

1982 ANNUAL REPORT

INDIANA PUBLIC TRANSPORTATION

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EXECUTIVE SUMMARY

Introduction

This is the eighth annual report summarizing key operating and financial characteristics of Indiana's 28 publicly financed transportation systems. The annual report is intended to provide information to 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 1982 Annual Report provides an overview of the status of transit between January 1 and December 31, 1982. Section 1 provides the reader with an analysis of ridership, service, and financial data provided by the 28 reporting public transportation systems. Section 2 is a detailed report of system characteristics arranged alphabetically by system. Section 3 summarizes 1982 federal and state transportation assistance awards by program. Section 4 is a glossary of terms as used in context of this report.

The information in this report was obtained from a statewide survey of the public transportation systems. A questionnaire was designed to be consistent with the reporting requirements of Section 15 of the Urban Mass Transportation Act of 1964, as amended. The information was supplemented by telephone conversations with managers and planners in the various cities and on site visits to the properties. Every effort was made to validate the information, however, each system is ultimately responsible for the accuracy of the base data.

Operating Environment

Many transit systems began to show a shift in operating policy during 1982. This change can be attributed to a number of factors outside the direct control of the transit properties.

Beginning with public takeover and carrying through the last decade the transit rider has paid a smaller portion of the total cost of transit service. The gap between

operating cost and fare revenue was accelerated with the introduction of federal operating assistance and, to a lesser degree, the state matching grant program. In fact, the intent of the federal program was to encourage transit systems to expand service while keeping fares low. As both assistance programs increased, there were fewer incentives to adjust fares or contain costs.

The growing involvement of the federal government in transit operating subsidies came under close scrutiny as the Reagan administration began to define its policy regarding public transit. The result of this process was an announcement to eliminate federal operating assistance by 1985. The ensuing debate over the merits of the federal operating assistance program began in 1981 and carried on through 1982. The major rationale for eliminating federal operating assistance were as follows:

1. The rider should pay a greater share of the service costs.
2. Federal funds have provided little incentive for systems to cut costs.
3. Operating subsidy should be a local and state responsibility.
4. Federal subsidies pay for a disproportionate share of white collar suburban commuter trip costs.

To add to the concern regarding the debate over the proper federal role, transit systems were in the last year of a multi-year authorization bill. In addition, during 1982, systems were operating under a continuing resolution because Congress and the Administration could not reach agreement on a FY 82 transportation appropriation bill.

The picture was not any brighter at the state level, even though transit had a dedicated state revenue source under the Public Mass Transportation Fund. Because of a slowing state economy, sales tax receipts into the fund had declined to the point where an increased appropriation for FY 82-83 actually resulted in a net decline in available funds compared to FY 81-82.

Transit systems not only dealt with shrinking federal and state resources, but were also working within the constraints of the state property tax control program at the local level. This funding crunch placed transit providers in a position of having to compete with other programs for every available dollar while at the same time trying to maintain low fares and maximum levels of service.

Ridership

Indiana's transit systems carried over 35.5 million passengers in 1982, representing a decline of 1.1 percent compared to ridership in 1981. This was the first drop in ridership since the systems began reporting to the state in 1975. The American Public Transit Association, on the other hand, reported a slight increase in national ridership of .4 percent.

Indianapolis continued to carry the greatest number of passengers, accounting for 42 percent of the state's total. As would be expected, the urban systems; Indianapolis, Fort Wayne, South Bend, and the Northwest Region combined to provide 82 percent of the state's total passenger trips.

Ridership losses in excess of 100,000 passengers were reported by Fort Wayne, Gary, Lafayette, Anderson, Evansville and Terre Haute. South Bend was the only system to report a gain in passengers greater than 100,000.

Although it is difficult to pinpoint the cause of the decline in ridership, a number of factors have probably contributed to the problem. During 1982, Indiana experienced its greatest level of unemployment since the Great Depression. Fewer people had a reason to use transit if they were not working. With higher fares and less disposable income, people had a tendency to combine trips and reduce the frequency of their transit use. Finally, as transit systems reduced service, the frequent transit user, and more importantly the potential rider, had less opportunity to use the system.

Service

Although there was a general trend toward reducing service in 1982, two new systems, Mitchell and Bedford began operation in the latter part of the year. The service was the result of a local needs analysis, a process that began in both communities in 1980. In addition to the absence of public transportation, the major reason cited by both cities for starting a system was the availability of federal and state operating assistance. The addition of Bedford and Mitchell increased the total number of systems receiving state and federal assistance to 28 (comprised of 27 conventional transit and paratransit systems and one commuter railroad).

These systems serve approximately 54 percent of the state's population. As would be expected, most of the service is concentrated in larger urban areas (areas with a population of greater than 50,000). Of the total population residing in these urban areas, 98.3 percent have access to some form of public transit service. In contrast, only 14.4 percent of the state's population residing outside of these urban centers have access to state and federally supported public transit services. Further, most of the nonurban service is concentrated in a few small cities. At the close of 1982, only eight rural counties provided some form of general public transit service.

Despite the addition of two small operations, transit systems reported providing approximately 18.5 million revenue miles of service which is a reduction of 6.2 percent when compared to 1981. This represents the first

decline in over four years. Twelve of the 27 systems reported service reductions; with the largest occurring in Gary, Fort Wayne, KIRPC, Richmond, Bloomington and Marion. In most systems, transit management avoided reductions in peak period or heavily patronized service. Most of the changes resulted from reductions of weekend and evening service, and by increased headways on weekday base service. Actions to reduce service not only cut costs but increased the number of passengers carried per revenue mile from 1.82 in 1981 to 1.92 in 1982.

Fares

Six systems increased fares from 43 percent to 100 percent over previous base fares. For some systems this represented the first fare increase since public takeover; for others it was one element in a long-range fare policy designed to gradually recover more of their system expenses out of the farebox. Although it is not reflected in this year's report Lafayette and the Northern Indiana Commuter Transportation District raised fares in 1981 and Indianapolis, Muncie, South Bend and Union County implemented fare increases in the first quarter of 1983.

The following systems implemented fare increases in 1982:

Anderson	\$.30 to \$.50
Evansville	\$.35 to \$.50
Fort Wayne	\$.50 to \$.75
Gary	\$.50 to \$.75
Marion	\$.30 to \$.50
Richmond	\$.50 to \$1.00

Although base fares were increased, no system adjusted its fare policy to incorporate fares according to distance traveled. Distance-based fares ensure that passenger revenues are more closely related to the service provided; thus, short distance riders are not subsidizing the long distance trips. Indianapolis, Union County, and the Northern Indiana Commuter Transportation District remain the only systems with "distance based" or "zonal" charges. However, most systems charge a premium fare for specialized or demand responsive service when provided in conjunction with fixed route service.

Expenses and Revenues

It cost \$46.6 million to provide transit service in 1982, a reduction of 1.6 percent compared to 1981. This represented the first reduction in expenses since 1975 and was due in part to reductions in service and the application of internal cost controls. As a group, the larger systems contributed the greatest savings. Expenses increased in areas with a population under 50,000 by 17 percent; primarily because the data reflects the addition of seven new nonurban systems during 1981 and 1982.

Statewide, major savings occurred in service contracts, fuel and lubricants, and casualty and liability premiums. Utilities rose by 24.7 percent and labor increased by only 1.4 percent.

Overall, the cost per passenger fell from \$1.32 to \$1.31. However, the data confirm that the cost per passenger increases as we move away from large capacity, high density, fixed route service located in larger urban areas to low capacity, more specialized service found in small urban and rural systems.

Fare increases, combined with a minor loss in ridership, resulted in an 8 percent increase in fare revenue equalling over \$12.8 million. Increased farebox revenue and the imposition of cost saving measures resulted in an overall fare recovery ratio of 28 percent, as compared to a ratio of 25 percent in 1981. The fare recovery ratio illustrates the extent to which total operating expenses are covered by fare paying passengers. This was the first reversal of a downward trend in the fare recovery ratio since systems began reporting in 1975. Fare revenue per passenger also increased from 33 cents to 36 cents.

Accompanying the increase in fare revenue was the first decline in the amount of state and federal funds applied towards operating deficits. This is indicative of the general leveling off of federal and state revenue sources. Local revenue, on the other hand, increased by 8.8 percent. The total subsidy per passenger dropped from 90 cents to 87 cents, while the subsidy per revenue mile increased from \$1.63 to \$1.68.

Capital Improvements

Although many systems were forced to reduce service, several were able to pursue planned facility improvements and to acquire new vehicles. In 1982, the Urban Mass Transportation Administration and Federal Highway Administration approved capital grants totalling over \$52.6 million in federal funds for the following projects:

Maintenance and storage facilities:

- Preliminary engineering studies for Washington, Muncie, Gary, and Lake County Economic Opportunity Council/Trade Winds.

Passenger facilities:

- Fort Wayne - Calhoun Street Transit Mall and transfer facilities
- South Bend - Design of a downtown transfer facility
- Indianapolis - Improvements to Union Station
- Gary - Construction of a multimodal transportation center

Commuter rail cars:

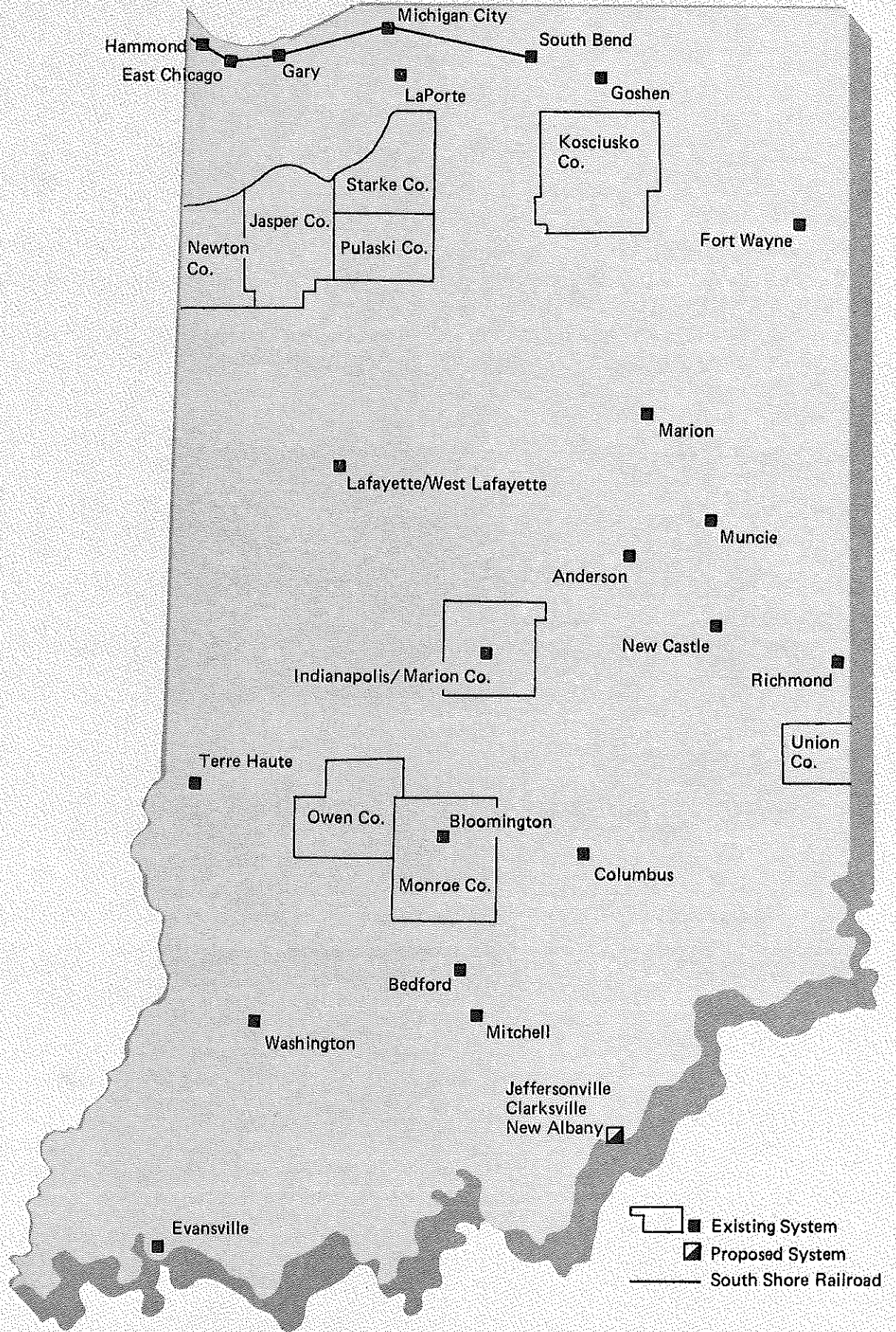
- Northern Indiana Commuter Transportation District

Transit rolling stock:

- East Chicago
- Indianapolis
- Terre Haute
- Trade Winds Rehabilitation Center
- Lake County Economic Opportunity Council
- Columbus
- Kosciusko County
- Monroe County
- Union County

FIGURE 1

PUBLIC TRANSPORTATION SYSTEMS IN INDIANA



**TABLE 1
AREAS SERVED BY PUBLIC TRANSPORTATION: 1982**

<u>Applicant Agency</u>	<u>System Name</u>	<u>Service Area</u>	<u>Population</u> ¹
<u>Over 200,000 Population</u>			
Fort Wayne	Fort Wayne Public Transportation Corporation	Fort Wayne & New Haven	236,479
Gary	Gary Public Transportation Corp.	Gary & Hammond	245,667 ^a
Indianapolis	Indianapolis Public Trans. Corp.	Marion County	836,472
LCEOC	Lake County Economic Opportunity Council	Lake & Porter counties	642,781
South Bend	South Bend Public Transportation Corp.	South Bend	202,513
Trade Winds	Trade Winds Rehabilitation Center, Inc.	Lake & Porter counties	642,781
<u>50,000 To 200,000 Population</u>			
Anderson	City of Adnerson Transit System	Anderson	78,581
Bloomington	Bloomington Transit	Bloomington	63,513
East Chicago	East Chicago Bus Transit	East Chicago	39,786 ^a
Evansville	Metropolitan Evansville Transit System	Evansville	155,078
Goshen	Goshen Transit	Goshen & Elkhart	60,698
Lafayette	Greater Lafayette Public Transportation Corporation	Lafayette & West Lafayette	91,380
Muncie	Muncie Indiana Transit System	Muncie	74,096
Terre Haute	Terre Haute Transit Utility	Terre Haute	74,736
<u>Under 50,000 Population</u>			
Bedford	Transit Authority of Stone City	Bedford	14,410
Columbus	Columbus Municipal Transit	Columbus	30,614
KIRPC	TransAction – Kankakee-Iroquois Regional Planning Commission	Jasper, Newton, Pulaski & Starke counties	76,237 ^b
Kosciusko County	Kosciusko Accessible Bus Service	Kosciusko County	59,555 ^b
LaPorte	LaPorte Transit System	LaPorte & fringe	21,796
Marion	City of Marion Transportation Dept.	Marion	35,874
Michigan City	Municipal Coach Service	Michigan City & Trail Creek	36,850
Mitchell	Mitchell Transit Service	Mitchell	4,641
Monroe County	Rural Transit	Owen & Monroe counties	114,626 ^b
New Castle	New Castle on Wheels	New Castle	20,056
Richmond	City of Richmond Transit Authority	Richmond	41,349
Union County	Union County Transit Service	Union County	6,860
Washington	Washington Transit System	Washington	11,325
NICTD	Northern Indiana Commuter Transportation District ²	Lake, Porter, LaPorte & St. Joseph counties	993,030

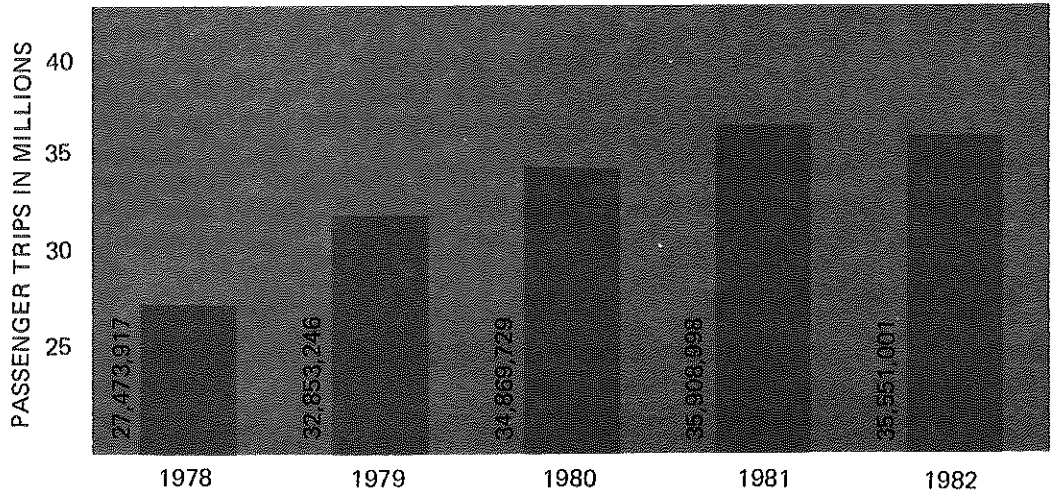
^aPart of Indiana portion of the Chicago Urbanized Area.

