

# **1981 ANNUAL REPORT**

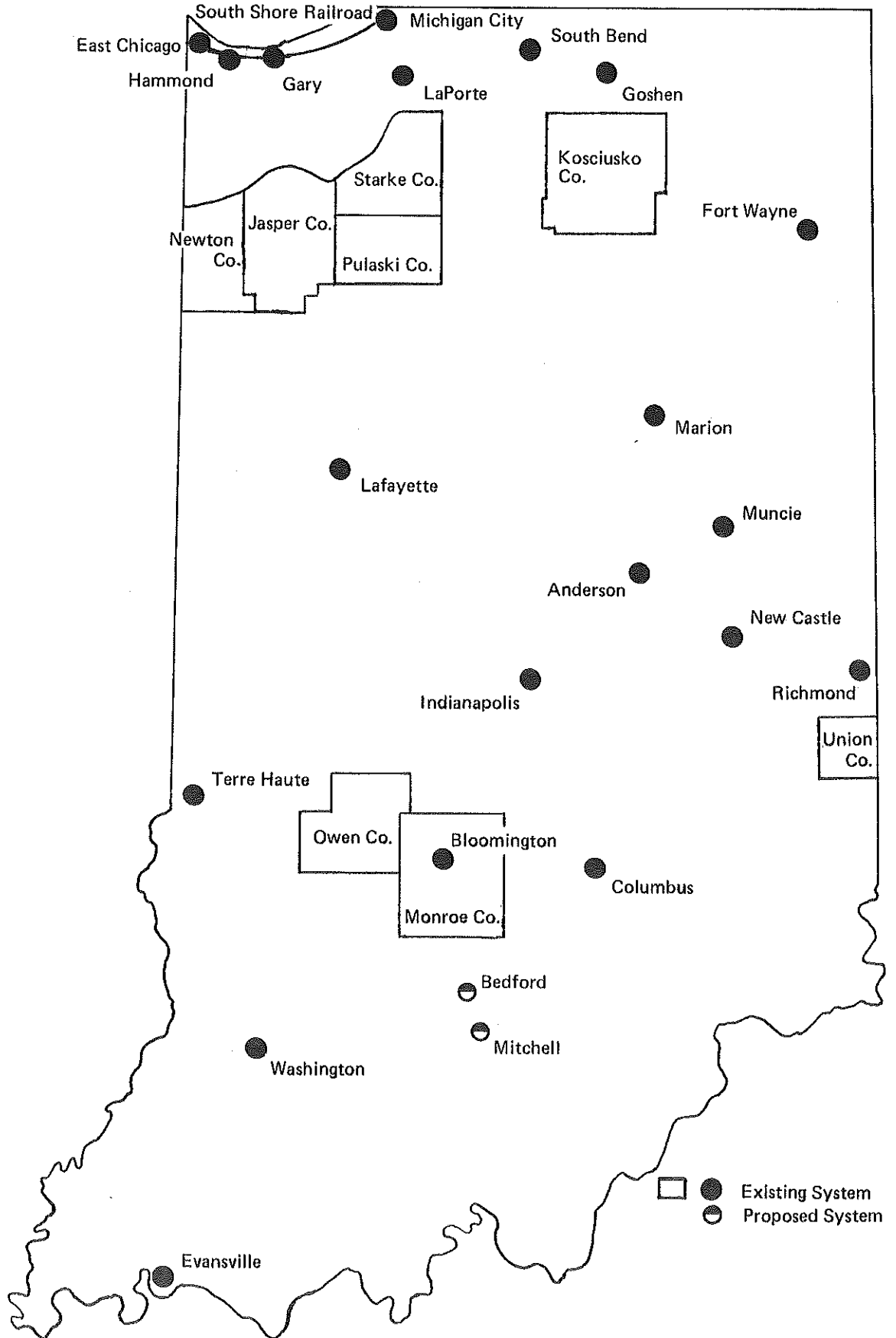
## **INDIANA PUBLIC TRANSPORTATION**

**PREPARED BY:**

**Indiana Department of Transportation  
Division of Public Transportation  
143 West Market Street, Suite 300  
Indianapolis, Indiana 46204**

This publication does not constitute a standard, specification, or regulation. The opinions, findings, and conclusions expressed in this publication are those of the Indiana Department of Transportation and not necessarily those of the United States Department of Transportation. The preparation of the publication has been financed in part through a grant from the United States Department of Transportation under the provision of section 8 of the UMT Act of 1964 as amended.

# PUBLIC TRANSPORTATION SYSTEMS IN INDIANA



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# EXECUTIVE SUMMARY

## Introduction

This is the seventh in a series of annual reports summarizing key operating and financial characteristics of Indiana's 26 publically financed transportation systems. The annual report is intended as information for public officials, planners, transit managers and other interested persons. This document will give the reader a better understanding of public transportation and its contribution to improving mobility for Indiana's residents.

The 1981 Annual Report provides an overview of the status of transit between January 1 and December 31, 1981.

The information in this report was obtained from a statewide survey of the public transportation systems. A 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). The information was supplemented by telephone conversations with managers and planners in the various cities and on site visits to the properties. Every effort is made to validate the information, however, each system is ultimately responsible for the accuracy of the base data.

## New Systems

The number of systems classified as public systems eligible for federal and state assistance grew from 18 in 1980 to 26 in 1981. Most of these "new systems" were actually existing human service agencies that lifted restrictions on their service and made it available to the general public. In fact, seven of the "new" systems were converted from restricted human service agency transportation programs.

In 1981 there were 25 transit systems and one commuter railroad in Indiana. Fifteen of these systems serve cities as public transportation departments or utilities, six are public transportation corporations, and five are cities or counties purchasing transportation service from human service agencies.

## Ridership

Indiana transit systems carried over 35.9 million passengers in 1981, or a 3.2% increase over 1980. This slow rate of growth is similar to previous years and represents a general leveling off from the dramatic changes experienced in the mid seventies. National ridership fell by 3.4% over the same period.

## Funding

As private, profit making transit systems began to lose money and threatened to discontinue service, many were purchased by public entities in order to maintain what was viewed as essential service. In order to keep fares affordable, transit systems relied on a combination of passenger fares and government assistance to offset rising costs. At first, government assistance consisted of local general fund money from the civil city or special taxing district. However, localities were further aided by the introduction of federal operating assistance in 1974 and state assistance in 1975.

Passenger revenue declined by \$977,564 in 1981. In addition, since total revenues and expenses grew more rapidly, farebox receipts also declined as a percentage of total revenue from 34.2% to 26.5% between 1980 and 1981. The decline in the growth of passenger revenue was partially offset by an increase in charter and advertising revenue from 3.8% to 7.5%.

In 1981 federal assistance accounted for \$14.4 million or 32.3% of all operating revenue, an increase of 25.6% over 1980 levels. However, at a time when the use of federal funds is growing, municipal corporations are facing an abrupt shift in federal policy as the Reagan administration proposed a phaseout of direct operating assistance by 1985.

1981 also marked the first full year of funding under the state's Public Mass Transportation Fund (PMTF). The PMTF accounted for \$8.5 million or 19.1% of total operating revenues which represented an increase of 54.5% over 1980 levels. Although transit systems exhibited a marked increase in the use of the PMTF, the amount collected is growing by only 8.4% per year.

Although local funding increased by \$231,210 in 1981 it decreased as a percentage of total revenue from 16.4% to 14.3%. This can be attributed to the limitations imposed by the property tax control program and the availability of federal and state categorical grants.

As the year ended, systems were faced with rising costs and a real concern over the decline in revenues. As a result many systems are now implementing cost reduction strategies and fare increases. However, transit boards and managers are examining methods to reduce costs without affecting essential service to avoid the potentially disastrous impact of having to implement fare increases while cutting service.

# CHAPTER 1: OVERVIEW OF PUBLIC TRANSPORTATION

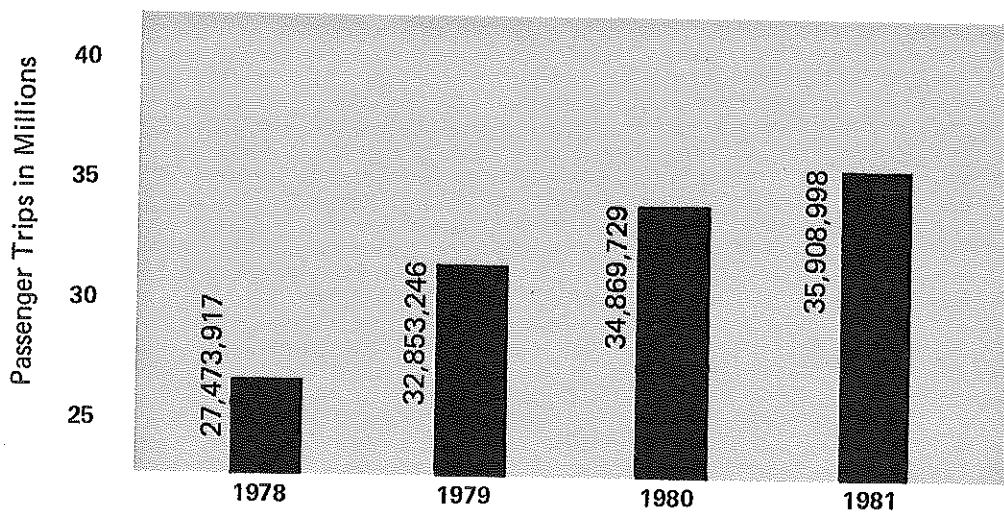
## RIDERSHIP

The number of systems classified as public systems eligible for federal and state assistance grew from 18 in 1980 to 26 in 1981. Most of the "new systems" are human service agencies that lifted restrictions on their service and made it available to the general public.

In 1981 there were 25 transit systems and one commuter railroad in Indiana (see Table 1). Fifteen of these systems serve cities as public transportation departments or utilities, six are public transportation corporations with independent taxing authority, and five are cities or counties purchasing transportation from human service agencies. Transit service is available to 58% of Indiana's total population. This includes 92% of the state's urban population and 16% of its rural inhabitants.

As illustrated in Figure 1, transit ridership increased 3.2% to over 35.9 million passengers in 1981. This relatively modest growth rate is in sharp contrast to the loss in national ridership of -3.4% over the same period. The primary factors responsible for the slow rate of growth include the affect of lower gasoline prices on personal travel and the uncertainty surrounding continued federal funding, which limited the ability of transit systems to expand service and attract new riders.

**FIGURE 1**  
**TRANSIT PASSENGER TRIPS STATEWIDE 1978-1981**



Notwithstanding the state's average, a number of systems had significant increases (20% or higher) in ridership over 1980 including: Bloomington, East Chicago, Columbus, Marion, Michigan City, Muncie, South Bend, and Washington (see Table 2).



**TABLE 1  
AREAS SERVED BY PUBLIC TRANSPORTATION**

<u>Applicant Agency</u>	<u>System Name</u>	<u>Service Area</u>	<u>Population<sup>1</sup></u>
<u>Over 200,000 Population</u>			
East Chicago Fort Wayne	East Chicago Bus Transit System Fort Wayne Public Transportation Corporation	East Chicago Fort Wayne & New Haven	39,786 <sup>a</sup> 236,479
Gary Indianapolis LCEOC	Gary Public Transportation Corp. Indianapolis Public Trans. Corp. Lake County Economic Opportunity Council	Gary & Hammond Marion County Lake & Porter counties	245,667 <sup>a</sup> 836,472 642,781
South Bend Trade Winds	South Bend Public Trans. Corp. Trade Winds Rehabilitation Inc.	South Bend Lake & Porter cos.	202,513 642,781
<u>50,000 To 200,000 Population</u>			
Anderson Evansville Lafayette	City of Anderson Transit System Metropolitan Evansville Transit System Greater Lafayette Public Transportation Corporation	Anderson Evansville Lafayette & West Lafayette & fringe	78,581 155,078 91,380
Muncie Terre Haute	Muncie Indiana Transit System Terre Haute Transportation Utility	Muncie Terre Haute	74,096 74,736
<u>Under 50,000 Population</u>			
Bloomington Columbus Goshen Kosciusko County LaPorte Marion Michigan City	Bloomington Transit Columbus Transit Goshen Transit Kosciusko Accessible Bus Service LaPorte Transit System City of Marion Transportation Dept. Municipal Coach Service	Bloomington Columbus Goshen Kosciusko County LaPorte & fringe Marion Michigan City & Trail Creek	63,513 <sup>b</sup> 30,614 19,665 <sup>b</sup> 59,555 <sup>c</sup> 21,796 35,874 36,850
New Castle Region 1-B	New Castle on Wheels Kankakee-Iroquois Regional Planning Commission – Transaction	New Castle Jasper, Newton, Pulaski & Starke cos.	20,056 76,237 <sup>c</sup>
Monroe County <sup>3</sup> Richmond Union County Washington	Rural Transit City of Richmond Transit Authority Union County Transit Service Washington Transit System	Owen & Monroe cos. Richmond Union County Washington	114,626 <sup>c</sup> 41,349 6,860 11,325
NICTD	Northern Indiana Commuter Transportation Corporation <sup>2</sup>	Lake, Porter, LaPorte & St. Joseph cos.	993,030

<sup>a</sup>Part of Indiana's portion of the Chicago Urbanized Area.

<sup>b</sup>Since 1981 federal funds were allocated based on the 1970 census. Bloomington and Goshen were classified as nonurbanized (areas under 50,000 population) for the purpose of this report.

<sup>c</sup>Operate primarily in rural areas.

<sup>1</sup>1980 U.S. Census of Population

<sup>2</sup>Responsible for the maintenance of commuter service on the Chicago, South Shore and South Bend Railroad.

<sup>3</sup>Referred to as "Region 10" in the summary Tables.

**TABLE 2.**  
**TOTAL PASSENGER TRIPS BY SYSTEM**

<u>Service Area</u>	<u>Total 1980</u>	<u>Total 1981</u>	<u>% Change</u>	<u>Passenger Trip Per Capita</u>	<u>Total Transfers 1981</u>	<u>% Total State Ridership</u>
<u>Over 200,000 Population</u>						
East Chicago	275,394	365,790	33	9.2	No Transfers	1
Fort Wayne	4,087,851	3,705,281	(10)	15.7	613,278	10.3
Gary	6,176,005	5,574,378	(11)	22.7	726,089	15.5
Indianapolis	15,022,585	14,980,550	—	18.0	2,507,826	41.7
LCEOC	—	127,224 <sup>a</sup>	—	5.0	No Transfers	.3
South Bend	3,463,537	4,503,166	30	22.2	1,021,092	12.5
Trade Winds	—	134,222 <sup>a(e)</sup>	—	.2	No Transfers	.4
Subtotal	29,025,372	29,390,611	1			
<u>50,000 To 200,000 Population</u>						
Anderson	473,906	426,917	(11)	5.4	91,119	1.2
Evansville	1,602,772	1,575,638	(2)	10.2	345,852	4.4
Lafayette	1,137,000	1,242,948	9	13.6	211,177	3.5
Muncie	771,230	1,041,905	35	11.3	230,117	2.9
Terre Haute	725,000 <sup>(e)</sup>	634,193	(14)	8.5	No Transfers	1.8
Subtotal	4,454,986	4,921,601	10			
<u>Under 50,000 Population</u>						
Bloomington	532,136	432,240	(23)	6.8	37,586	1.2
Columbus	133,495	178,997	34	5.9	11,394	.5
Goshen	—	5,022 <sup>b</sup>	—	.3	No Transfers	0
Kosciusko County	—	83,043 <sup>b</sup>	—	1.4	2,385	.2
LaPorte	126,668	125,079	(1)	5.7	No Transfers	.4
Marion	155,517	191,784	23	5.4	16,437	.5
Michigan City	121,784	191,895	58	5.2	19,215	.5
New Castle	—	15,887 <sup>b</sup>	—	.8	3,869	0
Region 1-B	—	84,689 <sup>b</sup>	—	1.1	No Transfers	.3
Region 10	—	8,350 <sup>b</sup>	—	0	No Transfers	0
Richmond	300,800	272,984	(10)	6.6	75,943	.8
Union County	0	1,198 <sup>b</sup>	—	.2	No Transfers	0
Washington	18,971	24,833	31	2.2	No Transfers	.1
Subtotal	1,389,371	1,596,786	15			
TOTAL	34,869,729	35,908,998	3	3.0		100%
NICTD <sup>1</sup>	2,102,794	2,431,512	16	2.5		
GRAND TOTAL	36,972,523	38,340,510	4%			

<sup>a</sup>System began reporting in 1981.

<sup>b</sup>System began general public service during 1981.

