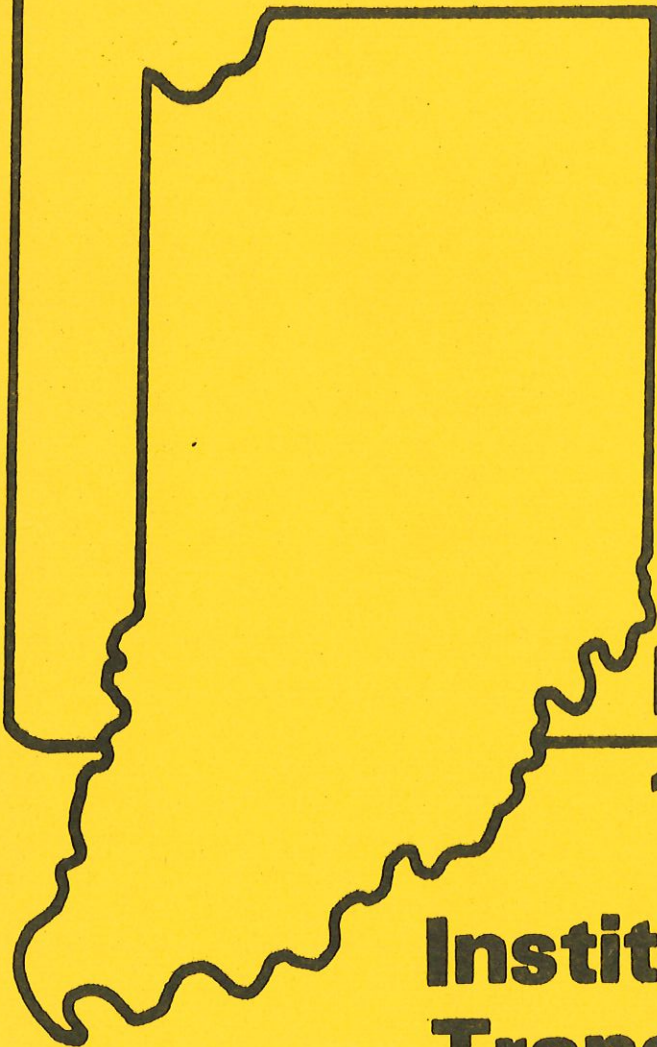


PUBLIC TRANSPORTATION ANNUAL REPORT



INDIANA

1978

**Institute for Urban
Transportation**

STATE OF INDIANA
PUBLIC TRANSPORTATION ANNUAL REPORT

1978

Prepared by:

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This report does not constitute a standard, specification, or regulation.

The opinions, findings, and conclusions expressed in this publication are those of the Indiana Mass Transportation Improvement Project and not necessarily those of the Office of the Governor or of the United States Department of Transportation, Urban Mass Transportation Administration.

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INTRODUCTION

With the increase in federal funding and public ownership of public transportation systems, there has been an increasing need for uniform financial and operating data reporting. This information is needed within the transit industry as well as within federal, state, and local government. Therefore, the primary purpose of this report is to give public officials and public transportation management uniform and comparative information about public transportation on a yearly basis.

We (the Institute for Urban Transportation) conducted a statewide survey of the public transportation systems in Indiana. The information was obtained primarily from a questionnaire that was sent to each transit system. To assure that the information would be uniform and accurate, the questionnaire was designed according to the reporting requirements of section 15 of the Urban Mass Transportation Act of 1964, as amended (Project FARE--Uniform Financial Accounting and Reporting Elements). We felt designing the report in this manner would best serve the informational needs of the transit industry and the state and local government. Because the questionnaire was redesigned, 1978 is our base year for all data reported. Although this limits the amount of comparative data reported this year, where possible 1977 data are included. The information was supplemented by telephone conversations with managers and planners in the various cities and personal visits to the transportation agencies.

Chapter One describes current federal and state assistance programs for public transportation. Chapter Two is a statewide overview of public transportation characteristics, patronage, and operating statistics. Also, this chapter presents operating and financial information for each individual system from 1977 to 1978.

CHAPTER ONE

A REVIEW OF EXISTING FEDERAL AND STATE ASSISTANCE PROGRAMS

Federal Assistance Programs

Applying for money provided by the various federal programs is relatively complicated. UMTA's frequently revised, 500-page manual, explains in detail the steps necessary to apply. Details about grant applications and specific regulations must be collected from the most recent version of the manual. Therefore, it is almost impossible to do more than mention the general provisions of the various programs, including UMTA's legislation and rules and regulations.

Formula Grants for Capital and Operating Assistance

Section 5. Section 5 of the Urban Mass Transportation Act of 1964, as amended established a program of federal assistance to urban mass transportation systems in cities with populations greater than 50,000, through grants on a formula basis for capital and operating assistance. An aggregate amount of \$3.975 billion was authorized for this program for fiscal years (FY) 1975 through 1980. In fiscal years 1977 and 1978, \$650 million and \$775 million, respectively, were apportioned. The Surface Transportation Act of 1978 authorized \$6,525 million for section 5 for the fiscal years 1979 through 1982. The Department of Transportation and Related Agencies Appropriations Act of 1979 (Public Law 95-335) provides for an apportionment of \$1.375 million in fiscal year 1979.

The Federal Public Transportation Act of 1978 changed the formula for the operating assistance program. Section 5(a) of the UMT Act, as amended directs the Secretary to apportion the funds appropriated to the urbanized areas on the basis of several factors. These factors, and the amounts attributed to each in fiscal year 1979, are as follows:

1. Under paragraph (a) (1) of section 5 of the Act, \$850 million to be apportioned among all the urbanized areas

on the basis of their populations and population densities. These funds are available for capital or operating purposes. Apportionment is same as in the previous legislation.

2. Under paragraph (a) (2) of section 5 of the Act, \$150 million is to be apportioned on the basis of population and population density. These funds are available for capital or operating purposes and are apportioned as follows:
 - a. 85% apportioned to urbanized areas with populations greater than 750,000. Each urbanized area's share is determined by population and population density as compared to the totals for all urbanized areas over 750,000 population.
 - b. 15% apportioned to urbanized areas with populations less than 750,000. Each urbanized area's share is determined by population and population density as compared to the total for those urbanized areas under 750,000 population.
3. Under paragraph (a) (3) of section 5 of the Act, \$75 million to be apportioned among all the urbanized areas on the basis of their fixed guideway and commuter rail route mileages and commuter railtrain miles. Currently these funds are available only for operating support for commuter rail systems.
4. Under paragraph (a) (4) of section 5 of the Act, \$300 million to be apportioned among all the urbanized areas on the basis of their populations and population densities, in the same manner as described in 1 above. These funds are available only for the purchase of buses and related equipment, or the construction of bus related facilities.

Amounts granted to urban areas with populations of 200,000 or more are apportioned directly to the urban area for use as designated by the governor, responsible local officials, and public transit operators, in accordance with a transportation improvement program (TIP) for the area.

Amounts granted to urban areas with populations of less than 200,000 are apportioned to the governors of the states. The proportion of the total funds to be apportioned for each area is individually computed and then accumulated into a single sum for each state. The formula is based on population, land area, and population density. In this computation, each multistate urban area is first treated as a whole to arrive at its proportionate share of the total, and then each state's share of that total is computed on the basis of a similar formula.

Table 1.1 lists Indiana's section 5 apportionments and subsequent allocations for fiscal years 1978 and 1979. Figure 1.1 shows section 5 as a percentage of the total federal, state, and local funds available to public transportation in 1978.

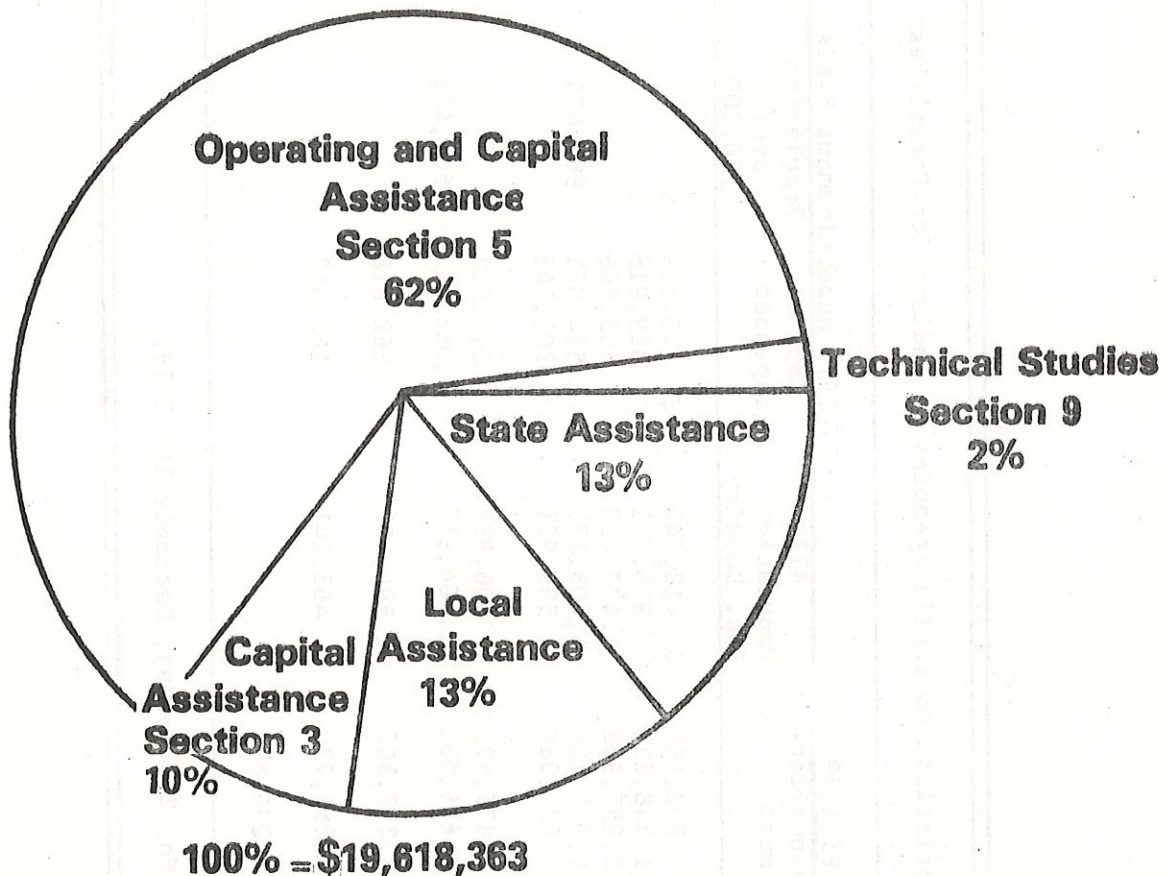


FIGURE 1.1 Financial assistance to Indiana, approved projects for 1978.

Section 18. The section 18 program offers capital and operating assistance to public transportation providers in rural and small urban areas (less than 50,000 population). In fiscal year 1979, \$75 million has been apportioned. In fiscal year 1980, \$100 million is proposed for the budget. Indiana is entitled to an amount equal to the total amount appropriated, multiplied by the ratio of the nonurbanized population of the state compared to the total nonurbanized population of the U.S. (3.3068% for Indiana). The allocation for Indiana is approximately \$2.5 million for FY1979 and \$3.3 million in FY1980.

TABLE 1.1 UMT Act, Section 5 Appropriations to Public Agencies in Indiana for Fiscal Year 1978 and 1979

Urbanized Area	FY 1978	FY 1979	FY 1979 Apportionment Basis		Population under 750,000
	Allocation	Apportionment	All Capital expenses	Population over 750,000	
Anderson	\$ 376,399	\$ 592,963	\$ 145,639	\$	\$ 34,680
Evansville	852,615	1,348,254	329,916		83,577
Fort Wayne	1,301,498	2,057,938	503,806		126,682
Indianapolis	4,014,658	6,938,108	1,554,061	980,874	
Lafayette-- West Lafayette	519,829	822,988	201,148		51,920
Muncie	553,597	875,675	214,213		54,525
Northwestern Indiana (Indiana Part)	2,721,574	4,699,938	1,053,513	661,472	
South Bend (Indiana Part)	1,453,947	2,297,302	562,818		139,832
Terre Haute	422,450	666,730	163,462		40,127
Total (Indiana)	\$12,216,567	\$20,299,897			

Source: Federal Register, Vol. 43, No. 243-Monday, December 18, 1978.

The program is being administered at the federal level by the Federal Highway Administration (FHWA). The Division of Public Transportation, State Planning Services Agency, has been designated by the governor to administer the program for the state. Funds will be available for projects included in the state's program of projects, which must be endorsed by the Public Transportation Advisory Committee (PTAC) and the Executive Council.

It should be noted that section 18 is intended to be the sole source of both capital and operating assistance in nonurbanized areas, limited funds will continue to be available under UMTA's section 3 and section 16(b)2 programs for period of 2 years. Section 3 funds may be utilized in nonurbanized areas after a state has demonstrated that the demands upon section 18 will exceed the State's apportionment over the 4-year period of the legislation. Table 1.2 shows the section 3 grants awarded to cities in Indiana during 1978. See Appendix A for description of section 3 and 16(b)2 programs.

TABLE 1.2 Section 3 Grants Approved Calendar Year 1978 in Indiana.

