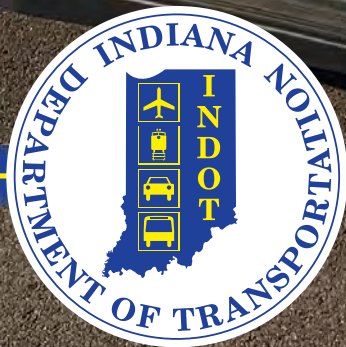


INDIANA PUBLIC TRANSIT ANNUAL REPORT

2025



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2025 ANNUAL REPORT INDIANA PUBLIC TRANSIT

STATE OF INDIANA

Mike Braun, Governor
Lyndsay Quist, Commissioner, Indiana Department of Transportation

June 2026

Indiana Department of Transportation
ISGC-North Room: N-758-MM
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INTRODUCTION

The Indiana Department of Transportation (INDOT) considers public transit to be an essential service that supports local and state goals for economic growth, quality of life, energy conservation, and environmental quality.

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

This Calendar Year 2025 Annual Report, prepared by the OT, summarizes key operating and financial characteristics of Indiana's publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons. The document provides the reader with a summary of transit service and financial information,

a detailed report of system characteristics, a summary of federal and state transportation assistance programs and awards, a listing of Transit Partners and Advocates, as well as a glossary of terms as used in this report. INDOT obtained information about the individual transit systems from locally prepared annual reports.

The 68 transit systems in Indiana during 2025 are divided among four peer groups, plus NICTD, that reflect system size and type of service. These peer groups are classified as Large Fixed Route, Small Fixed Route, Urban Demand Response, and Rural Demand Response. These groups were defined during the Public Mass Transportation Fund Allocation Study completed in 1997. Group Assignments were updated in 2019. Section Two of this report provides a detailed analysis of each of the four peer groups.

STATEWIDE STATISTICS

Indiana maintains a public transit network of 68 urban and rural public transit systems. This number is a net decrease of one from 2024.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2025. The first two tables summarize ridership and vehicle miles of operation for each transit system as well as a total for each peer group. Each table provides 2024 and 2025 data along with the percent change between the two years.

The ridership table also contains additional figures: 1) the number of passenger trips per capita based on the population of the transit system's service

area and 2) the proportion of the total state ridership provided by each transit system.

The third and fourth tables exhibit operating expenditures and revenues for each transit system in 2025. For each transit system, the expenditure table presents data according to specific expenditure categories. The table also shows the proportion of each type of expenditure of the total system expenditure. Similarly, the operating revenue table presents system revenue broken down by categories and shows the proportion of each category of the total system revenue. The transit systems are grouped according to peer groups in both tables. For more information about each individual transit system, please refer to Section Three of this report.

Ridership by System					
System	Ridership 2024	Ridership 2025	% Change	2025 ridership per capita	2025 % of State Ridership
GROUP 1 - Large Fixed Route					
Bloomington	2,570,784	2,365,189	-8.0%	16.93	10.60%
Evansville	820,318	788,829	-3.8%	6.72	3.53%
Fort Wayne	1,613,609	1,384,128	-14.2%	5.25	6.20%
Indianapolis	7,133,338	6,796,328	-4.7%	6.95	30.45%
Lafayette	4,489,093	3,251,413	-27.6%	14.53	14.57%
Muncie	929,112	928,701	0.0%	14.25	4.16%
South Bend	1,401,307	1,287,408	-8.1%	8.33	5.77%
SUBTOTAL: GROUP 1	18,957,561	16,801,996	-11.4%	9.17	75.29%
GROUP 2 - Small Fixed Route					
Anderson	118,149	179,039	51.5%	3.27	0.80%
Central Indiana RTA	20,350	33,387	64.1%	0.75	0.15%
Columbus	226,319	242,296	7.1%	4.80	1.09%
East Chicago	53,088	59,715	12.5%	2.26	0.27%
Elkhart	440,006	411,439	-6.5%	1.99	1.84%
Gary	465,376	473,570	1.8%	0.95	2.12%
Kokomo	348,240	343,963	-1.2%	5.77	1.54%
City of Marion	135,359	130,510	-3.6%	4.61	0.58%
Michigan City	124,217	123,348	-0.7%	1.10	0.55%
New Albany, Clarksville, & Jeffersonville	286,360	189,651	-33.8%	0.15	0.85%
Richmond	128,263	108,373	-15.5%	3.03	0.49%
Terre Haute	144,923	287,891	98.7%	4.93	1.29%
SUBTOTAL: GROUP 2	2,072,744	2,068,745	-0.2%	0.91	9.27%
GROUP 3 - Urban Demand Response					
Hamilton County	58,457	67,502	15.5%	0.19	0.30%
Hancock County	17,651	17,525	-0.7%	0.22	0.08%
Hendricks & Morgan Counties	33,982	27,767	-18.3%	0.11	0.12%
Johnson County	54,895	55,945	1.9%	0.35	0.25%
La Porte	30,641	29,797	-2.8%	1.33	0.13%
Northwestern Indiana RPC	107,808	93,205	-13.5%	0.14	0.42%
Valparaiso	124,532	114,634	-7.9%	3.36	0.51%
SUBTOTAL: GROUP 3	427,966	406,375	-5.0%	0.26	1.82%
GROUP 4 - Rural Demand Response					
Adams County	8,740	9,374	7.3%	0.26	0.04%
City of Bedford	25,953	26,246	1.1%	1.90	0.12%
Boone County	22,112	22,061	-0.2%	0.31	0.10%
Brown County	6,825	6,224	-8.8%	0.40	0.03%
Cass County	74,748	51,102	-31.6%	1.35	0.23%
Clinton County	35,915	36,885	2.7%	1.11	0.17%
Crawford, Floyd, Harrison, Scott, & Washington Counties	16,213	12,324	-24.0%	0.07	0.06%
Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, & Warrick Counties	117,782	126,974	7.8%	0.44	0.57%
Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, & Switzerland Counties	49,269	49,960	1.4%	0.32	0.22%
DeKalb County	16,254	14,770	-9.1%	0.34	0.07%
Franklin County	20,068	19,523	-2.7%	0.86	0.09%
Fulton County	20,068	25,505	27.1%	1.25	0.11%
Huntingburg	12,990	13,791	6.2%	2.17	0.06%
Huntington County	32,786	30,358	-7.4%	0.83	0.14%
Jasper County	7,959	9,876	24.1%	0.30	0.04%
Jay, Randolph, Blackford, & Henry Counties	33,156	36,539	10.2%	0.34	0.16%
Knox County	61,796	58,231	-5.8%	1.60	0.26%
Kosciusko County	40,118	43,888	9.4%	0.55	0.20%
LaGrange County	35,832	39,853	11.2%	0.99	0.18%
Madison County	10,973	9,999	-8.9%	0.08	0.04%
Marshall County	29,156	29,213	0.2%	0.63	0.13%
Miami County	27,559	26,310	-4.5%	0.73	0.12%
Monroe, Lawrence, Owen, & Putnam Counties	43,508	38,920	-10.5%	0.16	0.17%
City of New Castle	31,106	32,493	4.5%	1.87	0.15%
Newton County	4,090	5,808	42.0%	0.42	0.03%
Noble County	19,982	17,671	-11.6%	0.37	0.08%
Orange County	11,306	9,575	-15.3%	0.48	0.04%
Pulaski County	7,995	7,882	-1.4%	0.63	0.04%
Rush County	9,086	9,241	1.7%	0.55	0.04%
City of Seymour	37,449	36,395	-2.8%	1.69	0.16%
Shelby County	9,705	9,814	1.1%	0.22	0.04%
Starke County	8,545	6,778	-20.7%	0.29	0.03%
Steuben County	11,721	12,791	9.1%	0.37	0.06%
Tippecanoe County	2,049	2,453	19.7%	0.01	0.01%
Tipton County	n/a	4,413	n/a	0.29	0.02%
Union County	13,061	21,988	68.3%	0.42	0.10%
Vigo, Clay, Parke, & Vermillion Counties	10,228	14,804	44.7%	0.09	0.07%
Wabash County	16,859	13,130	-22.1%	0.42	0.06%
Wells County	34,197	31,991	-6.5%	1.14	0.14%
White County	10,183	10,737	5.4%	0.43	0.05%
Whitley County	27,258	24,480	-10.2%	0.72	0.11%
SUBTOTAL: GROUP 4	1,014,486	1,010,135	-0.4%	0.40	4.53%
GROUPS 1 THROUGH 4	22,472,757	20,287,251	-9.7%	2.48	90.90%
Northern Indiana Commuter Transportation District	1,771,513	2,030,155	14.6%	1.92	9.10%
TOTAL ALL GROUPS	24,244,270	22,317,406	-7.9%	2.62	100.00%

Total Vehicle Miles by System			
System	TVM 2024	TVM 2025	% Change
GROUP 1 - Large Fixed Route			
Bloomington	1,185,738	1,162,855	-1.9%
Evansville	1,221,654	1,510,487	23.6%
Fort Wayne	2,005,103	2,035,234	1.5%
Indianapolis	10,639,628	11,333,551	6.5%
Lafayette	1,861,000	1,765,570	-5.1%
Muncie	874,337	872,226	-0.2%
South Bend	1,702,444	1,721,590	1.1%
SUBTOTAL: GROUP 1	19,489,904	20,401,513	4.7%
GROUP 2 - Small Fixed Route			
Anderson	433,263	433,659	0.1%
Central Indiana RTA	164,337	169,741	3.3%
Columbus	331,066	330,530	-0.2%
East Chicago	88,383	88,373	0.0%
Elkhart	957,089	993,114	3.8%
Gary	1,000,954	945,158	-5.6%
Kokomo	432,905	548,492	26.7%
City of Marion	203,409	208,210	2.4%
Michigan City	270,334	245,496	-9.2%
New Albany, Clarksville, & Jeffersonville	751,757	615,965	-18.1%
Richmond	233,759	227,032	-2.9%
Terre Haute	503,843	500,222	-0.7%
SUBTOTAL: GROUP 2	5,371,099	5,305,992	-1.2%
GROUP 3 - Urban Demand Response			
Hamilton County	625,516	768,302	22.8%
Hancock County	177,974	172,200	-3.2%
Hendricks & Morgan Counties	399,217	376,168	-5.8%
Johnson County	484,238	460,046	-5.0%
La Porte	98,516	89,273	-9.4%
Northwestern Indiana	901,153	787,760	-12.6%
Valparaiso	337,833	336,323	-0.4%
SUBTOTAL: GROUP 3	3,024,447	2,990,072	-1.1%
GROUP 4 - Rural Demand Response			
Adams County	99,815	106,729	6.9%
City of Bedford	72,340	74,853	3.5%
Boone County	275,259	268,287	-2.5%
Brown County	114,325	111,007	-2.9%
Cass County	430,875	282,905	-34.3%
Clinton County	142,279	155,103	9.0%
Crawford, Floyd, Harrison, Scott, & Washington Counties	235,493	169,503	-28.0%
Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, & Warrick Counties	1,282,431	1,178,162	-8.1%
Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, & Switzerland Counties	572,739	597,478	4.3%
DeKalb County	174,794	153,635	-12.1%
Franklin County	226,958	228,240	0.6%
Fulton County	164,620	197,936	20.2%
Huntingburg	30,053	28,195	-6.2%
Huntington County	276,866	222,991	-19.5%
Jasper County	50,002	61,014	22.0%
Jay, Randolph, Blackford, & Henry Counties	299,594	345,643	15.4%
Knox County	488,118	556,405	14.0%
Kosciusko County	211,455	293,214	38.7%
LaGrange County	407,236	445,380	9.4%
Madison County	84,232	100,998	19.9%
Marshall County	224,347	221,695	-1.2%
Miami County	188,336	201,478	7.0%
Monroe, Lawrence, Owen, & Putnam Counties	373,936	385,737	3.2%
City of New Castle	70,664	56,244	-20.4%
Newton County	142,019	140,785	-0.9%
Noble County	253,839	211,070	-16.8%
Orange County	135,099	144,309	6.8%
Pulaski County	61,850	64,751	4.7%
Rush County	87,992	89,464	1.7%
City of Seymour	122,614	130,336	6.3%
Shelby County	72,483	73,824	1.9%
Starke County	84,029	93,668	11.5%
Steuben County	139,760	136,357	-2.4%
Tippecanoe County	85,944	83,802	-2.5%
Tipton County	n/a	38,355	n/a
Union County	189,780	304,139	60.3%
Vigo, Clay, Parke, & Vermillion Counties	198,365	231,398	16.7%
Wabash County	101,843	80,775	-20.7%
Wells County	191,794	198,168	3.3%
White County	55,940	73,793	31.9%
Whitley County	215,604	190,022	-11.9%
SUBTOTAL: GROUP 4	8,635,722	8,727,848	1.1%
GROUPS 1 THROUGH 4	36,521,172	37,425,425	2.5%
Northern Indiana Commuter Transportation District	4,096,851	4,464,675	9.0%
TOTAL ALL GROUPS	40,618,023	41,890,100	3.1%

Transit System Operating Expenditures by Category – 2025															
System	Labor/Fringe	%	Services	%	Materials & Supplies	%	Utilities	%	Casualty & Liability	%	Purchased Transportation	%	Other	%	Total
GROUP 1 - Large Fixed Route															
Bloomington	\$7,548,189	58%	\$2,225,734	17%	\$2,225,734	17%	\$286,366	2%	\$561,343	4%	\$0	0%	\$159,529	1%	\$11,980,505
Evansville	\$7,297,164	78%	\$525,250	6%	\$1,291,442	14%	\$99,415	1%	\$196,214	2%	\$0	0%	\$4,379	0%	\$9,413,864
Fort Wayne	\$13,534,677	75%	\$919,765	5%	\$2,118,230	12%	\$156,470	1%	\$691,836	4%	\$96,356	1%	\$458,995	3%	\$17,976,329
Indianapolis	\$76,532,783	57%	\$23,791,673	18%	\$12,552,358	9%	\$2,655,736	2%	\$3,903,192	3%	\$13,050,882	10%	\$734,128	1%	\$133,220,752
Lafayette	\$12,528,566	79%	\$1,356,945	9%	\$1,177,178	7%	\$195,805	1%	\$542,447	3%	\$34,800	0%	\$418	0%	\$15,836,159
Muncie	\$5,085,627	66%	\$964,008	13%	\$768,012	10%	\$111,290	1%	\$600,930	8%	\$0	0%	\$148,657	2%	\$7,678,524
South Bend	\$8,929,499	74%	\$933,702	8%	\$1,173,314	10%	\$423,994	4%	\$588,209	5%	\$0	0%	\$64,357	1%	\$12,113,075
SUBTOTAL: GROUP 1	\$131,456,505	63%	\$30,717,077	15%	\$21,306,268	10%	\$3,929,076	2%	\$7,084,171	3%	\$13,182,038	6%	\$1,570,463	1%	\$209,245,598
GROUP 2 - Small Fixed Route															
Anderson	\$2,443,719	78%	\$399,369	13%	\$257,510	8%	\$32,302	1%	\$0	0%	\$0	0%	\$0	0%	\$3,132,900
Central Indiana	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$1,152,556	100%	\$0	0%	\$1,152,556
Columbus	\$2,119,509	84%	\$115,236	5%	\$293,700	12%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$2,528,445
East Chicago	\$719,810	83%	\$5,250	1%	\$134,332	16%	\$3,000	0%	\$0	0%	\$0	0%	\$0	0%	\$862,392
Elkhart	\$185,775	4%	\$0	0%	\$24,075	1%	\$5,623	0%	\$19,519	0%	\$4,377,077	94%	\$67,800	1%	\$4,679,869
Gary	\$6,397,125	56%	\$1,682,631	15%	\$856,725	7%	\$171,216	1%	\$720,514	6%	\$0	0%	\$1,685,540	15%	\$11,513,751
Kokomo	\$2,381,278	85%	\$137,131	5%	\$232,395	8%	\$8,734	0%	\$52,848	2%	\$0	0%	\$0	0%	\$2,812,386
City of Marion	\$1,316,253	84%	\$78,528	5%	\$114,899	7%	\$5,480	0%	\$45,851	3%	\$0	0%	\$12,623	1%	\$1,573,634
Michigan City	\$1,451,145	80%	\$110,138	6%	\$162,365	9%	\$14,036	1%	\$68,032	4%	\$0	0%	\$11,371	1%	\$1,817,087
New Albany, Clarksville, & Jeffersonville	\$4,620,116	65%	\$531,461	7%	\$558,517	8%	\$71,564	1%	\$273,067	4%	\$1,007,120	14%	\$27,402	0%	\$7,089,247
Richmond	\$745,538	76%	\$38,420	4%	\$129,867	13%	\$18,445	2%	\$50,820	5%	\$0	0%	\$931	0%	\$984,021
Terre Haute	\$2,204,896	84%	\$38,007	1%	\$297,443	11%	\$36,462	1%	\$35,417	1%	\$0	0%	\$1,234	0%	\$2,613,459
SUBTOTAL: GROUP 2	\$24,585,164	60%	\$3,136,171	8%	\$3,061,828	8%	\$366,862	1%	\$1,266,068	3%	\$6,536,753	16%	\$1,806,901	4%	\$40,759,747
GROUP 3 - Urban Demand Response															
Hamilton County	\$1,516,792	66%	\$117,002	5%	\$300,097	13%	\$26,470	1%	\$57,058	2%	\$0	0%	\$276,143	12%	\$2,293,562
Hancock County	\$352,121	68%	\$18,803	4%	\$33,218	6%	\$15,848	3%	\$42,687	8%	\$0	0%	\$57,178	11%	\$519,855
Hendricks & Morgan Counties	\$521,292	59%	\$75,960	9%	\$119,734	13%	\$5,735	1%	\$58,876	7%	\$0	0%	\$106,436	12%	\$888,033
Johnson County	\$1,326,736	64%	\$235,074	11%	\$262,760	13%	\$38,808	2%	\$107,229	5%	\$0	0%	\$100,233	5%	\$2,070,840
La Porte	\$298,566	76%	\$10,766	3%	\$48,418	12%	\$23,775	6%	\$9,955	3%	\$0	0%	\$3,829	1%	\$395,309
Northwestern Indiana	\$1,906,009	61%	\$210,163	7%	\$453,426	14%	\$33,733	1%	\$159,418	5%	\$50,202	2%	\$332,440	11%	\$3,145,391
Valparaiso	\$100,135	4%	\$55,714	2%	\$136,081	6%	\$1,892	0%	\$64,300	3%	\$2,073,730	85%	\$17,271	1%	\$2,449,123
SUBTOTAL: GROUP 3	\$6,021,651	51%	\$723,482	6%	\$1,353,734	12%	\$146,261	1%	\$499,523	4%	\$2,123,932	18%	\$893,530	8%	\$11,762,113
GROUP 4: Rural Demand Response															
Adams County	\$194,768	50%	\$12,234	3%	\$32,493	8%	\$2,573	1%	\$49,372	13%	\$0	0%	\$96,679	25%	\$388,119
City of Bedford	\$652,763	83%	\$35,188	4%	\$52,718	7%	\$16,190	2%	\$32,000	4%	\$0	0%	\$305	0%	\$789,164
Boone County	\$527,139	65%	\$32,548	4%	\$58,992	7%	\$0	0%	\$67,738	8%	\$0	0%	\$124,857	15%	\$811,274
Brown County	\$142,211	64%	\$7,433	3%	\$38,570	17%	\$790	0%	\$29,464	13%	\$0	0%	\$3,271	1%	\$221,739
Cass County	\$695,614	60%	\$105,282	9%	\$193,681	17%	\$14,062	1%	\$145,253	13%	\$0	0%	\$4,253	0%	\$1,158,145
Clinton County	\$598,566	76%	\$49,009	6%	\$75,204	10%	\$18,334	2%	\$37,628	5%	\$0	0%	\$4,673	1%	\$783,414
Crawford, Floyd, Harrison, Scott, & Washington Counties	\$455,755	62%	\$105,528	14%	\$105,128	14%	\$22,609	3%	\$42,074	6%	\$0	0%	\$6,902	1%	\$737,996
Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, & Warrick Counties	\$1,987,778	57%	\$117,763	3%	\$323,543	9%	\$45,558	1%	\$178,026	5%	\$60,858	2%	\$784,846	22%	\$3,498,372
Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, & Switzerland Counties	\$1,397,724	71%	\$138,867	7%	\$245,992	12%	\$26,498	1%	\$99,427	5%	\$0	0%	\$61,551	3%	\$1,970,059
DeKalb County	\$409,491	60%	\$41,605	6%	\$57,407	8%	\$9,692	1%	\$17,285	3%	\$0	0%	\$144,333	21%	\$679,813
Franklin County	\$351,004	70%	\$22,188	4%	\$69,640	14%	\$15,887	3%	\$42,744	9%	\$0	0%	\$702	0%	\$502,165
Fulton County	\$406,648	70%	\$19,168	3%	\$49,075	8%	\$16,309	3%	\$60,971	10%	\$0	0%	\$29,917	5%	\$582,088
Huntingburg	\$275,798	88%	\$7,974	3%	\$16,117	5%	\$4,878	2%	\$3,330	1%	\$0	0%	\$6,162	2%	\$314,259
Huntington County	\$507,573	75%	\$31,773	5%	\$77,128	11%	\$4,558	1%	\$33,846	5%	\$0	0%	\$18,948	3%	\$673,826
Jasper County	\$191,056	70%	\$13,100	5%	\$27,145	10%	\$2,561	1%	\$29,985	11%	\$0	0%	\$9,136	3%	\$272,983
Jay, Randolph, Blackford, & Henry Counties	\$647,488	53%	\$115,331	9%	\$221,580	18%	\$19,707	2%	\$47,960	4%	\$0	0%	\$171,537	14%	\$1,223,603
Knox County	\$933,636	56%	\$143,046	9%	\$220,151	13%	\$22,043	1%	\$75,194	5%	\$0	0%	\$260,038	16%	\$1,654,108
Kosciusko County	\$654,718	65%	\$40,317	4%	\$122,910	12%	\$21,399	2%	\$31,132	3%	\$0	0%	\$132,602	13%	\$1,003,078
LaGrange County	\$871,149	64%	\$119,058	9%	\$239,892	18%	\$2,587	0%	\$77,277	6%	\$0	0%	\$59,251	4%	\$1,369,214
Madison County	\$73,394	17%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$349,105	80%	\$14,796	3%	\$437,295
Marshall County	\$364,378	64%	\$17,912	3%	\$50,907	9%	\$4,114	1%	\$26,477	5%	\$0	0%	\$103,497	18%	\$567,285
Miami County	\$342,839	64%	\$30,373	6%	\$44,823	8%	\$8,116	2%	\$13,561	3%	\$0	0%	\$97,088	18%	\$536,800
Monroe, Lawrence, Owen, & Putnam Counties	\$830,099	56%	\$43,028	3%	\$190,766	13%	\$49,100	3%	\$155,466	10%	\$0	0%	\$217,991	15%	\$1,486,450
City of New Castle	\$542,236	77%	\$37,568	5%	\$58,085	8%	\$20,264	3%	\$45,000	6%	\$0	0%	\$5,221	1%	\$708,374
Newton County	\$222,699	72%	\$13,050	4%	\$27,465	9%	\$5,859	2%	\$31,383	10%	\$0	0%	\$6,817	2%	\$307,273
Noble County	\$361,893	47%	\$67,872	9%	\$66,928	9%	\$7,962	1%	\$99,521	13%	\$0	0%	\$169,529	22%	\$773,705
Orange County	\$227,295	54%	\$27,587	7%	\$31,003	7%	\$5,323	1%	\$17,586	4%	\$0	0%	\$110,825	26%	\$419,619
Pulaski County	\$184,866	78%	\$6,720	3%	\$20,336	9%	\$6,055	3%	\$19,638	8%	\$0	0%	\$64	0%	\$237,679
Rush County	\$170,793	60%	\$27,479	10%	\$32,980	12%	\$0	0%	\$20,266	7%	\$0	0%	\$33,885	12%	\$285,403
City of Seymour	\$449,686	79%	\$39,530	7%	\$75,490	13%	\$981	0%	\$0	0%	\$0	0%	\$3,849	1%	\$569,536
Shelby County	\$248,158	68%	\$6,549	2%	\$22,225	6%	\$2,064	1%	\$31,000	9%	\$0	0%	\$54,142	15%	\$364,138
Starke County	\$182,426	67%	\$17,473	6%	\$32,897	12%	\$10,639	4%	\$27,340	10%	\$0	0%	\$1,730	1%	\$272,505
Steuben County	\$359,564	66%	\$47,440	9%	\$42,401	8%	\$3,398	1%	\$17,884	3%	\$0	0%	\$73,677	14%	\$544,364
Tippecanoe County	\$173,464	69%	\$15,452	6%	\$19,415	8%	\$4,159	2%	\$32,999	13%	\$0	0%	\$4,511	2%	\$250,000
Tipton County	\$181,832	65%	\$42,497	15%	\$26,866	10%	\$6,881	2%	\$16,006	6%	\$0	0%	\$5,194	2%	\$279,276
Union County	\$664,362	60%	\$91,676	8%	\$124,685	11%	\$13,751	1%	\$53,488	5%	\$0	0%	\$158,272	14%	\$1,106,234
Vigo, Clay, Parke, & Vermillion Counties	\$450,529	61%	\$24,311	3%	\$93,837	13%	\$6,866	1%	\$33,143	4%	\$0	0%	\$134,327	18%	\$743,013
Wabash County	\$179,334	42%	\$45,969	11%	\$39,551	9%	\$5,507	1%	\$40,048	9%	\$0	0%	\$120,580	28%	\$430,989
Wells County	\$602,854	75%	\$54,093	7%	\$59,449	7%	\$22,511	3%	\$47,492	6%	\$0	0%	\$15,477	2%	\$801,876
White County	\$201,542	75%	\$15,586	6%	\$22,892	9%	\$8,023	3%	\$18,800	7%	\$0	0%	\$2,118	1%	\$268,961
Whitley County	\$340,137	45%	\$79,430	11%	\$66,244	9%	\$5,830	1%	\$61,560	8%	\$0	0%	\$202,559	27%	\$755,760
SUBTOTAL: GROUP 4	\$19,255,259	63%	\$1,909,007	6%	\$3,376,611	11%	\$463,638	2%	\$1,909,369						

Transit System Operating Revenue by Category – 2025											
System	Fares	%	Local Assistance	%	State Assistance	%	Federal Assistance	%	Other	%	Total
GROUP 1 - Large Fixed Route											
Bloomington	\$2,488,979	21%	\$2,736,341	23%	\$2,607,880	22%	\$2,826,074	24%	\$1,321,231	11%	\$11,980,505
Evansville	\$1,503,109	16%	\$3,407,200	36%	\$2,277,946	24%	\$2,100,265	22%	\$125,344	1%	\$9,413,864
Fort Wayne	\$1,233,152	7%	\$8,538,603	47%	\$2,152,745	12%	\$5,317,038	30%	\$734,791	4%	\$17,976,329
Indianapolis	\$5,769,857	4%	\$93,635,759	70%	\$11,369,828	9%	\$14,483,781	11%	\$7,961,527	6%	\$133,220,752
Lafayette	\$3,361,410	21%	\$18,400	0%	\$4,353,657	27%	\$7,463,498	47%	\$639,194	4%	\$15,836,159
Muncie	\$147,835	2%	\$4,468,730	58%	\$2,928,961	38%	\$0	0%	\$132,998	2%	\$7,678,524
South Bend	\$1,353,575	11%	\$4,698,922	39%	\$2,080,062	17%	\$3,233,192	27%	\$747,324	6%	\$12,113,075
SUBTOTAL: GROUP 1	\$15,857,917	8%	\$117,503,955	56%	\$27,771,079	13%	\$35,423,848	17%	\$11,662,409	6%	\$208,219,208
GROUP 2 - Small Fixed Route											
Anderson	\$88,255	3%	\$1,137,642	36%	\$371,037	12%	\$1,508,642	48%	\$27,324	1%	\$3,132,900
Central Indiana	\$57,470	5%	\$859,677	75%	\$64,425	6%	\$170,984	15%	\$0	0%	\$1,152,556
Columbus	\$0	0%	\$1,315,119	52%	\$303,388	12%	\$909,938	36%	\$0	0%	\$2,528,445
East Chicago	\$0	0%	\$98,605	11%	\$331,254	38%	\$429,860	50%	\$2,673	0%	\$862,392
Elkhart	\$266,294	6%	\$882,459	19%	\$631,356	13%	\$2,863,610	61%	\$36,150	1%	\$4,679,869
Gary	\$272,907	2%	\$2,618,509	23%	\$1,296,918	11%	\$7,325,417	64%	\$0	0%	\$11,513,751
Kokomo	\$0	0%	\$1,406,192	50%	\$654,741	23%	\$751,453	27%	\$0	0%	\$2,812,386
City of Marion	\$0	0%	\$467,373	30%	\$298,557	19%	\$765,927	49%	\$41,777	3%	\$1,573,634
Michigan City	\$69,576	4%	\$607,241	33%	\$212,489	12%	\$927,781	51%	\$0	0%	\$1,817,087
New Albany, Clarksville, & Jeffersonville	\$561,375	8%	\$4,667,790	66%	\$1,558,450	22%	\$0	0%	\$301,632	4%	\$7,089,247
Richmond	\$111,927	11%	\$57,584	6%	\$378,464	38%	\$436,046	44%	\$0	0%	\$984,021
Terre Haute	\$0	0%	\$434,709	17%	\$538,026	21%	\$1,305,766	50%	\$334,958	13%	\$2,613,459
SUBTOTAL: GROUP 2	\$1,427,804	4%	\$14,552,900	36%	\$6,639,105	16%	\$17,395,424	43%	\$744,514	2%	\$40,759,747
GROUP 3 - Urban Demand Response											
Hamilton County	\$148,050	6%	\$829,231	36%	\$254,000	11%	\$829,231	36%	\$233,050	10%	\$2,293,562
Hancock County	\$56,229	11%	\$194,768	37%	\$69,392	13%	\$199,466	38%	\$0	0%	\$519,855
Hendricks & Morgan Counties	\$16,666	2%	\$40,202	5%	\$379,086	43%	\$419,287	47%	\$32,792	4%	\$888,033
Johnson County	\$86,068	4%	\$990,582	48%	\$253,078	12%	\$741,112	36%	\$0	0%	\$2,070,840
La Porte	\$77,598	20%	\$75,441	19%	\$72,420	18%	\$147,861	37%	\$21,989	6%	\$395,309
Northwestern Indiana	\$853,540	27%	\$634,414	20%	\$565,343	18%	\$1,059,311	34%	\$32,783	1%	\$3,145,391
Valparaiso	\$399,210	16%	\$771,443	31%	\$278,574	11%	\$999,896	41%	\$0	0%	\$2,449,123
SUBTOTAL: GROUP 3	\$1,637,361	14%	\$3,536,081	30%	\$1,871,893	16%	\$4,396,164	37%	\$320,614	3%	\$11,762,113
GROUP 4: Rural Demand Response											
Adams County	\$51,946	13%	\$236,173	61%	\$0	0%	\$100,000	26%	\$0	0%	\$388,119
City of Bedford	\$0	0%	\$225,335	29%	\$169,248	21%	\$394,581	50%	\$0	0%	\$789,164
Boone County	\$39,385	5%	\$266,051	33%	\$86,078	11%	\$352,127	43%	\$67,633	8%	\$811,274
Brown County	\$11,383	5%	\$36,475	16%	\$28,396	13%	\$97,275	44%	\$48,210	22%	\$221,739
Cass County	\$56,238	5%	\$99,695	9%	\$431,502	37%	\$531,194	46%	\$39,516	3%	\$1,158,145
Clinton County	\$21,939	3%	\$286,520	35%	\$94,218	12%	\$380,737	47%	\$27,198	3%	\$783,414
Crawford, Floyd, Harrison, Scott, & Washington Counties	\$4,425	1%	\$162,764	22%	\$190,424	26%	\$353,185	48%	\$27,198	4%	\$737,996
Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, & Warrick Counties	\$169,221	5%	\$830,322	24%	\$825,501	24%	\$1,655,820	47%	\$17,508	1%	\$3,498,372
Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, & Switzerland Counties	\$76,332	4%	\$629,202	32%	\$304,908	15%	\$934,108	47%	\$25,509	1%	\$1,970,059
DeKalb County	\$77,479	11%	\$198,011	29%	\$98,667	15%	\$296,674	44%	\$8,982	1%	\$679,813
Franklin County	\$15,837	3%	\$114,350	23%	\$128,815	26%	\$243,163	48%	\$0	0%	\$502,165
Fulton County	\$60,236	10%	\$107,314	18%	\$123,198	21%	\$230,508	40%	\$60,832	10%	\$582,088
Huntingburg	\$17,823	6%	\$121,542	39%	\$25,053	8%	\$146,591	47%	\$3,250	1%	\$314,259
Huntington County	\$35,700	5%	\$178,701	27%	\$139,833	21%	\$318,533	47%	\$1,059	0%	\$673,826
Jasper County	\$12,209	4%	\$59,157	22%	\$67,632	25%	\$126,789	46%	\$7,196	3%	\$272,983
Jay, Randolph, Blackford, & Henry Counties	\$25,586	2%	\$322,146	26%	\$213,554	17%	\$535,698	44%	\$126,619	10%	\$1,223,603
Knox County	\$37,286	2%	\$655,189	40%	\$147,038	9%	\$795,835	48%	\$18,760	1%	\$1,654,108
Kosciusko County	\$32,694	3%	\$368,233	37%	\$136,817	14%	\$462,476	46%	\$2,858	0%	\$1,003,078
LaGrange County	\$296,262	22%	\$357,106	26%	\$214,526	16%	\$483,663	35%	\$17,657	1%	\$1,369,214
Madison County	\$20,005	5%	\$143,441	33%	\$65,205	15%	\$208,644	48%	\$0	0%	\$437,295
Marshall County	\$52,418	9%	\$196,239	35%	\$57,707	10%	\$253,945	45%	\$6,976	1%	\$567,285
Miami County	\$39,113	7%	\$153,419	29%	\$95,426	18%	\$248,842	46%	\$0	0%	\$536,800
Monroe, Lawrence, Owen, & Putnam Counties	\$43,471	3%	\$409,896	28%	\$311,595	21%	\$721,488	49%	\$0	0%	\$1,486,450
City of New Castle	\$0	0%	\$260,112	37%	\$94,026	13%	\$354,136	50%	\$0	0%	\$708,274
Newton County	\$11,434	4%	\$82,885	27%	\$64,034	21%	\$146,920	48%	\$2,000	1%	\$307,273
Noble County	\$49,158	6%	\$211,441	27%	\$148,738	19%	\$360,177	47%	\$4,191	1%	\$773,705
Orange County	\$26,199	6%	\$92,436	22%	\$102,738	24%	\$195,172	47%	\$3,074	1%	\$419,619
Pulaski County	\$2,931	1%	\$72,033	30%	\$44,849	19%	\$116,883	49%	\$983	0%	\$237,679
Rush County	\$6,368	2%	\$97,550	34%	\$41,968	15%	\$139,517	49%	\$0	0%	\$285,403
City of Seymour	\$51,484	9%	\$187,581	33%	\$71,445	13%	\$259,026	45%	\$0	0%	\$569,536
Shelby County	\$18,771	5%	\$111,563	31%	\$65,134	18%	\$165,536	45%	\$3,134	1%	\$364,138
Starke County	\$13,124	5%	\$79,922	29%	\$47,004	17%	\$126,927	47%	\$5,528	2%	\$272,505
Steuben County	\$19,000	3%	\$188,619	35%	\$74,063	14%	\$262,682	48%	\$0	0%	\$544,364
Tippecanoe County	\$5,271	2%	\$113,215	45%	\$11,014	4%	\$120,500	48%	\$0	0%	\$250,000
Tipton County	\$0	0%	\$139,648	50%	\$0	0%	\$139,648	50%	\$0	0%	\$279,296
Union County	\$80,567	7%	\$310,696	28%	\$199,303	18%	\$509,997	46%	\$5,671	1%	\$1,106,234
Vigo, Clay, Parke, & Vermillion Counties	\$17,536	2%	\$327,677	44%	\$35,063	5%	\$362,737	49%	\$0	0%	\$743,013
Wabash County	\$6,191	1%	\$94,609	22%	\$114,470	27%	\$209,077	49%	\$6,642	2%	\$430,989
Wells County	\$34,102	4%	\$258,748	32%	\$122,370	15%	\$381,115	48%	\$5,541	1%	\$801,876
White County	\$19,484	7%	\$74,110	28%	\$50,630	19%	\$124,737	46%	\$0	0%	\$268,961
Whitley County	\$116,644	15%	\$209,730	28%	\$84,829	11%	\$319,557	42%	\$25,000	3%	\$755,760
SUBTOTAL: GROUP 4	\$1,675,252	5%	\$9,069,856	29%	\$5,327,019	17%	\$14,166,220	46%	\$568,725	2%	\$30,807,072
GROUPS 1 THROUGH 4	\$20,598,334	7%	\$144,662,792	50%	\$41,609,096	14%	\$71,381,656	24%	\$13,296,262	5%	\$291,548,140
Northern Indiana Commuter Transp. District	\$14,975,651	23%	\$4,950,000	7%	\$39,644,749	60%	\$6,750,541	10%	\$0	0%	\$66,320,941
TOTAL ALL GROUPS	\$35,573,985	10%	\$149,612,792	42%	\$81,253,845	23%	\$78,132,197	22%	\$13,296,262	4%	\$357,841,963

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Programs & Services

Calendar Year 2025

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INDOT OFFICE OF TRANSIT PROGRAMS & SERVICES

The INDOT Office of Transit (OT) is comprised of seven staff members and is a section within the INDOT Multi-Modal Planning & Programs Division, which also includes the Rail, Passenger Rail, Aeronautics, and Freight sections. Under the

leadership of Larry Buckel, Office of Transit Manager, the OT administers both federal and state transit assistance programs. Contacts for the OT staff are listed in the table below.

Larry Buckel Office of Transit Manager	(317) 728-6250	LBUCKEL@INDOT.IN.GOV
Jason Casteel Transit Planner	(317) 234-5161	JCASTEEL@INDOT.IN.GOV
Amy Craft Section 5311 Project Manager	(317) 446-7870	ACRAFT1@INDOT.IN.GOV
Brian Jones Section 5310/PMTF Program Manager	(317) 426-8541	BJONES@INDOT.IN.GOV
Todd Jennings Section 5311 Program Manager	(765) 309-7976	TJENNINGS@INDOT.IN.GOV
Jennifer Bennett Intercity Bus Program Manager	(317) 612-1223	JBENNETT@INDOT.IN.GOV
Elizabeth Rubio Section 5311 Project Manager	(930) 220-8163	ERUBIO@INDOT.IN.GOV

STATE OF INDIANA PROGRAMS

State of Indiana Public Mass Transportation Fund

The Public Mass Transportation Fund (PMTF) is a fund authorized by the legislature to receive revenue from the State's General Fund. These funds are allocated on a calendar year basis using a performance-based formula to eligible municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations.

In 2025, INDOT allocated \$45 million in PMTF to 68 transit systems in Indiana.

Awards are limited to an amount equal to 100 percent of the project's Locally Derived Income

or the system's total allocation, whichever is less. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as follows:

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

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

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS ADMINISTERED BY INDOT

FTA Section 5311 – Rural Formula Funds

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

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

Section 5311(b) created the Rural Transit Assistance Program (RTAP) to provide technical assistance, training, and research for rural and specialized transportation providers.

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

The Section 5311(f) program provides funding assistance to transportation entities for the provision of intercity transportation-related services.

FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program

The Section 5310 grant program is designed to improve mobility for the elderly and persons with

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

FTA Section 5303 (Metropolitan Transit Planning) and FTA Section 5304 (Statewide Transportation Planning)

The Indiana Department of Transportation elects to use the Consolidated Planning Grant (CPG) approach offered by the U.S. Department of Transportation. These funds are transferred from the Federal Transit Administration to the Federal Highway Administration.

FTA Section 5339 – Bus and Bus Facilities Program

The Grants for Buses and Bus Facilities Program (49 U.S.C. 5339) makes federal resources available to states and direct recipients to replace, rehabilitate, purchase buses, and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.



Peer Group Comparisons

Calendar Year 2025

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PEER GROUP COMPARISONS

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

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

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

Each profile contains background information about the peer group that includes the individual system names, the areas served by each system in the group, and the population of each service area. A comparison table also provides ridership and vehicle mile totals for 2024 and 2025 and exhibits the percent change between the two years.

A series of graphs exhibit the transit systems' performance in four areas. The first two graphs display two common measures of transit system cost-efficiency. The measures of operating expense per passenger trip and the operating expense per vehicle mile are used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred for both measures and a system can lower each ratio by increasing the number of passenger trips and miles of service or by decreasing total expenditures.

The third and fourth graphs present two indicators of a transit system's local funding support. The third graph displays each system's locally derived income per operating expense. That is, for each dollar expended, the amount of revenue that was derived from local sources including passenger fares, charter/other revenue, and local funding assistance. A higher ratio indicates a greater acceptance of financial responsibility for transit operations at the local level. Similarly, the fare recovery ratio measures the level at which fares support the operation of a transit system. The ratio indicates the percentage of transit operations that are covered by fare revenue.

GROUP ONE: LARGE FIXED ROUTE SYSTEMS

Transit systems included in Group One are large fixed route systems that operate an average of more than 1 million total vehicle miles per year, with more than 50 percent of the total vehicle miles operated in fixed route service.

The seven transit systems in Group One provide service to over 1.9 million Indiana residents, approximately 29 percent of the state's population. The populations of the service areas served by Group One systems range from 65,194 in Muncie to 977,203 in Indianapolis.

System	System Name	Service Area	Service Area Population
Bloomington	Bloomington Public Transportation Corp.	Monroe County	139,718
Evansville	Metropolitan Evansville Transit System (METS)	Evansville city limits	117,298
Fort Wayne	Fort Wayne Public Transportation Corporation (Citilink)	Fort Wayne Metropolitan Area	263,886
Indianapolis	Indianapolis Public Transportation Corporation (IndyGo)	Marion County	977,203
Lafayette	CityBus	Lafayette-West Lafayette Metropolitan Area	223,716
Muncie	Muncie Indiana Transit System	Muncie city limits	65,194
South Bend	South Bend Public Transportation Corporation (Transpo)	South Bend and Mishawaka city limits	154,516
Total			1,941,531
Total Indiana Population			6,785,528
Percent of Indiana Population			29%

In 2025, Group One transit systems provided nearly 17 million passenger trips. Total ridership for the Group One systems decreased 11.4 percent in 2025. All systems had ridership increases, between 0.04 percent and 27.6 percent in 2025. Ridership among Group One systems ranged from over 780,000 trips to nearly 6.8 million trips.

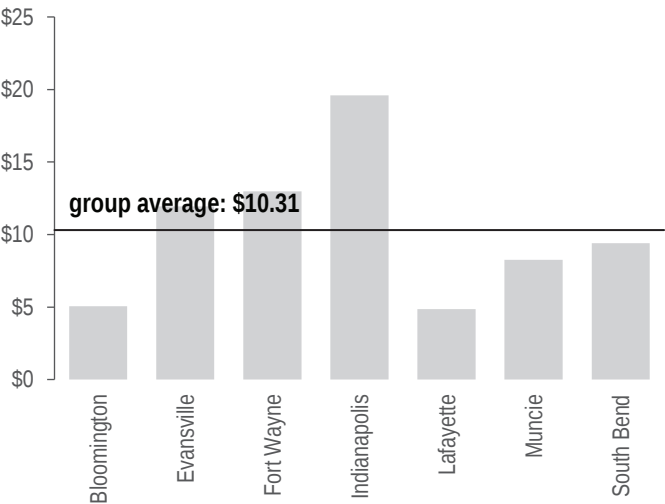
The total vehicle miles operated by Group One transit systems increased in 2025. Total vehicle miles increased by 4.7 percent, from nearly 19.5 million miles in 2024 to over 20.4 million miles in 2025. Four of the seven systems operated more total vehicle miles this year. In 2025, total vehicle miles among the group ranged between 872,000 and 11.3 million.

System	Total Ridership			Total Vehicle Miles		
	2024	2025	Percent Change	2024	2025	Percent Change
Bloomington	2,570,784	2,365,189	-8.0%	1,185,738	1,162,855	-1.9%
Evansville	820,318	788,829	-3.8%	1,221,654	1,510,487	23.6%
Fort Wayne	1,613,609	1,384,128	-14.2%	2,005,103	2,035,234	1.5%
Indianapolis	7,133,338	6,796,328	-4.7%	10,639,628	11,333,551	6.5%
Lafayette	4,489,093	3,251,413	-27.6%	1,861,000	1,765,570	-5.1%
Muncie	929,112	928,701	-0.04%	874,337	872,226	-0.2%
South Bend	1,401,307	1,287,408	-8.1%	1,702,444	1,721,590	1.1%
Total	18,957,561	16,801,996	-11.4%	19,489,904	20,401,513	4.7%

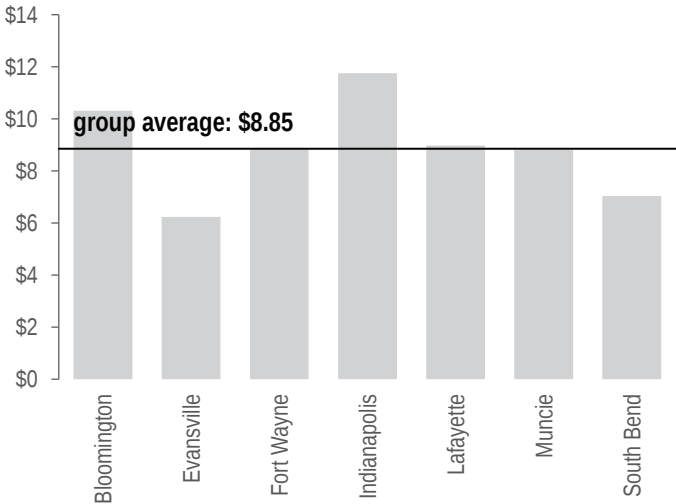
The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2025, the average operating expense per passenger trip for Group One systems was \$10.31. The cost per trip varied from \$4.87 to \$19.60. Among the urban systems, the average operating expense per vehicle mile was \$8.85 in 2025. The individual systems' cost per mile ranged from \$6.23 to \$11.75.

