

INDIANA
PUBLIC
TRANSIT



ANNUAL
REPORT

1998 ANNUAL REPORT INDIANA PUBLIC TRANSIT

STATE OF INDIANA

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November 1999

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1998 PUBLIC TRANSIT SYSTEMS IN INDIANA

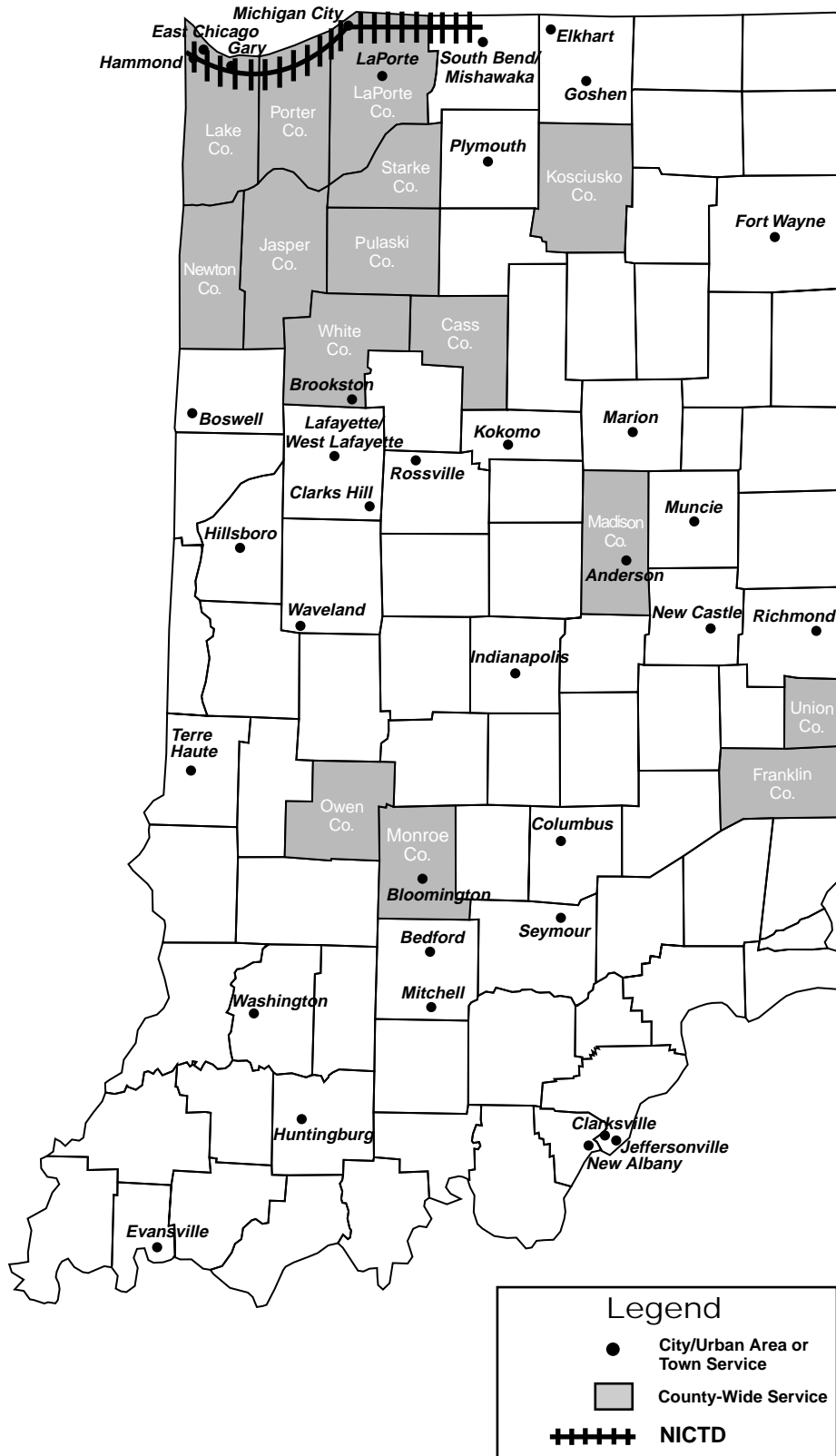


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INTRODUCTION

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.

The 1998 Annual Report, prepared by the PTS, 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 1998 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 the information about individual systems from locally prepared annual reports.

The thirty-nine transit systems in Indiana are divided into four peer groups that reflect system size and type of service. These peer groups are Large Fixed Route, Small Fixed Route, Urban Demand Response, and Rural Demand Response. These groups were defined during the Public Mass Transportation Fund Allocation Study completed in 1997. Section Two of this report provides a detailed analysis of the four peer groups.

STATEWIDE STATISTICS

The two tables on the following pages provide a statistical overview of ridership and total vehicle miles by system and peer group. Section Two provides further information about the performance of the transit systems in each peer group.

INDIANA STATEWIDE PUBLIC TRANSIT NEEDS ASSESSMENT

The Statewide Needs Assessment for Public Transit was

completed in early 1999 by Peter Schauer Associates. The goal of the study was to determine the cost of providing transit in Indiana so that all residents have some access to public transportation. Through data collection, site visits, and the determination of all persons involved, the report was completed and recommended a variety of activities and decisions including the following items regarding transit planning:

1. A planning process should be required of all existing public transit systems in the state. Notably, existing systems and systems seeking public funding should be required to present a five-year business plan and address the concept of unmet demand presented in the study.
2. While planning should be "financially constrained," a specific plan of action should be prepared by each applicant to describe how they will move towards the peer target ridership percentage (as shown in the study) and how the applicant will generate revenue.
3. There should be more focus on using existing resources (5310 providers) and/or coordination efforts to facilitate general public services.

The report's summary recommendations indicated that Indiana mobility efforts would benefit from clarifying who has the authority and the will to establish policy regarding the future role of Indiana Public Transit, what that role will be, and how to establish a plan for achievement. An important part of achievement will include proper and sufficient opportunity for the public to participate, review, and comment on the policies that are developed.

At the very least, this study can be used by local communities in their individual quests for bringing public transportation services to their areas. At the most, the study can be used to help shape the state's network of public transit services. Indiana's transportation history is one of the nation's 'stellar, early, multimodal, remarkably coordinated states'. The state once had locally based trolley systems and the "super interurban," which allowed passengers to go border to border throughout Indiana and link travel with local services. If Indiana transit partners and advocates address the suggestions and recommendations from this study, there is the potential of bringing some of Indiana's great transportation history into the new millennium.



RIDERSHIP BY SYSTEM

SYSTEM	RIDERSHIP 1997	RIDERSHIP 1998	% CHANGE	1998 RIDERSHIP PER CAPITA	1998 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Evansville	1,290,807	1,237,579	-4.12%	9.80	4.36%
Fort Wayne	1,374,960	1,324,014	-3.71%	7.11	4.66%
Gary	2,349,338	2,201,299	-6.30%	18.87	7.76%
Indianapolis	10,169,976	10,444,627	2.70%	11.42	36.80%
Lafayette	1,728,389	1,695,702	-1.89%	15.63	5.97%
Muncie	1,229,475	1,233,266	0.31%	17.36	4.35%
South Bend	2,622,695	2,420,500	-7.71%	16.29	8.53%
SUBTOTAL: GROUP 1	20,765,640	20,556,987	-1.01%	12.29	72.43%
GROUP 2 - Small Fixed Route					
Anderson	261,642	269,404	2.97%	4.52	0.95%
Bloomington	937,905	1,006,051	7.27%	16.59	3.54%
Columbus	159,100	161,864	1.74%	5.09	0.57%
East Chicago	205,657	246,698	19.96%	7.28	0.87%
Hammond	389,959	369,149	-5.34%	4.13	1.30%
Marion	141,893	136,595	-3.73%	4.19	0.48%
Michigan City	190,099	187,886	-1.16%	5.18	0.66%
Richmond	340,807	337,522	-0.96%	8.72	1.19%
Southern Indiana	181,489	186,576	2.80%	2.39	0.66%
Terre Haute	267,138	240,424	-10.00%	4.01	0.85%
SUBTOTAL: GROUP 2	3,075,689	3,142,169	2.16%	6.03	11.07%
GROUP 3 - Urban Demand Response					
Elkhart	168,480	143,404	-14.88%	3.29	0.51%
Goshen	25,840	23,521	-8.97%	0.99	0.08%
Kokomo	95,348	93,089	-2.37%	1.39	0.33%
LCEO	277,300	285,619	3.00%	5.55	1.01%
Trade Winds	183,713	92,648	-49.57%	1.80	0.33%
SUBTOTAL: GROUP 3	750,681	638,281	-14.97%	2.69	2.25%
GROUP 4 - Rural Demand Response					
Bedford	55,373	58,194	5.09%	4.21	0.21%
Cass County	29,927	70,037	134.03%	1.82	0.25%
Franklin County	36,213	36,637	1.17%	1.87	0.13%
Huntingburg	7,306	6,829	-6.53%	1.30	0.02%
KIRPC	149,794	162,261	8.32%	1.67	0.57%
Kosciusko County	85,564	76,455	-10.65%	1.17	0.27%
LaPorte	69,796	56,474	-19.09%	2.63	0.20%
Madison County	17,712	18,061	1.97%	0.32	0.06%
Mitchell	16,595	16,075	-3.13%	3.44	0.06%
Monroe County	86,847	93,802	8.01%	0.69	0.33%
New Castle	29,283	29,572	0.99%	1.67	0.10%
Plymouth	3,351	3,501	4.48%	0.42	0.01%
Seymour	5,112	3,932	-23.08%	0.25	0.01%
Union County	24,321	21,407	-11.98%	3.07	0.08%
Washington	10,796	9,543	-11.61%	0.88	0.03%
Waveland	14,001	13,462	-3.85%	1.22	0.05%
SUBTOTAL: GROUP 4	641,991	676,242	5.34%	1.28	2.38%
GROUPS 1 THROUGH 4	25,234,001	25,013,679	-0.87%	8.45	88.13%
NICTD	3,384,439	3,369,557	-0.44%	20.59	11.87%
TOTAL ALL GROUPS	28,618,440	28,383,236	-0.82%	9.09	100%



OPERATING CHARACTERISTICS

TOTAL VEHICLE MILES (TVM) BY SYSTEM

SYSTEM	TVM 1997	TVM 1998	% CHANGE
GROUP 1 - Large Fixed Route			
Evansville	1,224,518	1,206,272	-1.49%
Fort Wayne	1,170,872	1,178,918	0.69%
Gary	1,610,700	1,718,621	6.70%
Indianapolis	9,539,496	9,534,347	-0.05%
Lafayette	1,153,356	1,245,666	8.00%
Muncie	1,062,081	1,096,511	3.24%
South Bend	1,832,468	1,836,606	0.23%
SUBTOTAL: GROUP 1	17,593,491	17,816,941	1.27%
GROUP 2 - Small Fixed Route			
Anderson	405,257	481,501	18.81%
Bloomington	760,233	787,479	3.58%
Columbus	234,812	257,266	9.56%
East Chicago	173,873	192,053	10.46%
Hammond	461,420	441,251	-4.37%
Marion	145,873	146,548	0.46%
Michigan City	247,321	227,564	-7.99%
Richmond	360,060	351,018	-2.51%
Southern Indiana	189,598	239,139	26.13%
Terre Haute	359,740	281,954	-21.62%
SUBTOTAL: GROUP 2	3,338,187	3,405,773	2.02%
GROUP 3 - Urban Demand Response			
Elkhart	627,618	560,444	-10.70%
Goshen	110,739	124,096	12.06%
Kokomo	307,620	284,292	-7.58%
LCEOC	1,025,000	1,045,500	2.00%
Trade Winds	1,002,746	1,035,919	3.31%
SUBTOTAL: GROUP 3	3,073,723	3,050,251	-0.76%
GROUP 4 - Rural Demand Response			
Bedford	68,489	75,277	9.91%
Cass County	149,822	253,078	68.92%
Franklin County	202,905	232,488	14.58%
Huntingburg	10,646	9,002	-15.44%
KIRPC	632,986	665,664	5.16%
Kosciusko County	188,984	180,139	-4.68%
LaPorte	204,844	162,354	-20.74%
Madison County	254,815	226,032	-11.30%
Mitchell	19,618	20,149	2.71%
Monroe County	304,435	303,868	-0.19%
New Castle	36,272	37,491	3.36%
Plymouth	10,616	20,115	89.48%
Seymour	25,016	15,600	-37.64%
Union County	82,452	94,630	14.77%
Washington	29,878	30,427	1.84%
Waveland	37,459	37,290	-0.45%
SUBTOTAL: GROUP 4	2,259,237	2,363,604	4.62%
GROUPS 1 THROUGH 4	26,264,638	26,636,569	1.42%
NICTD	2,897,467	2,821,900	-2.61%
TOTAL ALL GROUPS	29,162,105	29,458,469	1.02%





SECTION ONE

INDOT Public Transit Programs & Services



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 Intermodal Division, which also includes the Rail and Aeronautics sections. The PTS administers

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
Stephanie Belch Transit Planner	232-1482	SBELCH@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
KABS	KIRPC	Madison County
LaPorte	Marion	New Castle
Monroe County	Michigan City	Richmond
Southern Indiana (TARC)	Mitchell	
Seymour	Plymouth	
Union County	Washington	
	Waveland	



The following table describes the program of projects for the 1998 Section 5311 Program.

1998 SECTION 5311 PROJECTS					
Grantee	Project Description	Federal Share	State Share	Local Share	Net Project Cost
Bedford	Operating Assistance	\$ 98,873	\$ 91,904	\$ 105,181	\$ 295,958
Columbus	"	254,638	207,530	165,573	627,741
KIRPC	"	373,606	245,621	140,034	759,261
Kosciusko County	"	253,690	153,235	112,927	519,852
LaPorte	"	159,500	127,073	66,470	353,042
Marion	"	81,008	40,504	40,504	162,016
Michigan City	"	278,006	174,003	208,496	660,505
Mitchell	"	33,329	24,792	13,792	71,913
Monroe County	"	187,024	187,756	113,839	488,619
New Castle	"	98,917	80,043	70,473	249,433
Richmond	"	303,908	243,435	79,405	626,748
Union County	"	52,994	55,278	59,075	167,347
Washington	"	29,824	17,231	12,715	59,770
Madison County	"	75,132	64,658	10,474	150,264
Huntingburg	"	27,043	16,765	11,351	55,159
Seymour	"	35,932	76,100	25,239	137,271
Waveland	"	47,613	6,000	41,613	95,226
Franklin County	"	96,560	12,904	90,413	199,877
Plymouth	"	18,000	2,762	15,238	36,000
Cass County	"	110,289	26,000	117,557	253,846
OPERATING SUBTOTAL		\$ 2,615,886	\$ 1,853,594	\$ 1,500,369	\$ 5,969,848
<i>Capital Projects (Section 5311)</i>					
Kosciusko County	Capital Equipment	\$ 10,202	\$ 1,273	\$ 1,277	\$ 12,752
LaPorte	"	28,000	3,500	3,500	35,000
Marion	"	128,000	101,001	101,001	330,002
Michigan City	"	69,482	8,695	8,686	86,863
Monroe County	"	39,200	4,900	4,900	49,000
Richmond	"	83,137	10,392	10,392	103,921
Dearborn County	Planning & Marketing	21,200	-	5,300	26,500
CAPITAL SUBTOTAL		\$ 379,221	\$ 129,761	\$ 135,056	\$ 644,038
OPERATING & CAPITAL SUBTOTAL		\$ 2,995,107	\$ 1,983,355	\$ 1,635,425	\$ 6,613,886
<i>Intercity Projects (Section 5311(f))</i>					
Marion	Planning & Marketing	\$ 12,008	\$ 2,389	\$ 2,392	\$ 16,789
Warsaw/Greyhound	"	7,981		1,995	9,976
Madison County	"	10,000			10,000
LaPorte	"	9,650		2,412	12,062
Dearborn County	"	4,539		1,135	5,674
"	Operating Assistance	61,821		61,821	123,642
"	Capital Assistance	34,618		8,654	43,272
Southern Indiana (TARC)	Operating Assistance	53,150		53,150	106,300
INTERCITY PROJECTS SUBTOTAL:		\$ 193,767	\$ 2,389	\$ 131,559	\$ 327,715

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. During 1998, Indiana received \$111,178 in RTAP funds. Indiana's RTAP program is implemented by the Institute for Urban Transportation at Indiana University with the help of an advisory committee.

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.

RTAP STAFF	E-mail
"Position Vacant"	
Betsy Kachmar	Mkachmar@indiana.edu
Vicky Warner	Vwarner@indiana.edu

Indiana RTAP staff can be contacted toll free at 1-800-334-3554, by e-mail, or visit their informative website at www.indiana.edu/~iutrans/rtap.html. Their full address is listed in Section Four.



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 1998, Federal funding of this program totaled \$193,767.

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 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 1998, INDOT awarded more than \$1,000,000 in Section 5310 grants to the agencies listed in the following table.

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

1998 SECTION 5310 GRANT AWARDS					
GRANTEE	SERVICE AREA (COUNTY)	EQUIPMENT AWARD	FEDERAL FUNDING	LOCAL FUNDING	TOTAL FUNDING
LaPorte Co. COA	LaPorte	Modified Van with lift	\$ 26,862	\$ 6,716	\$ 33,578
Michiana Industries	LaPorte	School Bus with lift	43,915	10,979	54,894
ADEC	Elkhart County	Light Transit Vehicle with lift	38,119	9,530	47,649
LaGrange Co. COA	LaGrange	Modified Van with lift	27,463	6,866	34,329
Noble Co. ARC	Noble County	15 passenger van	17,017	4,254	21,272
Steuben County COA	Steuben	Modified Van with lift	26,582	6,646	33,228
RISE	Steuben & DeKalb	Yellow School Bus with lift	41,073	10,268	51,342
DeKalb County COA	DeKalb	Modified Van with lift	26,862	6,716	33,578
Turnstone Center	Allen	Modified Van with lift	26,862	6,716	33,578
Allen Co. COA	Allen	Two Modified Vans with lifts	53,725	13,431	67,156
Carey Services	Grant & Blackford	Four 15 passenger vans	68,069	17,017	85,087
Wabash Co. COA	Wabash	Modified Van with lift	26,467	6,617	33,084
Cass Co. COA	Cass	Mini-van Modified Van with lift	14,062 26,747	3,515 6,687	17,577 33,434
Area IV AOA & Com. Serv	Montgomery/Carroll	Two Modified Mini-vans	55,912	13,978	69,890
Sycamore Services	Hendricks	Modified Van with lift	26,582	6,646	33,228
Crossroads Rehab. Center	Marion	Modified Minivan	27,956	6,989	34,945
Indep. Res. Living of Cent. IN	Marion	Modified Van with lift	26,467	6,617	33,084
Gateway Services	Johnson	Light Transit Vehicle with lift	35,250	8,812	44,062
Shelby Senior Services	Shelby	Modified van with lift	26,862	6,716	33,578
Fayette Co. COA	Fayette	15 passenger van	17,017	4,254	21,272
New Horizons Rehab	Ripley, Dearborn	Mini-van	13,834	3,458	17,292
	Franklin, Ohio	Modified Van with lift	28,046	7,012	35,058
Area 12 COA & Comty Serv.	Ripley, Dearborn, Jefferson, Switzerland	Communications system	26,400	6,600	33,000
Developmental Services	Jefferson, Jackson, Jennings, Bartholomew	Two Modified Vans with lifts One Modified Mini-van	53,725 27,956	13,431 6,989	67,156 34,945
South Central IN COA	Clark and Floyd	Modified Mini-van	27,956	6,989	34,945
Older American Serv. Corp	Crawford, Lawrence	Mini-van	14,062	3,515	17,577
Blue River Services	Harrison, Crawford Washington, Orange	Three 15-passenger vans	51,052	12,763	63,815
Spencer County COA	Spencer	One Mini-van One Modified Mini-van	14,062 27,956	3,515 6,989	17,577 34,945
Four River Devp. Services	Green, Sullivan,	Four Mini-vans Modified Mini-van	58,185 28,019	14,546 7,005	72,732 35,024
West Central IN Econ. Dev	Vigo	Modified van with lift	26,862	6,716	33,578
YMCA of Vincennes	Knox	Light Transit Vehicle with lift	36,170	9,042	45,212
Comm. Centers Indpls.	Marion	Scheduling software/hardware	71,492	17,873	89,365
TOTALS			\$ 1,185,652	\$ 296,413	\$ 1,482,065



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 1998, the INDOT PTS allocated \$135,746 for the statewide FTA Section 5313 Program. Indiana received \$564,428 in 1998 to allocate to the 12 MPOs as follows:

FTA SECTION 5303 - METROPOLITAN PLANNING PROGRAM - 1998 ALLOCATIONS			
Urban Area	Federal Share	Local Share	Total
Indianapolis	\$ 159,068	\$ 39,767	\$ 198,835
Northwest Indiana	131,013	26,203	157,216
South Bend/Elkhart/Goshen	58,545	11,709	70,254
Fort Wayne	35,178	8,795	43,973
Southern Indiana/Louisville	20,250	5,063	25,313
Anderson	24,130	6,033	30,163
Bloomington	24,055	6,014	30,069
Evansville	31,505	7,876	39,381
Lafayette	18,160	4,540	22,700
Muncie	22,534	5,634	28,168
Terre Haute	25,846	6,462	32,308
Kokomo	14,144	3,536	17,680
Total	\$ 564,428	\$ 131,632	\$ 696,060

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.



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 1998, \$25.5 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 electrically powered railroads. Qualifying commuter transportation districts must receive equal shares of this fund. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

Commuter Rail Service Fund

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

In 1998, the CRSF provided \$4,900,623 in funding.





SECTION TWO

Peer Group Comparisons



PEER GROUP COMPARISONS

In 1996, INDOT completed a study to evaluate the Public Mass Transportation Fund (PTMF) formula allocation. As part of the funding study, public transit systems were placed in more appropriate peer groups. The peer groups are now 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 1997 and 1998 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 1.6 million Indiana residents, approximately 30 percent of state's population. The populations of the service areas served by Group One systems range from 71,035 in Muncie to 914,761 in Indianapolis.

System	System Name	Service Area	Service Area Population
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	126,272
Fort Wayne	Fort Wayne Public Transportation Corporation	Fort Wayne Metropolitan Area	186,280
Gary	Gary Public Transportation Corporation	Gary City Limits and Selected Corridors	116,646
Indianapolis	IndyGo	Indianapolis Metropolitan Area	914,761
Lafayette	Greater Lafayette Public Transportation Corporation	Lafayette, West Lafayette Metropolitan Area	108,500
Muncie	Muncie Indiana Transit System	Fixed Route/City Limits - Demand Response/City Limits	71,035
South Bend	South Bend Public Transportation Corporation	South Bend and Mishawaka Metropolitan Area	148,590
Total			1,672,084
Total Indiana Population			5,544,159
Percent of Indiana Population			30%

In 1998, Group One transit systems provided more than 20 million passenger trips. Total ridership for the Group One systems decreased slightly in 1998. Overall, total ridership decreased one percent and individual system ridership decreased between 1.89 percent and 6.3 percent. However, ridership on two systems increased in 1998. Ridership among Group One systems ranged from 1.2 million trips to more than 10 million trips.

The total vehicle miles operated by Group One transit systems increased one percent in 1998, from 17.5 million miles in 1997 to 17.8 million miles in 1998. The majority of the systems in Group One had an increase in vehicle miles ranging from less than one percent to eight percent. Six of the seven systems operated less than two million miles during the year.

