

Members

Sen. Patricia Miller, Chairperson
Sen. Brent Waltz
Sen. Jean Breaux
Sen. Greg Taylor
Sen. Luke Kenley
Sen. Michael Crider
Sen. Brandt Hershmann
Sen. Timothy Lanane
Rep. Michael Speedy
Rep. Cindy Kirchhofer
Rep. Jeffrey Thompson
Rep. John Price
Rep. Jerry Torr
Rep. Greg Porter
Rep. Cherrish Pryor
Rep. Ed DeLaney



CENTRAL INDIANA TRANSIT STUDY COMMITTEE

Legislative Services Agency
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Indianapolis, Indiana 46204-2789
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Staff:

Miss Hooten, Attorney for the Committee
Sarah Freeman, Attorney for the Committee
Stephanie Wells, Fiscal Analyst for the Committee

Authority: P.L. 212-2013 (HEA 1011)

MEETING MINUTES¹

Meeting Date: August 5, 2013
Meeting Time: 1:00 P.M.
Meeting Place: State House, 200 W. Washington St., Room 431
Meeting City: Indianapolis, Indiana
Meeting Number: 1

Members Present: Sen. Patricia Miller, Chairperson; Sen. Jean Breaux; Sen. Luke Kenley; Sen. Michael Crider; Sen. Brandt Hershmann; Sen. Timothy Lanane; Rep. Michael Speedy; Rep. Jeffrey Thompson; Rep. John Price; Rep. Jerry Torr; Rep. Greg Porter; Rep. Cherrish Pryor.

Members Absent: Sen. Brent Waltz; Sen. Greg Taylor; Rep. Cindy Kirchhofer; Rep. Ed DeLaney.

Sen. Patricia Miller called the meeting to order at 1:00 p.m.

Mayor Greg Ballard, Indianapolis, testified about the funding challenges facing the continued development of mass transit in Indianapolis while stressing the importance of transportation to seniors and working people. Mayor Ballard also cited the importance of transportation to attracting economic growth. The Mayor urged the General Assembly to trust the people of Central Indiana to decide the future of mass transit in the region.

¹ These minutes, exhibits, and other materials referenced in the minutes can be viewed electronically at <http://www.in.gov/legislative>. Hard copies can be obtained in the Legislative Information Center in Room 230 of the State House in Indianapolis, Indiana. Requests for hard copies may be mailed to the Legislative Information Center, Legislative Services Agency, West Washington Street, Indianapolis, IN 46204-2789. A fee of \$0.15 per page and mailing costs will be charged for hard copies.

development of a regional transit alternative.

The Committee discussed with Mr. Sawyer the differences in funding road construction and mass transit and the extent to which users of the two systems bear the costs of the respective systems.

Mr. Robin Brandgard, Town Council President, Plainfield, discussed the warehousing, shopping, and attractions that draw people from the region into Plainfield. Mr. Brandgard discussed the existing partnership with the Central Indiana Regional Transportation Authority that provides more than 900 trips per month to Plainfield's warehouse district. Mr. Brandgard testified that fixed routes reaching deeper into Hendricks County are needed (Exhibit H).

Mr. Ron Gifford, Central Indiana Transit Task Force, reviewed the findings of the task force's 2010 report. Mr. Gifford identified the region's key problems as:

- (1) poor access to jobs;
- (2) a competitive disadvantage in retaining and recruiting talent; and
- (3) inadequate local resources to fund improvements.

Mr. Gifford testified that too many of the region's jobs are located more than a half mile from a transit stop. He discussed economic trends within the region which have been to the detriment of the urban core of Marion County. Mr. Gifford suggested that good transit options attract talent and jobs, citing surveys indicating that young, college educated adults want better transit options (Exhibit I).

The Committee briefly discussed a variety of issues with Mr. Gifford, including the importance of public safety and education to a region's quality of life, the extent to which users bear the costs of funding roads and mass transit, improving transit service in qualified census tracts, congestion, and the potential costs of a regional transit plan.

Senator Miller adjourned the meeting at 4:07 p.m.

2012 Indiana Mobility Report

Summary Version

Central Indiana Transit
Study Committee
Meeting 1 August 5, 2013
Exhibit A



Stephen Remias, Thomas Brennan, Christopher Day, Hayley Summers, Edward Cox, Deborah Horton, D



Road Construction, Development and Traffic Impacts in Central Indiana

Troy Woodruff
Chief of Staff

Central Indiana Transit Study Committee
August 5, 2013



INDOT Mission & Values

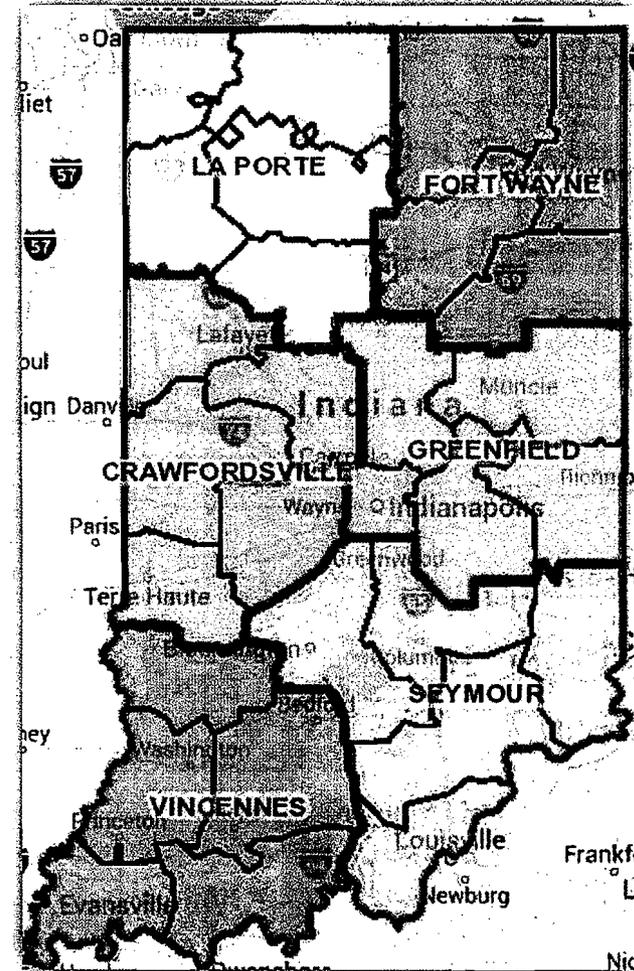
- INDOT Mission:
 - INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth

- INDOT Values:
 - Respect
 - Teamwork
 - Accountability
 - Excellence



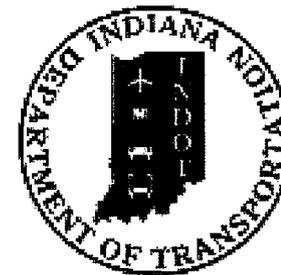
INDOT Profile

- Six district offices
- 3,578 employees
 - 1,534 Highway Technicians
 - 780 Managers/Supervisors
 - 437 Engineers
- \$401 Million annual operating budget
- \$1 Billion annual capital expenditures
- 28,400 total roadway lane miles
- 5,300 INDOT-owned bridges



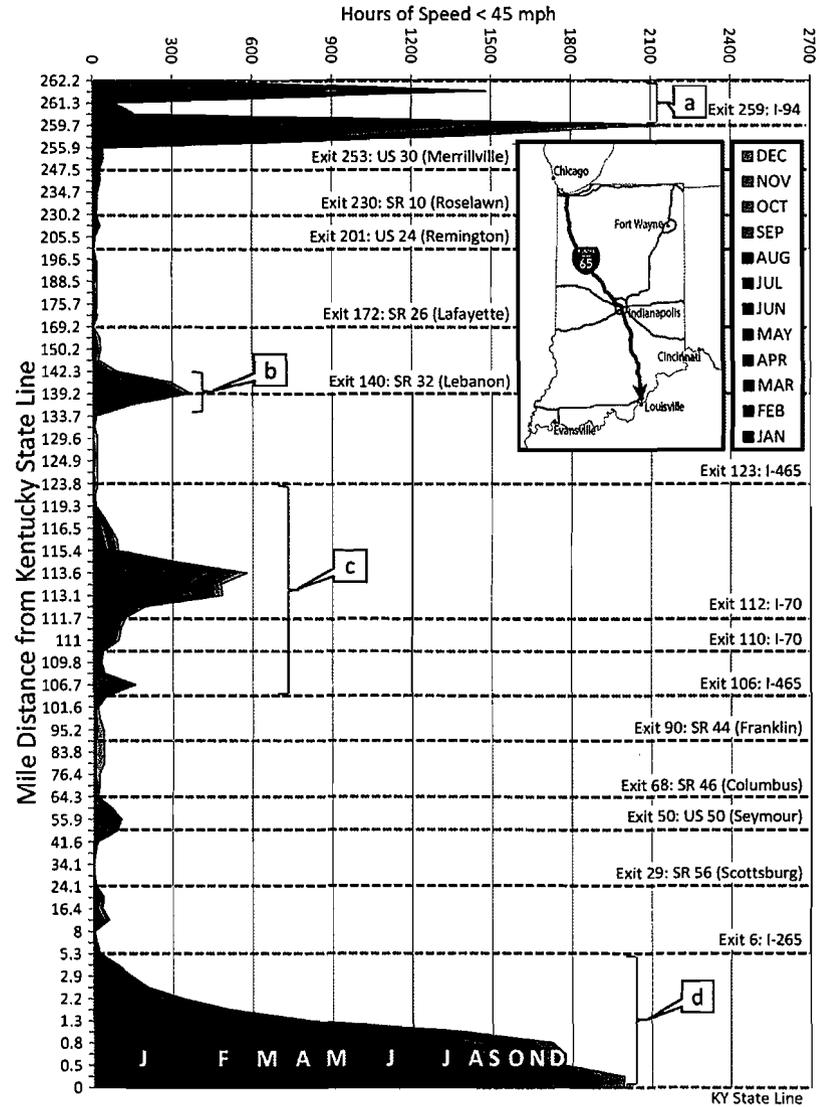
2012 Mobility Report

- In partnership with Purdue University and the Joint Transportation Research Program (JTRP), defined a series of innovative mobility performance measures the leverage vehicle data to shape infrastructure investment priorities.
- Used to determine:
 - Capital project priorities
 - Road operation investment decisions
 - Impact of capital projects
 - New roadway operation strategies



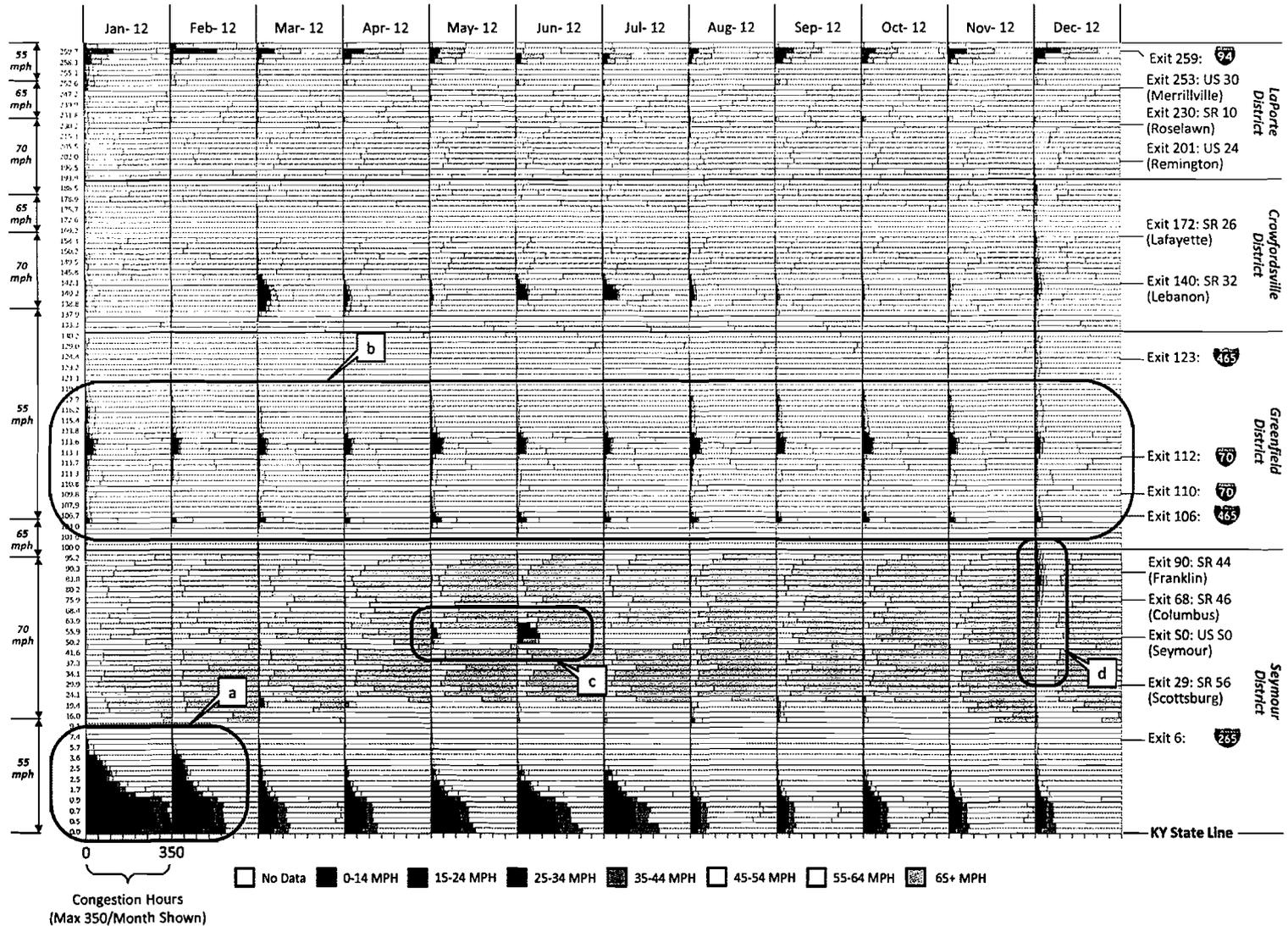
I-65 SB Congestion Hours - 2012

- a. Gary Area
- b. Lebanon Area
- c. Indianapolis Area
- d. Louisville Area



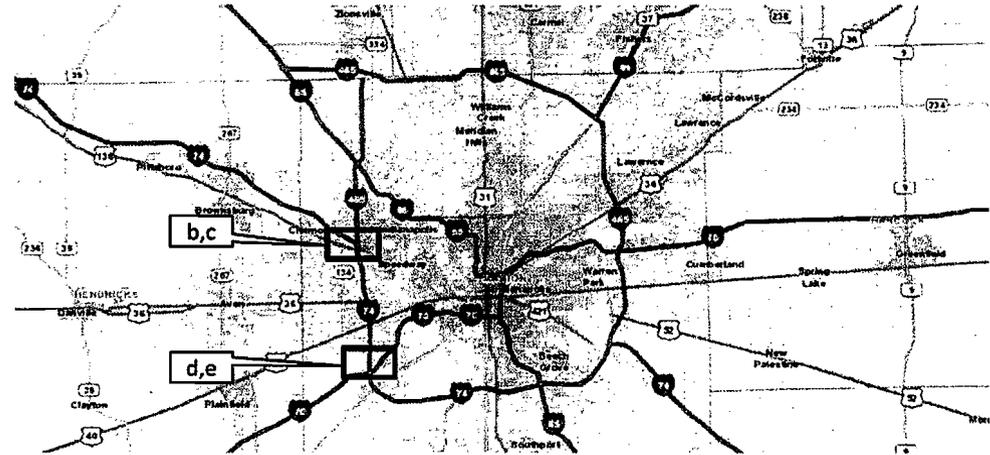
I-65 SB Speed Profile - 2012

- Speed Profile = The number of congestion hours grouped by speed ranges; shows location and severity of congestion
- a. Louisville area congestion due to Sherman Minton Bridge closure
- b. Congestion in the Indianapolis area
- c. Construction around MM 50
- d. Impact of winter weather between MM 60 and MM 100



I-465 Improvements

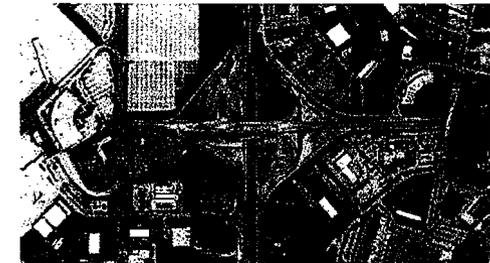
- The Accelerate 465 project was initiated in 2007 to improve mobility on I-465. In December 2011, major sections of Accelerate 465 on the west side were completed.
- As a result of the project, there were significant improvements in travel speeds as these projects were completed.



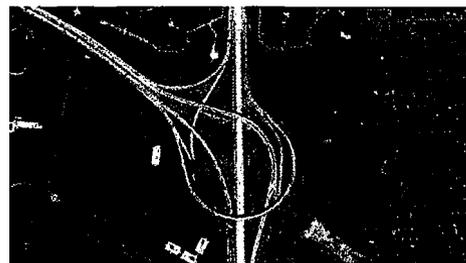
a. Map of I-465 showing three interchanges where ramps were improved.



b. I-465 at I-74, 8/26/2010.



d. I-465 at Sam Jones Expressway, 8/26/2010.



c. I-465 at I-74, 8/29/2012.

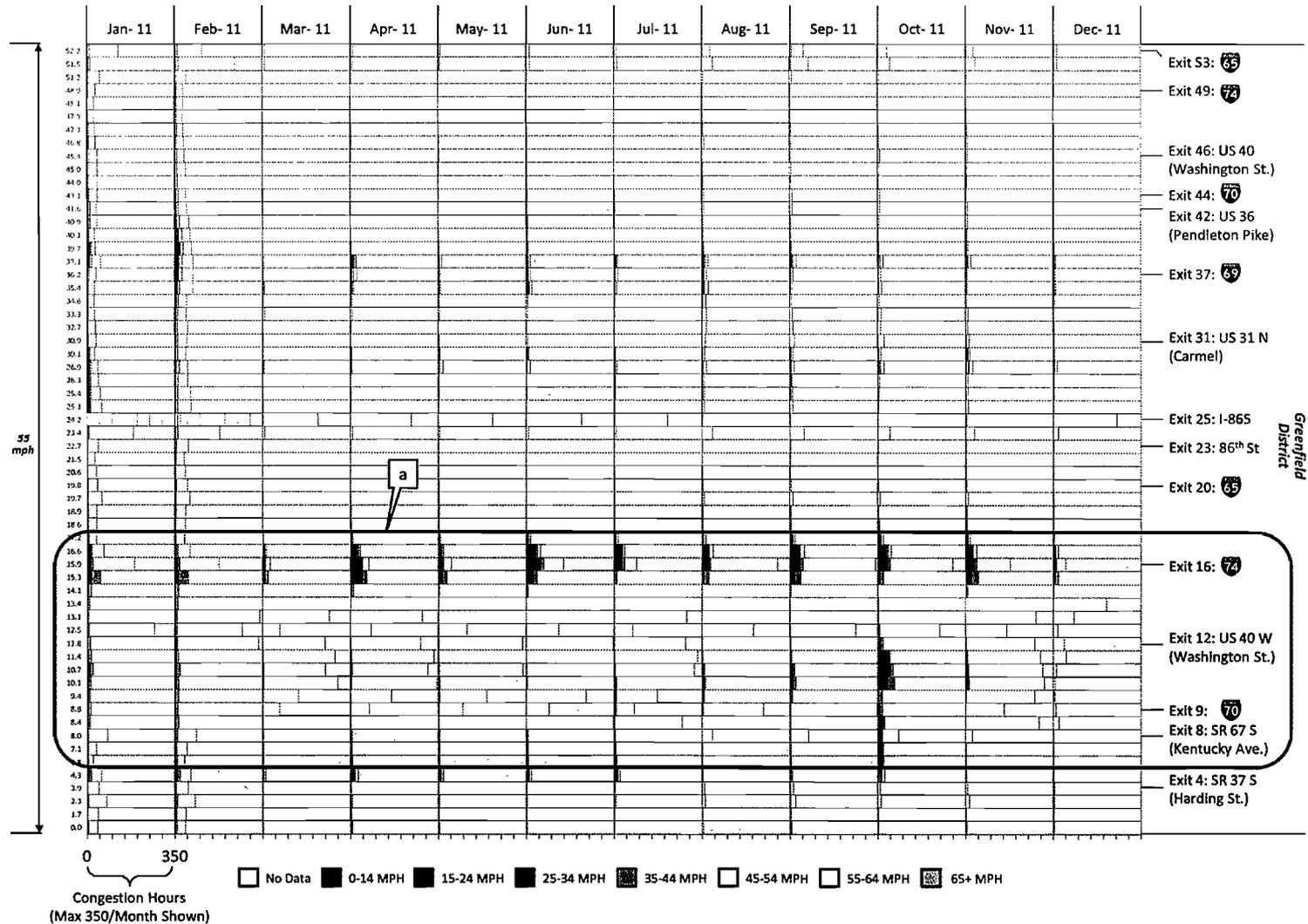


e. I-465 at Sam Jones Expressway, 8/29/2012.



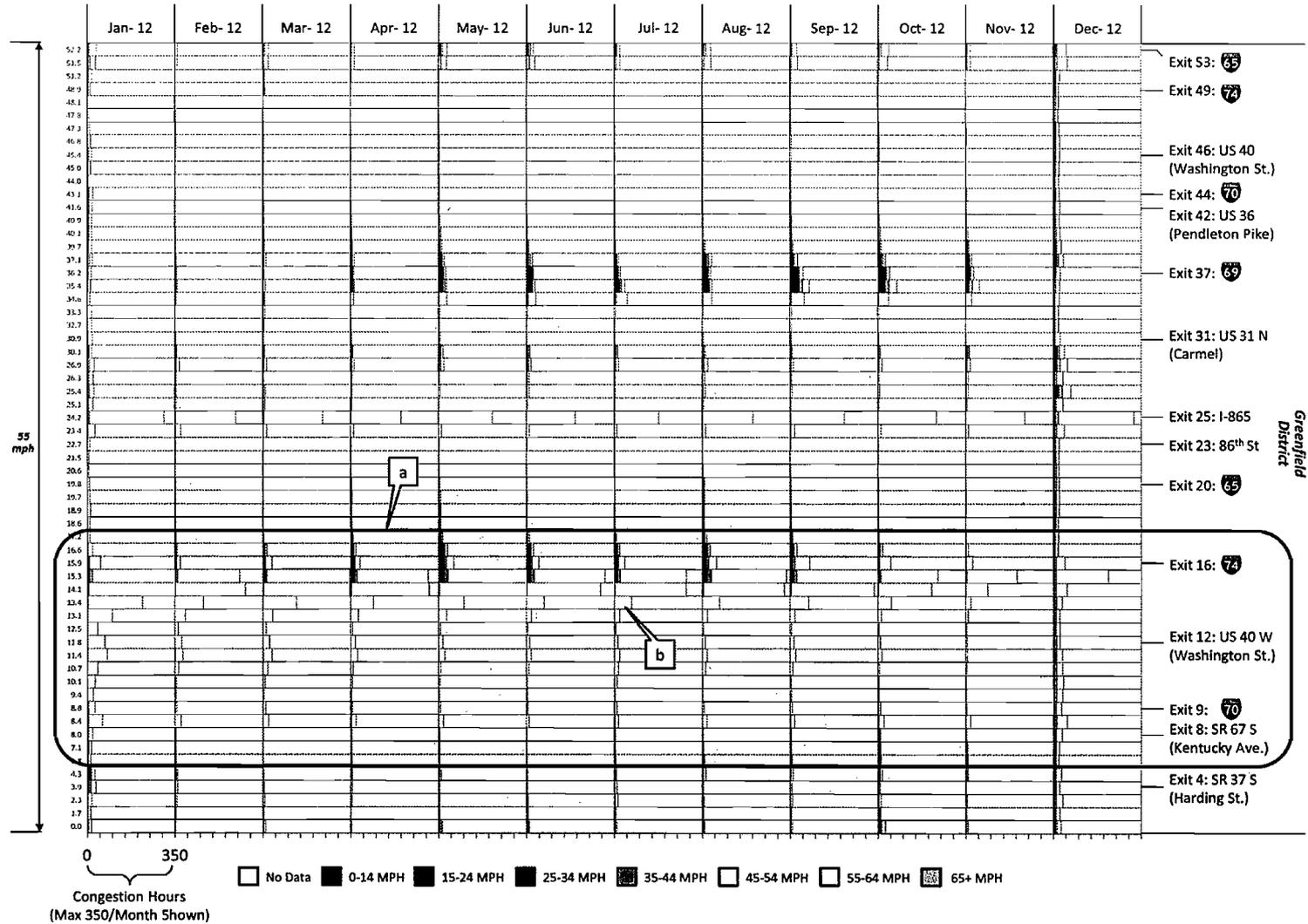
I-465 CCW Speed Profile - 2011

- a. Throughout nearly all of 2011, the speeds on the west side of I-465 were predominantly in the range of 45-55 mph with a modest amount of congestion (speeds below 45 mph) around US 40.



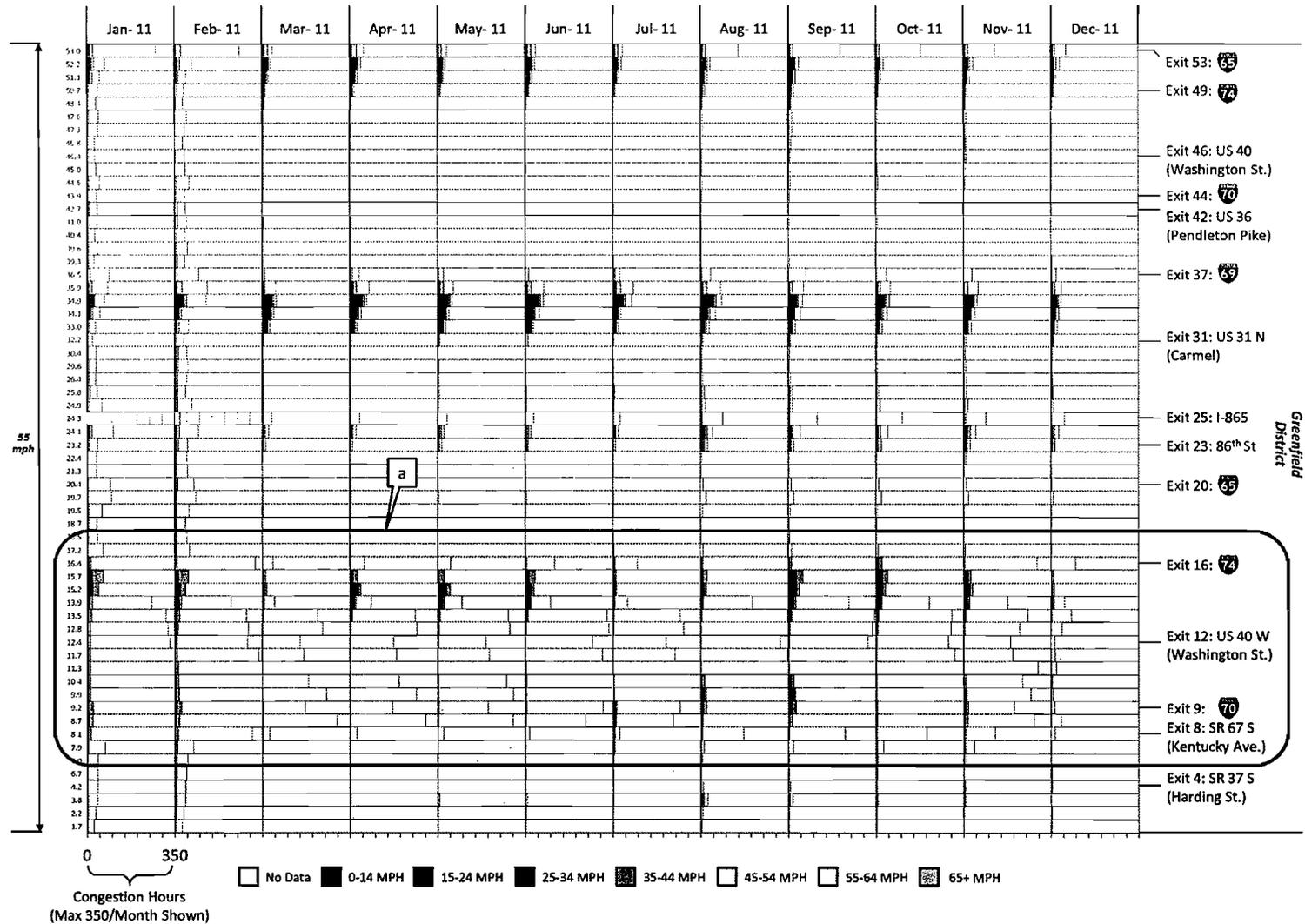
I-465 CCW Speed Profile - 2012

- a. Improvement in travel speeds in 2012
- b. Some congestion can still be seen in the 2012 data and is associated with the final stages of the I-465 construction.



