

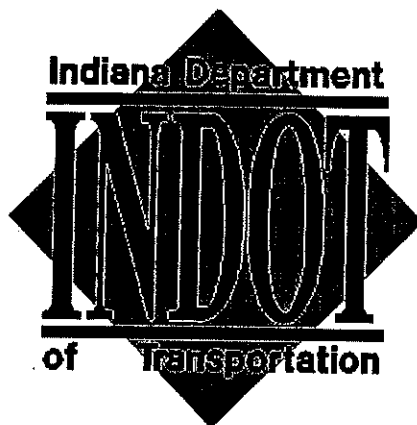
1995 ANNUAL REPORT INDIANA PUBLIC TRANSIT

State of Indiana

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July, 1996

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Public Transit Section
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Executive Summary

Ridership

Indiana's transit systems provided nearly 27.7 million passenger-trips during 1995, a minimal decrease of .25% from 1994 ridership.

Twelve of Indiana's 38 transit systems reported carrying more passengers than in the previous year. Group 1 Large Fixed Routes and Group 4 Demand Response and County-Wide Service were the two groups that posted increases. With the largest percentage gains coming from Trade Winds 18%, Seymour 16%, and Bedford with 11%. Once again, Indianapolis posted the largest increase in passenger trips with 445,078 more trips than the previous year. Group 3 Small Fixed Route systems and Group 2 Medium Fixed Route systems both experienced ridership decreases in 1995 at -2.42% and -1.46% respectively. The largest individual decreases in passenger trips are marked by Southern Indiana (Louisville) at -35.41%, New Castle at -18.9% and Washington at -16.9%. Generally, the reasons for these types of decreases include fare increases, service cuts, and reductions in funding availability at the local level.

Service Supplied

Transit passenger vehicles traveled 24.6 million miles in 1995, about 450,000 miles more than in 1994. Group 1 and 4 systems posted the greatest increase in vehicle miles traveled (2.01% and 6.86% respectively). This is not surprising considering the fact that these groups posted an increase in passenger trips. Overall, 15 systems reported a decrease of service miles in 1995.

Statewide, a total of 1,1172 vehicles were operated in 1995, reflecting a decrease of 87 vehicles since 1994. As a result of operating more miles with fewer vehicles, miles operated per active vehicle increased slightly to 20,978.

In 1975, the Indiana General Assembly passed legislation which created the state's transit assistance program. That year 2,150,811 people, or 41.4% of the state's population, had public transportation available to them. In the 20 years since the General Assembly passed this legislation, the number of areas served by public transportation has increased substantially. As of 1995, 50% more people are served by public transportation in the State of Indiana. Not including duplicated service areas within the state (e.g. Northwest Indiana), 3,232,466 people, or 58% of the state's population currently have access to public transit services.

Revenues

Total fare revenue collection increased in 1995 to \$26.7 million from \$24.7 million in 1994. The statewide farebox recovery percentage, which illustrates the extent to which total operating expenses are covered by fare paying passengers, increased by 1% to 29% in 1995. Group 1 systems, including NICTD, covered 34% of operating expenses with fare revenues, while Group 2 covered 18%, Group 3 covered 11% and Group 4 covered 20%.

Gross operating revenues, which includes revenue from all sources, increased slightly to over \$91.1 million in 1995 from \$87.8 million in 1994.

Expenses

Public transportation expenses were \$91.1 million statewide in 1995, a minimal increase from \$87.8 million from the previous year. Each of the four system groups posted an increase in operating expenses in 1995.

Reflecting the labor-intensive nature of the transit industry, labor and fringe benefits again accounted for the majority of expenditures at 61%, down slightly from 66% the year before. The cost per total vehicle mile was \$2.85 in 1995, compared to \$2.79 in 1994, and the cost per passenger trip was 4.80 compared to 4.56 in 1994.

INTRODUCTION

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

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

This *1995 Annual Report* prepared by the Public Transit Section summarizes key operating and financial characteristics of Indiana's 38 publicly-assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons.

This twentieth annual report provides an overview of the status of transit between January 1 and December 31, 1995. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of 1995 federal and state transportation assistance programs and awards, and a glossary of terms as used in this report.

INDOT obtained this information from locally prepared quarterly and annual reports. In some cases, INDOT modified financial data in order to make it consistent with our report format. In all cases, we have attempted to validate the data.

In 1986 transit operators were placed into four separate groups, based on service delivery type and other characteristics. These groupings are used to analyze and compare the financial and operating characteristics of similar transit systems.

Economy

Public transportation performs a key role in the financial well-being of Indiana. Nearly 80,000 trips are provided each day to Indiana residents who utilize public transit services for work, medical, shopping, or personal business travel. In many instances, public transit furnishes a vital link between jobs and the labor market. In fact, for many low income or transportation-disadvantaged citizens, public transit is the only access to employment opportunities.