^bOperate primarily in rural areas.

¹1980 U.S. Census of Population.

²Responsible for the operation of commuter service on the Chicago, South Shore & South Bend Railroad.

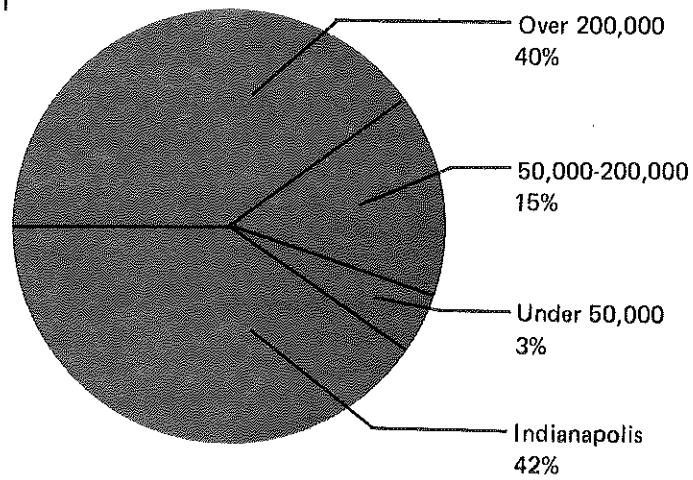
FIGURE 2
CHANGE IN STATEWIDE RIDERSHIP: (1978-1982)*



*Excludes NICTD

FIGURE 3
STATEWIDE RIDERSHIP DISTRIBUTION: 1982*

100% = 35,551,001



*Excludes NICTD

**TABLE 2
RIDERSHIP DISTRIBUTION BY SYSTEM: 1982**

<u>Service Area</u>	<u>Total 1981</u>	<u>Total 1982</u>	<u>% Change</u>	<u>Passenger Trip Per Capita</u>	<u>Total Transfers 1982</u>	<u>% Total State Ridership</u>
<u>Over 200,000 Population</u>						
Fort Wayne	3,705,281	3,124,678	(15.7)	5.7	550,994	8.8
Gary	5,574,378	6,107,563	9.6	24.9	894,307	17.2
Indianapolis	14,980,550	15,048,299	0.5	14.8	2,634,456	42.3
LCEOC	127,224	145,313	14.2	0.2	N/A	0.4
South Bend	4,503,166	4,722,844	4.8	23.3	1,107,882	13.3
Trade Winds	134,222	123,223	(8.2)	5.2	N/A	0.4
Subtotal	29,024,821	29,271,920	.9			
<u>50,000 To 200,000 Population</u>						
Anderson	426,917	257,279	(39.7)	3.3	60,556	0.7
Bloomington	432,240	429,941	(0.5)	6.8	54,253	1.2
East Chicago	365,790	364,000	(0.5)	9.1	N/A	1.0
Evansville	1,575,638	1,448,008	(8.1)	9.3	261,129	4.1
Goshen	5,022	5,756	14.6	14.6	N/A	0.0
Lafayette	1,242,948	1,040,514	(16.3)	11.4	174,988	2.9
Muncie	1,041,905	1,101,365	5.7	12.0	65,085	3.1
Terre Haute	634,193	517,767	(18.4)	6.9	N/A	1.5
Subtotal	5,724,653	5,164,630	(10.8)			
<u>Under 50,000 Population</u>						
Bedford ¹	N/A	8,409	N/A	1.7	732	0.0
Columbus	178,997	165,693	(7.4)	5.4	4,019	0.5
KIRPC ²	84,689	63,702	(24.8)	0.8	N/A	0.2
Kosciusko County	83,043	53,508	(35.6)	1.2	4,888	0.2
LaPorte	125,079	133,148	6.5	6.1	N/A	0.4
Marion	191,784	152,842	(20.3)	4.3	10,721	0.4
Michigan City	191,895	205,804	7.3	5.6	16,429	0.6
Mitchell ¹	N/A	2,606	N/A	0.6	N/A	0.0
Monroe County ²	8,350	27,818	233.2	1.8	N/A	0.1
New Castle ²	15,887	97,354	512.8	4.9	21,645	0.3
Richmond	272,984	173,248	(36.5)	4.2	33,001	0.5
Union County ²	1,198	6,640	454.3	1.0	N/A	0.0
Washington	24,833	23,679	(4.7)	2.1	N/A	0.1
Subtotal	1,178,739	1,114,451	(5.5)			
TOTAL	35,928,213	35,551,001	(1.1)			
NICTD ³	2,431,512	2,152,751	(11.5)			
GRAND TOTAL	38,359,725	37,703,752	(1.7)			

¹System began general public service during 1982.

²System began general public service during 1981.

³Northern Indiana Commuter Transportation District (Chicago, South Shore & South Bend Railroad).

TABLE 3
CHANGE IN RIDERSHIP PER REVENUE VEHICLE MILE: (1981-1982)

Service Area	REVENUE VEHICLE MILES			RIDERSHIP/RVM	
	1981	1982	% Change	1981	1982
<u>Over 200,000 Population</u>					
Fort Wayne	2,185,160	1,829,442	(16.3)	1.7	1.7
Gary	2,651,601	1,839,715	(30.6)	2.1	3.3
Indianapolis	6,295,991	6,300,474	0.0	2.4	2.4
LCEOC	595,200	839,722	41.1	0.2	0.2
South Bend	1,659,673	1,697,939	2.3	2.7	2.8
Trade Winds	332,270	364,682	9.8	2.5	3.0
Subtotal	13,719,895	12,871,974	(6.2)	Sub-avg. 2.1	2.3
<u>50,000 To 200,000 Population</u>					
Anderson	337,643	314,581	(6.8)	1.3	0.8
Bloomington	529,415	410,490	(22.5)	0.8	1.1
East Chicago	256,176	256,176	0.0	1.4	1.4
Evansville	785,556	690,975	(12.0)	2.0	2.1
Goshen	14,230	16,830	18.3	0.4	0.3
Lafayette	755,794	818,488	8.3	1.7	1.3
Muncie	745,915	857,220	14.9	1.4	1.3
Terre Haute	623,484	613,893	(1.5)	1.0	0.8
Subtotal	4,048,213	3,978,653	(1.7)	Sub-avg. 1.4	1.3
<u>Under 50,000 Population</u>					
Bedford	N/A	24,192 ^a	N/A	N/A	0.4
Columbus	183,260	225,980	23.3	1.0	0.7
KIRPC	509,359	297,452	(41.6)	0.2	0.2
Kosciusko County	207,228	93,374	(54.9)	0.4	0.6
LaPorte	228,995	232,246	1.4	0.6	0.6
Marion	203,371	141,153	(30.6)	0.9	1.1
Michigan City	178,676	178,676	0.0	1.1	1.2
Mitchell	N/A	5,505 ^a	N/A	N/A	0.5
Monroe County	38,223	104,688	174.0	0.2	0.3
New Castle	24,548	113,083	360.1	0.7	0.9
Richmond	375,183	218,234	(41.8)	0.7	0.8
Union County	11,975	14,637	22.2	0.1	0.5
Washington	32,500	32,435	0.0	0.8	0.8
Subtotal	1,993,318	1,681,655	(15.6)	Sub-avg. 0.6	0.7
TOTAL	19,761,426	18,532,282	(6.2)	AVERAGE 1.8	1.9
NICTD	2,145,931	1,925,907	(10.3)	1.1	1.1
GRAND TOTAL	21,907,357	20,458,189	(6.6)		

^aEstimate

SERVICE CHARACTERISTICS

TABLE 4
TRANSIT FARES BY SYSTEM: 1982

<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>					
Fort Wayne	\$.75	\$.35	\$.35	Free	Yes
Gary	.75	.50	.35	\$.10	Yes
Indianapolis	.50	.50	.25	.05	Yes
LCEOC	Donation basis — no standard fare charged.				
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	.50	.50	.25	Free	Yes
Bloomington	.50	.25	.25	Free	Yes
East Chicago	Free	Free	Free	Free	No
Evansville	.50	.25	.25	.10	Yes
Goshen	Donation basis — no standard fare charged.				
Lafayette	.50	.50	.15	.15	Yes
Muncie	.30	.30	.15	Free	Yes
Terre Haute	.50	.50	.25	N/A	Yes
<u>Under 50,000 Population</u>					
Bedford	.50	.50	.50/.25	Free	Yes
Columbus	.25	.25	.25/.75 ^a	.10 ^b	Yes
KIRPC	Donation basis — no standard fare charged.				
Kosciusko County	1.00	.50	.50	Free	No
LaPorte	.35	.35	.35 ^c	N/A	Yes
Marion	.50	.50	.50	Free	Yes
Michigan City	.50	.50 ^d	.25	Free	Yes
Mitchell	.50	.50	.25	N/A	No
Monroe County	Variable rate fares — see page 58				
New Castle	.35	.25	.15	Free	No
Richmond	1.00	1.00	1.00	Free	Yes
Union County	Variable rate fares — see page 72				
Washington	.45	.45	.45	N/A	Yes
NICTD	Variable rate fares — see page 62				

^a\$.75 fare is for demand responsive service.

^bFree after 5/1/82

^c8 tokens for \$1.00 may be purchased by elderly and handicapped persons.

^d\$.25 with identification.

TABLE 5
VEHICLE CHARACTERISTICS BY SYSTEM: 1982

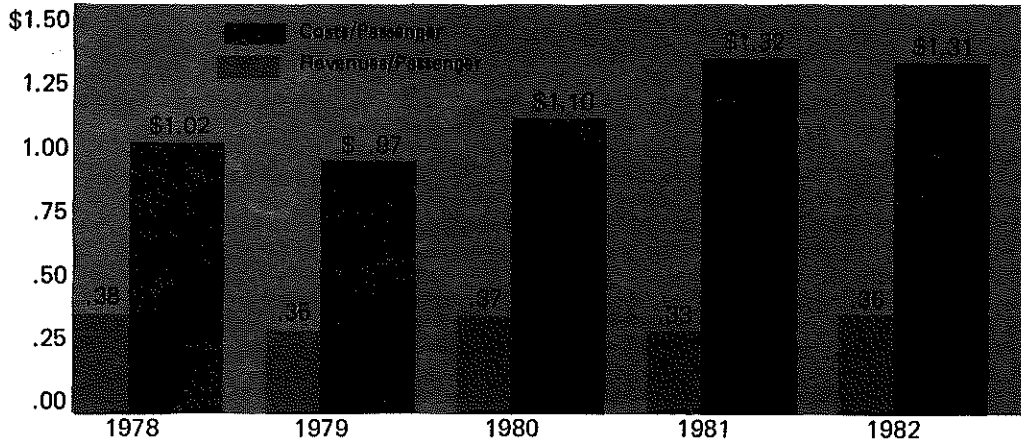
Service Area	Number Owned	CAPACITY		Engine Type ²	Average Age of Fleet (Yrs.)
		Total	Per Vehicle (Average) ¹		
<u>Over 200,000 Population</u>					
Fort Wayne	98	5,600	57	D	8.1
Gary	112	7,079	63	D	6.2
Indianapolis	210	14,315	68	D & G	7.4
LCEOC	26	368	14	G	4.7
South Bend	58	3,944	68	D	6.1
Trade Winds	18	571	32	G	3.6
Subtotal	552	31,877			Sub-avg. 8.3
<u>50,000 To 200,000 Population</u>					
Anderson	20	686	34	D & G	2.4
Bloomington	19	600	32	D & G	4.4
East Chicago	6	282	47	D	2.0
Evansville	29	1,190	41	D & G	1.7
Goshen	1	19	19	LP	1.0
Lafayette	29	1,635	56	D & G	7.2
Muncie	32	1,618	51	D	5.9
Terre Haute	22	1,020	46	D	8.9
Subtotal	158	7,050			Sub-avg. 4.7
<u>Under 50,000 Population</u>					
Bedford	3	114	38	D	New
Columbus	7	170	24	D & G	5.4
KIRPC	12	148	12	G	4.3
Kosciusko County	11	478	44	G & LP	5.0
LaPorte	9	184	20	D & G	3.0
Marion	6	266	44	D	2.6
Michigan City	7	382	35	D & G	3.0
Mitchell	1	18	18	G	1.0
Monroe County	9	118	13	G	3.6
New Castle	5	105	21	G	1.0
Richmond	13	336	26	G	4.0
Union County	2	23	11	G	4.0
Washington	2	32	16	G	New
Subtotal	91	2,374			Sub-avg. 3.5
TOTAL	801	41,301		AVERAGE	7.3

¹ Average includes seating and standing capacity.

² D = Diesel, G = Gas and LP = Liquid Propane.