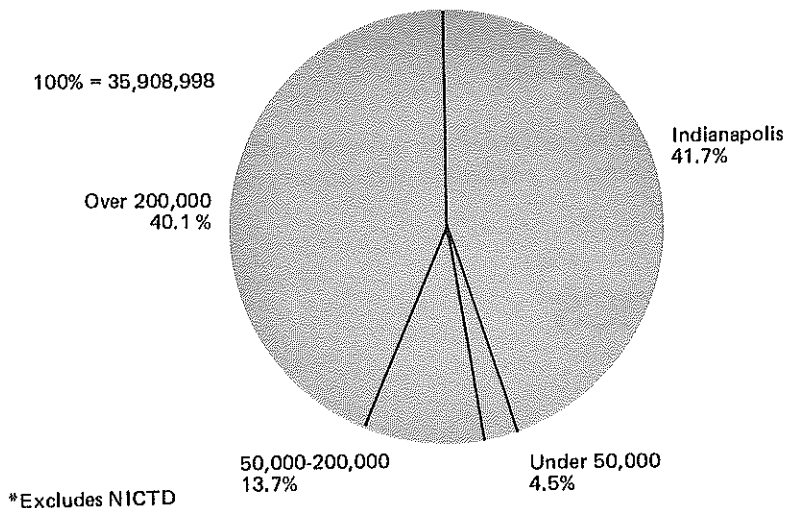
(e) = estimate

<sup>1</sup>Northern Indiana Commuter Transportation District (Chicago, South Shore & South Bend Railroad).

The Northern Indiana Commuter Transportation District (NICTD) experienced a 16% increase in ridership over 1980. NICTD is the public entity responsible for the maintenance of commuter service operated by the Chicago, South Shore and South Bend Railroad.

As indicated in Figure 2, Indianapolis carried 41.7% of the total transit passengers statewide, whereas the other cities in the over 200,000 population category carried 40.1%. Systems in areas between 50,000 – 200,000 carried 13.7%, while systems serving areas of less than 50,000 population carried 4.5% of the total transit ridership.

**FIGURE 2  
STATEWIDE RIDERSHIP DISTRIBUTION\* BY CITY POPULATION**



### INCREASE IN PASSENGER TRIPS OVER FOUR YEAR PERIOD

Transit ridership statewide has steadily increased over the four year period from 1978 through 1981. There appears to be a leveling off of this increase, which may be due to the following factors. Compared with the period when oil supplies were limited and costs were rapidly increasing there has been a glut in supplies and prices are not rising at the rate they did a few years ago. Thus, those who initially turned toward transit may have continued to ride the bus, but less people made the choice away from their private auto. Another reason for ridership stabilizing could be the growing trend of commuters turning to carpooling and ridesharing programs.

## SERVICE CHARACTERISTICS

### Fares

As illustrated in Table 3, fares for adults range from a free system in East Chicago to \$1.00 for the non-urban system in Kosciusko County. Most of the converted human service agency systems request donations in lieu of a fare including Lake County Economic Opportunity Council, Tradewinds, Goshen, and Region 1-B. Discounts are available for most systems. Discounts range from monthly passes for unlimited rides to single ride, reduced fare tokens. Most systems also have reduced fares for elderly and disabled persons.

### Service Hours

Most of the cities with populations over 50,000 provide Saturday service, although only a few provide evening, Sunday or holiday service (see Table 4). Nearly half of the non-urban systems provide Saturday service and only LaPorte and New Castle operate during evening hours. For regular service hours please refer to the individual system's characteristics, beginning on page 21.

### Revenue Miles

Revenue vehicle miles (RVM) is the total mileage incurred in scheduled service (miles in each route multiplied by the number of times each route is run) during the year. RVM is a good indicator of the amount or level of transit service available in an area. Statewide RVM increased 9.9% over 1980 levels (see Table 5). This increase was due in part to the inclusion of eight "new systems" that accounted for 7.7% of the 9.9% increase, including: LCEOC, Trade Winds, Goshen, Kosciusko County, New Castle, Regions 1-B and 10 and Union County.

RVM increases were experienced by the following established systems: Lafayette, Marion and Bloomington. The largest decreases were experienced by Anderson and Columbus.

## VEHICLE CHARACTERISTICS

### Fleet Size and Age

In 1981, 772 vehicles were available for transit service representing an increase of 184 vehicles over 1980 (Table 6). Fleet sizes range from 232 vehicles in Indianapolis to one vehicle in Goshen. However, most systems have between 10-30 vehicles available for active service.

Many systems in Indiana are in the process of purchasing new rolling stock. During 1981, major new acquisitions were made in Lafayette, Anderson, Fort Wayne, Evansville, and Muncie. This has helped to reduce the state's average vehicle age from 8 to 7 years between 1980-81.

Although many factors influence the length of service available from any one type of vehicle it is a general industry standard to maintain a transit fleet's average vehicle age at one-half the useful life. Maintenance practices, service conditions, and vehicle construction are the principal factors that determine useful life. Although there is no standard upon which to base useful life it is generally held that the following guidelines apply:

35-40 passenger/diesel	12-15 years
25-30 passenger/diesel	7-10 years
17-21 passenger/gas	4-6 years
vans	3 years

### Fuel Efficiency

As with useful life, fuel efficiency is predicated on vehicle and engine type and service conditions. For instance, a large 40 passenger bus subjected to frequent stops over short distances will consume a greater amount of fuel than a van that stops infrequently over longer distances. This is illustrated in Table 7 when comparing fuel efficiency (miles/gallon) between relatively high density urban service and lower density rural and small urban systems. However, when making the comparison based on passengers carried per gallon, the larger systems exceed the state average of 6.9 passengers per gallon, which illustrates that larger systems have to travel relatively shorter distances to attract greater numbers of riders than small urban and rural systems.

**TABLE 3  
TRANSIT FARES BY SYSTEM**

<u>Service Area</u>	<u>Adult</u>	<u>Youth</u>	<u>Handicapped and Elderly</u>	<u>Transfer Charge</u>	<u>Discounts Available</u>
<u>Over 200,000 Population</u>					
East Chicago	Free	Free	Free	Free	No
Fort Wayne	\$.50	\$.25	\$.25	Free	Yes
Gary	.50	.35	.25	.05	Yes
Indianapolis	.50	.50	.25	.05	Yes
LCEOC	Donation basis — no standard fare charged.				Yes
South Bend	.30	.15/.20	.15	Free	Yes
Trade Winds	Donation basis — no standard fare charged.				
<u>50,000 To 200,000 Population</u>					
Anderson	.30	.30	.15	Free	Yes
Evansville	.35	.35	.15	.05	Yes
Lafayette	.50	.50	.15	.15	Yes
Muncie	.30	.30	.15	Free	Yes
Terre Haute	.50	.50	.25	No Transfers	Yes
<u>Under 50,000 Population</u>					
Bloomington	.50	.25	.25	Free	Yes
Columbus	.25	.25	.75 <sup>a</sup>	.10	Yes
Goshen	Donation basis — no standard fare charged.				
Kosciusko County	1.00	.50	.50	No Transfers	No
LaPorte	.45	.45	8/\$1.00 <sup>b</sup>	No Transfers	Yes
Marion	.30	.20	.15	Free	Yes
Michigan City	.50	.50	.50	Free	Yes
New Castle	.35	.25	.15	Free	No
Region 1-B	Donation basis — no standard fare charged.				
Region 10	.50	.50	.50	No Transfers	Yes
Richmond	.50	.50	.50	Free	No
Union County <sup>c</sup>					
Washington	.45	.45	.35	No Transfers	Yes

NICTD

Please refer to page 54 for fare information.

<sup>a</sup> Columbus dial-a-ride service.

<sup>b</sup> Eight tokens for \$1.00

<sup>c</sup> \$.50 in Liberty, \$1.00 within Union County, \$1.50 to Richmond or Connersville. One-half fare to handicapped and elderly.

**TABLE 4  
EVENING, WEEKEND & HOLIDAY SERVICE BY SYSTEM**

<u>Service Area</u>	<u>Evening</u> <sup>1</sup>	<u>Saturday</u>	<u>Sunday</u>	<u>Holiday</u>
<u>Over 200,000 Population</u>				
East Chicago	No	Yes	No	Yes
Fort Wayne	No	Yes	No	No
Gary	Yes	Yes	Yes	Yes
Indianapolis	Yes	Yes	Yes	Yes
LCEOC	No	No	No	No
South Bend	Yes <sup>a</sup>	Yes	Yes <sup>b</sup>	No
Trade Winds	No	No	No	No
<u>50,000 To 200,000 Population</u>				
Anderson	No	No	No	No
Evansville	No	Yes	No	No
Lafayette	Yes	Yes	No	No
Muncie	No	Yes	No	No
Terre Haute	No	Yes	No	No
<u>Under 50,000 Population</u>				
Bloomington	No	Yes	No	No
Columbus	No	Yes	No	No
Goshen	No	No	No	No
Kosciusko County	No	No	No	No
LaPorte	Yes <sup>c</sup>	Yes	No	No
Marion	No	No	No	No
Michigan City	No	Yes	No	Yes
New Castle	Yes <sup>d</sup>	Yes	No	No
Region 1-B	No	No	No	Yes
Region 10	No	No	No	No
Richmond	No	Yes	No	No
Union County	No	No	No	No
Washington	No	No	No	No
NICTD	Yes	Yes	Yes	Yes <sup>e</sup>

<sup>1</sup> Evening service is defined as beginning after 7:00 p.m.

<sup>a</sup> Monday through Friday only.

<sup>b</sup> Notre Dame Campus Service.

<sup>c</sup> Friday only for fixed route, and Monday through Friday for demand responsive.

<sup>d</sup> On Friday only.

<sup>e</sup> July 4th only.

**TABLE 5  
TOTAL REVENUE VEHICLE MILES**

<u>Service Area</u>	<u>1980</u>	<u>1981</u>	<u>% Change</u>
<u>Over 200,000 Population</u>			
East Chicago	224,016 <sup>a</sup>	256,176	14.4
Fort Wayne	2,244,465	2,185,160	(2.7)
Gary	2,702,858	2,651,601	(1.9)
Indianapolis	6,256,925	6,295,991	.6
LCEOC	—	595,200 <sup>b</sup>	—
South Bend	1,642,610	1,659,673	1.0
Trade Winds	—	332,270 <sup>b</sup>	—
Subtotal	13,070,874	13,976,071	6.9
<u>50,000 To 200,000 Population</u>			
Anderson	455,718	337,643	(35.0)
Evansville	847,484	785,556	(7.9)
Lafayette	579,447	755,794	30.4
Muncie	685,783	745,915	8.8
Terre Haute	623,484	623,484	0
Subtotal	3,191,916	3,248,392	1.8
<u>Under 50,000 Population</u>			
Bloomington	437,602	529,415	21.0
Columbus	235,437	183,260	(28.5)
Goshen	0	14,230 <sup>c</sup>	—
Kosciusko County	0	207,228	—
LaPorte	211,989	228,995	8.0
Marion	163,639	203,371	24.3
Michigan City	187,200 <sup>a</sup>	178,676	(4.8)
New Castle	—	24,548 <sup>c</sup>	—
Region 1-B	—	509,359 <sup>c</sup>	—
Region 10	—	38,223 <sup>a</sup>	—
Richmond	377,696 <sup>a</sup>	375,183	.7
Union County	—	11,975 <sup>c</sup>	—
Washington	25,480 <sup>a</sup>	32,500	21.6
Subtotal	1,639,043	2,536,963	54.8
Total	17,901,833	19,761,426	10.4
NICTD	2,037,436	2,145,931	5.3
GRAND TOTAL	19,939,269	21,907,357	9.9

<sup>a</sup>Total Vehicle Miles

<sup>b</sup>Began reporting in 1981

<sup>c</sup>Began general public service during 1981

**TABLE 6**  
**VEHICLE CHARACTERISTICS BY SYSTEM: 1981**

Service Area	Number Owned	Capacity		Engine Type <sup>2</sup>	Average Age of Fleet (years)
		Total	Per Vehicle (Average) <sup>1</sup>		
<u>Over 200,000 Population</u>					
East Chicago	7	285	41	D & G	1.1
Fort Wayne	98	5,852	60	D	7.1
Gary	114	7,193	63	D	9.2
Indianapolis	232	16,826	73	D & G	9.5
LCEOC	24	360	15	G	5.0
South Bend	58	3,944	68	D	9.0
Trade Winds	17	701	41	G	3.1
Subtotal					8.5
<u>50,000 To 200,000 Population</u>					
Anderson	23	833	36	D & G	2.9
Evansville	24	632	26	D & G	3.3
Lafayette	29	1,593	55	D & G	6.2
Muncie	29	1,547	53	D	6.7
Terre Haute	20	930	47	D	8.2
Subtotal					5.5
<u>Under 50,000 Population</u>					
Bloomington	15	476	32	D	4.3
Columbus	7	154	22	D & G	4.4
Goshen	1	14	14	G	5.0
Kosciusko County	11	478	44	G & LP	4.0
LaPorte	8	179	22	D & G	2.4
Marion	6	266	44	D	1.7
Michigan City	7	288	41	D & G	2.0
New Castle	5	100	20	G	New
Region 1-B	12	152	13	G	3.3
Region 10	8	94	12	G	3.8
Richmond	13	338	26	G	3.0
Union County	2	24	12	G	3.0
Washington	2	32	16	G	New
Subtotal	772	43,291			3.1
<b>TOTAL</b>					<b>7.3</b>

<sup>1</sup> Average includes seating and standing capacity.

<sup>2</sup> D = Diesel, G = Gas and LP = Liquid Propane



**TABLE 7  
TOTAL ENERGY CONSUMPTION: 1981**

<u>Service Area</u>	<u>Total Vehicle Miles</u>	<u>Gallons of Fuel Consumed</u>	<u>Total Vehicle Miles/Gallon</u>	<u>Passengers Per Gallon</u>
<u>Over 200,000 Population</u>				
East Chicago	256,176	25,891	9.89	14.13
Fort Wayne	2,188,068	516,681	4.24	7.17
Gary	2,651,601	929,051	2.85	6.00
Indianapolis	6,349,907	2,051,160	3.10	7.30
LCEOC	713,020	82,940	8.60	1.53
South Bend	1,731,933	468,668	3.70	9.61
Trade Winds	443,027	106,655	4.15	1.26
Subtotal	14,333,732	4,181,046	sub-avg. 3.43	sub-avg. 7.03
<u>50,000 To 200,000 Population</u>				
Anderson	350,302	102,372	3.42	4.17
Evansville	787,856	169,544	4.65	9.29
Lafayette	763,155	185,344	4.12	6.71
Muncie	747,578	116,002	6.44	8.98
Terre Haute	639,075	90,740	7.04	6.99
Subtotal	3,287,966	664,002	sub-avg. 4.95	sub-avg. 7.41
<u>Under 50,000 Population</u>				
Bloomington	550,000	82,687	6.65	5.23
Columbus	188,564	20,050	9.40	8.93
Goshen	15,065	966	15.59	5.20
Kosciusko County	225,465	46,000	4.90	1.81
LaPorte	280,837	28,198	9.96	4.44
Marion	204,371	29,233	6.99	6.56
Michigan City	162,996	24,215	6.73	7.92
New Castle	24,898	4,624	5.38	3.44
Region 1-B	509,359	85,540	5.96	.99
Region 10	38,223	6,590	5.80	1.27
Richmond	377,683	55,277	6.83	4.94
Union County	17,962	1,210	14.85	.99
Washington	32,500	5,413	6.00	4.59
Subtotal	2,627,923	390,003	sub-avg. 6.74	sub-avg. 4.09
TOTAL	20,249,621	5,235,051	3.87	6.86

# FINANCIAL DATA

## Operating Expense

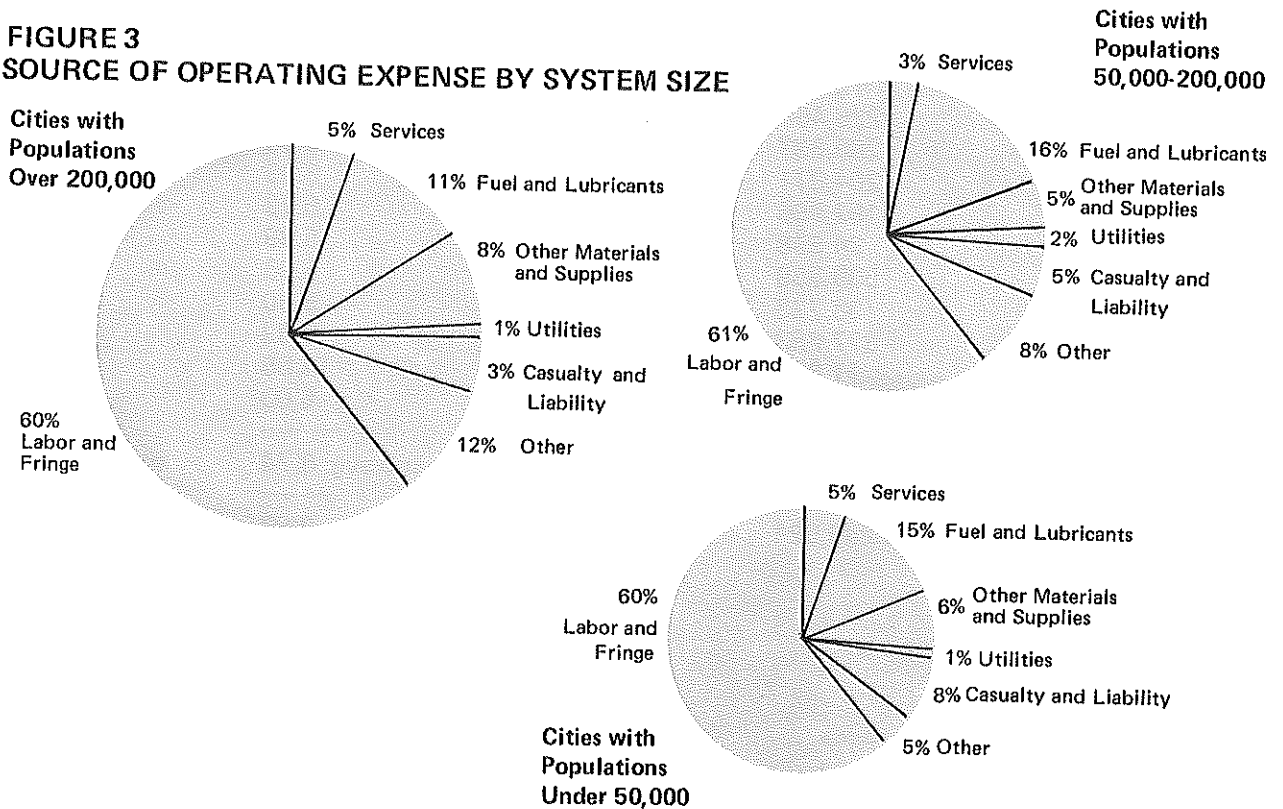
Costs continued to escalate in 1981, rising by 23% over 1980 figures. The change between 1978 and 1981 is illustrated below:

	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>
Total Operating Expense	\$27,817,158	\$32,054,324	\$38,523,360	\$47,420,159
% Change		15.2	20.2	23.1

As illustrated in Table 8, 81.6% of statewide costs were incurred by systems serving areas with populations greater than 200,000 population, 12.2% by those systems in areas between 50,000 – 200,000 population, and 6.1% by systems serving small urban and rural areas.