The availability of public transportation services also promotes more efficient and livable patterns of land-use development and increases local tax bases. The presence of transit services can affect residents' choices of neighborhoods, the number of cars they purchase, and the value of their homes. An American Public Transportation Association study, "National Impacts of Transit Capital and Operation Expenditures on Business Revenues," estimates that a dollar invested in public transit results in a \$3.00 to \$3.50 increase in business revenues.

Employment

Transit systems directly **employ 2,574** full and part-time employees statewide. In addition, there are a number of industries within the state that provide vehicles, materials, and supplies to Indiana's thirty-eight transit operators.

Energy and Environment

The primary reason for America's mounting oil consumption and inefficient energy use is our traditional habit of driving alone for nearly all of our travel needs, including commuting to work. The continuation of current trends in personal travel and energy consumption poses a serious threat to our mobility, the economy, and to national stability. Public transit is a key conservation strategy that can reduce our fuel consumption and promote our nation's energy independence. A 10% nationwide increase in transit usage would result in a savings of 135 million gallons of fuel per year.

The health and economic threats of unclean air are a growing concern for the state of Indiana as well. Our dependence on single-occupant vehicles for everyday travel needs is a primary cause of the poor air quality that can affect virtually everyone in the state. Moving more passengers per vehicle mile via public transit and other shared-ride services represents a central strategy in cleaning and maintaining our air quality. In addition, the new clean air technologies and alternative fuel options that are utilized in manufacturing transit vehicles will serve to further contribute to our clean air goals by reducing the emissions of public transit services themselves.

The American Public Transit Association estimates fuel efficiency of transit compared to the average commuter auto as follows:¹

- 1 bus with 7 passengers equals 1 auto
- 1 full bus equals 6 autos
- 1 full rail car equals 15 autos

In addition, transit vehicles are more energy efficient than automobiles when passenger miles are considered.¹ The U.S. Department of Energy estimates the following energy consumption's rates by mode:

- Commuter rail 3,155 BTU/Passenger Mile
- Transit bus 3,415 BTU/Passenger Mile
- Automobile 3,598 BTU/Passenger Mile

It has also been shown that based on national average vehicle occupancy rates, public transit contributes less pollution to the atmosphere.

Pollution By Mode of Travel¹
(measured in grams per passenger mile)

| <u>Mode</u> | <u>Hydro carbons</u> | <u>Carbon Monoxide</u> | <u>Nitrogen Oxides</u> |
|---------------|--------------------------|----------------------------|----------------------------|
| Electric Rail | 0.01 | 0.02 | 0.47 |
| Transit Bus | 0.20 | 3.05 | 1.54 |
| Vanpool | 0.36 | 2.42 | 0.38 |
| Carpool | 0.70 | 5.02 | 0.69 |
| Automobile | 2.09 | 15.06 | 2.06 |

Safety

According to the National Safety Council, public transportation is one of the safest methods of passenger travel. The average death rates from 1989 to 1991 in terms of 100 million passenger miles are illustrated in the following chart.

| | <u>Death Rate</u> |
|--------------------------------------|-------------------|
| Automobiles | 1.05 |
| Airlines | 0.02 |
| Intercity Buses | 0.01 |
| School Buses | 0.02 |
| Intercity & Commuter Rail | 0.05 |
| Transit Buses | 0.01 |
| Heavy & Light Rail | Not reported |

Mobility

Many elderly, low-income, and Indiana residents with disabilities are isolated with limited access to jobs, social services, medical, recreation, and social interaction. The quality of life for these citizens is significantly improved by the availability of public transportation services. Mobility is essential to achieve greater personal independence and economic well-

being. Without question, public transportation is a lifeline for many. Public transportation services provide people with a transportation alternative, as well as an economical means of travel.

Consistent with the guidelines set forth by the Americans With Disabilities Act (ADA), all Indiana transit systems must be accessible to individuals with disabilities. All new vehicles purchased for fixed-route public transportation service must be lift-equipped, and all fixed-route operators must provide complimentary paratransit services for patrons that are unable to utilize fixed-routes. All 38 of Indiana's public transportation providers should be fully compliant with ADA requirements by 1997.

State Developments The Indiana Department of Transportation (INDOT) received a Federal Section 3 earmark for the sum of \$6.5 million in 1995. These discretionary funds will assist 14 of the state's grantees with capital projects in 1996 and 1997.

During the next year, the INDOT will continue to examine the efficiency and effectiveness of the performance-based allocation formulas managed by the Public Transit Section. This examination is on-going and looks at all factors used to determine federal small urban and rural (Section 5311) and state Public Mass Transportation Fund (PMTF) funding levels. It is hoped that those factors which may contribute to an inefficient method of distributing funds will be removed from the allocation formulas. INDOT will work closely with local agencies to develop acceptable formulas.