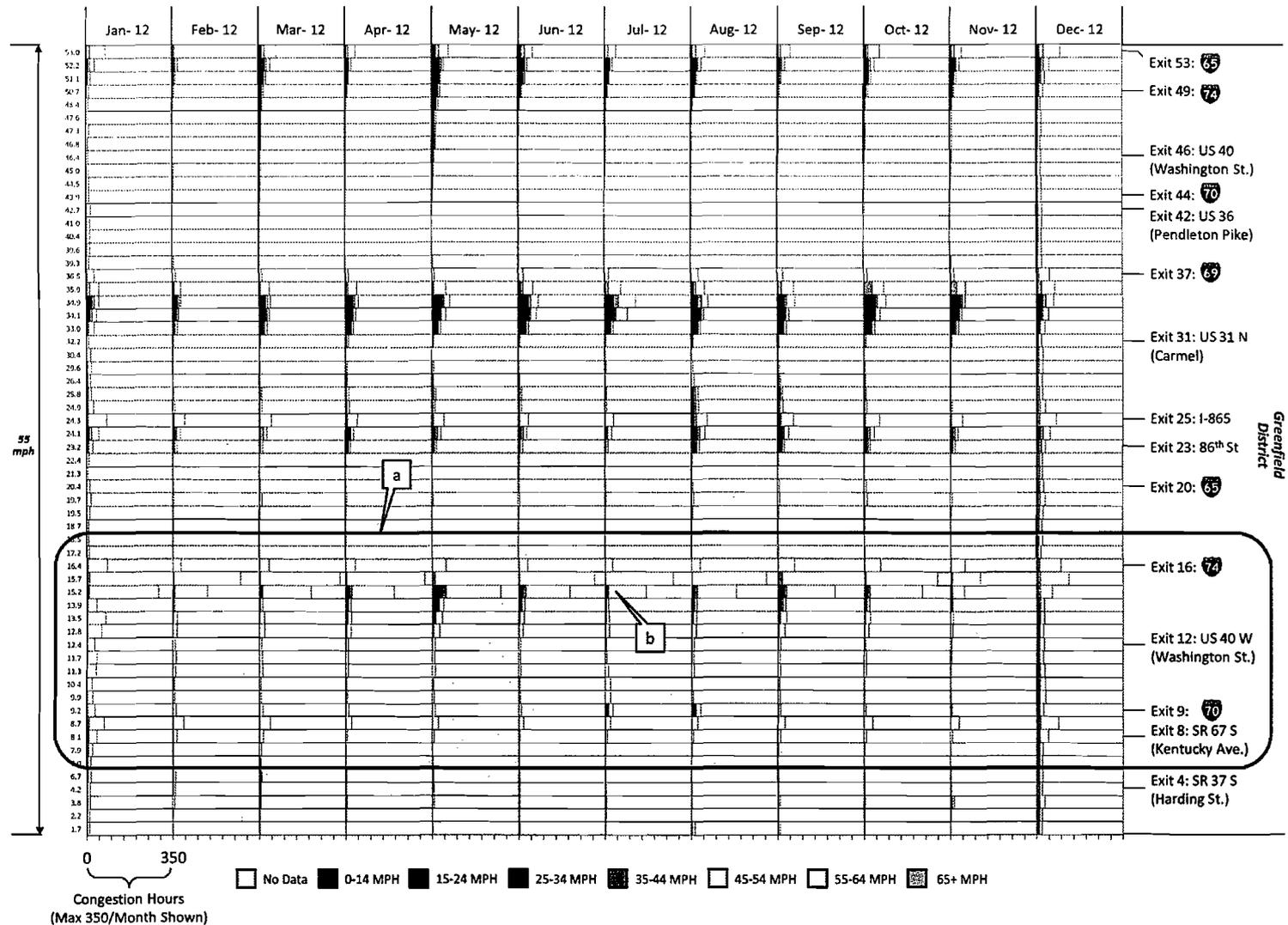
I-465 CW Speed Profile - 2011

- a. Throughout nearly all of 2011, the speeds on the west side of I-465 were predominantly in the range of 45-55 mph with a modest amount of congestion (speeds below 45 mph) around US 40.



I-465 CW Speed Profile - 2012

- a. Improvement in travel speeds in 2012
- b. Some congestion can still be seen in the 2012 data and is associated with the final stages of the I-465 construction.



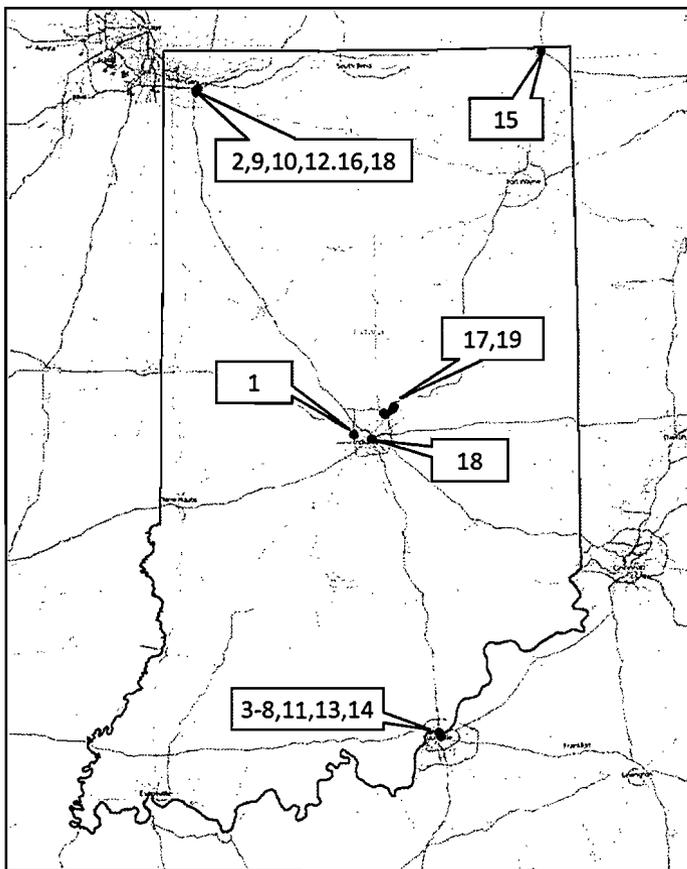
Congestion Hours vs. Travel Time

- Congestion Hours (CH) = The number of hours during which an interstate segment or series of segments has an average speed of less than 45 mph; provides performance measure graphics for identifying locations with substantial congestion.
- Travel Time Deficit (TTD) = The number of hours of delay occurring in which speeds are below the 45 mph congestion threshold.



Top 20 Congestion Hour Rankings

- In 2012, the highest number of congestion hours occurred on a 0.5-mile section of eastbound I-74 close to Indianapolis. Despite the high number of congestion hours accrued at this location, it had a modest effect on travel times.

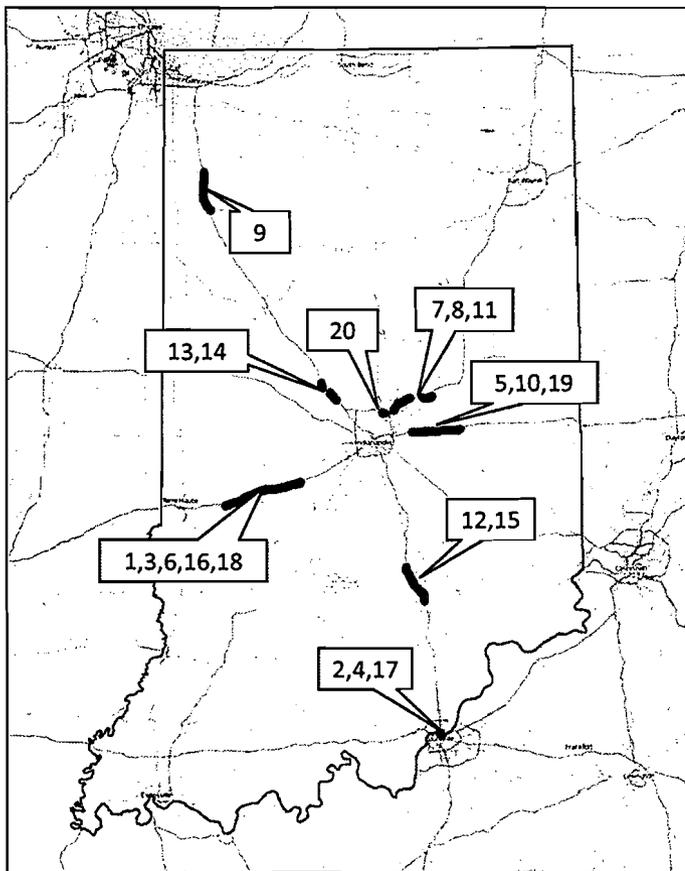


RANK	INTERSTATE	LENGTH (miles)	SEGMENTS (mile markers)	2012 GH (hours)	2012 TTD (hours)
1	I-74 E	0.52	72.0 to 72.5	4028.3	19.7
2	I-65 S	0.77	260.4 to 259.7	2191.5	41.4
3	I-65 S	0.12	0.5 to 0.4	1902.3	15.6
4	I-65 S	0.42	0.4 to 0.0	1902.0	31.6
5	I-65 S	0.02	0.8 to 0.7	1707.0	2.3
6	I-65 S	0.15	0.6 to 0.5	1704.0	18.9
7	I-65 S	0.07	0.7 to 0.6	1694.0	9.6
8	I-65 S	0.15	0.9 to 0.8	1646.3	27.8
9	I-65 S	1.10	259.7 to 258.6	1436.3	26.9
10	I-65 N	0.81	259.4 to 260.2	1355.5	27.0
11	I-65 S	0.37	1.3 to 0.9	1326.5	82.5
12	I-65 N	1.07	258.4 to 259.4	1194.0	25.3
13	I-65 S	0.44	1.7 to 1.3	780.3	77.2
14	I-65 S	0.01	1.7 to 1.7	597.8	1.1
15	I-69 N	0.54	356.0 to 356.6	579.8	3.0
16	I-65 S	0.28	258.6 to 258.3	573.3	3.1
17	I-69 N	1.59	202.9 to 204.5	555.0	63.3
18	I-65 S	0.22	113.8 to 113.6	538.5	13.8
19	I-69 S	0.60	202.9 to 202.3	538.3	22.2
20	I-465 IL	0.84	34.1 to 34.9	524.3	23.7



Top 20 Travel Time Deficit Rankings

- In 2012, the highest travel time deficit was observed on a section of eastbound I-70 west of Indianapolis, with a total of 174 hours of travel time deficit in 2012, but only 257 congestion hours. This suggests that the congestion was rather severe and affected long distances within the hours it took place.

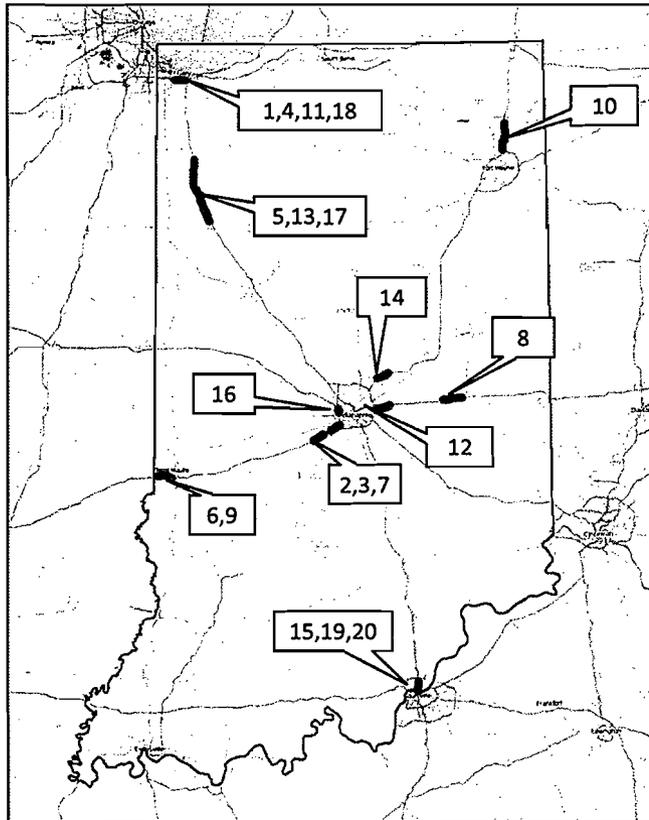


RANK	INTERSTATE	LENGTH (miles)	SEGMENTS (mile markers)	2012 TTD (hours)	2012 CH (hours)
1	I-70 E	13.93	22.5 to 36.4	174.1	257.3
2	I-65 S	0.37	1.3 to 0.9	82.5	1326.5
3	I-70 W	13.93	36.5 to 22.6	82.0	173.0
4	I-65 S	0.44	1.7 to 1.3	77.2	780.3
5	I-70 W	7.11	103.0 to 95.9	75.5	81.8
6	I-70 W	9.01	49.5 to 40.6	75.2	167.5
7	I-69 N	3.70	214.7 to 218.3	72.7	168.0
8	I-69 N	1.59	202.9 to 204.5	63.3	555.0
9	I-65 N	14.25	215.1 to 229.3	61.3	32.8
10	I-70 E	7.09	95.5 to 102.5	60.6	94.0
11	I-69 S	5.02	210.4 to 205.6	60.1	157.8
12	I-65 N	5.35	49.9 to 55.3	59.4	69.0
13	I-65 S	1.48	142.1 to 140.6	55.3	296.0
14	I-65 N	3.67	133.5 to 137.2	53.5	176.5
15	I-65 S	6.97	63.9 to 56.9	52.8	73.0
16	I-70 E	3.46	36.9 to 40.3	50.8	143.0
17	I-65 S	0.42	2.2 to 1.7	50.4	474.0
18	I-70 E	8.96	40.8 to 49.7	47.6	164.5
19	I-70 W	8.85	112.5 to 103.6	45.3	24.5
20	I-465 IL	1.03	33.0 to 34.1	44.8	442.5



Most Improved Segments Based on TTD

- Most improved segment was a 1.8-mile section of eastbound I-94 due to completion of construction projects in the area.
- Similar improvements on I-70, I-65
- Improvements in Louisville area due to re-opening of the Sherman Minton Bridge

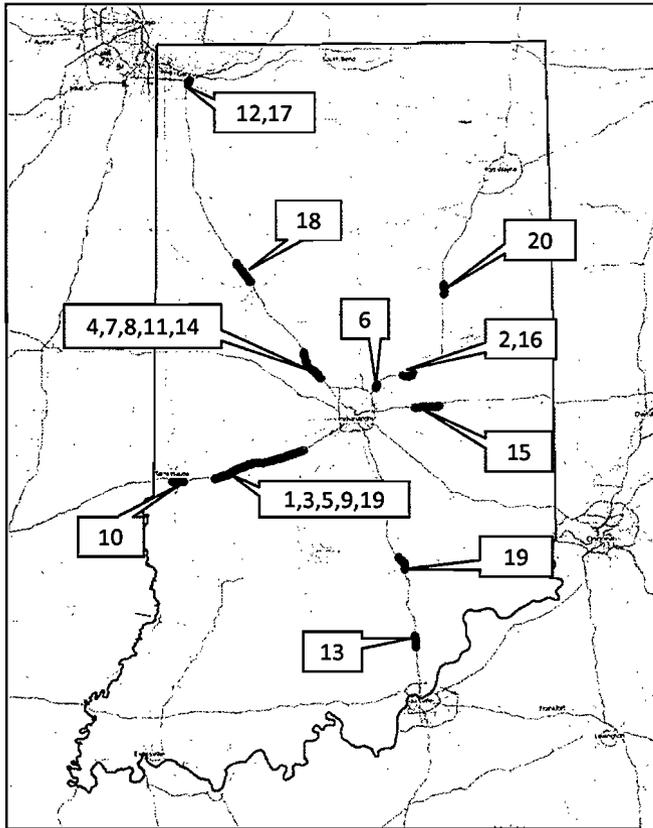


RANK	INTERSTATE	LENGTH (miles)	SEGMENTS (mile markers)	2011 TTD (hours)	2012 TTD (hours)	DIFFERENCE (2011-2012)
1	I-94 E	1.80	6.9 to 8.7	153.6	11.8	141.8
2	I-70 W	4.04	72.4 to 68.4	118.8	1.9	116.9
3	I-70 W	4.55	65.5 to 60.5	143.4	39.0	104.4
4	I-94 E	0.74	8.7 to 9.5	108.1	8.4	99.7
5	I-65 N	9.14	205.3 to 214.4	66.3	2.5	63.8
6	I-70 E	2.93	3.8 to 6.7	67.3	10.3	57.0
7	I-70 E	4.45	60.5 to 65.5	79.2	25.5	53.6
8	I-70 E	7.09	115.4 to 122.5	50.6	2.1	48.5
9	I-70 E	2.32	0.9 to 3.2	56.7	8.4	48.3
10	I-69 N	9.96	316.0 to 326.0	57.3	10.9	46.4
11	I-94 E	0.73	9.8 to 10.5	54.6	9.4	45.2
12	I-70 W	4.60	95.5 to 91.0	58.6	14.4	44.2
13	I-65 S	9.20	214.7 to 205.5	49.5	6.7	42.9
14	I-69 N	4.58	205.4 to 210.0	53.0	11.9	41.1
15	I-65 S	1.78	5.3 to 3.6	77.5	37.2	40.4
16	I-465 IL	1.30	13.9 to 15.2	59.7	22.3	37.4
17	I-65 S	14.28	229.6 to 215.3	64.3	27.8	36.4
18	I-94 E	0.28	9.5 to 9.8	40.6	4.5	36.0
19	I-65 S	0.42	2.2 to 1.7	85.9	50.4	35.5
20	I-65 S	0.44	1.7 to 1.3	111.6	77.2	34.3



Most Degraded Segments Based on TTD

- Increased travel times largely associated with road construction projects beginning in 2012. Particularly significant increases are found on I-70 west of Indianapolis and I-65 in the Lebanon area.



RANK	INTERSTATE	LENGTH (miles)	SEGMENTS (mile markers)	2011 TTD (hours)	2012 TTD (hours)	Difference (2011-2012)
1	I-70 E	13.93	22.5 to 36.4	66.0	174.1	-108.1
2	I-69 N	3.70	214.7 to 218.3	6.1	72.7	-66.6
3	I-70 W	13.93	36.5 to 22.6	18.2	82.0	-63.8
4	I-65 N	5.35	49.9 to 55.3	7.5	59.4	-51.9
5	I-70 W	9.01	49.5 to 40.6	28.3	75.2	-46.9
6	I-69 N	1.59	202.9 to 204.5	17.1	63.3	-46.3
7	I-65 S	1.48	142.1 to 140.6	16.8	55.3	-38.5
8	I-65 N	3.67	133.5 to 137.2	15.6	53.5	-37.9
9	I-70 E	3.46	36.9 to 40.3	16.9	50.8	-33.9
10	I-70 E	4.21	7.1 to 11.3	3.9	35.4	-31.5
11	I-65 S	3.53	145.8 to 142.3	12.3	39.3	-27.0
12	I-65 S	0.77	260.4 to 259.7	14.5	41.4	-26.9
13	I-65 S	4.23	24.1 to 19.9	5.7	32.5	-26.9
14	I-65 N	0.84	137.8 to 138.7	5.0	29.2	-24.2
15	I-70 W	8.85	112.5 to 103.6	21.1	45.3	-24.1
16	I-69 N	0.61	218.3 to 219.0	0.9	23.8	-22.9
17	I-65 S	1.10	259.7 to 258.6	5.1	26.9	-21.9
18	I-65 S	9.02	187.9 to 178.9	0.8	22.7	-21.8
19	I-70 W	6.15	56.0 to 49.8	19.9	41.2	-21.3
20	I-69 S	3.53	258.8 to 255.3	4.3	24.5	-20.2



Mobility Report Findings

- Overall, Indiana's interstate system performs well, with most occurrences of significant congestion attributable to exceptional events such as construction, severe weather and nonrecurring incidents.
- From 2011, congestion on the entire Indiana interstate system was reduced by approximately 6%. However, when using the travel time deficit metric, which includes the severity of congestion, congestion on the entire Indiana interstate system was reduced by approximately 18%.

Summary Mobility Report

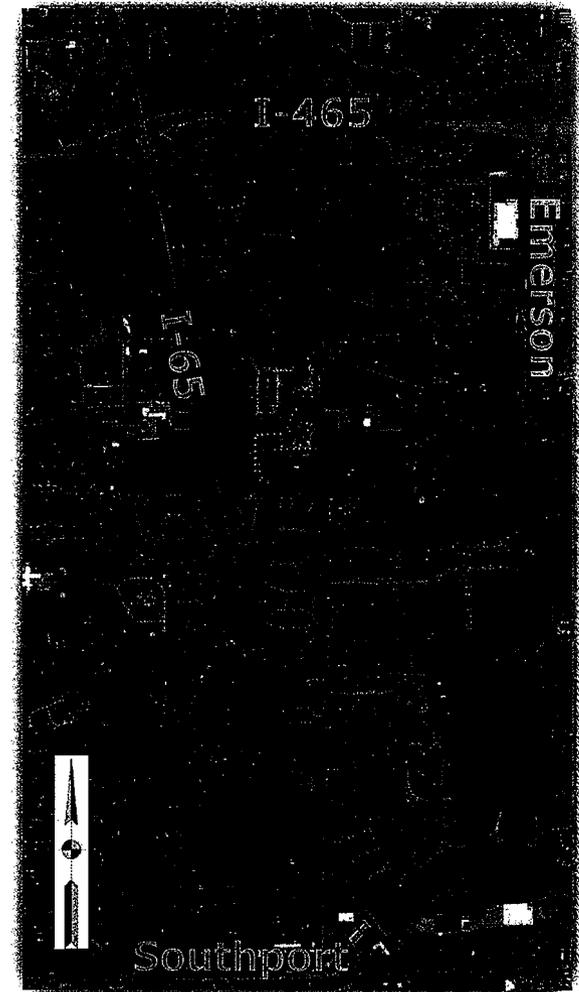
Available at:

<http://docs.lib.purdue.edu/imr/3/>



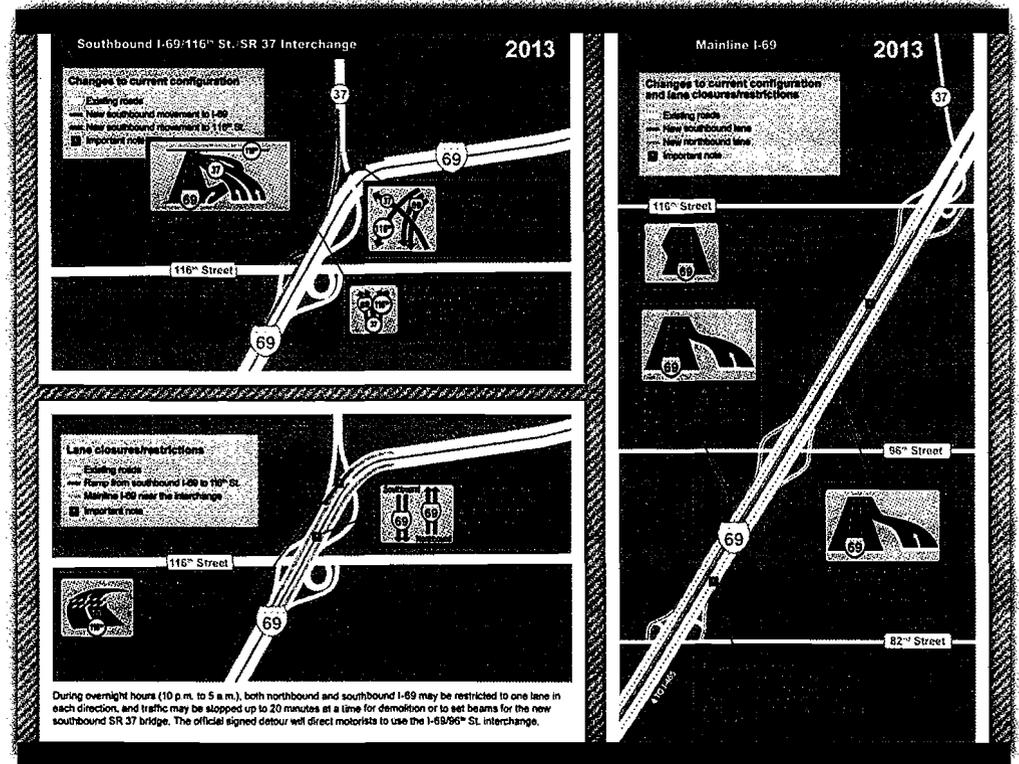
Operation Indy Commute – I-65

- Improve traffic flow and reduce congestion at I-65 and I-465 on the southeast side of Indianapolis
- Added travel lanes, new flyover ramp to I-65, new Sherman Avenue bridge
- Anticipated Schedule:
 - July 2013: Contractor bids
 - 2013-2014: Construction
 - Late 2014: Project opens to traffic



Operation Indy Commute – I-69

- Strategically eliminate recurring commuting bottlenecks on I-69 in Marion and Hamilton counties between the I-465 interchange and 116th Street/S.R. 37 exits.
- Improved movement/capacity at 116th Street and SR 37, new SR 37 bridge, added travel lanes and added auxiliary lanes.
- Currently under construction, open to traffic Fall 2013.



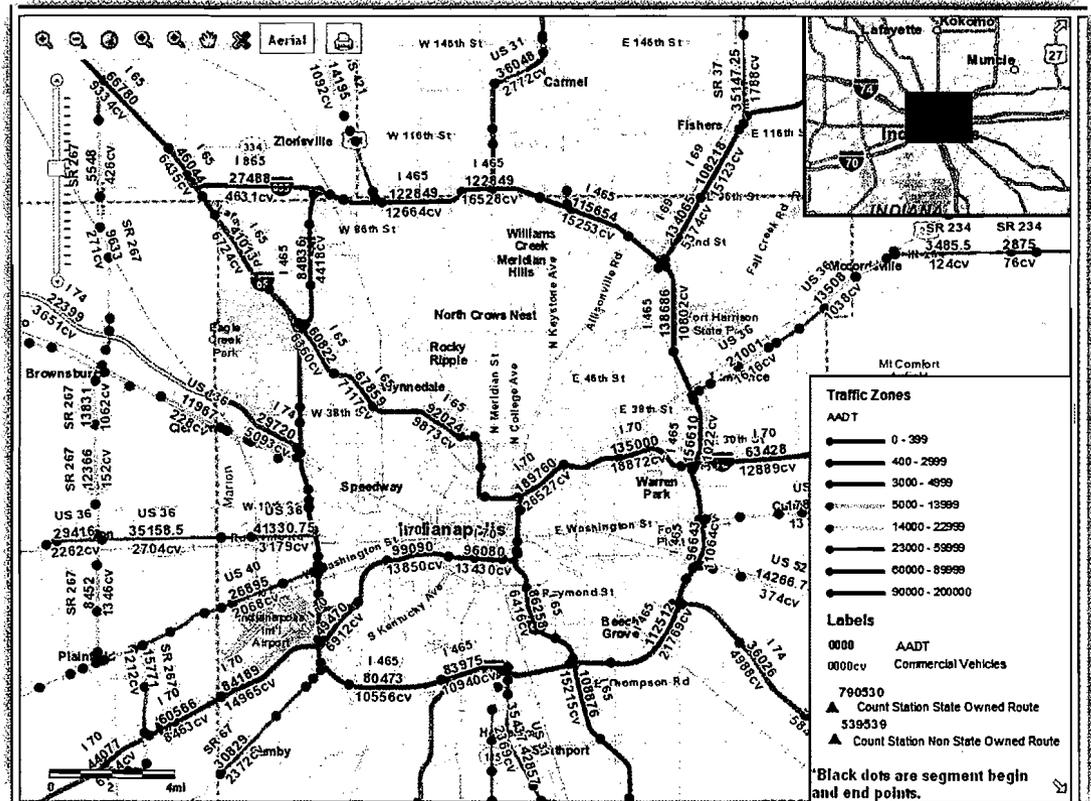
Freight Movement in Indiana

- Over \$500 Billion of freight moves from, to or within Indiana on our highway system.
 - Interstate highway system include more than 1,100 centerline miles (~10% INDOT inventory)
 - Interstate highway system carrier over 35% of the total vehicle miles traveled
- Since 2006, INDOT has invested more than \$7 Billion in hundreds of roadway and bridge projects statewide. National studies indicate that congestion in Indiana substantially decreased during this period.



