance and well-being have changed over time.

Revenue Capacity

Tables IV-VII contain information to help the reader assess one of IPTC's most significant sources of revenue, property taxes.

Debt Capacity

Tables VIII - Table X contain information to help the reader assess IPTC's ability to take on debt and service it over time.

Demographic and Economic Information

Tables XI - Table XIII offer demographic and economic indicators to help the reader understand the environment within which the County's financial activities take place.

Operating Information

Tables XIV-XVI contain service and infrastructure data to help the reader understand how the information in the County's financial report relates to the services IPTC provides and the activities it performs.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table I
Net Position by Component - Accrual Basis of Accounting
Last Ten Years
(amounts in thousands)

	2016	2017	2018	2019	2020
Net investment in capital assets	$ 98,024	$ 109,604	$ 124,210	$ 186,723	$ 210,496
Restricted	9,530	7,589	20,187	32,765	27,643
Unrestricted	14,152	8,460	31,613	19,650	62,165
Total IPTC activities net position	$ 121,706	$ 125,653	$ 176,010	$ 239,138	$ 300,304

Note: 2018 and forward reflects the impact of adoption of GASB Statement No. 75. 2015 and forward reflects the impact of adoption of GASB Statement No. 68.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table I
Net Position by Component - Accrual Basis of Accounting
Last Ten Years
(amounts in thousands)

2021	2022	2023	2024	2025
$ 211,816	$ 233,046	$ 312,779	357,763	412,006
42,051	44,516	43,674	54,370	72,837
99,851	177,061	223,249	212,728	216,385
$ 353,718	$ 454,623	$ 579,702	$ 624,861	$ 701,228

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table II
Operating Expenses by Type
Last Ten Years

Year	Transport-ation	Maintenance of Equipment, Including Fuel	Administrative and General	Claims and Insurance	Subtotal Expenses Before Depreciation	Depreciation	Total Operating Expenses
2016	35,205,033	16,837,683	11,842,475	1,547,474	65,432,665	9,105,197	74,537,862
2017	38,377,545	16,708,390	12,123,381	2,288,866	69,498,182	10,303,582	79,801,764
2018	45,696,369	21,471,248	17,453,459	1,754,005	86,375,081	12,052,443	98,427,524
2019	51,432,242	25,183,296	17,489,243	2,837,323	96,942,104	12,569,083	109,511,187
2020	57,591,629	26,177,451	16,926,259	2,778,359	103,473,698	20,440,255	123,913,953
2021	55,973,418	24,807,965	18,253,830	2,873,527	101,908,740	19,698,349	121,607,089
2022	56,832,734	25,624,705	21,194,820	5,113,163	108,765,422	18,529,873	127,295,295
2023	62,425,989	31,493,947	23,137,554	2,953,506	120,010,996	20,403,388	140,414,384
2024	73,864,622	32,708,522	25,713,923	4,556,691	136,843,758	21,747,936	158,591,694
2025	67,934,201	32,440,893	28,288,549	5,764,778	134,428,421	24,174,787	158,603,208

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table III
Changes in Net Position
Last Ten Years

Year	Operating Revenue	Operating Expense	Operating Loss	Nonoperating Revenue	Income (Loss) Before Capital Contributions	Capital Contributions	Change in Net Position
2016	11,105,202	74,537,862	(63,432,660)	64,881,873	1,449,213	9,721,628	11,170,841
2017	10,628,556	79,801,764	(69,173,208)	63,216,860	(5,956,348)	9,903,586	3,947,238
2018	10,923,994	98,427,524	(87,503,530)	108,098,321	20,594,791	31,355,362	51,950,153
2019	9,880,452	109,511,187	(99,630,735)	120,133,891	20,503,156	42,625,457	63,128,613
2020	6,557,590	123,913,953	(117,356,363)	164,684,745	47,328,382	13,837,538	61,165,920
2021	5,902,425	121,607,089	(115,704,664)	152,531,781	36,827,117	16,586,694	53,413,811
2022	6,726,254	127,295,295	(120,569,041)	181,035,445	60,466,404	40,438,673	100,905,077
2023	6,610,299	140,414,384	(133,804,085)	208,909,283	75,105,198	49,973,021	125,078,219
2024	6,998,304	158,591,694	(151,593,390)	169,259,647	17,666,257	27,493,490	45,159,747
2025	6,129,507	158,603,208	(152,473,701)	170,450,841	17,977,140	58,390,118	76,367,258

