

1999 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

STATE OF INDIANA

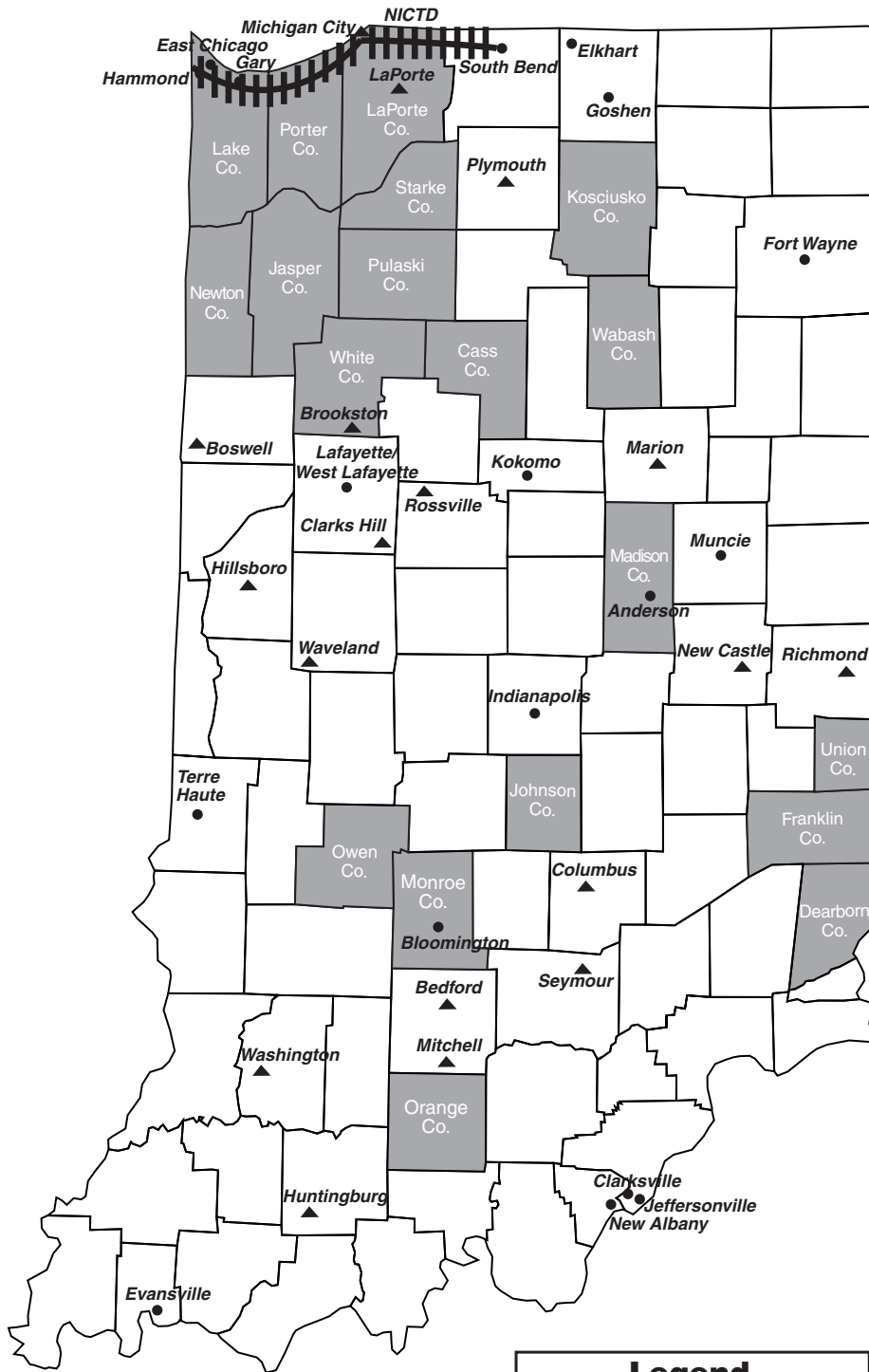
Frank O'Bannon, Governor
Cristine M. Klika, Commissioner, Indiana Department of Transportation

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Indiana Department of Transportation
Public Transit Section
100 North Senate, Room N901
Indianapolis, Indiana 46204
(317) 232-1482

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1999 PUBLIC TRANSIT SYSTEMS IN INDIANA



Legend

- City/Urban Over 50,000
- ▲ Rural/Small Urban Under 50,000
- County-Wide Service
- ++++ NICTD

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

This 1999 Annual Report, prepared by the Public Transit Section, 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 1999 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 forty-three transit systems in Indiana are divided among four peer groups that reflect system size and type of service. These peer groups are classified as Large Fixed Route, Small Fixed Route, Urban Demand Response, and Rural Demand Response. These groups were defined during the Public Mass Transit Fund Allocation Study completed in 1997. Section Two of this report provides a detailed analysis of each of the four peer groups.

STATEWIDE STATISTICS

Indiana's public transit network grew in 1999. INDOT's Public Transit Section welcomed four new rural transit systems to the Section 5311 program. The new systems serve residents of Dearborn, Johnson, Orange, and Wabash counties. The addition of these four systems means that transit is now available to more than 156,000 Indiana citizens that previously did not have access to public transportation. In the first year of service, the new systems provided more than 72,000 passenger trips. Indiana's public transit network now includes:

- **Dearborn County:** Transit service in Dearborn County is offered through a partnership between the Dearborn County Commissioners and the Area 12 Council on Aging. This transit system offers

both fixed route and demand response service. The system operates from 6:00 a.m. to 8:00 p.m. Monday through Friday. Dearborn County Transit provided 15,129 trips in 1999.

- **Johnson County:** Public transit service in rural Johnson County is being provided through ACCESS Johnson County by Gateway Services in Franklin. Demand response service is provided Monday through Friday from 5:30 a.m. to 12:00 midnight. In 1999, ACCESS provided 30,585 one-way trips.
- **Orange County:** Orange County Transit Services provides demand response public transit within Orange County. The service is operated by the First Chance Center in Paoli. Service hours are from 4:00 a.m. to 6:30 p.m. Monday through Friday. In 1999, 10,104 trips were provided by Orange County Transit Services.
- **Wabash County:** Wabash County Transit provides demand response public transit services within Wabash County. The service is operated through the Wabash County Council on Aging. Service hours are Monday through Friday from 5:00 a.m. to 6:30 p.m. In 1999, Wabash County Transit provided 14,565 trips.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 1999. 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 1998 and 1999 data along with the percent change between the two years. The ridership table also contains two additional figures: 1) the number of passengers trips per capita based on the population of the transit system's service area and 2) the proportion of the total state ridership provided by each transit system.

The third and fourth tables exhibit operating expenditures and revenues for each transit system in 1999. 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 1998	RIDERSHIP 1999	% CHANGE	1999 RIDERSHIP PER CAPITA	1999 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Evansville	1,237,579	1,315,275	6.28%	10.42	4.34%
Fort Wayne	1,324,014	1,282,639	-3.12%	6.89	4.23%
Gary	2,201,299	2,472,305	12.31%	21.19	8.16%
Indianapolis	10,444,627	11,239,155	7.61%	12.29	37.08%
Lafayette	1,695,702	2,135,333	25.93%	19.68	7.04%
Muncie	1,233,266	1,308,846	6.13%	18.43	4.32%
South Bend	2,420,500	2,486,602	2.73%	16.73	8.20%
SUBTOTAL: GROUP 1	20,556,987	22,240,155	8.19%	13.30	73.37%
GROUP 2 - Small Fixed Route					
Anderson	269,404	279,413	3.72%	4.69	0.92%
Bloomington	1,006,051	1,044,344	3.81%	17.22	3.45%
Columbus	161,864	168,479	4.09%	5.30	0.56%
East Chicago	246,698	238,841	-3.18%	7.05	0.79%
Hammond	369,149	346,617	-6.10%	3.88	1.14%
Marion	136,595	129,924	-4.88%	3.98	0.43%
Michigan City	187,886	196,713	4.70%	5.42	0.65%
Richmond	337,522	325,871	-3.45%	8.42	1.08%
Southern Indiana	186,576	229,659	23.09%	2.94	0.76%
Terre Haute	240,424	188,321	-21.67%	3.14	0.62%
SUBTOTAL: GROUP 2	3,142,169	3,148,182	0.19%	6.04	10.39%
GROUP 3 - Urban Demand Response					
Elkhart	143,404	137,041	-4.44%	3.14	0.45%
Goshen	23,521	20,410	-13.23%	0.86	0.07%
Kokomo	93,089	101,853	9.41%	1.52	0.34%
LCEOC	285,619	276,662	-3.14%	5.38	0.91%
Trade Winds	92,648	132,922	43.47%	2.58	0.44%
SUBTOTAL: GROUP 3	638,281	668,888	4.80%	2.82	2.21%
GROUP 4 - Rural Demand Response					
Bedford	58,194	60,373	3.74%	4.37	0.20%
Cass County	70,037	77,575	10.76%	2.02	0.26%
Dearborn County	-	15,129	N/A	0.39	0.05%
Franklin County	36,637	37,187	1.50%	1.90	0.12%
Huntingburg	6,829	5,931	-13.15%	1.13	0.02%
Johnson County	-	32,286	N/A	0.50	0.11%
KIRPC	162,261	163,893	1.01%	1.69	0.54%
Kosciusko County	76,455	73,817	-3.45%	1.13	0.24%
LaPorte	56,474	55,758	-1.27%	2.59	0.18%
Madison County	18,061	17,412	-3.59%	0.31	0.06%
Mitchell	16,075	15,010	-6.63%	3.21	0.05%
Monroe County	93,802	100,241	6.86%	0.74	0.33%
New Castle	29,572	32,463	9.78%	1.83	0.11%
Orange County	-	10,195	N/A	0.55	0.03%
Plymouth	3,501	2,738	-21.79%	0.33	0.01%
Seymour	3,932	9,799	149.21%	0.63	0.03%
Union County	21,407	20,834	-2.68%	2.99	0.07%
Wabash County	-	14,565	N/A	0.42	0.05%
Washington	9,543	11,884	24.53%	1.10	0.04%
Waveland	13,462	13,134	-2.44%	1.19	0.04%
SUBTOTAL: GROUP 4	676,242	770,224	13.90%	1.12	2.54%
GROUPS 1 THROUGH 4	25,013,679	26,827,449	7.25%	8.61	88.50%
NICTD	3,369,557	3,485,089	3.43%	21.30	11.50%
TOTAL ALL GROUPS	28,383,236	30,312,538	6.80%	9.24	100%

OPERATING CHARACTERISTICS

TOTAL VEHICLE MILES (TVM) BY SYSTEM

SYSTEM	TVM 1998	TVM 1999	% CHANGE
GROUP 1 - Large Fixed Route			
Evansville	1,206,272	1,316,693	9.15%
Fort Wayne	1,178,918	1,314,267	11.48%
Gary	1,718,621	1,755,503	2.15%
Indianapolis	9,534,347	9,730,537	2.06%
Lafayette	1,245,666	1,368,050	9.82%
Muncie	1,096,511	1,145,288	4.45%
South Bend	1,836,606	1,891,181	2.97%
SUBTOTAL: GROUP 1	17,816,941	18,521,519	3.95%
GROUP 2 - Small Fixed Route			
Anderson	481,501	499,642	3.77%
Bloomington	787,479	780,075	-0.94%
Columbus	257,266	277,254	7.77%
East Chicago	192,053	197,101	2.63%
Hammond	441,251	457,289	3.63%
Marion	146,548	152,568	4.11%
Michigan City	227,564	239,717	5.34%
Richmond	351,018	338,256	-3.64%
Southern Indiana	239,139	481,517	101.35%
Terre Haute	281,954	288,578	2.35%
SUBTOTAL: GROUP 2	3,405,773	3,711,997	8.99%
GROUP 3 - Urban Demand Response			
Elkhart	560,444	619,922	10.61%
Goshen	124,096	123,304	-0.64%
Kokomo	284,292	280,104	-1.47%
LCEOC	1,045,500	1,005,526	-3.82%
Trade Winds	1,035,919	758,324	-26.80%
SUBTOTAL: GROUP 3	3,050,251	2,787,180	-8.62%
GROUP 4 - Rural Demand Response			
Bedford	75,277	75,224	-0.07%
Cass County	253,078	257,576	1.78%
Dearborn County	-	106,317	N/A
Franklin County	232,488	257,502	10.76%
Huntingburg	9,002	11,273	25.23%
Johnson County	-	268,331	N/A
KIRPC	665,664	669,510	0.58%
Kosciusko County	180,139	176,154	-2.21%
LaPorte	162,354	149,707	-7.79%
Madison County	226,032	202,412	-10.45%
Mitchell	20,149	19,671	-2.37%
Monroe County	303,868	420,082	38.24%
New Castle	37,491	40,630	8.37%
Orange County	-	106,855	N/A
Plymouth	20,115	10,132	-49.63%
Seymour	15,600	34,120	118.72%
Union County	94,630	112,748	19.15%
Wabash County	-	80,773	N/A
Washington	30,427	30,373	-0.18%
Waveland	37,290	34,928	-6.33%
SUBTOTAL: GROUP 4	2,363,604	3,064,318	29.65%
GROUPS 1 THROUGH 4	26,636,569	28,085,014	5.44%
NICTD	2,821,900	2,916,621	3.36%
TOTAL ALL GROUPS	29,458,469	31,001,635	5.24%

TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY - 1999															
SYSTEM	LABOR/ FRINGE	%	SERVICES	%	MATERIALS AND SUPPLIES	%	UTILITIES	%	CASUALTY & LIABILITY	%	PURCHASED TRANSPORT	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route															
Evansville	\$2,976,117	80%	\$41,349	1%	\$593,747	16%	\$43,464	1%	\$37,666	1%	\$0	0%	\$12,969	0%	\$3,705,312
Fort Wayne	\$4,485,523	82%	\$265,888	5%	\$517,584	9%	\$73,176	1%	\$28,767	1%	\$0	0%	\$86,327	2%	\$5,457,265
Gary	\$5,440,043	67%	\$697,098	9%	\$1,037,816	13%	\$192,383	2%	\$497,158	6%	\$127,163	2%	\$181,333	2%	\$8,172,994
Indianapolis	\$16,496,315	54%	\$7,909,514	26%	\$2,653,488	9%	\$540,994	2%	\$0	0%	\$3,150,808	10%	\$0	0%	\$30,751,119
Lafayette	\$3,180,309	74%	\$278,431	7%	\$532,250	12%	\$49,613	1%	\$145,279	3%	\$0	0%	\$97,283	2%	\$4,283,165
Muncie	\$2,883,002	71%	\$322,176	8%	\$488,787	12%	\$73,178	2%	\$140,365	3%	\$0	0%	\$154,592	4%	\$4,062,100
South Bend	\$4,654,775	76%	\$510,424	8%	\$522,172	9%	\$160,742	3%	\$139,703	2%	\$0	0%	\$114,050	2%	\$6,101,866
SUBTOTAL: GROUP 1	\$40,116,084	64%	\$10,024,880	16%	\$6,345,844	10%	\$1,133,550	2%	\$988,938	2%	\$3,277,971	5%	\$646,554	1%	\$62,533,821
GROUP 2 - Small Fixed Route															
Anderson	\$1,473,655	83%	\$63,691	4%	\$143,242	8%	\$22,210	1%	\$77,273	4%	\$0	0%	\$1,255	0%	\$1,781,326
Bloomington	\$1,403,327	57%	\$208,688	8%	\$303,000	12%	\$100,095	4%	\$67,904	3%	\$295,294	12%	\$80,878	3%	\$2,459,186
Columbus	\$577,934	81%	\$22,692	3%	\$88,975	12%	\$10,872	2%	\$2,290	0%	\$0	0%	\$11,210	2%	\$713,973
East Chicago	\$672,183	70%	\$77,187	8%	\$190,674	20%	\$0	0%	\$0	0%	\$24,844	3%	\$0	0%	\$964,888
Hammond	\$103,776	6%	\$110,652	6%	\$14,151	1%	\$6,722	0%	\$7,606	0%	\$1,634,718	87%	\$0	0%	\$1,877,625
Marion	\$384,731	79%	\$31,878	7%	\$41,341	8%	\$7,534	2%	\$20,089	4%	\$0	0%	\$1,378	0%	\$486,951
Michigan City	\$608,550	84%	\$16,160	2%	\$60,420	8%	\$16,819	2%	\$21,207	3%	\$0	0%	\$1,667	0%	\$724,823
Richmond	\$561,263	81%	\$26,667	4%	\$62,250	9%	\$6,472	1%	\$31,748	5%	\$0	0%	\$4,529	1%	\$692,929
Southern Indiana	\$857,661	68%	\$18,255	1%	\$123,037	10%	\$22,680	2%	\$43,025	3%	\$172,842	14%	\$25,053	2%	\$1,262,553
Terre Haute	\$716,802	80%	\$21,040	2%	\$72,184	8%	\$20,910	2%	\$38,997	4%	\$0	0%	\$26,146	3%	\$896,079
SUBTOTAL: GROUP 2	\$7,359,882	62%	\$596,910	5%	\$1,099,274	9%	\$214,314	2%	\$310,139	3%	\$2,127,698	18%	\$152,116	1%	\$11,860,333
GROUP 3 - Urban Demand Response															
Elkhart	\$65,215	7%	\$32,658	3%	\$1,754	0%	\$0	0%	\$0	0%	\$844,754	86%	\$33,897	3%	\$978,278
Goshen	\$24,262	16%	\$1,009	1%	\$551	0%	\$0	0%	\$0	0%	\$117,283	75%	\$13,097	8%	\$156,202
Kokomo	\$365,987	50%	\$0	0%	\$37,990	5%	\$14,739	2%	\$0	0%	\$309,278	42%	\$9,712	1%	\$737,706
LCEO	\$984,624	53%	\$464,550	25%	\$152,583	8%	\$35,703	2%	\$173,766	9%	\$0	0%	\$49,858	3%	\$1,861,084
Trade Winds	\$1,057,614	80%	\$2,617	0%	\$113,262	9%	\$3,693	0%	\$81,809	6%	\$0	0%	\$60,525	5%	\$1,319,520
SUBTOTAL: GROUP 3	\$2,497,702	49%	\$500,834	10%	\$306,140	6%	\$54,135	1%	\$255,575	5%	\$1,271,315	25%	\$167,089	3%	\$5,052,790
GROUP 4 - Rural Demand Response															
Bedford	\$281,727	83%	\$19,500	6%	\$19,790	6%	\$5,378	2%	\$6,268	2%	\$0	0%	\$5,632	2%	\$338,295
Cass County	\$233,155	63%	\$30,859	8%	\$27,312	7%	\$30,750	8%	\$37,742	10%	\$0	0%	\$9,638	3%	\$369,456
Dearborn County	\$133,475	74%	\$6,036	3%	\$20,599	11%	\$960	1%	\$2,500	1%	\$2,500	1%	\$13,500	8%	\$179,570
Franklin County	\$231,702	83%	\$9,003	3%	\$22,536	8%	\$5,800	2%	\$5,020	2%	\$0	0%	\$6,645	2%	\$280,706
Huntingburg	\$51,767	87%	\$1,440	2%	\$2,099	4%	\$3,300	6%	\$797	1%	\$0	0%	\$67	0%	\$59,470
Johnson County	\$267,128	61%	\$32,534	7%	\$24,927	6%	\$8,399	2%	\$8,120	2%	\$0	0%	\$98,313	22%	\$439,421
KIRPC	\$745,495	72%	\$79,032	8%	\$69,947	7%	\$34,180	3%	\$56,085	5%	\$0	0%	\$43,841	4%	\$1,028,580
Kosciusko County	\$431,116	70%	\$6,058	1%	\$64,979	11%	\$11,513	2%	\$18,092	3%	\$0	0%	\$79,798	13%	\$611,556
LaPorte	\$358,553	77%	\$15,767	3%	\$44,614	10%	\$24,365	5%	\$14,208	3%	\$0	0%	\$8,785	2%	\$466,292
Madison County	\$47,368	20%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$169,767	71%	\$20,549	9%	\$237,684
Mitchell	\$62,211	77%	\$8,521	11%	\$4,876	6%	\$2,752	3%	\$1,620	2%	\$0	0%	\$793	1%	\$80,773
Monroe County	\$289,672	58%	\$8,636	2%	\$108,483	22%	\$11,104	2%	\$40,088	8%	\$0	0%	\$42,017	8%	\$500,000
New Castle	\$218,455	82%	\$3,609	1%	\$17,370	6%	\$7,589	3%	\$8,661	3%	\$0	0%	\$12,129	5%	\$267,813
Orange County	\$87,898	75%	\$6,581	6%	\$11,074	9%	\$3,050	3%	\$500	0%	\$0	0%	\$8,325	7%	\$117,428
Plymouth	\$10,552	42%	\$0	0%	\$97	0%	\$0	0%	\$0	0%	\$9,883	39%	\$4,892	19%	\$25,424
Seymour	\$45,273	57%	\$12,635	16%	\$4,858	6%	\$0	0%	\$5,524	7%	\$0	0%	\$11,097	14%	\$79,387
Union County	\$113,431	69%	\$11,880	7%	\$13,460	8%	\$1,600	1%	\$19,228	12%	\$0	0%	\$4,645	3%	\$164,244
Wabash County	\$66,285	88%	\$1,771	2%	\$2,900	4%	\$1,500	2%	\$2,000	3%	\$0	0%	\$1,214	2%	\$75,700
Washington	\$33,128	49%	\$16,122	24%	\$8,967	13%	\$4,237	6%	\$2,973	4%	\$0	0%	\$1,808	3%	\$67,235
Waveland	\$59,168	59%	\$2,210	2%	\$17,882	18%	\$3,942	4%	\$4,534	4%	\$0	0%	\$13,118	13%	\$100,854
SUBTOTAL: GROUP 4	\$3,767,559	69%	\$272,194	5%	\$486,770	9%	\$160,419	3%	\$233,960	4%	\$182,150	3%	\$386,806	7%	\$5,489,858
GROUPS 1 THROUGH 4	\$53,741,227	63%	\$11,394,818	13%	\$8,238,028	10%	\$1,562,418	2%	\$1,788,612	2%	\$6,859,134	8%	\$1,352,565	2%	\$84,936,802
NICTD	\$15,464,715	66%	\$1,608,328	7%	\$2,242,231	10%	\$1,826,665	8%	\$1,707,421	7%	\$0	0%	\$493,601	2%	\$23,342,961
TOTAL ALL GROUPS	\$69,205,942	64%	\$13,003,146	12%	\$10,480,259	10%	\$3,389,083	3%	\$3,496,033	3%	\$6,859,134	6%	\$1,846,166	2%	\$108,279,763

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 1999											
SYSTEM	FARES	%	LOCAL ASSISTANCE	%	STATE ASSISTANCE	%	FEDERAL ASSISTANCE	%	OTHER ¹	%	TOTAL
GROUP 1 - Large Fixed Route											
Evansville	\$719,407	19%	\$910,207	25%	\$922,660	25%	\$1,060,545	29%	\$92,493	2%	\$3,705,312
Fort Wayne	\$647,673	12%	\$2,261,260	41%	\$1,470,039	27%	\$450,000	8%	\$628,293	12%	\$5,457,265
Gary	\$1,452,432	18%	\$1,733,390	21%	\$1,779,845	22%	\$3,171,450	39%	\$35,877	0%	\$8,172,994
Indianapolis	\$7,358,551	24%	\$8,888,533	29%	\$8,495,444	28%	\$5,194,964	17%	\$813,627	3%	\$30,751,119
Lafayette	\$998,807	23%	\$1,031,227	24%	\$1,302,466	30%	\$652,287	15%	\$298,378	7%	\$4,283,165
Muncie	\$261,140	6%	\$2,179,545	54%	\$1,136,305	28%	\$364,462	9%	\$120,648	3%	\$4,062,100
South Bend	\$1,262,447	21%	\$2,353,611	39%	\$1,753,513	29%	\$424,000	7%	\$308,295	5%	\$6,101,866
SUBTOTAL: GROUP 1	\$12,700,457	20%	\$19,357,773	31%	\$16,860,272	27%	\$11,317,708	18%	\$2,297,611	4%	\$62,533,821
GROUP 2 - Small Fixed Route											
Anderson	\$116,970	7%	\$585,361	33%	\$423,562	24%	\$536,835	30%	\$118,598	7%	\$1,781,326
Bloomington	\$515,597	21%	\$448,936	18%	\$823,010	33%	\$400,000	16%	\$271,643	11%	\$2,459,186
Columbus	\$43,093	6%	\$181,983	25%	\$207,720	29%	\$281,177	39%	\$0	0%	\$713,973
East Chicago	\$0	0%	\$465,494	48%	\$276,356	29%	\$223,038	23%	\$0	0%	\$964,888
Hammond	\$279,309	15%	\$486,571	26%	\$468,781	25%	\$607,849	32%	\$35,115	2%	\$1,877,625
Marion	\$28,050	6%	\$100,703	21%	\$128,749	26%	\$229,449	47%	\$0	0%	\$486,951
Michigan City	\$79,510	11%	\$143,818	20%	\$193,073	27%	\$308,422	43%	\$0	0%	\$724,823
Richmond	\$161,080	23%	\$37,942	5%	\$217,167	31%	\$255,108	37%	\$21,632	3%	\$692,929
Southern Indiana	\$281,676	22%	\$128,638	10%	\$360,405	29%	\$491,834	39%	\$0	0%	\$1,262,553
Terre Haute	\$121,336	14%	\$184,381	21%	\$250,000	28%	\$340,362	38%	\$0	0%	\$896,079
SUBTOTAL: GROUP 2	\$1,626,621	14%	\$2,763,827	23%	\$3,348,823	28%	\$3,674,074	31%	\$446,988	4%	\$11,860,333
GROUP 3 - Urban Demand Response											
Elkhart	\$330,489	34%	\$75,311	8%	\$261,445	27%	\$311,033	32%	\$0	0%	\$978,278
Goshen	\$60,180	39%	\$2,062	1%	\$47,035	30%	\$46,925	30%	\$0	0%	\$156,202
Kokomo	\$120,839	16%	\$265,141	36%	\$57,301	8%	\$294,425	40%	\$0	0%	\$737,706
LCEOC	\$445,460	24%	\$486,109	26%	\$488,256	26%	\$310,194	17%	\$131,065	7%	\$1,861,084
Trade Winds	\$372,510	28%	\$93,423	7%	\$607,998	46%	\$245,589	19%	\$0	0%	\$1,319,520
SUBTOTAL: GROUP 3	\$1,329,478	26%	\$922,046	18%	\$1,462,035	29%	\$1,208,166	24%	\$131,065	3%	\$5,052,790
GROUP 4 - Rural Demand Response											
Bedford	\$21,881	6%	\$110,758	33%	\$90,000	27%	\$115,656	34%	\$0	0%	\$338,295
Cass County	\$60,952	16%	\$172,260	47%	\$26,000	7%	\$110,244	30%	\$0	0%	\$369,456
Dearborn County	\$13,286	7%	\$81,846	46%	\$0	0%	\$84,438	47%	\$0	0%	\$179,570
Franklin County	\$47,554	17%	\$97,513	35%	\$41,151	15%	\$94,488	34%	\$0	0%	\$280,706
Huntingburg	\$1,812	3%	\$23,505	40%	\$5,324	9%	\$28,829	48%	\$0	0%	\$59,470
Johnson County	\$48,381	11%	\$301,326	69%	\$0	0%	\$89,331	20%	\$383	0%	\$439,421
KIRPC	\$261,447	25%	\$123,770	12%	\$260,358	25%	\$379,672	37%	\$3,333	0%	\$1,028,580
Kosciusko County	\$44,868	7%	\$126,492	21%	\$149,643	24%	\$276,134	45%	\$14,419	2%	\$611,556
LaPorte	\$83,763	18%	\$51,586	11%	\$131,633	28%	\$180,114	39%	\$19,196	4%	\$466,292
Madison County	\$52,236	22%	\$20,246	9%	\$72,479	30%	\$92,723	39%	\$0	0%	\$237,684
Mitchell	\$9,978	12%	\$13,744	17%	\$23,722	29%	\$33,329	41%	\$0	0%	\$80,773
Monroe County	\$48,505	10%	\$121,297	24%	\$120,000	24%	\$210,198	42%	\$0	0%	\$500,000
New Castle	\$12,995	5%	\$68,980	26%	\$81,973	31%	\$102,078	38%	\$1,787	1%	\$267,813
Orange County	\$11,728	10%	\$52,850	45%	\$0	0%	\$52,850	45%	\$0	0%	\$117,428
Plymouth	\$4,108	16%	\$8,015	32%	\$2,762	11%	\$10,539	41%	\$0	0%	\$25,424
Seymour	\$4,190	5%	\$37,897	48%	\$7,000	9%	\$30,300	38%	\$0	0%	\$79,387
Union County	\$19,398	12%	\$52,488	32%	\$34,238	21%	\$58,120	35%	\$0	0%	\$164,244
Wabash County	\$11,907	16%	\$31,928	42%	\$0	0%	\$31,835	42%	\$0	0%	\$75,670
Washington	\$5,130	8%	\$12,963	19%	\$18,090	27%	\$31,052	46%	\$0	0%	\$67,235
Waveland	\$5,628	6%	\$41,613	41%	\$6,000	6%	\$47,613	47%	\$0	0%	\$100,854
SUBTOTAL: GROUP 4	\$769,747	14%	\$1,551,077	28%	\$1,070,373	19%	\$2,059,543	38%	\$39,118	1%	\$5,489,858
GROUPS 1 THROUGH 4	\$16,426,303	19%	\$24,594,723	29%	\$22,741,503	27%	\$18,259,491	21%	\$2,914,782	3%	\$84,936,802
NICTD	\$13,210,303	57%	\$3,677,263	16%	\$3,581,542	15%	\$2,814,977	12%	\$58,876	0%	\$23,342,961
TOTAL ALL GROUPS	\$29,636,606	27%	\$28,271,986	26%	\$26,323,045	24%	\$21,074,468	19%	\$2,973,658	3%	\$108,279,763

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

SECTION ONE

INDOT Public Transit Programs & Services

INDOT PUBLIC TRANSIT SECTION PROGRAMS & SERVICES

The INDOT Public Transit Section (PTS) is comprised of six staff members and is a section within the INDOT Multi-modal Division, which also includes the Rail and Aeronautics sections. The PTS administrators

both federal and state transit assistance programs with Larry Buckel as the Section Manager. Contacts for the PTS staff are listed in the table below (all area codes are 317).

Larry Buckel Section Manager	232-5292	LBUCKEL@INDOT.STATE.IN.US
Brian Jones Section 5310 Program Manager	232-1493	BJONES@INDOT.STATE.IN.US
Stephanie Belch Transit Planner	232-1482	SBELCH@INDOT.STATE.IN.US
James English Section 5311 Program Manager	232-1483	JENGLISH@INDOT.STATE.IN.US
Vickie Rayburn Section 5311 Project Manager	232-5078	VRAYBURN@INDOT.STATE.IN.US
Jose Evans Section 5311 Project Manager	232-1498	JEVANS@INDOT.STATE.IN.US

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

FTA Section 5311 - Rural Formula Funds

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

percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue).

James English, Vickie Rayburn, and Jose Evans administer the program and grants for the following systems:

James English (317) 232-1483	Vickie Rayburn (317) 232-5078	Jose Evans (317) 232-1498
Dearborn County	Bedford	Cass County
Huntingburg	Franklin County	Columbus
Kosciusko Co.	KIRPC	Johnson County
LaPorte	Marion	Madison County
Monroe County	Michigan City	New Castle
Seymour	Mitchell	Richmond
Union County	Plymouth	Wabash County
	Orange County	
	Washington	
	Waveland	

The following table describes the program of projects for the 1999 Section 5311 Program.