In addition, INDOT will be conducting a statewide public transit needs assessment during 1996. This study will focus on identifying the unmet passenger travel needs throughout the state. Furthermore, this project will assist in identifying the financial demands associated with addressing the unmet passenger and capital needs of Indiana. Considering the Public Transportation Management System will strictly focus on replacement equipment and facilities, the Statewide needs assessment will augment the PTMS by identifying operating and capital needs for expansion projects.

**Federal
Developments**

Statewide federal operating assistance decreased by 7% during 1995. This decrease was the result of a decline in urbanized area funding (Section 5307). This decrease in federal funding is expected to grow considerably during 1996 as a result of additional funding cuts in the urban programs.

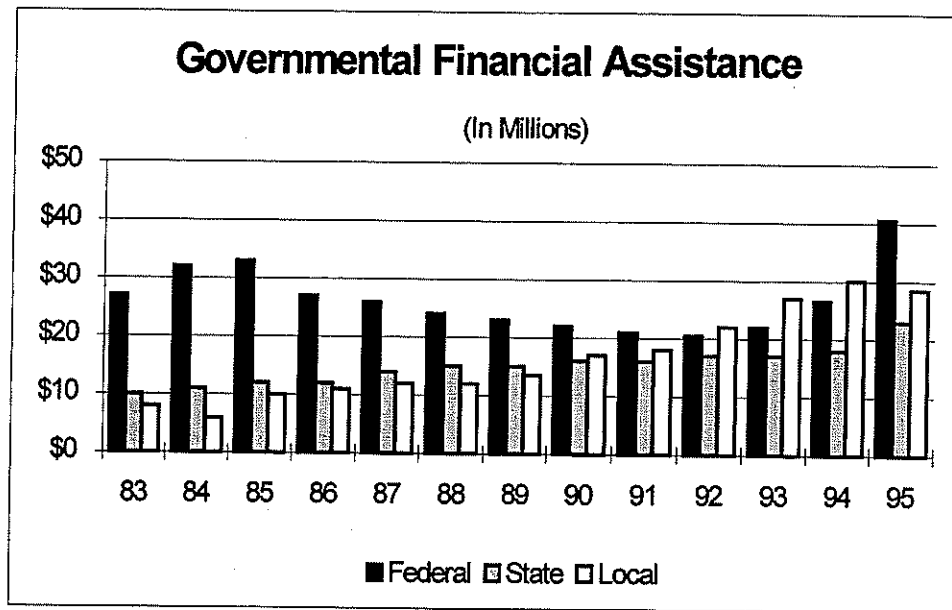
As a result of the Intermodal Surface Transportation Act of 1991 (ISTEA) and the Clean Air Act, several urbanized areas within Indiana were defined non-attainment for air quality. In relationship to this classification, Congestion Mitigation and Air Quality (CMAQ) funds were made available to assist in addressing congestion and air quality problems within non-attainment areas. Naturally, public transit projects are an ideal means of managing congestion and improving air quality. As a result, nearly \$3 million in CMAQ funds were allocated to transit-related projects during 1995. This marks the highest amount of ISTEA funds transferred for Indiana transit-related projects since ISTEA was established in 1991.

The Intermodal Surface Transportation Efficiency Act (ISTEA) encourages the development and implementation of six transportation-related management systems, including a system for managing public transportation facilities and equipment. ISTEA also encourages the output of the management systems to be utilized in the project selection process. The Public Transportation Management System (PTMS) establishes a process for the collection of data pertaining to the age, condition, useful life, and replacement value of transit facilities and equipment. This data will be utilized in the selection of the most cost-effective strategies for providing and maintaining transit assets. The intent of the PTMS is to provide for an ongoing statewide assessment of the condition of the major public transit capital assets, thus enabling the prioritization of Indiana's transit needs. INDOT's PTMS is expected to be complete for Transportation Management Areas (TMA's) in December of 1996. The statewide PTMS will be completed by June of 1997.

Funding Trends

State & Local Funding

Transit (like most municipal services) must rely on property tax revenue as the primary (and usually sole) local revenue source. Under current property tax controls, levies are permitted to grow 5% per year. Because of this and the lack of other local funding options, service levels have remained constant statewide. This is evident in the Total Vehicle Miles traveled, which has remained relatively the same for the past four years.

