

2000 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

STATE OF INDIANA

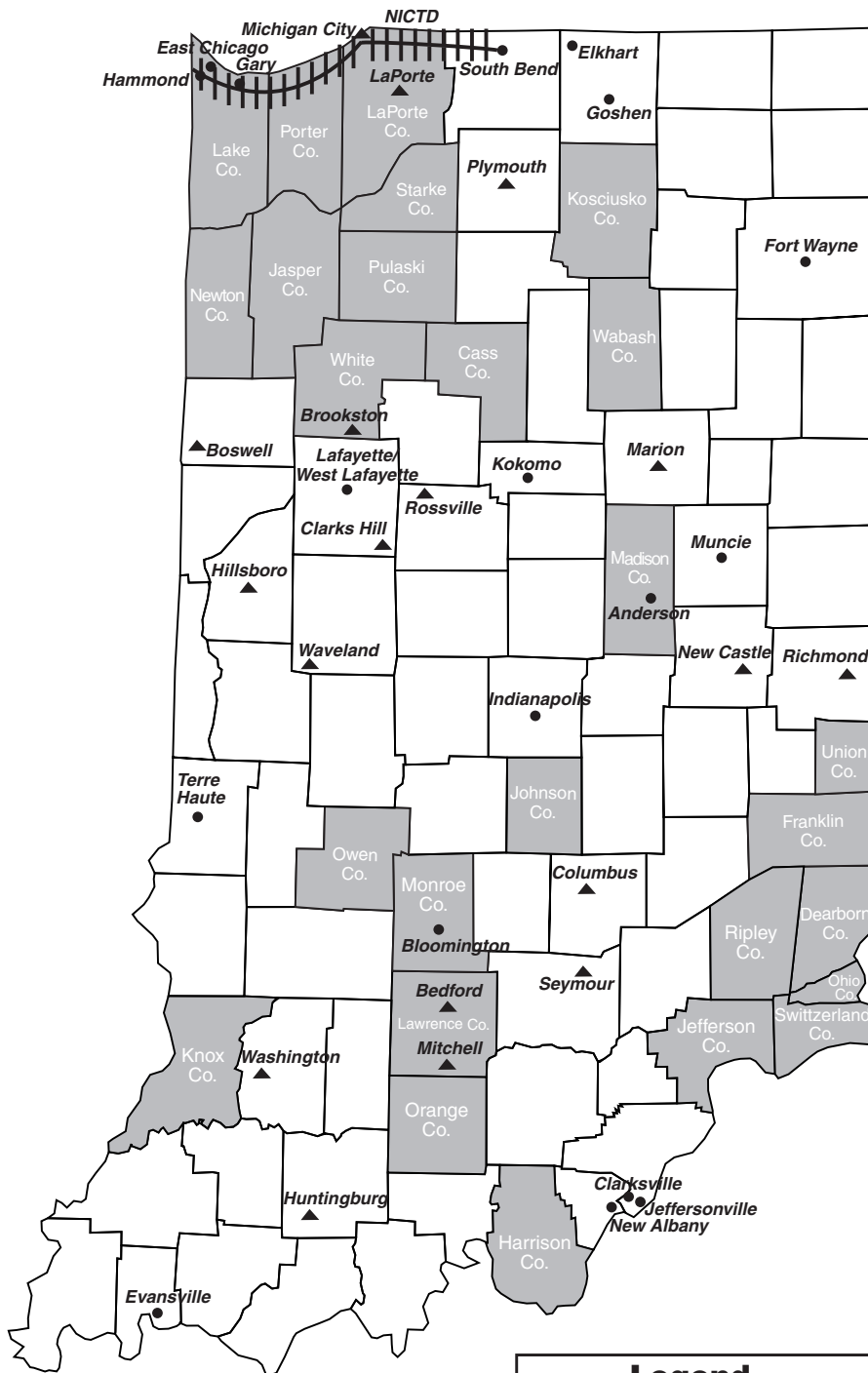
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August 2000

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2000 PUBLIC TRANSIT SYSTEMS IN INDIANA



Legend

- City/Urban Over 50,000
- ▲ Rural/Small Urban Under 50,000
- County-Wide Service
- +++++ NICTD

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INTRODUCTION

The Indiana Department of Transportation (INDOT) considers 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 (PTS) of INDOT provides financial and technical assistance to public transit systems throughout the state. The primary goal of the PTS is to furnish reliable, safe, and efficient public transit services and enhance personal mobility throughout Indiana's urban and rural areas.

This 2000 Annual Report, prepared by the Public Transit Section, summarizes key operating and financial characteristics of Indiana's publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of 2000 federal and state transportation assistance programs and awards, a listing of Transit Partners and Advocates, as well as a glossary of terms as used in this report. INDOT obtained information about the individual transit systems from locally prepared annual reports.

The forty-four transit systems in Indiana are divided among four peer groups that reflect system size and type of service. These peer groups are classified as 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. Section Two of this report provides a detailed analysis of each of the four peer groups.

STATEWIDE STATISTICS

Indiana's public transit network grew in 2000. INDOT's Public Transit Section welcomed two new rural transit systems to the Section 5311 program. The new systems serve residents of Knox and Harrison counties. The addition of these two systems means that transit is now available to more than 118,547 Indiana citizens that previously did not have access to public transportation. In the first year of service, the new systems provided an additional 89,313 passenger trips. Indiana's public transit network now includes:

- **Harrison County:** Transit service in Harrison County is offered through a partnership between

the Harrison County Commissioners and Blue River Services. This transit system offers The service operates from 6:00 am to 6:00 pm Monday through Saturday, providing 51,995 trips in 2000. This system will expand its service into Crawford and Washington counties during CY 2001.

- **Knox County:** Public transit service in Knox County is being provided through the YMCA of Vincennes. Demand response service is provided Monday through Friday from 6:00 am through 6:00 pm. In 2000, Knox County Transit provided 37,358 one-way trips.

In addition, a number of existing rural transit systems expanded their service areas. These include the following systems:

- **Southeastern Indiana Regional Planning Commission:** This system now serves Jefferson, Ohio, Ripley, and Switzerland counties, in addition to Dearborn County

- **Rural Transit:** This system now serves Lawrence County, in addition to Monroe and Owen Counties.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2000. The first two tables summarize ridership and vehicle miles of operation for each transit system as well as a total for each peer group. Each table provides 1999 and 2000 data along with the percent change between the two years. The ridership table also contains two additional figures: 1) the number of passengers trips per capita based on the population of the transit system's service area and 2) the proportion of the total state ridership provided by each transit system.

The third and fourth tables exhibit operating expenditures and revenues for each transit system in 2000. For each transit system, the expenditure table presents data according to specific expenditure categories. The table also shows the proportion of each type of expenditure of the total system expenditure. Similarly, the operating revenue table presents system revenue broken down by categories and shows the proportion of each category of the total system revenue. The transit systems are grouped according to peer groups in both tables. For more information about each individual transit system, please refer to Section Three of this report.

SPECIAL NOTE ON SERVICE POPULATION

For each individual system page, INDOT has updated the Service Population to reflect 2000 Census data.

It should be noted that the service population does not affect the distribution of state Public Mass Transportation Funds (PMTF). In 1998, the PMTF formula was changed to an entirely performance-based formula using operating expenses, total vehicle miles, passenger trips and locally-derived income.

However, population is still used to calculate funding for the federal Section 5311(rural) funding formula. 30% of a Section 5311 grantee's funding is based on service area population.

RIDERSHIP BY SYSTEM					
SYSTEM	RIDERSHIP 1999	RIDERSHIP 2000	% CHANGE	2000 RIDERSHIP PER CAPITA	2000 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Evansville	1,315,275	1,310,003	-0.40%	10.77	4.16%
Fort Wayne	1,282,639	1,363,927	6.34%	6.25	4.33%
Gary	2,472,305	1,813,052	-26.67%	17.65	5.75%
Indianapolis	11,239,155	11,443,499	1.82%	12.66	36.32%
Lafayette	2,135,333	2,861,573	34.01%	23.26	9.08%
Muncie	1,308,846	1,370,940	4.74%	20.33	4.35%
South Bend	2,486,602	2,628,401	5.70%	17.03	8.34%
SUBTOTAL: GROUP 1	22,240,155	22,791,395	2.48%	13.47	72.34%
GROUP 2 - Small Fixed Route					
Anderson	279,413	261,665	-6.35%	4.38	0.83%
Bloomington	1,044,344	1,397,628	33.83%	20.17	4.44%
Columbus	168,479	151,818	-9.89%	3.89	0.48%
East Chicago	238,841	237,562	-0.54%	7.33	0.75%
Hammond	346,617	348,628	0.58%	3.95	1.11%
Marion	129,924	133,165	2.49%	4.25	0.42%
Michigan City	196,713	192,644	-2.07%	5.86	0.61%
Richmond	325,871	334,798	2.74%	8.56	1.06%
Southern Indiana	229,659	273,377	19.04%	3.17	0.87%
Terre Haute	188,321	179,894	-4.47%	2.90	0.57%
SUBTOTAL: GROUP 2	3,148,182	3,511,179	11.53%	6.50	11.14%
GROUP 3 - Urban Demand Response					
Elkhart	137,041	194,917	42.23%	3.76	0.62%
Goshen	20,410	18,567	-9.03%	0.63	0.06%
Kokomo	101,853	111,140	9.12%	2.41	0.35%
LCEOC	276,662	282,560	2.13%	5.49	0.90%
SUBTOTAL: GROUP 3	535,966	607,184	13.29%	3.40	1.93%
GROUP 4 - Rural Demand Response					
Bedford	60,373	63,413	5.04%	4.61	0.20%
Cass County	77,575	96,570	24.49%	2.36	0.31%
SIRPC	15,129	77,904	N/A	0.65	0.25%
Franklin County	37,187	42,179	13.42%	1.90	0.13%
Huntingburg	5,931	3,601	-39.29%	0.64	0.01%
Johnson County	32,286	36,394	N/A	0.57	0.12%
KIRPC	163,893	156,443	-4.55%	1.46	0.50%
Kosciusko County	73,817	78,186	5.92%	1.06	0.25%
LaPorte	55,758	54,985	-1.39%	2.54	0.17%
Madison County	17,412	17,669	1.48%	0.34	0.06%
Mitchell	15,010	12,444	-17.10%	2.79	0.04%
Monroe County	100,241	113,538	13.27%	0.96	0.36%
New Castle	32,463	37,083	14.23%	2.09	0.12%
Orange County	10,195	17,928	N/A	0.93	0.06%
Plymouth	2,738	2,332	-14.83%	0.24	0.01%
Seymour	9,799	10,665	8.84%	0.59	0.03%
Union County	20,834	31,565	51.51%	4.30	0.10%
Wabash County	14,565	19,659	N/A	0.56	0.06%
Washington	11,884	11,677	-1.74%	1.03	0.04%
Waveland	13,134	11,563	-11.96%	2.05	0.04%
SITS	N/A	51,955	N/A	0.72	0.16%
Knox County	N/A	37,358	N/A	0.95	0.12%
SUBTOTAL: GROUP 4	770,224	985,111	27.90%	1.12	3.13%
GROUPS 1 THROUGH 4	26,694,527	27,894,869	4.50%	8.48	88.54%
NICTD	3,485,089	3,611,257	3.62%	22.07	11.46%
TOTAL ALL GROUPS	30,179,616	31,506,126	4.40%	9.12	100%

OPERATING CHARACTERISTICS			
TOTAL VEHICLE MILES (TVM) BY SYSTEM			
SYSTEM	TVM 1999	TVM 2000	% CHANGE
GROUP 1 - Large Fixed Route			
Evansville	1,316,693	1,398,084	6.18%
Fort Wayne	1,314,267	1,491,460	13.48%
Gary	1,755,503	1,451,092	-17.34%
Indianapolis	9,730,537	9,842,159	1.15%
Lafayette	1,368,050	1,369,318	0.09%
Muncie	1,145,288	1,221,353	6.64%
South Bend	1,891,181	1,923,992	1.73%
SUBTOTAL: GROUP 1	18,521,519	18,697,458	0.95%
GROUP 2 - Small Fixed Route			
Anderson	499,642	495,169	-0.90%
Bloomington	780,075	907,012	16.27%
Columbus	277,254	257,966	-6.96%
East Chicago	197,101	197,980	0.45%
Hammond	457,289	453,457	-0.84%
Marion	152,568	146,134	-4.22%
Michigan City	239,717	234,828	-2.04%
Richmond	338,256	347,227	2.65%
Southern Indiana	481,517	510,019	5.92%
Terre Haute	288,578	305,969	6.03%
SUBTOTAL: GROUP 2	3,711,997	3,855,761	3.87%
GROUP 3 - Urban Demand Response			
Elkhart	619,922	919,671	48.35%
Goshen	123,304	113,548	-7.91%
Kokomo	280,104	285,324	1.86%
LCEOC	1,005,526	888,072	-11.68%
SUBTOTAL: GROUP 3	2,028,856	2,206,615	8.76%
GROUP 4 - Rural Demand Response			
Bedford	75,224	73,533	-2.25%
Cass County	257,576	323,501	25.59%
SIRPC	106,317	594,821	459.48%
Franklin County	257,502	296,259	15.05%
Huntingburg	11,273	9,095	-19.32%
Johnson County	268,331	306,203	14.11%
KIRPC	669,510	674,184	0.70%
Kosciusko County	176,154	220,596	25.23%
LaPorte	149,707	149,649	-0.04%
Madison County	202,412	205,846	1.70%
Mitchell	19,671	20,329	3.35%
Monroe County	420,082	381,457	-9.19%
New Castle	40,630	45,108	11.02%
Orange County	106,855	177,534	66.14%
Plymouth	10,132	9,569	-5.56%
Seymour	34,120	36,066	5.70%
Union County	112,748	146,565	29.99%
Wabash County	80,773	105,741	30.91%
Washington	30,373	29,103	-4.18%
Waveland	34,928	34,928	0.00%
SITS	N/A	431,278	N/A
Knox County	N/A	125,449	N/A
SUBTOTAL: GROUP 4	3,064,318	4,396,814	43.48%
GROUPS 1 THROUGH 4	27,326,690	29,156,648	6.70%
NICTD	2,916,621	2,969,910	1.83%
TOTAL ALL GROUPS	30,243,311	32,126,558	6.23%

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 2000											
SYSTEM	FARES	%	LOCAL ASSISTANCE	%	STATE ASSISTANCE	%	FEDERAL ASSISTANCE	%	OTHER ¹	%	TOTAL
GROUP 1 - Large Fixed Route											
Evansville	\$849,853	20%	\$1,661,149	40%	\$855,951	21%	\$686,185	16%	\$107,106	3%	\$4,160,244
Fort Wayne	\$747,723	12%	\$2,962,935	48%	\$1,342,657	22%	\$495,000	8%	\$591,759	10%	\$6,140,074
Gary	\$1,338,692	17%	\$1,826,171	24%	\$1,635,394	21%	\$2,128,011	27%	\$815,610	11%	\$7,743,878
Indianapolis	\$8,952,945	27%	\$9,078,891	27%	\$9,027,041	27%	\$5,726,758	17%	\$426,457	1%	\$33,212,092
Lafayette	\$1,204,931	24%	\$1,364,706	27%	\$1,324,131	27%	\$732,633	15%	\$337,826	7%	\$4,964,227
Muncie	\$274,979	6%	\$2,809,080	60%	\$1,011,957	21%	\$506,219	11%	\$111,750	2%	\$4,713,985
South Bend	\$1,332,914	19%	\$2,947,479	43%	\$1,823,280	27%	\$448,000	7%	\$327,573	5%	\$6,879,246
SUBTOTAL: GROUP 1	\$14,702,037	22%	\$22,650,411	33%	\$17,020,411	25%	\$10,722,806	16%	\$2,718,081	4%	\$67,813,746
GROUP 2 - Small Fixed Route											
Anderson	\$112,433	6%	\$762,108	40%	\$410,084	21%	\$613,695	32%	\$23,614	1%	\$1,921,934
Bloomington	\$628,289	22%	\$648,400	22%	\$935,949	32%	\$402,906	14%	\$284,922	10%	\$2,900,466
Columbus	\$36,457	5%	\$183,469	25%	\$195,137	26%	\$328,567	44%	\$0	0%	\$743,630
East Chicago	\$0	0%	\$465,213	44%	\$282,431	27%	\$316,310	30%	\$1,587	0%	\$1,065,541
Hammond	\$285,089	15%	\$479,220	25%	\$466,898	24%	\$683,490	35%	\$34,055	2%	\$1,948,752
Marion	\$26,653	5%	\$101,917	21%	\$128,567	26%	\$230,484	47%	\$0	0%	\$487,621
Michigan City	\$79,654	11%	\$124,275	17%	\$203,929	28%	\$328,204	45%	\$0	0%	\$736,062
Richmond	\$169,815	22%	\$52,703	7%	\$236,456	31%	\$289,160	38%	\$15,043	2%	\$763,177
Southern Indiana	\$109,113	9%	\$645,760	54%	\$322,444	27%	\$119,702	10%	\$0	0%	\$1,197,019
Terre Haute	\$94,588	10%	\$260,562	27%	\$292,315	30%	\$328,315	34%	\$0	0%	\$975,780
SUBTOTAL: GROUP 2	\$1,542,091	12%	\$3,723,627	29%	\$3,474,210	27%	\$3,640,833	29%	\$359,221	3%	\$12,739,982
GROUP 3 - Urban Demand Response											
Elkhart	\$365,802	22%	\$279,537	17%	\$324,333	20%	\$658,632	40%	\$0	0%	\$1,628,304
Goshen	\$57,274	39%	\$3,107	2%	\$42,287	29%	\$42,562	29%	\$0	0%	\$145,230
Kokomo	\$141,467	19%	\$143,315	19%	\$95,732	13%	\$360,398	49%	\$0	0%	\$740,912
LCEOC	\$341,494	16%	\$969,290	45%	\$515,699	24%	\$316,607	15%	\$18,647	1%	\$2,161,737
SUBTOTAL: GROUP 3	\$906,037	19%	\$1,395,249	30%	\$978,051	21%	\$1,378,199	29%	\$18,647	0%	\$4,676,183
GROUP 4 - Rural Demand Response											
Bedford	\$24,139	7%	\$91,383	26%	\$89,000	25%	\$145,694	42%	\$0	0%	\$350,216
Cass County	\$84,029	19%	\$109,911	25%	\$72,053	16%	\$181,982	41%	\$0	0%	\$447,975
SIRPC	\$32,205	5%	\$346,719	54%	\$4,943	1%	\$250,127	39%	\$2,535	0%	\$636,529
Franklin County	\$46,047	14%	\$69,390	21%	\$69,471	21%	\$138,861	43%	\$0	0%	\$323,769
Huntingburg	\$990	1%	\$25,585	38%	\$7,876	12%	\$33,458	49%	\$0	0%	\$67,909
Johnson County	\$88,655	18%	\$220,457	44%	\$0	0%	\$196,764	39%	\$0	0%	\$505,876
KIRPC	\$302,845	26%	\$143,565	12%	\$287,699	25%	\$431,264	37%	\$4,378	0%	\$1,169,751
Kosciusko County	\$46,362	7%	\$130,442	21%	\$154,764	25%	\$285,207	45%	\$14,830	2%	\$631,605
LaPorte	\$87,738	18%	\$48,383	10%	\$142,719	29%	\$191,103	39%	\$17,422	4%	\$487,365
Madison County	\$53,007	24%	\$16,451	7%	\$69,458	31%	\$85,909	38%	\$0	0%	\$224,825
Mitchell	\$8,372	10%	\$14,807	18%	\$23,177	27%	\$37,983	45%	\$0	0%	\$84,339
Monroe County	\$54,838	9%	\$134,230	23%	\$130,000	22%	\$260,932	45%	\$0	0%	\$580,000
New Castle	\$15,091	5%	\$69,488	25%	\$84,931	30%	\$110,261	39%	\$1,837	1%	\$281,608
Orange County	\$7,894	6%	\$58,903	47%	\$0	0%	\$58,905	47%	\$0	0%	\$125,702
Plymouth	\$3,498	15%	\$5,505	24%	\$4,305	19%	\$9,809	42%	\$0	0%	\$23,117
Seymour	\$4,921	5%	\$38,884	40%	\$10,000	10%	\$42,525	44%	\$0	0%	\$96,330
Union County	\$11,861	8%	\$45,619	29%	\$34,568	22%	\$65,569	42%	\$0	0%	\$157,617
Wabash County	\$11,769	9%	\$57,731	45%	\$0	0%	\$57,500	45%	\$0	0%	\$127,000
Washington	\$5,502	8%	\$12,895	19%	\$18,392	27%	\$31,284	46%	\$0	0%	\$68,073
Waveland	\$5,864	5%	\$41,865	38%	\$10,820	10%	\$52,685	47%	\$0	0%	\$111,234
SITS	\$14,126	2%	\$444,075	79%	\$0	0%	\$65,000	11%	\$42,338	0%	\$565,539
Knox County	\$13,005	10%	\$55,984	44%	\$0	0%	\$57,600	46%	\$0	0%	\$126,589
SUBTOTAL: GROUP 4	\$922,758	13%	\$2,182,272	30%	\$1,214,176	17%	\$2,790,422	39%	\$83,340	1%	\$7,192,968
GROUPS 1 THROUGH 4	\$18,072,923	20%	\$29,951,559	32%	\$22,686,848	25%	\$18,532,260	20%	\$3,179,289	3%	\$92,422,879
NICTD	\$13,648,469	56%	\$1,240,888	5%	\$5,803,482	24%	\$3,488,834	14%	\$71,909	0%	\$24,253,582
TOTAL ALL GROUPS	\$31,721,392	27%	\$31,192,447	27%	\$28,490,330	24%	\$22,021,094	19%	\$3,251,198	3%	\$116,676,461

¹ OTHER includes Charter/Other Revenue and Contra & Other Fed/State Revenue.

INDOT PUBLIC TRANSIT SECTION PROGRAMS & SERVICES

The INDOT Public Transit Section (PTS) is comprised of six staff members and is a section within the INDOT Multi-modal Division, which also includes the Rail and Aeronautics sections. The PTS administrators

both federal and state transit assistance programs with Larry Buckel as the Section Manager. Contacts for the PTS staff are listed in the table below (all area codes are 317).

Larry Buckel Section Manager	232-5292	LBUCKEL@INDOT.STATE.IN.US
Brian Jones Section 5310 Program Manager	232-1493	BJONES@INDOT.STATE.IN.US
Marcy Gardner Transit Planner	232-1482	MGARDNER@INDOT.STATE.IN.US
James English Section 5311 Program Manager	232-1483	JENGLISH@INDOT.STATE.IN.US
Vickie Rayburn Section 5311 Project Manager	232-5078	VRAYBURN@INDOT.STATE.IN.US
Jose Evans Section 5311 Project Manager	232-1498	JEVANS@INDOT.STATE.IN.US

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

FTA Section 5311 - Rural Formula Funds

The Section 5311 program supports public transit systems in small urban and rural areas in the state with populations less than 50,000. Eligible systems annually apply and receive funding for operating and capital costs. Capital grants are funded up to 80

percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue).

James English, Vickie Rayburn, and Jose Evans administer the program and grants for the following systems:

James English (317) 232-1483	Vickie Rayburn (317) 232-5078	Jose Evans (317) 232-1498
Dearborn County	Bedford	Cass County
Huntingburg	Franklin County	Columbus
Kosciusko Co.	KIRPC	Johnson County
LaPorte	Marion	Madison County
Monroe County	Michigan City	New Castle
Seymour	Mitchell	Richmond
Union County	Plymouth	Wabash County
	Orange County	
	Knox County	
	Washington	
	Waveland	

The following table describes the program of projects for the 2000 Section 5311 Program.

2000 Section 5311 Program of Projects						
Applicant (Recipient) Service Area	Project Description	Federal	State	Local	Operating Revenue	Total Cost
Bedford	Operating	\$145,694	\$89,000	\$91,383	\$24,139	\$350,216
Cass County	"	\$181,982	\$72,053	\$109,911	\$84,029	\$447,975
Columbus	"	\$328,567	\$195,137	\$183,469	\$36,457	\$743,630
Franklin County	"	\$138,861	\$69,471	\$69,390	\$46,047	\$323,769
Huntingburg	"	\$33,458	\$7,876	\$25,585	\$990	\$67,909
Johnson County	"	\$196,764	\$0	\$220,457	\$88,655	\$505,876
KIRPC	"	\$431,264	\$287,699	\$143,565	\$307,223	\$1,169,751
Knox County	"	\$57,600	\$0	\$55,984	\$13,005	\$126,589
Kosciusko County	"	\$285,207	\$154,764	\$130,442	\$61,192	\$631,605
LaPorte	"	\$191,103	\$142,719	\$48,383	\$105,160	\$487,365
Madison County	"	\$85,909	\$69,458	\$16,451	\$53,007	\$224,825
Marion	"	\$230,484	\$128,567	\$101,917	\$26,653	\$487,621
Michigan City	"	\$328,204	\$203,929	\$124,275	\$79,654	\$736,062
Mitchell	"	\$37,983	\$23,177	\$14,807	\$8,372	\$84,339
Monroe County	"	\$260,932	\$130,000	\$134,230	\$54,838	\$580,000
New Castle	"	\$110,261	\$84,931	\$69,488	\$16,928	\$281,608
Orange County	"	\$58,905	\$0	\$58,903	\$7,894	\$125,702
Plymouth	"	\$9,809	\$4,305	\$5,505	\$3,498	\$23,117
Richmond	"	\$289,160	\$236,456	\$52,703	\$184,858	\$763,177
Seymour	"	\$42,525	\$10,000	\$38,884	\$4,921	\$96,330
SIRPC	"	\$250,127	\$4,943	\$346,719	\$34,740	\$636,529
SITS	"	\$65,000	\$0	\$444,075	\$56,464	\$565,539
Union County	"	\$65,569	\$34,568	\$45,619	\$11,861	\$157,617
Wabash County	"	\$57,500	\$0	\$57,731	\$11,769	\$127,000
Washington	"	\$31,284	\$18,392	\$12,895	\$5,502	\$68,073
Waveland	"	\$52,685	\$10,820	\$41,865	\$5,864	\$111,234
Operating Subtotal		\$3,966,837	\$1,978,265	\$2,644,636	\$1,333,720	\$9,923,458
Capital Projects (Section 5311)						
Bedford	Capital Equipment	76,608	6,964	12,188	n/a	95,760
Columbus	"	60,000	7,500	7,500	n/a	75,000
Columbus	"	12,000	1,500	1,500	n/a	15,000
Franklin County	"	17,080	2,135	2,135	n/a	21,350
KIRPC	"	86,400	2,484	19,116	n/a	108,000
Kosciusko Co.	"	45,680	5,710	5,710	n/a	57,100
LaPorte	"	27,215	3,402	3,402	n/a	34,019
Michigan City	"	76,400	9,550	9,550	n/a	95,500
Mitchell	"	40,000	5,000	5,000	n/a	50,000
Monroe County	"	36,000	4,500	4,500	n/a	45,000
Richmond	"	52,000	6,500	6,500	n/a	65,000
Seymour	"	34,840	905	7,805	n/a	43,550
SIRPC	"	117,280	0	29,320	n/a	146,600
Union County	"	20,800	2,600	2,600	n/a	26,000
Capital Subtotal		\$702,303	\$58,750	\$116,826	-	\$877,879
Intercity Projects (Section 5311 (f))						
Bedford/Greyhound	Planning & Marketing	2,139	-	-	535	2,674
Marion	Operating	9,000	4,500	4,500		18,000
Marion	Planning & Marketing	9,600	-	1,200		10,800
TARC	Operating	61,131		61,131	43680	165,942
Warsaw/Greyhound	Operating	162,906		162,906	294,596	620,408
Terre Haute/Greyhound	Planning & Marketing	2,039			510	2,549
Intercity Projects Subtotal		\$246,815	\$4,500	\$229,737	\$339,321	\$820,373
Section 5311 Program Total		\$4,915,955	\$2,041,515	\$2,991,199	\$1,673,041	\$11,621,710

FTA Section 5311(b) - Rural Transit Assistance Program (RTAP)

Section 5311(b) created the Rural Transit Assistance Program (RTAP) to provide technical assistance, training, and research for rural and specialized transportation providers. The Indiana RTAP provides technical assistance to rural public transit operators, on-site training, and a fellowship program that provides financial assistance for operators to participate in training courses. The program also has a national element that develops information and materials for use by local operators and state departments of transportation.

During 2000, Indiana received \$109,731 in RTAP funds. The Indiana's RTAP is implemented by

the Institute for Urban Transportation at Indiana University with the help of an advisory committee.

The Indiana RTAP is staffed by four persons and can be contacted toll free at

1-800-334-3554, by email, or visit their website at www.indiana.edu/~rtap. Their full mailing address is listed in Section Four.

RTAP STAFF	E-mail
Betsy Kachmar	Mkachmar@indiana.edu
Vicky Warner	Vwarner@indiana.edu
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FTA Section 5311(f) - Intercity Operating, Capital, Planning, and Marketing Assistance

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 abandonment by intercity carriers and the special needs of isolated rural areas.

The Section 5311(f) program funds capital grants at up to 80 percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue). In 2000, Federal funding of this program totaled \$236,174.

For more information on this program, contact James English of the PTS staff.

FTA Section 5310 - Capital Grants Program for Elderly Persons and Persons with Disabilities

The Section 5310 (16) grant program is designed

to improve mobility for the elderly and persons with disabilities. Funding 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 requirements include coordination among those recipients of federal and state programs and services in order to make the most efficient use of federal resources.

Eligible grantees include private non-profit corporations and public bodies approved by INDOT to coordinate services for elderly and disabled persons.

The program matches up to 80 percent of project costs, with the remaining 20 percent provided by the local entity. During calendar year 2000, INDOT awarded more than \$1.85 million in Section 16 grants to the agencies listed in the following table.

Brian Jones is the Program Manager for the FTA Section 5310 Program.