Due to the changes incorporated in the reporting format, we are unable to provide any information on the change in detailed cost categories over time. However, in 1981 as in the past, labor and fuel costs comprise the greatest share of total expenses at 60% and 12% respectively. In addition, as is evident in Figure 3, there is little variation in the distribution of costs among groups of transit systems.

**FIGURE 3  
SOURCE OF OPERATING EXPENSE BY SYSTEM SIZE**



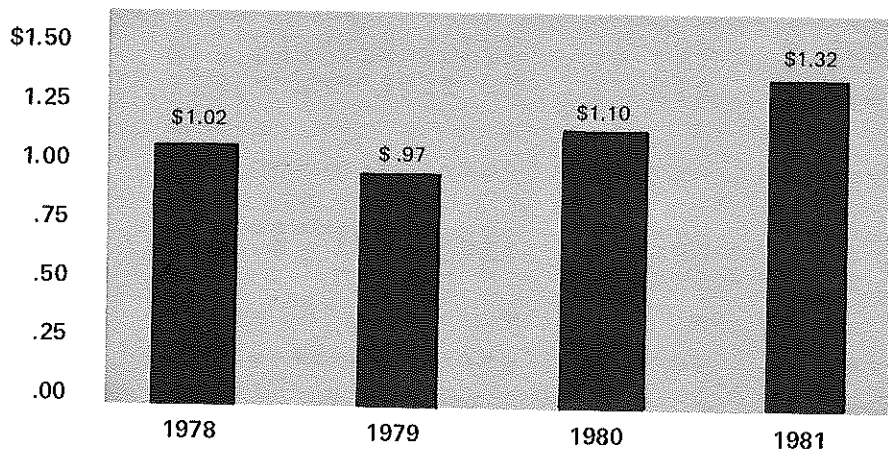
**TABLE 8  
TRANSIT OPERATING EXPENDITURES BY CATEGORY: 1981**

Service Area	Labor & Fringe	%	Services	%	Fuel & Lubricants	%	Other Materials & Supplies	%	Utilities	%	Casualty & Liability	%	Other	%	Total
<b>Over 200,000 Population</b>															
East Chicago	\$ 304,536	80	\$ 7,130	2	\$ 31,944	8	\$ 11,234	3	\$ 1,200	1	\$ 19,885	5	\$ 4,882	1	\$ 380,811
Fort Wayne	3,769,828	67	157,392	3	585,474	10	369,023	6	49,368	1	165,034	3	577,492	10	5,673,884
Gary	4,563,178	54	515,826	6	1,004,211	12	972,589	12	85,171	1	371,015	4	932,942	11	8,444,932
Indianapolis	11,089,797	63	699,358	4	1,910,766	11	1,211,067	7	295,009	2	504,477	3	1,727,895	10	17,438,369
LC/EOC	367,220	59	135,240	22	101,186	16	0	0	0	0	21,148	3	0	0	624,794
South Bend	2,838,793	54	249,655	5	557,122	11	461,076	9	72,471	1	171,938	3	896,527	17	5,247,582
Trade Winds	233,385	25	79,525	9	63,296	7	98,942	11	0	0	18,152	2	417,695	46	910,995
Subtotal	\$ 23,166,737	60	\$ 1,844,126	5	\$ 4,254,272	11	\$ 3,123,931	8	\$ 503,219	1	\$ 1,271,649	3	\$ 4,557,433	12	\$ 38,721,367
<b>50,000 To 200,000 Population</b>															
Anderson	\$ 564,396	59	\$ 32,288	3	\$ 129,200	14	\$ 59,110	6	\$ 18,941	2	\$ 85,152	9	\$ 68,763	7	\$ 957,850
Evansville	783,624	64	48,956	4	238,558	20	36,499	3	13,024	1	94,028	8	1,668	0	1,216,357
Lafayette	945,742	57	32,683	2	218,456	13	79,331	5	34,818	2	66,632	4	285,372	17	1,663,034
Terre Haute	484,133	71	800	1	118,578	17	49,473	7	23,164	3	0	0	6,830	1	682,978
Subtotal	\$ 2,777,895	61	\$ 114,727	3	\$ 704,792	16	\$ 224,413	5	\$ 89,947	2	\$ 245,812	5	\$ 362,633	8	\$ 4,520,219
<b>Under 50,000 Population</b>															
Bloomington	\$ 384,772	50	\$ 83,599	11	\$ 105,032	13	\$ 116,351	15	\$ 163	0	\$ 53,390	7	\$ 30,524 <sup>a</sup>	4	\$ 773,831
Columbus	169,636	75	3,063	1	29,930	13	9,262	4	3,846	2	10,402	5	652	0	226,791
Goshen	4,606	58	778	10	1,208	15	454	6	439	5	243	3	253	3	7,981
Kosciusko County	154,677	51	36,738	12	50,717	17	1,999	1	1,945	1	13,355	4	42,966	14	302,397
LaPorte	162,289	69	0	0	43,653	19	11,875	5	0	0	13,281	6	2,352	1	233,450
Marion	206,486	66	1,894	1	49,576	16	7,075	2	0	0	35,019	11	13,043	4	313,093
Michigan City	178,714	61	500	0	34,342	12	10,625	3	11,056	4	59,015	20	0	0	294,252
New Castle	40,440	73	0	0	4,809	9	1,805	3	793	1	3,470	6	4,361	8	55,678
Region 1-B	97,844	57	14,999	9	37,000	21	3,701	2	3,140	2	6,700	4	7,913	5	171,297
Region 10	45,896	52	0	0	9,249	10	4,447	5	0	0	7,130	8	21,606 <sup>a</sup>	25	88,328
Richmond	285,905	72	3,820	1	67,398	17	16,032	4	0	0	21,639	6	6	0	394,794
Union County	16,293	62	100	1	1,671	6	96	1	455	2	1,481	5	6,159	23	26,255
Washington	9,347	35	5,241	19	8,483	32	2,118	8	0	0	1,642	6	0	0	26,831
Subtotal	\$ 1,756,905	60	\$ 150,732	5	\$ 443,068	15	\$ 185,840	6	\$ 21,837	1	\$ 226,767	8	\$ 129,829	5	\$ 2,914,978
Total	\$ 27,701,537	60	\$ 2,109,585	4	\$ 5,402,132	12	\$ 3,534,184	8	\$ 615,003	1	\$ 1,744,228	4	\$ 5,049,895	11	\$ 46,156,564
NICTD*	\$ 9,463,082														\$ 9,463,082
Muncie*	\$ 1,263,595														\$ 1,263,595
<b>GRAND TOTAL</b>															\$ 56,883,241

<sup>a</sup> Includes approved indirect costs of \$16,697 for Region 10 and \$16,472 for Bloomington.  
\*A breakdown of costs was not provided by the operator consistent with the above format.

In 1981, it cost an average of \$1.32 to provide transit service to each passenger. As illustrated in Figure 4 this represents the largest increase over the past three years. Most of this increase can be attributed to escalating labor and fuel costs. On the average, these findings support the contention that it costs more to provide service in low density rural areas than in urban centers. We found that on the average it costs \$1.82 per passenger to provide service in the state's small urban and rural areas, and \$1.17 and \$1.32 per passenger in the state's medium and large urban areas, respectively.

**FIGURE 4  
OPERATING COST PER PASSENGER TRIP: 1978-81**



Operating Revenue

Operating revenues rose by 14.7% to over \$44.4 million in 1981. The greatest dollar increases were in the use of federal and state funds; and "other" revenue which includes charter income, advertising revenue and unrestricted federal funds (Table 9). Figure 5 is a series of graphs illustrating the comparative change among funding sources between 1978-81. Although passenger and local revenue has remained relatively constant over the past three years, it has steadily declined as a percentage of total revenue. Conversely federal and state assistance is continuing to grow. The increase in other revenue may indicate an important trend as transit systems begin to utilize other revenue sources as federal funding declines.

**TABLE 9  
CHANGE IN TRANSIT OPERATING REVENUES BY CATEGORY: 1978-81**

	<u>1978</u>	<u>%</u>	<u>1979</u>	<u>%</u>	<u>1980</u>	<u>%</u>	<u>1981</u>	<u>%</u>
Passenger	\$10,505,239	38	\$11,477,727	37	\$12,894,447	33	\$11,802,036	27
Other	1,019,588	4	1,681,206	5	1,424,594	4	3,341,340	8
Local	6,766,714	24	6,540,608	21	6,339,585	16	6,387,864	14
State	1,897,412	7	2,658,625	8	5,843,868	15	8,505,362	19
Federal	7,406,647	27	9,043,963	29	12,191,505	32	14,370,230	32
<b>GRAND TOTAL</b>	<b>\$27,595,600</b>		<b>\$31,402,129</b>		<b>\$38,693,999</b>		<b>\$44,406,832</b>	

**FIGURE 5**  
**CHANGE IN TRANSIT OPERATING REVENUES**  
**BY CATEGORY: 1978-81**

Revenue In Millions  
 Percent of Total Revenue

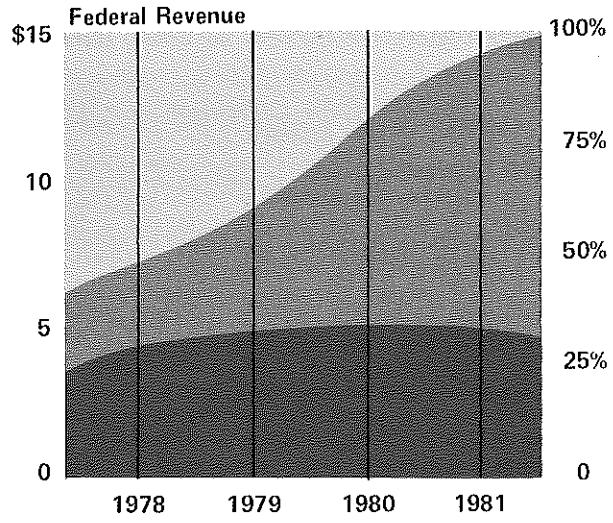
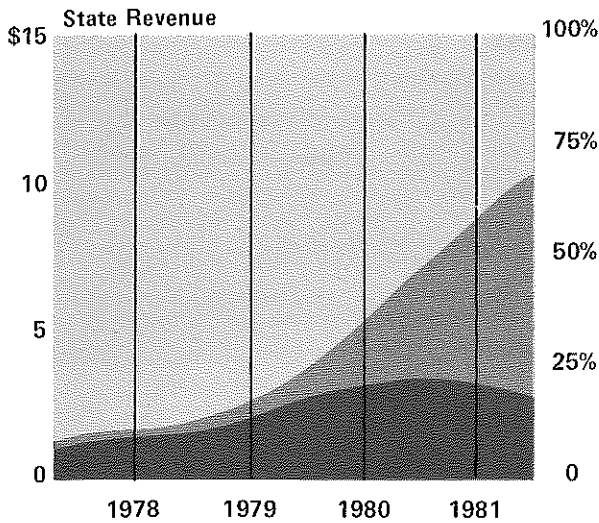
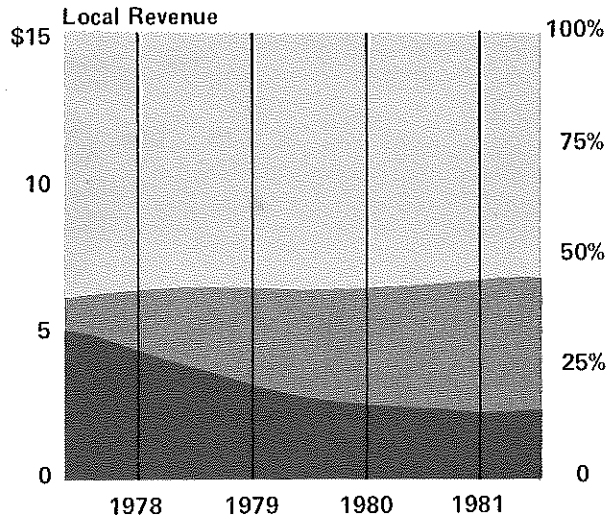
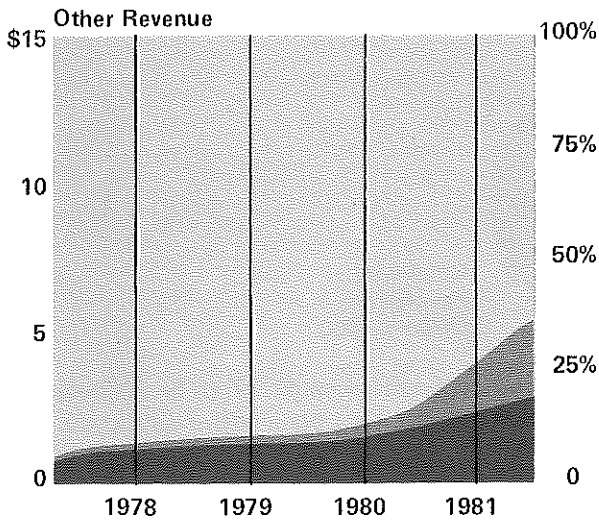
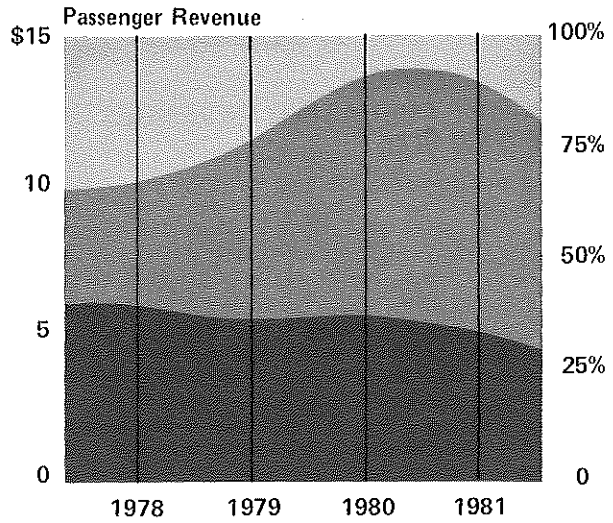
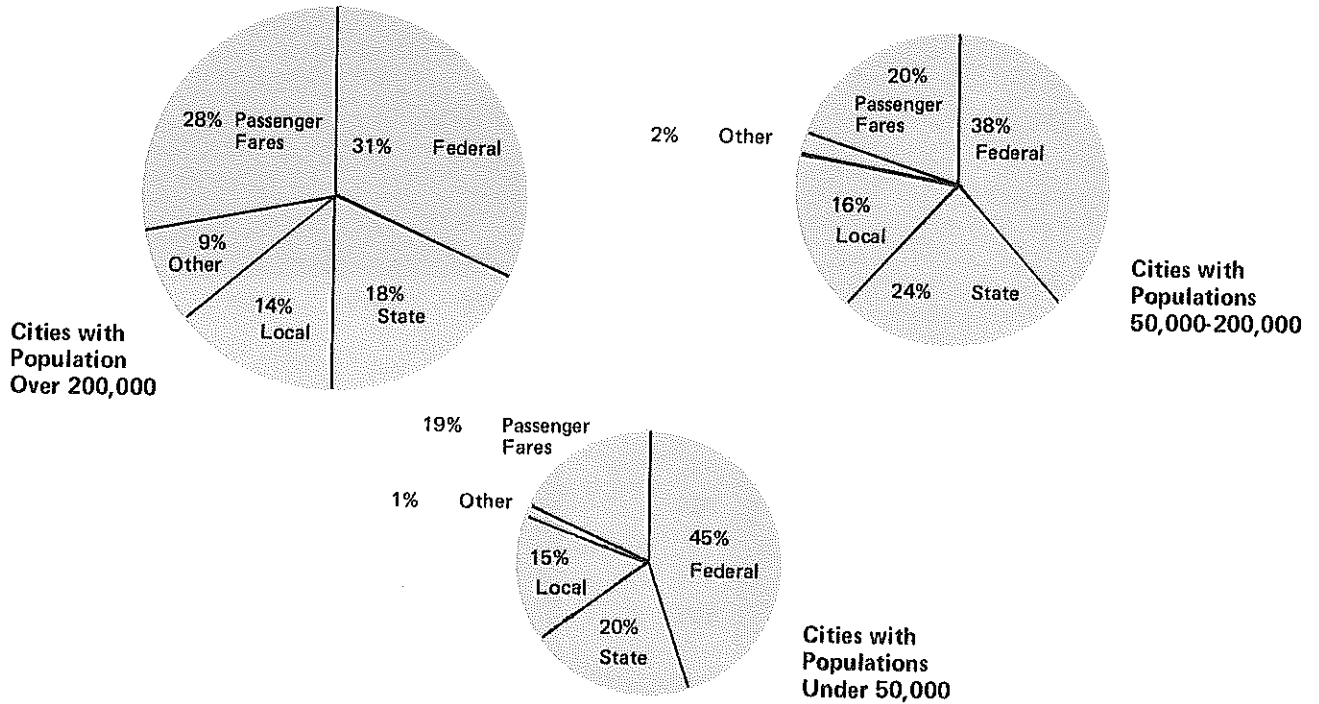


