

IndyGoSM

CAPITAL INVESTMENT PROGRAM

Adopted by the IPTC Board

January 16, 2025



EXECUTIVE SUMMARY

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

EXECUTIVE SUMMARY



About this Plan

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

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

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

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

2025-2029 Capital Program Funding Sources & Uses

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

Summary of Recent Changes

The bulleted items below offer some highlights from this years’ update.

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

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

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

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

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

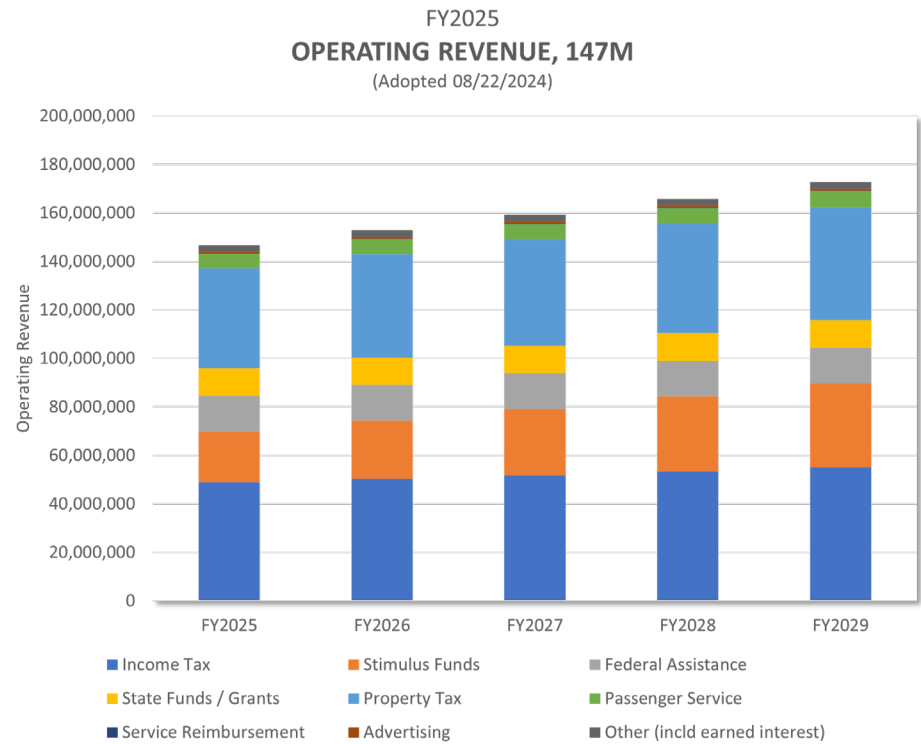
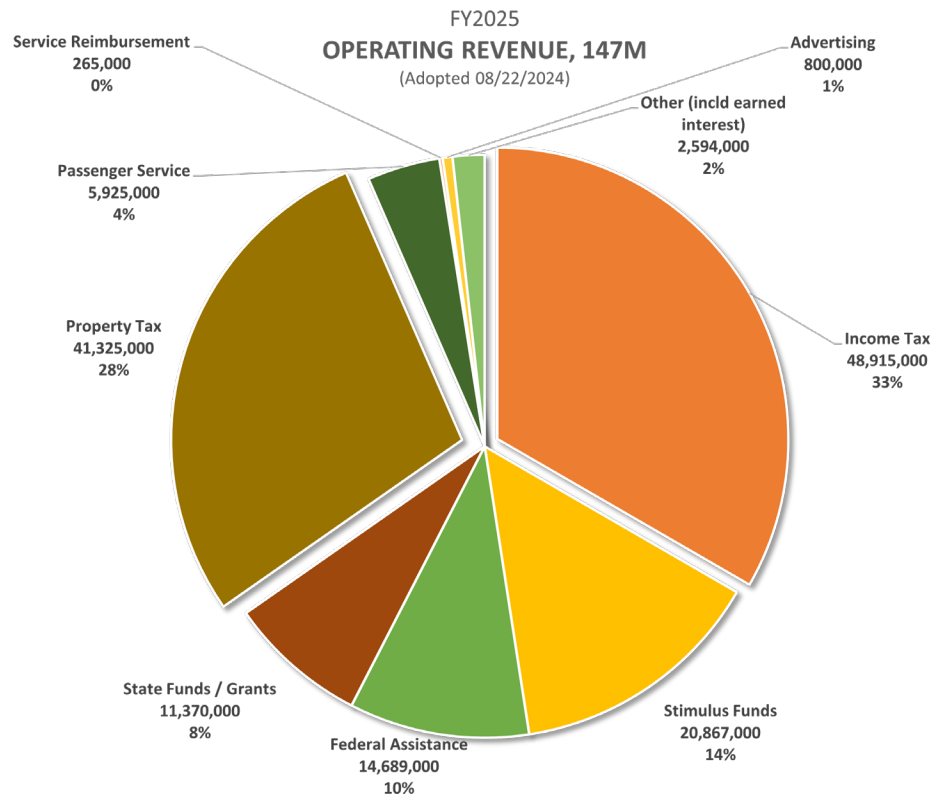


