

2001 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

STATE OF INDIANA

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August 2001

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2001 PUBLIC TRANSIT SYSTEMS IN INDIANA

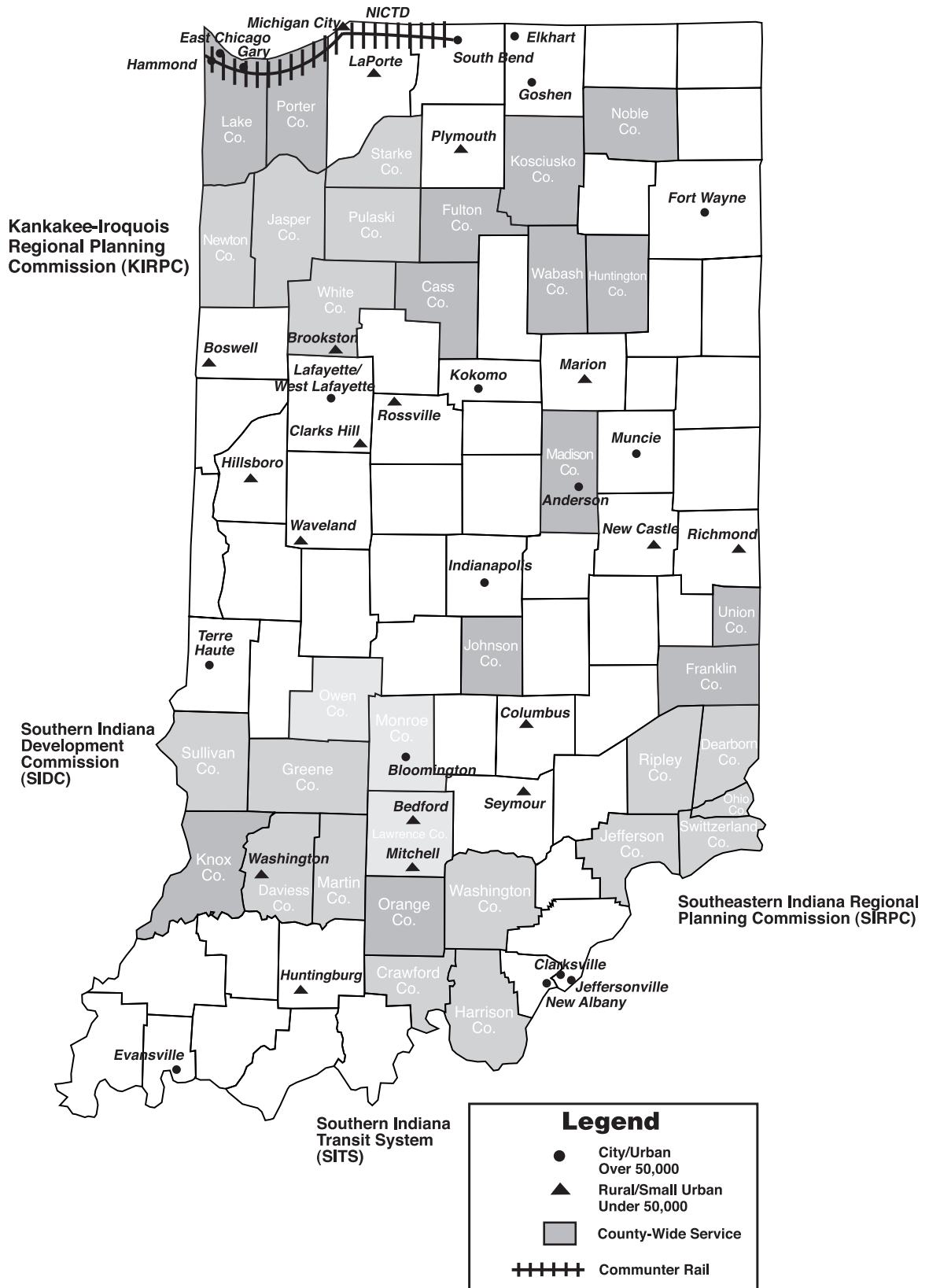


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INTRODUCTION

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.

This 2001 Annual Report, prepared by the Public Transit Section, summarizes key operating and financial characteristics of Indiana's publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of 2001 federal and state transportation assistance programs and awards, a listing of Transit Partners and Advocates, as well as a glossary of terms as used in this report. INDOT obtained information about the individual transit systems from locally prepared annual reports.

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

STATEWIDE STATISTICS

Indiana's public transit network grew in 2001. INDOT's Public Transit Section welcomed four new rural transit systems to the Section 5311 program. The new systems serve residents of Fulton, Huntington, Noble, Daviess, Greene, Martin & Sullivan counties. The addition of these four systems means that transit is now available to more than 188,578 Indiana citizens that previously did not have access to public transportation. In the first year of service, the new systems provided an additional 107,045 passenger trips. Indiana's public transit network now includes:

- **Fulton County (Fulton County Transportation):** Transit service in Fulton County is offered through a partnership between the Fulton County Commissioners and the Fulton County Council on Aging. This transit system operates from 7:30 am to 4:30 pm Monday through Friday, providing 16,154 trips in 2001.

- **Huntington County (Huntington Area Transportation):** Public transit service in Huntington County is being provided through the Huntington County Council on Aging. Demand response service is provided Monday through Friday from 7 am through 5 pm. In 2001, Huntington Area Transit provided 14,547 one-way trips.

- **Noble County (Noble Transit System):** Public transit service in Noble County is being provided through the Noble County Council on Aging. Demand response service is provided Monday through Friday from 6 am through 6 pm. In 2001, Noble Transit System provided 10,303 one-way trips.

- **Daviess, Greene, Martin & Sullivan Counties (Ride Solution):** Public transit services in these counties are being provided through the Four Rivers Resource Services & Senior and Family Services. Demand response service is provided Monday through Friday from 6:00 am through 6:00 pm. In 2001, Ride Solution provided 66,041 one-way trips.

In addition, an existing rural transit system expanded its service area:

- **Southern Indiana Transit System:** This system now serves Crawford and Washington counties, in addition to Harrison County.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2001. The first two tables summarize ridership and vehicle miles of operation for each transit system as well as a total for each peer group. Each table provides 2000 and 2001 data along with the percent change between the two years.

The ridership table also contains two additional figures: 1) the number of passengers trips per capita based on the population of the transit system's service area and 2) the proportion of the total state ridership provided by each transit system.

The third and fourth tables exhibit operating expenditures and revenues for each transit system in 2001. For each transit system, the expenditure table presents data according to specific expenditure categories. The table also shows the proportion of each type of expenditure of the total system expenditure. Similarly, the operating revenue table presents system revenue broken down by categories and shows the proportion of each category of the total system revenue. The transit systems are grouped according to peer groups in both tables. For more information about each individual transit system, please refer to Section Three of this report.

RIDERSHIP BY SYSTEM

SYSTEM	RIDERSHIP 2000	RIDERSHIP 2001	% CHANGE	2001 RIDERSHIP PER CAPITA	2001 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Evansville	1,310,003	1,514,121	15.58%	10.77	4.69%
Fort Wayne	1,363,927	1,420,822	4.17%	6.25	4.40%
Gary	1,813,052	1,739,696	-4.05%	17.65	5.39%
Indianapolis	11,443,499	10,389,510	-9.21%	12.66	32.21%
Lafayette	2,861,573	3,182,325	11.21%	23.26	9.87%
Muncie	1,370,940	1,385,850	1.09%	20.33	4.30%
South Bend	2,628,401	2,751,039	4.67%	17.03	8.53%
SUBTOTAL: GROUP 1	22,791,395	22,383,363	-1.79%	13.23	69.39%
GROUP 2 - Small Fixed Route					
Anderson	261,665	274,823	5.03%	4.60	0.85%
Bloomington	1,397,628	1,959,807	40.22%	28.28	6.08%
Columbus	151,818	185,525	22.20%	4.75	0.58%
East Chicago	237,562	260,228	9.54%	8.03	0.81%
Hammond	348,628	364,612	4.58%	4.13	1.13%
Marion	133,165	145,638	9.37%	4.65	0.45%
Michigan City	192,644	198,339	2.96%	6.03	0.61%
Richmond	334,798	333,431	-0.41%	8.52	1.03%
Southern Indiana	273,377	411,934	50.68%	4.77	1.28%
Terre Haute	179,894	162,870	-9.46%	2.63	0.50%
SUBTOTAL: GROUP 2	3,511,179	4,297,207	22.39%	7.95	13.32%
GROUP 3 - Urban Demand Response					
Elkhart	194,917	222,530	14.17%	4.29	0.69%
Goshen	18,567	19,052	2.61%	0.65	0.06%
Kokomo	111,140	96,028	-13.60%	2.08	0.30%
LCEOC	282,560	197,199	-30.21%	3.83	0.61%
SUBTOTAL: GROUP 3	607,184	534,809	-11.92%	2.99	1.66%
GROUP 4 - Rural Demand Response					
Bedford	63,413	62,494	-1.45%	4.54	0.19%
Cass County	96,570	127,840	32.38%	3.12	0.40%
Franklin County	42,179	45,101	6.93%	0.38	0.14%
Fulton County	N/A	16,154	N/A	N/A	0.05%
Huntingburg	3,601	2,800	-22.24%	0.50	0.01%
Huntington County	N/A	14,547	N/A	N/A	0.05%
Johnson County	36,394	39,317	8.03%	0.61	0.12%
KIRPC	156,443	169,349	8.25%	2.64	0.52%
Knox County	37,358	56,889	52.28%	0.53	0.18%
Kosciusko County	78,186	73,521	-5.97%	0.99	0.23%
LaPorte	54,985	56,441	2.65%	2.61	0.17%
Madison County	17,669	17,408	-1.48%	0.34	0.05%
Mitchell	12,444	13,899	11.69%	3.11	0.04%
Monroe County	113,538	148,837	31.09%	1.25	0.46%
New Castle	37,083	35,902	-3.18%	2.02	0.11%
Noble County	N/A	10,303	N/A	N/A	0.03%
Orange County	17,928	26,249	46.41%	1.36	0.08%
Plymouth	2,332	2,452	5.15%	0.25	0.01%
Seymour	10,665	24,705	131.65%	1.36	0.08%
SIDC	N/A	66,041	N/A	N/A	0.20%
SIRPC	77,904	107,049	37.41%	14.57	0.33%
SITS	51,955	70,107	34.94%	2.01	0.22%
Union County	31,565	38,220	21.08%	3.36	0.12%
Wabash County	19,659	20,067	2.08%	3.56	0.06%
Washington	11,677	11,814	1.17%	0.16	0.04%
Waveland	11,563	13,901	20.22%	0.35	0.04%
SUBTOTAL: GROUP 4	985,111	1,271,407	29.06%	1.45	3.94%
GROUPS 1 THROUGH 4	27,894,869	28,486,786	2.12%	8.66	88.31%
NICTD	3,611,257	3,771,633	4.44%	23.05	11.69%
TOTAL ALL GROUPS	31,506,126	32,258,419	2.39%	9.34	100%

OPERATING CHARACTERISTICS			
TOTAL VEHICLE MILES (TVM) BY SYSTEM			
SYSTEM	TVM 2000	TVM 2001	% CHANGE
GROUP 1 - Large Fixed Route			
Evansville	1,398,084	1,501,768	7.42%
Fort Wayne	1,491,460	1,635,549	9.66%
Gary	1,451,092	1,561,296	7.59%
Indianapolis	9,842,159	10,303,872	4.69%
Lafayette	1,369,318	1,515,408	10.67%
Muncie	1,221,353	1,217,744	-0.30%
South Bend	1,923,992	1,818,365	-5.49%
SUBTOTAL: GROUP 1	18,697,458	19,554,002	4.58%
GROUP 2 - Small Fixed Route			
Anderson	495,169	504,426	1.87%
Bloomington	907,012	978,683	7.90%
Columbus	257,966	264,750	2.63%
East Chicago	197,980	236,293	19.35%
Hammond	453,457	463,344	2.18%
Marion	146,134	191,595	31.11%
Michigan City	234,828	256,620	9.28%
Richmond	347,227	352,782	1.60%
Southern Indiana	510,019	789,762	54.85%
Terre Haute	305,969	287,542	-6.02%
SUBTOTAL: GROUP 2	3,855,761	4,325,797	12.19%
GROUP 3 - Urban Demand Response			
Elkhart	919,671	982,439	6.83%
Goshen	113,548	117,934	3.86%
Kokomo	285,324	330,296	15.76%
LCEOC	888,072	945,227	6.44%
SUBTOTAL: GROUP 3	2,206,615	2,375,896	7.67%
GROUP 4 - Rural Demand Response			
Bedford	73,533	75,275	2.37%
Cass County	323,501	466,203	44.11%
Franklin County	296,259	335,334	13.19%
Fulton County	N/A	72,859	N/A
Huntingburg	9,095	6,578	-27.67%
Huntington County	N/A	65,977	N/A
Johnson County	306,203	374,374	22.26%
KIRPC	674,184	749,258	11.14%
Knox County	125,449	167,026	33.14%
Kosciusko County	220,596	211,419	-4.16%
LaPorte	149,649	154,822	3.46%
Madison County	205,846	204,509	-0.65%
Mitchell	20,329	19,619	-3.49%
Monroe County	381,457	619,111	62.30%
New Castle	45,108	42,290	-6.25%
Noble County	N/A	133,226	N/A
Orange County	177,534	207,341	16.79%
Plymouth	9,569	9,733	1.71%
Seymour	36,066	56,492	56.64%
SIDC	N/A	898,792	N/A
SIRPC	594,821	712,432	19.77%
SITS	431,278	852,852	97.75%
Union County	146,565	169,038	15.33%
Wabash County	105,741	161,487	52.72%
Washington	29,103	30,459	4.66%
Waveland	34,928	33,001	-5.52%
SUBTOTAL: GROUP 4	4,332,783	6,766,047	56.16%
GROUPS 1 THROUGH 4	29,092,617	33,021,742	13.51%
NICTD	2,821,900	3,138,919	11.23%
TOTAL ALL GROUPS	31,914,517	36,160,661	13.30%

TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY - 2001

SYSTEM	LABOR/ FRINGE	%	SERVICES	%	MATERIALS AND SUPPLIES	%	UTILITIES	%	CASUALTY & LIABILITY	%	PURCHASED TRANSPORT	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route															
Evansville	\$3,536,026	79%	\$95,657	2%	\$729,964	16%	\$60,648	1%	\$58,662	1%	\$0	0%	\$11,550	0%	\$4,492,507
Fort Wayne	\$4,809,509	77%	\$368,806	6%	\$729,110	12%	\$111,855	2%	\$156,520	2%	\$0	0%	\$105,057	2%	\$6,280,857
Gary	\$5,604,303	70%	\$742,319	9%	\$782,630	10%	\$146,253	2%	\$558,158	7%	\$6,390	0%	\$120,518	2%	\$7,960,571
Indianapolis	\$21,150,228	62%	\$3,569,090	10%	\$3,879,510	11%	\$703,882	2%	\$1,148,336	3%	\$2,996,339	9%	\$793,100	2%	\$34,240,485
Lafayette	\$3,918,207	75%	\$159,619	3%	\$716,721	14%	\$63,635	1%	\$273,202	5%	\$0	0%	\$107,344	2%	\$5,238,728
Muncie	\$3,556,363	73%	\$344,885	7%	\$565,795	12%	\$89,418	2%	\$185,418	4%	\$0	0%	\$153,270	3%	\$4,895,149
South Bend	\$5,184,148	75%	\$528,412	8%	\$634,054	9%	\$192,209	3%	\$295,303	4%	\$0	0%	\$87,235	1%	\$6,921,361
SUBTOTAL: GROUP 1	\$47,758,784	68%	\$5,808,788	8%	\$8,037,784	11%	\$1,367,900	2%	\$2,675,599	4%	\$3,002,729	4%	\$1,378,074	2%	\$70,029,658
GROUP 2 - Small Fixed Route															
Anderson	\$1,617,196	82%	\$84,356	4%	\$151,827	8%	\$19,254	1%	\$95,463	5%	\$0	0%	\$430	0%	\$1,968,526
Bloomington	\$1,870,649	56%	\$313,469	9%	\$561,166	17%	\$76,054	2%	\$102,583	3%	\$367,616	11%	\$68,625	2%	\$3,360,162
Columbus	\$602,731	80%	\$28,936	4%	\$101,900	13%	\$10,826	1%	\$0	0%	\$0	0%	\$10,877	1%	\$755,270
East Chicago	\$756,888	72%	\$91,803	9%	\$171,913	16%	\$5,911	1%	\$0	0%	\$0	0%	\$24,256	2%	\$1,050,771
Hammond	\$107,541	5%	\$97,667	5%	\$14,063	1%	\$6,418	0%	\$13,925	1%	\$1,793,830	88%	\$0	0%	\$2,033,444
Marion	\$423,578	73%	\$50,902	9%	\$72,063	12%	\$3,848	1%	\$17,023	3%	\$0	0%	\$11,507	2%	\$578,921
Michigan City	\$548,670	64%	\$198,204	23%	\$71,286	8%	\$21,998	3%	\$22,789	3%	\$0	0%	\$701	0%	\$863,648
Richmond	\$634,433	78%	\$43,561	5%	\$89,999	11%	\$7,996	1%	\$28,617	4%	\$0	0%	\$6,329	1%	\$810,935
Southern Indiana	\$1,230,343	72%	\$21,261	1%	\$143,298	8%	\$26,415	2%	\$50,110	3%	\$201,304	12%	\$29,179	2%	\$1,701,910
Terre Haute	\$874,554	72%	\$28,621	2%	\$121,328	10%	\$33,804	3%	\$4,956	0%	\$0	0%	\$153,633	13%	\$1,216,896
SUBTOTAL: GROUP 2	\$8,666,583	60%	\$958,780	7%	\$1,498,843	10%	\$212,524	1%	\$335,466	2%	\$2,362,750	16%	\$305,537	2%	\$14,340,483
GROUP 3 - Urban Demand Response															
Elkhart	\$72,584	4%	\$0	0%	\$2,011	0%	\$278	0%	\$0	0%	\$1,619,760	93%	\$56,374	3%	\$1,751,007
Goshen	\$22,140	14%	\$0	0%	\$588	0%	\$0	0%	\$0	0%	\$121,170	78%	\$11,263	7%	\$155,161
Kokomo	\$496,788	52%	\$0	0%	\$37,275	4%	\$5,026	1%	\$15,850	2%	\$348,391	37%	\$47,186	5%	\$950,516
LCEOC	\$1,222,524	59%	\$542,595	26%	\$149,393	7%	\$25,913	1%	\$130,993	6%	\$0	0%	\$11,819	1%	\$2,083,237
SUBTOTAL: GROUP 3	\$1,814,036	37%	\$542,595	11%	\$189,267	4%	\$31,217	1%	\$146,843	3%	\$2,089,321	42%	\$126,642	3%	\$4,939,921
GROUP 4: Rural Demand Response															
Bedford	\$320,934	82%	\$15,899	4%	\$28,941	7%	\$7,039	2%	\$10,000	3%	\$0	0%	\$7,362	2%	\$390,175
Cass County	\$400,773	66%	\$47,100	8%	\$62,959	10%	\$33,825	6%	\$53,590	9%	\$0	0%	\$7,388	1%	\$605,635
Franklin County	\$277,827	80%	\$25,915	7%	\$30,503	9%	\$7,281	2%	\$3,141	1%	\$0	0%	\$4,739	1%	\$349,406
Fulton County	\$81,904	72%	\$0	0%	\$12,351	11%	\$0	0%	\$4,282	4%	\$0	0%	\$15,383	14%	\$113,920
Huntingburg	\$65,079	90%	\$1,370	2%	\$1,268	2%	\$3,300	5%	\$715	1%	\$0	0%	\$540	1%	\$72,272
Huntington County	\$113,941	71%	\$2,110	1%	\$15,666	10%	\$3,218	2%	\$5,742	4%	\$0	0%	\$18,724	12%	\$159,401
Johnson County	\$505,944	66%	\$45,848	6%	\$51,010	7%	\$16,084	2%	\$9,666	1%	\$0	0%	\$141,934	18%	\$770,486
KIRPC	\$834,687	67%	\$94,211	8%	\$94,823	8%	\$43,145	3%	\$124,092	10%	\$0	0%	\$48,005	4%	\$1,238,963
Knox County	\$167,332	71%	\$0	0%	\$29,181	12%	\$5,851	2%	\$10,449	4%	\$0	0%	\$23,544	10%	\$236,357
Kosciusko County	\$436,988	71%	\$6,771	1%	\$65,392	11%	\$16,965	3%	\$19,276	3%	\$0	0%	\$68,303	11%	\$613,695
LaPorte	\$417,052	83%	\$9,301	2%	\$42,395	8%	\$17,493	3%	\$9,767	2%	\$0	0%	\$8,438	2%	\$504,446
Madison County	\$53,758	21%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$187,135	72%	\$17,843	7%	\$258,736
Mitchell	\$70,677	71%	\$13,154	13%	\$6,284	6%	\$674	1%	\$1,998	2%	\$0	0%	\$6,629	7%	\$99,416
Monroe County	\$433,477	53%	\$8,106	1%	\$172,277	21%	\$14,675	2%	\$88,269	11%	\$0	0%	\$99,097	12%	\$815,901
New Castle	\$247,522	81%	\$600	0%	\$24,490	8%	\$8,694	3%	\$7,956	3%	\$0	0%	\$15,178	5%	\$304,440
Noble County	\$92,098	63%	\$4,473	3%	\$27,465	19%	\$4,779	3%	\$10,083	7%	\$0	0%	\$6,619	5%	\$145,517
Orange County	\$107,485	72%	\$10,500	7%	\$15,500	10%	\$3,050	2%	\$50	0%	\$0	0%	\$12,000	8%	\$148,585
Plymouth	\$7,267	37%	\$333	2%	\$132	1%	\$0	0%	\$0	0%	\$9,138	46%	\$2,951	15%	\$19,821
Seymour	\$75,707	55%	\$11,380	8%	\$10,540	8%	\$1,840	1%	\$13,018	9%	\$0	0%	\$24,817	18%	\$137,302
SIDC	\$227,276	37%	\$74,299	12%	\$60,579	10%	\$10,699	2%	\$17,310	3%	\$163,588	27%	\$56,861	9%	\$610,612
SIRPC	\$526,750	67%	\$34,049	4%	\$107,752	14%	\$8,469	1%	\$86,201	11%	\$0	0%	\$23,273	3%	\$786,494
SITS	\$280,042	65%	\$31,185	7%	\$49,464	11%	\$11,048	3%	\$12,872	3%	\$0	0%	\$46,538	11%	\$431,149
Union County	\$133,395	60%	\$17,345	8%	\$43,564	20%	\$1,760	1%	\$22,115	10%	\$0	0%	\$4,003	2%	\$222,182
Wabash County	\$152,550	67%	\$3,240	1%	\$39,728	17%	\$8,885	4%	\$14,237	6%	\$0	0%	\$9,231	4%	\$227,871
Washington	\$35,259	51%	\$16,791	24%	\$8,628	12%	\$5,169	7%	\$3,522	5%	\$0	0%	\$60	0%	\$69,429
Waveland	\$71,975	63%	\$4,810	4%	\$13,996	12%	\$4,154	4%	\$5,849	5%	\$0	0%	\$12,646	11%	\$113,430
SUBTOTAL: GROUP 4	\$6,137,699	65%	\$478,790	5%	\$1,014,888	11%	\$238,097	3%	\$534,200	6%	\$359,861	4%	\$682,106	7%	\$9,445,641
GROUPS 1 THROUGH 4	\$64,377,102	65%	\$7,788,953	8%	\$10,740,782	11%	\$1,849,738	2%	\$3,692,108	4%	\$7,814,661	8%	\$2,492,359	3%	\$98,755,703
NICTD	\$19,432,688	67%	\$1,790,541	6%	\$3,775,710	13%	\$2,148,321	7%	\$1,765,565	6%	\$0	0%	\$128,071	0%	\$29,040,896
TOTAL ALL GROUPS	\$83,809,790	66%	\$9,579,494	7%	\$14,516,492	11%	\$3,998,059	3%	\$5,457,673	4%	\$7,814,661	6%	\$2,620,430	2%	\$127,796,599

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 2001											
SYSTEM	FARES	%	LOCAL ASSISTANCE	%	STATE ASSISTANCE	%	FEDERAL ASSISTANCE	%	OTHER ¹	%	TOTAL
GROUP 1 - Large Fixed Route											
Evansville	\$886,460	20%	\$1,515,235	34%	\$1,048,748	23%	\$971,133	22%	\$70,931	2%	\$4,492,507
Fort Wayne	\$805,343	13%	\$2,849,297	45%	\$1,281,195	20%	\$790,260	13%	\$554,762	9%	\$6,280,857
Gary	\$1,292,046	16%	\$2,117,476	27%	\$1,618,550	20%	\$2,651,561	33%	\$280,938	4%	\$7,960,571
Indianapolis	\$7,336,505	21%	\$9,435,947	28%	\$9,455,016	28%	\$7,625,765	22%	\$387,252	1%	\$34,240,485
Lafayette	\$1,288,545	25%	\$1,598,655	31%	\$1,412,126	27%	\$594,313	11%	\$345,089	7%	\$5,238,728
Muncie	\$321,023	7%	\$2,819,266	58%	\$1,156,158	24%	\$504,644	10%	\$94,058	2%	\$4,895,149
South Bend	\$1,203,731	17%	\$2,912,268	42%	\$2,018,238	29%	\$480,000	7%	\$307,124	4%	\$6,921,361
SUBTOTAL: GROUP 1	\$13,133,653	19%	\$23,248,144	33%	\$17,990,031	26%	\$13,617,676	19%	\$2,040,154	3%	\$70,029,658
GROUP 2 - Small Fixed Route											
Anderson	\$119,448	6%	\$634,306	32%	\$410,460	21%	\$779,751	40%	\$24,561	1%	\$1,968,526
Bloomington	\$835,535	25%	\$765,586	23%	\$1,068,409	32%	\$430,687	13%	\$259,945	8%	\$3,360,162
Columbus	\$43,811	6%	\$160,680	21%	\$204,440	27%	\$346,339	46%	\$0	0%	\$755,270
East Chicago	\$0	0%	\$494,467	47%	\$298,499	28%	\$249,445	24%	\$8,360	1%	\$1,050,771
Hammond	\$283,638	14%	\$560,763	28%	\$487,581	24%	\$677,612	33%	\$23,850	1%	\$2,033,444
Marion	\$28,499	5%	\$103,857	18%	\$158,354	27%	\$254,211	44%	\$34,000	6%	\$578,921
Michigan City	\$84,286	10%	\$156,779	18%	\$241,062	28%	\$381,521	44%	\$0	0%	\$863,648
Richmond	\$172,969	21%	\$64,135	8%	\$248,933	31%	\$313,069	39%	\$11,829	1%	\$810,935
Southern Indiana	\$201,293	12%	\$1,015,900	60%	\$314,526	18%	\$170,191	10%	\$0	0%	\$1,701,910
Terre Haute	\$98,735	8%	\$257,841	21%	\$332,299	27%	\$517,011	42%	\$11,010	1%	\$1,216,896
SUBTOTAL: GROUP 2	\$1,868,214	13%	\$4,214,314	29%	\$3,764,563	26%	\$4,119,837	29%	\$373,555	3%	\$14,340,483
GROUP 3 - Urban Demand Response											
Elkhart	\$412,404	24%	\$286,791	16%	\$389,427	22%	\$662,385	38%	\$0	0%	\$1,751,007
Goshen	\$58,957	38%	\$1,426	1%	\$47,305	30%	\$47,473	31%	\$0	0%	\$155,161
Kokomo	\$148,884	16%	\$247,348	26%	\$133,528	14%	\$420,756	44%	\$0	0%	\$950,516
LCEOC	\$268,592	13%	\$567,190	27%	\$800,077	38%	\$447,378	21%	\$0	0%	\$2,083,237
SUBTOTAL: GROUP 3	\$888,837	18%	\$1,102,755	22%	\$1,370,337	28%	\$1,577,992	32%	\$0	0%	\$4,939,921
GROUP 4 - Rural Demand Response											
Bedford	\$23,781	6%	\$115,700	30%	\$88,810	23%	\$161,884	41%	\$0	0%	\$390,175
Cass County	\$95,968	16%	\$139,302	23%	\$125,005	21%	\$245,360	41%	\$0	0%	\$605,635
Franklin County	\$47,451	14%	\$77,408	22%	\$90,644	26%	\$133,903	38%	\$0	0%	\$349,406
Fulton County	\$10,366	9%	\$56,740	50%	\$0	0%	\$46,814	41%	\$0	0%	\$113,920
Huntingburg	\$761	1%	\$28,300	39%	\$8,506	12%	\$34,705	48%	\$0	0%	\$72,272
Huntington County	\$10,224	6%	\$80,777	51%	\$0	0%	\$68,400	43%	\$0	0%	\$159,401
Johnson County	\$130,615	17%	\$313,389	41%	\$77,247	10%	\$249,235	32%	\$0	0%	\$770,486
KIRPC	\$317,643	26%	\$164,691	13%	\$303,479	24%	\$447,647	36%	\$5,503	0%	\$1,238,963
Knox County	\$53,957	23%	\$91,200	39%	\$0	0%	\$91,200	39%	\$0	0%	\$236,357
Kosciusko County	\$42,960	7%	\$116,909	19%	\$160,878	26%	\$277,787	45%	\$15,161	2%	\$613,695
LaPorte	\$90,843	18%	\$87,002	17%	\$112,240	22%	\$199,243	39%	\$15,118	3%	\$504,446
Madison County	\$52,224	20%	\$25,517	10%	\$77,739	30%	\$103,256	40%	\$0	0%	\$258,736
Mitchell	\$9,062	9%	\$20,339	20%	\$31,118	31%	\$38,897	39%	\$0	0%	\$99,416
Monroe County	\$108,445	13%	\$176,563	22%	\$177,205	22%	\$353,688	43%	\$0	0%	\$815,901
New Castle	\$14,877	5%	\$80,395	26%	\$93,853	31%	\$113,117	37%	\$2,198	1%	\$304,440
Noble County	\$13,186	9%	\$71,200	49%	\$0	0%	\$61,131	42%	\$0	0%	\$145,517
Orange County	\$9,718	7%	\$59,892	40%	\$18,586	13%	\$59,889	40%	\$500	0%	\$148,585
Plymouth	\$3,630	18%	\$2,448	12%	\$6,078	31%	\$7,665	39%	\$0	0%	\$19,821
Seymour	\$20,508	15%	\$54,702	40%	\$12,237	9%	\$49,855	36%	\$0	0%	\$137,302
SIDC	\$66,035	11%	\$306,377	50%	\$0	0%	\$238,200	39%	\$0	0%	\$610,612
SIRPC	\$91,891	12%	\$435,502	55%	\$14,373	2%	\$238,414	30%	\$6,314	1%	\$786,494
SITS	\$26,645	6%	\$272,874	63%	\$0	0%	\$130,500	30%	\$1,130	0%	\$431,149
Union County	\$30,487	14%	\$70,960	32%	\$48,608	22%	\$72,127	32%	\$0	0%	\$222,182
Wabash County	\$13,232	6%	\$111,910	49%	\$18,480	8%	\$84,249	37%	\$0	0%	\$227,871
Washington	\$5,350	8%	\$13,345	19%	\$18,695	27%	\$32,039	46%	\$0	0%	\$69,429
Waveland	\$5,315	5%	\$42,488	37%	\$13,113	12%	\$52,514	46%	\$0	0%	\$113,430
SUBTOTAL: GROUP 4	\$1,295,174	14%	\$3,015,930	32%	\$1,496,894	16%	\$3,591,719	38%	\$45,924	0%	\$9,445,641
GROUPS 1 THROUGH 4	\$17,185,878	17%	\$31,581,143	32%	\$24,621,825	25%	\$22,907,224	23%	\$2,459,633	2%	\$98,755,703
NICTD	\$13,961,786	48%	\$4,569,436	16%	\$6,627,931	23%	\$3,807,293	13%	\$74,450	0%	\$29,040,896
TOTAL ALL GROUPS	\$31,147,664	24%	\$36,150,579	28%	\$31,249,756	24%	\$26,714,517	21%	\$2,534,083	2%	\$127,796,599

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 Multi-modal Division, which also includes the Rail and Aeronautics sections. The PTS administrators

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

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

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

FTA Section 5311 - Rural Formula Funds

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

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

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

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

The following table describes the program of projects for the 2001 Section 5311 Program.