2000 Section 5310 Program of Projects					
GRANTEE	SERVICE AREA (County)	EQUIPMENT AWARD	TOTAL FUNDING	FEDERAL FUNDING	LOCAL FUNDING
Noble County COA	Noble	Lift equipped van	\$36,568	\$29,254	\$7,314
Noble Co. ARC	Noble	Raised roof van	\$35,331	\$28,265	\$7,066
		Lift equipped van	\$36,568	\$29,254	\$7,314
Northeastern Center	DeKalb, LaGrange, Noble & Steuben	15 passenger van	\$21,882	\$17,506	\$4,376
		Raised roof van	\$32,481	\$25,985	\$6,496
DeKalb County COA	DeKalb	Lift equipped van	\$36,568	\$29,254	\$7,314
RISE Inc.	DeKalb & Steuben	Yellow School Bus with lift	\$57,000	\$45,600	\$11,400
Allen County COA	Allen	Lift equipped van	\$36,568	\$29,254	\$7,314
Turnstone Center	Allen	Lift equipped van	\$36,640	\$29,312	\$7,328
Huntington Co. COA	Huntington	Raised roof van	\$35,331	\$28,265	\$7,066
		Lift equipped van	\$36,568	\$29,254	\$7,314
Jay Randolph Devp. Svcs	Jay & Randolph	Mini-van with ramp	\$35,024	\$28,019	\$7,005
		Two lift equipped vans	\$73,136	\$58,509	\$14,627
Carey Services	Grant & Blackford	15 passenger van	\$21,882	\$17,506	\$4,376
		Lift equipped van	\$36,568	\$29,254	\$7,314
Lifestream Services	Delaware	Lift equipped van	\$36,568	\$29,254	\$7,314
Cass Co. COA	Cass	Lift equipped van	\$36,568	\$29,254	\$7,314
Miami Co. YMCA	Miami	15 passenger van	\$21,882	\$17,506	\$4,376
Paul Phillippe Senior Cntr.	Clinton	Mini-van with ramp	\$35,024	\$28,019	\$7,005
CAP of Western Ind.	Fountain & Warren	Lift equipped van	\$33,718	\$26,974	\$6,744
Area IV Agency on Aging	Montgomery	Lift equipped van	\$33,718	\$26,974	\$6,744
		Raised roof van	\$32,481	\$25,985	\$6,496
Red Cross Indianapolis	Marion	Mini-van with ramp	\$37,874	\$30,299	\$7,575
Johnson County ARC	Johnson	Lift equipped van	\$36,568	\$29,254	\$7,314
		Light Transit Vehicle with lift	\$47,230	\$37,784	\$9,446
Wayne Co. CRC	Wayne	Mini-van with ramp	\$35,024	\$28,019	\$7,005
Union County COA	Union	Mini-van with ramp	\$35,024	\$28,019	\$7,005
New Horizons Rehab	Ripley, Dearborn, Franklin, Ohio	15 passenger van	\$21,882	\$17,506	\$4,376
		Lift equipped van	\$36,568	\$29,254	\$7,314
LifeTime Resources	Ripley, Dearborn, Jefferson, Switzerland	Two Mini-vans	\$36,406	\$29,125	\$7,281
		Lift equipped van	\$36,568	\$29,254	\$7,314
Developmental Services	Jefferson, Jackson, Jennings, Bartholomew	Mini-van with ramp	\$35,024	\$28,019	\$7,005
		Two Lift equipped vans	\$73,136	\$58,509	\$14,627
Quinco Behavioral	Barth, Jennings, Brown, Jackson	Mini-van with ramp	\$35,024	\$28,019	\$7,005
Lifespan Resources	Clark, Floyd, Harrison and Scott	Station Wagon	\$16,451	\$13,161	\$3,290
		Two Lift equipped vans	\$73,136	\$58,509	\$14,627
Lifespring Mental Health	Clark, Floyd, Scott and Washington	Lift equipped van	\$36,568	\$29,254	\$7,314
Older Americans Services	Orange & Lawrence	Lift equipped van	\$36,568	\$29,254	\$7,314
First Chance Center	Orange	Two Mini-vans	\$36,406	\$29,125	\$7,281
Blue River Services	Harrison, Crawford Washington, Orange	Two 15 passenger vans	\$43,764	\$35,011	\$8,753
		Two lift equipped vans	\$73,136	\$58,509	\$14,627
Perry County COA	Perry	Mini-van with ramp	\$35,024	\$28,019	\$7,005
Spencer County COA	Spencer	Mini-van	\$18,203	\$14,562	\$3,641
Evansville ARC	Vanderburgh	15 passenger van	\$21,882	\$17,506	\$4,376
Horizon Industries	Posey	Lift equipped van	\$33,515	\$26,812	\$6,703
Gibson Co. ARC	Gibson	Mini-van	\$18,203	\$14,562	\$3,641
		Lift equipped van	\$36,568	\$29,254	\$7,314
Pike Co. ARC	Pike	Lift equipped van	\$36,568	\$29,254	\$7,314
YMCA of Vincennes	Knox	Mini-van with ramp	\$35,024	\$28,019	\$7,005
Senior and Family Svcs	Green, Pike, Daviess, Martin	Two Mini-vans with ramps	\$70,048	\$56,038	\$14,010
WCIEDD, Inc.	Vigo	Lift equipped van	\$36,568	\$29,254	\$7,314
TOTAL			\$1,922,034	\$1,537,627	\$384,407

FTA Section 5303 (Metropolitan Transit Planning) and FTA Section 5313 (Statewide Transit Planning)

The INDOT PTS administers the FTA Section 5303 and Section 5313 programs. These programs are designed to provide financial assistance to the 12 Metropolitan Planning Organizations (Section 5303) and INDOT (Section 5313) for the development of transportation plans, transit service evaluations, technical studies

and assistance, and other planning related-projects. Larry Buckel is the contact for the Section 5313 Program and Stephanie Belch works with the MPOs in administering the Section 5303 Program.

In 2000, the INDOT PTS was allocated \$166,235 for the statewide FTA Section 5313 Program. Indiana received \$704,204 in 2000 to allocate to the 12 MPOs as follows:

FTA Section 5303 - Metropolitan Planning Program - 2000 Allocations			
Urbanized Area	Federal Share	Local Share	Total
Anderson	\$28,274	\$7,068	\$35,342
Bloomington	\$28,054	\$7,013	\$35,067
Evansville	\$40,267	\$10,067	\$50,334
Fort Wayne	\$45,252	\$11,313	\$56,564
Indianapolis	\$196,160	\$49,040	\$245,200
Kokomo	\$17,342	\$4,336	\$21,678
Lafayette	\$23,762	\$5,941	\$29,703
Muncie	\$27,463	\$6,866	\$34,329
Northwest Indiana	\$171,887	\$42,972	\$214,859
South Bend/Elkhart/Goshen	\$71,276	\$17,819	\$89,095
Southern Indiana (Louisville)	\$24,311	\$6,078	\$30,389
Terre Haute	\$30,156	\$7,539	\$37,695
Total	\$704,204	\$176,051	\$880,255

FTA Section 5307 - Urbanized Area Formula Program

FTA Section 5307 is a formula grant program for urbanized areas with populations greater than 50,000. The 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 percent of the net cost of a capital project (including preventative maintenance expenses) or up to 50 percent of the net operating deficit (only in urban areas with less than 200,000 population).

FTA Section 5309 - Capital Discretionary Program

FTA Section 5309 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.

FTA Section 3037 – Access to Jobs Program

The Access to Jobs Program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services.

A coordinated transportation/human service planning mechanism is required to develop Access to Jobs programs; transit agencies must approve these programs.

Also authorizes a reverse commute program, to provide services to suburban employment centers from urban centers, rural areas and other suburban locations.

- Directed to making suburban connections for all populations.
- Criteria for selection include the need for additional services as identified in the transportation plan and the extent to which services will address these needs.

FTA provides 50% Federal share. Other Federal transportation-eligible funds can be used to meet the local match including Temporary Assistance for Needy Families (TANF) and Welfare to Work funding for Access to Jobs projects.

STATE OF INDIANA PROGRAMS

State of Indiana Public Mass Transportation Fund

The Public Mass Transportation Fund (PMTF) is a state fund that receives 0.76 percent of the state's general sales and use tax revenue. These funds are allocated on a calendar year basis using a performance-based formula to eligible grantees (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; and
- 3) Local cash grants and reimbursements including general fund receipts; property, local option income, license, excise, and intangible taxes; bank building and loan funds; local bonding funds; and other locally derived assistance.

Awards are limited to an amount equal to 100 percent of the project's Locally Derived Income or the system's total allocation, whichever is less. LDI does not include contra-expenses such as expense refunds from motor fuel tax, or in-kind volunteer services.

In 2000, \$27 million of PMTF funding was allocated to transit systems in Indiana.

Electric Rail Service Fund

The Electric Rail Service Fund (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.

In 2000, \$125,069 was allocated from the ERSF.

Commuter Rail Service Fund

The Commuter Rail Service Fund (CRSF) is a special state fund that receives 0.19 percent of the state's general sales and use tax revenue. 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.

In 2000, the CRSF provided \$1,451,093 in funding.

2000 PUBLIC TRANSIT HIGHLIGHTS

INDOT Public Transit Section

- INDOT began funding two new rural transit systems in 2000. These systems are located in Knox County and Harrison County.
- The PTS awarded \$1.86 million in Section 5310 grants to 38 agencies.
- The PTS awarded start-up Section 5311 operating grants to Fulton County, Huntington County, Noble County and a combined regional system covering Daviess, Greene, Martin and Sullivan Counties (operational in CY 2001).
- Conducted annual workshops for Sections 5310 (specialized) applicants and 5311 (rural transit) grantees.
- The Public Transit Section continued to actively assist rural communities and citizen groups interested in starting public transit systems. INDOT awarded five Section 5311 feasibility grants to agencies in Brown, Delaware, Fayette, Hendricks, Jay, Spencer and Vigo Counties for 2001.
- The Public Transit Section transferred more than \$7.7 million in Congestion Mitigation and Air Quality (CMAQ) funds from the Federal Highway Administration to the Federal Transit Administration. These funds were used for such projects as a Fare-free Program in Gary, an Ozone Action Day Transit Half-Fare program in Indianapolis, new rail cars for the Northern Indiana Commuter Transportation District and transit buses in Indianapolis. The CMAQ program funds projects that will improve air quality and/or mitigate road congestion in urban areas not in attainment of federal air quality standards.
- Continued to conduct Section 5310 and 5311 grantee compliance reviews.

Indiana RTAP Highlights

The mission of the Indiana Rural Transit Assistance Program (RTAP) is to identify and disseminate resources necessary to provide safe and accessible rural and specialized transportation in Indiana through: high quality training, technical assistance and research.

Training

- RTAP staff provided 34 training sessions involving 579 participants. The majority of these sessions were driver training classes including; passenger assistance, defensive driving, emergency procedures, vehicle evacuation, fire safety, dealing with difficult people, preventive maintenance and substance abuse issues.
- RTAP staff performed an assessment of the effectiveness of our driver training programs. On post-class evaluations, drivers indicated that the classes were outstanding

and very relevant to their job. Follow-up surveys found that drivers use the knowledge/skills learned often, confidence has improved, and job satisfaction has increased. Most supervisors felt that driver training resulted in increased; driver satisfaction, system efficiency, and ability to assist passengers with special needs safely. Results from this survey were shared in workshops at three national conferences.

- Transit managers also received training on topics such as; low-cost/low-tech dispatching and scheduling, coordination, ADA, funding and driver recruitment/retention. Eleven managers received scholarships to attend national conferences.

Technical Assistance

- RTAP staff responded to requests for assistance via phone (5,700 calls), email (over 2,000) and on-site visits (70). We lent 140 videos and distributed over 49,000 pages of information (including 60 InfoPaks). We also distributed information in four issues of our Tap-IN Newsletter (2,400 copies) and via our new and improved web site: www.indiana.edu/~rtap.
- The position of Safety and Security Specialist was added to the RTAP team to perform drug and alcohol program compliance monitoring for INDOT and to assist rural systems with policy implementation issues.
- RTAP staff participated in the formation and implementation of the Community Transportation Initiative which facilitated a state-wide conference, state-level policy coalition and a transportation academy for five selected community teams. Other coordination activities included; review of transportation funding proposals, development of county profiles of transit need, attendance at local Transportation Advisory Committee meetings, and assisting the Indiana Council of Specialized Transportation with the 9th Annual Paratransit Rodeo, needs survey, and annual conference.
- RTAP assisted rural transit systems with service enhancements and compliance with grant requirements. An added feature this year was the ability to have a consultant on call for site visits and technical assistance to new and existing systems. This was accomplished through a sub-contract arrangement with Peter Schauer and Associates.

PEER GROUP COMPARISONS

INDOT places transit systems into one of four peer groups. The peer groups are classified as large fixed route, small fixed route, urban demand response, and rural demand response. The essential determinants of comparability among the peers are the following factors:

- Total vehicle miles;
- Urbanized or non-urbanized service area; and
- Proportion of fixed route service compared to demand response service.

This section provides a profile of each transit peer group. Each profile contains descriptive and comparative information about the entire peer group as well as for the individual systems in the group.

Each profile contains background information about the peer group that includes the individual system names, the areas served by each system in the group, and the population of each service area. A comparison table also provides ridership and vehicle mile totals for 1999 and 2000 and exhibits the percent change between the two years.

A series of graphs exhibit the transit systems' performance in four areas. The first two graphs display two common measures of transit system cost-efficiency. The measures of operating expense per passenger trip and the operating expense per vehicle mile are used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred for both measures and a system can lower each ratio by increasing the number of passenger trips and miles of service or by decreasing total expenditures.

The third and fourth graphs present two indicators of a transit system's local funding support. The third graph displays each system's locally derived income per operating expense. That is, for each dollar expended, the amount of revenue that was derived from local sources including passenger fares, charter/other revenue, and local funding assistance. A higher ratio indicates a greater acceptance of financial responsibility for transit operations at the local level. Similarly, the fare recovery ratio measures the level at which fares support the operations of a transit system. The ratio indicates the percentage of transit operations that are covered by fare revenue.

Group One: Large Fixed Route Systems

Transit systems included in Group One are large fixed route systems that operate an average of more than one million total vehicle miles per year, with more than 50 percent of the total vehicle miles operated in fixed route service.

The seven transit systems in Group One provide service to more than 1.7 million Indiana residents, approximately 28 percent of state's population. The populations of the service areas served by Group One systems range from 67,430 in Muncie to 914,761 in Indianapolis.

System	System Name	Service Area	Service Area Population
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	121,582
Fort Wayne	Citilink	Fort Wayne Metropolitan Area	218,133
Gary	Gary Public Transportation Corporation	Gary City Limits and Selected Corridors	102,746
Indianapolis	IndyGo	Indianapolis Metropolitan Area	914,761
Lafayette	CityBus	Lafayette, W. Lafayette Metropolitan Area, & Purdue Campus	123,046
Muncie	Muncie Indiana Transit System	Fixed Route/City Limits - Demand Response/City Limits	67,430
South Bend	South Bend Public Transportation Corporation	South Bend and Mishawaka Metropolitan Area	154,346
Total			1,702,044
Total Indiana Population			6,080,485
Percent of Indiana Population			28%

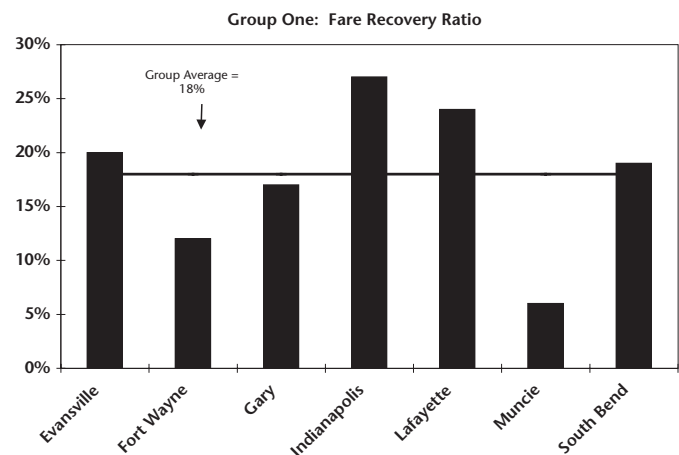
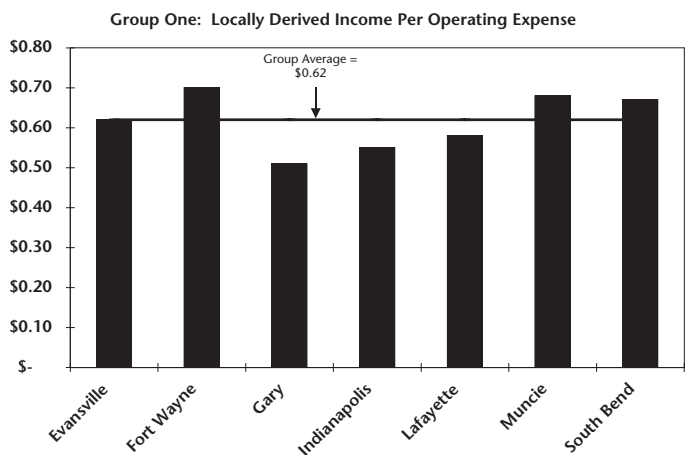
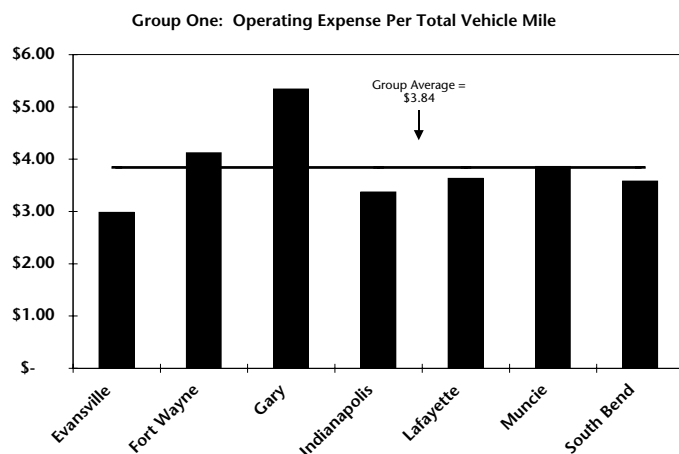
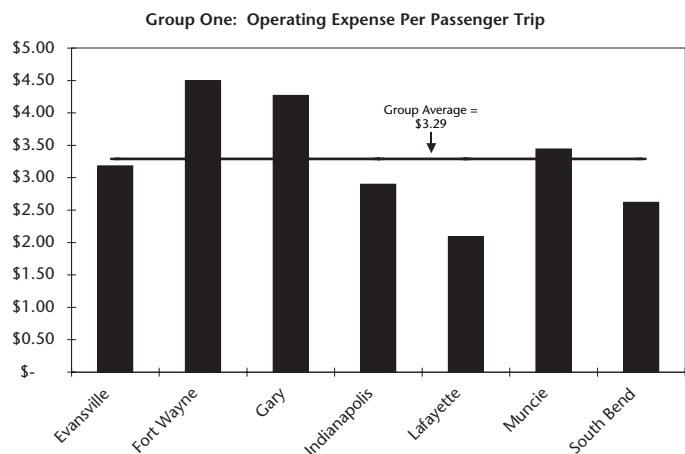
In 2000, Group One transit systems provided more than 22.7 million passenger trips. Total ridership for the Group One systems increased more than two percent in 2000. Four of the systems had ridership increases between two percent and thirty-four percent. Ridership among Group One systems ranged from 1.3 million trips to more than 11 million trips.

Similar to the increase in ridership, the total vehicle miles operated by Group One transit systems also increased in 2000. Total vehicle miles increased less than one percent, from 18.5 million miles in 1999 to 18.7 million miles in 2000. The increase in miles ranged from less than one percent to more than thirteen percent. Six of the seven systems operated less than two million miles during the year.

	Total Ridership			Total Vehicle Miles		
	1999	2000	Percent Change	1999	2000	Percent Change
Evansville	1,315,275	1,310,003	-0.40%	1,316,693	1,398,084	6.18%
Fort Wayne	1,282,639	1,363,927	6.34%	1,314,267	1,491,460	13.48%
Gary	2,472,305	1,813,052	-26.67%	1,755,503	1,451,092	-17.34%
Indianapolis	11,239,155	11,443,499	1.82%	9,730,537	9,842,159	1.15%
Lafayette	2,135,333	2,861,573	34.01%	1,368,050	1,369,318	0.09%
Muncie	1,308,846	1,307,940	-0.07%	1,145,288	1,221,353	6.64%
South Bend	2,486,602	2,628,401	5.70%	1,891,181	1,923,992	1.73%
Total	22,240,155	22,728,395	2.20%	18,521,519	18,697,458	0.95%

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2000, the average operating expense per passenger trip for Group One systems was \$3.29. The cost per trip varied from \$2.09 to \$4.50. Among the urban systems, the average operating expense per vehicle mile was \$3.84 in 2000. The individual systems' cost per mile ranged from \$2.98 to \$5.34.

In 2000, the ratio of locally derived income to operating expense varied from \$0.51 to \$0.68. This means that for every dollar of expense, between \$0.51 and \$0.68 of revenue came from local sources such as fares, charter revenue, and local assistance. Similarly, the fare recovery ratio measures the amount of the total operating expense that is covered by the passenger fares. Among the urban systems, the average fare recovery ratio was 18 percent while the individual systems' actual fare recovery ratios ranged from 6 percent to 27 percent.



Group Two: Small Fixed Route Systems

Group Two systems are small fixed route systems that operate less than one million total vehicle miles per year, with more than 50 percent of the total vehicle miles operated in fixed route service.

The ten transit systems in Group Two provide service to more than 540,000 Indiana residents, approximately nine percent of the state's population. The sizes of the service area populations range from 31,320 to 88,185. The average service area population served by Group Two systems is 54,034.

System	System Name	Service Area	Service Area Population
Anderson	City of Anderson Transit System	Anderson City Limits	59,734
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	69,291
Columbus	Columbus Transit	Columbus City Limits	39,059
East Chicago	East Chicago Public Transit	East Chicago City Limits	32,414
Hammond	Hammond Transit System	Hammond, Whiting, and adjacent areas of Illinois & Indiana	88,185
Marion	Marion Transportation System	Marion City Limits	31,320
Michigan City	Michigan City Municipal Coach Service	Michigan City Limits and Trail Creek	32,900
Richmond	Rose View Transit & Paratransit System	Richmond City Limits	39,124
Southern Indiana	Transit Authority of River City	New Albany, Clarksville, and Jeffersonville City Limits	86,365
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute City Limits and West Terre Haute	61,944
Total			540,336
Total Indiana Population			6,080,485
Percent of Indiana Population			9%

In 2000, Group Two systems provided more than 3.5 million trips. Total ridership for the Group Two systems increased significantly in 2000. Overall, total ridership increased more than 11.5 percent while half of the systems increased between 0.58 and 33.83 percent. One half of the systems had decreases between one-half and ten percent. Ridership on Group Two systems ranged from 133,165 to 1,397,628 in 2000.

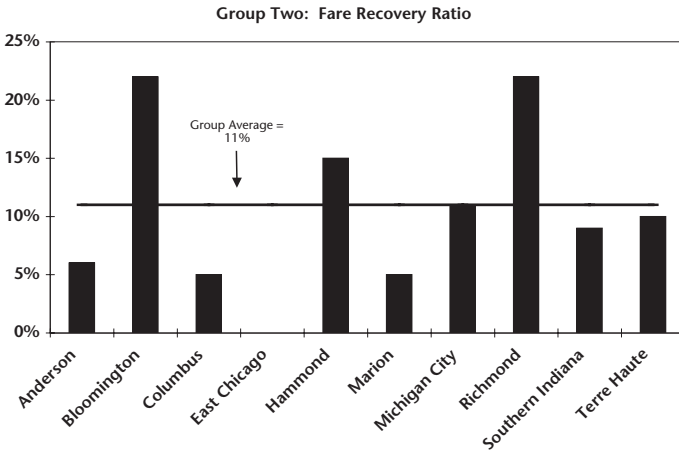
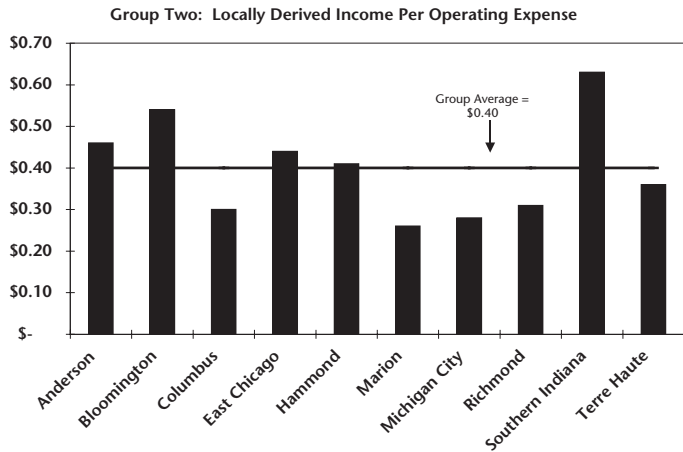
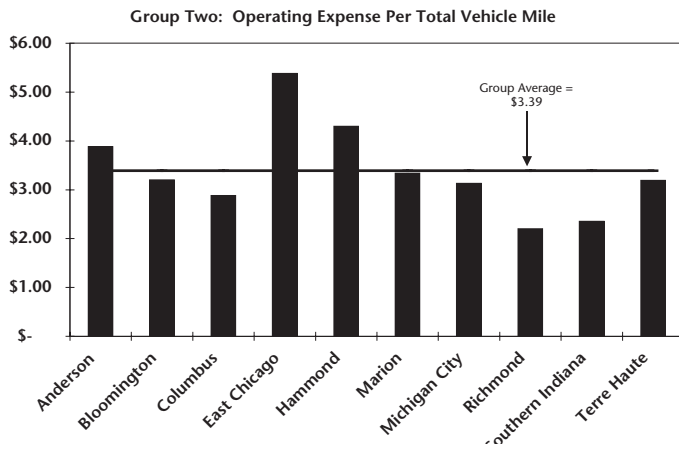
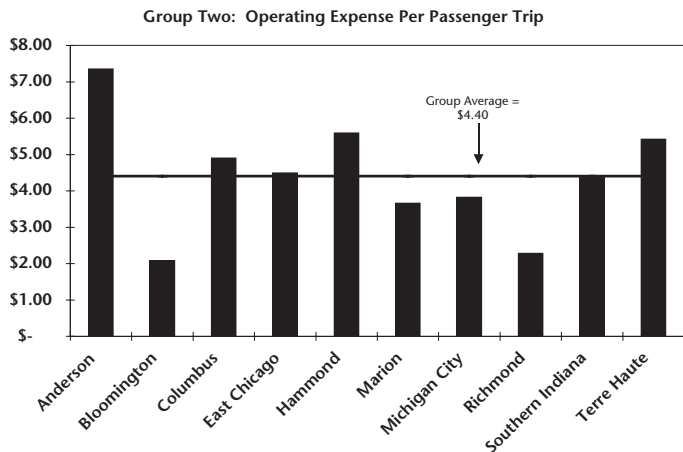
In 2000, Group Two systems operated 3.8 million vehicles miles, nearly four percent more miles than 1999. Three systems operated more miles and provided more trips in 2000, while two systems provided fewer trips but operated more miles. In 2000, the number of total vehicle miles operated by a Group Two system varied from 146,134 to 907,012 and the average number of vehicle miles was 385,576.

System	Total Ridership			Total Vehicle Miles		
	1999	2000	Percent Change	1999	2000	Percent Change
Anderson	279,413	261,665	-6.35%	499,642	495,169	-0.90%
Bloomington	1,044,344	1,397,628	33.83%	780,075	907,012	16.27%
Columbus	168,479	151,818	-9.89%	277,254	257,966	-6.96%
East Chicago	238,841	237,562	-0.54%	197,101	197,980	0.45%
Hammond	346,617	348,628	0.58%	457,289	453,457	-0.84%
Marion	129,924	133,165	2.49%	152,568	146,134	-4.22%
Michigan City	196,713	192,644	-2.07%	239,717	234,828	-2.04%
Richmond	325,871	334,798	2.74%	338,256	347,227	2.65%
Southern Indiana	229,659	273,377	19.04%	481,517	510,019	5.92%
Terre Haute	188,321	179,894	-4.47%	288,578	305,969	6.03%
Total	3,148,182	3,511,179	11.53%	3,711,997	3,855,761	3.87%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2000, the average operating expense per passenger trip among Group Two systems was \$4.40. The cost per trip varied from \$2.08 to \$7.35. The average operating cost per mile was \$3.39, with actual costs ranging from \$2.20 to \$5.38 per mile.

In 2000, all of the Group Two systems covered more than 25 percent of their operating expenses with locally derived income. For each dollar of expense,

an average of \$0.40 came from local financial sources such as passenger fares, charter revenue, levy revenue, and local cash grants among others. The locally derived income per operating expense ranged from \$0.26 to \$0.63. On average, the systems covered 16 percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from five to twenty-two percent (note: East Chicago does not charge a passenger fare, thus does not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

The four transit systems in Group Three operate in urbanized areas with populations greater than 50,000. Fifty percent or more of their total vehicle miles are operated in demand response or deviated fixed route service.

The Group Three systems serve approximately 127,370

people. The combined service area populations provide service to approximately two percent of the state's population. The average service area population for Group Three systems is 42,457. Although Elkhart and Goshen operate separate transit systems, the two cities are defined as one metropolitan area with a combined population of 81,257.

System	System Name	Service Area	Service Area Population
Elkhart	Heart City Rider	City of Elkhart	51,874
Goshen	Goshen Transit	City of Goshen and contiguous area	29,383
Kokomo	First City Rider/Kokomo Senior Citizen Bus Service	City of Kokomo	46,113
LCEOC	LCEOC Transaction	Lake and Porter Counties	51,422 (estimated)
Total			127,370
Total Indiana Population			6,080,485
Percent of Indiana Population			2%

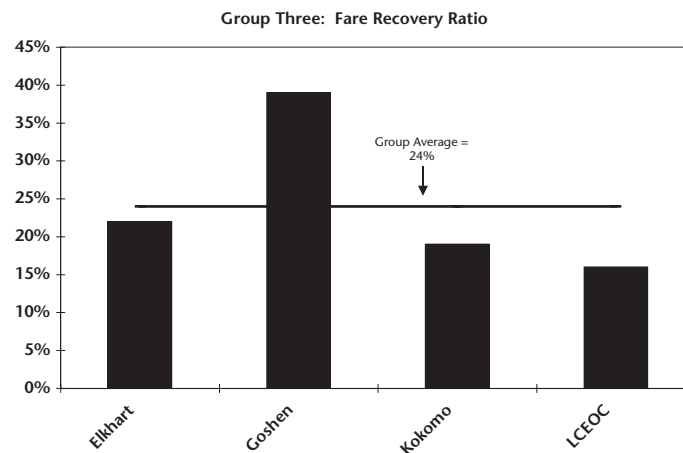
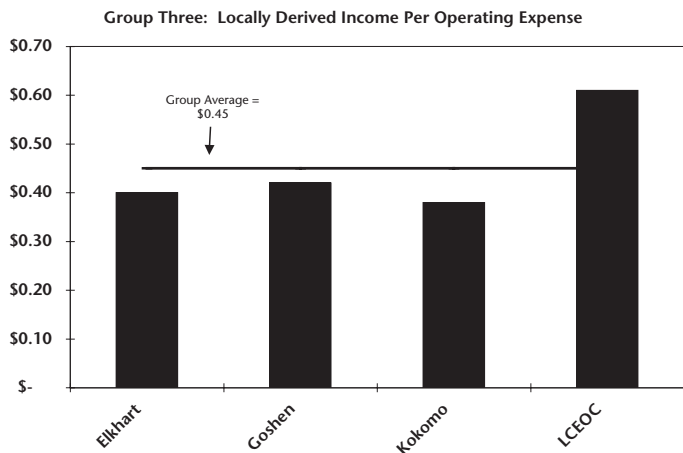
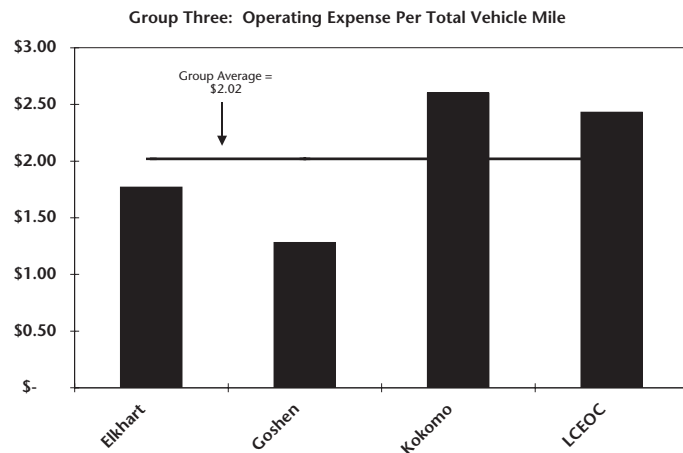
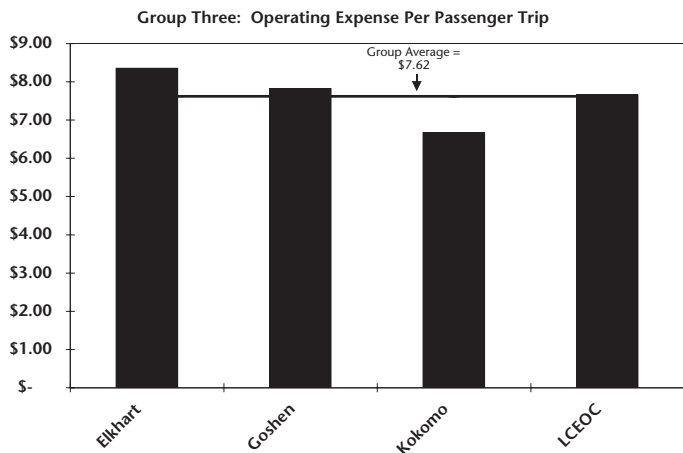
In FY 2000, Group Three systems provided 607,184 passenger trips, an increase of more than thirteen percent from 1999. Only one of the systems had a ridership decrease. Two systems had moderate increases while one system had a substantial increase. Ridership on Group Three systems ranged from 18,567 to 282,560 in 2000.