	Total Ridership			Total Vehicle Miles		
	1997	1998	Percent Change	1997	1998	Percent Change
Evansville	1,290,807	1,237,579	-4.12%	1,224,518	1,206,272	-1.49%
Fort Wayne	1,374,960	1,324,014	-3.71%	1,170,872	1,178,918	0.69%
Gary	2,349,338	2,201,299	-6.30%	1,610,700	1,718,621	6.70%
Indianapolis	10,169,976	10,444,627	2.70%	9,539,496	9,534,347	-0.05%
Lafayette	1,728,389	1,695,702	-1.89%	1,153,356	1,245,666	8.00%
Muncie	1,229,475	1,233,266	0.31%	1,062,081	1,096,511	3.24%
South Bend	2,622,695	2,420,500	-7.71%	1,832,468	1,836,606	0.23%
Total	20,765,640	20,556,987	-1.00%	17,593,491	17,816,941	1.27%

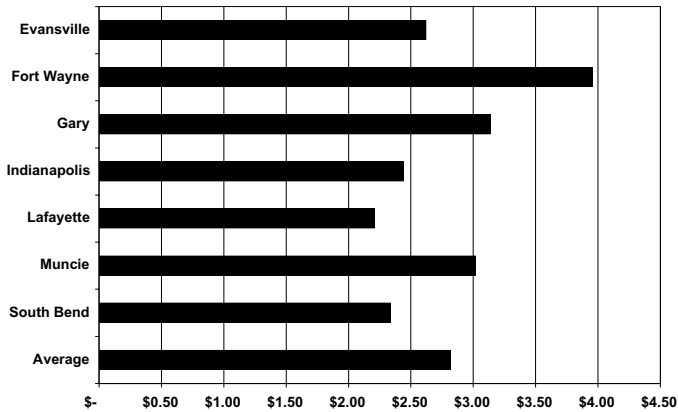


The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 1998, the average operating expense per passenger trip for Group One systems was \$2.81. The cost per trip varied from \$2.21 to \$3.95. Among the urban systems, the average operating expense per vehicle mile was \$3.33 in 1998. The individual systems' cost per mile ranged from \$2.67 to \$4.44.

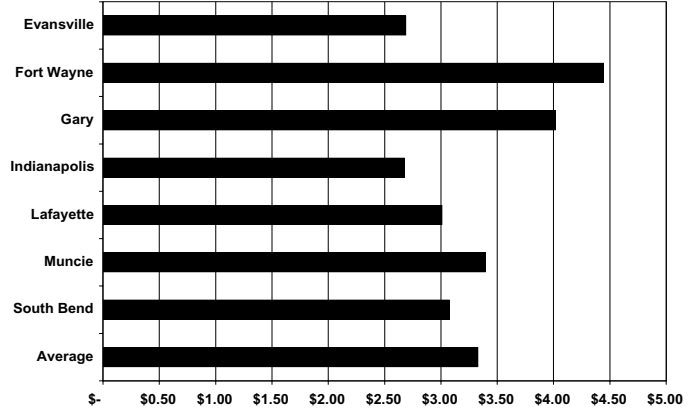
In 1998, the ratio of locally derived income to

operating expense varied from \$0.42 to \$0.70. This means that for every dollar of expense, between \$0.42 and \$0.70 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 seven percent to twenty-seven percent.

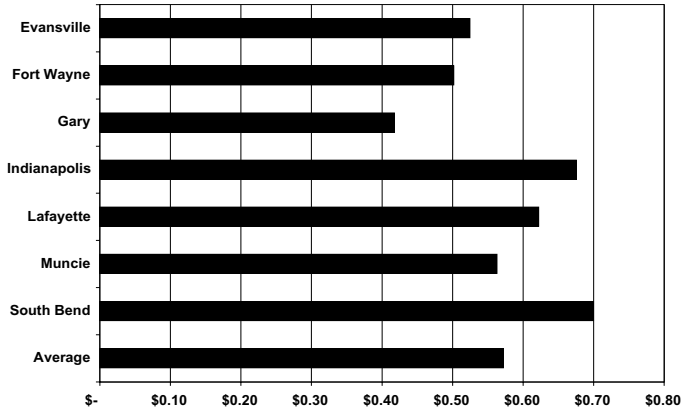
Group One: Operating Expense Per Passenger Trip



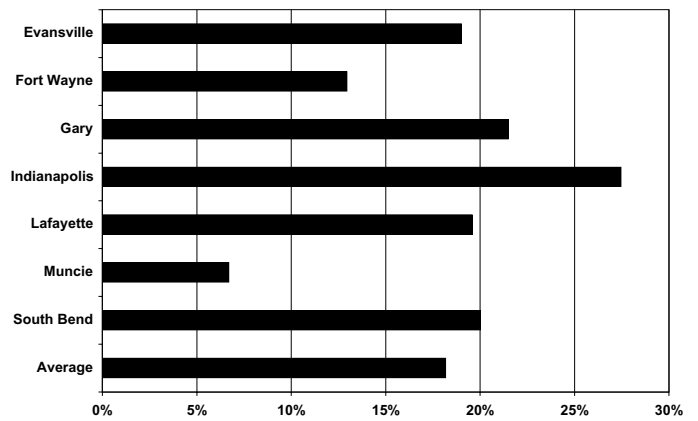
Group One: Operating Expense Per Total Vehicle Mile



Group One: Locally Derived Income Per Operating Expense



Group One: Fare Recovery Ratio



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 520,000 Indiana residents, approximately nine percent of the state's population. The sizes of the service area populations range from 31,802 to 89,391. The average service area population served by Group Two systems is 52,084.

System	System Name	Service Area	Service Area Population
Anderson	City of Anderson Transit System	Anderson City Limits	59,549
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	60,633
Columbus	Columbus Transit	Columbus City Limits	31,802
East Chicago	East Chicago Public Transit	East Chicago City Limits	33,892
Hammond	Hammond Transit System	Hammond, Whiting, and adjacent areas of Illinois & Indiana	89,391
Marion	Marion Transportation System	Marion City Limits	32,618
Michigan City	Michigan City Municipal Coach Service	Michigan City Limits and Trail Creek	36,274
Richmond	Rose View Transit & Paratransit System	Richmond City Limits	38,705
Southern Indiana	Transit Authority of River City	New Albany, Clarksville, and Jeffersonville City Limits	77,996
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute City Limits and West Terre Haute	59,978
Total			520,838
Total Indiana Population			5,544,159
Percent of Indiana Population			9%

In 1998, Group Two systems provided more than 3.1 million trips, an increase of two percent from 1997. While a few systems had a decrease in trips, five of the systems had ridership increases between two percent and twenty percent. Ridership on Group Two systems ranged from 136,595 to 1,006,051 in 1998.

Similar to the increase in trips, the number of total

vehicle miles operated by the Group Two systems increased two percent from 3,338,187 in 1997 to 3,405,773 in 1998. The individual vehicle mile increases ranged from less than one percent to twenty-six percent. In 1998, the number of total vehicle miles operated by a Group Two system varied from 146,548 to 787,479 and the average number of vehicle miles was 340,577.

System	Total Ridership			Total Vehicle Miles		
	1997	1998	Percent Change	1997	1998	Percent Change
Anderson	261,642	269,404	2.97%	405,257	481,501	18.81%
Bloomington	937,905	1,006,051	7.27%	760,233	787,479	3.58%
Columbus	159,100	161,864	1.74%	234,812	257,266	9.56%
East Chicago	205,657	246,698	19.96%	173,873	192,053	10.46%
Hammond	389,959	369,149	-5.34%	461,420	441,251	-4.37%
Marion	141,893	136,595	-3.73%	145,873	146,548	0.46%
Michigan City	190,099	187,886	-1.16%	247,321	227,564	-7.99%
Richmond	340,807	337,522	-0.96%	360,060	351,018	-2.51%
Southern Indiana	181,489	186,576	2.80%	189,598	239,139	26.13%
Terre Haute	267,138	240,424	-10.00%	359,740	281,954	-21.62%
Total	3,075,689	3,142,169	2.16%	3,338,187	3,405,773	2.02%

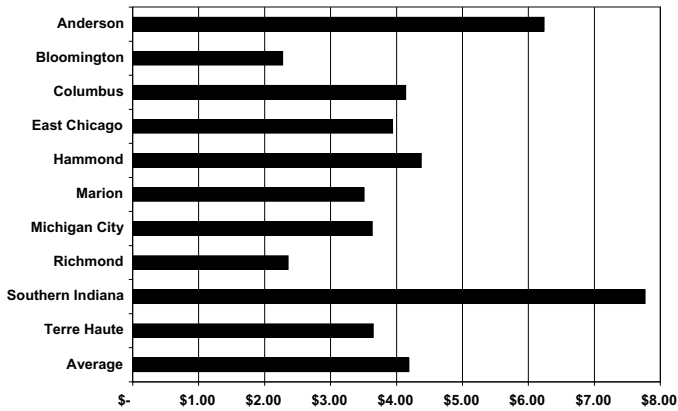


The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 1998, the average operating expense per passenger trip among Group Two systems was \$4.19. The cost per trip varied from \$2.27 to \$7.77. The average operating cost per mile was \$3.54, with actual costs ranging from \$2.26 to \$6.06 per mile.

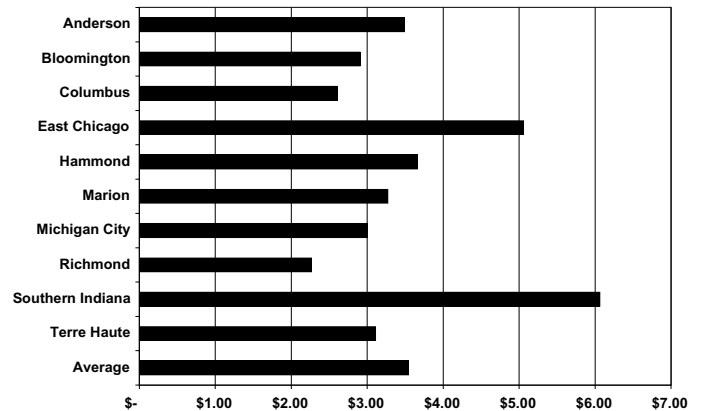
In 1998, all of the Group Two systems covered more than 20 percent of their operating expenses with locally derived income. For each dollar of expense,

an average of \$0.36 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 \$0.51. On average, the systems covered 12 percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from six percent to twenty-one percent (note: East Chicago does not charge a passenger fare, thus does not exhibit a fare recovery ratio).

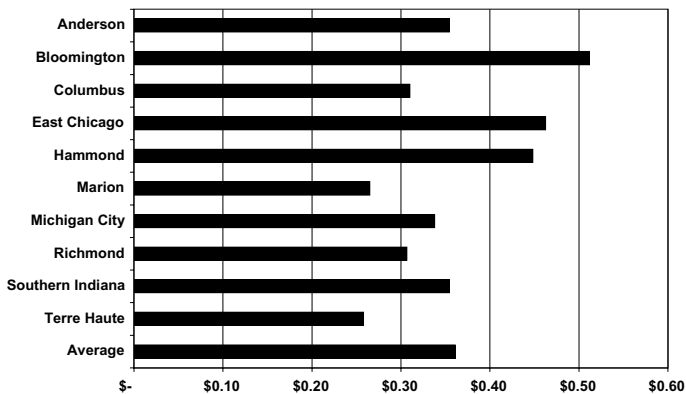
Group Two: Operating Expense Per Passenger Trip



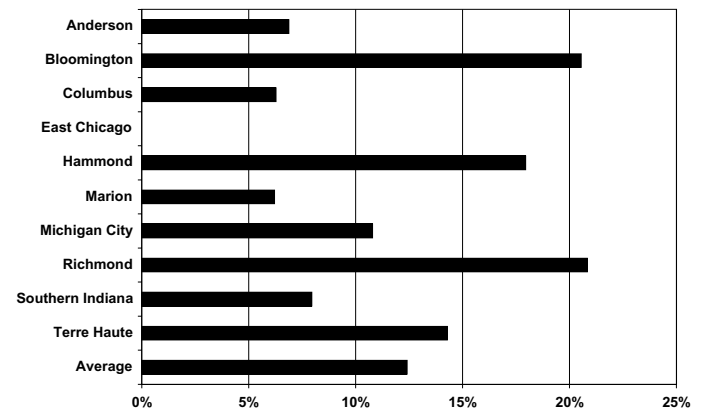
Group Two: Operating Expense Per Total Vehicle Mile



Group Two: Locally Derived Income Per Operating Expense



Group Two: Fare Recovery Ratio



Group Three: Urban Demand Response Systems

The five 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 237,249 people. The combined service area populations provide service to approximately four percent of the state's population. The average service area population for Group Three systems is 59,312. Although Elkhart and Goshen operate separate transit systems, the two cities are defined as one metropolitan area with a combined population of 67,424.

System	System Name	Service Area	Service Area Population
Elkhart	Heart City Rider	City of Elkhart	43,627
Goshen	Goshen Transit	City of Goshen and contiguous area	23,797
Kokomo	First City Rider/Kokomo Senior Citizen Bus Service	City of Kokomo	66,981
LCEOC	LCEOC Transaction	Lake and Porter Counties	51,422 (estimated)
Trade Winds	Trade Winds Rehabilitation Center	Lake, Porter, and LaPorte Counties	51,422 (estimated)
Total			237,249
Total Indiana Population			5,544,159
Percent of Indiana Population			4%

In FY 1998, Group Three systems provided 638,281 passenger trips. This figure represents a 15 percent decrease from 1997. The number of trips increased three percent for one system, while the remaining systems saw ridership decrease between two percent and fifty percent.

In 1998, Group Three systems operated 3,050,251 vehicle miles, less than one percent fewer miles than 1997. While one system increased both vehicle miles and passenger trips, two systems operated more vehicle miles in 1998 but provided fewer passenger trips. On average, the Group Three systems operated 610,000 miles in 1998.

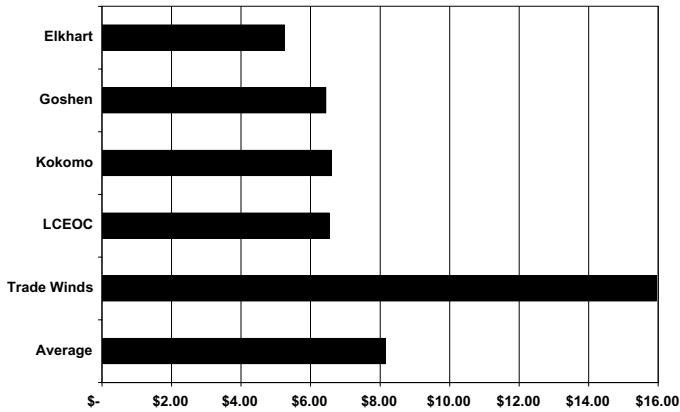
System	Total Ridership			Total Vehicle Miles		
	1997	1998	Percent Change	1997	1998	Percent Change
Elkhart	168,480	143,404	-14.88%	627,618	560,444	-10.70%
Goshen	25,840	23,521	-8.97%	110,739	124,096	12.06%
Kokomo	95,348	93,089	-2.37%	307,620	284,292	-7.58%
LCEOC	277,300	285,619	3.00%	1,025,000	1,045,500	2.00%
Trade Winds	183,713	92,648	-49.57%	1,002,746	1,035,919	3.31%
Total	750,681	638,281	-14.97%	3,073,723	3,050,251	-0.76%



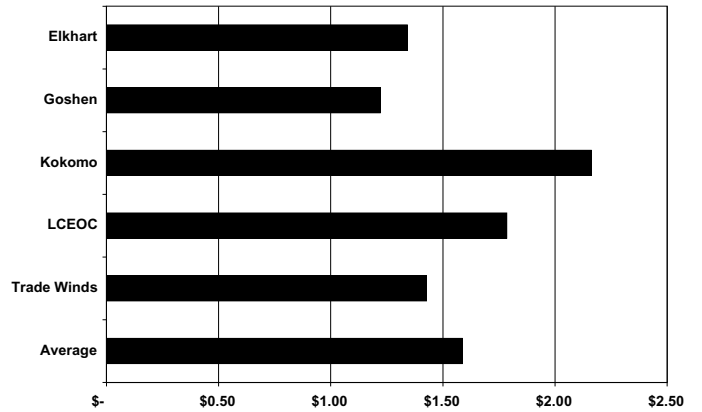
The Group Three systems had an average cost per passenger trip of \$8.15 in 1998. The cost per trip for individual systems varied from \$5.24 to \$15.94. It cost an average of \$1.59 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.22 to \$2.16.

Through local means of generating income, the Group Three systems covered an average of \$0.48 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.41 and \$0.57 for each dollar of expense. Considering fare revenue alone, the systems recovered between six percent and forty-six percent of system expenses through passenger fares, with an average fare recovery of 29 percent.

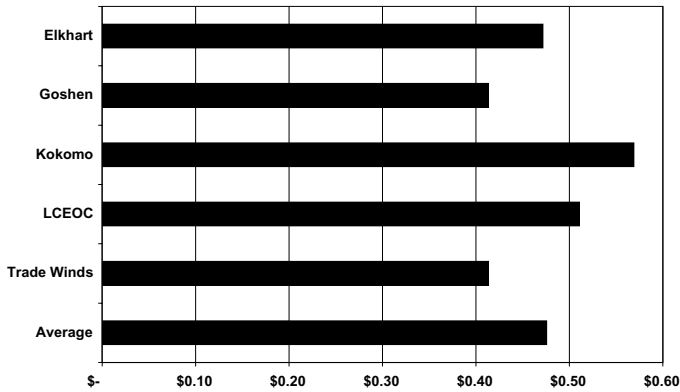
Group Three: Operating Expense Per Passenger Trip



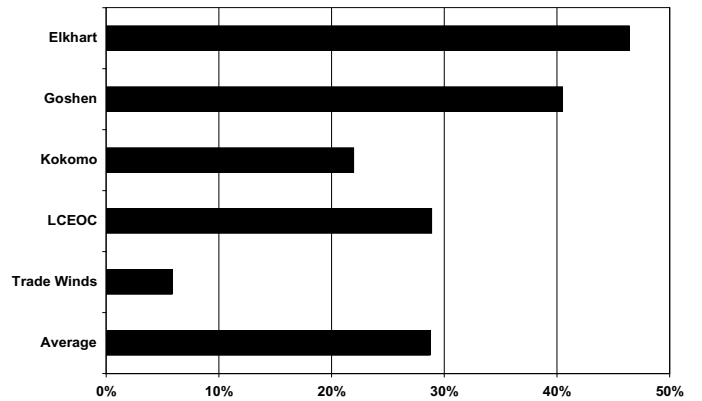
Group Three: Operating Expense Per Total Vehicle Mile



Group Three: Locally Derived Income Per Operating Expense



Group Three: Fare Recovery Ratio



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 16 systems in Group Four serve more than 529,000 people. This represents ten percent of the state's population. The average service area population is 33,067. The size of the individual service areas is between 4,669 and 136,300 people.

System	System Name	Service Area	Service Area Population
Bedford	Transit Authority of Stone City	Bedford City Limits	13,817
Cass County	Cass Area Transit	Cass County and City of Logansport	38,413
Franklin County	Franklin County Public Transportation	Franklin County	19,580
Huntingburg	Huntingburg Transit System	Huntingburg City Limits	5,252
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke, and White Counties	97,166
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	65,294
LaPorte	TransPorte	LaPorte City limits and one-quarter mile fringe	21,507
Madison County	Transportation for Rural Areas of Madison	Madison County except Anderson	56,632
Mitchell	Mitchell Transit System	Mitchell City Limits	4,669
Monroe County	Rural Transit	Monroe, Owen, and Southern Putnam Counties	136,300
New Castle	New Castle Community Transit System	New Castle City Limits	17,753
Plymouth	Rock City Rider	City of Plymouth	8,303
Seymour	Seymour Transit	City of Seymour	15,576
Union County	Union County Transit Service	Union County with trips to Richmond and Connersville	6,976
Washington	Washington Transit System	Washington City Limits	10,838
Waveland	Waveland Volunteer Transit	Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland	10,993
Total			529,069
Total Indiana Population			5,544,159
Percent of Indiana Population			10%

In 1998, the systems in Group Four provided 676,242 trips, an increase of five percent over the 1997 total. Half of the systems had increased ridership during the year while half of the systems had a decrease in trips. The average number of trips provided by a Group Four system was 42,265.

Similar to the increase in the number of passenger trips, Group Four systems operated more miles in 1998. The systems operated 2,363,604 vehicle miles in 1998, an increase of more than four percent. Nine systems operated more miles, while seven operated fewer miles.

System	Total Ridership			Total Vehicle Miles		
	1997	1998	Percent Change	1997	1998	Percent Change
Bedford	55,373	58,194	5.09%	68,489	75,277	9.91%
Cass County	29,927	70,037	134.03%	149,822	253,078	68.92%
Franklin County	36,213	36,637	1.17%	202,905	232,488	14.58%
Huntingburg	7,306	6,829	-6.53%	10,646	9,002	-15.44%
KIRPC	149,794	162,261	8.32%	632,986	665,664	5.16%
Kosciusko County	85,564	76,455	-10.65%	188,984	180,139	-4.68%
LaPorte	69,796	56,474	-19.09%	204,844	162,354	-20.74%
Madison County	17,712	18,061	1.97%	254,815	226,032	-11.30%
Mitchell	16,595	16,075	-3.13%	19,618	20,149	2.71%
Monroe County	86,847	93,802	8.01%	304,435	303,868	-0.19%
New Castle	29,283	29,572	0.99%	36,272	37,491	3.36%
Plymouth	3,351	3,501	4.48%	10,616	20,115	89.48%
Seymour	5,112	3,932	-23.08%	25,016	15,600	-37.64%
Union County	24,321	21,407	-11.98%	82,452	94,630	14.77%
Washington	10,796	9,543	-11.61%	29,878	30,427	1.84%
Waveland	14,001	13,462	-3.85%	37,459	37,290	-0.45%
Total	641,991	676,242	5.34%	2,259,237	2,363,604	4.62%

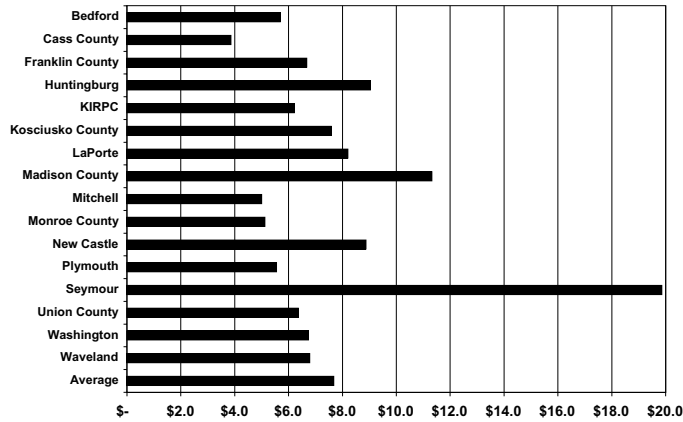


The majority of Group Four systems had an operating cost per passenger trip that was less than \$10.00. However, the cost per trip ranged from \$3.85 to \$19.85, with an average cost per trip of \$7.68. The average operating expense per vehicle mile was \$2.90. The actual cost per mile ranged from less than a dollar to seven dollars.