1999 Section 5311 Projects						
Grantee	Project Description	Federal Assistance	State Assistance	Local Assistance	Fare Revenue	Total
Bedford	Operating	\$115,656	\$90,000	\$110,758	\$21,881	\$338,295
Cass County	"	\$110,244	\$26,000	\$172,260	\$60,952	\$369,456
Columbus	"	\$281,177	\$207,720	\$181,983	\$43,093	\$713,973
Dearborn County	"	\$84,438	\$0	\$81,846	\$13,286	\$179,570
Franklin County	"	\$94,488	\$41,151	\$97,513	\$47,554	\$280,706
Huntingburg	"	\$28,829	\$5,324	\$23,505	\$1,812	\$59,470
Johnson County	"	\$89,331	\$0	\$301,709	\$48,381	\$439,421
KIRPC	"	\$379,672	\$260,358	\$127,103	\$261,447	\$1,028,580
Kosciusko County	"	\$276,134	\$149,643	\$140,911	\$44,868	\$611,556
LaPorte	"	\$180,114	\$131,633	\$70,782	\$83,763	\$466,292
Madison County	"	\$92,723	\$72,479	\$20,246	\$52,236	\$237,684
Marion	"	\$229,449	\$128,749	\$100,703	\$28,050	\$486,951
Michigan City	"	\$308,422	\$193,073	\$143,818	\$79,510	\$724,823
Mitchell	"	\$33,329	\$23,722	\$13,744	\$9,978	\$80,773
Monroe County	"	\$210,198	\$120,000	\$121,297	\$48,505	\$500,000
New Castle	"	\$102,078	\$81,973	\$70,767	\$12,995	\$267,813
Orange County	"	\$52,850	\$0	\$52,850	\$11,728	\$117,428
Plymouth	"	\$10,539	\$2,762	\$8,015	\$4,108	\$25,424
Richmond	"	\$255,108	\$217,167	\$59,574	\$161,080	\$692,929
Seymour	"	\$30,300	\$7,000	\$37,897	\$4,190	\$79,387
Union County	"	\$58,120	\$34,238	\$52,488	\$19,398	\$164,244
Wabash County	"	\$31,835	\$0	\$31,928	\$11,907	\$75,670
Washington	"	\$31,052	\$18,090	\$12,963	\$5,130	\$67,235
Waveland	"	\$47,613	\$6,000	\$41,613	\$5,628	\$100,854
Operating Subtotal		\$ 3,133,699	\$ 1,817,082	\$ 2,076,273	\$ 1,081,480	\$ 8,108,534
Capital Projects (Section 5311)						
Bedford	Capital equipment	\$53,147	\$20,143	\$6,644	N/A	\$79,934
Cass County	Capital equipment	\$82,920	\$1,054	\$7,676	N/A	\$91,650
Dearborn County	Capital equipment	\$19,200	\$0	\$4,800	N/A	\$24,000
Franklin County	Capital equipment	\$26,735	\$0	\$6,684	N/A	\$33,419
KIRPC	Capital equipment	\$117,414	\$0	\$29,354	N/A	\$146,768
Kosciusko Co.	Capital equipment	\$10,544	\$1,318	\$1,321	N/A	\$13,183
LaPorte	Capital equipment	\$56,000	\$7,000	\$7,000	N/A	\$70,000
Michigan City	Capital equipment	\$69,878	\$58,398	\$58,399	N/A	\$186,675
Monroe County	Capital equipment	\$42,400	\$6,261	\$6,262	N/A	\$54,923
Plymouth	Capital equipment	\$27,200	\$0	\$6,800	N/A	\$34,000
Richmond	Capital equipment	\$69,734	\$8,601	\$8,602	N/A	\$86,937
Union County	Capital equipment	\$27,650	\$3,456	\$3,456	N/A	\$34,562
Wabash	Capital equipment	\$26,133	\$0	\$6,425	N/A	\$32,558
Capital Subtotal		\$628,955	\$106,231	\$153,423	N/A	\$888,609
Intercity Projects (Section 5311 (f))						
Dearborn County	Planning & Marketing	\$5,000	\$0	\$1,250	N/A	\$6,250
Dearborn County	Operating Assistance	\$19,127	\$0	\$19,126	\$1,573	\$39,826
Marion	Planning & Marketing	\$13,982	\$3,711	\$3,683	N/A	\$21,376
TARC	Operating Assistance	\$87,360	\$0	\$87,360	\$43,680	\$218,400
Warsaw/Greyhound	Operating Assistance	\$128,480	\$0	\$128,895	\$257,059	\$514,434
Intercity Projects Subtotal		\$253,949	\$3,711	\$240,314	\$302,312	\$800,286
Section 5311 Program Total		\$4,016,603	\$1,927,024	\$2,470,010	\$1,383,792	\$9,797,429

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. During 1999, Indiana received \$128,353 in RTAP funds. Indiana's RTAP program is implemented by the Institute for Urban Transportation at Indiana University with the help of an advisory committee.

RTAP provides technical assistance to rural public transit operators, on-site training, and a fellowship program that provides financial assistance for operators to participate in training courses. The program also has a national element that develops

information and materials for use by local operators and state departments of transportation.

RTAP STAFF	E-mail
Betsy Kachmar	Mkachmar@indiana.edu
Vicky Warner	Vwarner@indiana.edu
Carol Beihold	Cbeihold@bnin.net
Donna Myrick	Dmyrick@indiana.edu

Indiana RTAP is staffed by four persons and they can be contacted toll free at 1-800-334-3554, by e-mail, or visit their website at www.indiana.edu/~iutrans/rtap.html. Their full mailing address is listed in Section Four.

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

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

The Section 5311(f) program funds capital grants at up to 80 percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue). In 1999, federal funding of this program totaled \$253,949.

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

FTA Section 16 (5310) - Capital Grants Program for Elderly Persons and Persons with Disabilities

The Section 16 (5310) grant program is designed

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

Eligible grantees include private non-profit corporations and public bodies approved by INDOT to coordinate services for elderly and disabled persons.

The program matches up to 80 percent of project costs, with the remaining 20 percent provided by the local entity. During calendar year 1999, INDOT awarded more than \$1.85 million in Section 16 grants to the agencies listed in the following table.

Brian Jones is the Program Manager for the FTA Section 16 Program.

1999 SECTION 16 GRANT AWARDS					
GRANTEE	SERVICE AREA (County)	EQUIPMENT AWARD	TOTAL FUNDING	FEDERAL FUNDING	LOCAL FUNDING
Swanson Center	LaPorte	Two standard vans	\$43,765	\$35,012	\$8,753
LaPorte Co. COA	LaPorte	Modified Van with lift	\$33,578	\$26,862	\$6,716
Noble County COA	Noble	Modified Van with lift	\$33,578	\$26,862	\$6,716
Allen County COA	Allen	Two Modified Vans with lifts Radio Equipment	\$67,228 \$12,000	\$53,782 \$9,600	\$13,446 \$2,400
Turnstone Center	Allen	Modified Van with lift	\$33,650	\$26,920	\$6,730
Whitley Co. COA	Whitley	Modified Van with lift	\$33,650	\$26,920	\$6,730
Wabash Co. COA	Wabash	Modified Van with lift	\$33,578	\$26,862	\$6,716
Huntington Co. COA	Huntington	Modified Mini-van	\$35,024	\$28,019	\$7,005
Jay Randolph Devp. Svcs	Jay and Randolph	Two Modified Mini-vans Standard Van	\$70,048 \$21,882	\$56,038 \$17,506	\$14,010 \$4,376
Lifestream Services	Henry	Modified Van with lift	\$33,578	\$26,862	\$6,716
Fulton Co. COA	Fulton	Two Mini-vans	\$35,155	\$28,124	\$7,031
Cass Co. COA	Cass	Two Modified Vans with lifts	\$67,156	\$53,725	\$13,431
Cass Council MRC	Pulaski	Modified Van with lift	\$33,578	\$26,862	\$6,716
Tippecanoe Co. COA	Tippecanoe	Two Modified Vans with lifts	\$67,156	\$53,725	\$13,431
Hamilton Senior Services	Hamilton	Modified Van with lift	\$33,578	\$26,862	\$6,716
Boone Co. Senior Svcs	Boone	Modified Van with lift	\$33,228	\$26,582	\$6,646
Comm. Centers Indpls	Marion	Two Light Transit Vehicles	\$81,250	\$65,000	\$16,250
Ind. Res. Living	Marion, Hancock	Modified Van with lift	\$33,300	\$26,640	\$6,660
Sycamore Services	Hendricks	Modified Mini-van	\$35,024	\$28,019	\$7,005
Johnson County ARC	Johnson	Modified Van with lift	\$33,578	\$26,862	\$6,716
Johnson Senior Services	Johnson	Modified Mini-van	\$35,024	\$28,019	\$7,005
Union County COA	Union	Modified Mini-van	\$35,024	\$28,019	\$7,005
New Horizons Rehab	Ripley, Dearborn, Franklin, Ohio	Standard Van Modified Van with lift	\$21,882 \$33,578	\$17,506 \$26,862	\$4,376 \$6,716
Area 12 COA & Comty Serv.	Ripley, Jefferson Switzerland, Ohio	Three Modified Vans	\$97,023	\$77,618	\$19,405
Area XI AOA	Jackson, Jenning	Two Light Transit Vehicles	\$89,004	\$71,203	\$17,801
Developmental Services	Jennings, Brown	Modified Mini-van Modified Van with lift	\$35,024 \$33,578	\$28,019 \$26,862	\$7,005 \$6,716
Lifespan Resources	Clark, Floyd, Harrison and Scott	One Station Wagon Modified Van with lift	\$15,856 \$33,228	\$12,685 \$26,582	\$3,171 \$6,646
New Hope Services	Clark and Scott	Standard Van	\$21,882	\$17,506	\$4,376
Lifespring Mental Health	Clark, Floyd, Scott	Radio Equipment	\$8,000	\$6,400	\$1,600
YMCA of Southern Ind.	Clark and Floyd	Standard Van	\$21,882	\$17,506	\$4,376
Blue River Services	Harrison, Washington	Two Standard Vans Modified Van with lift	\$43,765 \$33,578	\$35,012 \$26,862	\$8,753 \$6,716
Older Americans Services	Crawford	Modified Van with lift	\$33,578	\$26,862	\$6,716
First Chance Center	Orange	Standard Van Modified Van with lift	\$21,882 \$33,578	\$17,506 \$26,862	\$4,376 \$6,716
Evansville ARC	Vanderburgh	Standard Van	\$21,882	\$17,506	\$4,376
Child Adult Resource Svcs	Clay, Parke, and Vermillion	Mini-van Modified Van with lift	\$17,577 \$33,228	\$14,062 \$26,582	\$3,515 \$6,646
West Central IN Econ. Dev	Vigo	Modified Van with lift	\$33,578	\$26,862	\$6,716
YMCA of Vincennes	Knox	Light Transit Vehicle	\$45,212	\$36,170	\$9,042
Four River Res. Svcs	Green, Sullivan, Davievs, Martin	Mini-van Modified Mini-van	\$17,577 \$35,024	\$14,062 \$28,019	\$3,515 \$7,005
Spencer County COA	Spencer	Modified Mini-van	\$35,024	\$28,019	\$7,005
Warrick County COA	Warrick	Modified Van with lift	\$33,228	\$26,582	\$6,646
Posey Co. COA	Posey	Station Wagon Mini-van	\$15,856 \$17,577	\$12,685 \$14,062	\$3,171 \$3,515
TOTAL			\$1,857,692	\$1,486,154	\$371,538

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

The INDOT PTS administers the FTA Section 5303 and Section 5313 programs. These programs are designed to provide financial assistance to the 12 Metropolitan Planning Organizations (Section 5303) and INDOT (Section 5313) for the development of transportation plans, transit service evaluations, technical studies

and assistance, and other planning related-projects. Larry Buckel is the contact for the Section 5313 Program and Stephanie Belch works with the MPOs in administering the Section 5303 Program.

In 1999, the INDOT PTS was allocated \$148,326 for the statewide FTA Section 5313 Program. Indiana received \$622,689 in 1999 to allocate to the 12 MPOs as follows:

FTA Section 5303 - Metropolitan Planning Program - 1999 Allocations			
Urbanized Area	Federal Share	Local Share	Total
Anderson	\$25,857	\$6,464	\$32,321
Bloomington	\$25,722	\$6,430	\$32,152
Evansville	\$35,157	\$8,789	\$43,946
Fort Wayne	\$39,377	\$9,844	\$49,221
Indianapolis	\$174,529	\$43,632	\$218,161
Kokomo	\$15,477	\$3,869	\$19,346
Lafayette	\$20,495	\$5,124	\$25,619
Muncie	\$24,588	\$6,147	\$30,736
Northwest Indiana	\$148,050	\$37,013	\$185,063
South Bend/Elkhart/Goshen	\$63,851	\$15,963	\$79,814
Southern Indiana (Louisville)	\$21,943	\$5,486	\$27,428
Terre Haute	\$27,643	\$6,911	\$34,553
TOTAL	\$622,689	\$155,672	\$778,361

FTA Section 5307 - Urbanized Area Formula Program

FTA Section 5307 is a formula grant program for urbanized areas with populations greater than 50,000. The FTA apportions the funds according to a complex formula including population, air quality, and operating characteristics.

An eligible recipient can use Section 5307 funds to offset either 80 percent of the net cost of a capital project (including preventative maintenance expenses) or up to 50 percent of the net operating deficit (only in urban areas with less than 200,000 population).

FTA Section 5309 - Capital Discretionary Program

FTA Section 5309 funding is available on a discretionary basis to urban and rural transit systems for capital improvements including the purchase of new equipment, acquisition of property, and the construction of facilities for public transportation purposes.

STATE OF INDIANA PROGRAMS

State of Indiana Public Mass Transportation Fund

The Public Mass Transportation Fund (PMTF) is a state fund that receives 0.76 percent of the state's general sales and use tax revenue. These funds are allocated on a calendar year basis using a performance-based formula to eligible grantees (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. 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.

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

In 1999, \$26.5 million of PMTF funding was allocated to transit systems in Indiana.

Electric Rail Service Fund

The Electric Rail Service Fund (ERSF) is a special state fund generated from property tax on a railroad company's distributable property that provides service with a commuter transportation district established under I.C. 8-5-15. These funds are only available to commuter transportation districts that have substantially all of their service performed by electrical powered railroads. Qualifying commuter transportation districts must receive equal shares of this fund. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

In 1999, \$137,741 was allocated from the ERSF.

Commuter Rail Service Fund

The Commuter Rail Service Fund (CRSF) is a special state fund that receives 0.19 percent of the state's general sales and use tax revenue. Funds are distributed to commuter transportation districts established under I.C. 8-5-15. Funds must be used for the maintenance, improvement, and operation of commuter rail service. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

In 1999, the CRSF provided \$9,128,291 in funding.

1999 PUBLIC TRANSIT HIGHLIGHTS

INDOT PUBLIC TRANSIT SECTION

- INDOT began funding four new rural public transit systems in 1999. These systems are located in Dearborn County, Johnson County, Orange County, and Wabash County.
- The Public Transit Section awarded and purchased its 1,000th vehicle through the Section 16 capital grant assistance program. The PTS awarded \$1.85 million in grants to 41 agencies.
- The PTS awarded start-up Section 5311 operating grants to Harrison County and the City of Vincennes (operational in CY 2000).
- The PTS became part of the INDOT “Multi-Modal” Division.
- The Public Transit Section continued to actively assist rural communities and citizen groups interested in starting public transit systems. INDOT awarded five Section 5311 feasibility grants to agencies in Noble, Huntington, Greene, Dubois, and Fulton counties for 1999.
- The Public Transit Section transferred more than \$700,000 in Congestion Mitigation and Air Quality (CMAQ) funds from the Federal Highway Administration to the Federal Transit Administration. These funds were used for such projects as a Fare-free Program in Gary and an Ozone Action Day Transit Half-Fare program in Indianapolis. The CMAQ program funds projects that will improve air quality and/or mitigate road congestion in urban areas not in attainment of federal air quality standards.

RURAL TRANSPORTATION ASSISTANCE PROGRAM (RTAP)

Training

- RTAP staff provided 19 training sessions involving 545 participants. The majority of these sessions were driver training classes including passenger assistance, defensive driving, fire safety, emergency procedures, vehicle evacuation, dealing with difficult people, drivers in de-stress, preventive maintenance, and substance abuse issues.
- Transit managers also received training regarding such topics as computerized dispatching, customer service, substance abuse issues, and coordination, among others. Eight managers were awarded training scholarships to attend national conferences. Our Driver in De-stress program was presented at a

national transit trainers workshop.

Technical Assistance

- RTAP staff responded to more than 2,000 requests for assistance via phone, fax, e-mail, and personal contact.
- RTAP assisted state agencies with the development of a Statewide Transportation Needs Assessment, participated in state committees regarding transportation issues, reviewed transportation funding proposals, participated in program compliance reviews of rural transit systems, and encouraged the coordination of transportation resources.
- RTAP assisted the Indiana Council of Specialized Transportation with the 8th Annual Paratransit Roadeo, the annual conference, a peer network, and a guide to transportation funding sources.
- RTAP assisted new 5311 transit systems with feasibility studies, service enhancements, and compliance with grant requirements.
- RTAP assisted existing systems to comply with drug and alcohol regulations by distributing program manuals, reviewing policies, and participating in a federal audit of Indiana’s 5311 program.
- RTAP organized several site visits to investigate computerized scheduling and dispatch options for rural transit systems.
- The organization provided additional resources through the Indiana RTAP web page, the resource lending library, InfoPaks, and four issues of the TapIn newsletter.

SECTION TWO

Peer Group Comparisons

PEER GROUP COMPARISONS

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

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

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

Each profile contains background information about the peer group that includes the individual system names, the areas served by each system in the group, and the population of each service area. A comparison table also provides ridership and vehicle mile totals for 1998 and 1999 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 operations of a transit system. The ratio indicates the percentage of transit operations that are covered by fare revenue.

Group One: Large Fixed Route Systems

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

The seven transit systems in Group One provide service to more than 1.6 million Indiana residents, approximately 30 percent of state's population. The populations of the service areas served by Group One systems range from 71,035 in Muncie to 914,761 in Indianapolis.

System	System Name	Service Area	Service Area Population
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	126,272
Fort Wayne	Citilink	Fort Wayne Metropolitan Area	186,280
Gary	Gary Public Transportation Corporation	Gary City Limits and Selected Corridors	116,646
Indianapolis	IndyGo	Indianapolis Metropolitan Area	914,761
Lafayette	CityBus	Lafayette, W. Lafayette Metropolitan Area, & Purdue Campus	108,500
Muncie	Muncie Indiana Transit System	Fixed Route/City Limits - Demand Response/City Limits	71,035
South Bend	South Bend Public Transportation Corporation	South Bend and Mishawaka Metropolitan Area	148,590
Total			1,672,084
Total Indiana Population			5,544,159
Percent of Indiana Population			30%

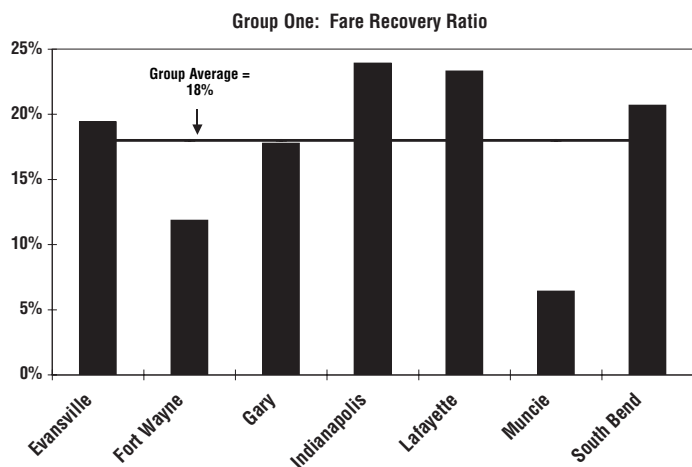
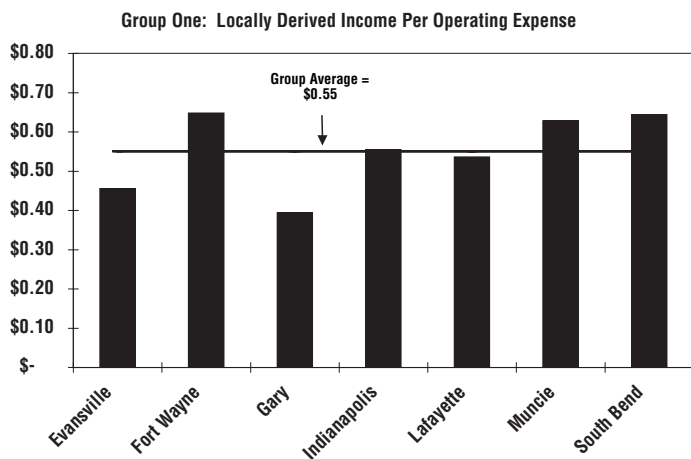
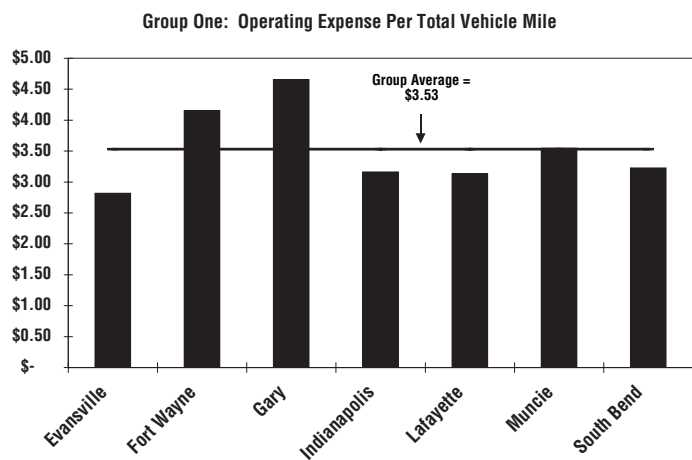
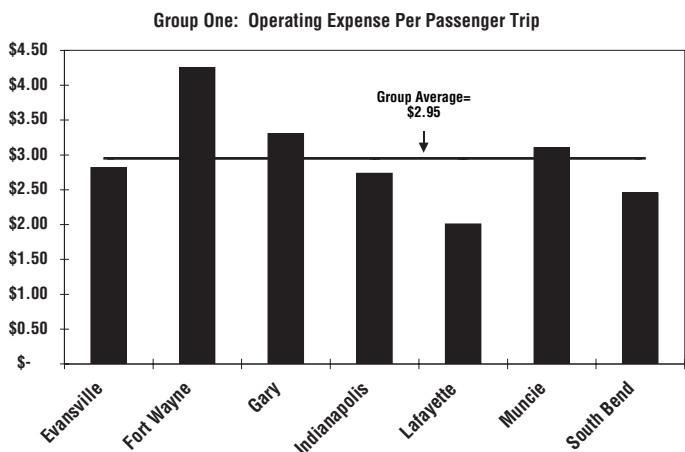
In 1999, Group One transit systems provided more than 22 million passenger trips. Total ridership for the Group One systems increased more than eight percent in 1999. Six of the systems had ridership increases between two percent and twenty-six percent. Ridership among Group One systems ranged from 1.2 million trips to more than 11 million trips.

Similar to the increase in ridership, the total vehicle miles operated by Group One transit systems also increased in 1999. Total vehicle miles increased nearly four percent, from 17.8 million miles in 1998 to 18.5 million miles in 1999. The increase in miles ranged from two percent to nearly twelve percent. Six of the seven systems operated less than two million miles during the year.

	Total Ridership			Total Vehicle Miles		
	1998	1999	Percent Change	1998	1999	Percent Change
Evansville	1,237,579	1,315,275	6.28%	1,206,272	1,316,693	9.15%
Fort Wayne	1,324,014	1,282,639	-3.12%	1,178,918	1,314,267	11.48%
Gary	2,201,299	2,472,305	12.31%	1,718,621	1,755,503	2.15%
Indianapolis	10,444,627	11,239,155	7.61%	9,534,347	9,730,537	2.06%
Lafayette	1,695,702	2,135,333	25.93%	1,245,666	1,368,050	9.82%
Muncie	1,233,266	1,308,846	6.13%	1,096,511	1,145,288	4.45%
South Bend	2,420,500	2,486,602	2.73%	1,836,606	1,891,181	2.97%
Total	20,556,987	22,240,155	8.19%	17,816,941	18,521,519	3.95%

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 1999, the average operating expense per passenger trip for Group One systems was \$2.95. The cost per trip varied from \$2.01 to \$4.25. Among the urban systems, the average operating expense per vehicle mile was \$3.53 in 1999. The individual systems' cost per mile ranged from \$2.81 to \$4.66.

In 1999, the ratio of locally derived income to operating expense varied from \$0.39 to \$0.65. This means that for every dollar of expense, between \$0.39 and \$0.65 of revenue came from local sources such as fares, charter revenue, and local assistance. Similarly, the fare recovery ratio measures the amount of the total operating expense that is covered by the passenger fares. Among the urban systems, the average fare recovery ratio was 18 percent while the individual systems' actual fare recovery ratios ranged from 6 percent to 24 percent.



Group Two: Small Fixed Route Systems

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

The ten transit systems in Group Two provide service to more than 520,000 Indiana residents, approximately nine percent of the state's population. The sizes of the service area populations range from 31,802 to 89,391. The average service area population served by Group Two systems is 52,084.

System	System Name	Service Area	Service Area Population
Anderson	City of Anderson Transit System	Anderson City Limits	59,549
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	60,633
Columbus	Columbus Transit	Columbus City Limits	31,802
East Chicago	East Chicago Public Transit	East Chicago City Limits	33,892
Hammond	Hammond Transit System	Hammond, Whiting, and adjacent areas of Illinois & Indiana	89,391
Marion	Marion Transportation System	Marion City Limits	32,618
Michigan City	Michigan City Municipal Coach Service	Michigan City Limits and Trail Creek	36,274
Richmond	Rose View Transit & Paratransit System	Richmond City Limits	38,705
Southern Indiana	Transit Authority of River City	New Albany, Clarksville, and Jeffersonville City Limits	77,996
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute City Limits and West Terre Haute	59,978
Total			520,838
Total Indiana Population			5,544,159
Percent of Indiana Population			9%

In 1999, Group Two systems provided more than 3.1 million trips. Total ridership for the Group Two systems increased slightly in 1999. Overall, total ridership increased less than one percent while half of the systems increased between three and twenty-three percent. However, five systems had decreases between three and twenty-two percent. Ridership on Group Two systems ranged from 129,924 to 1,044,344 in 1999.

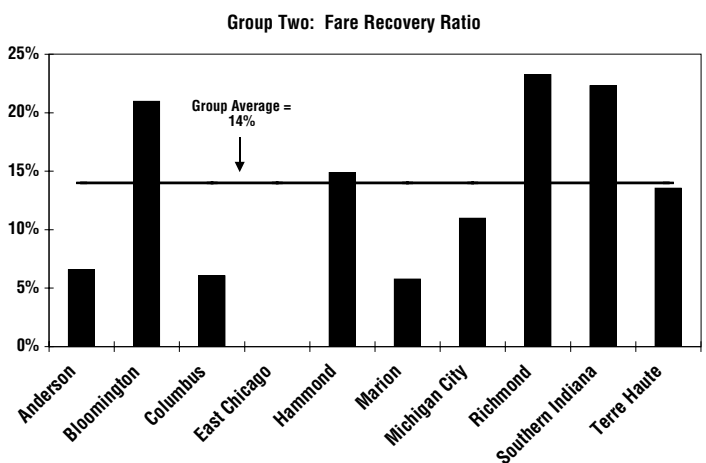
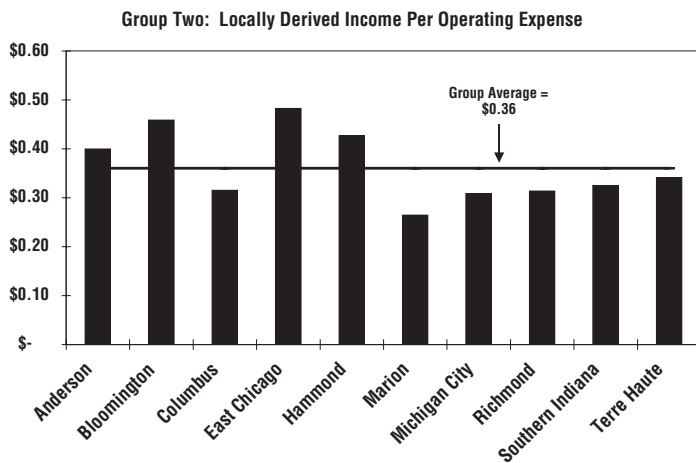
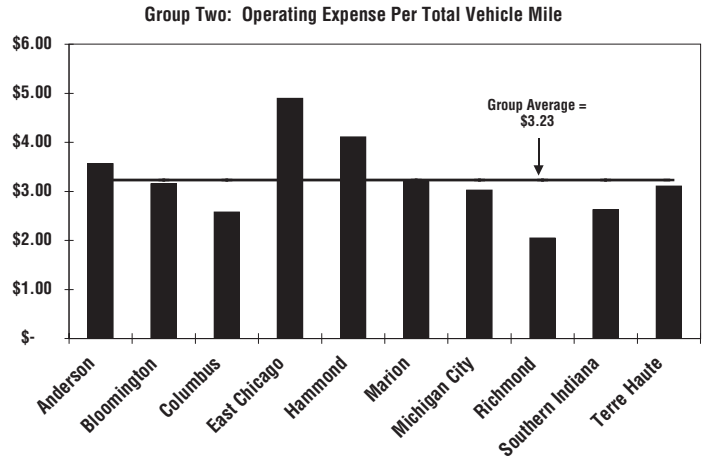
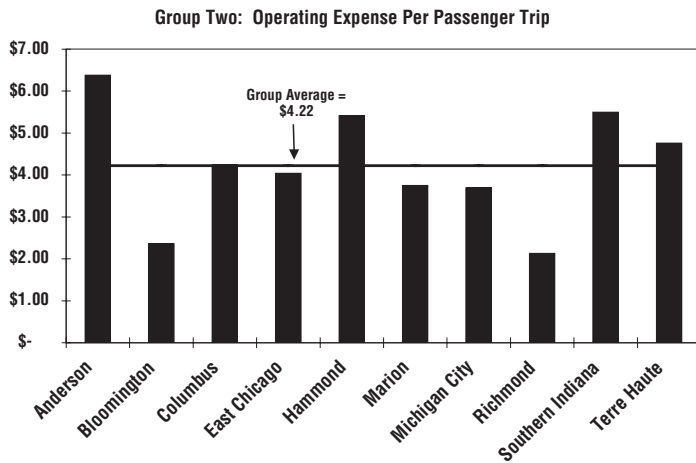
In 1999, Group Two systems operated 3.7 million vehicles miles, nine percent more miles than 1998. While four systems operated more miles and provided more trips in 1999, five systems provided fewer trips but operated more miles. In 1999, the number of total vehicle miles operated by a Group Two system varied from 152,568 to 780,075 and the average number of vehicle miles was 371,200.

System	Total Ridership			Total Vehicle Miles		
	1998	1999	Percent Change	1998	1999	Percent Change
Anderson	269,404	279,413	3.72%	481,501	499,642	3.77%
Bloomington	1,006,051	1,044,344	3.81%	787,479	780,075	-0.94%
Columbus	161,864	168,479	4.09%	257,266	277,254	7.77%
East Chicago	246,698	238,841	-3.18%	192,053	197,101	2.63%
Hammond	369,149	346,617	-6.10%	441,251	457,289	3.63%
Marion	136,595	129,924	-4.88%	146,548	152,568	4.11%
Michigan City	187,886	196,713	4.70%	227,564	239,717	5.34%
Richmond	337,522	325,871	-3.45%	351,018	338,256	-3.64%
Southern Indiana	186,576	229,659	23.09%	239,139	481,517	101.35%
Terre Haute	240,424	188,321	-21.67%	281,954	288,578	2.35%
Total	3,142,169	3,148,182	0.19%	3,405,773	3,711,997	8.99%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 1999, the average operating expense per passenger trip among Group Two systems was \$4.22. The cost per trip varied from \$2.13 to \$6.38. The average operating cost per mile was \$3.23, with actual costs ranging from \$2.05 to \$4.90 per mile.

In 1999, all of the Group Two systems covered more than 25 percent of their operating expenses with locally derived income. For each dollar of expense, an average of \$0.36 came from local financial sources

such as passenger fares, charter revenue, levy revenue, and local cash grants among others. The locally derived income per operating expense ranged from \$0.26 to \$0.48. On average, the systems covered 14 percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from six percent to twenty-three percent (note: East Chicago does not charge a passenger fare, thus does not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

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

The Group Three systems serve approximately 237,249 people. The combined service area populations provide service to approximately four percent of the state's population. The average service area population for Group Three systems is 59,312. Although Elkhart and Goshen operate separate transit systems, the two cities are defined as one metropolitan area with a combined population of 67,424.