Indianapolis Metro Area Traffic

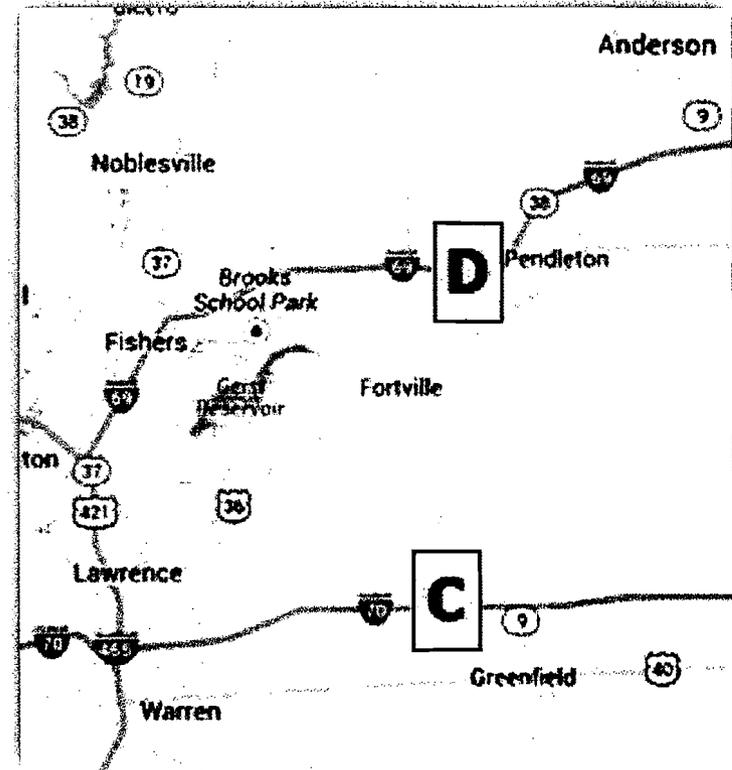
- Current Annual Average Daily Traffic (AADT):
 - I-65 south of I-465 South: 110,000 (~22,000 commercial)
 - I-70 East of I-465 East: 100,000 (~15,000 trucks)
 - I-465 North of East 56th Street: 130,000 (~15,600 commercial)
 - I-69 North of I-465, 140,000 (~11,200 commercial)
 - I-69 North of SR 37 north junction: 60,000 (~9,000 commercial)



Traffic Effects & Cost

Extending from I-70 – I-69

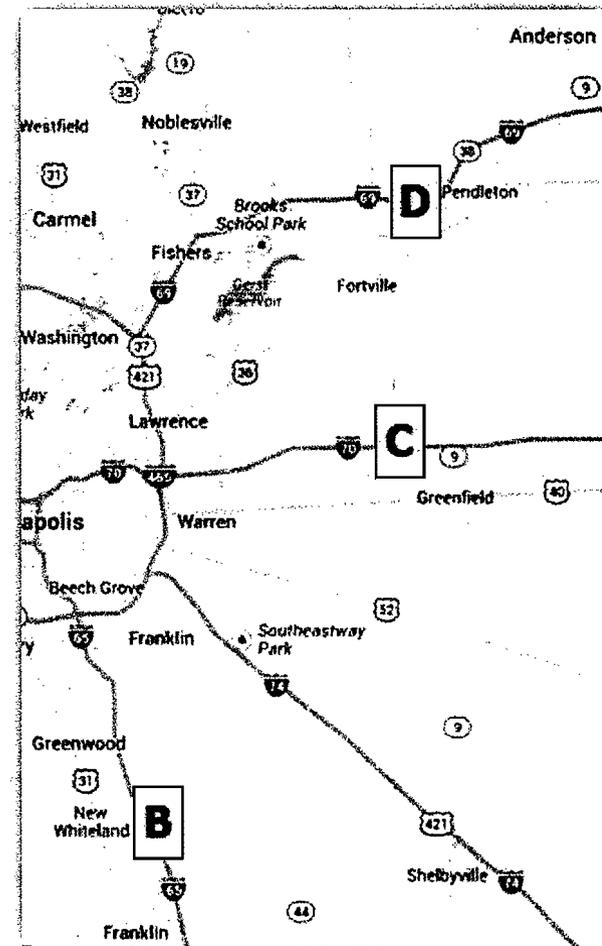
- Mileage
 - Existing 16 miles
 - Est. 13 miles (-3)
- Travel Time
 - Existing 28 minutes
 - Est. 11 minutes (-17)
- Traffic Attraction
 - I-70 – I-69 Est. Daily Traffic: 28,000



Traffic Effects & Cost

Extending from I-65 – I-69

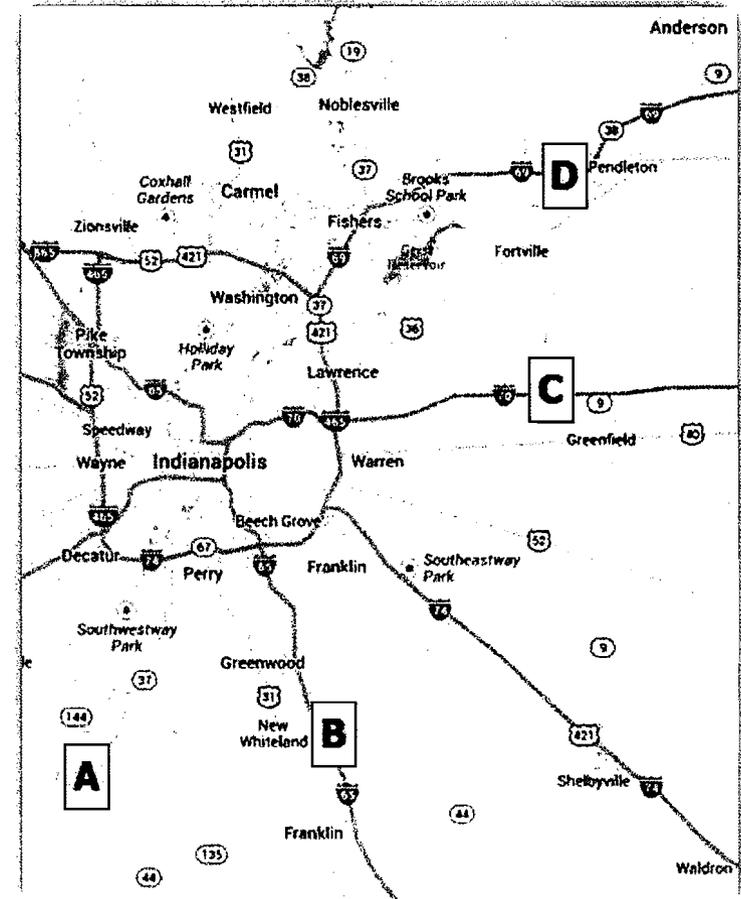
- Mileage
 - Existing 46 miles
 - Est. 40 miles (-6)
- Travel Time
 - Existing 49 minutes
 - Est. 34 minutes (-15)
- Traffic Attraction
 - I-65 – I-70 Est. Daily Traffic: 24,000
 - I-70 – I-69 Est. Daily Traffic: 35,000



Traffic Effects & Cost

Extending from SR 37 – I-69

- Mileage
 - Existing 52 miles
 - Est. 55 miles (+3)
- Travel Time
 - Existing 59 minutes
 - Est. 47 minutes (-12)
- Traffic Attraction
 - SR 37 – I-65 Est. Daily Traffic: 20,000
 - I-65 – I-70 Est. Daily Traffic: 34,000
 - I-70 – I-69 Est. Daily Traffic: 37,000





Thank You



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N755
Indianapolis, Indiana 46204-2216 (317) 232-5533

Mitchell E. Daniels, Jr.,
Governor
Michael B. Cline, Commissioner

Central Indiana
Transit Study
Committee
Meeting 1
August 5, 2013
Exhibit C

Memo

To: Michael B. Cline, Commissioner

Through: Troy Woodruff, Chief of Staff

Through: Audra Blasdel, Director, LPA/MPO & Grant Administration *AB 8/2/12*

From: Larry Buckel, Manager, Office of Transit *LB 7-31-12*

Subject: 2013 PMTF Formula Allocation

Date: July 30, 2012

INDOT is responsible for allocating and administering the state Public Mass Transportation Fund (PMTF) to Indiana's public transit systems. The PMTF is a revenue fund created by the 1980 Indiana General Assembly (IC 8-23-3-8) to assist public transportation in the state.

Transit systems can use the PMTF to match federal transit funding and local funds.

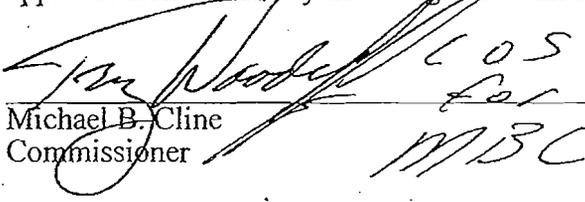
The 2012-13 budget statute also specifies that INDOT allocate the PMTF funds based on a formula approved by the Commissioner of INDOT. The current formula is summarized as follows:

- 1) The formula provides a set-aside to the Northern Indiana Commuter Transportation District (NICTD) of 12.34%.
- 2) The remaining 87.66% of the total allocation is then distributed to the motor-bus transit systems. INDOT then divides these systems into four groups: Large fixed-route, Small fixed-route, Urban Demand Response and Rural Demand Response systems. INDOT allocates funds to each group based on the group's average percentage of total statewide operating expenses from CY 2006, 2007 and 2008.
- 3) Funding is allocated within each group based on performance, as follows:
 - 1/3 Passengers per Operating Expense, measured as passengers carried divided by operating expense, weighted by passengers
 - 1/3 Miles per Operating Expense, measured as total vehicle miles operated divided by operating expense, weighted by total vehicle miles

- 1/3 LDI per Operating Expense, measured as locally derived income (LDI) divided by operating expense, weighted by LDI)

Attached is the state's 2013 Public Mass Transportation Fund allocation. INDOT bases this allocation on the above-mentioned formula, which it has used since 1998. If you concur with this formula distribution, please indicate your approval by signing below and return this memorandum to my office.

After your approval, we will forward a copy of this allocation to the State Budget Agency for their final approval after review by the Budget Committee.


Michael B. Cline
Commissioner

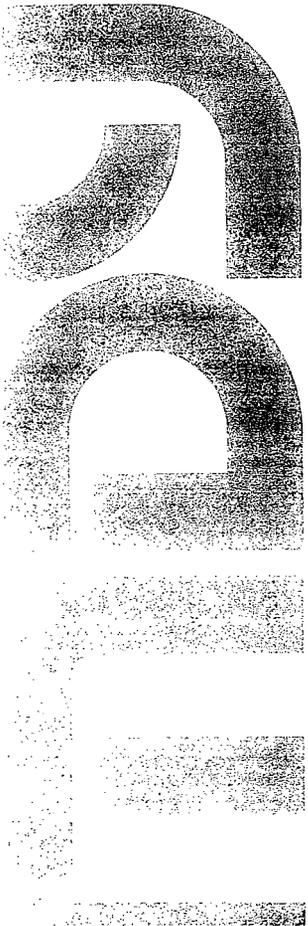
8/2/12
Date

Attachment

INDIANA DEPARTMENT OF TRANSPORTATION
2013 PUBLIC MASS TRANSPORTATION FUND DISTRIBUTION

SYSTEM NAME	2013 DISTRIBUTION	2012 DISTRIBUTION	% CHANGE	\$ CHANGE
Group One				
Bloomington	\$2,569,199	\$2,513,792	2.20%	\$55,407
Evansville	\$2,130,250	\$1,951,369	9.17%	\$178,881
Fort Wayne	\$1,971,788	\$2,058,317	-4.20%	(\$86,529)
Gary	\$728,603	\$901,290	-19.16%	(\$172,687)
Indianapolis	\$10,543,135	\$10,573,121	-0.28%	(\$29,986)
Lafayette	\$3,880,997	\$3,952,341	-1.81%	(\$71,344)
Muncie	\$1,437,464	\$1,489,902	-3.52%	(\$52,438)
South Bend	\$2,128,813	\$2,300,983	-7.48%	(\$172,170)
Subtotal	\$25,390,249	\$25,741,115	-1.36%	(\$350,866)
Group Two				
Anderson	\$355,422	\$331,580	7.19%	\$23,842
Columbus	\$295,148	\$298,611	-1.16%	(\$3,463)
East Chicago	\$290,319	\$323,261	-10.19%	(\$32,942)
Hammond	\$506,267	\$391,193	29.42%	\$115,074
Marion	\$384,053	\$304,821	25.99%	\$79,232
Michigan City	\$247,144	\$276,286	-10.55%	(\$29,142)
Richmond	\$426,435	\$420,882	1.32%	\$5,553
TARC	\$1,228,587	\$1,260,352	-2.52%	(\$31,765)
Terre Haute	\$473,970	\$461,694	2.66%	\$12,276
Subtotal	4,207,345	4,068,680	3.41%	\$138,665
Group Three				
Elkhart	\$628,068	\$679,086	-7.51%	(\$51,018)
Goshen	\$33,403	\$51,823	-35.54%	(\$18,420)
Kokomo	\$605,686	\$508,696	19.07%	\$96,990
LaPorte	\$70,430	\$72,028	-2.22%	(\$1,598)
NIRPC	\$467,655	\$560,794	-16.61%	(\$93,139)
Valparaiso	\$148,693	\$129,415	14.90%	\$19,278
Subtotal	\$1,953,935	\$2,001,842	-2.39%	(\$47,907)
Group Four				
Allen County	\$59,081	55,357	6.73%	\$3,724
Bedford	\$119,977	\$97,830	22.64%	\$22,147
Boone County	\$67,548	\$76,456	-11.65%	(\$8,908)
Cass County	\$456,914	\$470,633	-2.92%	(\$13,719)
Clinton County	\$75,932	\$78,074	-2.74%	(\$2,142)
DeKalb County	\$97,327	\$98,678	-1.37%	(\$1,351)
Fayette County	\$71,099	\$68,695	3.50%	\$2,404
Franklin County	\$127,962	\$123,690	3.45%	\$4,272
Fulton County	\$109,135	\$102,593	6.38%	\$6,542
Hamilton County	\$158,230	\$141,185	12.07%	\$17,045
Hancock County	\$52,113	\$57,815	-9.86%	(\$5,702)
Hendricks County	\$244,480	\$206,397	18.45%	\$38,083
Huntingburg	\$18,261	\$13,206	38.28%	\$5,055
Huntington County	\$102,318	\$84,670	20.84%	\$17,648
Jay/Randolph/Delaware/Blackford/t	\$196,359	\$207,922	-5.56%	(\$11,563)
Johnson County	\$344,499	\$309,268	11.39%	\$35,231
KIRPC	\$223,504	\$247,082	-9.54%	(\$23,578)
Knox County	\$176,495	\$201,869	-12.57%	(\$25,374)
Kosciusko County	\$117,281	\$101,011	16.11%	\$16,270
LaGrange County	\$163,485	\$113,663	43.83%	\$49,822
Madison County	\$70,949	\$69,556	2.00%	\$1,393
Marshall County	\$45,801	\$45,604	0.43%	\$197
Miami Co.	\$80,538	\$75,321	6.93%	\$5,217
Mitchell	\$14,672	\$13,694	7.14%	\$978
Monroe County	\$361,045	\$336,599	7.26%	\$24,446
New Castle	\$80,647	\$76,601	5.28%	\$4,046
Noble County	\$132,367	\$111,519	18.69%	\$20,848
Orange County	\$144,600	\$136,804	5.70%	\$7,796
Rush County	\$50,536	\$45,335	11.47%	\$5,201
Seymour	\$72,049	\$68,628	4.98%	\$3,421
SIDC	\$698,082	\$664,019	5.13%	\$34,063
SIRPC	\$334,990	\$342,642	-2.23%	(\$7,652)
SITS	\$179,620	\$170,662	5.25%	\$8,958
Steuben County	\$82,602	\$78,123	5.73%	\$4,479
Union County	\$80,608	\$71,265	13.11%	\$9,343
Vigo County	\$34,510	\$37,569	-8.14%	(\$3,059)
Wabash County	\$83,350	\$70,598	18.06%	\$12,752
Washington	\$23,529	\$23,082	1.94%	\$447
Waveland	\$9,892	\$7,981	23.94%	\$1,911
Wells County	\$100,405	\$81,991	22.46%	\$18,414
White Co.	\$47,975	\$46,400	3.39%	\$1,575
Whitley Co.	\$64,253	\$84,825	-24.25%	(\$20,572)
Subtotal	\$5,775,020	\$5,514,912	4.72%	\$260,108
Total Groups 1 - 4	\$37,326,549	\$37,326,549	0.00%	\$0
NICTD	\$5,254,502	\$5,254,502	0.00%	\$0
Total:	\$42,581,051	\$42,581,051	0.00%	\$0
GRAND TOTAL	\$42,581,051	\$42,581,051		

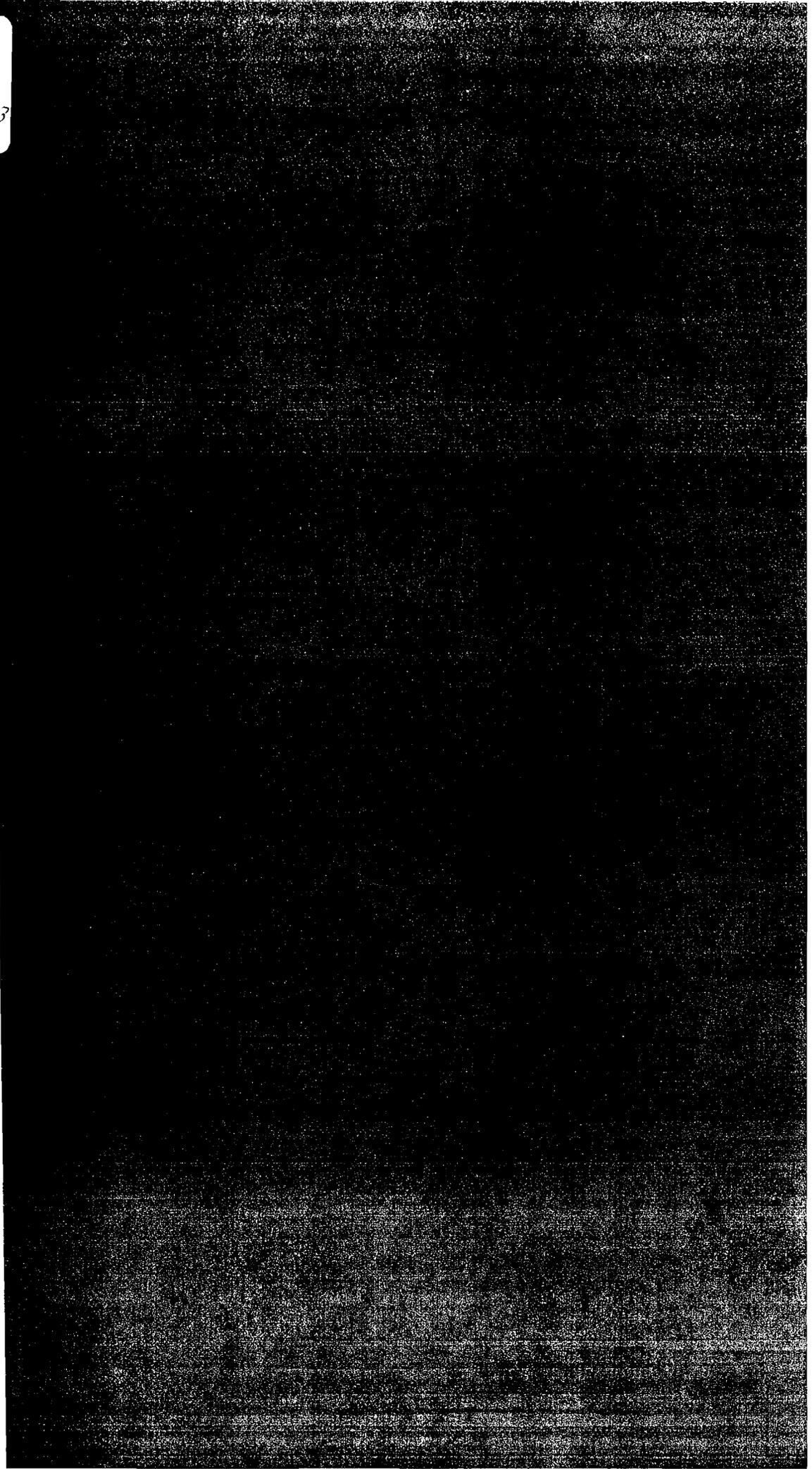
Intral Indiana Transit
Study Committee
Meeting 1 August 5, 2013
Exhibit D



#whatsyourbus

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Indianapolis Public Transportation Corporation

Michael Terry, IndyGo President & CEO
Monday, August 5, 2013



Today's discussion

Fast Facts about IndyGo's current operation

How IndyGo's Budget Works

Challenges & Goals

Efficiencies and Scalability



About IndyGo

Municipal Corporation of Indianapolis – Marion County

More than 500 employees

More than 80% members of ATU Local 1070

24/7 operation

31 local service fixed routes

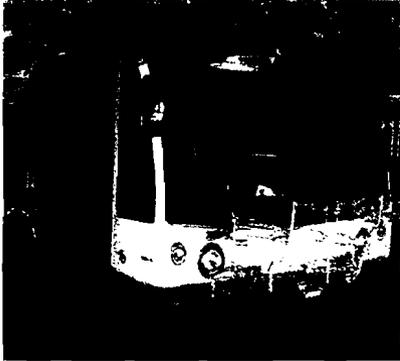
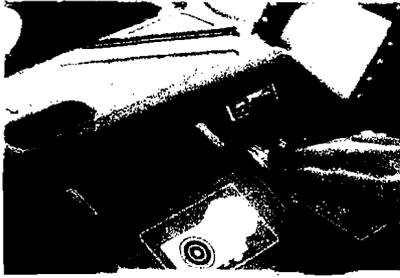
Open Door: County-wide curb-to-curb paratransit service for people with disabilities

Approx. 157 fixed route buses, 74 paratransit vehicles in fleet

Headquarters – 8.5 acres under one roof, west of downtown Indianapolis

Largest transit agency in the State of Indiana





About IndyGo

IPTC Board of Directors & Leadership

Seven-member Board of Directors

Indianapolis Mayor appoints three directors

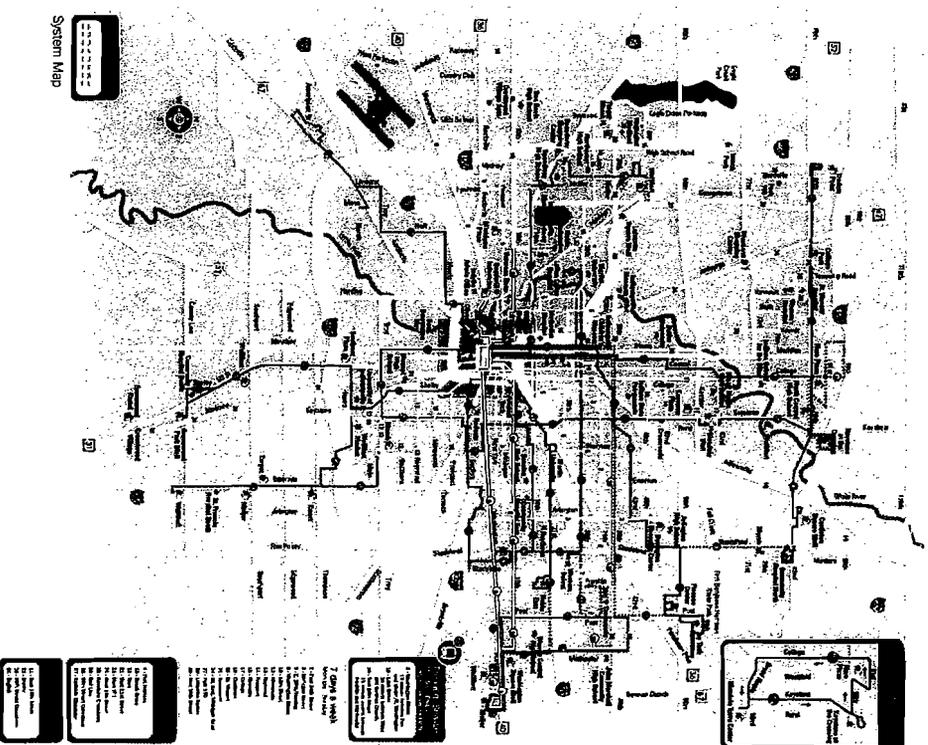
City-County Council appoints four directors

Board approves IndyGo policies relating to operations, contracted services, safety, finance and overall corporation structure

The IndyGo budget is subject to review and approval by both the IndyGo board of directors as well as the City County Council

Current System

31 routes serve Marion County and 27 routes converge downtown.



Open Door Paratransit

Service for persons with disabilities

Must apply and be approved to use the program

Reservations required for service

Open Door is provided throughout Marion County,
exceeding federal requirements

Single fare \$3.50



IndyGo Fares

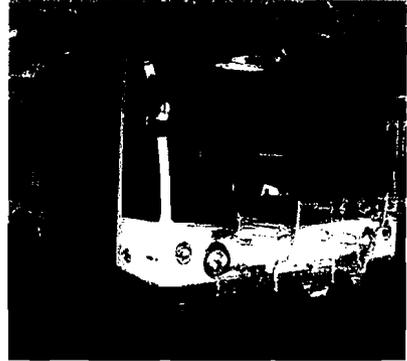
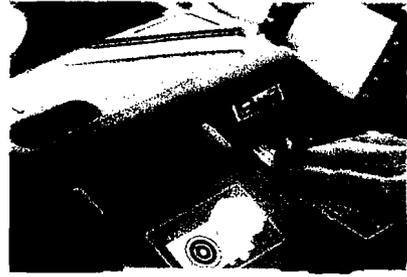
	Full Fare	Half Fare**
Single Ride*	\$1.75	\$0.85
Day Pass*	\$4.00	\$2.00
10-Trip Pass	\$17.50	\$8.50
7-Day Pass	\$20.00	\$10.00
31-Day Pass	\$60.00	\$30.00
S-Pass***	\$30.00	NA
Summer Youth	\$30.00	NA

* Cash accepted on-board for Single Rides and Day Passes

** Proof of eligibility required for half fare

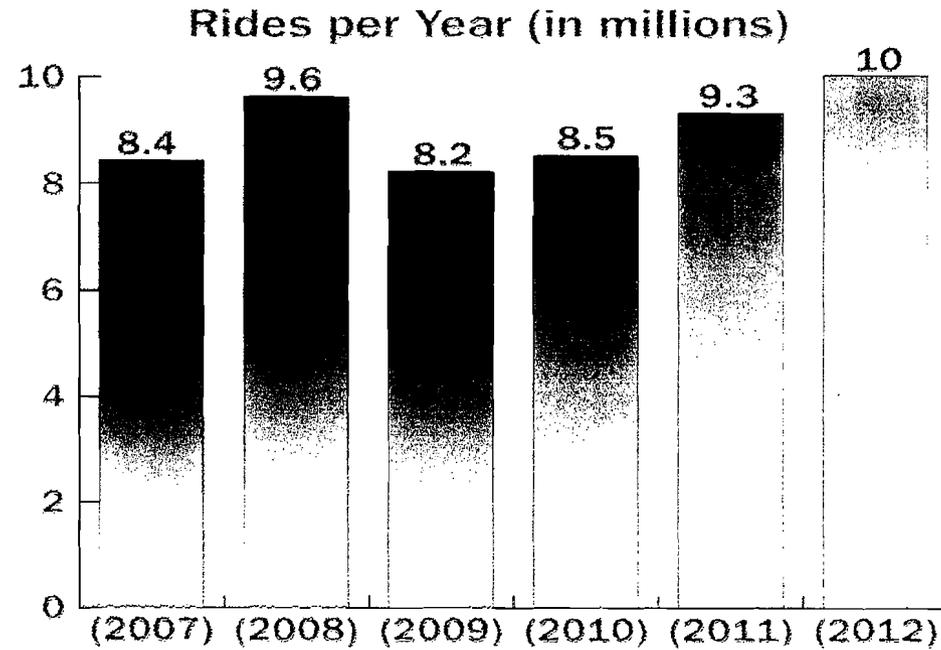
*** S-Passes must be purchased by college or university





Ridership

More than 40,000 daily trips on local fixed route
Over 10M passenger trips in 2012
More than 5M trips in first 6 months of 2013



Customer Interaction

IndyGo.net web site averages more than 50,000 monthly visits

Call Center handles more than 60,000 calls monthly for trip planning and bus schedules

Travel training program

Community partnerships (events and programs)

Public outreach



A screenshot of the IndyGo website homepage. The header includes the IndyGo logo and navigation links: Maps & Schedules, Accessibility, How to Ride, Customer Service, News & Initiatives, Inside IndyGo, Doing Business, and Transit Resources. The main content area features a "Meet the new 86" banner with a bus icon and a route map showing stops: Trader's Point, Nora, Castleton, and Community North Hospital. To the right is a "Quick Trip Planner" with fields for "From:", "To:", and "Depart:". Below the banner is a "FEATURED VIDEO" section with a video player and social media icons for Facebook, YouTube, and Twitter. The "Service Tweets" section shows a tweet about a bus delay. The "IndyGo Services & Connections" section includes icons for the 86 route, IndyGo is Hiring, Airport Transit Service, and Fares. The "newsletter sign-up" section has a "Sign Up" button. The "Latest news" section lists headlines such as "INDYGO INTRODUCES PROPOSED 2014 BUDGET" and "INDYGO SERVICE INTERRUPTIONS EXPECTED FOR BRICKYARD 400".