Designated Recipient	Grant Number	1978 Federal Award
Bloomington	IN030027	\$ 760,628
Columbus	IN030032	295,124
Marion	IN030030	349,364
Michigan City	IN030034	388,100
Terre Haute	IN030023	214,628
Total Indiana		\$2,007,844

Planning Grants

Section 8. Planning grants and technical studies are provided for under section 8 of the UMT Act, as amended (sections 8 and 9 of the Urban Mass Transportation Act, are repealed). Although, the UMTA legislation transferred the planning requirements from section 9 to section 8, UMTA will continue to code planning grants as "09" and refer to technical study grants as "section 9". However, UMTA contracts will cite section 8.

The purpose of this program is to encourage and promote the development of transportation systems in a manner that will serve the state and local communities efficiently and effectively. To accomplish this the federal government will cooperate with state and local officials in developing their transportation plans and programs. These plans and programs should be formulated on the basis of transportation needs, giving due consideration to comprehensive community goals and objectives. The planning may include evaluation of present transit operations, routes, station locations, equipment and equipment needs, facilities and need for new facilities, and of other aspects of transit operation. Also, the planning process should include an analysis of alternative transportation system management and investment strategies, to make more efficient use of existing transportation resources and to meet needs for new transportation facilities.

Section 8 (9) funds also may be used for statewide planning and for planning to meet the needs of elderly and handicapped citizens. The planning may be done by either public bodies or under contract by private consulting firms. UMTA only awards section 8 (9) grants directly to public agencies (see Table 1.3).

TABLE 1.3 UMTA Section 9 Planning and Technical Study Grants
Awarded to Public Agencies in Indiana for 1978.

Designated recipient	1978 Federal Award
Anderson	\$ 22,000
Evansville	26,000
Fort Wayne	43,000
Indianapolis	177,156
Lafayette--West Lafayette	22,000
Muncie	4,000
South Bend	52,000
Terre Haute	22,000
State of Indiana	25,796
Total	\$393,952

Section 175. Section 175 of the Clean Air Act, as amended allows the Administrator of the Environmental Protection Agency (EPA) to make grants to any organization of local elected officials with transportation or air quality maintenance planning responsibilities and who are recognized by the state, under section 174(a) of the Act.

Section 175 grants must be for "additional costs of developing a plan revision and shall supplement any funds available under federal law... for transportation or air quality maintenance planning" as required by section 175(b) of the Act. Grants shall be 100 percent of any additional costs.

Section 175 funds may be used for demonstrations such as high-occupancy vehicle incentives, auto-restricted zones, inspection-maintenance programs, pricing projects, or other projects listed in Section 108 of the Clean Air Act as amended. However, the funding of construction projects or air quality monitoring equipment is prohibited. Also, it should be noted that urbanized areas of less than 200,000 population may use EPA 175 funds in support of efforts to appropriately consider air quality in their overall planning process.

UMTA is administering the EPA 175 funds; all of UMTA's administrative procedures and requirements apply to EPA 175 grants. However, section 175 and section 9 grants will be separate, and section 175 will be designated "19" instead of "09" by UMTA. The funds will be dispensed by UMTA in conjunction with EPA.

An initial transfer of \$25 million from EPA to UMTA will take place immediately after EPA receives an approved apportionment from Office of Management and Budget (OMB). EPA was appropriated \$50 million for section 175 funding of air quality planning and demonstrations.

Other Programs

The federal funds available under the UMT Act of 1964, as amended, are not the only federal monies that may be used for public transportation. Federal revenue sharing is a major source of federal money that, at local option, may be used by cities for public transportation. Many cities have used revenue sharing funds to help support public transportation service by either purchasing equipment, or more commonly, meeting operating deficits. Also, many cities use revenue sharing fund as local match for federal capital and operating assistance programs.

State Financial Assistance

The Division of Public Transportation, State Planning Services Agency is the administrative body for public transportation in Indiana. Under the state of Indiana's public transportation assistance program, the state can contribute up to half the local share of eligible federal mass transit grants. The DPT allocates matching funds to local public transportation systems on the basis of an

annual formula. Grants are processed by the DPT and are awarded after approval by the governor and the State Budget Agency.

The 1975 Indiana General Assembly appropriated \$2.5 million for this matching grant program. Due to the timing of federal awards, most of these funds were used in 1976, and the \$2 million appropriated by the 1976 General Assembly was used in 1977. Likewise, 1977 funds were used in 1978. Table 1.4 shows allocations and expenditures of matching funds for 1975 through 1978. Figure 1.1 shows the state matching funds as a percentage of the total federal, state, and local funds available to finance public transportation in 1978.

TABLE 1.4 Allocation of State Matching Funds 1975-1978

Designated Recipient	1975		1976		1977		1978	
	Allocated	Expended	Allocated	Expended	Allocated	Expended	Allocated	Expended
Urban Areas: Population More Than 50,000								
City of Anderson	\$117,365	\$117,365	\$101,000	\$101,000	\$106,000	\$ 91,813	\$123,500	\$ 398,943
Northwest Indiana	537,421	537,421	461,800	461,800	485,000	485,000	599,500	
City of Evansville	143,133	143,133	123,000	123,000	129,200	100,317	160,200	
Fort Wayne PTC	238,003	238,003	204,600	204,600	214,800	214,800	263,300	202,597
Indianapolis PTC	672,082	672,082	577,600	577,600	606,800	606,800	784,300	441,857
Kentuckiana Regional Planning & Development Agency	1,949	1,949	95,800					
Greater Lafayette PTC	92,694	92,694	79,600	79,600	83,800	77,553	100,800	77,514
City of Muncie	109,680	107,972	94,400	79,731	199,000		118,500	
South Bend PTC	207,843	207,843	178,800	178,800	187,600	179,364	244,600	
City of Terre Haute	97,085	97,085	83,400	83,400	87,800	87,800	105,300	105,300
Urban Areas: Population Less Than 50,000								
City of Bloomington	\$ 65,500	\$ 65,500						
City of Columbus	37,511	36,891						
City of Marion	43,670	43,670						
City of Michigan City	74,814	74,814						
City of Richmond	61,250	61,250						
Total	\$2,500,000	\$2,497,672	\$2,000,000	\$1,889,531	\$2,000,000	\$1,843,447	\$2,500,000	\$1,226,211

Source: Division of Public Transportation, Expense Summary, Indianapolis, Ind., February 1979.

CHAPTER TWO

PUBLIC TRANSPORTATION IN INDIANA

Public Transportation Characteristics

Regular Route Bus Transit Service

We found that generally the larger urban areas have different characteristics from the smaller urban areas. For this reason, in the tables, we have separated the cities into three categories; large urban areas (population of 200,000 or more), medium urban areas (population between 50,000 and 200,00), and small urban areas (less than 50,000 in population). This breakdown makes the figures in the tables more meaningful.

As of April 1979, 19 bus transportation systems were providing public transportation service in Indiana's urban areas. Of the 19 bus systems, 17 are publicly owned (1 is operated by Indiana University) and two are privately owned and operated. Of the 17 publicly owned systems, 5 are public transportation corporations (PTC's) and 11 are municipal transportation agencies, either public transportation departments (PTD's) or public transportation utilities (PTU's) (see Table 2.1). The two remaining private systems are the Muncie City Lines, a division of Southeastern Trailways Inc., and the Free Interprise System. The Muncie City Lines serves the city of Muncie and receives a subsidy from the city for providing public transportation service. The Free Interprise System serves the cities of Clarksville, Jeffersonville and New Albany. However, there is no financial or operating information made available for the Free Interprise System.

Currently 16 of the 17 public systems have become publicly owned and/or operated within the past 12 years and 10 became public in the past five years (including the largest Hoosier city--Indianapolis).

Level of service. Table 2.2 shows two variables that affect the overall level of service: nonweekday service and headways. All but one system provide Saturday service, but only four (all but Indiana University's system are in large urban areas) regularly provide evening service. Only five

TABLE 2.1 Patronage and Mileage by Bus System

Service Area	Urban Areas: Population 200,000 or More									
	1977					1978				
	Service Area Population	Total	Per Capita	Total ²	Pctg. Change	Service Area Population	Total	Per Capita	Total	Pctg. Change
East Chicago (3,4)	46,982	238,115	5.1	177,784	...	46,982	238,115	5.1	177,784	...
Fort Wayne (5)	240,000	2,884,692	12.0	2,195,667	6.8	240,000	2,884,692	12.0	2,195,667	6.8
Gary (5)	450,000	5,223,626	11.6	1,995,718	(2.2)	450,000	5,223,626	11.6	1,995,718	(2.2)
Indianapolis (5)	840,000	10,932,285	13.0	6,035,608	.9	840,000	10,932,285	13.0	6,035,608	.9
South Bend (5)	162,000	3,331,585	20.6	1,591,551	0.7	162,000	3,331,585	20.6	1,591,551	0.7
Subtotal	1,738,982	22,610,303	13.0	11,996,328	(.15)	1,738,982	22,610,303	13.0	11,996,328	(.15)
Urban Areas: Population 50,000-200,000										
Anderson (6)	71,000	338,895	4.8	529,684	1.0	71,000	338,895	4.8	529,684	1.0
Evansville (4)	137,537	1,121,836	8.2	840,259	27.8	137,537	1,121,836	8.2	840,259	27.8
Lafayette/West Lafayette (5)	79,117	1,003,393	12.7	792,792	(30.4)	79,117	1,003,393	12.7	792,792	(30.4)
Muncie (7)	70,000	645,889	9.2	664,580	(22.6)	70,000	645,889	9.2	664,580	(22.6)
Terre Haute (6)	70,000	663,933(e)	9.5	625,000(e)	(4.0)	70,000	663,933(e)	9.5	625,000(e)	(4.0)
Subtotal	427,654	3,773,946	8.8	3,452,315	(4.3)	427,654	3,773,946	8.8	3,452,315	(4.3)
Urban Areas: Population Less Than 50,000										
Bloomington-City (4)	43,000	486,199	11.3	397,963	(7.4)	43,000	486,199	11.3	397,963	(7.4)
Bloomington-I.U.	32,000	2,457,609(e)	76.8	382,092	7.8	32,000	2,457,609(e)	76.8	382,092	7.8
Columbus (4)	35,000	65,807	1.9	142,363	0.9	35,000	65,807	1.9	142,363	0.9
LaPorte (6)	22,140	117,666	5.3	208,902	(1.4)	22,140	117,666	5.3	208,902	(1.4)
Marion (4)	43,000	168,341	3.9	190,000(e)	(47.7)	43,000	168,341	3.9	190,000(e)	(47.7)
Michigan City (4)	41,000	91,000	2.2	140,070	5.5	41,000	91,000	2.2	140,070	5.5
Richmond (4)	44,000	352,912	8.0	329,411(e)	1.1	44,000	352,912	8.0	329,411(e)	1.1
Washington (4)	12,000	9,245	0.8	19,110	2.7	12,000	9,245	0.8	19,110	2.7
Subtotal	272,140	3,748,779	13.8	1,809,911	2.2	272,140	3,748,779	13.8	1,809,911	2.2
TOTAL INDIANA	2,438,776	30,133,028	12.4	17,258,554	(.38)	2,438,776	30,133,028	12.4	17,258,554	(.38)

Note: (e) indicates that the figure is an estimate and indicates the information was not available.

1. Passenger trips are based on revenue passengers carried (all transfers excluded).
2. Figures reflect total vehicle miles not revenue vehicle miles.
3. East Chicago is considered part of the North West Indiana Urbanized Area.
4. Public Transportation Department (Municipal).
5. Public Transportation Corporation.
6. Public Transportation Utility (Municipal).
7. Private Transportation System.

systems (again, all except IU's are in large urban areas) offer service on Sundays.

Fourteen systems have the same headways during all hours of operation. The distinction is probably due to the fact that more of Indiana's systems are located in small- to medium-sized communities, whereas most of the systems with varying headways are larger systems that reduce their headways during peak hours. Perhaps the most disturbing feature of Table 2.2 is that 11 of the systems have headways that exceed 30 minutes, which generally is the maximum that patrons or potential patrons will accept when deciding whether to use public transportation. The long headways in many systems suggest that the systems need additional vehicles to improve the frequency of their service and, thus, its quality and attractiveness.

TABLE 2.2 Level of Service by System 1978

Service Area	Headways (in minutes)		Non Weekday Availability			
	Peak Hour	Off-Peak	Evening	Saturday	Sunday	Holiday
Urban Areas: Population More Than 200,000						
East Chicago	40-50	40-50	no	yes	yes	yes
Fort Wayne	20-30	20-70	yes	yes	yes	no
Gary	5-30	10-60	yes	yes	yes	yes
Indianapolis	20	38	yes	yes	yes	yes
South Bend	30	30	no	yes	no	no
Urban Areas: Population 50,000-200,000						
Anderson	30	30	no	yes	no	no
Evansville	6-8	6-8	no	yes	no	no
Lafayette/ West Lafayette	30	30	no	yes	no	no
Muncie	30	30	no	yes	no	no
Terre Haute	30-60	30-60	no	yes	no	no
Urban Areas: Population Less Than 50,000						
Bloomington-City	30-60	30-60	no	yes	no	no
Bloomington-I.U.	5-15	30	yes	yes	yes	yes
Columbus	40	40	no	yes	no	no
La Porte	60	60	no	yes	no	no
Marion	60	60	no	yes	no	no
Michigan City	30-60	60	no	yes	no	yes
Richmond	30-60	30-60	no	yes	no	no
Washington	30	30	no	no	no	no

Another aspect of level of service is fare structure. Table 2.3 shows that regular fares in Indiana cities range from 10 to 50 cents. Overall, fare structures in Indiana bus systems are similar to those in cities of equivalent size in other states within the region.