In 2025, the ratio of locally derived income to operating expense varied from \$0.25 to \$0.81. This means that for every dollar of expense, between \$0.25 and \$0.81 of revenue came from local sources such as fares, charter revenue, and local assistance. Similarly, the fare recovery ratio measures the amount of the total operating expense that is covered by passenger fares. Among the urban systems, the average fare recovery ratio was 12 percent while the individual systems' actual fare recovery ratios ranged from 2 percent to 21 percent.

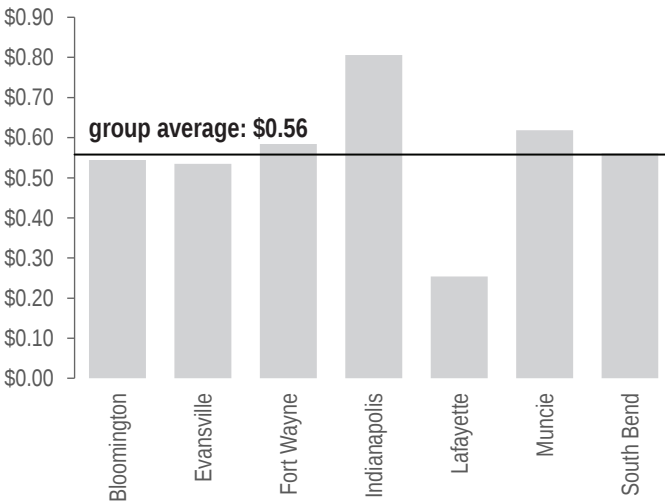
Group One: Operating Expense Per Passenger Trip



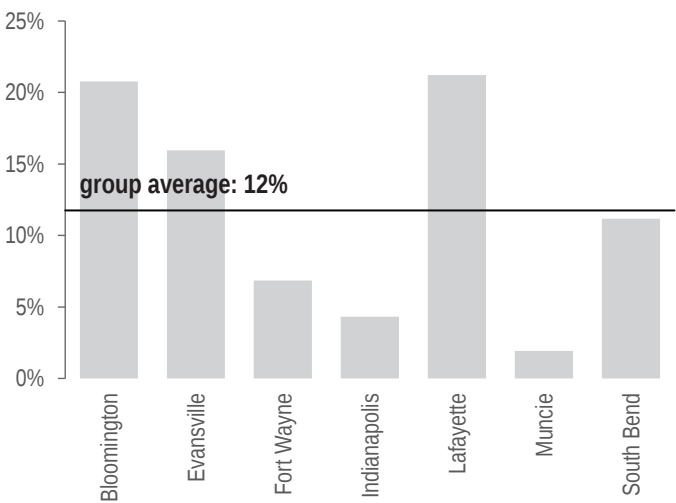
Group One: Operating Expense Per Total Vehicle Mile



Group One: Locally Derived Income Per Operating Expense



Group One: Fare Recovery Ratio



GROUP TWO: SMALL FIXED ROUTE SYSTEMS

Group Two systems are small fixed route systems that operate less than 1 million total vehicle miles per year, with more than 50 percent of the total vehicle miles operated in fixed route service.

The twelve transit systems in Group Two provide service to more than 2.4 million Indiana (and Kentucky) residents, approximately 36 percent of the state's population. The sizes of the service area populations range from 26,370 to 1,285,439.

System	System Name	Service Area	Service Area Population
Anderson	City of Anderson Transit System (CATS)	Anderson city limits	54,788
Central Indiana	Central Indiana Regional Transportation Authority (CIRTA)	Plainfield, IN and Whitestown, IN	44,803
Columbus	ColumBus Transit	Columbus city limits	50,474
East Chicago	East Chicago Transit	East Chicago city limits	26,370
Elkhart	Elkhart Interurban Trolley/IT ADA Access (MACOG)	Elkhart County	207,047
Gary	Gary Public Transportation Corporation	Lake County	498,700
Kokomo	Spirit of Kokomo and City Line Trolley	Kokomo city limits	59,604
City of Marion	Marion Transit System (MTS)	Marion city limits	28,310
Michigan City	Michigan City Transit	Michigan City, LaPorte County	112,417
New Albany, Clarksville, & Jeffersonville	Transit Authority of River City (TARC)	Louisville MSA	1,285,439
City of Richmond	Rose View Transit	Richmond city limits	35,720
Terre Haute	Terre Haute Transit Utility	Terre Haute city limits	58,389
Total			2,462,061
Total Indiana Population			6,785,528
Percent of Indiana Population			36%

In 2025, Group Two systems provided more than 2.5 million trips. Total ridership for the Group Two systems increased in 2025 by 3.7 percent. Six out of the twelve systems had an increase in ridership ranging from 1.8 percent to 98.7 percent. Ridership on Group Two systems ranged from 33,387 to 473,570 in 2025.

In 2025, Group Two systems operated approximately 5.3 million vehicle miles, 1.2 percent fewer miles than 2024. Five out of the twelve systems in Group Two operated more miles in 2025. The number of total vehicle miles operated by each Group Two system varied from 88,373 to 993,114.

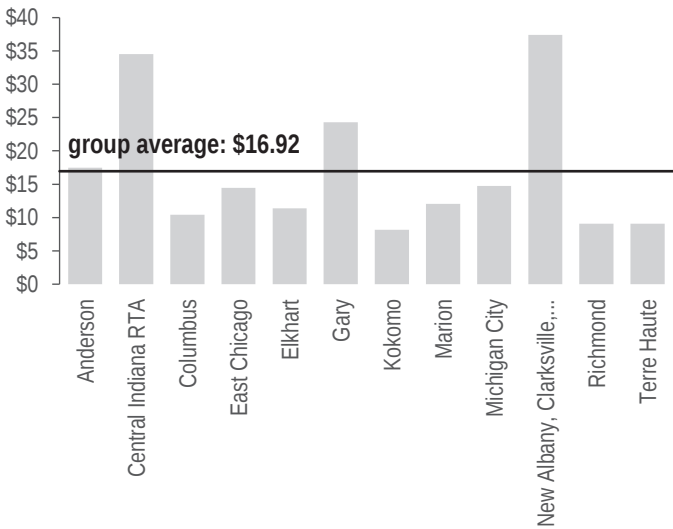
System	Total Ridership			Total Vehicle Miles		
	2024	2025	Percent Change	2024	2025	Percent Change
Anderson	118,149	179,039	51.5%	433,263	433,659	0.1%
Central Indiana	20,350	33,387	64.1%	164,337	169,741	3.3%
Columbus	226,319	242,296	7.1%	331,066	330,530	-0.2%
East Chicago	53,088	59,715	12.5%	88,383	88,373	0.0%
Elkhart	440,006	411,439	-6.5%	957,089	993,114	3.8%
Gary	465,376	473,570	1.8%	1,000,954	945,158	-5.6%
Kokomo	348,240	343,963	-1.2%	432,905	548,492	26.7%
City of Marion	135,359	130,510	-3.6%	203,409	208,210	2.4%
Michigan City	124,217	123,348	-0.7%	270,334	245,496	-9.2%
New Albany, Clarksville, & Jeffersonville	286,360	189,651	-33.8%	751,757	615,965	-18.1%
City of Richmond	128,263	108,373	-15.5%	233,759	227,032	-2.9%
Terre Haute	144,923	287,891	98.7%	503,843	500,222	-0.7%
Total	2,490,650	2,583,182	3.7%	5,371,099	5,305,992	-1.2%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2025, the average operating expense per passenger trip among Group Two systems was \$16.92 (a decrease from \$18.83 in 2024). The cost per trip varied from \$8.18 to \$37.38. The average operating cost per mile was \$7.46 (an increase from \$7.17 in 2024), with actual costs ranging from \$4.33 to \$12.18 per mile.

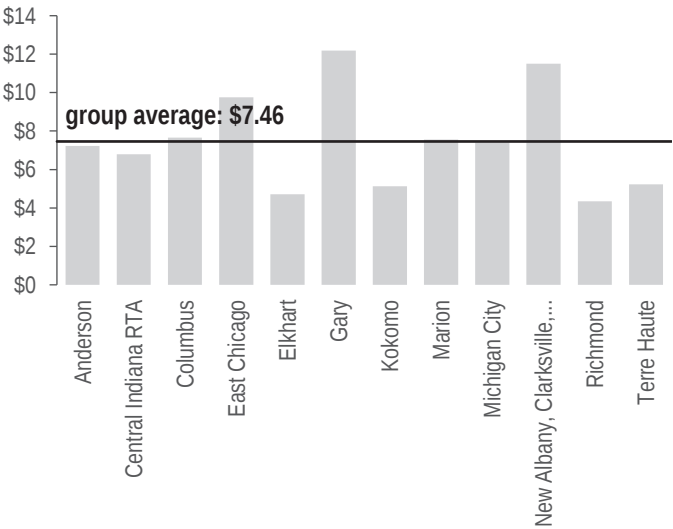
In 2025, the Group Two systems’ ratios of locally derived income to operating expense varied from

\$0.12 to \$0.80. For each dollar of expense, an average of \$0.40 came from local financial sources such as passenger fares, charter revenue, levy revenue, and local cash grants, among others. On average, the systems covered 6 percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from 2 to 11 percent (note: Columbus, East Chicago, Kokomo, Marion, and Terre Haute do not charge a passenger fare and thus do not exhibit a fare recovery ratio).

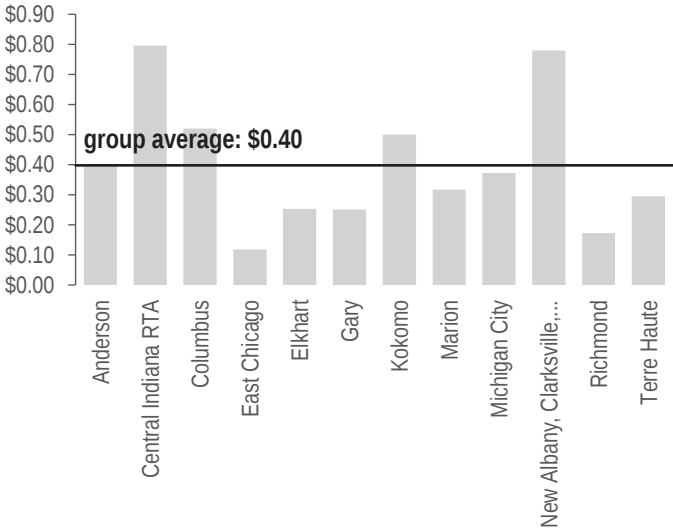
Group Two: Operating Expense Per Passenger Trip



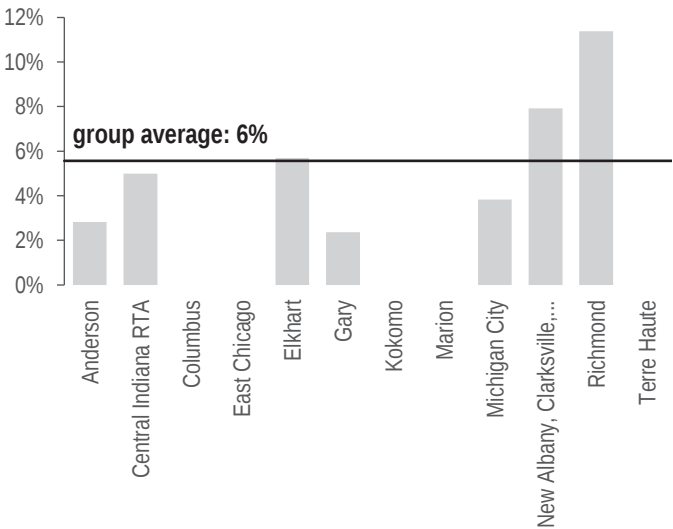
Group Two: Operating Expense Per Total Vehicle Mile



Group Two: Locally Derived Income Per Operating Expense



Group Two: Fare Recovery Ratio



GROUP THREE: URBAN DEMAND RESPONSE SYSTEMS

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

The Group Three systems serve approximately 1.5 million people. The combined service area populations make up approximately 23 percent of the state's population. The average service area population for Group Three systems is 223,454.

System	System Name	Service Area	Service Area Population
Hamilton County	Hamilton County Express	Hamilton County	347,467
Hancock County	Hancock Area Rural Transit	Hancock County	79,840
Hendricks & Morgan Counties	Hendricks County Transit/Sycamore Services DBA LINK	Hendricks & Morgan Counties	246,568
Johnson County	Access Johnson County/ShelbyGo/Access Brown County	Johnson, Shelby & Brown Counties	161,765
La Porte	TransPorte	La Porte city limits and one-quarter mile fringe	22,471
NIRPC	Northwestern Indiana Regional Planning Commission (NIRPC)	Lake and Porter Counties	671,915
Valparaiso	City of Valparaiso Transit System	Valparaiso city limits	34,151
Total			1,564,177
Total Indiana Population			6,785,528
Percent of Indiana Population			23%

In 2025, Group Three systems provided 406,375 passenger trips, a decrease of 5.0 percent from 2024. Five of the seven systems had ridership losses between 0.7 and 18.3 percent. Ridership on Group Three systems ranged from 17,525 to 114,634 in 2025.

In 2025, Group Three systems operated more than 2.9 million vehicle miles. Six of the seven systems operated fewer miles than in 2024. In total, vehicle miles for Group Three decreased 1.1 percent. The systems operated between 89,273 miles and 787,760 miles in 2024.

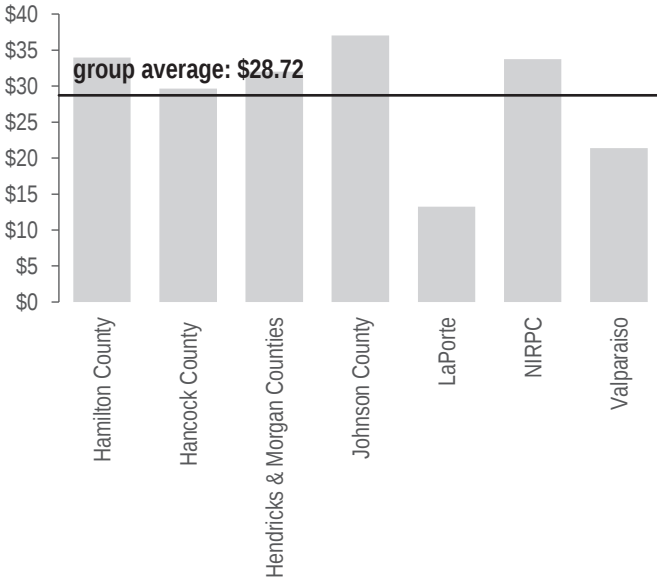
System	Total Ridership			Total Vehicle Miles		
	2024	2025	Percent Change	2024	2025	Percent Change
Hamilton County	58,457	67,502	15.5%	625,516	768,302	22.8%
Hancock County	17,651	17,525	-0.7%	177,974	172,200	-3.2%
Hendricks & Morgan Counties	33,982	27,767	-18.3%	399,217	376,168	-5.8%
Johnson County	54,895	55,945	1.9%	484,238	460,046	-5.0%
La Porte	30,641	29,797	-2.8%	98,516	89,273	-9.4%
NIRPC	107,808	93,205	-13.5%	901,153	787,760	-12.6%
Valparaiso	124,532	114,634	-7.9%	337,833	336,323	-0.4%
Total	427,966	406,375	-5.0%	3,024,447	2,990,072	-1.1%

The Group Three systems had an average cost per passenger trip of \$28.72 in 2025 (an increase from \$26.50 in 2024). In 2025, the cost per trip for individual systems varied from \$13.27 to \$37.02. The average expense per vehicle mile is \$4.08 for the Group Three systems. The actual operating expense per mile for the systems ranged from \$2.36 to \$7.28.

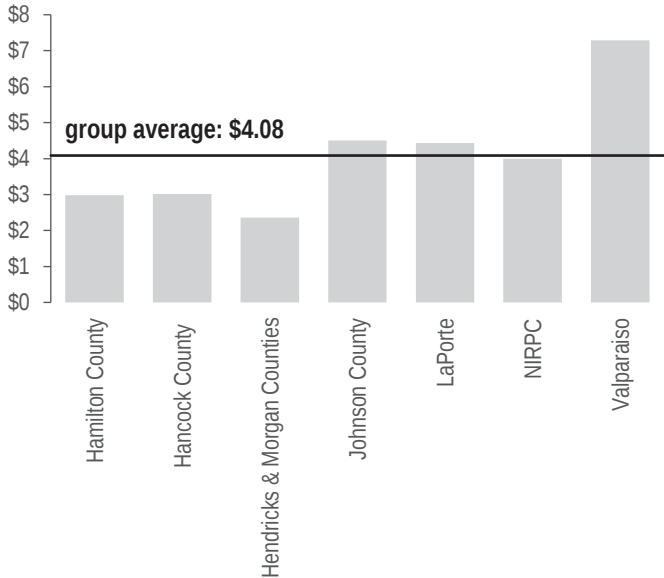
Locally generated income funded an average of \$0.42 (\$0.37 in 2024) for each dollar of the Group

Three systems' operating expenses. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.07 and \$0.53 for each dollar of expense. Considering fare revenue alone, the systems recovered between 2 percent and 27 percent of system expenses through passenger fares, with an average fare recovery ratio of 12 percent.

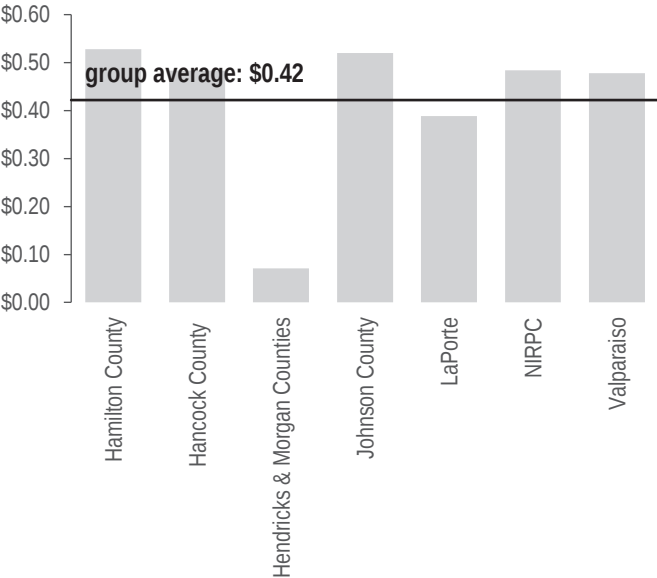
Group Three: Operating Expense Per Passenger Trip



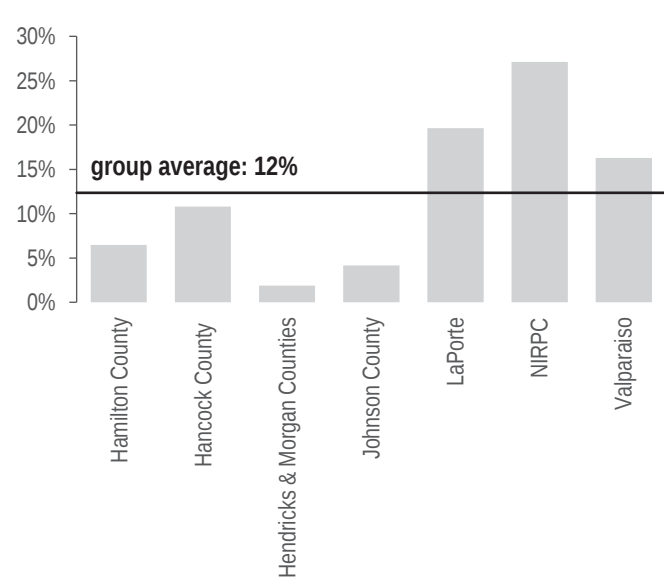
Group Three: Operating Expense Per Total Vehicle Mile



Group Three: Locally Derived Income Per Operating Expense



Group Three: Fare Recovery Ratio



GROUP FOUR: RURAL DEMAND RESPONSE SYSTEMS

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

The 41 systems in Group Four serve more than 2.1 million people. This represents 37 percent of the state's population. The average service area population is 60,978. The sizes of the individual service areas are between 6,382 and 286,589 people.

System	System Name	Service Area	Service Area Population
Adams County	Adams County Public Transit	Adams County	35,809
City of Bedford	Transit Authority of Stone City (TASC)	City of Bedford	13,792
Boone County	Boone Area Transit System	Boone County	70,812
Brown County	ACCESS Brown County Transit	Brown County	15,475
Cass County	Cass Area Transit	Cass County	37,870
Clinton County	Paul Phillippe Resource Center Public Transit (PPRC)	Clinton County	33,190
Crawford, Floyd, Harrison, Scott, & Washington Counties	Southern Indiana Transit System (SITS)	Crawford, Floyd, Harrison, Scott, & Washington Counties	183,230
Southern Indiana (Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, and Warrick Counties)	Ride Solution	Southern Indiana (Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, & Warrick Counties)	286,589
Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, & Switzerland Counties	Catch-A-Ride (Historic Hoosier Hills)	Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, & Switzerland Counties	154,970
DeKalb County	DeKalb Area Rural Transit (DART)	DeKalb County	43,265
Franklin County	Franklin County Public Transportation	Franklin County	22,785
Fulton County	Fulton County TRANSPO	Fulton County	20,480
City of Huntingburg	Huntingburg Transit System	Huntingburg city limits	6,362
Huntington County	Huntington Area Transportation	Huntington County	36,662
Jasper County (KIRPC)	Jasper County Community Services Public Transportation	Jasper County	32,918
Jay, Randolph, Blackford, & Henry Counties	The New InterUrban	Jay, Randolph, Blackford, & Henry Counties	106,006
Knox County	Knox County Commissioners/VanGo	Knox County	36,282
Kosciusko County	Kosciusko Area Bus Service (KABS)	Kosciusko County	80,240
LaGrange County	LaGrange County Area Transit (LCAT)	LaGrange County	40,446
Madison County	Transportation for Rural Areas of Madison County (TRAM)	Madison County	130,129
Marshall County	Marshall County Transit	Marshall County	46,095
Miami County	Miami County/YMCA Public Transit	Miami County	35,962
Monroe, Lawrence, Owen, & Putnam Counties	Rural Transit	Monroe, Lawrence, Owen, & Putnam Counties	242,776
City of New Castle	New Castle Transit	New Castle city limits	17,396
Newton County (KIRPC)	Newton County Community Services Public Transportation	Newton County	13,830
Noble County	Noble Transit System (NTS)	Noble County	47,457
Orange County	Orange County Transit	Orange County	19,867
Pulaski County (KIRPC)	Pulaski County Human Services Public Transportation	Pulaski County	12,514
Rush County	"Ride Rush" Public Transportation	Rush County	16,752
City of Seymour	Seymour Transit	City of Seymour	21,569
Shelby County	ShelbyGo	Shelby County	45,055
Starke County (KIRPC)	Community Services of Starke County Public Transportation	Starke County	23,371
Steuben County	STAR Transportation	Steuben County	34,435
Tippecanoe County	Tippecanoe County Transit	Tippecanoe County	186,251
Tipton County	Tipton County Public Transit	Tipton County	15,359
Union County	Whitewater Valley Regional Transit	Fayette, Union, and rural Wayne Counties	51,867
West Central Indiana Economic Development District	Thrive Public Transportation	Vigo, Clay, Parke, and Vermillion Counties	30,976
Wabash County	Wabash County Transit	Wabash County	28,180
Wells County	Wells on Wheels (WOW)	Wells County	164,214
White County	White County Public Transit	White County	24,688
Whitley County	Whitley County Transit	Whitley County	34,191
Total			2,500,117
Total Indiana Population			6,785,528
Percent of Indiana Population			37%

In 2025, the systems in Group Four provided over 1 million trips, a decrease of 0.4 percent from 2024. Twenty-one of the 41 systems had ridership increases, between 0.2 percent and 68 percent. The average number of trips provided by a Group Four system was 24,643. Group Four systems operated

more than 8.7 million vehicle miles in 2025, an increase of 1.1 percent from 2024. Twenty-four of the systems operated more miles than in 2024. The number of vehicle miles operated by Group Four systems ranged from 28,195 to 1,178,162.

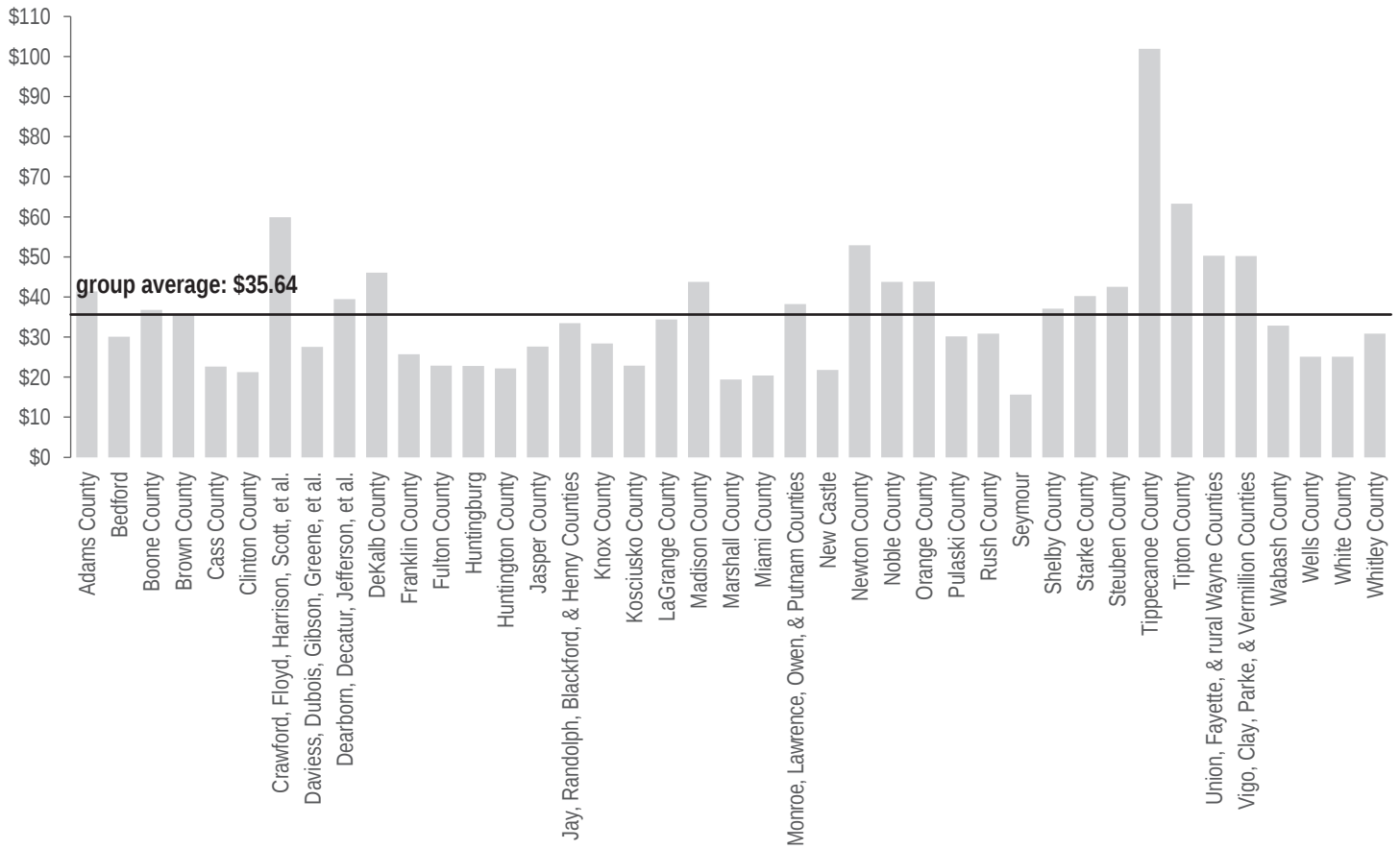
System	Total Ridership			Total Vehicle Miles		
	2024	2025	Percent Change	2024	2025	Percent Change
Adams County	8,740	9,374	7.3%	99,815	106,729	6.9%
City of Bedford	25,953	26,246	1.1%	72,340	74,853	3.5%
Boone County	22,112	22,061	-0.2%	275,259	268,287	-2.5%
Brown County	6,825	6,224	-8.8%	114,325	111,007	-2.9%
Cass County	74,748	51,102	-31.6%	430,875	282,905	-34.3%
Clinton County	35,915	36,885	2.7%	142,279	155,103	9.0%
Crawford, Floyd, Harrison, Scott, & Washington Counties	16,213	12,324	-24.0%	235,493	169,503	-28.0%
Southern Indiana Development Commission (Davies, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, & Warrick Counties)	117,782	126,974	7.8%	1,282,431	1,178,162	-8.1%
Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, & Switzerland Counties	49,269	49,960	1.4%	572,739	597,478	4.3%
DeKalb County	16,254	14,770	-9.1%	174,794	153,635	-12.1%
Franklin County	20,068	19,523	-2.7%	226,958	228,240	0.6%
Fulton County	20,068	25,505	27.1%	164,620	197,936	20.2%
City of Huntingburg	12,990	13,791	6.2%	30,053	28,195	-6.2%
Huntington County	32,786	30,358	-7.4%	276,866	222,991	-19.5%
Jasper County (KIRPC)	7,959	9,876	24.1%	50,002	61,014	22.0%
Jay, Randolph, Blackford, & Henry Counties	33,156	36,539	10.2%	299,594	345,643	15.4%
Knox County	61,796	58,231	-5.8%	488,118	556,405	14.0%
Kosciusko County	40,118	43,888	9.4%	211,455	293,214	38.7%
LaGrange County	35,832	39,853	11.2%	407,236	445,380	9.4%
Madison County	10,973	9,999	-8.9%	84,232	100,998	19.9%
Marshall County	29,156	29,213	0.2%	224,347	221,695	-1.2%
Miami County	27,559	26,310	-4.5%	188,336	201,478	7.0%
Monroe, Lawrence, Owen, & Putnam Counties	43,508	38,920	-10.5%	373,936	385,737	3.2%
City of New Castle	31,106	32,493	4.5%	70,664	56,244	-20.4%
Newton County (KIRPC)	4,090	5,808	42.0%	142,019	140,785	-0.9%
Noble County	19,982	17,671	-11.6%	253,839	211,070	-16.8%
Orange County	11,306	9,575	-15.3%	135,099	144,309	6.8%
Pulaski County (KIRPC)	7,995	7,882	-1.4%	61,850	64,751	4.7%
Rush County	9,086	9,241	1.7%	87,992	89,464	1.7%
City of Seymour	37,449	36,395	-2.8%	122,614	130,336	6.3%
Shelby County	9,705	9,814	1.1%	72,483	73,824	1.9%
Starke County (KIRPC)	8,545	6,778	-20.7%	84,029	93,668	11.5%
Steuben County	11,721	12,791	9.1%	139,760	136,357	-2.4%
Tipecanoe County	2,049	2,453	19.7%	85,944	83,802	-2.5%
Tipton County		4,413			38,355	
Union County	13,061	21,988	68.3%	189,780	304,139	60.3%
West Central Indiana Economic Development District	10,228	14,804	44.7%	198,365	231,398	16.7%
Wabash County	16,859	13,130	-22.1%	101,843	80,775	-20.7%
Wells County	34,197	31,991	-6.5%	191,794	198,168	3.3%
White County	10,183	10,737	5.4%	55,940	73,793	31.9%
Whitley County	27,258	24,480	-10.2%	215,604	190,022	-11.9%
Total	1,014,600	1,010,370	-0.4%	8,635,722	8,727,848	1.1%

The cost per passenger trip for Group Four systems averaged \$35.64 (an increase from \$33.52 in 2024) per trip. The average operating expense per vehicle mile was \$4.20 (\$4.09 in 2024). The actual cost per mile ranged from \$2.00 to \$12.59.

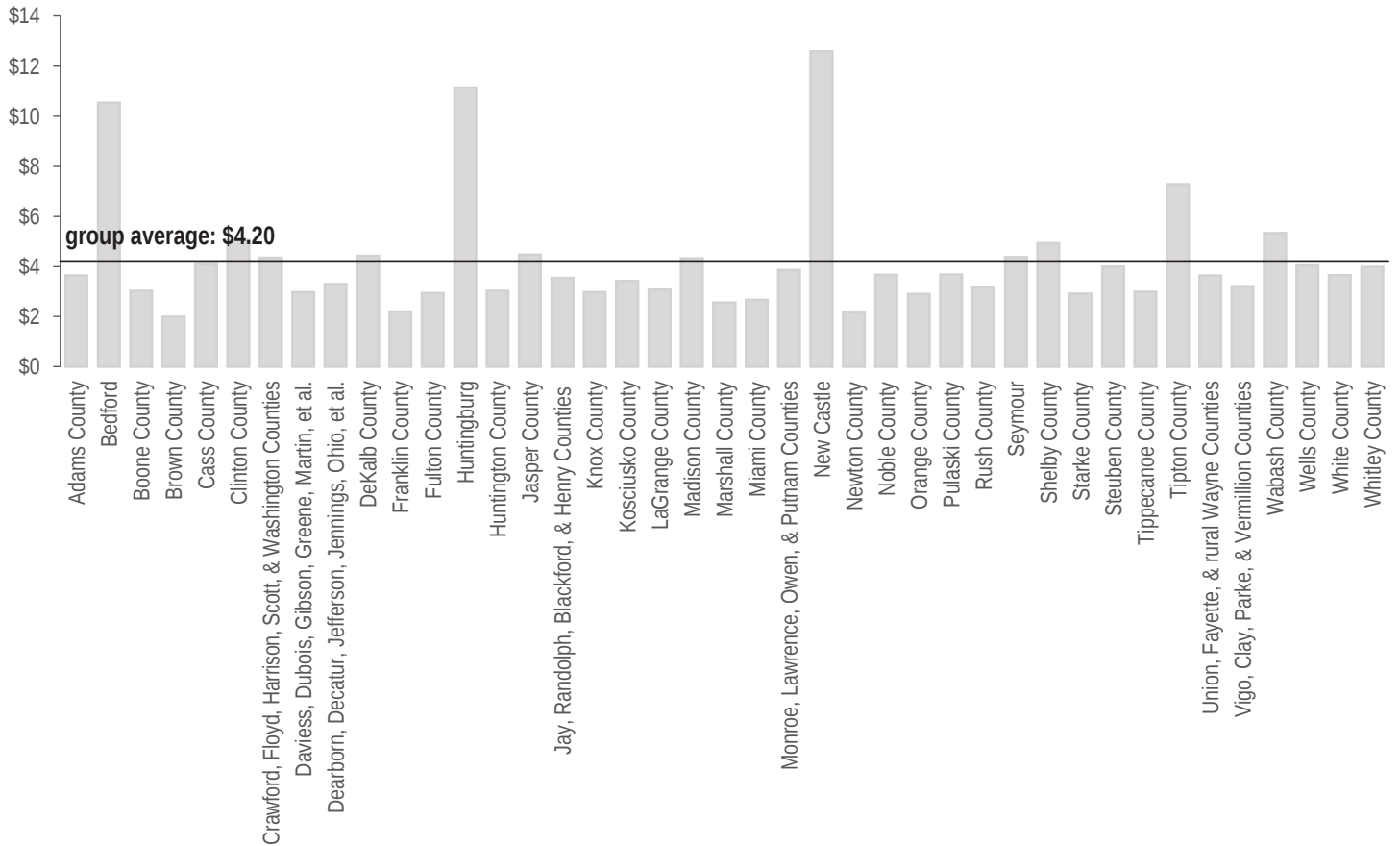
The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied within a range of \$0.13 and \$0.74

among the systems. The average was \$0.37 for each dollar of expense. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between 0.6 percent and 22 percent of system expenses. The average fare recovery ratio was 6 percent (note: City of Bedford, City of New Castle, and Tipton County do not charge a passenger fare and thus do not exhibit a fare recovery ratio).

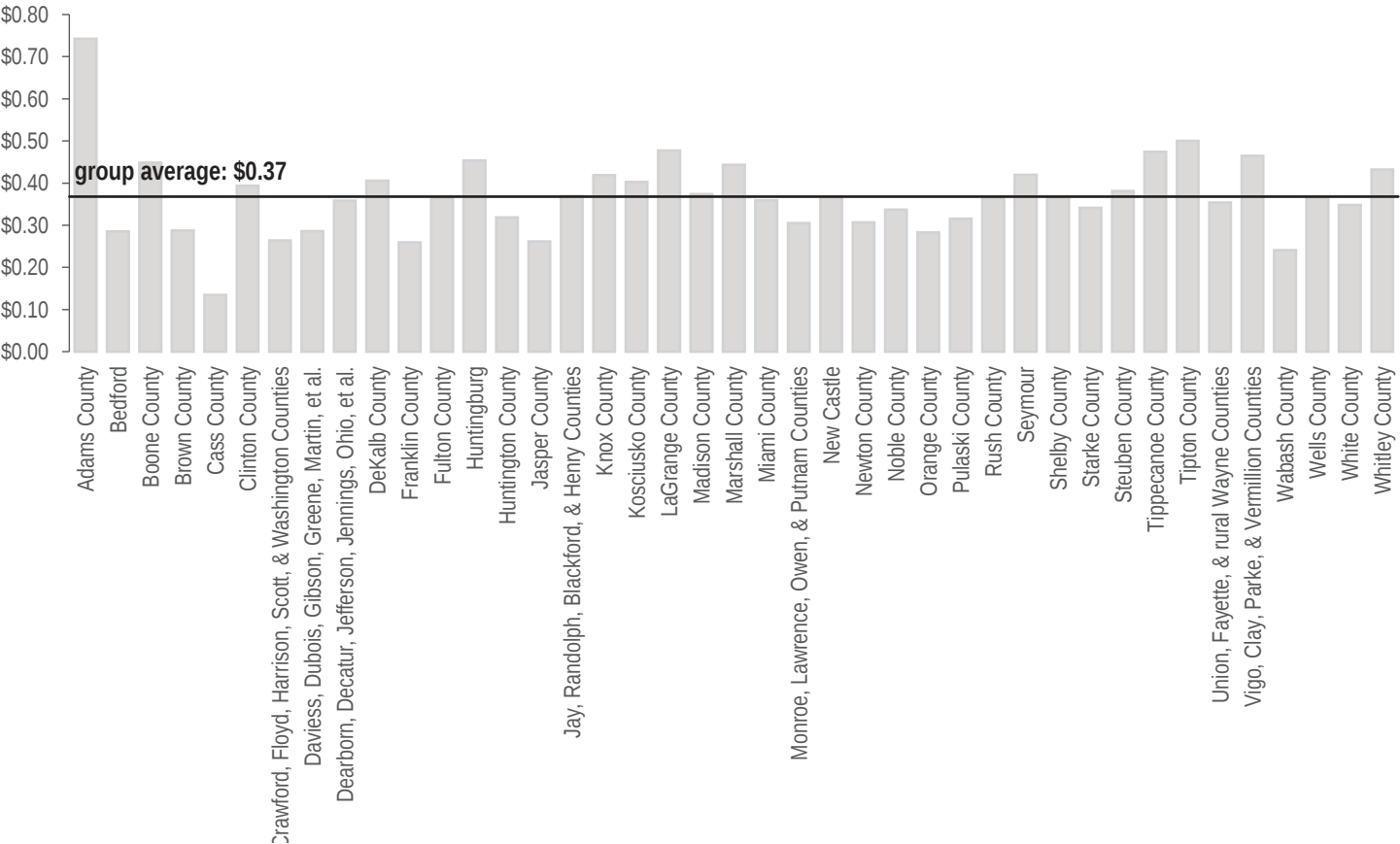
Group Four: Operating Expense Per Passenger Trip



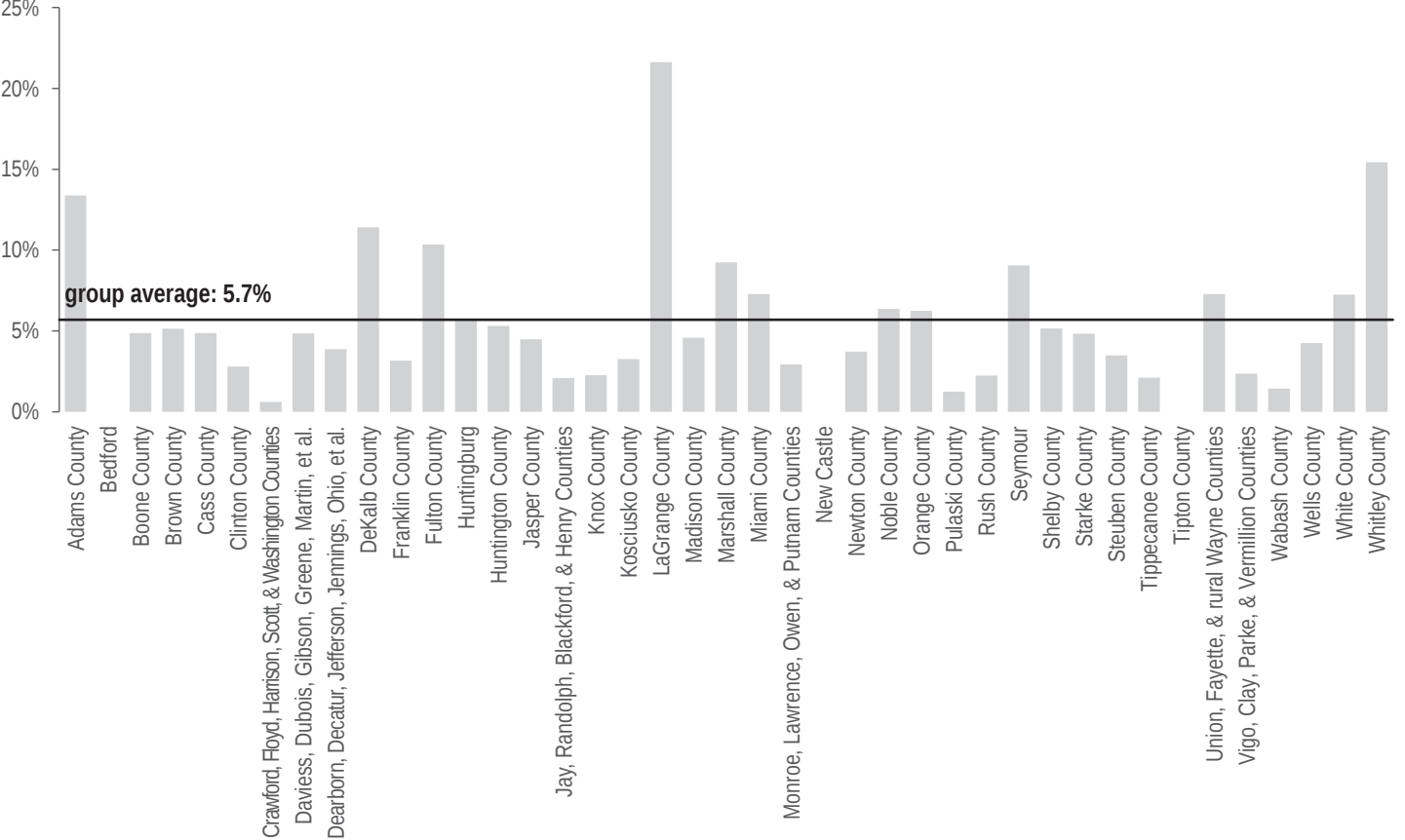
Group Four: Operating Expense Per Total Vehicle Mile



Group Four: Locally Derived Income Per Operating Expense



Group Four: Fare Recovery Ratio



NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

The Northern Indiana Commuter Transportation District (NICTD) provides commuter rail service between South Bend, Indiana and Chicago, Illinois. Because commuter rail operations are inherently different from bus and demand response services in terms of ridership, cost and revenue, NICTD was not

included in one of the four peer groups profiled in this section.

NICTD serves an estimated 1,057,244 Indiana residents along its service corridor. This represents approximately 16 percent of the state's population.

System	System Name	Service Area	Service Area Population
NICTD	Northern Indiana Commuter Transportation District	Lake, Porter, LaPorte, & St. Joseph Counties	1,057,244
Total			1,057,244
Total Indiana Population			6,785,528
Percent of Indiana Population			16%

NICTD ridership levels increased in 2025. NICTD provided 2,030,155 trips in 2025, an increase of 14.6 percent from 2024. Total vehicle miles increased

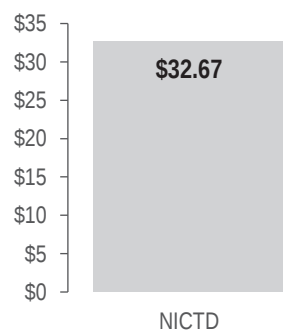
from 4.0 million miles in 2024 to nearly 4.5 million miles in 2024. This represents an increase of 9.0 percent.