Funding Facts

Current Operating budget \$65M

Federal dollars, intended for capital, subsidize operating budget (approximately \$10M annually)

Key operating expenses

56% = wages and benefits

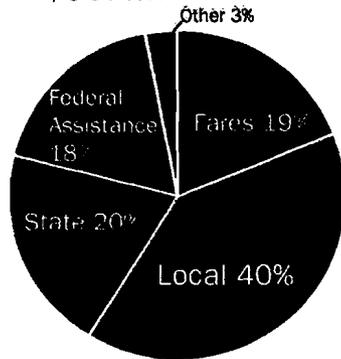
17% = fuel, materials and maintenance

12% = Federally mandated paratransit service
(contracted with private vendor)

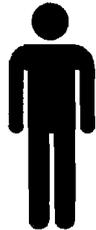


Funding for Operations

Operating Budget
\$53.4M



Population 1.5M



IndyGo - Indianapolis, Indiana

Operating Budget
\$93.1M



Population 1.4M



COTA - Columbus, Ohio



Federal \$\$ for Capital

Intended to support transit infrastructure – IndyGo converts millions of federal dollars annually to sustain operating budget and current service levels

Negative impact on capital replacement program, most notably vehicle replacement (Buses and para transit)

IndyGo relies on competitive grants to procure buses, technology upgrades, security systems and customer outreach (to name a few)

Recent federal awards include State of Good Repair (bus replacement, bus rehab, facility rehab), TSA for security program, CMAQ for customer outreach and hybrid buses, JARC for real time passenger information





Federal Regs

IndyGo follows federal procurement guidelines and regulations (i.e. buy America; DBE goals).

Section 13(c), included in the Federal Transit Law, requires that employee protections, commonly referred to as "protective arrangements" or "Section 13(c) arrangements" must be certified by the Department of Labor and in place, before Federal transit funds can be released to a mass transit provider.

Public transit agencies are required to offer paratransit service within $\frac{3}{4}$ mile of a local fixed route bus; IndyGo provides service throughout the county.

More Federal Regs

Regulations require half fare programs for persons 65 and older and the disabled.

Service design must consider Title VI of the Civil Rights Act of 1964 regarding negative impacts on minority and low income neighborhoods. Title VI also looks at communication to various market segments regarding language translation and outreach; half fare programs, etc.

FTA conducts a triennial review of more than 20 areas of an agency's operation focusing on financial and grant management, asset management, procurement and other compliance requirements.



Goals & Challenges

Transit is designed to work with other modes of transportation to effectively circulate citizens throughout a community

Design focuses on arterial routing with the intent of moving high numbers of people (population density) to trip generators (employment density)

Benefits of a sound transit infrastructure are vast:

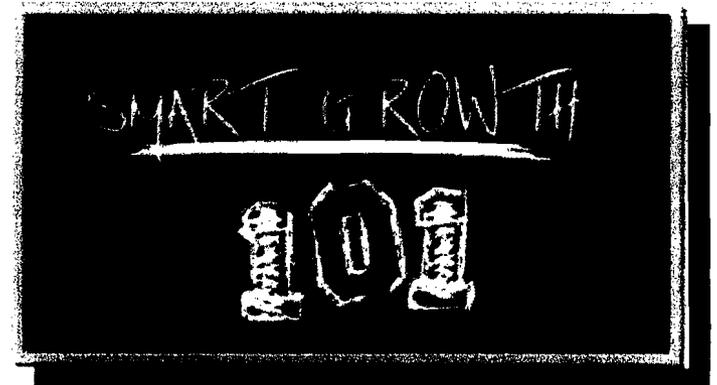
- Affordable for users compared to single car costs

- Compliments smart growth and community redevelopment – focus on design, access, livability, balanced mobility modes

- Mitigates congestion in heavily travelled corridors

- Mobility freedom for the aging population and disabled

- Expanded access to workforce for employers



Challenges

Funding

While the agency has a comprehensive operational analysis (2010 COA, Bus Plan in Indy Connect vision), limited options for local funding prohibit the implementation of recommended service improvements. Immediate goal is to create an operating budget without subsidizing with federal dollars.

Need to utilize federal resources as intended for capital replacement. IndyGo is replacing 1997 and 1998 buses with used buses from Columbus, Ohio.



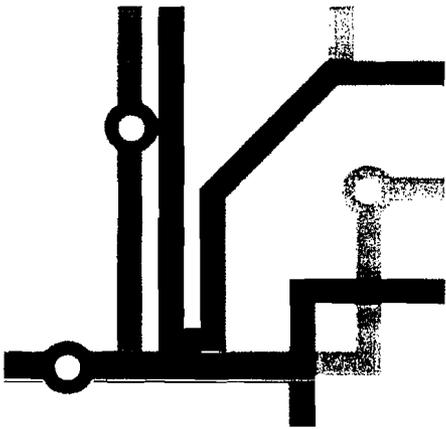
Challenges

Service Design Considerations

Transit planning is a balance of providing service to and from dense residential/employment clusters, while adhering to Title VI requirements

IndyGo's Collective Bargaining Agreement includes provisions on how routes are scheduled (work rules)

Weighing route productivity v. community and political interests



Challenges

Transit Literacy

How to Ride? Many folks lack the basic knowledge of how to use transit. IndyGo continues to create user-friendly tools (Google Trip planning, how to ride videos, enhanced web) to further explain how to ride the bus.

Not all routes are designed (frequency/hours of service) the same. It's a balancing act between public desire and route design.

Higher performing routes lend nicely to higher frequency. Service improvements are like building blocks – when levels reach maximum capacities, further investments are warranted.



Challenges

Understanding that transit commuting patterns are comparable to car commuting patterns

Vehicle size has less of an impact on operating costs than labor

Transfers are necessary for many passengers as origin and destination are not always on the same transit route

Travel times vary based on origin and destination.

While transit travel may not be as “fast” as a car commute, the distance one chooses to live v. their work destination will always impact the length of a commute.



Challenges

Image and Perception

While there is a definite shift in how Indianapolis/Central Indiana thinks about mobility and connectivity, there are still some folks who associate a negative stigma to public transportation, specifically bus service

Safety – riding the bus is no different than sharing other public spaces. IndyGo has internal and external audio and video surveillance on all buses

Convenience – with current route frequencies and hours of operation, there is less of an appeal to “choice” riders – those who have cars, but may use transit if frequencies and hours of operation were increased/expanded



Efficiencies & Scalability

IndyGo is operated efficiently with a balanced budget and is a good steward of tax payer dollars

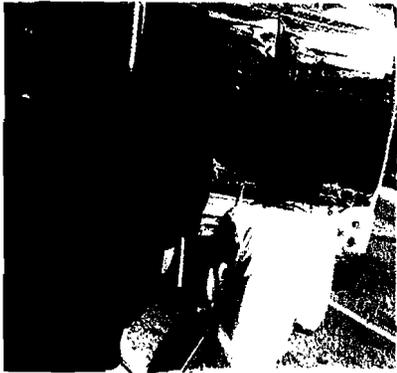
We leverage capital grants for investments which enhance our service delivery

IndyGo employs a diverse workforce, trained transit professionals

We are members of the American Public Transportation Association and serve on committees, present at national conferences and lend our expertise to other transit systems

We have strong, productive and effective relationships with local agencies (Indianapolis MPO, Indianapolis Department of Public Works, and Department of Metropolitan Development)

Our transit planning and infrastructure investments have prepared us to grow – we're scalable



Efficiencies & Scalability

Reduced overtime - routinely less than 5% monthly
Instituted a wellness program and provide an on-site primary healthcare clinic

(healthy workforce and lowering cost of health insurance)



Creatively addressing our bus replacement problem with a three-pronged approach (used, rebuilt, new) - 17 reconditioned 60' articulated buses to be delivered this fall

IndyGo contracts many services with private industry providers (paratransit service, call center operations, shelter maintenance)



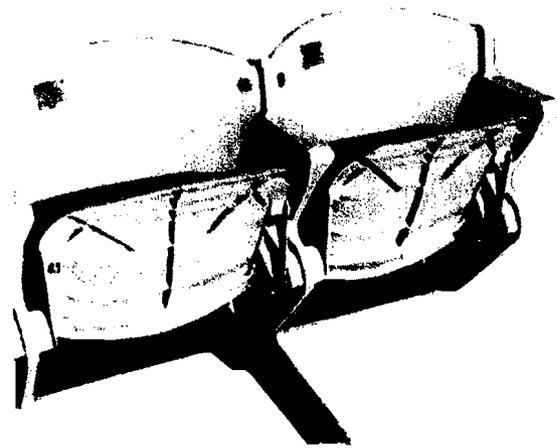
Efficiencies & Scalability

Earn \$400,000 annually through transit advertising on buses and most recently, shelters

Leverage community partnerships through Adopt a stop and PUPstop programs

Partner promotionally with dozens of community organizations

Through the award of competitive grants, we're now investing in "real time" passenger technology including on-street signage, smart phone apps, mobile website, text messaging and call-in options



What's Next?

Continue to manage our budget efficiently, increasing our financial stability with available resources

Continue to educate the public on the value of transit and how to use the existing service and resources

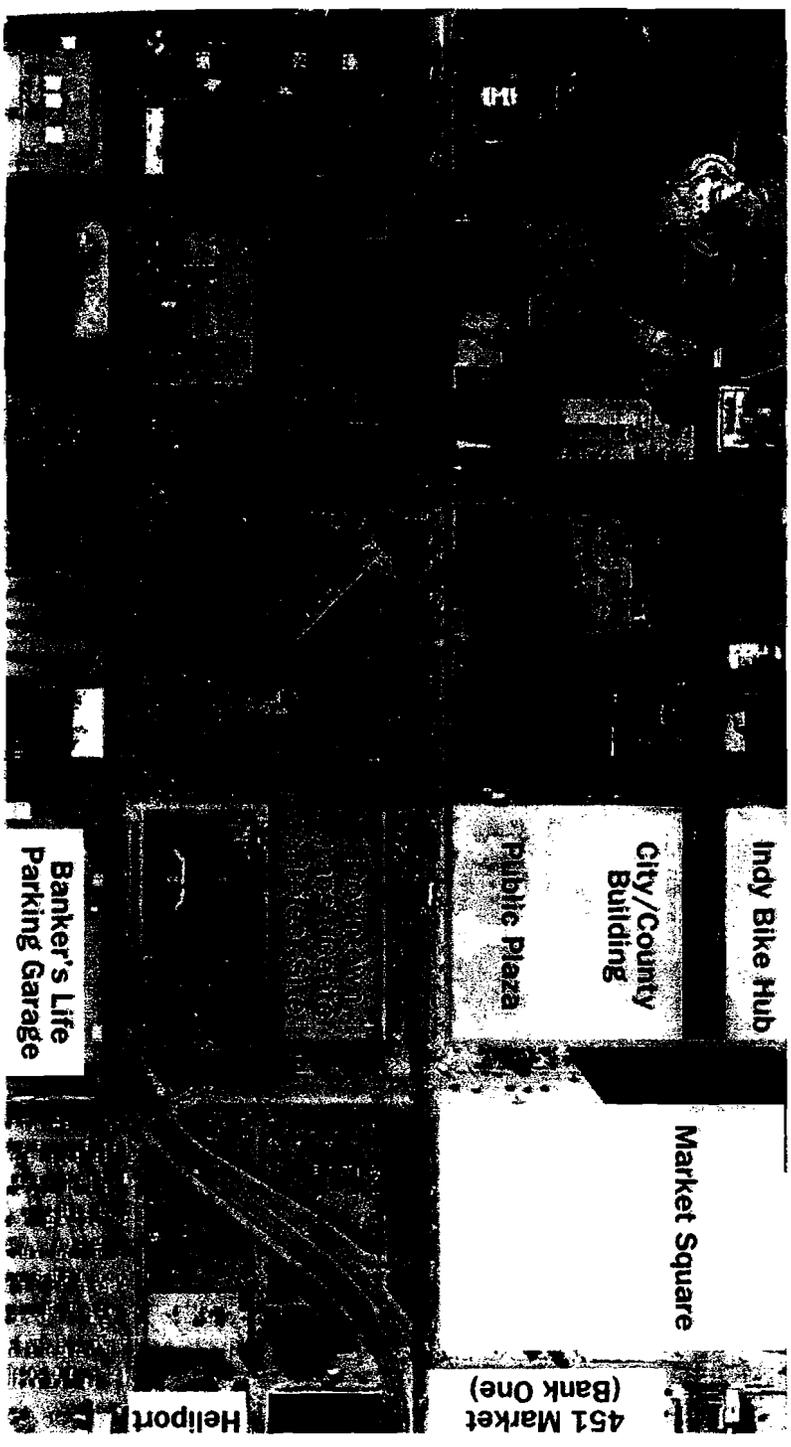
Continue to explore operational efficiencies to streamline how we function and deliver service to the community

Continue to apply for grants, especially for capital needs

Continue to introduce new amenities for our passengers and downtown Indianapolis – the new Downtown Transit Center will open in 2015



Downtown Transit Center



Questions / Comments

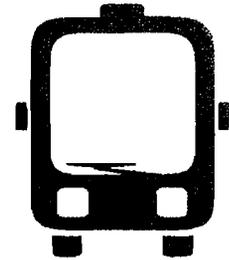
Thank you for this opportunity to share our story.





2013 Fact Sheets

The Indianapolis Public Transportation Corporation, d.b.a. IndyGo, is Indiana's largest public transportation provider. In 2012, IndyGo delivered more than 10.2M passenger trips on its 31 fixed routes and ADA paratransit service.



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 317.635.3344



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Board and Staff

Board of Directors:

IndyGo is led by a seven-member Board of Directors who approve policies relating to operations, contracted services, safety, finance and overall company structure. The Mayor of Indianapolis and the City-County Council of Indianapolis and Marion County appoints the bipartisan group. The Mayor selects three members and the city-county council selects four.

Mobility Advisory Committee:

IndyGo's Mobility Advisory Committee (MAC) is comprised of nine volunteers who meet quarterly in an advisory capacity. The committee advises IndyGo on the provision of public transportation services for individuals with disabilities and provides education to the general public about these transportation needs. Bylaws and appointments are approved by the IndyGo Board of Directors.

Executive Team:

IndyGo's Executive Team includes: President and CEO, Chief Financial Officer, Chief Operating Officer, Chief Legal Counsel, Vice President of Business Development and Vice President of Human Resources.

Staff:

- IndyGo employs more than 450 employees.
- Nearly 400 employees are members of the Amalgamated Local 1070 Transit Union.
- More than 50 employees are non-represented, including administrative, operations and maintenance support staff.

Contracted Services:

IndyGo hires outside contractors for several projects and services, including portions of the ADA paratransit service program (Open Door), the Customer Service Center as well as shelter installation and maintenance.



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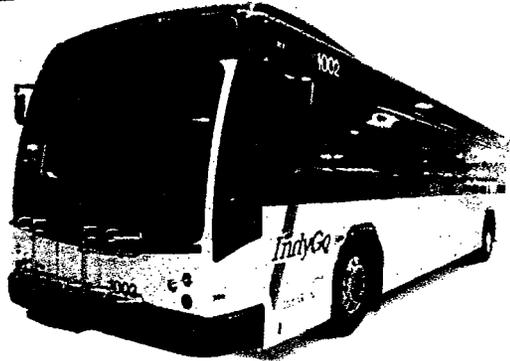
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Corporation Profile

IndyGo provides public bus transit services to the residents and visitors of Marion County taking people to the places that are important to them such as work, school, medical appointments, leisurely activities and more!



Organizational Facts:

- We are a municipal corporation governed by a president and 7-member, bipartisan board.
- The Mayor appoints three board positions and the City-County Council appoints four.
- We employ more than 450 workers, with the majority being members of ATU Local 1070.
- IndyGo's annual operating budget is approximately \$65 million. Our funding comes from federal assistance, state funds, local funds and passenger fares.

Local Fixed Route Service:

- Operates 31 local fixed routes throughout Marion Co. (Routes 8, 10 & 39 are the busiest.)
- Runs on a "hub and spoke" design, which brings the majority of our routes downtown.
- We have nearly 4,000 bus stops and more than 230 shelters in our system.
- Fleet consists of about 155 buses, with 120 being used at peak pullout.
- Delivers nearly 34,000 passenger trips each weekday, totaling more than 9M trips a year.
- System-wide, buses average more than 20,000 in-service miles on weekdays.
- All buses are ADA accessible and have two- or three-unit bike racks.

ADA Paratransit Service (Open Door):

- Reservation-based service for the elderly and/or disabled who are unable to access our local fixed routes. Riders must go through a formal certification process.
- ADA requires paratransit buses to operate within $\frac{3}{4}$ of a mile from a fixed route. Open Door goes beyond this requirement to serve all of Marion Co.
- Buses are smaller than fixed route buses. Paratransit fleet consists of about 80 vehicles.
- Delivers nearly 950 passenger trips each weekday and more than 250,000 per year.
- All together, paratransit buses average more than 9,000 in service miles on weekdays.
- To meet the growing demand for paratransit service, Open Door riders can purchase taxi vouchers from us as an affordable travel option or ride local fixed route service for free.

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Facility

IndyGo currently operates from an 8.5-acre facility at 1501 W. Washington Street. Dedicated for service in 1985, this location houses:



- A bus storage area, also referred to as the “tracks,” for about 155 buses.
- A maintenance garage that employs more than 30 mechanics and is open 24/7.
- Fuel bays and wash racks where buses are serviced every day.
- A radio room and service center to manage operational needs.
- A state-of-the-art training center for professional coach operators.
- A medical clinic to serve the company’s more than 450 employees.
- Offices for all administrative staff.

Over the past few years, IndyGo has been using federal formula dollars, stimulus funds from the 2009 American Recovery and Reinvestment Act, and FTA State of Good Repair money to improve its facility with garage upgrades and building updates, improving IndyGo’s productivity and efficiency while lowering maintenance costs.

IndyGo’s facility incorporates the historic site that was once the location of the Duesenberg Automobile and Motors Company, Inc. in Indianapolis. This 1921 building is listed on the National Historic Register, and IndyGo is continually sensitive to the building’s historical importance.



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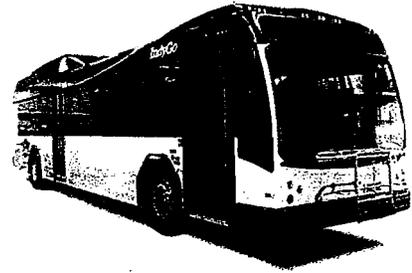


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Fleet Facts



IndyGo provides public bus transit services to the residents and visitors of Marion County - taking people to the places that are important to them such as work, school, medical appointments, leisurely activities and more!



Fixed Route Fleet:

- Consists of approximately 155 buses total, with 120 used at peak pullout.
- Thirteen buses are hybrid-electric models.
- Delivers nearly 34,000 passenger trips each weekday, totaling more than 9 million passenger trips per year.
- Each fixed route bus travels approximately 45,000 miles per year.
- A standard 40-foot bus typically holds up to 120 gallons of diesel fuel.
- Fleet used nearly 1.7 million gallons in 2012.
- All buses are ADA accessible and have two- or three-unit bike racks.
- CAD/AVL equipment calculates bus locations in real time.
- Buses have high-tech audio/video surveillance equipment on board.
- Automated stop announcements are featured on all buses.
- All buses feature state-of-the-art fareboxes and automated passenger counters.
- One-way passenger fare is \$1.75, operating cost per trip ranges from about \$4 - \$11.
- Fixed route buses operate along 30 local service routes throughout Marion County.
- Current fleet is comprised of 1997 – 2010 year models. Most buses are standard diesel, but hybrid electric-diesel buses are integrated into the fleet.
- Bus replacement based on age and mileage of the vehicles as well as available funding. The replacement plan includes both mid-life rebuilds and the procurement of used and new buses.

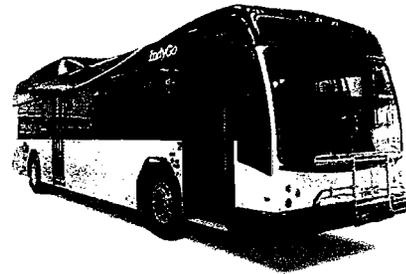
ADA Paratransit Fleet (Open Door):

- Reservation-based service for the elderly and/or disabled.
- Eligible riders must go through a formal certification process.
- The ADA accessible paratransit fleet consists of about 80 vehicles.
- Delivers nearly 950 passenger trips each weekday, 250,000 passenger trips per year.
- All together, paratransit buses average over 9,000 miles in service on weekdays.
- One-way passenger fare is \$3.50, operating cost per trip is approximately \$35.
- ADA paratransit service (Open Door) buses operate throughout Marion County, exceeding the ADA requirement of operating within $\frac{3}{4}$ of a mile from a fixed route.



Hybrid Buses

IndyGo is proud to operate hybrid buses in our fleet as they further accelerate the company's "Go Green" sustainability initiative. Bus service, in general, is a "greener" way to travel, but these hybrids will do even more to reduce the environmental impact on the city as well as lessen the community's dependence on fossil fuels.



Hybrid Benefits:

- Hybrids burn less fuel, generating 99.84% fewer emissions than conventional buses.
- Reduced emissions equals less smog, greenhouse gases and public health issues.
- Hybrids average 5.6 miles per gallon, whereas conventional buses average 4.1.
- Hybrids offer smoother, quieter rides and reduce diesel exhaust odor.

How Hybrid Buses Work:

- Hybrids use two power sources: electricity and diesel fuel (similar to a hybrid car).
- Bus batteries store energy and recharge when the bus decelerates.
- When the power demand exceeds battery capacity, engine provides extra energy.
- Stored electricity is used for cleaner and smoother propulsion.
- A computer controls the output of the two power sources for maximum efficiency.

Purchasing Information:

IndyGo procured 11 hybrid buses in 2010 using grant dollars (with the upgrade to hybrids made possible by an electric hybrid grant initiated by Senator Richard Lugar) and in 2013 will procure an additional 4 with CMAQ funds.

- Hybrid buses cost approximately \$600,000 each
- Conventional buses cost nearly \$400,000 each

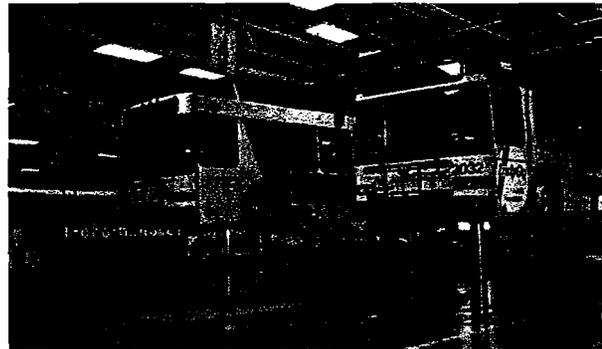
Quick Stats:

- Manufactured by California-based GILLIG Corporation
- Diesel-fueled combustion engine built by Cummins
- Hybrid propulsion technology from Allison Transmission
- 40' low-floor model with BRT styling, seats 38 people
- Fuel capacity of 120 gallons (ultra low-sulfur diesel fuel)
- Same reliability as a traditional propulsion engine bus
- Life cycle of 12 years—same as a conventional diesel bus



Vehicle Maintenance

Inside IndyGo's 8.5-acre facility, the vehicle maintenance area is open 24 hours a day, 7 days a week to fully service the fleet of approximately 155 fixed route buses. Everything from oil changes to brakes to engine repair to body work takes place here.



Garage

- The maintenance team consists of nearly 80 employees.
- Mechanics work on bus model years that range from 1997 to 2010.
- Each fixed route bus travels approximately 45,000 miles per year.
- Mechanics participate in yearly refresher courses on all aspects of bus maintenance.
- Maintenance stays current with technology to continuously streamline its efforts.
- Computer diagnostic “crash carts” move around the garage to pinpoint bus problems.
- A comprehensive preventative maintenance plan is in place to deal with an aging fleet.

Fuel Stations and Wash Rack Service Line

- Two stations pump approximately 7,500 gallons of diesel fuel per day into the bus fleet.
- A 40-foot bus typically holds 120 gallons of ultra-low sulfur diesel fuel.
- Buses are cleaned every night with eco-friendly, non-toxic cleaners.
- The wash rack collects water runoff during the bus wash cycle, filters the dirty water and reuses it for the next wash cycle.

Mid-Life Rebuilds on 2003 Buses

In late 2011, IndyGo began using federal State of Good Repair funds to rehabilitate 24 of its 40-foot, low-floor buses that were built by Gillig in 2003. Rehabilitating these buses in their current state will increase their useful lives an additional 10 years and play a significant role in allowing IndyGo to drive the fleet towards its lowest operational cost of the past six years. The total cost per bus to rehabilitate is approximately \$125,000 compared to replacement cost of approximately \$400,000.



Rider Profile



According to the 2009 On-Board Passenger Survey, the core IndyGo ridership has been heavily influenced by socio-economic and transit-dependency factors. However, in years since, IndyGo has seen steady growth and enjoyed successful partnerships that have elevated the community's awareness of transit options. The 2009 data indicates that IndyGo has opportunities to greatly expand ridership if more resources become available to improve service (i.e., frequency and hours of operation). In 2013, service improvements are expected to attract more riders and drive current riders to use the service more frequently.

2009 Passenger Survey Stats

- Approximately 75% of IndyGo riders are between the ages of 25-64 (the working-age population). This will continue to be the key market segment from which to grow ridership.
- While 65% of IndyGo riders are employed (and 44% hold full-time jobs), nearly 70% of riders report a household income of less than \$25,000 a year.

Purpose of Travel

- More than 50% of riders are transit-dependent (i.e., they are from households that do not own a vehicle). Of riders, 78% do not have a vehicle available to them for travel even if their household has a vehicle, and 60% of IndyGo riders do not have a drivers license.

2012 Ridership

IndyGo continues to see steady growth in ridership, demonstrating the demand for transportation options. In 2012, residents and visitors used IndyGo to take more than 10.2M trips. IndyGo's three most popular fixed routes consistently perform above average, each delivering more than 100,000 rides per month.

- Route 39, East 38th Street
- Route 8, Washington
- Route 10, 10th Street

Combined, these three routes account for more than 1/3 of all rides on the IndyGo system.

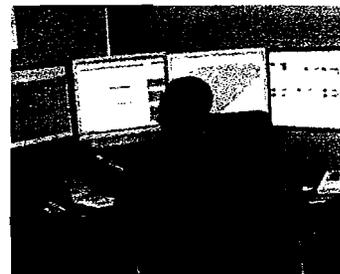
Annual Ridership

2012 - 10,243,610
2011 - 9,207,465
2010 - 8,358,227
2009 - 8,032,172
2008 - 9,404,084
2007 - 8,379,600



Transit Technology

Advanced technology plays a key role in shaping IndyGo's transit system, which consists of 31 local service routes and ADA paratransit service (Open Door).



CAD/AVL

IndyGo uses Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) systems for its approximately 155 fixed route and 80 paratransit buses, which allows the company to improve:

- On-time performance and service efficiency.
- Response times to incidents and emergencies.
- Communications between supervisors, dispatchers and operators.
- Customer experience. Real-time arrivals will be available soon.



Radio Room

All professional coach operators communicate with a central radio room. Bus schedules are planned to allow for minor delays, but there are a variety of circumstances that can upset the logistical timing of a route, such as bus breakdowns, construction, or unexpected traffic gridlock.

Our radio room dispatchers are trained to respond quickly and efficiently to keep the buses arriving at their destinations on time.

HASTUS

This integrated and modular software solution assists IndyGo with transit scheduling, operations and customer information, including the company's Online Trip Planner and passenger comment database.

GFI Fareboxes

IndyGo uses state-of-the-art bus fareboxes to validate and process coins, bills and magnetic fare passes. This equipment is transaction-based so it generates revenue reports, card usage reports and security/audit reports.