TABLE 2.3 Fare Structures by System 1978

Service Area	Adult	Youth	Elderly and Handicapped	Transfer Charge	Are Discounts Available?
Urban Areas: Population More Than 200,000					
East Chicago	Free	Free	Free	Free	
Fort Wayne	35 cents	15 cents	15 cents	Free	yes
Gary	50 cents	35 cents	25 cents	5 cents	yes
Indianapolis	50 cents	50 cents	25 cents	5 cents	yes
South Bend	30 cents	15-20 cents	15 cents	Free	no
Urban Areas: Population 50,000-200,000					
Anderson	30 cents	30 cents	15 cents	Free	yes
Evansville	35 cents	35 cents	15 cents	5 cents	yes
Lafayette/ W. Lafayette	25 cents	25 cents	10 cents	5 cents	yes
Muncie	30 cents	25 cents	15 cents	Free	yes
Terre Haute	25 cents	25 cents	10 cents	10 cents	yes
Urban Areas: Population Less Than 50,000					
Bloomington-City	30 cents	20 cents	15 cents	Free	yes
Bloomington-I.U.	25 cents	25 cents	25 cents	Full Fare	yes
Columbus	25 cents	25 cents	25 cents	10 cents	no
La Porte	25 cents	25 cents	20 cents	Full Fare	yes
Marion	30 cents	20 cents	15 cents	Free	yes
Michigan City	25 cents	20 cents	20 cents	5 cents	yes
Richmond	40 cents	40 cents	40 cents	Free	yes
Washington	35 cents	35 cents	5 cents	No Transfer	yes

Vehicle characteristics. Table 2.4 shows that most systems operate diesel-powered vehicles. This is the result of many small and medium size cities replacing gasoline-powered vehicles with diesel-powered because of the longer life expectancy of diesel engines. Hence over 88% of the total number of vehicles operated in the state are currently diesel-powered.

The average age of gasoline- and diesel-powered vehicles is approximately 4.75 years and 8.77 years,

TABLE 2.4 Vehicle Characteristics by System 1978

Service Area	Number Owned	Capacity		Engine Type 1	Average Age of Fleet (in years) ²
		Total	Per Vehicle		
Urban Areas: Population More Than 200,000					
East Chicago	5	140	28	Diesel	6.0
Fort Wayne	70	3,094	43-45	Diesel	7.9
Gary	100	4,764	43-53	Diesel	8.9
Indianapolis	210	9,784	12-53	Diesel	8.3
South Bend	<u>58</u>	<u>2,610</u>	45	Diesel	<u>7.1</u>
	443	20,392			8.1
Urban Areas: Population 50,000-200,000					
Anderson	18	368	19-31	Gasoline	4.6
Evansville	24	456	19	Gasoline	6.8
Lafayette/ W. Lafayette	15	540	25-40	Diesel	7.9
Muncie	26	962	33-45	Diesel	17.0
Terre Haute	<u>20</u>	<u>640</u>	31-35	Diesel	<u>5.8</u>
	103	2,966			8.4
Urban Areas: Population Less Than 50,000					
Bloomington-City	12	225	16-19	Diesel	5.5
Bloomington-I.U.	26	1,275	41-53	Diesel	16.2
Columbus	6	98	13-17	Diesel	2.0
LaPorte	7	60	5-12	Gasoline	3.6
Marion	5	120	22-32	Gasoline	7.8
Michigan City	4	52	13	Gasoline	0.6
Richmond	10	170	17	Gasoline	1.0
Washington	<u>3</u>	<u>57</u>	19	Gasoline	<u>5.0</u>
	73	2,057			5.2
Total Diesel	548	24,132	13-53	Diesel	8.77
Total Gasoline	<u>71</u>	1,283	5-32	Gasoline	4.75
TOTAL	619				

1. Vehicle of which the system has the greater number.
2. Includes all vehicles which the transit system operates.

respectively (see Table 2. 4). Given that buses with gasoline engines have an expected life of 2 to 3 years and diesel engines have an average age of about 10 to 12 years, many systems will soon need to replace their vehicles. The need for newer vehicles, combined with the previously mentioned need for additional vehicles to reduce headways, means that Indiana's systems must be able to obtain the capital funding needed to finance an ongoing program of vehicle replacement.

Commuter Rail Service

In addition to the 19 bus transit systems, two commuter rail systems provide transportation service to citizens in northwestern Indiana. The Chicago, South Shore and South Bend Railroad provides service to approximately 900,000 citizens in the four county area between South Bend, Indiana and Chicago, Illinois. Also, ConRail operates a limited commuter rail service between Valparaiso, Indiana and Chicago.

The South Shore Railroad carried approximately 1,463,450 passengers in 1978. This is a 17% decrease in passengers from the 1977 figure of 1,761,392. This decrease is a result of the severe winter in 1978 and the impact it had on the aging equipment and guideway. Due to the adverse weather the South Shore was forced to stop service for one week in January. Through April, the South Shore operated on a temporary, reduced-service schedule while equipment was repaired. Also, the severe winter and the resulting reduction in passengers carried, adversely affected the revenues and expenses. Passenger revenue was affected the greatest, decreasing by 14% from the 1977 figure, while expense increased only 3.3% from the 1977 figure. There is no operating and financial data available for the ConRail service.

Public Transportation Patronage in Indiana

Currently, the bus systems in Indiana serve areas in which approximately 2.4 million Hoosiers live, or a little less than half the state's total population (see Table 2.1). Adding to this the service area of the South Shore Railroad, 900,000 people, approximately 3.3 million Hoosiers are served by some form of public transportation.

Total statewide public transportation patronage showed that passenger trips declined .38%, from approximately 30.1 million passenger trips in 1977 to 30.0 million passenger trips in 1978 (see Table 2.5).

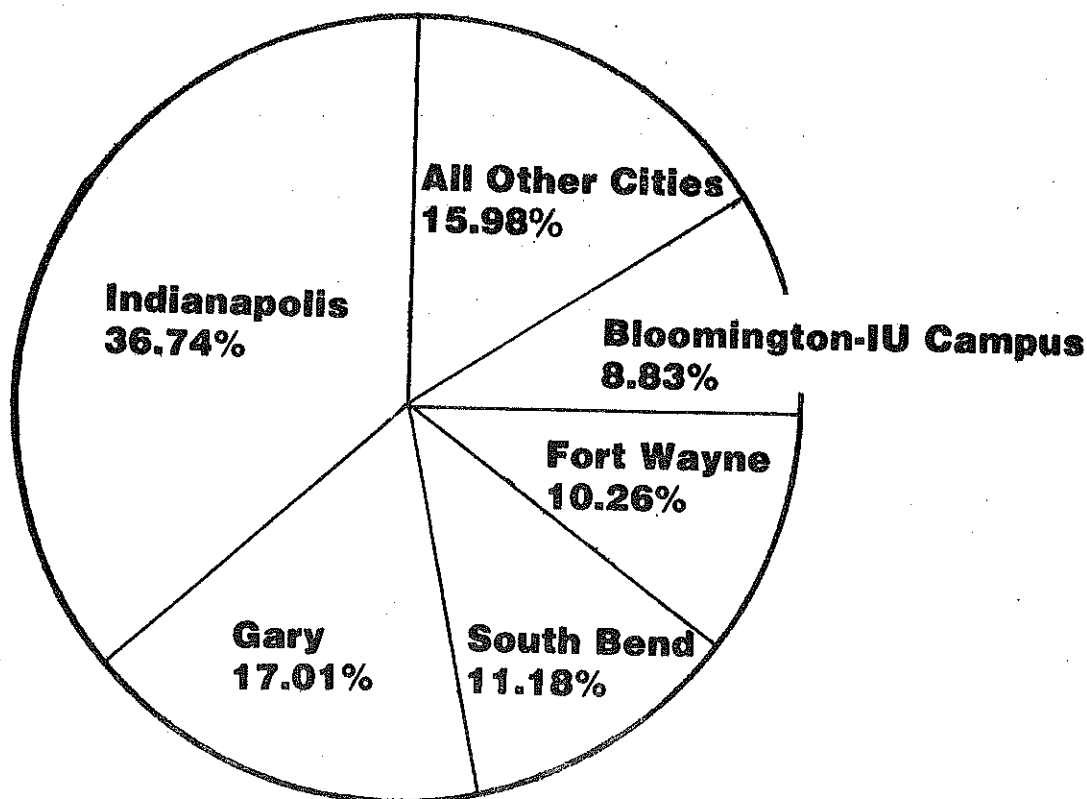
The decline in statewide patronage can be attributed primarily to the severe winter in 1978 and the impact it had on service. Also, an unexpected strike in Lafayette from

TABLE 2.5 Statewide Public Transportation Patronage for 1974-1978

Year	Passenger Trips	Percentage Change
1974	29,051,000	
1975	28,079,187	- 3.00
1976	32,893,855	+17.14
1977	30,133,028	- 8.39
1978	30,018,389	- 0.38

September 7 to October 5 had a major effect on the statewide total. The 1978 total passenger trips is an increase of approximately 1 million passenger trips over the statewide total for 1974. An examination of statewide transit patronage shows an upward but erratic trend over the past five (5) years. This upward trend has been the result of several failing private transportation systems becoming publicly owned and operated. The state should expect increases in ridership in the coming years as energy and environmental problems make public transit a more attractive alternative to the automobile.

As indicated in Figure 2.1 about 75% of all public transportation patronage occurs in the four largest Indiana cities (Indianapolis with 36.7%, Gary with 17%, Fort Wayne with 10.3%, and South Bend with 11.2%). The Indiana University campus bus system, at Bloomington, also carries a substantial 8.8% of the total statewide patronage. This is a result of the high level of bus service and high concentration of students (approximately 32,000), who are transit dependent due to the university's policy on the use of cars on campus.



100% = \$30,018,389

FIGURE 2.1 Percentage public transportation patronage by system for 1978.

Table 2.1 indicates the relationship between the population and passenger trips and between population and revenue vehicle miles for each of the urbanized areas in Indiana.

Transit service offered to the citizens of the state has increased about 9.8% in the last year from 7.1 revenue vehicle miles per capita to 7.8 revenue vehicle miles per capita.

Operating Statistics in Indiana

Transit revenue vehicle miles operated for 1978 was 18.9 million miles. This is a 9.7% increase, from 17.2 million miles in 1977. It should be noted that 1977 figures represent total vehicle miles not revenue vehicle miles (total vehicle miles includes deadhead miles). This percentage increase in revenue vehicle miles represents an increase in service (see Table 2.1).

In 1978, operating expenses exceeded passenger revenue by \$16.9 million; a 28.5% increase over the 1977 figures of \$13.1 million (see Table 2.6). Between 1977 and 1978 expenses increased approximately by 19% while passenger revenues increased by approximately 10% (see Tables 2.6 and 2.7). As indicated by Table 2.7, in almost every city, the percentage change in operating expense exceeded the percentage change in passenger revenue. This increase in cost is primarily due to rising labor, fuel and oil, maintenance and insurance costs. Nationally the total transit industry's operating expenses increased 7% while passenger revenues increased only 6.4% [1]. Although Indiana's total operating expense increased greater than the national average, Indiana's passenger revenues reported a greater percent increase than the national average.

TABLE 2.6 Total Public Transportation Revenue and Expense Data for 1975-1978

	1975	1976	1977	1978
Passenger Revenue	\$10,979,204	\$11,379,524	\$10,493,555	\$11,525,094
Percentage change		+3.6	-1.7	+9.83
Total Operating Expense	19,265,240	22,063,506	23,921,158	28,462,101
Percentage change		+14.5	+8.42	+18.98
Net Operating Deficit	8,286,036	10,683,982	13,181,818	16,937,007
Percentage Change		+28.9	+23.4	+28.48
Operating Ratio ¹	56.9	51.5	45.9	40.5

¹Passenger Revenue ÷ Operating Expense x 100

Total Expense of Transportation in Indiana

Indiana public transportation finances for 1978 are shown in Table 2.8. The total transportation operating revenue plus total operating assistance, from local, state and federal government, is approximately 28.3 million for 1978. Capital revenue is approximately 3.0 million. This makes a total of 31.3 million available for public

TABLE 2.7 Public Transportation Revenue and Expense Data by System for 1977 and 1978

Service Area	Passenger Revenue		Pctg. Change	Total Operating Expense		Pctg. Change
	1977	1978		1977	1978	
Urban Areas: Population More Than 200,000						
East Chicago	\$ 0	\$ 0	0	\$ 324,000	\$	+ 21.7
Fort Wayne	864,604	889,352	+ 2.9	2,889,175	3,515,324	+ 28.3
Gary	1,982,554	2,307,002	+ 16.4	3,772,449	4,839,854	+ 15.1
Indianapolis	5,221,752	5,839,398	+ 11.8	9,243,875	10,643,660	+ 20.8
South Bend	700,320	744,099	+ 6.3	3,086,452	3,728,271	+ 17.7
Sub total	\$ 8,769,230	\$ 9,779,851	+ 11.5	\$ 19,315,951	\$ 22,727,109	
Urban Areas: Population 50,000-200,000						
Anderson	\$ 80,079	\$ 87,929	+ 9.8	\$ 386,882	\$ 857,881	+ 20.5
Evansville	347,238	356,894	+ 2.8	669,060	805,978	
Lafayette/West Lafayette	179,902	128,939	- 28.3	854,525	948,112	+ 11.0
Muncie	157,965	143,891	- 8.9	667,331	805,349	+ 20.7
Terre Haute	146,065	142,252	- 2.6	542,450	536,777	- 1.1
Sub total	\$ 911,249	\$ 859,905	- 5.6	\$ 3,120,248	\$ 3,954,097	+ 26.7
Urban Areas: Population Less Than 50,000						
Bloomington-City	\$ 105,078	\$ 84,623	- 19.5	\$ 294,921	\$ 399,688	+ 35.5
Bloomington-I.U.	516,098(e)	552,733	+ 7.1	540,674(e)	595,795	+ 10.2
Columbus	15,480	15,089	- 2.5	57,256	103,337(e)	+ 80.5
LaPorte	17,590	62,309	+254.2	71,915	147,020	+104.4
Marion	36,630	19,983	- 45.4	146,935	146,408	- .4
Michigan City	14,173	22,073	+ 55.7	158,778	165,658	+ 4.3
Richmond	105,874(e)	125,396	+ 18.4	205,874	210,790	+ 2.4
Washington	1,653	3,132	+ 89.5	8,606	12,199	+ 41.8
Sub total	\$ 813,076	\$ 885,338	+ 8.9	\$ 1,484,959	\$ 1,780,895	+ 19.9
TOTAL INDIANA	\$ 10,493,555	\$ 11,525,094	+ 9.8	\$ 23,921,158	\$ 28,462,101	+ 18.9

Note: (e) indicates that the figure is an estimate and indicates information was not available.

