

1997 ANNUAL REPORT INDIANA PUBLIC TRANSIT

STATE OF INDIANA

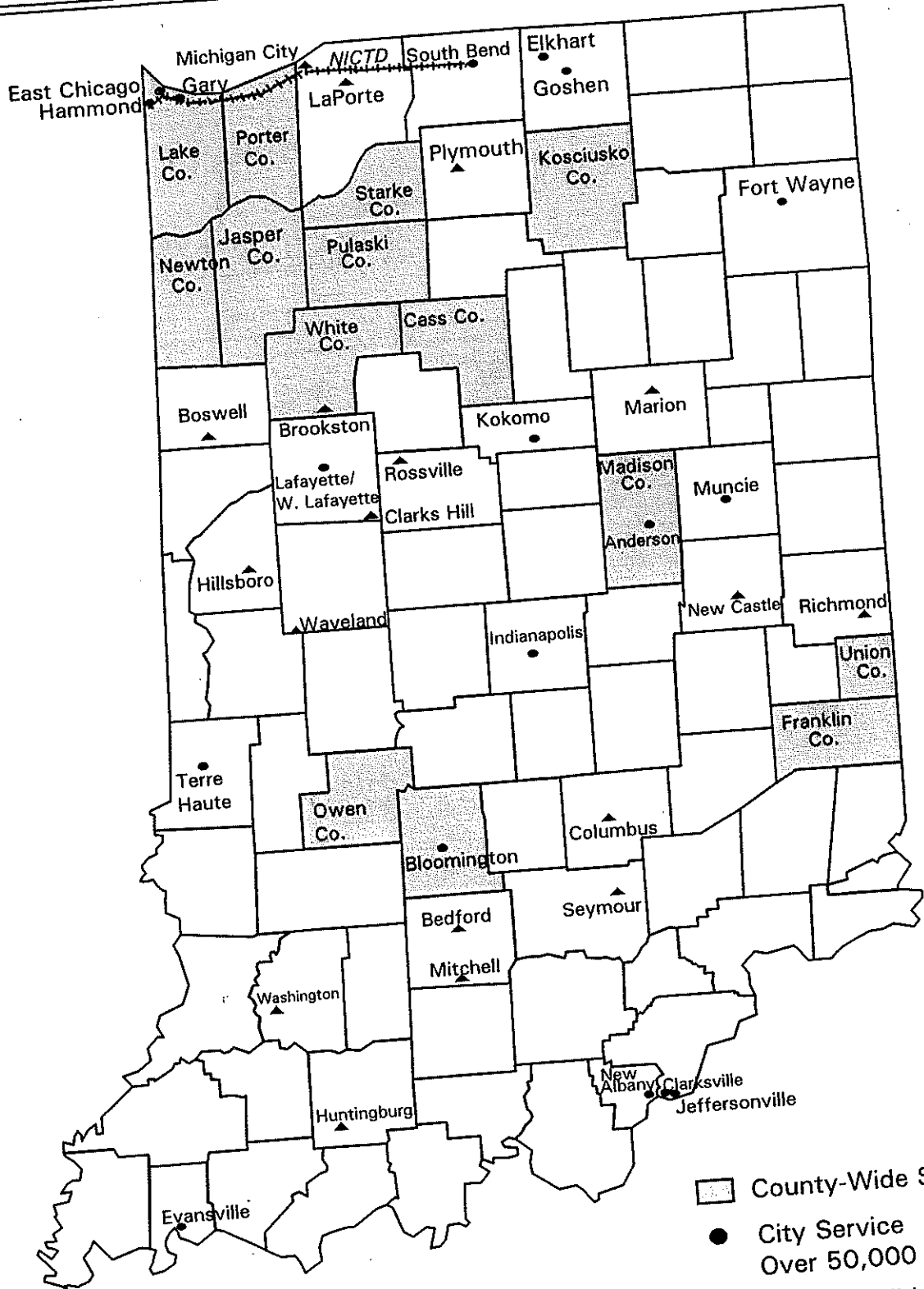
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September 1998

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INDIANA TRANSIT SYSTEMS



- County-Wide Service
- City Service
Over 50,000
- Rural/Small Urban
Under 50,000
- Commuter Rail

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Executive Summary

Ridership

Indiana's 39 transit systems provided nearly 28.6 million passenger-trips (Table 2) during 1997, an increase of 3.5% from 1996 ridership. This increase includes the addition of a new public transit system in Cass County (Cass Area Transit).

Twenty-five of Indiana's thirty-nine transit systems (65%), including Cass Area Transit, reported carrying more passengers than in the previous year, with the largest percentage gains coming from Transpo (South Bend Public Transportation Corporation) with 19.76%, East Chicago Public Transit with 38.94%, Trade Winds Rehabilitation Center with 35.39%, and Bedford with 17.31%. Looking at real numbers, Transpo in South Bend posted the largest increase in passenger trips with 518,322 more trips than the previous year. The largest individual percentage decreases in passenger trips are marked by Seymour at 32.18%, Lafayette at 11.96% and Kokomo at 8.37%. The largest decrease in passenger trips in 1997 was marked by Lafayette with 206,785 fewer trips than the previous year.

Service Supplied

Transit passenger vehicles traveled 27.9 million miles in 1997 (Table 3), approximately 850,000 miles more than in 1996. Goshen, Elkhart, and East Chicago posted the greatest increases with 55.8%, 49.1%, and 43.98% respectively. Overall, 22 systems reported a decrease of service miles in 1997, with Plymouth reporting the largest decrease at 39.38%.

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 twenty-one years since the General Assembly passed this legislation, the number of areas served by public transportation has increased. In 1997, an estimated 3,027,439 people or 55% of the state's population currently have access to public transit services (Table 1).

Revenues/ Expenses

Total fare revenue collection increased to \$27.9 million (Table 6) from \$26.7 million in 1996. The statewide farebox recovery percentage, which illustrates the extent to which total operating expenses are covered by fare paying passengers, also remained stable at 29%.

Gross operating revenues and expenses, increased to over \$95.6 million (Tables 6 and 7) in 1997 from \$92.7 million in 1996 (.03%).

The average cost per total vehicle mile (Table 5) dropped to \$2.84 in 1997, compared to \$3.01 in 1996; and the 1997 cost per passenger trip was \$2.95 compared to \$2.99 in 1996.

INTRODUCTION

The Indiana Department of Transportation (INDOT) deems public transit to be an essential service that supports local and state goals for economic growth, quality of life, energy conservation, and environmental quality.

The Public Transit Section of INDOT provides financial and technical assistance to public transit systems throughout the state. The primary goal of the section is to furnish reliable, safe, and efficient public transit services and enhance personal mobility throughout Indiana's urban and rural areas.

This *1997 Annual Report* prepared by the Public Transit Section summarizes key operating and financial characteristics of Indiana's 39 publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons.

This twenty-second edition of the Annual Report provides an overview of Indiana's public transit services between January 1 and December 31, 1997. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of 1997 federal and state transportation assistance programs and awards, as well as a glossary of terms as used in 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.

The thirty-nine transit systems in Indiana are divided among four Peer Groups that reflect system size and type of service. These Peer Groups are Large Fixed Route, Small Fixed Route, Urban Demand Response, and Rural Demand Response. These groups were defined during the Public Mass Transit Fund Allocation Study completed in 1997.

Public transportation performs a key role in the financial well being of Indiana. Nearly 80,000 trips are provided each day to Indiana residents who utilize public transit services for work, medical, shopping, or personal business travel. In many instances, public transit furnishes a vital link between jobs and the labor market. In fact, for many low income or transportation-disadvantaged citizens, public transit is the only access to employment opportunities.

The availability of public transportation services also promotes more efficient and livable patterns of land-use development and increases local tax bases. The presence of transit services can affect residents' choices of

Economy

neighborhoods, the number of cars they purchase, and the value of their homes. An Indiana Transportation Association study, "Economic Benefits of Transit in Indiana," estimates that a dollar invested in public transit results in a \$1.38 increase in business revenues.

Employment

Transit systems directly employ 1,853 full and part-time employees statewide. In addition, there are a number of industries within the state that provide vehicles, materials, and supplies to Indiana's thirty-nine transit operators.

Energy and Environment

The primary reason for America's mounting oil consumption and inefficient energy use is our traditional habit of driving alone for nearly all of our travel needs, including commuting to work. The continuation of current trends in personal travel and energy consumption poses a serious threat to our mobility, the economy, and to national stability. Public transit is a key conservation strategy that can reduce our fuel consumption and promote our nation's energy independence. A 10% nationwide increase in transit usage would result in a savings of 135 million gallons of fuel per year.

The health and economic threats of unclean air are a growing concern for the state of Indiana as well. Our dependence on single-occupant vehicles for everyday travel needs is a primary cause of the poor air quality that can affect virtually everyone in the state. Moving more passengers per vehicle mile via public transit and other shared-ride services represents a central strategy in cleaning and maintaining our air quality. In addition, the new clean air technologies and alternative fuel options that are utilized in manufacturing transit vehicles will serve to further contribute to our clean air goals by reducing the emissions of public transit services themselves.

The American Public Transit Association estimates fuel efficiency of transit compared to the average commuter auto as follows:¹

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

In addition, transit vehicles are more energy efficient than automobiles when passenger miles are considered.¹ The U.S. Department of Energy estimates the following energy consumption's rates by mode:

- Commuter rail 3,102 BTU/Passenger Mile
- Transit bus 3,711 BTU/Passenger Mile
- Automobile 4,063 BTU/Passenger Mile

It has also been shown that based on national average vehicle occupancy rates, public 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

Mobility

Many elderly, low-income, and residents with disabilities are isolated with limited access to jobs, social services, medical, recreation, and social interaction. The quality of life for these citizens is significantly improved by the availability of public transportation services. Mobility is essential to achieve greater personal independence and economic well being. Without question, public transportation is a lifeline for many. Public transportation services provide people with a transportation alternative, as well as an economical means of travel.

Consistent with the guidelines set forth by the Americans With Disabilities Act (ADA), all Indiana transit systems must be accessible to individuals with disabilities. All new vehicles purchased for fixed-route public transportation service must be lift-equipped, and all fixed-route operators must provide complimentary paratransit services for patrons that are unable to utilize fixed-routes. Demand-response systems must offer equivalent service. All thirty-nine of Indiana's public transportation providers are working within the ADA parameters to be fully compliant with the requirements.

State Developments PMTF Study

In July of 1995, INDOT initiated a study to look at the Public Mass Transportation Fund (PMTF) formula allocation. This study was completed during 1996. The key objective for this study was to "create a rational and equitable mechanism for the distribution of State operating assistance to urban and rural transit providers throughout the State of Indiana." This objective was accomplished through an extensive process that involved the affected transit systems. The final recommendation of this study provides a funding mechanism that rewards the transit systems that are best serving their customers and providing cost-effective service to their communities.

This formula revision also provides incentives and a phase-in period for all systems to adjust and/or improve performance. This new formula took effect in calendar year 1998.

The new formula features:

- No major change in allocating funding to NICTD. 12.34% of funding set aside for NICTD with a performance requirement; remaining funding allocated to groups of systems, identified as peer groups.
- Groups that reflect system size and type of service: large fixed route, small fixed route, urban demand response and rural demand response.
- Performance measures that are auditable or readily verifiable, with peer comparison.
- Three-year averaging of data to promote stability.
- Extended phase-in over a six year period starting in 1998, and elimination of a "base" allocation.
- PMTF administrative cap at 50 percent of operating expenses.
- Funding for all federally funded public transit systems.
- Funding is allocated to each group based on the group percentage of total operating expenses.

Funding is allocated within each group based on performance, as follows:

- 1/3 Passengers per Operating Expense (measured as passengers carried divided by operating expense, weighted by passengers);
- 1/3 Miles per Operating Expense (measured as total vehicle miles operated divided by operating expense, weighted by total vehicle miles);
- 1/3 LDI per Operating Expense (measured as locally derived income (LDI) divided by operating expense, weighted by LDI).

New Groups

As part of the INDOT Funding Study, public transit systems were placed into more similar peer groups. These groups are designated as large fixed route, small fixed route, urban demand response, and rural demand response. The key determinants of comparability, as developed through the recent PMTF Funding study, were total vehicle miles, if service operates in an urbanized or non-urbanized area, and the system's proportion of fixed route compared to demand response service. These new peer groups are used throughout the 1998 Annual Report.

Large fixed route systems (Group One) are defined as systems operating an average of over one million total vehicle miles per year, with more than 50 percent of total vehicle miles operated in fixed route service.

Small fixed route systems (Group Two) operate less than one million total vehicle miles per year, with more than 50 percent of total vehicle miles operated in fixed route service.

Urban demand response systems (Group Three) operate in urbanized areas with greater than 50,000 population, with 50 percent or more of their total vehicle miles in demand response or deviated fixed route service.

Rural demand response systems (Group Four) includes services in urban areas with less than 50,000 population as well as rural county-wide services, with 50 percent or more of their total vehicle miles in demand response or deviated fixed route service.

New Peer Groups				
Large Fixed Route	Small Fixed Route	Urban Demand Response	Rural Demand Response	
Evansville	Anderson	Elkhart	Bedford	Mitchell
Fort Wayne	Bloomington	Goshen	Cass County	Monroe County
Gary	Columbus	Kokomo	Franklin Co.	New Castle
Indianapolis	East Chicago	LCEOC	Huntingburg	Plymouth
Lafayette	Hammond	Trade Winds	KIRPC	Seymour
Muncie	Marion		Kosciusko Co.	Union County
South Bend	Michigan City		LaPorte	Washington
(NICTD)*	Richmond		Madison County	Waveland
	Southern Indiana			
	Terre Haute			

* Because commuter rail operations are inherently different from bus and demand response services in terms of ridership, cost and revenue characteristics, NICTD is not included with the Group One systems.

Statewide Public Transit Needs Assessment

In 1996, INDOT initiated a Statewide Public Transportation Needs Assessment to identify and quantify the unmet public transportation need in Indiana. The study is expected to be complete in 1998, with a report recommending ways in which the unmet needs and existing service deficiencies in the state can be addressed and improved.

The primary activity completed during 1997 included site visits to the public transit agencies by INDOT staff and the consultant. The 1998 Annual Report will contain a summary of the completed study.

Staffing Changes

The INDOT Public Transit Section continued to experience staffing changes in 1997. Terri McClung, formerly with INDOT Accounting and Control, is the new Section 5311 Program Manager. Stephanie Belch is the new Transit Planner. Here's the latest roster of the Public Transit Section:

Larry Buckel	Section Manager	317/232-5292
Phyllis A'Beel	Secretary	317/232-1480
Stephanie Belch	Transit Planner	317/232-1482
Brian Jones	Section 5310 Program Manager	317/232-1493
Terri McClung	Section 5311 Program Manager	317/232-1498
Vickie Rayburn	Section 5311 Project Manager	317/232-5078
Dan Lake	Section 5311 Project Manager	317/232-1483

Federal Developments

Operating Assistance Funding

Statewide federal operating assistance increased by 11% during 1997. This increase can be attributed primarily to the use of Congestion Management Air Quality (CMAQ) funds in non-attainment areas such as Northwest Indiana and, and urban systems claiming preventative maintenance as a capital expense (at 80% federal share), but reporting it as an operating expense (as consistent with the National Transit Database Reporting System, formerly Section 15).

New Start Applicants

The Section 5311 Rural Transportation Program, administered by INDOT, has experienced the highest degree of new applicant interest since the program's inception in 1978. The Public Transit Section has received five applications for new start funding for 1999. The Section 5311 (f) Intercity Program has also garnered new interest. In 1998, INDOT funded service between Sellersburg, Indiana, and Louisville, Kentucky. Service is provided by the Transit Authority of River City (Louisville). There has also been an increase in the initiation of feasibility studies for intercity service.

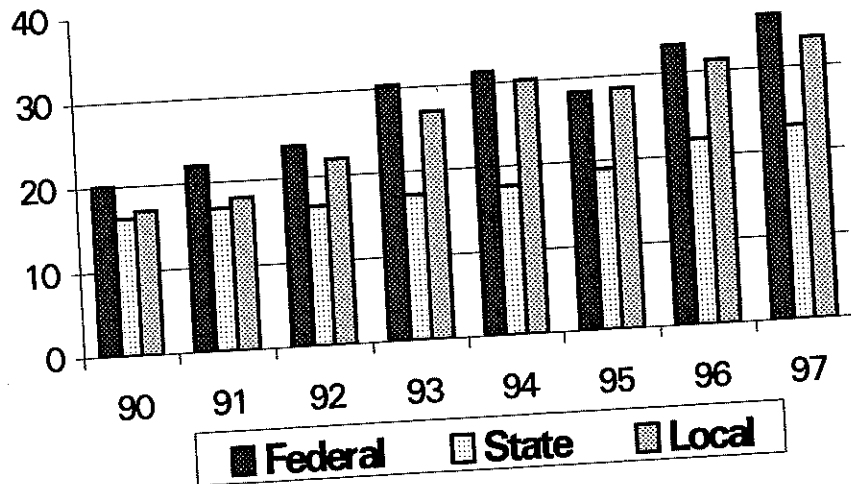
ⁱ American Public Transit Association, 1998 Transit Fact Book

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 has remained relatively constant for the past several years.

Governmental Financial Assistance
(in Millions)

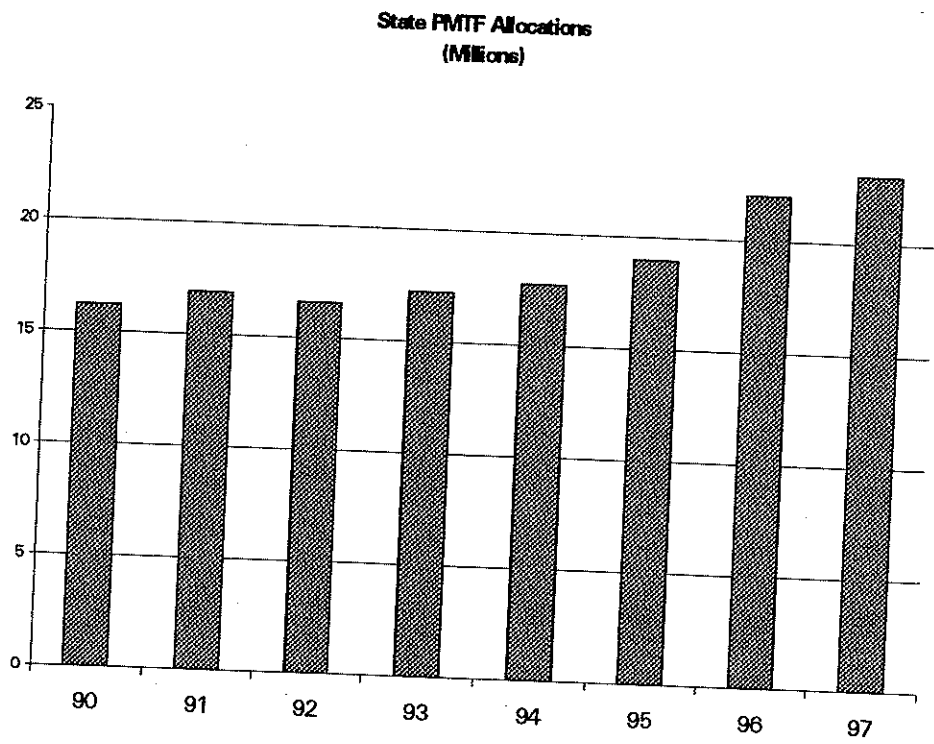


With the decline of federal transit funds, state and local funding has covered this shortfall. This trend is shown in the above graph. For eight consecutive years local funding has exceeded state funding. Although total federal funding exceeded local funding in 1997, it is important to note that this is due to an unusually high federal investment in capital for the year.

In comparing federal and local funding for operating assistance, local accounted for 31% (\$29,837,231) of overall operating expenses, while federal only accounted for 16% (\$15,233,413). This is significant given that transit competes for scarce local dollars with other essential municipal services. It is likely that transit levels will remain static 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 and summer before the long legislative session (budget session) which begins in January of every odd year (e.g. 1995, 1997) and ends in April. The statewide Public Mass Transportation Fund is appropriated at this time. Except for budget emergencies that may be addressed in the short session, all appropriation decisions are made during the long session.



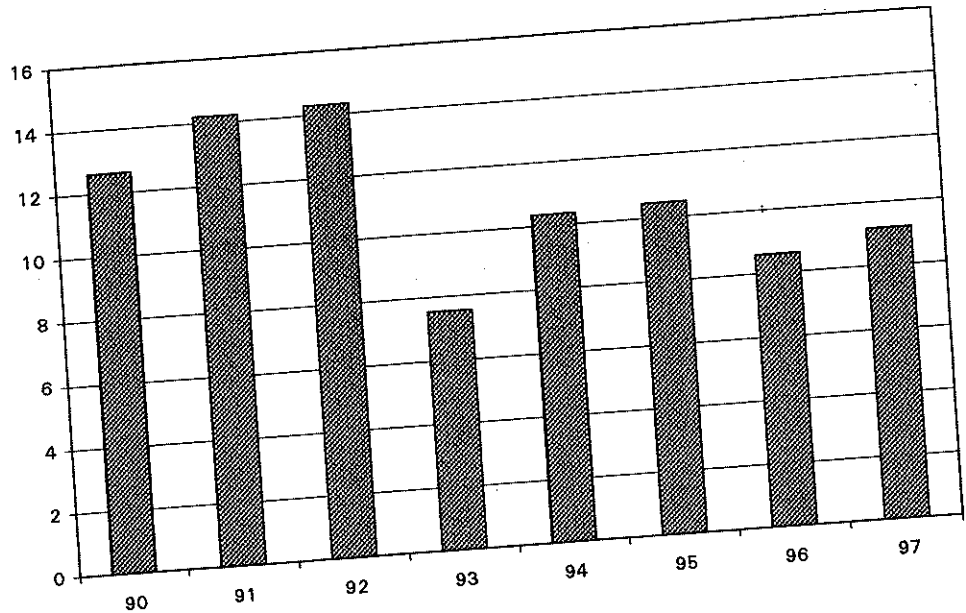
The chart above reflects the growth of the Indiana Public Mass Transportation Fund (PMTF) appropriations over the last eight years. Overall, the PMTF grew from \$16 million in 1990 to \$23 million in 1997.

**Federal Section 5307
(Section 9) Block
Grants - Large
Urbanized Areas**

The chart below reflects the federal operating and capital funding apportioned for urbanized areas over 200,000 population. These urban areas receive their funding share based on a federal formula of population,

density and certain service or performance factors. Total apportionment's for the eight year period are over \$87 million. Overall funding in 1990 was \$12.6 million, which decreased to around \$9 million in 1997.

Large Urban Area Federal Apportionments
(Millions)

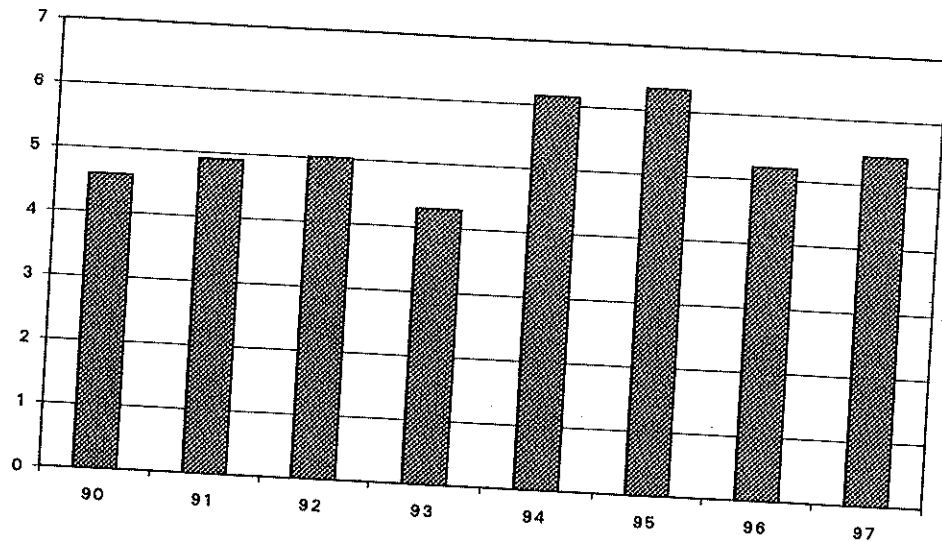


**Federal Section 5307
(Section 9) Block
Grants - Small
Urbanized Areas**

The Section 5307 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 eight 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 increased slightly over last year. During 1997, just over \$5 million were allocated to these small urban areas.

**Small Urban Areas Federal Apportionment
(In Millions)**

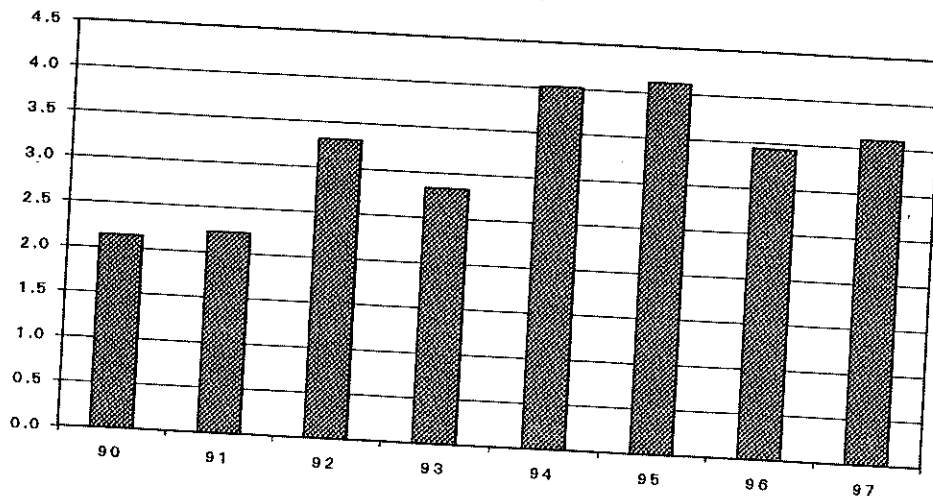


**Section 5311 (Section 18)
Financial Assistance for
Other Than Urbanized
Areas**

Section 5311 funds are appropriated by Congress as a percentage of the total federal Section 5307 formula assistance authorized. Indiana receives about 3% from the national appropriation.

In 1997, Indiana grantees were awarded over \$3.5 million in Section 5311 funding. This reflects a slight increase of 4.6% compared to 1996 funding award levels. The following chart illustrates Section 5311 funding trends during the past eight years.

**Federal Rural Transit Funding
(In Millions)**

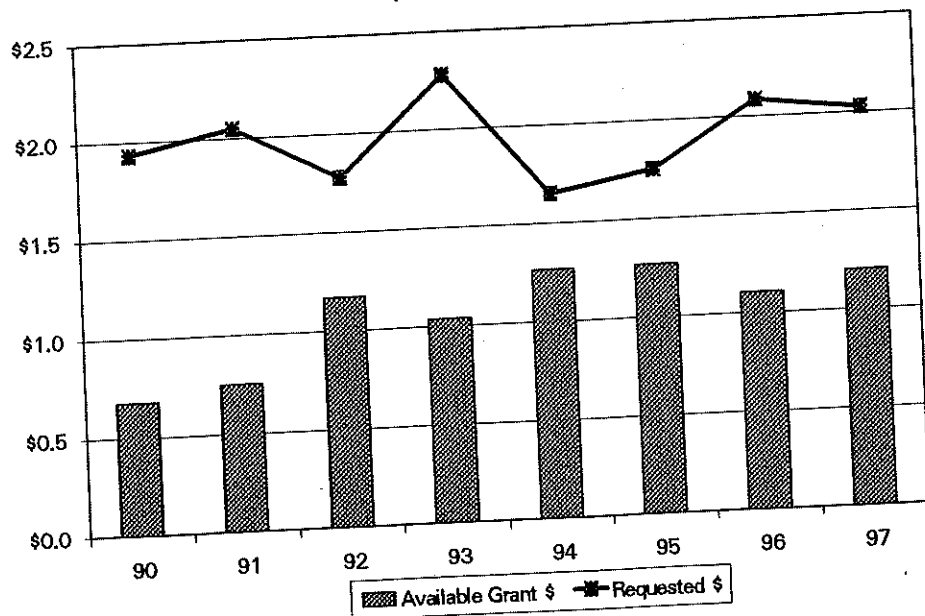


**Section 5310
(Section 16)
Grants and Loans for
Special Needs of
Elderly individuals and
Individuals With
Disabilities**

The Section 5310 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 persons and persons with disabilities. Indiana receives roughly \$1.1 million per year in federal assistance. The distribution is based on Indiana's share of the national elderly and disabled population.

Approximately 95% of all funds from the Section 5310 Program are used to replace vehicles, leaving little money to fund expanded services. The following chart highlights stagnate funding levels in this program over the past eight years.

**Section 5310 (16) Funding
(In Millions)**



SECTION ONE

STATEWIDE STATISTICS



TABLE 1
AREAS SERVED BY PUBLIC TRANSPORTATION: 1997

SYSTEM	SYSTEM NAME	SERVICE AREA	POPULATION
GROUP 1 - Large Fixed Route			
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	126,272
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
Lafayette	Greater Lafayette PTC	Lafayette, West Lafayette Metro Area, Purdue	108,500
Muncie	Muncie Indiana Transit System	Muncie City Limits	71,035
South Bend	South Bend Public Transportation Corporation	South Bend & Mishawaka Metropolitan Area	148,590
SUBTOTAL: GROUP 1			1,672,084
GROUP 2 - Small Fixed Route			
Anderson	City of Anderson Transit System	Anderson City Limits	59,549
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	60,633
Columbus	Columbus Transit	Columbus City Limits	31,802
East Chicago	East Chicago Public Transit	East Chicago City Limits	33,892
Hammond	Hammond Transit System	Hammond, Whiting & adjacent areas	84,236
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
Richmond	Rose View Transit System	Richmond City Limits	38,705
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			513,231
GROUP 3 - Urban Demand Response			
Eikhart	Heart City Rider	City of Eikhart	43,627
Goshen	Goshen Transit	City of Goshen & contiguous area	23,797
Kokomo	First City Rider	City of Kokomo	66,981
LCEOC	LCEOC Transactions	Lake and Porter Counties	51,422*
Trade Winds	Trade Winds Rehabilitation Center	Lake, Porter and LaPorte Counties	51,422*
SUBTOTAL: GROUP 3			237,249
GROUP 4 - Rural Demand Response			
Bedford	Transit Authority of Stone City	Bedford City Limits	13,817
Cass County	Cass Area Transit	Cass County, City of Logansport	38,413
Franklin County	Franklin County Public Transportation	Franklin County	19,580
Huntingburg	City of Huntingburg Transit System	Huntingburg City Limits	5,252
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke & White Counties	97,166
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	65,294
LaPorte	TransPorte	LaPorte City limits & one-quarter mile fringe	21,507
Madison County	Transportation for the Rural Areas of Madison	Madison County except Anderson	56,632
Mitchell	Mitchell Transit System	Mitchell City Limits	4,869
Monroe County	Rural Transit	Monroe, Owen & Southern Putnam Counties	54,819
New Castle	New Castle Community Transit	New Castle City Limits	17,753
Plymouth	Rock City Rider	City of Plymouth	8,303
Seymour	Seymour Transit	City of Seymour	15,576
Washington	Washington Transit System	Washington City Limits	10,838
Union County	Union County Transit Service	Union County with trips to Richmond & Connersville	6,976
Waveland	Waveland Volunteer Transportation Program	Brookston, Clarks Hill, Hillsboro, Boswell, Rossville & Waveland	4,669
SUBTOTAL: GROUP 4			441,264
NICTD	Northern Indiana Commuter Transportation District	Rail Corridor between South Bend & Chicago	163,611*
TOTAL ALL GROUPS			3,027,439
TOTAL INDIANA POPULATION			5,544,159
PERCENT OF POPULATION SERVED			55%

* Estimated

TABLE 2
RIDERSHIP DISTRIBUTION BY SYSTEM: 1997

SYSTEM	RIDERSHIP 1996	RIDERSHIP 1997	% CHANGE	1997 RIDERSHIP PER POP	1997 % OF STAT RIDERSHIP
GROUP 1 - Large Fixed Route					
Evansville	1,333,289	1,290,807	-3.29%	10.56	4.51%
Fort Wayne	1,344,469	1,374,960	2.22%	7.22	4.80%
Gary	2,150,097	2,349,338	8.48%	18.43	8.21%
Indianapolis	10,003,241	10,169,976	1.64%	10.94	35.54%
Lafayette	1,935,174	1,728,389	-11.96%	17.84	6.04%
Muncie	1,149,723	1,229,475	6.49%	16.19	4.30%
South Bend	2,104,373	2,622,695	19.76%	14.16	9.16%
SUBTOTAL: GROUP 1	20,020,366	20,765,640	3.59%	13.09	72.56%
GROUP 2 - Small Fixed Route					
Anderson	256,492	261,642	1.97%	4.31	0.91%
Bloomington	986,734	937,905	-5.21%	16.27	3.28%
Columbus	154,676	159,100	2.78%	4.86	0.56%
East Chicago	125,572	205,657	38.94%	3.71	0.72%
Hammond	378,740	389,959	2.88%	4.50	1.36%
Marion	145,409	141,893	-2.48%	4.46	0.50%
Michigan City	182,952	190,099	3.76%	5.41	0.66%
Richmond	317,484	340,807	6.84%	8.20	1.19%
Southern Indiana	176,615	181,489	2.69%	2.26	0.63%
Terre Haute	271,798	267,138	-1.74%	4.53	0.93%
SUBTOTAL: GROUP 2	2,996,472	3,075,689	2.58%	4.62	10.75%
GROUP 3 - Urban Demand Response					
Elkhart	162,585	168,480	3.50%	3.73	0.59%
Goshen	24,505	25,840	5.17%	1.03	0.09%
Kokomo	103,328	95,348	-8.37%	1.54	0.33%
LCEOC	249,537	277,300	10.01%	0.41	0.97%
Trade Winds	118,694	183,713	35.39%	0.20	0.64%
SUBTOTAL: GROUP 3	658,649	750,681	12.26%	2.81	2.62%
GROUP 4 - Rural Demand Response					
Bedford	45,787	55,373	17.31%	3.31	0.19%
Cass County	29,927	29,927	0.00%	0.78	0.10%
Franklin County	34,981	36,213	3.40%	1.79	0.13%
Huntingburg	8,410	7,306	-15.11%	1.60	0.03%
KIRPC	139,975	149,794	6.56%	1.44	0.52%
Kosciusko County	86,301	85,564	-0.86%	1.32	0.30%
LaPorte	70,833	69,796	-1.49%	3.29	0.24%
Madison County	16,863	17,712	4.79%	0.30	0.06%
Mitchell	18,528	16,595	-11.65%	3.97	0.06%
Monroe County	85,771	86,847	1.24%	1.56	0.30%
New Castle	28,084	29,283	4.09%	1.58	0.10%
Plymouth	4,143	3,351	-23.63%	0.50	0.01%
Seymour	6,757	5,112	-32.18%	0.43	0.02%
Union County	21,793	24,321	10.39%	3.12	0.08%
Washington	11,651	10,796	-7.92%	1.08	0.04%
Waveland	15,709	14,001	-12.20%	3.36	0.05%
SUBTOTAL: GROUP 4	625,513	641,991	2.57%	0.38	2.24%
GROUPS 1 - 4	24,301,000	25,234,001	3.70%	8.81	88.17%
NICTD	3,315,759	3,384,439	2.03%	20.27	11.83%
TOTAL ALL GROUPS	27,616,759	28,618,440	3.50%	9.45	100%

Operating Characteristics

TABLE 3
TOTAL VEHICLE MILES (TVM) BY SYSTEM: 1997

SYSTEM	TVM 1996	TVM 1997	% CHANGE
GROUP 1 - Large Fixed Route			
Evansville	1,236,303	1,224,518	-0.96%
Fort Wayne	1,161,258	1,170,872	0.82%
Gary	1,433,962	1,610,700	10.97%
Indianapolis	8,448,160	9,539,496	11.44%
Lafayette	1,185,115	1,153,356	-2.75%
Muncie	1,023,603	1,062,081	3.62%
South Bend	1,834,800	1,832,468	-0.13%
SUBTOTAL: GROUP 1	16,323,201	16,368,973	0.28%
GROUP 2 - Small Fixed Route			
Anderson	368,524	405,257	9.06%
Bloomington	732,543	760,233	3.64%
Columbus	239,977	234,812	-2.20%
East Chicago	97,412	173,873	43.98%
Hammond	465,168	461,420	-0.81%
Marion	154,117	145,873	-5.65%
Michigan City	252,624	247,321	-2.14%
Richmond	366,680	360,060	-1.84%
Southern Indiana	184,505	189,598	2.69%
Terre Haute	390,970	359,740	-8.68%
SUBTOTAL: GROUP 2	3,252,520	3,338,187	2.57%
GROUP 3 - Urban Demand Response			
Elkhart	318,884	627,618	49.19%
Goshen	48,944	110,739	55.80%
Kokomo	414,423	307,620	-34.72%
LCEOC	764,775	1,025,000	25.39%
Trade Winds	810,869	1,002,746	19.14%
SUBTOTAL: GROUP 3	2,357,895	3,073,723	23.29%
GROUP 4 - Rural Demand Response			
Bedford	63,969	68,489	6.60%
Cass County	136,700	149,822	8.76%
Franklin County	186,034	202,905	8.31%
Huntingburg	12,085	10,646	-13.52%
KIRPC	639,098	632,986	-0.97%
Kosciusko County	202,765	188,984	-7.29%
LaPorte	204,361	204,844	0.24%
Madison County	299,790	254,815	-17.65%
Mitchell	19,626	19,618	-0.04%
Monroe County	314,924	304,435	-3.45%
New Castle	38,494	36,272	-6.13%
Plymouth	14,797	10,616	-39.38%
Seymour	28,349	25,016	-13.32%
Union County	90,181	82,452	-9.37%
Washington	30,566	29,878	-2.30%
Waveland	44,732	37,459	-19.42%
SUBTOTAL: GROUP 4	2,326,471	2,259,237	-2.98%
GROUPS ONE THROUGH FOUR	24,260,087	25,040,120	3.12%
NICTD	2,831,852	2,897,467	2.26%
TOTAL ALL GROUPS	27,091,939	27,937,587	3.03%

**TABLE 4
TRANSIT FARES BY SYSTEM: 1997**

SYSTEM	ADULT	YOUTH	ELDERLY & DISABLED	TRANSFER CHARGE	MULTI-RIDE DISCOUNT
GROUP 1 - Large Fixed Route					
Evansville	0.75	0.50	0.35	0.10	Yes
Fort Wayne	1.00	0.75	0.50	Free	Yes
Gary	1.25	\$1.00	\$0.60	0.15 & 0.10	Yes
Indianapolis (a)	1.00/0.75	N/A	0.35	0.25	Yes
Lafayette	0.75	0.35	\$0.25	Free	Yes
Muncie	0.50	N/A	0.25	Free	Yes
South Bend	0.75	0.75	0.35	Free	Yes
GROUP 2 - Small Fixed Route					
Anderson	0.50	0.50	0.25	Free	Yes
Bloomington	0.75	\$0.35	\$0.35	Free	Yes
Columbus	0.25	0.25	0.25	N/A	No
East Chicago	Free	Free	Free	Free	No
Hammond	1.25	\$1.00	\$0.60	Free	Yes
Marion	0.50	0.25	0.50	Free	Yes
Michigan City	0.50	0.25	0.25	Free	Yes
Richmond	0.75	0.50	0.50	Free	Yes
Southern Indiana (a)	\$1.00/\$.75	0.50 with ID	0.50 with ID	Free	Yes
Terre Haute	0.75	0.75	0.35	Free N/A	Yes Yes
GROUP 3 - Urban Demand Response					
Elkhart	2.60	2.60	1.30	N/A	No
Goshen	2.60	2.60	\$1.30	N/A	No
Kokomo	2.13 (Avg.)	2.13 (Avg.)	1.06 (Avg.)	N/A	No
LCEOC	N/A	N/A	N/A	N/A	No
Trade Winds	N/A	N/A	(b)	N/A	No
GROUP 4 - Rural Demand Response					
Bedford	0.75	0.75	0.50	Free	Yes
Cass County [c]	\$1.00/\$2.00	\$1.00/\$2.00	\$1.00/\$2.00	N/A	No
Franklin County [c]	0.75/2.00	N/A	Donation	N/A	No
Huntingburg	0.50	0.50	0.50	N/A	No
KIRPC	0.75	0.75	0.75	N/A	Yes
Kosciusko County	\$2.00	N/A	\$1.00	Free	Yes
LaPorte	2.25	\$1.00	\$1.50	N/A	Yes
Madison County	3.00	3.00	3.00	N/A	No
Mitchell	0.75	\$0.75	\$0.50	N/A	No
Monroe County	0.75	0.50	0.75	Free	Yes
New Castle	1.00	N/A	\$0.50	Free	Yes
Plymouth	3.00	3.00	1.50	N/A	No
Seymour	2.50	0.75	1.50	N/A	No
Union County (d)	Zone fare	Zone fare	Zone fare	Zone fare	Zone fare
Washington	0.75	0.50	0.75	N/A	No
Waveland (e)	N/A	N/A	N/A	N/A	No
NICTD (d)	Zone fare	Zone fare	Zone fare	Zone fare	Zone fare

(a) Additional fare for rush hour service

(b) Based on ability to pay

[c] Additional fare for county service

(d) Fares charge by zone

(e) Suggested donation

TABLE 5
PERFORMANCE MEASURES BY SYSTEM: 1997

SYSTEM	EXPENSE/ TRIP	EXPENSE/ TVM	SUBSIDY/ TRIP	FARE RECOVERY	LDI/ EXPENSE
GROUP 1 - Large Fixed Route					
Evansville	2.51	2.65	1.94	0.20	0.55
Fort Wayne	4.07	4.78	3.13	0.12	0.60
Gary	2.98	4.34	2.29	0.22	0.40
Indianapolis	2.64	2.81	1.88	0.27	0.67
Lafayette	1.90	2.85	1.33	0.22	0.54
Muncie	2.96	3.43	2.66	0.08	0.58
South Bend	2.09	2.99	1.56	0.21	0.54
AVERAGE: GROUP 1	2.65	3.13	1.97	0.22	0.59
GROUP 2 - Small Fixed Route					
Anderson	5.67	3.66	5.20	0.07	0.50
Bloomington	2.36	2.91	1.87	0.20	0.55
Columbus	4.13	2.80	3.87	0.06	0.28
East Chicago	4.01	4.74	4.01	0.00	0.38
Hammond	4.20	3.55	3.34	0.19	0.42
Marion	3.72	3.62	3.47	0.06	0.26
Michigan City	3.56	2.74	3.17	0.11	0.28
Southern Indiana	2.23	2.12	1.66	0.23	0.31
Richmond	5.81	5.56	5.31	0.09	0.62
Terre Haute	4.13	3.07	3.60	0.12	0.33
AVERAGE: GROUP 2	3.56	3.28	3.07	0.13	0.43
GROUP 3 - Urban Demand Response					
Elkhart	4.94	1.32	2.65	0.46	0.47
Goshen	5.36	1.25	3.13	0.42	0.43
Kokomo	6.09	1.89	4.73	0.22	0.59
LCEOC	5.95	1.61	4.87	0.18	0.58
Trade Winds	6.26	1.15	5.52	0.12	0.47
AVERAGE: GROUP 3	5.80	1.42	4.45	0.23	0.53
GROUP 4 - Rural Demand Response					
Bedford	5.70	4.61	5.36	0.06	0.35
Cass County	5.79	1.16	4.84	0.17	0.60
Franklin County	6.03	1.08	4.69	0.22	0.67
Huntingburg	7.00	4.80	6.66	0.05	0.52
KIRPC	6.39	1.51	4.89	0.23	0.40
Kosciusko County	7.11	3.22	6.15	0.11	0.33
LaPorte	6.81	2.32	5.38	0.17	0.34
Madison County	14.19	0.99	11.19	0.21	0.30
Mitchell	4.49	3.80	3.82	0.15	0.29
Monroe County	5.11	1.46	4.64	0.09	0.35
New Castle	8.37	6.76	7.81	0.06	0.30
Plymouth	4.87	1.54	3.37	0.31	0.65
Seymour	15.16	3.10	13.44	0.11	0.56
Washington	5.13	1.51	4.64	0.10	0.35
Union County	5.71	2.06	5.21	0.09	0.27
Waveland	6.19	2.31	4.32	0.07	0.30
AVERAGE: GROUP 4	6.51	1.85	5.45	0.15	0.38
AVERAGE GROUPS 1 through 4	2.95	2.84	2.27	0.20	0.55
NICTD*	6.23	7.28	2.48	0.60	0.76

*NICTD excluded from averages due to unique service type

TABLE 6

TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY: 1997

SYSTEM	LABOR & FRINGE %	SERVICES %	SUPPLIES %	UTILITIES %	CASUALTY & LIABILITY %	PURCHASED TRANSPORT %	OTHER %	TOTAL
GROUP 1 - Large Fixed Route								
Evansville	\$2,531,884 78%	\$73,434 2%	\$522,114 16%	\$49,997 2%	\$56,694 2%	\$0 0%	\$9,670 0%	\$3,243,793
Fort Wayne	\$4,452,655 80%	\$158,959 3%	\$694,171 12%	\$91,608 2%	\$76,164 1%	\$0 0%	\$117,609 2%	\$5,591,166
Lafayette	\$4,375,775 53%	\$693,460 10%	\$922,836 13%	\$155,211 2%	\$469,361 7%	\$50,212 1%	\$323,855 5%	\$6,990,700
Muncie	\$7,217,536 27%	\$1,659,802 6%	\$972,950 4%	\$300,321 1%	\$261,565 1%	\$16,235,552 61%	\$173,219 1%	\$26,820,945
Indianapolis	\$2,533,457 70%	\$317,272 9%	\$372,760 11%	\$44,485 1%	\$95,030 3%	\$0 0%	\$97,434 3%	\$3,285,314
South Bend	\$4,221,402 77%	\$394,046 7%	\$449,649 12%	\$76,468 2%	\$135,685 4%	\$0 0%	\$130,313 4%	\$3,642,844
SUBTOTAL	\$27,872,417 51%	\$3,432,860 6%	\$4,450,832 8%	\$86,765 2%	\$1,298,472 2%	\$0 0%	\$47,706 1%	\$54,702,444
GROUP 2 - Small Fixed Route								
Anderson	\$1,211,210 82%	\$60,073 4%	\$118,741 8%	\$804,855 1%	\$1,298,472 2%	\$16,285,764 30%	\$899,806 2%	\$55,045,006
Bloomington	\$1,177,229 53%	\$182,125 8%	\$259,836 12%	\$17,570 1%	\$74,374 5%	\$0 0%	\$3,030 0%	\$1,482,598
Columbus	\$523,242 80%	\$20,803 3%	\$84,127 13%	\$43,150 2%	\$71,748 3%	\$304,459 14%	\$172,982 8%	\$2,211,529
East Chicago	\$532,747 65%	\$150,113 18%	\$114,252 14%	\$9,471 1%	\$6,000 1%	\$0 0%	\$13,045 2%	\$656,688
Hammond	\$102,508 6%	\$67,585 4%	\$8,776 1%	\$3,113 0%	\$0 0%	\$0 0%	\$24,174 3%	\$824,399
Mariott	\$364,769 69%	\$45,318 9%	\$4,532 10%	\$4,878 0%	\$7,608 0%	\$1,442,191 88%	\$3,769 0%	\$1,637,315
Michigan City	\$548,082 81%	\$16,741 2%	\$68,809 10%	\$9,415 2%	\$52,207 10%	\$0 0%	\$1,657 0%	\$527,898
Richmond	\$583,253 77%	\$39,455 5%	\$74,574 10%	\$4,899 1%	\$28,114 4%	\$0 0%	\$0 0%	\$677,108
Southern Indiana	\$785,699 75%	\$31,006 3%	\$73,991 7%	\$14,510 1%	\$69,207 8%	\$0 0%	\$153 0%	\$761,541
Terre Haute	\$927,777 84%	\$2,615 0%	\$68,823 6%	\$33,159 3%	\$27,064 3%	\$108,940 10%	\$12,450 1%	\$1,053,860
SUBTOTAL	\$6,756,516 62%	\$615,834 6%	\$926,461 8%	\$155,527 1%	\$359,368 3%	\$1,855,590 17%	\$266,913 2%	\$10,936,209
GROUP 3 - Urban Demand Response								
Elkhart	\$37,136 4%	\$0 0%	\$5,033 1%	\$0 0%	\$0 0%	\$743,612 89%	\$45,730 5%	\$831,511
Goshen	\$12,004 9%	\$0 0%	\$1,215 1%	\$0 0%	\$0 0%	\$114,947 83%	\$10,235 7%	\$138,401
Kokomo	\$284,140 49%	\$270 0%	\$21,930 4%	\$2,004 0%	\$0 0%	\$259,035 45%	\$13,225 2%	\$580,604
LCEOC	\$884,680 54%	\$317,288 19%	\$196,976 12%	\$83,778 5%	\$118,170 7%	\$0 0%	\$49,073 3%	\$1,649,965
Trade Winds	\$852,576 74%	\$35,969 3%	\$203,831 18%	\$4,633 0%	\$42,068 4%	\$0 0%	\$11,114 1%	\$1,150,190
SUBTOTAL	\$2,070,535 48%	\$353,527 8%	\$428,985 10%	\$90,416 2%	\$160,238 4%	\$1,117,594 26%	\$129,377 3%	\$4,350,671
GROUP 4 - Rural Demand Response								
Bedford	\$261,206 83%	\$15,500 5%	\$16,497 5%	\$5,479 2%	\$11,866 4%	\$0 0%	\$5,022 2%	\$315,570
Cass County	\$110,077 64%	\$15,933 9%	\$14,340 8%	\$17,494 10%	\$15,502 9%	\$0 0%	\$0 0%	\$173,346
Franklin County	\$184,501 85%	\$4,363 2%	\$17,350 8%	\$4,648 2%	\$4,412 2%	\$0 0%	\$2,825 1%	\$216,299
Huntingburg	\$39,715 78%	\$1,514 3%	\$2,233 4%	\$6,300 12%	\$544 1%	\$0 0%	\$810 2%	\$51,116
KIRPC	\$644,291 67%	\$62,896 7%	\$60,829 6%	\$38,603 4%	\$73,671 8%	\$0 0%	\$76,999 8%	\$957,289
Kosciusko County	\$417,304 69%	\$5,524 1%	\$55,655 9%	\$11,994 2%	\$25,521 4%	\$0 0%	\$92,775 15%	\$608,773
LaPorte	\$372,532 78%	\$5,380 1%	\$46,744 10%	\$24,957 5%	\$19,724 4%	\$0 0%	\$5,841 1%	\$475,178
Madison County	\$48,392 19%	\$0 0%	\$0 0%	\$0 0%	\$0 0%	\$177,120 70%	\$25,752 10%	\$251,264
Mitchell	\$55,509 74%	\$7,276 10%	\$5,993 8%	\$4,020 5%	\$0 0%	\$0 0%	\$1,727 2%	\$74,525
Monroe County	\$242,530 55%	\$8,434 2%	\$88,022 22%	\$7,700 2%	\$37,339 8%	\$0 0%	\$9,277 4%	\$443,442
New Castle	\$200,354 82%	\$1,403 1%	\$11,895 5%	\$9,543 4%	\$12,569 5%	\$0 0%	\$4,417 11%	\$245,141
Plymouth	\$5,755 35%	\$0 0%	\$61 0%	\$0 0%	\$0 0%	\$10,053 62%	\$449 3%	\$16,318
Seymour	\$24,200 31%	\$6,000 8%	\$15,330 12%	\$715 1%	\$14,688 12%	\$44,078 57%	\$3,235 4%	\$77,513
Washington	\$80,077 64%	\$11,907 10%	\$6,478 11%	\$3,422 6%	\$3,958 6%	\$0 0%	\$2,075 2%	\$124,792
Union County	\$30,993 50%	\$16,146 26%	\$10,149 12%	\$1,975 2%	\$4,992 6%	\$0 0%	\$655 1%	\$61,950
Waveland	\$54,957 63%	\$2,101 2%	\$164,577 4%	\$136,850 3%	\$224,884 5%	\$0 0%	\$12,463 14%	\$86,637
SUBTOTAL	\$2,772,393 66%	\$164,577 4%	\$361,576 9%	\$1,187,647 2%	\$2,042,962 3%	\$19,490,199 26%	\$1,585,418 2%	\$4,180,853
GROUPS 1-4								
NICTD	\$39,471,861 53%	\$4,566,798 6%	\$6,167,854 8%	\$1,907,675 9%	\$2,066,880 10%	\$0 0%	\$663,899 3%	\$74,512,739
GRAND TOTAL	\$52,934,150 55%	\$5,560,533 6%	\$8,161,443 9%	\$3,095,322 3%	\$4,109,842 4%	\$19,490,199 20%	\$2,249,317 2%	\$95,600,806