Audio and Video Surveillance Equipment

All IndyGo buses are equipped with high-tech audio and video surveillance equipment to deter crime, help the police in identifying and prosecuting any wrongdoers as well as assisting in risk management and claims settling.



Search pages: IndyGo



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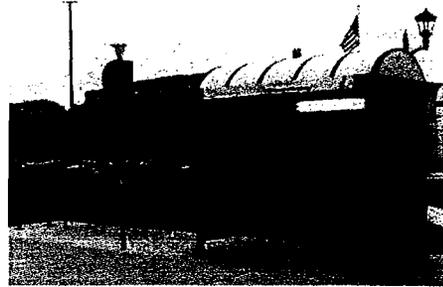
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IndyGo.net
317.635.3344

Transit Amenities

Using federal funds, IndyGo has the ability to add transit amenities (including benches, bike racks, shelters and solar lights) to its bus stops throughout the city. However, our organization can't install these amenities everywhere as it has to follow all ADA guidelines and City of Indianapolis's requirements.



Bus Stops:

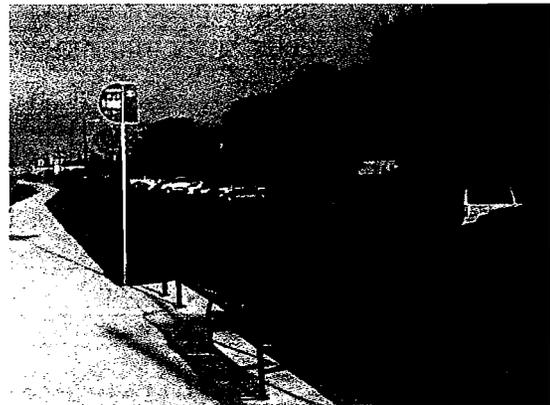
- We have nearly 4,000 bus stops in our system. More than 300 bus stops include transit amenities, more than 230 stops have a shelter.
- Most bus stops are placed in the City's right-of-way.
- Ideal bus stop spacing for local service is ¼ mile.
- Passenger counters on buses track average daily ridership by stop, which helps determine if a stop warrants improvement.
- IndyGo staff manages contractors for maintenance, engineering and building stops.

Bus Turnouts

A bus turnout is a designated area on the side of a main road where buses can stop in order to pick up and drop off passengers. Bus turnouts (also known as pull-offs, pull-outs, bus bays, etc.) are meant to decrease the disruption of traffic along the main road and improve passenger safety during boarding and alighting. Currently, there are nearly 10 bus turnouts in Indianapolis.

Adopt-A-Stop Program

IndyGo's Adopt-A-Stop program is a great way for individuals, businesses and community groups to help the community and publicly show they take pride in their neighborhoods. Currently more than 150 stops are adopted throughout the city.





December 2012

Current Month			IndyGo		Year to Date	
Dec-11	Dec-12	% Change	Fixed Route Ridership	2011	2012	% Change
19,183	19,316	0.7%	2 E. 34th St.	218,484	252,665	15.6%
28,853	27,384	-5.1%	3 Michigan St.	352,323	363,769	3.2%
20,368	19,044	-6.5%	4 Fort Harrison	236,530	267,916	13.3%
34,579	31,537	-8.8%	5 E. 25th/N.Harding	407,850	424,019	4.0%
109,258	105,273	-3.6%	8 Washington St.	1,252,417	1,356,751	8.3%
95,971	87,196	-9.1%	10 10th St.	1,060,280	1,158,069	9.2%
6,032	5,230	-13.3%	11 E. 16th St.	68,156	79,195	16.2%
4,175	4,397	5.3%	12 Minnesota	52,509	51,868	-1.2%
3,028	2,808	-7.3%	13 Raymond	35,659	36,758	3.1%
8,506	7,576	-10.9%	14 Prospect	100,546	103,894	3.3%
22,022	21,048	-4.4%	15 Riverside	270,867	277,625	2.5%
11,733	11,158	-4.9%	16 Beech Grove	136,543	156,143	14.4%
27,478	25,723	-6.4%	17 College	331,599	345,643	4.2%
18,729	15,977	-14.7%	18 Nora	219,469	222,263	1.3%
29,465	27,951	-5.1%	19 Castleton	342,768	368,440	7.5%
15,503	13,759	-11.2%	21 East 21st St.	180,637	185,436	2.7%
9,640	9,157	-5.0%	22 Shelby	106,878	125,190	17.1%
9,674	8,729	-9.8%	24 Mars Hill	112,141	126,053	12.4%
17,153	15,511	-9.6%	25 W. 16th St.	196,590	215,584	9.7%
15,944	15,122	-5.2%	26 Keystone	175,508	197,000	12.2%
18,123	17,786	-1.9%	28 St. Vincent	222,343	242,789	9.2%
8,697	8,357	-3.9%	30 30th St.	105,582	120,237	13.9%
25,206	24,606	-2.4%	31 Greenwood	293,654	334,340	13.9%
23,651	21,385	-9.6%	34 Michigan Rd.	276,247	288,583	4.5%
41,196	40,654	-1.3%	37 Park 100	493,847	538,426	9.0%
39,223	38,036	-3.0%	38 Lafayette Square	462,007	507,702	9.9%
104,740	96,879	-7.5%	39 E. 38th St.	1,229,267	1,326,276	7.9%
8,351	5,160	-38.2%	50 Red Line	128,509	98,453	-23.4%
3,798	4,386	15.5%	55 English	45,835	52,627	14.8%
9,349	8,614	-7.9%	87 Eastside Circulator	82,200	109,036	32.6%
955	612	-35.9%	Others	10,220	9,401	-8.0%
790,583	740,371	-6.4%	Total	9,207,465	9,942,151	8.0%

The "others" category represents a compilation of unallocated trips reported on the monthly GFI Fare Box report. These trips count as ridership, but are not allocated to a specific route.

Flexible and Contracted Services						
13,148	12,846	-2.3%	Open Door Riders on Fixed Route	149,924	166,183	10.8%
20,163	19,325	-4.2%	Open Door	250,392	266,685	6.5%
583	508	-12.9%	Open Door Taxi Vouchers	6,420	6,675	4.0%
5	27	440.0%	Late Night Flex Taxi Vouchers	36	27	-25.0%
2,233		-100.0%	205 Airport Express	45,919	34,774	-24.3%
50,848	33,201	-34.7%	31 Day S-Pass	539,127	558,225	3.5%



January 2013

Current Month			IndyGo	Year to Date		
Jan-12	Jan-13	% Change	Fixed Route Ridership	2012	2013	% Change
19,157	21,350	11.4%	2 E. 34th St.	19,157	21,350	11.4%
29,648	30,722	3.6%	3 Michigan St.	29,648	30,722	3.6%
21,195	21,027	-0.8%	4 Fort Harrison	21,195	21,027	-0.8%
33,488	34,750	3.8%	5 E. 25th/N.Harding	33,488	34,750	3.8%
112,039	111,751	-0.3%	8 Washington St.	112,039	111,751	-0.3%
97,671	96,237	-1.5%	10 10th St.	97,671	96,237	-1.5%
5,998	7,014	16.9%	11 E. 16th St.	5,998	7,014	16.9%
3,743	4,937	31.9%	12 Minnesota	3,743	4,937	31.9%
3,453	3,172	-8.1%	13 Raymond	3,453	3,172	-8.1%
8,931	8,415	-5.8%	14 Prospect	8,931	8,415	-5.8%
22,379	22,841	2.1%	15 Riverside	22,379	22,841	2.1%
12,267	12,484	1.8%	16 Beech Grove	12,267	12,484	1.8%
28,620	27,863	-2.6%	17 College	28,620	27,863	-2.6%
19,205	19,617	2.1%	18 Nora	19,205	19,617	2.1%
29,447	29,000	-1.5%	19 Castleton	29,447	29,000	-1.5%
16,550	16,070	-2.9%	21 East 21st St.	16,550	16,070	-2.9%
10,073	10,402	3.3%	22 Shelby	10,073	10,402	3.3%
9,690	10,370	7.0%	24 Mars Hill	9,690	10,370	7.0%
16,202	16,578	2.3%	25 W. 16th St.	16,202	16,578	2.3%
15,702	16,192	3.1%	26 Keystone	15,702	16,192	3.1%
19,447	19,548	0.5%	28 St. Vincent	19,447	19,548	0.5%
9,270	9,718	4.8%	30 30th St.	9,270	9,718	4.8%
28,228	27,586	-2.3%	31 Greenwood	28,228	27,586	-2.3%
22,925	22,155	-3.4%	34 Michigan Rd.	22,925	22,155	-3.4%
40,653	43,720	7.5%	37 Park 100	40,653	43,720	7.5%
40,407	41,308	2.2%	38 Lafayette Square	40,407	41,308	2.2%
107,622	107,263	-0.3%	39 E. 38th St.	107,622	107,263	-0.3%
10,062	7,081	-29.6%	50 Red Line	10,062	7,081	-29.6%
4,402	3,660	-16.9%	55 English	4,402	3,660	-16.9%
8,175	9,108	11.4%	87 Eastside Circulator	8,175	9,108	11.4%
1,022	91	-91.1%	Others	1,022	91	-91.1%
807,671	812,030	0.5%	Total	807,671	812,030	0.5%

The "others" category represents a compilation of unallocated trips reported on the monthly GFI Fare Box report. These trips count as ridership, but are not allocated to a specific route.

Flexible and Contracted Services						
14,154	13,019	-8.0%	Open Door Riders on Fixed Route	14,154	13,019	-8.0%
21,924	23,069	5.2%	Open Door	21,924	23,069	5.2%
592	532	-10.1%	Open Door Taxi Vouchers	592	532	-10.1%
0	0	#DIV/0!	Late Night Flex Taxi Vouchers	0	0	#DIV/0!
2,115			205 Airport Express	2,115		
58,206	41,861	-28.1%	31 Day S-Pass	58,206	41,861	-28.1%



February 2013

Current Month			IndyGo		Year to Date	
Feb-12	Feb-13	% Change	Fixed Route Ridership	2012	2013	% Change
20,594	19,828	-3.7%	2 E. 34th St.	122,182	107,142	-12.3%
29,047	28,211	-2.9%	3 Michigan St.	181,633	147,082	-19.0%
21,417	19,956	-6.8%	4 Fort Harrison	130,029	104,363	-19.7%
34,671	32,510	-6.2%	5 E. 25th/N.Harding	208,709	172,299	-17.4%
110,614	108,636	-1.8%	8 Washington St.	673,554	590,584	-12.3%
92,543	90,386	-2.3%	10 10th St.	578,936	497,269	-14.1%
6,597	5,803	-12.0%	11 E. 16th St.	40,347	29,777	-26.2%
3,883	4,163	7.2%	12 Minnesota	24,488	24,932	1.8%
3,012	3,007	-0.2%	13 Raymond	18,837	15,443	-18.0%
8,822	7,868	-10.8%	14 Prospect	51,816	41,095	-20.7%
22,997	20,415	-11.2%	15 Riverside	136,390	109,698	-19.6%
12,981	11,529	-11.2%	16 Beech Grove	78,803	64,372	-18.3%
28,934	26,112	-9.8%	17 College	175,241	140,238	-20.0%
17,701	16,816	-5.0%	18 Nora	111,002	88,600	-20.2%
29,751	26,731	-10.2%	19 Castleton	182,129	144,237	-20.8%
14,021	15,009	7.0%	21 East 21st St.	92,178	77,999	-15.4%
9,905	10,197	2.9%	22 Shelby	60,577	50,432	-16.7%
10,102	9,471	-6.2%	24 Mars Hill	64,017	50,615	-20.9%
18,556	15,812	-14.8%	25 W. 16th St.	108,178	84,468	-21.9%
16,321	15,533	-4.8%	26 Keystone	96,406	82,732	-14.2%
19,576	17,934	-8.4%	28 St. Vincent	119,730	93,013	-22.3%
9,931	9,650	-2.8%	30 30th St.	57,932	51,759	-10.7%
26,544	25,823	-2.7%	31 Greenwood	169,200	142,260	-15.9%
24,675	22,251	-9.8%	34 Michigan Rd.	146,517	126,606	-13.6%
44,502	39,543	-11.1%	37 Park 100	255,184	209,477	-17.9%
41,536	36,937	-11.1%	38 Lafayette Square	251,448	195,694	-22.2%
105,628	107,935	2.2%	39 E. 38th St.	654,786	567,185	-13.4%
6,270	7,046	12.4%	50 Red Line	52,864	32,880	-37.8%
4,182	3,504	-16.2%	55 English	26,123	20,609	-21.1%
8,718	8,727	0.1%	87 Eastside Circulator	52,717	44,530	-15.5%
1,414	43	-97.0%	Others	5,093	155	-97.0%
805,445	767,386	-4.7%	Total	4,927,046	4,107,545	-16.6%

The "others" category represents a compilation of unallocated trips reported on the monthly GFI Fare Box report. These trips count as ridership, but are not allocated to a specific route.

Flexible and Contracted Services						
13,352	18,616	39.4%	Open Door Riders on Fixed Route	81,206	75,497	-7.0%
21,825	23,360	7.0%	Open Door	135,365	115,058	-15.0%
527	758	43.8%	Open Door Taxi Vouchers	3,365	3,155	-6.2%
0	0	#DIV/0!	Late Night Flex Taxi Vouchers	0	1	#DIV/0!
4,964			205 Airport Express	23,775		
35,423	35,977	1.6%	31 Day S-Pass	286,337	219,857	-23.2%



March 2013

Current Month			IndyGo Fixed Route Ridership	Year to Date		
Mar-12	Mar-13	% Change		2012	2013	% Change
20,838	22,176	6.4%	2 E. 34th St.	59,954	63,354	5.7%
30,998	28,551	-7.9%	3 Michigan St.	92,175	87,484	-5.1%
22,394	20,577	-8.1%	4 Fort Harrison	65,298	61,560	-5.7%
35,770	34,319	-4.1%	5 E. 25th/N.Harding	105,275	101,579	-3.5%
114,665	120,170	4.8%	8 Washington St.	342,041	340,557	-0.4%
101,177	98,404	-2.7%	10 10th St.	300,241	285,027	-5.1%
6,981	5,895	-15.6%	11 E. 16th St.	19,778	18,712	-5.4%
4,350	4,608	5.9%	12 Minnesota	12,555	13,708	9.2%
3,120	2,923	-6.3%	13 Raymond	9,757	9,102	-6.7%
8,667	8,111	-6.4%	14 Prospect	25,836	24,394	-5.6%
23,064	20,712	-10.2%	15 Riverside	68,404	63,968	-6.5%
13,490	12,511	-7.3%	16 Beech Grove	39,202	36,524	-6.8%
29,393	28,241	-3.9%	17 College	89,471	82,216	-8.1%
18,964	16,451	-13.3%	18 Nora	58,291	52,884	-9.3%
31,297	28,305	-9.6%	19 Castleton	91,383	84,036	-8.0%
16,074	15,636	-2.7%	21 East 21st St.	48,669	46,715	-4.0%
10,039	9,652	-3.9%	22 Shelby	30,414	30,251	-0.5%
12,454	9,323	-25.1%	24 Mars Hill	32,902	29,164	-11.4%
18,641	16,645	-10.7%	25 W. 16th St.	52,552	49,035	-6.7%
16,502	15,874	-3.8%	26 Keystone	48,054	47,599	-0.9%
20,174	18,239	-9.6%	28 St. Vincent	60,456	55,721	-7.8%
9,833	10,143	3.2%	30 30th St.	28,302	29,511	4.3%
29,499	28,203	-4.4%	31 Greenwood	87,166	81,612	-6.4%
24,975	25,415	1.8%	34 Michigan Rd.	70,925	69,821	-1.6%
42,704	41,233	-3.4%	37 Park 100	126,078	124,496	-1.3%
43,288	37,247	-14.0%	38 Lafayette Square	128,581	115,492	-10.2%
110,921	111,999	1.0%	39 E. 38th St.	332,002	327,197	-1.4%
8,845	6,344	-28.3%	50 Red Line	30,708	20,471	-33.3%
4,069	3,920	-3.7%	55 English	12,859	11,084	-13.8%
9,243	8,907	-3.6%	87 Eastside Circulator	26,739	26,742	0.0%
55	1	-98.2%	Others	1,396	135	-90.3%
842,484	810,735	-3.8%	Total	2,497,464	2,390,151	-4.3%

The "others" category represents a compilation of unallocated trips reported on the monthly GFI Fare Box report. These trips count as ridership, but are not allocated to a specific route.

Flexible and Contracted Services						
13,502	14,218	5.3%	Open Door Riders on Fixed Route	39,882	40,037	0.4%
23,454	22,975	-2.0%	Open Door	68,015	67,586	-0.6%
590	642	8.8%	Open Door Taxi Vouchers	1,718	1,674	-2.6%
0	0	#DIV/0!	Late Night Flex Taxi Vouchers	6	1	-83.3%
5,128			205 Airport Express	10,825		
50,624	44,755	-11.6%	31 Day S-Pass	160,814	137,108	-14.7%



April 2013

Current Month			IndyGo	Year to Date		
Apr-12	Apr-13	% Change	Fixed Route Ridership	2012	2013	% Change
20,646	21,061	2.0%	2 E. 34th St.	80,600	84,415	4.7%
29,701	29,352	-1.2%	3 Michigan St.	121,876	116,836	-4.1%
21,337	21,097	-1.1%	4 Fort Harrison	86,635	82,657	-4.6%
33,472	35,035	4.7%	5 E. 25th/N.Harding	138,747	136,614	-1.5%
107,904	122,403	13.4%	8 Washington St.	449,945	462,960	2.9%
92,054	102,517	11.4%	10 10th St.	392,295	387,544	-1.2%
6,826	5,640	-17.4%	11 E. 16th St.	26,604	24,352	-8.5%
3,977	5,065	27.4%	12 Minnesota	16,532	18,773	13.6%
2,952	3,245	9.9%	13 Raymond	12,709	12,347	-2.8%
8,197	8,245	0.6%	14 Prospect	34,033	32,639	-4.1%
21,886	22,025	0.6%	15 Riverside	90,290	85,993	-4.8%
12,832	14,106	9.9%	16 Beech Grove	52,034	50,630	-2.7%
27,072	28,666	5.9%	17 College	116,543	110,882	-4.9%
17,093	17,807	4.2%	18 Nora	75,384	70,691	-6.2%
30,155	29,603	-1.8%	19 Castleton	121,538	113,639	-6.5%
14,653	16,287	11.2%	21 East 21st St.	63,322	63,002	-0.5%
9,857	10,293	4.4%	22 Shelby	40,271	40,544	0.7%
10,480	10,296	-1.8%	24 Mars Hill	43,382	39,460	-9.0%
17,813	17,014	-4.5%	25 W. 16th St.	70,365	66,049	-6.1%
15,650	16,917	8.1%	26 Keystone	63,704	64,516	1.3%
19,700	19,018	-3.5%	28 St. Vincent	80,156	74,739	-6.8%
9,530	11,028	15.7%	30 30th St.	37,832	40,539	7.2%
27,376	29,759	8.7%	31 Greenwood	114,542	111,371	-2.8%
24,885	27,850	11.9%	34 Michigan Rd.	95,810	97,671	1.9%
41,461	41,892	1.0%	37 Park 100	167,539	166,388	-0.7%
40,305	39,309	-2.5%	38 Lafayette Square	168,886	154,801	-8.3%
105,793	117,340	10.9%	39 E. 38th St.	437,795	444,537	1.5%
8,990	7,189	-20.0%	50 Red Line	39,698	27,660	-30.3%
4,510	5,057	12.1%	55 English	17,369	16,141	-7.1%
8,338	8,679	4.1%	87 Eastside Circulator	35,077	35,421	1.0%
683	20	-97.1%	Others	2,079	155	-92.5%
796,128	843,815	6.0%	Total	3,293,592	3,233,966	-1.8%

The "others" category represents a compilation of unallocated trips reported on the monthly GFI Fare Box report. These trips count as ridership, but are not allocated to a specific route.

Flexible and Contracted Services						
13,443	16,844	25.3%	Open Door Riders on Fixed Route	53,325	56,881	6.7%
22,442	23,812	6.1%	Open Door	90,457	91,398	1.0%
549	723	31.7%	Open Door Taxi Vouchers	2,267	2,397	5.7%
5	0	-100.0%	Late Night Flex Taxi Vouchers	11	1	-90.9%
4,360			205 Airport Express	15,185		
50,011	46,772	-6.5%	31 Day S-Pass	210,825	183,880	-12.8%



May 2013

Current Month			IndyGo	Year to Date		
May-12	May-13	% Change	Fixed Route Ridership	2012	2013	% Change
20,988	22,727	8.3%	2 E. 34th St.	101,588	107,142	5.5%
30,710	30,246	-1.5%	3 Michigan St.	152,586	147,082	-3.6%
21,977	21,706	-1.2%	4 Fort Harrison	108,612	104,363	-3.9%
35,291	35,685	1.1%	5 E. 25th/N.Harding	174,038	172,299	-1.0%
112,995	127,624	12.9%	8 Washington St.	562,940	590,584	4.9%
94,098	109,725	16.6%	10 10th St.	486,393	497,269	2.2%
7,146	5,425	-24.1%	11 E. 16th St.	33,750	29,777	-11.8%
4,073	6,159	51.2%	12 Minnesota	20,605	24,932	21.0%
3,116	3,096	-0.6%	13 Raymond	15,825	15,443	-2.4%
8,961	8,456	-5.6%	14 Prospect	42,994	41,095	-4.4%
23,103	23,705	2.6%	15 Riverside	113,393	109,698	-3.3%
13,788	13,742	-0.3%	16 Beech Grove	65,822	64,372	-2.2%
29,764	29,356	-1.4%	17 College	146,307	140,238	-4.1%
17,917	17,909	0.0%	18 Nora	93,301	88,600	-5.0%
30,840	30,598	-0.8%	19 Castleton	152,378	144,237	-5.3%
14,835	14,997	1.1%	21 East 21st St.	78,157	77,999	-0.2%
10,401	9,888	-4.9%	22 Shelby	50,672	50,432	-0.5%
10,533	11,155	5.9%	24 Mars Hill	53,915	50,615	-6.1%
19,257	18,419	-4.4%	25 W. 16th St.	89,622	84,468	-5.8%
16,381	18,216	11.2%	26 Keystone	80,085	82,732	3.3%
19,998	18,274	-8.6%	28 St. Vincent	100,154	93,013	-7.1%
10,169	11,220	10.3%	30 30th St.	48,001	51,759	7.8%
28,114	30,889	9.9%	31 Greenwood	142,656	142,260	-0.3%
26,032	28,935	11.2%	34 Michigan Rd.	121,842	126,606	3.9%
43,143	43,089	-0.1%	37 Park 100	210,682	209,477	-0.6%
41,026	40,893	-0.3%	38 Lafayette Square	209,912	195,694	-6.8%
111,363	122,648	10.1%	39 E. 38th St.	549,158	567,185	3.3%
6,896	5,220	-24.3%	50 Red Line	46,594	32,880	-29.4%
4,572	4,468	-2.3%	55 English	21,941	20,609	-6.1%
8,922	9,109	2.1%	87 Eastside Circulator	43,999	44,530	1.2%
1,600	0	-100.0%	Others	3,679	155	-95.8%
828,009	873,579	5.5%	Total	4,121,601	4,107,545	-0.3%

The "others" category represents a compilation of unallocated trips reported on the monthly GFI Fare Box report. These trips count as ridership, but are not allocated to a specific route.

Flexible and Contracted Services						
14,529	18,616	28.1%	Open Door Riders on Fixed Route	67,854	75,497	11.3%
23,083	23,360	1.2%	Open Door	113,540	115,058	1.3%
571	758	32.7%	Open Door Taxi Vouchers	2,838	3,155	11.2%
0	0	#DIV/0!	Late Night Flex Taxi Vouchers	11	1	-90.9%
3,626			205 Airport Express	18,811		
50,011	35,977	-28.1%	31 Day S-Pass	250,914	219,857	-12.4%

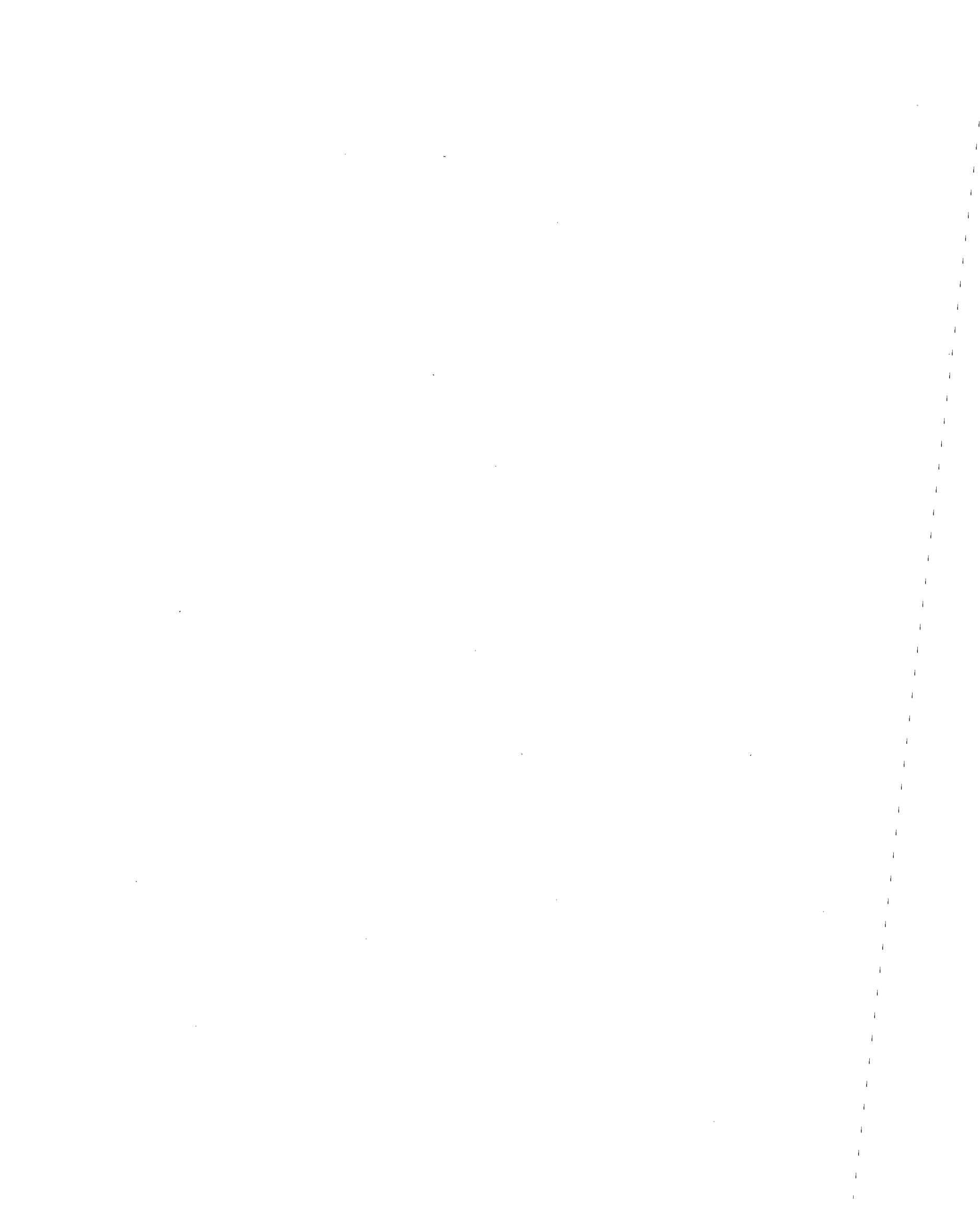


June 2013

Current Month			IndyGo		Year to Date	
Jun-12	Jun-13	% Change	Fixed Route Ridership	2012	2013	% Change
20,594	22,088	7.3%	2 E. 34th St.	122,182	129,230	5.8%
29,047	28,184	-3.0%	3 Michigan St.	181,633	175,266	-3.5%
21,417	20,547	-4.1%	4 Fort Harrison	130,029	124,910	-3.9%
34,671	34,697	0.1%	5 E. 25th/N.Harding	208,709	206,996	-0.8%
110,614	122,221	10.5%	8 Washington St.	673,554	712,805	5.8%
92,543	102,037	10.3%	10 10th St.	578,936	599,306	3.5%
6,597	5,081	-23.0%	11 E. 16th St.	40,347	34,858	-13.6%
3,883	5,038	29.7%	12 Minnesota	24,488	29,970	22.4%
3,012	3,049	1.2%	13 Raymond	18,837	18,492	-1.8%
8,822	9,200	4.3%	14 Prospect	51,816	50,295	-2.9%
22,997	21,848	-5.0%	15 Riverside	136,390	131,546	-3.6%
12,981	13,752	5.9%	16 Beech Grove	78,803	78,124	-0.9%
28,934	26,537	-8.3%	17 College	175,241	166,775	-4.8%
17,701	17,668	-0.2%	18 Nora	111,002	106,268	-4.3%
29,751	29,804	0.2%	19 Castleton	182,129	174,041	-4.4%
14,021	14,878	6.1%	21 East 21st St.	92,178	92,877	0.8%
9,905	10,179	2.8%	22 Shelby	60,577	60,611	0.1%
10,102	10,170	0.7%	24 Mars Hill	64,017	60,785	-5.0%
18,556	17,254	-7.0%	25 W. 16th St.	108,178	101,722	-6.0%
16,321	16,843	3.2%	26 Keystone	96,406	99,575	3.3%
19,576	17,220	-12.0%	28 St. Vincent	119,730	110,233	-7.9%
9,931	9,696	-2.4%	30 30th St.	57,932	61,455	6.1%
26,544	28,895	8.9%	31 Greenwood	169,200	171,155	1.2%
24,675	27,950	13.3%	34 Michigan Rd.	146,517	154,556	5.5%
44,502	41,445	-6.9%	37 Park 100	255,184	250,922	-1.7%
41,536	38,612	-7.0%	38 Lafayette Square	251,448	234,306	-6.8%
105,628	115,752	9.6%	39 E. 38th St.	654,786	682,937	4.3%
6,270	4,774	-23.9%	50 Red Line	52,864	37,654	-28.8%
4,182	4,093	-2.1%	55 English	26,123	24,702	-5.4%
	3,791		86 86th Street Crosstown		3,791	
8,718	9,861	13.1%	87 Eastside Circulator	52,717	54,391	3.2%
1,414	5	-99.6%	Others	5,093	160	-96.9%
805,445	833,169	3.4%	Total	4,927,046	4,940,714	0.3%

The "others" category represents a compilation of unallocated trips reported on the monthly GFI Fare Box report. These trips count as ridership, but are not allocated to a specific route.