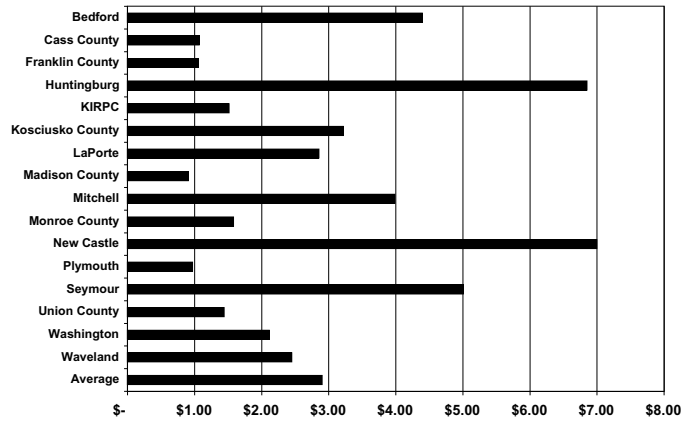
varied widely among the systems. While the average was \$0.43 for each dollar of expense, the individual systems generated between \$0.27 and \$0.71 at the local level. Likewise, the fare recovery ratio differed greatly among the systems. Through passenger fares, the systems recovered between four percent and twenty-seven percent of system expenses. The average fare recovery ratio was 13 percent.

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

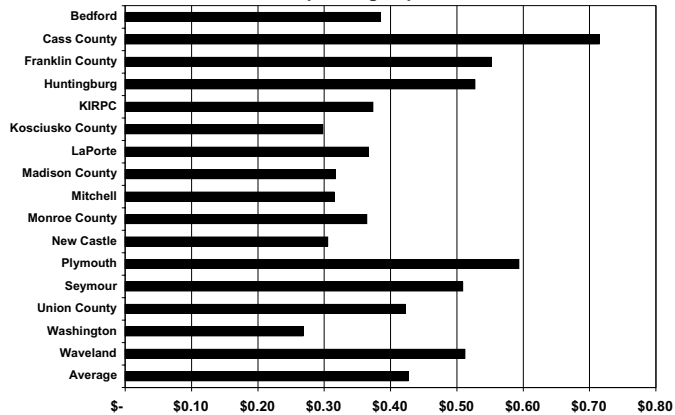
Group Four: Operating Expense Per Passenger Trip



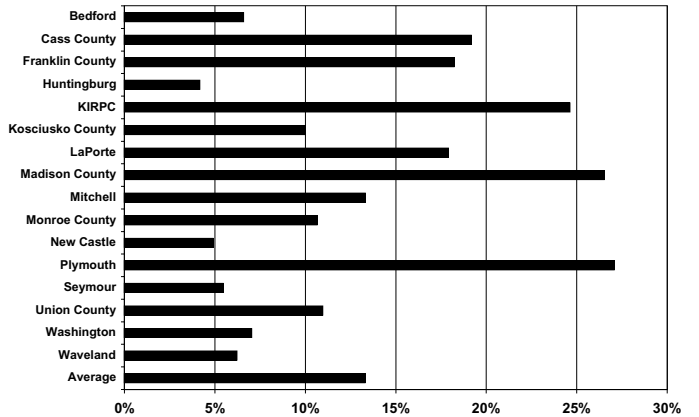
Group Four: Operating Expense Per Total Vehicle Mile



Group Four: Locally Derived Income Per Operating Expense



Group Four: Fare Recovery Ratio



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			5,544,159
Percent of Indiana Population			3%

NICTD service levels changed little in 1998. NICTD provided 3.37 million trips in 1998, less than one percent fewer trips than in 1997. Similarly, total

vehicle miles decreased from 2.89 million miles in 1997 to 2.81 million miles in 1998. This represents a decrease of less than three percent.

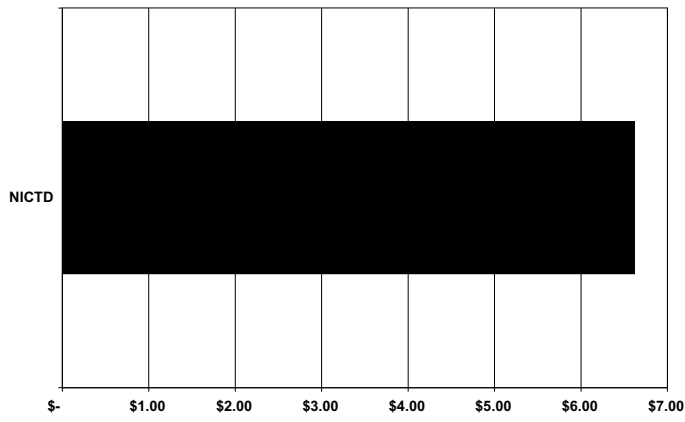
System	Total Ridership			Total Vehicle Miles		
	1997	1998	Percent Change	1997	1998	Percent Change
NICTD	3,384,439	3,369,557	-0.44%	2,897,467	2,821,900	-2.61%

In 1998, NICTD's operating expense per passenger trip was \$6.61 while the operating cost per mile was \$7.90. Due to high passenger revenue and local assistance, NICTD covered \$0.71 of each dollar of

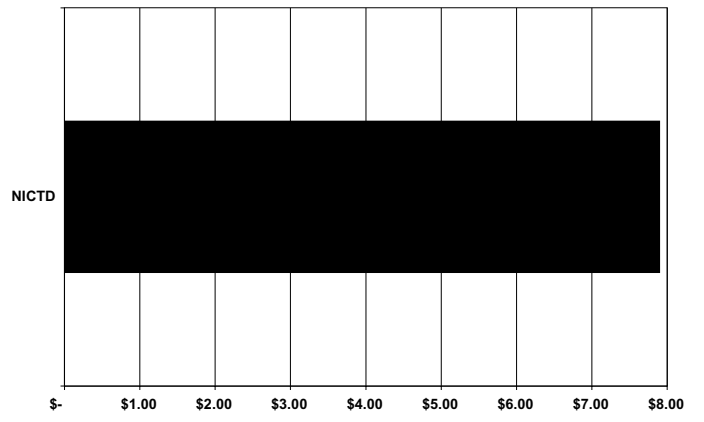
operating expense through local sources. Similarly, NICTD recovered nearly 60 percent of its expenses through fare revenue alone.



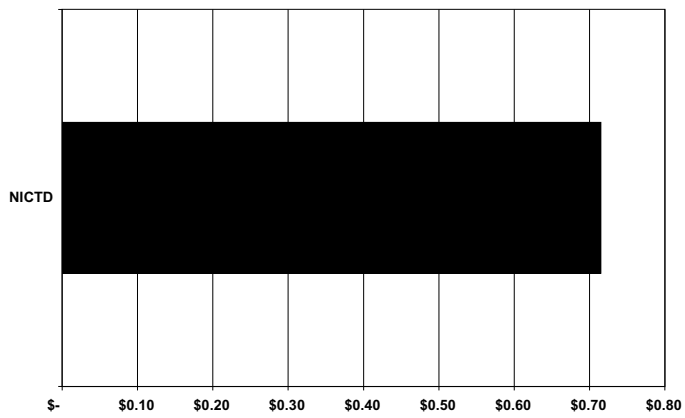
Operating Expense Per Passenger Trip



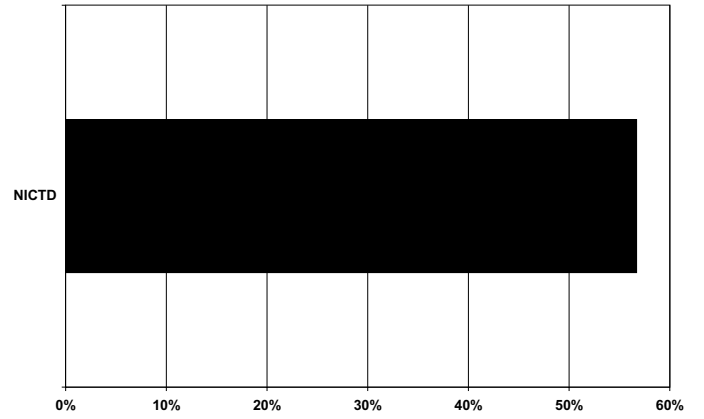
Operating Expense Per Total Vehicle Mile



Locally Derived Income Per Operating Expense



Fare Recovery Ratio



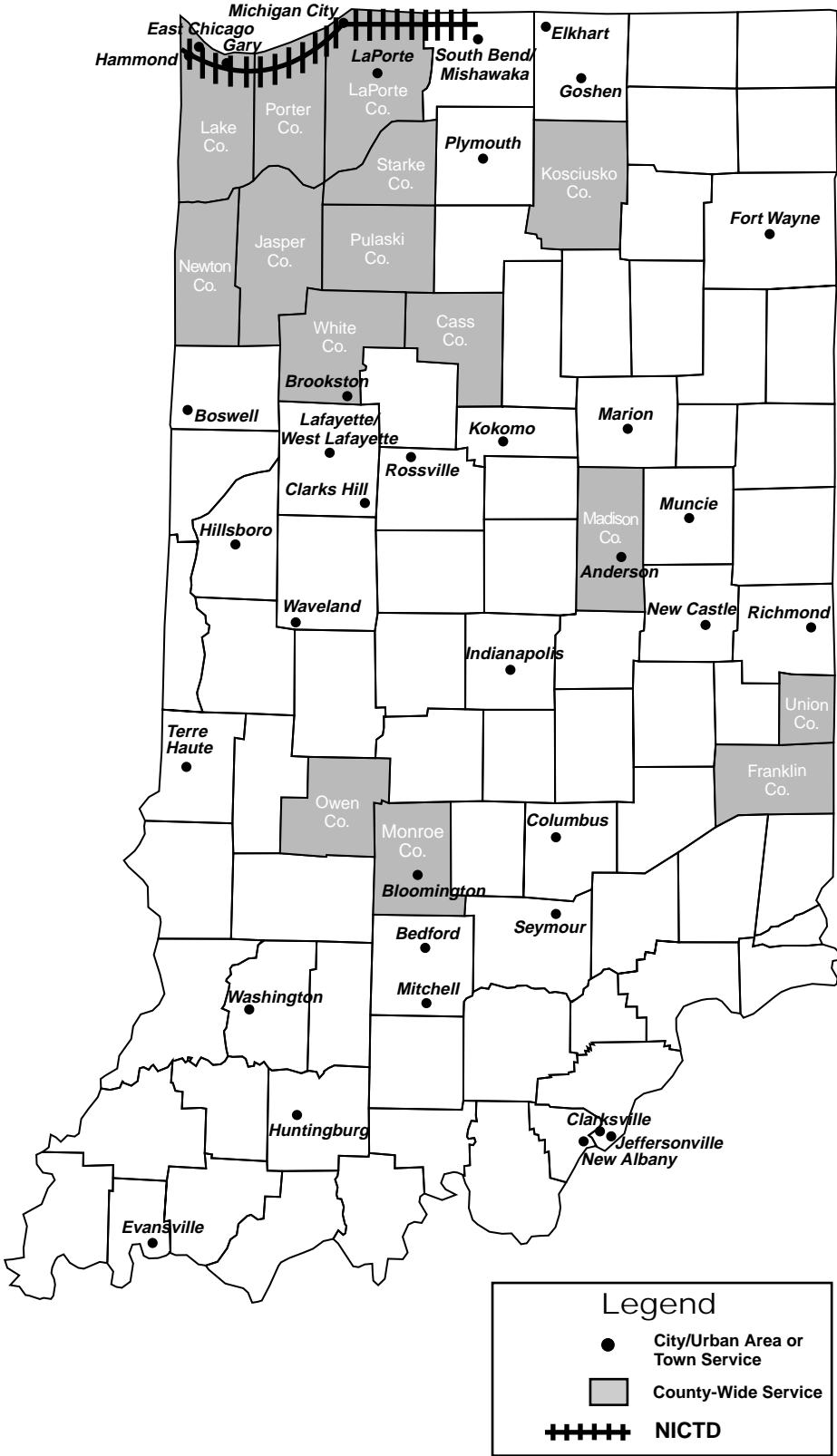


SECTION THREE

Transit System Pages



1998 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
 e-mail: ccooper@cityofanderson.com

General Information

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

Service Hours

Weekday:	6:00 am-7:00 pm
Saturday:	9:00 am-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

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	17	8
Maintenance:	5	1
Administration:	8	0
Total:	30	9

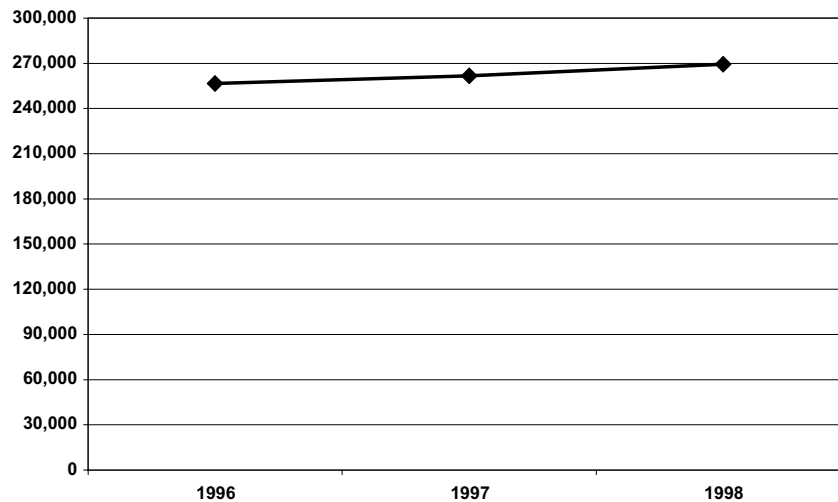
Operation Characteristics

Revenue Vehicles:	15
Peak Hour Fleet:	10
Base Fleet:	9
Fuel Consumption(gal):	66,071

Ridership Trends

1996	256,492
1997	261,642
1998	269,404

System Ridership Trend



City of Anderson Transit System



Operating Expense Summary

Operator Salaries/Wages:	\$624,857
Other Salaries/Wages	\$394,309
Fringe:	\$379,177
Services:	\$76,066
Materials and Supplies:	\$129,061
Utilities:	\$16,103
Casualty/Liability:	\$59,292
Purchased Transportation:	\$0
Other	\$1,082
Total	\$1,679,947

Revenue Summary

Fare Revenue:	\$115,484
Charter/Other:	\$6,450
Contra & Other Fed/State:	\$7,098
Local Assistance:	\$473,331
State Assistance:	\$566,307
Federal Assistance:	\$511,277
Total	\$1,679,947

Productivity

Total Passenger Boardings:	269,404
Total Vehicle Miles:	481,501
Revenue Vehicle Miles:	467,119

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.49
Operating Expense Per Passenger Trip:	\$6.24
Passenger Trips Per Total Vehicle Mile:	0.56
Passenger Trips Per Capita:	4.52

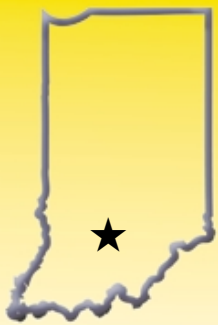
Financial Performance

Operating Subsidy:	\$1,550,915
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$595,265
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1992	Ford	12+4wc	Yes	Diesel
5	1997	Ford	12+4wc	Yes	Diesel
2	1994	AVS	22+2wc	Yes	Electric
6	1995	Thomas	28+2wc	Yes	Diesel
1	1996	Thomas	28+2wc	Yes	Diesel
1	1998	Ford	15+2wc	Yes	Diesel





Transit Authority of Stone City

1102 16th Street
 Bedford, IN 47421
 (812) 275-1631 Fax (812) 275-1608
 Contact: Michael Bevers, Transportation Director
 e-mail: bedford1@kiva.net

General Information

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

Service Hours

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

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

	Full-Time	Part-Time
Operations:	3	2
Maintenance:	0	1
Administration:	0	2
Total:	3	5

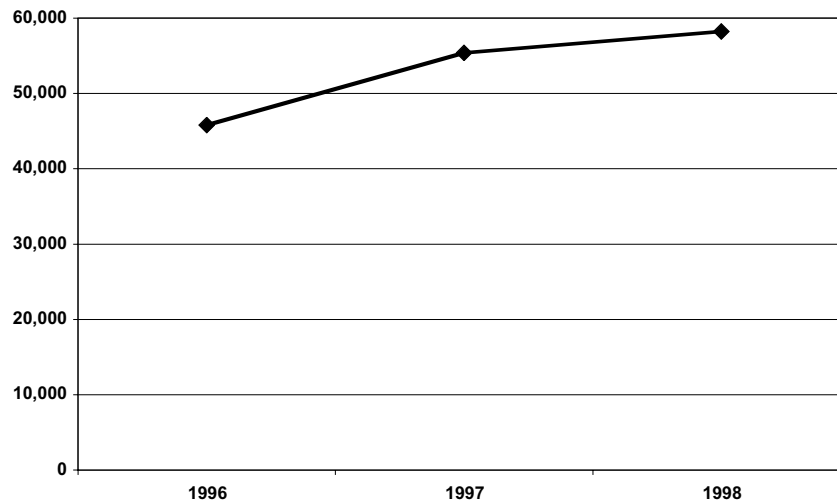
Operation Characteristics

Revenue Vehicles:	3
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	9,614

Ridership Trends

1996	45,787
1997	55,373
1998	58,194

System Ridership Trend





Transit Authority of Stone City

Operating Expense Summary

Operator Salaries/Wages:	\$139,280
Other Salaries/Wages	\$68,981
Fringe:	\$74,300
Services:	\$12,000
Materials and Supplies:	\$17,306
Utilities:	\$4,816
Casualty/Liability:	\$9,500
Purchased Transportation:	\$0
Other	\$4,690
Total	\$330,873

Revenue Summary

Fare Revenue:	\$21,750
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$105,396
State Assistance:	\$104,854
Federal Assistance:	\$98,873
Total	\$330,873

Productivity

Total Passenger Boardings:	58,194
Total Vehicle Miles:	75,277
Revenue Vehicle Miles:	75,277

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.40
Operating Expense Per Passenger Trip:	\$5.69
Passenger Trips Per Total Vehicle Mile:	0.77
Passenger Trips Per Capita:	4.21

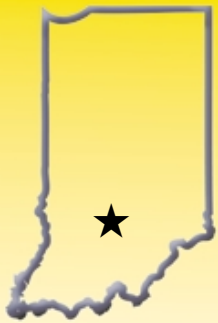
Financial Performance

Operating Subsidy:	\$309,123
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$127,146
Locally Derived Income Per Operating Expense:	\$0.38
Fare Recovery Ratio:	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
3	1994	Ford	16+2wc	Yes	Diesel





Bloomington Public Transportation Corporation

130 West Grimes Lane
 Bloomington, IN 47403
 (812) 332-5688 Fax (812) 332-3600
 Contact: Lewis May, General Manager
 e-mail: lmay@kiva.net

General Information

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

Service Hours

Weekday: 6:10 am-11:30 pm
Saturday: 7:35am-6:45pm
Sunday: No Service
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; Discount Tickets \$10/ 25 Rides; Youth, E&D Tickets \$5/ 25Rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	26	13
Maintenance:	4	3
Administration:	7	1
Total:	37	17

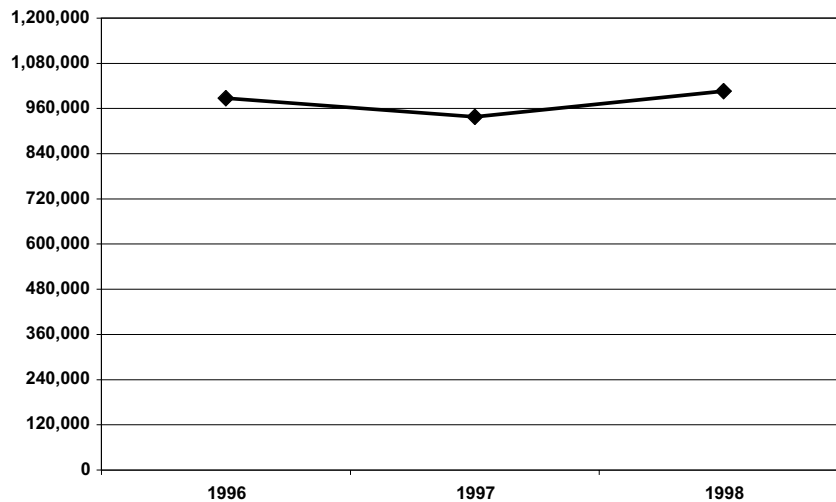
Operation Characteristics

Revenue Vehicles:	24
Peak Hour Fleet:	22
Base Fleet:	18
Fuel Consumption(gal):	161,840

Ridership Trends

1996	986,734
1997	937,905
1998	1,006,051

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$817,410
Other Salaries/Wages	\$314,360
Fringe:	\$181,468
Services:	\$114,571
Materials and Supplies:	\$277,323
Utilities:	\$39,383
Casualty/Liability:	\$82,407
Purchased Transportation:	\$292,808
Other	\$165,783
Total	\$2,285,513

Revenue Summary

Fare Revenue:	\$469,486
Charter/Other:	\$22,336
Contra & Other Fed/State:	\$26,639
Local Assistance:	\$677,411
State Assistance:	\$720,104
Federal Assistance:	\$369,537
Total	\$2,285,513

Productivity

Total Passenger Boardings:	1,006,051
Total Vehicle Miles:	787,479
Revenue Vehicle Miles:	683,509

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.90
Operating Expense Per Passenger Trip:	\$2.27
Passenger Trips Per Total Vehicle Mile:	1.28
Passenger Trips Per Capita:	16.59

Financial Performance

Operating Subsidy:	\$1,767,052
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$1,169,233
Locally Derived Income Per Operating Expense:	\$0.51
Fare Recovery Ratio:	21%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1980	Flxible	39	No	Diesel
2	1981	Gillig	40	No	Diesel
2	1989	Orion	42	No	Diesel
2	1990	Orion	42	No	Diesel
2	1992	Orion	24+2wc	Yes	Diesel
1	1994	Ford	18+2wc	Yes	Diesel
2	1995	Orion	24+2wc	Yes	Diesel
4	1995	Gillig	40+2wc	Yes	Diesel
3	1997	Gillig	30+2wc	Yes	Diesel
3	1997	Gillig	37+2wc	Yes	Diesel
1	1997	Ford	18+2wc	Yes	Diesel





Cass Area Transit

1803 Smith Street, Suite 200
 Logansport, IN 46947
 (219) 722-2424 Fax (319) 722-3447
 Contact: Sue Hoehler, Executive Director
 e-mail: n/a

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

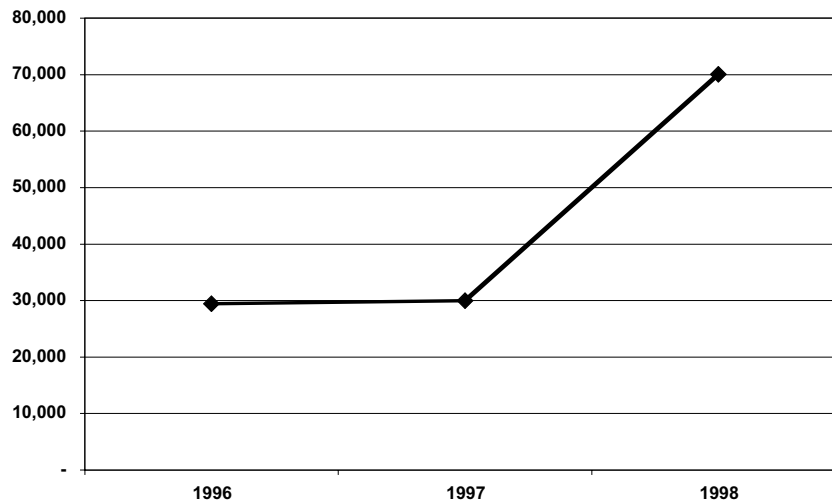
Operation Characteristics

Revenue Vehicles:	7
Peak Hour Fleet:	6
Base Fleet:	6
Fuel Consumption(gal):	24,247

Ridership Trends

1996	29,400
1997	29,927
1998	70,037

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$114,794
Other Salaries/Wages	\$42,401
Fringe:	\$19,549
Services:	\$20,235
Materials and Supplies:	\$19,549
Utilities:	\$24,626
Casualty/Liability:	\$26,903
Purchased Transportation:	\$0
Other	\$1,874
Total	\$269,931

