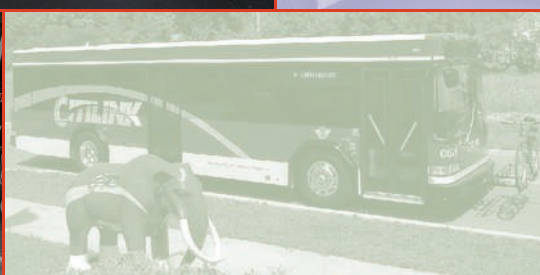


Indiana Public Transit Annual Report

2006



2006 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

STATE OF INDIANA

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Karl B. Browning, Commissioner, Indiana Department of Transportation

August 2007

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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, mobility, energy conservation, and environmental quality.

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

This 2006 Annual Report, prepared by the OT, 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 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 fifty-nine transit systems in Indiana during 2006 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. The Northern Indiana Commuter Transportation District (NICTD) is separated from the above four peer groups. INDOT does not want to compare commuter rail service to motor bus transit systems. It also allows for a more rational peer-based performance comparison among the rest of the transit systems.

Section Two of this report provides a detailed analysis of each of the four peer groups (including NICTD).

STATEWIDE STATISTICS

Indiana maintains a public transit network of fifty-nine (59) urban and rural public transit systems. This number increased slightly from 2005 with the addition of one (1) rural system to the network in 2006.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2006. 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 2005 and 2006 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 2006. 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 2006	RIDERSHIP 2005	% CHANGE	2006 RIDERSHIP PER CAPITA	2006 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Bloomington	2,401,257	2,183,729	9.96%	34.65	6.71%
Evansville	1,672,598	1,661,303	0.68%	13.76	4.68%
Fort Wayne	1,935,587	1,758,336	10.08%	8.87	5.41%
Gary	771,222	1,483,704	-48.02%	7.51	2.16%
Indianapolis	10,033,477	8,810,183	13.89%	12.67	28.06%
Lafayette	4,353,181	4,301,043	1.21%	35.38	12.17%
Muncie	2,062,198	1,785,096	15.52%	30.58	5.77%
South Bend	3,436,055	3,119,850	10.14%	22.26	9.61%
SUBTOTAL: GROUP 1	26,665,575	25,103,244	6.22%	16.18	74.57%
GROUP 2 - Small Fixed Route					
Anderson	189,093	207,196	-8.74%	3.17	0.53%
Columbus	197,837	177,631	11.38%	5.07	0.55%
East Chicago	284,396	296,915	-4.22%	8.77	0.80%
Hammond	437,985	419,290	4.46%	5.28	1.22%
Marion	178,434	176,949	0.84%	5.70	0.50%
Michigan City	205,948	194,939	5.65%	6.26	0.58%
Richmond	273,170	287,096	-4.85%	6.98	0.76%
TARC	552,177	455,096	21.33%	6.39	1.54%
Terre Haute	184,581	175,587	5.12%	2.98	0.52%
SUBTOTAL: GROUP 2	2,503,621	2,390,699	4.72%	5.37	7.00%
GROUP 3 - Urban Demand Response					
Elkhart	274,861	267,045	2.93%	5.30	0.77%
Goshen	12,622	20,327	-37.91%	0.43	0.04%
Kokomo	144,217	136,818	5.41%	2.26	0.40%
Lake/Porter	210,812	117,203	79.87%	0.44	0.59%
LaPorte	51,970	52,091	-0.23%	2.40	0.15%
SUBTOTAL: GROUP 3	694,482	593,484	17.02%	1.07	1.94%
GROUP 4 - Rural Demand Response					
Bedford	74,832	78,870	-5.12%	5.44	0.21%
Boone County	14,775	N/A	N/A	0.32	0.04%
Cass County	162,092	167,509	-3.23%	3.96	0.45%
Clinton County	40,016	32,977	21.35%	1.18	0.11%
Fayette County	22,987	19,022	20.84%	0.90	0.06%
Franklin County	46,180	49,002	-5.76%	2.08	0.13%
Fulton County	26,347	24,092	9.36%	1.28	0.07%
Hancock County	11,281	9,334	20.86%	0.20	0.03%
Hendricks/Morgan	53,761	41,498	29.55%	0.31	0.15%
Huntingburg	6,531	4,340	50.48%	1.17	0.02%
Huntington County	33,289	30,615	8.73%	0.87	0.09%
Jay/Randolph/Delaware/Blackford	92,369	83,614	10.47%	0.92	0.26%
Johnson/Shelby	73,852	66,233	11.50%	0.69	0.21%
KIRPC	89,547	91,877	-2.54%	1.33	0.25%
Knox County	70,717	68,179	3.72%	1.80	0.20%
Kosciusko County	69,579	71,864	-3.18%	0.94	0.19%
Madison County	15,148	9,745	55.44%	0.21	0.04%
Miami County	32,267	27,601	16.91%	0.89	0.09%
Mitchell	11,226	12,071	-7.00%	2.46	0.03%
Monroe County	158,908	157,123	1.14%	1.58	0.44%
New Castle	39,018	44,629	-12.57%	2.19	0.11%
Newton County	28,226	29,028	-2.76%	1.94	0.08%
Noble County	22,653	20,170	12.31%	0.49	0.06%
Noblesville	23,522	14,851	58.39%	0.82	0.07%
Orange County	24,763	26,350	-6.02%	1.28	0.07%
Plymouth	1,513	3,307	-54.25%	0.15	0.00%
Seymour	28,662	31,870	-10.07%	1.58	0.08%
SIDC	90,242	90,603	-0.40%	0.93	0.25%
SIRPC	164,426	191,651	-14.21%	1.15	0.46%
SITS	47,315	49,649	-4.70%	0.48	0.13%
Union/Wayne	24,256	23,071	5.14%	0.62	0.07%
Wabash County	28,362	26,821	5.75%	0.81	0.08%
Washington	14,169	13,326	6.33%	1.25	0.04%
Waveland	6,616	7,565	-12.54%	1.17	0.02%
Wells	22,438	16,378	37.00%	0.81	0.06%
White	17,139	14,459	18.54%	0.68	0.05%
SUBTOTAL: GROUP 4	1,689,024	1,649,294	2.41%	0.99	4.72%
GROUPS 1 THROUGH 4	31,552,702	29,736,721	6.11%	7.05	88.23%
NICTD	4,208,190	3,802,391	10.67%	25.72	11.77%
TOTAL ALL GROUPS	35,760,892	33,539,112	6.62%	7.70	100.00%

OPERATING CHARACTERISTICS

TOTAL VEHICLE MILES (TVM) BY SYSTEM

SYSTEM	TVM 2006	TVM 2005	% CHANGE
GROUP 1 - Large Fixed Route			
Bloomington	1,197,876	1,161,550	3.1%
Evansville	1,515,143	1,468,871	3.2%
Fort Wayne	1,927,679	1,851,941	4.1%
Gary	1,023,216	1,141,683	-10.4%
Indianapolis	10,393,742	9,993,247	4.0%
Lafayette	1,683,866	1,689,272	-0.3%
Muncie	1,349,515	1,289,972	4.6%
South Bend	2,093,235	2,054,496	1.9%
SUBTOTAL: GROUP 1	21,184,272	20,651,032	2.6%
GROUP 2 - Small Fixed Route			
Anderson	417,081	482,347	-13.5%
Columbus	236,427	222,057	6.5%
East Chicago	247,667	219,289	12.9%
Hammond	541,096	507,361	6.6%
Marion	189,088	198,026	-4.5%
Michigan City	254,215	253,721	0.2%
Richmond	355,561	374,269	-5.0%
TARC	727,025	734,936	-1.1%
Terre Haute	370,203	326,841	13.3%
SUBTOTAL: GROUP 2	3,338,363	3,318,847	0.6%
GROUP 3 - Urban Demand Response			
Elkhart	1,073,208	1,054,605	1.8%
Goshen	88,904	118,714	-25.1%
Kokomo	814,187	774,409	5.1%
Lake/Porter	1,301,265	988,541	31.6%
LaPorte	145,827	144,020	1.3%
SUBTOTAL: GROUP 3	3,423,391	3,080,290	11.1%
GROUP 4 - Rural Demand Response			
Bedford	83,248	81,849	1.7%
Boone County	134,609	N/A	N/A
Cass County	558,080	568,488	-1.8%
Clinton County	132,094	107,862	22.5%
Fayette County	144,492	122,627	17.8%
Franklin County	398,540	396,851	0.4%
Fulton County	170,828	134,998	26.5%
Hancock County	96,464	78,109	23.5%
Hendricks/Morgan	483,082	249,466	93.6%
Huntingburg	15,401	10,487	46.9%
Huntington County	212,469	201,420	5.5%
Jay/Randolph/Delaware/Blackford	530,200	508,052	4.4%
Johnson/Shelby	561,260	486,422	15.4%
KIRPC	407,181	374,554	8.7%
Knox County	244,560	231,103	5.8%
Kosciusko County	194,704	199,579	-2.4%
Madison County	190,653	112,742	69.1%
Miami County	179,991	137,824	30.6%
Mitchell	17,762	17,745	0.1%
Monroe County	546,090	591,790	-7.7%
New Castle	57,977	40,268	44.0%
Newton County	252,159	227,531	10.8%
Noble County	279,214	338,285	-17.5%
Noblesville	69,130	50,127	37.9%
Orange County	363,147	335,967	8.1%
Plymouth	6,435	25,058	-74.3%
Seymour	66,141	68,827	-3.9%
SIDC	1,199,890	1,252,981	-4.2%
SIRPC	1,001,396	968,660	3.4%
SITS	622,578	667,585	-6.7%
Union/Wayne	290,256	245,344	18.3%
Wabash County	168,900	195,867	-13.8%
Washington	30,712	31,201	-1.6%
Waveland	18,606	22,362	-16.8%
Wells	104,784	90,400	15.9%
White	104,293	91,099	14.5%
SUBTOTAL: GROUP 4	9,937,326	9,263,530	7.3%
GROUPS 1 THROUGH 4	37,883,352	36,313,699	4.3%
NICTD	3,838,804	3,444,029	11.5%
TOTAL ALL GROUPS	41,722,156	39,757,728	4.9%

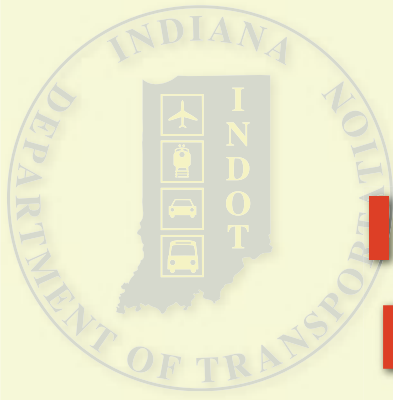
TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY - 2006

SYSTEM	LABOR/ FRINGE	%	SERVICES	%	MATERIALS & SUPPLIES	%	UTILITIES	%	CASUALTY & LIABILITY	%	PURCHASED TRANSPORT	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route															
Bloomington	\$2,588,532	54%	\$321,355	7%	\$949,986	20%	\$55,445	1%	\$205,384	4%	\$575,181	12%	\$115,191	2%	\$4,811,074
Evansville	\$4,258,691	77%	\$65,237	1%	\$1,008,546	18%	\$62,938	1%	\$94,807	2%	\$0	0%	\$59,270	1%	\$5,549,489
Fort Wayne	\$6,316,347	68%	\$705,368	8%	\$1,545,168	17%	\$131,504	1%	\$341,397	4%	\$0	0%	\$209,543	2%	\$9,249,327
Gary	\$4,896,625	63%	\$987,142	13%	\$878,350	11%	\$266,599	3%	\$477,023	6%	\$0	0%	\$226,181	3%	\$7,731,920
Indianapolis	\$28,024,126	65%	\$3,765,983	9%	\$6,790,129	16%	\$806,866	2%	\$466,836	1%	\$3,118,433	7%	\$119,492	0%	\$43,091,865
Lafayette	\$5,476,838	73%	\$247,330	3%	\$1,202,664	16%	\$100,883	1%	\$277,986	4%	\$0	0%	\$183,284	2%	\$7,488,985
Muncie	\$4,203,393	67%	\$405,563	7%	\$975,949	16%	\$104,520	2%	\$338,349	5%	\$0	0%	\$202,456	3%	\$6,230,230
South Bend	\$6,041,857	64%	\$791,887	8%	\$1,383,664	15%	\$174,490	2%	\$449,879	5%	\$0	0%	\$666,456	7%	\$9,508,232
SUBTOTAL: GROUP 1	\$61,806,409	66%	\$6,968,510	7%	\$13,784,470	15%	\$1,647,800	2%	\$2,446,277	3%	\$3,118,433	3%	\$1,666,682	2%	\$93,661,122
GROUP 2 - Small Fixed Route															
Anderson	\$1,557,288	78%	\$98,416	5%	\$233,914	12%	\$20,106	1%	\$91,921	5%	\$0	0%	\$6,122	0%	\$2,007,767
Columbus	\$815,598	78%	\$52,321	5%	\$143,874	14%	\$12,331	1%	\$0	0%	\$0	0%	\$21,275	2%	\$1,045,399
East Chicago	\$1,106,933	81%	\$23,154	2%	\$116,017	9%	\$0	0%	\$0	0%	\$0	0%	\$116,587	9%	\$1,362,691
Hammond	\$170,887	8%	\$66,346	3%	\$249,380	12%	\$7,920	0%	\$21,004	1%	\$1,562,199	75%	\$549	0%	\$2,078,285
Marion	\$612,977	71%	\$41,137	5%	\$97,012	11%	\$4,100	0%	\$99,553	12%	\$0	0%	\$4,185	0%	\$858,964
Michigan City	\$703,399	71%	\$132,063	13%	\$88,168	9%	\$27,063	3%	\$38,481	4%	\$0	0%	\$465	0%	\$989,639
Richmond	\$839,541	77%	\$36,790	3%	\$148,576	14%	\$12,789	1%	\$44,268	4%	\$0	0%	\$7,768	1%	\$1,089,732
TARC	\$2,340,332	63%	\$119,026	3%	\$532,473	14%	\$33,872	1%	\$55,815	1%	\$613,873	16%	\$39,196	1%	\$3,734,587
Terre Haute	\$1,224,510	80%	\$21,825	1%	\$197,301	13%	\$29,750	2%	\$43,342	3%	\$0	0%	\$7,619	0%	\$1,524,347
SUBTOTAL: GROUP 2	\$9,371,465	64%	\$591,078	4%	\$1,806,715	12%	\$147,932	1%	\$394,384	3%	\$2,176,072	15%	\$203,766	1%	\$14,691,411
GROUP 3 - Urban Demand Response															
Elkhart	\$68,246	4%	\$0	0%	\$1,927	0%	\$0	0%	\$0	0%	\$1,824,540	94%	\$50,798	3%	\$1,945,511
Goshen	\$16,906	14%	\$0	0%	\$148	0%	\$0	0%	\$0	0%	\$94,084	76%	\$12,011	10%	\$123,149
Kokomo	\$685,852	42%	\$48,737	3%	\$119,454	7%	\$17,849	1%	\$0	0%	\$756,138	46%	\$6,187	0%	\$1,634,217
Lake/Porter	\$1,547,934	59%	\$429,588	16%	\$378,686	14%	\$40,110	2%	\$132,129	5%	\$42	0%	\$114,978	4%	\$2,643,465
LaPorte	\$427,601	79%	\$4,833	1%	\$65,518	12%	\$14,173	3%	\$28,512	5%	\$0	0%	\$3,616	1%	\$544,253
SUBTOTAL: GROUP 3	\$2,746,539	40%	\$483,158	7%	\$565,733	8%	\$72,132	1%	\$160,641	2%	\$2,674,803	39%	\$187,590	3%	\$6,890,595
GROUP 4: Rural Demand Response															
Bedford	\$360,714	75%	\$29,851	6%	\$41,673	9%	\$7,636	2%	\$25,346	5%	\$0	0%	\$13,673	3%	\$478,893
Boone County	\$116,483	70%	\$3,428	2%	\$26,859	16%	\$2,651	2%	\$15,603	9%	\$0	0%	\$2,203	1%	\$167,227
Cass County	\$589,414	58%	\$133,322	13%	\$127,256	12%	\$55,697	5%	\$79,143	8%	\$4,822	0%	\$28,895	3%	\$1,018,549
Clinton County	\$137,214	65%	\$4,189	2%	\$37,732	18%	\$4,352	2%	\$10,267	5%	\$0	0%	\$17,054	8%	\$210,808
Fayette County	\$120,920	50%	\$0	0%	\$54,628	22%	\$4,477	2%	\$14,989	6%	\$0	0%	\$48,826	20%	\$243,840
Franklin County	\$333,929	76%	\$25,404	6%	\$43,328	10%	\$9,806	2%	\$25,863	6%	\$0	0%	\$1,476	0%	\$439,806
Fulton County	\$180,670	70%	\$0	0%	\$35,992	14%	\$3,774	1%	\$17,717	7%	\$0	0%	\$20,308	8%	\$258,461
Hancock County	\$145,334	72%	\$13,423	7%	\$15,637	8%	\$3,694	2%	\$8,543	4%	\$0	0%	\$16,016	8%	\$202,647
Hendricks/Morgan	\$378,755	67%	\$41,493	7%	\$83,601	15%	\$13,961	2%	\$35,085	6%	\$0	0%	\$13,639	2%	\$566,534
Huntingburg	\$83,473	89%	\$2,532	3%	\$4,460	5%	\$3,000	3%	\$658	1%	\$0	0%	\$108	0%	\$94,231
Huntington County	\$309,245	70%	\$20,031	5%	\$51,923	12%	\$3,257	1%	\$21,450	5%	\$6,082	1%	\$26,985	6%	\$438,973
Jay/Randolph/Delaware/Blackford	\$643,548	66%	\$4,468	0%	\$174,526	18%	\$31,231	3%	\$47,538	5%	\$0	0%	\$76,875	8%	\$978,186
Johnson/Shelby	\$466,332	46%	\$93,632	9%	\$87,788	9%	\$10,060	1%	\$24,803	2%	\$192,937	19%	\$138,002	14%	\$1,013,554
KIRPC	\$570,683	69%	\$65,751	8%	\$90,310	11%	\$16,721	2%	\$46,544	6%	\$0	0%	\$42,755	5%	\$832,764
Knox County	\$238,348	58%	\$3,000	1%	\$97,657	24%	\$12,212	3%	\$22,025	5%	\$0	0%	\$36,476	9%	\$409,718
Kosciusko County	\$421,766	67%	\$7,932	1%	\$73,742	12%	\$13,635	2%	\$27,692	4%	\$0	0%	\$86,141	14%	\$630,908
Madison County	\$42,583	15%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$234,036	81%	\$13,417	5%	\$290,036
Miami County	\$164,721	63%	\$0	0%	\$41,677	16%	\$5,000	2%	\$20,819	8%	\$0	0%	\$29,534	11%	\$261,751
Mitchell	\$93,021	83%	\$7,705	7%	\$6,156	6%	\$1,668	1%	\$2,500	2%	\$0	0%	\$499	0%	\$111,549
Monroe County	\$594,233	58%	\$11,895	1%	\$252,961	25%	\$26,264	3%	\$77,397	8%	\$0	0%	\$68,780	7%	\$1,031,530
New Castle	\$367,499	83%	\$6,270	1%	\$34,280	8%	\$12,602	3%	\$14,800	3%	\$0	0%	\$9,405	2%	\$444,856
Newton County	\$162,998	61%	\$14,301	5%	\$41,852	16%	\$6,347	2%	\$32,161	12%	\$0	0%	\$10,219	4%	\$267,878
Noble County	\$292,535	71%	\$8,000	2%	\$62,500	15%	\$10,450	3%	\$21,265	5%	\$0	0%	\$18,492	4%	\$413,242
Noblesville	\$119,597	61%	\$4,112	2%	\$19,852	10%	\$0	0%	\$4,123	2%	\$0	0%	\$49,087	25%	\$196,771
Orange County	\$265,352	73%	\$32,935	9%	\$39,737	11%	\$4,414	1%	\$12,900	4%	\$0	0%	\$7,429	2%	\$362,767
Plymouth	\$16,071	54%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$6,927	23%	\$6,604	22%	\$29,602
Seymour	\$110,063	69%	\$18,816	12%	\$26,312	17%	\$1,774	1%	\$0	0%	\$0	0%	\$2,348	1%	\$159,313
SIDC	\$709,463	48%	\$97,937	7%	\$178,148	12%	\$32,136	2%	\$59,980	4%	\$199,376	14%	\$198,923	13%	\$1,475,963
SIRPC	\$865,585	65%	\$0	0%	\$243,310	18%	\$14,856	1%	\$138,769	10%	\$0	0%	\$64,164	5%	\$1,326,684
SITS	\$379,842	57%	\$45,679	7%	\$90,707	14%	\$7,483	1%	\$35,900	5%	\$44,282	7%	\$62,347	9%	\$666,240
Union/Wayne	\$224,481	66%	\$19,651	6%	\$64,301	19%	\$1,500	0%	\$21,000	6%	\$0	0%	\$6,636	2%	\$337,569
Wabash County	\$178,759	58%	\$22,541	7%	\$39,779	13%	\$6,954	2%	\$30,430	10%	\$0	0%	\$30,204	10%	\$308,667
Washington	\$41,113	47%	\$18,220	21%	\$16,609	19%	\$4,507	5%	\$5,778	7%	\$0	0%	\$831	1%	\$87,058
Waveland	\$76,201	78%	\$6,787	7%	\$6,008	6%	\$2,059	2%	\$1,512	2%	\$0	0%	\$4,560	5%	\$97,127
Wells	\$172,265	68%	\$0	0%	\$39,063	15%	\$5,215	2%	\$22,089	9%	\$0	0%	\$16,424	6%	\$255,056
White	\$124,194	66%	\$8,159	4%	\$18,774	10%	\$15,534	8%	\$18,160	10%	\$0	0%	\$4,172	2%	\$188,993
SUBTOTAL: GROUP 4	\$10,097,404	62%	\$771,464	5%	\$2,269,138	14%	\$354,927	2%	\$942,849	6%	\$688,462	4%	\$1,173,507	7%	\$16,297,751
GROUPS 1 THROUGH 4	\$84,021,816	64%	\$8,814,210	7%	\$18,426,056	14%	\$2,222,790	2%	\$3,944,150	3%	\$8,657,770	7%	\$3,231,544	2%	\$131,540,879
NICTD	\$21,840,490	67%	\$2,246,091	7%	\$3,289,518	10%	\$2,578,247	8%	\$2,073,515	6%	\$0	0%	\$655,071	2%	\$32,682,932
TOTAL ALL GROUPS	\$105,862,306	64%	\$11,060,301	7%	\$21,715,574	13%	\$4,801,037	3%	\$6,017,665	4%	\$8,657,770	5%	\$3,886,615	2%	\$164,223,811

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 2006

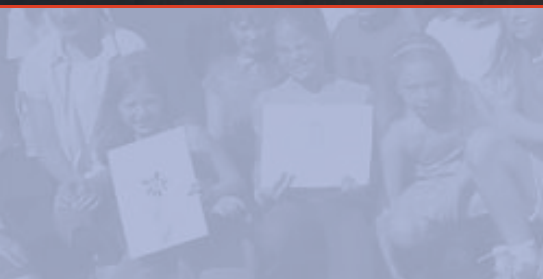
SYSTEM	FARES	%	LOCAL ASSISTANCE	%	STATE ASSISTANCE	%	FEDERAL ASSISTANCE	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route											
Bloomington	\$1,096,676	23%	\$1,159,452	24%	\$1,555,918	32%	\$756,049	16%	\$242,979	5%	\$4,811,074
Evansville	\$1,044,728	19%	\$1,370,147	25%	\$1,298,333	23%	\$1,591,360	29%	\$244,921	4%	\$5,549,489
Fort Wayne	\$1,071,737	12%	\$4,058,525	44%	\$1,644,210	18%	\$2,152,743	23%	\$322,112	3%	\$9,249,327
Gary	\$972,270	13%	\$3,515,552	45%	\$931,129	12%	\$2,298,224	30%	\$14,745	0%	\$7,731,920
Indianapolis	\$8,906,127	21%	\$21,013,574	49%	\$9,136,612	21%	\$2,813,277	7%	\$1,222,275	3%	\$43,091,865
Lafayette	\$1,801,594	24%	\$1,028,272	14%	\$2,776,548	37%	\$1,409,762	19%	\$472,809	6%	\$7,488,985
Muncie	\$237,937	4%	\$3,249,290	52%	\$1,297,096	21%	\$1,358,839	22%	\$87,068	1%	\$6,230,230
South Bend	\$1,373,706	14%	\$4,393,023	46%	\$2,051,593	22%	\$1,364,379	14%	\$325,531	3%	\$9,508,232
SUBTOTAL: GROUP 1	\$16,504,775	18%	\$39,787,835	42%	\$20,691,439	22%	\$13,744,633	15%	\$2,932,440	3%	\$93,661,122
GROUP 2 - Small Fixed Route											
Anderson	\$174,404	9%	\$551,073	27%	\$369,556	18%	\$911,435	45%	\$1,299	0%	\$2,007,767
Columbus	\$32,047	3%	\$382,459	37%	\$213,332	20%	\$417,561	40%	\$0	0%	\$1,045,399
East Chicago	\$0	0%	\$778,744	57%	\$269,107	20%	\$313,140	23%	\$1,700	0%	\$1,362,691
Hammond	\$381,630	18%	\$496,103	24%	\$458,571	22%	\$739,710	36%	\$2,271	0%	\$2,078,285
Marion	\$33,051	4%	\$361,849	42%	\$174,066	20%	\$286,248	33%	\$3,750	0%	\$858,964
Michigan City	\$89,425	9%	\$233,203	24%	\$216,905	22%	\$450,106	45%	\$0	0%	\$989,639
Richmond	\$190,262	17%	\$119,539	11%	\$317,493	29%	\$444,574	41%	\$17,864	2%	\$1,089,732
TARC	\$576,292	15%	\$2,104,751	56%	\$830,851	22%	\$184,048	5%	\$38,645	1%	\$3,734,587
Terre Haute	\$129,587	9%	\$415,130	27%	\$187,189	12%	\$780,441	51%	\$12,000	1%	\$1,524,347
SUBTOTAL: GROUP 2	\$1,606,698	11%	\$5,442,851	37%	\$3,037,070	21%	\$4,527,263	31%	\$77,529	1%	\$14,691,411
GROUP 3 - Urban Demand Response											
Elkhart	\$488,544	25%	\$350,721	18%	\$344,946	18%	\$761,300	39%	\$0	0%	\$1,945,511
Goshen	\$44,422	36%	\$9,348	8%	\$32,169	26%	\$37,210	30%	\$0	0%	\$123,149
Kokomo	\$305,729	19%	\$420,261	26%	\$248,652	15%	\$659,575	40%	\$0	0%	\$1,634,217
Lake/Porter	\$708,418	27%	\$973,601	37%	\$449,440	17%	\$451,809	17%	\$60,197	2%	\$2,643,465
LaPorte	\$98,749	18%	\$115,619	21%	\$106,536	20%	\$222,155	41%	\$1,194	0%	\$544,253
SUBTOTAL: GROUP 3	\$1,645,862	24%	\$1,869,551	27%	\$1,181,743	17%	\$2,132,049	31%	\$61,391	1%	\$6,890,596
GROUP 4 - Rural Demand Response											
Bedford	\$25,626	5%	\$167,658	35%	\$112,041	23%	\$173,568	36%	\$0	0%	\$478,893
Boone County	\$24,627	15%	\$71,300	43%	\$0	0%	\$71,300	43%	\$0	0%	\$167,227
Cass County	\$107,329	11%	\$311,048	31%	\$248,411	24%	\$351,761	35%	\$0	0%	\$1,018,549
Clinton County	\$26,995	13%	\$120,928	57%	\$0	0%	\$62,885	30%	\$0	0%	\$210,808
Fayette County	\$22,677	9%	\$72,253	30%	\$52,655	22%	\$96,255	39%	\$0	0%	\$243,840
Franklin County	\$48,824	11%	\$136,823	31%	\$118,427	27%	\$135,732	31%	\$0	0%	\$439,806
Fulton County	\$33,577	13%	\$72,020	28%	\$62,329	24%	\$90,535	35%	\$0	0%	\$258,461
Hancock County	\$18,867	9%	\$117,680	58%	\$0	0%	\$66,100	33%	\$0	0%	\$202,647
Hendricks/Morgan	\$41,312	7%	\$222,838	39%	\$77,500	14%	\$224,884	40%	\$0	0%	\$566,534
Huntingburg	\$3,094	3%	\$48,801	52%	\$11,500	12%	\$30,836	33%	\$0	0%	\$94,231
Huntington County	\$26,015	6%	\$197,629	45%	\$70,362	16%	\$144,967	33%	\$0	0%	\$438,973
Jay/Randolph/Delaware/Blackford	\$44,976	5%	\$305,851	31%	\$229,283	23%	\$398,076	41%	\$0	0%	\$978,186
Johnson/Shelby	\$81,932	8%	\$500,150	49%	\$133,705	13%	\$297,767	29%	\$0	0%	\$1,013,554
KIRPC	\$55,919	7%	\$300,025	36%	\$155,242	19%	\$316,073	38%	\$5,505	1%	\$832,764
Knox County	\$24,608	6%	\$96,801	24%	\$120,461	29%	\$167,848	41%	\$0	0%	\$409,718
Kosciusko County	\$41,874	7%	\$235,675	37%	\$93,397	15%	\$259,962	41%	\$0	0%	\$630,908
Madison County	\$13,854	5%	\$113,524	39%	\$42,459	15%	\$120,199	41%	\$0	0%	\$290,036
Miami County	\$17,593	7%	\$60,383	23%	\$63,310	24%	\$120,465	46%	\$0	0%	\$261,751
Mitchell	\$7,441	7%	\$44,714	40%	\$18,286	16%	\$41,108	37%	\$0	0%	\$111,549
Monroe County	\$103,002	10%	\$310,270	30%	\$249,506	24%	\$368,752	36%	\$0	0%	\$1,031,530
New Castle	\$14,023	3%	\$235,641	53%	\$60,622	14%	\$132,913	30%	\$1,657	0%	\$444,856
Newton County	\$19,425	7%	\$75,856	28%	\$78,629	29%	\$93,968	35%	\$0	0%	\$267,878
Noble County	\$33,435	8%	\$177,018	43%	\$69,777	17%	\$133,012	32%	\$0	0%	\$413,242
Noblesville	\$16,176	8%	\$73,620	37%	\$33,502	17%	\$73,473	37%	\$0	0%	\$196,771
Orange County	\$32,800	9%	\$101,245	28%	\$117,097	32%	\$111,625	31%	\$0	0%	\$362,767
Plymouth	\$2,617	9%	\$9,239	31%	\$4,261	14%	\$13,485	46%	\$0	0%	\$29,602
Seymour	\$9,252	6%	\$32,891	21%	\$42,140	26%	\$75,030	47%	\$0	0%	\$159,313
SIDC	\$73,493	5%	\$678,558	46%	\$344,274	23%	\$379,638	26%	\$0	0%	\$1,475,963
SIRPC	\$84,220	6%	\$482,991	36%	\$290,498	22%	\$468,975	35%	\$0	0%	\$1,326,684
SITS	\$33,021	5%	\$221,124	33%	162847	24%	\$249,248	37%	\$0	0%	\$666,240
Union/Wayne	\$26,232	8%	\$124,968	37%	\$69,632	21%	\$116,737	35%	\$0	0%	\$337,569
Wabash County	\$27,458	9%	\$116,446	38%	\$56,159	18%	\$106,093	34%	\$2,511	1%	\$308,667
Washington	\$6,074	7%	\$26,949	31%	\$17,034	20%	\$37,001	43%	\$0	0%	\$87,058
Waveland	\$5,288	5%	\$37,417	39%	\$10,347	11%	\$44,075	45%	\$0	0%	\$97,127
Wells	\$9,746	4%	\$186,610	73%	\$0	0%	\$58,700	23%	\$0	0%	\$255,056
White	\$15,375	8%	\$35,717	19%	\$51,092	27%	\$86,809	46%	\$0	0%	\$188,993
SUBTOTAL: GROUP 4	\$1,178,777	7%	\$6,122,661	38%	\$3,266,785	20%	\$5,719,855	35%	\$9,673	0%	\$16,297,751
GROUPS 1 THROUGH 4	\$20,936,112	16%	\$53,222,898	40%	\$28,177,037	21%	\$26,123,799	20%	\$3,081,033	2%	\$131,540,880
NICTD	\$17,926,713	55%	\$3,386,520	10%	\$7,082,870	22%	\$4,229,217	13%	\$57,612	0%	\$32,682,932
TOTAL ALL GROUPS	\$38,862,825	24%	\$56,609,418	34%	\$35,259,907	21%	\$30,353,016	18%	\$3,138,645	2%	\$164,223,812

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



INDOT Public Transit Programs & Services

Section 1



INDOT OFFICE OF TRANSIT PROGRAMS & SERVICES

The INDOT Office of Transit (OT) is comprised of six staff members and is a part of the INDOT Local Programs Division, which also includes the Rail, Aviation, and Local Federal Aid offices. The OT administers both federal and state transit assistance programs with Larry Buckel as the Office Manager. Contacts for the OT staff are listed in the table below (all area codes are 317).

Larry Buckel Office Manager	232-5292	LBUCKEL@INDOT.IN.GOV
Brian Jones Section 5310/PMTF Program Manager	232-1493	BJONES@INDOT.IN.GOV
Jason Casteel Transit Planner	234-5161	JCASTEEL@INDOT.IN.GOV
James English Section 5311 Program Manager	232-1483	JENGLISH@INDOT.IN.GOV
Vickie Rayburn Section 5311 Project Manager	232-5078	VRAYBURN@INDOT.IN.GOV
Tom Hamilton Section 5311 Project Manager	232-1498	THAMILTON@INDOT.IN.GOV

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 municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations.

In 2006, INDOT allocated \$32.7 million in PMTF to 58 transit systems in Indiana.

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. 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.

LDI does not include contra-expenses such as expense refunds from motor fuel tax, or in-kind volunteer services.

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 (NICTD), the only entity eligible for these funds at the present time.

In 2006, INDOT allocated \$109,858 in ERSF funds to NICTD.

Commuter Rail Service Fund

The Commuter Rail Service Fund (CRSF) is a special state fund that receives 0.14 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 2006, INDOT allocated \$11,116,693 in CRSF funds to NICTD.

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS ADMINISTERED BY INDOT

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 Tom Hamilton administer the program and grants for the following systems:

James English Program Manager (317) 232-1483 jenglish@indot.in.gov	Vickie Rayburn Project Manager (317) 232-5078 vrayburn@indot.in.gov	Tom Hamilton Project Manager (317) 232-1498 thamilton@indot.in.gov
Boone Co.	Bedford	Cass Co.
Fayette Co.	Franklin Co.	Clinton Co.
Hamilton Co.	Fulton Co.	Huntington Co.
Hancock Co.	KIRPC	KABS
Harrison Co. (SITS)	Knox Co.	Madison Co.
Hendricks Co.	Marion	New Castle
Huntingburg	Miami Co.	Plymouth
Jay Co.	Mitchell	Richmond
Johnson Co.	Noble Co.	Union Co.
Monroe Co.	Orange Co.	Wabash
Newton Co.	Seymour	Waveland
SIDC	SIRPC	Wells Co.
WCIEDD – Vigo Co.	Washington	White Co.
Whitley Co.		

The following table describes the program of projects for the 2006 Section 5311 Program.

2006 Section 5311 Projects

Grantee	Project Description	Federal Assistance	State Assistance	Local Assistance	Operating Revenue	TOTAL
Bedford	Operating Assistance	\$173,568	\$112,041	\$167,658	\$25,626	\$478,893
Boone County	Operating Assistance	\$71,300	\$0	\$71,300	\$24,627	\$167,227
Cass County	Operating Assistance	\$351,761	\$248,411	\$311,048	\$107,329	\$1,018,549
Clinton County	Operating Assistance	\$62,885	\$0	\$120,928	\$26,995	\$210,808
Fayette County	Operating Assistance	\$96,255	\$52,655	\$72,253	\$22,677	\$243,840
Franklin County	Operating Assistance	\$135,732	\$118,427	\$136,823	\$48,824	\$439,806
Fulton County	Operating Assistance	\$90,535	\$62,329	\$72,020	\$33,577	\$258,461
Hancock County	Operating Assistance	\$66,100	\$0	\$117,680	\$18,867	\$202,647
Harrison County	Operating Assistance	\$224,884	\$77,500	\$222,838	\$41,312	\$566,534
Hendricks County	Operating Assistance	\$30,836	\$11,500	\$48,801	\$3,094	\$94,231
Huntingburg	Operating Assistance	\$144,967	\$70,362	\$197,629	\$26,015	\$438,973
Huntington County	Operating Assistance	\$398,076	\$229,283	\$305,851	\$44,976	\$978,186
Jay-Randolph-Delaware Counties	Operating Assistance	\$297,767	\$133,705	\$500,150	\$81,932	\$1,013,554
Johnson-Shelby Counties	Operating Assistance	\$316,073	\$155,242	\$300,025	\$55,919	\$827,259
KIRPC	Operating Assistance	\$167,848	\$120,461	\$96,801	\$24,608	\$409,718
Knox County	Operating Assistance	\$259,962	\$93,397	\$235,675	\$41,874	\$630,908
Kosciusko Co.	Operating Assistance	\$120,199	\$42,459	\$113,524	\$13,854	\$290,036
Madison	Operating Assistance	\$286,248	\$174,066	\$361,849	\$33,051	\$855,214
Marion	Operating Assistance	\$120,465	\$63,310	\$60,383	\$17,593	\$261,751
Miami County	Operating Assistance	\$41,108	\$18,286	\$44,714	\$7,441	\$111,549
Mitchell	Operating Assistance	\$368,752	\$249,506	\$310,270	\$103,002	\$1,031,530
Monroe County	Operating Assistance	\$132,913	\$60,622	\$235,641	\$14,023	\$443,199
New Castle	Operating Assistance	\$93,968	\$78,629	\$75,856	\$19,425	\$267,878
Newton County	Operating Assistance	\$133,012	\$69,777	\$177,018	\$33,435	\$413,242
Noble County	Operating Assistance	\$73,473	\$33,502	\$73,620	\$16,176	\$196,771
Noblesville	Operating Assistance	\$111,625	\$117,097	\$101,245	\$32,800	\$362,767
Orange County	Operating Assistance	\$13,485	\$4,261	\$9,239	\$2,617	\$29,602
Plymouth	Operating Assistance	\$444,574	\$317,493	\$119,539	\$190,262	\$1,071,868
Richmond	Operating Assistance	\$75,030	\$42,140	\$32,891	\$9,252	\$159,313
Seymour	Operating Assistance	\$379,638	\$344,274	\$678,558	\$73,493	\$1,475,963
SIDC	Operating Assistance	\$468,975	\$290,498	\$482,991	\$84,220	\$1,326,684
SIRPC	Operating Assistance	\$249,248	\$162,847	\$221,124	\$33,021	\$666,240
Union-Wayne Counties	Operating Assistance	\$116,737	\$69,632	\$124,968	\$26,232	\$337,569
Wabash	Operating Assistance	\$106,093	\$56,159	\$116,446	\$27,458	\$306,156
Washington	Operating Assistance	\$37,001	\$17,034	\$26,949	\$6,074	\$87,058
Waveland	Operating Assistance	\$44,075	\$10,347	\$37,417	\$5,288	\$97,127
Wells County	Operating Assistance	\$58,700	\$0	\$186,610	\$9,746	\$255,056
White County	Operating Assistance	\$86,809	\$51,092	\$35,717	\$15,375	\$188,993
Operating Subtotal		\$6,450,677	\$3,758,344	\$6,604,049	\$1,402,090	\$18,215,160
Capital Projects (Section 5311)						
Bedford	Capital Assistance	\$40,000	\$0	\$10,000	\$0	\$50,000
KIRPC	Capital Assistance	\$41,547	\$0	\$12,807	\$0	\$54,354
Kosciusko Co.	Capital Assistance	\$72,067	\$0	\$18,846	\$0	\$90,913
Marion	Capital Assistance	\$79,166	\$9,896	\$11,000	\$0	\$100,062
Monroe County	Capital Assistance	\$89,380	\$11,173	\$11,173	\$0	\$111,725
Richmond	Capital Assistance	\$49,174	\$6,147	\$6,300	\$0	\$61,621
Union County	Capital Assistance	\$58,400	\$0	\$14,600	\$0	\$73,000
Seymour	Capital Assistance	\$38,962	\$0	\$9,741	\$0	\$48,703
Franklin County	Capital Assistance	\$24,746	\$3,093	\$3,800	\$0	\$31,639
Orange County	Capital Assistance	\$25,466	\$3,183	\$3,450	\$0	\$32,099
Harrison County	Capital Assistance	\$25,926	\$3,241	\$3,300	\$0	\$32,467
SIDC	Capital Assistance	\$52,491	\$0	\$13,123	\$0	\$65,614
Newton County	Capital Assistance	\$30,400	\$0	\$7,600	\$0	\$38,000
Capital Subtotal		\$627,725	\$36,733	\$125,740	\$0	\$790,197
Intercity Projects (Section 5311 (f))						
Marion	Operating (Fair Rebate)	\$2,297	\$1,149	\$3,000	\$0	\$6,446
Marion	Capital (Admin.)	\$9,600	\$1,200	\$1,200	\$0	\$12,000
Johnson County	Operating	\$127,850	\$0	\$127,850	\$12,000	\$267,700
Intercity Subtotal		\$139,747	\$2,349	\$132,050	\$12,000	\$286,146
Section 5311 Program Total		\$7,218,149	\$3,797,426	\$6,861,838	\$1,414,090	\$19,291,503

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.

The Indiana's RTAP is implemented through a contract with RLS & Associates and an advisory committee.

The Indiana RTAP can be contacted toll free at 1-800-709-9981, by e-mail, or visit their website at www.indianartap.com. Their full mailing address is listed in Section Four.

FTA Section 5311(f) - Intercity Operating, Capital, Planning, and Marketing Assistance

The Section 5311(f) program provides funding assistance to transportation entities for the provision of intercity transportation-related services. This program was created to address the abandonment by intercity carriers and the special needs of isolated rural areas.

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

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

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

The Section 5310 grant program is designed to improve mobility for the elderly and persons with disabilities. Funding provides capital assistance (vehicles

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

Eligible grantees include private non-profit corporations and public bodies approved by INDOT to coordinate services for elderly and disabled persons. The program matches up to 80 percent of project costs, with the remaining 20 percent provided by the local entity.

Projects must be derived from a locally developed, coordinated public transit-human services transportation plan.

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

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

The INDOT OT administers the FTA Section 5303 and Section 5313 programs. These programs are designed to provide financial assistance to the 14 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. Jason Casteel administers the Section 5303 Program.

