

1992 ANNUAL REPORT INDIANA PUBLIC TRANSPORTATION

State of Indiana

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Table of Contents

| | | |
|-------------------|---|------------|
| | Executive Summary | 1 |
| | Funding Trends | 5 |
| Section 1: | Statewide Statistics | |
| | Passenger Trips | 16 |
| | Operating Characteristics | 18 |
| | Financial Data | 22 |
| Section 2: | Transit System Characteristics | |
| | Anderson, City of Anderson Transit System | 28 |
| | Bedford, Transit Authority of Stone City | 30 |
| | Bloomington Public Transportation Corporation | 32 |
| | Columbus Transit | 34 |
| | East Chicago Public Transportation | 36 |
| | Elkhart, Heart City Rider | 38 |
| | Evansville, Metropolitan Evansville Transit System | 40 |
| | Fort Wayne Public Transportation Corporation | 42 |
| | Franklin County Transit Service | 44 |
| | Gary Public Transportation Corporation | 46 |
| | Goshen Transit | 48 |
| | Hammond Transit System | 50 |
| | Huntingburg Transit System | 52 |
| | Indianapolis Public Transportation Corporation | 54 |
| | Kankakee—Iroquios Regional Planning Commission, Arrowhead Country Public Transportation . | 56 |
| | Kokomo, First City Rider | 58 |
| | Kosciusko Area Bus Service | 60 |
| | Lafayette Public Transportation Corporation | 62 |
| | LaPorte, TransPorte | 64 |
| | LCEOC, Inc., TransAction | 66 |
| | Madison County, Transportation for Rural Areas of Madison | 68 |
| | Marion, City of Marion Transportation Department | 70 |
| | Michigan City, Municipal Coach Service | 72 |
| | Mitchell Transit System | 74 |
| | Monroe County, Rural Transit | 76 |
| | Muncie Indiana Transit System | 78 |
| | New Castle Community Transit | 80 |
| | Northern Indiana Commuter Transportation District | 82 |
| | Plymouth, Rock City Rider | 84 |
| | Richmond, Rose View Transit System | 86 |
| | Seymour Transit | 88 |
| | South Bend Public Transportation Corporation | 90 |
| | Southern Indiana, Transit Authority of River City | 92 |
| | Terre Haute Transit Utility | 94 |
| | Trade Winds Rehabilitation Center | 96 |
| | Union County Transit Service | 98 |
| | Washington Transit System | 100 |
| | Waveland Volunteer Transportation Program | 102 |
| Section 3: | Grant Assistance Programs | |
| | Federal Assistance – FTA | 106 |
| | State Assistance – PMTF | 109 |
| Section 4: | Glossary | 113 |

Figures and Tables

| | | | |
|-----------------|----|--|-----|
| Figures: | | | |
| | 1 | Map of Public Transportation Systems in Indiana | 14 |
| | 2 | Change in Statewide Ridership: 1988–1992 | 16 |
| | 3 | Statewide Ridership by Group: 1992 | 16 |
| | 4 | Operating Expenditures by Category: 1988 – 1992 | 22 |
| | 5 | Operating Revenues by Category: 1992, 1988 | 24 |
| | | | |
| Tables: | | | |
| | 1 | Areas Served by Public Transportation: 1992 | 15 |
| | 2 | Ridership Distribution by System: 1992 | 17 |
| | 3 | Total Vehicle Miles (TVM) by System: 1992 | 18 |
| | 4 | Transit Fares by System: 1992 | 19 |
| | 5 | Vehicle Characteristics by System: 1992 | 20 |
| | 6 | Performance Measures by System: 1992 | 21 |
| | 7 | Operating Expenditures by Category: 1988–1992 | 22 |
| | 8 | Transit System Operating Expenditures by Category: 1992 | 23 |
| | 9 | Operating Revenues by Category: 1988–1992 | 24 |
| | 10 | Transit System Operating Revenues by Category: 1992 | 25 |
| | 11 | Section 9 Apportionments: FFY 1992 | 107 |
| | 12 | Section 16 Awards: 1992 | 108 |
| | 13 | State and Federal Awards by System: 1992 | 110 |

Executive Summary

Introduction

This 1992 Annual Report prepared by the Indiana Department of Transportation summarizes key operating and financial characteristics of Indiana's 38 publicly-assisted transportation systems. It provides transit information to public officials, planners, transit managers, and other interested persons.

This eighteenth Annual Report provides an overview of the status of transit between January 1 and December 31, 1992. Section 1 provides the reader with a summary presentation of transit service and financial information. Section 2 is a detailed report of system characteristics, arranged alphabetically by system. Section 3 summarizes 1992 federal and state transportation assistance programs and awards. Section 4 is a glossary of terms as used in the context of this report.

INDOT obtained this information from locally prepared quarterly and annual reports. In some cases, INDOT modified financial data in order to make it consistent with our report format. In all cases, we have attempted to validate the data.

In 1986 transit operators were placed into four separate groups, based on service delivery type and other characteristics. These groupings are used to analyze and compare the financial and operating characteristics of similar transit systems.

Ridership

Indiana's transit systems provided over 28.1 million passenger-trips during 1992, a decrease of 2.7% from 1991 ridership.

Eighteen of Indiana's 38 transit systems reported carrying more passengers than in the previous year. The medium fixed route system's, Group 2, ridership increased 1.72%. As a group, fixed-route ridership declined slightly. Group 4 demand response and county transit service increased sharply, 13.18% in 1992. With the largest gains coming in Kokomo 73%, Franklin County 48%, Huntingburg 33% and Elkhart 21%. Group 1 systems experienced the largest ridership decreases.

Service Supplied

Transit passenger vehicles traveled 25 million miles in 1992, up 0.6% from 1991. Based on the system grouping, all fixed-route, demand-response and county systems increased their miles of service. Overall, 26 systems increased service miles.

Statewide, a total of 1,209 vehicles were operated in 1992, reflecting a decrease of 19 vehicles since 1991. Total fleet size decreased 1.55%, yielding a 0.7% increase

in total vehicle miles. Miles operated per active vehicle rose slightly to 20,674.

In 1975, the Indiana General Assembly passed legislation which created the state's transit assistance program. That year 2,150,811 people, or 41.4% of the state's population, had public transportation available to them.

In the 18 years since the General Assembly passed this legislation the number of areas served by public transit has increased substantially. As of 1992, 49% more people are served by public transportation in the State of Indiana. Currently, 3,208,405 people in the State have access to public transit services (this does not include duplicated transit service in northwestern Indiana).

Revenues

Total fare revenue collection increased in 1992 to \$23.48 million from \$23.25 million in 1991. The statewide fare recovery ratio, which illustrates the extent to which total operating expenses are covered by fare paying passengers, remained constant at 29%, including Northern Indiana Commuter Transportation District. Group 1 systems, excluding NICTD, covered 20% of expenses with fare revenues while Group 2 covered 15%, Group 3 covered 12% and Group 4 covered 20%.

Gross operating revenues, which includes revenue from all sources, increased to \$82.1 million in 1992 from \$79.3 million in 1991. Fare revenue rose 1%.

Expenses

Public transportation cost \$82.1 million in 1992, an increase of 4.1% from the previous year. Given that the Consumer Price Index rose 5.4% over the same period, transit expenses in real terms decreased.

Reflecting the labor-intensive nature of the transit industry, labor and fringe benefits again accounted for the majority of expenditures (68%). The cost per total vehicle mile was \$3.3 in 1992, compared to \$3.2 in 1991.

Employment

Transit systems employ 1,955 full and part-time employees statewide. On a comparative basis Indiana creates 246 transit jobs for every \$10 million invested in the operations of services. Nationally 310 jobs are created for every \$10 million invested in the operation of transit services.

Energy and Environment

The American Public Transportation Association estimates fuel efficiency of transit compared to the average commuter auto:

- 1 bus with 7 passengers equals 1 auto
- 1 full bus equals 6 autos
- 1 full rail car equals 15 autos

This information is based on U.S. Department of Energy data. In addition, transit vehicles are more energy efficient than automobiles when passenger miles are considered. The U.S. Department of energy estimates the following energy consumptions rates by mode:

- Commuter rail 3,155 BTU/Passenger Mile
- Transit bus 3,415 BTU/Passenger Mile
- Automobile 3,598 BTU/Passenger Mile

It has also been shown that based on national average vehicle occupancy rates, transit contributes less pollution to the atmosphere.

Pollution By Mode of Travel¹
(measured in grams per passenger mile)

| <u>Mode</u> | <u>Hydro-carbons</u> | <u>Carbon Monoxide</u> | <u>Nitrogen Oxides</u> |
|---------------|----------------------|------------------------|------------------------|
| Electric Rail | 0.01 | 0.02 | 0.47 |
| Transit Bus | 0.20 | 3.05 | 1.54 |
| Vanpool | 0.36 | 2.42 | 0.38 |
| Carpool | 0.70 | 5.02 | 0.69 |
| Automobile | 2.09 | 15.06 | 2.06 |

State Developments

In 1992, the INDOT undertook a statewide Section 3 grant application to provide additional capital funding to various transit agencies. The application was for a total of \$18.3 million to be used to purchase vehicles, administration/maintenance facilities, computer equipment, shop equipment, etc. This recently approved grant will allow some local subrecipients to meet their Section 9 and 18 funding shortfalls by providing additional federal capital funding.

In 1992, the INDOT examined the efficiency and effectiveness of the performance based allocation formula. This examination is on-going and looks at all factors used to determine funding levels. It is hoped that those factors which may contribute to an inefficient method of distributing funds will be removed from the formula allocation. The INDOT will work closely with local agencies to develop an acceptable formula.

The INDOT has undergone a reconfiguration of its hierarchical structure to address changing federal transportation requirements and enhance the department's efficiency. Following restructuring, the Division of Public Transit has become the Public Transit Section within the Division of Intermodal.

Federal Developments

On December 18, 1991 the President signed the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 providing authorizations for highways, highway safety, and mass transportation for the next 6 years. Total funding of about \$155 billion will be available in fiscal years (FY) 1992-1997.

The transit formula and discretionary programs requirements and program structure remain basically unchanged from the previous law, however certain changes in the flexible use of transit funds have been instituted. Total transit funding levels over the next six years is \$17.4 billion.

ISTEA allows flexible funding opportunities for transit use including: the Surface Transportation Program (STP), minimum allocation, donor state bonus, transferable interstate maintenance, transferable bridge, NHS, and CMAQ. Total statewide eligible flexible funding is \$186,236,199. The success of this program lies on the intra-agency cooperation of transit operators and planners.

As a result of ISTEA, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) directs funds toward transportation projects in Clean Air Act non-attainment areas for carbon monoxide (CO) and ozone. Indiana has five non-attainment areas eligible for funding under the CMAQ program. For fiscal year 1992, Indiana received \$9,103,148 in CMAQ funds.

Reflecting a larger mandate than an urban transit orientation, the Urban Mass Transportation Administration has been renamed the Federal Transit Administration as a result of ISTEA. Consequently, references in this report reflect the name change.

The matching ratio for the Section 3 Discretionary and Formula Capital Program has been increased to 80% from 75% federal share as a result of ISTEA. In addition, funding levels for bus/facility replacements are only 20% of the total Section 3 authorized levels. All other funds are earmarked for rail modernization and new rail start funding.

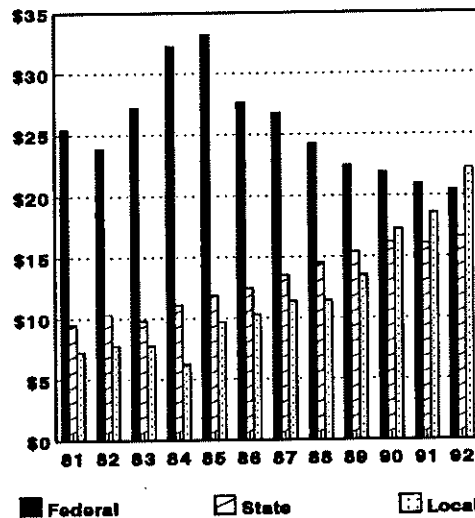
In accordance with Section 18(i) of the Federal Transit Act, the INDOT will carry out a program for the "development and support" of intercity bus transportation. The INDOT is developing projects which address the recent abandonment by intercity carriers and isolated rural areas. Scheduled intercity departures in Indiana have dropped 78% from 14,000 in 1976 to 3,000 in 1992.

Funding Trends

State & Local Funding

Transit (like most municipal services) must rely on property tax revenue as the primary (and usually sole) local revenue source. Under current property tax controls, levies are permitted to grow 5% per year. Because of this, and the lack of other local funding options, service levels have remained constant statewide. This is evident in the Total Vehicle Miles traveled, which remained relatively the same between 1991 and 1992 (24.8 million and 25 million miles, respectively).

Governmental Financial Assistance
(in millions)



With the decline of federal transit funds, state and local funding has covered this shortfall. This trend is shown in the above graph on Governmental Financial Assistance. However, 1991 data suggests that local funding is becoming the major share of transit financing. For the third year local funding has exceeded state funding and for the first year exceeds federal funding. For every \$1.00 the locals invested in 1981, they are now investing \$2.55. To stay even with inflation they would need to invest \$1.50 in 1992. Therefore, adjusted for changes in the Consumer Price Index (CPI²), local assistance has increased by over 70% since 1981. This is significant, given that transit competes for scarce local dollars with other essential municipal services, including streets and roads, police and fire protection, education, and solid waste disposal. Historically, transit has not received as high a funding priority as other services. If this becomes a trend, it may mean that transit is becoming a more important local service. It will also mean that transit levels will remain stagnate because of restrictions on increases in local funding. In addition, service

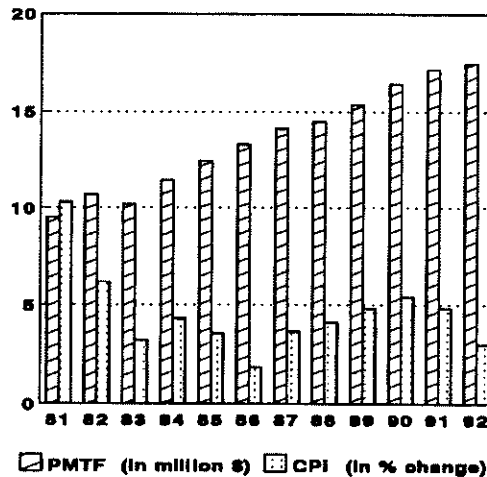
changes will be even more closely tied to the financial conditions at the local government level.

Biennial Budget and Appropriation Process

Indiana's state government functions under a biennial (two year) budget. Preparations for the two-year budget begins in the spring of a even number year (i.e., 1992), before the long legislative session (61 days). Except for budget emergencies that are usually addressed in the short session, all appropriation decisions are made during the long session. The statewide Public Mass Transportation Fund is appropriated at this time.

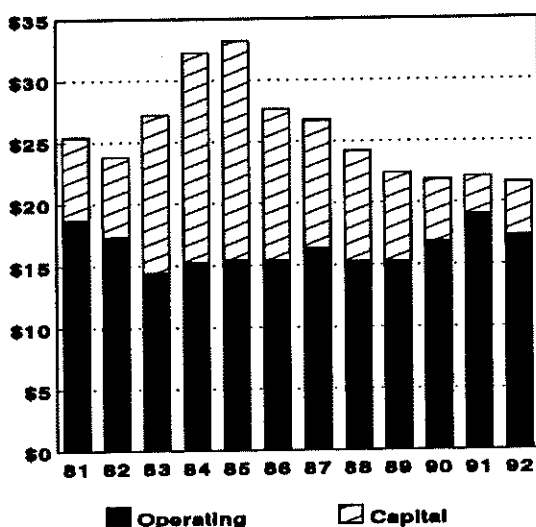
During this summer the Indiana Department of Transportation, Public Transportation Division will prepare any new program initiatives for possible inclusion in the 1994-1995 biennium budget.

State PMTF Apportionments vs % Change In Consumer Price Index



This chart reflects the growth of the Indiana Public Mass Transportation Fund (PMTF) appropriations and the percentage change in the Consumer Price Index (CPI) for the last twelve years. Overall, the PMTF grew from \$9.5 million in 1981 to \$17.4 million in 1992. This represents an 74% growth. Another way to look at this is that for every \$1.00 invested in 1981 the state is now investing \$1.74. However, to stay even with the buying power of the 1981 dollar, the state needs to invest \$1.50. Since the \$1.80 is 30¢ greater than the \$1.50 (stay even amount) the state program actually grew in real terms 20%. This 20% growth represents the real growth in the program after adjustment for changes in CPI.

Total Federal Apportionments (in millions)



Total Federal Apportionments Combined Program Appropriations

The total of FTA Section 9, 16 and 18 funds (urban, elderly and disabled and rural funds, respectively) showed significant variation over the period 1981-1991. In unadjusted terms, the total appropriation in 1991 was \$22.1 million, \$3.1 million lower than that in 1981. Adjusted for inflation, the 1991 funding represents a reduction of nearly 41% over the eleven year period.²

Capital versus Operating Assistance

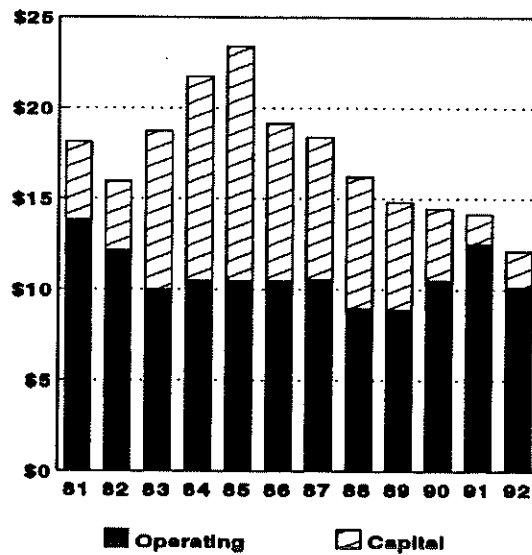
The above chart also reflects the mix of federal capital and operating funds apportioned to Indiana. The amount of operating funds decreased from 1981 through 1986, and thereafter has remained relatively constant in current (unadjusted) dollars. In real terms, 1992 operating funds are 37.6% lower versus 1982.

The amounts available for capital projects (e.g., replacement of worn assets and capital improvements) has declined by 83% from its peak in 1985. Adjusted for inflation, 1992 capital apportionments have declined by over 98% since 1985.

**Federal Section 9
Formula Funding
Large Urbanized Areas**

This chart reflects the funding appropriated for urbanized areas over 200,000 population, which receive their funding share based on a federal formula of population, density and certain service or performance factors. Total apportionments for the eleven year period are over \$195 million, with over \$76.2 million available for capital projects and over \$118.7 million used for operating subsidies. Overall funding in 1981 was \$18.12 million, which decreased to \$14.12 million in 1991, an inflation adjusted decrease of over 48% in real value. Adjusted for inflation operating assistance declined by 39% since 1981 and capital assistance declined by nearly 74% over the same period.

**Large Urban Areas' Fed. Apportionments
(in millions)**



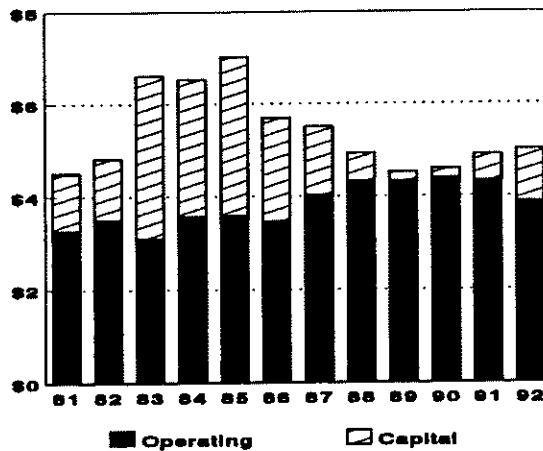
**Federal Section 9
Formula Funding
Small Urbanized Areas**

The Section 9 program provides funding to small urbanized areas (over 50,000 and less than 200,000 population) for capital and operating expenses. These funds are distributed by a federal formula that includes population and population density.

The total funds available over the most recent 11 year period, as well as the mix of operating and capital funds are presented in the graph on the following page. Overall, the total funds available has

increased considerably over last year, due to increased capital expenditure. Over the 11 year period, \$17.7 million was earmarked for capital projects and \$41.9 million was used for operating expenses. Adjusted for inflation operating assistance has declined by over 11% since 1981 and capital assistance has declined by 69% since 1981.

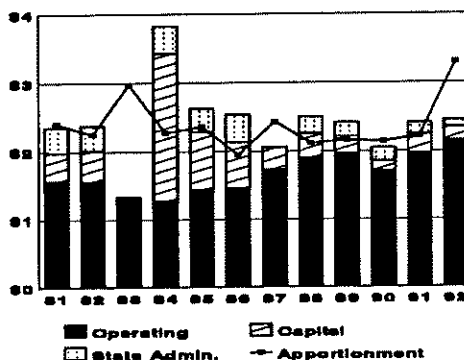
Small Urban Areas' Fed. Apportionments
(In millions)



**Section 18 Funding
Non-Urbanized Areas**

These funds are appropriated by Congress as a percentage of the total FTA formula assistance authorized. Indiana receives about a 3% apportionment from the national appropriation or roughly \$2.3 million per year during the last five years. Since 1979 Indiana has received a total of \$30.1 million. Overall real (inflation adjusted) funding in 1992 is 38% below the 1981 level.

FEDERAL SECTION 18 FUNDING
(In millions)

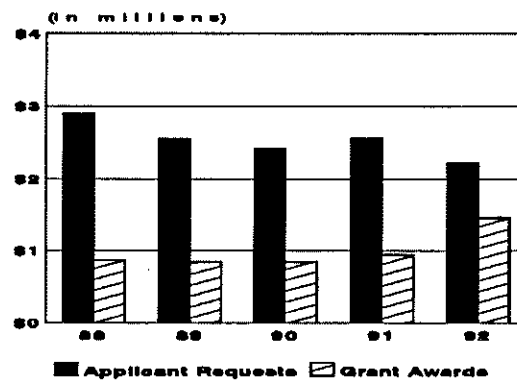


Section 16

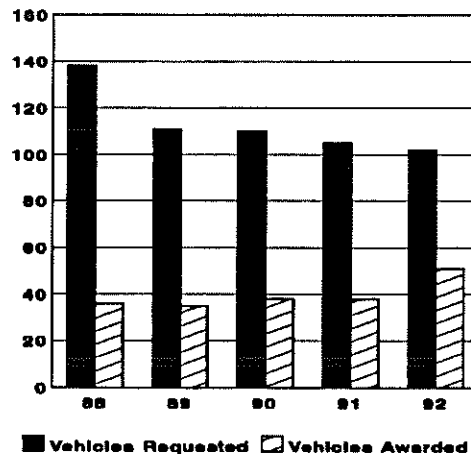
This program provides capital assistance to private, non-profit social service, and public agencies, for the purchase of vans, modified vans and school buses to transport elderly and disabled people to agency sponsored programs. Indiana receives roughly \$900,000 per year in federal assistance. The distribution is based on Indiana's share of the national elderly and disabled population.

Adjusted for inflation, federal assistance has actually declined 1% since 1981. Exacerbating this decline in funding is the growth in vehicle replacement backlog. INDOT receives requests to replace over 100 vehicles per year. Because of limited funding, INDOT can only replace approximately 35 vehicles annually. Approximately 90-95% of all funds are used to replace vehicles; leaving little money to fund expanded services.

Section 16 Funding
Total \$ Requested vs. Total \$ Awarded



Section 16 Program
Number of Vehicles Requested vs. Awarded

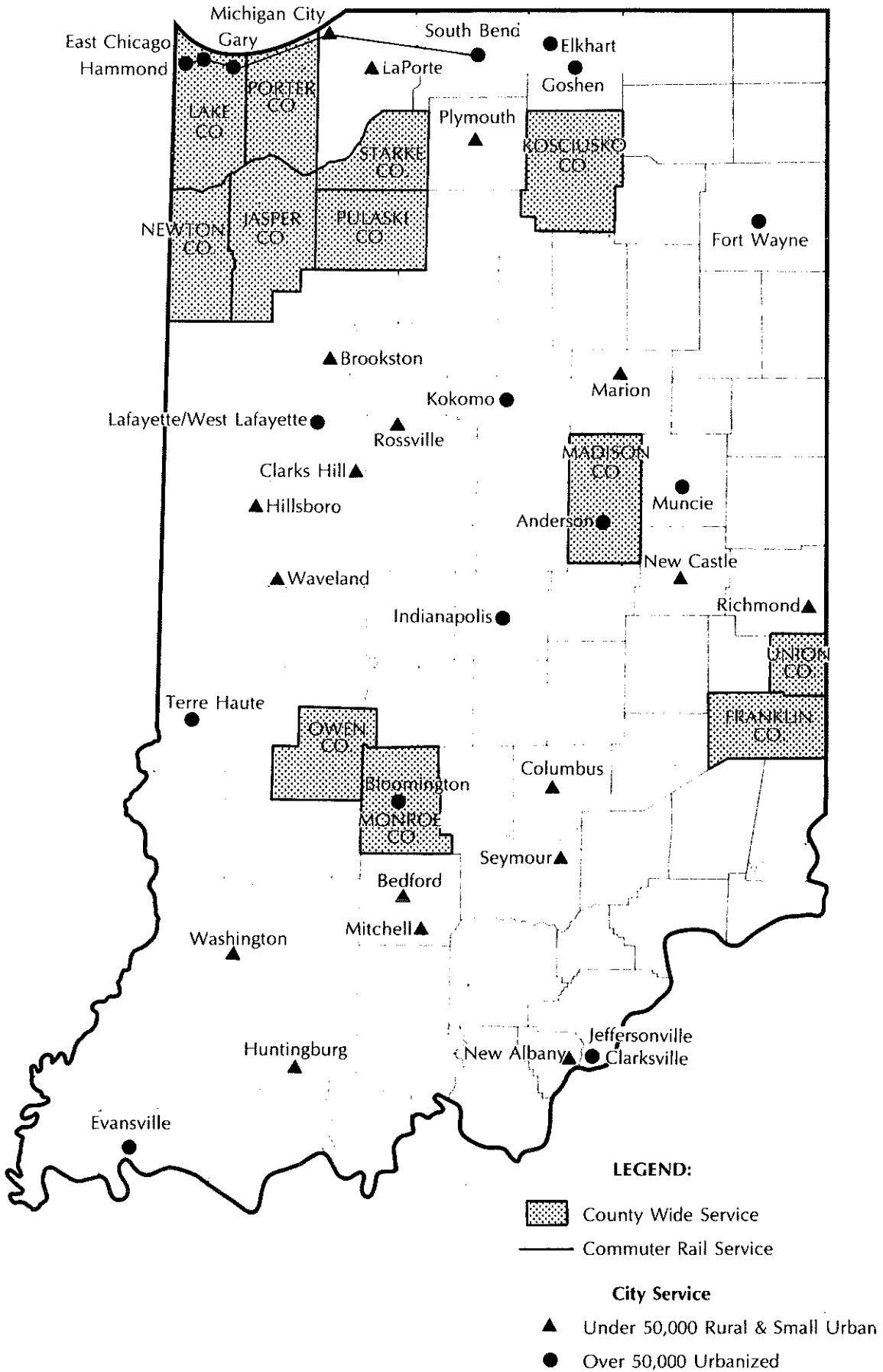


¹American Public Transit Association, 1992 Transit Fact Book.

² Unadjusted figures reflect the gross dollars appropriated and does not include the erosion of buying power caused by inflation. The effects of inflation are calculated using the average yearly change in the Consumer Price Index, as provided by the Bureau of Labor Statistics, U.S. Department of Labor. The terms "adjusted for inflation" and "real" reflect the decrease in purchasing power of \$1 from one year to another. For example, if an item cost \$1.00 in 1981 and the same item cost \$1.44 in 1990, inflation has eroded 44% of the 1990 dollar's purchasing power. Inflation-adjusted figures are therefore directly comparable regarding the amount of goods and services that could be produced or service that could be provided. The adjustment better reflects the environment in which any industry operates, but does not reflect efficiencies and inefficiencies at individual transit agencies. The Consumer Price Index utilized herein is a statewide figure for all industries that does not necessarily reflect the exact effect of inflation on the transit industry. Using the cited index and assuming that all other factors are constant, overall transit support in 1990 would be 43.78% higher than that in 1981 for services to be maintained at the 1981 level.

SECTION ONE
STATEWIDE STATISTICS

FIGURE 1
PUBLIC TRANSPORTATION SYSTEMS IN INDIANA



**TABLE 1
AREAS SERVED BY PUBLIC TRANSPORTATION: 1992**

| SYSTEM | SYSTEM NAME | SERVICE AREA | POPULATION |
|---|---|---|-------------------|
| GROUP 1 – Large Fixed Route | | | |
| Fort Wayne | Fort Wayne PTC | Fort Wayne Metropolitan Area | 186,280 |
| Gary | Gary Public Transportation Corporation | Gary City Limits | 116,646 |
| Indianapolis | Indianapolis Public Transportation Corporation | Indianapolis Metropolitan Area | 914,761 |
| NICTD | Northern Indiana Commuter Transportation District | Rail Corridor between South Bend & Chicago | 163,611 |
| South Bend | South Bend Public Transportation Corporation | South Bend & Mishawaka Metropolitan Area | 148,590 |
| SUBTOTAL: GROUP 1 | | | 1,529,888 |
| GROUP 2 – Medium Fixed Route | | | |
| Anderson | City of Anderson Transit System | Anderson City Limits | 59,549 |
| Bloomington | Bloomington Public Transportation Corporation | Bloomington Metropolitan Area | 60,633 |
| Evansville | Metropolitan Evansville Transit System | Evansville Metropolitan Area | 126,272 |
| Hammond | Hammond Transit System | Hammond, Whiting & adjacent areas | 84,236 |
| Lafayette | Greater Lafayette PTC | Lafayette, West Lafayette Metropolitan Area | 108,500 |
| Muncie | Muncie Indiana Transit System | Fixed Route/City Limits – Paratransit/County Wide | 71,035 |
| Southern Indiana | Transit Authority of River City | New Albany, Clarksville & Jeffersonville City Limits | 77,996 |
| Terre Haute | Transit Utility for the City of Terre Haute | Terre Haute City Limits & West Terre Haute | 59,978 |
| SUBTOTAL: GROUP 2 | | | 648,199 |
| GROUP 3 – Small Fixed Route | | | |
| Bedford | Transit Authority of Stone City | Bedford City Limits | 13,817 |
| Columbus | Columbus Transit | Columbus City Limits | 31,802 |
| East Chicago | East Chicago Public Transit | East Chicago City Limits | 33,892 |
| LaPorte | TransPorte | LaPorte City limits & one-quarter mile fringe | 21,507 |
| Marion | City of Marion Transportation Department | Marion City Limits | 32,618 |
| Michigan City | Michigan City Municipal Coach Service | Michigan City Limits & Trail Creek | 33,822 |
| New Castle | New Castle Community Transit | New Castle City Limits | 17,753 |
| Richmond | Rose View Transit System | Richmond City Limits plus Wayne Township | 38,705 |
| Washington | Washington Transit System | Washington City Limits | 10,838 |
| SUBTOTAL: GROUP 3 | | | 234,754 |
| GROUP 4 – Demand Response and County | | | |
| Elkhart | Heart City Rider | City of Elkhart | 43,627 |
| Franklin County | Franklin County Public Transportation | Franklin County | 19,580 |
| Goshen | Goshen Transit | City of Goshen & contiguous area | 23,797 |
| Huntingburg | City of Huntingburg Transit System | Huntingburg City Limits | 5,252 |
| KIRPC | Arrowhead Country Public Transportation | Jasper, Newton, Pulaski, Starke & White Counties | 73,901 |
| Kokomo | First City Rider | City of Kokomo | 66,981 |
| Kosciusko County | Kosciusko Area Bus Service | Kosciusko County | 65,294 |
| LCEOC | Lake County Economic Opportunity Council | Lake and Porter Counties | 604,526 |
| Madison County | Transportation for the Rural Areas of Madison | Madison County except Anderson | 56,632 |
| Mitchell | Mitchell Transit System | Mitchell City Limits | 4,669 |
| Monroe County | Rural Transit | Monroe, Owen & Southern Putnam Counties | 54,819 |
| Plymouth | Rock City Rider | City of Plymouth | 8,303 |
| Seymour | Seymour Transit | City of Seymour | 15,576 |
| Trade Winds | Trade Winds Rehabilitation Center | Lake and Porter Counties | 604,526 |
| Union County | Union County Transit Service | Union County with trips to Richmond & Connersville | 6,976 |
| Waveland | Waveland Volunteer Transportation Program | Brookston, Clarks Hill, Hillsboro, Rossville & Waveland | 4,669 |
| SUBTOTAL: GROUP 4 | | | 1,659,128 |
| TOTAL ALL GROUPS | | | 4,071,969 |

Ridership

Figure 2
Change in Statewide Ridership: 1988–1992

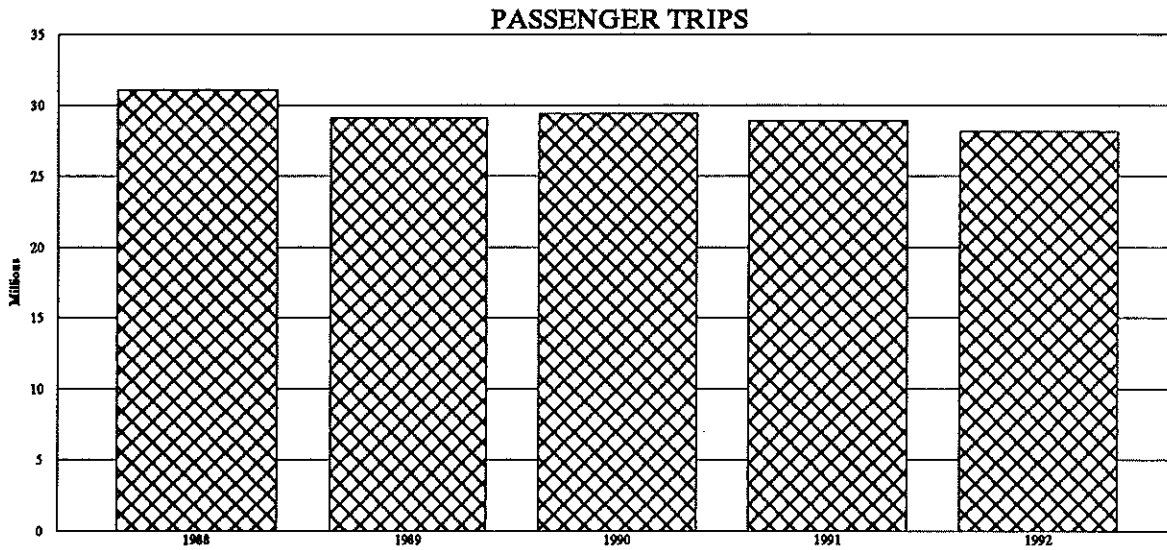
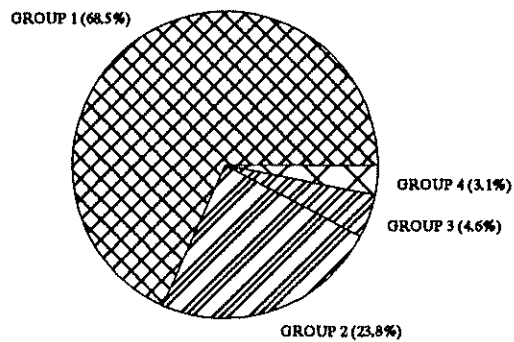


Figure 3
Statewide Ridership by Group: 1992

TOTAL RIDERSHIP: 28,153,415

Passenger Trips



**TABLE 2
RIDERSHIP DISTRIBUTION BY SYSTEM: 1992**

| SYSTEM | RIDERSHIP 1991 | RIDERSHIP 1992 | % CHANGE | RIDERSHIP PER POP | % OF STATE RIDERSHIP |
|---|---------------------------|---------------------------|-----------------|------------------------------|---------------------------------|
| GROUP 1 – Large Fixed Route | | | | | |
| Fort Wayne | 1,789,067 | 1,508,486 | -18.60% | 8.10 | 5.36% |
| Gary | 2,105,977 | 2,366,600 | 11.01% | 20.29 | 8.41% |
| Indianapolis | 9,673,967 | 9,049,202 | -6.90% | 9.89 | 32.14% |
| NICTD | 3,333,157 | 3,272,279 | -1.86% | 20.00 | 11.62% |
| South Bend | 2,902,606 | 2,629,174 | -10.40% | 17.69 | 9.34% |
| SUBTOTAL: GROUP 1 | 19,804,774 | 18,825,741 | -5.20% | 12.31 | 66.87% |
| GROUP 2 – Medium Fixed Route | | | | | |
| Anderson | 305,542 | 296,184 | -3.16% | 4.97 | 1.05% |
| Bloomington | 706,907 | 784,747 | 9.92% | 12.94 | 2.79% |
| Evansville | 1,632,692 | 1,737,365 | 6.02% | 13.76 | 6.17% |
| Hammond | 439,321 | 430,316 | -2.09% | 5.11 | 1.53% |
| Lafayette | 1,906,646 | 1,846,650 | -3.25% | 17.02 | 6.56% |
| Muncie | 1,218,775 | 1,263,569 | 3.55% | 17.79 | 4.49% |
| Southern Indiana | 202,765 | 199,354 | -1.71% | 2.56 | 0.71% |
| Terre Haute | 471,941 | 446,603 | -5.67% | 7.45 | 1.59% |
| SUBTOTAL: GROUP 2 | 6,884,589 | 7,004,788 | 1.72% | 10.81 | 24.88% |
| GROUP 3 – Small Fixed Route | | | | | |
| Bedford | 43,149 | 43,288 | 0.32% | 3.13 | 0.15% |
| Columbus | 153,217 | 151,064 | -1.43% | 4.75 | 0.54% |
| East Chicago | 224,979 | 203,226 | -10.70% | 6.00 | 0.72% |
| LaPorte | 81,144 | 78,130 | -3.86% | 3.63 | 0.28% |
| Marion | 154,832 | 160,557 | 3.57% | 4.92 | 0.57% |
| Michigan City | 211,068 | 208,672 | -1.15% | 6.17 | 0.74% |
| New Castle | 99,201 | 84,711 | -17.11% | 4.77 | 0.30% |
| Richmond | 346,648 | 349,357 | 0.78% | 9.03 | 1.24% |
| Washington | 14,205 | 12,955 | -9.65% | 1.20 | 0.05% |
| SUBTOTAL: GROUP 3 | 1,328,443 | 1,291,960 | -2.82% | 5.50 | 4.59% |
| GROUP 4 – Demand Response and County | | | | | |
| Elkhart | 102,164 | 129,390 | 21.04% | 2.97 | 0.46% |
| Franklin County | 12,891 | 24,853 | 48.13% | 1.27 | 0.09% |
| Goshen | 28,646 | 16,966 | -68.84% | 0.71 | 0.06% |
| Huntingburg | 6,010 | 8,964 | 32.95% | 1.71 | 0.03% |
| KIRPC | 120,440 | 126,744 | 4.97% | 1.72 | 0.45% |
| Kokomo | 28,566 | 107,568 | 73.44% | 1.61 | 0.38% |
| Kosciusko County | 106,287 | 96,604 | -10.02% | 1.48 | 0.34% |
| LCEOC | 241,075 | 240,948 | -0.05% | 0.40 | 0.86% |
| Madison County | 13,941 | 13,636 | -2.24% | 0.24 | 0.05% |
| Mitchell | 16,532 | 17,150 | 3.60% | 3.67 | 0.06% |
| Monroe County | 70,606 | 74,295 | 4.97% | 1.36 | 0.26% |
| Plymouth | 13,240 | 14,537 | 8.92% | 1.75 | 0.05% |
| Seymour | 5,608 | 6,366 | 11.91% | 0.41 | 0.02% |
| Trade Winds | 94,561 | 116,948 | 19.14% | 0.19 | 0.42% |
| Union County | 18,685 | 19,590 | 4.62% | 2.81 | 0.07% |
| Waveland | 15,807 | 16,367 | 3.42% | 3.51 | 0.06% |
| SUBTOTAL: GROUP 4 | 895,059 | 1,030,926 | 13.18% | 0.62 | 3.66% |
| TOTAL ALL GROUPS | 28,912,865 | 28,153,415 | -2.70% | 6.91 | 100% |

