



Date of Memo: July 06, 2023  
Current Meeting: July 20, 2023  
Board Meeting: July 27, 2023

**BOARD MEMORANDUM**

**TO:** Indianapolis Public Transportation Corporation (IPTC) Board of Directors  
**THROUGH:** President/CEO Inez P. Evans  
**FROM:** Senior Director of Strategic Planning Brooke Thomas  
**SUBJECT:** Consideration and approval of Flowbird contract amendment

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**ACTION ITEM A – 2**

**RECOMMENDATION:**

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize the President/CEO to enter into contract negotiations with Parkeon (dba Flowbird) and, upon successful negotiations, execute a contract amendment not to exceed \$240,000, which is the amount remaining for IPTC’s 2020 FTA Accelerating Innovative Mobility (AIM) Project discretionary grant award. This contract amendment represents a one-time capital investment in our existing MyKey/Flowbird system.

**BACKGROUND:**

The AIM grant request centered on IPTC’s desire to develop and perform a demonstration project where IPTC customers could use a single form of fare payment, specifically IPTC’s MyKey smart card system, to take a trip on any number of public transportation systems within the Central Indiana Region. The hand-held, mobile devices that IPTC would purchase with these funds are similar to the devices that IPTC uses to inspect whether someone validated their fare to ride the Red Line except that these new hand-held, mobile devices can also validate a person’s bus fare. In fact, should IPTC need to replace one or more of our fare inspection devices, we would need to purchase these newer devices because the lead time to get more fare inspection devices like the ones we already have is a year or more.

**DISCUSSION:**

Part of this investment will go towards updating or upgrading IPTC’s existing MyKey/Flowbird hub software platform, the backend system, to support these new hand-held devices. Unlike the larger fare validators that are onboard each one of IPTC’s fixed-route buses, these hand-held devices do not have to be hard-wired or mounted to the front dash of the vehicle. This makes these devices much more suitable for smaller vehicles such as those that are used for IPTC’s paratransit services, CIRTAs workforce connector services, and Access Johnson County’s fixed-route bus service. These devices make it much more feasible to have fare validators onboard leased vehicles because hard-wire installations tend to be cost-prohibitive in these situations.

**ALTERNATIVES:**

The Board could choose to not amend the Flowbird Contract for the purposes of performing such a demonstration project. Were that the case, IPTC would be at risk of having to return the funding that the agency has already drawn down.

**FISCAL IMPACT:**

While the grant project is to develop and then perform a demonstration project, should IPTC purchase and accept the new hand-held devices and should IPTC cause the MyKey/Flowbird Hub system to be upgraded or updated to support those devices, IPTC will own the devices and the platform will have been improved. Therefore, this one-time capital investment won't be without on-going operations and maintenance costs. However, only some of these on-going operations and maintenance costs will be new costs.

**DBE/XBE DECLARATION:**

Due to the complexity and the limited Disadvantaged Business certified in this type of work, it was determined that there would be no DBE participation goal for the Flowbird contract agreement overall (RFP 18-02-286).

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action will be reviewed by the Finance Committee and Service Committee on July 20, 2023.