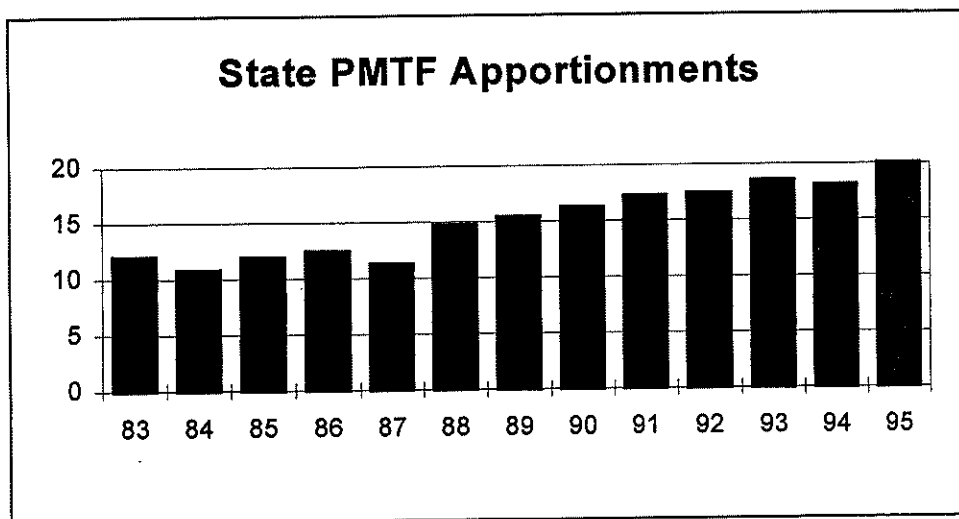


With the decline of federal transit funds, state and local funding has covered this shortfall. This trend is shown in the above graph on Governmental Financial Assistance. For the sixth consecutive year local funding has exceeded state funding. Although total federal funding exceeded local funding in 1996, it is important to note that this is due to an unusually high federal investment in capital for the year. In comparing federal and local funding for operating, local accounted for 27% (\$24,210,292) of overall operating expenses, while federal only accounted for 19% (\$17,392,005). This actually marks a 7% decrease in federal operating investment from 1994, and an 8.4% increase in local operating investment for the same year. In 1981, local funding financed 13% of statewide transit service. However, in 1995, local funding accounted for 27% of transit financing in Indiana. This is significant given that transit competes for scarce local dollars with other essential municipal services,

including streets and roadways, police and fire protection, education, and solid waste disposal. This trend may mean that transit is becoming a more important local service. However, it is likely that transit levels will remain static because of restrictions on increases in local funding. In addition, service changes will be even more closely tied to the financial conditions at the local government level.

Biennial Budget and Appropriation Process

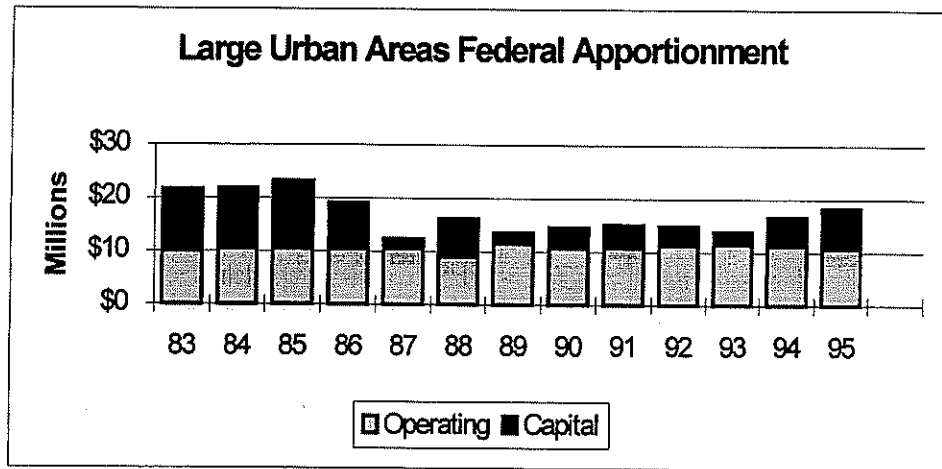
Indiana's state government functions under a biennial (two year) budget. Preparations for the two-year budget begins in the spring and summer before the long legislative session (budget session) which begins in January of every odd year (e.g. 1995, 1997) and ends in April. The statewide Public Mass Transportation Fund is appropriated at this time. Except for budget emergencies that may be addressed in the short session, all appropriation decisions are made during the long session.



The chart above reflects the growth of the Indiana Public Mass Transportation Fund (PMTF) appropriations over the last thirteen years. Overall, the PMTF grew from \$11.98 million in 1983 to \$19.98 million in 1995. This represents a 67% growth in the state's total dollar investment since 1983.