Revenue Summary

Fare Revenue:	\$51,726
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$141,039
State Assistance:	\$8,383
Federal Assistance:	\$68,783
Total	\$269,931

Productivity

Total Passenger Boardings:	70,037
Total Vehicle Miles:	253,078
Revenue Vehicle Miles:	233,823

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.07
Operating Expense Per Passenger Trip:	\$3.85
Passenger Trips Per Total Vehicle Mile:	0.28
Passenger Trips Per Capita:	1.82

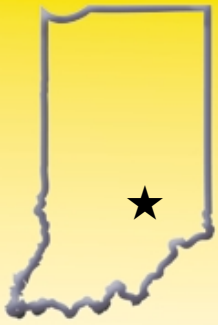
Financial Performance

Operating Subsidy:	\$218,205
Operating Subsidy Ratio:	81%
Locally Derived Income:	\$192,765
Locally Derived Income Per Operating Expense:	\$0.71
Fare Recovery Ratio:	19%

Fleet Inventory

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





Columbus Transit

2250 Kreutzer Drive
 Columbus, IN 47201
 (812) 376-2506 Fax (812) 376-2566
 Contact: Sue A. Chapple, Transit Coordinator
 e-mail: n/a

General Information

Type of Service: Fixed Route and Demand Response
Service Area: Columbus City Limits
Service Population: 31,802

Service Hours

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

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

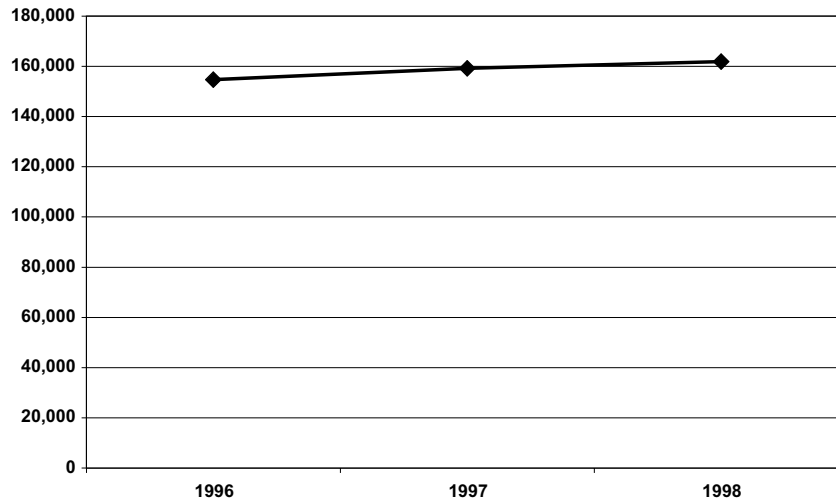
Operation Characteristics

Revenue Vehicles:	8
Peak Hour Fleet:	6
Base Fleet:	5
Fuel Consumption(gal):	33,684

Ridership Trends

1996	154,676
1997	159,100
1998	161,864

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$424,872
Other Salaries/Wages	\$0
Fringe:	\$113,733
Services:	\$20,054
Materials and Supplies:	\$81,996
Utilities:	\$9,438
Casualty/Liability:	\$6,000
Purchased Transportation:	\$0
Other	\$13,605
Total	\$669,698

Revenue Summary

Fare Revenue:	\$41,957
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$165,573
State Assistance:	\$207,530
Federal Assistance:	\$254,638
Total	\$669,698

Productivity

Total Passenger Boardings:	161,864
Total Vehicle Miles:	257,266
Revenue Vehicle Miles:	254,194

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.60
Operating Expense Per Passenger Trip:	\$4.14
Passenger Trips Per Total Vehicle Mile:	0.63
Passenger Trips Per Capita:	5.09

Financial Performance

Operating Subsidy:	\$627,741
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$207,530
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	6%

Fleet Inventory

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





East Chicago Public Transit

5400 Cline Avenue
 East Chicago, IN 46312
 (219) 391-8465 Fax (219) 391-8473
 Contact: Marina Miklusak, General Manager
 e-mail: n/a

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	12	0
Maintenance:	5	5
Administration:	3	0
Total:	20	5

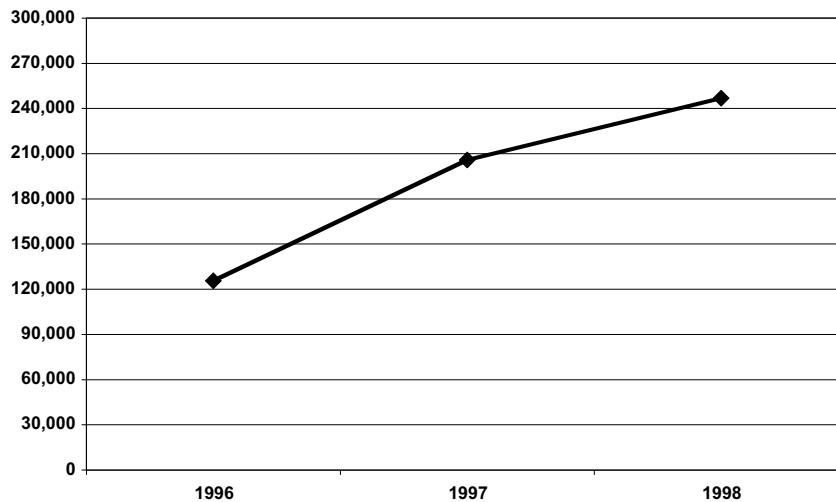
Operation Characteristics

Revenue Vehicles:	5
Peak Hour Fleet:	3
Base Fleet:	3
Fuel Consumption(gal):	40,296

Ridership Trends

1996	125,572
1997	205,657
1998	246,698

System Ridership Trend





East Chicago Public Transit

Operating Expense Summary

Operator Salaries/Wages:	\$223,946
Other Salaries/Wages	\$296,500
Fringe:	\$169,898
Services:	\$90,210
Materials and Supplies:	\$163,003
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$0
Other	\$27,648
Total	\$971,205

Revenue Summary

Fare Revenue:	\$0
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$449,074
State Assistance:	\$310,540
Federal Assistance:	\$211,591
Total	\$971,205

Productivity

Total Passenger Boardings:	246,698
Total Vehicle Miles:	192,053
Revenue Vehicle Miles:	172,297

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$5.06
Operating Expense Per Passenger Trip:	\$3.94
Passenger Trips Per Total Vehicle Mile:	1.28
Passenger Trips Per Capita:	7.28

Financial Performance

Operating Subsidy:	\$971,205
Operating Subsidy Ratio:	100%
Locally Derived Income:	\$449,074
Locally Derived Income Per Operating Expense:	\$0.46
Fare Recovery Ratio:	0%

Fleet Inventory

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





Heart City Rider

227 West Jefferson Blvd, Room 1120
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840
 Contact: Sandra Seanor, Executive Director
 e-mail: macogdir@aol.com

General Information

Type of Service: Demand Response/
 User-Side Subsidy
Service Area: City of Elkhart
Service Population: 43,627

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: \$1.30
Transfer: N/A
Other/Special:
 Disabled fare \$7 for first three miles.

Personnel

	Full-Time	Part-Time
Operations:	26	2
Maintenance:	3	0
Administration:	9	3
Total:	38	5

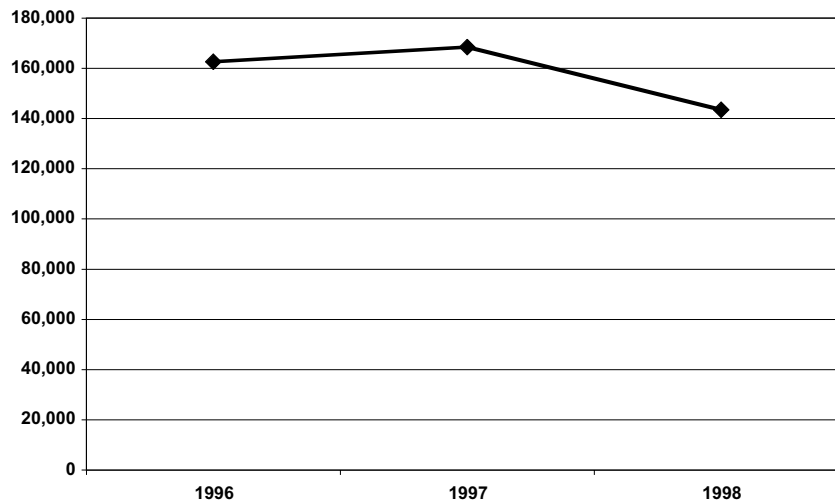
Operation Characteristics

Revenue Vehicles:	28
Peak Hour Fleet:	28
Base Fleet:	23
Fuel Consumption(gal):	50,948

Ridership Trends

1996	162,585
1997	168,480
1998	143,404

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$27,885
Fringe:	\$17,194
Services:	\$0
Materials and Supplies:	\$2,709
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$669,154
Other	\$34,384
Total	\$751,326

Revenue Summary

Fare Revenue:	\$348,611
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$5,766
State Assistance:	\$198,046
Federal Assistance:	\$198,903
Total	\$751,326

Productivity

Total Passenger Boardings:	143,404
Total Vehicle Miles:	560,444
Revenue Vehicle Miles:	319,453

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.34
Operating Expense Per Passenger Trip:	\$5.24
Passenger Trips Per Total Vehicle Mile:	0.26
Passenger Trips Per Capita:	3.29

Financial Performance

Operating Subsidy:	\$402,715
Operating Subsidy Ratio:	54%
Locally Derived Income:	\$354,377
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	46%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1998	Chevrolet	5+2wc	Yes	G
2	1996	Ford	5+2wc	Yes	G
1	1995	Plymouth	5+2wc	Yes	G
26	taxi 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
 e-mail: n/a

General Information

Type of Service: Fixed Route and Demand Response
Service Area: Evansville Metropolitan Area
Service Population: 126,272

Service Hours

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

Fare Structure

Express: N/A
Base: \$0.75
Youth: \$0.50
Elderly/Disabled: \$0.35
Transfer: \$0.10

Other/Special:

Token \$.65/ Ride; E&D \$.35/ Ride; METS Mobility \$1.50/ Ride, ADA Convenience Fare \$2/ Ride
 Student Ticket \$.50/ Ride; Trolley Fare \$.25; \$10 or \$20 Debit Card, 14-Day Pass \$20, 90-Day Pass \$75

Personnel

	Full-Time	Part-Time
Operations:	48	6
Maintenance:	8	5
Administration:	9	1
Total:	65	12

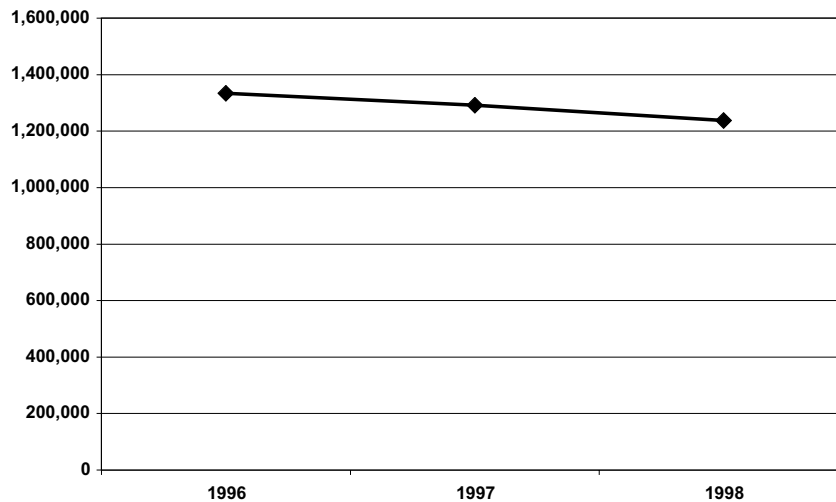
Operation Characteristics

Revenue Vehicles:	40
Peak Hour Fleet:	34
Base Fleet:	30
Fuel Consumption(gal):	247,966

Ridership Trends

1996	1,333,289
1997	1,290,807
1998	1,237,579

System Ridership Trend



Metropolitan Evansville Transit System



Operating Expense Summary

Operator Salaries/Wages:	\$1,498,621
Other Salaries/Wages	\$496,047
Fringe:	\$623,821
Services:	\$73,647
Materials and Supplies:	\$440,748
Utilities:	\$39,452
Casualty/Liability:	\$56,694
Purchased Transportation:	\$0
Other	\$10,578
Total	\$3,239,608

Revenue Summary

Fare Revenue:	\$615,437
Charter/Other:	\$86,137
Contra & Other Fed/State:	\$45,379
Local Assistance:	\$997,528
State Assistance:	\$809,022
Federal Assistance:	\$686,105
Total	\$3,239,608

Productivity

Total Passenger Boardings:	1,237,579
Total Vehicle Miles:	1,206,272
Revenue Vehicle Miles:	1,165,031

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.69
Operating Expense Per Passenger Trip:	\$2.62
Passenger Trips Per Total Vehicle Mile:	1.03
Passenger Trips Per Capita:	9.80

Financial Performance

Operating Subsidy:	\$2,492,655
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$1,699,102
Locally Derived Income Per Operating Expense:	\$0.52
Fare Recovery Ratio:	19%

Fleet Inventory

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





Fort Wayne Public Transportation Corporation

801 Leesburg Road
 Fort Wayne, IN 46808
 (219) 432-4977 Fax (219) 436-7729
 Contact: Dave Gionet, General Manager
 e-mail: info@fwptc.com

General Information

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

Service Hours

Weekday: 5:15am-8:30pm
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

	Full-Time	Part-Time
Operations:	55	0
Maintenance:	13	3
Administration:	11	4
Total:	79	7

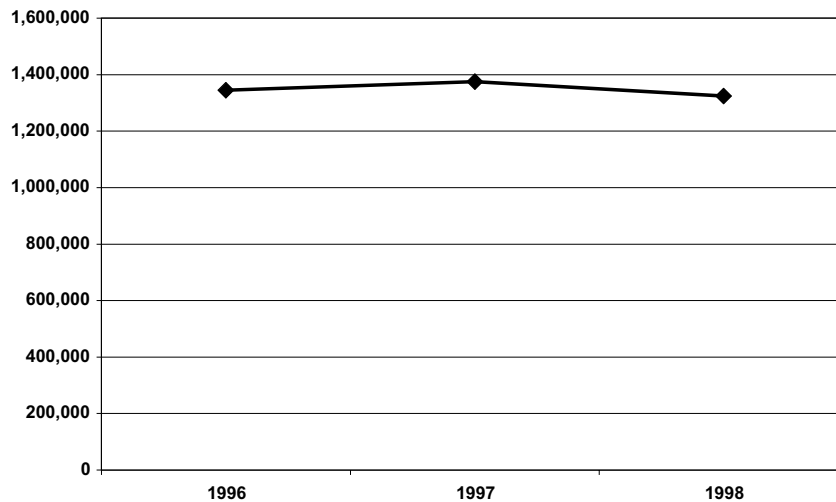
Operation Characteristics

Revenue Vehicles:	65
Peak Hour Fleet:	27
Base Fleet:	27
Fuel Consumption(gal):	280,143

Ridership Trends

1996	1,344,469
1997	1,374,960
1998	1,324,014

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$1,746,605
Other Salaries/Wages	\$858,508
Fringe:	\$1,709,874
Services:	\$216,518
Materials and Supplies:	\$523,012
Utilities:	\$75,484
Casualty/Liability:	\$44,057
Purchased Transportation:	\$0
Other	\$60,797
Total	\$5,234,855

Revenue Summary

Fare Revenue:	\$677,484
Charter/Other:	\$416,187
Contra & Other Fed/State:	\$123,399
Local Assistance:	\$1,531,032
State Assistance:	\$1,513,909
Federal Assistance:	\$972,844
Total	\$5,234,855

Productivity

Total Passenger Boardings:	1,324,014
Total Vehicle Miles:	1,178,918
Revenue Vehicle Miles:	1,095,885

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.44
Operating Expense Per Passenger Trip:	\$3.95
Passenger Trips Per Total Vehicle Mile:	1.12
Passenger Trips Per Capita:	7.11

Financial Performance

Operating Subsidy:	\$4,017,785
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$2,624,703
Locally Derived Income Per Operating Expense:	\$0.50
Fare Recovery Ratio:	13%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
13	1983	Flxible	40	No	Diesel
3	1987	Chance Trolley	24	No	Diesel
6	1994	Supreme	9+4wc	Yes	Diesel
3	1995	Supreme	9+4wc	Yes	Diesel
14	1998	Gillig	31+2wc	Yes	Diesel
3	1998	Supreme	12+1wc	Yes	Diesel
2	1998	Supreme	8+2wc	Yes	Diesel





Franklin County Public Transportation

11146 County Park Road
 Brookville, IN 47012
 (765) 647-3509 Fax (765) 647-3224
 Contact: Catherine Pelsor, Executive Director
 e-mail: cpelsor@cnz.com

General Information

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

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	4
Maintenance:	0	1
Administration:	3	0
Total:	8	5

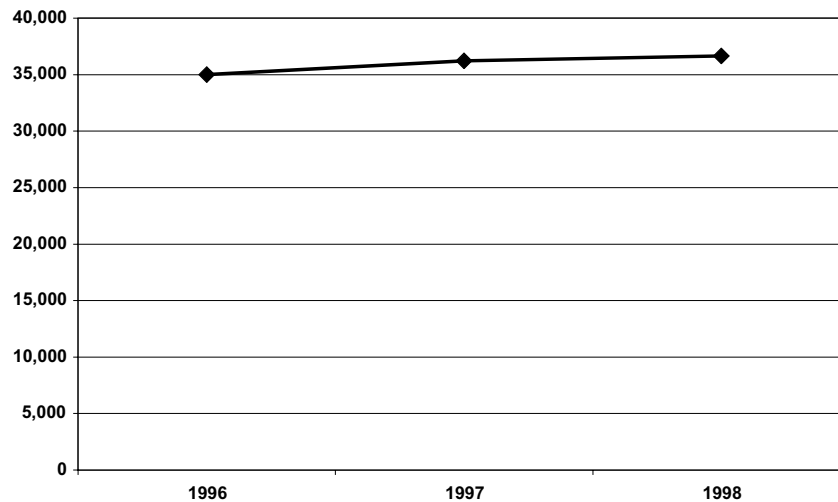
Operation Characteristics

Revenue Vehicles:	9
Peak Hour Fleet:	6
Base Fleet:	4
Fuel Consumption(gal):	13,567

Ridership Trends

1996	34,981
1997	36,213
1998	36,637

System Ridership Trend





Franklin County Public Transportation

Operating Expense Summary

Operator Salaries/Wages:	\$88,561
Other Salaries/Wages	\$50,189
Fringe:	\$60,028
Services:	\$6,566
Materials and Supplies:	\$22,877
Utilities:	\$5,336
Casualty/Liability:	\$3,010
Purchased Transportation:	\$0
Other	\$7,824
Total	\$244,391

Revenue Summary

Fare Revenue:	\$44,514
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$90,413
State Assistance:	\$12,904
Federal Assistance:	\$96,560
Total	\$244,391

Productivity

Total Passenger Boardings:	36,637
Total Vehicle Miles:	232,488
Revenue Vehicle Miles:	231,294

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.05
Operating Expense Per Passenger Trip:	\$6.67
Passenger Trips Per Total Vehicle Mile:	0.16
Passenger Trips Per Capita:	1.87

Financial Performance

Operating Subsidy:	\$199,877
Operating Subsidy Ratio:	82%
Locally Derived Income:	\$134,927
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	18%

Fleet Inventory

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





Gary Public Transportation Corporation

100 West 4th Avenue, Box M-857
 Gary, IN 46401-0857
 (219) 885-7555 Fax (219) 881-2551
 Contact: Minietta Nelson, General Manager
 e-mail: n/a

General Information

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

Service Hours

Weekday: 5:00am-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

	Full-Time	Part-Time
Operations:	73	0
Maintenance:	30	0
Administration:	16	0
Total:	119	0

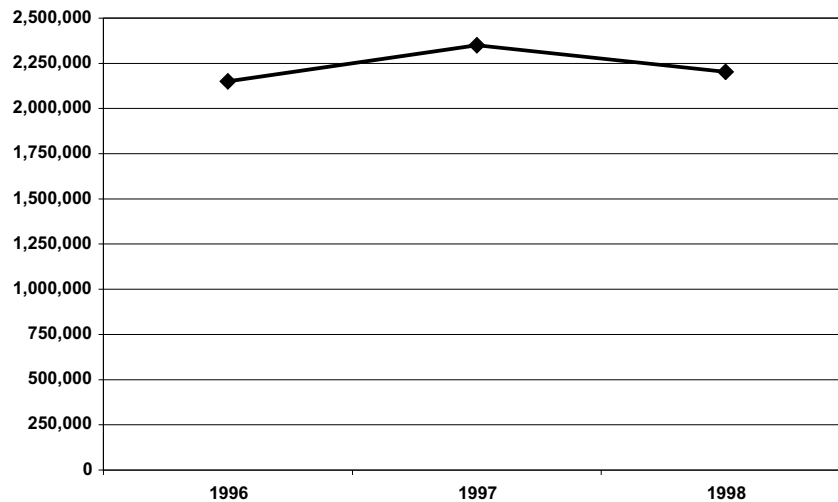
Operation Characteristics

Revenue Vehicles:	39
Peak Hour Fleet:	33
Base Fleet:	31
Fuel Consumption(gal):	530,076

Ridership Trends

1996	2,150,097
1997	2,349,338
1998	2,201,299

System Ridership Trend





Gary Public Transportation Corporation

Operating Expense Summary

Operator Salaries/Wages:	\$1,950,162
Other Salaries/Wages	\$1,279,000
Fringe:	\$1,125,600
Services:	\$576,123
Materials and Supplies:	\$952,069
Utilities:	\$179,116
Casualty/Liability:	\$452,263
Purchased Transportation:	\$88,388
Other	\$296,081
Total	\$6,898,802

Revenue Summary

Fare Revenue:	\$1,482,046
Charter/Other:	\$70,917
Contra & Other Fed/State:	\$0
Local Assistance:	\$1,326,618
State Assistance:	\$1,842,188
Federal Assistance:	\$2,177,033
Total	\$6,898,802

Productivity

Total Passenger Boardings:	2,201,299
Total Vehicle Miles:	1,718,621
Revenue Vehicle Miles:	1,685,794

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.01
Operating Expense Per Passenger Trip:	\$3.13
Passenger Trips Per Total Vehicle Mile:	1.28
Passenger Trips Per Capita:	18.87

Financial Performance

Operating Subsidy:	\$5,345,839
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$2,879,581
Locally Derived Income Per Operating Expense:	\$0.42
Fare Recovery Ratio:	21%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
4	1980	GMC	44	No	Diesel
5	1982	GMC	47	No	Diesel
8	1991	RTS	35+2wc	Yes	Diesel
2	1992	El Dorado	16+2wc	Yes	Diesel
2	1992	TMC	35+2wc	Yes	Diesel
2	1993	Flxible	35+2wc	Yes	LNG
3	1993	TMC	35+2wc	Yes	Diesel
5	1995	Flxible	35+2wc	Yes	Diesel
3	1995	Flxible	35+2wc	Yes	LNG
7	1996	NOVA	35+2wc	Yes	Diesel
1	1997	Flxible	30+2wc	Yes	LNG





Goshen Transit

227 West Jefferson Blvd, Room 1120
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840
 Contact: Sandra Seanor, Executive Director
 e-mail: macogdir@aol.com

General Information

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

Personnel

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

Service Hours

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

Operation Characteristics

Revenue Vehicles:	7
Peak Hour Fleet:	7
Base Fleet:	6
Fuel Consumption(gal):	11,283