System	System Name	Service Area	Service Area Population
Elkhart	Heart City Rider/The Bus	City of Elkhart	43,627
Goshen	Goshen Transit	City of Goshen and contiguous area	23,797
Kokomo	First City Rider/Kokomo Senior Citizen Bus Service	City of Kokomo	66,981
LCEOC	LCEOC Transaction	Lake and Porter Counties	51,422 (estimated)
Trade Winds	Trade Winds Rehabilitation Center	Lake, Porter, and LaPorte Counties	51,422 (estimated)
Total			237,249
Total Indiana Population			5,544,159
Percent of Indiana Population			4%

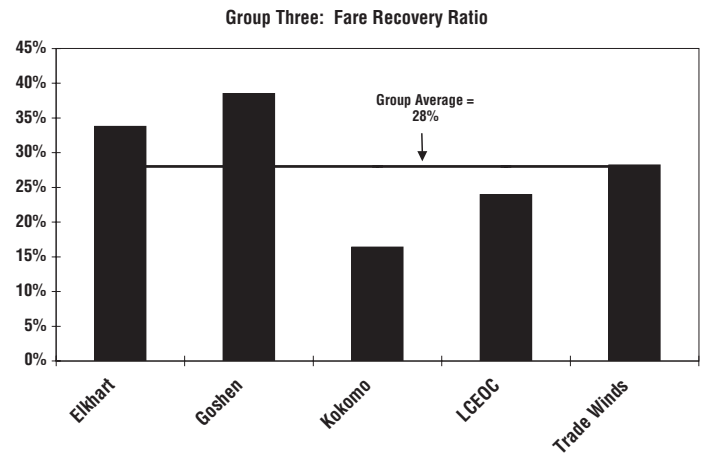
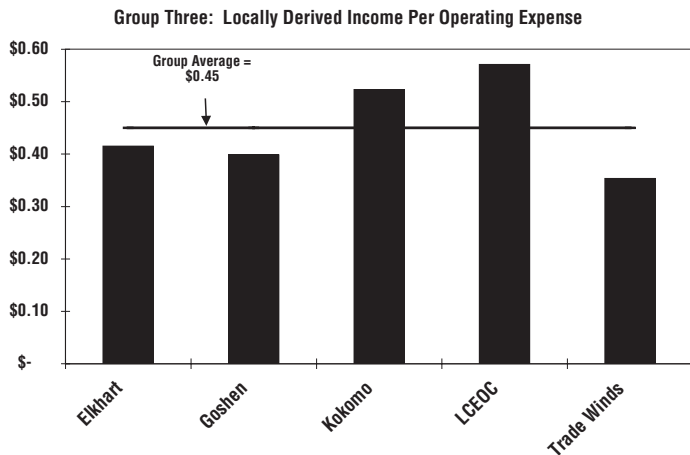
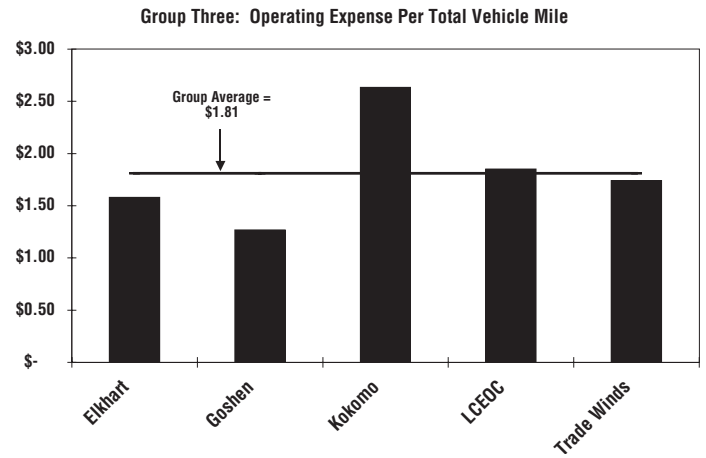
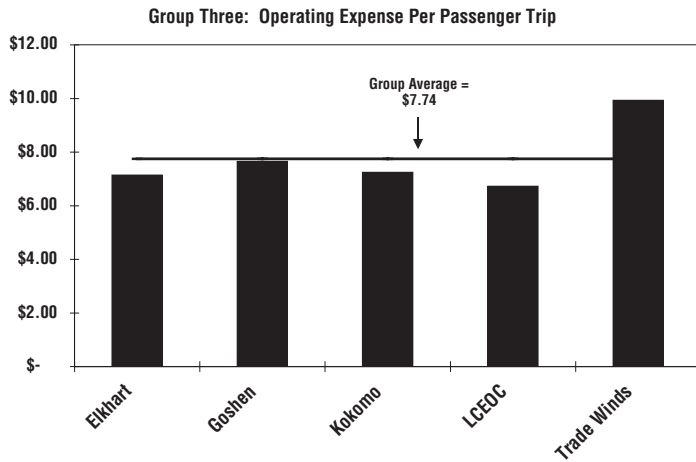
In FY 1999, Group Three systems provided 668,888 passenger trips, an increase of nearly five percent from 1998. However, three of the systems had ridership decreases while two systems had large increases. Ridership on Group Three systems ranged from 20,410 to 276,662 in 1999.

In 1999, Group Three systems operated 2.8 million vehicle miles, nearly nine percent fewer miles than 1998. Four of the systems operated between one percent and twenty-seven percent fewer miles. The systems operated between 123,304 miles and 1.0 million miles in 1999.

System	Total Ridership			Total Vehicle Miles		
	1998	1999	Percent Change	1998	1999	Percent Change
Elkhart	143,404	137,041	-4.44%	560,444	619,922	10.61%
Goshen	23,521	20,410	-13.23%	124,096	123,304	-0.64%
Kokomo	93,089	101,853	9.41%	284,292	280,104	-1.47%
LCEOC	285,619	276,662	-3.14%	1,045,500	1,005,526	-3.82%
Trade Winds	92,648	132,922	43.47%	1,035,919	758,324	-26.80%
Total	638,281	668,888	4.80%	3,050,251	2,787,180	-8.62%

The Group Three systems had an average cost per passenger trip of \$7.74 in 1999. The cost per trip for individual systems varied from \$6.73 to \$9.93. It cost an average of \$1.81 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.27 to \$2.63.

Through local means of generating income, the Group Three systems covered an average of \$0.45 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.35 and \$0.57 for each dollar of expense. Considering fare revenue alone, the systems recovered between 16 percent and 39 percent of system expenses through passenger fares, with an average fare recovery of 28 percent.



Group Four: Rural Demand Response Systems

Rural demand response systems include transit systems in urban areas with populations less 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 20 systems in Group Four serve more than 685,000 people. This represents 12 percent of the state's population. The average service area population is 34,272. The size of the individual service areas is between 4,669 and 136,300 people.

System	System Name	Service Area	Service Area Population
Bedford	Transit Authority of Stone City	Bedford City Limits	13,817
Cass County	Cass Area Transit	Cass County and City of Logansport	38,413
Dearborn County	Dearborn County Transit	Dearborn County	38,835
Franklin County	Franklin County Public Transportation	Franklin County	19,580
Huntingburg	Huntingburg Transit System	Huntingburg City Limits	5,252
Johnson County	ACCESS Johnson County	Johnson County	64,048
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke, and White Counties	97,166
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	65,294
LaPorte	TransPorte	LaPorte City limits and one-quarter mile fringe	21,507
Madison County	Transportation for Rural Areas of Madison	Madison County except Anderson	56,632
Mitchell	Mitchell Transit System	Mitchell City Limits	4,669
Monroe County	Rural Transit	Monroe, Owen, and Southern Putnam Counties	136,300
New Castle	New Castle Community Transit System	New Castle City Limits	17,753
Orange County	Orange County Transit Services	Orange County	18,426
Plymouth	Rock City Rider	City of Plymouth	8,303
Seymour	Seymour Transit	City of Seymour	15,576
Union County	Union County Transit Service	Union County with trips to Richmond and Connersville	6,976
Wabash County	Wabash County Transit	Wabash County	35,069
Washington	Washington Transit System	Washington City Limits	10,838
Waveland	Waveland Volunteer Transit	Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland	10,993
Total			685,447
Total Indiana Population			5,544,159
Percent of Indiana Population			12%

In 1999, the systems in Group Four provided 770,224 trips, an increase of nearly 14 percent over the 1998 total. The primary cause for this increase was the addition of four new transit systems in 1999. The new systems contributed an additional 72,175 passenger trips during the year. The new transit systems were responsible for 77 percent of the peer group's increased ridership. Of the already existing systems, 8 systems had decreased ridership between 1 percent and 22 percent while 8 systems had increased ridership between 1 percent and 150 percent. The average number of trips provided by a Group Four system was 38,511.

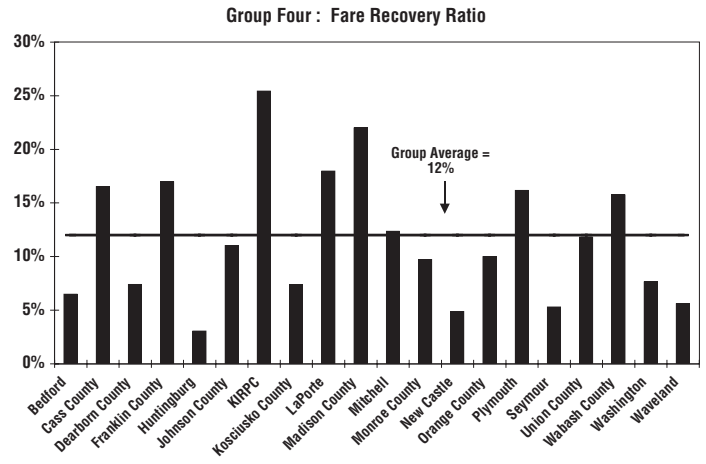
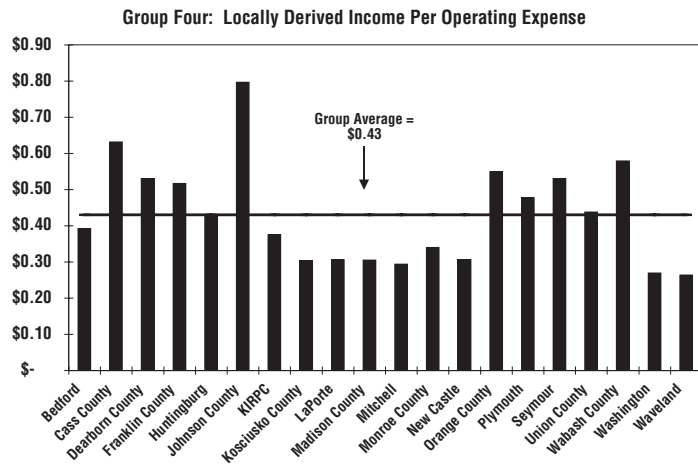
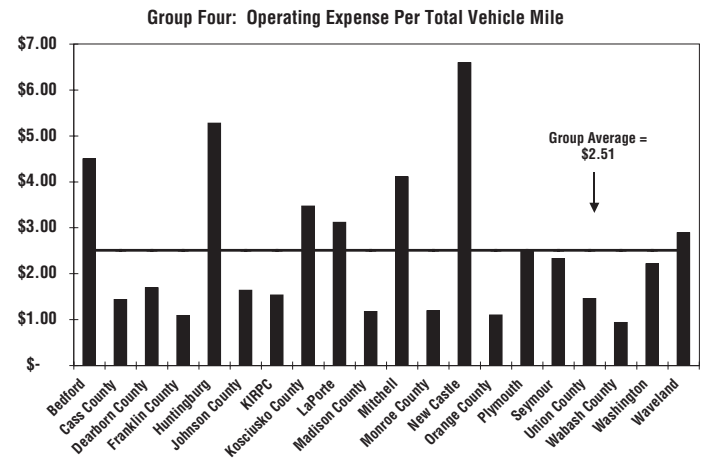
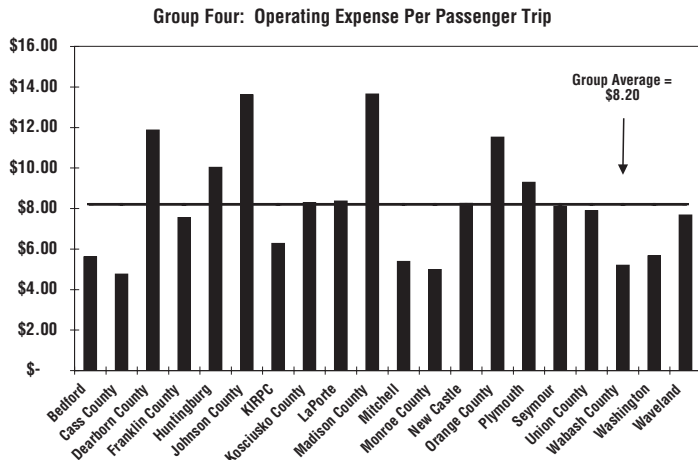
Similar to the increase in the number of passenger trips, Group Four systems operated more miles in 1999. The systems operated 3.1 million vehicle miles in 1999, an increase of nearly 30 percent. The four new systems operated 562,276 miles and were responsible for 80 percent of the increase in vehicle miles for this peer group. Eight existing systems operated more miles, while eight operated fewer miles. The number of vehicle miles operated by Group Four systems ranged from 10,132 and 669,510.

System	Total Ridership			Total Vehicle Miles		
	1998	1999	Percent Change	1998	1999	Percent Change
Bedford	58,194	60,373	3.74%	75,277	75,224	-0.07%
Cass County	70,037	77,575	10.76%	253,078	257,576	1.78%
Dearborn County	-	15,129	N/A	-	106,317	N/A
Franklin County	36,637	37,187	1.50%	232,488	257,502	10.76%
Huntingburg	6,829	5,931	-13.15%	9,002	11,273	25.23%
Johnson County	-	32,286	N/A	-	268,331	N/A
KIRPC	162,261	163,893	1.01%	665,664	669,510	0.58%
Kosciusko County	76,455	73,817	-3.45%	180,139	176,154	-2.21%
LaPorte	56,474	55,758	-1.27%	162,354	149,707	-7.79%
Madison County	18,061	17,412	-3.59%	226,032	202,412	-10.45%
Mitchell	16,075	15,010	-6.63%	20,149	19,671	-2.37%
Monroe County	93,802	100,241	6.86%	303,868	420,082	38.24%
New Castle	29,572	32,463	9.78%	37,491	40,630	8.37%
Orange County	-	10,195	N/A	-	106,855	N/A
Plymouth	3,501	2,738	-21.79%	20,115	10,132	-49.63%
Seymour	3,932	9,799	149.21%	15,600	34,120	118.72%
Union County	21,407	20,834	-2.68%	94,630	112,748	19.15%
Wabash County	-	14,565	N/A	-	80,773	N/A
Washington	9,543	11,884	24.53%	30,427	30,373	-0.18%
Waveland	13,462	13,134	-2.44%	37,290	34,928	-6.33%
Total	676,242	770,224	13.90%	2,363,604	3,064,318	29.65%

The majority of Group Four systems had an operating cost per passenger trip that was less than \$12.00. However, the cost per trip ranged from \$4.76 to \$13.65, with an average cost per trip of \$8.20. The average operating expense per vehicle mile was \$2.51. The actual cost per mile ranged from less than a dollar to nearly seven dollars.

The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied

widely among the systems. While the average was \$0.43 for each dollar of expense, the individual systems generated between \$0.26 and \$0.80 at the local level. This figure is high for the four new starts which did not receive state funding in 1999. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between three percent and twenty-five percent of system expenses. The average fare recovery ratio was 12 percent.



Northern Indiana Commuter Transportation District

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

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

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

System	System Name	Service Area	Service Area Population
NICTD	Northern Indiana Commuter Transportation District	Rail Corridor between South Bend, IN & Chicago, IL	163,611 (estimated)
Total			163,611 (estimated)
Total Indiana Population			5,544,159
Percent of Indiana Population			3%

NICTD service levels increased in 1999. NICTD provided 3.5 million trips in 1999, an increase of more than three percent over 1998. Similarly, total vehicle

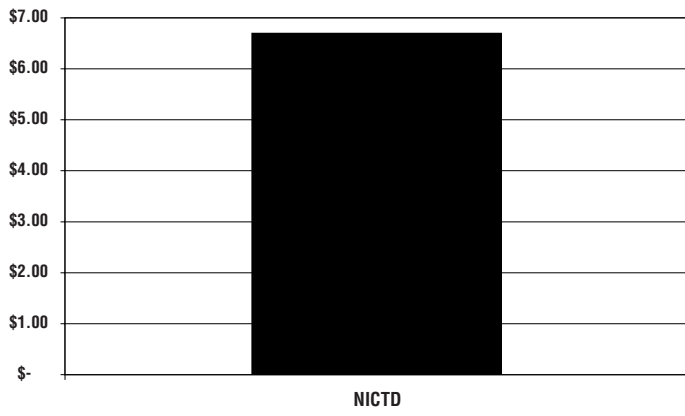
miles increased from 2.82 million miles in 1998 to 2.9 million miles in 1999. This also represents an increase of more than three percent.

System	Total Ridership			Total Vehicle Miles		
	1998	1999	Percent Change	1998	1999	Percent Change
NICTD	3,369,557	3,485,089	3.43%	2,821,900	2,916,621	3.36%

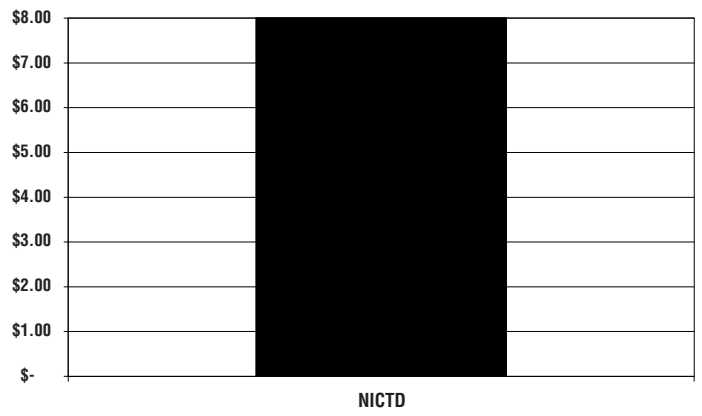
In 1999, NICTD's operating expense per passenger trip was \$6.70 while the operating cost per mile was \$8.00. Due to high passenger revenue and local assistance, NICTD covered \$0.73 of each dollar of

operating expense through local sources. Similarly, NICTD recovered nearly 60 percent of its expenses through fare revenue alone.

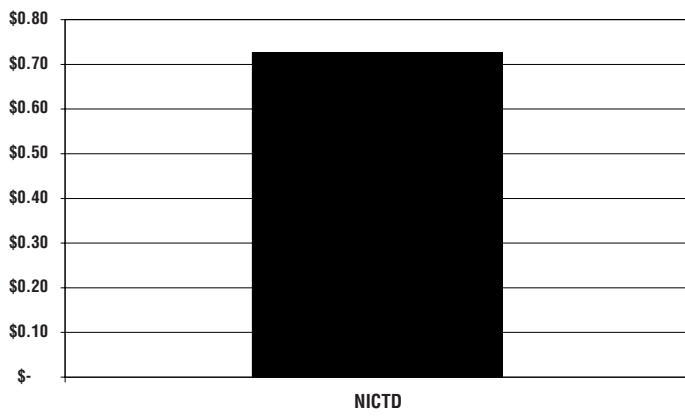
NICTD: Operating Expense Per Passenger Trip



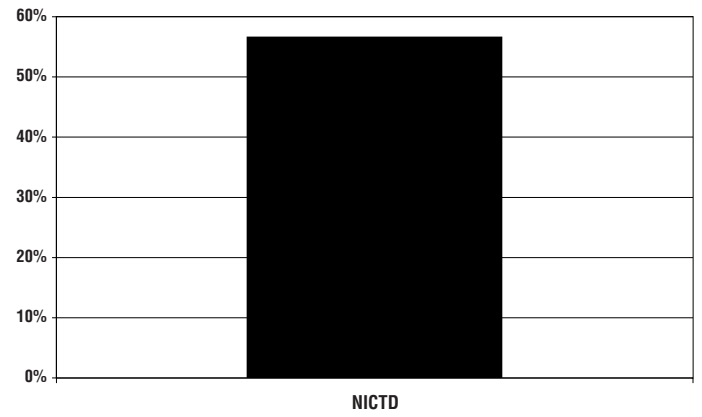
NICTD: Operating Expense Per Total Vehicle Mile



NICTD: Locally Derived Income Per Operating Expense



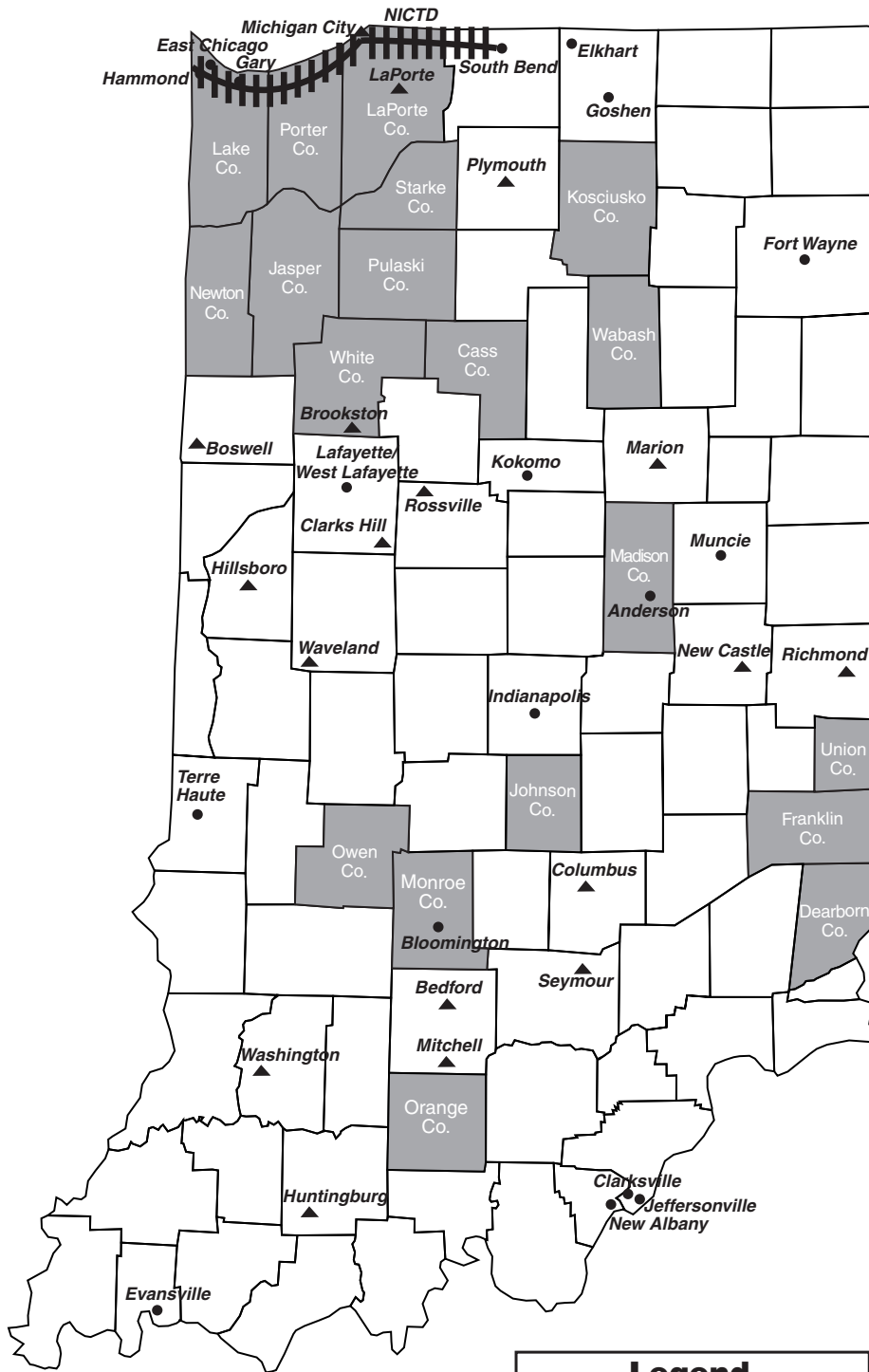
NICTD: Fare Recovery Ratio



SECTION THREE

Transit System Pages

1999 PUBLIC TRANSIT SYSTEMS IN INDIANA



Legend	
●	City/Urban Over 50,000
▲	Rural/Small Urban Under 50,000
■	County-Wide Service
+++++	NICTD

City of Anderson Transit System

530 Baxter Road
 Anderson, IN 46011
 (765) 648-6163 Fax (765) 648-5926
 Contact: Colette Cooper, Planner
 e-mail: ccooper@cityofanderson.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Anderson City Limits
Service Population:	59,549

Service Hours

Weekday:	6:00 am-11:30 pm
Saturday:	9:00 am-11:30 pm
Sunday:	No Service
Holidays Without Service:	11

Fare Structure

Express:	N/A
Base:	\$0.50
Youth:	\$0.50
Elderly/Disabled:	\$0.25
Transfer:	Free
Other/Special:	
Pass \$18/ Month; Shop & Ride Pass: 1 ride free with purchase; Evening Service Monthly Pass \$10/ Month; Nifty-lift Demand Response \$1/ Ride; Preschool free	

Personnel

	Full-Time	Part-Time
Operations:	17	8
Maintenance:	5	1
Administration:	8	0
Total:	30	9

Operation Characteristics

Revenue Vehicles:	15
Peak Hour Fleet:	10
Base Fleet:	9
Fuel Consumption(gal):	71,088

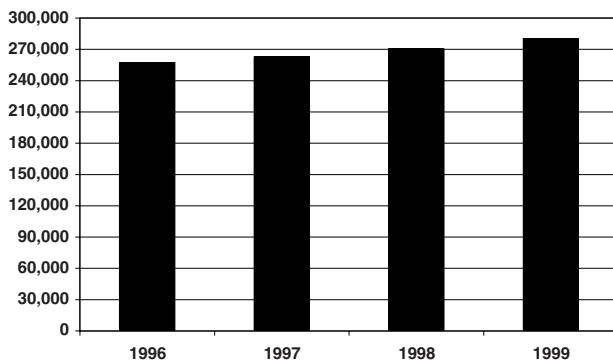
Ridership Trends

1996	256,492
1997	261,642
1998	269,404
1999	279,413

1999 Highlights

- From February 1998 through August 1999, the City of Anderson Transportation System (CATS) received \$237,804 in "Barrier Busting" grant funds from the Indiana Family and Social Services Administration (IFSSA) to implement the CATS Evening Bus Service. This service extended the regular operating hours of the bus system to 11:30 p.m. Monday through Saturday. The purpose of the "Barrier Busting" grant was to help ease the transition from welfare to work for individuals who would no longer be receiving public assistance.
- By utilizing two demand response vehicles to provide scheduled curb-to-curb service, the Evening Bus Service proved to be so popular that when the Barrier Busting funds were exhausted in August 1999, the City of Anderson opted to continue the service using city funds. In nearly two years of operation, over 10,000 passenger trips have been logged.

System Ridership Trend



City of Anderson Transit System

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$710,206
Other Salaries/Wages	\$354,766
Fringe:	\$408,683
Services:	\$63,691
Materials and Supplies:	\$143,242
Utilities:	\$22,210
Casualty/Liability:	\$77,273
Purchased Transportation:	\$0
Other	\$1,255
Total	\$1,781,326

Revenue Summary

Fare Revenue:	\$116,970
Charter/Other:	\$9,016
Contra & Other Fed/State:	\$109,582
Local Assistance:	\$585,361
State Assistance:	\$423,562
Federal Assistance:	\$536,835
Total	\$1,781,326

Productivity

Total Passenger Boardings:	279,413
Total Vehicle Miles:	499,642
Revenue Vehicle Miles:	485,649

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.57
Operating Expense Per Passenger Trip:	\$6.38
Passenger Trips Per Total Vehicle Mile:	0.56
Passenger Trips Per Capita:	4.69

Financial Performance

Operating Subsidy:	\$1,545,758
Operating Subsidy Ratio:	87%
Locally Derived Income:	\$711,347
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1992	Ford	12+4wc	Yes	Diesel
2	1994	AVS	22+2wc	Yes	Electric
6	1995	Thomas	28+2wc	Yes	Diesel
1	1996	Thomas	28+2wc	Yes	Diesel
3	1997	Ford	12+4wc	Yes	Diesel
1	1998	Ford	15+2wc	Yes	Diesel
2	1999	Ford	12+4wc	Yes	Diesel

Transit Authority of Stone City

1102 16th Street
Bedford, IN 47421

(812) 275-1632 Fax (812) 275-1608

Contact: Myra Wilson, Transportation Director
e-mail: myra@bedford.in.us

General Information

Type of Service:	Point Deviated Fixed Route
Service Area:	Bedford City Limits
Service Population:	13,817

Service Hours

Weekday:	6:00 am-6:00 pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	10

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.75
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	Token \$6/ 10 Rides; Token for Elderly \$4/ 10 Rides

Personnel

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

Operation Characteristics

Revenue Vehicles:	3
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	10,112

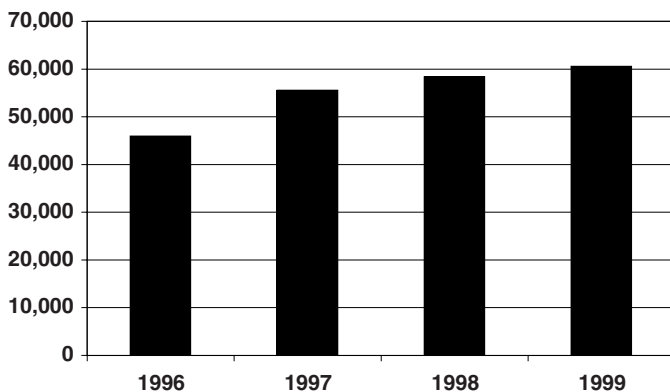
Ridership Trends

1996	45,787
1997	55,373
1998	58,194
1999	60,373

1999 Highlights

- Ridership continued to increase in Bedford in 1999. The system provided 2,179 more trips in 1999 while vehicle miles decreased. The system attributes this to the implementation of a point deviation system.
- The system began a bus wrap program. The first bus was wrapped with a space shuttle commemorating the three astronauts from Lawrence County. The next design will be of our limestone heritage since the area is known as the limestone capital of the world. Public response has been overwhelmingly positive.

System Ridership Trend



Transit Authority of Stone City

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$144,684
Other Salaries/Wages	\$65,364
Fringe:	\$71,679
Services:	\$19,500
Materials and Supplies:	\$19,790
Utilities:	\$5,378
Casualty/Liability:	\$6,268
Purchased Transportation:	\$0
Other	\$5,632
Total	\$338,295

Revenue Summary

Fare Revenue:	\$21,881
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$110,758
State Assistance:	\$90,000
Federal Assistance:	\$115,656
Total	\$338,295

Productivity

Total Passenger Boardings:	60,373
Total Vehicle Miles:	75,224
Revenue Vehicle Miles:	75,334

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.50
Operating Expense Per Passenger Trip:	\$5.60
Passenger Trips Per Total Vehicle Mile:	0.80
Passenger Trips Per Capita:	4.37

Financial Performance

Operating Subsidy:	\$316,414
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$132,639
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
3	1994	Ford	16+2wc	Yes	Diesel
1	1999	Ford	16+2wc	Yes	Gas

Bloomington Public Transportation Corporation

130 West Grimes Lane
Bloomington, IN 47403

(812) 332-5688 Fax (812) 332-3660

Contact: Lewis May, General Manager

e-mail: lmay@kiva.net website: www.bloomingtontransit.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Bloomington Metropolitan Area
Service Population:	60,633

Service Hours

Weekday:	6:10 am-11:30 pm
Saturday:	7:35am-6:45pm
Sunday:	No Service
Holidays Without Service:	5

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.35
Elderly/Disabled:	\$0.35
Transfer:	Free
Other/Special:	Pass \$25/ Month, \$82/ Semester; Disabled Pass \$12/ Month; Discount Tickets \$10/ 25 Rides; Youth, E&D Tickets \$5/ 25Rides

Personnel

	Full-Time	Part-Time
Operations:	26	12
Maintenance:	4	3
Administration:	7	2
Total:	37	17

Operation Characteristics

Revenue Vehicles:	24
Peak Hour Fleet:	17
Base Fleet:	14
Fuel Consumption(gal):	170,470

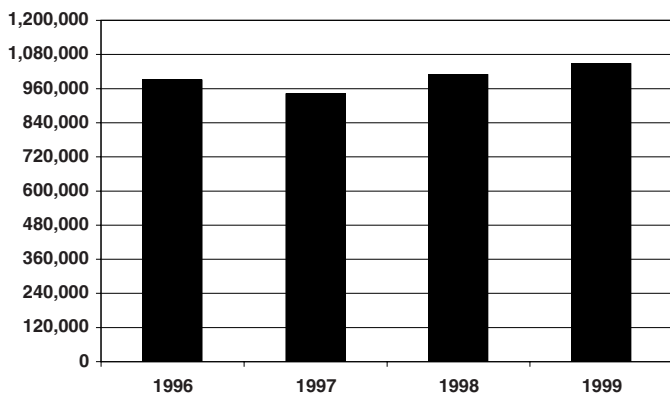
Ridership Trends

1996	986,734
1997	937,905
1998	1,006,051
1999	1,044,344

1999 Highlights

- The Bloomington Public Transportation Corporation (BPTC) passed the one million-passenger mark on fixed route service for the first time in the history of BPTC. BT Access ridership also reached a high water mark in 1999 carrying approximately 23,500 passengers, the largest number ever carried on BT Access in a single year. This represented almost a 10 percent increase in BT Access ridership compared to 1998.
- In 1999, bike racks were installed on all fixed route buses. A new page has been added to the BPTC website promoting bike racks and showing customers how to use them.
- A bus rehabilitation effort improved the system's overall fleet accessibility from 67 percent to 83 percent.
- The BPTC established a new capital reserve fund in the amount of \$523,702 to fund the local share of future capital purchases including buses and other equipment.
- BPTC enjoyed the most successful Free Week promotion ever in the history of BPTC with ridership topping the 35,000-passenger mark for the week and exceeding 7,000 passengers on a single day.
- BPTC purchased and installed new on-board information displays on all fixed route buses to display customer literature and information.