**Federal Section 5307
(Section 9) Block
Grants - Large
Urbanized Areas**

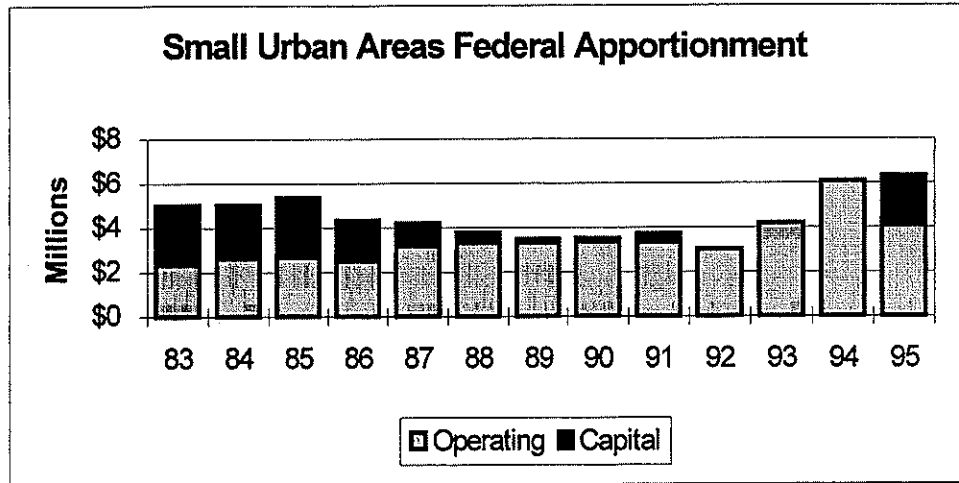
The chart below reflects the funding apportioned for urbanized areas over 200,000 population, which receive their funding share based on a federal formula of population, density and certain service or performance factors. Total apportionment's for the thirteen year period are over \$221 million, with over \$83 million available for capital projects and \$138 million used for operating subsidies. Overall funding in 1983 was \$21.62 million, which decreased to around \$18.3 million in 1995, a decrease of 15.4% without consideration of the affects of inflation.



**Federal Section 5307
(Section 9) Block
Grants - Small
Urbanized Areas**

The Section 5307 program provides funding to small urbanized areas (over 50,000 and less than 200,000 population) for capital and operating expenses. These funds are distributed by a federal formula that includes population and population density.

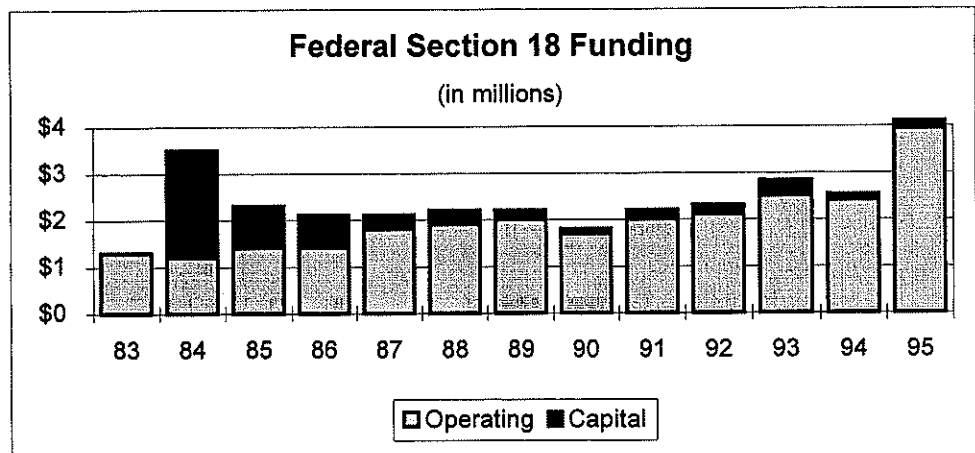
The total funds available over the most recent thirteen year period, as well as the mix of operating and capital funds, are presented in the graph on the following page. Overall, the total funds available increased slightly over last year. During 1995, just over \$4 million (65%) of the federal funds were allocated to operating assistance, while \$2.2 million was allocated for capital.



**Section 5311 (Section 18)
Financial Assistance for
Other Than Urbanized
Areas**

Section 5311 funds are appropriated by Congress as a percentage of the total federal Section 5307 formula assistance authorized. Indiana receives about 3% from the national appropriation.

In 1995, Indiana grantees were awarded over \$4.4 million in Section 5311 funding. This reflects an increase of 76% over 1994 funding award levels. Although Indiana's Section 5311 appropriation actually decreased in 1995, INDOT was able to program reserve funds. Otherwise, 1995 would actually reflect a decrease in Section 5311 funding awards. The following chart illustrates Section 5311 funding trends during the past thirteen years.