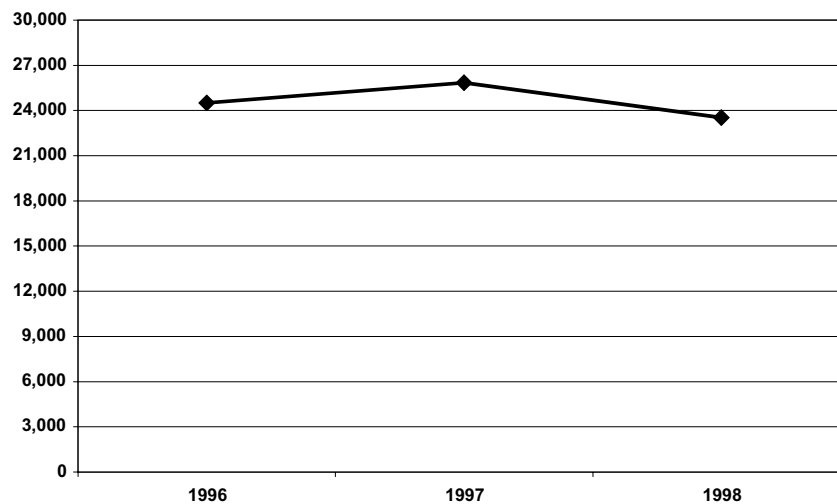
Fare Structure

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

Ridership Trends

1996	24,505
1997	25,840
1998	23,521

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$10,234
Fringe:	\$6,275
Services:	\$0
Materials and Supplies:	\$1,131
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$118,355
Other	\$15,370
Total	\$151,365

Revenue Summary

Fare Revenue:	\$61,285
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$1,214
State Assistance:	\$46,857
Federal Assistance:	\$42,009
Total	\$151,365

Productivity

Total Passenger Boardings:	23,521
Total Vehicle Miles:	124,096
Revenue Vehicle Miles:	60,807

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.22
Operating Expense Per Passenger Trip:	\$6.44
Passenger Trips Per Total Vehicle Mile:	0.19
Passenger Trips Per Capita:	0.99

Financial Performance

Operating Subsidy:	\$90,080
Operating Subsidy Ratio:	60%
Locally Derived Income:	\$62,499
Locally Derived Income Per Operating Expense:	\$0.41
Fare Recovery Ratio:	40%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	Chevrolet	5+2wc	Yes	G
1	1996	Ford	5+2wc	Yes	G
4	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
 e-mail: 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: 89,391

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

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

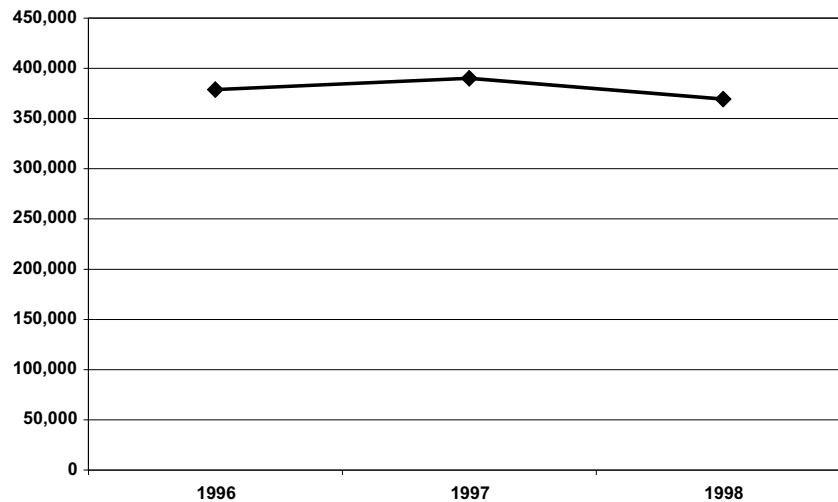
Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	9
Base Fleet:	6
Fuel Consumption(gal):	93,403

Ridership Trends

1996	378,740
1997	389,959
1998	369,149

System Ridership Trend





Hammond Transit System

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$74,296
Fringe:	\$26,377
Services:	\$81,137
Materials and Supplies:	\$9,241
Utilities:	\$5,755
Casualty/Liability:	\$7,608
Purchased Transportation:	\$1,403,651
Other	\$6,996
Total	\$1,615,061

Revenue Summary

Fare Revenue:	\$289,783
Charter/Other:	\$30,954
Contra & Other Fed/State:	\$0
Local Assistance:	\$402,832
State Assistance:	\$463,603
Federal Assistance:	\$427,889
Total	\$1,615,061

Productivity

Total Passenger Boardings:	369,149
Total Vehicle Miles:	441,251
Revenue Vehicle Miles:	422,558

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.66
Operating Expense Per Passenger Trip:	\$4.38
Passenger Trips Per Total Vehicle Mile:	0.84
Passenger Trips Per Capita:	4.13

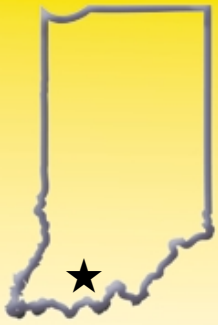
Financial Performance

Operating Subsidy:	\$1,294,324
Operating Subsidy Ratio:	80%
Locally Derived Income:	\$723,569
Locally Derived Income Per Operating Expense:	\$0.45
Fare Recovery Ratio:	18%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	FRT	28+2wc	Yes	Diesel
3	1998	Thomas	39+2wc	Yes	Diesel
9	1998	Thomas	22+2wc	Yes	Diesel





Huntingburg Transit System

508 East Fourth Street
 Huntington, IN 47542
 (812) 683-2211 Fax (812) 683-5661
 Contact: Sara E. Songer, City Hall Manager
 e-mail: huntburg@psci.net

General Information

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

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

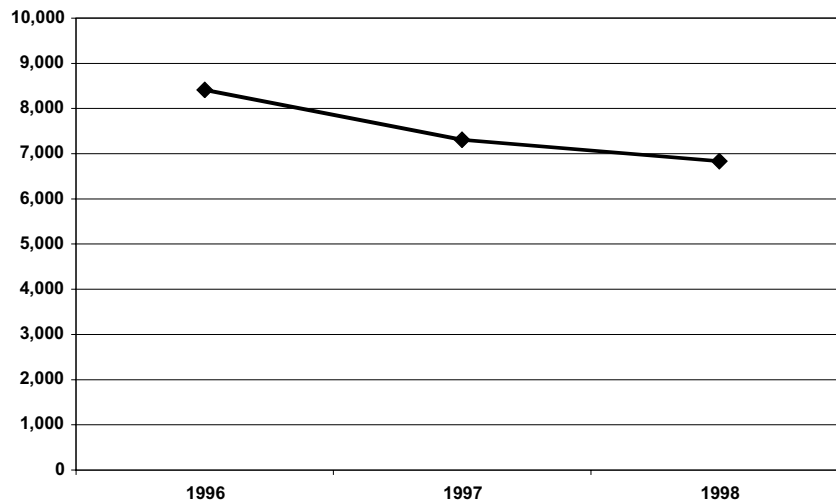
Operation Characteristics

Revenue Vehicles:	1
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	1,417

Ridership Trends

1996	8,410
1997	7,306
1998	6,829

System Ridership Trend





Huntingburg Transit System

Operating Expense Summary

Operator Salaries/Wages:	\$45,769
Other Salaries/Wages	\$0
Fringe:	\$7,472
Services:	\$2,116
Materials and Supplies:	\$2,008
Utilities:	\$3,600
Casualty/Liability:	\$661
Purchased Transportation:	\$0
Other	\$38
Total	\$61,664

Revenue Summary

Fare Revenue:	\$2,564
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$29,936
State Assistance:	\$2,121
Federal Assistance:	\$27,043
Total	\$61,664

Productivity

Total Passenger Boardings:	6,829
Total Vehicle Miles:	9,002
Revenue Vehicle Miles:	8,798

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$6.85
Operating Expense Per Passenger Trip:	\$9.03
Passenger Trips Per Total Vehicle Mile:	0.76
Passenger Trips Per Capita:	1.30

Financial Performance

Operating Subsidy:	\$59,100
Operating Subsidy Ratio:	96%
Locally Derived Income:	\$32,500
Locally Derived Income Per Operating Expense:	\$0.53
Fare Recovery Ratio:	4%

Fleet Inventory

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





IndyGo

200 East Washington Street, Suite 2360
 Indianapolis, IN 46204
 (317) 327-7529 Fax (317) 327-4577
 Contact: Jill Henry, Contract Administrator
 e-mail: JHENRY@INDY.GOV.ORG

General Information

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

Service Hours

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

Fare Structure

Express: N/A
Base: \$1 Peak Hour/\$.75 Off-Peak
Youth: N/A
Elderly/Disabled: \$0.50
Transfer: Free
Other/Special:
 Pass \$38/ Month; E&D Pass \$19/ Month; Demand Response \$17.50 for Ten Trip Ticket

Personnel

	Full-Time	Part-Time
Operations:	188	9
Maintenance:	66	1
Administration:	61	1
Total:	315	11

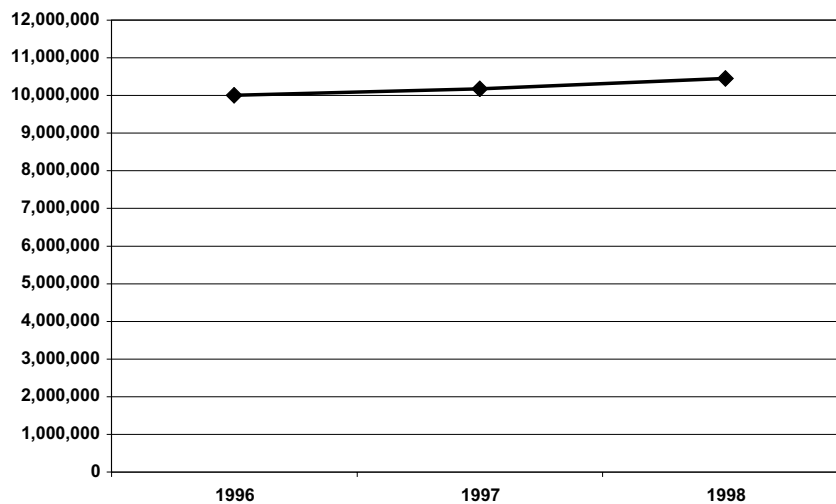
Operation Characteristics

Revenue Vehicles:	182
Peak Hour Fleet:	161
Base Fleet:	102
Fuel Consumption(gal):	1,810,731

Ridership Trends

1996	10,003,241
1997	10,169,976
1998	10,444,627

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$3,751,982
Other Salaries/Wages	\$1,426,410
Fringe:	\$2,350,172
Services:	\$1,529,076
Materials and Supplies:	\$1,184,731
Utilities:	\$273,173
Casualty/Liability:	\$339,787
Purchased Transportation:	\$14,517,511
Other	<u>\$108,814</u>
Total	\$25,481,656

Revenue Summary

Fare Revenue:	\$6,994,252
Charter/Other:	\$202,177
Contra & Other Fed/State:	\$0
Local Assistance:	\$10,016,299
State Assistance:	\$7,943,376
Federal Assistance:	<u>\$325,542</u>
Total	\$25,481,646

Productivity

Total Passenger Boardings:	10,444,627
Total Vehicle Miles:	9,534,347
Revenue Vehicle Miles:	8,596,997

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.67
Operating Expense Per Passenger Trip:	\$2.44
Passenger Trips Per Total Vehicle Mile:	1.10
Passenger Trips Per Capita:	11.42

Financial Performance

Operating Subsidy:	\$18,285,217
Operating Subsidy Ratio:	72%
Locally Derived Income:	\$17,212,728
Locally Derived Income Per Operating Expense:	\$0.68
Fare Recovery Ratio:	27%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
50	1986	Orion	48	No	Diesel
15	1987	Orion	48	No	Diesel
14	1994	Ford El Dorado	14+4wc	Yes	Diesel
10	1996	Euro-Trans	16+14wc	Yes	Diesel
5	1996	Ford Supreme	14+4wc	Yes	Diesel
17	1997	Dodge B3500	14+4wc	Yes	Diesel
32	1997	Euro-Trans	30+2wc	Yes	Diesel
30	1997	Gillig	44+2wc	Yes	Diesel
9	1998	Gillig	44+2wc	Yes	Diesel
3	1998	Ford	22+2wc	Yes	Diesel





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
 e-mail: STANM@URHERE.NET

General Information

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

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

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

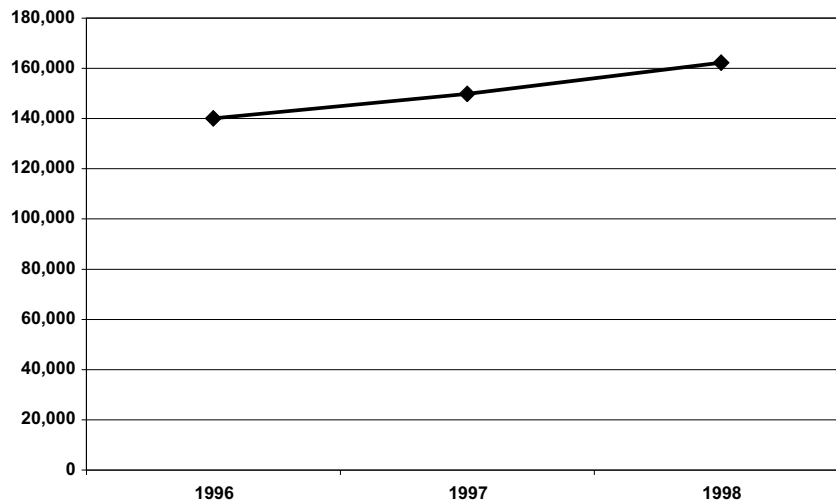
Operation Characteristics

Revenue Vehicles:	38
Peak Hour Fleet:	42
Base Fleet:	42
Fuel Consumption(gal):	62,245

Ridership Trends

1996	139,975
1997	149,794
1998	162,261

System Ridership Trend





Arrowhead Country Public Transportation

Operating Expense Summary

Operator Salaries/Wages:	\$282,059
Other Salaries/Wages	\$250,651
Fringe:	\$200,569
Services:	\$63,649
Materials and Supplies:	\$65,203
Utilities:	\$37,828
Casualty/Liability:	\$60,668
Purchased Transportation:	\$0
Other	\$46,578
Total	\$1,007,205

Revenue Summary

Fare Revenue:	\$247,944
Charter/Other:	\$0
Contra & Other Fed/State:	\$12,049
Local Assistance:	\$127,985
State Assistance:	\$245,621
Federal Assistance:	\$373,606
Total	\$1,007,205

Productivity

Total Passenger Boardings:	162,261
Total Vehicle Miles:	665,664
Revenue Vehicle Miles:	633,671

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.51
Operating Expense Per Passenger Trip:	\$6.21
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	1.67

Financial Performance

Operating Subsidy:	\$747,212
Operating Subsidy Ratio:	74%
Locally Derived Income:	\$375,929
Locally Derived Income Per Operating Expense:	\$0.37
Fare Recovery Ratio:	25%

Fleet Inventory

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





First City Rider/Kokomo Senior Citizen Bus Service

120 E. Mulberry Street, Suite 114
 Kokomo, IN 46901
 (765) 456-2336 Fax (765) 456-2339
 Contact: Larry Ives, Director
 e-mail: khcgcc@aol.com

General Information

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

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 hours; Program subsidizes \$2 per trip; driver assistance extra

Personnel

	Full-Time	Part-Time
Operations:	34	5
Maintenance:	1	12
Administration:	2	9
Total:	37	26

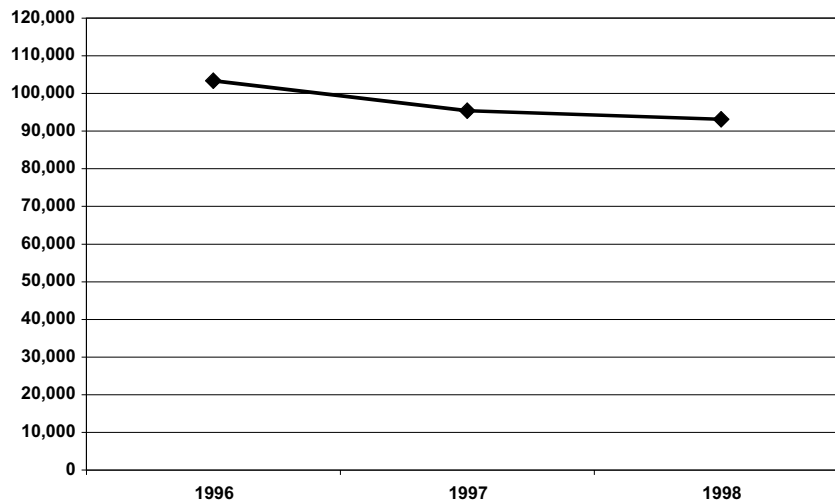
Operation Characteristics

Revenue Vehicles:	10
Peak Hour Fleet:	12
Base Fleet:	12
Fuel Consumption(gal):	24,635

Ridership Trends

1996	103,328
1997	95,348
1998	93,089

System Ridership Trend





First City Rider/Kokomo Senior Citizen Bus Service

Operating Expense Summary

Operator Salaries/Wages:	\$164,520
Other Salaries/Wages	\$49,105
Fringe:	\$78,659
Services:	\$0
Materials and Supplies:	\$34,514
Utilities:	\$3,615
Casualty/Liability:	\$0
Purchased Transportation:	\$276,221
Other	\$7,663
Total	\$614,297

Revenue Summary

Fare Revenue:	\$134,767
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$214,684
State Assistance:	\$20,678
Federal Assistance:	\$244,168
Total	\$614,297

Productivity

Total Passenger Boardings:	93,089
Total Vehicle Miles:	284,292
Revenue Vehicle Miles:	187,574

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.16
Operating Expense Per Passenger Trip:	\$6.60
Passenger Trips Per Total Vehicle Mile:	0.33
Passenger Trips Per Capita:	1.39

Financial Performance

Operating Subsidy:	\$479,530
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$349,451
Locally Derived Income Per Operating Expense:	\$0.57
Fare Recovery Ratio:	22%

Fleet Inventory

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





Kosciusko Area Bus Service

1804 East Winona Avenue
 Warsaw, IN 46580
 (219) 267-4990 Fax (219) 267-6200
 Contact: Tom Sherron, General Manager
 e-mail: KABS@KOnline.com

General Information

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

Service Hours

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

Fare Structure

Express: N/A
Base: \$2.00
Youth: N/A
Elderly/Disabled: \$1.00
Transfer: Free
Other/Special:
 Subscription \$2, E&D \$1; Multi-ride discounts for youth, seniors, and adults

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	10	2
Maintenance:	1	0
Administration:	4	0
Total:	15	2

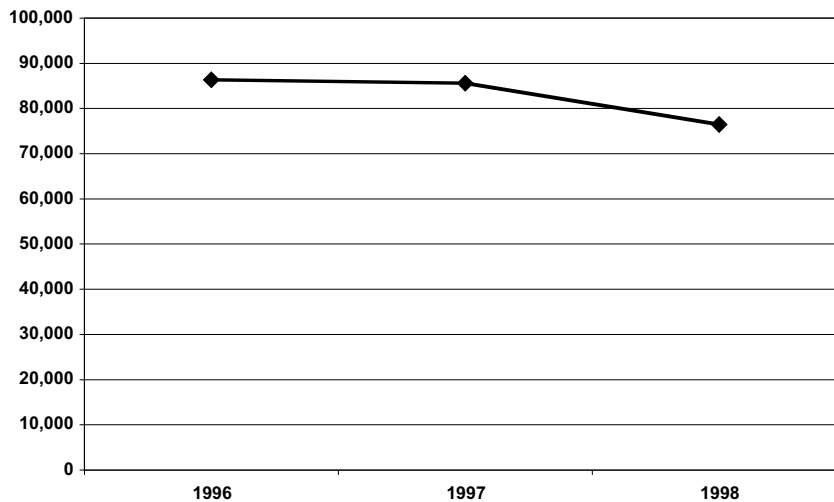
Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	8
Base Fleet:	7
Fuel Consumption(gal):	22,595

Ridership Trends

1996	86,301
1997	85,564
1998	76,455

System Ridership Trend





Kosciusko Area Bus Service

Operating Expense Summary

Operator Salaries/Wages:	\$152,182
Other Salaries/Wages	\$130,423
Fringe:	\$131,397
Services:	\$5,340
Materials and Supplies:	\$42,321
Utilities:	\$13,893
Casualty/Liability:	\$21,692
Purchased Transportation:	\$0
Other	\$82,295
Total	\$579,543

Revenue Summary

Fare Revenue:	\$57,829
Charter/Other:	\$14,331
Contra & Other Fed/State:	\$0
Local Assistance:	\$100,457
State Assistance:	\$153,235
Federal Assistance:	\$253,691
Total	\$579,543

Productivity

Total Passenger Boardings:	76,455
Total Vehicle Miles:	180,139
Revenue Vehicle Miles:	157,646

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.22
Operating Expense Per Passenger Trip:	\$7.58
Passenger Trips Per Total Vehicle Mile:	0.42
Passenger Trips Per Capita:	1.17

Financial Performance

Operating Subsidy:	\$507,383
Operating Subsidy Ratio:	88%
Locally Derived Income:	\$172,617
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	10%

Fleet Inventory

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





Greater Lafayette Public Transportation Corporation

1250 Canal Rd., Box 588
 Lafayette, IN 47902
 (765) 423-2666 Fax (765) 742-4729
 Contact: Martin B. Sennett, General Manager
 e-mail: n/a

General Information

Type of Service: Fixed Route and Demand Response
Service Area: Lafayette and West Lafayette Metropolitan Area
Service Population: 108,500

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, \$75/ Semester; E&D Pass \$10.50/ Month; Token \$.50/ Ride; \$125 Annual Pass; \$45/ Summer Pass

Personnel

	Full-Time	Part-Time
Operations:	42	19
Maintenance:	10	0
Administration:	13	1
Total:	65	20

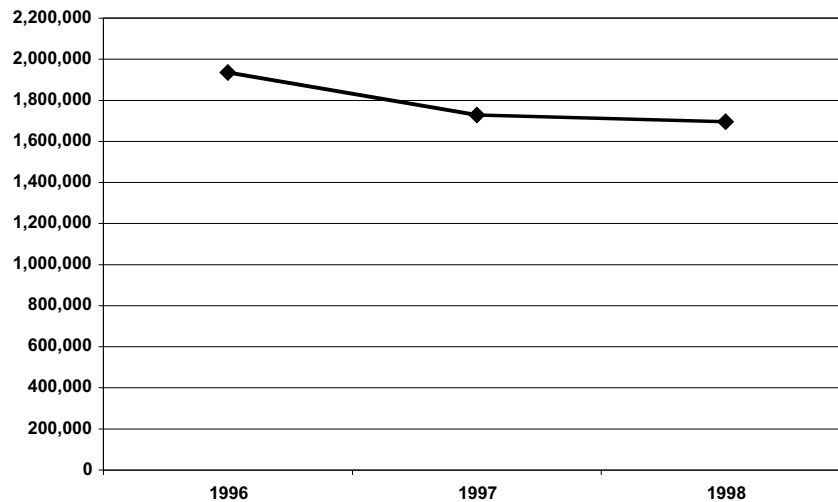
Operation Characteristics

Revenue Vehicles:	55
Peak Hour Fleet:	42
Base Fleet:	29
Fuel Consumption(gal):	303,392

