



Date of Memo: April 09, 2024
Current Meeting: April 18, 2024
Board Meeting: April 25, 2024

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: Interim President/CEO Jennifer Pyrz
FROM: Director of Capital Projects Matt Duffy
SUBJECT: Consideration and approval of Amendment to the Interlocal Cooperation Agreement (ICA) by and between IPTC and the City of Indianapolis Department of Public Works (City) for implementation of the Marion County Transit Plan

ACTION ITEM A – 8

RECOMMENDATION:

It is requested that the Board authorize IPTC President/CEO to execute Amendment No. 2 to the ICA by and between IPTC and the City for Implementation of the Marion County Transit Plan. The purpose of this amendment is to document IPTC’s financial contribution to the City’s Michigan/New York two-way conversion project for an amount not to exceed \$8,000,000.

BACKGROUND:

In May 2018, the Board approved execution of the original ICA by and between IPTC and the City. The agreement documents the share of various financial, operational, and maintenance responsibilities between the two agencies on projects related to implementation of the Marion County Transit Plan, with an original primary emphasis on the Red Line Bus Rapid Transit (BRT) Line.

Future projects were also acknowledged in the agreement including non-BRT projects that support local route service including several one-way to two-way street conversions, local bus stop improvements, transit signal priority implementation, and the Downtown Super-Stops project. The ICA memorialized the funding contributions the City has and will make toward the BRT lines and also documents the anticipated financial contributions and responsibilities for certain specified non-BRT projects. One of these projects is the conversion of Michigan and New York Streets on the eastside from one-way to two-way operation. IPTC agreed to contribute half the cost of this project.

DISCUSSION:

Local routes operating on one-way pairs reduce the usefulness of the transit service for riders. One-way streets create distances that are farther from one's origins and destinations. Furthermore, those not familiar with the transit system and its operations may not easily discern that a given transit line on a map only goes in one direction. Indianapolis' street pattern has several one-way pairs upon which IPTC currently operates its transit service. To make these routes more efficient and effective as well as to better space out the frequent grid network, it was proposed that these streets be converted from one-way streets to two-way streets, with transit service operating in both directions on one of the streets.

The project, administered by the City, includes new traffic signals, pavement markings, pavement restoration, and improved ADA-compliant boarding areas. Additionally, pedestrian and bicycle infrastructure will be a component of the project. IPTC staff will continue to work closely with the City as the project gets constructed. The amendment stipulates that no additional funds will be contributed to the project beyond the \$8,000,000 agreed to herein.

Construction of the Michigan and New York Street two-way conversion project began in early 2024 and is slated to finish in late 2024 or mid-2025.

ALTERNATIVES:

This amendment is required if IPTC is going to contribute financially to the Michigan and New York Street two-way conversion project. The Board could choose not to approve this amendment, however, IPTC staff would need to reengage discussions with the City.

FISCAL IMPACT:

This study is budgeted in 2024 through the Capital Budget.

DBE/XBE DECLARATION:

Not applicable. The City will set an XBE goal for the project.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Finance and Service Committee on April 18, 2024.