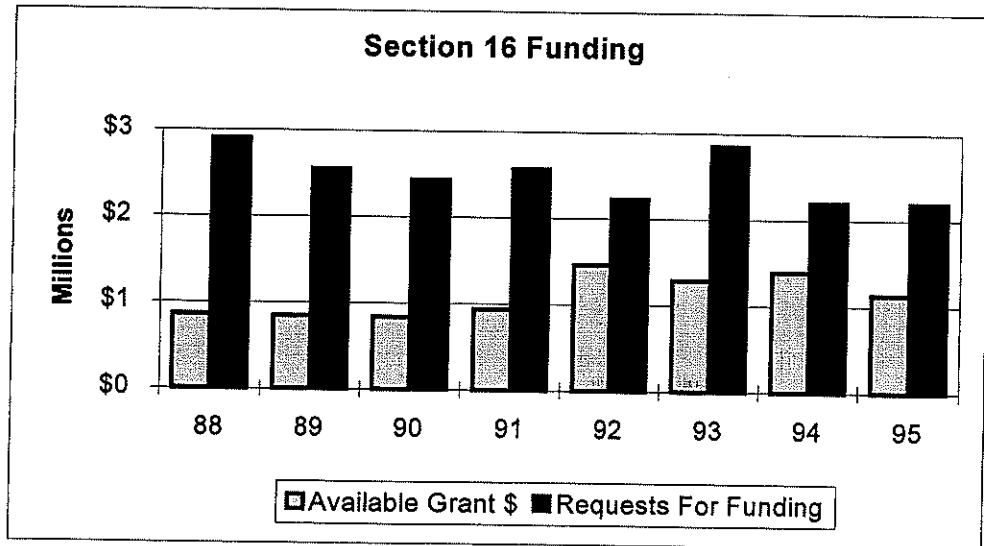


**Section 5310
(Section 16)
Grants and Loans for
Special Needs of
Elderly individuals and
Individuals With
Disabilities**

The Section 5310 program provides capital assistance to private, non-profit social service, and public agencies, for the purchase of vans, modified vans and school buses to transport elderly and disabled people to agency sponsored programs. Indiana receives roughly \$1.2 million per year in federal assistance. The distribution is based on Indiana's share of the national elderly and disabled population.

Once inflation is taken into consideration, federal assistance has actually declined consistently since 1987. Exacerbating this inflation-based decrease in funding is the growth in vehicle replacement backlog. INDOT receives requests to replace over 100 vehicles per year. However, due to limited funding, INDOT can only replace approximately 35 vehicles annually.

Approximately 90-95% of all funds from the Section 5310 Program are used to replace vehicles, leaving little money to fund expanded services. The following chart highlights stagnate funding levels in this program over the past eight years.



¹ American Public Transit Association, 1994 Transit Fact Book.