FINANCIAL DATA

FIGURE 4
CHANGE IN OPERATING COST PER PASSENGER BY REVENUES PER PASSENGER (1978-82)*



*Excludes NICTD

TABLE 6
STATEWIDE PERFORMANCE INDICATORS: (1978-1982)*

	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
Expense/RVM ¹	\$1.66	\$1.96	\$ 2.65	\$ 2.40	\$2.52
Fare Recovery	.38	.35	.34	.25	.28
Subsidy/Passenger	.40	.47	.86	.90	.87
Subsidy/RVM ¹	.71	.91	1.67	1.63	1.68

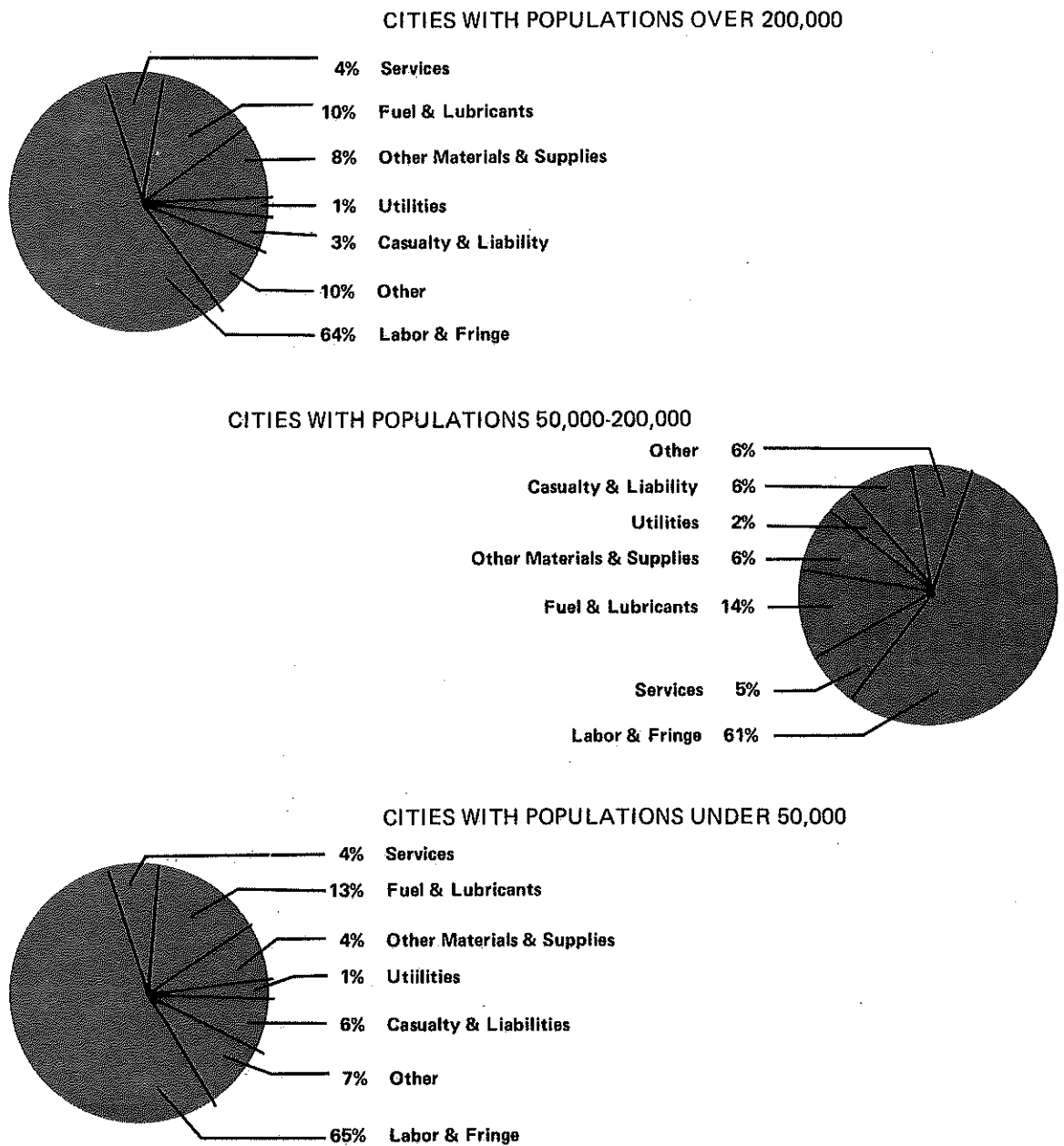
*Excludes NICTD

¹Revenue Vehicle Mile

**TABLE 7
CHANGE IN OPERATING EXPENDITURES: (1978-1982)**

	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
Total Operating Expenditures	\$27,817,158	\$32,054,324	\$38,523,360	\$47,420,159	\$46,666,318
% Change	N/A	15.2	20.2	23.1	(1.6)

**FIGURE 5
OPERATING EXPENDITURE DISTRIBUTION: 1982**



**TABLE 8
TRANSIT OPERATING EXPENDITURES BY CATEGORY: 1982**

Service Area	Labor & Fringe	%	Services	%	Fuel & Lubricants	%	Other Materials & Supplies	%	Utilities	%	Casualty & Liability	%	Other	%	Total
Over 200,000 Population															
Fort Wayne	\$ 3,585,885	66	\$ 78,497	1	\$ 505,357	9	\$ 300,115	6	\$ 41,644	6	\$ 144,017	1	\$ 753,180	14	\$ 5,408,695
Gary	3,854,042	51	360,877	5	707,686	9	730,783	10	77,380	10	378,054	1	1,462,553	19	7,571,375
Indianapolis	12,244,298	72	695,370	4	1,813,713	11	1,435,364	8	353,214	8	396,762	2	138,768	1	17,077,489
LC/EOC	401,963	65	48,538	7	105,527	17	24,657	4	16,133	3	20,479	3	5,350	1	622,647
South Bend	3,004,418	55	263,893	5	534,752	10	342,549	6	100,109	2	106,786	2	1,059,482	20	5,411,989
Trade Winds	339,233	60	30,347	5	60,338	11	22,202	4	0	0	8,305	2	102,676	18	563,101
Subtotal	\$23,429,839	64	\$1,477,522	4	\$3,727,373	10	\$2,855,670	8	\$588,480	8	\$1,054,403	1	\$3,522,009	10	\$36,655,296
50,000 To 200,000 Population															
Anderson	\$ 620,246	69	\$ 46,419	5	\$ 98,962	11	\$ 11,670	1	\$ 14,718	1	\$ 101,912	11	\$ 5,189	1	\$ 899,116
Bloomington	361,335	58	43,426	7	89,310	14	63,433	10	9,304	1	45,569	3	16,492	3	628,869
East Chicago	291,945	77	1,752	1	22,317	6	25,160	7	13,200	2	17,918	5	8,508	2	380,800
Evansville	723,865	61	43,981	4	230,116	19	75,368	6	15,616	1	88,877	8	673	1	1,178,496
Goshen	14,118	62	0	0	3,171	14	0	0	607	3	1,723	8	3,065	13	22,684
Lafayette	1,045,734	60	29,029	2	219,927	12	62,518	4	40,496	2	53,622	3	296,299	17	1,747,616
Muncie	1,067,917	58	151,911	8	252,149	14	126,067	7	47,236	3	86,476	5	91,915	5	1,823,671
Terre Haute	534,025	64	4,774	1	91,519	11	87,008	10	32,498	4	39,985	5	40,736	5	830,545
Subtotal	\$ 4,659,185	62	\$ 321,283	4	\$1,007,471	14	\$ 451,224	6	\$173,675	2	\$ 436,082	6	\$ 462,877	6	\$ 7,511,797
Under 50,000 Population															
Bedford	\$ 21,650	60	0	0	\$ 3,625	10	\$ 3,309	9	0	0	\$ 3,405	9	\$ 4,153	12	\$ 36,142
Columbus	188,946	73	14,705	6	27,249	10	17,374	7	2,910	1	2,533	1	6,223	2	259,940
KIRPC	172,319	62	31,069	11	56,336	20	2,972	1	2,794	1	8,756	3	4,717	2	278,953
Kosciusko County	125,671	48	19,603	7	37,482 ^a	14	3,561	1	2,277	1	4,021	2	71,840	27	264,455
LaPorte	205,453	70	4,475	1	48,000	16	3,601	1	6,171	2	26,000	9	1,400	1	295,100
Marion	126,840	56	1,954	1	26,029	11	12,629	6	4,385	2	36,350	16	18,995	8	227,182
Michigan City	216,252	72	1,200	0	25,416	9	21,914	7	11,890	4	23,207	8	90	0	299,969
Mitchell	17,718	79	0	0	951	4	686	3	1,864	8	1,028	5	314	1	22,561
Monroe County	104,634	54	6,650	3	20,187	10	7,632	4	0	0	9,373	5	46,334	24	194,810
New Castle	182,118	75	1,367	1	22,324	9	6,126	2	1,655	1	9,825	4	19,235	8	242,650
Richmond	228,088	75	5,726	2	35,533	12	16,086	5	0	0	15,000	5	2,757	1	303,189
Union County	30,150	61	1,046	2	2,843	6	752	2	1,684	4	2,649	5	9,979	20	49,103
Washington	9,316	37	6,399	25	7,337	29	685	3	64	1	1,315	5	55	0	25,171
Subtotal	\$ 1,629,155	65	\$ 94,184	4	\$ 313,312	13	\$ 97,326	4	\$ 35,694	1	\$ 143,462	6	\$ 186,092	7	\$ 2,499,225
Total	\$29,718,179	64	\$1,892,989	4	\$5,048,156	11	\$3,404,220	7	\$797,849	2	\$1,633,947	3	\$4,170,978	9	\$46,666,318
NICTD	\$ 9,448,197 ^b														\$ 9,448,197
GRAND TOTAL															\$56,114,515

^a Includes tires and tubes.

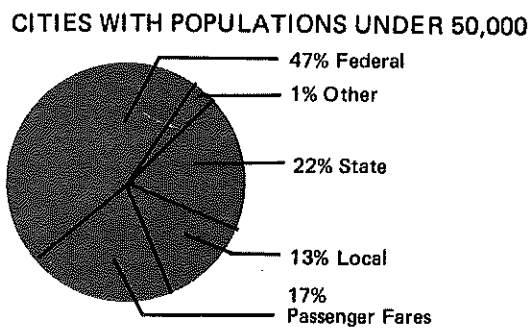
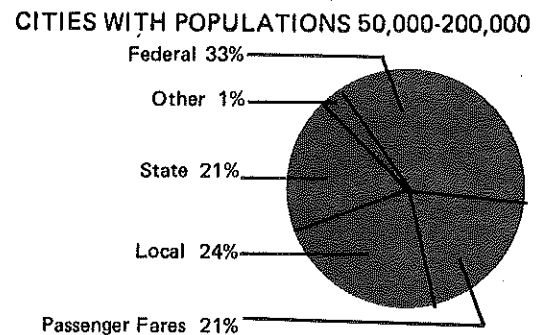
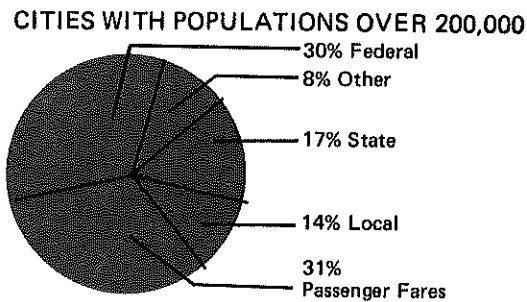
^b A breakdown of operating expenses, consistent with the annual reporting format, was not provided.

TABLE 9
CHANGE IN OPERATING REVENUES BY CATEGORY: (1978-1982)*
 (Revenues are expressed in millions & rounded to the nearest thousand.)

	<u>1978</u>	<u>%</u>	<u>1979</u>	<u>%</u>	<u>1980</u>	<u>%</u>	<u>1981</u>	<u>%</u>	<u>1982</u>	<u>%</u>
Passenger	\$11.5	38	\$11.5	37	\$12.9	33	\$11.9	27	\$12.9	29
Other	1.0	4	1.7	5	1.4	4	3.3	8	2.7	6
Local	6.8	24	6.5	21	6.3	16	6.4	14	7.0	15
State	1.9	7	2.7	8	5.8	15	8.5	19	8.2	18
Federal	7.4	27	9.0	29	12.2	32	14.4	32	14.3	32
TOTAL	\$27.6		\$31.4		\$38.7		\$44.4		\$45.0	

*Excludes NICTD

FIGURE 6
OPERATING REVENUE DISTRIBUTION: 1982



**TABLE 10
TRANSIT OPERATING REVENUES BY CATEGORY: 1982**

Service Area	Passenger	%	Federal	%	State	%	Local	%	Other	%	Total
Over 200,000 Population											
Fort Wayne	\$ 1,119,951	23	\$ 1,618,901	33	\$ 850,000	17	\$1,210,360 ^a	25	\$ 79,807	2	\$ 4,879,019
Gary	2,927,628	43	1,104,326	16	581,989	9	751,541 ^b	11	1,443,865	21	6,809,349
Indianapolis	5,887,054	34	5,632,080	33	3,356,050	20	1,363,859 ^d	8	880,111	5	17,119,154
LCEOC	124,751	20	164,764	26	160,612	26	172,520	28	0	0	622,647
South Bend	802,866	16	1,783,885	36	946,484	19	1,307,787	26	155,213	3	4,996,235
Trade Winds	0	0	332,124	61	155,076	28	16,176	3	41,536	8	544,912
Subtotal	\$10,862,250	31	\$10,636,080	30	\$6,050,211	17	\$4,822,243	14	\$2,600,532	8	\$34,971,316
50,000 To 200,000 Population											
Anderson	\$ 60,170	6	\$ 419,052	47	\$ 279,089	31	\$ 138,709	15	\$ 2,097	1	\$ 899,117
Bloomington	111,575	18	254,709	40	129,142	21	123,392	20	10,051	1	628,869
East Chicago	0	0	190,400	50	95,200	25	95,200	25	0	0	380,800
Evansville	416,356	35	381,070	32	254,046	22	127,024	11	0	0	1,178,496
Goshen	5,379	24	10,477	46	4,552	20	2,276 ^b	10	0	0	22,684
Lafayette	360,870	24	398,542	26	330,000	22	388,276 ^b	26	35,498	2	1,513,186
Muncie	409,814	20	522,319	26	259,969	13	824,261	40	19,995	1	2,036,358
Terre Haute	208,315	25	294,956	35	196,637	24	98,319	12	33,272	4	831,499
Subtotal	\$ 1,572,479	21	\$ 2,471,525	33	\$1,548,635	21	\$1,797,457	24	\$ 100,913	1	\$ 7,491,009
Under 50,000 Population											
Bedford	\$ 2,084	6	\$ 19,742	55	\$ 9,544	26	\$ 4,772	13	0	0	\$ 36,142
Columbus	42,387	16	103,969	40	61,774	24	51,810	20	0	0	259,940
KIRPC	15,846	6	147,144	53	76,921	27	39,042	14	0	0	278,953
Kosciusko County	31,487	12	138,814	53	58,511	22	29,256	11	\$ 6,388	2	264,456
LaPorte	74,379	25	120,994	41	60,531	21	30,265	10	8,070	3	294,239
Marion	28,290	12	119,897	53	48,441	21	24,220	11	6,334	3	227,182
Michigan City	55,565	19	136,277	45	68,959	23	34,479	11	4,689	2	299,969
Mitchell	1,058	5	12,265	54	6,158	27	3,079	14	0	0	22,560
Monroe County	10,430	5	115,995	60	45,590	23	22,795	12	0	0	194,810
New Castle	17,947	8	129,513	53	63,892	26	31,298	13	0	0	242,650
Richmond	130,568	43	98,302	32	49,169	16	23,206	8	1,944	1	303,189
Union County	3,646	7	28,483	58	11,316	23	5,658	12	0	0	49,103
Washington	9,520	16	10,205	18	3,811	7	34,437 ^c	59	0	0	57,973
Subtotal	\$ 423,207	17	\$ 1,181,600	47	\$ 564,617	22	\$ 334,317	13	\$ 27,425	1	\$ 2,531,166
Total	\$12,857,936	29	\$14,289,205	32	\$8,163,463	18	\$6,954,017	15	\$2,728,870	6	\$44,993,491
NICTD	\$ 4,729,201	50	\$ 2,188,073	23	\$1,612,153	17	\$ 834,195	9	\$ 100,659	1	\$ 9,464,281
GRAND TOTAL	\$17,587,137	32	\$16,477,278	30	\$9,775,616	18	\$7,788,212	14	\$2,829,529	5	\$54,457,772

^a\$1,176,782 of the total is from taxes levied.
^bTaxes levied.
^cLocal Special Fare Assistance.
^d\$1,296,855 of the total is from taxes levied.