Ridership Trends

1996	1,935,174
1997	1,728,389
1998	1,695,702

System Ridership Trend





Greater Lafayette Public Transportation Corporation

Operating Expense Summary

Operator Salaries/Wages:	\$1,444,939
Other Salaries/Wages	\$828,818
Fringe:	\$553,560
Services:	\$139,091
Materials and Supplies:	\$521,810
Utilities:	\$42,289
Casualty/Liability:	\$91,117
Purchased Transportation:	\$0
Other	\$122,791
Total	\$3,744,415

Revenue Summary

Fare Revenue:	\$733,056
Charter/Other:	\$298,148
Contra & Other Fed/State:	\$3,174
Local Assistance:	\$1,297,222
State Assistance:	\$1,264,056
Federal Assistance:	\$148,759
Total	\$3,744,415

Productivity

Total Passenger Boardings:	1,695,702
Total Vehicle Miles:	1,245,666
Revenue Vehicle Miles:	1,191,740

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.01
Operating Expense Per Passenger Trip:	\$2.21
Passenger Trips Per Total Vehicle Mile:	1.36
Passenger Trips Per Capita:	15.63

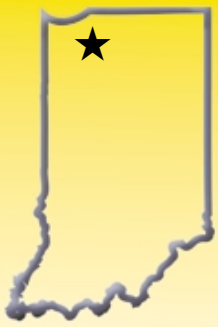
Financial Performance

Operating Subsidy:	\$2,710,037
Operating Subsidy Ratio:	72%
Locally Derived Income:	\$2,328,426
Locally Derived Income Per Operating Expense:	\$0.62
Fare Recovery Ratio:	20%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
4	1981	GMC	41	No	Diesel
1	1989	Goshen	16+6wc	Yes	Diesel
2	1992	Goshen	16+6wc	Yes	Diesel
3	1994	Supreme	16+6wc	Yes	Diesel
2	1997	Supreme	16+6wc	Yes	Diesel
11	1985	Flxible	39	No	Diesel
5	1987	Flxible	39	No	Diesel
4	1990	Flxible	38	No	Diesel
6	1992	Gillig	30+2wc	Yes	Diesel
6	1994	Gillig	30+2wc	Yes	Diesel
1	1984	GMC - trolley	28	No	Diesel
1	1985	GMC - trolley	28	No	Diesel
5	1998	Gillig	34+2wc	Yes	Diesel
4	1998	Gillig	38+2wc	Yes	Diesel





TransPorte

102 "L" Street
 LaPorte, IN 46350
 (219) 326-6565 Fax (219) 324-4375
 Contact: Joanne E. Mitchell, Manager
 e-mail: n/a

General Information

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

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

	Full-Time	Part-Time
Operations:	4	8
Maintenance:	3	0
Administration:	3	0
Total:	10	8

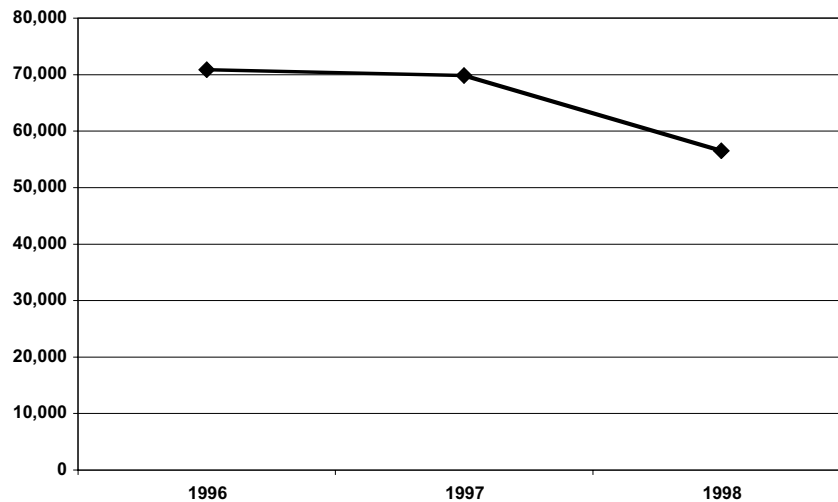
Operation Characteristics

Revenue Vehicles:	9
Peak Hour Fleet:	5
Base Fleet:	3
Fuel Consumption(gal):	18,231

Ridership Trends

1996	70,833
1997	69,796
1998	56,474

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$266,455
Other Salaries/Wages	\$0
Fringe:	\$104,310
Services:	\$11,240
Materials and Supplies:	\$36,219
Utilities:	\$24,192
Casualty/Liability:	\$9,882
Purchased Transportation:	\$0
Other	\$10,480
Total	\$462,778

Revenue Summary

Fare Revenue:	\$82,838
Charter/Other:	\$7,800
Contra & Other Fed/State:	\$2,270
Local Assistance:	\$78,737
State Assistance:	\$131,633
Federal Assistance:	\$159,500
Total	\$462,778

Productivity

Total Passenger Boardings:	56,474
Total Vehicle Miles:	162,354
Revenue Vehicle Miles:	162,354

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.85
Operating Expense Per Passenger Trip:	\$8.19
Passenger Trips Per Total Vehicle Mile:	0.35
Passenger Trips Per Capita:	2.63

Financial Performance

Operating Subsidy:	\$369,870
Operating Subsidy Ratio:	80%
Locally Derived Income:	\$169,375
Locally Derived Income Per Operating Expense:	\$0.37
Fare Recovery Ratio:	18%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1997	Braun Corp.	9+2wc	Yes	Gas
1	1993	Braun Corp.	9+2wc	Yes	Gas
2	1995	Braun Corp.	9+1wc	Yes	Gas
2	1996	Braun Corp.	9+2wc	Yes	Gas
2	1998	Braun Corp.	9+2wc	Yes	Gas





LCEOC Transaction

5518 Calumet Avenue
 Hammond, IN 46320
 (219) 937-3500 Fax (219) 932-0560
 Contact: John Schoon, Associate Director of Transportation Services
 e-mail: n/a

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: 7:00am-5:00pm
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:	43	17
Maintenance:	0	0
Administration:	4	2
Total:	47	19

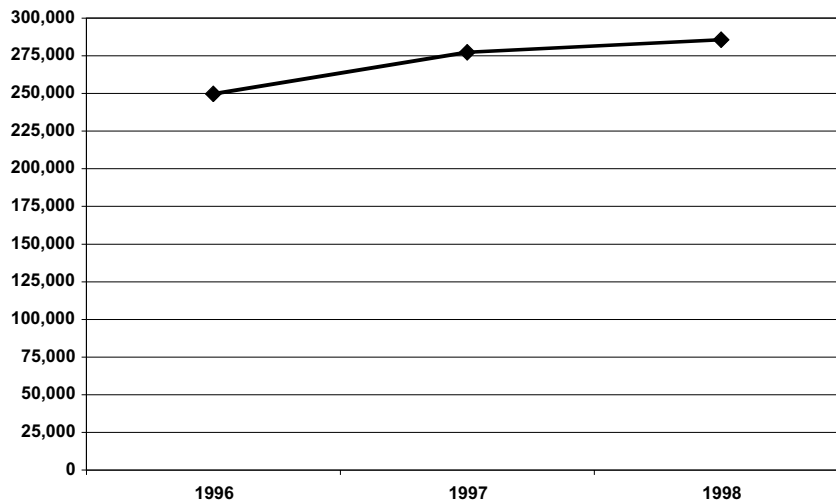
Operation Characteristics

Revenue Vehicles:	45
Peak Hour Fleet:	46
Base Fleet:	39
Fuel Consumption(gal):	124,197

Ridership Trends

1996	249,537
1997	277,300
1998	285,619

System Ridership Trend





LCEOC Transaction

Operating Expense Summary

Operator Salaries/Wages:	\$700,600
Other Salaries/Wages	\$165,156
Fringe:	\$185,165
Services:	\$396,934
Materials and Supplies:	\$153,663
Utilities:	\$33,778
Casualty/Liability:	\$181,170
Purchased Transportation:	\$0
Other	\$49,073
Total	\$1,865,539

Revenue Summary

Fare Revenue:	\$538,669
Charter/Other:	\$118,347
Contra & Other Fed/State:	\$0
Local Assistance:	\$295,592
State Assistance:	\$509,489
Federal Assistance:	\$403,442
Total	\$1,865,539

Productivity

Total Passenger Boardings:	285,619
Total Vehicle Miles:	1,045,500
Revenue Vehicle Miles:	839,460

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.78
Operating Expense Per Passenger Trip:	\$6.53
Passenger Trips Per Total Vehicle Mile:	0.27
Passenger Trips Per Capita:	5.55

Financial Performance

Operating Subsidy:	\$1,208,523
Operating Subsidy Ratio:	65%
Locally Derived Income:	\$952,608
Locally Derived Income Per Operating Expense:	\$0.51
Fare Recovery Ratio:	29%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible
1	1983	Chevrolet	9	No	4	1996	Ford	21	No
1	1984	Chevrolet	9	No	2	1996	Ford	16+2wc	Yes
1	1987	Ford	16	No	1	1996	MDV	7+1wc	Yes
2	1987	Dodge	4	No	2	1997	Ford	15	No
1	1988	Chevrolet	7	No					
1	1988	Chevrolet	9	No					
1	1991	Chevrolet	12	No					
2	1992	Ford	15	No					
3	1993	Ford	10	No					
1	1993	Ford	14	No					
1	1993	Dodge	11	No					
1	1993	Ford	4	No					
1	1994	Ford	16	No					
6	1995	Chevrolet	20	No					
1	1995	Ford	16+2wc	Yes					
1	1995	Ford	21	No					
1	1995	Ford	16	No					
1	1995	Dodge	9	No					
6	1996	Ford	16	No					
3	1996	Ford	16+2wc	Yes					
1	1996	Ford	21	No					





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
 e-mail: n/a

General Information

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

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

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

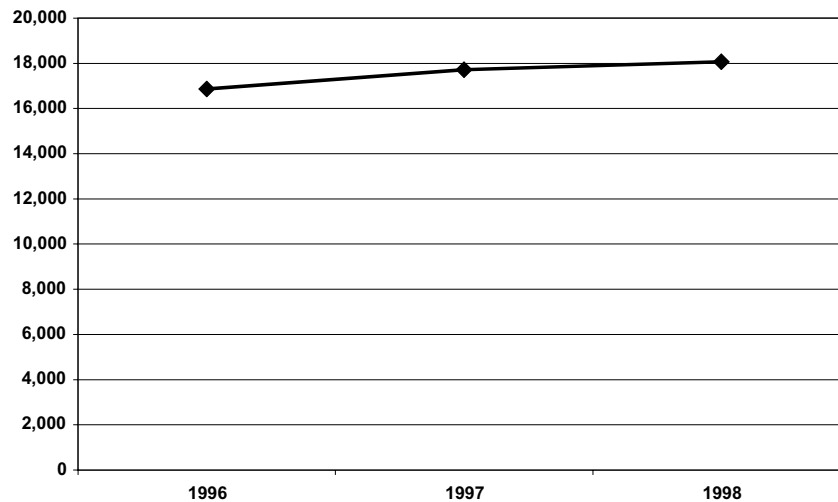
Operation Characteristics

Revenue Vehicles:	11
Peak Hour Fleet:	7
Base Fleet:	5
Fuel Consumption(gal):	22,922

Ridership Trends

1996	16,863
1997	17,712
1998	18,061

System Ridership Trend





Transportation for Rural Areas of Madison

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$33,069
Fringe:	\$10,478
Services:	\$0
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$139,972
Other	\$20,928
Total	\$204,447

Revenue Summary

Fare Revenue:	\$54,183
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$10,474
State Assistance:	\$64,658
Federal Assistance:	\$75,132
Total	\$204,447

Productivity

Total Passenger Boardings:	18,061
Total Vehicle Miles:	226,032
Revenue Vehicle Miles:	226,032

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$0.90
Operating Expense Per Passenger Trip:	\$11.32
Passenger Trips Per Total Vehicle Mile:	0.08
Passenger Trips Per Capita:	0.32

Financial Performance

Operating Subsidy:	\$150,264
Operating Subsidy Ratio:	73%
Locally Derived Income:	\$64,657
Locally Derived Income Per Operating Expense:	\$0.32
Fare Recovery Ratio:	27%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1997	Ford	3+1wc	Yes	Gas
1	1989	Ford	11	No	Gas
1	1991	Ford	5+1wc	Yes	Gas
1	1994	Ford	5	No	Gas
1	1994	Ford	9	No	Gas
2	1998	Ford	12+4wc	Yes	Gas
1	1992	Ford	11+4wc	Yes	Gas
1	1992	Ford	11+4wc	Yes	Gas
1	1995	Ford	7	No	Gas
1	1994	GM	5+1wc	Yes	Gas
1	1997	Ford	7	No	Gas





Marion Transportation System

301 South Branson Street
 Marion, IN 46952
 (765) 668-4405 Fax (765) 668-4438
 Contact: Orville Fitzjarrald, Manager
 e-mail: n/a

General Information

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

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

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

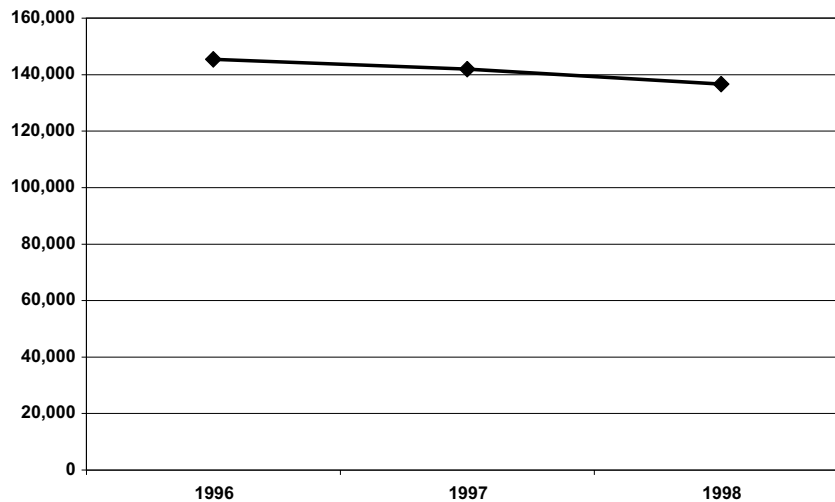
Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	4
Base Fleet:	4
Fuel Consumption(gal):	27,507

Ridership Trends

1996	145,409
1997	141,893
1998	136,595

System Ridership Trend





Marion Transportation System

Operating Expense Summary

Operator Salaries/Wages:	\$130,441
Other Salaries/Wages	\$144,922
Fringe:	\$98,331
Services:	\$37,949
Materials and Supplies:	\$38,712
Utilities:	\$8,355
Casualty/Liability:	\$18,792
Purchased Transportation:	\$0
Other	\$1,542
Total	\$479,044

Revenue Summary

Fare Revenue:	\$29,695
Charter/Other:	\$0
Contra & Other Fed/State:	\$1,299
Local Assistance:	\$97,165
State Assistance:	\$126,860
Federal Assistance:	\$224,025
Total	\$479,044

Productivity

Total Passenger Boardings:	136,595
Total Vehicle Miles:	146,548
Revenue Vehicle Miles:	141,969

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.27
Operating Expense Per Passenger Trip:	\$3.51
Passenger Trips Per Total Vehicle Mile:	0.93
Passenger Trips Per Capita:	4.19

Financial Performance

Operating Subsidy:	\$448,050
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$126,860
Locally Derived Income Per Operating Expense:	\$0.26
Fare Recovery Ratio:	6%

Fleet Inventory

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





Michigan City Municipal Coach Service

1402 W. Garfield Street
 Michigan City, IN 46360
 (219) 873-1502 Fax (219) 873-1565
 Contact: Walter Gipson, Foreman
 e-mail: n/a

General Information

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

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; Youth Pass \$9/ Month; Fun 'n Sun
 Youth Pass \$10 (Summer only)

Personnel

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

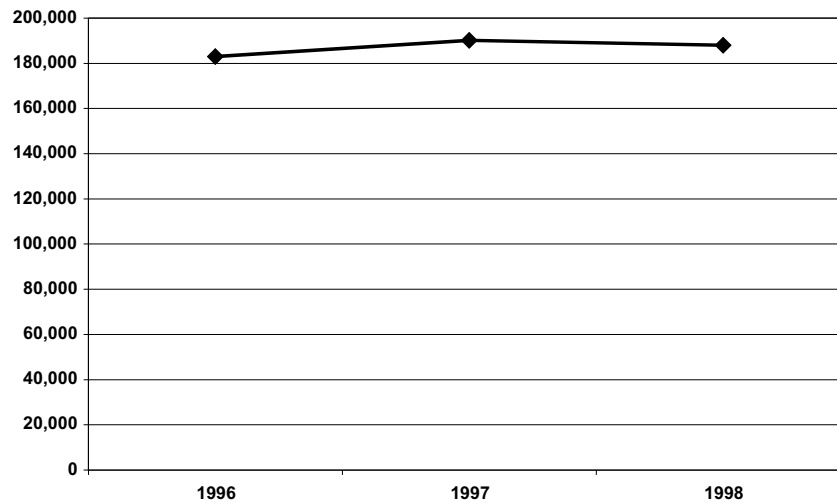
Operation Characteristics

Revenue Vehicles:	8
Peak Hour Fleet:	5
Base Fleet:	5
Fuel Consumption(gal):	32,028

Ridership Trends

1996	182,952
1997	190,099
1998	187,886

System Ridership Trend



Michigan City Municipal Coach Service



Operating Expense Summary

Operator Salaries/Wages:	\$382,158
Other Salaries/Wages	\$0
Fringe:	\$193,792
Services:	\$16,794
Materials and Supplies:	\$56,321
Utilities:	\$14,062
Casualty/Liability:	\$19,100
Purchased Transportation:	\$0
Other	\$192
Total	\$682,419

Productivity

Total Passenger Boardings:	187,886
Total Vehicle Miles:	227,564
Revenue Vehicle Miles:	223,976

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.00
Operating Expense Per Passenger Trip:	\$3.63
Passenger Trips Per Total Vehicle Mile:	0.83
Passenger Trips Per Capita:	5.18

Revenue Summary

Fare Revenue:	\$73,623
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$156,787
State Assistance:	\$174,003
Federal Assistance:	\$278,006
Total	\$682,419

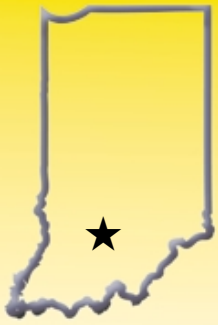
Financial Performance

Operating Subsidy:	\$608,796
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$230,410
Locally Derived Income Per Operating Expense:	\$0.34
Fare Recovery Ratio:	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1988	Bluebird	29	No	Diesel
1	1990	Bluebird	28+2wc	Yes	Diesel
1	1992	Ford	16+2wc	Yes	Diesel
3	1994	Ford	16+2wc	Yes	Diesel
1	1997	Bluebird	26+2wc	Yes	Diesel
1	1998	Bluebird	27+2wc	Yes	Diesel





Mitchell Transit System

407 South 6th Street
 Mitchell, IN 47446
 (812) 849-2151 Fax (812) 849-3955
 Contact: Alma Lindley, Operations Manager
 e-mail: Cityweb@blueriver.net

General Information

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

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

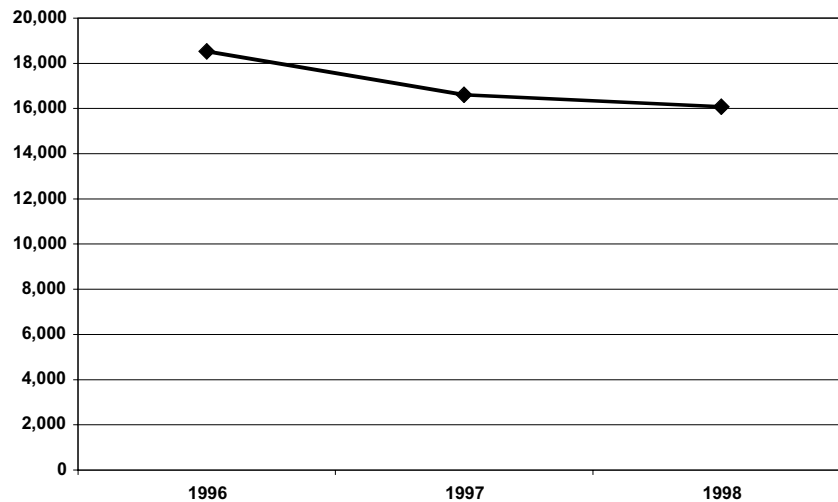
Operation Characteristics

Revenue Vehicles:	2
Peak Hour Fleet:	2
Base Fleet:	1
Fuel Consumption(gal):	3,234

Ridership Trends

1996	18,528
1997	16,595
1998	16,075

System Ridership Trend





Mitchell Transit System

Operating Expense Summary

Operator Salaries/Wages:	\$20,800
Other Salaries/Wages	\$24,917
Fringe:	\$12,554
Services:	\$9,888
Materials and Supplies:	\$5,450
Utilities:	\$3,508
Casualty/Liability:	\$2,540
Purchased Transportation:	\$0
Other	\$626
Total	\$80,283

Revenue Summary

Fare Revenue:	\$10,683
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$14,572
State Assistance:	\$25,252
Federal Assistance:	\$29,776
Total	\$80,283

Productivity

Total Passenger Boardings:	16,075
Total Vehicle Miles:	20,149
Revenue Vehicle Miles:	16,067

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.98
Operating Expense Per Passenger Trip:	\$4.99
Passenger Trips Per Total Vehicle Mile:	0.80
Passenger Trips Per Capita:	3.44

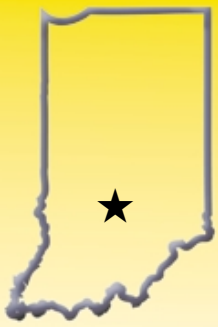
Financial Performance

Operating Subsidy:	\$69,600
Operating Subsidy Ratio:	87%
Locally Derived Income:	\$25,255
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	13%

Fleet Inventory

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





Rural Transit

7500 West Reeves Road
 Bloomington, IN 47404
 (812) 876-3383 Fax (812) 876-9922
 Contact: Jewel Echelbarger, Program Manager
 e-mail: JECHELBA@BLOOMINGTON.IN.US

General Information

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

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

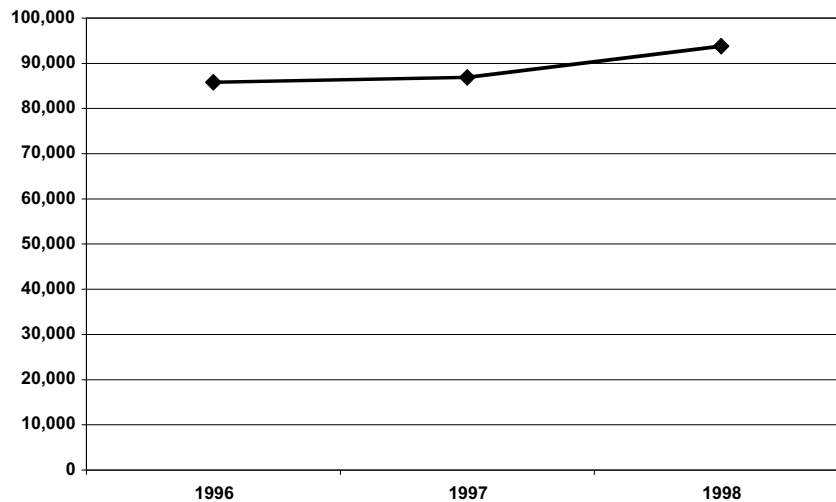
Operation Characteristics

Revenue Vehicles:	13
Peak Hour Fleet:	15
Base Fleet:	14
Fuel Consumption(gal):	34,737