System	Total Ridership			Total Vehicle Miles		
	2021	2022	Percent Change	2021	2022	Percent Change
NICTD	1,771,513	2,030,155	14.6%	4,096,851	4,464,675	9.0%
Total	1,771,513	2,030,155	14.6%	4,096,851	4,464,675	9.0%

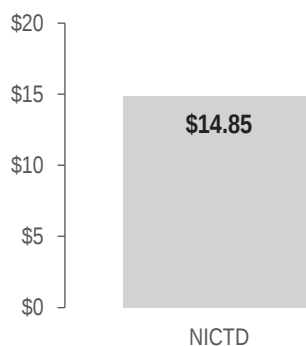
In 2025, NICTD's operating expense per passenger trip was \$32.67 (\$36.72 in 2024) while the operating cost per mile was \$14.85. NICTD covered \$0.30

of each dollar of operating expense through local sources. NICTD recovered 22.6 percent of its expenses through fare revenue alone.

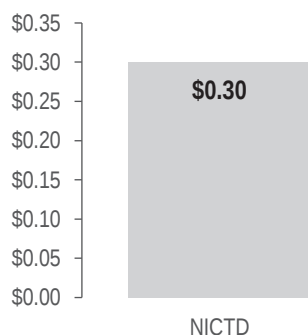
NICTD: Operating Expense Per Passenger Trip



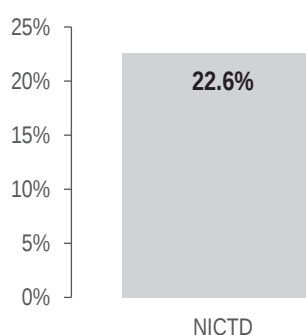
NICTD: Operating Expense Per Total Vehicle Mile



NICTD: Locally Derived Income Per Operating Expense



NICTD: Fare Recovery Ratio



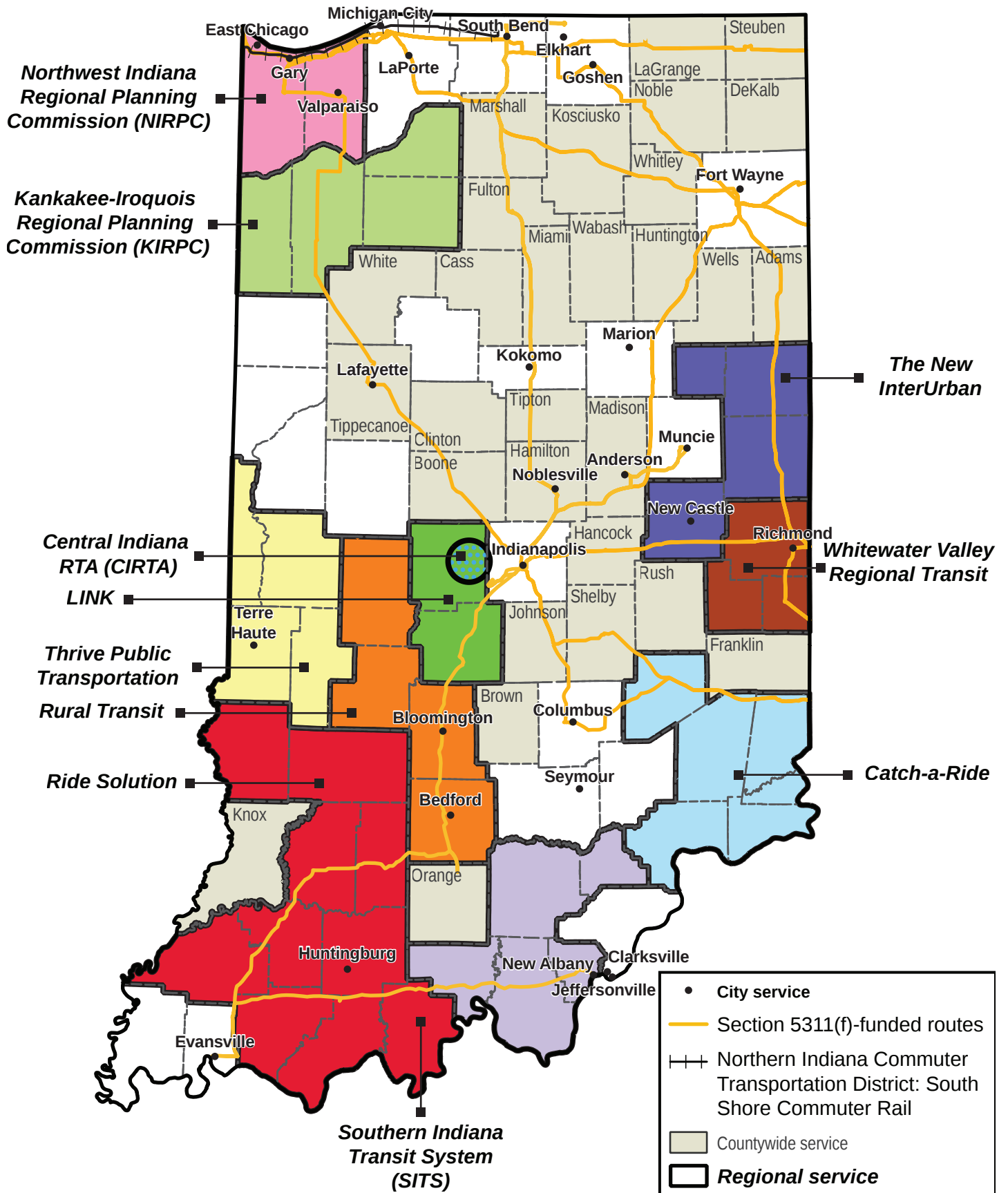


Transit System Pages

Calendar Year 2025

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2025 PUBLIC TRANSIT SYSTEMS IN INDIANA





ANDERSON

530 Dale Keith Jones Rd
Anderson IN 46012
(765) 648-6400

Contact: Travis Daniel, Admin Assistant

Email: t.daniel@cityofanderson.com

Website: www.cityofanderson.com

General Information

Type of Service	Fixed Route and Complementary Paratransit
Service Area	Anderson city limits
Service Population	54,788

Service Hours

Weekdays	6:00 AM–6:00 PM
Saturday	9:00 AM–3:00 PM
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	\$0.00
Elderly/Disabled	\$0.50
Transfer	\$0.00
Other/Special	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	21	2
Maintenance	4	2
Administration	5	0
	<u>30</u>	<u>4</u>

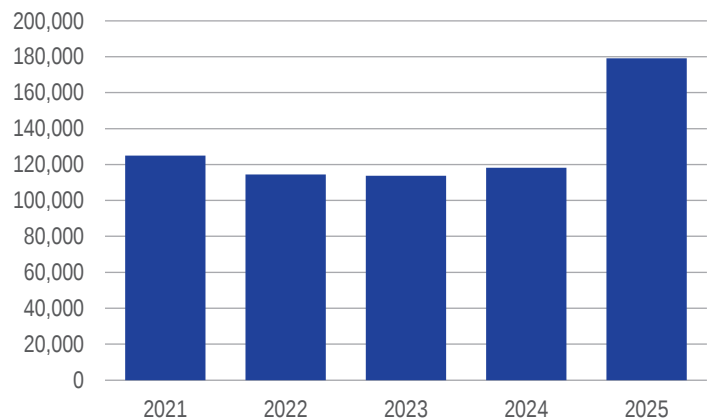
Operation Characteristics

Peak Hour Fleet	12
Base Fleet	10
Fuel Consumption (gal)	57,439

Ridership Trends

2021	124,987
2022	114,498
2023	113,684
2024	118,149
2025	179,039

System Ridership Trend





CATS - CITY OF ANDERSON TRANSIT SYSTEM

Legislative District

Indiana Senate	25
Indiana House	35, 36, 53
U.S. Congressional	5

Operating Expense Summary

Operator Salaries/Wages	\$1,804,797
Other Salaries/Wages	\$0
Fringe	\$638,922
Services	\$399,369
Materials and Supplies	\$257,510
Utilities	\$32,302
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$0
Total Expenses	\$3,132,900
Fixed Route Expenses	\$2,349,706
Demand Response Services	\$783,194

Revenue Summary

Fare Revenue	\$88,255
Contract/Other	\$0
Auxiliary/Non-Transit	\$27,324
In-Kind	\$0
Contra	\$0
Local Assistance	\$1,137,642
State Assistance	\$371,037
Federal Assistance	\$1,508,642
Total Revenue	\$3,132,900

Productivity

Total Passenger Boardings	179,039
Total Fixed Route Vehicle Miles	331,819
Total Demand Response Vehicle Miles	101,840
Total Vehicle Miles	433,659
Revenue Vehicle Miles	401,996
Revenue Vehicle Hours	31,478

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.22
Operating Expense per Passenger Trip	\$17.50
Passenger Trips per Total Vehicle Mile	0.41
Passenger Trips per Capita	3.19

Financial Performance

Operating Subsidy	\$3,017,321
Operating Subsidy Ratio	96%
Locally Derived Income	\$1,253,221
Locally Derived Income Per Operating Expense	\$0.40
Fare Recovery Ratio	3%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2014	Freightliner	Yes (Lift)	24 + 2 WC	Diesel
5	2015	Freightliner	Yes (Lift)	24 + 2 WC	Diesel
2	2015	Chevrolet	Yes (Lift)	12 + 2 WC	Diesel
2	2016	Chevrolet	Yes (Lift)	12 + 2 WC	Diesel
2	2017	Chevrolet	Yes (Lift)	12 + 2 WC	Diesel
2	2018	Chevrolet	Yes (Lift)	12 + 2 WC	Diesel
3	2025	Ford	Yes (Lift)	24 + 2 WC	Gas



BLOOMINGTON PUBLIC TRANSPORTATION CORP.

130 W Grimes Ln
Bloomington IN 47403
(812) 332-5688

Contact: John Connell, General Manager
Email: john.connell@bloomingtontransit.com
Website: www.bloomingtontransit.com

General Information

Type of Service	Fixed Route and Comp Paratransit/ On-Demand
Service Area	Monroe County
Service Population	139,718

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	64	8
Maintenance	10	0
Administration	7	1
	<u>81</u>	<u>9</u>

Service Hours

Weekdays	6:00AM–11:00 PM
Saturday	7:30 AM–9:30 PM
Sunday	8:30 AM–7:30 PM

Operation Characteristics

Peak Hour Fleet	45
Base Fleet	30
Fuel Consumption (gal)	202,986

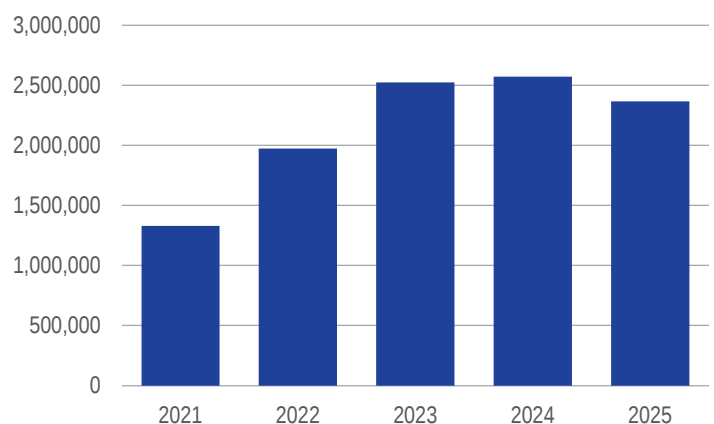
Fare Structure

Base	\$1.00
Youth	\$0.50
Elderly/Disabled	\$0.50
Transfer	\$0.00
Other/Special	
Daily/Monthly Fare Cap: Semi-Annual Pass	
Reduced Daily/Monthly Fare Cap/Semi-Red.	

Ridership Trends

2021	1,330,173
2022	1,973,733
2023	2,523,068
2024	2,570,784
2025	2,365,189

System Ridership Trend



BLOOMINGTON PUBLIC TRANSPORTATION CORP.

Legislative District

Indiana Senate	40
Indiana House	61, 62
U.S. Congressional	9



Operating Expense Summary

Operator Salaries/Wages	\$3,309,682
Other Salaries/Wages	\$2,409,287
Fringe	\$1,829,220
Services	\$2,225,734
Materials and Supplies	\$1,199,344
Utilities	\$286,366
Casualty/Liability	\$561,343
Purchased Transportation	\$0
Other	\$159,529
Total Expenses	\$11,980,505
Fixed Route Expenses	\$11,075,605
Demand Response Services	\$904,900

Revenue Summary

Fare Revenue	\$2,488,979
Contract/Other	\$0
Auxiliary/Non-Transit	\$1,291,726
In-Kind	\$0
Contra	\$29,505
Local Assistance	\$2,736,341
State Assistance	\$2,607,880
Federal Assistance	\$2,826,074
Total Revenue	\$12,010,010

Productivity

Total Passenger Boardings	2,365,189
Total Fixed Route Vehicle Miles	1,022,417
Total Demand Response Vehicle Miles	140,438
Total Vehicle Miles	1,162,855
Revenue Vehicle Miles	1,123,979
Revenue Vehicle Hours	103,557

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$10.30
Operating Expense per Passenger Trip	\$5.07
Passenger Trips per Total Vehicle Mile	2.03
Passenger Trips per Capita	21.48

Financial Performance

Operating Subsidy	\$8,170,295
Operating Subsidy Ratio	68%
Locally Derived Income	\$6,517,046
Locally Derived Income Per Operating Expense	\$0.54
Fare Recovery Ratio	21%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2007	Gillig	Yes	32 + 2 WC	Diesel
1	2008	Gillig	Yes	32 + 2 WC	Diesel
3	2009	Gillig	Yes	32 + 2 WC	Hybrid Diesel
2	2013	Gillig	Yes	32 + 2 WC	Hybrid Diesel
1	2015	Gillig	Yes	32 + 2 WC	Diesel
2	2016	Gillig	Yes	31 + 2 WC	Diesel
1	2017	Ford	Yes	9 + 2 WC	Gas
5	2017	Gillig	Yes	32 + 2 WC	Diesel
4	2018	Gillig	Yes	32 + 2 WC	Diesel
3	2019	Gillig	Yes	32 + 2 WC	Diesel
1	2019	Ford	Yes	13 + 2 WC	Gas
3	2019	Ford	Yes	9 + 2 WC	Gas
2	2021	Gillig	Yes	32 + 2 WC	Electric
3	2023	Chrysler	Yes	4 + 1 WC	Gas
4	2024	Gillig	Yes	32 + 2 WC	Electric
3	2024	Ford	Yes	14 + 2 WC	Gas
1	2024	Ford	Yes	9 + 1 WC	Gas
7	2025	Gillig	Yes	32 + 2 WC	Electric
3	2025	Gillig	Yes	32 + 3 WC	Electric
1	2025	Gillig	Yes	32 + 4 WC	Electric
1	2025	Gillig	Yes	32 + 5 WC	Electric



CIRTA

320 N Meridian St
Indianapolis IN 46204
(317) 327-7433

Contact: Amanda Meyer, Assistant Director & Mobility Manager
Email: ameyer@cirta.us
Website: www.cirta.us

General Information

Type of Service Fixed Route
Service Area Plainfield, IN & Whitestown, IN
Service Population 44,803
Weekdays 5:10 AM–7:05 PM

Saturday 5:10 AM–7:05 PM

Sunday No Service

Fare Structure

Base \$0.00
Youth \$0.00
Elderly/Disabled \$0.00
Transfer \$0.00
Other/Special

Personnel

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

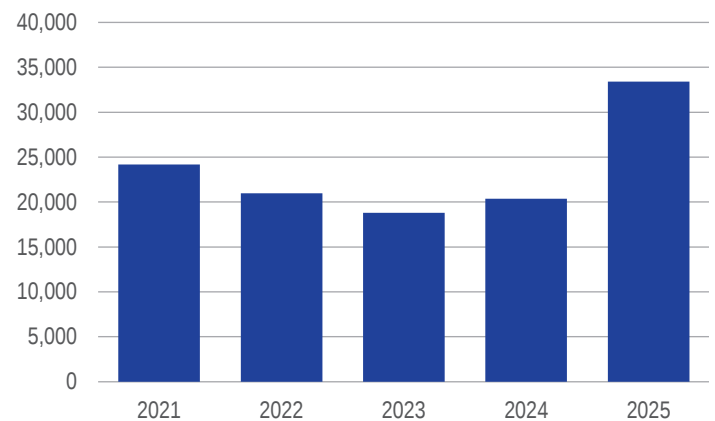
Operation Characteristics

Peak Hour Fleet	2
Base Fleet	2
Fuel Consumption (gal)	20,425

Ridership Trends

2021	24,162
2022	20,958
2023	18,800
2024	20,350
2025	33,387

System Ridership Trend





CENTRAL INDIANA REGIONAL TRANSPORTATION AUTHORITY

Legislative District

Indiana Senate 7, 24, 35
Indiana House 25, 40, 57
U.S. Congressional 4

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$0
Fringe	\$0
Services	\$0
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$1,152,556
Other	\$0
Total Expenses	\$1,152,556
Fixed Route Expenses	\$1,152,556
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$57,470
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$859,677
State Assistance	\$64,425
Federal Assistance	\$170,984
Total Revenue	\$1,152,556

Productivity

Total Passenger Boardings	33,387
Total Fixed Route Vehicle Miles	169,741
Total Demand Response Vehicle Miles	0
Total Vehicle Miles	169,741
Revenue Vehicle Miles	165,835
Revenue Vehicle Hours	7,947

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$6.79
Operating Expense per Passenger Trip	\$34.52
Passenger Trips per Total Vehicle Mile	0.2
Passenger Trips per Capita	0.74

Financial Performance

Operating Subsidy	\$1,095,086
Operating Subsidy Ratio	95%
Locally Derived Income	\$917,147
Locally Derived Income Per Operating Expense	\$0.80
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2 2	2025	Ford	Yes	22 + 1 WC	Gasoline



COLUMBUS

850 Lindsey St
Columbus IN 47201
(812) 376-2506

Contact: Matthew Dudukovich, Director
Email: mdudukovich@columbus.in.gov
Website: www.columbus.in.gov

General Information

Type of Service Fixed Route and Complementary Paratransit
Service Area Columbus city limits
Service Population 50,474

Service Hours

Weekdays 6:00 AM–8:00 PM
Saturday 8:00 AM–5:00 PM
Sunday No Service

Fare Structure

Base \$0.00
Youth \$0.00
Elderly/Disabled \$0.00
Transfer \$0.00
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	15	12
Maintenance	2	0
Administration	3	1
	20	13

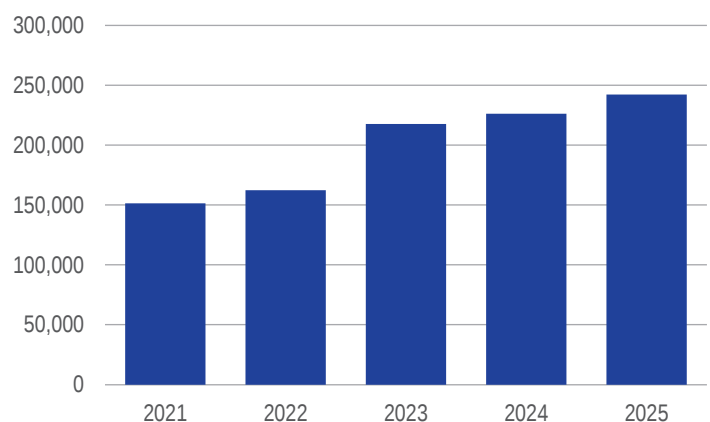
Operation Characteristics

Peak Hour Fleet 9
Base Fleet 9
Fuel Consumption (gal) 58,819

Ridership Trends

2021	151,368
2022	162,353
2023	217,636
2024	226,319
2025	242,296

System Ridership Trend





COLUMBUS TRANSIT

Legislative District

Indiana Senate	41
Indiana House	2
U.S. Congressional	6

Operating Expense Summary

Operator Salaries/Wages	\$979,641
Other Salaries/Wages	\$352,647
Fringe	\$787,221
Services	\$115,236
Materials and Supplies	\$293,700
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$0
Total Expenses	\$2,528,445
Fixed Route Expenses	\$1,971,359
Demand Response Services	\$557,086

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$1,315,119
State Assistance	\$303,388
Federal Assistance	\$909,938
Total Revenue	\$2,528,445

Productivity

Total Passenger Boardings	242,296
Total Fixed Route Vehicle Miles	246,606
Total Demand Response Vehicle Miles	83,924
Total Vehicle Miles	330,530
Revenue Vehicle Miles	309,490
Revenue Vehicle Hours	30,154

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.65
Operating Expense per Passenger Trip	\$10.44
Passenger Trips per Total Vehicle Mile	0.73
Passenger Trips per Capita	4.8

Financial Performance

Operating Subsidy	\$2,528,445
Operating Subsidy Ratio	100%
Locally Derived Income	\$1,315,119
Locally Derived Income Per Operating Expense	\$0.52
Fare Recovery Ratio	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2006	Gillig	yes	19 + 2 WC	Diesel
4	2018	Gillig	yes	17 + 2 WC	Diesel
2	2019	Gillig	yes	17 + 2 WC	Diesel
1	2025	Gillig	yes	17 + 2 WC	Diesel
1	2016	Ford F350	yes	4 WC	Gas
1	2009	Ford F350	yes	8 + 2 WC	Gas
1	2016	Ford F350	yes	18 + 2 WC	Gas
2	2022	Ford F350	yes	8 + 2 WC	Gas
5	2024	Ford F350	yes	10 + 2 WC	Gas



CITY OF EAST CHICAGO

5400 Cline Ave
 East Chicago IN 46312
 (219) 391-8465
Contact: Francisco Rosado Jr., Director
Email: frosado@eastchicago.com
Website: www.eastchicago.com/161/Bus-Transit

General Information

Type of Service	Fixed Route and Complementary Paratransit
Service Area	East Chicago city limits
Service Population	26,370

Service Hours

Weekdays	5:55 AM–8:28 PM
Saturday	9:00 AM–4:43 PM (SUSPENDED)
Sunday	No Service

Fare Structure

Base	\$0.00
Youth	\$0.00
Elderly/Disabled	\$0.00
Transfer	\$0.00
Other/Special	

Personnel

	Full-Time	Part-Time
Operations	5	0
Maintenance	1	2
Administration	3	1
	9	3

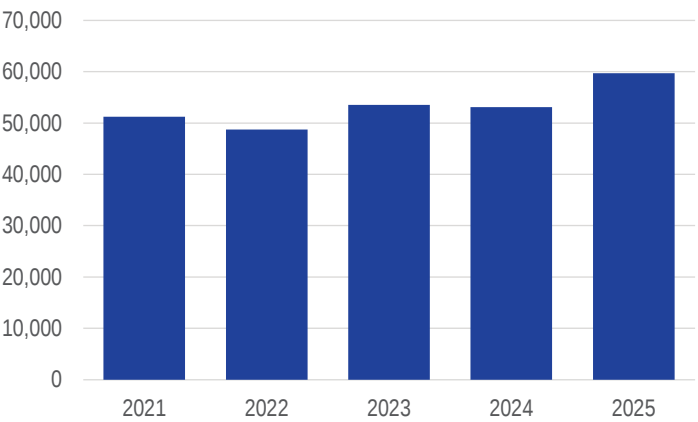
Operation Characteristics

Peak Hour Fleet	3
Base Fleet	3
Fuel Consumption (gal)	18,370

Ridership Trends

2021	51,228
2022	48,728
2023	53,534
2024	53,088
2025	59,715

System Ridership Trend





EAST CHICAGO TRANSIT

Legislative District

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

Operating Expense Summary

Operator Salaries/Wages	\$298,120
Other Salaries/Wages	\$314,190
Fringe	\$107,500
Services	\$5,250
Materials and Supplies	\$134,332
Utilities	\$3,000
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$0
Total Expenses	\$862,392
Fixed Route Expenses	\$647,482
Demand Response Services	\$214,910

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Auxiliary/Non-Transit	\$2,673
In-Kind	\$0
Contra	\$0
Local Assistance	\$98,605
State Assistance	\$331,254
Federal Assistance	\$429,860
Total Revenue	\$862,392

Productivity

Total Passenger Boardings	59,715
Total Fixed Route Vehicle Miles	63,222
Total Demand Response Vehicle Miles	25,151
Total Vehicle Miles	88,373
Revenue Vehicle Miles	74,096
Revenue Vehicle Hours	6,746

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$9.76
Operating Expense per Passenger Trip	\$14.44
Passenger Trips per Total Vehicle Mile	0.68
Passenger Trips per Capita	2.17

Financial Performance

Operating Subsidy	\$859,719
Operating Subsidy Ratio	100%
Locally Derived Income	\$101,278
Locally Derived Income Per Operating Expense	\$0.12
Fare Recovery Ratio	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
4	2020	Gillig	Yes (Ramp)	58 + 2 WC	Diesel
2	2021	Chevrolet	Yes (Ramp)	12 + 2 WC	Gas
1	2024	Gillig	Yes (Ramp)	58 + 2 WC	Diesel
<u>7</u>					



ELKHART

227 W Jefferson Blvd Rm 1120
 South Bend IN 46601
 (574) 674-8894

Contact: James Turnwald, Executive Director
Email: macogdir@macog.com
Website: www.interurbanrolley.com

General Information

Type of Service	Fixed Route and Demand Response ADA Only
Service Area	Elkhart County
Service Population	207,047

Service Hours

Weekdays	5:00 AM–8:00 PM
Saturday	5:00 AM–7:00 PM
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	\$0.50
Elderly/Disabled	\$0.50
Transfer	\$0.00
Other/Special	
\$2.00 Paratransit, \$0.00 PT assistant	
\$0.40 PT addtl adult, \$0.20 PT addtl child	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	39	10
Maintenance	2	2
Administration	3	4
	<u>44</u>	<u>16</u>

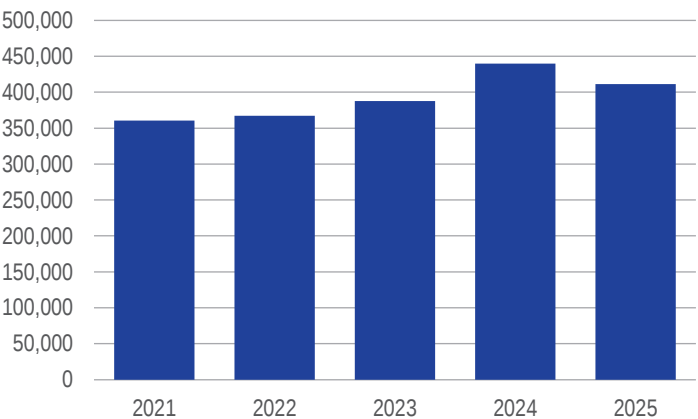
Operation Characteristics

Peak Hour Fleet	19
Base Fleet	18
Fuel Consumption (gal)	103,289

Ridership Trends

2021	360,315
2022	367,217
2023	387,756
2024	440,006
2025	411,439

System Ridership Trend





INTERURBAN TROLLEY/ IT ADA ACCESS

Legislative District

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

Operating Expense Summary

Operator Salaries/Wages	\$111,561
Other Salaries/Wages	\$0
Fringe	\$74,214
Services	\$0
Materials and Supplies	\$24,075
Utilities	\$5,623
Casualty/Liability	\$19,519
Purchased Transportation	\$4,377,077
Other	\$67,800
Total Expenses	\$4,679,869
Fixed Route Expenses	\$3,334,895
Demand Response Services	\$1,344,974

Revenue Summary

Fare Revenue	\$266,294
Contract/Other	\$0
Auxiliary/Non-Transit	\$36,150
In-Kind	\$0
Contra	\$0
Local Assistance	\$882,459
State Assistance	\$631,356
Federal Assistance	\$2,863,610
Total Revenue	\$4,679,869

Productivity

Total Passenger Boardings	411,439
Total Fixed Route Vehicle Miles	659,505
Total Demand Response Vehicle Miles	333,609
Total Vehicle Miles	993,114
Revenue Vehicle Miles	895,897
Revenue Vehicle Hours	54,078

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.71
Operating Expense per Passenger Trip	\$11.37
Passenger Trips per Total Vehicle Mile	0.41
Passenger Trips per Capita	4.98

Financial Performance

Operating Subsidy	\$4,377,425
Operating Subsidy Ratio	94%
Locally Derived Income	\$1,184,903
Locally Derived Income Per Operating Expense	\$0.25
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2015	EIDorado	Ramp	25 + 10 standing	Diesel
1	2016	EIDorado	Ramp	25 + 10 standing	Diesel
1	2018	Dodge	Ramp	4 + 1 WC	Gas
3	2018	EIDorado	Ramp	25 + 10 standing	Diesel
6	2022	Chrysler	Ramp	4 + 1 WC	Gas
3	2023	Chrysler	Ramp	4 + 1 WC	Gas
7	2024	New Flyer	Ramp	32 + 33 standing	Diesel



EVANSVILLE

601 John St
Evansville IN 47713
(812) 435-6166

Contact: Alicia Hall, Grant Manager
Email: ahall@evansville.in.gov
Website: www.mets.evansville.in.gov

General Information

Type of Service	Fixed Route, Demand Response, & Micro
Service Area	City of Evansville
Service Population	117,298

Service Hours

Weekdays	5:45AM–12:15AM
Saturday	6:15 AM–12:15 AM
Sunday	6:15 AM–6:15PM

Fare Structure

Base	\$0.75
Youth	\$0.50
Elderly/Disabled	\$0.35
Transfer	\$0.00
Other/Special	
Monthly pass	\$60.00
Seniors	\$30.00, Students \$45.00

Personnel

	Full-Time	Part-Time
Operations	64	0
Maintenance	10	0
Administration	7	1
	81	1

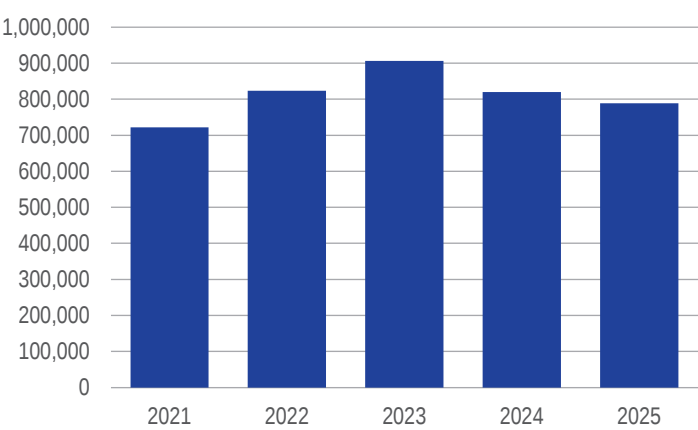
Operation Characteristics

Peak Hour Fleet	26
Base Fleet	26
Fuel Consumption (gal)	250,210

Ridership Trends

2021	722,004
2022	823,586
2023	906,183
2024	820,318
2025	788,829

System Ridership Trend





METROPOLITAN EVANSVILLE TRANSIT SYSTEM

Legislative District

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

Operating Expense Summary

Operator Salaries/Wages	\$4,571,251
Other Salaries/Wages	\$96,460
Fringe	\$2,629,453
Services	\$525,250
Materials and Supplies	\$1,291,442
Utilities	\$99,415
Casualty/Liability	\$196,214
Purchased Transportation	\$0
Other	\$4,379
Total Expenses	\$9,413,864
Fixed Route Expenses	\$6,156,667
Demand Response Services	\$3,257,197

Revenue Summary

Fare Revenue	\$1,503,109
Contract/Other	\$0
Auxiliary/Non-Transit	\$125,344
In-Kind	\$0
Contra	\$0
Local Assistance	\$3,407,200
State Assistance	\$2,277,946
Federal Assistance	\$2,100,265
Total Revenue	\$9,413,864

Productivity

Total Passenger Boardings	788,829
Total Fixed Route Vehicle Miles	1,284,962
Total Demand Response Vehicle Miles	225,525
Total Vehicle Miles	1,510,487
Revenue Vehicle Miles	1,452,144
Revenue Vehicle Hours	106,157

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$6.23
Operating Expense per Passenger Trip	\$11.93
Passenger Trips per Total Vehicle Mile	0.52
Passenger Trips per Capita	6.72

Financial Performance

Operating Subsidy	\$7,785,411
Operating Subsidy Ratio	83%
Locally Derived Income	\$5,035,653
Locally Derived Income Per Operating Expense	\$0.53
Fare Recovery Ratio	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2010	Gillig	Yes (Ramp)	26+8	Hybrid Electric
1	2012	Gillig	Yes (Ramp)	26+8	Diesel
2	2012	Gillig	Yes (Ramp)	26+8	Hybrid Electric
2	2012	Gillig	Yes (Ramp)	29+54	Diesel
1	2012	Ford	Yes (Lift)	22	CNG
1	2013	Chevrolet	Yes (Lift)	15	Diesel
2	2014	Gillig	Yes (Ramp)	26+17	Diesel
2	2016	Gillig	Yes (Ramp)	26+17	Diesel
5	2016	Chevrolet	Yes (Lift)	17	Diesel
2	2017	Gillig	Yes (Ramp)	26+17	Diesel
6	2018	Gillig	Yes (Ramp)	31+59	Diesel
4	2019	Ford	Yes (Lift)	15	Gas
1	2019	Gillig	Yes (Ramp)	31+59	Diesel
2	2020	Freightliner	Yes (Lift)	22	Diesel
5	2023	Gillig	Yes (Lift)	31+59	Hybrid Electric
3	2023	Ford	Yes (Lift)	15	Gas
2	2024	Ford	Yes (Lift)	15	Gas



FORT WAYNE

801 Leesburg Rd
 Fort Wayne IN 46808
 (260) 432-4977
Contact: LaTasha Thompson, CFO/Controller
Email: ltt@fwcitilink.com
Website: www.fwcitilink.com

General Information

Type of Service Fixed Route & Demand Response
Service Area Fort Wayne Metropolitan Area
Service Population 263,886

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	72	1
Maintenance	14	4
Administration	14	0
	<u>100</u>	<u>5</u>

Service Hours

Weekdays 5:25 AM–9:45 PM
Saturday 7:30 AM–6:30 PM
Sunday No Service

Operation Characteristics

Peak Hour Fleet 46
Base Fleet 40
Fuel Consumption (gal) 350,370

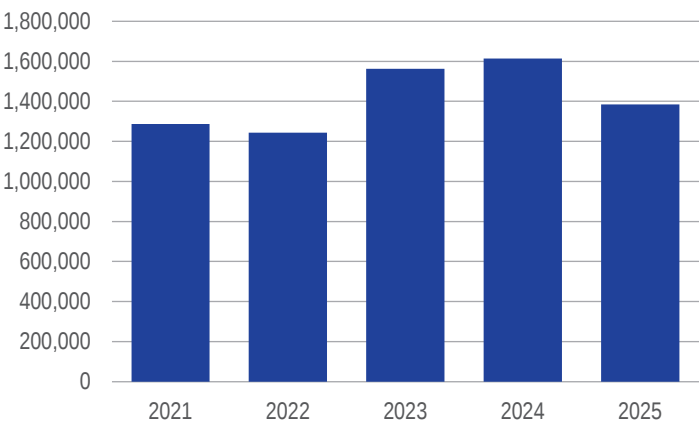
Fare Structure

Base \$1.50
Youth \$0.75
Elderly/Disabled \$0.75
Transfer \$0.00
Other/Special
 Monthly Pass \$54.00/\$27.00
 Access \$3.00, Access+ \$4.50, Day Pass \$3.75/\$1.85

Ridership Trends

2021	1,286,579
2022	1,242,583
2023	1,561,932
2024	1,613,609
2025	1,384,128

System Ridership Trend





CITILINK/FORT WAYNE PUBLIC TRANSPORTATION CORP

Legislative District

Indiana Senate 14, 15, 16, 19
Indiana House 80, 81, 82, 83, 84, 85
U.S. Congressional 3

Operating Expense Summary

Operator Salaries/Wages	\$5,547,830
Other Salaries/Wages	\$3,371,007
Fringe	\$4,615,840
Services	\$919,765
Materials and Supplies	\$2,118,230
Utilities	\$156,470
Casualty/Liability	\$691,836
Purchased Transportation	\$96,356
Other	\$458,995
Total Expenses	\$17,976,329
Fixed Route Expenses	\$12,984,226
Demand Response Services	\$4,992,103

Revenue Summary

Fare Revenue	\$1,233,152
Contract/Other	\$0
Auxiliary/Non-Transit	\$734,791
In-Kind	\$0
Contra	\$0
Local Assistance	\$8,538,603
State Assistance	\$2,152,745
Federal Assistance	\$5,317,038
Total Revenue	\$17,976,329

Productivity

Total Passenger Boardings	1,384,128
Total Fixed Route Vehicle Miles	1,472,470
Total Demand Response Vehicle Miles	562,764
Total Vehicle Miles	2,035,234
Revenue Vehicle Miles	1,792,349
Revenue Vehicle Hours	114,089

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$8.83
Operating Expense per Passenger Trip	\$12.99
Passenger Trips per Total Vehicle Mile	0.68
Passenger Trips per Capita	5.16

Financial Performance

Operating Subsidy	\$16,008,386
Operating Subsidy Ratio	89%
Locally Derived Income	\$10,506,546
Locally Derived Income Per Operating Expense	\$0.58
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2006	Gillig	Yes (Ramp)	32 + 2 WC	Diesel
3	2008	Gillig	Yes (Ramp)	32 + 2 WC	Diesel
7	2010	Gillig	Yes (Ramp)	32 + 2 WC	Diesel
1	2012	Gillig	Yes (Ramp)	32 + 2 WC	Hybrid
5	2013	Gillig	Yes (Ramp)	32 + 2 WC	Hybrid
4	2015	Gillig	Yes (Ramp)	38 + 2 WC	Hybrid
2	2016	Chevrolet	Yes (Lift)	14 + 2 WC	Diesel
1	2016	Gillig	Yes (Ramp)	38 + 2 WC	Hybrid
1	2017	Gillig	Yes (Ramp)	38 + 2 WC	Hybrid
2	2018	Gillig	Yes (Ramp)	38 + 2 WC	Hybrid
3	2019	Ford	Yes (Lift)	10 + 5 WC	Gas
1	2019	Ford	Yes (Lift)	14 + 2 WC	Gas
2	2019	Gillig	Yes (Ramp)	38 + 2 WC	Diesel
5	2022	Gillig	Yes (Lift)	31 + 2 WC	Diesel
14	2023	Ford	Yes (Ramp)	12 + 2 WC	Gas
2	2023	Gillig	Yes (Lift)	31 + 2 WC	Diesel
6	2024	Ford	Yes (Lift)	10 + 5 WC	Gas
2	2024	Gillig	Yes (Lift)	31 + 2 WC	Diesel
3	2025	Ford	Yes (lift)	10 + 5 WC	Gas



GARY

100 W 4th Ave
Gary IN 46402
(219) 885-7555 x 201
Contact: Denise Dillard, General Manager
Email: ddillard@gptcbus.com
Website: www.garytransit.com

General Information

Type of Service	Fixed Route & Demand Response
Service Area	Lake County
Service Population	498,700

Service Hours

Weekdays	5:00 AM–9:30 PM
Saturday	8:00 AM–6:00 PM
Sunday	None

Fare Structure

Base	\$1.60
Youth	\$1.25
Elderly/Disabled	\$0.80
Transfer	\$0.00
Other/Special	
Bus 30-day: \$50/\$35; 15-day: \$27. Bikeshare \$1.50	

Personnel

	Full-Time	Part-Time
Operations	51	0
Maintenance	23	2
Administration	13	0
	87	2

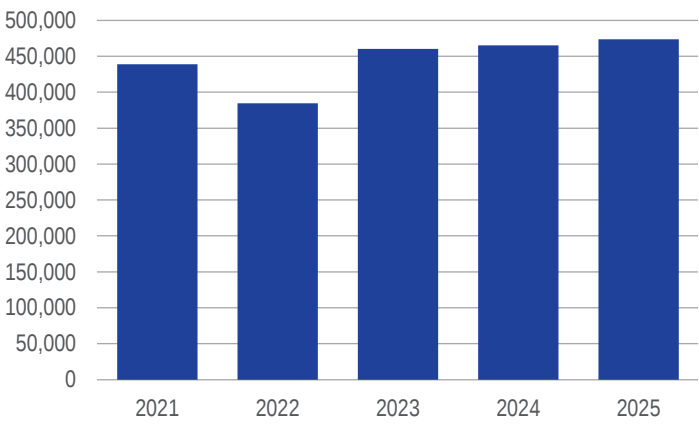
Operation Characteristics

Peak Hour Fleet	20
Base Fleet	17
Fuel Consumption (gal)	150,968

Ridership Trends

2021	438,804
2022	384,357
2023	460,485
2024	465,376
2025	473,570

System Ridership Trend





GARY PUBLIC TRANSPORTATION CORPORATION

Legislative District

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

Operating Expense Summary

Operator Salaries/Wages	\$3,137,162
Other Salaries/Wages	\$1,619,814
Fringe Services	\$1,640,149
Materials and Supplies	\$1,682,631
Utilities	\$856,725
Casualty/Liability	\$171,216
Purchased Transportation	\$720,514
Other	\$0
Total Expenses	\$1,685,540
Fixed Route Expenses	\$11,513,751
Demand Response Services	\$10,505,814
	\$1,007,937

Revenue Summary

Fare Revenue	\$272,907
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$2,618,509
State Assistance	\$1,296,918
Federal Assistance	\$7,325,417
Total Revenue	\$11,513,751

Productivity

Total Passenger Boardings	473,570
Total Fixed Route Vehicle Miles	862,417
Total Demand Response Vehicle Miles	82,741
Total Vehicle Miles	945,158
Revenue Vehicle Miles	943,503
Revenue Vehicle Hours	67,113

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$12.18
Operating Expense per Passenger Trip	\$24.31
Passenger Trips per Total Vehicle Mile	0.5
Passenger Trips per Capita	6.23

Financial Performance

Operating Subsidy	\$11,240,844
Operating Subsidy Ratio	98%
Locally Derived Income	\$2,891,416
Locally Derived Income Per Operating Expense	\$0.25
Fare Recovery Ratio	2%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2007	Gillig	Yes (Ramp)	31 + 2 WC	Diesel
1	2009	Gillig	Yes (Ramp)	25 + 2 WC	Diesel
3	2010	Gillig	Yes (Ramp)	25 + 2 WC	Diesel
3	2014	Gillig	Yes (Ramp)	25 + 2 WC	Diesel
2	2017	Ford E450	Yes (Lift)	10 + 3 WC	Gas
3	2017	Ford E450	Yes (Lift)	10 + 3 WC	Gas
1	2017	Gillig	Yes (Ramp)	25 + 2 WC	Diesel
2	2018	Ford E450	Yes (Lift)	10 + 3 WC	Gas
2	2019	Ford E450	Yes (Lift)	10 + 3 WC	Gas
3	2022	Ford E450	Yes (Lift)	10 + 3 WC	Gas
1	2022	Gillig	Yes (Ramp)	25 + 2 WC	Diesel
2	2022	Gillig	Yes (Ramp)	31 + 2 WC	Diesel
2	2023	Gillig	Yes (Ramp)	25 + 2 WC	Diesel
4	2023	Gillig	Yes (Ramp)	25 + 2 WC	Electric



HAMILTON COUNTY

1555 Westfield Rd
Noblesville IN 46062
(317) 776-3226

Contact: Ben Platz, Senior Transportation Manager
Email: bplatz@janus-inc.org
Website: www.janus-inc.org/hamilton-county-express

General Information

Type of Service Demand Response
Service Area Hamilton County
Service Population 347,467

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	17	26
Maintenance	1	0
Administration	2	0
	<u>20</u>	<u>26</u>

Service Hours

Weekdays 6:00 AM–6:00 PM
Saturday 7:00 AM–3:00 PM
Sunday No Service

Operation Characteristics

Peak Hour Fleet	24
Base Fleet	20
Fuel Consumption (gal)	82,131

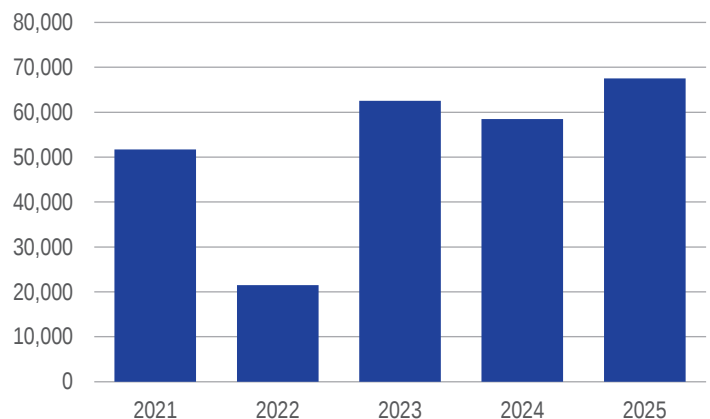
Fare Structure

Base \$3.00
Youth \$0.00
Elderly/Disabled \$3.00
Transfer \$0.00
Other/Special
youth fare for <11 yr old
elderly/disabled pay base fare

Ridership Trends

2021	51,698
2022	21,494
2023	62,514
2024	58,457
2025	67,502

System Ridership Trend





HAMILTON COUNTY EXPRESS

Legislative District

Indiana Senate	20, 21, 25, 29, 31
Indiana House	24, 29, 32, 37, 39, 88
U.S. Congressional	5