Operating Characteristics

TABLE 3
TOTAL VEHICLE MILES (TVM) BY SYSTEM: 1992

| SYSTEM | TVM 1991 | TVM 1992 | % CHANGE |
|---|-------------------|-------------------|---------------|
| GROUP 1 – Large Fixed Route | | | |
| Fort Wayne | 1,673,403 | 1,453,335 | -13.15% |
| Gary | 1,103,811 | 1,281,491 | 16.10% |
| Indianapolis | 7,077,685 | 6,657,572 | -5.94% |
| NICTD | 2,560,650 | 2,599,277 | 1.51% |
| South Bend | 1,856,715 | 1,822,610 | -1.84% |
| SUBTOTAL: GROUP 1 | 14,272,264 | 13,814,285 | -3.21% |
| GROUP 2 – Medium Fixed Route | | | |
| Anderson | 397,070 | 410,240 | 3.32% |
| Bloomington | 659,604 | 689,856 | 4.59% |
| Evansville | 1,181,873 | 1,289,043 | 9.07% |
| Hammond | 482,459 | 475,291 | -1.49% |
| Lafayette | 1,137,760 | 1,162,409 | 2.17% |
| Muncie | 1,075,286 | 1,066,396 | -0.83% |
| Southern Indiana | 193,280 | 205,451 | 6.30% |
| Terre Haute | 447,085 | 448,527 | 0.32% |
| SUBTOTAL: GROUP 2 | 5,574,417 | 5,747,213 | 3.10% |
| GROUP 3 – Small Fixed Route | | | |
| Bedford | 91,942 | 92,551 | 0.66% |
| Columbus | 226,236 | 225,373 | -0.38% |
| East Chicago | 101,422 | 105,923 | 4.44% |
| LaPorte | 166,013 | 176,708 | 6.44% |
| Marion | 150,400 | 155,298 | 3.26% |
| Michigan City | 224,319 | 240,536 | 7.23% |
| New Castle | 136,994 | 123,688 | -9.71% |
| Richmond | 338,444 | 341,636 | 0.94% |
| Washington | 31,326 | 29,947 | -4.40% |
| SUBTOTAL: GROUP 3 | 1,467,096 | 1,491,660 | 1.67% |
| GROUP 4 – Demand Response and County | | | |
| Elkhart | 170,450 | 286,481 | 68.07% |
| Franklin County | 102,336 | 175,971 | 71.95% |
| Goshen | 92,687 | 48,097 | -48.11% |
| Huntingburg | 9,804 | 13,849 | 41.26% |
| KIRPC | 510,361 | 567,462 | 11.19% |
| Kokomo | 81,496 | 250,193 | N/A |
| Kosciusko County | 237,518 | 250,427 | 5.43% |
| LCEOC | 668,226 | 717,967 | 7.44% |
| Madison County | 321,239 | 336,321 | 4.69% |
| Mitchell | 17,894 | 19,296 | 7.84% |
| Monroe County | 280,836 | 285,507 | 1.66% |
| Plymouth | 62,490 | 47,277 | -24.34% |
| Seymour | 15,072 | 17,341 | 15.05% |
| Trade Winds | 809,678 | 765,260 | -5.49% |
| Union County | 101,761 | 102,014 | 0.25% |
| Waveland | 34,470 | 43,409 | 25.93% |
| SUBTOTAL: GROUP 4 | 3,516,318 | 3,926,872 | 11.68% |
| TOTAL ALL GROUPS | 24,830,095 | 24,980,030 | 0.60% |

**TABLE 4
TRANSIT FARES BY SYSTEM: 1992**

| SYSTEM | ADULT | YOUTH | ELDERLY & DISABLED | TRANSFER CHARGE | MULTI-RIDE DISCOUNT |
|---|-------------|-------------|-----------------------|--------------------|------------------------|
| GROUP 1 – Large Fixed Route | | | | | |
| Fort Wayne | 1.00 | 0.75 | 0.50 | Free | Yes |
| Gary | 0.75 | 0.50 | 0.35 | 0.10/0.05 | Yes |
| Indianapolis (a) | 0.75/1.00 | 0.75/1.00 | 0.35/0.50 | 0.25 | Yes |
| NICTD (b) | VARY | VARY | VARY | N/A | Yes |
| South Bend | 0.75 | 0.75 | 0.35 | Free | Yes |
| GROUP 2 – Medium Fixed Route | | | | | |
| Anderson | 0.50 | 0.50 | 0.25 | Free | Yes |
| Bloomington | 0.50 | 0.25 | 0.25 | Free | Yes |
| Evansville | 0.50 | 0.25 | 0.25 | 0.10 | No |
| Hammond | 0.80 | 0.55 | 0.40 | Free | Yes |
| Lafayette | 0.50 | 0.35 | 0.15 | Free | Yes |
| Muncie | 0.40 | 0.35 | 0.20 | Free | Yes |
| Southern Indiana | 0.35 | 0.25 | 0.25 | Free | Yes |
| Terre Haute | 0.50 | 0.50 | 0.25 | Free | Yes |
| GROUP 3 – Small Fixed Route | | | | | |
| Bedford | 0.75 | 0.75 | 0.50 | Free | Yes |
| Columbus | 0.25 | 0.25 | 0.25 | N/A | No |
| East Chicago | FREE | FREE | FREE | FREE | N/A |
| LaPorte | 0.50 | 0.50 | 0.25 | 0.25 | No |
| Marron | 0.50 | 0.25 | 0.50 | Free | Yes |
| Michigan City | 0.50 | 0.25 | 0.25 | Free | Yes |
| New Castle | 0.55 | 0.45 | 0.35 | Free | Yes |
| Richmond | 0.75 | 0.50 | 0.50 | Free | Yes |
| Washington | 0.75 | 0.50 | 0.75 | N/A | No |
| GROUP 4 – Demand Response and County | | | | | |
| Elkhart | 2.60 | 2.60 | 1.30 | N/A | No |
| Franklin County (c) | 2.00 | N/A | Donation | N/A | No |
| Goshen | 2.60 | 2.60 | 1.30 | N/A | No |
| Huntingburg | 0.50 | 0.50 | 0.50 | N/A | No |
| KIRPC | 0.75 | 0.75 | 0.75 | N/A | Yes (h) |
| Kokomo | 2.13 (Avg.) | 2.13 (Avg.) | 1.06 (Avg.) | N/A | No |
| Kosciusko County | 0.50 | 0.50 | 0.25 | Free | Yes |
| LCEOC (d) | N/A | N/A | N/A | N/A | N/A |
| Madison County | 3.00 | 3.00 | 3.00 | N/A | No |
| Mitchell | 0.50 | 0.50 | 0.25 | N/A | No |
| Monroe County | 0.75 | 0.50 | 0.75 | N/A | Yes |
| Plymouth | 3.0 | 3.0 | 1.50 | N/A | No |
| Seymour | 2.00 | 0.75 | 1.50 | N/A | No |
| Trade Winds (e) | N/A | N/A | N/A | N/A | N/A |
| Union County (f) | VARY | VARY | VARY | VARY | N/A |
| Waveland (g) | N/A | N/A | N/A | N/A | N/A |

(a) Additional charge added for rush hour service

(b) Fares charged by zone

(c) Fares \$0.75 in Brookville

(d) Donation

(e) Based on ability to pay

(f) Fares charged by zone

(g) Suggested Donation

(h) Pulaski County only

**TABLE 5
VEHICLE CHARACTERISTICS BY SYSTEM: 1992**

| SYSTEM | TOTAL ACTIVE VEHICLES | LIFT-EQUIPPED VEHICLES IN FLEET | TOTAL CAPACITY* | AVERAGE CAPACITY | AVERAGE AGE IN YEARS |
|---|------------------------------|--|------------------------|-------------------------|-----------------------------|
| GROUP 1 – Large Fixed Route | | | | | |
| Fort Wayne | 71 | 39 | 3,461 | 49 | 10 |
| Gary | 37 | 21 | 2,101 | 57 | 8 |
| Indianapolis | 156 | 12 | 10,020 | 64 | 7 |
| NICTD | 41 | N/A** | 4,633 | 113 | 9 |
| South Bend | 64 | 5 | 3,866 | 60 | 6 |
| SUBTOTAL: GROUP 1 | 369 | 77 | 24,081 | 69 | 8 |
| GROUP 2 – Medium Fixed Route | | | | | |
| Anderson | 14 | 14 | 778 | 56 | 8 |
| Bloomington | 17 | 2 | 1,107 | 65 | 7 |
| Evansville | 37 | 11 | 1,332 | 36 | 7 |
| Hammond | 11 | 0 | 720 | 65 | 18 |
| Lafayette | 54 | 11 | 2,845 | 53 | 8 |
| Muncie | 37 | 37 | 1,552 | 42 | 7 |
| Southern Indiana | 302 | 172 | 19,384 | 64 | 8 |
| Terre Haute | 16 | 0 | 552 | 35 | 10 |
| SUBTOTAL: GROUP 2 | 488 | 247 | 28,270 | 52 | 9 |
| GROUP 3 – Small Fixed Route | | | | | |
| Bedford | 3 | 1 | 71 | 24 | 4 |
| Columbus | 8 | 8 | 219 | 27 | 5 |
| East Chicago | 8 | 1 | 312 | 39 | 8 |
| LaPorte | 7 | 4 | 109 | 16 | 3 |
| Marion | 6 | 6 | 194 | 32 | 6 |
| Michigan City | 8 | 3 | 216 | 27 | 5 |
| New Castle | 9 | 6 | 263 | 29 | 6 |
| Richmond | 16 | 4 | 407 | 25 | 4 |
| Washington | 2 | 2 | 52 | 26 | 6 |
| SUBTOTAL: GROUP 3 | 67 | 35 | 1,843 | 27 | 5 |
| GROUP 4 – Demand Response and County | | | | | |
| Elkhart | 38 | 8 | 158 | 4 | 4 |
| Franklin County | 6 | 1 | 43 | 7 | 4 |
| Goshen | 33 | 4 | 156 | 5 | 3 |
| Huntingburg | 1 | 1 | 9 | 9 | 3 |
| KIRPC | 28 | 7 | 322 | 12 | 4 |
| Kokomo | 32 | 9 | 228 | 7 | 6 |
| Kosciusko County | 13 | 13 | 289 | 22 | 6 |
| LCEOC | 44 | 8 | 508 | 12 | 6 |
| Madison County | 7 | 3 | 65 | 9 | 3 |
| Mitchell | 2 | 2 | 30 | 15 | 7 |
| Monroe County | 11 | 3 | 184 | 17 | 3 |
| Plymouth | 4 | 1 | 24 | 6 | 11 |
| Seymour | 2 | 1 | 13 | 7 | 7 |
| Trade Winds | 30 | 12 | 455 | 15 | 3 |
| Union County | 8 | 1 | 90 | 11 | 7 |
| Waveland | 5 | 0 | 75 | 15 | 6 |
| SUBTOTAL: GROUP 4 | 264 | 74 | 2,649 | 11 | 5 |
| TOTAL ALL GROUPS | 1,188 | 433 | 56,843 | 40 | 7 |

* includes seating & standing capacity of passenger vehicles

** Under ADA, Commuter railroads may either install lifts on the railcars or provide a ramp/boarding device on the station platforms. NICTD has chosen to provide portable ramps at their stations.

TABLE 6
PERFORMANCE MEASURES BY SYSTEM: 1992

| SYSTEM | EXPENSE/ TRIP | EXPENSE/ TVM | SUBSIDY/ TRIP | FARE RECOVERY | LDI/ EXPENSE |
|---|------------------|-----------------|------------------|------------------|-----------------|
| GROUP 1 – Large Fixed Route | | | | | |
| Fort Wayne | 3.66 | 3.80 | 2.83 | 0.14 | 0.59 |
| Gary | 2.37 | 4.38 | 1.91 | 0.18 | 0.46 |
| Indianapolis | 2.51 | 3.41 | 1.74 | 0.29 | 0.61 |
| South Bend | 2.14 | 3.08 | 1.70 | 0.18 | 0.58 |
| AVERAGE: GROUP 1 | 2.53 | 3.51 | 1.87 | 0.24 | 0.58 |
| GROUP 2 – Medium Fixed Route | | | | | |
| Anderson | 4.69 | 3.39 | 4.31 | 0.08 | 0.43 |
| Bloomington | 2.06 | 2.34 | 1.58 | 0.15 | 0.52 |
| Evansville | 1.66 | 2.23 | 1.34 | 0.18 | 0.44 |
| Hammond | 2.14 | 1.94 | 1.66 | 0.21 | 0.36 |
| Lafayette | 1.60 | 2.53 | 1.15 | 0.24 | 0.58 |
| Muncie | 2.87 | 3.40 | 2.62 | 0.07 | 0.62 |
| Southern Indiana | 4.44 | 4.31 | 4.05 | 0.09 | 0.44 |
| Terre Haute | 2.32 | 2.31 | 1.89 | 0.17 | 0.34 |
| AVERAGE: GROUP 2 | 2.18 | 2.66 | 1.80 | 0.15 | 0.51 |
| GROUP 3 – Small Fixed Route | | | | | |
| Bedford | 5.43 | 2.54 | 4.91 | 0.08 | 0.47 |
| Columbus | 3.47 | 2.33 | 3.21 | 0.08 | 0.30 |
| East Chicago | 2.91 | 5.59 | 2.91 | 0.00 | 0.36 |
| LaPorte | 5.20 | 2.30 | 4.30 | 0.16 | 0.41 |
| Marion | 2.74 | 2.83 | 2.41 | 0.11 | 0.31 |
| Michigan City | 2.95 | 2.56 | 2.59 | 0.12 | 0.43 |
| New Castle | 5.02 | 3.44 | 4.66 | 0.06 | 0.45 |
| Richmond | 2.19 | 2.24 | 1.53 | 0.27 | 0.37 |
| Washington | 3.73 | 1.61 | 3.09 | 0.15 | 0.28 |
| AVERAGE: GROUP 3 | 3.14 | 2.72 | 2.73 | 0.12 | 0.38 |
| GROUP 4 – Demand Response and County | | | | | |
| Elkhart | 4.26 | 1.94 | 2.42 | 0.43 | 0.46 |
| Franklin | 6.32 | 0.89 | 4.99 | 0.20 | 0.79 |
| Goshen | 6.56 | 2.31 | 5.12 | 0.21 | 0.31 |
| Huntingburg | 2.56 | 1.66 | 2.28 | 0.11 | 0.55 |
| KIRPC | 5.04 | 1.13 | 3.29 | 0.34 | 0.40 |
| Kokomo | 4.99 | 2.15 | 3.68 | 0.20 | 0.60 |
| Kosciusko County | 6.68 | 2.58 | 5.80 | 0.10 | 0.42 |
| LCEOC | 4.07 | 1.37 | 2.71 | 0.21 | 0.49 |
| Madison County | 15.71 | 0.64 | 12.71 | 0.19 | 0.30 |
| Mitchell | 3.48 | 3.09 | 3.07 | 0.12 | 0.34 |
| Monroe County | 4.98 | 1.30 | 4.55 | 0.09 | 0.46 |
| Plymouth | 3.74 | 1.15 | 2.19 | 0.40 | 0.69 |
| Seymour | 9.65 | 3.54 | 8.27 | 0.14 | 0.57 |
| Trade Winds | 5.51 | 0.84 | 4.77 | 0.07 | 0.36 |
| Union County | 5.48 | 1.05 | 4.88 | 0.11 | 0.45 |
| Waveland | 4.58 | 1.73 | 3.31 | 0.09 | 0.48 |
| AVERAGE: GROUP 4 | 5.08 | 1.33 | 3.81 | 0.19 | 0.46 |
| AVERAGE ALL GROUPS* | 2.57 | 2.86 | 1.97 | 0.21 | 0.54 |
| NICTD | 5.53 | 6.97 | 1.85 | 0.57 | 0.70 |

* NICTD excluded from averages due to unique service type

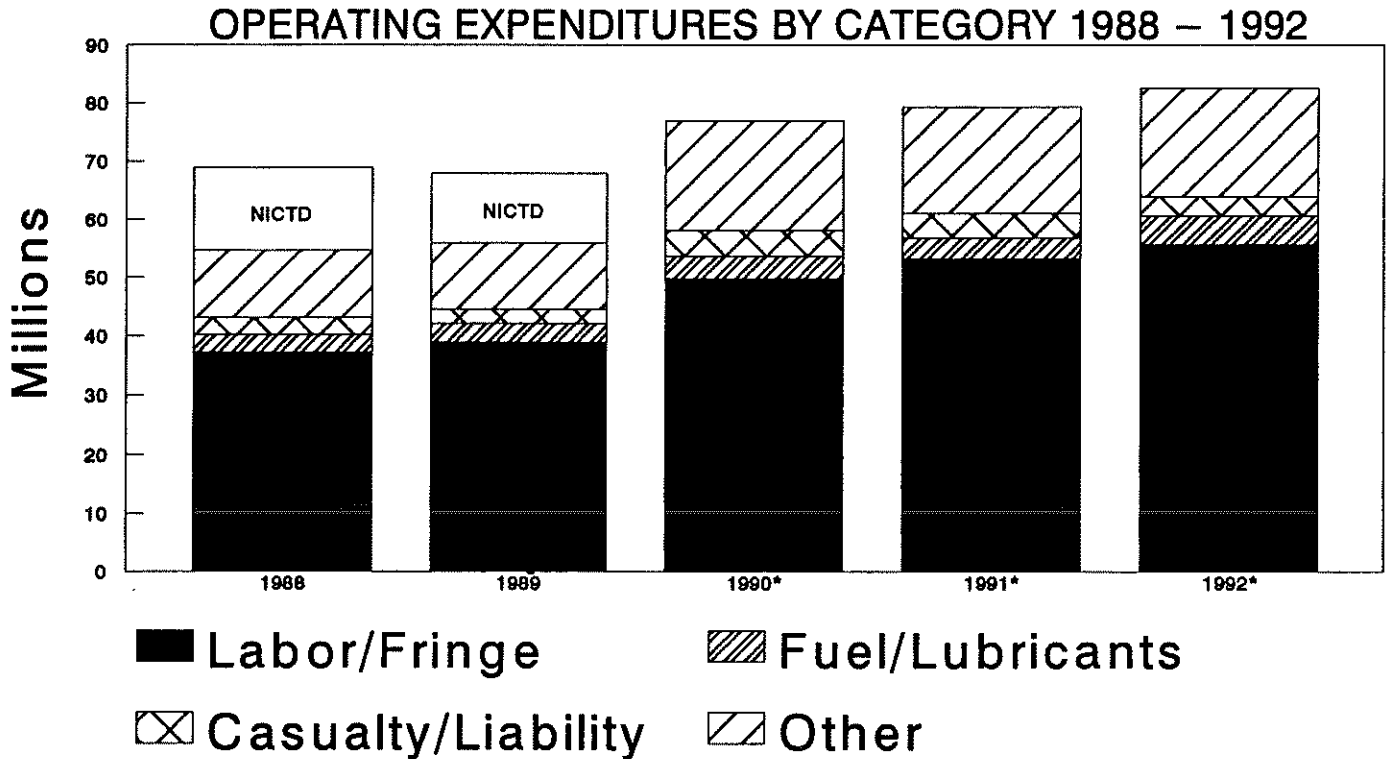
Financial Data

TABLE 7
STATEWIDE OPERATING EXPENDITURES BY CATEGORY: 1988 – 1992
 (Expenditures expressed in millions)

| | 1988 | % | 1989 | % | 1990* | % | 1991* | % | 1992* | % |
|------------------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|
| Labor & Fringe | 37.3 | 68 | 38.9 | 69 | 49.8 | 65 | 53.2 | 67 | 55.6 | 67 |
| Fuel and Lubricants | 3 | 5 | 3.2 | 6 | 3.9 | 5 | 3.6 | 5 | 5.1 | 6 |
| Casualty and Liability | 2.8 | 5 | 2.5 | 4 | 4.5 | 6 | 4.3 | 5 | 3.3 | 4 |
| Other | 11.5 | 21 | 11.4 | 20 | 18.7 | 24 | 18.2 | 23 | 18.6 | 23 |
| TOTAL | 54.6 | 100 | 56.0 | 100 | 76.9 | 100 | 79.3 | 100 | 82.6 | 100 |
| Including NICTD | 68.8 | | 67.9 | | | | | | | |

* In 1990, INDOT began including NICTD in expenditure detail

FIGURE 4



* In 1990, INDOT began including NICTD in expenditure detail

TABLE 8
TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY: 1992

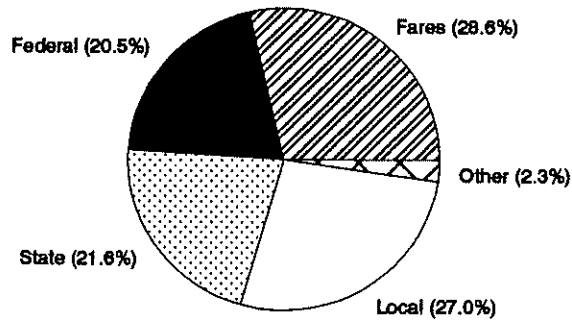
| SYSTEM | LABOR & FRINGE | | | SERVICES | | | LUBRICANTS | | | FUEL & SUPPLIES | | | MATERIALS & SUPPLIES | | | UTILITIES | | | CASUALTY & LIABILITY | | | OTHER | | | TOTAL | |
|---|-------------------|------------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------------|------------------|-----------|----------------------|------------|-------------------|-----------|--|--|----------------------|--|--|-------|--|--|-------|--|
| | % | | | % | | | % | | | % | | | % | | | % | | | % | | | % | | | | |
| GROUP 1 - Large Fixed Route | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fort Wayne | 4,367,448 | 79% | 106,074 | 2% | 256,121 | 5% | 444,545 | 8% | 60,309 | 1% | 213,712 | 4% | 67,679 | 1% | 5,516,886 | | | | | | | | | | | |
| Gary | 3,796,905 | 68% | 482,857 | 9% | 346,450 | 6% | 350,516 | 6% | 195,787 | 3% | 325,490 | 6% | 108,052 | 2% | 5,608,057 | | | | | | | | | | | |
| Indianapolis | 16,857,281 | 74% | 919,766 | 4% | 979,796 | 4% | 1,566,171 | 7% | 449,072 | 2% | 564,068 | 3% | 1,315,722 | 6% | 22,671,896 | | | | | | | | | | | |
| NICTD | 10,840,030 | 60% | 294,767 | 2% | 0 | 0% | 1,281,696 | 7% | 1,558,541 | 9% | 2,341,305 | 13% | 1,784,279 | 10% | 18,110,818 | | | | | | | | | | | |
| South Bend | 4,113,621 | 73% | 297,827 | 5% | 250,858 | 4% | 156,120 | 3% | 91,745 | 2% | 282,595 | 5% | 414,370 | 7% | 5,617,136 | | | | | | | | | | | |
| SUBTOTAL | 39,977,485 | 69% | 2,084,291 | 4% | 1,833,025 | 3% | 3,849,048 | 7% | 2,355,454 | 4% | 3,727,190 | 6% | 3,690,102 | 6% | 57,526,595 | | | | | | | | | | | |
| GROUP 2 - Medium Fixed Route | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airderon | 1,129,553 | 81% | 43,688 | 3% | 48,467 | 3% | 73,852 | 5% | 21,379 | 2% | 60,470 | 4% | 11,783 | 1% | 1,366,212 | | | | | | | | | | | |
| Bloomington | 866,107 | 55% | 137,035 | 8% | 126,737 | 8% | 155,254 | 10% | 20,102 | 1% | 67,308 | 4% | 219,987 | 14% | 1,614,528 | | | | | | | | | | | |
| Evansville | 2,079,476 | 72% | 49,539 | 2% | 208,827 | 7% | 267,430 | 9% | 41,844 | 1% | 152,840 | 5% | 81,363 | 3% | 2,890,939 | | | | | | | | | | | |
| Hammond | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 921,584 | | | | | | | | | | | |
| Lafayette | 2,184,937 | 73% | 112,978 | 4% | 194,192 | 7% | 235,736 | 8% | 43,334 | 1% | 106,626 | 4% | 88,080 | 3% | 2,945,885 | | | | | | | | | | | |
| Muncie | 2,448,135 | 89% | 283,770 | 8% | 192,013 | 5% | 369,210 | 10% | 53,916 | 1% | 137,842 | 4% | 138,990 | 4% | 3,623,876 | | | | | | | | | | | |
| Southern Indiana | 665,548 | 75% | 56,047 | 7% | 117,777 | 13% | 0 | 0% | 12,126 | 1% | 14,308 | 2% | 18,071 | 2% | 865,875 | | | | | | | | | | | |
| Terra Haute | 699,980 | 68% | 16,773 | 2% | 73,155 | 7% | 70,299 | 7% | 33,817 | 3% | 104,145 | 10% | 37,671 | 4% | 1,034,720 | | | | | | | | | | | |
| SUBTOTAL | 10,072,614 | 66% | 701,630 | 5% | 962,988 | 6% | 1,171,783 | 8% | 226,318 | 1% | 643,537 | 4% | 1,517,549 | 10% | 15,296,619 | | | | | | | | | | | |
| GROUP 3 - Small Fixed Route | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bedford | 165,400 | 79% | 8,000 | 3% | 11,500 | 5% | 9,801 | 4% | 2,301 | 1% | 15,461 | 7% | 2,845 | 1% | 235,108 | | | | | | | | | | | |
| Columbus | 394,590 | 75% | 22,612 | 4% | 38,598 | 7% | 44,919 | 9% | 7,329 | 1% | 6,000 | 1% | 10,187 | 2% | 524,235 | | | | | | | | | | | |
| East Chicago | 464,575 | 76% | 0 | 0% | 27,027 | 5% | 68,942 | 15% | 0 | 0% | 0 | 0% | 10,287 | 2% | 591,831 | | | | | | | | | | | |
| LaPorte | 293,762 | 72% | 4,484 | 1% | 27,468 | 7% | 20,532 | 5% | 23,550 | 6% | 28,247 | 7% | 6,927 | 2% | 405,960 | | | | | | | | | | | |
| Marion | 261,743 | 64% | 45,275 | 10% | 26,151 | 6% | 27,670 | 8% | 8,412 | 2% | 47,061 | 11% | 3,440 | 1% | 438,752 | | | | | | | | | | | |
| Michigan City | 439,395 | 71% | 43,540 | 7% | 27,743 | 5% | 37,389 | 6% | 6,280 | 1% | 53,389 | 9% | 8,639 | 1% | 616,375 | | | | | | | | | | | |
| New Castle | 341,835 | 80% | 4,400 | 1% | 20,025 | 5% | 12,428 | 3% | 6,761 | 2% | 33,431 | 8% | 6,471 | 2% | 425,451 | | | | | | | | | | | |
| Richmond | 485,301 | 63% | 27,769 | 4% | 39,033 | 5% | 30,900 | 4% | 1,954 | 0% | 175,446 | 23% | 5,616 | 1% | 766,019 | | | | | | | | | | | |
| Washington | 19,819 | 41% | 12,732 | 26% | 4,927 | 10% | 3,359 | 7% | 1,948 | 4% | 4,808 | 10% | 711 | 1% | 46,304 | | | | | | | | | | | |
| SUBTOTAL | 2,906,540 | 72% | 180,612 | 4% | 222,472 | 5% | 276,940 | 7% | 58,534 | 1% | 364,843 | 9% | 54,923 | 1% | 4,053,065 | | | | | | | | | | | |
| GROUP 4 - Demand Response and County | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eikhart | 26,973 | 5% | 0 | 0% | 0 | 0% | 6,553 | 1% | 0 | 0% | 0 | 0% | 519,731 | 64% | 555,257 | | | | | | | | | | | |
| Franklin | 111,527 | 71% | 13,434 | 9% | 14,261 | 9% | 3,188 | 2% | 5,636 | 4% | 2,233 | 1% | 6,836 | 4% | 157,115 | | | | | | | | | | | |
| Gothen | 53,293 | 48% | 0 | 0% | 7,211 | 6% | 1,415 | 1% | 1,108 | 1% | 4,968 | 4% | 43,227 | 39% | 111,220 | | | | | | | | | | | |
| Huntingburg | 18,242 | 80% | 1,021 | 4% | 1,783 | 8% | 1,128 | 5% | 0 | 0% | 768 | 3% | 0 | 0% | 22,940 | | | | | | | | | | | |
| KIPP | 378,712 | 59% | 77,941 | 12% | 59,223 | 9% | 8,971 | 1% | 12,145 | 2% | 55,375 | 9% | 45,542 | 7% | 638,509 | | | | | | | | | | | |
| Kokomo | 243,557 | 45% | 732 | 0% | 11,182 | 2% | 5,248 | 1% | 3,732 | 1% | 5,690 | 1% | 266,904 | 50% | 537,025 | | | | | | | | | | | |
| Kosciusko County | 430,249 | 67% | 16,761 | 3% | 28,807 | 5% | 30,744 | 5% | 11,839 | 2% | 25,568 | 4% | 100,823 | 16% | 845,591 | | | | | | | | | | | |
| LCEOC | 510,106 | 52% | 47,963 | 5% | 85,921 | 9% | 91,402 | 9% | 25,901 | 3% | 147,471 | 15% | 71,397 | 7% | 980,191 | | | | | | | | | | | |
| Madison County | 36,532 | 17% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 177,668 | 83% | 214,200 | | | | | | | | | | | |
| Mitchell | 41,130 | 69% | 7,834 | 13% | 4,688 | 8% | 670 | 1% | 3,570 | 6% | 1,350 | 2% | 637 | 1% | 59,659 | | | | | | | | | | | |
| Monroe County | 162,732 | 49% | 10,668 | 3% | 33,577 | 9% | 30,172 | 8% | 4,215 | 1% | 35,529 | 10% | 73,106 | 20% | 370,000 | | | | | | | | | | | |
| Plymouth | 0 | 0% | 0 | 0% | 0 | 0% | 4,109 | 8% | 0 | 0% | 0 | 0% | 50,245 | 92% | 54,354 | | | | | | | | | | | |
| Seymour | 18,188 | 30% | 4,000 | 7% | 0 | 0% | 0 | 0% | 533 | 1% | 0 | 0% | 38,740 | 63% | 61,441 | | | | | | | | | | | |
| Trade Winds | 463,727 | 72% | 1,128 | 0% | 64,171 | 10% | 35,607 | 6% | 0 | 0% | 28,409 | 4% | 51,439 | 8% | 644,481 | | | | | | | | | | | |
| Union County | 70,902 | 66% | 6,957 | 6% | 8,648 | 6% | 7,134 | 7% | 1,336 | 1% | 11,050 | 10% | 1,367 | 1% | 107,424 | | | | | | | | | | | |
| Waveland | 42,571 | 57% | 2,516 | 3% | 6,563 | 9% | 6,214 | 9% | 3,231 | 4% | 4,481 | 6% | 9,400 | 13% | 74,976 | | | | | | | | | | | |
| SUBTOTAL | 2,630,421 | 50% | 190,788 | 4% | 328,995 | 6% | 232,553 | 4% | 73,246 | 1% | 323,490 | 6% | 1,456,892 | 28% | 5,234,383 | | | | | | | | | | | |
| TOTAL | 55,587,060 | 68% | 3,155,719 | 4% | 3,345,480 | 4% | 5,530,324 | 7% | 2,713,552 | 3% | 5,059,060 | 6% | 6,719,466 | 8% | 82,110,662 | | | | | | | | | | | |

TABLE 9
STATEWIDE OPERATING REVENUES BY CATEGORY: 1988 – 1992
 (Expenditures expressed in millions)

| | 1988 | % | 1989 | % | 1990 | % | 1991 | % | 1992 | % |
|--------------|---------------|------------|---------------|------------|---------------|------------|---------------|------------|---------------|------------|
| Fares | \$20.2 | 31 | \$21.1 | 29 | \$23.2 | 30 | \$23.3 | 29 | \$23.5 | 29 |
| Federal | \$17.7 | 27 | \$18.6 | 26 | \$16.5 | 21 | \$16.5 | 21 | \$16.8 | 20 |
| State | \$14.6 | 22 | \$17.0 | 24 | \$17.3 | 22 | \$16.4 | 21 | \$17.7 | 22 |
| Local | \$11.4 | 17 | \$13.5 | 19 | \$17.2 | 22 | \$20.0 | 25 | \$22.2 | 27 |
| Other | \$1.8 | 3 | \$1.5 | 2 | \$2.7 | 4 | \$3.1 | 4 | \$1.9 | 2 |
| TOTAL | \$65.7 | 100 | \$71.7 | 100 | \$76.9 | 100 | \$79.3 | 100 | \$82.1 | 100 |

FIGURE 5

STATEWIDE OPERATING REVENUES: 1992



STATEWIDE OPERATING REVENUES: 1988

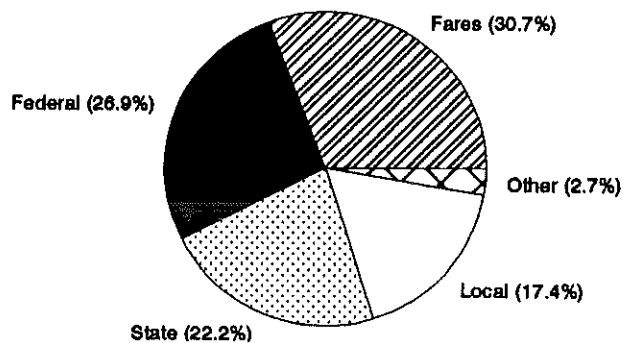


TABLE 10
TRANSIT SYSTEM OPERATING REVENUES BY CATEGORY: 1992

| SYSTEM | FARES | % | FEDERAL | % | STATE | % | LOCAL | % | OTHER | % | TOTAL |
|--|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|------------------|-----------|-------------------|
| GROUP 1 -- Large Fixed Route | | | | | | | | | | | |
| Fort Wayne | 786,017 | 14% | 1,137,437 | 21% | 1,115,902 | 20% | 2,062,818 | 38% | 396,714 | 7% | 5,518,888 |
| Gary | 1,015,871 | 18% | 2,000,628 | 36% | 1,029,438 | 18% | 1,487,727 | 27% | 74,393 | 1% | 5,608,057 |
| Indianapolis | 6,501,565 | 29% | 3,779,508 | 17% | 4,959,034 | 22% | 7,035,228 | 31% | 396,561 | 2% | 22,671,896 |
| NICTD | 10,330,097 | 57% | 2,000,989 | 11% | 3,355,244 | 19% | 1,999,615 | 11% | 424,673 | 2% | 18,110,618 |
| South-Bend | 1,005,994 | 18% | 1,026,574 | 18% | 1,313,093 | 23% | 2,139,679 | 38% | 131,796 | 2% | 5,617,136 |
| SUBTOTAL | 19,639,544 | 34% | 9,945,136 | 17% | 11,772,711 | 20% | 14,745,067 | 26% | 1,424,137 | 2% | 57,526,595 |
| GROUP 2 -- Medium Fixed Route | | | | | | | | | | | |
| Anderson | 107,438 | 8% | 474,535 | 34% | 310,962 | 22% | 490,285 | 35% | 5,892 | 0% | 1,389,212 |
| Bloomington | 235,258 | 15% | 444,992 | 28% | 320,905 | 20% | 477,318 | 30% | 136,055 | 8% | 1,614,528 |
| Evansville | 528,621 | 18% | 1,004,849 | 35% | 602,910 | 21% | 717,383 | 25% | 27,376 | 1% | 2,880,939 |
| Hammond | 196,048 | 21% | 263,059 | 29% | 329,189 | 36% | 122,500 | 13% | 10,788 | 1% | 921,584 |
| Lafayette | 708,863 | 24% | 635,000 | 22% | 583,233 | 20% | 901,361 | 31% | 117,423 | 4% | 2,945,885 |
| Muncie | 263,026 | 7% | 573,058 | 16% | 785,878 | 22% | 1,949,969 | 54% | 51,945 | 1% | 3,623,876 |
| Southern Indiana | 77,976 | 9% | 102,883 | 12% | 391,496 | 44% | 313,520 | 35% | 0 | 0% | 885,875 |
| Terre Haute | 177,186 | 17% | 420,000 | 41% | 249,228 | 24% | 175,765 | 17% | 12,541 | 1% | 1,034,720 |
| SUBTOTAL | 2,294,421 | 15% | 3,918,176 | 26% | 3,573,801 | 23% | 5,148,101 | 34% | 362,120 | 2% | 15,296,619 |
| GROUP 3 -- Small Fixed Route | | | | | | | | | | | |
| Bedford | 18,199 | 8% | 64,774 | 28% | 59,275 | 25% | 88,360 | 38% | 4,500 | 2% | 235,108 |
| Columbus | 39,414 | 8% | 208,415 | 40% | 157,910 | 30% | 118,496 | 23% | 0 | 0% | 524,235 |
| East Chicago | 0 | 0% | 162,130 | 27% | 214,850 | 36% | 214,851 | 36% | 0 | 0% | 591,831 |
| LaPorte | 63,289 | 16% | 128,517 | 32% | 109,142 | 27% | 98,091 | 24% | 6,951 | 2% | 405,990 |
| Marion | 46,353 | 11% | 165,970 | 38% | 134,029 | 30% | 87,272 | 20% | 4,128 | 1% | 439,752 |
| Michigan City | 76,418 | 12% | 185,676 | 30% | 162,807 | 26% | 191,474 | 31% | 0 | 0% | 616,375 |
| New Castle | 25,447 | 6% | 127,608 | 30% | 104,936 | 25% | 162,571 | 39% | 4,889 | 1% | 425,451 |
| Richmond | 208,631 | 27% | 267,171 | 35% | 213,241 | 28% | 53,931 | 7% | 23,045 | 3% | 766,019 |
| Washington | 7,331 | 15% | 20,029 | 41% | 13,580 | 28% | 6,349 | 13% | 915 | 2% | 48,304 |
| SUBTOTAL | 487,082 | 12% | 1,330,290 | 33% | 1,169,870 | 29% | 1,021,395 | 25% | 44,428 | 1% | 4,053,065 |
| GROUP 4 -- Demand Response and County | | | | | | | | | | | |
| Eikhart | 237,975 | 43% | 156,294 | 28% | 140,912 | 25% | 15,382 | 3% | 4,694 | 1% | 555,257 |
| Franklin | 31,886 | 20% | 32,196 | 20% | 0 | 0% | 91,805 | 58% | 1,228 | 1% | 157,115 |
| Goshen | 23,888 | 21% | 43,427 | 39% | 32,303 | 29% | 11,124 | 10% | 478 | 0% | 111,220 |
| Huntingburg | 2,511 | 11% | 10,214 | 45% | 0 | 0% | 10,215 | 45% | 0 | 0% | 22,940 |
| KIRPC | 217,919 | 34% | 208,631 | 33% | 168,514 | 26% | 40,117 | 6% | 3,328 | 1% | 638,508 |
| Kokomo | 108,994 | 20% | 216,810 | 40% | 0 | 0% | 211,221 | 39% | 0 | 0% | 537,025 |
| Kosciusko County | 61,805 | 10% | 213,376 | 33% | 158,742 | 25% | 188,656 | 29% | 23,012 | 4% | 645,591 |
| LCEOC | 201,715 | 21% | 185,877 | 19% | 313,299 | 32% | 279,300 | 28% | 0 | 0% | 980,191 |
| Madison County | 40,908 | 19% | 86,646 | 40% | 63,777 | 30% | 22,869 | 11% | 0 | 0% | 214,200 |
| Mitchell | 7,039 | 12% | 19,810 | 33% | 19,448 | 33% | 13,362 | 22% | 0 | 0% | 59,659 |
| Monroe County | 31,824 | 9% | 108,695 | 29% | 90,342 | 24% | 139,139 | 38% | 0 | 0% | 370,000 |
| Plymouth | 21,701 | 40% | 15,913 | 29% | 0 | 0% | 15,913 | 29% | 827 | 2% | 54,354 |
| Seymour | 8,787 | 14% | 26,325 | 43% | 0 | 0% | 26,329 | 43% | 0 | 0% | 61,441 |
| Trade Winds | 47,909 | 7% | 221,070 | 34% | 190,307 | 30% | 185,195 | 29% | 0 | 0% | 644,481 |
| Union County | 11,872 | 11% | 36,595 | 34% | 22,756 | 21% | 36,201 | 34% | 0 | 0% | 107,424 |
| Waveland | 6,563 | 9% | 24,999 | 33% | 0 | 0% | 29,094 | 39% | 14,320 | 19% | 74,976 |
| SUBTOTAL | 1,063,296 | 20% | 1,606,878 | 31% | 1,200,400 | 23% | 1,315,922 | 25% | 47,887 | 1% | 5,234,383 |
| TOTAL | 23,484,343 | 29% | 16,800,480 | 20% | 17,716,782 | 22% | 22,230,485 | 27% | 1,878,572 | 2% | 82,110,662 |

SECTION TWO
DETAILED SYSTEM
CHARACTERISTICS

City of Anderson Transit System

530 Baxter Road
Anderson, IN 46011
(317) 646-5703

CONTACT Isaiah Jackson Jr., Project Planner

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
Service Area Anderson City Limits
Service Population 59,549
Special Services Four lift-equipped demand response/10 lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 7:00 pm
Saturday 9:00 am - 4:00 pm
Sunday No Service
Special Holiday Schedule 8:00 am - 4:00 pm
Holidays Without Service 9

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 22 | 4 |
| Maintenance | 4 | 2 |
| General Admin | 7 | 1 |
| Total | 33 | 7 |

FARES (\$)

Express N/A
Base 0.50
Youth 0.50
E & D 0.25
Transfer Free
Zone N/A
Other Pass \$18.00/Month; Shop and Ride Pass: 1 ride free with purchase
Nifty-lift Demand Response \$1.00/Ride; Preschool free

FUEL CONSUMPTION

Gallons Fuel 75,475
Fuel Reserve 41 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1992 | MV | Ford | Diesel | 12 | 0 | 2 |
| 2 | 1988 | MV | Ford | Diesel | 12 | 0 | 2 |
| 10 | 1981 | MTB | TMC | Diesel | 29 | 44 | 10 |
| 14 | TOTAL | | | | | | 14 |