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table IV
Operating Revenues by Source
Last Ten Years

Year	Passenger Fares	Advertising	Total
2016	10,387,232	717,970	11,105,202
2017	9,990,230	638,326	10,628,556
2018	10,287,454	636,540	10,923,994
2019	9,224,816	655,636	9,880,452
2020	5,991,647	565,943	6,557,590
2021	5,190,832	711,593	5,902,425
2022	5,667,742	1,058,512	6,726,254
2023	5,778,428	831,871	6,610,299
2024	5,972,931	1,025,373	6,998,304
2025	5,316,122	813,385	6,129,507

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table V
Nonoperating Revenues and Expenses
Last Ten Years

Year		Property and Income Tax	Municipalities	FTA Operating Assistance	Other, net	Total Nonoperating Revenue and Expenses
2016		39,000,284	11,021,036	11,792,142	3,068,411	64,881,873
2017		39,254,016	11,002,081	13,331,008	(370,245)	63,216,860
2018	(A)	91,732,257	11,386,129	5,243,143	(263,208)	108,098,321
2019		97,092,434	11,251,928	12,755,339	(965,810)	120,133,891
2020	(B)	101,476,572	11,372,796	52,862,338	(1,026,961)	164,684,745
2021		110,896,076	9,900,559	32,702,575	(967,429)	152,531,781
2022		109,256,902	11,505,032	58,333,155	1,940,356	181,035,445
2023		117,771,678	11,634,824	71,430,578	8,072,203	208,909,283
2024		128,677,297	11,634,824	17,980,547	10,966,979	169,259,647
2025		125,768,374	11,634,824	18,020,732	15,026,911	170,450,841

(A) Effective 2018, IPTC began receiving additional local income tax for public transportation via ordinance.

(B) Effective 2020, IPTC began receiving additional CARES Act funding from the Federal Transit Administration.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table VI
Assessed Value and Estimated Actual Value of Taxable Property (A)
Last Ten Years

Year	Real Property Assessed Value	Personal Property Assessed Value	Total Taxable Assessed Value	Total Direct Tax Rate	Taxable Assessed Value as a % of Actual Taxable Value
2016	30,090,249,074	5,471,602,908	35,561,851,982	0.1120%	100%
2017	31,662,059,780	5,816,440,516	37,478,500,296	0.1074%	100%
2018	33,189,915,211	5,641,338,056	38,831,253,267	0.1044%	100%
2019	34,318,475,936	5,824,733,758	40,143,209,694	0.1029%	100%
2020	36,230,086,348	5,800,307,300	42,030,393,648	0.1000%	100%
2021	38,382,415,527	6,058,477,663	44,440,893,190	0.0976%	100%
2022	40,554,084,965	5,928,140,379	46,482,225,344	0.0957%	100%
2023	49,246,780,012	4,942,816,313	54,189,596,325	0.0839%	100%
2024	49,837,418,464	6,475,777,150	56,313,195,614	0.0831%	100%
2025	57,959,057,475	7,627,641,698	65,586,699,173	0.0828%	100%

(A) Source: Indiana Department of Local Government Finance.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table VII
Property Tax Levies and Collections (A, B, & C)
Last Ten Years