Operating Expense Summary

Operator Salaries/Wages	\$1,258,937
Other Salaries/Wages	\$0
Fringe	\$257,855
Services	\$117,002
Materials and Supplies	\$300,097
Utilities	\$26,470
Casualty/Liability	\$57,058
Purchased Transportation	\$0
Other	\$276,143
Total Expenses	\$2,293,562
Fixed Route Expenses	\$0
Demand Response Services	\$2,293,562

Revenue Summary

Fare Revenue	\$148,050
Contract/Other	\$0
Auxiliary/Non-Transit	\$233,050
In-Kind	\$0
Contra	\$0
Local Assistance	\$829,231
State Assistance	\$254,000
Federal Assistance	\$829,231
Total Revenue	\$2,293,562

Productivity

Total Passenger Boardings	67,502
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	768,302
Total Vehicle Miles	768,302
Revenue Vehicle Miles	651,187
Revenue Vehicle Hours	36,137

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.99
Operating Expense per Passenger Trip	\$33.98
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	0.19

Financial Performance

Operating Subsidy	\$1,912,462
Operating Subsidy Ratio	83%
Locally Derived Income	\$1,210,331
Locally Derived Income Per Operating Expense	\$0.53
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
5	2017	Ford	Yes (Lift)	12 + 1 WC	Gas
5	2018	Ford	Yes (Lift)	8 + 1 WC	Gas
3	2019	Ford	Yes (Lift)	12 + 1 WC	Gas
3	2021	Ford	Yes (Lift)	12 + 1 WC	Gas
2	2024	Ford	Yes (Lift)	12 + 1 WC	Gas
2	2024	Ford	Yes (Lift)	8 + 1 WC	Gas
6	2024	Chrysler	Yes (Ramp)	3 + 1 WC	Gas
26					



HANCOCK COUNTY

1870 Fields Blvd
Greenfield IN 46140
(317) 462-3758

Contact: Suzanne Derengowski, Executive Director
Email: suzanned@hcssi.org
Website: www.hcssi.org

General Information

Type of Service Demand Response
Service Area Hancock County
Service Population 79,840

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	2	18
Maintenance	0	0
Administration	2	0
	<u>4</u>	<u>18</u>

Service Hours

Weekdays 7:00 AM–5:00 PM
Saturday No Service
Sunday No Service

Operation Characteristics

Peak Hour Fleet	11
Base Fleet	9
Fuel Consumption (gal)	11,038

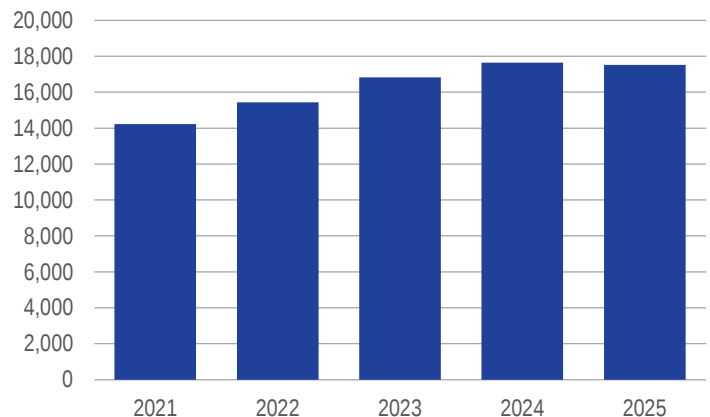
Fare Structure

Base \$4.00
Youth \$4.00
Elderly/Disabled \$4.00
Transfer \$0.00
Other/Special

Ridership Trends

2021	14,220
2022	15,428
2023	16,831
2024	17,651
2025	17,525

System Ridership Trend





HCSS-RIDE HANCOCK

Legislative District

Indiana Senate	28
Indiana House	53, 54, 88
U.S. Congressional	6

Operating Expense Summary

Operator Salaries/Wages	\$352,121
Other Salaries/Wages	\$0
Fringe	\$0
Services	\$18,803
Materials and Supplies	\$33,218
Utilities	\$15,848
Casualty/Liability	\$42,687
Purchased Transportation	\$0
Other	\$57,178
Total Expenses	\$519,855
Fixed Route Expenses	\$0
Demand Response Services	\$519,855

Revenue Summary

Fare Revenue	\$56,229
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$194,768
State Assistance	\$69,392
Federal Assistance	\$199,466
Total Revenue	\$519,855

Productivity

Total Passenger Boardings	17,525
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	172,200
Total Vehicle Miles	172,200
Revenue Vehicle Miles	146,867
Revenue Vehicle Hours	11,349

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.02
Operating Expense per Passenger Trip	\$29.66
Passenger Trips per Total Vehicle Mile	0.1
Passenger Trips per Capita	0.22

Financial Performance

Operating Subsidy	\$463,626
Operating Subsidy Ratio	89%
Locally Derived Income	\$250,997
Locally Derived Income Per Operating Expense	\$0.48
Fare Recovery Ratio	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2010	Ford	Yes (Lift)	9 + 2 WC	Gas
2	2013	Dodge	Yes (Ramp)	5 + 1 WC	Gas
1	2015	Dodge	Yes (Ramp)	5 + 1 WC	Gas
1	2016	Dodge	Yes (Ramp)	5 + 1 WC	Gas
7	2019	Dodge	Yes (Ramp)	5 + 1 WC	Gas
12					



HENDRICKS & MORGAN COUNTIES

1001 Sycamore Ln
Danville IN 46122
(317) 745-4715

Contact: LaDonna Everroad, Chief Operating Officer
Email: lreverroad@sycamoreservices.com
Website: www.sycamoreservices.com

General Information

Type of Service Demand Response
Service Area Hendricks & Morgan Counties
Service Population 246,568

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	6	31
Maintenance	0	0
Administration	2	4
	<u>8</u>	<u>35</u>

Service Hours

Weekdays 6 AM–6 PM
Saturday
Sunday

Operation Characteristics

Peak Hour Fleet 24
Base Fleet 0
Fuel Consumption (gal) Unreported

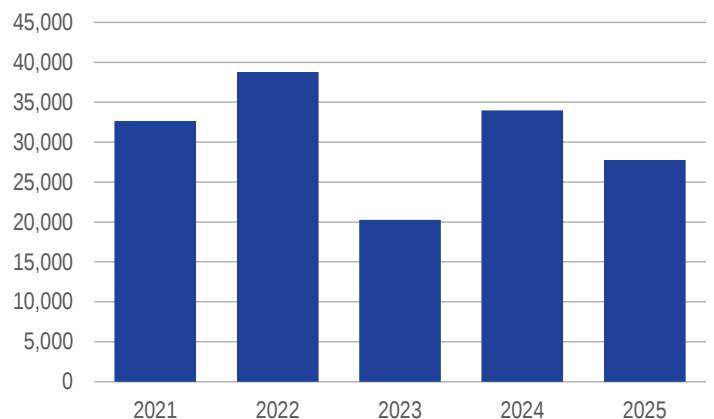
Fare Structure

Base \$6.00
Youth
Elderly/Disabled
Transfer
Other/Special
\$8 out of town. Morgan \$6 base, \$8 out of town

Ridership Trends

2021	32,653
2022	38,797
2023	20,258
2024	33,982
2025	27,767

System Ridership Trend





HENDRICKS COUNTY TRANSIT/ SYCAMORE SERVICES DBA LINK

Legislative District

Indiana Senate 7, 24, 35, 37
Indiana House 25, 28, 40, 57, 60
U.S. Congressional 4

Operating Expense Summary

Operator Salaries/Wages	\$335,104
Other Salaries/Wages	\$116,552
Fringe	\$69,636
Services	\$75,960
Materials and Supplies	\$119,734
Utilities	\$5,735
Casualty/Liability	\$58,876
Purchased Transportation	\$0
Other	\$106,436
Total Expenses	\$888,033
Fixed Route Expenses	\$0
Demand Response Services	\$888,033

Revenue Summary

Fare Revenue	\$16,666
Contract/Other	\$0
Auxiliary/Non-Transit	\$6,018
In-Kind	\$0
Contra	\$26,774
Local Assistance	\$40,202
State Assistance	\$379,086
Federal Assistance	\$419,287
Total Revenue	\$888,033

Productivity

Total Passenger Boardings	27,767
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	376,168
Total Vehicle Miles	376,168
Revenue Vehicle Miles	304,959
Revenue Vehicle Hours	16,856

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.36
Operating Expense per Passenger Trip	\$31.98
Passenger Trips per Total Vehicle Mile	0.07
Passenger Trips per Capita	6.64

Financial Performance

Operating Subsidy	\$838,575
Operating Subsidy Ratio	94%
Locally Derived Income	\$62,886
Locally Derived Income Per Operating Expense	\$0.07
Fare Recovery Ratio	2%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	CU	2	Lift
2	2024	CU	2	Lift
2	2024	MV	1	Ramp
2	2021	MV	1	Ramp
2	2019	CU	2	Lift
2	2018	CU	2	Lift
3	2017	CU	2	Lift
1	2016	MV	1	Ramp
1	2016	CU	2	Lift
1	2015	MV	1	Ramp
1	2015	CU	2	Lift
1	2012	VN	1	Ramp
1	2009	CU	2	Lift
2	2024	MV	2	Ramp
3	2021	MV	1	Ramp
2	2019	MV	1	Ramp
1	2015	MV	1	Ramp
3	2015	CU	2	Lift
1	2013	MV	1	Ramp
1	2013	CU	2	Lift



INDIANAPOLIS

1501 W Washington St
Indianapolis IN 46222
(317) 635-2100

Contact: Jennifer Pyrz, President & CEO
Email: jennifer.pyrz@indygo.net
Website: www.indygo.com

General Information

Type of Service Fixed Route and Demand Response
Service Area Marion County
Service Population 977,203

Service Hours

Weekdays 4:09 AM–1:12 AM
Saturday 5:14 AM–1:05 AM
Sunday 6:14 AM–10:19 PM

Fare Structure

Base \$1.75
Youth \$0.85
Elderly/Disabled \$0.85
Transfer \$0.00
Other/Special
Veterans ride free
Free 2-hour transfer

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	586	2
Maintenance	133	0
Administration	123	1
	842	3

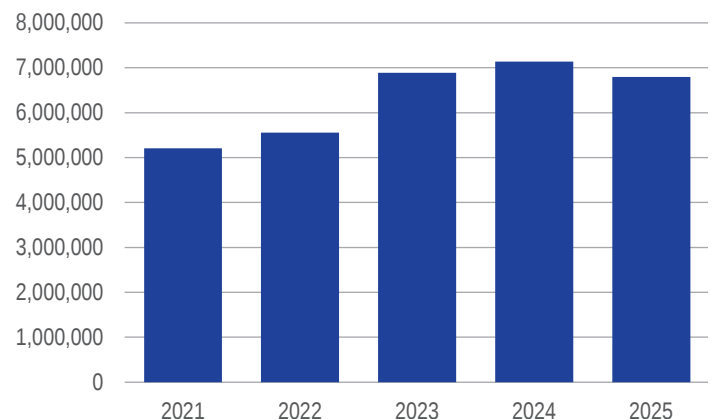
Operation Characteristics

Peak Hour Fleet	178
Base Fleet	127
Fuel Consumption (gal)	1,889,111

Ridership Trends

2021	5,203,518
2022	5,552,608
2023	6,889,357
2024	7,133,338
2025	6,796,328

System Ridership Trend





Group

1

Legislative District

Indiana Senate	28, 29, 30, 31, 32, 33, 34, 35, 36, 46 24, 25, 32, 40, 47, 53, 57, 58, 86, 87, 88, 89, 90, 91, 95, 93, 94, 95, 96, 97,
Indiana House	98, 99, 100
U.S. Congressional	6, 7

Operating Expense Summary

Operator Salaries/Wages	\$28,893,589
Other Salaries/Wages	\$28,916,749
Fringe	\$18,722,445
Services	\$23,791,673
Materials and Supplies	\$12,552,358
Utilities	\$2,655,736
Casualty/Liability	\$3,903,192
Purchased Transportation	\$13,050,882
Other	\$734,128
Total Expenses	\$133,220,752
Fixed Route Expenses	\$116,981,464
Demand Response Services	\$16,239,288

Revenue Summary

Fare Revenue	\$5,769,857
Contract/Other	\$0
Auxiliary/Non-Transit	\$7,961,527
In-Kind	\$0
Contra	\$0
Local Assistance	\$93,635,759
State Assistance	\$11,369,828
Federal Assistance	\$14,483,781
Total Revenue	\$133,220,752

Productivity

Total Passenger Boardings	6,796,328
Total Fixed Route Vehicle Miles	9,557,772
Total Demand Response Vehicle Miles	1,775,779
Total Vehicle Miles	11,333,551
Revenue Vehicle Miles	9,915,414
Revenue Vehicle Hours	726,342

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$11.75
Operating Expense per Passenger Trip	\$19.60
Passenger Trips per Total Vehicle Mile	0.6
Passenger Trips per Capita	6.95

Financial Performance

Operating Subsidy	\$119,489,368
Operating Subsidy Ratio	90%
Locally Derived Income	\$107,367,143
Locally Derived Income Per Operating Expense	\$0.81
Fare Recovery Ratio	4%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2013	Gillig	Yes (Lift)	38 + 2 WC	Hybrid
13	2014	Gillig	Yes (Lift)	38 + 2 WC	Diesel
13	2015	Gillig	Yes (Lift)	38 + 2 WC	Diesel
13	2016	Gillig	Yes (Lift)	38 + 2 WC	Diesel
11	2017	Ford	Yes (Lift)	10 + 2 WC	Gas
16	2017	Gillig	Yes (Lift)	38 + 2 WC	Diesel
17	2018	Gillig	Yes (Lift)	38 + 2 WC	Diesel
12	2018	BYD	Yes (Lift)	47 + 2 WC	Electric
19	2019	BYD	Yes (Lift)	47 + 2 WC	Electric
14	2019	Ford	Yes (Lift)	9 + 3 WC	Gas
16	2019	Gillig	Yes (Lift)	38 + 2 WC	Diesel
28	2020	Gillig	Yes (Lift)	38 + 2 WC	Diesel
24	2021	Gillig	Yes (Lift)	38 + 2 WC	Hybrid
3	2022	Gillig	Yes (Lift)	38 + 2 WC	Hybrid
21	2022	Ford	Yes (Lift)	9 + 3 WC	Gas
2	2019	Dodge	Yes (Lift)	5 + 1 WC	Gas
1	2023	Gillig	Yes (Lift)	38 + 2 WC	Hybrid
10	2023	BYD	Yes (Lift)	47 + 2 WC	Electric
18	2024	BYD	Yes (Lift)	47 + 2 WC	Electric
10	2025	Ford	Yes (Lift)	9 + 3 WC	Gas
20	2025	Gillig	Yes (Lift)	38 + 2 WC	Hybrid
19	2026	Ford	Yes (Lift)	9 + 3 WC	Gas



JOHNSON COUNTY

3500 N Morton St
PO Box 216
Franklin IN 46131
(317) 738-5523

Contact: Becky Allen, Director of Transportation

Email: becky.allen@gatewayarc.com

Website: www.gatewayarc.com

General Information

Type of Service	Flexible Fixed Route and Demand Response
Service Area	Johnson County
Service Population	161,765

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	16	18
Maintenance	1	0
Administration	1	3
	18	21

Service Hours

Weekdays	6:15 AM–7:00 PM
Saturday	No Service
Sunday	No Service

Operation Characteristics

Peak Hour Fleet	16
Base Fleet	12
Fuel Consumption (gal)	59,569

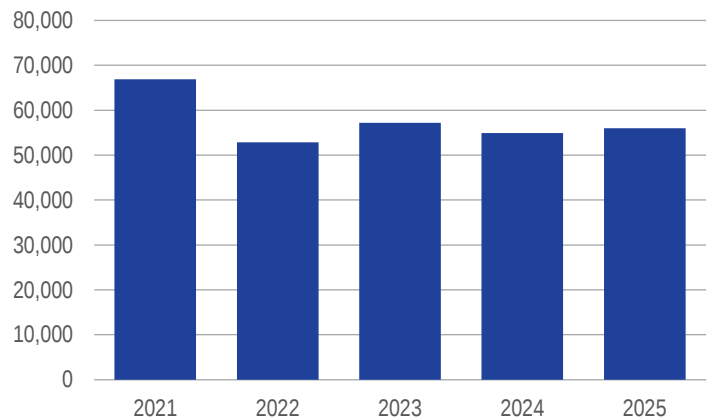
Fare Structure

Base	\$4.00
Youth	\$4.00
Elderly/Disabled	\$4.00
Transfer	\$0.00
Other/Special	
\$1 Bus stop to bus stop	
\$2 Deviations	

Ridership Trends

2021	66,891
2022	52,856
2023	57,200
2024	54,895
2025	55,945

System Ridership Trend





ACCESS JOHNSON COUNTY PUBLIC TRANSIT

Legislative District

Indiana Senate	32, 36, 37, 41
Indiana House	47, 57, 58, 60
U.S. Congressional	6

Operating Expense Summary

Operator Salaries/Wages	\$928,846
Other Salaries/Wages	\$292,949
Fringe	\$104,941
Services	\$235,074
Materials and Supplies	\$262,760
Utilities	\$38,808
Casualty/Liability	\$107,229
Purchased Transportation	\$0
Other	\$100,233
Total Expenses	\$2,070,840
Fixed Route Expenses	\$951,108
Demand Response Services	\$1,119,732

Revenue Summary

Fare Revenue	\$86,068
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$990,582
State Assistance	\$253,078
Federal Assistance	\$741,112
Total Revenue	\$2,070,840

Productivity

Total Passenger Boardings	55,945
Total Fixed Route Vehicle Miles	183,988
Total Demand Response Vehicle Miles	276,058
Total Vehicle Miles	460,046
Revenue Vehicle Miles	407,451
Revenue Vehicle Hours	27,804

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.50
Operating Expense per Passenger Trip	\$37.02
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	0.35

Financial Performance

Operating Subsidy	\$1,984,772
Operating Subsidy Ratio	96%
Locally Derived Income	\$1,076,650
Locally Derived Income Per Operating Expense	\$0.52
Fare Recovery Ratio	4%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
4	2017	Elkhart/Ford	Yes (Lift)	32 + 8 WC	Gas
1	2015	Braun/Dodge	Yes (Ramp)	3 + 2 WC	Gas
1	2017	Braun/Dodge	Yes (Ramp)	5 + 2 WC	Gas
3	2018	Elkhart/Ford	Yes (Lift)	24 + 6 WC	Gas
5	2019	Elkhart/Ford	Yes (Lift)	54 + 10 WC	Gas
2	2021	Elkhart/Ford	Yes (Lift)	24 + 4 WC	Gas
6	2024	Elkhart/Ford	Yes (Lift)	64 + 12 WC	Gas
2	2026	Elkhart/Ford	Yes (Lift)	20 + 4 WC	Gas



KOKOMO

219 E Sycamore St
Kokomo IN 46901
(765) 456-7556

Contact: Tammy Corn, Executive Director
Email: tcorn@kokomompo.com
Website: www.cityofkokomo.org

General Information

Type of Service Fixed Route and Complementary Paratransit
Service Area Kokomo city limits
Service Population 59,604

Service Hours

Weekdays 6:00 AM–7:00 PM
Saturday No Service
Sunday No Service

Fare Structure

Base \$0.00
Youth \$0.00
Elderly/Disabled \$0.00
Transfer \$0.00
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	8	23
Maintenance	0	7
Administration	7	2
	<u>15</u>	<u>32</u>

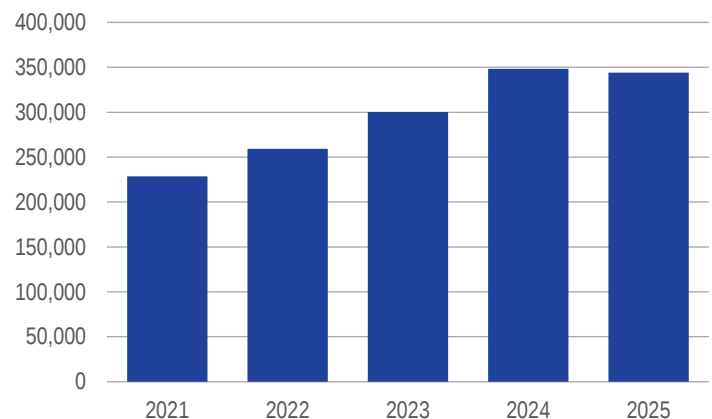
Operation Characteristics

Peak Hour Fleet 30
Base Fleet 28
Fuel Consumption (gal) 83,044

Ridership Trends

2021	228,484
2022	259,356
2023	300,114
2024	348,240
2025	343,963

System Ridership Trend





CITY LINE TROLLEY/ SPIRIT OF KOKOMO

Legislative District

Indiana Senate	21
Indiana House	30, 38
U.S. Congressional	5

Operating Expense Summary

Operator Salaries/Wages	\$1,056,064
Other Salaries/Wages	\$579,685
Fringe	\$745,529
Services	\$137,131
Materials and Supplies	\$232,395
Utilities	\$8,734
Casualty/Liability	\$52,848
Purchased Transportation	\$0
Other	\$0
Total Expenses	\$2,812,386
Fixed Route Expenses	\$1,049,461
Demand Response Services	\$1,762,925

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$1,406,192
State Assistance	\$654,741
Federal Assistance	\$751,453
Total Revenue	\$2,812,386

Productivity

Total Passenger Boardings	343,963
Total Fixed Route Vehicle Miles	172,698
Total Demand Response Vehicle Miles	375,794
Total Vehicle Miles	548,492
Revenue Vehicle Miles	502,984
Revenue Vehicle Hours	40,238

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.13
Operating Expense per Passenger Trip	\$8.18
Passenger Trips per Total Vehicle Mile	0.63
Passenger Trips per Capita	5.5

Financial Performance

Operating Subsidy	\$2,812,386
Operating Subsidy Ratio	100%
Locally Derived Income	\$1,406,192
Locally Derived Income Per Operating Expense	\$0.50
Fare Recovery Ratio	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2013	Gillig	Yes (Lift)	45 + 2 WC	Diesel
3	2015	Ford	Yes (Lift)	14 + 2 WC	Gas
3	2016	Ford	Yes (Lift)	14 + 2 WC	Gas
2	2016	Gillig	Yes (Lift)	45 + 2 WC	Diesel
6	2018	Ford	Yes (Lift)	14 + 2 WC	Gas
2	2019	Ford	Yes (Lift)	14 + 2 WC	Gas
6	2021	Ford	Yes (Lift)	14 + 2 WC	Gas
2	2022	Freightliner	Yes (Lift)	45 + 2 WC	Diesel
4	2024	Ford	Yes (Lift)	14 + 2 WC	Gas
4	2026	Ford	Yes (Lift)	12 + 2 WC	Gas



LAFAYETTE

1250 Canal Rd
Lafayette IN 47904
(765) 423-2666

Contact: Bryan Smith, CEO
Email: bsmith@gocitybus.com
Website: www.gocitybus.com

General Information

Type of Service	Fixed Route, Demand Response, Vanpool
Service Area	Lafayette & West Lafayette Metropolitan area
Service Population	147,725

Service Hours

Weekdays	6 AM–12 AM
Saturday	6 AM–12 AM
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	\$0.00
Elderly/Disabled	\$0.50
Transfer	\$0.00
Other/Special	
Monthly pass \$28/mo, E&D \$14/mo, Token \$0.75/ride	
Day \$2, Demand Response \$2/ride	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	78	6
Maintenance	13	0
Administration	25	1
	116	7

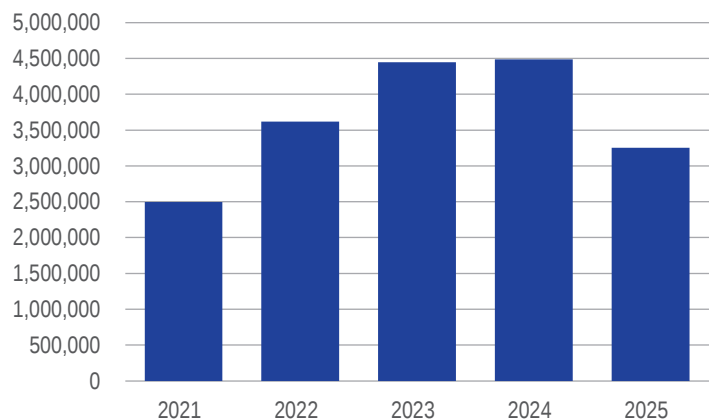
Operation Characteristics

Peak Hour Fleet	41
Base Fleet	28
Fuel Consumption (gal)	450,836

Ridership Trends

2021	2,498,458
2022	3,619,901
2023	4,448,266
2024	4,489,093
2025	3,251,413

System Ridership Trend





Legislative District

Indiana Senate	22, 23
Indiana House	13, 26, 27
U.S. Congressional	4

Operating Expense Summary

Operator Salaries/Wages	\$5,703,735
Other Salaries/Wages	\$3,054,553
Fringe	\$3,770,278
Services	\$1,356,945
Materials and Supplies	\$1,177,178
Utilities	\$195,805
Casualty/Liability	\$542,447
Purchased Transportation	\$34,800
Other	\$418
Total Expenses	\$15,836,159
Fixed Route Expenses	\$15,836,159
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$3,361,410
Contract/Other	\$0
Auxiliary/Non-Transit	\$639,194
In-Kind	\$0
Contra	\$0
Local Assistance	\$18,400
State Assistance	\$4,353,657
Federal Assistance	\$7,463,498
Total Revenue	\$15,836,159

Productivity

Total Passenger Boardings	3,251,413
Total Fixed Route Vehicle Miles	1,613,567
Total Demand Response Vehicle Miles	152,003
Total Vehicle Miles	1,765,570
Revenue Vehicle Miles	1,694,495
Revenue Vehicle Hours	133,499

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$8.97
Operating Expense per Passenger Trip	\$4.87
Passenger Trips per Total Vehicle Mile	1.84
Passenger Trips per Capita	22.01

Financial Performance

Operating Subsidy	\$11,835,555
Operating Subsidy Ratio	75%
Locally Derived Income	\$4,019,004
Locally Derived Income Per Operating Expense	\$0.25
Fare Recovery Ratio	21%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
5	2009	New Flyer	Yes	60	Hybrid
4	2009	Gillig	Yes	40	Hybrid
4	2010	Gillig	Yes	40	Hybrid
3	2011	New Flyer	Yes	45	Hybrid
2	2011	Gillig	Yes	40	Hybrid
3	2014	Gillig	Yes	35	Hybrid
12	2015	Gillig	Yes	40	CNG
9	2016	New Flyer	Yes	42	CNG
6	2018	New Flyer	Yes	42	CNG
1	2018	New Flyer	Yes	54	CNG
2	2019	New Flyer	Yes	42	CNG
4	2020	New Flyer	Yes	42	CNG
2	2021	Elkhart	Yes	13	CNG
2	2021	New Flyer	Yes	54	CNG
7	2021	New Flyer	Yes	42	CNG
2	2023	Ram	Yes	10	GAS
7	2024	Elkart	Yes	13	CNG
3	2024	New Flyer	Yes	42	CNG



LAPORTE

102 L St
LaPorte IN 46350
(219) 362-6565

Contact: Natalie A. Griffith, Director
Email: ngriffith@cityoflaportein.gov
Website: www.cityoflaporte.com/transporte

General Information

Type of Service Demand Response
Service Area City of LaPorte
Service Population 22,471

Service Hours

Weekdays 6:00 AM–7:00 PM
Saturday 9:00 AM–2:00 PM
Sunday No Service

Fare Structure

Base \$3.25
Youth \$1.25
Elderly/Disabled \$2.50
Transfer \$3.25
Other/Special
10 ride pass general \$30
10 ride pass senior/disabled \$22.50

Personnel

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

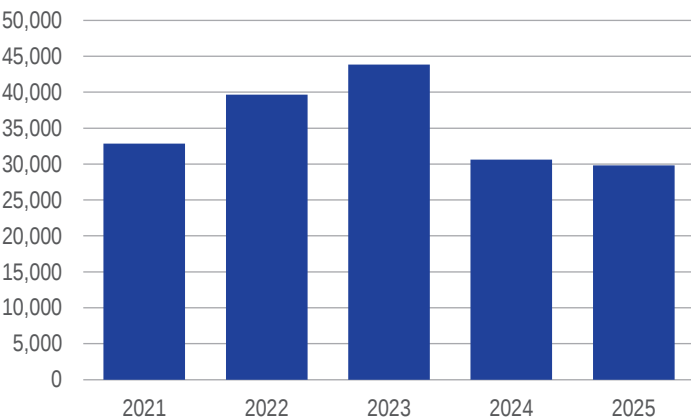
Operation Characteristics

Peak Hour Fleet 3
Base Fleet 2
Fuel Consumption (gal) 18,848

Ridership Trends

2021	32,867
2022	39,667
2023	43,834
2024	30,641
2025	29,797

System Ridership Trend





TRANSPORTE

Legislative District

Indiana Senate	8
Indiana House	20
U.S. Congressional	1

Operating Expense Summary

Operator Salaries/Wages	\$176,051
Other Salaries/Wages	\$92,441
Fringe	\$30,074
Services	\$10,766
Materials and Supplies	\$48,418
Utilities	\$23,775
Casualty/Liability	\$9,955
Purchased Transportation	\$0
Other	\$3,829
Total Expenses	\$395,309
Fixed Route Expenses	\$0
Demand Response Services	\$395,309

Revenue Summary

Fare Revenue	\$77,598
Contract/Other	\$0
Auxiliary/Non-Transit	\$401
In-Kind	\$0
Contra	\$21,588
Local Assistance	\$75,441
State Assistance	\$72,420
Federal Assistance	\$147,861
Total Revenue	\$416,897

Productivity

Total Passenger Boardings	29,797
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	89,273
Total Vehicle Miles	89,273
Revenue Vehicle Miles	88,667
Revenue Vehicle Hours	8,681

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.43
Operating Expense per Passenger Trip	\$13.27
Passenger Trips per Total Vehicle Mile	0.33
Passenger Trips per Capita	1.33

Financial Performance

Operating Subsidy	\$295,722
Operating Subsidy Ratio	71%
Locally Derived Income	\$153,440
Locally Derived Income Per Operating Expense	\$0.39
Fare Recovery Ratio	20%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2016	Ford	Yes (Lift)	13 + 2 WC	LP
2	2017	Ford	Yes (Lift)	13 + 2 WC	LP
2	2019	Ford	Yes (Lift)	13 + 2 WC	LP
<u>7</u>					



CITY OF MARION

520 E 6th St
Marion IN 46953
(765) 668-4405

Contact: Jeff Edwards, Transit Manager
Email: jedwards@cityofmarion.in.gov
Website: cityofmarion.in.gov

General Information

Type of Service Fixed Route
Service Area City of Marion
Service Population 28,310

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	12	2
Maintenance	1	0
Administration	3	0
	<u>16</u>	<u>2</u>

Service Hours

Weekdays 7 AM–5 PM
Saturday
Sunday

Operation Characteristics

Peak Hour Fleet 8
Base Fleet 0
Fuel Consumption (gal) Unreported

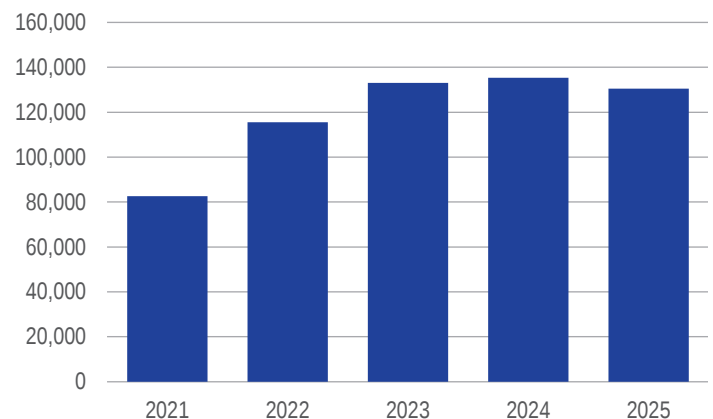
Fare Structure

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

Ridership Trends

2021	82,588
2022	115,459
2023	132,997
2024	135,359
2025	130,510

System Ridership Trend





MARION TRANSIT SYSTEM (MTS)

Legislative District

Indiana Senate	17
Indiana House	31
U.S. Congressional	5

Operating Expense Summary

Operator Salaries/Wages	\$498,355
Other Salaries/Wages	\$235,758
Fringe	\$582,140
Services	\$78,528
Materials and Supplies	\$114,899
Utilities	\$5,480
Casualty/Liability	\$45,851
Purchased Transportation	\$0
Other	\$12,623
Total Expenses	\$1,573,634
Fixed Route Expenses	\$1,132,040
Demand Response Services	\$441,594

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Auxiliary/Non-Transit	\$30,673
In-Kind	\$0
Contra	\$11,104
Local Assistance	\$467,373
State Assistance	\$298,557
Federal Assistance	\$765,927
Total Revenue	\$1,573,634

Productivity

Total Passenger Boardings	130,510
Total Fixed Route Vehicle Miles	159,352
Total Demand Response Vehicle Miles	48,858
Total Vehicle Miles	208,210
Revenue Vehicle Miles	200,349
Revenue Vehicle Hours	15,264

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.56
Operating Expense per Passenger Trip	\$12.06
Passenger Trips per Total Vehicle Mile	0.63
Passenger Trips per Capita	0.22

Financial Performance

Operating Subsidy	\$1,531,857
Operating Subsidy Ratio	97%
Locally Derived Income	\$498,046
Locally Derived Income Per Operating Expense	\$0.32
Fare Recovery Ratio	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	CU	2	Lift
2	2024	MV	1	Ramp
4	2023	CU	2	Lift
4	2019	CU	2	Lift
1	2017	CU	2	Lift
13				



MICHIGAN CITY

1801 Kentucky St
Michigan City IN 46360
(219) 873-1502

Contact: Robin Tillman, Transit Director
Email: rtillman@emichigancity.com
Website: www.emichigancity.com

General Information

Type of Service Fixed Route, Commuter and ADA Para-transit
Service Area Michigan City & LaPorte County
Service Population 112,417

Service Hours

Weekdays 6:00 AM–6:30 PM
Saturday 8:00 AM–6:30 PM
Sunday No Service

Fare Structure

Base \$1.00
Youth \$0.50
Elderly/Disabled \$0.50
Transfer \$0.00
Other/Special
Monthly Pass \$20.0/Reduced \$10.00
ADA Paratransit \$2.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	14	0
Maintenance	1	0
Administration	2	0
	<u>17</u>	<u>0</u>

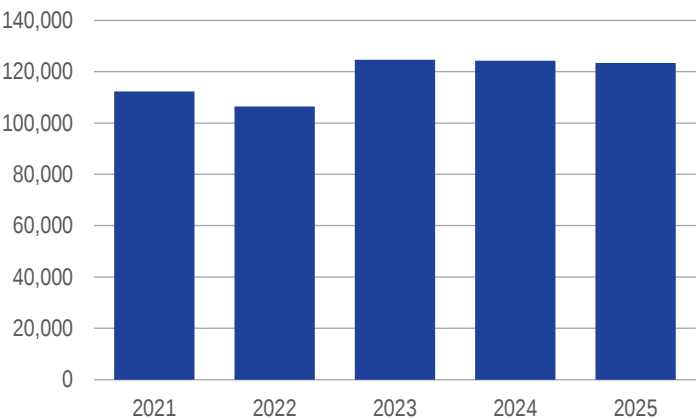
Operation Characteristics

Peak Hour Fleet	0
Base Fleet	0
Fuel Consumption (gal)	34,744

Ridership Trends

2021	112,326
2022	106,478
2023	124,663
2024	124,217
2025	123,348

System Ridership Trend



MICHIGAN CITY TRANSIT



Legislative District

Indiana Senate	4
Indiana House	9
U.S. Congressional	1

Operating Expense Summary

Operator Salaries/Wages	\$785,608
Other Salaries/Wages	\$96,845
Fringe	\$568,692
Services	\$110,138
Materials and Supplies	\$162,365
Utilities	\$14,036
Casualty/Liability	\$68,032
Purchased Transportation	\$0
Other	\$11,371
Total Expenses	\$1,817,087
Fixed Route Expenses	\$1,666,532
Demand Response Services	\$150,555

Revenue Summary

Fare Revenue	\$69,576
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$607,241
State Assistance	\$212,489
Federal Assistance	\$927,781
Total Revenue	\$1,817,087

Productivity

Total Passenger Boardings	123,348
Total Fixed Route Vehicle Miles	205,991
Total Demand Response Vehicle Miles	39,505
Total Vehicle Miles	245,496
Revenue Vehicle Miles	229,163
Revenue Vehicle Hours	14,317

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.40
Operating Expense per Passenger Trip	\$14.73
Passenger Trips per Total Vehicle Mile	0.5
Passenger Trips per Capita	3.85

Financial Performance

Operating Subsidy	\$1,747,511
Operating Subsidy Ratio	96%
Locally Derived Income	\$676,817
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	4%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2014	Freightliner	Yes (Lift)	20 + 2 WC	Diesel
2	2016	Chevrolet	Yes (Lift)	16 + 2 WC	Diesel
1	2016	Freightliner	Yes (Lift)	30 + 2 WC	Diesel
2	2017	Freightliner	Yes (Lift)	30 + 2 WC	Diesel
1	2018	Ford	Yes (Lift)	16 + 2 WC	Gas
3	2020	Freightliner	Yes (Lift)	30 + 2 WC	Diesel
10					



MUNCIE

1300 E Seymour St
Muncie IN 47302
(765) 282-2762

Contact: Amy Howell, Director of Finance
Email: ahowell@mitsbus.org
Website: www.mitsbus.org

General Information

Type of Service Fixed Route & Demand Response
Service Area Muncie city limits
Service Population 65,194

Service Hours

Weekdays 6:15 AM–6:45 PM
Saturday 8:15 AM–6:15 PM
Sunday No Service

Fare Structure

Base \$0.50
Youth \$0.00
Elderly/Disabled \$0.25
Transfer \$0.00
Other/Special
30 Day Fare \$18.00
Agency Pack (20 2 Rides) \$21.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	45	6
Maintenance	12	1
Administration	5	0
	62	7

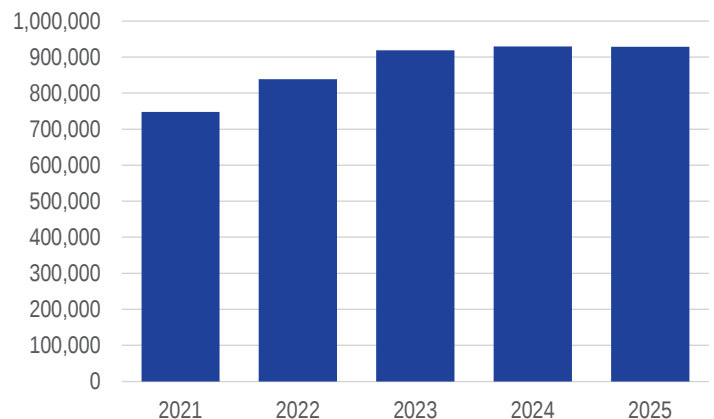
Operation Characteristics

Peak Hour Fleet	36
Base Fleet	22
Fuel Consumption (gal)	174,894

Ridership Trends

2021	747,389
2022	838,726
2023	919,135
2024	929,112
2025	928,701

System Ridership Trend





MUNCIE INDIANA TRANSIT SYSTEM

Legislative District

Indiana Senate	26
Indiana House	34, 35
U.S. Congressional	5

Operating Expense Summary

Operator Salaries/Wages	\$1,942,213
Other Salaries/Wages	\$1,427,784
Fringe	\$1,715,630
Services	\$964,008
Materials and Supplies	\$768,012
Utilities	\$111,290
Casualty/Liability	\$600,930
Purchased Transportation	\$0
Other	\$148,657
Total Expenses	\$7,678,524
Fixed Route Expenses	\$6,077,149
Demand Response Services	\$1,601,375

Revenue Summary

Fare Revenue	\$147,835
Contract/Other	\$0
Auxiliary/Non-Transit	\$132,998
In-Kind	\$0
Contra	\$0
Local Assistance	\$4,468,730
State Assistance	\$2,928,961
Federal Assistance	\$0
Total Revenue	\$7,678,524

Productivity

Total Passenger Boardings	928,701
Total Fixed Route Vehicle Miles	708,593
Total Demand Response Vehicle Miles	163,633
Total Vehicle Miles	872,226
Revenue Vehicle Miles	820,294
Revenue Vehicle Hours	61,011

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$8.80
Operating Expense per Passenger Trip	\$8.27
Passenger Trips per Total Vehicle Mile	1.06
Passenger Trips per Capita	14.25

Financial Performance

Operating Subsidy	\$7,397,691
Operating Subsidy Ratio	96%
Locally Derived Income	\$4,749,563
Locally Derived Income Per Operating Expense	\$0.62
Fare Recovery Ratio	2%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2000	Chance Bus	Yes (Lift)	27	Diesel
4	2005	Gillig	Yes (Lift)	51	Diesel
4	2007	Gillig	Yes (Lift)	51	Diesel
5	2010	Gillig	Yes (Lift)	51	Hybrid Diesel
2	2012	New Flyer	Yes (Lift)	82	Hybrid Diesel
4	2013	New Flyer	Yes (Lift)	82	Hybrid Diesel
2	2014	New Flyer	Yes (Lift)	82	Hybrid Diesel
2	2015	Coach & Equipment	Yes (Lift)	13	LP Gas/Propane
8	2017	Coach & Equipment	Yes (Lift)	13	LP Gas/Propane
1	2017	New Flyer	Yes (Lift)	82	Hybrid Diesel
1	2018	New Flyer	Yes (Lift)	82	Hybrid Diesel
4	2019	Coach & Equipment	Yes (Lift)	13	LP Gas/Propane
2	2020	New Flyer	Yes (Lift)	66	Hybrid Diesel
7	2021	New Flyer	Yes (Lift)	66	Hybrid Diesel
2	2022	New Flyer	Yes (Lift)	67	Hybrid Diesel
3	2026	Coach & Equipment	Yes (Lift)	13	LP Gas/Propane



TARC

1000 W Broadway
Louisville KY 40203
(502) 213-3244

Contact: Geoffrey Hobin, Interim Director of Planning
Email: ghobin@ridetarc.org
Website: www.ridetarc.org

General Information

Type of Service Fixed Route and Demand Response
Service Area Louisville MSA
Service Population 1,285,439

Service Hours

Weekdays 5:00 AM–1:00 AM
Saturday 5:00 AM–1:00 AM
Sunday 5:00 AM–1:00 AM

Fare Structure

Base \$1.75
Youth \$0.80
Elderly/Disabled \$0.80
Transfer \$0.00
Other/Special
\$1.50 MyTARC card, 24-hour \$3.50
7-day \$15; 30-day \$50; 10-trip \$15; circ. \$.75

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	263	6
Maintenance	86	0
Administration	124	2
	473	8

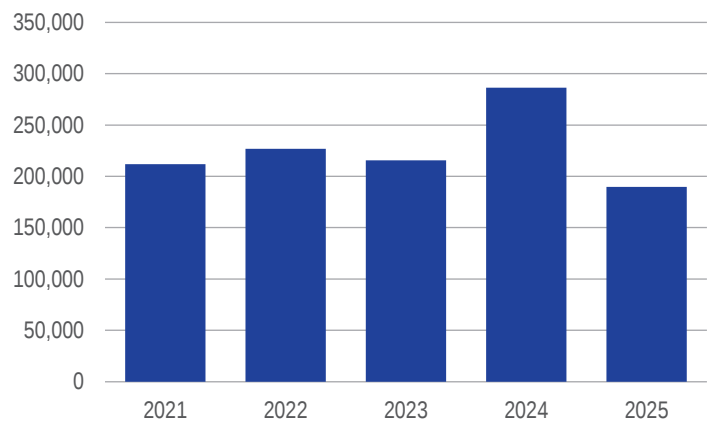
Operation Characteristics

Peak Hour Fleet	145
Base Fleet	115
Fuel Consumption (gal)	106,552

Ridership Trends

2021	211,793
2022	226,733
2023	215,591
2024	286,360
2025	189,651

System Ridership Trend





TRANSIT AUTHORITY OF RIVER CITY (TARC)

Legislative District

Indiana Senate	45, 47
Indiana House	66, 71, 72
U.S. Congressional	9

Operating Expense Summary

Operator Salaries/Wages	\$1,637,515
Other Salaries/Wages	\$1,013,693
Fringe	\$1,968,908
Services	\$531,461
Materials and Supplies	\$558,517
Utilities	\$71,564
Casualty/Liability	\$273,067
Purchased Transportation	\$1,007,120
Other	\$27,402
Total Expenses	\$7,089,247
Fixed Route Expenses	\$5,813,183
Demand Response Services	\$1,276,064

Revenue Summary

Fare Revenue	\$561,375
Contract/Other	\$0
Auxiliary/Non-Transit	\$301,632
In-Kind	\$0
Contra	\$0
Local Assistance	\$4,667,790
State Assistance	\$1,558,450
Federal Assistance	\$0
Total Revenue	\$7,089,247

Productivity

Total Passenger Boardings	189,651
Total Fixed Route Vehicle Miles	256,747
Total Demand Response Vehicle Miles	359,219
Total Vehicle Miles	615,965
Revenue Vehicle Miles	551,500
Revenue Vehicle Hours	36,020