Flexible and Contracted Services						
13,352	16,856	26.2%	Open Door Riders on Fixed Route	81,206	92,353	13.7%
21,825	20,992	-3.8%	Open Door	135,365	136,050	0.5%
527	739	40.2%	Open Door Taxi Vouchers	3,365	3,894	15.7%
0	0	#DIV/0!	Late Night Flex Taxi Vouchers	11	1	-90.9%
4,964			205 Airport Express	23,775		
35,423	28,806	-18.7%	31 Day S-Pass	286,337	248,663	-13.2%



BETTER TRANSIT THROUGH BETTER MANAGEMENT

April/May 2013

Michael Terry
Indianapolis Public
Transportation Corp.
(IndyGo) President &
CEO

Why IndyGo Is a Sound Investment

Numerous efficiencies lead to
cost savings for the Indianapolis
Public Transportation Corp.

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Bus Rapid Transit
Means Rapid
Economic Growth

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IndyGo: A Sound Investment

Leah Harnack

Numerous efficiencies lead to cost savings for the Indianapolis Public Transportation Corp.

There are a lot of exciting things on the horizon when talking to staff at the Indianapolis Public Transportation Corp. (IndyGo). And after years of a lack of investment and more focus on the car, the system had eroded after time, says President & CEO Michael Terry.

Terry started his career in Indianapolis at the American Automobile Association, then worked with the state of Indiana as the deputy commissioner for licensing. He also did human capital management consulting for several years in the private sector for emergency technology companies, not-for-profits and faith-based organizations.

"This [IndyGo] was actually one of my clients." He continues, "The president at the time here was also the commissioner of the motor vehicles and we were friends working together when he asked me to join him."

Terry came onboard in 2003 as the director of business development. When the president retired, the board

asked him if he would be the interim as they did a national search. After about a year and a half, the board asked him to step into the role permanently.

"This is the closest thing I've done to mission work," he says of his work at IndyGo. And he says it's always fun to feel you're making a difference. "I think the team, that we have embraced



IndyGo has seen a total premium savings of \$2,036,262 since the inception of the on-site clinic and wellness programs. The clinic includes two examination rooms and an EKG machine.

that they really feel like they're making a difference in the community.

"We see the growth and investment ... that comes back to just running a good business."

TRIMMING HEALTHCARE COSTS

One of the areas that had become unsustainable for IndyGo was its healthcare costs. Looking at the reasons for the high costs, one was an unhealthy workforce. Ongoing rising costs, a robust healthcare plan that was attractive for family members, Terry says they couldn't keep absorbing the costs.

"When going out to bid for an insurance company, only one would respond. So we had to address that," Terry says. "And so we started with a wellness program."

The wellness program was voluntary at the time and initially there wasn't a huge representation for it. When they got into a contract arbitration, they made some changes to the healthcare deductible. The wellness program included a financial incentive so for those actively participating in it, the company would pay 85 percent, as opposed to 70 percent.



The primary care on-site clinic is open five days a week at varying times to touch multiple shifts of employees. Spouses and dependents can also make their own appointments.

Participation was laid out in a structured format, with steps to follow. Once people got started, there is a mini physical, blood draws and individual coaching sessions based on the individual's particular needs. "People are not only saving money but they're getting healthier," Terry says.

"When you look at the national healthcare plans that are going to be coming into play, most of those address the provider and the insurance companies but they really don't address personal responsibility for your own health." He continues, "Personal responsibility is something that is a challenge, especially in this kind of environment.

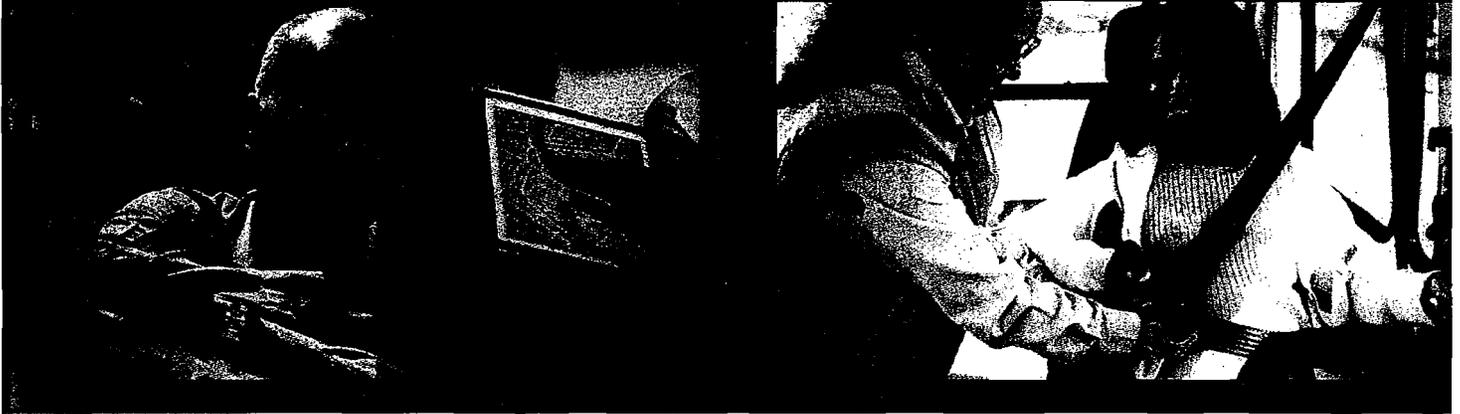
"But we're trying to put the incentives in place and it's almost a catalyst," Terry explains. "We're seeing more individuals who are looking at their diet, looking at exercise."

There is a Weight Watchers program, classes, such as Zumba, and



Inside the IndyGo clinic with Michael Terry, Dr. Molly Garau and nurse practitioner Sandy Kay.

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other things that the HR department puts together.

At first there was some apprehension that they were “collecting data to weed out the weak and get rid of them.” Trust was a major issue, Terry states. “It takes individuals who are willing to step into the program.” And they did, he says, because there was something in it for them.

IndyGo has a clinic right within its offices. Originally more of a “worker’s injury” kind of clinic, today it is a primary health clinic with a doctor, nurse practitioner and medical technician. When it was an occupational health clinic there was a lack of trust in that if you were hurt, you might be told you couldn’t work so many wouldn’t go to the clinic. Today’s clinic, of course, follows HIPAA laws and Terry says, “We don’t know anything and we don’t want to know anything.” He adds, “We want to know participation in regard to the wellness program but we combine the wellness and the clinic so now they are working in tandem of each other.”

Terry says they found that about 50 percent of their employees didn’t have doctors. Where were they going? Urgent cares. And that was causing increased loss ratios. Now, for a number of people, this is their doctor and some even bring their family.

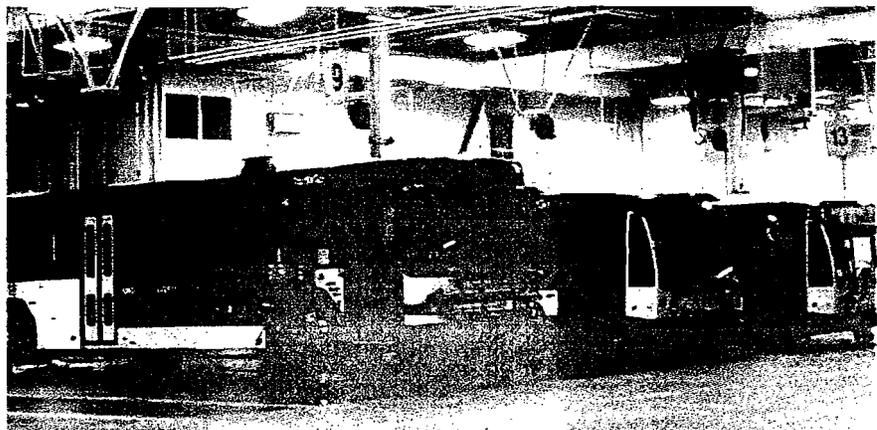
What’s resulted from this is that their losses started going down. Terry says it’s not because people weren’t going to the doctor, but they were finding that people were starting to take care of themselves by addressing the issues of obesity, hypertension, diabetes, smoking and nutrition.

“At most transit properties, you have people who have erratic schedules. And, they’re not eating well and usually grabbing some fast food and bringing it to the rest of the family,” says Terry.

They also did a “smart bomb approach,” identifying and working with individuals who were high-risk users, the highest contributors to the



IndyGo employs more than 450 employees, many of which are members of the Amalgamated Transit Union 1070.



IndyGo has been awarded numerous federal competitive grants allowing the purchase of replacement buses, upgrades to its aging facility and other projects for customer outreach and technology upgrades.

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loss ratio. Working with them with the doctor and practitioners they helped focus those individuals from some of the complications that were occurring, such as getting uncoordinated treatments from multiple doctors or splitting pills or skipping doses. Terry says, "That was a very interesting ap-

proach, but it was a tactical effort to get into some of the high flyers."

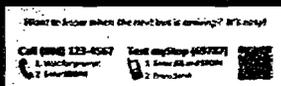
With the changes in place, a couple years ago when going out to bid they started seeing a reduction in renewals and they started seeing competition. And when going out to bid this year, they had nearly a 14 percent reduc-

tion in healthcare. "We switched carriers, we have more competition, it played out exactly the way we hoped in addressing the issue of first getting a healthier workforce and driving down the cost for our company," Terry says. "This year we project being close to \$700,000 in savings."

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EFFICIENCIES IN LABOR

Over the past couple years a lot has been done to reduce the overtime and absenteeism. Previously absenteeism was about 17 percent to now 6 percent. Overtime in transportation was 20 percent, now at about 8 percent and vehicle maintenance overtime was at 20 percent, and now down to around 10 percent.

Over the week there was so much overtime availability, some would call in sick one day to pick up overtime later in the week.

"We saw that holistically for the whole shop, it was better to discontinue rebuilding used parts and it was better to buy new parts with warranties."

-Trevor Ocock

"We looked at the staffing model of some of the bigger properties on how they staff," Trevor Ocock, vice president & chief operating officer, explains. They determined the appropriate number of FTE they needed and pushed hard and fast to hire quickly and then not have as much overtime availability. And it really required employees to come to work, he says. "It was a tough road."

It was a little different when it came to maintenance because the staffing levels weren't the issue. There are multiple shops within the vehicle maintenance department and one was the rebuild shop where they

would rebuild their own components. "We did an analysis about five years ago that showed everything we were rebuilding. We wanted to see the equivalent of buying new components under warranty.

"We saw that holistically for the whole shop, it was better to discontinue rebuilding used parts and it was better to buy new parts with warranties."

Ocock says they reached out to an area college to help train those from that shop some of the other skills, such as heating, ventilation, air conditioning, electrician and body work and those employees were transferred to the other shops.

PROVIDING PARATRANSIT

With recertification, better scheduling and a voucher system, IndyGo was able to provide more efficient access for paratransit. Terry says they do functional and cognitive assessments to recertify individuals so people who are truly in need of the service are qualified for that.

"We found that maybe a third or more of the individuals were certified because they couldn't access fixed-route because of sidewalks not being there or being in disrepair or lack of safe crossings," he says. By working closely with the city department they put a major focus on areas needing street and sidewalk improvements.

Qualified individuals can utilize the paratransit services, can ride the fixed-route system free of charge or can use a taxicab voucher. "We have put a call out for any taxi services that would like to accept our vouchers," explains Terry. The individual buys the voucher for \$3.50 and the agency puts in \$10. The individual purchases the voucher and then makes their own arrangements. The cost covers any ride within the area's range. If they need to go much further, then there's an additional cost.

"That has blossomed," says Terry. "We are trying to find more grant money to be able to use that.

With the paratransit service, instead of the \$7 round-trip cost to the agency for fixed-route, it's \$60. With the taxicab voucher, the agency is spending \$20 on a roundtrip, as opposed to the \$60.

"In addition you're giving that individual greater flexibility," Terry explains. "They've increased their independence."

AN AGING FLEET

When I ask Terry where IndyGo's funding comes from he responds with a smile, "Bake sales." While they get the usual mix of federal, state, local and farebox, he says the issue for them has been the utilization of their federal dollars for operating expenses. "We're allowed to use that but we need to get away from that for the sake of having a good replacement program.

"We're trying to keep service on the street, we're trying to stabilize and we have been and we've been trying to wean off the federal money." He continues, "When you look at other



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transit systems you'll see probably less federal money in their operating but here, it's 23 percent of our budget."

With some good financial savings that have occurred, especially with healthcare, they hope to wean away from it this year. And they've also leveraged grants. Early on they

were using CMAQ grants to develop express bus service outside the traditional area. "That was kind of leap-frogging the long-range plans," Terry says. "But it helped spur some of this suburban-urban connectivity."

In the past vehicles were purchased with earmarks or special

grants and vehicles were purchased in large quantities at one time when a big amount of cash came in. "We have an aging fleet," explains Terry. "You have a bus that's supposed to be 12 years, 500,000 miles; that's the useful life. So the average age of your fleet should be six years; you should be replacing 1/12 of your fleet every year.

"Doesn't happen here."

He continues, "Our strategy now is three-fold. We're looking at back-building the gaps by buying used buses."

In Columbus, Ohio, they had some 12-year-old buses they were going to get rid of and they were better than IndyGo's '97 and '98 buses, so IndyGo bought them to back-fill its fleet. And also used artics to accommodate growth on some of the higher-capacity routes.

They are also doing mid-life rebuilds at Indygo, taking some of the State of Good Repair Grants and rebuilding just over 20 of their 2003 buses.

The third part of the strategy is that they're also buying new. Terry says they just received an FTA grant for about \$10 million to purchase replacement buses.

AN INCREASE IN BUDGET

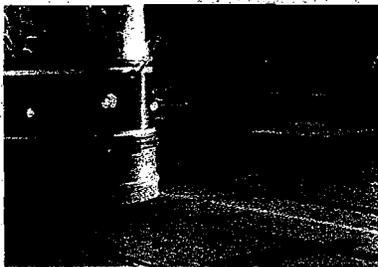
The budget process normally consists of putting together a budget, going to city council to say how much is needed for the same level of service without having to raise fares, come together in agreement and as Terry describes it, "It's just a patchwork."

This year, with the way they've been driving down healthcare costs, have been changing their vehicle purchasing process, have been saving on fuel procurements, and have been controlling costs with absenteeism and overtime, they approached things a little differently.

"We told our board, we can live with our current revenue sources; we're not going to ask anybody for any additional funding. We have been good stewards," Terry explains. "But if you want to be bold and courageous, then we're asking the board

Gets to the Point

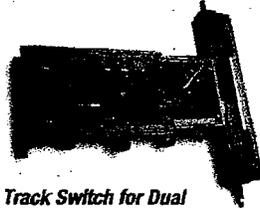
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to adopt a budget that increases our funding by \$6 million.

"It was unanimous council approval of our additional funding because they recognize that we're doing the right things, we're operating efficiently and we are worth investing in."

The new funding is all going toward building and putting service on the street. Terry says, "We have plans. We always have plans, but now we're able to start putting out our bus plan."

Vice President of Business Development Samantha Cross says, "Normally we have plans to reduce service; we're always ready." She continues, "So it was like Hanukkah or Christmas, just a wonderful gift." Not knowing the budget outcomes, they had started their plans last summer, while the budget was still in development and had put together a good scenario and best-case scenario.

The initial investment was made to enable more frequent service. Cross explains, "In our system we have 36 routes but two or three of our routes are a little bit more than 35 percent of our ridership so those are the backbone of our routes; we put more frequency into those routes." She adds, "That also enables Bryan [Luellen] to become more creative with how we market the services. Now, we can actually say we have frequent services."

Manager of Marketing Bryan Luellen states, "That hasn't happened on these routes in 50 years. Service

has just been in a spiral of degrading and this is the first time that we can really say 'frequent service,' so that's exciting."

After increasing frequency on core routes, they looked at some later service on some routes, frequency improvements on others, a new route

across town on the north side, and also used it as an opportunity to realign some routes.

NOT YOUR USUAL STOP

Working with People for Urban Progress (PUP), IndyGo has a fun and creative program for bus stops.



In 2012 the Marion County City Council approved IndyGo's 2013 budget, which includes an additional \$6M for increased service.



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PUP wants smart urban design and is an advocate of transit. It is involved in the community and Cross says most people know about them because they get materials that are going to be thrown away and then repurpose them. An example was the mesh cloth from a dome roof when the RCA Dome stadium came down. They have used the cloth to make things such as purses, wallets and bags.

When Bush Stadium was being redeveloped into apartments, they had this excess seating. PUP had a deal with the city and developer to get that old seating and it was thought that would be a fun and creative idea for seating at stops.

"In 2011 they said, 'We have a seat,'" Cross explains, "So we found a good location.

"Our approach was we'll start with existing locations and we can swap

them out." She continues, "And to help cover the costs, we'll develop a program because we can't pay for every one that goes down because they cost a little bit more than our standard bench, but we'll share the expense with people."

Cross says they went ahead and invested in a few to plant the seed and now IndyGo's director of planning is overseeing the program. "It's not a quick program because they still have to refurbish them but we have five or six seats out and the list is getting close to 10 that we're getting ready to deploy.

"We're trying to make it simple," she says. "We just buy it directly from PUP and people can donate to our program.

"If they're replacing an existing bench, we cover the cost. If it's a new location we would invest in, we're

splitting the cost with them." She explains, "We didn't want to spend more than we normally would spend on them with this program."

A FOCUS ON CUSTOMER SERVICE

Like many agencies, originally IndyGo recruited people with a CDL for its operators but today it has changed that approach. "What we found is our most likely candidate to come in was either a truck driver or a school bus driver and those roles didn't always translate well into operating in transit," explains Vice President of Human Resources Michael Birch. "We're trying to follow a model that has a stronger emphasis on customer service. Our future goal is to really go after the hospitality industry."

If a candidate passes through the pre-employment process, IndyGo pays to send them to a CDL school. It

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is partnering with a tech school to do the training and then the candidate comes back to indyGo with the CDL and are hired and start the training academy where they go through the typical training that everybody gets.

There are some older buses outside the 12-year mark that Birch says they are transferring to the school and IndyGo gets credit back on the value of the buses. "Some of our costs will be offset by the deletion of the buses," Birch says.

With the increase in service as they push to staff the \$6-million service enhancements, Cross says there's quite a demand for that CDL, so expecting it right off the top was hurting them when recruiting people. Taking that barrier away, they've increased the number of applicants tremendously. Birch says they had an average of 40 new applicants a month and



Twenty-one used buses were purchased to lower the fleet average age, help stabilize the fleet, control maintenance costs and improve vehicle reliability.

now it's more than 800. "It's almost to the point where we don't know where to start." He adds, "It's a nice problem for us to have; it absolutely is."

The change went into effect in December and March 11 was the

first class that didn't come with their CDLs. If they stay with IndyGo for a year after they graduate, they don't have to pay back the cost, but for some reason if they leave before that year is over, there's a contract in place where IndyGo recoups its costs.

SERVICE INTO THE FUTURE

With government having enough of a stigma of not being good stewards of taxpayer dollars, Terry says they've been working particularly hard to ensure they operate efficiently and effectively. "We might be a smaller system in comparison to other systems in our region ... but we operate effectively and creatively.

"We're under-resourced for a city our size, but we're effectively using the resources we do have. We're being creative with what we're doing and we're delivering a quality service." *MT*

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IndyGo does more with less

By Michael Terry

Delivering public transportation in American cities requires managerial tenacity and dedication to providing vital service as part of our nation's infrastructure. Many systems across the country struggle to keep vital transit services on the street due to pressures of the economy on the industry. Costs for fuel and employee benefits have skyrocketed in recent years and, to add insult to injury, revenue streams of local transit systems have become unstable. In Indianapolis, the operation of our IndyGo system is funded largely by local property taxes, which were recently capped at 1 percent by an amendment to the Indiana Constitution. IndyGo has been faced with serious challenges to keep its service intact, including dealing with higher operating costs, unstable budgets and increased ridership. Cost containment, creating operational efficiencies and leveraging partnerships have become key strategies that IndyGo has pursued to help keep local bus service on the street. These strategies improve the perception of the agency in the community and increase the quality of services offered to riders and employees.

INDYGO CASE STUDY: EMPLOYEE BENEFITS COST CONTAINMENT

In 2009, IndyGo's health insurance benefits for employees reached a critical mass. The agency saw loss ratios tip the scales at 105 percent. 70 percent of the company's workforce had no primary care provider. Medical and prescription claims rose by \$500,000 in one year. The bid process for procuring coverage yielded only one bid from the incumbent provider, which included a 49 percent premium hike that would have resulted in and additional \$2.3 million in expense for the corporation. Absenteeism was high and our employees were struggling to manage chronic health conditions like high blood pressure and diabetes. We needed to intervene and invest in the health of our employees.

Through negotiation with the incumbent health insurance provider, IndyGo proposed the introduction of a new comprehensive employee wellness program. Tenants of the new wellness program included quarterly measurements to gauge employee participation (blood draw, health assessment, health coaching and participation in one healthy activity), a discounted premium for participating employees (with the difference to be paid by IndyGo) and the launch of a free on-site health clinic, which would operate as an urgent care and occupational health center.

IndyGo was able to mitigate the premium increase to 26 percent instead of 49 percent as the provider submitted the bid.

In that first year, an overwhelming majority of employees participated in the wellness program, taking steps to reduce their premiums and health risks. The clinic saw two employees who may have otherwise suffered a fatal heart attack and kidney failure, respectively.

At the end of the wellness program's inaugural year, IndyGo management had seen significant improvements including an 11 percent drop in loss ratios and a premium renewal rate with only a 4.5 percent increase. Payoffs for investing in employee wellness were coming fast and furiously.

As the wellness program gained momentum at IndyGo, we experienced a palpable difference in the culture of our workplace. By offering healthy activities at work, including Weight Watchers meetings, company-sponsored teams for run/walk events and on-site Zumba and yoga classes, we've seen our employees becoming healthier and happier. IndyGo continues to evaluate its wellness offerings and respond to the unique needs of our employees. In 2012 IndyGo revamped the care model for our on-site clinic, departing from a model of acute care and occupational treatment to a full-service primary care model.

At our new clinic, employees can visit our dedicated full-time physician, a nurse practitioner and even have their prescriptions filled. Participation in the wellness program is integrated into the administration of the clinic—employees that wish to participate must now visit the clinic to have a yearly health assessment.

Nearly three years after the launch of the employee wellness program and on-site clinic, IndyGo received bids from five different providers for its 2012 health insurance coverage and secured a premium 2.2 percent lower than the previous year. Loss ratios are continuing to fall and the 2011-2012 fiscal year reached a 10-year low of 73 percent.

The strategy to make a significant investment in employee wellness has shown impressive results. By 2013, nearly 90 percent of employees participate in the program and 15 percent of employees use the on-site clinic for their primary care. Due to the work we have done, and the work employees have done, our 2013 insurance premium dropped 12.5 percent and the wellness program and clinic have saved the company more than \$2 million in health insurance premiums.



Samantha Cross (left), IndyGo's vice president of Business Development, and Michael Bricker, lead of People for Urban Progress (PUP). IndyGo and PUP are bringing rehabbed benches to bus stops around Indianapolis.

over the past three years. Injecting this robust wellness strategy into our operation is yielding priceless dividends in better employee health.

INDYGO CASE STUDY: PUPSTOPS - COMMUNITY PARTNERSHIP FOR TRANSIT AMENITIES

In mid-2011, local land developers began to redevelop the site of the historic Bush Stadium ballpark, former home of the Indianapolis Indians, to make way for a new technology district. A local non-profit group, People for Urban Progress (PUP), negotiated rights to salvage the stadium seating that would have otherwise gone to landfills. In partnership

with Ecolaborative, Indianapolis Fabrications and Recycle Force, PUP has facilitated the refurbishment of the stadium seats. A strategic relationship between IndyGo and PUP is bringing the rehabbed stand-alone benches to bus stops around Indianapolis.

In late 2011, the sustainably-made pilot PUPstop was installed in downtown Indianapolis where a public art mural of Kurt Vonnegut is the backdrop. Additional PUPstops have been placed at various locations around town and more are planned for high-pedestrian areas and new developments like 16Tech, the historic Bush Stadium site.

To place more PUPstops around the city, IndyGo is promoting the program to local businesses, community groups and individuals. Through a cost-sharing model with IndyGo, program participants endow their very own PUPstop with a unique local flare. Leveraging support for transit in this way has expanded IndyGo's capacity to place these one-of-a-kind transit amenities throughout Indianapolis.

Michael Terry is president and CEO of the Indianapolis Public Transportation Association.

Central Indiana Transit
Study Committee
Meeting 1, August 5, 2013
Exhibit E



**Central Indiana Transit Study Committee
August 5, 2013**

**Comments by Mayor John Ditslear
City of Noblesville**

Thank you, Senator Miller and the committee, for this chance to speak about transit problems in my city. I'm John Ditslear and it's been my honor to serve as Mayor of the City of Noblesville since 2004. Along with our business and civic leaders, I've had the pleasure to help grow our dynamic and self-sustaining city in significant ways -- while still retaining and enhancing our strong sense of community.

We are a city with a long history. As the county seat for Hamilton County, our community has a vibrant historic downtown center, combined with traditional suburban homes and services, along with farming in our northern area. We are a diverse city in a number of ways and must balance the needs of several different groups on a daily basis. Between 2000 and 2010, our population grew by 82%. Approximately 53,000 people live in Noblesville today and we anticipate continued growth of 25% every 5 years. By 2040, our population is projected to be over 200,000 people. We are an overall well-off community but, like so many, we suffered a 15% drop in real income during the Great Recession. We in Noblesville also face more challenges with low-wage earners, and those in poverty, than most of our Hamilton County neighbors. We are home to about 40% of Hamilton County's social service agencies and have the largest number of affordable housing developments in the county.

We are also a city on the move and are the home to major international employers such as SMC Corporation, King Systems, Industrial Dielectrics, and Helmer Scientific. We are also a regional destination due to Klipsch Music Center and the Hamilton Town Center. In 2014 we will welcome a full service campus of Ivy Tech.

I tell you all of this to set the stage. I am a pro-growth, conservative mayor who values transportation infrastructure to help fuel our growth. I'm very proud of the work that resulted in 146th Street becoming a major thoroughfare for Hamilton County, and which now links our residents to I-69. I believe in roads and the freedom that residents gain in driving their own cars. However, I am also the mayor who has ushered in successful growth for my city by understanding our problems and developing solutions to them.



So I come to you today to present our current transit problems and explain why I believe that Noblesville needs a better portfolio of transportation options for its citizens.

We are a city of commuters. Almost 85% of our workforce commutes and we spend on average \$10,566 a year to own and maintain a car. We like our cars, yet in 2010 we conducted a Citizen Survey with the National Research Center and 64% of our residents said they would use a commuter transportation service, if one existed.