GROUP: 2

Anderson

FINANCIAL INFORMATION

| | |
|---------------------------------|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 517,144 |
| Other Salaries/Wages | 285,746 |
| Fringe | 326,663 |
| Services | 43,688 |
| Materials & Supplies | 122,339 |
| Utilities | 21,379 |
| Casualty/Liability | 60,470 |
| Purchased Transportation | 0 |
| Other | 11,783 |
| Total | \$1,389,212 |
| Reconciling Items | 6,593 |

| | |
|---------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 107,438 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 5,992 |
| Local Assistance | 490,285 |
| State Assistance (PMTF) | 310,962 |
| Federal Assistance (FTA) | 474,535 |
| Total | \$1,389,212 |

| | |
|----------------------------|------------------|
| Capital Grant Awards: (\$) | |
| Local | 80,000 |
| State PMTF | 0 |
| Federal | 320,000 |
| Total | \$400,000 |

| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$1,275,782 |
| Locally Derived Income (LDI) | \$597,723 |
| Operating Income | \$107,438 |

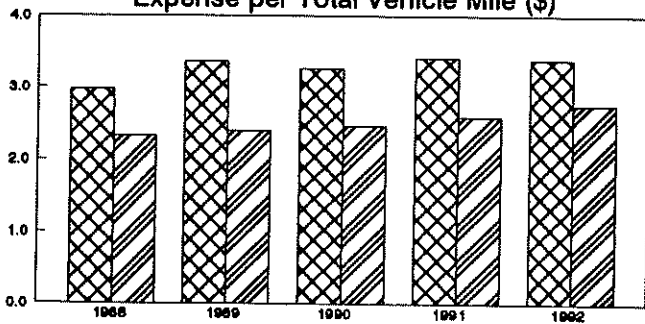
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 296,184 |
| Total Vehicle Miles (TVM) | 410,240 |
| Revenue Vehicle Miles (RVM) | 400,249 |
| Peak Hour Fleet | 10 |
| Base Fleet | 10 |
| Road Calls | 7 |

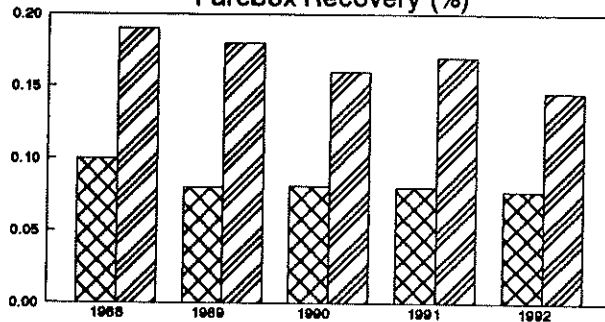
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.39 | 2.76 |
| Veh. Miles Between Road Calls | 58,606 | 2,138 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.72 | 1.22 |
| Passenger Boardings/Capita | 4.97 | 12.17 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 4.69 | 2.26 |
| Subsidy/Passenger Board | 4.31 | 1.77 |
| Fare Revenue/Passenger Board | 0.36 | 0.33 |
| Financial Performance: | | |
| Fare Recovery | 0.08 | 0.15 |
| LDI/Operating Expense | 0.43 | 0.48 |

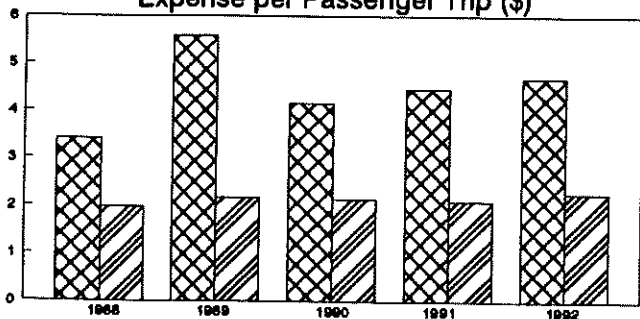
Expense per Total Vehicle Mile (\$)



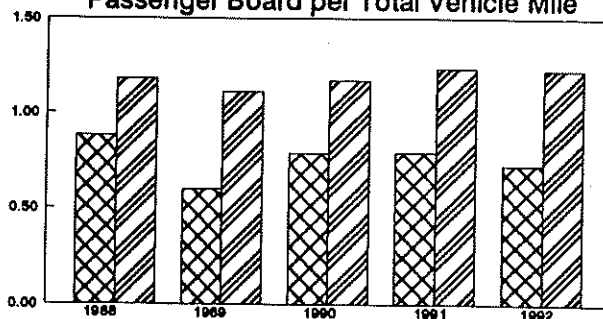
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Anderson
 Peer Group

Transit Authority of Stone City

1102 16th Street
 Bedford, IN 47421
 (812) 275-1631

CONTACT Myra Wilson, Office Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Bedford City Limits
 Service Population 13,817
 Special Services One lift-equipped bus

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday 10:00 am - 4:00 pm
 Sunday No service
 Special Holiday Schedule 10:00 am - 4:00 pm
 Holidays Without Service 10

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 3 | 2 |
| Maintenance | 0 | 1 |
| General Admin | 0 | 2 |
| Total | 3 | 5 |

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.75
 E & D 0.50
 Transfer Free
 Zone N/A
 Other Token \$6.00/10 Rides
 Token for Elderly \$4.00/10 Rides

FUEL CONSUMPTION

Gallons Fuel 12,466
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|----------------|-------------|-----------------|-------------------|---------------|
| 1 | 1988 | BOTC | Ford/Carpenter | Gas | 15 | 10 | 0 |
| 1 | 1988 | BOTC | Ford/Carpenter | Gas | 15 | 10 | 0 |
| 1 | 1988 | BOTC | Ford/Carpenter | Gas | 11 | 10 | 1 |
| 3 | TOTAL | | | | | | |

GROUP: 3

Bedford

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 91,300 |
| Other Salaries/Wages | 49,500 |
| Fringe | 44,600 |
| Services | 8,000 |
| Materials & Supplies | 21,301 |
| Utilities | 2,301 |
| Casualty/Liability | 15,461 |
| Purchased Transportation | 0 |
| Other | 2,645 |
| Total | \$235,108 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 18,199 |
| Charter/Other | 4,500 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 88,360 |
| State Assistance (PMTF) | 59,275 |
| Federal Assistance (FTA) | 64,774 |
| Total | \$235,108 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$212,409 |
| Locally Derived Income (LDI) | \$111,059 |
| Operating Income | \$22,699 |

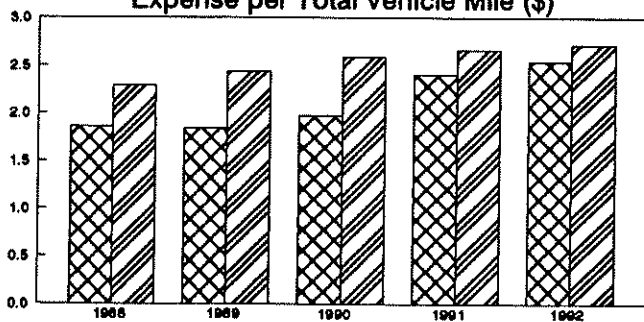
SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 43,288 |
| Total Vehicle Miles (TVM) | 92,551 |
| Revenue Vehicle Miles (RVM) | 92,265 |
| Peak Hour Fleet | 2 |
| Base Fleet | 2 |
| Road Calls | 9 |

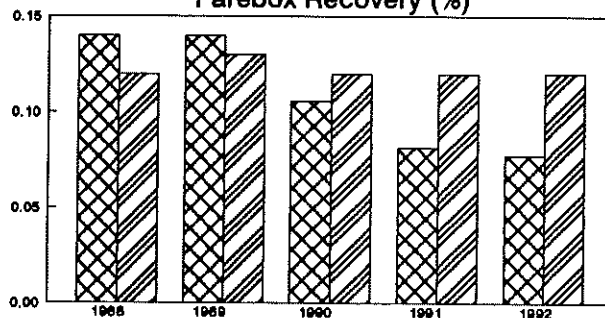
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.54 | 2.72 |
| Veh. Miles Between Road Calls | 10,283 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.47 | 0.87 |
| Passenger Boardings/Capita | 3.13 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.43 | 3.13 |
| Subsidy/Passenger Board | 4.91 | 2.80 |
| Fare Revenue/Passenger Board | 0.42 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.08 | 0.12 |
| LDI/Operating Expense | 0.47 | 0.38 |

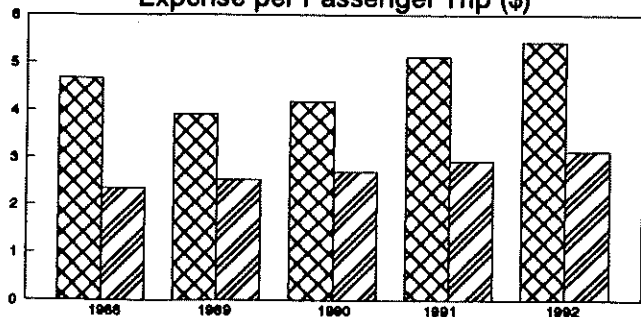
Expense per Total Vehicle Mile (\$)



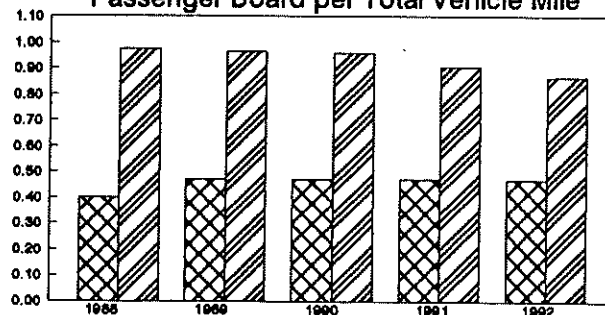
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Bedford
 Peer Group

Bloomington Public Transportation Corporation

800 E. Miller Dr.
Bloomington, IN 47401
(812) 332-5688

CONTACT David Gionet, General Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
Service Area Bloomington Metropolitan Area
Service Population 60,633
Special Services Demand Response Service for Persons with Disabilities

SERVICE HOURS

Monday-Friday 6:10 am - 11:30 pm
Saturday 7:35 am - 6:45 pm
Sunday No service
Special Holiday Schedule Based on Indiana U. Class Schedule
Holidays Without Service 5

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 23 | 12 |
| Maintenance | 5 | 0 |
| General Admin | 3 | 0 |
| Total | 31 | 12 |

FARES (\$)

Express N/A
Base 0.50
Youth 0.25
E & D 0.25
Transfer Free
Zone N/A
Other Pass \$20.00/Month, \$65.00/Semester; Disabled Pass \$8.00/Month
Discount Tickets \$10.00/25 Rides; Youth, E&H Tickets \$5.00/25 Rides

FUEL CONSUMPTION

Gallons Fuel 162,145
Fuel Reserve 3 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1992 | STB | Orion | Diesel | 24 | 21 | 2 |
| 2 | 1990 | LTB | Orion | Diesel | 42 | 41 | 0 |
| 2 | 1989 | LTB | Orion | Diesel | 42 | 41 | 0 |
| 6 | 1985 | MTB | Blue Bird | Diesel | 31 | 31 | 0 |
| 2 | 1981 | MTB | TMC | Diesel | 32 | 31 | 0 |
| 1 | 1980 | MTB | TMC | Diesel | 32 | 31 | 0 |
| 2 | 1973 | STB | GMC | Diesel | 31 | 31 | 0 |
| 17 | TOTAL | | | | | | 2 |

GROUP: 2

Bloomington

FINANCIAL INFORMATION

| | |
|--|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 577,167 |
| Other Salaries/Wages | 190,302 |
| Fringe | 118,638 |
| Services | 137,035 |
| Materials & Supplies | 283,991 |
| Utilities | 20,102 |
| Casualty/Liability | 67,306 |
| Purchased Transportation | 190,426 |
| Other | 29,561 |
| Total | \$1,614,528 |
| Reconciling Items | 0 |

| | |
|------------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 235,258 |
| Charter/Other | 133,400 |
| Contra & Other Fed./State | 2,655 |
| Local Assistance | 477,318 |
| State Assistance (PMTF) | 320,905 |
| Federal Assistance (FTA) | 444,992 |
| Total | \$1,614,528 |

| | |
|-----------------------------------|------------------|
| Capital Grant Awards: (\$) | |
| Local | 41,250 |
| State PMTF | 0 |
| Federal | 165,000 |
| Total | \$206,250 |

| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$1,243,215 |
| Locally Derived Income (LDI) | \$845,976 |
| Operating Income | \$368,658 |

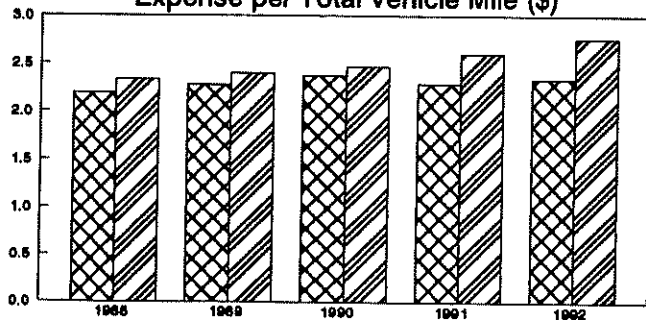
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 784,747 |
| Total Vehicle Miles (TVM) | 689,856 |
| Revenue Vehicle Miles (RVM) | 620,354 |
| Peak Hour Fleet | 17 |
| Base Fleet | 14 |
| Road Calls | 264 |

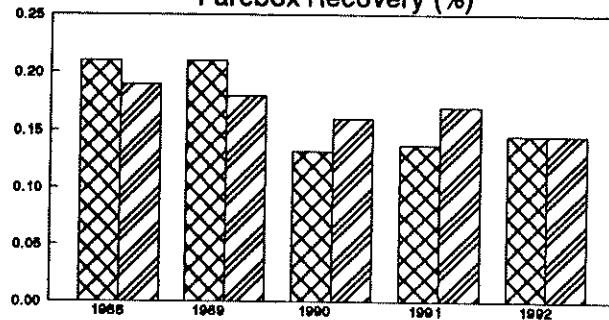
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.34 | 2.76 |
| Veh. Miles Between Road Calls | 2,613 | 2,138 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.14 | 1.22 |
| Passenger Boardings/Capita | 12.94 | 12.17 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.06 | 2.26 |
| Subsidy/Passenger Board | 1.58 | 1.77 |
| Fare Revenue/Passenger Board | 0.30 | 0.33 |
| Financial Performance: | | |
| Fare Recovery | 0.15 | 0.15 |
| LDI/Operating Expense | 0.52 | 0.48 |

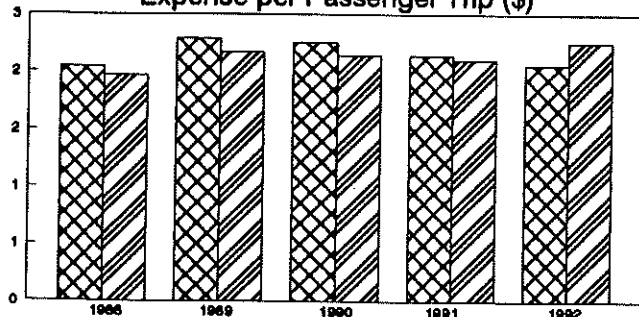
Expense per Total Vehicle Mile (\$)



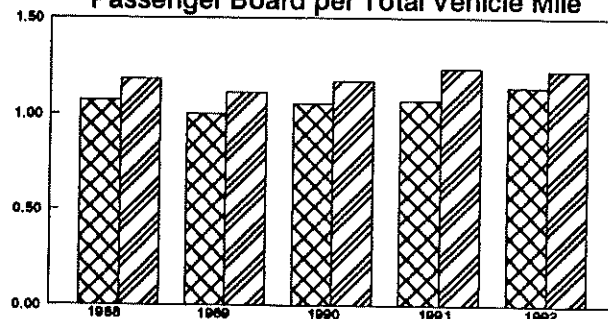
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Bloomington
 Peer Group

Columbus Transit

2250 Kreutzer Dr.
Columbus, IN 47201
(812) 376-2506

CONTACT Sue A. Chapple, Transit Coordinator

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
Service Area Columbus City Limits
Service Population 31,802
Special Services Dial-A-Bus demand response; Two lift-equipped mini-vans

SERVICE HOURS

Monday-Friday 6:00 am - 7:00 pm
Saturday 7:00 am - 7:00 pm
Sunday No Service
Special Holiday Schedule Regular Hours
Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 12 | 6 |
| Maintenance | 1 | 0 |
| General Admin | 2 | 0 |
| Total | 15 | 6 |

FARES (\$)

Express N/A
Base 0.25
Youth 0.25
E & D 0.25
Transfer N/A
Zone N/A
Other Dial-A-Bus; E&H \$.50/Ride

FUEL CONSUMPTION

Gallons Fuel 30,991
Fuel Reserve 40 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1990 | MMV | Fair Access | Diesel | 3 | 0 | 2 |
| 5 | 1987 | MTB | Skillcraft | Diesel | 23 | 16 | 5 |
| 1 | 1982 | BOTC | Wayne | Diesel | 14 | 4 | 1 |
| 8 | TOTAL | | | | | | |

GROUP: 3

Columbus

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 290,746 |
| Other Salaries/Wages | 20,400 |
| Fringe | 83,445 |
| Services | 22,612 |
| Materials & Supplies | 83,517 |
| Utilities | 7,329 |
| Casualty/Liability | 6,000 |
| Purchased Transportation | 0 |
| Other | 10,187 |
| Total | \$524,235 |
| Reconciling Items | 0 |

| | |
|---------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 39,414 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 118,496 |
| State Assistance (PMTF) | 157,910 |
| Federal Assistance (FTA) | 208,415 |
| Total | \$524,235 |

| | |
|----------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$484,822 |
| Locally Derived Income (LDI) | \$157,910 |
| Operating Income | \$39,414 |

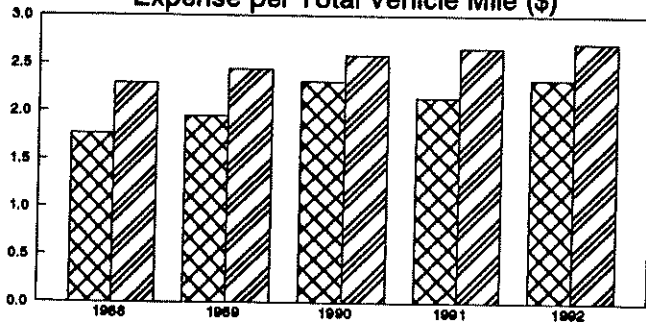
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 151,064 |
| Total Vehicle Miles (TVM) | 225,373 |
| Revenue Vehicle Miles (RVM) | 222,205 |
| Peak Hour Fleet | 6 |
| Base Fleet | 5 |
| Road Calls | 33 |

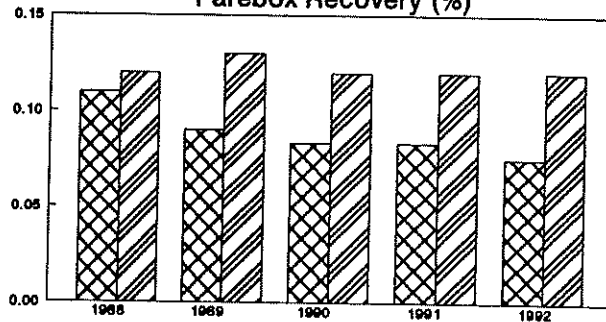
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.33 | 2.72 |
| Veh. Miles Between Road Calls | 6,829 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.67 | 0.87 |
| Passenger Boardings/Capita | 4.75 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 3.47 | 3.13 |
| Subsidy/Passenger Board | 3.21 | 2.80 |
| Fare Revenue/Passenger Board | 0.26 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.08 | 0.12 |
| LDI/Operating Expense | 0.30 | 0.38 |

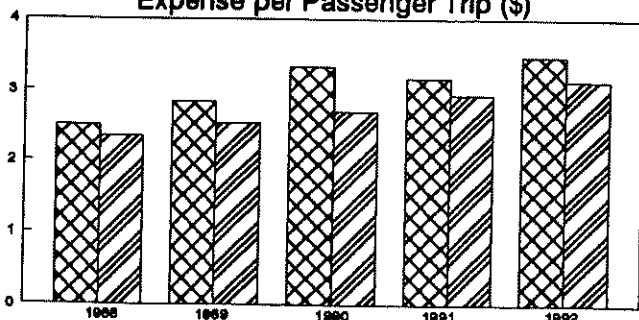
Expense per Total Vehicle Mile (\$)



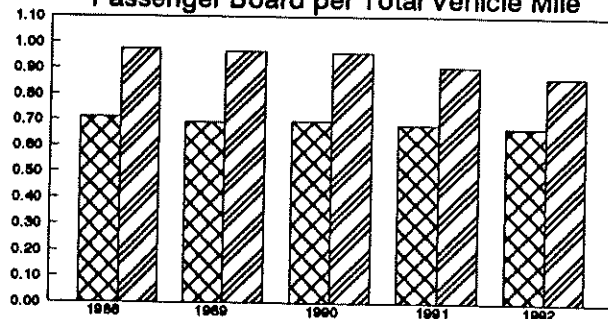
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Columbus
 Peer Group

East Chicago Public Transit

5400 Cline Avenue
 East Chicago, IN 46312
 (219) 391-8465

CONTACT Johnny Florence, General Manager

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area East Chicago City Limits
 Service Population 33,892
 Special Services One lift-equipped van

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday 10:00 am - 4:00 pm
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 11 | 0 |
| Maintenance | 2 | 3 |
| General Admin | 4 | 0 |
| Total | 17 | 3 |

FARES (\$)

Express N/A
 Base FREE
 Youth FREE
 E & D FREE
 Transfer FREE
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 27,156
 Fuel Reserve 4 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 3 | 1988 | MTB | Skillcraft | Diesel | 31 | 20 | 0 |
| 1 | 1984 | MV | Chevrolet | Gas | 12 | 0 | 1 |
| 1 | 1984 | SV | Chevrolet | Gas | 12 | 0 | 0 |
| 3 | 1980 | MTB | TMC | Diesel | 33 | 12 | 0 |
| 8 | TOTAL | | | | | | 1 |

GROUP: 3

East Chicago

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 138,405 |
| Other Salaries/Wages | 214,229 |
| Fringe | 111,941 |
| Services | 0 |
| Materials & Supplies | 116,969 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 0 |
| Other | 10,287 |
| Total | \$591,831 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 0 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 214,851 |
| State Assistance (PMTF) | 214,850 |
| Federal Assistance (FTA) | 162,130 |
| Total | \$591,831 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$591,831 |
| Locally Derived Income (LDI) | \$214,851 |
| Operating Income | \$0 |

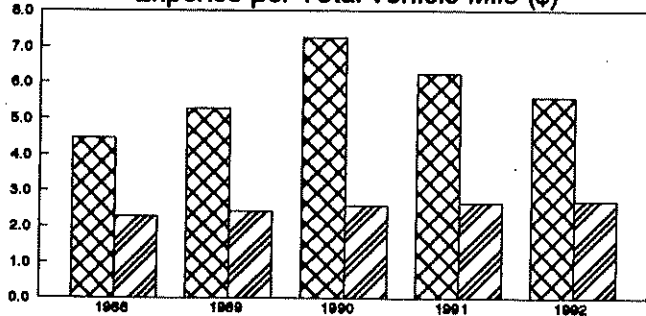
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 203,226 |
| Total Vehicle Miles (TVM) | 105,923 |
| Revenue Vehicle Miles (RVM) | 90,573 |
| Peak Hour Fleet | 2 |
| Base Fleet | 3 |
| Road Calls | 53 |

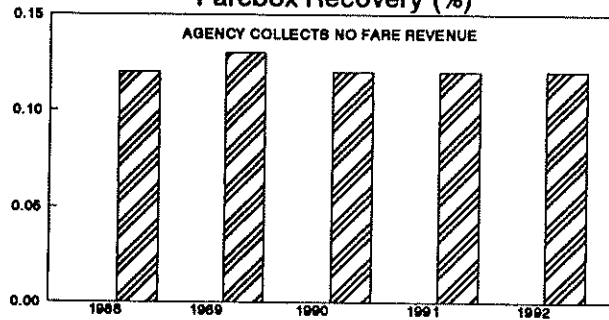
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 5.59 | 2.72 |
| Veh. Miles Between Road Calls | 1,999 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.92 | 0.87 |
| Passenger Boardings/Capita | 6.00 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.91 | 3.13 |
| Subsidy/Passenger Board | 2.91 | 2.80 |
| Fare Revenue/Passenger Board | 0.00 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.00 | 0.12 |
| LDI/Operating Expense | 0.36 | 0.38 |

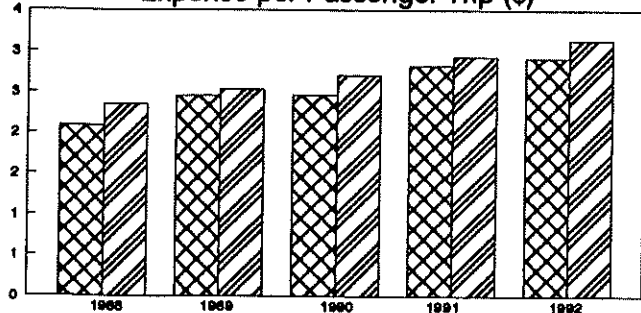
Expense per Total Vehicle Mile (\$)



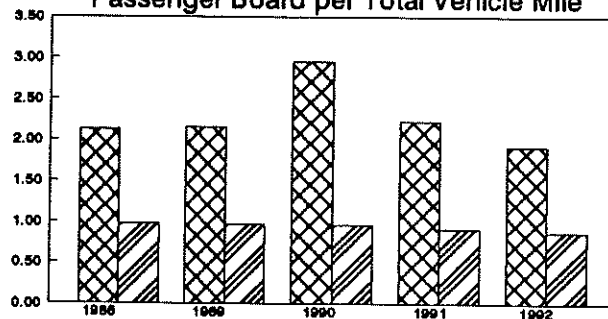
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



East Chicago
 Peer Group

Heart City Rider

1120 County—City Building
 South Bend, IN 46601
 (219) 287—1829

CONTACT

Sandra Seanor, Chief Transportation Planner

GENERAL INFORMATION

Type of Service Demand Response/User—Side Subsidy
 Service Area City of Elkhart
 Service Population 43,627
 Special Services Eight lift—equipped vans

SERVICE HOURS

Monday—Friday 12:00 am — 12:00 am
 Saturday 12:00 am — 12:00 am
 Sunday 12:00 am — 12:00 am
 Special Holiday Schedule Regular Hours
 Holidays Without Service 0

| PERSONNEL | FULL—TIME | PART—TIME |
|---------------|-----------|-----------|
| Operations | 54 | 5 |
| Maintenance | 3 | 2 |
| General Admin | 9 | 3 |
| Total | 66 | 10 |

FARES (\$)

Express N/A
 Base 2.60
 Youth 2.60
 E & D 1.30
 Transfer N/A
 Zone N/A
 Other Handicapped fare \$7.00 for first three miles

FUEL CONSUMPTION

Gallons Fuel 26,044
 Fuel Reserve 14 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU—FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT—EQUIPPED |
|-----------------|--------------|-------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1992 | MMV | Plymouth | Gas | 6 | 0 | 2 |
| 1 | 1990 | MV | Ford | Gas | 6 | 0 | 1 |
| 2 | 1990 | MMV | Dodge | Gas | 4 | 0 | 2 |
| 1 | 1990 | SW | Chevrolet | Gas | 4 | 0 | 0 |
| 1 | 1990 | BOVC | Ford | Gas | 6 | 0 | 1 |
| 3 | 1990 | Taxi | Chevrolet | Gas | 4 | 0 | 0 |
| 8 | 1989 | Taxi | Chevrolet | Gas | 4 | 0 | 0 |
| 13 | 1988 | Taxi | Chevrolet | Gas | 4 | 0 | 0 |
| 3 | 1987 | Taxi | Chevrolet | Gas | 4 | 0 | 0 |
| 1 | 1987 | Limo | Chevrolet | Gas | 4 | 0 | 0 |
| 1 | 1986 | MV | Dodge | Gas | 3 | 0 | 0 |
| 1 | 1985 | Sedan | Chevrolet | Gas | 4 | 0 | 1 |
| 1 | 1980 | MV | Ford | Gas | 3 | 0 | 1 |
| 38 | TOTAL | | | | | | 8 |

GROUP: 4

Elkhart

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 18,838 |
| Fringe | 10,135 |
| Services | 0 |
| Materials & Supplies | 6,553 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 480,203 |
| Other | 39,528 |
| Total | \$555,257 |
| Reconciling Items | 0 |
| | |
| Revenue Summary: (\$) | |
| Fare Revenue | 237,975 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 4,694 |
| Local Assistance | 15,382 |
| State Assistance (PMTF) | 140,912 |
| Federal Assistance (FTA) | 156,294 |
| Total | \$555,257 |
| | |
| Capital Grant Awards: (\$) | |
| Local | 12,750 |
| State PMTF | 12,750 |
| Federal | 102,000 |
| Total | \$127,500 |
| | |
| Operating Subsidy | \$312,588 |
| Locally Derived Income (LDI) | \$253,357 |
| Operating Income | \$237,975 |

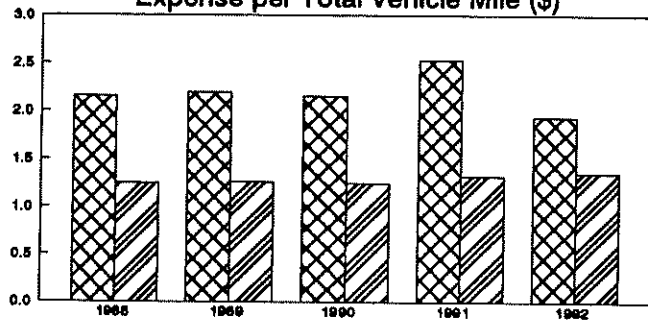
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 129,390 |
| Total Vehicle Miles (TVM) | 286,481 |
| Revenue Vehicle Miles (RVM) | 286,481 |
| Peak Hour Fleet | 38 |
| Base Fleet | 38 |
| Road Calls | 1 |

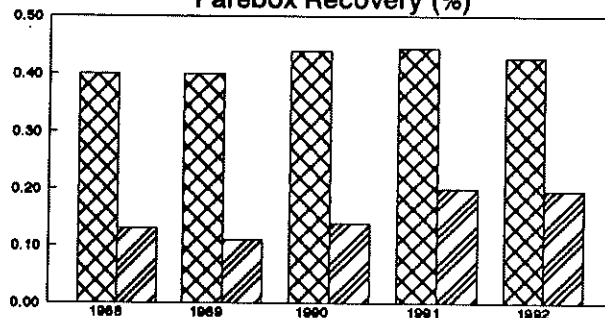
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|---------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.94 | 1.35 |
| Veh. Miles Between Road Calls | 286,481 | 67,967 |
| | | |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.45 | 0.26 |
| Passenger Boardings/Capita | 2.97 | 0.64 |
| | | |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 4.29 | 5.18 |
| Subsidy/Passenger Board | 2.42 | 4.03 |
| Fare Revenue/Passenger Board | 1.84 | 1.02 |
| | | |
| Financial Performance: | | |
| Fare Recovery | 0.43 | 0.20 |
| LDI/Operating Expense | 0.46 | 0.46 |

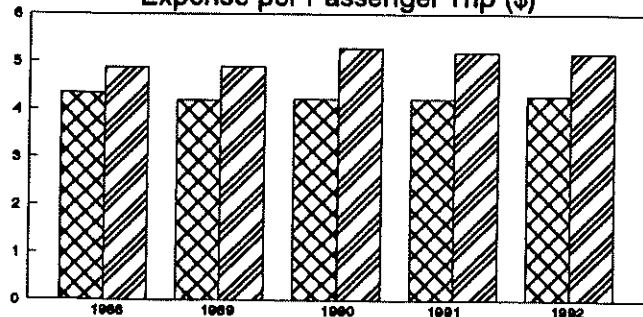
Expense per Total Vehicle Mile (\$)



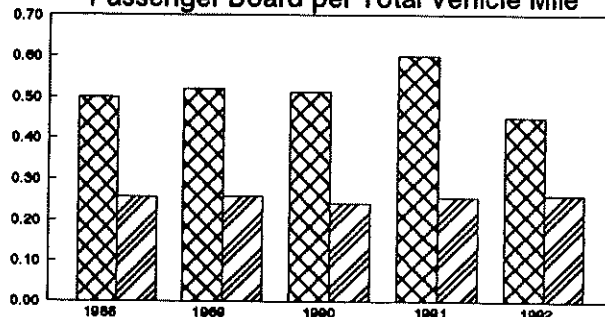
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Elkhart
 Peer Group

Metropolitan Evansville Transit System

601 John Street
 Evansville, IN 47713
 (812) 423-4856

CONTACT John A. Connell, Transit Director

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Evansville Metropolitan Area
 Service Population 126,272
 Special Services METS Mobility

SERVICE HOURS

Monday-Friday 5:45 am - 6:20 pm
 Saturday 5:45 am - 6:05 pm
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 49 | 6 |
| Maintenance | 8 | 4 |
| General Admin | 8 | 2 |
| Total | 65 | 12 |

FARES (\$)

Express N/A
 Base 0.50
 Youth 0.25
 E & D 0.25
 Transfer 0.10
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 271,714
 Fuel Reserve 28 Days

Token \$0.45/Ride; E & H \$0.00-0.25/Ride; METS Mobility, \$1.00/Ride
 Student Ticket \$0.25/Ride; Trolley Fare \$0.10; Pass \$5.00/10 Rides; E&D Pass \$2.50/10 Rides

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 6 | 1992 | MMV | Plymouth | Gas | 5 | 0 | 6 |
| 5 | 1989 | MV | Ford | Gas | 16 | 0 | 5 |
| 1 | 1986 | TY | Chance | Diesel | 24 | 0 | 0 |
| 2 | 1985 | TY | Chance | Diesel | 24 | 0 | 0 |
| 7 | 1984 | MTB | Blue Bird | Diesel | 30 | 20 | 0 |
| 16 | 1981 | MTB | TMC | Diesel | 30 | 20 | 0 |
| 37 | TOTAL | | | | | | 11 |

GROUP: 2

Evansville

FINANCIAL INFORMATION

| | |
|--|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 1,138,040 |
| Other Salaries/Wages | 306,704 |
| Fringe | 634,732 |
| Services | 49,539 |
| Materials & Supplies | 476,057 |
| Utilities | 41,644 |
| Casualty/Liability | 152,840 |
| Purchased Transportation | 41,623 |
| Other | 39,760 |
| Total | \$2,880,939 |
| Reconciling Items | 0 |

| | |
|------------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 528,621 |
| Charter/Other | 14,640 |
| Contra & Other Fed./State | 12,736 |
| Local Assistance | 717,383 |
| State Assistance (PMTF) | 602,910 |
| Federal Assistance (FTA) | 1,004,649 |
| Total | \$2,880,939 |

| | |
|-----------------------------------|------------------|
| Capital Grant Awards: (\$) | |
| Local | 153,304 |
| State PMTF | 0 |
| Federal | 613,216 |
| Total | \$766,520 |

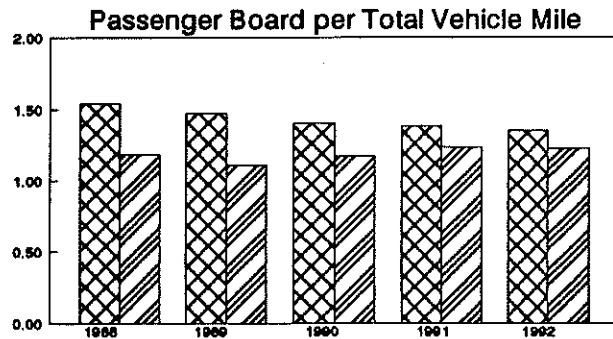
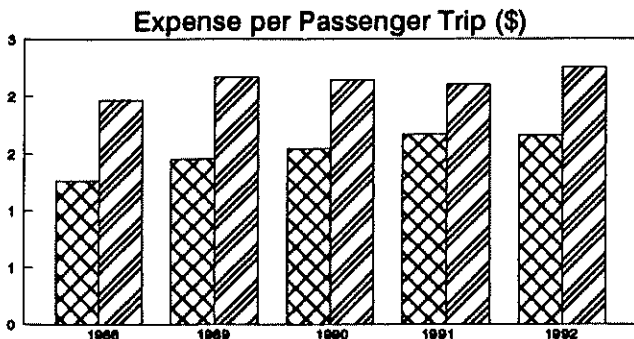
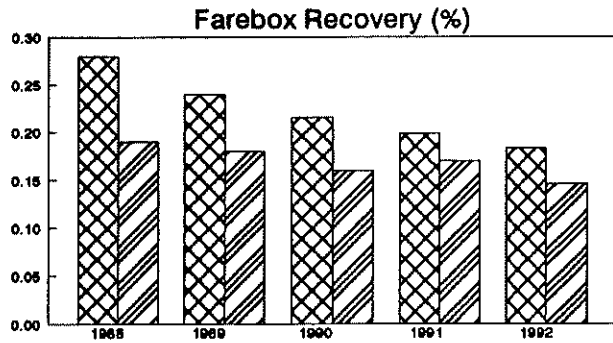
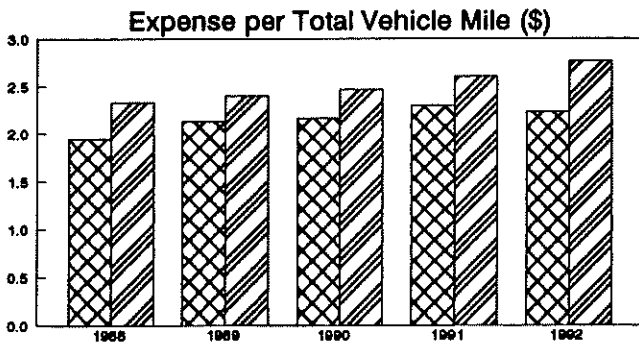
| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$2,324,942 |
| Locally Derived Income (LDI) | \$1,260,644 |
| Operating Income | \$543,261 |

SERVICE STATISTICS

| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 1,737,365 |
| Total Vehicle Miles (TVM) | 1,289,043 |
| Revenue Vehicle Miles (RVM) | 1,233,777 |
| Peak Hour Fleet | 30 |
| Base Fleet | 28 |
| Road Calls | 978 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.23 | 2.76 |
| Veh. Miles Between Road Calls | 1,318 | 2,138 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.35 | 1.22 |
| Passenger Boardings/Capita | 13.76 | 12.17 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 1.66 | 2.26 |
| Subsidy/Passenger Board | 1.34 | 1.77 |
| Fare Revenue/Passenger Board | 0.30 | 0.33 |
| Financial Performance: | | |
| Fare Recovery | 0.18 | 0.15 |
| LDI/Operating Expense | 0.44 | 0.48 |



Fort Wayne Public Transportation Corporation

801 Leesburg Road
 Fort Wayne, IN 46808
 (219) 432-4977

CONTACT Robert E. Morton, General Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Fort Wayne Metropolitan Area
 Service Population 186,280
 Special Services 39 lift-equipped buses

SERVICE HOURS

Monday-Friday 5:15 am - 8:30 pm
 Saturday 8:00 am - 8:30 pm
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 59 | 0 |
| Maintenance | 14 | 0 |
| General Admin | 13 | 4 |
| Total | 85 | 4 |

FARES (\$)

Express N/A
 Base 1.00
 Youth 0.75
 E & D 0.50
 Transfer Free
 Zone N/A
 Other Pass \$45.00/Month; E&H \$22.00/Month
 Card \$10.00/10 Rides; E&H \$5.00/10 Rides; Youth \$7.50/10 Rides

FUEL CONSUMPTION

Gallons Fuel 372,778
 Fuel Reserve 27 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 11 | 1987 | STB | Ford | Diesel | 21 | 8 | 11 |
| 3 | 1987 | TY | Chance | Diesel | 24 | 15 | 0 |
| 23 | 1983 | LTB | Fixible | Diesel | 40 | 15 | 0 |
| 28 | 1981 | LTB | GMC | Diesel | 35 | 15 | 28 |
| 6 | 1976 | LTB | GMC | Diesel | 45 | 15 | 0 |
| 71 | TOTAL | | | | | | |

GROUP: 1

Fort Wayne

FINANCIAL INFORMATION

| | |
|--|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 1,788,882 |
| Other Salaries/Wages | 856,364 |
| Fringe | 1,722,202 |
| Services | 109,074 |
| Materials & Supplies | 700,666 |
| Utilities | 60,309 |
| Casualty/Liability | 213,712 |
| Purchased Transportation | 0 |
| Other | 67,679 |
| Total | \$5,518,888 |
| Reconciling Items | 1,626,454 |

| | |
|------------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 786,017 |
| Charter/Other | 396,714 |
| Contra & Other Fed./State | 60,000 |
| Local Assistance | 2,082,818 |
| State Assistance (PMTF) | 1,115,902 |
| Federal Assistance (FTA) | 1,077,437 |
| Total | \$5,518,888 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$4,276,157 |
| Locally Derived Income (LDI) | \$3,265,549 |
| Operating Income | \$1,182,731 |

SERVICE STATISTICS

| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 1,508,486 |
| Total Vehicle Miles (TVM) | 1,453,335 |
| Revenue Vehicle Miles (RVM) | 1,302,970 |
| Peak Hour Fleet | 22 |
| Base Fleet | 20 |
| Road Calls | 106 |

| | | |
|-----------------------------|-------------|-------------------|
| PERFORMANCE MEASURES | 1992 | Peer Group |
|-----------------------------|-------------|-------------------|