In 2000, Group Three systems operated 2.2 million vehicle miles, nearly nine percent more miles than 1999. Two of the systems operated between seven percent and twelve percent fewer miles, while one system operated 48 percent more miles. The systems operated between 113,548 miles and 919,671 miles in 2000.

System	Total Ridership			Total Vehicle Miles		
	1999	2000	Percent Change	1999	2000	Percent Change
Elkhart	137,041	194,917	42.23%	619,922	919,671	48.35%
Goshen	20,410	18,567	-9.03%	123,304	113,548	-7.91%
Kokomo	101,853	111,140	9.12%	280,104	285,324	1.86%
LCEOC	276,662	282,560	2.13%	1,005,526	888,072	-11.68%
Total	535,966	607,184	13.29%	2,028,856	2,206,615	8.76%

The Group Three systems had an average cost per passenger trip of \$7.62 in 2000. The cost per trip for individual systems varied from \$6.67 to \$8.35. It cost an average of \$2.02 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.28 to \$2.60.

Through local means of generating income, the Group Three systems covered an average of \$0.45 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.38 and \$0.61 for each dollar of expense. Considering fare revenue alone, the systems recovered between 16 percent and 39 percent of system expenses through passenger fares, with an average fare recovery of 24 percent.



Group Four: Rural Demand Response Systems

Rural demand response systems include transit systems in urban areas with populations less 50,000 and rural countywide and multi-county systems with varying population sizes. These systems operate 50 percent or more of their total vehicle miles in demand response or deviated fixed route service.

The 22 systems in Group Four serve more than 868,000 people. This represents 14 percent of the state's population. The average service area population is 39,459. The size of the individual service areas is between 4,567 and 119,025 people.

System	System Name	Service Area	Service Area Population
Bedford	Transit Authority of Stone City	Bedford City Limits	13,768
Cass County	Cass Area Transit	Cass County and City of Logansport	40,930
SIRPC	Catch-A-Ride	Dearborn, Ripley, Jefferson, Ohio and Switzerland Counties	119,025
Franklin County	Franklin County Public Transportation	Franklin County	22,151
Huntingburg	Huntingburg Transit System	Huntingburg City Limits	5,598
Johnson County	ACCESS Johnson County	Johnson County	64,048
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke, and White Counties	107,187
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	74,057
LaPorte	TransPorte	LaPorte City limits and one-quarter mile fringe	21,621
Madison County	Transportation for Rural Areas of Madison	Madison County except Anderson	73,624
Mitchell	Mitchell Transit System	Mitchell City Limits	4,567
Monroe County	Rural Transit	Monroe, Owen, and Southern Putnam Counties	118,655
New Castle	New Castle Community Transit System	New Castle City Limits	17,780
Orange County	Orange County Transit Services	Orange County	19,306
Plymouth	Rock City Rider	City of Plymouth	9,840
Seymour	Seymour Transit	City of Seymour	18,101
Union County	Union County Transit Service	Union County with trips to Richmond and Connersville	7,349
Wabash County	Wabash County Transit	Wabash County	34,960
Washington	Washington Transit System	Washington City Limits	11,380
Waveland	Waveland Volunteer Transit	Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland	5,642
SITS	Southern Indiana Transit	Crawford, Harrison and Washington Counties	39,256
Knox County	Van-Go	Knox County	39,256
Total			868,101
Total Indiana Population			6,080,485
Percent of Indiana Population			14%

In 2000, the systems in Group Four provided 985,111 trips, an increase of nearly 28 percent over the 1999 total. The primary cause for this increase was the addition of two new transit systems in 2000. The new systems contributed an additional 89,313 passenger trips during the year. The new transit systems were responsible for nearly 12 percent of the peer group's increased ridership. Of the already existing systems, 7 systems had decreased ridership between 1 percent and 40 percent while 13 systems had increased ridership between 1 percent and 415 percent. The average number of trips provided by a Group Four system was 44,778.

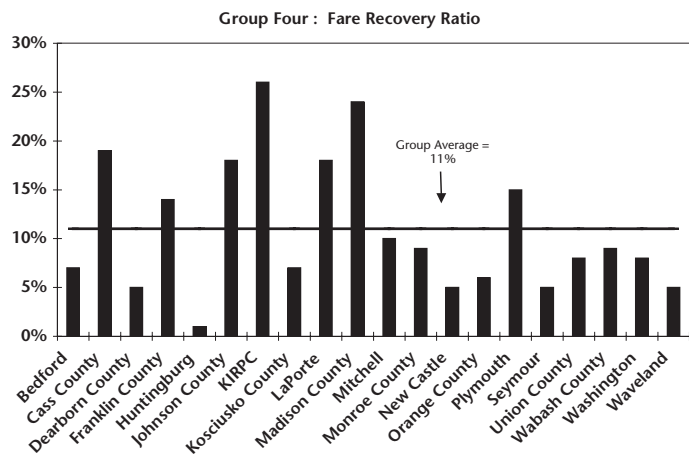
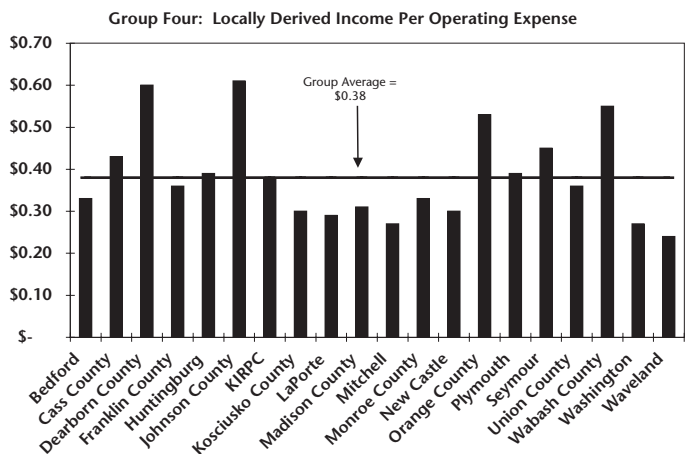
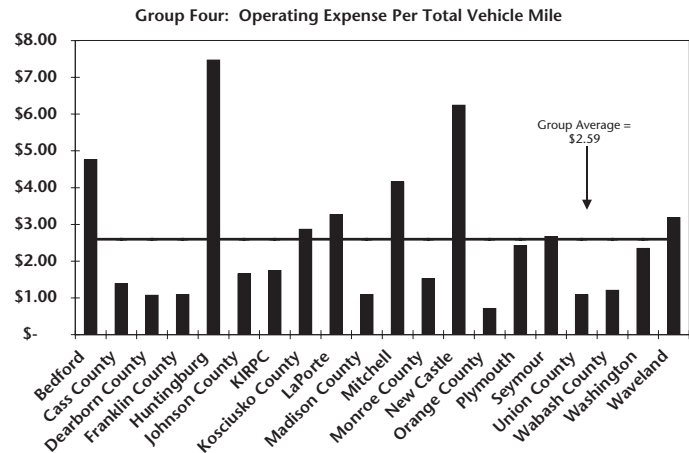
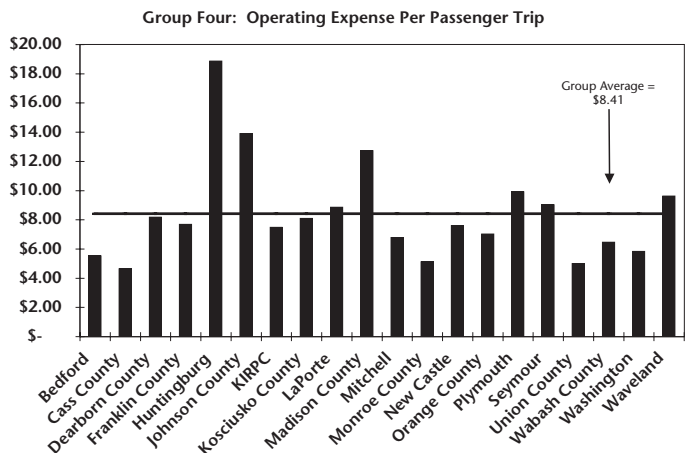
Similar to the increase in the number of passenger trips, Group Four systems operated more miles in 2000. The systems operated 3.9 million vehicle miles in 2000, an increase of nearly 44 percent. The two new systems operated 556,727 miles and were responsible for 18 percent of the increase in vehicle miles for this peer group. Thirteen existing systems operated more miles, while six operated fewer miles. The number of vehicle miles operated by Group Four systems ranged from 9,095 and 674,184.

System	Total Ridership			Total Vehicle Miles		
	1999	2000	Percent Change	1999	2000	Percent Change
Bedford	60,373	63,413	5.04%	75,224	73,533	-2.25%
Cass County	77,575	96,570	24.49%	257,576	323,501	25.59%
SIRPC	15,129	77,904	414.93%	106,317	594,821	459.48%
Franklin County	37,187	42,179	13.42%	257,502	296,259	15.05%
Huntingburg	5,931	3,601	-39.29%	11,273	9,095	-19.32%
Johnson County	32,286	36,394	12.72%	268,331	306,203	14.11%
KIRPC	163,893	156,443	-4.55%	669,510	674,184	0.70%
Kosciusko County	73,817	78,186	5.92%	176,154	220,596	25.23%
LaPorte	55,758	54,985	-1.39%	149,707	149,649	-0.04%
Madison County	17,412	17,669	1.48%	202,412	205,846	1.70%
Mitchell	15,010	12,444	-17.10%	19,671	20,329	3.35%
Monroe County	100,241	113,538	13.27%	420,082	381,457	-9.19%
New Castle	32,463	37,083	14.23%	40,630	45,108	11.02%
Orange County	10,195	17,928	75.85%	106,855	177,534	66.14%
Plymouth	2,738	2,332	-14.83%	10,132	9,569	-5.56%
Seymour	9,799	10,665	8.84%	34,120	36,066	5.70%
Union County	20,834	31,565	51.51%	112,748	146,565	29.99%
Wabash County	14,565	19,659	34.97%	80,773	105,741	30.91%
Washington	11,884	11,677	-1.74%	30,373	29,103	-4.18%
Waveland	13,134	11,563	-11.96%	34,928	34,928	0.00%
SITS	-	51,955	-	-	431,278	-
Knox County	-	37,358	-	-	125,449	-
Total	770,224	985,111	27.90%	3,064,318	4,396,814	43.48%

The majority of Group Four systems had an operating cost per passenger trip that was less than \$9.00. However, the cost per trip ranged from \$4.64 to \$18.86, with an average cost per trip of \$8.41. The average operating expense per vehicle mile was \$2.59. The actual cost per mile ranged from less than a dollar to nearly eight dollars.

The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied

widely among the systems. While the average was \$0.38 for each dollar of expense, the individual systems generated between \$0.24 and \$0.61 at the local level. This figure does not include the two new starts which did not receive state funding in 2000. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between one percent and twenty-six percent of system expenses. The average fare recovery ratio was 11 percent.



Northern Indiana Commuter Transportation District

The Northern Indiana Commuter Transportation District (NICTD) provides commuter rail service between South Bend, Indiana and Chicago, Illinois. Because commuter rail operations are inherently different from bus and demand response services in terms of ridership and cost and revenue, NICTD was

not included in one of the four peer groups profiled in this section.

NICTD serves an estimated 163,611 Indiana residents along its service corridor. This represents approximately three percent of the state's population.

System	System Name	Service Area	Service Area Population
NICTD	Northern Indiana Commuter Transportation District	Rail Corridor between South Bend, IN & Chicago, IL	163,611 (estimated)
		Total	163,611 (estimated)
		Total Indiana Population	6,080,485
		Percent of Indiana Population	3%

NICTD service levels increased in 2000. NICTD provided 3.6 million trips in 2000, an increase of more than three percent over 1999. Similarly, total vehicle

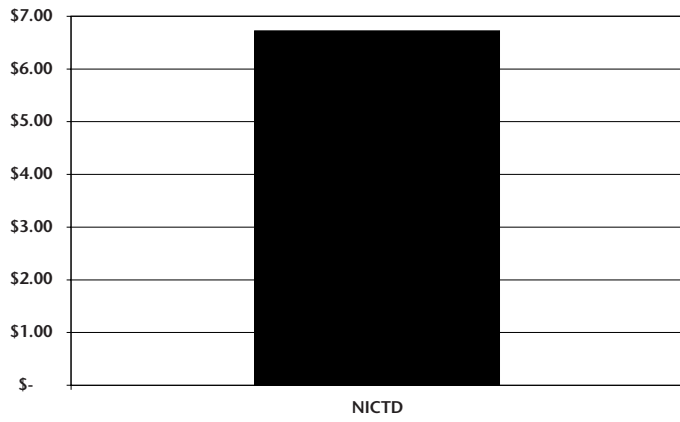
miles increased from 2.92 million miles in 1999 to 2.97 million miles in 2000. This represents an increase of nearly two percent.

System	Total Ridership			Total Vehicle Miles		
	1999	2000	Percent Change	1999	2000	Percent Change
NICTD	3,485,089	3,611,257	3.62%	2,916,621	2,969,910	1.83%

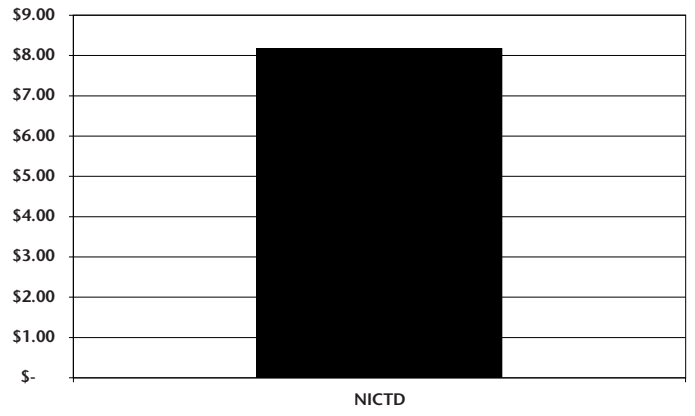
In 2000, NICTD's operating expense per passenger trip was \$6.72 while the operating cost per mile was \$8.17. Due to high passenger revenue and local assistance, NICTD covered \$0.62 of each dollar of

operating expense through local sources. Similarly, NICTD recovered nearly 60 percent of its expenses through fare revenue alone.

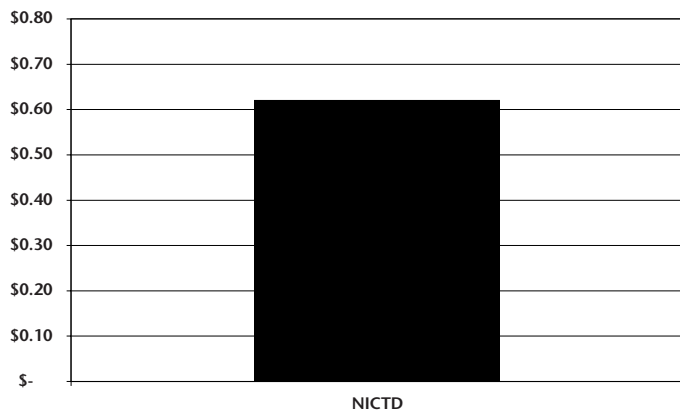
NICTD: Operating Expense Per Passenger Trip



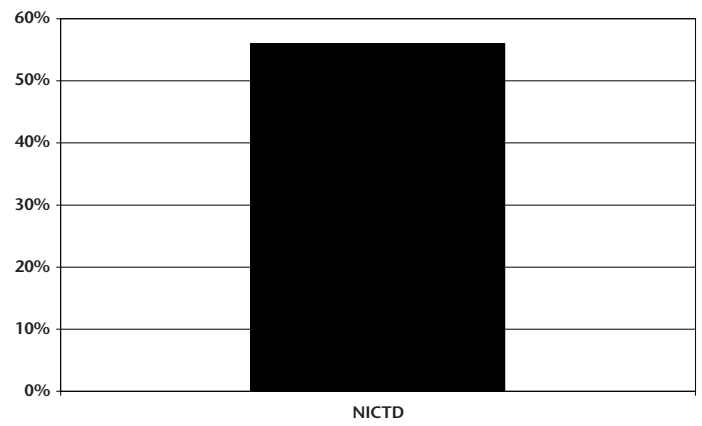
NICTD: Operating Expense Per Total Vehicle Mile



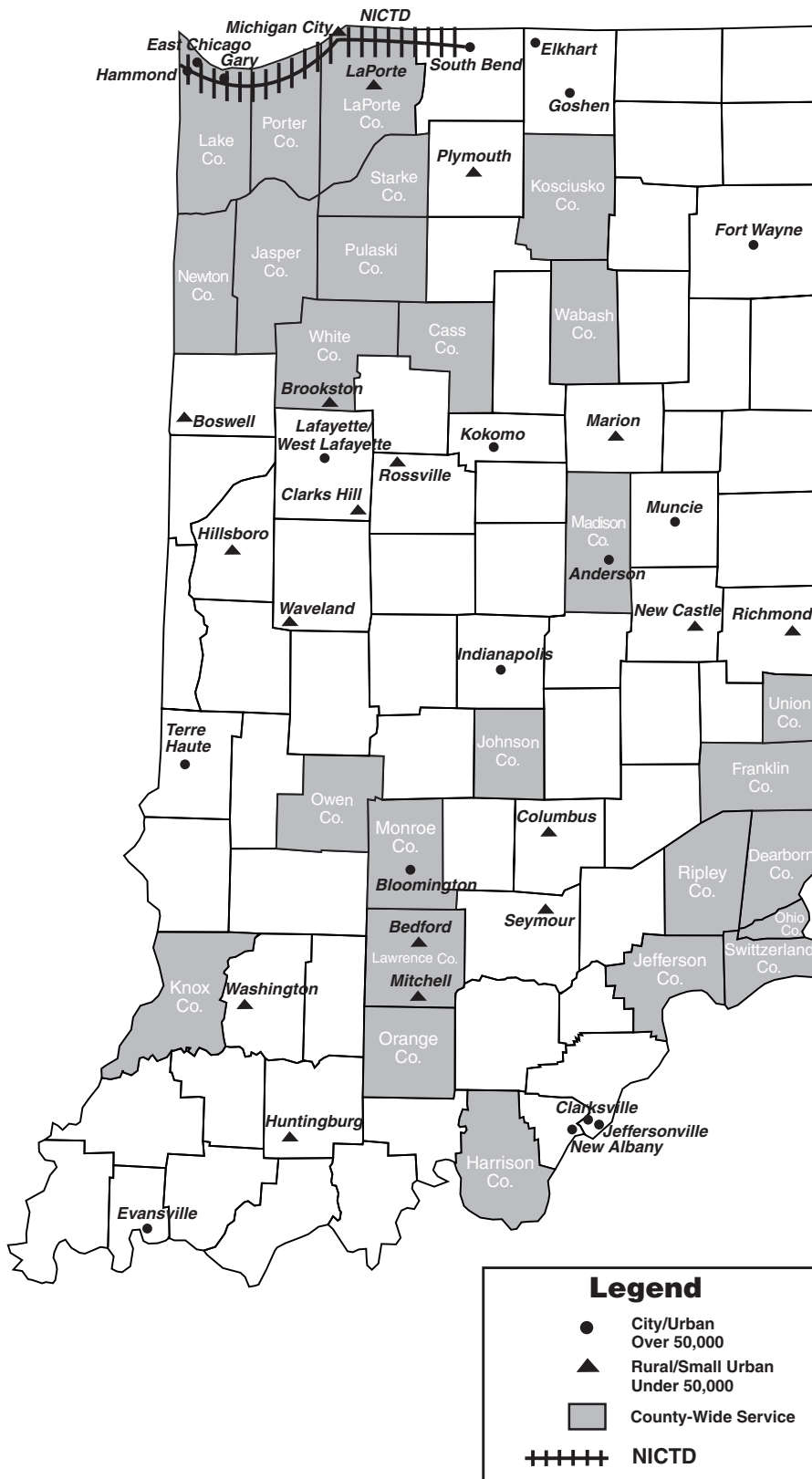
NICTD: Locally Derived Income Per Operating Expense



NICTD: Fare Recovery Ratio



2000 PUBLIC TRANSIT SYSTEMS IN INDIANA



City of Anderson Transit System

530 Baxter Road

Anderson, IN 46011

(765) 648-6163 Fax (765) 648-5926

Contact: Colette Cooper, Planner

email: ccooper@cityofanderson.com website: www.cityofanderson/CATS/catsmain.htm

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Anderson City Limits
Service Population:	59,734

Service Hours

Weekday:	6:00 am-11:30 pm
Saturday:	9:00 am-11:30 pm
Sunday:	No Service
Holidays Without Service:	9

Fare Structure

Express:	N/A
Base:	\$0.50
Youth:	\$0.50
Elderly/Disabled:	\$0.25
Transfer:	Free

Other/Special:

Pass \$18/ Month; Shop & Ride Pass: 1 ride free with purchase; Evening Service Monthly Pass \$10/ Month; Nifty-lift Demand Response \$1/ Ride; Preschool free

Personnel

	Full-Time	Part-Time
Operations:	17	8
Maintenance:	5	2
Administration:	8	0
Total:	30	10

Operation Characteristics

Revenue Vehicles:	16
Peak Hour Fleet:	12
Base Fleet:	11
Fuel Consumption(gal):	69,846

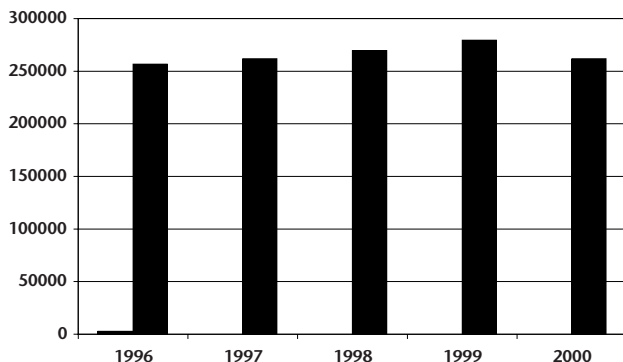
Ridership Trends

1996	256,492
1997	261,642
1998	269,404
1999	279,413
2000	261,665

2000 Highlights

- The City of Anderson Transit System added a new alternative fuel vehicle to the fleet. The new vehicle is an electric trolley.

System Ridership Trend



City of Anderson Transit System

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$737,445
Other Salaries/Wages	\$372,028
Fringe:	\$432,446
Services:	\$74,192
Materials and Supplies:	\$171,665
Utilities:	\$19,498
Casualty/Liability:	\$113,160
Purchased Transportation:	\$0
Other	\$1,500
	<hr/>
Total	\$1,921,934

Revenue Summary

Fare Revenue:	\$112,433
Charter/Other:	\$8,451
Contra & Other Fed/State:	\$15,163
Local Assistance:	\$762,108
State Assistance:	\$410,084
Federal Assistance:	\$613,695
	<hr/>
Total	\$1,921,934

Productivity

Total Passenger Boardings:	261,665
Total Vehicle Miles:	495,169
Revenue Vehicle Miles:	481,309

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$3.88
Operating Expense Per Passenger Trip:	\$7.35
Passenger Trips Per Total Vehicle Mile:	0.53
Passenger Trips Per Capita:	4.38

Financial Performance

Operating Subsidy:	\$1,785,887
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$882,992
Locally Derived Income	\$0.46
Fare Recovery Ratio:	6%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	EVI	Yes	22+2wc	Electric
2	1999	Ford	Yes	12+4wc	Diesel
1	1998	Ford	Yes	15+2wc	Diesel
3	1997	Ford	Yes	12+4wc	Diesel
1	1996	Thomas	Yes	28+2wc	Diesel
6	1995	Thomas	Yes	28+2wc	Diesel
2	1994	AVS	Yes	22+2wc	Electric
2	1992	Ford	Yes	12+4wc	Diesel

Transit Authority of Stone City

1102 16th Street

Bedford, IN 47421

(812) 275-1631 Fax (812) 275-1608

Contact: Barbara Fultz, Transportation Director

email: barbaraf@bedford.in.us

General Information

Type of Service:	Point Deviated Fixed Route
Service Area:	Bedford City Limits
Service Population:	13,768

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.75
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	
Token \$6/ 10 Rides; Token for Elderly \$4/ 10 Rides	

Personnel

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

Operation Characteristics

Revenue Vehicles:	3
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	11,987

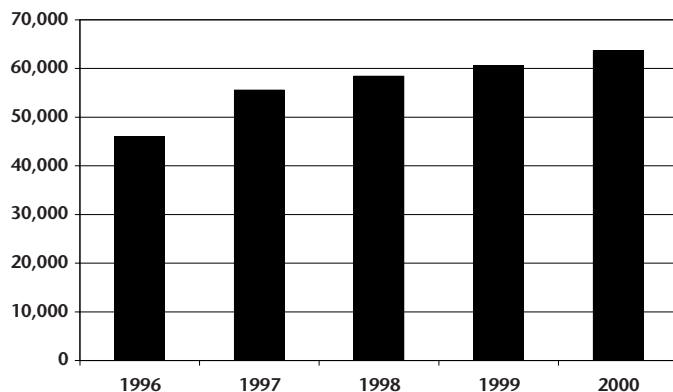
Ridership Trends

1996	45,787
1997	55,373
1998	58,194
1999	60,373
2000	63,413

2000 Highlights

- Each of the system's vehicles is painted with a unique design. One vehicle displays a space shuttle recognizing the three astronauts from Lawrence County. Another vehicle displays a limestone collage since limestone is the area's heritage. A third vehicle is painted bright blue with a neo-classical design. Finally, the system's newest coach displays an American flag that appears to be waving as the vehicle moves.

System Ridership Trend



Transit Authority of Stone City

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$150,803
Other Salaries/Wages	\$63,601
Fringe:	\$70,220
Services:	\$13,374
Materials and Supplies:	\$30,017
Utilities:	\$7,707
Casualty/Liability:	\$8,544
Purchased Transportation:	\$0
Other	\$5,950
Total	\$350,216

Revenue Summary

Fare Revenue:	\$24,139
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$91,383
State Assistance:	\$89,000
Federal Assistance:	\$145,694
Total	\$350,216

Productivity

Total Passenger Boardings:	63,413
Total Vehicle Miles:	73,533
Revenue Vehicle Miles:	73,533

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$4.76
Operating Expense Per Passenger Trip:	\$5.52
Passenger Trips Per Total Vehicle Mile:	0.86
Passenger Trips Per Capita:	4.61

Financial Performance

Operating Subsidy:	\$326,077
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$115,522
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	7%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2000	Ford	Yes	16+2wc	Gas
1	1999	Ford	Yes	16+2wc	Gas
1	1994	Ford	Yes	16+2wc	Gas

Bloomington Public Transportation Corporation

130 West Grimes Lane
Bloomington, IN 47403

(812) 332-5688 Fax (812) 332-3660

Contact: Lewis May, General Manager

email: lmay@kiva.net website: www.bloomingtontransit.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Bloomington Metropolitan Area
Service Population:	69,291

Service Hours

Weekday:	6:10 am-12:30 am
Saturday:	7:25am-9:30pm
Sunday:	9:30am-11:10pm
Holidays Without Service:	5

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.35
Elderly/Disabled:	\$0.35
Transfer:	Free
Other/Special:	
Pass \$25/ Month, \$82/ Semester; Disabled Pass \$12/ Month; Youth Summer Fun Pass/\$25	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	28	21
Maintenance:	7	2
Administration:	7	0
Total:	42	23

Operation Characteristics

Revenue Vehicles:	33
Peak Hour Fleet:	26
Base Fleet:	24
Fuel Consumption(gal):	204,032

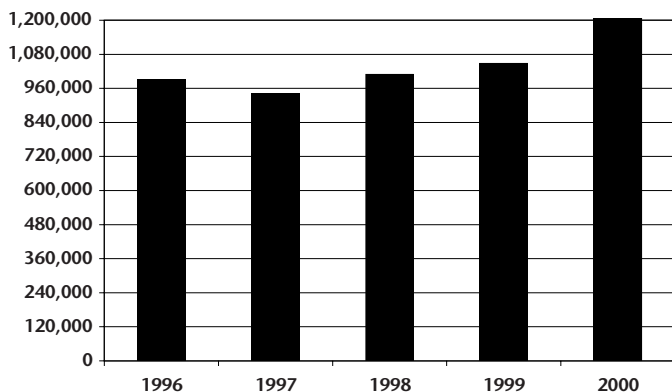
Ridership Trends

1996	986,734
1997	937,905
1998	1,006,051
1999	1,044,344
2000	1,397,628

2000 Highlights

- The Bloomington Public Transportation Corporation (BPTC) implemented the U-Pass program with Indiana University (IU). The U-Pass program provides prepaid universal access for IU students on all BPTC service. Under a contract between BPTC and IU, BPTC assumed the IU Campus Bus C Route; expanded late night and Sunday service on the Campus Shuttle; and improved 30-minute frequency on Route 1 between the hours of 9:00 a.m. and 1:00 p.m.
- Fixed route ridership increased 32.4 percent for the year. Total ridership was 1,369,991 passenger trips, the highest in history for BPTC.
- BT-Access ridership increased nearly 18 percent compared to 1999.
- BPTC enjoyed the most successful Free Week promotion ever in the history of BPTC with ridership topping the 56,000-passenger mark for the week and exceeding 11,000 passengers per day for three consecutive days.
- BPTC developed three television commercials that are running on popular cable television channels.
- The BPTC web site had more than 20,000 hits.
- Other BPTC accomplishments include hiring of 13 new bus operators and additional maintenance staff, and procurement of six new passenger shelters.