**Section 2:
DETAILED SYSTEM
CHARACTERISTICS**

DETAILED SYSTEM
CHARACTERISTICS

DETAILED SYSTEM
CHARACTERISTICS

DETAILED SYSTEM
CHARACTERISTICS

CITY OF ANDERSON TRANSIT SYSTEM

530 Baxter Road, P.O. Box 2100
Anderson, Indiana 46018
(317) 646-5734

CATS

CONTACT: Tim Spence

GENERAL INFORMATION:

Type of Service	Fixed Route & Demand Responsive
Service Area	Corporate limits
Service Area Population	78,581
Special Service	Demand Responsive service for the handicapped provided by two lift equipped vans.

SERVICE HOURS:

Monday through Friday	6:00 AM — 8:00 PM
Saturday	No Service
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	19	3
Maintenance	7	
General Administration	10	1
Total	36	4

FARES: (There was a Fare change on February 1, 1982)

Base	From .30 to .50	Handicapped/Elderly	From .15 to .25
Youth	From .30 to .50	Transfer	Free
(Other)	Pre-school age — Free		

(Multiple Ride Discounts) \$15.00/Monthly pass for all persons; \$35.00/batch of 100 single ride tickets (sold only to businesses & social agencies)

FUEL CONSUMPTION:

Gallons: 101,285^a
Fuel Reserve: 25 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
10	1981	Bus	TMC	Diesel	29	15	10
2	1979	MV	Ford	Gas	9		2
1	1979	Van	Dodge	Gas	11		
7	1978	Bus	Grumman	Gas	21	10	

^aIncludes gasoline and diesel fuel.

ANDERSON

SERVICE STATISTICS:

Revenue Vehicle Miles	314,581
Total Vehicle Miles	349,534
Total Unlinked Passenger Trips	257,279
Transfers	60,556
Total Revenue Vehicle Hours	30,892
Peak Hour Fleet	10
Base Fleet	10

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 55,970
Special Transit Fares	4,200
School Bus Service	
Charter Service	477
Other	1,620
Local Assistance	138,709
State Assistance	279,089
Federal Assistance	419,052
Total	<u>\$899,117</u>

Operating Expense

Operator's Salaries/Wages	\$282,152
General Administrative Salaries/Wages/and Other Salaries/Wages	196,071
Fringe Benefits	142,023
Services	46,419
Fuel and Lubricants	98,962
Tires and Tubes	5,983
Other Materials/Supplies	5,687
Utilities	14,718
Casualty/Liability Costs	101,912
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	5,189
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$899,116</u>

Capital Grants Awarded

N/A

TRANSIT AUTHORITY OF STONE CITY

1102 Sixteenth Street
Bedford, Indiana 47421
(812) 279-6555

TASC

CONTACT: Thomas J. Fountaine

GENERAL INFORMATION:¹

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	14,410
Special Service	lift-equipped buses

SERVICE HOURS:

Monday through Friday	6:00 AM — 7:00 PM
Saturday	No Service
Sunday	No Service
Holiday	Varies

PERSONNEL:

	Full-Time	Part-Time
Operations	2	4
Maintenance		1
General Administration		<u>2</u>
Total	<u>2</u>	<u>7</u>

FARES:

Base	.50	Handicapped/Elderly	.50/.25
Youth	.50	Transfer	Free
(Other)	Regular token for persons under age 60 — \$.40, Elderly token over age of 60 — \$.20		

FUEL CONSUMPTION:

Gallons: 3,168 (est.)
Fuel Reserve: 22 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
3	1982	BOC	Carpenter	Diesel	23/19 ^a	15	3

¹New Service beginning September 27, 1982.

^aSeating capacity without wheelchairs is 23, with them it is 19.

BEDFORD

SERVICE STATISTICS:

Revenue Vehicle Miles	24,192 (est.)
Total Vehicle Miles	26,000 (est.)
Total Unlinked Passenger Trips	8,409 (est.)
Transfers	732
Total Revenue Vehicle Hours	1,872 (est.)
Peak Hour Fleet	2
Base Fleet	2

FINANCIAL INFORMATION:

<u>Operating Revenue</u>	
Passenger Fares	\$ 2,084
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	4,772
State Assistance	9,544
Federal Assistance	19,742
Total	<u>\$36,142</u>

<u>Operating Expense</u>	
Operator's Salaries/Wages	\$12,578
General Administrative Salaries/Wages/and Other Salaries/Wages	3,636
Fringe Benefits	5,436
Services	
Fuel and Lubricants	3,625
Tires and Tubes	
Other Materials/Supplies	3,309
Utilities	
Casualty/Liability Costs	3,405
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	3,489
Leases and Rentals	
Equipment	664
Indirect Expense	
Reconciling Items	
Total	<u>\$36,142</u>

Capital Grants Awarded N/A

BLOOMINGTON TRANSIT

800 East Miller Drive, P.O. Box 100
Bloomington, Indiana 47402
(812) 332-5688

BT

CONTACT: Steve Stark, General Manager

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	5:45 AM – 7:10 PM
Saturday	9:15 AM – 7:10 PM
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	18	6
Maintenance		2
General Administration	4	
Total	22	8

FARES:

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

(Other)
(Multiple Ride Discounts) 25 rides/\$10.00 for adults; 25 rides/\$5.00 for students; \$2.00 weekly & \$8.00 monthly/passes for the handicapped.

FUEL CONSUMPTION:

Gallons: 77,246^a
Fuel Reserve: 8 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
4	1981	BOC	Wayne	Gasoline	21	10	
4	1980	Bus	TMC	Diesel	31	15	
4	1979	Bus	Superior	Diesel	21	10	
3	1974	Bus	Mercedes	Diesel	19	5	
4	1973	Bus	Mercedes	Diesel	19	5	

^aIncludes gasoline and diesel fuel.

BLOOMINGTON

SERVICE STATISTICS:

Revenue Vehicle Miles	410,490
Total Vehicle Miles	424,914
Total Unlinked Passenger Trips	429,941
Transfers	54,253
Total Revenue Vehicle Hours	29,045
Peak Hour Fleet	10
Base Fleet	8

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$111,575
Special Transit Fares	
School Bus Service	
Charter Service	
Other	10,051
Local Assistance	123,392
State Assistance	129,142
Federal Assistance	254,709
Total	\$628,869

Operating Expense

Operator's Salaries/Wages	\$255,909
General Administrative Salaries/Wages/and Other Salaries/Wages	62,267
Fringe Benefits	43,159
Services	43,426
Fuel and Lubricants	89,310
Tires and Tubes ¹	
Other Materials/Supplies	63,433
Utilities	9,304
Casualty/Liability Costs	45,569
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	14,742
Leases and Rentals	
Equipment	1,750
Indirect Expense	
Reconciling Items	
Total	\$628,869

Capital Grants Awarded

N/A

¹Included in Other Materials/Supplies

COLUMBUS MUNICIPAL TRANSIT

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

COLUMBUS

CONTACT: Esther Sutherland

GENERAL INFORMATION:

Type of Service	Fixed Route & Demand Responsive
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 AM – 7:00 PM
Saturday	7:00 AM – 7:00 PM
Sunday	No Service
Holiday	No Service

PERSONNEL:

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

FARES:

Base	.25	Handicapped/Elderly	.25 regular, .75 Call-a-Bus
Youth	.25	Transfer	.10 (N/A after 5/1/82)
(Other)	Under 6 years – Free		
(Multiple Ride Discounts)	5 rides/\$1.00		

FUEL CONSUMPTION:

Gallons: 18,586^a
Fuel Reserve: 1.5 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
6	1977	Bus	Mercedes	Diesel	17	10	1
1	1974	Van	Ford	Gas	8		

^aIncludes gasoline and diesel fuel.

COLUMBUS

SERVICE STATISTICS:

Revenue Vehicle Miles	225,980
Total Vehicle Miles	231,232
Total Unlinked Passenger Trips	165,693
Transfers	4,019 ^b
Total Revenue Vehicle Hours	18,076
Peak Hour Fleet	5
Base Fleet	5

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 42,387
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	51,810
State Assistance	61,774
Federal Assistance	<u>103,969</u>
Total	\$259,940

Operating Expense

Operator's Salaries/Wages	\$118,555
General Administrative Salaries/Wages/and Other Salaries/Wages	40,044
Fringe Benefits	30,347
Services	14,705
Fuel and Lubricants	27,249
Tires and Tubes	4,027
Other Materials/Supplies	13,347
Utilities	2,910
Casualty/Liability Costs	2,533
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	6,223
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$259,940</u>

Capital Grants Awarded

Federal: \$28,800	Section 18: \$34,217	\$ 63,017
State		5,703
Local: City General Fund		<u>17,251</u>
Total		\$ 85,971

^b Applicable only through May 1, 1982

EAST CHICAGO BUS TRANSIT

5400 Cline Avenue
 East Chicago, Indiana 46312
 (219) 392-8375

CONTACT: Johnny Florence

GENERAL INFORMATION:

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

SERVICE HOURS:

Monday through Friday	6:00 AM — 6:00 PM
Saturday	6:00 AM — 6:00 PM
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	8	2
Maintenance	2	
General Administration	<u>5</u>	<u> </u>
Total	15	2

FARES:

Base	No Charge	Handicapped/Elderly
Youth		Transfer

FUEL CONSUMPTION:

Gallons: 41,664
 Fuel Reserve:

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
					<u>Seated</u>	<u>Standing</u>	
6	1980	Bus	TMC	Diesel	35	12	

EAST CHICAGO

SERVICE STATISTICS:

Revenue Vehicle Miles	256,176
Total Vehicle Miles	256,176
Total Unlinked Passenger Trips	364,000
Transfers	None
Total Revenue Vehicle Hours	18,720
Peak Hour Fleet	5
Base Fleet	5

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	\$ 95,200
State Assistance	95,200
Federal Assistance	190,400
Total	<u>\$380,800</u>

Operating Expense

Operator's Salaries/Wages	\$222,697
General Administrative Salaries/Wages/and Other Salaries/Wages	27,912
Fringe Benefits	41,336
Services	1,752
Fuel and Lubricants	22,317
Tires and Tubes	5,500
Other Materials/Supplies	19,660
Utilities	13,200
Casualty/Liability Costs	17,918
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	
Leases and Rentals	8,508
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$380,800</u>

Capital Grants Awarded

Federal	Section 5: \$62,620	\$62,620
State		7,328
Local: City General Fund		8,327
Total		<u>\$78,275</u>

METROPOLITAN EVANSVILLE TRANSIT SYSTEM
 813 Pennsylvania Street
 Evansville, Indiana 47708
 (812) 422-1571

METS

CONTACT: Jack J. Danks, Director

GENERAL INFORMATION:

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

SERVICE HOURS:

Monday through Friday	5:45 AM – 6:15 PM
Saturday	5:45 AM – 6:15 PM
Sunday	No Service
Holiday	5:45 AM – 6:15 PM

PERSONNEL:

	Full-Time	Part-Time
Operations	33	
Maintenance	5	
General Administration	4	
Total	42	

FARES: (There was a fare change on August 2, 1982)

Base	From .35 to .50	Handicapped/Elderly	From .15 to .25
Youth	From .35 to .50	Transfer	From .05 to .10

(Other) Tokens for students in grades 1-12 are \$.25; Tokens for various organizations are \$.45; Trip tickets for low income persons, elderly & handicapped are free – \$.25.

FUEL CONSUMPTION:

Gallons: 172,733^a
 Fuel Reserve: 2 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
					<u>Seated</u>	<u>Standing</u>	
16	1981	Bus	TMC	Diesel	30	20	yes
5	1977	BOC	Grumman	Gas	19	11	
8	1971	BOC	Flxettes	Gas	19	11	

^aIncludes gasoline and diesel fuel.

EVANSVILLE

SERVICE STATISTICS:

Revenue Vehicle Miles	690,975
Total Vehicle Miles	700,065
Total Unlinked Passenger Trips	1,448,008
Transfers	261,129
Total Revenue Vehicle Hours	53,328
Peak Hour Fleet	15
Base Fleet	15

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	
Special Transit Fares	\$ 378,065
School Bus Service	38,291
Charter Service	
Other	
Local Assistance	127,024
State Assistance	254,046
Federal Assistance	381,070
Total	<u>\$1,178,496</u>

Operating Expense

Operator's Salaries/Wages	\$ 433,904
General Administrative Salaries/Wages/and Other Salaries/Wages	129,424
Fringe Benefits	160,537
Services	43,981
Fuel and Lubricants	230,116
Tires and Tubes	30,043
Other Materials/Supplies	45,325
Utilities	15,616
Casualty/Liability Costs	88,877
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	673
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$1,178,496</u>

Capital Grants Awarded

N/A

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION

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

PTC

CONTACT: Joan D. Uebelhoer

GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	236,479
Special Service	28 buses are wheelchair lift equipped

SERVICE HOURS:

Monday through Friday	5:45 AM – 7:15 PM
Saturday	8:45 AM – 6:00 AM
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	89	
Maintenance	21	
General Administration	<u>22</u>	<u> </u>
Total	132	

FARES:

(There was a fare change on December 15, 1982)

Base	From .50 to .75	Handicapped/Elderly	From .25 to .35
Youth	From .25 to .35	Transfer	Free

(Other)
 (Multiple Ride Discounts) \$7.50/weekly for regular fare; \$3.50/weekly for senior citizens; handicapped and age 11 and under; \$7.00 for ten ride card.

FUEL CONSUMPTION:

Gallons: 460,895
 Fuel Reserve: 26 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
28	1981	Bus	GMC	Diesel	35	15	28
16	1976	Bus	GMC	Diesel	45	15	
6	1974	Bus	GMC	Diesel	45	15	
20	1970	Bus	GMC	Diesel	45	15	
20	1969	Bus	GMC	Diesel	45	15	
6	1968	Bus	GMC	Diesel	45	15	
2	1965	Bus	GMC	Diesel	45	15	

FORT WAYNE

SERVICE STATISTICS:

Revenue Vehicle Miles	1,829,442
Total Vehicle Miles	1,833,611
Total Unlinked Passenger Trips	3,124,678
Transfers	550,994
Total Revenue Vehicle Hours	121,333
Peak Hour Fleet	63
Base Fleet	34

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$1,119,951
Special Transit Fares	
School Bus Service	
Charter Service	21,043
Other	58,764
Local Assistance (includes Taxes Levied: \$1,176,782)	1,210,360
State Assistance	850,000
Federal Assistance	1,618,901
Total	\$4,879,019

Operating Expense

Operator's Salaries/Wages	\$1,978,999
General Administrative Salaries/Wages/and Other Salaries/Wages	857,317
Fringe Benefits	749,569
Services	78,497
Fuel and Lubricants	505,357
Tires and Tubes	35,836
Other Materials/Supplies	264,279
Utilities	41,644
Casualty/Liability Costs	144,017
Taxes	998
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	102,364
Leases and Rentals	31,192
Equipment	
Indirect Expense	
Reconciling Items	618,626
Total	\$5,408,695

Capital Grants Awarded

Federal	Section 3: \$1,998,012	Section 5: \$530,948	
State			\$2,528,960
Local			632,240
Total			\$3,161,200

GARY PUBLIC TRANSPORTATION CORPORATION

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

GPTC

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
Special Service	Lift equipped buses

SERVICE HOURS:

Monday through Friday	5:00 AM – 1:00 AM
Saturday	5:00 AM – 1:00 AM
Sunday	5:00 AM – 1:00 AM
Holiday	5:00 AM – 1:00 AM

PERSONNEL:

	Full-Time	Part-Time
Operations	119	
Maintenance	23	
General Administration	<u>10</u>	<u> </u>
Total	152	

FARES: (There was a fare change on January 1, 1982)

Base	From .50 to .75	Handicapped/Elderly	From .25 to .35
Youth	From .35 to .50	Transfer	From .05 to .10 (.05 for E & H)
(Other)			
(Multiple Ride Discounts)	Monthly/\$30.00		

FUEL CONSUMPTION:

Gallons: 684,877
 Fuel Reserve: 12.5 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
24	1982	Bus	GMC	Diesel	47	15	
17	1980	Bus	GMC	Diesel	44	15	17
29	1976	Bus	GMC	Diesel	43	15	
15	1976	Bus	GMC	Diesel	51	20	
3	1969	Bus	GMC	Diesel	53	20	
6	1968	Bus	GMC	Diesel	53	20	
5	1968	Bus	GMC	Diesel	45	15	
4	1967	Bus	GMC	Diesel	45	15	
5	1967	Bus	GMC	Diesel	53	20	
1	1966	Bus	GMC	Diesel	53	20	
1	1966	Bus	GMC	Diesel	45	15	
2	1965	Bus	GMC	Diesel	53	20	

GARY

SERVICE STATISTICS:

Revenue Vehicle Miles	1,839,715
Total Vehicle Miles	2,056,610
Total Unlinked Passenger Trips	6,107,563
Transfers	894,307
Total Revenue Vehicle Hours	147,651
Peak Hour Fleet	50
Base Fleet	32

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$1,582,946
Special Transit Fares	1,344,682
School Bus Service	398,761
Charter Service	866,330
Other	178,774
Local Assistance (Taxes Levied)	751,541
State Assistance	581,989
Federal Assistance	1,104,326
Total	<u>\$6,809,349</u>

Operating Expense

Operator's Salaries/Wages	\$2,203,597
General Administrative Salaries/Wages/and Other Salaries/Wages	864,740
Fringe Benefits	785,705
Services	360,877
Fuel and Lubricants	707,686
Tires and Tubes	60,596
Other Materials/Supplies	670,187
Utilities	77,380
Casualty/Liability Costs	378,054
Taxes	1,249
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	107,893
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	1,353,411
Total	<u>\$7,571,375</u>

Capital Grants Awarded

Federal Section 3: \$8,213,096	Section 5: \$543,736	\$ 8,756,832
State		
Local: Taxes Levied		2,189,208
Total		<u>\$10,946,040</u>

GOSHEN TRANSIT

c/o The Window Community Volunteer Center
204 South Main
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 & handicapped.