1. Passenger revenue includes cash fare and revenue from pass, ticket and/or token sales.

TABLE 2.8 Indiana Public Transportation Finance For 1978

Revenue	1978
Total Operating Revenue	\$28,252,290
Passenger revenue	\$11,525,094
Other operating revenue	4,052,993
Local operating assistance	3,371,804
State operating assistance	1,897,612
Federal operating assistance	7,404,787
Total Capital Revenue	\$3,031,959
Federal	\$2,247,604
State	162,309
Local	622,046
TOTAL REVENUE	\$31,284,249
<hr/>	
Expense	1978
Total Operating Expense	\$28,462,101
Labor	.....
Fuel and oil	.....
Casualty and liability	.....
Other operating expense	.....
Reconciling items	.....
Total Capital Expense	\$3,031,959
TOTAL EXPENSE	\$31,494,060

transportation in Indiana. Figure 2.2 shows that the total transportation revenue covers approximately 50% of the total public transportation expense in 1978. According to the 1978 APTA Transit Fact Book operating revenue for the transit industry nationwide covered approximately 53.6% of the total expense [1]. This indicates Indiana is slightly below the national average. Figure 2.3 shows that passenger revenue covers approximately 41% of the operating expense for public transportation. This clearly indicates that public transportation operations cannot be financed with revenues from fares alone, but must be supplemented by government assistance.

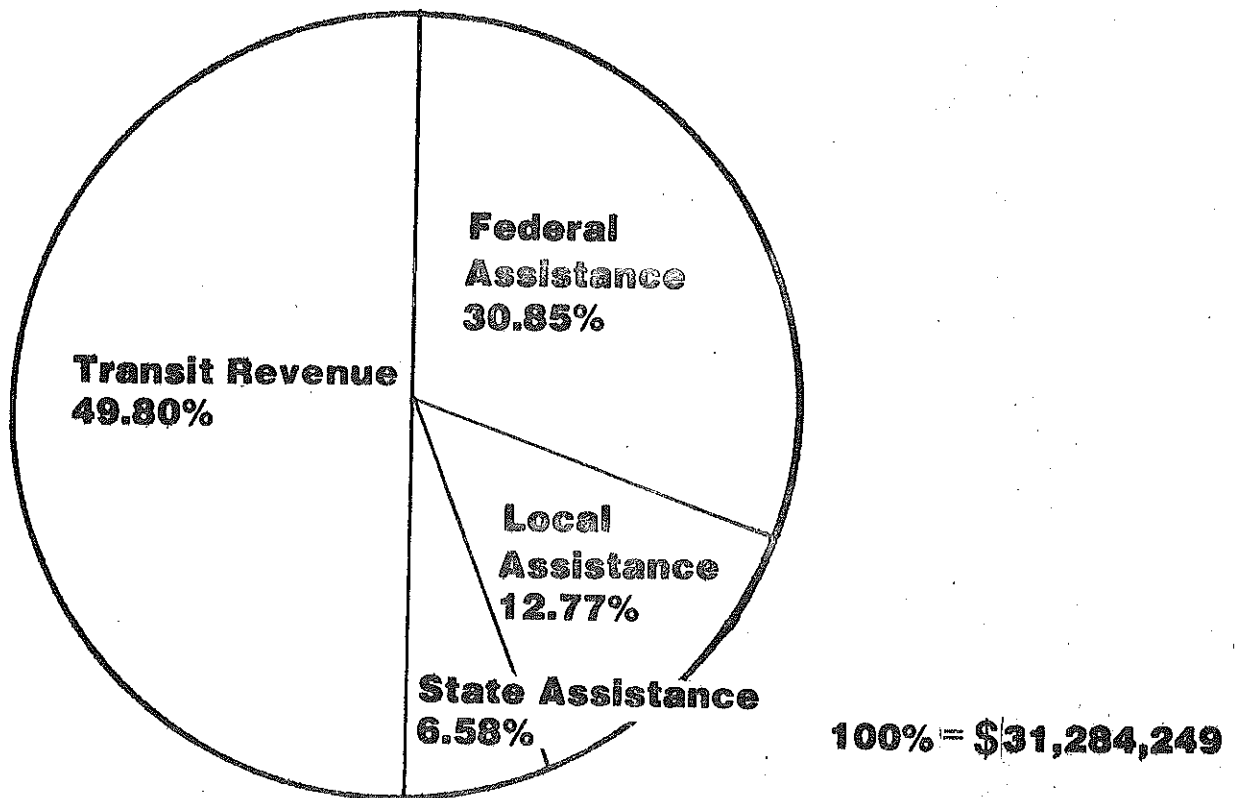


FIGURE 2.2 Government assistance to meet total expense of public transportation in Indiana 1978.

Public Transportation Statistics by System

The following pages report statistics about each Indiana public transportation system. Appendix E, located at the end of this chapter, is a directory of city and transit system personnel.

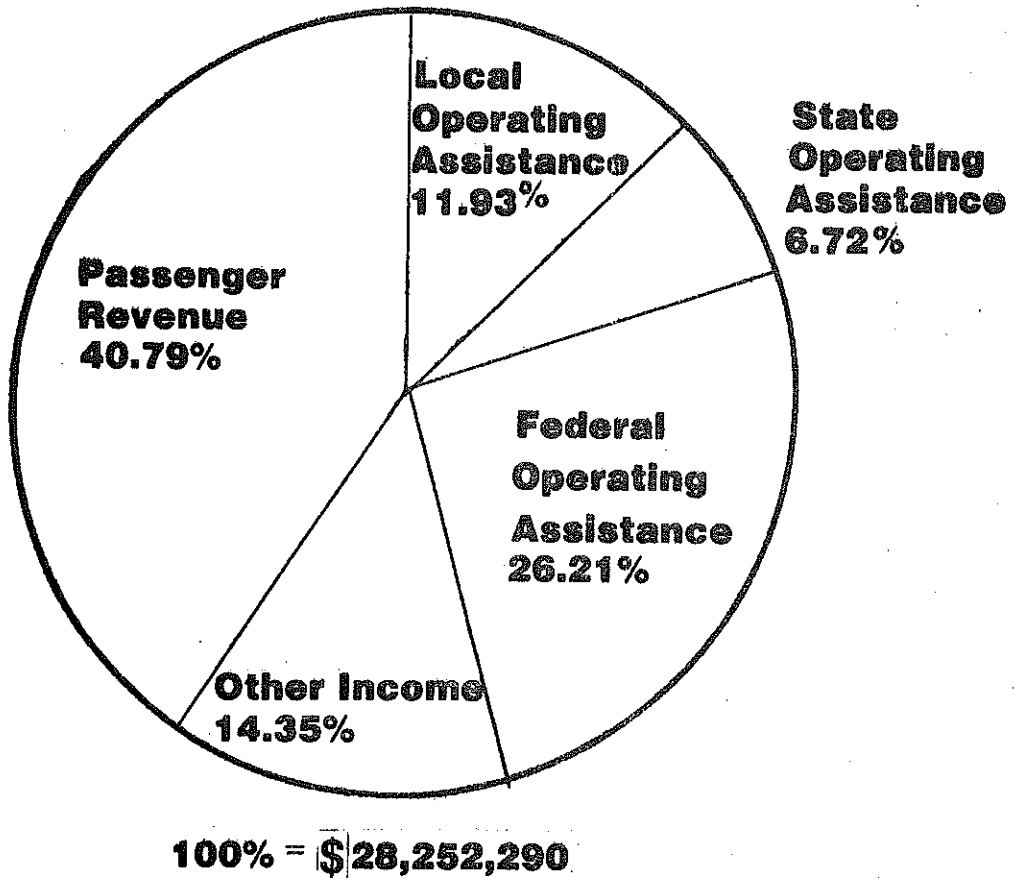


FIGURE 2.3 Total operating revenue and operating assistance for public transportation in the State of Indiana.

Explanation of Tables

To achieve uniformity of data, the information gathered from the public transportation systems was based on the uniform system of accounts and records established by Project FARE. Project FARE uses accrual basis accounting and generally accepted accounting principles. Under the accrual basis, revenues are recognized when they are earned and costs are recognized when they are incurred. By contrast, under the cash basis of accounting, revenues are recognized only when they are collected and costs are recognized only when they are paid.

A general note with respect to the following tables is that the difference between "total revenue" and "total expense" is due to several factors including: (1) use of the accrual system of accounting rather than the cash system of accounting, (2) inclusion of depreciation, amortization cost and other reconciling item costs in "total expense" that are not met from revenue sources included in "total revenue", and (3) actual surplus or deficit of publicly or privately owned transit systems. Also, when looking at the tables three notations are used:

1. (e) indicates the figure is an estimate.
2. indicates the information was not available.
3. a blank cell indicates the information does not apply.

Definitions

For the purpose of this report, the following are definitions:

1. Nonfinancial Operating Data

- a. Charter hours: The total vehicle hours of travel by revenue vehicles while in charter service. This includes revenue hours and deadhead hours.
- b. Charter miles: The total vehicle miles traveled by a revenue vehicle while in charter service. This includes miles traveled while carrying passengers and deadhead miles.
- c. General administrative personnel: Executive, professional and supervisory transit system employees engaged in general management and administration activities. This category includes the general manager, assistant general manager(s),

administrative assistants, managers, supervisors and other professionals working in the following departments or functions:

- System security
- Promotion
- Market research and planning
- Injuries and damages
- Safety
- Personnel
- General legal services
- General insurance
- Data processing
- Finance and accounting
- Treasury
- Real estate
- Office management and services

Also included is support personnel--Transit system employees performing secretarial, receptionist and clerical duties supporting the executive, professional and supervisory personnel working in the departments or functions listed above.

- d. Maintenance personnel: Executive, professional and supervisory employees engaged in transit system maintenance. People include maintenance managers, port engineers, superintendents, supervisors and nonworking foremen and leadmen engaged in directing and supervising direct maintenance and repairs to vehicles, buildings, grounds and equipment; executives, professionals and supervisors working in the following departments or functions:

- Purchasing and stores
- Vehicle servicing
- Engineering
- Maintenance record keeping
- Custodial services

Maintenance support personnel--Transit system employees providing secretarial, clerical and other support for those maintenance executive, professional and supervisory personnel defined above.

Revenue vehicle maintenance mechanics--Transit system employees performing preventive maintenance and repair work on revenue vehicles or components of revenue vehicles.

Other maintenance mechanics--Transit system employees, including mechanics, carpenters,

plumbers, etc., performing preventive maintenance and repair work on all buildings, grounds, service and other equipment except revenue vehicles.

Vehicle servicing personnel--Transit system employees performing servicing functions (cleaning, sweeping, washing, etc.) for revenue and service vehicles.

- e. Operations personnel: Executive, professional and supervisory transit system employees engaged in transportation operations. Personnel include transportation managers, port captains, terminal managers, superintendents, road supervisors and others engaged in supervising and controlling transportation operations at the system, division and station levels; executive, professionals and supervisors working in the following departments or functions:

-Scheduling

-Ticketing and fare collection

-Customer services

-Operation and maintenance of electric Power facilities

Transportation support personnel--Transit system employees providing secretarial, clerical and other operating support to transportation executive, professional and supervisory personnel defined above.

Revenue vehicle operators--Transit system employees operating or working as crewmen on revenue vehicles.

- f. Revenue vehicle hours: Total number of scheduled hours that vehicles in revenue service. Excludes hours consumed while traveling to and from storage facilities and during other deadhead travel.
- g. Revenue vehicle miles: Total miles traveled by revenue vehicles while in revenue service. Excludes miles traveled to and from storage facilities and other deadhead travel.
- h. School bus hours: The total vehicle hours of travel by revenue vehicles while serving as a

school bus. It includes revenue hours and deadhead hours. School bus hours are only those hours when a bus is primarily or solely dedicated to carrying school passengers.

- i. School bus miles: The total vehicle miles traveled by a revenue vehicle while serving as a school bus. It includes revenue miles and deadhead miles. School bus miles are only miles where a bus is primarily or solely dedicated to carrying school passengers.
- j. Total passenger trips: The total annual number of passenger trips on all regular and special routes (excluding transfers).
- k. Total vehicle hours: The total hours of travel by revenue vehicles including scheduled hours consumed in passenger service and deadhead travel.
- l. Total vehicle miles: The total distance traveled by revenue vehicles, including both revenue miles and deadhead miles.