Ridership Trends

1996	85,771
1997	86,847
1998	93,802

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$239,281
Other Salaries/Wages	\$0
Fringe:	\$36,158
Services:	\$8,126
Materials and Supplies:	\$95,946
Utilities:	\$8,799
Casualty/Liability:	\$41,624
Purchased Transportation:	\$0
Other	\$50,066
Total	\$480,000

Revenue Summary

Fare Revenue:	\$51,070
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$123,581
State Assistance:	\$118,325
Federal Assistance:	\$187,024
Total	\$480,000

Productivity

Total Passenger Boardings:	93,802
Total Vehicle Miles:	303,868
Revenue Vehicle Miles:	218,265

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.58
Operating Expense Per Passenger Trip:	\$5.12
Passenger Trips Per Total Vehicle Mile:	0.31
Passenger Trips Per Capita:	0.69

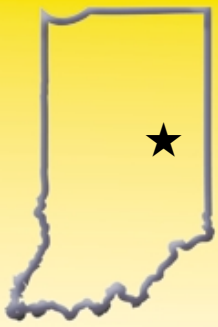
Financial Performance

Operating Subsidy:	\$428,930
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$174,651
Locally Derived Income Per Operating Expense:	\$0.36
Fare Recovery Ratio:	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1993	Ford	22+2wc	Yes	Gas
1	1993	Ford	5+1wc	Yes	Gas
1	1994	Ford	16+2wc	Yes	Gas
1	1995	Dodge	10+2wc	Yes	Gas
1	1995	Dodge	16+2wc	Yes	Gas
4	1995	Ford	16+2wc	Yes	Gas
2	1996	Ford	14+2wc	Yes	Gas
2	1997	Ford	16+2wc	Yes	Diesel





Muncie Indiana Transit System

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

General Information

Type of Service: Fixed Route and Demand Response
Service Area: Fixed Route/City Limits-Demand Response/City Limits
Service Population: 71,035

Service Hours

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

Fare Structure

Express: N/A
Base: \$0.50
Youth: N/A
Elderly/Disabled: \$0.25
Transfer: Free
Other/Special:
 Pass \$17.50/ 30 Day, \$43/ 90 Day, \$4.50/ 10 Ride;
 E&D Pass \$8.75/ 30 Day, \$21.50/ 90 Day, \$2.25/
 10 Ride Token \$19/ 40 Rides; Student Token \$.45/
 Ride

Personnel

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

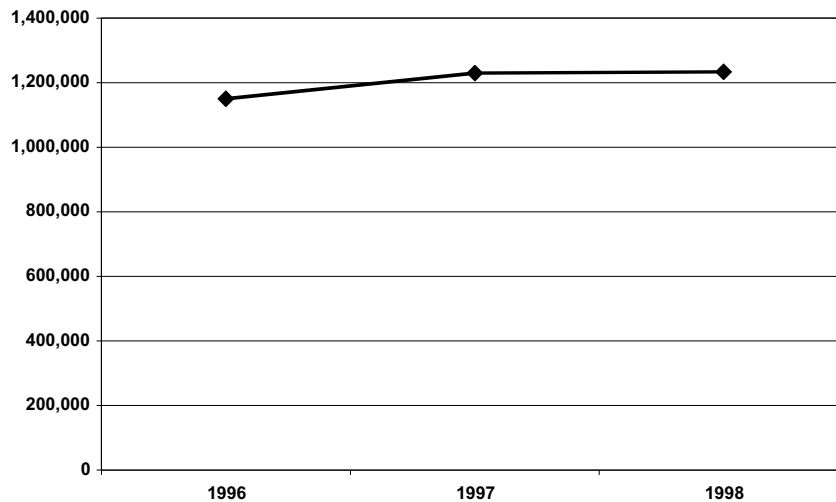
Operation Characteristics

Revenue Vehicles:	34
Peak Hour Fleet:	32
Base Fleet:	26
Fuel Consumption(gal):	277,027

Ridership Trends

1996	1,149,723
1997	1,229,475
1998	1,233,266

System Ridership Trend





Muncie Indiana Transit System

Operating Expense Summary

Operator Salaries/Wages:	\$1,169,287
Other Salaries/Wages	\$737,164
Fringe:	\$766,283
Services:	\$306,772
Materials and Supplies:	\$392,469
Utilities:	\$72,688
Casualty/Liability:	\$123,936
Purchased Transportation:	\$0
Other	\$150,139
Total	\$3,718,738

Revenue Summary

Fare Revenue:	\$248,338
Charter/Other:	\$94,643
Contra & Other Fed/State:	\$3,230
Local Assistance:	\$1,749,650
State Assistance:	\$1,258,415
Federal Assistance:	\$364,462
Total	\$3,718,738

Productivity

Total Passenger Boardings:	1,233,266
Total Vehicle Miles:	1,096,511
Revenue Vehicle Miles:	1,022,124

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.39
Operating Expense Per Passenger Trip:	\$3.02
Passenger Trips Per Total Vehicle Mile:	1.12
Passenger Trips Per Capita:	17.36

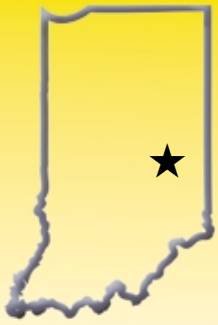
Financial Performance

Operating Subsidy:	\$3,372,527
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$2,092,631
Locally Derived Income Per Operating Expense:	\$0.56
Fare Recovery Ratio:	7%

Fleet Inventory

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





New Castle Community Transit System

201 South 25th Street
 New Castle, IN 47362
 (765) 521-6847 Fax (765) 521-6846
 Contact: Deborah Thornhill, Manager
 e-mail: nctransit@nltc.net

General Information

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

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

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

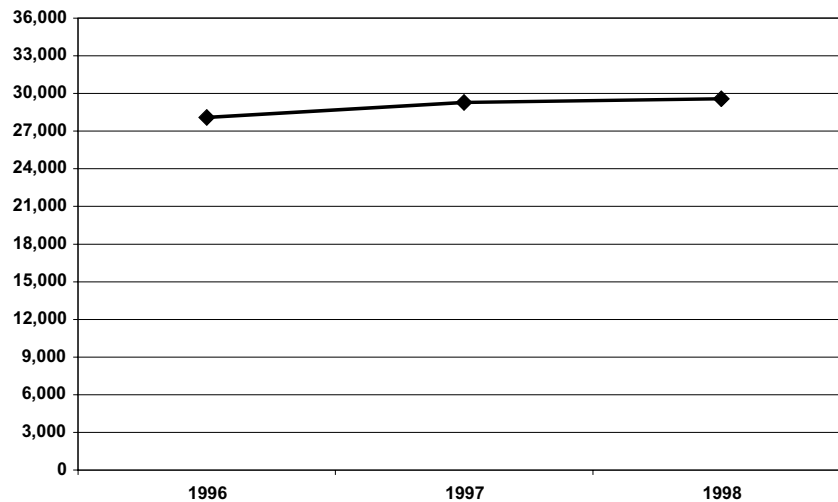
Operation Characteristics

Revenue Vehicles:	6
Peak Hour Fleet:	2
Base Fleet:	2
Fuel Consumption(gal):	7,376

Ridership Trends

1996	28,084
1997	29,283
1998	29,572

System Ridership Trend



New Castle Community Transit System



Operating Expense Summary

Operator Salaries/Wages:	\$42,976
Other Salaries/Wages	\$109,087
Fringe:	\$67,666
Services:	\$1,150
Materials and Supplies:	\$12,848
Utilities:	\$7,868
Casualty/Liability:	\$9,872
Purchased Transportation:	\$0
Other	\$10,799
Total	\$262,266

Revenue Summary

Fare Revenue:	\$12,833
Charter/Other:	\$0
Contra & Other Fed/State:	\$3,261
Local Assistance:	\$67,212
State Assistance:	\$80,043
Federal Assistance:	\$98,917
Total	\$262,266

Productivity

Total Passenger Boardings:	29,572
Total Vehicle Miles:	37,491
Revenue Vehicle Miles:	36,366

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$7.00
Operating Expense Per Passenger Trip:	\$8.87
Passenger Trips Per Total Vehicle Mile:	0.79
Passenger Trips Per Capita:	1.67

Financial Performance

Operating Subsidy:	\$246,172
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$80,045
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1990	Ford/Supreme	21+2wc	Yes	Gas
2	1990	Ford/Diamond	21+2wc	Yes	Gas
2	1995	Ford/Supreme	21+2wc	Yes	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
 e-mail: 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: 5:35am-1:25am
Sunday: 7:05am-11:40pm
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:	97	1
Maintenance:	156	0
Administration:	26	0
Total:	279	1

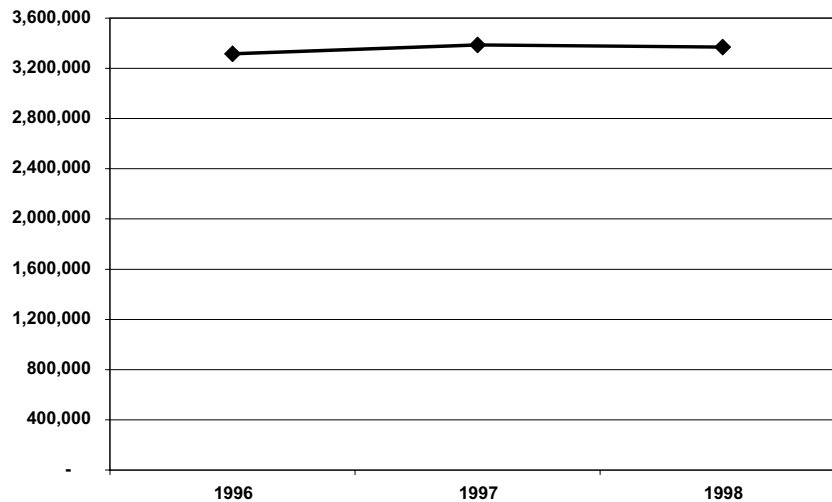
Operation Characteristics

Revenue Vehicles:	58
Peak Hour Fleet:	52
Base Fleet:	22
Fuel Consumption (gal):	14,992,250

Ridership Trends

1996	3,315,759
1997	3,384,439
1998	3,369,557

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$878,772
Other Salaries/Wages	\$7,671,198
Fringe:	\$6,221,834
Services:	\$1,200,405
Materials and Supplies:	\$2,418,463
Utilities:	\$1,830,315
Casualty/Liability:	\$1,912,809
Purchased Transportation:	\$0
Other	\$152,962
Total	\$22,286,758

Revenue Summary

Fare Revenue:	\$12,635,009
Charter/Other:	\$59,539
Contra & Other Fed/State:	\$0
Local Assistance:	\$3,237,587
State Assistance:	\$3,146,700
Federal Assistance:	\$3,207,923
Total	\$22,286,758

Productivity

Total Passenger Boardings:	3,369,557
Total Vehicle Miles:	2,821,900
Revenue Vehicle Miles:	2,664,675

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$7.90
Operating Expense Per Passenger Trip:	\$6.61
Passenger Trips Per Total Vehicle Mile:	1.19
Passenger Trips Per Capita:	20.59

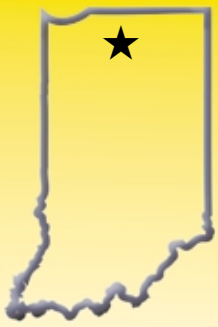
Financial Performance

Operating Subsidy:	\$9,592,210
Operating Subsidy Ratio:	43%
Locally Derived Income:	\$15,932,135
Locally Derived Income Per Operating Expense:	\$0.71
Fare Recovery Ratio:	57%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
42	1982	Nippon/Shanyo	93+1wc	Yes	Electric
7	1992	Nippon/Shanyo	110+1wc	Yes	Electric
3	1992	Nippon/Shanyo	130	No	Electric
7	1993	Nippon/Shanyo	130	No	Electric





Rock City Rider

227 W. Jefferson Blvd., Room 1120
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840
 Contact: Sandi Seanor, Executive Director
 e-mail: macogdir@aol.com

General Information

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

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

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

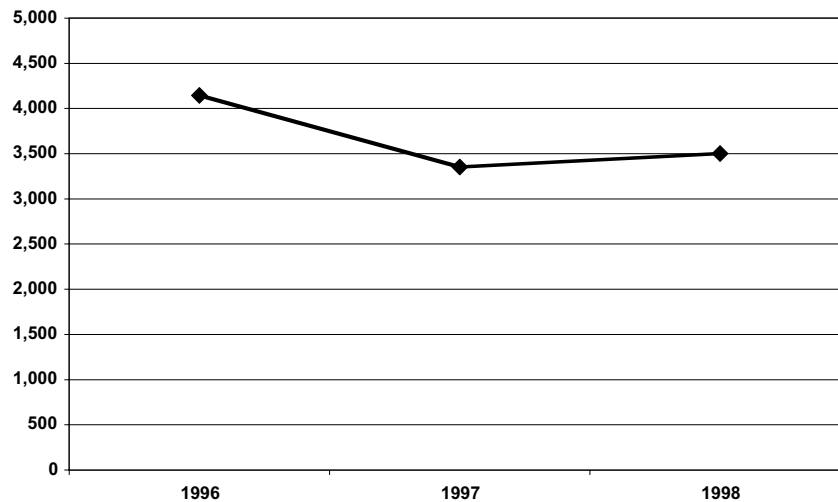
Operation Characteristics

Revenue Vehicles:	3
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	1,828

Ridership Trends

1996	4,143
1997	3,351
1998	3,501

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$1,905
Fringe:	\$1,194
Services:	\$0
Materials and Supplies:	\$939
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$10,424
Other	\$4,974
Total	\$19,436

Revenue Summary

Fare Revenue:	\$5,261
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$6,267
State Assistance:	\$809
Federal Assistance:	\$7,099
Total	\$19,436

Productivity

Total Passenger Boardings:	3,501
Total Vehicle Miles:	20,115
Revenue Vehicle Miles:	11,466

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$0.97
Operating Expense Per Passenger Trip:	\$5.55
Passenger Trips Per Total Vehicle Mile:	0.17
Passenger Trips Per Capita:	0.42

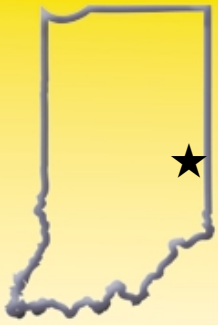
Financial Performance

Operating Subsidy:	\$14,175
Operating Subsidy Ratio:	73%
Locally Derived Income:	\$11,528
Locally Derived Income Per Operating Expense:	\$0.59
Fare Recovery Ratio:	27%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1991	Dodge	10+1wc	Yes	Gas
1	1995	Ford	5+2wc	Yes	Gas
1	1996	Chevrolet	7	No	Gas





Rose View Transit & Paratransit System

401 South "Q" Street
 Richmond, IN 47374
 (765) 983-7227 Fax (765) 983-7212
 Contact: Terri Quinter, Operations Manager
 e-mail: n/a

General Information

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

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

	Full-Time	Part-Time
Operations:	16	1
Maintenance:	1	0
Administration:	3	0
Total:	20	1

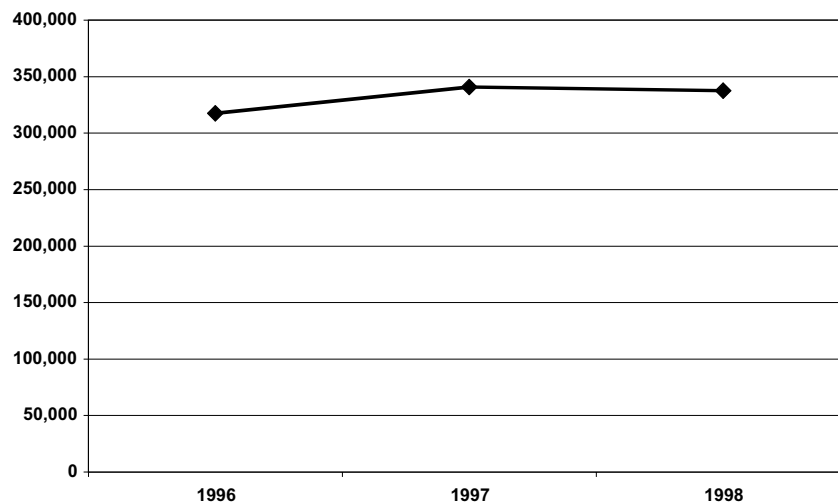
Operation Characteristics

Revenue Vehicles:	16
Peak Hour Fleet:	10
Base Fleet:	16
Fuel Consumption(gal):	40,123

Ridership Trends

1996	317,484
1997	340,807
1998	337,522

System Ridership Trend



Rose View Transit & Paratransit System



Operating Expense Summary

Operator Salaries/Wages:	\$418,706
Other Salaries/Wages	\$24,320
Fringe:	\$164,844
Services:	\$47,761
Materials and Supplies:	\$71,305
Utilities:	\$6,987
Casualty/Liability:	\$53,372
Purchased Transportation:	\$0
Other	\$6,802
Total	\$794,097

Revenue Summary

Fare Revenue:	\$165,456
Charter/Other:	\$17,505
Contra & Other Fed/State:	\$3,319
Local Assistance:	\$60,474
State Assistance:	\$243,435
Federal Assistance:	\$303,908
Total	\$794,097

Productivity

Total Passenger Boardings:	337,522
Total Vehicle Miles:	351,018
Revenue Vehicle Miles:	333,102

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.26
Operating Expense Per Passenger Trip:	\$2.35
Passenger Trips Per Total Vehicle Mile:	0.96
Passenger Trips Per Capita:	8.72

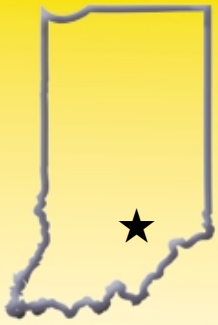
Financial Performance

Operating Subsidy:	\$607,817
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$243,435
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	21%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Ford/Supreme	21+2wc	Yes	Diesel
2	1995	Dodge/Braun	12+2wc	Yes	Gas
3	1996	Ford/Supreme	18+2wc	Yes	Diesel
1	1996	Dodge/Braun	12+2wc	Yes	Gas
1	1997	Ford/Supreme	18+2wc	Yes	Diesel
1	1997	Dodge/Braun	12+2wc	Yes	Gas
2	1998	Ford/Supreme	20+2wc	Yes	Diesel





Seymour Transit

301-309 N. Chestnut Street
 Seymour, IN 47274
 (812) 522-4746 Fax (812) 522-1254
 Contact: Martha McIntire, Transit Coordinator
 e-mail: mcintire@hsonline.net

General Information

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

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: \$0.75
 Elderly/Disabled: \$1.50
 Transfer: N/A
 Other/Special:

Personnel

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

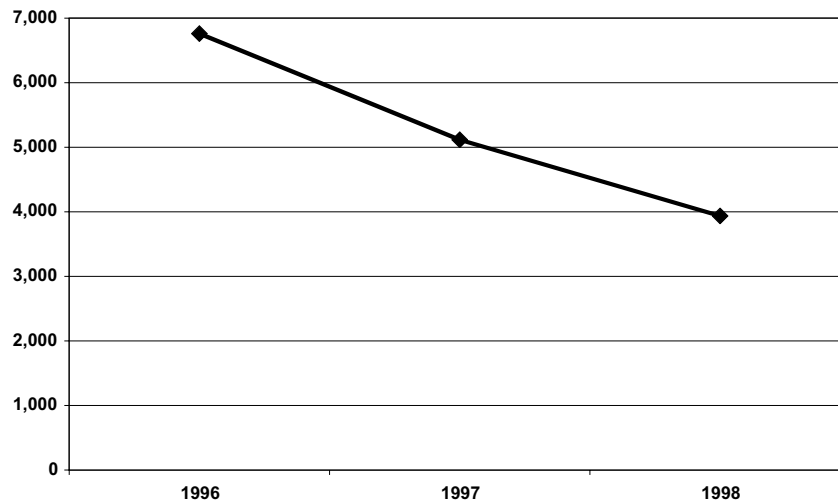
Operation Characteristics

Revenue Vehicles:	2
Peak Hour Fleet:	0
Base Fleet:	0
Fuel Consumption(gal):	2,394

Ridership Trends

1996	6,757
1997	5,112
1998	3,932

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages:	\$29,364
Other Salaries/Wages	\$0
Fringe:	\$4,574
Services:	\$6,000
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$29,119
Other	\$9,010
Total	\$78,067

Revenue Summary

Fare Revenue:	\$4,251
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$35,437
State Assistance:	\$2,447
Federal Assistance:	\$35,932
Total	\$78,067

Productivity

Total Passenger Boardings:	3,932
Total Vehicle Miles:	15,600
Revenue Vehicle Miles:	15,600

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$5.00
Operating Expense Per Passenger Trip:	\$19.85
Passenger Trips Per Total Vehicle Mile:	0.25
Passenger Trips Per Capita:	0.25

Financial Performance

Operating Subsidy:	\$73,816
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$39,688
Locally Derived Income Per Operating Expense:	\$0.51
Fare Recovery Ratio:	5%

Fleet Inventory

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





South Bend Public Transportation Corporation

901 East Northside Blvd.
 South Bend, IN 46617
 (219) 232-9901 Fax (219) 239-2309
 Contact: Bruce A. Zakrzewski, Controller
 e-mail: n/a

General Information

Type of Service: Fixed Route, Demand Response and Downtown Circulator
Service Area: South Bend & Mishawaka Metropolitan Area
Service Population: 148,590

Personnel

	Full-Time	Part-Time
Operations:	73	8
Maintenance:	14	1
Administration:	13	1
Total:	100	10

Service Hours

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

Operation Characteristics

Revenue Vehicles: 68
Peak Hour Fleet: 49
Base Fleet: 37
Fuel Consumption(gal): 416,812

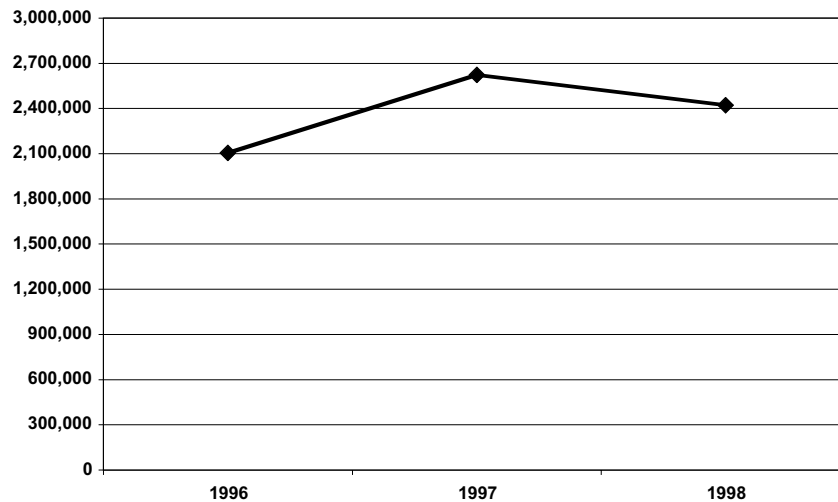
Fare Structure

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

Ridership Trends

1996	2,104,373
1997	2,622,695
1998	2,420,500

System Ridership Trend





South Bend Public Transportation Corporation

Operating Expense Summary

Operator Salaries/Wages:	\$2,189,599
Other Salaries/Wages	\$829,589
Fringe:	\$1,296,414
Services:	\$455,474
Materials and Supplies:	\$526,580
Utilities:	\$138,535
Casualty/Liability:	\$172,583
Purchased Transportation:	\$0
Other	\$34,722
Total	\$5,643,496

Revenue Summary

Fare Revenue:	\$1,129,594
Charter/Other:	\$194,557
Contra & Other Fed/State:	\$11,108
Local Assistance:	\$2,624,964
State Assistance:	\$1,637,963
Federal Assistance:	\$45,310
Total	\$5,643,496