SERVICE HOURS:

Mon., Tues., Thurs., Friday	8:00 AM — 4:30 PM
Saturday	No Service
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations		2
Maintenance		
General Administration		3
Total		5

FARES:

Base (Donation Requested)	Handicapped/Elderly
Youth	Transfer
(Other)	
(Multiple Ride Discounts)	

FUEL CONSUMPTION:

Gallons: 2,562*
Fuel Reserve: 0 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
1	1981	MV	Turtle Top	Propane	19		1

*Propane gas.

SERVICE STATISTICS:

Revenue Vehicle Miles	16,830
Total Vehicle Miles	16,830
Total Unlinked Passenger Trips	5,756
Transfers	None
Total Revenue Vehicle Hours	1,664
Peak Hour Fleet	1
Base Fleet	1

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

Passenger Fares	\$ 4,353
Special Transit Fares	1,026
School Bus Service	
Charter Service	
Other	
Local Assistance	2,276
State Assistance	4,552
Federal Assistance	10,477
Total	<u>\$22,684</u>

Operating Expense

Operator's Salaries/Wages	\$ 5,489
General Administrative Salaries/Wages/and Other Salaries/Wages	8,411
Fringe Benefits	218
Services	
Fuel and Lubricants	3,171
Tires and Tubes	
Other Materials/Supplies	
Utilities	607
Casualty/Liability Costs	1,723
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	3,065
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$22,684</u>

Capital Grants Awarded

N/A

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

METRO

1000 West Washington, P.O. Box 2383
 Indianapolis, Indiana 46206
 (317) 635-2100

CONTACT: James H. Armington

GENERAL INFORMATION:

Type of Service	Fixed Route & Demand Responsive
Service Area	Marion County
Service Area Population	836,472
Special Service	Open Door Service. Buses equipped with wheelchair lift. Priority service to disabled riders. \$1.00/ride

SERVICE HOURS:

Monday through Friday	4:03 AM – 12:57 AM
Saturday	4:24 AM – 12:32 AM
Sunday	4:58 AM – 12:12 AM
Holiday	4:58 AM – 12:12 AM

PERSONNEL:

	Full-Time	Part-Time
Operations	283	14
Maintenance	84	
General Administration	<u>121</u>	<u>2</u>
Total	488	16

FARES:

Base	.50	Handicapped/Elderly	.25
Youth	.50	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 & 3		

FUEL CONSUMPTION:

Gallons: 1,782,648^a
 Fuel Reserve: 5 days or less

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
23	1982	Bus	GM/Canada	Diesel	46	23	
20	1980	Bus	GMC	Diesel	45	22	
2	1979	MV	Chance	Diesel	21		2
40	1977	Bus	AM General	Diesel	46	23	
2	1976	MV	Carpenter	Gas	12		2
60	1976	Bus	AM General	Diesel	47	23	
2	1973	Bus	GMC	Diesel	33	16	
15	1969	Bus	GMC	Diesel	47	23	
32	1968	Bus	GMC	Diesel	47	23	
10	1963	Bus	GMC	Diesel	47	23	
1	1963	Bus	GMC	Diesel	45	22	
2	1962	Bus	GMC	Diesel	47	23	
1	1962	Bus	GMC	Diesel	45	22	

^aIncludes gasoline and diesel fuel.

INDIANAPOLIS

SERVICE STATISTICS:

Revenue Vehicle Miles	6,300,474
Total Vehicle Miles	6,357,175
Total Unlinked Passenger Trips	15,048,299
Transfers	2,634,456
Total Revenue Vehicle Hours	483,142
Peak Hour Fleet	AM 196, PM 167
Base Fleet	63

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 5,781,938
Special Transit Fares	105,116
School Bus Service	
Charter Service	623,690
Other	256,421
Local Assistance (includes Taxes Levied: \$1,296,855)	1,363,859
State Assistance	3,356,050
Federal Assistance	5,632,080
Total	<u>\$17,119,154</u>

Operating Expense

Operator's Salaries/Wages	\$ 5,727,719
General Administrative Salaries/Wages/and Other Salaries/Wages	4,019,347
Fringe Benefits	2,497,232
Services	695,370
Fuel and Lubricants	1,813,713
Tires and Tubes	132,773
Other Materials/Supplies	1,302,591
Utilities	353,214
Casualty/Liability Costs	396,762
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	79,617
Leases and Rentals	58,868
Equipment	
Indirect Expense	
Reconciling Items	283
Total	<u>\$17,077,489</u>

Capital Grants Awarded

Federal	Section 3: \$1,142,040	Section 5: \$1,793,900	\$2,935,940
State			
Local			20,000
Other			713,985
Total			<u>\$3,669,925</u>

KANKAKEE-IROQUOIS REGIONAL PLANNING COMMISSION
 Route 1, Box A-51
 Francesville, Indiana 47946
 (219) 567-9432

TRANSACTION

CONTACT: Christopher Larson

GENERAL INFORMATION:

Type of Service	Demand Responsive
Service Area	Jasper, Newton, Pulaski & Starke Counties
Service Area Population	76,237
Special Service	Four lift equipped vehicles

SERVICE HOURS:

Monday through Friday	8:30 AM — 5:00 PM
Saturday	No Service
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	12	4
Maintenance		4
General Administration	<u>2</u>	<u>8</u>
Total	14	8

FARES:

Base (Donations Requested)	Handicapped/Elderly
Youth (Other)	Transfer
(Multiple Ride Discounts)	

FUEL CONSUMPTION:

Gallons: 31,416
 Fuel Reserve: 0

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
4	1980	BOC	Chevrolet	Gas	9		4
4	1978	BOC	Chevrolet	Gas	16		
1	1976	BOC	Chevrolet	Gas	12		
3	1975	BOC	Chevrolet	Gas	12		

KIRPC

SERVICE STATISTICS:

Revenue Vehicle Miles	297,452
Total Vehicle Miles	326,697
Total Unlinked Passenger Trips	63,702
Transfers	None
Total Revenue Vehicle Hours	20,832
Peak Hour Fleet	12
Base Fleet	8

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 11,885
Special Transit Fares	3,961
School Bus Service	
Charter Service	
Other	
Local Assistance	39,042
State Assistance	76,921
Federal Assistance	147,144
Total	<u>\$278,953</u>

Operating Expense

Operator's Salaries/Wages	\$111,315
General Administrative Salaries/Wages/and Other Salaries/Wages	22,663
Fringe Benefits	38,341
Services	31,059
Fuel and Lubricants	56,336
Tires and Tubes	2,463
Other Materials/Supplies	509
Utilities	2,794
Casualty/Liability Costs	8,756
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	3,997
Leases and Rentals	720
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$278,953</u>

Capital Grants Awarded

N/A

KOSCIUSKO ACCESSIBLE BUS SERVICE

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

KABS

CONTACT: Ronald L. Raber

GENERAL INFORMATION:

Type of Service	Fixed Route and Demand Responsive
Service Area	(Fixed Route) Kosciusko County & fringes of Whitley & Elkhart Counties
Service Area Population	65,000 (Demand Responsive) Greater Warsaw, Winona City Limits
Special Service	Reduced fares and lift equipped buses

SERVICE HOURS:

Monday through Friday	Fixed Route 6:15 AM – 5:15 PM	Demand Responsive 7:30 AM – 4:30 PM
Saturday	No Service	No Service
Sunday	No Service	No Service
Holiday	No Service	7:30 AM – 4:30 PM (depending on Holiday)

PERSONNEL:

	Full-Time	Part-Time
Operations	1	8
Maintenance	1	
General Administration	1	2
Total	3	10

FARES:

Base	\$1.00	Handicapped/Elderly	.50
Youth	.50	Transfer	Free
(Other)			
(Multiple Ride Discounts)			

FUEL CONSUMPTION:

Gallons: 34,595^a
 Fuel Reserve: 0

VEHICLE INVENTORY:

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

^aIncludes propane gas.

KOSCIUSKO COUNTY

SERVICE STATISTICS:

Revenue Vehicle Miles	93,374
Total Vehicle Miles	164,146
Total Unlinked Passenger Trips	53,508
Transfers	4,888
Total Revenue Vehicle Hours	4,696
Peak Hour Fleet	11
Base Fleet	11

FINANCIAL INFORMATION:

Operating Revenue	\$ 7,688
Passenger Fares	23,799
Special Transit Fares	
School Bus Service	6,388
Charter Service	
Other	29,256
Local Assistance	58,511
State Assistance	138,814
Federal Assistance	<u>264,456</u>
Total	

Operating Expense	\$ 91,163
Operator's Salaries/Wages	19,300
General Administrative Salaries/Wages/and Other Salaries/Wages	15,208
Fringe Benefits	19,603
Services	37,482 ^b
Fuel and Lubricants	
Tires and Tubes	3,561
Other Materials/Supplies	2,277
Utilities	4,021
Casualty/Liability Costs	1,192
Taxes	
Purchased Transportation	10,175
Miscellaneous Expenses, Advertising/Promotion Media	12,380
Leases and Rentals	
Equipment	48,093
Indirect Expense	
Reconciling Items	<u>264,455</u>
Total	

Capital Grants Awarded	\$216,304
Federal Section 18: \$216,304	36,051
State	18,025
Local: Revenues from Contractual Services	<u>270,380</u>
Total	

^bIncludes Tires and Tubes

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
 1250 Canal Road, P.O. Box 588
 Lafayette, Indiana 47902
 (317) 423-2666

GLPTC

CONTACT: Arnold E. Becker, Controller

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Two miles beyond corporate limits of Lafayette & 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 AM – 10:30 PM
 Saturday 6:15 AM – 10:30 PM
 Sunday No Service
 Holiday No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	36	
Maintenance	6	
General Administration	9	2
Total	51	2

FARES:

Base .50 Handicapped/Elderly .15
 Youth .50 Transfer .15
 (Other)
 (Multiple Ride Discounts) Monthly passes/\$21.00, H/E monthly passes for \$10.50; tokens are .45 per ride.

FUEL CONSUMPTION:

Gallons: 192,275^a
 Fuel Reserve: 35 days

VEHICLE INVENTORY:

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

^aIncludes gasoline and diesel fuel.

LAFAYETTE

SERVICE STATISTICS:

Revenue Vehicle Miles	818,488
Total Vehicle Miles	824,434
Total Unlinked Passenger Trips	1,040,514
Transfers	174,988
Total Revenue Vehicle Hours	58,025
Peak Hour Fleet	18
Base Fleet	14

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 360,870
Special Transit Fares	
School Bus Service	1,031
Charter Service	34,467
Other	388,276
Local Assistance (Taxes Levied)	330,000
State Assistance	398,542
Federal Assistance	<u>\$1,513,186</u>
Total	

Operating Expense

Operator's Salaries/Wages	\$ 576,018
General Administrative Salaries/Wages/and Other Salaries/Wages	273,114
Fringe Benefits	196,602
Services	29,020
Fuel and Lubricants	219,927
Tires and Tubes	15,134
Other Materials/Supplies	47,384
Utilities	40,496
Casualty/Liability Costs	53,622
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	26,150
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	<u>270,149</u>
Total	<u>\$1,747,616</u>

Capital Grants Awarded

N/A

LAKE COUNTY ECONOMIC OPPORTUNITY COUNCIL

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

LCEOC

CONTACT: Clarence Mayberry

GENERAL INFORMATION:

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

SERVICE HOURS:

Monday through Friday	8:30 AM – 5:00 PM
Saturday	No Service
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	31	
Maintenance		
General Administration	<u>18</u>	<u> </u>
Total	49	

FARES:

Base (Donations Requested)	Handicapped/Elderly
Youth	Transfer
(Other)	
(Multiple Ride Discounts)	

FUEL CONSUMPTION:

Gallons: 67,718
Fuel Reserve:

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
3	1980	BOC	Chevrolet	Gas	16		
2	1980	BOC	Chevrolet	Gas	9		2
3	1978	BOC	Chevrolet	Gas	16		
1	1978	BOC	Chevrolet	Gas	10		1
1	1978	BOC	Chevrolet	Gas	9		1
1	1976	Van	Chevrolet	Gas	10		
1	1976	BOC	Chevrolet	Gas	9		1
1	1976	BOC	Chevrolet	Gas	12		
12	1976	BOC	Chevrolet	Gas	16		
<u>1</u>	1975	BOC	Chevrolet	Gas	12		

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LCEOC

SERVICE STATISTICS:

Revenue Vehicle Miles	839,722
Total Vehicle Miles	839,722
Total Unlinked Passenger Trips	145,313
Transfers	None
Total Revenue Vehicle Hours	45,136
Peak Hour Fleet	22
Base Fleet	22

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$124,751
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	172,520
State Assistance	160,612
Federal Assistance	164,764
Total	<u>\$622,647</u>

Operating Expense

Operator's Salaries/Wages	\$232,406
General Administrative Salaries/Wages/and Other Salaries/Wages	90,984
Fringe Benefits	78,573
Services	48,538
Fuel and Lubricants	105,527
Tires and Tubes	8,302
Other Materials/Supplies	16,355
Utilities	16,133
Casualty/Liability Costs	20,479
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	5,350
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$622,647</u>

Capital Grants Awarded

Federal	Section 5: \$417,296	\$417,296 ^a
State		
Local		104,324
Total		<u>\$521,620</u>

^aAwarded to NIRPC for LCEOC and/or Trade Winds.