Federal Section 5303 - Metropolitan Planning Program - 2006 Allocations			
Urbanized Area	Federal Share	Local Share	Total
Anderson	\$40,935	\$10,234	\$51,169
Bloomington	\$40,041	\$10,010	\$50,052
Columbus	\$22,301	\$5,575	\$27,876
Evansville	\$55,512	\$13,878	\$69,390
Fort Wayne	\$74,254	\$18,564	\$92,818
Indianapolis	\$376,105	\$94,026	\$470,132
Kokomo	\$24,938	\$6,234	\$31,172
Lafayette	\$39,816	\$9,954	\$49,770
Michigan City	\$25,296	\$6,324	\$31,620
Muncie	\$37,693	\$9,423	\$47,117
NW Ind.	\$243,752	\$60,938	\$304,690
South Bend (inc. Elkhart/Goshen)	\$109,388	\$27,347	\$136,735
Southern Indiana (Louisville)	\$37,070	\$9,267	\$46,337
Terre Haute	\$39,119	\$9,780	\$48,899
TOTALS	\$1,166,221	\$291,555	\$1,457,776

2006 Section 5310 Program of Projects

GRANTEE	COUNTY SERVED	EQUIPMENT AWARD	TOTAL FUNDING	FEDERAL FUNDING	LOCAL FUNDING
Michiana Resources	LaPorte County	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Parents and Friends	LaPorte County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Opportunity Enterprises	Porter, Lake	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Southlake Mental Health	Lake	Mini van	\$19,000.00	\$15,200.00	\$3,800.00
		Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
LaGrange County Council on Aging	LaGrange	Mini van	\$19,000.00	\$15,200.00	\$3,800.00
ARC Opportunities	LaGrange	12 passenger van	\$22,000.00	\$17,600.00	\$4,400.00
Northeastern Center	Noble, LaGrange, Stueben, DeKalb	Large Transit Bus	\$53,000.00	\$42,400.00	\$10,600.00
Whitley County Council on Aging	Whitley County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Huntington County Council on Aging	Huntington County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Allen County Council on Aging	Allen County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Comm. Transportation Network	Allen County	Medium Transit Bus	\$45,000.00	\$36,000.00	\$9,000.00
Turnstone Center	Allen County	Medium Transit Bus	\$45,000.00	\$36,000.00	\$9,000.00
Adams County Council on Aging	Adams	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Wells County Council on Aging	Wells County	Two Mini vans	\$38,000.00	\$30,400.00	\$7,600.00
Lifestream Services	Jay, Randolph Cos.	Three Raised roof vans with lifts	\$96,534.00	\$77,227.20	\$19,306.80
Cass County Council on Aging	Cass	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Peak Community Services	Cass	Type C Van	\$32,178.00	\$25,742.40	\$6,435.60
Fulton County Council on Aging	Fulton	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Area IV Agency on Aging	Benton	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Carroll County Council on Aging	Carroll	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
Tippecanoe County Council on Aging	Tippecanoe	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Two Medium Transit Buses	\$90,000.00	\$72,000.00	\$18,000.00
Hendricks County Senior Services	Hendricks	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Coordinated Aging Services of Morgan County	Morgan Co	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Boone County Senior Services	Boone County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
PrimeLife Enrichment	Hamilton County	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
Independent Residential Living	Marion, Hancock Cos.	Type C Van	\$32,178.00	\$25,742.40	\$6,435.60
Hancock County Senior Services	Hancock County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Gateway Services/Johnson County ARC	Johnson County	Two Large Transit Buses	\$100,000.00	\$80,000.00	\$20,000.00
Shelby County Senior Services	Shelby County	Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
Dunn Center	Wayne, Rush, Fayette and Randolph Cos.	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Retractable tiedowns	\$209.00	\$167.20	\$41.80
		Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
Adult Day Care	Wayne	Type C Van	\$32,178.00	\$25,742.40	\$6,435.60
Achieva Resources	Fayette	Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
Union County Council on Aging	Union Co	Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
New Horizons Rehabilitation Services	Ripley, Dearborn, Franklin, Ohio	Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
LifeTime Resources	Ripley, Dearborn, Jefferson, Switzerland and Ohio Cos.	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
		Two Medium Transit Buses	\$90,000.00	\$72,000.00	\$18,000.00
Developmental Services	Bartholomew, Jackson Jefferson, Jennings Cos.	Two low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
Quinco Behavioral Center	Barth, Jennings, Brown, Jackson Cos.	Raised roof van	\$28,953.00	\$23,162.40	\$5,790.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
LifeSpan Resources	Clark & Floyd Cos.	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
New Hope Services	Clark, Floyd Cos.	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
LifeSpring Mental Health	Clark & Floyd Cos.	Two 12 passenger vans	\$44,000.00	\$35,200.00	\$8,800.00
Older Americans Services. Corp.	Orange, Crawford, Lawrence, Washington	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
Orange County Rehabilitation/First Chance Center	Orange County	12 passenger van	\$22,000.00	\$17,600.00	\$4,400.00
		Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Blue River Services	Harrison, Crawford Washington, Orange	Medium Transit Bus	\$45,000.00	\$36,000.00	\$9,000.00
Evansville ARC	Vanderburgh County	12 passenger van	\$22,000.00	\$17,600.00	\$4,400.00
Gibson County Area Rehabilitation Center	Gibson County	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Gibson County Council on Aging	Gibson County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Pike County ARC	Pike County	Mini van	\$19,000.00	\$15,200.00	\$3,800.00
YMCA of Vincennes	Knox County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Large Transit Bus	\$50,000.00	\$40,000.00	\$10,000.00
Four Rivers Resources	Green, Sullivan, Daviess, Martin	Two Mini vans	\$38,000.00	\$30,400.00	\$7,600.00
		12 passenger van	\$22,000.00	\$17,600.00	\$4,400.00
Senior & Family Services	Daviess, Greene, Martin and Pike Cos	Mini van	\$19,000.00	\$15,200.00	\$3,800.00
Child Adult Resource Services	Vigo, Vermillion	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
		Two Medium Transit Buses	\$90,000.00	\$72,000.00	\$18,000.00
West Central IND Economic Development District	Vigo	Medium Transit Bus	\$45,000.00	\$36,000.00	\$9,000.00
Spencer Co Council on Aging	Spencer County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
CDC Resources	White, Carroll, Benton	Two Medium Transit Buses	\$105,341.00	\$84,272.80	\$21,068.20
TOTAL			\$2,841,687.00	\$2,273,349.60	\$568,337.40

FTA Sections 5316/5317 – Job Access/Reverse Commute (JARC) & New Freedom

Section 5316 - The Job Access and Reverse Commute (JARC) program provides formula funding to States and Designated Recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of UZAs and other than urbanized to suburban employment opportunities.

Section 5317 – The New Freedom program purpose is to provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

Projects under both programs must be derived from a locally developed, coordinated public transit-human services transportation plan.

At the time of this report writing (May 2007), INDOT was preparing final guidance for administration of these programs. Further questions may be directed to Larry Buckel or Jason Casteel.

OTHER FEDERAL TRANSIT PROGRAMS (not administered by INDOT)

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.

Indiana Transit Facts

Administration Costs

- Cost for INDOT to administer federal/state public transit programs averages less than 1% of total federal/state transit funds allocated to INDOT.

State Funding Trends

- State fiscal year (SFY) 2006 budget for Transit Funding is 25% more than SFY 2000

Ridership (Urban Systems) for 2006

- Urban systems provided 32.3 million fixed route trips
- Urban systems provided 1.2 million demand response trips to persons with disabilities

Ridership (Rural Systems) for 2006

- Rural systems provided 600,000 fixed route trips
- Rural systems provided 1.54 million demand response trips, primarily to elderly persons and persons with disabilities

Total number of Public Transit systems in Indiana for 2006 - 59 systems receive formula funding

- Urban Systems - 21 systems receive 5307 formula funding
- Rural Systems - 38 systems receive 5311 formula funding
- 62 of 92 Counties in Indiana have public transit service available

Public Transit Fleet for 2006

- Total Public Transit Fleet for Indiana – 1,840 vehicles
- Urban vehicles – 1,117, with 98% wheelchair accessible
- Rural vehicles – 723, with 60% wheelchair accessible
- Total Vehicles – 1,840, with 83% wheelchair accessible

Specialized Transportation Program Vehicles for 2006

- Total number of active vehicles - 294
- Number of vehicles funded in 2005 - 83
- Specialized Transportation vehicle fleet wheelchair accessible - 74%

Indiana Demographics from 2000 Census

- **Total Population** - ranked 14th per the 2000 census with 6.1 million people or 2.2% of the total U.S. population

Population Growth

- population grew 9.7% from the 1990 census, national growth 13.1%

- **Over Age 65** – 752,381 (12.4%) of the population, national average 12.4%, for Indiana up 8.1% from the 1990 census
- **Over Age 65 with Disability** – 301,630 (40%) of this age group, nationally 41.9%
- **Age 21 to 64 with Disability** – 635,620 (18.5%) of this age group, nationally 19.2%
- **Below Poverty Level** – 559,484 (9.5%), national average 12.4%, for Indiana down 2.5% from the 1990 census
- **Drive Alone to Work** - 81.8% of workers aged 16 years and over, national average 75.7%, for Indiana up 3.7% from the 1990 census
- **Car Pooled to Work** - 11% of workers aged 16 years and over, national average 12.2%, for Indiana down 14% from the 1990 census
- **Used Public Transportation to Work** - 1% of workers aged 16 years and over, national average 4.7%, for Indiana down 23% from the 1990 census
- **Mean Travel Time to Work** - 22.6 minutes, nationally 25.5 minutes
- **Zero Car Households** – 168,050 (7.2%), of the total 2.3 million households, down 3.9% from the 1990 census

U.S. - Harris Poll

- Persons with disabilities are twice as likely to have inadequate transportation

Prepared by: Indiana Department of Transportation, Office of Transit

2006 Public Transit Highlights

INDOT Office of Transit

1. Awarded \$32.7 million on state Public Mass Transportation Funds (PMTF) to 59 transit systems.
2. Awarded over \$7.2 million in federal Section 5311 funds to 37 rural transit systems to offset operating and capital expenses.
3. Awarded \$2.8 million in Section 5310 grants to 54 agencies and procured 85 vehicles.
4. Transferred \$2.7 million in Surface Transportation Funds (STP) from the Federal Highway Administration (FHWA) to Federal Transit Administration (FTA) for the replacement of five buses for Columbus Transit and the implementation of a technology plan for the City of Indianapolis.
5. Transferred \$6.3 million in Congestion Mitigation and Air Quality (CMAQ) funds from the FHWA to the FTA. Projects include a transit awareness program, free fare ozone action days, additional peak hour service and Bio-Diesel engines for Fort Wayne Transit. The CMQA funds were also used by Terre Haute for Saturday bus service and the Transit Authority of River City used CMAQ funds for express bus service and park and ride lots.
6. Conducted annual workshops for Sections 5310 applicants (specialized transportation providers and 5311 grantees (public transit operators in rural areas).
7. Continued to conduct Section 5310 and 5311 grantee compliance reviews.
8. Over 2,485 employees were employed by Indiana's Public Transit Systems in 2006.
9. Indiana transit systems reported over 35.7 million passenger trips in 2006.
10. Indiana transit system buses covered over 41.7 million total vehicle miles in 2006.

2006 INDIANA RTAP ANNUAL REPORT

The Indiana Rural Transit Assistance Program (RTAP) provides no-cost technical assistance and training to rural public and specialized transportation providers throughout Indiana. We work with many different types of transportation agencies including:

- Rural public transit systems
- Agencies on Aging/Councils on Aging
- Vocational Rehabilitation providers
- Mental Health centers
- Metropolitan Planning Organizations
- Commercial transportation providers
- Local Transportation Advisory Committees (TAC)

In 2006, Indiana RTAP training requests significantly increased as the program and its updated materials became more visible and popular to transit providers throughout the state. The Indiana RTAP program received multiple requests from other states to borrow materials from the RTAP Resource Room and share the training materials utilized in Indiana.

Training

On-Site/Regional: Indiana RTAP provided regional based training out of the Columbus location for agencies struggling with the minimum requirement

of having ten (10) participants to host a class. RTAP held classes on the first Wednesday of every month, and is exploring regional training opportunities in other parts of Indiana.

The total number of individual classes successfully conducted in 2006 was ninety-four (94) with 1816 drivers. This represents increases of 29% and 67% respectively since 2005. The RTAP staff credits the increase in class requests and participation to the programs increased visibility and upgraded training materials.

The past three years of the RTAP programs trainings records documentation reflects the increased utilization of the Indiana RTAP program by rural/specialized transit systems throughout Indiana.

Year	Classes Conducted	Drivers Trained
2004	61	1012
2005	73	1087
2006	94	1816
Total	228	3915

Master Driver: The Master Driver Program (MDA) has been an effective tool in encouraging drivers to take ownership in their training needs and strive towards a goal of achieving a training status. In 2006 the RTAP program awarded forty three (43) drivers MDA certificates and patches to recognize their achievements. In 2007 the Indiana RTAP program looks to add a second level to the Master Driver Program in an effort to maintain the intent of the program and to continue to encourage drivers to maintain ownership and interest in their own training needs.

Scholarships: Each year the RTAP program provides scholarships or tuition and expenses for individuals to attend training courses or workshops. In 2006, the RTAP program awarded ten (10) scholarships to transit managers to attend conferences and workshops outside Indiana.

Technical Assistance

Substance Abuse: In accordance with Federal Transit Administration requirements, the Indiana Department of Transportation must ensure the compliance of all sub-recipients in Indiana with the drug and alcohol-testing program as identified in 49 CFR Parts 655 and Part 40 as amended. The INDOT staff made the determination six years ago to place this oversight task in the hands of the RTAP staff. Since that time forty one (43) compliance reviews have been completed. Eight compliance reviews were completed in 2006.

Newsletter: Since its inception, the Indiana RTAP program has published periodic newsletters informing systems of available training and important industry news. This year the RTAP program has attempted to provide more articles featuring individual systems in Indiana communicating this need through the Indiana Council on Specialized Transportation. The RTAP received an enormous response from several transit providers and ran multiple articles featuring five different transit systems or topics from those systems. Indiana RTAP now publishes *The Indiana Dispatch* each quarter.

Web-Site: The Indiana RTAP web-site continues to be an effective method for communicating training dates, information, newsletters, RTAP related information and technical assistance. In 2006 the RTAP web-site has had a total of 1597 visitors with 1065 of them visiting the training web page. The RTAP web-page also maintains pages and information for the Indiana Council on Specialized Transportation (IN COST) whose web-pages see a combined total of 341 visitors to both the IN COST page and the Roadeo page.

IN COST: The Indiana Council on Specialized transportation (IN COST) provides training as well as an annual conference and state Roadeo for Indiana's drivers. Again this year the RTAP program co-hosted the annual state Roadeo providing a full scholarship to the winner of the Roadeo to attend and compete in the National Roadeo in Orlando, FL and staff assisted with the state Roadeo. The RTAP program provided assistance with speaker fees for the annual IN COST conference, assisted with the conference preparations, and provided the RTAP resource room.



Peer Group Comparisons

Section 2



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 2005 and 2006 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 operation 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 eight transit systems in Group One provide service to more than 1.6 million Indiana residents, approximately 27 percent of the state's population. The populations of the service areas served by Group One systems range from 67,430 in Muncie to 791,926 in Indianapolis.

System	System Name	Service Area	Service Area Population
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	69,291
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	791,926
Lafayette	CityBus	Lafayette, West 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 & Mishawaka Metropolitan Area	154,346
Total			1,648,500
Total Indiana Population			6,080,485
Percent of Indiana Population			27%

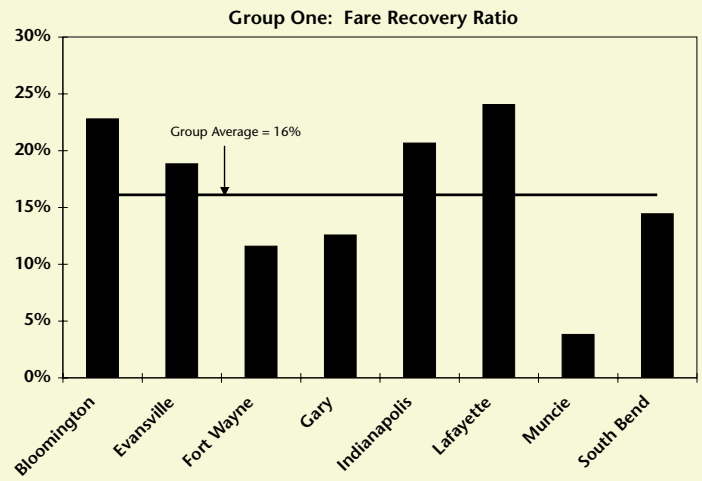
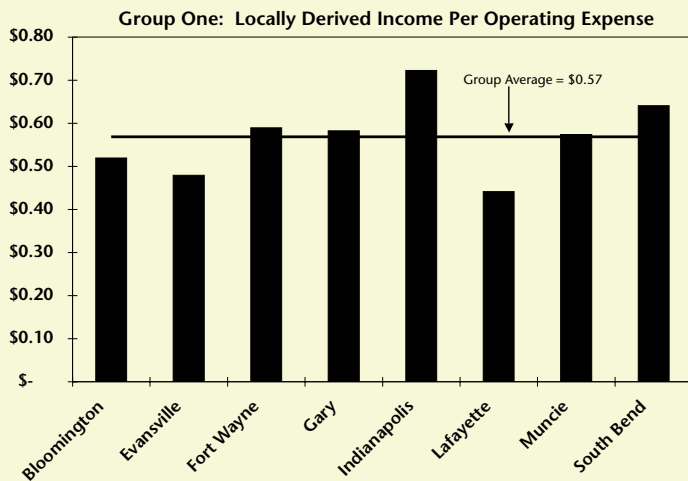
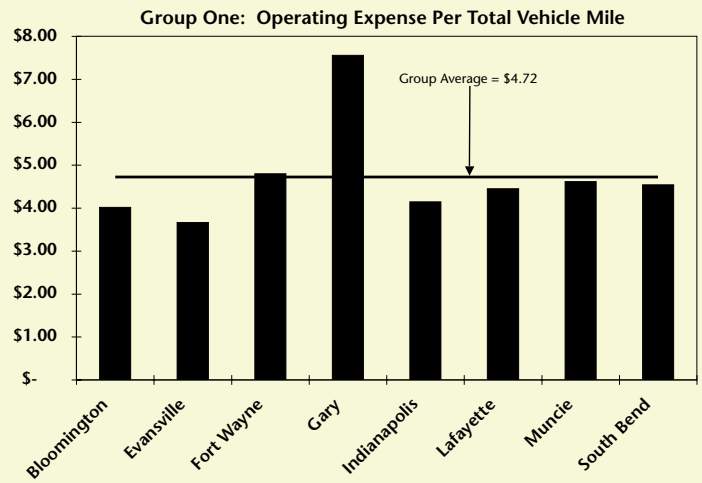
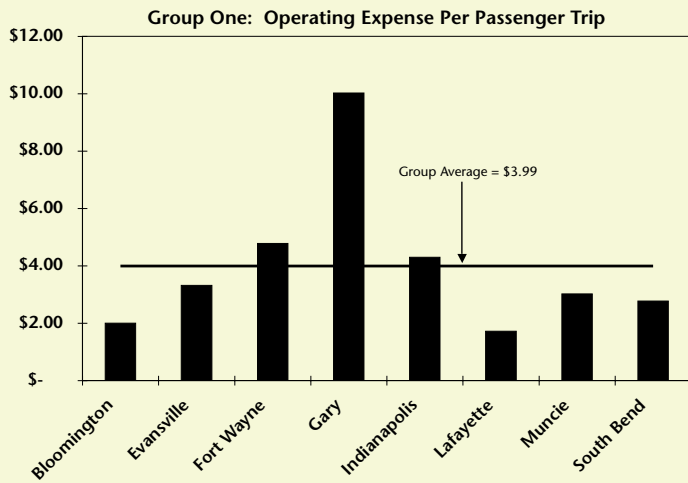
In 2006, Group One transit systems provided more than 26 million passenger trips. Total ridership for the Group One systems increased 6.22 percent, in 2006. Five of the eight systems had ridership increases between 0.68 percent and 15.52 percent, while one had ridership decreases between by 48.02 percent. Ridership among Group One systems ranged from approximately 800,000 trips to 10.0 million trips.

The total vehicle miles operated by Group One transit systems slightly decreased in 2006. Total vehicle miles increased by 2.6 percent. Six of the eight systems operated more total vehicle miles this year. In 2006, total vehicle miles for the group ranged between 1.0 and 10.5 million.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
Bloomington	2,401,257	2,183,729	9.96%	1,197,876	1,161,550	3.13%
Evansville	1,672,598	1,661,303	0.68%	1,515,143	1,468,871	3.15%
Fort Wayne	1,935,587	1,758,336	10.08%	1,927,679	1,851,941	4.09%
Gary	771,222	1,483,704	-48.02%	1,023,216	1,141,683	-10.38%
Indianapolis	10,033,477	8,810,183	13.89%	10,393,742	9,993,247	4.01%
Lafayette	4,353,181	4,301,043	1.21%	1,683,866	1,689,272	-0.32%
Muncie	2,062,198	1,785,096	15.52%	1,349,515	1,289,972	4.62%
South Bend	3,436,055	3,119,850	10.14%	2,093,235	2,054,496	1.89%
Total	26,665,575	25,103,244	6.22%	21,184,272	20,651,032	-2.52%

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2006, the average operating expense per passenger trip for Group One systems was \$3.99. The cost per trip varied from \$1.72 to \$10.03. Among the urban systems, the average operating expense per vehicle mile was \$4.72 in 2006. The individual systems' cost per mile ranged from \$3.66 to \$7.56.

In 2006, the ratio of locally derived income to operating expense varied from \$0.44 to \$0.72. This means that for every dollar of expense, between \$0.44 and \$0.72 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 16 percent while the individual systems' actual fare recovery ratios ranged from 4 percent to 23 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 nine transit systems in Group Two provide service to more than 460,000 Indiana residents, approximately eight percent of the state's population. The sizes of the service area populations range from 31,320 to 86,365. The average service area population served by Group Two systems is 51,762.

System	System Name	Service Area	Service Area Population
Anderson	City of Anderson Transit System	Anderson City Limits	59,734
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	83,000
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
TARC	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			465,860
Total Indiana Population			6,080,485
Percent of Indiana Population			8%

In 2006, Group Two systems provided just over 2.5 million trips. Total ridership for the Group Two systems increased in 2006. Overall, total ridership increased 4.72 percent. Five of the systems had increases between 0.84 percent and 21.33 percent. Three of the systems had decreases of 4.22, 4.85, and 8.74 percent. Ridership on Group Two systems ranged from 178,434 to 552,177 in 2006.

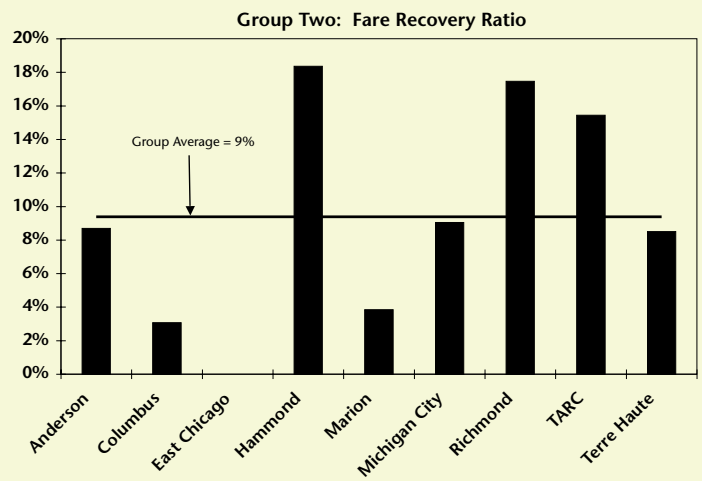
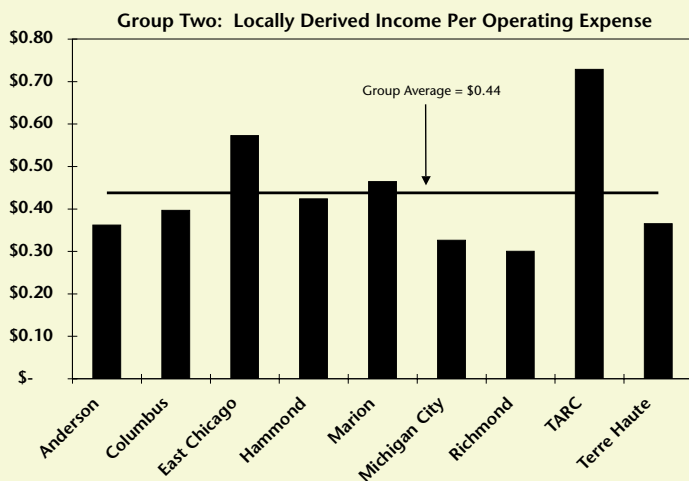
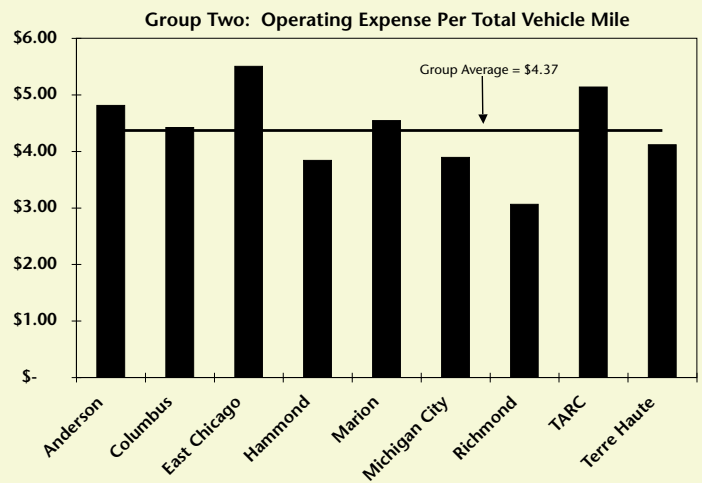
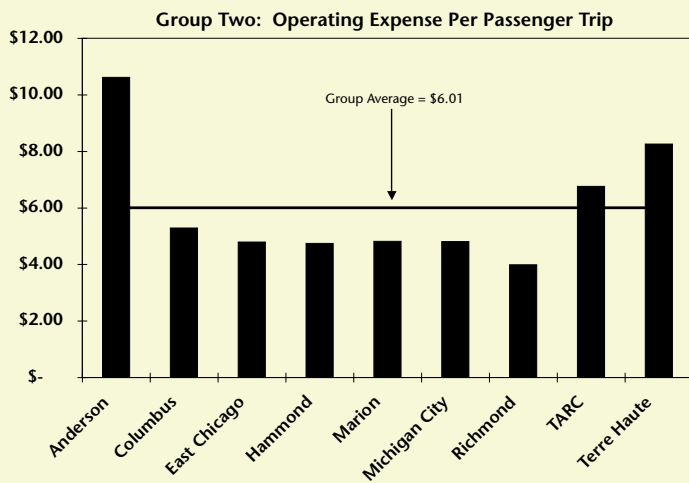
In 2006, Group Two systems operated approximately 3.3 million vehicle miles, 0.59 percent more miles than 2005. Five out of nine systems in Group Two operated more miles in 2006. The number of total vehicle miles operated by a Group Two system varied from 189,088 to 727,025 and the average number of vehicle miles was 368,761.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
Anderson	189,093	207,196	-8.74%	417,081	482,347	-13.53%
Columbus	197,837	177,631	11.38%	236,427	222,057	6.47%
East Chicago	284,396	296,915	-4.22%	247,667	219,289	12.94%
Hammond	437,985	419,290	4.46%	541,096	507,361	6.65%
Marion	178,434	176,949	0.84%	189,088	198,026	-4.51%
Michigan City	205,948	194,939	5.65%	254,215	253,721	0.19%
Richmond	273,170	287,096	-4.85%	355,561	374,269	-5.00%
TARC	552,177	455,096	21.33%	727,025	734,936	-1.08%
Terre Haute	184,581	175,587	5.12%	370,203	326,841	13.27%
Total	2,503,621	2,390,699	4.72%	3,338,363	3,318,847	0.59%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2006, the average operating expense per passenger trip among Group Two systems was \$6.01. The cost per trip varied from \$3.99 to \$10.62. The average operating cost per mile was \$4.37, with actual costs ranging from \$3.06 to \$5.50 per mile.

In 2006, all of the Group Two systems covered approximately 47 percent of their operating

expenses with locally derived income. For each dollar of expense, an average of \$0.47 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 \$0.31 to \$0.69. On average, the systems covered nine percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from 3 to 18 percent (note: East Chicago does not charge a passenger fare and thus does not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

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

The Group Three systems serve approximately 651,181 people. The combined service area

populations provide service to approximately eight percent of the state's population. The average service area population for Group Three systems is 130,236. 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	63,739
Lake/Porter	Northwest Indiana Community Action Corp.	Lake and Porter Counties	484,564
LaPorte	TransPorte	LaPorte City limits and one-quarter mile fr	21,621
Total			651,181
Total Indiana Population			6,080,485
Percent of Indiana Population			11%

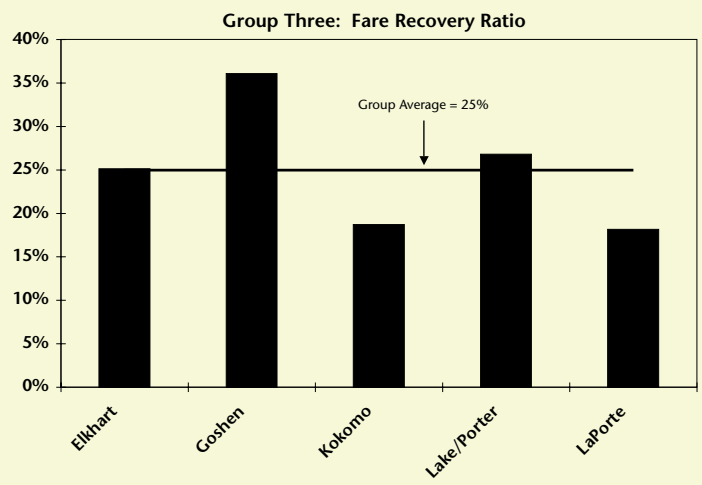
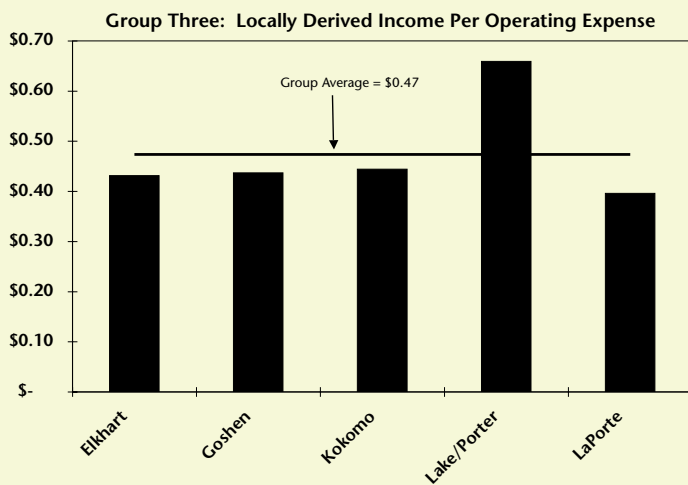
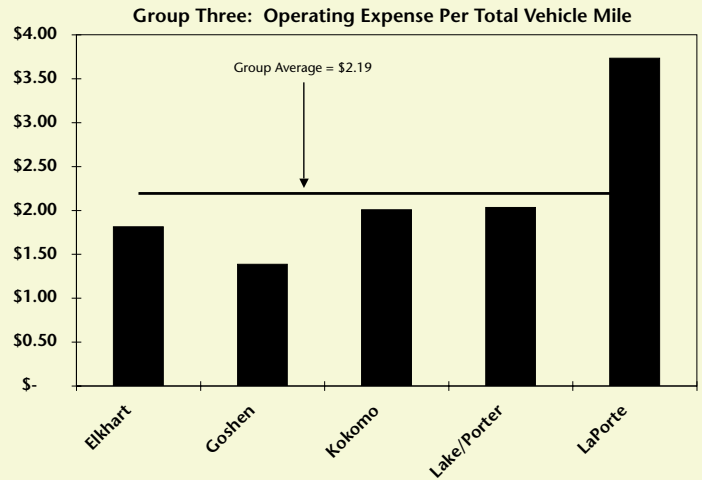
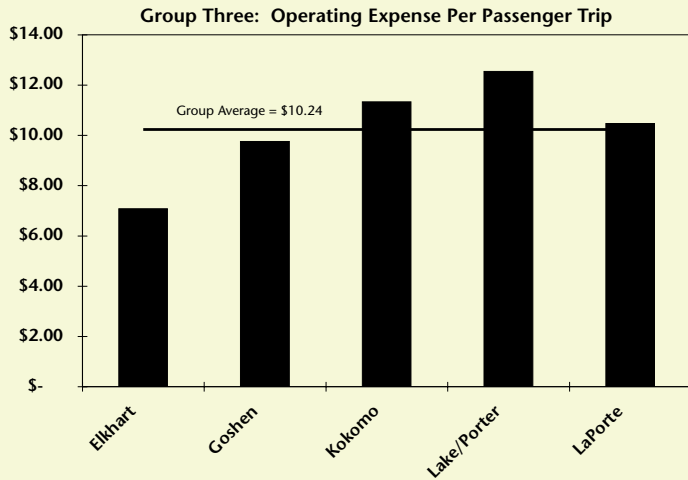
In 2006, Group Three systems provided 694,482 passenger trips, an increase of 17.02 percent from 2005. Only one system had a significant ridership decrease which was 37.91 percent. Ridership on Group Three systems ranged from 12,622 to 274,861 in 2006.

In 2006, Group Three systems operated more than 3.4 million vehicle miles. Eighty percent of the systems had mileage increases and twenty percent experienced decreases. In total, vehicle miles for Group Three increased 11.14 percent. The systems operated between 88,904 miles and 1,301,265 miles in 2006.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
Elkhart	274,861	267,045	2.93%	1,073,208	1,054,605	1.76%
Goshen	12,622	20,327	-37.91%	88,904	118,714	-25.11%
Kokomo	144,217	136,818	5.41%	814,187	774,409	5.14%
Lake/Porter	210,812	117,203	79.87%	1,301,265	988,541	31.63%
LaPorte	51,970	52,091	-0.23%	145,827	144,020	1.25%
Total	694,482	593,484	17.02%	3,423,391	3,080,290	11.14%

The Group Three systems had an average cost per passenger trip of \$10.24 in 2006. The cost per trip decreased approximately 5.6 percent from 2005. In 2006, the cost per trip for individual systems varied from \$7.08 to \$12.54. It cost an average of \$2.19 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.39 to \$3.73.

Through local means of generating income, the Group Three systems covered an average of \$0.47 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.40 and \$0.66 for each dollar of expense. Considering fare revenue alone, the systems recovered between 18 percent and 36 percent of system expenses through passenger fares, with an average fare recovery of 25 percent.



Group Four: Rural Demand Response Systems

Rural demand response systems include transit systems in urban areas with populations less than 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 36 systems in Group Four serve more than 1.7 million people. This represents 28 percent of the state's population. The average service area population is 47,588. The size of the individual service areas is between 4,567 and 170,782 people.

System	System Name	Service Area	Service Area Population
Bedford	Transit Authority of Stone City	Bedford City Limits	13,768
Boone County	Boone Area Transit System	Boone County	46,107
Cass County	Cass Area Transit	Cass County and City of Logansport	40,930
Clinton County	Paul Phillippe Resource Center	Clinton County	33,866
Fayette County	Fayette County Transit	Fayette County	25,588
Franklin County	Franklin County Public Transportation	Franklin County	22,151
Fulton County	Fulton County Transportation	Fulton County	20,511
Hancock County	Hancock Area Rural Transit	Hancock County	55,391
Hendricks County	LINK Hendricks County	Hendricks County	170,782
Huntingburg	Huntingburg Transit System	Huntingburg City Limits	5,598
Huntington County	Huntington Area Transportation	Huntington County	38,075
Jay/Randolph/Delaware	The New Interurban Public Transit System	Delaware, Jay, and Randolph Counties (except Muncie)	100,546
Johnson County	ACCESS Johnson County	Johnson County	107,493
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke, and White Counties	67,354
Knox County	Van-Go	Knox County	39,256
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	74,057
Madison County	Transportation for Rural Areas or Madison	Madison County except Anderson	73,624
Miami County	Miami County YMCA	Miami County	36,082
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
Newton County	Newton County Community Services	Newton County	14,566
Noble County	Noble Transit System	Noble County	46,275
Noblesville	Janus Development Service, Inc.	Noblesville City Limits	28,590
Orange County	Orange County Transit Services	Orange County	19,306
Plymouth	Rock City Rider	City of Plymouth	9,840
Seymour	Seymour Transit (Recycle to Ride)	City of Seymour	18,101
SIDC	Ride Solution	Davies, Greene, Martin, Pike, and Sullivan Counties	96,554
SIRPC	Catch-A-Ride	Dearborn, Ripley, Jefferson, Ohio, and Switzerland Counties	143,580
SITS	Southern Indiana Transit	Crawford, Harrison, Scott, and Washington Counties	98,026
Union County	Union County Transit Service	Union County with trips to Richmond and Connersville	39,322
Wabash County	Wabash County Transit	Wabash County	34,960
Washington	Washington Transit System	Washington City Limits	11,380
Waveland	Waveland Volunteer Transportation System	Brookston, Clark's Hill, Hillsboro, Rossville, Boswell, and Waveland	5,642
Wells County	Wells on Wheels or WOW!	Wells County	27,600
White County	White County Council on Aging	White County	25,267
Total			1,713,180
Total Indiana Population			6,080,485
Percent of Indiana Population			28%

In 2006, the systems in Group Four provided nearly 1.7 million trips, an increase of 2.41 percent over the 2005 total. Twenty systems had ridership increases between 1.14 percent and 58.39 percent while fifteen systems had ridership decreases between 0.40 percent and 54.25 percent. Group Four systems also operated significantly more miles in 2006. The systems operated 9.9 million vehicle miles in 2006, an increase of 7.27 percent over 2005. Eleven systems operated fewer miles than in 2005,

while twenty-four operated more miles. The number of vehicle miles operated by Group Four systems ranged from 6,435 to 1,199,890.

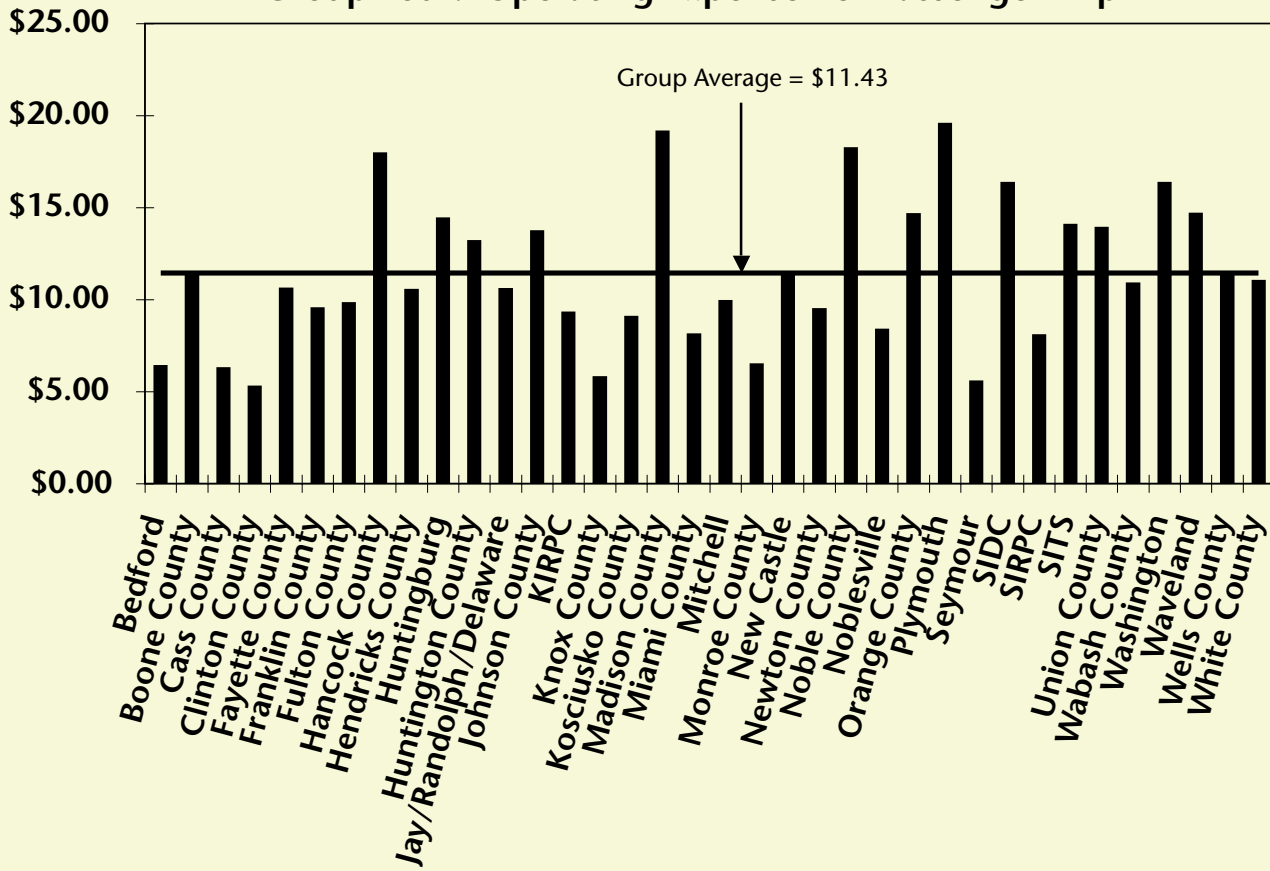
The cost per passenger trip for Group Four systems ranged from \$2.23 to \$19.57 with an average cost per trip of \$11.18. The average operating expense per vehicle mile was \$2.40. The actual cost per mile ranged from \$1.00 to \$7.67.