System Ridership Trend



Bloomington Public Transportation Corporation

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$931,741
Other Salaries/Wages	\$435,162
Fringe:	\$234,238
Services:	\$387,438
Materials and Supplies:	\$397,275
Utilities:	\$69,721
Casualty/Liability:	\$39,758
Purchased Transportation:	\$344,538
Other	\$60,595
Total	\$2,900,466

Revenue Summary

Fare Revenue:	\$628,289
Charter/Other:	\$280,685
Contra & Other Fed/State:	\$4,237
Local Assistance:	\$648,400
State Assistance:	\$935,949
Federal Assistance:	\$402,906
Total	\$2,900,466

Productivity

Total Passenger Boardings:	1,397,628
Total Vehicle Miles:	907,012
Revenue Vehicle Miles:	754,680

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$3.20
Operating Expense Per Passenger Trip:	\$2.08
Passenger Trips Per Total Vehicle Mile:	1.54
Passenger Trips Per Capita:	20.17

Financial Performance

Operating Subsidy:	\$1,987,255
Operating Subsidy Ratio:	69%
Locally Derived Income:	\$1,557,374
Locally Derived Income Per Operating Expense:	\$0.54
Fare Recovery Ratio:	22%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1997	Gillig	Yes	37+2wc	Diesel
1	1997	Ford	Yes	18+2wc	Diesel
3	1997	Gillig	Yes	30+2wc	Diesel
2	1995	Orion	Yes	24+2wc	Diesel
4	1995	Gillig	Yes	40+2wc	Diesel
1	1994	Ford	Yes	18+2wc	Diesel
2	1992	Orion	Yes	24+2wc	Diesel
2	1990	Orion	No	42	Diesel
2	1989	Orion	No	42	Diesel
9	1986	Gillig	Yes	47+2 wc	Diesel
2	1981	Gillig	No	40	Diesel

Cass Area Transit

1803 Smith Street, Suite 200
 Logansport, IN 46947
 (219) 722-2424 Fax (219) 722-2167
 Contact: Sue Hoehler, Executive Director
 email: sureatcat@cqc.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Cass County and City of Logansport
Service Population:	40,930

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$1 City Limits, \$2 County
Youth:	\$1 City Limits, \$2 County
Elderly/Disabled:	Elderly Donation; Disabled \$1 City Limits, \$2 County
Transfer:	N/A
Other/Special:	Logansport: 25 rides for \$20; 12 rides for \$10 County passes: \$40/ 25 Rides, \$20/ 12 Rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	8	11
Maintenance:	0	2
Administration:	3	4
Total:	11	17

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	10
Base Fleet:	9
Fuel Consumption(gal):	32,287

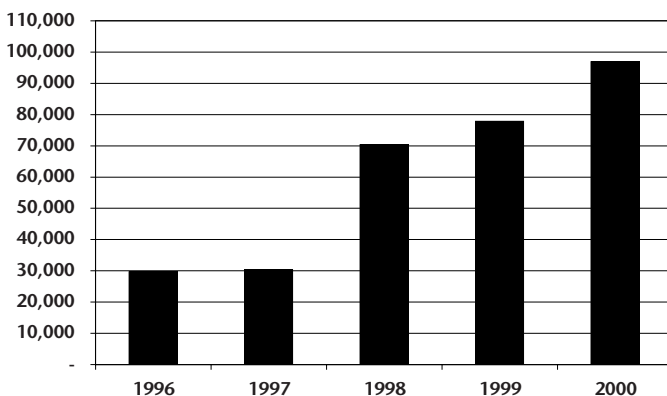
Ridership Trends

1996	29,400
1997	29,927
1998	70,037
1999	77,575
2000	96,570

2000 Highlights

- Cass Area Transit offers both Spanish and English versions of the transportation brochure.
- Cass Area Transit ridership continues to grow. The system experienced a 25 percent increase in ridership since 1999.
- Cass Area Transit vehicles display a new logo.
- The transit system hired a second dispatcher so that there are constantly two dispatchers on duty to provide more efficient customer service.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$191,334
Other Salaries/Wages	\$83,658
Fringe:	\$19,830
Services:	\$28,468
Materials and Supplies:	\$50,712
Utilities:	\$32,983
Casualty/Liability:	\$32,494
Purchased Transportation:	\$0
Other	\$8,496
Total	\$447,975

Revenue Summary

Fare Revenue:	\$84,029
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$109,911
State Assistance:	\$72,053
Federal Assistance:	\$181,982
Total	\$447,975

Productivity

Total Passenger Boardings:	96,570
Total Vehicle Miles:	323,501
Revenue Vehicle Miles:	301,152

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$1.38
Operating Expense Per Passenger Trip:	\$4.64
Passenger Trips Per Total Vehicle Mile:	0.30
Passenger Trips Per Capita:	2.36

Financial Performance

Operating Subsidy:	\$363,946
Operating Subsidy Ratio:	81%
Locally Derived Income:	\$193,940
Locally Derived Income Per Operating Expense:	\$0.43
Fare Recovery Ratio:	19%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2000	Dodge	Yes	10+2wc	Gas
1	1999	Dodge	Yes	10+2wc	Gas
1	1998	Dodge	No	7	Gas
1	1998	Dodge	Yes	10+2wc	Gas
1	1997	Dodge	No	15	Gas
1	1997	Dodge	Yes	10+1wc	Gas
1	1994	Dodge	Yes	10+1wc	Gas
1	1991	GMC	No	7	Gas
1	1991	Dodge	Yes	9+1wc	Gas
1	1989	Dodge	No	15	Gas
1	1984	Chevrolet	No	2	Gas

Columbus Transit

2250 Kreutzer Drive

Columbus, IN 47201

(812) 376-2506 Fax (812) 376-2566

Contact: Sue A. Chapple, Transit Coordinator

email: ctransit@voyager.net

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Columbus City Limits
Service Population:	39,059

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

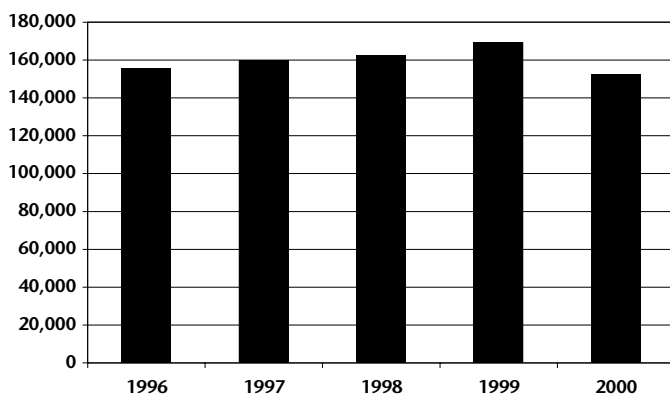
Revenue Vehicles:	8
Peak Hour Fleet:	6
Base Fleet:	5
Fuel Consumption(gal):	32,127

Ridership Trends

1996	154,676
1997	159,100
1998	161,864
1999	168,479
2000	151,818

2000 Highlights

System Ridership Trend



Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$477,756
Other Salaries/Wages	\$0
Fringe:	\$121,811
Services:	\$19,213
Materials and Supplies:	\$96,397
Utilities:	\$10,768
Casualty/Liability:	\$0
Purchased Transportation:	\$0
Other	\$17,685
Total	\$743,630

Revenue Summary

Fare Revenue:	\$36,457
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$183,469
State Assistance:	\$195,137
Federal Assistance:	\$328,567
Total	\$743,630

Productivity

Total Passenger Boardings:	151,818
Total Vehicle Miles:	257,966
Revenue Vehicle Miles:	254,782

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.88
Operating Expense Per Passenger Trip:	\$4.90
Passenger Trips Per Total Vehicle Mile:	0.59
Passenger Trips Per Capita:	3.89

Financial Performance

Operating Subsidy:	\$707,173
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$219,926
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	5%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2000	Dodge	Yes	12+2wc	Gas
5	1997	Bluebird	Yes	22+2wc	Diesel
3	1995	Dodge	Yes	12+3wc	Gas

East Chicago Public Transit

5400 Cline Avenue

East Chicago, IN 46312

(219) 391-8465 Fax (219) 391-8473

Contact: Marina Miklusak, General Manager

email: n/a

General Information

Type of Service:	Fixed Route
Service Area:	East Chicago City Limits
Service Population:	32,414

Service Hours

Weekday:	6:00 am-8:00 pm
Saturday:	10:00 am-4:00 pm
Sunday:	No Service
Holidays Without Service:	13

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	11	0
Maintenance:	3	0
Administration:	5	0
Total:	19	0

Operation Characteristics

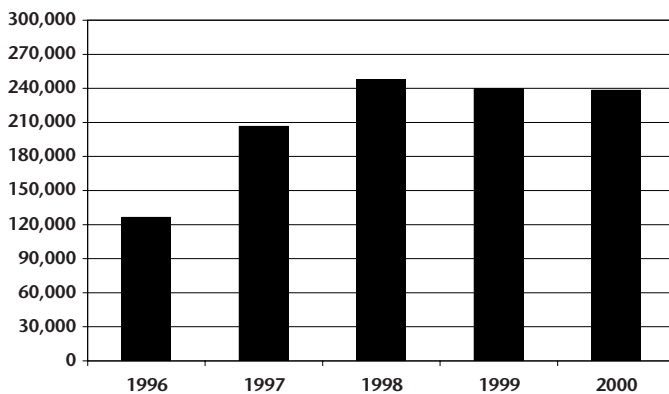
Revenue Vehicles:	8
Peak Hour Fleet:	4
Base Fleet:	4
Fuel Consumption(gal):	45,384

Ridership Trends

1996	125,572
1997	205,657
1998	246,698
1999	238,841
2000	237,562

2000 Highlights

System Ridership Trend



East Chicago Public Transit

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$244,749
Other Salaries/Wages	\$255,773
Fringe:	\$160,476
Services:	\$208,838
Materials and Supplies:	\$167,600
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$0
Other	\$28,105
Total	\$1,065,541

Revenue Summary

Fare Revenue:	\$0
Charter/Other:	\$1,587
Contra & Other Fed/State:	\$0
Local Assistance:	\$465,213
State Assistance:	\$282,431
Federal Assistance:	\$316,310
Total	\$1,065,541

Productivity

Total Passenger Boardings:	237,562
Total Vehicle Miles:	197,980
Revenue Vehicle Miles:	173,745

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$5.38
Operating Expense Per Passenger Trip:	\$4.49
Passenger Trips Per Total Vehicle Mile:	1.20
Passenger Trips Per Capita:	7.33

Financial Performance

Operating Subsidy:	\$1,063,954
Operating Subsidy Ratio:	100%
Locally Derived Income:	\$466,800
Locally Derived Income Per Operating Expense:	\$0.44
Fare Recovery Ratio:	0%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2001	Gillig	Yes	29+2wc	Diesel
1	1999	Gillig	Yes	29+2wc	Diesel
1	1998	Dodge	Yes	12+2wc	Gas
1	1997	Dodge	Yes	12+2wc	Gas
3	1996	Gillig	Yes	29+2wc	Diesel
1	1995	Gillig	Yes	29+2wc	Diesel

Heart City Rider/The Bus

227 West Jefferson Blvd, Room 1120

South Bend, IN 46601

(219) 287-1829 Fax (219) 287-1840

Contact: Sandra Seanor, Executive Director

email: macogdir@macog.com website: www.macog.com/macoghom/hcr.htm

www.macog.com/macoghom/thebus.htm

General Information

Type of Service:	Fixed Route(The Bus)/Demand Response/User-Side Subsidy
Service Area:	City of Elkhart
Service Population:	51,874

Service Hours

Weekday:	24 hours per day; 5am -8pm (The Bus)
Saturday:	24 hours per day; 5am -7pm (The Bus)
Sunday:	24 hours per day; No Service (The Bus)
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	\$2.60 (Demand Response) \$1 (The Bus)
Youth:	\$2.60 (Demand Response) \$1 (The Bus)
Elderly/Disabled:	\$1.30 (Demand Response)/ Elderly-\$1(The Bus), Disabled-\$.50 (The Bus)
Transfer:	N/A (Demand Response), Free (The Bus)
Other/Special:	Disabled fare \$7 for first three miles. Elderly (age 55+) can ride The Bus for \$.50 between 11am- 2pm.

Personnel

	Full-Time	Part-Time
Operations:	34	2
Maintenance:	3	0
Administration:	10	3
Total:	47	5

Operation Characteristics

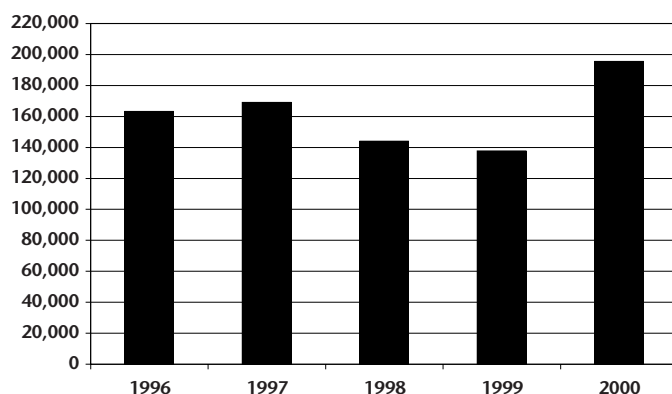
Revenue Vehicles:	32
Peak Hour Fleet:	32
Base Fleet:	27
Fuel Consumption(gal):	83,622

Ridership Trends

1996	162,585
1997	168,480
1998	143,404
1999	137,041
2000	194,917

2000 Highlights

System Ridership Trend



Heart City Rider/The Bus

Group 3

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$45,729
Fringe:	\$26,283
Services:	\$0
Materials and Supplies:	\$2,750
Utilities:	\$418
Casualty/Liability:	\$0
Purchased Transportation:	\$1,512,892
Other	\$40,232
Total	\$1,628,304

Revenue Summary

Fare Revenue:	\$365,802
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$279,537
State Assistance:	\$324,333
Federal Assistance:	\$658,632
Total	\$1,628,304

Productivity

Total Passenger Boardings:	194,917
Total Vehicle Miles:	919,671
Revenue Vehicle Miles:	659,355

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$1.77
Operating Expense Per Passenger Trip:	\$8.35
Passenger Trips Per Total Vehicle Mile:	0.21
Passenger Trips Per Capita:	3.76

Financial Performance

Operating Subsidy:	\$1,262,502
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$645,339
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	22%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2000	Dodge	Yes	5+2wc	Gas
2	1998	Chevrolet	Yes	5+2wc	Gas
1	1996	Ford	Yes	5+2wc	Gas

21 Taxis and 6 large transit buses owned by private contractor also used for this service

Metropolitan Evansville Transit System

601 John Street

Evansville, IN 47713

(812) 435-6166 Fax (812) 435-6159

Contact: John A. Connell, Transit Director

email: jacbusman@aol.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Evansville Metropolitan Area
Service Population:	121,582

Service Hours

Weekday:	5:45am-12:15am
Saturday:	5:45am-12:15am
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.75
Elderly/Disabled:	\$0.50
Transfer:	Free (limit 1)

Other/Special:

Token \$.85/ Ride; E&D \$.50/ Ride; METS Mobility \$2.00/ Ride, ADA Convenience Fare \$3/ Ride
 Student Ticket \$.75/ Ride; \$10 or \$20 Debit Card, 14-Day Pass \$25, 90-Day Pass \$100

Personnel

	Full-Time	Part-Time
Operations:	52	13
Maintenance:	8	2
Administration:	10	3
Total:	70	18

Operation Characteristics

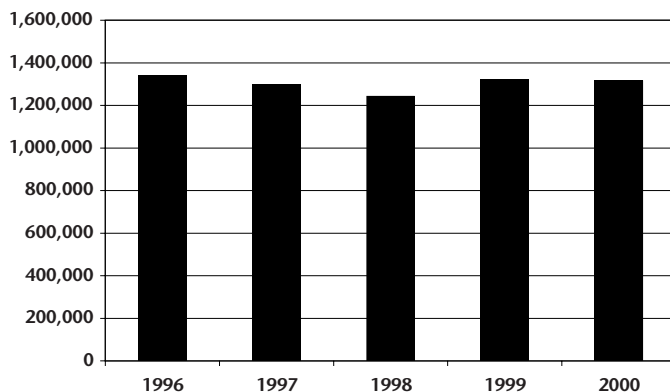
Revenue Vehicles:	40
Peak Hour Fleet:	36
Base Fleet:	32
Fuel Consumption(gal):	282,267

Ridership Trends

1996	1,333,289
1997	1,290,807
1998	1,237,579
1999	1,315,275
2000	1,310,003

2000 Highlights

System Ridership Trend



Metropolitan Evansville Transit System

Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$1,877,292
Other Salaries/Wages	\$523,766
Fringe:	\$919,788
Services:	\$76,117
Materials and Supplies:	\$660,789
Utilities:	\$46,122
Casualty/Liability:	\$45,497
Purchased Transportation:	\$0
Other	\$10,873
Total	\$4,160,244

Revenue Summary

Fare Revenue:	\$849,853
Charter/Other:	\$50,326
Contra & Other Fed/State:	\$56,780
Local Assistance:	\$1,661,149
State Assistance:	\$855,951
Federal Assistance:	\$686,185
Total	\$4,160,244

Productivity

Total Passenger Boardings:	1,310,003
Total Vehicle Miles:	1,398,084
Revenue Vehicle Miles:	1,357,995

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$2.98
Operating Expense Per Passenger Trip:	\$3.18
Passenger Trips Per Total Vehicle Mile:	0.94
Passenger Trips Per Capita:	10.77

Financial Performance

Operating Subsidy:	\$3,203,285
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$2,561,328
Locally Derived Income Per Operating Expense:	\$0.62
Fare Recovery Ratio:	20%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
6	1998	Ford	Yes	14+4wc	Diesel
12	1997	Gillig	Yes	30+2wc	Diesel
4	1995	Chevrolet	Yes	11+4wc	Gas/CNG
3	1995	Ford	Yes	14+4wc	Diesel
8	1995	Gillig	Yes	30+2wc	Diesel
1	1992	Plymouth	Yes	6+2wc	Gas
3	1985	Chance	No	25	Diesel
3	1981	TMC	No	30	Diesel

Citilink

801 Leesburg Road
Fort Wayne, IN 46808

(219) 432-4977 Fax (219) 436-7729

Contact: Dave Gionet, General Manager

email: drgionet@fwcitilink.com

website: www.fwcitilink.com

General Information

Type of Service:	Fixed Route and Demand Response/Point Deviation
Service Area:	Fort Wayne Metropolitan Area
Service Population:	218,133

Service Hours

Weekday:	5:15am-9:45pm
Saturday:	8:00am-6:30pm
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.75
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	
Pass \$45/ Month; E&D \$22/ Month; Card \$10/ 10 Rides; E&D \$5/ 10 Rides; Youth \$7.50/ 10 Rides	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	57	3
Maintenance:	13	3
Administration:	11	5
Total:	81	11

Operation Characteristics

Revenue Vehicles:	45
Peak Hour Fleet:	32
Base Fleet:	28
Fuel Consumption(gal):	290,411

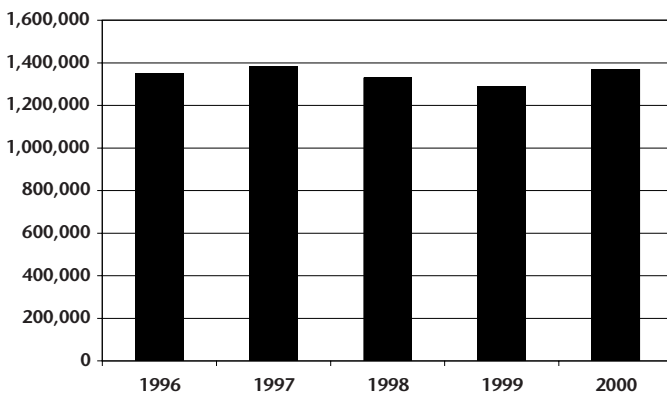
Ridership Trends

1996	1,344,469
1997	1,374,960
1998	1,324,014
1999	1,282,639
2000	1,363,927

2000 Highlights

- In February, the fixed route transit system began the process of changing its name from Fort Wayne PTC to Citilink. Incidental charter service was renamed Citilink Special Event Service.
- The entire vehicle fleet, all maps, schedules, fare media, and other printed materials were re-painted and marked with new logos to reflect the name change.
- Citilink completed short-range improvements to the Superior Street terminal and began the site selection and design process for a new multi-modal facility.
- Citilink was awarded a Federal grant to build a small transit hub as part of a redevelopment project in southeast Fort Wayne.
- Citilink installed a new electronic registering fare collection system that utilizes magnetic swipe technology for all tokens, transfers and passes on all fixed route equipment.
- Citilink fixed route service was expanded to serve job sites and schools in northeast and southwest Fort Wayne.
- Citilink Access service was expanded, resulting in a significant 14.2 percent increase in trips for 2000.
- The number of Citilink fixed route bus trips increased by nearly seven (7) percent.

System Ridership Trend



Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$1,973,139
Other Salaries/Wages	\$874,477
Fringe:	\$1,838,569
Services:	\$337,662
Materials and Supplies:	\$789,508
Utilities:	\$82,056
Casualty/Liability:	\$125,302
Purchased Transportation:	\$0
Other	\$119,361
Total	\$6,140,074

Revenue Summary

Fare Revenue:	\$747,723
Charter/Other:	\$591,759
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,962,935
State Assistance:	\$1,342,657
Federal Assistance:	\$495,000
Total	\$6,140,074

Productivity

Total Passenger Boardings:	1,363,927
Total Vehicle Miles:	1,491,460
Revenue Vehicle Miles:	1,360,044

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$4.12
Operating Expense Per Passenger Trip:	\$4.50
Passenger Trips Per Total Vehicle Mile:	0.91
Passenger Trips Per Capita:	6.25

Financial Performance

Operating Subsidy:	\$4,800,592
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$4,302,417
Locally Derived Income Per Operating Expense:	\$0.70
Fare Recovery Ratio:	12%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
6	2000	El Dorado	Yes	19+2wc	Diesel
7	1999	Dodge	Yes	8+2wc	Gas
14	1998	Gillig	Yes	31+2wc	Diesel
5	1998	Supreme	Yes	12+2wc	Diesel
3	1995	Supreme	Yes	9+4wc	Diesel
6	1994	Supreme	Yes	9+4wc	Diesel
3	1987	Chance	No	24	Diesel
12	1983	Flexible	No	40	Diesel

Franklin County Public Transportation

11146 County Park Road

Brookville, IN 47012

(765) 647-3509 Fax (765) 647-2850

Contact: Catherine Pelsor, Executive Director

email: cpelsor@cnz.com

website: www.ebrookville.com/fcpt

General Information

Type of Service:	Demand Response
Service Area:	Franklin County
Service Population:	22,151

Service Hours

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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	5	7
Maintenance:	1	0
Administration:	2	1
Total:	8	8

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	6
Base Fleet:	4
Fuel Consumption(gal):	16,143

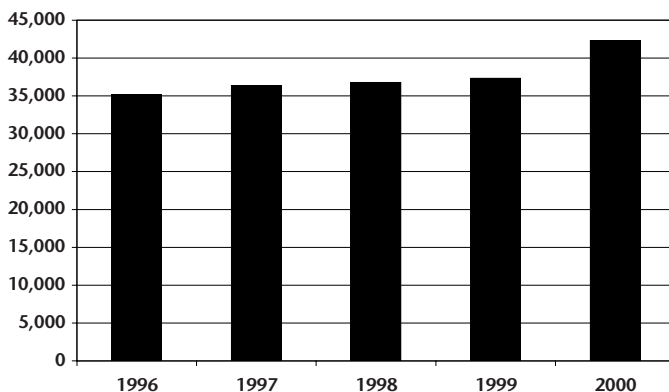
Ridership Trends

1996	34,981
1997	36,213
1998	36,637
1999	37,187
2000	42,179

2000 Highlights

- Ridership trips increased by 4,992 units, or 13 percent.
- Along with Union County, Franklin County Public Transportation formed a five-county area Regional TAC in order to better coordinate services in Franklin, Fayette, Rush, Union and Wayne Counties.

System Ridership Trend



Franklin County Public Transportation

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$136,098
Other Salaries/Wages	\$93,940
Fringe:	\$25,204
Services:	\$13,701
Materials and Supplies:	\$32,867
Utilities:	\$5,538
Casualty/Liability:	\$9,044
Purchased Transportation:	\$0
Other	\$7,377
Total	\$323,769

Revenue Summary

Fare Revenue:	\$46,047
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$69,390
State Assistance:	\$69,471
Federal Assistance:	\$138,861
Total	\$323,769

Productivity

Total Passenger Boardings:	42,179
Total Vehicle Miles:	296,259
Revenue Vehicle Miles:	292,282

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$1.09
Operating Expense Per Passenger Trip:	\$7.68
Passenger Trips Per Total Vehicle Mile:	0.14
Passenger Trips Per Capita:	1.90

Financial Performance

Operating Subsidy:	\$277,722
Operating Subsidy Ratio:	86%
Locally Derived Income:	\$115,437
Locally Derived Income Per Operating Expense:	\$0.36
Fare Recovery Ratio:	14%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2001	Ford	No	6	Gas
2	1999	Dodge	No	6	Gas
1	1998	Ford	No	15	Gas
2	1997	Dodge	No	6	Gas
1	1995	Ford	No	5	Gas
1	1995	Chevrolet	No	7	Gas
1	1995	Chevrolet	Yes	12+2wc	Gas
1	1994	Dodge	No	15	Gas
1	1990	Chrysler	Yes	4+2wc	Gas
1	1989	Chevrolet	No	6	Gas

Gary Public Transportation Corporation

100 West 4th Avenue

Gary, IN 46401

(219) 885-7555 Fax (219) 881-2551

Contact: Minietta Nelson, General Manager

email: miniettan@hotmail.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Gary City Limits and Selected Corridors
Service Population:	102,746

Service Hours

Weekday:	5:00am-11:05pm
Saturday:	5:00am-11:05pm
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	\$2.00
Base:	\$1.25
Youth:	\$1.00
Elderly/Disabled:	\$0.60
Transfer:	\$0.15 & \$0.10
Other/Special:	
Pass \$45/ Month; E&D Transfers \$.10	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	72	0
Maintenance:	31	0
Administration:	30	0
Total:	133	0

Operation Characteristics

Revenue Vehicles:	41
Peak Hour Fleet:	28
Base Fleet:	24
Fuel Consumption(gal):	389,231

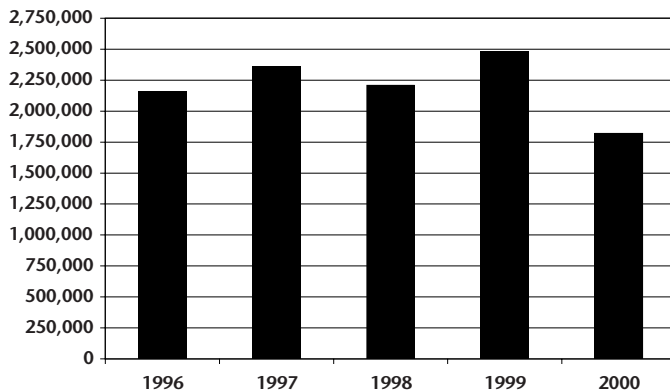
Ridership Trends

1996	2,150,097
1997	2,349,338
1998	2,201,299
1999	2,472,305
2000	1,813,052

2000 Highlights

- Gary Public Transit Corporation (GPTC) received a grant award under the Gary, East Chicago, and Hammond Empowerment Zone Project to continue operating the Tri-City Connection CMAQ Demonstration Route connecting the three cities. The project also includes implementation of a Tri-University Shuttle for empowerment zone residents to travel to Indiana University, Northwest, Purdue Calumet, and Ivy Technical College (Gary and East Chicago Campuses).

System Ridership Trend



Gary Public Transportation Corporation

Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$2,407,281
Other Salaries/Wages	\$1,180,904
Fringe:	\$1,488,090
Services:	\$726,638
Materials and Supplies:	\$1,219,255
Utilities:	\$187,778
Casualty/Liability:	\$366,170
Purchased Transportation:	\$66,374
Other	\$101,388
Total	\$7,743,878

Revenue Summary

Fare Revenue:	\$1,338,692
Charter/Other:	\$815,610
Contra & Other Fed/State:	\$0
Local Assistance:	\$1,826,171
State Assistance:	\$1,635,394
Federal Assistance:	\$2,128,011
Total	\$7,743,878

Productivity

Total Passenger Boardings:	1,813,052
Total Vehicle Miles:	1,451,092
Revenue Vehicle Miles:	1,422,293

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$5.34
Operating Expense Per Passenger Trip:	\$4.27
Passenger Trips Per Total Vehicle Mile:	1.25
Passenger Trips Per Capita:	17.65

Financial Performance

Operating Subsidy:	\$5,589,576
Operating Subsidy Ratio:	72%
Locally Derived Income:	\$3,980,473
Locally Derived Income Per Operating Expense:	\$0.51
Fare Recovery Ratio:	17%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Chance	Yes	20+2wc	Diesel
3	1999	Ford	Yes	23+2wc	Diesel
4	1997	NOVA	Yes	30+2wc	Diesel
2	1997	NOVA	Yes	30+2wc	LNG
1	1997	Flexible	Yes	30+2wc	LNG
7	1996	NOVA	Yes	35+2wc	Diesel
5	1995	Flexible	Yes	35+2wc	Diesel
3	1995	Flexible	Yes	35+2wc	LNG
2	1993	Flexible	Yes	35+2wc	LNG
3	1993	TMC	Yes	35+2wc	Diesel
2	1992	El Dorado	Yes	16+2wc	Diesel
2	1992	TMC	Yes	35+2wc	Diesel
8	1991	RTS	Yes	35+2wc	Diesel

Goshen Transit

227 West Jefferson Blvd, Room 1120

South Bend, IN 46601

(219) 287-1829 Fax (219) 287-1840

Contact: Sandra Seanor, Executive Director

email: macogdir@macog.com website: www.macog.com/macoghom/gts.htm

General Information

Type of Service:	Demand Response/ User-Side Subsidy
Service Area:	City of Goshen and contiguous area
Service Population:	29,383

Service Hours

Weekday:	24 hours per day
Saturday:	24 hours per day
Sunday:	24 hours per day
Holidays Without Service:	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 for first three miles

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	5	0
Maintenance:	3	0
Administration:	8	0
Total:	16	0

Operation Characteristics

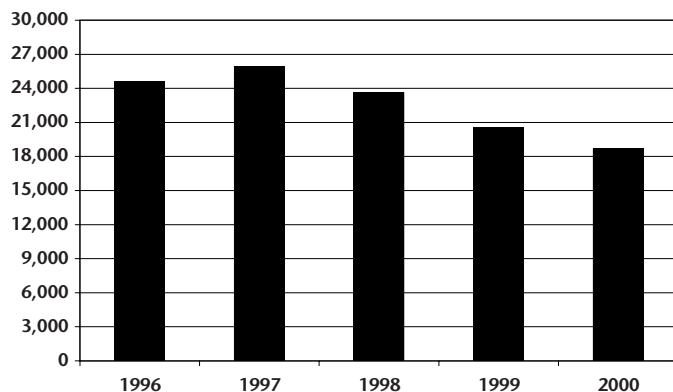
Revenue Vehicles:	7
Peak Hour Fleet:	6
Base Fleet:	6
Fuel Consumption(gal):	10,324

Ridership Trends

1996	24,505
1997	25,840
1998	23,521
1999	20,410
2000	18,567

2000 Highlights

System Ridership Trend



Group 3

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$13,362
Fringe:	\$7,687
Services:	\$0
Materials and Supplies:	\$908
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$111,902
Other	\$11,371
Total	\$145,230

Revenue Summary

Fare Revenue:	\$57,274
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$3,107
State Assistance:	\$42,287
Federal Assistance:	\$42,562
Total	\$145,230

Productivity

Total Passenger Boardings:	18,567
Total Vehicle Miles:	113,548
Revenue Vehicle Miles:	55,638

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$1.28
Operating Expense Per Passenger Trip:	\$7.82
Passenger Trips Per Total Vehicle Mile:	0.16
Passenger Trips Per Capita:	0.63

Financial Performance

Operating Subsidy:	\$87,956
Operating Subsidy Ratio:	61%
Locally Derived Income:	\$60,381
Locally Derived Income Per Operating Expense:	\$0.42
Fare Recovery Ratio:	39%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2000	Dodge	Yes	5+2wc	Gas
2	1998	Chevrolet	Yes	5+2wc	Gas
1	1996	Ford	Yes	5+2wc	Gas

Taxis owned by private contractor also used for this service

Hammond Transit System

425 Sibley Avenue

Hammond, IN 46320

(219) 853-6401 Fax (219) 853-6407

Contact: Rebecca J. Gutowsky, Director

email: transit@hmdin.net

website: www.ci.hammond.in.us/transit/index.htm

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Hammond, Whiting, and adjacent areas of Illinois & Indiana
Service Population:	88,185

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$1.25
Youth:	\$1.00
Elderly/Disabled:	\$0.60
Transfer:	Free
Other/Special:	
Monthly Pass \$45; Senior Monthly Pass \$18; Student Pass \$31; Senior/ Disabled Pass \$24/ 40 Rides; Economy Pass \$12.50/ 11 Rides	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	17	3
Maintenance:	2	2
Administration:	8	0
Total:	27	5

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	9
Base Fleet:	6
Fuel Consumption(gal):	76,895

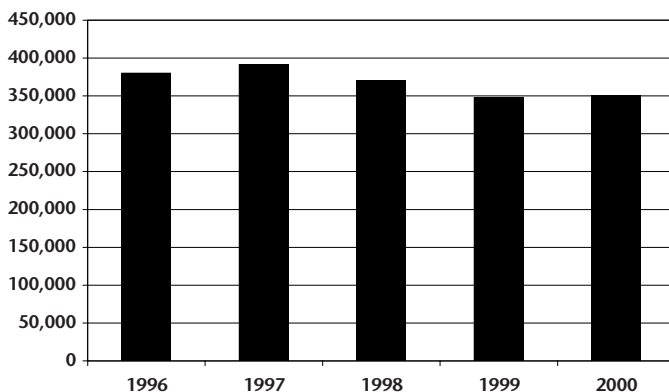
Ridership Trends

1996	378,740
1997	389,959
1998	369,149
1999	346,617
2000	348,628

2000 Highlights

- The Hammond Transit System's paratransit ridership increased by nine (9) percent.
- Hammond Transit System and East Chicago Transit completed a joint transit system map.
- Hammond Transit System was awarded a federal grant to do renovations to the Dan Rabin Transit Plaza to include landscaping modifications, the construction of a gazebo, and the purchase of a piece of artwork.