LAPORTE TRANIST SYSTEM

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

TRANSPORTE

CONTACT: Joanne E. Mitchell, Manager

GENERAL INFORMATION:

Type of Service Fixed Route & 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 Friday	7:00 AM — 6:00 PM	6:00 AM — 10:00 PM
Saturday	8:00 AM — 4:00 PM	8:00 AM — 4:00 PM
Sunday	No Service	No Service
Holiday	No Service	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	5	9
Maintenance	3	
General Administration	<u>3</u>	<u>2</u>
Total	11	11

FARES:

Base	.35	Handicapped/Elderly	.35 without tokens
Youth (Other)	.35	Transfer	N/A

(Multiple Ride Discounts) Four tokens for \$1.00 may be purchased from driver. Eight tokens for \$1.00 may be purchased at the Senior Citizens Activity Center and local banks by the elderly and handicapped.

FUEL CONSUMPTION:

Gallons: 30,338^a
 Fuel Reserve: N/A

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
1	1982	BOC	Superior	Gas	22	10	
4	1981	MV	Ford	Gas	8	4	2
1	1980	BOC	Superior	Gas	20	12	1
1	1976	Bus	Mercedes	Diesel	16	8	
1	1975	Bus	Mercedes	Diesel	16	8	
1	1974	Bus		Diesel	16	8	

^aIncludes gasoline and diesel fuel.

LAPORTE

SERVICE STATISTICS:

Revenue Vehicle Miles	232,246
Total Vehicle Miles	254,246
Total Unlinked Passenger Trips	133,148
Transfers	None
Total Revenue Vehicle Hours	18,000
Peak Hour Fleet	6
Base Fleet	5

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 60,664
Special Transit Fares	13,715
School Bus Service	
Charter Service	8,070
Other	
Local Assistance	30,265
State Assistance	60,531
Federal Assistance	120,994
Total	<u>\$294,239</u>

Operating Expense

Operator's Salaries/Wages	\$157,231
General Administrative Salaries/Wages/and Other Salaries/Wages	16,274
Fringe Benefits	31,948
Services	4,475
Fuel and Lubricants	48,000
Tires and Tubes	
Other Materials/Supplies	3,601
Utilities	6,171
Casualty/Liability Costs	26,000
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	1,400
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$295,100</u>

Capital Grants Awarded

N/A

CITY OF MARION TRANSPORTATION DEPARTMENT

Marion Municipal Building
 301 South Branson Street
 Marion, Indiana 46952
 (317) 662-9931 extension 226

MTD

CONTACT: Orville Fitzjarrald, Director

GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	35,874
Special Service	One lift equipped bus

SERVICE HOURS:

Monday through Friday	7:00 AM – Noon, 1:00 PM – 5:00 PM
Saturday	10:00 AM – 4:00 PM
Sunday	No Service
Holiday	7:00 AM – Noon, 1:00 PM – 5:00 PM (except major Holidays)

PERSONNEL:

	Full-Time	Part-Time
Operations		9
Maintenance	1	
General Administration	2	
Total	3	9

FARES:

(There was a fare change on March 22, 1982)

Base	From .30 to .50	Handicapped/Elderly	From .30 to .50
Youth (Other)	From .30 to .50	Transfer	Free

(Multiple Ride Discounts) \$.25/ride for a period of one year with pass costing \$1.00; seniors ride free between 10:00 AM & 2:00 PM with pass (previously \$.15); \$.25/ride for the handicapped & youth with tokens (previously \$.20).

FUEL CONSUMPTION:

Gallons: 24,776
 Fuel Reserve: 6 days

VEHICLE INVENTORY:

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

MARION

SERVICE STATISTICS:

Revenue Vehicle Miles	141,153
Total Vehicle Miles	146,405
Total Unlinked Passenger Trips	152,842
Transfers	10,721
Total Revenue Vehicle Hours	10,884
Peak Hour Fleet	4
Base Fleet	4

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 28,290
Special Transit Fares	
School Bus Service	
Charter Service	
Other	6,334
Local Assistance	24,220
State Assistance	48,441
Federal Assistance	119,897
Total	<u>\$227,182</u>

Operating Expense

Operator's Salaries/Wages	\$ 72,975
General Administrative Salaries/Wages/and Other Salaries/Wages	33,905
Fringe Benefits	19,960
Services	1,954
Fuel and Lubricants	26,029
Tires and Tubes	2,042
Other Materials/Supplies	10,587
Utilities	4,385
Casualty/Liability Costs	36,350
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	18,995
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$227,182</u>

Capital Grants Awarded

N/A

MUNICIPAL COACH SERVICE

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

MCS

CONTACT: Peter J. LaRocca

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 twice daily.

SERVICE HOURS:

Monday through Friday	6:30 AM — 6:30 PM
Saturday	8:30 AM — 6:30 PM
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	10	
Maintenance	2	1
General Administration	2	1
Total	14	2

FARES:

Base	.50	Handicapped/Elderly	.25
Youth (Other)	.50 (\$.25 with I.D.)	Transfer	Free

(Multiple Ride Discounts) Monthly — Adults/\$18.00, Youth/\$9.00, H/E/\$9.00

FUEL CONSUMPTION:

Gallons: 27,890^a
Fuel Reserve: 30 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
5	1979	Bus	GMC	Diesel	26	20	
1	1979	Van	Dodge	Gas	12		
1	1979	Bus	GMC	Diesel	18	10	1

^aIncludes gasoline and diesel fuel.

MICHIGAN CITY

SERVICE STATISTICS:

Revenue Vehicle Miles	178,676
Total Vehicle Miles	198,676
Total Unlinked Passenger Trips	205,804
Transfers	16,429
Total Revenue Vehicle Hours	17,428
Peak Hour Fleet	4
Base Fleet	4

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 55,565
Special Transit Fares	
School Bus Service	
Charter Service	4,689
Other	
Local Assistance	34,479
State Assistance	68,959
Federal Assistance	136,277
Total	<u>\$299,969</u>

Operating Expense

Operator's Salaries/Wages	\$105,112
General Administrative Salaries/Wages/and Other Salaries/Wages	42,836
Fringe Benefits	68,304
Services	1,200
Fuel and Lubricants	25,416
Tires and Tubes	3,742
Other Materials/Supplies	18,172
Utilities	11,890
Casualty/Liability Costs	23,207
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	90
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$299,969</u>

Capital Grants Awarded

N/A

MITCHELL TRANSIT SERVICE

407 South 6th Street
Mitchell, Indiana 47446
(812) 849-2151

MTS

CONTACT: Mildred Szatkowski

GENERAL INFORMATION:¹

Type of Service	Demand Responsive
Service Area	Corporate Limits
Service Area Population	4,641
Special Service	Lift equipped bus

SERVICE HOURS:

Monday through Friday	8:00 AM — 4:30 PM
Saturday	No Service
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	1	
Maintenance		1
General Administration		3
Total	1	4

FARES:

Base	.50	Handicapped/Elderly	.25
Youth	.50	Transfer	N/A
(Other)			
(Multiple Ride Discounts)			

FUEL CONSUMPTION:

Gallons: 833
Fuel Reserve: N/A

VEHICLE INVENTORY:

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
					<u>Seated</u>	<u>Standing</u>	
1	1981	BOC	Carpenter	Gas	14	4	1

¹New Service beginning May 17, 1982.

MITCHELL

SERVICE STATISTICS:

Revenue Vehicle Miles	5,505
Total Vehicle Miles	5,505
Total Unlinked Passenger Trips	2,606
Transfers	None
Total Revenue Vehicle Hours	651
Peak Hour Fleet	1
Base Fleet	1

FINANCIAL INFORMATION:

<u>Operating Revenue</u>	\$ 1,058
Passenger Fares	
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	3,079
State Assistance	6,158
Federal Assistance	12,265
Total	<u>\$22,560</u>

<u>Operating Expense</u>	
Operator's Salaries/Wages	\$ 5,412
General Administrative Salaries/Wages/and Other Salaries/Wages	9,214
Fringe Benefits	3,092
Services	
Fuel and Lubricants	951
Tires and Tubes	465
Other Materials/Supplies	221
Utilities	1,864
Casualty/Liability Costs	1,028
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	314
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$22,561</u>

Capital Grants Awarded

N/A

MUNCIE INDIANA TRANSIT SYSTEM

1106 East Seymour Street
 Muncie, Indiana 47302
 (317) 282-2762

MITS

CONTACT: Sam Smith, Manager

GENERAL INFORMATION:

Type of Service Fixed Route & Demand Responsive
 Service Area Corporate limits – Fixed Route; Delaware County – Demand Responsive.
 Service Area Population 91,479
 Special Service Silver Streak provides lift equipped vans for Demand Responsive Service; lift equipped buses on Fixed Routes.

SERVICE HOURS:

Monday through Friday 6:00 AM – 6:20 PM
 Saturday 8:00 AM – 6:20 PM
 Sunday No Service
 Holiday No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	34	3
Maintenance	11	1
General Administration	2	1
Total	47	5

FARES:

Base	.30	Handicapped/Elderly	.15
Youth (Other)	.30	Transfer	Free

(Multiple Ride Discounts) Tokens/\$.27½ each; Monthly Pass/\$10.00; Monthly for H/E/\$5.00; Quarterly/\$25.00; Quarterly for H/E/\$12.50.

FUEL CONSUMPTION:

Gallons: 242,578
 Fuel Reserve: 29 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
6	1981	Van	Wayne	Diesel	10		4
16	1981	Bus	GMC	Diesel	37	19	16
4	1972	Bus	GMC	Diesel	33	17	
2	1963	Bus	GMC	Diesel	45	23	
1	1960	Bus	GMC	Diesel	45	23	
3	1960	Bus	GMC	Diesel	37	19	

MUNCIE

SERVICE STATISTICS:

Revenue Vehicle Miles	857,220
Total Vehicle Miles	917,592
Total Unlinked Passenger Trips	1,101,365
Transfers	65,085
Total Revenue Vehicle Hours	61,932
Peak Hour Fleet	15
Base Fleet	15

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 204,975
Special Transit Fares	204,839
School Bus Service	
Charter Service	1,346
Other	18,649
Local Assistance (includes Taxes Levied: \$804,261)	824,261
State Assistance	259,969
Federal Assistance	522,319
Total	<u>\$2,036,358</u>

Operating Expense

Operator's Salaries/Wages	\$ 596,633
General Administrative Salaries/Wages/and Other Salaries/Wages	224,232
Fringe Benefits	247,052
Services	151,911
Fuel and Lubricants	252,149
Tires and Tubes	20,951
Other Materials/Supplies	105,116
Utilities	47,236
Casualty/Liability Costs	86,476
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	21,983
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	69,932
Total	<u>\$1,823,671</u>

Capital Grants Awarded

Federal	Section 3: \$515,240	Section 5: \$230,084	\$745,324
State			
Local: City General Fund			186,331
Total			<u>\$931,655</u>

RURAL TRANSIT

c/o Area 10 Agency on Aging
 924 West 17th Street
 Bloomington, Indiana 47401
 (812) 334-3383

CONTACT: Jim Holly, Transportation Coordinator

GENERAL INFORMATION:

Type of Service	Fixed Route & Demand Responsive
Service Area	Owen & Monroe Counties, excluding City of Bloomington
Service Area Population	51,113
Special Service	Senior citizen transportation including route deviation services such as specialized scheduled shopping and nutrition runs.

SERVICE HOURS:

Monday through Friday	5:00 AM — 6:30 PM
Saturday	No Service
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	4	8
Maintenance		2
General Administration	<u>1</u>	<u> </u>
Total	5	10

FARES:

Base One way within county — .50; One way between counties — \$1.
 Handicapped/Elderly Donations requested.
 Youth ½ Base Fare Transfer N/A
 (Other)
 (Multiple Ride Discounts) Monthly pass within one county — \$7.00, Monthly pass between counties — \$15.00

FUEL CONSUMPTION:

Gallons: 16,964
 Fuel Reserve: N/A

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
1	1982	BOC	Blue Bird	Gas	21		
1	1981	Wagon	Chevrolet	Gas	7		
2	1981	Van	Dodge	Gas	15		
3	1977	Van	Dodge	Gas	12		
1	1975	Van	Dodge	Gas	12		
1	1975	Van	Ford	Gas	12		

MONROE COUNTY

SERVICE STATISTICS:

Revenue Vehicle Miles	104,688
Total Vehicle Miles	150,255
Total Unlinked Passenger Trips	27,818
Transfers	N/A
Total Revenue Vehicle Hours	9,233
Peak Hour Fleet	9
Base Fleet	9

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 10,430
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	22,795
State Assistance	45,590
Federal Assistance	115,995
Total	<u>\$194,810</u>

Operating Expense

Operator's Salaries/Wages	\$ 69,091
General Administrative Salaries/Wages/and Other Salaries/Wages	25,266
Fringe Benefits	10,277
Services	6,650
Fuel and Lubricants	20,187
Tires and Tubes	
Other Materials/Supplies	7,632 ^a
Utilities	
Casualty/Liability Costs	9,373
Taxes	253
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	1,416
Leases and Rentals	4,127
Equipment	
Indirect Expense	40,538 ^b
Reconciling Items	
Total	<u>\$194,810</u>

Capital Grants Awarded

Federal	Section 18: \$70,136	11,689
State		5,845
Local: Monroe County & Older Hoosiers Act		<u>\$87,670</u>
Total		

^aIncludes Tires and Tubes.

^bExpenses incurred for a common or joint purpose benefitting all agency programs.

NEW CASTLE ON WHEELS

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

NOW

CONTACT: Ruth J. Hurst, Transit Manager

GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	20,056
Special Service	System is totally handicapped accessible-all buses lift equipped.

SERVICE HOURS:

Monday through Friday	6:30 AM – 6:30 PM
Saturday	6:30 AM – 6:30 PM
Sunday	No Service
Holiday	6:30 AM – 6:30 PM (except major Holidays)

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
(Other)			
(Multiple Ride Discounts)			

FUEL CONSUMPTION:

Gallons: 18,196
Fuel Reserve: 12 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
5	1981	BOC	GMC/Wayne	Gas	13	8	5

NEW CASTLE

SERVICE STATISTICS:

Revenue Vehicle Miles	113,083
Total Vehicle Miles	116,224
Total Unlinked Passenger Trips	97,354
Transfers	21,645
Total Revenue Vehicle Hours	15,300
Peak Hour Fleet	4
Base Fleet	4

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 17,947
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	31,298
State Assistance	63,892
Federal Assistance	129,513
Total	\$242,650

Operating Expense

Operator's Salaries/Wages	\$103,072
General Administrative Salaries/Wages/and Other Salaries/Wages	32,147
Fringe Benefits	46,899
Services	1,367
Fuel and Lubricants	22,324
Tires and Tubes	1,145
Other Materials/Supplies	4,981
Utilities	1,655
Casualty/Liability Costs	9,825
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	4,174
Leases and Rentals	13,500
Equipment	1,561
Indirect Expense	
Reconciling Items	
Total	\$242,650

Capital Grants Awarded

N/A

NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

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

NICTD

CONTACT: Gerald Hanas, Project Manager

GENERAL INFORMATION:

Type of Service Commuter Rail
 Service Area Rail corridor between South Bend, IN and Randolph Street Station, Chicago, IL
 Service Area Population 993,030
 Special Service

SERVICE HOURS:

Monday through Friday 4:15 AM – 2:15 AM
 Saturday 5:50 AM – 1:15 AM
 Sunday 7:15 AM – 10:45 AM
 Holiday 7:15 AM – 10:45 AM

PERSONNEL:

	Full-Time	Part-Time
Operations	91	
Maintenance	152	
General Administration	31	
Total	244	

FARES: (To Downtown Chicago)

Station	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: Under 5 years free; 5-1 years half fare; South Shore half fare for H/E during non-peak hours.)

FUEL CONSUMPTION: Electric propulsion system.