2001 Section 5311 Projects						
Grantee	Project Description	Federal Assistance	State Assistance	Local Assistance	Fare Revenue	Total
Bedford	Operating Assistance	\$161,884	\$88,810	\$115,700	\$23,781	\$390,175
Cass County	"	\$245,360	\$125,005	\$139,302	\$95,968	\$605,635
Columbus	"	\$346,339	\$204,440	\$160,680	\$43,811	\$755,270
Franklin County	"	\$133,903	\$90,644	\$77,408	\$47,451	\$349,406
Fulton County	"	\$46,814	\$0	\$56,740	\$10,366	\$113,920
Huntingburg	"	\$34,705	\$8,506	\$28,300	\$761	\$72,272
Huntington County	"	\$68,400	\$0	\$80,777	\$10,224	\$159,401
Johnson County	"	\$249,235	\$77,247	\$313,389	\$130,615	\$770,486
KIRPC	"	\$447,647	\$303,479	\$164,691	\$323,146	\$1,238,963
Knox County	"	\$91,200	\$0	\$91,200	\$53,957	\$236,357
Kosciusko County	"	\$277,787	\$160,878	\$116,909	\$58,121	\$613,695
LaPorte	"	\$199,243	\$112,240	\$87,002	\$105,961	\$504,446
LCEO	"	\$447,378	\$800,077	\$567,190	\$268,592	\$2,083,237
Madison County	"	\$103,256	\$77,739	\$25,517	\$52,224	\$258,736
Marion	"	\$254,211	\$158,354	\$103,857	\$62,499	\$578,921
Michigan City	"	\$381,521	\$241,062	\$156,779	\$84,286	\$863,648
Mitchell	"	\$38,897	\$31,118	\$20,339	\$9,062	\$99,416
Monroe County	"	\$353,688	\$177,205	\$176,563	\$108,445	\$815,901
New Castle	"	\$113,117	\$93,853	\$80,395	\$17,075	\$304,440
Noble County	"	\$61,131	\$0	\$71,200	\$13,186	\$145,517
Orange County	"	\$59,889	\$18,586	\$59,892	\$10,218	\$148,585
Plymouth	"	\$7,665	\$6,078	\$2,448	\$3,630	\$19,821
Richmond	"	\$313,069	\$248,933	\$64,135	\$184,798	\$810,935
Seymour	"	\$49,855	\$12,237	\$54,702	\$20,508	\$137,302
SIDC	"	\$238,200	\$0	\$306,377	\$66,035	\$610,612
SIRPC	"	\$238,414	\$14,373	\$435,502	\$98,205	\$786,494
SITS	"	\$130,500	\$0	\$272,874	\$27,775	\$431,149
Union County	"	\$72,127	\$48,608	\$70,960	\$30,487	\$222,182
Wabash County	"	\$84,249	\$18,480	\$111,910	\$13,232	\$227,871
Washington	"	\$32,039	\$18,695	\$13,345	\$5,350	\$69,249
Waveland	"	\$52,514	\$13,113	\$42,488	\$5,315	\$113,430
Operating Subtotal		\$ 5,334,237	\$ 3,149,760	\$ 4,068,571	\$ 1,985,084	\$ 14,537,472
Capital Projects (Section 5311)						
KIRPC	Capital equipment	\$85,807	\$10,726	\$10,726	-	\$107,259
Kosciusko County	"	\$110,880	\$13,860	\$13,860	-	\$138,600
Franklin County	"	\$27,320	\$3,415	\$3,415	-	\$34,150
Orange County	"	\$46,400	\$5,800	\$5,800	-	\$58,000
Wabash	"	\$32,280	\$4,035	\$4,035	-	\$40,350
Union County	"	\$37,889	\$4,736	\$4,737	-	\$47,362
Richmond	"	\$165,398	\$20,673	\$20,676	-	\$206,747
LaPorte	"	\$57,600	\$7,200	\$7,200	-	\$72,000
Michigan City	"	\$3,452	\$431	\$432	-	\$4,315
Monroe County	"	\$59,854	\$7,480	\$7,483	-	\$74,817
Capital Subtotal		\$626,880	\$78,356	\$78,364	-	\$783,600
Intercity Projects (Section 5311 (f))						
Marion	Operating (Fair Rebate)	\$5,387	\$2,693	\$2,696	-	\$10,776
Marion	Capital (Admin.)	\$9,600	\$1,200	\$1,200	-	\$12,000
Greyhound	Operating	\$226,912	-	\$246,213	\$459,427	\$932,552
Greyhound	Rehab/Rebuild Three Intercity Buses (11.14.08)	\$107,200	-	\$26,800	-	\$134,000
IndyGo	Operating (Greenwood Conn.)	\$39,044	-	\$39,044	\$6,000	\$84,088
Intercity Projects Subtotal		\$388,143	\$3,893	\$315,953	\$465,427	\$1,173,416
Section 5311 Program Total		\$6,349,260	\$3,232,009	\$4,462,888	\$2,450,511	\$16,494,488

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

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

During 2001, Indiana received \$128,340 in RTAP funds. The Indiana's RTAP is implemented by

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

The Indiana RTAP is staffed by four persons and can be contacted toll free at 1-800-334-3554, by email, or visit their website at www.indiana.edu/~rtap. Their full mailing address is listed in Section Four.

RTAP STAFF	E-mail
Betsy Kachmar	Mkachmar@indiana.edu
Vicky Warner	Vwarner@indiana.edu
Carol Beibold	Cbeibold@bnin.net
Donna Myrick	Dmyrick@indiana.edu

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 2001, Federal funding of this program totaled \$388,143.

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

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

The Section 5310 (16) grant program is designed to

improve mobility for the elderly and persons with disabilities. Funding provides capital assistance (vehicles and related equipment) to meet the special transportation needs of the elderly and persons with disabilities in all areas - urbanized, small urban, and rural. The program requirements include coordination among those recipients of federal and state programs and services in order to make the most efficient use of federal resources.

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

The program matches up to 80 percent of project costs, with the remaining 20 percent provided by the local entity. During calendar year 2001, INDOT awarded more than \$1.83 million in Section 16 grants to the agencies listed in the following table.

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

2001 Section 5310 Program of Projects					
GRANTEE	SERVICE AREA (County)	EQUIPMENT AWARD	TOTAL FUNDING	FEDERAL FUNDING	LOCAL FUNDING
Swanson Center	LaPorte	Modified Van with lift	\$35,742	\$28,594	\$7,148
Marshall County COA	Marshall	Modified Mini-van	\$35,024	\$28,019	\$7,005
ADEC	Elkhart	Light Transit Vehicle	\$50,805	\$40,644	\$10,161
Noble County COA	Noble	Modified Van with lift	\$35,742	\$28,594	\$7,148
Noble County ARC	Noble	Modified Van	\$33,457	\$26,766	\$6,691
Steuben County COA	Steuben	Modified Van with lift	\$35,152	\$28,122	\$7,030
RISE, Inc.	DeKalb, Steuben	Yellow School Bus	\$54,402	\$43,522	\$10,880
Turnstone Center	Allen	Modified Van with lift	\$35,742	\$28,594	\$7,148
Adams Co. COA	Adams	Two Modified Vans with lifts	\$71,484	\$57,187	\$14,297
Whitley Co. COA	Whitley	Modified Van with lift	\$35,742	\$28,594	\$7,148
Jay Randolph Devp. Svcs.	Jay and Randolph Cos.	One Mini-Van	\$18,203	\$14,563	\$3,641
Comm. & Family Svcs.	Jay	Modified Van with lift	\$35,742	\$28,594	\$7,148
Lifestream Services	Delaware, Henry Cos.	Modified Van with lift	\$35,742	\$28,594	\$7,148
Cass Co. COA	Cass	Two Mini-Vans	\$36,407	\$29,125	\$7,281
ARC of Wabash Co.	Wabash Co.	Modified Van with lift	\$35,742	\$28,594	\$7,148
Wabash Co. COA	Wabash	Modified Van with lift	\$35,742	\$28,594	\$7,148
Miami Co. YMCA	Miami	Light Transit Vehicle	\$45,155	\$36,124	\$9,031
Carroll County COA	Carroll	Modified Van with lift	\$35,742	\$28,594	\$7,148
Area IV Agency on Aging	Montgomery	Station Wagon	\$15,906	\$12,725	\$3,181
		Modified Van	\$32,867	\$26,294	\$6,573
Johnson County ARC	Johnson	Modified Van with lift	\$35,742	\$28,594	\$7,148
		Light Transit Vehicle	\$49,155	\$39,324	\$9,831
Shelby Senior Services	Shelby	Modified Van with lift	\$35,742	\$28,594	\$7,148
Fayette County COA	Fayette	Station Wagon	\$15,906	\$12,725	\$3,181
		Modified Van with lift	\$35,742	\$28,594	\$7,148
Wayne Co. CRC	Wayne	Modified Van with lift	\$35,742	\$28,594	\$7,148
Adult Day Care Richmond	Wayne	Two Modified Vans with lifts	\$71,484	\$57,187	\$14,297
New Horizons Rehab	Ripley, Dearborn, Franklin, Ohio	Two Mini-Vans	\$36,407	\$29,125	\$7,281
		Station Wagon	\$15,786	\$12,629	\$3,157
LifeTime Resources	Ripley, Dearborn Cos.	Three Modified Vans with lifts	\$107,226	\$85,781	\$21,445
Developmental Services	Jefferson, Jackson, Cos.	One Modified Van with lift	\$35,742	\$28,594	\$7,148
Quinco Behavioral	Barth, Jennings	Mini-Van	\$18,203	\$14,563	\$3,641
Lifespan Resources	Clark, Floyd Cos.	Modified Van with lift	\$35,742	\$28,594	\$7,148
Older Americans Services	Orange, Lawrence	Modified Van with lift	\$35,742	\$28,594	\$7,148
		15 passenger van	\$21,882	\$17,506	\$4,376
Blue River Services	Harrison, Crawford, Washington, Orange	Mini-Van	\$18,203	\$14,563	\$3,641
		Two Type C Vans	\$71,484	\$57,187	\$14,297
Spencer County COA	Spencer	Modified Van with lift	\$35,742	\$28,594	\$7,148
Evansville ARC	Vanderburgh	15 passenger van	\$21,882	\$17,506	\$4,376
Horizon Industries	Posey	Station Wagon	\$15,906	\$12,725	\$3,181
Posey Co. COA	Posey	Modified Van with lift	\$35,152	\$28,122	\$7,030
Gibson Co. ARC	Gibson	Modified Van with lift	\$35,742	\$28,594	\$7,148
Four Rivers Resources	Green, Sullivan, Daviess, Martin	Two Modified Vans with lifts	\$70,304	\$56,243	\$14,061
		Modified Van	\$32,867	\$26,294	\$6,573
Child-Adult Resc. Svcs.	Parke, Vermillion, Fountain, Clay Cos.	Mini-Van	\$18,203	\$14,563	\$3,641
		Two 15 passenger vans	\$43,765	\$35,012	\$8,753
West Central IN Econ. Dev.	Vigo	Modified Van with lift	\$35,742	\$28,594	\$7,148
		Modified Van with lift	\$35,742	\$28,594	\$7,148
ARC of Wabash Co.	Wabash Co.	Communication Equipment	\$4,590	\$3,672	\$918
Wabash Co. COA	Wabash Co.	Communication Equipment	\$8,000	\$6,400	\$1,600
First Chance Center	Orange	Communication Equipment	\$6,000	\$4,800	\$1,200
TOTAL			\$1,826,108	\$1,460,887	\$365,222

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. In 2001, the INDOT PTS was allocated \$175,269 for the statewide FTA Section 5313 Program.

Marcy Gardner administers the Section 5303 Program. Indiana received \$743, 235 in 2001 to allocate to the 12 MPOs as follows:

FTA Section 5303 - Metropolitan Planning Program - 2001 Allocations			
Urbanized Area	Federal Share	Local Share	Total
Anderson	\$29,431	\$7,358	\$36,788
Bloomington	\$29,170	\$7,292	\$36,462
Evansville	\$42,714	\$10,678	\$53,392
Fort Wayne	\$48,064	\$12,016	\$60,081
Indianapolis	\$206,518	\$51,629	\$258,147
Kokomo	\$18,235	\$4,559	\$22,794
Lafayette	\$25,327	\$6,332	\$31,659
Muncie	\$28,839	\$7,210	\$36,049
Northwest Indiana	\$183,301	\$45,825	\$229,126
South Bend/Elkhart/Goshen)	\$74,831	\$18,708	\$93,539
Southern Indiana (Louisville)	\$25,445	\$6,361	\$31,806
Terre Haute	\$31,360	\$7,840	\$39,200
TOTAL	\$743,235	\$185,808	\$929,043

FTA Section 5307 - Urbanized Area Formula Program

FTA Section 5307 is a formula grant program for urbanized areas with populations greater than 50,000. The FTA apportions the funds according to a complex formula including population, air quality, and operating characteristics.

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

FTA Section 5309 - Capital Discretionary Program

FTA Section 5309 funding is available on a discretionary basis to urban and rural transit systems for capital improvements including the purchase of new equipment, acquisition of property, and the construction of facilities for public transportation purposes.

FTA Section 3037 – Access to Jobs Program

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

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

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

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

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

STATE OF INDIANA PROGRAMS

State of Indiana Public Mass Transportation Fund

The Public Mass Transportation Fund (PMTF) is a state fund that receives 0.76 percent of the state's general sales and use tax revenue. These funds are allocated on a calendar year basis using a performance-based formula to eligible grantees (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as follows:

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

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

In 2001, \$28.1 million of PMTF funding was allocated to transit systems in Indiana.

Electric Rail Service Fund

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

In 2001, \$136,094 was allocated from the ERSF.

Commuter Rail Service Fund

The Commuter Rail Service Fund (CRSF) is a special state fund that receives 0.19 percent of the state's general sales and use tax revenue. Funds are distributed to commuter transportation districts established under I.C. 8-5-15. Funds must be used for the maintenance, improvement, and operation of commuter rail service. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

In 2001, the CRSF provided \$6,567,031 in funding.

2001 PUBLIC TRANSIT HIGHLIGHTS

INDOT Public Transit Section

- INDOT began funding four new rural transit systems in 2001. These systems are located in Fulton, Huntington, Noble, and a combined system in Daviess, Greene, Martin and Sullivan Counties.
- The PTS awarded \$1.83 million in Section 5310 grants to 43 agencies.
- The PTS awarded start-up Section 5311 operating grants to Fayette County, Hendricks County, Jay County, Miami County and the City of Noblesville (all operational in CY 2002).
- Conducted annual workshops for Sections 5310 (specialized) applicants and 5311 (rural transit) grantees.
- The Public Transit Section continued to actively assist rural communities and citizen groups interested in starting public transit systems. INDOT awarded five Section 5311 feasibility grants to Clinton, Jackson, Posey, Shelby and Wells counties for 2002.
- The Public Transit Section transferred more than \$4.4 million in Congestion Mitigation and Air Quality (CMAQ) funds from the Federal Highway Administration to the Federal Transit Administration. These funds were used for such projects as a Fare-free Program in Gary; an Ozone Action Day Transit Half-Fare program in Indianapolis; new rail cars for the Northern Indiana Commuter Transportation District, and transit buses in Indianapolis. The CMAQ program funds projects that will improve air quality and/or mitigate road congestion in urban areas not in attainment of federal air quality standards.
- Continued to conduct Section 5310 and 5311 grantee compliance reviews.

Indiana RTAP Highlights

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

Training

- RTAP staff provided 84 driver training sessions involving 1,338 participants, more than double last year's totals. Classes included: passenger assistance, defensive driving, emergency procedures, vehicle evacuation, fire safety, stress management, dealing with difficult people, preventive maintenance and substance abuse issues.

- Transit managers received training on topics such as; cost allocation, marketing, lift maintenance, scheduling, etc. Ten managers received scholarships to attend national conferences. Of special note was a trip for ColumBus Transit to receive System of the Year Award from CTAA at the EXPO in Salt Lake City.

Technical Assistance

- RTAP staff responded to requests for assistance via phone (over 7,000 calls), e-mail (over 3,000), on-site visits (95), and our new web site www.indiana.edu/~rtap. We lent 70 videos and distributed over 87,000 pages of information.
- Statewide Marketing Campaign - Your Ride is Here. Provided over 47,000 pieces of material in support of a coordinated Indiana Transit Awareness Week campaign, September 16-22, 2001. Forty-Eight (48) systems received marketing resources, including: campaign workbook, bus banks, magnets, flashlights, bookmarks, PSA video (7 systems requested), sample press releases, comic book and artwork. Four marketing round tables and several focus group meetings assisted in the development, implementation, and evaluation of this campaign. In addition, Vicky Warner gave RTAP materials a facelift with a new logo.
- RTAP staff continued to help facilitate the Community Transportation Initiative that provided a Statewide Transportation Conference, Transportation Academy for participants from five service areas and a state level Policy Coalition. Other coordination activities included; review of transportation funding proposals, attendance at local Transportation Advisory Committee meetings, and assisting the Indiana Council on Specialized Transportation with the 10th Community Transportation Rodeo, and a joint INCOST/ITA annual conference. Also, we maintained a National RTAP e-mail list-serve as well as one for Indiana transit professionals to share news and best practices.
- RTAP assisted rural transit systems with service enhancements and compliance with grant requirements. To supplement these efforts, our sub-contract with Peter Schauer and Associates provided assistance to new and existing systems including; KABS, ColumBus, VanGo, Orange Co. Transit, Ride Solution, Terre Haute, Catch A Ride, Southern Indiana Transportation Advisory Group and ACCESS Johnson County.
- All 5311 system Drug and Alcohol program policies and reports were reviewed and 12 program audits were performed to ensure compliance with ever changing rules and regulations. We co-hosted a three-day Transportation Safety Institute Substance Abuse Program workshop with IndyGo and provided 10 scholarships for rural system managers to attend. Initiated efforts to procure third party administrator.

SECTION TWO

Peer Group Comparisons

PEER GROUP COMPARISONS

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

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

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

Each profile contains background information about the peer group that includes the individual system names, the areas served by each system in the group, and the population of each service area. A comparison table also provides ridership and vehicle mile totals for 2000 and 2001 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 28 percent of state's population. The populations of the service areas served by Group One systems range from 67,430 in Muncie to 904,219 in Indianapolis.

System	System Name	Service Area	Service Area Population
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	121,582
Fort Wayne	Citilink	Fort Wayne Metropolitan Area	218,133
Gary	Gary Public Transportation Corporation	Gary City Limits and Selected Corridors	102,746
Indianapolis	IndyGo	Indianapolis Metropolitan Area	904,219
Lafayette	Citybus	Lafayette, W. Lafayette Metropolitan Area, & Purdue Campus	123,046
Muncie	Muncie Indiana Transit System	Fixed Route/City Limits - Demand Response/City Limits	67,430
South Bend	South Bend Public Transportation Corporation	South Bend and Mishawaka Metropolitan Area	154,346
Total			1,691,502
Total Indiana Population			6,080,485
Percent of Indiana Population			28%

In 2001, Group One transit systems provided more than 22.3 million passenger trips. Total ridership for the Group One systems decreased nearly 1.8 percent in 2001. Five systems had ridership increases between one percent and fifteen percent. While two of the systems had ridership decreases between four percent and nine percent. Ridership among Group One systems ranged from 1.3 million trips to more than 10 million trips.

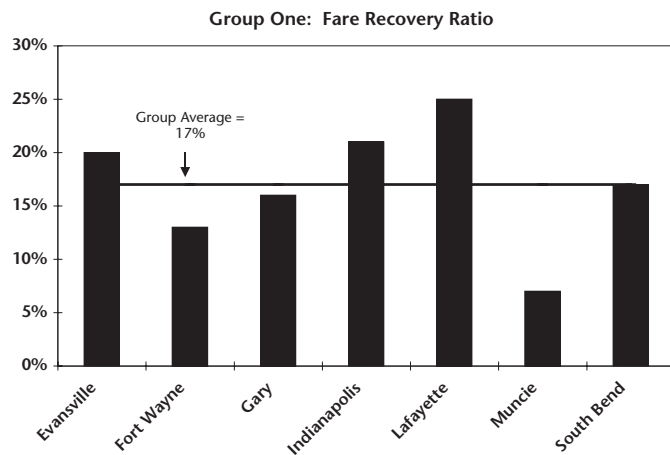
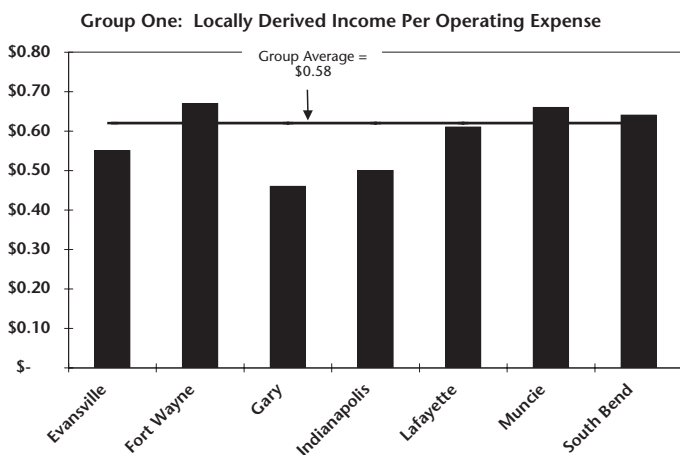
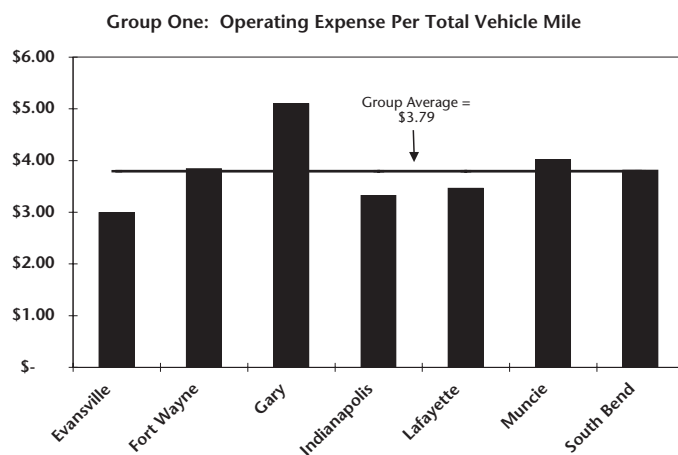
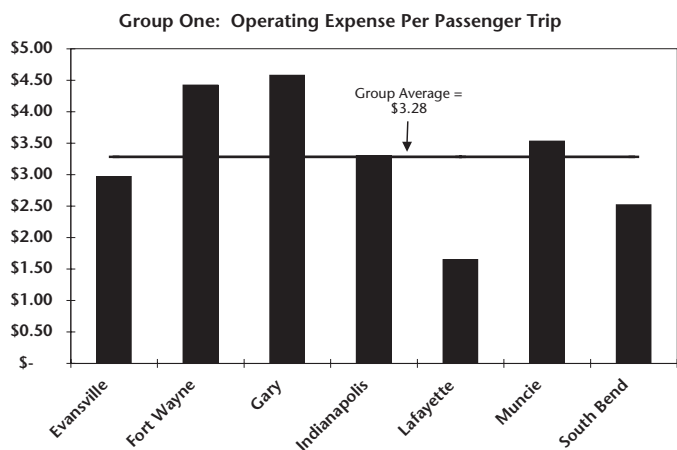
The total vehicle miles operated by Group One transit systems increased in 2001. Total vehicle miles increased by more than four and one-half percent, from 18.7 million miles in 2000 to 19.5 million miles in 2001. The increase in miles ranged from 4.69 percent to more than 10 percent. Six of the seven systems operated less than two million miles during the year.

	Total Ridership			Total Vehicle Miles		
	2000	2001	Percent Change	2000	2001	Percent Change
Evansville	1,310,003	1,514,121	15.58%	1,398,084	1,501,768	7.42%
Fort Wayne	1,363,927	1,420,822	4.17%	1,491,460	1,635,549	9.66%
Gary	1,813,052	1,739,696	-4.05%	1,451,092	1,561,296	7.59%
Indianapolis	11,443,499	10,389,510	-9.21%	9,842,159	10,303,872	4.69%
Lafayette	2,861,573	3,182,325	11.21%	1,369,318	1,515,408	10.67%
Muncie	1,370,940	1,385,850	1.09%	1,221,353	1,217,744	-0.30%
South Bend	2,628,401	2,751,039	4.67%	1,923,992	1,818,365	-5.49%
Total	22,791,395	22,383,363	-1.79%	18,697,458	19,554,002	4.58%

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2001, the average operating expense per passenger trip for Group One systems was \$3.28. The cost per trip varied from \$1.65 to \$4.58. Among the urban systems, the average operating expense per vehicle mile was \$3.79 in 2001. The individual systems' cost per mile ranged from \$2.99 to \$5.10.

In 2001, the ratio of locally derived income to operating expense varied from \$0.46 to \$0.66. This

means that for every dollar of expense, between \$0.46 and \$0.66 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 17 percent while the individual systems' actual fare recovery ratios ranged from 7 percent to 25 percent.



Group Two: Small Fixed Route Systems

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

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

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

In 2001, Group Two systems provided more than 4.2 million trips. Total ridership for the Group Two systems increased significantly in 2001. Overall, total ridership increased nearly 22.4 percent while eight of the systems increased between 2.96 and 50.68 percent. Only two of the systems had decreases ranging between one-half and ten percent. Ridership on Group Two systems ranged from 145,638 to 1,959,807 in 2001.

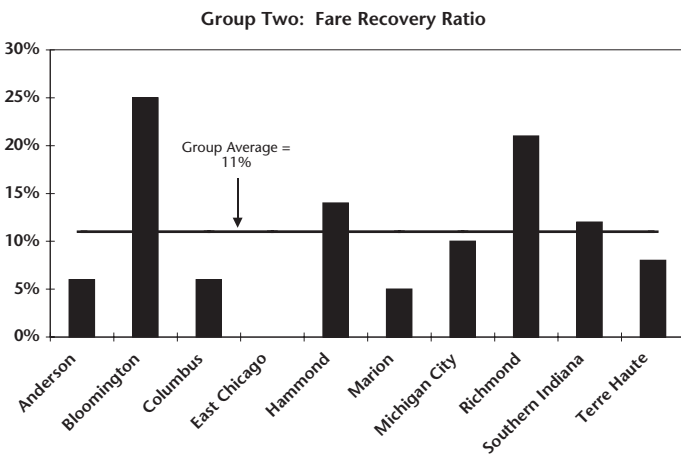
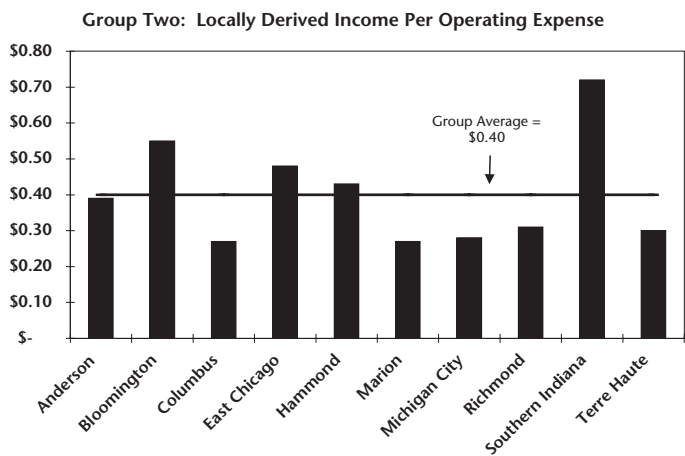
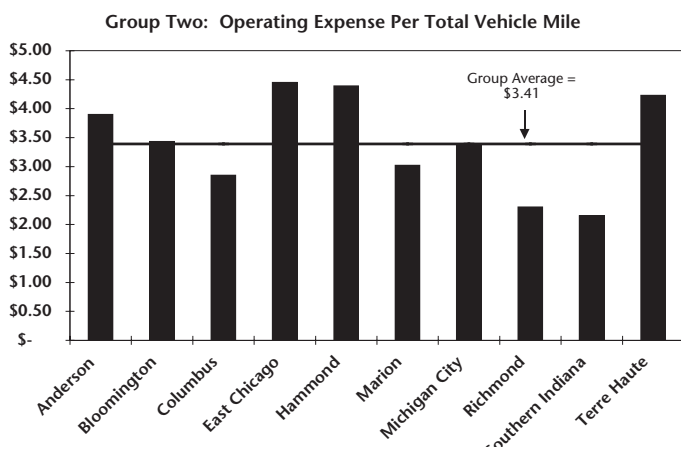
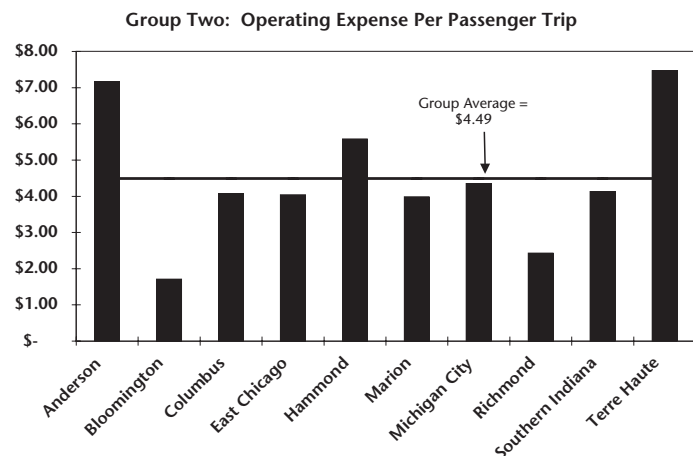
In 2001, Group Two systems operated 4.3 million vehicles miles, more than twelve percent more miles than 2000. Nine out of ten systems in Group Two operated more miles in 2001. In 2001, the number of total vehicle miles operated by a Group Two system varied from 191,595 to 978,683 and the average number of vehicle miles was 432,580.

System	Total Ridership			Total Vehicle Miles		
	2000	2001	Percent Change	2000	2001	Percent Change
Anderson	261,665	274,823	5.03%	495,169	504,426	1.87%
Bloomington	1,397,628	1,959,807	40.22%	907,012	978,683	7.90%
Columbus	151,818	185,525	22.20%	257,966	264,750	2.63%
East Chicago	237,562	260,228	9.54%	197,980	236,293	19.35%
Hammond	348,628	364,612	4.58%	453,457	463,344	2.18%
Marion	133,165	145,638	9.37%	146,134	191,595	31.11%
Michigan City	192,644	198,339	2.96%	234,828	256,620	9.28%
Richmond	334,798	333,431	-0.41%	347,227	352,782	1.60%
Southern Indiana	273,377	411,934	50.68%	510,019	789,762	54.85%
Terre Haute	179,894	162,870	-9.46%	305,969	287,542	-6.02%
Total	3,511,179	4,297,207	22.39%	3,855,761	4,325,797	12.19%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2001, the average operating expense per passenger trip among Group Two systems was \$4.49. The cost per trip varied from \$1.71 to \$7.47. The average operating cost per mile was \$3.41, with actual costs ranging from \$2.15 to \$4.45 per mile.