Year Ended December 31	Taxes Levied for the Year	Collected Within the Fiscal Year of the Levy		Collections of Taxes Levied in Prior Years	Total Collections to Date	
		Amount	Percentage of Levy		Amount	Percentage of Levy
2016	33,521,071	33,164,540	98.94%	1,128,403	34,292,943	102.30%
2017	33,174,179	32,980,034	99.41%	942,973	33,923,007	102.26%
2018	33,975,127	33,582,649	98.84%	955,348	34,537,997	101.66%
2019	34,404,784	34,991,721	101.71%	1,174,759	36,166,480	105.12%
2020	35,160,685	34,807,403	99.00%	1,133,687	35,941,090	102.22%
2021	36,063,977	35,874,849	99.48%	1,048,210	36,923,059	102.38%
2022	42,907,540	42,727,163	99.58%	1,027,704	43,754,867	101.97%
2023	44,309,572	43,834,630	98.93%	-	43,834,630	98.93%
2024	45,715,918	43,831,072	95.88%	1,188,743	45,019,815	98.48%
2025	47,535,924	46,496,422	97.81%	1,236,692	47,733,114	100.41%

(A) Includes operating, cumulative capital and debt service funds.

(B) Data presented on the cash basis of accounting.

(C) Source of information is Indiana Department of Local Government Finance.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table VIII
Ratio of General Bonded Debt Outstanding
Last Ten Years

Calendar Year	Total General Bonded Debt Outstanding	Total Notes Payable Outstanding	Less: Amounts Available in Debt Service Fund	Total
2016	1,680,000	719,124	-	2,399,124
2017	-	621,977	-	621,977
2018	28,559,064	284,265	3,859,052	24,984,277
2019	26,280,947	-	3,942,811	22,338,136
2020	22,471,029	-	3,483,036	18,987,993
2021	43,158,833	-	5,927,795	37,231,038
2022	111,978,824	-	11,991,469	99,987,355
2023	103,470,092	-	12,181,998	91,288,094
2024	95,159,484	-	16,854,487	78,304,997
2025	217,161,077	-	25,805,987	191,355,090

(A) Data presented are per the U.S. Department of Commerce, Bureau of Economic Analysis.

(B) The legal debt limit for IPTC general obligation bonds is two percent of the actual taxable value of property.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table VIII
Ratio of General Bonded Debt Outstanding
Last Ten Years

Per Capita Debt (A)	Per Capita Personal Income	Total Debt as a Percentage of Per Personal Income	Actual Taxable Value of Property (B)	Percentage of Actual Taxable Value of Property
2.54	$ 49,357	0.02057	$ 35,561,851,982	0.007%
0.65	50,211	0.08073	37,478,500,296	0.002%
30.21	52,815	0.00183	38,831,253,267	0.064%
27.25	54,405	0.00207	40,143,209,694	0.056%
23.00	59,264	0.00264	42,030,393,648	0.045%
44.44	65,625	0.00152	44,440,893,190	0.084%
115.51	66,500	0.00059	46,482,225,344	0.215%
106.84	70,999	0.00069	54,189,596,325	0.168%
96.94	75,002	0.00079	56,313,195,614	0.139%
218.87	75,002	0.00035	65,586,699,173	0.292%

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table IX
Direct and Overlapping Property Tax Rates (A, C, & D)
Last Ten Years

	Direct Rates (B)			
Year	Basic Rate	Debt Service	Cumulative Capital	Total Direct Rate
2016	0.0983	0.0044	0.0093	0.1120
2017	0.0981	-	0.0093	0.1074
2018	0.0951	-	0.0093	0.1044
2019	0.0936	-	0.0093	0.1029
2020	0.0907	-	0.0093	0.1000
2021	0.0883	-	0.0093	0.0976
2022	0.0864	-	0.0093	0.0957
2023	0.0746	-	0.0093	0.0839
2024	0.0738	-	0.0093	0.0831
2025	0.0735	-	0.0093	0.0828

(A) Rate is per $100 of assessed valuation.

(B) Rate of District 101 (Indianapolis-Center Township), which rate incudes all major service.

(C) Taxable property was assessed at thirty-three and one-third of this assessed value as per the Marion County Auditor's abstract. In 2002, a change in State law modified the use of free market value as taxable assessed value. The effect of this change reduced the effective tax rate by two-thirds.