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
18	1982	Rail	Nippon Sharyo	Electric	93		18 ^a
3	1929	Rail	Standard Steel	Electric	80		
6	1929	Rail	Standard Steel	Electric	48		
2	1929	Rail	Standard Steel	Electric	56		
1	1929	Rail	Standard Steel	Electric	64		
8	1927	Rail	Pullman	Electric	80		
6	1927	Rail	Pullman	Trailer	80		
3	1926	Rail	Pullman	Electric	64		
5	1926	Rail	Pullman	Electric	56		
5	1926	Rail	Pullman	Electric	80		
7	1926	Rail	Pullman	Electric	68		

^a1982 model rail cars are equipped with wheelchair tie downs and handicapped accessible washrooms.

NICTD

SERVICE STATISTICS:

Revenue Vehicle Miles	1,925,907
Total Vehicle Miles	1,925,907
Total Unlinked Passenger Trips	2,152,751
Transfers	None
Total Revenue Vehicle Hours	49,167
Peak Hour Fleet (cars/run)	36
Base Fleet (cars/run)	20

FINANCIAL INFORMATION:

Operating Revenue	\$4,729,201
Passenger Fares	
Special Transit Fares	
School Bus Service	
Charter Service	100,659
Other	834,195
Local Assistance	1,612,153
State Assistance	2,188,073
Federal Assistance	\$9,464,281
Total	

Operating Expense

Operator's Salaries/Wages	
General Administrative Salaries/Wages/and Other Salaries/Wages	
Fringe Benefits	
Services	
Fuel and Lubricants	
Tires and Tubes	
Other Materials/Supplies	
Utilities	
Casualty/Liability Costs	
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	\$9,448,197 ^b
Total	

Capital Grants Awarded

Federal	Section 3: \$18,277,680	\$18,277,680
State		799,950
Total		\$19,077,630

^b A breakdown of operating expenses consistent with the format was not provided.

CITY OF RICHMOND TRANSIT AUTHORITY

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

CORTA

CONTACT: Bill Davis, Director

GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits
Service Area Population	41,349
Special Service	None

SERVICE HOURS:

Monday through Friday	6:15 AM – 5:45 PM
Saturday	10:15 AM – 5:15 PM
Sunday	No Service
Holiday	6:15 AM – 5:45 PM

PERSONNEL:

	Full-Time	Part-Time
Operations	10	
Maintenance	1	1
General Administration	<u>1</u>	<u>2</u>
Total	12	3

FARES:

(There was a fare change on January 16, 1982)

Base	From .50 to \$1.00	Handicapped/Elderly	From .50 to \$1.00
Youth	From .50 to \$1.00	Transfer	Free

(Other) Free tokens when purchase is made at participating store.
 (Multiple Ride Discounts) Monthly pass/\$30.00

FUEL CONSUMPTION:

Gallons: 33,049
 Fuel Reserve: 28 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
10	1978	BOC	Wayne	Gas	17	10	
3	1978	BOC	Wayne	Gas	12	10	3

RICHMOND

SERVICE STATISTICS:

Revenue Vehicle Miles	218,234
Total Vehicle Miles	222,854
Total Unlinked Passenger Trips	173,248
Transfers	33,001
Total Revenue Vehicle Hours	16,920
Peak Hour Fleet	5
Base Fleet	5

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$129,068
Special Transit Fares	1,500
School Bus Service	
Charter Service	954
Other	990
Local Assistance	23,206
State Assistance	49,169
Federal Assistance	98,302
Total	<u>\$303,189</u>

Operating Expense

Operator's Salaries/Wages	\$148,299
General Administrative Salaries/Wages/and Other Salaries/Wages	45,831
Fringe Benefits	33,958
Services	5,726
Fuel and Lubricants	35,533
Tires and Tubes	
Other Materials/Supplies	16,085
Utilities	
Casualty/Liability Costs	15,000
Taxes	2,757
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$303,189</u>

Capital Grants Awarded

N/A

SOUTH BEND PUBLIC TRANSPORTATION CORPORATION

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

TRANSPO

CONTACT: Joe Griffith

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 AM – 10:10 PM
Saturday	5:20 AM – 7:00 PM
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	84	
Maintenance	20	
General Administration	19	
Total	<u>123</u>	<u> </u>

FARES:

Base	.30	Handicapped/Elderly	.15
Youth	.15/.20	Transfer	Free
(Other)			
(Multiple Ride Discounts)	Monthly/\$12.00		

FUEL CONSUMPTION:

Gallons: 477,613
 Fuel Reserve: 26 days

VEHICLE INVENTORY:

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

SOUTH BEND

SERVICE STATISTICS:

Revenue Vehicle Miles	1,697,939
Total Vehicle Miles	1,768,909
Total Unlinked Passenger Trips	4,722,844
Transfers	1,107,882
Total Revenue Vehicle Hours	128,405
Peak Hour Fleet	40
Base Fleet	58

FINANCIAL INFORMATION:

<u>Operating Revenue</u>	
Passenger Fares	\$ 802,866
Special Transit Fares	
School Bus Service	
Charter Service	67,489
Other	87,724
Local Assistance (including Taxes Levied: \$1,156,867)	1,307,787
State Assistance	946,484
Federal Assistance	<u>1,783,885</u>
Total	\$4,996,235

Operating Expense

Operator's Salaries/Wages	\$1,552,880
General Administrative Salaries/Wages/and Other Salaries/Wages	686,671
Fringe Benefits	764,867
Services	263,893
Fuel and Lubricants	534,752
Tires and Tubes	53,104
Other Materials/Supplies	289,445
Utilities	100,109
Casualty/Liability Costs	106,786
Taxes	22
Purchased Transportation	80,000
Miscellaneous Expenses, Advertising/Promotion Media	71,820
Leases and Rentals	
Equipment	907,640
Indirect Expense	
Reconciling Items	
Total	<u>\$5,411,989</u>

Capital Grants Awarded

Federal Section 5: \$134,232	\$ 134,232
State	
Local	<u>33,558</u>
Total	\$ 167,790

TERRE HAUTE TRANSIT UTILITY

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

THTU

CONTACT: Jay Mitchell, General Manager

GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Corporate limits plus one mile
Service Area Population	74,736
Special Service	

SERVICE HOURS:

Monday through Friday	5:45 AM – 6:15 PM
Saturday	9:15 AM – 6:15 PM
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	24	
Maintenance	8	
General Administration	4	
Total	<u>36</u>	<u> </u>

FARES:

Base	.50	Handicapped/Elderly	.25
Youth	.50	Transfer	
(Other)	Free for children ages 5 and under accompanied by an adult.		
(Multiple Ride Discounts)	12 rides/\$5.00; Monthly/\$17.00		

FUEL CONSUMPTION:

Gallons: 80,868
 Fuel Reserve: 15 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
7	1978	Bus	Blue Bird	Diesel	31	14	
9	1974	Bus	Twin Coach	Diesel	31	14	
6	1966	Bus	GMC	Diesel	35	15	

TERRE HAUTE

SERVICE STATISTICS:

Revenue Vehicle Miles	613,893
Total Vehicle Miles	618,354
Total Unlinked Passenger Trips	517,767
Transfers	None
Total Revenue Vehicle Hours	51,564
Peak Hour Fleet	14
Base Fleet	11

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$157,414
Special Transit Fares	50,901
School Bus Service	
Charter Service	10,387
Other	22,885
Local Assistance	98,319
State Assistance	196,637
Federal Assistance	294,956
Total	<u>\$831,499</u>

Operating Expense

Operator's Salaries/Wages	\$309,503
General Administrative Salaries/Wages/and Other Salaries/Wages	143,303
Fringe Benefits	81,219
Services	4,774
Fuel and Lubricants	91,519
Tires and Tubes	13,107
Other Materials/Supplies	73,901
Utilities	32,498
Casualty/Liability Costs	39,985
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	31,552
Leases and Rentals	
Equipment	
Indirect Expense	9,184
Reconciling Items	
Total	<u>\$830,545</u>

Capital Grants Awarded

Federal	Section 3: \$323,640	Section 5: \$681,020	\$1,004,660
State			167,443
Local			83,722
Total			<u>\$1,255,825</u>

TRADE WINDS REHABILITATION CENTER

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

TRADE WINDS

CONTACT: James R. Toporski

GENERAL INFORMATION:

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

SERVICE HOURS:

Monday through Friday	6:00 AM — 6:00 PM
Saturday	No Service
Sunday	No Service
Holiday	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	15	3
Maintenance		
General Administration	<u>1</u>	<u>3</u>
Total	16	6

FARES:

Base (Donations Requested)	Handicapped/Elderly
Youth (Other)	Transfer
(Multiple Ride Discounts)	

FUEL CONSUMPTION:

Gallons: 49,920
 Fuel Reserve: 59 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
2	1981	Van	Dodge	Gas	30		
1	1981	Van	Dodge	Gas	9		1
3	1980	Van	Dodge	Gas	45		
4	1978	Van	Dodge	Gas	60		
1	1978	Van	Chevrolet	Gas	11		
1	1977	Van	Dodge	Gas	9		1
1	1977	Van	Plymouth	Gas	15		
1	1977	Van	Dodge	Gas	15		
2	1977	Van	Chevrolet	Gas	22		
1	1977	BOC	GMC	Gas	22		
1	1976	Van	Chevrolet	Gas	11		

TRADE WINDS

SERVICE STATISTICS:

Revenue Vehicle Miles	364,682
Total Vehicle Miles	405,202
Total Unlinked Passenger Trips	123,223
Transfers	None
Total Revenue Vehicle Hours	1,925
Peak Hour Fleet	18
Base Fleet	18

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	
Special Transit Fares	
School Bus Service	
Charter Service	
Other	\$ 41,536
Local Assistance	16,176
State Assistance	155,076
Federal Assistance	<u>332,124</u>
Total	\$544,912

Operating Expense

Operator's Salaries/Wages	\$196,454
General Administrative Salaries/Wages/and Other Salaries/Wages	84,006
Fringe Benefits	58,773
Services	30,347
Fuel and Lubricants	60,338
Tires and Tubes	3,600
Other Materials/Supplies	18,602
Utilities	
Casualty/Liability Costs	8,305
Taxes	643
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	1,840
Leases and Rentals	483
Equipment	
Indirect Expense	87,020
Reconciling Items	<u>12,690</u>
Total	\$563,101

Capital Grants Awarded

Federal	Section 5: \$321,400	\$321,400 ^a
State		
Local		80,350
Total		<u>\$401,750</u>

^aAwarded to NIRPC for Trade Winds and/or LCEOC.

UNION COUNTY TRANSIT SERVICE

302A North Main Street; Box 333
 Liberty, Indiana 47353
 (317) 458-5500

CONTACT: Phyllis Howard, Executive Director, Union County Council on Aging & Aged, Inc.

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
 Special Service Lift equipped van

SERVICE HOURS:

Monday through Friday 8:30 AM – 5:00 PM
 Saturday No Service
 Sunday No Service
 Holiday No Service

PERSONNEL:

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

FARES:

Base: Union County – \$1.00; Liberty & West College Corner – \$.50
 Handicapped/Elderly ½ base fare
 Youth Transfer
 (Other) \$1.50 to Richmond or Connersville.
 (Multiple Ride Discounts)

FUEL CONSUMPTION:

Gallons: 2,461
 Fuel Reserve: 3.5 days

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
1	1981	Van	Chevrolet	Gas	12		
1	1975	Van	Plymouth	Gas	11		1

UNION COUNTY

SERVICE STATISTICS:

Revenue Vehicle Miles	14,637
Total Vehicle Miles	20,274
Total Unlinked Passenger Trips	6,640
Transfers	None
Total Revenue Vehicle Hours	1,801
Peak Hour Fleet	2
Base Fleet	2

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 3,646
Special Transit Fares	
School Bus Service	
Charter Service	
Other	
Local Assistance	5,658
State Assistance	11,316
Federal Assistance	28,483
Total	<u>\$49,103</u>

Operating Expense

Operator's Salaries/Wages	\$18,003
General Administrative Salaries/Wages/and Other Salaries/Wages	12,147 ^a
Fringe Benefits	
Services	1,046
Fuel and Lubricants	2,843
Tires and Tubes	
Other Materials/Supplies	752
Utilities	1,684
Casualty/Liability Costs	2,649
Taxes	24
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	1,051
Leases and Rentals	8,904
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$49,103</u>

Capital Grants Awarded

Federal	Section 18: \$24,165	\$24,165
State		4,027
Local: Union County Council on Aging & Aged Funds		2,014
Total		<u>\$30,206</u>

^aIncludes fringe benefits.

WASHINGTON TRANSIT SYSTEM

2100 Memorial Avenue
Washington, Indiana 47501
(812) 254-4564

WTS

CONTACT: July Collins, Secretary

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 AM – 5:00 PM
Saturday	No Service
Sunday	No Service
Holiday	July 4th: 11:00 AM – 4:00 PM

PERSONNEL:

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

FARES:

Base	.45	Handicapped/Elderly	.45
Youth	.45	Transfer	N/A
(Other)			

(Multiple Ride Discounts) Senior citizens over age 60 – \$.05 with coupon

FUEL CONSUMPTION:

Gallons: 5,398
Fuel Reserve: 1 day

VEHICLE INVENTORY:

Active Vehicles	Year	Type	Manufacturer	Engine Type	Capacity		Lift-Equipped
					Seated	Standing	
2	1982	BOC	Wayne/GMC	Gas	16		2

WASHINGTON

SERVICE STATISTICS:

Revenue Vehicle Miles	32,435
Total Vehicle Miles	32,435
Total Unlinked Passenger Trips	23,679
Transfers	None
Total Revenue Vehicle Hours	2,495
Peak Hour Fleet	1
Base Fleet	1

FINANCIAL INFORMATION:

Operating Revenue

Passenger Fares	\$ 2,780
Special Transit Fares	6,740
School Bus Service	
Charter Service	
Other	
Local Assistance (Taxes Levied)	34,437
State Assistance	3,811
Federal Assistance	10,205
Total	<u>\$57,973</u>