TABLE 7
TRANSIT SYSTEM OPERATING REVENUES BY CATEGORY: 1997

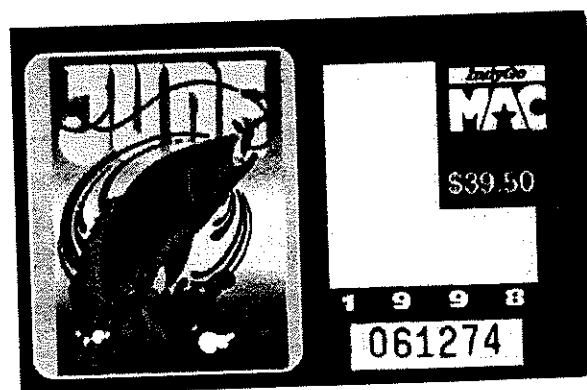
SYSTEM	FARES	%	FEDERAL	%	STATE	%	LOCAL	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route											
Evansville	\$638,705	20%	686,105	21%	\$723,731	22%	\$1,096,130	34%	\$99,122	3%	\$3,243,793
Fort Wayne	\$660,966	12%	701,445	13%	\$1,408,404	25%	\$2,197,705	39%	\$622,646	11%	\$5,591,166
Gary	\$1,512,015	22%	2,461,181	35%	\$1,698,892	24%	\$1,219,739	17%	\$98,873	1%	\$6,990,700
Indianapolis	\$7,232,407	27%	1,754,251	7%	\$7,132,662	27%	\$10,273,102	38%	\$428,523	2%	\$26,820,945
Lafayette	\$233,630	22%	495,783	15%	\$1,028,407	31%	\$768,196	23%	\$269,298	8%	\$3,285,314
Muncie	\$289,231	8%	364,462	10%	\$1,154,744	32%	\$1,745,857	48%	\$88,550	2%	\$3,642,844
South Bend	\$1,157,869	21%	1,078,689	20%	\$1,437,757	26%	\$1,564,436	29%	\$233,493	4%	\$5,470,244
SUBTOTAL	\$12,214,823	22%	7,539,916	14%	\$14,584,597	26%	\$18,865,165	34%	\$1,840,505	3%	\$55,045,006
GROUP 2 - Small Fixed Route											
Anderson	\$96,800	7%	338,636	23%	\$388,410	26%	\$634,755	43%	\$23,997	2%	\$1,482,598
Bloomington	\$432,878	20%	369,537	17%	\$610,860	28%	\$771,578	35%	\$20,676	1%	\$2,211,529
Columbus	\$41,462	6%	287,500	44%	\$184,594	28%	\$143,132	22%	\$0	0%	\$656,688
East Chicago	\$0	0%	200,577	24%	\$311,911	38%	\$311,911	38%	\$0	0%	\$824,399
Hammond	\$307,616	19%	521,488	32%	\$422,918	26%	\$359,727	22%	\$25,566	2%	\$1,637,315
Marion	\$32,496	6%	246,073	47%	\$139,284	26%	\$106,789	20%	\$3,256	1%	\$527,698
Michigan City	\$73,919	11%	301,594	45%	\$187,756	28%	\$113,839	17%	\$0	0%	\$677,108
Richmond	\$178,393	23%	282,711	37%	\$238,595	31%	\$44,115	6%	\$17,727	2%	\$761,541
Southern Indiana	\$90,413	9%	47,933	5%	\$354,045	34%	\$561,269	53%	\$0	0%	\$1,053,660
Terre Haute	\$137,746	12%	464,355	42%	\$269,262	24%	\$228,970	21%	\$3,140	0%	\$1,103,473
SUBTOTAL	\$1,391,723	13%	3,060,404	28%	\$3,107,635	28%	\$3,282,085	30%	\$94,362	1%	\$10,936,209
GROUP 3 - Urban Demand Response											
Elkhart	\$384,933	46%	219,125	26%	\$220,975	27%	\$6,478	1%	\$0	0%	\$831,511
Goshen	\$57,611	42%	40,395	29%	\$39,048	28%	\$1,347	1%	\$0	0%	\$138,401
Kokomo	\$129,992	22%	239,637	41%	\$0	0%	\$210,975	36%	\$0	0%	\$580,604
LCEOC	\$300,338	18%	224,266	14%	\$464,371	28%	\$660,990	40%	\$0	0%	\$1,649,965
Trade Winds	\$134,733	12%	351,594	31%	\$257,618	22%	\$404,595	35%	\$1,650	0%	\$1,150,190
SUBTOTAL	\$1,007,607	23%	\$1,075,017	25%	\$982,012	23%	\$1,284,385	30%	\$1,650	0%	\$4,350,671
GROUP 4 - Rural Demand Response											
Bedford	\$18,523	6%	112,315	36%	\$91,904	29%	\$92,828	29%	\$0	0%	\$315,570
Cass County	\$28,635	17%	68,783	40%	\$0	0%	\$75,928	44%	\$0	0%	\$173,346
Franklin County	\$48,420	22%	72,396	33%	\$0	0%	\$97,483	45%	\$0	0%	\$238,299
Huntingburg	\$2,428	5%	24,344	48%	\$0	0%	\$24,344	48%	\$0	0%	\$51,116
KIRPC	\$219,876	23%	365,931	38%	\$205,381	21%	\$160,549	17%	\$5,552	1%	\$957,289
Kosciusko County	\$68,836	11%	263,023	43%	\$145,921	24%	\$117,102	19%	\$13,891	2%	\$608,773
LaPorte	\$79,316	17%	181,789	38%	\$127,072	27%	\$66,470	14%	\$20,631	4%	\$475,178
Madison County	\$53,136	21%	99,065	39%	\$76,101	30%	\$22,962	9%	\$0	0%	\$251,264
Mitchell	\$11,071	15%	31,726	43%	\$21,398	29%	\$10,330	14%	\$0	0%	\$74,525
Monroe County	\$40,351	9%	201,477	45%	\$87,195	20%	\$114,419	26%	\$0	0%	\$443,442
New Castle	\$13,725	6%	114,352	47%	\$55,278	23%	\$59,075	24%	\$2,711	1%	\$245,141
Plymouth	\$5,026	31%	5,646	35%	\$0	0%	\$5,646	35%	\$0	0%	\$16,318
Seymour	\$8,799	11%	34,354	44%	\$24,687	20%	\$32,265	26%	\$0	0%	\$124,792
Union County	\$11,954	10%	55,886	45%	\$24,687	20%	\$32,265	26%	\$0	0%	\$61,650
Washington	\$5,419	9%	28,115	46%	\$16,765	27%	\$11,351	18%	\$0	0%	\$86,637
Waveland	\$6,137	7%	40,250	46%	\$0	0%	\$40,250	46%	\$0	0%	\$4,180,853
SUBTOTAL	\$621,652	15%	\$1,699,452	41%	\$851,702	20%	\$965,362	23%	\$42,685	1%	\$4,180,853
GROUPS 1 - 4	\$15,235,805	20%	\$13,374,789	18%	\$19,525,946	26%	\$24,396,997	33%	\$1,979,202	3%	\$74,512,739
NICTD	\$12,625,522	60%	\$1,856,624	9%	\$3,134,889	15%	\$3,411,108	16%	\$59,924	0%	\$21,088,067
GRAND TOTAL	\$27,861,327	29%	\$15,231,413	16%	\$22,660,835	24%	\$27,808,105	29%	\$2,039,126	2%	\$95,600,806

TABLE 8
TRANSIT SYSTEM CAPITAL GRANTS: 1997

SYSTEM	FEDERAL	STATE	LOCAL	TOTAL
GROUP 1 - Large Fixed Route				
Evansville	746,885	66,468	229,287	1,042,640
Fort Wayne	0	0	0	0
Gary	2,588,723	0	648,026	3,236,749
Indianapolis	5,428,027	0	1,357,000	6,785,027
Lafayette	484,800	0	121,200	606,000
Muncie	301,000	0	75,250	376,250
South Bend	2,040,572	1,000,000	510,143	3,550,715
SUBTOTAL	\$11,590,007	\$1,066,468	\$2,940,906	\$15,597,381
GROUP 2 - Small Fixed Route				
Anderson	100,800	0	25,200	126,000
Bloomington	195,800	0	48,950	244,750
Columbus	0	0	0	0
East Chicago	658,800	65,971	98,729	823,500
Hammond	42,377	0	10,594	52,971
Marion	0	0	0	0
Michigan City	0	0	0	0
Richmond	69,120	8,640	8,640	86,400
Southern Indiana	0	0	0	0
Terre Haute	80,000	0	20,000	100,000
SUBTOTAL	\$1,146,897	\$74,611	\$212,113	\$1,433,621
GROUP 3 - Urban Demand Response				
Elkhart	9,800	1,220	1,230	12,250
Goshen	0	0	0	0
Kokomo	148,000	0	37,000	185,000
LCEOC	102,520	0	25,630	128,150
Trade Winds	20,600	0	5,150	25,750
SUBTOTAL	\$280,920	\$1,220	\$69,010	\$351,150
GROUP 4 - Rural Demand Response				
Bedford	0	0	0	0
Cass County	0	0	0	0
Franklin County	56,246	0	14,062	70,308
Huntingburg	0	0	0	0
KIRPC	73,594	0	18,399	91,993
Kosciusko County	56,000	0	14,000	70,000
LaPorte	47,482	5,935	5,935	59,352
Madison County	0	0	0	0
Mitchell	0	0	0	0
Monroe County	59,962	58,199	58,199	176,360
New Castle	0	4,500	4,500	9,000
Plymouth	0	0	0	0
Seymour	0	0	0	0
Union County	24,456	0	6,114	30,570
Washington	0	0	0	0
Waveland	0	0	0	0
SUBTOTAL	\$317,740	\$68,634	\$121,209	\$507,583
NICTD	6,615,460	1,649,534	4,331	8,269,325
TOTAL	\$19,951,024	\$2,860,467	\$3,347,569	\$26,159,060

SECTION TWO

DETAILED SYSTEM CHARACTERISTICS



City of Anderson Transit System

530 Baxter Road
Anderson, IN 46011
(765) 648-6163

E-MAIL: andplan@indy.net
FAX: (765) 648-5926

CONTACT: Colette Cooper, Planner

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Anderson City Limits
Service Population: 59,549

SERVICE HOURS

Weekday: 6:00 am - 7:00 pm
Saturday: 9:00 am - 4:00 pm
Sunday: No Service
Holidays Without Service: 9

PERSONNEL

	Full-Time	Part-Time
Operations:	17	6
Maintenance:	5	1
Administration:	8	1
Total:	30	8

FARE STRUCTURE

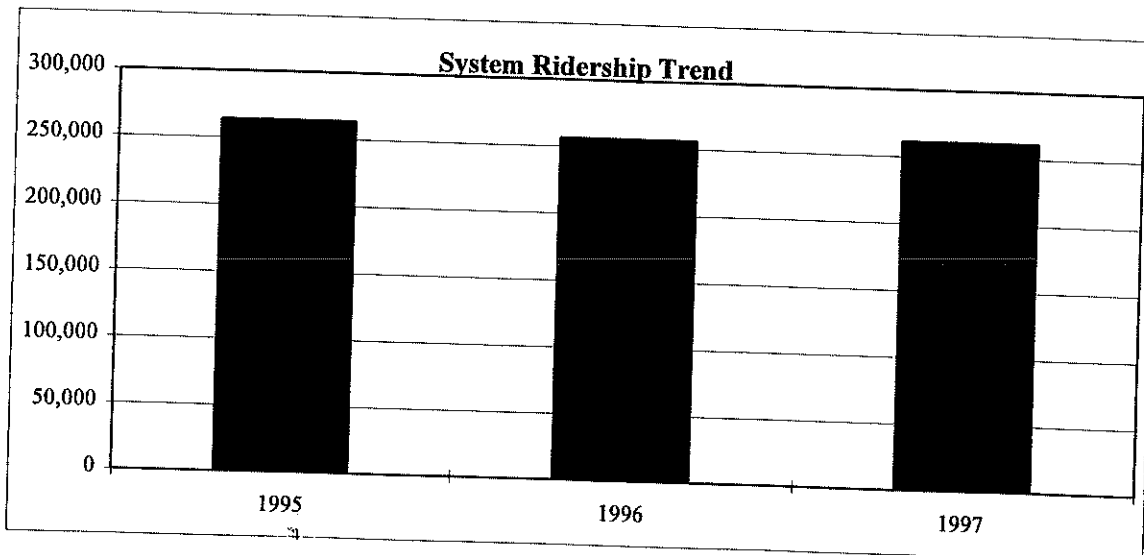
Express: N/A
Base: 0.50
Youth: 0.50
Elderly/Disabled: 0.25
Transfer: Free
Other/Special: Pass \$18.00/Month; Shop and Ride Pass: 1 ride free with purchase
Nifty-lift Demand Response \$1.00/Ride; Preschool free

OPERATION CHARACTERISTICS

Revenue Vehicles: 15
Peak Hour Fleet: 10
Base Fleet: 9
Fuel Consumption (gal.): 57,710

RIDERSHIP TREND

1995	263,824
1996	256,492
1997	261,462



GROUP: 2

Anderson

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$583,249
Other Salaries/Wages:	\$277,330
Fringe:	\$350,631
Services:	\$60,073
Materials and Supplies:	\$118,741
Utilities:	\$17,570
Casualty/Liability:	\$71,974
Purchased Transportation:	\$0
Other:	\$3,030
TOTAL:	\$1,482,598

Revenue Summary

Fare Revenue:	\$96,800
Charter/Other:	\$13,419
Contra & Other Fed./State:	\$10,578
Local Assistance:	\$634,755
State Assistance:	\$388,410
Federal Assistance:	\$338,636
TOTAL:	\$1,482,598

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	261,462
Total Vehicle Miles:	405,257
Revenue Vehicle Miles:	395,800

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.66
Operating Expense Per Passenger Trip:	\$5.67
Passenger Trips Per Total Vehicle Mile:	0.65
Passenger Trips Per Capita:	4.39

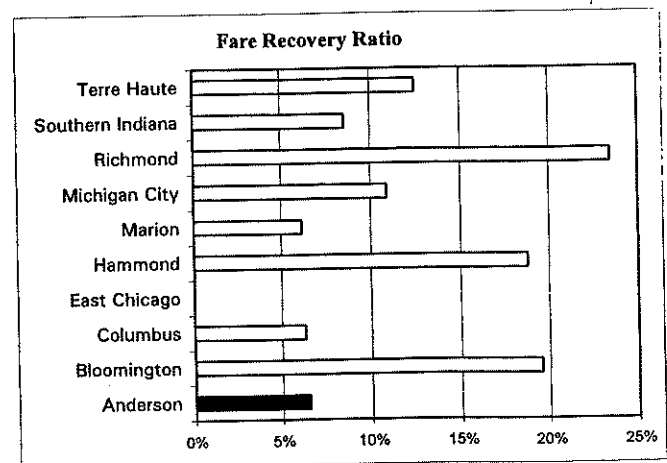
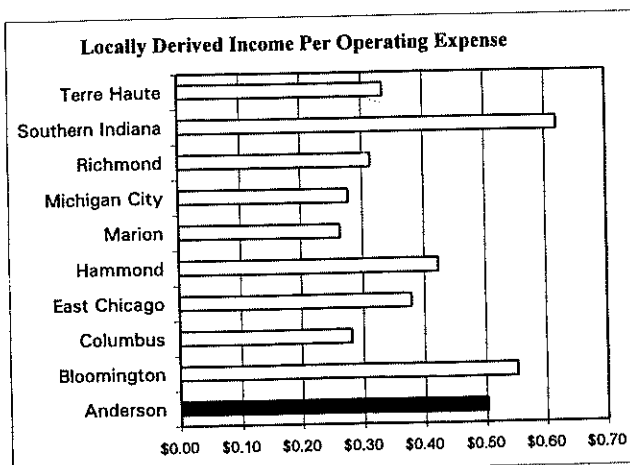
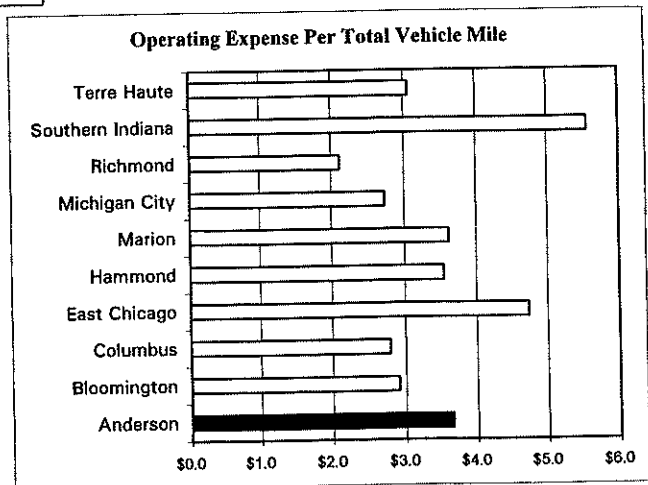
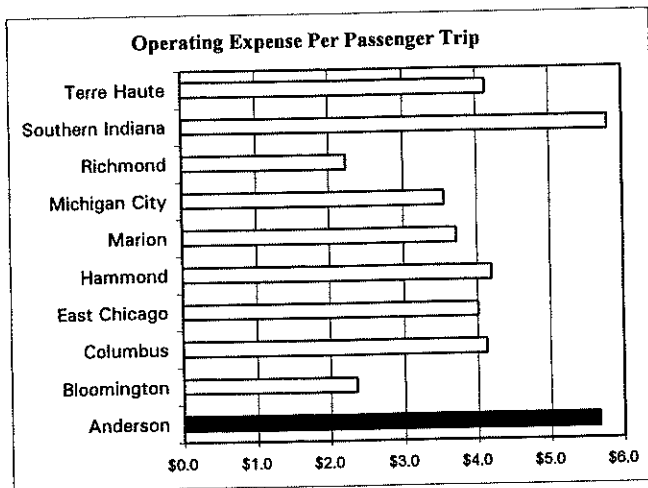
Financial Performance

Operating Subsidy:	\$1,361,801
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$744,974
Locally Derived Income Per Operating Expense:	\$0.50
Fare Recovery Ratio:	7%

PEER GROUP PERFORMANCE COMPOSITE

City of Anderson Transit System

Peer Group Members



Transit Authority of Stone City

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

E-MAIL: bedford@tima.com
 FAX: (812) 275-1608

CONTACT: Michael Bevers, Transportation Director

GENERAL INFORMATION

Type of Service: Point Deviated Fixed Route
 Service Area: Bedford City Limits
 Service Population: 13,817

SERVICE HOURS

Weekday: 6:00 am - 6:00 pm
 Saturday: No Service
 Sunday: No service
 Holidays Without Service: 10

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	3	2
Maintenance:	0	1
Administration:	0	2
Total:	3	5

FARE STRUCTURE

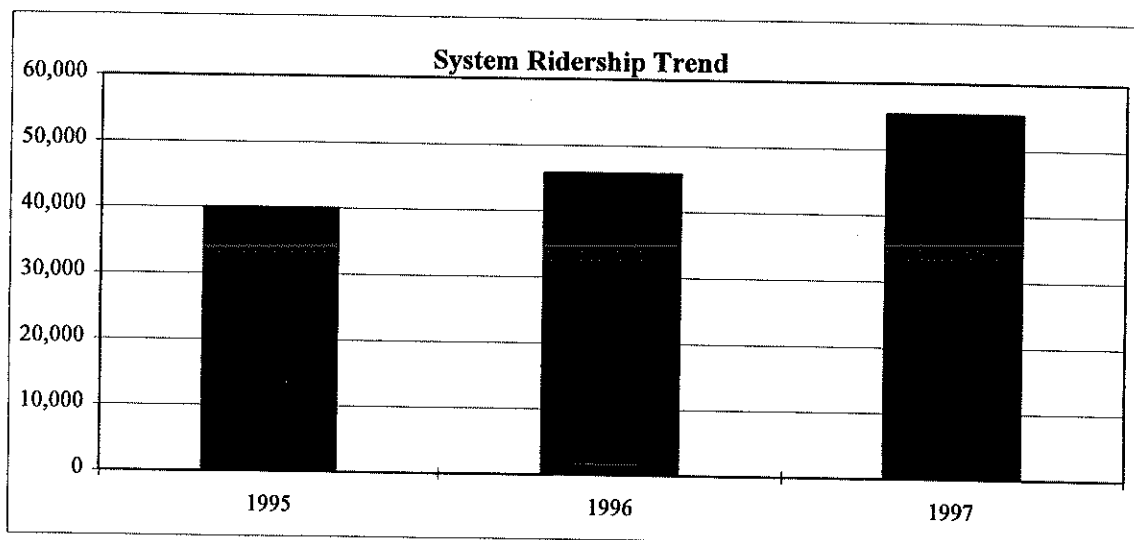
Express: N/A
 Base: 0.75
 Youth: 0.75
 Elderly/Disabled: 0.50
 Transfer: Free
 Other/Special: Token \$6.00/10 Rides
 Token for Elderly \$4.00/10 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 3
 Peak Hour Fleet: 2
 Base Fleet: 2
 Fuel Consumption (gal.): 8,262

RIDERSHIP TREND

1995	40,004
1996	45,787
1997	55,373



GROUP: 4

Bedford

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$127,927
Other Salaries/Wages:	\$63,086
Fringe:	\$70,193
Services:	\$15,500
Materials and Supplies:	\$16,497
Utilities:	\$5,479
Casualty/Liability:	\$11,866
Purchased Transportation:	\$0
Other:	\$5,022
TOTAL:	\$315,570

Revenue Summary

Fare Revenue:	\$18,523
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$92,828
State Assistance:	\$91,904
Federal Assistance:	\$112,315
TOTAL:	\$315,570

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	55,373
Total Vehicle Miles:	68,489
Revenue Vehicle Miles:	68,443

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.61
Operating Expense Per Passenger Trip:	\$5.70
Passenger Trips Per Total Vehicle Mile:	0.81
Passenger Trips Per Capita:	4.01

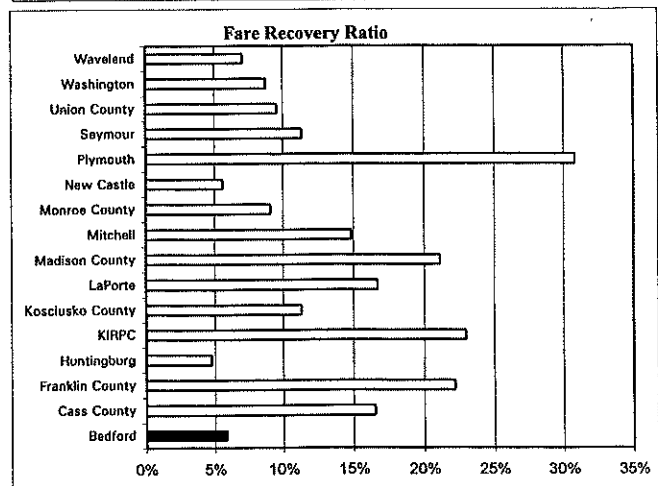
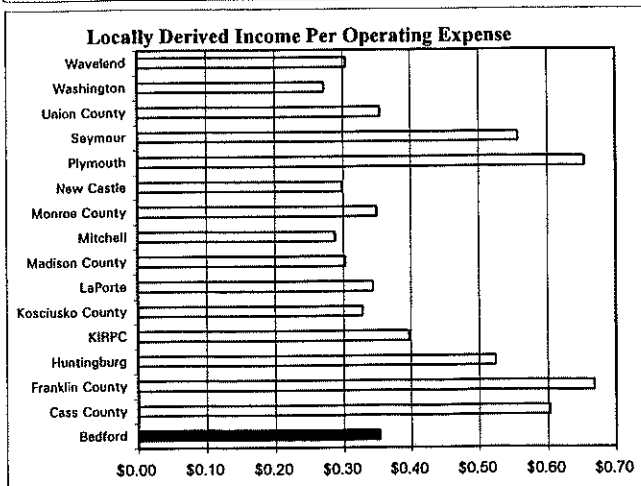
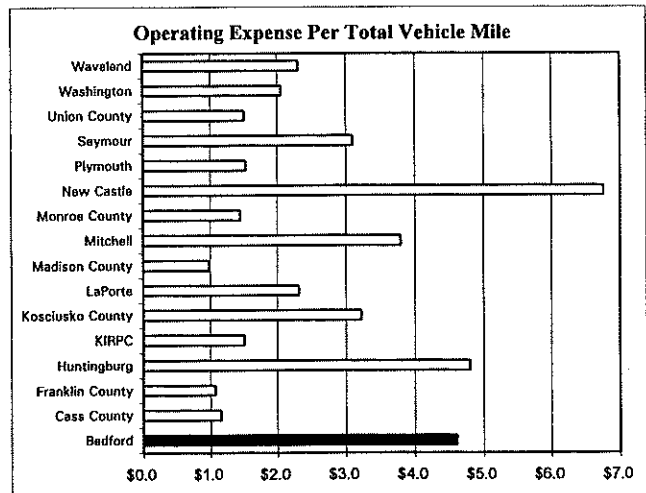
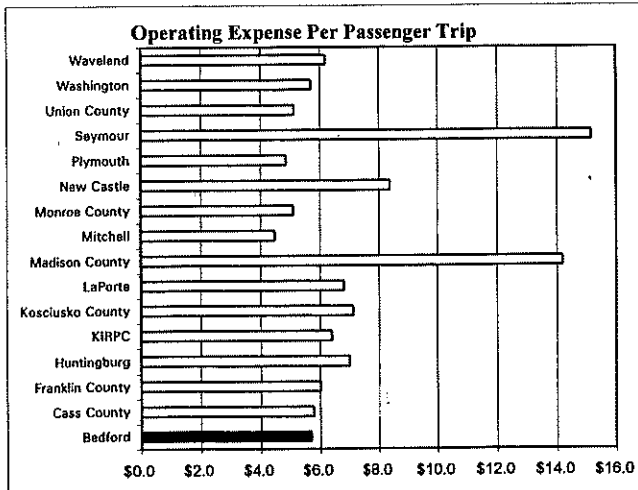
Financial Performance

Operating Subsidy:	\$297,047
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$111,351
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	6%

PEER GROUP PERFORMANCE COMPOSITE

Transit Authority of Stone City

Peer Group Members



Bloomington Public Transportation Corporation

130 West Grimes Lane

Bloomington, IN 47403

(812) 332-5688

E-MAIL: bus@kiva.net

FAX: (812) 332-3660

CONTACT: David Gionet, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
 Service Area: Bloomington Metropolitan Area
 Service Population: 60,633

SERVICE HOURS

Weekday: 6:10 am - 11:30 pm
 Saturday: 7:35 am - 6:45 pm
 Sunday: No service
 Holidays Without Service: 5

PERSONNEL

	Full-Time	Part-Time
Operations:	26	11
Maintenance:	4	4
Administration:	5	2
Total:	35	17

FARE STRUCTURE

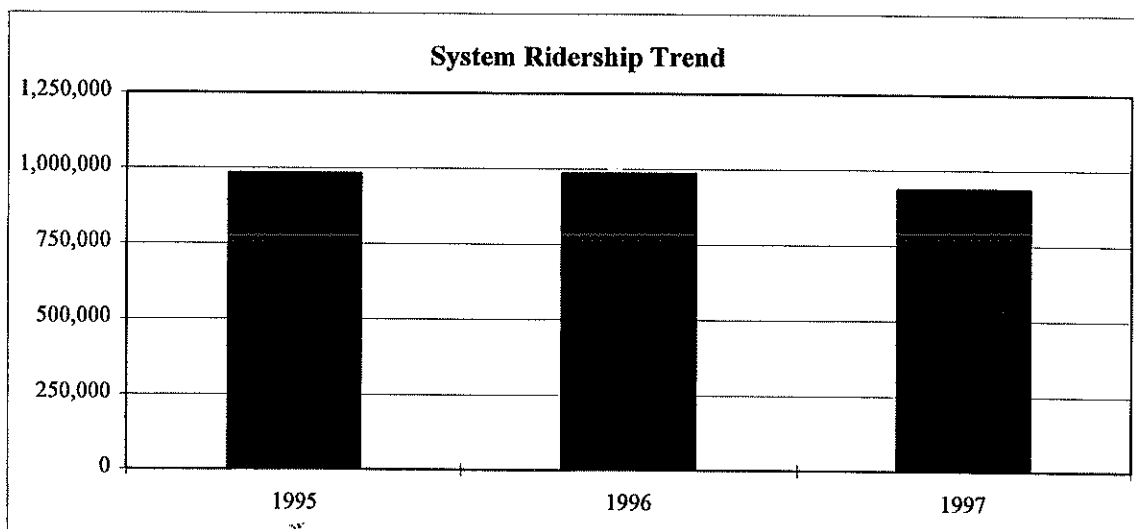
Express: N/A
 Base: \$0.75
 Youth: \$0.35
 Elderly/Disabled: \$0.35
 Transfer: Free
 Other/Special: Pass \$25.00/Month, \$82.00/Semester; Disabled Pass \$12.00/Month
 Discount Tickets \$10.00/25 Rides; Youth, E&H Tickets \$5.00/25 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 24
 Peak Hour Fleet: 21
 Base Fleet: 18
 Fuel Consumption (gal.): 162,028

RIDERSHIP TREND

1995 983,282
 1996 986,734
 1997 937,905



GROUP: 2

Bloomington

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$719,968
Other Salaries/Wages:	\$285,917
Fringe:	\$171,344
Services:	\$182,125
Materials and Supplies:	\$259,836
Utilities:	\$43,150
Casualty/Liability:	\$71,748
Purchased Transportation:	\$304,459
Other:	\$172,982
TOTAL:	\$2,211,529

Revenue Summary

Fare Revenue:	\$432,878
Charter/Other:	\$10,795
Contra & Other Fed./State:	\$9,881
Local Assistance:	\$777,578
State Assistance:	\$610,860
Federal Assistance:	\$369,537
TOTAL:	\$2,211,529

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	937,905
Total Vehicle Miles:	760,233
Revenue Vehicle Miles:	673,578

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.91
Operating Expense Per Passenger Trip:	\$2.36
Passenger Trips Per Total Vehicle Mile:	1.23
Passenger Trips Per Capita:	15.47

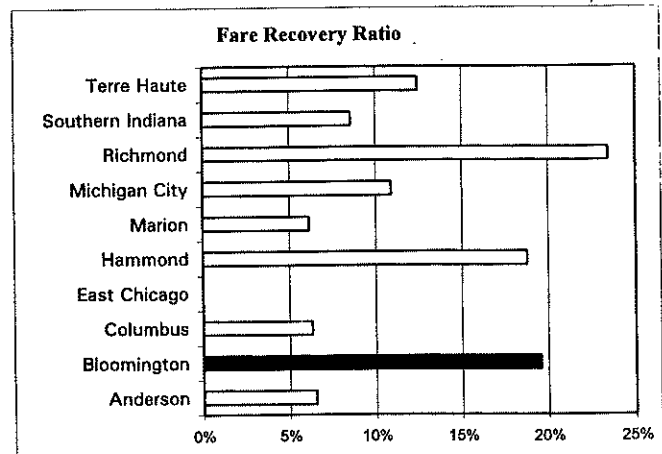
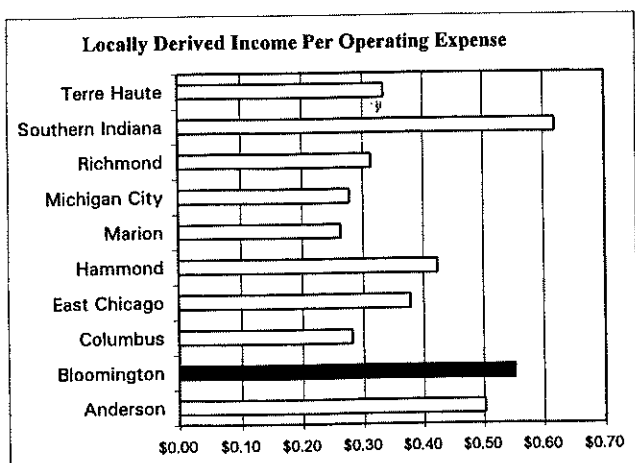
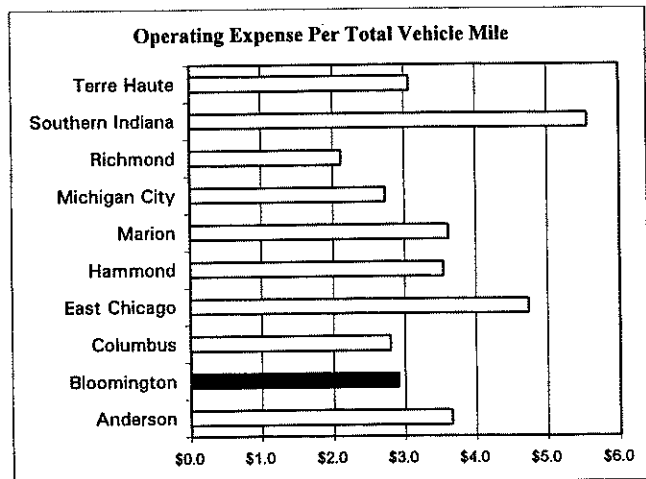
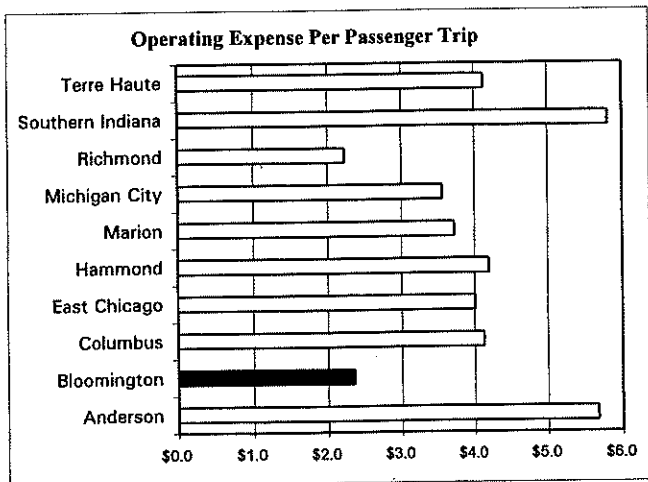
Financial Performance

Operating Subsidy:	\$1,757,975
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$1,221,251
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	20%

PEER GROUP PERFORMANCE COMPOSITE

Bloomington Public Transportation Corporation

Peer Group Members



Cass Area Transit

1801 Smith Street, Suite 200

Logansport 46947
 (219) 722-2424

E-MAIL: n/a
 FAX: (219) 722-3447

CONTACT: Sue Hoehler, Executive Director

GENERAL INFORMATION

Type of Service: Fixed Route, Demand Response
 Service Area: Cass County and City of Logansport
 Service Population: 38,413

SERVICE HOURS

Weekday: 6:00 am - 6:00 pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 10

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	5	9
Maintenance:	0	1
Administration:	1	3
Total:	6	13

FARE STRUCTURE

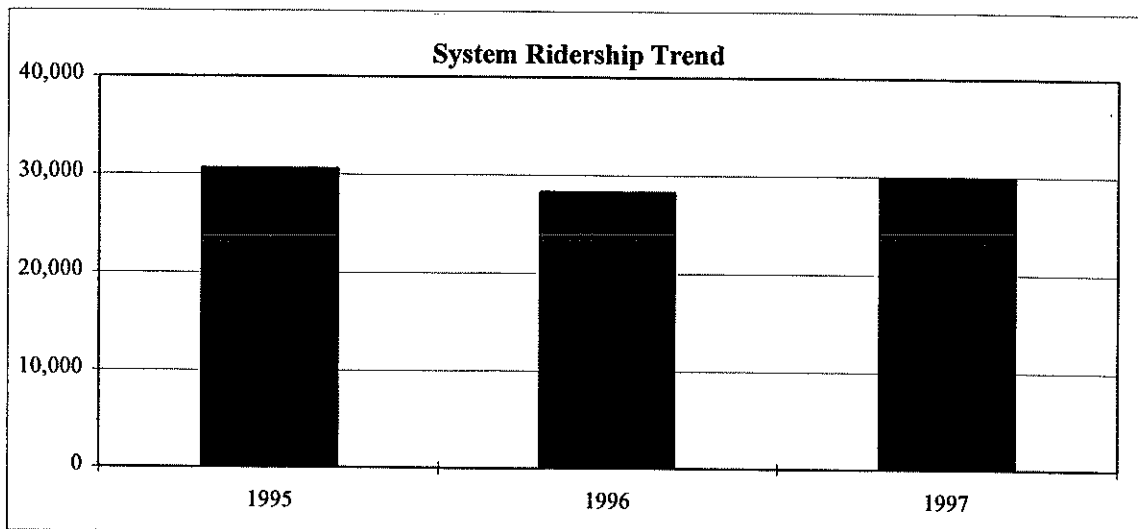
Express: N/A
 Base: \$1 City Limits, \$2 County
 Youth: \$1 City Limits, \$2 County
 Elderly/Disabled: \$1 City Limits, \$2 County
 Transfer: N/A
 Other/Special: 2 children under 12 can ride free with paying adult

OPERATION CHARACTERISTICS

Revenue Vehicles: 7
 Peak Hour Fleet: 6
 Base Fleet: 6
 Fuel Consumption (gal.): 12,792

RIDERSHIP TREND

1995	30,614
1996	28,299
1997	29,927



Cass County

GROUP: 4

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$96,150
Other Salaries/Wages:	\$0
Fringe:	\$13,927
Services:	\$15,933
Materials and Supplies:	\$14,340
Utilities:	\$17,494
Casualty/Liability:	\$15,502
Purchased Transportation:	\$0
Other:	\$0
TOTAL:	\$173,346

Revenue Summary

Fare Revenue:	\$28,635
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$75,928
State Assistance:	\$0
Federal Assistance:	\$68,783
TOTAL:	\$173,346

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	29,927
Total Vehicle Miles:	149,822
Revenue Vehicle Miles:	137,399

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.16
Operating Expense Per Passenger Trip:	\$5.79
Passenger Trips Per Total Vehicle Mile:	0.20
Passenger Trips Per Capita:	0.78

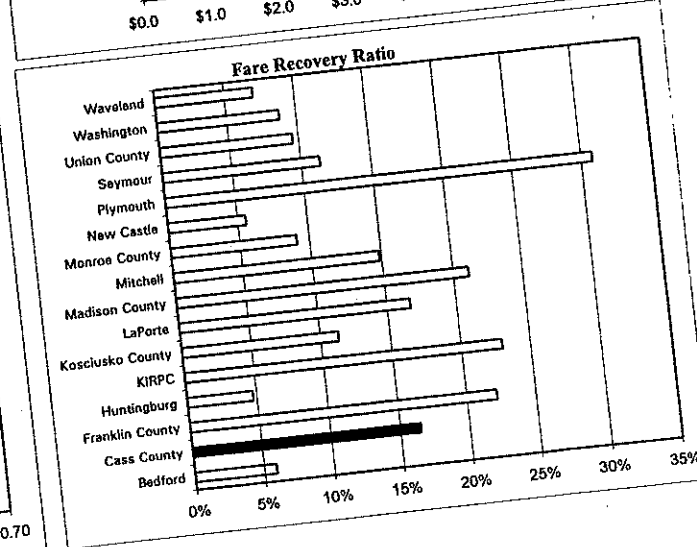
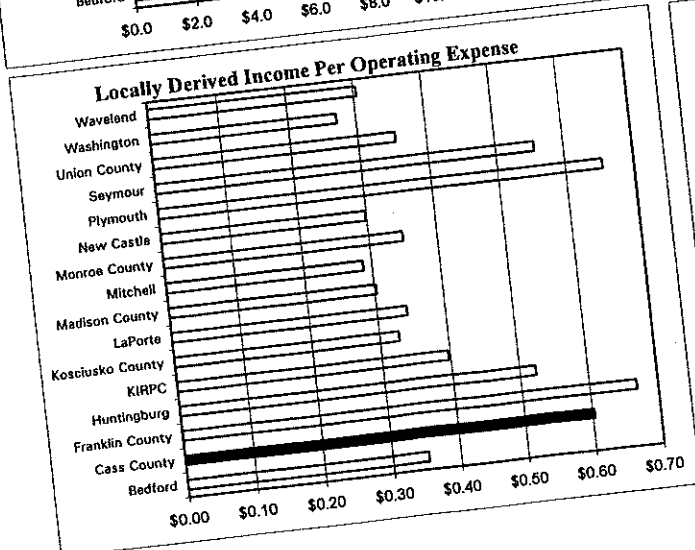
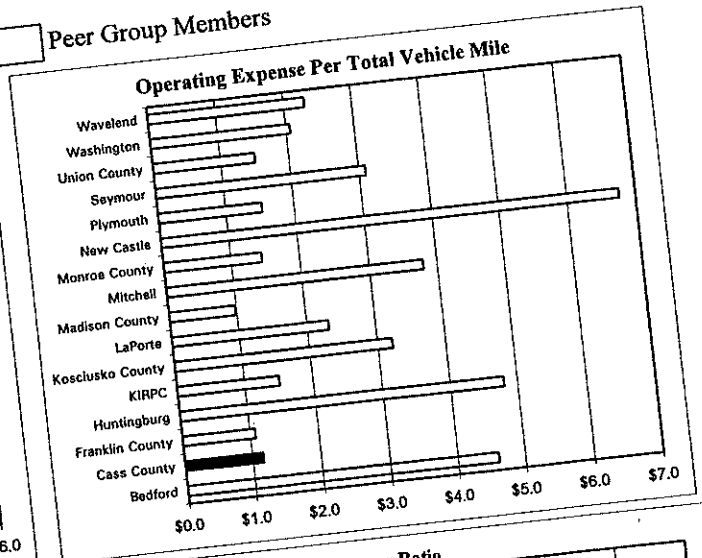
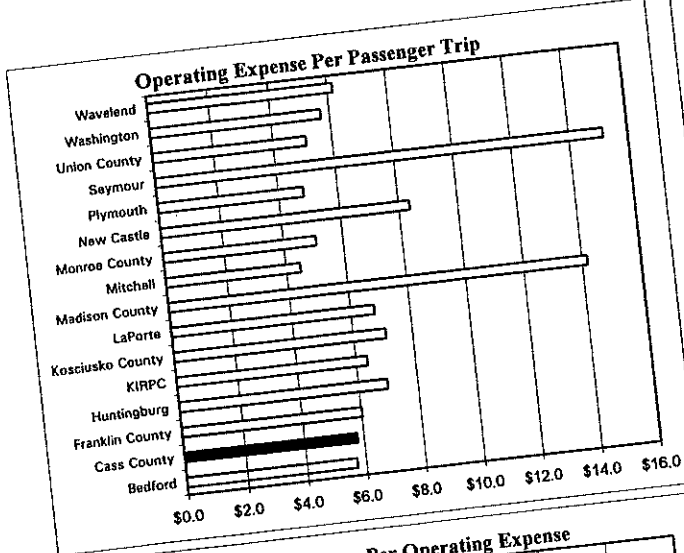
Financial Performance

Operating Subsidy:	\$144,711
Operating Subsidy Ratio:	83%
Locally Derived Income:	\$104,563
Locally Derived Income Per Operating Expense:	\$0.60
Fare Recovery Ratio:	17%

PEER GROUP PERFORMANCE COMPOSITE

Cass Area Transit

Peer Group Members



Columbus Transit

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

E-MAIL: Ctransit@Hsonline.com
FAX: (812) 376-2566

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

SERVICE HOURS

Weekday: 6:00 am - 7:00 pm
Saturday: 7:00 am - 7:00 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	12	6
Maintenance:	1	0
Administration:	2	0
Total:	15	6

FARE STRUCTURE

Express: N/A
Base: 0.25
Youth: 0.25
Elderly/Disabled: 0.25
Transfer: N/A
Other/Special: N/A
Dial-A-Bus; E&H \$.50/Ride

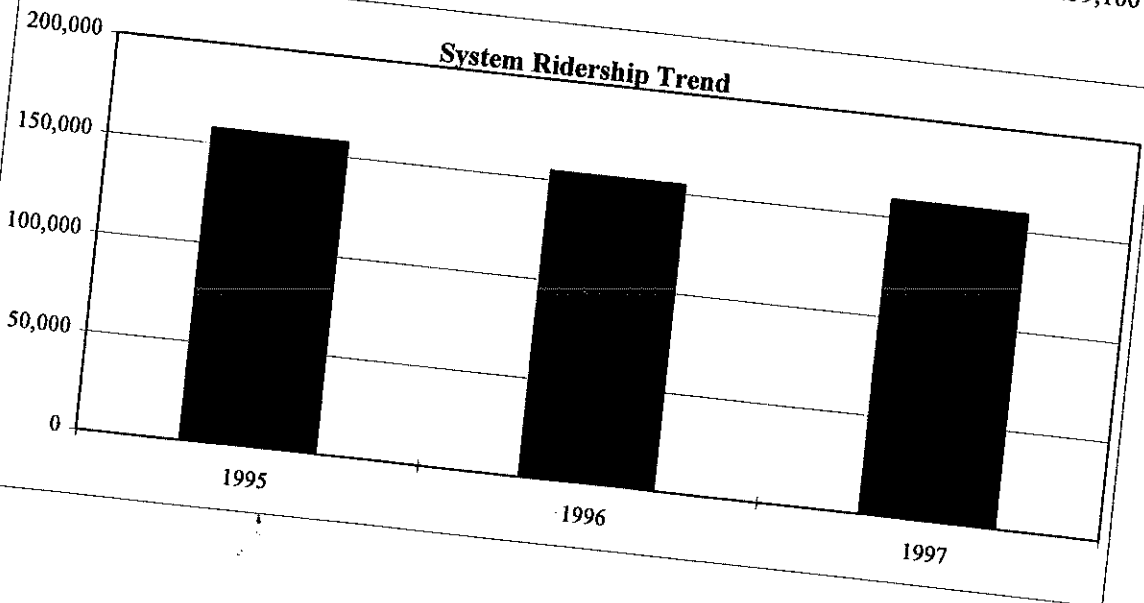
OPERATION CHARACTERISTICS

Revenue Vehicles: 8
Peak Hour Fleet: 6
Base Fleet: 5
Fuel Consumption (gal.): 34,399

RIDERSHIP TREND

1995	157,485
1996	154,676
1997	159,100

System Ridership Trend



GROUP: 2

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$409,631
Other Salaries/Wages:	\$0
Fringe:	\$113,611
Services:	\$20,803
Materials and Supplies:	\$84,127
Utilities:	\$9,471
Casualty/Liability:	\$6,000
Purchased Transportation:	\$0
Other:	\$13,045
TOTAL:	\$656,688

Revenue Summary

Fare Revenue:	\$41,462
Charter/Other:	\$0
Contra & Other Fed./State:	\$143,132
Local Assistance:	\$184,594
State Assistance:	\$287,500
Federal Assistance:	\$0
TOTAL:	\$656,688

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	\$2.80
Total Vehicle Miles:	\$4.13
Revenue Vehicle Miles:	0.68
	5.00

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$615,226
Operating Expense Per Passenger Trip:	94%
Passenger Trips Per Total Vehicle Mile:	\$184,594
Passenger Trips Per Capita:	\$0

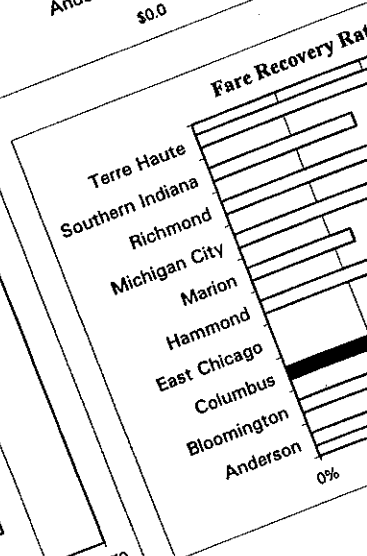
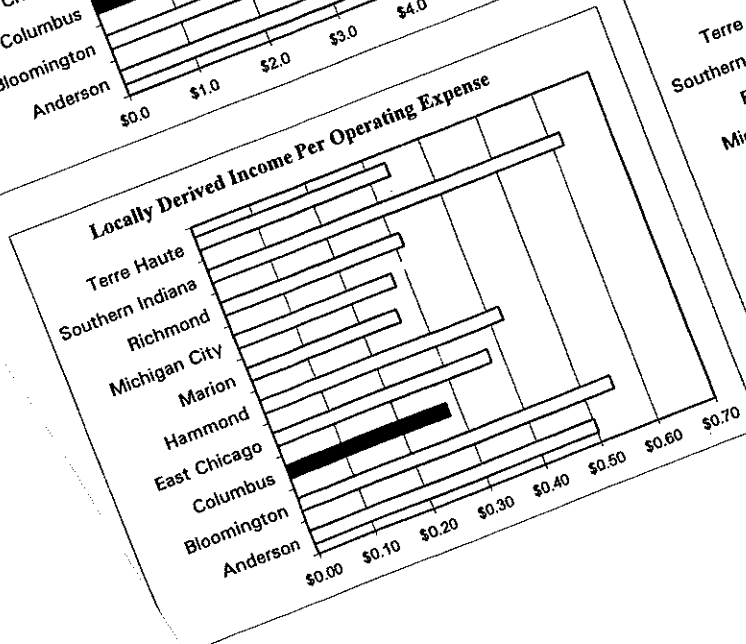
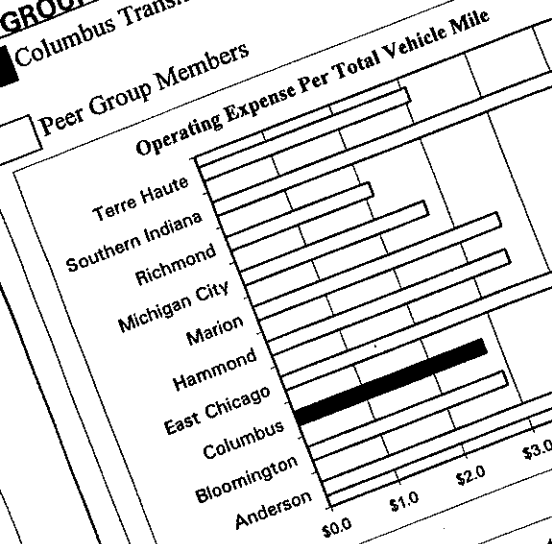
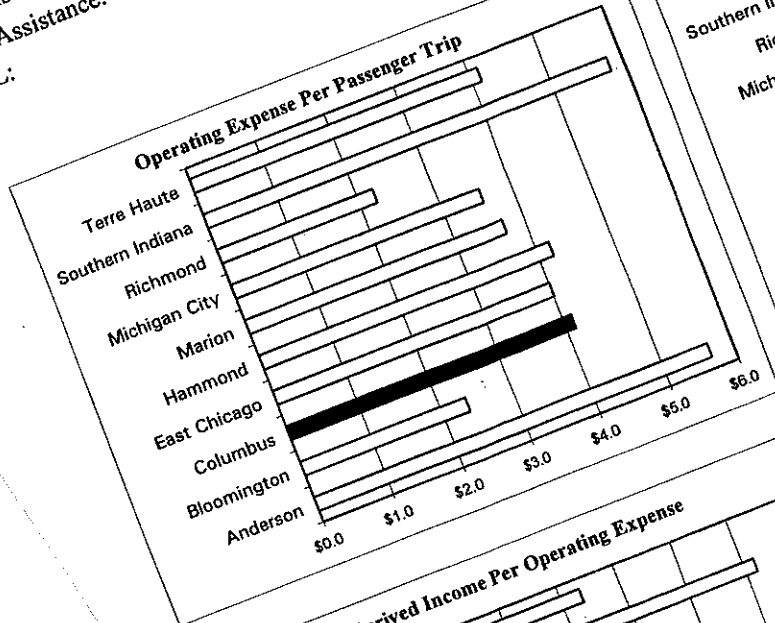
Financial Performance

Operating Subsidy:	
Operating Subsidy Ratio:	
Locally Derived Income:	
Locally Derived Income Per Operating Expense:	
Fare Recovery Ratio:	

PEER GROUP PERFORMANCE COMPOSITE

█ Columbus Transit

□ Peer Group Members



Chicago, IN
(219) 391-8465

46312

Public Transit

CONTACT:

Marina Miklusak, General Manager

E-MAIL: n/a
FAX: (219) 391-8473

GENERAL INFORMATION

Type of Service: Fixed Route
Service Area: East Chicago City Limits
Service Population: 33,892

SERVICE HOURS

Weekday: 6:00 am - 6:00 pm
Saturday: 10:00 am - 4:00 pm
Sunday: No Service
Days Without Service: 12

STRUCTURE

N/A
FREE
FREE
FREE
FREE

PERSONNEL

	Full-Time	Part-Time
Operations:	11	0
Maintenance:	4	0
Administration:	5	0
Total:	20	0

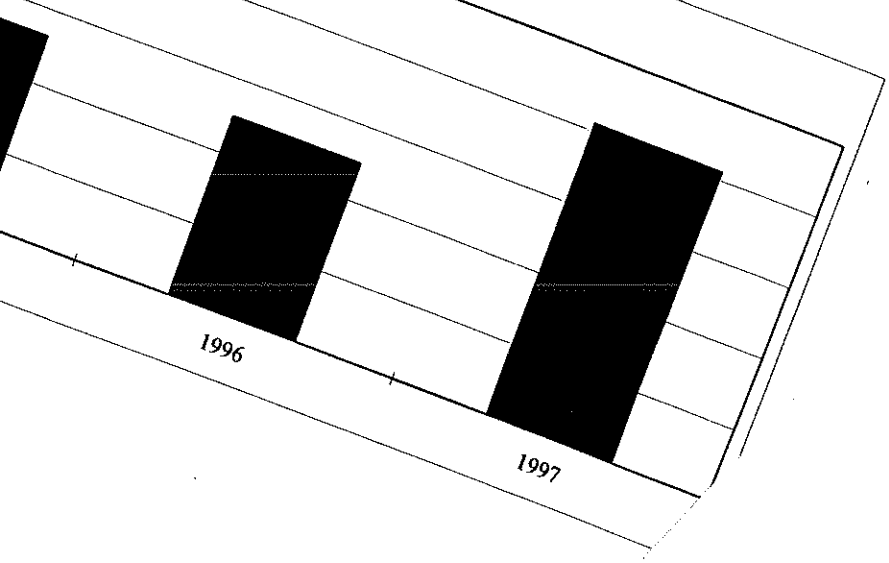
CHARACTERISTICS

5
3
3
35,547

RIDERSHIP TREND

1995 132,390
1996 125,572
1997 205,657

System Ridership Trend



GROUP: 3

Elkhart

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$23,516
Fringe:	\$13,620
Services:	\$0
Materials and Supplies:	\$5,033
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$743,612
Other:	\$45,730
TOTAL:	\$831,511

Revenue Summary

Fare Revenue:	\$384,933
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$6,478
State Assistance:	\$220,975
Federal Assistance:	\$219,125
TOTAL:	\$831,511

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	168,480
Total Vehicle Miles:	627,618
Revenue Vehicle Miles:	357,742

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.32
Operating Expense Per Passenger Trip:	\$4.94
Passenger Trips Per Total Vehicle Mile:	0.27
Passenger Trips Per Capita:	3.86

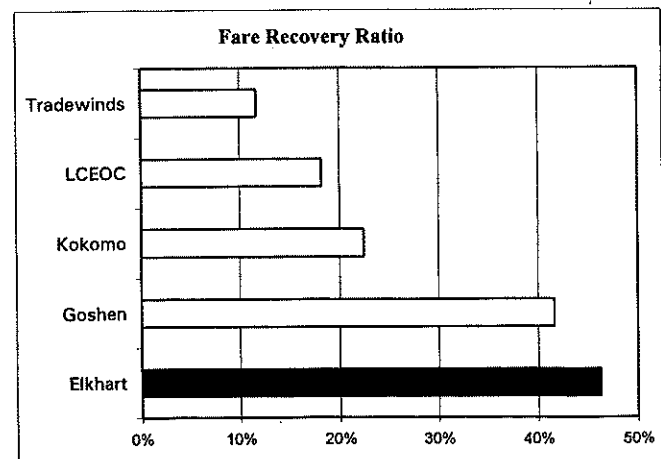
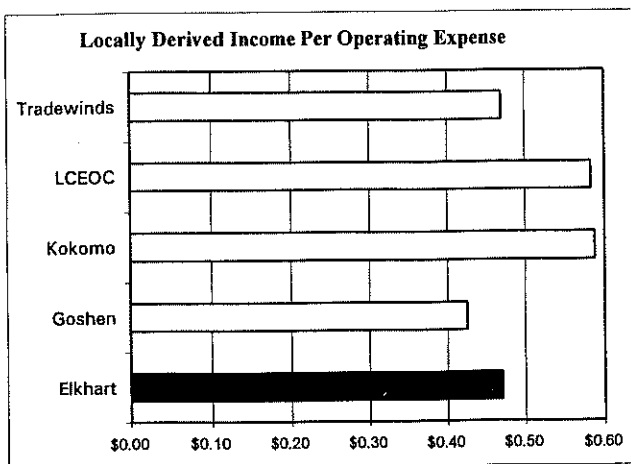
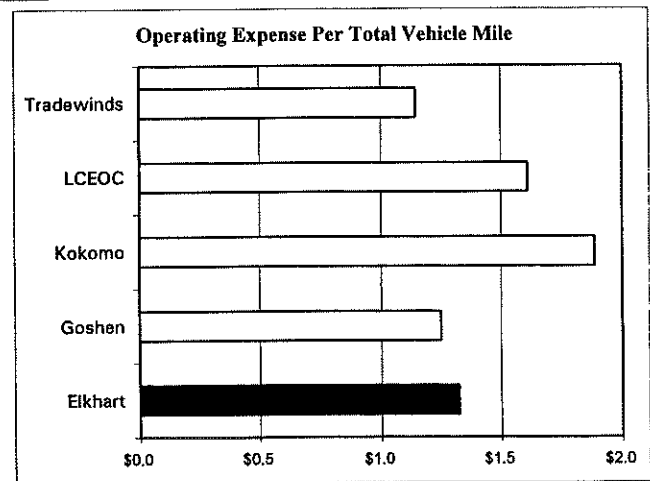
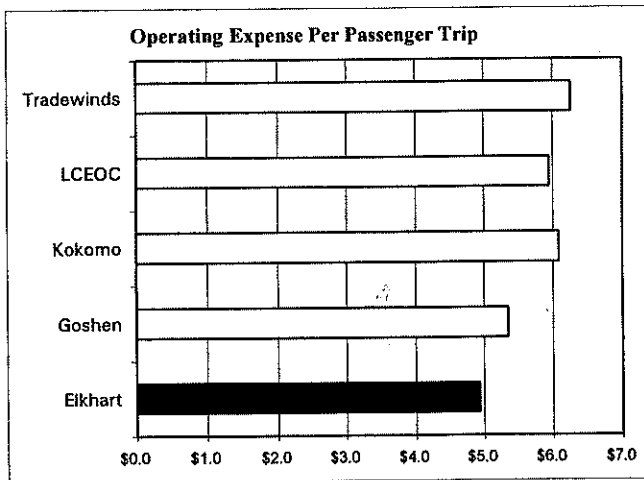
Financial Performance

Operating Subsidy:	\$446,578
Operating Subsidy Ratio:	54%
Locally Derived Income:	\$391,411
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	46%

PEER GROUP PERFORMANCE COMPOSITE

Heart City Rider

Peer Group Members



Metropolitan Evansville Transit System

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

E-MAIL: n/a
 FAX: (812) 426-6529

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

SERVICE HOURS

Weekday: 5:45 am - 6:20 pm
 Saturday: 5:45 am - 6:05 pm
 Sunday: No Service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	48	6
Maintenance:	8	5
Administration:	2	1
Total:	65	12