System Ridership Trend



Hammond Transit System

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$80,129
Fringe:	\$27,612
Services:	\$105,809
Materials and Supplies:	\$16,035
Utilities:	\$7,093
Casualty/Liability:	\$11,102
Purchased Transportation:	\$1,700,972
Other	\$0
Total	\$1,948,752

Revenue Summary

Fare Revenue:	\$285,089
Charter/Other:	\$34,055
Contra & Other Fed/State:	\$0
Local Assistance:	\$479,220
State Assistance:	\$466,898
Federal Assistance:	\$683,490
Total	\$1,948,752

Productivity

Total Passenger Boardings:	348,628
Total Vehicle Miles:	453,457
Revenue Vehicle Miles:	446,591

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$4.30
Operating Expense Per Passenger Trip:	\$5.59
Passenger Trips Per Total Vehicle Mile:	0.77
Passenger Trips Per Capita:	3.95

Financial Performance

Operating Subsidy:	\$1,629,608
Operating Subsidy Ratio:	84%
Locally Derived Income:	\$798,364
Locally Derived Income Per Operating Expense:	\$0.41
Fare Recovery Ratio:	15%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	FRT	Yes	28+2wc	Diesel
4	1998	Thomas	Yes	39+2wc	Diesel
7	1998	Thomas	Yes	22+2wc	Diesel

Huntingburg Transit System

508 East Fourth Street

Huntingburg, IN 47542

(812) 683-2211 Fax (812) 683-5661

Contact: Sara E. Songer, Office Manager

email: huntburg@psci.net

General Information

Type of Service:	Demand Response
Service Area:	Huntingburg City Limits
Service Population:	5,598

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

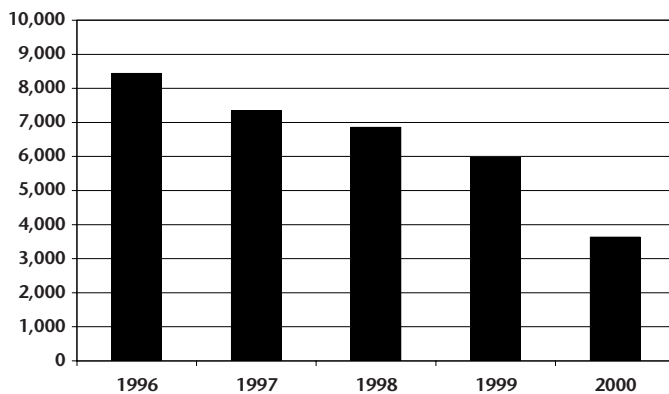
Revenue Vehicles:	1
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	1,134

Ridership Trends

1996	8,410
1997	7,306
1998	6,829
1999	5,931
2000	3,601

2000 Highlights

System Ridership Trend



Huntingburg Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$47,566
Other Salaries/Wages	\$0
Fringe:	\$12,769
Services:	\$1,189
Materials and Supplies:	\$2,307
Utilities:	\$3,300
Casualty/Liability:	\$778
Purchased Transportation:	\$0
Other	\$0
Total	\$67,909

Revenue Summary

Fare Revenue:	\$990
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$25,585
State Assistance:	\$7,876
Federal Assistance:	\$33,458
Total	\$67,909

Productivity

Total Passenger Boardings:	3,601
Total Vehicle Miles:	9,095
Revenue Vehicle Miles:	8,941

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$7.47
Operating Expense Per Passenger Trip:	\$18.86
Passenger Trips Per Total Vehicle Mile:	0.40
Passenger Trips Per Capita:	0.64

Financial Performance

Operating Subsidy:	\$66,919
Operating Subsidy Ratio:	99%
Locally Derived Income:	\$26,575
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	1%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Dodge	Yes	10+2wc	Gas

IndyGo

1501 West Washington Street

Indianapolis, IN 46222

(317) 635-2100 Fax (317) 635-6585

Contact: Barry Bland, President/CEO

email: bbland@indygo.net

website: www.indygo.net

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Indianapolis Metropolitan Area
Service Population:	904,219

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.50
Elderly/Disabled:	\$0.50
Transfer:	Free

Other/Special:

Pass \$36/ Month; E&D Pass \$18/ Month; Demand Response \$17.50 for Ten Trip Ticket; 7-day Pass \$10; Day Pass \$2; All passes 1/2 price for youth and "half-fare" program

Personnel

	Full-Time	Part-Time
Operations:	351	9
Maintenance:	58	0
Administration:	63	0
Total:	472	9

Operation Characteristics

Revenue Vehicles:	217
Peak Hour Fleet:	159
Base Fleet:	102
Fuel Consumption(gal):	1,657,824

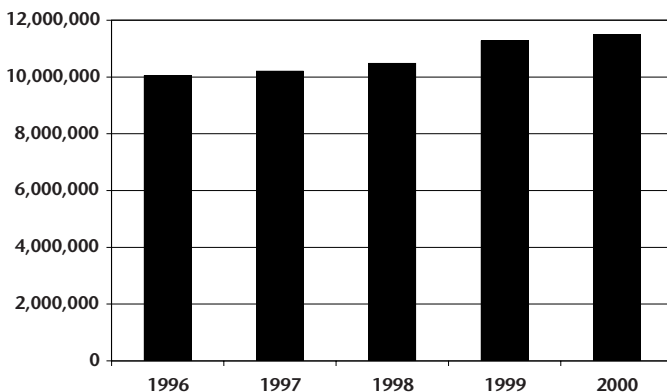
Ridership Trends

1996	10,003,241
1997	10,169,976
1998	10,444,627
1999	11,239,155
2000	11,443,499

2000 Highlights

- IndyGo was awarded a second Access to Jobs and Reverse Commute Program grant in the amount of \$1,000,000.

System Ridership Trend



Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$8,865,622
Other Salaries/Wages	\$5,494,136
Fringe:	\$5,739,681
Services:	\$5,410,856
Materials and Supplies:	\$4,145,471
Utilities:	\$535,214
Casualty/Liability:	\$895,227
Purchased Transportation:	\$2,083,623
Other	\$42,262
Total	\$33,212,092

Revenue Summary

Fare Revenue:	\$8,952,945
Charter/Other:	\$277,908
Contra & Other Fed/State:	\$148,549
Local Assistance:	\$9,078,891
State Assistance:	\$9,027,041
Federal Assistance:	\$5,726,758
Total	\$33,212,092

Productivity

Total Passenger Boardings:	11,443,499
Total Vehicle Miles:	9,842,159
Revenue Vehicle Miles:	8,269,094

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$3.37
Operating Expense Per Passenger Trip:	\$2.90
Passenger Trips Per Total Vehicle Mile:	1.16
Passenger Trips Per Capita:	12.66

Financial Performance

Operating Subsidy:	\$23,832,690
Operating Subsidy Ratio:	72%
Locally Derived Income:	\$18,309,744
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	27%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
25	2000	Gillig	Yes	23+2wc	Diesel
10	2000	Gillig	Yes	28+2wc	Diesel
21	2000	Ford	Yes	14+4wc	Gas
10	1998	Gillig	Yes	44+2wc	Diesel
15	1998	Ford	Yes	14+4wc	Gas
8	1997	Dodge	Yes	14+4wc	Gas
30	1997	Gillig	Yes	44+2wc	Diesel
33	1996	Euro-Trans	Yes	30+2wc	Diesel
15	1987	Orion	No	48	Diesel
50	1986	Orion	No	48	Diesel

ACCESS Johnson County

P.O. Box 216

Franklin, IN 46131

(317) 738-5523 Fax (317) 738-5522

Contact: Rebecca J. Price, Transportation Director

email: bprice2@iquest.net website: www.accessjohnsoncounty.freeservers.com

General Information

Type of Service:	Demand Response
Service Area:	Johnson County
Service Population:	64,048

Service Hours

Weekday:	5:30am-12midnight
Saturday:	5:30am-12midnight
Sunday:	5:30am-12midnight
Holidays Without Service:	4

Fare Structure

Express:	N/A
Base:	\$3 City Limits, \$4 County-wide
Youth:	N/A
Elderly/Disabled:	\$2 City Limits, \$3 County-Wide
Transfer:	Free
Other/Special:	Over County Line Fee \$1

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	9	0
Maintenance:	0	0
Administration:	1	0
Total:	10	0

Operation Characteristics

Revenue Vehicles:	11
Peak Hour Fleet:	7
Base Fleet:	7
Fuel Consumption(gal):	31,160

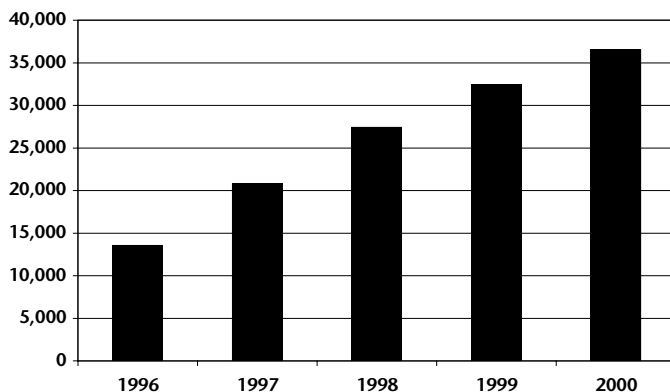
Ridership Trends

1996	13,452
1997	20,681
1998	27,308
1999	32,286
2000	36,394

2000 Highlights

- ACCESS Johnson County operates mid-day and evening "Greenwood Connector" since January 2000.
- ACCESS Johnson County will expand "Greenwood Connector" in coordination with IndyGo under a new Indiana Department of Transportation Inter-City grant.
- A federal grant to help support ACCESS' operating costs has been approved for a third year.
- Local matching funds for ACCESS have been pledged by six of the eight towns/cities of Johnson County.
- In November of 2000, the Federal Transit Administration awarded ACCESS Johnson County an Outstanding Public Service Award for excellence in establishing a new coordinated rural transit system to meet the identified mobility needs of the county.
- ACCESS Johnson County provided 36,294 passenger trips.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$231,529
Other Salaries/Wages	\$51,667
Fringe:	\$50,344
Services:	\$26,904
Materials and Supplies:	\$34,596
Utilities:	\$11,896
Casualty/Liability:	\$8,706
Purchased Transportation:	\$0
Other	\$90,234
Total	\$505,876

Revenue Summary

Fare Revenue:	\$88,655
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$220,457
State Assistance:	\$0
Federal Assistance:	\$196,764
Total	\$505,876

Productivity

Total Passenger Boardings:	36,394
Total Vehicle Miles:	306,203
Revenue Vehicle Miles:	300,048

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$1.65
Operating Expense Per Passenger Trip:	\$13.90
Passenger Trips Per Total Vehicle Mile:	0.12
Passenger Trips Per Capita:	0.57

Financial Performance

Operating Subsidy:	\$417,221
Operating Subsidy Ratio:	82%
Locally Derived Income:	\$309,112
Locally Derived Income Per Operating Expense:	\$0.61
Fare Recovery Ratio:	18%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	Yes	6+2wc	Gas
2	1999	Dodge	Yes	6+2wc	Gas
2	1998	Dodge	Yes	6+2wc	Gas
1	1997	Ford	Yes	14+3wc	Gas
3	1996	Dodge	Yes	6+2wc	Gas
2	1994	Dodge	Yes	6+2wc	Gas

Arrowhead Country Public Transportation

115 E. 4th Street, P.O. Box 127

Monon, IN 47959

(219) 253-6658 Fax (219) 253-6659

Contact: Stan Minnick, Project Coordinator

email: STANM@URHERE.NET

General Information

Type of Service:	Demand Response
Service Area:	Jasper, Newton, Pulaski, Starke, and White Counties
Service Population:	107,187

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.75
Elderly/Disabled:	\$0.75
Transfer:	N/A
Other/Special:	
	Pass \$11/ Month, \$150/ Year (Pulaski Co.)
	Ticket \$7.50/ 12 Rides (Starke Co.)

Personnel

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

Operation Characteristics

Revenue Vehicles:	49
Peak Hour Fleet:	49
Base Fleet:	49
Fuel Consumption(gal):	64,078

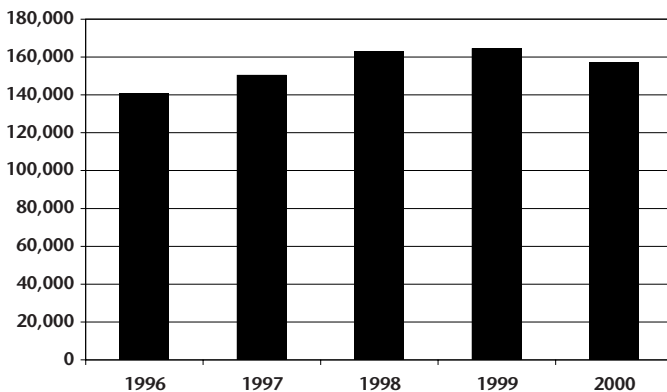
Ridership Trends

1996	139,975
1997	149,794
1998	162,261
1999	163,893
2000	156,443

2000 Highlights

- Arrowhead Country Public Transportation (KIRPC) replaced three modified vans.

System Ridership Trend



Arrowhead Country Public Transportation

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$328,018
Other Salaries/Wages	\$294,682
Fringe:	\$201,423
Services:	\$83,287
Materials and Supplies:	\$91,789
Utilities:	\$43,607
Casualty/Liability:	\$74,958
Purchased Transportation:	\$0
Other	\$51,987
Total	\$1,169,751

Revenue Summary

Fare Revenue:	\$302,845
Charter/Other:	\$0
Contra & Other Fed/State:	\$4,378
Local Assistance:	\$143,565
State Assistance:	\$287,699
Federal Assistance:	\$431,264
Total	\$1,169,751

Productivity

Total Passenger Boardings:	156,443
Total Vehicle Miles:	674,184
Revenue Vehicle Miles:	641,318

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$1.74
Operating Expense Per Passenger Trip:	\$7.48
Passenger Trips Per Total Vehicle Mile:	0.23
Passenger Trips Per Capita:	1.46

Financial Performance

Operating Subsidy:	\$862,528
Operating Subsidy Ratio:	74%
Locally Derived Income:	\$446,410
Locally Derived Income Per Operating Expense:	\$0.38
Fare Recovery Ratio:	26%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity
1	2000	Chevrolet	No	22	1	1991	Dodge	No	14
1	2000	Chevrolet	No	4	1	1991	Dodge/Braun	Yes	8+2wc
1	2000	Dodge/Braun	No	14	4	1991	Chevrolet	No	22
2	2000	Dodge/Braun	Yes	9+2wc	1	1990	Dodge/Braun	Yes	9+2wc
1	1999	Ford	No	5	1	1989	Ford	No	7
2	1999	Dodge	No	6	1	1988	GMC/Carpenter	No	16
3	1999	Dodge/Braun	Yes	9+2wc	1	1988	Dodge/Braun	Yes	9+2wc
1	1997	GMC/BUB	No	5					
2	1997	Dodge	No	6					
1	1997	Dodge	No	13					
4	1997	Dodge/Braun	Yes	9+2wc					
1	1996	Chev/Wayne	No	22					
4	1996	Chevrolet	No	7					
3	1995	Chevrolet	No	22					
1	1995	Dodge/Braun	No	13					
4	1995	Dodge/Braun	Yes	9+2wc					
2	1994	Dodge/Braun	Yes	9+2wc					
1	1993	Ford	No	14					
	1993	Ford	No	14					
1	1992	Ford	No	14					
2	1992	Chevrolet	No	6					
1	1991	Chevrolet	No	7					

Van-Go

2009 Prospect Avenue
 Vincennes, IN 47591
 (812) 882-2285 Fax (812) 882-2186
 Contact: Nola Davis, Director
 email: pernola@charter.net

General Information

Type of Service:	Demand Response & Deviated Fixed Route
Service Area:	Knox County
Service Population:	39,256

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$2 in Vincennes \$3 County
Youth:	N/A
Elderly/Disabled:	N/A
Transfer:	N/A
Other/Special:	N/A

Personnel

	Full-Time	Part-Time
Operations:	2	7
Maintenance:	0	0
Administration:	1	0
Total:	3	7

Operation Characteristics

Revenue Vehicles:	7
Peak Hour Fleet:	5
Base Fleet:	4
Fuel Consumption(gal):	11,658

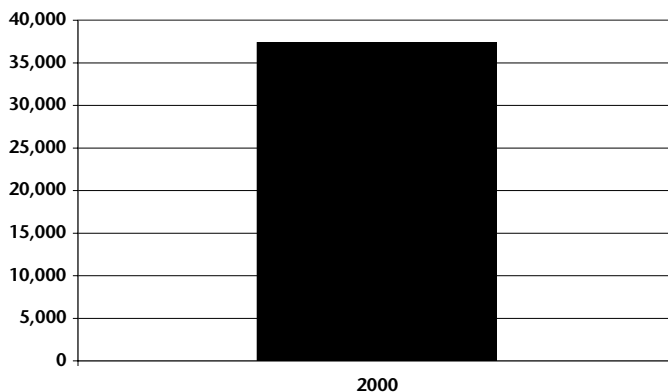
Ridership Trends

1996	N/A
1997	N/A
1998	N/A
1999	N/A
2000	37,358

2000 Highlights

- Van Go was featured in a video titled "Building Community Capacity," created by the Knox County Step Ahead Special Population Commission.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$56,619
Other Salaries/Wages	\$23,253
Fringe:	\$10,458
Services:	\$473
Materials and Supplies:	\$19,084
Utilities:	\$884
Casualty/Liability:	\$10,922
Purchased Transportation:	\$0
Other	\$4,896
Total	\$126,589

Revenue Summary

Fare Revenue:	\$13,005
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$55,984
State Assistance:	\$0
Federal Assistance:	\$57,600
Total	\$126,589

Productivity

Total Passenger Boardings:	37,358
Total Vehicle Miles:	125,449
Revenue Vehicle Miles:	123,956

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$1.01
Operating Expense Per Passenger Trip:	\$3.39
Passenger Trips Per Total Vehicle Mile:	0.30
Passenger Trips Per Capita:	0.95

Financial Performance

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

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Ford	Yes	14+2wc	Gas
1	2000	Plymouth	Yes	4+2wc	Gas
1	1999	Dodge	Yes	9+2wc	Gas
1	1998	Plymouth	No	6	Gas
1	1996	Dodge	Yes	9+2wc	Gas
1	1996	Chevrolet	No	6	Gas
1	1992	Dodge	Yes	9+2wc	Gas

First City Rider/Kokomo Senior Citizen Bus Service

120 E. Mulberry Street, Suite 116
 Kokomo, IN 46901
 (765) 456-2336 Fax (765) 456-2339
 Contact: Larry Ives, Director
 email: khcgcc@aol.com

General Information

Type of Service:	Demand Response
Service Area:	City of Kokomo
Service Population:	46,113

Service Hours

Weekday:	24 hours per day
Saturday:	24 hours per day
Sunday:	24 hours per day
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	\$4.25
Youth:	\$4.25
Elderly/Disabled:	\$4.25
Transfer:	N/A

Other/Special:

Taxi Fare is base rate of \$4.25; E&D pay half base fare rate during non-peak periods. Program subsidizes \$3 per trip; driver assistance extra

Personnel

	Full-Time	Part-Time
Operations:	36	5
Maintenance:	1	12
Administration:	2	9
Total:	39	26

Operation Characteristics

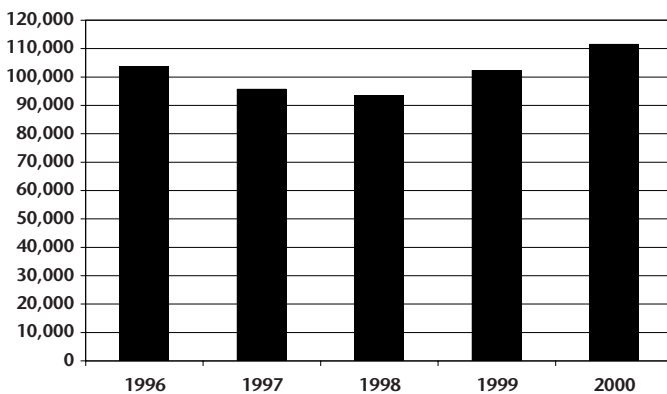
Revenue Vehicles:	12
Peak Hour Fleet:	12
Base Fleet:	12
Fuel Consumption(gal):	24,824

Ridership Trends

1996	103,328
1997	95,348
1998	93,089
1999	101,853
2000	111,140

2000 Highlights

System Ridership Trend



Group 3

First City Rider/ Kokomo Senior Citizen Bus Service

Operating Expense Summary

Operator Salaries/Wages:	\$215,347
Other Salaries/Wages	\$104,366
Fringe:	\$150,770
Services:	\$0
Materials and Supplies:	\$43,695
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$207,679
Other	\$19,055
Total	\$740,912

Revenue Summary

Fare Revenue:	\$141,467
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$143,315
State Assistance:	\$95,732
Federal Assistance:	\$360,398
Total	\$740,912

Productivity

Total Passenger Boardings:	111,140
Total Vehicle Miles:	285,324
Revenue Vehicle Miles:	191,107

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$2.60
Operating Expense Per Passenger Trip:	\$6.67
Passenger Trips Per Total Vehicle Mile:	0.39
Passenger Trips Per Capita:	2.41

Financial Performance

Operating Subsidy:	\$599,445
Operating Subsidy Ratio:	81%
Locally Derived Income:	\$284,782
Locally Derived Income Per Operating Expense:	\$0.38
Fare Recovery Ratio:	19%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1998	Ford	Yes	14+2wc	Gas
2	1996	Ford	Yes	14+2wc	Gas
2	1995	Ford	Yes	14+2wc	Gas
1	1994	Ford	Yes	14+2wc	Gas
2	1993	Ford	Yes	14+2wc	Gas
2	1992	Ford	Yes	14+2wc	Gas
1	1990	MDV	No	8	Gas

Kosciusko Area Bus Service

1804 East Winona Avenue

Warsaw, IN 46580

(219) 267-4990 Fax (219) 267-6200

Contact: Rita Baker, General Manager

email: ritab@cardinalcenter.org

website: www.cardinalcenter.org
/kabs.htm

General Information

Type of Service:	Subscription and Demand Response
Service Area:	Kosciusko County
Service Population:	74,057

Service Hours

Weekday:	5:30am-9:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	3

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	N/A
Elderly/Disabled:	N/A
Transfer:	Free
Other/Special:	Subscription \$2, E&D \$1; Multi-ride discounts for youth, seniors, and adults; Same-day demand response service \$3.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	9	2
Maintenance:	1	0
Administration:	4	0
Total:	14	2

Operation Characteristics

Revenue Vehicles:	13
Peak Hour Fleet:	9
Base Fleet:	8
Fuel Consumption(gal):	27,236

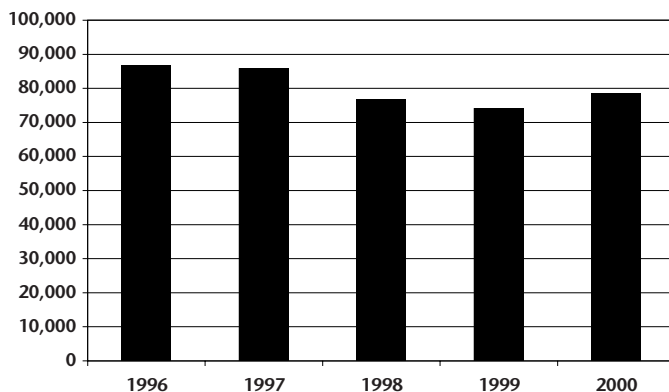
Ridership Trends

1996	86,301
1997	85,564
1998	76,455
1999	73,817
2000	78,186

2000 Highlights

- Kosciusko Area Bus Service (KABS) initiated a new country wide demand/response transit system. The service, called the "Interurban", serves all areas of Kosciusko County.

System Ridership Trend



Kosciusko Area Bus Service

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$180,784
Other Salaries/Wages	\$125,408
Fringe:	\$137,696
Services:	\$5,630
Materials and Supplies:	\$69,313
Utilities:	\$15,436
Casualty/Liability:	\$17,889
Purchased Transportation:	\$0
Other	\$79,449
Total	\$631,605

Revenue Summary

Fare Revenue:	\$46,362
Charter/Other:	\$14,830
Contra & Other Fed/State:	\$0
Local Assistance:	\$130,442
State Assistance:	\$154,764
Federal Assistance:	\$285,207
Total	\$631,605

Productivity

Total Passenger Boardings:	78,186
Total Vehicle Miles:	220,596
Revenue Vehicle Miles:	182,575

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$2.86
Operating Expense Per Passenger Trip:	\$8.08
Passenger Trips Per Total Vehicle Mile:	0.35
Passenger Trips Per Capita:	#REF!

Financial Performance

Operating Subsidy:	\$570,413
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$191,634
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	7%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	Yes	12+2wc	Gas
2	1997	Dodge	Yes	12+1wc	Gas
2	1996	Ford	Yes	12+2wc	Diesel
1	1995	Ford	Yes	12+2wc	Diesel
1	1994	Dodge	Yes	12+2wc	Gas
1	1994	Bluebird	Yes	37+2wc	Diesel
1	1993	Dodge	Yes	11+1wc	Gas
2	1989	Thomas	Yes	37+2wc	Diesel
1	1989	Thomas	Yes	25+2wc	Diesel
1	1985	Thomas	Yes	20+2wc	Diesel

Citybus

1250 Canal Rd., Box 588

Lafayette, IN 47902

(765) 423-2666 Fax (765) 742-4729

Contact: Martin B. Sennett, General Manager

email: msennett@gocitybus.com

website: www.GoCityBus.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Lafayette and West Lafayette Metropolitan Area & Purdue Campus
Service Population:	123,046

Service Hours

Weekday:	6:00am-10:40pm
Saturday:	6:00am-9:40pm
Sunday:	8:45am-6:40pm
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	Free
Elderly/Disabled:	\$0.25
Transfer:	Free
Other/Special:	
Pass \$21/ Month, E&D Pass \$10.50/ Month;	
Token \$.50/ Ride	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	72	8
Maintenance:	11	0
Administration:	15	0
Total:	98	8

Operation Characteristics

Revenue Vehicles:	67
Peak Hour Fleet:	50
Base Fleet:	34
Fuel Consumption(gal):	352,499

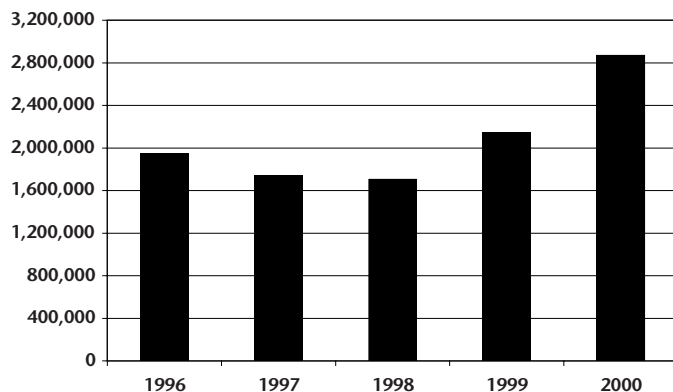
Ridership Trends

1996	1,935,174
1997	1,728,389
1998	1,695,702
1999	2,135,333
2000	2,861,573

2000 Highlights

- CityBus experienced a 34 percent increase in ridership, carrying 2,861,573 passengers. The increase was in addition to a 26 percent increase during 1999.
- On Monday, August 21, 2000, all Purdue University staff members began riding for "free" by displaying their Purdue University staff identification card when boarding CityBus, similar to the student program that began in 1999. This service is a result of an "unlimited access" service agreement between CityBus and Purdue University.
- CityBus received a Section 5309 grant to construct a second childcare facility in the new Wabash Landing in West Lafayette. The new childcare center is scheduled to open March 2002.
- CityBus initiated a new shuttle service at the Tippecanoe Mall transfer area called "Ready-2-Go" to serve as a reliable feeder service for fixed route buses Monday through Friday.

System Ridership Trend



Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$1,759,762
Other Salaries/Wages	\$939,973
Fringe:	\$835,943
Services:	\$397,537
Materials and Supplies:	\$680,337
Utilities:	\$56,775
Casualty/Liability:	\$175,793
Purchased Transportation:	\$0
Other	\$118,107
Total	\$4,964,227

Revenue Summary

Fare Revenue:	\$1,204,931
Charter/Other:	\$306,516
Contra & Other Fed/State:	\$31,310
Local Assistance:	\$1,364,706
State Assistance:	\$1,324,131
Federal Assistance:	\$732,633
Total	\$4,964,227

Productivity

Total Passenger Boardings:	2,861,573
Total Vehicle Miles:	1,411,354
Revenue Vehicle Miles:	1,329,115

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$3.63
Operating Expense Per Passenger Trip:	\$1.73
Passenger Trips Per Total Vehicle Mile:	2.09
Passenger Trips Per Capita:	23.26

Financial Performance

Operating Subsidy:	\$3,421,470
Operating Subsidy Ratio:	69%
Locally Derived Income:	\$2,876,153
Locally Derived Income Per Operating Expense:	\$0.58
Fare Recovery Ratio:	24%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge Van	Yes	9	Gas
2	1999	Supreme	Yes	16+2wc	Diesel
3	1999	Gillig	Yes	38+2wc	Diesel
9	1998	Gillig	Yes	38+2wc	Diesel
2	1997	Star Tran	Yes	16+2wc	Diesel
2	1994	Star Tran	Yes	16+2wc	Diesel
6	1994	Gillig	Yes	38+2wc	Diesel
2	1992	Goshen	Yes	16+2WC	Diesel
6	1992	Gillig	Yes	30+2wc	Diesel
4	1990	Flxible	No	46	Diesel
1	1989	Goshen	Yes	16+2wc	Diesel
5	1987	Flxible	No	39	Diesel
4	1987	Orion	Yes	39	Diesel
5	1986	Flxible	Yes	39	Diesel
10	1985	Flxible	Yes	46	Diesel
1	1985	GMC-Trolley	No	28	Diesel
1	1984	GMC-Trolley	No	28	Diesel
3	1983	Gillig	No	40	Diesel

TransPorte

102 "L" Street
 LaPorte, IN 46350
 (219) 326-8274 Fax (219) 362-6325
 Contact: Janet Lantz, Manager
 email: transportell@home.com

General Information

Type of Service:	Demand Response
Service Area:	LaPorte City Limits and one-quarter mile fringe
Service Population:	21,621

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$2.25
Youth:	\$1.00
Elderly/Disabled:	\$1.50
Transfer:	N/A
Other/Special:	
Pass \$20/ 10 Rides; E&D Pass \$12.50/ 10 Rides	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	7	7
Maintenance:	2	0
Administration:	3	0
Total:	12	7

Operation Characteristics

Revenue Vehicles:	9
Peak Hour Fleet:	6
Base Fleet:	4
Fuel Consumption(gal):	20,453

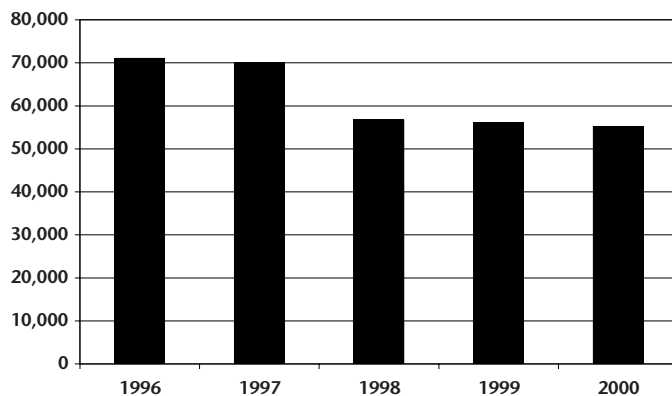
Ridership Trends

1996	70,833
1997	69,796
1998	56,474
1999	55,758
2000	54,985

2000 Highlights

- TransPorte is working with Planned Parenthood using tokens to transport clients to appointments.
- The system is providing transportation for welfare-to-work participants.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$264,578
Other Salaries/Wages	\$0
Fringe:	\$115,201
Services:	\$8,616
Materials and Supplies:	\$56,825
Utilities:	\$23,255
Casualty/Liability:	\$10,554
Purchased Transportation:	\$0
Other	\$8,336
Total	\$487,365

Revenue Summary

Fare Revenue:	\$87,738
Charter/Other:	\$6,600
Contra & Other Fed/State:	\$10,822
Local Assistance:	\$48,383
State Assistance:	\$142,719
Federal Assistance:	\$191,103
Total	\$487,365

Productivity

Total Passenger Boardings:	54,985
Total Vehicle Miles:	149,649
Revenue Vehicle Miles:	149,649

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$3.26
Operating Expense Per Passenger Trip:	\$8.86
Passenger Trips Per Total Vehicle Mile:	0.37
Passenger Trips Per Capita:	2.54

Financial Performance

Operating Subsidy:	\$382,205
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$142,721
Locally Derived Income Per Operating Expense:	\$0.29
Fare Recovery Ratio:	18%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2000	Braun Corp.	Yes	8+2wc	Gas
2	1999	Braun Corp.	Yes	8+2wc	Gas
2	1998	Braun Corp.	Yes	8+2wc	Gas
1	1997	Braun Corp.	Yes	8+2wc	Gas
1	1996	Braun Corp.	Yes	8+2wc	Gas

LCEOC Transaction

5518 Calumet Avenue

Hammond, IN 46320

(219) 937-3500 Fax (219) 932-0560

Contact: John Schoon, Associate Director of Transportation Services

email: jschoon@hotmail.com

General Information

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

Service Hours

Weekday:	6:00am-11:00pm
Saturday:	7:00am-5:00pm
Sunday:	No Service
Holidays Without Service:	12

Fare Structure

Express:	N/A
Base:	N/A
Youth:	N/A
Elderly/Disabled:	N/A
Transfer:	N/A
Other/Special:	\$3 per one-way trip

Personnel

	Full-Time	Part-Time
Operations:	41	17
Maintenance:	0	0
Administration:	4	3
Total:	45	20

Operation Characteristics

Revenue Vehicles:	50
Peak Hour Fleet:	50
Base Fleet:	40
Fuel Consumption(gal):	102,077

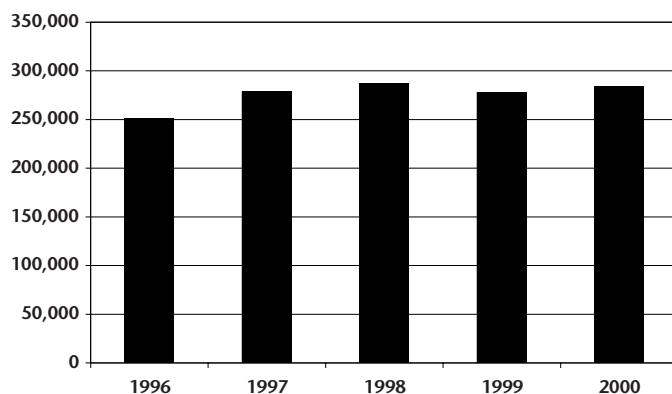
Ridership Trends

1996	249,537
1997	277,300
1998	285,619
1999	276,662
2000	282,560

2000 Highlights

- LCEOC completed the transition of consolidating operations in Northern Lake County. Consolidation has allowed all operations north of 93rd Avenue in Lake County to be included into one centrally dispatched operation.
- LCEOC updated the dispatch system in preparation for computerization.
- LCEOC began demand response service in partnership with Vocational Rehabilitation to Purdue University, North Central Campus in Westville, Indiana.