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$11.51
Operating Expense per Passenger Trip	\$37.38
Passenger Trips per Total Vehicle Mile	0.31
Passenger Trips per Capita	0.19

Financial Performance

Operating Subsidy	\$6,226,240
Operating Subsidy Ratio	88%
Locally Derived Income	\$5,530,797
Locally Derived Income Per Operating Expense	\$0.78
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
12	2013	Gillig	Yes (Ramp)	40 + 2 WC	Diesel
12	2014	Gillig	Yes (Ramp)	40 + 2 WC	Diesel
25	2016	Gillig	Yes (Ramp)	40 + 2 WC	Diesel
1	2016	Gillig	Yes (Ramp)	40 + 2 WC	Hybrid
2	2017	Gillig	Yes (Ramp)	31 + 2 WC	Diesel
17	2019	Gillig	Yes (Ramp)	38 + 2 WC	Diesel
43	2021	Gillig	Yes (Ramp)	38 + 2 WC	Diesel
4	2021	Gillig	Yes (Ramp)	31 + 2 WC	Diesel
14	2022	Gillig	Yes (Ramp)	38 + 2 WC	Diesel
11	2023	Gillig	Yes (Ramp)	38 + 2 WC	Diesel
12	2024	Gillig	Yes (Ramp)	38 + 2 WC	Diesel
2	2024	Gillig	Yes (Ramp)	38 + 2 WC	Electric

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NIRPC

6100 Southport Rd
Portage IN 46368
(219) 254-2500

Contact: Talaya Jones, Director of Finance
Email: tjones@nirpc.org
Website: www.nirpc.org

General Information

Type of Service Demand Response
Service Area Lake County & Porter County
Service Population 510,343

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	28	9
Maintenance	6	1
Administration	11	0
	45	10

Service Hours

Weekdays 6:00 AM–6:00 PM
Saturday No Service
Sunday No Service

Operation Characteristics

Peak Hour Fleet	136
Base Fleet	128
Fuel Consumption (gal)	107,144

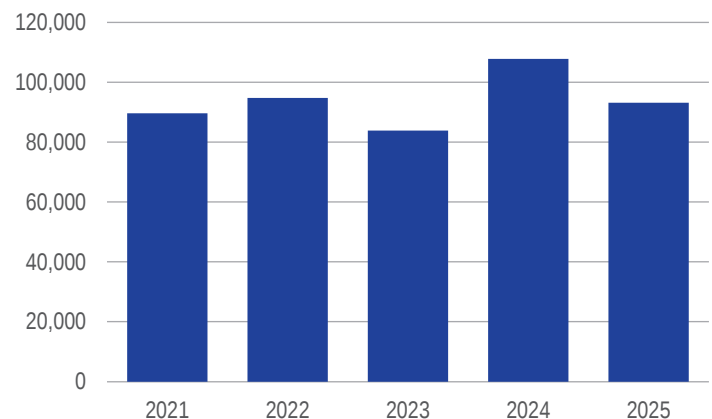
Fare Structure

Base	\$10.00
Youth	\$10.00
Elderly/Disabled	\$10.00
Transfer	\$0.00
Other/Special	

Ridership Trends

2021	89,624
2022	94,758
2023	83,812
2024	107,808
2025	93,205

System Ridership Trend





NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

Legislative District

Indiana Senate	2, 3, 4, 8, 10
Indiana House	1, 2, 3, 6, 7, 8, 9, 10
U.S. Congressional	1, 2

Operating Expense Summary

Operator Salaries/Wages	\$1,218,946
Other Salaries/Wages	\$373,426
Fringe	\$313,637
Services	\$210,163
Materials and Supplies	\$453,426
Utilities	\$33,733
Casualty/Liability	\$159,418
Purchased Transportation	\$50,202
Other	\$332,440
Total Expenses	\$3,145,391
Fixed Route Expenses	\$0
Demand Response Services	\$3,145,391

Revenue Summary

Fare Revenue	\$853,540
Contract/Other	\$0
Auxiliary/Non-Transit	\$32,783
In-Kind	\$0
Contra	\$0
Local Assistance	\$634,414
State Assistance	\$565,343
Federal Assistance	\$1,059,311
Total Revenue	\$3,145,391

Productivity

Total Passenger Boardings	93,205
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	787,760
Total Vehicle Miles	787,760
Revenue Vehicle Miles	663,812
Revenue Vehicle Hours	51,040

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.99
Operating Expense per Passenger Trip	\$33.75
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	0.18

Financial Performance

Operating Subsidy	\$2,259,068
Operating Subsidy Ratio	72%
Locally Derived Income	\$1,520,737
Locally Derived Income Per Operating Expense	\$0.48
Fare Recovery Ratio	27%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2016	Ford	Yes (Lift)	13 + 2 WC	Gas
1	2017	Ford	Yes (Lift)	13 + 3 WC	Gas
1	2018	Ford	Yes (Lift)	13 + 3 WC	Gas
1	2019	Ford	Yes (Lift)	13 + 3 WC	Gas
1	2020	Ford	Yes (Lift)	13 + 3 WC	Gas
2	2026	Ford	Yes (Lift)	14 + 1 WC	Gas
3	2016	Ford	Yes (Lift)	12 + 2 WC	Gas
4	2017	Ford	Yes (Lift)	12 + 2 WC	Gas
3	2018	Ford	Yes (Lift)	12 + 2 WC	Gas
2	2019	Ford	Yes (Lift)	12 + 2 WC	Gas
3	2020	Ford	Yes (Lift)	12 + 2 WC	Gas
3	2025	Ford	Yes (Lift)	13 + 2 WC	Gas
2	2026	Ford	Yes (Lift)	13 + 2 WC	Gas
5	2020	Ford	Yes (Lift)	10 + 2 WC	Gas
3	2025	Ford	Yes (Lift)	13 + 2 WC	Gas
3	2025	Chrysler	Yes (Ramp)	5 + 1 WC	Gas
2	2016	Ford	Yes (Lift)	13 + 3 WC	Gas
4	2017	Ford	Yes (Lift)	13 + 3 WC	Gas
4	2019	Ford	Yes (Lift)	13 + 3 WC	Gas
4	2021	Ford	Yes (Lift)	13 + 3 WC	Gas
3	2025	Ford	Yes (Lift)	12 + 2 WC	Gas
4	2026	Ford	Yes (Lift)	12 + 2 WC	Gas



NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

33 E US 12
Chesterton IN 46304
(219) 926-5744

Contact: David Dech, President
Email: david.dech@nictd.com
Website: www.mysouthshoreline.com

General Information

Type of Service	Commuter Rail
Service Area	Lake, Porter, LaPorte, & St. Joseph Counties
Service Population	1,057,244

Service Hours

Weekdays	4:00 AM–2:30 AM
Saturday	4:00 AM–2:30 AM
Sunday	4:00 AM–2:30 AM

Fare Structure

Base	\$0.00
Youth	\$0.00
Elderly/Disabled	\$0.00
Transfer	\$0.00
Other/Special	
One Way Regular Fares	\$5.50–\$14.25
One-way Reduced Fares	\$2.75–\$7

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	162	0
Maintenance	270	0
Administration	35	1
	<u>467</u>	<u>1</u>

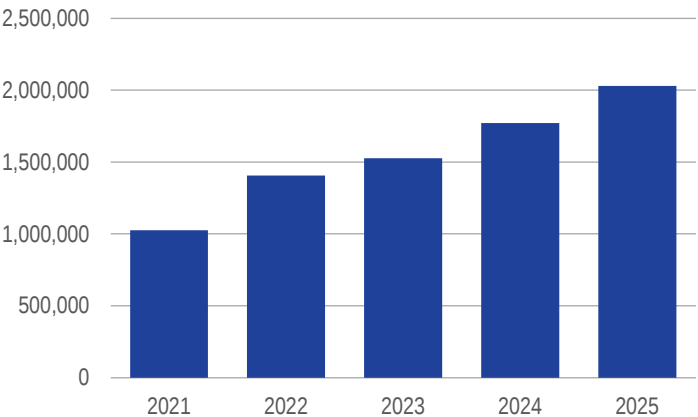
Operation Characteristics

Peak Hour Fleet	70
Base Fleet	70
Fuel Consumption (gal)	0

Ridership Trends

2021	1,024,744
2022	1,406,300
2023	1,526,839
2024	1,771,513
2025	2,030,155

System Ridership Trend



SOUTH SHORE LINE



Legislative District

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

Operating Expense Summary

Operator Salaries/Wages	\$7,877,768
Other Salaries/Wages	\$14,495,764
Fringe	\$21,055,130
Services	\$5,625,129
Materials and Supplies	\$6,178,938
Utilities	\$4,081,402
Casualty/Liability	\$4,726,691
Purchased Transportation	\$0
Other	\$2,280,119
Total Expenses	\$66,320,941
Fixed Route Expenses	\$66,320,941
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$14,975,651
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$4,950,000
State Assistance	\$39,644,749
Federal Assistance	\$6,750,541
Total Revenue	\$66,320,941

Productivity

Total Passenger Boardings	2,030,155
Total Fixed Route Vehicle Miles	4,464,675
Total Demand Response Vehicle Miles	0
Total Vehicle Miles	4,464,675
Revenue Vehicle Miles	3,644,455
Revenue Vehicle Hours	108,376

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$14.85
Operating Expense per Passenger Trip	\$32.67
Passenger Trips per Total Vehicle Mile	0.45
Passenger Trips per Capita	1.95

Financial Performance

Operating Subsidy	\$51,345,290
Operating Subsidy Ratio	77%
Locally Derived Income	\$19,925,651
Locally Derived Income Per Operating Expense	\$0.30
Fare Recovery Ratio	23%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
41	1982-1983	Sumitomo	No	93	Electric
7	1992	Sumitomo	No	110	Electric
10	1992	Sumitomo	No	130	N/A (trailers)
10	2000	Sumitomo	No	95	Electric
14	2009	Sumitomo	No	110	Electric
14	2009	Sumitomo	Yes	110	Electric
6	2017	Sumitomo	Yes	110	Electric



RICHMOND

401 S Q St
 Richmond IN 47374
 (765) 983-7227

Contact: Chris Becker, Transportation Manager
Email: cbecker@richmondindiana.gov
Website: www.richmondindiana.gov

General Information

Type of Service Fixed Route
Service Area City of Richmond
Service Population 35,720

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	16	0
Maintenance	0	0
Administration	4	0
	<u>20</u>	<u>0</u>

Service Hours

Weekdays 6:15AM–5:45PM
Saturday
Sunday

Operation Characteristics

Peak Hour Fleet 8
Base Fleet 0
Fuel Consumption (gal) Unreported

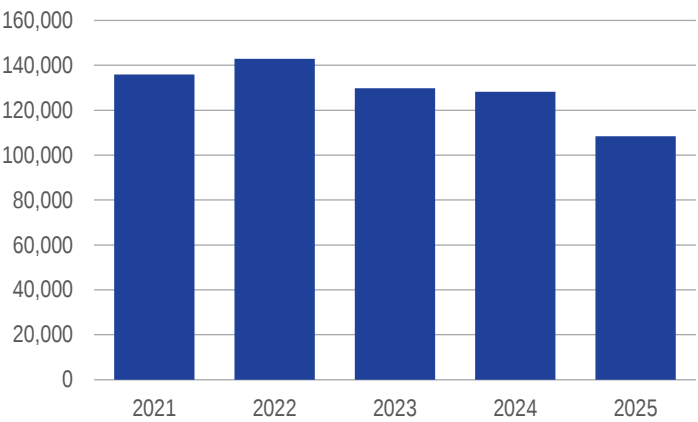
Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$1.00
Transfer n/a
Other/Special

Ridership Trends

2021	135,877
2022	142,858
2023	129,702
2024	128,263
2025	108,373

System Ridership Trend



ROSE VIEW TRANSIT



Legislative District

Indiana Senate	27
Indiana House	56
U.S. Congressional	6

Operating Expense Summary

Operator Salaries/Wages	\$399,052
Other Salaries/Wages	\$161,188
Fringe	\$185,298
Services	\$38,420
Materials and Supplies	\$129,867
Utilities	\$18,445
Casualty/Liability	\$50,820
Purchased Transportation	\$0
Other	\$931
Total Expenses	\$984,021
Fixed Route Expenses	\$872,094
Demand Response Services	\$111,927

Revenue Summary

Fare Revenue	\$111,927
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$57,584
State Assistance	\$378,464
Federal Assistance	\$436,046
Total Revenue	\$984,021

Productivity

Total Passenger Boardings	108,373
Total Fixed Route Vehicle Miles	177,022
Total Demand Response Vehicle Miles	50,010
Total Vehicle Miles	227,032
Revenue Vehicle Miles	218,864
Revenue Vehicle Hours	17,020

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.33
Operating Expense per Passenger Trip	\$9.08
Passenger Trips per Total Vehicle Mile	0.48
Passenger Trips per Capita	0.33

Financial Performance

Operating Subsidy	\$872,094
Operating Subsidy Ratio	89%
Locally Derived Income	\$169,511
Locally Derived Income Per Operating Expense	\$0.17
Fare Recovery Ratio	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2023	CU	2	Lift
2	2020	CU	2	Lift
1	2019	CU	2	Lift
1	2018	CU	2	Lift
2	2017	CU	2	Lift
3	2016	CU	2	Lift
2	2015	CU	2	Lift
1	2014	CU	2	Lift
1	2009	CU	2	Lift

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SOUTH BEND

1401 S Lafayette
South Bend IN 46616
(574) 232-9901

Contact: Chris Kbaszak, Controller
Email: ckubaszak@sbtranspo.com
Website: www.sbtranspo.com

General Information

Type of Service Fixed Route and ADA service
Service Area South Bend & Mishawaka city limits
Service Population 154,516

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	57	6
Maintenance	16	0
Administration	12	5
	<u>85</u>	<u>11</u>

Service Hours

Weekdays 4:42 AM–9:04 PM
Saturday 6:00 AM–6:26 PM
Sunday No Service

Operation Characteristics

Peak Hour Fleet 68
Base Fleet 57
Fuel Consumption (gal) 432,023

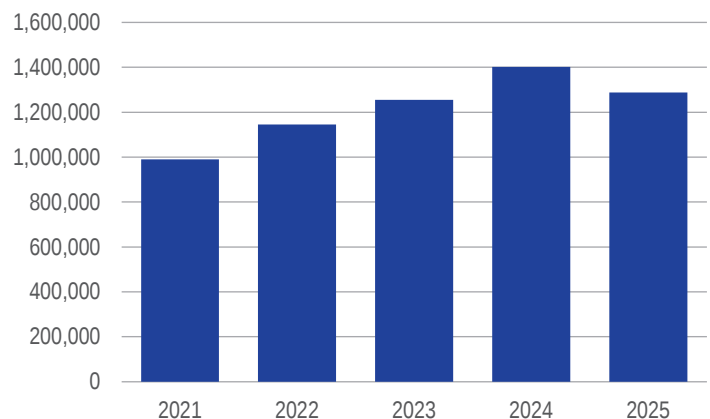
Fare Structure

Base \$1.00
Youth \$0.50
Elderly/Disabled \$0.50
Transfer \$0.00
Other/Special
\$35 one month, \$3 one day, \$18 two weeks

Ridership Trends

2021	989,203
2022	1,145,820
2023	1,255,253
2024	1,401,307
2025	1,287,408

System Ridership Trend





TRANSPO - SOUTH BEND PUBLIC TRANSPORTATION

Legislative District

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

Operating Expense Summary

Operator Salaries/Wages	\$4,573,064
Other Salaries/Wages	\$1,994,811
Fringe	\$2,361,624
Services	\$933,702
Materials and Supplies	\$1,173,314
Utilities	\$423,994
Casualty/Liability	\$588,209
Purchased Transportation	\$0
Other	\$64,357
Total Expenses	\$12,113,075
Fixed Route Expenses	\$10,592,848
Demand Response Services	\$1,520,227

Revenue Summary

Fare Revenue	\$1,353,575
Contract/Other	\$0
Auxiliary/Non-Transit	\$747,324
In-Kind	\$0
Contra	\$0
Local Assistance	\$4,698,922
State Assistance	\$2,080,062
Federal Assistance	\$3,233,192
Total Revenue	\$12,113,075

Productivity

Total Passenger Boardings	1,287,408
Total Fixed Route Vehicle Miles	1,376,776
Total Demand Response Vehicle Miles	344,814
Total Vehicle Miles	1,721,590
Revenue Vehicle Miles	1,630,947
Revenue Vehicle Hours	116,347

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.04
Operating Expense per Passenger Trip	\$9.41
Passenger Trips per Total Vehicle Mile	0.75
Passenger Trips per Capita	7.36

Financial Performance

Operating Subsidy	\$10,012,176
Operating Subsidy Ratio	83%
Locally Derived Income	\$6,799,821
Locally Derived Income Per Operating Expense	\$0.56
Fare Recovery Ratio	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
14	2014	New Flyer	Yes	29 + 2 WC	CNG
3	2015	New Flyer	Yes	29 + 2 WC	CNG
3	2017	New Flyer	Yes	29 + 2 WC	CNG
9	2021	New Flyer	Yes	29 + 2 WC	CNG
9	2022	New Flyer	Yes	29 + 2 WC	CNG
10	2023	New Flyer	Yes	29 + 2 WC	CNG
4	2019	Elkhart Coach	Yes	11 + 3 WC	Gas
1	2025	Elkhart Coach	Yes	11 + 3 WC	Gas
4	2017	Elkhart Coach	Yes	11 + 3 WC	Gas
10	2021	Elkhart Coach	Yes	11 + 3 WC	Gas
1	2018	Elkhart Coach	Yes	11 + 3 WC	Gas



TERRE HAUTE

901 S 14th St
Terre Haute IN 47807
(812) 235-0109

Contact: Debbie Hensley, Transportation Director
Email: debbie.hensley@terrehaute.in.gov
Website: www.terrehaute.in.gov

General Information

Type of Service	Fixed Route and Complementary Paratransit
Service Area	City of Terre Haute
Service Population	58,389

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	19	3
Maintenance	4	2
Administration	5	2
	<u>28</u>	<u>7</u>

Service Hours

Weekdays	6:00 AM–10:00 PM
Saturday	6:00 AM –10:00 PM
Sunday	No Service

Operation Characteristics

Peak Hour Fleet	10
Base Fleet	10
Fuel Consumption (gal)	68,733

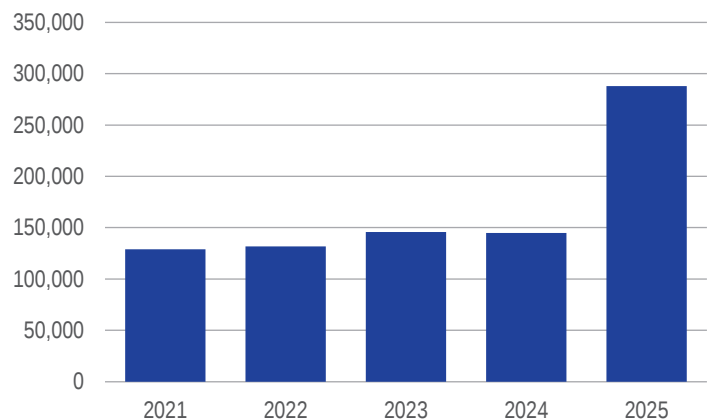
Fare Structure

Base	\$0.00
Youth	\$0.00
Elderly/Disabled	\$0.00
Transfer	\$0.00
Other/Special	

Ridership Trends

2021	129,031
2022	131,612
2023	145,758
2024	144,923
2025	287,891

System Ridership Trend





TERRE HAUTE TRANSIT UTILITY

Legislative District

Indiana Senate	38
Indiana House	43, 46
U.S. Congressional	8

Operating Expense Summary

Operator Salaries/Wages	\$928,766
Other Salaries/Wages	\$258,743
Fringe	\$1,017,387
Services	\$38,007
Materials and Supplies	\$297,443
Utilities	\$36,462
Casualty/Liability	\$35,417
Purchased Transportation	\$0
Other	\$1,234
Total Expenses	\$2,613,459
Fixed Route Expenses	\$1,960,094
Demand Response Services	\$653,365

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Auxiliary/Non-Transit	\$334,958
In-Kind	\$0
Contra	\$0
Local Assistance	\$434,709
State Assistance	\$538,026
Federal Assistance	\$1,305,766
Total Revenue	\$2,613,459

Productivity

Total Passenger Boardings	287,891
Total Fixed Route Vehicle Miles	427,650
Total Demand Response Vehicle Miles	72,572
Total Vehicle Miles	500,222
Revenue Vehicle Miles	453,950
Revenue Vehicle Hours	48,387

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.22
Operating Expense per Passenger Trip	\$9.08
Passenger Trips per Total Vehicle Mile	0.58
Passenger Trips per Capita	4.93

Financial Performance

Operating Subsidy	\$2,278,501
Operating Subsidy Ratio	87%
Locally Derived Income	\$769,667
Locally Derived Income Per Operating Expense	\$0.29
Fare Recovery Ratio	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2016	Ford	Yes Lift	10 + 2 WC	Gas
3	2019	Ford	Yes Lift	16 + 2 WC	Gas
2	2021	Ford	Yes Lift	16 + 2 WC	Gas
1	2021	Ford	Yes Lift	10 + 4 WC	Gas
5	2024	Ford	Yes Lift	16 + 2 WC	Gas
1	2014	Ford	Yes Lift	26 + 2 WC	Diesel
1	2015	Ford	Yes Lift	26 + 2 WC	Diesel
1	2011	Ford	Yes Lift	10 + 4 WC	Gas

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VALPARAISO, INDIANA

166 Lincolnway
Valparaiso IN 46383
(219) 462-1161

Contact: Don Lorntzen, Transit Manager
Email: Dlorntzen@valpo.us
Website: www.valpotransit.com

General Information

Type of Service	Deviated Fixed Route/Commuter Fixed Route
Service Area	Valparaiso city limits & downtown Chicago loop
Service Population	34,151

Service Hours

Weekdays	5:30 AM–10:00 PM
Saturday	6:15 AM–10:00 PM
Sunday	9:15 AM–10:00 PM

Fare Structure

Base	\$1.00
Youth	\$0.50
Elderly/Disabled	\$0.50
Transfer	\$0.00
Other/Special	
\$9.00 Dash fare	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	11	7
Maintenance	1	1
Administration	4	2
	16	10

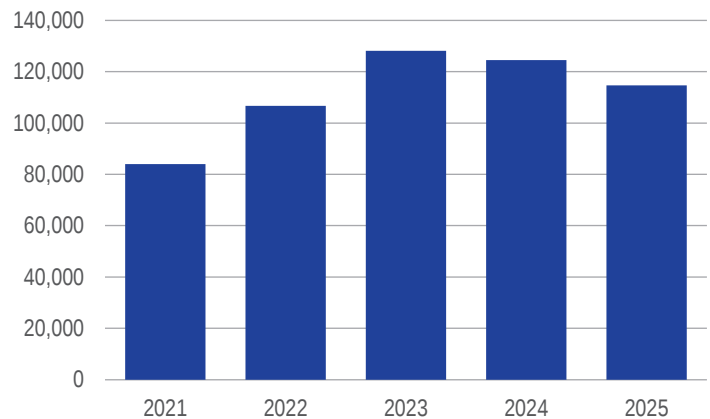
Operation Characteristics

Peak Hour Fleet	7
Base Fleet	7
Fuel Consumption (gal)	49,605

Ridership Trends

2021	83,978
2022	106,627
2023	128,072
2024	124,532
2025	114,634

System Ridership Trend





VALPO TRANSIT

Legislative District

Indiana Senate	5
Indiana House	4
U.S. Congressional	1

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$82,294
Fringe	\$17,841
Services	\$55,714
Materials and Supplies	\$136,081
Utilities	\$1,892
Casualty/Liability	\$64,300
Purchased Transportation	\$2,073,730
Other	\$17,271
Total Expenses	\$2,449,123
Fixed Route Expenses	\$1,438,612
Demand Response Services	\$1,010,511

Revenue Summary

Fare Revenue	\$399,210
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$771,443
State Assistance	\$278,574
Federal Assistance	\$999,896
Total Revenue	\$2,449,123

Productivity

Total Passenger Boardings	114,634
Total Fixed Route Vehicle Miles	163,065
Total Demand Response Vehicle Miles	173,258
Total Vehicle Miles	336,323
Revenue Vehicle Miles	298,621
Revenue Vehicle Hours	14,857

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.28
Operating Expense per Passenger Trip	\$21.36
Passenger Trips per Total Vehicle Mile	0.34
Passenger Trips per Capita	3.31

Financial Performance

Operating Subsidy	\$2,049,913
Operating Subsidy Ratio	84%
Locally Derived Income	\$1,170,653
Locally Derived Income Per Operating Expense	\$0.48
Fare Recovery Ratio	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2010	Dodge	Yes (Ramp)	4+1 WC	Gas
2	2019	Elkhart Coach	Yes (Lift)	18+2 WC	Gas
3	2024	Frontrunner	Yes (Ramp)	14 + 3 WC	Gas
2	2010	MCI	Yes (Lift)	53 + 2 WC	Diesel
3	2023	MCI	Yes (Lift)	57 + 2_ WC	Diesel
1	2013	MCI	Yes (Lift)	53 + 2 WC	Diesel
12					



ADAMS COUNTY

1109 Dayton St Rm 1
Decatur IN 46733
(260) 724-5316
Contact: Michelle Lengerich, Executive Director
Email: director@adamscountycouncilonaging.org
Website: adamscountycouncilonaging.org

General Information

Type of Service	Demand Response
Service Area	Adams County
Service Population	35,809

Service Hours

Weekdays	6 AM–6 PM
Saturday	
Sunday	

Fare Structure

Base	\$5.00
Youth	\$1.00
Elderly/Disabled	Donation
Transfer	n/a
Other/Special	

Personnel

	Full-Time	Part-Time
Operations	0	15
Maintenance	0	0
Administration	3	0
	3	15

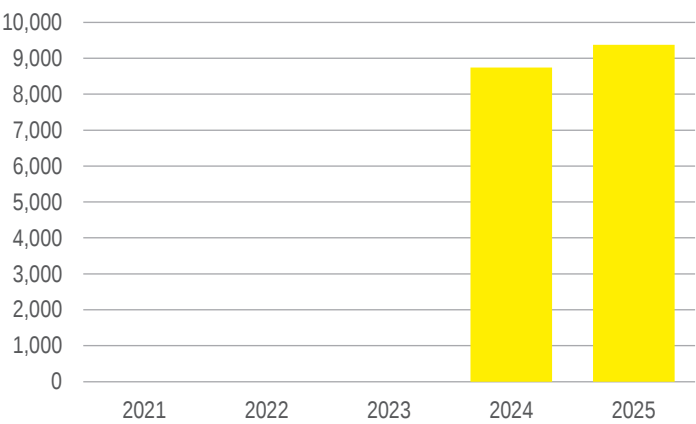
Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	7

Ridership Trends

2021	
2022	
2023	
2024	8,740
2025	9,374

System Ridership Trend





ADAMS COUNTY TRANSIT

Legislative District

Indiana Senate	19
Indiana House	79
U.S. Congressional	3

Productivity

Total Passenger Boardings	9,374
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	106,729
Total Vehicle Miles	106,729
Revenue Vehicle Miles	84,910
Revenue Vehicle Hours	8,448

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.64
Operating Expense per Passenger Trip	\$41.40
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	3.87

Financial Performance

Operating Subsidy	\$336,173
Operating Subsidy Ratio	87%
Locally Derived Income	\$288,119
Locally Derived Income Per Operating Expense	\$0.74
Fare Recovery Ratio	13%

Operating Expense Summary

Operator Salaries/Wages	\$96,704
Other Salaries/Wages	\$67,938
Fringe Services	\$30,126
Materials and Supplies	\$12,234
Utilities	\$32,493
Casualty/Liability	\$2,573
Purchased Transportation	\$49,372
Other	\$0
Total Expenses	\$96,679
Fixed Route Expenses	\$388,119
Demand Response Services	\$0
	\$388,119

Revenue Summary

Fare Revenue	\$51,946
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$236,173
State Assistance	\$0
Federal Assistance	\$100,000
Total Revenue	\$388,119

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2024	CU	2	Lift
2	2023	MV	1	Ramp
1	2020	MV	1	Ramp
1	2019	MV	1	Ramp
1	2016	MV	1	Ramp
1	2011	CU	2	Lift
8				



CITY OF BEDFORD

1102 16th St
Bedford IN 47421
(812) 275-1800

Contact: Dennis Parsley, Transit Director
Email: dparsley@bedford.in.gov
Website: www.bedford.in.gov

General Information

Type of Service Demand Response
Service Area City of Bedford
Service Population 13,792

Personnel

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

Service Hours

Weekdays 5 AM–6 PM
Saturday
Sunday

Operation Characteristics

Revenue Vehicles	5
Peak Hour Fleet	5

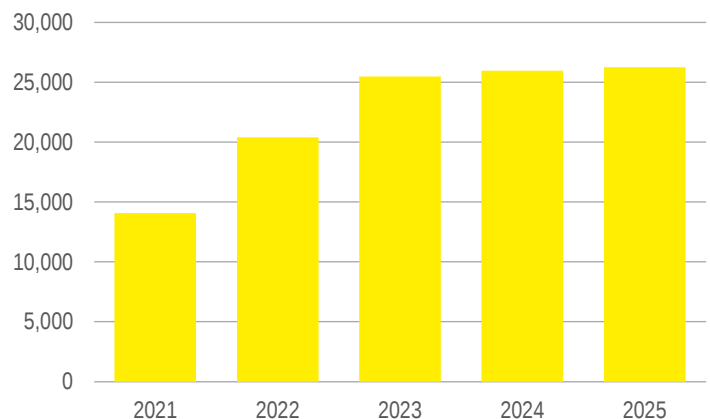
Fare Structure

Base Free
Youth Free
Elderly/Disabled Free
Transfer n/a
Other/Special

Ridership Trends

2021	14,073
2022	20,398
2023	25,468
2024	25,953
2025	26,246

System Ridership Trend





TRANSIT AUTHORITY OF STONE CITY (TASC)

Legislative District

Indiana Senate	44
Indiana House	65
U.S. Congressional	9

Productivity

Total Passenger Boardings	26,246
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	74,853
Total Vehicle Miles	74,853
Revenue Vehicle Miles	71,523
Revenue Vehicle Hours	7,162

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$10.54
Operating Expense per Passenger Trip	\$30.07
Passenger Trips per Total Vehicle Mile	0.35
Passenger Trips per Capita	0.52

Financial Performance

Operating Subsidy	\$789,164
Operating Subsidy Ratio	100%
Locally Derived Income	\$225,335
Locally Derived Income Per Operating Expense	\$0.29
Fare Recovery Ratio	0%

Operating Expense Summary

Operator Salaries/Wages	\$233,885
Other Salaries/Wages	\$156,786
Fringe Services	\$262,092
Materials and Supplies	\$35,188
Utilities	\$52,718
Casualty/Liability	\$16,190
Purchased Transportation	\$32,000
Other	\$0
Total Expenses	\$305
Fixed Route Expenses	\$789,164
Demand Response Services	\$0
	\$789,164

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$225,335
State Assistance	\$169,248
Federal Assistance	\$394,581
Total Revenue	\$789,164

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
3	2024	CU	2	Lift
1	2018	CU	2	Lift
1	2016	CU	2	Lift
<u>5</u>				



BOONE COUNTY

515 CrownPointe Dr
Lebanon IN 46052
(765) 482-5220
Contact: Anita Bowen, Executive Director
Email: abowen@booneseniors.org
Website: www.booneseniors.org

General Information

Type of Service Demand Response
Service Area Boone County
Service Population 70,812

Service Hours

Weekdays 7:30 AM–4:30 PM
Saturday
Sunday

Fare Structure

Base \$4.00
Youth
Elderly/Disabled Donation
Transfer n/a
Other/Special
\$6.00 outside town or city
\$2.00 to/from school

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	23
Maintenance	0	0
Administration	<u>2</u>	<u>1</u>
	2	24

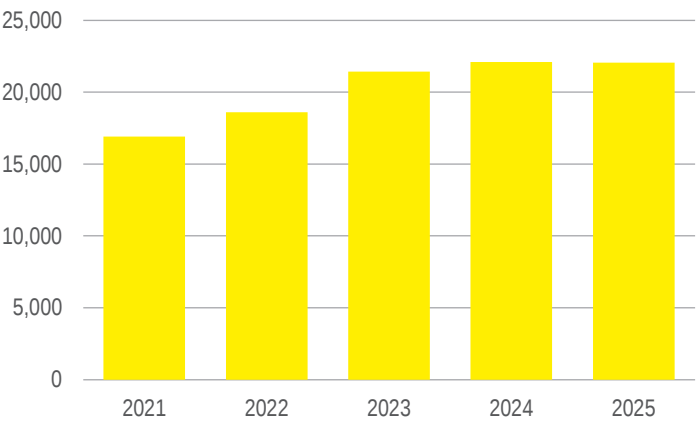
Operation Characteristics

Revenue Vehicles	19
Peak Hour Fleet	12

Ridership Trends

2021	16,906
2022	18,613
2023	21,426
2024	22,112
2025	22,061

System Ridership Trend





BOONE AREA TRANSIT SYSTEM

Legislative District

Indiana Senate	7, 29
Indiana House	24, 25, 28, 41
U.S. Congressional	4

Productivity

Total Passenger Boardings	22,061
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	268,287
Total Vehicle Miles	268,287
Revenue Vehicle Miles	212,366
Revenue Vehicle Hours	17,010

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.02
Operating Expense per Passenger Trip	\$36.77
Passenger Trips per Total Vehicle Mile	0.08
Passenger Trips per Capita	2.75

Financial Performance

Operating Subsidy	\$704,256
Operating Subsidy Ratio	87%
Locally Derived Income	\$364,032
Locally Derived Income Per Operating Expense	\$0.45
Fare Recovery Ratio	5%

Operating Expense Summary

Operator Salaries/Wages	\$341,845
Other Salaries/Wages	\$136,856
Fringe Services	\$48,438
Materials and Supplies	\$32,548
Utilities	\$58,992
Casualty/Liability	\$0
Purchased Transportation	\$67,738
Other	\$0
Total Expenses	\$124,857
Fixed Route Expenses	\$811,274
Demand Response Services	\$0
	\$811,274

Revenue Summary

Fare Revenue	\$39,385
Contract/Other	\$51,846
Auxiliary/Non-Transit	\$6,750
In-Kind	\$0
Contra	\$9,037
Local Assistance	\$266,051
State Assistance	\$86,078
Federal Assistance	\$352,127
Total Revenue	\$811,274

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	MV	1	Ramp
1	2024	MV	1	Ramp
1	2024	CU	2	Lift
2	2023	MV	1	Ramp
1	2023	CU	2	Lift
2	2021	MV	1	Ramp
3	2019	MV	1	Ramp
1	2018	MV	1	Ramp
2	2017	MV	2	Ramp
1	2016	MV	2	Ramp
1	2014	MV	1	Ramp
1	2013	VN	0	N/A
1	2010	CU	2	Lift



BROWN COUNTY

105 Willow St
Nashville, IN 47448
(812) 988-9622

Contact: Kim Robinson, Executive Director
Email: kimrobinson@browncountyyymca.org
Website: www.browncountyyymca.org

General Information

Type of Service Demand Response
Service Area Brown County
Service Population 15,475

Personnel

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

Service Hours

Weekdays 6 AM–6 PM
Saturday
Sunday

Operation Characteristics

Revenue Vehicles	4
Peak Hour Fleet	4

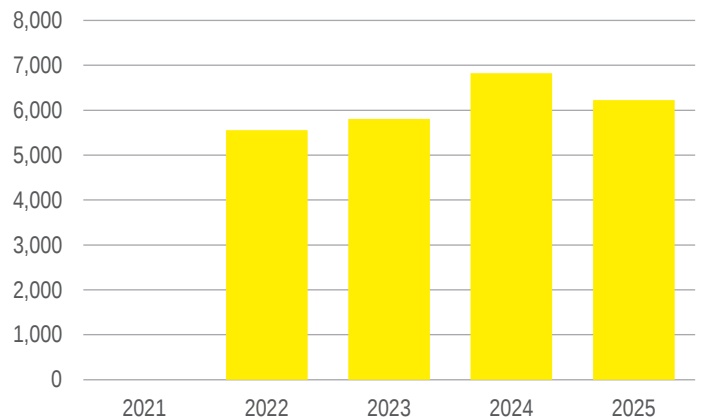
Fare Structure

Base \$5.00
Youth
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special
\$5.00 in county one way
\$7.50 out of county one way

Ridership Trends

2021	
2022	5,552
2023	5,803
2024	6,825
2025	6,224

System Ridership Trend





ACCESS BROWN COUNTY TRANSIT

Legislative District

Indiana Senate	44
Indiana House	62
U.S. Congressional	9

Productivity

Total Passenger Boardings	6,224
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	111,007
Total Vehicle Miles	111,007
Revenue Vehicle Miles	99,552
Revenue Vehicle Hours	6,352

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.00
Operating Expense per Passenger Trip	\$35.63
Passenger Trips per Total Vehicle Mile	0.06
Passenger Trips per Capita	2.5

Financial Performance

Operating Subsidy	\$162,146
Operating Subsidy Ratio	73%
Locally Derived Income	\$63,662
Locally Derived Income Per Operating Expense	\$0.29
Fare Recovery Ratio	5%

Operating Expense Summary

Operator Salaries/Wages	\$100,808
Other Salaries/Wages	\$31,364
Fringe Services	\$10,039
Materials and Supplies	\$7,433
Utilities	\$38,570
Casualty/Liability	\$790
Purchased Transportation	\$29,464
Other	\$0
Total Expenses	\$3,271
Fixed Route Expenses	\$221,739
Demand Response Services	\$0
	\$221,739

Revenue Summary

Fare Revenue	\$11,383
Contract/Other	\$8,902
Auxiliary/Non-Transit	\$6,902
In-Kind	\$32,406
Contra	\$0
Local Assistance	\$36,475
State Assistance	\$28,396
Federal Assistance	\$97,275
Total Revenue	\$221,739

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	CU	2	Lift
1	2024	CU	2	Lift
1	2023	CU	2	Lift
1	2019	CU	2	Lift
4				



CASS COUNTY

516 High St
Logansport IN 46947
(574) 722-2424

Contact: Carrie Wenig, Transportation Director

Email: director@casstransit.com

Website: www.casstransit.com

General Information

Type of Service	Demand Response/Deviated Fixed Route
Service Area	Cass County
Service Population	37,870

Service Hours

Weekdays	6 AM–6 PM
Saturday	
Sunday	

Fare Structure

Base	\$2.00
Youth	
Elderly/Disabled	Free/Donation
Transfer	n/a
Other/Special	
	\$3.00 in County

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	7	8
Maintenance	0	0
Administration	5	4
	12	12

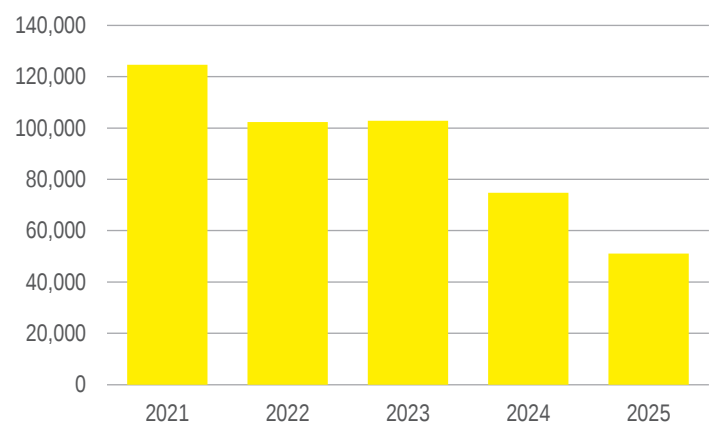
Operation Characteristics

Revenue Vehicles	26
Peak Hour Fleet	12

Ridership Trends

2021	124,582
2022	102,289
2023	102,809
2024	74,748
2025	51,102

System Ridership Trend



CASS AREA TRANSIT



Legislative District

Indiana Senate	18
Indiana House	23, 38
U.S. Congressional	2, 4

Productivity

Total Passenger Boardings	51,102
Total Fixed Route Vehicle Miles	20,651
Total Demand Response Vehicle Miles	262,254
Total Vehicle Miles	282,905
Revenue Vehicle Miles	268,948
Revenue Vehicle Hours	24,748

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.09
Operating Expense per Passenger Trip	\$22.66
Passenger Trips per Total Vehicle Mile	0.18
Passenger Trips per Capita	0.74

Financial Performance

Operating Subsidy	\$1,062,391
Operating Subsidy Ratio	92%
Locally Derived Income	\$155,933
Locally Derived Income Per Operating Expense	\$0.13
Fare Recovery Ratio	5%

Operating Expense Summary

Operator Salaries/Wages	\$318,207
Other Salaries/Wages	\$281,049
Fringe Services	\$96,358
Materials and Supplies	\$105,282
Utilities	\$193,681
Casualty/Liability	\$14,062
Purchased Transportation	\$145,253
Other	\$0
Total Expenses	\$4,253
Fixed Route Expenses	\$1,158,145
Demand Response Services	\$49,317
	\$1,108,828

Revenue Summary

Fare Revenue	\$56,238
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$39,516
Local Assistance	\$99,695
State Assistance	\$431,502
Federal Assistance	\$531,194
Total Revenue	\$1,158,145

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
4	2021	MV	1	Ramp
5	2020	CU	2	Lift
4	2019	MV	1	Ramp
1	2019	CU	2	Lift
1	2018	CU	2	Lift
1	2017	CU	2	Lift
6	2017	MV	1	Ramp
1	2016	CU	2	Lift
3	2016	MV	2	Ramp

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CLINTON COUNTY

401 W Walnut St
 Frankfort IN 46041
 (765) 659-4060
Contact: Dawn Layton, Executive Director
Email: dlayton@clintoncountytransit.org
Website: www.paulphillipperesourcecenter.org

General Information

Type of Service Demand Response
Service Area Clinton County
Service Population 33,190

Service Hours

Weekdays 6 AM–5 PM
Saturday
Sunday

Fare Structure

Base Donation
Youth Donation
Elderly/Disabled Donation
Transfer n/a
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	15
Maintenance	0	0
Administration	3	3
	<u>3</u>	<u>18</u>

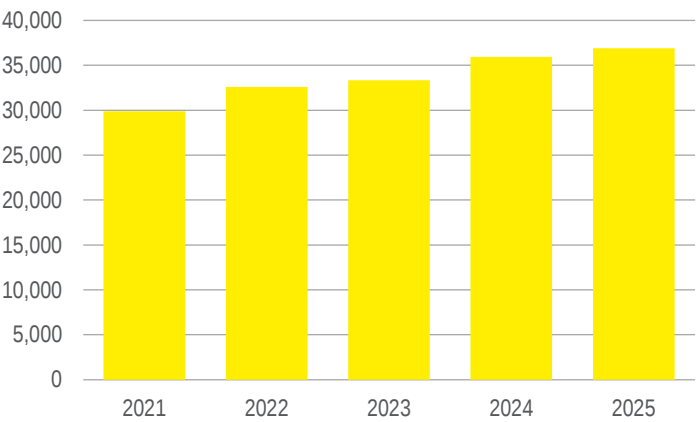
Operation Characteristics

Revenue Vehicles 13
Peak Hour Fleet 10

Ridership Trends

2021	29,868
2022	32,583
2023	33,340
2024	35,915
2025	36,885

System Ridership Trend





PAUL PHILLIPPE RESOURCE CENTER PUBLIC TRANSIT (PPRC)

Legislative District

Indiana Senate	7
Indiana House	38, 41
U.S. Congressional	4

Productivity

Total Passenger Boardings	36,885
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	155,103
Total Vehicle Miles	155,103
Revenue Vehicle Miles	147,434
Revenue Vehicle Hours	14,513

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.05
Operating Expense per Passenger Trip	\$21.24
Passenger Trips per Total Vehicle Mile	0.24
Passenger Trips per Capita	0.89

Financial Performance

Operating Subsidy	\$761,475
Operating Subsidy Ratio	97%
Locally Derived Income	\$308,459
Locally Derived Income Per Operating Expense	\$0.39
Fare Recovery Ratio	3%

Operating Expense Summary

Operator Salaries/Wages	\$254,115
Other Salaries/Wages	\$218,418
Fringe Services	\$126,033
Materials and Supplies	\$49,009
Utilities	\$75,204
Casualty/Liability	\$18,334
Purchased Transportation	\$37,628
Other	\$0
Total Expenses	\$4,673
Fixed Route Expenses	\$783,414
Demand Response Services	\$0
	\$783,414

Revenue Summary

Fare Revenue	\$21,939
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	
Contra	
Local Assistance	\$286,520
State Assistance	\$94,218
Federal Assistance	\$380,737
Total Revenue	\$783,414

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2024	CU	2	Lift
1	2024	MV	1	Ramp
1	2020	CU	2	Lift
3	2019	CU	2	Lift
2	2018	CU	2	Lift
1	2017	MV	1	Ramp
2	2017	CU	2	Lift
1	2015	CU	2	Lift
1	2004	CU	0	

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HARRISON COUNTY

3143 Progress Blvd
Corydon IN 47112
(812) 738-1681

Contact: Roland Lemus, Regional Transportation Director
Email: brrtrdir@brsinc.org
Website: www.brsinc.org