2. Revenue and Expense Data

- a. Casualty and liability expense: This includes cost elements covering: protection of the transit system from loss through insurance programs, compensation of others for their losses due to acts for which the transit system is liable, and recognition of the cost of a miscellaneous category of corporate losses.
- b. Federal grants and reimbursements. Funds obtained from the federal government to assist in paying the cost of operating transit service.
- c. Fuel and oil expense: Costs of gasoline, diesel fuel, propane, lubricating oil, transmission fluid, grease, etc., for use in vehicles.
- d. Labor expense: Any allowances and payments due employees in exchange for the labor service they render in behalf of the transit system. This also includes fringe benefits which are defined as direct payments to the employee not arising from the performance of a piece of work; such as, payment for absence due to illness, holidays vacation, etc.
- e. Local grants and reimbursements: Funds obtained from local government units to assist in paying the

cost of operating transit service. This includes amounts originating from federal revenue sharing funds. This does not include city subsidized special fare programs; these are included in the general category of other revenue sources.

- f. Other operating expenses: This includes all other direct and indirect expenses for operating and maintaining the transit system; such as utilities, taxes, etc.
- g. Other revenue sources: Includes sources of revenue that were not identified in the above categories, such as, taxes, earned interest, advertising, etc.
- j. Reconciling items: This includes: (1) interest expense-- charges for the use of borrowed capital incurred by the transit system; (2) lease and rental expense--payments for the use of capital assets not owned by the transit system; (3) depreciation and amortization--charges that reflect the loss in service value of the transit system's assets; and (4) purchase lease payments and related parties lease payments.

General Information

ANDERSON

City of Anderson Transportation System (CATS)

530 Baxter Road

Anderson, IN 46011

Telephone: (317) 646-5728

Contact: Jim Haberek, Director of Marketing and Project Administration

Type of system

Population of service area

71,000

Boundaries of service area

Corporate limits of Anderson

Percentage of residencies in service

75%

area within $\frac{1}{4}$ mile of bus routeNonfinancial Operating DataFares

Adult	30 cents
Student or youth	30 cents
Senior citizen	15 cents with VIP Card
Handicapped	15 cents with VIP Card
Other special fare	none
Transfer charge	free
Discounts or tickets	

1. VIP program (Very Important Passenger), available to individuals over 60 years old and/or handicapped individuals, the VIP card allows the individual to ride anytime for half fare.
2. 25-ride ticket book, available to general public at \$5 per book, good any time.

Service hours

Monday through Friday	5:30 a.m. to 6:30 p.m.
Saturday	7:10 a.m. to 6:30 p.m.
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	31
Maintenance personnel	12
General administration personnel	4
Total	47

ANDERSON

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	37,079	510,153
Total revenue vehicles (includes deadhead)	39,426	553,931
Charter vehicles (includes deadhead)	262	1,338
School bus (includes deadhead)	0	0

Annual Passenger Trips

Total passenger trips	342,187
-----------------------	---------

Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
1	31-passenger	GMC	1955	Gasoline
5	19-passenger	Flexible	1974	Gasoline
5	19-passenger	Flexible	1975	Gasoline
7	21-passenger	Grumman	1977	Gasoline

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$ 80,079	\$ 87,929	+ 9.80
Other revenue sources	0	170,378	
Total transportation revenue	80,079	258,307	+222.57
Local operating assistance	76,599	124,329	+ 62.31
State operating assistance	76,734	124,329	+ 62.03
Federal operating assistance	153,470	248,658	+ 62.02
Total operating assistance	306,803	497,316	+ 62.10
TOTAL	\$386,882	\$755,623	+ 95.31
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$131,351	\$471,623	+259.06
Fuel and oil	41,839	50,537	+ 20.79
Casualty and liability	78,205	75,114	- 3.95
Other operating expense	135,487	156,496	+ 15.51
Reconciling items	.....	104,109	.....
TOTAL	\$386,882	\$857,879	+121.74

Capital Data

Government Funds for Transportation System

Funds from UMT Act of 1964, as amended	\$ 80,760
State funds	10,095
Local funds	10,095
TOTAL	\$100,950

Notes

General Information

BLOOMINGTON

Bloomington Transit (BT)
 Box 100
 Bloomington, IN 47401
 Telephone: (812) 339-2261
 Contact: Dean Gurley, Manager

Type of system	Public Transportation Department
Population of service area	43,000
Boundaries of service area	Corporate Limits of Bloomington
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	70%

Nonfinancial Operating DataFares

Adult	30 cents
Student or youth	20 cents
Senior citizen	15 cents
Handicapped	15 cents
Other special fare	None
Transfer charge	Free
Discounts or tickets	
1. weekly pass, available to General Public,	at \$3.00, unlimited rides.
2. monthly pass, available to General Public,	at \$12.00, unlimited rides.

Service hours

Monday through Friday	5:45 a.m. to 7:10 p.m.
Saturday	7:15 a.m. to 7:10 p.m.
Sunday	No service
Holiday	No service

Personnel

Operation personnel	20
Maintenance personnel	1
General administration personnel	3.25
	<u>24.25</u>
Total	24.25

BLOOMINGTON

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	.....	.....
Total revenue vehicles (includes deadhead)	29,674	682,800
Charter vehicles (includes deadhead)	.....	.....
School bus (includes deadhead)	90	

Annual Passenger Trips

Total passenger trips	450,042
-----------------------	---------

Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
8	19	Mercedes Benz	1973	Diesel
1	16	Mercedes Benz	1973	Diesel
3	19	Mercedes Benz	1975	Diesel

BLOOMINGTON

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$105,078	\$ 84,623	- 19.46
Other revenue sources	1,280	12,980	+ 914.06
Total transportation revenue	<u>106,358</u>	<u>97,603</u>	- 8.23
Local operating assistance	370,083	426,650	+ 15.28
State operating assistance	0	0	0
Federal operating assistance	0	0	0
Total operating assistance	<u>370,083</u>	<u>426,650</u>	+ 15.28
TOTAL	\$476,441	\$524,253	+ 10.03
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$218,578	\$231,177	+ 5.76
Fuel and oil	26,972	31,126	+ 15.40
Casualty and liability	42,336	48,500	+ 14.55
Other operating expense	7,035	88,884	+1,163.45
Reconciling items			
TOTAL	\$294,921	\$399,688	+ 35.52

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	.....
State funds	.....
Local funds	.....
TOTAL	.....

Notes

General Information BLOOMINGTON-I.U. CAMPUS BUS SYSTEM

Indiana University Bus System
 316 West Sixth Street
 Bloomington, IN 47401
 Telephone: (812) 337-5984
 Contact: Paul Still, Manager

Type of system	Private
Population of service area	32,000
Boundaries of service area	Indiana University Campus
Percentage of residencies in service area within $\frac{1}{2}$ mile of bus route	100%

Nonfinancial Operating Data

Fares

Adult	25 cents
Student or youth	25 cents
Senior citizen	25 cents
Handicapped	25 cents
Other special fare	None
Transfer charge	Full Fare
Discounts or tickets	

1. Combination Fall/Spring semester bus pass available at \$48.00.
2. Single semester bus pass available at \$27.00.
3. Evening and weekend bus pass available at \$10.00
4. Summer session bus pass available at \$15.00.

Service hours

Monday through Friday	7:00 a.m. to 11:45 p.m.
Saturday	7:45 a.m. to 11:45 p.m.
Sunday	8:45 a.m. to 11:00 p.m.
Holiday	7:45 a.m. to 11:15 p.m.

Personnel

Operation personnel	...
Maintenance personnel	...
General administration personnel	...
Total	...

BLOOMINGTON-I.U. CAMPUS BUS SYSTEM

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)
Total revenue vehicles (includes deadhead)
Charter vehicles (includes deadhead)
School bus (includes deadhead)

Annual Passenger Trips

Total passenger trips 2,649,312(¢)

Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
8	51-passenger	GMC coaches	1955	Diesel powered
1	53-passenger	GMC coach	1962	Diesel powered
1	39-passenger	GMC coach	1962	Diesel powered
1	53-passenger	GMC coach	1963	Diesel powered
1	53-passenger	GMC coach	1964	Diesel powered
1	53-passenger	GMC coach	1966	Diesel powered
1	53-passenger	GMC coach	1967	Diesel powered
1	41-passenger	GMC coach	1967	Diesel powered
1	38-passenger	GMC coach	1968	Diesel powered
2	53-passenger	GMC coaches	1969	Diesel powered
1	45-passenger	GMC coach	1969	Diesel powered
2	53-passenger	GMC coaches	1970	Diesel powered
2	45-passenger	GMC coaches	1970	Diesel powered
2	45-passenger	Flxible coaches	1971	Diesel powered
1	47-passenger	GMC coach 1	1975	Diesel powered

BLOOMINGTON-I.U. CAMPUS BUS SYSTEM

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$552,733	.....
Other revenue sources	66,520	.....
Total transportation revenue	\$619,253	.....
Local operating assistance
State operating assistance
Federal operating assistance
Total operating assistance
TOTAL		\$619,253 (e)	
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	333,965	.....
Fuel and oil
Casualty and liability
Other operating expense	261,830	.....
Reconciling items
TOTAL	\$595,795	.....

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended
 State funds
 Local funds

TOTAL

Notes

- a. Campus Bus operates on the fiscal year July to June. The figures reported under 1978 are for the time period July 1, 1977 through June 30, 1978.

General Information

COLUMBUS

Columbus
 City of Columbus
 850 S. Gladstone Avenue
 Columbus, IN 47201
 Telephone: (812) 376-8356
 Contact: Milton Michaels, Supervisor, City Garage

Type of system	Public Transportation Department
Population of service area	35,000
Boundaries of service area	Corporate limits of Columbus
Percentage of residencies in service area within $\frac{1}{2}$ mile of bus route	70%

Nonfinancial Operating DataFares

Adult	25 cents
Student or youth	25 cents
Senior citizen	25 cents
Handicapped	25 cents
Other special fare	Handicapped dial-a-ride 75 cents
Transfer charge	10 cents
Discounts or tickets	Not Available

Service hours

Monday through Friday	6:00 a.m. to 6:00 p.m.
Saturday	7:00 a.m. to 6:00 p.m.
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	5.5
Maintenance personnel	1
General administration personnel	<u>1.5</u>
Total	8.0

COLUMBUS

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)
Total revenue vehicles (includes deadhead)
Charter vehicles (includes deadhead)	142,000(e)
School bus (includes deadhead)

Annual Passenger Trips

Total passenger trips	66,745
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
5	17-passenger	Mercedes	1977	Diesel
1	13-passenger lift equipped	Mercedes	1977	Diesel

COLUMBUS

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$ 15,480	\$ 15,089	- 2.53
Other revenue sources	0	0	0
Total transportation revenue	<u>15,480</u>	<u>15,089</u>	- 2.53
Local operating assistance	51,904	66,000	+ 27.16
State operating assistance	0	0	0
Federal operating assistance	0	0	0
Total operating assistance	<u>51,904</u>	<u>66,000</u>	+ 27.16
TOTAL	\$ 67,384	\$ 81,089	+ 20.34
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$ 48,694	\$ 78,287	+ 60.77
Fuel and oil	6,350	7,233	+ 13.91
Casualty and liability			
Other operating expense	2,212	7,417	253.31
Reconciling items			
TOTAL	\$ 57,256	\$103,337(e)	+ 80.48

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	\$239,865
State funds	29,983
Local funds	29,983
TOTAL	299,831

Notes

General Information EAST CHICAGO

East Chicago Bus Transit
 5400 Cline Avenue
 East Chicago, IN 46312
 Telephone: (219) 392-8375
 Contact: Reinaldo Lopez, Director

Type of system	Public Transportation Department
Population of service area	46,982
Boundaries of service area	.....
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	.....

Nonfinancial Operating DataFares

Adult	East Chicago Bus Transit provides a fare free bus service.
Student or youth	
Senior citizen	
Handicapped	
Other special fare	
Transfer charge	
Discounts or tickets	

Service hours

Monday through Friday	6:00 a.m. to 6:00 p.m.
Saturday	6:00 a.m. to 6:00 p.m.
Sunday	No Service
Holiday	6:00 a.m. to 6:00 p.m.

Personnel

Operation personnel	17
Maintenance personnel	28
General administration personnel	5
Total	<u>50</u>

EAST CHICAGO

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	12,000	335,000
Total revenue vehicles (includes deadhead)	12,000	335,000
Charter vehicles (includes deadhead)	0	0
School bus (includes deadhead)	0	0

Annual Passenger Trips

Total passenger trips
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
5	28-passenger	Twin Coach	1973	Diesel

EAST CHICAGO

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$ 0	\$ 0	
Other revenue sources	0	5,320	
Total transportation revenue	<u>0</u>	<u>5,320</u>	
Local operating assistance	85,000	0	
State operating assistance	85,000	85,000	
Federal operating assistance	<u>170,000</u>	<u>533,347</u>	
Total operating assistance	340,000	618,347	
TOTAL	\$340,000	\$623,667	

Operating Expenses

Labor (includes fringe benefits)	\$274,000	.....
Fuel and oil	30,000	.....
Casualty and liability	20,000	.....
Other operating expense	0	.....
Reconciling items	0	.....
TOTAL	\$324,000	.....