System Ridership Trend



Group 3

Operating Expense Summary

Operator Salaries/Wages:	\$798,678
Other Salaries/Wages	\$180,404
Fringe:	\$220,609
Services:	\$500,133
Materials and Supplies:	\$225,237
Utilities:	\$46,669
Casualty/Liability:	\$161,267
Purchased Transportation:	\$0
Other	\$28,740
Total	\$2,161,737

Revenue Summary

Fare Revenue:	\$341,494
Charter/Other:	\$18,647
Contra & Other Fed/State:	\$0
Local Assistance:	\$969,290
State Assistance:	\$515,699
Federal Assistance:	\$316,607
Total	\$2,161,737

Productivity

Total Passenger Boardings:	282,560
Total Vehicle Miles:	888,072
Revenue Vehicle Miles:	674,934

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.43
Operating Expense Per Passenger Trip:	\$7.65
Passenger Trips Per Total Vehicle Mile:	0.32
Passenger Trips Per Capita:	5.49

Financial Performance

Operating Subsidy:	\$1,801,596
Operating Subsidy Ratio:	83%
Locally Derived Income:	\$1,329,431
Locally Derived Income Per Operating Expense:	\$0.61
Fare Recovery Ratio:	16%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2000	Chevrolet	No	7	Gas
2	1999	Ford	No	15	CNG
5	1999	Ford-Braun	Yes	5+2wc	CNG
6	1999	Ford-Supreme	Yes	11+2wc	Gas
1	1999	Dodge	No	15	Gas
2	1998	Chevrolet	No	7	Gas
1	1998	Dodge	Yes	5+2wc	Gas
2	1997	Ford	No	15	CNG
1	1996	Ford-Supreme	Yes	12+2wc	Diesel
9	1996	Ford-Supreme	Yes	12+2wc	Gas/CNG
8	1996	Ford	No	21	Gas/CNG
1	1996	Dodge	Yes	5+2wc	Gas
1	1995	Ford-Supreme	Yes	12+2wc	Diesel
2	1995	Dodge	Yes	5+2wc	Gas
1	1994	Ford-Supreme	Yes	12+2wc	Gas
1	1994	Dodge	No	15	Gas
3	1993	Ford-Turtle Top	Yes	5+2wc	Gas
1	1993	Ford-ElDorado	Yes	12+2wc	Gas
1	1991	Chevrolet	No	11	Gas

Transportation for Rural Areas of Madison

16 E. Ninth Street
 Anderson, IN 46016
 (765) 641-9482 Fax (765) 641-9486
 Contact: Rosalee Bernard, Chief Local Assistance Planner
 email: rbernard@mccog.net

General Information

Type of Service:	Demand Response
Service Area:	Madison County except Anderson
Service Population:	73,624

Service Hours

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

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	5	0
Maintenance:	0	0
Administration:	2	0
Total:	7	0

Operation Characteristics

Revenue Vehicles:	11
Peak Hour Fleet:	9
Base Fleet:	9
Fuel Consumption(gal):	19,364

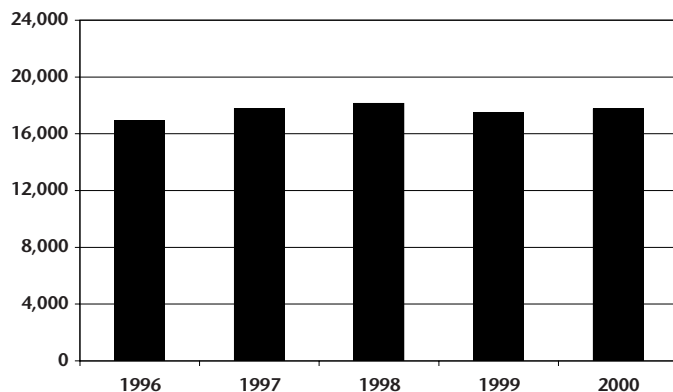
Ridership Trends

1996	16,863
1997	17,712
1998	18,061
1999	17,412
2000	17,669

2000 Highlights

- EMAS, Inc., the private provider for TRAM transit service, offered free transportation on Thanksgiving Day and Christmas Day. The special service was especially well received by the elderly.

System Ridership Trend



Transportation for Rural Areas of Madison

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$40,978
Fringe:	\$10,281
Services:	\$0
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$154,603
Other	\$18,963
Total	\$224,825

Revenue Summary

Fare Revenue:	\$53,007
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$16,451
State Assistance:	\$69,458
Federal Assistance:	\$85,909
Total	\$224,825

Productivity

Total Passenger Boardings:	17,669
Total Vehicle Miles:	205,846
Revenue Vehicle Miles:	205,846

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.09
Operating Expense Per Passenger Trip:	\$12.72
Passenger Trips Per Total Vehicle Mile:	0.09
Passenger Trips Per Capita:	0.24

Financial Performance

Operating Subsidy:	\$171,818
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$69,458
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	24%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2000	Chevrolet	No	6	Gas
1	1999	Ford	No	7	Gas
1	1999	GM	No	6	Gas
1	1999	Ford	No	7	Gas
2	1998	Ford	Yes	12+4wc	Diesel
1	1997	Ford	Yes	3+1wc	Gas
1	1995	Ford	No	7	Gas
2	1993	Ford	Yes	11+4wc	Gas

Marion Transportation System

520 East 6th Street

Marion, IN 46952

(765) 668-4405 Fax (765) 668-1798

Contact: Orville Fitzjarrald, Manager

email: n/a

General Information

Type of Service:	Fixed Route with ADA Deviation
Service Area:	Marion City Limits
Service Population:	31,320

Service Hours

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

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/ year; Tokens \$10/ 40 Rides; ADA Paratransit Service \$1 per ride	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	5	1
Maintenance:	1	0
Administration:	2	2
Total:	8	3

Operation Characteristics

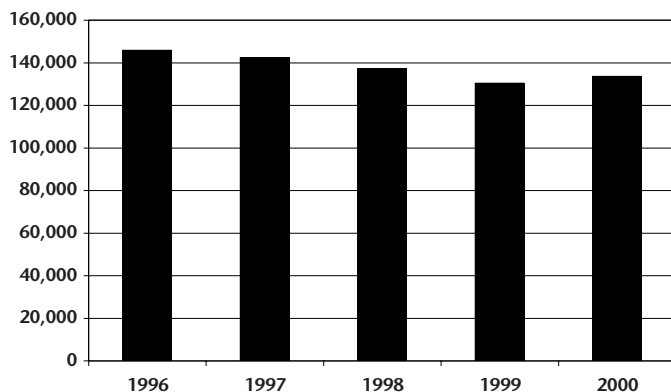
Revenue Vehicles:	12
Peak Hour Fleet:	4
Base Fleet:	4
Fuel Consumption(gal):	26,439

Ridership Trends

1996	145,409
1997	141,893
1998	136,595
1999	129,924
2000	133,165

2000 Highlights

System Ridership Trend



Marion Transportation System

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$155,095
Other Salaries/Wages	\$93,840
Fringe:	\$108,150
Services:	\$48,892
Materials and Supplies:	\$53,206
Utilities:	\$6,303
Casualty/Liability:	\$19,922
Purchased Transportation:	\$0
Other	\$2,213
Total	\$487,621

Revenue Summary

Fare Revenue:	\$26,653
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$101,917
State Assistance:	\$128,567
Federal Assistance:	\$230,484
Total	\$487,621

Productivity

Total Passenger Boardings:	133,165
Total Vehicle Miles:	146,134
Revenue Vehicle Miles:	143,770

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.34
Operating Expense Per Passenger Trip:	\$3.66
Passenger Trips Per Total Vehicle Mile:	0.91
Passenger Trips Per Capita:	4.25

Financial Performance

Operating Subsidy:	\$460,968
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$128,570
Locally Derived Income Per Operating Expense:	\$0.26
Fare Recovery Ratio:	5%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
5	1996	Ford/Supreme	Yes	20+2wc	Gas
3	1995	Dodge	Yes	10+2wc	Gas
2	1995	Thomas	Yes	30+2wc	Gas
2	1994	Ford	Yes	18+2wc	Gas

Michigan City Municipal Coach Service

1801 Kentucky Street
 Michigan City, IN 46360
 (219) 873-1502 Fax (219) 873-1565
 Contact: Walter Gipson, Director
 email: N/A

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Michigan City Limits and Trail Creek
Service Population:	32,900

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$0.50
Youth:	\$0.25
Elderly/Disabled:	\$0.25
Transfer:	Free
Other/Special:	
Pass \$18/ Month; Fun 'n Sun discount pass \$10/ June thru August (elementary/high school students only); Youth Pass \$9/ Month; Fun 'n Sun Youth Pass \$10 (Summer only)	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	12	0
Maintenance:	0	0
Administration:	2	1
Total:	14	1

Operation Characteristics

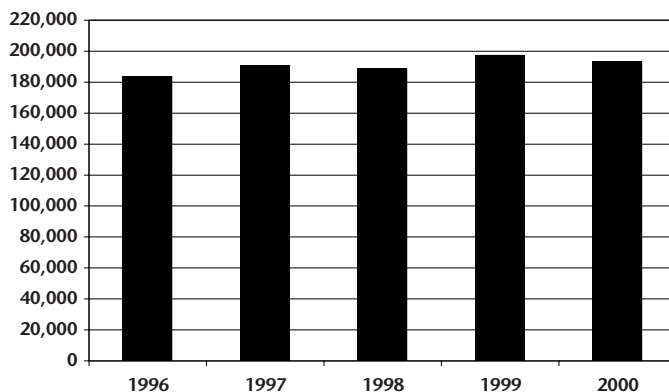
Revenue Vehicles:	9
Peak Hour Fleet:	6
Base Fleet:	5
Fuel Consumption(gal):	32,779

Ridership Trends

1996	182,952
1997	190,099
1998	187,886
1999	196,713
2000	192,644

2000 Highlights

System Ridership Trend



Michigan City Municipal Coach Service

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$393,016
Other Salaries/Wages	\$0
Fringe:	\$196,731
Services:	\$38,414
Materials and Supplies:	\$69,194
Utilities:	\$19,842
Casualty/Liability:	\$18,022
Purchased Transportation:	\$0
Other	\$843
Total	\$736,062

Revenue Summary

Fare Revenue:	\$79,654
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$124,275
State Assistance:	\$203,929
Federal Assistance:	\$328,204
Total	\$736,062

Productivity

Total Passenger Boardings:	192,644
Total Vehicle Miles:	234,828
Revenue Vehicle Miles:	231,873

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.13
Operating Expense Per Passenger Trip:	\$3.82
Passenger Trips Per Total Vehicle Mile:	0.82
Passenger Trips Per Capita:	5.86

Financial Performance

Operating Subsidy:	\$656,408
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$203,929
Locally Derived Income Per Operating Expense:	\$0.28
Fare Recovery Ratio:	11%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2001	Ford	Yes	16+2wc	Diesel
1	2001	Bluebird	Yes	26+1wc	Diesel
1	2000	Bluebird	Yes	26+1wc	Diesel
2	1999	Bluebird	Yes	27+2wc	Diesel
2	1999	Ford	Yes	16+2wc	Diesel
1	1998	Bluebird	Yes	27+2wc	Diesel
1	1997	Bluebird	Yes	26+2wc	Diesel

Mitchell Transit System

407 South 6th Street
 Mitchell, IN 47446
 (812) 849-1402 Fax (812) 849-0691
 Contact: Amy Clipp, Transit Coordinator
 email: transit@blueriver.net

General Information

Type of Service:	Demand Response
Service Area:	Mitchell City Limits
Service Population:	4,567

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

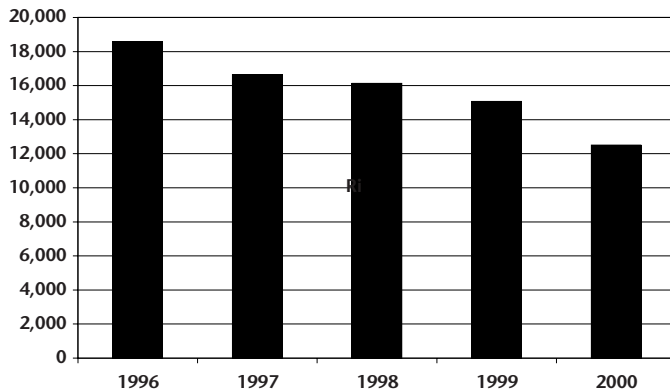
Revenue Vehicles:	2
Peak Hour Fleet:	2
Base Fleet:	1
Fuel Consumption(gal):	3,577

Ridership Trends

1996	18,528
1997	16,595
1998	16,075
1999	15,010
2000	12,444

2000 Highlights

System Ridership Trend



Mitchell Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$24,024
Other Salaries/Wages	\$22,098
Fringe:	\$11,842
Services:	\$12,000
Materials and Supplies:	\$6,031
Utilities:	\$832
Casualty/Liability:	\$2,512
Purchased Transportation:	\$0
Other	\$5,000
Total	\$84,339

Revenue Summary

Fare Revenue:	\$8,372
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$14,807
State Assistance:	\$23,177
Federal Assistance:	\$37,983
Total	\$84,339

Productivity

Total Passenger Boardings:	12,444
Total Vehicle Miles:	20,329
Revenue Vehicle Miles:	20,329

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.15
Operating Expense Per Passenger Trip:	\$6.78
Passenger Trips Per Total Vehicle Mile:	0.61
Passenger Trips Per Capita:	2.72

Financial Performance

Operating Subsidy:	\$75,967
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$23,179
Locally Derived Income Per Operating Expense:	\$0.27
Fare Recovery Ratio:	10%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Ford	Yes	14+2wc	Gas
1	1990	Ford	Yes	14+2wc	Gas

Rural Transit

7500 West Reeves Road

Bloomington, IN 47404

(812) 876-3383 Fax (812) 876-9922

Contact: Jewel Echelbarger, Executive Director

email: JECHELBA@BLOOMINGTON.IN.US

website: www.bloomington.in.us/~rt/index.html

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Monroe, Owen, and Southern Putnam Counties
Service Population:	118,655

Service Hours

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

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/ Month	

Personnel

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

Operation Characteristics

Revenue Vehicles:	15
Peak Hour Fleet:	15
Base Fleet:	14
Fuel Consumption(gal):	41,434

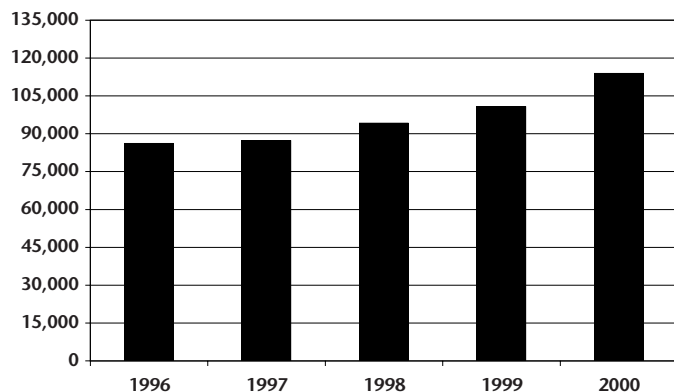
Ridership Trends

1996	85,771
1997	86,847
1998	93,802
1999	100,241
2000	113,538

2000 Highlights

- Rural Transit formed a Transportation Advisory Council (TAC) that continues to be active with the new public transit system.
- Rural Transit worked with Lawrence County leaders to evaluate the need for county wide public transit. Bedford's TASC and Mitchell Transit System assisted in the design of the county wide transportation.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$292,668
Other Salaries/Wages	\$0
Fringe:	\$44,847
Services:	\$8,762
Materials and Supplies:	\$131,995
Utilities:	\$14,484
Casualty/Liability:	\$39,634
Purchased Transportation:	\$0
Other	\$47,610
Total	\$580,000

Revenue Summary

Fare Revenue:	\$54,838
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$134,230
State Assistance:	\$130,000
Federal Assistance:	\$260,932
Total	\$580,000

Productivity

Total Passenger Boardings:	113,538
Total Vehicle Miles:	381,457
Revenue Vehicle Miles:	291,481

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.52
Operating Expense Per Passenger Trip:	\$5.11
Passenger Trips Per Total Vehicle Mile:	0.30
Passenger Trips Per Capita:	0.96

Financial Performance

Operating Subsidy:	\$525,162
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$189,068
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	9%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1999	Ford	Yes	16+2wc	Gas
2	1997	Ford	Yes	16+2wc	Diesel
2	1996	Ford	Yes	14+2wc	Gas
2	1995	Dodge	Yes	10+2wc	Gas
1	1995	Dodge	Yes	16+2wc	Gas
4	1995	Ford	Yes	16+2wc	Gas
1	1994	Ford	Yes	16+2wc	Gas
1	1993	Ford	Yes	22+2wc	Gas

Muncie Indiana Transit System

1300 E. Seymour Street
 Muncie, IN 47302
 (765) 282-2762 Fax (765) 287-2385
 Contact: Larry King, General Manager
 email: LKING@mitsbus.org

website: www.mitsbus.org

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Fixed Route/City Limits-Demand Response/City Limits
Service Population:	67,430

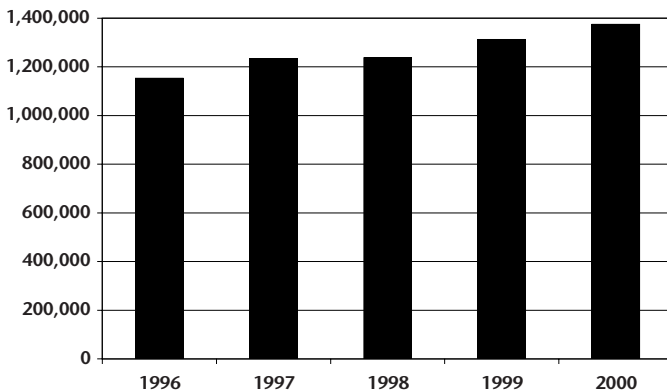
Service Hours

Weekday:	6:00am-9:00pm
Saturday:	8:15am-8:00pm
Sunday:	No Service
Holidays Without Service:	6
Job Access -	5:30-7am, 9pm-12:30am (Monday thru Saturday) Job Access - 9am-6pm (Sunday only)

Fare Structure

Express:	N/A
Base:	\$0.50
Youth:	N/A
Elderly/Disabled:	\$0.25
Transfer:	\$0.10
Other/Special:	Pass \$18/ 30 Day, E&D Pass \$9/30 Day, One Day Pass/ \$1.10, One Day E&D Pass/ \$.55, "Cool Pass" \$5 (ages 6-18) issued each semester and summer break

System Ridership Trend



Personnel

	Full-Time	Part-Time
Operations:	41	8
Maintenance:	13	1
Administration:	17	2
Total:	71	11

Operation Characteristics

Revenue Vehicles:	41
Peak Hour Fleet:	35
Base Fleet:	29
Fuel Consumption(gal):	291,744

Ridership Trends

1996	1,149,723
1997	1,229,475
1998	1,233,266
1999	1,308,846
2000	1,370,940

2000 Highlights

- The Muncie Indiana Transit System (MITS) won the APTA Certificate of Achievement for Safety.
- MITS won APTA's First Place Adwheel Award.
- MITS was the recipient of a second Job Access and Reverse Commute Competitive Grant for Service/Safety.
- Seventy-nine percent of the system's drivers received the National Safety Council Safe Driver Award.
- MITS expanded the downtown parking shuttle with new rubber tired streetcars.
- The system attained all-time paratransit ridership for the second straight year.
- MITS increased fixed route ridership for the fifth consecutive year.

Muncie Indiana Transit System

Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$1,527,782
Other Salaries/Wages	\$889,173
Fringe:	\$942,826
Services:	\$359,687
Materials and Supplies:	\$571,908
Utilities:	\$83,722
Casualty/Liability:	\$180,208
Purchased Transportation:	\$0
Other	\$158,679
Total	\$4,713,985

Revenue Summary

Fare Revenue:	\$274,979
Charter/Other:	\$110,621
Contra & Other Fed/State:	\$1,129
Local Assistance:	\$2,809,080
State Assistance:	\$1,011,957
Federal Assistance:	\$506,219
Total	\$4,713,985

Productivity

Total Passenger Boardings:	1,370,940
Total Vehicle Miles:	1,221,353
Revenue Vehicle Miles:	1,124,152

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.86
Operating Expense Per Passenger Trip:	\$3.44
Passenger Trips Per Total Vehicle Mile:	1.12
Passenger Trips Per Capita:	20.33

Financial Performance

Operating Subsidy:	\$4,327,256
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$3,194,680
Locally Derived Income Per Operating Expense:	\$0.68
Fare Recovery Ratio:	6%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
5	2000	Nova	Yes	27+2wc	Diesel
6	2000	Ford/Supreme	Yes	15+2wc	Diesel
5	1998	Nova	Yes	27+2wc	Diesel
6	1997	Coach & Eq	Yes	15+2wc	Diesel
5	1996	Ford/Supreme	Yes	15+2wc	Diesel
6	1994	Flexible	Yes	35+2wc	Diesel
1	1993	HTV	Yes	34+2wc	Diesel
3	1992	TMC	Yes	34+2wc	Diesel
2	1992	Goshen	Yes	15+2wc	Diesel
4	1990	TMC	Yes	35+2wc	Diesel
3	1989	TMC	Yes	35+2wc	Diesel
3	1981	GMC	Yes	35+2wc	Diesel

New Castle Community Transit System

201 South 25th Street
 New Castle, IN 47362
 (765) 521-6847 Fax (765) 521-6652
 Contact: Deborah Thornhill, Manager
 email: nctrans@newcastlein.net

General Information

Type of Service:	Point Deviated Fixed Route
Service Area:	New Castle City Limits
Service Population:	17,780

Service Hours

Weekday:	8:00am-4:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	16

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.50
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	
Pass \$20/ 25 Rides; E&D Pass \$10/ 25 Rides	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	4	0
Maintenance:	1	0
Administration:	2	0
Total:	<u>7</u>	<u>0</u>

Operation Characteristics

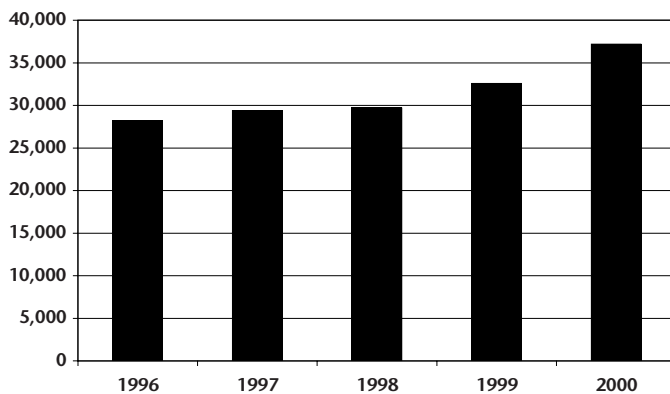
Revenue Vehicles:	6
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	9,425

Ridership Trends

1996	28,084
1997	29,283
1998	29,572
1999	32,463
2000	37,083

2000 Highlights

System Ridership Trend



New Castle Community Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$65,315
Other Salaries/Wages	\$99,724
Fringe:	\$62,780
Services:	\$3,975
Materials and Supplies:	\$21,439
Utilities:	\$8,648
Casualty/Liability:	\$6,915
Purchased Transportation:	\$0
Other	\$12,812
Total	\$281,608

Revenue Summary

Fare Revenue:	\$15,091
Charter/Other:	\$310
Contra & Other Fed/State:	\$1,527
Local Assistance:	\$69,488
State Assistance:	\$84,931
Federal Assistance:	\$110,261
Total	\$281,608

Productivity

Total Passenger Boardings:	37,083
Total Vehicle Miles:	45,108
Revenue Vehicle Miles:	43,755

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$6.24
Operating Expense Per Passenger Trip:	\$7.59
Passenger Trips Per Total Vehicle Mile:	0.82
Passenger Trips Per Capita:	2.09

Financial Performance

Operating Subsidy:	\$264,680
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$84,889
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	5%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1995	Ford/Supreme	Yes	21+2wc	Gas
2	1990	Ford/Supreme	Yes	21+2wc	Gas
2	1990	Ford/Diamond	Yes	21+2wc	Gas

Northern Indiana Commuter Transportation District

33 East U.S. Highway 12

Chesterton, IN 46304

(219) 926-5744 Fax (219) 929-4438

Contact: Gerald R. Hanas, General Manager

email: n/a

website: www.nictd.com

General Information

Type of Service:	Commuter Rail
Service Area:	Rail Corridor between South Bend, IN & Chicago, IL
Service Population:	163,611 (estimated)

Service Hours

Weekday:	4:02am-2:25am
Saturday:	5:20am-2:25am
Sunday:	5:20am-2:25am
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	Based on zone (\$3.15-\$9.40)
Youth:	Based on zone (\$1.55-\$4.70)
Elderly/Disabled:	Based on zone (\$1.55-\$4.70)
Transfer:	N/A
Other/Special:	10 Ride tickets \$31.50-\$89.40; 25 Ride Tickets \$70.90-\$212; Monthly \$85.05-\$265.10; Discounts for Elderly, Youth, and Disabled

Personnel

	Full-Time	Part-Time
Operations:	104	1
Maintenance:	195	0
Administration:	26	0
Total:	325	1

Operation Characteristics

Revenue Vehicles:	58
Peak Hour Fleet:	52
Base Fleet:	22
Fuel Consumption (gal):	15,632,750
	Kilowatt Hrs

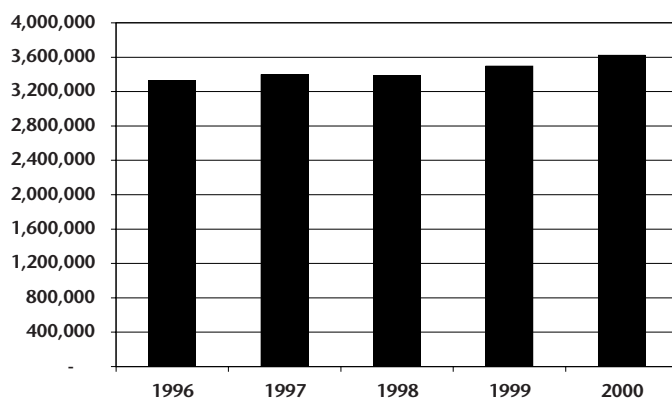
Ridership Trends

1996	3,315,759
1997	3,384,439
1998	3,369,557
1999	3,485,089
2000	3,611,257

2000 Highlights

- Ridership on Northern Indiana Commuter Transportation District (NICTD) increased 3.6 percent.
- The first of ten new railcars was delivered late in 2000. The new cars will be put into service in 2001 after testing.
- The system installed a new bridge at the Bethlehem Steel entrance. The old bridge was dismantled and the new bridge was moved into place on rollers. The bridge replacement project won several awards for its innovative approach.
- A new eastbound bridge was installed over Burns Waterway.
- NICTD completed installation of a mini-high level boarding platform at Ogden Dunes to provide handicapped accessibility.
- At the Hammond Station, the NICTD constructed a new paved and lighted parking lot for 121 cars, in increase from 480 to 601 parking spaces.