General Information

Type of Service	Demand Response/Deviated Fixed Route
Service Area	Crawford, Floyd, Harrison, Scott, & Washington Counties
Service Population	183,230

Service Hours

Weekdays	6 AM–6 PM
Saturday	
Sunday	

Fare Structure

Base	\$2.00
Youth	
Elderly/Disabled	Veterans Free
Transfer	n/a
Other/Special	
\$2 One way 0–10 miles, \$3 One way 11–20 miles \$4 One way 20+miles	
Families with multiple members in their party are only asked to pay for two individuals	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	3
Maintenance	1	0
Administration	3	1
	9	4

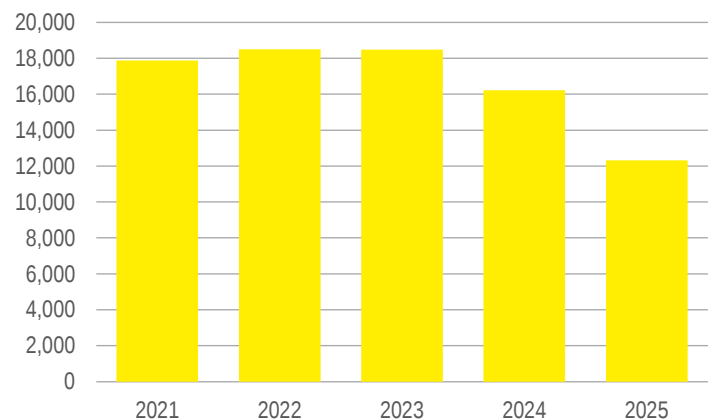
Operation Characteristics

Revenue Vehicles	17
Peak Hour Fleet	8

Ridership Trends

2021	17,872
2022	18,500
2023	18,488
2024	16,213
2025	12,324

System Ridership Trend





SOUTHERN INDIANA TRANSIT SYSTEM

Legislative District

Indiana Senate 43, 45, 47, 48
 Indiana House 65, 66, 69, 70, 71, 72, 74
 U.S. Congressional 8, 9

Operating Expense Summary

Operator Salaries/Wages	\$159,327
Other Salaries/Wages	\$166,889
Fringe	\$129,539
Services	\$105,528
Materials and Supplies	\$105,128
Utilities	\$22,609
Casualty/Liability	\$42,074
Purchased Transportation	\$0
Other	\$6,902
Total Expenses	\$737,996
Fixed Route Expenses	\$116,810
Demand Response Services	\$621,186

Revenue Summary

Fare Revenue	\$4,425
Contract/Other	\$0
Auxiliary/Non-Transit	\$27,198
In-Kind	\$0
Contra	\$0
Local Assistance	\$162,764
State Assistance	\$190,424
Federal Assistance	\$353,185
Total Revenue	\$737,996

Productivity

Total Passenger Boardings	12,324
Total Fixed Route Vehicle Miles	47,546
Total Demand Response Vehicle Miles	121,957
Total Vehicle Miles	169,503
Revenue Vehicle Miles	99,638
Revenue Vehicle Hours	6,061

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.35
Operating Expense per Passenger Trip	\$59.88
Passenger Trips per Total Vehicle Mile	0.07
Passenger Trips per Capita	11.05

Financial Performance

Operating Subsidy	\$706,373
Operating Subsidy Ratio	96%
Locally Derived Income	\$194,387
Locally Derived Income Per Operating Expense	\$0.26
Fare Recovery Ratio	1%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2021	MV	1	Ramp
4	2020	MV	1	Ramp
3	2019	CU	2	Lift
4	2018	CU	2	Lift
4	2017	CU	2	Lift
17				



SOUTHERN INDIANA DEVELOPMENT COMMISSION (DAVISS, DUBOIS, GIBSON, GREENE, MARTIN, PERRY, PIKE, SPENCER, SULLIVAN, AND WARRICK COUNTIES)

1001 E Main St
Washington IN 47501
(812) 257-0118
Contact: Becky Guthrie, Director
Email: bguthrie@frrs.org
Website: www.ridesolution.org

General Information

Type of Service	Demand Response/Deviated Fixed Route
Service Area	Daviess, Dubois, Gibson, Greene, Martin, Pike, Spencer, Sullivan, & Warrick Counties
Service Population	286,589

Personnel

	Full-Time	Part-Time
Operations	27	22
Maintenance	3	1
Administration	4	3
	34	26

Service Hours

Weekdays	6 AM–6 PM
Saturday	
Sunday	

Operation Characteristics

Revenue Vehicles	75
Peak Hour Fleet	40

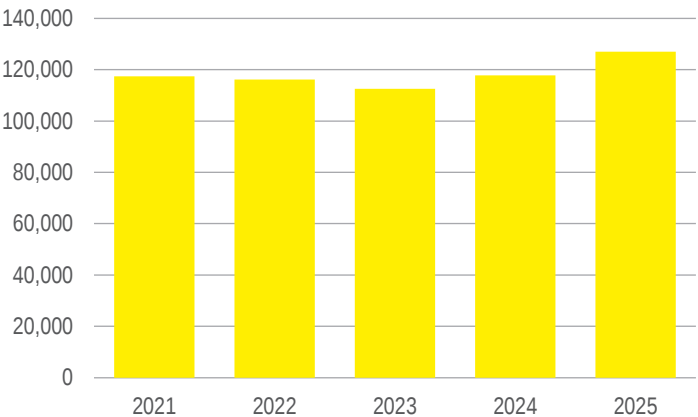
Fare Structure

Base	\$2.00
Youth	\$1.00
Elderly/Disabled	
Transfer	
Other/Special	
\$4 in county, \$6 county to county	
\$1 for each additional stop	

Ridership Trends

2021	117,396
2022	116,170
2023	112,589
2024	117,782
2025	126,974

System Ridership Trend





RIDE SOLUTION

Legislative District

Indiana Senate	39, 48, 50
Indiana House	45, 63, 64, 74, 75, 78
U.S. Congressional	8

Productivity

Total Passenger Boardings	126,974
Total Fixed Route Vehicle Miles	195,762
Total Demand Response Vehicle Miles	982,400
Total Vehicle Miles	1,178,162
Revenue Vehicle Miles	977,080
Revenue Vehicle Hours	57,648

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.97
Operating Expense per Passenger Trip	\$27.55
Passenger Trips per Total Vehicle Mile	0.11
Passenger Trips per Capita	1.01

Financial Performance

Operating Subsidy	\$3,311,643
Operating Subsidy Ratio	95%
Locally Derived Income	\$999,543
Locally Derived Income Per Operating Expense	\$0.29
Fare Recovery Ratio	5%

Operating Expense Summary

Operator Salaries/Wages	\$930,049
Other Salaries/Wages	\$396,614
Fringe Services	\$661,115
Materials and Supplies	\$117,763
Utilities	\$323,543
Casualty/Liability	\$45,558
Purchased Transportation	\$178,026
Other	\$60,858
Total Expenses	\$784,846
Fixed Route Expenses	\$3,498,372
Demand Response Services	\$415,816
	\$3,082,556

Revenue Summary

Fare Revenue	\$169,221
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$17,508
Local Assistance	\$830,322
State Assistance	\$825,501
Federal Assistance	\$1,655,820
Total Revenue	\$3,498,372

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2024	CU	2	Lift
3	2024	MV	1	Ramp
2	2023	CU	2	Lift
6	2021	MV	1	Ramp
3	2020	CU	2	Lift
1	2019	CU	2	Lift
8	2019	MV	1	Ramp
9	2017	MV	2	Ramp
4	2016	CU	2	Lift
6	2016	MV	2	Ramp
2	2015	CU	2	Lift
1	2014	CU	2	Lift
1	2014	AO	0	N/A
6	2014	MV	1	Ramp
3	2013	CU	2	Lift
1	2013	MV	2	Ramp
1	2012	VN	0	N/A
6	2012	MV	1	Ramp
1	2011	CU	2	Lift
1	2010	AO	0	N/A
3	2010	CU	2	Lift
1	2010	MV	1	Ramp
2	2008	AO	0	N/A
1	2008	MV	0	N/A
1	2007	VN	0	N/A
2	2006	AO	0	N/A
1	2005	MV	1	Ramp
1	2003	VN	0	N/A



LIFETIME RESOURCES (CATCH-A-RIDE); (DEARBORN, DECATUR, JEFFERSON, OHIO, RIPLEY, & SWITZERLAND COUNTIES

13091 Benedict Dr
Dillsboro IN 47018
(800) 330-7603
Contact: Erin Thomas, Executive Director
Email: ethomas@lifetime-resources.org
Website: www.lifetime-resources.org/catch-a-ride

General Information

Type of Service	Demand Response
Service Area	Dearborn, Decatur, Jefferson, Ohio, Ripley, & Switzerland Counties
Service Population	154,970

Personnel

	Full-Time	Part-Time
Operations	0	42
Maintenance	0	0
Administration	9	12
	9	54

Service Hours

Weekdays	6 AM–6 PM
Saturday	
Sunday	

Operation Characteristics

Revenue Vehicles	35
Peak Hour Fleet	20

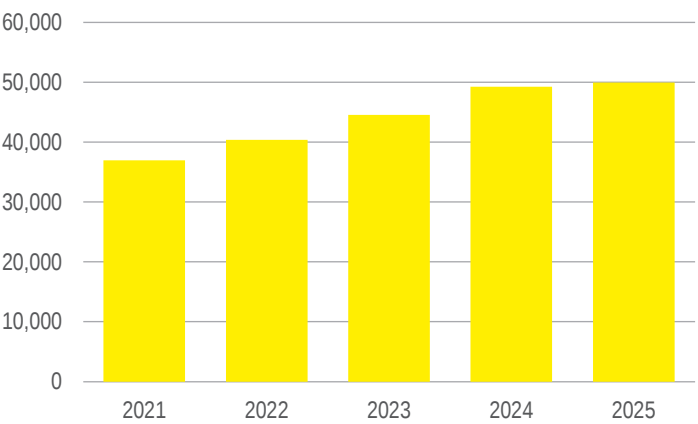
Fare Structure

Base	
Youth	
Elderly/Disabled	
Transfer	n/a
Other/Special	
\$3 Standard 0–5 miles; \$0.25/mile 6+ miles	
\$2 Reduced 0–5 miles \$0.25/mile 6+ miles \$4.50 subscription \$0.25/mile	

Ridership Trends

2021	36,943
2022	40,372
2023	44,568
2024	49,269
2025	49,960

System Ridership Trend





CATCH-A-RIDE (HISTORIC HOOSIER HILLS)

Legislative District

Indiana Senate	42, 43
Indiana House	55, 66, 67, 68, 73
U.S. Congressional	9

Productivity

Total Passenger Boardings	49,960
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	597,478
Total Vehicle Miles	597,478
Revenue Vehicle Miles	504,335
Revenue Vehicle Hours	29,574

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.30
Operating Expense per Passenger Trip	\$39.43
Passenger Trips per Total Vehicle Mile	0.08
Passenger Trips per Capita	3.1

Financial Performance

Operating Subsidy	\$1,868,218
Operating Subsidy Ratio	95%
Locally Derived Income	\$705,534
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	4%

Operating Expense Summary

Operator Salaries/Wages	\$572,264
Other Salaries/Wages	\$419,222
Fringe Services	\$406,238
Materials and Supplies	\$138,867
Utilities	\$245,992
Casualty/Liability	\$26,498
Purchased Transportation	\$99,427
Other	\$0
Total Expenses	\$61,551
Fixed Route Expenses	\$1,970,059
Demand Response Services	\$0
	\$1,970,509

Revenue Summary

Fare Revenue	\$76,332
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$25,509
Local Assistance	\$629,202
State Assistance	\$304,908
Federal Assistance	\$934,108
Total Revenue	\$1,970,059

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
4	2025	MV	2	Ramp
6	2024	MV	1	Ramp
1	2023	CU	2	Lift
7	2023	MV	1	Ramp
3	2019	CU	2	Lift
9	2018	CU	2	Lift
1	2017	MV	1	Ramp
1	2017	CU	2	Lift
1	2016	MV	1	Ramp
2	2015	MV	1	Ramp

35



DEKALB COUNTY

1800 E 7th St
Auburn IN 46706
(260) 925-3311

Contact: Kimberly Teegarden, CFO & Transit Director

Email: kimberly.teegarden@dccoa.net

Website: www.dccoa.net

General Information

Type of Service Demand Response
Service Area DeKalb County
Service Population 43,265

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	12
Maintenance	0	0
Administration	4	0
	5	12

Service Hours

Weekdays 6 AM–6 PM
Saturday
Sunday

Operation Characteristics

Revenue Vehicles	13
Peak Hour Fleet	7

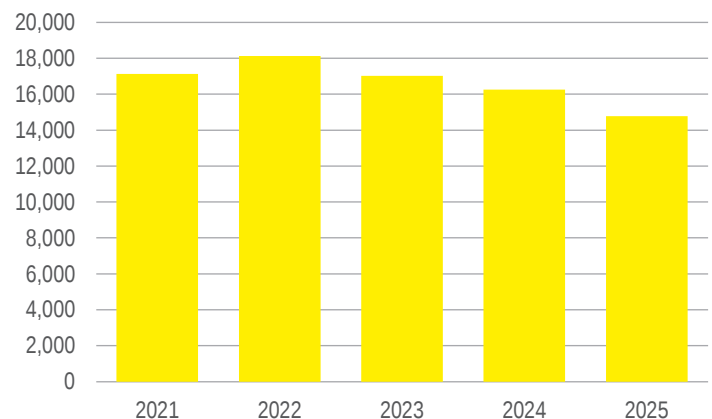
Fare Structure

Base \$5.00
Youth
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special
\$5 in City/Town; \$6 out of any city/town
\$50 round trip outside county \$35 one way outside county

Ridership Trends

2021	17,126
2022	18,119
2023	17,024
2024	16,254
2025	14,770

System Ridership Trend





DEKALB AREA RURAL TRANSIT (DART)

Legislative District

Indiana Senate	13, 14
Indiana House	52
U.S. Congressional	3

Productivity

Total Passenger Boardings	14,770
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	153,635
Total Vehicle Miles	153,635
Revenue Vehicle Miles	143,706
Revenue Vehicle Hours	9,863

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.42
Operating Expense per Passenger Trip	\$46.03
Passenger Trips per Total Vehicle Mile	0.1
Passenger Trips per Capita	2.93

Financial Performance

Operating Subsidy	\$593,352
Operating Subsidy Ratio	87%
Locally Derived Income	\$275,490
Locally Derived Income Per Operating Expense	\$0.41
Fare Recovery Ratio	11%

Operating Expense Summary

Operator Salaries/Wages	\$153,664
Other Salaries/Wages	\$154,264
Fringe Services	\$101,563
Materials and Supplies	\$41,605
Utilities	\$57,407
Casualty/Liability	\$9,692
Purchased Transportation	\$17,285
Other	\$0
Total Expenses	\$144,333
Fixed Route Expenses	\$679,813
Demand Response Services	\$0
	\$679,813

Revenue Summary

Fare Revenue	\$77,479
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$8,982
Local Assistance	\$198,011
State Assistance	\$98,667
Federal Assistance	\$296,674
Total Revenue	\$679,813

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	MV	1	Ramp
1	2024	CU	1	Lift
1	2024	MV	1	Ramp
2	2023	MV	1	Ramp
1	2023	CU	0	Lift
1	2021	MV	1	Ramp
2	2020	MV	1	Ramp
1	2018	CU	2	Lift
1	2016	AO	0	N/A
1	2016	CU	2	Lift

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FRANKLIN COUNTY

11146 County Park Rd
 Brookville IN 47012
 (765) 647-3509
Contact: Missy Ratz, Executive Director
Email: fcpt47012@gmail.com
Website: www.franklincountytransit.com/

General Information

Type of Service Demand Response
Service Area Franklin County
Service Population 22,785

Service Hours

Weekdays 6 AM–5 PM
Saturday
Sunday

Fare Structure

Base \$2.50
Youth \$1.00
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special
 Within designated limits of Brookville \$1.25 general,
 Seniors free
 Indiana destinations \$15–\$50 with 1 hour wait time

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	10
Maintenance	1	0
Administration	<u>2</u>	<u>1</u>
	3	11

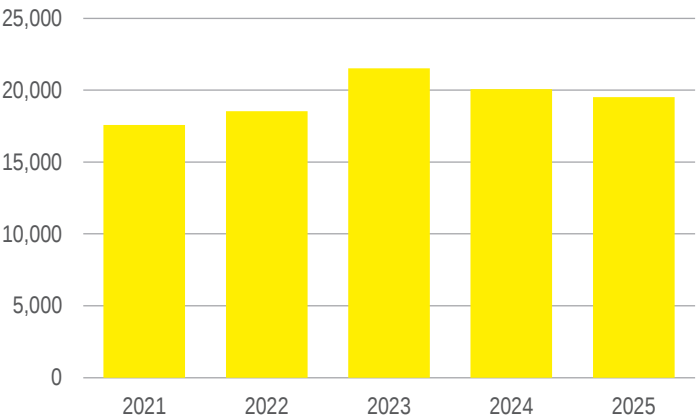
Operation Characteristics

Revenue Vehicles 9
Peak Hour Fleet 7

Ridership Trends

2021	17,584
2022	18,535
2023	21,523
2024	20,068
2025	19,523

System Ridership Trend





FRANKLIN COUNTY PUBLIC TRANSPORTATION

Legislative District

Indiana Senate	27, 42
Indiana House	55
U.S. Congressional	9

Productivity

Total Passenger Boardings	19,523
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	228,240
Total Vehicle Miles	228,240
Revenue Vehicle Miles	177,086
Revenue Vehicle Hours	5,950

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.20
Operating Expense per Passenger Trip	\$25.72
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	1.17

Financial Performance

Operating Subsidy	\$486,328
Operating Subsidy Ratio	97%
Locally Derived Income	\$130,187
Locally Derived Income Per Operating Expense	\$0.26
Fare Recovery Ratio	3%

Operating Expense Summary

Operator Salaries/Wages	\$134,567
Other Salaries/Wages	\$137,506
Fringe Services	\$78,931
Materials and Supplies	\$22,188
Utilities	\$69,640
Casualty/Liability	\$15,887
Purchased Transportation	\$42,744
Other	\$0
Total Expenses	\$702
Fixed Route Expenses	\$502,165
Demand Response Services	\$0
	\$502,165

Revenue Summary

Fare Revenue	\$15,837
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$114,350
State Assistance	\$128,815
Federal Assistance	\$243,163
Total Revenue	\$502,165

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	MV	1	Ramp
1	2024	CU	2	Lift
1	2023	CU	2	Lift
1	2023	MV	1	Ramp
1	2019	MV	1	Ramp
1	2018	MV	1	Ramp
2	2016	CU	2	Lift
8				



FULTON COUNTY

625 Pontiac St
Rochester IN 46975
(574) 223-6953

Contact: Doug Bellar, Executive Director
Email: fccoar@rtcol.com
Website: www.fultoncountycoa.com

General Information

Type of Service Demand Response
Service Area Fulton County
Service Population 20,480

Service Hours

Weekdays 7:00 AM–5:00 PM
Saturday
Sunday

Fare Structure

Base \$2.00
Youth
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special
\$4 per stop in county

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	9	3
Maintenance	0	0
Administration	2	1
	11	4

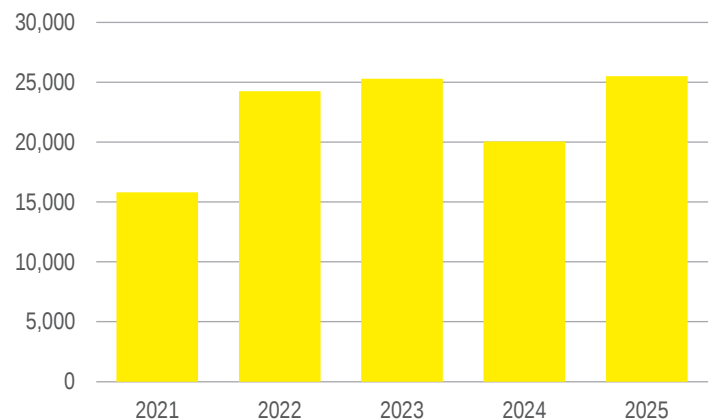
Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	8

Ridership Trends

2021	15,818
2022	24,249
2023	25,288
2024	20,068
2025	25,505

System Ridership Trend





FULTON COUNTY TRANSPO

Legislative District

Indiana Senate	18
Indiana House	17
U.S. Congressional	2

Productivity

Total Passenger Boardings	25,505
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	197,936
Total Vehicle Miles	197,936
Revenue Vehicle Miles	174,446
Revenue Vehicle Hours	14,279

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.94
Operating Expense per Passenger Trip	\$22.82
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	0.8

Financial Performance

Operating Subsidy	\$461,020
Operating Subsidy Ratio	79%
Locally Derived Income	\$212,450
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	10%

Operating Expense Summary

Operator Salaries/Wages	\$235,015
Other Salaries/Wages	\$94,289
Fringe Services	\$77,344
Materials and Supplies	\$19,168
Utilities	\$49,075
Casualty/Liability	\$16,309
Purchased Transportation	\$60,971
Other	\$0
Total Expenses	\$29,917
Fixed Route Expenses	\$582,088
Demand Response Services	\$0
	\$582,088

Revenue Summary

Fare Revenue	\$60,236
Contract/Other	\$26,800
Auxiliary/Non-Transit	\$18,100
In-Kind	\$0
Contra	\$15,932
Local Assistance	\$107,314
State Assistance	\$123,198
Federal Assistance	\$230,508
Total Revenue	\$582,088

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2023	MV	1	Ramp
1	2021	MV	1	Ramp
1	2019	CU	2	Lift
4	2019	MV	1	Ramp
1	2018	CU	2	Lift
1	2017	VN	2	Ramp
1	2016	MV	2	Ramp
11				



HUNTINGBURG

508 E 4th St
Huntingburg IN 47542
(812) 683-2211

Contact: April Blessinger, Transit Director
Email: ablessinger@huntingburg-in.gov
Website: www.huntingburg-in.gov

General Information

Type of Service Demand Response
Service Area Huntingburg city limits
Service Population 6,362

Service Hours

Weekdays 8:30 AM–4 PM
Saturday
Sunday

Fare Structure

Base \$1.50
Youth
Elderly/Disabled
Transfer n/a
Other/Special
\$3 for round trip and \$1 for additional stops

Personnel

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

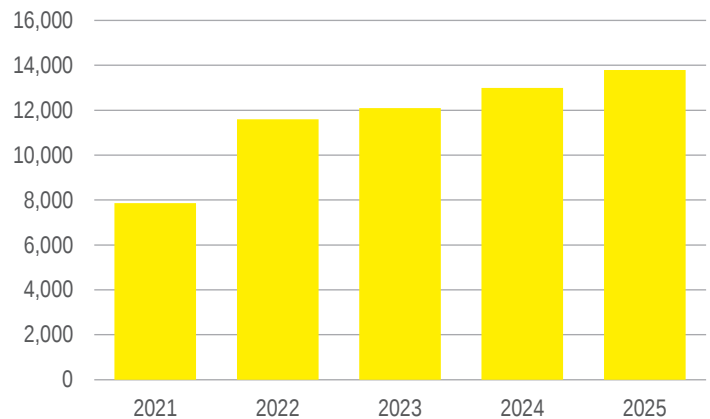
Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	3

Ridership Trends

2021	7,856
2022	11,589
2023	12,096
2024	12,990
2025	13,791

System Ridership Trend





HUNTINGBURG TRANSIT SYSTEM

Legislative District

Indiana Senate	48
Indiana House	74
U.S. Congressional	8

Productivity

Total Passenger Boardings	13,791
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	28,195
Total Vehicle Miles	28,195
Revenue Vehicle Miles	26,957
Revenue Vehicle Hours	3,236

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$11.15
Operating Expense per Passenger Trip	\$22.79
Passenger Trips per Total Vehicle Mile	0.49
Passenger Trips per Capita	0.47

Financial Performance

Operating Subsidy	\$293,186
Operating Subsidy Ratio	93%
Locally Derived Income	\$142,615
Locally Derived Income Per Operating Expense	\$0.45
Fare Recovery Ratio	6%

Operating Expense Summary

Operator Salaries/Wages	\$81,091
Other Salaries/Wages	\$103,948
Fringe Services	\$90,759
Materials and Supplies	\$7,974
Utilities	\$16,117
Casualty/Liability	\$4,878
Purchased Transportation	\$3,330
Other	\$0
Total Expenses	\$6,162
Fixed Route Expenses	\$314,259
Demand Response Services	\$0
	\$314,259

Revenue Summary

Fare Revenue	\$17,823
Contract/Other	\$0
Auxiliary/Non-Transit	\$3,250
In-Kind	\$0
Contra	\$0
Local Assistance	\$121,542
State Assistance	\$25,053
Federal Assistance	\$146,591
Total Revenue	\$314,259

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	CU	1	Lift
1	2023	MV	1	Ramp
1	2018	CU	2	Lift
3				



HUNTINGTON COUNTY

500 MacGahan St
Huntington IN 46750
(260) 356-3006

Contact: Jessica Huscher, Executive Director
Email: jhuscher@huntingtoncountycoa.org
Website: huntingtoncountycoa.org

General Information

Type of Service Demand Response
Service Area Huntington County
Service Population 36,662

Service Hours

Weekdays 4 AM–8 PM
Saturday 9 AM–2 PM by appt.
Sunday

Fare Structure

Base \$4.00
Youth
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special
\$4 for smallest circle on map \$5 within the larger circle on map \$6 beyond larger circle on map
Out of county trips are \$10 each way plus mileage charge

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	15
Maintenance	0	0
Administration	1	3
	2	18

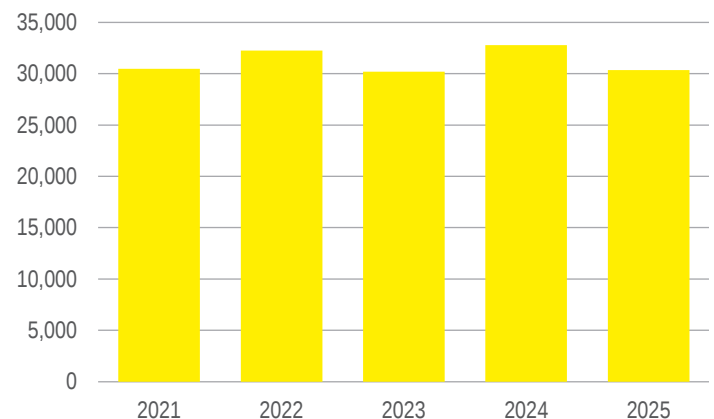
Operation Characteristics

Revenue Vehicles	14
Peak Hour Fleet	13

Ridership Trends

2021	30,477
2022	32,248
2023	30,204
2024	32,786
2025	30,358

System Ridership Trend





HUNTINGTON AREA TRANSPORTATION

Legislative District

Indiana Senate	17
Indiana House	50
U.S. Congressional	3

Productivity

Total Passenger Boardings	30,358
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	222,991
Total Vehicle Miles	222,991
Revenue Vehicle Miles	220,980
Revenue Vehicle Hours	19,160

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.02
Operating Expense per Passenger Trip	\$22.20
Passenger Trips per Total Vehicle Mile	0.14
Passenger Trips per Capita	1.21

Financial Performance

Operating Subsidy	\$637,067
Operating Subsidy Ratio	95%
Locally Derived Income	\$214,401
Locally Derived Income Per Operating Expense	\$0.32
Fare Recovery Ratio	5%

Operating Expense Summary

Operator Salaries/Wages	\$263,132
Other Salaries/Wages	\$142,658
Fringe Services	\$101,783
Materials and Supplies	\$31,773
Utilities	\$77,128
Casualty/Liability	\$4,558
Purchased Transportation	\$33,846
Other	\$0
Total Expenses	\$18,948
Fixed Route Expenses	\$673,826
Demand Response Services	\$0
	\$673,826

Revenue Summary

Fare Revenue	\$35,700
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$1,059
Local Assistance	\$178,701
State Assistance	\$139,833
Federal Assistance	\$318,533
Total Revenue	\$673,826

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
3	2024	MV	1	Ramp
1	2024	CU	2	Lift
1	2023	MV	1	Ramp
1	2023	CU	2	Lift
1	2021	MV	1	Ramp
1	2019	MV	1	Ramp
1	2019	CU	2	Lift
2	2017	MV	2	Ramp
1	2016	AO	0	N/A
1	2015	MV	1	Ramp
1	2015	CU	2	Lift

14



KIRPC-JASPER

967 E Leopold St
Rensselaer IN 47978
(219) 866-8071

Contact: Kelly Bauer, Transportation Director
Email: kbauer@yourjccs.org
Website: www.jaspercountycommunityservices.com

General Information

Type of Service Demand Response
Service Area Jasper County
Service Population 32,918

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	6
Maintenance	0	0
Administration	3	0
	3	6

Service Hours

Weekdays 8 AM–4 PM
Saturday
Sunday

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	6

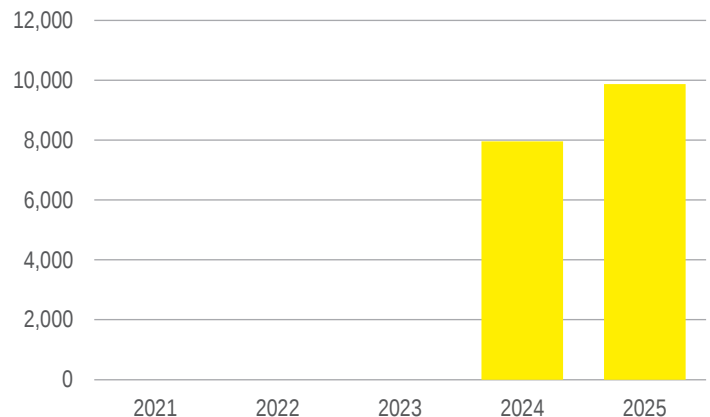
Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$1.00
Transfer n/a
Other/Special
In County \$1.00 for the first 3 miles 10 cents every mile thereafter.
Out of county: depends on destination city

Ridership Trends

2021	
2022	
2023	
2024	7,959
2025	9,876

System Ridership Trend





JASPER COUNTY COMMUNITY SERVICES PUBLIC TRANSPORTATION

Legislative District

Indiana Senate	5, 6
Indiana House	11, 13, 16
U.S. Congressional	4

Productivity

Total Passenger Boardings	9,876
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	61,014
Total Vehicle Miles	61,014
Revenue Vehicle Miles	48,229
Revenue Vehicle Hours	3,284

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.47
Operating Expense per Passenger Trip	\$27.64
Passenger Trips per Total Vehicle Mile	0.16
Passenger Trips per Capita	3.4

Financial Performance

Operating Subsidy	\$253,578
Operating Subsidy Ratio	93%
Locally Derived Income	\$71,366
Locally Derived Income Per Operating Expense	\$0.26
Fare Recovery Ratio	4%

Operating Expense Summary

Operator Salaries/Wages	\$60,143
Other Salaries/Wages	\$87,446
Fringe Services	\$43,467
Materials and Supplies	\$13,100
Utilities	\$27,145
Casualty/Liability	\$2,561
Purchased Transportation	\$29,985
Other	\$0
Total Expenses	\$9,136
Fixed Route Expenses	\$272,983
Demand Response Services	\$0
	\$272,983

Revenue Summary

Fare Revenue	\$12,209
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$7,196
Local Assistance	\$59,157
State Assistance	\$67,632
Federal Assistance	\$126,789
Total Revenue	\$272,983

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	CU	1	Lift
1	2024	CU	2	Lift
2	2023	CU	2	Lift
1	2023	MV	1	Ramp
1	2019	MV	1	Ramp
1	2017	CU	2	Lift
1	2010	CU	0	N/A
1	2007	MV	0	N/A
9				



JAY COUNTY

1701 Pilgrim Blvd
Yorktown IN 47396
(765) 722-4057

Contact: Kevin DeCamp, Transportation Manager
Email: kdecamp@lifestreaminc.org
Website: www.lifestreaminc.org

General Information

Type of Service	Demand Response
Service Area	Jay, Randolph, Henry, & Blackford Counties
Service Population	106,006

Service Hours

Weekdays	8 AM–5 PM
Saturday	
Sunday	

Fare Structure

Base	\$2.00
Youth	\$1.00
Elderly/Disabled	\$1.00
Transfer	n/a
Other/Special	

Personnel

	Full-Time	Part-Time
Operations	10	8
Maintenance	0	0
Administration	3	0
	13	8

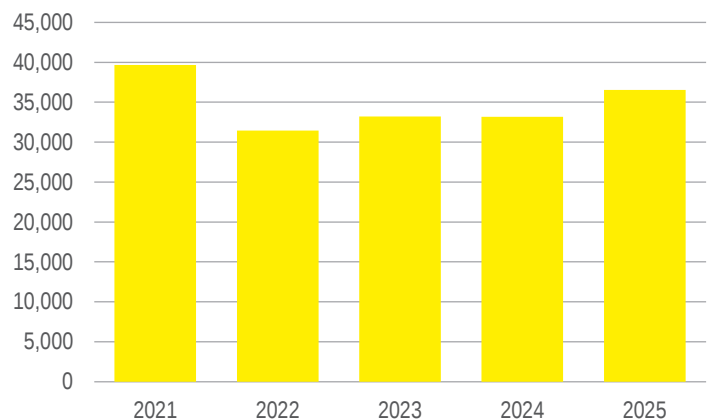
Operation Characteristics

Revenue Vehicles	21
Peak Hour Fleet	17

Ridership Trends

2021	39,649
2022	31,434
2023	33,196
2024	33,156
2025	36,539

System Ridership Trend



THE NEW INTERURBAN



Group
4

Legislative District

Indiana Senate 19, 26, 27
Indiana House 33, 54, 56, 79
U.S. Congressional 3, 6

Productivity

Total Passenger Boardings	36,539
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	345,643
Total Vehicle Miles	345,643
Revenue Vehicle Miles	307,066
Revenue Vehicle Hours	25,931

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.54
Operating Expense per Passenger Trip	\$33.49
Passenger Trips per Total Vehicle Mile	0.11
Passenger Trips per Capita	2.43

Financial Performance

Operating Subsidy	\$1,071,398
Operating Subsidy Ratio	88%
Locally Derived Income	\$452,181
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	2%

Operating Expense Summary

Operator Salaries/Wages	\$356,127
Other Salaries/Wages	\$105,745
Fringe Services	\$185,616
Materials and Supplies	\$115,331
Utilities	\$221,580
Casualty/Liability	\$19,707
Purchased Transportation	\$47,960
Other	\$0
Total Expenses	\$171,537
Fixed Route Expenses	\$1,223,603
Demand Response Services	\$0
	\$1,223,603

Revenue Summary

Fare Revenue	\$25,586
Contract/Other	\$104,449
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$22,170
Local Assistance	\$322,146
State Assistance	\$213,554
Federal Assistance	\$535,698
Total Revenue	\$1,223,603

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	MV	1	Ramp
2	2025	CU	2	Lift
4	2024	CU	2	Lift
4	2023	CU	2	Lift
4	2019	CU	2	Lift
4	2018	CU	2	Lift
3	2017	CU	2	Lift
1	2004	VN	0	N/A
24				



KNOX COUNTY

2009 Prospect Ave
Vincennes IN 47591
(812) 886-3381

Contact: Rebecca Pinnick, Transportation Director
Email: rpinnick@bettyejmccormick.com
Website: www.vincennesymca.org

General Information

Type of Service Demand Response
Service Area Knox County
Service Population 36,282

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	22
Maintenance	0	1
Administration	5	1
	8	24

Service Hours

Weekdays 6 AM–8 PM
Saturday 8 AM–3 PM
Sunday 8 AM–3 PM

Operation Characteristics

Revenue Vehicles 21
Peak Hour Fleet 17

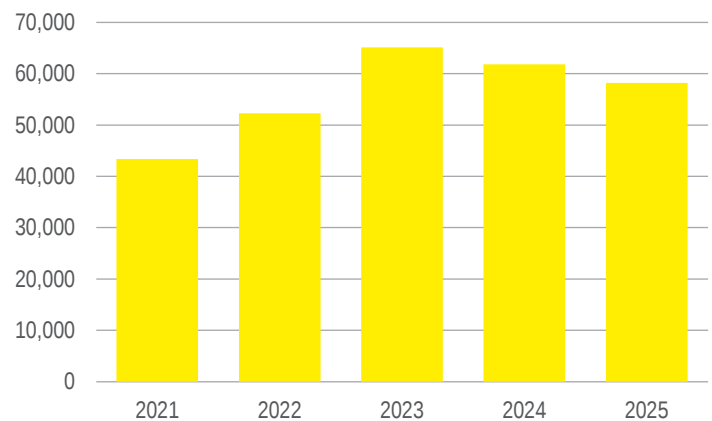
Fare Structure

Base \$3.00
Youth
Elderly/Disabled
Transfer n/a
Other/Special
County fares are \$6

Ridership Trends

2021	43,394
2022	52,287
2023	65,100
2024	61,796
2025	58,231

System Ridership Trend





KNOX COUNTY YMCA/VANGO

Legislative District

Indiana Senate	39
Indiana House	45, 64
U.S. Congressional	8

Productivity

Total Passenger Boardings	58,231
Total Fixed Route Vehicle Miles	44,813
Total Demand Response Vehicle Miles	511,592
Total Vehicle Miles	556,405
Revenue Vehicle Miles	465,306
Revenue Vehicle Hours	23,535

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.97
Operating Expense per Passenger Trip	\$28.41
Passenger Trips per Total Vehicle Mile	0.1
Passenger Trips per Capita	0.62

Financial Performance

Operating Subsidy	\$1,598,062
Operating Subsidy Ratio	97%
Locally Derived Income	\$692,475
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	2%

Operating Expense Summary

Operator Salaries/Wages	\$517,367
Other Salaries/Wages	\$210,136
Fringe Services	\$206,133
Materials and Supplies	\$143,046
Utilities	\$220,151
Casualty/Liability	\$22,043
Purchased Transportation	\$75,194
Other	\$0
Total Expenses	\$260,038
Fixed Route Expenses	\$1,654,108
Demand Response Services	\$49,910
	\$1,604,198

Revenue Summary

Fare Revenue	\$37,286
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$18,760
Local Assistance	\$655,189
State Assistance	\$147,038
Federal Assistance	\$795,835
Total Revenue	\$1,654,108

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	CU	2	Lift
2	2024	CU	2	Lift
3	2023	CU	2	Lift
1	2023	MV	1	Ramp
1	2019	MV	1	Ramp
1	2018	CU	2	Lift
1	2016	CU	2	Lift
3	2015	CU	2	Lift
1	2014	CU	2	Lift
2	2013	MV	1	Ramp
1	2011	CU	2	Lift
1	2010	CU	2	Lift
1	2009	CU	2	Lift
1	2005	AO	0	N/A



KOSCIUSKO COUNTY

1804 E Winona Ave
Warsaw IN 46580
(574) 267-4990
Contact: Kristin Rude, Transporation General Manager
Email: kristin.rude@cardinalservices.org
Website: www.cardinalservices.org

General Information

Type of Service	Demand Response/Deviated Fixed Route (effective 9/8/25)
Service Area	Kosciusko County
Service Population	80,240

Service Hours

Weekdays	5:30 AM–8 PM
Saturday	
Sunday	

Fare Structure

Base	\$3.00
Youth	
Elderly/Disabled	
Transfer	n/a
Other/Special	
0–8 miles \$3; 9–16 miles \$4; 17+miles \$5; Same day fee add \$5	
Out of county round trip up to 80 miles; \$110, 81–120; \$150, 121–160; \$190, 161–200; \$230, 201–300; \$300	

Personnel

	Full-Time	Part-Time
Operations	7	4
Maintenance	1	0
Administration	2	1
	10	5

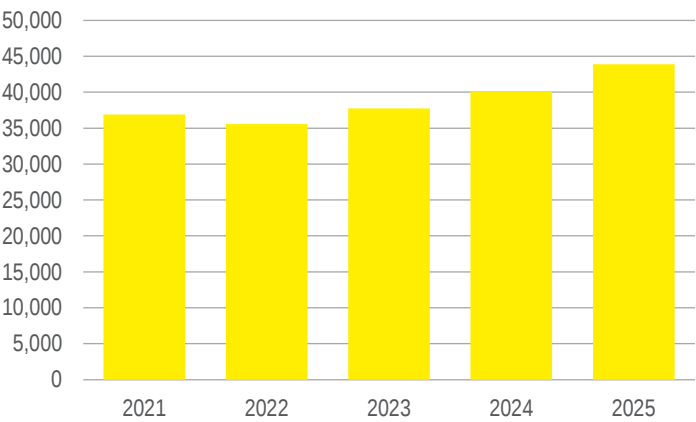
Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	10

Ridership Trends

2021	36,909
2022	35,563
2023	37,746
2024	40,118
2025	43,888

System Ridership Trend





KOSCIUSKO AREA BUS SERVICE (KABS)

Legislative District

Indiana Senate	9, 18
Indiana House	18, 22
U.S. Congressional	2, 3

Productivity

Total Passenger Boardings	43,888
Total Fixed Route Vehicle Miles	10,130
Total Demand Response Vehicle Miles	283,084
Total Vehicle Miles	293,214
Revenue Vehicle Miles	262,617
Revenue Vehicle Hours	15,536

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.42
Operating Expense per Passenger Trip	\$22.86
Passenger Trips per Total Vehicle Mile	0.15
Passenger Trips per Capita	1.83

Financial Performance

Operating Subsidy	\$967,526
Operating Subsidy Ratio	96%
Locally Derived Income	\$403,785
Locally Derived Income Per Operating Expense	\$0.40
Fare Recovery Ratio	3%

Operating Expense Summary

Operator Salaries/Wages	\$317,452
Other Salaries/Wages	\$163,559
Fringe Services	\$173,707
Materials and Supplies	\$40,317
Utilities	\$122,910
Casualty/Liability	\$21,399
Purchased Transportation	\$31,132
Other	\$0
Total Expenses	\$132,602
Fixed Route Expenses	\$1,003,078
Demand Response Services	\$46,028
	\$957,050

Revenue Summary

Fare Revenue	\$32,694
Contract/Other	\$2,858
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$368,233
State Assistance	\$136,817
Federal Assistance	\$462,476
Total Revenue	\$1,003,078

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2024	CU	2	Lift
2	2023	CU	2	Lift
1	2020	CU	2	Lift
2	2019	CU	2	Lift
1	2019	MV	1	Ramp
2	2018	CU	2	Lift
1	2017	CU	2	Lift
1	2017	MV	1	Ramp
12				



LAGRANGE COUNTY

410 E Central Ave
LaGrange IN 46761
(260) 463-4161

Contact: Cheri Perkins, Agency Director
Email: cperkins@lagrangecoa.org
Website: www.lagrangecoa.org

General Information

Type of Service Demand Response
Service Area LaGrange County
Service Population 40,446

Service Hours

Weekdays 5 AM–5 PM
Saturday
Sunday

Fare Structure

Base \$5.00
Youth
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special
\$8 for 5–9 miles; \$11 for 10–15 miles; \$13 for 16–20 miles; \$15 21–30 miles
Out of county all trips \$1.25 per mile

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	7
Maintenance	0	0
Administration	3	1
	8	8

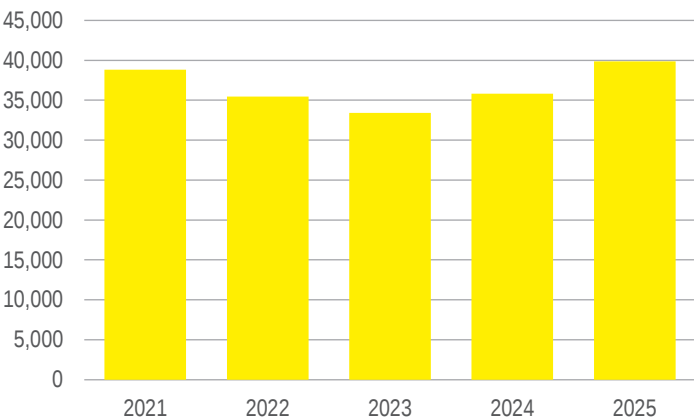
Operation Characteristics

Revenue Vehicles	15
Peak Hour Fleet	11

Ridership Trends

2021	38,819
2022	35,466
2023	33,409
2024	35,832
2025	39,853

System Ridership Trend





LAGRANGE COUNTY AREA TRANSIT (LCAT)

Legislative District

Indiana Senate	13
Indiana House	51
U.S. Congressional	3

Productivity

Total Passenger Boardings	39,853
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	445,380
Total Vehicle Miles	445,380
Revenue Vehicle Miles	398,093
Revenue Vehicle Hours	20,170

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.07
Operating Expense per Passenger Trip	\$34.36
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	1.01

Financial Performance

Operating Subsidy	\$1,055,295
Operating Subsidy Ratio	77%
Locally Derived Income	\$653,368
Locally Derived Income Per Operating Expense	\$0.48
Fare Recovery Ratio	22%

Operating Expense Summary

Operator Salaries/Wages	\$481,218
Other Salaries/Wages	\$184,380
Fringe Services	\$205,551
Materials and Supplies	\$119,058
Utilities	\$239,892
Casualty/Liability	\$2,587
Purchased Transportation	\$77,277
Other	\$0
Total Expenses	\$59,251
Fixed Route Expenses	\$1,369,214
Demand Response Services	\$0
	\$1,369,214

Revenue Summary

Fare Revenue	\$296,262
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$17,657
Local Assistance	\$357,106
State Assistance	\$214,526
Federal Assistance	\$483,663
Total Revenue	\$1,369,214