Capital Data

Government Funds for Transportation System

Funds from UMT Act of 1964, as amended	.....
State funds	.....
Local funds	.....
TOTAL	

Notes

General Information

EVANSVILLE

Metropolitan Evansville Transit System
 416 N.W. Fourth Street
 Evansville, IN 47708
 Telephone: (812) 423-4856
 Contact: Walter L. Burghard

Type of system	Public Transportation Department
Population of service area	137,537
Boundaries of service area	Corporate Limits of Evansville
Percentage of residencies in service area within $\frac{1}{2}$ mile of bus route	85%

Nonfinancial Operating DataFares

Adult	35 cents
Student or youth	35 cents
Senior citizen	15 cents
Handicapped	15 cents
Other special fare	None
Transfer charge	5 cents
Discounts or tickets	

1. Tokens, available at 33 cents if sponsored by a public agency.
2. Ride 'n Shop, free return trip with Merchant Validation, good only during day of purchase.
3. Elderly and Handicapped half fare, available to individuals who are over 65 and/or handicapped, good only between 9 a.m. and 2 p.m., nontransferable.
4. T.R.I.P. tickets, available to individuals who are over 60 and/or handicapped, good for 15 free rides a week, nontransferable.

Service hours

Monday through Friday	5:45 a.m. to 6:15 p.m.
Saturday	5:45 a.m. to 6:15 p.m.
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	35
Maintenance personnel	6
General administration personnel	5
Total	46

EVANSVILLE

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	195,000	2,737,000
Total revenue vehicles (includes deadhead)	200,000	2,756,000
Charter vehicles (includes deadhead)	0	0
School bus (includes deadhead)	0	0

Annual Passenger Trips

Total passenger trips	1,433,144
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
2	19	Flxible	1968	gasoline
15	19	Flxible	1971	gasoline
2	19	Flxible	1973	gasoline
5	19	Grumman	1977	gasoline

EVANSVILLE

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$347,238	\$356,894	+ 2.78
Other revenue sources	0	85	.....
Total transportation revenue	<u>347,238</u>	<u>\$356,979</u>	+ 2.81
Local operating assistance	89,902	94,745	+ 5.39
State operating assistance	56,960	85,534	+50.17
Federal operating assistance	174,960	216,733	+23.88
Total operating assistance	<u>321,822</u>	<u>397,012</u>	+23.36
TOTAL	\$669,060	\$753,991	+12.69
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$402,604	\$562,894	+39.81
Fuel and oil	63,093	53,979	-14.44
Casualty and liability	54,053	32,676	-39.55
Other operating expense	149,310	92,355	-38.15
Reconciling items	.....	<u>64,075</u>	.....
TOTAL	\$669,060	\$805,978	+20.46

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	\$ 2,689
State funds	336
Local funds	<u>6,747</u>
TOTAL	\$ 9,772

Notes

General Information

FORT WAYNE

Fort Wayne Public Transportation Corporation
 801 Leeburg Road
 Fort Wayne, IN 46808
 Telephone: (219) 432-4546
 Contact: George Nicolaidis, Controller

Type of system	Public Transportation Corporation
Population of service area	240,000
Boundaries of service area	Fort Wayne, New Haven, Urbanized Areas
Percentage of residencies in service area within $\frac{1}{2}$ mile of bus route	75%

Nonfinancial Operating DataFares

Adult	35 cents
Student or youth	15 cents
Senior citizen	15 cents
Handicapped	15 cents
Other special fare	None
Transfer charge	Free
Discounts or tickets	

1. Weekly Pass, available to general public at \$3 per pass, good for unlimited rides.

Service hours

Monday through Friday	4:50 a.m. to 10:40 p.m.
Saturday	6:00 a.m. to 7:00 p.m.
Sunday	8:30 a.m. to 6:30 p.m.
Holiday	No Service

Personnel

Operation personnel	103
Maintenance personnel	19
General administration personnel	<u>12</u>
Total	134

FORT WAYNE

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	176,470	2,117,642
Total revenue vehicles (includes deadhead)	.....	.....
Charter vehicles (includes deadhead)	2,975	45,996
School bus (includes deadhead)	0	0

Annual Passenger Trips

Total passenger trips	3,081,123
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
2	43-passenger	GMC	1965	Diesel
6	43-passenger	GMC	1968	Diesel
20	45-passenger	GMC	1969	Diesel
20	43-passenger	GMC	1970	Diesel
6	45-passenger	GMC	1974	Diesel
16	45-passenger	GMC	1976	Diesel

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$ 864,604	\$ 889,352	+ 2.86
Other revenue sources ¹	940,185	1,017,609	+ 8.23
Total transportation revenue	<u>1,804,798</u>	<u>1,906,961</u>	+ 5.66
Local operating assistance	0	0	0
State operating assistance	204,000	232,000	+ 13.72
Federal operating assistance	880,386	1,067,399	+ 21.24
Total operating assistance	<u>1,084,386</u>	<u>1,299,399</u>	+ 19.82
TOTAL	\$2,889,175	\$3,206,360	+ 10.97
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$1,616,836	\$2,343,166	+ 44.92
Fuel and oil	197,316	230,463	+ 16.79
Casualty and liability	282,495	158,860	- 43.76
Other operating expense	792,528	406,654	- 48.68
Reconciling items	.....	376,181	.....
TOTAL	\$2,889,175	\$3,515,324	+ 21.67

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	\$ 34,203
State funds	12,245
Local funds	
TOTAL	\$ 46,448

Notes

1. Other revenue sources includes revenue from taxes levied by the PTC.

General Information

GARY

Gary Public Transportation Corp.
 237 W. 22nd Avenue
 Gary, IN 46407
 Telephone: (219) 885-6911
 Contact: Leroy Fisher, Manager

Type of system	Public Transportation Corporation
Population of service area	450,000
Boundaries of service area	Corporate limits of Gary plus 4 miles
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	98%

Nonfinancial Operating DataFares

Adult	50 cents
Student or youth	35 cents
Senior citizen	25 cents
Handicapped	25 cents
Other special fare	None
Transfer charge	5 cents
Discounts or tickets	

1. Monthly pass, available to general public at \$20.00 per pass, good for unlimited rides.

Service hours

Monday through Friday	4:45 a.m. to 1:05 a.m.
Saturday	4:45 a.m. to 1:10 a.m.
Sunday	4:50 a.m. to 1:05 a.m.
Holiday	4:50 a.m. to 1:05 a.m.

Personnel

Operation personnel	108
Maintenance personnel	34
General administration personnel	<u>22</u>
Total	164

GARY

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	155,929	1,871,429
Total revenue vehicles (includes deadhead)	••••••••	••••••••
Charter vehicles (includes deadhead)	32,571	240,511
School bus (includes deadhead)	215,369	2,406,977

Annual Passenger Trips

Total passenger trips	5,106,854
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
29	43-passenger	GMC	1976	Diesel
15	51-passenger	GMC	1976	Diesel
3	53-passenger	GMC	1969	Diesel
6	53-passenger	GMC	1968	Diesel
5	45-passenger	GMC	1968	Diesel
7	45-passenger	GMC	1967	Diesel
5	53-passenger	GMC	1967	Diesel
2	45-passenger	GMC	1967	Diesel
3	53-passenger	GMC	1966	Diesel
4	45-passenger	GMC	1966	Diesel
5	53-passenger	GMC	1965	Diesel
4	45-passenger	GMC	1964	Diesel
5	45-passenger	GMC	1962	Diesel
7	53-passenger	GMC	1960	Diesel

GARY

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$1,982,554	\$2,307,002	+ 16.37
Other revenue sources ¹	788,284	1,324,990	+ 68.09
Total transportation revenue	<u>2,770,838</u>	<u>3,631,992</u>	+ 31.08
Local operating assistance	0	0	0
State operating assistance	233,718	305,589	+ 30.75
Federal operating assistance	767,310	887,382	+ 15.65
Total operating assistance	<u>1,001,028</u>	<u>1,192,971</u>	+ 19.17
TOTAL	\$3,771,886	\$4,824,963	+ 27.92
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$2,431,317	\$3,138,975	+ 29.11
Fuel and oil	200,123	291,753	+ 45.79
Casualty and liability	302,287	283,704	- 6.15
Other operating expense	721,829	702,031	- 2.74
Reconciling items	116,893	423,391	+262.21
TOTAL	\$3,772,449	\$4,839,854	+ 28.29

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	\$ 240,572
State funds	
Local funds	70,143
TOTAL	\$ 310,715

Notes The Gary PTC provided service to Hammond, Indiana under a purchase of service contract for the entire calendar year 1978.

1. Other revenue sources includes revenue from taxes levied by the PTC.

General Information

INDIANAPOLIS

Indianapolis Public Transportation Corporation
(METRO)

P.O. Box 2383

Indianapolis, Indiana 46208

Telephone: (317) 635-2100

Contact: Robert Lorah

Type of system	Public Transportation Corporation
Population of service area	840,000
Boundaries of service area	Marion County
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	50%

Nonfinancial Operating DataFares

Adult	\$.50
Student or youth	.50
Senior citizen	.25
Handicapped	.25
Other special fare	
Transfer charge	.05
Discounts or tickets	
Tokens & tickets	
Daily	.50
Monthly	
Mac Pass	\$18.75 1 (any one zone)
	\$27.50 2 (multiple zone)

Service hours

Monday through Friday	4:27 a.m. to 12:48 a.m.
Saturday	4:36 a.m. to 12:46 a.m.
Sunday	5:11 a.m. to 12:12 a.m.
Holiday	5:11 a.m. to 12:12 a.m.

Personnel

Operation personnel	297
Maintenance personnel	81
General administration personnel	<u>90</u>
Total	468

INDIANAPOLIS

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	.....	.....
Total revenue vehicles (includes deadhead)	468,394	6,054,526
Charter vehicles (includes deadhead)	.....	.....
School bus (includes deadhead)

Annual Passenger Trips

Total passenger trips	11,030,964
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
2	47-passenger	GMC Coaches	1962	Diesel powered
13	53-passenger	GMC Coaches	1962	Diesel powered
1	45-passenger	GMC Coach	1962	Diesel powered
10	47-passenger	GMC Coaches	1963	Diesel powered
1	45-passenger	GMC Coach	1963	Diesel powered
15	47-passenger	GMC Coaches	1965	Diesel powered
15	47-passenger	GMC Coaches	1966	Diesel powered
2	41-passenger	GMC Coaches	1966	Diesel powered
15	47-passenger	GMC Coaches	1967	Diesel powered
32	47-passenger	GMC Coaches	1968	Diesel powered
2	33-passenger	GMC Coaches	1973	Diesel powered
60	47-passenger	AM General Coaches	1975	Diesel powered
2	12-passenger	GMC Vans	1976	Gasoline powered
40	46-passenger	AM General Coaches	1977	Diesel powered
<u>210 Vehicles</u>				

INDIANAPOLIS

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	5,221,752	5,369,612	+ 2.83%
Other revenue sources	<u>397,272</u>	<u>516,332</u>	+29.97%
Total transportation revenue	5,619,024	5,885,944	+ 4.75%
Local operating assistance	1,551,412	1,609,561	+ 3.75%
State operating assistance	571,945	532,211	- 6.95%
Federal operating assistance	<u>2,067,123</u>	<u>2,549,143</u>	+23.32%
Total operating assistance	4,190,480	4,690,915	+11.94%
TOTAL	9,809,504	10,576,859	
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	5,410,160	.....
Fuel and oil	613,324	.....
Casualty and liability	126,567	.....
Other operating expense	3,093,824	.....
Reconciling items	.....	.....
TOTAL	\$9,243,875	\$10,643,660	+15.1%

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	.....
State funds	.....
Local funds	.....
TOTAL	.....

Notes

General Information

LAFAYETTE

Greater Lafayette Public Transportation Corporation

P.O. Box 588

Lafayette, IN 47902

Telephone: (317) 423-2666

Contact: Steven L. Myers, General Manager

Type of system	Public Transportation Corporation
Population of service area	79,117
Boundaries of service area	Corporate limits of Lafayette/West Lafayette plus 2 miles
Percentage of residencies in service area within $\frac{1}{2}$ mile of bus route	80-90%

Nonfinancial Operating DataFares

Adult	25 cents
Student or youth	25 cents
Senior citizen	10 cents
Handicapped	10 cents
Other special fare	None
Transfer charge	5 cents, high school and younger students free
Discounts or tickets	

1. Tokens, available to general public at 20 for \$4, good any time.
2. Elderly and handicapped pass, available to elderly and handicapped individuals for 50 cents, good for half fare rides between 9:15 a.m. and 2:15 p.m., pass is nontransferable.

Service hours

Monday through Friday	6:15 a.m. to 6:15 p.m.
Saturday	6:15 a.m. to 6:15 p.m.
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	27
Maintenance personnel	6
General administration personnel	8
Total	41

LAFAYETTE

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	48,696	534,694
Total revenue vehicles (includes deadhead)	.....7	.....33
Charter vehicles (includes deadhead)	.....	.....
School bus (includes deadhead)

Annual Passenger Trips

Total passenger trips	698,620
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
5	36-passenger	Flxible	1978	Diesel
5	35-passenger	Flxible	1975	Diesel
1	25-passenger	Twin Coach	1973	Gasoline
4	40-passenger	GMC	1957	Diesel

LAFAYETTE

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$179,902	\$128,939	- 28.33
Other revenue sources ¹	256,638	305,999	+ 19.23
Total transportation revenue	436,540	434,938	- .37
Local operating assistance	0	0	0
State operating assistance	84,992	61,250	- 27.93
Federal operating assistance	332,992	333,535	+ .16
Total operating assistance	417,984	394,785	- 5.55
TOTAL	\$854,524	\$829,723	- 2.90
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$529,606	\$539,737	+ 1.91
Fuel and oil	93,344	68,637	- 26.47
Casualty and liability	66,385	44,512	- 32.95
Other operating expense	165,190	120,033	- 27.34
Reconciling items	.....	175,193	.....
TOTAL	\$854,525	\$ 948,112	+ 10.95

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	\$306,884
State funds	4,730
Local funds	176,069
TOTAL	\$487,683

Notes: GLPTC in October, 1978 reduced level of service from 16 to 12 buses and on September 7, 1978 the management of GLPTC was confronted with a drivers strike that lasted until October 5, 1978. These two events had significant adverse affects on revenue and expense figures. This is particularly evident by the decrease in passenger revenue.