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INTRODUCTION

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

INTRODUCTION



How to Use This Plan

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

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

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

Included are:

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

How This Plan Was Developed

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

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

Revision History

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

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

Version Control Table

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

ANNUAL SUMMARIES

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

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

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

FY2019 SUMMARY



Planned

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

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

Actual

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

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

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

2019 Actual Expenditures

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

2019 & 2020 Budget Appropriations

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

FY2020 SUMMARY



Planned

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

Actual

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

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

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

2020 Actual Expenditures

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

2020 & 2019 Budget Appropriations

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

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

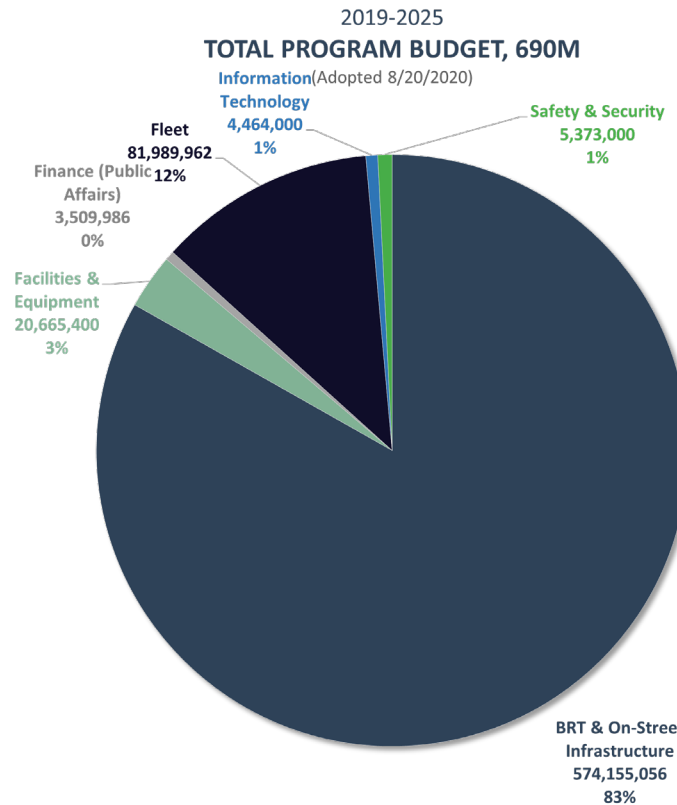
The way IndyGo accounted for actual expenditures for Safety & Security, Information Technology, and Finance changed somewhat during FY2020. In previous years, Information Technology and Finance were grouped together into a single category, and there was a separate category for Public Affairs. Tracking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