FARE STRUCTURE

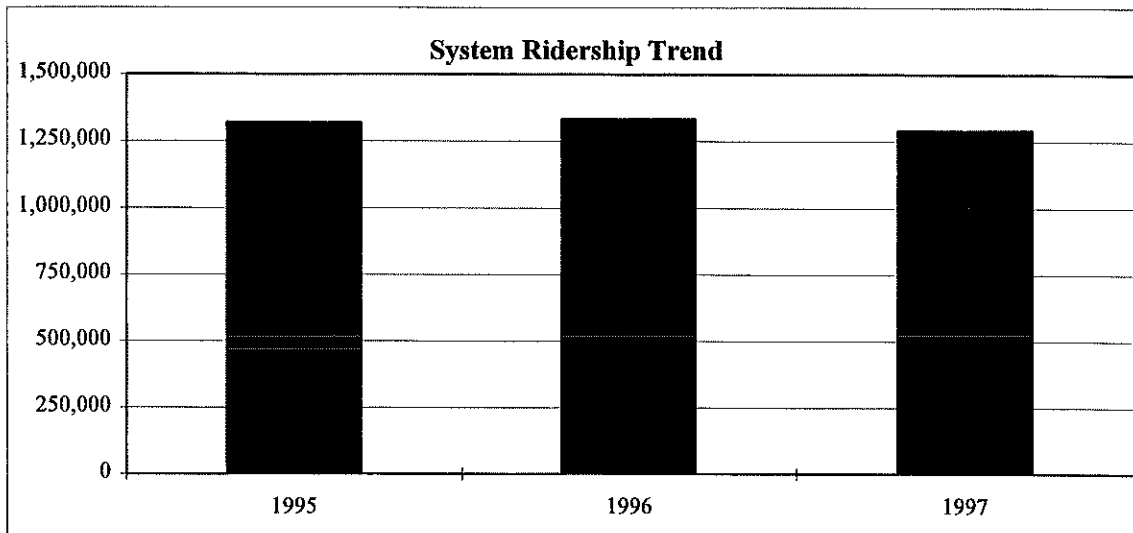
Express: N/A
 Base: 0.75
 Youth: 0.50
 Elderly/Disabled: 0.35
 Transfer: 0.10
 Other/Special: Token \$0.65/Ride; E & D \$0.35/Ride; METS Mobility \$1.50/Ride
 Student Ticket \$0.50/Ride; Trolley Fare \$0.25; Pass \$7.50/10 Rides; E&D Pass \$3.50/10 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 40
 Peak Hour Fleet: 34
 Base Fleet: 30
 Fuel Consumption (gal.): 240,564

RIDERSHIP TREND

1995	1,319,862
1996	1,333,289
1997	1,290,807



GROUP: 1

Evansville

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,399,657
Other Salaries/Wages:	\$457,875
Fringe:	\$674,352
Services:	\$73,434
Materials and Supplies:	\$522,114
Utilities:	\$49,997
Casualty/Liability:	\$56,694
Purchased Transportation:	\$0
Other:	\$9,670
TOTAL:	\$3,243,793

Revenue Summary

Fare Revenue:	\$638,705
Charter/Other:	\$50,412
Contra & Other Fed./State:	\$48,710
Local Assistance:	\$1,096,130
State Assistance:	\$723,731
Federal Assistance:	\$686,105
TOTAL:	\$3,243,793

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	1,290,807
Total Vehicle Miles:	1,224,518
Revenue Vehicle Miles:	1,189,210

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.65
Operating Expense Per Passenger Trip:	\$2.51
Passenger Trips Per Total Vehicle Mile:	1.05
Passenger Trips Per Capita:	10.22

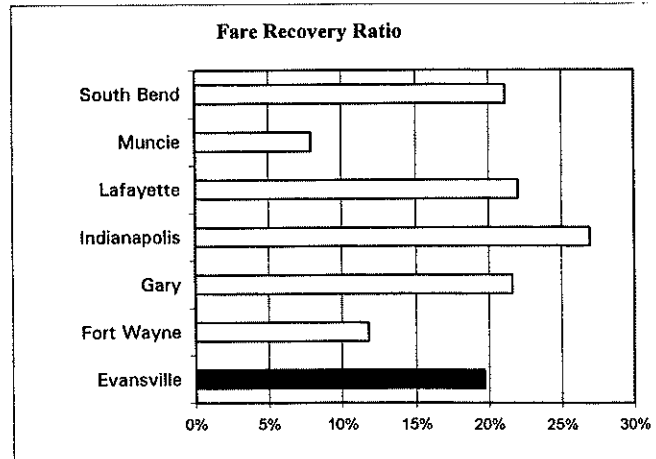
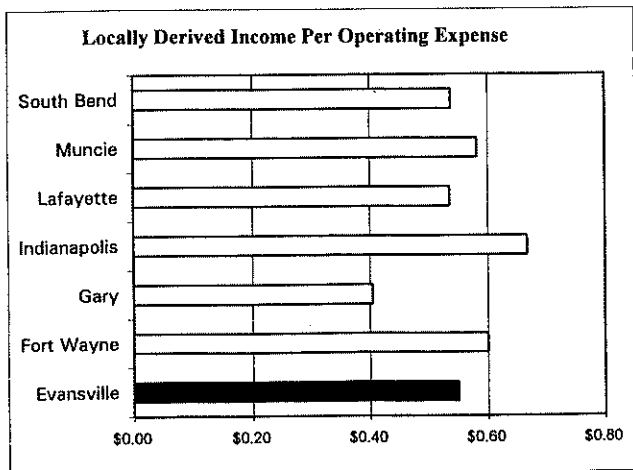
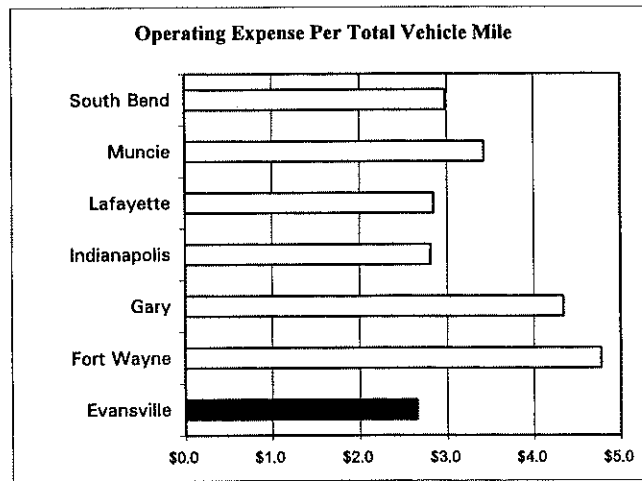
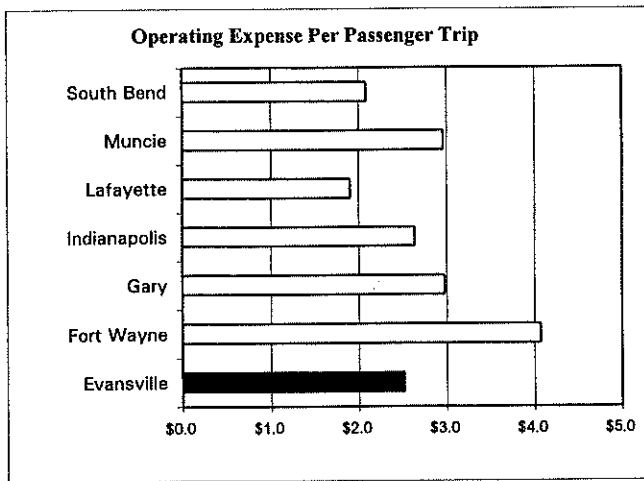
Financial Performance

Operating Subsidy:	\$2,505,966
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$1,785,247
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	20%

PEER GROUP PERFORMANCE COMPOSITE

Metropolitan Evansville Transit System

Peer Group Members



Fort Wayne Public Transportation Corporation

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

E-MAIL: info@fwptc.com
 FAX: (219) 436-7729

CONTACT: Susan Kain, Interim General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
 Service Area: Fort Wayne Metropolitan Area
 Service Population: 186,280

SERVICE HOURS

Weekday: 5:15 am - 8:30 pm
 Saturday: 8:00 am - 6:30 pm
 Sunday: No Service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	55	0
Maintenance:	15	3
Administration:	13	4
Total:	83	7

FARE STRUCTURE

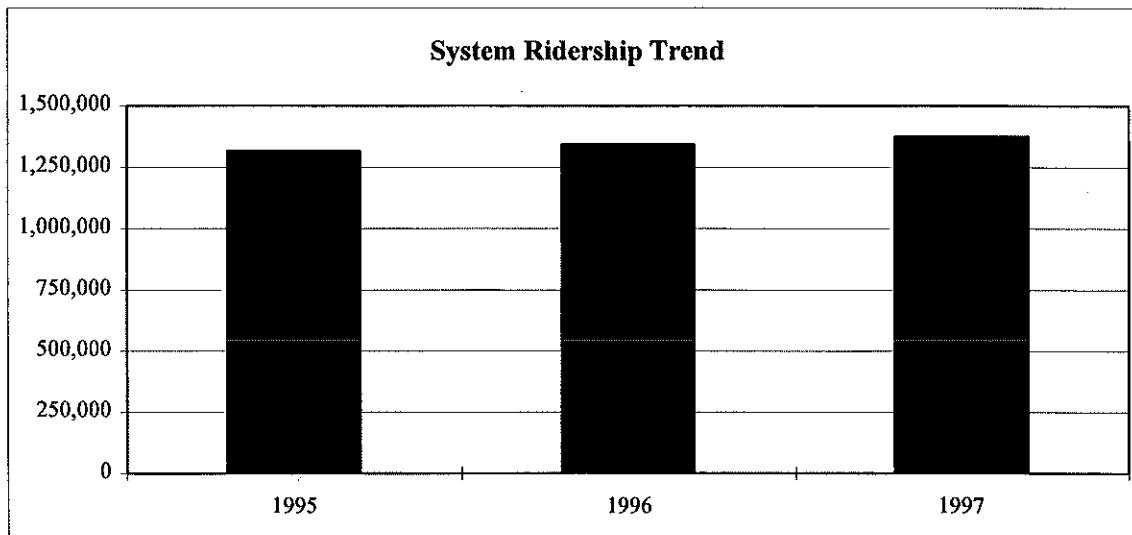
Express: N/A
 Base: 1.00
 Youth: 0.75
 Elderly/Disabled: 0.50
 Transfer: Free
 Other/Special: Pass \$45.00/Month; E&D \$22.00/Month
 Card \$10.00/10 Rides; E&D \$5.00/10 Rides; Youth \$7.50/10 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 65
 Peak Hour Fleet: 26
 Base Fleet: 26
 Fuel Consumption (gal.): 282,743

RIDERSHIP TREND

1995 1,317,130
 1996 1,344,469
 1997 1,374,960



GROUP: 1

Fort Wayne

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,697,014
Other Salaries/Wages:	\$980,805
Fringe:	\$1,774,836
Services:	\$158,959
Materials and Supplies:	\$694,171
Utilities:	\$91,608
Casualty/Liability:	\$76,164
Purchased Transportation:	\$0
Other:	\$117,609
TOTAL:	\$5,591,166

Revenue Summary

Fare Revenue:	\$660,966
Charter/Other:	\$498,294
Contra & Other Fed./State:	\$124,352
Local Assistance:	\$2,197,705
State Assistance:	\$1,408,404
Federal Assistance:	\$701,445
TOTAL:	\$5,591,166

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	1,374,960
Total Vehicle Miles:	1,170,872
Revenue Vehicle Miles:	1,085,946

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.78
Operating Expense Per Passenger Trip:	\$4.07
Passenger Trips Per Total Vehicle Mile:	1.17
Passenger Trips Per Capita:	7.38

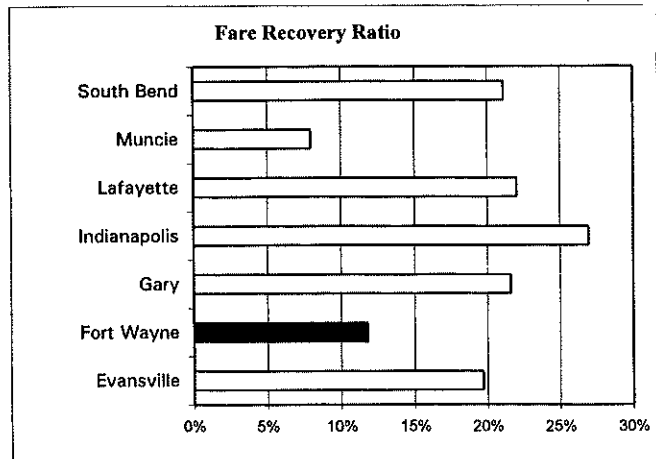
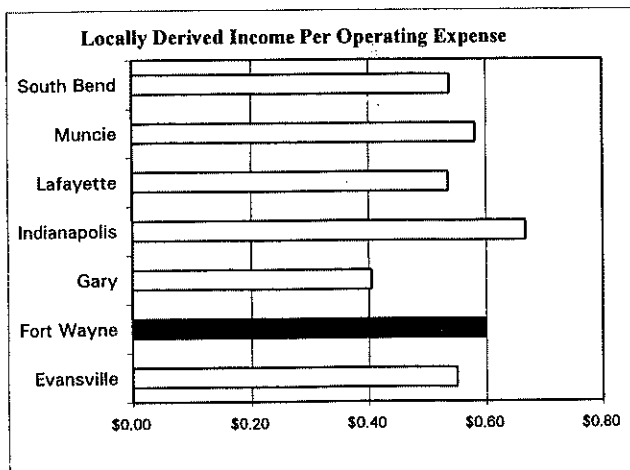
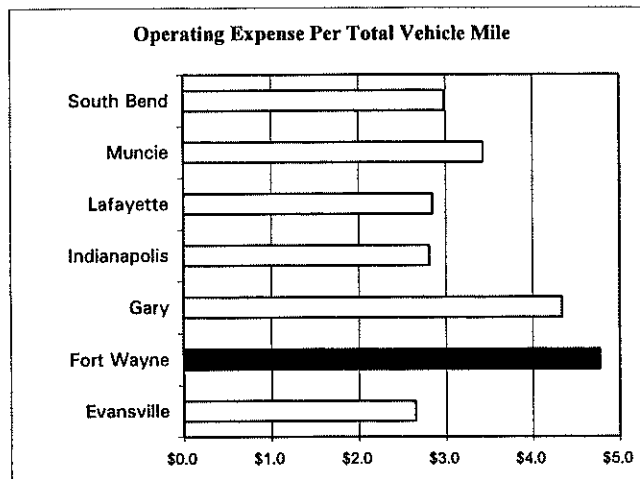
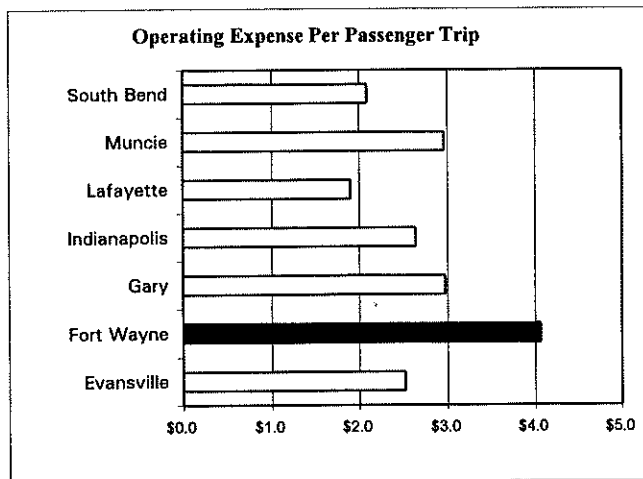
Financial Performance

Operating Subsidy:	\$4,307,554
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$3,356,965
Locally Derived Income Per Operating Expense:	\$0.60
Fare Recovery Ratio:	12%

PEER GROUP PERFORMANCE COMPOSITE

Fort Wayne Public Transportation Corporation

Peer Group Members



Franklin County Public Transportation

11146 County Park Rd.
 Brookville, IN 47012
 (765) 647-3509

E-MAIL: cpelsor@cnz.com
 FAX: (765) 647-~~3224~~
 2850

CONTACT: Catherine Pelsor, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response
 Service Area: Franklin County
 Service Population: 19,580

SERVICE HOURS

Weekday: 6:00 am - 5:00 pm
 Saturday: Medical Trips Only
 Sunday: No Service
 Holidays Without Service: 9

PERSONNEL

	Full-Time	Part-Time
Operations:	5	4
Maintenance:	0	1
Administration:	3	0
Total:	8	5

FARE STRUCTURE

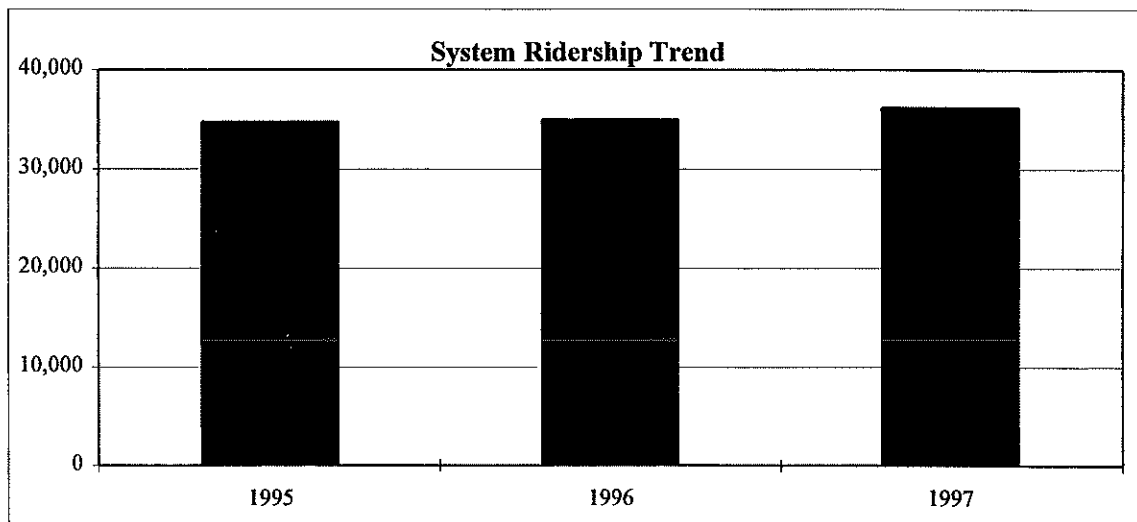
Express: N/A
 Base: 2.00
 Youth: N/A
 Elderly/Disabled: Donation
 Transfer: N/A
 Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 9
 Peak Hour Fleet: 6
 Base Fleet: 4
 Fuel Consumption (gal.): 11,872

RIDERSHIP TREND

1995	34,743
1996	34,981
1997	36,213



GROUP: 4

Franklin County

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$75,188
Other Salaries/Wages:	\$50,035
Fringe:	\$59,278
Services:	\$4,563
Materials and Supplies:	\$17,350
Utilities:	\$4,648
Casualty/Liability:	\$4,412
Purchased Transportation:	\$0
Other:	\$2,825
TOTAL:	\$218,299

Revenue Summary

Fare Revenue:	\$48,420
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$97,483
State Assistance:	\$0
Federal Assistance:	\$72,396
TOTAL:	\$218,299

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	36,213
Total Vehicle Miles:	202,905
Revenue Vehicle Miles:	201,003

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.08
Operating Expense Per Passenger Trip:	\$6.03
Passenger Trips Per Total Vehicle Mile:	0.18
Passenger Trips Per Capita:	1.85

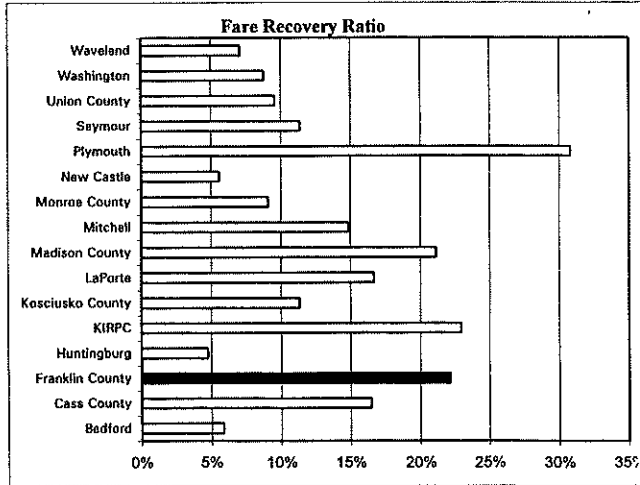
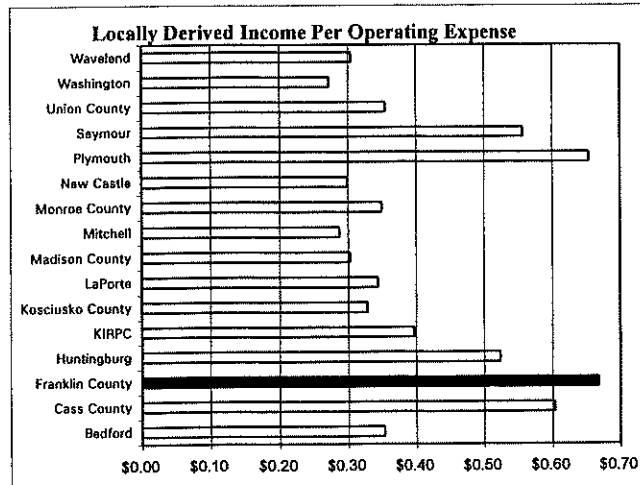
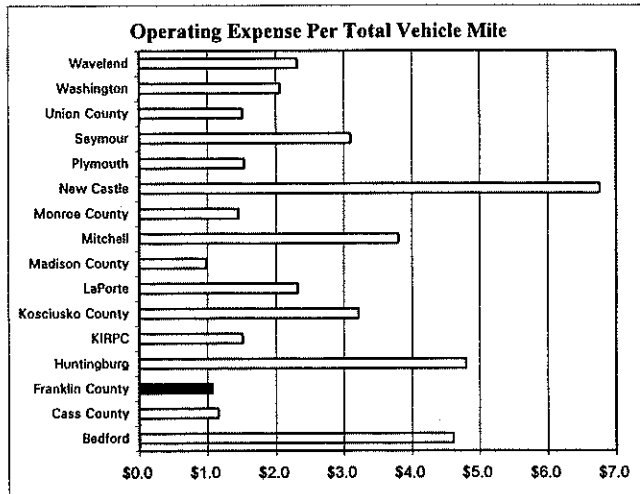
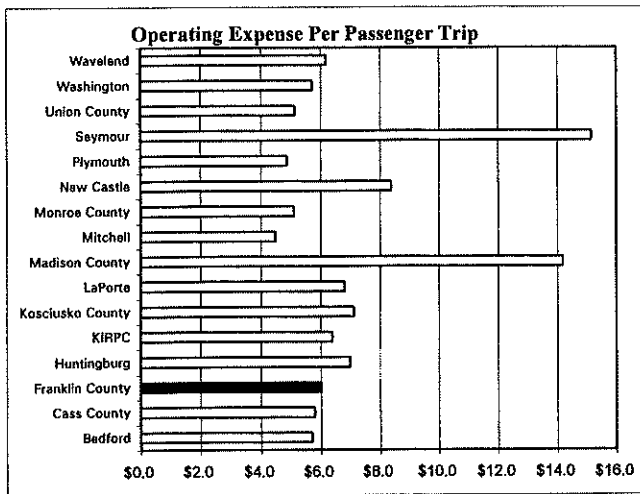
Financial Performance

Operating Subsidy:	\$169,879
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$145,903
Locally Derived Income Per Operating Expense:	\$0.67
Fare Recovery Ratio:	22%

PEER GROUP PERFORMANCE COMPOSITE

Franklin County Public Transportation

Peer Group Members



Gary Public Transportation Corporation

100 West 4th Ave., Box M-857

Gary, Indiana 46401-0857

(219) 885-7555

E-MAIL: n/a

FAX: (219) 881-2551

CONTACT: James W. Holland, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
 Service Area: Gary City Limits and Selected Corridors
 Service Population: 116,646

SERVICE HOURS

Weekday: 5:00 am - 11:05 pm
 Saturday: 5:00 am - 11:05 pm
 Sunday: No Service
 Holidays Without Service: 0

PERSONNEL

	Full-Time	Part-Time
Operations:	72	0
Maintenance:	30	0
Administration:	12	0
Total:	114	0

FARE STRUCTURE

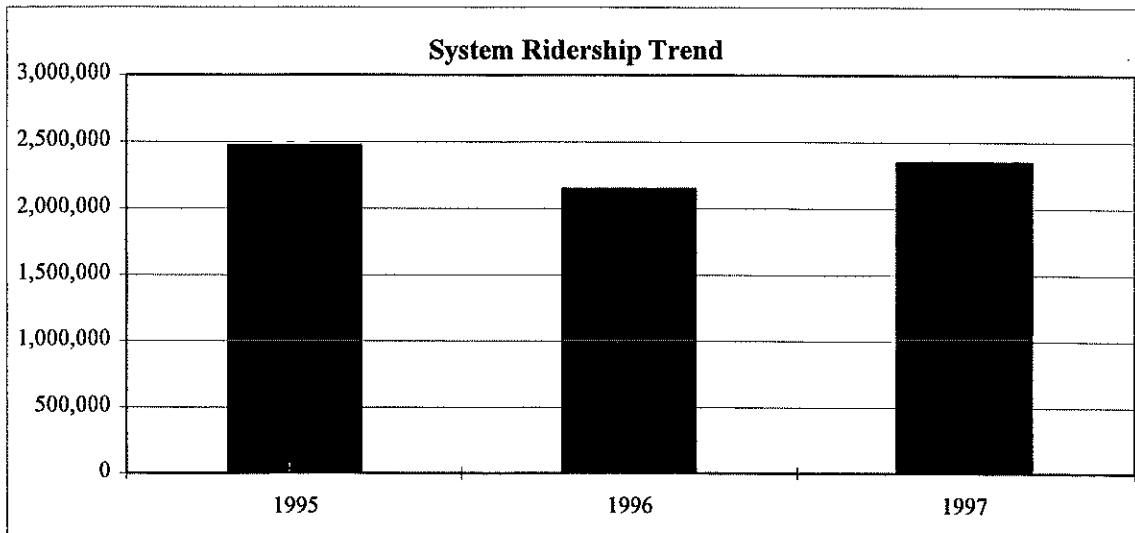
Express: N/A
 Base: \$1.25
 Youth: \$1.00
 Elderly/Disabled: \$0.60
 Transfer: 0.15 & 0.1
 Other/Special: Pass \$45.00/Month
 E&D Transfers \$0.10

OPERATION CHARACTERISTICS

Revenue Vehicles: 39
 Peak Hour Fleet: 27
 Base Fleet: 27
 Fuel Consumption (gal.): 469,070

RIDERSHIP TREND

1995	2,472,933
1996	2,150,097
1997	2,349,338



GROUP: 1

Gary

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$2,055,559
Other Salaries/Wages:	\$1,445,222
Fringe:	\$874,994
Services:	\$693,450
Materials and Supplies:	\$922,836
Utilities:	\$155,211
Casualty/Liability:	\$469,361
Purchased Transportation:	\$50,212
Other:	\$323,855
TOTAL:	\$6,990,700

Revenue Summary

Fare Revenue:	\$1,512,015
Charter/Other:	\$98,873
Contra & Other Fed./State:	\$0
Local Assistance:	\$1,219,739
State Assistance:	\$1,698,892
Federal Assistance:	\$2,461,181
TOTAL:	\$6,990,700

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	2,349,338
Total Vehicle Miles:	1,610,700
Revenue Vehicle Miles:	1,577,533


Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.34
Operating Expense Per Passenger Trip:	\$2.98
Passenger Trips Per Total Vehicle Mile:	1.46
Passenger Trips Per Capita:	20.14

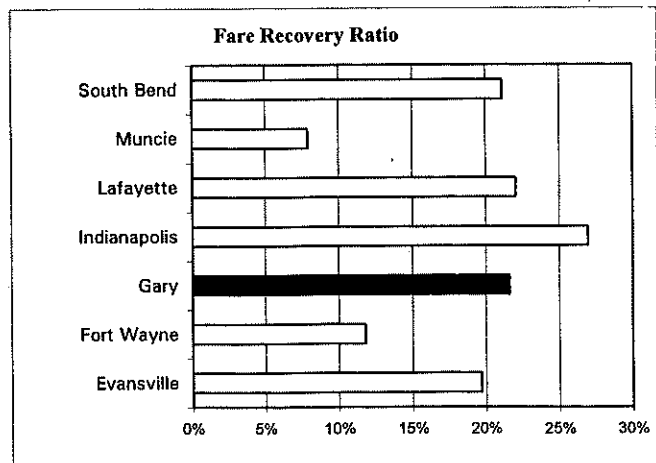
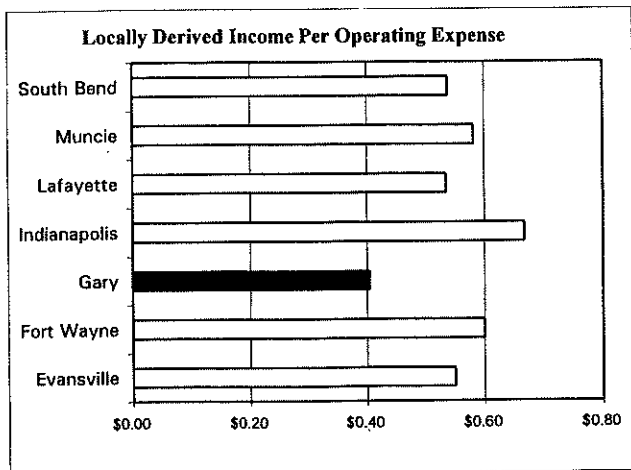
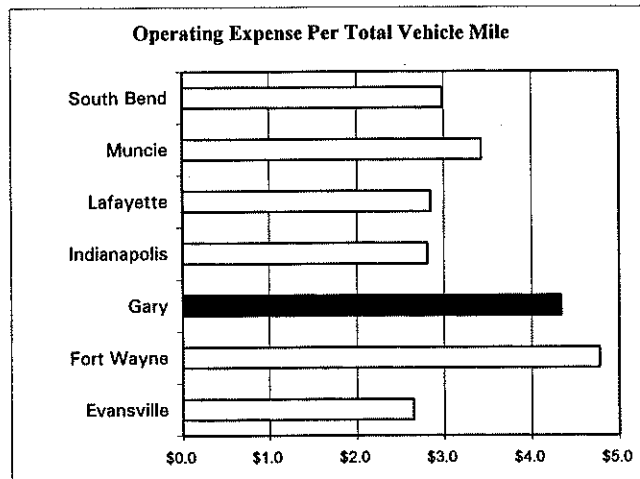
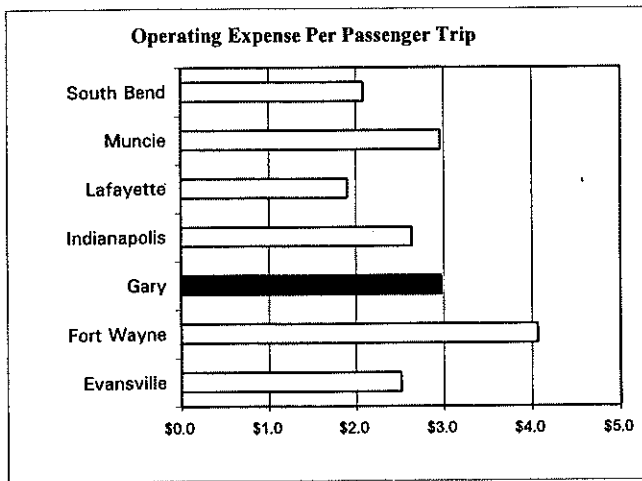
Financial Performance

Operating Subsidy:	\$5,379,812
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$2,830,627
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	22%

PEER GROUP PERFORMANCE COMPOSITE

 Gary Public Transportation Corporation

 Peer Group Members



Goshen Transit

227 West Jefferson Blvd, Room 1120
 South Bend, IN 46601
 (219) 287-1829

E-MAIL: macogdir@aol.com
 FAX: (219) 287-1840

CONTACT: Sandra Seanor, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response/User-Side Subsidy
 Service Area: City of Goshen & contiguous area
 Service Population: 23,797

SERVICE HOURS

Weekday: 12:00 am - 12:00 pm
 Saturday: 12:00 am - 12:00 am
 Sunday: 12:00 am - 12:00 am
 Holidays Without Service: 0

PERSONNEL

	Full-Time	Part-Time
Operations:	5	0
Maintenance:	3	0
Administration:	8	0
Total:	16	0

FARE STRUCTURE

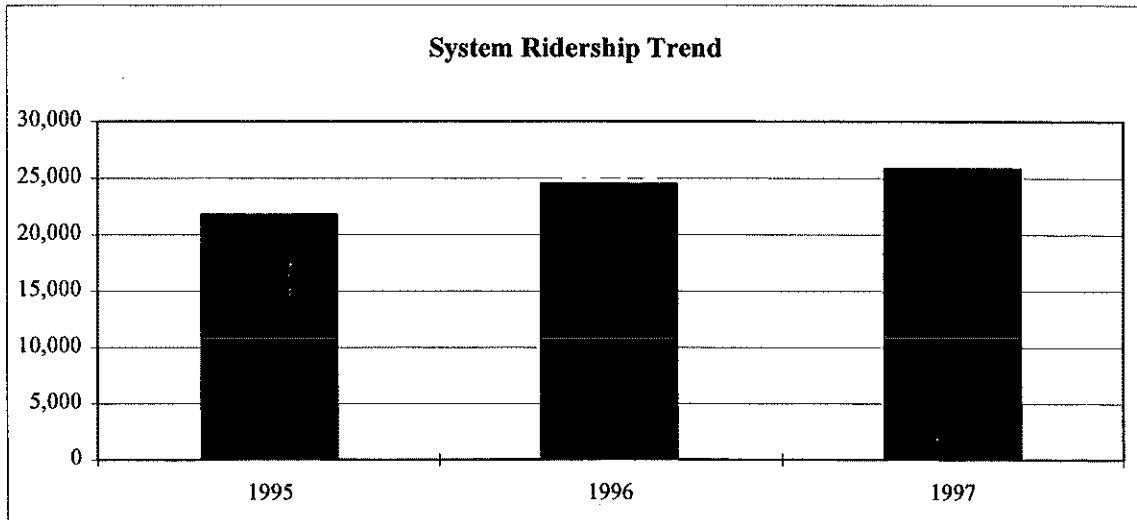
Express: N/A
 Base: 2.60
 Youth: 2.60
 Elderly/Disabled: Half fares during off-peak
 Transfer: N/A
 Other/Special: Disabled fare \$7.00 for first three miles

OPERATION CHARACTERISTICS

Revenue Vehicles: 6
 Peak Hour Fleet: 2
 Base Fleet: 2
 Fuel Consumption (gal.): 10,068

RIDERSHIP TREND

1995	21,813
1996	24,505
1997	25,840



GROUP: 3

Goshen

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$7,548
Fringe:	\$4,456
Services:	\$0
Materials and Supplies:	\$1,215
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$114,947
Other:	\$10,235
TOTAL:	\$138,401

Revenue Summary

Fare Revenue:	\$57,611
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$1,347
State Assistance:	\$39,048
Federal Assistance:	\$40,395
TOTAL:	\$138,401

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	25,840
Total Vehicle Miles:	110,739
Revenue Vehicle Miles:	54,262


Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.25
Operating Expense Per Passenger Trip:	\$5.36
Passenger Trips Per Total Vehicle Mile:	0.23
Passenger Trips Per Capita:	1.09

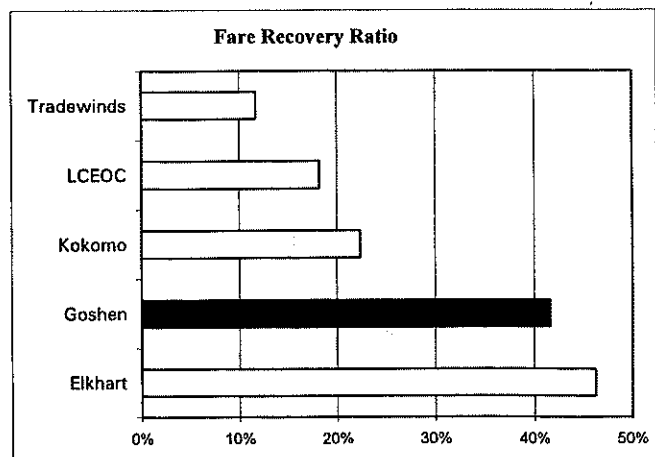
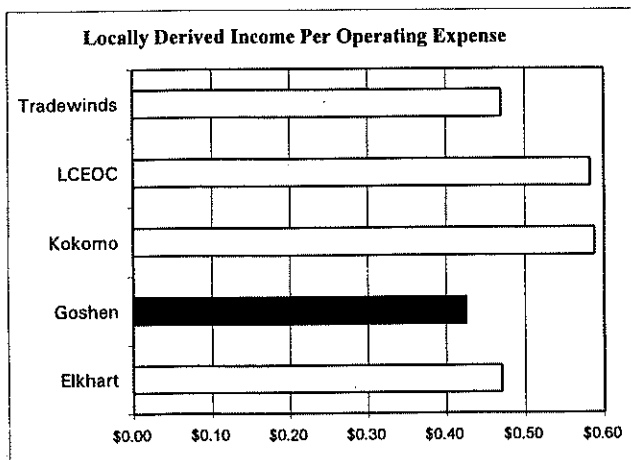
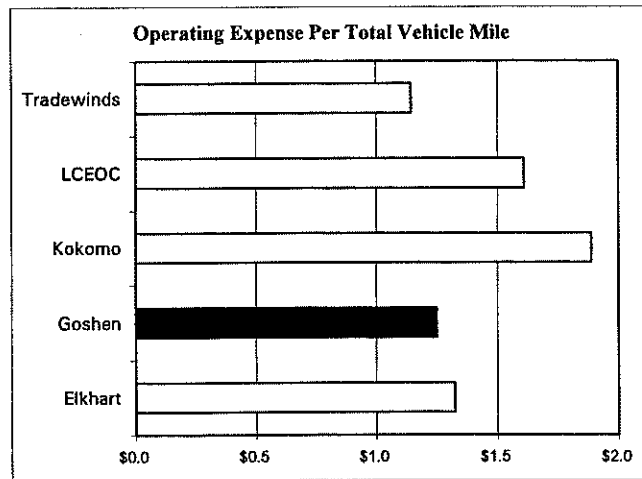
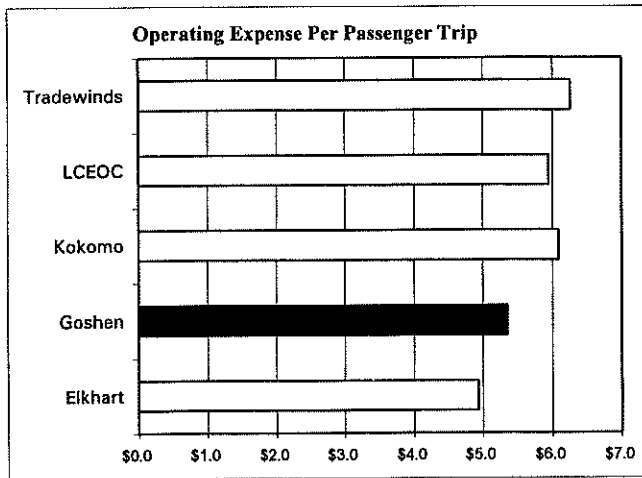
Financial Performance

Operating Subsidy:	\$80,790
Operating Subsidy Ratio:	58%
Locally Derived Income:	\$58,958
Locally Derived Income Per Operating Expense:	\$0.43
Fare Recovery Ratio:	42%

PEER GROUP PERFORMANCE COMPOSITE

 Goshen Transit

 Peer Group Members



Hammond Transit System

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

E-MAIL: hmdtransit@219.com
 FAX: (219) 853-6407

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

SERVICE HOURS

Weekday: 5:30 am - 7:30 pm
 Saturday: 5:30 am - 7:30 pm
 Sunday: No Service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	18	4
Maintenance:	2	0
Administration:	5	2
Total:	25	6

FARE STRUCTURE

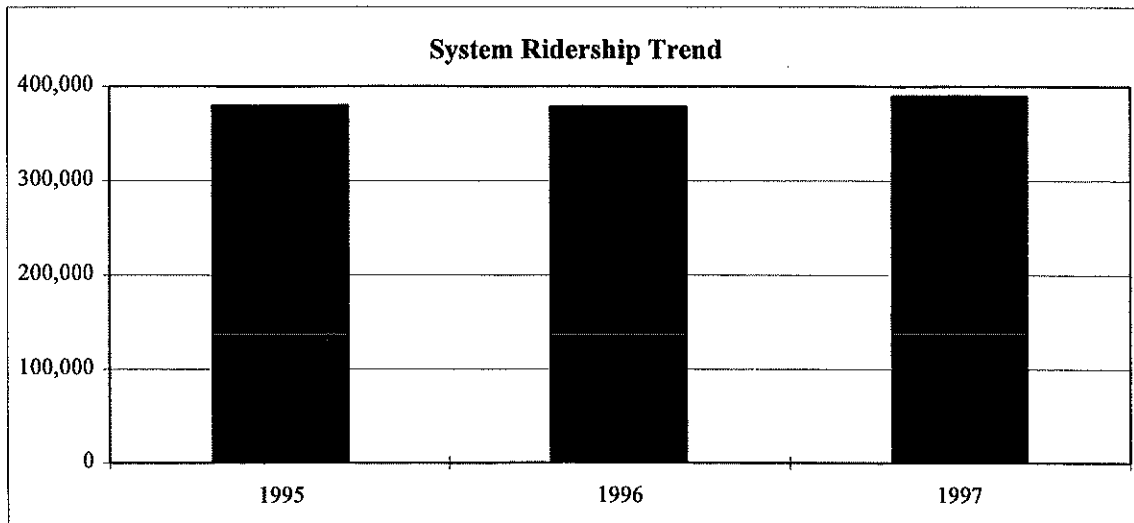
Express: N/A
 Base: \$1.25
 Youth: \$1.00
 Elderly/Disabled: \$0.60
 Transfer: Free
 Other/Special: Monthly Pass \$45.00; Senior Monthly Pass \$18.00; Student Pass \$31.00
 Senior/Disabled Pass \$24.00/40 Rides; Economy pass \$12.50/11 rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 12
 Peak Hour Fleet: 9
 Base Fleet: 6
 Fuel Consumption (gal.): 124,880

RIDERSHIP TREND

1995	379,934
1996	378,740
1997	389,959



GROUP: 2

Hammond

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$76,215
Fringe:	\$26,293
Services:	\$67,585
Materials and Supplies:	\$8,776
Utilities:	\$4,878
Casualty/Liability:	\$7,608
Purchased Transportation:	\$1,442,191
Other:	\$3,769
TOTAL:	\$1,637,315

Revenue Summary

Fare Revenue:	\$307,616
Charter/Other:	\$25,566
Contra & Other Fed./State:	\$0
Local Assistance:	\$359,727
State Assistance:	\$422,918
Federal Assistance:	\$521,488
TOTAL:	\$1,637,315

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	389,959
Total Vehicle Miles:	461,420
Revenue Vehicle Miles:	415,510

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.55
Operating Expense Per Passenger Trip:	\$4.20
Passenger Trips Per Total Vehicle Mile:	0.85
Passenger Trips Per Capita:	4.36

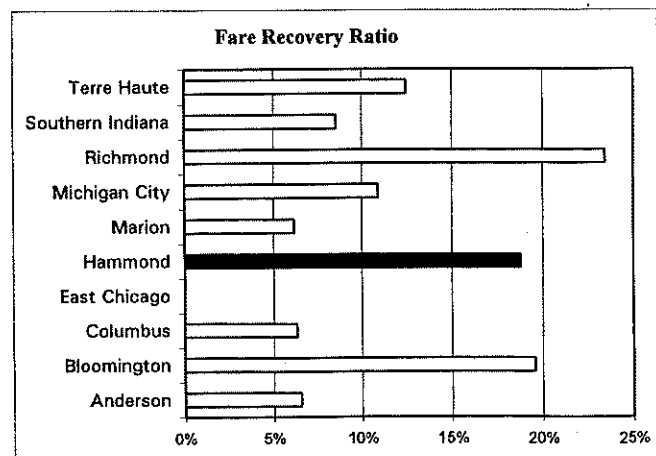
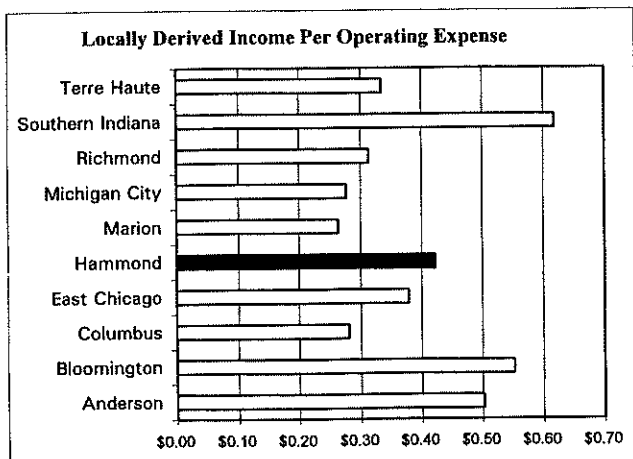
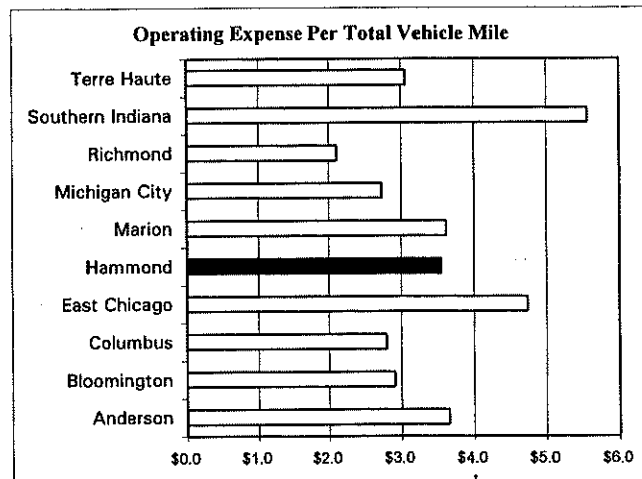
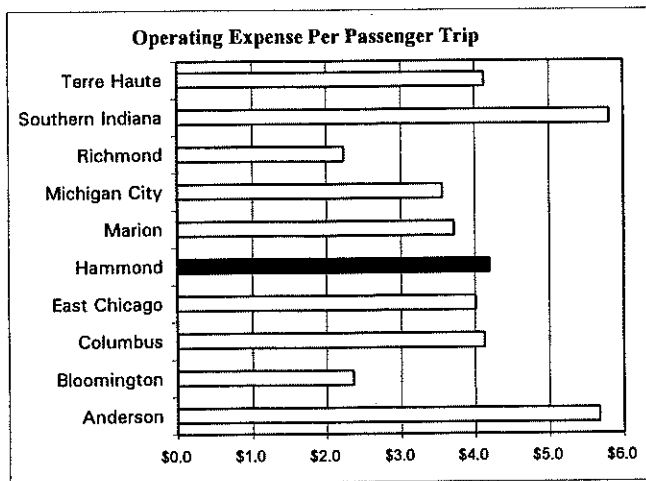
Financial Performance

Operating Subsidy:	\$1,304,133
Operating Subsidy Ratio:	80%
Locally Derived Income:	\$692,909
Locally Derived Income Per Operating Expense:	\$0.42
Fare Recovery Ratio:	19%

PEER GROUP PERFORMANCE COMPOSITE

Hammond Transit System

Peer Group Members



Huntingburg Transit System

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

E-MAIL: huntingburg@psci.net
 FAX: (812) 683-5661

CONTACT: Sara E. Songer, City Hall Manager

GENERAL INFORMATION

Type of Service: Demand Response
 Service Area: Huntingburg City Limits
 Service Population: 5,252

SERVICE HOURS

Weekday: 9:00 am - 4:00 pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	1	0
Maintenance:	0	0
Administration:	0	1
Total:	1	1

FARE STRUCTURE

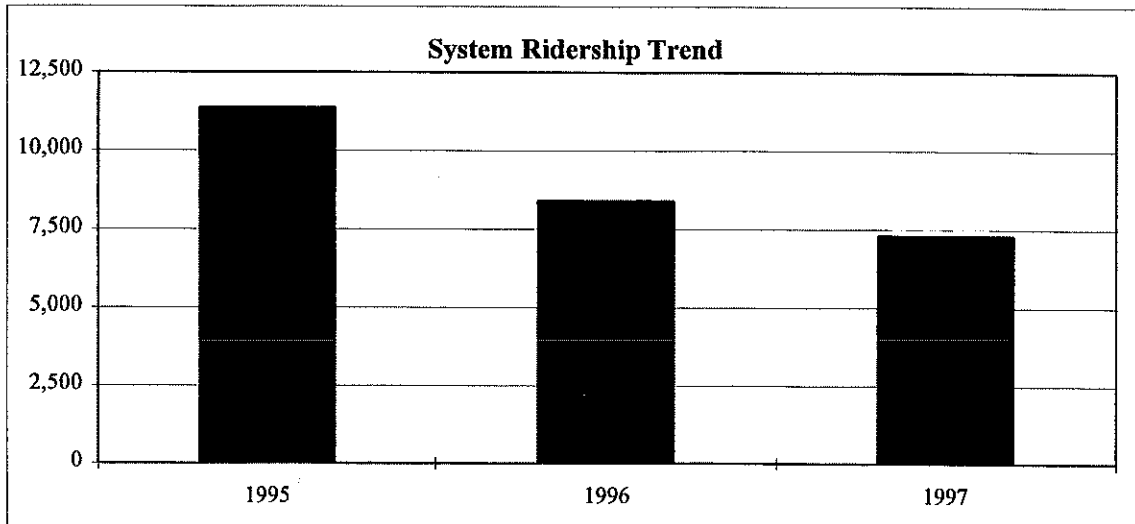
Express: N/A
 Base: 0.50
 Youth: 0.50
 Elderly/Disabled: 0.50
 Transfer: N/A
 Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 1
 Peak Hour Fleet: 1
 Base Fleet: 1
 Fuel Consumption (gal.): 1,666

RIDERSHIP TREND

1995	11,376
1996	8,410
1997	7,306



GROUP: 4

Huntingburg

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$34,062
Other Salaries/Wages:	\$0
Fringe:	\$5,653
Services:	\$1,514
Materials and Supplies:	\$2,233
Utilities:	\$6,300
Casualty/Liability:	\$544
Purchased Transportation:	\$0
Other:	\$810
TOTAL:	\$51,116

Revenue Summary

Fare Revenue:	\$2,428
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$24,344
State Assistance:	\$0
Federal Assistance:	\$24,344
TOTAL:	\$51,116

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	7,306
Total Vehicle Miles:	10,646
Revenue Vehicle Miles:	10,271

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.80
Operating Expense Per Passenger Trip:	\$7.00
Passenger Trips Per Total Vehicle Mile:	0.69
Passenger Trips Per Capita:	1.39

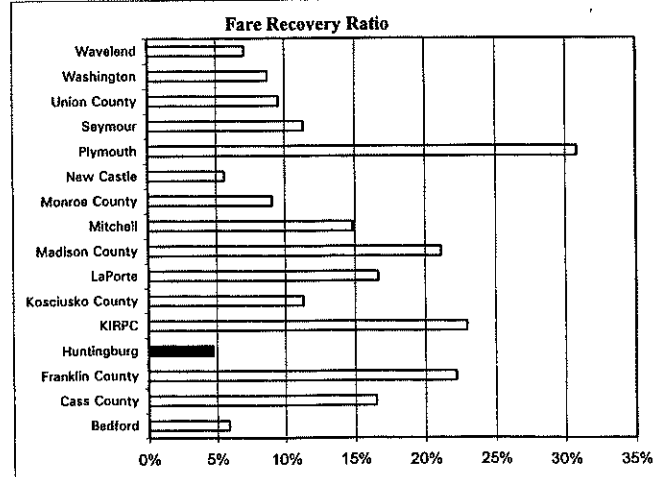
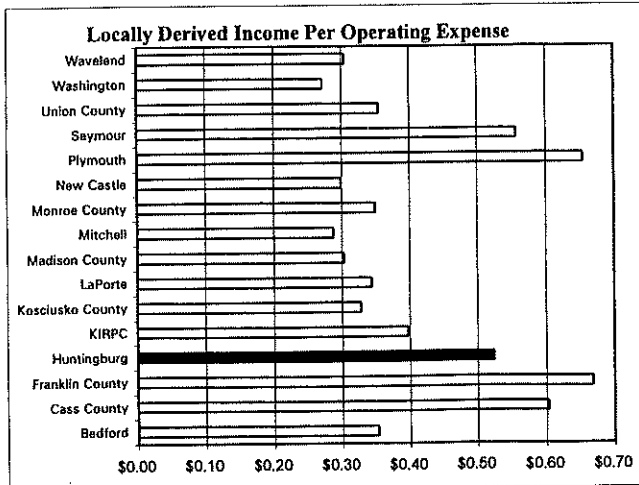
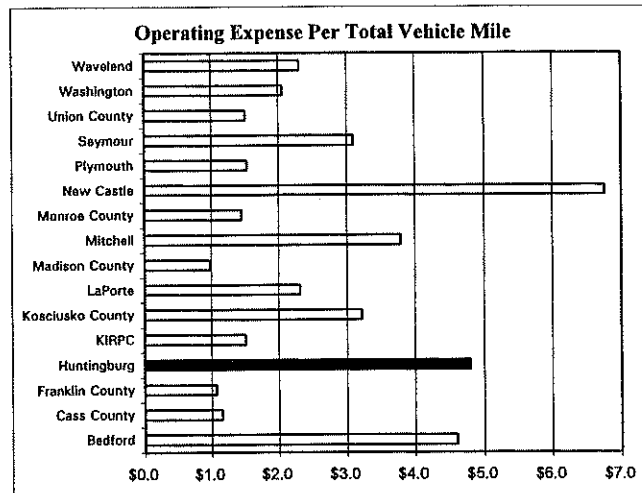
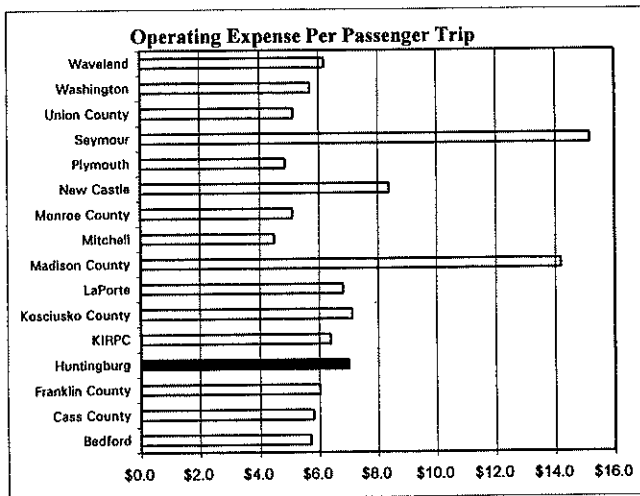
Financial Performance

Operating Subsidy:	\$48,688
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$26,772
Locally Derived Income Per Operating Expense:	\$0.52
Fare Recovery Ratio:	5%

PEER GROUP PERFORMANCE COMPOSITE

Huntingburg Transit System

Peer Group Members



IndyGo

200 East Washington Street, Suite 2360
 Indianapolis, Indiana 46204
 (317) 327-7529

E-MAIL: JHENRY@INDY.GOV.ORG
 FAX: (317) 327-4577

CONTACT: Jill Henry, Contract Administrator

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
 Service Area: Indianapolis Metropolitan Area
 Service Population: 914,761

SERVICE HOURS

Weekday: 4:35 am - 12:50 am
 Saturday: 4:40 am - 12:30 am
 Sunday: 5:25 am - 12:30 am
 Holidays Without Service: 0

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	191	15
Maintenance:	56	1
Administration:	<u>55</u>	<u>12</u>
Total:	302	28