(D) Sources: Marion County Treasurer's Office "Notice to the Taxpayers of Marion County of Tax Rates Charged"

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table IX
Direct and Overlapping Property Tax Rates (A, C, & D)
Last Ten Years

Overlapping Rates					Total (B)
City	County	Other Municipal Corporations	School	Other	Total
0.7136	0.3883	0.3334	1.4170	0.0630	3.0273
0.7316	0.3940	0.3443	0.9735	0.0619	2.6127
1.0279	0.3893	0.3444	0.8300	0.0587	2.7547
0.7092	0.3906	0.3467	1.5032	0.0563	3.1089
0.7040	0.3869	0.3383	1.4284	0.0568	3.0144
0.6973	0.3931	0.3392	1.3785	0.0559	2.9616
0.6796	0.4063	0.3414	1.3884	0.0551	2.9665
0.6136	0.3635	0.3105	1.3607	0.0482	2.7804
0.4857	0.4877	0.3107	1.3587	0.0479	2.7738
0.4866	0.4835	0.3140	1.3691	0.0498	2.7858

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table X
Direct and Overlapping Bonded Debt and Bonding Limit
December 31, 2025
(Amounts in Thousands)

	Bonded Debt Limit (A)	Bonds Outstanding (B)
Overlapping Debt		
City of Indianapolis	$ 3,673,182	$ 372,331
Marion County	421,652	-
Other Municipal Corporations	1,680,563	181,305
Public Schools	421,652	153,674
Other Cities and Towns	27,824	13,352
Other Miscellaneous City and Town Township	425,308	2,000
Total Overlapping Debt	6,650,181	722,662
Direct Debt		
Indianapolis Public Transportation Corporation	398,815	217,161
Total Direct and Overlapping Debt	$ 7,048,996	$ 939,823
IPTC's Percentage of Total Direct and Overlapping Debt	5.66%	23.11%

(A) Source: Marion County Auditor's Abstract.

(B) Source: Indianapolis City Controller's Office.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XI
Demographic and Economic Statistics
Last Ten Years

Calendar Year	Population (A)	Per Capita Personal Income (B)	Median Age (C)	Student Enrollment (D)	Unemployment Rate (E)
2016	944,034	49,357	34.4	131,754	3.9%
2017	950,082	50,211	34.5	132,596	3.1%
2018	954,670	52,815	34.5	132,838	3.4%
2019	964,582	54,405	34.2	131,292	2.9%
2020	977,203	59,264	34.4	131,830	5.7%
2021	971,102	65,625	34.4	127,552	1.9%
2022	969,466	66,500	34.4	127,458	2.5%
2023	968,460	70,999	34.4	126,398	2.9%
2024	981,628	75,002	34.4	125,432	3.7%
2025	992,196 (H)	75,002 (F)	34.4 (G)	127,184	2.4%

(A) Source: U.S. Census Bureau

(B) Data presented is per the U.S. Department of Commerce, Bureau of Economic Analysis.

(C) Data presented by Stats Indiana.

(D) Data presented is for all Marion County Public Schools. Source: Indiana Department of Education.

(E) Data presented is for unemployment rate, nonseasonally adjusted, annual average, Marion County, Indiana. Source: Bureau of Labor Statistics as of December.

(F) This information will be released by the Bureau of Economic Analysis at a future date; therefore, prior year numbers were utilized.

(G) This information will be released by Stats Indiana at a future date; therefore, prior year numbers were utilized.

(H) This information is as of 7/1/2025

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XII
Principal Employers
Current Year and Ten Years Ago

	2025		
Employer (B)	**Employees**	**Rank**	**Percentage of Total City Employment (A)**
Indiana University Health	26,177	1	6.25%
Ascension St. Vincent	17,398	2	4.15%
Community Health Network	16,280	3	3.89%
IU Indianapolis	14,000	4	3.34%
Eli Lilly and Company	13,298	5	3.17%
Wal-Mart	10,193	6	2.43%
Kroger	8,014	7	1.91%
Federal Express Corporation	5,800	8	1.38%
Elevane Health	4,978	9	1.19%
Roche Diagnostics	4,815	10	1.15%
		Total	28.86%

(A) Percentage of total City employment is calculated using total Employment Labor Force, which can be found at www.stats.indiana.edu.