The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied within a range of \$0.51 among the systems. While the average was \$0.45 for each dollar of expense, the individual systems generated between \$0.26 and \$0.77

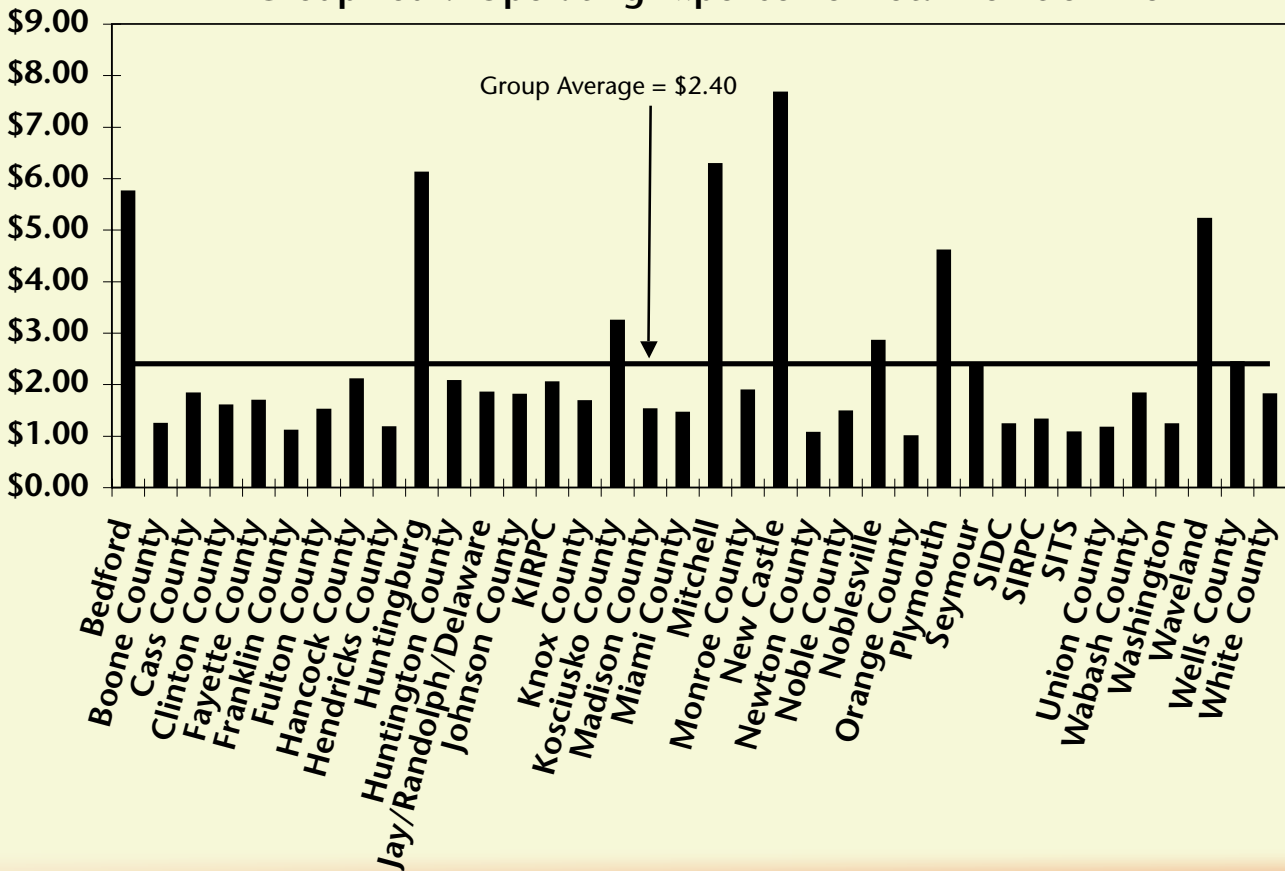
at the local level. The fare recovery ratio also differed significantly among the systems. Through passenger fares, the systems recovered between 3 percent and 15 percent of system expenses. The average fare recovery ratio was 7 percent.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
Bedford	74,832	78,870	-5.12%	83,248	81,849	1.71%
Boone County	14,775	N/A	N/A	134,609	N/A	N/A
Cass County	162,092	167,509	-3.23%	558,080	568,488	-1.83%
Clinton County	40,016	32,977	21.35%	132,094	107,862	22.47%
Fayette County	22,987	19,022	20.84%	144,492	122,627	17.83%
Franklin County	46,180	49,002	-5.76%	398,540	396,851	0.43%
Fulton County	26,347	24,092	9.36%	170,828	134,998	26.54%
Hancock County	11,281	9,334	20.86%	96,464	78,109	23.50%
Hendricks County	53,761	41,498	29.55%	483,082	249,466	93.65%
Huntingburg	6,531	4,340	50.48%	15,401	10,487	46.86%
Huntington County	33,289	30,615	8.73%	212,469	201,420	5.49%
Jay/Randolph/Delaware	92,369	83,614	10.47%	530,200	508,052	4.36%
Johnson County	73,852	66,233	11.50%	561,260	486,422	15.39%
KIRPC	89,547	91,877	-2.54%	407,181	374,554	8.71%
Knox County	70,717	68,179	3.72%	244,560	231,103	5.82%
Kosciusko County	69,579	71,864	-3.18%	194,704	199,579	-2.44%
Madison County	15,148	9,745	55.44%	190,653	112,742	69.11%
Miami County	32,267	27,601	16.91%	179,991	137,824	30.59%
Mitchell	11,226	12,071	-7.00%	17,762	17,745	0.10%
Monroe County	158,908	157,123	1.14%	546,090	591,790	-7.72%
New Castle	39,018	44,629	-12.57%	57,977	40,268	43.98%
Newton County	28,226	29,028	-2.76%	252,159	227,531	10.82%
Noble County	22,653	20,170	12.31%	279,214	338,285	-17.46%
Noblesville	23,522	14,851	58.39%	69,130	50,127	37.91%
Orange County	24,763	26,350	-6.02%	363,147	335,967	8.09%
Plymouth	1,513	3,307	-54.25%	6,435	25,058	-74.32%
Seymour	28,662	31,870	-10.07%	66,141	68,827	-3.90%
SIDC	90,242	90,603	-0.40%	1,199,890	1,252,981	-4.24%
SIRPC	164,426	191,651	-14.21%	1,001,396	968,660	3.38%
SITS	47,315	49,649	-4.70%	622,578	667,585	-6.74%
Union County	24,256	23,071	5.14%	290,256	245,344	18.31%
Wabash County	28,362	26,821	5.75%	168,900	195,867	-13.77%
Washington	14,169	13,326	6.33%	30,712	31,201	-1.57%
Waveland	6,616	7,565	-12.54%	18,606	22,362	-16.80%
Wells County	22,438	16,378	37.00%	104,784	90,400	15.91%
White County	17,139	14,459	18.54%	104,293	91,099	14.48%
Total	1,689,024	1,649,294	2.41%	9,937,326	9,263,530	7.27%

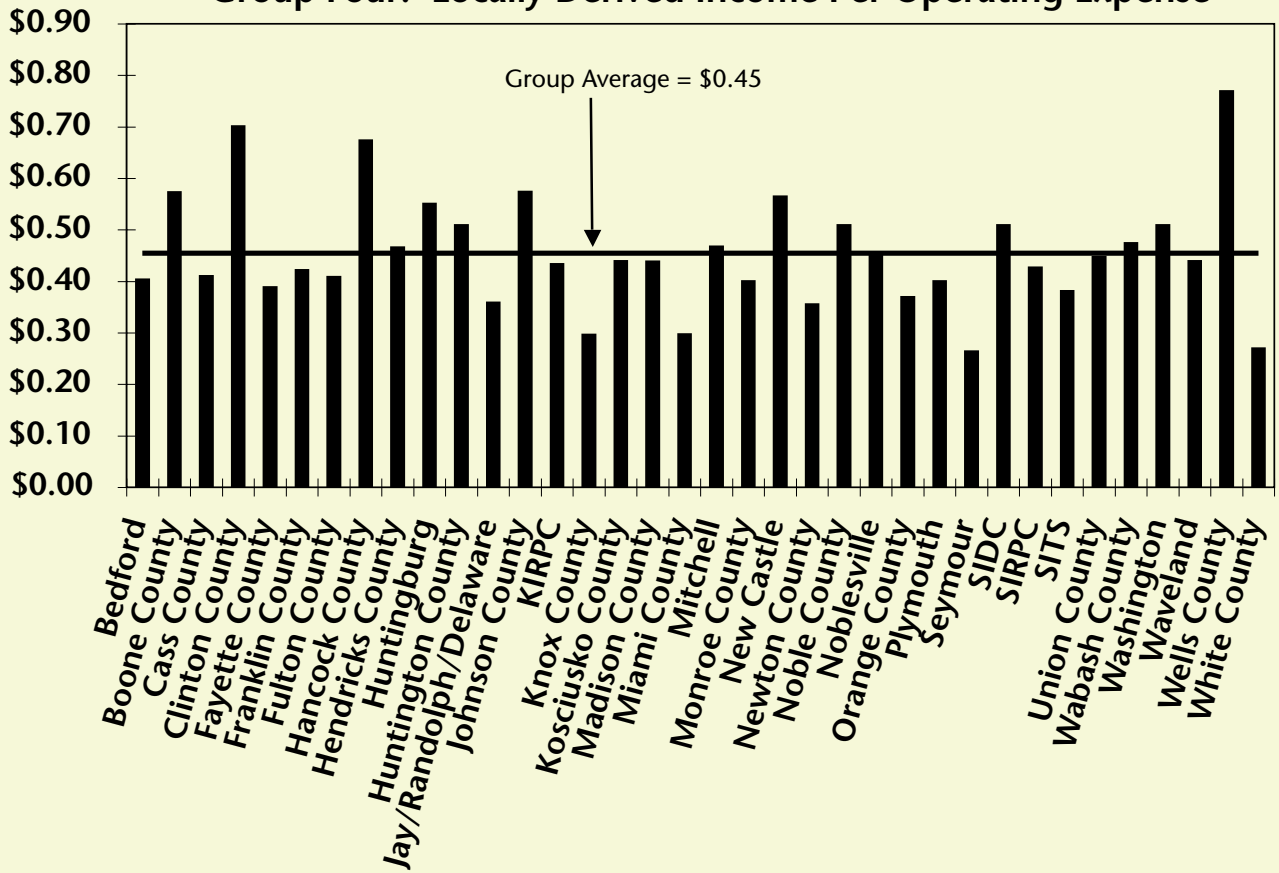
Group Four: Operating Expense Per Passenger Trip



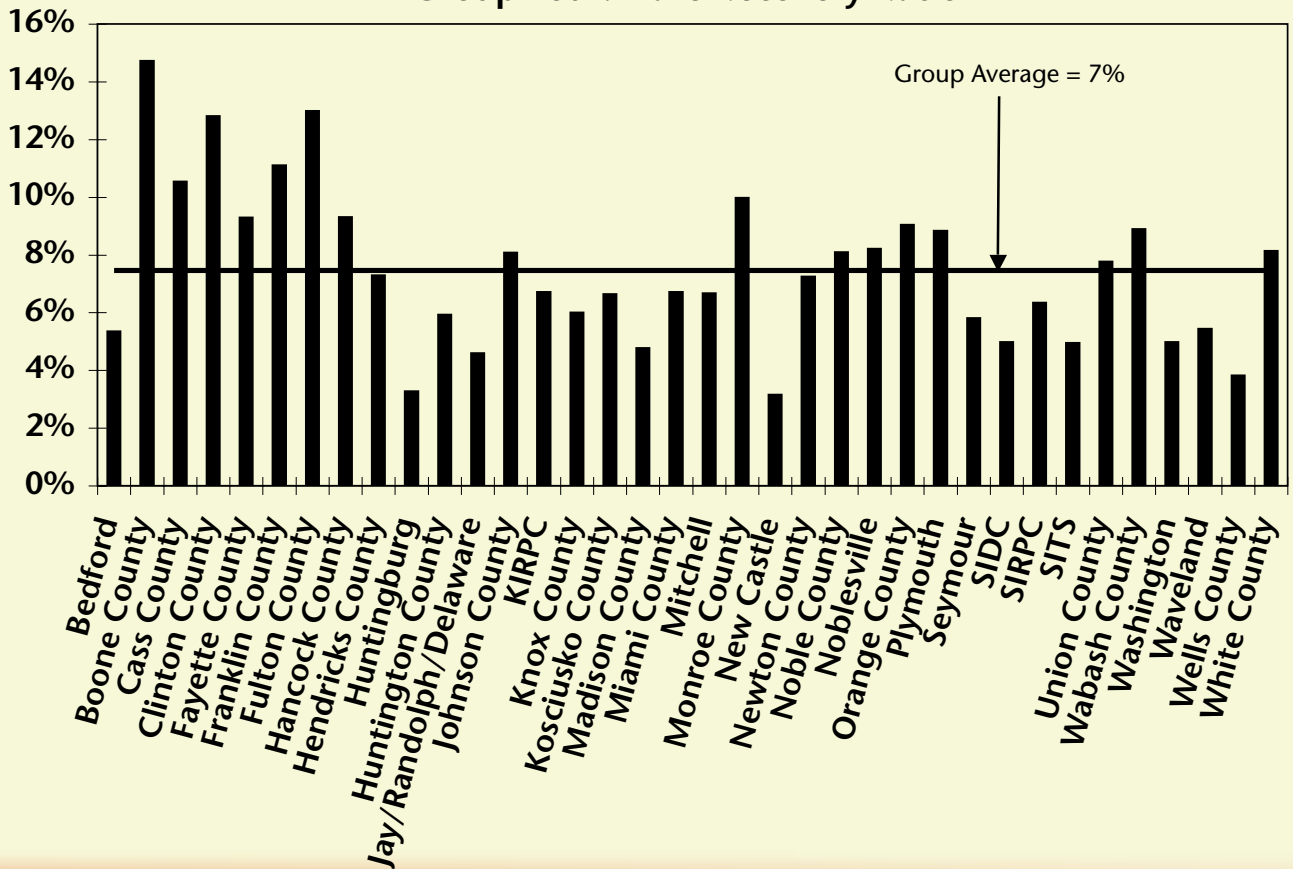
Group Four: Operating Expense Per Total Vehicle Mile



Group Four: Locally Derived Income Per Operating Expense



Group Four: Fare Recovery Ratio



Northern Indiana Commuter Transportation District

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

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

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

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

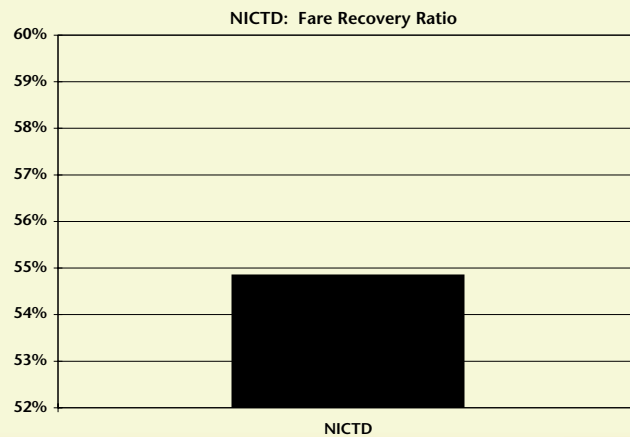
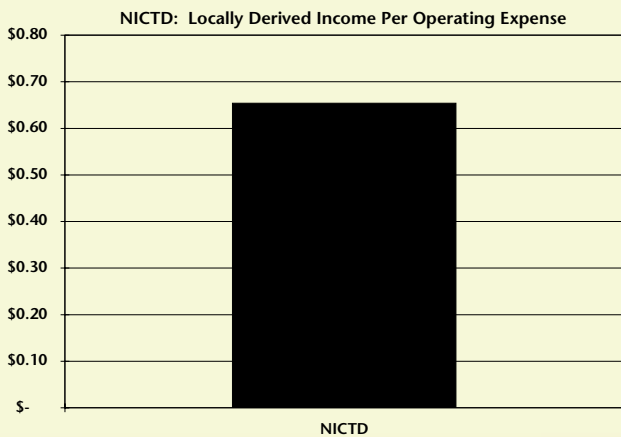
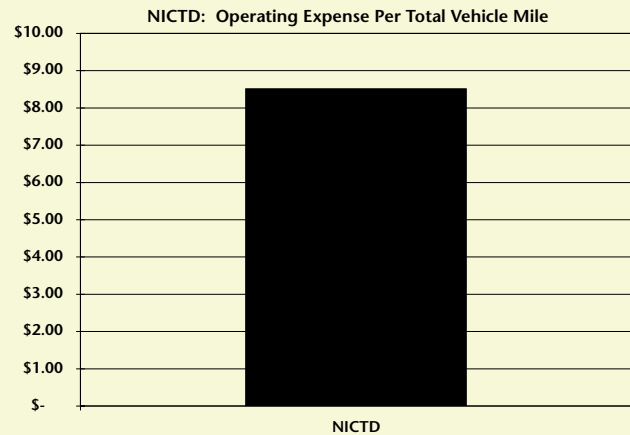
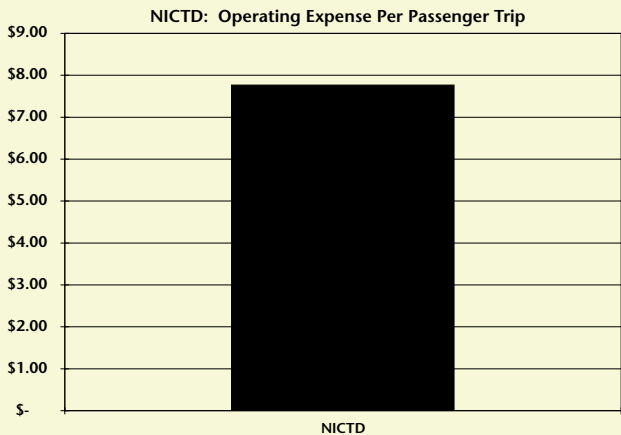
NICTD ridership levels increased in 2006. NICTD provided 4.2 million trips in 2006, an increase of 10.67 percent since 2005. Total vehicle miles

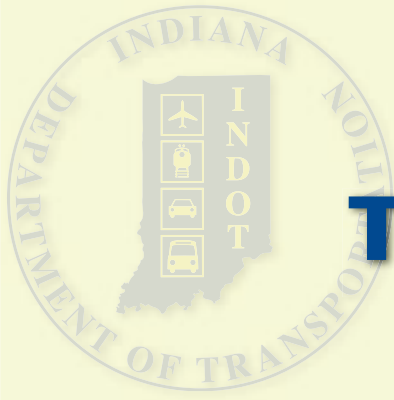
increased from 3.44 million miles in 2005 to 3.84 million miles in 2006. This represents a decrease of 11.46 percent.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
NICTD	4,208,190	3,802,391	10.67%	3,838,804	3,444,029	11.46%
Total	4,208,190	3,802,391	10.67%	3,838,804	3,444,029	11.46%

In 2006, NICTD's operating expense per passenger trip was \$7.77 while the operating cost per mile was \$8.51. NICTD covered \$0.65 of each dollar of

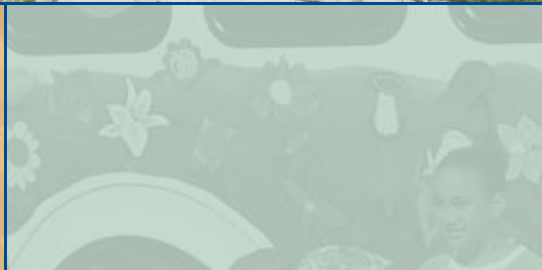
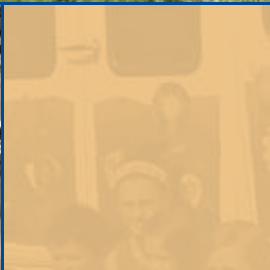
operating expense through local sources. Similarly, NICTD recovered 55 percent of its expenses through fare revenue alone.





Transit System Pages

Section 3





Anderson

530 Baxter Road
 Anderson, IN 46011
 (765) 648-6400 FAX: (765) 648-6404
Contact: Pete Heuer, General Manager
Email: pnheuer@cityofanderson.com

General Information

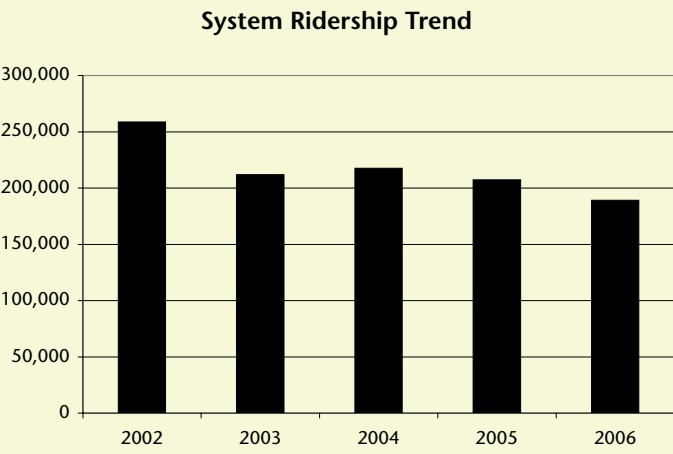
Type of Service Fixed Route and Demand Response
Service Area Anderson City Limits
Service Population 59,734

Service Hours

Weekday 6:00 am - 7:00 pm
Saturday 9:00 am - 4:00 pm
Sunday No Service

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$0.50
Transfer Free
Other/Special
 Pass \$24.00/Month
 Nifty-lift Demand Response \$2.00/Ride; Preschool free



Personnel

	Full-Time	Part-Time
Operations	17	7
Maintenance	4	1
Administration	6	0
	<u>27</u>	<u>8</u>

Operation Characteristics

Revenue Vehicles	16
Peak Hour Fleet	10
Base Fleet	9
Fuel Consumption (gal)	64,276

Ridership Trends

2002	258,640
2003	211,837
2004	217,509
2005	207,196
2006	189,093

2006 Highlights

- C.A.T.S. completed a Comprehensive Service Analysis and Market Research study on our entire operation and submitted to INDOT.
- C.A.T.S. will be implementing a new route structure in 2007 per the transit study recommendations in order to attract an increase in ridership.
- C.A.T.S. started the planning study of a new Intermodal Transit Center for replacement our current transfer station.
- C.A.T.S./Nifty Lift para transit services revised its eligibility policy and client approval program through a re-eligibility process to be completed early 2007.

City of Anderson Transit System



Legislative District

Indiana Senate 25
 Indiana House 36, 37
 U.S. Congressional 6

Productivity

Total Passenger Boardings 189,093
 Total Vehicle Miles 417,081
 Revenue Vehicle Miles 401,890
 Revenue Vehicle Hours 31,404

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.81
 Operating Expense per Passenger Trip \$10.62
 Passenger Trips per Total Vehicle Mile 0.45
 Passenger Trips per Capita 3.17

Financial Performance

Operating Subsidy \$2,007,767
 Operating Subsidy Ratio 100%
 Locally Derived Income \$726,776
 Locally Derived Income Per Operating Expense \$0.36
 Fare Recovery Ratio 9%

Operating Expense Summary

Operator Salaries/Wages	\$739,215
Other Salaries/Wages	\$316,786
Fringe	\$501,287
Services	\$98,416
Materials and Supplies	\$233,914
Utilities	\$20,106
Casualty/Liability	\$91,921
Purchased Transportation	\$0
Other	\$6,122
Total Expenses	\$2,007,767
Fixed Route Expenses	\$1,505,825
Demand Response Services	\$501,942

Revenue Summary

Fare Revenue	\$174,404
Contract/Other	\$1,299
Local Assistance	\$551,073
State Assistance	\$369,556
Federal Assistance	\$911,435
Total Revenue	\$2,007,767

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
6	1996	Thomas	Yes	25+2wc	Diesel
1	1997	Thomas	Yes	25+2wc	Diesel
1	2000	EVI	Yes	22+2wc	Electric
2	2001	Ford	Yes	12+2wc	Diesel
3	2002	Ford	Yes	16+2wc	Diesel
1	2002	Ford	Yes	20+2wc	Diesel
2	2003	Ford	Yes	16+2wc	Diesel
16					



Bedford

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 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	2
Maintenance	0	0
Administration	0	2
	<u>5</u>	<u>4</u>

Operation Characteristics

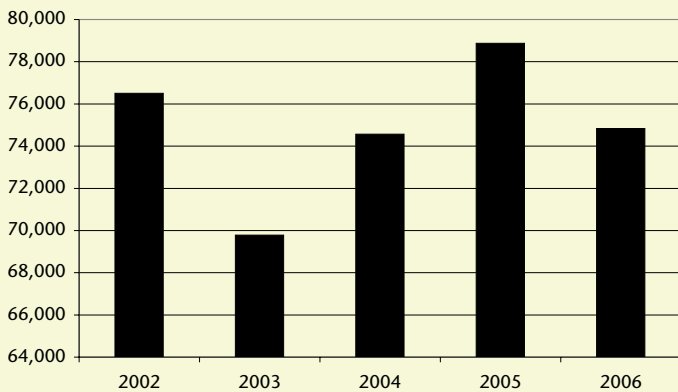
Revenue Vehicles	5
Peak Hour Fleet	3
Base Fleet	2
Fuel Consumption (gal)	14,657

Ridership Trends

2002	76,500
2003	69,781
2004	74,567
2005	78,870
2006	74,832

2006 Highlights

System Ridership Trend



Transit Authority of Stone City



Legislative District

Indiana Senate 44
 Indiana House 62, 65
 U.S. Congressional 4

Productivity

Total Passenger Boardings 74,832
 Total Vehicle Miles 83,248
 Revenue Vehicle Miles 83,248
 Revenue Vehicle Hours 5,280

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$5.75
 Operating Expense per Passenger Trip \$6.40
 Passenger Trips per Total Vehicle Mile 0.90
 Passenger Trips per Capita 5.44

Financial Performance

Operating Subsidy \$453,267
 Operating Subsidy Ratio 95%
 Locally Derived Income \$193,284
 Locally Derived Income Per Operating Expense \$0.40
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$214,978
Other Salaries/Wages	\$39,505
Fringe	\$106,231
Services	\$29,851
Materials and Supplies	\$41,673
Utilities	\$7,636
Casualty/Liability	\$25,346
Purchased Transportation	\$0
Other	\$13,673
Total Expenses	\$478,893
Fixed Route Expenses	\$478,893
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$25,626
Contract/Other	\$0
Local Assistance	\$167,658
State Assistance	\$112,041
Federal Assistance	\$173,568
Total Revenue	\$478,893

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Ford	Yes	16+2wc	Gas
1	2001	Ford	Yes	16+2wc	Gas
1	2004	Ford	Yes	16+2wc	Gas
1	2005	Ford	Yes	16+2wc	Gas
1	2006	Ford	Yes	16+2wc	Gas
5					



Bloomington

130 West Grimes Lane
 Bloomington, IN 47403
 (812) 332-5688 FAX: (812) 332-3660
Contact: Lewis May, General Manager
Email: lmay@kiva.net

General Information

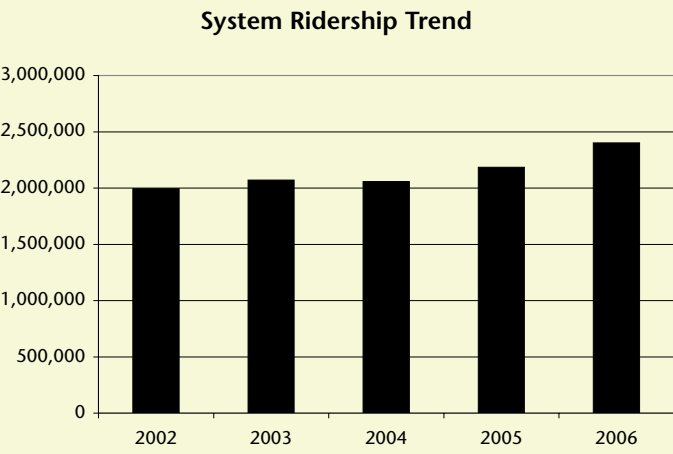
Type of Service Fixed Route and Demand Response
Service Area Bloomington Metropolitan Area
Service Population 69,291

Service Hours

Weekday 6:10 am - 12:30 am
Saturday 7:25 am - 9:30 pm
Sunday 9:30 am - 11:20 pm

Fare Structure

Base \$0.75
Youth \$0.35
Elderly/Disabled \$0.35
Transfer Free
Other/Special
 Pass \$25.00/Month, \$125/six-month pass; Disabled
 Pass \$12.00/Month
 Youth Summer Fun Pass/\$10



Personnel

	Full-Time	Part-Time
Operations	31	28
Maintenance	10	2
Administration	9	3
	<u>50</u>	<u>33</u>

Operation Characteristics

Revenue Vehicles	38
Peak Hour Fleet	37
Base Fleet	34
Fuel Consumption (gal)	282,049

Ridership Trends

2002	1,993,675
2003	2,070,321
2004	2,057,509
2005	2,183,729
2006	2,401,257

2006 Highlights

- Fixed route ridership reached an all-time high of 2.36 million riders. This was an increase of 10.0 percent compared to 2005.
- BT Access ridership reached an all-time high of 37,731 riders. This was an increase of 7.3 percent compared to 2005.
- Took delivery of two (2) new Gillig 30-foot hybrid electric buses.
- Implemented new faculty/staff bus pass program with Indiana University resulting in up to 250 employees using the bus each weekday.
- Won revitalization award from Downtown Bloomington Inc.; won Kelley Green award from IU Kelley School of Business; won APTA Adwheels award.
- Completed Downtown Passenger Facility Location Analysis study that will help guide planning for a new downtown transit facility.



Bloomington Public Transportation Corporation

Legislative District

Indiana Senate 40
 Indiana House 60, 61
 U.S. Congressional 9

Productivity

Total Passenger Boardings 2,401,257
 Total Vehicle Miles 1,197,876
 Revenue Vehicle Miles 1,036,180
 Revenue Vehicle Hours 92,199

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.02
 Operating Expense per Passenger Trip \$2.00
 Passenger Trips per Total Vehicle Mile 2.00
 Passenger Trips per Capita 34.65

Financial Performance

Operating Subsidy \$3,471,419
 Operating Subsidy Ratio 72%
 Locally Derived Income \$2,499,107
 Locally Derived Income Per Operating Expense \$0.52
 Fare Recovery Ratio 23%

Operating Expense Summary

Operator Salaries/Wages	\$1,374,375
Other Salaries/Wages	\$742,543
Fringe	\$471,614
Services	\$321,355
Materials and Supplies	\$949,986
Utilities	\$55,445
Casualty/Liability	\$205,384
Purchased Transportation	\$575,181
Other	\$115,191
Total Expenses	\$4,811,074
Fixed Route Expenses	\$4,235,893
Demand Response Services	\$575,181

Revenue Summary

Fare Revenue	\$1,096,676
Contract/Other	\$242,979
Local Assistance	\$1,159,452
State Assistance	\$1,555,918
Federal Assistance	\$756,049
Total Revenue	\$4,811,074

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1989	Orion	No	40+2wc	Diesel
2	1990	Orion	No	40+2wc	Diesel
1	1995	Orion	Yes	24+2wc	Diesel
4	1995	Gillig	Yes	37+2wc	Diesel
3	1997	Gillig	Yes	29+2wc	Diesel
3	1997	Gillig	Yes	37+2wc	Diesel
2	1997	Nova	Yes	37+2wc	Diesel
1	1998	Nova	Yes	37+2wc	Diesel
1	2001	Ford	Yes	20+2wc	Diesel
3	2002	Gillig	Yes	40+2wc	Diesel
1	2002	Ford	Yes	20+2wc	Diesel
5	2003	Gillig	Yes	40+2wc	Diesel
2	2003	Gillig	Yes	30+2wc	Diesel
5	2005	Gillig	Yes	40+2wc	Diesel
2	2006	Gillig	Yes	30+2wc	Hybrid Electric
1	2006	Ford	Yes	25+2wc	Diesel
38					



Boone County

403 N. Lebanon Street
 Lebanon, IN 46052
 (765) 482-5220 FAX: (765) 482-5239
Contact: Susan T. Ritz, Executive Director
Email: sritz@booneseniors.org

General Information

Type of Service Demand Response
Service Area Boone County
Service Population 46,107

Service Hours

Weekday 7:30 am - 4:30 pm
Saturday N/A
Sunday N/A

Fare Structure

Base \$3 one way in town/ \$5 one way in county
Youth NA
Elderly/Disabled Donation
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	15
Maintenance	0	0
Administration	1	2
	<u>1</u>	<u>17</u>

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	9
Base Fleet	9
Fuel Consumption (gal)	7,731

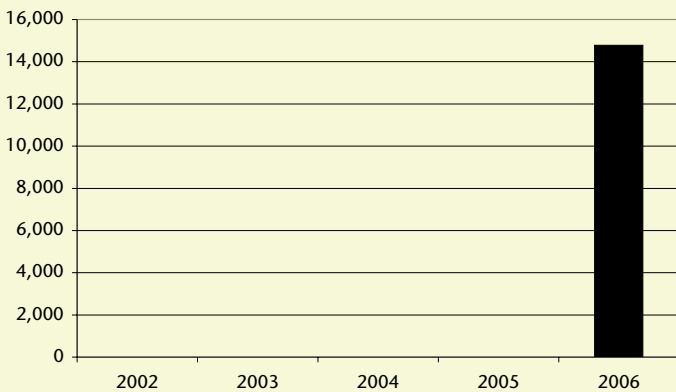
Ridership Trends

2002	0
2003	0
2004	0
2005	0
2006	14,775

2006 Highlights

- Article was in the Daily Sun about an adult who lived out in the northeast part of Boone County who for the first time was able to work due to transportation being offered.
- A lady just turned 60 and was working at the local WalMart Store. She previously had to use the local Taxi service. During the first month of 2006 she saved over \$180 on her transportation costs.

System Ridership Trend



Boone Area Transit System



Legislative District

Indiana Senate 21, 23
 Indiana House 28, 38, 87

U.S. Congressional 4

Productivity

Total Passenger Boardings 14,775
 Total Vehicle Miles 134,609
 Revenue Vehicle Miles 133,483
 Revenue Vehicle Hours 10,005

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$5.75
 Operating Expense per Passenger Trip \$6.40
 Passenger Trips per Total Vehicle Mile 0.90
 Passenger Trips per Capita 5.44

Financial Performance

Operating Subsidy \$142,600
 Operating Subsidy Ratio 95%
 Locally Derived Income \$95,927
 Locally Derived Income Per Operating Expense \$0.40
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$107,680
Other Salaries/Wages	\$0
Fringe	\$8,803
Services	\$3,428
Materials and Supplies	\$26,859
Utilities	\$2,651
Casualty/Liability	\$15,603
Purchased Transportation	\$0
Other	\$2,203
Total Expenses	\$167,227
Fixed Route Expenses	\$0
Demand Response Services	\$167,227

Revenue Summary

Fare Revenue	\$24,627
Contract/Other	\$0
Local Assistance	\$71,300
State Assistance	\$0
Federal Assistance	\$71,300
Total Revenue	\$167,227

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	Dodge	Yes	12	Gas
1	2000	Ford	No	3	Gas
1	2000	Dodge	Yes	12	Gas
1	2002	Chevrolet	Yes	3	Gas
1	2003	Chevrolet	Yes	3	Gas
1	2005	Chevrolet	Yes	3	Gas
1	2006	Chevrolet	Yes	3	Gas
1	2006	Ford	No	3	Gas
1	2007	Chrysler	No	3	Gas
9					



Cass County

115 S. 6th Stret
 Logansport, IN 46947
 (574) 722-2424 FAX: (574) 722-2167
Contact: Sue Hoehler, Executive Director
Email: shoehler@casstransit.com

General Information

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

Service Hours

Weekday 4:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00 City Limits, \$2.00 County
Youth \$1.00 City Limits, \$2.00 County
Elderly/Disabled Elderly - Donation; Disabled \$1.00 City Limits, \$2.00 County
Transfer N/A
Other/Special
 Logansport: 25 rides for \$20, 12 rides for \$10
 In-county passes: \$40 for 25 rides, \$20 for 12 rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	14	18
Maintenance	0	2
Administration	2	0
	<u>16</u>	<u>20</u>

Operation Characteristics

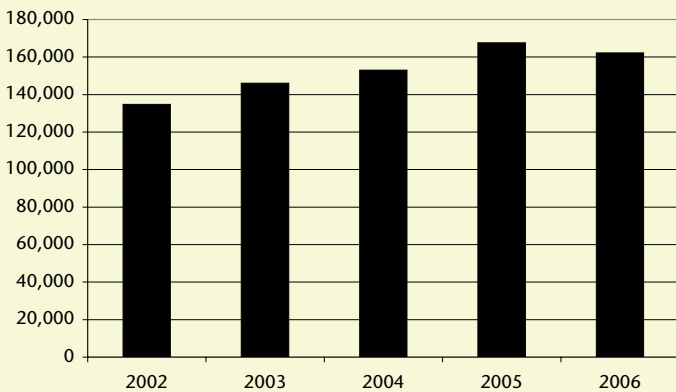
Revenue Vehicles	21
Peak Hour Fleet	18
Base Fleet	15
Fuel Consumption (gal)	50,349

Ridership Trends

2002	134,766
2003	145,942
2004	152,965
2005	167,509
2006	162,092

2006 Highlights

System Ridership Trend



Cass Area Transit



Legislative District

Indiana Senate 18
 Indiana House 16, 24
 U.S. Congressional 2

Productivity

Total Passenger Boardings 162,092
 Total Vehicle Miles 558,080
 Revenue Vehicle Miles 535,238
 Revenue Vehicle Hours 32,860

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.83
 Operating Expense per Passenger Trip \$6.28
 Passenger Trips per Total Vehicle Mile 0.29
 Passenger Trips per Capita 3.96

Financial Performance

Operating Subsidy \$911,220
 Operating Subsidy Ratio 89%
 Locally Derived Income \$418,377
 Locally Derived Income Per Operating Expense \$0.41
 Fare Recovery Ratio 11%

Operating Expense Summary

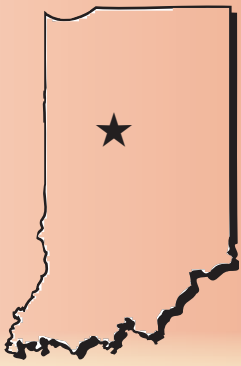
Operator Salaries/Wages	\$360,965
Other Salaries/Wages	\$186,563
Fringe	\$41,886
Services	\$133,322
Materials and Supplies	\$127,256
Utilities	\$55,697
Casualty/Liability	\$79,143
Purchased Transportation	\$4,822
Other	\$28,895
Total Expenses	\$1,018,549
Fixed Route Expenses	\$0
Demand Response Services	\$1,018,549

Revenue Summary

Fare Revenue	\$107,329
Contract/Other	\$0
Local Assistance	\$311,048
State Assistance	\$248,411
Federal Assistance	\$351,761
Total Revenue	\$1,018,549

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Dodge	Yes	10+2 wc	Gas
1	1997	Dodge	No	15	Gas
1	1998	Dodge	No	7	Gas
1	1998	Dodge	Yes	10+2 wc	Gas
1	1999	Dodge	Yes	10+2 wc	Gas
3	2000	Dodge	Yes	10+2 wc	Gas
1	2001	GMC	No	15	Gas
1	2001	Dodge	Yes	10+2wc	Gas
2	2002	Dodge	No	8	Gas
1	2002	Dodge	Yes	10+2wc	Gas
1	2003	Dodge	No	8	Gas
1	2003	Dodge	Yes	10+2wc	Gas
1	2003	Ford	Yes	18+2wc	Gas
1	2005	Ford	Yes	10+2wc	Gas
1	2005	Dodge	No	8	Gas
1	2005	Ford	Yes	10+2wc	Gas
2	2006	Chevrolet	Yes	3+2wc	Gas
21					



Clinton County

401 West Walnut Street

Frankfort, IN 46041

(765) 659-4060

FAX: (765) 659-3006

Contact: Dawn Layton, Executive Director

Email: dlayton_pprc@sbcglobal.net

General Information

Type of Service	Demand Response
Service Area	Clinton County
Service Population	33,866

Service Hours

Weekday	8:00 am - 4:00 pm
Saturday	None
Sunday	None

Fare Structure

Base	Donation
Youth	N/A
Elderly/Disabled	N/A
Transfer	N/A
Other/Special	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	12
Maintenance	0	0
Administration	3	3
	<hr/> 4	<hr/> 15

Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	7
Base Fleet	7
Fuel Consumption (gal)	11,130

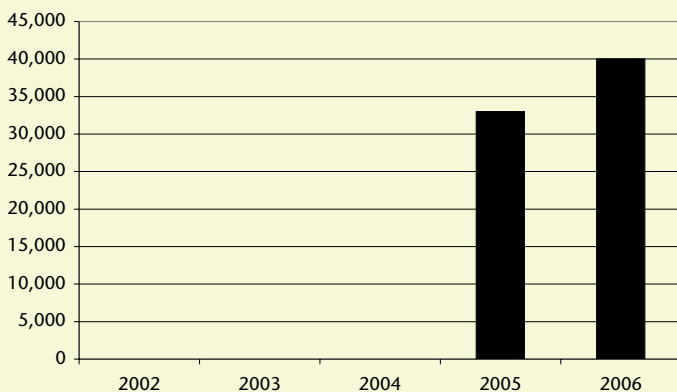
Ridership Trends

2002	0
2003	0
2004	0
2005	32,977
2006	40,016

2006 Highlights

- In 2006, we increased our passenger trips by 7,039, a 21% increase from 2005. We continue to grow and are being a true asset to our community.

System Ridership Trend



Paul Phillippe Resource Center



Legislative District

Indiana Senate 7,23
 Indiana House 38

U.S. Congressional 4

Productivity

Total Passenger Boardings 40,016
 Total Vehicle Miles 132,094
 Revenue Vehicle Miles 130,774
 Revenue Vehicle Hours 11,600

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.60
 Operating Expense per Passenger Trip \$5.27
 Passenger Trips per Total Vehicle Mile 0.30
 Passenger Trips per Capita 1.18

Financial Performance

Operating Subsidy \$183,813
 Operating Subsidy Ratio 87%
 Locally Derived Income \$147,923
 Locally Derived Income Per Operating Expense \$0.70
 Fare Recovery Ratio 13%

Operating Expense Summary

Operator Salaries/Wages	\$66,138
Other Salaries/Wages	\$71,076
Fringe	\$0
Services	\$4,189
Materials and Supplies	\$37,732
Utilities	\$4,352
Casualty/Liability	\$10,267
Purchased Transportation	\$0
Other	\$17,054
Total Expenses	\$210,808
Fixed Route Expenses	\$0
Demand Response Services	\$210,808

Revenue Summary

Fare Revenue	\$26,995
Contract/Other	\$0
Local Assistance	\$120,928
State Assistance	\$0
Federal Assistance	\$62,885
Total Revenue	\$210,808

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Chevrolet	No	7	Gas
1	2000	National Mobility	Yes	5	Gas
1	2002	Braun	Yes	9	Gas
2	2002	Chevrolet	No	14	Gas
2	2005	Braun	Yes	9	Gas
7					



Columbus

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 6:00 am - 7:00 pm
Saturday 6:00 am - 7:00 pm
Sunday No Service

Fare Structure

Base \$0.25
Youth \$0.25
Elderly/Disabled \$0.10
Transfer N/A
Other/Special
 Dial-A-Bus; E&D \$.50/Ride
 Half-Fare Fixed Route \$0.10

Personnel

	Full-Time	Part-Time
Operations	12	6
Maintenance	1	0
Administration	2	0
	<u>15</u>	<u>6</u>

Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	32,251

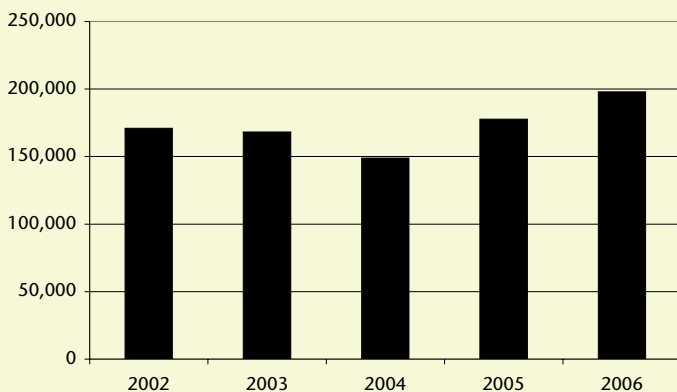
Ridership Trends

2002	170,912
2003	168,207
2004	148,854
2005	177,631
2006	197,837

2006 Highlights

- We had our first FTA Triennial Review since being moved from 5311 to 5307.
- Implemented a half fare policy.
- Intensive marketing has helped increase our ridership by 11.4%.