FARE STRUCTURE

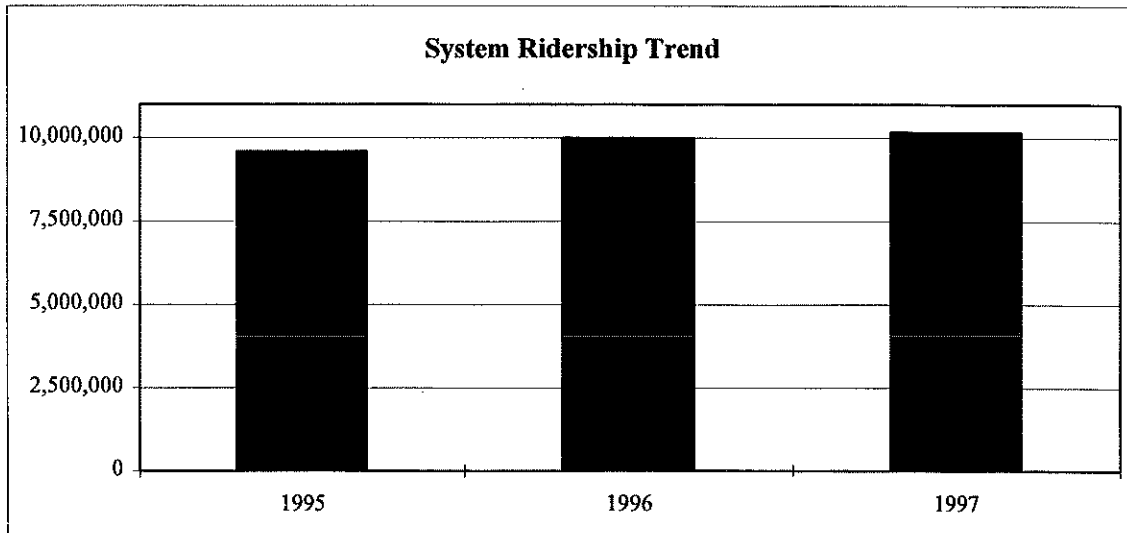
Express: 1.25
 Base: 1.00 Peak Hour, 0.75 Off Peak
 Youth: N/A
 Elderly/Disabled: 0.35
 Transfer: 0.25
 Other/Special: Pass \$39.50-\$49.50/Month; E&D Pass \$19.75-\$24.75/Month
 Demand Response \$15 for Ten Trip Ticket

OPERATION CHARACTERISTICS

Revenue Vehicles: 182
 Peak Hour Fleet: 171
 Base Fleet: 107
 Fuel Consumption (gal.): 1,729,986

RIDERSHIP TREND

1995	9,596,534
1996	#####
1997	#####



GROUP: 1

Indianapolis

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$2,995,249
Other Salaries/Wages:	\$2,006,101
Fringe:	\$2,216,186
Services:	\$1,659,802
Materials and Supplies:	\$972,950
Utilities:	\$300,321
Casualty/Liability:	\$261,565
Purchased Transportation:	\$16,235,552
Other:	\$173,219
TOTAL:	\$26,820,945

Revenue Summary

Fare Revenue:	\$7,232,407
Charter/Other:	\$401,715
Contra & Other Fed./State:	\$26,808
Local Assistance:	\$10,273,102
State Assistance:	\$7,132,662
Federal Assistance:	\$1,754,251
TOTAL:	\$26,820,945

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	10,169,976
Total Vehicle Miles:	9,539,496
Revenue Vehicle Miles:	8,579,643

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.81
Operating Expense Per Passenger Trip:	\$2.64
Passenger Trips Per Total Vehicle Mile:	1.07
Passenger Trips Per Capita:	11.12

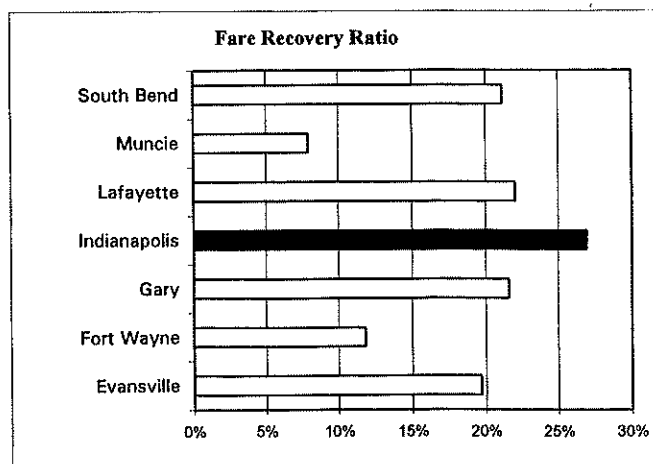
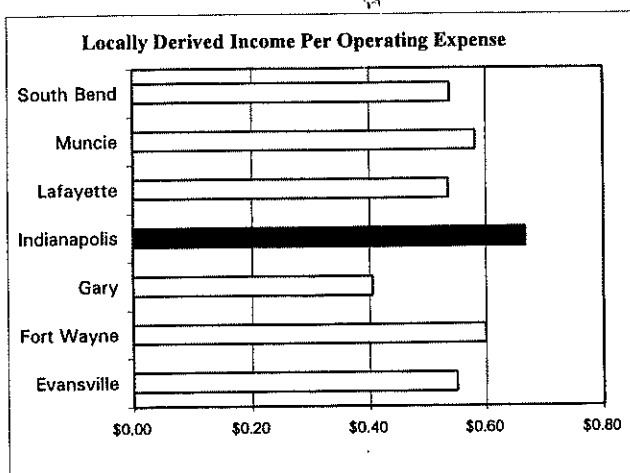
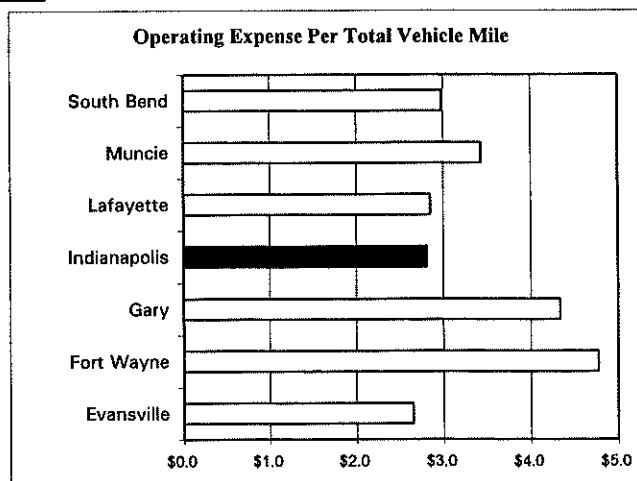
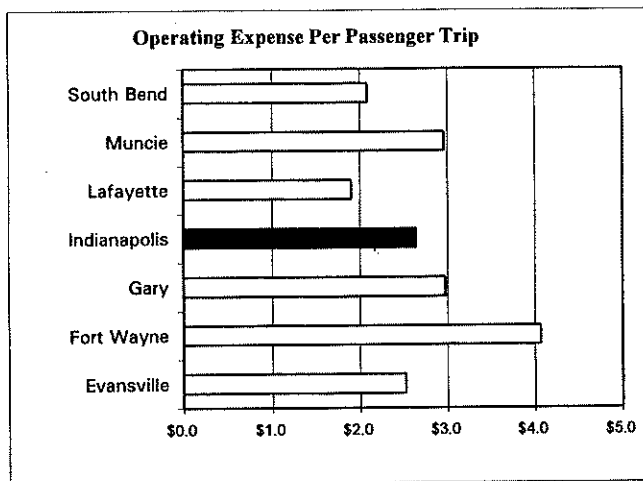
Financial Performance

Operating Subsidy:	\$19,160,015
Operating Subsidy Ratio:	71%
Locally Derived Income:	\$17,907,224
Locally Derived Income Per Operating Expense:	\$0.67
Fare Recovery Ratio:	27%

PEER GROUP PERFORMANCE COMPOSITE

IndyGo

Peer Group Members



Arrowhead Country Public Transportation

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

E-MAIL: STANM@URHERE.NET
 FAX: (219) 253-6659

CONTACT: Stan Minnick, Project Coordinator

GENERAL INFORMATION

Type of Service: Demand Response
 Service Area: Jasper, Newton, Pulaski, Starke & White Counties
 Service Population: 97,166

SERVICE HOURS

Weekday: 6:00 am - 6:00 pm'
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 9

PERSONNEL

	Full-Time	Part-Time
Operations:	18	11
Maintenance:	0	0
Administration:	3	19
Total:	21	30

FARE STRUCTURE

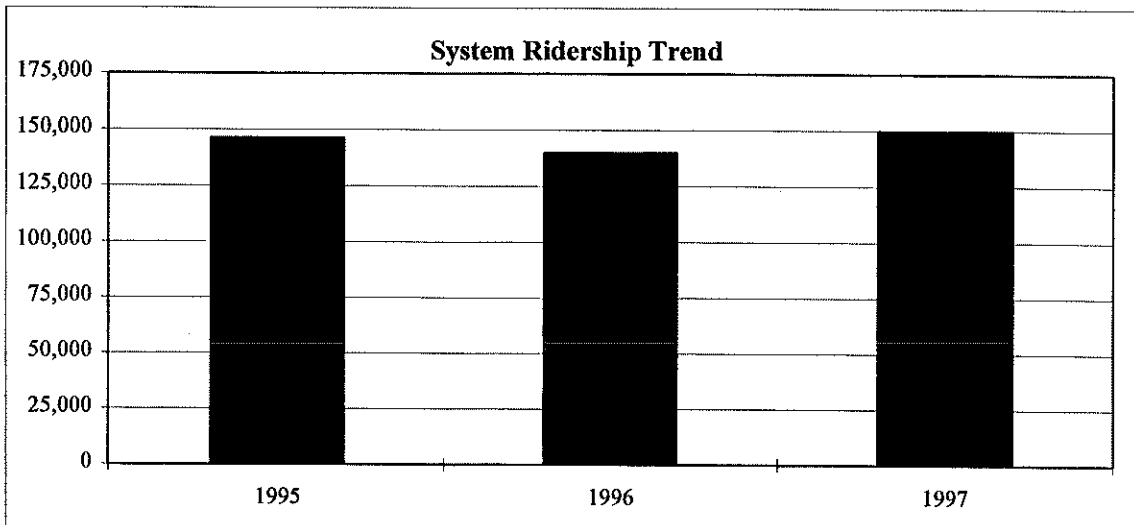
Express: N/A
 Base: 0.75
 Youth: 0.75
 Elderly/Disabled: 0.75
 Transfer: N/A
 Other/Special: Pass \$11.00/Month, \$150.00/Year (Pulaski Co.)
 Ticket \$7.50/12 Rides (Starke Co.)

OPERATION CHARACTERISTICS

Revenue Vehicles: 38
 Peak Hour Fleet: 43
 Base Fleet: 43
 Fuel Consumption (gal.): 61,171

RIDERSHIP TREND

1995	146,287
1996	139,975
1997	149,794



GROUP: 4

KIRPC

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$226,592
Other Salaries/Wages:	\$232,170
Fringe:	\$185,529
Services:	\$62,896
Materials and Supplies:	\$60,829
Utilities:	\$38,603
Casualty/Liability:	\$73,671
Purchased Transportation:	\$0
Other:	\$76,999
TOTAL:	\$957,289

Revenue Summary

Fare Revenue:	\$219,876
Charter/Other:	\$0
Contra & Other Fed./State:	\$5,552
Local Assistance:	\$160,549
State Assistance:	\$205,381
Federal Assistance:	\$365,931
TOTAL:	\$957,289

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	149,794
Total Vehicle Miles:	632,986
Revenue Vehicle Miles:	606,118

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.51
Operating Expense Per Passenger Trip:	\$6.39
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	1.54

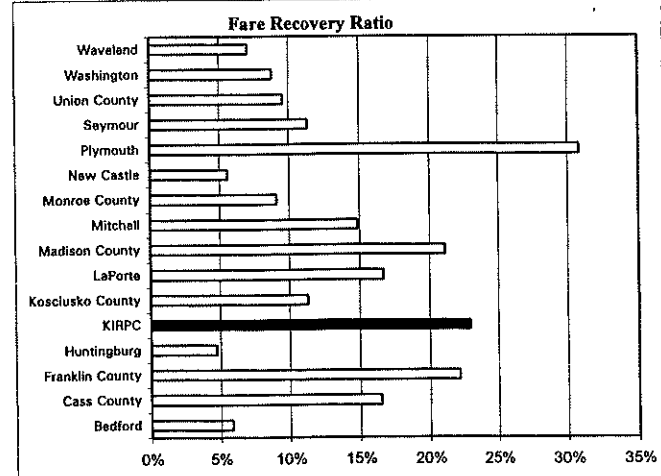
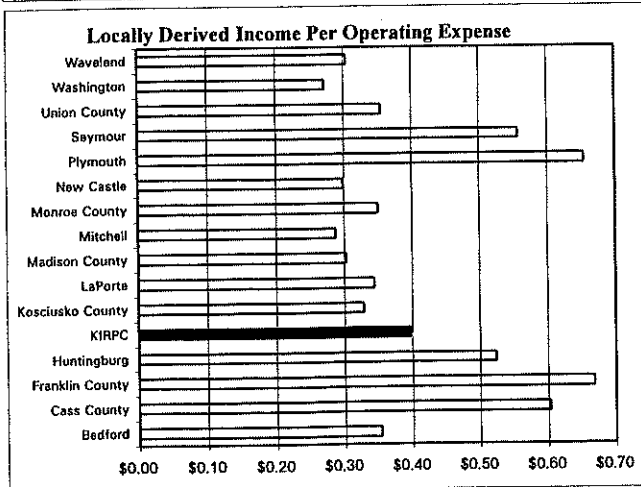
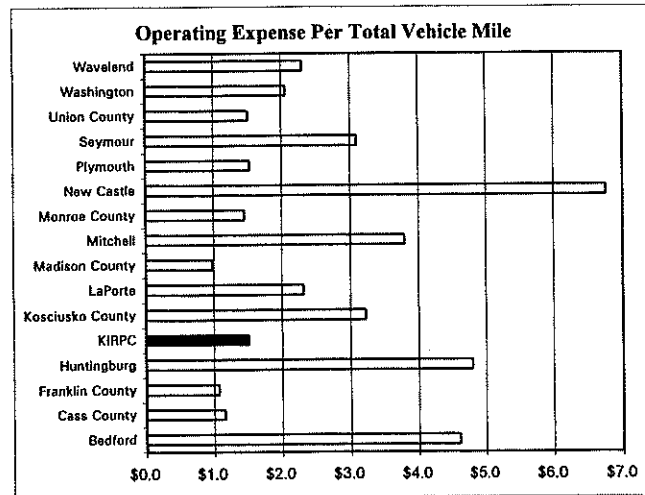
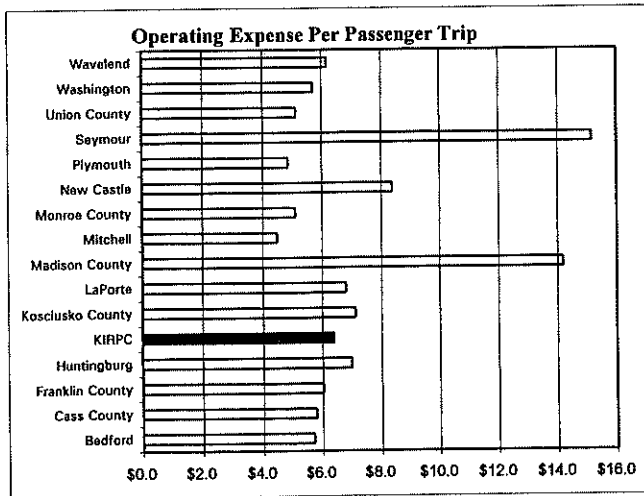
Financial Performance

Operating Subsidy:	\$731,861
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$380,425
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	23%

PEER GROUP PERFORMANCE COMPOSITE

Arrowhead Country Public Transportation

Peer Group Members



First City Rider/Kokomo Senior Citizen Bus Service

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

E-MAIL: n/a
 FAX: (765) 456-2339

CONTACT: Glen Boise, Interim Transportation Director

GENERAL INFORMATION

Type of Service: Demand Response
 Service Area: City of Kokomo
 Service Population: 66,981

SERVICE HOURS

Weekday: 24/hrs per day
 Saturday: 24/hrs per day
 Sunday: 24/hrs per day
 Holidays Without Service: 0

PERSONNEL

	Full-Time	Part-Time
Operations:	34	5
Maintenance:	1	12
Administration:	2	2
Total:	37	26

FARE STRUCTURE

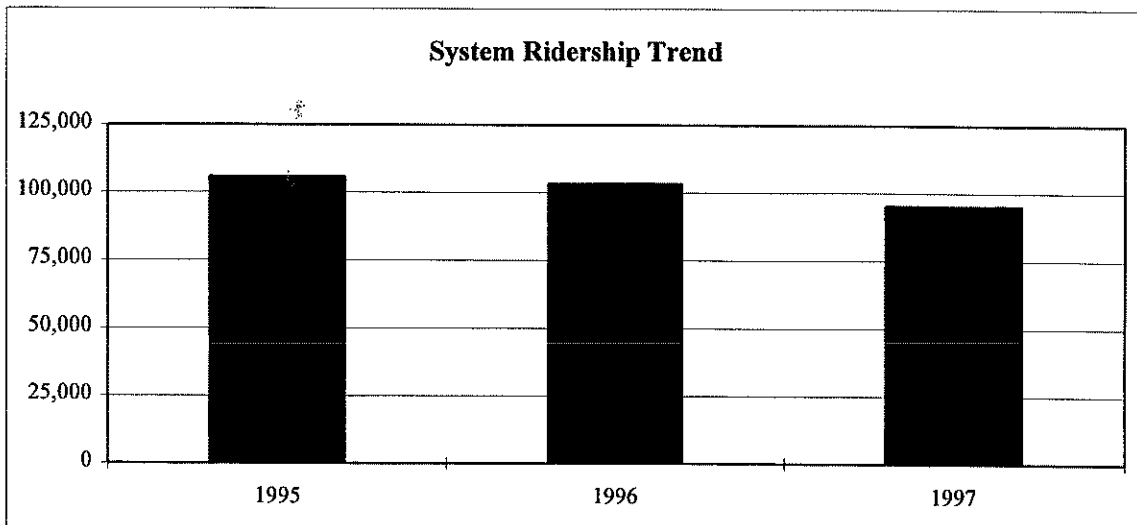
Express: N/A
 Base: 2.13 (Avg.)
 Youth: 2.13 (Avg.)
 Elderly/Disabled: 1.06 (Avg.)
 Transfer: N/A
 Other/Special: Taxi Fares is base rate of \$3.25; Elderly and disabled pay half basic fare rate during non-peak p
 Program subsidizes 50% of the cost up to \$2 per trip; driver assistance extra

OPERATION CHARACTERISTICS

Revenue Vehicles: 10
 Peak Hour Fleet: 9
 Base Fleet: 9
 Fuel Consumption (gal.): 25,382

RIDERSHIP TREND

1995	105,842
1996	103,328
1997	95,348



GROUP: 3

Kokomo

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$156,267
Other Salaries/Wages:	\$46,382
Fringe:	\$81,491
Services:	\$270
Materials and Supplies:	\$21,930
Utilities:	\$2,004
Casualty/Liability:	\$0
Purchased Transportation:	\$259,035
Other:	\$13,225
TOTAL:	\$580,604

Revenue Summary

Fare Revenue:	\$129,992
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$210,975
State Assistance:	\$0
Federal Assistance:	\$239,637
TOTAL:	\$580,604

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	95,348
Total Vehicle Miles:	307,620
Revenue Vehicle Miles:	160,433

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.89
Operating Expense Per Passenger Trip:	\$6.09
Passenger Trips Per Total Vehicle Mile:	0.31
Passenger Trips Per Capita:	1.42

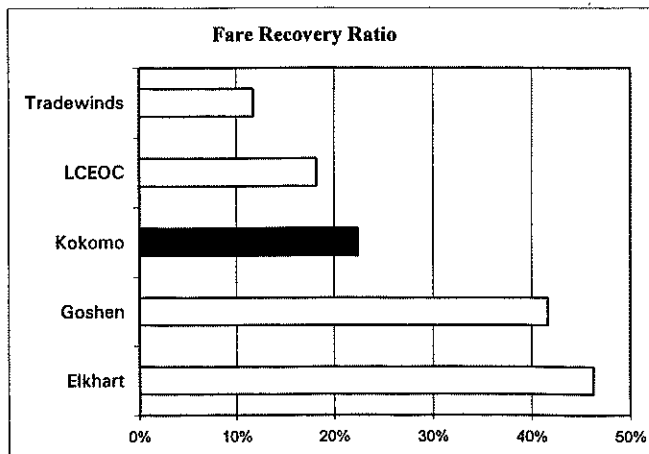
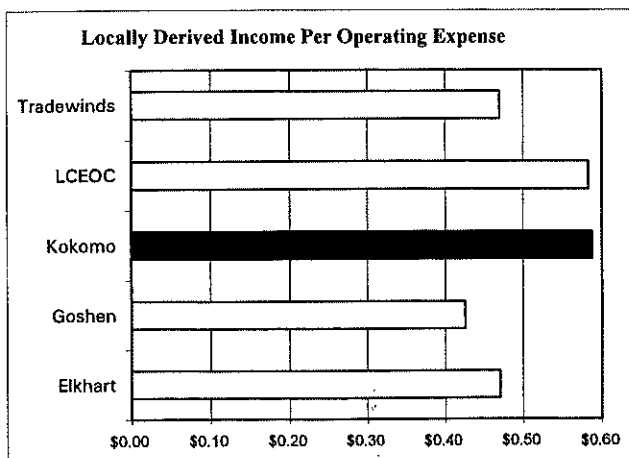
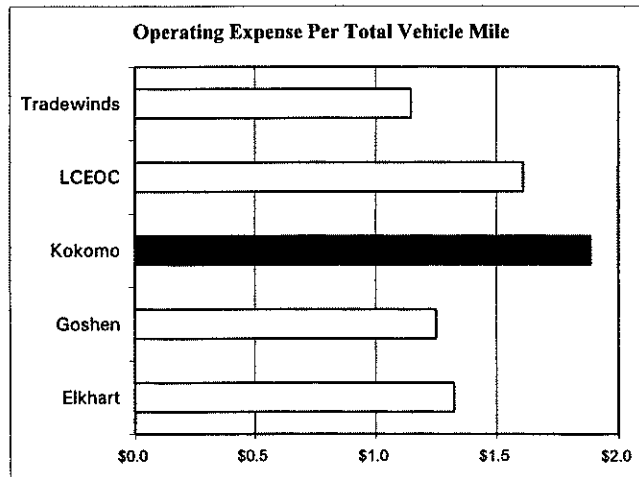
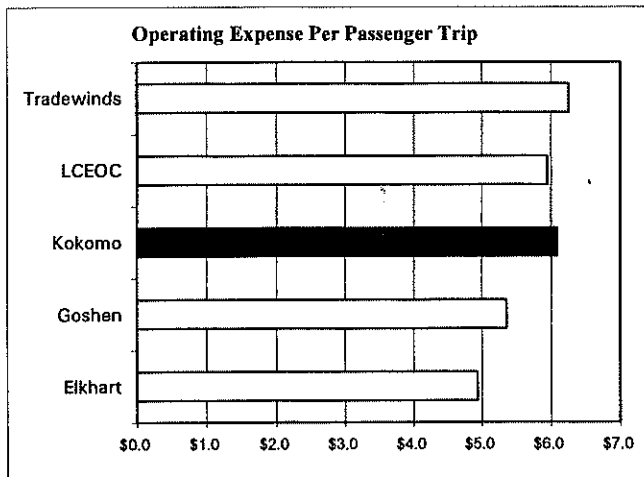
Financial Performance

Operating Subsidy:	\$450,612
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$340,967
Locally Derived Income Per Operating Expense:	\$0.59
Fare Recovery Ratio:	22%

PEER GROUP PERFORMANCE COMPOSITE

First City Rider/Kokomo Senior Citizen Bus Service

Peer Group Members



Kosciusko Area Bus Service

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

E-MAIL: KABS@KConline.com
 FAX: (219) 267-6200

CONTACT: Tom Sherron, General Manager

GENERAL INFORMATION

Type of Service: Point Deviated Fixed Route
 Service Area: Kosciusko County
 Service Population: 65,294

SERVICE HOURS

Weekday: 5:30 am - 6:00 pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 2

PERSONNEL

	Full-Time	Part-Time
Operations:	10	2
Maintenance:	1	0
Administration:	4	0
Total:	15	2

FARE STRUCTURE

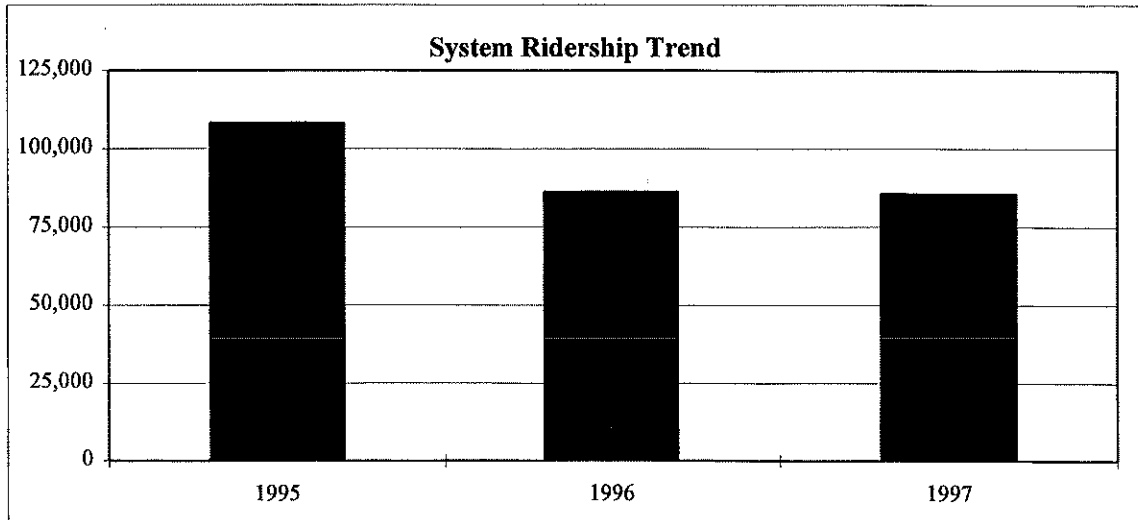
Express: N/A
 Base: \$2.00
 Youth: N/A
 Elderly/Disabled: \$1.00
 Transfer: Free
 Other/Special: Subscription \$2.00, Elderly and Disabled \$1.00
 Multi-ride discounts for youth, seniors and adults

OPERATION CHARACTERISTICS

Revenue Vehicles: 12
 Peak Hour Fleet: 8
 Base Fleet: 7
 Fuel Consumption (gal.): 79,573

RIDERSHIP TREND

1995	108,282
1996	86,301
1997	85,564



GROUP: 4

Kosciusko County

FINANCIAL INFORMATION

SERVICE STATISTICS

Operating Expense Summary

Operator Salaries/Wages:	\$154,463
Other Salaries/Wages:	\$129,173
Fringe:	\$133,668
Services:	\$5,524
Materials and Supplies:	\$55,655
Utilities:	\$11,994
Casualty/Liability:	\$25,521
Purchased Transportation:	\$0
Other:	\$92,775
TOTAL:	\$608,773

Productivity

Total Passenger Boardings:	85,564
Total Vehicle Miles:	188,984
Revenue Vehicle Miles:	171,736

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.22
Operating Expense Per Passenger Trip:	\$7.11
Passenger Trips Per Total Vehicle Mile:	0.45
Passenger Trips Per Capita:	1.31


Revenue Summary

Fare Revenue:	\$68,836
Charter/Other:	\$13,891
Contra & Other Fed./State:	\$0
Local Assistance:	\$117,102
State Assistance:	\$145,921
Federal Assistance:	\$263,023
TOTAL:	\$608,773

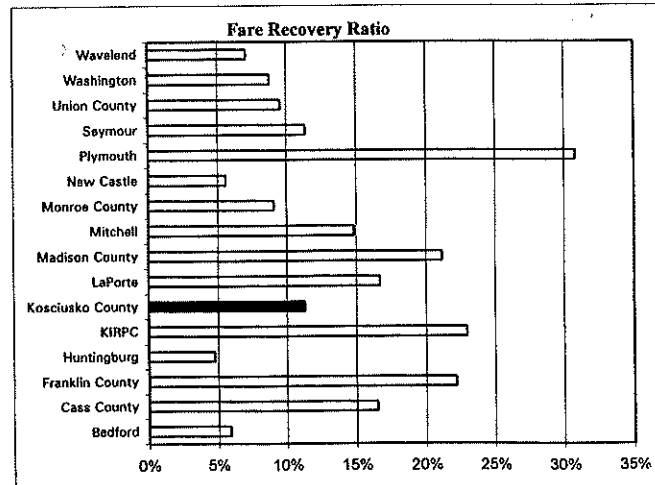
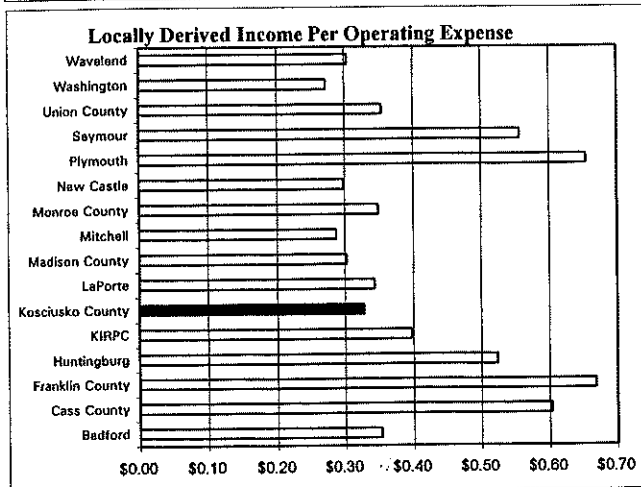
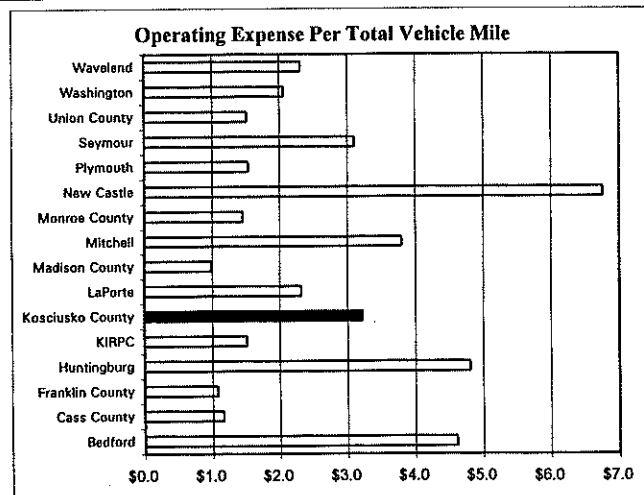
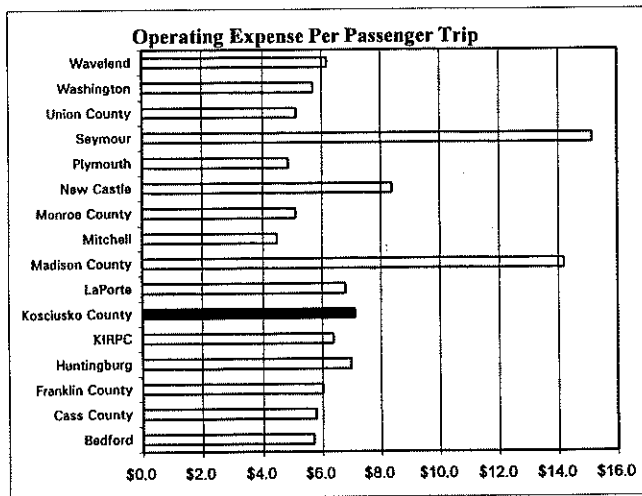
Financial Performance

Operating Subsidy:	\$526,046
Operating Subsidy Ratio:	86%
Locally Derived Income:	\$199,829
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	11%

PEER GROUP PERFORMANCE COMPOSITE

 Kosciusko Area Bus Service

 Peer Group Members



Greater Lafayette Public Transportation Corporation

1250 Canal Rd., Box 588
 Lafayette, Indiana 47902
 (765) 423-2666

E-MAIL: n/a
 FAX: (765) 742-4729

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

SERVICE HOURS

Weekday: 6:00 am - 10:40 pm
 Saturday: 6:00 am - 10:40 pm
 Sunday: No service
 Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	38	25
Maintenance:	9	0
Administration:	13	1
Total:	60	26

FARE STRUCTURE

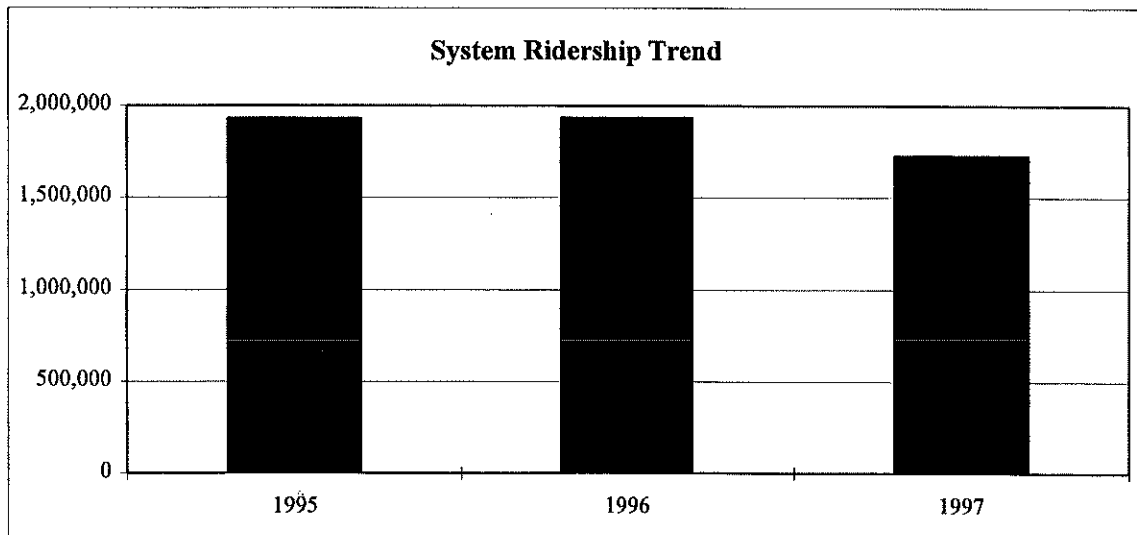
Express: N/A
 Base: \$0.75
 Youth: 0.35
 Elderly/Disabled: \$0.25
 Transfer: Free
 Other/Special: Pass \$21.00/Month, \$75.00/Semester; E&D Pass \$10.50/Month
 Token \$0.50/Ride; \$125.00/Annual Pass; \$45.00/Summer Pass

OPERATION CHARACTERISTICS

Revenue Vehicles: 49
 Peak Hour Fleet: 36
 Base Fleet: 25
 Fuel Consumption (gal.): 269,693

RIDERSHIP TREND

1995 1,931,830
 1996 1,935,174
 1997 1,728,389



GROUP: 1

Lafayette

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,209,728
Other Salaries/Wages:	\$747,231
Fringe:	\$582,749
Services:	\$135,897
Materials and Supplies:	\$372,760
Utilities:	\$44,485
Casualty/Liability:	\$95,030
Purchased Transportation:	\$0
Other:	\$97,434
TOTAL:	\$3,285,314

Revenue Summary

Fare Revenue:	\$723,630
Charter/Other:	\$267,582
Contra & Other Fed./State:	\$1,716
Local Assistance:	\$768,196
State Assistance:	\$1,028,407
Federal Assistance:	\$495,783
TOTAL:	\$3,285,314

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	1,728,389
Total Vehicle Miles:	1,153,356
Revenue Vehicle Miles:	1,110,000

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.85
Operating Expense Per Passenger Trip:	\$1.90
Passenger Trips Per Total Vehicle Mile:	1.50
Passenger Trips Per Capita:	15.93

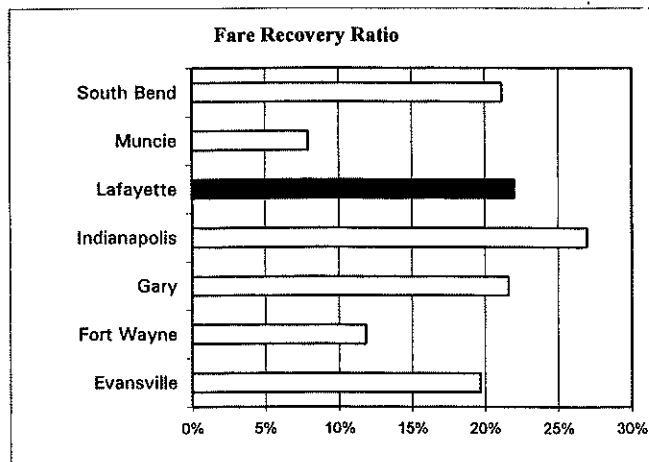
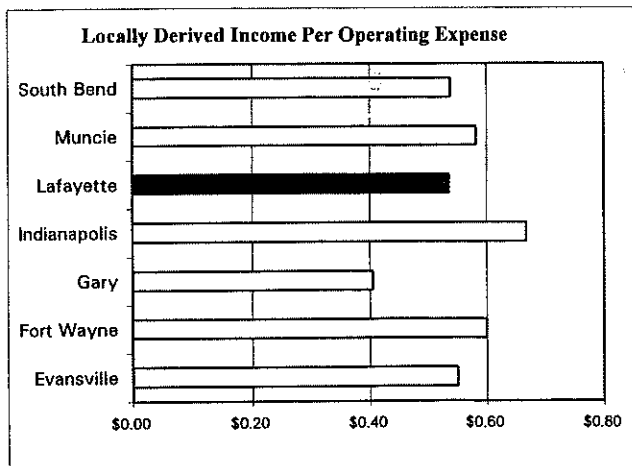
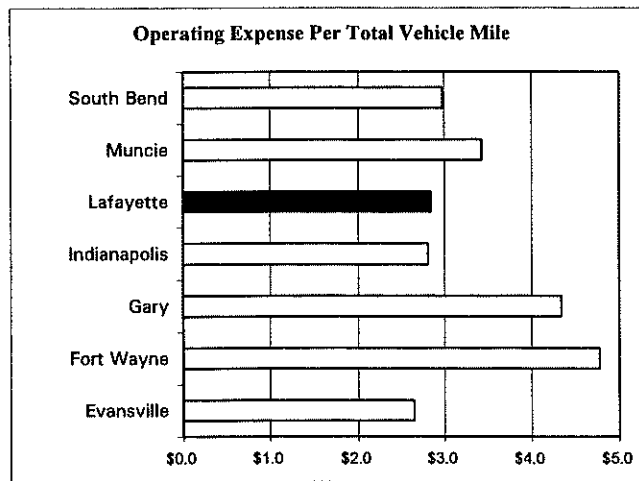
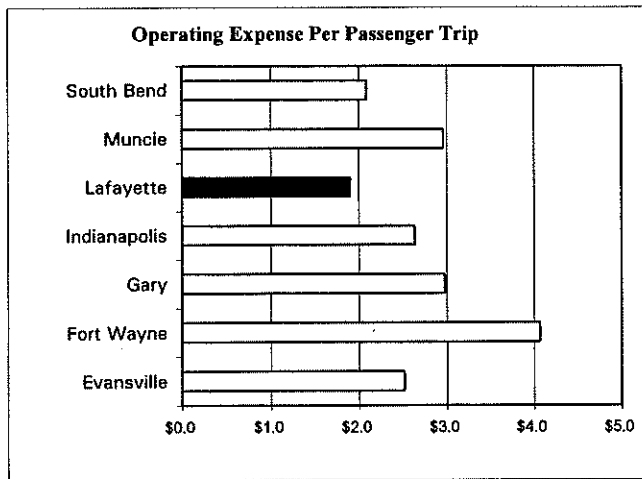
Financial Performance

Operating Subsidy:	\$2,292,386
Operating Subsidy Ratio:	70%
Locally Derived Income:	\$1,759,408
Locally Derived Income Per Operating Expense:	\$0.54
Fare Recovery Ratio:	22%

PEER GROUP PERFORMANCE COMPOSITE

Greater Lafayette Public Transportation Corporation

Peer Group Members



TransPorte

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

E-MAIL: n/a
FAX: (219) 324-4375

CONTACT: Joanne E. Mitchell, Manager

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: LaPorte City limits & one-quarter mile fringe
Service Population: 21,507

SERVICE HOURS

Weekday: 6:00 am - 9:00 pm
Saturday: 8:00 am - 4:00 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	4	8
Maintenance:	3	0
Administration:	3	0
Total:	10	8

FARE STRUCTURE

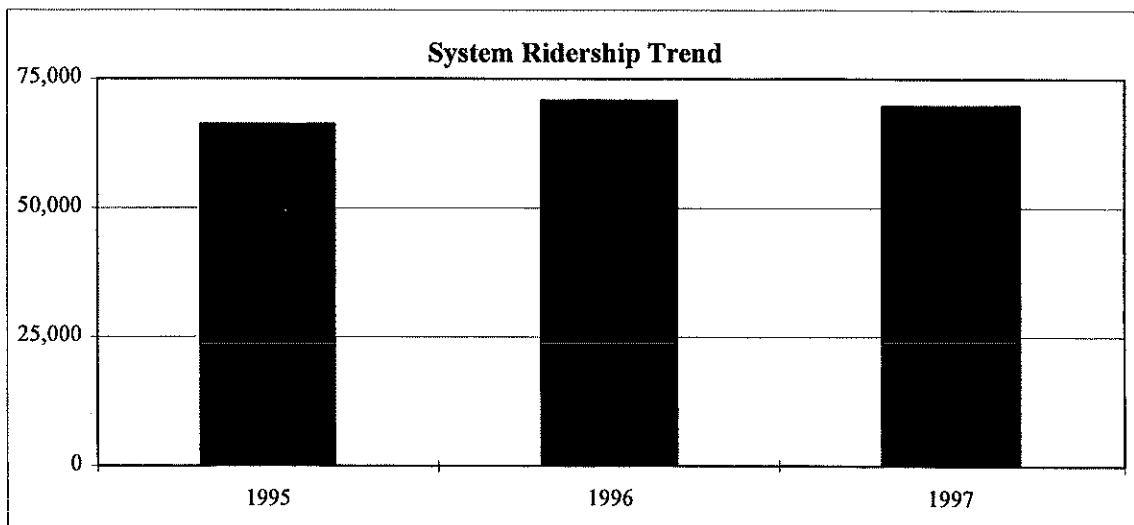
Express: N/A
Base: \$2.25
Youth: \$1.00
Elderly/Disabled: \$1.50
Transfer: N/A
Other/Special: Pass \$20.00/10 Rides
E & H Pass \$12.50/10 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 9
Peak Hour Fleet: 5
Base Fleet: 4
Fuel Consumption (gal.): 25,449

RIDERSHIP TREND

1995	66,223
1996	70,833
1997	69,796



GROUP: 4

LaPorte

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$282,552
Other Salaries/Wages:	\$0
Fringe:	\$89,980
Services:	\$5,380
Materials and Supplies:	\$46,744
Utilities:	\$24,957
Casualty/Liability:	\$19,724
Purchased Transportation:	\$0
Other:	\$5,841
TOTAL:	\$475,178

Revenue Summary

Fare Revenue:	\$79,316
Charter/Other:	\$17,496
Contra & Other Fed./State:	\$3,035
Local Assistance:	\$66,470
State Assistance:	\$127,072
Federal Assistance:	\$181,789
TOTAL:	\$475,178

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	69,796
Total Vehicle Miles:	204,844
Revenue Vehicle Miles:	203,185

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.32
Operating Expense Per Passenger Trip:	\$6.81
Passenger Trips Per Total Vehicle Mile:	0.34
Passenger Trips Per Capita:	3.25

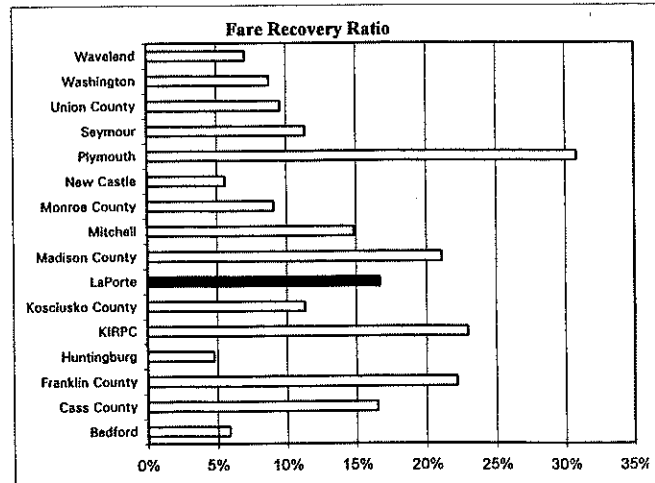
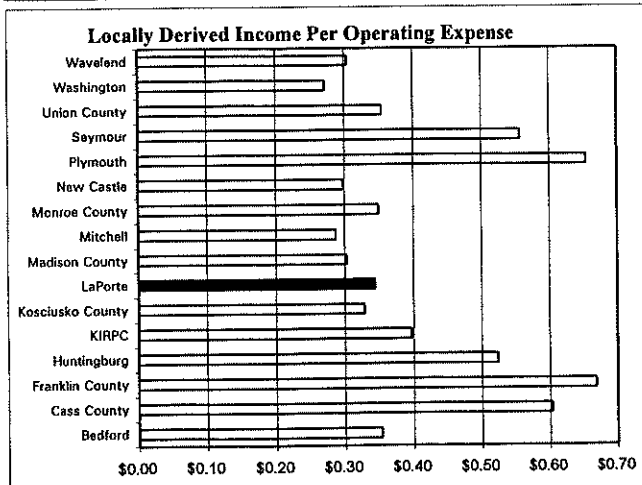
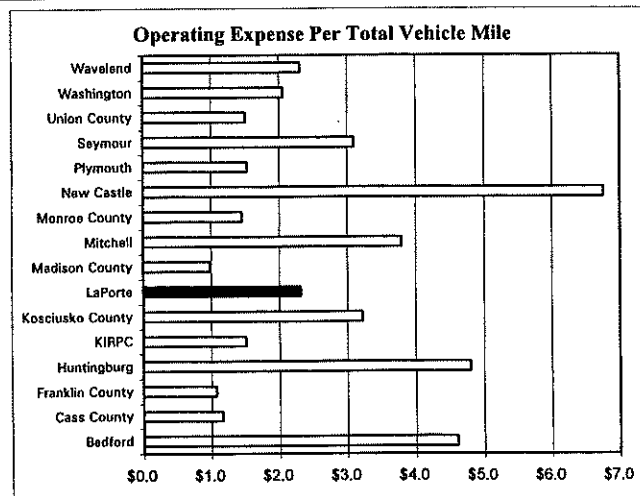
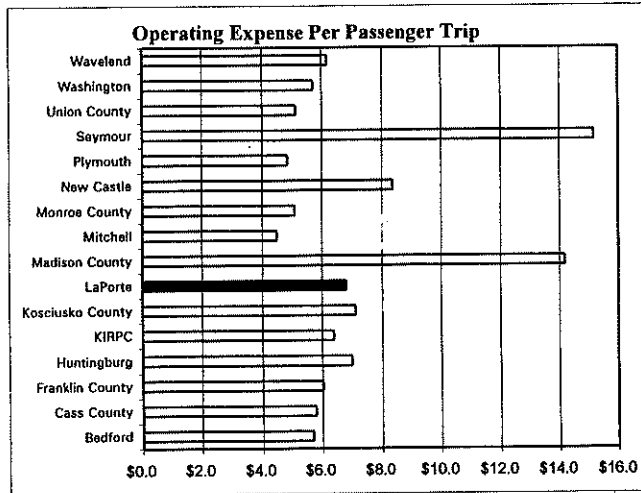
Financial Performance

Operating Subsidy:	\$375,331
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$163,282
Locally Derived Income Per Operating Expense:	\$0.34
Fare Recovery Ratio:	17%

PEER GROUP PERFORMANCE COMPOSITE

TransPorte

Peer Group Members



LCEOC Transaction

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

E-MAIL: n/a
 FAX: (219) 932-0560

CONTACT: John Schoon, Associate Director of Transportation Services

GENERAL INFORMATION

Type of Service: Demand Response
 Service Area: Lake and Porter Counties
 Service Population: 51,422

SERVICE HOURS

Weekday: 6:00 pm - 11:00 pm
 Saturday: 7:00 am - 5:00 pm
 Sunday: 7:00 am - 5:00 pm
 Holidays Without Service: 12

PERSONNEL

	Full-Time	Part-Time
Operations:	40	17
Maintenance:	0	0
Administration:	1	5
Total:	41	22

FARE STRUCTURE

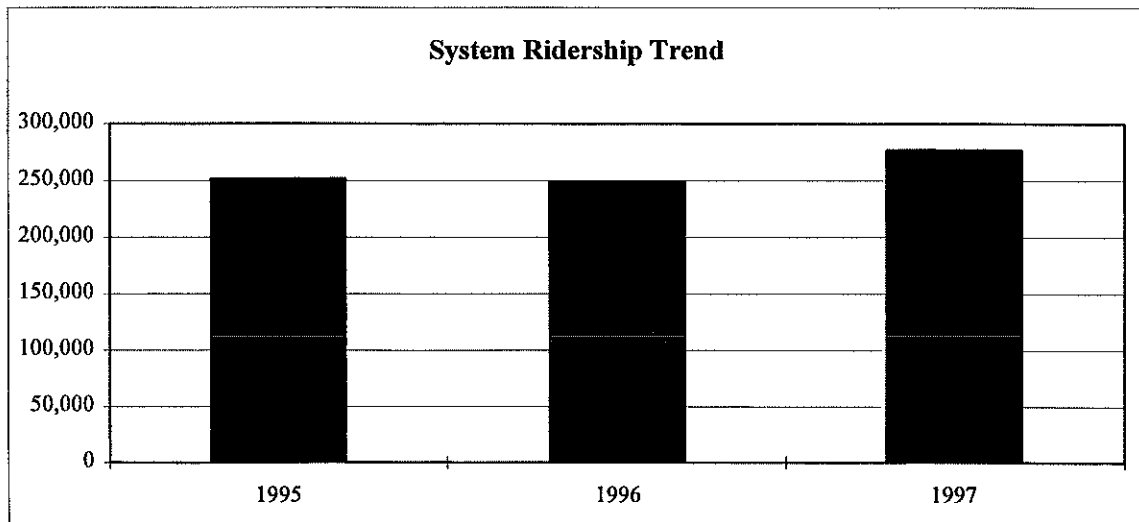
Express: N/A
 Base: N/A
 Youth: N/A
 Elderly/Disabled: N/A
 Transfer: N/A
 Other/Special: \$3.00 per one-way trip

OPERATION CHARACTERISTICS

Revenue Vehicles: 45
 Peak Hour Fleet: 46
 Base Fleet: 39
 Fuel Consumption (gal.): 115,967

RIDERSHIP TREND

1995	252,100
1996	249,537
1997	277,300



GROUP: 3

LCEOC

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$441,736
Other Salaries/Wages:	\$277,660
Fringe:	\$165,284
Services:	\$317,288
Materials and Supplies:	\$196,976
Utilities:	\$83,778
Casualty/Liability:	\$118,170
Purchased Transportation:	\$0
Other:	\$49,073
TOTAL:	\$1,649,965

Revenue Summary

Fare Revenue:	\$300,338
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$660,990
State Assistance:	\$464,371
Federal Assistance:	\$224,266
TOTAL:	\$1,649,965

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	277,300
Total Vehicle Miles:	1,025,000
Revenue Vehicle Miles:	823,000

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.61
Operating Expense Per Passenger Trip:	\$5.95
Passenger Trips Per Total Vehicle Mile:	0.27
Passenger Trips Per Capita:	5.39

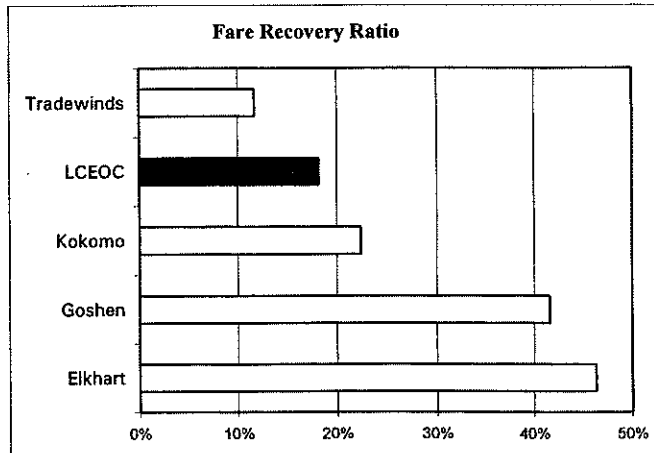
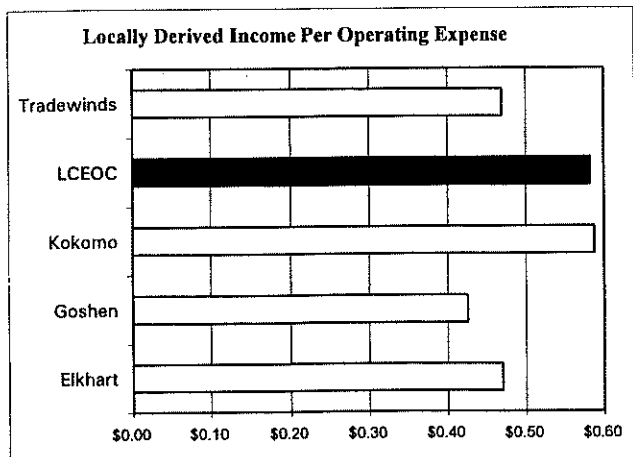
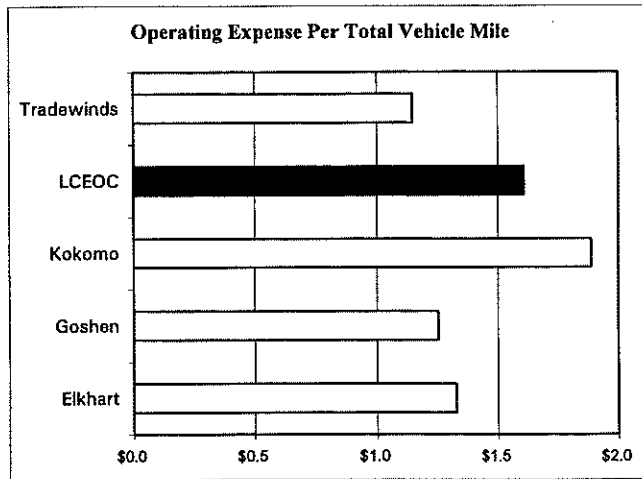
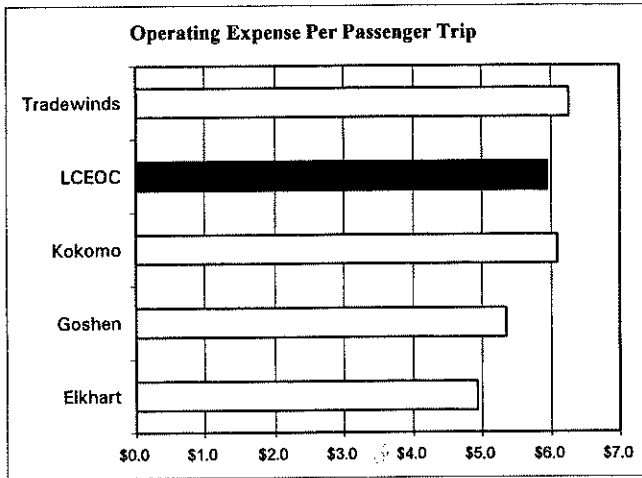
Financial Performance

Operating Subsidy:	\$1,349,627
Operating Subsidy Ratio:	82%
Locally Derived Income:	\$961,328
Locally Derived Income Per Operating Expense:	\$0.58
Fare Recovery Ratio:	18%