1. Other revenue sources includes revenue from taxes levied by the PTC.

General Information

LA PORTE

City of LaPorte Transport
 1206 2nd Street
 LaPorte, IN 46350
 Telephone: (219) 362-6565
 Contact: Ann Kloss, Manager

Type of system	Public Transportation Utility
Population of service area	22,140
Boundaries of service area	Corporate limits of LaPorte
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	80-90%

Nonfinancial Operating DataFares

Adult	25 cents
Student or youth	25 cents
Senior citizen	25 cents
Handicapped	25 cents
Other special fare	25 cents
Transfer charge	Full Fare
Discounts or tickets	

1. tokens, available to the general public at 5 for a \$1.00, good anytime.

Service hours

Monday through Thursday	8:00 a.m. to 6:00 p.m.
Friday	8:00 a.m. to 9:00 p.m.
Saturday	8:00 a.m. to 6:00 p.m.
Sunday and Holiday	No Service

Personnel

Operation personnel	16
Maintenance personnel	1
General administration personnel	<u>1</u>
Total	18

LA PORTE

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	.....	.....
Total revenue vehicles (includes deadhead)	.....	230,220 (Bus 89,314)
Charter vehicles (includes deadhead)	0	0
School bus (includes deadhead)	0	0

Annual Passenger Trips

Total passenger trips	116,068 (Bus 72,641)
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
2	12	Dodge	1973	Gas
1	12	Chevy	1973	Gas
3	5	Plymoth	1977	Gas (Taxi)
1	9	Mercury	1978	Gas (Taxi)

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$ 17,590	\$ 62,309	+254.23
Other revenue sources			
Total transportation revenue	17,590	62,309	+254.23
Local operating assistance	68,650	75,000	+ 9.25
State operating assistance	.....	0	.....
Federal operating assistance	.....	0	.....
Total operating assistance	68,650	75,000	+ 9.25
TOTAL	\$ 86,240	\$137,309	
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$ 53,475	\$108,670	+103.22
Fuel and oil	7,200	13,312	+ 84.89
Casualty and liability	6,740	.....	.....
Other operating expense	4,500	25,038.	+456.40
Reconciling items			
TOTAL	\$ 71,915	\$147,020	+104.44

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	.....
State funds	.....
Local funds	.....
TOTAL	.....

Notes: LaPorte's transit operation includes Bus and Taxi service. All figures reflect data from both services.

General Information

MARION

City of Marion-Department of Transportation

City Hall

202 South Adams Street

Marion, IN 46952

Telephone: (317) 662-9931 ext. 33

Contact: Orville Fitzgerald, Assistant Superintendent of Transportation Services

Type of system	Public Transportation Department
Population of service area	43,000
Boundaries of service area	Corporate limits of Marion
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	95%

Nonfinancial Operating DataFares

Adult	30 cents
Student or youth	20 cents
Senior citizen	15 cents
Handicapped	15 cents
Other special fare	None
Transfer charge	Free
Discounts or tickets	

1. Senior Citizen Pass, available to Elderly and Handicapped at \$1.00, allows user to ride at half fare, can only be used only by purchaser.
2. Tokens, available to Handicapped, 15 cents per token, good any time.

Service hours

Monday through Friday	6:20 a.m. to 6:20 p.m.
Saturday	6:20 a.m. to 6:20 p.m.
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	10
Maintenance personnel	2.5
General administration personnel	<u>2</u>
Total	14.5

General Information

MICHIGAN CITY

Municipal Coach Service
 401 Wabash Street
 Michigan City, IN 46360
 Telephone: (219) 874-7412
 Contact: Hank Zawacki, Manager

Type of system	Public Transportation Department
Population of service area	41,000
Boundaries of service area	Corporate limits of Michigan City
Percentage of residencies in service area within $\frac{1}{2}$ mile of bus route	75%

Nonfinancial Operating DataFares

Adult	25 cents
Student or youth	20 cents
Senior citizen	20 cents
Handicapped	20 cents
Other special fare	None
Transfer charge	5 cents
Discounts or tickets	

1. Tokens available to general public at 20 cents per token for Adults and 15 cents for all other, good any time.

Service hours

Monday through Friday	6:00 a.m. to 7:00 p.m.
Saturday	7:00 a.m. to 7:00 p.m.
Sunday	No Service
Holiday	6:00 a.m. to 7:00 p.m.

Personnel

Operation personnel	10
Maintenance personnel	1
General administration personnel	<u>1</u>
Total	12

MICHIGAN CITY

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	16,016(e)	129,792
Total revenue vehicles (includes deadhead)	16,016(e)	129,792
Charter vehicles (includes deadhead)	.....	.....
School bus (includes deadhead)

Annual Passenger Trips

Total passenger trips	95,969
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
4	13-passenger	Dodge	1979	Gasoline

MICHIGAN CITY

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$ 14,173	\$ 22,073	+ 55.74
Other revenue sources	3,315	60	- 99.19
Total transportation revenue	<u>17,488</u>	<u>22,133</u>	+ 26.56
Local operating assistance	182,405	201,392	+ 10.41
State operating assistance	0	0	0
Federal operating assistance	0	0	0
Total operating assistance	<u>182,405</u>	<u>201,392</u>	+ 10.41
TOTAL	\$199,893	\$223,525	+ 11.82
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$ 94,231	\$124,976	+ 32.63
Fuel and oil	16,932	15,800	- 6.69
Casualty and liability	18,732	.....
Other operating expense	28,883	24,882	- 13.85
Reconciling items			
TOTAL	\$158,778	\$165,658	+ 4.33

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	\$388,108
State funds	0
Local funds	0
TOTAL	388,108

Notes

General Information

MUNCIE

Muncie City Lines Division of Southeastern Trailways Inc.

1924 Memorial Drive

Muncie, IN 47302

Telephone: (317) 282-2762

Contact: Tom Strauch, Manager and John Morley, Vice President

Type of system	Private
Population of service area	70,000
Boundaries of service area	Corporate limits of Muncie
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	80-90%

Nonfinancial Operating DataFares

Adult	30 cents
Student or youth	25 and 15 cents
Senior citizen	15 cents
Handicapped	15 cents
Other special fare	None
Transfer charge	Free
Discounts or tickets	

1. Tokens, available to general public at 4 for \$1.10, good any time.

Service hours

Monday through Thursday	5:45 a.m. to 6:00 p.m.
Friday	6:00 a.m. to 9:00 p.m.
Saturday	7:00 a.m. to 6:00 p.m.
Sunday and Holiday	No Service

Personnel

Operation personnel	30
Maintenance personnel	7
General administration personnel	<u>3</u>
Total	40

MUNCIE

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	.....	.....
Total revenue vehicles (includes deadhead)	47,176(e)	808,291
Charter vehicles (includes deadhead)	.....	.....
School bus (includes deadhead)

Annual Passenger Trips

Total passenger trips	500,000(e)
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
8	33-passenger	GMC	1972	Diesel
4	45-passenger	GMC	1962	Diesel
5	37-passenger	GMC	1959	Diesel
5	37-passenger	GMC	1956	Diesel
1	37-passenger	GMC	1955	Diesel
3	37-passenger	GMC	1953	Diesel

MUNCIE

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$157,965	\$143,891	- 8.91
Other revenue sources	<u>115,048</u>	<u>132,334</u>	+ 15.03
Total transportation revenue	273,013	276,225	+ 1.18
Local operating assistance	98,580	115,000	+ 16.66
State operating assistance	98,579	115,000	+ 16.66
Federal operating assistance	<u>197,159</u>	<u>230,000</u>	+ 16.66
Total operating assistance	394,318	460,000	+ 16.66
TOTAL	\$667,331	\$736,225	+ 10.32
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$384,218	\$.....	.....
Fuel and oil	54,046	.....	.....
Casualty and liability	40,467	.....	.....
Other operating expense	188,600	.....	.....
Reconciling items	.....	.....	.....
TOTAL	\$667,331	\$805,349	+ 20.68

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended
 State funds
 Local funds

TOTAL

Notes

General Information

RICHMOND

City of Richmond Transportation Authority (CORTA)
 700 Richmond Avenue
 Richmond, IN 47374
 Telephone: (317) 962-7721
 Contact: Darrell Sheffer, Manager

Type of system	Public Transportation Department
Population of service area	44,000
Boundaries of service area	Corporate limits of Richmond
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	75%

Nonfinancial Operating DataFares

Adult	40 cents
Student or youth	40 cents
Senior citizen	40 cents
Handicapped	40 cents
Other special fare	None
Transfer charge	Free

Discounts or Tickets

1. Bronze tokens available to general public at 3 for \$1, good any time.
2. Silver tokens available to general public at 20 for \$6, good any time.

Service hours

Monday through Friday	5:30 a.m. to 6:30 p.m.
Saturday	5:30 a.m. to 6:30 p.m.
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	12.5
Maintenance personnel	1
General administration personnel	<u>1.5</u>
Total	15.0

RICHMOND

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	39,142	321,293
Total revenue vehicles (includes deadhead)	39,650	327,393
Charter vehicles (includes deadhead)	4	100
School bus (includes deadhead)	0	0

Annual Passenger Trips

Total passenger trips	356,941
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
10	17-passenger	Wayne Corporation	1978	Gasoline

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$105,874 (e)	\$125,396	+ 18.44
Other revenue sources	.....	<u>19,764</u>	
Total transportation revenue	105,874	145,160	+ 37.11
Local operating assistance	100,000	140,400	+ 40.40
State operating assistance	0	4,288	.....
Federal operating assistance	0	0	0
Total operating assistance	<u>100,000</u>	<u>144,688</u>	+ 44.69
TOTAL	\$205,874	\$298,848	+ 40.79
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$.	\$122,302	.....
Fuel and oil	.....	29,008	.....
Casualty and liability	.....	15,958	.....
Other operating expense	.....	43,522	.....
Reconciling items			
TOTAL	\$205,874	\$210,790	+ 2.39

Capital Data

Government Funds for Transportation System

Funds from UMT Act of 1964, as amended	\$102,247
State funds	61,250
Local funds	65,913
TOTAL	\$229,410

Notes

General Information

SOUTH BEND

South Bend Public Transportation Corporation
 901 East Northside Boulevard
 South Bend, IN 46624
 Telephone: (219) 233-2131
 Contact: Paul A. Toliver, Controller/General Manager

Type of system	Public Transportation Corporation
Population of service area	162,000
Boundaries of service area	Corporate limits of South Bend & Mishawaka
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	80%

Nonfinancial Operating DataFares

Adult	30 cents
Student or youth	to 13, 15 cents; 14-15, 20 cents
Senior citizen	15 cents
Handicapped	15 cents
Other special fare	None
Transfer charge	Free
Discounts or tickets	None

Service hours

Monday through Friday	4:50 a.m. to 10:10 p.m.
Saturday	5:20 a.m. to 7:00 p.m.
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	91.9
Maintenance personnel	23.4
General administration personnel	<u>7.1</u>
Total	122.4

SOUTH BEND

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	122,180	1,641,200
Total revenue vehicles (includes deadhead)	123,740	1,697,400
Charter vehicles (includes deadhead)	3,590	14,360
School bus (includes deadhead)		

Annual Passenger Trips

Total passenger trips	3,356,000
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
25	45-passenger	AM General	1974	Diesel
32	45-passenger	GMC	1971	Diesel
1	45-passenger	GMC	1951	Diesel

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$ 700,320	\$ 744,099	+ 6.25
Other revenue sources ¹	779,869	946,528	+ 21.37
Total transportation revenue	<u>1,480,189</u>	<u>1,690,627</u>	- 14.22
Local operating assistance	258,986	225,820	- 12.81
State operating assistance	204,823	242,067	+ 18.18
Federal operating assistance	<u>1,046,487</u>	<u>1,123,384</u>	+ 7.35
Total operating assistance	1,510,296	1,591,271	+ 5.36
TOTAL	\$2,990,485	\$3,281,898	+ 9.74
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$1,922,065	\$2,226,463	+ 15.84
Fuel and oil	200,671	191,135	- 4.99
Casualty and liability	248,558	159,572	- 35.80
Other operating expense	533,658	491,067	- 7.98
Reconciling items	181,500	660,034	+263.66
TOTAL	\$3,086,452	\$3,728,271	+ 20.79

Capital Data

Government Funds for Transportation System

Funds from UMT Act of 1964, as amended	0
State funds	0
Local funds	0
TOTAL	0

Notes

1. Other revenue sources includes revenue from taxes levied by the PTC.

General Information

SOUTH SHORE RAILROAD

Chicago, South Shore and South Bend Railroad
 North Carroll Avenue
 Michigan City, IN 46360
 Telephone: (219) 874-4221
 Contact: A. W. Dudley, President and General Manager

Type of system	Private
Population of service area	900,000
Boundaries of service area	Lake, LaPorte, Porter, St. Joseph counties in Indiana; southern Cook county in Illinois

Nonfinancial Operating Data

<u>Fares</u>	<u>*Discounts</u>				
	<u>One</u> <u>Way</u>	<u>Round</u> <u>Trip</u>	<u>10</u> <u>Ride</u>	<u>25</u> <u>Ride</u>	<u>Individual</u> <u>Monthly</u>
Hegewisch	\$1.40	\$2.70	\$12.50	\$28.50	\$ 44.30
Hammond-E. Chicago	1.50	2.90	13.50	33.50	53.65
Gary	1.70	3.30	15.50	38.25	62.25
Ogden Dunes	2.00	3.90	18.50	45.00	73.00
Tremont	2.20	4.30	20.50	49.50	79.45
Michigan City	2.40	4.70	22.50	54.00	86.75
South Bend	3.10	6.10	29.45	69.75	116.85

*Also when accompanied by an adult, children under 5 years of age ride free, children between the ages of 5 and 11 are charged one half the adult fare. The South Shore has a reduced fare (one half the regular one-way fare) for senior citizens and handicapped persons applicable on all off peak service trains.