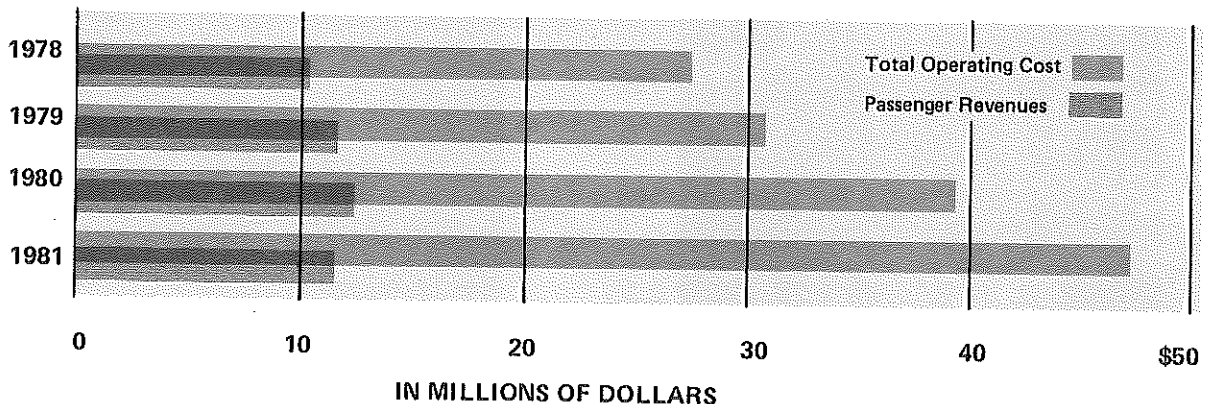
Figure 6 and Table 10 identify sources of revenue by size of service area. The information reveals that the larger systems account for a greater share of their revenue from passengers (28%) when compared to the medium sized cities and small urban and rural areas. Small urban and rural areas account for a greater percentage share of federal funds (45%) than the other areas. State revenue comprises about the same percentage share of total revenue regardless of system size.

**FIGURE 6  
SOURCE OF OPERATING REVENUES  
BY SYSTEM SIZE**



In general, we have found that revenue per passenger has declined from \$ .37 to \$ .33 between 1980-81. In fact, our findings suggest that passenger revenue has not kept pace with rising costs (see Figure 7). This can be partially attributed to the availability of federal funds and the intent of the federal program which is meant to expand service while keeping fares low.

**FIGURE 7  
CHANGE IN PASSENGER REVENUES  
IN COMPARISON TO TOTAL OPERATING COST: 1978-81**



**TABLE 10  
TRANSIT OPERATING REVENUES BY CATEGORY: 1981**

Service Area	Passenger	%	Federal	%	State	%	Local	%	Other	%	Total
<b>Over 200,000 Population</b>											
East Chicago	0	0	\$ 190,450	50	\$ 95,225	25	\$ 95,225	25	\$ 50,230	0	\$ 380,900
Fort Wayne	1,254,746	24	1,867,792	35	950,834	18	1,135,776 <sup>a</sup>	22	1,964,517	1	5,259,378
Gary	2,738,282	33	1,750,000	21	1,033,344	13	724,150 <sup>a</sup>	9	1,964,517	24	8,210,293
Indianapolis	5,341,544	34	4,894,335	31	3,249,731	20	1,681,919 <sup>a,b</sup>	10	752,265	5	15,919,794
LC/EOC	0	0	181,910	28	91,210	14	90,700	14	286,626	44	650,446
South Bend	761,923	16	1,612,452	35	900,737	19	1,313,178 <sup>a</sup>	28	92,433	2	4,680,723
Trade Winds	0	0	360,075	56	181,317	28	22,817	3	85,076	13	649,285
Subtotal	\$ 10,096,495	28	\$ 10,857,014	31	\$ 6,502,398	18	\$ 5,063,765	14	\$ 3,231,147	9	\$ 35,750,819
<b>50,000 To 200,000 Population</b>											
Anderson	65,723	6	447,789	47	298,496	31	143,068	15	2,774	1	957,850
Evansville	387,726	31	422,437	34	281,625	23	140,812	22	0	0	1,232,600
Lafayette	320,336	22	454,840	31	300,000	20	363,595	25	34,209	2	1,472,980
Muncie	179,353	14	548,194	44	352,746	28	127,819	10	55,483	4	1,263,595
Terre Haute	190,258	23	317,987	39	179,242	22	115,791	14	10,333	2	813,611
Subtotal	\$ 1,143,396	20	\$ 2,191,247	38	\$ 1,412,109	24	\$ 891,085	16	\$ 102,799	2	\$ 5,740,636
<b>Under 50,000 Population</b>											
Bloomington	145,401	19	352,188	45	98,086	12	177,226	23	930	1	773,831
Columbus	42,998	18	98,966	44	56,551	25	28,276	13	0	0	266,791
Goshen	2,399	30	3,246	41	1,117	14	559	7	660	8	7,981
Kosciusko County	66,603	22	144,971	48	60,549	20	30,274	10	0	0	302,397
LaPorte	69,511	30	91,566	39	46,109	20	26,082	11	182	0	233,450
Marion	28,694	9	161,283	52	81,524	26	40,762	13	830	0	313,093
Michigan City	37,534	13	134,914	46	79,307	27	39,654	13	2,843	1	294,252
New Castle	3,530	6	30,027	54	14,747	26	7,374	13	0	0	55,678
Region 1-B	12,321	7	90,194	53	45,855	27	22,927	13	0	0	171,927
Region 10	3,762	4	52,452	59	21,693	25	10,820	12	0	0	88,727
Richmond	140,268	35	133,641	34	75,023	19	43,913 <sup>c</sup>	11	1,949	1	394,794
Union County	1,885	7	16,729	64	5,094	19	2,547	10	0	0	26,255
Washington	7,239	27	11,792	44	5,200	19	2,600	0	0	0	26,831
Subtotal	\$ 562,145	19	\$ 1,321,969	45	\$ 590,855	20	\$ 433,014	15	\$ 7,394	1	\$ 2,915,377
Total	\$ 11,802,036	27	\$ 14,370,230	32	\$ 8,505,362	19	\$ 6,387,864	14	\$ 3,341,340	8	\$ 44,406,832
NICTD	\$ 4,863,588	52	\$ 2,411,957	26	\$ 988,043	11	\$ 893,661	10	\$ 84,934	1	\$ 9,242,183
GRAND TOTAL	\$ 16,665,624	31	\$ 16,782,187	31	\$ 9,493,405	18	\$ 7,281,525	13	\$ 3,426,274	7	\$ 53,649,015

<sup>a</sup>Taxes levied  
<sup>b</sup>Local Special Fare Assistance  
<sup>c</sup>Revenue Sharing





**CHAPTER 2:  
DETAILED SYSTEM CHARACTERISTICS**

## CITY OF ANDERSON TRANSPORTATION SYSTEM

530 Baxter Road, P.O. Box 2100  
 Anderson, Indiana 46011  
 (317) 646-5811 or 646-5734

CONTACT: Tim Spence, Assistant General Manager

### GENERAL INFORMATION:

Type of Service	Demand Responsive and Fixed Route
Service Area	Corporate Limits
Service Area Population	78,581
Special Service	Demand-responsive service for handicapped provided by two lift-equipped vans.

### SERVICE HOURS:

Monday through Friday	6:00 A.M. — 6:30 P.M.
Saturday	No Service
Sunday	No Service
Holiday	No Service

### PERSONNEL:

	Full-Time	Part-Time
Operations	16	4
Maintenance	11	
General Administration	<u>7</u>	<u>    </u>
Total	34	4

### FARES:

Base	.30	Handicapped/Elderly	.15
Youth	.30	Transfer	Free

Multiple Ride Discounts      25 rides/\$5.00

### ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	102,372
	Diesel #1	
	Diesel #2	

Fuel Reserve (days): 30

### VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
10	1981	TMC	Diesel	30	15	10
6	1977	Grumman	Gas	20	10	
7	1975	Grumman	Gas	19	10	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	337,643
Total Vehicle Miles	350,302
Total Unlinked Passenger Trips	426,917
Transfers	91,119
Total Revenue Vehicle Hours	34,120
Peak Hour Fleet	10
Base Fleet	4

**FINANCIAL INFORMATION:****Operating Revenue**

Passenger Fares	\$ 61,523
Special Transit Fares	4,200
School Bus Service	
Charter Service	72
Other	2,702
Local Assistance	143,068
State Assistance	298,496
Federal Assistance	447,789
Total	<u>\$957,850</u>

**Operating Expense**

Operator's Salaries/Wages	\$378,656
General Administrative Salaries/Wages/and Other Salaries/Wages	82,070
Fringe Benefits	103,670
Services	32,288
Fuel & Lubricants	129,200
Tires & Tubes	8,478
Other Materials/Supplies	50,632
Utilities	18,941
Casualty/Liability Costs	85,152
Taxes	
Purchased Transportation	59,394
Miscellaneous Expenses, Advertising/ Promotion Media	9,369
Equipment	
Indirect Expenses	
Total	<u>\$957,850</u>

**Capital Grants Awarded**

Federal (Section 5)	\$ 912,434
State	151,692
Local	
City General Fund	
Federal Revenue Sharing	76,416
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	<u>\$1,140,542</u>

**CATS**

## BLOOMINGTON TRANSIT

800 East Miller Drive  
Bloomington, Indiana 47402  
(812) 332-5688

CONTACT: Charles R. Martindale, Transit Director

### GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	63,513
Special Service	Lease service to the American Red Cross for transporting the handicapped.

### SERVICE HOURS:

Monday through Friday	5:49 A.M. – 7:00 P.M.
Saturday	9:15 A.M. – 7:00 P.M.
Sunday	No Service
Holiday	No Service

### PERSONNEL:

	Full-Time	Part-Time
Operations	17	6
Maintenance		2
General Administration	<u>4</u>	<u>    </u>
Total	21	8

### FARES:

There was a fare change on 1/1/81

Base	From .30 to .50	Handicapped/Elderly	From .15 to .25
Youth	From .15 to .25	Transfer	Free

Multiple Ride Discounts      25 rides/\$10.00 for adults; 25 rides/\$5.00 for Students; \$2.00 weekly and \$8.00 monthly/passes for the handicapped.

### ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	
	Diesel #1	79,837
	Diesel #2	2,850

Fuel Reserve (days): 8

### VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
4	1980	TMC	Diesel	31	15	
4	1979	Superior	Diesel	21	10	
3	1974	Mercedes Benz	Diesel	19	5	
4	1973	Mercedes Benz	Diesel	19	5	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	529,415
Total Vehicle Miles	550,000
Total Unlinked Passenger Trips	432,240
Transfers	37,586
Total Revenue Vehicle Hours	36,336
Peak Hour Fleet	10
Base Fleet	10

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$145,401
Special Transit Fares	
School Bus Service	
Charter Service	930
Other	
Local Assistance	177,226
State Assistance	98,086
Federal Assistance	352,188
Total	<u>\$773,831</u>

Operating Expense

Operator's Salaries/Wages	\$294,192
General Administrative Salaries/Wages/and Other Salaries/Wages	47,653
Fringe Benefits	42,927
Services	83,599
Fuel & Lubricants	105,032
Tires & Tubes <sup>1</sup>	
Other Materials/Supplies	116,351
Utilities	163
Casualty/Liability Costs	53,390
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	13,331
Equipment	721
Indirect Expenses	16,472
Total	<u>\$773,831</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

<sup>1</sup> Included in Section 15 line item 504.99

**BT**

5400 Cline Avenue  
 East Chicago, Indiana 46312  
 (219) 392-8376

CONTACT: H.L. Pleasant, Transit Administrator

**GENERAL INFORMATION:**

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	39,786

**SERVICE HOURS:**

Monday through Friday	6:00 A.M. — 6:00 P.M.
Saturday	6:00 A.M. — 6:00 P.M.
Sunday	No Service
Holiday	6:00 A.M. — 6:00 P.M.

**PERSONNEL:**

	Full-Time
Operations	10
Maintenance	2
General Administration	5
Total	17

**FARES:**

Base	No Charge	Handicapped/Elderly
Youth		Transfer
Other		
Multiple Ride Discounts		

**ENERGY CONSUMPTION:**

Fuel Used (gallons):	Gasoline	1,000
	Diesel #1	24,891
	Diesel #2	

Fuel Reserve (days): 7

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
6	1980	TMC	Diesel	35	10	
1	1979	Ford	Gasoline	15		

**SERVICE STATISTICS:**

Revenue Vehicle Miles	256,176
Total Vehicle Miles	256,176
Total Unlinked Passenger Trips	365,790
Transfers	Unavailable
Total Revenue Vehicle Hours	18,720
Peak Hour Fleet	5
Base Fleet	5

**FINANCIAL INFORMATION:****Operating Revenue**

Passenger Fares	-0-
Special Transit Fares	-0-
School Bus Service	-0-
Charter Service	-0-
Other	-0-
Local Assistance	\$ 95,225
State Assistance	95,225
Federal Assistance	190,450
Total	<u>\$380,900</u>

**Operating Expense**

Operator's Salaries/Wages	
General Administrative Salaries/Wages/and Other Salaries/Wages	\$247,848 <sup>1</sup>
Fringe Benefits	56,688
Services	7,130
Fuel & Lubricants	31,944
Tires & Tubes	3,862
Other Materials/Supplies	7,372
Utilities	1,200
Casualty/Liability Costs	19,885
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	4,882
Equipment	
Indirect Expenses	
Total	<u>\$380,811</u>

**Capital Grants Awarded**

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

<sup>1</sup> Includes all personnel.**EAST CHICAGO  
BUS TRANSIT SYSTEM**

898 South Gladstone Avenue  
 Columbus, Indiana 47201  
 (812) 376-2506

CONTACT: Esther Sutherland\*

**GENERAL INFORMATION:**

Type of Service	Demand Responsive and Fixed Route
Service Area	Corporate limits
Service Area Population	30,614
Special Service	Call-a-bus demand responsive service for elderly over 60 and/or handicapped individuals via lift-equipped bus.