PEER GROUP PERFORMANCE COMPOSITE

█ LCEOC Transaction

□ Peer Group Members



Transportation for Rural Areas of Madison

16 E. Ninth Street
 Anderson, IN 46016
 (765) 641-9482

E-MAIL: n/a
 FAX: (765) 641-9486

CONTACT: Rosalee Bernard, Chief Local Assistance Planner

GENERAL INFORMATION

Type of Service: Demand Response
 Service Area: Madison County except Anderson
 Service Population: 56,632

SERVICE HOURS

Weekday: 6:00 am - 5:00 pm
 Saturday: No service
 Sunday: No service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	5	0
Maintenance:	0	0
Administration:	2	0
Total:	7	0

FARE STRUCTURE

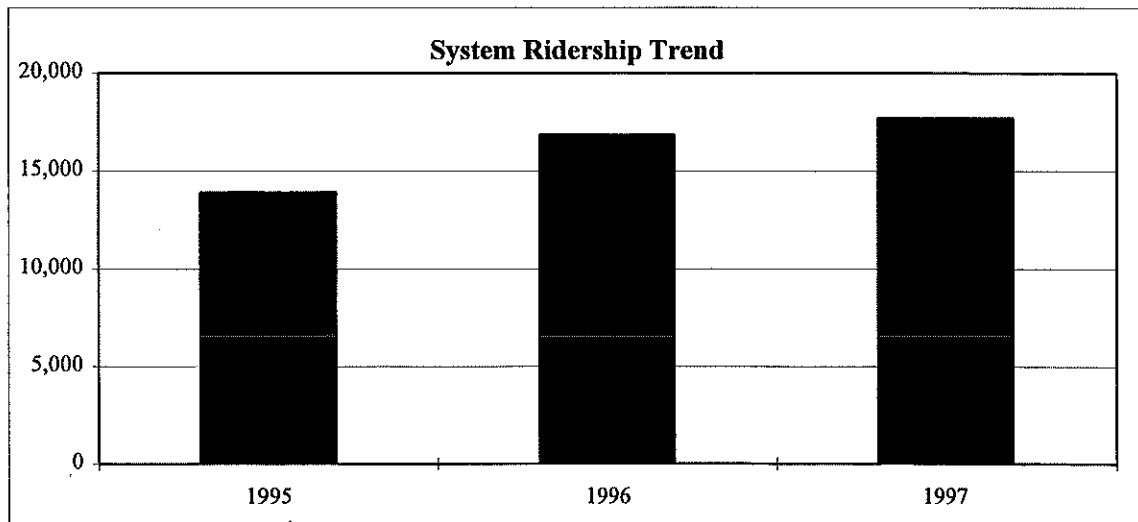
Express: N/A
 Base: 3.00
 Youth: 3.00
 Elderly/Disabled: 3.00
 Transfer: N/A
 Other/Special: User-side Subsidy Voucher, \$3.00

OPERATION CHARACTERISTICS

Revenue Vehicles: 11
 Peak Hour Fleet: 7
 Base Fleet: 5
 Fuel Consumption (gal.): 22,196

RIDERSHIP TREND

1995	13,918
1996	16,863
1997	17,712



GROUP: 4

Madison County

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$36,640
Fringe:	\$11,752
Services:	\$0
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$177,120
Other:	\$25,752
TOTAL:	\$251,264

Revenue Summary

Fare Revenue:	\$53,136
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$22,962
State Assistance:	\$76,101
Federal Assistance:	\$99,065
TOTAL:	\$251,264

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	17,712
Total Vehicle Miles:	254,815
Revenue Vehicle Miles:	254,815

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$0.99
Operating Expense Per Passenger Trip:	\$14.19
Passenger Trips Per Total Vehicle Mile:	0.07
Passenger Trips Per Capita:	0.31

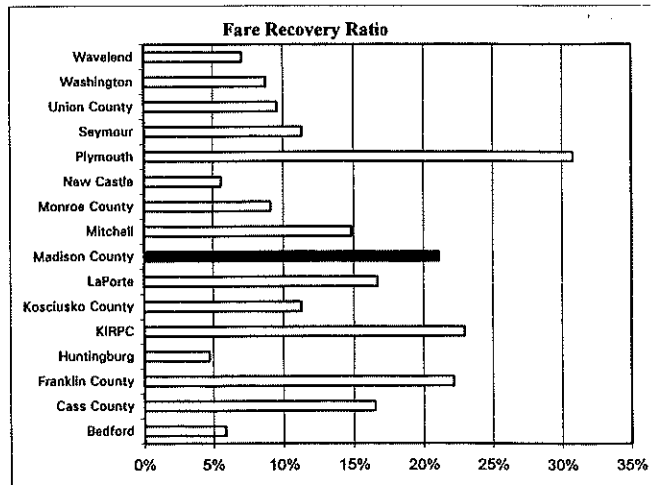
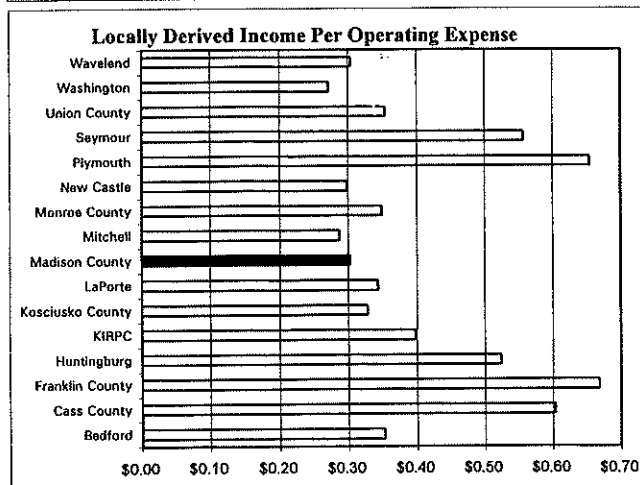
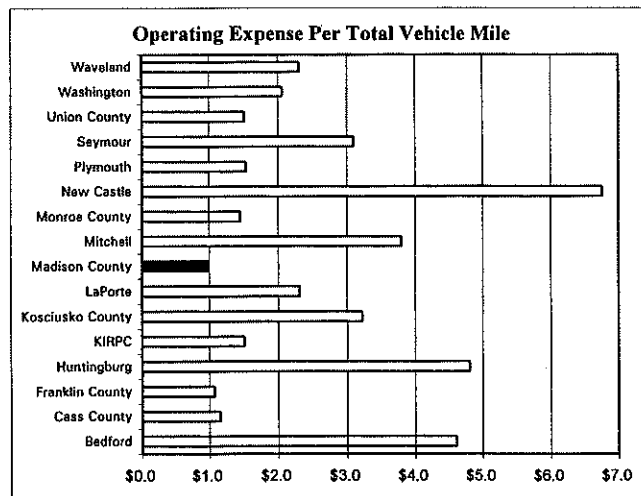
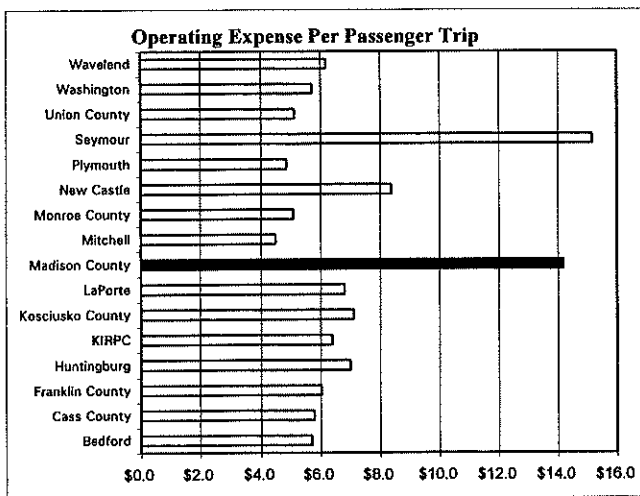
Financial Performance

Operating Subsidy:	\$198,128
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$76,098
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	21%

PEER GROUP PERFORMANCE COMPOSITE

Transportation for Rural Areas of Madison

Peer Group Members



Marion Transportation System

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

E-MAIL: n/a
 FAX: (765) 668-4438

CONTACT: Orville Fitzjarrald, Manager

GENERAL INFORMATION

Type of Service: Fixed Route with ADA Deviation
 Service Area: Marion City Limits
 Service Population: 32,618

SERVICE HOURS

Weekday: 7:00 am - 5:00 pm
 Saturday: No service
 Sunday: No service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	4	1
Maintenance:	1	1
Administration:	2	2
Total:	7	4

FARE STRUCTURE

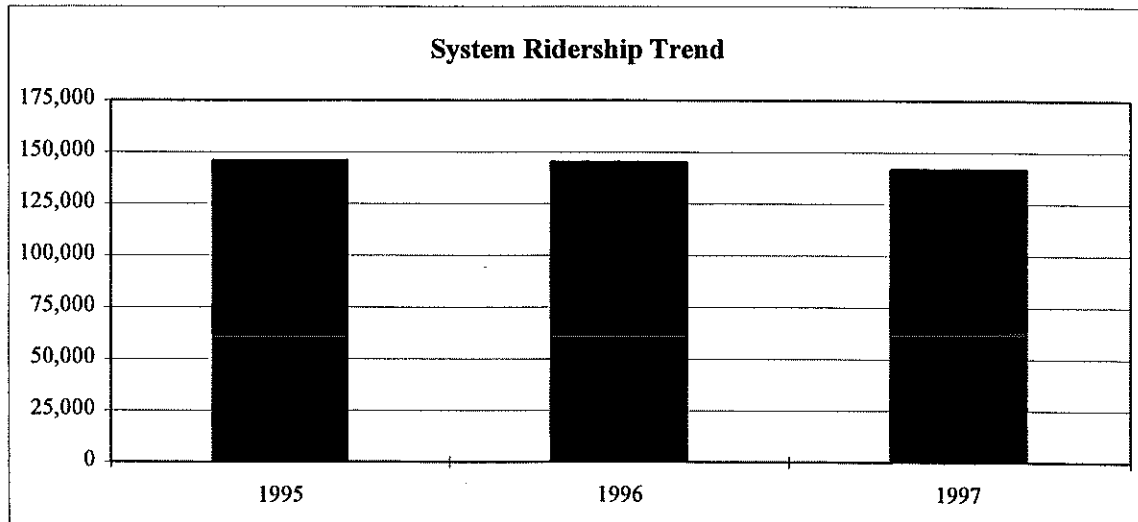
Express: N/A
 Base: 0.50
 Youth: 0.25
 Elderly/Disabled: 0.50
 Transfer: Free
 Other/Special: E & D Fare \$0.25 with ID; E & D ID Card \$1.00/Year
 Tokens \$10.00/40 Rides; ADA Paratransit Service \$1.00 per ride

OPERATION CHARACTERISTICS

Revenue Vehicles: 12
 Peak Hour Fleet: 4
 Base Fleet: 4
 Fuel Consumption (gal.): 26,735

RIDERSHIP TREND

1995	146,008
1996	145,409
1997	141,893



GROUP: 2

Marion

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$140,449
Other Salaries/Wages:	\$143,484
Fringe:	\$80,836
Services:	\$45,318
Materials and Supplies:	\$54,532
Utilities:	\$9,415
Casualty/Liability:	\$52,207
Purchased Transportation:	\$0
Other:	\$1,657
TOTAL:	\$527,898

Revenue Summary

Fare Revenue:	\$32,496
Charter/Other:	\$0
Contra & Other Fed./State:	\$3,256
Local Assistance:	\$106,789
State Assistance:	\$139,284
Federal Assistance:	\$246,073
TOTAL:	\$527,898

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	141,893
Total Vehicle Miles:	145,873
Revenue Vehicle Miles:	142,771

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.62
Operating Expense Per Passenger Trip:	\$3.72
Passenger Trips Per Total Vehicle Mile:	0.97
Passenger Trips Per Capita:	4.35

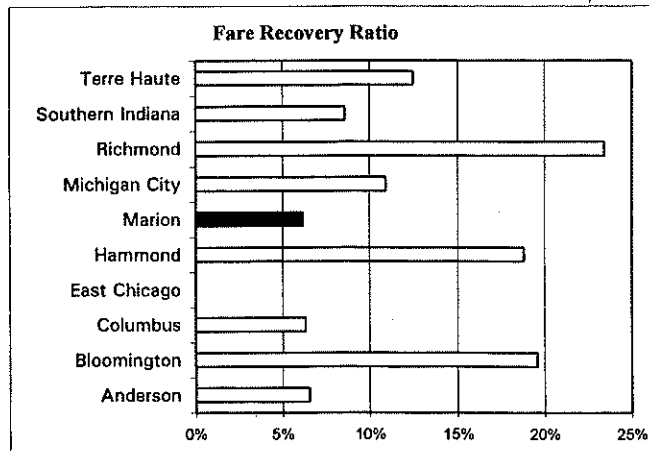
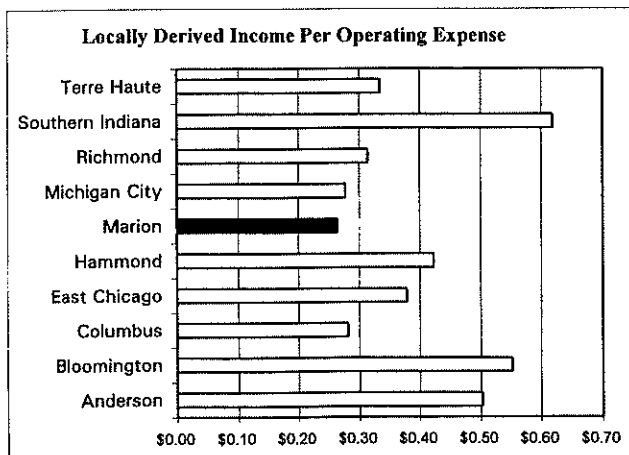
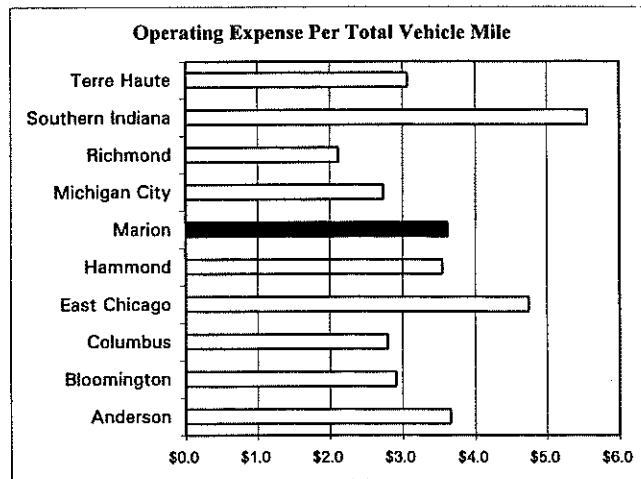
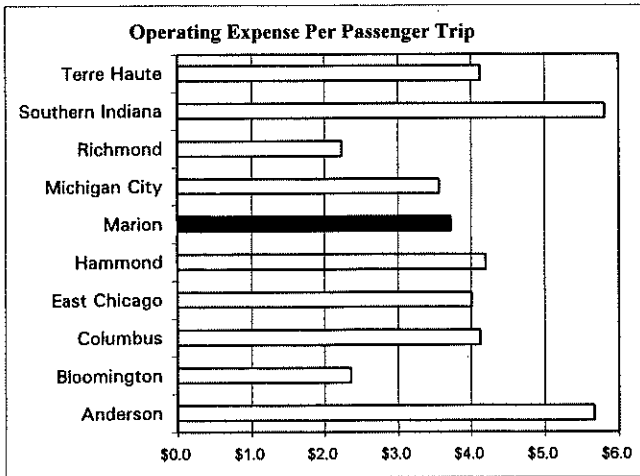
Financial Performance

Operating Subsidy:	\$492,146
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$139,285
Locally Derived Income Per Operating Expense:	\$0.26
Fare Recovery Ratio:	6%

PEER GROUP PERFORMANCE COMPOSITE

Marion Transportation System

Peer Group Members



Michigan City Municipal Coach Service

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

E-MAIL: n/a
 FAX: (219) 873-1565

CONTACT: Walter Gipson, Foreman

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
 Service Area: Michigan City Limits & Trail Creek
 Service Population: 36,274

SERVICE HOURS

Weekday: 6:30 am - 6:30 pm
 Saturday: 8:30 am - 6:30 pm
 Sunday: No Service
 Holidays Without Service: 7

PERSONNEL

	Full-Time	Part-Time
Operations:	12	0
Maintenance:	2	0
Administration:	2	1
Total:	16	1

FARE STRUCTURE

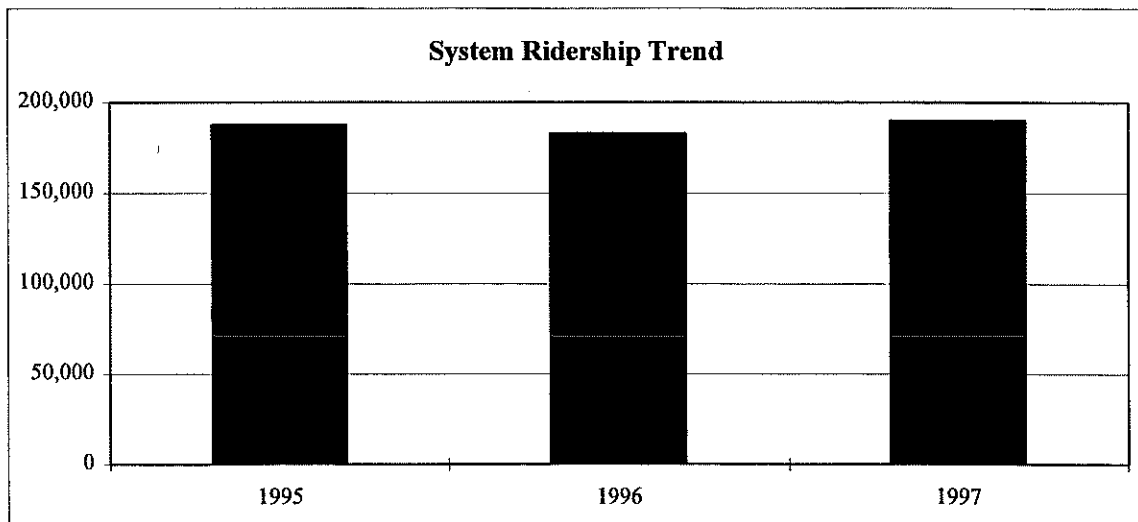
Express: N/A
 Base: 0.50
 Youth: 0.25
 Elderly/Disabled: 0.25
 Transfer: Free
 Other/Special: Pass \$18.00/Month
 Youth Pass \$9.00/Month

OPERATION CHARACTERISTICS

Revenue Vehicles: 8
 Peak Hour Fleet: 5
 Base Fleet: 5
 Fuel Consumption (gal.): 32,567

RIDERSHIP TREND

1995	187,822
1996	182,952
1997	190,099



GROUP: 2

Michigan City

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$369,119
Other Salaries/Wages:	\$0
Fringe:	\$178,963
Services:	\$16,741
Materials and Supplies:	\$68,809
Utilities:	\$15,362
Casualty/Liability:	\$28,114
Purchased Transportation:	\$0
Other:	\$0
TOTAL:	\$677,108

Revenue Summary

Fare Revenue:	\$73,919
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$113,839
State Assistance:	\$187,756
Federal Assistance:	\$301,594
TOTAL:	\$677,108

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	190,099
Total Vehicle Miles:	247,321
Revenue Vehicle Miles:	243,298

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.74
Operating Expense Per Passenger Trip:	\$3.56
Passenger Trips Per Total Vehicle Mile:	0.77
Passenger Trips Per Capita:	5.24

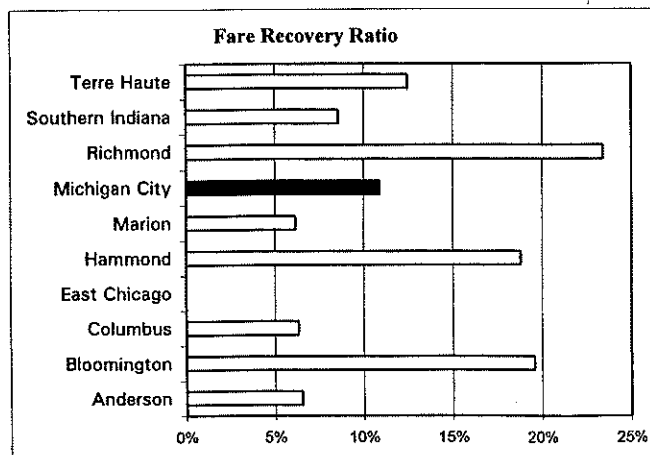
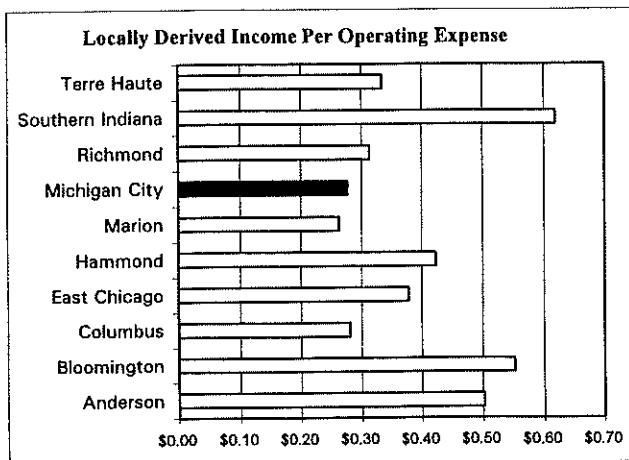
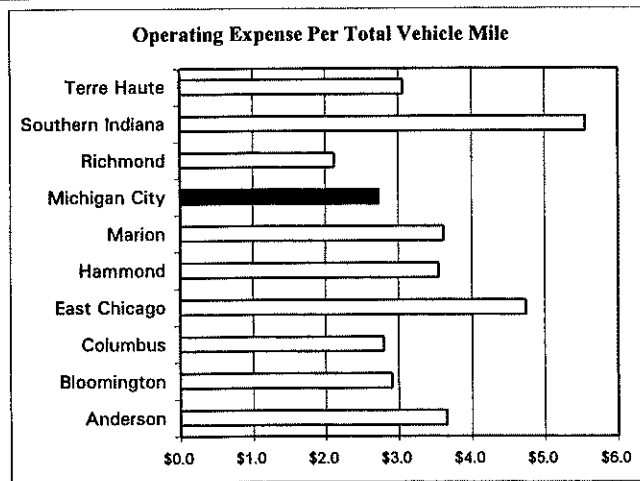
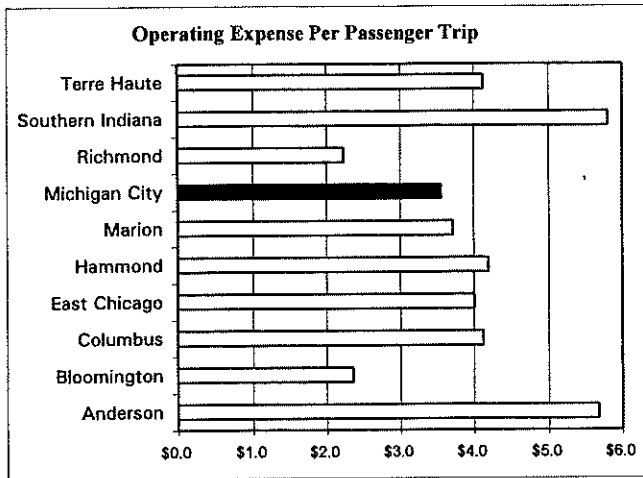
Financial Performance

Operating Subsidy:	\$603,189
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$187,758
Locally Derived Income Per Operating Expense:	\$0.28
Fare Recovery Ratio:	11%

PEER GROUP PERFORMANCE COMPOSITE

Michigan City Municipal Coach Service

Peer Group Members



Mitchell Transit System

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

E-MAIL: n/a
 FAX: (812) 849-3955

CONTACT: Alma Lindley, Operations Manager

GENERAL INFORMATION

Type of Service: Demand Response
 Service Area: Mitchell City Limits
 Service Population: 4,669

SERVICE HOURS

Weekday: 8:00 am - 4:30 pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 8

PERSONNEL

	Full-Time	Part-Time
Operations:	1	0
Maintenance:	0	1
Administration:	0	2
Total:	1	3

FARE STRUCTURE

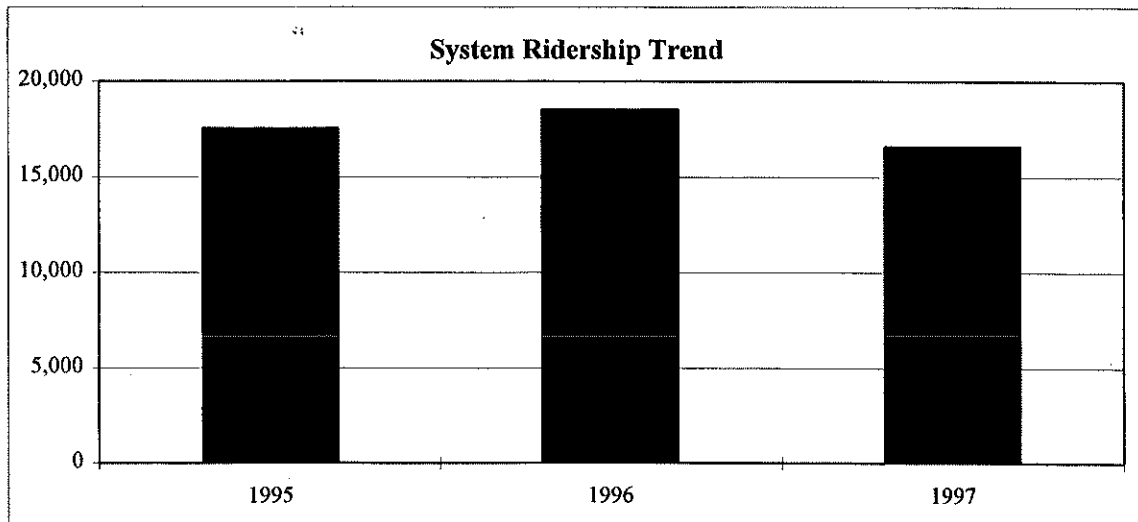
Express: N/A
 Base: \$0.75
 Youth: \$0.75
 Elderly/Disabled: \$0.50
 Transfer: N/A
 Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 2
 Peak Hour Fleet: 2
 Base Fleet: 1
 Fuel Consumption (gal.): 3,477

RIDERSHIP TREND

1995	17,544
1996	18,528
1997	16,595



GROUP: 4

Mitchell

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$19,714
Other Salaries/Wages:	\$23,279
Fringe:	\$12,516
Services:	\$7,276
Materials and Supplies:	\$5,993
Utilities:	\$4,020
Casualty/Liability:	\$0
Purchased Transportation:	\$0
Other:	\$1,727
TOTAL:	\$74,525

Revenue Summary

Fare Revenue:	\$11,071
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$10,330
State Assistance:	\$21,398
Federal Assistance:	\$31,726
TOTAL:	\$74,525

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	16,595
Total Vehicle Miles:	19,618
Revenue Vehicle Miles:	15,690


Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.80
Operating Expense Per Passenger Trip:	\$4.49
Passenger Trips Per Total Vehicle Mile:	0.85
Passenger Trips Per Capita:	3.55

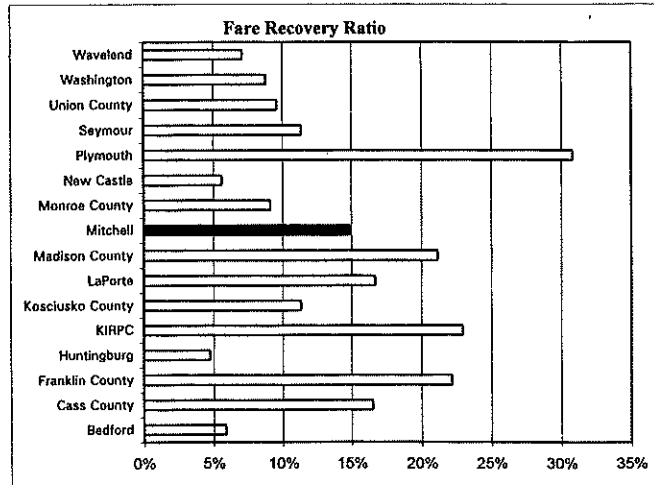
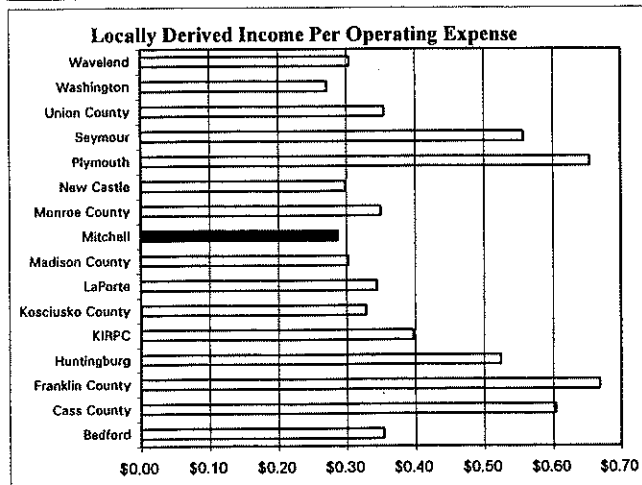
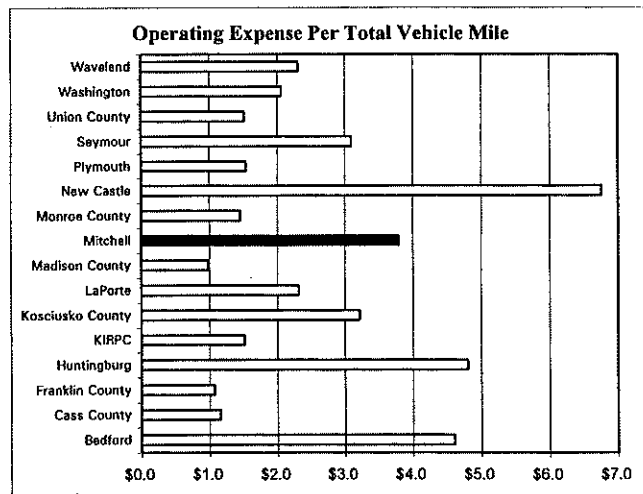
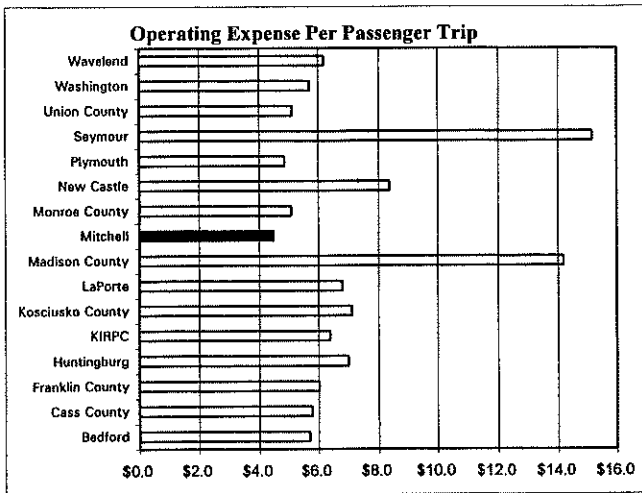
Financial Performance

Operating Subsidy:	\$63,454
Operating Subsidy Ratio:	85%
Locally Derived Income:	\$21,401
Locally Derived Income Per Operating Expense:	\$0.29
Fare Recovery Ratio:	15%

PEER GROUP PERFORMANCE COMPOSITE

 Mitchell Transit System

 Peer Group Members



Rural Transit

7500 West Reeves Road
 Bloomington, IN 47404
 (812) 876-3383

E-MAIL: JECHLBA@BLOOMINGTON.IN.US
 FAX: (812) 876-9922

CONTACT: Jewel Echelbarger, Program Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
 Service Area: Monroe, Owen & Southern Putnam Counties
 Service Population: 136,300

SERVICE HOURS

Weekday: 5:50 am - 6:45 pm
 Saturday: No service
 Sunday: No service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	6	12
Maintenance:	1	1
Administration:	2	3
Total:	9	16

FARE STRUCTURE

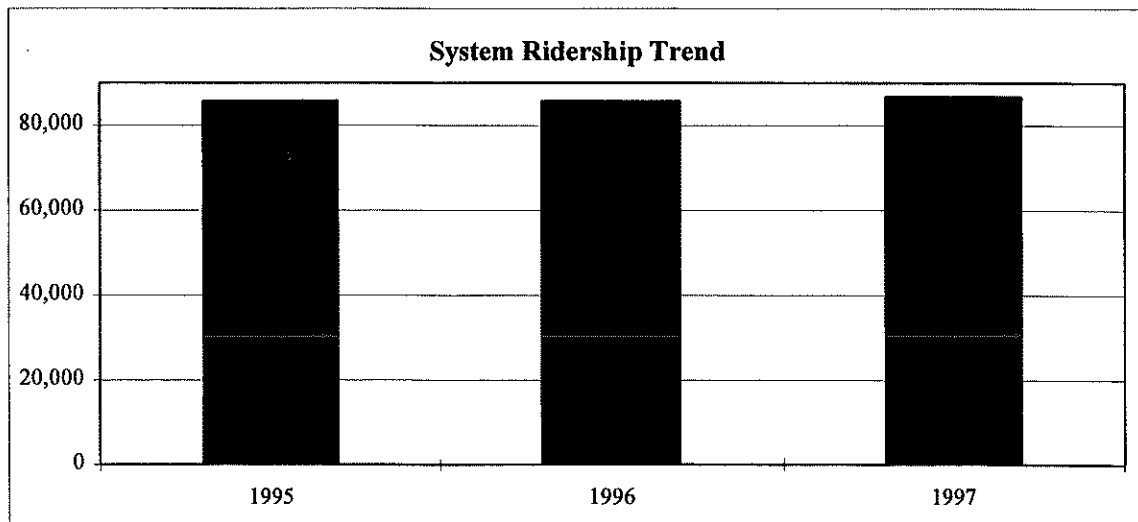
Express: N/A
 Base: 0.75
 Youth: 0.50
 Elderly/Disabled: 0.75
 Transfer: Free
 Other/Special: One-county Pass \$9.50/Month
 Two-county Pass \$18.00/Month

OPERATION CHARACTERISTICS

Revenue Vehicles: 13
 Peak Hour Fleet: 13
 Base Fleet: 13
 Fuel Consumption (gal.): 36,187

RIDERSHIP TREND

1995	85,752
1996	85,771
1997	86,847



GROUP: 4

Monroe County

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$209,821
Other Salaries/Wages:	\$0
Fringe:	\$32,709
Services:	\$8,434
Materials and Supplies:	\$98,022
Utilities:	\$7,700
Casualty/Liability:	\$37,339
Purchased Transportation:	\$0
Other:	\$49,417
TOTAL:	\$443,442

Revenue Summary

Fare Revenue:	\$40,351
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$114,419
State Assistance:	\$87,195
Federal Assistance:	\$201,477
TOTAL:	\$443,442

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	86,847
Total Vehicle Miles:	304,435
Revenue Vehicle Miles:	241,608

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.46
Operating Expense Per Passenger Trip:	\$5.11
Passenger Trips Per Total Vehicle Mile:	0.29
Passenger Trips Per Capita:	0.64

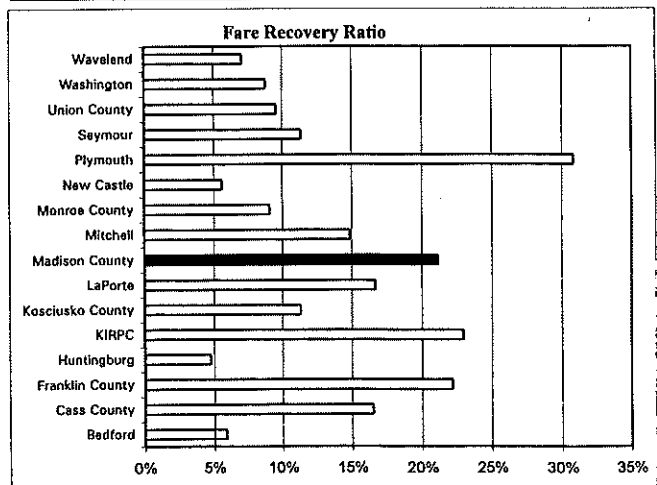
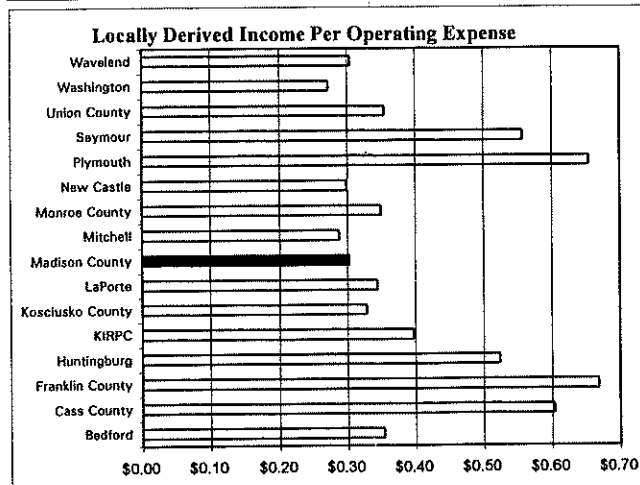
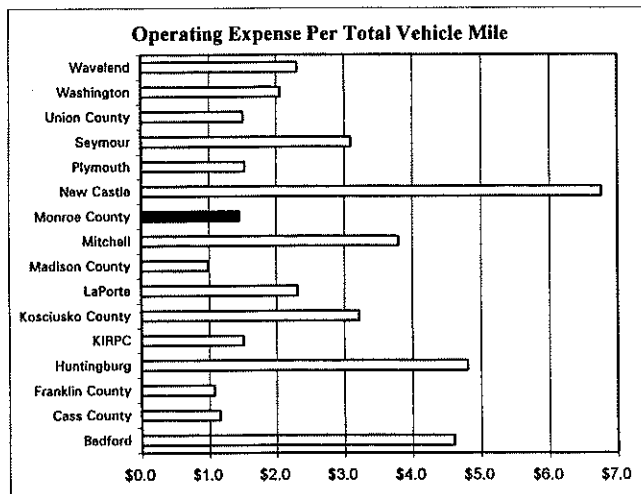
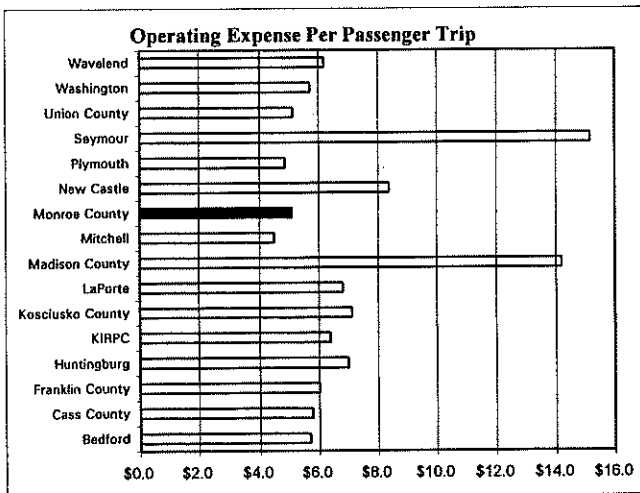
Financial Performance

Operating Subsidy:	\$403,091
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$154,770
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	9%

PEER GROUP PERFORMANCE COMPOSITE

 Rural Transit

 Peer Group Members



Muncie Indiana Transit System

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

E-MAIL: n/a
 FAX: (765) 287-2385

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

SERVICE HOURS

Weekday: 6:00 am to 9:00 pm
 Saturday: 8:15 am - 8:00 pm
 Sunday: No Service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	38	10
Maintenance:	13	1
Administration:	<u>15</u>	<u>2</u>
Total:	66	13

FARE STRUCTURE

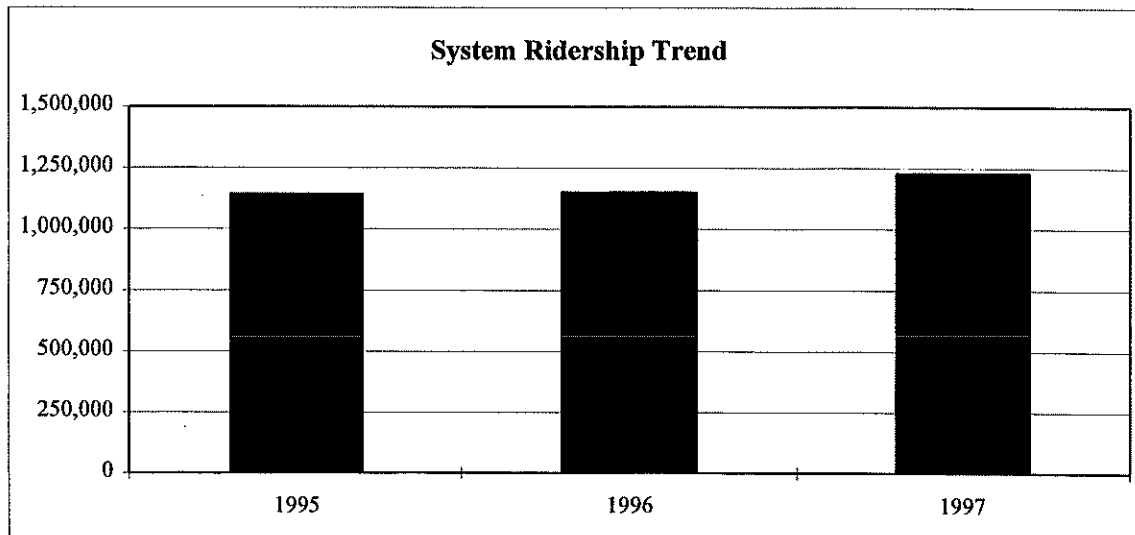
Express: N/A
 Base: 0.50
 Youth: N/A
 Elderly/Disabled: 0.25
 Transfer: Free
 Other/Special: Pass \$17.50/30 Day, \$43.00/90 Day, \$4.50/10 Ride; E & D Pass \$8.75/30 Day, \$21.50/90 Day, Token \$0.475/Ride (Must purchase two); Student Token \$0.45/Ride

OPERATION CHARACTERISTICS

Revenue Vehicles: 34
 Peak Hour Fleet: 30
 Base Fleet: 26
 Fuel Consumption (gal.): 271,081

RIDERSHIP TREND

1995	1,142,120
1996	1,149,723
1997	1,229,475



GROUP: 1

Muncie

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,131,230
Other Salaries/Wages:	\$720,974
Fringe:	\$681,253
Services:	\$317,272
Materials and Supplies:	\$449,649
Utilities:	\$76,468
Casualty/Liability:	\$135,685
Purchased Transportation:	\$0
Other:	\$130,313
TOTAL:	\$3,642,844

Revenue Summary

Fare Revenue:	\$289,231
Charter/Other:	\$86,024
Contra & Other Fed./State:	\$2,526
Local Assistance:	\$1,745,857
State Assistance:	\$1,154,744
Federal Assistance:	\$364,462
TOTAL:	\$3,642,844

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	1,229,475
Total Vehicle Miles:	1,062,081
Revenue Vehicle Miles:	1,007,769

Performance/Service Effectiveness

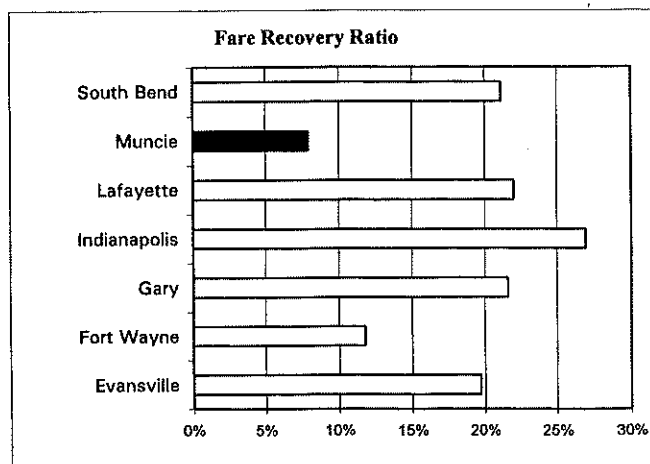
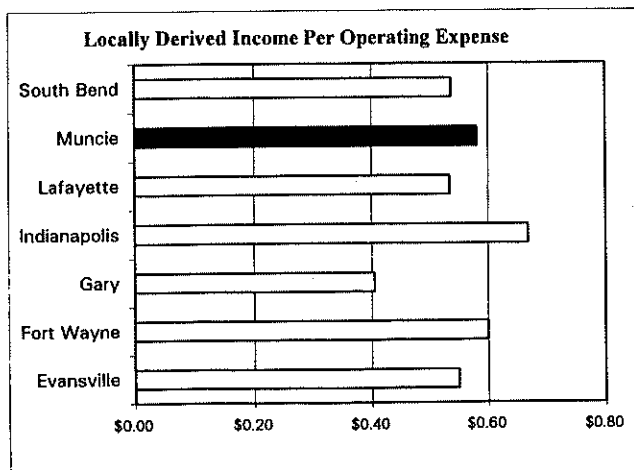
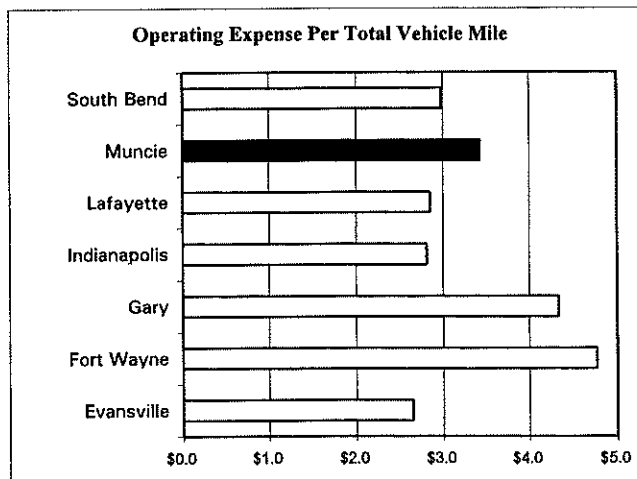
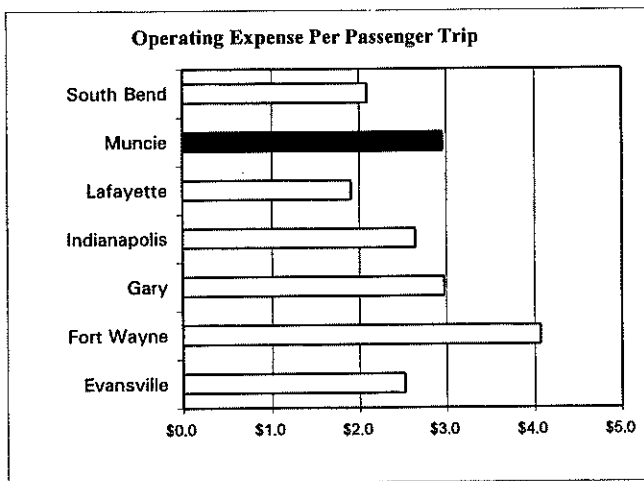
Operating Expense Per Total Vehicle Mile:	\$3.43
Operating Expense Per Passenger Trip:	\$2.96
Passenger Trips Per Total Vehicle Mile:	1.16
Passenger Trips Per Capita:	17.31

Financial Performance

Operating Subsidy:	\$3,265,063
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$2,121,112
Locally Derived Income Per Operating Expense:	\$0.58
Fare Recovery Ratio:	8%

PEER GROUP PERFORMANCE COMPOSITE

Peer Group Members



New Castle Community Transit System

201 South 25th St.
 New Castle, IN 47362
 (765) 529-8113

E-MAIL: nctransit@nlfc.net
 FAX: (765) 521-6846

CONTACT: Deborah Thornhill, Manager

GENERAL INFORMATION

Type of Service: Point Deviated Fixed Route
 Service Area: New Castle City Limits
 Service Population: 17,753

SERVICE HOURS

Weekday: 8:00 am - 4:00 pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 14

PERSONNEL

	Full-Time	Part-Time
Operations:	4	0
Maintenance:	1	0
Administration:	2	0
Total:	7	0

FARE STRUCTURE

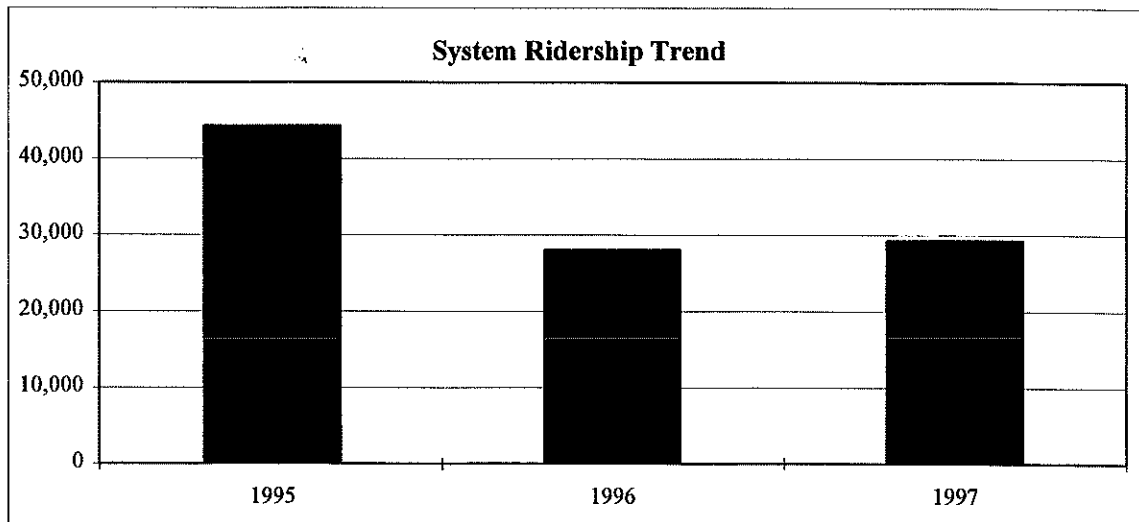
Express: N/A
 Base: \$1.00
 Youth: N/A
 Elderly/Disabled: \$0.50
 Transfer: Free
 Other/Special: Pass \$14.00/Month; Pass \$11.00/25 Rides
 Youth Pass \$9.00/25 Rides; E&H Pass \$7.00/25 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 6
 Peak Hour Fleet: 2
 Base Fleet: 2
 Fuel Consumption (gal.): 7,291

RIDERSHIP TREND

1995	44,270
1996	28,084
1997	29,283



GROUP: 4

New Castle

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$44,338
Other Salaries/Wages:	\$97,849
Fringe:	\$58,167
Services:	\$1,403
Materials and Supplies:	\$11,895
Utilities:	\$9,543
Casualty/Liability:	\$12,669
Purchased Transportation:	\$0
Other:	\$9,277
TOTAL:	\$245,141

Revenue Summary

Fare Revenue:	\$13,725
Charter/Other:	\$438
Contra & Other Fed./State:	\$2,273
Local Assistance:	\$59,075
State Assistance:	\$55,278
Federal Assistance:	\$114,352
TOTAL:	\$245,141

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	29,283
Total Vehicle Miles:	36,272
Revenue Vehicle Miles:	35,184


Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$6.76
Operating Expense Per Passenger Trip:	\$8.37
Passenger Trips Per Total Vehicle Mile:	0.81
Passenger Trips Per Capita:	1.65

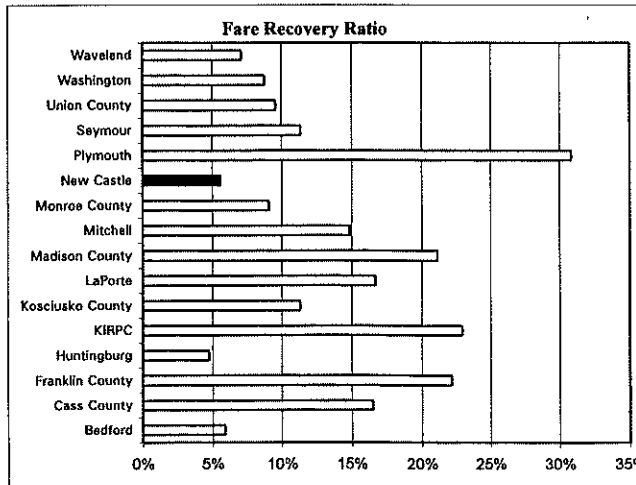
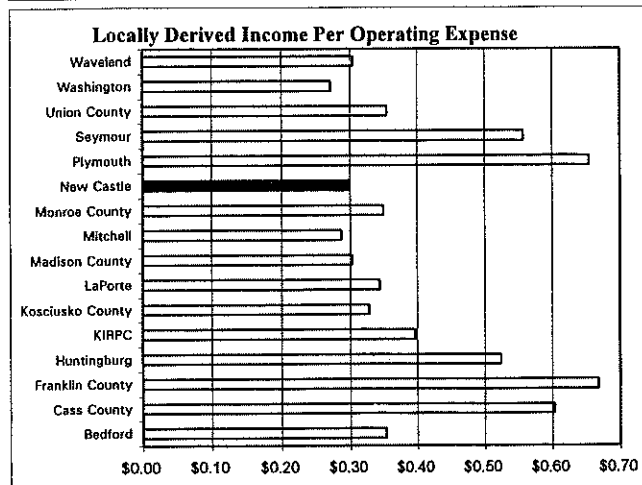
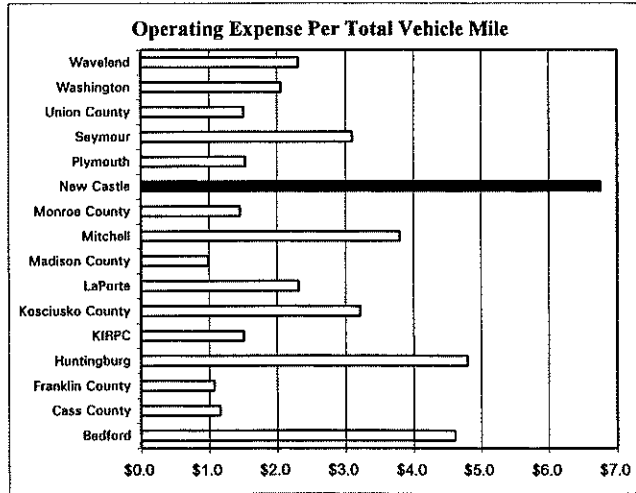
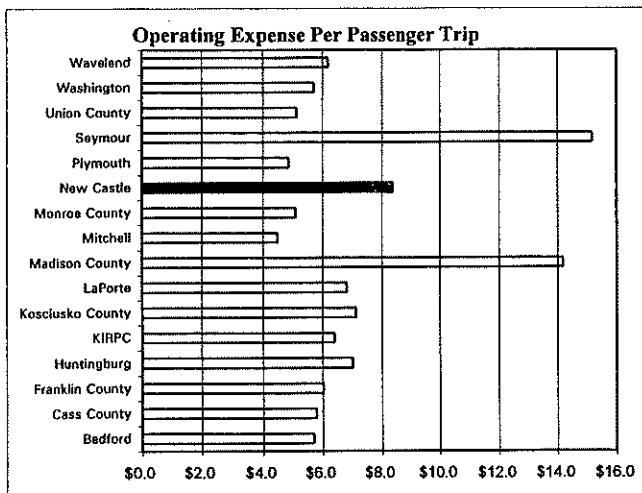
Financial Performance

Operating Subsidy:	\$228,705
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$73,238
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	6%

PEER GROUP PERFORMANCE COMPOSITE

 New Castle Community Transit System

 Peer Group Members



Northern Indiana Commuter Transportation District

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

E-MAIL: n/a
 FAX: (219) 929-4438

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

SERVICE HOURS

Weekday: 4:02 am - 2:25 am
 Saturday: 5:35 am - 1:25 pm
 Sunday: 7:05 am - 11:40 pm
 Holidays Without Service: 0

PERSONNEL

	Full-Time	Part-Time
Operations:	91	0
Maintenance:	125	0
Administration:	46	0
Total:	262	0

FARE STRUCTURE

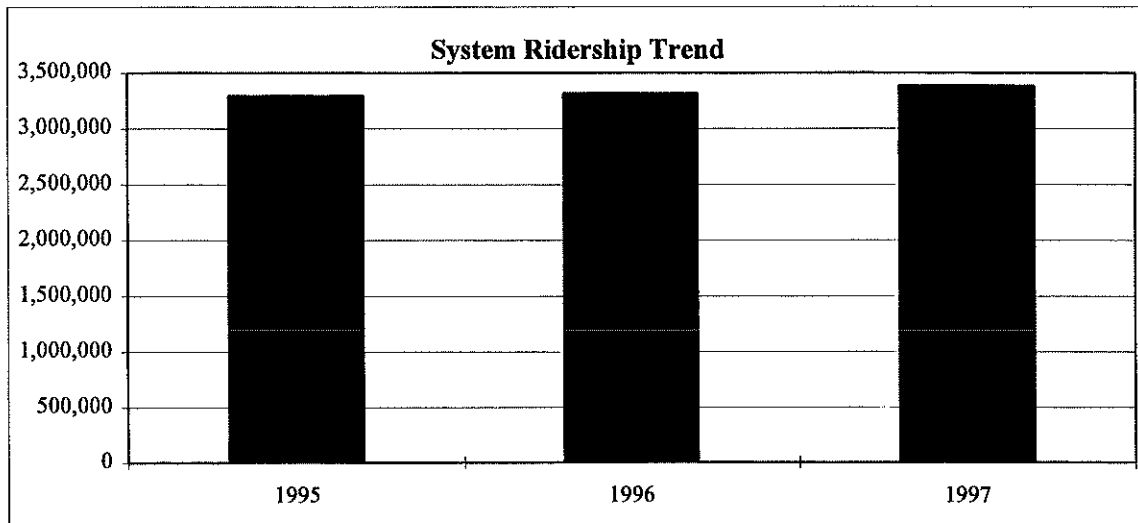
Express:
 Base: 0.00
 Youth: 0.00
 Elderly/Disabled: 0.00
 Transfer: N/A
 Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 58
 Peak Hour Fleet: 53
 Base Fleet: 22
 Fuel Consumption (gal.): 15,846,250

RIDERSHIP TREND

1995	3,295,987
1996	3,315,759
1997	3,384,439



1997 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

CORRECTION SHEET

Page 82 – Northern Indiana Commuter Transportation District

FARE STRUCTURE

Express:	N/A
Base:	Based on Zone (\$3.15 to \$9.40)
Youth:	Based on Zone (\$1.55 to 4.70)
Elderly/Disabled:	Based on Zone (\$1.55 to 4.70)
Transfer:	N/A
Other/Special:	10 Ride Tickets \$31.50 - \$89.40; 25 Ride Tickets \$70.90 - \$212.00 Monthly \$85.05 - \$265.10; Discounts for Elderly, Youth and Disabled.