System Ridership Trend



Bloomington Public Transportation Corporation

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$789,539
Other Salaries/Wages	\$399,752
Fringe:	\$214,036
Services:	\$208,688
Materials and Supplies:	\$303,000
Utilities:	\$100,095
Casualty/Liability:	\$67,904
Purchased Transportation:	\$295,294
Other	\$80,878
Total	\$2,459,186

Revenue Summary

Fare Revenue:	\$515,597
Charter/Other:	\$162,638
Contra & Other Fed/State:	\$109,005
Local Assistance:	\$448,936
State Assistance:	\$823,010
Federal Assistance:	\$400,000
Total	\$2,459,186

Productivity

Total Passenger Boardings:	1,044,344
Total Vehicle Miles:	780,075
Revenue Vehicle Miles:	690,406

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.15
Operating Expense Per Passenger Trip:	\$2.35
Passenger Trips Per Total Vehicle Mile:	1.34
Passenger Trips Per Capita:	17.22

Financial Performance

Operating Subsidy:	\$1,671,946
Operating Subsidy Ratio:	68%
Locally Derived Income:	\$1,127,171
Locally Derived Income Per Operating Expense:	\$0.46
Fare Recovery Ratio:	21%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1980	Flexible	39	No	Diesel
2	1981	Gillig	40	No	Diesel
2	1989	Orion	42	No	Diesel
2	1990	Orion	42	No	Diesel
2	1992	Orion	24+2wc	Yes	Diesel
1	1994	Ford	18+2wc	Yes	Diesel
2	1995	Orion	24+2wc	Yes	Diesel
4	1995	Gillig	40+2wc	Yes	Diesel
3	1997	Gillig	30+2wc	Yes	Diesel
3	1997	Gillig	37+2wc	Yes	Diesel
1	1997	Ford	18+2wc	Yes	Diesel

Cass Area Transit

1803 Smith Street, Suite 200
 Logansport, IN 46947
 (219) 722-2424 Fax (219) 722-2167
 Contact: Sue Hoehler, Executive Director
 e-mail: n/a

General Information

Type of Service: Fixed Route and Demand Response
 Service Area: Cass County and City of Logansport
 Service Population: 38,413

Service Hours

Weekday: 6:00 am-6:00 pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 10

Fare Structure

Express: N/A
 Base: \$1 City Limits, \$2 County
 Youth: \$1 City Limits, \$2 County
 Elderly/Disabled: Elderly Donation; Disabled \$1 City Limits, \$2 County
 Transfer: N/A
 Other/Special:
 Logansport: 25 rides for \$20; 12 rides for \$10
 County passes: \$40/ 25 Rides, \$20/ 12 Rides

Personnel

	Full-Time	Part-Time
Operations:	6	10
Maintenance:	0	1
Administration:	1	4
Total:	7	15

Operation Characteristics

Revenue Vehicles: 10
 Peak Hour Fleet: 9
 Base Fleet: 8
 Fuel Consumption(gal): 24,008

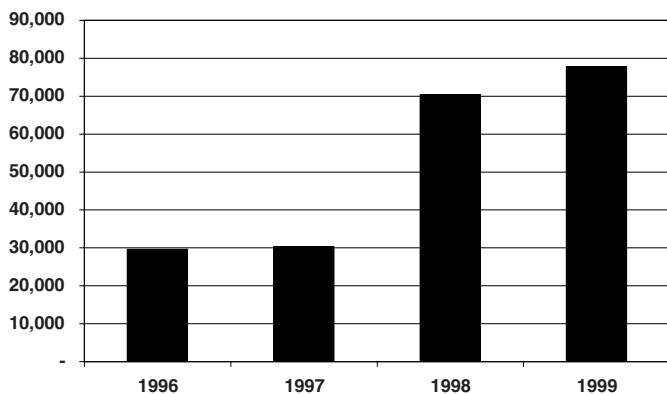
Ridership Trends

1996	29,400
1997	29,927
1998	70,037
1999	77,575

1999 Highlights

- Ridership continues to increase for Cass Area Transit. Ridership increased 11 percent in 1999.
- The transit system was featured in an article in CTAA's Community Transportation magazine.
- The transit system sponsored a "logo" contest that was open to residents of the county. The system now has a logo to use on its vans and literature.

System Ridership Trend



Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$214,326
Other Salaries/Wages	\$0
Fringe:	\$18,829
Services:	\$30,859
Materials and Supplies:	\$27,312
Utilities:	\$30,750
Casualty/Liability:	\$37,742
Purchased Transportation:	\$0
Other	\$9,638
Total	\$369,456

Revenue Summary

Fare Revenue:	\$60,952
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$172,260
State Assistance:	\$26,000
Federal Assistance:	\$110,244
Total	\$369,456

Productivity

Total Passenger Boardings:	77,575
Total Vehicle Miles:	257,576
Revenue Vehicle Miles:	223,587

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.43
Operating Expense Per Passenger Trip:	\$4.76
Passenger Trips Per Total Vehicle Mile:	0.30
Passenger Trips Per Capita:	2.02

Financial Performance

Operating Subsidy:	\$308,504
Operating Subsidy Ratio:	84%
Locally Derived Income:	\$233,212
Locally Derived Income Per Operating Expense:	\$0.63
Fare Recovery Ratio:	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1984	Chevrolet	7	No	Gas
1	1989	Dodge	15	No	Gas
1	1991	GMC	7	No	Gas
1	1991	Dodge	9+1wc	Yes	Gas
1	1994	Dodge	10+1wc	Yes	Gas
1	1997	Dodge	10+1wc	Yes	Gas
1	1997	Dodge	15	No	Gas
1	1998	Dodge	7	No	Gas
1	1998	Dodge	10+2wc	Yes	Gas
1	1999	Dodge	10+2wc	Yes	Gas

Columbus Transit

2250 Kreuzer Drive
 Columbus, IN 47201
 (812) 376-2506 Fax (812) 376-2566
 Contact: Sue A. Chapple, Transit Coordinator
 e-mail: ctransit@hsonline.net

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Columbus City Limits
Service Population:	31,802

Service Hours

Weekday:	6:00 am-7:00 pm
Saturday:	6:00 am-7:00 pm
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$0.25
Youth:	\$0.25
Elderly/Disabled:	\$0.25
Transfer:	N/A
Other/Special:	
Dial-A-Bus; E&D \$.50/ Ride	

Personnel

	Full-Time	Part-Time
Operations:	12	6
Maintenance:	1	0
Administration:	2	0
Total:	15	6

Operation Characteristics

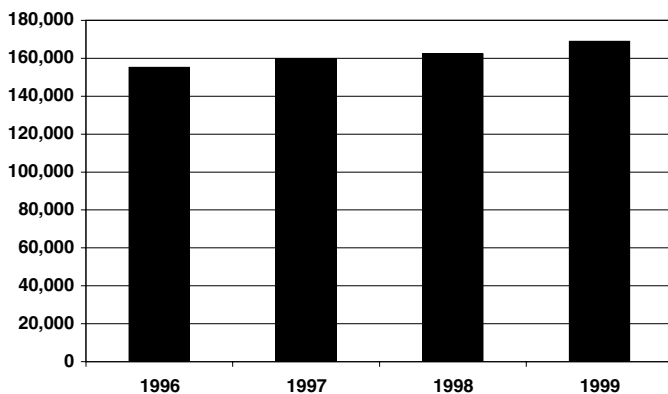
Revenue Vehicles:	8
Peak Hour Fleet:	6
Base Fleet:	5
Fuel Consumption(gal):	34,382

Ridership Trends

1996	154,676
1997	159,100
1998	161,864
1999	168,479

1999 Highlights

System Ridership Trend



Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$456,272
Other Salaries/Wages	\$0
Fringe:	\$121,662
Services:	\$22,692
Materials and Supplies:	\$88,975
Utilities:	\$10,872
Casualty/Liability:	\$2,290
Purchased Transportation:	\$0
Other	\$11,210
Total	\$713,973

Revenue Summary

Fare Revenue:	\$43,093
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$181,983
State Assistance:	\$207,720
Federal Assistance:	\$281,177
Total	\$713,973

Productivity

Total Passenger Boardings:	168,479
Total Vehicle Miles:	277,254
Revenue Vehicle Miles:	274,207

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.58
Operating Expense Per Passenger Trip:	\$4.24
Passenger Trips Per Total Vehicle Mile:	0.61
Passenger Trips Per Capita:	5.30

Financial Performance

Operating Subsidy:	\$670,880
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$225,076
Locally Derived Income Per Operating Expense:	\$0.32
Fare Recovery Ratio:	6%

Fleet Inventory

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

Dearborn County Transit

13091 Benedict Drive
 Dillsboro, IN 47018
 (812) 432-5215 Fax (812) 432-3822
 Contact: Carl E. Moore, Community Service Director
 e-mail: area12@area12.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Dearborn County
Service Population:	38,835

Service Hours

Weekday:	9:00 am-6:00 pm
Saturday:	On request
Sunday:	No Service
Holidays Without Service:	11

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.50
Elderly/Disabled:	\$0.50
Transfer:	N/A
Other/Special:	Demand Response Donation

Personnel

	Full-Time	Part-Time
Operations:	6	4
Maintenance:	0	0
Administration:	3	0
Total:	9	4

Operation Characteristics

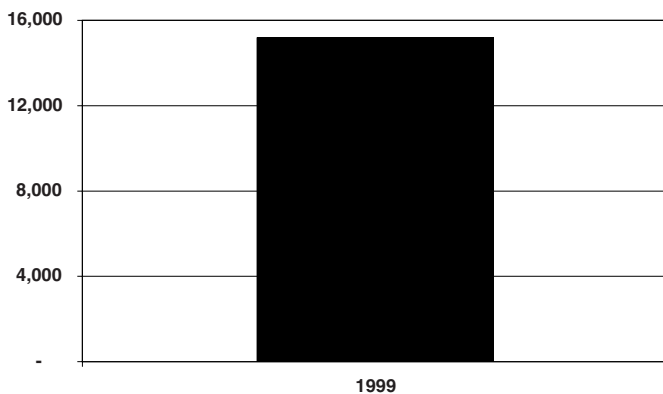
Revenue Vehicles:	5
Peak Hour Fleet:	5
Base Fleet:	5
Fuel Consumption(gal):	13,710

Ridership Trends

1999	15,129
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1999 Highlights

System Ridership Trend



Dearborn County Transit

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$119,536
Other Salaries/Wages	\$0
Fringe:	\$13,939
Services:	\$6,036
Materials and Supplies:	\$20,599
Utilities:	\$960
Casualty/Liability:	\$2,500
Purchased Transportation:	\$2,500
Other	\$13,500
Total	\$179,570

Revenue Summary

Fare Revenue:	\$13,286
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$81,846
State Assistance:	\$0
Federal Assistance:	\$84,438
Total	\$179,570

Productivity

Total Passenger Boardings:	15,129
Total Vehicle Miles:	106,317
Revenue Vehicle Miles:	106,317

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.69
Operating Expense Per Passenger Trip:	\$11.87
Passenger Trips Per Total Vehicle Mile:	0.14
Passenger Trips Per Capita:	0.39

Financial Performance

Operating Subsidy:	\$166,284
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$95,132
Locally Derived Income Per Operating Expense:	\$0.53
Fare Recovery Ratio:	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1994	Dodge/Braun	9+1wc	Yes	Gas
1	1996	Dodge/Braun	4+1wc	Yes	Gas
1	1997	Dodge/Braun	9+1wc	Yes	Gas
2	1997	Ford/Supreme	18+2wc	Yes	Gas

East Chicago Public Transit

5400 Cline Avenue
 East Chicago, IN 46312
 (219) 391-8465 Fax (219) 391-8473
 Contact: Marina Miklusak, General Manager
 e-mail: n/a

General Information

Type of Service: Fixed Route
 Service Area: East Chicago City Limits
 Service Population: 33,892

Service Hours

Weekday: 6:00 am-6:00 pm
 Saturday: 10:00 am-4:00 pm
 Sunday: No Service
 Holidays Without Service: 12

Fare Structure

Express: N/A
 Base: Free
 Youth: Free
 Elderly/Disabled: Free
 Transfer: Free
 Other/Special:

Personnel

	Full-Time	Part-Time
Operations:	12	0
Maintenance:	5	5
Administration:	4	0
Total:	21	5

Operation Characteristics

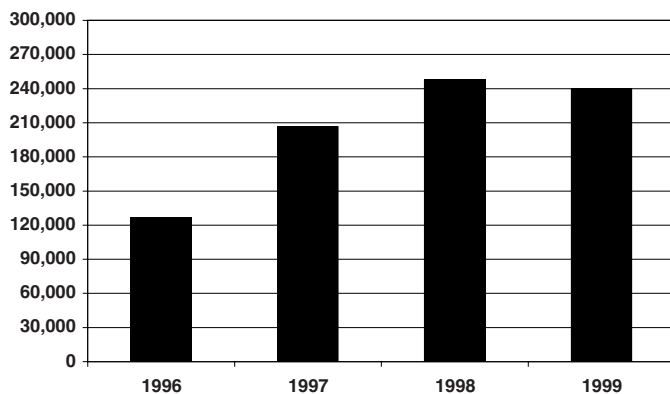
Revenue Vehicles:	5
Peak Hour Fleet:	3
Base Fleet:	3
Fuel Consumption(gal):	39,571

Ridership Trends

1996	125,572
1997	205,657
1998	246,698
1999	238,841

1999 Highlights

System Ridership Trend



East Chicago Public Transit

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$255,982
Other Salaries/Wages	\$275,582
Fringe:	\$140,619
Services:	\$77,187
Materials and Supplies:	\$190,674
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$24,844
Other	\$0
Total	\$964,888

Revenue Summary

Fare Revenue:	\$0
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$465,494
State Assistance:	\$276,356
Federal Assistance:	\$223,038
Total	\$964,888

Productivity

Total Passenger Boardings:	238,841
Total Vehicle Miles:	197,101
Revenue Vehicle Miles:	168,184

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.90
Operating Expense Per Passenger Trip:	\$4.04
Passenger Trips Per Total Vehicle Mile:	1.21
Passenger Trips Per Capita:	7.05

Financial Performance

Operating Subsidy:	\$964,888
Operating Subsidy Ratio:	100%
Locally Derived Income:	\$465,494
Locally Derived Income Per Operating Expense:	\$0.48
Fare Recovery Ratio:	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Gillig	29+2wc	Yes	Diesel
3	1996	Gillig	29+2wc	Yes	Diesel
1	1997	Dodge	12+2wc	Yes	Gas
1	1998	Dodge	12+2wc	Yes	Gas
1	1999	Gillig	29+2wc	Yes	Diesel

Heart City Rider/The Bus

227 West Jefferson Blvd, Room 1120
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840
 Contact: Sandra Seanor, Executive Director
 e-mail: sseanor@macog.com

General Information

Type of Service:	Fixed Route(The Bus)/Demand Response/User-Side Subsidy
Service Area:	City of Elkhart
Service Population:	43,627

Service Hours

Weekday:	24 hours per day; 5am -8pm (The Bus)
Saturday:	24 hours per day; 5am -7pm (The Bus)
Sunday:	24 hours per day; No Service (The Bus)
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	\$2.60 (Demand Response) \$1 (The Bus)
Youth:	\$2.60 (Demand Response) \$1 (The Bus)
Elderly/Disabled:	\$1.30 (Demand Response)/ Elderly-\$1(The Bus), Disabled-\$.50 (The Bus)
Transfer:	N/A (Demand Response), Free (The Bus)
Other/Special:	Disabled fare \$7 for first three miles. Elderly (age 55+) can ride The Bus for \$.50 between 11 am- 2pm.

Personnel

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

Operation Characteristics

Revenue Vehicles:	32
Peak Hour Fleet:	32
Base Fleet:	27
Fuel Consumption(gal):	67,800

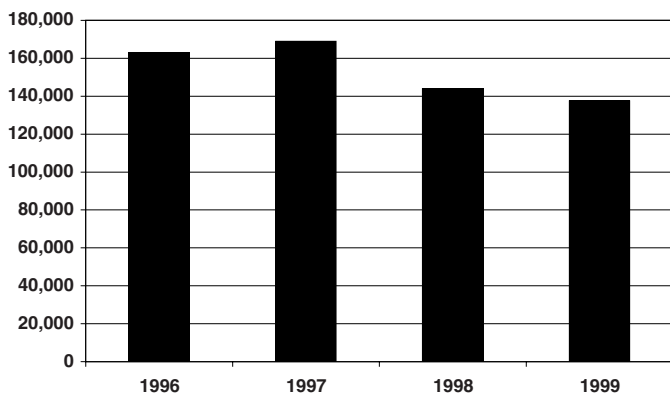
Ridership Trends

1996	162,585
1997	168,480
1998	143,404
1999	137,041

1999 Highlights

- Fixed route bus service, known as "The Bus", was added to the transit program as of October 1, 1999. One bus route links the cities of Elkhart and Goshen, operating on 30-minute headways. Weekday service runs from 5:00 a.m. to 8:00 p.m. Saturday service is offered from 5:30 a.m. to 7:00 p.m. "The Bus" coordinates with the Concord Township bus, which serves the east side of Elkhart, with five transfer points. Heart City Rider continues to operate in its user-subsidy format.

System Ridership Trend



Heart City Rider/The Bus

Group

3

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$41,098
Fringe:	\$24,117
Services:	\$32,658
Materials and Supplies:	\$1,754
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$844,754
Other	\$33,897
Total	\$978,278

Revenue Summary

Fare Revenue:	\$330,489
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$75,311
State Assistance:	\$261,445
Federal Assistance:	\$311,033
Total	\$978,278

Productivity

Total Passenger Boardings:	137,041
Total Vehicle Miles:	619,922
Revenue Vehicle Miles:	387,373

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.58
Operating Expense Per Passenger Trip:	\$7.14
Passenger Trips Per Total Vehicle Mile:	0.22
Passenger Trips Per Capita:	3.14

Financial Performance

Operating Subsidy:	\$647,789
Operating Subsidy Ratio:	66%
Locally Derived Income:	\$405,800
Locally Derived Income Per Operating Expense:	\$0.41
Fare Recovery Ratio:	34%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Plymouth	5+2wc	Yes	Gas
2	1996	Ford	5+2wc	Yes	Gas
2	1998	Chevrolet	5+2wc	Yes	Gas
26	Taxis and 4 large transit buses owned by private contractor also used for this service.				

Metropolitan Evansville Transit System

601 John Street
 Evansville, IN 47713
 (812) 435-6166 Fax (812) 435-6159
 Contact: John A. Connell, Transit Director
 e-mail: jacbusman@aol.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Evansville Metropolitan Area
Service Population:	126,272

Service Hours

Weekday:	5:45am-12:15am
Saturday:	5:45am-12:15am
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.75
Elderly/Disabled:	\$0.50
Transfer:	Free (limit 1)
Other/Special:	Token \$.85/ Ride; E&D \$.50/ Ride; METS Mobility \$2.00/ Ride, ADA Convenience Fare \$3/ Ride Student Ticket \$.75/ Ride; \$10 or \$20 Debit Card, 14-Day Pass \$25, 90-Day Pass \$100

Personnel

	Full-Time	Part-Time
Operations:	52	13
Maintenance:	8	2
Administration:	10	3
Total:	70	18

Operation Characteristics

Revenue Vehicles:	40
Peak Hour Fleet:	36
Base Fleet:	32
Fuel Consumption(gal):	262,616

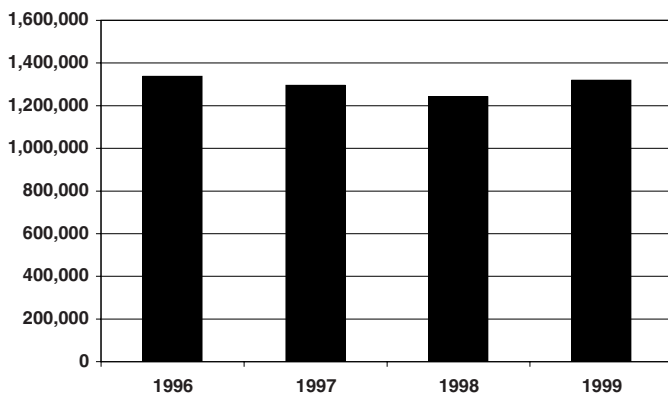
Ridership Trends

1996	1,333,289
1997	1,290,807
1998	1,237,579
1999	1,315,275

1999 Highlights

- The Metropolitan Evansville Transit System (METS) implemented system-wide route changes that included adding evening service on six routes.
- METS also improved schedules on seven routes by adding 30-minute service as opposed to 60-minute service.
- The transit system began offering a new service, known as "METS Connection," that provides "door-to-fixed route" service.
- The service improvements generated a 20 percent increase in fixed route ridership despite a fare increase.

System Ridership Trend



Metropolitan Evansville Transit System

Group

1

Operating Expense Summary

Operator Salaries/Wages:	\$1,468,483
Other Salaries/Wages	\$705,399
Fringe:	\$802,235
Services:	\$41,349
Materials and Supplies:	\$593,747
Utilities:	\$43,464
Casualty/Liability:	\$37,666
Purchased Transportation:	\$0
Other	\$12,969
Total	\$3,705,312

Revenue Summary

Fare Revenue:	\$719,407
Charter/Other:	\$59,550
Contra & Other Fed/State:	\$32,943
Local Assistance:	\$910,207
State Assistance:	\$922,660
Federal Assistance:	\$1,060,545
Total	\$3,705,312

Productivity

Total Passenger Boardings:	1,315,275
Total Vehicle Miles:	1,316,693
Revenue Vehicle Miles:	1,273,098

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.81
Operating Expense Per Passenger Trip:	\$2.82
Passenger Trips Per Total Vehicle Mile:	1.00
Passenger Trips Per Capita:	10.42

Financial Performance

Operating Subsidy:	\$2,893,412
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$1,689,164
Locally Derived Income Per Operating Expense:	\$0.46
Fare Recovery Ratio:	19%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
3	1981	TMC	30	No	Diesel
3	1985	Chance	25	No	Diesel
1	1992	Plymouth	6+2wc	Yes	Gas
8	1995	Gillig	30+2wc	Yes	Diesel
3	1995	Ford	14+4wc	Yes	Diesel
4	1995	Chevrolet	11+4wc	Yes	Gas/CNG
12	1997	Gillig	30+2wc	Yes	Diesel
6	1998	Ford	14+4wc	Yes	Diesel

Citilink

801 Leesburg Road
 Fort Wayne, IN 46808
 (219) 432-4977 Fax (219) 436-7729
 Contact: Dave Gionet, General Manager
 e-mail: drgionet@fscitilink.com

General Information

Type of Service:	Fixed Route and Demand Response/Point Deviation
Service Area:	Fort Wayne Metropolitan Area
Service Population:	186,280

Service Hours

Weekday:	5:15am-9:45pm
Saturday:	8:00am-6:30pm
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.75
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	
Pass \$45/ Month; E&D \$22/ Month; Card \$10/ 10 Rides; E&D \$5/ 10 Rides; Youth \$7.50/ 10 Rides	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	55	5
Maintenance:	13	3
Administration:	10	5
Total:	78	13

Operation Characteristics

Revenue Vehicles:	30
Peak Hour Fleet:	50
Base Fleet:	25
Fuel Consumption(gal):	290,411

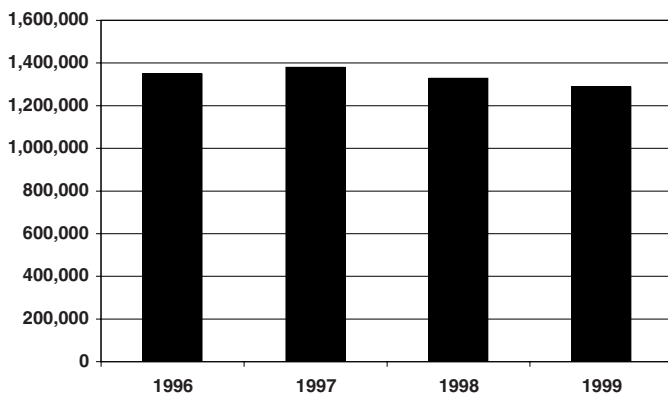
Ridership Trends

1996	1,344,469
1997	1,374,960
1998	1,324,014
1999	1,282,639

1999 Highlights

- In June, the Fort Wayne transit system switched to a mix of fixed routes operating on 30 and 60 minute headways throughout the day, changing from a system of 70 minute headways throughout the day.
- The transit system expanded service to include new routes serving growing areas of southwest and northeast Fort Wayne. These new routes operate as point deviation services, leaving fixed routes at pre-arranged times to stop closer to the passengers.
- The system expanded service hours to offer service later into the evening during the week and offer more extensive service on Saturdays.
- The system expanded demand response service and placed a new fleet of minibuses into use for this service. In addition, the FWPTC purchased and installed a map-based demand response scheduling system to replace scheduling "by hand".
- The transit system participated as a full partner in the formation of the Community Transportation Consortium, a group of area human service agencies and transportation providers that banded together in late 1999 to take advantage of the economies possible by working together to provide specialized transportation services.
- At the end of 1999, the FWPTC board of directors voted to change the name of the FWPTC's transportation services to Citilink.

System Ridership Trend



Group

1

Operating Expense Summary

Operator Salaries/Wages:	\$1,877,367
Other Salaries/Wages	\$847,615
Fringe:	\$1,760,541
Services:	\$265,888
Materials and Supplies:	\$517,584
Utilities:	\$73,176
Casualty/Liability:	\$28,767
Purchased Transportation:	\$0
Other	\$86,327
Total	\$5,457,265

Revenue Summary

Fare Revenue:	\$647,673
Charter/Other:	\$628,293
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,261,260
State Assistance:	\$1,470,039
Federal Assistance:	\$450,000
Total	\$5,457,265

Productivity

Total Passenger Boardings:	1,282,639
Total Vehicle Miles:	1,314,267
Revenue Vehicle Miles:	1,176,703

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.15
Operating Expense Per Passenger Trip:	\$4.25
Passenger Trips Per Total Vehicle Mile:	0.98
Passenger Trips Per Capita:	6.89

Financial Performance

Operating Subsidy:	\$4,181,299
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$3,537,226
Locally Derived Income Per Operating Expense:	\$0.65
Fare Recovery Ratio:	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
12	1983	Flexible	40	No	Diesel
6	1994	Supreme	9+4wc	Yes	Diesel
3	1995	Supreme	9+4wc	Yes	Diesel
14	1998	Gillig	31+2wc	Yes	Diesel
5	1998	Supreme	12+2wc	Yes	Diesel
7	1999	Dodge	8+2wc	Yes	Gas

Franklin County Public Transportation

11146 County Park Road
 Brookville, IN 47012
 (765) 647-3509 Fax (765) 647-2850
 Contact: Catherine Pelsor, Executive Director
 e-mail: fcpt@cnz.com

General Information

Type of Service:	Demand Response
Service Area:	Franklin County
Service Population:	19,580

Service Hours

Weekday:	6:00am-5:00pm
Saturday:	Medical Trips Only
Sunday:	No Service
Holidays Without Service:	9

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	5	4
Maintenance:	0	1
Administration:	3	0
Total:	8	5

Operation Characteristics

Revenue Vehicles:	11
Peak Hour Fleet:	6
Base Fleet:	4
Fuel Consumption(gal):	13,951

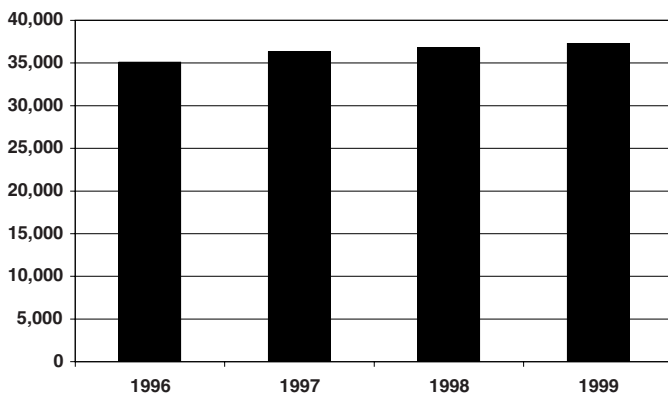
Ridership Trends

1996	34,981
1997	36,213
1998	36,637
1999	37,187

1999 Highlights

- Ridership increased units by 550 trips despite being closed two weeks in January.

System Ridership Trend



Franklin County Public Transportation

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$103,810
Other Salaries/Wages	\$52,310
Fringe:	\$75,582
Services:	\$9,003
Materials and Supplies:	\$22,536
Utilities:	\$5,800
Casualty/Liability:	\$5,020
Purchased Transportation:	\$0
Other	\$6,645
Total	\$280,706

Revenue Summary

Fare Revenue:	\$47,554
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$97,513
State Assistance:	\$41,151
Federal Assistance:	\$94,488
Total	\$280,706

Productivity

Total Passenger Boardings:	37,187
Total Vehicle Miles:	257,502
Revenue Vehicle Miles:	255,886

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.09
Operating Expense Per Passenger Trip:	\$7.55
Passenger Trips Per Total Vehicle Mile:	0.14
Passenger Trips Per Capita:	1.90

Financial Performance

Operating Subsidy:	\$233,152
Operating Subsidy Ratio:	83%
Locally Derived Income:	\$145,067
Locally Derived Income Per Operating Expense:	\$0.52
Fare Recovery Ratio:	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1989	Chevrolet	6	No	Gas
1	1990	Chrysler	4+2wc	Yes	Gas
1	1994	Dodge	15	No	Gas
1	1995	Ford	5	No	Gas
1	1995	Chevrolet	7	No	Gas
1	1995	Chevrolet	12+2wc	Yes	Gas
2	1997	Dodge	6	No	Gas
1	1998	Ford	15	No	Gas

Gary Public Transportation Corporation

100 West 4th Avenue, Box M-857

Gary, IN 46401-0857

(219) 885-7555 Fax (219) 881-2551

Contact: Minietta Nelson, General Manager

e-mail: miniettan@hotmail.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Gary City Limits and Selected Corridors
Service Population:	116,646

Service Hours

Weekday:	5:00am-11:05pm
Saturday:	5:00am-11:05pm
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	\$2.00
Base:	\$1.25
Youth:	\$1.00
Elderly/Disabled:	\$0.60
Transfer:	\$0.15 & \$0.10
Other/Special:	
Pass \$45/ Month; E&D Transfers \$.10	

Personnel

	Full-Time	Part-Time
Operations:	72	0
Maintenance:	26	0
Administration:	27	0
Total:	125	0

Operation Characteristics

Revenue Vehicles:	41
Peak Hour Fleet:	33
Base Fleet:	31
Fuel Consumption(gal):	530,283

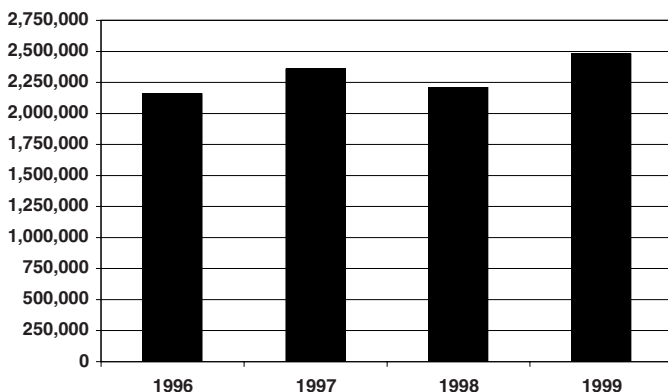
Ridership Trends

1996	2,150,097
1997	2,349,338
1998	2,201,299
1999	2,472,305

1999 Highlights

- The Gary Public Transportation Corporation (GPTC) received a Job Access and Reverse Commute Grant. The total project cost is \$1 million. The project goal is to move residents that have been dependent on welfare into jobs. The project includes operating expanded demand response hours, providing a bus shuttle link to job sites, and operating a circulator fixed route.
- GPTC is coordinating its welfare-to-work transportation service with the (Gary, East Chicago, Hammond, Hobart, and Lake Station) Futures DOL Welfare-to-Work Project. GPTC is assisting in coordinating transportation services for clients traveling to training, counseling, and work sites. GPTC is also participating in the Futures On-the-Job Program by training clients to obtain their CDL license and driving transit buses.

System Ridership Trend



Gary Public Transportation Corporation

Group

1

Operating Expense Summary

Operator Salaries/Wages:	\$2,491,236
Other Salaries/Wages	\$1,205,811
Fringe:	\$1,742,996
Services:	\$697,098
Materials and Supplies:	\$1,037,816
Utilities:	\$192,383
Casualty/Liability:	\$497,158
Purchased Transportation:	\$127,163
Other	\$181,333
Total	\$8,172,994

Revenue Summary

Fare Revenue:	\$1,452,432
Charter/Other:	\$35,877
Contra & Other Fed/State:	\$0
Local Assistance:	\$1,733,390
State Assistance:	\$1,779,845
Federal Assistance:	\$3,171,450
Total	\$8,172,994

Productivity

Total Passenger Boardings:	2,472,305
Total Vehicle Miles:	1,755,503
Revenue Vehicle Miles:	1,715,206

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.66
Operating Expense Per Passenger Trip:	\$3.31
Passenger Trips Per Total Vehicle Mile:	1.41
Passenger Trips Per Capita:	21.19

Financial Performance

Operating Subsidy:	\$6,684,685
Operating Subsidy Ratio:	82%
Locally Derived Income:	\$3,221,699
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	18%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1980	GMC	44	No	Diesel
1	1982	GMC	47	No	Diesel
8	1991	RTS	35+2wc	Yes	Diesel
2	1992	El Dorado	16+2wc	Yes	Diesel
2	1992	TMC	35+2wc	Yes	Diesel
2	1993	Flexible	35+2wc	Yes	LNG
3	1993	TMC	35+2wc	Yes	Diesel
5	1995	Flexible	35+2wc	Yes	Diesel
3	1995	Flexible	35+2wc	Yes	LNG
7	1996	NOVA	35+2wc	Yes	Diesel
1	1997	Flexible	30+2wc	Yes	LNG
4	1999	NOVA	30+2wc	Yes	Diesel
2	1999	NOVA	30+2wc	Yes	LNG

Goshen Transit

227 West Jefferson Blvd, Room 1120
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840
 Contact: Sandra Seanor, Executive Director
 e-mail: sseanor@macog.com

General Information

Type of Service:	Demand Response/ User-Side Subsidy
Service Area:	City of Goshen and contiguous area
Service Population:	23,797

Service Hours

Weekday:	24 hours per day
Saturday:	24 hours per day
Sunday:	24 hours per day
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	\$2.60
Youth:	\$2.60
Elderly/Disabled:	Half fares during off-peak
Transfer:	N/A
Other/Special:	Disabled fare \$7 for first three miles

Personnel

	Full-Time	Part-Time
Operations:	5	0
Maintenance:	3	0
Administration:	8	0
Total:	16	0

Operation Characteristics

Revenue Vehicles:	7
Peak Hour Fleet:	6
Base Fleet:	6
Fuel Consumption(gal):	12,115

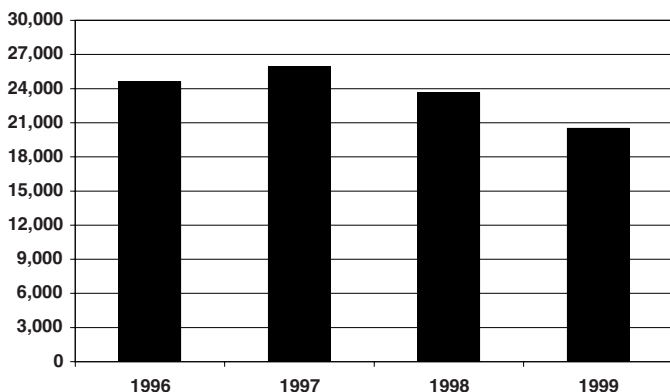
Ridership Trends

1996	24,505
1997	25,840
1998	23,521
1999	20,410

1999 Highlights

- Fixed route bus service, known as "The Bus," was added to the transit program as of October 1, 1999. One bus route links the cities of Elkhart and Goshen, operating on 30-minute headways. Weekday service runs from 5:00 a.m. to 8:00 p.m. Saturday service is offered from 5:30 a.m. to 7:00 p.m. Goshen Transit continues to operate in its user-subsidy format. For more information on "The Bus," see Heart City Rider on page 40.