System Ridership Trend





Legislative District

Indiana Senate 41
 Indiana House 57, 59, 65
 U.S. Congressional 6

Productivity

Total Passenger Boardings 197,837
 Total Vehicle Miles 236,427
 Revenue Vehicle Miles 233,242
 Revenue Vehicle Hours 23,152

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.42
 Operating Expense per Passenger Trip \$5.28
 Passenger Trips per Total Vehicle Mile 0.84
 Passenger Trips per Capita 5.07

Financial Performance

Operating Subsidy \$1,045,399
 Operating Subsidy Ratio 100%
 Locally Derived Income \$414,506
 Locally Derived Income Per Operating Expense \$0.40
 Fare Recovery Ratio 3%

Operating Expense Summary

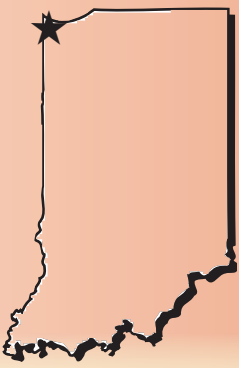
Operator Salaries/Wages	\$554,856
Other Salaries/Wages	\$68,633
Fringe	\$192,109
Services	\$52,321
Materials and Supplies	\$143,874
Utilities	\$12,331
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$21,275
Total Expenses	\$1,045,399
Fixed Route Expenses	\$791,096
Demand Response Services	\$254,303

Revenue Summary

Fare Revenue	\$32,047
Contract/Other	\$0
Local Assistance	\$382,459
State Assistance	\$213,332
Federal Assistance	\$417,561
Total Revenue	\$1,045,399

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	Yes	12+3wc	Gas
5	1997	Bluebird	Yes	22+2wc	Diesel
3	2000	Dodge	Yes	12+2wc	Gas
1	2005	Ford	Yes	12+2wc	Diesel
10					



East Chicago

5400 Cline Avenue
 East Chicago, IN 46312
 (219) 391-8465 FAX: (219) 391-8473
Contact: Ruby Powell-Flowers, General Manager
Email: rflowers@eastchicago.com

General Information

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

Service Hours

Weekday 6:00 am - 8:00 pm
Saturday 9:00 am - 4:00 pm
Sunday No Service

Fare Structure

Base FREE
Youth FREE
Elderly/Disabled FREE
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	13	0
Maintenance	4	0
Administration	5	0
	<u>22</u>	<u>0</u>

Operation Characteristics

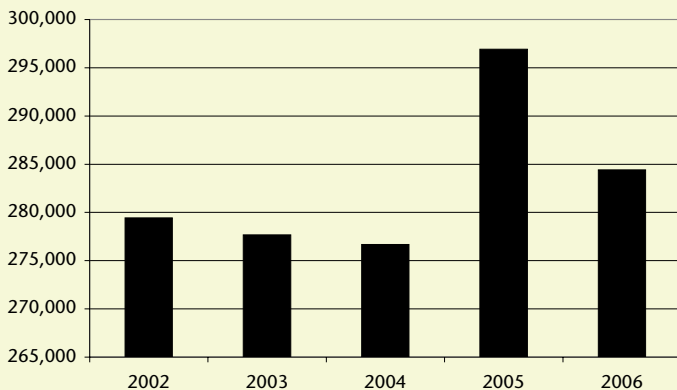
Revenue Vehicles	8
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	54,908

Ridership Trends

2002	279,430
2003	277,670
2004	276,662
2005	296,915
2006	284,396

2006 Highlights

System Ridership Trend



East Chicago Public Transit



Legislative District

Indiana Senate 2
 Indiana House 2, 12
 U.S. Congressional 1

Productivity

Total Passenger Boardings 284,396
 Total Vehicle Miles 247,667
 Revenue Vehicle Miles 212,130
 Revenue Vehicle Hours 15,220

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$5.50
 Operating Expense per Passenger Trip \$4.79
 Passenger Trips per Total Vehicle Mile 1.15
 Passenger Trips per Capita 8.77

Financial Performance

Operating Subsidy \$1,362,691
 Operating Subsidy Ratio 100%
 Locally Derived Income \$780,444
 Locally Derived Income Per Operating Expense \$0.57
 Fare Recovery Ratio 0%

Operating Expense Summary

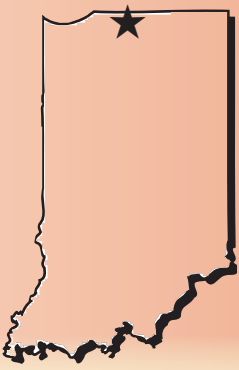
Operator Salaries/Wages	\$816,334
Other Salaries/Wages	\$0
Fringe	\$290,599
Services	\$23,154
Materials and Supplies	\$116,017
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$116,587
Total Expenses	\$1,362,691
Fixed Route Expenses	\$1,164,290
Demand Response Services	\$198,401

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$1,700
Local Assistance	\$778,744
State Assistance	\$269,107
Federal Assistance	\$313,140
Total Revenue	\$1,362,691

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Gillig	Yes	29+2wc	Diesel
1	1998	Dodge	Yes	12+2wc	Gas
1	1999	Gillig	Yes	29+2wc	Diesel
1	2001	Gillig	Yes	29+2wc	Diesel
1	2003	Dodge	Yes	12+2wc	Gas
1	2004	Ford	Yes	12+2wc	Gas
2	2006	Gillig	Yes	32+2wc	Diesel
8					



Elkhart

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

General Information

Type of Service Fixed Route ("Interurban Trolley")/Demand Response/User-Side Subsidy
Service Area City of Elkhart
Service Population 51,874

Service Hours

Weekday HCR: 24 hours/day, Trolley: 5 am - 8 pm
Saturday HCR: 24 hours/day, Trolley: 5 am - 7 pm
Sunday HCR: 24 hours/day, Trolley: No Service

Fare Structure

Base \$3.30 (HCR), \$1.00 (The Bus)
Youth \$3.30 (HCR), \$1.00 (The Bus)
Elderly/Disabled \$3.30 ambulatory \$12.00 W/C (HCR), Disabled/Medicare Card: \$0.50 - non peak (Interurban Trolley),
Transfer N/A (HCR), Free (Interurban Trolley)
Other/Special
 ADA trips on paratransit \$2.00 with origin/destination within ADA corridor (HCR)

Personnel

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

Operation Characteristics

Revenue Vehicles	33
Peak Hour Fleet	11
Base Fleet	11
Fuel Consumption (gal)	139,140

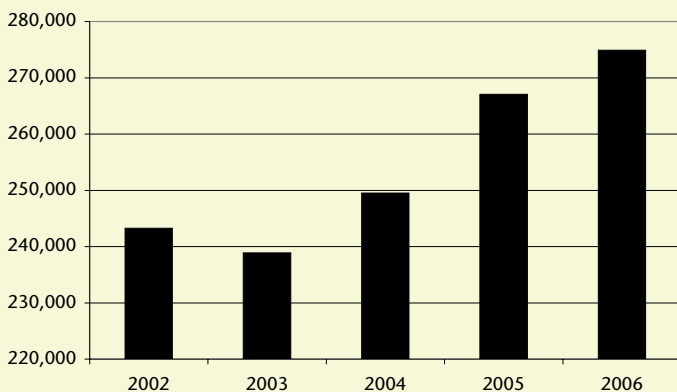
Ridership Trends

2002	243,224
2003	238,847
2004	249,512
2005	267,045
2006	274,861

2006 Highlights

- Trolley buses were added to the fixed route in December 2005 and the fleet fully converted to trolleys in 2006.
- Fixed route ridership increased 25% in 2006, partly due to the new trolleys and a new public image.
- A 2006 Holiday food donation drive on the Interurban Trolley provided 60 bushels of canned goods to two local food pantries.

System Ridership Trend





Heart City Rider/Interurban Trolley

Legislative District

Indiana Senate 9, 11, 12
 Indiana House 5, 21, 48, 49
 U.S. Congressional 2

Productivity

Total Passenger Boardings 274,861
 Total Vehicle Miles 1,073,208
 Revenue Vehicle Miles 720,462
 Revenue Vehicle Hours 50,654

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.81
 Operating Expense per Passenger Trip \$7.08
 Passenger Trips per Total Vehicle Mile 0.26
 Passenger Trips per Capita 5.30

Financial Performance

Operating Subsidy \$1,456,968
 Operating Subsidy Ratio 75%
 Locally Derived Income \$839,265
 Locally Derived Income Per Operating Expense \$0.43
 Fare Recovery Ratio 25%

Operating Expense Summary

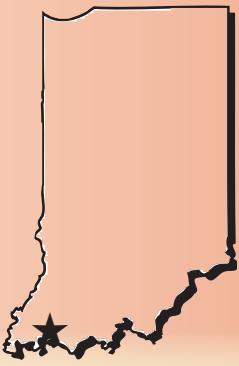
Operator Salaries/Wages	\$44,385
Other Salaries/Wages	\$0
Fringe	\$23,861
Services	\$0
Materials and Supplies	\$1,927
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$1,824,540
Other	\$50,798
Total Expenses	\$1,945,511
Fixed Route Expenses	\$1,187,450
Demand Response Services	\$758,061

Revenue Summary

Fare Revenue	\$488,544
Contract/Other	\$0
Local Assistance	\$350,721
State Assistance	\$344,946
Federal Assistance	\$761,300
Total Revenue	\$1,945,511

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2003	Chevrolet	Yes	5+2wc	Gas
1	2006	Chevrolet	Yes	5+2wc	Gas
8	2006	Trolley	Yes	26+2wc	Diesel
21	18 Taxis owned by private contractor also used for this service				
33					



Evansville

601 John Street
 Evansville, IN 47713
 (812) 435-6166 FAX: (812) 435-6159
Contact: Kent Cutchin, Director
Email: kcutchin@evansvillepublicworks.com

General Information

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

Service Hours

Weekday 5:45 am - 12:15 am
Saturday 5:45 am - 12:15 am
Sunday No Service

Fare Structure

Base \$1.00
Youth \$0.75
Elderly/Disabled \$0.50
Transfer Free (limit 1)
Other/Special

Token \$0.85/Ride; E&D \$0.50/Ride; METS Mobility \$2.00/Ride, ADA Convenience Fare \$3.00/Ride
 Student Ticket \$0.75/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	15
Maintenance	9	3
Administration	9	1
	<u>70</u>	<u>19</u>

Operation Characteristics

Revenue Vehicles	27
Peak Hour Fleet	36
Base Fleet	32
Fuel Consumption (gal)	341,189

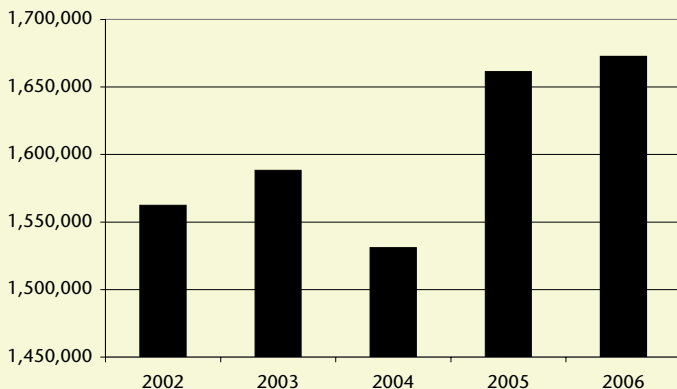
Ridership Trends

2002	1,562,278
2003	1,588,160
2004	1,530,964
2005	1,661,303
2006	1,672,598

2006 Highlights

- This year we received 4 hybrid (diesel/electric) buses.
- Renovations were completed on the METS office.
- We experienced a 4% ridership increase.

System Ridership Trend





Metropolitan Evansville Transit System

Legislative District

Indiana Senate 49, 50
 Indiana House 75, 76, 77, 78
 U.S. Congressional 8

Productivity

Total Passenger Boardings 1,672,598
 Total Vehicle Miles 1,515,143
 Revenue Vehicle Miles 1,344,744
 Revenue Vehicle Hours 103,488

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.66
 Operating Expense per Passenger Trip \$3.32
 Passenger Trips per Total Vehicle Mile 1.10
 Passenger Trips per Capita 13.76

Financial Performance

Operating Subsidy \$4,259,840
 Operating Subsidy Ratio 77%
 Locally Derived Income \$2,659,796
 Locally Derived Income Per Operating Expense \$0.48
 Fare Recovery Ratio 19%

Operating Expense Summary

Operator Salaries/Wages	\$2,645,647
Other Salaries/Wages	\$322,087
Fringe	\$1,290,957
Services	\$65,237
Materials and Supplies	\$1,008,546
Utilities	\$62,938
Casualty/Liability	\$94,807
Purchased Transportation	\$0
Other	\$59,270
Total Expenses	\$5,549,489
Fixed Route Expenses	\$4,746,525
Demand Response Services	\$776,929

Revenue Summary

Fare Revenue	\$1,044,728
Contract/Other	\$244,921
Local Assistance	\$1,370,147
State Assistance	\$1,298,333
Federal Assistance	\$1,591,360
Total Revenue	\$5,549,489

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1985	Chance	No	25	Diesel
7	1995	Gillig	Yes	30+2wc	Diesel
11	1997	Gillig	Yes	30+2wc	Diesel
6	1998	Ford	Yes	14+4wc	Diesel
2	2000	Chance	Yes	23+2wc	Diesel
7	2001	Gillig	Yes	29+2wc	Diesel
9	2002	Ford	Yes	15+2wc	Diesel
4	2006	Gillig	Yes	26+2wc	Diesel/Electric
5	2006	Ford	Yes		Diesel
27					



Fayette County

477 Grand Ave.
 Connersville, IN 47331
 (765) 827-1511 FAX: (765) 825-1458
 Contact: Jana Bunch, Transportation Supervisor

General Information

Type of Service Demand Response
Service Area Fayette County
Service Population 25,588

Service Hours

Weekday 7:00 am - 6:00 pm
Saturday No Service (unless medical request)
Sunday No Service

Fare Structure

Base \$1.75 Connersville, \$2.00 two-mile radius, \$3.00 three plus-mile radius
Youth \$1.50 any distance within Fayette County
Elderly/Disabled \$1.50 any distance within Fayette County
Transfer N/A
Other/Special
 \$4.00 to Cambridge City, Laurel; \$5.00 to Brookville, Liberty, Rushville
 \$30.00 medical appointments to Indianapolis

Personnel

	Full-Time	Part-Time
Operations	0	9
Maintenance	0	0
Administration	1	2
	<u>1</u>	<u>11</u>

Operation Characteristics

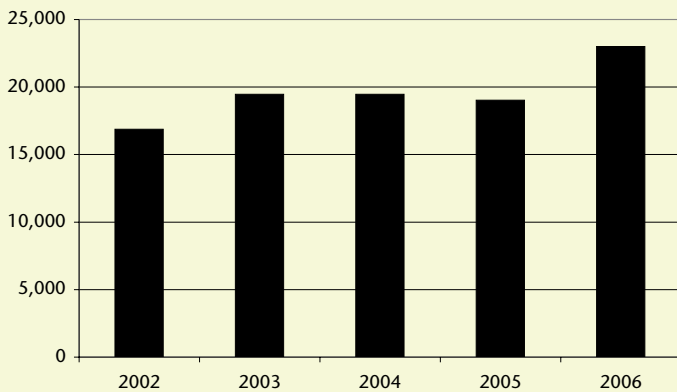
Revenue Vehicles	9
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	10,904

Ridership Trends

2002	16,861
2003	19,449
2004	19,460
2005	19,022
2006	22,987

2006 Highlights

System Ridership Trend



Fayette County Transit



**Group
4**

Legislative District

Indiana Senate 42

Indiana House 55

U.S. Congressional 6

Productivity

Total Passenger Boardings 22,987

Total Vehicle Miles 144,492

Revenue Vehicle Miles 128,364

Revenue Vehicle Hours 9,113

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.67

Operating Expense per Passenger Trip \$10.61

Passenger Trips per Total Vehicle Mile 0.16

Passenger Trips per Capita 0.90

Financial Performance

Operating Subsidy \$221,163

Operating Subsidy Ratio 91%

Locally Derived Income \$94,930

Locally Derived Income

Per Operating Expense \$0.39

Fare Recovery Ratio 9%

Operating Expense Summary

Operator Salaries/Wages	\$106,449
Other Salaries/Wages	\$14,471
Fringe	\$0
Services	\$0
Materials and Supplies	\$54,628
Utilities	\$4,477
Casualty/Liability	\$14,989
Purchased Transportation	\$0
Other	\$48,826
Total Expenses	\$243,840
Fixed Route Expenses	\$0
Demand Response Services	\$243,840

Revenue Summary

Fare Revenue	\$22,677
Contract/Other	\$0
Local Assistance	\$72,253
State Assistance	\$52,655
Federal Assistance	\$96,255
Total Revenue	\$243,840

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Dodge	Yes	12	Gas
2	1999	Ford	No	8	Gas
1	1999	Ford	Yes	15	Gas
1	2002	Dodge	Yes	13	Gas
1	2002	Ford	No	5	Gas
1	2005	Dodge	No	5	Gas
1	2005	Chevrolet	Yes	5	Gas
1	2006	Chevrolet	No	5	Gas
9					



Fort Wayne

801 Leesburg Road
 Fort Wayne, IN 46808
 (260) 432-4977 FAX: (260) 436-7729
Contact: Dave Gionet, General Manager
Email: drg@fwcitilink.com www.fwcitilink.com

General Information

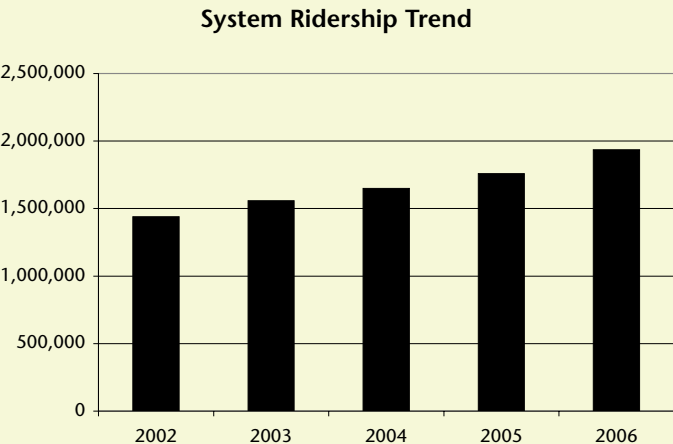
Type of Service	Fixed Route/Demand Response/Point Deviation
Service Area	Fort Wayne Metropolitan Area
Service Population	218,133

Service Hours

Weekday	5:45 am - 9:30 pm
Saturday	7:45 am - 6:15 pm
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	\$0.75
Elderly/Disabled	\$0.50
Transfer	Free
Other/Special	
Pass \$45.00/Month; E&D \$22.00/Month	
E&D \$5.00/10 Rides; Youth \$7.50/10 Rides; Youth Summer Fun Pass \$25.00/3 months	



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	89	11
Maintenance	12	6
Administration	4	0
	105	17

Operation Characteristics

Revenue Vehicles	51
Peak Hour Fleet	40
Base Fleet	32
Fuel Consumption (gal)	389,317

Ridership Trends

2002	1,438,431
2003	1,557,321
2004	1,647,578
2005	1,758,336
2006	1,935,587

2006 Highlights

- Annual ridership of nearly 2 million. Fixed route increased 10% and demand response increased 8% over 2005.
- Clean Air Force Campaign used CMAQ funds to provide free fares on ozone action days, commercials, billboards and a webpage (fwcitilink.com/ozone).
- Converted entire fleet to B20 soy biodiesel fuel, purchased through a local consortium.
- Modified three Citilink routes to serve the re-developed Southtown Centre business district.
- Continued emphasis on providing safe, dependable and courteous service.



Legislative District

Indiana Senate 14, 15, 16
 Indiana House 79, 80, 81, 82, 83, 84, 85
 U.S. Congressional 3

Productivity

Total Passenger Boardings 1,935,587
 Total Vehicle Miles 1,927,679
 Revenue Vehicle Miles 1,742,292
 Revenue Vehicle Hours 135,453

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.80
 Operating Expense per Passenger Trip \$4.78
 Passenger Trips per Total Vehicle Mile 1.00
 Passenger Trips per Capita 8.87

Financial Performance

Operating Subsidy \$7,855,478
 Operating Subsidy Ratio 85%
 Locally Derived Income \$5,452,374
 Locally Derived Income Per Operating Expense \$0.59
 Fare Recovery Ratio 12%

Operating Expense Summary

Operator Salaries/Wages	\$2,632,840
Other Salaries/Wages	\$1,052,301
Fringe	\$2,631,206
Services	\$705,368
Materials and Supplies	\$1,545,168
Utilities	\$131,504
Casualty/Liability	\$341,397
Purchased Transportation	\$0
Other	\$209,543
Total Expenses	\$9,249,327
Fixed Route Expenses	\$8,051,233
Demand Response Services	\$1,198,094

Revenue Summary

Fare Revenue	\$1,071,737
Contract/Other	\$322,112
Local Assistance	\$4,058,525
State Assistance	\$1,644,210
Federal Assistance	\$2,152,743
Total Revenue	\$9,249,327

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1991	Gillig, Used	Yes	37+2wc	Diesel
2	1998	Supreme	Yes	12+2wc	Diesel
10	1998	Gillig	Yes	37+2wc	Diesel
4	1998	Gillig	Yes	29+2wc	Diesel
6	2000	El Dorado	Yes	23+2wc	Diesel
4	2002	Gillig	Yes	27+2wc	Diesel
4	2002	Gillig	Yes	32+2wc	Diesel
5	2003	Supreme	Yes	12+5wc	Diesel
4	2005	Glaval	Yes	14+2wc	Diesel
8	2005	Glaval	Yes	10+5wc	Diesel
2	2006	Gillig	Yes	32+2wc	Diesel
51					



Franklin County

11146 County Park Road
 Brookville, IN 47012
 (765) 647-3509 FAX: (765) 647-2850
Contact: Catherine Pelsor, Executive Director
Email: fcpt@verizon.net

General Information

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

Service Hours

Weekday 6:00 am - 5:00 pm
Saturday Upon Request
Sunday Upon Request

Fare Structure

Base \$2.25
Youth N/A
Elderly/Disabled Donation
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	8
Maintenance	1	0
Administration	2	2
	<u>8</u>	<u>10</u>

Operation Characteristics

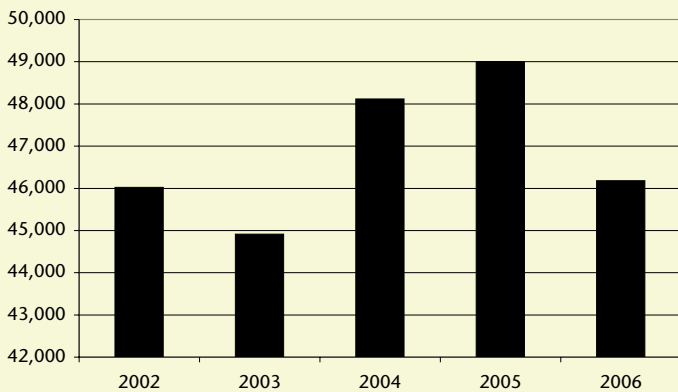
Revenue Vehicles	15
Peak Hour Fleet	15
Base Fleet	11
Fuel Consumption (gal)	19,091

Ridership Trends

2002	46,022
2003	44,911
2004	48,114
2005	49,002
2006	46,180

2006 Highlights

System Ridership Trend





Franklin County Public Transportation

Legislative District

Indiana Senate 42, 43
 Indiana House 55, 67, 68
 U.S. Congressional 6

Productivity

Total Passenger Boardings 46,180
 Total Vehicle Miles 398,540
 Revenue Vehicle Miles 395,014
 Revenue Vehicle Hours 13,679

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.10
 Operating Expense per Passenger Trip \$9.52
 Passenger Trips per Total Vehicle Mile 0.12
 Passenger Trips per Capita 2.08

Financial Performance

Operating Subsidy \$390,982
 Operating Subsidy Ratio 89%
 Locally Derived Income \$185,647
 Locally Derived Income Per Operating Expense \$0.42
 Fare Recovery Ratio 11%

Operating Expense Summary

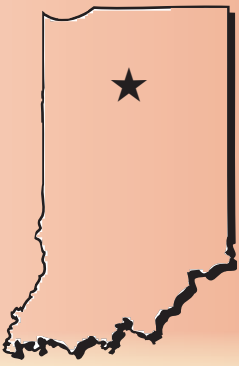
Operator Salaries/Wages	\$212,643
Other Salaries/Wages	\$97,263
Fringe	\$24,023
Services	\$25,404
Materials and Supplies	\$43,328
Utilities	\$9,806
Casualty/Liability	\$25,863
Purchased Transportation	\$0
Other	\$1,476
Total Expenses	\$439,806
Fixed Route Expenses	\$0
Demand Response Services	\$439,806

Revenue Summary

Fare Revenue	\$48,824
Contract/Other	\$0
Local Assistance	\$136,823
State Assistance	\$118,427
Federal Assistance	\$135,732
Total Revenue	\$439,806

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1990	Chrysler	Yes	4+2wc	Gas
1	1991	Dodge	No	6	Gas
1	1994	Dodge	No	15	Gas
1	1995	Dodge	Yes	12+2wc	Gas
1	1995	Ford	No	5	Gas
1	1995	Dodge	No	6	Gas
1	1998	Ford	No	15	Gas
1	2001	Ford	No	6	Gas
1	2001	Dodge	Yes	9+2wc	Gas
1	2002	Dodge	No	6	Gas
1	2003	Ford	No	15	Gas
2	2005	Dodge	No	6	Gas
2	2006	Chevrolet	No	6	Gas
15					



Fulton County

625 Pontiac Street
 Rochester, IN 46975
 (574) 223-6953 FAX: (574) 223-4962
Contact: Terry Moore, Executive Director
Email: commresourcectr@rtcol.com

General Information

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

Service Hours

Weekday 7:30 am - 4:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00 City Limits, \$2.00 County
Youth \$1.00 City Limits, \$2.00 County
Elderly/Disabled Donation
Transfer N/A
Other/Special
 Rochester: 12 rides for \$10
 In-county passes: \$20 for 12 rides

Personnel

	Full-Time	Part-Time
Operations	3	8
Maintenance	0	0
Administration	2	0
	<u>5</u>	<u>8</u>

Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	9
Base Fleet	5
Fuel Consumption (gal)	9,707

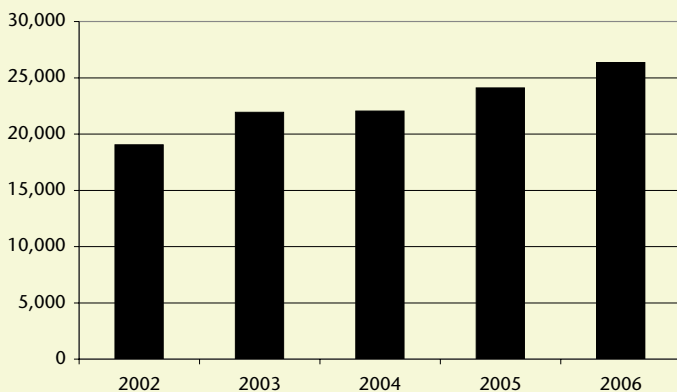
Ridership Trends

2002	19,048
2003	21,919
2004	22,029
2005	24,092
2006	26,347

2006 Highlights

- Fulton County Transpo just completed their 6th year of public transit, showing a 9% increase in ridership last year, with a 63% increase since the first year of public transportation.
- We received a 5310 grant for another low floor minivan, bringing our fleet total to 10 vehicles.

System Ridership Trend



Fulton County Transpo



Legislative District

Indiana Senate 18
 Indiana House 16, 23
 U.S. Congressional 2

Productivity

Total Passenger Boardings 26,347
 Total Vehicle Miles 170,828
 Revenue Vehicle Miles 163,804
 Revenue Vehicle Hours 10,637

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.51
 Operating Expense per Passenger Trip \$9.81
 Passenger Trips per Total Vehicle Mile 0.15
 Passenger Trips per Capita 1.28

Financial Performance

Operating Subsidy \$224,884
 Operating Subsidy Ratio 87%
 Locally Derived Income \$105,597
 Locally Derived Income Per Operating Expense \$0.41
 Fare Recovery Ratio 13%

Operating Expense Summary

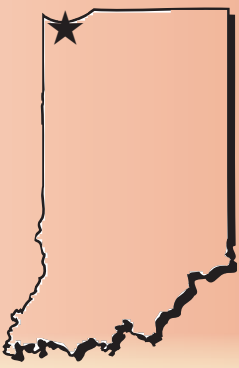
Operator Salaries/Wages	\$104,959
Other Salaries/Wages	\$59,039
Fringe	\$16,672
Services	\$0
Materials and Supplies	\$35,992
Utilities	\$3,774
Casualty/Liability	\$17,717
Purchased Transportation	\$0
Other	\$20,308
Total Expenses	\$258,461
Fixed Route Expenses	\$0
Demand Response Services	\$258,461

Revenue Summary

Fare Revenue	\$33,577
Contract/Other	\$0
Local Assistance	\$72,020
State Assistance	\$62,329
Federal Assistance	\$90,535
Total Revenue	\$258,461

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1989	Buick	No	5	Gas
1	1996	Chevrolet	No	15	Gas
1	1999	Dodge	Yes	11+1wc	Gas
2	2000	Dodge	No	6	Gas
1	2004	Chevrolet	Yes	6	Gas
1	2004	Dodge	No	6	Gas
1	2006	Ford	No	11	Gas
8					



Gary

100 West 4th Avenue
 Gary, IN 46402
 (219) 885-7555 FAX: (219) 881-2551
Contact: Daryl Lampkins, General Manager
Email: dlampkins@gptc.info

General Information

Type of Service Fixed Route and ADA Paratransit
Service Area Gary City Limits and Selected Corridors
Service Population 102,746

Service Hours

Weekday 5:00 am - 11:05 pm
Saturday 5:00 am - 11:05 pm
Sunday No Service

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	53	2
Maintenance	20	1
Administration	22	1
	<u>95</u>	<u>4</u>

Operation Characteristics

Revenue Vehicles	54
Peak Hour Fleet	25
Base Fleet	23
Fuel Consumption (gal)	69,478

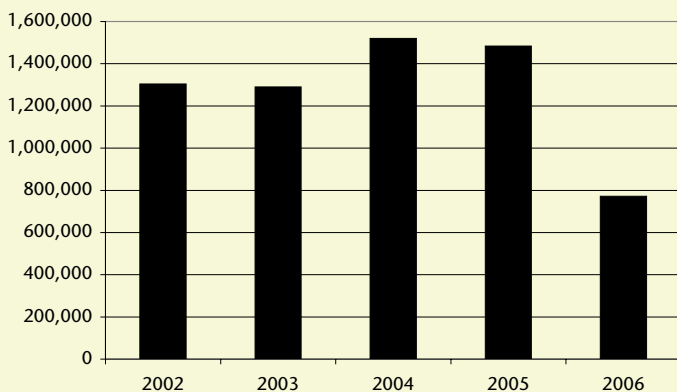
Ridership Trends

2002	1,304,092
2003	1,289,824
2004	1,518,967
2005	1,483,704
2006	771,222

2006 Highlights

- Installed new bus stop signs throughout the city.

System Ridership Trend





Gary Public Transportation Corporation

Legislative District

Indiana Senate 2, 3
 Indiana House 2, 3, 11, 14
 U.S. Congressional 1

Productivity

Total Passenger Boardings 771,222
 Total Vehicle Miles 1,023,216
 Revenue Vehicle Miles 944,193
 Revenue Vehicle Hours 73,513

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$7.56
 Operating Expense per Passenger Trip \$10.03
 Passenger Trips per Total Vehicle Mile 0.75
 Passenger Trips per Capita 7.51

Financial Performance

Operating Subsidy \$6,744,905
 Operating Subsidy Ratio 87%
 Locally Derived Income \$4,502,567
 Locally Derived Income Per Operating Expense \$0.58
 Fare Recovery Ratio 13%

Operating Expense Summary

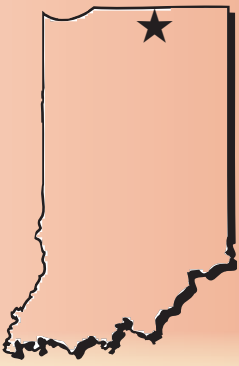
Operator Salaries/Wages	\$1,884,223
Other Salaries/Wages	\$1,074,685
Fringe	\$1,937,717
Services	\$987,142
Materials and Supplies	\$878,350
Utilities	\$266,599
Casualty/Liability	\$477,023
Purchased Transportation	\$0
Other	\$226,181
Total Expenses	\$7,731,920
Fixed Route Expenses	\$7,436,102
Demand Response Services	\$295,818

Revenue Summary

Fare Revenue	\$972,270
Contract/Other	\$14,745
Local Assistance	\$3,515,552
State Assistance	\$931,129
Federal Assistance	\$2,298,224
Total Revenue	\$7,731,920

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
8	1991	RTS	Yes	35+2wc	Diesel
2	1992	El Dorado	Yes	16+2wc	Diesel
2	1992	TMC	Yes	35+2wc	Diesel
2	1993	Flexible	Yes	35+2wc	LNG
3	1993	TMC	Yes	35+2wc	Diesel
5	1995	Flexible	Yes	35+2wc	Diesel
3	1995	Flexible	Yes	35+2wc	LNG
7	1996	NOVA	Yes	35+2wc	Diesel
1	1997	Flexible	Yes	30+2wc	LNG
4	1997	NOVA	Yes	30+2wc	Diesel
2	1997	NOVA	Yes	30+2wc	LNG
3	1999	Ford	Yes	23+2wc	Diesel
1	2000	Chance	Yes	20+2wc	Diesel
2	2001	Ford	Yes	4+2wc	Diesel
4	2001	Ford	Yes	16+2wc	Diesel
5	2001	Chance	Yes	23+2wc	Diesel
54					



Goshen

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

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

Fare Structure

Base \$3.30
Youth \$3.30
Elderly/Disabled W/C \$12.00 for first three miles
Transfer N/A
Other/Special

Subsidy is half-fare up to \$3.00 per trip, W/C trips half fare subsidy is up to \$9.60 per trip
 ADA trips: \$2.00 if trip origin and destination are within ADA corridor

Personnel

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

Operation Characteristics

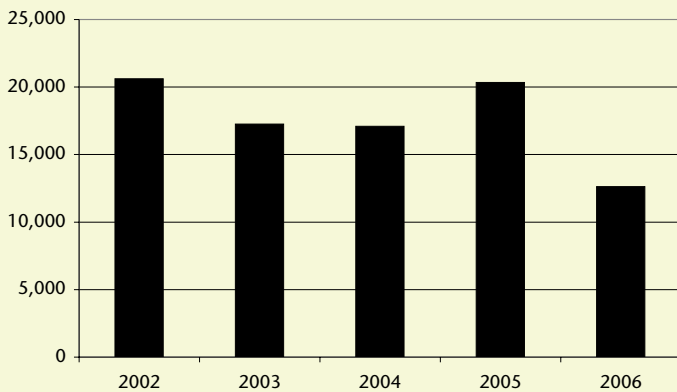
Revenue Vehicles	5
Peak Hour Fleet	4
Base Fleet	4
Fuel Consumption (gal)	8,081

Ridership Trends

2002	20,603
2003	17,242
2004	17,093
2005	20,327
2006	12,622

2006 Highlights

System Ridership Trend





Legislative District

Indiana Senate 12
 Indiana House 21, 49
 U.S. Congressional 3

Productivity

Total Passenger Boardings 12,622
 Total Vehicle Miles 88,904
 Revenue Vehicle Miles 43,563
 Revenue Vehicle Hours 2,608

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.39
 Operating Expense per Passenger Trip \$9.76
 Passenger Trips per Total Vehicle Mile 0.14
 Passenger Trips per Capita 0.43

Financial Performance

Operating Subsidy \$78,727
 Operating Subsidy Ratio 64%
 Locally Derived Income \$53,770
 Locally Derived Income Per Operating Expense \$0.44
 Fare Recovery Ratio 36%

Operating Expense Summary

Operator Salaries/Wages	\$11,015
Other Salaries/Wages	\$0
Fringe	\$5,891
Services	\$0
Materials and Supplies	\$148
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$94,084
Other	\$12,011
Total Expenses	\$123,149
Fixed Route Expenses	\$0
Demand Response Services	\$123,149

Revenue Summary

Fare Revenue	\$44,422
Contract/Other	\$0
Local Assistance	\$9,348
State Assistance	\$32,169
Federal Assistance	\$37,210
Total Revenue	\$123,149

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2003	Chevrolet	Yes	5+2wc	Gas
1	2006	Chevrolet	Yes	5+2wc	Gas
2	Taxis owned by private contractor also used for this service				
5					



Hammond

425 Sibley Avenue
 Hammond, IN 46320
 (219) 853-6401 FAX: (219) 853-6407
Contact: Keith E. Matasovsky, Director
Email: transit@hmdin.com

General Information

Type of Service Fixed Route and Demand Response
Service Area Hammond, Whiting, and adjacent areas of Illinois & Indiana
Service Population 83,000

Service Hours

Weekday 5:30 am - 7:30 pm
Saturday 5:30 am - 7:30 pm
Sunday No Service

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations	17	3
Maintenance	5	0
Administration	5	0
	<u>27</u>	<u>3</u>

Operation Characteristics

Revenue Vehicles	15
Peak Hour Fleet	11
Base Fleet	6
Fuel Consumption (gal)	105,700

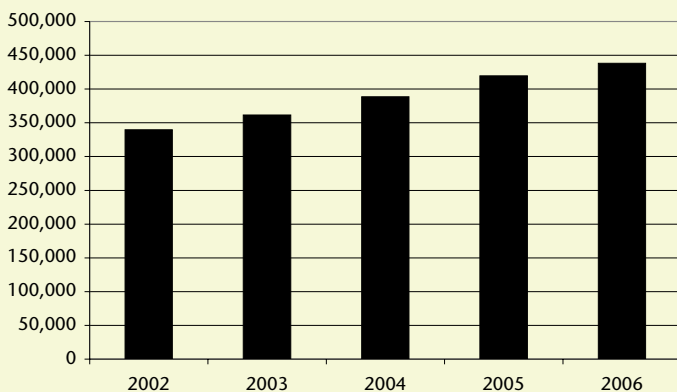
Ridership Trends

2002	339,711
2003	361,413
2004	388,270
2005	419,290
2006	437,985

2006 Highlights

- 2006 produced a ridership increase of 19,000.
- Added 7 bus shelters with new paint scheme and plastic and encased route maps and schedules mounted inside to improve identification.
- Changed two routes with successful results during the year.
- New route maps and schedules were made to be bi-lingual.
- Partnered with Hammond Health Department and other local agencies to improve NWI emergency evacuation plans.

System Ridership Trend



Hammond Transit System



Legislative District

Indiana Senate 1
 Indiana House 1, 11, 12
 U.S. Congressional 1

Productivity

Total Passenger Boardings 437,985
 Total Vehicle Miles 541,096
 Revenue Vehicle Miles 491,796
 Revenue Vehicle Hours 29,225

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.84
 Operating Expense per Passenger Trip \$4.75
 Passenger Trips per Total Vehicle Mile 0.81
 Passenger Trips per Capita 5.28

Financial Performance

Operating Subsidy \$2,078,285
 Operating Subsidy Ratio 100%
 Locally Derived Income \$880,004
 Locally Derived Income Per Operating Expense \$0.42
 Fare Recovery Ratio 18%

Operating Expense Summary

Operator Salaries/Wages	\$117,563
Other Salaries/Wages	\$0
Fringe	\$53,324
Services	\$66,346
Materials and Supplies	\$249,380
Utilities	\$7,920
Casualty/Liability	\$21,004
Purchased Transportation	\$1,562,199
Other	\$549
Total Expenses	\$2,078,285
Fixed Route Expenses	\$2,010,103
Demand Response Services	\$68,182

Revenue Summary

Fare Revenue	\$381,630
Contract/Other	\$2,271
Local Assistance	\$496,103
State Assistance	\$458,571
Federal Assistance	\$739,710
Total Revenue	\$2,078,285

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	Freightliner	Yes	28+2wc	Diesel
3	1998	Thomas	Yes	39+2wc	Diesel
3	1998	Thomas	Yes	22+2wc	Diesel
4	2002	Opus	Yes	25+2	Diesel
4	2002	Opus	Yes	29+2	Diesel
15					



Hancock County

312 East Main Street, Suite A
 Greenfield, IN 46140
 (317) 462-3758 FAX: (317) 462-2843
Contact: Linda Hart, Executive Director
Email: lhart34@covad.net

General Information

Type of Service Demand Response
Service Area Hancock County
Service Population 55,391

Service Hours

Weekday 8 am - 4 pm
Saturday None
Sunday None

Fare Structure

Base \$2.00 each way
Youth \$2.00 each way for 16 years and older, No charge for under 16 years of age
Elderly/Disabled Donation or \$2.00 each way according to destination
Transfer N/A
Other/Special \$1.00 each extra stop

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	4
Maintenance	0	0
Administration	1	2
	<u>4</u>	<u>6</u>

Operation Characteristics

Revenue Vehicles	6
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	4,990

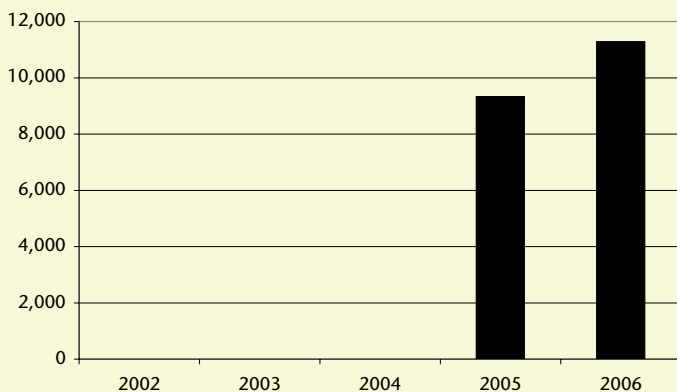
Ridership Trends

2002	0
2003	0
2004	0
2005	9,334
2006	11,281

2006 Highlights

- Established an agreement with Division of Family Resources to fund vouchers for IMPACT clients to job interviews, work and other destinations. Also, there was an overall increase in transportation to work.

System Ridership Trend



Hancock Area Rural Transit



**Group
4**

Legislative District

Indiana Senate 28
 Indiana House 29,53
 U.S. Congressional 5

Productivity

Total Passenger Boardings 11,281
 Total Vehicle Miles 96,464
 Revenue Vehicle Miles 94,707
 Revenue Vehicle Hours 7,908

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.10
 Operating Expense per Passenger Trip \$17.96
 Passenger Trips per Total Vehicle Mile 0.12
 Passenger Trips per Capita 0.20

Financial Performance

Operating Subsidy \$183,780
 Operating Subsidy Ratio 91%
 Locally Derived Income \$136,547
 Locally Derived Income Per Operating Expense \$0.67
 Fare Recovery Ratio 9%

Operating Expense Summary

Operator Salaries/Wages	\$90,738
Other Salaries/Wages	\$43,159
Fringe	\$11,437
Services	\$13,423
Materials and Supplies	\$15,637
Utilities	\$3,694
Casualty/Liability	\$8,543
Purchased Transportation	\$0
Other	\$16,016
Total Expenses	\$202,647
Fixed Route Expenses	\$0
Demand Response Services	\$202,320

Revenue Summary

Fare Revenue	\$18,867
Contract/Other	\$0
Local Assistance	\$117,680
State Assistance	\$0
Federal Assistance	\$66,100
Total Revenue	\$202,647

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	Ford	No	5	Gas
1	2001	Ford	No	5	Gas
1	2003	Chevrolet/Braun	Yes	5	Gas
1	2005	Braun	Yes	5	Gas
1	2005	Ford	No	5	Gas
1	2006	Chevrolet/Braun	Yes	5	Gas
6					



Hendricks County

P.O. Box 369
 Danville, IN 46122
 (317) 745-4303 FAX: (317) 745-6253
Contact: Beth Ann Leach, Operations Manager
Email: bethann@hendricksseniors.org

General Information

Type of Service Demand Response
Service Area Hendricks, Morgan Counties
Service Population 170,782

Service Hours

Weekday 6:00 am - 6:00 pm (Hendricks Co.),
 8:00 am - 4:00 pm (Morgan Co.)
Saturday No Service
Sunday No Service

Fare Structure

Base \$3.00 in-county, \$4.00 out-of-county (Hendricks Co.), \$4.00 in-city, \$5.00 out-of-city (Morgan Co.)
Youth Same as base
Elderly/Disabled Same as base
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	10	16
Maintenance	0	0
Administration	0	5
	<u>10</u>	<u>21</u>

Operation Characteristics

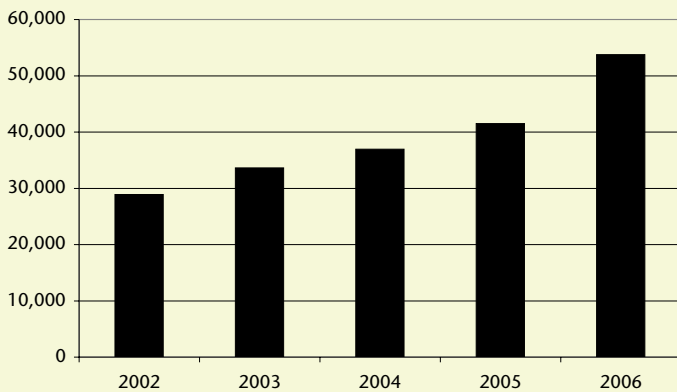
Revenue Vehicles	27
Peak Hour Fleet	16
Base Fleet	16
Fuel Consumption (gal)	32,863

Ridership Trends

2002	28,899
2003	33,603
2004	36,954
2005	41,498
2006	53,761

2006 Highlights

System Ridership Trend





LINK Hendricks County/Morgan County Connect

Legislative District

Indiana Senate 23, 24, 37
 Indiana House 28, 40, 47, 91
 U.S. Congressional 4

Productivity

Total Passenger Boardings 53,761
 Total Vehicle Miles 483,082
 Revenue Vehicle Miles 480,451
 Revenue Vehicle Hours 30,563

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.17
 Operating Expense per Passenger Trip \$10.54
 Passenger Trips per Total Vehicle Mile 0.11
 Passenger Trips per Capita 0.31

Financial Performance

Operating Subsidy \$525,222
 Operating Subsidy Ratio 93%
 Locally Derived Income \$264,150
 Locally Derived Income Per Operating Expense \$0.47
 Fare Recovery Ratio 7%

Operating Expense Summary

Operator Salaries/Wages	\$247,196
Other Salaries/Wages	\$92,697
Fringe	\$38,862
Services	\$41,493
Materials and Supplies	\$83,601
Utilities	\$13,961
Casualty/Liability	\$35,085
Purchased Transportation	\$0
Other	\$13,639
Total Expenses	\$566,534
Fixed Route Expenses	\$0
Demand Response Services	\$566,534

Revenue Summary

Fare Revenue	\$41,312
Contract/Other	\$0
Local Assistance	\$222,838
State Assistance	\$77,500
Federal Assistance	\$224,884
Total Revenue	\$566,534

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Dodge	Yes	11+1wc	Gas
3	1997	Dodge	No	14	Gas
1	1998	Dodge	Yes	11+1wc	Gas
1	1998	Ford	No	11	Gas
1	1999	Dodge	Yes	8+1wc	Gas
1	1999	Ford	No	5	Gas
1	1999	GMC	Yes	9+wc	Gas
2	1999	OLDS	No	5	Gas
4	2000	Dodge	Yes	7+2wc	Gas
1	2001	Chevrolet	No	5	Gas
2	2002	Dodge	Yes	14+3wc	Gas
1	2002	Ford	No	15	Gas
1	2003	Chrysler	No	3	Gas
1	2003	Ford	No	14	Gas
1	2005	Chevrolet	Yes	9+2wc	Gas
1	2006	Ford	No	5	Gas
3	2006	Ford	Yes	9+2wc	Gas
1	2006	Chevrolet	No	7+1wc	Gas
27					



Huntingburg

508 East Fourth Street
 Huntingburg, IN 47542
 (812) 683-2211 FAX: (812) 683-5661
Contact: Sara E. Songer, Office Manager
Email: huntingburg@huntingburg.org

General Information

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

Service Hours

Weekday 9:00 am - 4:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$1.00
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	0
Maintenance	0	0
Administration	0	1
	<u>1</u>	<u>1</u>

Operation Characteristics

Revenue Vehicles	1
Peak Hour Fleet	1
Base Fleet	1
Fuel Consumption (gal)	1,856

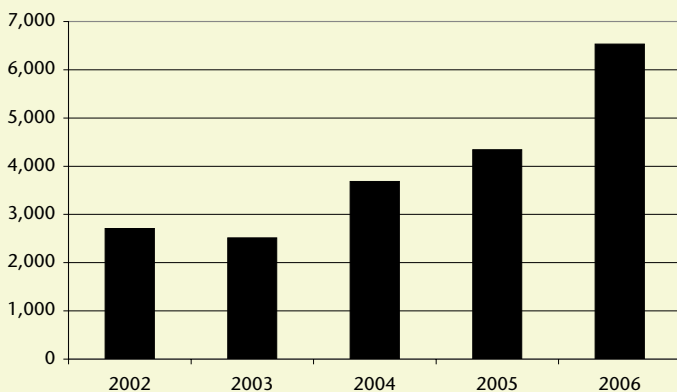
Ridership Trends

2002	2,706
2003	2,511
2004	3,680
2005	4,340
2006	6,531

2006 Highlights

- More than doubled our ridership from prior year.