SECTION ONE

STATEWIDE STATISTICS

FIGURE 1

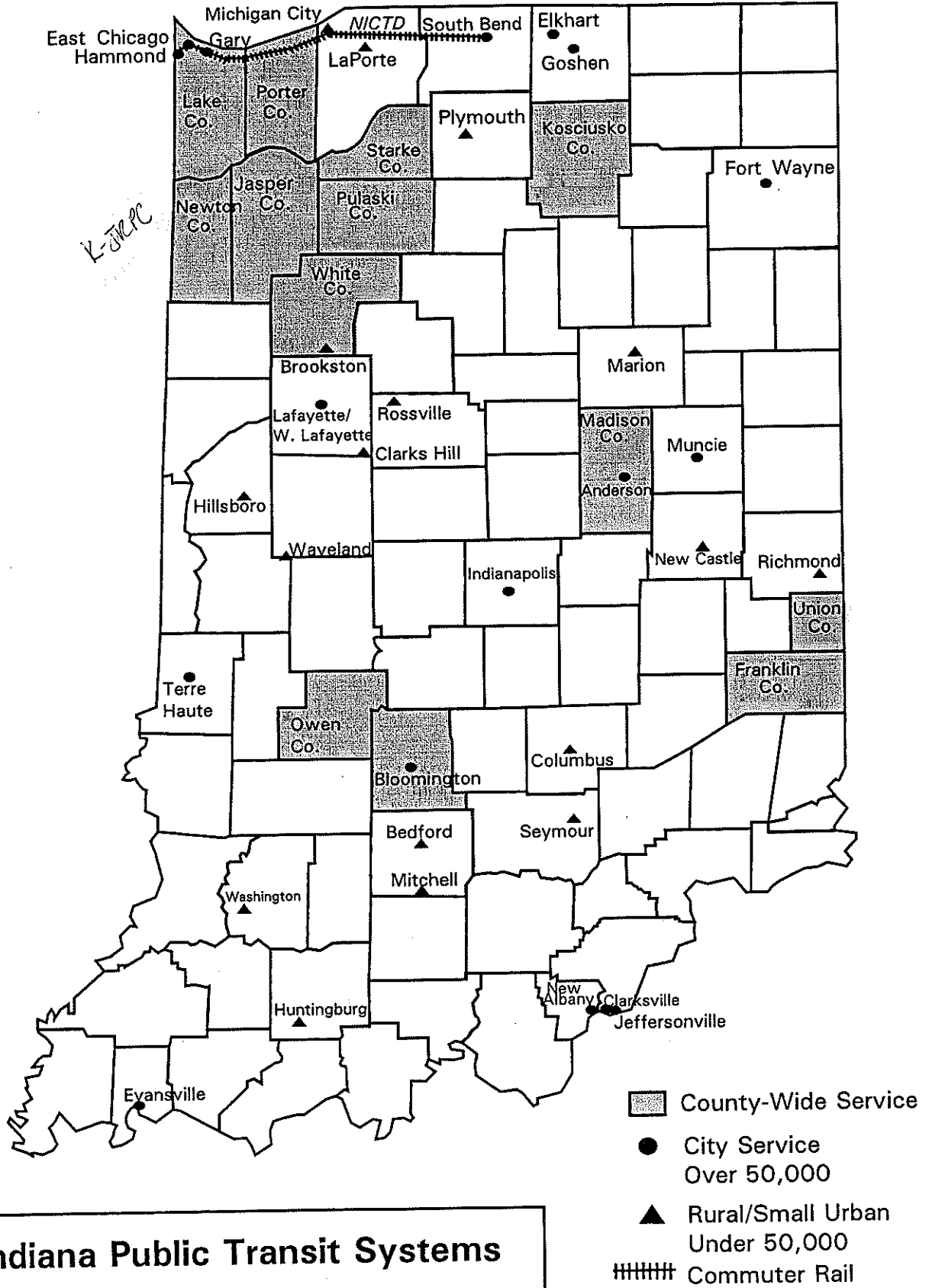


TABLE 1
AREAS SERVED BY PUBLIC TRANSPORTATION: 1995

| SYSTEM | SYSTEM NAME | SERVICE AREA | POPULATION |
|---|---|---|------------------|
| GROUP 1 – Large Fixed Route | | | |
| Fort Wayne | Fort Wayne PTC | Fort Wayne Metropolitan Area | 186,280 |
| Gary | Gary Public Transportation Corporation | Gary City Limits | 116,646 |
| Indianapolis | Indianapolis Public Transportation Corporation | Indianapolis Metropolitan Area | 914,761 |
| NICTD | Northern Indiana Commuter Transportation District | Rail Corridor between South Bend & Chicago | 163,611 |
| South Bend | South Bend Public Transportation Corporation | South Bend & Mishawaka Metropolitan Area | 148,590 |
| SUBTOTAL: GROUP 1 | | | 1,529,888 |
| GROUP 2 – Medium Fixed Route | | | |
| Anderson | City of Anderson Transit System | Anderson City Limits | 59,549 |
| Bloomington | Bloomington Public Transportation Corporation | Bloomington Metropolitan Area | 60,633 |
| Evansville | Metropolitan Evansville Transit System | Evansville Metropolitan Area | 126,272 |
| Hammond | Hammond Transit System | Hammond, Whiting & adjacent areas | 84,236 |
| Lafayette | Greater Lafayette PTC | Lafayette, West Lafayette Metropolitan Area | 108,500 |
| Muncie | Muncie Indiana Transit System | Fixed Route/City Limits – Paratransit/County Wide | 71,035 |
| Southern Indiana | Transit Authority of River City | New Albany, Clarksville & Jeffersonville City Limits | 77,996 |
| Terre Haute | Transit Utility for the City of Terre Haute | Terre Haute City Limits & West Terre Haute | 59,978 |
| SUBTOTAL: GROUP 2 | | | 648,199 |
| GROUP 3 – Small Fixed Route | | | |
| Bedford | Transit Authority of Stone City | Bedford City Limits | 13,817 |
| Columbus | Columbus Transit | Columbus City Limits | 31,802 |
| East Chicago | East Chicago Public Transit | East Chicago City Limits | 33,892 |
| LaPorte | TransPorte | LaPorte City limits & one-quarter mile fringe | 21,507 |
| Marion | City of Marion Transportation Department | Marion City Limits | 32,618 |
| Michigan City | Michigan City Municipal Coach Service | Michigan City Limits & Trail Creek | 33,822 |
| New Castle | New Castle Community Transit | New Castle City Limits | 17,753 |
| Richmond | Rose View Transit System | Richmond City Limits plus Wayne Township | 38,705 |
| Washington | Washington Transit System | Washington City Limits | 10,838 |
| SUBTOTAL: GROUP 3 | | | 234,754 |
| GROUP 4 – Demand Response and County | | | |
| Elkhart | Heart City Rider | City of Elkhart | 43,627 |
| Franklin County | Franklin County Public Transportation | Franklin County | 19,580 |
| Goshen | Goshen Transit | City of Goshen & contiguous area | 23,797 |
| Huntingburg | City of Huntingburg Transit System | Huntingburg City Limits | 5,252 |
| KIRPC | Arrowhead Country Public Transportation | Jasper, Newton, Pulaski, Starke & White Counties | 73,901 |
| Kokomo | First City Rider | City of Kokomo | 66,981 |
| Kosciusko County | Kosciusko Area Bus Service | Kosciusko County | 65,294 |
| LCEOC | Lake County Economic Opportunity Council | Lake and Porter Counties | 604,526 |
| Madison County | Transportation for the 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 & Southern Putnam Counties | 54,819 |
| Plymouth | Rock City Rider | City of Plymouth | 8,303 |
| Seymour | Seymour Transit | City of Seymour | 15,576 |
| Trade Winds | Trade Winds Rehabilitation Center | Lake and Porter Counties | 604,526 |
| Union County | Union County Transit Service | Union County with trips to Richmond & Connersville | 6,976 |
| Waveland | Waveland Volunteer Transportation Program | Brookston, Clarks Hill, Hillsboro, Rossville & Waveland | 4,669 |
| SUBTOTAL: GROUP 4 | | | 1,659,128 |
| TOTAL ALL GROUPS | | | 4,071,969 |