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

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

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

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



COVID-19 Vaccine Clinic



New Bus Shelter at Bridgeport & W Washington Street



New Graduating Class



Operator-in-training



FY2021 SUMMARY



Planned

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

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

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

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

2021 Actual Expenditures

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

2021 & 2022 Budget Appropriations

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

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

Actual

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

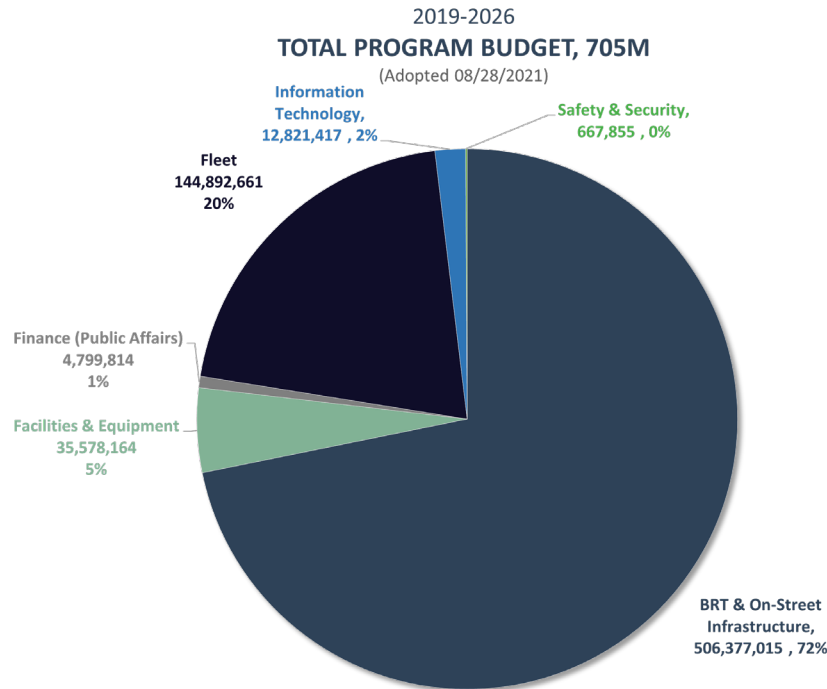
conversion continued, and it was anticipated that construction would begin in FY2023. It was determined by IndyGo staff that, by delaying this work by a year, the agency could allocate its FY2022 capital budget to advance capital projects that were of a more time sensitive nature.