In 2001, all of the Group Two systems covered more than 25 percent of their operating expenses with locally derived income. For each dollar of expense,

an average of \$0.40 came from local financial sources such as passenger fares, charter revenue, levy revenue, and local cash grants among others. The locally derived income per operating expense ranged from \$0.27 to \$0.70. On average, the systems covered 11 percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from five to twenty-five percent (note: East Chicago does not charge a passenger fare, thus does not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

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

The Group Three systems serve approximately 127,370

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

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

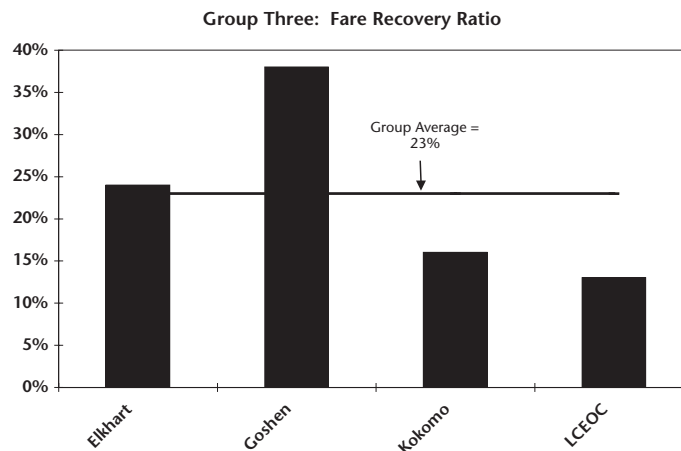
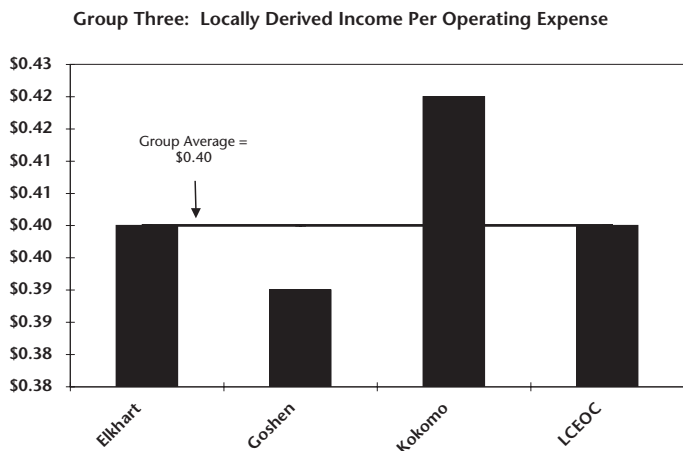
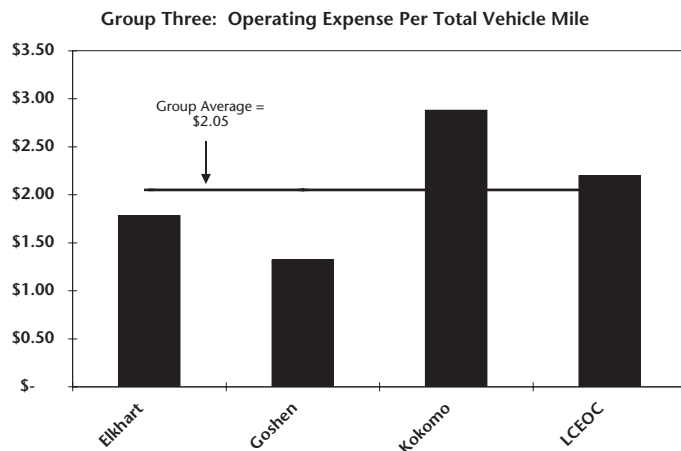
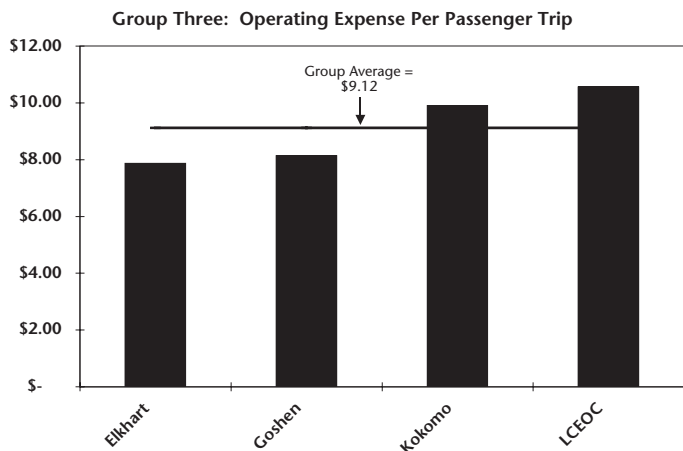
In FY 2001, Group Three systems provided 534,809 passenger trips, an increase of nearly twelve percent from 2000. One half of the systems had a ridership increases and one half experienced decreases. Ridership on Group Three systems ranged from 19,052 to 222,530 in 2001.

In 2001, Group Three systems operated 2.3 million vehicle miles, nearly eight percent more miles than 2000. All four of the systems operated between three percent and sixteen percent more miles. On average, vehicle miles for Group Three increased 7.67 percent. The systems operated between 117,934 miles and 982,439 miles in 2001.

System	Total Ridership			Total Vehicle Miles		
	2000	2001	Percent Change	2000	2001	Percent Change
Elkhart	194,917	222,530	14.17%	919,671	982,439	6.83%
Goshen	18,567	19,052	2.61%	113,548	117,934	3.86%
Kokomo	111,140	96,028	-13.60%	285,324	330,296	15.76%
LCEOC	282,560	197,199	-30.21%	888,072	945,227	6.44%
Total	607,184	534,809	-11.92%	2,206,615	2,375,896	7.67%

The Group Three systems had an average cost per passenger trip of \$9.12 in 2001. The cost per trip increased approximately 16 percent from 2000. In 2001, the cost per trip for individual systems varied from \$7.87 to \$10.56. It cost an average of \$2.05 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.32 to \$2.88.

Through local means of generating income, the Group Three systems covered an average of \$0.40 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.39 and \$0.42 for each dollar of expense. Considering fare revenue alone, the systems recovered between 13 percent and 38 percent of system expenses through passenger fares, with an average fare recovery of 23 percent.



Group Four: Rural Demand Response Systems

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

The 26 systems in Group Four serve more than one million people. This represents 18 percent of the state's population. The average service area population is 40,642. The size of the individual service areas is between 4,567 and 119,025 people.

System	System Name	Service Area	Service Area Population
Bedford	Transit Authority of Stone City	Bedford City Limits	13,768
Cass County	Cass Area Transit	Cass County and City of Logansport	40,930
Franklin County	Franklin County Public Transportation	Franklin County	22,151
Fulton County	Fulton County Transportation	Fulton County	20,511
Huntingburg	Huntingburg Transit System	Huntingburg City Limits	5,598
Huntington County	Huntington Area Transportation	Huntington County	38,075
Johnson County	ACCESS Johnson County	Johnson County	64,048
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke, and White Counties	107,187
Knox County	Van-Go	Knox County	39,256
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	74,057
LaPorte	TransPorte	LaPorte City limits and one-quarter mile fringe	21,621
Madison County	Transportation for Rural Areas of Madison	Madison County except Anderson	73,624
Mitchell	Mitchell Transit System	Mitchell City Limits	4,567
Monroe County	Rural Transit	Monroe, Owen, and Lawrence Counties	100,645
New Castle	New Castle Community Transit System	New Castle City Limits	17,780
Noble County	Noble Transit System	Noble County	46,275
Orange County	Orange County Transit Services	Orange County	19,306
Plymouth	Rock City Rider	City of Plymouth	9,840
Seymour	Seymour Transit	City of Seymour	18,101
SIDC	Ride Solution	Daviess, Greene, Martin & Sullivan Counties	83,717
SIRPC	Catch-A-Ride	Dearborn, Ripley, Jefferson, Ohio and Switzerland Counties	119,025
SITS	Southern Indiana Transit	Crawford, Harrison and Washington Counties	95,251
Union County	Union County Transit Service	Union County with trips to Richmond and Connersville	7,349
Wabash County	Wabash County Transit	Wabash County	34,960
Washington	Washington Transit System	Washington City Limits	11,380
Waveland	Waveland Volunteer Transportation System	Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland	5,642
Total			1,094,664
Total Indiana Population			6,080,485
Percent of Indiana Population			18%

In 2001, the systems in Group Four provided 1.2 million trips, an increase of approximately 29 percent over the 2000 total. The primary cause for this increase was the addition of four new transit systems in 2001. The new systems contributed an additional 107,045 passenger trips during the year. The new transit systems were responsible for more than 8 percent of the peer group's increased ridership. Of the already existing systems, 5 systems had decreased ridership between 1 percent and 22 percent while 17 systems had increased ridership between 1 percent and 132 percent. The average number of

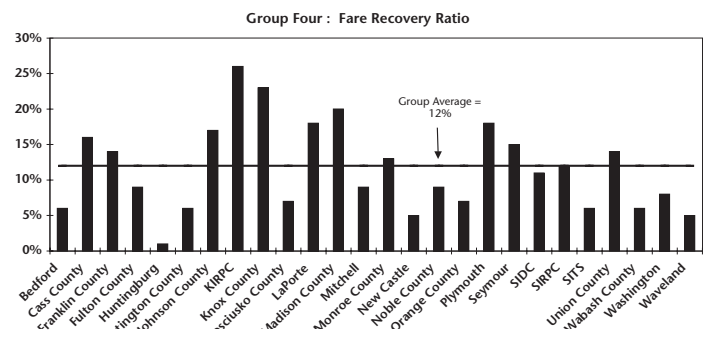
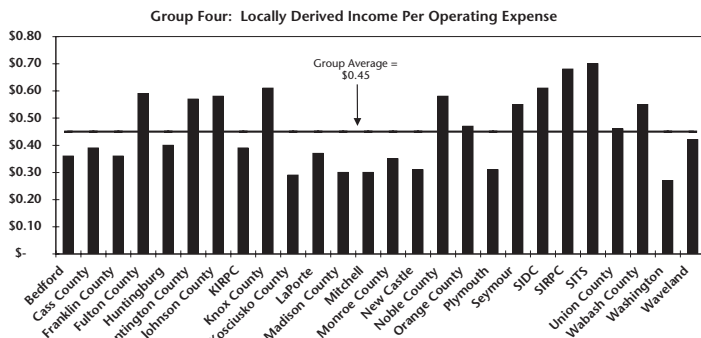
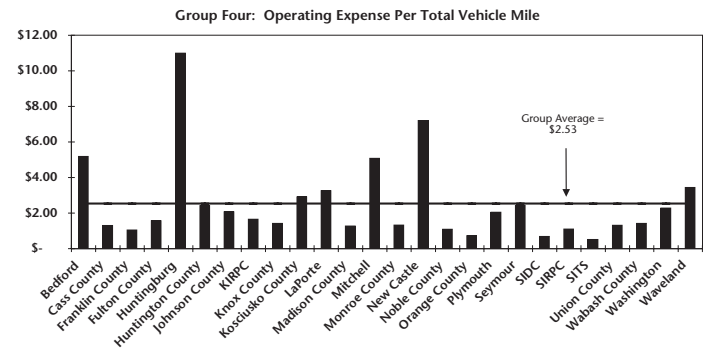
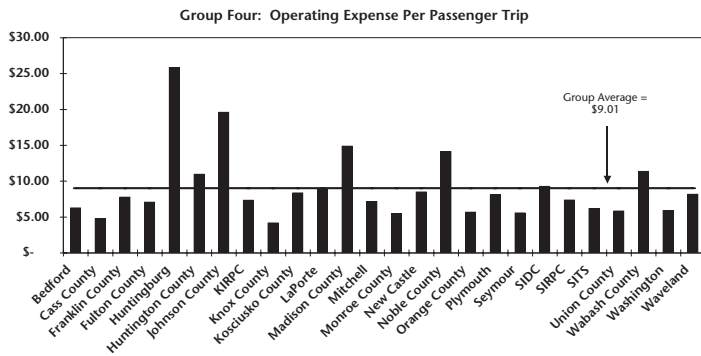
trips provided by a Group Four system was 48,900. Similar to the increase in the number of passenger trips, Group Four systems operated significantly more miles in 2001. The systems operated 6.8 million vehicle miles in 2001, an increase of more than 55 percent. The four new systems operated 1,170,854 miles and were responsible for 17 percent of the increase in vehicle miles for this peer group. Sixteen existing systems operated more miles, while six operated fewer miles. The number of vehicle miles operated by Group Four systems ranged from 6,578 to 898,792.

System	Total Ridership			Total Vehicle Miles		
	2000	2001	Percent Change	2000	2001	Percent Change
Bedford	63,413	62,494	-1.45%	73,533	75,275	2.37%
Cass County	96,570	127,840	32.38%	323,501	466,203	44.11%
Franklin County	42,179	45,101	6.93%	296,259	335,334	13.19%
Fulton County	-	16,154	0.00%	-	72,859	0.00%
Huntingburg	3,601	2,800	-22.24%	9,095	6,578	-27.67%
Huntington County	-	14,547	0.00%	-	65,977	0.00%
Johnson County	36,394	39,317	8.03%	306,203	374,374	22.26%
KIRPC	156,443	169,349	8.25%	674,184	749,258	11.14%
Knox County	37,358	56,889	52.28%	125,449	167,026	33.14%
Kosciusko County	78,186	73,521	-5.97%	220,596	211,419	-4.16%
LaPorte	54,985	56,441	2.65%	149,649	154,822	3.46%
Madison County	17,669	17,408	-1.48%	205,846	204,509	-0.65%
Mitchell	12,444	13,899	11.69%	20,329	19,619	-3.49%
Monroe County	113,538	148,837	31.09%	381,457	619,111	62.30%
New Castle	37,083	35,902	-3.18%	45,108	42,290	-6.25%
Noble County	-	10,303	0.00%	-	133,226	0.00%
Orange County	17,928	26,249	46.41%	177,534	207,341	16.79%
Plymouth	2,332	2,452	5.15%	9,569	9,733	1.71%
Seymour	10,665	24,705	131.65%	36,066	56,492	56.64%
SIDC	-	66,041	0.00%	-	898,792	0.00%
SIRPC	77,904	107,049	37.41%	594,821	712,432	19.77%
SITS	51,955	70,107	34.94%	431,278	852,852	97.75%
Union County	31,565	38,220	21.08%	146,565	169,038	15.33%
Wabash County	19,659	20,067	2.08%	105,741	161,487	52.72%
Washington	11,677	11,814	1.17%	29,103	30,459	4.66%
Waveland	11,563	13,901	20.22%	34,928	33,001	-5.52%
Total	985,111	1,271,407	29.06%	4,396,814	6,829,507	55.33%

Many Group Four systems had an operating cost per passenger trip that was less than \$9.00. However, the cost per trip ranged from \$4.15 to \$25.81 and the average cost per trip was \$9.01. The average operating expense per vehicle mile was \$2.53. The actual cost per mile ranged from less than a dollar to nearly eleven dollars.

systems generated per dollar of operating expense varied widely among the systems. While the average was \$0.45 for each dollar of expense, the individual systems generated between \$0.27 and \$0.70 at the local level. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between one percent and twenty-six percent of system expenses. The average fare recovery ratio was 12 percent.

The amount of locally derived income that the Group Four



Northern Indiana Commuter Transportation District

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

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

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

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

NICTD service levels increased in 2001. NICTD provided 3.7 million trips in 2001, an increase of more than four percent over 2000. Similarly, total

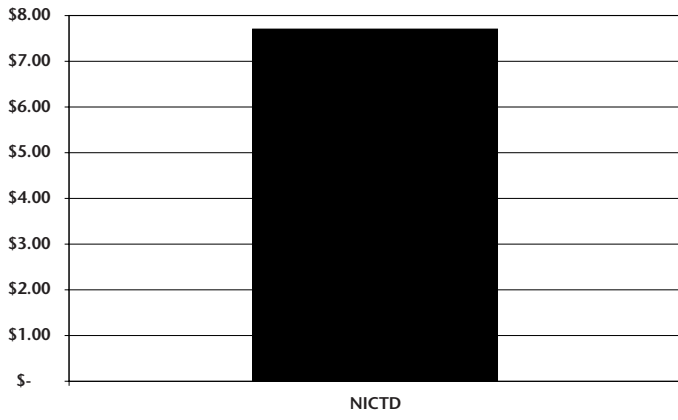
vehicle miles increased from 2.97 million miles in 2000 to 3.14 million miles in 2001. This represents an increase of nearly six percent.

System	Total Ridership			Total Vehicle Miles		
	2000	2001	Percent Change	2000	2001	Percent Change
NICTD	3,611,257	3,771,633	4.44%	2,969,910	3,138,919	5.69%

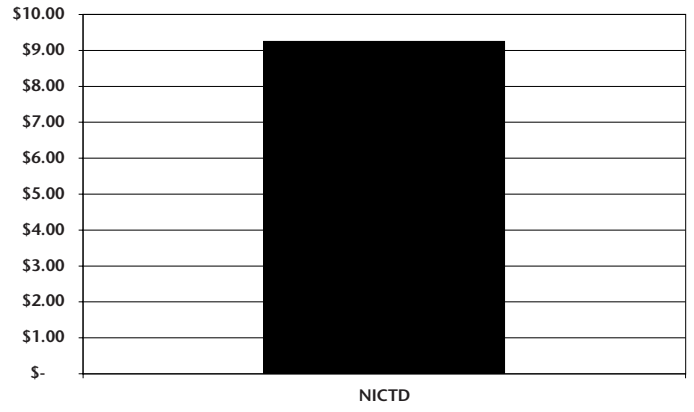
In 2001, NICTD's operating expense per passenger trip was \$7.70 while the operating cost per mile was \$9.25. Due to high passenger revenue and local assistance, NICTD covered \$0.64 of each dollar of operating

expense through local sources. Similarly, NICTD recovered nearly 48 percent of its expenses through fare revenue alone.

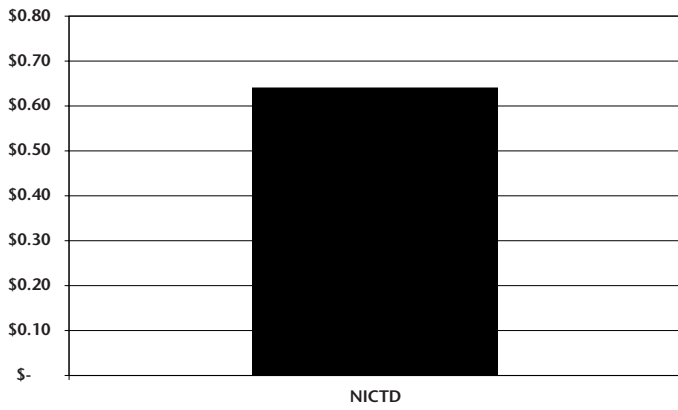
NICTD: Operating Expense Per Passenger Trip



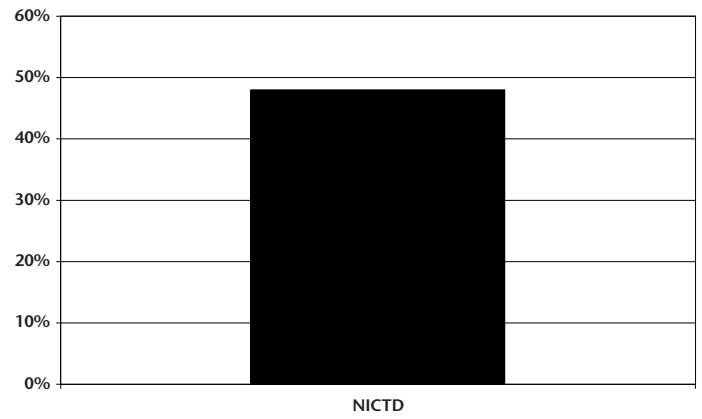
NICTD: Operating Expense Per Total Vehicle Mile



NICTD: Locally Derived Income Per Operating Expense



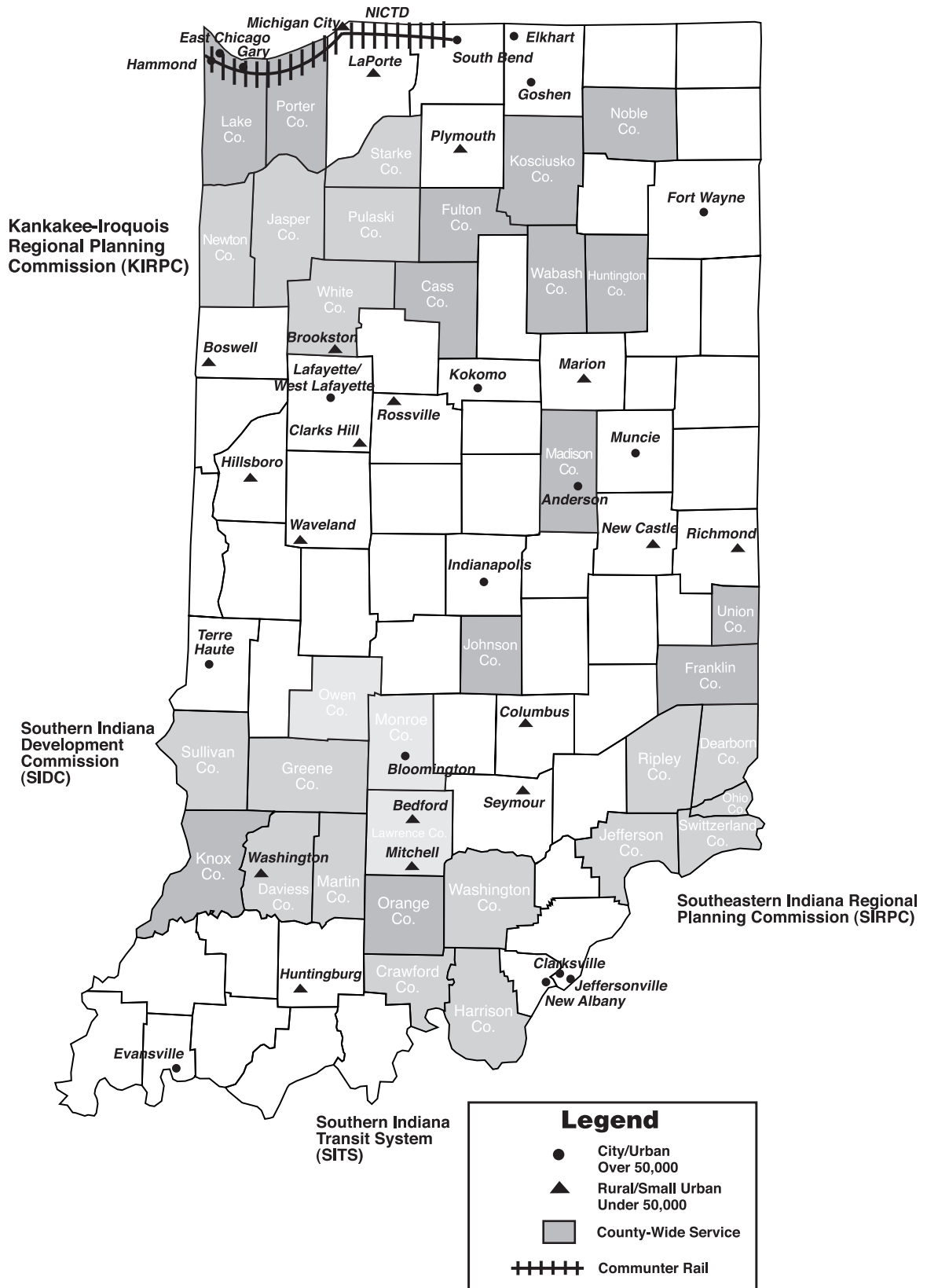
NICTD: Fare Recovery Ratio



SECTION THREE

Transit System Pages

2001 PUBLIC TRANSIT SYSTEMS IN INDIANA





City of Anderson Transit System

530 Baxter Road
 Anderson, IN 46011
 (765) 648-6163 Fax (765) 648-5926
 Contact: Colette Cooper, Planner
 email: ccooper@cityofanderson.com website: www.cityofanderson/CATS/
 catsmain.htm

General Information

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

Service Hours

Weekday:	6:00am-11:30pm
Saturday:	9:00am-11:30pm
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	2
Administration:	8	0
Total:	30	10

Operation Characteristics

Revenue Vehicles:	16
Peak Hour Fleet:	12
Base Fleet:	11
Fuel Consumption(gal):	70,689

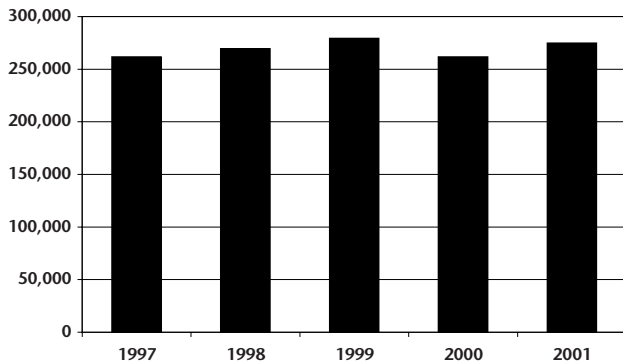
Ridership Trends

1997	261,642
1998	269,404
1999	279,413
2000	261,665
2001	274,823

2001 Highlights

- Achieved an overall ridership increase of 5% which is the largest percentage increase in 5 years. This increase subsequently resulted in a 6% increase in fare revenue.

System Ridership Trend



City of Anderson Transit System

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$731,864
Other Salaries/Wages	\$417,308
Fringe:	\$468,024
Services:	\$84,356
Materials and Supplies:	\$151,827
Utilities:	\$19,254
Casualty/Liability:	\$95,463
Purchased Transportation:	\$0
Other	\$430
Total	\$1,968,526
Fixed Route Expenses	\$1,475,607
Demand Response Services	\$492,919

Revenue Summary

Fare Revenue:	\$119,448
Charter/Other:	\$11,380
Contra & Other Fed/State:	\$13,181
Local Assistance:	\$634,306
State Assistance:	\$410,460
Federal Assistance:	\$779,751
Total	\$1,968,526

Productivity

Total Passenger Boardings:	274,823
Total Vehicle Miles:	504,426
Revenue Vehicle Miles:	471,375
Revenue Vehicle Hours:	38,048

Performance/Service Effectiveness

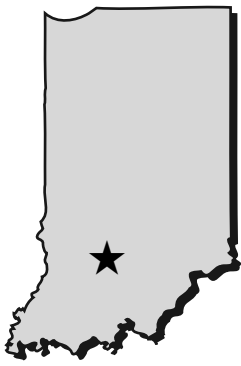
Operating Expense Per Total Vehicle Mile:	\$3.90
Operating Expense Per Passenger Trip:	\$7.16
Passenger Trips Per Total Vehicle Mile:	0.54
Passenger Trips Per Capita:	4.60

Financial Performance

Operating Subsidy:	\$1,824,517
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$765,134
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
6	1996	Thomas	28+2wc	Yes	Diesel
1	1997	Thomas	28+2wc	Yes	Diesel
1	2000	EVI	22+2wc	Yes	Electric
2	2000	Ford	10+2wc	Yes	Diesel
1	2000	Ford	16+2wc	Yes	Diesel
1	2001	Ford	16+2wc	Yes	Diesel
4	2002	Ford	16+2wc	Yes	Diesel



Transit Authority of Stone City

1102 16th Street
 Bedford, IN 47421
 (812) 275-1632 Fax (812) 275-1659
 Contact: Myra Wilson, Transportation Director
 email: myra@bedford.in.us

General Information

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

Service Hours

Weekday:	6:00am-6:00pm
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):	13,039

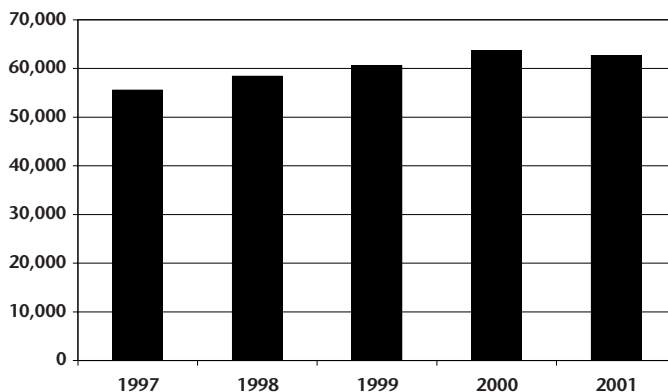
Ridership Trends

1997	55,373
1998	58,194
1999	60,373
2000	63,413
2001	62,494

2001 Highlights

- In October, 2001, TASC started providing a special service to Bedford Regional Medical Center. This was in response to a community need. The hospital is undergoing a major construction project. During this process, the employee parking lot is unavailable. The hospital has set up a temporary parking area in a remote location. TASC picks up the employees in the temporary parking lot and takes them to the hospital. In the evenings TASC picks up the employees from the hospital and takes them back to the temporary parking lot. This is expected to continue throughout most of 2002.

System Ridership Trend



Transit Authority of Stone City

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$179,649
Other Salaries/Wages	\$58,047
Fringe:	\$83,238
Services:	\$15,899
Materials and Supplies:	\$28,941
Utilities:	\$7,039
Casualty/Liability:	\$10,000
Purchased Transportation:	\$0
Other	\$7,362
Total	\$390,175
Fixed Route Expenses	N/A
Demand Response Services	\$390,175

Revenue Summary

Fare Revenue:	\$23,781
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$115,700
State Assistance:	\$88,810
Federal Assistance:	\$161,884
Total	\$390,175

Productivity

Total Passenger Boardings:	62,494
Total Vehicle Miles:	75,275
Revenue Vehicle Miles:	75,275
Revenue Vehicle Hours:	5,928

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$5.18
Operating Expense Per Passenger Trip:	\$6.24
Passenger Trips Per Total Vehicle Mile:	0.83
Passenger Trips Per Capita:	4.54

Financial Performance

Operating Subsidy:	\$366,394
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$139,481
Locally Derived Income Per Operating Expense:	\$0.36
Fare Recovery Ratio:	6%

Fleet Inventory

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



Bloomington Public Transportation Corporation

130 West Grimes Lane
 Bloomington, IN 47403
 (812) 332-5688 Fax (812) 332-3660
 Contact: Lewis May, General Manager
 email: lmay@kiva.net website: www.bloomingtontransit.com

General Information

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

Service Hours

Weekday:	6:10am-12:30am
Saturday:	7:25am-9:30pm
Sunday:	9:30am-11:20pm
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, \$125/ Six-Month Pass; Disabled Pass \$12/ Month; Youth Summer Fun Pass/\$25	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	28	
Maintenance:	7	
Administration:	8	
Total:	43	

Operation Characteristics

Revenue Vehicles:	36
Peak Hour Fleet:	32
Base Fleet:	29
Fuel Consumption(gal):	264,107

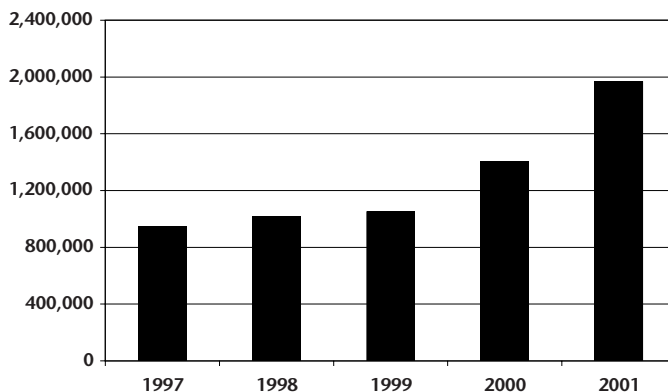
Ridership Trends

1997	937,905
1998	1,006,051
1999	1,044,344
2000	1,397,628
2001	1,959,807

2001 Highlights

- As a result of the U-Pas program partnership with Indiana University, fixed route ridership reached an all-time high of 1.93 million riders. This represented a 40.9 percent increase compared to FY 2000. This increase was in addition to a 34.2 percent increase in FY 2000 as compared to FY 2000.
- BT Access ridership reached an all time high in FY 2001 carrying 29,069 passengers. This represented a 4.7 percent increase compared to FY 2000.
- Won the Metro Magazine awards as one of the Top Ten Most Improved Transit Systems in North America and as one of the Top Ten Fastest Growing Transit Systems in North America.
- Won a \$1 million Federal discretionary earmark for capital funding to be used for new buses.
- Successfully negotiated a new 4-year collective bargaining agreement with AFSCME Local 2487-02 that will result in wage and benefit improvements for employees for the period 2002-2005 while effectively managing costs.
- Initiated the conduct of a new Transit Development Program study which was nearing completion at the end of FY 2001. Recommendations from the study will guide the development of new and expanded transit services for BPTC over the next few years.
- Enjoyed most successful Free Week promotion ever in the history of BPTC with ridership topping the 66,000-passenger mark for the week and exceeding the 12,000 passengers on a four consecutive days including two days in excess of 13,000.