System Ridership Trend



Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$15,232
Fringe:	\$9,030
Services:	\$1,009
Materials and Supplies:	\$551
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$117,283
Other	\$13,097
Total	\$156,202

Revenue Summary

Fare Revenue:	\$60,180
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,062
State Assistance:	\$47,035
Federal Assistance:	\$46,925
Total	\$156,202

Productivity

Total Passenger Boardings:	20,410
Total Vehicle Miles:	123,304
Revenue Vehicle Miles:	65,288

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.27
Operating Expense Per Passenger Trip:	\$7.65
Passenger Trips Per Total Vehicle Mile:	0.17
Passenger Trips Per Capita:	0.86

Financial Performance

Operating Subsidy:	\$96,022
Operating Subsidy Ratio:	61%
Locally Derived Income:	\$62,242
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	39%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Ford	5+2wc	Yes	Gas
1	1998	Chevrolet	5+2wc	Yes	Gas
4	Taxis owned by private contractor also used for this service				

Hammond Transit System

425 Sibley Avenue

Hammond, IN 46320

(219) 853-6401 Fax (219) 853-6407

Contact: Rebecca J. Gutowsky, Director

e-mail: htransit@netnitco.net website: www.ci.hammond.in.us/transit/index.htm

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Hammond, Whiting, and adjacent areas of Illinois & Indiana
Service Population:	89,391

Service Hours

Weekday:	5:30am-7:30pm
Saturday:	5:30am-7:30pm
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$1.25
Youth:	\$1.00
Elderly/Disabled:	\$0.60
Transfer:	Free
Other/Special:	
Monthly Pass \$45; Senior Monthly Pass \$18; Student Pass \$31; Senior/ Disabled Pass \$24/ 40 Rides; Economy Pass \$12.50/ 11 Rides	

Personnel

	Full-Time	Part-Time
Operations:	17	3
Maintenance:	2	2
Administration:	8	0
Total:	27	5

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	9
Base Fleet:	6
Fuel Consumption(gal):	70,283

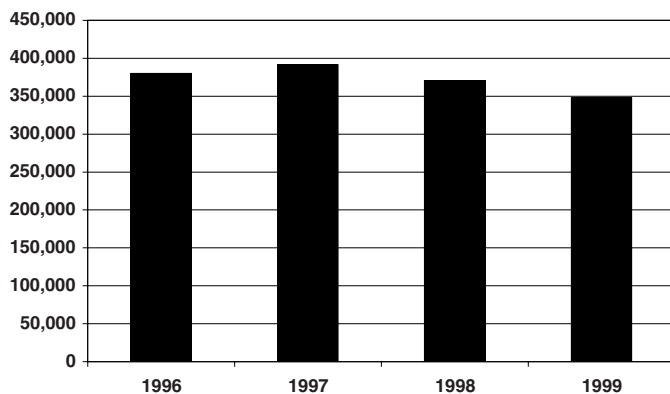
Ridership Trends

1996	378,740
1997	389,959
1998	369,149
1999	346,617

1999 Highlights

- The Hammond Transit system was awarded a federal grant for the purchase of bicycle racks for its entire fleet of buses.
- The Hammond Transit system purchased additional radio equipment that will be loaned to the Gary Public Transportation Corporation to improve communication and passenger transfers between HTS and GPTC.

System Ridership Trend



Hammond Transit System

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$76,810
Fringe:	\$26,966
Services:	\$110,652
Materials and Supplies:	\$14,151
Utilities:	\$6,722
Casualty/Liability:	\$7,606
Purchased Transportation:	\$1,634,718
Other	\$0
Total	\$1,877,625

Revenue Summary

Fare Revenue:	\$279,309
Charter/Other:	\$35,115
Contra & Other Fed/State:	\$0
Local Assistance:	\$486,571
State Assistance:	\$468,781
Federal Assistance:	\$607,849
Total	\$1,877,625

Productivity

Total Passenger Boardings:	346,617
Total Vehicle Miles:	457,289
Revenue Vehicle Miles:	424,180

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.11
Operating Expense Per Passenger Trip:	\$5.42
Passenger Trips Per Total Vehicle Mile:	0.76
Passenger Trips Per Capita:	3.88

Financial Performance

Operating Subsidy:	\$1,563,201
Operating Subsidy Ratio:	83%
Locally Derived Income:	\$800,995
Locally Derived Income Per Operating Expense:	\$0.43
Fare Recovery Ratio:	15%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	FRT	28+2wc	Yes	Diesel
4	1998	Thomas	39+2wc	Yes	Diesel
7	1998	Thomas	22+2wc	Yes	Diesel

Huntingburg Transit System

508 East Fourth Street
 Huntingburg, IN 47542
 (812) 683-2211 Fax (812) 683-5661
 Contact: Sara E. Songer, Office Manager
 e-mail: huntburg@psci.net

General Information

Type of Service:	Demand Response
Service Area:	Huntingburg City Limits
Service Population:	5,252

Service Hours

Weekday:	9:00am-4:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

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

Personnel

	Full-Time	Part-Time
Operations:	1	0
Maintenance:	0	0
Administration:	0	1
Total:	1	1

Operation Characteristics

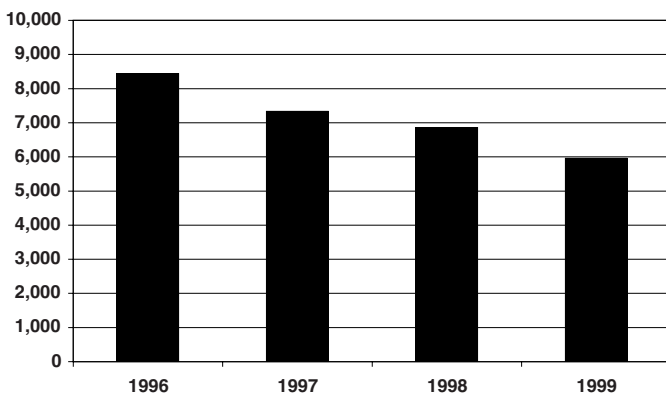
Revenue Vehicles:	1
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	1,532

Ridership Trends

1996	8,410
1997	7,306
1998	6,829
1999	5,931

1999 Highlights

System Ridership Trend



Huntingburg Transit System

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$44,534
Other Salaries/Wages	\$0
Fringe:	\$7,233
Services:	\$1,440
Materials and Supplies:	\$2,099
Utilities:	\$3,300
Casualty/Liability:	\$797
Purchased Transportation:	\$0
Other	\$67
Total	\$59,470

Revenue Summary

Fare Revenue:	\$1,812
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$23,505
State Assistance:	\$5,324
Federal Assistance:	\$28,829
Total	\$59,470

Productivity

Total Passenger Boardings:	5,931
Total Vehicle Miles:	11,273
Revenue Vehicle Miles:	11,169

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$5.28
Operating Expense Per Passenger Trip:	\$10.03
Passenger Trips Per Total Vehicle Mile:	0.53
Passenger Trips Per Capita:	1.13

Financial Performance

Operating Subsidy:	\$57,658
Operating Subsidy Ratio:	97%
Locally Derived Income:	\$25,317
Locally Derived Income Per Operating Expense:	\$0.43
Fare Recovery Ratio:	3%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1997	Dodge	10+2wc	Yes	Gas

IndyGo

1501 West Washington Street
 Indianapolis, IN 46222
 (317) 635-2100 Fax (317) 635-6585
 Contact: Barry Bland, President/CEO
 e-mail: bbland@indygo.net

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Indianapolis Metropolitan Area
Service Population:	914,761

Service Hours

Weekday:	4:35am-4:35am
Saturday:	4:40am-12:30am
Sunday:	5:25am-12:30am
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	1.00
Youth:	\$0.50
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	Pass \$36/ Month; E&D Pass \$18/ Month; Demand Response \$17.50 for Ten Trip Ticket; 7-day Pass \$10; Day Pass \$2; All passes 1/2 price for youth and "half-fare" program

Personnel

	Full-Time	Part-Time
Operations:	257	9
Maintenance:	72	0
Administration:	115	1
Total:	444	10

Operation Characteristics

Revenue Vehicles:	188
Peak Hour Fleet:	129
Base Fleet:	85
Fuel Consumption(gal):	1,485,829

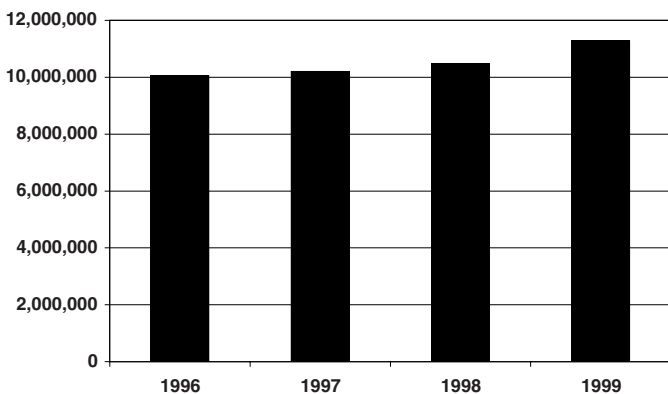
Ridership Trends

1996	10,003,241
1997	10,169,976
1998	10,444,627
1999	11,239,155

1999 Highlights

- IndyGo was awarded an Access to Jobs and Reverse Commute Program grant in the amount of \$500,000 for the first phase of the program. As a result of this funding, IndyGo increased service on Route 8 to the airport and began a circulator service to transport people to other job sites in the airport area. The system also began providing late night service to the airport and Park 100 Industrial park to transport people from the Enterprise Community to these areas for 2nd and 3rd shift jobs. FTA announced that the system will receive an additional \$1 million for the second phase of the program.
- In 1999, IndyGo completed an in-house reorganization. In addition, the system hired more than 60 new operators to meet the increasing demand for ADA paratransit service and to enable IndyGo to operate several routes that were previously contracted out.
- IndyGo received two AdWheel Awards from the American Public Transportation Association (APTA) for its system map and Earth Day advertisement.
- IndyGo installed bicycle racks on Route 10 as part of the system's ongoing transit enhancement program.

System Ridership Trend



Group

1

Operating Expense Summary

Operator Salaries/Wages:	\$8,732,431
Other Salaries/Wages	\$4,284,917
Fringe:	\$3,478,967
Services:	\$7,909,514
Materials and Supplies:	\$2,653,488
Utilities:	\$540,994
Casualty/Liability:	\$0
Purchased Transportation:	\$3,150,808
Other	\$0
Total	\$30,751,119

Revenue Summary

Fare Revenue:	\$7,358,551
Charter/Other:	\$813,627
Contra & Other Fed/State:	\$0
Local Assistance:	\$8,888,533
State Assistance:	\$8,495,444
Federal Assistance:	\$5,194,964
Total	\$30,751,119

Productivity

Total Passenger Boardings:	11,239,155
Total Vehicle Miles:	9,730,537
Revenue Vehicle Miles:	8,167,284

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.16
Operating Expense Per Passenger Trip:	\$2.74
Passenger Trips Per Total Vehicle Mile:	1.16
Passenger Trips Per Capita:	12.29

Financial Performance

Operating Subsidy:	\$22,578,941
Operating Subsidy Ratio:	73%
Locally Derived Income:	\$17,060,711
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	24%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
50	1986	Orion	48	No	Diesel
15	1987	Orion	48	No	Diesel
33	1996	Euro-Trans	30+2wc	Yes	Diesel
5	1996	Ford Supreme	14+4wc	Yes	Diesel
17	1997	Dodge B3500	14+4wc	Yes	Diesel
30	1997	Gillig	44+2wc	Yes	Diesel
10	1998	Gillig	44+2wc	Yes	Diesel
3	1998	Ford	22+2wc	Yes	Diesel
25	2000	Ford	14+4wc	Yes	Diesel

ACCESS Johnson County

P.O. Box 216
 Franklin, IN 46131
 (317) 738-5523 Fax (317) 738-5522
 Contact: Rebecca J. Price, Transportation Director
 e-mail: bprice2@iquest.net

General Information

Type of Service:	Demand Response
Service Area:	Johnson County
Service Population:	64,048

Service Hours

Weekday:	5:30am-12midnight
Saturday:	5:30am-12midnight
Sunday:	5:30am-12midnight
Holidays Without Service:	4

Fare Structure

Express:	N/A
Base:	\$3 City Limits, \$4 County-wide
Youth:	N/A
Elderly/Disabled:	\$2 City Limits, \$3 County-Wide
Transfer:	Free
Other/Special:	Over County Line Fee \$1

Personnel

	Full-Time	Part-Time
Operations:	7	0
Maintenance:	0	0
Administration:	1	0
Total:	8	0

Operation Characteristics

Revenue Vehicles:	10
Peak Hour Fleet:	7
Base Fleet:	7
Fuel Consumption(gal):	24,913

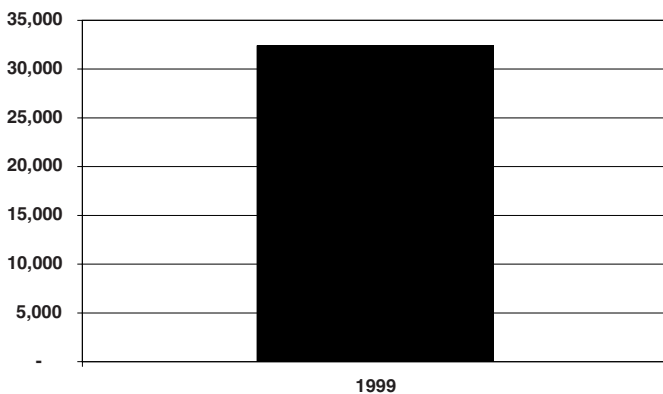
Ridership Trends

1999	32,286
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1999 Highlights

- ACCESS was identified as a "model" system by the Indiana Department of Transportation, and featured as such during their site visit by the Federal Transit Authority.
- ACCESS started offering public acknowledgement of sponsoring businesses on the outside of the vans.

System Ridership Trend



Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$231,719
Other Salaries/Wages	\$0
Fringe:	\$35,409
Services:	\$32,534
Materials and Supplies:	\$24,927
Utilities:	\$8,399
Casualty/Liability:	\$8,120
Purchased Transportation:	\$0
Other	\$98,313
Total	\$439,421

Revenue Summary

Fare Revenue:	\$48,381
Charter/Other:	\$383
Contra & Other Fed/State:	\$0
Local Assistance:	\$301,326
State Assistance:	\$0
Federal Assistance:	\$89,331
Total	\$439,421

Productivity

Total Passenger Boardings:	32,286
Total Vehicle Miles:	268,331
Revenue Vehicle Miles:	264,011

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.64
Operating Expense Per Passenger Trip:	\$13.61
Passenger Trips Per Total Vehicle Mile:	0.12
Passenger Trips Per Capita:	0.50

Financial Performance

Operating Subsidy:	\$390,657
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$350,090
Locally Derived Income Per Operating Expense:	\$0.80
Fare Recovery Ratio:	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1994	Dodge	6+2wc	Yes	Gas
3	1996	Dodge	6+2wc	Yes	Gas
1	1997	Ford	14+3wc	Yes	Gas
2	1998	Dodge	6+2wc	Yes	Gas
2	1999	Dodge	6+2wc	Yes	Gas

Arrowhead Country Public Transportation

115 E. 4th Street, P.O. Box 127

Monon, IN 47959

(219) 253-6658 Fax (219) 253-6659

Contact: Stan Minnick, Project Coordinator

e-mail: STANM@URHERE.NET

General Information

Type of Service:	Demand Response
Service Area:	Jasper, Newton, Pulaski, Starke, and White Counties
Service Population:	97,166

Service Hours

Weekday:	6:00am-6:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	9

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.75
Elderly/Disabled:	\$0.75
Transfer:	N/A
Other/Special:	
	Pass \$11/ Month, \$150/ Year (Pulaski Co.)
	Ticket \$7.50/ 12 Rides (Starke Co.)

Personnel

	Full-Time	Part-Time
Operations:	18	11
Maintenance:	0	0
Administration:	3	19
Total:	21	30

Operation Characteristics

Revenue Vehicles:	38
Peak Hour Fleet:	42
Base Fleet:	42
Fuel Consumption(gal):	61,889

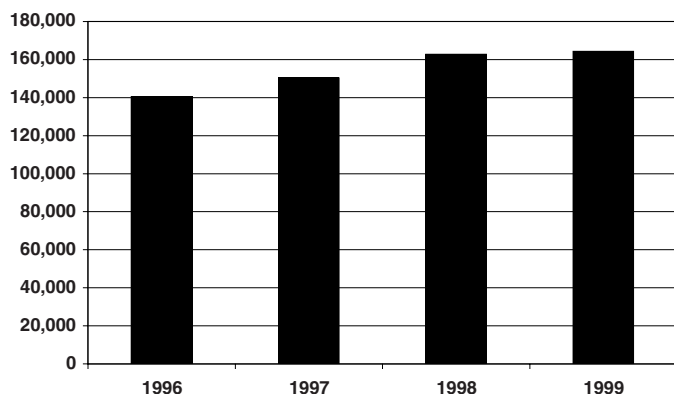
Ridership Trends

1996	139,975
1997	149,794
1998	162,261
1999	163,893

1999 Highlights

- Ridership continued to rise for KIRPC. Total ridership increased one percent in 1999.

System Ridership Trend



Arrowhead Country Public Transportation

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$289,375
Other Salaries/Wages	\$267,610
Fringe:	\$188,510
Services:	\$79,032
Materials and Supplies:	\$69,947
Utilities:	\$34,180
Casualty/Liability:	\$56,085
Purchased Transportation:	\$0
Other	\$43,841
Total	\$1,028,580

Revenue Summary

Fare Revenue:	\$261,447
Charter/Other:	\$0
Contra & Other Fed/State:	\$3,333
Local Assistance:	\$123,770
State Assistance:	\$260,358
Federal Assistance:	\$379,672
Total	\$1,028,580

Productivity

Total Passenger Boardings:	163,893
Total Vehicle Miles:	669,510
Revenue Vehicle Miles:	637,049

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.54
Operating Expense Per Passenger Trip:	\$6.28
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	1.69

Financial Performance

Operating Subsidy:	\$763,800
Operating Subsidy Ratio:	74%
Locally Derived Income:	\$385,217
Locally Derived Income Per Operating Expense:	\$0.37
Fare Recovery Ratio:	25%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible
1	1988	GMC/Carpenter	16	No	2	1997	Dodge	6	No
1	1988	GMC/Carpenter	14+2wc	Yes	3	1999	Dodge/Braun	9+2wc	Yes
1	1988	Dodge/Braun	9+2wc	Yes	2	1999	Dodge	6	No
1	1989	Ford	7	No	1	1999	Ford	5	No
1	1990	Dodge/Braun	9+2wc	Yes					
4	1991	Chevrolet	22	No					
1	1991	Dodge	14	No					
1	1991	Dodge/Braun	8+2wc	Yes					
1	1991	Chevrolet	7	No					
1	1992	Ford	14	No					
1	1992	Dodge	6	No					
1	1992	Chevrolet	6	No					
1	1993	Ford	14	No					
2	1994	Dodge/Braun	9+2wc	Yes					
1	1995	Dodge/Braun	13	No					
4	1995	Dodge/Braun	9+2wc	Yes					
3	1995	Chevrolet	22	No					
1	1996	Chev/Wayne	22	No					
2	1996	Chevrolet	7	No					
2	1996	Dodge	6	No					
1	1997	Dodge	13	No					
4	1997	Dodge/Braun	9+2wc	Yes					
1	1997	GMC/BUB	22	No					

First City Rider/Kokomo Senior Citizen Bus Service

120 E. Mulberry Street, Suite 114
 Kokomo, IN 46901
 (765) 456-2336 Fax (765) 456-2339
 Contact: Larry Ives, Director
 e-mail: khcgcc@aol.com

General Information

Type of Service:	Demand Response
Service Area:	City of Kokomo
Service Population:	66,981

Service Hours

Weekday:	24 hours per day
Saturday:	24 hours per day
Sunday:	24 hours per day
Holidays Without Service:	0

Fare Structure

Express:	N/A
Base:	\$4.25
Youth:	\$4.25
Elderly/Disabled:	\$4.25
Transfer:	N/A

Other/Special:

Taxi Fare is base rate of \$4.25; E&D pay half base fare rate during non-peak hours; Program subsidizes \$3 per trip; driver assistance extra

Personnel

	Full-Time	Part-Time
Operations:	36	5
Maintenance:	1	12
Administration:	2	9
Total:	39	26

Operation Characteristics

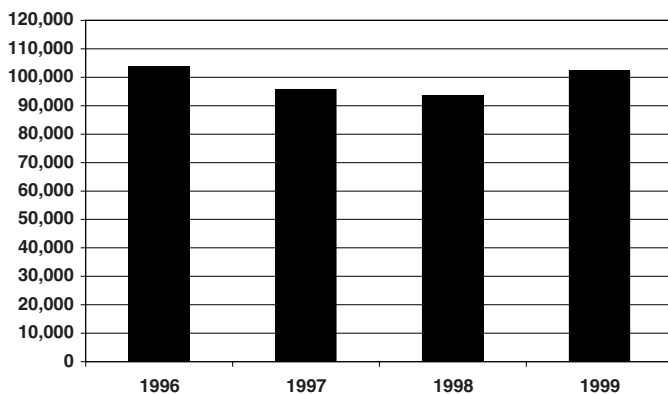
Revenue Vehicles:	12
Peak Hour Fleet:	12
Base Fleet:	12
Fuel Consumption(gal):	24,032

Ridership Trends

1996	103,328
1997	95,348
1998	93,089
1999	101,853

1999 Highlights

System Ridership Trend



First City Rider/Kokomo Senior Citizen Bus Service

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$203,927
Other Salaries/Wages	\$45,301
Fringe:	\$116,759
Services:	\$0
Materials and Supplies:	\$37,990
Utilities:	\$14,739
Casualty/Liability:	\$0
Purchased Transportation:	\$309,278
Other	\$9,712
Total	\$737,706

Revenue Summary

Fare Revenue:	\$120,839
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$265,141
State Assistance:	\$57,301
Federal Assistance:	\$294,425
Total	\$737,706

Productivity

Total Passenger Boardings:	101,853
Total Vehicle Miles:	280,104
Revenue Vehicle Miles:	187,670

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.63
Operating Expense Per Passenger Trip:	\$7.24
Passenger Trips Per Total Vehicle Mile:	0.36
Passenger Trips Per Capita:	1.52

Financial Performance

Operating Subsidy:	\$616,867
Operating Subsidy Ratio:	84%
Locally Derived Income:	\$385,980
Locally Derived Income Per Operating Expense:	\$0.52
Fare Recovery Ratio:	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1990	MDV	8	No	Gas
2	1992	Ford	14+2wc	Yes	Gas
2	1993	Ford	14+2wc	Yes	Gas
1	1994	Ford	14+2wc	Yes	Gas
2	1995	Ford	14+2wc	Yes	Gas
2	1996	Ford	14+2wc	Yes	Gas
2	1998	Ford	14+2wc	Yes	Gas

Kosciusko Area Bus Service

1804 East Winona Avenue
 Warsaw, IN 46580
 (219) 267-4990 Fax (219) 267-6200
 Contact: Tom Sherron, General Manager
 e-mail: KABS@KOnline.com

General Information

Type of Service:	Subscription and Demand Response
Service Area:	Kosciusko County
Service Population:	65,294

Service Hours

Weekday:	5:30am-9:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	3

Fare Structure

Express:	N/A
Base:	\$2.00
Youth:	N/A
Elderly/Disabled:	\$1.00
Transfer:	Free
Other/Special:	Subscription \$2, E&D \$1; Multi-ride discounts for youth, seniors, and adults

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	10	2
Maintenance:	1	0
Administration:	4	0
Total:	15	2

Operation Characteristics

Revenue Vehicles:	12
Peak Hour Fleet:	9
Base Fleet:	7
Fuel Consumption(gal):	23,337

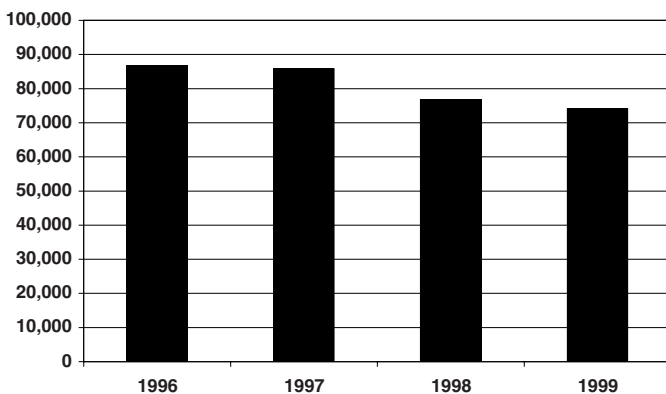
Ridership Trends

1996	86,301
1997	85,564
1998	76,455
1999	73,817

1999 Highlights

- Kosciusko Area Bus Service (KABS) expanded service hours to 9:00 p.m. on weeknights.
- Ridership increased four percent on demand response routes.
- KABS initiated an additional subscription route in late 1999.

System Ridership Trend



Kosciusko Area Bus Service

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$170,667
Other Salaries/Wages	\$133,853
Fringe:	\$126,596
Services:	\$6,058
Materials and Supplies:	\$64,979
Utilities:	\$11,513
Casualty/Liability:	\$18,092
Purchased Transportation:	\$0
Other	\$79,798
Total	\$611,556

Revenue Summary

Fare Revenue:	\$44,868
Charter/Other:	\$14,419
Contra & Other Fed/State:	\$0
Local Assistance:	\$126,492
State Assistance:	\$149,643
Federal Assistance:	\$276,134
Total	\$611,556

Productivity

Total Passenger Boardings:	73,817
Total Vehicle Miles:	176,154
Revenue Vehicle Miles:	160,310

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.47
Operating Expense Per Passenger Trip:	\$8.28
Passenger Trips Per Total Vehicle Mile:	0.42
Passenger Trips Per Capita:	1.13

Financial Performance

Operating Subsidy:	\$552,269
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$185,779
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1985	Thomas	20+2wc	Yes	Diesel
2	1989	Thomas	37+2wc	Yes	Diesel
1	1989	Thomas	25+2wc	Yes	Diesel
1	1993	Dodge	11+1wc	Yes	Gas
1	1994	Dodge	12+2wc	Yes	Gas
1	1994	Bluebird	37+2wc	Yes	Diesel
1	1995	Ford	12+2wc	Yes	Diesel
2	1996	Ford	12+2wc	Yes	Diesel
2	1997	Dodge	12+1wc	Yes	Gas

Citybus

1250 Canal Rd., Box 588

Lafayette, IN 47902

(765) 423-2666 Fax (765) 742-4729

Contact: Martin B. Sennett, General Manager

e-mail: mbs@citybus.lafayette.in.us website: www.GoCityBus.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Lafayette and West Lafayette Metropolitan Area & Purdue Campus
Service Population:	108,500

Service Hours

Weekday:	6:00am-10:40pm
Saturday:	6:00am-9:40pm
Sunday:	8:45am-6:40pm
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	Free
Elderly/Disabled:	\$0.25
Transfer:	Free
Other/Special:	
Pass \$21/ Month, E&D Pass \$10.50/ Month;	
Token \$.50/ Ride; \$125 Annual Pass; \$45/ Summer Pass	

Personnel

	Full-Time	Part-Time
Operations:	43	19
Maintenance:	10	0
Administration:	14	0
Total:	67	19

Operation Characteristics

Revenue Vehicles:	55
Peak Hour Fleet:	44
Base Fleet:	29
Fuel Consumption(gal):	342,274

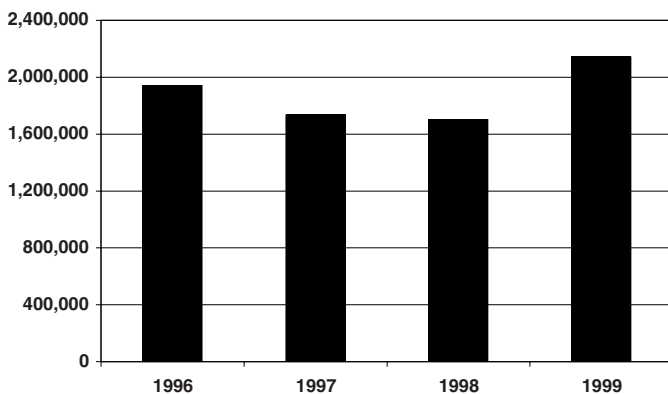
Ridership Trends

1996	1,935,174
1997	1,728,389
1998	1,695,702
1999	2,135,333

1999 Highlights

- CityBus carried over two million passengers for the first time in its twenty-seven year history. This represents a ridership increase of 26 percent.
- In August, all Purdue University students began riding for "free" by displaying their Purdue University student identification card when boarding CityBus. This was a result of a service agreement between CityBus and Purdue University. As a result of "unlimited access" for Purdue students, ridership climbed by approximately 60 percent during the last quarter of 1999. Furthermore, CityBus increased service hours by approximately 20 percent during August 1999.
- 1999 was the first full calendar year that kindergarten through 12th grade students were allowed to ride for free. The transit system carried 175,098 students.
- CityBus's downtown childcare facility was completely full at 78 children after being open for less than one year. CityBus's child care center is located next to the main downtown Lafayette transfer center and offers affordable childcare for people of all incomes.

System Ridership Trend



Group

1

Operating Expense Summary

Operator Salaries/Wages:	\$1,560,550
Other Salaries/Wages	\$874,226
Fringe:	\$745,533
Services:	\$278,431
Materials and Supplies:	\$532,250
Utilities:	\$49,613
Casualty/Liability:	\$145,279
Purchased Transportation:	\$0
Other	\$97,283
Total	\$4,283,165

Revenue Summary

Fare Revenue:	\$998,807
Charter/Other:	\$266,417
Contra & Other Fed/State:	\$31,961
Local Assistance:	\$1,031,227
State Assistance:	\$1,302,466
Federal Assistance:	\$652,287
Total	\$4,283,165

Productivity

Total Passenger Boardings:	2,135,333
Total Vehicle Miles:	1,368,050
Revenue Vehicle Miles:	1,266,646

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.13
Operating Expense Per Passenger Trip:	\$2.01
Passenger Trips Per Total Vehicle Mile:	1.56
Passenger Trips Per Capita:	19.68

Financial Performance

Operating Subsidy:	\$2,985,980
Operating Subsidy Ratio:	70%
Locally Derived Income:	\$2,296,451
Locally Derived Income Per Operating Expense:	\$0.54
Fare Recovery Ratio:	23%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1981	GMC	41	No	Diesel
4	1983	Gillig	40	No	Diesel
1	1984	GMC - trolley	28	No	Diesel
6	1985	Flexible	46	No	Diesel
1	1985	GMC - trolley	28	No	Diesel
5	1986	Flexible	39	No	Diesel
5	1987	Flexible	39	No	Diesel
4	1987	Orion	38	Yes	Diesel
1	1989	Goshen	16+2wc	Yes	Diesel
4	1990	Flexible	46	No	Diesel
6	1992	Gillig	30+2wc	Yes	Diesel
2	1992	Goshen	16+6wc	Yes	Diesel
2	1994	Startran	16+2wc	Yes	Diesel
6	1994	Gillig	38+2wc	Yes	Diesel
2	1997	Startran	16+2wc	Yes	Diesel
9	1998	Gillig	38+2wc	Yes	Diesel
2	1999	Supreme	16+2wc	Yes	Diesel
3	1999	Gillig	38+2wc	Yes	Diesel

TransPorte

102 "L" Street
 LaPorte, IN 46350
 (219) 326-8274 Fax (219) 362-6325
 Contact: Janet Lantz, Manager
 e-mail: n/a

General Information

Type of Service: Demand Response
 Service Area: LaPorte City Limits and one-quarter mile fringe
 Service Population: 21,507

Service Hours

Weekday: 6:00am-9:00pm
 Saturday: 8:00am-4:00pm
 Sunday: No Service
 Holidays Without Service: 6

Fare Structure

Express: N/A
 Base: \$2.25
 Youth: \$1.00
 Elderly/Disabled: \$1.50
 Transfer: N/A
 Other/Special:
 Pass \$20/ 10 Rides; E&D Pass \$12.50/ 10 Rides

Personnel

	Full-Time	Part-Time
Operations:	4	8
Maintenance:	2	0
Administration:	3	0
Total:	9	8

Operation Characteristics

Revenue Vehicles:	9
Peak Hour Fleet:	5
Base Fleet:	4
Fuel Consumption(gal):	18,972

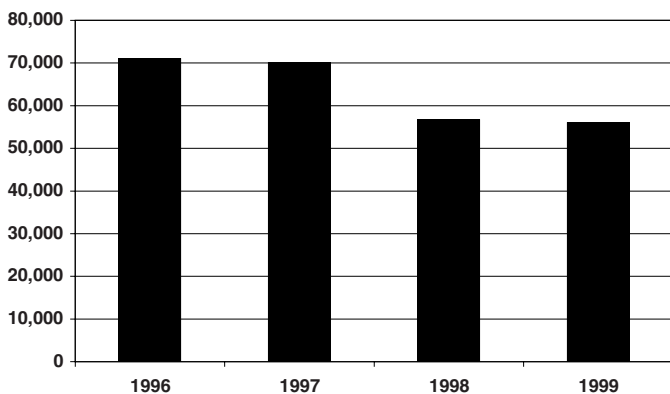
Ridership Trends

1996	70,833
1997	69,796
1998	56,474
1999	55,758

1999 Highlights

- For the second year in a row, the system received an ITA Safety Contest award for public transportation operators.