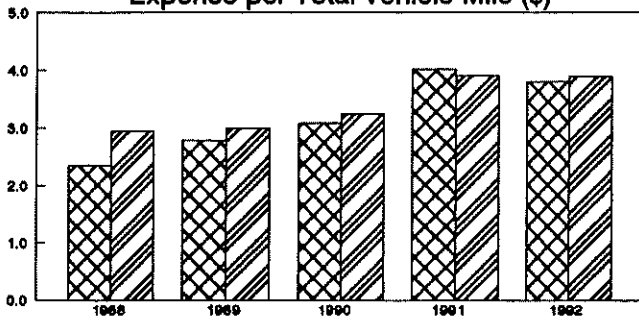
| | | |
|-------------------------------|--------|-------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.80 | 3.89 |
| Veh. Miles Between Road Calls | 13,711 | 7,340 |

| | | |
|-------------------------------|------|-------|
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.04 | 1.39 |
| Passenger Boardings/Capita | 8.10 | 12.77 |

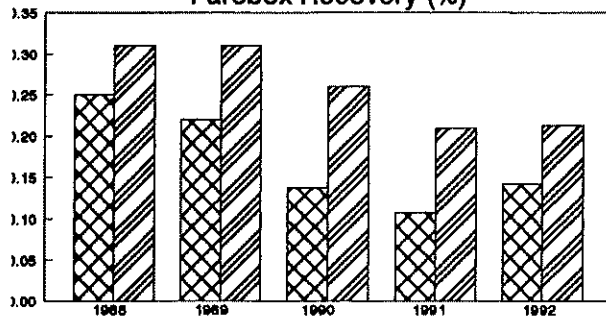
| | | |
|-------------------------------|------|------|
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 3.66 | 2.80 |
| Subsidy/Passenger Board | 2.83 | 1.87 |
| Fare Revenue/Passenger Board | 0.52 | 0.60 |

| | | |
|-------------------------------|------|------|
| Financial Performance: | | |
| Fare Recovery | 0.14 | 0.21 |
| LDI/Operating Expense | 0.59 | 0.53 |

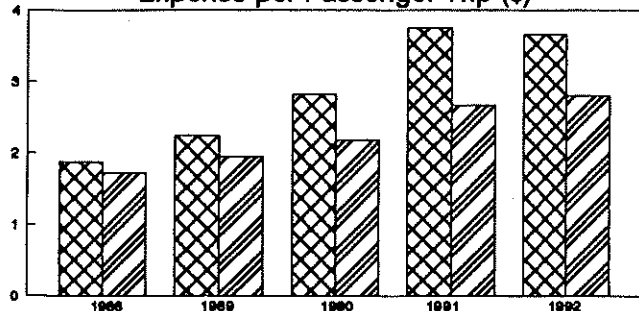
Expense per Total Vehicle Mile (\$)



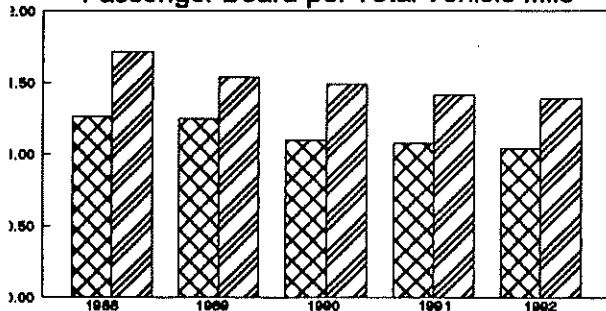
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Fort Wayne
 Peer Group

Franklin County Public Transportation

151 East Fourth Street
 Brookville, IN 47012
 (317) 647-3509

CONTACT Margaret Race, Executive Director

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Franklin County
 Service Population 19,580
 Special Services One lift-equipped van

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday Medical Trips Only
 Sunday No Service
 Special Holiday Schedule Medical Trips Only
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|---------------|---------------|
| Operations | 4 | 4 |
| Maintenance | 0 | 0 |
| General Admin | $\frac{1}{5}$ | $\frac{3}{7}$ |
| Total | 5 | 7 |

FARES (\$)

Express N/A
 Base 2.00
 Youth N/A
 E & D Donation
 Transfer N/A
 Zone 0.75 within Brookville
 Other

FUEL CONSUMPTION

Gallons Fuel 11,064
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1991 | Mini | Ford | Gas | 7 | 0 | 0 |
| 1 | 1991 | Mini | Chevrolet | Gas | 7 | 0 | 0 |
| 1 | 1990 | MMV | Dodge | Gas | 4 | 0 | 1 |
| 1 | 1987 | SD | Plymouth | Gas | 5 | 0 | 0 |
| 1 | 1985 | SD | Ford | Gas | 5 | 0 | 0 |
| 1 | 1983 | SV | Ford | Gas | 15 | 0 | 0 |
| 6 | TOTAL | | | | | | 1 |

GROUP: 4

Franklin County

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 56,575 |
| Other Salaries/Wages | 44,507 |
| Fringe | 10,445 |
| Services | 13,434 |
| Materials & Supplies | 17,449 |
| Utilities | 5,636 |
| Casualty/Liability | 2,233 |
| Purchased Transportation | 0 |
| Other | 6,836 |
| Total | \$157,115 |
| Reconciling Items | 0 |

| | |
|---------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 31,886 |
| Charter/Other | 1,006 |
| Contra & Other Fed./State | 222 |
| Local Assistance | 91,805 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 32,196 |
| Total | \$157,115 |

| | |
|----------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 5,000 |
| State PMTF | 0 |
| Federal | 20,000 |
| Total | \$25,000 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$124,001 |
| Locally Derived Income (LDI) | \$124,697 |
| Operating Income | \$32,892 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 24,853 |
| Total Vehicle Miles (TVM) | 175,971 |
| Revenue Vehicle Miles (RVM) | 175,749 |
| Peak Hour Fleet | 6 |
| Base Fleet | 4 |
| Road Calls | 4 |

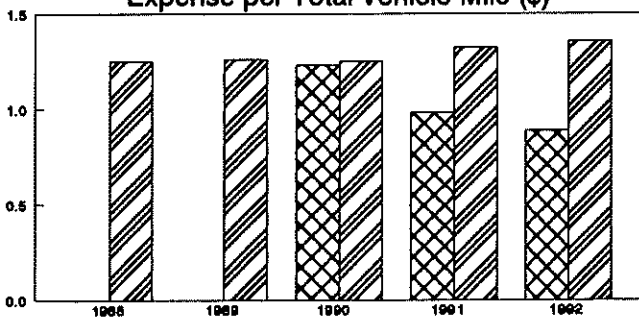
| | | |
|-------------------------------|-------------|-------------------|
| PERFORMANCE MEASURES | 1992 | Peer Group |
| Service Efficiency: | | |
| Operating Expense/TVM | 0.89 | 1.35 |
| Veh. Miles Between Road Calls | 43,993 | 67,967 |

| | | |
|-------------------------------|------|------|
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.14 | 0.26 |
| Passenger Boardings/Capita | 1.27 | 0.64 |

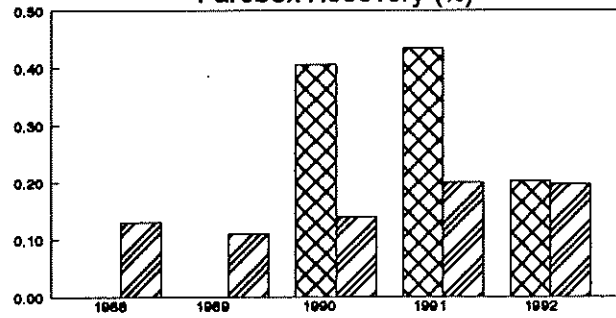
| | | |
|-------------------------------|------|------|
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 6.32 | 5.18 |
| Subsidy/Passenger Board | 4.99 | 4.03 |
| Fare Revenue/Passenger Board | 1.28 | 1.02 |

| | | |
|-------------------------------|------|------|
| Financial Performance: | | |
| Fare Recovery | 0.20 | 0.20 |
| LDI/Operating Expense | 0.79 | 0.46 |

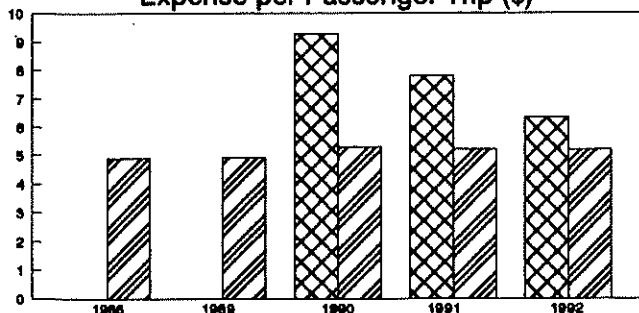
Expense per Total Vehicle Mile (\$)



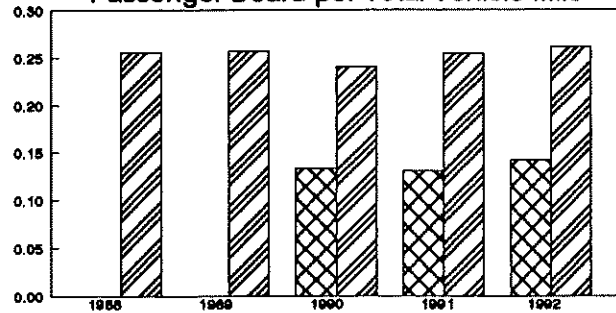
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Franklin County
 Peer Group

Gary Public Transportation Corporation

100 West 4th Ave., Box M-857
 Gary, IN 46401-0857
 (219) 885-7555

CONTACT James W. Holland, General Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Gary City Limits
 Service Population 116,646
 Special Services Twenty-one lift-equipped buses
 Contract with Trade Winds Rehabilitation Center for ADA trips.

SERVICE HOURS

Monday-Friday 5:00 am - 11:05 pm
 Saturday 5:00 am - 11:05 pm
 Sunday No Service
 Special Holiday Schedule 6:00 am - 10:30 pm
 Holidays Without Service 0

PERSONNEL FULL-TIME PART-TIME

| | | |
|---------------|------------|----------|
| Operations | 66 | 0 |
| Maintenance | 28 | 0 |
| General Admin | 12 | 0 |
| Total | 106 | 0 |

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.50
 E & D 0.35
 Transfer 0.10/0.05
 Zone N/A
 Other Pass \$30.00/Month
 E&H Transfers \$0.05

FUEL CONSUMPTION

Gallons Fuel 386,474
 Fuel Reserve 40 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1992 | LTB | TMC | Diesel | 35 | 15 | 2 |
| 2 | 1992 | BOTC | Eldorado | Diesel | 18 | 0 | 1 |
| 8 | 1991 | LTB | TMC | Diesel | 35 | 15 | 8 |
| 15 | 1982 | LTB | GMC | Diesel | 45 | 20 | 0 |
| 10 | 1980 | LTB | GMC | Diesel | 44 | 15 | 10 |
| 37 | TOTAL | | | | | | 21 |

GROUP: 1

Gary

FINANCIAL INFORMATION

| | |
|--|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 1,350,432 |
| Other Salaries/Wages | 1,164,894 |
| Fringe | 1,283,579 |
| Services | 482,857 |
| Materials & Supplies | 696,966 |
| Utilities | 195,787 |
| Casualty/Liability | 325,490 |
| Purchased Transportation | 10,500 |
| Other | 97,552 |
| Total | \$5,608,057 |
| Reconciling Items | 793,203 |

| | |
|------------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 1,015,871 |
| Charter/Other | 74,393 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 1,487,727 |
| State Assistance (PMTF) | 1,029,438 |
| Federal Assistance (FTA) | 2,000,628 |
| Total | \$5,608,057 |

| | |
|-----------------------------------|--------------------|
| Capital Grant Awards: (\$) | |
| Local | 218,896 |
| State PMTF | 0 |
| Federal | 875,583 |
| Total | \$1,094,479 |

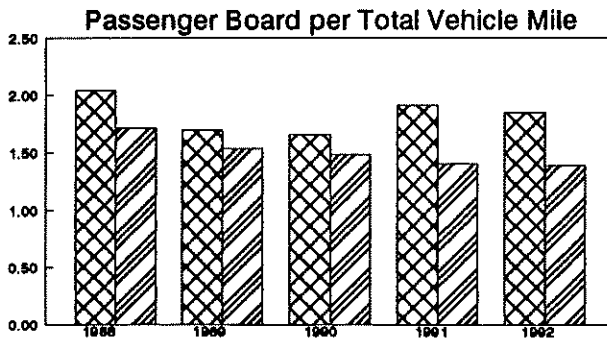
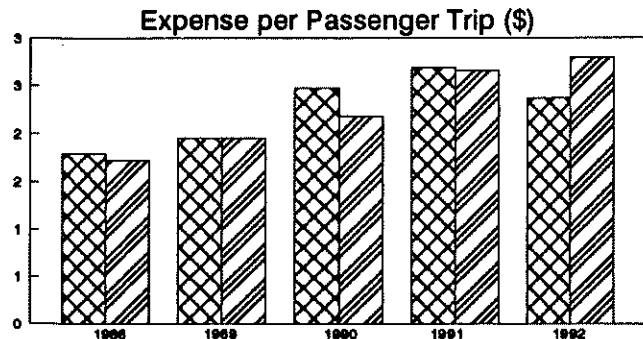
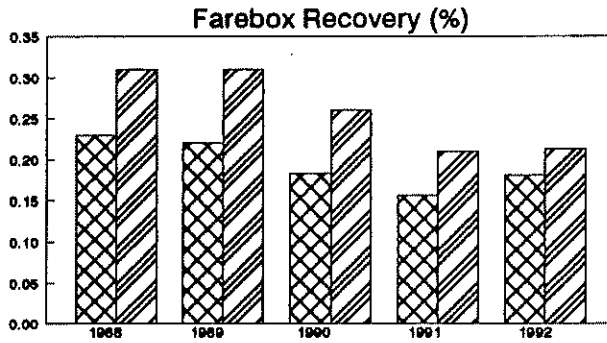
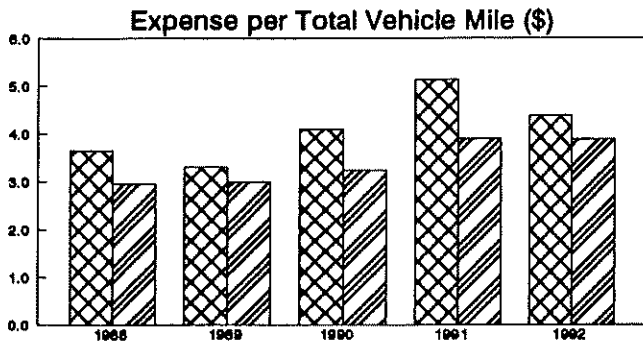
| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$4,517,793 |
| Locally Derived Income (LDI) | \$2,577,991 |
| Operating Income | \$1,090,264 |

SERVICE STATISTICS

| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 2,366,600 |
| Total Vehicle Miles (TVM) | 1,281,491 |
| Revenue Vehicle Miles (RVM) | 1,233,894 |
| Peak Hour Fleet | 35 |
| Base Fleet | 28 |
| Road Calls | 153 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 4.38 | 3.89 |
| Veh. Miles Between Road Calls | 8,376 | 7,340 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.85 | 1.39 |
| Passenger Boardings/Capita | 20.29 | 12.77 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.37 | 2.80 |
| Subsidy/Passenger Board | 1.91 | 1.87 |
| Fare Revenue/Passenger Board | 0.43 | 0.60 |
| Financial Performance: | | |
| Fare Recovery | 0.18 | 0.21 |
| LDI/Operating Expense | 0.46 | 0.53 |



 Gary
 Peer Group

Goshen Transit

1120 County City Building
 South Bend, IN 46601
 (219) 287-1829

CONTACT Sandra Seanor, Chief Transportation Planner

GENERAL INFORMATION

Type of Service Demand Response/User-Side Subsidy
 Service Area City of Goshen & contiguous area
 Service Population 23,797
 Special Services Four lift-equipped buses

SERVICE HOURS

Monday-Friday 12:00 am - 12:00 pm
 Saturday 12:00 am - 12:00 am
 Sunday 12:00 am - 12:00 am
 Special Holiday Schedule Regular Hours
 Holidays Without Service 0

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 50 | 2 |
| Maintenance | 3 | 1 |
| General Admin | 8 | 3 |
| Total | 61 | 6 |

FARES (\$)

Express N/A
 Base 2.60
 Youth 2.60
 E & D Half fares during off-peak
 Transfer N/A
 Zone N/A
 Other Handicapped fare \$7.00 for first three miles

FUEL CONSUMPTION

Gallons Fuel 9,701
 Fuel Reserve 33 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|-------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1992 | MMV | Plymouth | Gas | 6 | 0 | 2 |
| 2 | 1990 | MMV | Dodge | Gas | 4 | 0 | 2 |
| 8 | 1990 | Taxi | Chevrolet | Gas | 4 | 0 | 0 |
| 8 | 1989 | Taxi | Chevrolet | Gas | 4 | 0 | 0 |
| 13 | 1988 | Taxi | Chevrolet | Gas | 4 | 0 | 0 |
| 3 | 1987 | Taxi | Chevrolet | Gas | 4 | 0 | 0 |
| 1 | 1987 | Limo | Chevrolet | Gas | 4 | 0 | 0 |
| 1 | 1985 | Sedan | Chevrolet | Gas | 4 | 0 | 0 |
| 38 | TOTAL | | | | | | 4 |

GROUP: 4

Goshen

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 32,043 |
| Other Salaries/Wages | 12,900 |
| Fringe | 8,350 |
| Services | 0 |
| Materials & Supplies | 8,626 |
| Utilities | 1,108 |
| Casualty/Liability | 4,966 |
| Purchased Transportation | 37,717 |
| Other | 5,510 |
| Total | \$111,220 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 23,888 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 478 |
| Local Assistance | 11,124 |
| State Assistance (PMTF) | 32,303 |
| Federal Assistance (FTA) | 43,427 |
| Total | \$111,220 |

| | |
|-----------------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 4,100 |
| State PMTF | 4,100 |
| Federal | 32,800 |
| Total | \$41,000 |

| | |
|-------------------------------------|-----------------|
| Operating Subsidy | \$86,854 |
| Locally Derived Income (LDI) | \$35,012 |
| Operating Income | \$23,888 |

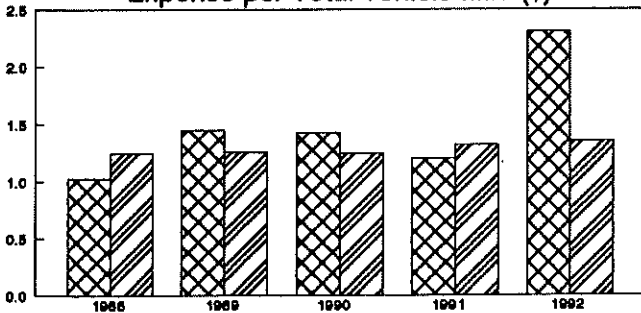
SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 16,966 |
| Total Vehicle Miles (TVM) | 48,097 |
| Revenue Vehicle Miles (RVM) | 48,097 |
| Peak Hour Fleet | 38 |
| Base Fleet | 38 |
| Road Calls | 0 |

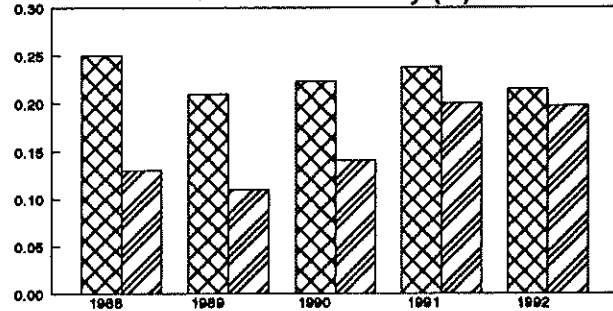
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.31 | 1.35 |
| Veh. Miles Between Road Calls | N/A | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.35 | 0.26 |
| Passenger Boardings/Capita | 0.71 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 6.56 | 5.18 |
| Subsidy/Passenger Board | 5.12 | 4.03 |
| Fare Revenue/Passenger Board | 1.41 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.21 | 0.20 |
| LDI/Operating Expense | 0.31 | 0.46 |

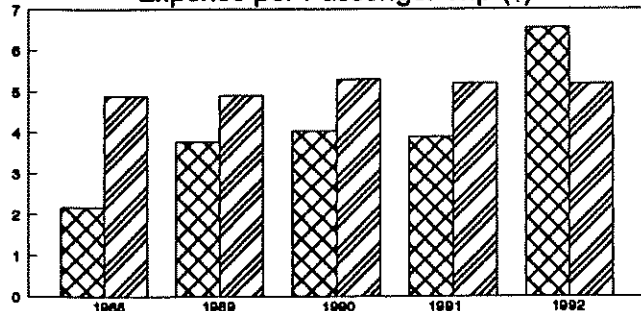
Expense per Total Vehicle Mile (\$)



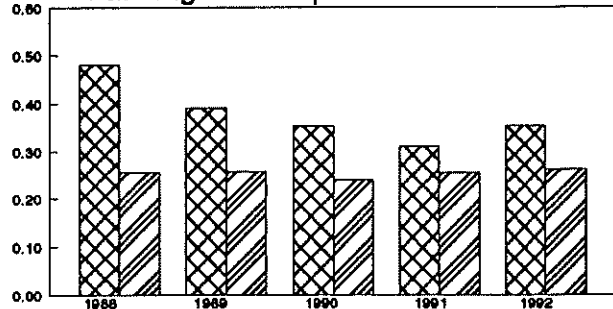
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Goshen
 Peer Group

Hammond Transit System

425 Sibley Avenue
Hammond, IN 46320
(219) 853-6401

CONTACT Rebecca J. Gutowsky, Director

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
Service Area Hammond, Whiting & adjacent areas of Illinois & Indiana
Service Population 89,391
Special Services Paratransit Program for Disabled

SERVICE HOURS

Monday-Friday 5:30 am - 7:30 pm
Saturday 5:30 am - 7:30 pm
Sunday No Service
Special Holiday Schedule Regular Hours
Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 18 | 4 |
| Maintenance | 2 | 0 |
| General Admin | 5 | 2 |
| Total | 25 | 6 |

FARES (\$)

Express N/A
Base 0.80
Youth 0.55
E & D 0.40
Transfer Free
Zone N/A
Other Unlimited Rides \$34.00; Student Pass \$20.00/40 Rides
Handicapped Pass \$16.00/40 Rides

FUEL CONSUMPTION

Gallons Fuel 113,649
Fuel Reserve 79 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1980 | LTB | GMC | Diesel | 39 | 20 | 0 |
| 3 | 1978 | LTB | GMC | Diesel | 35 | 17 | 0 |
| 1 | 1976 | LTB | GMC | Diesel | 53 | 26 | 0 |
| 1 | 1974 | LTB | GMC | Diesel | 53 | 26 | 0 |
| 1 | 1973 | LTB | GMC | Diesel | 53 | 26 | 0 |
| 2 | 1969 | LTB | GMC | Diesel | 45 | 22 | 0 |
| 2 | 1968 | LTB | GMC | Diesel | 45 | 22 | 0 |
| 11 | TOTAL | | | | | | 0 |

GROUP: 2

Hammond

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 0 |
| Fringe | 0 |
| Services | 0 |
| Materials & Supplies | 0 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 921,584 |
| Other | 0 |
| Total | \$921,584 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 196,048 |
| Charter/Other | 10,788 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 122,500 |
| State Assistance (PMTF) | 329,189 |
| Federal Assistance (FTA) | 263,059 |
| Total | \$921,584 |

| | |
|-----------------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 10,902 |
| State PMTF | 0 |
| Federal | 43,608 |
| Total | \$54,510 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$714,748 |
| Locally Derived Income (LDI) | \$329,336 |
| Operating Income | \$206,836 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 430,316 |
| Total Vehicle Miles (TVM) | 475,291 |
| Revenue Vehicle Miles (RVM) | 413,580 |
| Peak Hour Fleet | 9 |
| Base Fleet | 6 |
| Road Calls | 68 |

PERFORMANCE MEASURES 1992 Peer Group

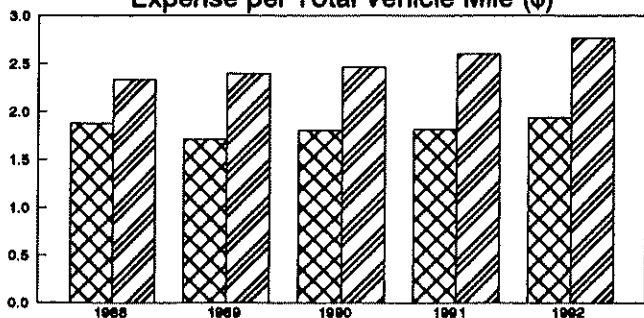
| | | |
|-------------------------------|-------|-------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.94 | 2.76 |
| Veh. Miles Between Road Calls | 6,990 | 2,138 |

| | | |
|-------------------------------|------|-------|
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.91 | 1.22 |
| Passenger Boardings/Capita | 4.81 | 12.17 |

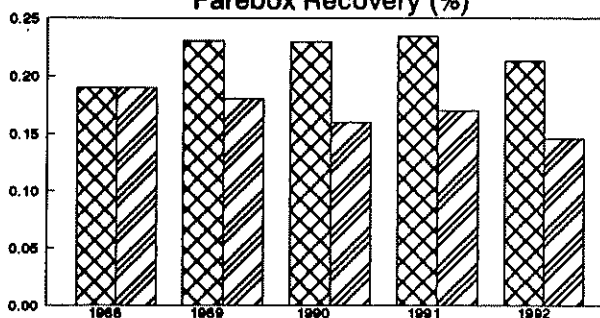
| | | |
|-------------------------------|------|------|
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.14 | 2.26 |
| Subsidy/Passenger Board | 1.66 | 1.77 |
| Fare Revenue/Passenger Board | 0.46 | 0.33 |

| | | |
|-------------------------------|------|------|
| Financial Performance: | | |
| Fare Recovery | 0.21 | 0.15 |
| LDI/Operating Expense | 0.36 | 0.48 |

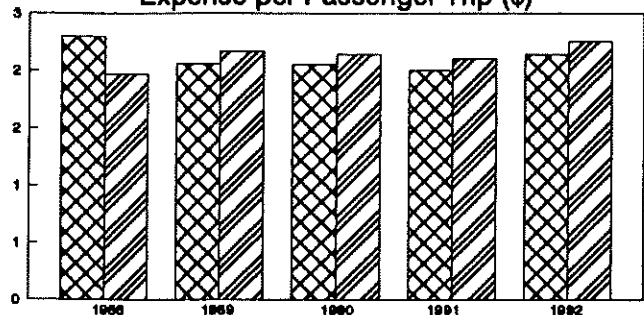
Expense per Total Vehicle Mile (\$)



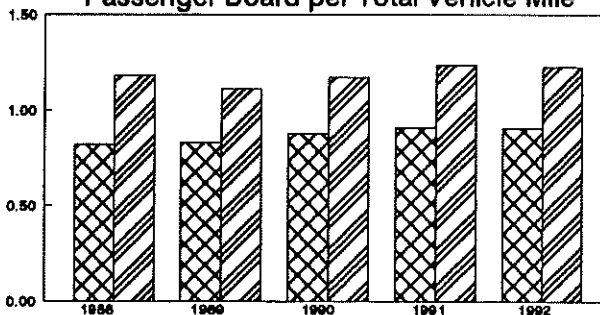
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Hammond
 Peer Group

Huntingburg Transit System

511 East Fourth Street
 Huntingburg, IN 47542
 (812) 683-2211

CONTACT Connie K. Nass, Mayor

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Huntingburg City Limits
 Service Population 5,252
 Special Services One lift-equipped van

SERVICE HOURS

Monday-Friday 9:00 am - 4:00 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

PERSONNEL FULL-TIME PART-TIME

| | | |
|---------------|---|---|
| Operations | 1 | 0 |
| Maintenance | 0 | 0 |
| General Admin | 0 | 1 |
| Total | 1 | 1 |

FARES (\$)

Express N/A
 Base 0.50
 Youth 0.50
 E & D 0.50
 Transfer N/A
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 1,634
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1989 | MV | Braun | Gas | 9 | 0 | 1 |
| 1 | TOTAL | | | | | | 1 |

GROUP: 4

Huntingburg

FINANCIAL INFORMATION

| | |
|--|-----------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 16,711 |
| Other Salaries/Wages | 0 |
| Fringe | 1,531 |
| Services | 1,021 |
| Materials & Supplies | 2,909 |
| Utilities | 0 |
| Casualty/Liability | 768 |
| Purchased Transportation | 0 |
| Other | 0 |
| Total | \$22,940 |
| Reconciling Items | 0 |

| | |
|------------------------------|-----------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 2,511 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 10,215 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 10,214 |
| Total | \$22,940 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

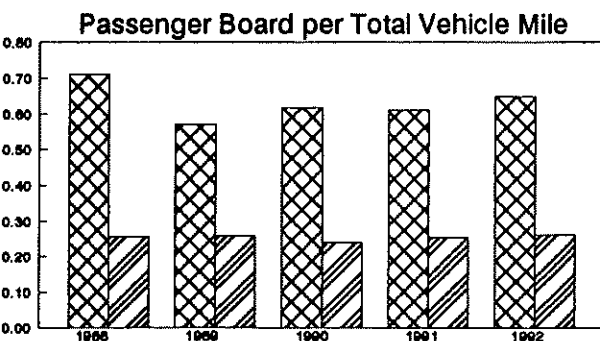
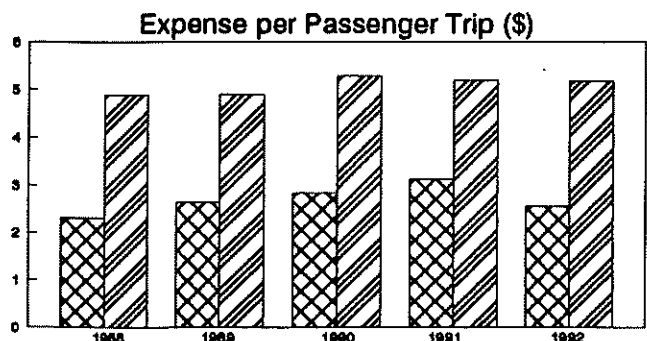
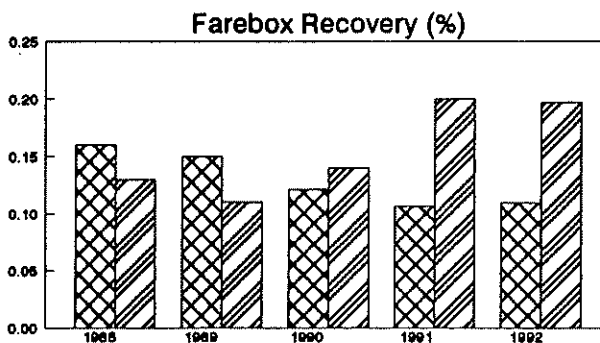
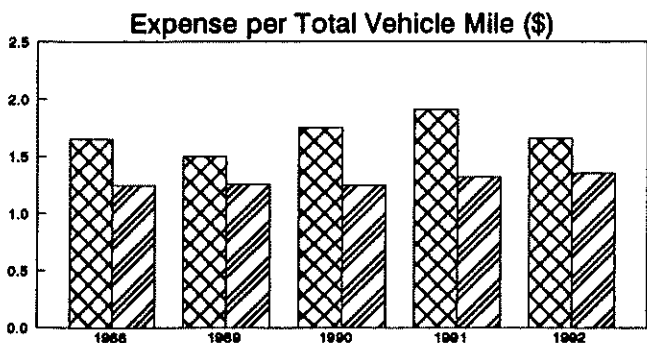
| | |
|-------------------------------------|-----------------|
| Operating Subsidy | \$20,429 |
| Locally Derived Income (LDI) | \$12,726 |
| Operating Income | \$2,511 |

SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 8,964 |
| Total Vehicle Miles (TVM) | 13,849 |
| Revenue Vehicle Miles (RVM) | 13,829 |
| Peak Hour Fleet | 1 |
| Base Fleet | 1 |
| Road Calls | 0 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.66 | 1.35 |
| Veh. Miles Between Road Calls | N/A | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.65 | 0.26 |
| Passenger Boardings/Capita | 1.71 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.56 | 5.18 |
| Subsidy/Passenger Board | 2.28 | 4.03 |
| Fare Revenue/Passenger Board | 0.28 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.11 | 0.20 |
| LDI/Operating Expense | 0.55 | 0.46 |



 Huntingburg
 Peer Group

Indianapolis Public Transportation Corporation

1501 W. Washington St.
 Indianapolis, IN 46222
 (317) 635-2100

CONTACT Ted Rieck, General Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Indianapolis Metropolitan Area
 Service Population 914,761
 Special Services Twelve lift-equipped buses

SERVICE HOURS

Monday-Friday 4:35 am - 12:50 am
 Saturday 4:40 am - 12:30 am
 Sunday 5:25 am - 12:30 am
 Special Holiday Schedule 5:25 am - 12:30 am
 Holidays Without Service 0

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 236 | 35 |
| Maintenance | 92 | 4 |
| General Admin | 70 | 1 |
| Total | 398 | 40 |

FARES (\$)

Express N/A
 Base 0.75
 Youth N/A
 E & D 0.35
 Transfer 0.25
 Zone 0.25 - 0.50
 Other Pass \$39.50-\$49.50/Month; E&H Pass \$19.75-\$24.75/Month
 Demand Response \$15 for Ten Trip Ticket

FUEL CONSUMPTION

Gallons Fuel 1,538,153
 Fuel Reserve 30 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 8 | 1992 | MV | Dodge | Gas | 7 | 0 | 8 |
| 4 | 1990 | MV | Dodge | Gas | 7 | 0 | 4 |
| 15 | 1987 | LTB | Orion | Diesel | 48 | 24 | 0 |
| 80 | 1986 | LTB | Orion | Diesel | 48 | 24 | 0 |
| 37 | 1983 | LTB | Orion | Diesel | 40 | 20 | 0 |
| 12 | 1982 | LTB | GM/Canada | Diesel | 48 | 24 | 0 |
| 156 | TOTAL | | | | | | 12 |

GROUP: 1

Indianapolis

FINANCIAL INFORMATION

| | |
|--|---------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 7,440,837 |
| Other Salaries/Wages | 4,800,640 |
| Fringe | 4,615,804 |
| Services | 919,766 |
| Materials & Supplies | 2,545,967 |
| Utilities | 449,072 |
| Casualty/Liability | 584,088 |
| Purchased Transportation | 0 |
| Other | 1,315,722 |
| Total | \$22,671,896 |
| Reconciling Items | 4,559,020 |

| | |
|------------------------------|---------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 6,501,565 |
| Charter/Other | 365,475 |
| Contra & Other Fed./State | 31,086 |
| Local Assistance | 7,035,228 |
| State Assistance (PMTF) | 4,959,034 |
| Federal Assistance (FTA) | 3,779,508 |
| Total | \$22,671,896 |

| | |
|-----------------------------------|--------------------|
| Capital Grant Awards: (\$) | |
| Local | 462,437 |
| State PMTF | 0 |
| Federal | 1,849,745 |
| Total | \$2,312,182 |

| | |
|-------------------------------------|---------------------|
| Operating Subsidy | \$15,773,770 |
| Locally Derived Income (LDI) | \$13,902,268 |
| Operating Income | \$6,867,040 |

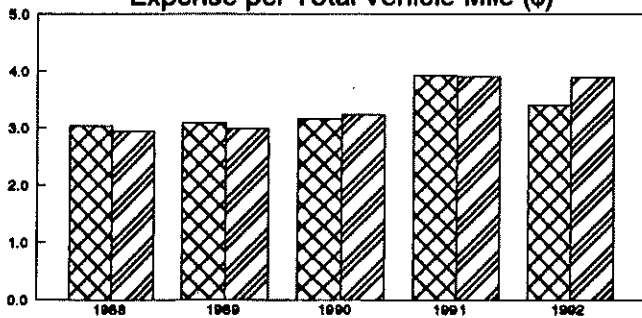
SERVICE STATISTICS

| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 9,049,202 |
| Total Vehicle Miles (TVM) | 6,657,572 |
| Revenue Vehicle Miles (RVM) | 5,591,659 |
| Peak Hour Fleet | 139 |
| Base Fleet | 76 |
| Road Calls | 1,269 |

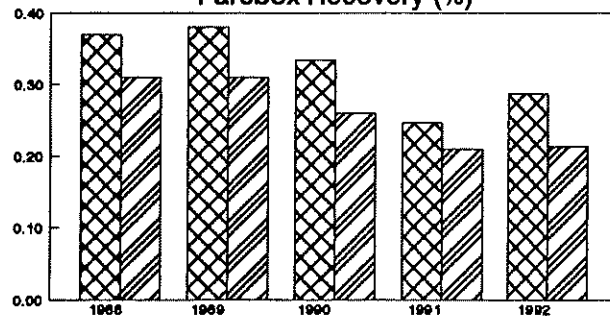
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.41 | 3.89 |
| Veh. Miles Between Road Calls | 5,246 | 7,340 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.36 | 1.39 |
| Passenger Boardings/Capita | 9.89 | 12.77 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.51 | 2.80 |
| Subsidy/Passenger Board | 1.74 | 1.87 |
| Fare Revenue/Passenger Board | 0.72 | 0.60 |
| Financial Performance: | | |
| Fare Recovery | 0.29 | 0.21 |
| LDI/Operating Expense | 0.61 | 0.53 |

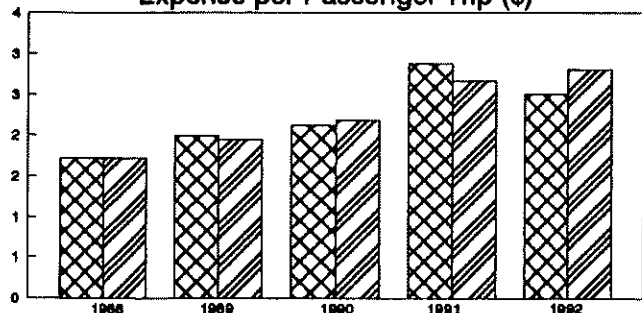
Expense per Total Vehicle Mile (\$)



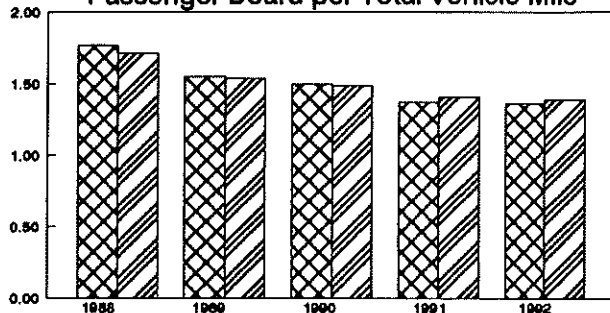
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Indianapolis
 Peer Group

Arrowhead Country Public Transportation

115 E. 4th St., P.O. Box 127
 Monon, IN 47959
 (219) 253-6658

CONTACT Stan Minnick, Project Coordinator

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Jasper, Newton, Pulaski & Starke Counties
 Service Population 73,901
 Special Services Eight lift-equipped buses

SERVICE HOURS

Monday-Friday 8:00 am - 4:00 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 9

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 16 | 7 |
| Maintenance | 0 | 0 |
| General Admin | 2 | 16 |
| Total | 18 | 23 |

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.75
 E & D 0.75
 Transfer N/A
 Zone N/A
 Other Pass \$11.00/Month, \$150.00/Year (Pulaski Co.)
 Ticket \$7.50/12 Rides (Starke Co.)