(B) Largest employers can be found at www.indypartnership.com (Indy Partnership).

(C) 2016 largest employers data can be found in IPTC 2016 Annual Report.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XII
Principal Employers
Current Year and Ten Years Ago

2016			
Employer (C)	Employees	Rank	Percentage of Total City Employment (A)
St Vincent Hospitals & Health Services	17,398	1	3.76%
Indiana University Health	11,810	2	2.55%
Eli Lilly and Company	11,479	3	2.48%
Community Health Network	10,402	4	2.25%
Wal-Mart	8,830	5	1.91%
Marsh Supermarkets	8,000	6	1.73%
Kroger	7,840	7	1.70%
IUPUI	7,365	8	1.59%
Peyton Manning Children's Hospital	7,000	9	1.51%
IU School of Medicine	6,000	10	1.30%
		Total	20.78%

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XIII
Principal Property Tax Payers (C)
Current Year and Ten Years Ago
(Amounts in Thousands)

	2025		
Taxpayer	Taxable Assessed Value (A)	Rank	Percentage of Total City Taxable Assessed Value
Eli Lilly and Company	$ 1,469,960	1	2.107%
Citizens Energy Group	590,189	2	0.846%
Indianapolis Power & Light Co.	295,471	3	0.424%
Federal Express Corporation	272,036	4	0.390%
Allison Transmission Inc.	236,312	5	0.339%
White Legacy Properties, LLC	227,143	6	0.326%
SFT Property LLC	168,351	7	0.241%
Rolls-Royce Corporation	145,643	8	0.209%
Cellco Partnership	130,740	9	0.187%
KATC Property LLC	106,032	10	0.152%
Totals	$ 3,641,877		5.221%

(A) Represents the January 1, 2024 valuations for taxes due and payable in 2025 as represented by the taxpayer.

(B) Represents the March 1, 2015 valuations for taxes due and payable in 2016 as represented by the taxpayer.

(C) Taxable assessed value was determined using public records from the Marion County Treasurer's Office.

(D) Data presented as originally published in the IPTC 2016 annual report.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XIII
Principal Property Tax Payers (C)
Current Year and Ten Years Ago
(Amounts in Thousands)

	2016		
Taxpayer	Taxable Assessed Value (B) (D)	Rank	Percentage of Total City Taxable Assessed Value
Eli Lilly and Company	$ 1,215,794	1	2.859%
Citizens Energy Group	460,423	2	1.083%
Indianapolis Power & Light Co.	262,042	3	0.616%
Federal Express Corporation	245,659	4	0.578%
Convention Headquarters Hotels, LLC	180,811	5	0.425%
Hertz Indianapolis 111 Monument, LLC	154,456	6	0.363%
American United Life Insurance Company	112,906	7	0.265%
Verizon Wireless	90,704	8	0.213%
SVC Manufacturing	88,554	9	0.208%
Castleton Square, LLC	80,972	10	0.190%
Totals	$ 2,892,321		6.800%

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XIV
Operating Information
Last Ten Years

	2025	2024	2023	2022
Employee Data				
Number of Employes (A)				
Full Time				
Operators	485	494	478	382
Other Transportation	101	77	97	65
Maintenance	116	99	127	122
Administrative & Other	123	186	123	138
Total full-time employees	825	856	825	707
Part Time				
Operators	2	2	2	3
Other	1	2	2	1
Total part-time employees	3	4	4	4
Total Employees	828	860	829	711
Passenger Data				
Passengers (B)	6,796,328	7,133,338	6,889,357	5,587,727
Number of Fixed Routes (C)	30	30	30	32
Annual Vehicle Miles (B)	11,333,551	9,711,059	9,685,006	10,297,457
Annual Vehicle Hours (B)	726,342	592,337	665,921	657,719
Number of Coaches (D)	303	297	285	286
Number of ADA Accessible vehicles (D)	303	297	285	286
Fare (Single Ride) (C)	$ 1.75	$ 1.75	$ 1.75	$ 1.75

(A) Source: National Transportation Database (NTD) Form R-10. Includes both motor bus and demand response modes.