System Ridership Trend



Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$236,998
Other Salaries/Wages	\$18,640
Fringe:	\$102,915
Services:	\$15,767
Materials and Supplies:	\$44,614
Utilities:	\$24,365
Casualty/Liability:	\$14,208
Purchased Transportation:	\$0
Other	\$8,785
	<hr/>
Total	\$466,292

Revenue Summary

Fare Revenue:	\$83,763
Charter/Other:	\$7,200
Contra & Other Fed/State:	\$11,996
Local Assistance:	\$51,586
State Assistance:	\$131,633
Federal Assistance:	\$180,114
	<hr/>
Total	\$466,292

Productivity

Total Passenger Boardings:	55,758
Total Vehicle Miles:	149,707
Revenue Vehicle Miles:	149,707

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.11
Operating Expense Per Passenger Trip:	\$8.36
Passenger Trips Per Total Vehicle Mile:	0.37
Passenger Trips Per Capita:	2.59

Financial Performance

Operating Subsidy:	\$363,333
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$142,549
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	18%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1995	Braun Corp.	10+1wc	Yes	Gas
2	1996	Braun Corp.	8+2wc	Yes	Gas
2	1998	Braun Corp.	8+2wc	Yes	Gas
2	1999	Braun Corp.	8+2wc	Yes	Gas

LCEOC Transaction

5518 Calumet Avenue
 Hammond, IN 46320
 (219) 937-3500 Fax (219) 932-0560
 Contact: John Schoon, Associate Director of Transportation Services
 e-mail: n/a

General Information

Type of Service: Demand Response
 Service Area: Lake and Porter Counties
 Service Population: 51,422 (estimated)

Service Hours

Weekday: 6:00am-11:00pm
 Saturday: 7:00am-5:00pm
 Sunday: 7:00am-5:00pm
 Holidays Without Service: 12

Fare Structure

Express: N/A
 Base: N/A
 Youth: N/A
 Elderly/Disabled: N/A
 Transfer: N/A
 Other/Special:
 \$3 per one-way trip

Personnel

	Full-Time	Part-Time
Operations:	39	14
Maintenance:	0	0
Administration:	4	2
Total:	43	16

Operation Characteristics

Revenue Vehicles: 49
 Peak Hour Fleet: 49
 Base Fleet: 38
 Fuel Consumption(gal): 105,849

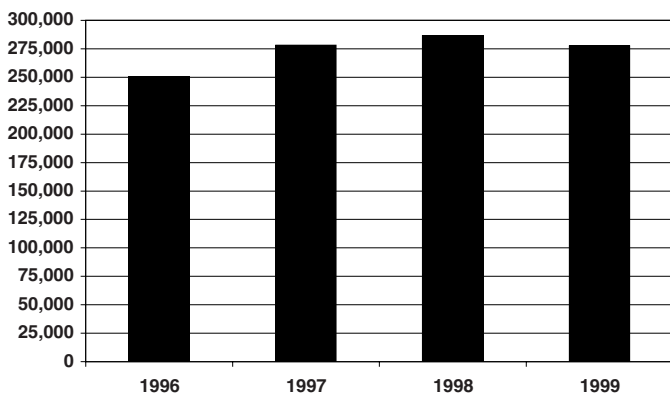
Ridership Trends

1996	249,537
1997	277,300
1998	285,619
1999	276,662

1999 Highlights

- LCEOC received 7 more vehicles that are dedicated Compressed Natural Gas fueled. LCEOC has a natural gas supply contract with Northern Indiana Public Service Company to fuel these vehicles at five public fueling stations in Lake and Porter counties. LCEOC also installed a self-fueling CNG station at its location in Valparaiso. This allows a vehicle to re-fuel overnight on a slow fill basis.
- LCEOC had no major accidents in 1999. Also, there were no passenger injuries or employee work-related injuries. LCEOC also began providing demand response service to the Gary-Chicago Airport in conjunction with the start-up of passenger service.

System Ridership Trend



Group

3

Operating Expense Summary

Operator Salaries/Wages:	\$673,278
Other Salaries/Wages	\$147,370
Fringe:	\$163,976
Services:	\$464,550
Materials and Supplies:	\$152,583
Utilities:	\$35,703
Casualty/Liability:	\$173,766
Purchased Transportation:	\$0
Other	\$49,858
Total	\$1,861,084

Revenue Summary

Fare Revenue:	\$445,460
Charter/Other:	\$131,065
Contra & Other Fed/State:	\$0
Local Assistance:	\$486,109
State Assistance:	\$488,256
Federal Assistance:	\$310,194
Total	\$1,861,084

Productivity

Total Passenger Boardings:	276,662
Total Vehicle Miles:	1,005,526
Revenue Vehicle Miles:	744,563

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.85
Operating Expense Per Passenger Trip:	\$6.73
Passenger Trips Per Total Vehicle Mile:	0.28
Passenger Trips Per Capita:	5.38

Financial Performance

Operating Subsidy:	\$1,284,559
Operating Subsidy Ratio:	69%
Locally Derived Income:	\$1,062,634
Locally Derived Income Per Operating Expense:	\$0.57
Fare Recovery Ratio:	24%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1991	Chevrolet	12	No	Gas
3	1993	Ford/Turtle Top	5+2wc	Yes	Gas
1	1993	Ford/Eldorado	12+2wc	Yes	Gas
1	1993	Dodge	5+2wc	Yes	Gas
1	1994	Ford/Supreme	12+2wc	Yes	Gas
1	1995	Ford	16+2wc	Yes	Gas/CNG
1	1995	Dodge	15	No	G
9	1996	Ford	12+2wc	Yes	Gas/CNG
8	1996	Ford	21	No	Gas/CNG
1	1996	Ford	21	No	Gas/CNG
4	1996	Ford	21	No	Gas
2	1996	Ford	16+2wc	Yes	Gas
2	1997	Ford	15	No	CNG
1	1998	Chevrolet	7	No	Gas
1	1998	Dodge	15	No	Gas
2	1999	Ford	15	No	CNG
5	1999	Ford/Braun	5+2wc	Yes	CNG
6	1999	Ford/Supreme	11+2wc	Yes	CNG
6	1999	Ford	7	No	Gas

Transportation for Rural Areas of Madison

16 E. Ninth Street
 Anderson, IN 46016
 (765) 641-9482 Fax (765) 641-9486
 Contact: Rosalee Bernard, Chief Local Assistance Planner
 e-mail: MCCOG@aol.com

General Information

Type of Service: Demand Response
 Service Area: Madison County except Anderson
 Service Population: 56,632

Service Hours

Weekday: 6:00am-5:00pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 6

Fare Structure

Express: N/A
 Base: \$3.00
 Youth: \$3.00
 Elderly/Disabled: \$3.00
 Transfer: N/A
 Other/Special:
 User-side Subsidy Voucher, \$3.00

Personnel

	Full-Time	Part-Time
Operations:	5	0
Maintenance:	0	0
Administration:	2	0
Total:	7	0

Operation Characteristics

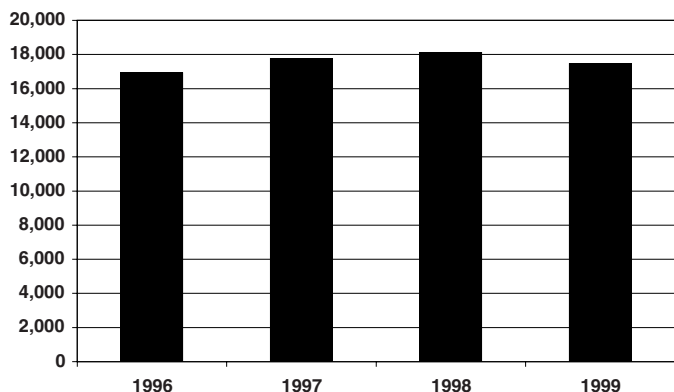
Revenue Vehicles:	12
Peak Hour Fleet:	12
Base Fleet:	12
Fuel Consumption(gal):	20,189

Ridership Trends

1996	16,863
1997	17,712
1998	18,061
1999	17,412

1999 Highlights

System Ridership Trend



Transportation for Rural Areas of Madison

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$36,607
Fringe:	\$10,761
Services:	\$0
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$169,767
Other	\$20,549
Total	\$237,684

Revenue Summary

Fare Revenue:	\$52,236
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$20,246
State Assistance:	\$72,479
Federal Assistance:	\$92,723
Total	\$237,684

Productivity

Total Passenger Boardings:	17,412
Total Vehicle Miles:	202,412
Revenue Vehicle Miles:	202,412

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.17
Operating Expense Per Passenger Trip:	\$13.65
Passenger Trips Per Total Vehicle Mile:	0.09
Passenger Trips Per Capita:	0.31

Financial Performance

Operating Subsidy:	\$185,448
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$72,482
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	22%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1988	Ford	12	No	Gas
1	1991	Ford	5+1wc	Yes	Gas
2	1993	Ford	11+4wc	Yes	Gas
1	1994	Ford	5	No	Gas
1	1995	Ford	7	No	Gas
1	1995	GM	4+1wc	Yes	Gas
1	1997	Ford	7	No	Gas
1	1997	Ford	3+1wc	Yes	Gas
2	1998	Ford	12+4wc	Yes	Gas
2	1999	Ford	7	No	Gas
1	1999	GM	6	No	Gas

Marion Transportation System

301 South Branson Street
 Marion, IN 46952
 (765) 668-4405 Fax (765) 668-1798
 Contact: Orville Fitzjarrald, Manager
 e-mail: n/a

General Information

Type of Service:	Fixed Route with ADA Deviation
Service Area:	Marion City Limits
Service Population:	32,618

Service Hours

Weekday:	7:00am-5:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$0.50
Youth:	\$0.25
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	
E&D fare \$0.25 with ID; E&D ID card \$1/ year; Tokens \$10/ 40 Rides; ADA Paratransit Service \$1 per ride	

Personnel

	Full-Time	Part-Time
Operations:	4	1
Maintenance:	1	1
Administration:	2	2
Total:	7	4

Operation Characteristics

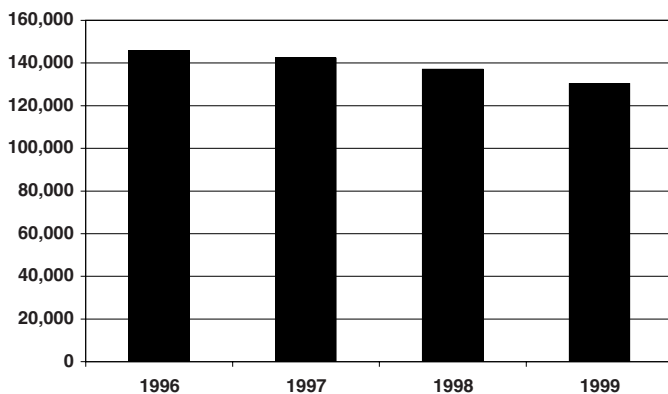
Revenue Vehicles:	12
Peak Hour Fleet:	4
Base Fleet:	4
Fuel Consumption(gal):	27,507

Ridership Trends

1996	145,409
1997	141,893
1998	136,595
1999	129,924

1999 Highlights

System Ridership Trend



Marion Transportation System

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$125,550
Other Salaries/Wages	\$154,902
Fringe:	\$104,279
Services:	\$31,878
Materials and Supplies:	\$41,341
Utilities:	\$7,534
Casualty/Liability:	\$20,089
Purchased Transportation:	\$0
Other	\$1,378
Total	\$486,951

Revenue Summary

Fare Revenue:	\$28,050
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$100,703
State Assistance:	\$128,749
Federal Assistance:	\$229,449
Total	\$486,951

Productivity

Total Passenger Boardings:	129,924
Total Vehicle Miles:	152,568
Revenue Vehicle Miles:	151,923

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.19
Operating Expense Per Passenger Trip:	\$3.75
Passenger Trips Per Total Vehicle Mile:	0.85
Passenger Trips Per Capita:	3.98

Financial Performance

Operating Subsidy:	\$458,901
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$128,753
Locally Derived Income Per Operating Expense:	\$0.26
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1994	Ford	18+2wc	Yes	Gas
3	1995	Dodge	10+2wc	Yes	Gas
2	1995	Thomas	30+2wc	Yes	Gas
5	1996	Ford/Supreme	20+2wc	Yes	Gas

Michigan City Municipal Coach Service

1402 W. Garfield Street
 Michigan City, IN 46360
 (219) 873-1502 Fax (219) 873-1565
 Contact: Walter Gipson, Foreman
 e-mail: municipalservice@nii.net

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Michigan City Limits and Trail Creek
Service Population:	36,274

Service Hours

Weekday:	6:30am-6:30pm
Saturday:	8:30am-6:30pm
Sunday:	No Service
Holidays Without Service:	7

Fare Structure

Express:	N/A
Base:	\$0.50
Youth:	\$0.25
Elderly/Disabled:	\$0.25
Transfer:	Free
Other/Special:	Pass \$18/ Month; Fun 'n Sun discount pass \$10/ June thru August (elementary/high school students only); Youth Pass \$9/ Month; Fun 'n Sun Youth Pass \$10 (Summer only)

Personnel

	Full-Time	Part-Time
Operations:	12	0
Maintenance:	2	0
Administration:	2	1
Total:	16	1

Operation Characteristics

Revenue Vehicles:	8
Peak Hour Fleet:	6
Base Fleet:	5
Fuel Consumption(gal):	31,881

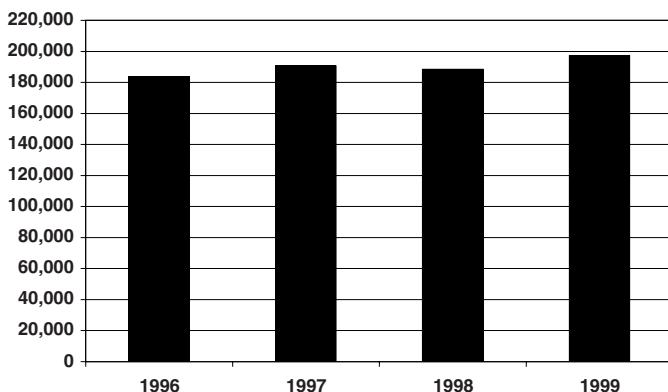
Ridership Trends

1996	182,952
1997	190,099
1998	187,886
1999	196,713

1999 Highlights

- Municipal Coach applied for and received discretionary funds that allowed the department to purchase one new route bus and two paratransit vehicles.
- Municipal Coach added another paratransit vehicle to better meet the needs of our disabled citizens.
- The system designed new route maps.
- Municipal Coach purchased and installed a new bus shelter at the Michigan City Library.
- The system established advertising campaigns using the back of the buses to promote not-for-profit organizations throughout the community.

System Ridership Trend



Michigan City Municipal Coach Service

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$405,281
Other Salaries/Wages	\$0
Fringe:	\$203,269
Services:	\$16,160
Materials and Supplies:	\$60,420
Utilities:	\$16,819
Casualty/Liability:	\$21,207
Purchased Transportation:	\$0
Other	\$1,667
Total	\$724,823

Revenue Summary

Fare Revenue:	\$79,510
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$143,818
State Assistance:	\$193,073
Federal Assistance:	\$308,422
Total	\$724,823

Productivity

Total Passenger Boardings:	196,713
Total Vehicle Miles:	239,717
Revenue Vehicle Miles:	236,756

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.02
Operating Expense Per Passenger Trip:	\$3.68
Passenger Trips Per Total Vehicle Mile:	0.82
Passenger Trips Per Capita:	5.42

Financial Performance

Operating Subsidy:	\$645,313
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$223,328
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1992	Ford	16+2wc	Yes	Diesel
1	1994	Ford	16+2wc	Yes	Diesel
1	1997	Bluebird	26+2wc	Yes	Diesel
1	1998	Bluebird	27+2wc	Yes	Diesel
2	1999	Bluebird	27+2wc	Yes	Diesel
2	1999	Ford	16+2wc	Yes	Diesel

Mitchell Transit System

407 South 6th Street
 Mitchell, IN 47446
 (812) 849-4168 Fax (812) 849-9201
 Contact: Alma Lindley, Operations Manager
 e-mail: Cityweb@blueriver.net

General Information

Type of Service: Demand Response
 Service Area: Mitchell City Limits
 Service Population: 4,669

Service Hours

Weekday: 8:00am-4:30pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 8

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations:	1	0
Maintenance:	0	1
Administration:	0	2
Total:	1	3

Operation Characteristics

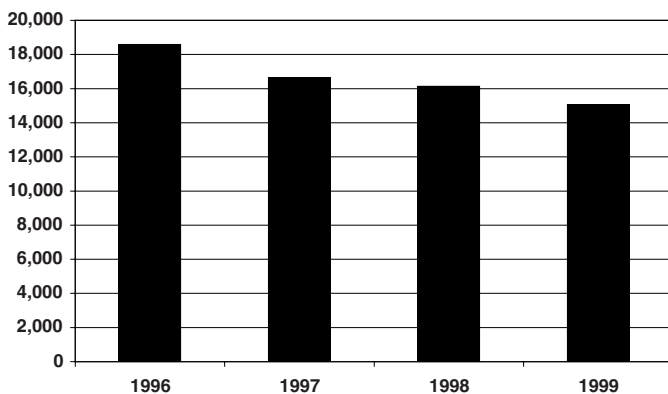
Revenue Vehicles:	2
Peak Hour Fleet:	2
Base Fleet:	1
Fuel Consumption(gal):	3,043

Ridership Trends

1996	18,528
1997	16,595
1998	16,075
1999	15,010

1999 Highlights

System Ridership Trend



Mitchell Transit System

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$21,840
Other Salaries/Wages	\$26,406
Fringe:	\$13,965
Services:	\$8,521
Materials and Supplies:	\$4,876
Utilities:	\$2,752
Casualty/Liability:	\$1,620
Purchased Transportation:	\$0
Other	\$793
Total	\$80,773

Revenue Summary

Fare Revenue:	\$9,978
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$13,744
State Assistance:	\$23,722
Federal Assistance:	\$33,329
Total	\$80,773

Productivity

Total Passenger Boardings:	15,010
Total Vehicle Miles:	19,671
Revenue Vehicle Miles:	19,671

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.11
Operating Expense Per Passenger Trip:	\$5.38
Passenger Trips Per Total Vehicle Mile:	0.76
Passenger Trips Per Capita:	3.21

Financial Performance

Operating Subsidy:	\$70,795
Operating Subsidy Ratio:	88%
Locally Derived Income:	\$23,722
Locally Derived Income Per Operating Expense:	\$0.29
Fare Recovery Ratio:	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1990	Ford	14+2wc	Yes	Gas
1	1996	Ford	14+2wc	Yes	Gas

Rural Transit

7500 West Reeves Road
 Bloomington, IN 47404
 (812) 876-3383 Fax (812) 876-9922
 Contact: Jewel Echelbarger, Executive Director
 e-mail: JECHELBA@BLOOMINGTON.IN.US

General Information

Type of Service: Fixed Route and Demand Response
 Service Area: Monroe, Owen, and Southern Putnam Counties
 Service Population: 136,300

Service Hours

Weekday: 5:50am-6:45pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 6

Fare Structure

Express: N/A
 Base: \$0.75
 Youth: \$0.50
 Elderly/Disabled: \$0.75
 Transfer: Free
 Other/Special:
 One-county Pass \$9.50/ Month; Two-county Pass \$18/ Month

Personnel

	Full-Time	Part-Time
Operations:	6	12
Maintenance:	1	1
Administration:	2	3
Total:	9	16

Operation Characteristics

Revenue Vehicles: 15
 Peak Hour Fleet: 15
 Base Fleet: 14
 Fuel Consumption(gal): 45,325

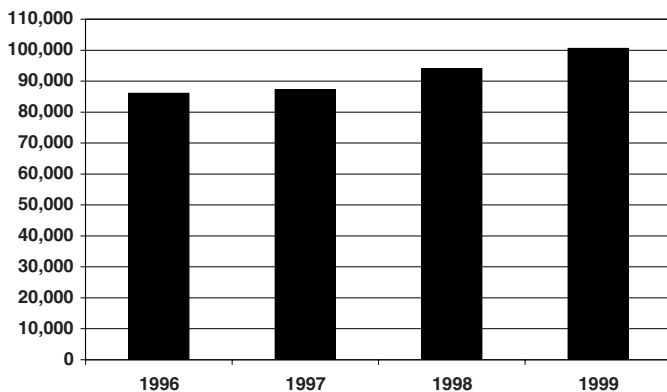
Ridership Trends

1996	85,771
1997	86,847
1998	93,802
1999	100,241

1999 Highlights

- Rural Transit received the gift of an automobile from a local family who strongly supports the Rural Transit service.
- Rural Transit was recognized by the Monroe County Fall Festival as a major asset to the community.
- Rural Transit began transporting local rural and non-urban youth and youth from private schools for the disabled to the Boys' and Girls' Club. This opportunity has enhanced the lives of these youth.

System Ridership Trend



Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$253,026
Other Salaries/Wages	\$0
Fringe:	\$36,646
Services:	\$8,636
Materials and Supplies:	\$108,483
Utilities:	\$11,104
Casualty/Liability:	\$40,088
Purchased Transportation:	\$0
Other	\$42,017
Total	\$500,000

Revenue Summary

Fare Revenue:	\$48,505
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$121,297
State Assistance:	\$120,000
Federal Assistance:	\$210,198
Total	\$500,000

Productivity

Total Passenger Boardings:	100,241
Total Vehicle Miles:	420,082
Revenue Vehicle Miles:	307,719

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.19
Operating Expense Per Passenger Trip:	\$4.99
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	0.74

Financial Performance

Operating Subsidy:	\$451,495
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$169,802
Locally Derived Income Per Operating Expense:	\$0.34
Fare Recovery Ratio:	10%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1993	Ford	22+2wc	Yes	Gas
1	1993	Ford	5+1wc	Yes	Gas
1	1994	Ford	16+2wc	Yes	Gas
1	1995	Dodge	10+2wc	Yes	Gas
1	1995	Dodge	16+2wc	Yes	Gas
4	1995	Ford	16+2wc	Yes	Gas
2	1996	Ford	14+2wc	Yes	Gas
2	1997	Ford	16+2wc	Yes	Diesel
2	1999	Ford	16+2wc	Yes	Gas

Muncie Indiana Transit System

1300 E. Seymour Street

Muncie, IN 47302

(765) 282-2762 Fax (765) 287-2385

Contact: Larry King, General Manager

e-mail: n/a

website: www.mitsbus.org

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Fixed Route/City Limits-Demand Response/City Limits
Service Population:	71,035

Service Hours

Weekday:	6:00am-9:00pm
Saturday:	8:15am-8:00pm
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$0.50
Youth:	N/A
Elderly/Disabled:	\$0.25
Transfer:	\$0.10

Other/Special:

Pass \$18/ 30 Day, E&D Pass \$9/30 Day, One Day Pass/ \$1.10, One Day E&D Pass/ \$.55, "Cool Pass" \$5 (ages 6-18) issued each semester and summer break; Token \$19/ 40 Rides; Student Token \$.45/ Ride

Personnel

	Full-Time	Part-Time
Operations:	41	8
Maintenance:	13	1
Administration:	17	2
Total:	71	11

Operation Characteristics

Revenue Vehicles:	41
Peak Hour Fleet:	35
Base Fleet:	29
Fuel Consumption(gal):	291,744

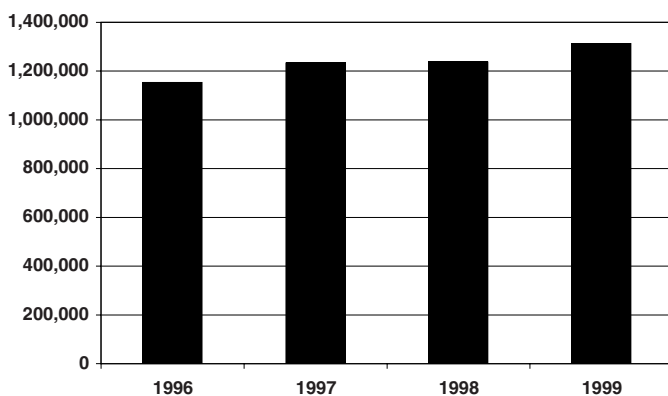
Ridership Trends

1996	1,149,723
1997	1,229,475
1998	1,233,266
1999	1,308,846

1999 Highlights

- The Muncie Indiana Transit System (MITS) won the APTA Silver Safety Award.
- MITS won the Indiana Transportation Association's Safety Award.
- MITS was recognized by METRO magazine as one of the ten best small transit agencies in North America.
- MITS received the Muncie-Delaware County Chamber of Commerce's Way-To-Go Award.
- MITS received a Job Access and Reverse Commute Competitive Grant.
- The system attained all-time high paratransit ridership.
- The system implemented a new route system.
- MITS began operating a downtown parking shuttle.
- MITS implemented a bike-and-ride program.
- Eighty-six percent of its drivers received the National Safety Council Safe Driver Award.

System Ridership Trend



Muncie Indiana Transit System

Group

1

Operating Expense Summary

Operator Salaries/Wages:	\$1,299,972
Other Salaries/Wages	\$812,635
Fringe:	\$770,395
Services:	\$322,176
Materials and Supplies:	\$488,787
Utilities:	\$73,178
Casualty/Liability:	\$140,365
Purchased Transportation:	\$0
Other	\$154,592
Total	\$4,062,100

Revenue Summary

Fare Revenue:	\$261,140
Charter/Other:	\$110,020
Contra & Other Fed/State:	\$10,628
Local Assistance:	\$2,179,545
State Assistance:	\$1,136,305
Federal Assistance:	\$364,462
Total	\$4,062,100

Productivity

Total Passenger Boardings:	1,308,846
Total Vehicle Miles:	1,145,288
Revenue Vehicle Miles:	1,069,774

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.55
Operating Expense Per Passenger Trip:	\$3.10
Passenger Trips Per Total Vehicle Mile:	1.14
Passenger Trips Per Capita:	18.43

Financial Performance

Operating Subsidy:	\$3,680,312
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$2,550,705
Locally Derived Income Per Operating Expense:	\$0.63
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
6	1981	GMC	35+2wc	Yes	Diesel
3	1989	TMC	35+2wc	Yes	Diesel
4	1990	TMC	35+2wc	Yes	Diesel
3	1992	TMC	34+2wc	Yes	Diesel
2	1992	Goshen	15+2wc	Yes	Diesel
1	1993	HTV	34+2wc	Yes	Diesel
6	1994	Flexible	35+2wc	Yes	Diesel
5	1996	Ford/Supreme	15+2wc	Yes	Diesel
6	1997	Coach & Eq	15+2wc	Yes	Diesel
5	1998	Nova	27+2wc	Yes	Diesel

New Castle Community Transit System

201 South 25th Street
 New Castle, IN 47362
 (765) 521-6847 Fax (765) 521-6652
 Contact: Deborah Thornhill, Manager
 e-mail: nctrans@nltc.net

General Information

Type of Service:	Point Deviated Fixed Route
Service Area:	New Castle City Limits
Service Population:	17,753

Service Hours

Weekday:	8:00am-4:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	16

Fare Structure

Express:	N/A
Base:	\$1.00
Youth:	\$0.50
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	
Pass \$20/ 25 Rides; E&D Pass \$10/ 25 Rides	

Personnel

	Full-Time	Part-Time
Operations:	4	0
Maintenance:	1	0
Administration:	2	0
Total:	7	0

Operation Characteristics

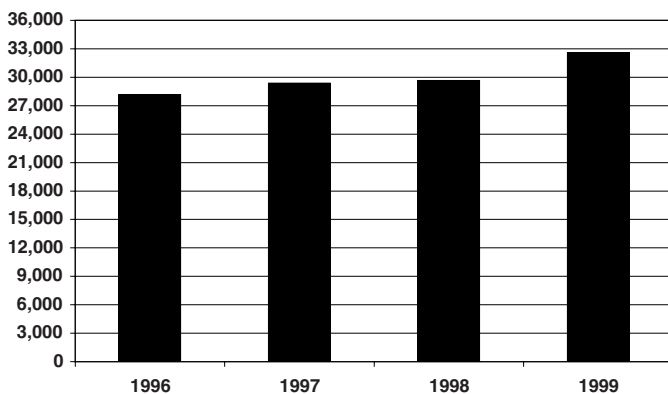
Revenue Vehicles:	6
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	8,110

Ridership Trends

1996	28,084
1997	29,283
1998	29,572
1999	32,463

1999 Highlights

System Ridership Trend



New Castle Community Transit System

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$45,462
Other Salaries/Wages	\$113,102
Fringe:	\$59,891
Services:	\$3,609
Materials and Supplies:	\$17,370
Utilities:	\$7,589
Casualty/Liability:	\$8,661
Purchased Transportation:	\$0
Other	\$12,129
Total	\$267,813

Revenue Summary

Fare Revenue:	\$12,995
Charter/Other:	\$0
Contra & Other Fed/State:	\$1,787
Local Assistance:	\$68,980
State Assistance:	\$81,973
Federal Assistance:	\$102,078
Total	\$267,813

Productivity

Total Passenger Boardings:	32,463
Total Vehicle Miles:	40,630
Revenue Vehicle Miles:	39,141

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$6.59
Operating Expense Per Passenger Trip:	\$8.25
Passenger Trips Per Total Vehicle Mile:	0.80
Passenger Trips Per Capita:	1.83

Financial Performance

Operating Subsidy:	\$253,031
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$81,975
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1990	Ford/Supreme	21+2wc	Yes	Gas
2	1990	Ford/Diamond	21+2wc	Yes	Gas
2	1995	Ford/Supreme	21+2wc	Yes	Gas

Northern Indiana Commuter Transportation District

33 East U.S. Highway 12
 Chesterton, IN 46304
 (219) 926-5744 Fax (219) 929-4438
 Contact: Gerald R. Hanas, General Manager
 e-mail: n/a website: www.nictd.com

General Information

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

Service Hours

Weekday: 4:02am-2:25am
 Saturday: 5:20am-2:25am
 Sunday: 5:20am-2:25am
 Holidays Without Service: 0

Fare Structure

Express: N/A
 Base: Based on zone (\$3.15-\$9.40)
 Youth: Based on zone (\$1.55-\$4.70)
 Elderly/Disabled: Based on zone (\$1.55-\$4.70)
 Transfer: N/A
 Other/Special:
 10 Ride tickets \$31.50-\$89.40; 25 Ride Tickets \$70.90-\$212; Monthly \$85.05-\$265.10; Discounts for Elderly, Youth, and Disabled

Personnel

	Full-Time	Part-Time
Operations:	97	1
Maintenance:	156	0
Administration:	26	0
Total:	279	1

Operation Characteristics

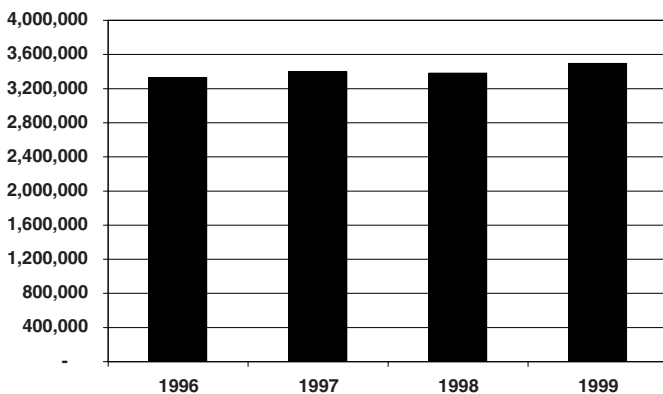
Revenue Vehicles: 58
 Peak Hour Fleet: 52
 Base Fleet: 22
 Fuel Consumption (gal): 15,209,250
 Kilowatt Hrs

Ridership Trends

1996	3,315,759
1997	3,384,439
1998	3,369,557
1999	3,485,089

1999 Highlights

System Ridership Trend



Northern Indiana Commuter Transportation District

Group

5

Operating Expense Summary

Operator Salaries/Wages:	\$866,956
Other Salaries/Wages	\$8,165,806
Fringe:	\$6,431,953
Services:	\$1,608,328
Materials and Supplies:	\$2,242,231
Utilities:	\$1,826,665
Casualty/Liability:	\$1,707,421
Purchased Transportation:	\$0
Other	\$493,601
Total	\$23,342,961

Revenue Summary

Fare Revenue:	\$13,210,303
Charter/Other:	\$58,876
Contra & Other Fed/State:	\$0
Local Assistance:	\$3,677,263
State Assistance:	\$3,581,542
Federal Assistance:	\$2,814,977
Total	\$23,342,961

Productivity

Total Passenger Boardings:	3,485,089
Total Vehicle Miles:	2,916,621
Revenue Vehicle Miles:	2,755,269

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$8.00
Operating Expense Per Passenger Trip:	\$6.70
Passenger Trips Per Total Vehicle Mile:	1.19
Passenger Trips Per Capita:	21.30

Financial Performance

Operating Subsidy:	\$10,073,782
Operating Subsidy Ratio:	43%
Locally Derived Income:	\$16,946,442
Locally Derived Income Per Operating Expense:	\$0.73
Fare Recovery Ratio:	57%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
41	1982	Nippon/Shanyo	93+1wc	Yes	Electric
7	1992	Nippon/Shanyo	110+1wc	Yes	Electric
3	1992	Nippon/Shanyo	130	No	Electric
7	1993	Nippon/Shanyo	130	No	Electric

Orange County Transit Services

P.O. Box 267

Paoli, IN 47454

(812) 723-4043 Fax (812) 723-4487

Contact: Shannon England, Transportation Specialist

e-mail: n/a

website: www.firstchancecenter.com

General Information

Type of Service:	Demand Response-
Service Area:	Orange County
Service Population:	18,426

Service Hours

Weekday:	4:00am-6:30pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	7

Fare Structure

Express:	N/A
Base:	\$2 -\$8 (depending on length of trip)
Youth:	\$1.00
Elderly/Disabled:	N/A
Transfer:	N/A
Other/Special:	

Personnel

	Full-Time	Part-Time
Operations:	3	1
Maintenance:	0	1
Administration:	1	0
Total:	4	2

Operation Characteristics

Revenue Vehicles:	5
Peak Hour Fleet:	5
Base Fleet:	5
Fuel Consumption(gal):	6,536

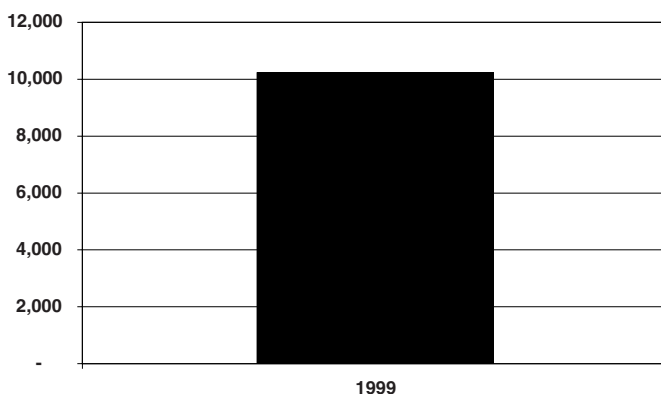
Ridership Trends

1999	10,195
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1999 Highlights

- Orange County Transit began providing services for the Orange County Impact program and the Orange County Children's Co-op.