System Ridership Trend



Bloomington Public Transportation Corporation

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$1,083,302
Other Salaries/Wages	\$504,560
Fringe:	\$282,787
Services:	\$313,469
Materials and Supplies:	\$561,166
Utilities:	\$76,054
Casualty/Liability:	\$102,583
Purchased Transportation:	\$367,616
Other	\$68,625
Total	\$3,360,162
Fixed Route Expenses	\$2,952,454
Demand Response Services	\$407,708

Revenue Summary

Fare Revenue:	\$835,535
Charter/Other:	\$256,079
Contra & Other Fed/State:	\$3,866
Local Assistance:	\$765,586
State Assistance:	\$1,068,409
Federal Assistance:	\$430,687
Total	\$3,360,162

Productivity

Total Passenger Boardings:	1,959,807
Total Vehicle Miles:	978,683
Revenue Vehicle Miles:	860,250
Revenue Vehicle Hours:	81,903

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.43
Operating Expense Per Passenger Trip:	\$1.71
Passenger Trips Per Total Vehicle Mile:	2.00
Passenger Trips Per Capita:	28.28

Financial Performance

Operating Subsidy:	\$2,264,682
Operating Subsidy Ratio:	67%
Locally Derived Income:	\$1,857,200
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	25%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1980	Flexible	39	No	Diesel
1	1981	Gillig	40	No	Diesel
9	1986	Gillig	47+2wc	Yes	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
6	1997	Gillig	37+2wc	Yes	Diesel
1	1997	Ford	18+2wc	Yes	Diesel
1	2001	Ford	18+2wc	Yes	Diesel



Cass Area Transit

1803 Smith Street, Suite 200
 Logansport, IN 46947
 (574) 722-2424 Fax (574) 722-2167
 Contact: Sue Hoehler, Executive Director
 email: hoehlers1@cqc.com

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	9	14
Maintenance:	0	1
Administration:	3	6
Total:	12	21

Operation Characteristics

Revenue Vehicles:	13
Peak Hour Fleet:	13
Base Fleet:	10
Fuel Consumption(gal):	45,414

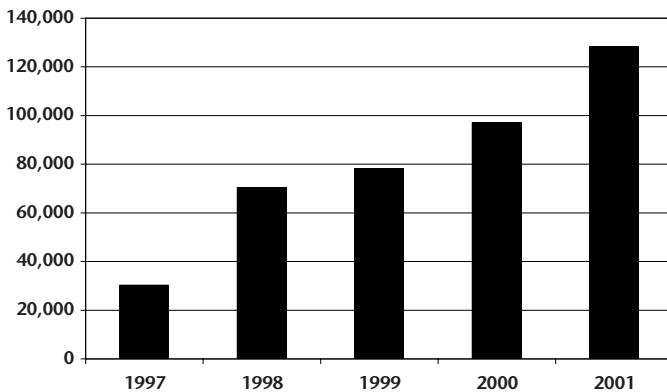
Ridership Trends

1997	29,927
1998	70,037
1999	77,575
2000	96,570
2001	127,840

2001 Highlights

- We had an increase of 32% in ridership this year from 96,570 last year to 127,840.
- Just completed our fifth year of public transportation.
- We got no awards, except for the commissioners telling us they really appreciate our hard work and the good service we do for Cass County.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$253,402
Other Salaries/Wages	\$116,189
Fringe:	\$31,182
Services:	\$47,100
Materials and Supplies:	\$62,959
Utilities:	\$33,825
Casualty/Liability:	\$53,590
Purchased Transportation:	\$0
Other	\$7,388
Total	\$605,635
Fixed Route Expenses	\$59,941
Demand Response Services	\$545,694

Revenue Summary

Fare Revenue:	\$95,968
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$139,302
State Assistance:	\$125,005
Federal Assistance:	\$245,360
Total	\$605,635

Productivity

Total Passenger Boardings:	127,840
Total Vehicle Miles:	466,203
Revenue Vehicle Miles:	429,694
Revenue Vehicle Hours:	23,300

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.30
Operating Expense Per Passenger Trip:	\$4.74
Passenger Trips Per Total Vehicle Mile:	0.27
Passenger Trips Per Capita:	3.12

Financial Performance

Operating Subsidy:	\$509,667
Operating Subsidy Ratio:	84%
Locally Derived Income:	\$235,270
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1989	Dodge	15	No	Gas
1	1991	GMC	7	No	Gas
1	1991	Dodge	9+1wc	Yes	Gas
1	1994	Dodge	10+1wc	Yes	Gas
1	1997	Dodge	10+1wc	Yes	Gas
1	1997	Dodge	15	No	Gas
1	1998	Dodge	7	No	Gas
1	1998	Dodge	10+2wc	Yes	Gas
1	1999	Dodge	10+2wc	Yes	Gas
2	2000	Dodge	10+2wc	Yes	Gas
1	2001	GMC	15	No	Gas
1	2001	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
 email: schapple@columbus.in.gov

General Information

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

Service Hours

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

	<i>Full-Time</i>	<i>Part-Time</i>
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):	33,076

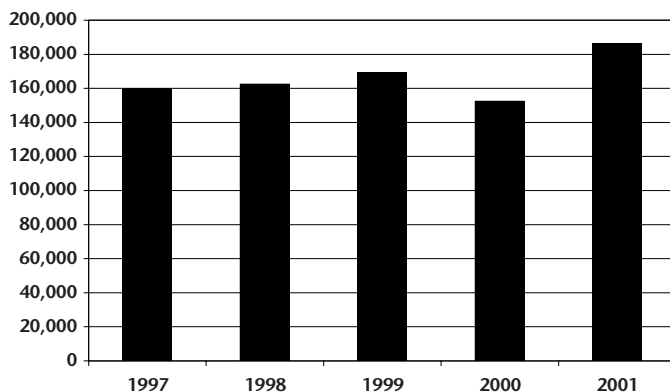
Ridership Trends

1997	159,100
1998	161,864
1999	168,479
2000	151,818
2001	185,525

2001 Highlights

- 2001 Community Transportation Association of America System of The Year.
- Installed on-board safety cameras on all fixed route vehicles.
- Had a 22% increase in ridership.

System Ridership Trend



Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$474,675
Other Salaries/Wages	\$0
Fringe:	\$128,056
Services:	\$28,936
Materials and Supplies:	\$101,900
Utilities:	\$10,826
Casualty/Liability:	\$0
Purchased Transportation:	\$0
Other	\$10,877
Total	\$755,270

Fixed Route Expenses	(estimated) \$566,453
Demand Response Services	(estimated) \$188,817

Revenue Summary

Fare Revenue:	\$43,811
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$160,680
State Assistance:	\$204,440
Federal Assistance:	\$346,339
Total	\$755,270

Productivity

Total Passenger Boardings:	185,525
Total Vehicle Miles:	264,750
Revenue Vehicle Miles:	261,576
Revenue Vehicle Hours:	22,970

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.85
Operating Expense Per Passenger Trip:	\$4.07
Passenger Trips Per Total Vehicle Mile:	0.70
Passenger Trips Per Capita:	4.75

Financial Performance

Operating Subsidy:	\$711,459
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$204,491
Locally Derived Income Per Operating Expense:	\$0.27
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Dodge	12+3wc	Yes	Gas
5	1997	Bluebird	22+2wc	Yes	Diesel
3	2000	Dodge	12+2wc	Yes	Gas



East Chicago Public Transit

5400 Cline Avenue
 East Chicago, IN 46312
 (219) 391-8465 Fax (219) 391-8473
 Contact: Marina Miklusak, General Manager
 email: mmiklusak@eastchicago.com

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	11	0
Maintenance:	3	0
Administration:	5	0
Total:	19	0

Operation Characteristics

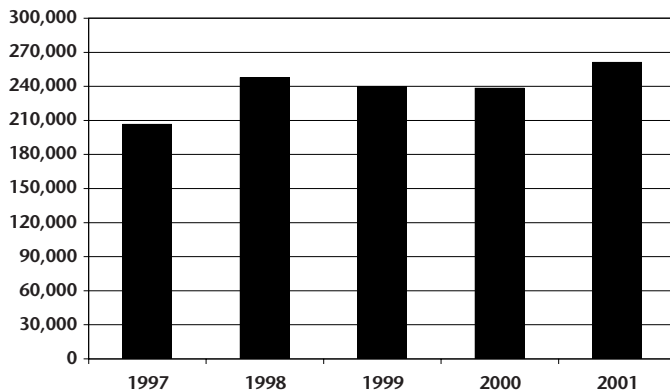
Revenue Vehicles:	8
Peak Hour Fleet:	5
Base Fleet:	5
Fuel Consumption(gal):	52,334

Ridership Trends

1997	205,657
1998	246,698
1999	238,841
2000	237,562
2001	260,228

2001 Highlights

System Ridership Trend



East Chicago Public Transit

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$315,360
Other Salaries/Wages	\$267,416
Fringe:	\$174,112
Services:	\$91,803
Materials and Supplies:	\$171,913
Utilities:	\$5,911
Casualty/Liability:	\$0
Purchased Transportation:	\$0
Other	\$24,256
Total	\$1,050,771

Fixed Route Expenses	(estimated) \$893,155
Demand Response Services	(estimated) \$157,616

Revenue Summary

Fare Revenue:	\$0
Charter/Other:	\$8,360
Contra & Other Fed/State:	\$0
Local Assistance:	\$494,467
State Assistance:	\$298,499
Federal Assistance:	\$249,445
Total	\$1,050,771

Productivity

Total Passenger Boardings:	260,228
Total Vehicle Miles:	236,293
Revenue Vehicle Miles:	206,309
Revenue Vehicle Hours:	15,932

Performance/Service Effectiveness

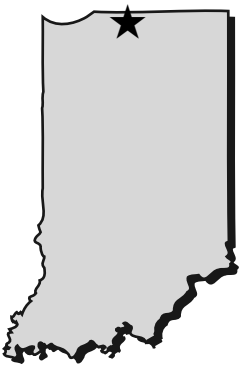
Operating Expense Per Total Vehicle Mile:	\$4.45
Operating Expense Per Passenger Trip:	\$4.04
Passenger Trips Per Total Vehicle Mile:	1.10
Passenger Trips Per Capita:	8.03

Financial Performance

Operating Subsidy:	\$1,042,411
Operating Subsidy Ratio:	99%
Locally Derived Income:	\$502,827
Locally Derived Income Per Operating Expense:	\$0.48
Fare Recovery Ratio:	0%

Fleet Inventory

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



Heart City Rider/The Bus

227 West Jefferson Blvd, Room 1120

South Bend, IN 46601

(574) 287-1829 Fax (574) 287-1840

Contact: Sandra Seanor, Executive Director

email: sseanor@macog.com

website: www.macog.com/macoghom/hcr.htm

www.macog.com/macoghom/thebus.htm

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

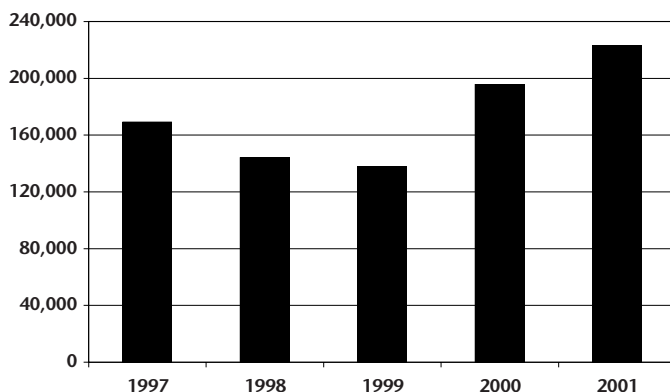
Revenue Vehicles:	32
Peak Hour Fleet:	32
Base Fleet:	27
Fuel Consumption(gal):	125,069

Ridership Trends

1997	168,480
1998	143,404
1999	137,041
2000	194,917
2001	222,530

2001 Highlights

System Ridership Trend



Heart City Rider/The Bus

Group 3

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$45,081
Fringe:	\$27,503
Services:	\$0
Materials and Supplies:	\$2,011
Utilities:	\$278
Casualty/Liability:	\$0
Purchased Transportation:	\$1,619,760
Other	\$56,374
Total	\$1,751,007
Fixed Route Expenses	\$958,698
Demand Response Services	\$792,309

Revenue Summary

Fare Revenue:	\$412,404
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$286,791
State Assistance:	\$389,427
Federal Assistance:	\$662,385
Total	\$1,751,007

Productivity

Total Passenger Boardings:	222,530
Total Vehicle Miles:	982,439
Revenue Vehicle Miles:	695,598
Revenue Vehicle Hours:	44,923

Performance/Service Effectiveness

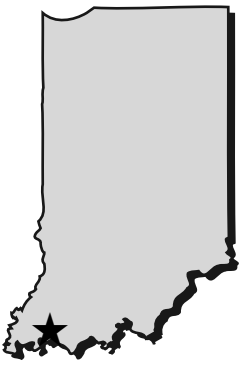
Operating Expense Per Total Vehicle Mile:	\$1.78
Operating Expense Per Passenger Trip:	\$7.87
Passenger Trips Per Total Vehicle Mile:	0.23
Passenger Trips Per Capita:	4.29

Financial Performance

Operating Subsidy:	\$1,338,603
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$699,195
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	24%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1998	Chevrolet	5+2wc	Yes	Gas
2	1999	Dodge	5+2wc	Yes	Gas
1	2001	Dodge	5+2wc	Yes	Gas
27	21 Taxis and 6 large transit buses owned by private contractor also used for this service.				



Metropolitan Evansville Transit System

601 John Street
 Evansville, IN 47713
 (812) 435-6166 Fax (812) 435-6159
 Contact: Kent Cutchin, Interim Director
 email: n/a

General Information

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

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.75
Elderly/Disabled:	\$0.50
Transfer:	Free (limit 1)
Other/Special:	Token \$.85/ Ride; E&D \$.50/ Ride; METS Mobility \$2.00/ Ride, ADA Convenience Fare \$3/ Ride Student Ticket \$.75/ Ride; \$10 or \$20 Debit Card, 14-Day Pass \$25, 90-Day Pass \$100

Personnel

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

Operation Characteristics

Revenue Vehicles:	47
Peak Hour Fleet:	36
Base Fleet:	32
Fuel Consumption(gal):	289,795

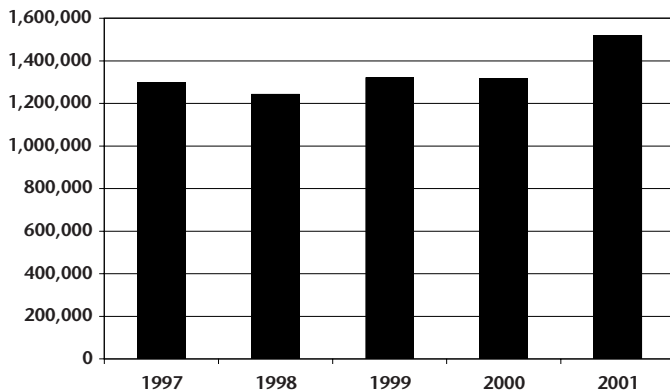
Ridership Trends

1997	1,290,807
1998	1,237,579
1999	1,315,275
2000	1,310,003
2001	1,514,121

2001 Highlights

- Ridership increased 14%.
- The 30th Anniversary of METS was celebrated with a "Customer Appreciation Day".
- An award of "Free Rides for a Year" was given to the 42,000,000th METS Rider.

System Ridership Trend



Metropolitan Evansville Transit System

Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$2,055,908
Other Salaries/Wages	\$524,815
Fringe:	\$955,303
Services:	\$95,657
Materials and Supplies:	\$729,964
Utilities:	\$60,648
Casualty/Liability:	\$58,662
Purchased Transportation:	\$0
Other	\$11,550

Total \$4,492,507

Fixed Route Expenses \$3,735,127
Demand Response Services \$747,389

Revenue Summary

Fare Revenue:	\$886,460
Charter/Other:	\$54,590
Contra & Other Fed/State:	\$16,341
Local Assistance:	\$1,515,235
State Assistance:	\$1,048,748
Federal Assistance:	\$971,133

Total \$4,492,507

Productivity

Total Passenger Boardings:	1,514,121
Total Vehicle Miles:	1,501,768
Revenue Vehicle Miles:	1,392,685
Revenue Vehicle Hours:	160,718

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.99
Operating Expense Per Passenger Trip:	\$2.97
Passenger Trips Per Total Vehicle Mile:	1.01
Passenger Trips Per Capita:	12.45

Financial Performance

Operating Subsidy:	\$3,535,116
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$2,456,285
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	20%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1985	Chance	25	No	Diesel
8	1995	Gillig	30+2wc	Yes	Diesel
1	1995	Ford	14+4wc	Yes	Diesel
12	1997	Gillig	30+2wc	Yes	Diesel
6	1998	Ford	14+4wc	Yes	Diesel
2	2000	Chance	23+2wc	Yes	Diesel
7	2001	Gillig	29+2wc	Yes	Diesel
9	2001	Ford	15+2wc	Yes	Diesel



Citilink

801 Leesburg Road
Fort Wayne, IN 46808

(260) 432-4977 Fax (260) 436-7729

Contact: Dave Gionet, General Manager

email: drgionet@fwcitilink.com

website: www.fwcitilink.com

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	66	4
Maintenance:	11	5
Administration:	12	4
Total:	89	13

Operation Characteristics

Revenue Vehicles:	46
Peak Hour Fleet:	33
Base Fleet:	29
Fuel Consumption(gal):	318,439

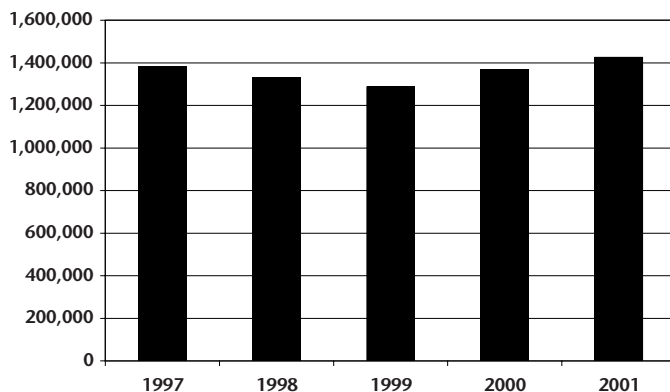
Ridership Trends

1997	1,374,960
1998	1,324,014
1999	1,282,639
2000	1,363,927
2001	1,420,822

2001 Highlights

- Expanded weekday evening services hours on all Citilink fixed routes to extend service until at least 8:30-9:00 on all routes.
- Completed first phase of new communications and web-based AVL system for Citilink and Citilink Access operations.
- Completed design and construction of rehabilitation of Citilink offices and maintenance garage on Leesburg Road. Project included conversion of space on first floor into a conference/meeting room, rehab of all interior space, complete replacement of telecommunications, substantial improvements in maintenance shop, significant site and concrete work, and partial new roof.
- Developed a draft of the first Transit and Pedestrian Design Standards guideline for developers through the Transit Planning Committee of the Urban Transportation Advisory Board. Began regular Citilink review of planned developments through Allen County Department of Planning Services Driveway Committee.
- Citilink ridership up by 4.5% to highest levels in nine(9) years. Citilink Access ridership up 31.5% to highest levels ever.

System Ridership Trend



Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$2,127,724
Other Salaries/Wages	\$865,409
Fringe:	\$1,816,376
Services:	\$368,806
Materials and Supplies:	\$729,110
Utilities:	\$111,855
Casualty/Liability:	\$156,520
Purchased Transportation:	\$0
Other	\$105,057
Total	\$6,280,857
Fixed Route Expenses	\$5,453,519
Demand Response Services	\$768,722

Revenue Summary

Fare Revenue:	\$805,343
Charter/Other:	\$554,762
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,849,297
State Assistance:	\$1,281,195
Federal Assistance:	\$790,260
Total	\$6,280,857

Productivity

Total Passenger Boardings:	1,420,822
Total Vehicle Miles:	1,635,549
Revenue Vehicle Miles:	1,555,934
Revenue Vehicle Hours:	116,316

Performance/Service Effectiveness

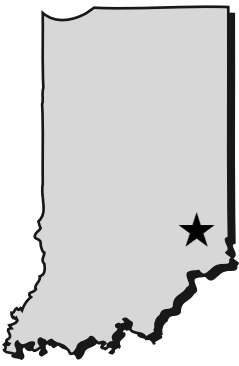
Operating Expense Per Total Vehicle Mile:	\$3.84
Operating Expense Per Passenger Trip:	\$4.42
Passenger Trips Per Total Vehicle Mile:	0.87
Passenger Trips Per Capita:	6.51

Financial Performance

Operating Subsidy:	\$4,920,752
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$4,209,402
Locally Derived Income Per Operating Expense:	\$0.67
Fare Recovery Ratio:	13%

Fleet Inventory

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



Franklin County Public Transportation

11146 County Park Road

Brookville, IN 47012

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

Contact: Catherine Pelsor, Executive Director

email: cpelsor@cnz.com

website: www.ebrookville.com/fcpt

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	11
Base Fleet:	7
Fuel Consumption(gal):	18,691

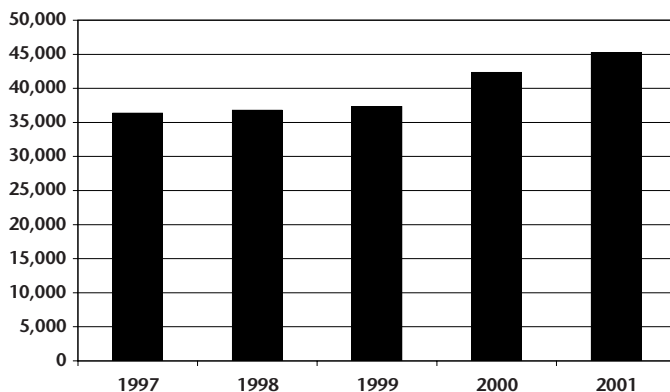
Ridership Trends

1997	36,213
1998	36,637
1999	37,187
2000	42,179
2001	45,101

2001 Highlights

- Franklin County Public Transportation hosted the Area 9 TAX Meeting, which brought together many facets of our own and neighboring communities. The Area 9 TAC includes Fayette, Franklin, Rush, Union and Wayne Counties.
- Franklin County Public Transportation increased our fleet by adding a new wheelchair accessible van.
- Franklin County Public Transportation increased our ridership by 2,922 units or 6%.

System Ridership Trend



Franklin County Public Transportation

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$167,465
Other Salaries/Wages	\$90,509
Fringe:	\$19,853
Services:	\$25,915
Materials and Supplies:	\$30,503
Utilities:	\$7,281
Casualty/Liability:	\$3,141
Purchased Transportation:	\$0
Other	\$4,739
Total	\$349,406
Fixed Route Expenses	N/A
Demand Response Services	\$349,406

Revenue Summary

Fare Revenue:	\$47,451
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$77,408
State Assistance:	\$90,644
Federal Assistance:	\$133,903
Total	\$349,406

Productivity

Total Passenger Boardings:	45,101
Total Vehicle Miles:	335,334
Revenue Vehicle Miles:	331,133
Revenue Vehicle Hours:	8,578

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.04
Operating Expense Per Passenger Trip:	\$7.75
Passenger Trips Per Total Vehicle Mile:	0.13
Passenger Trips Per Capita:	2.04

Financial Performance

Operating Subsidy:	\$301,955
Operating Subsidy Ratio:	86%
Locally Derived Income:	\$124,859
Locally Derived Income Per Operating Expense:	\$0.36
Fare Recovery Ratio:	14%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
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
1	1999	Dodge	6	No	Gas
1	2001	Ford	6	No	Gas
1	2001	Dodge	9+2wc	Yes	Gas



Fulton County Transportation

625 Pontiac Street
 Rochester, IN 46975
 (574) 223-6953 Fax (574) 223-4962
 Contact: Terry Moore, Executive Director
 email: n/a

General Information

Type of Service:	Demand Response
Service Area:	Fulton County
Service Population:	20,511

Service Hours

Weekday:	7:30am-4:30pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	11

Fare Structure

Express:	N/A
Base:	\$1 city limits \$2 county
Youth:	\$1 city limits \$2 county
Elderly/Disabled:	Donation
Transfer:	N/A
Other/Special:	Rochester: 12 Rides for \$10; In-county Passes: \$20 for 12 Rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	3	3
Maintenance:	0	1
Administration:	1	1
Total:	<u>4</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles:	4
Peak Hour Fleet:	2
Base Fleet:	2
Fuel Consumption(gal):	5,035

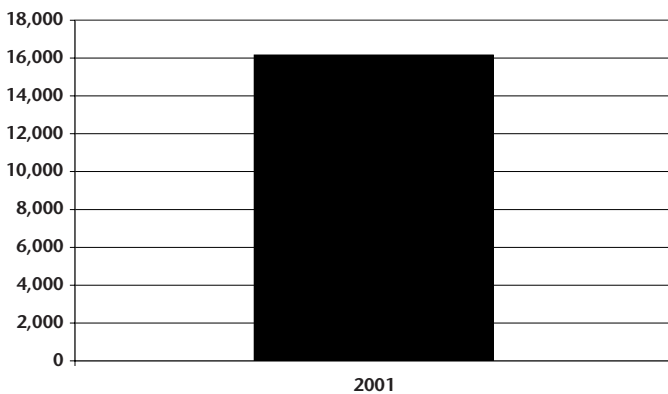
Ridership Trends

2001	16,154
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2001 Highlights

- Fulton County Transportation experienced an 8% increase in ridership during their first year of providing public transportation.

System Ridership Trend



Fulton County Transportation

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$48,979
Other Salaries/Wages	\$23,683
Fringe:	\$9,242
Services:	\$0
Materials and Supplies:	\$12,351
Utilities:	\$0
Casualty/Liability:	\$4,282
Purchased Transportation:	\$0
Other	\$15,383

Total \$113,920

Fixed Route Expenses N/A
Demand Response Services \$113,920

Revenue Summary

Fare Revenue:	\$10,366
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$56,740
State Assistance:	\$0
Federal Assistance:	\$46,814

Total \$113,920

Productivity

Total Passenger Boardings:	16,154
Total Vehicle Miles:	72,859
Revenue Vehicle Miles:	68,237
Revenue Vehicle Hours:	5,000

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.56
Operating Expense Per Passenger Trip:	\$7.05
Passenger Trips Per Total Vehicle Mile:	0.22
Passenger Trips Per Capita:	0.79

Financial Performance

Operating Subsidy:	\$103,554
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$67,106
Locally Derived Income Per Operating Expense:	\$0.59
Fare Recovery Ratio:	9%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Chevrolet	14	No	Gas
1	1999	Dodge/Braun	9+2wc	Yes	Gas
2	2000	Dodge	6	No	Gas



Gary Public Transportation Corporation

100 West 4th Avenue
 Gary, IN 46402
 (219) 885-7555 Fax (219) 881-2551
 Contact: Jani Grant, President
 email: n/a

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	75	0
Maintenance:	26	0
Administration:	17	0
Total:	118	0

Operation Characteristics

Revenue Vehicles:	54
Peak Hour Fleet:	24
Base Fleet:	18
Fuel Consumption(gal):	380,661

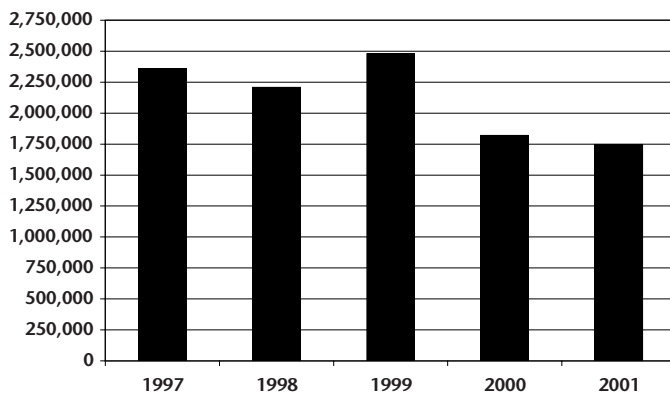
Ridership Trends

1997	2,349,338
1998	2,201,299
1999	2,472,305
2000	1,813,052
2001	1,739,696

2001 Highlights

- GPTC received a Gary, Hammond, East Chicago Empowerment Zone Grant to subsidize the cost of implementing an Academic Shuttle Fixed Bus Route. This route connected empowerment zone residents, students and other riders with Ivy Tech State College, Indiana University NW, Purdue University, Calumet, Calumet College and other shopping centers.
- GPTC started two new routes – East Lake and US 30 Circular to connect passengers with jobs in Hobart, Lake Station and Merrillville. The East Lake Route is a CMAQ demonstration route, while the US 30 Rte is an Access and Reverse Commute Route subsidized with WTW Funds from FTA.
- GPTC was also awarded the Indiana Transit Association 2000 Safe Driving Award

System Ridership Trend



Gary Public Transportation Corporation

Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$2,213,944
Other Salaries/Wages	\$1,423,048
Fringe:	\$1,967,311
Services:	\$742,319
Materials and Supplies:	\$782,630
Utilities:	\$146,253
Casualty/Liability:	\$558,158
Purchased Transportation:	\$6,390
Other	\$120,518
Total	\$7,960,571

Fixed Route Expenses	(estimated) \$7,721,754
Demand Response Services	(estimated) \$238,817

Revenue Summary

Fare Revenue:	\$1,292,046
Charter/Other:	\$280,938
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,117,476
State Assistance:	\$1,618,550
Federal Assistance:	\$2,651,561
Total	\$7,960,571

Productivity

Total Passenger Boardings:	1,739,696
Total Vehicle Miles:	1,561,296
Revenue Vehicle Miles:	1,489,271
Revenue Vehicle Hours:	103,723

Performance/Service Effectiveness

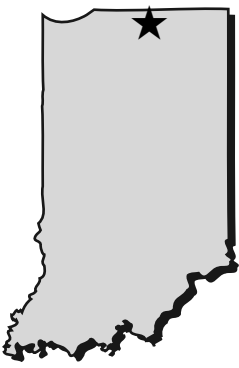
Operating Expense Per Total Vehicle Mile:	\$5.10
Operating Expense Per Passenger Trip:	\$4.58
Passenger Trips Per Total Vehicle Mile:	1.11
Passenger Trips Per Capita:	16.93

Financial Performance

Operating Subsidy:	\$6,387,587
Operating Subsidy Ratio:	80%
Locally Derived Income:	\$3,690,460
Locally Derived Income Per Operating Expense:	\$0.46
Fare Recovery Ratio:	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
8	1991	RTS	35+2wc	Yes	Diesel
2	1992	El Dorado	16+2wc	Yes	Diesel
2	1992	TMC	35+2wc	Yes	Diesel
2	1993	Flexible	35+2wc	Yes	LNG
3	1993	TMC	35+2wc	Yes	Diesel
5	1995	Flexible	35+2wc	Yes	Diesel
3	1995	Flexible	35+2wc	Yes	LNG
7	1996	NOVA	35+2wc	Yes	Diesel
1	1997	Flexible	30+2wc	Yes	LNG
4	1997	NOVA	30+2wc	Yes	Diesel
2	1997	NOVA	30+2wc	Yes	LNG
3	1999	Ford	23+2wc	Yes	Diesel
1	2000	Chance	20+2wc	Yes	Diesel
2	2001	Ford	4+2wc	Yes	Diesel
4	2001	Ford	16+2wc	Yes	Diesel
5	2001	Chance	23+2wc	Yes	Diesel



Goshen Transit

227 West Jefferson Blvd, Room 1120

South Bend, IN 46601

(574) 287-1829 Fax (574) 287-1840

Contact: Sandra Seanor, Executive Director

email: sseanor@macog.com

website: www.macog.com/macoghom/gts.htm

General Information

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

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$2.60
Youth:	\$2.60
Elderly/Disabled:	Half fares during off-peak
Transfer:	N/A
Other/Special:	Disabled fare \$7 for first three miles

Personnel

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

Operation Characteristics

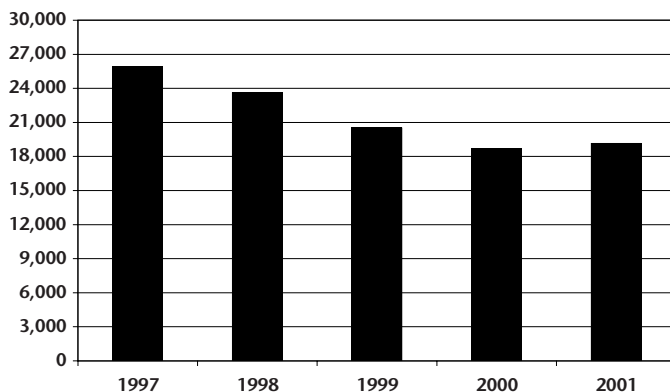
Revenue Vehicles:	7
Peak Hour Fleet:	6
Base Fleet:	6
Fuel Consumption(gal):	11,135

Ridership Trends

1997	25,840
1998	23,521
1999	20,410
2000	18,567
2001	19,052

2001 Highlights

System Ridership Trend



Group 3

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$13,748
Fringe:	\$8,392
Services:	\$0
Materials and Supplies:	\$588
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$121,170
Other	\$11,263
Total	\$155,161
Fixed Route Expenses	N/A
Demand Response Services	\$155,161

Revenue Summary

Fare Revenue:	\$58,957
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$1,426
State Assistance:	\$47,305
Federal Assistance:	\$47,473
Total	\$155,161

Productivity

Total Passenger Boardings:	19,052
Total Vehicle Miles:	117,934
Revenue Vehicle Miles:	57,788
Revenue Vehicle Hours:	3,661

Performance/Service Effectiveness

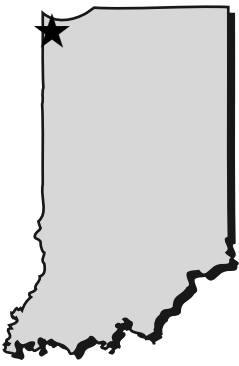
Operating Expense Per Total Vehicle Mile:	\$1.32
Operating Expense Per Passenger Trip:	\$8.14
Passenger Trips Per Total Vehicle Mile:	0.16
Passenger Trips Per Capita:	0.65

Financial Performance

Operating Subsidy:	\$96,204
Operating Subsidy Ratio:	62%
Locally Derived Income:	\$60,383
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	38%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	Chevrolet	5+2wc	Yes	Gas
1	1999	Dodge	5+2wc	Yes	Gas
1	2000	Dodge	5+2wc	Yes	Gas
2	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: John J. Zabrecky, Director
 email: transit@hmdin.net

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

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	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):	79,217

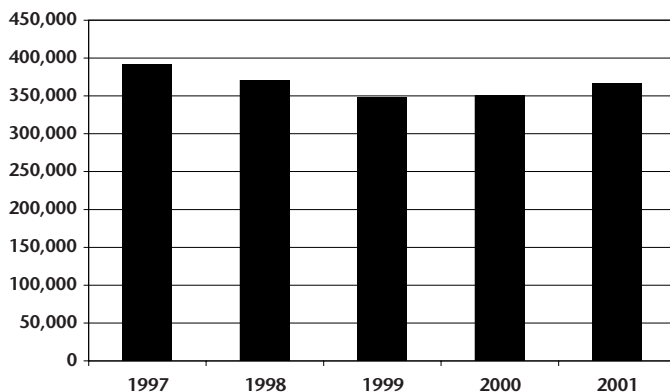
Ridership Trends

1997	389,959
1998	369,149
1999	346,617
2000	348,628
2001	364,612

2001 Highlights

- Awarded a federal grant to study use of AVL systems.
- Worked on beautification project of Dan Rabin Transit Plaza.