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

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

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

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



MayMobility AV Pilot Vehicle



New Hybrid-Electric Vehicle



IndyGo Connect Pilot Vehicle



New IndyGo Access Vehicle



FY2022 SUMMARY



Planned

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

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

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

2022 Actual Expenditures

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

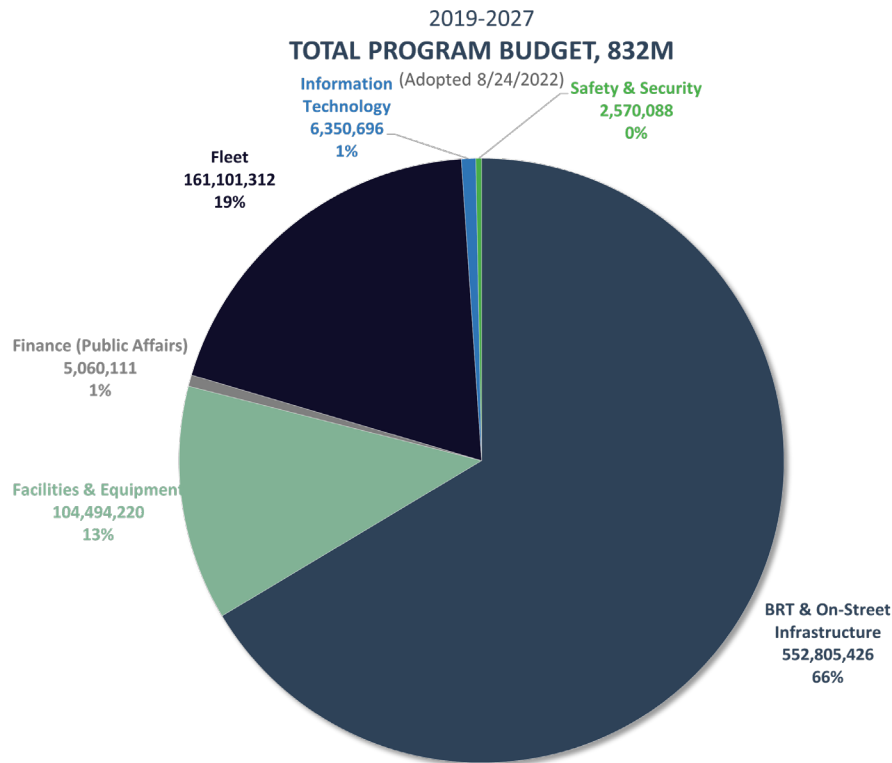
2022 & 2023 Budget Appropriations

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

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

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

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



Actual

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

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

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

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

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

Veteran's Day Bus Reveal Honoree



FY2023 SUMMARY



Planned

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

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

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

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

2023 Actual Expenditures

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

2023 & 2024 Budget Appropriations

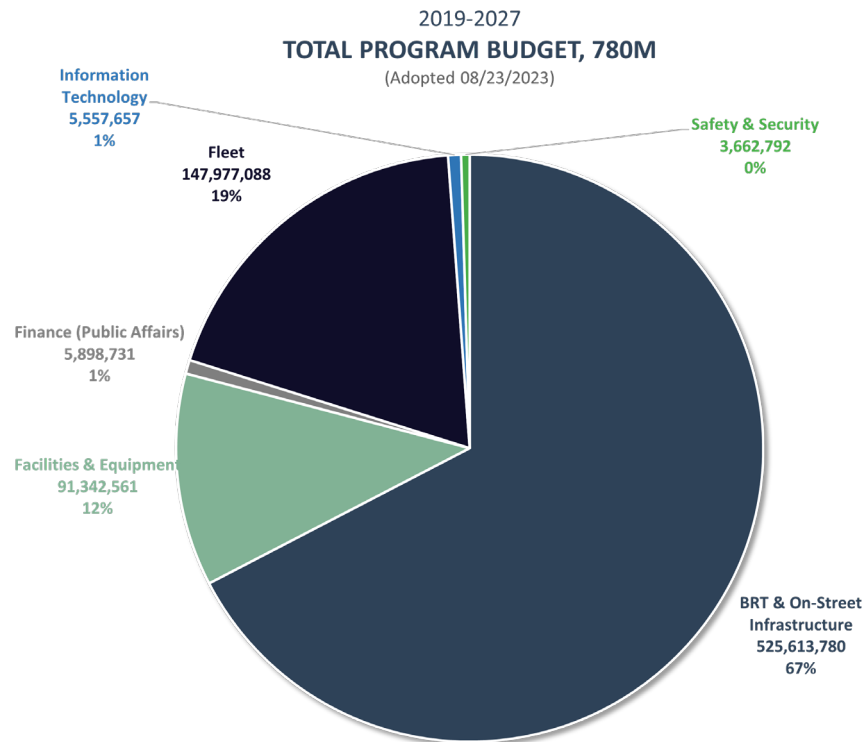
Category	2023 Adopted 08/24/2022	2024 Adopted 08/23/2023	2025 Projected	2026 Projected	2027 Projected	2023-2027 5-yr Total	2019-2027 Program Total
Expenditures	122,652,792	139,840,810	146,177,214	135,606,963	38,350,000	582,627,779	780,052,608
BRT & On-Street Infrastructure	61,152,792	64,726,394	122,153,400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