System Ridership Trend



Orange County Transit Services

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$79,718
Other Salaries/Wages	\$0
Fringe:	\$8,180
Services:	\$6,581
Materials and Supplies:	\$11,074
Utilities:	\$3,050
Casualty/Liability:	\$500
Purchased Transportation:	\$0
Other	\$8,325
Total	\$117,428

Revenue Summary

Fare Revenue:	\$11,728
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$52,850
State Assistance:	\$0
Federal Assistance:	\$52,850
Total	\$117,428

Productivity

Total Passenger Boardings:	10,195
Total Vehicle Miles:	106,855
Revenue Vehicle Miles:	56,643

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.10
Operating Expense Per Passenger Trip:	\$11.52
Passenger Trips Per Total Vehicle Mile:	0.10
Passenger Trips Per Capita:	0.55

Financial Performance

Operating Subsidy:	\$105,700
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$64,578
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	10%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1991	Dodge	9+2wc	Yes	Gas
1	1993	Ford	14	No	Gas
1	1996	Chevrolet	14	No	Gas
2	1999	Dodge	7	No	Gas

Rock City Rider

227 West Jefferson Blvd., Room 1120
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840
 Contact: Sandi Seanor, Executive Director
 e-mail: sseanor@macog.com

General Information

Type of Service: Demand Response-
 User-side Subsidy
 Service Area: City of Plymouth
 Service Population: 8,303

Service Hours

Weekday: 8:00am-4:30pm
 Saturday: No Service
 Sunday: No Service
 Holidays Without Service: 8

Fare Structure

Express: N/A
 Base: \$3.00
 Youth: \$3.00
 Elderly/Disabled: \$1.50
 Transfer: N/A
 Other/Special:
 Disabled fare \$3.00

Personnel

	Full-Time	Part-Time
Operations:	2	1
Maintenance:	0	0
Administration:	1	0
Total:	3	1

Operation Characteristics

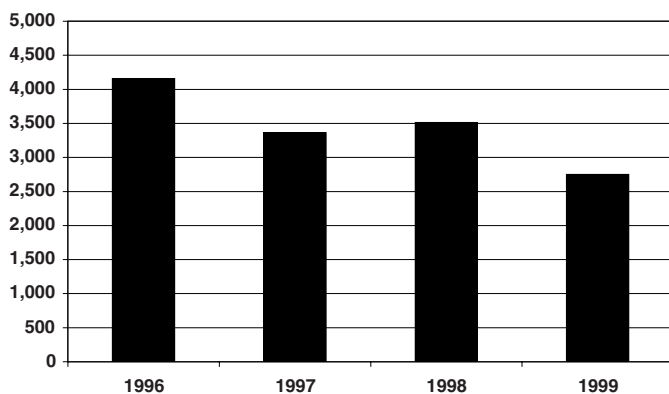
Revenue Vehicles:	3
Peak Hour Fleet:	3
Base Fleet:	3
Fuel Consumption(gal):	921

Ridership Trends

1996	4,143
1997	3,351
1998	3,501
1999	2,738

1999 Highlights

System Ridership Trend



Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages	\$6,670
Fringe:	\$3,882
Services:	\$0
Materials and Supplies:	\$97
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$9,883
Other	\$4,892
Total	\$25,424

Revenue Summary

Fare Revenue:	\$4,108
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$8,015
State Assistance:	\$2,762
Federal Assistance:	\$10,539
Total	\$25,424

Productivity

Total Passenger Boardings:	2,738
Total Vehicle Miles:	10,132
Revenue Vehicle Miles:	5,775

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.51
Operating Expense Per Passenger Trip:	\$9.29
Passenger Trips Per Total Vehicle Mile:	0.27
Passenger Trips Per Capita:	0.33

Financial Performance

Operating Subsidy:	\$21,316
Operating Subsidy Ratio:	84%
Locally Derived Income:	\$12,123
Locally Derived Income Per Operating Expense:	\$0.48
Fare Recovery Ratio:	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Ford	5+2wc	Yes	Gas
1	1996	Chevrolet	7	No	Gas
1	1999	Dodge	10+1wc	Yes	Gas

Rose View Transit & Paratransit System

401 South "Q" Street
 Richmond, IN 47374
 (765) 983-7227 Fax (765) 983-7305
 Contact: Terri Quinter, Operations Manager
 e-mail: transit@infocom.com

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Richmond City Limits
Service Population:	38,705

Service Hours

Weekday:	6:15am-5:45pm
Saturday:	10:15am-5:45pm
Sunday:	No Service
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.50
Elderly/Disabled:	\$0.50
Transfer:	Free
Other/Special:	Demand Response, Donation; Pass \$25/ Month; Student, E&D Pass \$17/ Month

Personnel

	Full-Time	Part-Time
Operations:	16	1
Maintenance:	1	0
Administration:	3	0
Total:	20	1

Operation Characteristics

Revenue Vehicles:	16
Peak Hour Fleet:	16
Base Fleet:	10
Fuel Consumption(gal):	36,419

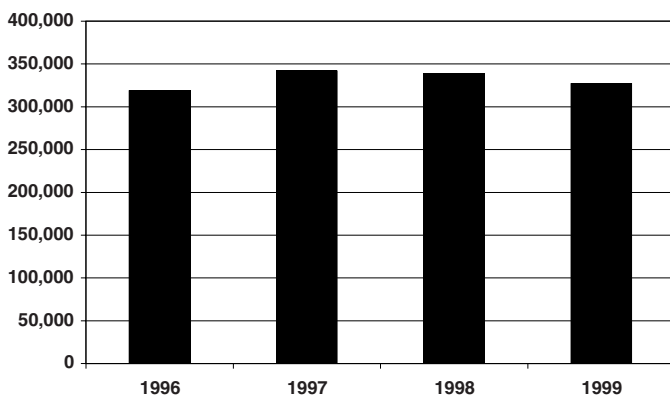
Ridership Trends

1996	317,484
1997	340,807
1998	337,522
1999	325,871

1999 Highlights

- Rose View Transit increased student ridership by developing a partnership with the Richmond Community Schools that made students aware of the ease of obtaining bus passes.
- The transit system developed a program that partners with several local non-profit agencies. This program allows agencies to create their own bus passes. Rose View approves the passes. The drivers collect the passes and Rose View invoices the agencies monthly. This makes it easier for individuals to obtain bus passes.

System Ridership Trend



Rose View Transit & Paratransit System

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$469,837
Other Salaries/Wages	\$1,593
Fringe:	\$89,833
Services:	\$26,667
Materials and Supplies:	\$62,250
Utilities:	\$6,472
Casualty/Liability:	\$31,748
Purchased Transportation:	\$0
Other	\$4,529
Total	\$692,929

Revenue Summary

Fare Revenue:	\$161,080
Charter/Other:	\$18,147
Contra & Other Fed/State:	\$3,485
Local Assistance:	\$37,942
State Assistance:	\$217,167
Federal Assistance:	\$255,108
Total	\$692,929

Productivity

Total Passenger Boardings:	325,871
Total Vehicle Miles:	338,256
Revenue Vehicle Miles:	320,985

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.05
Operating Expense Per Passenger Trip:	\$2.13
Passenger Trips Per Total Vehicle Mile:	0.96
Passenger Trips Per Capita:	8.42

Financial Performance

Operating Subsidy:	\$510,217
Operating Subsidy Ratio:	74%
Locally Derived Income:	\$217,169
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	23%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
2	1994	Ford/Turtle Top	21+2wc	Yes	Diesel
1	1995	Ford/Supreme	21+2wc	Yes	Diesel
2	1995	Dodge/Braun	12+2wc	Yes	Gas
3	1996	Ford/Supreme	18+2wc	Yes	Diesel
1	1996	Dodge/Braun	12+2wc	Yes	Gas
1	1997	Ford/Supreme	18+2wc	Yes	Diesel
1	1997	Dodge/Braun	12+2wc	Yes	Gas
2	1998	Ford/Supreme	20+2wc	Yes	Diesel
1	1999	Ford/Supreme	20+2wc	Yes	Diesel

Seymour Transit

301-309 N. Chestnut Street

Seymour, IN 47274

(812) 522-4020 Fax (812) 523-6687

Contact: Martha McIntire, Transit Coordinator

e-mail: mcintire@hsonline.net

General Information

Type of Service:	Point Deviated Fixed Route
Service Area:	City of Seymour
Service Population:	15,576

Service Hours

Weekday:	6:00am-6:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	7

Fare Structure

Express:	N/A
Base:	\$1.50
Youth:	\$0.50 (children 10 & under)
Elderly/Disabled:	\$1.00
Transfer:	N/A

Other/Special:

Tokens: 10 for \$12 (regular fare), 10 for \$8 (seniors), 10 for \$4 (children under 10); One-way fare may be paid in recyclable products (10 aluminum cans, 10 plastic pop bottles or 4 plastic milk bottles). Vehicle has storage containers on board for recyclable products.

Personnel

	Full-Time	Part-Time
Operations:	1	3
Maintenance:	0	1
Administration:	0	2
Total:	1	6

Operation Characteristics

Revenue Vehicles:	1
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	6,148

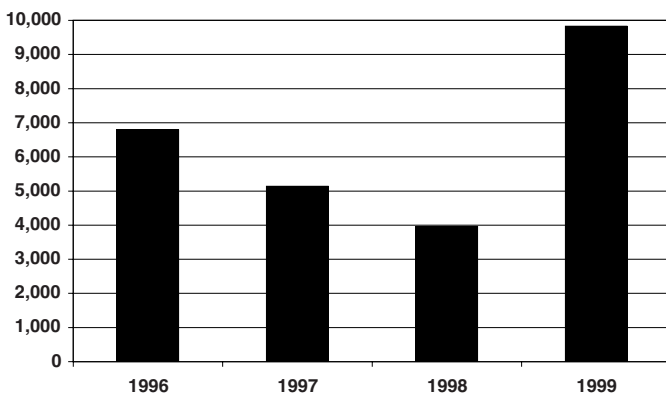
Ridership Trends

1996	6,757
1997	5,112
1998	3,932
1999	9,799

1999 Highlights

- Seymour Transit adopted a new concept in community transportation. Fares may be paid in recyclable products, i.e. 10 aluminum cans, four plastic milk jugs, or ten plastic pop bottles. Since its beginning in October 1998, over 60 percent of the riders are paying their fares with recyclables.
- Seymour Transit won the Indiana Cities and Towns Community Achievement Award.
- The transit system also won the Southern Indiana Rural Development Corporation's 1999 Success Story Award for public service.
- Seymour Transit was featured in the Indianapolis Star, the Louisville Courier Journal, Waste News, and CTA's Community Transportation magazine.

System Ridership Trend



Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$40,870
Other Salaries/Wages	\$0
Fringe:	\$4,403
Services:	\$12,635
Materials and Supplies:	\$4,858
Utilities:	\$0
Casualty/Liability:	\$5,524
Purchased Transportation:	\$0
Other	\$11,097
Total	\$79,387

Revenue Summary

Fare Revenue:	\$4,190
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$37,897
State Assistance:	\$7,000
Federal Assistance:	\$30,300
Total	\$79,387

Productivity

Total Passenger Boardings:	9,799
Total Vehicle Miles:	34,120
Revenue Vehicle Miles:	34,120

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.33
Operating Expense Per Passenger Trip:	\$8.10
Passenger Trips Per Total Vehicle Mile:	0.29
Passenger Trips Per Capita:	0.63

Financial Performance

Operating Subsidy:	\$75,197
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$42,087
Locally Derived Income Per Operating Expense:	\$0.53
Fare Recovery Ratio:	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	Ford	11+2wc	Yes	Gas

South Bend Public Transportation Corporation

901 East Northside Blvd., P.O. Box 1437
 South Bend, IN 46624
 (219) 239-2305 Fax (219) 239-2309
 Contact: Bruce A. Zakrzewski, Controller
 e-mail: ztranspo@aol.com

General Information

Type of Service: Fixed Route, Demand Response, Downtown Circulator, & College Shuttle Service
Service Area: South Bend & Mishawaka Metropolitan Area
Service Population: 148,590

Service Hours

Weekday: 4:50am-10:10pm
Saturday: 6:50am-7:00pm
Sunday: No Service
Holidays Without Service: 6

Fare Structure

Express: N/A
Base: \$0.75
Youth: \$0.75
Elderly/Disabled: \$0.35
Transfer: Free
Other/Special:
 Pass \$30/ Month; Student Pass \$25/ Month

Personnel

	Full-Time	Part-Time
Operations:	77	13
Maintenance:	18	1
Administration:	13	1
Total:	108	15

Operation Characteristics

Revenue Vehicles:	66
Peak Hour Fleet:	49
Base Fleet:	37
Fuel Consumption(gal):	413,318

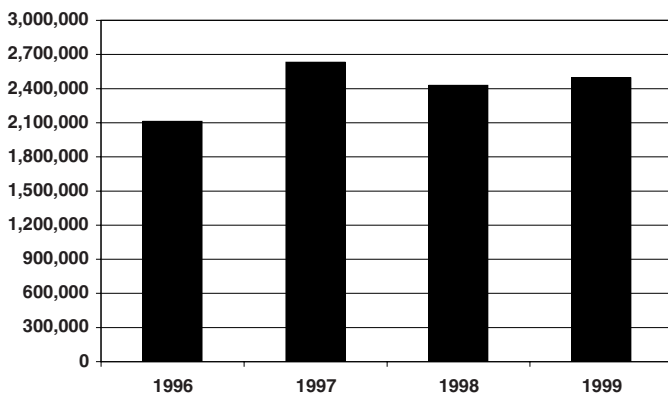
Ridership Trends

1996	2,104,373
1997	2,622,695
1998	2,420,500
1999	2,486,602

1999 Highlights

- The South Bend Public Transportation Corporation (SBPTC) improved its safety record, realizing a 24 percent decrease in preventable accidents in 1999.
- In August, SBPTC implemented a shuttle service connecting the University of Notre Dame, St. Mary's College, Holy Cross, and points in between.
- The system rehabilitated the Mishawaka Transfer Center and installed radiant heat in shelters for passengers.
- The system obtained another tenant for South Street Station. The tenant, Labor Ready, is a national employment agency.

System Ridership Trend



South Bend Public Transportation Corporation

Group

1

Operating Expense Summary

Operator Salaries/Wages:	\$2,647,963
Other Salaries/Wages	\$1,058,809
Fringe:	\$948,003
Services:	\$510,424
Materials and Supplies:	\$522,172
Utilities:	\$160,742
Casualty/Liability:	\$139,703
Purchased Transportation:	\$0
Other	\$114,050
Total	\$6,101,866

Revenue Summary

Fare Revenue:	\$1,262,447
Charter/Other:	\$308,295
Contra & Other Fed/State:	\$0
Local Assistance:	\$2,353,611
State Assistance:	\$1,753,513
Federal Assistance:	\$424,000
Total	\$6,101,866

Productivity

Total Passenger Boardings:	2,486,602
Total Vehicle Miles:	1,891,181
Revenue Vehicle Miles:	1,671,114

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.23
Operating Expense Per Passenger Trip:	\$2.45
Passenger Trips Per Total Vehicle Mile:	1.31
Passenger Trips Per Capita:	16.73

Financial Performance

Operating Subsidy:	\$4,531,124
Operating Subsidy Ratio:	74%
Locally Derived Income:	\$3,924,353
Locally Derived Income Per Operating Expense:	\$0.64
Fare Recovery Ratio:	21%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
39	1987	Flexible	40	No	Diesel
4	1991	Flexible	39	No	Diesel
3	1994	Dodge	4+2wc	Yes	Gas
4	1996	AVS	22+2wc	Yes	Electric
5	1999	Champion	12+3wc	Yes	Diesel
11	1999	Gillig	35+2wc	Yes	Diesel

Transit Authority of River City

1000 West Broadway
 Louisville, KY 40203
 (502) 561-5100 Fax (502) 561-5244
 Contact: J. Barry Barker, Executive Director
 e-mail: tarc@aye.net

General Information

Type of Service: Fixed Route and Demand Response
 Service Area: New Albany, Clarkesville, & Jeffersonville City Limits
 Service Population: 77,996

Service Hours

Weekday: 5:30am-11:00pm
 Saturday: 8:00am-10:30pm
 Sunday: 8:00am-9:30pm
 Holidays Without Service: 0

Fare Structure

Express: N/A
 Base: \$1.00 Peak, \$0.75 Off-Peak
 Youth: \$0.50 with ID card
 Elderly/Disabled: \$0.50 with ID card
 Transfer: Free
 Other/Special:
 Commuter Tickets \$5/ 10 Tickets; E&D Tickets \$4/ 10 Tickets; Monthly Pass \$23

Personnel

	Full-Time	Part-Time
Operations:	412	43
Maintenance:	130	0
Administration:	65	0
Total:	607	43

Operation Characteristics

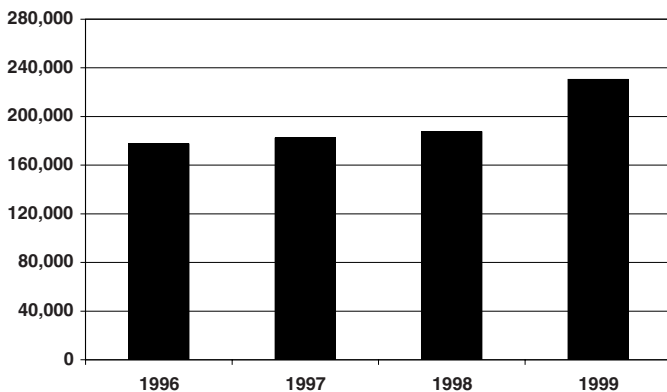
Revenue Vehicles:	278
Peak Hour Fleet:	10
Base Fleet:	2
Fuel Consumption(gal):	125,875

Ridership Trends

1996	176,615
1997	181,489
1998	186,576
1999	229,659

1999 Highlights

System Ridership Trend



Transit Authority of River City

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$451,448
Other Salaries/Wages	\$0
Fringe:	\$406,213
Services:	\$18,255
Materials and Supplies:	\$123,037
Utilities:	\$22,680
Casualty/Liability:	\$43,025
Purchased Transportation:	\$172,842
Other	\$25,053
Total	\$1,262,553

Revenue Summary

Fare Revenue:	\$281,676
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$128,638
State Assistance:	\$360,405
Federal Assistance:	\$491,834
Total	\$1,262,553

Productivity

Total Passenger Boardings:	229,659
Total Vehicle Miles:	481,517
Revenue Vehicle Miles:	447,425

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.62
Operating Expense Per Passenger Trip:	\$5.50
Passenger Trips Per Total Vehicle Mile:	0.48
Passenger Trips Per Capita:	2.94

Financial Performance

Operating Subsidy:	\$980,877
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$410,314
Locally Derived Income Per Operating Expense:	\$0.32
Fare Recovery Ratio:	22%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
16	1982	RTS	45	No	Diesel
7	1984	Carpenter	27+2wc	Yes	Diesel
50	1987	Flexible	45+2wc	Yes	Diesel
9	1987	Chance	17+2wc	Yes	Diesel
61	1989	Flexible	45+2wc	Yes	Diesel
7	1990	Orion	21+2wc	Yes	Diesel
38	1994	Flexible	45+2wc	Yes	Diesel
11	1995	Orion	21+2wc	Yes	Diesel
20	1997	Supreme	20+2wc	Yes	Diesel
5	1998	Chance	22+2wc	Yes	Diesel
27	1998	Gillig	40+2wc	Yes	Diesel
27	1998	Gillig	40+2wc	Yes	Diesel

Transit Utility for the City of Terre Haute

901 South 14th Street
 Terre Haute, IN 47807
 (812) 235-0109 Fax (812) 235-0109
 Contact: Stephen Chernay, General Manager
 e-mail: n/a

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Terre Haute City Limits and West Terre Haute
Service Population:	59,978

Service Hours

Weekday:	6:05am-5:45pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	9

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.75
Elderly/Disabled:	\$0.35
Transfer:	N/A
Other/Special:	
Transit Pass \$25/ Month; \$10 for 14 ride ticket	

Personnel

	Full-Time	Part-Time
Operations:	15	0
Maintenance:	5	0
Administration:	2	0
Total:	22	0

Operation Characteristics

Revenue Vehicles:	11
Peak Hour Fleet:	8
Base Fleet:	8
Fuel Consumption(gal):	39,224

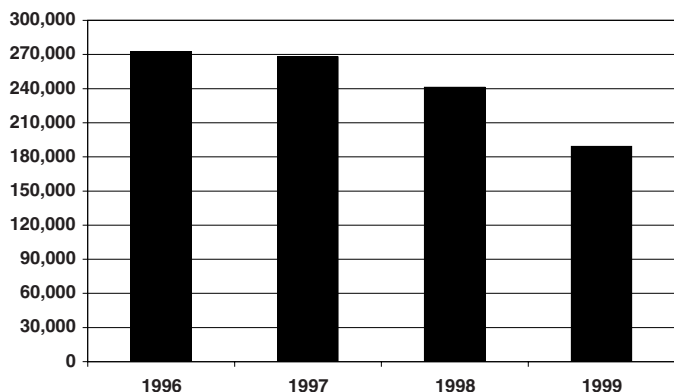
Ridership Trends

1996	271,798
1997	267,138
1998	240,424
1999	188,321

1999 Highlights

- For the first time in over 10 years, Terre Haute Transit Utility offered rides for the Annual Vigo County Fair. The transit system also carried fans to the Indianapolis Colts' training camp at the Rose Hulman College Campus.
- Terre Haute Transit Utility, along with many of its current riders, joined a local TV station with a program called Share Your Thanksgiving. Anyone who donated a can of food could ride free. This is the third year that the transit system has done this.

System Ridership Trend



Transit Utility for the City of Terre Haute

Group

2

Operating Expense Summary

Operator Salaries/Wages:	\$353,573
Other Salaries/Wages	\$216,146
Fringe:	\$147,083
Services:	\$21,040
Materials and Supplies:	\$72,184
Utilities:	\$20,910
Casualty/Liability:	\$38,997
Purchased Transportation:	\$0
Other	\$26,146
Total	\$896,079

Revenue Summary

Fare Revenue:	\$121,336
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$184,381
State Assistance:	\$250,000
Federal Assistance:	\$340,362
Total	\$896,079

Productivity

Total Passenger Boardings:	188,321
Total Vehicle Miles:	288,578
Revenue Vehicle Miles:	267,894

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.11
Operating Expense Per Passenger Trip:	\$4.76
Passenger Trips Per Total Vehicle Mile:	0.65
Passenger Trips Per Capita:	3.14

Financial Performance

Operating Subsidy:	\$774,743
Operating Subsidy Ratio:	86%
Locally Derived Income:	\$305,717
Locally Derived Income Per Operating Expense:	\$0.34
Fare Recovery Ratio:	14%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Ford/Supreme	14+2wc	Yes	Diesel
2	1996	Ford/Supreme	16+2wc	Yes	Diesel
2	1997	Ford/Supreme	14+2wc	Yes	Diesel
4	1997	Ford/Supreme	16+2wc	Yes	Diesel
2	1999	Ford/Supreme	16+2wc	Yes	Diesel

Trade Winds Rehabilitation Center

5901 W. 7th Avenue, Box 6308

Gary, IN 46406-0308

(219) 949-4000 ext. 201 Fax (219) 944-8134

Contact: Dennis Streif, Manager of Transportation

e-mail: n/a

General Information

Type of Service:	Demand Response
Service Area:	Lake, Porter, and LaPorte Counties
Service Population:	51,422 (estimated)

Service Hours

Weekday:	6:00am-6:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	8

Fare Structure

Express:	N/A
Base:	N/A
Youth:	N/A
Elderly/Disabled:	Based on Ability to Pay
Transfer:	N/A
Other/Special:	N/A

Personnel

	Full-Time	Part-Time
Operations:	26	4
Maintenance:	1	0
Administration:	2	0
Total:	29	4

Operation Characteristics

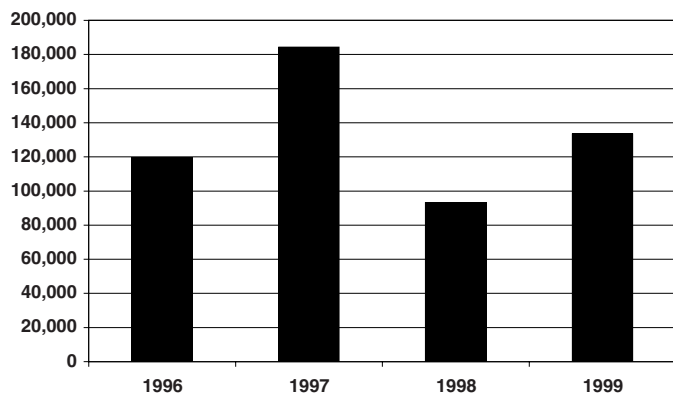
Revenue Vehicles:	33
Peak Hour Fleet:	30
Base Fleet:	30
Fuel Consumption(gal):	96,207

Ridership Trends

1996	118,694
1997	183,713
1998	92,648
1999	132,922

1999 Highlights

System Ridership Trend



Trade Winds Rehabilitation Center

Group

3

Operating Expense Summary

Operator Salaries/Wages:	\$683,106
Other Salaries/Wages	\$139,911
Fringe:	\$234,597
Services:	\$2,617
Materials and Supplies:	\$113,262
Utilities:	\$3,693
Casualty/Liability:	\$81,809
Purchased Transportation:	\$0
Other	\$60,525
Total	\$1,319,520

Revenue Summary

Fare Revenue:	\$372,510
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$93,423
State Assistance:	\$607,998
Federal Assistance:	\$245,589
Total	\$1,319,520

Productivity

Total Passenger Boardings:	132,922
Total Vehicle Miles:	758,324
Revenue Vehicle Miles:	600,071

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.74
Operating Expense Per Passenger Trip:	\$9.93
Passenger Trips Per Total Vehicle Mile:	0.18
Passenger Trips Per Capita:	2.58

Financial Performance

Operating Subsidy:	\$947,010
Operating Subsidy Ratio:	72%
Locally Derived Income:	\$465,933
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	28%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1987	Ford	4+2wc	Yes	Gas
1	1991	Ford	14	No	Gas
1	1994	Ford	12+2wc	Yes	Gas
1	1994	Ford	16+1wc	Yes	Diesel
5	1994	Ford	21	No	Diesel
2	1994	Ford	12+2wc	Yes	Diesel
4	1995	Ford	14	No	Gas
2	1995	Ford	12+2wc	Yes	Diesel
3	1995	Dodge	12+2wc	Yes	Gas
3	1995	Ford	16+1wc	Yes	Diesel
2	1995	Ford	21	No	Diesel
2	1995	Ford	2+6wc	Yes	Diesel
1	1996	Chevrolet	14	No	Gas
3	1996	Dodge	12+2wc	Yes	Gas
1	1998	Chevrolet	6	No	Gas
1	1999	Dodge	14	No	Gas

Union County Transit Service

P.O. Box 333

Liberty, IN 47353

(765) 458-7277 Fax (765) 458-7722

Contact: Beth McCoy, Transportation Supervisor

e-mail: uccahud@si-net.com

General Information

Type of Service:	Demand Response
Service Area:	Union County with trips to Richmond and Connersville
Service Population:	6,976

Service Hours

Weekday:	6:00am-6:00pm
Saturday:	On request
Sunday:	On request
Holidays Without Service:	6

Fare Structure

Express:	N/A
Base:	Zone1 \$.65; Zone2 \$1; Zone3 \$1.25; Zone4 \$1.50; Zone5 \$1.75; Zone6 \$3.50
Youth:	N/A
Elderly/Disabled:	N/A
Transfer:	N/A
Other/Special:	N/A

Personnel

	Full-Time	Part-Time
Operations:	0	16
Maintenance:	0	0
Administration:	1	2
Total:	1	18

Operation Characteristics

Revenue Vehicles:	10
Peak Hour Fleet:	8
Base Fleet:	6
Fuel Consumption(gal):	9,200

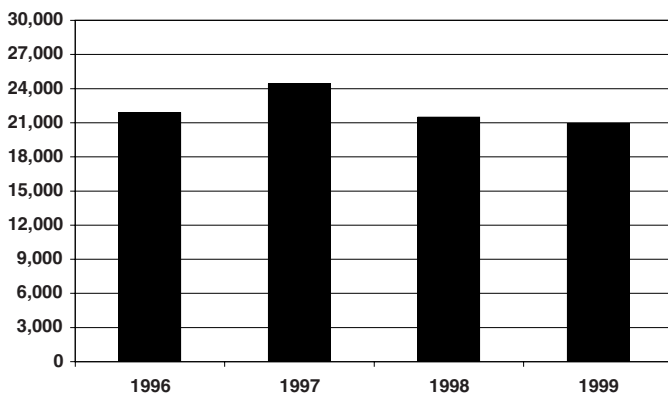
Ridership Trends

1996	21,793
1997	24,321
1998	21,407
1999	20,834

1999 Highlights

- Union County Transit Service received a new Section 5311 Modified Dodge Raised Roof van in December 1999. The system also received a new Section 16 Dodge Modified mini-van in December 1999.