System Ridership Trend



Hammond Transit System

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$80,129
Fringe:	\$27,412
Services:	\$97,667
Materials and Supplies:	\$14,063
Utilities:	\$6,418
Casualty/Liability:	\$13,925
Purchased Transportation:	\$1,793,830
Other	\$0
Total	\$2,033,444

Fixed Route Expenses	(estimated) \$1,972,441
Demand Response Services	(estimated) \$61,003

Revenue Summary

Fare Revenue:	\$283,638
Charter/Other:	\$23,850
Contra & Other Fed/State:	\$0
Local Assistance:	\$560,763
State Assistance:	\$487,581
Federal Assistance:	\$677,612
Total	\$2,033,444

Productivity

Total Passenger Boardings:	364,612
Total Vehicle Miles:	463,344
Revenue Vehicle Miles:	454,844
Revenue Vehicle Hours:	30,877

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.39
Operating Expense Per Passenger Trip:	\$5.58
Passenger Trips Per Total Vehicle Mile:	0.79
Passenger Trips Per Capita:	4.13

Financial Performance

Operating Subsidy:	\$1,725,956
Operating Subsidy Ratio:	85%
Locally Derived Income:	\$868,251
Locally Derived Income Per Operating Expense:	\$0.43
Fare Recovery Ratio:	14%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	Frieghtliner	28+2wc	Yes	Diesel
4	1998	Thomas	39+2wc	Yes	Diesel
7	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, Office Manager
 email: huntburg@psci.net

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

Revenue Vehicles:	1
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	806

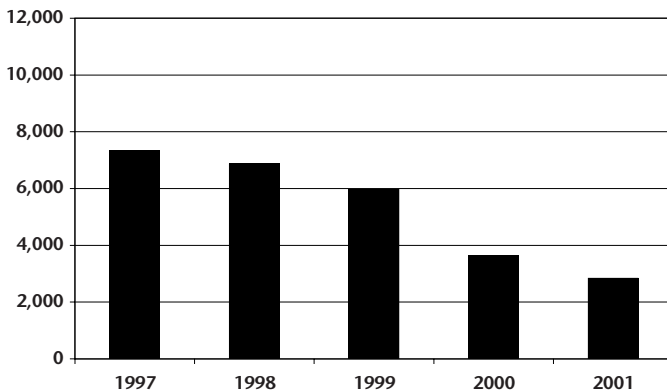
Ridership Trends

1997	7,306
1998	6,829
1999	5,931
2000	3,601
2001	2,800

2001 Highlights

- Provided transportation for the annual "Christmas Stroll" house tour.
- Provided transportation for the annual fall festival.

System Ridership Trend



Huntingburg Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$20,813
Other Salaries/Wages	\$30,115
Fringe:	\$14,151
Services:	\$1,370
Materials and Supplies:	\$1,268
Utilities:	\$3,300
Casualty/Liability:	\$715
Purchased Transportation:	\$0
Other	\$540
Total	\$72,272
Fixed Route Expenses	N/A
Demand Response Services	\$72,272

Revenue Summary

Fare Revenue:	\$761
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$28,300
State Assistance:	\$8,506
Federal Assistance:	\$34,705
Total	\$72,272

Productivity

Total Passenger Boardings:	2,800
Total Vehicle Miles:	6,578
Revenue Vehicle Miles:	6,412
Revenue Vehicle Hours:	2,580

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$10.99
Operating Expense Per Passenger Trip:	\$25.81
Passenger Trips Per Total Vehicle Mile:	0.43
Passenger Trips Per Capita:	0.50

Financial Performance

Operating Subsidy:	\$71,511
Operating Subsidy Ratio:	99%
Locally Derived Income:	\$29,061
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	1%

Fleet Inventory

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



Huntington Area Transportation

354 North Jefferson Street
 Huntington, IN 46750
 (260) 356-3006 Fax (260) 356-3007
 Contact: Bill Fetrow, Executive Director
 email: srctr@onlyinternet.net

General Information

Type of Service:	Demand Response
Service Area:	Huntingburg County
Service Population:	38,075

Service Hours

Weekday:	7:00am-5:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	8

Fare Structure

Express:	N/A
Base:	\$1 City of Huntington, \$2 from city out 8 miles, \$3 beyond 8 miles from city limits
Youth:	Same as base
Elderly/Disabled:	Elderly-Donation; Disabled-(same as above)
Transfer:	N/A
Other/Special:	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	3	5
Maintenance:	0	0
Administration:	1	2
Total:	4	7

Operation Characteristics

Revenue Vehicles:	4
Peak Hour Fleet:	4
Base Fleet:	4
Fuel Consumption(gal):	5,709

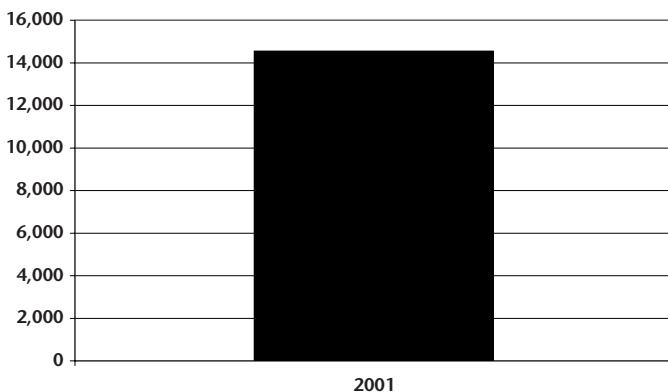
Ridership Trends

1997	N/A
1998	N/A
1999	N/A
2000	N/A
2001	14,547

2001 Highlights

- 2001 was the first year for the Huntington Area Transportation system. We are delighted about the increased amount of trips and ridership. In 2000, the previous transportation service that we provided through the Council on Aging, provided 8,979 trips. In the first year of the HAT, we provided 14,467 trips which is a 61% increase.
- In 2001, the HAT served 670 clients. Of these clients, 479 or 71% were new clients. Of these new clients, 247 or 52% were new senior citizen riders.
- We were also excited to be able to assist youth programs in the summer by providing transportation between various agencies and their programs and special activities.
- The Huntington Area Transportation received the Community Partner Award from Pathfinders Service for our assistance to the handicapped in transportation in 2001.

System Ridership Trend



Huntington Area Transportation

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$51,789
Other Salaries/Wages	\$52,804
Fringe:	\$9,348
Services:	\$2,110
Materials and Supplies:	\$15,666
Utilities:	\$3,218
Casualty/Liability:	\$5,742
Purchased Transportation:	\$0
Other	\$18,724
Total	\$159,401
Fixed Route Expenses	N/A
Demand Response Services	\$159,401

Revenue Summary

Fare Revenue:	\$10,224
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$80,777
State Assistance:	\$0
Federal Assistance:	\$68,400
Total	\$159,401

Productivity

Total Passenger Boardings:	14,547
Total Vehicle Miles:	65,977
Revenue Vehicle Miles:	55,670
Revenue Vehicle Hours:	7,623

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.42
Operating Expense Per Passenger Trip:	\$10.96
Passenger Trips Per Total Vehicle Mile:	0.22
Passenger Trips Per Capita:	0.38

Financial Performance

Operating Subsidy:	\$149,177
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$91,001
Locally Derived Income Per Operating Expense:	\$0.57
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1997	Dodge	13	No	Gas
1	1999	Dodge	3+2wc	Yes	Gas
1	2000	Dodge	9+2wc	Yes	Gas
1	2001	Dodge	13	No	Gas



IndyGo

1501 West Washington Street

Indianapolis, IN 46222

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

Contact: Roland Mross, Interim President/CEO

email: n/a

website: www.indygo.net

General Information

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

Service Hours

Weekday:	4:35am-2:48am
Saturday:	4:40am-12:30am
Sunday:	5:25am-12:30am
Holidays Without Service:	0

Fare Structure

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

Other/Special:

Pass (full fare) \$40/Month; E&D Pass \$20/ Month; Demand Response \$20 for Ten Trip Ticket; 7-Day Pass \$12; Day Pass \$3; All passes 1/2 price for youth and "Half-Fare" Program

Personnel

	Full-Time	Part-Time
Operations:	319	11
Maintenance:	76	0
Administration:	47	0
Total:	442	11

Operation Characteristics

Revenue Vehicles:	229
Peak Hour Fleet:	180
Base Fleet:	133
Fuel Consumption(gal):	1,681,338

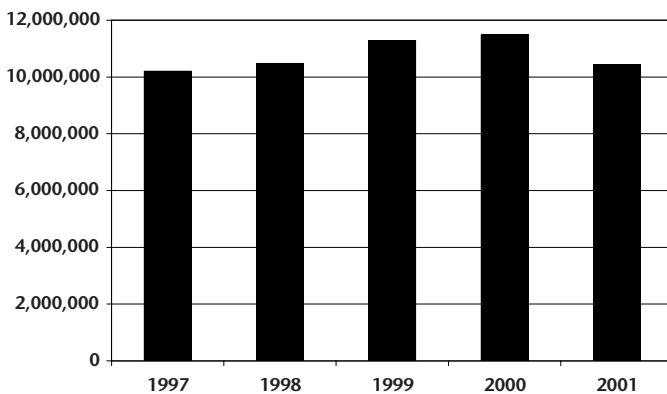
Ridership Trends

1997	10,169,976
1998	10,444,627
1999	11,239,155
2000	11,443,499
2001	10,389,510

2001 Highlights

- Received \$1,000,000 in FTA funding from the Job Access and Reverse Commute Grant Program
- Received CMAQ funding to launch a regional commuter choice program
- Completed a system-wide Origin-Destination Study
- Received notification of 5309 allocation for development of a downtown transit center
- Expanded Flex Service options to previously un-served areas of Indianapolis
- Increased service on several key fixed routes
- Provided downtown circulator service for the World Police and Fire Games.
- Improved on-time performance for fixed route service and reduced customer complaints.
- Launched IndyWorks Program to offer employers the opportunity to provide transit passes to employees utilizing pre-tax dollars.
- Doubled Late Night service capacity from four to eight vehicles and expanded employer zones to include the downtown district and the Shadeland Avenue Corridor.

System Ridership Trend



Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$10,633,188
Other Salaries/Wages	\$4,109,117
Fringe:	\$6,407,923
Services:	\$3,569,090
Materials and Supplies:	\$3,879,510
Utilities:	\$703,882
Casualty/Liability:	\$1,148,336
Purchased Transportation:	\$2,996,339
Other	\$793,100
Total	\$34,240,485

Fixed Route Expenses	(estimated) \$27,049,983
Demand Response Services	(estimated) \$7,190,502

Revenue Summary

Fare Revenue:	\$7,336,505
Charter/Other:	\$387,252
Contra & Other Fed/State:	\$0
Local Assistance:	\$9,435,947
State Assistance:	\$9,455,016
Federal Assistance:	\$7,625,765
Total	\$34,240,485

Productivity

Total Passenger Boardings:	10,389,510
Total Vehicle Miles:	10,303,872
Revenue Vehicle Miles:	8,854,022
Revenue Vehicle Hours:	540,201

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.32
Operating Expense Per Passenger Trip:	\$3.30
Passenger Trips Per Total Vehicle Mile:	1.01
Passenger Trips Per Capita:	11.49

Financial Performance

Operating Subsidy:	\$26,516,728
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$17,159,704
Locally Derived Income Per Operating Expense:	\$0.50
Fare Recovery Ratio:	21%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
19	1986	Orion	48	No	Diesel
7	1987	Orion	48	No	Diesel
30	1997	Gillig	44+2wc	Yes	Diesel
10	1998	Gillig	44+2wc	Yes	Diesel
3	1998	Ford	22+2wc	Yes	Diesel
8	1998	Ford	14+4wc	Yes	Diesel
2	1999	Ford	14+4wc	Yes	Diesel
25	2000	Gillig	23+2wc	Yes	Diesel
25	2000	Gillig	28+2wc	Yes	Diesel
25	2000	Gillig	38+2wc	Yes	Diesel
36	2000	Ford	14+4wc	Yes	Diesel
35	2001	Ford	14+4wc	Yes	Diesel
7	2002	Ford	14+4wc	Yes	Diesel



ACCESS Johnson County

P.O. Box 216

Franklin, IN 46131

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

Contact: Rebecca J. Price, Transportation Director

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

General Information

Type of Service:	Demand Response & Deviated Fixed Route
Service Area:	Johnson County
Service Population:	64,048

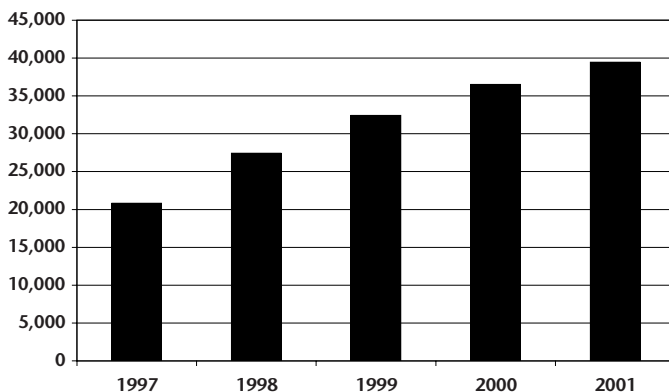
Service Hours

Weekday:	5:30am-12midnight
Saturday:	5:30am-12midnight
Sunday:	5:30am-12midnight Deviated Fixed-Route- 6:30am-6:30pm
Holidays Without Service:	4

Fare Structure

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

System Ridership Trend



Personnel

	Full-Time	Part-Time
Operations:	13	12
Maintenance:	0	0
Administration:	1	0
Total:	14	12

Operation Characteristics

Revenue Vehicles:	13
Peak Hour Fleet:	10
Base Fleet:	10
Fuel Consumption(gal):	39,198

Ridership Trends

1997	20,681
1998	27,308
1999	32,286
2000	36,394
2001	39,317

2001 Highlights

- ACCESS Johnson County has served more than 1200 different passengers since it began.
- ACCESS Johnson County was awarded the Indiana Department of Transportation Commissioner's Award for Excellence in Rural Transit Management on October 5, 2001.
- ACCESS Johnson County: Passenger Trips during year 2001 – 39,317. In the past years were as follows:
- ACCESS Johnson County coordinated with IndyGo to expand Greenwood Connector service using new Indiana Department of Transportation Inter-City grant.
- ACCESS Johnson County pilots the Whiteland/US31 Connector and the Franklin Connector. July 2001.
- A Federal Grant to help support ACCESS' operating costs has been approved for the fourth year.
- Local matching funds for ACCESS have been pledged by six of the eight towns/cities of Johnson County.
- ACCESS has increased to 23 drivers over the last year.
- New logo for the Connector Service won by local high school student.
- ACCESS Johnson County participated in State Wide Marketing Plan.

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$328,728
Other Salaries/Wages	\$103,495
Fringe:	\$73,721
Services:	\$45,848
Materials and Supplies:	\$51,010
Utilities:	\$16,084
Casualty/Liability:	\$9,666
Purchased Transportation:	\$0
Other	\$141,934
Total	\$770,486
Fixed Route Expenses	\$85,053
Demand Response Services	\$685,433

Revenue Summary

Fare Revenue:	\$130,615
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$313,389
State Assistance:	\$77,247
Federal Assistance:	\$249,235
Total	\$770,486

Productivity

Total Passenger Boardings:	39,317
Total Vehicle Miles:	374,374
Revenue Vehicle Miles:	360,967
Revenue Vehicle Hours:	23,132

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.06
Operating Expense Per Passenger Trip:	\$19.60
Passenger Trips Per Total Vehicle Mile:	0.11
Passenger Trips Per Capita:	0.61

Financial Performance

Operating Subsidy:	\$639,871
Operating Subsidy Ratio:	83%
Locally Derived Income:	\$444,004
Locally Derived Income Per Operating Expense:	\$0.58
Fare Recovery Ratio:	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1994	Dodge	6+2wc	Yes	Gas
3	1996	Dodge	6+2wc	Yes	Gas
1	1997	Ford	14+3wc	Yes	Gas
2	1998	Dodge	6+2wc	Yes	Gas
2	1999	Dodge	6+2wc	Yes	Gas
1	2000	Dodge	6+2wc	Yes	Gas
1	2001	Dodge	6+2wc	Yes	Gas
1	2001	Ford	14+2wc	Yes	Gas



Arrowhead Country Public Transportation

115 E. 4th Street, P.O. Box 127
 Monon, IN 47959
 (219) 253-6658 Fax (219) 253-6659
 Contact: Stan Minnick, Project Coordinator
 email: STANM@URHERE.NET

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

Revenue Vehicles:	51
Peak Hour Fleet:	51
Base Fleet:	45
Fuel Consumption(gal):	67,414

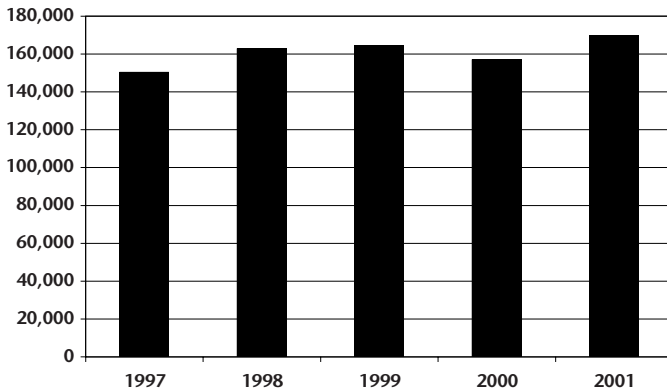
Ridership Trends

1997	149,794
1998	162,261
1999	163,893
2000	156,443
2001	169,349

2001 Highlights

- Arrowhead County Public Transit Service experienced its highest ridership in the sixteen-year history of the system. The ridership increase is mainly attributed to expansion of the Head Start Program in several of our counties. This cooperative partnership between the Head Start Program and Arrowhead County Public Transit Service is beneficial to both programs in that our transit system can provide Head Start Transportation services at a lesser expense than if the Head Start Program provided its transportation services directly. Arrowhead County Public Transit Service benefits from this arrangement by increasing locally derived income and ridership.

System Ridership Trend



Arrowhead Country Public Transportation

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$319,263
Other Salaries/Wages	\$307,501
Fringe:	\$207,923
Services:	\$94,211
Materials and Supplies:	\$94,823
Utilities:	\$43,145
Casualty/Liability:	\$124,092
Purchased Transportation:	\$0
Other	\$48,005

Total \$1,238,963

Fixed Route Expenses N/A
Demand Response Services \$1,238,963

Revenue Summary

Fare Revenue:	\$317,643
Charter/Other:	\$0
Contra & Other Fed/State:	\$5,503
Local Assistance:	\$164,691
State Assistance:	\$303,479
Federal Assistance:	\$447,647

Total \$1,238,963

Productivity

Total Passenger Boardings:	169,349
Total Vehicle Miles:	749,258
Revenue Vehicle Miles:	709,951
Revenue Vehicle Hours:	45,112

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.65
Operating Expense Per Passenger Trip:	\$7.32
Passenger Trips Per Total Vehicle Mile:	0.23
Passenger Trips Per Capita:	1.58

Financial Performance

Operating Subsidy:	\$915,817
Operating Subsidy Ratio:	74%
Locally Derived Income:	\$482,334
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	26%

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	1988	GMC/Carpenter	16	No	2	2000	Dodge/Braun	9+2wc	Yes
1	1990	Dodge/Braun	9+2wc	Yes	1	2000	Chevrolet	22	No
1	1991	Dodge/Braun	8+2wc	Yes	1	2000	Dodge/Braun	14	No
1	1991	Dodge	14	No	1	2000	Chevrolet	4	No
1	1991	Chevrolet	7	No	4	2001	Dodge/Braun	9+2wc	Yes
4	1991	Chevrolet	22	No	2	2001	Chevrolet	22	No
1	1992	Ford	14	No					
1	1993	Ford	14	No					
2	1994	Dodge/Braun	9+2wc	Yes					
1	1995	Dodge/Braun	13	No					
4	1995	Dodge/Braun	9+2wc	Yes					
4	1995	Chevrolet	22	No					
3	1996	Chevrolet	7	No					
1	1996	Dodge	6	No					
1	1997	Dodge	13	No					
4	1997	Dodge/Braun	9+2wc	Yes					
1	1997	GMC/BUB	5	No					
2	1997	Dodge	6	No					
3	1999	Dodge/Braun	9+2wc	Yes					
2	1999	Dodge	6	No					
1	1999	Ford	5	No					



Van-Go

2009 Prospect Avenue
 Vincennes, IN 47591
 (812) 882-2285 Fax (812) 882-2186
 Contact: Mary Eakins, Transportation Specialist
 email: n/a

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	2	7
Maintenance:	0	0
Administration:	1	0
Total:	<u>3</u>	<u>7</u>

Operation Characteristics

Revenue Vehicles:	7
Peak Hour Fleet:	5
Base Fleet:	4
Fuel Consumption(gal):	15,623

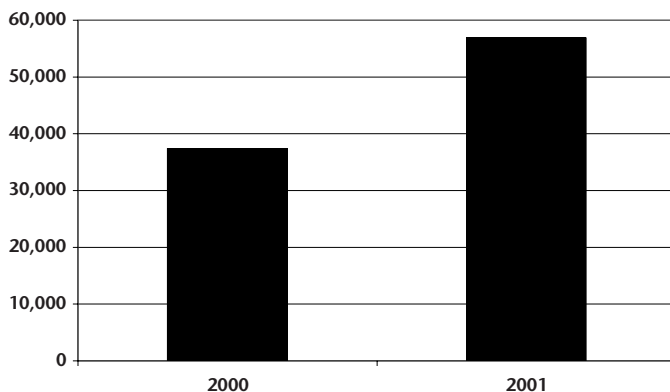
Ridership Trends

1997	N/A
1998	N/A
1999	N/A
2000	37,358
2001	56,889

2001 Highlights

- 52% ridership increase while keeping mileage at a 33% increase.
- Was first to use and actually put RTAP slogan on Vans "Your Ride is Here".
- Coordinated efforts between "Kids Wish Network" and "VanGo" to transport a young boy who suffers from Duchennes Muscular Dystrophy, a degenerative muscular disease.. This young man is confined to a wheelchair and must sleep in a hospital bed. Slowly the disease destroys the body until it finally affects their heart and lungs. Duchennes sufferers typically succumb to the disease in their teenage years. This young boy's doctor has told his family that he is already in the final stages and it is hoped that he will survive the winter, but it is not likely. Kids Wish Network is a 501 C non-profit organization dedicated to granting the wishes of children between the ages of three and eighteen who are living with terminal illnesses. VanGo transported this young man (in our "Fun Starry Starry Night" Wheelchair transport on Nov. 28, 2001) to Super Wal-Mart in Vincennes for his shopping spree. Afterwards he was transported to his home. This young man had many fun-filled hours and it was very magical. VanGo was very happy to be a part of this magic. A Guardian Angel plaque was given to VanGo to proudly display as a reminder of a wonderful act of kindness.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$137,564
Other Salaries/Wages	\$0
Fringe:	\$29,768
Services:	\$0
Materials and Supplies:	\$29,181
Utilities:	\$5,851
Casualty/Liability:	\$10,449
Purchased Transportation:	\$0
Other	\$23,544
Total	\$236,357
Fixed Route Expenses	N/A
Demand Response Services	\$236,357

Revenue Summary

Fare Revenue:	\$53,957
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$91,200
State Assistance:	\$0
Federal Assistance:	\$91,200
Total	\$236,357

Productivity

Total Passenger Boardings:	56,889
Total Vehicle Miles:	167,026
Revenue Vehicle Miles:	164,131
Revenue Vehicle Hours:	10,984

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.42
Operating Expense Per Passenger Trip:	\$4.15
Passenger Trips Per Total Vehicle Mile:	0.34
Passenger Trips Per Capita:	1.45

Financial Performance

Operating Subsidy:	\$182,400
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$145,157
Locally Derived Income Per Operating Expense:	\$0.61
Fare Recovery Ratio:	23%

Fleet Inventory

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



First City Rider/Kokomo Senior Citizen Bus Service

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

General Information

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

Service Hours

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

Fare Structure

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

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

Personnel

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

Operation Characteristics

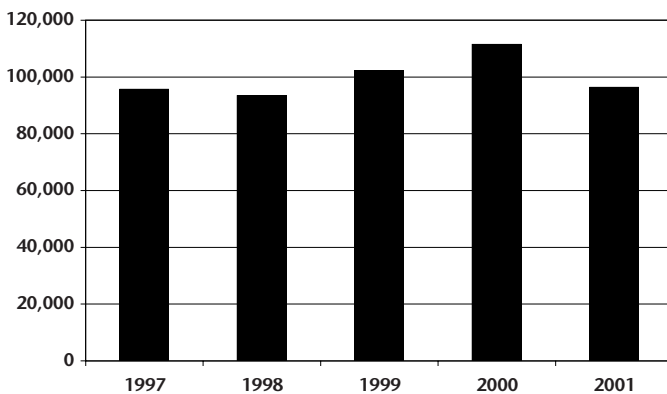
Revenue Vehicles:	24
Peak Hour Fleet:	24
Base Fleet:	16
Fuel Consumption(gal):	34,014

Ridership Trends

1997	95,348
1998	93,089
1999	101,853
2000	111,140
2001	96,028

2001 Highlights

System Ridership Trend



Group 3

First City Rider/ Kokomo Senior Citizen Bus Service

Operating Expense Summary

Operator Salaries/Wages:	\$233,725
Other Salaries/Wages	\$90,282
Fringe:	\$172,781
Services:	\$0
Materials and Supplies:	\$37,275
Utilities:	\$5,026
Casualty/Liability:	\$15,850
Purchased Transportation:	\$348,391
Other	\$47,186
Total	\$950,516
Fixed Route Expenses	N/A
Demand Response Services	\$950,516

Revenue Summary

Fare Revenue:	\$148,884
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$247,348
State Assistance:	\$133,528
Federal Assistance:	\$420,756
Total	\$950,516

Productivity

Total Passenger Boardings:	96,028
Total Vehicle Miles:	330,296
Revenue Vehicle Miles:	219,209
Revenue Vehicle Hours:	21,927

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.88
Operating Expense Per Passenger Trip:	\$9.90
Passenger Trips Per Total Vehicle Mile:	0.29
Passenger Trips Per Capita:	2.08

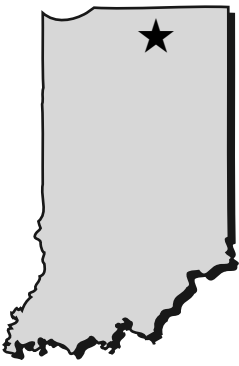
Financial Performance

Operating Subsidy:	\$801,632
Operating Subsidy Ratio:	84%
Locally Derived Income:	\$396,232
Locally Derived Income Per Operating Expense:	\$0.42
Fare Recovery Ratio:	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1995	Ford	14+2wc	Yes	Gas
2	1996	Ford	14+2wc	Yes	Gas
2	1998	Ford	14+2wc	Yes	Gas
6	2001	Ford	12+2wc	Yes	Diesel

12 vehicles operated by private contractors



Kosciusko Area Bus Service

1804 East Winona Avenue

Warsaw, IN 46580

(574) 267-4990 Fax (574) 267-6200

Contact: Rita Baker, General Manager

email: ritab@cardinalcenter.org

website: www.cardinalcenter.org/kabs.htm

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	9	2
Maintenance:	1	0
Administration:	4	0
Total:	14	2

Operation Characteristics

Revenue Vehicles:	14
Peak Hour Fleet:	8
Base Fleet:	8
Fuel Consumption(gal):	26,952

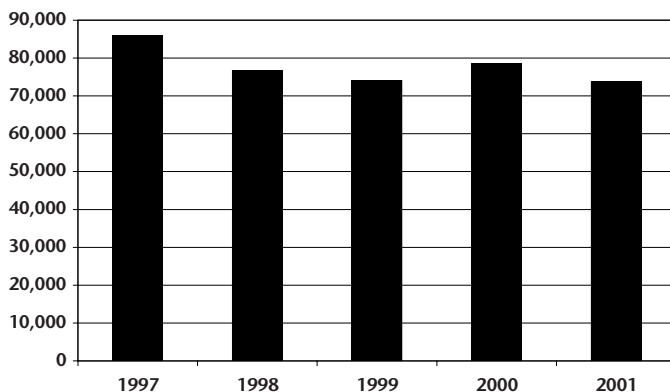
Ridership Trends

1997	85,564
1998	76,455
1999	73,817
2000	78,186
2001	73,521

2001 Highlights

- Completed Medicaid application process. Begin Medicaid transportation in early 2002. Local matching funds for KABS from the City of Warsaw and Kosciusko County Foundation for the purchase of two new BOVCs.

System Ridership Trend



Kosciusko Area Bus Service

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$180,081
Other Salaries/Wages	\$117,332
Fringe:	\$139,575
Services:	\$6,771
Materials and Supplies:	\$65,392
Utilities:	\$16,965
Casualty/Liability:	\$19,276
Purchased Transportation:	\$0
Other	\$68,303
Total	\$613,695
Fixed Route Expenses	\$275,428
Demand Response Services	\$338,267

Revenue Summary

Fare Revenue:	\$42,960
Charter/Other:	\$15,161
Contra & Other Fed/State:	\$0
Local Assistance:	\$116,909
State Assistance:	\$160,878
Federal Assistance:	\$277,787
Total	\$613,695

Productivity

Total Passenger Boardings:	73,521
Total Vehicle Miles:	211,419
Revenue Vehicle Miles:	174,545
Revenue Vehicle Hours:	11,325

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.90
Operating Expense Per Passenger Trip:	\$8.35
Passenger Trips Per Total Vehicle Mile:	0.35
Passenger Trips Per Capita:	0.99

Financial Performance

Operating Subsidy:	\$555,574
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$175,030
Locally Derived Income Per Operating Expense:	\$0.29
Fare Recovery Ratio:	7%

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	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
1	2000	Dodge	12+2wc	Yes	Gas
2	2002	Ford	16+2wc	Yes	Diesel



Citybus

1250 Canal Rd., Box 588

Lafayette, IN 47902

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

Contact: Martin B. Sennett, General Manager

email: msennett@gocitybus.com

website: www.GoCityBus.com

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	72	16
Maintenance:	12	1
Administration:	16	0
Total:	100	17

Operation Characteristics

Revenue Vehicles:	68
Peak Hour Fleet:	53
Base Fleet:	37
Fuel Consumption(gal):	364,843

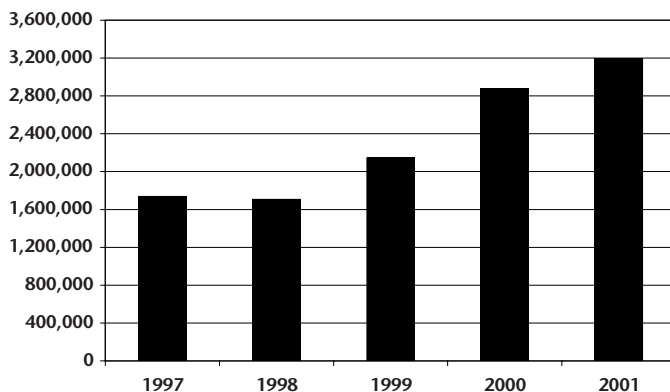
Ridership Trends

1997	1,728,389
1998	1,695,702
1999	2,135,333
2000	2,861,573
2001	3,182,325

2001 Highlights

- The American Public Transportation Association (APTA) awarded CityBus Outstanding Transit System of the Year. The award is the highest honor a transit system can win from the nation's most respected transit trade association.
- Total ridership was a record 3,182,325, an 11.2% increase over previous year. 2001 was our first year ever to surpass 3 million riders.
- CityBus was named one of the top ten fastest-growing transit agencies in the nation in the September/October issue of Metro, a transit trade magazine.
- Work was started on CityBus' second child care center. The new center at Wabash Landing will open late 2002.
- New routes were contracted with Jefferson Commons and Willowbrook West, two privately owned communities providing housing for Purdue students.