To prepare for this presentation, we interviewed 23 Noblesville businesses and human services organizations. We asked if they face any transportation problems for their employees or clients. We also participated in a community listening exercise with The Good Samaritan Network and St. Vincent Hospital where 45 local organizations discussed common issues and problems.

Frankly, their comments surprised me. We heard a resounding YES from everyone that there are transportation problems, that they are growing, and that they have negative consequences. In fact, EVERY SINGLE AGENCY said there are transportation problems that they regularly face, and 80% rated them as significant issues.

We have identified various groups that we worry about with regards to transportation. Let me give you a couple of scenarios that represent some of these challenges:

John and Melissa have always considered themselves middle class – sure, on the lower end, but they’ve always been steady workers, their kids get good grades, and they pay the bills on time. Then the recession hit and John lost his job and Melissa’s hours were cut back. They could juggle things ok, but their children’s medical problems just pushed them over the edge. You see, one child has autism, and the other has allergies that require weekly shots. They went ahead, like millions of others, and applied for state and federal programs to help make ends meet. They also cut back to one car which made things hard when Melissa needed to get to work and John had an interview, but they called on friends. Then--great news, John got a full-time job in downtown Indianapolis! He needed the car and Melissa found a co-worker willing to pick her up for her job but there was still the challenge of getting the kids to doctor appointments. Medicaid provided transportation vouchers, but sometimes she couldn’t get a taxi, or a taxi that would honor the voucher. Weekly shots meant that she used up her vouchers quickly, especially when you added her other son’s doctor appointments. Soon she had no way to get to medical appointments and they just stopped going. Both kids started having more problems in school because they weren’t getting medical treatments. Even with both of them working, John and Melissa felt things slipping out of control.



It was amazing to me how many times we heard stories like John and Melissa's where their transportation barriers kept them from staying healthy and connected. Our churches, human service organizations, and medical providers ALL had stories like these. Most said they help families with transportation problems DAILY. I worry about our low-wage earners and how they keep their jobs and support their families. IndyGo ridership shows that 65% of its ridership is employed. Our work force needs transportation alternatives.

Shirley and her husband Dave are in their early 80's and are still pretty active in our community. But living on a fixed income keeps them watching their pennies, and they decided to have only one car several years ago. That helped but now the car is getting old, and maintenance and gas prices are hurting the budget, so they are very careful about when to make trips. Still, they never imagined that they'd need other transportation options. But Dave's eyesight really took a turn for the worse, so he doesn't drive anymore. Shirley notices that she is getting more and more confused while driving. They just don't feel safe on the roads anymore. I worry about the citizens like Shirley and Dave because they represent a growing segment of my city's residents. The retirement age population will grow by 20,000 every 5 years in Noblesville, with even bigger increases beginning in 2030. We welcome our retirement community but also know we need to plan for their needs NOW – which include ways to get to stores, their doctors, and more, without a car.

My final story is about our young people. We are very excited that Ivy Tech chose Noblesville for their Hamilton County campus. We know that this will bring a younger generation to our entire region, but how do we effectively and efficiently help get commuter students to their classes? We've planned for a fair amount of parking, but is it enough and can it accommodate future growth? We want to attract the best and the brightest for our Hoosier businesses, and that means students from other areas will need to get to Noblesville. Can they? Right now the only way to reach the campus is by car.

My job as the leader of the city is to help provide our residents with the services that are too big for them to provide for themselves – like clean water and well-maintained streets. I'm entrusted with this duty so that all of us thrive. That's why I think about problems in terms of our people. But, stories only go so far and we also look at the numbers. We have prepared a handout for each of you with facts that outline the transit problems we face and I won't go over those in detail. However, there are just a few facts I want to highlight:

1. Number one: We don't see a way to solve our problems locally because our people live, work, learn, shop, worship, and play REGIONALLY. Our people need access to more



than just Noblesville. They need an effective program that will take them beyond our city boundaries.

2. Two: Our current programs for transit are not able to meet the high demand. 2-1-1 reports that 10% of their unmet needs for Hamilton County are for transportation – it is the third largest unmet need. And keep in mind that many in our area don't use 2-1-1, so we know this is underreporting the problem. Hamilton County Express had to deny services to almost 1000 people last year because they don't have enough drivers and buses. Almost 10% of those denials were requests for a daily route for people to get to work. Prime Life, which provides transportation to Hamilton County seniors, has been regularly denying services since 2010 when they lost funding to run 2 vans. Noblesville is a common destination for these transit programs as people need to access Riverview Hospital and various Hamilton County departments (Hamilton County Courts, the Health Department, Elections Office, and so on).
3. Three: Our current transportation options are expensive and put our families at risk. You might think that is too strongly worded, but I've learned that 98% of Noblesville residents spend more than 45% of their income on housing and transportation. Most experts agree that if you spend more than 45% of your income on these items, you are at greater financial risk. At a minimum, it is hard to save for retirement or to weather bad times when you spend more than that guideline. Noblesville residents, on average, spend 55% of their income on these two basic needs. In fact, we spend slightly more on transportation than we do for our housing.
4. And finally, our current transportation options have limited our business recruitment efforts. We are routinely asked to describe our public transportation choices when companies are thinking about locating to Noblesville. We simply can't compete with other cities on this point. In fact, increasingly we are competing against other regional hubs outside of Indiana for new jobs. Unlike us, these hubs provide a wide range of connectivity. Regional mass transit would help Hamilton County communities, as well as the State of Indiana, successfully compete for new jobs.

I appreciate the opportunity you've given me to speak, and I'd be happy to answer any questions you might have.

CENTRAL INDIANA
Transit Study Committee
Meeting 1, Aug. 5, 2013
Exhibit F



A Community of Commuters

**Central Indiana
Transit Study Committee**
August 5, 2013

Presentation by Mayor John Ditslear
City of Noblesville

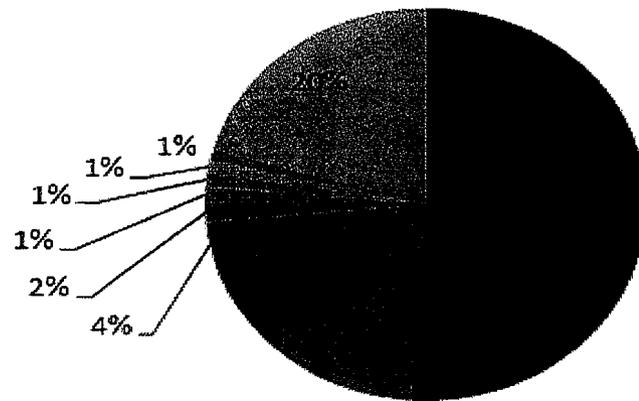


How We Get to Work

- **85%**
of us drive
- **92%**
of us drive alone
- **27.4 minutes**
our mean commute time



Where Workers are Employed Who Live in Noblesville (2010)



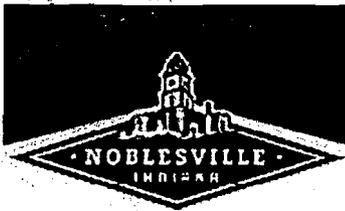
- Indianapolis city (balance), IN
- Noblesville city, IN
- Carmel city, IN
- Fishers town, IN
- Westfield town, IN
- Kokomo city, IN
- Anderson city, IN
- Lawrence city, IN
- Lafayette city, IN
- Fort Wayne city, IN
- All Other Locations

Source: Noblesville UDO Audit, RW Armstrong



Transportation Barriers

-  **No Car – Can't Afford To Buy and Insure**
-  **Have A Car – Can't Afford Gas or Car isn't Working**
-  **Have A Car – Share with Another Working Family Member**
-  **Can't Drive A Car – Never Learned or Have Physical Limitations**
-  **Can't Drive A Car – No Driver's License**
-  **Hamilton County Express Can't Meet All The Needs**



So What?

Without a car in the suburbs you're likely to:

Find it Hard to Get
A Job

Find it Hard to Keep
Your Job



Miss Your Medical
Appointments

Quit Having Community
Connections – Church,
Sports and Entertainment

Miss Getting Your Kids to Events, Programs & Services

You'll use food pantries to keep your car.

All of our pantries report that families don't have money for food after paying for housing and transportation

9.6% of Hamilton County residents are food insecure (25,890 people)

13.1% of our children are food insecure (10,670 children)

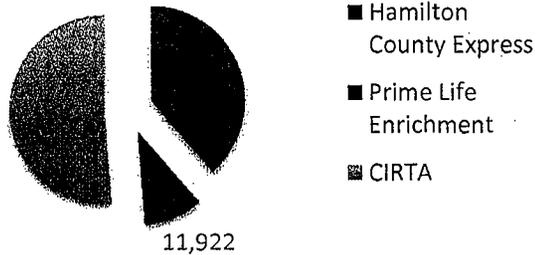
(meaning they don't always know where they will find their next meal)

65% of these families are employed



Demand Grows

Number of Hamilton County Trips -2012



971 people have been denied services by Janus because of a lack of resources (money for drivers & vans)

9% of those denied need daily service to get to work

Mass Transit Providers

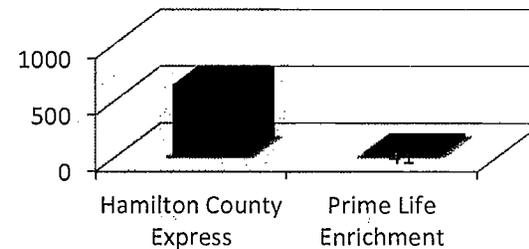
Hamilton County Express, is an on-demand bus service requiring a 24-hour advanced reservation and is available weekdays from 6 am-6 pm and Saturdays 7 am-3 pm.

Prime Life Enrichment provides transportation services to Hamilton County residents aged 50 and older – including Medicaid certified transport and transport to the VA Hospital.

CIRTA Our residents must drive to Fishers or Carmel for the Indy Express Bus to Indianapolis

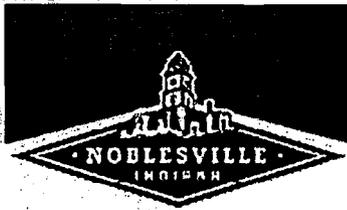
10% of unmet needs in Hamilton County in 2012 are for transportation according to 2-1-1. This was the third largest category of unmet need. Many in Hamilton County don't use 2-1-1 so this is an under reported figure.

Number of Noblesville Residents Served - 2012



% of Their Clients from Noblesville





Others Try to Help

- **Bona Vista** – job placement for those with disabilities – Currently, **62%** of their clients had transportation barriers (no driver’s license, or access to a car). This makes steady employment very difficult.
- **Aspire** – mental health services with job placement programs runs a transportation service for their Medicaid clients. However, because of funding they provide **NO** transportation for Noblesville clients.
- **CICOA** runs one program – New Freedom – which provides vouchers to those of any age with disabilities or functional impairment -- to use a local taxi. They currently have a **waitlist of 75** people to use the program.
- **Noblesville Township Trustee** – reports that transportation is a consistent issue with clients and prevents them from getting services. They regularly provide **gas cards** to help their families.
- **Grace Community Church** provided a basic oil change and safety inspection for 133 Noblesville residents in need and completed car repairs for another 18 last year. They have given away 15 cars, but **denied 33 requests**. Families were denied because Grace didn’t have a donated car then or because the family did not have enough income to manage car expenses.



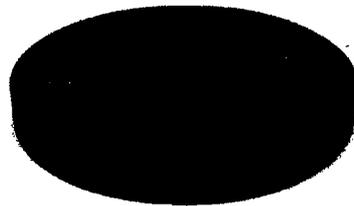
What We Spend Now

\$10,566 – Cost for one year to own, maintain and fuel a car in Noblesville

98% of Hamilton County families spend more than **45%** of their income on housing & transportation

45% is the national guideline for housing and transportation cost. Over that and you can't save or weather a crisis

Noblesville Residents Spend Slightly More on Transportation than Housing as % of Income



- Housing Costs
- Transportation Costs

59 % - What the average Hamilton County resident spends on housing and transportation. Noblesville spends **55%**

\$5 – Cost of a one-way trip on HCE or IndyGo

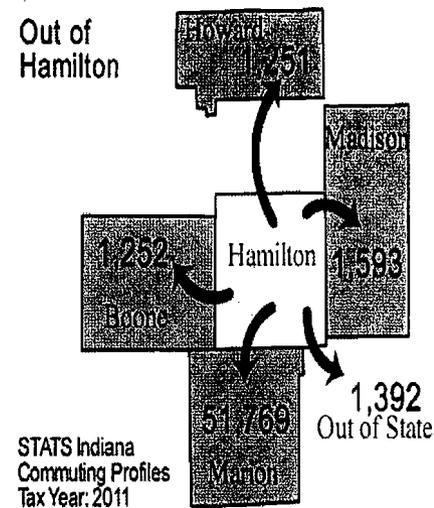
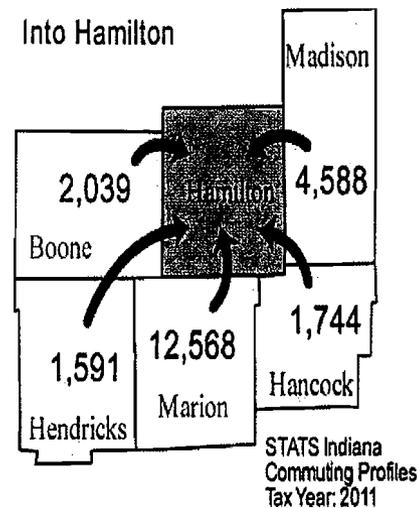
\$27 – Cost of a 10 mile taxi trip

The irony is that for the wealthiest county in Indiana, we are at economic risk. As a whole we are leveraged in ways that make savings difficult.

Why Regional ?



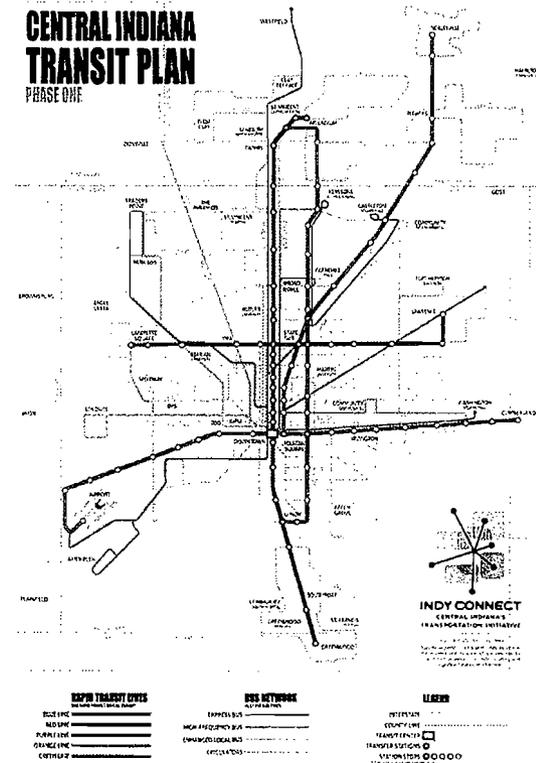
- Boundaries are porous in Central Indiana and people work, live, learn, worship and play in more than one community. Transportation options must reflect that.
- Hamilton County Express, Prime Life Enrichment and IndyGo all take a county approach that links to the Indianapolis system. The demand for these services grows every year.
- Our car commuters are also regional:

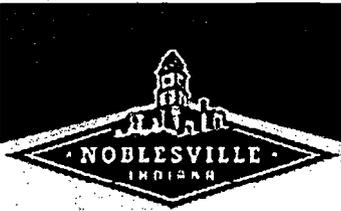




Now for the Future

- Help Noblesville & the State of Indiana be competitive for new industries and jobs
- Help us encourage young professionals to stay in Indiana
- Help us decrease road congestion
- Help us increase community satisfaction





Sources

- 2013 Hamilton County Housing Needs Assessment, HAND, Inc.
- Feeding America
- Noblesville UDO Audit, RW Armstrong
- SAVI – The Polis Center at IUPUI
- STATS Indiana
- The Housing and Transportation Index by The Center for Neighborhood Technology
- The New York Times, “Cul-de-Sac Poverty”, May 20, 2013
- Yellow Cab
- U.S. Census

CENTRAL INDIANA STUDY COMMITTEE
MEETING 1, August 5, 2013
Exhibit G

Central Indiana Transit Study Committee

Dwayne Sawyer

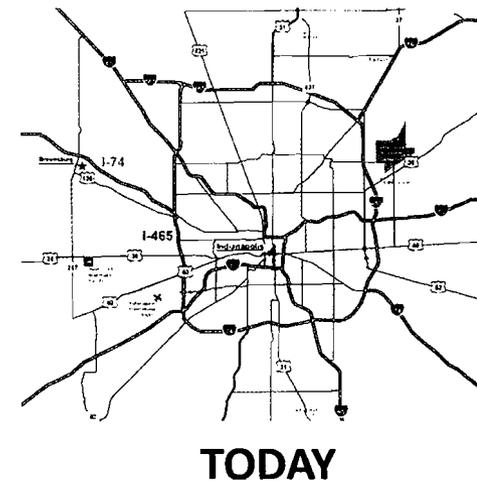
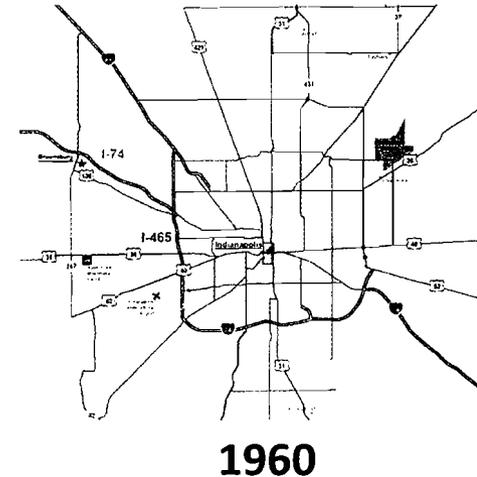
Brownsburg Town Council President

August 5, 2013

Brownsburg & Commuting

- **Yesterday:** Last new corridor into Indianapolis was **1960**
 - I-74 → I-465 (does not link to downtown)
 - Population of Lincoln/Brown Townships: 7,700
- **Today:**
 - Still using the same corridors as in 1960
 - Population of Lincoln/Brown Townships: 40,000+
- Commuter traffic remains congestion driver

Duty of elected officials to address infrastructure needs – congestion relief is a need in our community

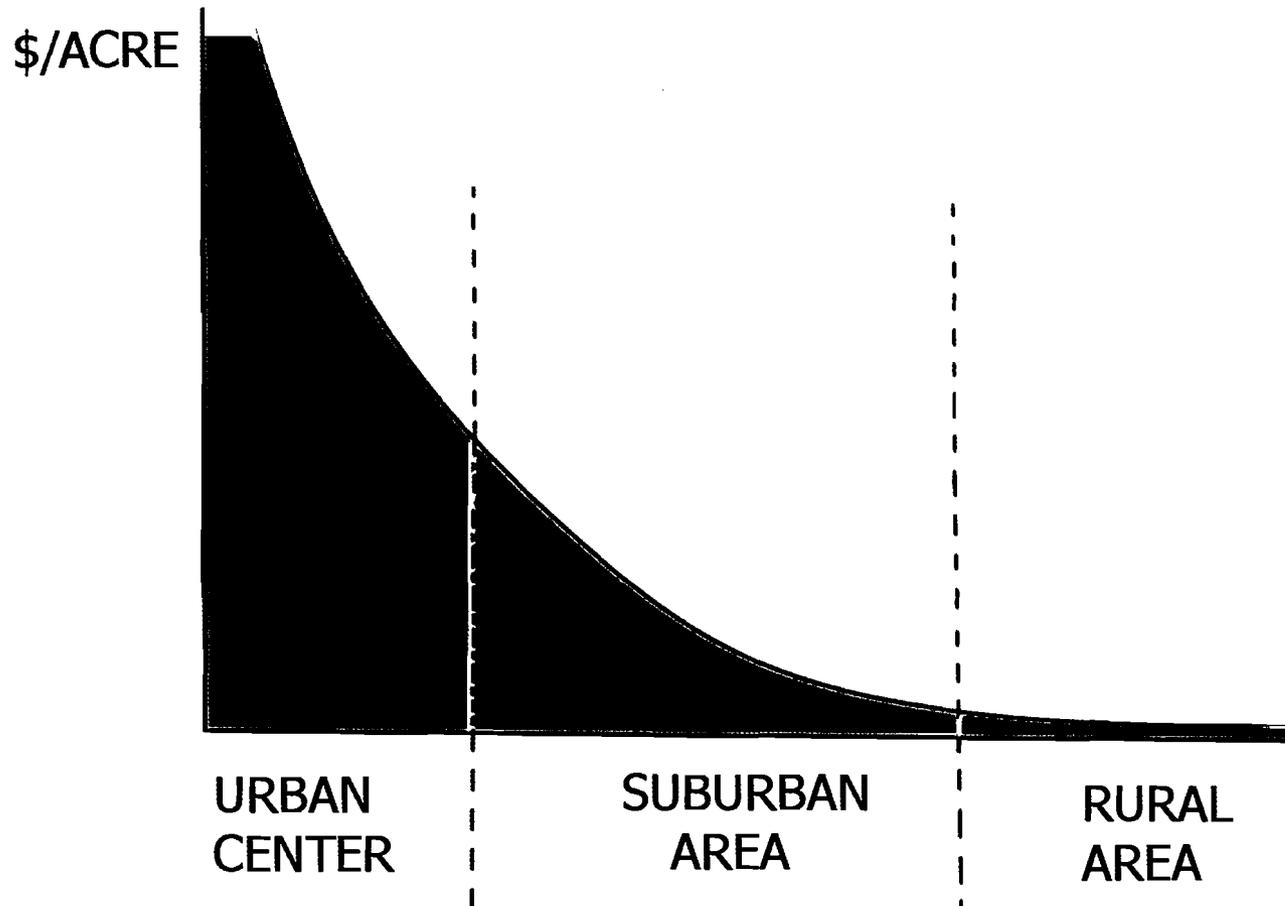


Commuter Corridor Costs: Traditional Capacity Expansion

- Cost to expand:
 1. Engineering costs
 2. Construction costs
 3. Rights-of-way acquisition
- Engineering costs increase with traffic complexity
- Construction costs increase with capacity
- Rights-of-way costs increase rapidly with density of area → **Land Costs = NON-LINEAR RELATIONSHIP**



Land Costs vs Distance from Urban Core



Right-of-way Expansion Costs: A factor along entire corridor

- **Rural Areas**

- Few parcels per mile
- Generally not much development
- Land costs lowest



- **Suburban Areas**

- Many parcels per mile
- Dealing with many individual homeowners
- Land costs higher
- Neighborhood disruptions a factor

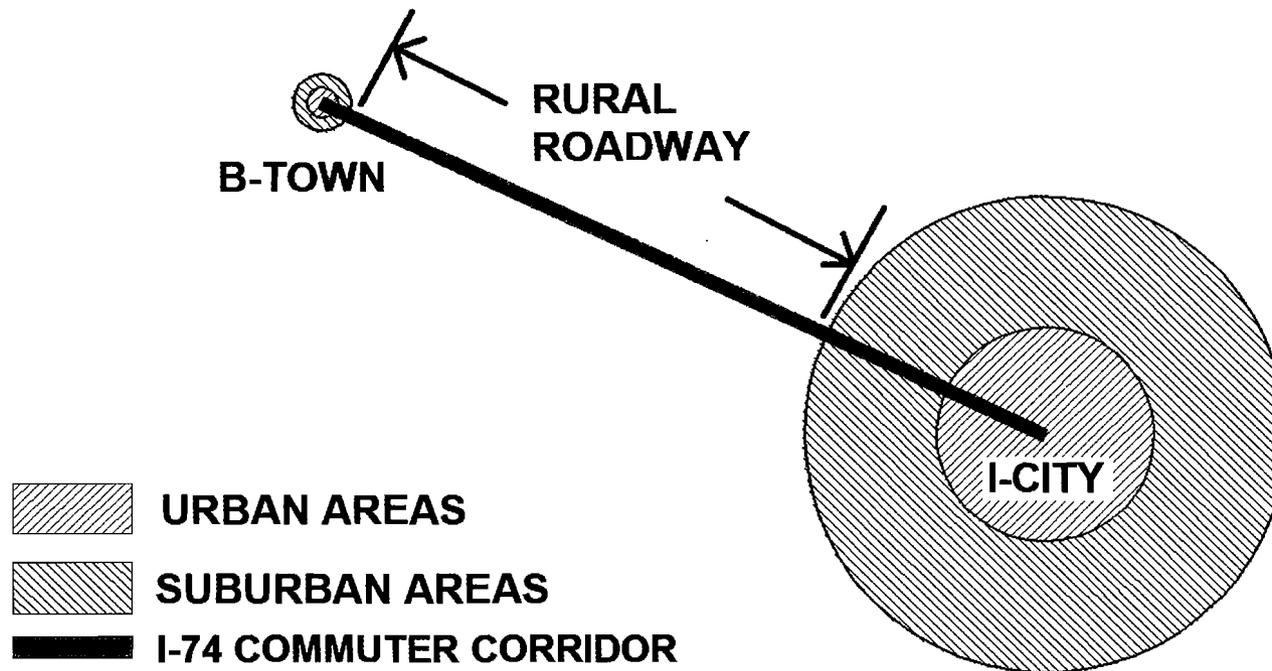


- **Urbanized Areas**

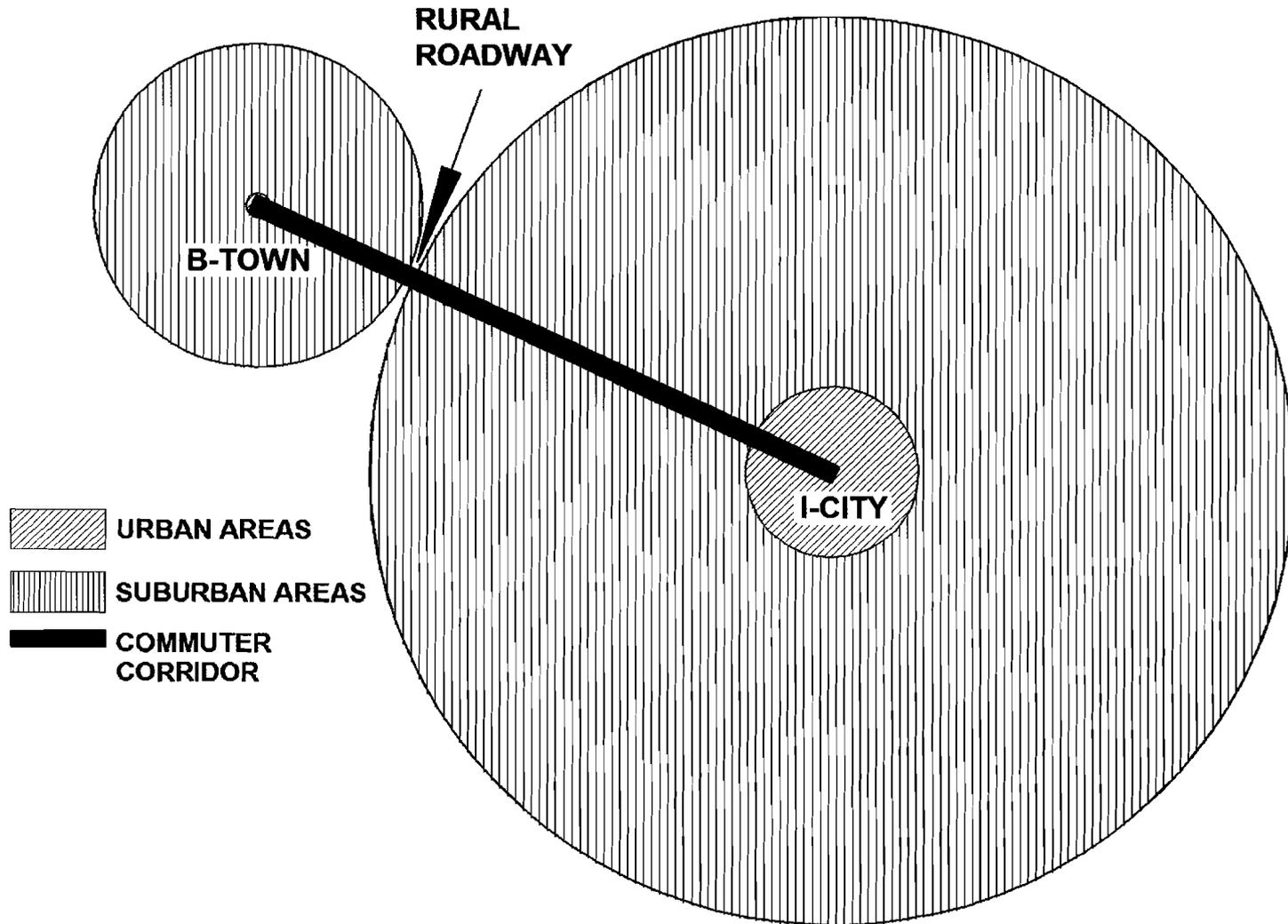
- Multiple densely-built parcels per mile
- Land costs highest
- More “complete buyouts” required
- Expensive to relocate businesses
- Economic disruptions significant
- Probable economic repercussions to area