GROUP: 5

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$749,790
Other Salaries/Wages:	\$6,951,901
Fringe:	\$5,760,598
Services:	\$993,735
Materials and Supplies:	\$1,993,589
Utilities:	\$1,907,675
Casualty/Liability:	\$2,066,880
Purchased Transportation:	\$0
Other:	\$663,899
TOTAL:	\$21,088,067

Revenue Summary

Fare Revenue:	\$12,625,522
Charter/Other:	\$59,924
Contra & Other Fed./State:	\$0
Local Assistance:	\$3,411,108
State Assistance:	\$3,134,889
Federal Assistance:	\$1,856,624
TOTAL:	\$21,088,067

NICTD

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	3,384,439
Total Vehicle Miles:	2,897,467
Revenue Vehicle Miles:	2,731,135

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$7.28
Operating Expense Per Passenger Trip:	\$6.23
Passenger Trips Per Total Vehicle Mile:	1.17
Passenger Trips Per Capita:	20.69

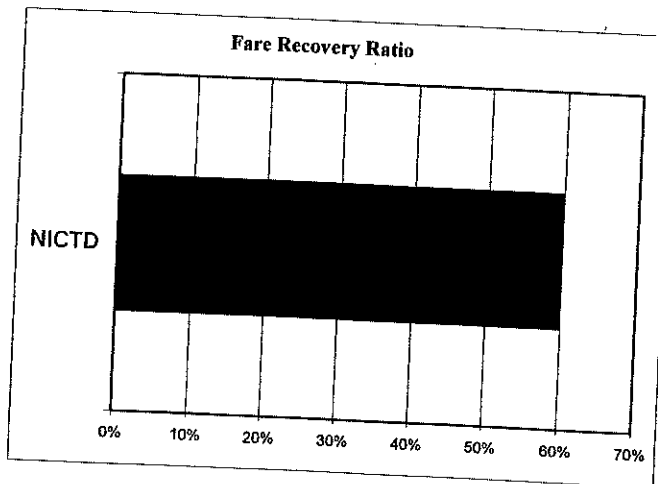
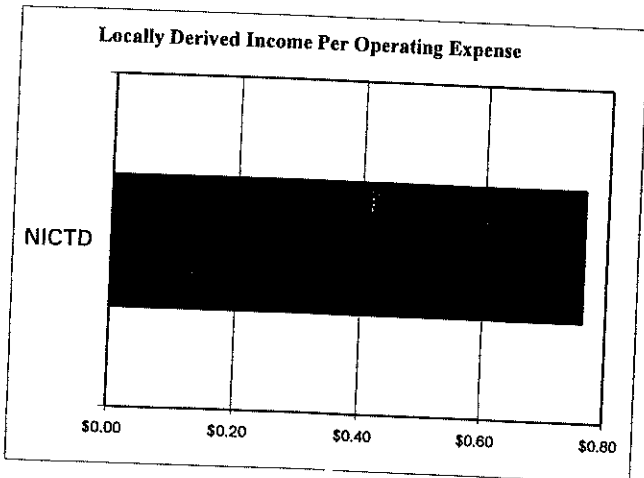
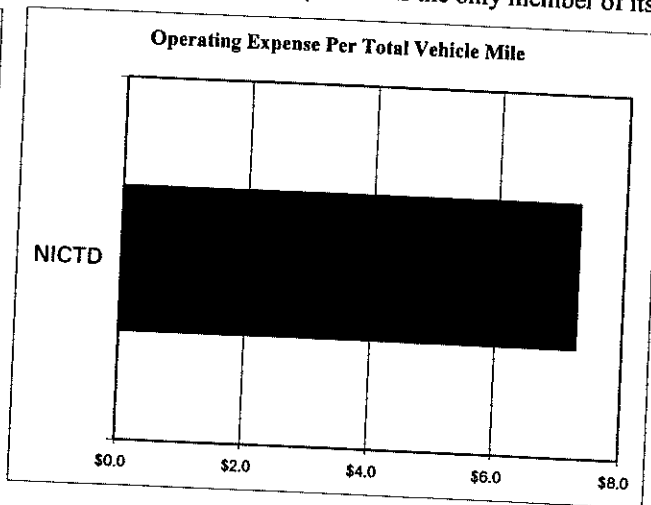
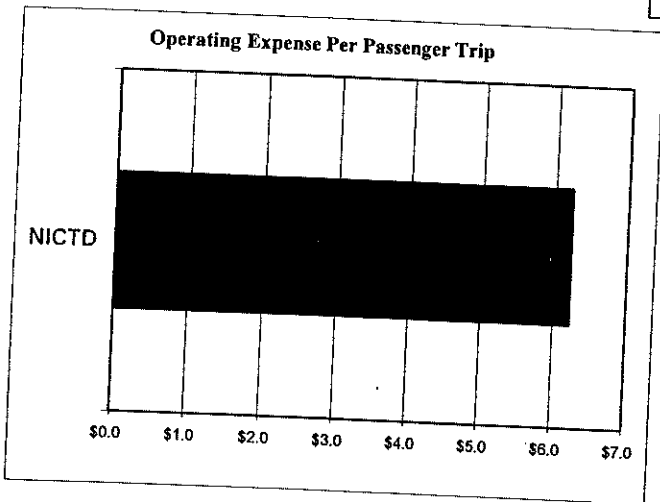
Financial Performance

Operating Subsidy:	\$8,402,621
Operating Subsidy Ratio:	40%
Locally Derived Income:	\$16,096,554
Locally Derived Income Per Operating Expense:	\$0.76
Fare Recovery Ratio:	60%

PEER GROUP PERFORMANCE COMPOSITE

■ Northern Indiana Commuter Transportation District

□ Peer Group Members (NICTD is the only member of its group)



Rock City Rider

227 W. Jefferson Blvd., Room 1120
 South Bend, IN 46601
 (219) 287-1829

E-MAIL: macogdir@aol.com
 FAX: (219) 287-1840

CONTACT: Sandi Seanor, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response/User-side Subsidy
 Service Area: City of Plymouth
 Service Population: 8,303

SERVICE HOURS

Weekday: 8:00 am - 4:30 pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 8

PERSONNEL

	Full-Time	Part-Time
Operations:	1	1
Maintenance:	0	0
Administration:	1	0
Total:	2	1

FARE STRUCTURE

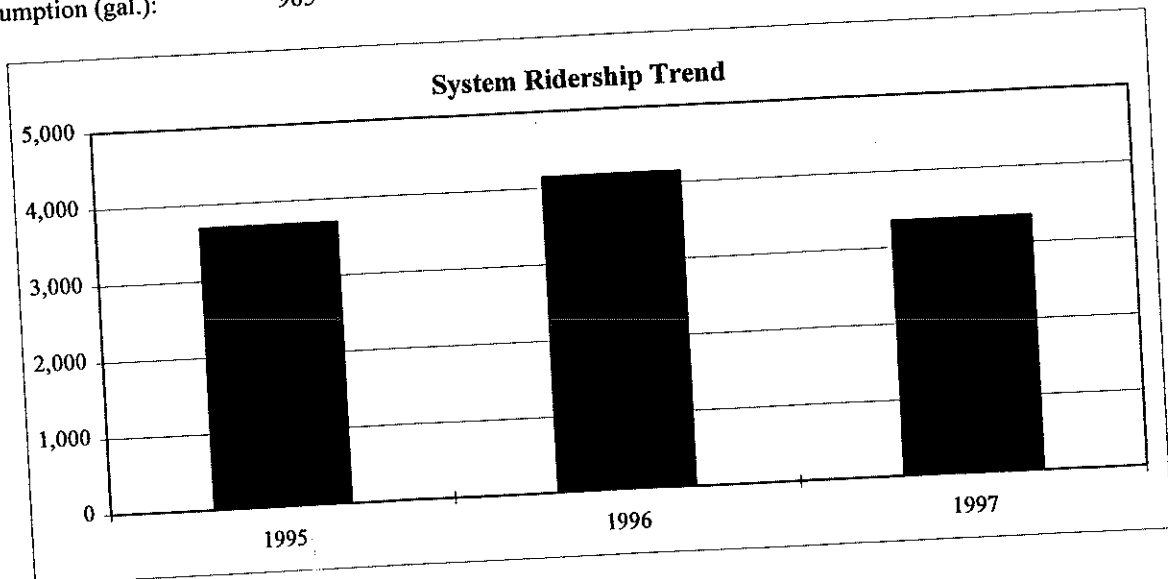
Express: N/A
 Base: 3.0
 Youth: 3.0
 Elderly/Disabled: 1.50
 Transfer: N/A
 Other/Special: Handicapped fare \$3.00

OPERATION CHARACTERISTICS

Revenue Vehicles: 3
 Peak Hour Fleet: 3
 Base Fleet: 2
 Fuel Consumption (gal.): 965

RIDERSHIP TREND

1995	3,696
1996	4,143
1997	3,351



GROUP: 4

Plymouth

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$5,755
Fringe:	\$0
Services:	\$0
Materials and Supplies:	\$61
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$10,053
Other:	\$449
TOTAL:	\$16,318

Revenue Summary

Fare Revenue:	\$5,026
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$5,646
State Assistance:	\$0
Federal Assistance:	\$5,646
TOTAL:	\$16,318

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	3,351
Total Vehicle Miles:	10,616
Revenue Vehicle Miles:	10,616

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.54
Operating Expense Per Passenger Trip:	\$4.87
Passenger Trips Per Total Vehicle Mile:	0.32
Passenger Trips Per Capita:	0.40

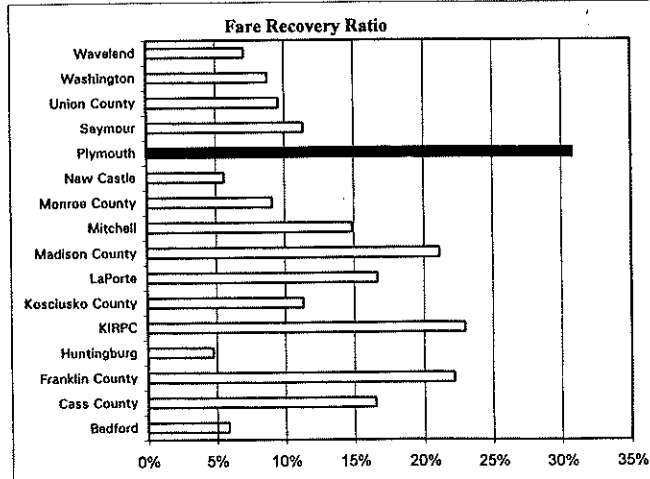
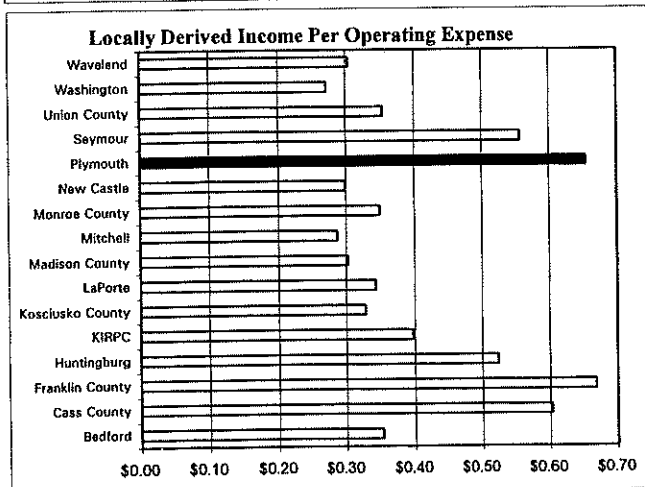
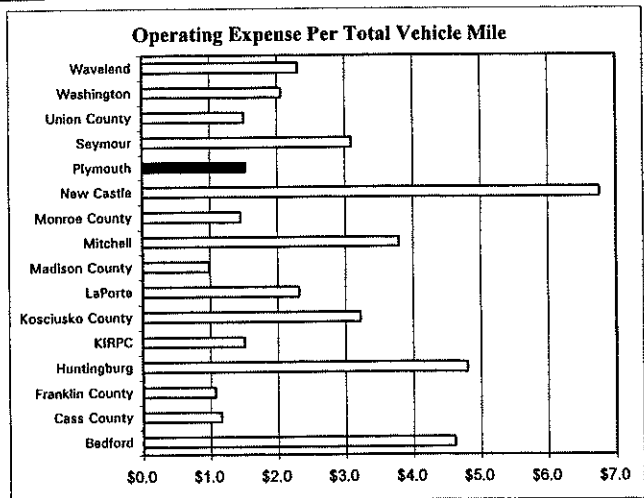
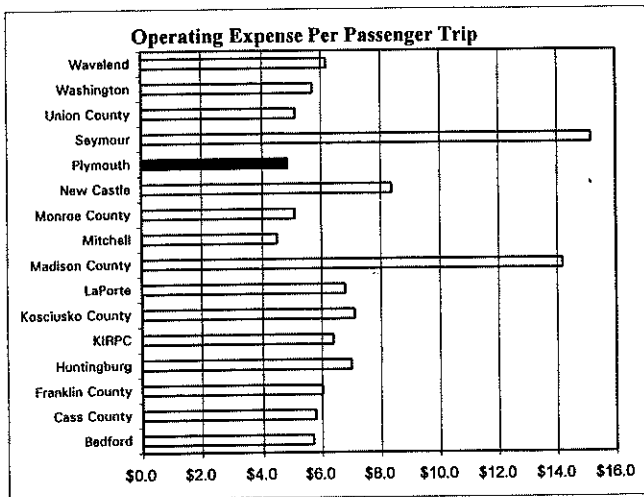
Financial Performance

Operating Subsidy:	\$11,292
Operating Subsidy Ratio:	69%
Locally Derived Income:	\$10,672
Locally Derived Income Per Operating Expense:	\$0.65
Fare Recovery Ratio:	31%

PEER GROUP PERFORMANCE COMPOSITE

Rock City Rider

Peer Group Members



Rose View Transit & Paratransit System

401 South "Q" Street
 Richmond, IN 47374
 (765) 983-7227

E-MAIL: n/a
 FAX: (765) 983-7212

CONTACT: Terri Quinter, Operations Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
 Service Area: Richmond City Limits
 Service Population: 38,705

SERVICE HOURS

Weekday: 6:15 am - 5:45 pm
 Saturday: 10:15 am - 5:45 pm
 Sunday: No Service
 Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	16	1
Maintenance:	1	0
Administration:	3	0
Total:	20	1

FARE STRUCTURE

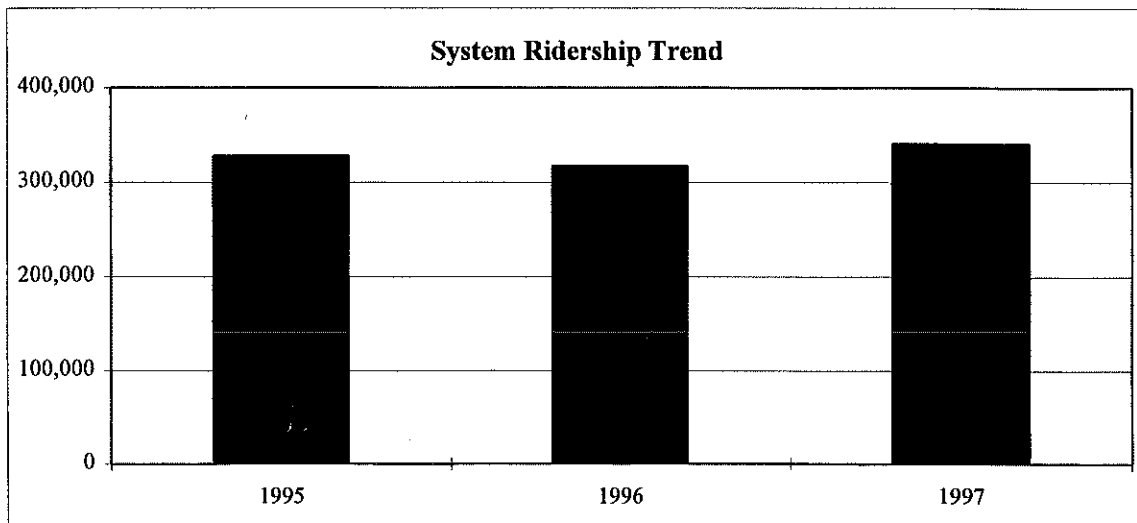
Express: N/A
 Base: 0.75
 Youth: 0.50
 Elderly/Disabled: 0.50
 Transfer: Free
 Other/Special: Demand Response, Donation
 Pass \$25.00/Month; Student, E & H Pass \$17.00/Month

OPERATION CHARACTERISTICS

Revenue Vehicles: 16
 Peak Hour Fleet: 10
 Base Fleet: 16
 Fuel Consumption (gal.): 41,655

RIDERSHIP TREND

1995 328,283
 1996 317,484
 1997 340,807



GROUP: 2

Richmond

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$430,763
Other Salaries/Wages:	\$17,864
Fringe:	\$134,626
Services:	\$39,455
Materials and Supplies:	\$74,574
Utilities:	\$4,899
Casualty/Liability:	\$59,207
Purchased Transportation:	\$0
Other:	\$153
TOTAL:	\$761,541

Revenue Summary

Fare Revenue:	\$178,393
Charter/Other:	\$16,087
Contra & Other Fed./State:	\$1,640
Local Assistance:	\$44,115
State Assistance:	\$238,595
Federal Assistance:	\$282,711
TOTAL:	\$761,541

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	340,807
Total Vehicle Miles:	360,060
Revenue Vehicle Miles:	341,794

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.12
Operating Expense Per Passenger Trip:	\$2.23
Passenger Trips Per Total Vehicle Mile:	0.95
Passenger Trips Per Capita:	8.81

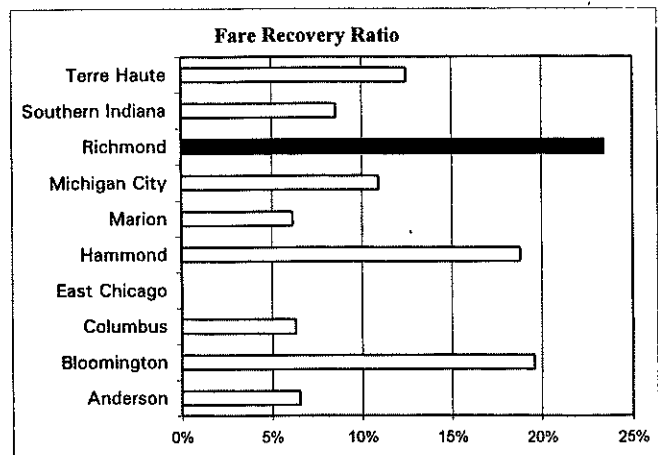
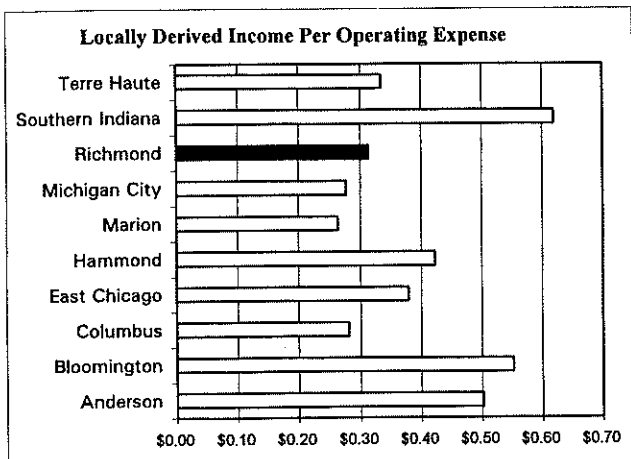
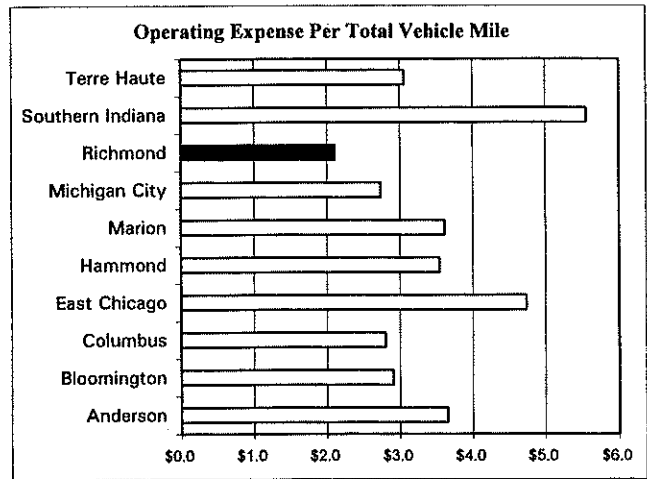
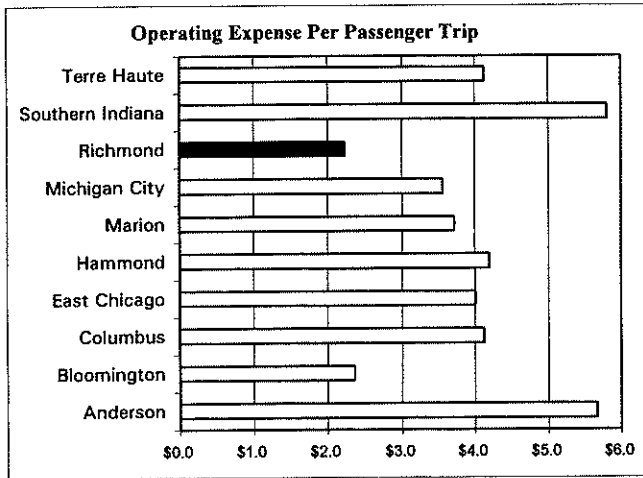
Financial Performance

Operating Subsidy:	\$565,421
Operating Subsidy Ratio:	74%
Locally Derived Income:	\$238,595
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	23%

PEER GROUP PERFORMANCE COMPOSITE

 Rose View Transit & Paratransit System

 Peer Group Members



Seymour Transit

301-309 N. Chestnut St.
Seymour, IN 47274
(812) 522-4746

E-MAIL: seymayor@hsonline.net
FAX: (812) 522-1254

CONTACT: Martha McIntire, Transit Coordinator

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: City of Seymour
Service Population: 15,576

SERVICE HOURS

Weekday: 7:30 am - 5:30 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 7

PERSONNEL

	Full-Time	Part-Time
Operations:	0	2
Maintenance:	0	0
Administration:	0	2
Total:	0	4

FARE STRUCTURE

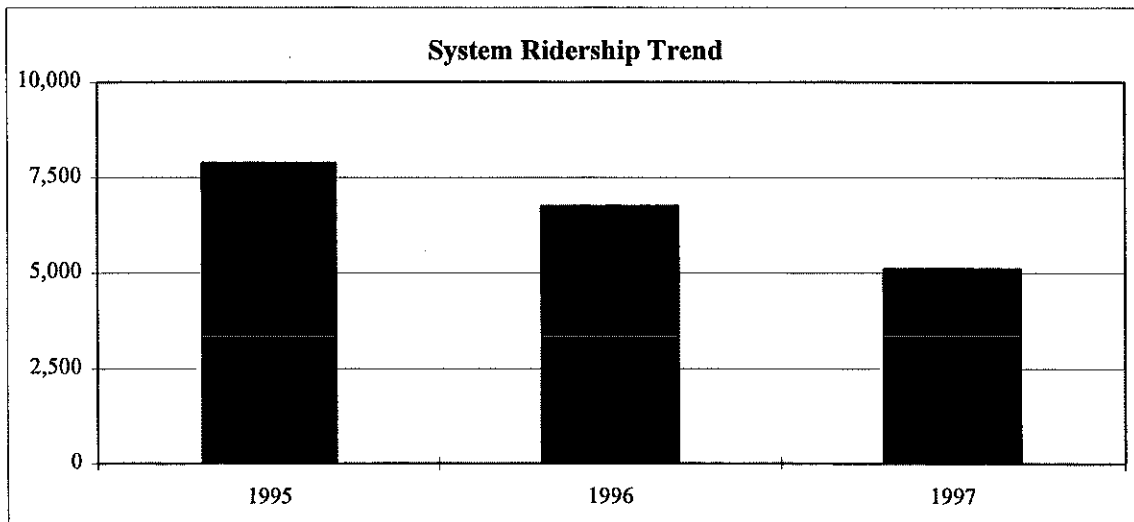
Express: N/A
Base: \$2.50
Youth: 0.75
Elderly/Disabled: 1.50
Transfer: N/A
Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 2
Peak Hour Fleet: 0
Base Fleet: 0
Fuel Consumption (gal.): 1,928

RIDERSHIP TREND

1995	7,883
1996	6,757
1997	5,112



GROUP: 4

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$20,389
Other Salaries/Wages:	\$0
Fringe:	\$3,811
Services:	\$6,000
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$44,078
Other:	\$3,235
TOTAL:	\$77,513

Revenue Summary

Fare Revenue:	\$8,799
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$34,360
State Assistance:	\$0
Federal Assistance:	\$34,354
TOTAL:	\$77,513

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	5,112
Total Vehicle Miles:	25,016
Revenue Vehicle Miles:	25,016

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.10
Operating Expense Per Passenger Trip:	\$15.16
Passenger Trips Per Total Vehicle Mile:	0.20
Passenger Trips Per Capita:	0.33

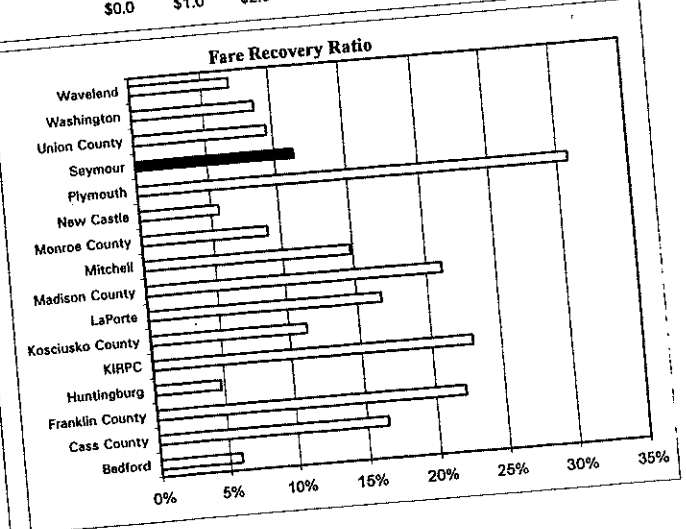
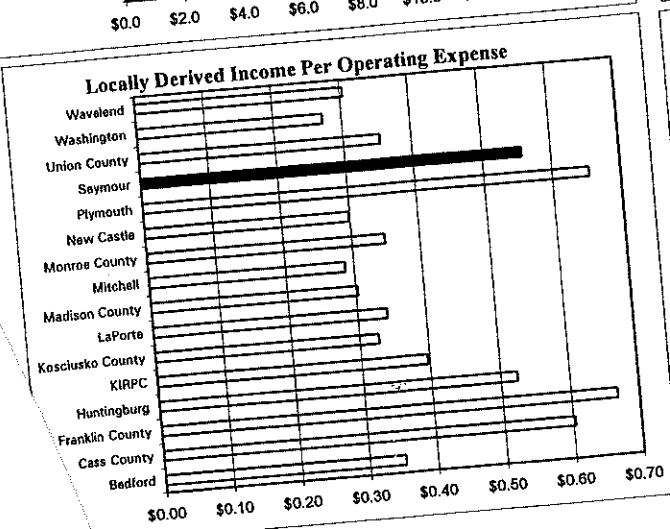
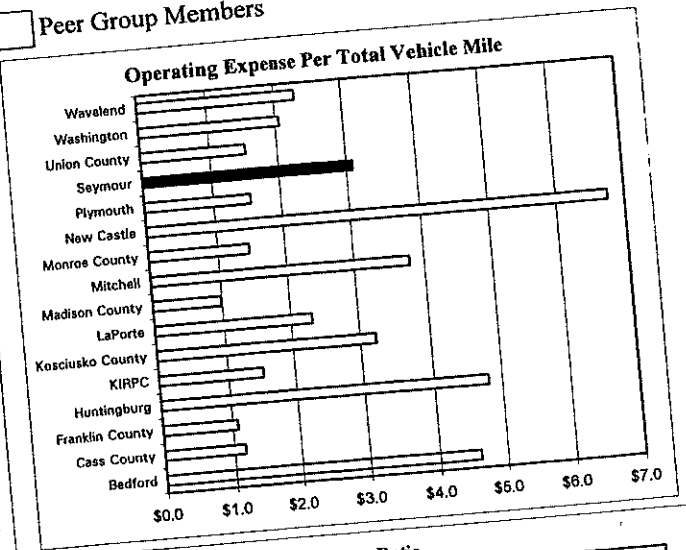
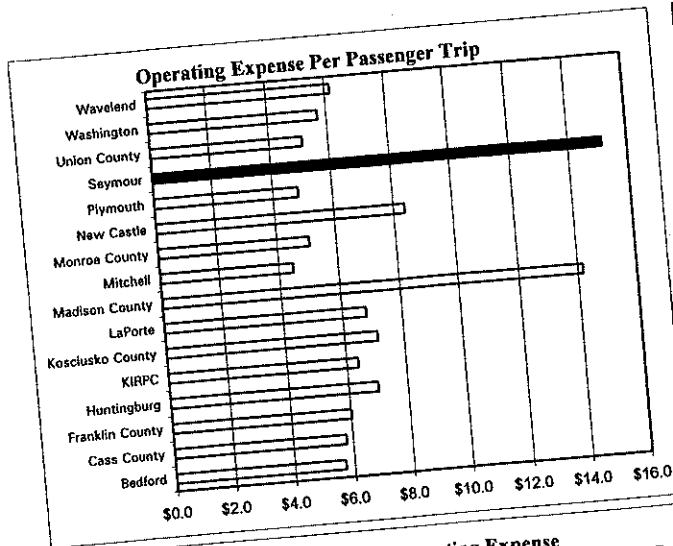
Financial Performance

Operating Subsidy:	\$68,714
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$43,159
Locally Derived Income Per Operating Expense:	\$0.56
Fare Recovery Ratio:	11%

PEER GROUP PERFORMANCE COMPOSITE

█ Seymour Transit

□ Peer Group Members



South Bend Public Transportation Corporation

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

E-MAIL: n/a
 FAX: (219) 239-2309

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

SERVICE HOURS

Weekday: 4:50 am - 10:10 pm
 Saturday: 6:50 am - 7:00 pm
 Sunday: No Service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	71	8
Maintenance:	14	1
Administration:	13	1
Total:	98	10

FARE STRUCTURE

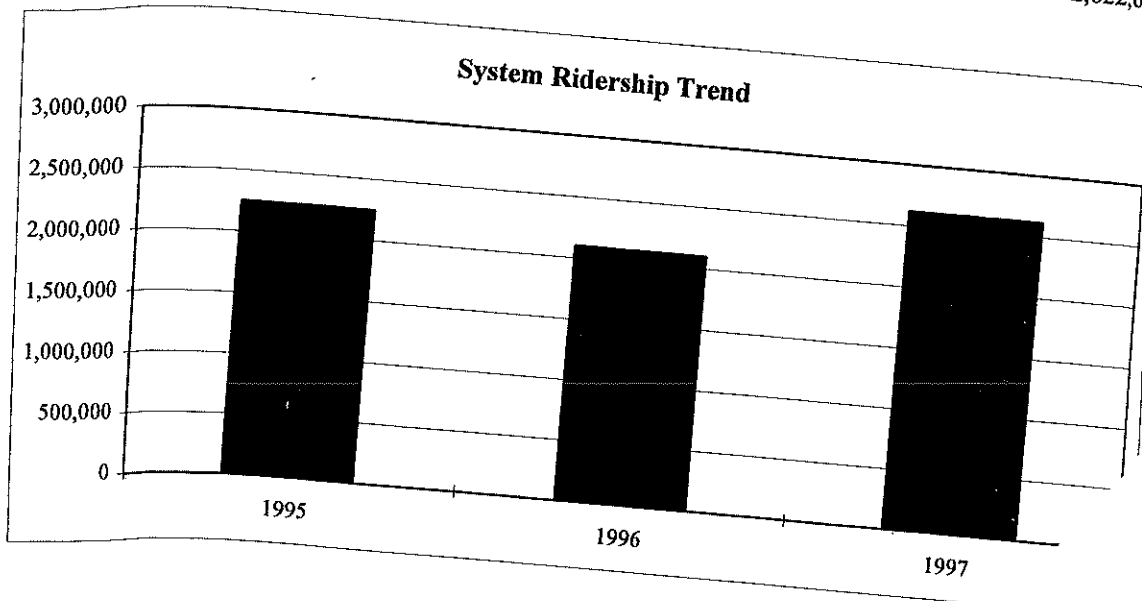
Express: N/A
 Base: 0.75
 Youth: 0.75
 Elderly/Disabled: 0.35
 Transfer: Free
 Other/Special: Pass \$30.00/Month
 Student Pass \$25.00/Month

OPERATION CHARACTERISTICS

Revenue Vehicles: 68
 Peak Hour Fleet: 49
 Base Fleet: 37
 Fuel Consumption (gal.): 424,368

RIDERSHIP TREND

1995	2,249,538
1996	2,104,373
1997	2,622,695



GROUP: 1

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,593,880
Other Salaries/Wages:	\$1,328,498
Fringe:	\$1,299,024
Services:	\$394,046
Materials and Supplies:	\$516,352
Utilities:	\$86,765
Casualty/Liability:	\$203,973
Purchased Transportation:	\$0
Other:	\$47,706
TOTAL:	\$5,470,244

Revenue Summary

Fare Revenue:	\$1,157,869
Charter/Other:	\$222,011
Contra & Other Fed./State:	\$11,482
Local Assistance:	\$1,564,436
State Assistance:	\$1,437,757
Federal Assistance:	\$1,076,689
TOTAL:	\$5,470,244

South Bend

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	2,622,695
Total Vehicle Miles:	1,832,468
Revenue Vehicle Miles:	1,708,094

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.99
Operating Expense Per Passenger Trip:	\$2.09
Passenger Trips Per Total Vehicle Mile:	1.43
Passenger Trips Per Capita:	17.65

Financial Performance

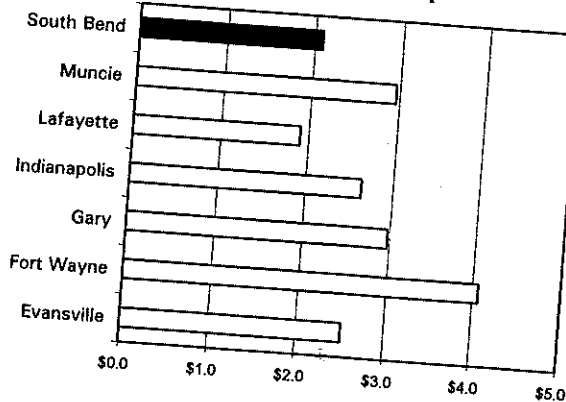
Operating Subsidy:	\$4,078,882
Operating Subsidy Ratio:	75%
Locally Derived Income:	\$2,944,316
Locally Derived Income Per Operating Expense:	\$0.54
Fare Recovery Ratio:	21%

PEER GROUP PERFORMANCE COMPOSITE

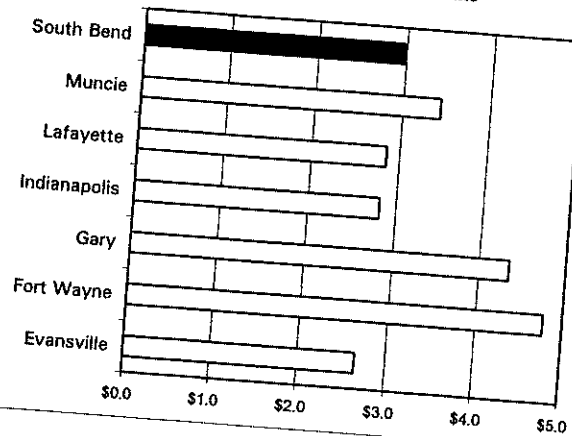
South Bend Public Transportation Corporation

Peer Group Members

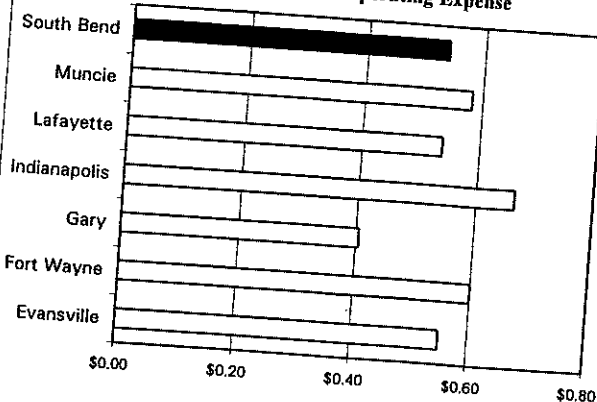
Operating Expense Per Passenger Trip



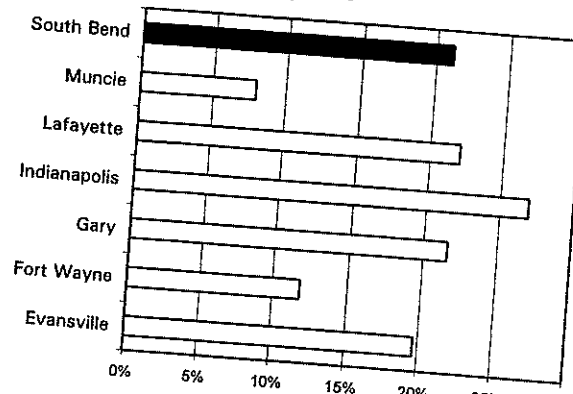
Operating Expense Per Total Vehicle Mile



Locally Derived Income Per Operating Expense



Fare Recovery Ratio



Transit Authority of River City

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

E-MAIL: n/a
FAX: (502) 561-5244

CONTACT: J. Barry Barker, Executive Director

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: New Albany, Clarksville & Jeffersonville City Limits
Service Population: 77,996

SERVICE HOURS

Weekday: 4:41 am - 8:14 pm
Saturday: 9:00am-6:00pm
Sunday: No service
Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	412	43
Maintenance:	130	0
Administration:	65	0
Total:	607	43

FARE STRUCTURE

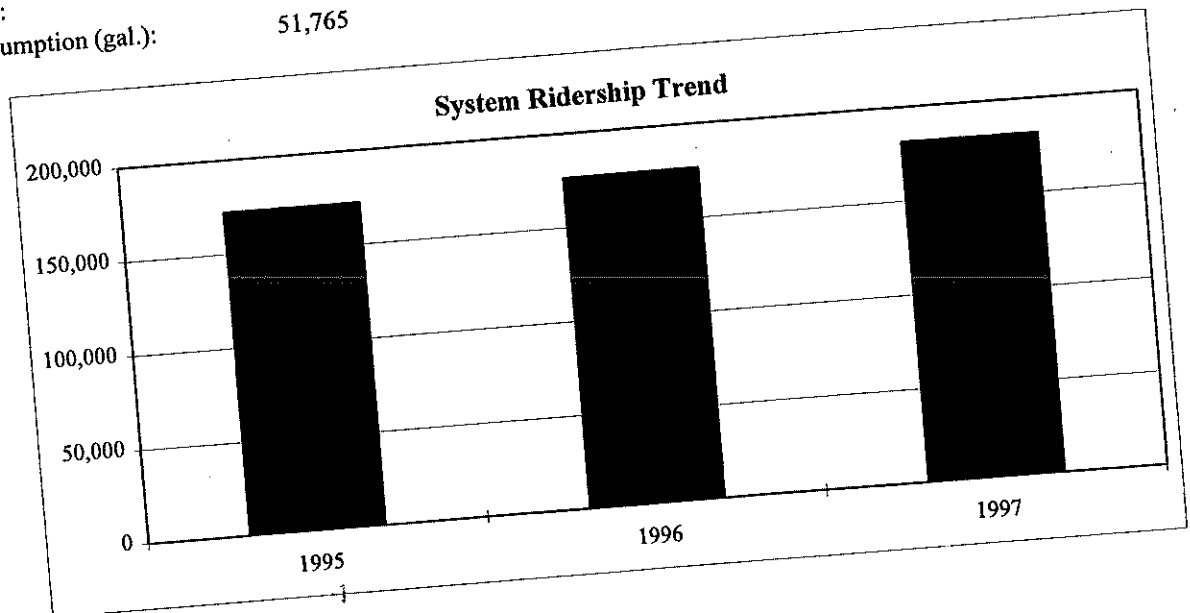
Express: N/A
Base: \$1.00 Peak, \$.75 Off-Peak
Youth: 0.50 with ID card
Elderly/Disabled: 0.50 with ID card
Transfer: Free
Other/Special: Commuter Tickets \$5.00/10 Tickets
E&H Tickets \$4.00/10 Tickets; Monthly Pass \$23.00

OPERATION CHARACTERISTICS

Revenue Vehicles: N/A
Peak Hour Fleet: 11
Base Fleet: 3
Fuel Consumption (gal.): 51,765

RIDERSHIP TREND

1995	172,270
1996	176,615
1997	181,489



GROUP: 2

Southern Indiana

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$497,366
Other Salaries/Wages:	\$0
Fringe:	\$288,333
Services:	\$31,006
Materials and Supplies:	\$73,991
Utilities:	\$14,510
Casualty/Liability:	\$27,064
Purchased Transportation:	\$108,940
Other:	\$12,450
TOTAL:	\$1,053,660

Revenue Summary

Fare Revenue:	\$90,413
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$561,269
State Assistance:	\$354,045
Federal Assistance:	\$47,933
TOTAL:	\$1,053,660

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	181,489
Total Vehicle Miles:	189,598
Revenue Vehicle Miles:	179,001

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$5.56
Operating Expense Per Passenger Trip:	\$5.81
Passenger Trips Per Total Vehicle Mile:	0.96
Passenger Trips Per Capita:	2.33

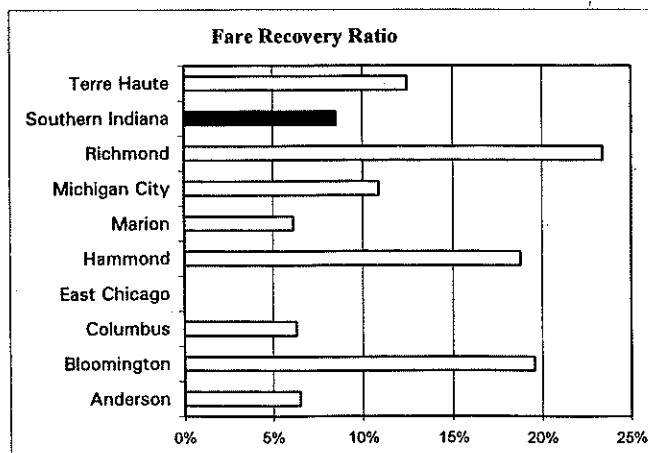
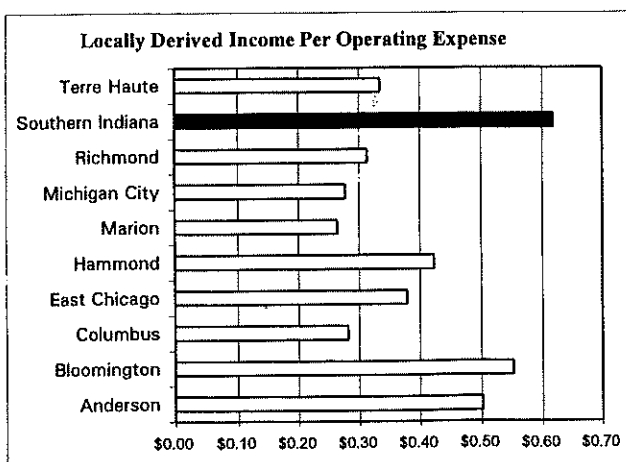
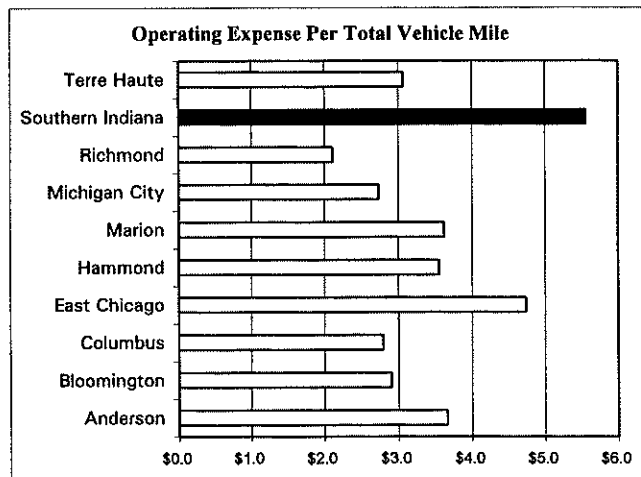
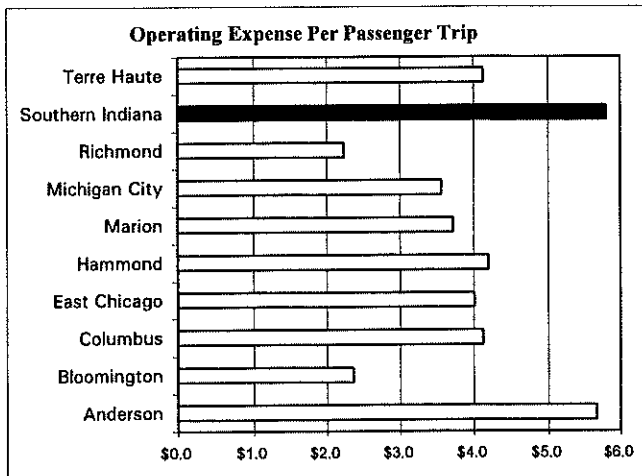
Financial Performance

Operating Subsidy:	\$963,247
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$651,682
Locally Derived Income Per Operating Expense:	\$0.62
Fare Recovery Ratio:	9%

PEER GROUP PERFORMANCE COMPOSITE

■ Transit Authority of River City

□ Peer Group Members



Transit Utility for the City of Terre Haute

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

E-MAIL: n/a
 FAX: (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

SERVICE HOURS

Weekday: 6:05 am - 5:45 pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 8

PERSONNEL

	Full-Time	Part-Time
Operations:	15	0
Maintenance:	5	0
Administration:	2	0
Total:	22	0

FARE STRUCTURE

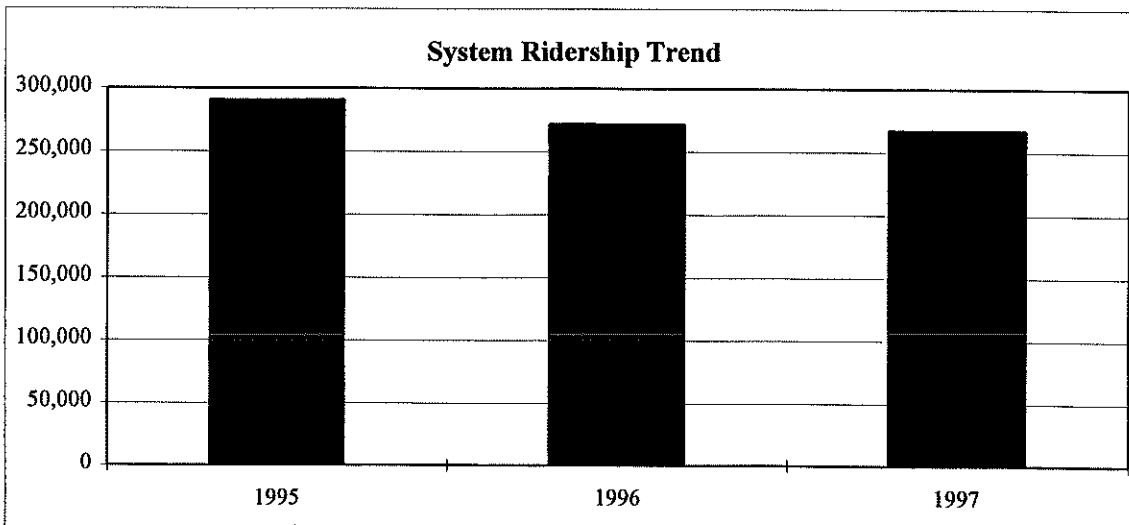
Express: N/A
 Base: 0.75
 Youth: 0.75
 Elderly/Disabled: 0.35
 Transfer: N/A
 Other/Special: Transit Pass \$25.00/Month; \$10.00 for 14 ride ticket

OPERATION CHARACTERISTICS

Revenue Vehicles: 14
 Peak Hour Fleet: 8
 Base Fleet: 8
 Fuel Consumption (gal.): 54,313

RIDERSHIP TREND

1995 290,799
 1996 271,798
 1997 267,138



GROUP: 2

Terre Haute

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$410,656
Other Salaries/Wages:	\$272,441
Fringe:	\$244,680
Services:	\$2,615
Materials and Supplies:	\$68,823
Utilities:	\$33,159
Casualty/Liability:	\$35,446
Purchased Transportation:	\$0
Other:	\$35,653
TOTAL:	\$1,103,473

Revenue Summary

Fare Revenue:	\$137,746
Charter/Other:	\$2,469
Contra & Other Fed./State:	\$671
Local Assistance:	\$228,970
State Assistance:	\$269,262
Federal Assistance:	\$464,355
TOTAL:	\$1,103,473

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	267,138
Total Vehicle Miles:	359,740
Revenue Vehicle Miles:	354,060

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.07
Operating Expense Per Passenger Trip:	\$4.13
Passenger Trips Per Total Vehicle Mile:	0.74
Passenger Trips Per Capita:	4.45

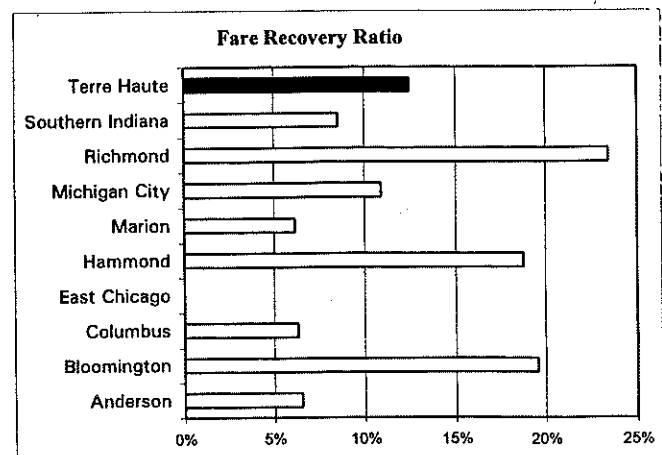
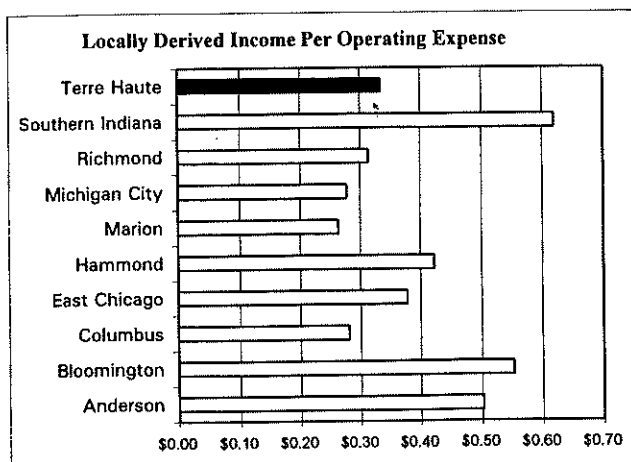
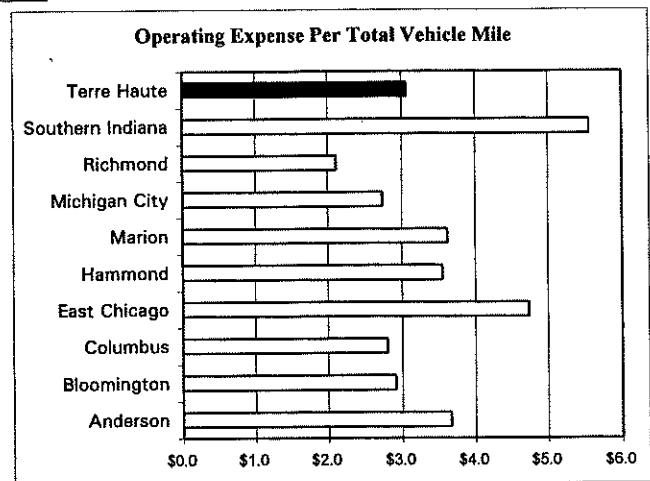
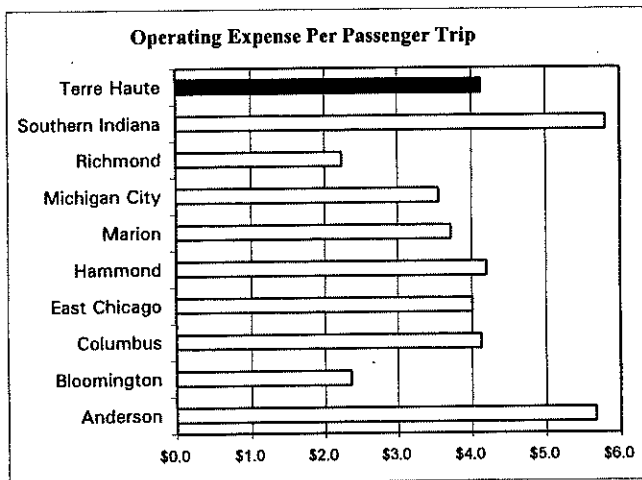
Financial Performance