System Ridership Trend



Northern Indiana Commuter Transportation District

Group 5

Operating Expense Summary

Operator Salaries/Wages:	\$873,301
Other Salaries/Wages	\$7,474,907
Fringe:	\$6,261,263
Services:	\$1,997,382
Materials and Supplies:	\$2,837,583
Utilities:	\$1,889,571
Casualty/Liability:	\$2,056,622
Purchased Transportation:	\$0
Other	\$862,953
Total	\$24,253,582

Revenue Summary

Fare Revenue:	\$13,648,469
Charter/Other:	\$71,909
Contra & Other Fed/State:	\$0
Local Assistance:	\$1,240,888
State Assistance:	\$5,803,482
Federal Assistance:	\$3,488,834
Total	\$24,253,582

Productivity

Total Passenger Boardings:	3,611,257
Total Vehicle Miles:	2,969,910
Revenue Vehicle Miles:	2,806,470

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$8.17
Operating Expense Per Passenger Trip:	\$6.72
Passenger Trips Per Total Vehicle Mile:	1.22
Passenger Trips Per Capita:	22.07

Financial Performance

Operating Subsidy:	\$10,533,204
Operating Subsidy Ratio:	43%
Locally Derived Income:	\$14,961,266
Locally Derived Income Per Operating Expense:	\$0.62
Fare Recovery Ratio:	56%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
7	1993	Nippon/Shanyo	No	130	Electric
7	1992	Nippon/Shanyo	Yes	110+1wc	Electric
3	1992	Nippon/Shanyo	No	130	Electric
41	1982	Nippon/Shanyo	Yes	93+1wc	Electric

Orange County Transit Services

P.O. Box 267
 Paoli, IN 47454
 (812) 723-4043 Fax (812) 723-4487
 Contact: Shannon England, Transportation Specialist
 email: shannon@firstchancecenter.com

General Information

Type of Service:	Subscription & Demand Response
Service Area:	Orange County
Service Population:	19,306

Service Hours

Weekday:	4:00am-6:30pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	7

Fare Structure

Express:	N/A
Base:	\$2 -\$8 (depending on length of trip)
Youth:	\$1.00
Elderly/Disabled:	N/A
Transfer:	N/A
Other/Special:	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	3	1
Maintenance:	0	1
Administration:	1	0
Total:	4	2

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	12
Base Fleet:	9
Fuel Consumption(gal):	12,988

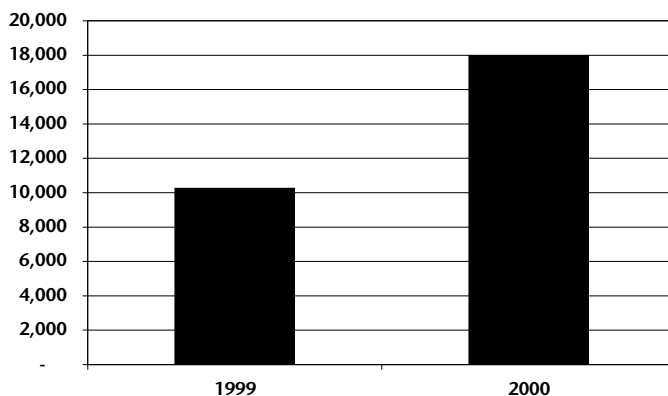
Ridership Trends

1999	10,195
2000	17,928

2000 Highlights

- Orange County Transit received a Vocational Rehabilitation Grant for Transportation.
- Orange County Transit was awarded a Community Achievement Award for providing quality service to Orange County residents.
- The system participated in and received the 2001 Gear Up transportation grant to transport high school students to and from Gear Up Activities in Orange County.

System Ridership Trend



Orange County Transit Services

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$79,015
Other Salaries/Wages	\$0
Fringe:	\$9,766
Services:	\$10,199
Materials and Supplies:	\$12,419
Utilities:	\$3,050
Casualty/Liability:	\$500
Purchased Transportation:	\$0
Other	\$10,753
Total	\$125,702

Revenue Summary

Fare Revenue:	\$7,894
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$58,903
State Assistance:	\$0
Federal Assistance:	\$58,905
Total	\$125,702

Productivity

Total Passenger Boardings:	17,928
Total Vehicle Miles:	177,534
Revenue Vehicle Miles:	97,998

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$0.71
Operating Expense Per Passenger Trip:	\$7.01
Passenger Trips Per Total Vehicle Mile:	0.10
Passenger Trips Per Capita:	0.93

Financial Performance

Operating Subsidy:	\$117,808
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$66,797
Locally Derived Income Per Operating Expense:	\$0.53
Fare Recovery Ratio:	6%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	No	13	Gas
1	2000	Dodge	Yes	9+2wc	Gas
2	1999	Dodge	No	7	Gas
2	1999	Dodge	No	8	Gas
2	1996	Chevrolet	No	14	Gas
1	1995	Dodge	Yes	9+2wc	Gas
1	1995	Dodge	No	13	Gas
1	1993	Ford	No	14	Gas
1	1991	Dodge	Yes	9+2wc	Gas

Rock City Rider

227 West Jefferson Blvd., Room 1120

South Bend, IN 46601

(219) 287-1829 Fax (219) 287-1840

Contact: Sandi Seanor, Executive Director

email: macogdir@macog.com website: www.macog.com/macoghom/rcr.htm

General Information

Type of Service:	Demand Response- User-side Subsidy
Service Area:	City of Plymouth
Service Population:	9,840

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

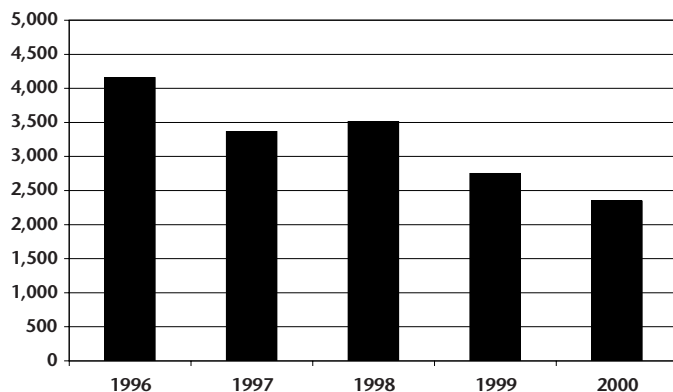
Revenue Vehicles:	3
Peak Hour Fleet:	3
Base Fleet:	3
Fuel Consumption(gal):	869

Ridership Trends

1996	4,143
1997	3,351
1998	3,501
1999	2,738
2000	2,332

2000 Highlights

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$6,486
Fringe:	\$3,700
Services:	\$0
Materials and Supplies:	\$38
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$8,162
Other	\$4,731
Total	\$23,117

Revenue Summary

Fare Revenue:	\$3,498
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$5,505
State Assistance:	\$4,305
Federal Assistance:	\$9,809
Total	\$23,117

Productivity

Total Passenger Boardings:	2,332
Total Vehicle Miles:	9,569
Revenue Vehicle Miles:	5,454

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.42
Operating Expense Per Passenger Trip:	\$9.91
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	0.24

Financial Performance

Operating Subsidy:	\$19,619
Operating Subsidy Ratio:	85%
Locally Derived Income:	\$9,003
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	15%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Dodge	Yes	10+1wc	Gas
1	1996	Chevrolet	No	7	Gas
1	1995	Ford	Yes	5+2wc	Gas

Rose View Transit & Paratransit System

50 North 5th Street
Richmond, IN 47374

(765) 983-7227 Fax (765) 983-7305

Contact: Terri Quinter, Operations Manager

email: transit@infocom.com

website: www.waynet.org/government/bus.htm

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Richmond City Limits
Service Population:	39,124

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.50
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	
	Demand Response, Donation; Pass \$25/ Month;
	Student, E&D Pass \$17/ Month

Personnel

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

Operation Characteristics

Revenue Vehicles:	17
Peak Hour Fleet:	16
Base Fleet:	10
Fuel Consumption(gal):	39,253

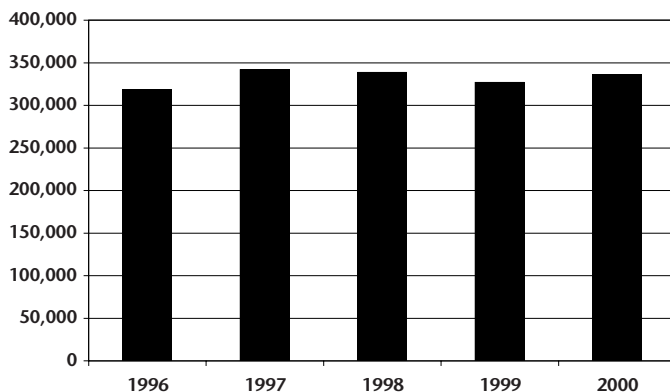
Ridership Trends

1996	317,484
1997	340,807
1998	337,522
1999	325,871
2000	334,798

2000 Highlights

- Rose View Transit ridership increased 2 percent.
- Rose View Transit expanded its bus pass project to allow local nursing homes, social service offices and other non-profit organizations to create their own bus passes. The participating organizations provide their clients with the project passes and Rose View Transit invoices the organizations for payment on collected passes.
- The transit system continues to experiment with promotional items that are distributed to riders and to community groups during presentations about the system.

System Ridership Trend



Rose View Transit & Paratransit System

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$440,993
Other Salaries/Wages	\$9,354
Fringe:	\$169,584
Services:	\$40,292
Materials and Supplies:	\$65,645
Utilities:	\$7,205
Casualty/Liability:	\$22,773
Purchased Transportation:	\$0
Other	\$7,331
Total	\$763,177

Revenue Summary

Fare Revenue:	\$169,815
Charter/Other:	\$13,938
Contra & Other Fed/State:	\$1,105
Local Assistance:	\$52,703
State Assistance:	\$236,456
Federal Assistance:	\$289,160
Total	\$763,177

Productivity

Total Passenger Boardings:	334,798
Total Vehicle Miles:	347,227
Revenue Vehicle Miles:	329,457

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.20
Operating Expense Per Passenger Trip:	\$2.28
Passenger Trips Per Total Vehicle Mile:	0.96
Passenger Trips Per Capita:	8.56

Financial Performance

Operating Subsidy:	\$578,319
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$236,456
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	22%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge/Braun	Yes	12+2wc	Gas
1	2000	Ford/Supreme	Yes	18+2wc	Diesel
1	1999	Ford/Supreme	Yes	20+2wc	Diesel
2	1998	Ford/Supreme	Yes	20+2wc	Diesel
1	1997	Ford/Supreme	Yes	18+2wc	Diesel
1	1997	Dodge/Braun	Yes	12+2wc	Gas
3	1996	Ford/Supreme	Yes	18+2wc	Diesel
1	1995	Ford/Supreme	Yes	20+2wc	Diesel
2	1995	Dodge/Braun	Yes	12+2wc	Gas
1	1994	Chevrolet	No	6	Gas
1	1994	Ford/Supreme	Yes	20+2wc	Diesel
1	1992	Chevrolet	No	7	Gas
1	1988	Ford	No	12	Gas

Seymour Transit

301-309 N. Chestnut Street

Seymour, IN 47274

(812) 522-4020 Fax (812) 523-6687

Contact: Martha McIntire, Community Development Director

email: seycomdev@voyager.net

General Information

Type of Service:	Point Deviated Fixed Route
Service Area:	City of Seymour
Service Population:	18,101

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$1.50
Youth:	\$0.50 (children 10 & under)
Elderly/Disabled:	\$1.00
Transfer:	N/A

Other/Special:

Tokens: 10 for \$12 (regular fare), 10 for \$8 (seniors), 10 for \$4 (children under 10); One-way fare may be paid in recyclable products (10 aluminum cans, 10 plastic pop bottles or 4 plastic milk bottles). Vehicle has storage containers on board for recyclable products.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	1	5
Maintenance:	0	0
Administration:	0	0
Total:	1	5

Operation Characteristics

Revenue Vehicles:	2
Peak Hour Fleet:	2
Base Fleet:	2
Fuel Consumption(gal):	5,909

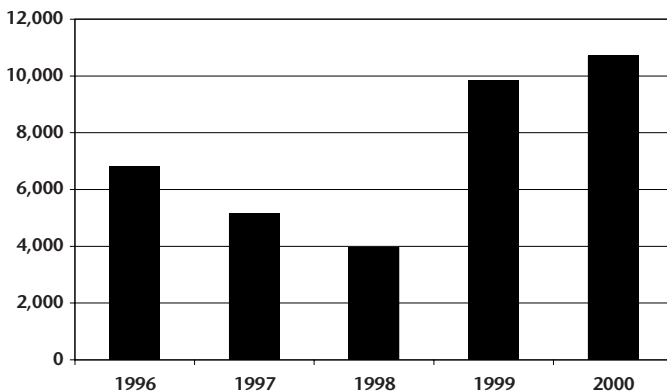
Ridership Trends

1996	6,757
1997	5,112
1998	3,932
1999	9,799
2000	10,665

2000 Highlights

- Seymour Transit received the National Can Institute Award for Innovative Ideas on Recycling Aluminum Cans. For their innovation, the system won \$1,000.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$48,369
Other Salaries/Wages	\$0
Fringe:	\$4,475
Services:	\$10,303
Materials and Supplies:	\$7,700
Utilities:	\$0
Casualty/Liability:	\$8,500
Purchased Transportation:	\$0
Other	\$16,983
Total	\$96,330

Revenue Summary

Fare Revenue:	\$4,921
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$38,884
State Assistance:	\$10,000
Federal Assistance:	\$42,525
Total	\$96,330

Productivity

Total Passenger Boardings:	10,665
Total Vehicle Miles:	36,066
Revenue Vehicle Miles:	36,066

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.67
Operating Expense Per Passenger Trip:	\$9.03
Passenger Trips Per Total Vehicle Mile:	0.30
Passenger Trips Per Capita:	#REF!

Financial Performance

Operating Subsidy:	\$91,409
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$43,805
Locally Derived Income Per Operating Expense:	\$0.45
Fare Recovery Ratio:	5%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	Yes	9+1wc	Gas
1	1998	Ford	Yes	11+2wc	Gas

Catch-A-Ride

P.O. Box 765
 Versailles, IN 47042
 (812) 432-5215 Fax (812) 432-3822
 Contact: Carl E. Moore, Community Service Director
 email: office@lifetime-resources.org

General Information

Type of Service: Point Deviation and Demand Response
 Service Area: Dearborn, Ripley, Jefferson, Ohio and Switzerland Counties
 Service Population: 119,025

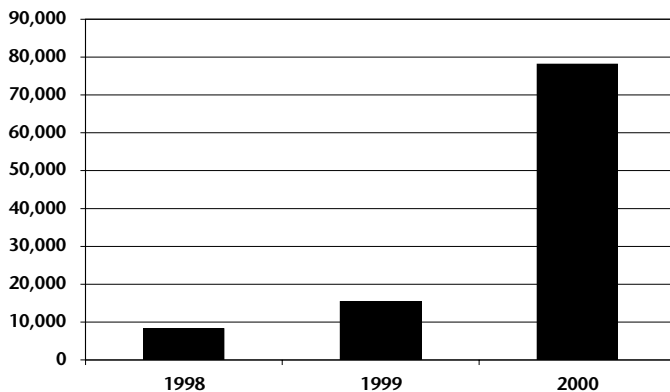
Service Hours

Weekday: 9:00 am-6:00 pm
 Saturday: On request
 Sunday: No Service
 Holidays Without Service: 11

Fare Structure

Express: N/A
 Base: 1-Point Deviation; \$2 Demand Response with \$1 for each additional county
 Youth: Ages 6-12, half price of regular fare; 5 and Under, free with fare paying passenger
 Elderly/Disabled: Half price regular fare (suggested donation)
 Transfer: N/A
 Other/Special: Discount card for Senior nutrition trips; Tokens (equal to \$1 fare): Ten for \$8, Twenty for \$15, Forty for \$25. Tokens for Senior/Disabled/Children half price.

System Ridership Trend



Personnel

	Full-Time	Part-Time
Operations:	20	8
Maintenance:	0	0
Administration:	4	0
Total:	24	8

Operation Characteristics

Revenue Vehicles: 25
 Peak Hour Fleet: 18
 Base Fleet: 16
 Fuel Consumption(gal): 40,530

Ridership Trends

1998	8,000
1999	15,129
2000	77,904

2000 Highlights

- In 2000, the system expanded into four additional counties to form a regional system providing county wide and inter-county service with a combination of demand response and point deviation fixed routes.
- The fixed route bus service in Dearborn County is now a point deviation curb to curb service. The success of the change is reflected in an 80.7 percent increase in trips with reduced service hours and miles.
- A point deviation loop route was established in the City of Madison in Jefferson County. With the new public transit service, the system provided 17,524 trips to Jefferson County, a 138 percent increase in service to the area.
- The system established public transportation service to Ripley County that represents a 181 percent increase in service to the area.
- SIRPC contracted with New Horizons Rehabilitation Center to adopt two of the center's routes.
- Providing transportation to welfare-to-work participants, DFC facilities, River Valley Resources, and continuing education students with discount tokens has increased public transit usage. SIRPC has also become a major Medicaid transit provider in the region.
- The Catch-A-Ride Transportation division of LifeTime Resources, Inc. received the "2000 Success Story Award" in the Public Service and Infrastructure category from the Southern Indiana Rural Development Project, Inc.

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$268,449
Other Salaries/Wages	\$154,788
Fringe:	\$65,925
Services:	\$21,415
Materials and Supplies:	\$67,785
Utilities:	\$6,113
Casualty/Liability:	\$25,958
Purchased Transportation:	\$0
Other	\$26,096
Total	\$636,529

Revenue Summary

Fare Revenue:	\$32,205
Charter/Other:	\$0
Contra & Other Fed/State:	\$2,535
Local Assistance:	\$346,719
State Assistance:	\$4,943
Federal Assistance:	\$250,127
Total	\$636,529

Productivity

Total Passenger Boardings:	77,904
Total Vehicle Miles:	594,821
Revenue Vehicle Miles:	540,656

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile	\$1.07
Operating Expense Per Passenger Trip:	\$8.17
Passenger Trips Per Total Vehicle Mile:	0.13
Passenger Trips Per Capita:	0.65

Financial Performance

Operating Subsidy:	\$707,173
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$219,926
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	5%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
4	2000	Dodge/Braun	No	14	Gas
4	2000	Dodge/Braun	Yes	9+2wc	Gas
2	1999	Dodge	No	6	Gas
2	1999	Dodge/Braun	Yes	9+2wc	Gas
1	1998	Ford/Supreme	Yes	14+2wc	Gas
2	1997	Dodge/Braun	Yes	9+2wc	Gas
1	1997	Ford/Supreme	Yes	18+2wc	Gas
1	1996	Dodge/Braun	Yes	9+1wc	Gas
3	1995	Chevrolet	No	6	Gas
2	1994	Dodge/Braun	Yes	9+1wc	Gas
1	1994	Chevrolet	No	6	Gas
1	1992	Chevrolet	No	6	Gas
1	1989	Dodge	No	6	Gas

Southern Indiana Transit

P.O. Box 547

Corydon, IN 47112

(812) 738-2408 Fax (812) 738-6281

Contact: Judy Hall, Chief Financial Officer

email: judyhall@brsinc.org

General Information

Type of Service:	Subscription & Demand Response
Service Area:	Crawford, Harrison & Washington Counties
Service Population:	72,291

Service Hours

Weekday:	6:00am-6:00pm
Saturday:	6:00am-6:00pm
Sunday:	6:00am-6:00pm
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	\$2 (0-10 miles), \$3 (11-24 miles) \$4 (over 24 miles)
Youth:	N/A
Elderly/Disabled:	N/A
Transfer:	N/A
Other/Special:	N/A

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	19	0
Maintenance:	0	0
Administration:	3	0
Total:	22	0

Operation Characteristics

Revenue Vehicles:	26
Peak Hour Fleet:	24
Base Fleet:	24
Fuel Consumption(gal):	31,366

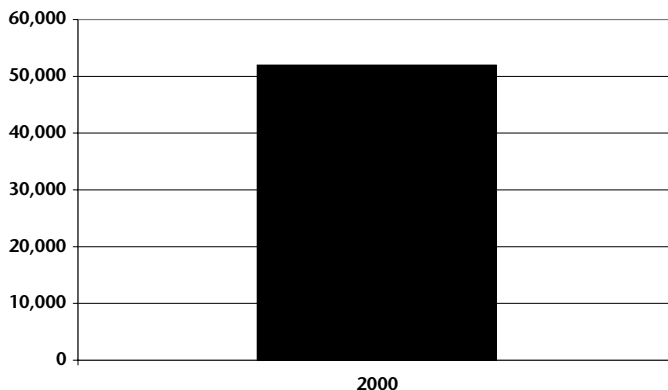
Ridership Trends

2000	51,955
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2000 Highlights

- In January 2000, Blue River Services became a Public Transit System and changed it's name to Southern Indiana Transit System (SITS).
- The individuals and organizations relying on SITS for transportation include the Harrison County Impact Program, the Welfare-to-Work Program, Local Assisted Living Complexes, River Valley Resources, the Tyson's Food Company, Jasper Engines, Local Youth Groups, The Gerdon Youth Center, and local state licensed daycare centers.
- Ridership increased from very low levels early in the year to an excess of 4,500 one-way trips by the end of the year.
- SITS enjoys assisting the Gerdon Youth Center by transporting local middle and junior high school students to the complex in downtown Corydon. SITS provides transportation year round to and from the Gerdon Youth Center for five local schools in the area.
- The system was designated to receive \$16,188.00 in local matching funds, and received two grants to provide for the purchase six (6) vehicles, computers, office equipment, and operating funds for Harrison and Crawford Counties.

System Ridership Trend



Southern Indiana Transit

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$300,523
Other Salaries/Wages	\$0
Fringe:	\$49,196
Services:	\$284
Materials and Supplies:	\$102,903
Utilities:	\$8,754
Casualty/Liability:	\$41,147
Purchased Transportation:	\$0
Other	\$62,732
Total	\$565,539

Revenue Summary

Fare Revenue:	\$14,126
Charter/Other:	\$39,405
Contra & Other Fed/State:	\$2,933
Local Assistance:	\$444,075
State Assistance:	\$0
Federal Assistance:	\$65,000
Total	\$565,539

Productivity

Total Passenger Boardings:	51,955
Total Vehicle Miles:	431,278
Revenue Vehicle Miles:	460,517

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.31
Operating Expense Per Passenger Trip:	\$10.89
Passenger Trips Per Total Vehicle Mile:	0.12
Passenger Trips Per Capita:	0.72

Financial Performance

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

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
4	2000	Dodge	No	7	Gas
2	2000	Chevrolet	No	7	Gas
1	2000	Dodge/Braun	Yes	9+2wc	Gas
2	2000	Dodge	No	14	Gas
2	1999	Dodge/Braun	Yes	9+2wc	Gas
3	1998	Ford	No	14	Gas
1	1998	Dodge	No	7	Gas
2	1997	Dodge	No	14	Gas
1	1996	Ford	No	7	Gas
1	1995	Dodge	No	14	Gas
1	1994	Dodge	No	14	Gas
1	1994	Dodge	Yes	9+2wc	Gas
1	1993	Jeep	No	6	Gas
1	1993	Ford	No	14	Gas
1	1992	Dodge	Yes	9+2wc	Gas
1	1991	Dodge	No	14	Gas
1	1985	Dodge	Yes	9+2wc	Gas

South Bend Public Transportation Corporation

901 East Northside Blvd., P.O. Box 1437

South Bend, IN 46624

(219) 239-2305 Fax (219) 239-2309

Contact: William Kast, Controller

email: N/A

General Information

Type of Service:	Fixed Route, Demand Response, Downtown Circulator
Service Area:	South Bend & Mishawaka Metropolitan Area
Service Population:	154,346

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.75
Elderly/Disabled:	\$0.35
Transfer:	Free
Other/Special:	
Pass \$30/ Month; Student Pass \$25/ Month	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	84	7
Maintenance:	19	1
Administration:	6	3
Total:	109	11

Operation Characteristics

Revenue Vehicles:	66
Peak Hour Fleet:	53
Base Fleet:	38
Fuel Consumption(gal):	406,758

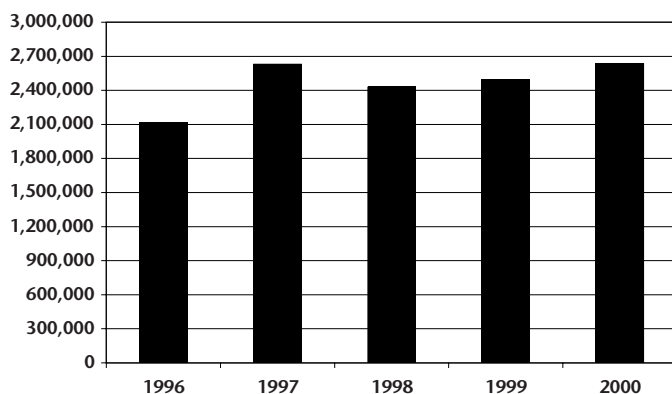
Ridership Trends

1996	2,104,373
1997	2,622,695
1998	2,420,500
1999	2,486,602
2000	2,628,401

2000 Highlights

- The South Bend Public Transportation Corporation (SBPTC) began designs for an Amtrak platform and tunnel and additions to the South Street Station.
- SBPTC completed station rehabilitation to the Mishawaka Transfer Facility. The facility now offers heated shelters.
- SBPTC undertook a fleet replacement program.
- The system's ridership increased six (6) percent.

System Ridership Trend



South Bend Public Transportation Corporation

Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$2,605,027
Other Salaries/Wages	\$844,304
Fringe:	\$1,615,196
Services:	\$567,977
Materials and Supplies:	\$754,967
Utilities:	\$165,482
Casualty/Liability:	\$270,130
Purchased Transportation:	\$0
Other	\$56,163
	<hr/>
Total	\$6,879,246

Revenue Summary

Fare Revenue:	\$1,332,914
Charter/Other:	\$327,573
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,947,479
State Assistance:	\$1,823,280
Federal Assistance:	\$448,000
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Total	\$6,879,246

Productivity

Total Passenger Boardings:	2,628,401
Total Vehicle Miles:	1,923,992
Revenue Vehicle Miles:	1,678,205

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.58
Operating Expense Per Passenger Trip:	\$2.62
Passenger Trips Per Total Vehicle Mile:	1.37
Passenger Trips Per Capita:	17.03

Financial Performance

Operating Subsidy:	\$5,218,759
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$4,607,966
Locally Derived Income Per Operating Expense:	\$0.67
Fare Recovery Ratio:	19%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
5	1999	Champion	Yes	12+3wc	Diesel
11	1999	Gillig	Yes	35+2wc	Diesel
4	1996	AVS	Yes	22+2wc	Electric
3	1994	Dodge	Yes	4+2wc	Gas
4	1991	Flexible	No	39	Diesel
39	1987	Flexible	No	40	Diesel

Transit Authority of River City

1000 West Broadway

Louisville, KY 40203

(502) 561-5100 Fax (502) 213-3244

Contact: J. Barry Barker, Executive Director

email: N/A

website: www.ridetarc.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	New Albany, Clarkesville, & Jeffersonville City Limits
Service Population:	86,365

Service Hours

Weekday:	5:30am-11:00pm
Saturday:	8:00am-10:30pm
Sunday:	8:00am-9:30pm
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	\$1.00 Peak, \$0.75 Off-Peak
Youth:	\$0.50 with ID card
Elderly/Disabled:	\$0.50 with ID card
Transfer:	Free
Other/Special:	
Commuter Tickets \$5/ 10 Tickets; E&D Tickets \$4/ 10 Tickets; Monthly Pass \$23	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	412	43
Maintenance:	130	0
Administration:	65	0
Total:	607	43

Operation Characteristics

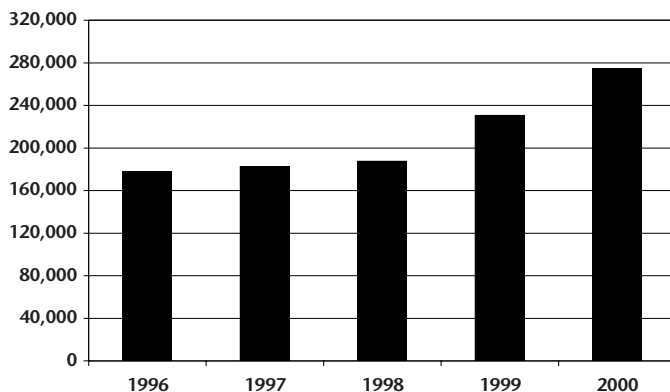
Revenue Vehicles:	262
Peak Hour Fleet:	10
Base Fleet:	2
Fuel Consumption(gal):	124,649

Ridership Trends

1996	176,615
1997	181,489
1998	186,576
1999	229,659
2000	273,377

2000 Highlights

System Ridership Trend



Transit Authority of River City

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$532,596
Other Salaries/Wages	\$0
Fringe:	\$332,753
Services:	\$14,953
Materials and Supplies:	\$100,787
Utilities:	\$18,579
Casualty/Liability:	\$35,244
Purchased Transportation:	\$141,585
Other	<u>\$20,522</u>
Total	\$1,197,019

Revenue Summary

Fare Revenue:	\$109,113
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$645,760
State Assistance:	\$322,444
Federal Assistance:	<u>\$119,702</u>
Total	\$1,197,019

Productivity

Total Passenger Boardings:	273,377
Total Vehicle Miles:	510,019
Revenue Vehicle Miles:	453,257

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.35
Operating Expense Per Passenger Trip:	\$4.38
Passenger Trips Per Total Vehicle Mile:	0.54
Passenger Trips Per Capita:	3.17

Financial Performance

Operating Subsidy:	\$1,087,906
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$754,873
Locally Derived Income Per Operating Expense:	\$0.63
Fare Recovery Ratio:	9%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
8	2000	Gillig	Yes	28+2wc	Diesel
12	2000	Gillig	Yes	40+2wc	Diesel
64	1999	Gillig	Yes	40+2wc	Diesel
27	1998	Gillig	Yes	40+2wc	Diesel
5	1998	Chance	Yes	22+2wc	Diesel
20	1997	Supreme	Yes	20+2wc	Diesel
11	1995	Orion	Yes	21+2wc	Diesel
38	1994	Flexible	Yes	45+2wc	Diesel
61	1989	Flexible	Yes	45+2wc	Diesel
9	1987	Chance	Yes	17+2wc	Diesel
7	1987	Flexible	Yes	45+2wc	Diesel

Transit Utility for the City of Terre Haute

901 South 14th Street
 Terre Haute, IN 47807
 (812) 235-0109 Fax (812) 235-0109
 Contact: Stephen Chernay, General Manager
 email: schernay@abcs.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Terre Haute City Limits and West Terre Haute
Service Population:	61,944

Service Hours

Weekday:	6:05am-5:45pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	9

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.75
Elderly/Disabled:	\$0.35
Transfer:	N/A
Other/Special:	
Transit Pass \$25/ Month; \$10 for 14 ride ticket	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	15	0
Maintenance:	5	0
Administration:	4	0
Total:	24	0

Operation Characteristics

Revenue Vehicles:	11
Peak Hour Fleet:	7
Base Fleet:	7
Fuel Consumption(gal):	41,933

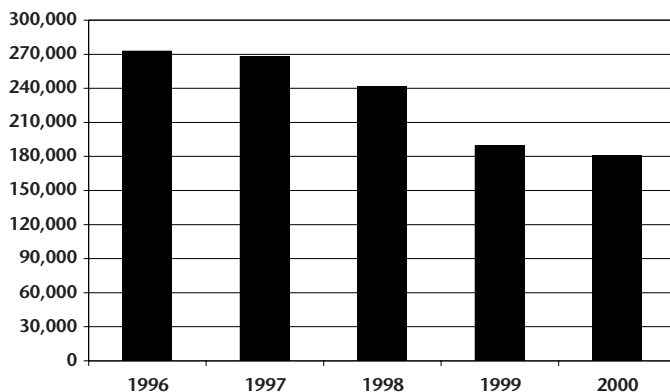
Ridership Trends

1996	271,798
1997	267,138
1998	240,424
1999	188,321
2000	179,894

2000 Highlights

- Terre Haute Transit Utility designated one bus to Dial-A-Ride service for the areas of town where ridership was declining.