Productivity

Total Passenger Boardings:	2,420,500
Total Vehicle Miles:	1,836,606
Revenue Vehicle Miles:	1,674,165

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.07
Operating Expense Per Passenger Trip:	\$2.33
Passenger Trips Per Total Vehicle Mile:	1.32
Passenger Trips Per Capita:	16.29

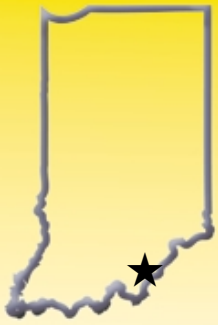
Financial Performance

Operating Subsidy:	\$4,308,237
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$3,949,115
Locally Derived Income Per Operating Expense:	\$0.70
Fare Recovery Ratio:	20%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1971	GMC	45	No	Diesel
10	1984	Neoplan	38	No	Diesel
39	1987	Flxible	40	No	Diesel
2	1988	Dodge	4+2wc	Yes	Gas
4	1991	Flxible	39	No	Diesel
5	1994	Dodge	4+2wc	Yes	Gas
4	1996	AVS	22+2wc	Yes	Electric





Transit Authority of River City

1000 West Broadway
 Louisville, KY 40203
 (502) 561-5111 Fax (502) 561-5244
 Contact: J. Barry Barker, Executive Director
 e-mail: tarca@aye.net

General Information

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

Service Hours

Weekday: 5:30am-11:00pm
Saturday: 8:00am-10:30pm
Sunday: 8:00am-9:30pm
Holidays Without Service: 6

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

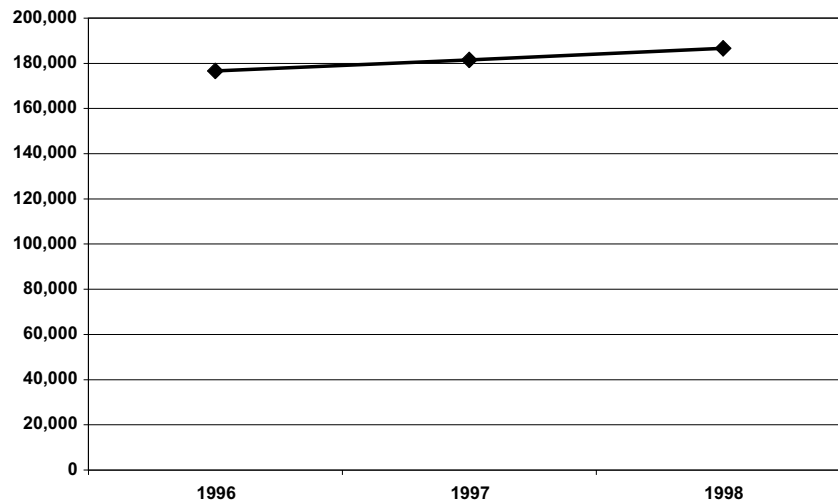
Operation Characteristics

Revenue Vehicles:	278
Peak Hour Fleet:	10
Base Fleet:	2
Fuel Consumption(gal):	65,290

Ridership Trends

1996	176,615
1997	181,489
1998	186,576

System Ridership Trend





Transit Authority of River City

Operating Expense Summary

Operator Salaries/Wages:	\$679,030
Other Salaries/Wages	\$0
Fringe:	\$395,951
Services:	\$40,444
Materials and Supplies:	\$98,586
Utilities:	\$20,364
Casualty/Liability:	\$36,766
Purchased Transportation:	\$160,955
Other	\$17,321
Total	\$1,449,417

Revenue Summary

Fare Revenue:	\$115,096
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$398,565
State Assistance:	\$382,217
Federal Assistance:	\$553,539
Total	\$1,449,417

Productivity

Total Passenger Boardings:	186,576
Total Vehicle Miles:	239,139
Revenue Vehicle Miles:	211,383

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$6.06
Operating Expense Per Passenger Trip:	\$7.77
Passenger Trips Per Total Vehicle Mile:	0.78
Passenger Trips Per Capita:	2.39

Financial Performance

Operating Subsidy:	\$1,334,321
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$513,661
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
16	1982	RTS	45	No	Diesel
7	1984	Carpenter	27+2wc	Yes	Diesel
50	1987	Flxible	45+2wc	Yes	Diesel
9	1987	Chance	17+2wc	Yes	Diesel
61	1989	Flxible	45+2wc	Yes	Diesel
7	1990	Orion	21+2wc	Yes	Diesel
38	1994	Flxible	45+2wc	Yes	Diesel
11	1995	Orion	21+2wc	Yes	Diesel
20	1997	Supreme	20+2wc	Yes	Diesel
5	1998	Chance	22+2wc	Yes	Diesel
27	1998	Gillig	40+2wc	Yes	Diesel
27	1998	Gillig	40+2wc	Yes	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: M. Jay Mitchell, General Manager
 e-mail: n/a

General Information

Type of Service: Fixed Route and Demand Response
Service Area: Terre Haute City Limits and West Terre Haute
Service Population: 59,978

Service Hours

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

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

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

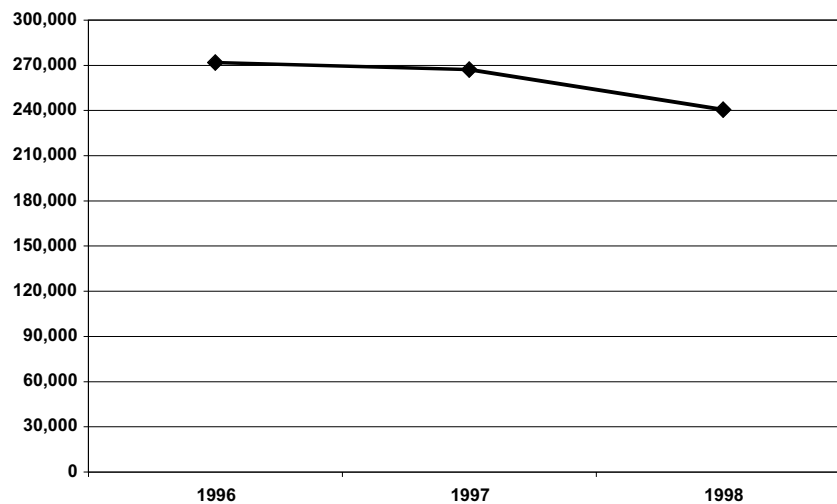
Operation Characteristics

Revenue Vehicles:	14
Peak Hour Fleet:	8
Base Fleet:	8
Fuel Consumption(gal):	38,797

Ridership Trends

1996	271,798
1997	267,138
1998	240,424

System Ridership Trend





Transit Utility for the City of Terre Haute

Operating Expense Summary

Operator Salaries/Wages:	\$341,017
Other Salaries/Wages	\$174,932
Fringe:	\$199,928
Services:	\$0
Materials and Supplies:	\$99,014
Utilities:	\$25,204
Casualty/Liability:	\$34,419
Purchased Transportation:	\$500
Other	\$1,160
Total	\$876,174

Revenue Summary

Fare Revenue:	\$125,120
Charter/Other:	\$13,688
Contra & Other Fed/State:	\$1,554
Local Assistance:	\$87,154
State Assistance:	\$225,962
Federal Assistance:	\$422,696
Total	\$876,174

Productivity

Total Passenger Boardings:	240,424
Total Vehicle Miles:	281,954
Revenue Vehicle Miles:	275,927

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.11
Operating Expense Per Passenger Trip:	\$3.64
Passenger Trips Per Total Vehicle Mile:	0.85
Passenger Trips Per Capita:	4.01

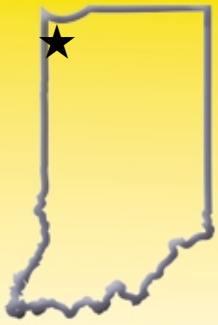
Financial Performance

Operating Subsidy:	\$735,812
Operating Subsidy Ratio:	84%
Locally Derived Income:	\$225,962
Locally Derived Income Per Operating Expense:	\$0.26
Fare Recovery Ratio:	14%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Dodge/Braun	10+2wc	Yes	Gas
1	1995	Ford/Supreme	14+2wc	Yes	Gas
2	1996	Ford/Supreme	14+2wc	Yes	Gas
4	1997	Ford/Supreme	14+3wc	Yes	Gas





Trade Winds Rehabilitation Center

5901 W. 7th Avenue, Box 6308
 Gary, IN 46406-0308
 (219) 949-4000 Fax (219) 944-8134
 Contact: Timothy Pulsoni, General Manager
 e-mail: n/a

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	26	4
Maintenance:	1	0
Administration:	2	0
Total:	29	4

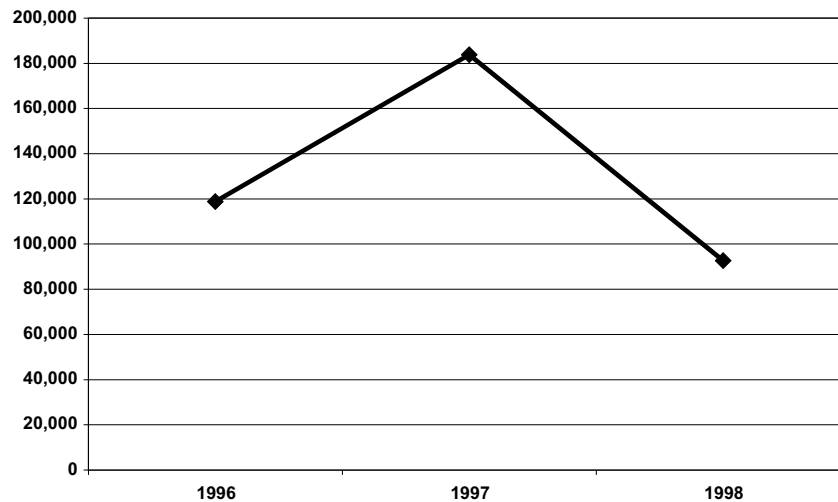
Operation Characteristics

Revenue Vehicles:	33
Peak Hour Fleet:	33
Base Fleet:	33
Fuel Consumption(gal):	111,878

Ridership Trends

1996	118,694
1997	183,713
1998	92,648

System Ridership Trend





Trade Winds Rehabilitation Center

Operating Expense Summary

Operator Salaries/Wages:	\$748,303
Other Salaries/Wages	\$99,183
Fringe:	\$107,736
Services:	\$0
Materials and Supplies:	\$252,848
Utilities:	\$9,722
Casualty/Liability:	\$69,472
Purchased Transportation:	\$0
Other	\$189,773
Total	\$1,477,037

Revenue Summary

Fare Revenue:	\$86,039
Charter/Other:	\$1,650
Contra & Other Fed/State:	\$0
Local Assistance:	\$522,714
State Assistance:	\$633,650
Federal Assistance:	\$232,984
Total	\$1,477,037

Productivity

Total Passenger Boardings:	92,648
Total Vehicle Miles:	1,035,919
Revenue Vehicle Miles:	929,123

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.43
Operating Expense Per Passenger Trip:	\$15.94
Passenger Trips Per Total Vehicle Mile:	0.09
Passenger Trips Per Capita:	1.80

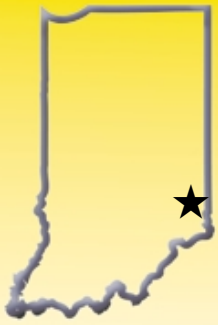
Financial Performance

Operating Subsidy:	\$1,389,348
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$610,403
Locally Derived Income Per Operating Expense:	\$0.41
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1987	Ford	4+2wc	Yes	Gas
1	1991	Ford	14	No	Gas
1	1992	Ford	14	No	Gas
1	1993	Ford	21	No	Diesel
1	1993	Ford	8+2wc	Yes	Gas
1	1994	Ford	16+1wc	Yes	Diesel
5	1994	Ford	21	No	Diesel
2	1994	Ford	12+2wc	Yes	Diesel
3	1995	Ford	14	No	Gas
2	1995	Ford	12+2wc	Yes	Diesel
1	1995	Ford	14	No	Gas
3	1995	Dodge	12+2wc	Yes	Gas
3	1995	Ford	16+1wc	Yes	Diesel
1	1995	Ford	21	No	Diesel
2	1995	Ford	2+6wc	Yes	Diesel
1	1995	Ford	21	No	Diesel
1	1995	Chevrolet	14	No	Gas
3	1996	Dodge	12+2wc	Yes	Gas
1	1998	Chevrolet	6	No	Gas





Union County Transit Service

P.O. Box 333
 Liberty, IN 47353
 (765) 458-5500 Fax (765) 458-7722
 Contact: Deborah Gettinger, Transportation Director
 e-mail: n/a

General Information

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

Personnel

	Full-Time	Part-Time
Operations:	0	13
Maintenance:	0	0
Administration:	1	2
Total:	1	15

Service Hours

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

Operation Characteristics

Revenue Vehicles:	9
Peak Hour Fleet:	8
Base Fleet:	6
Fuel Consumption(gal):	8,034

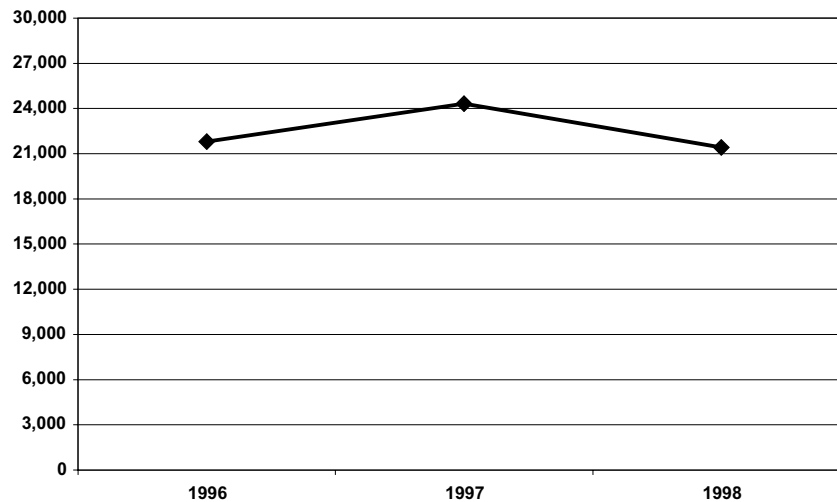
Fare Structure

Express: N/A
 Base: Zone1 \$.65; 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: N/A

Ridership Trends

1996	21,793
1997	24,321
1998	21,407

System Ridership Trend





Union County Transit Service

Operating Expense Summary

Operator Salaries/Wages:	\$42,593
Other Salaries/Wages	\$27,457
Fringe:	\$24,774
Services:	\$6,924
Materials and Supplies:	\$14,226
Utilities:	\$1,523
Casualty/Liability:	\$16,257
Purchased Transportation:	\$0
Other	\$2,394
Total	\$136,148

Revenue Summary

Fare Revenue:	\$14,908
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$42,572
State Assistance:	\$25,674
Federal Assistance:	\$52,994
Total	\$136,148

Productivity

Total Passenger Boardings:	21,407
Total Vehicle Miles:	94,630
Revenue Vehicle Miles:	76,737

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.44
Operating Expense Per Passenger Trip:	\$6.36
Passenger Trips Per Total Vehicle Mile:	0.23
Passenger Trips Per Capita:	3.07

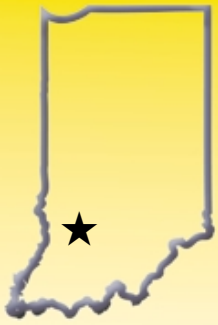
Financial Performance

Operating Subsidy:	\$121,240
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$57,480
Locally Derived Income Per Operating Expense:	\$0.42
Fare Recovery Ratio:	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1986	Dodge	11+1wc	Yes	Gas
1	1988	Ford	11	No	Gas
1	1989	Ford	6	No	Gas
1	1990	Dodge	11+1wc	Yes	Gas
1	1991	Plymouth	5+1wc	Yes	Gas
1	1992	Ford	14	No	Gas
1	1995	Dodge	11+1wc	Yes	Gas
1	1996	Dodge	11+1wc	Yes	Gas
1	1997	Dodge	11+1wc	Yes	Gas





Washington Transit System

2100 East Memorial Avenue
 Washington, IN 47501
 (812) 254-4564 Fax (812) 254-8200
 Contact: Gary Raymann, Street Commissioner
 e-mail: n/a

General Information

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

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

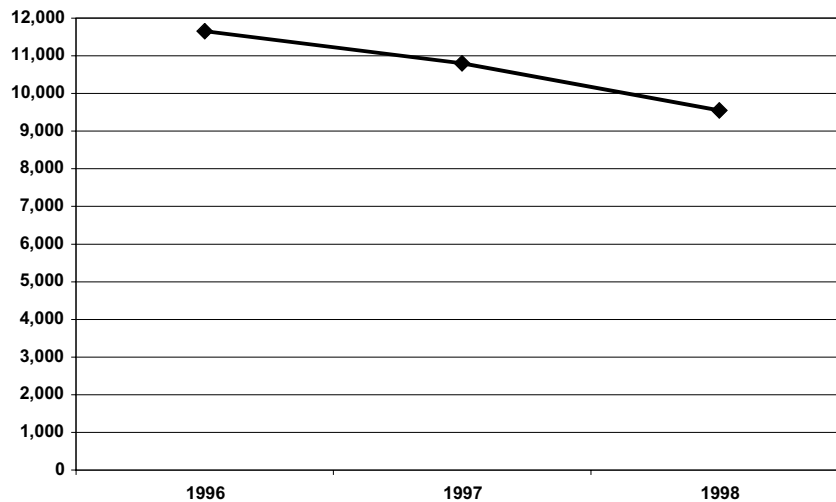
Operation Characteristics

Revenue Vehicles:	5
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	5,080

Ridership Trends

1996	11,651
1997	10,796
1998	9,543

System Ridership Trend





Washington Transit System

Operating Expense Summary

Operator Salaries/Wages:	\$25,489
Other Salaries/Wages	\$0
Fringe:	\$6,930
Services:	\$15,795
Materials and Supplies:	\$6,078
Utilities:	\$3,882
Casualty/Liability:	\$2,868
Purchased Transportation:	\$0
Other	\$3,246
Total	\$64,288

Revenue Summary

Fare Revenue:	\$4,517
Charter/Other:	\$120
Contra & Other Fed/State:	\$0
Local Assistance:	\$12,595
State Assistance:	\$17,231
Federal Assistance:	\$29,825
Total	\$64,288

Productivity

Total Passenger Boardings:	9,543
Total Vehicle Miles:	30,427
Revenue Vehicle Miles:	30,427

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.11
Operating Expense Per Passenger Trip:	\$6.74
Passenger Trips Per Total Vehicle Mile:	0.31
Passenger Trips Per Capita:	0.88

Financial Performance

Operating Subsidy:	\$59,651
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$17,232
Locally Derived Income Per Operating Expense:	\$0.27
Fare Recovery Ratio:	7%

Fleet Inventory

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





Waveland Volunteer Transit

660 North 36th Street, P.O. Box 4727
 Lafayette, IN 43176
 (765) 447-7683 Fax (765) 447-6862
 Contact: Jean Engelke, Deputy Director
 e-mail: AREA4@wcic.org

General Information

Type of Service: Reservation
 Service Area: Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland
 Service Population: 10,993

Personnel

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

Service Hours

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

Operation Characteristics

Revenue Vehicles:	7
Peak Hour Fleet:	4
Base Fleet:	4
Fuel Consumption(gal):	3,812

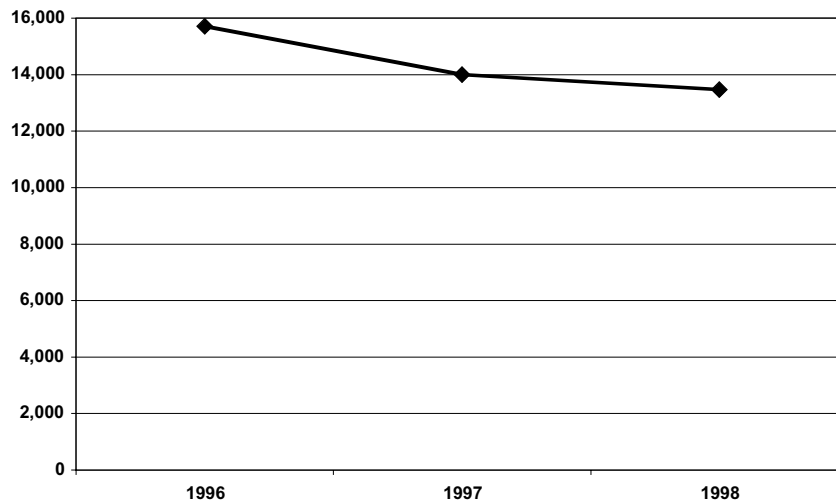
Fare Structure

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

Ridership Trends

1996	15,709
1997	14,001
1998	13,462

System Ridership Trend





Waveland Volunteer Transit

Operating Expense Summary

Operator Salaries/Wages:	\$19,076
Other Salaries/Wages	\$39,852
Fringe:	\$4,630
Services:	\$1,790
Materials and Supplies:	\$9,265
Utilities:	\$1,476
Casualty/Liability:	\$4,726
Purchased Transportation:	\$0
Other	\$10,426
Total	\$91,241

Revenue Summary

Fare Revenue:	\$5,663
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$41,049
State Assistance:	\$2,509
Federal Assistance:	\$42,020
Total	\$91,241

Productivity

Total Passenger Boardings:	13,462
Total Vehicle Miles:	37,290
Revenue Vehicle Miles:	37,290

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.45
Operating Expense Per Passenger Trip:	\$6.78
Passenger Trips Per Total Vehicle Mile:	0.36
Passenger Trips Per Capita:	1.22

Financial Performance

Operating Subsidy:	\$85,578
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$46,712
Locally Derived Income Per Operating Expense:	\$0.51
Fare Recovery Ratio:	6%

Fleet Inventory

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





SECTION FOUR

Transit Partners and Advocates



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

Community Transportation Association of America (CTAA)

1341 G Street NW, Suite 600
Washington, D.C. 20005
Phone: (202) 628-1480
Fax: (202) 737-9197

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

Federal Transit Administration Region 5

200 W. Adams Street, Suite 2410
Chicago, IL 60606
Phone: (312) 353-2865
Fax: (312) 886-0351

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

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

Indiana RTAP Program

825 East Eighth Street
Bloomington, IN 47808
Toll Free: (800) 334-3554
Toll Call: (812) 855-8143
Fax: (812) 855-8022

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. Don Hastings, Director
P.O. Box 100, Municipal Building
Bloomington, IN 47402
Phone: (812) 349-3531

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

City of Indianapolis-Department of Metropolitan Development

Administrator, Metropolitan Planning Organization
 200 East Washington Street, Suite 1841
 Indianapolis, IN 46204
 Phone: (317) 327-5136

Kentuckian Regional Planning and Development Agency

Mr. Jack Scriber, Executive Director
 11520 Commonwealth Avenue
 Louisville, KY 40299
 Phone: (502) 266-6084

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

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

Northwestern Indiana Regional Plan Commission

Mr. Steve Strains, Director of Transportation
 6100 Southport Road
 Portage, IN 46368
 Phone: (219) 763-6060

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

Indiana Regional Planning Councils

Indiana Association of Regional Councils

150 West Market Street, Suite 728
 Indianapolis, IN 46204
 Phone: (317) 237-6200
 Fax: (317) 237-6206

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
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SECTION FIVE

Glossary



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.

Area Agency on Aging (AAA) - The local entity that plans senior services, advocates for the elderly within their communities, and administers provisions of the Older Americans Act.

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.



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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