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

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

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

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



Actual

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

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

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

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

Mural by local artist Andre Parnell



IndyGo Open House Event



FY2024 SUMMARY



Planned

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

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

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

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

2024 Actual Expenditures (as of August 2024)

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

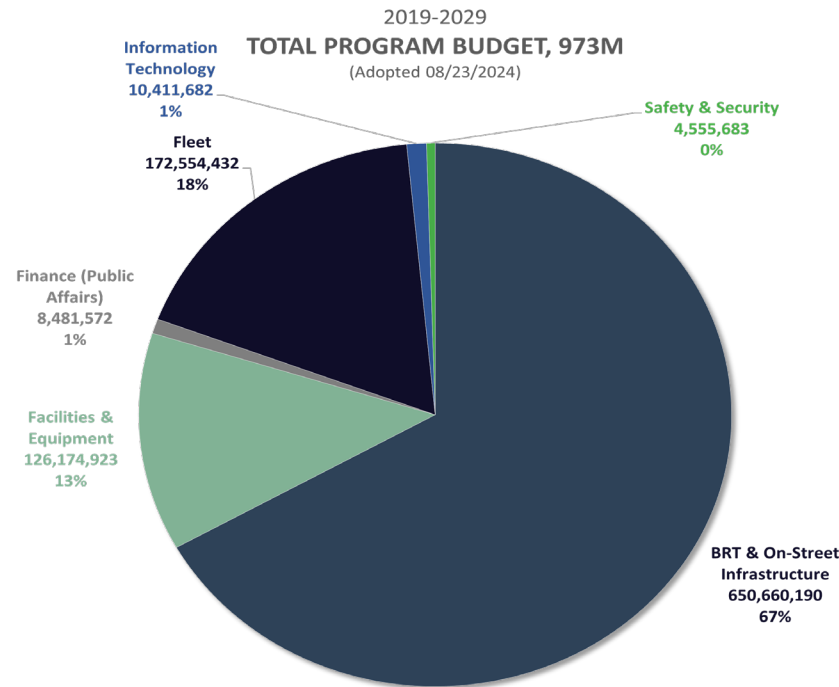
2024 & 2025 Budget Appropriations

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

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

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

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



Appropriated (as of August 2024)

As of August 31, 2024, IndyGo has incurred capital expenditures of \$29 million of the \$112 million budgeted for 2024. Currently, expenses for all categories are well under budget. BRT & other on-street infrastructure costs are \$39 million under budget, due to the delays to commencing construction for the Blue Line and East Washington Street Mobility Hub. Facilities costs are \$18.7 million under budget due to delays to the East Campus Garage project, including property acquisition. Finance has yet to incur/encumber any expenses due to the ordering timing of farebox replacement, while Fleet is \$23 million under budget also due to ordering timing of the fixed route replacement vehicles. Safety and Security costs are \$940,00 under budget due to delays to the document imaging and retention project. IT costs are \$739,000 under

budget due to delays to the CTC security project.

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

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

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

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

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

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

Purple Line Station Under Construction



FY2025 SUMMARY



Planned

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

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

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

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

2024 & 2025 Budget Appropriations

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

most of IndyGo's expenditures.

Anticipated

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

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

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

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

FY2026 PROJECTIONS



Planned

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

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

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

2026 Planned Budget

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

category was just over \$17.5 million.