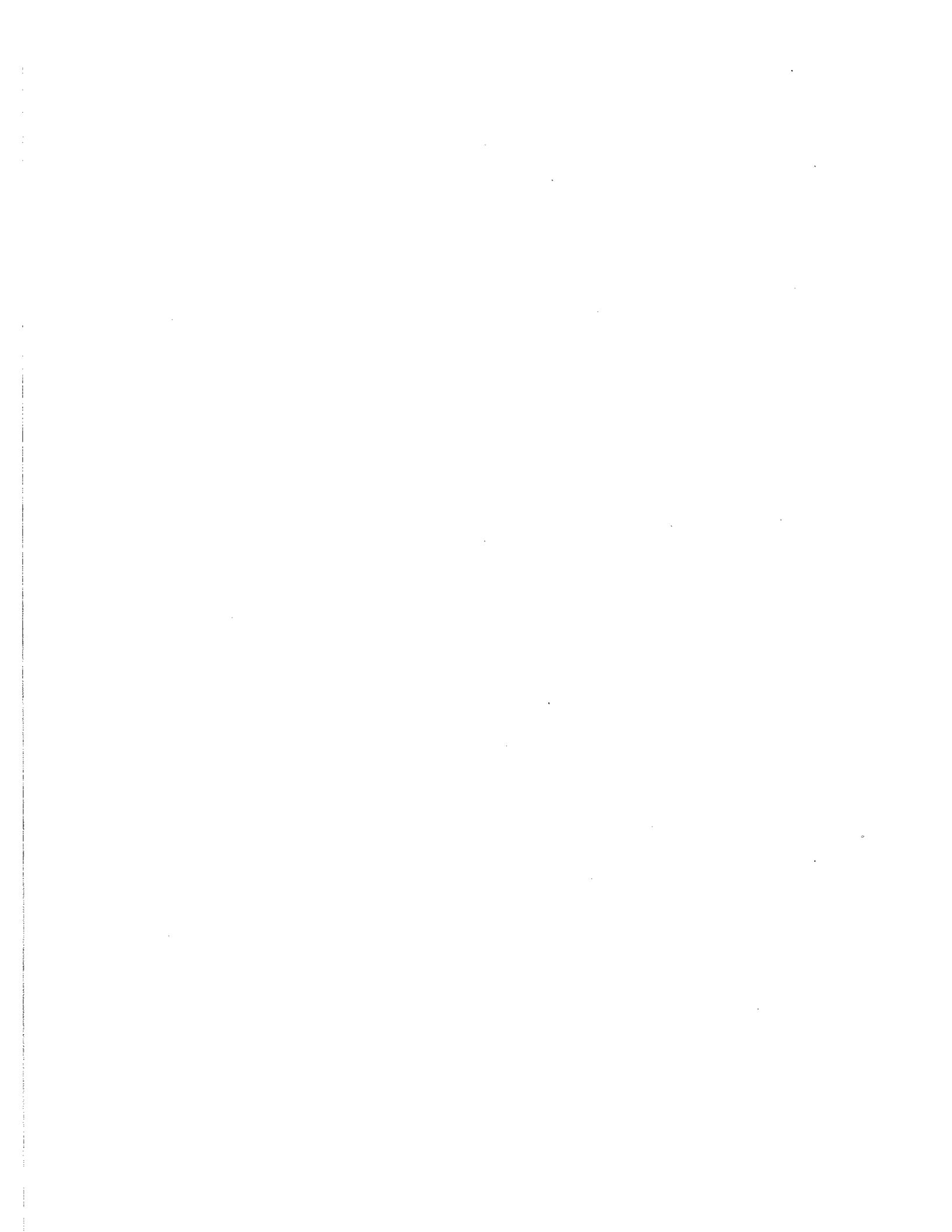
Operating Expense

Operator's Salaries/Wages	\$ 8,710
General Administrative Salaries/Wages/and Other Salaries/Wages	
Fringe Benefits	606
Services	6,399
Fuel and Lubricants	7,337 ^a
Tires and Tubes	
Other Materials/Supplies	685
Utilities	64
Casualty/Liability Costs	1,315
Taxes	
Purchased Transportation	
Miscellaneous Expenses, Advertising/Promotion Media	55
Leases and Rentals	
Equipment	
Indirect Expense	
Reconciling Items	
Total	<u>\$25,171</u>

Capital Grants Awarded

N/A

^aIncludes Tires and Tubes.



**Section 3:
GRANT ASSISTANCE
PROGRAMS**

GRANT ASSISTANCE
PROGRAMS

GRANT ASSISTANCE
PROGRAMS

GRANT ASSISTANCE
PROGRAMS

GRANT ASSISTANCE PROGRAMS

The Indiana Department of Transportation, Division of Public Transportation (DPT) is the state agency responsible for providing transit management and operation assistance, statewide transportation planning, and administration of state and federal transportation grant programs. Assistance for the calendar year of 1982 was through Sections 3, 5, 6, 8, 10, 11, 16(b)2, and 18 of the Urban Mass Transportation Act of 1964, as amended and the Public Transportation Fund established by Public Law 22 of the Acts of Indiana of 1980.

Section 3

Section 3 funds are available on a discretionary basis to urban and rural transit systems for capital improvements; including the purchase of new equipment, acquisition of property, and the construction of facilities for public transportation purposes.

In order to be eligible for assistance, all transit systems requesting Section 3 funds must have a five-year Transit Development Plan (TDP). Urban systems serving a population greater than 50,000 must also have a certified Transportation Improvement Plan. (TIP), based on the area's comprehensive urban transportation program conducted by the Metropolitan Planning Organization (MPO).

The Urban Mass Transportation Act of 1964, as amended, provides for 80 percent of the net cost of a Section 3 capital project. The remaining 20 percent must be locally financed. Indiana received a total of \$48 million in Section 3 awards for calendar year (CY) 1982.

TABLE 11
SECTION 3 AWARDS: CY 1982

<u>Service Area</u>	<u>Project</u>	<u>Amount</u>
Fort Wayne	Calhoun Street Transit Mall	\$ 1,728,660
Fort Wayne	Transfer shelter improvements	269,352
Gary	Bus storage and maintenance center	8,213,096 ^a
Gary	Transportation center and walkways	8,100,000 ^{a,b}
Gary	Minority business assistance center	600,000 ^{a,b}
Indianapolis	Union Station	8,400,000 ^{a,b}
Indianapolis	Vehicles and equipment	1,142,040
Muncie	Bus storage and maintenance center	515,240
NICTD	Rail cars and equipment	18,277,680 ^a
Terre Haute	Vehicles and equipment	323,640 ^a
TOTAL		\$47,569,708

¹Northern Indiana Commuter Transportation District

^aIn conjunction with previously authorized Section 3 and/or Section 5 funding.

^bAwarded to City not Transit System

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 population and population density. These funds are available for capital projects at 80 percent federal and 20 percent local shares of the net project cost. Operating costs are funded at a 50 percent federal and 50 percent local share of the net operating deficit.

Tier II: Funds are available for capital or operating grants based on a population density formula. These funds are apportioned as follows:

- A. 85 percent apportioned to urbanized areas with population greater than 75,000.
- B. 15 percent apportioned to urbanized areas with populations less than 75,000.

Tier III: Funds are apportioned among all the urbanized areas on the basis of their fixed guideway and commuter rail route mileage and commuter 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.

TABLE 12
SECTION 5 ALLOCATIONS: FY 1982^a

<u>Service Area</u>	<u>Tier I</u> Operating and Capital	<u>Tier II</u> Operating and Capital	<u>Tier III</u> Fixed Guide- way and Commuter Rail	<u>Tier IV</u> Bus Capital	<u>Total</u>
Anderson	\$ 359,065	\$ 34,006		\$ 149,607	\$ 542,678
Bloomington	175,924	17,616		73,300	266,840
Elkhart/Goshen	186,154	17,716		77,583	281,453
Evansville	893,203	83,823		349,661	1,272,687
Fort Wayne	1,274,269	126,999		530,946	1,932,214
Indianapolis	3,920,410	993,018		1,633,471	6,546,899
Kokomo	163,294	16,226		68,038	247,558
Lafayette ¹	516,480	52,506		215,196	784,182
Muncie	513,138	51,405		213,803	778,346
Northwest Indiana ²	2,724,556	676,045	\$1,199,116	1,135,208	5,734,925
Southern Indiana ³	461,706	81,002		192,373	735,081
South Bend	1,243,236	122,591		518,004	1,883,831
Terre Haute	392,178	38,246		163,404	593,828
Total	\$12,769,613	\$2,311,199	\$1,199,116	\$5,320,594	\$21,600,522

^aBased on Federal fiscal year (FY) October-September.

¹Includes Lafayette and West Lafayette.

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

³Includes Jeffersonville, New Albany portion of the Louisville urbanized area.

Section 6

Section 6 funds are available for research, development and demonstration projects which the Secretary of the Department of Transportation determines will assist in the reduction of need improvement of service, or increased efficiency of urban mass transportation service. The program is 100 percent federally funded. The Institute of Urban Transportation (IUT) at Indiana University received \$100,000 for Section 6 in CY 1982.

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 makes funds available to state and local officials to develop their transportation plans and programs. These plans and programs are to be formulated on the basis of transportation needs; given due consideration to comprehensive community goals and objectives. The planning may include evaluation of present transit operations, routes, station locations, equipment, 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 of new transportation facilities.

The funding ratio of a planning grant is 80 percent/20 percent; federal/local. In CY 1982 Section 8 grants were awarded to: Anderson (\$20,000), Bloomington (\$14,000), Evansville (\$35,000), Lafayette (\$20,760), Muncie (\$25,000), Terre Haute (\$24,000), Indianapolis (\$115,000), South Bend (\$50,000), NIRPC/Gary (\$135,000), and Fort Wayne (\$50,000).

Section 10

Section 10 funds are used for transportation management training. Grants are made to states, local bodies, and agencies to provide fellowships for training personnel employed in managerial, technical and professional positions in the urban mass transportation field. This program funds up to 75 percent of all costs associated with approved training programs.

Section 11

Section 11 funds are used for university research and training. These grants are made to public and private non-profit institutions of higher learning to assist in establishing or carrying on comprehensive research in to the problems of transportation in urban areas. Such grants can be used to conduct research and investigations into the theoretical and 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. The program is 100 percent federally funded. In CY 1982 IUT received \$90,000 and Purdue received \$84,981 from Section 11.

Section 16(b)2

Section 16(b)2 provides capital assistance to private nonprofit corporations that deliver specialized transportation services to the elderly and handicapped where mass transportation service would otherwise be unavailable, insufficient or inappropriate to meet their specialized needs. Applicants must demonstrate the extent of local need, fiscal and managerial responsibility, and coordination with existing transit and paratransit operators. UMTA will fund up to 80 percent of the total request, matched by a 20 percent local share.

In FY 1982 the Indiana Department of Transportation was awarded \$527,975 to purchase capital equipment for 23 nonprofit corporations.

Section 18

Section 18 provides capital and operating assistance to nonurbanized public transit providers. Capital grants are funded up to 80 percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue). 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.

In FY 1982 the DPT received \$2.4 million which funded 15 operating and 6 capital grants to small urban and rural public transportation providers.

Public Mass Transportation Fund (PMTF)

PMTF is a state fund that allocates .95 percent of the state general sales and use tax to provide up to 2/3 of the local share required for UMTA capital and operating grants. These funds are made available to public transportation systems using a population based formula. A total of \$10.1 million was apportioned to 28 systems in CY 1982.

Section 4:
GLOSSARY
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GLOSSARY

GLOSSARY

This glossary contains selected technical terms which appear in the report. Many of these terms may have multiple definitions. In this glossary, these terms are defined as they are used in the context of the report.

Advertising/Promotion Media Expenses - 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 is included under "Service Expenses".

Base Fleet - The average number of revenue vehicles in scheduled operation during the average weekday of operation.

Body on Chassis (BOC) - A body on chassis seats from 12 to 18 passengers and is typically composed of a light truck chassis underneath a special body. A supplier of a body on chassis will purchase a chassis produced by a company such as Chevrolet, Dodge, Ford, GMC, or International Harvester, and then manufacture the body. The body part is typically constructed around a steel frame and then attached to the chassis. This construction is similar to that of school buses.

Casualty and Liability Costs - The costs of insurance premiums 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.

Equipment Expenses - Purchase of equipment not included in approved or programmed Capital Assistance Grant, including office equipment and other equipment used in the administration of the transit system.

Federal Cash Grants and Reimbursements - This category covers funds obtained from the Federal government to assist in paying the cost of operating transit services.

Fringe Benefits - Payments of 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;

and/or

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

Fuel and Lubricant Expenses - Cost of gasoline, diesel fuel, propane, lubricating oil, etc, for use in vehicles.

General Administrative and Other Salaries and Wages - Payment for the labor of employees of the transit system (or sponsoring agency) who perform administrative functions, such as managers, other professionals, and clerical staff. "Other" includes 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.

Indirect Expense - Cost incurred for a common or joint purpose benefiting more than one objective.

Local Assistance - This category includes:

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 Corporation).

and/or

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 are included in this category.

Miscellaneous Expenses - Those expenses which cannot be attributed to any of the other major expense categories. This category includes:

Dues and Subscriptions - Fees for memberships in industry organizations and subscriptions to periodical publications related to transit.

and/or

Travel and Meeting Expenses - Work related fares and allowances for transportation of transit system employees and related officials, expenses for food and lodging, charges for participation in industry conferences, and other related business meeting expenses.

Modified Van (MV) - The seating capacity of modified vans is approximately 9 to 16 passengers. A modified van is a standard van which has undergone some structural changes, usually made to increase its size and particularly its height. This is often accomplished by raising the roof (adding a bubble top). Other body changes include a widened door, and reinforced and insulated walls and roof. Chassis modifications can include an extended or widened wheelbase, heavy-duty brakes, and an improved suspension. Modifications to increase the safety and comfort of passengers include handholds for support, protective padding on hard surfaces, lower rise steps at the entrance, roof ventilation for warm weather climates, and well lighted interiors.

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.

Other Material and Supply Expenses - Cost of materials and supplies not specifically identified under Fuel and Lubricants and Tire and Tubes, which are issued from inventory or purchased for immediate consumption. This category includes vehicle repair parts and maintenance supplied, office forms, cleaning supplies, etc.

Other Operating Revenues - This category includes:
Auxiliary Transportation Revenues - 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.

and/or

Nontransportation Revenues - Covers 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.

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.

Peak Hour Fleet - The largest number of revenue vehicles in scheduled operation at any peak time during an average weekday of operation.

Purchased Transportation Expenses - Costs incurred when a transit property purchases service from another entity, (e.g., contracting with a private non-profit organization to provide specialized services.)

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.

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.

School Bus (SB) - A standard school bus seats from 22 to 44 passengers, and is manufactured by the body-on-chassis method. School buses are not designed for regular transit use, and do not have features such as overhead grab rails, automatic doors, fareboxes, and stop signaling devices, and destination signs.

School Bus Service Revenues - This category covers revenues earned from operating vehicles under school bus contracts.

Service Expenses - Fees and related expenses for labor and other work provided by outside organizations. In most instances, service from an outside organization is procured as a substitute for in-house employee labor, except in the case of independent audits which 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 "Advertising/Promotion Media".

and/or

Contract Maintenance Service Expenses - Payment for maintenance of equipment, under contract or on a single job basis, by an outside organization. This category is for repair or maintenance work on operating vehicles, equipment, and garage buildings only, and differentiated from professionals and custodial services.

and/or

Custodial Service Expenses - Payment for the performance of janitorial services, under contract or on a single job basis with an outside organization.

and/or

Professional and Technical Service Fees - Payment for the labor provided by attorneys, accountants, auditors,

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

Special Transit Fares - This category covers revenues earned from 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.

Standard Van (Van) - Standard vans have a typical seating capacity of from 5 to 15 passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

State Cash Grants and Reimbursements - This category covers funds obtained from the State Public Mass Transportation Fund to assist in paying the cost of providing transit services.

Taxes - 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:

Fuel and Lubricant Taxes - Sales and excise taxes incurred on purchases of fuel and lubricants. Indiana charges a tax of 11.1 cents 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.

and/or

Vehicle Licensing and Registration Fees - The fees assessed by Federal, state and local government for granting authority to operate a motor vehicle.

Tire and Tube Expenses - Either the cost of tires and tubes for replacement of tires and tubes on vehicles or, lease payments for tires and tubes rented on a time or mileage basis.

Total Reconciling Item Expenses - Includes interest expenses, leases and rentals, depreciation, amortization of intangibles, purchase lease payments, related party lease agreements and other as defined in the Section 15 reporting manual.

Total Unlinked Passenger Trips - The total number of all passengers during the reporting period. Includes regular passengers, transfer passengers, and nonfare paying passengers; these are defined as unlinked passenger trips when identified for Section 15 report requirements.

Total Vehicle Miles - The total mileage incurred by revenue vehicles during the reporting period, including both revenue miles and deadhead miles.

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

Transit Bus (Bus) - A transit bus seats from 19 to 53 passengers and has both a body and a chassis which are designed specifically for transit service. One supplier manufactures the entire bus. A transit bus may have either a gasoline or diesel engine, but most are equipped with diesels.

Utility Expenses - Payments made to various utilities for use of their resources including: electric, gas, water, sewer, garbage collection, telephone, etc.