FUEL CONSUMPTION

Gallons Fuel 62,838
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1992 | SV | Ford | Gas | 14 | 0 | 0 |
| 2 | 1992 | SSB | GMC/Wayne | Gas | 16 | 0 | 0 |
| 2 | 1991 | Mini | Chevrolet | Gas | 7 | 0 | 0 |
| 1 | 1991 | Mini | Ford | Gas | 7 | 0 | 0 |
| 1 | 1991 | Mini | Dodge | Gas | 7 | 0 | 0 |
| 1 | 1991 | MV | Dodge/Braun | Gas | 9 | 0 | 1 |
| 9 | 1988 | SSB | GMC/Carpenter | Gas | 16 | 0 | 0 |
| 3 | 1988 | SSB | GMC/Carpenter | Gas | 14 | 0 | 3 |
| 3 | 1988 | MV | Dodge/Braun | Gas | 9 | 0 | 3 |
| 4 | 1985 | SW | Ford | Gas | 5 | 0 | 0 |
| 1 | 1977 | SW | Ford | Gas | 6 | 0 | 0 |
| 28 | TOTAL | | | | | | 7 |

GROUP: 4

KIRPC

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 143,892 |
| Other Salaries/Wages | 138,157 |
| Fringe | 96,663 |
| Services | 77,941 |
| Materials & Supplies | 68,194 |
| Utilities | 12,145 |
| Casualty/Liability | 55,975 |
| Purchased Transportation | 0 |
| Other | 45,542 |
| Total | \$638,509 |
| Reconciling Items | 0 |

| | |
|---------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 217,919 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 3,328 |
| Local Assistance | 40,117 |
| State Assistance (PMTF) | 168,514 |
| Federal Assistance (FTA) | 208,631 |
| Total | \$638,509 |

| | |
|----------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$417,262 |
| Locally Derived Income (LDI) | \$258,036 |
| Operating Income | \$217,919 |

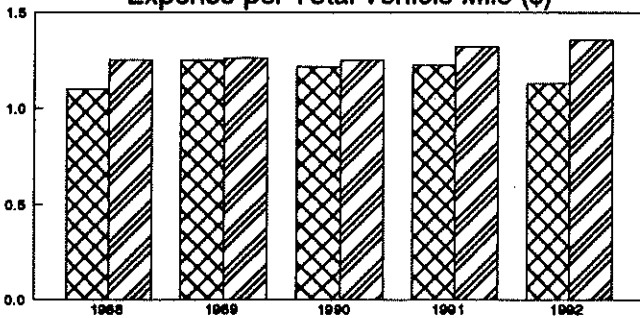
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 126,744 |
| Total Vehicle Miles (TVM) | 567,462 |
| Revenue Vehicle Miles (RVM) | 537,086 |
| Peak Hour Fleet | 28 |
| Base Fleet | 28 |
| Road Calls | 2 |

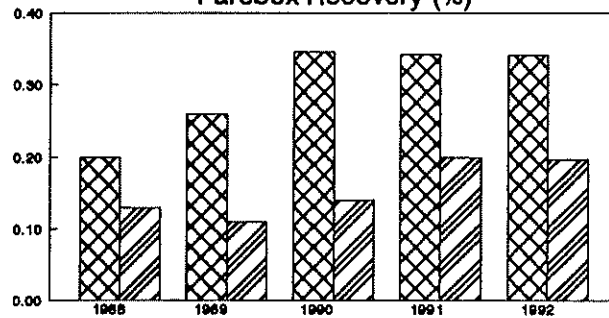
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|---------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.13 | 1.35 |
| Veh. Miles Between Road Calls | 283,731 | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.22 | 0.26 |
| Passenger Boardings/Capita | 1.72 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.04 | 5.18 |
| Subsidy/Passenger Board | 3.29 | 4.03 |
| Fare Revenue/Passenger Board | 1.72 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.34 | 0.20 |
| LDI/Operating Expense | 0.40 | 0.46 |

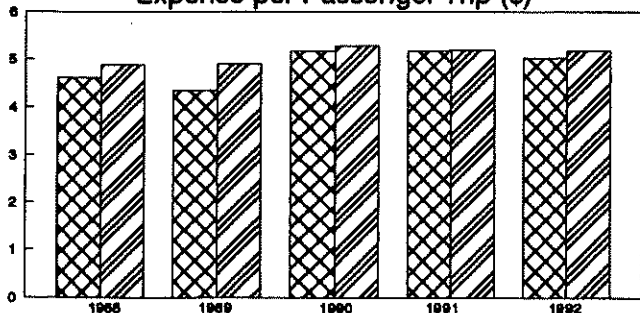
Expense per Total Vehicle Mile (\$)



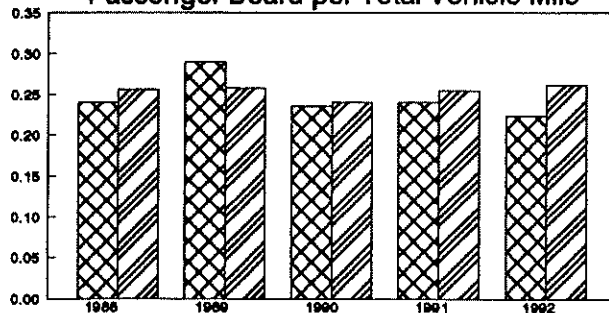
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



KIRPC
 Peer Group

First City Rider/Kokomo Senior Citizen Bus Service

120 E. Mulberry St., Suite 114
 Kokomo, IN 46901
 (317) 456-2336

CONTACT Glen R. Boise, Transportation Director

GENERAL INFORMATION

Type of Service Demand Response
 Service Area City of Kokomo
 Service Population 66,981
 Special Services Nine lift-equipped vans

SERVICE HOURS

Monday-Friday 24/hrs per day
 Saturday 24/hrs per day
 Sunday 24/hrs per day
 Special Holiday Schedule 24/hrs per day
 Holidays Without Service 0

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 25 | 2 |
| Maintenance | 2 | 12 |
| General Admin | 5 | 5 |
| Total | 32 | 19 |

FARES (\$)

Express N/A
 Base 2.13 (Avg.)
 Youth 2.13 (Avg.)
 E & D 1.06 (Avg.)
 Transfer N/A
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 13,494
 Fuel Reserve N/A

Taxi Fares is base rate of \$3.25; Elderly and disabled pay half basic fare rate during non-peak periods.
 Program subsidizes 50% of the cost up to \$2 per trip; driver assistance extra

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|-------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1992 | BOTC | El Dorado | Gas | 14 | 0 | 2 |
| 1 | 1990 | MV | Goshen | Gas | 13 | 0 | 0 |
| 2 | 1990 | MV/SV | Ford | Gas | 8 | 0 | 1 |
| 1 | 1988 | SV | Dodge | Gas | 8 | 0 | 0 |
| 1 | 1988 | Taxi | Plymouth | Gas | 6 | 0 | 0 |
| 3 | 1988 | Taxi | Chevrolet | Gas | 6 | 0 | 0 |
| 4 | 1987 | Taxi | G M | Gas | 6 | 0 | 0 |
| 1 | 1987 | MV | Dodge | Gas | 8 | 0 | 1 |
| 1 | 1987 | Taxi | Ford | Gas | 6 | 0 | 0 |
| 4 | 1986 | Taxi | Chevrolet | Gas | 6 | 0 | 0 |
| 2 | 1986 | Taxi | Chevrolet | Gas | 6 | 0 | 0 |
| 1 | 1985 | MV | Ford | Gas | 6 | 0 | 1 |
| 1 | 1985 | MV | Chevrolet | Gas | 6 | 0 | 1 |
| 1 | 1985 | MV | Dodge | Gas | 11 | 0 | 1 |
| 5 | 1984 | Taxi | Chevrolet | Gas | 6 | 0 | 0 |
| 1 | 1980 | MV | Ford | Gas | 6 | 0 | 1 |
| 1 | 1977 | MV | Dodge | Gas | 6 | 0 | 1 |
| 32 | TOTAL | | | | | | 9 |

GROUP: 4

Kokomo

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 124,184 |
| Other Salaries/Wages | 37,924 |
| Fringe | 81,449 |
| Services | 732 |
| Materials & Supplies | 16,410 |
| Utilities | 3,732 |
| Casualty/Liability | 5,690 |
| Purchased Transportation | 262,833 |
| Other | 4,071 |
| Total | \$537,025 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 108,994 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 31,791 |
| Local Assistance | 211,221 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 185,019 |
| Total | \$537,025 |

| | |
|-----------------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 14,800 |
| State PMTF | 0 |
| Federal | 59,200 |
| Total | \$74,000 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$396,240 |
| Locally Derived Income (LDI) | \$320,215 |
| Operating Income | \$108,994 |

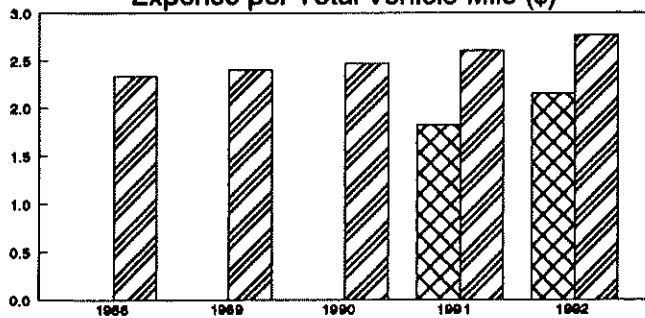
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 107,568 |
| Total Vehicle Miles (TVM) | 250,193 |
| Revenue Vehicle Miles (RVM) | 250,193 |
| Peak Hour Fleet | 31 |
| Base Fleet | 32 |
| Road Calls | 4 |

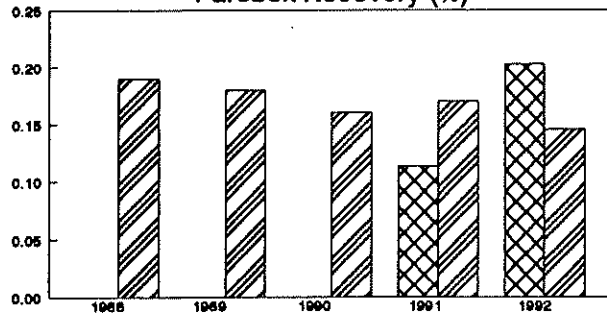
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.15 | 2.76 |
| Veh. Miles Between Road Calls | 62,548 | 2,138 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.43 | 1.22 |
| Passenger Boardings/Capita | 1.61 | 12.17 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 4.99 | 2.26 |
| Subsidy/Passenger Board | 3.68 | 1.77 |
| Fare Revenue/Passenger Board | 1.01 | 0.33 |
| Financial Performance: | | |
| Fare Recovery | 0.20 | 0.15 |
| LDI/Operating Expense | 0.60 | 0.48 |

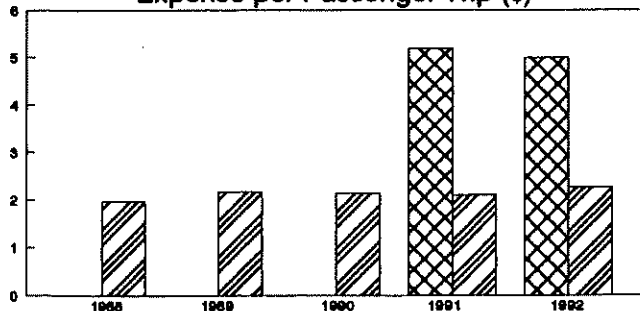
Expense per Total Vehicle Mile (\$)



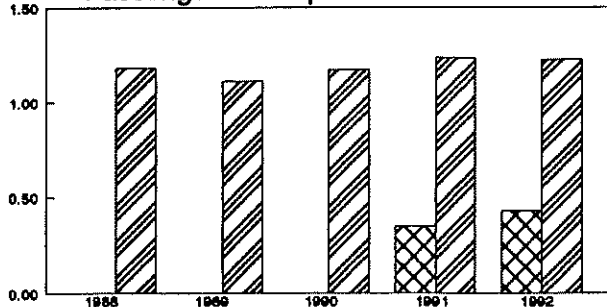
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Kokomo
 Peer Group

Kosciusko Area Bus Service

1804 East Winona Avenue
 Warsaw, IN 46580
 (219) 267-4990

CONTACT Joel Feaster, Director

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Kosciusko County
 Service Population 65,294
 Special Services 13 lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 8

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 13 | 2 |
| Maintenance | 2 | 0 |
| General Admin | 4 | 0 |
| Total | 19 | 2 |

FARES (\$)

Express N/A
 Base 0.50
 Youth 0.50
 E & D 0.25
 Transfer Free
 Zone N/A
 Other Demand Reponse; \$2.00, Elderly and Disabled \$1.00
 Discount tokens and passes; 12 rides for price of 10 rides

FUEL CONSUMPTION

Gallons Fuel 32,491
 Fuel Reserve 85 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 3 | 1989 | BOVC | Supreme | Diesel | 13 | 0 | 3 |
| 1 | 1989 | MTB | Thomas | Diesel | 25 | 0 | 1 |
| 2 | 1989 | LTB | Thomas | Diesel | 36 | 0 | 2 |
| 2 | 1985 | SSB | Thomas | Diesel | 24 | 0 | 2 |
| 4 | 1983 | SSB | Superior | Diesel | 23 | 0 | 4 |
| 1 | 1983 | MV | Thomas | Gas | 13 | 0 | 1 |
| 13 | TOTAL | | | | | | 13 |

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 169,762 |
| Other Salaries/Wages | 126,874 |
| Fringe | 133,613 |
| Services | 16,761 |
| Materials & Supplies | 60,551 |
| Utilities | 11,839 |
| Casualty/Liability | 25,568 |
| Purchased Transportation | 0 |
| Other | 100,623 |
| Total | \$645,591 |
| Reconciling Items | 0 |

| | |
|---------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 61,805 |
| Charter/Other | 23,012 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 188,656 |
| State Assistance (PMTF) | 158,742 |
| Federal Assistance (FTA) | 213,376 |
| Total | \$645,591 |

| | |
|----------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 10,766 |
| State PMTF | 0 |
| Federal | 43,066 |
| Total | \$53,832 |

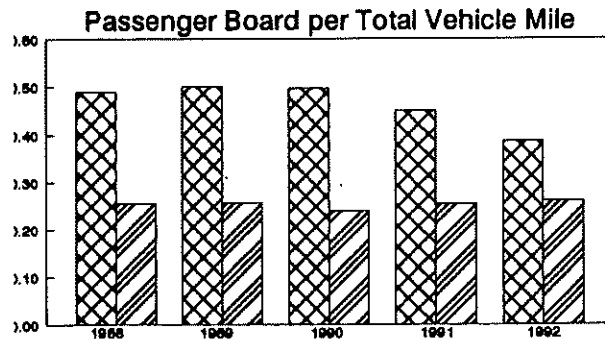
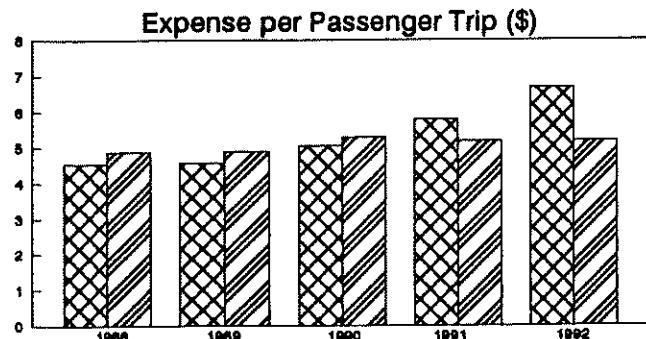
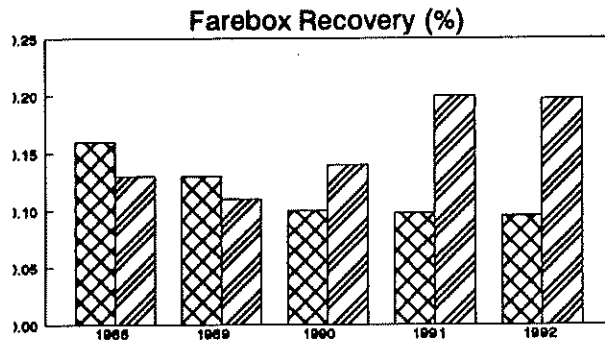
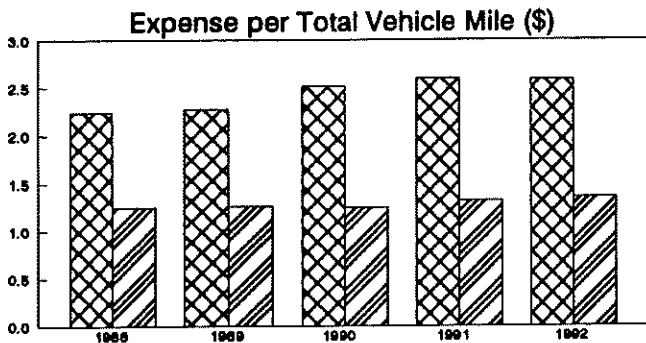
| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$560,774 |
| Locally Derived Income (LDI) | \$273,473 |
| Operating Income | \$84,817 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 96,604 |
| Total Vehicle Miles (TVM) | 250,427 |
| Revenue Vehicle Miles (RVM) | 213,070 |
| Peak Hour Fleet | 10 |
| Base Fleet | 10 |
| Road Calls | 7 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.58 | 1.35 |
| Veh. Miles Between Road Calls | 35,775 | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.39 | 0.26 |
| Passenger Boardings/Capita | 1.48 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 6.68 | 5.18 |
| Subsidy/Passenger Board | 5.80 | 4.03 |
| Fare Revenue/Passenger Board | 0.64 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.10 | 0.20 |
| LDI/Operating Expense | 0.42 | 0.46 |



Kosciusko County
 Peer Group

Greater Lafayette PTC

1250 Canal Rd., Box 588
 Lafayette, IN 47902
 (317) 423-2666

CONTACT Martin B. Sennett, General Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Lafayette, West Lafayette Metropolitan Area
 Service Population 108,500
 Special Services 11 lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 10:40 pm
 Saturday 6:00 am - 10:40 pm
 Sunday No service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

PERSONNEL FULL-TIME PART-TIME

| | | |
|---------------|-----------|-----------|
| Operations | 38 | 17 |
| Maintenance | 9 | 0 |
| General Admin | 13 | 1 |
| Total | 60 | 18 |

FARES (\$)

| | |
|----------|---|
| Express | N/A |
| Base | 0.50 |
| Youth | 0.35 |
| E & D | 0.15 |
| Transfer | Free |
| Zone | \$0.25 (Purdue Campus Area) |
| Other | Pass \$21.00/Month, \$65.00/Semester; E&H Pass \$10.50/Month Token \$0.40/Ride |

FUEL CONSUMPTION

| | |
|--------------|---------|
| Gallons Fuel | 267,514 |
| Fuel Reserve | 36 Days |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|---------|---------------|-------------|-----------------|-------------------|---------------|
| 6 | 1992 | LTB | Gillig | Diesel | 28 | 10 | 6 |
| 2 | 1992 | BOTC | Goshen | Diesel | 16 | 8 | 2 |
| 4 | 1990 | LTB | Fixible | Diesel | 46 | 20 | 0 |
| 3 | 1989 | BOTC | Goshen | Diesel | 16 | 8 | 3 |
| 5 | 1987 | LTB | Fixible | Diesel | 39 | 19 | 0 |
| 5 | 1986 | LTB | Fixible | Diesel | 39 | 19 | 0 |
| 4 | 1985 | LTB | Fixible | Diesel | 48 | 20 | 0 |
| 2 | 1985 | LTB | Fixible | Diesel | 39 | 19 | 0 |
| 1 | 1985 | Trolley | TVI | Diesel | 28 | 10 | 0 |
| 10 | 1981 | LTB | GMC | Diesel | 39 | 21 | 0 |
| 5 | 1978 | LTB | Rohr | Diesel | 36 | 18 | 0 |
| 3 | 1976 | MTB | Fixible | Diesel | 35 | 16 | 0 |
| 3 | 1975 | MTB | Rohr | Diesel | 35 | 16 | 0 |
| 1 | 1974 | LTB | Fixible | Diesel | 35 | 16 | 0 |
| 54 | TOTAL | | | | | | 11 |

GROUP: 2

Lafayette

FINANCIAL INFORMATION

| | |
|---------------------------------|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 1,104,820 |
| Other Salaries/Wages | 599,664 |
| Fringe | 460,453 |
| Services | 112,978 |
| Materials & Supplies | 429,930 |
| Utilities | 43,334 |
| Casualty/Liability | 106,626 |
| Purchased Transportation | 300 |
| Other | 87,780 |
| Total | \$2,945,885 |
| Reconciling Items | 462,048 |

| | |
|---------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 708,868 |
| Charter/Other | 105,285 |
| Contra & Other Fed./State | 12,138 |
| Local Assistance | 901,361 |
| State Assistance (PMTF) | 583,233 |
| Federal Assistance (FTA) | 635,000 |
| Total | \$2,945,885 |

| | |
|----------------------------|--------------------|
| Capital Grant Awards: (\$) | |
| Local | 110,990 |
| State PMTF | 110,990 |
| Federal | 887,917 |
| Total | \$1,109,897 |

| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$2,119,594 |
| Locally Derived Income (LDI) | \$1,715,514 |
| Operating Income | \$814,153 |

SERVICE STATISTICS

| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 1,846,650 |
| Total Vehicle Miles (TVM) | 1,162,409 |
| Revenue Vehicle Miles (RVM) | 1,102,114 |
| Peak Hour Fleet | 36 |
| Base Fleet | 30 |
| Road Calls | 191 |

PERFORMANCE MEASURES

| | | |
|-------------------------------|-------------|-------------------|
| Service Efficiency: | 1992 | Peer Group |
| Operating Expense/TVM | 2.53 | 2.76 |
| Veh. Miles Between Road Calls | 6,086 | 2,138 |

Service Effectiveness:

| | | |
|----------------------------|-------|-------|
| Passenger Boardings/TVM | 1.59 | 1.22 |
| Passenger Boardings/Capita | 17.02 | 12.17 |

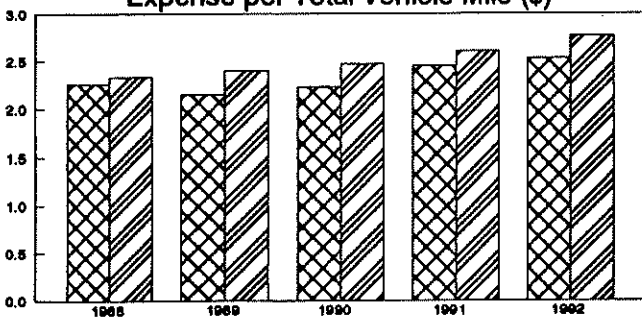
Cost Effectiveness:

| | | |
|-------------------------------|------|------|
| Operating Expense/Pass. Board | 1.60 | 2.26 |
| Subsidy/Passenger Board | 1.15 | 1.77 |
| Fare Revenue/Passenger Board | 0.38 | 0.33 |

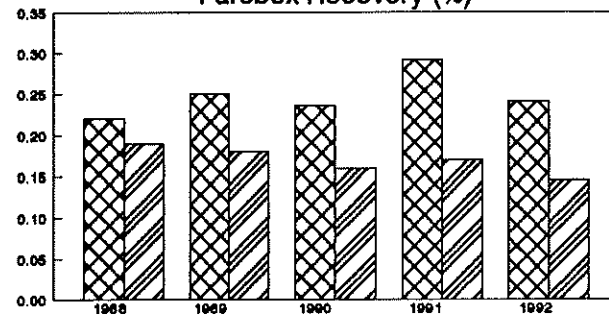
Financial Performance:

| | | |
|-----------------------|------|------|
| Fare Recovery | 0.24 | 0.15 |
| LDI/Operating Expense | 0.58 | 0.48 |

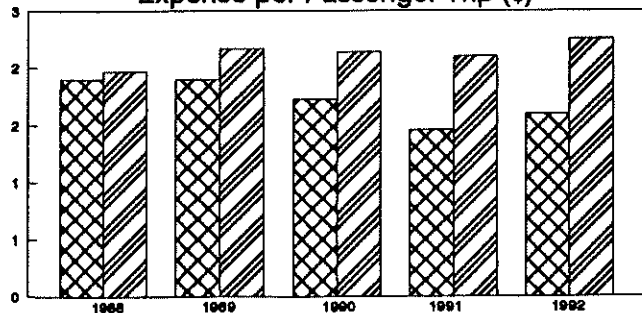
Expense per Total Vehicle Mile (\$)



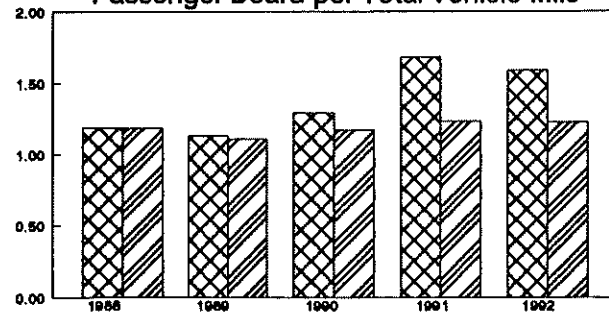
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Lafayette
 Peer Group

TransPorte

102 *L* Street
 LaPorte, IN 46350
 (219) 326-8274

CONTACT Joanne E. Mitchell, Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area LaPorte City limits & one-quarter mile fringe
 Service Population 21,507
 Special Services Four lift-equipped vans

SERVICE HOURS

Monday-Friday 6:00 am - 9:00 pm
 Saturday 8:00 am - 4:00 pm
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 4 | 8 |
| Maintenance | 3 | 0 |
| General Admin | 3 | 0 |
| Total | 10 | 8 |

FARES (\$)

Express N/A
 Base 0.50
 Youth 0.50
 E & D 0.25
 Transfer 0.25
 Zone N/A
 Other Pass \$5.00/10 Rides
 E & H Pass \$2.50/10 Rides; E & H Transfer \$0.10

FUEL CONSUMPTION

Gallons Fuel 25,493
 Fuel Reserve 98 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1991 | MV | Dodge | Gas | 13 | 6 | 0 |
| 1 | 1991 | MV | Dodge | Gas | 9 | 4 | 1 |
| 2 | 1988 | MV | Dodge | Gas | 13 | 6 | 0 |
| 3 | 1988 | MV | Dodge | Gas | 9 | 4 | 3 |
| 7 | TOTAL | | | | | | 4 |

GROUP: 3

LaPorte

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 115,751 |
| Other Salaries/Wages | 108,074 |
| Fringe | 69,957 |
| Services | 4,484 |
| Materials & Supplies | 48,000 |
| Utilities | 23,550 |
| Casualty/Liability | 29,247 |
| Purchased Transportation | 0 |
| Other | 6,927 |
| Total | \$405,990 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 63,289 |
| Charter/Other | 6,605 |
| Contra & Other Fed./State | 346 |
| Local Assistance | 98,091 |
| State Assistance (PMTF) | 109,142 |
| Federal Assistance (FTA) | 128,517 |
| Total | \$405,990 |

| | |
|-----------------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 11,434 |
| State PMTF | 0 |
| Federal | 43,006 |
| Total | \$54,440 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$335,750 |
| Locally Derived Income (LDI) | \$167,985 |
| Operating Income | \$69,894 |

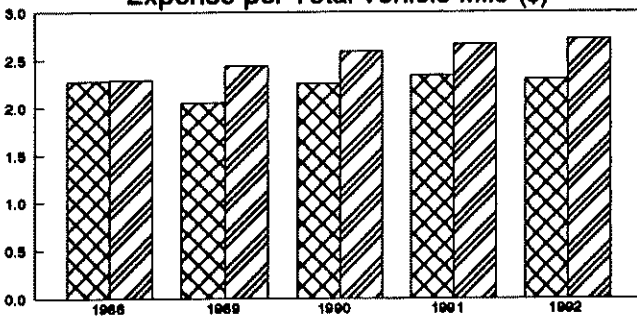
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 78,130 |
| Total Vehicle Miles (TVM) | 176,708 |
| Revenue Vehicle Miles (RVM) | 174,502 |
| Peak Hour Fleet | 5 |
| Base Fleet | 4 |
| Road Calls | 7 |

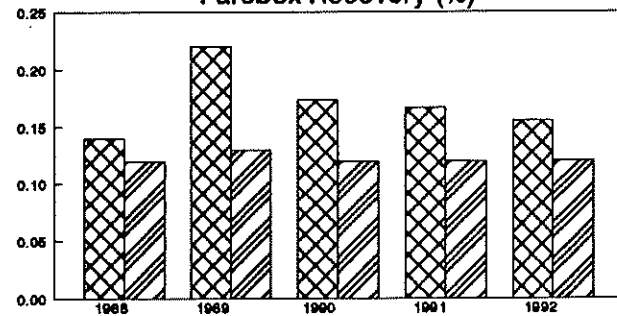
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.30 | 2.72 |
| Veh. Miles Between Road Calls | 25,244 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.44 | 0.87 |
| Passenger Boardings/Capita | 3.63 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.20 | 3.13 |
| Subsidy/Passenger Board | 4.30 | 2.80 |
| Fare Revenue/Passenger Board | 0.81 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.16 | 0.12 |
| LDI/Operating Expense | 0.41 | 0.38 |

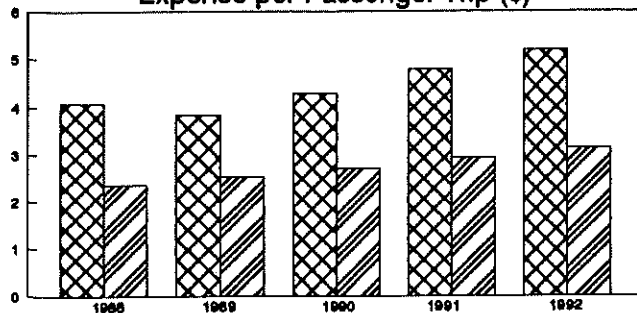
Expense per Total Vehicle Mile (\$)



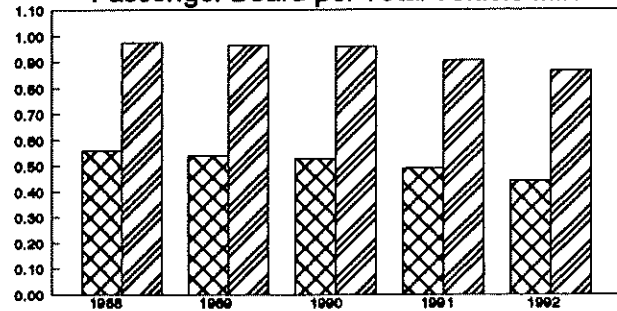
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 LaPorte
 Peer Group

LCEOC Transaction

5518 Calumet Avenue
Hammond, IN 46320
(219) 937-3500

CONTACT

Carolyn Freeland, Vice President of Operations

GENERAL INFORMATION

Type of Service Demand Response
Service Area Lake and Porter Counties
Service Population 604,526
Special Services Eight lift-equipped vehicles

SERVICE HOURS

Monday-Friday 8:30 am - 5:00 pm
Saturday By appointment
Sunday No Service
Special Holiday Schedule By appointment
Holidays Without Service 12

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 35 | 8 |
| Maintenance | 2 | 0 |
| General Admin | 1 | 13 |
| Total | 38 | 21 |

FARES (\$)

Express N/A
Base N/A
Youth N/A
E & D N/A
Transfer N/A
Zone N/A
Other Suggested Donation \$.50 - \$1.00

FUEL CONSUMPTION

Gallons Fuel 94,694
Fuel Reserve 3 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|-----------------|-------------|-----------------|-------------------|---------------|
| 1 | 1991 | BOTC | Chevrolet | Gas | 17 | 0 | 0 |
| 1 | 1991 | BOTC | Ford/EIDorado | Gas | 16 | 0 | 0 |
| 4 | 1990 | Mini | Ford | Gas | 7 | 0 | 0 |
| 3 | 1988 | Mini | Chevrolet | Gas | 7 | 0 | 0 |
| 1 | 1988 | MV | Ford/Collins | Gas | 9 | 0 | 1 |
| 2 | 1988 | MV | Ford | Gas | 7 | 0 | 0 |
| 4 | 1987 | SW | Dodge | Gas | 4 | 0 | 0 |
| 6 | 1987 | BOTC | Ford/Diamond | Gas | 16 | 0 | 0 |
| 4 | 1987 | BOTC | Ford/Diamond | Gas | 9 | 0 | 4 |
| 1 | 1986 | SV | Ford | Gas | 9 | 0 | 0 |
| 1 | 1986 | MV | Dodge | Gas | 12 | 0 | 0 |
| 1 | 1986 | SV | Ford | Gas | 12 | 0 | 0 |
| 8 | 1984 | BOTC | Chevrolet/Wayne | Gas | 16 | 0 | 0 |
| 2 | 1984 | BOTC | Chevrolet/Wayne | Gas | 9 | 0 | 3 |
| 4 | 1983 | BOTC | Chevrolet/Wayne | Gas | 16 | 0 | 0 |
| 1 | 1983 | SV | Ford | Gas | 12 | 0 | 0 |
| 44 | TOTAL | | | | | | 8 |

GROUP: 4

LCEOC

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 242,621 |
| Other Salaries/Wages | 181,372 |
| Fringe | 86,113 |
| Services | 47,993 |
| Materials & Supplies | 177,323 |
| Utilities | 25,901 |
| Casualty/Liability | 147,471 |
| Purchased Transportation | 0 |
| Other | 71,397 |
| Total | \$980,191 |
| Reconciling Items | 25,742 |

| | |
|---------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 201,715 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 124,757 |
| Local Assistance | 279,300 |
| State Assistance (PMTF) | 246,840 |
| Federal Assistance (FTA) | 127,579 |
| Total | \$980,191 |

| | |
|----------------------------|------------------|
| Capital Grant Awards: (\$) | |
| Local | 38,510 |
| State PMTF | 0 |
| Federal | 106,042 |
| Total | \$144,552 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$653,719 |
| Locally Derived Income (LDI) | \$481,015 |
| Operating Income | \$201,715 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 240,948 |
| Total Vehicle Miles (TVM) | 717,967 |
| Revenue Vehicle Miles (RVM) | 681,463 |
| Peak Hour Fleet | 40 |
| Base Fleet | 40 |
| Road Calls | 20 |

PERFORMANCE MEASURES

| | | |
|-------------------------------|-------------|-------------------|
| Service Efficiency: | 1992 | Peer Group |
| Operating Expense/TVM | 1.37 | 1.35 |
| Veh. Miles Between Road Calls | 35,898 | 67,967 |

Service Effectiveness:

| | | |
|----------------------------|------|------|
| Passenger Boardings/TVM | 0.34 | 0.26 |
| Passenger Boardings/Capita | 0.40 | 0.64 |

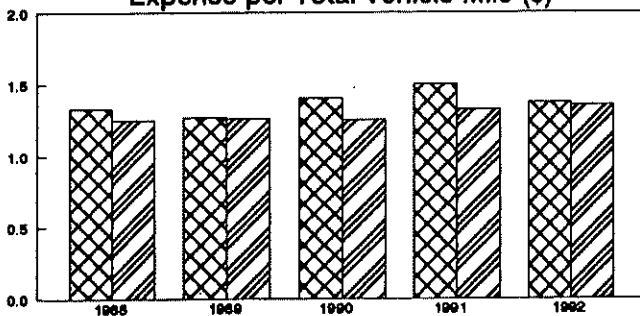
Cost Effectiveness:

| | | |
|-------------------------------|------|------|
| Operating Expense/Pass. Board | 4.07 | 5.18 |
| Subsidy/Passenger Board | 2.71 | 4.03 |
| Fare Revenue/Passenger Board | 0.84 | 1.02 |

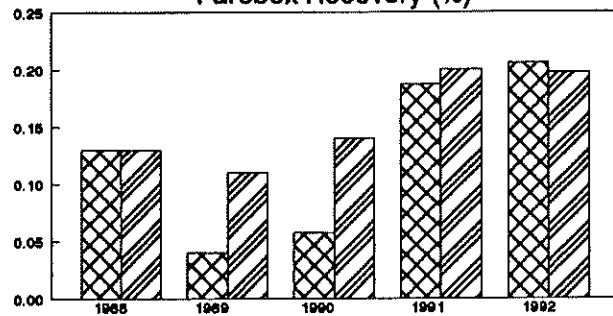
Financial Performance:

| | | |
|-----------------------|------|------|
| Fare Recovery | 0.21 | 0.20 |
| LDI/Operating Expense | 0.49 | 0.46 |

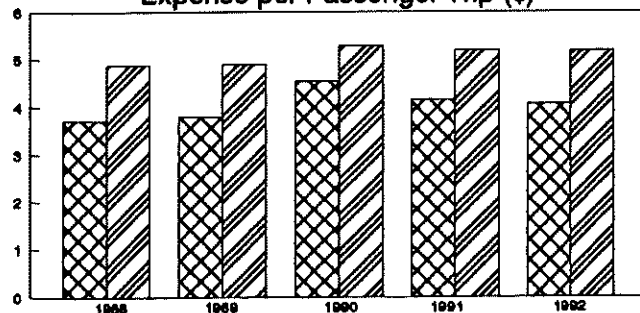
Expense per Total Vehicle Mile (\$)



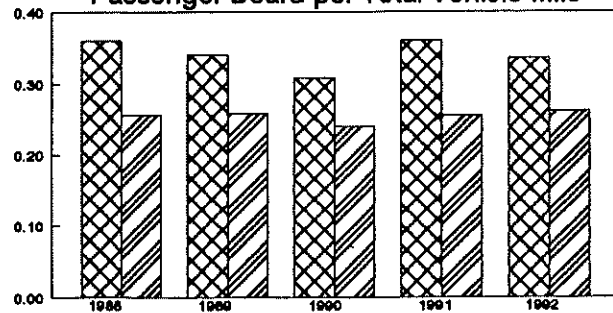
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



LCEOC
 Peer Group

Transportation for Rural Areas of Madison

16 E. Ninth Street
Anderson, IN 46016
(317) 641-9482

CONTACT Rosalee Bernard, Chief Local Assistance Planner

GENERAL INFORMATION

Type of Service Demand Response
Service Area Madison County except Anderson
Service Population 56,632
Special Services Three lift-equipped vans

SERVICE HOURS

Monday-Friday 6:00 am - 5:00 pm
Saturday No service
Sunday No service
Special Holiday Schedule Regular Hours
Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 5 | 0 |
| Maintenance | 0 | 0 |
| General Admin | 2 | 0 |
| Total | 7 | 0 |

FARES (\$)

Express N/A
Base 3.00
Youth 3.00
E & D 3.00
Transfer N/A
Zone N/A
Other User-side Subsidy Voucher, \$3.00

FUEL CONSUMPTION

Gallons Fuel 29,090
Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1990 | SD | Oldsmobile | Gas | 5 | 0 | 0 |
| 1 | 1989 | SV | Ford | Gas | 10 | 0 | 1 |
| 3 | 1989 | SV | Ford | Gas | 10 | 0 | 0 |
| 2 | 1987 | MV | Ford | Gas | 10 | 0 | 2 |
| 7 | TOTAL | | | | | | 3 |

GROUP: 4

Madison County

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 28,100 |
| Fringe | 8,432 |
| Services | 0 |
| Materials & Supplies | 0 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 149,996 |
| Other | 27,672 |
| Total | \$214,200 |
| Reconciling Items | 0 |

| | |
|---------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 40,908 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 22,869 |
| State Assistance (PMTF) | 63,777 |
| Federal Assistance (FTA) | 86,646 |
| Total | \$214,200 |

| | |
|----------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$173,292 |
| Locally Derived Income (LDI) | \$63,777 |
| Operating Income | \$40,908 |

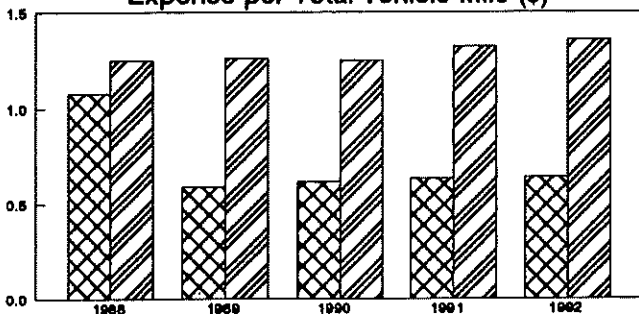
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 13,636 |
| Total Vehicle Miles (TVM) | 336,321 |
| Revenue Vehicle Miles (RVM) | 336,321 |
| Peak Hour Fleet | 7 |
| Base Fleet | 5 |
| Road Calls | 1 |

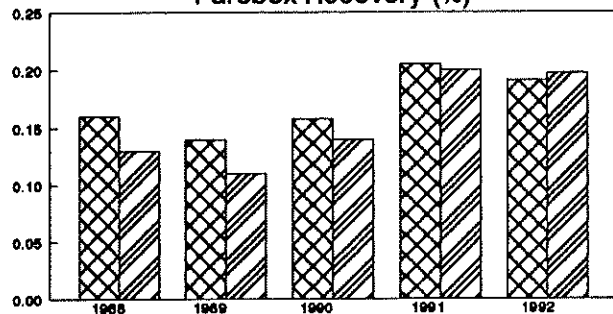
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|---------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 0.64 | 1.35 |
| Veh. Miles Between Road Calls | 336,321 | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.04 | 0.26 |
| Passenger Boardings/Capita | 0.24 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 15.71 | 5.18 |
| Subsidy/Passenger Board | 12.71 | 4.03 |
| Fare Revenue/Passenger Board | 3.00 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.19 | 0.20 |
| LDI/Operating Expense | 0.30 | 0.46 |

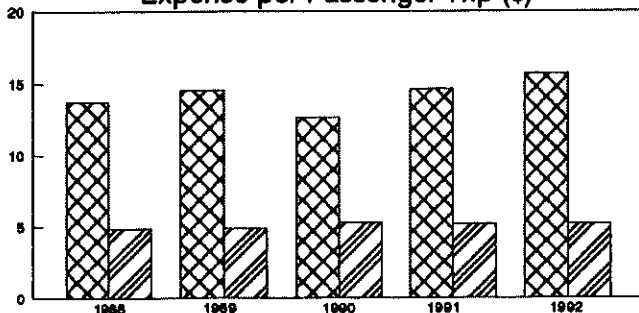
Expense per Total Vehicle Mile (\$)



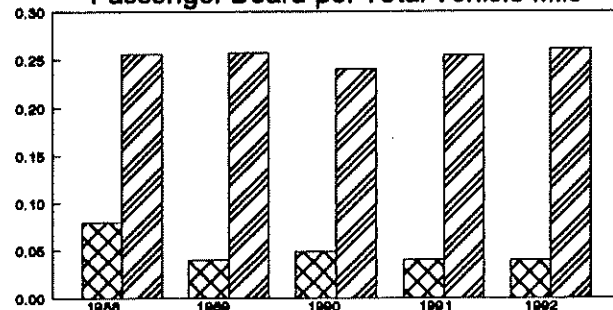
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Madison County
 Peer Group