Anticipated

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

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

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

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

FY2027 PROJECTIONS

Planned

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

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

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

Anticipated

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

2027 Planned Budget

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

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

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

FY2028 PROJECTIONS

Planned

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

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

Anticipated

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



2028 Planned Budget

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

FY2029 PROJECTIONS



Planned

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

Anticipated

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

2029 Planned Budget

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

FUNDING SOURCES

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

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

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

FUNDING SOURCES



GRANTS

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

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

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

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

FTA Urbanized Area Formula Grants

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

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

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

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

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

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

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

5307 Formula Funds

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

FTA Bus & Bus Facilities Infrastructure Investment Program

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

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

Funding Sources

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

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

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

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

5339 Formula Funds

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

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

FTA Enhanced Mobility for Seniors & Individuals with Disabilities

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

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

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

5310 Formula Funds

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

FTA Major Capital Investment Grants, Small Starts Funding

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

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

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

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

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

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

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

5309 Small Starts Funds

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

CMAQ & STBG Funding

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

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

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

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

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

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

IMPO Green Line Grant

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

Funding Sources

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

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

RAISE

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

Community Project Funding/Congressionally Directed Earmark

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

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

LOCAL REVENUE (CASH)

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

Initially, the capital plan required just \$148.5 million in local revenue. By the end of 2020, the capital plan called for more than \$150.0 million to be drawn from these funds to advance the Transit Plan. By 2022, the capital plan required a total of more than \$348.0 million to be drawn from these funds. As of this update, the total now exceeds \$210.8 million (2019 through 2029); \$59.3 million for just FY2025 through FY2029.

ANTICIPATED DEBT (BONDS)

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

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

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

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

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

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

Debt Service Schedule

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

OTHER SOURCES OF FUNDING

City of Indianapolis General Fund

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

Tax-Increment Financing

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

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

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

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

Joint-Development & Equitable Transit-Oriented Development

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

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

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

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

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

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

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

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

CONTINGENCY PLANNING

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

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

BRT Contingency Planning

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

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

Super Stops 1.0 Grand Opening



CAPITAL EXPENDITURES

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

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

CAPITAL EXPENDITURES



FLEET

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

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

Fleet Funding Sources & Uses

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

On Going Projects & Expenses

Fixed Route Bus Replacement

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

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

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

Paratransit Vehicle Replacement

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

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

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

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

Non-Revenue Support Vehicle Replacement

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

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

Completed

Automated Passenger Counters Upgrade

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

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

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

Canceled

BRT Bus Docking Technology

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

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

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

BRT & OTHER ON-STREET INFRASTRUCTURE

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

On Going

Transit Stop Amenities: Shelters, Signs & Sidewalks

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

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

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

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

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

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

BRT & Other On-street Infrastructure Funding Sources & Uses

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

Capital Expenditures

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

Transit Signal Priority Installation

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

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

Transit Signal Prioritization Funding Sources & Uses

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

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

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

In Progress

Purple Line BRT

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

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

Purple Line BRT Funding Sources & Uses

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

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

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

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

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

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

Blue Line BRT

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

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

Capital Expenditures

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

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

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

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

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

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

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

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

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

Blue Line BRT Funding Sources & Uses

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

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

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

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

Red Line Signal Modifications

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

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

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

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

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

CTC BRT Docking Solution

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

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

CTC BRT Docking Solution Sources & Uses

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

CTC Inductive Charging

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

CTC Inductive Charging Sources & Uses

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

Two-Way Roadway Conversion Projects

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

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

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

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

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

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

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

Capital Expenditures

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

Two-way Roadway Conversion Funding Sources & Uses

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

On Hold

Rural Street Underpass

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

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

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

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

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

Rural Street Underpass Funding Sources & Uses

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

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

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

Complete

Red Line BRT Phase I

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

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

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

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

Red Line BRT Phase I Funding Sources & Uses

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

Super Stops 1.0: Delaware & Fort Wayne Ave

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

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

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

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

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

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

Super Stops 1.0 Funding Sources & Uses

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

Super Stops 2.0: Alabama, Ft Wayne, Vermont

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

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

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

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

Super Stops 2.0 Funding Sources & Uses

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

Red Line BRT Corridor Enhancements

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

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

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

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

Pending

Red Line BRT Extensions

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

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

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

Red Line Extensions Funding Sources & Uses

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

Canceled

Mobility Hubs Infrastructure

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

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

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

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

FACILITIES & EQUIPMENT

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

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

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

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

On Going

Maintenance Heavy Equipment

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

East Campus Renovations & Garage Construction

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

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Facilities Funding Sources & Uses