Operating Subsidy:	\$962,587
Operating Subsidy Ratio:	87%
Locally Derived Income:	\$369,185
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	12%

PEER GROUP PERFORMANCE COMPOSITE

Transit Utility for the City of Terre Haute

Peer Group Members



Trade Winds Rehabilitation Center

5901 W. 7th Ave., Box 6308

Gary, IN 46406-0308

(219) 949-4000

E-MAIL: n/a

FAX: (219) 944-8134

CONTACT: Timothy Pulsoni, General Manager

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: Lake, Porter and LaPorte Counties
Service Population: 51,422

SERVICE HOURS

Weekday: 6:00 am - 6:00 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 8

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	26	4
Maintenance:	2	0
Administration:	2	0
Total:	30	4

FARE STRUCTURE

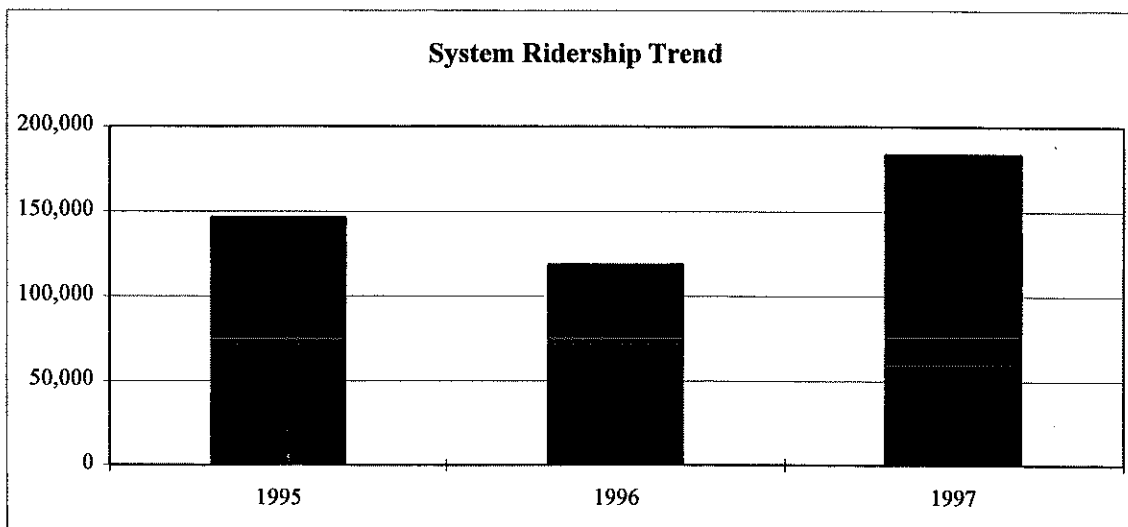
Express: N/A
Base: N/A
Youth: N/A
Elderly/Disabled: Based on Ability to Pay
Transfer: N/A
Other/Special: N/A

OPERATION CHARACTERISTICS

RIDERSHIP TREND

Revenue Vehicles: 33
Peak Hour Fleet: 30
Base Fleet: 30
Fuel Consumption (gal.): 119,086

1995 146,676
1996 118,694
1997 183,713



GROUP: 3

Trade Winds

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$609,129
Other Salaries/Wages:	\$123,492
Fringe:	\$119,954
Services:	\$35,969
Materials and Supplies:	\$203,831
Utilities:	\$4,633
Casualty/Liability:	\$42,068
Purchased Transportation:	\$0
Other:	\$11,114
TOTAL:	\$1,150,190

Revenue Summary

Fare Revenue:	\$134,733
Charter/Other:	\$1,650
Contra & Other Fed./State:	\$0
Local Assistance:	\$404,595
State Assistance:	\$257,618
Federal Assistance:	\$351,594
TOTAL:	\$1,150,190

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	183,713
Total Vehicle Miles:	1,002,746
Revenue Vehicle Miles:	952,609

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.15
Operating Expense Per Passenger Trip:	\$6.26
Passenger Trips Per Total Vehicle Mile:	0.18
Passenger Trips Per Capita:	3.57

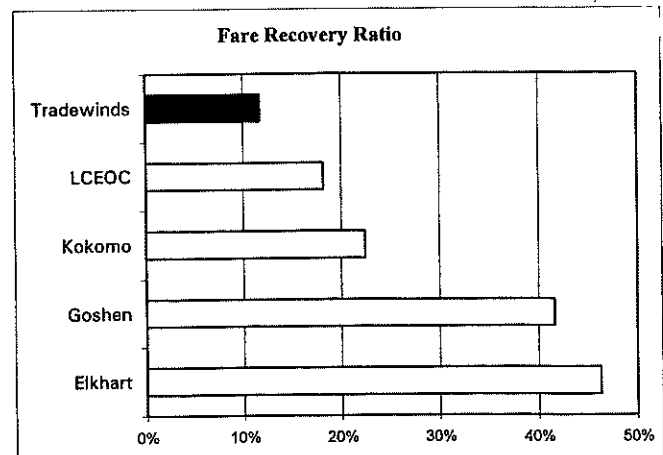
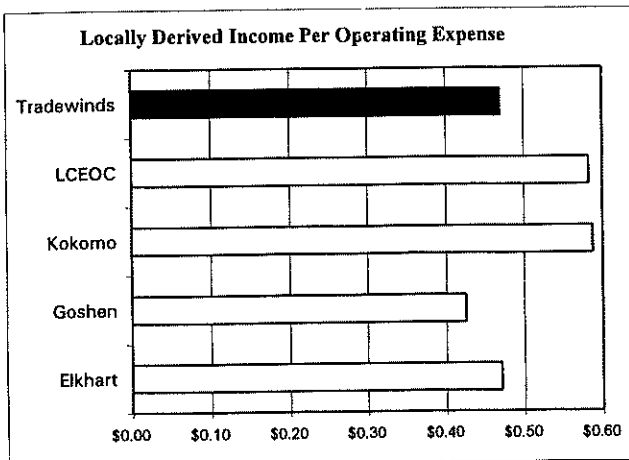
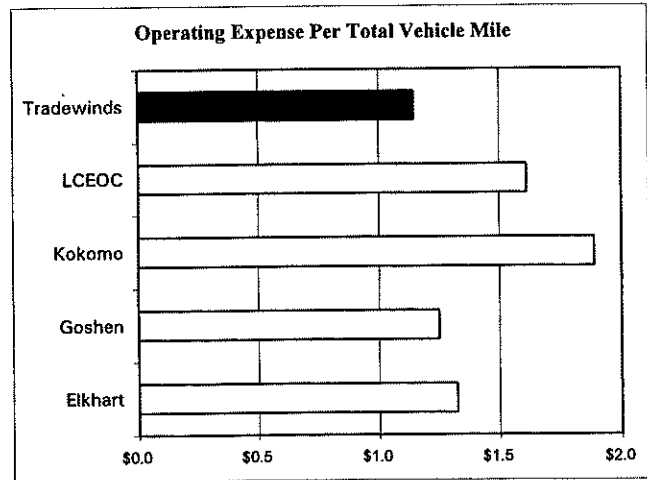
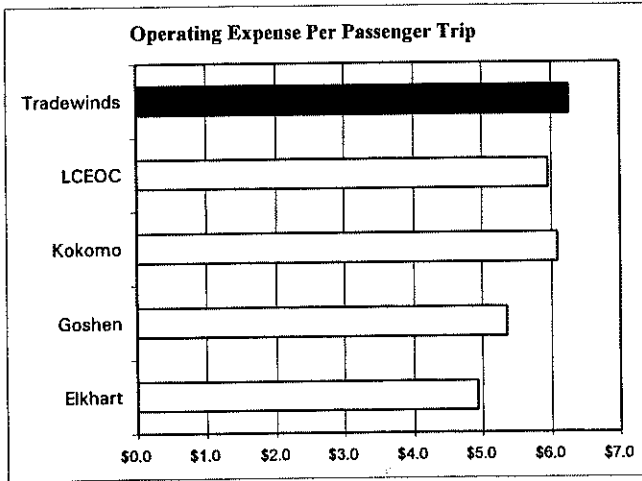
Financial Performance

Operating Subsidy:	\$1,013,807
Operating Subsidy Ratio:	88%
Locally Derived Income:	\$540,978
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	12%

PEER GROUP PERFORMANCE COMPOSITE

Trade Winds Rehabilitation Center

Peer Group Members



Union County Transit Service

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

E-MAIL: n/a
 FAX: (765) 458-7722

CONTACT: Larry Miller, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response
 Service Area: Union County with trips to Richmond & Connersville
 Service Population: 6,976

SERVICE HOURS

Weekday: 8:00 am - 4:00 pm
 Saturday: No service
 Sunday: No service
 Holidays Without Service: 6

PERSONNEL

	Full-Time	Part-Time
Operations:	0	9
Maintenance:	0	0
Administration:	1	4
Total:	1	13

FARE STRUCTURE

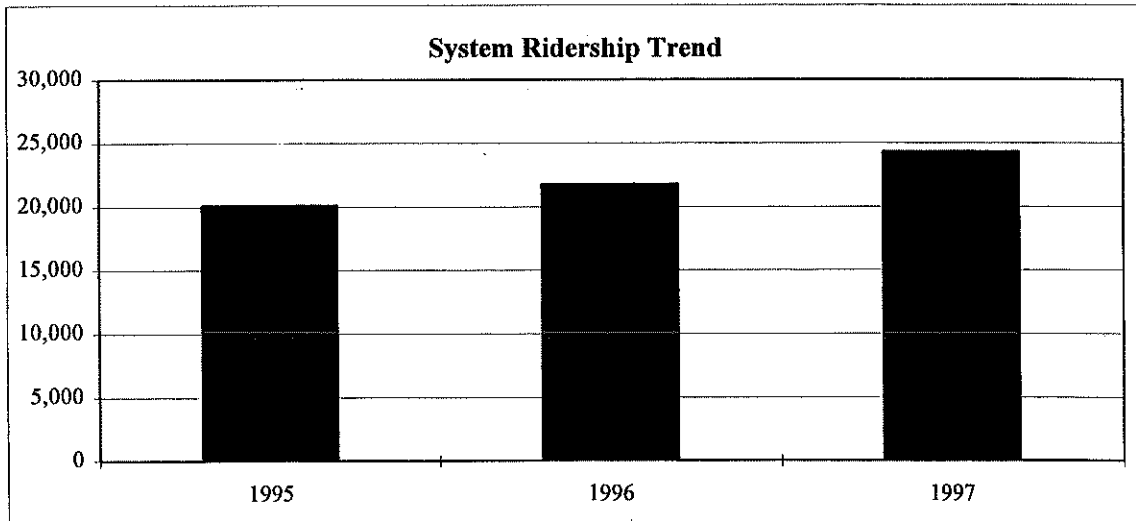
Express: N/A
 Base: N/A
 Youth: N/A
 Elderly/Disabled: N/A
 Transfer: N/A
 Other/Special: N/A

OPERATION CHARACTERISTICS

Revenue Vehicles: 9
 Peak Hour Fleet: 8
 Base Fleet: 6
 Fuel Consumption (gal.): 7,755

RIDERSHIP TREND

1995	20,127
1996	21,793
1997	24,321



GROUP: 4

Union County

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$35,662
Other Salaries/Wages:	\$23,460
Fringe:	\$20,955
Services:	\$11,907
Materials and Supplies:	\$15,330
Utilities:	\$715
Casualty/Liability:	\$14,688
Purchased Transportation:	\$0
Other:	\$2,075
TOTAL:	\$124,792

Revenue Summary

Fare Revenue:	\$11,954
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$32,265
State Assistance:	\$24,687
Federal Assistance:	\$55,886
TOTAL:	\$124,792

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	24,321
Total Vehicle Miles:	82,452
Revenue Vehicle Miles:	69,642

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.51
Operating Expense Per Passenger Trip:	\$5.13
Passenger Trips Per Total Vehicle Mile:	0.29
Passenger Trips Per Capita:	3.49

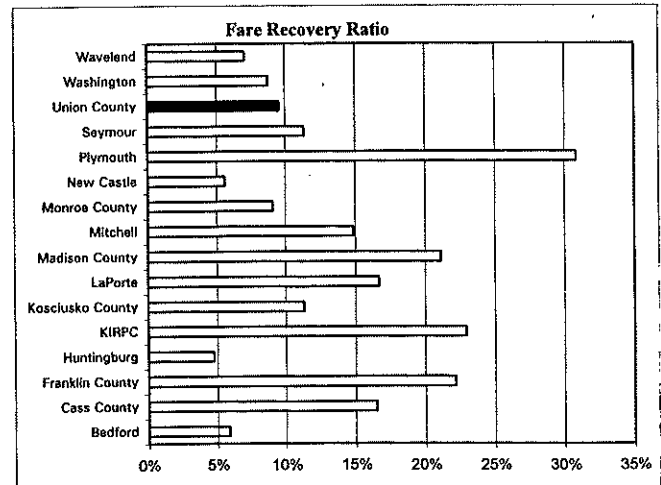
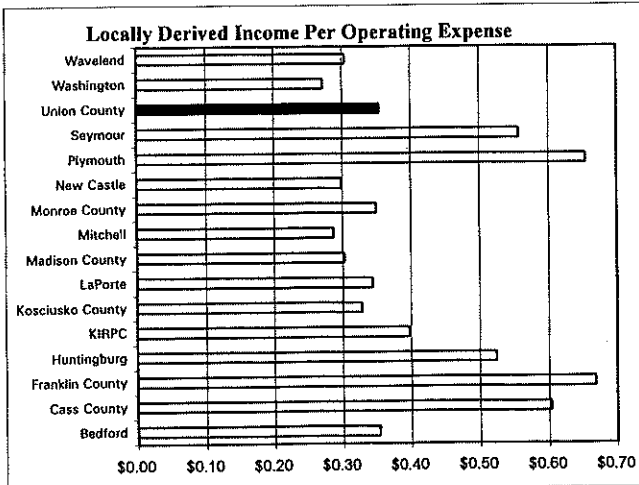
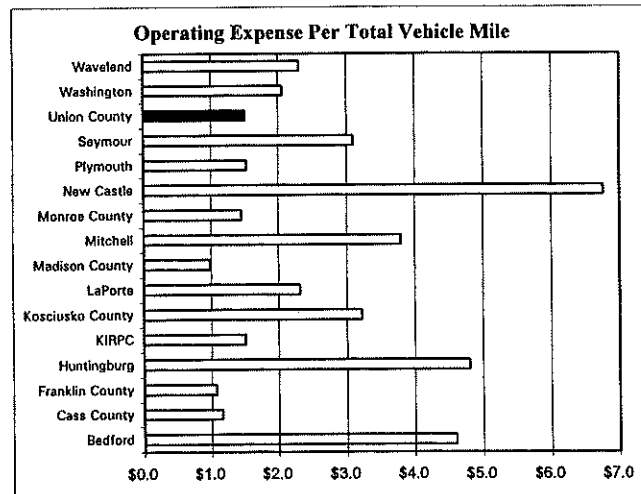
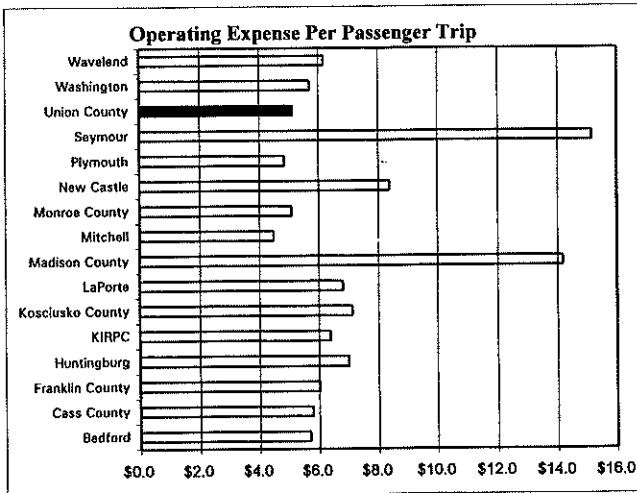
Financial Performance

Operating Subsidy:	\$112,838
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$44,219
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	10%

PEER GROUP PERFORMANCE COMPOSITE

Union County Transit Service

Peer Group Members



Washington Transit System

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

E-MAIL: n/a
 FAX: (812) 254-8200

CONTACT: Gary Raymann, Street Commissioner

GENERAL INFORMATION

Type of Service: Fixed Route, Demand Response
 Service Area: Washington City Limits
 Service Population: 10,838

SERVICE HOURS

Weekday: 7:00 am - 5:00 pm
 Saturday: No Service
 Sunday: No service
 Holidays Without Service: 12

PERSONNEL

	Full-Time	Part-Time
Operations:	1	2
Maintenance:	0	0
Administration:	0	0
Total:	1	2

FARE STRUCTURE

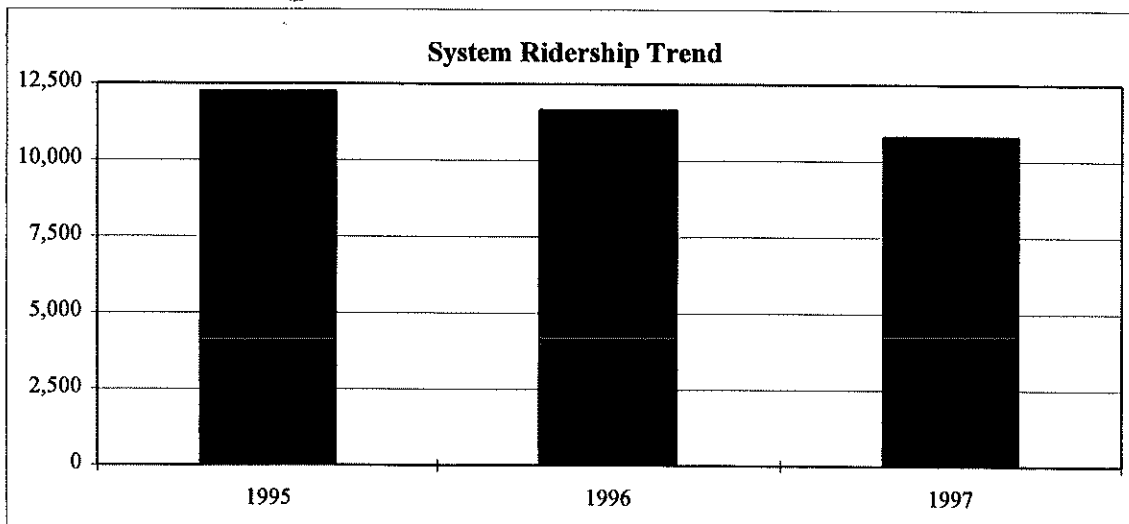
Express: N/A
 Base: 0.75
 Youth: 0.50
 Elderly/Disabled: 0.75
 Transfer: N/A
 Other/Special: E & H Fare \$0.25 with AOA Coupon

OPERATION CHARACTERISTICS

Revenue Vehicles: 5
 Peak Hour Fleet: 1
 Base Fleet: 1
 Fuel Consumption (gal.): 5,181

RIDERSHIP TREND

1995	12,246
1996	11,651
1997	10,796



GROUP: 4

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$24,494
Other Salaries/Wages:	\$0
Fringe:	\$6,499
Services:	\$16,146
Materials and Supplies:	\$6,478
Utilities:	\$3,422
Casualty/Liability:	\$3,956
Purchased Transportation:	\$0
Other:	\$655
TOTAL:	\$61,650

Revenue Summary

Fare Revenue:	\$5,419
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$11,351
State Assistance:	\$16,765
Federal Assistance:	\$28,115
TOTAL:	\$61,650

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	10,796
Total Vehicle Miles:	29,878
Revenue Vehicle Miles:	29,878

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.06
Operating Expense Per Passenger Trip:	\$5.71
Passenger Trips Per Total Vehicle Mile:	0.36
Passenger Trips Per Capita:	1.00

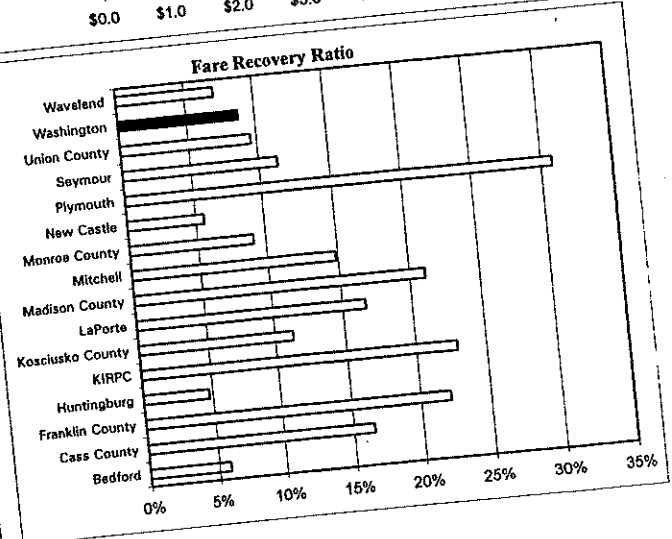
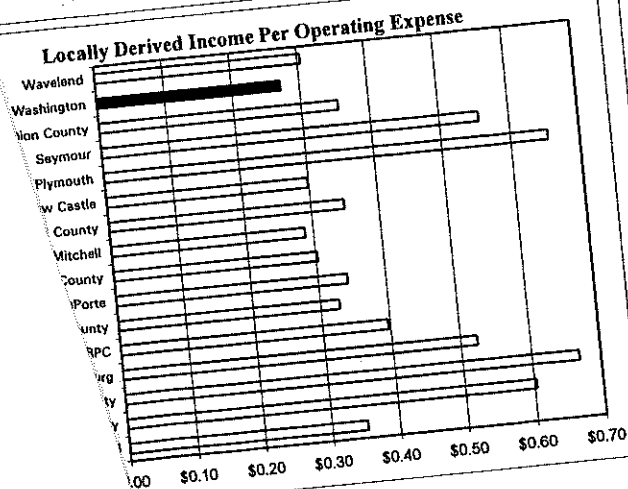
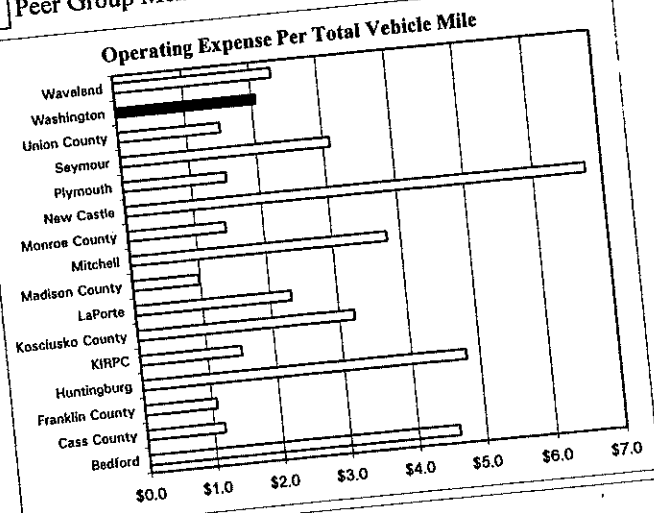
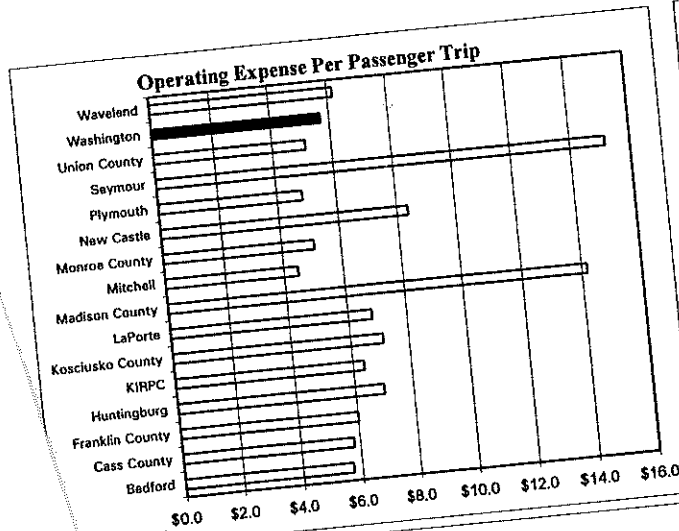
Financial Performance

Operating Subsidy:	\$56,231
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$16,770
Locally Derived Income Per Operating Expense:	\$0.27
Fare Recovery Ratio:	9%

PEER GROUP PERFORMANCE COMPOSITE

Washington Transit System

Peer Group Members



Waveland Volunteer Transit

1st Green Street
 and, IN 47989
 47-7683

E-MAIL: AREA4@wcic.org
 FAX: (765) 447-6862

FACT:

Jean Engelle, Deputy Director

GENERAL INFORMATION

of Service:

Reservation

ce Area:

Brookston, Clarks Hill, Hillsboro, Rossville, Boswell & Waveland

ce Population:

10,993

SERVICE HOURS

Monday:

24 hours per day

Tuesday:

24/hrs per day

Wednesday:

24/hrs per day

Thursday-Saturday Without Service:

0

PERSONNEL

	Full-Time	Part-Time
Operations:	0	0
Maintenance:	0	0
Administration:	0	2
Total:	0	2

FINANCE STRUCTURE

Revenue:

N/A

Expenses:

N/A

Assets:

N/A

Liabilities/Disabled:

N/A

Transfers:

N/A

Other/Special:

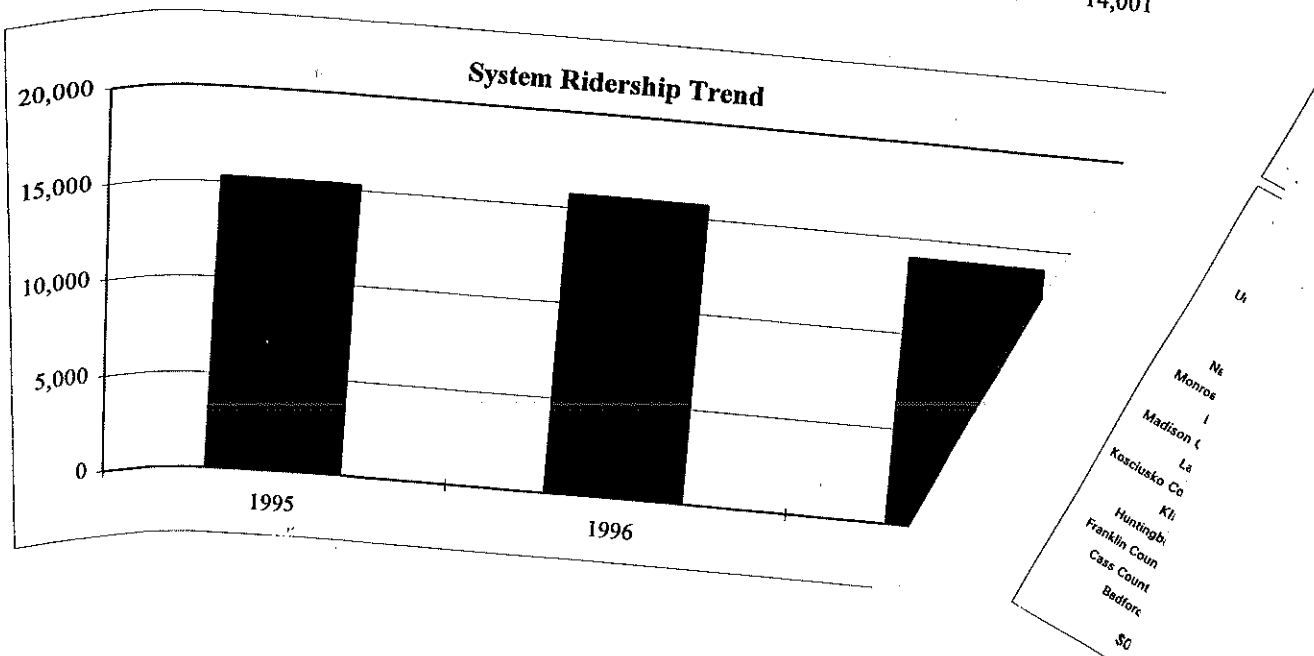
Contributions from passengers

OPERATION CHARACTERISTICS

Revenue Vehicles:	7
Peak Hour Fleet:	4
Base Fleet:	3
Fuel Consumption (gal.):	4,196

RIDERSHIP TREND

1995	15,270
1996	15,709
1997	14,001



GROUP: 4

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$20,012
Other Salaries/Wages:	\$30,233
Fringe:	\$4,712
Services:	\$2,101
Materials and Supplies:	\$10,149
Utilities:	\$1,975
Casualty/Liability:	\$4,992
Purchased Transportation:	\$0
Other:	\$0
TOTAL:	\$86,637

Revenue Summary

Fare Revenue:	\$6,137
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$40,250
State Assistance:	\$0
Federal Assistance:	\$40,250
TOTAL:	\$86,637

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	14,001
Total Vehicle Miles:	37,459
Revenue Vehicle Miles:	37,459

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.31
Operating Expense Per Passenger Trip:	\$6.19
Passenger Trips Per Total Vehicle Mile:	0.37
Passenger Trips Per Capita:	1.27

Financial Performance

Operating Subsidy:	\$80,500
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$46,387
Locally Derived Income Per Operating Expense:	\$0.54
Fare Recovery Ratio:	7%

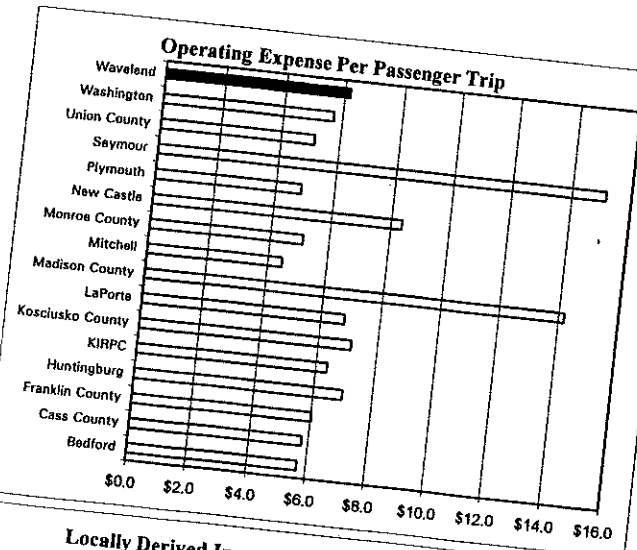
Waveland

PEER GROUP PERFORMANCE COMPOSITE

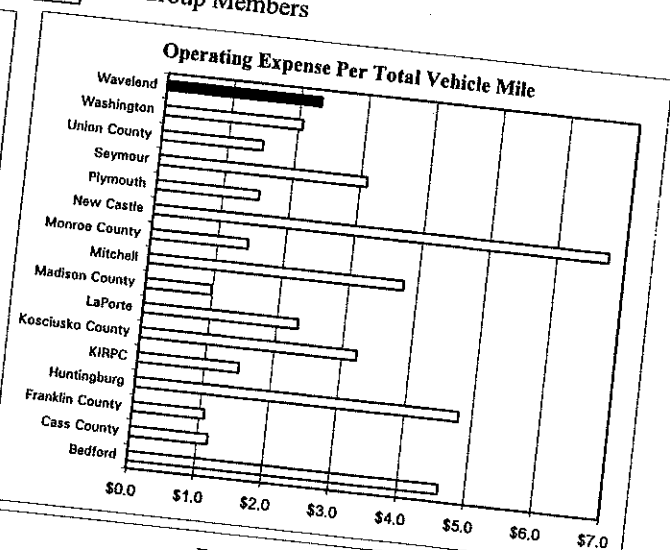
Waveland Volunteer Transit

Peer Group Members

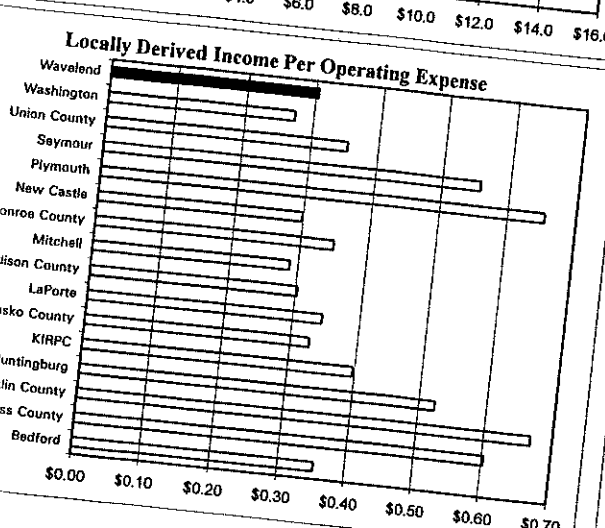
Operating Expense Per Passenger Trip



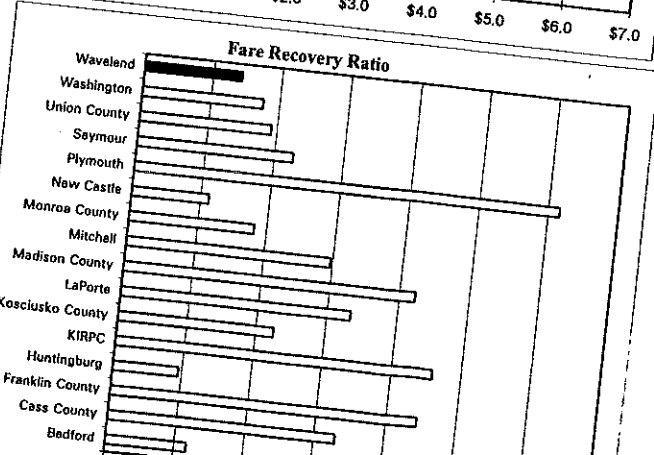
Operating Expense Per Total Vehicle Mile



Locally Derived Income Per Operating Expense



Fare Recovery Ratio



SECTION THREE

FLEET INVENTORIES



Section Three: Fleet Inventories

Listed below are a series of terms and an explanation of the codes that are used in the fleet inventory tables that follow.

Vehicle Identification

This is the vehicle number that the operator uses to reference the vehicle.

Year Purchased

Calendar year in which the vehicle was purchased (placed into service).

Vehicle Type

Sedan – *SD*
Station Wagon - *SW*
Mini-van - *MNV*
Standard Van - *SV*
Modified Van - *MDV*
Body on Van Chassis - *BOVC*
Body on Truck Chassis - *BOTC*
Light Transit Vehicle (<30 feet) – *LTV*
Medium Duty Transit Vehicle (30 to 34 feet) – *MTV*
Heavy Duty Transit Vehicle (35>feet) – *HTV*
Electric Rail Car – *ER*
Trailer Car (used with Electric Rail Car) – *TR*

ADA Accessible

Y – Vehicle is lift/ramp equipped
N – Vehicle is not lift/ramp equipped

Comply Clean Air

Y – Vehicle complies with provision of Clean Air Act
N – Vehicle does not comply with Clean Air Act

Vehicle Manufacturer

Vehicle Manufacturer and/or Modifier

Engine Type

G – Gas
D – Diesel
CNG – Compressed Natural Gas
LNG – Liquefied Natural Gas
E - Electric

1997 Annual Report Vehicle Database

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Anderson	691	1992	MDV	Y	Y	12ST/4TD	FORD	D
Anderson	692	1987	MDV	Y	Y	12ST/4TD	FORD	D
Anderson	694	1996	MDV	Y	Y	12ST/4TD	FORD	D
Anderson	695	1982	MDV	Y	Y	12ST/4TD	FORD	D
Anderson	696	1997	MDV	Y	Y	12ST/4TD	FORD	D
Anderson	697	1997	MDV	Y	Y	12ST/4TD	FORD	D
Anderson	101	1994	LTV	Y	Y	12ST/4TD	FORD	D
Anderson	102	1994	LTV	Y	Y	22ST/2TD	AVS	ELECTRIC
Anderson	103	1995	LTV	Y	Y	22ST/2TD	AVS	ELECTRIC
Anderson	104	1995	LTV	Y	Y	28ST/2TD	THOMAS	D
Anderson	105	1995	LTV	Y	Y	28ST/2TD	THOMAS	D
Anderson	106	1995	LTV	Y	Y	28ST/2TD	THOMAS	D
Anderson	107	1995	LTV	Y	Y	28ST/2TD	THOMAS	D
Anderson	108	1995	LTV	Y	Y	28ST/2TD	THOMAS	D
Anderson	109	1996	LTV	Y	Y	28ST/2TD	THOMAS	D
Bedford	4344	1994	BOTC	Y	Y	28ST/2TD	THOMAS	D
Bedford	4345	1994	BOTC	Y	Y	16/2TD	Ford	D
Bedford	6275	1994	BOTC	Y	Y	16ST/2TD	Ford	D
Bloomington	8018	1980	HDV	N	Y	16ST/2TD	Ford	D
Bloomington	8019	1980	HDV	N	N	39ST/0	FLXIBLE	D
Bloomington	8108	1981	HDV	Y	N	39ST/0	FLXIBLE	D
Bloomington	8109	1981	HDV	Y	N	40ST/0	GILLIG	D
Bloomington	8901	1989	HDV	N	N	40ST/0	GILLIG	D
Bloomington	8902	1989	HDV	N	N	42ST/0	ORION	D
Bloomington	9003	1990	HDV	N	N	42	Orion	D
Bloomington	9004	1990	HDV	N	N	42	Orion	D
Bloomington	9205	1992	LTV	Y	N	42	Orion	D
Bloomington	9206	1992	LTV	Y	N	24ST/2	ORION	D
Bloomington	9410	1995	BOVC	Y	Y	24ST/2	ORION	D
Bloomington	9511	1995	LTV	Y	Y	18ST/2	FORD	D
Bloomington	9512	1995	LTV	Y	Y	24ST/2	GILLIG	D
Bloomington			LTV	Y	Y	24ST/2	GILLIG	D

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Bloomington	9513	1995	HV	Y	Y	40ST/2	GILLIG	D
Bloomington	9514	1995	HV	Y	Y	40ST/2	GILLIG	D
Bloomington	9515	1995	HV	Y	Y	40ST/2	Gillig	D
Bloomington	9516	1995	HV	Y	Y	40ST/2	Gillig	D
Bloomington	9720	1997	HV	Y	Y	30st/21d	Gillig	D
Bloomington	9721	1997	HV	Y	Y	30st/21d	Gillig	D
Bloomington	9722	1997	HV	Y	Y	30st/21d	Gillig	D
Bloomington	9723	1997	HV	Y	Y	30st/21d	Gillig	D
Bloomington	9724	1997	HV	Y	Y	30st/21d	Gillig	D
Bloomington	9725	1997	HV	Y	Y	30st/21d	Gillig	D
Bloomington	9726	1997	HV	Y	Y	30st/21d	Gillig	D
Bloomington	1390	1989	MINV	N	Y	7st	Ford	G
Cass County	8552	1989	BOVC	N	Y	15st	Dodge	G
Cass County	2975	1994	MDV	Y	Y	10st/1	Dodge	G
Cass County	0852	1997	MDV	Y	Y	10st/1	Dodge	G
Cass County	3616	1984	BOVC	N	Y	7st	Chevrolet	G
Cass County	7468	1991	BOVC	N	Y	7st	GMC	G
Cass County	9084	1991	BOVC	Y	Y	9st/1	Chevrolet	G
Columbus	V-1	1995	BOVC	Y	N	12ST/3TD	DODGE	G
Columbus	V-2	1995	BOVC	Y	N	12ST/3TD	Dodge	G
Columbus	V-3	1995	BOVC	Y	N	12ST/3TD	Dodge	G
Columbus	B-1	1997	BOTC	Y	N	22st/21d	BLUEBIRD	D
Columbus	B-2	1997	BOTC	Y	N	22st/21d	BLUEBIRD	D
Columbus	B-3	1997	BOTC	Y	N	22st/21d	BLUEBIRD	D
Columbus	B-4	1997	BOTC	Y	N	22st/21d	BLUEBIRD	D
Columbus	B-5	1997	BOTC	Y	N	22st/21d	BLUEBIRD	D
East Chicago	9701	1997	MDV	Y	Y	12st/21d	Dodge	G
East Chicago	9501	1995	MDV	Y	Y	29ST/2TD	Gillig	D
East Chicago	9602	1996	MDV	Y	Y	29st/21d	Gillig	D
East Chicago	9603	1996	MDV	Y	Y	29st/21d	Gillig	D
East Chicago	9601	1996	MDV	Y	Y	29st/21d	Gillig	G
Evansville	100	1981	MTV	N	N	30	TMC	D

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Evansville	104	1981	MTV	N	N	30	TMC	D
Evansville	106	1981	MTV	N	N	30	TMC	D
Evansville	112	1981	MTV	N	N	30	TMC	D
Evansville	116	1981	MTV	N	N	30	TMC	D
Evansville	118	1981	MTV	N	N	30	TMC	D
Evansville	120	1981	MTV	N	N	30	TMC	D
Evansville	122	1981	MTV	N	N	30	TMC	D
Evansville	124	1981	MTV	N	N	30	TMC	D
Evansville	126	1981	MTV	N	N	30	TMC	D
Evansville	128	1981	MTV	N	N	30	TMC	D
Evansville	130	1981	MTV	N	N	30	TMC	D
Evansville	136	1984	MTV	N	N	30	BLUEBIRD	D
Evansville	140	1984	MTV	N	N	30	BLUEBIRD	D
Evansville	142	1984	MTV	N	N	40	BLUEBIRD	D
Evansville	21	1985	LTV	N	N	24	CCI	D
Evansville	11	1986	LTV	N	N	24	CCI	D
Evansville	72	1986	LTV	N	N	24	CCI	D
Evansville	050	1989	BOTC	Y	Y	16ST/2TD	FORD	D
Evansville	053	1989	BOTC	Y	Y	16ST/2TD	FORD	D
Evansville	054	1989	BOTC	Y	Y	16ST/2TD	FORD	D
Evansville	060	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G
Evansville	061	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G
Evansville	062	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G
Evansville	063	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G
Evansville	064	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G
Evansville	065	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G
Evansville	101	1995	MTV	Y	Y	30ST/2TD	GILLIG	D
Evansville	103	1995	MTV	Y	Y	30ST/2TD	GILLIG	D
Evansville	105	1995	MTV	Y	Y	30ST/2TD	GILLIG	D
Evansville	107	1995	MTV	Y	Y	30ST/2TD	GILLIG	D
Evansville	109	1995	MTV	Y	Y	30ST/2	GILLIG	D
Evansville	111	1995	MTV	Y	Y	30ST/2TD	GILLIG	D

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Evansville	113	1995	MTV	Y	N	30ST/2TD	GILLIG	D
Evansville	115	1995	MTV	Y	Y	30ST/2TD	GILLIG	D
Evansville	30	1995	BOTC	Y	Y	16ST4TD	CHEV	G/CNG
Evansville	31	1995	BOTC	Y	Y	16ST/4TD	CHEV	G/CNG
Evansville	32	1995	BOTC	Y	Y	16ST4TD	CHEV	G/CNG
Evansville	33	1995	BOTC	Y	Y	16ST/4TD	Chevrolet	G/CNG
Evansville	121	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Evansville	123	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Evansville	125	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Evansville	127	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Evansville	129	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Evansville	131	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Evansville	13	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Evansville	135	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Evansville	137	1997	MTV	Y	Y	30ST/2TD	Gillig	Diesel
Fort Wayne	104	1981	HTV	Y	Y	31ST1	GMC	D
Fort Wayne	108	1981	HTV	Y	N	31ST/1	GMC	D
Fort Wayne	110	1981	HTV	Y	N	31ST/1	GMC	D
Fort Wayne	115	1981	HTV	Y	Y	31ST/1	GMC	D
Fort Wayne	116	1981	HTV	Y	N	31ST/1	GMC	D
Fort Wayne	125	1981	HTV	Y	N	31ST/1	GMC	D
Fort Wayne	127	1981	HTV	Y	N	31ST/1	GMC	D
Fort Wayne	135	1983	HTV	N	N	40	FLX	D
Fort Wayne	136	1983	HTV	N	N	40	FLX	D
Fort Wayne	137	1983	HTV	N	N	40	FLX	D
Fort Wayne	138	1983	HTV	N	Y	40	FLX	D
Fort Wayne	139	1983	HTV	N	N	40	FLX	D
Fort Wayne	140	1983	HTV	N	Y	40	FLX	D
Fort Wayne	141	1983	HTV	N	Y	40	FLX	D
Fort Wayne	142	1983	HTV	N	N	40	FLX	D
Fort Wayne	143	1983	HTV	N	Y	40	FLX	D
Fort Wayne	144	1983	HTV	N	N	40	FLX	D

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Fort Wayne	145	1983	HTV	N	Y	40	FLX	D
Fort Wayne	146	1983	HTV	N	N	40	FLX	D
Fort Wayne	147	1983	HTV	N	Y	40	FLX	D
Fort Wayne	148	1983	HTV	N	N	40	FLX	D
Fort Wayne	149	1983	HTV	N	N	40	FLX	D
Fort Wayne	150	1983	HTV	N	N	40	FLX	D
Fort Wayne	151	1983	HTV	N	N	40	FLX	D
Fort Wayne	129	1983	HTV	N	Y	40	FLX	D
Fort Wayne	130	1983	HTV	N	N	40	FLX	D
Fort Wayne	131	1983	HTV	N	N	40	FLX	D
Fort Wayne	132	1983	HTV	N	N	40	FLX	D
Fort Wayne	133	1983	HTV	N	N	40	FLX	D
Fort Wayne	134	1983	HTV	N	N	40	FLX	D
Fort Wayne	TROLLEY 1	1987	MTV	N	N	24	CHANCE	D
Fort Wayne	TROLLEY 2	1987	MTV	N	N	24	CHANCE	D
Fort Wayne	TROLLEY 3	1987	MTV	N	N	24	CHANCE	D
Fort Wayne	9401	1994	LTV	Y	Y	9ST/4	SUPREME	D
Fort Wayne	9402	1994	LTV	Y	Y	9ST/4	SUP	D
Fort Wayne	9403	1994	LTV	Y	Y	9ST/4	SUP	D
Fort Wayne	9404	1994	LTV	Y	Y	9ST/4	SUP	D
Fort Wayne	9405	1994	LTV	Y	Y	9ST/4	SUP	D
Fort Wayne	9406	1994	LTV	Y	Y	9ST/4	SUP	D
Fort Wayne	9507	1995	LTV	Y	Y	9ST/4	SUP	D
Fort Wayne	9508	1995	LTV	Y	Y	9ST/4	SUP	D
Fort Wayne	9509	1995	LTV	Y	Y	9ST/4	SUP	D
Fort Wayne	8722	1995	LTV	Y	N	21ST/1	GOSHEN	D
Gary	8072	1980	HTV	n	n	44	GMC	D
Gary	8073	1980	HTV	n	n	44	GMC	D
Gary	8075	1980	HTV	n	n	44	GMC	D
Gary	8082	1980	HTV	n	n	44	GMC	D
Gary	8083	1980	HTV	n	n	44	GMC	D
Gary	8085	1980	HTV	n	n	44	GMC	D

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Gary	8086	1980	HTV	y	y	44s/2td	GMC	D
Gary	8201	1982	HTV	n	n	44s/2td	GMC	D
Gary	8203	1982	HTV	n	n	47	GMC	D
Gary	8207	1982	HTV	n	n	47	GMC	D
Gary	8214	1982	HTV	n	n	47	GMC	D
Gary	8215	1982	HTV	n	n	47	GMC	D
Gary	8219	1982	HTV	n	n	47	GMC	D
Gary	8222	1982	HTV	y	y	47	GMC	D
Gary	9101	1991	HTV	y	y	35ST/2TD	RTS	D
Gary	9102	1991	HTV	y	y	35ST/2TD	RTS	D
Gary	9103	1991	HTV	y	y	35ST/2TD	RTS	D
Gary	9104	1991	HTV	y	y	35ST/2TD	RTS	D
Gary	9105	1991	HTV	y	y	35ST/2TD	RTS	D
Gary	9106	1991	HTV	y	y	35ST/2TD	TMC	D
Gary	9107	1991	HTV	y	y	35ST/2TD	TMC	D
Gary	9108	1991	HTV	y	y	35ST/2TD	TMC	D
Gary	1	1992	BOTC	n	n	18	Eldorado	D
Gary	2	1992	BOTC	y	y	18	Eldorado	D
Gary	9201	1992	HTV	y	y	35ST/2TD	TMC	D
Gary	9202	1992	HTV	y	y	35ST/2TD	TMC	D
Gary	9301	1993	HTV	y	y	35ST/2TD	Flexible	LNG
Gary	9302	1993	HTV	y	y	35ST/2TD	Flexible	LNG
Gary	9303	1993	HTV	y	y	35ST/2TD	TMC	D
Gary	9304	1993	HTV	y	y	35ST/2TD	TMC	D
Gary	9305	1993	HTV	y	y	35ST/2TD	Flexible	D
Gary	9501	1995	HTV	y	y	35ST/2TD	Flexible	D
Gary	9502	1995	HTV	y	y	35ST/2TD	Flexible	D
Gary	9503	1995	HTV	y	y	35ST/2TD	Flexible	D
Gary	9504	1995	HTV	y	y	35ST/2TD	Flexible	D
Gary	9505	1995	HTV	y	y	35ST/2TD	Flexible	D
Gary	9506	1995	HTV	y	y	35ST/2TD	Flexible	LNG
Gary	9507	1995	HTV	y	y	35ST/2TD	Flexible	LNG

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Gary	9508	1995	HTV	Y	Y	35ST/2TD	Flexible	LNG
Gary	9601	1996	HTV	Y	Y	35ST/2TD	NOVA	D
Gary	9602	1996	HTV	Y	Y	35ST/2TD	NOVA	D
Gary	9603	1996	HTV	Y	Y	35ST/2TD	NOVA	D
Gary	9604	1996	HTV	Y	Y	35ST/2TD	NOVA	D
Gary	9605	1996	HTV	Y	Y	35ST/2TD	NOVA	D
Gary	9606	1996	HTV	Y	Y	35ST/2TD	NOVA	D
Gary	9607	1996	HTV	Y	Y	35ST/2TD	NOVA	D
Gary	9701	1997	HTV	Y	Y	30st/2td	Flexible	LNG
Hammond	3429	LEASE	HTV	N	N	39	GMC	D
Hammond	3430	LEASE	HTV	N	N	39	GMC	D
Hammond	5780	1993	HTV	Y	N	35ST/2TD	RTS	D
Hammond	5781	1993	HTV	Y	N	35ST/2TD	RTS	D
Hammond	5782	1993	HTV	Y	Y	35ST/2TD	RTS	D
Hammond	5783	1993	HTV	Y	Y	35ST/2TD	RTS	D
Hammond	5784	1993	HTV	Y	Y	35ST/2TD	RTS	D
Hammond	5785	1993	HTV	Y	Y	35ST/2TD	RTS	D
Hammond	5786	1993	HTV	Y	Y	35ST/2TD	RTS	D
Hammond	5787	1993	HTV	Y	Y	35ST/2TD	RTS	D
Hammond	5788	1993	HTV	Y	Y	35ST/2TD	RTS	D
Hammond	5789	1993	HTV	Y	Y	35ST/2TD	RTS	D
Elk/Goshen	34	1994	MMV	Y	Y	5ST/2TD	Dodge	G
Elk/Goshen	37	1994	MNV	Y	Y	5ST/2TD	DODGE	G
Elk/Goshen	38	1995	MMV	Y	Y	5ST/2TD	Plymouth	G
Elk/Goshen	35	1996	MMV	Y	Y	5ST/2TD	FORD	G
Elk/Goshen	36	1996	MMV	Y	Y	5ST/2TD	FORD	G
Elk/Goshen	39	1996	MNV	Y	Y	5ST/2TD	FORD	G
Huntingburg	69	1997	MDV	Y	N	10st/2wc	Dodge	G
Franklin	C4	1989	SD	N	Y	6	CHEV	G
Franklin	C5	1995	SD	N	Y	5	FORD	G
Franklin	V1	1990	MNV	Y	Y	4ST/2	CHRY	G
Franklin	V4	1994	MDV	N	Y	15	DODGE	G

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Franklin	V5	1995 ✓	MINV	N	Y	7	CHEV	G
Franklin	V6	1995 ✓	MDV	Y	Y	12st/2td	Chevrolet	G
Franklin	V7	1997 ✓	MINV	N	Y	6	Dodge	G
Franklin	V8	1997 ✓	MINV	N	Y	6	Dodge	G
Franklin	V9	1998 ✓	MDV	N	Y	15st	FORD	G
Indianapolis	8601	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8602	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8603	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8604	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8605	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8606	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8607	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8608	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8609	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8610	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8611	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8612	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8613	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8614	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8615	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8616	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8617	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8618	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8619	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8620	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8621	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8622	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8623	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8624	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8625	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8626	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8627	1986	HTV	N	Y	48st/0dt	Orion	Diesel

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Indianapolis	8628	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8629	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8630	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8631	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8632	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8633	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8634	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8635	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8636	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8637	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8638	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8639	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8640	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8641	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8642	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8643	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8644	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8645	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8646	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8647	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8648	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8649	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8650	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8651	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8652	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8653	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8654	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8655	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8656	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8657	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8658	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8659	1986	HTV	N	Y	48st/0dt	Orion	Diesel

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Indianapolis	8660	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8661	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8662	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8663	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8664	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8665	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8666	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8667	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8668	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8669	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8670	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8671	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8672	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8673	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8674	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8675	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8676	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8677	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8678	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8679	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8680	1986	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8701	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8702	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8703	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8704	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8705	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8706	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8707	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8708	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8709	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8710	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8711	1987	HTV	N	Y	48st/0dt	Orion	Diesel

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Indianapolis	8712	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8713	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8714	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8715	1987	HTV	N	Y	48st/0dt	Orion	Diesel
Indianapolis	9517	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9518	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9519	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9520	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9521	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9522	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9523	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9524	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9525	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9526	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9608	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9609	1996	MTV	Y	Y	16st/14td	Euro-Trans	Diesel
Indianapolis	9401	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9401	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9403	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9404	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9405	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9406	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9407	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9408	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9409	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9410	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9411	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9412	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9413	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9414	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9415	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel
Indianapolis	9416	1994	BOTC	Y	Y	14st/4st+4td	Ford El Dorado	Diesel

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Indianapolis	9601	1996	MDV	Y	Y	14st/4td	Ford Supreme	Diesel
Indianapolis	9602	1996	MDV	Y	Y	14st/4td	Ford Supreme	Diesel
Indianapolis	9603	1996	MDV	Y	Y	14st/4td	Ford Supreme	Diesel
Indianapolis	9604	1996	MDV	Y	Y	14st/4td	Ford Supreme	Diesel
Indianapolis	9605	1996	MDV	Y	Y	14st/4td	Ford Supreme	Diesel
Indianapolis	197	1997	BOVC	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	297	1997	BOVC	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	397	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	497	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	597	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	697	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	797	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	897	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	997	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	1097	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	1197	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	1297	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	1397	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	1497	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	1597	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	1697	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	1797	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	9701	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9702	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9703	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9704	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9705	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9706	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9707	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9708	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9709	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9710	1997	HTV	Y	Y	44st/2td	Gillig	Diesel

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Indianapolis	9711	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9712	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9713	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9714	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9715	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9716	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9717	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9718	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9719	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9720	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9721	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9722	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9723	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9724	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9725	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9726	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9727	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9728	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9729	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9730	1997	HTV	Y	Y	44st/2td	Gillig	Diesel
Indianapolis	9611	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9612	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9613	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9614	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9615	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9616	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9617	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9618	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9619	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9620	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9621	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9622	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel

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Indianapolis	9623	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9624	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9625	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9626	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9627	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9628	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9629	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9630	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9631	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9632	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9633	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9634	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9635	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9636	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9637	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9638	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9639	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9640	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9641	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9642	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Indianapolis	9643	1997	MTV	Y	Y	30st/2ld	Euro-Trans	Diesel
Kokomo	555	1990	MDV	N	Y	8	FORD	G
Kokomo	558	1992	BOTC	Y	Y	14	FORD	G
Kokomo	559	1992	BOTC	Y	Y	14	FORD	G
Kokomo	552	1993	BOTC	Y	Y	14	Ford	G
Kokomo	556	1993	BOTC	Y	Y	14	FORD	G
Kokomo	551	1994	BOTC	Y	Y	14	Ford	G
Kokomo	554	1995	BOTC	Y	Y	14	FORD	G
Kokomo	557	1995	BOTC	Y	Y	14	FORD	G
Kokomo	553	1996	BOTC	Y	Y	14	Ford	G
Kokomo	550	1996	BOTC	Y	Y	14	FORD	G
Kokomo	560	1998	BOTC	Y	Y	14	FORD	G