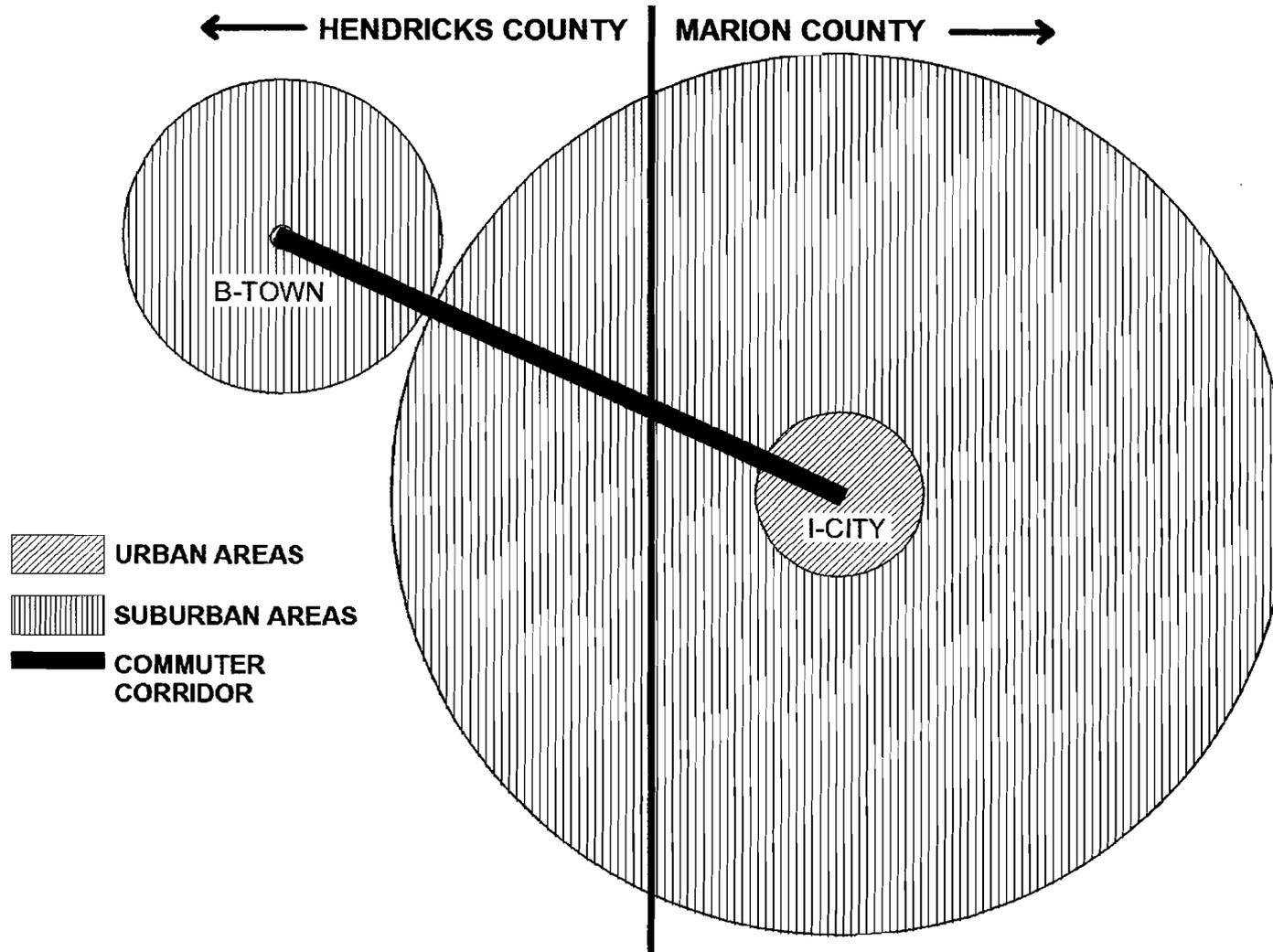
IN 1960:



TODAY:



Complications of Multiple Jurisdictions:



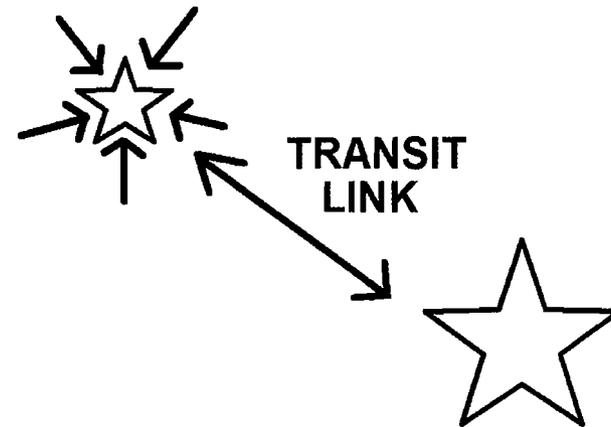
Traditional Expansion:

- Right-Of-Way costs rapidly escalate along path
- Social and economic disruptions significant
- Time lag exaggerated by acquisition and planning processes (longer across multiple jurisdictions)
- Process creates perception of poor “return on investment” due to expense, time lag of completion
- Improvements outgrown soon after completion

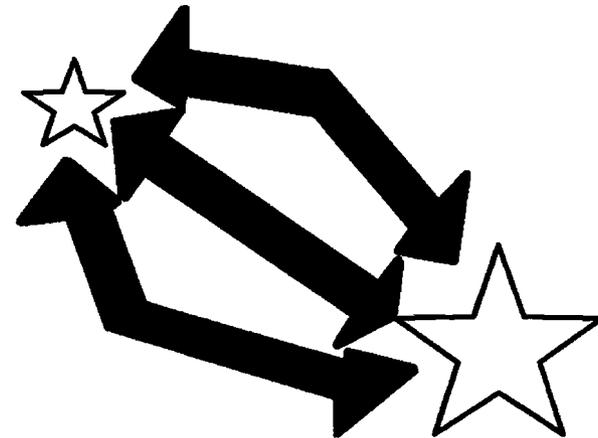
Regional Transit Alternative:

- Initial investment in network can be significant, but so is traditional approach to vehicular commuting congestion
- Proper implementation enhances rather than disrupts local development patterns
- Capacity expansion much easier/quicker (addition of buses or train cars)
- Capacity expansion not disruptive to community
- Lower long-term operating costs for corridor (fewer lane-miles than traditional solution of ever-wider roads)
- Efficient system provides connectivity without the budgetary burden of perpetual roadway expansion projects

- **THIS:**



- **INSTEAD OF THIS:**



Brownsburg's Perspective

- Community is growing today
- Indianapolis remains an employment driver
- Commuting remains a fact of life
- Brownsburg is willing to support an efficient alternative to traditional expansion of roads
- A regional transit network addresses this problem with the overall lowest long-term cost
- **Brownsburg is planning redevelopment of its Downtown District with transit connectivity in mind**

In Summary:

- A transit network is a viable alternative to continuing to add lane-miles to reduce commuter congestion
- **However**, transit networks require appropriate response from outlying areas to realize optimum efficiencies
- Brownsburg is planning to take that step in redevelopment of our Downtown District
- **Our Town Council has and continues to support this local initiative which will facilitate a transit implementation that works for Brownsburg**



TOWN OF PLAINFIELD

CENTRAL INDIANA
TRANSIT STUDY
COMMITTEE

206 W. Main Street • Plainfield, Indiana 46168
Phone (317) 839-2561 • Fax (317) 838-5236
web: www.townofplainfield.com

MEETING 1
August 5, 2013
Exhibit H

TOWN COUNCIL

August 5, 2013

ROBIN G. BRANDGARD
President
Water Department
Fire Department

To: Members of the Central Indiana Transit Study Committee

BILL KIRCHOFF
Vice-President
Street Department

Good afternoon Madame Chairperson and distinguished members of the Legislative Study Committee on Central Indiana Transit.

KENT McPHAIL
Police Department
Public Relations

My name is Robin Brandgard and I am the President of the Plainfield Town Council. It's my honor to be here today alongside my distinguished colleagues from local government. At the end of my short statement, I will be happy to address any questions.

EDMUND GADDIE, JR.
Sewer Department
Sanitation

RENEA WHICKER
Parks Department
Properties

As the largest community in Hendricks County and as a critical point in the logistics and distribution sector of the economy, more and more people are looking for options to reach Plainfield and to access Indianapolis and other points around the region.

WESLEY R. BENNETT
Clerk-Treasurer

TOWN MANAGER
Richard A. Carlucci

As we experience further growth and investment in our community: growth created as a result of the further expansion of our warehouse district; our shopping district; and, our recreational destinations such as our indoor and outdoor Recreation and Aquatic Center, our trail system and our other widely-used destinations in Plainfield, we recognized several years ago that there is a transportation need to fill for both commuters and reverse commuters

HR DIRECTOR
Ronald Lydick

TOWN ENGINEER
Timothy A. Belcher

**DEPUTY BUILDING
COMMISSIONER**
Edward Rudolphi

During ongoing discussions with our employer groups, the Town of Plainfield acknowledged the need for workers to reach our community. One result of these discussions was the establishment in 2012, of a partnership with CIRTA.

**DIRECTOR OF
PLANNING**
Joe Y. James

**PUBLIC WORKS
SUPERINTENDENT**
Jason Castetter

Currently, the Plainfield Connector operates Monday thru Friday, and runs a route through our warehouse district. IndyGo Bus Route #8 meets the Connector at the far west end of US 40 and provides a limited level of services: about six (6) hours during the peak hours of the day.

FIRE CHIEF
Brian L. Russell

POLICE CHIEF
Darel Krieger

ATTORNEY
Melvin R. Daniel

August 5, 2013

Members of the Central Indiana Transit Study Committee

Page 2

Although riders have only a partial availability to the Connector, we are still providing 900+ trips a month.

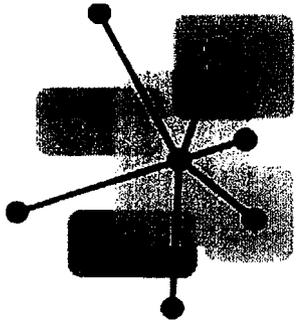
There is an unmet demand for extended hours and extended days, not only in the Connector system but also within the Hendricks County LINKs system: the demand response system currently being used within Hendricks County.

Even though we do little in the way of marketing, these numbers are steadily growing. If we could run longer and more frequent hours as well as weekends and third-shift, ridership would be higher.

There needs to be improvement in the ability to transfer from one county transit system to another county system. And, fixed routes need to extend further into the county than just the Plainfield industrial areas.

Plainfield continues to grow: both in population and in job creation. Our residents, our employer groups and their employees need more choices and flexibility in which to navigate the metropolitan areas of Central Indiana.

Thank you for your time and I would be happy to take any questions from the committee members.



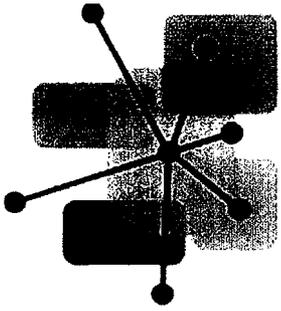
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CENTRAL INDIANA
TRANSIT STUDY COMMITTEE
MEETING 1, Aug 5, 2013
Exhibit I



Central Indiana Regional Transit Initiative

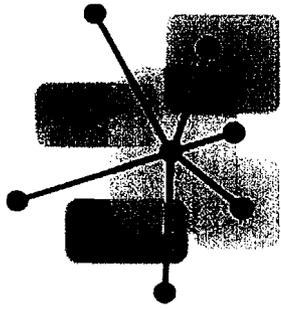


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Central Indiana Transit Task Force





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Central Indiana Transit Task Force (2008-2012)

Co-Chairs

Al Hubbard, E&A Industries
John Neighbours, Baker & Daniels
Bob Palmer, FedEx
Mark Miles, CICP

Members

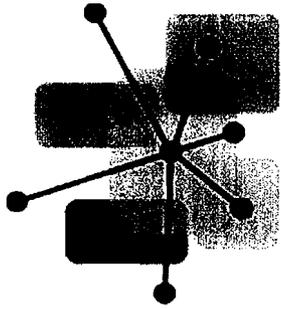
Don Altemeyer, BSA LifeStructures
Jean Blackwell, Cummins Foundation
Chuck Cagann, Mansur Real Estate Services, Inc.
John Clark, Indianapolis Airport Authority
Fred Fehsenfeld Jr. , Calumet Specialty Products
Jo Ann Gora, Ball State University
Gary Hentschel, KeyBank
Bill Shrewsberry, Shrewsberry & Associates
John Thompson, Thompson Distribution
Gene Zink, Strategic Capital Partners

Founding Business Organizations

Central Indiana Corporate Partnership
Greater Indianapolis Chamber
Central Indiana Community Foundation
Metropolitan Indianapolis Board of Realtors
(2011)

Ex-Officio

Christine Altman, Hamilton County Commissioner
Michael Cline, Commissioner, INDOT
Chris Cotterill, Mayor Ballard's office
Lori Miser, Indianapolis MPO
Mike Terry, IndyGo
Ehren Bingaman, CIRTA



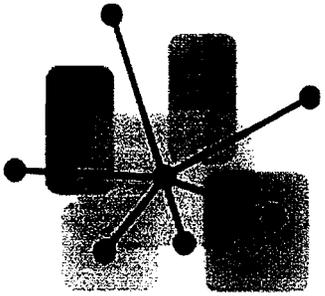
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Improved Transit Would Address Critical Community Issues

- **Mobility:** access to jobs, healthcare, education for transit-dependent residents
- **Competitiveness:** compete for talent and jobs against peer communities
- **Regional Core Vitality:** spur neighborhood growth, development and revitalization
- **Congestion:** reduce congestion that hurts productivity and impedes local commerce
- **Environment:** improve subpar air quality, reduce fuel consumption, and promote growth of clean tech sector.

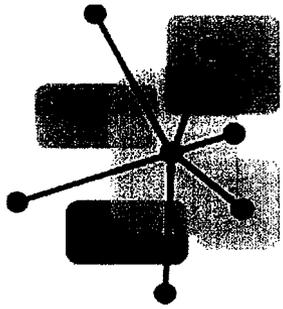




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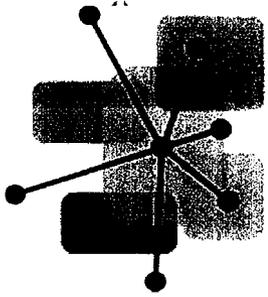


PROBLEM: POOR ACCESS TO JOBS



Poor Transit Options Limit Access to Jobs

- 7% of working adults in Marion County lack access to a car
- 15% of families with two working adults have only one car
- Only 61% of jobs in the metro area can be accessed via public transit – 73rd in the nation
- Only 22% of the metro population can reach a typical job in 90 minutes or less via public transit – 62nd in the nation
- Lack of cross-county bus service means workers and employers can't connect:
 - Workforce located in Marion County can't access jobs in Hamilton and Hendricks Counties (e.g., health care facilities, logistics companies, hospitality industry)



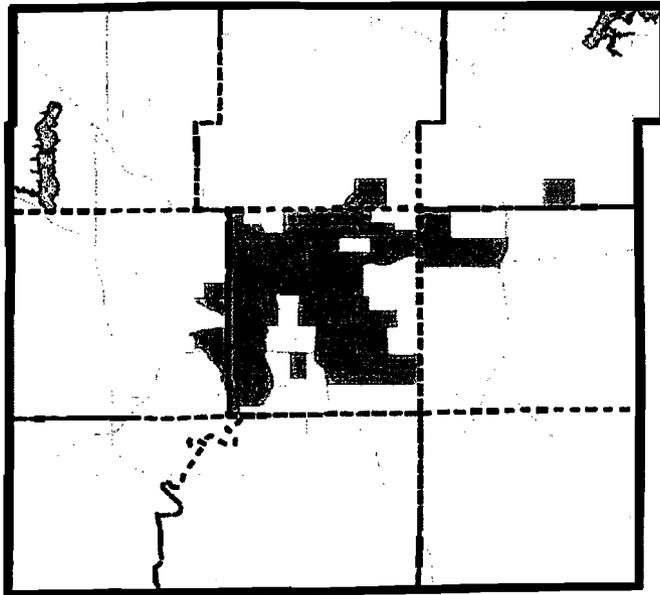
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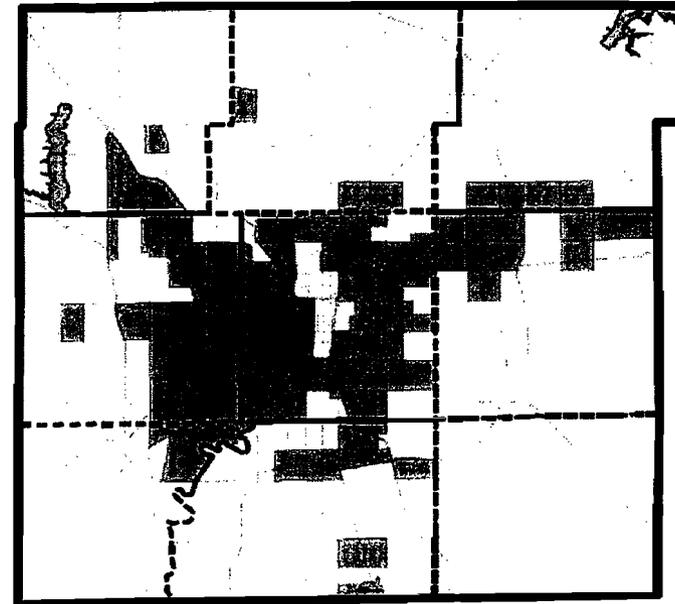
Increasing Poverty in the Urban Core

Indianapolis Marion County Qualified Census Tracts

2003 Qualified Census Tracts



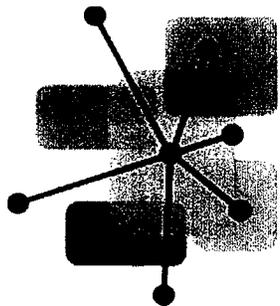
2013 Qualified Census Tracts



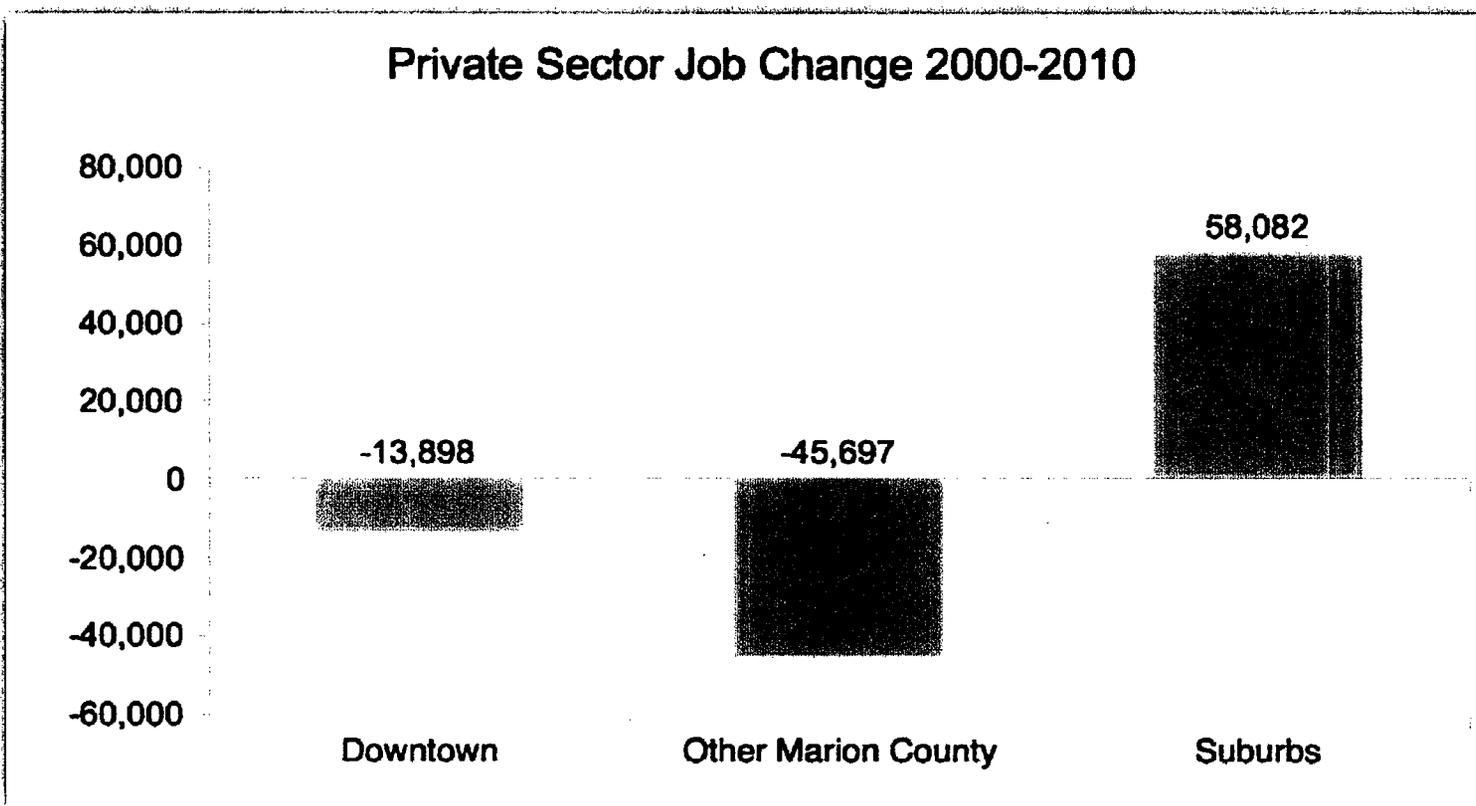
SOURCE: US Department of Housing and Urban Development (2013)
Novogradac: Affordable Housing Resource Center (2013)

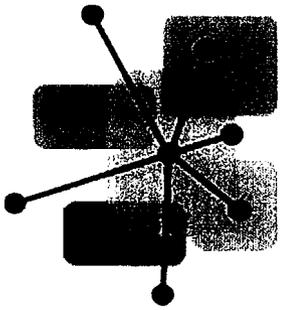


Qualified Census Tract: 50% of households in the census tract make less than 60% of the area median gross income; or the area has a poverty rate of at least 25%.

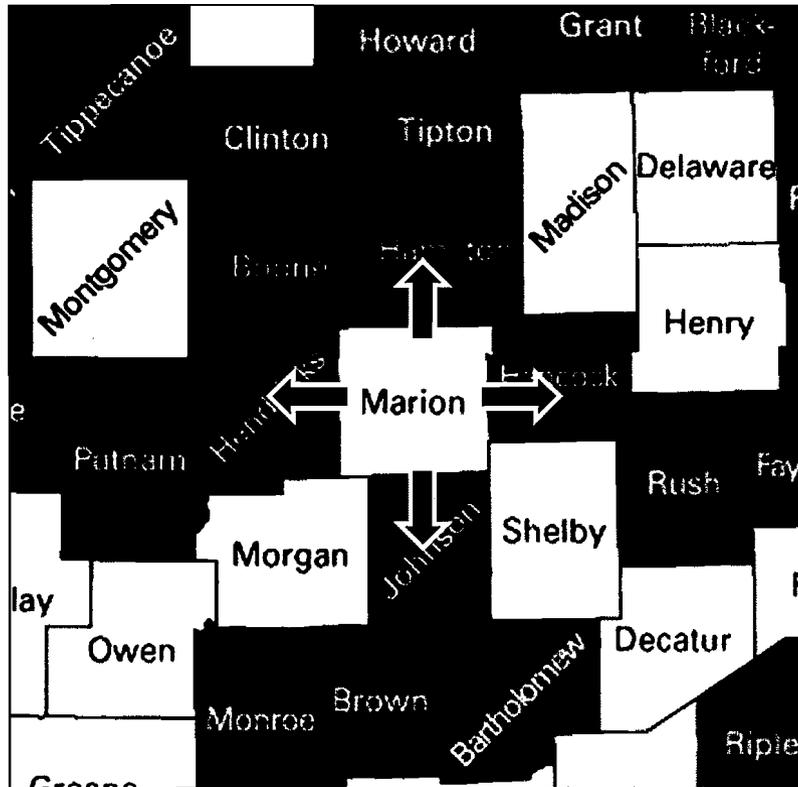


Job Migration from Marion County





Urban to Suburban Migration Trends (Tax Filers)

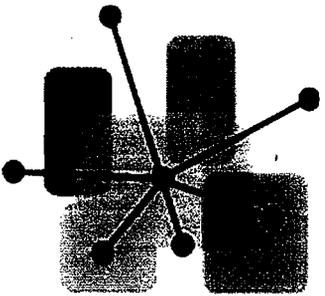


Area	2000-2001		2006-2007		2009-2010	
	Rank	Net Migration	Rank	Net Migration	Rank	Net Migration
Marion	92	-5330	92	-5649	92	-4718
Hamilton	1	7001	1	5667	1	3987
Hancock	4	816	5	1068	6	606
Hendricks	2	3554	2	3193	3	924
Johnson	3	1688	3	2353	8	334

Marion County had the lowest net migration* in the state (negative each year) while the surrounding counties had among the highest net migration in the state each year.

*Net migration = the difference between the number of people moving into the county (in-migrants) and the number moving out (out-migrants). These numbers measure federal income tax filers only. Source: Ball State University Center for Business and Economic Research, "Indiana Migration Flows: An Analysis of IRS Data" February 2013.

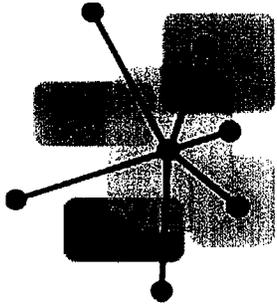
At the same time, Marion County's overall population grew by 5% between 2000 and 2010, according to Stats Indiana data. Most of this increase appears to be from international migration into the county, and birth rates significantly exceeding death rates.



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**PROBLEM: BECOMING LESS COMPETITIVE
IN RETAINING AND RECRUITING TALENT**



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Good Transit Options Attract Talent (and Jobs)

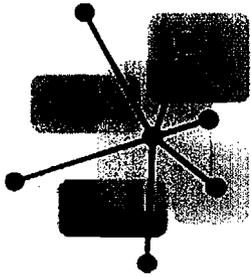


81% of young people (18-34) say local transit is important to the quality of life of a community.

Bureau of Transportation Statistics (July 2011 report)

Young adults with a four-year degree are 94% more likely to live in close-in urban neighborhoods than their counterparts with less education.

--- The Young and Restless 2011, CEOs for Cities



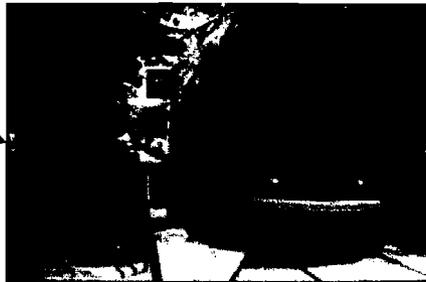
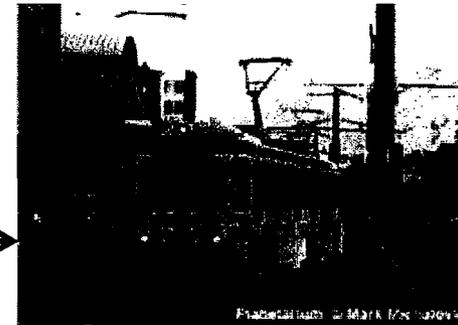
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Top 10 Cities For Young Professionals (CNBC.com)

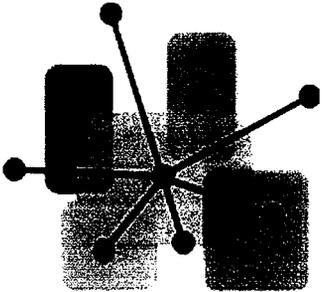
1. Austin
2. San Francisco
3. Seattle
4. Salt Lake City
5. Portland
6. Boston
7. New York
8. Denver
9. Nashville
10. Minneapolis

(CNBC.com)



“The ability of cities to attract and retain highly educated people has dramatically diverged, so cities like Seattle, Austin, Raleigh, Boston have 2-3 times the concentration of college graduates as Akron or Buffalo.”

-- Richard Florida



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**PROBLEM: INADEQUATE LOCAL
RESOURCES TO FUND IMPROVEMENTS**