**SERVICE HOURS:**

Monday through Friday	6:00 A.M. – 7:00 P.M.
Saturday	7:00 A.M. – 7:00 P.M.
Sunday	No Service
Holiday	No Service

**PERSONNEL:**

	Full-Time	Part-Time
Operations	6	7
Maintenance	1	
General Administration	<u>2</u>	<u>7</u>
Total	9	7

**FARES:**

Base	.25	Handicapped/Elderly	
Youth	.25	Transfer	.10
Other	Under 6 years – Free		
Multiple Ride Discounts	5 rides/\$1.00		

**ENERGY CONSUMPTION:**

Fuel Used (gallons):	Gasoline	550
	Diesel #1	
	Diesel #2	19,500
Fuel Reserve (days):	53 approximate	

**VEHICLE INVENTORY:**

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
6	1977	Mercedes-Benz	Diesel	16	8	1
1	1974	Ford	Gas	10		

\*May also contact D. Bruce Wallace, Executive Director, ARA, Box 1103, Columbus, IN 47201



**SERVICE STATISTICS:**

Revenue Vehicle Miles	183,260
Total Vehicle Miles	188,564
Total Unlinked Passenger Trips	178,997
Transfers	11,394
Total Revenue Vehicle Hours	17,680
Peak Hour Fleet	5
Base Fleet	5

**FINANCIAL INFORMATION:****Operating Revenue**

Passenger Fares	\$ 42,998
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	28,276
State Assistance	56,551
Federal Assistance	98,966
Total	<u>\$266,791</u>

**Operating Expense**

Operator's Salaries/Wages	\$109,260
General Administrative Salaries/Wages/and Other Salaries/Wages	35,697
Fringe Benefits	24,679
Services	3,063
Fuel & Lubricants	29,930
Tires & Tubes	
Other Materials/Supplies	9,262
Utilities	3,846
Casualty/Liability Costs	10,402
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	652
Equipment	
Indirect Expenses	
Total	<u>\$226,791</u>

**Capital Grants Awarded**

Federal (Section 18)	\$49,600
State	8,267
Local	
City General Fund	4,133
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	<u>\$62,000</u>

**COLUMBUS**

## METROPOLITAN EVANSVILLE TRANSIT SYSTEM

813 Pennsylvania Street  
 Evansville, Indiana 47708  
 (812) 423-4856

CONTACT: William E. Cochran

### GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	155,078

### SERVICE HOURS:

Monday through Friday	5:45 A.M. — 6:15 P.M.
Saturday	5:45 A.M. — 6:15 P.M.
Sunday	No Service
Holiday	No Service

### PERSONNEL:

	Full-Time
Operations	32
Maintenance	5
General Administration	<u>4</u>
Total	41

### FARES:

Base	.35	Handicapped/Elderly	.15
Youth	N/A	Transfer	.05

Multiple Ride Discounts      Student tokens — 4/\$1.00

### ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	103,610
	Diesel #1	65,934
	Diesel #2	

Fuel Reserve (days): one

### VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
16	1981	TMC	Diesel	30		16
8	1971	Flxette	Gas	19		

**SERVICE STATISTICS:**

Revenue Vehicle Miles	785,556
Total Vehicle Miles	787,856
Total Unlinked Passenger Trips	1,575,638
Transfers	345,852
Total Revenue Vehicle Hours	57,792
Peak Hour Fleet	16
Base Fleet	16

**FINANCIAL INFORMATION:**Operating Revenue

Passenger Fares	\$ 387,726
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	140,812
State Assistance	281,625
Federal Assistance	422,437
Total	<u>\$1,232,600</u>

Operating Expense

Operator's Salaries/Wages	\$ 451,237
General Administrative Salaries/Wages/and Other Salaries/Wages	141,051
Fringe Benefits	191,336
Services	48,956
Fuel & Lubricants	238,558
Tires & Tubes	6,401
Other Materials/Supplies	30,098
Utilities	13,024
Casualty/Liability Costs	94,028
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	1,668
Equipment	
Indirect Expenses	
Total	<u>\$1,216,357</u>

Capital Grants Awarded

Federal (Section 3)	\$640,000
State	106,656
Local	
City General Fund	53,344
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	<u>\$800,000</u>

**METS**

801 Leesburg Road  
 Fort Wayne, Indiana 46808  
 (219) 432-4977

**CONTACT:** George K. Nicolaides, Controller

**GENERAL INFORMATION:**

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	236,479

**SERVICE HOURS:**

Monday through Friday	5:05 A.M. — 5:28 P.M.
Saturday	8:00 A.M. — 6:45 P.M.
Sunday	No Service
Holiday	No Service

**PERSONNEL:**

	Full-Time	Part-Time
Operations	97	
Maintenance	21	
General Administration	<u>23</u>	<u>3</u>
Total	141	3

**FARES:**

Base	.50	Handicapped/Elderly	.25
Youth	.25	Transfer	Free

Multiple Ride Discounts      Weekly/\$4.50

**ENERGY CONSUMPTION:**

Fuel Used (gallons):	Gasoline	4,708
	Diesel #1	511,973
	Diesel #2	

Fuel Reserve (days): 25

**VEHICLE INVENTORY:**

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
28	1981	GMC	Diesel	39	17	28
16	1976	GMC	Diesel	45	17	
6	1974	GMC	Diesel	45	17	
20	1970	GMC	Diesel	43	17	
20	1969	GMC	Diesel	45	17	
6	1968	GMC	Diesel	43	17	
2	1965	GMC	Diesel	43	17	

## MUNCIE INDIANA TRANSIT SYSTEM

1106 East Seymour Street  
 Muncie, Indiana 47305  
 (317) 282-2762

**CONTACT:** Sam Smith, Resident General Manager

### GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	91,479

### SERVICE HOURS:

Monday through Friday	5:45 A.M. — 6:15 P.M.
Saturday	6:45 A.M. — 6:15 P.M.
Sunday	No Service
Holiday	No Service

### PERSONNEL:

	Full-Time	Part-Time
Operations	33	2
Maintenance	6	1
General Administration	<u>4</u>	<u>    </u>
Total	43	3

### FARES:

Base	.30	Handicapped/Elderly	.15
Youth		Transfer	Free

Multiple Ride Discounts      Monthly/\$10.00, Monthly for H/E /\$5.00, Quarterly/\$25.00,  
 Quarterly for H/E /\$12.50

### ENERGY CONSUMPTION:

Fuel Used (gallons):      Gasoline  
                                  Diesel #1      116,002  
                                  Diesel #2

Fuel Reserve (days): 12

### VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
16	1981	GMC	Diesel	35	17	16
6	1972	GMC	Diesel	33	16	
2	1963	GMC	Diesel	45	22	
1	1960	GMC	Diesel	45	22	
4	1960	GMC	Diesel	37	18	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	178,676
Total Vehicle Miles	162,996
Total Unlinked Passenger Trips	172,680
Transfers	19,215
Total Revenue Vehicle Hours	5,720
Peak Hour Fleet	4
Base Fleet	4

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 35,353
Special Transit Fares	2,181
School Bus Service	
Charter Service	2,843
Other	
Local Assistance	39,654
State Assistance	79,307
Federal Assistance	<u>134,914</u>
Total	\$294,252

Operating Expense

Operator's Salaries/Wages	\$112,240
General Administrative Salaries/Wages/and Other Salaries/Wages	27,461
Fringe Benefits	39,013
Services	500
Fuel & Lubricants	34,342
Tires & Tubes	2,147
Other Materials/Supplies	8,478
Utilities	11,056
Casualty/Liability Costs	59,015
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	
Total Reconciling Items	
Equipment	
Indirect Expense	
Total	<u>\$294,252</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

**MUNICIPAL COACH SERVICE**

403 Wabash Street  
 Michigan City, Indiana 46360  
 (219) 874-6945

CONTACT: Peter J. LaRocca, Superintendent

**GENERAL INFORMATION:**

Type of Service Fixed Route  
 Service Area Corporate limits and the Town of Trail Creek  
 Service Area Population 36,850  
 Special Service Serve the Sheltered Workshop & Senior Center. Three routes are directed through low income and elderly areas.

**SERVICE HOURS:**

Monday through Friday 6:30 A.M. – 6:30 P.M.  
 Saturday 8:30 A.M. – 6:30 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	Full-Time
Operations	10
Maintenance	3
General Administration	<u>3</u>
Total	16

**FARES:**

Base	.50	Handicapped/Elderly	.50
Youth	.50	Transfer	Free

Multiple Ride Discounts Monthly – Adults/\$18.00, Youth/\$9.00, H/E /\$9.00

**ENERGY CONSUMPTION:**

Fuel Used (gallons):	Gasoline	3,744
	Diesel #1	
	Diesel #2	20,471

Fuel Reserve (days): 60

**VEHICLE INVENTORY:**

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
6	1979	Superior	Diesel	26	20	1
1	1979	Dodge	Gas	12		

**SERVICE STATISTICS:**

Revenue Vehicle Miles	203,371
Total Vehicle Miles	204,371
Total Unlinked Passenger Trips	191,784
Transfers	16,437
Total Revenue Vehicle Hours	16,044
Peak Hour Fleet	4
Base Fleet	4

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 25,140
Special Transit Fares	3,554
School Bus Service	
Charter Service	150
Other	680
Local Assistance	40,762
State Assistance	81,524
Federal Assistance	<u>161,283</u>
Total	\$313,093

Operating Expense

Operator's Salaries/Wages	\$115,801
General Administrative Salaries/Wages/and Other Salaries/Wages	47,463
Fringe Benefits	43,222
Services	1,894
Fuel & Lubricants	49,576
Tires & Tubes <sup>a</sup>	
Other Materials/Supplies	7,075
Utilities	
Casualty/Liability Costs	35,019
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	11,155
Total Reconciling Items	
Equipment	1,888
Indirect Expense	
Total	<u>\$313,093</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

<sup>a</sup>Included in Other Materials/Supplies

**CITY OF MARION  
TRANSPORTATION  
DEPARTMENT**



Marion Municipal Building, 301 South Branson Street  
 Marion, Indiana 46952  
 (317) 662-9931, extension 321

**CONTACT:** Orville Fitzjarrald

**GENERAL INFORMATION:**

Type of Service Fixed Route  
 Service Area Corporate limits  
 Service Area Population 35,874  
 Special Service Alternate the wheelchair lift equipped bus on a daily basis.

**SERVICE HOURS:**

Monday through Friday 6:00 A.M. — 6:00 P.M.  
 Saturday 6:00 A.M. — 6:00 P.M.  
 Sunday No Service  
 Holiday 6:00 A.M. — 6:00 P.M.

**PERSONNEL:**

	Full-Time	Part-Time
Operations	10	1
Maintenance	2	1
General Administration	1	
Total	<u>13</u>	<u>2</u>

**FARES:**

Base	.30	Handicapped/Elderly	.15
Youth	.20	Transfer	Free
Other	Senior Citizen & Disabled passengers \$1.00 for pass allows passenger to ride for one year at .15/ride. Free from 10:00 A.M. to 2:00 P.M.		

**ENERGY CONSUMPTION:**

Fuel Used (gallons): Gasoline 2,500  
 Diesel #1  
 Diesel #2 26,733

Fuel Reserve (days): 6

**VEHICLE INVENTORY:**

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
2	1980	TMC	Diesel	30	25	1
4	1979	GMC/Superior	Diesel	24	15	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	228,995
Total Vehicle Miles	280,837
Total Unlinked Passenger Trips	125,079
Transfers	No Transfers
Total Revenue Vehicle Hours	18,236
Peak Hour Fleet	6
Base Fleet	5

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 56,722
Special Transit Fares	12,789
School Bus Service	
Charter Service	182
Other	
Local Assistance	26,082
State Assistance	46,109
Federal Assistance	91,566
Total	<u>\$233,450</u>

Operating Expense

Operator's Salaries/Wages	\$130,800
General Administrative Salaries/Wages/and Other Salaries/Wages	15,392
Fringe Benefits	16,097
Services	
Fuel & Lubricants	43,653
Tires & Tubes	
Other Materials/Supplies	11,875
Utilities	
Casualty/Liability Costs	13,281
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	2,352
Total Reconciling Items	
Equipment	
Indirect Expense	
Total	<u>\$233,450</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

**TRANSPORTE**

**LAPORTE TRANSIT SYSTEM**

1206 Second Street  
 LaPorte, Indiana 46350  
 (219) 362-6565 or 326-8274

**CONTACT:** Joanne E. Mitchell, Manager

**GENERAL INFORMATION:**

Type of Service Fixed Route and Demand Responsive  
 Service Area Corporate limits and one quarter mile fringe  
 Service Area Population 21,796  
 Special Service Trips from County Home & nursing homes to Senior Citizens Activity Center,  
 & nutrition lunch at the Salvation Army.

**SERVICE HOURS:**

	Fixed Route	Demand Responsive
Monday through Thursday	6:30 A.M. — 6:00 P.M.	6:00 A.M. — 10:00 P.M.
Friday	6:30 A.M. — 9:00 P.M.	6:00 A.M. — 10:00 P.M.
Saturday	8:00 A.M. — 6:00 P.M.	8:00 A.M. — 4:00 P.M.

**PERSONNEL:**

	Full-Time	Part-Time
Operations	6	11
Maintenance	2	1
General Administration	4	1
Total	12	13

**FARES:** There was a fare change on 1/19/81

Base	From .35 To .45	Handicapped/Elderly	Eight/\$1.00
Youth	From .35 To .45	Transfer	N/A

Multiple Ride Discounts Four rides/\$1.00; H/E @ Eight rides/\$1.00

**ENERGY CONSUMPTION:**

Fuel Used (gallons): Gasoline 23,601  
 Diesel #1  
 Diesel #2 4,597

Fuel Reserve (days): Unavailable

**VEHICLE INVENTORY:**

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
4	1981	Ford	Gas	8	8	2
1	1980	Superior	Gas	22	12	1
1	1976	Mercedes-Benz	Diesel	17	10	
1	1975	Mercedes-Benz	Diesel	17	10	
1	1974	Mercedes-Benz	Diesel	17	10	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	595,200 <sup>e</sup>
Total Vehicle Miles	713,020
Total Unlinked Passenger Trips	127,224
Transfers	-0-
Total Revenue Vehicle Hours	46,624
Peak Hour Fleet	22
Base Fleet	22

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	
Special Transit Fares	
School Bus Service	
Charter Service	
Other	\$286,626
Local Assistance	90,700
State Assistance	91,210
Federal Assistance	181,910
Total	<u>\$650,446</u>

Operating Expense

Operator's Salaries/Wages	\$301,851
General Administrative Salaries/Wages/and Other Salaries/Wages	
Fringe Benefits	65,369
Services	135,240
Fuel & Lubricants	101,186
Tires & Tubes	
Other Materials/Supplies	
Utilities	
Casualty/Liability Costs	21,148
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	25,665
Total Reconciling Items	
Equipment	
Indirect Expense	
Total	<u>\$650,459</u>

Capital Grants Awarded

Federal	\$70,000
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	17,500
Total	<u>\$87,500</u>

<sup>e</sup> = estimate

LCEOC

**LAKE COUNTY ECONOMIC OPPORTUNITY COUNCIL, INC.**

5518 Calumet Avenue  
 Hammond, Indiana 46320  
 (219) 937-3500

**CONTACT:** Clarence Mayberry

**GENERAL INFORMATION:**

Type of Service Demand Responsive  
 Service Area Lake and Porter Counties  
 Service Area Population 642,781  
 Special Service Lift-equipped buses

**SERVICE HOURS:**

Monday through Friday 8:30 A.M. — 5:00 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

Full-Time  
 Operations 29  
 Maintenance  
 General Administration 1  
 Total 30

**FARES:**

Donation  
 Base Handicapped/Elderly  
 Youth Transfer

**ENERGY CONSUMPTION:**

Fuel Used (gallons): Gasoline 82,940  
 Diesel #1  
 Diesel #2  
 Fuel Reserve (days): 0

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
24	1976	Wayne Busettes	Gas	15		5

**SERVICE STATISTICS:**

Revenue Vehicle Miles	755,794
Total Vehicle Miles	763,155
Total Unlinked Passenger Trips	1,242,948
Transfers	211,177
Total Revenue Vehicle Hours	55,967
Peak Hour Fleet	19
Base Fleet	14

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 320,336
Special Transit Fares	
School Bus Service	
Charter Service	33
Other	34,176
Local Assistance	363,595
State Assistance	300,000
Federal Assistance	454,840
Total	<u>\$1,472,980</u>

Operating Expense

Operator's Salaries/Wages	\$ 520,628
General Administrative Salaries/Wages/and Other Salaries/Wages	259,330
Fringe Benefits	165,784
Services	32,683
Fuel & Lubricants	218,456
Tires & Tubes	13,748
Other Materials/Supplies	65,583
Utilities	34,818
Casualty/Liability Costs	66,632
Taxes	60
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	21,129
Total Reconciling Items	264,183
Equipment	
Indirect Expense	
Total	<u>\$1,663,034</u>

Capital Grants Awarded

Federal (Section 5)	\$1,035,129
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	128,152
Revenues From Contractual Services	
Other	
Total	<u>\$1,163,281</u>

**GLPTC**

# GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

1250 Canal Road, P.O. Box 588  
 Lafayette, Indiana 47902  
 (317) 423-2666

CONTACT: Arnold E. Becker, Controller

## GENERAL INFORMATION:

Type of Service Fixed Route  
 Service Area Two miles beyond Corporate limits of Lafayette and West Lafayette  
 Service Area Population 91,380  
 Special Service Twelve buses are wheelchair lift-equipped and fifteen have kneeling feature.

## SERVICE HOURS:

Monday through Friday 6:15 A.M. – 10:30 P.M.  
 Saturday 6:15 A.M. – 10:30 P.M.  
 Sunday No Service  
 Holiday No Service

## PERSONNEL:

	Full-Time	Part-Time
Operations	37	
Maintenance	6	
General Administration	<u>9</u>	<u>2</u>
Total	52	2

## FARES:

Base	.50	Handicapped/Elderly	.15
Youth	N/A	Transfer	.15

Multiple Ride Discounts Monthly/\$21.00, H/E for \$10.50; Tokens are .45 per ride.

## ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 6,286  
 Diesel #1 179,058  
 Diesel #2

Fuel Reserve (days): 18

## VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
2	1981	Wayne Transette	Gas	21	21	2
10	1981	GM Canada	Diesel	39	21	10
5	1978	Rohr Flexible	Diesel	36	18	
5	1975	Rohr Flexible	Diesel	35	18	
2	1973	Twin Coach	Gas	25	13	
5	1957	GMC	Diesel	45	23	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	207,228
Total Vehicle Miles	225,465
Total Unlinked Passenger Trips	83,043
Transfers	2,385
Total Revenue Vehicle Hours	16,063
Peak Hour Fleet	9
Base Fleet	2

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 66,603
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	30,274
State Assistance	60,549
Federal Assistance	<u>144,971</u>
Total	\$302,397

Operating Expense

Operator's Salaries/Wages	\$104,797
General Administrative Salaries/Wages/and Other Salaries/Wages	44,708
Fringe Benefits	5,172
Services	36,738
Fuel & Lubricants	50,717
Tires & Tubes	
Other Materials/Supplies	1,999
Utilities	1,945
Casualty/Liability Costs	13,355
Taxes	13,821
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	11,417
Total Reconciling Items	17,728
Equipment	
Indirect Expense	
Total	<u>\$302,397</u>

Capital Grants Awarded

Federal (Section 18)	\$ 80,784
State	13,464
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	<u>6,732</u>
Total	\$100,980

**KABS**



## KOSCIUSKO ACCESSIBLE BUS SERVICE

504 North Bay Drive  
 Warsaw, Indiana 46580  
 (219) 267-3823

CONTACT: Ronald L. Raber

### GENERAL INFORMATION:

Type of Service	Fixed Route and Demand Responsive
Service Area	Kosciusko County
Service Area Population	59,555
Special Service	Reduced fares and lift-equipped buses

### SERVICE HOURS:

Monday through Friday	7:00 A.M. – 4:00 P.M.
Saturday	No Service
Sunday	No Service
Holiday	No Service

### PERSONNEL:

	Full-Time	Part-Time
Operations	5	
Maintenance	1	
General Administration	$\frac{1}{7}$	$\frac{2}{2}$
Total	$\frac{7}{7}$	$\frac{2}{2}$

### FARES:

Base	\$1.00	Handicapped/Elderly	.50
Youth	.50	Transfer	

### ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	46,000
	Diesel #1	
	Diesel #2	

Fuel Reserve (days): 0

### VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
4	1981	Ford	Gas & LP	36		1
1	1978	Ford	Gas	48		1
1	1977	Ford	Gas	48		1
1	1975	Ford	Gas	48		
1	1975	Ford	Gas	60		1
1	1974	Chevrolet	Gas	16		
1	1974	Chevrolet	Gas	48		
1	1970	Ford	Gas	66		

**SERVICE STATISTICS:**

Revenue Vehicle Miles	6,295,991
Total Vehicle Miles	6,349,907
Total Unlinked Passenger Trips	14,980,550
Transfers	2,507,826
Total Revenue Vehicle Hours	473,364
Peak Hour Fleet	A.M. – 197 P.M. – 153
Base Fleet	66

**FINANCIAL INFORMATION:****Operating Revenue**

Passenger Fares	\$ 5,341,544
Special Transit Fares	98,486
School Bus Service	340,347
Charter Service	188,628
Other	124,804
Taxes Levied	1,156,885
Local Special Fare Assistance	440,150
Local Assistance	84,884
State Assistance	3,249,731
Federal Assistance	4,894,335
<b>Total</b>	<b>\$15,919,794</b>

**Operating Expense**

Operator's Salaries/Wages	\$ 4,562,530
General Administrative Salaries/Wages/and Other Salaries/Wages	3,437,954
Fringe Benefits	3,089,313
Services	699,358
Fuel & Lubricants	1,910,766
Tires & Tubes	124,378
Other Materials/Supplies	1,086,689
Utilities	295,009
Casualty/Liability Costs	504,477
Taxes	4,746
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	82,814
Total Reconciling Items	1,640,335
Equipment	
Indirect Expense	
<b>Total</b>	<b>\$17,438,369</b>

**Capital Grants Awarded**

<b>Federal</b>	
Section 3	\$3,000,000
Section 5	1,813,072
<b>State</b>	
<b>Local</b>	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other (General Obligation Bonds)	3,800,000
<b>Total</b>	<b>\$8,613,072</b>

**METRO**

# INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

1000 West Washington Street, P.O. Box 2383  
 Indianapolis, Indiana 46222  
 (317) 635-2100

CONTACT: J.H. Armington, Assistant General Manager, Administration and Assistant Controller

## GENERAL INFORMATION:

Type of Service Demand Responsive and Fixed Route  
 Service Area Marion County  
 Service Area Population 836,472  
 Special Service Open Door Service (Buses equipped with wheelchair lift. Priority service to handicapped riders. \$1.00/Ride)

## SERVICE HOURS:

Monday through Friday 4:13 A.M. – 12:57 A.M.  
 Saturday 4:36 A.M. – 12:16 A.M.  
 Sunday 5:08 A.M. – 12:12 A.M.  
 Holiday 5:08 A.M. – 12:12 A.M.

## PERSONNEL:

	Full-Time	Part-Time
Operations	312	10
Maintenance	98	
General Administration	103	2
Total	513	12

## FARES:

Base .50 Handicapped/Elderly .25  
 Youth Transfer .05  
 Other Zone 2 – base is .75; H/E is .35; Zone 3 – base is \$1.00; H/E is .75  
 Multiple Ride Discounts Monthly/\$18.75 for Zone 1; \$27.50 for Zones 2 and 3

## ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 45,073  
 Diesel #1 202,000  
 Diesel #2 1,804,087

Fuel Reserve (days): 3

## VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
20	1980	GMC	Diesel	45	22	
2	1979	Chance	Diesel	22	11	2
40	1977	AMG	Diesel	46	23	
2	1976	GMC	Gas	12	6	2
60	1975	AMC	Diesel	47	23	1
2	1973	GMC	Diesel	33	16	
17	1968	GMC	Diesel	53	26	
15	1968	GMC	Diesel	53	26	
15	1967	GMC	Diesel	53	26	
15	1966	GMC	Diesel	53	26	
2	1966	GMC	Diesel	45	22	
15	1965	GMC	Diesel	53	26	
10	1963	GMC	Diesel	53	26	
1	1963	GMC	Diesel	45	22	
15	1962	GMC	Diesel	53	26	
1	1962	GMC	Diesel	45	22	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	14,230
Total Vehicle Miles	15,065
Total Unlinked Passenger Trips	5,022
Transfers	No Transfers
Total Revenue Vehicle Hours	1,660
Peak Hour Fleet	1
Base Fleet	1

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$2,399
Special Transit Fares	
School Bus Service	
Charter Service	660
Other	
Local Assistance	559
State Assistance	1,117
Federal Assistance	3,246
<b>Total</b>	<b>\$7,981</b>

Operating Expense

Operator's Salaries/Wages	\$3,299
General Administrative Salaries/Wages/and Other Salaries/Wages	1,307
Fringe Benefits	
Services	778
Fuel & Lubricants	1,208
Tires & Tubes	
Other Materials/Supplies	454
Utilities	439
Casualty/Liability Costs	243
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	79
<b>Total Reconciling Items</b>	<b>174</b>
<b>Equipment</b>	
<b>Indirect Expense</b>	
<b>Total</b>	<b>\$7,981</b>

Capital Grants Awarded

Federal	\$28,350
State	3,780
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other <sup>1</sup>	1,890
<b>Total</b>	<b>\$34,020</b>

<sup>1</sup> Patron Donations

**GOSHEN TRANSIT**

c/o The Window Community Volunteer Center  
 204 South Main Street  
 Goshen, Indiana 46526  
 (219) 533-9680

**CONTACT:** Lynn Randolph

**GENERAL INFORMATION:**

Type of Service	Demand Responsive
Service Area	Corporate limits, plus direct service to Elkhart
Service Area Population	83,920
Special Service	Scheduled service to the elderly and handicapped.

**SERVICE HOURS:**

Mon., Tues., Thurs., Friday	8:30 A.M. — 4:30 P.M.
Saturday	No Service
Sunday	No Service
Holiday	No Service

**PERSONNEL:**

	Full-Time	Part-Time
Operations	1	
Maintenance		
General Administration		$\frac{2}{2}$
Total	$\frac{1}{1}$	$\frac{2}{2}$

**FARES:** Request a donation.

Base	Handicapped/Elderly
Youth	Transfer

**ENERGY CONSUMPTION:**

Fuel Used (gallons):	Gasoline	966
	Diesel #1	
	Diesel #2	

Fuel Reserve (days): 0

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
1	1976	Dodge	Gas	14		

**SERVICE STATISTICS:**

Revenue Vehicle Miles	2,651,601
Total Vehicle Miles	2,651,601
Total Unlinked Passenger Trips	5,574,378
Transfers	726,089
Total Revenue Vehicle Hours	211,340
Peak Hour Fleet	85
Base Fleet	50

**FINANCIAL INFORMATION:****Operating Revenue**

Passenger Fares	\$1,383,292
Special Transit Fares	1,354,990
School Bus Service	893,780
Charter Service	898,612
Other	172,125
Taxes Levied	724,150
Local Assistance	
State Assistance	1,033,344
Federal Assistance	<u>1,750,000</u>
<b>Total</b>	<b>\$8,210,293</b>

**Operating Expense**

Operator's Salaries/Wages	\$2,451,257
General Administrative Salaries/Wages/and Other Salaries/Wages	1,177,004
Fringe Benefits	934,917
Services	515,826
Fuel & Lubricants	1,004,211
Tires & Tubes	57,883
Other Materials/Supplies	914,706
Utilities	85,171
Casualty/Liability Costs	371,015
Taxes	2,030
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	48,935
<b>Total Reconciling Items</b>	<b>881,977</b>
<b>Equipment</b>	
<b>Indirect Expense</b>	
<b>Total</b>	<b><u>\$8,444,932</u></b>

**Capital Grants Awarded**

<b>Federal</b>	
Section 3	\$2,360,000
Section 5	2,193,480
<b>State</b>	
<b>Local</b>	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	1,150,000
Revenues From Contractual Services	
Other	
<b>Total</b>	<b><u>\$5,703,480</u></b>

**GP TC**

# GARY PUBLIC TRANSPORTATION CORPORATION

237 West 22nd Avenue  
 Gary, Indiana 46407  
 (219) 885-6911

CONTACT: Leroy Fisher, Manager

## GENERAL INFORMATION:

Type of Service Fixed Route  
 Service Area Corporate limits with contracted service to Hammond & North Township  
 Service Area Population 245,667

## SERVICE HOURS:

Monday through Friday 5:00 A.M. — 1:00 A.M.  
 Saturday 5:00 A.M. — 1:00 A.M.  
 Sunday 5:00 A.M. — 1:00 A.M.  
 Holiday 5:00 A.M. — 1:00 A.M.

## PERSONNEL:

	Full-Time
Operations	125
Maintenance	39
General Administration	<u>18</u>
Total	182

## FARES:

Base	.50	Handicapped/Elderly	.25
Youth	.35	Transfer	.05

Multiple Ride Discounts Monthly/\$30.00

## ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	14,642
	Diesel #1	
	Diesel #2	914,409

Fuel Reserve (days): 7

## VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
17	1980	GMC	Diesel	44	15	17
29	1976	GMC	Diesel	43	15	
15	1976	GMC	Diesel	51	20	
3	1969	GMC	Diesel	53	20	
6	1968	GMC	Diesel	53	20	
5	1968	GMC	Diesel	45	15	
7	1967	GMC	Diesel	45	15	
6	1967	GMC	Diesel	53	20	
2	1967	GMC	Diesel	45	15	
2	1966	GMC	Diesel	53	20	
5	1966	GMC	Diesel	45	15	
4	1964	GMC	Diesel	45	15	
4	1962	GMC	Diesel	45	15	
6	1960	GMC	Diesel	53	20	
3	1965	GMC	Diesel	53	20	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	2,185,160
Total Vehicle Miles	2,188,068
Total Unlinked Passenger Trips	3,705,281
Transfers	613,278
Total Revenue Vehicle Hours	166,748
Peak Hour Fleet	63
Base Fleet	34

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$1,254,746
Special Transit Fares	
School Bus Service	
Charter Service	19,226
Other	31,004
Local Assistance <sup>1</sup>	1,135,776
State Assistance	950,834
Federal Assistance	1,867,792
Total	<u>\$5,259,378</u>

Operating Expense

Operator's Salaries/Wages	\$1,931,746
General Administrative Salaries/Wages/and Other Salaries/Wages	821,646
Fringe Benefits	1,016,436
Services	157,392
Fuel & Lubricants	585,747
Tires & Tubes	38,238
Other Materials/Supplies	330,785
Utilities	49,368
Casualty/Liability Costs	165,034
Taxes	546
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	89,696
Total Reconciling Items	487,250
Equipment	
Indirect Expense	
Total	<u>\$5,673,884</u>

Capital Grants Awarded

Federal (Section 3)	\$3,335,879
State	4,805
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	49,721
Revenues From Contractual Services	
Other	
Total	<u>\$3,390,405</u>

<sup>1</sup> Represents taxes levied by the PTC.

**FORT WAYNE PUBLIC  
TRANSPORTATION CORPORATION**



**SERVICE STATISTICS:**

Revenue Vehicle Miles	745,915
Total Vehicle Miles	747,578
Total Unlinked Passenger Trips	1,041,905
Transfers	230,117
Total Revenue Vehicle Hours	56,142
Peak Hour Fleet	15
Base Fleet	15

**FINANCIAL INFORMATION:****Operating Revenue**

Passenger Fares	\$ 175,204
Special Transit Fares	4,149
School Bus Service	
Charter Service	1,247
Other	54,236
Local Assistance	127,819
State Assistance	352,746
Federal Assistance	548,194
Total	<u>\$1,263,595</u>

**Operating Expense**

Operator's Salaries/Wages	
General Administrative Salaries/Wages/and Other Salaries/Wages	
Fringe Benefits	
Services	
Fuel & Lubricants	
Tires & Tubes	
Other Materials/Supplies	
Utilities	
Casualty/Liability Costs	
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	
Total Reconciling Items	
Equipment	
Indirect Expense	
Total	<u>\$1,263,595<sup>e</sup></u>

**Capital Grants Awarded**

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

<sup>e</sup> An estimate. Total breakdown of operating costs was not available.

**MTS**

## NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

8149 Kennedy Avenue  
Highland, Indiana 46322  
(219) 923-1060

**CONTACT:** Gerald Hanas, Project Manager

### GENERAL INFORMATION:

Type of Service                      Commuter Rail  
Service Area                          Rail corridor between South Bend, Indiana & Downtown Chicago, Illinois  
Service Area Population            993,030

### SERVICE HOURS:

Monday through Friday            4:25 A.M. – 2:15 A.M.  
Saturday                              5:50 A.M. – 2:15 A.M.  
Sunday                                 5:50 A.M. – 2:15 A.M.  
Holiday                                5:50 A.M. – 2:15 A.M.

### PERSONNEL:

	Full-Time
Operations	91
Maintenance	154
General Administration	10
Total	255

### FARES:(There were fare changes on 4/6/81 and 8/28/81)

4/6/81: Increase varied from 10% to 60% depending on type of ticket & station.  
8/28/81: Increase was 12.5% on interstate fares.

### FARES TO DOWNTOWN CHICAGO

	One Way	10 Rides	25 Rides	Monthly
Hegewisch, IL	2.20	22.00	49.50	59.40
Hammond-East Chicago	2.50	25.00	56.25	67.50
Gary	3.10	31.00	69.75	83.70
Ogden Dunes	3.70	37.00	83.25	99.90
Tremont	4.30	43.00	96.75	116.10
Michigan City	4.60	46.00	103.50	124.20
South Bend	6.40	64.00	144.00	172.80

### DISCOUNTS:

Children under 5 years ride free when accompanied by an adult. Children between 5 years and 1 year are charged one-half the adult fare. The South Shore has a reduced fare (one-half the regular one-way fare) for handicapped and senior citizens during non-peak hours. These hours are defined as Saturdays, Sundays, holidays and any weekday train arriving at the Chicago (Randolph Street) station after 9:00 a.m. or departing from Chicago (Randolph Street) station before 4:00 p.m. or after 6:00 p.m. (Chicago time).

### VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity	
				Seated	Standing
3	1929	Standard Steel	Electric	80	
6	1929	Standard Steel	Electric	48	
2	1929	Standard Steel	Electric	56	
1	1929	Standard Steel	Electric	64	
8	1927	Pullman	Electric	80	
6	1927	Pullman	Trailer	80	
3	1926	Pullman	Electric	64	
5	1926	Pullman	Electric	56	
5	1926	Pullman	Electric	80	
7	1926	Pullman	Electric	68	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	2,145,931
Total Vehicle Miles	2,145,931
Total Unlinked Passenger Trips	2,431,512
Transfers	No Transfers
Total Revenue Vehicle Hours	7,867
Peak Hour Fleet	38
Base Fleet	20

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$4,863,588
Special Transit Fares	
School Bus Service	
Charter Service	
Other	84,934
Local Assistance	893,661
State Assistance	988,043
Federal Assistance	2,411,957
Total	<u>\$9,242,183</u>

Operating Expense

Operator's Salaries/Wages	
General Administrative Salaries/Wages/and Other Salaries/Wages	
Fringe Benefits	
Services	
Fuel & Lubricants	
Tires & Tubes	
Other Materials/Supplies	
Utilities	
Casualty/Liability Costs	
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	
Equipment	
Indirect Expenses	
Total	<u>\$9,463,082</u>

A breakdown of operating expenses was not provided.