System Ridership Trend



Huntingburg Transit System



**Group
4**

Legislative District

Indiana Senate 47

Indiana House 74

U.S. Congressional 9

Productivity

Total Passenger Boardings 6,531

Total Vehicle Miles 15,401

Revenue Vehicle Miles 15,267

Revenue Vehicle Hours 1,743

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$6.12

Operating Expense per Passenger Trip \$14.43

Passenger Trips per Total Vehicle Mile 0.42

Passenger Trips per Capita 1.17

Financial Performance

Operating Subsidy \$91,137

Operating Subsidy Ratio 97%

Locally Derived Income \$51,895

Locally Derived Income

Per Operating Expense \$0.55

Fare Recovery Ratio 3%

Operating Expense Summary

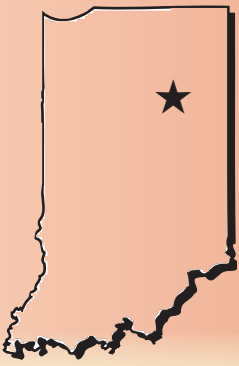
Operator Salaries/Wages	\$24,527
Other Salaries/Wages	\$38,584
Fringe	\$20,362
Services	\$2,532
Materials and Supplies	\$4,460
Utilities	\$3,000
Casualty/Liability	\$658
Purchased Transportation	\$0
Other	\$108
Total Expenses	\$94,231
Fixed Route Expenses	\$0
Demand Response Services	\$94,231

Revenue Summary

Fare Revenue	\$3,094
Contract/Other	\$0
Local Assistance	\$48,801
State Assistance	\$11,500
Federal Assistance	\$30,836
Total Revenue	\$94,231

Fleet Inventory

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



Huntington County

354 North Jefferson Street
 Huntington, IN 46750
 (260) 356-3006 FAX: (206) 356-3007
Contact: Holly Saunders, Executive Director
Email: hat@huntington.in.us

General Information

Type of Service Demand Response
Service Area Huntington County
Service Population 38,075

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$2.00 City of Huntington, \$3.00 from city out 8 miles, \$4.00 beyond 8 miles from city limits
Youth Same as base
Elderly/Disabled Elderly - Donation; Disabled (same as base)
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	9
Maintenance	0	0
Administration	2	3
	<u>5</u>	<u>12</u>

Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	0
Base Fleet	0
Fuel Consumption (gal)	15,888

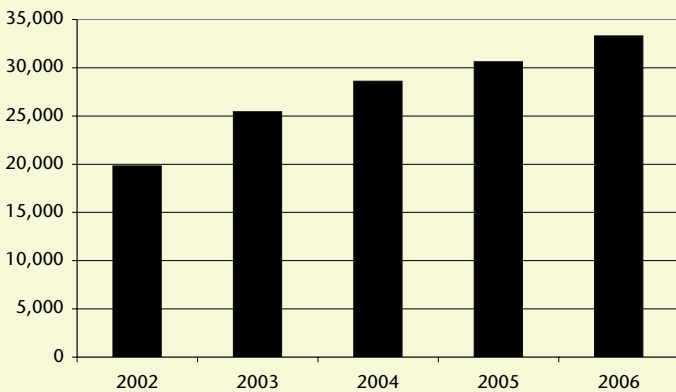
Ridership Trends

2002	19,805
2003	25,439
2004	28,583
2005	30,615
2006	33,289

2006 Highlights

- Increased ridership for sixth year in a row.
- Received third year grant, in a three year grant cycle from Parkview Huntington Hospital.
- Received second year grant, in a two year grant cycle from the Lutheran Foundation.
- Transported members of the Boys and Girls Club around for an afternoon of Christmas Caroling and to various fieldtrips.
- Collaborated with several schools, preschools, and social service agencies to provide afterschool transportation.

System Ridership Trend





Huntington Area Transportation

Legislative District

Indiana Senate 17
 Indiana House 50

U.S. Congressional 5

Productivity

Total Passenger Boardings 33,289
 Total Vehicle Miles 212,469
 Revenue Vehicle Miles 211,321
 Revenue Vehicle Hours 16,847

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.07
 Operating Expense per Passenger Trip \$13.19
 Passenger Trips per Total Vehicle Mile 0.16
 Passenger Trips per Capita 0.87

Financial Performance

Operating Subsidy \$412,958
 Operating Subsidy Ratio 94%
 Locally Derived Income \$223,644
 Locally Derived Income Per Operating Expense \$0.51
 Fare Recovery Ratio 6%

Operating Expense Summary

Operator Salaries/Wages	\$162,011
Other Salaries/Wages	\$109,287
Fringe	\$37,947
Services	\$20,031
Materials and Supplies	\$51,923
Utilities	\$3,257
Casualty/Liability	\$21,450
Purchased Transportation	\$6,082
Other	\$26,985
Total Expenses	\$438,973
Fixed Route Expenses	\$0
Demand Response Services	\$438,973

Revenue Summary

Fare Revenue	\$26,015
Contract/Other	\$0
Local Assistance	\$197,629
State Assistance	\$70,362
Federal Assistance	\$144,967
Total Revenue	\$438,973

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Dodge	No	13	Gas
1	1999	Dodge	Yes	3+2wc	Gas
1	2000	Dodge	Yes	9+2wc	Gas
1	2001	Dodge	No	13	Gas
1	2001	Dodge	Yes	11+2wc	Gas
1	2003	Dodge	No	7	Gas
1	2003	Chevrolet/Braun	Yes	7+2wc	Gas
1	2003	Buick	No	5	Gas
1	2005	Dodge	No	7	Gas
2	2005	Chevrolet/Braun	Yes	7	Gas
11					



Indianapolis

1501 West Washington Street

Indianapolis, IN 46222

(317) 635-2100

FAX: (317) 635-6585

Contact: Gil Holmes, President/CEO

Email: gholmes@indygo.net

General Information

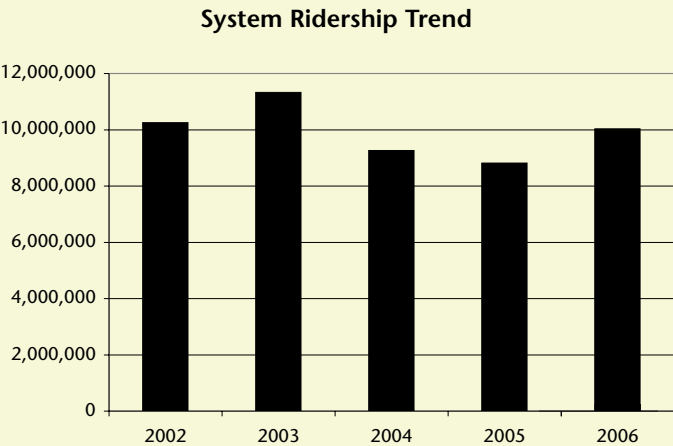
Type of Service	Fixed Route and Demand Response
Service Area	Indianapolis Metropolitan Area
Service Population	791,926

Service Hours

Weekday	4:17 am - 12:37 am (JARC: 11:00 pm - 6:00 am)
Saturday	5:53 am - 12:30 am
Sunday	6:41 am - 10:00 pm (JARC: 11:00 pm - 6:00 am)

Fare Structure

Base	\$1.25 (Paratransit and JARC Late Night Demand Response Fare = \$2.50)
Youth	\$0.60
Elderly/Disabled	\$0.60
Transfer	None
Other/Special	Pass (full fare) \$50.00/Month; E&D Pass \$25.00/Month Demand Response \$25.00 for Ten Trip Ticket; Day Pass \$3.00; All Passes 1/2 price for youth and "half-fare" program



Personnel

	Full-Time	Part-Time
Operations	347	0
Maintenance	76	0
Administration	36	0
	<u>459</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	236
Peak Hour Fleet	180
Base Fleet	124
Fuel Consumption (gal)	1,809,070

Ridership Trends

2002	10,247,493
2003	11,324,573
2004	9,260,427
2005	8,810,183
2006	10,033,477

2006 Highlights

- IndyGo ridership up 4.3% over 2005.
- Security cameras installed on all fixed route and demand response vehicles increasing security, customer service and reducing liability claims.
- Launched Red Line Circulator serving downtown Indianapolis and the Indiana University-Purdue University at Indianapolis campus.
- Converted to Enterprise Resource Management system for increased performance, efficiency and accountability for the financial, maintenance, procurement and human resource areas.
- Integrated Hastus scheduling and route planning program into fixed route planning and scheduling as well as para transit reservation and scheduling service to improve efficiency and accuracy.
- Increased transit advertising revenue 83% over 2005 through aggressive sales and creative partnerships utilizing fixed route buses and flexible service vehicles.



Legislative District

Indiana Senate 29, 30, 31, 32, 33, 34, 35, 36
Indiana House 25, 58, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
U.S. Congressional 4, 5, 7

Productivity

Total Passenger Boardings 10,033,477
Total Vehicle Miles 10,393,742
Revenue Vehicle Miles 8,964,313
Revenue Vehicle Hours 615,173

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.15
Operating Expense per Passenger Trip \$4.29
Passenger Trips per Total Vehicle Mile 0.97
Passenger Trips per Capita 12.67

Financial Performance

Operating Subsidy \$32,963,463
Operating Subsidy Ratio 76%
Locally Derived Income \$31,141,976
Locally Derived Income Per Operating Expense \$0.72
Fare Recovery Ratio 21%

Operating Expense Summary

Operator Salaries/Wages	\$11,207,677
Other Salaries/Wages	\$6,162,634
Fringe	\$10,653,815
Services	\$3,765,983
Materials and Supplies	\$6,790,129
Utilities	\$806,866
Casualty/Liability	\$466,836
Purchased Transportation	\$3,118,433
Other	\$119,492
Total Expenses	\$43,091,865
Fixed Route Expenses	\$33,677,105
Demand Response Services	\$9,414,760

Revenue Summary

Fare Revenue	\$8,906,127
Contract/Other	\$1,222,275
Local Assistance	\$21,013,574
State Assistance	\$9,136,612
Federal Assistance	\$2,813,277
Total Revenue	\$43,091,865

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
30	1997	Gillig	Yes	44+2wc	Diesel
10	1998	Gillig	Yes	44+2wc	Diesel
25	2000	Gillig	Yes	23+2wc	Diesel
25	2000	Gillig	Yes	28+2wc	Diesel
25	2000	Gillig	Yes	38+2wc	Diesel
3	2001	Ford	Yes	14+4wc	Diesel
3	2002	Ford	Yes	14+4wc	Diesel
24	2003	Gillig	Yes	38+2wc	Diesel
2	2004	Gillig	Yes	38+2wc	Dual
12	2004	Ford	Yes	14+4wc	Diesel
9	2005	Opus	Yes	38+2wc	Diesel
33	2005	Ford	Yes	14+4wc	Diesel
34	2006	Ford	Yes	14+4wc	Diesel
1	2006	Dodge	Yes	12+2wc	Diesel
236					



Jay-Randolph-Delaware Counties

1701 Pilgrim Blvd. P.O. Box 308

Yorktown, IN 47396

(800) 589-1121 FAX: (765) 759-0060

Contact: Mark Yaudas, Transportation Manager

Email: myaudas@lifestreaminc.org

General Information

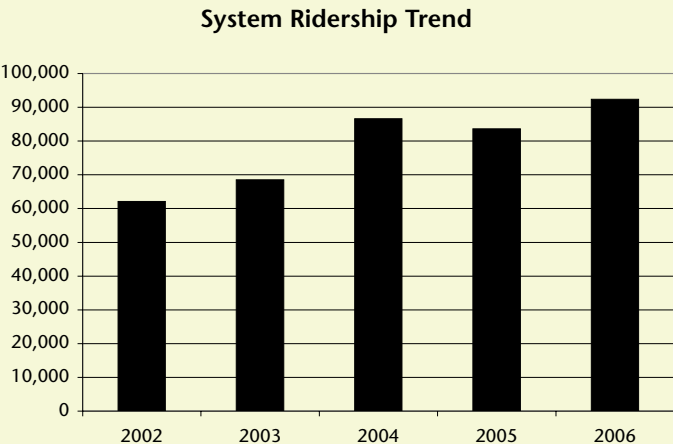
Type of Service	Demand Response
Service Area	Delaware, Jay, Randolph, & Blackford Counties (except Muncie)
Service Population	100,546

Service Hours

Weekday	7:00 am - 6:00 pm
Saturday	No Service
Sunday	Blackford County 9:00 am -3:00

Fare Structure

Base	\$1.00 - \$8.00 (depending on length of trip) \$15.00 Monthly Pass
Youth	Same as base
Elderly/Disabled	Same as base
Transfer	N/A (Transfers available to board other service between MITS and The New InterUrban)
Other/Special	Monthly Pass: \$15.00



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	14	13
Maintenance	0	0
Administration	3	1
	<hr/> 17	<hr/> 14

Operation Characteristics

Revenue Vehicles	30
Peak Hour Fleet	16
Base Fleet	12
Fuel Consumption (gal)	54,638

Ridership Trends

2002	62,090
2003	68,491
2004	86,551
2005	83,614
2006	92,369

2006 Highlights

- LifeStream received a Community Development Block Grant (CDBG) totalling \$357,000 to rennovate the Transportation Center. Rennovations complete!
- Expanded into Blackford County to provide public transportation January 2006.
- We now offer Sunday service in Blackford County. This is the first time we have offered this service.
- We will expand our public system to include Henry County in January 2007.
- Coordinating with Grant County to expand rural public transit into Grant County in 2008.
- LifeStream was contracted to operate the "TRAM" rural public transportation service in Madison County which started January 2006.



The New InterUrban Public Transit System

Legislative District

Indiana Senate 26, 27
 Indiana House 33, 34, 35, 54
 U.S. Congressional 6

Productivity

Total Passenger Boardings 92,369
 Total Vehicle Miles 530,200
 Revenue Vehicle Miles 523,787
 Revenue Vehicle Hours 27,016

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.84
 Operating Expense per Passenger Trip \$10.59
 Passenger Trips per Total Vehicle Mile 0.17
 Passenger Trips per Capita 0.92

Financial Performance

Operating Subsidy \$933,210
 Operating Subsidy Ratio 95%
 Locally Derived Income \$350,827
 Locally Derived Income Per Operating Expense \$0.36
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$520,424
Other Salaries/Wages	\$0
Fringe	\$123,124
Services	\$4,468
Materials and Supplies	\$174,526
Utilities	\$31,231
Casualty/Liability	\$47,538
Purchased Transportation	\$0
Other	\$76,875
Total Expenses	\$978,186
Fixed Route Expenses	\$0
Demand Response Services	\$978,186

Revenue Summary

Fare Revenue	\$44,976
Contract/Other	\$0
Local Assistance	\$305,851
State Assistance	\$229,283
Federal Assistance	\$398,076
Total Revenue	\$978,186

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1989	Braun	Yes	10+1wc	Gas
1	1991	GMC	No	14	Gas
2	1994	Braun	Yes	12+1wc	Gas
1	1996	Braun	Yes	12+1wc	Gas
1	1996	Chevrolet	No	6	Gas
1	1996	Ford	No	14	Gas
1	1997	Braun	Yes	8+1wc	Gas
2	1998	Ford	No	14	Gas
1	1998	Ford	No	14	Gas
1	1999	GMC	No	14	Gas
1	1999	Braun	Yes	12+2wc	Gas
2	2000	Braun	Yes	12+2wc	Gas
1	2001	Braun	Yes	12	Gas
3	2002	Braun	Yes	12+2wc	Gas
4	2003	Braun	Yes	12+2wc	Gas
2	2004	Braun	Yes	12+2wc	Gas
5	2005	Braun	Yes	11+2wc	Gas
30					



Johnson County

P.O. Box 216
 Franklin, IN 46131
 (317) 738-5523 FAX: (317) 738-5522
Contact: Rebecca J Allen, Transportation Director
Email: beckyallen2@gmail.com

General Information

Type of Service Demand Response and Deviated Fixed Route
Service Area Johnson and Shelby Counties
Service Population 107,493

Service Hours

Weekday 5:30 am - 10:00 pm (Johnson County), call for Shelby County hours
Saturday 9:00 am - 10:00 pm (Johnson County), no service in Shelby County
Sunday Closed

Fare Structure

Base \$3.00 (Johnson County), call for Shelby County fare
Youth N/A
Elderly/Disabled N/A
Transfer Free
Other/Special
 Over-County-Line Fee \$1.00; Deviated Fixed-Route \$1.00 (Johnson County only)

Personnel

	Full-Time	Part-Time
Operations	16	19
Maintenance	0	0
Administration	2	1
	<u>18</u>	<u>20</u>

Operation Characteristics

Revenue Vehicles	25
Peak Hour Fleet	14
Base Fleet	10
Fuel Consumption (gal)	47,842

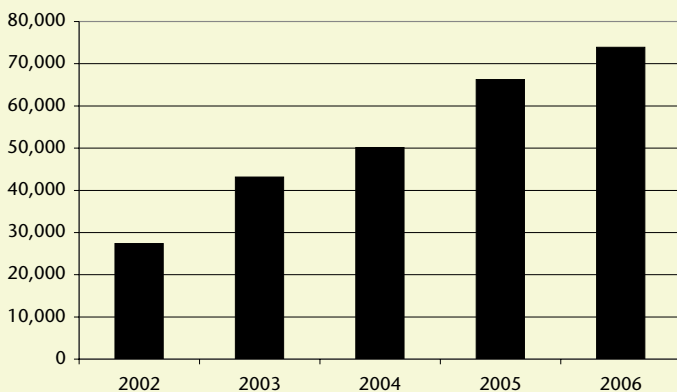
Ridership Trends

2002	27,351
2003	43,145
2004	50,142
2005	66,233
2006	73,852

2006 Highlights

- Access Johnson County earned an Exemplary accreditation from CARF in 2006.
- Access increased passenger trips by 9%, including an additional 18,433 trips on Johnson County Connectors over the above totals.
- Access has started ongoing coordination with Johnson County Veterans Council to dispatch and schedule DAV van to Roudesh VA hospital.
- 2,069 new 1st time Johnson County passengers began riding in 2006.
- ShelbyGo finished its first full year with 13,810 passenger trips.
- One of the Access's drivers Darlena Austin won 5th place in the statewide rodeo.

System Ridership Trend





ACCESS Johnson County and ShelbyGo

Legislative District

Indiana Senate 32, 35, 36, 37, 41, 42

Indiana House 47, 53, 57, 58, 59, 93

U.S. Congressional 4,5,6

Productivity

Total Passenger Boardings 73,852

Total Vehicle Miles 561,260

Revenue Vehicle Miles 558,141

Revenue Vehicle Hours 35,359

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.81

Operating Expense per Passenger Trip \$13.72

Passenger Trips per Total Vehicle Mile 0.13

Passenger Trips per Capita 0.69

Financial Performance

Operating Subsidy \$931,622

Operating Subsidy Ratio 92%

Locally Derived Income \$582,082

Locally Derived Income

Per Operating Expense \$0.57

Fare Recovery Ratio 8%

Operating Expense Summary

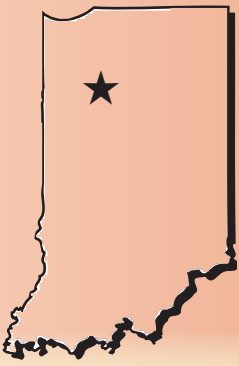
Operator Salaries/Wages	\$424,328
Other Salaries/Wages	\$0
Fringe	\$42,004
Services	\$93,632
Materials and Supplies	\$87,788
Utilities	\$10,060
Casualty/Liability	\$24,803
Purchased Transportation	\$192,937
Other	\$138,002
Total Expenses	\$1,013,554
Fixed Route Expenses	\$310,633
Demand Response Services	\$702,921

Revenue Summary

Fare Revenue	\$81,932
Contract/Other	\$0
Local Assistance	\$500,150
State Assistance	\$133,705
Federal Assistance	\$297,767
Total Revenue	\$1,013,554

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	Yes	6+2wc	Gas
1	1997	Ford	Yes	14+2wc	Gas
1	1998	Dodge	Yes	6+2wc	Gas
1	1999	Ford	No	4	Gas
2	1999	Dodge	Yes	6+2wc	Gas
1	2000	Dodge	Yes	6+2wc	Gas
1	2001	Ford	Yes	14+2wc	Gas
1	2001	Dodge	Yes	6+2wc	Gas
1	2002	Ford	Yes	14+2wc	Gas
5	2002	Dodge	Yes	6+2wc	Gas
1	2002	Ford	Yes	6+2wc	Gas
1	2003	Ford	Yes	14+2wc	Gas
3	2005	Chevrolet	Yes	3	Gas
2	2006	Ford	Yes	6+2wc	Gas
3	2006	Chevrolet	Yes	3	Gas
25					



KIRPC

115 E. 4th Street, P.O. Box 127
 Monon, IN 47959
 (219) 253-6658 FAX: (219) 253-6659
Contact: Tari Bateman, Grant Administrator
Email: tbateman@urhere.net

General Information

Type of Service Demand Response
Service Area Jasper, Pulaski and Starke Counties
Service Population 67,354

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$1.00
Transfer N/A
Other/Special
 Pass \$11.00/Month, \$150.00/Year (Pulaski Co.)
 Ticket \$7.50/12 Rides (Starke Co.)

Personnel

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

Operation Characteristics

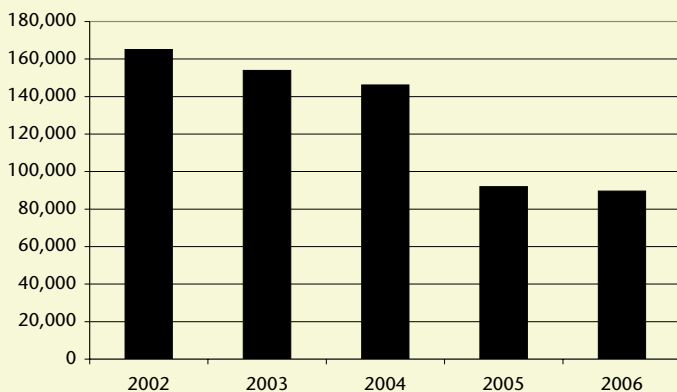
Revenue Vehicles	29
Peak Hour Fleet	18
Base Fleet	14
Fuel Consumption (gal)	38,646

Ridership Trends

2002	164,993
2003	153,828
2004	146,166
2005	91,877
2006	89,547

2006 Highlights

System Ridership Trend





Arrowhead Country Public Transportation

Legislative District

Indiana Senate 5, 7, 18
 Indiana House 4, 16, 17, 20

U.S. Congressional 1,2

Productivity

Total Passenger Boardings 89,547
 Total Vehicle Miles 407,181
 Revenue Vehicle Miles 394,517
 Revenue Vehicle Hours 22,441

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.05
 Operating Expense per Passenger Trip \$9.30
 Passenger Trips per Total Vehicle Mile 0.22
 Passenger Trips per Capita 1.33

Financial Performance

Operating Subsidy \$771,340
 Operating Subsidy Ratio 93%
 Locally Derived Income \$361,449
 Locally Derived Income Per Operating Expense \$0.43
 Fare Recovery Ratio 7%

Operating Expense Summary

Operator Salaries/Wages	\$239,937
Other Salaries/Wages	\$186,269
Fringe	\$144,477
Services	\$65,751
Materials and Supplies	\$90,310
Utilities	\$16,721
Casualty/Liability	\$46,544
Purchased Transportation	\$0
Other	\$42,755
Total Expenses	\$832,764
Fixed Route Expenses	\$0
Demand Response Services	\$832,764

Revenue Summary

Fare Revenue	\$55,919
Contract/Other	\$5,505
Local Assistance	\$300,025
State Assistance	\$155,242
Federal Assistance	\$316,073
Total Revenue	\$832,764

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1991	Chevrolet	No	22	Gas
2	1995	Dodge	Yes	9+2wc	Gas
2	1995	Chevrolet	No	22	Gas
2	1996	Chevrolet	No	7	Gas
1	1996	Chevrolet	No	22	Gas
1	1997	Dodge	No	6	Gas
1	1997	Dodge	Yes	9+2wc	Gas
1	1997	GMC	Yes	5	Gas
2	1997	Dodge	Yes	9+2wc	Gas
1	1997	Dodge	No	13	Gas
1	1999	Ford	No	5	Gas
1	1999	Dodge	Yes	9+2wc	Gas
1	2000	Dodge	Yes	9+2wc	Gas
1	2000	Chevrolet	No	22	Gas
1	2001	Dodge	Yes	9+2wc	Gas
1	2001	Chevrolet	No	22	Gas
1	2001	Dodge	Yes	9+2wc	Gas
1	2002	Dodge	No	13	Gas
1	2002	Chevrolet	No	22	Gas
1	2003	Chevrolet	No	30	Gas
2	2005	Ford	Yes	9+2wc	Gas
1	2005	Dodge	No	6	Gas
1	2006	Dodge	No	6	Gas
1	2006	Ford	No	13	Gas



Knox County

2009 Prospect Avenue
Vincennes, IN 47591

(812)886-3381 FAX: (812) 882-2186

Contact: Michele Shake, Transportation Specialist

Email: Pernola@charter.com

General Information

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

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	By appointment for groups of 5
Sunday	By appointment for groups of 5

Fare Structure

Base	\$2.00 in Vincennes, \$3.00 County
Youth	N/A
Elderly/Disabled	N/A
Transfer	N/A
Other/Special	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	2	16
Maintenance	0	0
Administration	1	1
	<hr/> 3	<hr/> 17

Operation Characteristics

Revenue Vehicles	13
Peak Hour Fleet	10
Base Fleet	8
Fuel Consumption (gal)	30,251

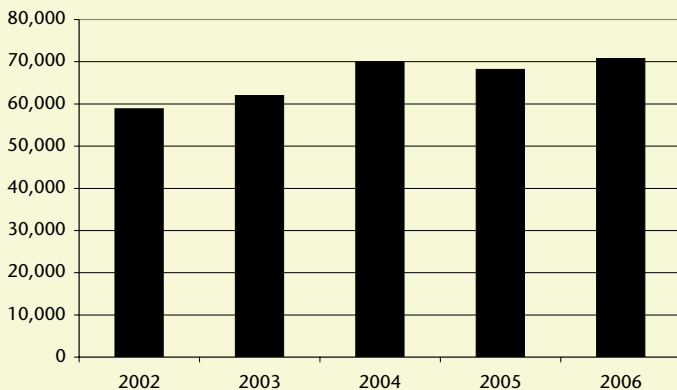
Ridership Trends

2002	58,824
2003	61,971
2004	69,946
2005	68,179
2006	70,717

2006 Highlights

- Applied for \$305,000 grant through SIDC for construction of transportation facility.
- Installed new computer/dispatch software.
- "Blanket Knox County" traded blankets for rides in Nov. & Dec. (10 rides per blanket). Donated to Red Cross Emergency Services.
- County Route Riders who have lay over time are now offered refreshment & use of Senior Center movie theater while they wait for their return trip.
- Collaborated with local agencies to better service community. Saw a dramatic increase in ridership from IMPACT, Voc Rehab, 4-Rivers & School Corporation, Good Sam. Hosp.
- Collaborated with Good Samaritan and established a set route for their employees.

System Ridership Trend





Legislative District

Indiana Senate 39, 48
 Indiana House 45, 64

U.S. Congressional 8

Productivity

Total Passenger Boardings 70,717
 Total Vehicle Miles 244,560
 Revenue Vehicle Miles 238,438
 Revenue Vehicle Hours 13,933

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.68
 Operating Expense per Passenger Trip \$5.79
 Passenger Trips per Total Vehicle Mile 0.29
 Passenger Trips per Capita 1.80

Financial Performance

Operating Subsidy \$385,110
 Operating Subsidy Ratio 94%
 Locally Derived Income \$121,409
 Locally Derived Income Per Operating Expense \$0.30
 Fare Recovery Ratio 6%

Operating Expense Summary

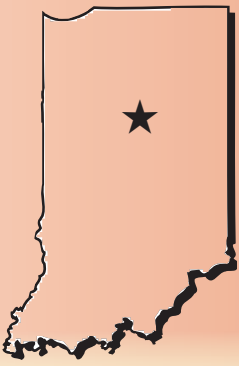
Operator Salaries/Wages	\$0
Other Salaries/Wages	\$211,849
Fringe	\$26,499
Services	\$3,000
Materials and Supplies	\$97,657
Utilities	\$12,212
Casualty/Liability	\$22,025
Purchased Transportation	\$0
Other	\$36,476
Total Expenses	\$409,718
Fixed Route Expenses	\$0
Demand Response Services	\$409,718

Revenue Summary

Fare Revenue	\$24,608
Contract/Other	\$0
Local Assistance	\$96,801
State Assistance	\$120,461
Federal Assistance	\$167,848
Total Revenue	\$409,718

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Dodge	Yes	6+2wc	Gas
1	1999	Dodge	Yes	6+2wc	Gas
1	2000	Ford	Yes	14+2wc	Gas
1	2000	Dodge	Yes	4+1wc	Gas
1	2002	Ford	Yes	10+4wc	Gas
1	2002	Dodge	Yes	6+2wc	Gas
1	2003	Dodge	Yes	4+2wc	Gas
1	2003	Chevrolet	Yes	4+w1wc	Gas
1	2003	Ford	Yes	8+w4wc	Gas
1	2005	Chevrolet	No	5	Gas
2	2006	Ford	Yes	4+2wc	Gas
1	2006	Ford	Yes	4+2wc	Gas
13					



Kokomo

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 for FCR/Para-Transit for SCB
Service Area Kokomo Urbanized Area
Service Population 63,739

Service Hours

Weekday 24 hours per day for FCR/M-F
 8:00 am - 5:00 pm for SCB
Saturday 24 hours per day for FCR/8:00 am
 - 5:00 pm for SCB
Sunday 24 hours per day for FCR

Fare Structure

Base \$7.50 for FCR/Contribution for SCB
Youth \$7.50
Elderly/Disabled \$7.50 peak hrs. for FCR/half fare when Senior Bus Service in not Available
Transfer N/A
Other/Special

Taxi Fare is base rate of \$7.50; Elderly and disabled pay half base fare rate during non-peak periods. FCR Program subsidizes \$3.00 per trip; driver assistance extra

Personnel

	Full-Time	Part-Time
Operations	25	13
Maintenance	1	8
Administration	1	5
	<u>27</u>	<u>26</u>

Operation Characteristics

Revenue Vehicles	28
Peak Hour Fleet	23
Base Fleet	18
Fuel Consumption (gal)	75,908

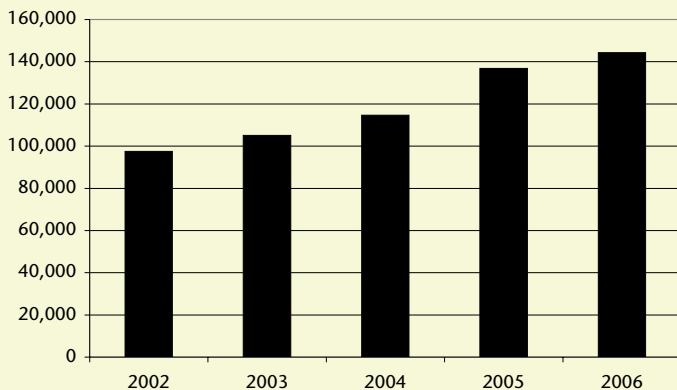
Ridership Trends

2002	97,473
2003	104,991
2004	114,586
2005	136,818
2006	144,217

2006 Highlights

- The Kokomo First City Rider program and the Senior Citizens Bus service received an honorable mention City Livability Award for cities smaller than 100,000. The honor was part of the 2006 City Livable Awards Program sponsored by Waste Management, Inc.

System Ridership Trend





First City Rider/Kokomo Senior Citizen Bus Service

Legislative District

Indiana Senate 21
 Indiana House 30, 38
 U.S. Congressional 2

Productivity

Total Passenger Boardings 144,217
 Total Vehicle Miles 814,187
 Revenue Vehicle Miles 516,774
 Revenue Vehicle Hours 66,764

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.01
 Operating Expense per Passenger Trip \$11.33
 Passenger Trips per Total Vehicle Mile 0.18
 Passenger Trips per Capita 2.26

Financial Performance

Operating Subsidy \$1,328,488
 Operating Subsidy Ratio 81%
 Locally Derived Income \$725,990
 Locally Derived Income Per Operating Expense \$0.44
 Fare Recovery Ratio 19%

Operating Expense Summary

Operator Salaries/Wages	\$314,088
Other Salaries/Wages	\$219,314
Fringe	\$152,450
Services	\$48,737
Materials and Supplies	\$119,454
Utilities	\$17,849
Casualty/Liability	\$0
Purchased Transportation	\$756,138
Other	\$6,187
Total Expenses	\$1,634,217
Fixed Route Expenses	\$706,446
Demand Response Services	\$927,771

Revenue Summary

Fare Revenue	\$305,729
Contract/Other	\$0
Local Assistance	\$420,261
State Assistance	\$248,652
Federal Assistance	\$659,575
Total Revenue	\$1,634,217

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2002	Ford	Yes	12+2wc	Diesel
2	2003	Ford	Yes	12+2wc	Diesel
2	2004	Ford	Yes	12+2wc	Diesel
2	2005	Ford	Yes	12+2wc	Diesel
4	2006	Ford	Yes	12+2wc	Diesel
16	Vehicles operated by private contractor for First City Rider Program				
28					



Kosciusko County

1804 East Winona Avenue
 Warsaw, IN 46580
 (574) 267-4990 FAX: (574) 371-1400
Contact: Rita Baker, General Manager
Email: Ritab@cardinalcenter.org

General Information

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

Service Hours

Weekday 5:30 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.50
Youth N/A
Elderly/Disabled N/A
Transfer Free
Other/Special
 \$1.50 with 24 hours notice \$4.50 same day service

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	8	2
Maintenance	1	0
Administration	3	2
	<u>12</u>	<u>4</u>

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	9
Base Fleet	9
Fuel Consumption (gal)	21,174

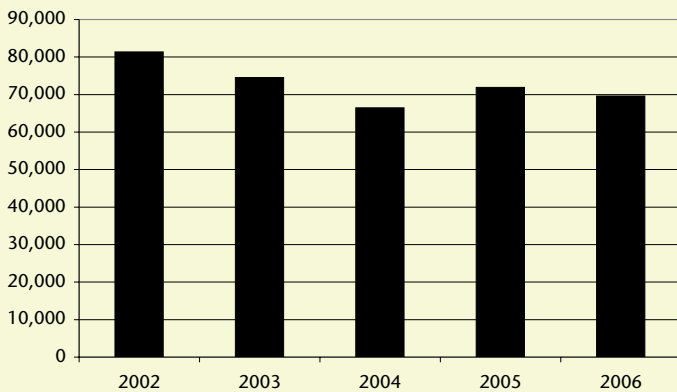
Ridership Trends

2002	81,359
2003	74,497
2004	66,463
2005	71,864
2006	69,579

2006 Highlights

- Elementary school K-6 designed flowers for BOVC yellow bus.
- Awarded two local grants for \$5000 each.
- Celebrated 25 years of service.
- Eleven years without a chargeable accident.

System Ridership Trend



Kosciusko Area Bus Service



Legislative District

Indiana Senate 9, 13, 17, 18

Indiana House 18, 22, 23

U.S. Congressional 3

Productivity

Total Passenger Boardings 69,579

Total Vehicle Miles 194,704

Revenue Vehicle Miles 189,900

Revenue Vehicle Hours 11,290

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.24

Operating Expense per Passenger Trip \$9.07

Passenger Trips per Total Vehicle Mile 0.36

Passenger Trips per Capita 0.94

Financial Performance

Operating Subsidy \$589,034

Operating Subsidy Ratio 93%

Locally Derived Income \$277,549

Locally Derived Income

Per Operating Expense \$0.44

Fare Recovery Ratio 7%

Operating Expense Summary

Operator Salaries/Wages	\$262,302
Other Salaries/Wages	\$31,192
Fringe	\$128,272
Services	\$7,932
Materials and Supplies	\$73,742
Utilities	\$13,635
Casualty/Liability	\$27,692
Purchased Transportation	\$0
Other	\$86,141
Total Expenses	\$630,908
Fixed Route Expenses	\$267,885
Demand Response Services	\$363,023

Revenue Summary

Fare Revenue	\$41,874
Contract/Other	\$0
Local Assistance	\$235,675
State Assistance	\$93,397
Federal Assistance	\$259,962
Total Revenue	\$630,908

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Ford	Yes	14+2wc	Diesel
2	1997	Dodge	Yes	12+2wc	Gas
1	2000	Dodge	Yes	9+2wc	Gas
2	2002	Ford	Yes	18+2wc	Diesel
2	2003	Ford	Yes	18+2wc	Diesel
1	2004	Ford	Yes	16+2wc	Diesel
1	2005	Ford	Yes	18+2wc	Diesel
1	2006	Ford	Yes	18+2wc	Diesel
1	2006	Ford	Yes	12+2wc	Gas
12					



Lafayette

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

General Information

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

Service Hours

Weekday	6:00 am - 10:40 pm
Saturday	6:00 am - 9:40 pm
Sunday	8:45 am - 6:40 pm

Fare Structure

Base	\$1.00
Youth	Free
Elderly/Disabled	\$0.50
Transfer	Free
Other/Special	

Pass \$28.00/Month, E&D Pass \$14.00/Month, Token
\$0.75/ride
Demand Response Fare (ACCESS) \$2.00/ride

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	74	16
Maintenance	13	0
Administration	17	1
	<u>104</u>	<u>17</u>

Operation Characteristics

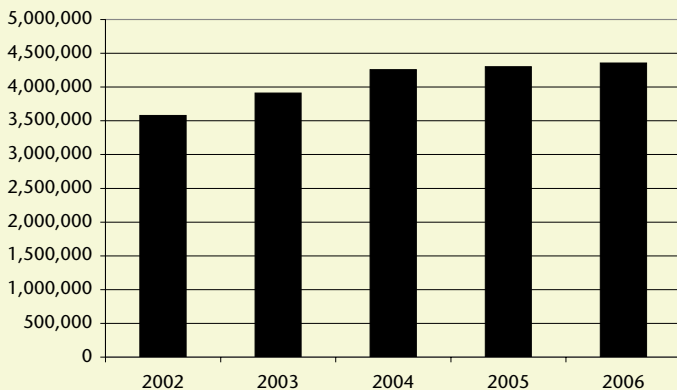
Revenue Vehicles	69
Peak Hour Fleet	58
Base Fleet	45
Fuel Consumption (gal)	414,440

Ridership Trends

2002	3,578,716
2003	3,910,057
2004	4,255,571
2005	4,301,043
2006	4,353,181

2006 Highlights

System Ridership Trend





Legislative District

Indiana Senate 7, 22
 Indiana House 26, 27, 41
 U.S. Congressional 4

Productivity

Total Passenger Boardings 4,353,181
 Total Vehicle Miles 1,683,866
 Revenue Vehicle Miles 1,476,262
 Revenue Vehicle Hours 127,753

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.45
 Operating Expense per Passenger Trip \$1.72
 Passenger Trips per Total Vehicle Mile 2.59
 Passenger Trips per Capita 35.38

Financial Performance

Operating Subsidy \$5,214,582
 Operating Subsidy Ratio 70%
 Locally Derived Income \$3,302,675
 Locally Derived Income Per Operating Expense \$0.44
 Fare Recovery Ratio 24%

Operating Expense Summary

Operator Salaries/Wages	\$2,663,296
Other Salaries/Wages	\$1,411,471
Fringe	\$1,402,071
Services	\$247,330
Materials and Supplies	\$1,202,664
Utilities	\$100,883
Casualty/Liability	\$277,986
Purchased Transportation	\$0
Other	\$183,284
Total Expenses	\$7,488,985
Fixed Route Expenses	\$0
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$1,801,594
Contract/Other	\$472,809
Local Assistance	\$1,028,272
State Assistance	\$2,776,548
Federal Assistance	\$1,409,762
Total Revenue	\$7,488,985

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1983	Gillig	No	40	Diesel
4	1985	Flxible	Yes	46	Diesel
2	1986	Flxible	Yes	39	Diesel
5	1987	Flxible	No	39	Diesel
4	1990	Flxible	No	46	Diesel
4	1990	New Flyer	Yes	60	Diesel
6	1992	Gillig	Yes	30+2wc	Diesel
6	1994	Gillig	Yes	38+2wc	Diesel
9	1998	Gillig	Yes	38+2wc	Diesel
1	1999	Supreme	Yes	16+2wc	Diesel
3	1999	Gillig	Yes	38+2wc	Diesel
1	2000	Dodge Van	Yes	9	Gas
2	2002	Chance	Yes	28	Diesel
6	2002	Gillig	Yes	40	Diesel
2	2002	Supreme	Yes	16+2wc	Diesel
1	2003	Supreme	Yes	20	Diesel
3	2003	Gillig	Yes	40	Diesel
4	2005	Gillig	Yes	40	Diesel
3	2006	Supreme	Yes	16+2wc	Diesel
69					



Lake Porter

5518 Calumet Avenue
 Hammond, IN 46320
 (219) 937-3500 FAX: (219) 932-0560
Contact: Tom Phillips, Transportaion Manager
Email: tphillips@nwi-ca.org

General Information

Type of Service Demand Response
Service Area Lake/Porter Counties
Service Population 484,564

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	20	3
Maintenance	0	0
Administration	2	1
	<u>36</u>	<u>9</u>

Operation Characteristics

Revenue Vehicles	58
Peak Hour Fleet	37
Base Fleet	29
Fuel Consumption (gal)	147,377

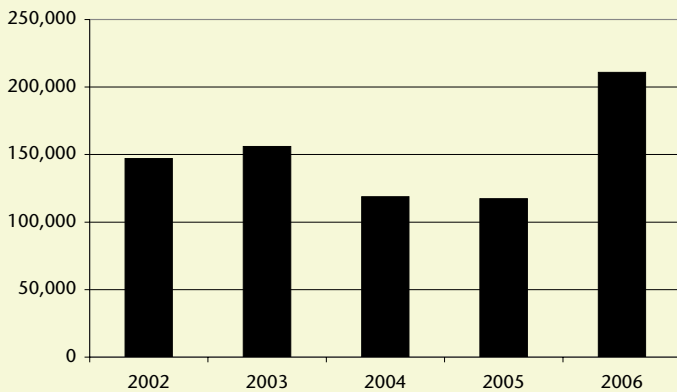
Ridership Trends

2002	147,059
2003	155,865
2004	118,645
2005	117,203
2006	210,812

2006 Highlights

- NWICA Transit increased passengers per hour from 2.25 in 2005 to 2.44 in 2006.
- NWICA Transit reduced operating costs and increased unlinked passenger trips for the second year in a row.
- NWICA Transit launched a project to procure Route Match software and automated vehicle locators and mobile data computers to improve service to customers.
- A recent NWICA transit survey found that 85% of riders find service exceeds customer expectations.