System Ridership Trend



Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$1,886,811
Other Salaries/Wages	\$1,036,591
Fringe:	\$994,805
Services:	\$159,619
Materials and Supplies:	\$716,721
Utilities:	\$63,635
Casualty/Liability:	\$273,202
Purchased Transportation:	\$0
Other	\$107,344
Total	\$5,238,728
Fixed Route Expenses	\$4,791,771
Demand Response Services	\$393,295

Revenue Summary

Fare Revenue:	\$1,288,545
Charter/Other:	\$313,400
Contra & Other Fed/State:	\$31,689
Local Assistance:	\$1,598,655
State Assistance:	\$1,412,126
Federal Assistance:	\$594,313
Total	\$5,238,728

Productivity

Total Passenger Boardings:	3,182,325
Total Vehicle Miles:	1,515,408
Revenue Vehicle Miles:	1,367,242
Revenue Vehicle Hours:	116,805

Performance/Service Effectiveness

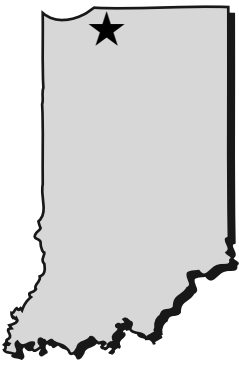
Operating Expense Per Total Vehicle Mile:	\$3.46
Operating Expense Per Passenger Trip:	\$1.65
Passenger Trips Per Total Vehicle Mile:	2.10
Passenger Trips Per Capita:	25.86

Financial Performance

Operating Subsidy:	\$3,605,094
Operating Subsidy Ratio:	69%
Locally Derived Income:	\$3,200,600
Locally Derived Income Per Operating Expense:	\$0.61
Fare Recovery Ratio:	25%

Fleet Inventory

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



TransPorte

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

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

Revenue Vehicles:	8
Peak Hour Fleet:	6
Base Fleet:	4
Fuel Consumption(gal):	19,740

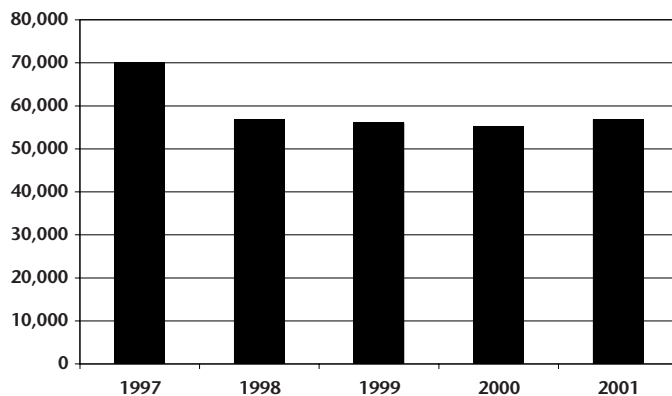
Ridership Trends

1997	69,796
1998	56,474
1999	55,758
2000	54,985
2001	56,441

2001 Highlights

- Working with Planned Parenthood Program to provide transportation for clients to appointments, using tokens.
- Providing transportation for welfare to work program.
- Transporte provides vehicle and Drivers volunteer to provide transportation for annual MDA fundraiser.
- Participate in senior expo with booth to inform seniors of services available to them from Transporte
- Offer free transportation to polls for seniors on election day.
- Offer discount to seniors and disabled persons.
- Offer punch passes to customers for convenience and 25 cents per ride savings.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$292,050
Other Salaries/Wages	\$0
Fringe:	\$125,002
Services:	\$9,301
Materials and Supplies:	\$42,395
Utilities:	\$17,493
Casualty/Liability:	\$9,767
Purchased Transportation:	\$0
Other	\$8,438
Total	\$504,446
Fixed Route Expenses	N/A
Demand Response Services	\$504,446

Revenue Summary

Fare Revenue:	\$90,843
Charter/Other:	\$7,800
Contra & Other Fed/State:	\$7,318
Local Assistance:	\$87,002
State Assistance:	\$112,240
Federal Assistance:	\$199,243
Total	\$504,446

Productivity

Total Passenger Boardings:	56,441
Total Vehicle Miles:	154,822
Revenue Vehicle Miles:	154,822
Revenue Vehicle Hours:	17,983

Performance/Service Effectiveness

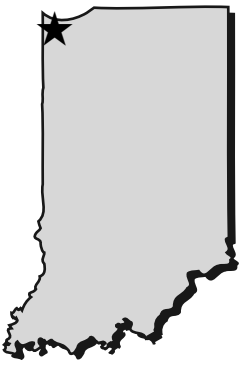
Operating Expense Per Total Vehicle Mile:	\$3.26
Operating Expense Per Passenger Trip:	\$8.94
Passenger Trips Per Total Vehicle Mile:	0.36
Passenger Trips Per Capita:	2.61

Financial Performance

Operating Subsidy:	\$398,485
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$185,645
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
2	1998	Braun Corp.	8+2wc	Yes	Gas
2	1999	Braun Corp.	8+2wc	Yes	Gas
2	2000	Braun Corp.	8+2wc	Yes	Gas
2	2001	Braun Corp.	8+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

email: jschoon@lceoc.org

General Information

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

Service Hours

Weekday:	6:00am-8:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	12

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	41	6
Maintenance:	0	0
Administration:	3	2
Total:	44	8

Operation Characteristics

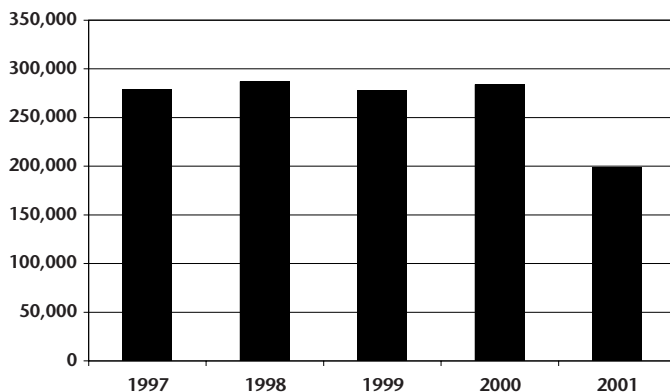
Revenue Vehicles:	62
Peak Hour Fleet:	49
Base Fleet:	39
Fuel Consumption(gal):	107,412

Ridership Trends

1997	277,300
1998	285,619
1999	276,662
2000	282,560
2001	197,199

2001 Highlights

System Ridership Trend



LCEOC Transaction

Group 3

Operating Expense Summary

Operator Salaries/Wages:	\$677,179
Other Salaries/Wages	\$302,546
Fringe:	\$242,799
Services:	\$542,595
Materials and Supplies:	\$149,393
Utilities:	\$25,913
Casualty/Liability:	\$130,993
Purchased Transportation:	\$0
Other	\$11,819
Total	\$2,083,237

Fixed Route Expenses	N/A
Demand Response Services	\$2,083,237

Revenue Summary

Fare Revenue:	\$268,592
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$567,190
State Assistance:	\$800,077
Federal Assistance:	\$447,378
Total	\$2,083,237

Productivity

Total Passenger Boardings:	197,199
Total Vehicle Miles:	945,227
Revenue Vehicle Miles:	708,920
Revenue Vehicle Hours:	76,384

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.20
Operating Expense Per Passenger Trip:	\$10.56
Passenger Trips Per Total Vehicle Mile:	0.21
Passenger Trips Per Capita:	3.83

Financial Performance

Operating Subsidy:	\$1,814,645
Operating Subsidy Ratio:	87%
Locally Derived Income:	\$835,782
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	13%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1991	Chevrolet	11	No	Gas
3	1993	Ford/Turtle Top	5+2wc	Yes	Gas
1	1993	Ford/Eldorado	12+2wc	Yes	Gas
1	1994	Dodge	15	No	Gas
1	1994	Ford/Supreme	12+2wc	Yes	Gas
1	1995	Ford/Supreme	12+2wc	Yes	Diesel
2	1995	Dodge	5+2wc	Yes	Gas
1	1996	Dodge	5+2wc	Yes	Gas
9	1996	Ford	12+2wc	Yes	Gas/CNG
8	1996	Ford	21	No	Gas/CNG
1	1996	Ford/Supreme	12+2wc	Yes	Diesel
2	1997	Ford	15	No	CNG
2	1998	Chevrolet	7	No	Gas
1	1998	Dodge	5+2wc	Yes	Gas
2	1999	Ford	15	No	CNG
5	1999	Ford/Braun	5+2wc	Yes	CNG
6	1999	Ford/Supreme	11+2wc	Yes	CNG
1	1999	Dodge	15	No	Gas
2	2000	Chevrolet	7	No	Gas
11	2001	Ford-Goshen	11+2wc	Yes	Gas
1	2001	Ford-Goshen	11+2wc	Yes	Diesel



Transportation for Rural Areas of Madison

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

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

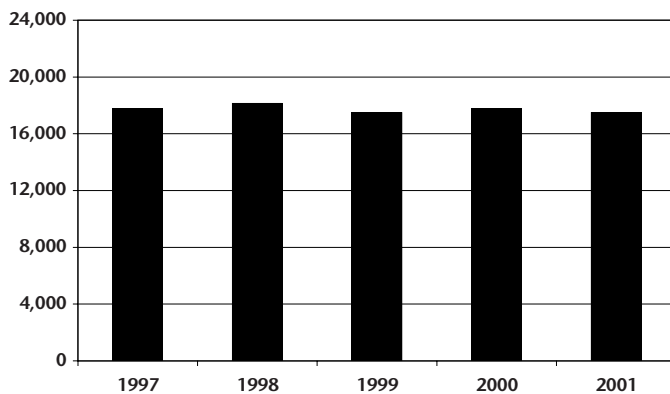
Revenue Vehicles:	8
Peak Hour Fleet:	8
Base Fleet:	8
Fuel Consumption(gal):	19,627

Ridership Trends

1997	17,712
1998	18,061
1999	17,412
2000	17,669
2001	17,408

2001 Highlights

System Ridership Trend



Transportation for Rural Areas of Madison

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$42,200
Fringe:	\$11,558
Services:	\$0
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$187,135
Other	\$17,843
Total	\$258,736
Fixed Route Expenses	N/A
Demand Response Services	\$258,736

Revenue Summary

Fare Revenue:	\$52,224
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$25,517
State Assistance:	\$77,739
Federal Assistance:	\$103,256
Total	\$258,736

Productivity

Total Passenger Boardings:	17,408
Total Vehicle Miles:	204,509
Revenue Vehicle Miles:	204,509
Revenue Vehicle Hours:	N/A

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.27
Operating Expense Per Passenger Trip:	\$14.86
Passenger Trips Per Total Vehicle Mile:	0.09
Passenger Trips Per Capita:	0.24

Financial Performance

Operating Subsidy:	\$206,512
Operating Subsidy Ratio:	80%
Locally Derived Income:	\$77,741
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	20%

Fleet Inventory

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



Marion Transportation System

520 East 6th Street
 Marion, IN 46953
 (765) 668-4405 Fax (765) 668-1798
 Contact: Orville Fitzjarrald, Manager
 email: n/a

General Information

Type of Service: Fixed Route with ADA Deviation
 Service Area: Marion City Limits, plus hourly service to Gas City and Jonesboro
 Service Population: 31,320

Service Hours

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

Fare Structure

Express: N/A
 Base: \$0.50
 Youth: \$0.25
 Elderly/Disabled: \$0.50
 Transfer: Free
 Other/Special:
 E&D fare \$0.25 with ID; E&D ID card \$1/ year; Tokens \$10/ 40 Rides; ADA Paratransit Service \$1 per ride

Personnel

	Full-Time	Part-Time
Operations:	6	1
Maintenance:	1	0
Administration:	2	2
Total:	9	3

Operation Characteristics

Revenue Vehicles:	9
Peak Hour Fleet:	5
Base Fleet:	5
Fuel Consumption(gal):	32,707

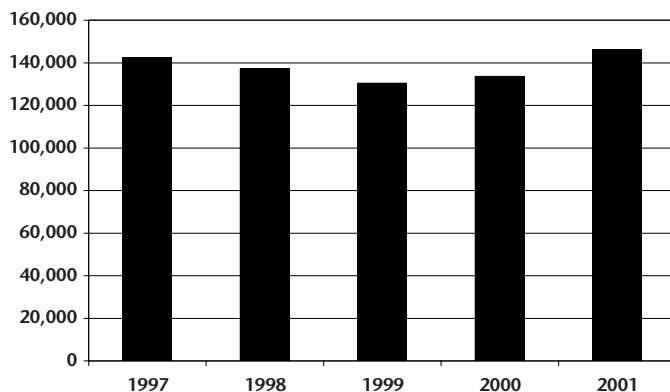
Ridership Trends

1997	141,893
1998	136,595
1999	129,924
2000	133,165
2001	145,638

2001 Highlights

- Addition of 1 route serving Gas City and Jonesboro (1 hour headways)

System Ridership Trend



Marion Transportation System

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$188,322
Other Salaries/Wages	\$113,347
Fringe:	\$121,909
Services:	\$50,902
Materials and Supplies:	\$72,063
Utilities:	\$3,848
Casualty/Liability:	\$17,023
Purchased Transportation:	\$0
Other	\$11,507
Total	\$578,921
Fixed Route Expenses	N/A
Demand Response Services	\$578,921

Revenue Summary

Fare Revenue:	\$28,499
Charter/Other:	\$26,000
Contra & Other Fed/State:	\$8,000
Local Assistance:	\$103,857
State Assistance:	\$158,354
Federal Assistance:	\$254,211
Total	\$578,921

Productivity

Total Passenger Boardings:	145,638
Total Vehicle Miles:	191,595
Revenue Vehicle Miles:	191,595
Revenue Vehicle Hours:	12,600

Performance/Service Effectiveness

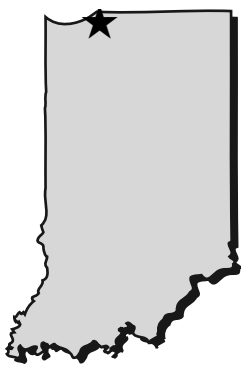
Operating Expense Per Total Vehicle Mile:	\$3.02
Operating Expense Per Passenger Trip:	\$3.98
Passenger Trips Per Total Vehicle Mile:	0.76
Passenger Trips Per Capita:	4.65

Financial Performance

Operating Subsidy:	\$516,422
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$158,356
Locally Derived Income Per Operating Expense:	\$0.27
Fare Recovery Ratio:	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1994	Ford	18+2wc	Yes	Gas
1	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

1801 Kentucky Street
 Michigan City, IN 46360
 (219) 873-1502 Fax (219) 873-1565
 Contact: Walter Gipson, Director
 email: gipsonw@skynet.net

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

Revenue Vehicles:	9
Peak Hour Fleet:	6
Base Fleet:	5
Fuel Consumption(gal):	34,012

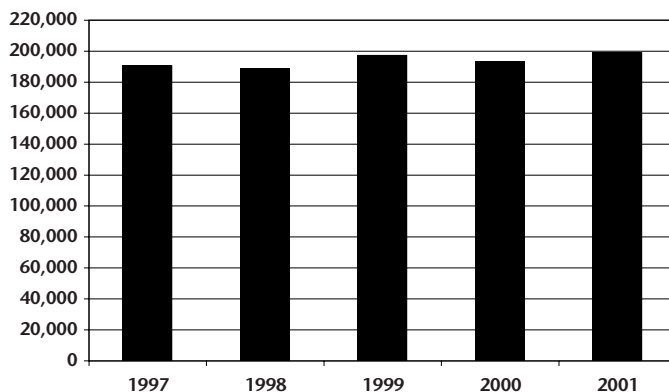
Ridership Trends

1997	190,099
1998	187,886
1999	196,713
2000	192,644
2001	198,339

2001 Highlights

- Video Systems were installed one of the buses.
- New Bus Stop signs were developed and a placement program initiated.
- Installed a bus shelter at 8th and Willard Ave.
- Minor adjustments were made to Route #1 to accommodate the businesses on the south side.
- Added one (1) new route bus to the Municipal Coach Fleet.

System Ridership Trend



Michigan City Municipal Coach Service

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$362,046
Other Salaries/Wages	\$0
Fringe:	\$186,624
Services:	\$198,204
Materials and Supplies:	\$71,286
Utilities:	\$21,998
Casualty/Liability:	\$22,789
Purchased Transportation:	\$0
Other	\$701
Total	\$863,648
Fixed Route Expenses	\$575,810
Demand Response Services	\$287,838

Revenue Summary

Fare Revenue:	\$84,286
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$156,779
State Assistance:	\$241,062
Federal Assistance:	\$381,521
Total	\$863,648

Productivity

Total Passenger Boardings:	198,339
Total Vehicle Miles:	256,620
Revenue Vehicle Miles:	242,594
Revenue Vehicle Hours:	14,122

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.37
Operating Expense Per Passenger Trip:	\$4.35
Passenger Trips Per Total Vehicle Mile:	0.77
Passenger Trips Per Capita:	6.03

Financial Performance

Operating Subsidy:	\$779,362
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$241,065
Locally Derived Income Per Operating Expense:	\$0.28
Fare Recovery Ratio:	10%

Fleet Inventory

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



Mitchell Transit System

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

General Information

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

Service Hours

Weekday:	7:50am-4:20pm
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:	1	0
Total:	2	1

Operation Characteristics

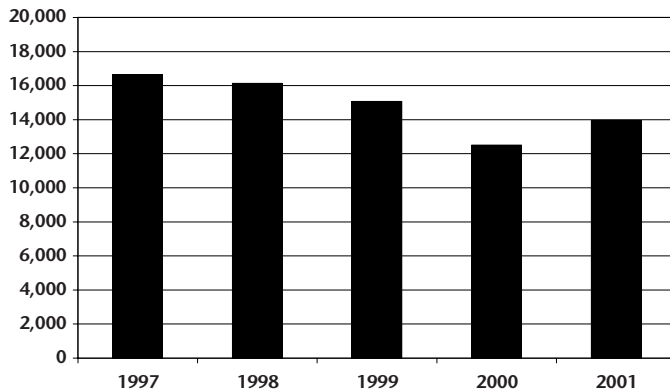
Revenue Vehicles:	3
Peak Hour Fleet:	2
Base Fleet:	1
Fuel Consumption(gal):	3,512

Ridership Trends

1997	16,595
1998	16,075
1999	15,010
2000	12,444
2001	13,899

2001 Highlights

System Ridership Trend



Mitchell Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$22,714
Other Salaries/Wages	\$32,090
Fringe:	\$15,873
Services:	\$13,154
Materials and Supplies:	\$6,284
Utilities:	\$674
Casualty/Liability:	\$1,998
Purchased Transportation:	\$0
Other	\$6,629
Total	\$99,416
Fixed Route Expenses	N/A
Demand Response Services	\$99,416

Revenue Summary

Fare Revenue:	\$9,062
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$20,339
State Assistance:	\$31,118
Federal Assistance:	\$38,897
Total	\$99,416

Productivity

Total Passenger Boardings:	13,899
Total Vehicle Miles:	19,619
Revenue Vehicle Miles:	19,619
Revenue Vehicle Hours:	1,657

Performance/Service Effectiveness

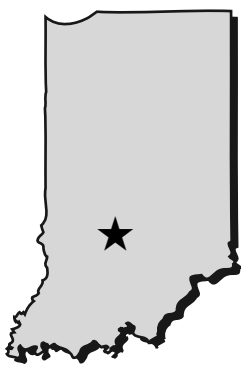
Operating Expense Per Total Vehicle Mile:	\$5.07
Operating Expense Per Passenger Trip:	\$7.15
Passenger Trips Per Total Vehicle Mile:	0.71
Passenger Trips Per Capita:	3.04

Financial Performance

Operating Subsidy:	\$90,354
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$29,401
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	9%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1990	Ford	12+2wc	Yes	Gas
1	1996	Ford	12+2wc	Yes	Gas
1	2000	Ford	12+2wc	Yes	Gas



Rural Transit

7500 West Reeves Road
 Bloomington, IN 47404
 (812) 876-3383 Fax (812) 876-9922
 Contact: Jewel Echelbarger, Executive Director
 email: jechelba@area10.bloomington.in.us website: www.area10.

bloomington.in.us/
 ruraltransit/index.html

General Information

Type of Service: Fixed Route and Demand Response
 Service Area: Monroe, Owen, and Lawrence Counties
 Service Population: 100,645

Service Hours

Weekday: 6:00am-6:15pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 14

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:	9	16
Maintenance:	1	1
Administration:	2	3
Total:	12	20

Operation Characteristics

Revenue Vehicles:	16
Peak Hour Fleet:	15
Base Fleet:	14
Fuel Consumption(gal):	65,281

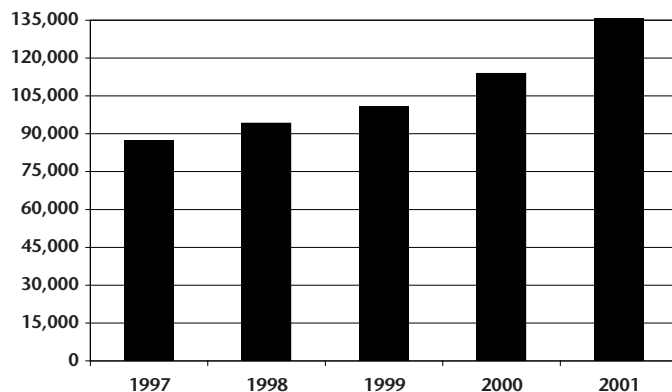
Ridership Trends

1997	86,847
1998	93,802
1999	100,241
2000	113,538
2001	148,837

2001 Highlights

- Began service for Lawrence County Rural Transit using Demand Response Public Transit Services
- Significant increase in job site transit service with training centers.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$385,859
Other Salaries/Wages	\$0
Fringe:	\$47,618
Services:	\$8,106
Materials and Supplies:	\$172,277
Utilities:	\$14,675
Casualty/Liability:	\$88,269
Purchased Transportation:	\$0
Other	\$99,097
Total	\$815,901
Fixed Route Expenses	\$399,792
Demand Response Services	\$416,109

Revenue Summary

Fare Revenue:	\$108,445
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$176,563
State Assistance:	\$177,205
Federal Assistance:	\$353,688
Total	\$815,901

Productivity

Total Passenger Boardings:	148,837
Total Vehicle Miles:	619,111
Revenue Vehicle Miles:	508,405
Revenue Vehicle Hours:	N/A

Performance/Service Effectiveness

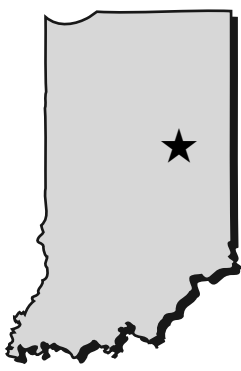
Operating Expense Per Total Vehicle Mile:	\$1.32
Operating Expense Per Passenger Trip:	\$5.48
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	1.48

Financial Performance

Operating Subsidy:	\$707,456
Operating Subsidy Ratio:	87%
Locally Derived Income:	\$285,008
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	13%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1993	Ford	22+2wc	Yes	Gas
1	1994	Ford	16+2wc	Yes	Gas
2	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
2	1999	Ford	16+2wc	Yes	Gas
1	2001	Ford	24	No	Diesel



Muncie Indiana Transit System

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

website: www.mitsbus.org

General Information

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

Service Hours

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

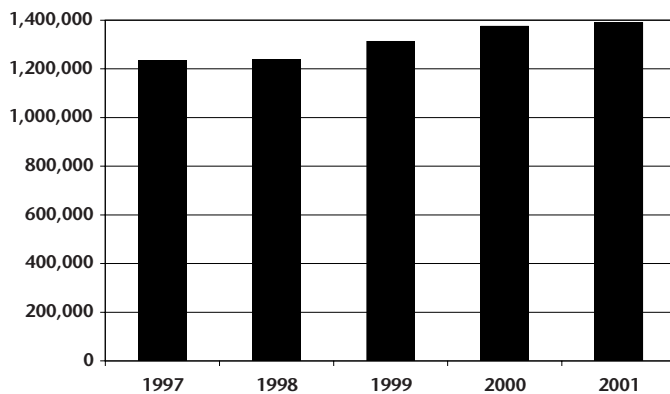
Fare Structure

Express: N/A
 Base: \$0.50
 Youth: N/A
 Elderly/Disabled: \$0.25
 Transfer: \$0.10

Other/Special:

Pass \$18/ 30 Day, E&D Pass \$9/30 Day, One Day Pass/ \$1.10, One Day E&D Pass/ \$.55, "Cool Pass" \$5 (ages 6-18) issued each semester and summer break

System Ridership Trend



Personnel

	Full-Time	Part-Time
Operations:	45	10
Maintenance:	13	1
Administration:	19	1
Total:	77	12

Operation Characteristics

Revenue Vehicles:	47
Peak Hour Fleet:	35
Base Fleet:	29
Fuel Consumption(gal):	293,876

Ridership Trends

1997	1,229,475
1998	1,233,266
1999	1,308,846
2000	1,370,940
2001	1,385,850

2001 Highlights

- MITS increased fixed route ridership for the sixth consecutive year.
- The system attained all-time paratransit ridership for the third consecutive year.
- Eight-six percent of the systems drivers received the National Safety Council Safe Driver Award.

Muncie Indiana Transit System

Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$1,538,232
Other Salaries/Wages	\$938,104
Fringe:	\$1,080,027
Services:	\$344,885
Materials and Supplies:	\$565,795
Utilities:	\$89,418
Casualty/Liability:	\$185,418
Purchased Transportation:	\$0
Other	\$153,270
Total	\$4,895,149
Fixed Route Expenses	\$3,876,853
Demand Response Services	\$1,018,296

Revenue Summary

Fare Revenue:	\$321,023
Charter/Other:	\$87,262
Contra & Other Fed/State:	\$6,796
Local Assistance:	\$2,819,266
State Assistance:	\$1,156,158
Federal Assistance:	\$504,644
Total	\$4,895,149

Productivity

Total Passenger Boardings:	1,385,850
Total Vehicle Miles:	1,217,744
Revenue Vehicle Miles:	1,134,252
Revenue Vehicle Hours:	90,767

Performance/Service Effectiveness

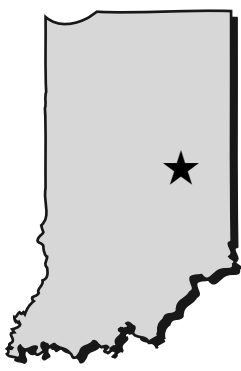
Operating Expense Per Total Vehicle Mile:	\$4.02
Operating Expense Per Passenger Trip:	\$3.53
Passenger Trips Per Total Vehicle Mile:	1.14
Passenger Trips Per Capita:	20.55

Financial Performance

Operating Subsidy:	\$4,480,068
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$3,227,551
Locally Derived Income Per Operating Expense:	\$0.66
Fare Recovery Ratio:	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
3	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	Flexible	35+2wc	Yes	Diesel
4	1997	Coach & Eq	15+2wc	Yes	Diesel
5	1998	Nova	27+2wc	Yes	Diesel
5	2000	Nova	27+2wc	Yes	Diesel
10	2000	Ford/Supreme	15+2wc	Yes	Diesel
3	2000	Chance	24+2wc	Yes	Diesel



New Castle Community Transit System

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

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	3	0
Maintenance:	1	0
Administration:	3	0
Total:	<hr/> 7	<hr/> 0

Operation Characteristics

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

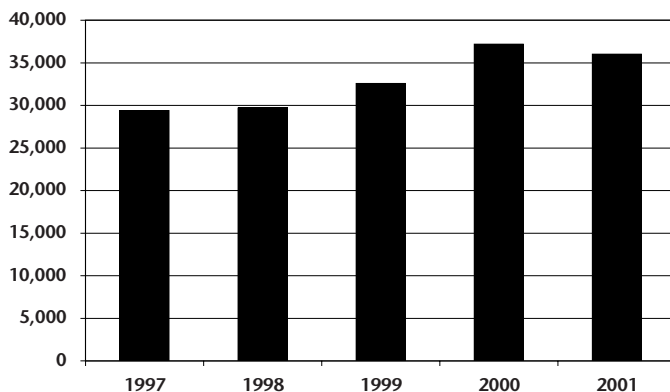
Ridership Trends

1997	29,283
1998	29,572
1999	32,463
2000	37,083
2001	35,902

2001 Highlights

- The system celebrated its 20th year of service to the City of New Castle on September 28th. The year-long celebration began with rolling back fares to 1981 levels during kick-off week and will continue with special events through September 28, 2002. The system has transported 1.46 million passengers over the last 20 years.
- The system received the Class II – Public Transportation Safety Award from the Indian Transportation Association at their Annual conference on November 24th. This award was given to the New Castle system for driving the most accident-free miles during the year when compared to systems driving under 300,000 miles throughout the State of Indiana.
- The system's general manager was re-certified as a Certified Community Transit Manager by the Community Transportation Association of America.

System Ridership Trend



New Castle Community Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$70,999
Other Salaries/Wages	\$104,092
Fringe:	\$72,431
Services:	\$600
Materials and Supplies:	\$24,490
Utilities:	\$8,694
Casualty/Liability:	\$7,956
Purchased Transportation:	\$0
Other	\$15,178
Total	\$304,440
Fixed Route Expenses	\$304,440
Demand Response Services	N/A

Revenue Summary

Fare Revenue:	\$14,877
Charter/Other:	\$582
Contra & Other Fed/State:	\$1,616
Local Assistance:	\$80,395
State Assistance:	\$93,853
Federal Assistance:	\$113,117
Total	\$304,440

Productivity

Total Passenger Boardings:	35,902
Total Vehicle Miles:	42,290
Revenue Vehicle Miles:	41,021
Revenue Vehicle Hours:	3,796

Performance/Service Effectiveness

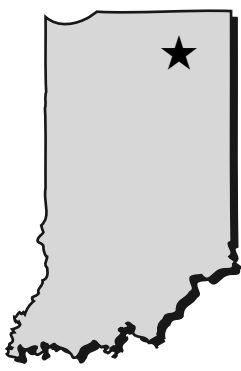
Operating Expense Per Total Vehicle Mile:	\$7.20
Operating Expense Per Passenger Trip:	\$8.48
Passenger Trips Per Total Vehicle Mile:	0.85
Passenger Trips Per Capita:	2.02

Financial Performance

Operating Subsidy:	\$287,365
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$95,854
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



Noble Transit System

111 Cedar Street
 Kendallville, IN 46755
 (260) 347-4226 Fax (260) 347-3121
 Contact: Melody Skinner, Executive Director
 email: transerv@ligtel.com

General Information

Type of Service:	Demand Response
Service Area:	Noble County
Service Population:	46,275

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$2 for 10 miles and under from pick up; \$5 for 10-20 miles from pick up
Youth:	Same as base
Elderly/Disabled:	Over 60, donation only (county only), Disabled (base rate)
Transfer:	N/A
Other/Special:	

Personnel

	Full-Time	Part-Time
Operations:	4	9
Maintenance:	0	0
Administration:	2	0
Total:	6	9

Operation Characteristics

Revenue Vehicles:	5
Peak Hour Fleet:	5
Base Fleet:	5
Fuel Consumption(gal):	13,801

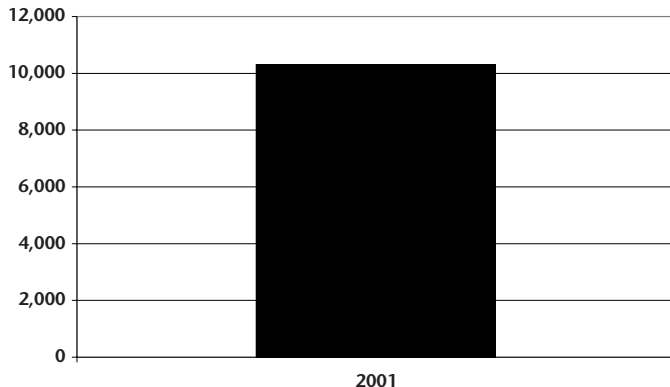
Ridership Trends

1997	N/A
1998	N/A
1999	N/A
2000	N/A
2001	10,303

2001 Highlights

- Began providing a service that transports kindergartners to or from daycare and school.
- Began providing a service that transports families to LEAP, Inc. classes to learn English.
- Increased the clientele on the West side of the county by 564%.
- Worked with the county judges to provide transportation information and alternatives for court offenders.
- Worked with the YMCA and area industries for summer children programs.
- Began providing a service that transports the clients of Noble House (Woman's shelter)
- Participated in the Noble County Cancer Relay.