Marion Transportation System

301 South Branson St.
 Marion, IN 46952
 (317) 668-4405

CONTACT Orville Fitzjarrald, Manager

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area Marion City Limits
 Service Population 32,618
 Special Services Four lift-equipped buses

SERVICE HOURS

Monday-Friday 7:00 am - 5:00 pm
 Saturday No service
 Sunday No service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 4 | 3 |
| Maintenance | 1 | 1 |
| General Admin | 2 | 2 |
| Total | 7 | 6 |

FARES (\$)

Express N/A
 Base 0.50
 Youth 0.25
 E & D 0.50
 Transfer Free
 Zone N/A
 Other E & H Fare \$0.25 with ID; E & H ID Card \$1.00/Year
 Tokens \$10.00/40 Rides

FUEL CONSUMPTION

Gallons Fuel 28,916
 Fuel Reserve 71 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 4 | 1989 | BOTC | Thomas | Gas | 20 | 6 | 4 |
| 2 | 1980 | MTB | TMC | Diesel | 30 | 15 | 0 |
| 6 | TOTAL | | | | | | 4 |

GROUP: 3

Marion

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 125,002 |
| Other Salaries/Wages | 95,487 |
| Fringe | 61,254 |
| Services | 45,275 |
| Materials & Supplies | 53,821 |
| Utilities | 8,412 |
| Casualty/Liability | 47,061 |
| Purchased Transportation | 0 |
| Other | 3,440 |
| Total | \$439,752 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 48,353 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 4,128 |
| Local Assistance | 87,272 |
| State Assistance (PMTF) | 134,029 |
| Federal Assistance (FTA) | 165,970 |
| Total | \$439,752 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

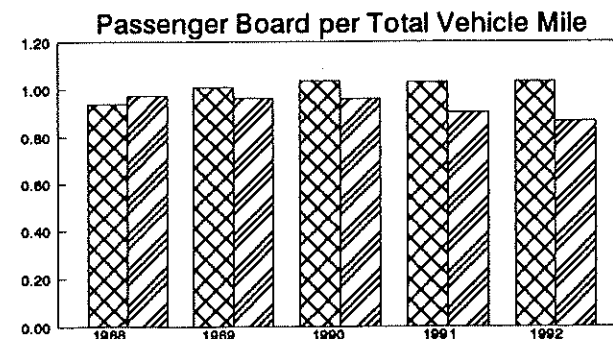
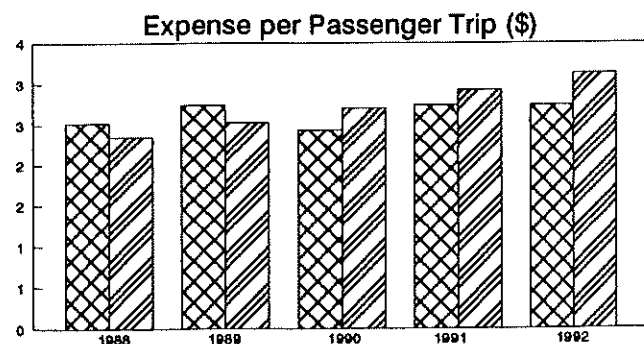
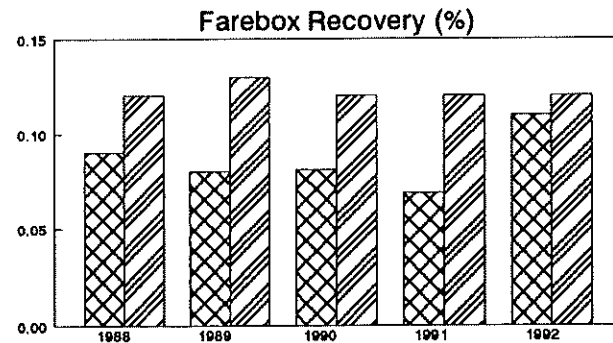
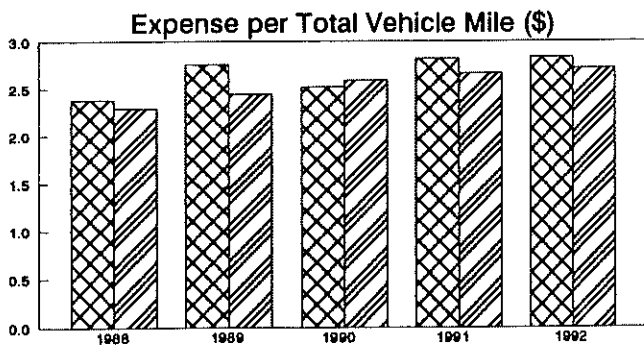
| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$387,271 |
| Locally Derived Income (LDI) | \$135,625 |
| Operating Income | \$48,353 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 160,557 |
| Total Vehicle Miles (TVM) | 155,298 |
| Revenue Vehicle Miles (RVM) | 146,557 |
| Peak Hour Fleet | 4 |
| Base Fleet | 4 |
| Road Calls | 38 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.83 | 2.72 |
| Veh. Miles Between Road Calls | 4,087 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.03 | 0.87 |
| Passenger Boardings/Capita | 4.92 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.74 | 3.13 |
| Subsidy/Passenger Board | 2.41 | 2.80 |
| Fare Revenue/Passenger Board | 0.30 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.11 | 0.12 |
| LDI/Operating Expense | 0.31 | 0.38 |



Marion
 Peer Group

Michigan City Municipal Coach Service

1402 W. Garfield St.
Michigan City, IN 46360
(219) 873-1502

CONTACT Paul R. Cecil, Foreman

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
Service Area Michigan City Limits & Trail Creek
Service Population 33,822
Special Services Three lift-equipped buses

SERVICE HOURS

Monday-Friday 6:30 am - 6:30 pm
Saturday 8:30 am - 6:30 pm
Sunday No Service
Special Holiday Schedule Regular Hours
Holidays Without Service 7

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 10 | 0 |
| Maintenance | 2 | 0 |
| General Admin | 3 | 0 |
| Total | 15 | 0 |

FARES (\$)

Express N/A
Base 0.50
Youth 0.25
E & D 0.25
Transfer Free
Zone N/A
Other Pass \$18.00/Month
Youth Pass \$9.00/Month

FUEL CONSUMPTION

Gallons Fuel 33,052
Fuel Reserve 93 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1992 | BOTC | Ford | Diesel | 17 | 0 | 1 |
| 1 | 1990 | SSB | Blue Bird | Diesel | 30 | 0 | 1 |
| 4 | 1988 | SSB | Blue Bird | Diesel | 30 | 0 | 0 |
| 1 | 1985 | SSB | Ford | Diesel | 22 | 12 | 1 |
| 1 | 1979 | MV | Dodge | Gas | 15 | 0 | 0 |
| 7 | TOTAL | | | | | | 3 |

GROUP: 3

Michigan City

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 244,245 |
| Other Salaries/Wages | 49,604 |
| Fringe | 145,546 |
| Services | 43,540 |
| Materials & Supplies | 65,132 |
| Utilities | 6,280 |
| Casualty/Liability | 53,389 |
| Purchased Transportation | 0 |
| Other | 8,639 |
| Total | \$616,375 |
| Reconciling Items | 0 |

| | |
|---------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 76,418 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 191,474 |
| State Assistance (PMTF) | 162,807 |
| Federal Assistance (FTA) | 185,676 |
| Total | \$616,375 |

| | |
|----------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 4,002 |
| State PMTF | 4,002 |
| Federal | 29,496 |
| Total | \$37,500 |

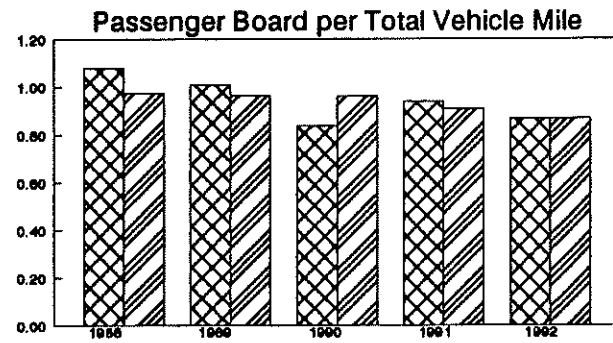
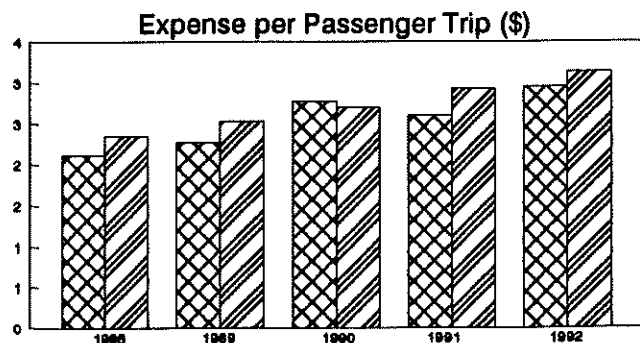
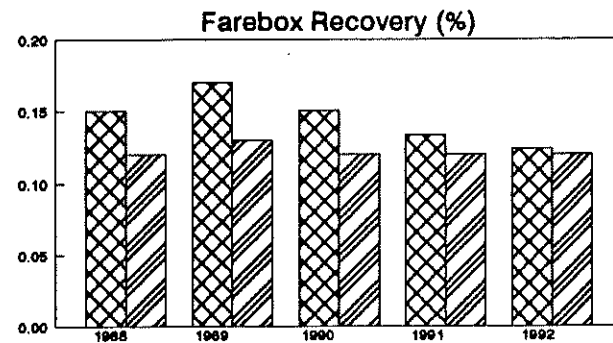
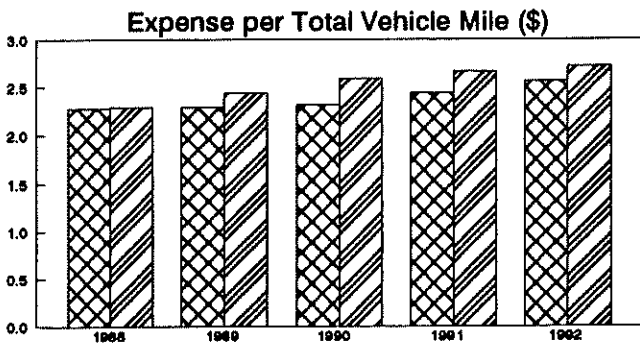
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|-------------------------------------|------------------|
| Operating Subsidy | \$539,957 |
| Locally Derived Income (LDI) | \$267,892 |
| Operating Income | \$76,418 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 208,672 |
| Total Vehicle Miles (TVM) | 240,536 |
| Revenue Vehicle Miles (RVM) | 235,257 |
| Peak Hour Fleet | 6 |
| Base Fleet | 4 |
| Road Calls | 17 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.56 | 2.72 |
| Veh. Miles Between Road Calls | 14,149 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.87 | 0.87 |
| Passenger Boardings/Capita | 5.75 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.95 | 3.13 |
| Subsidy/Passenger Board | 2.59 | 2.80 |
| Fare Revenue/Passenger Board | 0.37 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.12 | 0.12 |
| LDI/Operating Expense | 0.43 | 0.38 |



 Michigan City
 Peer Group

Mitchell Transit System

407 South 6th Street
 Mitchell, IN 47446
 (812) 849-2151

CONTACT Alma Lindley, Operations Manager

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Mitchell City Limits
 Service Population 4,669
 Special Services One lift-equipped bus

SERVICE HOURS

Monday-Friday 8:00 am - 4:30 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule No Service
 Holidays Without Service 8

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 1 | 0 |
| Maintenance | 0 | 1 |
| General Admin | 0 | 2 |
| Total | 1 | 3 |

FARES (\$)

Express N/A
 Base 0.50
 Youth 0.50
 E & D 0.25
 Transfer N/A
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 3,250
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1990 | BOVC | Ford | Gas | 12 | 4 | 1 |
| 1 | 1981 | BOVC | Ford | Gas | 14 | 0 | 1 |
| 2 | TOTAL | | | | | | |

GROUP: 4

Mitchell

FINANCIAL INFORMATION

| | |
|--|-----------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 15,124 |
| Other Salaries/Wages | 17,874 |
| Fringe | 8,132 |
| Services | 7,634 |
| Materials & Supplies | 5,338 |
| Utilities | 3,570 |
| Casualty/Liability | 1,350 |
| Purchased Transportation | 0 |
| Other | 637 |
| Total | \$59,659 |
| Reconciling Items | 0 |

| | |
|------------------------------|-----------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 7,039 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 13,362 |
| State Assistance (PMTF) | 19,448 |
| Federal Assistance (FTA) | 19,810 |
| Total | \$59,659 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

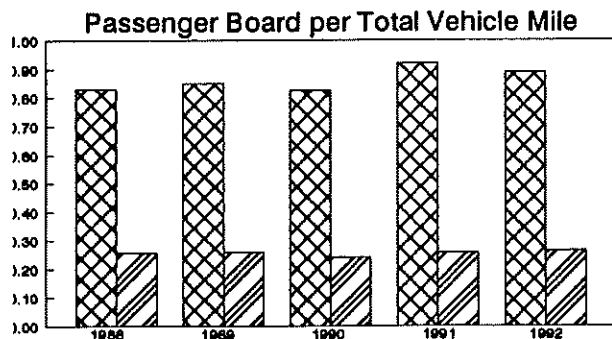
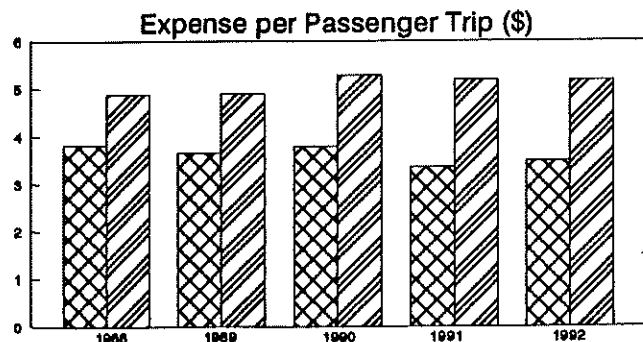
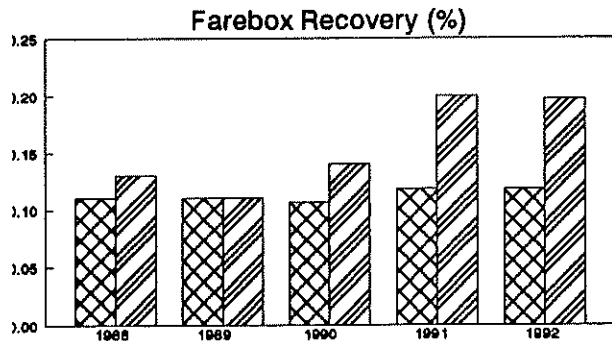
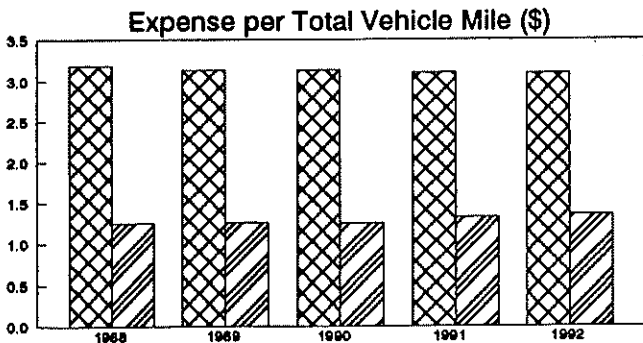
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|-------------------------------------|-----------------|
| Operating Subsidy | \$52,620 |
| Locally Derived Income (LDI) | \$20,401 |
| Operating Income | \$7,039 |

SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 17,150 |
| Total Vehicle Miles (TVM) | 19,296 |
| Revenue Vehicle Miles (RVM) | 15,637 |
| Peak Hour Fleet | 2 |
| Base Fleet | 1 |
| Road Calls | 0 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.09 | 1.35 |
| Veh. Miles Between Road Calls | N/A | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.89 | 0.26 |
| Passenger Boardings/Capita | 3.67 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 3.48 | 5.18 |
| Subsidy/Passenger Board | 3.07 | 4.03 |
| Fare Revenue/Passenger Board | 0.41 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.12 | 0.20 |
| LDI/Operating Expense | 0.34 | 0.46 |



Mitchell
 Peer Group

Rural Transit

2129 Yost Avenue
 Bloomington, IN 47403
 (812) 334-1078

CONTACT Richard Mabry, Transit Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Monroe, Owen & Southern Putnam Counties
 Service Population 54,819
 Special Services Two lift-equipped buses

SERVICE HOURS

Monday-Friday 5:50 am - 6:45 pm
 Saturday No service
 Sunday No service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 6 | 9 |
| Maintenance | 1 | 1 |
| General Admin | 2 | 2 |
| Total | 9 | 12 |

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.50
 E & D 0.75
 Transfer N/A
 Zone \$0.75 extra for two-county fare; Youth \$0.50 extra
 Other One-county Pass \$9.50/Month
 Two-county Pass \$18.00/Month

FUEL CONSUMPTION

Gallons Fuel 29,881
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1992 | BOTC | Ford/Supreme | Gas | 24 | 12 | 1 |
| 1 | 1991 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1991 | MV | Dodge | Gas | 13 | 0 | 0 |
| 1 | 1990 | MV | Ford | Gas | 11 | 0 | 1 |
| 1 | 1990 | MV | Ford | Gas | 13 | 0 | 0 |
| 2 | 1989 | MV | Dodge | Gas | 14 | 0 | 0 |
| 2 | 1986 | BOTC | Blue Bird | Gas | 20 | 2 | 0 |
| 2 | 1986 | MV | Ford | Gas | 14 | 0 | 0 |
| 11 | TOTAL | | | | | | 3 |

GROUP: 4

Monroe County

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 157,445 |
| Other Salaries/Wages | 0 |
| Fringe | 25,287 |
| Services | 10,669 |
| Materials & Supplies | 63,749 |
| Utilities | 4,215 |
| Casualty/Liability | 35,529 |
| Purchased Transportation | 0 |
| Other | 73,106 |
| Total | \$370,000 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 31,824 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 139,139 |
| State Assistance (PMTF) | 90,342 |
| Federal Assistance (FTA) | 108,695 |
| Total | \$370,000 |

| | |
|-----------------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 14,000 |
| State PMTF | 14,000 |
| Federal | 42,000 |
| Total | \$70,000 |

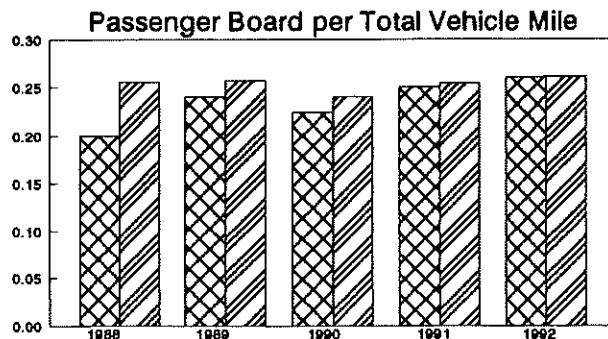
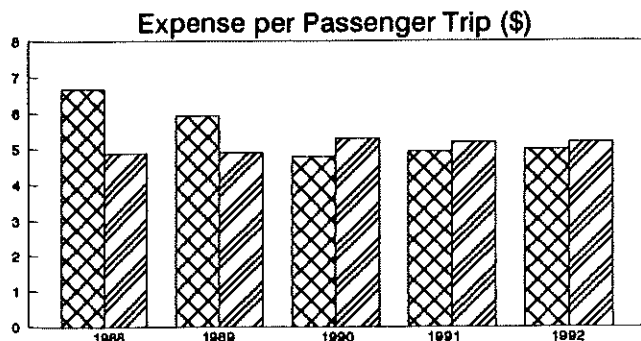
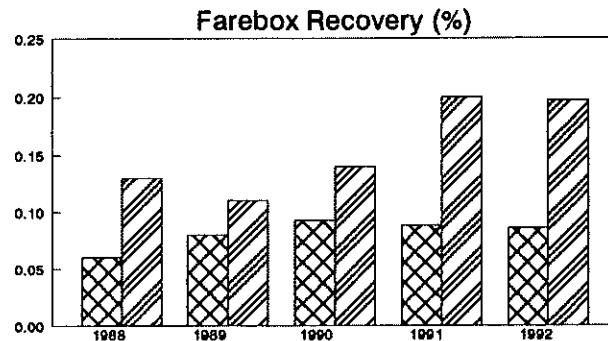
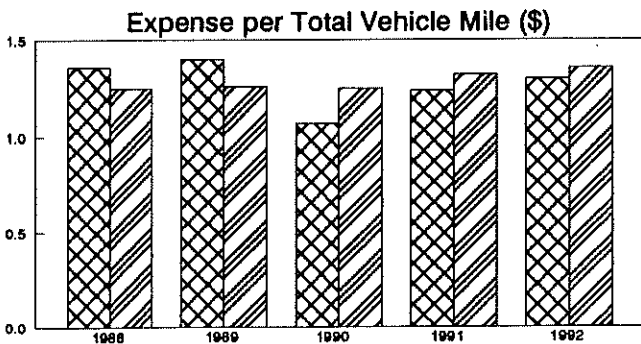
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|-------------------------------------|------------------|
| Operating Subsidy | \$338,176 |
| Locally Derived Income (LDI) | \$170,963 |
| Operating Income | \$31,824 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 74,295 |
| Total Vehicle Miles (TVM) | 285,507 |
| Revenue Vehicle Miles (RVM) | 222,887 |
| Peak Hour Fleet | 9 |
| Base Fleet | 4 |
| Road Calls | 14 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.30 | 1.35 |
| Veh. Miles Between Road Calls | 20,393 | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.26 | 0.26 |
| Passenger Boardings/Capita | 1.36 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 4.98 | 5.18 |
| Subsidy/Passenger Board | 4.55 | 4.03 |
| Fare Revenue/Passenger Board | 0.43 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.09 | 0.20 |
| LDI/Operating Expense | 0.46 | 0.46 |



Monroe County
 Peer Group

Muncie Indiana Transit System

1300 E. Seymour St.
 Muncie, IN 47302
 (317) 282-2762

CONTACT Larry King, General Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Fixed Route/City Limits – Demand Response/City Limits
 Service Population 71,035
 Special Services 37 lift-equipped vehicles – MITS Plus Demand Response

SERVICE HOURS

Monday–Friday 6:00 am – 10:30 pm
 Saturday 8:15 am – 10:00 pm
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 41 | 8 |
| Maintenance | 13 | 0 |
| General Admin | 16 | 0 |
| Total | 70 | 8 |

FARES (\$)

Express N/A
 Base 0.40
 Youth 0.35
 E & D 0.20
 Transfer Free
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 268,397
 Fuel Reserve 46 Days

Pass \$13.00/Month, \$31.00/Semester; E & H Pass \$6.50/Month, \$15.50/Quarter
 Token \$0.38/Ride; Student Token \$0.35/Ride

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 3 | 1992 | LTB | TMC | Diesel | 34 | 19 | 3 |
| 2 | 1992 | BOTC | Goshen Coach | Diesel | 14 | 0 | 2 |
| 4 | 1990 | LTB | TMC | Diesel | 35 | 19 | 4 |
| 1 | 1990 | BOTC | Goshen Coach | Diesel | 15 | 0 | 1 |
| 3 | 1989 | LTB | TMC | Diesel | 35 | 19 | 3 |
| 6 | 1988 | BOTC | Goshen Coach | Diesel | 15 | 0 | 6 |
| 16 | 1981 | LTB | GMC | Diesel | 35 | 19 | 16 |
| 2 | 1981 | BOTC | Wayne | Diesel | 9 | 0 | 2 |
| 37 | TOTAL | | | | | | 37 |

GROUP: 2

Muncie

FINANCIAL INFORMATION

| | |
|--|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 942,351 |
| Other Salaries/Wages | 647,305 |
| Fringe | 858,479 |
| Services | 283,770 |
| Materials & Supplies | 561,223 |
| Utilities | 53,916 |
| Casualty/Liability | 137,842 |
| Purchased Transportation | 0 |
| Other | 138,990 |
| Total | \$3,623,876 |
| Reconciling Items | 0 |

| | |
|------------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 263,026 |
| Charter/Other | 51,286 |
| Contra & Other Fed./State | 659 |
| Local Assistance | 1,949,969 |
| State Assistance (PMTF) | 785,878 |
| Federal Assistance (FTA) | 573,058 |
| Total | \$3,623,876 |

| | |
|-----------------------------------|------------------|
| Capital Grant Awards: (\$) | |
| Local | 46,000 |
| State PMTF | 0 |
| Federal | 184,000 |
| Total | \$230,000 |

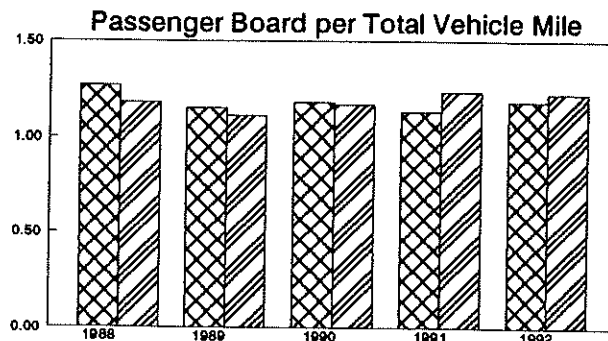
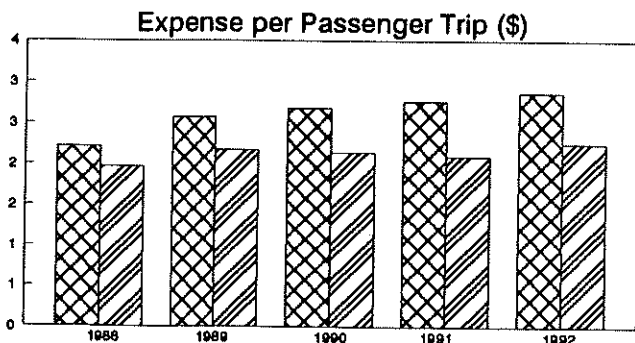
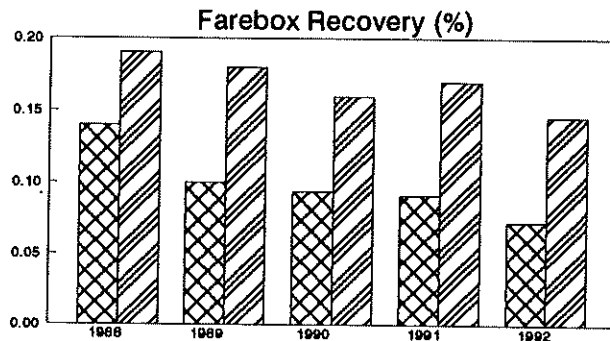
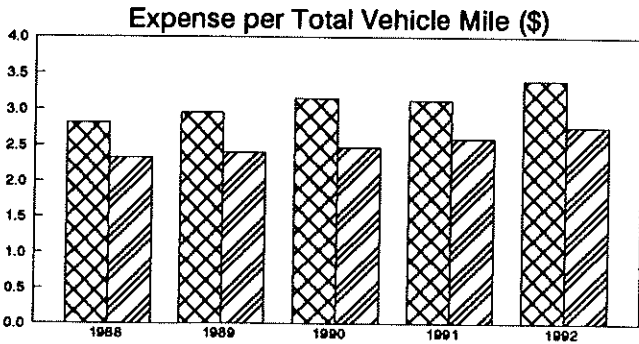
| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$3,308,905 |
| Locally Derived Income (LDI) | \$2,264,281 |
| Operating Income | \$314,312 |

SERVICE STATISTICS

| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 1,263,569 |
| Total Vehicle Miles (TVM) | 1,066,396 |
| Revenue Vehicle Miles (RVM) | 1,028,851 |
| Peak Hour Fleet | 27 |
| Base Fleet | 27 |
| Road Calls | 447 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.40 | 2.76 |
| Veh. Miles Between Road Calls | 2,386 | 2,138 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.18 | 1.22 |
| Passenger Boardings/Capita | 17.79 | 12.17 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.87 | 2.26 |
| Subsidy/Passenger Board | 2.62 | 1.77 |
| Fare Revenue/Passenger Board | 0.21 | 0.33 |
| Financial Performance: | | |
| Fare Recovery | 0.07 | 0.15 |
| LDI/Operating Expense | 0.62 | 0.48 |



Muncie
 Peer Group

New Castle Community Transit System

201 South 25th St.
New Castle, IN 47362
(317) 529-8113

CONTACT Deborah Ferguson, Manager

GENERAL INFORMATION

Type of Service Fixed Route
Service Area New Castle City Limits
Service Population 17,753
Special Services Nine lift-equipped buses
Fleet 100% accessible

SERVICE HOURS

Monday-Friday 7:30 am - 4:30 pm
Saturday No Service
Sunday No Service
Special Holiday Schedule No Service
Holidays Without Service 14

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 6 | 1 |
| Maintenance | 1 | 0 |
| General Admin | 2 | 0 |
| Total | 9 | 1 |

FARES (\$)

Express N/A
Base 0.55
Youth 0.45
E & D 0.35
Transfer Free
Zone N/A
Other Pass \$14.00/Month; Pass \$11.00/25 Rides
Youth Pass \$9.00/25 Rides; E&H Pass \$7.00/25 Rides

FUEL CONSUMPTION

Gallons Fuel 21,913
Fuel Reserve 17 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1990 | BOTC | Supreme/Ford | Gas | 21 | 10 | 2 |
| 2 | 1990 | BOTC | Diamond/Ford | Gas | 21 | 10 | 2 |
| 2 | 1985 | STB | Orion/DD | Diesel | 23 | 14 | 2 |
| 1 | 1982 | BOTC | Chevy/Wayne | Gas | 15 | 8 | 1 |
| 2 | 1981 | BOTC | GMC/Wayne | Gas | 13 | 8 | 2 |
| 9 | TOTAL | | | | | | 9 |

GROUP: 3

New Castle

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 123,403 |
| Other Salaries/Wages | 88,457 |
| Fringe | 130,075 |
| Services | 4,400 |
| Materials & Supplies | 32,453 |
| Utilities | 6,761 |
| Casualty/Liability | 33,431 |
| Purchased Transportation | 0 |
| Other | 6,471 |
| Total | \$425,451 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 25,447 |
| Charter/Other | 1,762 |
| Contra & Other Fed./State | 3,127 |
| Local Assistance | 162,571 |
| State Assistance (PMTF) | 104,936 |
| Federal Assistance (FTA) | 127,608 |
| Total | \$425,451 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

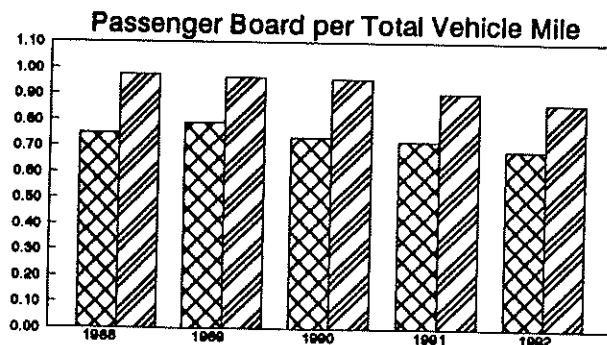
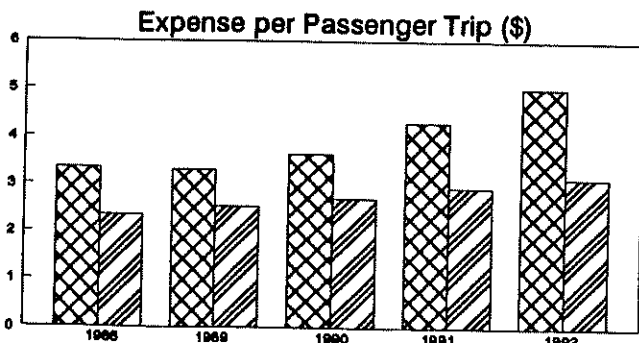
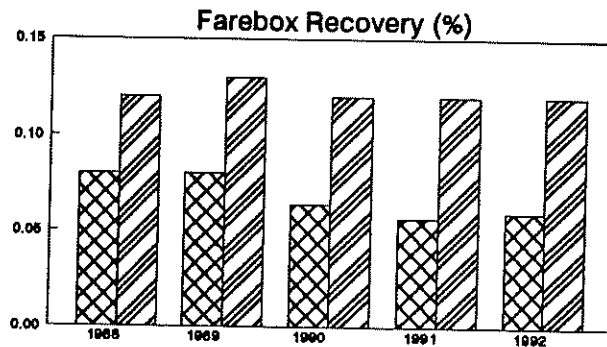
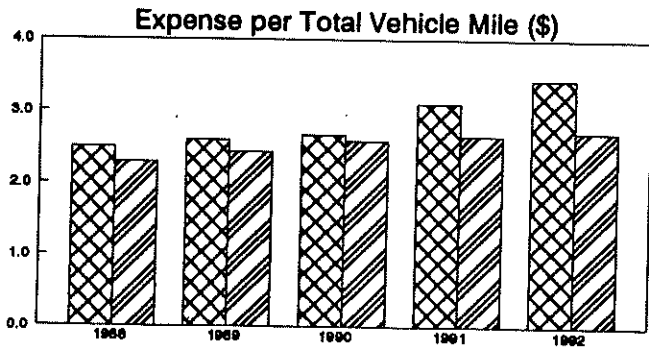
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| Operating Subsidy | \$395,115 |
| Locally Derived Income (LDI) | \$189,780 |
| Operating Income | \$27,209 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 84,711 |
| Total Vehicle Miles (TVM) | 123,688 |
| Revenue Vehicle Miles (RVM) | 121,557 |
| Peak Hour Fleet | 4 |
| Base Fleet | 4 |
| Road Calls | 8 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.44 | 2.72 |
| Veh. Miles Between Road Calls | 15,461 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.68 | 0.87 |
| Passenger Boardings/Capita | 4.77 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.02 | 3.13 |
| Subsidy/Passenger Board | 4.66 | 2.80 |
| Fare Revenue/Passenger Board | 0.30 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.06 | 0.12 |
| LDI/Operating Expense | 0.45 | 0.38 |



New Castle
 Peer Group

Northern Indiana Commuter Transportation District

33 East U.S. Highway 12
 Chesterton, IN 46304
 (219) 926-5744

CONTACT

Gerald R. Hanas, General Manager

GENERAL INFORMATION

Type of Service Commuter Rail
 Service Area Rail Corridor between South Bend, IN & Chicago, IL
 Service Population 163,611
 Special Services All rail cars are accessible to disabled

SERVICE HOURS

Monday-Friday 4:02 am - 2:25 am
 Saturday 5:35 am - 1:25 pm
 Sunday 7:05 am - 11:40 pm
 Special Holiday Schedule 7:05 am - 11:40 pm
 Holidays Without Service 0

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 87 | 0 |
| Maintenance | 139 | 0 |
| General Admin | 38 | 0 |
| Total | 264 | 0 |

FARES (\$)

| | One-way | 10 Ride | 25 Ride | Monthly | Reduced E&H, Youth | |
|-----------------------|---------|---------|----------|----------|--------------------|----------|
| | | | | | One-way | 25 Ride |
| Hegewisch | \$2.95 | \$29.50 | \$66.40 | \$79.65 | \$1.45 | \$36.25 |
| Hammond/East Chicago | \$3.65 | \$34.70 | \$82.15 | \$106.65 | \$1.80 | \$45.00 |
| Gary | \$4.45 | \$42.30 | \$100.15 | \$128.25 | \$2.20 | \$55.00 |
| Ogden Dunes/Dune Park | \$5.25 | \$49.90 | \$118.15 | \$149.85 | \$2.60 | \$65.00 |
| Beverly Shores | \$6.00 | \$57.00 | \$135.00 | \$170.10 | \$3.00 | \$75.00 |
| Michigan City | \$6.30 | \$59.85 | \$141.75 | \$178.20 | \$3.15 | \$78.75 |
| New Carlisle | \$7.85 | \$74.60 | \$176.65 | \$220.05 | \$3.90 | \$97.50 |
| South Bend | \$8.65 | \$82.20 | \$194.65 | \$241.65 | \$4.30 | \$107.50 |

FUEL CONSUMPTION

Kilowatt Hours 12,785,500

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 26 | 1983 | ER | Nippon Sharyo | Electric | 93 | 20 | 0 |
| 15 | 1982 | ER | Nippon Sharyo | Electric | 93 | 20 | 0 |
| 41 | TOTAL | | | | | | 0 |

FINANCIAL INFORMATION

| | |
|--|---------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 634,754 |
| Other Salaries/Wages | 5,964,675 |
| Fringe | 4,240,601 |
| Services | 294,767 |
| Materials & Supplies | 1,291,696 |
| Utilities | 1,558,541 |
| Casualty/Liability | 2,341,305 |
| Purchased Transportation | 0 |
| Other | 1,784,279 |
| Total | \$18,110,618 |
| Reconciling Items | 3,995,109 |

| | |
|------------------------------|---------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 10,330,097 |
| Charter/Other | 424,673 |
| Contra & Other Fed./State | 1,309,001 |
| Local Assistance | 1,999,615 |
| State Assistance (PMTF) | 2,046,243 |
| Federal Assistance (FTA) | 2,000,989 |
| Total | \$18,110,618 |

| | |
|-----------------------------------|--------------------|
| Capital Grant Awards: (\$) | |
| Local | 740,738 |
| State PMTF | 500,000 |
| Federal | 6,593,218 |
| Total | \$7,833,956 |

| | |
|-------------------------------------|---------------------|
| Operating Subsidy | \$6,046,847 |
| Locally Derived Income (LDI) | \$12,754,385 |
| Operating Income | \$10,754,770 |

SERVICE STATISTICS

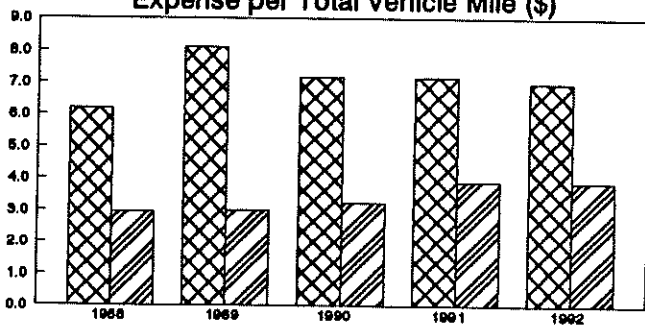
| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 3,272,279 |
| Total Vehicle Miles (TVM) | 2,599,277 |
| Revenue Vehicle Miles (RVM) | 2,463,599 |
| Peak Hour Fleet | 39 |
| Base Fleet | 20 |
| Road Calls | 0 |

PERFORMANCE MEASURES

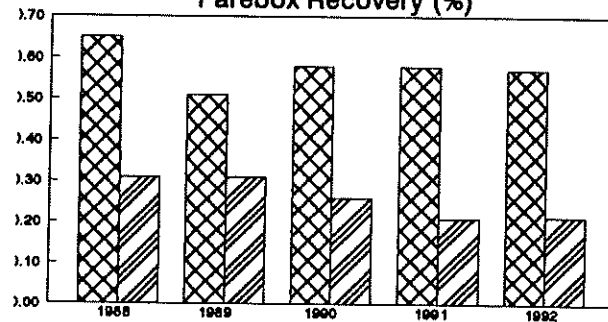
| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 6.97 | 3.89 |
| Veh. Miles Between Road Calls | N/A | 7,340 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.26 | 1.39 |
| Passenger Boardings/Capita | 20.00 | 12.77 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.53 | 2.80 |
| Subsidy/Passenger Board | 1.85 | 1.87 |
| Fare Revenue/Passenger Board | 3.16 | 0.60 |
| Financial Performance: | | |
| Fare Recovery | 0.57 | 0.21 |
| LDI/Operating Expense | 0.70 | 0.53 |

Agency has no direct peer

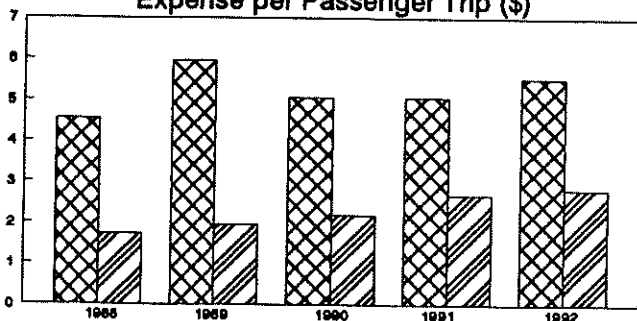
Expense per Total Vehicle Mile (\$)



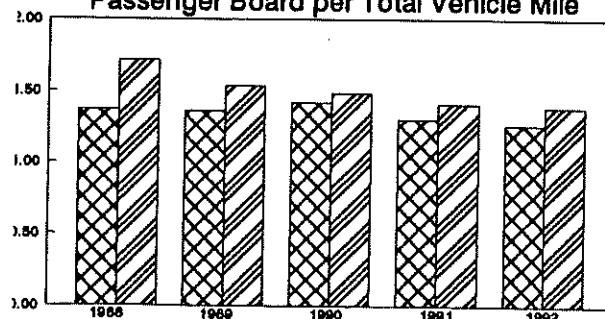
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 NICTD
 Peer Group