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	CU	2	Lift
1	2025	MV	1	Ramp
1	2024	CU	2	Lift
1	2024	MV	1	Ramp
2	2023	CU	2	Lift
2	2023	MV	1	Ramp
3	2019	CU	1	Lift
1	2018	CU	2	Lift
2	2017	MV	2	Ramp
1	2016	MV	2	Ramp
1	2016	CU	2	Lift
1	2015	CU	2	Lift
1	2013	AO	0	N/A



MADISON COUNTY

16 E 9th St
Anderson IN 46016
(765) 640-4201
Contact: David Benefiel, Principal Transporation Planner
Email: dave@heartlandmpo.org
Website: www.ridethetram.com

General Information

Type of Service Demand Response
Service Area Madison County
Service Population 130,129

Service Hours

Weekdays 7 AM–5 PM
Saturday
Sunday

Fare Structure

Base \$4.00
Youth
Elderly/Disabled \$2.50
Transfer n/a
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	1
Maintenance	0	0
Administration	3	5
	6	6

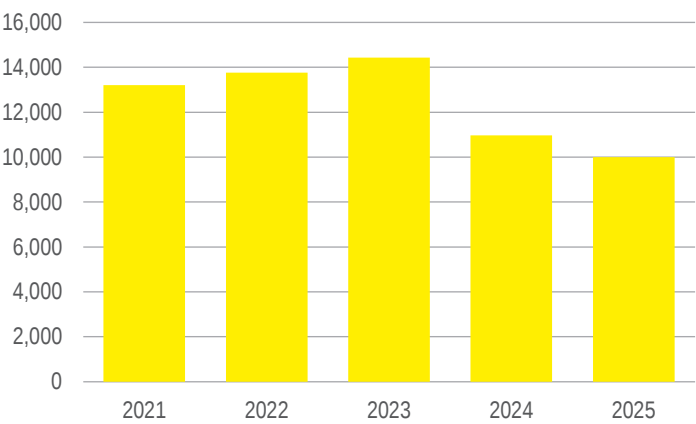
Operation Characteristics

Revenue Vehicles	6
Peak Hour Fleet	4

Ridership Trends

2021	13,198
2022	13,759
2023	14,427
2024	10,973
2025	9,999

System Ridership Trend





TRANSPORTATION FOR RURAL AREAS OF MADISON COUNTY (TRAM)

Legislative District

Indiana Senate	25
Indiana House	31, 35, 36, 53, 88
U.S. Congressional	5

Productivity

Total Passenger Boardings	9,999
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	100,998
Total Vehicle Miles	100,998
Revenue Vehicle Miles	82,436
Revenue Vehicle Hours	6,898

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.33
Operating Expense per Passenger Trip	\$43.73
Passenger Trips per Total Vehicle Mile	0.1
Passenger Trips per Capita	7.53

Financial Performance

Operating Subsidy	\$417,290
Operating Subsidy Ratio	95%
Locally Derived Income	\$163,446
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	5%

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$47,157
Fringe	\$26,237
Services	\$0
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$349,105
Other	\$14,796
Total Expenses	\$437,295
Fixed Route Expenses	\$0
Demand Response Services	\$437,295

Revenue Summary

Fare Revenue	\$20,005
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$143,441
State Assistance	\$65,205
Federal Assistance	\$208,644
Total Revenue	\$437,295

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2018	CU	2	Lift
2	2017	CU	2	Lift
1	2016	CU	2	Lift
5				



MARSHALL COUNTY

1305 W Harrison St
Plymouth IN 46563
(574) 936-9904
Contact: Janis Holiday, Director
Email: jholiday.mcoas@hotmail.com
Website: www.marshallcountycouncilonaging.org

General Information

Type of Service Demand Response
Service Area Marshall county
Service Population 46,095

Service Hours

Weekdays 7:30 AM–5:30 PM
Saturday
Sunday

Fare Structure

Base \$2.50
Youth
Elderly/Disabled \$2.50/Free
Transfer n/a
Other/Special
\$6 for 6–30 miles \$11 for 31+miles

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	2	16
Maintenance	0	0
Administration	2	0
	4	16

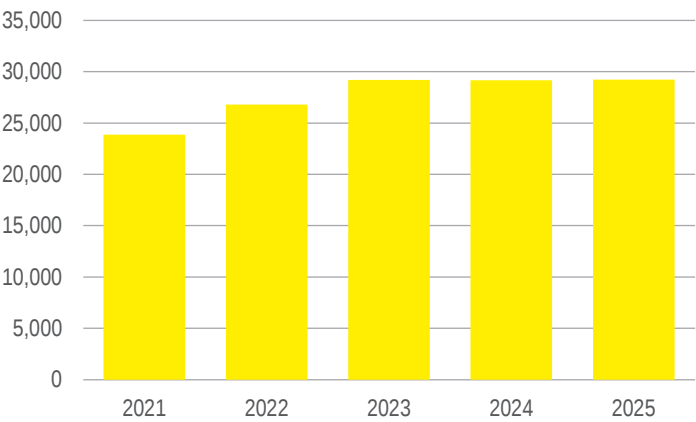
Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	10

Ridership Trends

2021	23,861
2022	26,796
2023	29,195
2024	29,156
2025	29,213

System Ridership Trend





MARSHALL COUNTY TRANSIT

Legislative District

Indiana Senate	8, 9
Indiana House	7, 17
U.S. Congressional	2

Productivity

Total Passenger Boardings	29,213
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	221,695
Total Vehicle Miles	221,695
Revenue Vehicle Miles	196,645
Revenue Vehicle Hours	11,051

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.56
Operating Expense per Passenger Trip	\$19.42
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	1.58

Financial Performance

Operating Subsidy	\$507,891
Operating Subsidy Ratio	90%
Locally Derived Income	\$251,562
Locally Derived Income Per Operating Expense	\$0.44
Fare Recovery Ratio	9%

Operating Expense Summary

Operator Salaries/Wages	\$203,594
Other Salaries/Wages	\$115,512
Fringe	\$45,272
Services	\$17,912
Materials and Supplies	\$50,907
Utilities	\$4,114
Casualty/Liability	\$26,477
Purchased Transportation	\$0
Other	\$103,497
Total Expenses	\$567,285
Fixed Route Expenses	\$0
Demand Response Services	\$567,285

Revenue Summary

Fare Revenue	\$52,418
Contract/Other	\$2,905
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$4,071
Local Assistance	\$196,239
State Assistance	\$57,707
Federal Assistance	\$253,945
Total Revenue	\$567,285

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	CU	1	Lift
1	2025	MV	1	Ramp
2	2024	MV	1	Ramp
1	2023	MV	1	Ramp
1	2023	CU	2	Lift
1	2020	CU	2	Lift
2	2019	MV	1	Ramp
2	2017	MV	1	Ramp

11



MIAMI COUNTY

751 W 2nd
Peru IN 46970
(765) 472-6028

Contact: Stacy Gaunt, Transit Director
Email: smcbride@mcymca.org
Website: www.mcymca.org

General Information

Type of Service Demand Response
Service Area Miami County
Service Population 35,962

Service Hours

Weekdays 6 AM–8 PM
Saturday
Sunday

Fare Structure

Base \$3.00
Youth
Elderly/Disabled Free
Transfer n/a
Other/Special
\$5 within 10 miles \$7 outside 10 miles

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	6	13
Maintenance	0	0
Administration	<u>2</u>	<u>2</u>
	8	15

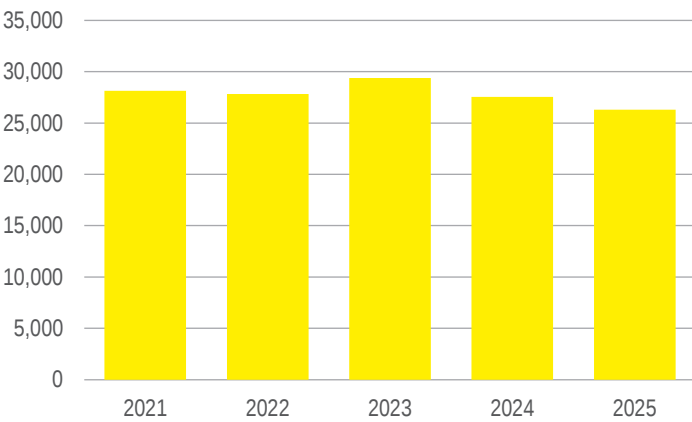
Operation Characteristics

Revenue Vehicles 14
Peak Hour Fleet 12

Ridership Trends

2021	28,141
2022	27,825
2023	29,380
2024	27,559
2025	26,310

System Ridership Trend





MIAMI COUNTY/YMCA PUBLIC TRANSIT

Legislative District

Indiana Senate	18
Indiana House	23, 50
U.S. Congressional	2

Productivity

Total Passenger Boardings	26,310
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	201,478
Total Vehicle Miles	201,478
Revenue Vehicle Miles	171,660
Revenue Vehicle Hours	12,380

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.66
Operating Expense per Passenger Trip	\$20.40
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	0.7

Financial Performance

Operating Subsidy	\$497,687
Operating Subsidy Ratio	93%
Locally Derived Income	\$192,532
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	7%

Operating Expense Summary

Operator Salaries/Wages	\$184,125
Other Salaries/Wages	\$103,362
Fringe Services	\$55,352
Materials and Supplies	\$30,373
Utilities	\$44,823
Casualty/Liability	\$8,116
Purchased Transportation	\$13,561
Other	\$0
Total Expenses	\$97,088
Fixed Route Expenses	\$536,800
Demand Response Services	\$0
	\$536,800

Revenue Summary

Fare Revenue	\$39,113
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$153,419
State Assistance	\$95,426
Federal Assistance	\$248,842
Total Revenue	\$536,800

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
3	2025	MV	1	Ramp
3	2024	MV	1	Ramp
3	2023	MV	1	Ramp
1	2023	CU	2	Lift
2	2020	MV	1	Ramp
1	2019	MV	1	Ramp
1	2019	CU	2	Lift
1	2016	AO	0	N/A
15				



MONROE COUNTY

631 W Edgewood Dr
Ellettsville IN 47429
(812) 876-3383

Contact: Chris Myers, Executive Director
Email: cmyers@area10agency.org
Website: www.area10agency.org

General Information

Type of Service	Demand Response/Deviated Fixed Route
Service Area	Monroe, Owen, Lawrence, & Putnam Counties
Service Population	242,776

Service Hours

Weekdays	6 AM–6 PM
Saturday	
Sunday	

Fare Structure

Base	\$3.00
Youth	
Elderly/Disabled	
Transfer	n/a
Other/Special	
\$6 two county	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	10	9
Maintenance	1	0
Administration	<u>2</u>	<u>1</u>
	13	10

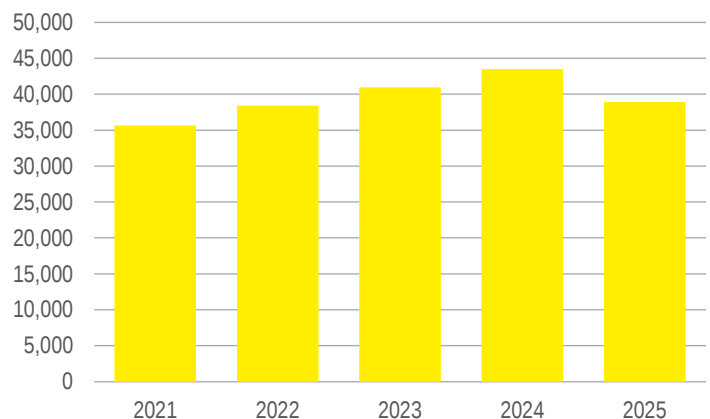
Operation Characteristics

Revenue Vehicles	26
Peak Hour Fleet	10

Ridership Trends

2021	35,634
2022	38,415
2023	40,946
2024	43,508
2025	38,920

System Ridership Trend





RURAL TRANSIT

Legislative District

Indiana Senate	24, 37, 39, 40, 44
Indiana House	44, 46, 60, 61, 62, 65
U.S. Congressional	4, 8, 9

Productivity

Total Passenger Boardings	38,920
Total Fixed Route Vehicle Miles	16,123
Total Demand Response Vehicle Miles	369,614
Total Vehicle Miles	385,737
Revenue Vehicle Miles	336,513
Revenue Vehicle Hours	25,964

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.85
Operating Expense per Passenger Trip	\$38.19
Passenger Trips per Total Vehicle Mile	0.10
Passenger Trips per Capita	0.3

Financial Performance

Operating Subsidy	\$1,442,979
Operating Subsidy Ratio	97%
Locally Derived Income	\$453,367
Locally Derived Income Per Operating Expense	\$0.30
Fare Recovery Ratio	3%

Operating Expense Summary

Operator Salaries/Wages	\$428,171
Other Salaries/Wages	\$146,697
Fringe Services	\$255,231
Materials and Supplies	\$43,028
Utilities	\$190,766
Casualty/Liability	\$49,100
Purchased Transportation	\$155,466
Other	\$0
Total Expenses	\$217,991
Fixed Route Expenses	\$1,486,450
Demand Response Services	\$63,274
	\$1,423,176

Revenue Summary

Fare Revenue	\$43,471
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$409,896
State Assistance	\$311,595
Federal Assistance	\$721,488
Total Revenue	\$1,486,450

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	CU	2	Lift
6	2023	CU	2	Lift
1	2023	MV	1	Ramp
5	2022	CU	2	Lift
3	2020	CU	2	Lift
2	2019	MV	1	Ramp
2	2019	CU	2	Lift
4	2018	CU	2	Lift
2	2014	MV	1	Ramp
27				



CITY OF NEW CASTLE

201 S 25th St
New Castle IN 47362
(765) 521-6847

Contact: Doug Sloan, General Manager
Email: newcastletransit@yahoo.com
Website: www.cityofnewcastle.net

General Information

Type of Service Demand Response
Service Area City of New Castle
Service Population 17,396

Service Hours

Weekdays 8 AM–4 PM
Saturday
Sunday

Fare Structure

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

Personnel

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

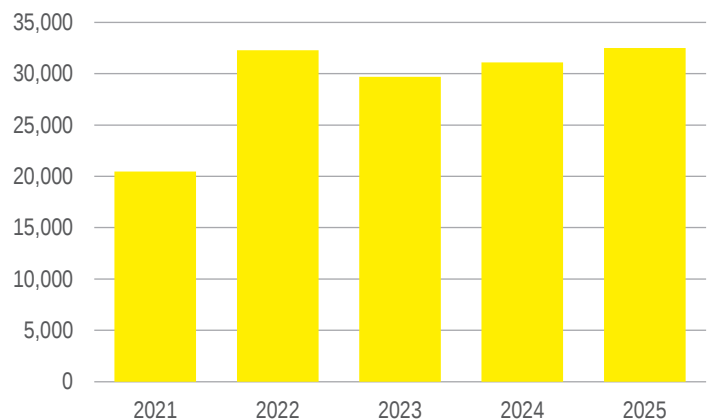
Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	4

Ridership Trends

2021	20,459
2022	32,285
2023	29,708
2024	31,106
2025	32,493

System Ridership Trend





NEW CASTLE TRANSIT

Legislative District

Indiana Senate	27
Indiana House	54
U.S. Congressional	6

Productivity

Total Passenger Boardings	32,493
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	56,244
Total Vehicle Miles	56,244
Revenue Vehicle Miles	51,537
Revenue Vehicle Hours	7,500

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$12.59
Operating Expense per Passenger Trip	\$21.80
Passenger Trips per Total Vehicle Mile	0.58
Passenger Trips per Capita	0.54

Financial Performance

Operating Subsidy	\$708,274
Operating Subsidy Ratio	100%
Locally Derived Income	\$260,112
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	0%

Operating Expense Summary

Operator Salaries/Wages	\$151,521
Other Salaries/Wages	\$118,872
Fringe Services	\$271,843
Materials and Supplies	\$37,568
Utilities	\$58,085
Casualty/Liability	\$20,264
Purchased Transportation	\$45,000
Other	\$0
Total Expenses	\$5,221
Fixed Route Expenses	\$708,374
Demand Response Services	\$0
	\$708,274

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$260,112
State Assistance	\$94,026
Federal Assistance	\$354,136
Total Revenue	\$708,274

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2020	CU	2	Lift
3	2019	CU	2	Lift
1	2015	CU	2	Lift
1	2010	AO	0	N/A
<u>7</u>				



KIRPC-NEWTON

102 E State St
Morocco IN 47963
(219) 285-2246

Contact: Trisha Drain, Executive Director

Email: dir@nccs-inc.org

Website: newton-county-community-services.webnode.com

General Information

Type of Service Demand Response
Service Area Newton County
Service Population 13,830

Service Hours

Weekdays 6 AM–4 PM
Saturday
Sunday

Fare Structure

Base
Youth
Elderly/Disabled Free/Donation
Transfer
Other/Special

All fares based on mileage, determined from pick-up point to destination.

Out of county: based on mileage determined from pick-up to destination.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	6
Maintenance	0	0
Administration	3	0
	3	6

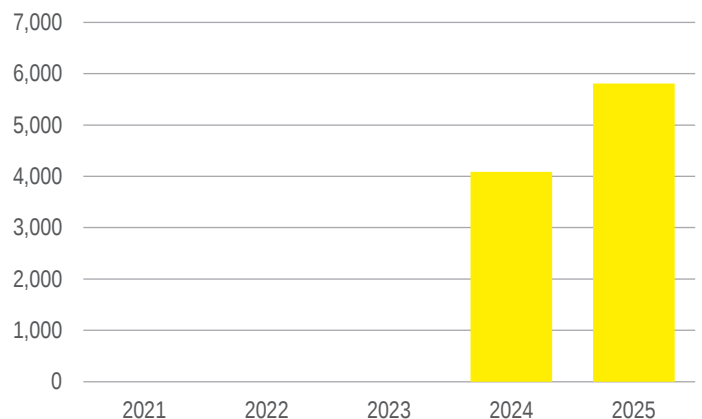
Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	5

Ridership Trends

2021	
2022	
2023	
2024	4,090
2025	5,808

System Ridership Trend





NEWTON COUNTY COMMUNITY SERVICES PUBLIC TRANSPORTATION

Legislative District

Indiana Senate	6
Indiana House	11, 13
U.S. Congressional	4

Productivity

Total Passenger Boardings	5,808
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	140,785
Total Vehicle Miles	140,785
Revenue Vehicle Miles	133,375
Revenue Vehicle Hours	6,134

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.18
Operating Expense per Passenger Trip	\$52.91
Passenger Trips per Total Vehicle Mile	0.04
Passenger Trips per Capita	2.4

Financial Performance

Operating Subsidy	\$293,839
Operating Subsidy Ratio	96%
Locally Derived Income	\$94,319
Locally Derived Income Per Operating Expense	\$0.31
Fare Recovery Ratio	4%

Operating Expense Summary

Operator Salaries/Wages	\$128,120
Other Salaries/Wages	\$74,512
Fringe Services	\$20,067
Materials and Supplies	\$13,050
Utilities	\$27,465
Casualty/Liability	\$5,859
Purchased Transportation	\$31,383
Other	\$0
Total Expenses	\$6,817
Fixed Route Expenses	\$307,273
Demand Response Services	\$0
	\$307,983

Revenue Summary

Fare Revenue	\$11,434
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$2,000
Local Assistance	\$82,885
State Assistance	\$64,034
Federal Assistance	\$146,920
Total Revenue	\$307,273

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	CU	1	Lift
1	2024	MV	1	Ramp
1	2023	MV	1	Ramp
1	2021	MV	1	Ramp
4	2019	MV	1	Ramp
1	2019	CU	2	Lift
1	2017	MV	1	Ramp
11				



NOBLE COUNTY

561 S Main St
Kendallville IN 46755
(260) 347-4226

Contact: Sharon Montoya, Executive Director
Email: director@noblecountycoa.org
Website: www.noblecountycoa.org

General Information

Type of Service Demand Response
Service Area Noble County
Service Population 47,457

Service Hours

Weekdays 5 AM–5 PM
Saturday
Sunday

Fare Structure

Base \$4.00
Youth
Elderly/Disabled Donation within the county
Transfer n/a
Other/Special
\$7 for 6–10 miles, \$10 for 11–15 miles, \$13 for 16–20 miles
Trips over 20 miles are \$1.50/mile

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	15
Maintenance	0	1
Administration	5	1
	5	17

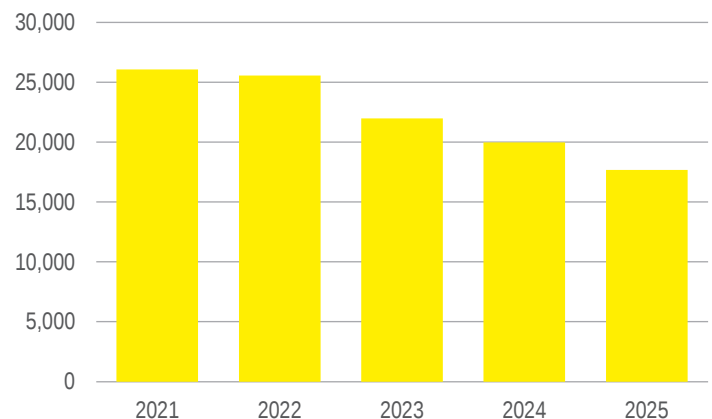
Operation Characteristics

Revenue Vehicles	20
Peak Hour Fleet	11

Ridership Trends

2021	26,067
2022	25,568
2023	21,975
2024	19,982
2025	17,671

System Ridership Trend





NOBLE TRANSIT SYSTEM (NTS)

Legislative District

Indiana Senate	13
Indiana House	18, 52
U.S. Congressional	3

Productivity

Total Passenger Boardings	17,671
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	211,070
Total Vehicle Miles	211,070
Revenue Vehicle Miles	205,267
Revenue Vehicle Hours	13,864

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.67
Operating Expense per Passenger Trip	\$43.78
Passenger Trips per Total Vehicle Mile	0.08
Passenger Trips per Capita	2.69

Financial Performance

Operating Subsidy	\$720,356
Operating Subsidy Ratio	93%
Locally Derived Income	\$260,599
Locally Derived Income Per Operating Expense	\$0.34
Fare Recovery Ratio	6%

Operating Expense Summary

Operator Salaries/Wages	\$201,942
Other Salaries/Wages	\$112,426
Fringe Services	\$47,525
Materials and Supplies	\$67,872
Utilities	\$66,928
Casualty/Liability	\$7,962
Purchased Transportation	\$99,521
Other	\$0
Total Expenses	\$169,529
Fixed Route Expenses	\$773,705
Demand Response Services	\$0
	\$773,705

Revenue Summary

Fare Revenue	\$49,158
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$4,191
Local Assistance	\$211,441
State Assistance	\$148,738
Federal Assistance	\$360,177
Total Revenue	\$773,705

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	MV	1	Ramp
2	2025	CU	2	Lift
2	2024	CU	2	Lift
1	2024	MV	1	Ramp
3	2019	MV	1	Ramp
1	2019	CU	2	Lift
2	2018	CU	2	Lift
1	2017	MV	1	Ramp
1	2017	AO	0	N/A
1	2016	MV	1	Ramp
2	2016	VN	2	Lift
2	2015	MV	2	Ramp
1	2013	VN	1	Ramp



ORANGE COUNTY

986 W Hospital Rd
Paoli IN 47454
(812) 723-4486
Contact: Brian Self, Executive Director
Email: bself@firstchancecenter.com
Website: www.firstchancecenter.com

General Information

Type of Service Demand Response
Service Area Orange County
Service Population 19,867

Service Hours

Weekdays 5 AM–5 PM
Saturday
Sunday

Fare Structure

Base \$4.00
Youth
Elderly/Disabled
Transfer
Other/Special
\$5 to Orleans to Paoli, \$6 French Lick to Paoli, \$14
Orleans to French Lick
\$1 per extra stops

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	3
Maintenance	0	0
Administration	2	7
	6	10

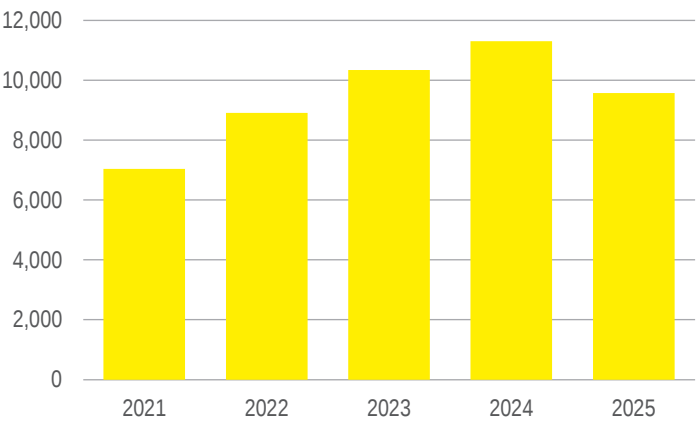
Operation Characteristics

Revenue Vehicles	13
Peak Hour Fleet	6

Ridership Trends

2021	7,039
2022	8,914
2023	10,342
2024	11,306
2025	9,575

System Ridership Trend





ORANGE COUNTY TRANSIT

Legislative District

Indiana Senate	44
Indiana House	65, 74
U.S. Congressional	8

Productivity

Total Passenger Boardings	9,575
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	144,309
Total Vehicle Miles	144,309
Revenue Vehicle Miles	121,962
Revenue Vehicle Hours	7,853

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.91
Operating Expense per Passenger Trip	\$43.82
Passenger Trips per Total Vehicle Mile	0.07
Passenger Trips per Capita	2.07

Financial Performance

Operating Subsidy	\$390,346
Operating Subsidy Ratio	93%
Locally Derived Income	\$118,635
Locally Derived Income Per Operating Expense	\$0.28
Fare Recovery Ratio	6%

Operating Expense Summary

Operator Salaries/Wages	\$119,497
Other Salaries/Wages	\$62,381
Fringe Services	\$45,417
Materials and Supplies	\$27,587
Utilities	\$31,003
Casualty/Liability	\$5,323
Purchased Transportation	\$17,586
Other	\$0
Total Expenses	\$110,825
Fixed Route Expenses	\$419,619
Demand Response Services	\$0
	\$419,619

Revenue Summary

Fare Revenue	\$26,199
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$3,074
Local Assistance	\$92,436
State Assistance	\$102,738
Federal Assistance	\$195,172
Total Revenue	\$419,619

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2024	MV	1	Ramp
2	2020	MV	2	Ramp
6	2019	MV	1	Ramp
2	2015	MV	2	Ramp

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KIRPC-PULASKI

115 Pearl St
PO Box 32
Winamac IN 46996
(574) 946-6500

Contact: Jackie Frain, Director
Email: pulaskipchs@embarqmail.com
Website: www.pulaskionline.org

General Information

Type of Service Demand Response
Service Area Pulaski County
Service Population 12,514

Service Hours

Weekdays 8 AM–4 PM
Saturday
Sunday

Fare Structure

Base \$1.00
Youth
Elderly/Disabled \$1.00
Transfer n/a
Other/Special

Monthly pass in county \$60; Subscription \$24–\$60 depending on number of days; Elderly enrolled in Title III, no charge; Other 3rd party pay service available
Out of county trips \$10 each way, plus \$1.25 after 30 miles

Personnel

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

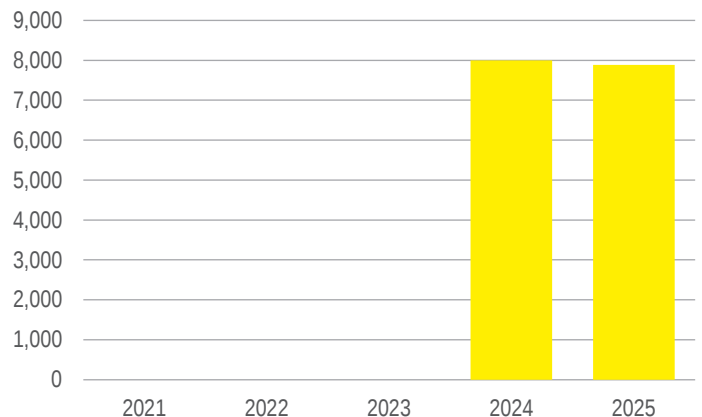
Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	4

Ridership Trends

2021	
2022	
2023	
2024	7,995
2025	7,882

System Ridership Trend





PULASKI COUNTY HUMAN SERVICES PUBLIC TRANSPORTATION

Legislative District

Indiana Senate	5
Indiana House	16, 17
U.S. Congressional	2

Productivity

Total Passenger Boardings	7,882
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	64,751
Total Vehicle Miles	64,751
Revenue Vehicle Miles	49,299
Revenue Vehicle Hours	2,205

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.67
Operating Expense per Passenger Trip	\$30.15
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	1.57

Financial Performance

Operating Subsidy	\$233,765
Operating Subsidy Ratio	98%
Locally Derived Income	\$74,964
Locally Derived Income Per Operating Expense	\$0.32
Fare Recovery Ratio	1%

Operating Expense Summary

Operator Salaries/Wages	\$65,319
Other Salaries/Wages	\$65,981
Fringe Services	\$53,566
Materials and Supplies	\$6,720
Utilities	\$20,336
Casualty/Liability	\$6,055
Purchased Transportation	\$19,638
Other	\$0
Total Expenses	\$64
Fixed Route Expenses	\$237,679
Demand Response Services	\$0
	\$237,679

Revenue Summary

Fare Revenue	\$2,931
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$983
Local Assistance	\$72,033
State Assistance	\$44,849
Federal Assistance	\$116,883
Total Revenue	\$237,679

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2024	CU	2	Lift
1	2023	MV	1	Ramp
1	2021	Bus	0	N/A
1	2019	CU	2	Lift
1	2017	MV	1	Ramp
1	2015	MV	2	Ramp
<u>7</u>				



RUSH COUNTY

504 W Third St
Rushville IN 46173
(765) 932-2935
Contact: Angela Cavaletto, Executive Director
Email: acavaletto@ride-rush.net
Website: www.ride-rush.net

General Information

Type of Service	Demand Response
Service Area	Rush County
Service Population	16,752

Service Hours

Weekdays	7 AM–5 PM
Saturday	
Sunday	

Fare Structure

Base	\$2.00
Youth	\$1.00
Elderly/Disabled	\$1.50
Transfer	n/a
Other/Special	
Under age 5 \$1.00; Age 60 and older \$1.50 suggested donation; Under 60 \$2.00 up to 10 miles, \$3.00 for 11–15 miles, \$3.50 for 15–20 miles	

Personnel

	Full-Time	Part-Time
Operations	0	6
Maintenance	0	0
Administration	2	1
	2	7

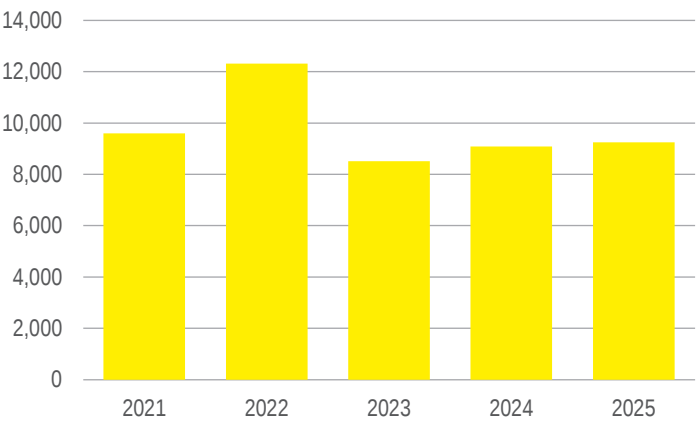
Operation Characteristics

Revenue Vehicles	4
Peak Hour Fleet	4

Ridership Trends

2021	9,593
2022	12,317
2023	8,517
2024	9,086
2025	9,241

System Ridership Trend





“RIDE RUSH” PUBLIC TRANSPORTATION

Legislative District

Indiana Senate	42
Indiana House	54, 55
U.S. Congressional	6

Productivity

Total Passenger Boardings	9,241
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	89,464
Total Vehicle Miles	89,464
Revenue Vehicle Miles	77,465
Revenue Vehicle Hours	4,600

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.19
Operating Expense per Passenger Trip	\$30.88
Passenger Trips per Total Vehicle Mile	0.1
Passenger Trips per Capita	1.8

Financial Performance

Operating Subsidy	\$279,035
Operating Subsidy Ratio	98%
Locally Derived Income	\$103,918
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	2%

Operating Expense Summary

Operator Salaries/Wages	\$94,845
Other Salaries/Wages	\$62,441
Fringe Services	\$13,507
Materials and Supplies	\$27,479
Utilities	\$32,980
Casualty/Liability	\$0
Purchased Transportation	\$20,266
Other	\$0
Total Expenses	\$33,885
Fixed Route Expenses	\$285,403
Demand Response Services	\$0
	\$285,403

Revenue Summary

Fare Revenue	\$6,368
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$97,550
State Assistance	\$41,968
Federal Assistance	\$139,517
Total Revenue	\$285,403

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	CU	2	Lift
1	2023	MV	1	Ramp
1	2019	MV	1	Ramp
1	2017	MV	1	Ramp
1	2017	CU	1	Lift
1	2006	VN	1	Lift
6				



SEYMOUR

301–309 N Chestnut St
Seymour IN 47274
(812) 522-7433

Contact: Dillon Walls, Transit Director
Email: seytransit@seymourin.org
Website: seymourin.org

General Information

Type of Service	Demand Response
Service Area	City of Seymour
Service Population	21,569

Service Hours

Weekdays	6 AM–6 PM
Saturday	
Sunday	

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations	3	9
Maintenance	0	0
Administration	3	0
	6	9

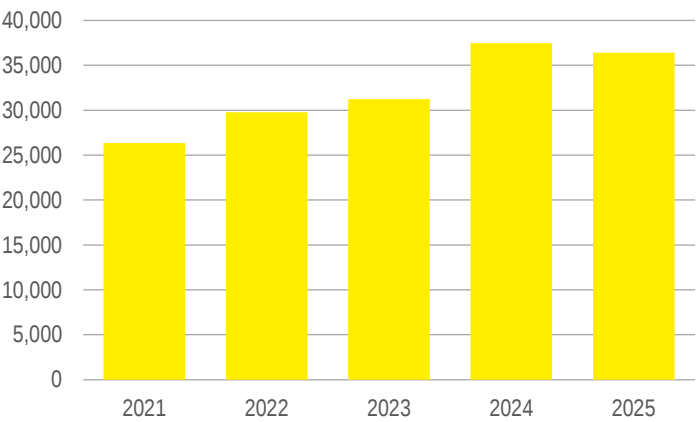
Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	5

Ridership Trends

2021	26,355
2022	29,766
2023	31,231
2024	37,449
2025	36,395

System Ridership Trend



SEYMOUR TRANSIT



Legislative District

Indiana Senate	44
Indiana House	69
U.S. Congressional	9

Productivity

Total Passenger Boardings	36,395
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	130,336
Total Vehicle Miles	130,336
Revenue Vehicle Miles	114,868
Revenue Vehicle Hours	12,506

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.37
Operating Expense per Passenger Trip	\$15.65
Passenger Trips per Total Vehicle Mile	0.28
Passenger Trips per Capita	0.61

Financial Performance

Operating Subsidy	\$518,052
Operating Subsidy Ratio	91%
Locally Derived Income	\$239,065
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	9%

Operating Expense Summary

Operator Salaries/Wages	\$229,055
Other Salaries/Wages	\$115,194
Fringe Services	\$105,437
Materials and Supplies	\$39,530
Utilities	\$75,490
Casualty/Liability	\$981
Purchased Transportation	\$0
Other	\$0
Total Expenses	\$3,849
Fixed Route Expenses	\$569,536
Demand Response Services	\$0
	\$569,536

Revenue Summary

Fare Revenue	\$51,484
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$0
State Assistance	\$187,581
Federal Assistance	\$71,445
Total Revenue	\$259,026
	\$569,536

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
3	2020	CU	2	Lift
5	2016	CU	2	Lift
<u>8</u>				



SHELBY COUNTY

2121 Intelliplex Dr Ste 101
Shelbyville IN 46176
(317) 398-0127
Contact: Easter Hall-Beyer, Transportation Director
Email: ebeyer@shelbyseniorservices.com
Website: www.shelbyseniorservices.org

General Information

Type of Service Demand Response
Service Area Shelby County
Service Population 286,589

Service Hours

Weekdays 8 AM–4 PM
Saturday
Sunday

Fare Structure

Base \$4.00
Youth \$1.00
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special
Seniors 60+ Donations; 59 and under \$4.00 city limit,
\$7.00 outside city limits

Personnel

	Full-Time	Part-Time
Operations	3	4
Maintenance	0	0
Administration	2	0
	5	4

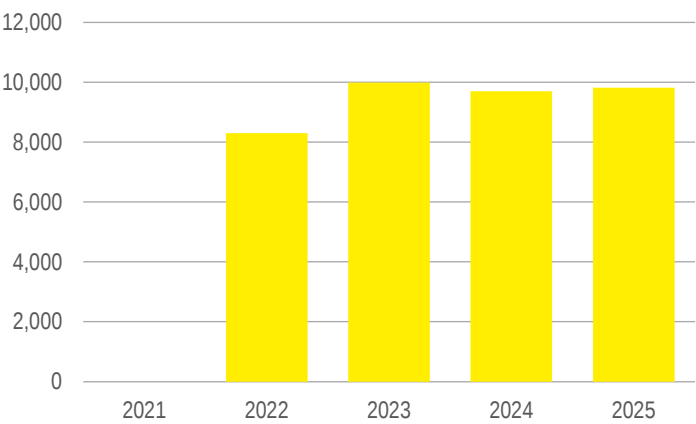
Operation Characteristics

Revenue Vehicles	6
Peak Hour Fleet	4

Ridership Trends

2021	
2022	8,295
2023	9,992
2024	9,705
2025	9,814

System Ridership Trend





Legislative District

Indiana Senate	28, 42
Indiana House	47, 54, 73
U.S. Congressional	6

Productivity

Total Passenger Boardings	9,814
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	73,824
Total Vehicle Miles	73,824
Revenue Vehicle Miles	53,396
Revenue Vehicle Hours	7,056

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.93
Operating Expense per Passenger Trip	\$37.10
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	24.41

Financial Performance

Operating Subsidy	\$342,233
Operating Subsidy Ratio	94%
Locally Derived Income	\$133,468
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	5%

Operating Expense Summary

Operator Salaries/Wages	\$115,967
Other Salaries/Wages	\$89,266
Fringe Services	\$42,925
Materials and Supplies	\$6,549
Utilities	\$22,225
Casualty/Liability	\$2,064
Purchased Transportation	\$31,000
Other	\$0
Total Expenses	\$54,142
Fixed Route Expenses	\$364,138
Demand Response Services	\$0
	\$364,138

Revenue Summary

Fare Revenue	\$18,771
Contract/Other	\$3,134
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$111,563
State Assistance	\$65,134
Federal Assistance	\$165,536
Total Revenue	\$364,138

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2025	MV	1	Ramp
4	2019	MV	1	Ramp
1	2016	MV	1	Ramp
6				



KIRPC-STARKE

311 E Culver St
Knox IN 46534
(574) 772-7070

Contact: Charmaine Dunkel, Executive Director
Email: cdunkel@starkecs.com
Website: www.communityservicesofstarkecounty.org

General Information

Type of Service Demand Response
Service Area Starke County
Service Population 23,371

Service Hours

Weekdays 8 AM–4 PM
Saturday
Sunday

Fare Structure

Base \$1.50
Youth
Elderly/Disabled Donation
Transfer n/a
Other/Special
\$0.30 per mile out of county; \$0.50 per mile one way

Personnel

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

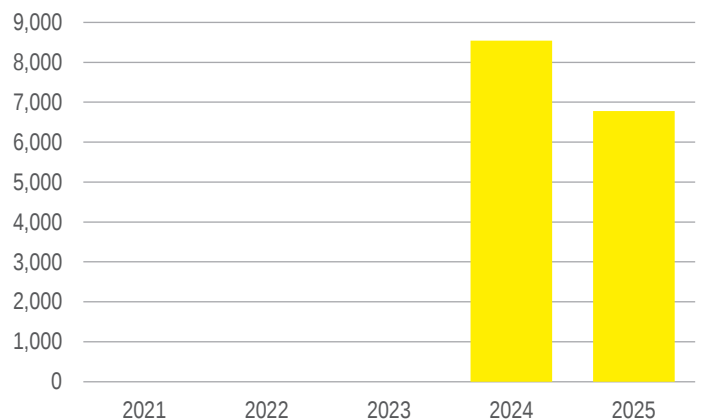
Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	4

Ridership Trends

2021	
2022	
2023	
2024	8,545
2025	6,778

System Ridership Trend





COMMUNITY SERVICES OF STARKE COUNTY PUBLIC TRANSPORTATION

Legislative District

Indiana Senate	8
Indiana House	16, 20
U.S. Congressional	2

Productivity

Total Passenger Boardings	6,778
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	93,668
Total Vehicle Miles	93,668
Revenue Vehicle Miles	80,857
Revenue Vehicle Hours	4,679

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.91
Operating Expense per Passenger Trip	\$40.20
Passenger Trips per Total Vehicle Mile	0.07
Passenger Trips per Capita	3.42

Financial Performance

Operating Subsidy	\$253,853
Operating Subsidy Ratio	93%
Locally Derived Income	\$93,046
Locally Derived Income Per Operating Expense	\$0.34
Fare Recovery Ratio	5%

Operating Expense Summary

Operator Salaries/Wages	\$86,020
Other Salaries/Wages	\$60,546
Fringe Services	\$35,860
Materials and Supplies	\$17,473
Utilities	\$32,897
Casualty/Liability	\$10,639
Purchased Transportation	\$27,340
Other	\$0
Total Expenses	\$1,730
Fixed Route Expenses	\$272,505
Demand Response Services	\$0
	\$272,505

Revenue Summary

Fare Revenue	\$13,124
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$5,528
Local Assistance	\$79,922
State Assistance	\$47,004
Federal Assistance	\$126,927
Total Revenue	\$272,505

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	MV	2	Ramp
1	2024	MV	1	Ramp
1	2021	AO	0	N/A
2	2019	MV	1	Ramp
1	2017	CU	2	Lift
1	2015	MV	2	Ramp
1	2010	MV	2	Ramp
1	2006	CU	2	Lift
10				



STEUBEN COUNTY

1905 Wohlert St
Angola IN 46703
(260) 665-8191
Contact: Jami Stout, Director
Email: jstout@steubenco.org
Website: www.steubenco.org

General Information

Type of Service Demand Response
Service Area Steuben County
Service Population 34,435

Service Hours

Weekdays 6 AM–5 PM
Saturday
Sunday

Fare Structure

Base \$4.00
Youth
Elderly/Disabled
Transfer n/a
Other/Special
\$4 for 0–5 miles, \$8.00 for 5–10 miles, \$12 for 10–15 miles, \$16 for 15 miles or over, all one way
O/C trips \$1.50 per mile if not paid by Medicaid/Medicare.