System Ridership Trend



Noble Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$50,613
Other Salaries/Wages	\$28,045
Fringe:	\$13,440
Services:	\$4,473
Materials and Supplies:	\$27,465
Utilities:	\$4,779
Casualty/Liability:	\$10,083
Purchased Transportation:	\$0
Other	\$6,619
Total	\$145,517
Fixed Route Expenses	N/A
Demand Response Services	\$145,517

Revenue Summary

Fare Revenue:	\$13,186
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$71,200
State Assistance:	\$0
Federal Assistance:	\$61,131
Total	\$145,517

Productivity

Total Passenger Boardings:	10,303
Total Vehicle Miles:	133,226
Revenue Vehicle Miles:	119,902
Revenue Vehicle Hours:	9,453

Performance/Service Effectiveness

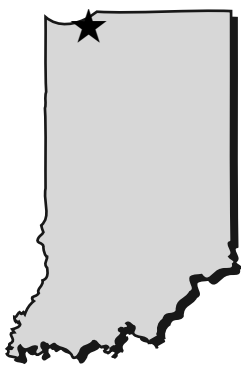
Operating Expense Per Total Vehicle Mile:	\$1.09
Operating Expense Per Passenger Trip:	\$14.12
Passenger Trips Per Total Vehicle Mile:	0.08
Passenger Trips Per Capita:	0.22

Financial Performance

Operating Subsidy:	\$132,331
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$84,386
Locally Derived Income Per Operating Expense:	\$0.58
Fare Recovery Ratio:	9%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Dodge/Braun	9+2wc	Yes	Gas
1	1997	Dodge/Braun	9+2wc	Yes	Gas
1	1997	Dodge	14	No	Gas
1	1999	Dodge/Braun	9+2wc	Yes	Gas
1	2000	Dodge/Braun	9+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

email: gerald.hanas@nicted.com

website: www.nicted.com

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	105	1
Maintenance:	201	0
Administration:	30	4
Total:	336	5

Operation Characteristics

Revenue Vehicles:	58
Peak Hour Fleet:	58
Base Fleet:	28
Fuel Consumption (gal):	16,135,000
	Kilowatt Hrs

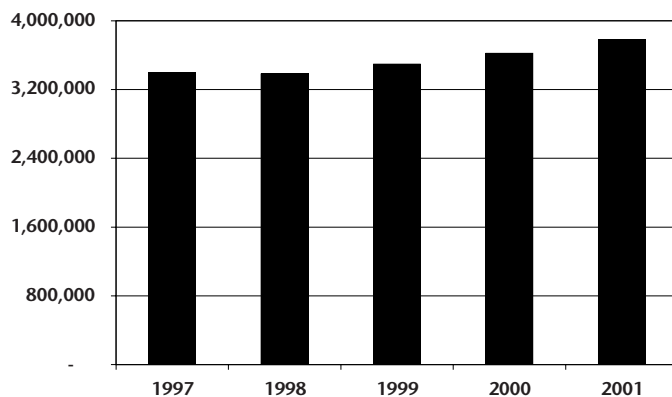
Ridership Trends

1997	3,384,439
1998	3,369,557
1999	3,485,089
2000	3,611,257
2001	3,771,633

2001 Highlights

- Ridership increased 4.4% to 3,771,633. The last time the service carried in excess of 3.7 million passengers was in 1961.
- Created additional railcar yard storage space in Michigan City for increased fleet.
- Completed Wilson to Wagner project which increased the amount of double track territory.
- Replaced the bridge over the CSX tracks in Miller using a quick replacement system. Large cranes lifted the old bridge out of the way and the new bridge was lifted into place. The change out took 3 days to complete over a weekend (Friday to Sunday) which resulted in minimal service disruption.
- Realigned 1300' of track to improve runway clearances at the South Bend Regional Airport, the eastern terminal of the South Shore service.

System Ridership Trend



Northern Indiana Commuter Transportation District

Group 5

Operating Expense Summary

Operator Salaries/Wages:	\$893,173
Other Salaries/Wages	\$9,734,892
Fringe:	\$8,804,623
Services:	\$1,790,541
Materials and Supplies:	\$3,775,710
Utilities:	\$2,148,321
Casualty/Liability:	\$1,765,565
Purchased Transportation:	\$0
Other	\$128,071

Total \$29,040,896

Fixed Route Expenses \$29,040,896

Demand Response Services N/A

Revenue Summary

Fare Revenue:	\$13,961,786
Charter/Other:	\$74,450
Contra & Other Fed/State:	\$0
Local Assistance:	\$4,569,436
State Assistance:	\$6,627,931
Federal Assistance:	\$3,807,293

Total \$29,040,896

Productivity

Total Passenger Boardings:	3,771,633
Total Vehicle Miles:	3,138,919
Revenue Vehicle Miles:	2,962,799
Revenue Vehicle Hours:	71,416

Performance/Service Effectiveness

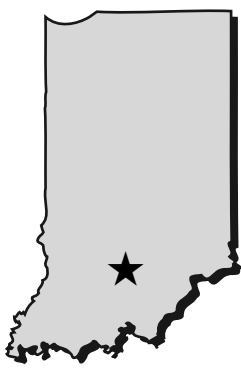
Operating Expense Per Total Vehicle Mile:	\$9.25
Operating Expense Per Passenger Trip:	\$7.70
Passenger Trips Per Total Vehicle Mile:	1.20
Passenger Trips Per Capita:	23.05

Financial Performance

Operating Subsidy:	\$15,004,660
Operating Subsidy Ratio:	52%
Locally Derived Income:	\$18,605,672
Locally Derived Income Per Operating Expense:	\$0.64
Fare Recovery Ratio:	48%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
41	1982	Nippon/Shanyo	93+1wc	Yes	Electric
7	1992	Nippon/Shanyo	110+1wc	Yes	Electric
10	1992	Nippon/Shanyo	130	No	Electric
10	2000	Nippon/Shanyo	96+1wc	Yes	Electric



Orange County Transit Services

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

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	5	6
Maintenance:	0	0
Administration:	1	0
Total:	6	6

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	12
Base Fleet:	9
Fuel Consumption(gal):	19,606

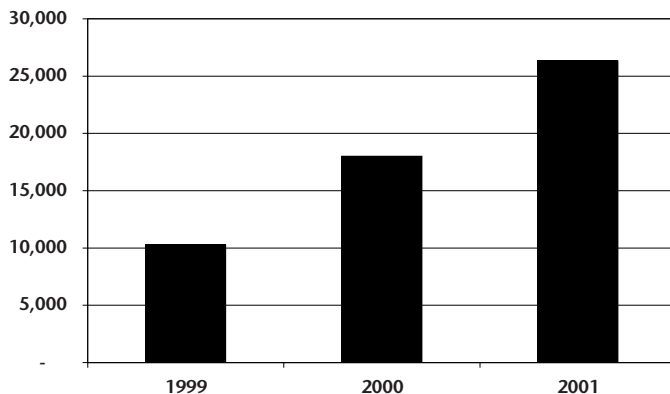
Ridership Trends

1999	10,195
2000	17,928
2001	26,249

2001 Highlights

- 46% growth in passengers
- 50% growth in number of personnel
- Received a matching Capital grant from the Orange County Community Foundation
- Received the Gear Up transportation funding for a second year.

System Ridership Trend



Orange County Transit Services

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$96,807
Other Salaries/Wages	\$0
Fringe:	\$10,678
Services:	\$10,500
Materials and Supplies:	\$15,500
Utilities:	\$3,050
Casualty/Liability:	\$50
Purchased Transportation:	\$0
Other	\$12,000
Total	\$148,585
Fixed Route Expenses	N/A
Demand Response Services	\$148,585

Revenue Summary

Fare Revenue:	\$9,718
Charter/Other:	\$500
Contra & Other Fed/State:	\$0
Local Assistance:	\$59,892
State Assistance:	\$18,586
Federal Assistance:	\$59,889
Total	\$148,585

Productivity

Total Passenger Boardings:	26,249
Total Vehicle Miles:	207,341
Revenue Vehicle Miles:	142,576
Revenue Vehicle Hours:	3,296

Performance/Service Effectiveness

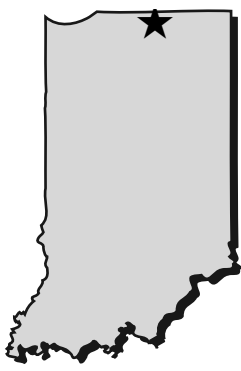
Operating Expense Per Total Vehicle Mile:	\$0.72
Operating Expense Per Passenger Trip:	\$5.66
Passenger Trips Per Total Vehicle Mile:	0.13
Passenger Trips Per Capita:	1.36

Financial Performance

Operating Subsidy:	\$138,367
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$70,110
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1993	Ford	7	No	Gas
1	1995	Dodge	9+2wc	Yes	Gas
2	1996	Chevrolet	7	No	Gas
4	1999	Dodge	7	No	Gas
1	2000	Dodge	9+2wc	Yes	Gas
2	2001	Dodge	7	No	Gas
1	2001	Dodge	3+2wc	Yes	Gas



Rock City Rider

227 West Jefferson Blvd., Room 1120

South Bend, IN 46601

(574) 287-1829 Fax (574) 287-1840

Contact: Sandi Seanor, Executive Director

email: sseanor@macog.com

website: www.macog.com/macoghom/rcr.htm

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

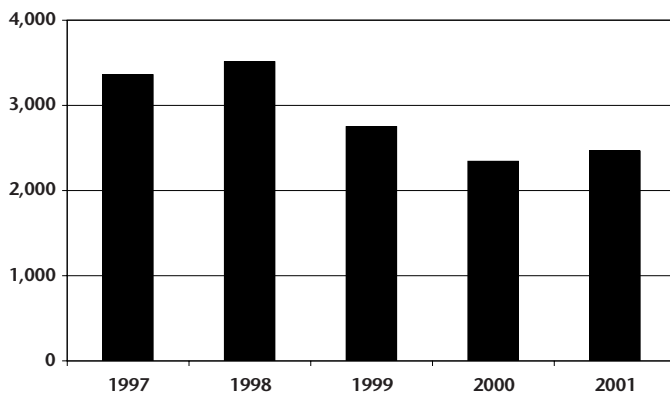
Revenue Vehicles:	3
Peak Hour Fleet:	3
Base Fleet:	3
Fuel Consumption(gal):	885

Ridership Trends

1997	3,351
1998	3,501
1999	2,738
2000	2,332
2001	2,452

2001 Highlights

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$4,512
Fringe:	\$2,755
Services:	\$333
Materials and Supplies:	\$132
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$9,138
Other	\$2,951
Total	\$19,821
Fixed Route Expenses	N/A
Demand Response Services	\$19,821

Revenue Summary

Fare Revenue:	\$3,630
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,448
State Assistance:	\$6,078
Federal Assistance:	\$7,665
Total	\$19,821

Productivity

Total Passenger Boardings:	2,452
Total Vehicle Miles:	9,733
Revenue Vehicle Miles:	5,548
Revenue Vehicle Hours:	486

Performance/Service Effectiveness

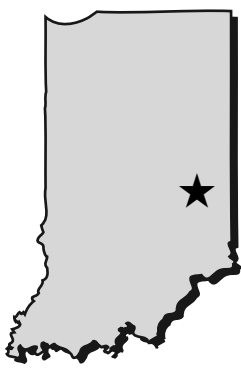
Operating Expense Per Total Vehicle Mile:	\$2.04
Operating Expense Per Passenger Trip:	\$8.08
Passenger Trips Per Total Vehicle Mile:	0.25
Passenger Trips Per Capita:	0.25

Financial Performance

Operating Subsidy:	\$16,191
Operating Subsidy Ratio:	82%
Locally Derived Income:	\$6,078
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	18%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Chevrolet	7	No	Gas
1	1999	Dodge	10+1wc	Yes	Gas
1	1999	Ford	4+1wc	Yes	Gas



Rose View Transit & Paratransit System

50 North 5th Street
Richmond, IN 47374

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

Contact: Terri Quinter, Operations Manager

email: transit@ci.richmond.in.us

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

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

Revenue Vehicles:	20
Peak Hour Fleet:	16
Base Fleet:	10
Fuel Consumption(gal):	41,904

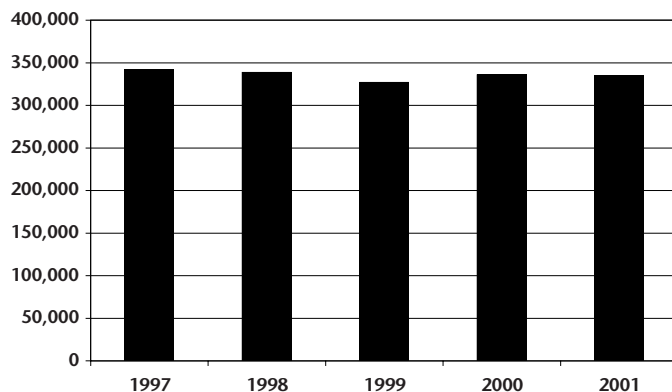
Ridership Trends

1997	340,807
1998	337,522
1999	325,871
2000	334,798
2001	333,431

2001 Highlights

- Created a partnership with a marketing class at Indiana University East. The class selected Rose View as its class project to form a marketing plan for the new "Night Route" the system is planning for 2002. The class project generated an increased awareness of the transit system as well as saving Rose View the expense of advertising on its own.
- Rose View had above ground fuel tanks installed at its facility located at 401 South Q Street. This significantly reduces time, energy and fuel costs. The vehicles were being taken to the uptown area (six miles round trip) to be fueled previously.
- Rose View began construction on a wash facility for the busses and vans that will be completed in the spring of 2002. The building will make daily washing and sanitizing of vehicles more efficient.
- The transit system management continued to work with the Transportation Advisory Committee locally to explore the possibility of getting countywide transportation. All local transit agencies/providers are involved in the project.

System Ridership Trend



Rose View Transit & Paratransit System

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$470,212
Other Salaries/Wages	\$24,419
Fringe:	\$139,802
Services:	\$43,561
Materials and Supplies:	\$89,999
Utilities:	\$7,996
Casualty/Liability:	\$28,617
Purchased Transportation:	\$0
Other	\$6,329
Total	\$810,935
Fixed Route Expenses	\$583,873
Demand Response Services	\$227,062

Revenue Summary

Fare Revenue:	\$172,969
Charter/Other:	\$11,829
Contra & Other Fed/State:	\$0
Local Assistance:	\$64,135
State Assistance:	\$248,933
Federal Assistance:	\$313,069
Total	\$810,935

Productivity

Total Passenger Boardings:	333,431
Total Vehicle Miles:	352,782
Revenue Vehicle Miles:	334,546
Revenue Vehicle Hours:	27,898

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.30
Operating Expense Per Passenger Trip:	\$2.43
Passenger Trips Per Total Vehicle Mile:	0.95
Passenger Trips Per Capita:	8.52

Financial Performance

Operating Subsidy:	\$626,137
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$248,933
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	1988	Ford	12	No	Gas
1	1992	Chevrolet	7	No	Gas
1	1994	Chevrolet	6	No	Gas
1	1994	Ford/Supreme	20+2wc	Yes	Diesel
1	1995	Ford/Supreme	20+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
1	1999	Ford/Supreme	20+2wc	Yes	Diesel
1	2000	Dodge/Braun	12+2wc	Yes	Gas
2	2000	Ford/Supreme	18+2wc	Yes	Diesel
2	2001	Dodge/Braun	12+2wc	Yes	Gas



Seymour Transit (Recycle to Ride)

301-309 N. Chestnut Street

Seymour, IN 47274

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

Contact: Martha McIntire, Community Development Director

email: seycomdev@voyager.net

General Information

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

Service Hours

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

Fare Structure

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

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

Personnel

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

Operation Characteristics

Revenue Vehicles:	2
Peak Hour Fleet:	2
Base Fleet:	2
Fuel Consumption(gal):	8,846

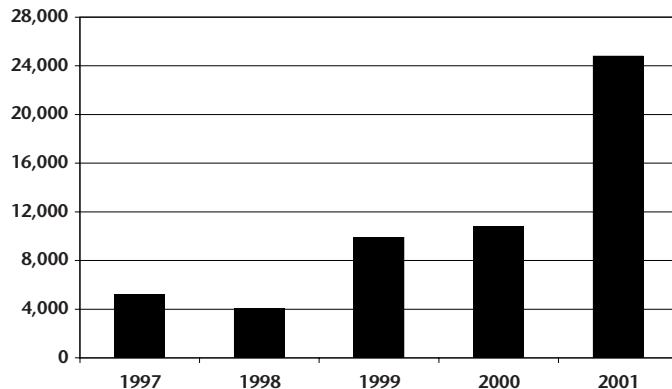
Ridership Trends

1997	5,112
1998	3,932
1999	9,799
2000	10,665
2001	24,705

2001 Highlights

- Large ridership increase – doubled from 2000.
- Contracted with Jackson Developmental Industries to transport their workers on a daily basis.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$69,522
Other Salaries/Wages	\$0
Fringe:	\$6,185
Services:	\$11,380
Materials and Supplies:	\$10,540
Utilities:	\$1,840
Casualty/Liability:	\$13,018
Purchased Transportation:	\$0
Other	\$24,817
Total	\$137,302
Fixed Route Expenses	N/A
Demand Response Services	\$137,302

Revenue Summary

Fare Revenue:	\$20,508
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$54,702
State Assistance:	\$12,237
Federal Assistance:	\$49,855
Total	\$137,302

Productivity

Total Passenger Boardings:	24,705
Total Vehicle Miles:	56,492
Revenue Vehicle Miles:	56,492
Revenue Vehicle Hours:	5,062

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.43
Operating Expense Per Passenger Trip:	\$5.56
Passenger Trips Per Total Vehicle Mile:	0.44
Passenger Trips Per Capita:	1.36

Financial Performance

Operating Subsidy:	\$116,794
Operating Subsidy Ratio:	85%
Locally Derived Income:	\$75,210
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	15%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Dodge	9+2wc	Yes	Gas
1	1998	Ford	11+2wc	Yes	Gas
1	2000	Dodge	9+1wc	Yes	Gas



Ride Solution

P.O. Box 367
 Washington, IN 47501
 (812) 257-1101 Fax (812) 257-0119
 Contact: Chuck Kidwell, Manager
 email: n/a

website: www.ridesolution.org

General Information

Type of Service: Demand Response
 Service Area: Daviess, Greene, Martin & Sullivan Counties
 Service Population: 83,717

Service Hours

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

Fare Structure

Express: N/A
 Base: \$1 (in-town), \$2 (in-county), \$3 (county to county)
 Youth: Same as base
 Elderly/Disabled: Same as base
 Transfer: N/A
 Other/Special:

Personnel

	Full-Time	Part-Time
Operations:	6	4
Maintenance:	0	0
Administration:	2	0
Total:	8	4

Operation Characteristics

Revenue Vehicles:	10
Peak Hour Fleet:	10
Base Fleet:	5
Fuel Consumption(gal):	56,717

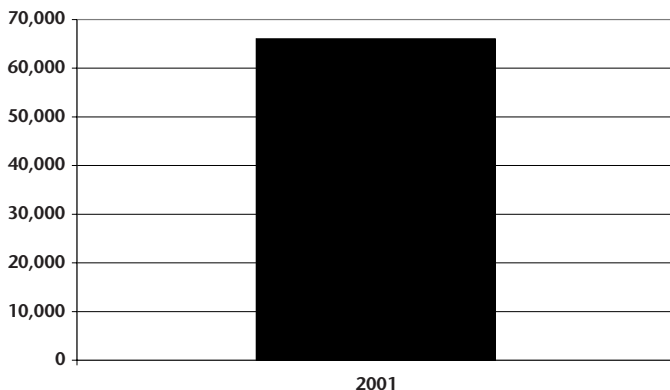
Ridership Trends

1997	N/A
1998	N/A
1999	N/A
2000	N/A
2001	66,041

2001 Highlights

- We provided over 66,000 trips.
- We had no injury or property damage accidents.
- We had over 900 new public transit riders.
- The project has been well accepted by the communities we serve.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$183,478
Other Salaries/Wages	\$0
Fringe:	\$43,798
Services:	\$74,299
Materials and Supplies:	\$60,579
Utilities:	\$10,699
Casualty/Liability:	\$17,310
Purchased Transportation:	\$163,588
Other	\$56,861
Total	\$610,612
Fixed Route Expenses	N/A
Demand Response Services	\$610,612

Revenue Summary

Fare Revenue:	\$66,035
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$306,377
State Assistance:	\$0
Federal Assistance:	\$238,200
Total	\$610,612

Productivity

Total Passenger Boardings:	66,041
Total Vehicle Miles:	898,792
Revenue Vehicle Miles:	612,898
Revenue Vehicle Hours:	27,518

Performance/Service Effectiveness

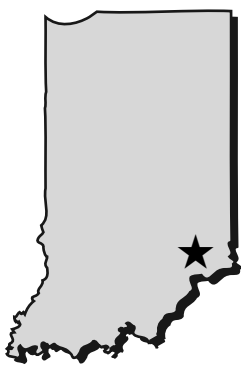
Operating Expense Per Total Vehicle Mile:	\$0.68
Operating Expense Per Passenger Trip:	\$9.25
Passenger Trips Per Total Vehicle Mile:	0.07
Passenger Trips Per Capita:	0.79

Financial Performance

Operating Subsidy:	\$544,577
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$372,412
Locally Derived Income Per Operating Expense:	\$0.61
Fare Recovery Ratio:	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Dodge	9+2wc	Yes	Gas
1	1995	Dodge	9+1wc	Yes	Gas
2	1997	Dodge	9+2wc	Yes	Gas
2	1998	Dodge	3+2wc	Yes	Gas
1	2000	Dodge	7	No	Gas
1	2001	Dodge	10	No	Gas
1	2001	Ford	9+2wc	Yes	Gas



Catch-A-Ride

13091 Benedict Drive
 Dillsboro, IN 47018
 (812) 432-5215 Fax (812) 432-3822
 Contact: Julie Schafer, Community Services Director
 email: jschafer@lifetime-resources.org

General Information

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

Service Hours

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

Fare Structure

Express: N/A
Base: 1-Point Deviation; \$3 Demand Response with \$1 for each additional county
Youth: Ages 6-12, half price of regular fare; 5 and Under, free with fare paying passenger
Elderly/Disabled: Half price regular fare (suggested donation)
Transfer: N/A
Other/Special: Discount card for Senior nutrition trips; Tokens (equal to \$1 fare): Ten for \$8, Twenty for \$15, Forty for \$25. Tokens for Senior/Disabled/Children half price.

Personnel

	Full-Time	Part-Time
Operations:	22	8
Maintenance:	0	0
Administration:	2	0
Total:	24	8

Operation Characteristics

Revenue Vehicles:	26
Peak Hour Fleet:	19
Base Fleet:	16
Fuel Consumption(gal):	54,378

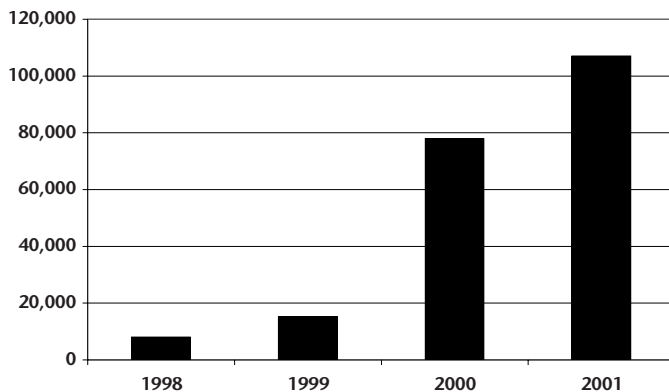
Ridership Trends

1998	8,000
1999	15,129
2000	77,904
2001	107,049

2001 Highlights

- Received the Project/Program of the Year award from Indiana Association for Community Economic Development.
- Received the Leadership Award for Community Service from Indiana Rural Health Association.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$323,634
Other Salaries/Wages	\$148,183
Fringe:	\$54,933
Services:	\$34,049
Materials and Supplies:	\$107,752
Utilities:	\$8,469
Casualty/Liability:	\$86,201
Purchased Transportation:	\$0
Other	\$23,273
Total	\$786,494
Fixed Route Expenses	N/A
Demand Response Services	\$786,494

Revenue Summary

Fare Revenue:	\$91,891
Charter/Other:	\$6,314
Contra & Other Fed/State:	\$0
Local Assistance:	\$435,502
State Assistance:	\$14,373
Federal Assistance:	\$238,414
Total	\$786,494

Productivity

Total Passenger Boardings:	107,049
Total Vehicle Miles:	712,432
Revenue Vehicle Miles:	641,819
Revenue Vehicle Hours:	34,891

Performance/Service Effectiveness

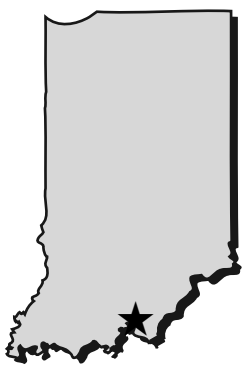
Operating Expense Per Total Vehicle Mile	\$1.10
Operating Expense Per Passenger Trip:	\$7.35
Passenger Trips Per Total Vehicle Mile:	0.15
Passenger Trips Per Capita:	0.90

Financial Performance

Operating Subsidy:	\$688,289
Operating Subsidy Ratio:	88%
Locally Derived Income:	\$533,707
Locally Derived Income Per Operating Expense:	\$0.68
Fare Recovery Ratio:	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1992	Chevrolet	6	No	Gas
2	1994	Dodge/Braun	9+1wc	Yes	Gas
1	1994	Chevrolet	6	No	Gas
2	1995	Chevrolet	6	No	Gas
1	1996	Dodge/Braun	9+1wc	Yes	Gas
2	1997	Dodge/Braun	9+2wc	Yes	Gas
1	1997	Ford/Supreme	18+2wc	Yes	Gas
1	1998	Ford/Supreme	14+2wc	Yes	Gas
2	1999	Dodge	6	No	Gas
2	1999	Dodge/Braun	9+2wc	Yes	Gas
4	2000	Dodge/Braun	14	No	Gas
4	2000	Dodge/Braun	9+2wc	Yes	Gas
1	2001	Dodge/Braun	9+2wc	Yes	Gas
2	2001	Dodge	6	No	Gas



Southern Indiana Transit

P.O. Box 547
 Corydon, IN 47112
 (812) 734-2085 Fax (812) 734-1036
 Contact: Ed Munn, Transportation Director
 email: brtrdir@aye.net

General Information

Type of Service: Subscription, Demand Response & Fixed-Route
 Service Area: Crawford, Harrison, Scott & Washington Counties
 Service Population: 95,251

Service Hours

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

Fare Structure

Express: N/A
 Base: \$3 (0-10 miles), \$4 (11-24 miles), \$5 (over 24 miles)
 Youth: N/A
 Elderly/Disabled: N/A
 Transfer: N/A
 Other/Special:

Personnel

	Full-Time	Part-Time
Operations:	24	0
Maintenance:	0	0
Administration:	3	0
Total:	27	0

Operation Characteristics

Revenue Vehicles:	34
Peak Hour Fleet:	34
Base Fleet:	32
Fuel Consumption(gal):	54,404

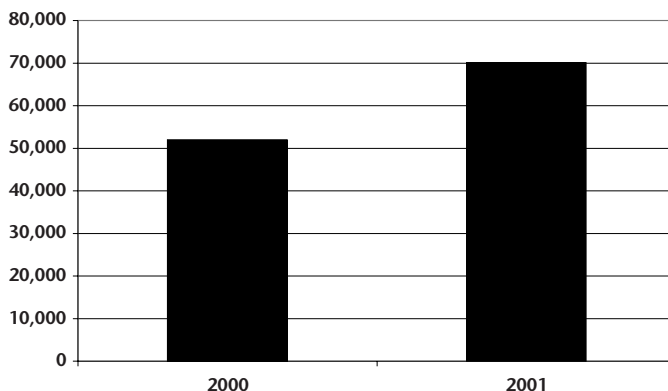
Ridership Trends

2000	51,955
2001	70,107

2001 Highlights

- Expanded public transportation to include Harrison, Washington & Crawford Counties 70,107 one-way trips.
- Expanded public transit system into Scott County. Requested amendment to the INDOT 5311 Grant to add Scott County as well as additional funding.
- Applied for Section 5311 operating funds for 2002.
- Established local phone numbers in Washington and Scott Counties which ring into the dispatch office in Harrison County, and a 1-800-telephone number.
- Received an amendment adding \$38,000.00 to the 2001 Section 5311 Public Transit grant for Harrison, Washington and Crawford Counties.
- Service agreements with for preschool and public school special education services.
- Transportation services for the fireworks at the 4th of July celebration in Corydon to the Home A Rama in Harrison County, and the Friends of Corydon Battle Re-enactment.
- Provided transportation for South Harrison School for students to attend agricultural events.
- The Transportation Director participated in the Indiana Community Transportation Initiative during 2001. He has also been involved in the development of the transportation plan for the C.A.P.E. project.

System Ridership Trend



Southern Indiana Transit

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$242,694
Other Salaries/Wages	\$0
Fringe:	\$37,348
Services:	\$31,185
Materials and Supplies:	\$49,464
Utilities:	\$11,048
Casualty/Liability:	\$12,872
Purchased Transportation:	\$0
Other	\$46,538
Total	\$431,149
Fixed Route Expenses	N/A
Demand Response Services	\$431,149

Revenue Summary

Fare Revenue:	\$26,645
Charter/Other:	\$1,130
Contra & Other Fed/State:	\$0
Local Assistance:	\$272,874
State Assistance:	\$0
Federal Assistance:	\$130,500
Total	\$431,149

Productivity

Total Passenger Boardings:	70,107
Total Vehicle Miles:	852,852
Revenue Vehicle Miles:	852,852
Revenue Vehicle Hours:	N/A

Performance/Service Effectiveness

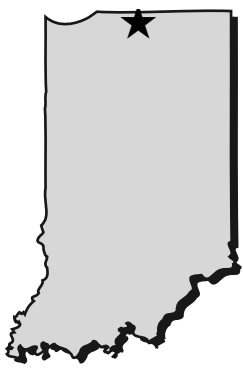
Operating Expense Per Total Vehicle Mile:	\$0.51
Operating Expense Per Passenger Trip:	\$6.15
Passenger Trips Per Total Vehicle Mile:	0.08
Passenger Trips Per Capita:	0.74

Financial Performance

Operating Subsidy:	\$403,374
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$300,649
Locally Derived Income Per Operating Expense:	\$0.70
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1985	Dodge	9+2wc	Yes	Gas
1	1991	Dodge	14	No	Gas
1	1992	Dodge	9+2wc	Yes	Gas
1	1993	Dodge	14	No	Gas
1	1993	Ford	14	No	Gas
1	1993	Jeep	6	No	Gas
1	1994	Dodge	14	No	Gas
1	1994	Dodge	9+2wc	Yes	Gas
1	1995	Dodge	14	No	Gas
1	1996	Ford	7	No	Gas
3	1998	Ford	14	No	Gas
1	1998	Dodge	7	No	Gas
1	1999	Dodge	9+2wc	Yes	Gas
2	1999	Dodge/Braun	9+2wc	Yes	Gas
1	1999	Ford	14	No	Gas
4	2000	Dodge	7	Yes	Gas
2	2000	Chevy	7	Yes	Gas
1	2000	Dodge/Braun	9+2wc	Yes	Gas
2	2000	Dodge	14	No	Gas
2	2001	Dodge	9+2wc	Yes	Gas
2	2001	Dodge	14	No	Gas



South Bend Public Transportation Corporation

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

South Bend, IN 46624

(574) 239-2308 Fax (574) 239-2309

Contact: William Kast, Controller

email: n/a

website: www.sbtranspo.com

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	77	13
Maintenance:	18	3
Administration:	5	3
Total:	100	19

Operation Characteristics

Revenue Vehicles:	66
Peak Hour Fleet:	50
Base Fleet:	37
Fuel Consumption(gal):	403,585

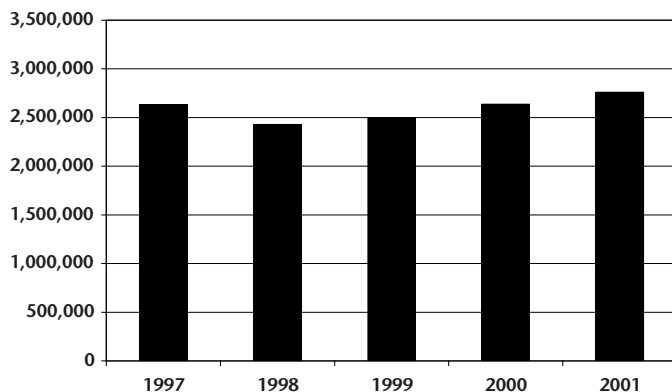
Ridership Trends

1997	2,622,695
1998	2,420,500
1999	2,486,602
2000	2,628,401
2001	2,751,039

2001 Highlights

- Ridership of 125,935 passenger trips (5%) without expanding routes.
- Undertook a comprehensive operations planning/marketing study to review all routes and schedule – completion by mid 2002.
- Received APTA's Safety Improvement Award in 2001, based on 2000 statistics.
- Received Humanitarian Awards from Human Rights Commission for Workforce Diversity and Services provided to the disabled.
- Undertook and completed major rehabilitations of the system's maintenance/operations facility.
- Reduced preventable accidents by 15% from 2000.