Rock City Rider

1120 County—City Building
 South Bend, IN 46601
 (219) 287-1829

CONTACT

Sandi Seanor, Chief Transportation Planner

GENERAL INFORMATION

Type of Service Demand Response
 Service Area City of Plymouth
 Service Population 8,303
 Special Services One lift—equipped van

SERVICE HOURS

Monday—Friday 6:00 am – 9:00 pm
 Saturday 8:00 am – 1:00 pm
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 3

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 3 | 1 |
| Maintenance | 0 | 2 |
| General Admin | 1 | 0 |
| Total | 4 | 3 |

FARES (\$)

Express N/A
 Base 3.0
 Youth 3.0
 E & D 1.50
 Transfer N/A
 Zone N/A
 Other Handicapped fare \$3.00

FUEL CONSUMPTION

Gallons Fuel 4,298
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1983 | MV | Ford Club | Gas | 12 | 0 | 1 |
| 1 | 1981 | Taxi | Ford | Gas | 4 | 0 | 0 |
| 1 | 1980 | Taxi | Ford | Gas | 4 | 0 | 0 |
| 1 | 1979 | Taxi | Ford | Gas | 4 | 0 | 0 |
| 4 | TOTAL | | | | | | 1 |

GROUP: 4

Plymouth

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

| | |
|--------------------------|-----------------|
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 0 |
| Fringe | 0 |
| Services | 0 |
| Materials & Supplies | 4,109 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 44,724 |
| Other | 5,521 |
| Total | \$54,354 |
| Reconciling Items | 0 |

Revenue Summary: (\$)

| | |
|---------------------------|-----------------|
| Fare Revenue | 21,701 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 827 |
| Local Assistance | 15,913 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 15,913 |
| Total | \$54,354 |

Capital Grant Awards: (\$)

| | |
|--------------|------------|
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

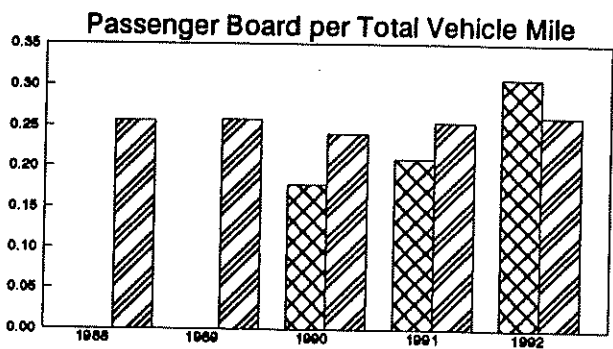
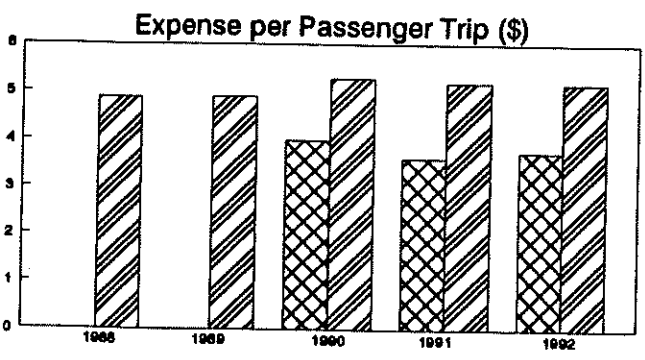
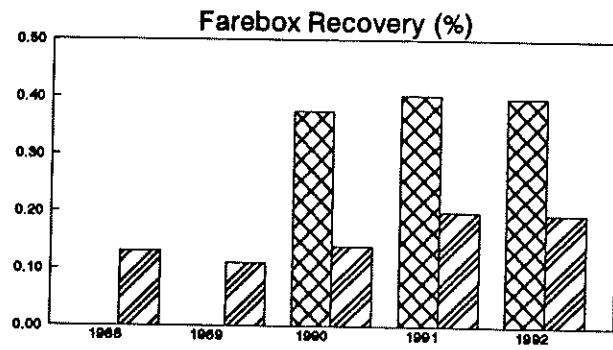
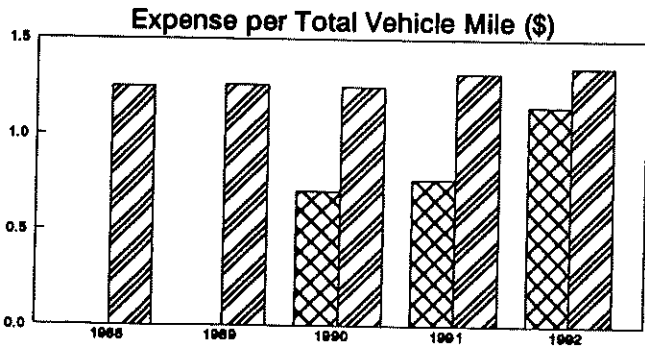
| | |
|-------------------------------------|-----------------|
| Operating Subsidy | \$31,826 |
| Locally Derived Income (LDI) | \$37,614 |
| Operating Income | \$21,701 |

SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 14,537 |
| Total Vehicle Miles (TVM) | 47,277 |
| Revenue Vehicle Miles (RVM) | 47,277 |
| Peak Hour Fleet | 4 |
| Base Fleet | 4 |
| Road Calls | 0 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.15 | 1.35 |
| Veh. Miles Between Road Calls | N/A | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.31 | 0.26 |
| Passenger Boardings/Capita | 1.75 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 3.74 | 5.18 |
| Subsidy/Passenger Board | 2.19 | 4.03 |
| Fare Revenue/Passenger Board | 1.49 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.40 | 0.20 |
| LDI/Operating Expense | 0.69 | 0.46 |



Plymouth
 Peer Group

Rose View Transit & Paratransit System

401 South "Q" Street
 Richmond, IN 47374
 (317) 983-7227

CONTACT

Terri Quinter, Operations Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Richmond City Limits
 Service Population 38,705
 Special Services One lift-equipped bus; Two lift-equipped vans

SERVICE HOURS

Monday-Friday 6:15 am - 5:45 pm
 Saturday 10:15 am - 5:45 pm
 Sunday No Service
 Special Holiday Schedule 6:15 am - 5:45 pm
 Holidays Without Service 10

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 17 | 1 |
| Maintenance | 1 | 0 |
| General Admin | 4 | 0 |
| Total | 22 | 1 |

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.50
 E & D 0.50
 Transfer Free
 Zone N/A
 Other Demand Response, Donation
 Pass \$25.00/Month; Student, E & H Pass \$17.00/Month

FUEL CONSUMPTION

Gallons Fuel 48,307
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1992 | Mini | Chevrolet | Gas | 7 | 0 | 0 |
| 1 | 1992 | MV | Ford | Gas | 6 | 0 | 1 |
| 2 | 1989 | STB | Supreme | Diesel | 21 | 12 | 0 |
| 1 | 1989 | STB | Supreme | Diesel | 17 | 10 | 1 |
| 1 | 1989 | MV | Ford | Gas | 4 | 0 | 1 |
| 1 | 1988 | SV | Ford | Gas | 12 | 0 | 0 |
| 1 | 1988 | STB | Wayne | Gas | 29 | 15 | 0 |
| 1 | 1988 | SV | Ford | Gas | 12 | 0 | 0 |
| 1 | 1987 | SW | Ford | Gas | 4 | 0 | 0 |
| 1 | 1987 | STB | Wayne | Gas | 29 | 15 | 0 |
| 4 | 1985 | STB | Wayne | Gas | 21 | 12 | 0 |
| 1 | 1984 | SSB | Wayne | Diesel | 30 | 15 | 0 |
| 16 | TOTAL | | | | | | 3 |

GROUP: 3

Richmond

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 308,484 |
| Other Salaries/Wages | 66,361 |
| Fringe | 110,456 |
| Services | 27,769 |
| Materials & Supplies | 69,933 |
| Utilities | 1,954 |
| Casualty/Liability | 175,446 |
| Purchased Transportation | 0 |
| Other | 5,616 |
| Total | \$766,019 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 208,631 |
| Charter/Other | 17,503 |
| Contra & Other Fed./State | 5,542 |
| Local Assistance | 53,931 |
| State Assistance (PMTF) | 213,241 |
| Federal Assistance (FTA) | 267,171 |
| Total | \$766,019 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

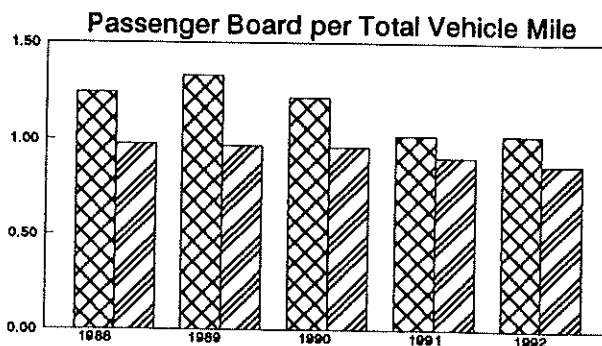
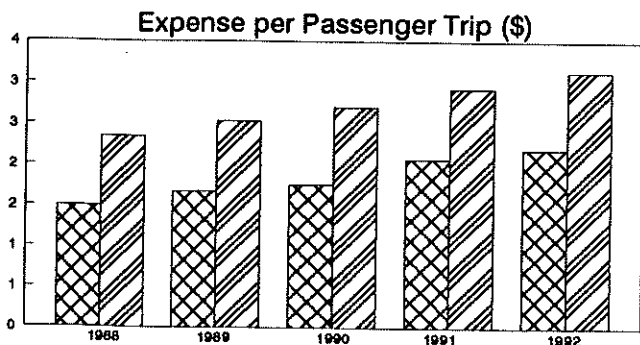
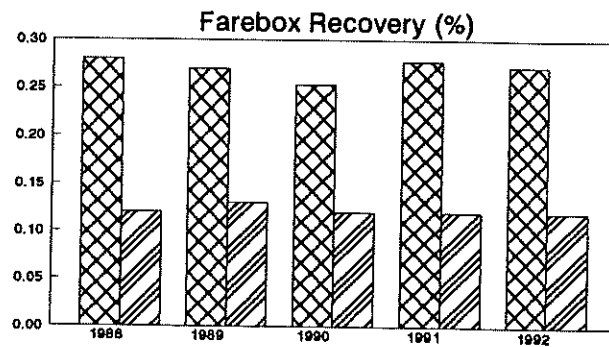
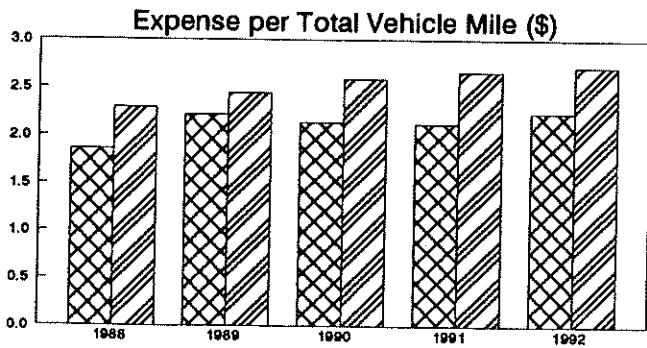
| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$534,343 |
| Locally Derived Income (LDI) | \$280,065 |
| Operating Income | \$226,134 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 349,357 |
| Total Vehicle Miles (TVM) | 341,636 |
| Revenue Vehicle Miles (RVM) | 338,483 |
| Peak Hour Fleet | 11 |
| Base Fleet | 9 |
| Road Calls | 39 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.24 | 2.72 |
| Veh. Miles Between Road Calls | 8,760 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.02 | 0.87 |
| Passenger Boardings/Capita | 9.03 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.19 | 3.13 |
| Subsidy/Passenger Board | 1.53 | 2.80 |
| Fare Revenue/Passenger Board | 0.60 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.27 | 0.12 |
| LDI/Operating Expense | 0.37 | 0.38 |



Richmond
 Peer Group

Seymour Transit

220 N. Chestnut St.
 Seymour, IN 47274
 (812) 522-4746

CONTACT

Martha McIntire, Transit Coordinator

GENERAL INFORMATION

Type of Service Demand Response
 Service Area City of Seymour
 Service Population 15,576
 Special Services One lift--equipped bus

SERVICE HOURS

Monday--Friday 7:30 am -- 5:30 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 3

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 0 | 2 |
| Maintenance | 0 | 0 |
| General Admin | 0 | 2 |
| Total | 0 | 4 |

FARES (\$)

Express N/A
 Base 2.00
 Youth 0.75
 E & D 1.50
 Transfer N/A
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 1,681
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU--FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|----------------|-------------|-----------------|-------------------|---------------|
| 1 | 1992 | Mini | Dodge | Gas | 7 | 0 | 0 |
| 1 | 1978 | SV | Chevrolet | Gas | 6 | 0 | 1 |
| 2 | TOTAL | | | | | | 1 |

GROUP: 4

Seymour

FINANCIAL INFORMATION

| | |
|--|-----------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 15,350 |
| Other Salaries/Wages | 0 |
| Fringe | 2,818 |
| Services | 4,000 |
| Materials & Supplies | 0 |
| Utilities | 533 |
| Casualty/Liability | 0 |
| Purchased Transportation | 35,187 |
| Other | 3,553 |
| Total | \$61,441 |
| Reconciling Items | 0 |

| | |
|------------------------------|-----------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 8,787 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 26,329 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 26,325 |
| Total | \$61,441 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|-----------------|
| Operating Subsidy | \$52,654 |
| Locally Derived Income (LDI) | \$35,116 |
| Operating Income | \$8,787 |

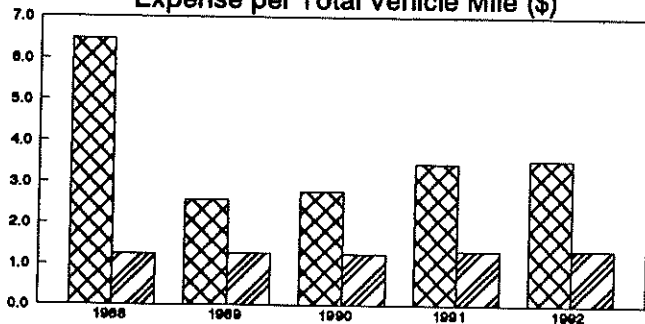
SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 6,366 |
| Total Vehicle Miles (TVM) | 17,341 |
| Revenue Vehicle Miles (RVM) | 17,341 |
| Peak Hour Fleet | 2 |
| Base Fleet | 2 |
| Road Calls | 0 |

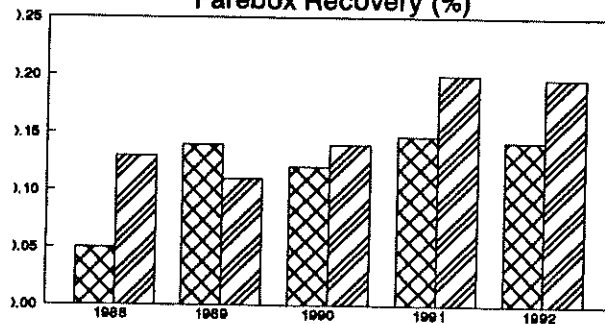
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.54 | 1.35 |
| Veh. Miles Between Road Calls | N/A | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.37 | 0.26 |
| Passenger Boardings/Capita | 0.41 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 9.65 | 5.18 |
| Subsidy/Passenger Board | 8.27 | 4.03 |
| Fare Revenue/Passenger Board | 1.38 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.14 | 0.20 |
| LDI/Operating Expense | 0.57 | 0.46 |

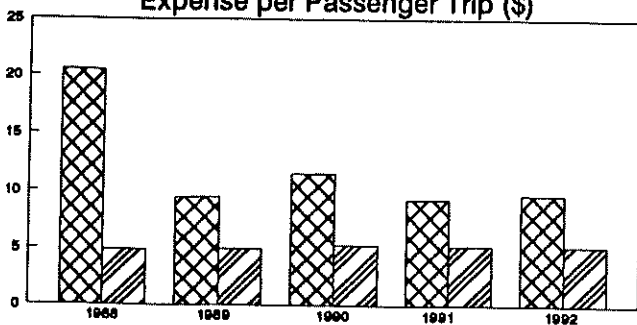
Expense per Total Vehicle Mile (\$)



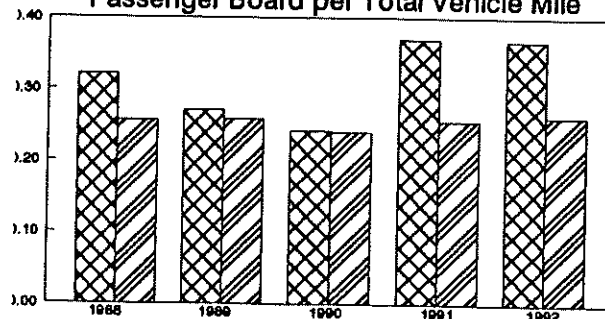
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Seymour
 Peer Group

South Bend Public Transportation Corporation

901 East Northside Blvd.
 South Bend, IN 46617
 (219) 232-9901

CONTACT

Bruce A. Zakrzewski, Controller

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area South Bend & Mishawaka Metropolitan Area
 Service Population 148,590
 Special Services Five lift-equipped buses

SERVICE HOURS

Monday-Friday 4:50 am - 10:10 pm
 Saturday 6:50 am - 7:00 pm
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 70 | 7 |
| Maintenance | 18 | 1 |
| General Admin | 14 | 2 |
| Total | 102 | 10 |

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.75
 E & D 0.35
 Transfer Free
 Zone N/A
 Other Pass \$30.00/Month
 Student Pass \$25.00/Month

FUEL CONSUMPTION

Gallons Fuel 389,124
 Fuel Reserve 47 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 4 | 1991 | LTB | Fixible | Diesel | 43 | 24 | 0 |
| 5 | 1988 | MV | Dodge | Gas | 11 | 0 | 5 |
| 39 | 1987 | LTB | Fixible | Diesel | 43 | 24 | 0 |
| 10 | 1984 | LTB | Neoplan | Diesel | 38 | 22 | 0 |
| 2 | 1982 | MV | Flexette | Diesel | 19 | 10 | 0 |
| 4 | 1971 | LTB | GMC | Diesel | 45 | 23 | 0 |
| 64 | TOTAL | | | | | | |

GROUP: 1

South Bend

FINANCIAL INFORMATION

| | |
|--|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 1,383,938 |
| Other Salaries/Wages | 1,449,132 |
| Fringe | 1,280,751 |
| Services | 287,827 |
| Materials & Supplies | 446,778 |
| Utilities | 91,745 |
| Casualty/Liability | 262,595 |
| Purchased Transportation | 145,345 |
| Other | 269,025 |
| Total | \$5,617,136 |
| Reconciling Items | 5,160 |

| | |
|------------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 1,005,994 |
| Charter/Other | 128,503 |
| Contra & Other Fed./State | 3,293 |
| Local Assistance | 2,139,679 |
| State Assistance (PMTF) | 1,313,093 |
| Federal Assistance (FTA) | 1,026,574 |
| Total | \$5,617,136 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$4,479,346 |
| Locally Derived Income (LDI) | \$3,274,176 |
| Operating Income | \$1,134,497 |

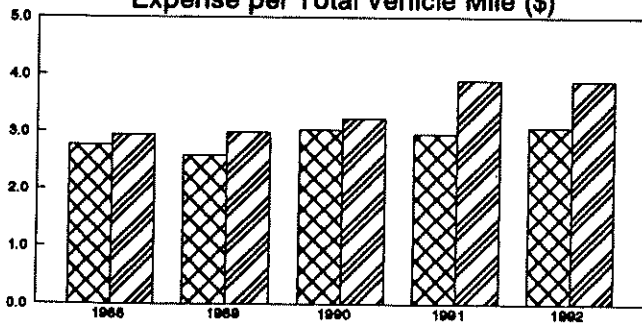
SERVICE STATISTICS

| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 2,629,174 |
| Total Vehicle Miles (TVM) | 1,822,610 |
| Revenue Vehicle Miles (RVM) | 1,698,172 |
| Peak Hour Fleet | 48 |
| Base Fleet | 39 |
| Road Calls | 273 |

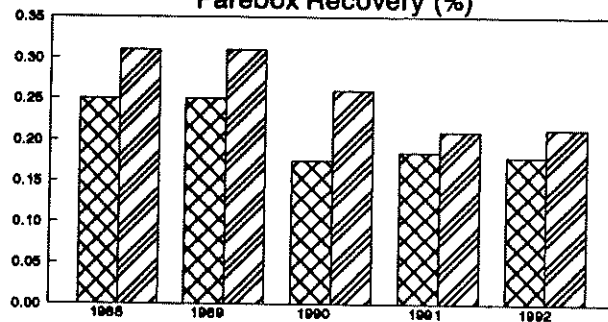
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------------|-------------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.08 | 3.89 |
| Veh. Miles Between Road Calls | 6,676 | 7,340 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.44 | 1.39 |
| Passenger Boardings/Capita | 17.69 | 12.77 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.14 | 2.80 |
| Subsidy/Passenger Board | 1.70 | 1.87 |
| Fare Revenue/Passenger Board | 0.38 | 0.60 |
| Financial Performance: | | |
| Fare Recovery | 0.18 | 0.21 |
| LDI/Operating Expense | 0.58 | 0.53 |

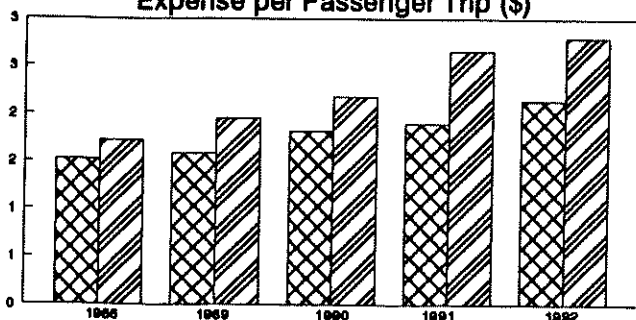
Expense per Total Vehicle Mile (\$)



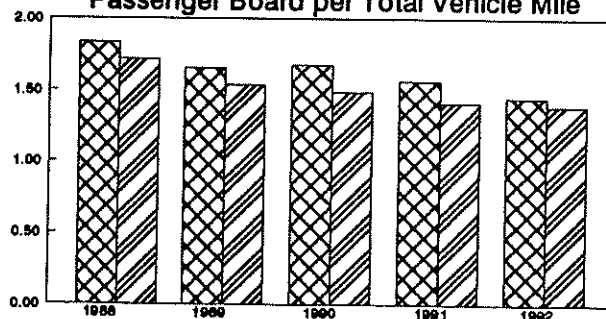
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



South Bend
 Peer Group

Transit Authority of River City

1000 West Broadway
 Louisville, KY 40203
 (502) 561-5111

CONTACT

David B. Arnett, Executive Director

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area New Albany, Clarksville & Jeffersonville City Limits
 Service Population 77,996
 Special Services 172 lift-equipped buses

SERVICE HOURS

Monday-Friday 4:41 am - 8:14 pm
 Saturday 9:00am-6:00pm
 Sunday No service
 Special Holiday Schedule None
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 411 | 31 |
| Maintenance | 131 | 0 |
| General Admin | 109 | 5 |
| Total | 651 | 36 |

FARES (\$)

Express N/A
 Base 0.35
 Youth 0.25
 E & D 0.25
 Transfer Free
 Zone Commuter Tickets \$5.00/10 Tickets
 Other E&H Tickets \$2.50/10 Tickets

FUEL CONSUMPTION

Gallons Fuel 54,287
 Fuel Reserve 8 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 7 | 1990 | STB | Orion II | Diesel | 23 | 12 | 7 |
| 62 | 1989 | LTB | Fixible | Diesel | 45 | 22 | 62 |
| 9 | 1987 | STB | Chance | Diesel | 19 | 31 | 9 |
| 52 | 1987 | LTB | Fixible | Diesel | 45 | 22 | 52 |
| 8 | 1984 | STB | Carpenter | Diesel | 27 | 13 | 8 |
| 13 | 1982 | STB | Blue Bird | Diesel | 27 | 13 | 13 |
| 57 | 1982 | LTB | GMC | Diesel | 45 | 22 | 0 |
| 5 | 1981 | STB | TMC | Diesel | 29 | 14 | 5 |
| 53 | 1980 | LTB | Grumman | Diesel | 46 | 23 | 16 |
| 36 | 1977 | LTB | Fixible | Diesel | 47 | 23 | 0 |
| 302 | TOTAL | | | | | | |

GROUP: 2

Southern Indiana

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 427,954 |
| Other Salaries/Wages | 0 |
| Fringe | 237,592 |
| Services | 58,047 |
| Materials & Supplies | 117,777 |
| Utilities | 12,126 |
| Casualty/Liability | 14,308 |
| Purchased Transportation | 0 |
| Other | 18,071 |
| Total | \$885,875 |
| Reconciling Items | 49,438 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 77,976 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 313,520 |
| State Assistance (PMTF) | 391,495 |
| Federal Assistance (FTA) | 102,884 |
| Total | \$885,875 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$807,899 |
| Locally Derived Income (LDI) | \$391,496 |
| Operating Income | \$77,976 |

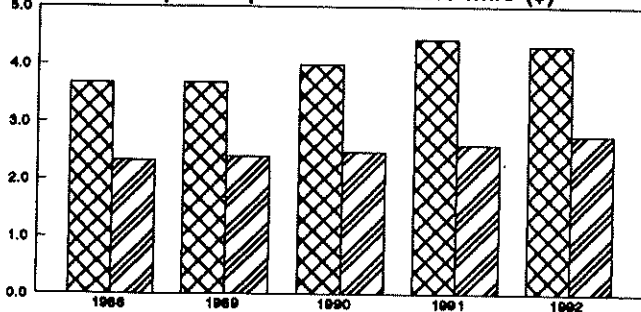
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 199,354 |
| Total Vehicle Miles (TVM) | 205,451 |
| Revenue Vehicle Miles (RVM) | 192,583 |
| Peak Hour Fleet | 10 |
| Base Fleet | 2 |
| Road Calls | 87 |

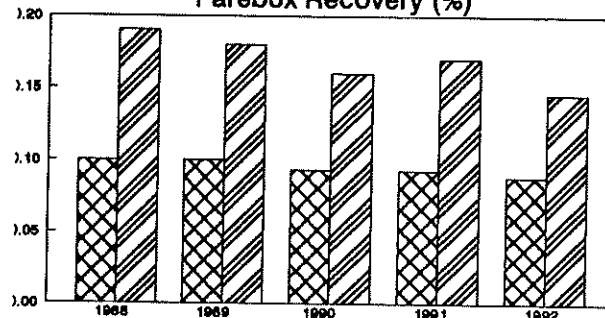
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 4.31 | 2.76 |
| Veh. Miles Between Road Calls | 2,361 | 2,138 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.97 | 1.22 |
| Passenger Boardings/Capita | 2.56 | 12.17 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 4.44 | 2.26 |
| Subsidy/Passenger Board | 4.05 | 1.77 |
| Fare Revenue/Passenger Board | 0.39 | 0.33 |
| Financial Performance: | | |
| Fare Recovery | 0.09 | 0.15 |
| LDI/Operating Expense | 0.44 | 0.48 |

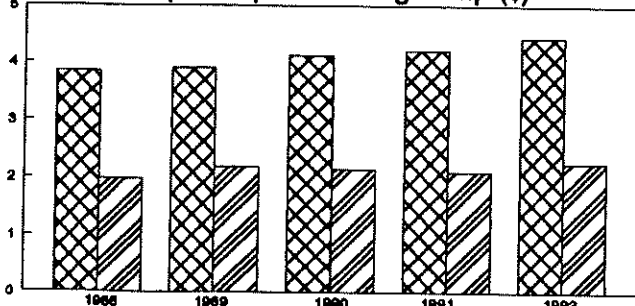
Expense per Total Vehicle Mile (\$)



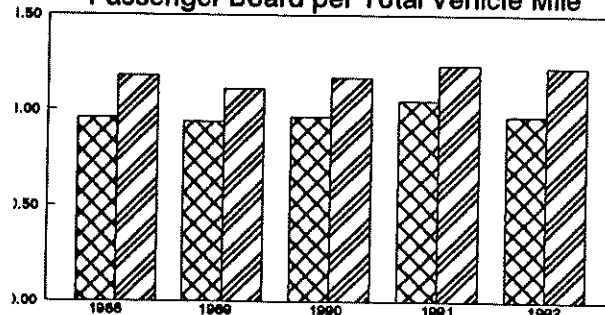
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



 Southern Indiana
 Peer Group

Transit Utility for the City of Terre Haute

901 South 14th Street
 Terre Haute, IN 47807
 (812) 235-0109

CONTACT

M. Jay Mitchell, General Manager

GENERAL INFORMATION

| | |
|--------------------|--|
| Type of Service | Fixed Route and Demand Response |
| Service Area | Terre Haute City Limits & West Terre Haute |
| Service Population | 59,978 |
| Special Services | Demand Response contract for lift-equipped trips |

SERVICE HOURS

| | |
|--------------------------|-------------------|
| Monday-Friday | 6:05 am - 5:45 pm |
| Saturday | 9:30 am - 5:45 pm |
| Sunday | No Service |
| Special Holiday Schedule | Regular Hours |
| Holidays Without Service | 8 |

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 21 | 0 |
| Maintenance | 7 | 1 |
| General Admin | 4 | 0 |
| Total | 32 | 1 |

FARES (\$)

| | |
|----------|---|
| Express | N/A |
| Base | 0.50 |
| Youth | 0.50 |
| E & D | 0.25 |
| Transfer | Free |
| Zone | N/A |
| Other | Transit Pass \$17.00/Month; \$15.00/Month with purchase of 30 or more tickets Ticket \$5.00/12 Rides |

FUEL CONSUMPTION

| | |
|--------------|---------|
| Gallons Fuel | 84,097 |
| Fuel Reserve | 19 Days |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 12 | 1983 | STB | Skillcraft | Diesel | 21 | 10 | 0 |
| 4 | 1978 | MTB | Blue Bird | Diesel | 30 | 15 | 0 |
| 16 | TOTAL | | | | | | 0 |

GROUP: 2

Terre Haute

FINANCIAL INFORMATION

| | |
|--|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 364,872 |
| Other Salaries/Wages | 214,121 |
| Fringe | 119,867 |
| Services | 16,773 |
| Materials & Supplies | 143,454 |
| Utilities | 33,817 |
| Casualty/Liability | 104,145 |
| Purchased Transportation | 24,414 |
| Other | 13,257 |
| Total | \$1,034,720 |
| Reconciling Items | 0 |

| | |
|------------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 177,186 |
| Charter/Other | 3,867 |
| Contra & Other Fed./State | 8,674 |
| Local Assistance | 175,765 |
| State Assistance (PMTF) | 249,228 |
| Federal Assistance (FTA) | 420,000 |
| Total | \$1,034,720 |

| | |
|-----------------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 6,250 |
| State PMTF | 0 |
| Federal | 25,000 |
| Total | \$31,250 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$844,993 |
| Locally Derived Income (LDI) | \$356,818 |
| Operating Income | \$181,053 |

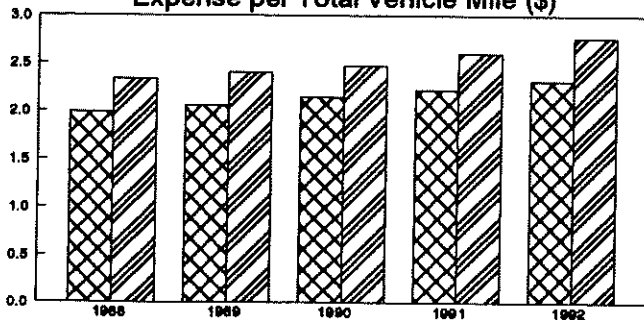
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 446,603 |
| Total Vehicle Miles (TVM) | 448,527 |
| Revenue Vehicle Miles (RVM) | 429,866 |
| Peak Hour Fleet | 12 |
| Base Fleet | 10 |
| Road Calls | 720 |

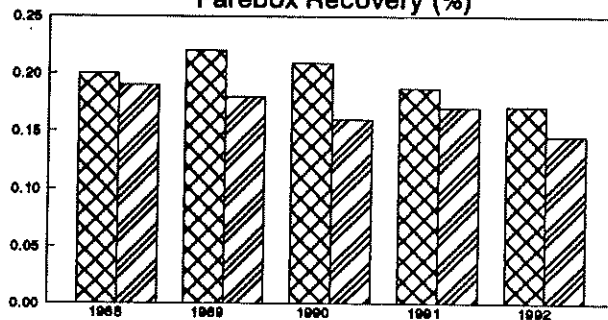
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.31 | 2.76 |
| Veh. Miles Between Road Calls | 623 | 2,138 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.00 | 1.22 |
| Passenger Boardings/Capita | 7.45 | 12.17 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 2.32 | 2.26 |
| Subsidy/Passenger Board | 1.89 | 1.77 |
| Fare Revenue/Passenger Board | 0.40 | 0.33 |
| Financial Performance: | | |
| Fare Recovery | 0.17 | 0.15 |
| LDI/Operating Expense | 0.34 | 0.48 |

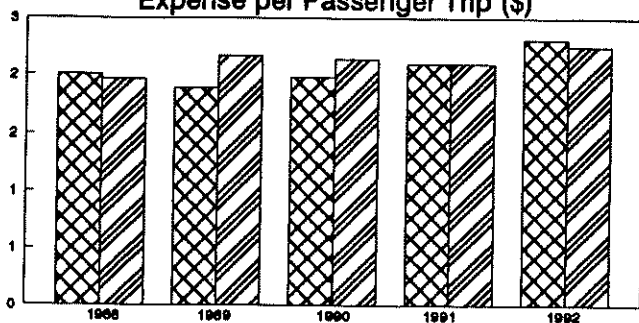
Expense per Total Vehicle Mile (\$)



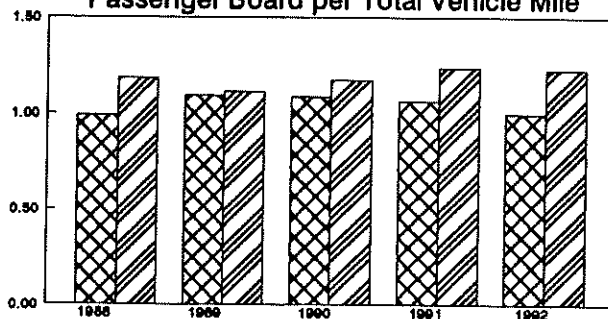
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Terre Haute
 Peer Group

Trade Winds Rehabilitation Center

5901 W. 7th Ave., Box 6308
 Gary, IN 46406-0308
 (219) 949-4000

CONTACT

Marianne Randjelovic, Executive Director

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Lake and Porter Counties
 Service Population 604,526
 Special Services Twelve lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule No Service
 Holidays Without Service 8

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 17 | 1 |
| Maintenance | 2 | 0 |
| General Admin | 1 | 0 |
| Total | 20 | 1 |

FARES (\$)

Express N/A
 Base N/A
 Youth N/A
 E & D Based on Ability to Pay
 Transfer N/A
 Zone N/A
 Other N/A

FUEL CONSUMPTION

Gallons Fuel 69,220
 Fuel Reserve 43 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1992 | SV | Chevrolet | Gas | 15 | 0 | 0 |
| 3 | 1991 | SV | Chevrolet | Gas | 15 | 0 | 0 |
| 2 | 1991 | BOVC | Ford | Diesel | 21 | 0 | 0 |
| 4 | 1991 | BOVC | Ford | Diesel | 13 | 0 | 4 |
| 1 | 1989 | Mini | Ford | Gas | 5 | 0 | 0 |
| 1 | 1989 | BOVC | Ford | Diesel | 14 | 0 | 1 |
| 5 | 1988 | BOVC | Ford | Diesel | 21 | 0 | 0 |
| 1 | 1988 | BOVC | Ford | Diesel | 18 | 0 | 1 |
| 2 | 1988 | SV | Ford | Gas | 12 | 0 | 0 |
| 3 | 1987 | MV | Ford | Gas | 8 | 0 | 3 |
| 1 | 1987 | SV | Ford | Gas | 12 | 0 | 0 |
| 1 | 1987 | SV | Dodge | Gas | 12 | 0 | 0 |
| 2 | 1987 | BOVC | Ford | Diesel | 21 | 0 | 0 |
| 3 | 1987 | BOVC | Ford | Diesel | 15 | 0 | 3 |
| 30 | TOTAL | | | | | | 12 |

GROUP: 4

Trade Winds

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 239,989 |
| Other Salaries/Wages | 146,450 |
| Fringe | 77,288 |
| Services | 1,128 |
| Materials & Supplies | 99,778 |
| Utilities | 0 |
| Casualty/Liability | 28,409 |
| Purchased Transportation | 0 |
| Other | 51,439 |
| Total | \$644,481 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 47,909 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 39,283 |
| Local Assistance | 185,195 |
| State Assistance (PMTF) | 182,432 |
| Federal Assistance (FTA) | 189,662 |
| Total | \$644,481 |

| | |
|-----------------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 14,353 |
| State PMTF | 0 |
| Federal | 57,412 |
| Total | \$71,765 |

| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$557,289 |
| Locally Derived Income (LDI) | \$233,104 |
| Operating Income | \$47,909 |

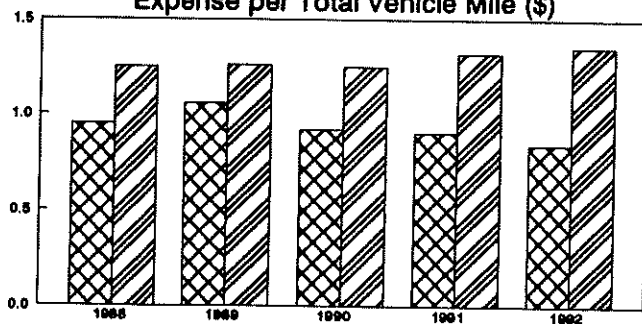
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 116,948 |
| Total Vehicle Miles (TVM) | 765,260 |
| Revenue Vehicle Miles (RVM) | 724,197 |
| Peak Hour Fleet | 19 |
| Base Fleet | 19 |
| Road Calls | 17 |

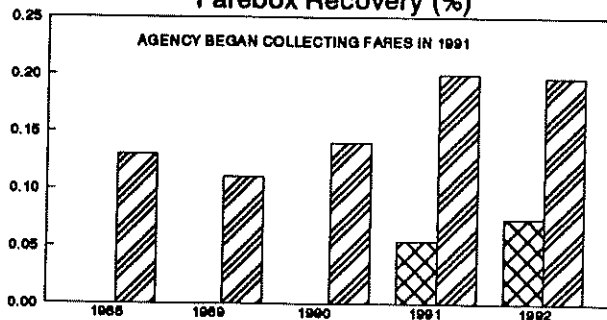
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 0.84 | 1.35 |
| Veh. Miles Between Road Calls | 45,015 | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.15 | 0.26 |
| Passenger Boardings/Capita | 0.19 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.51 | 5.18 |
| Subsidy/Passenger Board | 4.77 | 4.03 |
| Fare Revenue/Passenger Board | 0.41 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.07 | 0.20 |
| LDI/Operating Expense | 0.36 | 0.46 |

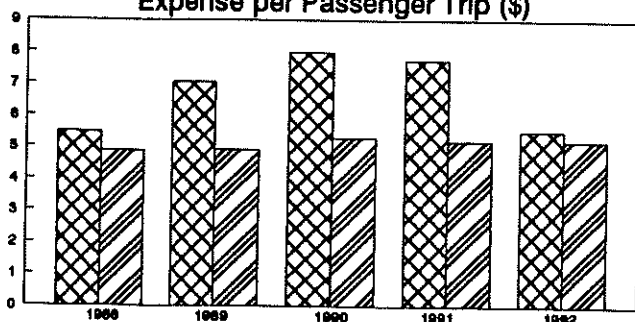
Expense per Total Vehicle Mile (\$)



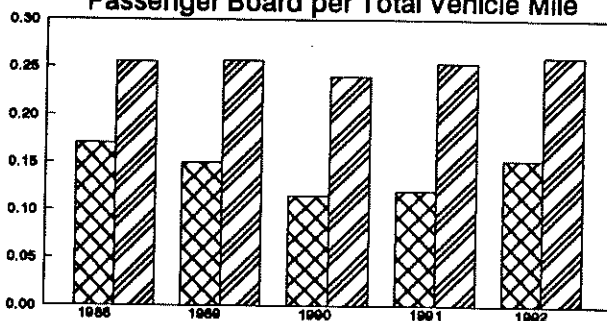
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Trade Winds
 Peer Group

Union County Transit Service

P.O. Box 333
 Liberty, IN 47353
 (317) 458-5500

CONTACT Phyllis C. Howard, Executive Director

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Union County with trips to Richmond & Connersville
 Service Population 6,976
 Special Services Five lift-equipped vans

SERVICE HOURS

Monday-Friday 8:00 am - 4:00 pm
 Saturday No service
 Sunday No service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 0 | 8 |
| Maintenance | 0 | 0 |
| General Admin | 1 | 4 |
| Total | 1 | 12 |

FARES (\$)

Express N/A
 Base N/A
 Youth N/A
 E & D N/A
 Transfer N/A
 Zone Zone 1 \$0.65; Zone 2 \$1.00; Zone 3 \$1.25; Zone 4 \$1.50; Zone 5 \$1.75; Zone 6 \$3.50
 Other N/A