System Ridership Trend





Northwest Indiana Community Action Corp

Legislative District

Indiana Senate 1, 2, 3, 4, 5, 6
Indiana House 1, 2, 3, 4, 10, 11, 12, 13, 14, 15, 19, 20
U.S. Congressional 1,2

Productivity

Total Passenger Boardings 210,812
Total Vehicle Miles 1,301,265
Revenue Vehicle Miles 1,204,104
Revenue Vehicle Hours 75,899

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.03
Operating Expense per Passenger Trip \$12.54
Passenger Trips per Total Vehicle Mile 0.16
Passenger Trips per Capita 0.44

Financial Performance

Operating Subsidy \$1,874,850
Operating Subsidy Ratio 71%
Locally Derived Income \$1,742,217
Locally Derived Income Per Operating Expense \$0.66
Fare Recovery Ratio 27%

Operating Expense Summary

Operator Salaries/Wages	\$951,659
Other Salaries/Wages	\$250,935
Fringe	\$3,453,340
Services	\$429,588
Materials and Supplies	\$378,686
Utilities	\$40,110
Casualty/Liability	\$132,129
Purchased Transportation	\$42
Other	\$114,978
Total Expenses	\$2,643,465
Fixed Route Expenses	\$0
Demand Response Services	\$2,643,465

Revenue Summary

Fare Revenue	\$708,418
Contract/Other	\$60,197
Local Assistance	\$973,601
State Assistance	\$449,440
Federal Assistance	\$451,809
Total Revenue	\$2,643,465

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Dodge	No	14	Gas
1	1997	Dodge	No	12	Gas
1	1998	Chevrolet	No	7	Gas
1	1998	Dodge	Yes	14	Gas
3	1999	Ford	Yes	14+2wc	Gas
1	2000	Ford	Yes	10+1wc	CNG
2	2000	Ford	Yes	16+1wc	Gas
1	2000	Chevrolet	No	7	Gas
6	2001	Ford	Yes	11+2wc	Gas
2	2001	Ford	Yes	16+1wc	Gas
8	2001	Ford	Yes	15	Gas
1	2002	Ford	Yes	8+1wc	Gas
2	2002	Ford	Yes	16+1wc	Gas
1	2002	Chevrolet	No	12	Gas
11	2005	Ford	Yes	15+2wc	Diesel
6	2005	Ford	Yes	16+1wc	Gas
2	2005	Ford	Yes	13	Gas
1	2005	Ford	Yes	15	Gas
2	2006	Ford	Yes	10+1wc	Gas
2	2006	Ford	Yes	14	Gas
1	2006	Ford	Yes	16	Gas
2	2006	Ford	Yes	8	Gas
58					



LaPorte

102 "L" Street
 LaPorte, IN 46350
 (219) 326-8274 FAX: (219) 362-6325
Contact: Janet Lantz, Manager
Email: transporte11@comcast.net

General Information

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

Service Hours

Weekday 6:00 am - 9:00 pm
Saturday 8:00 am - 4:00 pm
Sunday No Service

Fare Structure

Base \$2.50
Youth \$1.00
Elderly/Disabled \$1.75
Transfer N/A
Other/Special
 Pass \$22.50 10 rides
 E&D pass \$15.00 10 rides

Personnel

	Full-Time	Part-Time
Operations	4	9
Maintenance	1	0
Administration	3	0
	<u>8</u>	<u>9</u>

Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	6
Base Fleet	4
Fuel Consumption (gal)	188,040

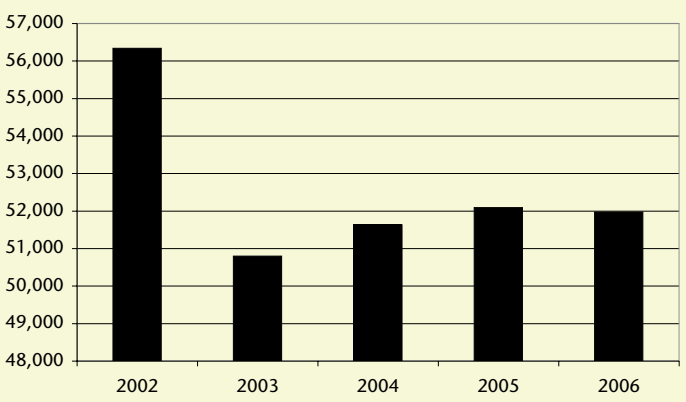
Ridership Trends

2002	56,334
2003	50,799
2004	51,629
2005	52,091
2006	51,970

2006 Highlights

- 3,146 wheel chair lift calls
- two new revenue vehicles
- Served 955 special education students through work training program.
- no major accidents or injuries
- Provided central drop-off/pick-up transfer point for Michiana Industries clients going to/coming from Michigan City for services.

System Ridership Trend





Legislative District

Indiana Senate 8
 Indiana House 9, 20
 U.S. Congressional 2

Productivity

Total Passenger Boardings 51,970
 Total Vehicle Miles 145,827
 Revenue Vehicle Miles 145,827
 Revenue Vehicle Hours 0

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.73
 Operating Expense per Passenger Trip \$10.47
 Passenger Trips per Total Vehicle Mile 0.36
 Passenger Trips per Capita 2.40

Financial Performance

Operating Subsidy \$444,310
 Operating Subsidy Ratio 82%
 Locally Derived Income \$215,562
 Locally Derived Income Per Operating Expense \$0.40
 Fare Recovery Ratio 18%

Operating Expense Summary

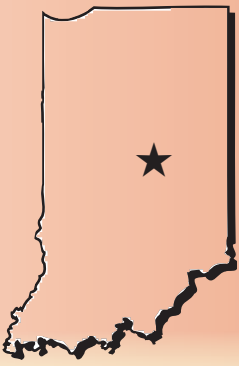
Operator Salaries/Wages	\$0
Other Salaries/Wages	\$313,282
Fringe	\$114,319
Services	\$4,833
Materials and Supplies	\$65,518
Utilities	\$14,173
Casualty/Liability	\$28,512
Purchased Transportation	\$0
Other	\$3,616
Total Expenses	\$544,253
Fixed Route Expenses	\$0
Demand Response Services	\$544,253

Revenue Summary

Fare Revenue	\$98,749
Contract/Other	\$1,194
Local Assistance	\$115,619
State Assistance	\$106,536
Federal Assistance	\$222,155
Total Revenue	\$544,253

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Braun Corp.	Yes	8+2wc	Gas
2	2000	Braun Corp.	Yes	8+2wc	Gas
2	2001	Braun Corp.	Yes	8+2wc	Gas
2	2005	Starcraft	Yes	4+2	Gas
1	2006	Starcraft	Yes	4+2	Gas
2	2006	Starcraft	Yes	2+2	Gas
10					



Madison County

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 7:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$3.00
Youth \$3.00
Elderly/Disabled \$3.00
Transfer N/A
Other/Special
 User-side Subsidy Voucher \$3.00
 Twenty Dollar (\$20.00) Monthly Pass

Personnel

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

Operation Characteristics

Revenue Vehicles	4
Peak Hour Fleet	4
Base Fleet	4
Fuel Consumption (gal)	17,323

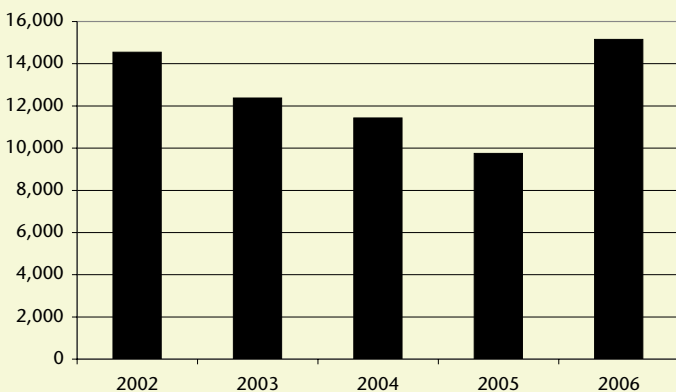
Ridership Trends

2002	14,544
2003	12,373
2004	11,429
2005	9,745
2006	15,148

2006 Highlights

- Ridership increased from 9,745 in 2005 to 15,148 in 2006.

System Ridership Trend





Transportation for Rural Areas of Madison

Legislative District

Indiana Senate 20, 25, 26

Indiana House 35, 36, 37

U.S. Congressional 6

Productivity

Total Passenger Boardings 15,148

Total Vehicle Miles 190,653

Revenue Vehicle Miles 182,372

Revenue Vehicle Hours 6,530

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.52

Operating Expense per Passenger Trip \$19.15

Passenger Trips per Total Vehicle Mile 0.08

Passenger Trips per Capita 0.21

Financial Performance

Operating Subsidy \$276,182

Operating Subsidy Ratio 95%

Locally Derived Income \$127,378

Locally Derived Income

Per Operating Expense \$0.44

Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$32,138
Fringe	\$10,445
Services	\$0
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$234,036
Other	\$13,417
Total Expenses	\$290,036
Fixed Route Expenses	\$0
Demand Response Services	\$290,036

Revenue Summary

Fare Revenue	\$13,854
Contract/Other	\$0
Local Assistance	\$113,524
State Assistance	\$42,459
Federal Assistance	\$120,199
Total Revenue	\$290,036

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Dodge/Braun	Yes	12	Gas
1	2002	Dodge/Braun	Yes	12	Gas
2	2005	Ford/Braun	Yes	11	Gas
4					



Marion

520 East 6th Street
 Marion, IN 46953
 (765) 668-4405 FAX: (765) 668-1798
 Contact: Orville Fitzjarrald, Manager

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 7:00 am - 5:00 pm
Saturday No Service
Sunday No Service

Fare Structure

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

Personnel

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

Operation Characteristics

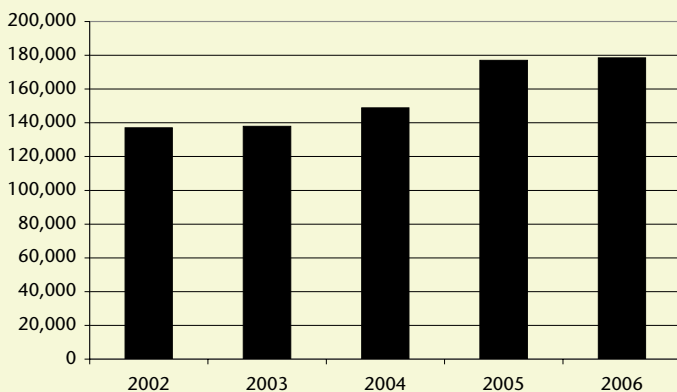
Revenue Vehicles	12
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	30,919

Ridership Trends

2002	137,035
2003	137,833
2004	148,775
2005	176,949
2006	178,434

2006 Highlights

System Ridership Trend



Marion Transportation System



Legislative District

Indiana Senate 17, 20
 Indiana House 31, 32
 U.S. Congressional 5

Productivity

Total Passenger Boardings 178,434
 Total Vehicle Miles 189,088
 Revenue Vehicle Miles 189,088
 Revenue Vehicle Hours 12,560

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.54
 Operating Expense per Passenger Trip \$4.81
 Passenger Trips per Total Vehicle Mile 0.94
 Passenger Trips per Capita 5.70

Financial Performance

Operating Subsidy \$858,964
 Operating Subsidy Ratio 100%
 Locally Derived Income \$398,650
 Locally Derived Income Per Operating Expense \$0.46
 Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$247,910
Other Salaries/Wages	\$178,669
Fringe	\$186,398
Services	\$41,137
Materials and Supplies	\$97,012
Utilities	\$4,100
Casualty/Liability	\$99,553
Purchased Transportation	\$0
Other	\$4,185
Total Expenses	\$858,964
Fixed Route Expenses	\$858,964
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$33,051
Contract/Other	\$3,750
Local Assistance	\$361,849
State Assistance	\$174,066
Federal Assistance	\$286,248
Total Revenue	\$858,964

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1995	Thomas	Yes	30+2wc	Diesel
1	1995	Dodge	Yes	10+2wc	Gas
1	1996	Ford	Yes	20+2wc	Gas
1	2003	Ford	Yes	20+2wc	Gas
2	2004	Ford	Yes	20+2wc	Gas
3	2005	Ford	Yes	20+2wc	Gas
2	2006	Ford	Yes	20+2wc	Gas
12					



Miami County

34 East Sixth Street

Peru, IN 46970

(765) 472-1979

FAX: (765) 472-6025

Contact: Dave Quick, Transportation Director

Email: dvdquick@hotmail.com

General Information

Type of Service	Demand Response
Service Area	Miami County
Service Population	36,082

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$1.00 Peru city limits, \$3.00 near county, \$5.00 remote county (10+ miles from Peru)
Youth	\$1.00 Peru city limits, \$3.00 near county, \$5.00 remote county (10+ miles from Peru)
Elderly/Disabled	Elderly - donation; Disabled - same as base
Transfer	N/A
Other/Special	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	2	8
Maintenance	0	0
Administration	2	2
	<hr/> 4	<hr/> 10

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	11,359

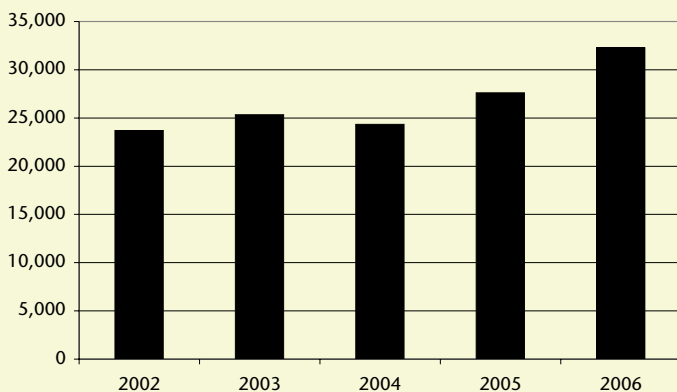
Ridership Trends

2002	23,679
2003	25,319
2004	24,330
2005	27,601
2006	32,267

2006 Highlights

- Passenger trips increased by 17 percent to a total of 32,267.
- In the fifth year of public transit, passenger trips have increased by 36 percent since 2001.

System Ridership Trend





Legislative District

Indiana Senate 18
 Indiana House 23, 24, 32
 U.S. Congressional 5

Productivity

Total Passenger Boardings 32,267
 Total Vehicle Miles 179,991
 Revenue Vehicle Miles 175,122
 Revenue Vehicle Hours 11,262

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.45
 Operating Expense per Passenger Trip \$8.11
 Passenger Trips per Total Vehicle Mile 0.18
 Passenger Trips per Capita 0.89

Financial Performance

Operating Subsidy \$244,158
 Operating Subsidy Ratio 93%
 Locally Derived Income \$77,976
 Locally Derived Income Per Operating Expense \$0.30
 Fare Recovery Ratio 7%

Operating Expense Summary

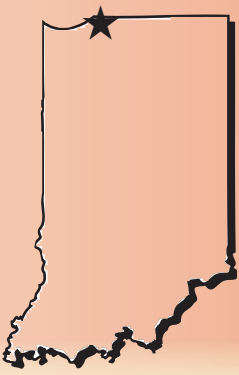
Operator Salaries/Wages	\$101,292
Other Salaries/Wages	\$47,524
Fringe	\$15,905
Services	\$0
Materials and Supplies	\$41,677
Utilities	\$5,000
Casualty/Liability	\$20,819
Purchased Transportation	\$0
Other	\$29,534
Total Expenses	\$261,751
Fixed Route Expenses	\$0
Demand Response Services	\$261,751

Revenue Summary

Fare Revenue	\$17,593
Contract/Other	\$0
Local Assistance	\$60,383
State Assistance	\$63,310
Federal Assistance	\$120,465
Total Revenue	\$261,751

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	No	14	Gas
1	1997	Dodge	Yes	11+2wc	Gas
1	1998	Ford	No	7	Gas
1	2001	Dodge	No	14	Gas
1	2002	Ford	Yes	21+2wc	Gas
1	2003	Chevrolet	Yes	7+2wc	Gas
1	2005	Dodge	No	7	Gas
2	2005	Chevrolet	Yes	7+2wc	Gas
9					



Michigan City

1801 Kentucky Street
 Michigan City, IN 46360
 (219) 873-1502 FAX: (219) 873-1565
Contact: Walter Gipson, Director
Email: gipsonw@emichigancity.com

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 6:30 am - 6:30 pm
Saturday 8:30 am - 6:30 pm
Sunday No Service

Fare Structure

Base \$0.50
Youth \$0.25
Elderly/Disabled \$0.25
Transfer Free
Other/Special

Pass \$18.00/Month, Fun "N" Sun discount pass \$10.00/June through August (elementary/high school students only)
 Youth Pass \$9.00/Month; Fun 'n Sun Youth Pass \$10 (Summer only)

Personnel

	Full-Time	Part-Time
Operations	12	0
Maintenance	0	0
Administration	1	0
	<u>13</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	6
Base Fleet	5
Fuel Consumption (gal)	38,404

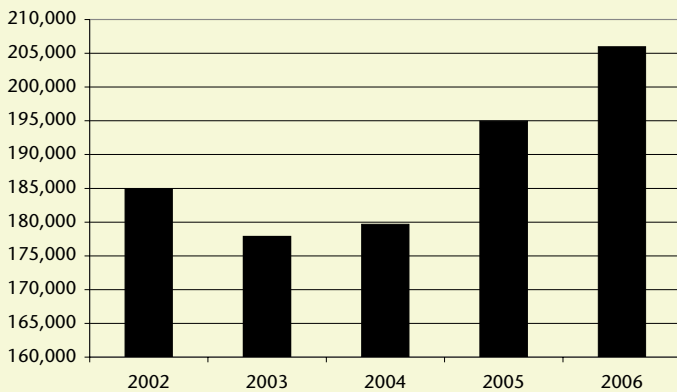
Ridership Trends

2002	184,940
2003	177,887
2004	179,648
2005	194,939
2006	205,948

2006 Highlights

- Ridership increased by 11,009.
- The Municipal Coach has begun an enhancement program. The transit system will receive a complete "make over" including name, marketing, fares, route changes, expansion of hours etc. This program should be completed by the end of 2007.

System Ridership Trend





Michigan City Municipal Coach Service

Legislative District

Indiana Senate 8
Indiana House 9

U.S. Congressional 2

Productivity

Total Passenger Boardings 205,948
Total Vehicle Miles 254,215
Revenue Vehicle Miles 249,764
Revenue Vehicle Hours 18,983

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.89
Operating Expense per Passenger Trip \$4.81
Passenger Trips per Total Vehicle Mile 0.81
Passenger Trips per Capita 6.26

Financial Performance

Operating Subsidy \$989,639
Operating Subsidy Ratio 100%
Locally Derived Income \$322,628
Locally Derived Income Per Operating Expense \$0.33
Fare Recovery Ratio 9%

Operating Expense Summary

Operator Salaries/Wages	\$434,057
Other Salaries/Wages	\$0
Fringe	\$269,342
Services	\$132,063
Materials and Supplies	\$88,168
Utilities	\$27,063
Casualty/Liability	\$38,481
Purchased Transportation	\$0
Other	\$465
Total Expenses	\$989,639
Fixed Route Expenses	\$659,760
Demand Response Services	\$329,879

Revenue Summary

Fare Revenue	\$89,425
Contract/Other	\$0
Local Assistance	\$233,203
State Assistance	\$216,905
Federal Assistance	\$450,106
Total Revenue	\$989,639

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2003	Bluebird	Yes	26+2wc	Diesel
2	2006	Supreme	Yes	16+2wc	Diesel
1	2001	Ford	Yes	18+2wc	Diesel
1	2004	Bluebird	Yes	29+2wc	Diesel
1	2005	Bluebird	Yes	29+2wc	Diesel
1	2006	Bluebird	Yes	29+2wc	Diesel
1	2006	Bluebird	Yes	29+2wc	Diesel
1	2001	Bluebird	Yes	26+2wc	Diesel
9					



Mitchell

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 7:50 am - 4:20 pm
Saturday No Service
Sunday No Service

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	0
Maintenance	0	1
Administration	1	0
	<u>2</u>	<u>1</u>

Operation Characteristics

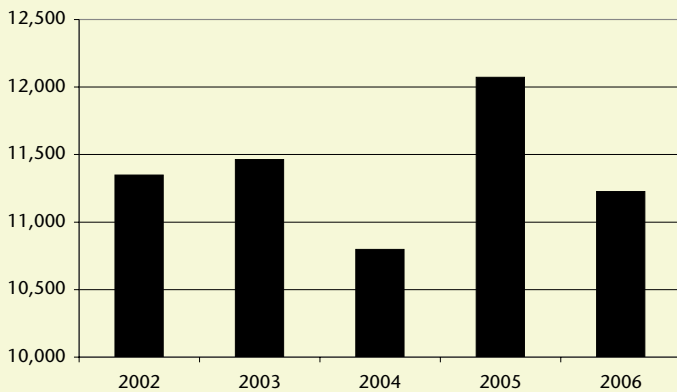
Revenue Vehicles	2
Peak Hour Fleet	2
Base Fleet	1
Fuel Consumption (gal)	3,368

Ridership Trends

2002	11,347
2003	11,463
2004	10,796
2005	12,071
2006	11,226

2006 Highlights

System Ridership Trend



Mitchell Transit System



**Group
4**

Legislative District

Indiana Senate 44

Indiana House 62

U.S. Congressional 4

Productivity

Total Passenger Boardings 11,226

Total Vehicle Miles 17,762

Revenue Vehicle Miles 17,762

Revenue Vehicle Hours 2,149

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$6.28

Operating Expense per Passenger Trip \$9.94

Passenger Trips per Total Vehicle Mile 0.63

Passenger Trips per Capita 2.46

Financial Performance

Operating Subsidy \$104,108

Operating Subsidy Ratio 93%

Locally Derived Income \$52,155

Locally Derived Income Per Operating Expense \$0.47

Fare Recovery Ratio 7%

Operating Expense Summary

Operator Salaries/Wages	\$24,126
Other Salaries/Wages	\$40,602
Fringe	\$28,293
Services	\$7,705
Materials and Supplies	\$6,156
Utilities	\$1,668
Casualty/Liability	\$2,500
Purchased Transportation	\$0
Other	\$499
Total Expenses	\$111,549
Fixed Route Expenses	\$0
Demand Response Services	\$111,549

Revenue Summary

Fare Revenue	\$7,441
Contract/Other	\$0
Local Assistance	\$44,714
State Assistance	\$18,286
Federal Assistance	\$41,108
Total Revenue	\$111,549

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Ford	Yes	13+2wc	Gas
1	2000	Ford	Yes	12+2wc	Gas
2					



Monroe County

630 W. Edgewood Drive

Ellettsville, IN 47429

(812) 876-1079

FAX: (812) 876-9922

Contact: Jewel Echelbarger, Executive Director

Email: jechelbarger@area10.bloomington.in.us

General Information

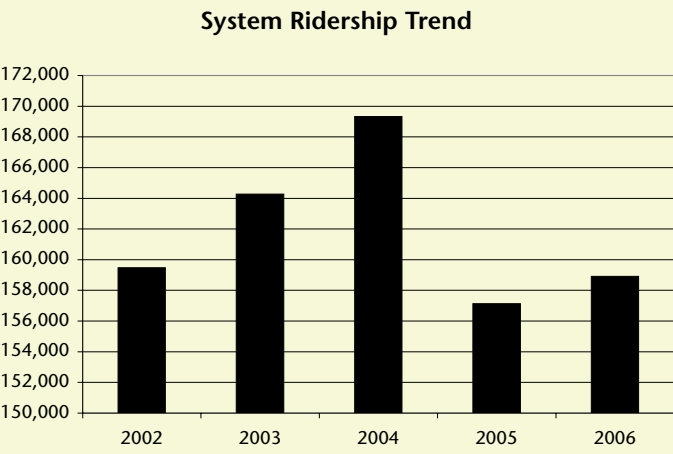
Type of Service	Fixed Route and Demand Response
Service Area	Monroe, Owen and Lawrence Counties
Service Population	100,645

Service Hours

Weekday	6:00 am - 9:30 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$0.75 per county
Youth	\$0.50 per county
Elderly/Disabled	\$0.75 per county
Transfer	Free
Other/Special	
One-county Pass \$9.50/Month (will increase to \$14.00 March 2007)	
Two-county Pass \$18.00/Month	



Personnel

	Full-Time	Part-Time
Operations	16	7
Maintenance	2	0
Administration	3	1
	<u>21</u>	<u>8</u>

Operation Characteristics

Revenue Vehicles	23
Peak Hour Fleet	18
Base Fleet	13
Fuel Consumption (gal)	60,850

Ridership Trends

2002	159,460
2003	164,260
2004	169,326
2005	157,123
2006	158,908

2006 Highlights

- Rural Transit's diesel vehicles are now running on soy diesel.
- Expanded Express Service to Ivy Tech State College and Indiana University, reducing auto travel, parking, and traffic.
- Expanded Express Service, west of Bloomington, connecting area residents to the new area developments like Super WalMart, Park 48 businesses and linking with Bloomington Transit Facility. Free transfers among these three transit systems remain a key to passenger access.



Legislative District

Indiana Senate 37, 39, 40, 44
Indiana House 46, 47, 60, 61, 62, 65
U.S. Congressional 4,8,9

Productivity

Total Passenger Boardings 158,908
Total Vehicle Miles 546,090
Revenue Vehicle Miles 494,960
Revenue Vehicle Hours 22,247

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.89
Operating Expense per Passenger Trip \$6.49
Passenger Trips per Total Vehicle Mile 0.29
Passenger Trips per Capita 1.58

Financial Performance

Operating Subsidy \$928,528
Operating Subsidy Ratio 90%
Locally Derived Income \$413,272
Locally Derived Income Per Operating Expense \$0.40
Fare Recovery Ratio 10%

Operating Expense Summary

Operator Salaries/Wages	\$520,601
Other Salaries/Wages	\$0
Fringe	\$73,632
Services	\$11,895
Materials and Supplies	\$252,961
Utilities	\$26,264
Casualty/Liability	\$77,397
Purchased Transportation	\$0
Other	\$68,780
Total Expenses	\$1,031,530
Fixed Route Expenses	\$221,343
Demand Response Services	\$810,189

Revenue Summary

Fare Revenue	\$103,002
Contract/Other	\$0
Local Assistance	\$310,270
State Assistance	\$249,506
Federal Assistance	\$368,752
Total Revenue	\$1,031,530

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1992	Ford	Yes	22+2wc	Gas
1	1993	Ford	Yes	6+1wc	Gas
1	1994	Ford	No	16	Gas
1	1994	Ford	Yes	18+2wc	Gas
1	1995	Dodge	Yes	10+1wc	Gas
1	1995	Ford	Yes	16+2wc	Gas
3	1996	Ford	Yes	14+2wc	Gas
1	1997	Ford	Yes	16+2wc	Diesel
3	1998	Ford	Yes	14+1wc	Diesel
2	1999	Ford	No	25	Diesel
1	2001	Ford	No	24	Diesel
2	2002	Ford	Yes	12+2wc	Gas
1	2004	Ford	Yes	16+2wc	Diesel
4	2006	Ford	Yes	18+2wc	Diesel
23					



Muncie

1300 E. Seymour Street
Muncie, IN 47302

(765) 282-2762 FAX: (765) 287-2385

Contact: Larry King, General Manager

Email: LKING@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	6:00 am - 9:23 pm
Saturday	8:15 am - 8:23 pm
Sunday	No Service

Fare Structure

Base	\$0.50
Youth	N/A
Elderly/Disabled	\$0.25
Transfer	\$0.10
Other/Special	

Pass \$18.00/30-Day, E&D Pass \$9.00/30-Day, One Day Pass \$1.10, One Day E&D Pass \$0.55

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	49	11
Maintenance	11	3
Administration	20	0
	<hr/>	<hr/>
	80	14

Operation Characteristics

Revenue Vehicles	48
Peak Hour Fleet	36
Base Fleet	28
Fuel Consumption (gal)	299,659

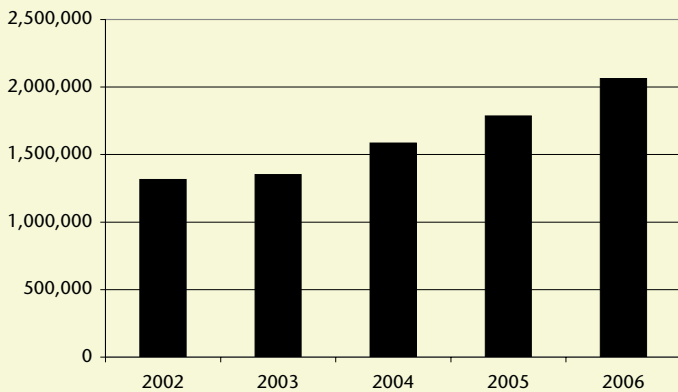
Ridership Trends

2002	1,313,964
2003	1,351,615
2004	1,584,542
2005	1,785,096
2006	2,062,198

2006 Highlights

- Muncie Indiana Transit System has enjoyed record ridership increases for the third consecutive year.
- Muncie Indiana Transit System experienced it's first full year utilizing 20% soy biodiesel fuel.
- Muncie Indiana Transit System had thirty-eight Drivers who qualified for the National safety Council Safe Driver Award!

System Ridership Trend



Muncie Indiana Transit System



Legislative District

Indiana Senate 26
 Indiana House 33, 34
 U.S. Congressional 6

Productivity

Total Passenger Boardings 2,062,198
 Total Vehicle Miles 1,349,515
 Revenue Vehicle Miles 1,185,450
 Revenue Vehicle Hours 92,804

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.62
 Operating Expense per Passenger Trip \$3.02
 Passenger Trips per Total Vehicle Mile 1.53
 Passenger Trips per Capita 30.58

Financial Performance

Operating Subsidy \$5,905,225
 Operating Subsidy Ratio 95%
 Locally Derived Income \$3,574,295
 Locally Derived Income Per Operating Expense \$0.57
 Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$1,715,982
Other Salaries/Wages	\$1,141,512
Fringe	\$1,345,899
Services	\$405,563
Materials and Supplies	\$975,949
Utilities	\$104,520
Casualty/Liability	\$338,349
Purchased Transportation	\$0
Other	\$202,456
Total Expenses	\$6,230,230
Fixed Route Expenses	\$4,677,305
Demand Response Services	\$1,552,925

Revenue Summary

Fare Revenue	\$237,937
Contract/Other	\$87,068
Local Assistance	\$3,249,290
State Assistance	\$1,297,096
Federal Assistance	\$1,358,839
Total Revenue	\$6,230,230

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1981	GMC	Yes	35+2wc	Diesel
2	1992	TMC	Yes	34+2wc	Diesel
1	1993	TMC	Yes	34+2wc	Diesel
6	1994	Flexible	Yes	35+2wc	Diesel
5	1998	Nova	Yes	27+2wc	Diesel
5	2000	Nova	Yes	27+2wc	Diesel
3	2000	Chance	Yes	24+2wc	Diesel
6	2000	Ford/Supreme	Yes	15+2wc	Diesel
8	2000	Ford/Supreme	Yes	15+2wc	Diesel
11	2005	Gillig	Yes	32+2wc	Diesel
48					



New Castle

201 South 25th Street
 New Castle, IN 47362
 (765) 521-6847 FAX: (765) 521-6652
Contact: Deborah Thornhill, Manager
Email: debbie-thornhill@cityofnewcastle.net

General Information

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

Service Hours

Weekday 8:00 am - 4:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00
Youth \$0.50
Elderly/Disabled \$0.50
Transfer Free
Other/Special
 Pass \$20.00/25 Rides
 E&D Pass \$10.00/25 Rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	0
Maintenance	1	0
Administration	3	0
	<u>8</u>	<u>0</u>

Operation Characteristics

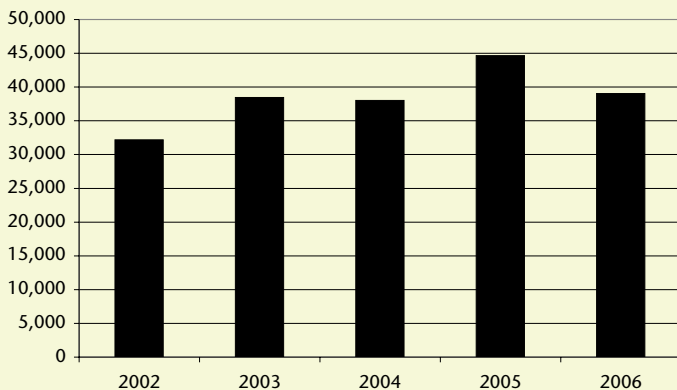
Revenue Vehicles	5
Peak Hour Fleet	4
Base Fleet	3
Fuel Consumption (gal)	11,281

Ridership Trends

2002	32,159
2003	38,444
2004	37,991
2005	44,629
2006	39,018

2006 Highlights

System Ridership Trend





New Castle Community Transit System

Legislative District

Indiana Senate 28
 Indiana House 54, 56
 U.S. Congressional 6

Productivity

Total Passenger Boardings 39,018
 Total Vehicle Miles 57,977
 Revenue Vehicle Miles 57,105
 Revenue Vehicle Hours 6,712

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$7.67
 Operating Expense per Passenger Trip \$11.40
 Passenger Trips per Total Vehicle Mile 0.67
 Passenger Trips per Capita 2.19

Financial Performance

Operating Subsidy \$429,176
 Operating Subsidy Ratio 96%
 Locally Derived Income \$251,321
 Locally Derived Income Per Operating Expense \$0.56
 Fare Recovery Ratio 3%

Operating Expense Summary

Operator Salaries/Wages	\$113,048
Other Salaries/Wages	\$123,333
Fringe	\$131,118
Services	\$6,270
Materials and Supplies	\$34,280
Utilities	\$12,602
Casualty/Liability	\$14,800
Purchased Transportation	\$0
Other	\$9,405
Total Expenses	\$444,856
Fixed Route Expenses	\$0
Demand Response Services	\$444,856

Revenue Summary

Fare Revenue	\$14,023
Contract/Other	\$1,657
Local Assistance	\$235,641
State Assistance	\$60,622
Federal Assistance	\$132,913
Total Revenue	\$444,856

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Ford	Yes	19+2wc	Gas
2	2002	Ford	Yes	16+2wc	Gas
2	2004	Ford	Yes	19+2wc	Gas
5					



Newton County

4117 S 240 W, Suite 100 / PO Box 140

Morocco IN 47963

(219) 285-2247

FAX: (219) 285-6726

Contact: Holly Porter, Director of Transportation

Email: nccstrans@eternalisp.com

General Information

Type of Service Demand Response
Service Area Newton
Service Population 14,566

Service Hours

Weekday 8:00 am - 4:00 pm
Saturday Special Circumstances Only
Sunday N/A

Fare Structure

Base Fare based on destination
Youth Fare based on destination
Elderly/Disabled Fare based on destination
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	5
Maintenance	0	0
Administration	4	0
	<u>7</u>	<u>5</u>

Operation Characteristics

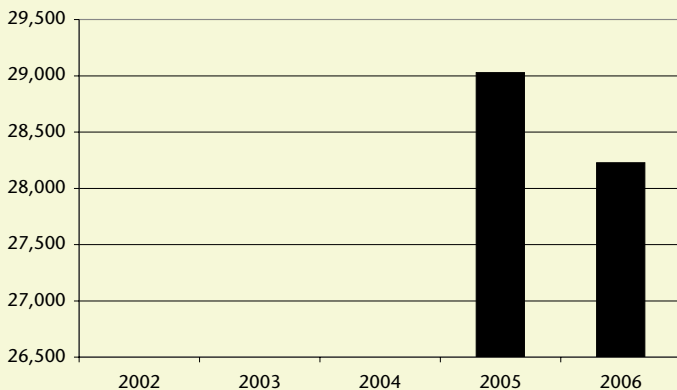
Revenue Vehicles	10
Peak Hour Fleet	10
Base Fleet	10
Fuel Consumption (gal)	16,757

Ridership Trends

2002	0
2003	0
2004	0
2005	29,028
2006	28,226

2006 Highlights

System Ridership Trend





Newton County Community Services

Legislative District

Indiana Senate 6
 Indiana House 15.19
 U.S. Congressional 1

Productivity

Total Passenger Boardings 28,226
 Total Vehicle Miles 252,159
 Revenue Vehicle Miles 248,488
 Revenue Vehicle Hours 11,223

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.06
 Operating Expense per Passenger Trip \$9.49
 Passenger Trips per Total Vehicle Mile 0.11
 Passenger Trips per Capita 1.94

Financial Performance

Operating Subsidy \$248,453
 Operating Subsidy Ratio 93%
 Locally Derived Income \$95,281
 Locally Derived Income Per Operating Expense \$0.36
 Fare Recovery Ratio 7%

Operating Expense Summary

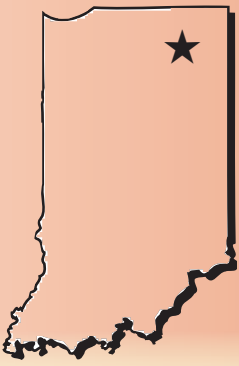
Operator Salaries/Wages	\$90,681
Other Salaries/Wages	\$32,780
Fringe	\$39,537
Services	\$14,301
Materials and Supplies	\$41,852
Utilities	\$6,347
Casualty/Liability	\$32,161
Purchased Transportation	\$0
Other	\$10,219
Total Expenses	\$267,878
Fixed Route Expenses	\$0
Demand Response Services	\$267,878

Revenue Summary

Fare Revenue	\$19,425
Contract/Other	\$0
Local Assistance	\$75,856
State Assistance	\$78,629
Federal Assistance	\$93,968
Total Revenue	\$267,878

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Chevrolet	No	20	Gas
1	1999	Dodge	No	7	Gas
1	2000	Dodge	Yes	10	Gas
1	2001	Chevrolet	No	22	Gas
1	2003	Chevrolet	No	30	Gas
1	2003	Dodge	No	7	Gas
1	2004	Ford	Yes	10	Gas
2	2005	Dodge	No	7	Gas
1	2006	Ford	Yes	10	Gas
10					



Noble County

111 Cedar Street
 Kendallville, IN 46755
 (260) 347-4226 FAX: (260) 347-3121
Contact: Nancy C. Constantine, Executive Director
Email: nccoasbcglobal.net

General Information

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

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base 1 - 10 Miles \$4.00 10 - 20 miles \$8.00 Over 60 county only donation
Youth Same as base
Elderly/Disabled Over 60, donation only (county only), Disabled (base rate)
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	15
Maintenance	0	0
Administration	3	2
	<u>3</u>	<u>17</u>

Operation Characteristics

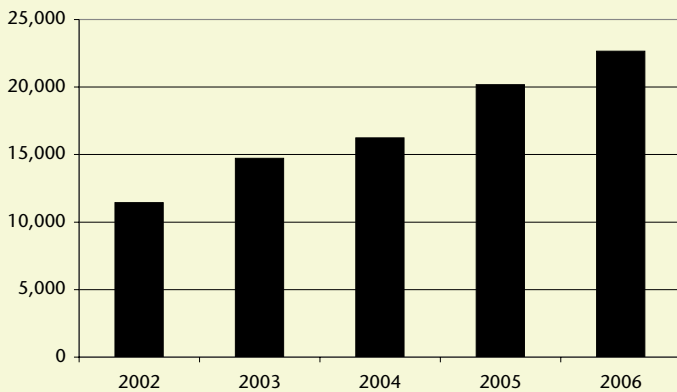
Revenue Vehicles	9
Peak Hour Fleet	7
Base Fleet	7
Fuel Consumption (gal)	19,671

Ridership Trends

2002	11,430
2003	14,715
2004	16,224
2005	20,170
2006	22,653

2006 Highlights

System Ridership Trend



Noble Transit System



Legislative District

Indiana Senate 13
 Indiana House 52, 83

U.S. Congressional 3

Productivity

Total Passenger Boardings 22,653
 Total Vehicle Miles 279,214
 Revenue Vehicle Miles 272,954
 Revenue Vehicle Hours 18,868

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.48
 Operating Expense per Passenger Trip \$18.24
 Passenger Trips per Total Vehicle Mile 0.08
 Passenger Trips per Capita 0.49

Financial Performance

Operating Subsidy \$379,807
 Operating Subsidy Ratio 92%
 Locally Derived Income \$210,453
 Locally Derived Income Per Operating Expense \$0.51
 Fare Recovery Ratio 8%

Operating Expense Summary

Operator Salaries/Wages	\$135,931
Other Salaries/Wages	\$106,619
Fringe	\$49,985
Services	\$8,000
Materials and Supplies	\$62,500
Utilities	\$10,450
Casualty/Liability	\$21,265
Purchased Transportation	\$0
Other	\$18,492
Total Expenses	\$413,242
Fixed Route Expenses	\$0
Demand Response Services	\$413,242

Revenue Summary

Fare Revenue	\$33,435
Contract/Other	\$0
Local Assistance	\$177,018
State Assistance	\$69,777
Federal Assistance	\$133,012
Total Revenue	\$413,242

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Dodge	No	13	Gas
1	1999	Dodge	Yes	12+2wc	Gas
1	2000	Dodge	Yes	12+2wc	Gas
1	2000	Chrysler	No	6	Gas
1	2002	Dodge	Yes	11+2wc	Gas
1	2002	Dodge	No	6	Gas
1	2004	Dodge	No	13	Gas
1	2004	Dodge	Yes	11+2wc	Gas
1	2004	Chevrolet	Yes	6wc	Gas
9					



Noblesville

1555 Westfield Road
Noblesville, IN 46062

(317) 773-8781 FAX: (317) 773-8798

Contact: Elaine McGuire, Transportation Manager

Email: mcguire@janus-inc.org

General Information

Type of Service	Demand Response
Service Area	Noblesville City Limits and Noblesville Township
Service Population	28,590

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	8:00 am - 2:00 pm
Sunday	No Service

Fare Structure

Base	\$2.00
Youth	\$1.50
Elderly/Disabled	\$2.00
Transfer	N/A
Other/Special	

Personnel

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

Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	3
Base Fleet	2
Fuel Consumption (gal)	8,626

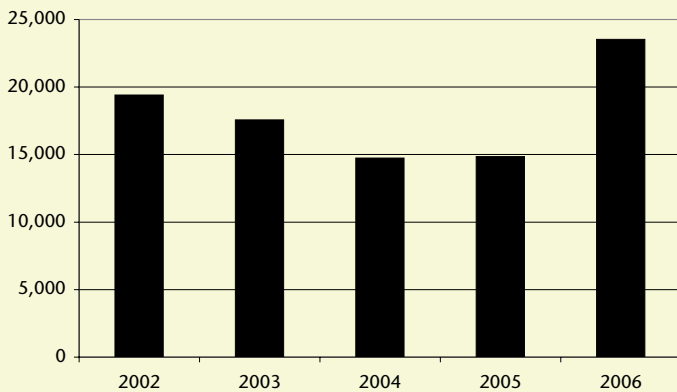
Ridership Trends

2002	19,408
2003	17,557
2004	14,728
2005	14,851
2006	23,522

2006 Highlights

- Participated in area parades.
- CARF International commendation.