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Kokomo	561	1998	BOTC	Y	Y	14	FORD	G
Kosciusko	851	1985	BOTC	Y	Y	20ST/2	IHC	D
Kosciusko	852	1985	BOTC	Y	Y	20ST/2	IHC	D
Kosciusko	891	1989	BOVC	Y	Y	13ST/2	FORD	D
Kosciusko	894	1989	HVT	Y	Y	37ST/2	THOMAS	D
Kosciusko	895	1989	HTV	Y	Y	37ST/2	THOMAS	D
Kosciusko	896	1989	MTV	Y	Y	25ST/2	THOMAS	D
Kosciusko	931	1993	MDV	Y	Y	11ST/1	DODGE	G
Kosciusko	941	1994	MDV	Y	Y	12SR/2	DODGE	G
Kosciusko	942	1994	HTV	Y	Y	37ST/2	BLBIRD	D
Kosciusko	951	1995	BOVC	Y	Y	12ST/2	FORD	D
Kosciusko	961	1996	BOVC	Y	Y	12ST/2	FORD	D
Kosciusko	962	1996	BOVC	Y	Y	12ST/2	FORD	D
Kosciusko	971	1997	MDV	Y	Y	12ST/1	DODGE	G
Kosciusko	972	1997	MDV	Y	Y	12ST/1	DODGE	G
KIRPC	37 - 4539	1988	MDV	Yes	N/A	9st/2ld	Dodge/Braun	Gas
KIRPC	37 - 6650	1994	MDV	Yes	N/A	9st/2ld	Dodge/Braun	Gas
KIRPC	37 - 5096	1995	MDV	Yes	N/A	9st/2ld	Dodge/Braun	Gas
KIRPC	37 - 5095	1995	MDV	Yes	N/A	9st/2ld	Dodge/Braun	Gas
KIRPC	37 - 4120	1996	MNV	No	N/A	7st	Chevrolet	Gas
KIRPC	37 - 4312	1996	MNV	No	N/A	7st	Chevrolet	Gas
KIRPC	37 - 0537	1991	BOVC	No	N/A	22st	Chevrolet	Gas
KIRPC	37 - 9327	1991	BOVC	No	N/A	22st	Chevrolet	Gas
KIRPC	K1 - 1076	1993	MNV	No	N/A	14st	Ford	Gas
KIRPC	56 - 0649	1991	MDV	Yes	N/A	8st/2ld	Dodge/Braun	Gas
KIRPC	56 - 9729	1992	MNV	No	N/A	6st	Dodge	Gas
KIRPC	56 - 5094	1995	MDV	Yes	N/A	9st/2ld	Dodge/Braun	Gas
KIRPC	56 - 9335	1994	MDV	Yes	N/A	9st/2ld	Dodge/Braun	Gas
KIRPC	56 - 9934	1996	MNV	No	N/A	6st	Dodge	Gas
KIRPC	56 - 9280	1991	BOVC	No	N/A	22st	Chevrolet	Gas
KIRPC	56 - 0416	1991	BOVC	No	N/A	22st	Chevrolet	Gas
KIRPC	66 - 8560	1997	MNV	No	N/A	6st	Dodge	Gas

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KIRPC	66 - 6132	1997	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	66 - 4776	1991	MNV	No	N/A	7st	Chevrolet	Gas
KIRPC	66 - 4710	1992	MDV	No	N/A	14st	Ford	Gas
KIRPC	66 - 1804	1996	BOVC	Yes	N/A	7st/2td	Chev/Wayne	Gas
KIRPC	66 - 3943	1996	BOVC	Yes	N/A	7st/2td	Chev/Wayne	Gas
KIRPC	66 - 5097	1995	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	66 - 7744	1995	MDV	No	N/A	13st	Dodge/Braun	Gas
KIRPC	66 - 3070	1996	BOVC	No	N/A	22st	Chev/Wayne	Gas
KIRPC	66 - 6131	1997	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	66 - 3080	1996	BOVC	No	N/A	22st	Chev/Wayne	Gas
KIRPC	75 - 2766	1988	BOTC	No	N/A	16st	GMC/Carpenter	Gas
KIRPC	75 - 2718	1988	BOTC	Yes	N/A	14st/2td	GMC/Carpenter	Gas
KIRPC	75 - 2681	1988	BOTC	No	N/A	16st	GMC/Carpenter	Gas
KIRPC	75 - 4538	1988	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	75 - 1622	1997	MNV	No	N/A	6st	Dodge	Gas
KIRPC	75 - 6129	1997	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	75 - 6070	1992	MNV	No	N/A	5st	Mercury	Gas
KIRPC	75 - 6130	1997	MDV	No	N/A	13st	Dodge	Gas
KIRPC	91 - 6128	1997	MDV	Yes	N/A	13st	Dodge/Braun	Gas
KIRPC	91 - 6744	1988	MNV	No	N/A	5st	Oldsmobile	Gas
KIRPC	91 - 8744	1994	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	91 - 1665	1989	MNV	No	N/A	7st	Ford	Gas
KIRPC	91 - 5694	1992	MNV	No	N/A	6st	Chevrolet	Gas
KIRPC	91 - 0651	1991	MDV	No	N/A	14st	Dodge	Gas
KIRPC	91 - 3218	1990	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	91 - 3832	1996	MNV	No	N/A	7st	Chevrolet	Gas
Lafayette	401	1981	HTV	NO	YES	41st/20td	GMC	DIESEL
Lafayette	402	1981	HTV	NO	YES	41st/20td	GMC	DIESEL
Lafayette	403	1981	HTV	NO	YES	41st/20td	GMC	DIESEL
Lafayette	404	1981	HTV	NO	YES	41st/20td	GMC	DIESEL
Lafayette	405	1981	HTV	NO	YES	41st/20td	GMC	DIESEL
Lafayette	406	1981	HTV	NO	YES	41st/20td	GMC	DIESEL

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Lafayette	408	1981	HTV	NO	YES	41st/20rd	GMC	DIESEL
Lafayette	409	1981	HTV	NO	YES	41st/20rd	GMC	DIESEL
Lafayette	410	1981	HTV	NO	YES	41st/20rd	GMC	DIESEL
Lafayette	424	1989	BOTC	YES	YES	16st/6ld	GOSHEN	DIESEL
Lafayette	426	1992	BOTC	YES	YES	16st/6ld	GOSHEN	DIESEL
Lafayette	427	1992	BOTC	YES	YES	16st/6ld	GOSHEN	DIESEL
Lafayette	428	1994	BOTC	YES	YES	16st/6ld	STARTRAN	DIESEL
Lafayette	429	1994	BOTC	YES	YES	16st/6ld	STARTRAN	DIESEL
Lafayette	430	1994	BOTC	YES	YES	16st/6ld	STARTRAN	DIESEL
Lafayette	431	1997	BOTC	YES	YES	16st/6ld	SUPREME	DIESEL
Lafayette	432	1997	BOTC	YES	YES	16st/6ld	SUPREME	DIESEL
Lafayette	501	1985	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	502	1985	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	503	1986	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	504	1986	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	505	1986	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	506	1986	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	507	1986	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	508	1985	HTV	NO	YES	46st/20rd	FLXIBLE	DIESEL
Lafayette	509	1985	HTV	NO	YES	46st/20rd	FLXIBLE	DIESEL
Lafayette	510	1985	HTV	NO	YES	46st/20rd	FLXIBLE	DIESEL
Lafayette	511	1985	HTV	NO	YES	46st/20rd	FLXIBLE	DIESEL
Lafayette	601	1987	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	602	1987	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	603	1987	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	604	1987	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	605	1987	HTV	NO	YES	39st/20rd	FLXIBLE	DIESEL
Lafayette	701	1990	HTV	NO	YES	38st/20rd	FLXIBLE	DIESEL
Lafayette	702	1990	HTV	NO	YES	46st/20rd	FLXIBLE	DIESEL
Lafayette	703	1990	HTV	NO	YES	46st/20rd	FLXIBLE	DIESEL
Lafayette	704	1990	HTV	NO	YES	46st/20rd	FLXIBLE	DIESEL
Lafayette	801	1992	HTV	YES	YES	30st/20rd	GILLIG	DIESEL

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Lafayette	802	1992	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	803	1992	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	804	1992	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	805	1992	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	806	1992	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	901	1994	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	902	1994	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	903	1994	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	904	1994	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	905	1994	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	906	1994	HTV	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	TROLLEY	1984	MTV	NO	YES	28st/20td	GMC	DIESEL
Lafayette	TROLLEY	1985	MTV	NO	YES	28st/20td	GMC	DIESEL
LaPorte	59511	1997	MDV	Y	Y	9ST/2	Dodge	G
LaPorte	572946	1994	MDV	Y	Y	9ST/2	Dodge	G
LaPorte	572945	1994	MDV	Y	Y	9ST/2	Dodge	G
LaPorte	572944	1994	MDV	Y	Y	9ST/2	Dodge	G
LaPorte	572943	1994	MDV	Y	Y	9ST/2	Dodge	G
LaPorte	574897	1995	MDV	Y	Y	9ST/1	Dodge	G
LaPorte	574896	1995	MDV	Y	Y	9ST/2	Dodge	G
LaPorte	178054	1996	MDV	Y	Y	9ST/2	Dodge	G
LaPorte	178053	1996	MDV	Y	Y	9ST/2	Dodge	G
LCEOC	118	1983	BOVC	N	N	9	CHEVY	G
LCEOC	11	1984	BOVC	N	N	9	CHEVY	G
LCEOC	106	1987	BOVC	N	N	16	FORD	G
LCEOC	122	1987	BOVC	N	N	4	DODGE	G
LCEOC	142	1987	BOVC	N	N	4	DODGE	G
LCEOC	32	1988	MDV	N	N	7	CHEVY	G
LCEOC	16	1988	MDV	N	N	9	CHEVY	G
LCEOC	188	1991	BOVC	N	N	12	CHEVY	G
LCEOC	236	1992	MDV	N	N	15	FORD	G
LCEOC	237	1992	BOVC	N	N	15	FORD	G

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
LCEOC	226	1993	MDV	N	N	10	FORD	G
LCEOC	225	1993	MDV	N	N	10	FORD	G
LCEOC	224	1993	MDV	N	N	10	FORD	G
LCEOC	223	1993	BOVC	N	N	14	FORD	G
LCEOC	238	1993	MDV	N	N	11	DODGE	G
LCEOC	227	1993	BOVC	N	N	4	FORD	G
LCEOC	244	1994	BOVC	N	N	16	FORD	G
LCEOC	260	1995	BOVC	N	N	20	CHEVY	G
LCEOC	261	1995	BOVC	N	N	20	CHEVY	G
LCEOC	262	1995	BOVC	N	N	20	CHEVY	G
LCEOC	263	1995	BOVC	N	N	20	CHEVY	G
LCEOC	264	1995	BOVC	N	N	20	CHEVY	G
LCEOC	265	1995	BOVC	N	N	20	CHEVY	G
LCEOC	266	1995	BOVC	N	N	20	CHEVY	G
LCEOC	267	1995	BOVC	N	N	20	CHEVY	G
LCEOC	307	1995	BOVC	Y	Y	16	FORD	G/CNG
LCEOC	313	1995	BOVC	N	Y	21	FORD	G/CNG
LCEOC	258	1995	BOVC	N	N	16	FORD	D
LCEOC	256	1995	MDV	N	N	9	DODGE	G
LCEOC	302	1996	BOVC	N	Y	16	FORD	G/CNG
LCEOC	303	1996	BOVC	N	Y	16	FORD	G/CNG
LCEOC	304	1996	BOVC	N	Y	16	FORD	G/CNG
LCEOC	310	1996	BOVC	N	Y	21	FORD	G/CNG
LCEOC	311	1996	BOVC	N	Y	21	FORD	G/CNG
LCEOC	305	1996	BOVC	Y	Y	16	FORD	G/CNG
LCEOC	306	1996	BOVC	Y	Y	16	FORD	G/CNG
LCEOC	312	1996	BOVC	N	Y	21	FORD	G/CNG
LCEOC	308	1996	BOVC	Y	N	16	FORD	G
LCEOC	309	1996	BOVC	N	N	21	FORD	G
LCEOC	315	1996	BOVC	N	Y	21	FORD	G/CNG
LCEOC	316	1996	BOVC	N	Y	21	FORD	G/CNG
LCEOC	300	1996	BOVC	Y	N	16	FORD	G

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
LCEOC	301	1996	BOVC	Y	N	16	FORD	G
LCEOC	314	1996	BOVC	N	N	21	FORD	G
LCEOC	326	1996	MDV	Y	N	7	DODGE	G
Madison C.	18	1997	MDV	Y	Y	3st/1td	FORD	G
Madison C.	49-7407	1989	MDV	N	Y	11	FORD	G
Madison C.	59-8332	1990	SD	N	Y	5	DODGE	G
Madison C.	67-2588	1991	MDV	Y	Y	5st/1td	FORD	G
Madison C.	73-5946	1990	CAR	N	Y	5	OLDS	G
Madison C.	79-9593	1992	MDV	Y	Y	11ST/4TD	FORD	G
Madison C.	80-4285	1992	MDV	Y	Y	11ST/4TD	FORD	G
Madison C.	83-6705	1994	SD	N	Y	5	FORD	G
Madison C.	89	1995	MNV	N	Y	7	FORD	G
Madison C.	92-8228	1994	BOVC	Y	Y	5ST/1TD	GM	G
Madison C.	99-4340	1994	MNV	N	Y	7	FORD	G
Marion	94-1	1994	BOVC	Y	Y	18ST/2TD	FORD	G
Marion	94-2	1994	BOVC	Y	Y	18ST/2TD	FORD	G
Marion	95-1	1995	MDV	Y	Y	10ST/2TD	DODGE	G
Marion	95-2	1995	MDV	Y	Y	10ST/2TD	DODGE	G
Marion	95-3	1995	MDV	Y	Y	10ST/2TD	DODGE	G
Marion	95-6	1995	MTB	Y	Y	30ST/2TD	Thomas	D
Marion	95-7	1995	MTB	Y	Y	30ST/2TD	THOMAS	D
Marion	96-1	1996	BOVC	Y	Y	20ST/2TD	FORD	G
Marion	96-2	1996	BOVC	Y	Y	20ST/2TD	FORD	G
Marion	96-3	1996	BOVC	Y	Y	20ST/2TD	FORD	G
Marion	96-4	1996	BOVC	Y	Y	20ST/2TD	FORD	G
Marion	96-5	1996	BOVC	Y	Y	20ST/2TD	FORD	G
Michigan City	<i>Asphale 1997 3</i>	1988	MTV	N	N	29	BLUE BIRD	D
Michigan City	<i>Asphale 1998 5</i>	1988	MTV	N	N	29	BLUE BIRD	D
Michigan City	<i>Asphale 1998 5</i>	1990 ✓	MTV	Y	N	28ST/2	BLUE BIRD	D
Michigan City	<i>Asphale 1999 5 #MTP</i>	1992 ✓	BOVC	Y	Y	16ST/2TD	FORD	D
Michigan City	<i>Asphale 1996 10</i>	1997	MTV	Y	Y	26ST/2TD	FORD	D
Michigan City	<i>Asphale 1999 1</i>	1994 ✓	BOVC	Y	Y	16ST/2	FORD	D

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Michigan City	2 <i>pm 11/2</i>	1994 ✓	BOVC	Y	Y	16ST/2	FORD	D
Michigan City	2 <i>pm 11/2</i>	1994 ✓	BOVC	Y	Y	16ST/2TD	FORD	D
Mitchell	2	1981	BOVC	Y	Y	14	GMC	G
Mitchell	3	1996	BOVC	Y	Y	14	FORD	G
Monroe County	34618	1993	BOTC	Y	Y	24	FORD	G
Monroe County	35010	1993	MDV	Y	Y	10	FORD	G
Monroe County	35052	1994	BOTC	Y	Y	18	FORD	G
Monroe County	35051	1994	BOTC	Y	Y	18	FORD	G
Monroe County	35137	1995	BOTC	Y	Y	18	FORD	G
Monroe County	35129	1995	MDV	Y	Y	12	DODGE	G
Monroe County	35130	1995	MDV	Y	Y	18	DODGE	G
Monroe County	35126	1995	BOTC	Y	Y	18	FORD	G
Monroe County	35128	1995	BOTC	Y	Y	18	FORD	G
Monroe County	35127	1995	BOTC	Y	Y	18	FORD	G
Monroe County	34666	1996	BOTC	Y	Y	16	FORD	G
Monroe County	34667	1996	BOTC	Y	Y	16	FORD	G
Monroe County	61726	1997	BOTC	Y	Y	24	FORD	D
Monroe County	61788	1997	BOTC	Y	Y	24	FORD	D
Muncie	102	1981	HTV	Y	Y	35ST/2TD	GMC	D
Muncie	103	1981	HTV	Y	Y	35ST/2TD	GMC	D
Muncie	106	1981	HTV	Y	Y	35ST/2TD	GMC/Bodyrite	D
Muncie	109	1981	HTV	Y	Y	35ST/2TD	GMC/Coach	D
Muncie	110	1981	HTV	Y	Y	35ST/2TD	GMC	D
Muncie	116	1981	HTV	Y	Y	35ST/2TD	GMC/COACH	D
Muncie	121	1989	HTV	Y	Y	35ST/2TD	TMC	D
Muncie	122	1989	HTV	Y	Y	35ST/2TD	TMC	D
Muncie	123	1989	HTV	Y	Y	35ST/2TD	TMC	D
Muncie	124	1990	HTV	Y	Y	35ST/2TD	TMC	D
Muncie	125	1990	HTV	Y	Y	35ST/2TD	TMC	D
Muncie	126	1990	HTV	Y	Y	35ST/2TD	TMC	D
Muncie	127	1990	HTV	Y	Y	35ST/2TD	TMC	D
Muncie	128	1992	HTV	Y	Y	34ST/2TD	TMC	D

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Muncie	129	1992	HTV	Y	Y	34ST/2TD	TMC	D
Muncie	130	1992	HTV	Y	Y	34ST/2TD	TMC	D
Muncie	98	1992	BOTC	Y	Y	15ST/2TD	Goshen	D
Muncie	99	1992	BOTC	Y	Y	15ST/2TD	Goshen	D
Muncie	131	1993	HTV	Y	Y	34ST/2TD	TMC	D
Muncie	132	1994	HTV	Y	Y	35ST/2TD	FLX	D
Muncie	133	1994	HTV	Y	Y	35ST/2TD	FLX	D
Muncie	134	1994	HTV	Y	Y	35ST/2TD	FLX	D
Muncie	135	1994	HTV	Y	Y	35ST/2TD	FLX	D
Muncie	136	1994	HTV	Y	Y	35ST/2TD	FLX	D
Muncie	137	1994	HTV	Y	Y	35ST/2TD	FLX	D
Muncie	301	1996	BOTC	Y	Y	15ST/2TD	SUPREME	D
Muncie	302	1996	BOTC	Y	Y	15ST/2TD	SUPREME	D
Muncie	303	1996	BOTC	Y	Y	15ST/2TD	SUPREME	D
Muncie	304	1996	BOTC	Y	Y	15ST/2TD	SUPREME	D
Muncie	305	1996	BOTC	Y	Y	15ST/2TD	SUPREME	D
Muncie	306	1997	BOTC	Y	Y	15ST/2TD	COACH&EQ	D
Muncie	307	1997	BOTC	Y	Y	15ST/2TD	COACH&EQ	D
Muncie	308	1997	BOTC	Y	Y	15ST/2TD	COACH&EQ	D
Muncie	309	1997	BOTC	Y	Y	15ST/2TD	COACH&EQ	D
Muncie	310	1997	BOTC	Y	Y	15ST/2TD	COACH&EQ	D
Muncie	311	1997	BOTC	Y	Y	15ST/2TD	COACH&EQ	D
New Castle	B11	1990	BOTC	Y	Y	21ST/2	FORD	G
New Castle	B12	1990	BOTC	Y	Y	21ST/2	FORD	G
New Castle	B13	1990	BOTC	Y	Y	21ST/2	FORD	G
New Castle	B14	1990	BOTC	Y	Y	21ST/2	FORD	G
New Castle	B15	1995	BOTC	Y	Y	22ST/2	FORD	G
New Castle	B16	1995	BOTC	Y	Y	22ST/2	FORD	G
NICTD	1	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	2	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	3	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	4	1982	ER	Y	Y	93st/1td	Nippon	Electric

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NICTD	5	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	6	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	7	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	8	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	9	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	10	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	11	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	12	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	13	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	14	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	15	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	16	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	17	1982	ER	Y	Y	110st/1td	Nippon	Electric
NICTD	18	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	19	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	20	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	21	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	22	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	23	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	24	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	25	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	26	1992	ER	Y	Y	110st/1td	Nippon	Electric
NICTD	27	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	28	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	29	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	30	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	31	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	32	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	33	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	34	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	35	1982	ER	Y	Y	93st/1td	Nippon	Electric
NICTD	36	1982	ER	Y	Y	93st/1td	Nippon	Electric

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NICTD	37	1982	ER	Y	Y	93st/11d	Nippon	Electric
NICTD	38	1982	ER	Y	Y	93st/11d	Nippon	Electric
NICTD	39	1982	ER	Y	Y	93st/11d	Nippon	Electric
NICTD	40	1982	ER	Y	Y	93st/11d	Nippon	Electric
NICTD	41	1982	ER	Y	Y	110st/11d	Nippon	Electric
NICTD	42	1982	ER	Y	Y	93st/11d	Nippon	Electric
NICTD	43	1982	ER	Y	Y	93st/11d	Nippon	Electric
NICTD	44	1982	ER	Y	Y	93st/11d	Nippon	Electric
NICTD	45	1982	ER	Y	Y	110st/11d	Nippon	Electric
NICTD	46	1982	ER	Y	Y	110st/11d	Nippon	Electric
NICTD	47	1982	ER	Y	Y	110st/11d	Nippon	Electric
NICTD	48	1982	ER	Y	Y	110st/11d	Nippon	Electric
NICTD	201	1982	TR	N	Y	130st	Nippon	Electric
NICTD	202	1982	TR	N	Y	130st	Nippon	Electric
NICTD	203	1982	TR	N	Y	130st	Nippon	Electric
NICTD	204	1983	TR	N	Y	130st	Nippon	Electric
NICTD	205	1983	TR	N	Y	130st	Nippon	Electric
NICTD	206	1983	TR	N	Y	130st	Nippon	Electric
NICTD	207	1983	TR	N	Y	130st	Nippon	Electric
NICTD	208	1983	TR	N	Y	130st	Nippon	Electric
NICTD	209	1983	TR	N	Y	130st	Nippon	Electric
NICTD	210	1983	TR	N	Y	130st	Nippon	Electric
Plymouth	1988	1988	MDV	Y	Y	10ST/1TD	DODGE	G
Plymouth	1995	1995	MDV	Y	Y	5ST/2TD	FORD	G
Plymouth	1996	1996	MDV	N	Y	7	CHEV	G
Richmond	110	1988	BOVC	N	N	12	FORD	GAS
Richmond	210	1994	BOVC	Y	Y	21ST/2TD	FORD	DIESEL
Richmond	211	1994	BOVC	Y	Y	17ST/2TD	FORD	D
Richmond	212	1994	BOVC	Y	Y	21ST/2TD	FORD	D
Richmond	213	1994	BOVC	Y	Y	21ST/1TD	FORD	D
Richmond	214	1994	BOVC	Y	Y	21ST/1TD	FORD	D
Richmond	215	1995	BOVC	Y	Y	21ST/1TD	FORD	D

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Richmond	216	1995	BOVC	Y	Y	18ST/2TD	FORD	D
Richmond	217	1996	BOVC	Y	Y	18ST/2TD	FORD	D
Richmond	218	1996	BOVC	Y	Y	18ST/2TD	FORD	D
Richmond	219	1997	BOVC	Y	Y	18ST/2TD	FORD	D
Richmond	108	1994	SW	N	Y	7	CHEV	GAS
Richmond	109	1992	MNV	N	Y	6	CHEV	G
Richmond	110P	1992	MDV	Y	Y	6ST/2TD	FORD	G
Richmond	113	1995	MDV	Y	Y	12ST/2TD	DODGE	G
Richmond	114	1995	MDV	Y	Y	12ST/2TD	DODGE	G
Richmond	115	1996	MDV	Y	Y	12ST/2TD	DODGE	G
Richmond	116	1997	MDV	Y	Y	12ST/2TD	DODGE	G
Seymour	2	1994	MMV	Y	Y	4std/1wc	DODGE	G
Seymour	1	1982	MV	N	Y	7st	DODGE	G
South Bend	2141	1971	MTV	N	N	45	GMC	D
South Bend	2157	1971	MTV	N	N	45	GMC	D
South Bend	2166	1971	MTV	N	N	45	GMC	D
South Bend	2169	1971	MTV	N	N	45	GMC	D
South Bend	4401	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4402	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4403	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4404	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4405	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4406	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4407	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4408	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4409	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4410	1984	MTV	N	N	38	NEOPLAN	D
South Bend	4411	1987	MTV	N	N	40	FLXIBLE	D
South Bend	4412	1987	MTV	N	N	40	FLXIBLE	D
South Bend	4413	1987	MTV	N	N	40	FLXIBLE	D
South Bend	4414	1987	MTV	N	N	40	FLXIBLE	D
South Bend	4415	1987	MTV	N	N	40	FLXIBLE	D

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
South Bend	4416	1987	MTV	N	N	40	FLXBLE	D
South Bend	4417	1987	MTV	N	N	40	FLXBLE	D
South Bend	4418	1987	MTV	N	N	40	FLXBLE	D
South Bend	4419	1987	MTV	N	N	40	FLXBLE	D
South Bend	4420	1987	MTV	N	N	40	FLXBLE	D
South Bend	4421	1987	MTV	N	N	40	FLXBLE	D
South Bend	4422	1987	MTV	N	N	40	FLXBLE	D
South Bend	4423	1987	MTV	N	N	40	FLXBLE	D
South Bend	4424	1987	MTV	N	N	40	FLXBLE	D
South Bend	4425	1987	MTV	N	N	40	FLXBLE	D
South Bend	4426	1987	MTV	N	N	40	FLXBLE	D
South Bend	4427	1987	MTV	N	N	40	FLXBLE	D
South Bend	4428	1987	MTV	N	N	40	FLXBLE	D
South Bend	4429	1987	MTV	N	N	40	FLXBLE	D
South Bend	4430	1987	MTV	N	N	40	FLXBLE	D
South Bend	4431	1987	MTV	N	N	40	FLXBLE	D
South Bend	4432	1987	MTV	N	N	40	FLXBLE	D
South Bend	4433	1987	MTV	N	N	40	FLXBLE	D
South Bend	4434	1987	MTV	N	N	40	FLXBLE	D
South Bend	4435	1987	MTV	N	N	40	FLXBLE	D
South Bend	4436	1987	MTV	N	N	40	FLXBLE	D
South Bend	4437	1987	MTV	N	N	40	FLXBLE	D
South Bend	4438	1987	MTV	N	N	40	FLXBLE	D
South Bend	4439	1987	MTV	N	N	40	FLXBLE	D
South Bend	4440	1987	MTV	N	N	40	FLXBLE	D
South Bend	4441	1987	MTV	N	N	40	FLXBLE	D
South Bend	4442	1987	MTV	N	N	40	FLXBLE	D
South Bend	4443	1987	MTV	N	N	40	FLXBLE	D
South Bend	4444	1987	MTV	N	N	40	FLXBLE	D
South Bend	4445	1987	MTV	N	N	40	FLXBLE	D
South Bend	4446	1987	MTV	N	N	40	FLXBLE	D
South Bend	4447	1987	MTV	N	N	40	FLXBLE	D

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
South Bend	4448	1987	MTV	N	N	40	FLXBLE	D
South Bend	4449	1987	MTV	N	N	40	FLXBLE	D
South Bend	9150	1991	MTV	N	N	39	FLXBLE	D
South Bend	288	1988	MV	Y	N	11	DODGE	G
South Bend	388	1988	MV	Y	N	11	DODGE	G
South Bend	9151	1991	MTV	N	N	39	FLXBLE	D
South Bend	9152	1991	MTV	N	N	39	FLXBLE	D
South Bend	9153	1991	MTV	N	N	39	FLXBLE	D
South Bend	194	1994	MV	Y	N	11	DODGE	G
South Bend	294	1994	MV	Y	N	11	DODGE	G
South Bend	394	1994	MV	Y	N	11	DODGE	G
South Bend	494	1994	MV	Y	N	11	DODGE	G
South Bend	594	1994	MV	Y	N	11	DODGE	G
South Bend	9601	1996	LTV	Y	Y	22	AVS	ELECTRIC
South Bend	9602	1996	LTV	Y	Y	22	AVS	ELECTRIC
South Bend	9603	1996	LTV	Y	Y	22	AVS	ELECTRIC
South Bend	9604	1996	LTV	Y	Y	22	AVS	ELECTRIC
TARC	20 vehicles	1980	HTV	N		47	FLXBLE	D
TARC	52 vehicles	1982	HTV	N		45	RTS	D
TARC	51 vehicles	1987	HTV	Y		45st/2wc	FLXBLE	D
TARC	61 vehicles	1989	HTV	Y		45st/2wc	FLXBLE	D
TARC	38 vehicles	1994	HTV	Y		45st/2wc	FLXBLE	D
TARC	7 vehicles	1984	MTV	Y		27st/2wc	Carpenter	D
TARC	9 vehicles	1987	MTV	Y		17st/2wc	Chance	D
TARC	5 vehicles	1998	MTV	Y		22st/2wc	Chance	D
TARC	7 vehicles	1990	LTV	Y		21st/2wc	Orion	D
TARC	11 vehicles	1995	LTV	Y		21st/2wc	Orion	D
TARC	20 vehicles	1997	BOVC	Y		20st/2wc	Supreme	D
Tradewinds	67	1987	MDV	Y	Y	45T/2	FORD	G
Tradewinds	77	1991	SV	N	Y	14ST	FORD	G
Tradewinds	79	1992	SV	N	Y	14ST	FORD	G
Tradewinds	80	1993	BOVC	N	Y	21ST	FORD	D

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Tradewinds	81	1993	BOVC	Y	Y	8ST/2	FORD	G
Tradewinds	82	1994	BOVC	Y	Y	16ST/1	FORD	D
Tradewinds	83	1994	BOVC	N	Y	21	FORD	D
Tradewinds	84	1994	BOVC	N	Y	21	FORD	D
Tradewinds	85	1994	BOVC	N	Y	21	FORD	D
Tradewinds	86	1994	BOVC	N	Y	21	FORD	D
Tradewinds	87	1994	BOVC	N	Y	21	FORD	D
Tradewinds	88	1994	BOVC	Y	Y	12ST/2	FORD	D
Tradewinds	90	1994	BOVC	Y	Y	12ST/2	FORD	D
Tradewinds	91	1995	SV	N	Y	14ST	FORD	G
Tradewinds	92	1995	SV	N	Y	14ST	FORD	G
Tradewinds	93	1995	SV	N	Y	14ST	FORD	G
Tradewinds	94	1995	BOVC	Y	Y	12ST/2	FORD	D
Tradewinds	95	1995	BOVC	Y	Y	12ST/2	FORD	D
Tradewinds	96	1995	SV	N	Y	14	FORD	G
Tradewinds	97	1995	MDV	Y	Y	14	DODGE	G
Tradewinds	98	1995	MDV	Y	Y	14	DODGE	G
Tradewinds	99	1995	MDV	Y	Y	14	DODGE	G
Tradewinds	100	1995	BOVC	Y	Y	16ST/1	FORD	D
Tradewinds	101	1995	BOVC	Y	Y	16ST/1	FORD	D
Tradewinds	102	1995	BOVC	Y	Y	12ST/1	FORD	D
Tradewinds	103	1995	BOVC	N	Y	21	FORD	D
Tradewinds	104	1995	BOVC	Y	Y	2ST/6	FORD	D
Tradewinds	105	1995	BOVC	Y	Y	2ST/6	FORD	D
Tradewinds	106	1995	BOVC	N	Y	21	FORD	D
Tradewinds	107	1995	SV	N	Y	14	CHEVY	G
Tradewinds	108	1996	MDV	Y	Y	14	DODGE	G
Tradewinds	109	1996	MDV	Y	Y	14	DODGE	G
Tradewinds	110	1996	MDV	Y	Y	14	DODGE	G
Terre Haute	707	1984	LTV	N	Y	22	Skillcraft	G
Terre Haute	710	1984	LTV	N	Y	22	Skillcraft	G
Terre Haute	711	1984	LTV	N	Y	22	Skillcraft	D

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Terre Haute	ADA	1995	BOVC	Y	Y	14st/2td	Ford	G
Terre Haute	36	1996	BOVC	Y	Y	14st/2td	Ford	G
Terre Haute	37	1996	BOVC	Y	Y	14st/2td	Ford	G
Terre Haute	31	1997	BOVC	Y	Y	14ST/3td	Ford	G
Terre Haute	32	1997	BOVC	Y	Y	14ST/3td	Ford	G
Terre Haute	33	1997	BOVC	Y	Y	14ST/3td	Ford	G
Terre Haute	34	1997	BOVC	Y	Y	14ST/3td	Ford	G
Terre Haute	35	1997	BOVC	Y	Y	14ST/3td	Ford	G
Union C.	0	1986	MDV	Y	N	11ST/1TD	DODGE	G
Union C.	1	1988	MDV	Y	Y	7ST/1TD	FORD	G
Union C.	2	1989	MNV	N	Y	6	FORD	G
Union C.	3	1990	MDV	Y	Y	11ST/1TD	DODGE	G
Union C.	4	1991	MDV	Y	Y	5ST/1TD	PLY	G
Union C.	5	1992	MDV	N	Y	14	FORD	G
Union C.	6	1995	MDV	Y	Y	11ST/1TD	DODGE	G
Union C.	7	1996	MDV	Y	Y	11ST/1TD	DODGE	G
Union C.	8	1997	MDV	Y	N	11ST/1TD	DODGE	G
Washington	UNIT 3	1993	MDV	Y	Y	6	DODGE	G
Washington	UNIT 4	1994	MDV	Y	Y	6	DODGE	G
Washington	UNIT 0	1996	BOVC	Y	Y	18	FORD	G
Washington	UNIT 1	1996	BOVC	Y	Y	18	FORD	G
Washington	UNIT 2	1996	BOVC	Y	Y	18	FORD	G
Waveland	2838	1991	MDV	N	Y	14	Dodge	G
Waveland	6576	1994	MDV	N	Y	13	Dodge	G
Waveland	4246	1994	MDV	N	Y	13	Dodge	G
Waveland	4245	1994	MDV	N	Y	13	Dodge	G
Waveland	3499	1990	MDV	Y	Y	9st/2td	Dodge	G
Waveland	4244	1994	MDV	N	Y	13	Dodge	G
Waveland	4898	1996	MDV	Y	Y	12ST/2TD	Dodge	G

Program Update

Section 5310 – Capital Grants for Elderly Persons and Persons with Disabilities Program

The federal Section 5310 Program is administered by the INDOT Public Transit Section. The goal of the program is to improve mobility for the elderly and persons with disabilities. This program provides capital assistance (vehicles and related equipment) to meet the special transportation needs of the elderly and persons with disabilities in all areas – urbanized, small urban and rural. The program requires coordination of federal/state assistance programs and services in order to make the most efficient use of federal resources.

Eligible grantees include 1) private, not-for-profit corporations, and 2) public bodies approved by INDOT to coordinate services for elderly and disabled persons.

The program will match up to 80% of project costs. The grantee must provide the remaining 20% cash match. During calendar year 1997, INDOT awarded approximately \$1 million in Section 5310 grants to the agencies listed on the following page.

Based on figures from quarterly reports submitted by grantees, approximately 800,000 one-way trips are provided each year with Section 5310 vehicles purchased during the past five years. These vehicles traveled approximately 4 million miles each year. The estimated average cost per passenger trip was \$3.50, the estimated average passenger trips per mile was .29, and the estimated average cost per mile was \$0.69.

Questions regarding the Section 5310 Program can be directed to Brian Jones at 317/232-1493.

TABLE 9

1997 Section 5310 Projects

GRANTEE	SERVICE AREA	EQUIPMENT AWARD	TOTAL AWARD	FEDERAL SHARE	LOCAL SHARE
Michiana Industries	LaPorte County	School Bus with lift	\$53,310	\$42,648	\$10,662
ADEC	Elkhart County	Light Transit Vehicle	\$45,599	\$36,479	\$9,120
Children First	DeKalb County	Standard Van	\$21,978	\$17,583	\$4,396
Noble Co. ARC	Noble County	Two Modified Van with lifts	\$59,780	\$47,824	\$11,956
Noble Co. COA	Noble County	Modified Van	\$28,590	\$22,872	\$5,718
		Modified Van with lift	\$29,890	\$23,912	\$5,978
Turnstone Center	Allen County	Modified Van with lift	\$29,890	\$23,912	\$5,978
Bi-County Services	Adams/Wells Counties	Modified Mini-van	\$34,945	\$27,956	\$6,989
Huntington Co. COA	Huntington County	Modified Van	\$28,590	\$22,872	\$5,718
Grant-Blackford Dev. Serv	Grant County	Standard Van	\$21,978	\$17,583	\$4,396
		Modified Van with lift	\$29,540	\$23,632	\$5,908
Jay-Randolph Dev. Serv	Jay County	Two Modified Vans with lifts	\$59,780	\$47,824	\$11,956
Miami Co. YMCA	Miami County	Modified Van with lift	\$29,890	\$23,912	\$5,978
Cass Co. COA	Cass County	Modified Van with lift	\$29,890	\$23,912	\$5,978
Area IV AOA & Com. Serv	Montgomery County	Modified Van with lift	\$29,540	\$23,632	\$5,908
Hamilton Co. Sr. Services	Hamilton County	Modified Van with lift	\$29,890	\$23,912	\$5,978
Community Centers of Indy	Marion County	Light Transit Vehicle	\$41,772	\$33,418	\$8,354
Fayette Co. COA	Fayette County	Modified Van with lift	\$29,890	\$23,912	\$5,978
New Horizons Rehab	Ripley County	Standard Van	\$21,978	\$17,583	\$4,396
		Modified Mini-van	\$34,945	\$27,956	\$6,989
Area 12 COA & Comty Serv.	Dearborn County	Two Modified Mini-vans	\$69,890	\$55,912	\$13,978
Developmental Services	Jackson County	Two School Buses with lifts	\$105,240	\$84,192	\$21,048
YMCA of Southern IN	Clark County	Standard Van	\$21,978	\$17,583	\$4,396
New Hope Services	Scott County	Standard Van	\$21,978	\$17,583	\$4,396
		Modified Van with lift	\$29,890	\$23,912	\$5,978
Blue River Services	Harrison County	Two Standard Vans	\$43,957	\$35,165	\$8,791
Older American Serv. Corp	Orange County	Two Standard Vans	\$43,957	\$35,165	\$8,791
Posey Co. Rehab Services	Posey	Modified Van with lift	\$29,890	\$23,912	\$5,978
Gibson Co. ARC	Gibson	Standard Van	\$21,978	\$17,583	\$4,396
Senior & Family Services	Martin County	Two Modified Vans with lifts	\$59,080	\$47,264	\$11,816
Four River Devp. Services	Green County	Standard Van	\$21,978	\$17,583	\$4,396
	Sullivan County	Modified Van with lift	\$29,540	\$23,632	\$5,908
West Central IN Econ. Dev	Sullivan	Modified Van with lift	\$29,890	\$23,912	\$5,978
Boone Co. Sr. Services	Boone County	Station Wagon	\$16,754	\$13,403	\$3,351
Independent Res. Living	Marion County	Modified Van with lift	\$29,890	\$23,912	\$5,978
TOTALS			\$1,267,556	\$1,014,044	\$253,511

Program Update

Section 5311 – Operating and Capital Assistance for Non-Urban Areas

The Section 5311 Rural Transportation Program has experienced the highest degree of new applicant interest since the program's inception in 1978. During the last two years, the Public Transit Section (PTS) has received more than 10 applications for "new starts" funding. In 1996, INDOT funded the Cass County Transit system, the first Section 5311 new start since 1989. Five applicants were starting feasibility studies for "new start" funding in 1997: Pike County, Orange County, Johnson County, Harrison County and the City of Lebanon. Because of this overwhelming demand, INDOT has placed a moratorium on funding of feasibility studies through calendar year 1999.

The Section 5311(f) Intercity Program has also garnered new interest. In 1997, INDOT approved funding for a third operating project for service between Sellersburg, Indiana and Louisville, Kentucky. This service was projected to start in mid-1998 and will be provided by the Transit Authority of River City (Louisville). There has also been an increase in the initiation of feasibility studies for intercity service. At the end of 1997, intercity feasibility studies were being completed by the City of LaPorte, City of Madison and City of Warsaw (in conjunction with Greyhound).

Finally, in early 1998, Terri McClung took over as Program Manager for the Section 5311 Program, succeeding Ron Thomas, who was promoted to Rail Section Manager at INDOT.

Below are the staff assignments for the Section 5311 Program. Questions regarding the program should be directed to Terri McClung at 317/232-1498, or to the appropriate project manager.

Dan Lake
317/232-1483
LaPorte
Kosciusko Co.
Union Co.
Huntingburg
Seymour
Madison Co.

Statewide Marketing
DBE Monitoring

Vickie Rayburn
317/232-5078
Franklin Co.
Plymouth
Waveland
Michigan City
Bedford
Mitchell
KIRPC
Dearborn Co.

Intercity Bus
Contract Processing

Terri McClung
317/232-1498
Monroe Co.
Columbus
Marion
Richmond
Cass Co.
New Castle
Washington
TARC

RTAP Oversight
Compliance Review
Coordinator

TABLE 10

1997 SECTION 5311 PROJECTS

GRANTEE	PROJECT DESCRIPTION	Federal Share	State Share	Local Share	TOTAL ASSISTANCE
Bedford	Operating Assistance	112,315	91,904	105,181	309,400
Cass County	Operating Assistance	68,783	0	68,783	137,566
Columbus	Operating Assistance	287,500	195,484	155,481	638,465
Franklin Co.	Operating Assistance	72,395	0	72,395	144,790
Huntingburg	Operating Assistance	27,261	0	27,261	54,522
KIRPC	Operating Assistance	383,334	205,381	177,957	766,672
Kosciusko Co.	Operating Assistance	291,842	145,921	169,768	607,531
LaPorte	Operating Assistance	181,789	131,633	79,078	392,500
Madison	Operating Assistance	92,228	73,114	19,114	184,456
Marion	Operating Assistance	274,533	163,723	131,724	569,980
Michigan Cty	Operating Assistance	324,845	195,673	129,173	649,691
Mitchell	Operating Assistance	32,760	23,089	13,089	68,938
Monroe Co.	Operating Assistance	201,477	110,738	90,739	402,954
New Castle	Operating Assistance	124,579	99,750	81,951	306,280
Plymouth	Operating Assistance	18,000	0	18,000	36,000
Richmond	Operating Assistance	323,200	261,600	61,600	646,400
Seymour	Operating Assistance	34,950	0	34,950	69,900
Union Co.	Operating Assistance	55,886	24,687	36,729	117,302
Washington	Operating Assistance	34,000	20,250	13,750	68,000
Waveland	Operating Assistance	40,250	0	40,250	80,500
SUBTOTAL OPERATING		2,981,927	1,742,947	1,526,973	6,251,847
Franklin Co.	Standard Van, Two Mini-vans, computer equipment	56,246		14,062	70,308
KIRPC	Modified Van with lift and Three Mini-vans	73,594		18,399	91,993
Kosciusko Co.	Repair of administration/maintenance facility, shop equipment	47,482	5,935	5,935	59,352
LaPorte	2 modified vans	56,000		14,000	70,000
Monroe Co.	One Light Transit Vehicle, two mobile radios, shop equipment, construction of transit facility	59,962	58,199	58,199	176,360
Richmond	One small transit bus, one lift-equipped van, computer equipment	69,120	8,640	8,640	86,400
Union Co.	1 lift equipped van, 1 radio	24,456		6,114	30,570
SUBTOTAL CAPITAL:		386,860	72,774	125,349	584,983
TOTAL OPERATING AND CAPITAL		3,368,787	1,815,721	1,652,322	6,836,830

Program Update

Section 5303 - Metropolitan Transit Planning/ Section 5313 – Statewide Transit Planning

The Section 5303 Program is administered by the INDOT Public Transit Section. This program is designed to provide financial assistance to INDOT and Metropolitan Planning Organizations for the development of transportation plans, transit service evaluations and other planning related projects. INDOT received \$564,428 of Section 5303 funds in 1997, which were allocated to the Metropolitan Planning Organizations within Indiana (see Table 11).

The Section 5313 Program is administered by the INDOT Public Transit Section. These funds may be used for a variety of purposes such as statewide planning, technical studies and assistance, demonstrations, management training and cooperative research. \$135,746 in Section 5313 funds were allocated to INDOT for statewide transit planning projects.

In 1997, INDOT continued its Statewide Public Transportation Needs Assessment. This project is expected to be complete by November of 1998. The objective of this study is to identify the unmet demand for public transportation services in Indiana. The end product of the Statewide Public Transportation Needs Assessment will be an implementation plan that will outline the prioritized recommendation for INDOT and the transit operators of Indiana to better address the demand for public transportation services within the state.

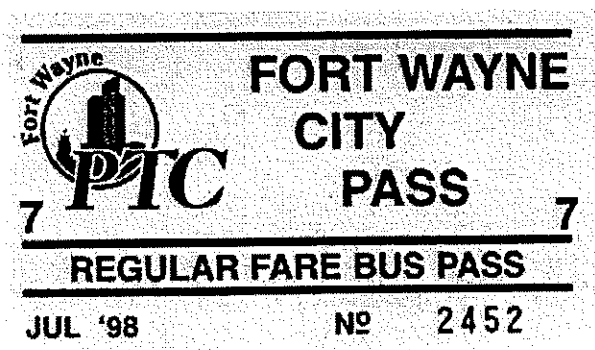
Questions regarding the Section 5303 Program can be directed to Stephanie Belch at (317) 232-1482. Questions regarding the Section 5313 Program can be directed to Larry Buckel at 317/232-5292.

Table 11 – Urban Area Section 5303 Allocations

Indianapolis	\$159,068
NW Indiana	\$131,013
South Bend/Elkhart/Goshen	\$58,545
Fort Wayne	\$35,178
Southern IN/Louisville	\$20,250
Anderson	\$24,130
Bloomington	\$24,055
Evansville	\$31,505
Lafayette	\$18,160
Muncie	\$22,534
Terre Haute	\$25,846
Kokomo	\$14,144

SECTION FIVE

**STATE/FEDERAL
GRANT ASSISTANCE PROGRAMS**



STATE/FEDERAL GRANT ASSISTANCE PROGRAMS

STATE PROGRAMS

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 basis using a performance-based formula to eligible municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as follows:

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; 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. LDI does not include contra-expenses (e.g. expense refunds such as motor fuel tax), or in-kind volunteer services.

Electric Rail Service Fund (ERSF)

The ERSF is a special state fund generated from property tax on a railroad company's distributable property that provides service with a commuter transportation district established under I.C. 8-5-15. These funds are only available to commuter transportation districts that have substantially all of their service performed by electrical powered railroads. Qualifying commuter transportation districts must receive equal shares of this fund. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

Commuter Rail Service Fund (CRSF)

The CRSF is a special state fund generated from property tax on a railroad car company's distributable property. Funds are distributed to commuter transportation districts established under I.C. 8-5-15. Funds must be used for the maintenance, improvement, and operation of commuter rail service. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

FEDERAL PROGRAMS

Section 5303-Metropolitan Planning (Formerly Section 8)

These 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 departments of transportation and Urban Metropolitan Planning Organizations to develop transportation improvement plans and programs as well. These documents are based on local and state transportation needs.

Section 5307-Block Grants (Formerly Section 9)

This 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 assistance program. The Federal Transit Administration (FTA) apportions the funds according to a complex formula including population, air quality, and operating characteristics.

An eligible recipient can use Section 5307 funds to offset either 80% of the net cost of a capital project (including preventative maintenance expenses), or up to 50% of the net operating deficit (only in urban areas with less than 200,000 population).

Section 5309-Discretionary Grants and Loans (Formerly Section 3)

Funding is 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 5310-Grants and Loans for Special Needs of Elderly Individuals and Individuals With Disabilities (Formerly Section 16)

Section 5310 furnishes capital assistance to private non-profit corporations and eligible public bodies that deliver specialized transportation services to the elderly and persons with disabilities where mass transportation services would not otherwise be available, insufficient, or inappropriate to meet their specialized needs.

The FTA funds up to 80% of the total request for capital assistance, matched by a 20% local cash match. This program is administered by INDOT. During calendar year 1997 INDOT awarded \$1 million in Section 5310 grants.

Section 5311-Financial Assistance for Other Than Urbanized Areas (Formerly Section 18)

This program is also administered by INDOT. During 1997 INDOT awarded \$3.36 million in grants to 20 rural transit systems throughout the state.

Section 5311 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).

FEDERAL PROGRAMS continued

Section 5311(b)-Rural Transit Assistance Program (Formerly Section 18(h))

Section 5311(b) created the Rural Transit Assistance Program (RTAP) to provide technical assistance, training and research for rural and specialized transportation providers. During 1997 Indiana received \$111,178 in RTAP funds. The state's RTAP program is implemented by the Institute for Urban Transportation at Indiana University, with the help of an advisory committee. During the year, a three-part program was continued, which includes local technical assistance to rural public transit operators, on-site training, and a fellowship program to provide financial assistance for operators to participate in training courses.

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

Section 5311(f)-Intercity Operating, Capital, Planning and Marketing Assistance(Formerly Section 18(i))

The Section 5311(f) program provides funding assistance to transportation entities for the provision of intercity transportation-related services. This program was created to address the recent abandonment by intercity carriers and the special needs of isolated rural areas. Scheduled intercity bus departures have dropped dramatically statewide over the past decade or so (78%).

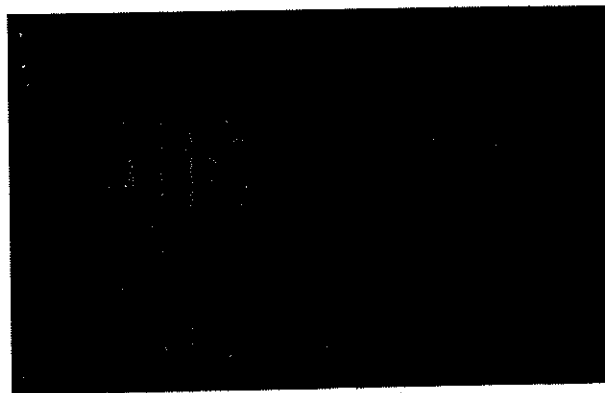
The Section 5311(f) program funds capital grants at up to 80% of the total project cost, and operating grants are funded up to 50% of the net project cost (total operating cost less operating revenue).

Section 5313-State Planning and Research Program (Formerly Section 26A(2))

Section 5313 funds are provided to the Indiana Department of Transportation (INDOT) to fund such activities as statewide planning, technical studies and assistance, demonstration projects, management training and cooperative research.

SECTION SIX

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 and are defined as 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 used on an occasional basis, (except for retired vehicles) including vehicle designated as spares.

Apportionment, Appropriation, Allocation – (interchangeable terms) 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 a grant 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) - This vehicle seats from 12 to 18 passengers and is typically composed of a light truck chassis underneath a special body. A supplier of a BOTC will purchase a chassis and then manufacture and attach the body. This construction is similar to that of a school bus.

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 Revenue - Consists of charter service revenue, school bus service revenue, auxiliary transportation revenue, and non-transportation revenue such as leases and advertising.

Charter Service Revenue – revenue from transportation service provided on an exclusive basis for a specific destination(s).

School Bus Service Revenue – passenger fares from school bus service operated under contract with local school corporations.

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.

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/garage revenue.

Contra-Expenses - Revenue items that offset operating expenses such as income earned on working capital, cash discounts, fuel tax refunds, insurance claim payments. These revenues are not eligible as locally derived income.

Deadhead Miles – Miles traveled by revenue vehicles when not in revenue service (i.e. not available for passengers). This includes miles traveled to and from storage facilities, and other non-revenue service mileage such as maintenance and training.

Demand Response Service - A transportation service characterized by flexible routing and scheduling of relatively small passenger vehicles to provide door-to-door or point-to-point transportation at users demand (e.g. shared ride, taxi service).

Fare Recovery - Ratio equating fare revenue to total operating expenses. This measure indicates the level at which fares support the operations of the transit system. A relatively high ratio is preferred. Raising fare revenue and/or decreasing expenses may increase the ratio.

Fare Revenue – Revenues received from fare paying passengers from regularly scheduled routes and/or demand responsive service. This includes base fares, zone fares, express fares, transfers and quantity purchase discounts (passes or tickets). Also includes park and ride revenue and fares paid by a community-based organization rather than the rider.

Federal Operating Assistance – 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 service, 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, 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.

Holidays – Includes five major holidays: Christmas, Thanksgiving, Fourth of July, Labor Day and Memorial Day. Many transit systems do not operate on these days. Some systems may have a special holiday schedule that is used on these or other holidays such as Veteran's Day and Martin Luther King Jr. 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. Increasing fare revenues, charter service and other revenues, and/or increasing local operating assistance, or decreasing operating expenses may increase the ratio.

Local Assistance (also Local Operating Revenue) – 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 of 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 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 taxes, local option income tax, excise and intangible taxes, bank building and loan funds; local bonding funds; unrestricted federal/state funds.
- LDI does not include contra-expenses (e.g. expense refunds such as motor fuel tax or insurance reimbursements), or in-kind volunteer services.

Materials and Supplies Expense – Cost of fuel, lubricants, tires, tubes and other materials and supplies (including repair parts, maintenance supplies, forms, cleaning supplies, etc.).

Modified Van (MV) - The seating capacity of a MV is from 9 to 12 passengers. A MV is a standard van that has undergone some structural changes, usually made to increase size and particularly its height. Other body changes may include a raised or widened door, lower rise steps at the entrance and accessibility equipment as a wheelchair lift and tie-downs.

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

Operating Expense/Passenger Boarding - (also known as Expense/Passenger Trip) 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. Increasing passenger boardings and/or decreasing expenditures may lower the ratio.

Operating Income - Revenue received from fares, charter services, and other sources directly related to transit systems operations; excluding revenues from Federal, State and local cash grants. Operating income and operating subsidy 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 5 include the following: taxes, purchased transportation, and miscellaneous expenses. However, for the individual system pages,

Other Expenses consists of 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 passengers boarding to service area population. Increasing passenger boardings and/or decreasing service area population may increase the ratio.

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. Increasing passenger boardings or eliminating service (TVM) that has marginal ridership may increase the ratio.

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) - state assistance fund financed by 0.76 percent of the state general sales and use tax. (See Grant Assistance Programs Section)

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

Reconciling Items - 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 other as defined in the FTA Section 5335 (15) Manual.

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

Route Deviation - Public transit service that operates on a fixed route 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 and/or schedule.

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 geographic area identified 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 within the legal operating limits of the transit system, as reported by the 1990 Census.

Service 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 independents 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 promotion 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.

Contract Maintenance Service Expenses - Payment for the 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.

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

Professional and Technical Service Fees - Payment for the labor provided by attorneys, 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 5 to 15 passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

State Assistance

Subsidy/Passenger Boarding - Ratio comparing government operating assistance (local, federal, state) to total passenger boardings. This measure is used to indicate the level of local, state, and federal assistance used in operating the transit service.

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

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

Transit Bus - A transit bus seats anywhere from 16 to 53 passengers and has both a body and a chassis that are designed specifically for transit use. One supplier manufactures the entire vehicle, 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) - Usually 30' to 35'

Articulated (ART) - Multi section high-occupancy vehicle

Unlinked Passenger Trip – See Passenger Boardings.

User Side Subsidy - A program whereby passengers receive a voucher or token that is used to purchase transportation service from a provider of the user's choice. The passenger trip is subsidized by the passenger as well as through government assistance.

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