Service hours

Monday through Friday	4:25 a.m. to 2:25 a.m.
Saturday	5:50 a.m. to 2:15 a.m.
Sunday	5:50 a.m. to 2:15 a.m.
Holiday	5:50 a.m. to 2:15 a.m.

Personnel

Operation personnel	85
Maintenance personnel	133
General administration personnel	<u>24</u>
Total	242

SOUTH SHORE RAILROAD

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)
Total revenue vehicles (includes deadhead)	1,626,845
Charter vehicles (includes deadhead)		
School bus (includes deadhead)		

Annual Passenger Trips

Total passenger trips	1,463,450
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
4	64-passenger	Pullman	1926	Electric
8	56-passenger	Pullman	1926	Electric
5	80-passenger	Pullman	1926	Electric
8	80-passenger	Pullman	1927	Electric
3	80-passenger	Standard Steel	1929	Electric
6	48-passenger	Standard Steel	1929	Electric
2	56-passenger	Standard Steel	1929	Electric
6	68-passenger	Pullman	1926	Electric
1	64-passenger	Standard Steel	1929	Electric
6	80-passenger	Pullman	1927	Trailer Car

SOUTH SHORE RAILROAD

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$2,778,404	\$2,386,883	- 14.09
Other revenue sources	644,601	1,619,967	+ 151.31
Total transportation revenue	3,423,005	4,006,850	+ 17.05
Local operating assistance	0	0	.....
State operating assistance	99,960	809,565	+ 709.88
Federal operating assistance	0	1,846,639	.....
Total operating assistance	99,960	2,656,204	
TOTAL	\$3,522,965	\$6,663,054	+ 89.13
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$1,668,006	\$2,066,195	+ 23.87
Fuel and oil	474,614	533,188	+ 12.34
Casualty and liability	.....	.....	.....
Other operating expense	4,325,691	4,083,599	- 5.59
Reconciling items	.....	.....	.....
TOTAL	\$6,468,311	\$6,682,982	+ 3.31

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended
 State funds
 Local funds

TOTAL

Notes Due to the impact of the sever winter of 1978 on the 50 year old passenger cars, the South Shore Railroad was forced to stop service for one week in January. Through April, a temporary, reduced-service schedule was implemented. This situation resulted in an adverse impact on both revenues and expenses.

General Information

TERRE HAUTE

Terre Haute Transportation Utility

25 Chestnut Street

Terre Haute, IN 47808

Telephone: (812) 235-0109

Contact: John Freeze, Manager

Type of system	Public Transportation Utility
Population of service area	70,000
Boundaries of service area	Corporate limits of Terre Haute
Percentage of residencies in service area within $\frac{1}{4}$ mile of bus route	95%

Nonfinancial Operating DataFares

Adult	25 cents
Student or youth	25 cents
Senior citizen	10 cents
Handicapped	10 cents
Other special fare	None
Transfer charge	Full Fare
Discounts or tickets	

- 10-ride pass, available to general public at \$2 per 10-ride pass, good any time.
- Persons who are 60 years of age or older and persons who are handicapped can ride for 10 cents during off-peak hours; 9:15 a.m. to 3:15 p.m.

Service hours

Monday through Friday	5:15 a.m. to 6:15 p.m.
Saturday	5:15 a.m. to 6:15 p.m.
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	25
Maintenance personnel	6.5
General administration personnel	<u>3</u>
Total	34.5

TERRE HAUTE

Annual Service Supplied

	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)	598,655 (e)
Total revenue vehicles (includes deadhead)
Charter vehicles (includes deadhead)
School bus (includes deadhead)

Annual Passenger Trips

Total passenger trips	637,209 (e)
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Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
6	31-passenger	Blue Bird	1978	Diesel
9	31-passenger	Twin Coach	1974	Diesel
5	35-passenger	GMC	1966	Diesel

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TERRE HAUTE

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$146,065	\$142,252	- 2.61
Other revenue sources	<u>7,818</u>	<u>3,880</u>	- 50.37
Total transportation revenue	153,883	146,132	- 5.04
Local operating assistance	96,099	105,300	+ 9.59
State operating assistance	96,099	109,906	+ 14.37
Federal operating assistance	<u>192,198</u>	<u>215,206</u>	+ 11.97
Total operating assistance	384,396	430,412	11.97
TOTAL	\$538,279	\$576,544	7.11

<u>Operating Expenses</u>			
Labor (includes fringe benefits)	\$371,057	\$391,872	+ 5.61
Fuel and oil	40,135	36,896	- 8.07
Casualty and liability	28,343	21,071	- 25.66
Other operating expense	102,915	86,938	- 15.52
Reconciling items	.....	.....
TOTAL	\$542,450	\$536,777	- 1.05

Capital Data

Government Funds for Transportation System

Funds from UMT Act of 1964, as amended	214,628
State funds	.....
Local funds	.....

TOTAL

Notes

General Information

WASHINGTON

Washington Transit
 2200 Memorial Avenue
 Washington, IN 47501
 Telephone: (812) 254-4564
 Contact: Cletus Fleck, Street Commissioner

Type of system	Public Transportation Department
Population of service area	12,000
Boundaries of service area	Corporate limits of Washington
Percentage of residencies in service area within $\frac{1}{2}$ mile of bus route	75-80%(e)

Nonfinancial Operating DataFares

Adult	35 cents
Student or youth	35 cents
Senior citizen	5 cents when using ticket
Handicapped	35 cents
Other special fare	None
Transfer charge	Not applicable
Discounts or tickets	

1. Senior citizen tickets are available to elderly at 5 cents each.

Service hours

Monday, Wednesday and Friday	7:00 a.m. to 5:00 p.m.
Saturday	No Service
Sunday	No Service
Holiday	No Service

Personnel

Operation personnel	2.0
Maintenance personnel	.5
General administration personnel	<u>1.0</u>
Total	3.5

WASHINGTON

<u>Annual Service Supplied</u>	<u>Hours</u>	<u>Miles</u>
Revenue vehicles (excludes deadhead)
Total revenue vehicles (includes deadhead)	19,890
Charter vehicles (includes deadhead)
School bus (includes deadhead)

Annual Passenger Trips

Total passenger trips 9,493 (e)

Revenue Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>	<u>Engine Type</u>
3	19-passenger	Ford-Flexettes	1974	Gasoline

Total passenger trips = \$3,132 (tot, pass rev) ÷ .33 (average fare estimate)

WASHINGTON

	1977	1978	Percentage Change
<u>Revenue and Expense Data</u>			
<u>Operating Revenues</u>			
Passenger revenue	\$ 1,653	\$ 3,132 ^a	+ 89.47
Other revenue sources	998	.....	.....
Total transportation revenue	2,651	3,132	+ 89.47
Local operating assistance	6,948	.....	.....
State operating assistance	0	.....	.....
Federal operating assistance	1,057	.....	.....
Total operating assistance	8,005	.....	.....
TOTAL	\$ 10,656	.....	.....
<u>Operating Expenses</u>			
Labor (includes fringe benefits)	3,618	.....	.....
Fuel and oil	1,642	.....	.....
Casualty and liability	1,742	.....	.....
Other operating expense	1,604	.....	.....
Reconciling items		.....	.....
TOTAL	\$ 8,606	\$ 12,199	+ 41.75

Capital DataGovernment Funds for Transportation System

Funds from UMT Act of 1964, as amended	0
State funds	0
Local funds	0
TOTAL	0

Notes

- a. Figure represent \$1,264 collected from regular cash fare and \$1,868 collected from ticket sales to Vincennes University.

Appendix A

FEDERAL ASSISTANCE PROGRAMS

Capital Grant Programs

Capital grant provisions are found in section 3 of the UMT Act of 1964, as amended. However, section 3 funds cannot be used until section 5 or section 18 allocations are expended.

Section 3

Section 3 funds can be used for the purchase of new equipment, the acquisition of property, and the construction of facilities for mass transportation. Transit systems may purchase buses, rail cars, locomotives, and supporting equipment such as supervisors' cars, service trucks, and shop machinery. Facilities include maintenance garages and storage buildings, rapid transit and light rapid transit lines, and upgrading and improving commuter railroads, busways, stations, parking lots, and roadways for use by mass transit vehicles. Property includes land to be used for mass transportation and the assets of operating mass transit companies. The latter provision has encouraged public bodies to take over failing transit systems.

To acquire the funds (for cities under 50,000 population), a certified transit development plan (TDP) must exist as part of a comprehensive and continuing planning effort. The TDP must be updated regularly and certified by UMTA. Cities with populations greater than 50,000, must have a transportation improvement program (TIP), which is based on urban transportation planning done by the Metropolitan Planning Organization (MPO). The TIP must be certified annually by UMTA. As the Act was amended, 80% of the net cost of a capital improvement project comes from federal funds. The remaining 20% must come from local or state funds.

Transportation for Elderly and Handicapped Persons

Section 16(b)2

Section 16(b)2 provides capital assistance to private nonprofit corporations that deliver special transportation

service to persons who are elderly or handicapped or both. The funds can amount to 80% of the total cost; 20% must be nonfederal matching funds. As much as possible, applicants must coordinate the planning and operation of the service with other interested agencies and transit operators. The agencies should extend special efforts to meet the needs of wheelchair users and semiambulatory persons because the basic purpose is to serve persons who cannot use standard mass transportation easily. In many cases, applicants are the sole providers of special transportation services to the elderly or handicapped persons in an area.

Appendix B

ANDERSON

DEMOS, EDWARD
Transit Planner
City Planning Department
City of Anderson
120 East Eighth Street
Anderson, IN 46016
(317) 646-5811

DONNELLY, RICHARD
Director of Planning
City of Anderson
120 East Eighth Street
Anderson, IN 46016
(317) 646-5811

HABEREK, JAMES
Director of Marketing and Grants Administration
City of Anderson Transit System
530 Baxter Road
P.O. 2100
Anderson, IN 46011
(317) 646-5703

JONES, MERLE
Director of Operations
City of Anderson Transit System
530 Baxter Road
P.O. Bcx 2100
Anderson, IN 46011
(317) 646-5703

PUCKETT, LUTHER
Executive Director
Madison County Council of Government
County Government Center
Anderson, IN 46016
(317) 646-9338

BLOOMINGTON (CITY)

GURLEY, DEAN
Manager
Bloomington Transit
1969 South Henderson
Bloomington, IN 47401
(812) 339-2261 Extension 227

HOWARD, PENNY
Assistant Manager
Bloomington Transit
1969 Scuth Henderson
Bloomington, IN 47401
(812) 339-2261 Extension 227

WRAY, JAMES B.
Coordinator of the Board of Public Works
City of Bloomington
P.O. Bcx 100
Bloomington, IN 47401
(812) 339-2261

BLOOMINGTON: IU CAMPUS

SILL, W. PAUL
Bus System Manager
Campus Bus System
120 West Grimes
Indiana University
Bloomington, IN 47405
(812) 337-5984

SPENCER, JACK D.
Director of Transportation
Student Services 101
Indiana University
Bloomington, IN 47405
(812) 337-9168

TODD, ERNEST
Maintenance Supervisor
Campus Bus System
120 West Grimes
Indiana University
Bloomington, IN 47405
(812) 337-5984

COLUMBUS

MEEK, HAROLD
Manager
Columbus Transit
850 Scuth Gladstone
Columbus, IN 47201
(812) 372-4174 cr 372-9229

WALLACE, ERUCE
Executive Director
Administrative Resources Association
Box 1103
Columbus, IN 47206
(812) 376-9949

EAST CHICAGO

LOPEZ, RAYMOND
Director of Bus Transit
5400 Cline Avenue
East Chicago, IN 46312
(219) 392-8375

TOLBERT, AMOS
Assistant Director of Bus Transit
5400 Cline Avenue
East Chicago, IN 46312
(219) 392-8375

EVANSVILLE

BURGHARI, WALTER L.
Executive Director
Metropolitan Evansville Transit System
20 Northwest First Street
Evansville, IN 47708
(812) 423-4856

LOCHMUELLER, KEITH
Director
Evansville Urban Transportation Study Commission
Civic Center Complex
Administrative Building, Room 312
Evansville, IN 47708
(812) 426-5230

MARSTON, JEFFERY
Executive Director (MPO)
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