System Ridership Trend



Noblesville Public Transit



Legislative District

Indiana Senate 20
 Indiana House 29

U.S. Congressional 5

Productivity

Total Passenger Boardings 23,522
 Total Vehicle Miles 69,130
 Revenue Vehicle Miles 69,130
 Revenue Vehicle Hours 5,250

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.85
 Operating Expense per Passenger Trip \$8.37
 Passenger Trips per Total Vehicle Mile 0.34
 Passenger Trips per Capita 0.82

Financial Performance

Operating Subsidy \$180,595
 Operating Subsidy Ratio 92%
 Locally Derived Income \$89,796
 Locally Derived Income Per Operating Expense \$0.46
 Fare Recovery Ratio 8%

Operating Expense Summary

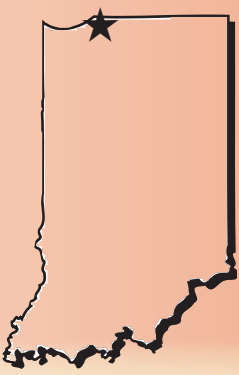
Operator Salaries/Wages	\$0
Other Salaries/Wages	\$98,552
Fringe	\$21,045
Services	\$4,112
Materials and Supplies	\$19,852
Utilities	\$0
Casualty/Liability	\$4,123
Purchased Transportation	\$0
Other	\$49,087
Total Expenses	\$196,771
Fixed Route Expenses	\$0
Demand Response Services	\$196,771

Revenue Summary

Fare Revenue	\$16,176
Contract/Other	\$0
Local Assistance	\$73,620
State Assistance	\$33,502
Federal Assistance	\$73,473
Total Revenue	\$196,771

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Braun	Yes	7+1wc	Gas
1	2002	Braun	Yes	18+2wc	Gas
1	2004	Braun	Yes	18+2wc	Gas
3					



NICTD

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@nictd.com

General Information

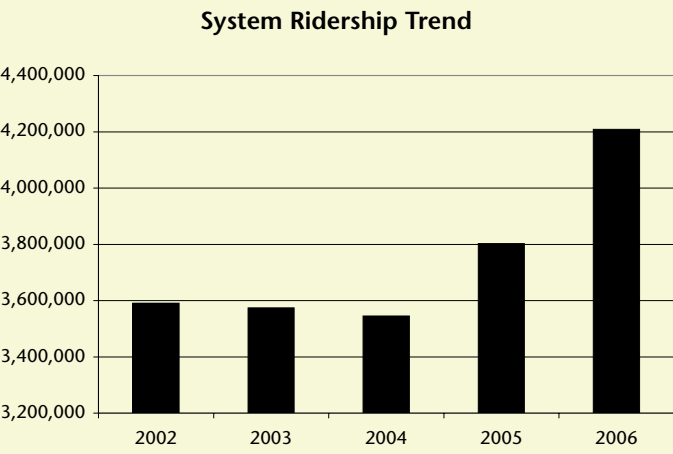
Type of Service Commuter Rail
Service Area Rail Corridor between South Bend, IN & Chicago, IL
Service Population 163,611

Service Hours

Weekday 4:02 am - 2:25 am
Saturday 5:20 am - 2:25 pm
Sunday 5:20 am - 2:25 am

Fare Structure

Base Based on Zone (\$3.45 to \$10.55)
Youth Based on Zone (\$1.70 to \$5.25)
Elderly/Disabled Based on Zone (\$1.70 to \$5.25)
Transfer N/A
Other/Special
 10 Ride Tickets \$34.50 - \$100.25; 25 Ride Tickets \$77.65 - \$237.40; Monthly \$93.15 - \$297.45;
 Discounts for Elderly, Youth, and Disabled



Personnel

	Full-Time	Part-Time
Operations	101	2
Maintenance	179	0
Administration	32	3
	<u>312</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	68
Peak Hour Fleet	63
Base Fleet	24
Fuel Consumption (gal)	18,145,750

Ridership Trends

2002	3,590,060
2003	3,573,571
2004	3,544,459
2005	3,802,391
2006	4,208,190

2006 Highlights

- Carried over 4 million passengers for the first time in NICTD's history.
- Converted to centralized traffic control on the busy Gary-Chicago portion of NICTD's route.
- Converted a fourth station to "high-level" (car floor level) boarding platforms.
- Began rebuild of overhead power system.
- Completed rebuilding of the 41 revenue cars delivered in 1982-83.



Northern Indiana Commuter Transportation District

Legislative District

Indiana Senate 1, 2, 3, 4, 5, 6, 8, 9, 10, 11
Indiana House 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 19, 20
U.S. Congressional 1, 2

Productivity

Total Passenger Boardings 4,208,190
Total Vehicle Miles 3,838,804
Revenue Vehicle Miles 3,622,100
Revenue Vehicle Hours 102,508

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$8.51
Operating Expense per Passenger Trip \$7.77
Passenger Trips per Total Vehicle Mile 1.10
Passenger Trips per Capita 25.72

Financial Performance

Operating Subsidy \$14,698,607
Operating Subsidy Ratio 45%
Locally Derived Income \$21,370,845
Locally Derived Income Per Operating Expense \$0.65
Fare Recovery Ratio 55%

Operating Expense Summary

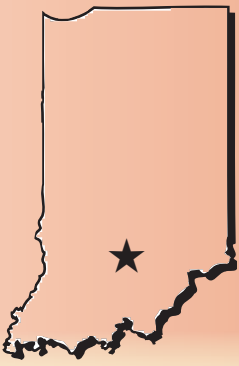
Operator Salaries/Wages	\$4,419,130
Other Salaries/Wages	\$7,439,331
Fringe	\$9,982,029
Services	\$2,246,091
Materials and Supplies	\$3,289,518
Utilities	\$2,578,247
Casualty/Liability	\$2,073,515
Purchased Transportation	\$0
Other	\$655,071
Total Expenses	\$32,682,932
Fixed Route Expenses	\$32,682,932
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$17,926,713
Contract/Other	\$57,612
Local Assistance	\$3,386,520
State Assistance	\$7,082,870
Federal Assistance	\$4,229,217
Total Revenue	\$32,682,932

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
41	1982	Nippon/Shanyo	Yes	93+1wc	Electric
7	1992	Nippon/Shanyo	Yes	110+1wc	Electric
10	1992	Nippon/Shanyo	No	130	Electric
10	2000	Nippon/Shanyo	Yes	96+1wc	Electric
68					



Orange County

P.O. Box 267
Paoli, IN 47454

(812) 723-4043 FAX: (812) 723-4487

Contact: Cheryl Longest, Transportation Director

Email: cheryl@firstchancecenter.com

General Information

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

Service Hours

Weekday 4:00 am - 6:30 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$4.00 - \$8.00 (depending on length of trip)
Youth N/A
Elderly/Disabled N/A
Transfer N/A
Other/Special

Personnel

	Full-Time	Part-Time
Operations	3	11
Maintenance	1	0
Administration	2	0
	<u>6</u>	<u>11</u>

Operation Characteristics

Revenue Vehicles	18
Peak Hour Fleet	18
Base Fleet	8
Fuel Consumption (gal)	22,459

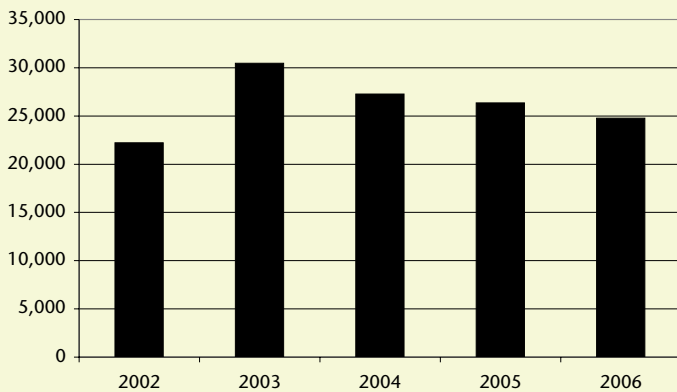
Ridership Trends

2002	22,202
2003	30,450
2004	27,275
2005	26,350
2006	24,763

2006 Highlights

- Received Cape funding for the 5th consecutive year.
- Received OBRA funding for the 2nd year.

System Ridership Trend



Orange County Transit Services



**Group
4**

Legislative District

Indiana Senate 44, 48

Indiana House 62

U.S. Congressional 9

Productivity

Total Passenger Boardings 24,763

Total Vehicle Miles 363,147

Revenue Vehicle Miles 362,916

Revenue Vehicle Hours 27,141

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.00

Operating Expense per Passenger Trip \$14.65

Passenger Trips per Total Vehicle Mile 0.07

Passenger Trips per Capita 1.28

Financial Performance

Operating Subsidy \$329,967

Operating Subsidy Ratio 91%

Locally Derived Income \$134,045

Locally Derived Income

Per Operating Expense \$0.37

Fare Recovery Ratio 9%

Operating Expense Summary

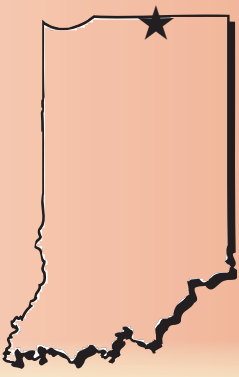
Operator Salaries/Wages	\$230,782
Other Salaries/Wages	\$0
Fringe	\$34,570
Services	\$32,935
Materials and Supplies	\$39,737
Utilities	\$4,414
Casualty/Liability	\$12,900
Purchased Transportation	\$0
Other	\$7,429
Total Expenses	\$362,767
Fixed Route Expenses	\$0
Demand Response Services	\$362,767

Revenue Summary

Fare Revenue	\$32,800
Contract/Other	\$0
Local Assistance	\$101,245
State Assistance	\$117,097
Federal Assistance	\$111,625
Total Revenue	\$362,767

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	No	14	Gas
1	1996	Chevrolet	No	14	Gas
3	1999	Dodge	No	7	Gas
1	2000	Dodge	Yes	9+2wc	Gas
1	2000	Dodge	No	14	Gas
2	2001	Dodge	No	7	Gas
1	2001	Dodge	No	3+2wc	Gas
1	2002	Dodge	No	14	Gas
1	2002	Dodge	Yes	9+2wc	Gas
2	2003	Dodge	No	7	Gas
2	2003	Dodge	Yes	9+2wc	Gas
1	2004	Chevrolet	No	3+2wc	Gas
1	2005	Dodge	No	7	Gas
18					



Plymouth

227 W. Jefferson Blvd., Room 1120
 South Bend, IN 46601
 (574) 287-1829 FAX: (574) 287-1840
Contact: Sandi Seanor, Executive Director
Email: sseanor@macog.com

General Information

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

Service Hours

Weekday 8:00 am - 4:30 pm
Saturday No Service
Sunday No Service

Fare Structure

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
	<u>3</u>	<u>1</u>

Operation Characteristics

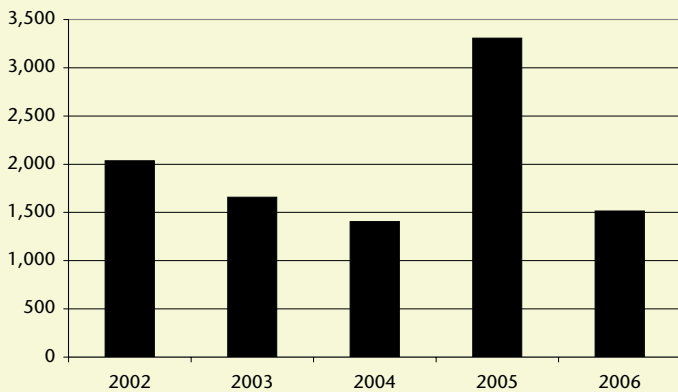
Revenue Vehicles	5
Peak Hour Fleet	0
Base Fleet	0
Fuel Consumption (gal)	585

Ridership Trends

2002	2,035
2003	1,658
2004	1,404
2005	3,307
2006	1,513

2006 Highlights

System Ridership Trend





Legislative District

Indiana Senate 5
 Indiana House 17
 U.S. Congressional 2

Productivity

Total Passenger Boardings 1,513
 Total Vehicle Miles 6,435
 Revenue Vehicle Miles 4,220
 Revenue Vehicle Hours 288

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.60
 Operating Expense per Passenger Trip \$19.57
 Passenger Trips per Total Vehicle Mile 0.24
 Passenger Trips per Capita 0.15

Financial Performance

Operating Subsidy \$26,985
 Operating Subsidy Ratio 91%
 Locally Derived Income \$11,856
 Locally Derived Income Per Operating Expense \$0.40
 Fare Recovery Ratio 9%

Operating Expense Summary

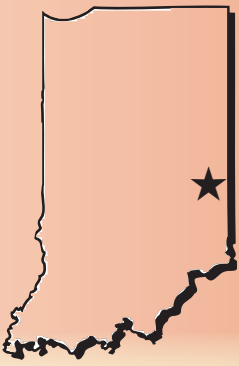
Operator Salaries/Wages	\$10,505
Other Salaries/Wages	\$0
Fringe	\$5,566
Services	\$0
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$6,927
Other	\$6,604
Total Expenses	\$29,602
Fixed Route Expenses	\$0
Demand Response Services	\$29,602

Revenue Summary

Fare Revenue	\$2,617
Contract/Other	\$0
Local Assistance	\$9,239
State Assistance	\$4,261
Federal Assistance	\$13,485
Total Revenue	\$29,602

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Dodge	Yes	10+1wc	Gas
1	2001	Dodge	Yes	5+1wc	Gas
1	2001	Ford	No	4	Gas
1	2005	Chevrolet	Yes	7+1wc	Gas
1	2006	Dodge	Yes	5+1wc	Gas
5					



Richmond

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

General Information

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

Service Hours

Weekday 6:15 am - 5:45 pm
Saturday 9:15 am - 4:45 pm
Sunday No Service

Fare Structure

Base \$1.50
Youth \$1.25
Elderly/Disabled \$1.25
Transfer Free
Other/Special
 Demand Response, Donation
 Pass \$38.00/Month; Student, E&D Pass
 \$30.00/Month

Personnel

	Full-Time	Part-Time
Operations	16	0
Maintenance	0	1
Administration	3	0
	<u>19</u>	<u>1</u>

Operation Characteristics

Revenue Vehicles	18
Peak Hour Fleet	10
Base Fleet	5
Fuel Consumption (gal)	45,470

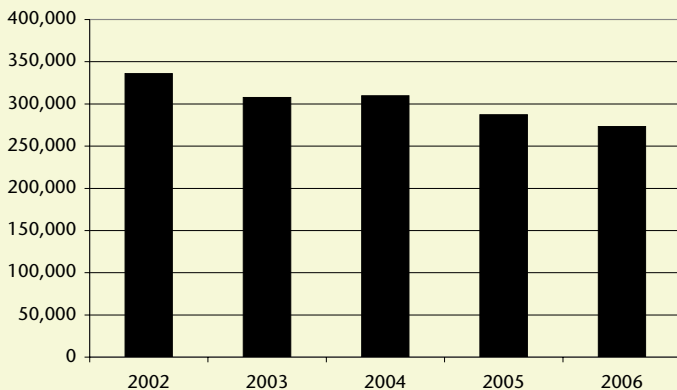
Ridership Trends

2002	335,894
2003	307,613
2004	309,637
2005	287,096
2006	273,170

2006 Highlights

- Received an Area 9 Agency grant to transport elderly citizens.
- Printed route maps in Spanish.
- Rider Appreciation Day - served hot dogs, potato chips, cookies, drinks and gave away pencils, bus pass holders.
- Wayne County/Richmond Earth Day - gave away pens, passes for free ride, route maps. Well attended with school groups and citizens.
- Energy Efficient Services - presented transit info and distributed route maps and pens to recipients of IHEDA Owner Occupied Rehab grant.
- Riders Advisory Council continued with every other month meetings.

System Ridership Trend





Rose View Transit & Paratransit System

Legislative District

Indiana Senate 27
 Indiana House 54, 55, 56
 U.S. Congressional 6

Productivity

Total Passenger Boardings 273,170
 Total Vehicle Miles 355,561
 Revenue Vehicle Miles 336,894
 Revenue Vehicle Hours 31,872

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.06
 Operating Expense per Passenger Trip \$3.99
 Passenger Trips per Total Vehicle Mile 0.77
 Passenger Trips per Capita 6.98

Financial Performance

Operating Subsidy \$1,089,732
 Operating Subsidy Ratio 100%
 Locally Derived Income \$327,094
 Locally Derived Income Per Operating Expense \$0.30
 Fare Recovery Ratio 17%

Operating Expense Summary

Operator Salaries/Wages	\$525,224
Other Salaries/Wages	\$50,048
Fringe	\$264,269
Services	\$36,790
Materials and Supplies	\$148,576
Utilities	\$12,789
Casualty/Liability	\$44,268
Purchased Transportation	\$0
Other	\$7,768
Total Expenses	\$1,089,732
Fixed Route Expenses	\$764,740
Demand Response Services	\$321,743

Revenue Summary

Fare Revenue	\$190,262
Contract/Other	\$17,864
Local Assistance	\$119,539
State Assistance	\$317,493
Federal Assistance	\$444,574
Total Revenue	\$1,089,732

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1988	Ford	No	12	Gas
1	1992	Chevrolet	No	6	Gas
1	1994	Chevrolet	No	7	Gas
2	1998	Ford	Yes	20+2wc	Diesel
1	2000	Ford	Yes	18+2wc	Diesel
2	2001	Dodge	Yes	12+2wc	Gas
1	2001	Ford	Yes	18+2wc	Diesel
1	2002	Ford	Yes	18+2wc	Diesel
1	2003	Ford	Yes	20+2wc	Diesel
1	2003	Dodge	Yes	12+2wc	Gas
1	2004	Ford	Yes	21+2wc	Diesel
1	2005	Ford	Yes	12+2wc	Gas
1	2005	Ford	Yes	21+2wc	Diesel
2	2006	Ford	Yes	20+2wc	Diesel
1	2006	Ford	Yes	12+2wc	Gas
18					



Seymour

301-309 N. Chestnut Street

Seymour, IN 47274

(812) 522-4020

FAX: (812) 523-6687

Contact: Edith Otte, Manager of Recycle ro Ride

Email: seytransit@seymourcity.com

General Information

Type of Service	Demand Response
Service Area	City of Seymour
Service Population	18,101

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$1.50
Youth	\$0.50 children 10 & under with an adult, \$1.50 children 5-10 without an adult
Elderly/Disabled	\$1.00
Transfer	N/A
Other/Special	

Tokens: 10 for \$12.00 (regular fare), 10 for \$8.00 (seniors), 10 for \$4.00 (children 10 & under with an adult)

One-way fare may be paid in recycle products (10 alum. cans, 10 20-oz. plastic pop bottles, 4 plastic milk bottles or 4 2-liter pop bottles). Vehicle has storage containers on board for recycle products.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	6
Maintenance	0	0
Administration	0	0
	<hr/> 1	<hr/> 6

Operation Characteristics

Revenue Vehicles	4
Peak Hour Fleet	2
Base Fleet	2
Fuel Consumption (gal)	10,626

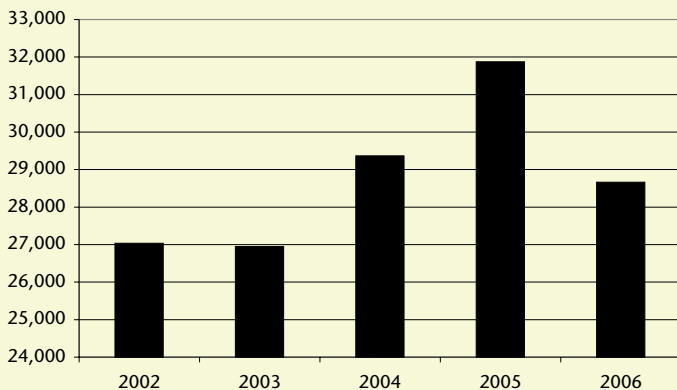
Ridership Trends

2002	27,032
2003	26,945
2004	29,365
2005	31,870
2006	28,662

2006 Highlights

- Received a grant for a new bus to expand our system in 2007.

System Ridership Trend





Seymour Transit (Recycle to Ride)

Legislative District

Indiana Senate 44
 Indiana House 66
 U.S. Congressional 9

Productivity

Total Passenger Boardings 28,662
 Total Vehicle Miles 66,141
 Revenue Vehicle Miles 66,141
 Revenue Vehicle Hours 5,875

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.41
 Operating Expense per Passenger Trip \$5.56
 Passenger Trips per Total Vehicle Mile 0.43
 Passenger Trips per Capita 1.58

Financial Performance

Operating Subsidy \$150,061
 Operating Subsidy Ratio 94%
 Locally Derived Income \$42,143
 Locally Derived Income Per Operating Expense \$0.26
 Fare Recovery Ratio 6%

Operating Expense Summary

Operator Salaries/Wages	\$71,538
Other Salaries/Wages	\$27,316
Fringe	\$11,209
Services	\$18,816
Materials and Supplies	\$26,312
Utilities	\$1,774
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$2,348
Total Expenses	\$159,313
Fixed Route Expenses	\$0
Demand Response Services	\$159,313

Revenue Summary

Fare Revenue	\$9,252
Contract/Other	\$0
Local Assistance	\$32,891
State Assistance	\$42,140
Federal Assistance	\$75,030
Total Revenue	\$159,313

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	Yes	9+2wc	Gas
2	2003	Ford	Yes	11+2wc	Gas
1	2006	Ford	Yes	11+2wc	Gas
4					



SIDC

P.O. Box 367
 Washington, IN 47501
 (812) 257-0118 FAX: (812) 257-0119
Contact: Becky Guthrie, Transportation Director
Email: bguthrie@frs.org

General Information

Type of Service Demand Response
Service Area Daviess, Greene, Martin, Pike & Sullivan Counties
Service Population 96,554

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$2.00 (in-town), \$3.00 (in-county), \$4.00 (county to county)
Youth Same as base
Elderly/Disabled Same as base
Transfer \$1.00
Other/Special
 Connection Routes are \$1.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	10	6
Maintenance	1	0
Administration	2	1
	<u>13</u>	<u>7</u>

Operation Characteristics

Revenue Vehicles	57
Peak Hour Fleet	74
Base Fleet	68
Fuel Consumption (gal)	68,128

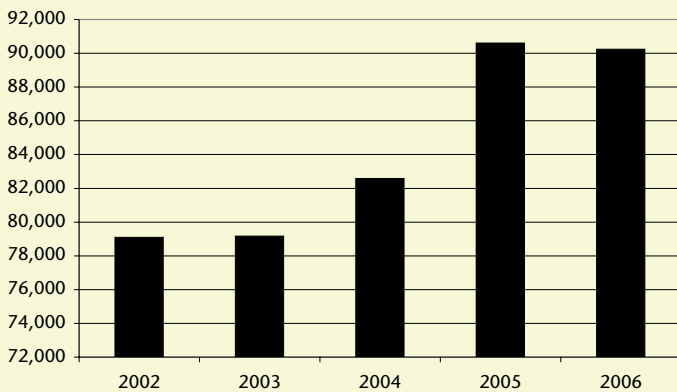
Ridership Trends

2002	79,092
2003	79,169
2004	82,570
2005	90,603
2006	90,242

2006 Highlights

- Ride Solution was awarded a Daviess County Community Foundation Grant for Capital match.
- Expanded our Maintenance Program to include our Contracted Agencies.
- "Free" rides to the polls on election day.

System Ridership Trend





Legislative District

Indiana Senate 39, 48
 Indiana House 45, 60, 62, 63, 64
 U.S. Congressional 8

Productivity

Total Passenger Boardings 90,242
 Total Vehicle Miles 1,199,890
 Revenue Vehicle Miles 1,090,323
 Revenue Vehicle Hours 52,664

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.23
 Operating Expense per Passenger Trip \$16.36
 Passenger Trips per Total Vehicle Mile 0.08
 Passenger Trips per Capita 0.93

Financial Performance

Operating Subsidy \$1,402,470
 Operating Subsidy Ratio 95%
 Locally Derived Income \$752,051
 Locally Derived Income Per Operating Expense \$0.51
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$338,661
Other Salaries/Wages	\$207,050
Fringe	\$163,752
Services	\$97,937
Materials and Supplies	\$178,148
Utilities	\$32,136
Casualty/Liability	\$59,980
Purchased Transportation	\$199,376
Other	\$198,923
Total Expenses	\$1,475,963
Fixed Route Expenses	\$0
Demand Response Services	\$1,475,963

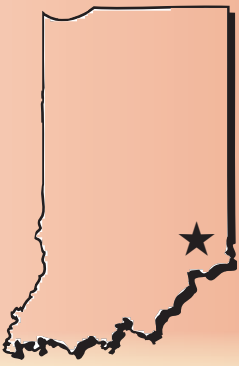
Revenue Summary

Fare Revenue	\$73,493
Contract/Other	\$0
Local Assistance	\$678,558
State Assistance	\$344,274
Federal Assistance	\$379,638
Total Revenue	\$1,475,963

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
6	1998	Dodge	Yes	5	Gas
2	1999	Dodge	No	6	Gas
1	1999	Dodge	Yes	12	Gas
2	2000	Dodge	No	7	Gas
2	2000	Dodge	Yes	5	Gas
2	2000	Dodge	No	4	Gas
1	2001	Ford	No	15	Gas
1	2001	Dodge	No	4	Gas
5	2002	Dodge	Yes	12	Gas
1	2002	Dodge	No	5	Gas
1	2003	Ford	Yes	11	Gas
1	2003	Chevrolet	Yes	5	Gas
2	2003	Dodge	Yes	12	Gas
2	2003	Chevrolet	Yes	6	Gas
1	2003	Dodge	No	6	Gas
1	2003	Dodge	Yes	12	Gas
2	2003	Chevrolet	Yes	5	Gas
1	2004	Chevrolet	Yes	7	Gas
1	2005	Toyota	No	5	Gas
1	2005	Chevrolet	Yes	7	Gas
2	2005	Chevrolet	Yes	7	Gas
4	2005	Dodge	No	7	Gas
2	2005	Dodge	No	7	Gas
3	2005	Chevrolet	Yes	7	Gas
2	2006	Toyota	No	5	Gas
3	2006	Chevrolet	Yes	7	Gas
3	2006	Chevrolet	Yes	7	Gas
2	2007	Chevrolet	Yes	5	Gas

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SIRPC

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, Decatur, Ripley, Jefferson, Ohio and Switzerland Counties
Service Population 143,580

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday Point Deviation Routes operate 9:00 a.m. - 4:00 p.m.
Sunday No Service

Fare Structure

Base \$1.50 - Point Deviation; \$4.50 Demand Response with \$1.00 for each additional county
Youth Ages 6 to 12, half price of regular fare; 5 and Under, free with fare paying passenger
Elderly/Disabled Half price of regular fare (suggested donation)
Transfer No Charge
Other/Special
 Discount card for Senior nutrition trips
 Tokens (equal to \$1.50 fare): Ten for \$12,00, Forty for \$37.50, Tokens for Senior/Disabled/Children half price

Personnel

	Full-Time	Part-Time
Operations	23	14
Maintenance	0	0
Administration	2	0
	<u>25</u>	<u>14</u>

Operation Characteristics

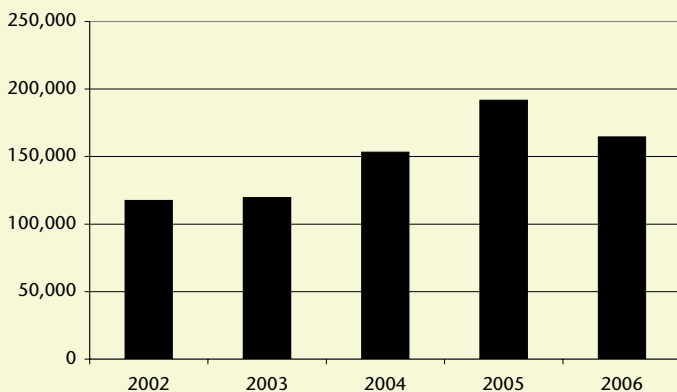
Revenue Vehicles	25
Peak Hour Fleet	24
Base Fleet	18
Fuel Consumption (gal)	83,475

Ridership Trends

2002	117,404
2003	119,522
2004	153,102
2005	191,651
2006	164,426

2006 Highlights

System Ridership Trend





Legislative District

Indiana Senate 42, 43, 45
 Indiana House 55, 67, 68, 69
 U.S. Congressional 6,9

Productivity

Total Passenger Boardings 164,426
 Total Vehicle Miles 1,001,396
 Revenue Vehicle Miles 981,376
 Revenue Vehicle Hours 41,806

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.32
 Operating Expense per Passenger Trip \$8.07
 Passenger Trips per Total Vehicle Mile 0.16
 Passenger Trips per Capita 1.15

Financial Performance

Operating Subsidy \$1,242,464
 Operating Subsidy Ratio 94%
 Locally Derived Income \$567,211
 Locally Derived Income Per Operating Expense \$0.43
 Fare Recovery Ratio 6%

Operating Expense Summary

Operator Salaries/Wages	\$527,543
Other Salaries/Wages	\$240,176
Fringe	\$97,866
Services	\$0
Materials and Supplies	\$243,310
Utilities	\$14,856
Casualty/Liability	\$138,769
Purchased Transportation	\$0
Other	\$64,164
Total Expenses	\$1,326,684
Fixed Route Expenses	\$0
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$84,220
Contract/Other	\$0
Local Assistance	\$482,991
State Assistance	\$290,498
Federal Assistance	\$468,975
Total Revenue	\$1,326,684

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1994	Chevrolet	No	6	Gas
2	1997	Dodge	Yes	4+1wc	Gas
1	1999	Dodge	No	6	Gas
2	1999	Dodge	Yes	9+1wc	Gas
4	2000	Dodge	No	14	Gas
4	2000	Dodge	Yes	9+2wc	Gas
2	2001	Dodge	No	6	Gas
1	2002	Dodge	Yes	9+2wc	Gas
3	2002	Dodge	Yes	5+3wc	Gas
2	2003	Chevrolet	Yes	6	Gas
1	2006	Ford	N O	6	Gas
1	2006	Chevrolet	Yes	4+W1wc	Gas
25					



SITS

P.O. Box 547
 Corydon, IN 47112
 (812) 734-1000 FAX: (812) 734-1036
 Contact: Roland Lemus, Transportation Director
 Email: brrtrdir@brsinc.org

General Information

Type of Service Demand Response and Deviated Route
Service Area Crawford, Harrison, Scott and Washington Counties
Service Population 98,026

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday By Request
Sunday By Request

Fare Structure

Base \$2.00 (0 to 10 miles), \$3.00 (11 to 24 miles), \$4.00 (over 24 miles)
Youth N/A
Elderly/Disabled N/A
Transfer N/A
Other/Special

Personnel

	Full-Time	Part-Time
Operations	22	1
Maintenance	0	0
Administration	4	0
	<u>26</u>	<u>1</u>

Operation Characteristics

Revenue Vehicles	35
Peak Hour Fleet	17
Base Fleet	9
Fuel Consumption (gal)	48,504

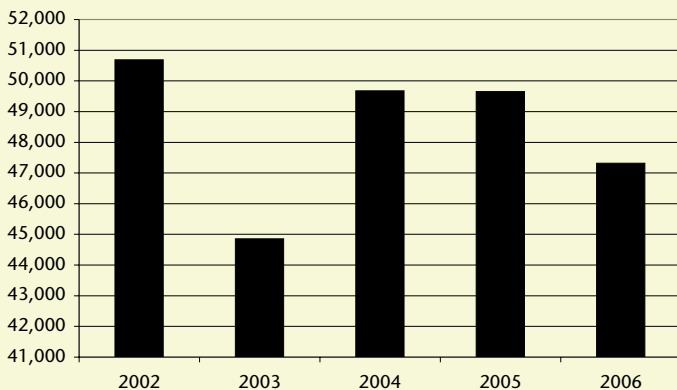
Ridership Trends

2002	50,686
2003	44,854
2004	49,674
2005	49,649
2006	47,315

2006 Highlights

- Provided shuttle service for Corydon Fireworks.
- Provided multiple public shuttle services for auction related weekend events.
- Provided holiday promotional rides for weekend shopping for the community.
- SITS Director was elected the INCOST board to represent Southern Indiana region.
- Provided Spanish translation for the SITS webpage to help increase ridership and language accessibility.
- Expanded a bus deviated route in Corydon and Scottsburg to provide transportation to shopping & other community services.

System Ridership Trend



Southern Indiana Transit System



Legislative District

Indiana Senate 44, 45, 47
 Indiana House 62, 66, 70, 73

U.S. Congressional 9

Productivity

Total Passenger Boardings 47,315
 Total Vehicle Miles 622,578
 Revenue Vehicle Miles 570,583
 Revenue Vehicle Hours 12,002

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.07
 Operating Expense per Passenger Trip \$14.08
 Passenger Trips per Total Vehicle Mile 0.08
 Passenger Trips per Capita 0.48

Financial Performance

Operating Subsidy \$633,219
 Operating Subsidy Ratio 95%
 Locally Derived Income \$254,145
 Locally Derived Income Per Operating Expense \$0.38
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$335,691
Other Salaries/Wages	\$0
Fringe	\$44,151
Services	\$45,679
Materials and Supplies	\$90,707
Utilities	\$7,483
Casualty/Liability	\$35,900
Purchased Transportation	\$44,282
Other	\$62,347
Total Expenses	\$666,240
Fixed Route Expenses	\$0
Demand Response Services	\$666,240

Revenue Summary

Fare Revenue	\$33,021
Contract/Other	\$0
Local Assistance	\$221,124
State Assistance	\$162,847
Federal Assistance	\$249,248
Total Revenue	\$666,240

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Ford	No	14	Gas
3	2000	Dodge	No	7	Gas
2	2000	Chevrolet	No	7	Gas
1	2000	Dodge	Yes	9+2wc	Gas
2	2000	Dodge	No	14	Gas
1	2000	Dodge	No	5	Gas
2	2001	Dodge	Yes	9+2wc	Gas
2	2001	Dodge	No	14	Gas
2	2001	Ford	No	7	Gas
2	2001	Ford	Yes	9+2wc	Gas
1	2002	Dodge	No	7	Gas
4	2002	Dodge	Yes	9+2wc	Gas
1	2003	Dodge	No	7	Gas
2	2003	Chevrolet	No	7	Gas
1	2003	Dodge	No	14	Gas
1	2003	Dodge	Yes	9+2wc	Gas
1	2004	Ford	Yes	9+2wc	Gas
1	2006	Ford	Yes	21wc	Gas
2	2006	Chevrolet	Yes	6	Gas
2	2006	Ford	Yes	21wc	Gas
1	2006	Chevrolet	Yes	6	Gas
35					



South Bend

901 East Northside Blvd., Post Office Box 1437

South Bend, IN 46624

(574) 232-9901

FAX: (574) 239-2309

Contact: Christopher Kubaszak, Controller

Email: ckubaszak@sbtranspo.com

General Information

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

Service Hours

Weekday	5:00 am - 10:00 pm/Friday 5:00 am - 2:30 am
Saturday	6:00 am - 2:30 pm
Sunday	No Service

Fare Structure

Base	\$0.75
Youth	\$0.75
Elderly/Disabled	\$0.35
Transfer	Free
Other/Special	
	Pass \$30.00/31 Days
	Student Pass \$25.00/31 Days

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	82	14
Maintenance	20	2
Administration	7	0
	<hr/>	<hr/>
	109	16

Operation Characteristics

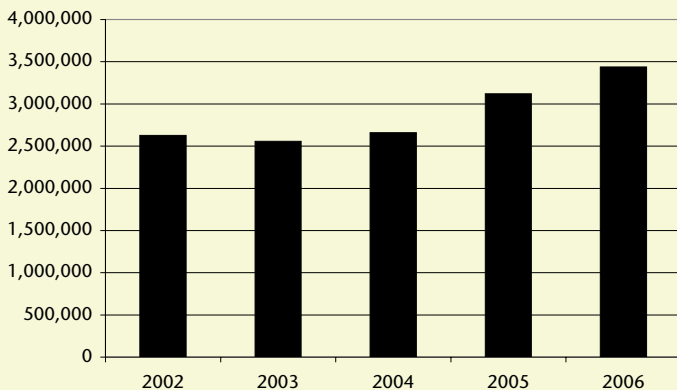
Revenue Vehicles	68
Peak Hour Fleet	57
Base Fleet	53
Fuel Consumption (gal)	463,101

Ridership Trends

2002	2,627,101
2003	2,554,384
2004	2,657,891
2005	3,119,850
2006	3,436,055

2006 Highlights

System Ridership Trend





South Bend Public Transportation Corporation

Legislative District

Indiana Senate 9, 10, 11
 Indiana House 5, 6, 7, 8 21, 48
 U.S. Congressional 2

Productivity

Total Passenger Boardings 3,436,055
 Total Vehicle Miles 2,093,235
 Revenue Vehicle Miles 1,890,617
 Revenue Vehicle Hours 135,036

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.54
 Operating Expense per Passenger Trip \$2.77
 Passenger Trips per Total Vehicle Mile 1.64
 Passenger Trips per Capita 22.26

Financial Performance

Operating Subsidy \$7,808,995
 Operating Subsidy Ratio 82%
 Locally Derived Income \$6,092,260
 Locally Derived Income Per Operating Expense \$0.64
 Fare Recovery Ratio 14%

Operating Expense Summary

Operator Salaries/Wages	\$3,249,645
Other Salaries/Wages	\$890,490
Fringe	\$1,901,722
Services	\$791,887
Materials and Supplies	\$1,383,664
Utilities	\$174,490
Casualty/Liability	\$449,879
Purchased Transportation	\$0
Other	\$666,456
Total Expenses	\$9,508,232
Fixed Route Expenses	\$8,495,620
Demand Response Services	\$1,000,146

Revenue Summary

Fare Revenue	\$1,373,706
Contract/Other	\$325,531
Local Assistance	\$4,393,023
State Assistance	\$2,051,593
Federal Assistance	\$1,364,379
Total Revenue	\$9,508,232

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
11	1999	Gillig	Yes	30+2wc	Diesel
3	2001	Champion	Yes	11+3wc	Diesel
10	2002	Gillig	Yes	23+2wc	Diesel
10	2003	Gillig	Yes	23+2wc	Diesel
21	2004	Gillig	Yes	23+2wc	Diesel
4	2004	Optima	Yes	22+2wc	Diesel
5	2005	Coach & Equipment	Yes	11+3wc	Diesel
4	2006	Coach & Equipment	Yes	11+3wc	Diesel
68					



TARC - New Albany, Clarksville, Jeffersonville

1000 West Broadway

Louisville, KY 40203

(502) 561-5100 FAX: (502) 213-3244

Contact: J. Barry Barker, Executive Director

Email: info@ridetarc.org

General Information

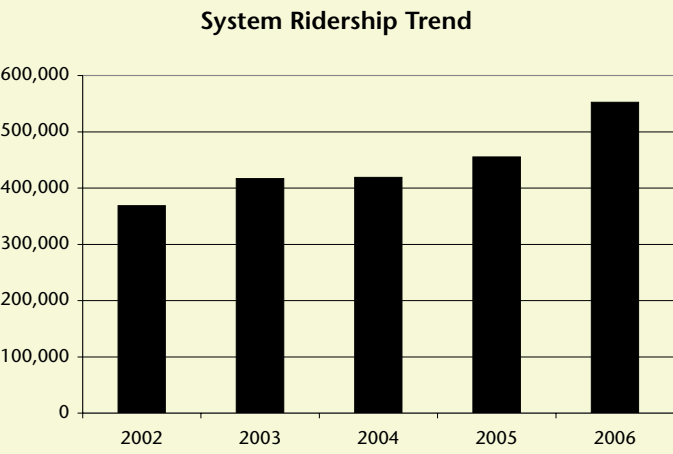
Type of Service	Fixed Route and Demand Response
Service Area	New Albany, Clarksville, and Jeffersonville City Limits
Service Population	86,365

Service Hours

Weekday	5:30 am - 11:00 pm
Saturday	8:00 am - 10:30 pm
Sunday	8:00 am - 9:30 pm

Fare Structure

Base	\$1.00
Youth	\$0.50 with ID card
Elderly/Disabled	\$0.50 with ID card
Transfer	Free
Other/Special	
10 Tickets for \$7.50; Monthly Pass for \$28.00	
Elderly & Disabled or Student Tickets: 10 Tickets for \$5.00	



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	414	35
Maintenance	132	0
Administration	100	35
	<hr/> 646	<hr/> 70

Operation Characteristics

Revenue Vehicles	348
Peak Hour Fleet	0
Base Fleet	0
Fuel Consumption (gal)	182,019

Ridership Trends

2002	368,431
2003	416,845
2004	418,847
2005	455,096
2006	552,177

2006 Highlights

- TARC was a finalist in Republic Bank's We Care Awards, which give recognition and appreciation to local companies whose employees are doing great things for the community.
- Implemented Ride to Safety program in partnership with the Center for Women and Families, providing transportation help for domestic violence victims in a crisis.
- TARC has been selected as one of eight cities to receive funds through the Federal Transit Administration for a demonstration project to plan and design a Travel Management Coordination Center (TMCC) utilizing Intelligent Transportation Systems (ITS).
- New Maintenance Annex building (facility for coach cleaning, various coach maintenance and training) plans are continuing with architectural and engineering work and preparation of construction documents underway. The new building is the second construction.

Transit Authority of River City



Legislative District

Indiana Senate 46
 Indiana House 71, 72
 U.S. Congressional 9

Productivity

Total Passenger Boardings 552,177
 Total Vehicle Miles 727,025
 Revenue Vehicle Miles 672,986
 Revenue Vehicle Hours 42,972

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$5.14
 Operating Expense per Passenger Trip \$6.76
 Passenger Trips per Total Vehicle Mile 0.76
 Passenger Trips per Capita 6.39

Financial Performance

Operating Subsidy \$3,734,587
 Operating Subsidy Ratio 100%
 Locally Derived Income \$2,719,688
 Locally Derived Income Per Operating Expense \$0.73
 Fare Recovery Ratio 15%

Operating Expense Summary

Operator Salaries/Wages	\$907,260
Other Salaries/Wages	\$539,981
Fringe	\$893,091
Services	\$119,026
Materials and Supplies	\$532,473
Utilities	\$33,872
Casualty/Liability	\$55,815
Purchased Transportation	\$613,873
Other	\$39,196
Total Expenses	\$3,734,587
Fixed Route Expenses	\$2,507,198
Demand Response Services	\$1,227,389

Revenue Summary

Fare Revenue	\$576,292
Contract/Other	\$38,645
Local Assistance	\$2,104,751
State Assistance	\$830,851
Federal Assistance	\$184,048
Total Revenue	\$3,734,587

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
6	1995	BIA Orion II	Yes	23+3wc	Diesel
13	1989	Flxible Metro	Yes	45+2wc	Diesel
38	1994	Flxible Metro	Yes	44+2wc	Diesel
54	1998	Gillig Low Floor	Yes	40+3wc	Diesel
20	1999	Gillig Low Floor	Yes	40+3wc	Diesel
17	1999	Gillig Low Floor	Yes	40+3wc	Diesel
8	2000	Gillig Low Floor	Yes	28+2wc	Diesel
12	2000	Gillig Low Floor	Yes	40+3wc	Diesel
10	2001	Gillig Low Floor	Yes	40+3wc	Diesel
17	2002	Gillig Low Floor	Yes	28+3wc	Diesel
20	2003	Gillig Low Floor	Yes	40+3wc	Diesel
5	2004	Gillig Hybrid	Yes	40+3wc	Diesel
16	2005	Gillig Low Floor	Yes	40+3wc	Diesel
9	1987	Chance Trolley	Yes	17+2wc	Diesel
5	1997	Chance Trolley	Yes	27+2wc	Diesel
5	2005	Optima Trolley	Yes	27+2wc	Diesel
13	2003	Ford ElDorado Aerotech	Yes	8+2wc	Diesel
16	2004	Ford ElDorado Aerotech	Yes	8+2wc	Diesel
55	2006	StarTrans 20'	Yes	7+3wc	Diesel
9	2006	StarTrans 33'	Yes	25+2wc	Diesel
348					



Terre Haute

901 South 14th Street
 Terre Haute, IN 47807
 (812) 235-0109 FAX: (812) 232-3533
Contact: Brad Miller, Transportation Director
Website: www.terrehaute.in.gov

General Information

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

Service Hours

Weekday 6:00 am - 6:00pm
Saturday 6:00 am - 6:00 pm
Sunday No Service

Fare Structure

Base \$1.00
Youth children five and under-free/six and over \$1.00
Elderly/Disabled \$0.50
Transfer N/A
Other/Special
 Transit Pass \$30.00/Month; \$12.00 for 14 ride ticket

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	18	2
Maintenance	4	0
Administration	5	0
	<u>27</u>	<u>2</u>

Operation Characteristics

Revenue Vehicles	15
Peak Hour Fleet	9
Base Fleet	24
Fuel Consumption (gal)	59,064

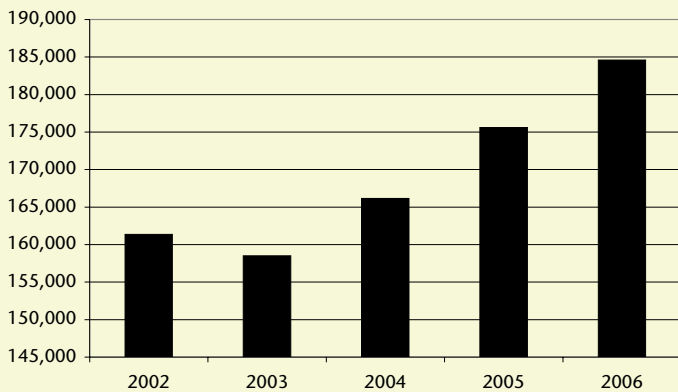
Ridership Trends

2002	161,346
2003	158,492
2004	166,128
2005	175,587
2006	184,581

2006 Highlights

- Started Saturday service in the fall of 2006 using 80% federal Congestion Mitigation Air Quality Funds (CMAQ).
- Hired two new part-time drivers for the new Saturday service.
- Extended east side bus route to the new Walmart.
- Broke ground for the new Multi-modal facility in the fall of 2006.