System Ridership Trend



South Bend Public Transportation Corporation

Group 1

Operating Expense Summary

Operator Salaries/Wages:	\$2,639,844
Other Salaries/Wages	\$825,769
Fringe:	\$1,718,535
Services:	\$528,412
Materials and Supplies:	\$634,054
Utilities:	\$192,209
Casualty/Liability:	\$295,303
Purchased Transportation:	\$0
Other	\$87,235
Total	\$6,921,361
Fixed Route Expenses	\$6,559,409
Demand Response Services	\$361,952

Revenue Summary

Fare Revenue:	\$1,203,731
Charter/Other:	\$307,124
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,912,268
State Assistance:	\$2,018,238
Federal Assistance:	\$480,000
Total	\$6,921,361

Productivity

Total Passenger Boardings:	2,751,039
Total Vehicle Miles:	1,818,365
Revenue Vehicle Miles:	1,677,794
Revenue Vehicle Hours:	125,884

Performance/Service Effectiveness

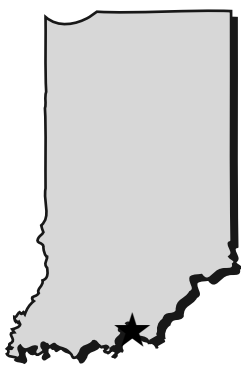
Operating Expense Per Total Vehicle Mile:	\$3.81
Operating Expense Per Passenger Trip:	\$2.52
Passenger Trips Per Total Vehicle Mile:	1.51
Passenger Trips Per Capita:	17.82

Financial Performance

Operating Subsidy:	\$5,410,506
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$4,423,123
Locally Derived Income Per Operating Expense:	\$0.64
Fare Recovery Ratio:	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
39	1987	Flexible	40	No	Diesel
4	1991	Flexible	39	No	Diesel
4	1996	AVS	22+2wc	Yes	Electric
5	1999	Champion	12+3wc	Yes	Diesel
11	1999	Gillig	35+2wc	Yes	Diesel
3	2001	Champion	12+3wc	Yes	Diesel



Transit Authority of River City

1000 West Broadway
Louisville, KY 40203

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

Contact: J. Barry Barker, Executive Director

email: n/a

website: www.ridetarc.com

General Information

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

Service Hours

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

Fare Structure

Express:	N/A
Base:	\$1 Peak, \$0.75 Off-Peak
Youth:	\$0.50 w/ ID card
Elderly/Disabled:	\$0.50 w/ ID card
Transfer:	Free

Other/Special:

Commuter Tickets \$5.00/10 Tickets
E&D Tickets \$4.00/10 Tickets; Monthly
Pass \$23.00

Personnel

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

Operation Characteristics

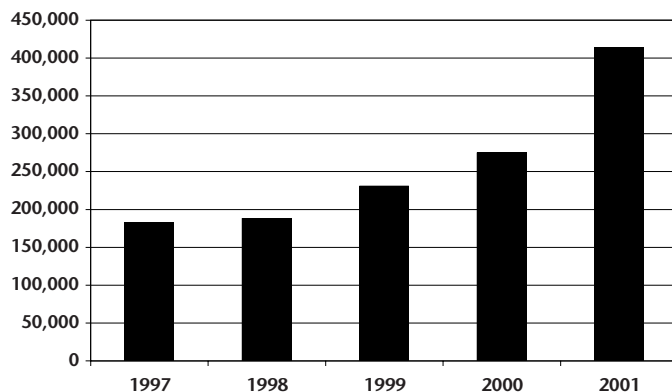
Revenue Vehicles:	263
Peak Hour Fleet:	11
Base Fleet:	6
Fuel Consumption(gal):	216,374

Ridership Trends

1997	181,489
1998	186,576
1999	229,659
2000	273,377
2001	411,934

2001 Highlights

System Ridership Trend



Transit Authority of River City

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$757,239
Other Salaries/Wages	\$0
Fringe:	\$473,104
Services:	\$21,261
Materials and Supplies:	\$143,298
Utilities:	\$26,415
Casualty/Liability:	\$50,110
Purchased Transportation:	\$201,304
Other	\$29,179
Total	\$1,701,910
Fixed Route Expenses	\$1,127,686
Demand Response Services	\$574,224

Revenue Summary

Fare Revenue:	\$201,293
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$1,015,900
State Assistance:	\$314,526
Federal Assistance:	\$170,191
Total	\$1,701,910

Productivity

Total Passenger Boardings:	411,934
Total Vehicle Miles:	789,762
Revenue Vehicle Miles:	763,113
Revenue Vehicle Hours:	53,689

Performance/Service Effectiveness

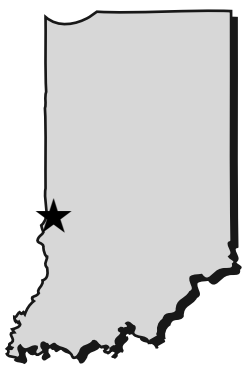
Operating Expense Per Total Vehicle Mile:	\$2.15
Operating Expense Per Passenger Trip:	\$4.13
Passenger Trips Per Total Vehicle Mile:	0.52
Passenger Trips Per Capita:	4.77

Financial Performance

Operating Subsidy:	\$1,500,617
Operating Subsidy Ratio:	88%
Locally Derived Income:	\$1,217,193
Locally Derived Income Per Operating Expense:	\$0.72
Fare Recovery Ratio:	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
9	1987	Chance	17+2wc	Yes	Diesel
41	1989	Flexible	45+2wc	Yes	Diesel
38	1994	Flexible	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
64	1999	Gillig	40+2wc	Yes	Diesel
8	2000	Gillig	28+2wc	Yes	Diesel
12	2000	Gillig	40+2wc	Yes	Diesel
11	2001	Gillig	40+2wc	Yes	Diesel
17	2002	Gillig	28+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: Stephen Chernay, General Manager
 email: thtu@abcs.com

General Information

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

Service Hours

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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	15	0
Maintenance:	5	0
Administration:	6	0
Total:	26	0

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	7
Base Fleet:	7
Fuel Consumption(gal):	42,219

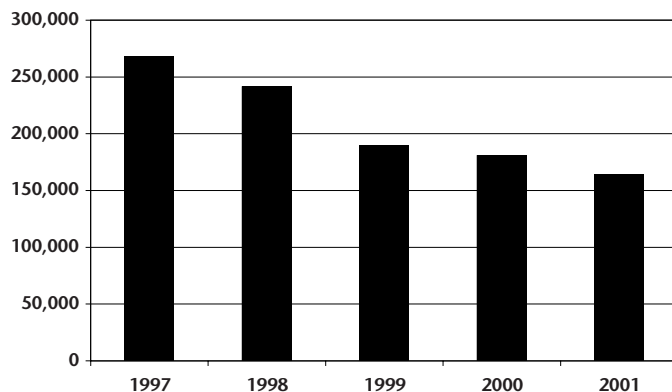
Ridership Trends

1997	267,138
1998	240,424
1999	188,321
2000	179,894
2001	162,870

2001 Highlights

- Terre Haute First National Bank is providing free fare ("First's Free Fare Friday") to all passengers of the bus system on the first Friday of each month. This program aims to help increase patronage on the bus system.

System Ridership Trend



Transit Utility for the City of Terre Haute

Group 2

Operating Expense Summary

Operator Salaries/Wages:	\$412,168
Other Salaries/Wages	\$262,120
Fringe:	\$200,266
Services:	\$28,621
Materials and Supplies:	\$121,328
Utilities:	\$33,804
Casualty/Liability:	\$4,956
Purchased Transportation:	\$0
Other	\$153,633
Total	\$1,216,896
Fixed Route Expenses	\$912,672
Demand Response Services	\$304,224

Revenue Summary

Fare Revenue:	\$98,735
Charter/Other:	\$11,010
Contra & Other Fed/State:	\$0
Local Assistance:	\$257,841
State Assistance:	\$332,299
Federal Assistance:	\$517,011
Total	\$1,216,896

Productivity

Total Passenger Boardings:	162,870
Total Vehicle Miles:	287,542
Revenue Vehicle Miles:	282,313
Revenue Vehicle Hours:	28,419

Performance/Service Effectiveness

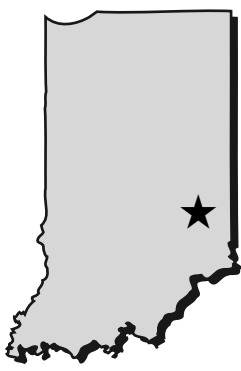
Operating Expense Per Total Vehicle Mile:	\$4.23
Operating Expense Per Passenger Trip:	\$7.47
Passenger Trips Per Total Vehicle Mile:	0.57
Passenger Trips Per Capita:	2.63

Financial Performance

Operating Subsidy:	\$1,107,151
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$367,586
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1994	Ford/Supreme	14+2wc	Yes	Diesel
2	1996	Ford/Supreme	16+2wc	Yes	Diesel
4	1997	Ford/Supreme	16+2wc	Yes	Diesel
2	1999	Ford/Supreme	16+2wc	Yes	Diesel
2	1999	Ford/Supreme	14+2wc	Yes	Diesel
1	2001	Ford/Supreme	14+2wc	Yes	Diesel



Union County Transit Service

P.O. Box 333
 Liberty, IN 47353
 (765) 458-7277 Fax (765) 458-7722
 Contact: Beth McCoy, Transportation Supervisor
 email: uccahud@si-net.com

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

Revenue Vehicles:	11
Peak Hour Fleet:	8
Base Fleet:	7
Fuel Consumption(gal):	14,990

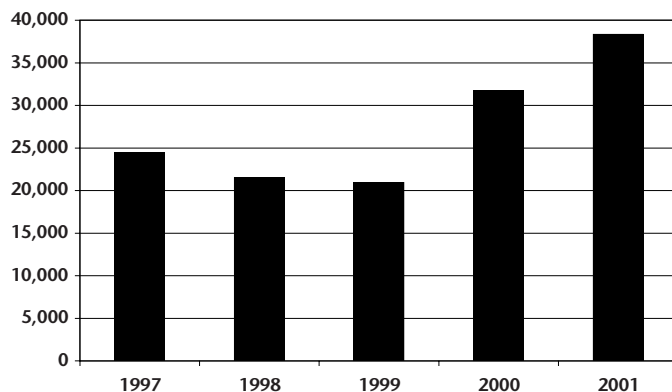
Ridership Trends

1997	24,321
1998	21,407
1999	20,834
2000	31,565
2001	38,220

2001 Highlights

- Two Union County Transit drivers participated at the 2001 Para-Transit Rodeo. They were Phil Satterfield and Melissa Rowe, who respectfully placed second and third.

System Ridership Trend



Union County Transit Service

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$72,341
Other Salaries/Wages	\$51,575
Fringe:	\$9,479
Services:	\$17,345
Materials and Supplies:	\$43,564
Utilities:	\$1,760
Casualty/Liability:	\$22,115
Purchased Transportation:	\$0
Other	\$4,003
Total	\$222,182
Fixed Route Expenses	N/A
Demand Response Services	\$222,182

Revenue Summary

Fare Revenue:	\$30,487
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$70,960
State Assistance:	\$48,608
Federal Assistance:	\$72,127
Total	\$222,182

Productivity

Total Passenger Boardings:	38,220
Total Vehicle Miles:	169,038
Revenue Vehicle Miles:	96,120
Revenue Vehicle Hours:	8,556

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.31
Operating Expense Per Passenger Trip:	\$5.81
Passenger Trips Per Total Vehicle Mile:	0.23
Passenger Trips Per Capita:	5.20

Financial Performance

Operating Subsidy:	\$191,695
Operating Subsidy Ratio:	86%
Locally Derived Income:	\$101,447
Locally Derived Income Per Operating Expense:	\$0.46
Fare Recovery Ratio:	14%

Fleet Inventory

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



Wabash County Transit

239 Bond Street, P.O. Box 447
 Wabash, IN 46992
 (260) 563-4475 Fax (260) 569-1535
 Contact: Deb Schneider, Executive Director
 email: wcoa@netusa1.net

General Information

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

Service Hours

Weekday:	4:45am-5:00pm
Saturday:	By appointment
Sunday:	By appointment
Holidays Without Service:	10

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	5	7
Maintenance:	1	1
Administration:	2	0
Total:	8	8

Operation Characteristics

Revenue Vehicles:	6
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	12,771

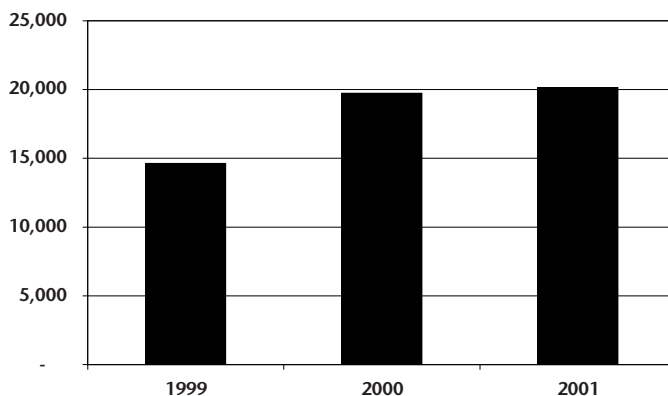
Ridership Trends

1999	14,565
2000	19,659
2001	20,067

2001 Highlights

- Ridership increased to over 20,000 one-way trips.

System Ridership Trend



Wabash County Transit

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$68,888
Other Salaries/Wages	\$71,489
Fringe:	\$12,173
Services:	\$3,240
Materials and Supplies:	\$39,728
Utilities:	\$8,885
Casualty/Liability:	\$14,237
Purchased Transportation:	\$0
Other	\$9,231

Total \$227,871

Fixed Route Expenses N/A
Demand Response Services \$227,871

Revenue Summary

Fare Revenue:	\$13,232
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$111,910
State Assistance:	\$18,480
Federal Assistance:	\$84,249

Total \$227,871

Productivity

Total Passenger Boardings:	20,067
Total Vehicle Miles:	161,487
Revenue Vehicle Miles:	154,039
Revenue Vehicle Hours:	8,490

Performance/Service Effectiveness

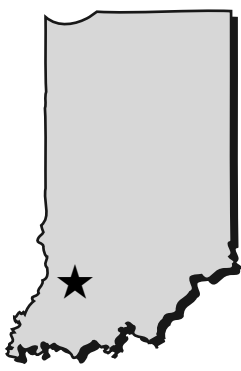
Operating Expense Per Total Vehicle Mile:	\$1.41
Operating Expense Per Passenger Trip:	\$11.36
Passenger Trips Per Total Vehicle Mile:	0.12
Passenger Trips Per Capita:	0.57

Financial Performance

Operating Subsidy:	\$214,639
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$125,142
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1991	Dodge	9+1wc	Yes	Gas
1	1995	Dodge	9+2wc	Yes	Gas
1	1995	Dodge	14	No	Gas
1	1998	Dodge	9+2wc	Yes	Gas
1	1999	Dodge	14	No	Gas
1	2000	Dodge	9+2wc	Yes	Gas



Washington Transit System

2100 East Memorial Avenue
 Washington, IN 47501
 (812) 254-4564 Fax (812) 254-8231
 Contact: Gary Raymann, Transportation Manager
 email: n/a

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

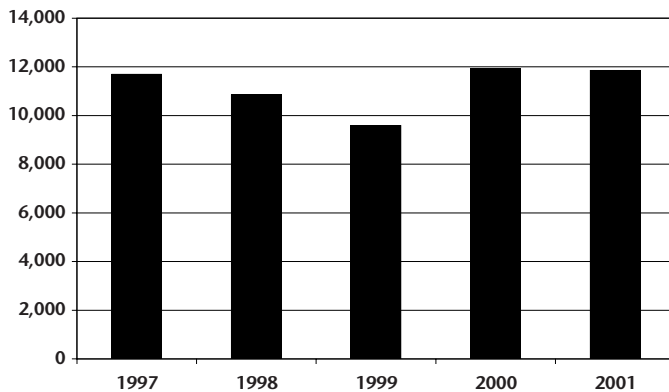
Revenue Vehicles:	5
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	5,441

Ridership Trends

1997	10,796
1998	9,543
1999	11,884
2000	11,677
2001	11,814

2001 Highlights

System Ridership Trend



Washington Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$26,635
Other Salaries/Wages	\$0
Fringe:	\$8,624
Services:	\$16,791
Materials and Supplies:	\$8,628
Utilities:	\$5,169
Casualty/Liability:	\$3,522
Purchased Transportation:	\$0
Other	\$60
Total	\$69,429
Fixed Route Expenses	\$69,429
Demand Response Services	N/A

Revenue Summary

Fare Revenue:	\$5,350
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$13,345
State Assistance:	\$18,695
Federal Assistance:	\$32,039
Total	\$69,429

Productivity

Total Passenger Boardings:	11,814
Total Vehicle Miles:	30,459
Revenue Vehicle Miles:	30,459
Revenue Vehicle Hours:	2,490

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.28
Operating Expense Per Passenger Trip:	\$5.88
Passenger Trips Per Total Vehicle Mile:	0.39
Passenger Trips Per Capita:	1.04

Financial Performance

Operating Subsidy:	\$64,079
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$18,695
Locally Derived Income Per Operating Expense:	\$0.27
Fare Recovery Ratio:	8%

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 Transportation System

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

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

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

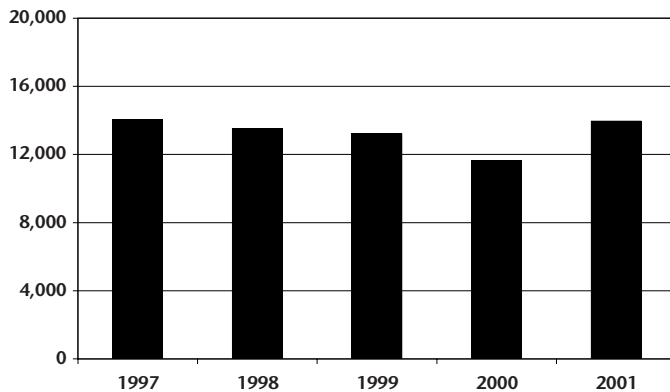
Ridership Trends

1997	14,001
1998	13,462
1999	13,134
2000	11,563
2001	13,901

2001 Highlights

- Distributed a "Rider's Guide" door-to-door in all six service area in late spring. Ridership increased this year for the first time since 1996.

System Ridership Trend



Waveland Volunteer Transportation System

Group 4

Operating Expense Summary

Operator Salaries/Wages:	\$21,246
Other Salaries/Wages	\$46,043
Fringe:	\$4,686
Services:	\$4,810
Materials and Supplies:	\$13,996
Utilities:	\$4,154
Casualty/Liability:	\$5,849
Purchased Transportation:	\$0
Other	\$12,646
Total	\$113,430
Fixed Route Expenses	N/A
Demand Response Services	\$113,430

Revenue Summary

Fare Revenue:	\$5,315
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$42,488
State Assistance:	\$13,113
Federal Assistance:	\$52,514
Total	\$113,430

Productivity

Total Passenger Boardings:	13,901
Total Vehicle Miles:	33,001
Revenue Vehicle Miles:	33,001
Revenue Vehicle Hours:	N/A

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.44
Operating Expense Per Passenger Trip:	\$8.16
Passenger Trips Per Total Vehicle Mile:	0.42
Passenger Trips Per Capita:	2.46

Financial Performance

Operating Subsidy:	\$108,115
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$47,803
Locally Derived Income Per Operating Expense:	\$0.42
Fare Recovery Ratio:	5%

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
Elderly/Disabled (Section 5310)
Transportation Providers

ELDERLY/DISABLED (SECTION 5310) TRANSPORTATION PROVIDERS

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

Indiana annually receives about \$1.8 million in federal funds to distribute on an 80% federal and 20% local matching basis. Eligible equipment requests include passenger vehicles, accessibility equipment and communication systems.

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

Further questions about the Section 5310 program should be directed to the Section 5310 Program Manager at 317/232-1493 or bjones@indot.state.in.us.

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

	<u>PHONE NUMBER</u>
ADAMS	
Adams County Council on Aging.....	260/724-8237
ALLEN	
Allen County Council on Aging.....	260/426-0060
Byron Health Center	260/637-3166
Turnstone Center	260/483-2100
BARTHOLOMEW	
Developmental Services	812/376-9404
Quinco Behavioral.....	812/348-7449
BLACKFORD	
Community and Family Services.....	260/726-9318
BOONE	
Boone County Senior Services	765/482-5220
BROWN	
Area XI Agency on Aging.....	812/372-6918
CARROLL	
Carroll County Council on Aging	765/564-2772
CASS	
Cass County Council on Aging	574/722-2424
Cass County for Mentally Retarded Citizens	574/753-4104
CLARK	
LifeSpan Resources	812/948-8330
Lifespring Mental Health	812/283-2849
New Hope Services of Jeffersonville.....	812/288-8248
YMCA of Southern Indiana	812/256-2005

CLAY	
Clay County Council on Aging	812/448-2644
CLINTON	
Paul Phillippe Senior Center	765/659-4060
DAVISS	
Senior and Family Services.....	812/254-1881
DEARBORN	
LifeTime Resources	812/432-5215
DECATUR	
Area XI Agency on Aging.....	812/372-6918
DEKALB	
DeKalb County Council on Aging.....	260/925-3311
DELAWARE	
LifeStream Services	765/759-1121
ELKHART	
Association for the Disabled of Elkhart County.....	574/848-7451
FAYETTE	
Fayette County Council on Aging	765/827-1511
Landmark Services.....	765/827-1171
FLOYD	
Interfaith Community Council	812/948-9248
Lifespan Resources.....	812/948-8330
Rauch Inc.....	812/945-4063
FOUNTAIN	
Community Action Program of Western Indiana.....	765/762-0420
FULTON	
Fulton County Council on Aging.....	574/223-6953
GIBSON	
Gibson County Area Rehabilitation Centers	812/386-6312
Gibson County Council on Aging.....	812/386-6312
GRANT	
Carey Services.....	765/668-8961
GREENE	
Four Rivers Resource Services.....	812/254-4471
HAMILTON	
Hamilton County Senior Citizens Services.....	317/815-7000
HANCOCK	
Independent Residential Living.....	317/861-0032

	<u>PHONE NUMBER</u>
HARRISON	
Blue River Services.....	812/364-4142
HENDRICKS	
Sycamore Services.....	317/745-4715
HUNTINGTON	
Huntington County Council on Aging	260/356-3006
JACKSON	
Area XI Agency on Aging.....	812/372-6918
JAY	
Jay-Randolph Developmental Services	260/726-7931
JEFFERSON	
LifeTime Resources	812/432-5215
JENNINGS	
Area XI Agency on Aging.....	812/372-6918
JOHNSON	
Johnson County Association for Retarded Citizens	317/738-5500
Johnson County Senior Services.....	317/738-4544
KNOX	
Knox County Association for Retarded Citizens	812/886-4312
YMCA of Vincennes	812/882-2285
KOSCIUSKO	
Kosciusko Community Senior Services.....	574/267-4648
LA PORTE	
LaPorte County Comprehensive Mental Health Council	219/872-8666
LaPorte County Council on Aging	219/326-7889
Michiana Resources.....	219/874-4288
LAGRANGE	
LaGrange County Council on Aging	260/463-4161
LAWRENCE	
Lawrence County ARC	812/876-1079
MARION	
Catholic Social Services of Indianapolis	317/326-1500
Community Centers of Indianapolis.....	317/638-3669
Crossroads Rehabilitation of Indianapolis.....	317/466-1000
Independent Residential Living.....	317/861-0032
Red Cross of Indianapolis	317/684-4332
MARSHALL	
Marshall County Council on Aging	574/936-9904
MARTIN	
Four Rivers Resource Services.....	812/254-4471
MIAMI	
Miami County YMCA	765/472-1979

MONTGOMERY

Crawfordsville Park and Recreation Department 765/447-7683

MORGAN

Coordinated Aging Services of Morgan County..... 765/342-3007

NOBLE

Noble County Association for Retarded Citizens 260/636-2155

Noble County Council on Aging..... 260/347-4226

Northeastern Center..... 260/347-4400

OHIO

LifeTime Resources 812/432-5215

ORANGE

Older Americans Services Corporation 812/865-3352

Orange County Rehabilitation and Developmental Services..... 812/723-4486

PARKE

Child Adult Resource Services..... 765/569-2076

PERRY

Perry County Council on Aging 812/547-8115

PIKE

Pike County Area Rehabilitation Center 812/354-6560

POSEY

Posey County Council on Aging 812/838-4656

Posey County Rehabilitation Services 812/838-0636

PULASKI

Pulaski Developmental Services..... 574/753-4104

RANDOLPH

Jay-Randolph Developmental Services 260/726-7931

RIPLEY

LifeTime Resources 812/432-5215

New Horizons Rehabilitation Services 812/934-4528

RUSH

Rush County Senior Services 765/932-2935

SHELBY

Shelby Senior Services 317/398-0127

SPENCER

Spencer County Council on Aging..... 812/362-7754

STEUBEN

RISE, Inc. 260/665-9408

Steuben County Council on Aging..... 260/665-9856

SULLIVAN

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

SWITZERLAND

LifeTime Resources 812/432-5215

TIPPECANOE	
Tippecanoe County Council on Aging.....	765/447-2311
UNION	
Union County Council on Aging.....	765/458-7277
VANDERBURGH	
Evansville Association for Retarded Citizens.....	812/428-4500
VIGO	
West Central Indiana Economic Development District.....	812/238-1561
WABASH	
Wabash County Council on Aging.....	260/563-4475
WARREN	
Community Action Program of Western Indiana.....	765/762-0420
WARRICK	
Warrick County Council on Aging.....	812/897-4437
WAYNE	
Wayne County Council for Retarded Citizens.....	765/966-0502
WELLS	
Bi-County Services.....	260/824-1253
Wells County Council on Aging.....	260/824-1070
WHITLEY	
Whitley County Council on Aging.....	260/248-8944

SECTION FIVE

Transit Partners & 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
Website: <http://www.apta.com>

Community Transportation Association of America (CTAA)

1341 G Street NW, Suite 1000
Washington, D.C. 20005
Toll-free: 1-800-527-8279
Phone: (202) 628-1480
Fax: (202) 737-9197
Website: <http://www.ctaa.org>

Family and Social Services Administration (FSSA)

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

Federal Transit Administration Region 5

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

Governor's Planning Council for People with Disabilities

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

Indiana Council on Specialized Transportation (INCOST)

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

Indiana Department of Transportation Public Transit Section

100 North Senate Avenue, Room N901
Indianapolis, IN 46204
Phone: (317) 232-1482
Fax: (317) 232-1499
Website: <http://www.state.in.us/dot/modetrans>

Indiana RTAP Program

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

Indiana Transportation Association

Kent McDaniel, Executive Director
825 East Eighth Street
Bloomington, IN 47408
Phone: (812) 855-8143
Fax: (812) 855-8022

Indiana Metropolitan Planning Organizations

Bloomington Area Transportation Study

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

Delaware-Muncie Metropolitan Plan Commission

Ms. Marta Moody, Executive Director
206 Delaware County Building
Muncie, IN 47305
Phone: (765) 747-7740
Website: <http://www.co.delaware.in.us/Departments/PlanCommission2>

Evansville Urban Transportation Study

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

City of Indianapolis-Department of Metropolitan Development

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

Kentuckiana Regional Planning and Development Agency

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

Kokomo & Howard County Governmental Coordinating Council

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

Madison County Council of Governments

Mr. Jerry Bridges, Executive Director
16 East Ninth Street
Anderson, IN 46016
Phone: (765) 641-9482
Website: <http://www.mccog.net>

Michiana Area Council of Governments

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

Northeastern Indiana Regional Coordinating Council

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

Northwestern Indiana Regional Plan Commission

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

Tippecanoe County Area Plan Commission

Mr. Jim Hawley, Executive Director
20 North Third Street
Lafayette, IN 47901-1209
Phone: (765) 423-9242
Website: <http://www.county.tippecanoe.in.us/departments/apc/>

West Central Indiana Economic Development Corporation

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

Indiana Regional Planning Councils

Association of Indiana Counties

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

Indiana Association of Cities and Towns

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

Indiana 15 Regional Planning Commission

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

III-A Development District

119 West Mitchell Street, Suite 2
Kendallville, IN 46755
Phone: (260) 347-4714

Kankakee/Iroquois Regional Planning Commission

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

River Hills Economic Development District & Regional Planning Commission

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

Southeastern Indiana Regional Planning Commission

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

Southern Indiana Development Commission

P.O. Box 442
Loogootee, IN 47553
Phone: (812) 295-3707
Website: <http://www.sidc.cc/>

SECTION SIX

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.

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

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

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

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

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

Apportionment, Appropriation, Allocation - (Interchangeable terms) The maximum amount of funding a transit system MAY be granted from an assistance program.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Federal Operating Assistance - Funds obtained from the Federal government to assist in paying the cost of operating the transit system.

Fixed Route Service - Transit service is provided along a prescribed route on a scheduled basis stopping at predetermined pick up points. Routes are generally served by larger transit vehicles.

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

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

LDI Expense - Ratio equating fare, charter, and other revenue plus local operating assistance to total operating expenses. This measure is used to indicate the level of financial responsibility accepted at the local level for transit operations. A relatively high ratio is preferred. Increasing fare revenues, charter service, and other revenues, and/or increasing local operating assistance or decreasing operating expenses may increase the ratio.

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

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

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

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

- Operating revenues including fares, charter, advertising, and auxiliary and non-transportation revenues.
- Taxes levied by, or on behalf of, a transit system.
- Local cash grants and reimbursements including general fund receipts, property taxes, local option income tax, excise and intangible taxes, bank building and loan funds; local bonding funds, and unrestricted federal/state funds.
- LDI does not include contra expenses (e.g. expense refunds such as motor fuel tax or insurance reimbursements) or in-kind volunteer services.

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

Metropolitan Planning Organization (MPO) - Metropolitan planning organizations are responsible for transportation planning and programs in each urban area with a population of 50,000 or greater.

Operating Expense - The total of all operating costs incurred during the transit system calendar year

reporting period, excluding expenses associated with capital grants. Expense figures may be unaudited.

Operating Expense/Passenger Trip - Ratio equating total operating costs to total passenger trips. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. Increasing passenger trips and/or decreasing expenditures may lower the ratio.

Operating Income - Revenue received from fares, charter services, and other sources directly related to transit systems operations excluding revenue from Federal, state, and local cash grants. Operating income and operating subsidy are the total operating revenue for a transit system.

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

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

Other Expenses - On the individual system pages, Other Expenses consists of taxes and miscellaneous expenses. For Section 5311 systems it also includes leases and rentals, equipment, and in-direct expenses.

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

Paratransit - Flexible forms of public transportation services that are not provided over a fixed route (e.g., demand response service).

Passenger Trips/Capita - Ratio equating total passenger trips to service area population. Increasing passenger trips and/or decreasing service area population may increase the ratio.

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

Passenger Trip - One person making a one-way trip from origin to destination. One round trip equals two passenger trips.

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

Public Mass Transportation Fund (PMTF) - State assistance fund financed by 0.76 percent of the state general sales and use tax.

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

Reconciling Items - Operating expenses which include interest expenses, leases and rentals for urbanized transit systems, depreciation, amortization of intangibles, purchase lease payments, related party lease agreements, and other as defined in the FTA Section 5335 (15) Manual.

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

Section 5307 - The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5309 - The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities, and rail projects.

Section 5310 - The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in both rural and urban settings that are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311 - The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

Service Area - The geographic area that coincides with a transit system's legal operating limits (i.e., urbanized area, city limits, or county boundary).

Service Area Population - The entire population within the legal operating limits of the transit system, as reported by the 1990 Census.

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

Advertising Fees - The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Also included are advertising media fees, regardless of whether they are paid to the advertising agency or to the media.

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

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

Service Route - A hybrid between fixed route and demand response service. Service routes are established between targeted neighborhoods and the service areas that riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.

Standard Van (SV) - Standard vans typically seat five to fifteen passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

Subsidy/Passenger Trip - Ratio comparing government operating assistance (Federal, state, and local) to total passenger trips. This measure is used to

indicate the level of Federal, state, and local assistance used in operating the transit service.

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

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

Transit Bus - A transit bus seats anywhere from 16 to 53 passengers and has both a body and a chassis that are designed specifically for transit use. One supplier manufactures the entire vehicle. Most transit buses are equipped with diesel engines.

Small Transit Bus (STB) - Under 30'

Medium Transit Bus (MTB) -30' to 34'

Large Transit Bus (LTB) - 35' to 40'

Trolley (TY) -Usually 30' to 35'

Articulated (ART) - Multi-section high occupancy vehicle

User Side Subsidy - A type of transit system whereby the passenger purchases tokens or vouchers at designated sale sites and presents the token to a service provider (e.g., taxi company) in exchange for a trip. The price of the token or pass is less than the cost of the trip. The token is then subsidized with Federal, state, or local funds and the taxi operator is reimbursed for the cost of the trip.

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