Capital Grants Awarded

Federal (Section 3)	\$20,000,000
State	1,051,964
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	<u>\$21,051,964</u>

Capital & Operating Assistance  
Provided by Chicago RTA

Operating	\$893,661
Capital	\$463,198

**NICTD**

## NEW CASTLE ON WHEELS

415 West Broad Street  
New Castle, Indiana 47362  
(317) 529-8116

CONTACT: James Holly, General Manager

### GENERAL INFORMATION: \*

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	20,056
Special Service	System is totally handicapped accessible.

### SERVICE HOURS:

Monday through Thursday	6:30 A.M. — 6:30 P.M.
Friday	6:30 A.M. — 9:30 P.M.
Saturday	6:30 A.M. — 6:30 P.M.
Sunday	No Service
Holiday	Regular Schedule

### PERSONNEL:

	Full-Time	Part-Time
Operations	6	5
Maintenance	1	
General Administration	2	
Total	<u>9</u>	<u>5</u>

### FARES:

Base	.35	Handicapped/Elderly	.15
Youth	.25	Transfer	Free

### ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	4,624
	Diesel #1	
	Diesel #2	

Fuel Reserve (days): 12

### VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
5	1981	GMC	Gas	14	6	5

\*New service beginning September 14, 1981

**SERVICE STATISTICS:**

Revenue Vehicle Miles	24,548
Total Vehicle Miles	24,898
Total Unlinked Passenger Trips	15,877
Transfers	3,869
Total Revenue Vehicle Hours	1,125
Peak Hour Fleet	4
Base Fleet	4

**FINANCIAL INFORMATION:****Operating Revenue**

Passenger Fares	\$ 3,530
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	7,374
State Assistance	14,747
Federal Assistance	30,027
Total	<u>\$55,678</u>

**Operating Expense**

Operator's Salaries/Wages	\$25,597
General Administrative Salaries/Wages/and Other Salaries/Wages	11,298
Fringe Benefits	3,545
Services	
Fuel & Lubricants	4,809
Tires & Tubes	
Other Materials/Supplies	1,805
Utilities	793
Casualty/Liability Costs	3,470
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	4,361
Total Reconciling Items	
Equipment	
Indirect Expense	
Total	<u>\$55,678</u>

**Capital Grants Awarded**

Federal (Section 18)	\$7,714
State	1,286
Local	
City General Fund	643
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	<u>\$9,643</u>

**NOW**

## CITY OF RICHMOND TRANSIT AUTHORITY

700 Richmond Avenue  
Richmond, Indiana 47374  
(317) 962-7721

**CONTACT:** Darrell Sheffer, Manager

### GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	41,349
Special Service	Lift-equipped buses used in regular route service.

### SERVICE HOURS:

Monday through Friday	5:45 A.M. — 6:15 P.M.
Saturday	5:45 A.M. — 6:15 P.M.
Sunday	No Service
Holiday	No Service

### PERSONNEL:

	Full-Time	Part-Time
Operations	10	5
Maintenance	1	
General Administration	2	
Total	<u>13</u>	<u>5</u>

### FARES:

Base	.50	Handicapped/Elderly	.50
Youth	.50	Transfer	Free

### ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	55,277
	Diesel #1	
	Diesel #2	

Fuel Reserve (days): 30

### VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
13	1978	Wayne	Gas	16	10	3

**SERVICE STATISTICS:**

Revenue Vehicle Miles	375,183
Total Vehicle Miles	377,683
Total Unlinked Passenger Trips	272,984
Transfers	75,943
Total Revenue Vehicle Hours	27,630
Peak Hour Fleet	8
Base Fleet	7

**FINANCIAL INFORMATION:**

**Operating Revenue**

Passenger Fares	\$140,268
Special Transit Fares	
School Bus Service	
Charter Service	817
Other	1,132
Local Assistance	43,913
State Assistance	75,023
Federal Assistance	<u>133,641</u>
Total	\$394,794

**Operating Expense**

Operator's Salaries/Wages	\$194,471
General Administrative Salaries/Wages/and Other Salaries/Wages	52,773
Fringe Benefits	38,661
Services	3,820
Fuel & Lubricants	67,398
Tires & Tubes	7,009
Other Materials/Supplies	9,023
Utilities	
Casualty/Liability Costs	21,639
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	
Total Reconciling Items	
Equipment	
Indirect Expense	
Total	<u>\$394,794</u>

**Capital Grants Awarded**

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

**CORTA**

924 West 17th Street  
 Bloomington, Indiana 47401  
 (812) 334-3383

CONTACT: Jeanne Melton, Transportation Coordinator

GENERAL INFORMATION: \*

Type of Service	Route deviation
Service Area	Owen & Monroe Counties
Service Area Population	114,626
Special Service	Senior citizen transportation including route deviation services such as specialized scheduled shopping and nutrition runs.

SERVICE HOURS:

Monday through Friday	5:00 A.M. — 6:00 P.M.
Saturday	No Service
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	5	10
Maintenance	1	
General Administration	<u>1</u>	<u>    </u>
Total	7	10

FARES:

Base	One-way within one county = .50	Handicapped/Elderly
	One-way between counties = \$1.00	Transfer

ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	6,590
	Diesel #1	
	Diesel #2	

Fuel Reserve (days): 0

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
1	1981	Chevrolet	Gas	7		
1	1981	Dodge	Gas	15		
3	1977	Dodge	Gas	12		
2	1975	Dodge	Gas	12		
1	1975	Ford	Gas	12		

\* New Service beginning May 13, 1981.



**SERVICE STATISTICS:**

Revenue Vehicle Miles	N/A
Total Vehicle Miles	38,223
Total Unlinked Passenger Trips	8,350
Transfers	No Transfers
Total Revenue Vehicle Hours	763
Peak Hour Fleet	7
Base Fleet	5

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 3,762
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	10,820
State Assistance	21,693
Federal Assistance	<u>52,452</u>
Total	<u>\$88,727</u>

Operating Expense

Operator's Salaries/Wages	\$33,026
General Administrative Salaries/Wages/and Other Salaries/Wages	9,036
Fringe Benefits	3,834
Services	
Fuel & Lubricants	9,249
Tires & Tubes	4,107
Other Materials/Supplies	340
Utilities	
Casualty/Liability Costs	7,130
Taxes <sup>1</sup>	1,020
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	3,889
Total Reconciling Items	
Equipment	
Indirect Expense	<u>16,697</u>
Total	<u>\$88,328</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

<sup>1</sup> Vehicle licenses

**RURAL TRANSIT**

## SOUTH BEND PUBLIC TRANSPORTATION CORPORATION

901 East Northside Boulevard, P.O. Box 1437  
 South Bend, Indiana 46624  
 (219) 232-9901

**CONTACT:** Joseph H. Griffith, Assistant General Manager

### GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits plus City of Mishawaka
Service Area Population	202,513
Special Service	Contract with local non-profit agency for elderly & handicapped service.

### SERVICE HOURS:

Monday through Friday	4:50 A.M. — 10:10 P.M.
Saturday	5:20 A.M. — 7:00 P.M.
Sunday <sup>1</sup>	Noon — 12:45 P.M.
Holiday	No Service

### PERSONNEL:

	Full-Time
Operations	88
Maintenance	20
General Administration	18
Total	126

### FARES:

Base	.30	Handicapped/Elderly	.15
Youth	.15/.20	Transfer	Free

Multiple Ride Discounts      Monthly/\$12.00

### ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	
	Diesel #1	468,668
	Diesel #2	

Fuel Reserve (days): 20

### VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
25	1974	AM General	Diesel	43	25	
32	1971	GMC	Diesel	45	23	
1	1951	GMC	Diesel	45	23	

<sup>1</sup>Notre Dame Campus Service

**SERVICE STATISTICS:**

Revenue Vehicle Miles	1,659,673
Total Vehicle Miles	1,731,933
Total Unlinked Passenger Trips	4,503,166
Transfers	1,021,092
Total Revenue Vehicle Hours	125,897
Peak Hour Fleet	44
Base Fleet	28

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 761,923
Special Transit Fares	
School Bus Service	
Charter Service	65,566
Other	26,867
Taxes Levied	919,504
Local Assistance	393,674
State Assistance	900,737
Federal Assistance	1,612,452
Total	<u>\$4,680,723</u>

Operating Expense

Operator's Salaries/Wages	\$1,492,022
General Administrative Salaries/Wages/and Other Salaries/Wages	676,364
Fringe Benefits	670,407
Services	249,655
Fuel & Lubricants	557,122
Tires & Tubes	61,258
Other Materials/Supplies	399,818
Utilities	72,471
Casualty/Liability Costs	171,938
Taxes	51
Purchased Transportation	77,250
Miscellaneous Expenses, Advertising/ Promotion Media	117,543
Total Reconciling Items	476,376
Equipment	225,307
Indirect Expense	
Total	<u>\$5,247,582</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

**TRANSPO**

901 South 14th Street  
 Terre Haute, Indiana 47807  
 (812) 235-0109

**CONTACT:** Pam Kauffman, Transportation Planner

**GENERAL INFORMATION:**

Type of Service	Fixed Route and Charter
Service Area	Corporate limits plus one mile
Service Area Population	74,736
Special Service	N/A

**SERVICE HOURS:**

Monday through Friday	5:45 A.M. — 6:15 P.M.
Saturday	9:15 A.M. — 6:15 P.M.
Sunday	No Service
Holiday	No Service

**PERSONNEL:**

	Full-Time
Operations	25
Maintenance	10
General Administration	<u>3</u>
Total	38

**FARES:** There was a fare change on 2/81 and 8/81.

Base	From .30 To .50	Handicapped/Elderly	From .15 To .25
Youth	N/A	Transfer	N/A

Multiple Ride Discounts      12 rides/\$5.00 ; Monthly/\$17.00

**ENERGY CONSUMPTION:**

Fuel Used (gallons):	Gasoline	1,200 <sup>e</sup>
	Diesel #1	89,540
	Diesel #2	

Fuel Reserve (days): N/A

e = Estimate

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
6	1978	Bluebird	Diesel	31	14	
8	1974	Twin Coach	Diesel	31	14	
6	1966	GMC	Diesel	35	15	

**SERVICE STATISTICS:**

Revenue Vehicle Miles	623,484
Total Vehicle Miles	639,075
Total Unlinked Passenger Trips	634,193
Transfers	No Transfers
Total Revenue Vehicle Hours	55,413
Peak Hour Fleet	15
Base Fleet	11

**FINANCIAL INFORMATION:****Operating Revenue**

Passenger Fares	\$190,258
Special Transit Fares	
School Bus Service	
Charter Service	8,843
Other	1,490
Local Assistance	115,791
State Assistance	179,242
Federal Assistance	<u>317,987</u>
Total	\$813,611

**Operating Expense**

Operator's Salaries/Wages	\$331,510
General Administrative Salaries/Wages/and Other Salaries/Wages	125,609
Fringe Benefits	27,014
Services	800
Fuel & Lubricants	118,578
Tires & Tubes	
Other Materials/Supplies	49,473
Utilities	23,164
Casualty/Liability Costs	
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	6,830
Total Reconciling Items	
Equipment	
Indirect Expense	
Total	<u>\$682,978</u>

**Capital Grants Awarded**

Federal	
State	
Local	
City General Fund	\$82,350
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	<u>\$82,350</u>

# TERRRE HAUTE TRANSPORTATION UTILITY

5901 West 7th Avenue  
 Gary, Indiana 46406  
 (219) 949-4000

**CONTACT:** Trudy L. Rodgers

**GENERAL INFORMATION:**

Type of Service Demand Responsive  
 Service Area Lake and Porter Counties  
 Service Area Population 642,781

**SERVICE HOURS:**

Monday through Friday 6:00 A.M. — 6:00 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

Full-Time  
 Operations 17  
 Maintenance  
 General Administration 1  
 Total 18

**FARES:**

No Charge  
 Base Handicapped/Elderly  
 Youth Transfer

**ENERGY CONSUMPTION:**

Fuel Used (gallons): Gasoline 106,655  
 Diesel #1  
 Diesel #2

Fuel Reserve (days): 30

**VEHICLE INVENTORY:**

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
4	1980	Dodge	Gas	60		
4	1978	Dodge	Gas	60		
1	1978	Chevrolet	Gas	11		
2	1977	Dodge	Gas	30		
1	1977	Plymouth	Gas	7		
3	1977	Chevrolet	Gas	33		
2	1976	Chevrolet	Gas	22		1

**SERVICE STATISTICS:**

Revenue Vehicle Miles	332,270
Total Vehicle Miles	443,027
Total Unlinked Passenger Trips	134,222
Transfers	No Transfers
Total Revenue Vehicle Hours	3,120
Peak Hour Fleet	17
Base Fleet	17

**FINANCIAL INFORMATION:**

**Operating Revenue**

Passenger Fares	-0-
Special Transit Fares	
School Bus Service	
Charter Service	
Other <sup>a</sup>	\$ 85,076
Local Assistance	22,817
State Assistance	181,317
Federal Assistance	360,075
Total	<u>\$582,820</u>

**Operating Expense**

Operator's Salaries/Wages	\$179,275
General Administrative Salaries/Wages/and Other Salaries/Wages	15,925
Fringe Benefits	38,185
Services	79,525
Fuel & Lubricants	63,296
Tires & Tubes	
Other Materials/Supplies	18
Utilities	
Casualty/Liability Costs	18,152
Taxes	29
Purchased Transportation	974
Miscellaneous Expenses, Advertising/ Promotion Media	1,706
Total Reconciling Items	414,986
Equipment	
Indirect Expense	98,924
Total	<u>\$910,995</u>

**Capital Grants Awarded**

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
Total	

<sup>a</sup> Fund raising, donations, Lake Area United Way and Miscellaneous.

**TRADE WINDS  
REHABILITATION CENTER,  
INC.**

**KANKAKEE-IROQUOIS REGIONAL PLANNING COMMISSION – TRANSACTION**

Route 1, Box A-51  
 Francesville, Indiana 47946  
 (219) 567-9432

**CONTACT:** Christopher Larson

**GENERAL INFORMATION:\***

Type of Service Demand Responsive  
 Service Area Jasper, Newton, Pulaski & Starke Counties  
 Service Area Population 76,237

**SERVICE HOURS:**

Monday through Friday 8:30 A.M. – 5:00 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	Full-Time	Part-Time
Operations	12	4
Maintenance		
General Administration	<u>1</u>	<u>3</u>
Total	13	7

**FARES:**

Donations Only  
 Base Handicapped/Elderly  
 Youth Transfer

**ENERGY CONSUMPTION:**

Fuel Used (gallons): Gasoline 85,540  
 Diesel #1  
 Diesel #2

Fuel Reserve (days):

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
4	1980	Chevrolet	Gas	13		4
4	1978	Chevrolet	Gas	16		
4	1975	Chevrolet	Gas	9		

\*New Service beginning June 16, 1981



**SERVICE STATISTICS:**

Revenue Vehicle Miles	509,359 <sup>e</sup>
Total Vehicle Miles	509,359 <sup>e</sup>
Total Unlinked Passenger Trips	84,689
Transfers	No Transfers
Total Revenue Vehicle Hours	Unavailable
Peak Hour Fleet	12
Base Fleet	12

<sup>e</sup> = estimate

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 12,321
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	22,927
State Assistance	45,855
Federal Assistance	90,194
<b>Total</b>	<u>\$171,927</u>

Operating Expense

Operator's Salaries/Wages	\$ 55,000
General Administrative Salaries/Wages/and Other Salaries/Wages	23,140
Fringe Benefits	19,704
Services	14,999
Fuel & Lubricants	37,000
Tires & Tubes	999
Other Materials/Supplies	2,702
Utilities	3,140
Casualty/Liability Costs	6,700
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	1,320
<b>Total Reconciling Items</b>	3,000
Equipment	3,593
Indirect Expense	
<b>Total</b>	<u>\$171,297</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
<b>Total</b>	

<sup>e</sup> = estimate

**TRANSACTION**

P.O. Box 333, 302A North Main Street  
 Liberty, Indiana 47353  
 (317) 458-7277

**CONTACT:** Phyllis C. Howard, Executive Director

**GENERAL INFORMATION: \***

Type of Service Demand Responsive  
 Service Area The boundaries of Union County, with special trips to Richmond & Connersville.  
 Service Area Population 6,860

**SERVICE HOURS:**

Monday through Friday 8:30 A.M. — 5:00 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	Part-Time
Operations	5
Maintenance	
General Administration	<u>3</u>
Total	8

**FARES:**

Base	Handicapped/Elderly
Youth	Transfer
Other	\$ .50 in Liberty, \$1.00 within Union County, \$1.50 to Richmond or Connersville. One half price to the handicapped & elderly.