System Ridership Trend





Transit Utility for the City of Terre Haute

Legislative District

Indiana Senate 38, 39
 Indiana House 43, 45, 46
 U.S. Congressional 8

Productivity

Total Passenger Boardings 184,581
 Total Vehicle Miles 370,203
 Revenue Vehicle Miles 322,440
 Revenue Vehicle Hours 30,499

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.12
 Operating Expense per Passenger Trip \$8.26
 Passenger Trips per Total Vehicle Mile 0.50
 Passenger Trips per Capita 2.98

Financial Performance

Operating Subsidy \$1,524,347
 Operating Subsidy Ratio 100%
 Locally Derived Income \$556,717
 Locally Derived Income Per Operating Expense \$0.37
 Fare Recovery Ratio 9%

Operating Expense Summary

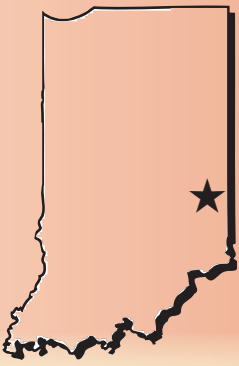
Operator Salaries/Wages	\$526,937
Other Salaries/Wages	\$349,279
Fringe	\$348,294
Services	\$21,825
Materials and Supplies	\$197,301
Utilities	\$29,750
Casualty/Liability	\$43,342
Purchased Transportation	\$0
Other	\$7,619
Total Expenses	\$1,524,347
Fixed Route Expenses	\$1,125,747
Demand Response Services	\$398,600

Revenue Summary

Fare Revenue	\$129,587
Contract/Other	\$12,000
Local Assistance	\$415,130
State Assistance	\$187,189
Federal Assistance	\$780,441
Total Revenue	\$1,524,347

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1997	Ford/Supreme	Yes	14-16+2wc	Diesel
4	1999	Ford/Supreme	Yes	14-16+2wc	Diesel
1	2002	Ford/Supreme	Yes	16+2wc	Diesel
1	2002	Ford/SupremeTrolley	Yes	20-2wc	Diesel
2	2003	Ford/Supreme	Yes	14-18+2wc	Diesel
1	2004	Ford/Supreme	Yes	6-5wc	Diesel
3	2005	Ford/Supreme	Yes	16-20+2wc	Diesel
15					



Union County

P. O. Box 333
 Liberty, IN 47353
 (765) 458-7277 FAX: (765) 458-7722
Contact: Beth McCoy, Transit Coordinator
Email: owenmcoy@uconline.com

General Information

Type of Service Demand Response, Subscription service, and Advance notice service
Service Area Union and Wayne Counties (except Richmond)
Service Population 39,322

Service Hours

Weekday 6:00 am - 5 pm, evening services upon request
Saturday On Request
Sunday On Request

Fare Structure

Base Zone 1 - \$0.75, Zone 2 - \$1.75, Zone 3 - \$2.50, Zone 4 - \$3.25, Zone 5 - \$4.00
Youth N/A
Elderly/Disabled N/A
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	2	10
Maintenance	0	1
Administration	1	2
	<u>3</u>	<u>13</u>

Operation Characteristics

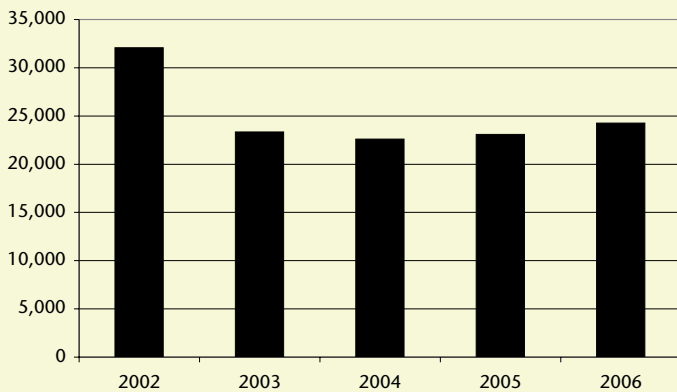
Revenue Vehicles	10
Peak Hour Fleet	8
Base Fleet	6
Fuel Consumption (gal)	26,013

Ridership Trends

2002	32,056
2003	23,328
2004	22,590
2005	23,071
2006	24,256

2006 Highlights

System Ridership Trend



Union County Transit



Legislative District

Indiana Senate 27, 43
 Indiana House 54, 55, 56
 U.S. Congressional 6

Productivity

Total Passenger Boardings 24,256
 Total Vehicle Miles 290,256
 Revenue Vehicle Miles 283,685
 Revenue Vehicle Hours 15,396

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.16
 Operating Expense per Passenger Trip \$13.92
 Passenger Trips per Total Vehicle Mile 0.08
 Passenger Trips per Capita 0.62

Financial Performance

Operating Subsidy \$311,337
 Operating Subsidy Ratio 92%
 Locally Derived Income \$151,200
 Locally Derived Income Per Operating Expense \$0.45
 Fare Recovery Ratio 8%

Operating Expense Summary

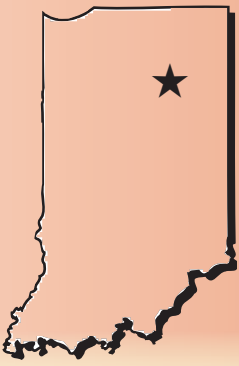
Operator Salaries/Wages	\$156,889
Other Salaries/Wages	\$47,116
Fringe	\$20,476
Services	\$19,651
Materials and Supplies	\$64,301
Utilities	\$1,500
Casualty/Liability	\$21,000
Purchased Transportation	\$0
Other	\$6,636
Total Expenses	\$337,569
Fixed Route Expenses	\$0
Demand Response Services	\$337,569

Revenue Summary

Fare Revenue	\$26,232
Contract/Other	\$0
Local Assistance	\$124,968
State Assistance	\$69,632
Federal Assistance	\$116,737
Total Revenue	\$337,569

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1992	Ford	No	15	Gas
1	1995	Dodge	Yes	11+1wc	Gas
1	1996	Dodge	Yes	11+1wc	Gas
1	1997	Dodge	Yes	11+1wc	Gas
1	1999	Dodge	Yes	6+2wc	Gas
1	1999	Dodge	Yes	11+2wc	Gas
1	2000	Dodge	No	15	Gas
1	2003	Ford	Yes	10+2wc	Gas
1	2003	Ford	Yes	10+2wc	Gas
1	2004	Ford	Yes	10+2wc	Gas
10					



Wabash County

239 Bond Street, P.O. Box 447
 Wabash, IN 46992
 (260) 563-4475 FAX: (260) 569-1535
Contact: Beverly Ferry, Executive Director
Email: bpferry@yahoo.com

General Information

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

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday By appointment
Sunday By appointment

Fare Structure

Base \$1.00 City Limits, \$2.00 County
Youth \$1.00 City Limits, \$2.00 County
Elderly/Disabled Donation/ Disabled fare is same as public transit
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	11
Maintenance	0	0
Administration	1	0
	<u>4</u>	<u>11</u>

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	12
Base Fleet	12
Fuel Consumption (gal)	14,700

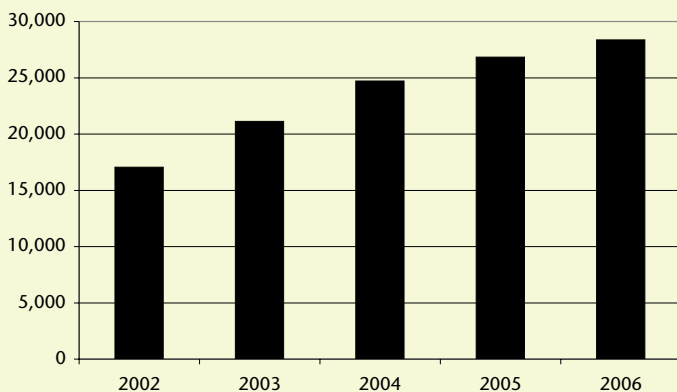
Ridership Trends

2002	17,055
2003	21,115
2004	24,713
2005	26,821
2006	28,362

2006 Highlights

- Offered student rider guide for first time.
- Upgraded standardized training for drivers.
- Developed and implemented computerized dispatch system.
- Hired full time dispatcher.
- Reorganized Transit Advisory Council to include broader representation.

System Ridership Trend



Wabash County Transit



Legislative District

Indiana Senate 17, 18

Indiana House 22

U.S. Congressional 5

Productivity

Total Passenger Boardings 28,362

Total Vehicle Miles 168,900

Revenue Vehicle Miles 132,951

Revenue Vehicle Hours 10,621

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.83

Operating Expense per Passenger Trip \$10.88

Passenger Trips per Total Vehicle Mile 0.17

Passenger Trips per Capita 0.81

Financial Performance

Operating Subsidy \$278,698

Operating Subsidy Ratio 90%

Locally Derived Income \$146,415

Locally Derived Income

Per Operating Expense \$0.47

Fare Recovery Ratio 9%

Operating Expense Summary

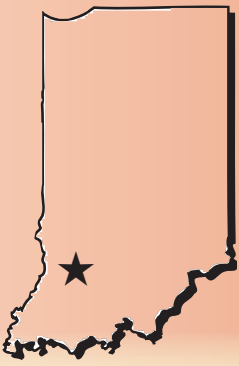
Operator Salaries/Wages	\$77,764
Other Salaries/Wages	\$70,805
Fringe	\$30,190
Services	\$22,541
Materials and Supplies	\$39,779
Utilities	\$6,954
Casualty/Liability	\$30,430
Purchased Transportation	\$0
Other	\$30,204
Total Expenses	\$308,667
Fixed Route Expenses	\$0
Demand Response Services	\$308,667

Revenue Summary

Fare Revenue	\$27,458
Contract/Other	\$2,511
Local Assistance	\$116,446
State Assistance	\$56,159
Federal Assistance	\$106,093
Total Revenue	\$308,667

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	No	14	Gas
1	1995	Dodge	Yes	9+1wc	Gas
1	1998	Dodge	Yes	91wc	Gas
1	1999	Dodge	No	13	Gas
1	2000	Dodge	Yes	4+2wc	Gas
1	2002	Dodge	Yes	10+1wc	Gas
1	2004	Chevrolet	Yes	3+2wc	Gas
2	2005	Chevrolet	Yes	3+2wc	Gas
9					



Washington

2100 East Memorial Avenue
Washington, IN 47501

(812) 254-4564 FAX: (812) 254-8231

Contact: Louis Dant, Transportation Manager

Email: citytran@dmrtc.net

General Information

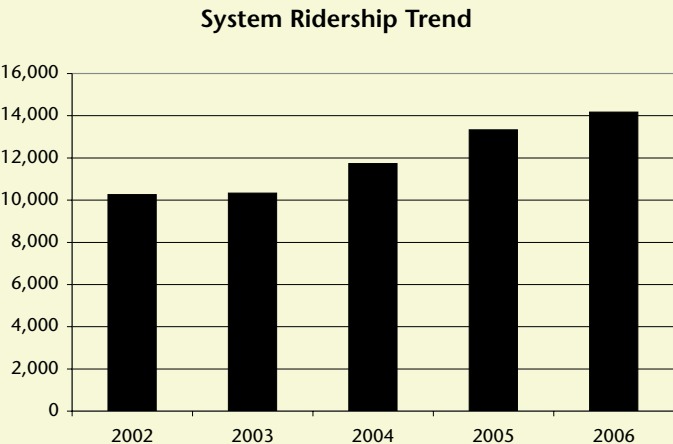
Type of Service	Route Deviation
Service Area	Washington City Limits and ADA corridors
Service Population	11,380

Service Hours

Weekday	7:00 am - 5:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$0.50
Youth	\$0.50
Elderly/Disabled	\$0.75
Transfer	N/A
Other/Special	
Elderly & Disabled Fare \$0.25 with AOA Coupon	
ADA Paratransit Service \$1.50 (certified riders)	



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	1
Maintenance	0	0
Administration	0	0
	<u>1</u>	<u>1</u>

Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	1
Base Fleet	1
Fuel Consumption (gal)	5,629

Ridership Trends

2002	10,255
2003	10,325
2004	11,729
2005	13,326
2006	14,169

2006 Highlights

- Washington Transit's ridership in 2006 increased 6% over total passengers for 2005 (14,169 in 2006 vs. 13,326 in 2005).
- Washington Transit's total annual operating costs increased only 3.5% over 2005 (+\$2,932), while fuel expenses increased by 14.5% over 2005.
- Washington Transit's 2006 revenue vehicle miles (30,712) were 1.5% less than 2005 (31,201) and total 2006 passengers were 6% higher.
- Washington Transit's total annual operating cost per passenger for 2006 (\$6.14) was less than 2005 (\$6.31) and 31% less than 2003 (\$7.82).

Washington Transit System



Legislative District

Indiana Senate 48

Indiana House 63

U.S. Congressional 8

Productivity

Total Passenger Boardings 14,169

Total Vehicle Miles 30,712

Revenue Vehicle Miles 30,712

Revenue Vehicle Hours 2,470

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.23

Operating Expense per Passenger Trip \$16.36

Passenger Trips per Total Vehicle Mile 0.08

Passenger Trips per Capita 0.93

Financial Performance

Operating Subsidy \$80,984

Operating Subsidy Ratio 95%

Locally Derived Income \$33,023

Locally Derived Income

Per Operating Expense \$0.51

Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$31,936
Other Salaries/Wages	\$0
Fringe	\$9,177
Services	\$18,220
Materials and Supplies	\$16,609
Utilities	\$4,507
Casualty/Liability	\$5,778
Purchased Transportation	\$0
Other	\$831
Total Expenses	\$87,058
Fixed Route Expenses	\$87,058
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$6,074
Contract/Other	\$0
Local Assistance	\$26,949
State Assistance	\$17,034
Federal Assistance	\$37,001
Total Revenue	\$87,058

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1996	Ford	Yes	18+2wc	Gas



Waveland

660 North 36th Street, P.O. Box 4727

Lafayette, IN 43176

(765) 447-7683

FAX: (765) 447-6862

Contact: Stan Minnick, Transportation Services Manager

Email: sminnick@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

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	0
Maintenance	0	0
Administration	0	2
	<hr/> 0	<hr/> 2

Operation Characteristics

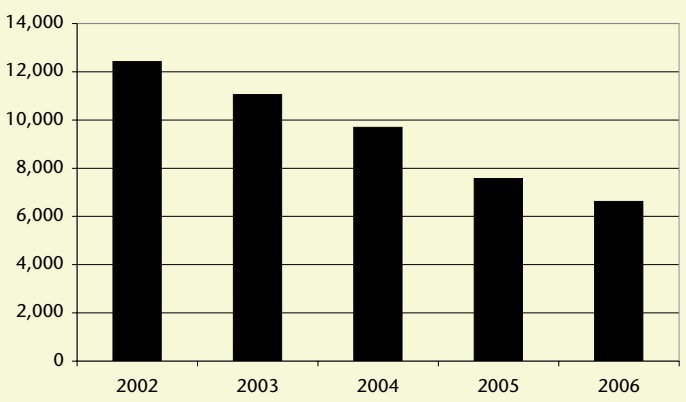
Revenue Vehicles	7
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	1,314

Ridership Trends

2002	12,422
2003	11,048
2004	9,694
2005	7,565
2006	6,616

2006 Highlights

System Ridership Trend





Waveland Volunteer Transportation System

Legislative District

Indiana Senate 6, 7, 22, 23
 Indiana House 15, 24, 28, 41, 42
 U.S. Congressional 4,8

Productivity

Total Passenger Boardings 6,616
 Total Vehicle Miles 18,606
 Revenue Vehicle Miles 18,606
 Revenue Vehicle Hours 1,360

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$5.22
 Operating Expense per Passenger Trip \$14.68
 Passenger Trips per Total Vehicle Mile 0.36
 Passenger Trips per Capita 1.17

Financial Performance

Operating Subsidy \$91,839
 Operating Subsidy Ratio 95%
 Locally Derived Income \$42,705
 Locally Derived Income Per Operating Expense \$0.44
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$25,051
Other Salaries/Wages	\$42,228
Fringe	\$8,922
Services	\$6,787
Materials and Supplies	\$6,008
Utilities	\$2,059
Casualty/Liability	\$1,512
Purchased Transportation	\$0
Other	\$4,560
Total Expenses	\$97,127
Fixed Route Expenses	\$0
Demand Response Services	\$97,127

Revenue Summary

Fare Revenue	\$5,288
Contract/Other	\$0
Local Assistance	\$37,417
State Assistance	\$10,347
Federal Assistance	\$44,075
Total Revenue	\$97,127

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1990	Dodge	Yes	9+1wc	Gas
4	1994	Dodge	No	13	Gas
1	1995	Dodge	Yes	12+2wc	Gas
1	2003	Dodge	Yes	12+1wc	Gas
7					



Wells County

225 West Water
 Bluffton IN 46714
 (260) 824-1070 FAX: (260) 824-9672
Contact: Jen Weinstock, Manager
Email: jweinstock@coolsky.com

General Information

Type of Service Demand Response
Service Area Wells County
Service Population 27,600

Service Hours

Weekday 7:00 am - 7:00 pm
Saturday N/A
Sunday N/A

Fare Structure

Base \$2.00 in town, \$5.00 in county, \$20.00 out of county up to 30 miles, \$50.00 out of county 31-50 miles
Youth \$1.00 with accompanying adult
Elderly/Disabled Senior Citizens, donation only; Disabled, Medicaid rates for medical appointments or regular fares
Transfer N/A
Other/Special

Personnel

	Full-Time	Part-Time
Operations	4	2
Maintenance	0	0
Administration	4	2
	<u>8</u>	<u>4</u>

Operation Characteristics

Revenue Vehicles	6
Peak Hour Fleet	6
Base Fleet	6
Fuel Consumption (gal)	9,869

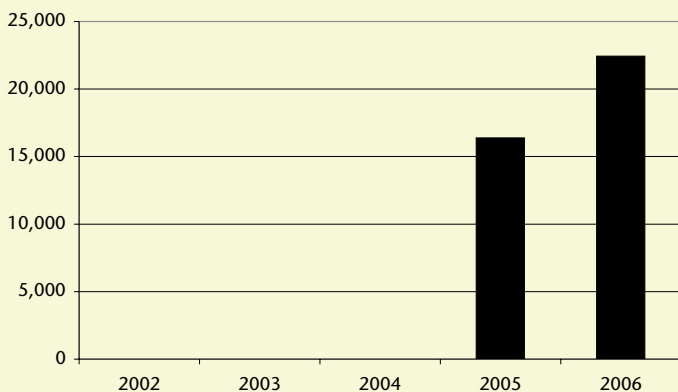
Ridership Trends

2002	0
2003	0
2004	0
2005	16,378
2006	22,438

2006 Highlights

- Five of our 7 drivers achieved Master Driver status from RTAP for completing 5 training courses during 2006. The other two drivers are new hires and should be Master Drivers in 2007.
- In 2004, prior to public transit, we completed 7,324 trips. In 2005, our first year of public transit, we completed 16,378 trips. After we more than doubled our ridership in 2005, we went on in 2006 to triple our business by completing 22,438 trips.
- During 2006, we applied for and were approved to receive two new Section 5310 mini-vans for our service.

System Ridership Trend





Legislative District

Indiana Senate 19
 Indiana House 79,82
 U.S. Congressional 6

Productivity

Total Passenger Boardings 22,438
 Total Vehicle Miles 104,784
 Revenue Vehicle Miles 104,784
 Revenue Vehicle Hours 7,765

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.43
 Operating Expense per Passenger Trip \$11.37
 Passenger Trips per Total Vehicle Mile 0.21
 Passenger Trips per Capita 0.81

Financial Performance

Operating Subsidy \$245,310
 Operating Subsidy Ratio 96%
 Locally Derived Income \$196,356
 Locally Derived Income Per Operating Expense \$0.77
 Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$96,053
Other Salaries/Wages	\$76,212
Fringe	\$0
Services	\$0
Materials and Supplies	\$39,063
Utilities	\$5,215
Casualty/Liability	\$22,089
Purchased Transportation	\$0
Other	\$16,424
Total Expenses	\$255,056
Fixed Route Expenses	\$0
Demand Response Services	\$255,056

Revenue Summary

Fare Revenue	\$9,746
Contract/Other	\$0
Local Assistance	\$186,610
State Assistance	\$0
Federal Assistance	\$58,700
Total Revenue	\$255,056

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	Yes	13	Gas
1	1996	Dodge	No	10	Gas
1	2000	Dodge	Yes	13	Gas
1	2003	Chevrolet	Yes	7	Gas
1	2003	Dodge	Yes	13	Gas
1	2004	Ford	Yes	12	Gas
6					



White County

116 East Marion St
 Monticello Indiana 47960
 (574) 583-9119 FAX: (574) 583-9175
Contact: Gale Spry, Executive Director
Email: wcco@sugardog.com

General Information

Type of Service Demand Response
Service Area White County and part of Jefferson township in Carroll County
Service Population 25,267

Service Hours

Weekday 8:00 am - 4:00 pm
Saturday N/A
Sunday N/A

Fare Structure

Base Donation
Youth Donation
Elderly/Disabled Donation
Transfer Donation or Medicaid
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	7
Maintenance	0	1
Administration	3	0
	<u>3</u>	<u>8</u>

Operation Characteristics

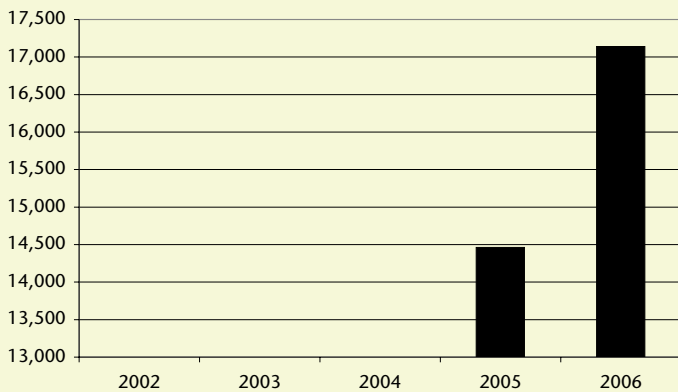
Revenue Vehicles	7
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	7,645

Ridership Trends

2002	0
2003	0
2004	0
2005	14,459
2006	17,139

2006 Highlights

System Ridership Trend



White County Public Transit



Legislative District

Indiana Senate 7
 Indiana House 15,16,24
 U.S. Congressional 2,4

Productivity

Total Passenger Boardings 17,139
 Total Vehicle Miles 104,293
 Revenue Vehicle Miles 98,856
 Revenue Vehicle Hours 7,197

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.81
 Operating Expense per Passenger Trip \$11.03
 Passenger Trips per Total Vehicle Mile 0.16
 Passenger Trips per Capita 0.68

Financial Performance

Operating Subsidy \$173,618
 Operating Subsidy Ratio 92%
 Locally Derived Income \$51,092
 Locally Derived Income Per Operating Expense \$0.27
 Fare Recovery Ratio 8%

Operating Expense Summary

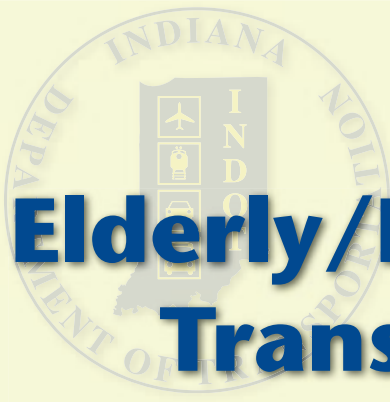
Operator Salaries/Wages	\$0
Other Salaries/Wages	\$98,988
Fringe	\$25,206
Services	\$8,159
Materials and Supplies	\$18,774
Utilities	\$15,534
Casualty/Liability	\$18,160
Purchased Transportation	\$0
Other	\$4,172
Total Expenses	\$188,993
Fixed Route Expenses	\$0
Demand Response Services	\$188,993

Revenue Summary

Fare Revenue	\$15,375
Contract/Other	\$0
Local Assistance	\$35,717
State Assistance	\$51,092
Federal Assistance	\$86,809
Total Revenue	\$188,993

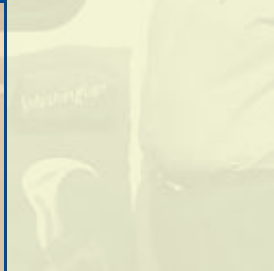
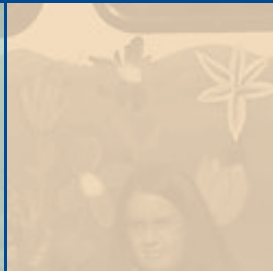
Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Chevrolet	No	6	Gas
1	1999	Dodge	Yes	10	Gas
1	2000	Dodge	No	13	Gas
1	2001	Dodge	Yes	10	Gas
1	2002	Dodge	Yes	10	Gas
1	2005	Dodge	No	6	Gas
1	2006	Chevrolet	No	5	Gas
7					



Elderly/Disabled (Section 5310) Transportation Providers

Section 4



ELDERLY/DISABLED (SECTION 5310) TRANSPORTATION PROVIDERS

The Section 5310 Program is designed to serve areas where accessible public transit for the elderly and persons with disabilities is unavailable, inadequate or inappropriate. The program provides vehicles and related equipment to private non-profit organizations and eligible public bodies involved in transporting elderly and disabled customers.

Indiana annually receives about \$2.3 million in federal funds to distribute on an 80 percent and 20 percent local matching basis. Eligible equipment includes passenger vehicles, accessibility equipment and communication systems.

The Indiana Department of Transportation Office of Transit solicits Section 5310 applications, selects projects, executes grant awards/contracts, buys equipment and monitors vehicle operation and maintenance. Applicants must demonstrate: effective coordinated service delivery; need for

equipment requested; effective vehicle use and operation; and fiscal/managerial ability to comply with grant requirements. INDOT typically funds about 35 to 40 applicants per year at amounts ranging from \$18,000 to \$100,000.

Applications are available to interested agencies each October. Application are due the following March. INDOT announces grant awards by late June. INDOT then begins vehicle procurement, with vehicle delivery 1 to 1½ years after grant award.

For further information, contact Brian Jones, Section 5310 Program Manager, INDOT – Office of Transit, (317) 232-1493 or bjones@indot.in.gov

The following agencies, listed by county, currently operate Section 5310 vehicles. Eligibility requirements and fares vary by agency.

	<u>PHONE NUMBER</u>
ADAMS	
Adams County Council on Aging.....	260/724-5316
ALLEN	
Allen County Council on Aging.....	260/426-0060
Byron Health Center.....	260/637-3166 ext.271
Community Transportation Network.....	260/420-3280
Turnstone Center.....	260/483-2100
BARTHOLOMEW	
Bartholomew Senior Services Center.....	812/376-9241
Developmental Services.....	812/376-9404
Quinco Behavioral.....	812/348-7453
BENTON	
CDC Resources.....	574/583-8227
BLACKFORD	
Lifestream Services.....	765/759-1121
BOONE	
Boone County Senior Services.....	765/482-5220
BROWN	
Developmental Services.....	812/376-9404
Quinco Behavioral.....	812/348-7453
CARROLL	
Carroll County Council on Aging.....	765/564-2772
CDC Resources.....	574/583-8227

PHONE NUMBER

CASS

Cass County Council on Aging 574/722-2424
Peak Community Services..... 574/753-4104

CLARK

LifeSpan Resources 812/948-8330
New Hope Services of Jeffersonville..... 812/288-8248

CLAY

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

CLINTON

Paul Phillippe Resource Center..... 765/659-4060

CRAWFORD

Blue River Services, Inc. 812/738-2408
Older Americans Services Corporation..... 812/865-3352

DAVISS

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

DEARBORN

LifeTime Resources 812/432-5215
New Horizons Rehabilitation Services..... 812/934-4528

DECATUR

Developmental Services 812/376-9404
Quinco Behavioral..... 812/348-7453

DEKALB

DeKalb County Council on Aging..... 260/925-3311
Northeastern Center..... 260/347-4400
RISE, Inc. 260/665-9408

DELAWARE

Lifestream Services 765/759-1121
Meridian Services 765/288-1928

ELKHART

Association for the Disabled of Elkhart County..... 574/295-3167
City of Nappanee 574/773-2112
Elkhart County Council on Aging..... 574/295-1820

FAYETTE

Fayette County Council on Aging..... 765/827-1511

FLOYD

LifeSpan Resources 812/948-8330
Rauch, Inc..... 812/945-4063

FOUNTAIN

Community Action Program of Western Indiana 765/762-0420
Child Adult Resource Services..... 765/569-2076

	<u>PHONE NUMBER</u>
FRANKLIN	
New Horizons Rehabilitation Services	812/934-4528
FULTON	
Fulton County Council on Aging	574/223-6953
GIBSON	
Gibson County Area Rehabilitation Centers	812/386-6312
GRANT	
Lifestream Services	765/759-1121
GREENE	
Four Rivers Resource Services	812/254-4471
Senior and Family Services	812/254-1881
HAMILTON	
Janus Developmental Services	317/773-8781
PrimeLife Enrichment, Inc.	317/815-7000
HANCOCK	
Hancock County Senior Services	317/462-3758
Independent Residential Living	317/861-0032
HARRISON	
Blue River Services, Inc.	812/738-2408
LifeSpan Resources	812/948-8330
HENDRICKS	
Hendricks County Senior Services	317/745-4303
Sycamore Services	317/745-4715
HENRY	
Lifestream Services	765/759-1121
Meridian Services	765/288-1928
HUNTINGTON	
Huntington County Council on Aging	260/356-3006
JACKSON	
Developmental Services	812/376-9404
Quinco Behavioral	812/348-7453
JASPER	
CDC Resources	574/583-8227
JAY	
Jay-Randolph Developmental Services	260/726-7931
Lifestream Services	765/759-1121
Meridian Services	765/288-1928
JEFFERSON	
Developmental Services	812/376-9404
LifeTime Resources	812/432-5215
Quinco Behavioral	812/348-7453
JENNINGS	
Developmental Services	812/376-9404
Quinco Behavioral	812/348-7453

PHONE NUMBER

JOHNSON

Johnson County Association for Retarded Citizens 317/738-5500
Johnson County Senior Services..... 317/738-4544

KNOX

Senior and Family Services..... 812/254-1881
YMCA of Vincennes..... 812/882-2285

LAGRANGE

LaGrange County Council on Aging 260/463-4161
Northeastern Center..... 260/347-4400
RISE, Inc. 260/665-9408

LAKE

South Lake Center for Mental Health 219/736-7251
Opportunity Enterprises..... 219/464-9621

LAPORTE

LaPorte County Comprehensive Mental Health Council 219/872-8666
Michiana Resources 219/874-4288
Parents and Friends, Inc..... 219/326-7889

LAWRENCE

Older Americans Services Corporation 812/865-3352

MADISON

Hopewell Center..... 765/642-0201
Lifestream Services 765/759-1121

MARION

John Boner Community Center 317/633-8210
Independent Residential Living..... 317/861-0032

MARSHALL

Marshall County Council on Aging 574/936-9904

MARTIN

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

MIAMI

Miami County YMCA 765/472-1979

MONTGOMERY

City of Crawfordsville 765/364-5175

MORGAN

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

NEWTON

CDC Resources 574/583-8227

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
New Horizons Rehabilitation Services..... 812/934-4528

	<u>PHONE NUMBER</u>
ORANGE	
Blue River Services, Inc.	812/738-2408
Older Americans Services Corporation.....	812/865-3352
Orange County Rehabilitation and Developmental Services.....	812/723-4486
OWEN	
Child-Adult Resource Services.....	765/569-2076
PARKE	
Child Adult Resource Services.....	765/569-2076
West Central Indiana Economic Development District.....	812/238-1561
PERRY	
Perry County Council on Aging	812/547-8115
PIKE	
Pike County Area Rehabilitation Center	812/354-6560
Senior and Family Services.....	812/254-1881
PORTER	
Bonner Senior Citizen Center.....	219/762-1522
Opportunity Enterprises.....	219/464-9621
POSEY	
Posey County Council on Aging	812/838-4656
Posey County Rehabilitation Services	812/838-0636
PULASKI	
Peak Community Services.....	574/753-4104
PUTNAM	
Child Adult Resource Services.....	765/569-2076
RANDOLPH	
Jay-Randolph Developmental Services	260/726-7931
Lifestream Services	765/759-1121
RIPLEY	
LifeTime Resources	812/432-5215
New Horizons Rehabilitation Services.....	812/934-4528
RUSH	
Rush County Senior Services	765/932-2935
SCOTT	
Blue River Services, Inc.	812/738-2408
LifeSpan Resources	812/948-8330
New Hope Services of Jeffersonville.....	812/288-8248
SHELBY	
Independent Residential Living.....	317/861-0032
Shelby Senior Services.....	317/398-0127
SPENCER	
Spencer County Council on Aging.....	812/649-9828
STEBEN	
Northeastern Center.....	260/347-4400
RISE, Inc.	260/665-9408
Steuben County Council on Aging.....	260/665-9856

PHONE NUMBER

SULLIVAN

Four Rivers Resource Services..... 812/254-4471
West Central Indiana Economic Development District..... 812/238-1561

SWITZERLAND

Developmental Services 812/376-9404
LifeTime Resources 812/432-5215

TIPPECANOE

Tippecanoe County Council on Aging..... 765/447-2311

UNION

Union County Council on Aging 765/458-5500

VANDERBURGH

Evansville Association for Retarded Citizens..... 812/428-4500

VERMILLION

Child Adult Resource Services..... 765/569-2076
West Central Indiana Economic Development District..... 812/238-1561

VIGO

West Central Indiana Economic Development District..... 812/238-1561

WABASH

ARC of Wabash County 260/563-8411
Wabash County Council on Aging..... 260/563-4475

WARREN

Child Adult Resource Services..... 765/569-2076
Community Action Program of Western Indiana 765/762-0420

WARRICK

Southern Indiana Resource Solutions..... 812/897-4840
Warrick County Council on Aging..... 812/897-4437

WASHINGTON

Blue River Services, Inc. 812/738-2408
Older Americans Services Corporation..... 812/865-3352

WAYNE

Achieva Resources Corp. 765/966-0502
Adult Day Care of Richmond 765/966-0852
Dunn Mental Health Center..... 765/983-8000

WELLS

Wells County Council on Aging..... 260/824-1070

WHITE

CDC Resources 574/583-8227

WHITLEY

Whitley County Council on Aging 260/248-8944



Transit Partners & Advocates

Section 5



TRANSIT PARTNERS AND ADVOCATES

American Public Transportation Association (APTA)

1666 K Street NW
Washington, DC 20006
(202) 496-4800
Website: www.apta.com

Community Transportation Association of America (CTAA)

1341 G Street NW, 10th Floor
Washington, DC 20005
(800) 891-0590
Website: www.ctaa.org

Indiana Transportation Association

Kent McDaniel, Executive Director
1900 E. 10th Street, Room 233
Bloomington, IN 47406
(812) 855-8143
Website: www.indianatransportationassociation.com/

Indiana Council on Specialized Transportation (INCOST)

1531 13th Street
Columbus, IN 46201
(800) 709-9981
Website: www.indianartap.com/rtap5incost.html

Governor's Planning Council for People with Disabilities

150 West Market, Suite 628
Indianapolis, IN 46204-2821
Phone: (317) 232-7770
TT (317) 232-7771
Website: www.in.gov/gpcpd/

Indiana Rural Transit Assistance Program (RTAP)

1531 13th Street
Columbus, IN 46201
(800) 709-9981
Website: www.indianartap.com/

Indiana Department of Transportation (INDOT)

Office of Transit
100 North Senate Ave., Room N901
Indianapolis, IN 46204
(317) 232-1482
Website: www.in.gov/dot/modetrans/

Federal Transit Administration Region 5

200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-2789
Website: www.fta.dot.gov

Indiana Family and Social Services Administration (FSSA)

402 W. Washington Street
P.O. Box 7083
Indianapolis, IN 46207-7083
(317) 233-4454
Website: www.in.gov/fssa/

Indiana Metropolitan Planning Organizations (MPOs)

Anderson (MCCOG)

Jerrold Bridges, Executive Director
Madison County Council of Governments
County Government Center
16 East 9th Street, Room 100
Anderson, IN 46016
(765) 641-9482
Website: www.mccog.net

Bloomington (BATS)

Tom Micuda, Planning Director
City of Bloomington Area Planning Department
P.O. Box 100
Bloomington, IN 47402-0100
(812) 349-3423
Website: www.bloomington.in.gov/planning

Cincinnati (OKI)

Mark Policinski, Executive Director;
Ohio-Kentucky-Indiana Regional Council of
Governments
720 East Pete Rose Way, Suite 420
Cincinnati, OH 45202
(513) 621-6300 or (513) 621-7060
Website: www.oki.org

Columbus (CAMPO)

Kent Anderson, Director
Columbus Area Metropolitan Planning
Organization
123 Washington Street
Columbus, IN 47201
(812) 376-2502
Website: www.campo.in.gov

Evansville (EMPO)

Brad Mills, Executive Director
Evansville Metropolitan Planning Organization
1 Northwest Martin Luther King Boulevard.
Civic Center Complex, Room 316
Evansville, IN 47708
(812) 436-7833
Website: www.eutsmpto.com

Fort Wayne (NIRCC)

Dan Avery, Executive Director
Northeastern Indiana Regional Coordinating
Council
Room 630 City-County Building
1 Main Street
Fort Wayne, IN 46802
(260) 449-7309
Website: www.nircc.com

Indianapolis (IMPO)

Mike Dearing, Manager
Indianapolis Metropolitan Planning Organization
Suite 1821, City County Building
200 East Washington Street
Indianapolis, IN 46204-3310
Website: www.indygov.org/indympo

Kokomo (KHCGCC)

Larry Ives, Director
Kokomo and Howard County Governmental
Coordinating Council
120 E. Mulberry Street, Suite 116
Kokomo, IN 46901
(765) 456-2336
Website: www.kokomompo.com

Lafayette (TCAPC)

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County
20 North Third Street
Lafayette, IN 47901-1209
(765) 423-9242
Website: www.tippecanoe.in.gov/apc/

Louisville (KIPDA)

Jack Scriber, Executive Director
Kentuckiana Regional Planning and Development
Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6084
Website: www.kipda.org

Muncie (DMMPC)

Marta Moody, Executive Director
Delaware-Muncie Metropolitan Plan Commission
Delaware County Building, Room 206
100 West Main Street
Muncie, IN 47305-2827
(765) 747-7740
Website: [www.co.delaware.in.us/departments/
plancommission2/](http://www.co.delaware.in.us/departments/plancommission2/)

Northwest (NIRPC)

John A. Swanson, Executive Director
Northwestern Indiana Regional Planning
Commission
6100 Southport Road
Portage, IN 46368-6409
(219) 763-6060
Website: www.nirpc.org

South Bend/Elkhart (MACOG)

Sandra M. Seanor, Executive Director
Michiana Area Council of Governments
227 W. Jefferson Blvd., Room 1120
South Bend, IN 46601
(574) 287-1829
Website: www.macog.com

Terre Haute (WCIEDD)

Merv Nolot, Executive Director
West Central Indiana Economic Development
District, Inc.
1718 Wabash Avenue, P.O. Box 359
Terre Haute, IN 47808-0359
(812) 238-1561
Website: [http://www.westcentralin.com/
transport.htm](http://www.westcentralin.com/transport.htm)

Indiana Regional Planning Councils

Eastern Indiana Development District

Nancy Kinder, Executive Director
1201 Race Street, Room 109
New Castle, IN 47362
800-259-9567
Website: www.eidd.org/

River Hills Economic Development District

Jill Saegesser, Executive Director
300 Spring St., Suite 2A
Jeffersonville, IN 47130
(812) 288-4624
Website: www.riverhills.cc

Indiana 15 Regional Planning Commission

Lisa R. Gehlhausen, Executive Director
221 E. First Street
Ferdinand, IN 47532
(812) 367-8455
Website: www.ind15rpc.org/

Southeastern Indiana Regional Planning Commission

Susan Craig, Executive Director
405 W. U.S. Hwy. 50, P.O. Box 765
Versailles, IN 47042
(812) 689-5505
Website: www.sirpc.org

Kankakee-Iroquois Regional Planning Commission

Edwin Buswell, Executive Director
115 E. Fourth St., P.O. Box 127
Monon, IN 47959-0127
(219) 253-6658
Website: www.kirpc.net

Southern Indiana Development Commission

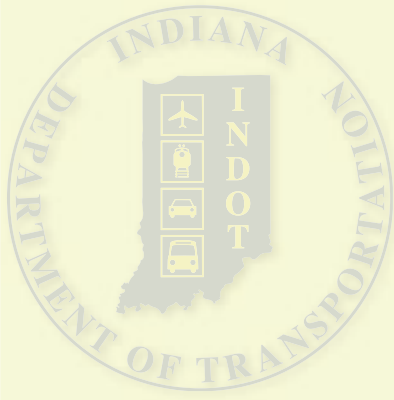
Greg E. Jones, Executive Director
401 JFK Avenue
P.O. Box 442
Loogootee, IN 47553
(812) 295-3707
Website: www.sidc.cc

Region 3A Economic Development District & Regional Planning Commission

David Koenig, Executive Director
217 Fairview Blvd.
Kendallville, IN 46755
(260) 347-4714
Website: www.region3a.org

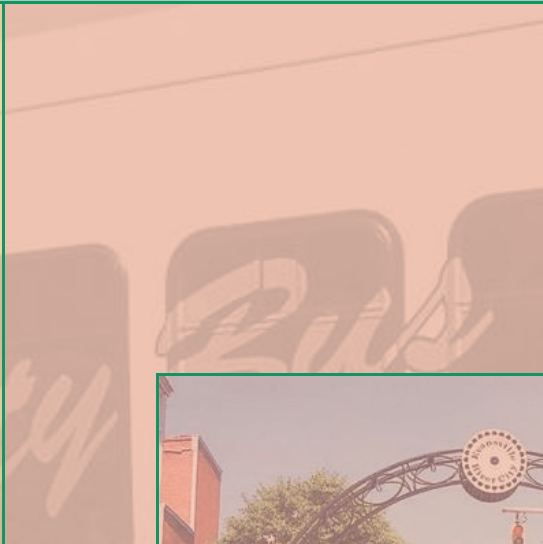
Quad County Development Commission

Nancy Burns, Executive Director
8600 University Blvd.
Evansville, IN 47712
(812) 465-7067
Website: www.usi.edu/econdev/



Glossary

Section 6



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 systemwide 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 nonpeak 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 nontransportation 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 0.635 percent of the state general sales and use tax.

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

Reconciling Items - Operating expenses which include interest expenses, leases and rentals for urbanized transit systems, depreciation, amortization of intangibles, purchase lease payments, related party lease agreements, and other as defined in the FTA Section 5335 (15) Manual.

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

Section 5307 - The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide

capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5309 - The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities, and rail projects.

Section 5310 - The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in both rural and urban settings that are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311 - The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

Service Area - The geographic area that coincides with a transit system's legal operating limits (i.e., urbanized area, city limits, or county boundary).

Service Area Population - The entire population within the legal operating limits of the transit system, as reported by the 1990 Census.

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

Advertising Fees - The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Also included are advertising media fees, regardless of whether they are paid to the advertising agency or to the media.

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

Professional and Technical Service Fees -

Payment for the labor provided by attorneys, accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, and transit industry consultants, etc.

Service Route - A hybrid between fixed route and demand response service. Service routes are established between targeted neighborhoods and the service areas that riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.

Standard Van (SV) - Standard vans typically seat five to fifteen passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

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

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

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

Transit Bus - A transit bus seats anywhere from 16 to 53 passengers and has both a body and a chassis that are designed specifically for transit use. One supplier manufactures the entire vehicle. Most transit buses are equipped with diesel engines.

Small Transit Bus (STB) - Under 30'

Medium Transit Bus (MTB) - 30' to 34'

Large Transit Bus (LTB) - 35' to 40'

Trolley (TY) - Usually 30' to 35'

Articulated (ART) - Multi-section high occupancy vehicle

User Side Subsidy - A type of transit system whereby the passenger purchases tokens or vouchers at designated sale sites and presents the token to a service provider (e.g., taxi company) in exchange for a trip. The price of the token or pass is less than the cost of the trip. The token is then subsidized with Federal, state, or local funds and the taxi operator is reimbursed for the cost of the trip.

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