System Ridership Trend



Union County Transit Service

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$103,091
Other Salaries/Wages	\$0
Fringe:	\$10,340
Services:	\$11,880
Materials and Supplies:	\$13,460
Utilities:	\$1,600
Casualty/Liability:	\$19,228
Purchased Transportation:	\$0
Other	\$4,645
Total	\$164,244

Revenue Summary

Fare Revenue:	\$19,398
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$52,488
State Assistance:	\$34,238
Federal Assistance:	\$58,120
Total	\$164,244

Productivity

Total Passenger Boardings:	20,834
Total Vehicle Miles:	112,748
Revenue Vehicle Miles:	87,624

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.46
Operating Expense Per Passenger Trip:	\$7.88
Passenger Trips Per Total Vehicle Mile:	0.18
Passenger Trips Per Capita:	2.99

Financial Performance

Operating Subsidy:	\$144,846
Operating Subsidy Ratio:	88%
Locally Derived Income:	\$71,886
Locally Derived Income Per Operating Expense:	\$0.44
Fare Recovery Ratio:	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1988	Ford	11	No	Gas
1	1989	Ford	6	No	Gas
1	1990	Dodge	11+1wc	Yes	Gas
1	1991	Plymouth	5+1wc	Yes	Gas
1	1992	Ford	14	No	Gas
1	1995	Dodge	11+1wc	Yes	Gas
1	1996	Dodge	11+1wc	Yes	Gas
1	1997	Dodge	11+1wc	Yes	Gas
1	1999	Dodge	11+2wc	Yes	Gas
1	1999	Dodge	5+2wc	Yes	Gas

Wabash County Transit

239 Bond Street
 Wabash, IN 46992
 (219) 563-4475 Fax (765) 569-1535
 Contact: Deb Schneider, Executive Director
 e-mail: wccoanetusa1.net

General Information

Type of Service:	Demand Response
Service Area:	Wabash County
Service Population:	35,069

Service Hours

Weekday:	5:00am-6:30pm
Saturday:	By appointment
Sunday:	By appointment
Holidays Without Service:	10

Fare Structure

Express:	N/A
Base:	\$1 City Limits, \$2 County
Youth:	\$1 City Limits, \$2 County
Elderly/Disabled:	Donation
Transfer:	N/A
Other/Special:	N/A

Personnel

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

Operation Characteristics

Revenue Vehicles:	5
Peak Hour Fleet:	3
Base Fleet:	2
Fuel Consumption(gal):	6,369

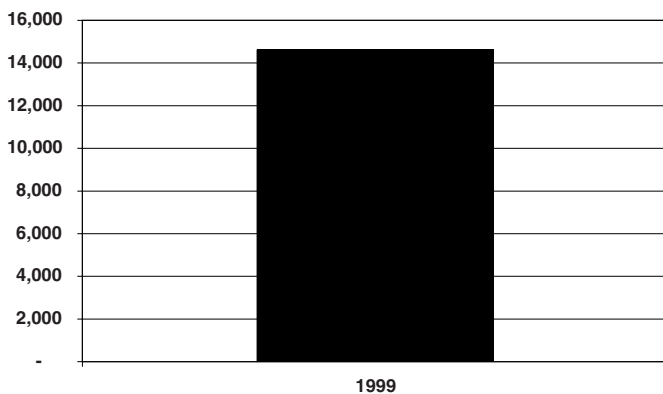
Ridership Trends

1999	14,565
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1999 Highlights

- Using three vans, the system provided more than 14,000 passenger trips in its first year. Congressman Buyer took part in a ribbon-cutting ceremony for the county's first public transit vehicle.
- Wabash County Transit was featured in the fall edition of CTAA's Community Transportation magazine.

System Ridership Trend



Wabash County Transit

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$36,672
Other Salaries/Wages	\$27,246
Fringe:	\$2,367
Services:	\$1,771
Materials and Supplies:	\$2,900
Utilities:	\$1,500
Casualty/Liability:	\$2,000
Purchased Transportation:	\$0
Other	\$1,214
Total	\$75,670

Revenue Summary

Fare Revenue:	\$11,907
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$31,928
State Assistance:	\$0
Federal Assistance:	\$31,835
Total	\$75,670

Productivity

Total Passenger Boardings:	14,565
Total Vehicle Miles:	80,773
Revenue Vehicle Miles:	70,382

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$0.94
Operating Expense Per Passenger Trip:	\$5.20
Passenger Trips Per Total Vehicle Mile:	0.18
Passenger Trips Per Capita:	0.42

Financial Performance

Operating Subsidy:	\$63,763
Operating Subsidy Ratio:	84%
Locally Derived Income:	\$43,835
Locally Derived Income Per Operating Expense:	\$0.58
Fare Recovery Ratio:	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1991	Dodge	9+2wc	Yes	Gas
1	1995	Dodge	9+2wc	Yes	Gas
1	1995	Dodge	14	No	Gas
1	1998	Dodge	9+2wc	Yes	Gas
1	1999	Dodge	14	No	Gas

Washington Transit System

2100 East Memorial Avenue
 Washington, IN 47501
 (812) 254-4564 Fax (812) 254-8231
 Contact: Gary Raymann, Transit Manager
 e-mail: n/a

General Information

Type of Service:	Fixed Route and Demand Response
Service Area:	Washington City Limits
Service Population:	10,838

Service Hours

Weekday:	7:00am-5:00pm
Saturday:	No Service
Sunday:	No Service
Holidays Without Service:	12

Fare Structure

Express:	N/A
Base:	\$0.75
Youth:	\$0.50
Elderly/Disabled:	\$0.75
Transfer:	N/A
Other/Special:	
E&D Fare \$.25 with AOA coupon; ADA Paratransit Service \$1.50 (certified riders)	

Personnel

	Full-Time	Part-Time
Operations:	1	2
Maintenance:	0	0
Administration:	0	0
Total:	1	2

Operation Characteristics

Revenue Vehicles:	5
Peak Hour Fleet:	1
Base Fleet:	1
Fuel Consumption(gal):	5,339

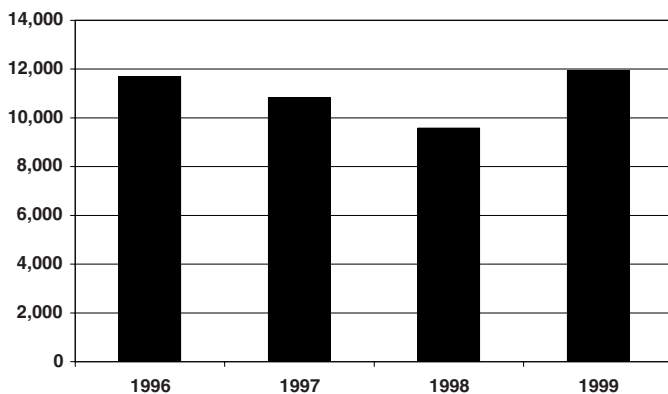
Ridership Trends

1996	11,651
1997	10,796
1998	9,543
1999	11,884

1999 Highlights

- Ridership on the Washington Transit System increased 25 percent. This increase was attributable principally to a change in the driving staff and more aggressive efforts to attract/retain passengers.
- Passenger fare revenue increased 14 percent due to the 25 percent increase in total passengers.

System Ridership Trend



Washington Transit System

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$20,809
Other Salaries/Wages	\$0
Fringe:	\$12,319
Services:	\$16,122
Materials and Supplies:	\$8,967
Utilities:	\$4,237
Casualty/Liability:	\$2,973
Purchased Transportation:	\$0
Other	\$1,808
Total	\$67,235

Revenue Summary

Fare Revenue:	\$5,130
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$12,963
State Assistance:	\$18,090
Federal Assistance:	\$31,052
Total	\$67,235

Productivity

Total Passenger Boardings:	11,884
Total Vehicle Miles:	30,373
Revenue Vehicle Miles:	30,373

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.21
Operating Expense Per Passenger Trip:	\$5.66
Passenger Trips Per Total Vehicle Mile:	0.39
Passenger Trips Per Capita:	1.10

Financial Performance

Operating Subsidy:	\$62,105
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$18,093
Locally Derived Income Per Operating Expense:	\$0.27
Fare Recovery Ratio:	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1993	Dodge	6+2wc	Yes	Gas
1	1994	Dodge	6+2wc	Yes	Gas
3	1996	Ford/Supreme	18+2wc	Yes	Gas

Waveland Volunteer Transit

660 North 36th Street, P.O. Box 4727
 Lafayette, IN 43176
 (765) 447-7683 Fax (765) 447-6862
 Contact: Jean Engelke, Deputy Director
 e-mail: jengelke@areaivagency.org

General Information

Type of Service: Reservation
 Service Area: Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland
 Service Population: 10,993

Service Hours

Weekday: 24 hours per day
 Saturday: 24 hours per day
 Sunday: 24 hours per day
 Holidays Without Service: 0

Fare Structure

Express: N/A
 Base: N/A
 Youth: N/A
 Elderly/Disabled: N/A
 Transfer: N/A
 Other/Special:
 Contributions from passengers

Personnel

	Full-Time	Part-Time
Operations:	0	0
Maintenance:	0	0
Administration:	0	2
Total:	0	2

Operation Characteristics

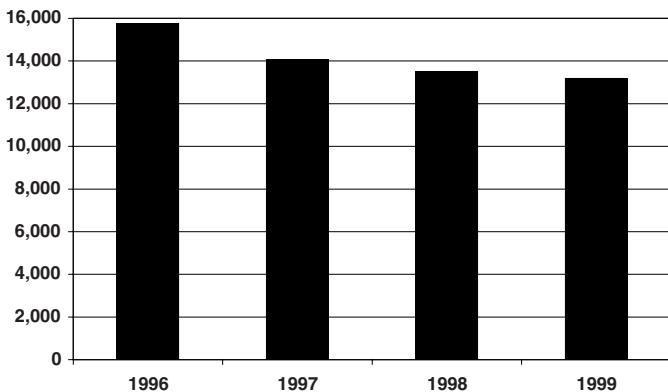
Revenue Vehicles:	7
Peak Hour Fleet:	7
Base Fleet:	7
Fuel Consumption(gal):	3,882

Ridership Trends

1996	15,709
1997	14,001
1998	13,462
1999	13,134

1999 Highlights

System Ridership Trend



Waveland Volunteer Transit

Group

4

Operating Expense Summary

Operator Salaries/Wages:	\$17,278
Other Salaries/Wages	\$36,992
Fringe:	\$4,898
Services:	\$2,210
Materials and Supplies:	\$17,882
Utilities:	\$3,942
Casualty/Liability:	\$4,534
Purchased Transportation:	\$0
Other	\$13,118
Total	\$100,854

Revenue Summary

Fare Revenue:	\$5,628
Charter/Other:	\$0
Contra & Other Fed/State:	\$0
Local Assistance:	\$41,613
State Assistance:	\$6,000
Federal Assistance:	\$47,613
Total	\$100,854

Productivity

Total Passenger Boardings:	13,134
Total Vehicle Miles:	34,928
Revenue Vehicle Miles:	34,928

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.89
Operating Expense Per Passenger Trip:	\$7.68
Passenger Trips Per Total Vehicle Mile:	0.38
Passenger Trips Per Capita:	1.19

Financial Performance

Operating Subsidy:	\$95,226
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$26,603
Locally Derived Income Per Operating Expense:	\$0.26
Fare Recovery Ratio:	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1990	Dodge	9+2wc	Yes	Gas
1	1991	Dodge	14	No	Gas
4	1994	Dodge	13	No	Gas
1	1995	Dodge	12+2wc	Yes	Gas

SECTION FOUR

**Elderly/Disabled (Section 16)
Transportation Providers**

ELDERLY/DISABLED (SECTION 16) TRANSPORTATION PROVIDERS

Section 16 (of the Federal Transit Act) authorizes federal capital assistance grants to meet the special needs of elderly persons and persons with disabilities where public mass transportation services are unavailable, insufficient or inappropriate. Eligible applicants include private non-profit organizations and public bodies that coordinate specialized transportation services.

Indiana annually receives about \$1.5 million in federal funds to distribute on an 80 percent federal and 20 percent local matching basis. Eligible equipment requests include passenger vehicles, accessibility equipment and communication systems.

The Indiana Department of Transportation, Public Transit Section solicits Section 16 applications, selects projects, executes grant awards, buys equipment and monitors vehicle operation. To participate in the Section 16 program, an applicant must submit an application that meets the following criteria: coordination, need, service and capacity.

Further questions about the Section 16 program should be directed to the Section 16 Program Manager at 317/232-1493.

The following agencies, listed by county, are currently operating Section 16 vehicles:

	<u>PHONE NUMBER</u>
ADAMS	
Adams County Council on Aging.....	219/724-9926
ALLEN	
Allen County Council on Aging.....	219/426-0060
Byron Health Center	219/637-3166
Turnstone Center	219/483-2100
BARTHOLOMEW	
Developmental Services	812/376-9404
BLACKFORD	
Community and Family Services.....	219/726-9318
BOONE	
Boone County Senior Services	765/482-5220
BROWN	
Area XI Agency on Aging.....	812/372-6918
CARROLL	
Area IV Agency on Aging.....	765/447-7683
CASS	
Cass County Council on Aging	219/722-2424
Woodlawn Center	219/753-4104
CLARK	
New Hope Services of Jeffersonville.....	812/288-8248
YMCA of Southern Indiana	812/256-2005
CLAY	
Clay County Council on Aging	812/448-2644

PHONE NUMBER

DAVISS

Four Rivers Resource Services..... 812/254-4471
Senior and Family Services..... 812/254-1881

DEARBORN

Area 12 Council on Aging..... 812/432-5215

DECATUR

Area XI Agency on Aging..... 812/372-6918

DEKALB

DeKalb County Council on Aging..... 219/925-3311
DeKalb Parent's Council for Handicapped Children..... 219/925-3865

DELAWARE

Area 6 Community and Senior Services (Lifestream Services).....765/759-1121
Comprehensive Mental Health of East Central Indiana.....765/288-1928

ELKHART

Association for the Disabled of Elkhart County.....219/848-7451
City of Nappanee219/773-2112

FAYETTE

Fayette County Council on Aging.....765/827-1511
Landmark Services.....765/827-1171

FLOYD

Interfaith Community Council812/948-9248
Lifespan Resources.....812/948-8330
Rauch Inc.....812/945-4063
St. Elizabeth - Southern Indiana812/949-7305

FOUNTAIN

Area IV Agency on Aging.....765/447-7683

FULTON

Fulton County Council on Aging.....219/223-6953

GIBSON

Gibson County Area Rehabilitation Centers.....812/386-6312
Gibson County Council on Aging.....812/386-6312

GRANT

Carey Services.....765/668-8961

GREENE

Four Rivers Resource Services.....812/254-4471

HAMILTON

Hamilton County Senior Citizens Services.....317/815-7000
Janus Developmental Services317/773-8781

HANCOCK

Independent Residential Living.....317/861-0032

HARRISON

Blue River Services.....812/364-4142

	<u>PHONE NUMBER</u>
HENDRICKS	
Sycamore Services.....	317/745-4715
HUNTINGTON	
Huntington County Council on Aging	219/356-3006
JACKSON	
Area XI Agency on Aging.....	812/372-6918
JAY	
Jay-Randolph Developmental Services	219/726-7931
JEFFERSON	
Area 12 Council on Aging.....	812/432-5215
JENNINGS	
Area XI Agency on Aging.....	812/372-6918
JOHNSON	
Johnson County Association for Retarded Citizens.....	317/738-5500
Johnson County Senior Services.....	317/535-8553
KNOX	
Knox County Association for Retarded Citizens	812/886-4312
YMCA of Vincennes	812/882-2285
KOSCIUSKO	
Kosciusko Community Senior Services.....	219/267-4648
LA PORTE	
LaPorte County Council on Aging	219/326-7889
Michiana Resources.....	219/874-4288
Parents Council for H & R Children of LaPorte County.....	219/872-6996
LAGRANGE	
LaGrange County Council on Aging.....	219/463-4161
LAWRENCE	
Lawrence County ARC.....	812/279-3229
MARION	
Catholic Social Services of Indianapolis.....	317/326-1500
Community Centers of Indianapolis.....	317/638-3669
Crossroads Rehabilitation of Indianapolis.....	317/466-1000
Independent Residential Living.....	317/861-0032
Noble of Indiana	317/264-1472
MARSHALL	
Marshall County Council on Aging	219/936-9904
MARTIN	
Four Rivers Resource Services.....	812/254-4471
MIAMI	
Miami County YMCA	765/472-1979
MONTGOMERY	
Area IV Agency on Aging.....	765/447-7683

PHONE NUMBER

MORGAN

Coordinated Aging Services of Morgan County.....765/342-3007

NOBLE

Noble County Association for Retarded Citizens.....219/636-2155
Noble County Council on Aging.....219/347-4226
Northeastern Center.....219/347-4400

OHIO

Area 12 Council on Aging.....812/432-5215

ORANGE

Older Americans Services Corporation.....812/865-3352
Orange County Rehabilitation and Developmental Services.....812/723-4486

PARKE

Child Adult Resource Services.....765/569-2076

PERRY

Perry County Council on Aging.....812/547-8115

PORTER

Porter County Council on Aging & Aged.....219/464-9736

POSEY

Posey County Council on Aging.....812/838-4656
Posey County Rehabilitation Services.....812/838-0636

PUTNAM

Putnam County Comprehensive Services.....765/653-9763

RANDOLPH

Jay-Randolph Developmental Services.....219/726-7931

RIPLEY

Area 12 Council on Aging.....812/432-5215
New Horizons Rehabilitation.....812/934-4528

RUSH

Rush County Senior Services.....765/932-2935

SHELBY

Shelby Senior Services.....317/398-0127

SPENCER

Spencer County Council on Aging.....812/937-4410

STEBEN

RISE, Inc.219/665-9408
Steuben County Council on Aging.....219/665-9856

SULLIVAN

Four Rivers Resource Services.....812/254-4471

SWITZERLAND

Area 12 Council on Aging.....812/432-5215

TIPPECANOE

Tippecanoe County Council on Aging.....765/447-2311

	<u>PHONE NUMBER</u>
UNION	
Union County Council on Aging	765/458-7277
VANDERBURGH	
Evansville Association for Retarded Citizens.....	812/428-4500
VIGO	
West Central Indiana Economic Development District.....	812/238-1561
WABASH	
Wabash County Council on Aging.....	219/563-4475
WARRICK	
Warrick County Council on Aging.....	812/897-4437
WAYNE	
Adult Day Care of Richmond	765/966-0852
Northeastern Senior Center	765/847-2258
Wayne County Council for Retarded Citizens	765/966-0502
WELLS	
Bi-County Services	219/824-1253
Wells County Council on Aging.....	219/824-1070
WHITE	
Comprehensive Developmental Centers.....	219/583-8227
WHITLEY	
Whitley County Council on Aging	219/248-8944

SECTION FIVE

Transit Partners & Advocates

TRANSIT PARTNERS AND ADVOCATES

American Public Transit Association (APTA)

1201 New York Avenue NW
Washington, DC 20005
Phone: (202) 898-4000
Fax: (202) 898-4049
Website: <http://www.apta.com>

Community Transportation Association of America (CTAA)

1341 G Street NW, Suite 600
Washington, D.C. 20005
Phone: (202) 628-1480
Fax: (202) 737-9197
Website: <http://www.ctaa.org>

Family and Social Services Administration (FSSA)

P.O. Box 7083
402 W. Washington Street
Indianapolis, IN 46207-7083
Phone: (317) 233-4454
Fax: (317) 233-4693
Website: <http://www.ai.org/fssa/index.html>

Federal Transit Administration Region 5

200 W. Adams Street, Suite 2410
Chicago, IL 60606
Phone: (312) 353-2865
Fax: (312) 886-0351
Website: <http://www.fta.dot.gov>

Governor's Planning Council for People with Disabilities

143 West Market # 404
Indianapolis, IN 46204-2821
Phone: (317) 232-7770
TT: (317) 232-7771
Fax: (317) 233-3712
Website: <http://www.state.in.us/gpcpd/>

Indiana Council on Specialized Transportation (INCOST)

825 East Eighth Street
Bloomington, IN 47808
Phone: (800) 334-3554

Indiana Department of Transportation Public Transit Section

100 North Senate Avenue, Room N901
Indianapolis, IN 46204
Phone: (317) 232-1482
Fax: (317) 232-1499
Website: http://www.state.in.us/dot/intermodal/public/tran_1.htm

Indiana RTAP Program

825 East Eighth Street
Bloomington, IN 47808
Toll Free: (800) 334-3554
Toll Call: (812) 855-8143
Fax: (812) 855-8022
Website: <http://www.indiana.edu/~iutrans/rtap>

Indiana Transportation Association

Kent McDaniel, Executive Director
825 East Eighth Street
Bloomington, IN 47808-8022
Phone: (812) 855-8143
Fax: (812) 855-8022

Indiana Metropolitan Planning Organizations

Bloomington Area Transportation Study

Mr. Tom Micuda, Director
P.O. Box 100, Municipal Building
Bloomington, IN 47402
Phone: (812) 349-3531
Website: <http://www.city.bloomington.in.us/planning>

Delaware-Muncie Metropolitan Plan Commission

Ms. Marta Moody, Executive Director
206 Delaware County Building
Muncie, IN 47305
Phone: (765) 747-7740

Evansville Urban Transportation Study

Ms. Rose Zigenfus, Executive Director
316 Civic Center Complex
Evansville, IN 47708
Phone: (812) 426-5230
Website: <http://www.evansville.net/~euts/home.htm>

City of Indianapolis-Department of Metropolitan Development

Mr. Mike Peoni, Manager, Metropolitan Planning Organization
200 East Washington Street, Suite 1841
Indianapolis, IN 46204
Phone: (317) 327-5136
Website: <http://www.indygov.org/indympo/>

Kentuckian Regional Planning and Development Agency

Mr. Jack Scriber, Executive Director
11520 Commonwealth Avenue
Louisville, KY 40299
Phone: (502) 266-6084
Website: <http://www.kipda.org>

Kokomo & Howard County Governmental Coordinating Council

Mr. Larry Ives, Transportation Director
120 East Mulberry Street, Suite 116
Kokomo, IN 46901
Phone: (765) 456-2336

Madison County Council of Governments

Mr. Jerry Bridges, Executive Director
16 East Ninth Street
Anderson, IN 46016
Phone: (765) 641-9482

Michiana Area Council of Governments

Ms. Sandi Seanor, Executive Director
227 West Jefferson Boulevard, Room 1120
South Bend, IN 46601
Phone: (219) 287-1829
Website: <http://hometown.aol.com/macogplanr/macog.htm>

Northeastern Indiana Regional Coordinating Council

Mr. Elias Samaan
Director of Transportation Planning
City-County Building, Room 640
Fort Wayne, IN 46802
Phone: (219) 428-7309
Website: http://www.acdps.org/framesets/trans_frm.htm

Northwestern Indiana Regional Plan Commission

Mr. Steve Strains, Director of Transportation
6100 Southport Road
Portage, IN 46368
Phone: (219) 763-6060
Website: <http://www.nirpc.org/home.html>

Tippecanoe County Area Plan Commission

Mr. Jim Hawley, Executive Director
20 North Third Street
Lafayette, IN 47901-1209
Phone: (765) 423-9242

West Central Indiana Economic Development Corporation

Mr. Merv Nolot, Executive Director
1718 Wabash Avenue, P.O. Box 359
Terre Haute, IN 47808
Phone: (812) 238-1561
Website: <http://www.indstate.edu/wciedd/>

Indiana Regional Planning Councils

Association of Indiana Counties

101 West Market Street, Suite 1792
Indianapolis, IN 46204
Phone: (317) 684-3710
Website: <http://www.ai.org/aic/index.html>

Indiana Association of Cities and Towns

150 West Market Street, Suite 728
Indianapolis, IN 46204
Phone: (317) 237-6200
Fax: (317) 237-6206
Website: <http://www.citiesandtowns.org/>

Indiana 15 Regional Planning Commission

Karen S. Dearlove, Executive Director
610 Main Street, P.O. Box 786
Jasper, IN 47547-0786
Phone: (812) 482-4535
Fax: (812) 482-4863

III-A Development District

119 West Mitchell Street, Suite 2
Kendallville, IN 46755
Phone: (219) 347-4714

Kankakee/Iroquois Regional Planning Commission

115 East Fourth Street, P.O. Box 127
Monon, IN 47959
Phone: (219) 253-6658

River Hills Economic Development District & Regional Planning Commission

1710 West Court Avenue, Suite 104
Jeffersonville, IN 47130
Phone: (812) 288-4624

Southeastern Indiana Regional Planning Commission

P.O. Box 127
Versailles, IN 47042
Phone: (812) 689-5505

SECTION SIX

Glossary

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.

Area Agency on Aging (AAA) - The local entity that plans senior services, advocates for the elderly within their communities, and administers provisions of the Older Americans Act.

Access to Jobs - This program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services. The program was authorized by the Transportation Equity Act for the 21st Century (TEA-21) and is administered by the Federal Transit Administration.

Accessibility - The extent to which facilities, including transit vehicles, are barrier-free and can be used by people that have disabilities including wheelchair users.

Active Vehicles - The total number of vehicles available for revenue service during the calendar year. Vehicles, including those designated as spares, are considered available if they are capable of being used even if on an occasional basis (except for retired vehicles).

Alternative Fuels - Vehicle engine fuels other than standard gasoline or diesel. Typically alternative fuels burn cleaner than gasoline or diesel and produce reduced emissions. Common alternative fuels include methanol, ethanol, compressed natural gas (CNG), liquefied natural gas (LNG), clean diesel fuels, and reformulated gasoline.

Americans with Disabilities Act (ADA) - Passed by Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications, and public accommodations. Under this Act, most transportation providers are obligated to purchase lift-equipped vehicles for their fixed route services and must assure system-wide 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 non-peak hours of the average weekday of operation.

Body on Truck Chassis (BOTC) - This vehicle seats 12 to 18 passengers and is typically composed of a light truck chassis underneath a special body. A supplier of a BOTC will purchase a chassis and then manufacture and attach the body. This construction is similar to that of a school bus.

Brokerage - A method of providing transportation where riders are matched with appropriate transportation providers through a central trip request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance, and other functions under contractual arrangements with agencies, municipalities, and other organizations. Actual trips are provided by a number of different vendors.

Capital Costs - Refers to the costs of long-term assets of a public transit system such as property, buildings, and vehicles. Under TEA-21, FTA has broadened its definition of capital costs to include bus overhauls, preventive maintenance, and even a share of a transit provider's ADA paratransit expenses.

Capital Grant Awards - Federal, state, and local capital assistance awarded during the calendar year reporting period.

Casualty and Liability Costs - The costs of insurance premiums for coverage of the transit system and payments for losses due to acts for which the transit system is liable.

Charter and Other Revenue - Consists of auxiliary transportation revenue, charter service revenue, non-transportation revenue such as leases and advertising, and school bus service revenue.

Auxiliary Transportation Revenue - Revenues earned from operations closely associated with the transit system including station concessions, advertising services, and other services provided in conjunction with regular transit service.

Charter Service Revenue - Revenue from transportation service provided on an exclusive basis for a specific destination(s).

Non-transportation Revenue - Revenues earned from activities not associated with the provision of transit system service, including sale of maintenance services, rental of revenue vehicles, rental of buildings and other property, investment income, and parking lot/garage revenue.

School Bus Service Revenue - Passenger fares from school bus service operated under contract with local school corporations.

Clean Air Act - Federal regulations that detail acceptable levels of airborne pollution and spell out the role of state and local governments in maintaining clean air.

Commercial Driver's License (CDL) - The standardized driver's license required of bus and heavy truck drivers in every state. Covers drivers of any vehicle manufactured to seat 15 or more passengers (plus driver) or over 13 tons gross vehicle weight. The CDL is mandated by the Federal government in the Commercial Motor Vehicle Safety Act of 1986.

Complementary Paratransit - As required by the Americans with Disabilities Act, fixed route systems must offer complementary paratransit service to those ADA-eligible riders that cannot access the fixed route service. ADA complementary paratransit services must meet a series of criteria designed to ensure they are indeed complementary.

Congestion Mitigation and Air Quality Project (CMAQ) - A flexible funding program administered by the Federal Highway Administration (FHWA) that funds projects and programs to reduce harmful vehicle emissions and improve traffic conditions. CMAQ funds may be used flexibly for transit projects, rideshare projects, high-occupancy vehicle lanes, and other purposes.

Contra Expenses - Revenue items that offset operating expenses such as income earned on working capital, cash discounts, fuel tax refunds, and insurance claim payments. These revenues are not eligible as locally derived income.

Demand Response Service - A door-to-door or curb-to-curb transportation service that typically requires an advance reservation. Transit vehicles providing demand response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. This type of service is similar to a taxi operation and

passengers often share rides. Demand response service is generally provided using small transit vehicles including sedans and minivans.

Deviated Fixed Route - This type of transit is a hybrid of fixed route and demand response services. Transit vehicles travel along a fixed route and maintain scheduled stops, but the vehicle may deviate off the route to pick up or drop off passengers.

Disabled- Any person who by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability is unable, without special facilities, to use local transit facilities and services as effectively as persons who are not so affected.

Fare Recovery - Ratio equating fare revenue to total operating expenses. This measure indicates the level at which fares support the operations of the transit system. A relatively high ratio is preferred. Raising fare revenue and/or decreasing expenses may increase the ratio.

Fare Revenue - Revenues received from fare paying passengers from regularly scheduled routes and/or demand response service. This includes base fares, zone fares, express fares, transfers, and quantity purchase discounts (passes or tickets). Also includes park-and-ride revenue and fares paid by a community-based organization rather than the rider.

Federal Operating Assistance - Funds obtained from the Federal government to assist in paying the cost of operating the transit system.

Fixed Route Service - Transit service is provided along a prescribed route on a scheduled basis stopping at predetermined pick up points. Routes are generally served by larger transit vehicles.

Fringe Expenses - Payment or accruals to others (insurance companies, governments, etc.) on behalf of an employee's share of FICA, PERF, other retirement, health insurance, and other benefits not associated with a piece of work; and/or payments or accruals directed to an employee arising from something other than their performance of a piece of work. These include uniform and clothing allowances and paid absences such as sick leave, holidays, vacation, jury duty, death in the family, and military duty, etc. Paid absences should be accounted for as a fringe benefit only when they result in a cash liability to the transit system.

Holidays - Includes five major holidays: Christmas, Thanksgiving, Fourth of July, Labor Day, and Memorial Day. Many transit systems do not operate

on these days. Some systems may operate a special holiday schedule that is used on these or other holidays such as Veteran's Day and Martin Luther King Jr. Day.

LDI Expense - Ratio equating fare, charter, and other revenue plus local operating assistance to total operating expenses. This measure is used to indicate the level of financial responsibility accepted at the local level for transit operations. A relatively high ratio is preferred. Increasing fare revenues, charter service, and other revenues, and/or increasing local operating assistance or decreasing operating expenses may increase the ratio.

Local Assistance (also Local Operating Revenue) - This category includes:

Local Cash Grants and Reimbursements - Funds obtained from local government units to assist in paying the cost of operating the transit system.

Taxes Levied Directly by Transit System - Dedicated tax revenues systems that are organized as independent political subdivisions with their own taxation authority, e.g., Public Transportation Corporations.

Locally Derived Income (LDI) - This indicator is used to measure local financial commitment to public transit and is defined as:

- Operating revenues including fares, charter, advertising, and auxiliary and 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 equals two passenger trips.

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

Public Mass Transportation Fund (PMTF) - State assistance fund financed by 0.76 percent of the state general sales and use tax.

Purchased Transportation Expenses - Operating expenses incurred when a transit system purchases a portion of its service from another entity (e.g., contracting with a private organization to provide specialized transit services).

Reconciling Items - Operating expenses which include interest expenses, leases and rentals for urbanized transit systems, depreciation, amortization of intangibles, purchase lease payments, related party lease agreements, and other as defined in the FTA Section 5335 (15) Manual.

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

Section 5307 - The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5309 - The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities, and rail projects.

Section 5310 - The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310

funds to local operators in both rural and urban settings that are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311 - The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

Service Area - The geographic area that coincides with a transit system's legal operating limits (i.e., urbanized area, city limits, or county boundary).

Service Area Population - The entire population within the legal operating limits of the transit system, as reported by the 1990 Census.

Services Expenses - Fees and related expenses for labor and other work provided by outside organizations. In most instances, service from an outside organization is procured as a substitute for in-house employee labor, except in the case of independent audits which cannot be performed by employees. This category includes:

Advertising Fees - The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Also included are advertising media fees, regardless of whether they are paid to the advertising agency or to the media.

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

Professional and Technical Service Fees - Payment for the labor provided by attorneys, accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, and transit industry consultants, etc.

Service Route - A hybrid between fixed route and demand response service. Service routes are established between targeted neighborhoods and the service areas that riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off

anywhere along the route.

Standard Van (SV) - Standard vans typically seat five to fifteen passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

Subsidy/Passenger Trip - Ratio comparing government operating assistance (Federal, state, and local) to total passenger trips. This measure is used to indicate the level of Federal, state, and local assistance used in operating the transit service.

Total Vehicle Miles - The total distance traveled by revenue vehicles, including both revenue and deadhead (non-revenue) miles.

Transfer Charge - A fee charged passengers that transfer to a line or route after paying a fare on another line or route.

Transit Bus - A transit bus seats anywhere from 16 to 53 passengers and has both a body and a chassis that are designed specifically for transit use. One supplier manufactures the entire vehicle. Most transit buses are equipped with diesel engines.

Small Transit Bus (STB) - Under 30'

Medium Transit Bus (MTB) -30' to 34'

Large Transit Bus (LTB) - 35' to 40'

Trolley (TY) -Usually 30' to 35'

Articulated (ART) - Multi-section high occupancy vehicle

User Side Subsidy - A type of transit system whereby the passenger purchases tokens or vouchers at designated sale sites and presents the token to a service provider (e.g., taxi company) in exchange for a trip. The price of the token or pass is less than the cost of the trip. The token is then subsidized with Federal, state, or local funds and the taxi operator is reimbursed for the cost of the trip.

Utility Expense - Payments made to various utilities for use of their resources including electric, gas, water, sewer, garage collection, and telephone, etc.