(B) Source: NTD Form S-10. Includes both motor bus and demand response modes.

(C) Source: IPTC Transportation Department.

(D) Source: NTD Form A-30. Includes both motor bus and demand response modes.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XIV
Operating Information
Last Ten Years

2021	2020	2019	2018	2017	2016
411	477	525	408	379	327
100	69	62	87	68	59
117	121	131	100	101	96
134	158	152	83	71	52
762	825	870	678	619	534
3	2	2	2	2	2
1	2	2	4	4	5
4	4	4	6	6	7
766	829	874	684	625	541
5,203,919	5,841,803	9,556,169	9,115,875	9,064,093	9,494,784
32	32	30	31	31	31
11,077,544	12,244,966	12,638,190	12,738,058	11,719,245	11,510,632
788,446	764,466	789,200	758,689	562,192	764,275
283	296	280	262	257	268
283	296	280	262	257	268
$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ 1.75

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XV
Schedule of Insurance in Force
As of December 31, 2025

Type of Coverage	Company	Term	Expiration Date	Limit	Deductible
GL, AL, Public Officials:	The Princeton Excess and Surplus Lines Insurance Company	1 year	July 1		
General Liability				$ 5,000,000	$ 1,000,000
Wrongful Acts				$ 5,000,000	$ 1,000,000
Auto Liability				$ 5,000,000	$ 1,000,000
Employee Benefits Liability				$ 5,000,000	$ 1,000,000
Sexual Abuse				$ 5,000,000	$ 1,000,000
Public Official	RSUI Indemnity Company	1 year	July 1	$ 2,000,000	25,000 - $75,000
Fiduciary Liability	Travelers	1 year	July 1	$ 2,000,000	$ -
Property:	Liberty Mutual	1 year	July 1	$ 300,000,000	$ 100,000
Building & Contents					
Building & Business Personal Property Damage - Per Occurrence					$ 100,000
Property in Transit					$ 100,000
EDP Mechanical Breakdown					$ 100,000
Windstorm/Hail Flat Deductible					$ 500,000
Earthquake				$ 25,000,000	$ 100,000
Flood					$ 250,000
Brands & Labels Expen					$ 5,000
Fine Arts					$ 25,000
Debris Removal					$ 100,000
New Acquired or Constructed Locations Building					$ 500,000
New Acquired or Constructed Locations Personal Property					$ 250,000
Crime:	National Union Fire Insurance Company of Pittsburgh	1 year	July 1		
Employee Theft				$ 1,000,000	$ 15,000
Forgery or Alteration				$ 1,000,000	$ 15,000
Inside of Premises - Theft of Money & Securities				$ 1,000,000	$ 15,000
Inside of Premises - Robbery & Safe Burglary				$ 1,000,000	$ 15,000
Outside of Premise				$ 1,000,000	$ 15,000
Computer Fraud				$ 1,000,000	$ 15,000
Funds Transfer Fraud				$ 1,000,000	$ 15,000
Money Orders and Counterfeit Paper Currency				$ 1,000,000	$ 15,000

For more information, refer to Note (5) (Risk Management) accompanying the basic financial statements.

Source: "Summary of Insurance" report from Aon Risk Services Central, Inc.