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

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

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

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

East Campus Garage Funding Sources & Uses

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

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

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

In Progress

West Campus Depot EV Charging Equipment & Charge Management

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

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

West Campus Facility Enhancements

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

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

West Campus Garage Area Renovations Funding Sources & Uses

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

West Campus Exterior Building Improvements & Masonry Rehab

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

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

budget split has not yet been determined.

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

On Hold

Mobility Solutions & Customer Care Center Fleet Terminal

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

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

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

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

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

West Campus Board Room & Lobby Improvements

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

Complete

West Campus Office Area Renovations

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

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

project is complete.

West Campus Bus Charging Infrastructure, Phase I

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

West Campus Wash Rack Replacement, Door Widening & Paint Booth

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

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

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

Drivable Floor Scrubbers

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

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

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

West Campus Sidewalk, Steps, and Ramps

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

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

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

Pending

CTC Interior Renovations

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

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

Solar Array Expansion

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

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

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

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

Canceled

West Campus Fall Protection & Catwalk

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

Training & Contingency Facility Purchase & Renovation

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

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

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

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

West Campus Storage Barn Retrofit

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

FINANCE

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

On Going

Fare Modernization

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

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

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

Farebox Replacement Plan

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

In Progress

Fare Payment Integration

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

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

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

Complete

Enterprise Resource Planning

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

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

INFORMATION TECHNOLOGY

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

On Going

Fare Validator Replacement

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

HASTUS Software Upgrade

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

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

Information Technology Funding Sources & Uses

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

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

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

Distributed Antenna System

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

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

In Progress

Digital Signage Update

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

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

Document Imaging & Retention

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

Fare Collection Systems Modernization

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

On Hold

Radio Replacement

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

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

Secure Communications Network

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

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

Completed

VoIP Solution

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

Capital Expenditures

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

Wireless Vehicle Communication Installation

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

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

ITS Upgrade (CAD/AVL)

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

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

paratransit services—and support vehicles.

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

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

Pending

Data Warehouse

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

Safety & Security Funding Sources & Uses

Information Technology								
Funding Source	ERP	Fare Collection	Wireless Vehicle Technology	ITS Upgrade (CAD/AVL)	Hastus Upgrade	Data Warehouse	Disaster Recovery BCP	Total
IN-2016-016-11.42.08				1,153,245				1,153,245
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Bonds								0
Total	1,000,000	1,338,000	820,000	2,375,000	800,000	64,000	2,057,500	8,454,500

SAFETY & SECURITY

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

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

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

In Progress

CTC Camera Replacements

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

On Hold

Metal Detectors

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

Capital Expenditures

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

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

On-Board Data Recorder & Collision Avoidance System

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

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

Complete

Training Simulators

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

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

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

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

Main Facility CCTV

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

Vehicle Gate & Fencing

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

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

Pending

Vehicle CCTV

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

OTHER

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

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

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

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



REAL ESTATE PORTFOLIO

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

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

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

REAL ESTATE PORTFOLIO



WEST CAMPUS

1501 W Washington Street

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



JULIA M. CARSON TRANSIT CENTER

201 E Washington Street

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



TRAINING/CONTINGENCY OPERATIONS FACILITY

1100 W 21st St

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



NORTH CHARGING STATION

6410 N College Ave

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



SOUTH CHARGING STATION

8915-8925 Madison Ave

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



MOBILITY SOLUTIONS & CUSTOMER CARE CENTER

2425 W Michigan St

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



EASTSIDE MOBILITY HUB

11135 E Washington Street

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



EAST CAMPUS

9503 E 33rd Street

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



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