**ENERGY CONSUMPTION:**

Fuel Used (gallons): Gasoline 1,210  
 Diesel #1  
 Diesel #2

Fuel Reserve (days): 2

**VEHICLE INVENTORY:**

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
1	1981	GMC	Gas	12		
1	1975	Plymouth	Gas	12		1

\*New Service beginning June 26, 1981

**SERVICE STATISTICS:**

Revenue Vehicle Miles	11,975
Total Vehicle Miles	17,962
Total Unlinked Passenger Trips	1,198
Transfers	No Transfers
Total Revenue Vehicle Hours	1,710
Peak Hour Fleet	2
Base Fleet	1

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 1,885
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	2,547
State Assistance	5,094
Federal Assistance	16,729
<b>Total</b>	<b>\$26,255</b>

Operating Expense

Operator's Salaries/Wages	\$ 5,858
General Administrative Salaries/Wages/and Other Salaries/Wages	10,435 <sup>a</sup>
Fringe Benefits	
Services	100
Fuel & Lubricants	1,671
Tires & Tubes	
Other Materials/Supplies	96
Utilities	455
Casualty/Liability Costs	1,481
Taxes	34
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	931
Total Reconciling Items	5,194
Equipment	
Indirect Expense	
<b>Total</b>	<b>\$26,255</b>

Capital Grants Awarded

Federal	N/A
State	
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied	
Revenues From Contractual Services	
Other	
<b>Total</b>	

<sup>a</sup> Fringe benefits are included in general administrative salaries and wages.

**UNION COUNTY  
TRANSIT SERVICE**

2200 Memorial Avenue  
 Washington, Indiana 47501  
 (812) 254-4564

**CONTACT:** Cletus Fleck, Street Commissioner

**GENERAL INFORMATION:**

Type of Service Fixed Route  
 Service Area Corporate Limits  
 Service Area Population 11,325  
 Special Service The system is totally accessible to the handicapped.

**SERVICE HOURS:**

Monday through Friday 7:00 A.M. – 5:00 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday July 4th: 10:00 A.M. – 4:00 P.M.

**PERSONNEL:**

	Part-Time
Operations	2
Maintenance	
General Administration	<u>1</u>
Total	3

**FARES:** There was a fare change on 9/81.

Base	From .35 To .45	Handicapped/Elderly	From .35 To .45
Youth	From .35 To .45	Transfer	N/A

Multiple Ride Discounts Senior citizens \$ .05 with coupon

**ENERGY CONSUMPTION:**

Fuel Used (gallons): Gasoline 5,413  
 Diesel #1  
 Diesel #2

Fuel Reserve (days): N/A

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
2	1982	GMC	Gas	16		2

**SERVICE STATISTICS:**

Revenue Vehicle Miles	32,500
Total Vehicle Miles	32,500
Total Unlinked Passenger Trips	24,833
Transfers	No Transfers
Total Revenue Vehicle Hours	2,500
Peak Hour Fleet	1
Base Fleet	1

**FINANCIAL INFORMATION:**

Operating Revenue

Passenger Fares	\$ 3,172
Special Transit Fares	4,067
School Bus Service	
Charter Service	
Other	
Taxes Levied <sup>1</sup>	2,600
Local Assistance	
State Assistance	5,200
Federal Assistance	11,792
Total	<u>\$26,831</u>

Operating Expense

Operator's Salaries/Wages	\$ 8,690
General Administrative Salaries/Wages/and Other Salaries/Wages	
Fringe Benefits	657
Services	5,241
Fuel & Lubricants	8,483
Tires & Tubes	469
Other Materials/Supplies	1,649
Utilities	
Casualty/Liability Costs	1,642
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/ Promotion Media	
Total Reconciling Items	
Equipment	
Indirect Expense	
Total	<u>\$26,831</u>

Capital Grants Awarded

Federal (Section 18)	\$16,000
State	2,666
Local	
City General Fund	
Federal Revenue Sharing	
Taxes Levied <sup>1</sup>	1,334
Revenues From Contractual Services	
Other	
Total	<u>\$20,000</u>

<sup>1</sup> WTS is not established as a PTC, however, a separate property tax is levied by the City to fund the system.

**WASHINGTON  
TRANSIT SYSTEM**



**CHAPTER 3:  
EXISTING GRANT PROGRAMS**

# FEDERAL ASSISTANCE FROM THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED

## SECTION 3

Section 3 is available on a discretionary basis to fund capital improvements, including the purchase of new equipment, the acquisition of property, and the construction of facilities for public transportation purposes.

Cities with populations greater than 50,000, must have a transportation improvement program (TIP), which is based on a comprehensive urban transportation planning program conducted by the Metropolitan Planning Organization (MPO). The TIP must be certified annually by UMTA. The Urban Mass Transportation Act of 1964, as amended, provides for 80% of the net cost of a capital project. The remaining 20% must come from local funds.

In order to be eligible for assistance, all areas requesting Section 3 funds must have a five-year transit development plan.

## SECTION 5

Section 5 is a formula grant program for urbanized areas with populations greater than 50,000. These funds are divided into the following four tiers:

- Tier I: Formula distribution based on the urbanized area's population and population density. These funds are available for capital projects at 80% federal, 20% local shares of the net project cost. Operating costs are funded at a 50% federal and 50% non-federal share of the net operating deficit.
- Tier II: Funds are available for capital or operating grants based on a population, population density formula. These funds are apportioned as follows:
  - a. 85% apportioned to urbanized areas with populations greater than 750,000.
  - b. 15% apportioned to urbanized areas with populations less than 750,000.
- Tier III: Funds are apportioned among all the urbanized areas on the basis of their fixed guideway and commuter rail route mileage and commuter rail train miles. These funds are available for capital and operating expenses related to both fixed guideway and commuter rail systems.
- Tier IV: Capital funds are apportioned among all the urbanized areas on the same basis of population and population density. These funds are only available 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 urbanized area.



Amounts granted to urban areas with populations of less than 200,000 are apportioned to the governor of each state. 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 and population density.

Multi-state urban areas are treated as a whole to arrive at a proportionate share of the total funds. Then each state's share of the total for the urbanized area is computed on a basis similar to the population and population density formula.

Indiana's total Section 5 allocation for 1981 was \$23,364,159 or a 4% increase over 1980 levels.

**TABLE 11**  
**SECTION 5 ALLOCATIONS: FY 1981**

	Tier I Operating and Capital	Tier II Operating and Capital	Tier III Fixed Guide- way and Commuter Rail	Tier IV Bus Capital	Total
Anderson	\$ 412,644	\$ 38,149		\$ 169,912	\$ 620,705
Evansville	934,761	91,935		384,901	1,411,597
Fort Wayne	1,427,450	139,351		587,774	2,154,575
Indianapolis	4,403,173	1,078,962		1,813,071	7,295,205
Lafayette <sup>1</sup>	569,921	57,113		234,673	861,707
Muncie	606,937	59,978		249,915	916,830
Northwest Indiana <sup>2</sup>	2,984,953	727,620	1,319,047	1,229,099	6,260,719
Southern Indiana	461,706	81,002		192,373	735,081
South Bend	1,594,652	153,815		656,622	2,405,089
Terre Haute	463,141	44,140		190,705	697,986
<b>Total</b>	<b>\$13,859,338</b>	<b>\$2,472,065</b>	<b>\$1,319,047</b>	<b>\$5,709,045</b>	<b>\$23,359,494</b>

<sup>1</sup> Includes Lafayette and West Lafayette.

<sup>2</sup> Includes Gary, East Chicago, Lake County Economic Opportunity Council, Trade Winds Rehabilitation Center, and Northern Indiana Commuter Transportation District.

<sup>3</sup> Includes Jeffersonville, New Albany portion of the Louisville urbanized area.

## SECTION 8

Section 8 discretionary funds are grants to state and local public bodies for planning, design, engineering and evaluation of urban public transportation projects. The purpose of this section 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 needs for new facilities, and other aspects of transit operation. Also, the planning process should include an analysis of alternative transportation system management and investment strategies, in order to make more efficient use of existing transportation resources and to meet needs for new transportation facilities. The funding ratio of a planning grant is 80%/20%, federal/local.

## **SECTION 10**

Section 10 funds are used for management training. Grants are made to states, local bodies, and agencies to provide fellowships for training of personnel employed in managerial, technical and professional positions in the urban mass transportation field.

## **SECTION 11**

Section 11 funds are used for university research and training. These grants are made to public and private nonprofit institutions of higher learning to assist in establishing or carrying on comprehensive research in the problems of transportation in urban areas. Such grants can be used to conduct research and investigations into the theoretical or practical problems of urban transportation, or both, and to provide the training of persons to carry on further research or to obtain employment in private or public organizations which plan, construct, operate or manage urban transportation systems.

## **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. Section 16(b)2 is administered by the Division of Public Transportation (DPT). The Urban Mass Transportation Administration will fund up to 80% of the total project cost, matched by a 20% local share. Indiana was allocated \$528,000 in 1981. Applicants must demonstrate coordination of the service with other interested agencies and transit operators. In many cases, applicants are the sole providers of special transportation services to elderly and handicapped persons in the area.

## **SECTION 18**

Section 18 offers capital and operating assistance to public transportation providers in rural and small urban areas (less than 50,000 population).

The program is being administered at the federal level by the Federal Highway Administration (FHWA). The DPT has been designated by the governor to administer the program for the state. Funds are available for existing projects included in the state's program of projects.

It should be noted that Section 18 is intended to be the sole source of both capital and operating assistance in nonurbanized areas. 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 four year period of legislation.

Section 18 can fund up to 80% of capital, overhead, and administrative costs; and up to 50% of the operating deficit.

In 1981 Indiana was allocated \$2,406,152. Of the total amount allocated, the state awarded \$2,147,886 in operating and capital grants to rural and small urban transit systems.

# **STATE ASSISTANCE**

## **PUBLIC MASS TRANSPORTATION FUND (PMTF)**

Under Public Law 22 of the Acts of 1980, .95% of the general sales and use taxes is earmarked for the PMTF. The matching ratio is up to 2/3 of the non-federal share of an urban mass transportation grant. \$9,920,376 was appropriated in CY 1981.

# GLOSSARY

## **SERVICE STATISTICS**

### Revenue Vehicle Miles

The total mileage incurred in scheduled service (miles in each route multiplied by the number of times each route is run) during the reporting period. Excludes nonservice mileage (deadhead, training, etc.), charter mileage, exclusive school bus mileage, and mileage lost due to missed runs.

### Total Vehicle Miles

The total distance traveled by revenue vehicles, including both revenue miles and deadhead miles.

### Total Unlinked Passenger Trips

The total of all passengers during the reporting period. Includes regular passengers, transfer passengers, and nonfare paying passengers. This is defined as unlinked passenger trips when identified for Section 15 reporting requirements.

### Transfers

Passengers who transfer to a line or route after paying a fare on another line or route.

### Revenue Vehicle Hours

The sum of the number of hours each vehicle is scheduled to be in revenue service during the reporting period. Excludes nonservice hours (deadhead, training, etc.) charter hours, exclusive school bus hours, and time lost due to missed runs.

### Peak Hour Fleet

The largest number of revenue vehicles in scheduled operation at any one time during a normal day of operation.

## **OPERATING REVENUE**

### Passenger Fares

This includes the base fare, zone premiums, express service premiums, extra cost transfers and quantity purchase discounts applicable to the passenger's ride on all regularly scheduled routes. Also included is "park and ride" revenue.

## Special Transit Fares

This category covers revenues earned for rides given in regular transit service, but paid for by some organization rather than by the rider, and for rides given along special routes for which revenue may be guaranteed by a beneficiary of the service.

## School Bus Service

This category covers revenues earned from operating vehicles under school bus contracts.

## Charter Service

This category covers revenues earned from operating vehicles under charter contracts.

## Other

This category includes:

### Auxiliary Transportation Revenues

Which covers revenues earned from operations closely associated with the transportation operations, including: station concessions, vehicle concessions, advertising services, and other, as defined in the Section 15 Manual.

### Nontransportation Revenues

Which cover revenues earned from activities not associated with the provision of the transit system's transit service, including: sales of maintenance services, rental of revenue vehicles, rental of buildings and other property, investment income, parking lot revenue and other, as defined in Section 15.

## Local Assistance

### Taxes Levied Directly by Transit System

This category covers tax revenues to transit systems that are organized as independent political subdivisions with their own taxation authority (Public Transportation Corporations).

### Local Cash Grants and Reimbursements

This category covers funds obtained from local government units to assist in paying the cost of operating transit services. Amounts originating from Federal revenue sharing funds are included in this category.

## State Cash Grants and Reimbursements

This category covers funds obtained from the State Public Mass Transportation Fund to assist in paying the cost of operating transit services.

## Federal Cash Grants and Reimbursements

This category covers funds obtained from the Federal government to assist in paying the cost of operating transit services.

# OPERATING EXPENSES

## Labor including:

### Operator's Salaries and Wages

The pay and allowances due employees in exchange for the labor services they render in behalf of the transit system. This category includes only those employees who are classified as revenue vehicle operators.

### General Administrative Salaries and Wages and Other Salaries and Wages

General Administrative Salaries and Wages includes the labor of employees of the transit system (or sponsoring agency) who perform administrative functions, such as managers, other professionals, and clerical staff. The labor of employees of the transit system who are not classified as revenue vehicle operators. This category includes dispatchers, mechanics, bus washers, building (garage) maintenance workers, etc.

## Fringe Benefits

Payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee. These include the employer's share of FICA, PERF, other retirement, health insurance, life insurance, dental plans, unemployment insurance, workmen's compensation insurance, and other benefits not associated with a piece of work.

Payments or accruals direct to an employee arising from something other than his performance of a piece of work. These include uniform and work clothing allowances, and paid absences, such as sick leave, holidays, vacation, jury duty, death in the family, military duty, etc.

## Services

"Service" is labor and other work provided by outside organizations for fees and related expenses. In most instances, service from an outside organization is procured as a substitute for in-house employee labor, except in the case of independent audits which could not be performed by employees in the first place. The substitution is usually made because the skills offered by the outside organization are needed for only a short period of time or are better than internally available skills. The charge for these services is usually based on the labor hours invested in performing the service. This category includes:

### Advertising Fees

The labor and materials provided by an advertising agency in the development and production of advertising campaigns. Advertising media fees, regardless of whether they are paid to the advertising agency or to the media, are included in Miscellaneous Expenses – Advertising/Promotion Media.

### Professional and Technical Services

The labor provided by attorneys, accountants and auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, transit industry consultants, etc. These services generally require specialized technical knowledge, and are usually performed under the supervision of the outside organization, rather than transit system personnel.

### Contract Maintenance Service

The maintenance of equipment under contract or on a single job basis with an outside organization. This category is for repair or maintenance work on operating vehicles, equipment, and garage buildings only, and is differentiated from professional and custodial services.

### Custodial Services

The performance of janitorial services, under contract or on a single job basis with an outside organization.

### Fuel and Lubricants

Costs of gasoline, diesel fuel, propane, lubricating oil, grease, etc., for use in vehicles.

### Tires and Tubes

- 1) Cost of tires and tubes for replacement of tires and tubes on vehicles.
- 2) Lease payments for tires and tubes rented on a time or mileage basis.

### Other Materials and Supplies

Cost of materials and supplies not specifically identified under Fuel & Lubricants and Tires & Tubes, which are issued from inventory or purchased for immediate consumption. This category includes vehicle repair parts and maintenance supplies, office forms, cleaning supplies, etc.

### Utilities

"Utilities" are payments made to various utilities for use of their resources, including electric, gas, water, sewer, garbage collection, telephone, etc.

### Casualty and Liability Costs

"Casualty and Liability Costs" are costs of premiums for insurance for coverage of the transit system against loss through damage to its own property, and for compensation of others for their losses due to acts for which the transit system is liable.

## Taxes

“Taxes” are those taxes levied against the transit system by Federal, state, and local governments. Sales and excise taxes on materials and services purchased other than fuel and lubricants are not included in this category, but are to be accounted for as part of the base price of the material or service. This category includes:

### Vehicle Licensing and Registration Fees

The fees assessed by Federal, state, and local governments for granting authority to operate a motor vehicle.

### Fuel and Lubricant Taxes

Sales and excise taxes incurred on purchases of fuel and lubricants. (Indiana charges a tax of \$.111 per gallon on gasoline; diesel fuel bulk purchases are exempt from the fuel tax. Transit systems that show fuel tax for gasoline as an expense should also show revenue from the State’s fuel tax refund program that public transit systems are eligible to receive.)

## Purchased Transportation

When a transit property purchases service from another entity, e.g., contracting with a private non profit organization to provide specialized services.

## Miscellaneous Expenses

“Miscellaneous Expenses” are those expenses which cannot be attributed to any of the other major expense categories. This category includes:

### Dues and Subscriptions

Fees for membership in industry organizations and subscriptions to periodical publications related to transit.

### Travel and Meetings

Fares and allowances for transportation of transit system employees and related officials on airplanes, trains, etc., expenses for food and lodging, charges for participation in industry conferences, and other related business meeting expenses.

### Advertising/Promotion Media

Printing and advertising media fees and expenses, either paid to an advertising agency or direct to the media. (The labor and materials provided by an advertising agency in the development and production of advertising campaigns should be included in advertising fees.)

### Other Miscellaneous Expenses

Postage, etc.



### Total Reconciling Items

Total Reconciling Items include interest expenses, leases and rentals, depreciation, amortization of intangibles, purchase lease payments, related parties lease agreement and other (as defined in the Section 15 reporting manual).

### Equipment

“Equipment” is equipment not included in an approved or programmed Capital Assistance Grant, including office equipment and other equipment used in the administration of the transit system.

### Indirect Expense

“Indirect Expense” is cost incurred for a common or joint purpose benefitting more than one cost objective.