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XV
Schedule of Insurance in Force
As of December 31, 2025

Cyber:	Tokio Marine HCC (TMHCC)	1 year	July 1				
Third-Party Liability Coverages							
Network and Information Security Liability				$	3,000,000	$	25,000
Regulatory Defense Penalties				$	3,000,000	$	25,000
Multimedia Content Liability				$	3,000,000	$	25,000
PCI Fines and Assessments				$	3,000,000	$	25,000
First Party Liability Coverages							
Breach Response				$	3,000,000	$	25,000
Crisis Management and Public Relations				$	3,000,000	$	25,000
Cyber Extortion				$	3,000,000	$	25,000
Business Interruption and Extra Expense				$	3,000,000	$	25,000
Digital Asset Restoration				$	3,000,000	$	25,000
Funds Transfer Fraud				$	250,000	$	25,000
Coverage by Endorsement							
Reputation Repair				$	3,000,000	$	25,000
Computer Replacement				$	1,000,000	$	25,000
Service Fraud				$	100,000	$	25,000
Reputational Harm Loss				$	1,000,000	$	25,000
Breach Response Separate Limits				$	3,000,000	$	25,000
Invoice Manipulation (IM)				$	250,000	$	25,000
Criminal Reward Coverage (CR)				$	25,000	$	-
Phishing (Impersonation) (PH) - PL				$	50,000	$	25,000
Proof of Loss Preparation Expenses (PL)				$	100,000	$	25,000
Phishing (Impersonation) (PH) - PL				$	50,000	$	25,000
Service Fraud				$	100,000	$	20,000
Reputational Harm Loss				$	1,000,000	$	25,000
Breach Response Separate Limits				$	3,000,000	$	25,000
IM. INVOICE MANIPULATION				$	250,000	$	25,000
CR. CRIMINAL REWARD COVERAGE				$	25,000	$	-
PH – Phishing (Impersonation) PL				$	50,000	$	25,000
PL – Proof of Loss Preparation Expenses				$	100,000	$	25,000

Indianapolis Public Transportation Corporation
(A Component Unit of the Consolidated City of Indianapolis - Marion County)
Table XVI
Schedule of Transit Vehicles (B)
As of December 31, 2025

Number of Vehicles	Year (A)	Manufacturer	Engine Type	Seating Capacity	Lift/Ramp Equipped
Large Bus					
3	2013	Gillig	Diesel	38+2wc	Yes(Lift)
13	2014	Gillig	Diesel	38+2wc	Yes(Lift)
13	2015	Gillig	Diesel	38+2wc	Yes(Lift)
13	2016	Gillig	Diesel	38+2wc	Yes(Lift)
16	2017	Gillig	Diesel	38+2wc	Yes(Lift)
17	2018	Gillig	Diesel	38+2wc	Yes(Lift)
12	2018	BYD	Electric	47+2wc	Yes(Lift)
16	2019	Gillig	Diesel	38+2wc	Yes(Lift)
19	2019	BYD	Electric	47+2wc	Yes(Lift)
28	2020	Gillig	Diesel	38+2wc	Yes(Lift)
24	2021	Gillig	Diesel	38+2wc	Yes(Lift)
3	2022	Gillig	Hybrid	38+2wc	Yes(Lift)
1	2023	Gillig	Hybrid	38+2wc	Yes(Lift)
10	2023	BYD	Electric	47+2wc	Yes(Lift)
18	2024	BYD	Electric	47+2wc	Yes(Lift)
20	2025	Gillig	Hybrid	38+2wc	Yes(Lift)
226	Total Large Buses				
Body on Chassis					
11	2017	Ford	Gasoline	10+2wc	Yes(Lift)
14	2019	Ford	Gasoline	9+3wc	Yes(Lift)
2	2019	Dodge	Gasoline	5+1wc	Yes(Lift)
21	2022	Ford	Gasoline	9+3wc	Yes(Lift)
10	2025	Ford	Gasoline	9+3wc	Yes(Lift)
19	2026	Ford	Gasoline	9+3wc	Yes(Lift)
77	Total Body on Chassis				
303	Vehicles in Total Fleet				

(A) Average age of equipment is 9.5 years.

(B) Please refer to Note 3 of the financial statements for additional information regarding capital assets.

(C) Source: IPTC Operations Department

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