System Ridership Trend



Transit Utility for the City of Terre Haute

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$457,152
Other Salaries/Wages	\$130,618
Fringe:	\$191,000
Services:	\$19,700
Materials and Supplies:	\$116,064
Utilities:	\$21,560
Casualty/Liability:	\$35,000
Purchased Transportation:	\$0
Other	\$4,686
Total	\$975,780

Revenue Summary

Fare Revenue:	\$94,588
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$260,562
State Assistance:	\$292,315
Federal Assistance:	\$328,315
Total	\$975,780

Productivity

Total Passenger Boardings:	179,894
Total Vehicle Miles:	305,969
Revenue Vehicle Miles:	298,752

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.19
Operating Expense Per Passenger Trip:	\$5.42
Passenger Trips Per Total Vehicle Mile:	0.59
Passenger Trips Per Capita:	2.90

Financial Performance

Operating Subsidy:	\$881,192
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$355,150
Locally Derived Income Per Operating Expense:	\$0.36
Fare Recovery Ratio:	10%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1999	Ford/Supreme	Yes	16+2wc	Diesel
4	1997	Ford/Supreme	Yes	16+2wc	Diesel
2	1997	Ford/Supreme	Yes	14+2wc	Diesel
2	1996	Ford/Supreme	Yes	16+2wc	Diesel
1	1995	Ford/Supreme	Yes	14+2wc	Diesel

Union County Transit Service

P.O. Box 333

Liberty, IN 47353

(765) 458-7277 Fax (765) 458-7722

Contact: Beth McCoy, Transportation Supervisor

email: uccahud@si-net.com

General Information

Type of Service:	Demand Response
Service Area:	Union County with trips to Richmond and Connersville
Service Population:	7,349

Service Hours

Weekday:	6:00am-8:00pm
Saturday:	On request
Sunday:	On request
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	Zone1 \$.75; Zone2 \$1; Zone3 \$1.25; Zone4 \$1.50; Zone5 \$1.75; Zone6 \$3.50
Youth:	N/A
Elderly/Disabled:	N/A
Transfer:	N/A
Other/Special:	

Personnel

	Full-Time	Part-Time
Operations:	0	16
Maintenance:	0	0
Administration:	1	2
Total:	1	18

Operation Characteristics

Revenue Vehicles:	11
Peak Hour Fleet:	9
Base Fleet:	7
Fuel Consumption(gal):	13,455

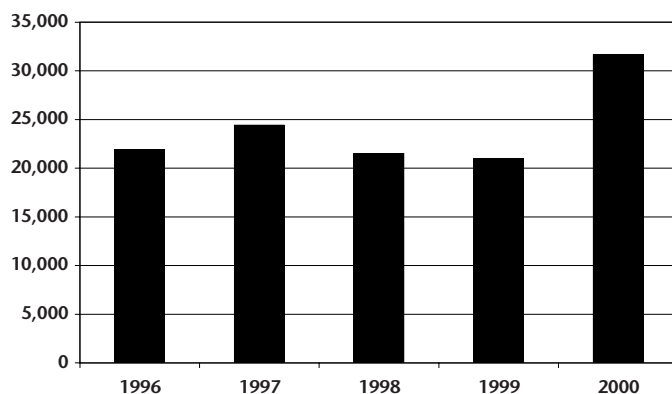
Ridership Trends

1996	21,793
1997	24,321
1998	21,407
1999	20,834
2000	31,565

2000 Highlights

- Union County Transit ridership increased by 4547 riders from the third quarter passenger boardings to the fourth quarter boardings. Total rides for the year 2000 were 31,565, with an increase of 11,181 since 1999.
- Union County Transit joined with Franklin County Public Transit, Fayette County Senior Transportation, County Commissioners, Social Service Agencies, and interested community leaders to form a regional TAC. The TAC's target area is the five county area, which includes Wayne, Rush, Franklin, Fayette, and Union counties.
- Union County Transit increased their fleet by two vans.

System Ridership Trend



Union County Transit Service

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$54,545
Other Salaries/Wages	\$45,655
Fringe:	\$9,579
Services:	\$13,022
Materials and Supplies:	\$11,294
Utilities:	\$1,770
Casualty/Liability:	\$19,390
Purchased Transportation:	\$0
Other	\$2,362
Total	\$157,617

Revenue Summary

Fare Revenue:	\$11,861
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$45,619
State Assistance:	\$34,568
Federal Assistance:	\$65,569
Total	\$157,617

Productivity

Total Passenger Boardings:	31,565
Total Vehicle Miles:	146,565
Revenue Vehicle Miles:	99,970

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.08
Operating Expense Per Passenger Trip:	\$4.99
Passenger Trips Per Total Vehicle Mile:	0.22
Passenger Trips Per Capita:	4.30

Financial Performance

Operating Subsidy:	\$145,756
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$57,480
Locally Derived Income Per Operating Expense:	\$0.36
Fare Recovery Ratio:	8%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	No	14	Gas
1	2000	Dodge	Yes	5+2wc	Gas
1	1999	Dodge	Yes	11+2wc	Gas
1	1999	Dodge	Yes	5+2wc	Gas
1	1997	Dodge	Yes	11+1wc	Gas
1	1996	Dodge	Yes	11+1wc	Gas
1	1995	Dodge	Yes	11+1wc	Gas
1	1992	Ford	No	14	Gas
1	1991	Dodge	Yes	5	Gas
1	1989	Ford	No	6	Gas
1	1988	Ford	No	11	Gas

Wabash County Transit

239 Bond Street
 Wabash, IN 46992
 (219) 563-4475 Fax (765) 569-1535
 Contact: Deb Schneider, Executive Director
 email: wcoa@netusa1.net

General Information

Type of Service:	Demand Response
Service Area:	Wabash County
Service Population:	34,960

Service Hours

Weekday:	5:00am-6:30pm
Saturday:	By appointment
Sunday:	By appointment
Holidays Without Service:	10

Fare Structure

Express:	N/A
Base:	\$1 City Limits, \$2 County
Youth:	\$1 City Limits, \$2 County
Elderly/Disabled:	Donation
Transfer:	N/A
Other/Special:	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	4	7
Maintenance:	0	1
Administration:	2	0
Total:	6	8

Operation Characteristics

Revenue Vehicles:	4
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	10,282

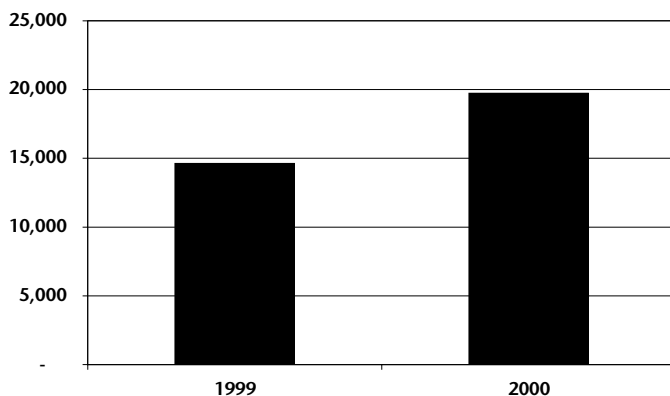
Ridership Trends

1999	14,565
2000	19,659

2000 Highlights

- The transit system experienced a 24 percent increase in ridership from 1999.
- The City of Wabash designated capital funding for the system in 2001.
- The Wabash County Transit director received a Certified Community Transportation Manager Certificate awarded by the Community Transportation Association of America.

System Ridership Trend



Wabash County Transit

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$39,867
Other Salaries/Wages	\$34,879
Fringe:	\$4,771
Services:	\$1,090
Materials and Supplies:	\$22,902
Utilities:	\$8,700
Casualty/Liability:	\$11,736
Purchased Transportation:	\$0
Other	\$3,055
Total	\$127,000

Revenue Summary

Fare Revenue:	\$11,769
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$57,731
State Assistance:	\$0
Federal Assistance:	\$57,500
Total	\$127,000

Productivity

Total Passenger Boardings:	19,659
Total Vehicle Miles:	105,741
Revenue Vehicle Miles:	98,936

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.20
Operating Expense Per Passenger Trip:	\$6.46
Passenger Trips Per Total Vehicle Mile:	0.19
Passenger Trips Per Capita:	0.56

Financial Performance

Operating Subsidy:	\$115,231
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$69,500
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	9%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	Yes	9+2wc	Gas
1	1999	Dodge	No	14	Gas
1	1998	Dodge	Yes	9+2wc	Gas
1	1995	Dodge	Yes	9+2wc	Gas

Washington Transit System

2100 East Memorial Avenue
 Washington, IN 47501
 (812) 254-4564 Fax (812) 254-8231
 Contact: Gary Raymann, Transit Manager
 email: N/A

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Washington City Limits
Service Population:	11,380

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.50
Elderly/Disabled:	\$0.75
Transfer:	N/A
Other/Special:	
E&D Fare \$.25 with AOA coupon; ADA Paratransit Service \$1.50 (certified riders)	

Personnel

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

Operation Characteristics

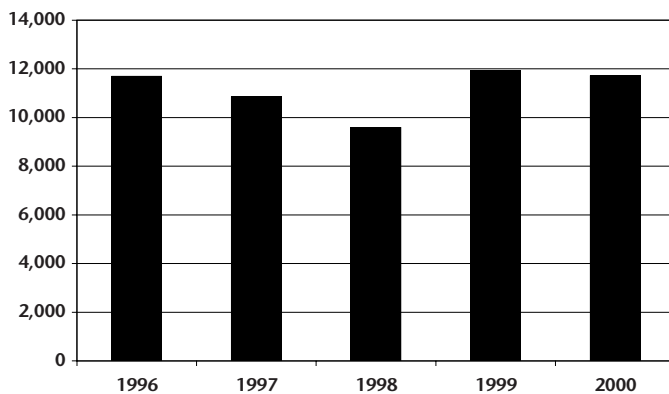
Revenue Vehicles:	5
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	6,446

Ridership Trends

1996	11,651
1997	10,796
1998	9,543
1999	11,884
2000	11,677

2000 Highlights

System Ridership Trend



Washington Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$23,359
Other Salaries/Wages	\$0
Fringe:	\$7,210
Services:	\$17,159
Materials and Supplies:	\$10,753
Utilities:	\$4,219
Casualty/Liability:	\$3,492
Purchased Transportation:	\$0
Other	\$1,881
Total	\$68,073

Revenue Summary

Fare Revenue:	\$5,502
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$12,895
State Assistance:	\$18,392
Federal Assistance:	\$31,284
Total	\$68,073

Productivity

Total Passenger Boardings:	11,677
Total Vehicle Miles:	29,103
Revenue Vehicle Miles:	29,103

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.34
Operating Expense Per Passenger Trip:	\$5.83
Passenger Trips Per Total Vehicle Mile:	0.40
Passenger Trips Per Capita:	1.03

Financial Performance

Operating Subsidy:	\$62,571
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$18,397
Locally Derived Income Per Operating Expense:	\$0.27
Fare Recovery Ratio:	8%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1996	Ford/Supreme	Yes	18+2wc	Gas
1	1994	Dodge	Yes	6+2wc	Gas
1	1993	Dodge	Yes	6+2wc	Gas

Waveland Volunteer Transportation System

660 North 36th Street, P.O. Box 4727
 Lafayette, IN 43176
 (765) 447-7683 Fax (765) 447-6862
 Contact: Jean Engelke, Deputy Director
 email: jengelke@areaivagency.org

General Information

Type of Service:	Reservation
Service Area:	Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland
Service Population:	5,642

Service Hours

Weekday:	24 hours per day
Saturday:	24 hours per day
Sunday:	24 hours per day
Holidays Without Service:	0

Fare Structure

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

Personnel

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

Operation Characteristics

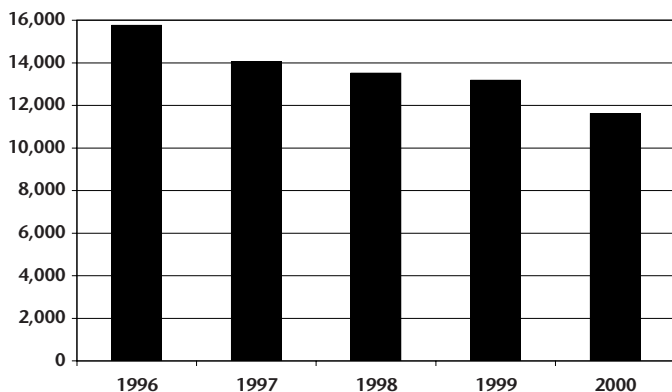
Revenue Vehicles:	7
Peak Hour Fleet:	7
Base Fleet:	7
Fuel Consumption(gal):	3,309

Ridership Trends

1996	15,709
1997	14,001
1998	13,462
1999	13,134
2000	11,563

2000 Highlights

System Ridership Trend



Waveland Volunteer Transportation System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$20,632
Other Salaries/Wages	\$39,627
Fringe:	\$5,097
Services:	\$4,714
Materials and Supplies:	\$11,597
Utilities:	\$5,044
Casualty/Liability:	\$5,577
Purchased Transportation:	\$0
Other	\$18,946
Total	\$111,234

Revenue Summary

Fare Revenue:	\$5,864
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$41,865
State Assistance:	\$10,820
Federal Assistance:	\$52,685
Total	\$111,234

Productivity

Total Passenger Boardings:	11,563
Total Vehicle Miles:	34,928
Revenue Vehicle Miles:	34,928

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.18
Operating Expense Per Passenger Trip:	\$9.62
Passenger Trips Per Total Vehicle Mile:	0.33
Passenger Trips Per Capita:	2.05

Financial Performance

Operating Subsidy:	\$105,370
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$27,091
Locally Derived Income Per Operating Expense:	\$0.24
Fare Recovery Ratio:	5%

Fleet Inventory

# of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	Yes	12+2wc	Gas
4	1994	Dodge	No	13	Gas
1	1991	Dodge	No	14	Gas
1	1990	Dodge	Yes	9+2wc	Gas

ELDERLY/DISABLED (SECTION 5310) TRANSPORTATION PROVIDERS

Section 5310 (of the Federal Transit Act) authorizes federal capital assistance grants to meet the special needs of elderly persons and persons with disabilities where public mass transportation services are unavailable, insufficient or inappropriate. Eligible applicants include private non-profit organizations and public bodies that coordinate specialized transportation services.

Indiana annually receives about \$1.5 million in federal funds to distribute on an 80 percent federal and 20 percent local matching basis. Eligible equipment requests include passenger vehicles, accessibility equipment and communication systems.

The Indiana Department of Transportation, Public Transit Section solicits Section 5310 applications, selects projects, executes grant awards, buys equipment and monitors vehicle operation. To participate in the Section 5310 program, an applicant must submit an application that meets the following criteria: coordination, need, service and capacity.

Further questions about the Section 5310 program should be directed to the Section 5310 Program Manager at 317/232-1493.

The following agencies, listed by county, are currently operating Section 5310 vehicles:

	<u>PHONE NUMBER</u>
ALLEN	
Allen County Council on Aging	219/426-0060
Byron Health Center	219/637-3166
Turnstone Center	219/483-2100
BARTHOLOMEW	
Developmental Services	812/376-9404
Quinco Behavioral.....	888/348-7449
BLACKFORD	
Community and Family Services.....	219/726-9318
BOONE	
Boone County Senior Services	765/482-5220
BROWN	
Area XI Agency on Aging.....	812/372-6918
CARROLL	
Carroll County Council on Aging	765/564-2772
CASS	
Cass County Council on Aging	219/722-2424
Cass County for Mentally Retarded Citizens	219/753-4104
CLARK	
New Hope Services of Jeffersonville.....	812/288-8248
YMCA of Southern Indiana	812/256-2005
CLAY	
Clay County Council on Aging	812/448-2644
Paul Phillippe Senior Center.....	765/659-4060

PHONE NUMBER

DAVISS

Four Rivers Resource Services..... 812/254-4471
Senior and Family Services..... 812/254-1881

DEARBORN

Area 12 Council on Aging..... 812/432-5215
Lifetime Resources..... 812/432-5215

DECATUR

Area XI Agency on Aging..... 812/372-6918

DEKALB

DeKalb County Council on Aging..... 219/925-3311
DeKalb Parent's Council for Handicapped Children..... 219/925-3865

DELAWARE

Comprehensive Mental Health of East Central Indiana.....765/288-1928

ELKHART

Association for the Disabled of Elkhart County.....219/848-7451
City of Nappanee219/773-2112

FAYETTE

Fayette County Council on Aging.....765/827-1511
Landmark Services.....765/827-1171

FLOYD

Interfaith Community Council812/948-9248
Lifespan Resources.....812/948-8330
Lifestream Services765/759-1121
Rauch Inc.....812/945-4063
St. Elizabeth - Southern Indiana812/949-7305

FOUNTAIN

Area IV Agency on Aging.....765/447-7683

FULTON

Community Action Program of Western Indiana.....765/762-0420
Fulton County Council on Aging.....219/223-6953

GIBSON

Gibson County Area Rehabilitation Centers.....812/386-6312
Gibson County Council on Aging.....812/386-6312

GRANT

Carey Services.....765/668-8961

GREENE

Four Rivers Resource Services.....812/254-4471

HAMILTON

Hamilton County Senior Citizens Services.....317/815-7000
Janus Developmental Services317/773-8781

HANCOCK

Independent Residential Living.....317/861-0032

	<u>PHONE NUMBER</u>
HARRISON	
Blue River Services.....	812/364-4142
HENDRICKS	
Sycamore Services.....	317/745-4715
HUNTINGTON	
Huntington County Council on Aging.....	219/356-3006
JACKSON	
Area XI Agency on Aging.....	812/372-6918
JAY	
Jay-Randolph Developmental Services.....	219/726-7931
LifeTime Resources.....	812/432-5215
JEFFERSON	
Area 12 Council on Aging.....	812/432-5215
JENNINGS	
Area XI Agency on Aging.....	812/372-6918
JOHNSON	
Johnson County Association for Retarded Citizens.....	317/738-5500
Johnson County Senior Services.....	317/535-8553
KNOX	
Knox County Association for Retarded Citizens.....	812/886-4312
YMCA of Vincennes.....	812/882-2285
KOSCIUSKO	
Kosciusko Community Senior Services.....	219/267-4648
LA PORTE	
LaPorte County Comprehensive Mental Health Center.....	219/872-8666
LaPorte County Council on Aging.....	219/326-7889
Michiana Resources.....	219/874-4288
Parents Council for H & R Children of LaPorte County.....	219/872-6996
LAGRANGE	
LaGrange County Council on Aging.....	219/463-4161
LAWRENCE	
Lawrence County ARC.....	812/876-1079
MARION	
Catholic Social Services of Indianapolis.....	317/326-1500
Community Centers of Indianapolis.....	317/638-3669
Crossroads Rehabilitation of Indianapolis.....	317/466-1000
Independent Residential Living.....	317/861-0032
Red Cross of Indianapolis.....	317/684-4336
MARSHALL	
Marshall County Council on Aging.....	219/936-9904
MARTIN	
Four Rivers Resource Services.....	812/254-4471

PHONE NUMBER

MIAMI	
Miami County YMCA	765/472-1979
MONTGOMERY	
Crawfordsville Park and Recreation.....	765/364-5173
MORGAN	
Coordinated Aging Services of Morgan County.....	765/342-3007
NOBLE	
Noble County Association for Retarded Citizens.....	219/636-2155
Noble County Council on Aging.....	219/347-4226
Northeastern Center.....	219/347-4400
OHIO	
LifeTime Resources	812/432-5215
ORANGE	
First Chance Center.....	812/723-4486
Older Americans Services Corporation.....	812/865-3352
Orange County Rehabilitation and Developmental Services.....	812/723-4486
PARKE	
Child Adult Resource Services.....	765/569-2076
PERRY	
Perry County Council on Aging	812/547-8115
PORTER	
Porter County Council on Aging & Aged.....	219/464-9736
POSEY	
Posey County Council on Aging	812/838-4656
Posey County Rehabilitation Services	812/838-0636
PUTNAM	
Putnam County Comprehensive Services	765/653-9763
RANDOLPH	
Jay-Randolph Developmental Services	219/726-7931
RIPLEY	
LifeTime Resources	812/432-5215
New Horizons Rehabilitation.....	812/934-4528
RUSH	
Rush County Senior Services	765/932-2935
SHELBY	
Shelby Senior Services.....	317/398-0127
SPENCER	
Spencer County Council on Aging.....	812/362-7754
STEUBEN	
RISE, Inc.	219/665-9408
Steuben County Council on Aging.....	219/665-9856
SULLIVAN	
Four Rivers Resource Services.....	812/254-4471

	<u>PHONE NUMBER</u>
SWITZERLAND	
LifeTime Resources	812/432-5215
TIPPECANOE	
Tippecanoe County Council on Aging	765/447-2311
UNION	
Union County Council on Aging	765/458-7277
VANDERBURGH	
Evansville Association for Retarded Citizens	812/428-4500
VIGO	
West Central Indiana Economic Development District	812/238-1561
WABASH	
Wabash County Council on Aging	219/563-4475
WARRICK	
Community Action Program of Western Indiana	765/762-0420
Warrick County Council on Aging	812/897-4437
WAYNE	
Adult Day Care of Richmond	765/966-0852
Northeastern Senior Center	765/847-2258
Wayne County Council for Retarded Citizens	765/966-0502
WELLS	
Bi-County Services	219/824-1253
Wells County Council on Aging	219/824-1070
WHITE	
Comprehensive Developmental Centers	219/583-8227
WHITLEY	
Whitley County Council on Aging	219/248-8944

TRANSIT PARTNERS AND ADVOCATES

American Public Transit Association (APTA)

1201 New York Avenue NW
Washington, DC 20005
Phone: (202) 898-4000
Fax: (202) 898-4049
Website: <http://www.apta.com>

Community Transportation Association of America (CTAA)

1341 G Street NW, Suite 600
Washington, D.C. 20005
Phone: (202) 628-1480
Fax: (202) 737-9197
Website: <http://www.ctaa.org>

Family and Social Services Administration (FSSA)

P.O. Box 7083
402 W. Washington Street
Indianapolis, IN 46207-7083
Phone: (317) 233-4454
Fax: (317) 233-4693
Website: <http://www.ai.org/fssa/index.html>

Federal Transit Administration Region 5

200 W. Adams Street, Suite 2410
Chicago, IL 60606
Phone: (312) 353-2865
Fax: (312) 886-0351
Website: <http://www.fta.dot.gov>

Governor's Planning Council for People with Disabilities

143 West Market # 404
Indianapolis, IN 46204-2821
Phone: (317) 232-7770
TT: (317) 232-7771
Fax: (317) 233-3712
Website: <http://www.state.in.us/gpcpd/>

Indiana Council on Specialized Transportation (INCOST)

825 East Eighth Street
Bloomington, IN 47808
Phone: (800) 334-3554

Indiana Department of Transportation Public Transit Section

100 North Senate Avenue, Room N901
Indianapolis, IN 46204
Phone: (317) 232-1482
Fax: (317) 232-1499
Website: http://www.state.in.us/dot/multi-modal/public/tran_1.htm

Indiana RTAP Program

825 East Eighth Street
Bloomington, IN 47808
Toll Free: (800) 334-3554
Toll Call: (812) 855-8143
Fax: (812) 855-8022
Website: <http://www.indiana.edu/~iutrans/rtap>

Indiana Transportation Association

Kent McDaniel, Executive Director
825 East Eighth Street
Bloomington, IN 47808-8022
Phone: (812) 855-8143
Fax: (812) 855-8022

Indiana Metropolitan Planning Organizations

Bloomington Area Transportation Study

Mr. Tom Micuda, Director
P.O. Box 100, Municipal Building
Bloomington, IN 47402
Phone: (812) 349-3531
Website: <http://www.city.bloomington.in.us/planning>

Delaware-Muncie Metropolitan Plan Commission

Ms. Marta Moody, Executive Director
206 Delaware County Building
Muncie, IN 47305
Phone: (765) 747-7740

Evansville Urban Transportation Study

Ms. Rose Zigenfus, Executive Director
316 Civic Center Complex
Evansville, IN 47708
Phone: (812) 426-5230
Website: <http://www.evansville.net/~euts/home.htm>

City of Indianapolis-Department of Metropolitan Development

Mr. Mike Peoni, Manager, Metropolitan Planning Organization
200 East Washington Street, Suite 1841
Indianapolis, IN 46204
Phone: (317) 327-5136
Website: <http://www.indygov.org/indympo/>

Kentuckian Regional Planning and Development Agency

Mr. Jack Scriber, Executive Director
11520 Commonwealth Avenue
Louisville, KY 40299
Phone: (502) 266-6084
Website: <http://www.kipda.org>

Kokomo & Howard County Governmental Coordinating Council

Mr. Larry Ives, Transportation Director
120 East Mulberry Street, Suite 116
Kokomo, IN 46901
Phone: (765) 456-2336

Madison County Council of Governments

Mr. Jerry Bridges, Executive Director
16 East Ninth Street
Anderson, IN 46016
Phone: (765) 641-9482

Michiana Area Council of Governments

Ms. Sandi Seanor, Executive Director
227 West Jefferson Boulevard, Room 1120
South Bend, IN 46601
Phone: (219) 287-1829
Website: <http://hometown.aol.com/macogplanr/macog.htm>

Northeastern Indiana Regional Coordinating Council

Mr. Elias Samaan
Director of Transportation Planning
City-County Building, Room 640
Fort Wayne, IN 46802
Phone: (219) 428-7309
Website: http://www.acdps.org/framesets/trans_frm.htm

Northwestern Indiana Regional Plan Commission

Mr. Steve Strains, Director of Transportation
6100 Southport Road
Portage, IN 46368
Phone: (219) 763-6060
Website: <http://www.nirpc.org/home.html>

Tippecanoe County Area Plan Commission

Mr. Jim Hawley, Executive Director
20 North Third Street
Lafayette, IN 47901-1209
Phone: (765) 423-9242

West Central Indiana Economic Development Corporation

Mr. Merv Nolot, Executive Director
1718 Wabash Avenue, P.O. Box 359
Terre Haute, IN 47808
Phone: (812) 238-1561
Website: <http://www.indstate.edu/wciedd/>

Indiana Regional Planning Councils

Association of Indiana Counties

101 West Market Street, Suite 1792
Indianapolis, IN 46204
Phone: (317) 684-3710
Website: <http://www.ai.org/aic/index.html>

Indiana Association of Cities and Towns

150 West Market Street, Suite 728
Indianapolis, IN 46204
Phone: (317) 237-6200
Fax: (317) 237-6206
Website: <http://www.citiesandtowns.org/>

Indiana 15 Regional Planning Commission

Karen S. Dearlove, Executive Director
610 Main Street, P.O. Box 786
Jasper, IN 47547-0786
Phone: (812) 482-4535
Fax: (812) 482-4863

III-A Development District

119 West Mitchell Street, Suite 2
Kendallville, IN 46755
Phone: (219) 347-4714

Kankakee/Iroquois Regional Planning Commission

115 East Fourth Street, P.O. Box 127
Monon, IN 47959
Phone: (219) 253-6658

River Hills Economic Development District & Regional Planning Commission

1710 West Court Avenue, Suite 104
Jeffersonville, IN 47130
Phone: (812) 288-4624

Southeastern Indiana Regional Planning Commission

P.O. Box 127
Versailles, IN 47042
Phone: (812) 689-5505

GLOSSARY

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

Access to Jobs - This program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services. The program was authorized by the Transportation Equity Act for the 21st Century (TEA-21) and is administered by the Federal Transit Administration.

Accessibility - The extent to which facilities, including transit vehicles, are barrier-free and can be used by people that have disabilities including wheelchair users.

Active Vehicles - The total number of vehicles available for revenue service during the calendar year. Vehicles, including those designated as spares, are considered available if they are capable of being used even if on an occasional basis (except for retired vehicles).

Alternative Fuels - Vehicle engine fuels other than standard gasoline or diesel. Typically alternative fuels burn cleaner than gasoline or diesel and produce reduced emissions. Common alternative fuels include methanol, ethanol, compressed natural gas (CNG), liquefied natural gas (LNG), clean diesel fuels, and reformulated gasoline.

Americans with Disabilities Act (ADA) - Passed by Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications, and public accommodations. Under this Act, most transportation providers are obligated to purchase lift-equipped vehicles for their fixed route services and must assure system-wide accessibility of their demand response services to persons with disabilities. Public transit providers that operate fixed route services must also provide paratransit that is comparable to the level of service provided to non-disabled individuals that utilize the entity's fixed route system.

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 on 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 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.

Brokerage - A method of providing transportation where riders are matched with appropriate transportation providers through a central trip request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance, and other functions under contractual arrangements with agencies, municipalities, and other organizations. Actual trips are provided by a number of different vendors.

Capital Costs - Refers to the costs of long-term assets of a public transit system such as property, buildings, and vehicles. Under TEA-21, FTA has broadened its definition of capital costs to include bus overhauls, preventive maintenance, and even a share of a transit provider's ADA paratransit expenses.

Capital Grant Awards - Federal, state, and local 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 auxiliary transportation revenue, charter service revenue, non-transportation revenue such as leases and advertising, and school bus service revenue.

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.

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

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.

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

Clean Air Act - Federal regulations that detail acceptable levels of airborne pollution and spell out the role of state and local governments in maintaining clean air.

Commercial Driver's License (CDL) - The standardized driver's license required of bus and heavy truck drivers in every state. Covers drivers of any vehicle manufactured to seat 15 or more passengers (plus driver) or over 13 tons gross vehicle weight. The CDL is mandated by the Federal government in the Commercial Motor Vehicle Safety Act of 1986.

Complementary Paratransit - As required by the Americans with Disabilities Act, fixed route systems must offer complementary paratransit service to those ADA-eligible riders that cannot access the fixed route service. ADA complementary paratransit services must meet a series of criteria designed to ensure they are indeed complementary.

Congestion Mitigation and Air Quality Project (CMAQ) - A flexible funding program administered by the Federal Highway Administration (FHWA) that funds projects and programs to reduce harmful vehicle emissions and improve traffic conditions. CMAQ funds may be used flexibly for transit projects, rideshare projects, high-occupancy vehicle lanes, and other purposes.

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

Demand Response Service - A door-to-door or curb-to-curb transportation service that typically requires an advance reservation. Transit vehicles providing demand response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. This type of service is similar to a taxi operation and passengers often share rides. Demand response service is generally provided using small transit vehicles including sedans and minivans.

Deviated Fixed Route - This type of transit is a hybrid of fixed route and demand response services. Transit vehicles travel along a fixed route and maintain scheduled stops, but the vehicle may deviate off the route to pick up or drop off passengers.

Disabled- Any person who by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability is unable, without special facilities, to use local transit facilities and services as effectively as persons who are not so affected.

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 response 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 - Transit service is provided along a prescribed route on a scheduled basis stopping at predetermined pick up points. Routes are generally served by larger transit vehicles.

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 and paid absences such as sick leave, holidays, vacation, jury duty, death in the family, and 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 operate 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:

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

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.

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, and 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, and cleaning supplies, etc.).

Metropolitan Planning Organization (MPO) - Metropolitan planning organizations are responsible for transportation planning and programs in each urban area with a population of 50,000 or greater.

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 Trip - Ratio equating total operating costs to total passenger trips. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. Increasing passenger trips 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 revenue from Federal, state, and local cash grants. Operating income and operating subsidy are the total operating revenue for 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 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 that are classified as revenue operators or crewmen.

Other Expenses - On the individual system pages, Other Expenses consists of taxes and miscellaneous expenses. For Section 5311 systems it also includes leases and rentals, equipment, and in-direct expenses.

Other Salaries and Wages - Payment for the labor of employees of the transit system (or sponsoring agency) that 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.

Paratransit - Flexible forms of public transportation services that are not provided over a fixed route (e.g., demand response service).

Passenger Trips/Capita - Ratio equating total passenger trips to service area population. Increasing passenger trips and/or decreasing service area population may increase the ratio.

Passenger Trips/Total Vehicle Miles (TVM) - Ratio equating total passenger trips 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 trips or eliminating service (TVM) that has marginal ridership may increase the ratio.

Passenger Trip - One person making a one-way trip from origin to destination. One round trip equals two passenger trips.

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.

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.

Section 5307 - The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5309 - The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities, and rail projects.

Section 5310 - The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in both rural and urban settings that are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311 - The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

Service Area - The geographic area that coincides with a 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.

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

Advertising Fees - The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Also included are advertising media fees, regardless of whether they are paid to the advertising agency or to the media.

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 is to be differentiated from professional and custodial services.

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, and transit industry consultants, etc.

Service Route - A hybrid between fixed route and demand response service. Service routes are established between targeted neighborhoods and the service areas that riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.

Standard Van (SV) - Standard vans typically seat five to fifteen passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

Subsidy/Passenger Trip - Ratio comparing government operating assistance (Federal, state, and local) to total passenger trips. This measure is used to

indicate the level of Federal, state, and local 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 that 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 transit buses 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

User Side Subsidy - A type of transit system whereby the passenger purchases tokens or vouchers at designated sale sites and presents the token to a service provider (e.g., taxi company) in exchange for a trip. The price of the token or pass is less than the cost of the trip. The token is then subsidized with Federal, state, or local funds and the taxi operator is reimbursed for the cost of the trip.

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