FUEL CONSUMPTION

Gallons Fuel 8,516
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1982 | SV | Ford | Gas | 15 | 0 | 0 |
| 1 | 1991 | Mini | Plymouth | Gas | 6 | 0 | 1 |
| 1 | 1990 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1986 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1983 | SV | Ford | Gas | 15 | 0 | 0 |
| 1 | 1983 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1980 | SD | Mercury | Gas | 6 | 0 | 0 |
| 1 | 1975 | MV | Plymouth | Gas | 15 | 0 | 1 |
| 8 | TOTAL | | | | | | 5 |

GROUP: 4

Union County

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 35,550 |
| Other Salaries/Wages | 30,279 |
| Fringe | 5,073 |
| Services | 6,957 |
| Materials & Supplies | 15,782 |
| Utilities | 1,336 |
| Casualty/Liability | 11,050 |
| Purchased Transportation | 0 |
| Other | 1,397 |
| Total | \$107,424 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 11,872 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 36,201 |
| State Assistance (PMTF) | 22,756 |
| Federal Assistance (FTA) | 36,595 |
| Total | \$107,424 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

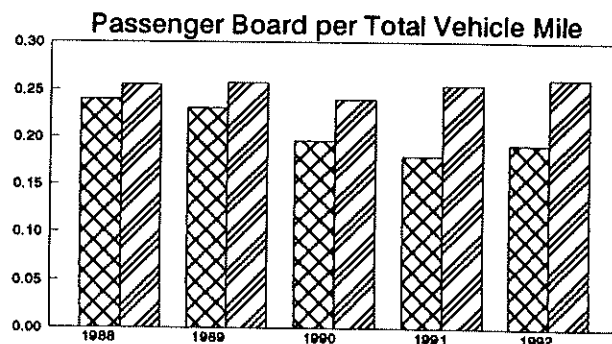
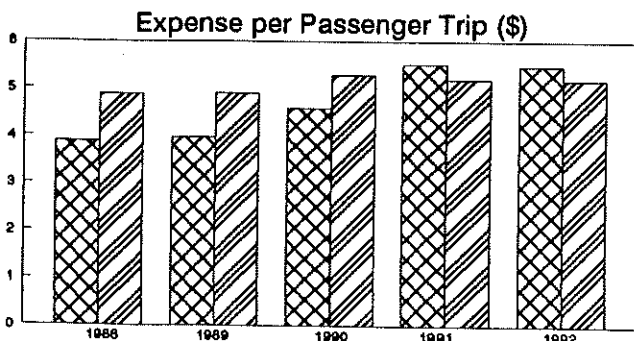
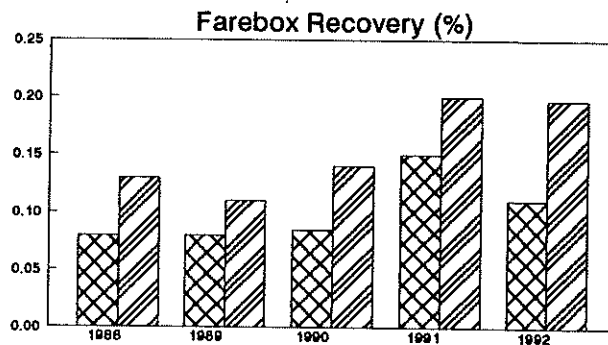
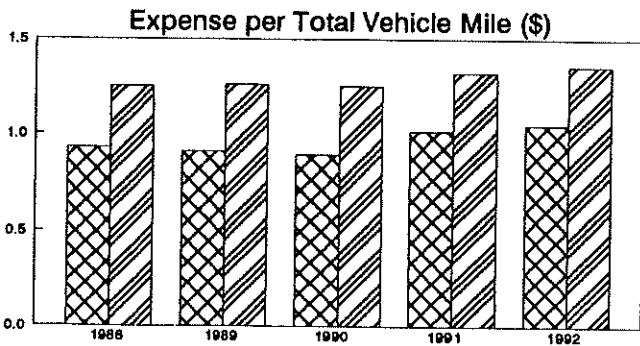
| | |
|-------------------------------------|-----------------|
| Operating Subsidy | \$95,552 |
| Locally Derived Income (LDI) | \$48,073 |
| Operating Income | \$11,872 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 19,590 |
| Total Vehicle Miles (TVM) | 102,014 |
| Revenue Vehicle Miles (RVM) | 95,433 |
| Peak Hour Fleet | 8 |
| Base Fleet | 6 |
| Road Calls | 2 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------------|-------------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.05 | 1.35 |
| Veh. Miles Between Road Calls | 51,007 | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.19 | 0.26 |
| Passenger Boardings/Capita | 2.81 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.48 | 5.18 |
| Subsidy/Passenger Board | 4.88 | 4.03 |
| Fare Revenue/Passenger Board | 0.61 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.11 | 0.20 |
| LDI/Operating Expense | 0.45 | 0.46 |



Union County
 Peer Group

Washington Transit System

2100 East Memorial Ave.
 Washington, IN 47501
 (812) 254-4564

CONTACT

Gary Raymann, Street Commissioner

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area Washington City Limits
 Service Population 10,838
 Special Services Two lift-equipped buses

SERVICE HOURS

Monday-Friday 7:00 am - 5:00 pm
 Saturday No Service
 Sunday No service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 12

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 1 | 1 |
| Maintenance | 0 | 0 |
| General Admin | 0 | 0 |
| Total | 1 | 1 |

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.50
 E & D 0.75
 Transfer N/A
 Zone N/A
 Other E & H Fare \$0.25 with AOA Coupon

FUEL CONSUMPTION

Gallons Fuel 4,826
 Fuel Reserve 53 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1986 | BOTC | Eldorado | Gas | 18 | 8 | 2 |
| 2 | TOTAL | | | | | | 2 |

GROUP: 3

Washington

FINANCIAL INFORMATION

| | |
|--|-----------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 17,253 |
| Other Salaries/Wages | 0 |
| Fringe | 2,566 |
| Services | 12,732 |
| Materials & Supplies | 8,286 |
| Utilities | 1,948 |
| Casualty/Liability | 4,808 |
| Purchased Transportation | 0 |
| Other | 711 |
| Total | \$48,304 |
| Reconciling Items | 0 |

| | |
|------------------------------|-----------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 7,331 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 915 |
| Local Assistance | 6,349 |
| State Assistance (PMTF) | 13,680 |
| Federal Assistance (FTA) | 20,029 |
| Total | \$48,304 |

| | |
|-----------------------------------|-----------------|
| Capital Grant Awards: (\$) | |
| Local | 6,500 |
| State PMTF | 6,500 |
| Federal | 18,000 |
| Total | \$31,000 |

| | |
|-------------------------------------|-----------------|
| Operating Subsidy | \$40,058 |
| Locally Derived Income (LDI) | \$13,680 |
| Operating Income | \$7,331 |

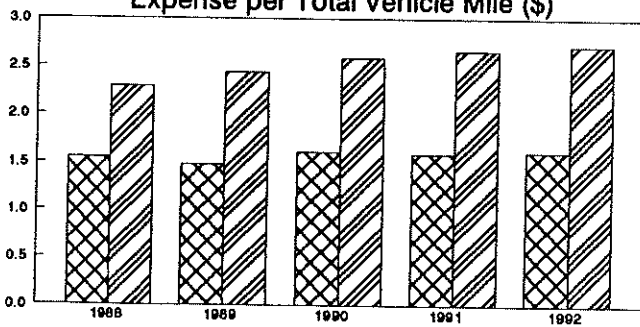
SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 12,955 |
| Total Vehicle Miles (TVM) | 29,947 |
| Revenue Vehicle Miles (RVM) | 29,947 |
| Peak Hour Fleet | 1 |
| Base Fleet | 1 |
| Road Calls | 13 |

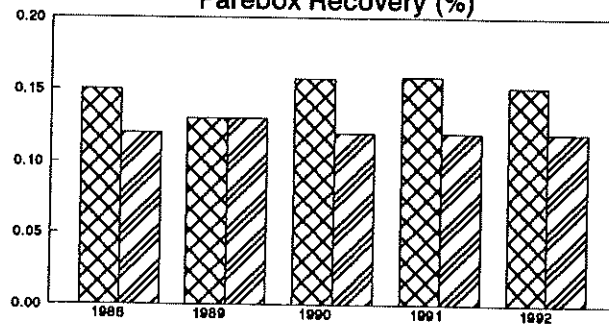
PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------------|-------------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.61 | 2.72 |
| Veh. Miles Between Road Calls | 2,304 | 8,335 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.43 | 0.87 |
| Passenger Boardings/Capita | 1.20 | 6.40 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 3.73 | 3.13 |
| Subsidy/Passenger Board | 3.09 | 2.80 |
| Fare Revenue/Passenger Board | 0.57 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.15 | 0.12 |
| LDI/Operating Expense | 0.28 | 0.38 |

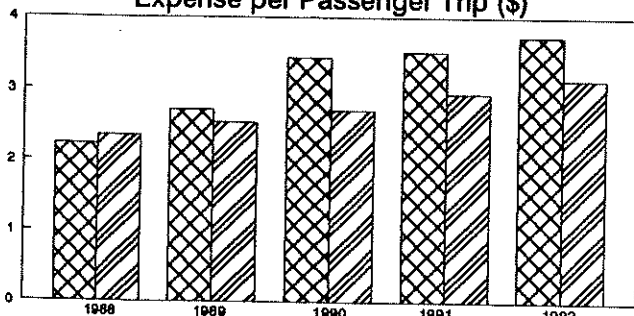
Expense per Total Vehicle Mile (\$)



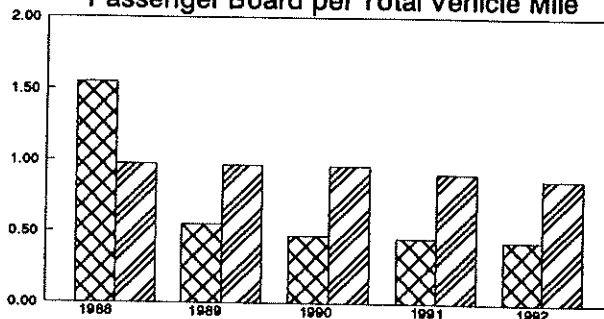
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Washington
 Peer Group

Waveland Volunteer Transportation Program

660 N. 36th Street
 Lafayette, IN 47905
 (317) 447-7683

CONTACT

Jean Engelke, Deputy Director

GENERAL INFORMATION

Type of Service Reservation
 Service Area Brookston, Clarks Hill, Hillsboro, Rossville & Waveland
 Service Population 4,669
 Special Services Subscription Service

SERVICE HOURS

Monday-Friday 12:00 am - 12:00 am
 Saturday 12:00 am - 12:00 am
 Sunday 12:00 am - 12:00 am
 Special Holiday Schedule Regular Hours
 Holidays Without Service 0

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 0 | 0 |
| Maintenance | 0 | 0 |
| General Admin | 0 | 2 |
| Total | 0 | 2 |

FARES (\$)

Express N/A
 Base N/A
 Youth N/A
 E & D N/A
 Transfer N/A
 Zone N/A
 Other Contributions from passengers

FUEL CONSUMPTION

Gallons Fuel 4,693
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 5 | 1986 | SV | Dodge | Gas | 15 | 0 | 0 |
| 5 | TOTAL | | | | | | 0 |

GROUP: 4

Waveland

FINANCIAL INFORMATION

| | |
|--|-----------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 14,320 |
| Other Salaries/Wages | 24,677 |
| Fringe | 3,574 |
| Services | 2,516 |
| Materials & Supplies | 12,777 |
| Utilities | 3,231 |
| Casualty/Liability | 4,481 |
| Purchased Transportation | 0 |
| Other | 9,400 |
| Total | \$74,976 |
| Reconciling Items | 0 |

| | |
|------------------------------|-----------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 6,563 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 14,320 |
| Local Assistance | 29,094 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 24,999 |
| Total | \$74,976 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

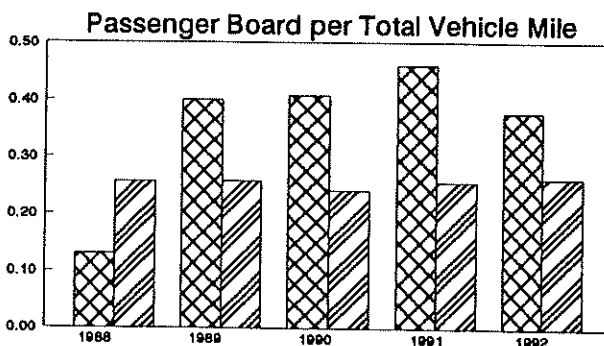
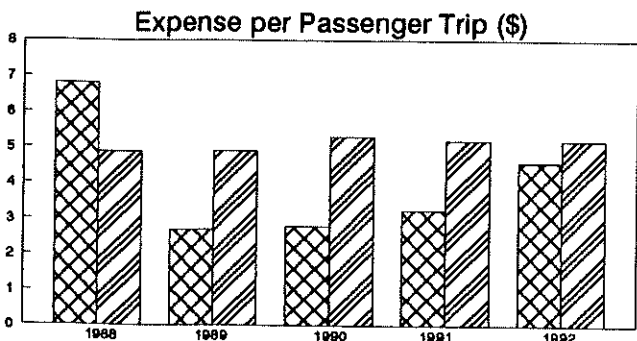
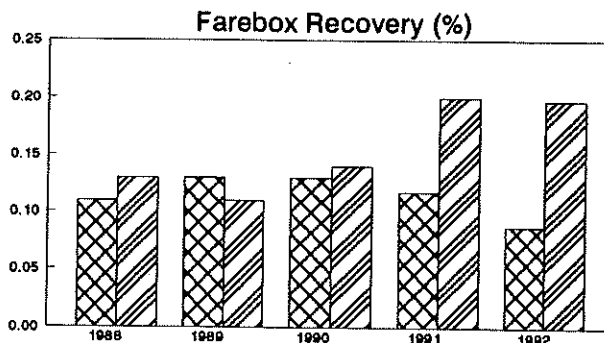
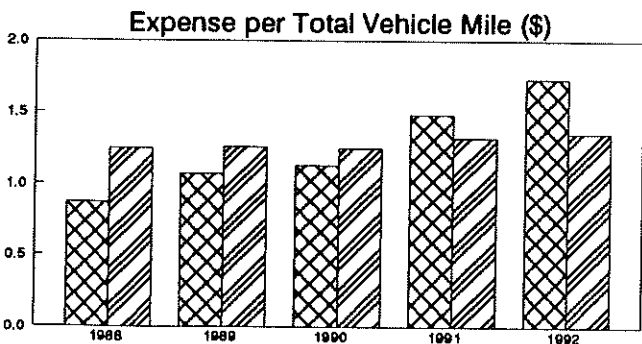
| | |
|-------------------------------------|-----------------|
| Operating Subsidy | \$54,093 |
| Locally Derived Income (LDI) | \$35,657 |
| Operating Income | \$6,563 |

SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 16,367 |
| Total Vehicle Miles (TVM) | 43,409 |
| Revenue Vehicle Miles (RVM) | 43,409 |
| Peak Hour Fleet | 5 |
| Base Fleet | 5 |
| Road Calls | 0 |

PERFORMANCE MEASURES

| | 1992 | Peer Group |
|-------------------------------|-------------|-------------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 1.73 | 1.35 |
| Veh. Miles Between Road Calls | N/A | 67,967 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.38 | 0.26 |
| Passenger Boardings/Capita | 3.51 | 0.64 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 4.58 | 5.18 |
| Subsidy/Passenger Board | 3.31 | 4.03 |
| Fare Revenue/Passenger Board | 0.40 | 1.02 |
| Financial Performance: | | |
| Fare Recovery | 0.09 | 0.20 |
| LDI/Operating Expense | 0.48 | 0.46 |



Waveland
 Peer Group

SECTION THREE
GRANTS ASSISTANCE
PROGRAMS

GRANT ASSISTANCE PROGRAMS

Assistance for calendar year 1992 was provided from the Public Mass Transportation Fund established by Public Law 22, Acts of Indiana of 1980, as amended and various Sections of the Federal Transit Act.

- Section 3** Section 3 funds are available on a discretionary basis to urban and rural transit systems for capital improvements including; the purchase of new equipment, acquisition of property, and the construction of facilities for public transportation purposes.
- Section 8** Section 8 discretionary funds are granted to state and local public bodies for planning, design, engineering and evaluation of urban public transportation projects. The federal government makes funds available to the State Department of Transportation and urban Metropolitan Planning Organizations to develop transportation improvement plans and programs. These plans and programs are to be based on transportation needs.
- Section 26(a)2** Section 26(a)2 funds are provided to the Indiana Department of Transportation (INDOT) and include such activities as state-wide planning, technical studies and assistance, demonstration projects, management training and cooperative research. These funds replace FTA programs previously funded through Sections 6, 8, 10 and 11.
- Section 9** Section 9 is a formula grant program for urbanized areas with populations greater than 50,000, and was authorized by the Surface Transportation Assistance Act of 1982 as a replacement for the Section 5 formula grant program. FTA apportions the funds according to a complex formula including population, population density and operating characteristics.
- A locality can use the funds to offset either 80% of the net cost of a capital project or 50% of the net operating deficit; however, systems are limited on how much of their annual allocation they can use for operating purposes. Table 11 reflects FTA apportionments for federal fiscal year 1992. System awards of \$20,628,795 are summarized in Table 13.

TABLE 11
Section 9 Apportionments: FFY 1992

| | <u>Operating</u> | <u>Capital</u> | <u>TOTAL</u> |
|----------------|---------------------|--------------------|---------------------|
| Fort Wayne | \$ 1,184,933 | \$ 342,461 | \$ 1,527,394 |
| Indianapolis | 4,468,697 | 1,291,511 | 5,760,208 |
| N.W. Indiana | 4,789,091 | 2,076,092 | 6,874,183 |
| S. Indiana | N/A | N/A | N/A |
| South Bend | 1,241,014 | 358,669 | 1,599,683 |
| Anderson | 314,338 | 90,848 | 405,186 |
| Bloomington | 469,159 | 135,593 | 604,752 |
| Elkhart/Goshen | 470,154 | 135,881 | 606,035 |
| Evansville | 871,009 | 251,732 | 1,122,741 |
| Kokomo | 316,589 | 91,499 | 408,088 |
| Lafayette/W. | 629,430 | 181,913 | 811,343 |
| Muncie | 462,677 | 133,720 | 596,397 |
| Terre Haute | <u>356,031</u> | <u>102,898</u> | <u>458,929</u> |
| Total | \$15,573,122 | \$5,192,817 | \$20,765,939 |

Section 16

Section 16 provides capital assistance to private non-profit corporations and public bodies that deliver specialized transportation services to the elderly persons and persons with disabilities where mass transportation service would otherwise be unavailable, insufficient or inappropriate to meet their specialized needs.

FTA funds up to 80% of the total request, matched by a 20% local share. This program is administered by the Indiana Department of Transportation. During CY 1992, INDOT awarded \$1,213,000 in Section 16 grants to the thirty-seven applicants listed in Table 12.

TABLE 12
Section 16 Awards: 1992

| <u>Agency</u> | |
|--|--------------------|
| Swanson Center | \$ 35,000 |
| LaPorte County Council on Aging | \$ 25,500 |
| DeKalb County Council on Aging | \$ 26,250 |
| Northeastern Center | \$ 17,500 |
| Steuben County Council on Aging | \$ 25,500 |
| Allen County Council on Aging | \$ 25,300 |
| Turnstone Center | \$ 26,250 |
| Whitley County Council on Aging | \$ 25,500 |
| Kosciusko County Council on Aging | \$ 26,200 |
| Cass County Council on Aging | \$ 25,500 |
| Community and Family Services | \$ 25,500 |
| Jay-Randolph Developmental Services | \$ 17,500 |
| Janus Developmental Services | \$ 26,200 |
| Comprehensive Developmental Centers | \$ 51,000 |
| Area IV Council on Aging | \$ 26,200 |
| Tippecanoe County Council on Aging | \$ 26,200 |
| Community Centers of Indianapolis | \$ 78,900 |
| Crossroad Rehabilitation Centers | \$ 40,000 |
| Disabled American Veterans - Indianapolis | \$ 25,500 |
| Independent Living Center | \$ 25,500 |
| Hancock County Senior Services | \$ 25,900 |
| Monroe County Red Cross | \$ 26,200 |
| West Central Indiana Economic Development District | \$ 29,500 |
| Wabash Valley Human Services | \$ 14,500 |
| Knox County Association for Retarded Citizens | \$ 43,000 |
| Gibson County Area Rehabilitation Centers | \$ 51,000 |
| Perry County Council on Aging | \$ 25,500 |
| Developmental Centers | \$ 58,200 |
| Area 12 Council on Aging | \$ 51,000 |
| Landmark Center | \$ 18,200 |
| New Horizons Rehabilitation | \$ 51,000 |
| Community Mental Health Center | \$ 17,500 |
| Blue River Developmental Services | \$ 60,500 |
| Hoosier Valley Economic Opportunity Council | \$ 25,500 |
| New Hope Services of Jeffersonville | \$ 35,000 |
| Rauch Rehabilitation and Developmental Services | \$ 50,000 |
| South Central Indiana Council on Aging | \$ 29,500 |
| TOTAL | \$1,213,000 |

Section 18 This program is administered by INDOT. During CY 1990 INDOT allocated \$250,653 for administration of the program and awarded \$3,308,584 in Section 18 grants to 19 transit systems. Section 18 funding levels for these systems and INDOT are identified in Table 13.

Section 18 provides capital and operating assistance to non-urbanized public transit systems. Capital grants are funded up to 80% of the total project cost and operating grants are funded up to 50% of the net project cost (total operating cost less operating revenue).

Section 18(h)

Section 18(h) created the Rural Transit (technical) Assistance Program (RTAP) to provide technical assistance, training and research for rural and specialized transportation providers. During calendar year 1990, Indiana received \$101,406 in federal RTAP funds. The state's RTAP program is implemented by the Institute for Urban Transportation, with the help of an advisory committee. During the year, a three-part program was continued, which includes local technical assistance to RTAP-eligible transit operators; a Maintenance Management Information System; and a fellowship program to provide financial assistance for operators to attend training courses.

The program also has a national element which develops information and materials for use by local operators and state Department of Transportations.

Public Mass Transportation Fund (PMTF)

PMTF is a state fund that receives 0.76% of the state general sales and use tax. These funds are allocated on a calendar year using a performance-based formula. Service area population, passenger trips, total vehicle miles and locally derived income are used to compute the formula. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as:

1. System revenues; including fares, charter, advertising and all other auxiliary and non-transportation revenues;
2. Taxes levied by, or on behalf of, a transit system;
3. Local cash grants and reimbursements including General Fund receipts; property, local option income, license, excise, and intangibles taxes; bank building and loan funds; local bonding funds; Federal Revenue Sharing and other locally derived assistance.

Awards are limited to an amount equal to 100% of the project's Locally Derived Income or the system's total allocation, whichever is less. CY 1992 PMTF awards totalling \$16,578,206 are summarized in Table 13.

TABLE 13
FEDERAL AND STATE AWARDS BY SYSTEM: 1992

| | SECTION 8 PLANNING | SECTION 9 CAPITAL | SECTION 9 OPERATING | SECTION 9 PLANNING | SECTION 18 CAPITAL | SECTION 18 OPERATING | PMTF CAPITAL | PMTF OPERATING | TOTAL |
|---|-----------------------|----------------------|------------------------|-----------------------|-----------------------|-------------------------|-------------------|-------------------|-------------------|
| GROUP 1 - Large Fixed Route | | | | | | | | | |
| Fort Wayne | 39,158 | | 1,077,905 | 60,000 | | | 1,115,902 | | 2,292,965 |
| Gary | | | 2,260,897 | | | | 1,029,438 | | 3,290,335 |
| Indianapolis | 173,722 | 1,980,700 | 3,779,508 | | | | 4,959,034 | | 10,892,964 |
| NICTD | | 544,217 | 2,000,989 | | | | 500,000 | | 5,091,449 |
| South Bend | 63,574 | 357,600 | 1,078,200 | | | | 1,313,093 | | 2,812,467 |
| SUBTOTAL | 276,454 | 2,882,517 | 10,197,499 | 60,000 | 0 | 0 | 10,463,710 | 0 | 24,380,180 |
| GROUP 2 - Medium Fixed Route | | | | | | | | | |
| Anderson | 25,767 | 320,000 | 474,535 | | | | 310,962 | | 1,131,264 |
| Bloomington | 25,635 | 165,000 | 444,992 | | | | 320,905 | | 956,532 |
| Evansville | 34,966 | 218,888 | 1,004,649 | | | | 27,361 | | 1,888,775 |
| Hammond | | 44,880 | 263,059 | | | | 402,185 | | 715,734 |
| Lafayette | 20,373 | 887,916 | 626,720 | 12,000 | | | 583,233 | | 2,241,232 |
| Muncie | 24,481 | 184,000 | 573,058 | | | | 785,878 | | 1,567,417 |
| Southern Indiana | 21,854 | | 128,775 | | | | 286,511 | | 437,140 |
| Terre Haute | 27,549 | 25,000 | 420,000 | | | | 249,228 | | 721,777 |
| SUBTOTAL | 180,625 | 1,845,684 | 3,935,788 | 12,000 | 0 | 0 | 143,961 | 3,541,813 | 9,659,871 |
| GROUP 3 - Small Fixed Route | | | | | | | | | |
| Bedford | | | | | | 64,774 | 59,275 | | 124,049 |
| Columbus | | | | | | 208,415 | 173,020 | | 381,435 |
| East Chicago | | 154,155 | 216,174 | | | | 189,649 | | 579,607 |
| LaPorte | | | | | 43,066 | 128,517 | 109,142 | | 280,725 |
| Marion | | | | | | 165,970 | 148,853 | | 314,823 |
| Michigan City | | | | | 29,496 | 185,676 | 4,002 | | 381,981 |
| New Castle | | | | | | 127,608 | 104,936 | | 232,544 |
| Richmond | | | | | | 279,551 | 213,241 | | 492,792 |
| Washington | | | | | 18,000 | 27,563 | 4,750 | | 68,881 |
| SUBTOTAL | 0 | 154,155 | 216,174 | 0 | 90,562 | 1,188,074 | 28,382 | 1,179,491 | 2,856,837 |
| GROUP 4 - Demand Response and County | | | | | | | | | |
| Elkhart | | 102,000 | 247,177 | | | 64,774 | 12,750 | 210,031 | 571,958 |
| Franklin County | | | | | 20,000 | 32,196 | 4,100 | 85,244 | 222,487 |
| Goshen | | 32,800 | 100,343 | | | | | | 13,932 |
| Huntingburg | | | | | | 13,932 | 168,514 | | 417,291 |
| KIRPC | | | | | | 248,777 | | | 302,552 |
| Kokomo | 15,408 | 59,200 | 227,944 | | | | 158,742 | | 415,184 |
| Kosciusko County | | | | | 43,066 | 213,376 | 350,172 | | 650,395 |
| LCOEC | | | 300,223 | | | | 77,935 | | 179,805 |
| Madison County | | | | | | 101,870 | 20,401 | | 40,211 |
| Mitchell | | | | | | 19,810 | | | 255,037 |
| Monroe County | | | | | 42,000 | 108,695 | 14,000 | 90,342 | 27,521 |
| Plymouth | | | | | | 27,521 | | | 27,406 |
| Seymour | | | | | | 27,408 | | | 211,293 |
| Trade Winds | | | | | | | | | 466,584 |
| Union County | | | | | | | | | 59,351 |
| Waveland | | | | | | | | | 24,999 |
| SUBTOTAL | 15,408 | 194,000 | 1,130,978 | 0 | 105,066 | 855,179 | 30,850 | 1,395,430 | 3,726,911 |
| INDOT/PTS | 143,582 | | | | 698 | 104,214 * | | | 248,494 |
| NIRPC | 147,160 | | | | | | | | 147,160 |
| SUBTOTAL | 290,742 | 0 | 0 | 0 | 698 | 104,214 | 0 | 0 | 6,988,903 |
| TOTAL | 763,229 | 5,076,356 | 15,480,439 | 72,000 | 196,326 | 2,147,467 | 703,193 | 16,580,444 | 47,612,702 |

* See 18 capital is program reserve funds and operating is RTAP funds.

SECTION FOUR
GLOSSARY

GLOSSARY

This glossary contains definitions of certain terms, data and information which appear in the Annual Report. Many of these items have multiple definitions, therefore they are defined as they are used in the context of this report.

Active Vehicles - The total number of vehicles available for revenue service during the calendar year. Vehicles are considered available if they are capable of being used, even if not used (except for retired vehicles). Includes all vehicles designated as spares.

Apportionment (Appropriation/Allocation) - This is the maximum amount of funding a transit system MAY be granted from an assistance program.

Award - The authorized (obligated) level of funding a transit system has contracted to receive from an assistance program based upon an application for funding or formula distribution.

Base Fleet - The average number of revenue vehicles in scheduled operation during the non-peak hours of the average weekday of operation.

Body on Truck Chassis (BOTC) - A body on chassis seats from 12 to 18 passengers and is typically composed of a light truck chassis underneath a special body. A supplier of a body on chassis will purchase a chassis and then manufacture and attach the body. This construction is similar to that of school buses.

Capital Grant Awards - Local, state and federal capital assistance awarded during the calendar year reporting period.

Casualty and Liability Costs - The costs of insurance premiums for coverage of the transit system and payments for losses due to acts for which the transit system is liable.

Charter and Other Revenues - This category includes:

Charter Service Revenue - Revenue from transportation service provided on an exclusive basis, for a specific itinerary; and/or

School Bus Service Revenue - Passenger fares from school bus service operated under contract with school corporations; and/or

Auxiliary Transportation Revenue - Revenues earned from operations closely associated with the transit system; including station concessions, advertising services, and other services provided in conjunction with regular transit service; and/or

Non-transportation Revenue - Revenues earned from activities not associated with the provision of transit system service, including sale of maintenance services, rental of revenue vehicles, rental of buildings and other property, investment income and parking lot revenue.

Contra-Expenses - Revenue items that offset operating expenses such as income earned on working capital, cash discounts, fuel tax refunds, insurance claim payments. Non-eligible as local derived income.

Deadhead Miles - Miles traveled by revenue vehicles when not in revenue service (not available for passengers). Includes miles traveled to and from storage facilities and other non-revenue service mileage such as maintenance or training mileage.

Demand Responsive Service - A transportation service characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door or point-to-point transportation at the user's demand.

Route Deviation - Public transportation on a non-exclusive basis that operates along a public way on a fixed route or schedule from which it may deviate from time to time in response to a demand for its service or to take a passenger to a destination, after which it returns to its route.

Operating Expense/Passenger Boarding - Ratio equating total operating costs to total passenger boardings. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. The ratio may be lowered by increasing passenger boardings and/or lowering expenditures.

Fare Recovery - Ratio equating fare revenue to total operating expenses. This measure is used to indicate the level at which the basic route and/or demand re-

responsive service fares support the operations of the service. A relatively high ratio is often preferred. The ratio may be increase by raising fare revenues and/or lowering expenditures.

Fare Revenue - Revenues received from fare paying passengers along regularly scheduled routes and/or for demand responsive service. This includes:

Passenger Fares - Base fares, zone premiums, express service premiums, extra cost transfers, and quality purchase discounts applicable to the passenger's ride on all regularly scheduled routes; also "park and ride" revenue; and/or

Special Transit Fares - Revenues earned from rides given in regular transit service, but paid for by some organization rather than by the rider, and for rides given along special routes for which revenue may be guaranteed by a beneficiary.

Fare Revenue Per Passenger Boarding - Derived by dividing total fare revenue by total passenger boardings, this is a measure of system efficiency.

Federal Assistance (also Federal Operating Revenue) - This category includes funds obtained from the federal government to assist in paying the cost of operating the transit system.

Fixed Route Service - A system in which vehicles follow a predescribed route and schedule. It is different from such modes of transportation as taxicabs or demand responsive transportation, where each trip may differ in its origin and destination.

Fringe Expenses - Payment or accruals to others (insurance companies, governments, etc.) on behalf of an employee's share of FICA, PERF, other retirement, health insurance, life insurance, and other benefits not associated with a piece of work; and/or payments or accruals directed to an employee arising from something other than their performance of a piece of work. These include uniform and clothing allowances, paid absences, such as sick leave, holidays, vacation, jury duty, death in the family, military duty, etc. Paid absences should be accounted for as a fringe benefit only when they result in a cash liability to the transit system.

Fuel and Lubricant Expenses - Cost of gasoline, diesel fuel, propane, lubricating oil, etc., for use in

vehicles associated with transit service.

Fuel Reserve - The number of days a transit system can provide regular service using their stored fuel. Maximum fuel storage capacity divided by averaged daily consumption.

Gallons of Fuel Consumed - The total number of gallons of fuel consumed by all vehicles operated by the transit system during the calendar year reported.

Holidays - Includes five major holidays: Christmas Day, Thanksgiving Day, Fourth of July, Labor Day and Memorial Day. Many transit systems do not operate service on these days. Some systems may have a special holiday schedule which is used on these or other holidays such as Veterans Day and Martin Luther King Day.

LDI Expense - Ratio equating fare, charter and other revenue plus local operating assistance to total operating expenses. This measure is used to indicate the level of financial responsibility accepted at the local level for transit operations. A relatively high ratio is preferred. The ratio may be increased by increasing fare revenues, alternative revenue sources (i.e., charter service and advertising revenue) and/or increasing local operating assistance, or decreasing operating expenses.

Local Assistance (also Local Operating Revenues) - This category includes:

Taxes Levied Directly By Transit System - Dedicated tax revenues systems that are organized as independent political subdivisions with their own taxation authority, e.g., Public Transportation Corporations.

Local Cash Grants and Reimbursements - Funds obtained from local government units to assist in paying the cost off operating the transit system.

Locally Derived Income (LDI) - This indicator is used to measure local financial commitment to public transit and is defined as:

Operating revenues including fares, charter, advertising and all other auxiliary and non-transportation revenues.

Taxes levied by, or on behalf of a transit system.

Local cash grants and reimbursements including General Fund Receipts; property, local option

income, license, excise and intangible taxes; bank building and loan funds; local bonding funds; and other locally derived assistance.

In-kind contributions (except Volunteer Labor Services) which have prior approval by INDOT.

Materials and Supplies Expense - Cost of fuel, lubricants, tires and tubes and other material and supplies. (This may include repair parts, maintenance supplies, forms, cleaning supplies, etc.)

Modified Van (MV) - The seating capacity of modified vans is approximately 9 to 16 passengers. A modified van is a standard van which has undergone some structural changes, usually made to increase its size and particularly its height. This is often accomplished by raising the roof. Other body changes may include a raised or widened door, lower rise steps at the entrance and accessibility equipment such as wheelchair lifts and tie-downs.

Non-Locally Derived Income Match - Includes in-kind labor services, unrestricted Federal and State funds.

Operating Expense - The total of all operating costs incurred during the transit system calendar year reporting period; excluding expenses associated with FTA capital grants. Expense figures may be unaudited.

Operating Income - Revenue received from fares, charter services, and other sources directly related to transit systems operations (i.e., advertising revenue); excluding revenues from Federal, State, and local cash grants. Operating income and operating subsidy together are the total operating revenue of a transit system.

Operating Subsidy - Revenue received through federal, state and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

Operator's Salaries and Wages - The pay and allowance due employees in exchange for the labor services they render on behalf of the transit system. This category includes only those employees who are classified as revenue operators or crewmen.

Other Expenses - For purposes of the Annual Report, Other Expenses in Table 8 include: Taxes, Purchased Transportation and Miscellaneous Expenses. For the system pages, however, Other Expenses include only Taxes and Miscellaneous Expenses.

Other Salaries and Wages - Payment for the labor of employees of the transit system (or sponsoring agency) who are not classified as revenue vehicle operators or crewmen. This category includes managers, dispatchers, mechanics, bus washers, building (garage) maintenance workers, managers, other professionals, and clerical staff.

Passenger Boardings - Number of passengers who board a vehicle during the calendar year reporting period regardless of their destinations. Synonymous with the term "Unlinked Passenger Trips".

Passenger Boarding/Capita - Ratio equating total passenger boarding to service area population. The ratio may be increased by increasing passenger boardings and/or decreasing service area population.

Passenger Boarding/Total Vehicle Mile (TVM) - Ratio equating total passenger boardings to the total miles traveled by revenue vehicles. This measure is used to indicate the degree to which the system (or route) is utilized when compared to the amount of service provided. A relatively high ratio is preferred. The ratio may be increased by increasing passenger boardings or eliminating service (TVM) that has marginal ridership.

Peak Hour Fleet - The largest number of revenue vehicles operating at any peak time during an average weekday of operation.

Public Mass Transportation Fund (PMTF) - A state assistance fund financed by .76 percent of the state general sales and use tax. It may provide assistance up to 100% of the system's Locally Derived Income (LDI) or the system's population/performance based formula allocation, whichever is less.

Purchased Transportation Expenses - Operating expense incurred when a transit property purchases a portion of its service from another entity, (e.g., contracting with a private organization to provide specialized services, subsidized taxes, etc.).

Reconciling Item - Operating expenses which include interest expenses, leases and rentals for urbanized transit systems, depreciation, amortization of intangibles, purchase lease payments, related party

lease agreements and others as defined in the Section 15 Manual.

Revenue Vehicle Miles - The total mileage incurred in schedule service (miles in each route multiplied by the number of times each route is run) during the reporting period. Excludes non-service mileage (deadhead, training, etc.), charter mileage, exclusive school service mileage and mileage lost due to missed runs.

Road Call - A service interruption requiring assistance from someone other than the driver to continue passenger service. Road calls usually require the transfer of passengers to another vehicle to complete the trip. These service interruptions may be caused by mechanical, electrical, structural or human failures (e.g., bad brakes, flat tire, out of gas, etc.)

Road Call Interval - A measure of maintenance effectiveness derived by dividing total vehicle miles by total road calls. A high figure is desirable.

Route Deviation - see Demand Responsive Service.

School Bus (SB) - A standard school type bus seats from 22 to 44 adult passengers, and is manufactured by the body-on-chassis method. School buses used for public transportation service do not have school bus markings (yellow with black trim, etc.) and are modified for public transit use.

Service Area - The smallest geographic area identified by the 1990 U.S. Bureau of Census data that coincides with the transit system's legal operating limits (i.e., urbanized area, city limits or county boundary).

Service Area Population - The entire population residing within the legal operating limits of the transit system, as reported by the 1990 U.S. Bureau of Census. Demand response and county-wide service area population is defined as 1/2 of the population residing within the legal operating limits to represent the specialized nature of this service.

Services Expenses - Fees and related expenses for labor and other work provided by outside organizations. In most instances, service from an outside organization is procured as a substitute for in-house employee labor, except in the case of independent audits which cannot be performed by employees. This category includes:

Advertising Fees - The labor and materials provided by an advertising agency in the development and production of advertising campaigns. Advertising media fees, regardless of whether they are paid to the advertising agency or to the media, are included in "Advertising/Promotion Media" under Miscellaneous Expenses; and/or

Contract Maintenance Service Expenses - Payment for maintenance of equipment, under contract or on a single job basis, by an outside organization. This category is for repair or maintenance work on operating vehicles, equipment, and garage buildings, and to be differentiated from professional and custodial services; and/or

Custodial Service Expenses - Payment for the performance of janitorial services, under contract or on a single job basis with an outside organization; and/or

Professional and Technical Service Fees - Payment for the labor provided by attorney's accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, transit industry consultants, etc.

Standard Van (SV) - Standard vans have a typical seating capacity of from 5 to 15 passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

State Assistance (also State Operating Revenues) - This category covers funds obtained from the Public Mass Transportation Fund to assist in paying the cost of operating the transit system. (As noted, this category may also include funding from other State programs (e.g., Older Hoosiers and Rehabilitation Funding).)

Subsidy/Passenger Boardings - Ratio equating government operating assistance (Local/State/Federal) to total passenger boardings. This measure is used to indicate the level of local, state and federal assistance used in the operation of the transit system. A relatively low ratio is preferred. The ratio may be lowered by increasing passenger boardings, increasing fare and other revenues, and/or decreasing expenses.

Supply Side Subsidy - A program in which subsidies flow to the provider (supplier) of service rather than users of the service. Opposite of User Side Subsidy.

Total Vehicle Miles - The total distance traveled by revenue vehicles, including both revenue and dead-head (non-revenue) miles.

Transfer Charge - A fee charged passengers who transfer to a line or route after paying for a fare on another line or route.

Transit Bus (Bus) - A transit bus seats from about 19 to 53 passengers and has both a body and a chassis which are designed specifically for transit service. One supplier manufactures the entire bus; most are equipped with diesel engines.

Small Transit Bus (STB) - under 30'
Medium Transit Bus (MTB) - 30' to 34'
Large Transit Bus (LTB) - 35' to 40'
Trolley (TY)
Articulated (ART)

Unlinked Passenger Trips - See Passenger Boardings.

Unrestricted Federal/State Funds - Direct federal grants (e.g., Title V, Title XX, Community or Social Service Block Grant) or State funded grants (e.g., Older Hoosiers, Crippled Children).

User Side Subsidy - A program whereby passengers received a voucher or token that is used to purchase transportation service from the provider of the user's choice. Opposite of Supply Side Subsidy.

Utility Expenses - Payments made to various utilities for use of their resources including: electric, gas, water, sewer, garbage collection, telephone, etc.