Personnel

	Full-Time	Part-Time
Operations	0	8
Maintenance	0	0
Administration	2	3
	2	11

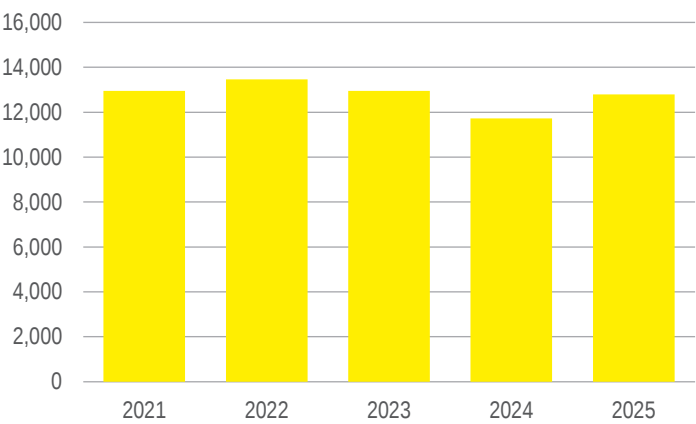
Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	4

Ridership Trends

2021	12,947
2022	13,455
2023	12,948
2024	11,721
2025	12,791

System Ridership Trend



STAR TRANSPORTATION



Legislative District

Indiana Senate	13
Indiana House	51, 52
U.S. Congressional	3

Productivity

Total Passenger Boardings	12,791
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	136,357
Total Vehicle Miles	136,357
Revenue Vehicle Miles	122,471
Revenue Vehicle Hours	8,623

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.99
Operating Expense per Passenger Trip	\$42.56
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	2.69

Financial Performance

Operating Subsidy	\$525,364
Operating Subsidy Ratio	97%
Locally Derived Income	\$207,619
Locally Derived Income Per Operating Expense	\$0.38
Fare Recovery Ratio	3%

Operating Expense Summary

Operator Salaries/Wages	\$133,103
Other Salaries/Wages	\$149,491
Fringe Services	\$76,970
Materials and Supplies	\$47,440
Utilities	\$42,401
Casualty/Liability	\$3,398
Purchased Transportation	\$17,884
Other	\$0
Total Expenses	\$73,677
Fixed Route Expenses	\$544,364
Demand Response Services	\$0
	\$544,364

Revenue Summary

Fare Revenue	\$19,000
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$188,619
State Assistance	\$74,063
Federal Assistance	\$262,682
Total Revenue	\$544,364

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2024	CU	2	Lift
2	2024	MV	1	Ramp
2	2023	MV	1	Ramp
1	2019	CU	2	Lift
2	2017	MV	1	Ramp
1	2015	AO	0	N/A
9				



TIPPECANOE COUNTY

660 N 36th St
Lafayette IN 47905
(765) 447-7683
Contact: Mary Paulson, Deputy Director of CAP
Email: mpaulson@areaivagency.org
Website: www.areaivagency.org

General Information

Type of Service Demand Response
Service Area Tippecanoe County
Service Population 186,251

Service Hours

Weekdays 8 AM–5 PM
Saturday
Sunday

Fare Structure

Base \$5.00
Youth \$5.00
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	1
Maintenance	0	0
Administration	1	0
	5	1

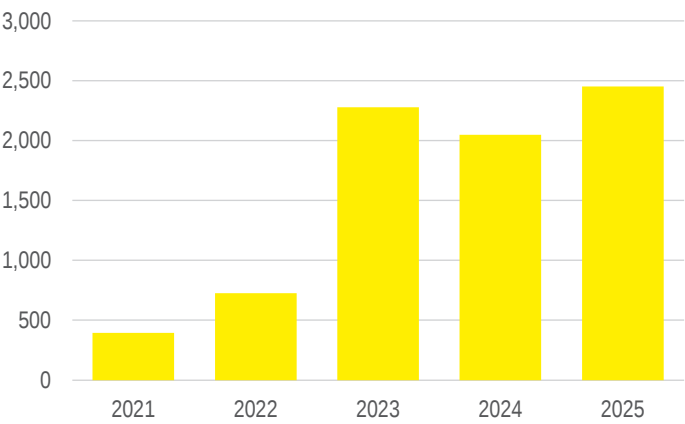
Operation Characteristics

Revenue Vehicles	6
Peak Hour Fleet	5

Ridership Trends

2021	393
2022	725
2023	2,279
2024	2,049
2025	2,453

System Ridership Trend





TIPPECANOE COUNTY TRANSIT

Legislative District

Indiana Senate	22, 23
Indiana House	13, 26, 27, 38, 41
U.S. Congressional	4

Productivity

Total Passenger Boardings	2,453
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	83,802
Total Vehicle Miles	83,802
Revenue Vehicle Miles	45,637
Revenue Vehicle Hours	4,968

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.98
Operating Expense per Passenger Trip	\$101.92
Passenger Trips per Total Vehicle Mile	0.03
Passenger Trips per Capita	0.02

Financial Performance

Operating Subsidy	\$244,729
Operating Subsidy Ratio	98%
Locally Derived Income	\$118,486
Locally Derived Income Per Operating Expense	\$0.47
Fare Recovery Ratio	2%

Operating Expense Summary

Operator Salaries/Wages	\$89,609
Other Salaries/Wages	\$44,428
Fringe Services	\$39,427
Materials and Supplies	\$15,452
Utilities	\$19,415
Casualty/Liability	\$4,159
Purchased Transportation	\$32,999
Other	\$0
Total Expenses	\$4,511
Fixed Route Expenses	\$250,000
Demand Response Services	\$0
	\$250,000

Revenue Summary

Fare Revenue	\$5,271
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$113,215
State Assistance	\$11,014
Federal Assistance	\$120,500
Total Revenue	\$250,000

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2022	MV	1	Ramp
1	2021	MV	1	Ramp
2	2019	CU	2	Lift
5				



TIPTON COUNTY

408 Fairgrounds Rd
Tipton IN 46072
(765) 675-4746
Contact: Cara Kellerman, Executive Director
Email: director@encorecenter.org
Website: www.encorecenter.org

General Information

Type of Service Demand Response
Service Area Tipton County
Service Population 15,359

Service Hours

Weekdays 8 AM–4 PM
Saturday
Sunday

Fare Structure

Base Donation
Youth Donation
Elderly/Disabled Donation
Transfer n/a
Other/Special

Personnel

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

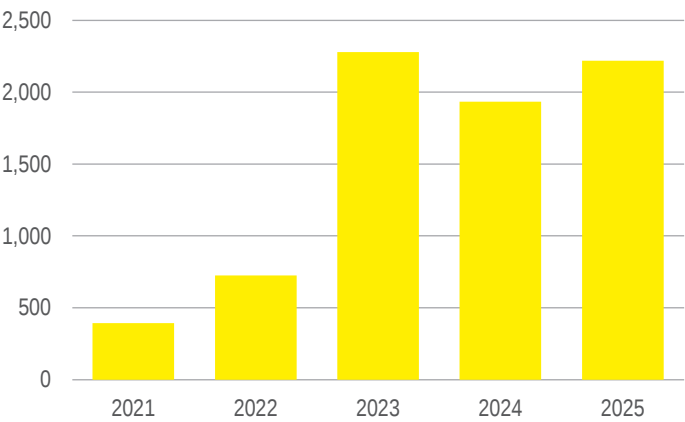
Operation Characteristics

Revenue Vehicles	4
Peak Hour Fleet	3

Ridership Trends

2021	
2022	
2023	
2024	
2025	4,413

System Ridership Trend





TIPTON COUNTY PUBLIC TRANSIT

Legislative District

Indiana Senate	21
Indiana House	38
U.S. Congressional	5

Productivity

Total Passenger Boardings	4,413
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	38,355
Total Vehicle Miles	38,355
Revenue Vehicle Miles	31,492
Revenue Vehicle Hours	17,393

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.28
Operating Expense per Passenger Trip	\$63.28
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	3.47

Financial Performance

Operating Subsidy	\$279,296
Operating Subsidy Ratio	100%
Locally Derived Income	\$139,648
Locally Derived Income Per Operating Expense	\$0.50
Fare Recovery Ratio	0%

Operating Expense Summary

Operator Salaries/Wages	\$61,775
Other Salaries/Wages	\$100,957
Fringe Services	\$19,100
Materials and Supplies	\$42,497
Utilities	\$26,866
Casualty/Liability	\$6,881
Purchased Transportation	\$16,006
Other	\$0
Total Expenses	\$5,194
Fixed Route Expenses	\$279,276
Demand Response Services	\$0
	\$277,306

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	
Contra	
Local Assistance	\$139,648
State Assistance	\$0
Federal Assistance	\$139,648
Total Revenue	\$279,296

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2019	MV	1	Ramp
1	2018	CU	2	Lift
2	2015	CU	2	Lift
4				



UNION COUNTY

107 N Main St
Liberty IN 47353
(765) 458-7277

Contact: Trisha Dearth-Adkins, Executive Director
Email: withamtrisha_ucaa@yahoo.com
Website: www.whitewatervalleyregionaltransit.com

General Information

Type of Service	Demand Response
Service Area	Fayette, Union, & rural Wayne Counties
Service Population	51,867

Service Hours

Weekdays	6 AM–6 PM
Saturday	
Sunday	

Fare Structure

Base	\$1.00
Youth	
Elderly/Disabled	
Transfer	n/a
Other/Special	
Union Co. \$2.25 city limits to 2 mile; \$3 for 2–4 mile; \$3.50 for 4–6 mile; \$4.50 for 6 miles to County Line. Fayette Co \$2 each way within city limits; over 3 miles \$5 each way.	

Personnel

	Full-Time	Part-Time
Operations	0	14
Maintenance	0	0
Administration	2	2
	2	16

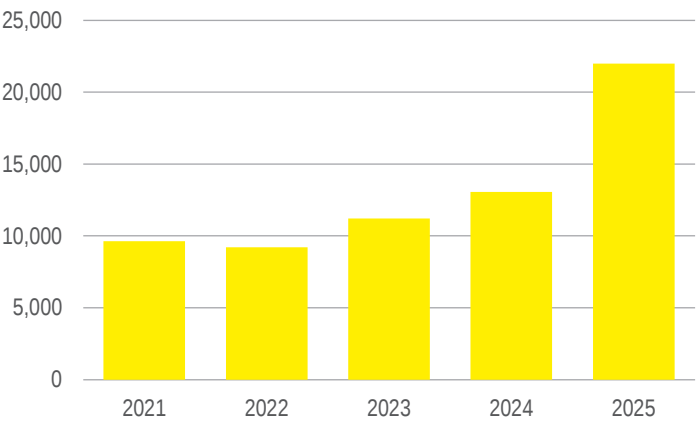
Operation Characteristics

Revenue Vehicles	16
Peak Hour Fleet	10

Ridership Trends

2021	9,627
2022	9,198
2023	11,204
2024	13,061
2025	21,988

System Ridership Trend





WHITEWATER VALLEY REGIONAL TRANSIT

Legislative District

Indiana Senate	27, 42
Indiana House	55, 56
U.S. Congressional	6

Productivity

Total Passenger Boardings	21,988
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	304,139
Total Vehicle Miles	304,139
Revenue Vehicle Miles	247,634
Revenue Vehicle Hours	18,710

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.64
Operating Expense per Passenger Trip	\$50.31
Passenger Trips per Total Vehicle Mile	0.07
Passenger Trips per Capita	2.78

Financial Performance

Operating Subsidy	\$1,019,996
Operating Subsidy Ratio	92%
Locally Derived Income	\$391,263
Locally Derived Income Per Operating Expense	\$0.35
Fare Recovery Ratio	7%

Operating Expense Summary

Operator Salaries/Wages	\$432,165
Other Salaries/Wages	\$188,082
Fringe Services	\$44,115
Materials and Supplies	\$91,676
Utilities	\$124,685
Casualty/Liability	\$13,751
Purchased Transportation	\$53,488
Other	\$0
Total Expenses	\$158,272
Fixed Route Expenses	\$1,106,234
Demand Response Services	\$0
	\$1,106,234

Revenue Summary

Fare Revenue	\$80,567
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$5,671
Local Assistance	\$310,696
State Assistance	\$199,303
Federal Assistance	\$509,997
Total Revenue	\$1,106,234

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2024	CU	2	Lift
2	2023	CU	2	Lift
3	2023	MV	1	Ramp
1	2020	CU	2	Lift
2	2019	CU	2	Lift
2	2019	MV	1	Ramp
2	2018	CU	2	Lift
1	2018	MV	1	Ramp
1	2017	CU	2	Lift
1	2015	MV	1	Ramp

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WEST CENTRAL INDIANA ECONOMIC DEVELOPMENT DISTRICT

2800 Poplar St Ste 9A
Terre Haute IN 47803
(812) 232-2675

Contact: Matthew Tribble, Director of Transportation
Email: mtribble@thrivewestcentral.com
Website: www.thrivewestcentral.com

General Information

Type of Service	Demand Response/Deviated Fixed Route
Service Area	Vigo, Clay, Parke & Vermillion Counties
Service Population	164,214

Service Hours

Weekdays	8 AM–4 PM
Saturday	
Sunday	

Fare Structure

Base	Free/Donation
Youth	
Elderly/Disabled	Free/Donation
Transfer	Free
Other/Special	
Deviated Fixed Route Fare is \$1/day	
Vermillion County only M,W,F	

Personnel

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

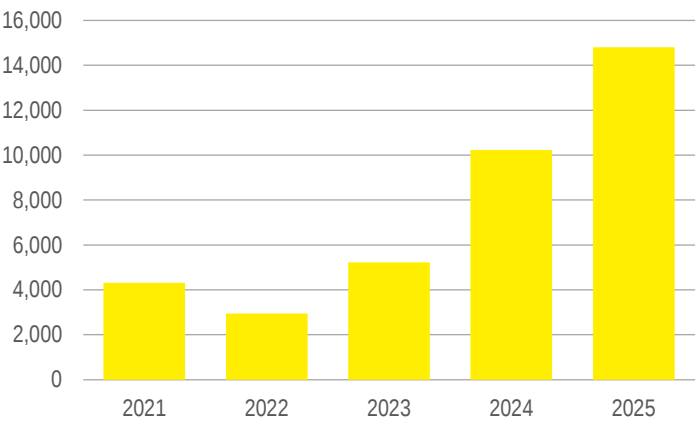
Operation Characteristics

Revenue Vehicles	13
Peak Hour Fleet	10

Ridership Trends

2021	4,314
2022	2,936
2023	5,228
2024	10,228
2025	14,804

System Ridership Trend



THRIVE PUBLIC TRANSIT



Legislative District

Indiana Senate	23, 38
Indiana House	42, 43, 45, 46
U.S. Congressional	8

Productivity

Total Passenger Boardings	14,804
Total Fixed Route Vehicle Miles	16,561
Total Demand Response Vehicle Miles	214,837
Total Vehicle Miles	231,398
Revenue Vehicle Miles	192,710
Revenue Vehicle Hours	11,283

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.21
Operating Expense per Passenger Trip	\$50.19
Passenger Trips per Total Vehicle Mile	0.06
Passenger Trips per Capita	3.23

Financial Performance

Operating Subsidy	\$725,477
Operating Subsidy Ratio	98%
Locally Derived Income	\$345,213
Locally Derived Income Per Operating Expense	\$0.46
Fare Recovery Ratio	2%

Operating Expense Summary

Operator Salaries/Wages	\$235,682
Other Salaries/Wages	\$82,068
Fringe Services	\$132,779
Materials and Supplies	\$24,311
Utilities	\$93,837
Casualty/Liability	\$6,866
Purchased Transportation	\$33,143
Other	\$0
Total Expenses	\$134,327
Fixed Route Expenses	\$743,013
Demand Response Services	\$76,276
	\$666,737

Revenue Summary

Fare Revenue	\$17,536
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$327,677
State Assistance	\$35,063
Federal Assistance	\$362,737
Total Revenue	\$743,013

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2024	CU	2	Lift
5	2024	MV	1	Ramp
1	2023	CU	2	Lift
1	2020	MV	1	Ramp
1	2019	MV	1	Ramp
2	2017	MV	1	Ramp
1	2013	CU	2	Lift
1	2005	CU		Ramp
14				



WABASH COUNTY

239 Bond St
Wabash IN 46992
(260) 563-4475
Contact: Beverly Ferry, CEO
Email: Beverlyf@livingwellinwabashcounty.org
Website: www.livingwellinwabashcounty.org

General Information

Type of Service Demand Response
Service Area Wabash County
Service Population 30,976

Service Hours

Weekdays 6 AM–6 PM
Saturday
Sunday

Fare Structure

Base \$2.00
Youth
Elderly/Disabled Free/Donation
Transfer n/a
Other/Special
\$4 anywhere else in the county

Personnel

	Full-Time	Part-Time
Operations	1	5
Maintenance	0	0
Administration	3	2
	4	7

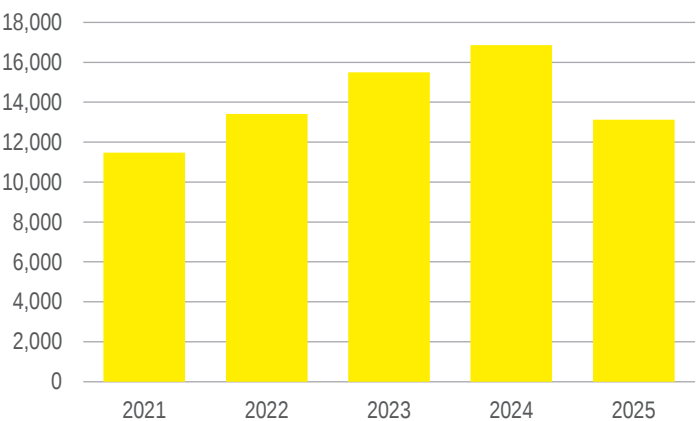
Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	4

Ridership Trends

2021	11,464
2022	13,416
2023	15,490
2024	16,859
2025	13,130

System Ridership Trend



WABASH COUNTY TRANSIT



Legislative District

Indiana Senate	17
Indiana House	22, 50
U.S. Congressional	2

Productivity

Total Passenger Boardings	13,130
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	80,775
Total Vehicle Miles	80,775
Revenue Vehicle Miles	79,162
Revenue Vehicle Hours	5,370

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.34
Operating Expense per Passenger Trip	\$32.82
Passenger Trips per Total Vehicle Mile	0.16
Passenger Trips per Capita	2.36

Financial Performance

Operating Subsidy	\$418,156
Operating Subsidy Ratio	97%
Locally Derived Income	\$103,950
Locally Derived Income Per Operating Expense	\$0.24
Fare Recovery Ratio	1%

Operating Expense Summary

Operator Salaries/Wages	\$87,565
Other Salaries/Wages	\$58,026
Fringe	\$33,743
Services	\$45,969
Materials and Supplies	\$39,551
Utilities	\$5,507
Casualty/Liability	\$40,048
Purchased Transportation	\$0
Other	\$120,580
Total Expenses	\$430,989
Fixed Route Expenses	\$0
Demand Response Services	\$430,989

Revenue Summary

Fare Revenue	\$6,191
Contract/Other	\$0
Auxiliary/Non-Transit	\$3,150
In-Kind	\$0
Contra	\$3,492
Local Assistance	\$94,609
State Assistance	\$114,470
Federal Assistance	\$209,077
Total Revenue	\$430,989

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2024	CU	1	Lift
1	2020	CU	2	Lift
2	2019	MV	1	Ramp
1	2015	CU	1	Lift
1	2015	MV	2	Ramp
7				



WELLS COUNTY

225 W Water St
Bluffton IN 46714
(260) 824-1070

Contact: Betsy Collier, Executive Director
Email: betsy@councilongainginc.com
Website: www.councilonaginginc.com

General Information

Type of Service Demand Response
Service Area Wells County
Service Population 28,180

Service Hours

Weekdays 6 AM–7 PM
Saturday
Sunday

Fare Structure

Base \$2.00
Youth \$1.00
Elderly/Disabled Donation in County
Transfer n/a
Other/Special
\$5 for trips within Wells County, \$20 for trips outside Wells up to 30 miles from Bluffton, \$50 for 31–50 miles from Bluffton

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	17
Maintenance	0	0
Administration	5	2
	6	19

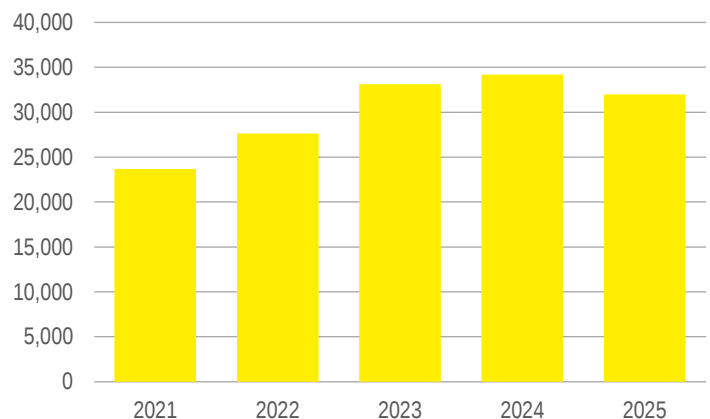
Operation Characteristics

Revenue Vehicles	15
Peak Hour Fleet	9

Ridership Trends

2021	23,661
2022	27,623
2023	33,132
2024	34,197
2025	31,991

System Ridership Trend





WELLS ON WHEELS (WOW)

Legislative District

Indiana Senate	19
Indiana House	50, 79
U.S. Congressional	3

Productivity

Total Passenger Boardings	31,991
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	198,168
Total Vehicle Miles	198,168
Revenue Vehicle Miles	173,251
Revenue Vehicle Hours	12,227

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.05
Operating Expense per Passenger Trip	\$25.07
Passenger Trips per Total Vehicle Mile	0.16
Passenger Trips per Capita	0.88

Financial Performance

Operating Subsidy	\$762,233
Operating Subsidy Ratio	95%
Locally Derived Income	\$292,850
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	4%

Operating Expense Summary

Operator Salaries/Wages	\$249,923
Other Salaries/Wages	\$211,902
Fringe Services	\$141,029
Materials and Supplies	\$54,093
Utilities	\$59,449
Casualty/Liability	\$22,511
Purchased Transportation	\$47,492
Other	\$0
Total Expenses	\$15,477
Fixed Route Expenses	\$801,876
Demand Response Services	\$0
	\$801,876

Revenue Summary

Fare Revenue	\$34,102
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$5,541
Local Assistance	\$258,748
State Assistance	\$122,370
Federal Assistance	\$381,115
Total Revenue	\$801,876

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	MV	1	Ramp
6	2024	CU	2	Lift
2	2024	MV	1	Ramp
1	2019	MV	1	Ramp
2	2017	MV	2	Ramp
1	2016	MV	2	Ramp
14				



WHITE COUNTY

116 E Marion St
Monticello IN 47960
(574) 583-9119

Contact: Teresa Puterbaugh, Executive Director
Email: teresa.wccoa@gmail.com
Website: www.whitecountyseniorservices-publictransit.com

General Information

Type of Service Demand Response
Service Area White County
Service Population 24,688

Service Hours

Weekdays 8 AM–4 PM
Saturday
Sunday

Fare Structure

Base Donation
Youth Donation
Elderly/Disabled Donation
Transfer n/a
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	6
Maintenance	0	0
Administration	3	0
	3	6

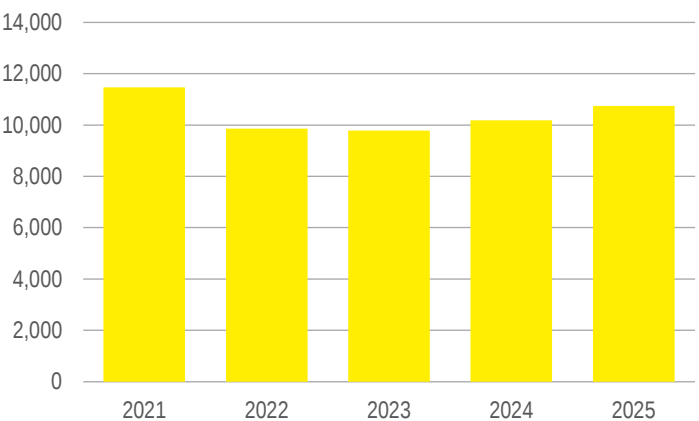
Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	5

Ridership Trends

2021	11,470
2022	9,857
2023	9,788
2024	10,183
2025	10,737

System Ridership Trend





WHITE COUNTY PUBLIC TRANSIT

Legislative District

Indiana Senate	5
Indiana House	13, 16
U.S. Congressional	4

Productivity

Total Passenger Boardings	10,737
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	73,793
Total Vehicle Miles	73,793
Revenue Vehicle Miles	66,246
Revenue Vehicle Hours	5,944

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.64
Operating Expense per Passenger Trip	\$25.05
Passenger Trips per Total Vehicle Mile	0.15
Passenger Trips per Capita	2.3

Financial Performance

Operating Subsidy	\$249,477
Operating Subsidy Ratio	93%
Locally Derived Income	\$93,594
Locally Derived Income Per Operating Expense	\$0.35
Fare Recovery Ratio	7%

Operating Expense Summary

Operator Salaries/Wages	\$88,518
Other Salaries/Wages	\$92,019
Fringe Services	\$21,005
Materials and Supplies	\$15,586
Utilities	\$22,892
Casualty/Liability	\$8,023
Purchased Transportation	\$18,800
Other	\$0
Total Expenses	\$2,118
Fixed Route Expenses	\$268,961
Demand Response Services	\$0
	\$268,961

Revenue Summary

Fare Revenue	\$19,484
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$0
Contra	\$0
Local Assistance	\$74,110
State Assistance	\$50,630
Federal Assistance	\$124,737
Total Revenue	\$268,961

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
1	2024	MV	1	Ramp
1	2023	MV	1	Ramp
2	2018	MV	1	Ramp
1	2017	AO	0	N/A
2	2010	CU	2	Lift
<u>7</u>				



WHITLEY COUNTY

710 Opportunity Dr
 Columbia City IN 46725
 (260) 248-8944
Contact: John Jones, Transit Manager
Email: bernie@wccoa.biz
Website: www.whitleycountycouncilonaging.com

General Information

Type of Service Demand Response
Service Area Whitley County
Service Population 34,191

Service Hours

Weekdays 7 AM–5 PM
Saturday
Sunday

Fare Structure

Base \$6.00
Youth \$6.00
Elderly/Disabled Donation within county
Transfer n/a
Other/Special
 1–4 miles: \$6 one way & \$12 round trip; 5–10 miles: \$8 one way & \$16 round trip; 11–15 miles: \$12 one way & \$24 round trip; 16–25 miles: \$15 one way & \$30 round trip; Over 25 miles: \$17 one way & \$34 round trip; Out of County: \$29 one way & \$58 round trip
 Children under age 12 ride free with an adult. Adult must provide car seat. Veterans: \$20 round trip for out-of-county trips (graciously subsidized by the Community Foundation of Whitley County).

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	10
Maintenance	0	0
Administration	3	0
	4	10

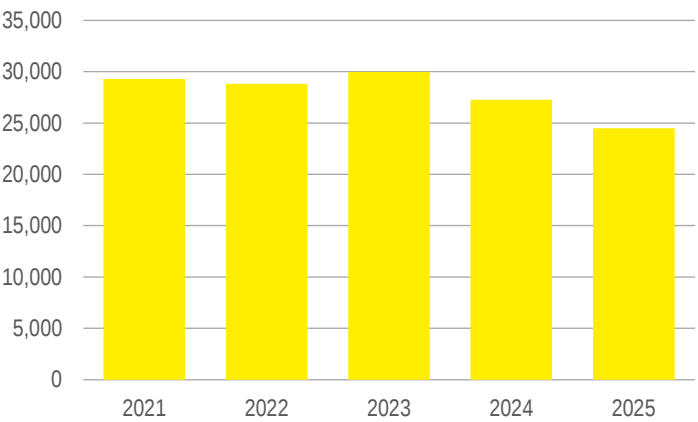
Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	8

Ridership Trends

2021	29,299
2022	28,815
2023	29,961
2024	27,258
2025	24,480

System Ridership Trend





WHITLEY COUNTY TRANSIT

Legislative District

Indiana Senate	16
Indiana House	18, 83
U.S. Congressional	3

Productivity

Total Passenger Boardings	24,480
Total Fixed Route Vehicle Miles	0
Total Demand Response Vehicle Miles	190,022
Total Vehicle Miles	190,022
Revenue Vehicle Miles	172,851
Revenue Vehicle Hours	10,128

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.98
Operating Expense per Passenger Trip	\$30.87
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	1.4

Financial Performance

Operating Subsidy	\$614,116
Operating Subsidy Ratio	81%
Locally Derived Income	\$326,374
Locally Derived Income Per Operating Expense	\$0.43
Fare Recovery Ratio	15%

Operating Expense Summary

Operator Salaries/Wages	\$180,277
Other Salaries/Wages	\$118,861
Fringe Services	\$40,999
Materials and Supplies	\$79,430
Utilities	\$66,244
Casualty/Liability	\$5,830
Purchased Transportation	\$61,560
Other	\$0
Total Expenses	\$202,559
Fixed Route Expenses	\$755,760
Demand Response Services	\$0
	\$755,760

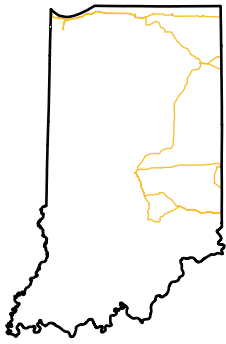
Revenue Summary

Fare Revenue	\$116,644
Contract/Other	\$0
Auxiliary/Non-Transit	\$0
In-Kind	\$25,000
Contra	\$0
Local Assistance	\$209,730
State Assistance	\$84,829
Federal Assistance	\$319,557
Total Revenue	\$755,760

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Type	Wheelchair Positions	Wheelchair Ramp Or Lift
2	2025	CU	2	Lift
1	2024	CU	2	Lift
1	2024	MV	1	Ramp
2	2023	CU	2	Lift
2	2020	CU	2	Lift
1	2019	MV	1	Ramp
1	2019	CU	2	Lift
1	2014	MV	1	Ramp

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BARONS BUS

5310 Hauserman Rd
Parma, OH 44130
(888) 378-3823

Contact: John Goebel, Vice President

Email: jgoebel@baronsbus.com

Website: baronsbus.com

General Information

Type of Service Intercity Bus

Subsidized Routes Insert Map

Productivity

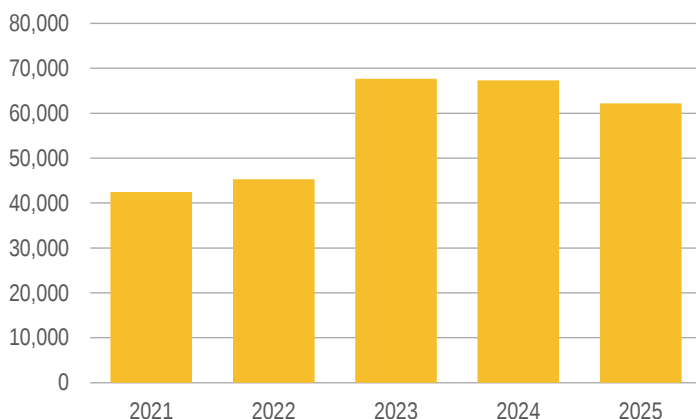
Passenger Boardings	62,155
Vehicle Miles	724,068
Revenue Miles	721,704
Vehicle Hours	17,522
Passenger Trips per Total Vehicle Mile	0.09

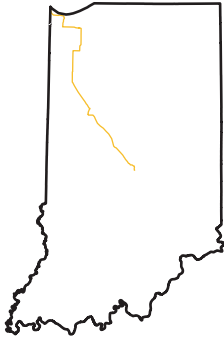
Ridership Trends

2021	42,400
2022	45,299
2023	67,665
2024	67,323
2025	62,155



System Ridership Trend





GREYHOUND

315 Continental Ave
Dallas, TX 75207
(972) 239-4401
Contact: Lephon Quach, Grant Manager
Email: lephan.quach@flixbus.com
Website: greyhound.com

General Information

Type of Service Intercity Bus
Service Area Insert Map

Productivity

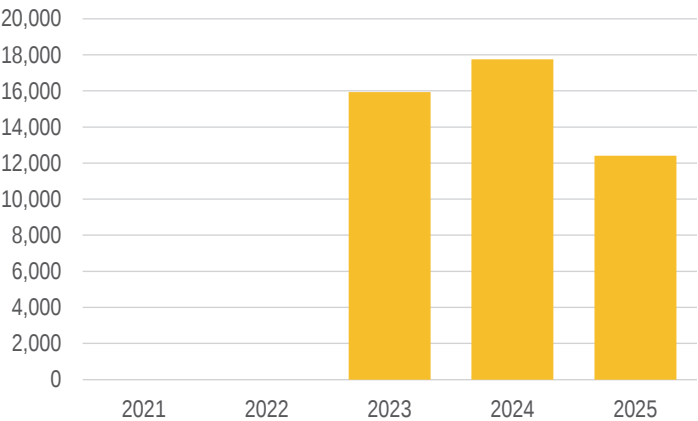
Passenger Boardings	12,410
Vehicle Miles	142,950
Revenue Miles	142,950
Vehicle Hours	3,285
Passenger Trips per Total Vehicle Mile	0.09

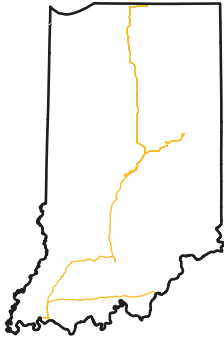
Ridership Trends

2021	
2022	
2023	15,939
2024	17,760
2025	12,410



System Ridership Trend





MILLER TRANSPORTATION

111 Outer Loop
Louisville, KY 40214
(800) 544-2383

Contact: Tim Gardner, Operations Manager
Email: tgardner@millertransportation.com
Website: millertransportation.com

General Information

Type of Service Intercity Bus
Service Area Insert Map

Productivity

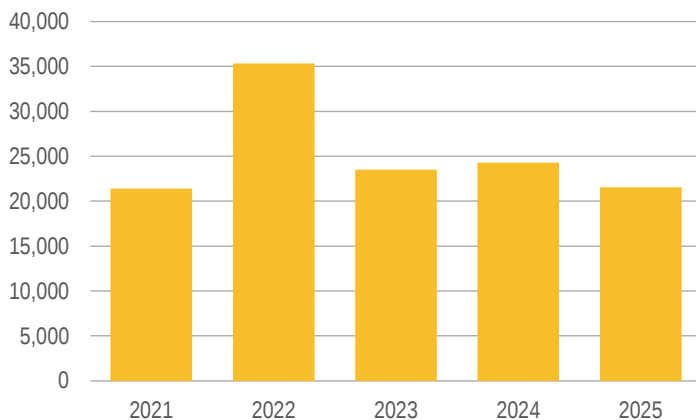
Passenger Boardings	21,521
Vehicle Miles	438,553
Revenue Miles	407,557
Vehicle Hours	11,515
Passenger Trips per Total Vehicle Mile	0.05

Ridership Trends

2021	21,394
2022	35,315
2023	23,500
2024	24,281
2025	21,521



System Ridership Trend





Glossary

Calendar Year 2025

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GLOSSARY

This glossary contains definitions of certain terms, data, and information that appear in the Annual Report. Many of these items have multiple definitions and are defined as used in the context of this report.

Accessibility. The extent to which facilities, including transit vehicles, are barrier-free and can be used by people that have disabilities including wheelchair users.

Active Vehicles. The total number of vehicles available for revenue service during the calendar year. Vehicles, including those designated as spares, are considered available if they are capable of being used even if on an occasional basis (except for retired vehicles).

Alternative Fuels. Vehicle engine fuels other than standard gasoline or diesel. Typically alternative fuels burn cleaner than gasoline or diesel and produce reduced emissions. Common alternative fuels include methanol, ethanol, compressed natural gas (CNG), liquefied natural gas (LNG), clean diesel fuels, and reformulated gasoline.

Americans with Disabilities Act (ADA). Passed by Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications, and public accommodations. Under this Act, most transportation providers are obligated to purchase lift-equipped vehicles for their fixed route services and must assure systemwide accessibility of their demand response services to persons with disabilities. Public transit providers that operate fixed route services must also provide paratransit that is comparable to the level of service provided to non-disabled individuals that utilize the entity's fixed route system.

Apportionment, Appropriation, Allocation. (Interchangeable terms) The maximum amount of funding a transit system MAY be granted from an assistance program.

Award. The authorized (obligated) level of funding a transit system has contracted to receive from a grant assistance program based on an application for funding or formula distribution.

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

Body on Truck Chassis (BOTC). This vehicle seats 12 to 18 passengers and is typically composed of a light truck chassis underneath a special body. A supplier of a BOTC will purchase a chassis and then manufacture and attach the body. This construction is similar to that of a school bus.

Brokerage. A method of providing transportation where riders are matched with appropriate transportation providers through a central trip request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance, and other functions under contractual arrangements with agencies, municipalities, and other organizations. Actual trips are provided by a number of different vendors.

Capital Costs. Refers to the costs of long-term assets of a public transit system such as property, buildings, and vehicles. Over the years, the definition of capital costs has been broadened to include bus overhauls, preventive maintenance.

Capital Grant Awards. Federal, state, and local capital assistance awarded during the calendar year reporting period.

Casualty and Liability Costs. The costs of insurance premiums for coverage of the transit system and payments for losses due to acts for which the transit system is liable.

Charter and Other Revenue. Consists of auxiliary transportation revenue, charter service revenue, non-transportation revenue such as leases and advertising, and school bus service revenue.

Auxiliary Transportation Revenue. Revenues earned from operations closely associated with the transit system including station concessions, advertising services, and other services provided in conjunction with regular transit service.

Charter Service Revenue. Revenue from transportation service provided on an exclusive basis for a specific destination(s).

Non-transportation Revenue. Revenues earned from activities not associated with the provision of transit system service, including sale of maintenance services, rental of revenue

vehicles, rental of buildings and other property, investment income, and parking lot/garage revenue.

School Bus Service Revenue. Passenger fares from school bus service operated under contract with local school corporations.

Clean Air Act. Federal regulations that detail acceptable levels of airborne pollution and spell out the role of state and local governments in maintaining clean air.

Commercial Driver's License (CDL). The standardized driver's license required of bus and heavy truck drivers in every state. Covers drivers of any vehicle manufactured to seat 15 or more passengers (plus driver) or over 13 tons gross vehicle weight. The CDL is mandated by the Federal government in the Commercial Motor Vehicle Safety Act of 1986.

Complementary Paratransit. As required by the Americans with Disabilities Act, fixed route systems must offer complementary paratransit service to those ADA-eligible riders that cannot access the fixed route service. ADA complementary paratransit services must meet a series of criteria designed to ensure they are indeed complementary.

Congestion Mitigation and Air Quality Project (CMAQ). A flexible funding program administered by the Federal Highway Administration (FHWA) that funds projects and programs to reduce harmful vehicle emissions and improve traffic conditions. CMAQ funds may be used flexibly for transit projects, rideshare projects, high-occupancy vehicle lanes, and other purposes.

Contra Expenses. Revenue items that offset operating expenses such as income earned on working capital, cash discounts, fuel tax refunds, and insurance claim payments. These revenues are not eligible as locally derived income.

Demand Response Service. A door-to-door or curb-to-curb transportation service that typically requires an advance reservation. Transit vehicles providing demand response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. This type of service is similar to a taxi operation and passengers often share rides. Demand response service is generally provided using small transit vehicles including sedans and minivans.

Deviated Fixed Route. This type of transit is a hybrid of fixed route and demand response services. Transit vehicles travel along a fixed route and maintain scheduled stops, but the vehicle may deviate off the route to pick up or drop off passengers, at the passenger's request.

Disabled. Any person who by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability is unable, without special facilities, to use local transit facilities and services as effectively as persons who are not so affected.

Fare Recovery. Ratio equating fare revenue to total operating expenses. This measure indicates the level at which fares support the operations of the transit system. A relatively high ratio is preferred. Raising fare revenue and/or decreasing expenses may increase the ratio. However, increasing cost to passengers has been shown to reduce ridership.

Fare Revenue. Revenues received from fare paying passengers from regularly scheduled routes and/or demand response service. This includes base fares, zone fares, express fares, transfers, and quantity purchase discounts (passes or tickets). Also includes park-and-ride revenue and fares paid by a community-based organization rather than the rider.

FAST Act. Fixing America's Surface Transportation Act. The current funding authorization for Federal Surface transportation programs including the Federal Transit Administration's (FTA's) Section 5310, Section 5311, and Section 5339 funding programs.

Federal Operating Assistance. Funds obtained from the Federal government to assist in paying the cost of operating the transit system.

Fixed Route Service. Transit service is provided along a prescribed route on a scheduled basis stopping at predetermined pick up points. Routes are generally served by larger transit vehicles.

Fringe Expenses. Payment or accruals to others (insurance companies, governments, etc.) on behalf of an employee's share of FICA, PERF, other retirement, health insurance, and other benefits not associated with a piece of work; and/or payments or accruals directed to an employee arising from something other than their performance of a piece of work. These include uniform and clothing allowances and paid absences such as sick leave, holidays, vacation, jury duty, death in the family, and military duty, etc. Paid absences should be accounted for

as a fringe benefit only when they result in a cash liability to the transit system.

Holidays. Includes five major holidays: Christmas, Thanksgiving, Independence Day, Labor Day, and Memorial Day. Many transit systems do not operate on these days. Some systems may operate a special holiday schedule that is used on these or other holidays such as Veteran's Day and Martin Luther King Jr. Day.

LDI Expense. Ratio equating fare, charter, and other revenue plus local operating assistance to total operating expenses. This measure is used to indicate the level of financial responsibility accepted at the local level for transit operations. A relatively high ratio is preferred. Increasing fare revenues, charter service, and other revenues, and/or increasing local operating assistance or decreasing operating expenses may increase the ratio.

Local Assistance (also Local Operating Revenue). This category includes:

Local Cash Grants and Reimbursements.

Funds obtained from local government units to assist in paying the cost of operating the transit system.

Taxes Levied Directly by Transit System.

Dedicated tax revenues systems that are organized as independent political subdivisions with their own taxation authority, e.g., Public Transportation Corporations.

Locally Derived Income (LDI). This indicator is used to measure local financial commitment to public transit and is defined as:

- Operating revenues including fares, charter, advertising, and auxiliary and non-transportation revenues.
- Taxes levied by, or on behalf of, a transit system.
- Local cash grants and reimbursements including general fund receipts, property taxes, local option income tax, excise and intangible taxes, bank building and loan funds; local bonding funds, and unrestricted federal/state funds.
- LDI does not include contra expenses (e.g. expense refunds such as motor fuel tax or insurance reimbursements) or in-kind volunteer services.

Materials and Supplies Expense. Cost of fuel, lubricants, tires, tubes, and other materials and supplies (including repair parts, maintenance supplies, forms, and cleaning supplies, etc.).

Metropolitan Planning Organization (MPO).

Metropolitan planning organizations are responsible for transportation planning and programs in each urban area with a population of 50,000 or greater.

Operating Expense. The total of all operating costs incurred during the transit system calendar year reporting period, excluding expenses associated with capital grants. Expense figures may be unaudited.

Operating Expense/Passenger Trip. Ratio equating total operating costs to total passenger trips. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. Increasing passenger trips and/or decreasing expenditures may lower the ratio.

Operating Income. Revenue received from fares, charter services, and other sources directly related to transit systems operations excluding revenue from Federal, state, and local cash grants. Operating income and operating subsidy are the total operating revenue for a transit system.

Operating Subsidy. Revenue received through Federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

Operator Salaries and Wages. The pay and allowance due employees in exchange for the labor services they render on behalf of the transit system. This category includes only those employees that are classified as revenue operators or crewmen.

Other Expenses. On the individual system pages, Other Expenses consists of taxes and miscellaneous expenses. For Section 5311 systems it also includes leases and rentals, equipment, and in-direct expenses.

Other Salaries and Wages. Payment for the labor of employees of the transit system (or sponsoring agency) that are not classified as revenue vehicle operators or crewmen. This category includes managers, dispatchers, mechanics, bus washers, building (garage) maintenance workers, managers, other professionals, and clerical staff.

Paratransit. Flexible forms of public transportation services that are not provided over a fixed route (e.g., demand response service).

Passenger Trips/Capita. Ratio equating total passenger trips to service area population.

Increasing passenger trips and/or decreasing service area population may increase the ratio.

Passenger Trips/Total Vehicle Miles (TVM).

Ratio equating total passenger trips to the total miles traveled by revenue vehicles. This measure is used to indicate the degree to which the system (or route) is utilized when compared to the amount of service provided. A relatively high ratio is preferred. Increasing passenger trips or eliminating service (TVM) that has marginal ridership may increase the ratio.

Passenger Trip. One person making a one-way trip from origin to destination. One round trip, e.g., from home to shopping, then from shopping to home, equals two passenger trips.

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

Public Mass Transportation Fund (PMTF). A state fund approved by Indiana's legislators to leverage local and federal money to meet transit needs.

Purchased Transportation Expenses. Operating expenses incurred when a transit system purchases a portion of its service from another entity (e.g., contracting with a private organization to provide specialized transit services).

Reconciling Items. Operating expenses which include interest expenses, leases and rentals for urbanized transit systems, depreciation, amortization of intangibles, purchase lease payments, related party lease agreements, and other as defined in the FTA Section 5335 (15) Manual.

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

Section 5307. The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5310. The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in both rural and small urban settings that are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311. The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

Section 5339. (Bus and Bus Facilities Program) is a capital program to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct bus-related facilities.

Service Area. The geographic area that coincides with a transit system's legal operating limits (i.e., urbanized area, city limits, or county boundary).

Service Area Population. The entire population within the legal operating limits of the transit system, as reported by the 2010 Census.

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 cannot be performed by employees. This category includes:

Advertising Fees. The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Also included are advertising media fees, regardless of whether they are paid to the advertising agency or to the media.

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

Professional and Technical Service Fees. Payment for the labor provided by attorneys, accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, and transit industry consultants, etc.

Service Route. A hybrid between fixed route and demand response service. Service routes are established between targeted neighborhoods and the service areas that riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.

Standard Van (SV). Standard vans typically seat five to fifteen passengers. Standard vans are available from automobile manufacturers and are part of their standard production line. *INDOT no longer purchases these vehicles.

Subsidy/Passenger Trip. Ratio comparing government operating assistance (Federal, state, and local) to total passenger trips. This measure is used to indicate the level of Federal, state, and local assistance used in operating the transit service.

Total Vehicle Miles. The total distance traveled by revenue vehicles, including both revenue and deadhead (non-revenue) miles.

Transfer Charge. A fee charged passengers that transfer to a line or route after paying a fare on another line or route.

Transit Bus. A transit bus seats anywhere from 16 to 53 passengers and has both a body and a chassis that are designed specifically for transit use. One supplier manufactures the entire vehicle. Most transit buses are equipped with diesel engines.

Small Transit Bus (STB). Under 30'

Medium Transit Bus (MTB). 30' to 34'

Large Transit Bus (LTB). 35' to 40'

Trolley (TY). Usually 30' to 35'

Articulated (ART). Multi-section high occupancy vehicle

User Side Subsidy. A type of transit system whereby the passenger purchases tokens or vouchers at designated sale sites and presents the token to a service provider (e.g., taxi company) in exchange for a trip. The price of the token or pass is less than the cost of the trip. The token is then subsidized with Federal, state, or local funds and the taxi operator is reimbursed for the cost of the trip.

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

MIKE BRAUN, GOVERNOR
LYND SAY QUIST, COMMISSIONER

Indiana Department of Transportation
100 North Senate Avenue, Room N758-MM
Indianapolis, Indiana 46204

www.in.gov/indot
www.transit.indot.in.gov
Phone: (317) 728-6250



www.transit.indot.in.gov