**TABLE 2
RIDERSHIP DISTRIBUTION BY SYSTEM: 1995**

| SYSTEM | RIDERSHIP 1994 | RIDERSHIP 1995 | % CHANGE | RIDERSHIP PER POP | % OF STATE RIDERSHIP |
|---|-------------------|-------------------|---------------|----------------------|-------------------------|
| GROUP 1 – Large Fixed Route | | | | | |
| Fort Wayne | 1,345,115 | 1,317,130 | -2.12% | 7.22 | 4.85% |
| Gary | 2,629,080 | 2,472,933 | -6.31% | 22.54 | 9.48% |
| Indianapolis | 9,151,456 | 9,596,534 | 4.64% | 10.00 | 32.98% |
| NICTD | 3,275,949 | 3,295,987 | 0.61% | 20.02 | 11.81% |
| South Bend | 2,498,512 | 2,249,538 | -11.07% | 16.81 | 9.00% |
| SUBTOTAL: GROUP 1 | 18,900,112 | 18,932,122 | 0.17% | 12.35 | 68.12% |
| GROUP 2 – Medium Fixed Route | | | | | |
| Anderson | 280,684 | 263,824 | -6.39% | 4.71 | 1.01% |
| Bloomington | 915,254 | 983,282 | 6.92% | 15.09 | 3.30% |
| Evansville | 1,333,554 | 1,319,862 | -1.04% | 10.56 | 4.81% |
| Hammond | 398,985 | 379,934 | -5.01% | 4.74 | 1.44% |
| Lafayette | 1,950,703 | 1,931,830 | -0.98% | 17.98 | 7.03% |
| Muncie | 1,165,525 | 1,142,120 | -2.05% | 16.41 | 4.20% |
| Southern Indiana | 233,267 | 172,270 | -35.41% | 2.99 | 0.84% |
| Terre Haute | 300,467 | 290,799 | -3.32% | 5.01 | 1.08% |
| SUBTOTAL: GROUP 2 | 6,578,439 | 6,483,921 | -1.46% | 10.15 | 23.71% |
| GROUP 3 – Small Fixed Route | | | | | |
| Bedford | 35,682 | 40,004 | 10.80% | 2.58 | 0.13% |
| Columbus | 162,271 | 157,485 | -3.04% | 5.10 | 0.58% |
| East Chicago | 134,326 | 132,390 | -1.46% | 3.96 | 0.48% |
| LaPorte | 68,899 | 66,223 | -4.04% | 3.20 | 0.25% |
| Marion | 153,044 | 146,008 | -4.82% | 4.69 | 0.55% |
| Michigan City | 188,867 | 187,822 | -0.56% | 5.58 | 0.68% |
| New Castle | 52,637 | 44,270 | -18.90% | 2.96 | 0.19% |
| Richmond | 331,691 | 328,283 | -1.04% | 8.57 | 1.20% |
| Washington | 14,323 | 12,246 | -16.96% | 1.32 | 0.05% |
| SUBTOTAL: GROUP 3 | 1,141,740 | 1,114,731 | -2.42% | 4.86 | 4.11% |
| GROUP 4 – Demand Response and County | | | | | |
| Elkhart | 142,735 | 155,741 | 8.35% | 3.27 | 0.51% |
| Franklin County | 32,556 | 34,743 | 6.29% | 1.66 | 0.12% |
| Goshen | 19,438 | 21,813 | 10.89% | 0.82 | 0.07% |
| Huntingburg | 12,014 | 11,376 | -5.61% | 2.29 | 0.04% |
| KIRPC | 153,170 | 146,287 | -4.71% | 1.58 | 0.55% |
| Kokomo | 108,331 | 105,842 | -2.35% | 1.62 | 0.39% |
| Kosciusko County | 126,256 | 108,282 | -16.60% | 1.93 | 0.46% |
| LCEOC | 253,200 | 252,100 | -0.44% | 0.42 | 0.91% |
| Madison County | 16,114 | 13,918 | -15.78% | 0.28 | 0.06% |
| Mitchell | 16,578 | 17,544 | 5.51% | 3.55 | 0.06% |
| Monroe County | 79,139 | 85,752 | 7.71% | 1.44 | 0.29% |
| Plymouth | 3,988 | 3,696 | -7.90% | 0.48 | 0.01% |
| Seymour | 6,656 | 7,883 | 15.57% | 0.43 | 0.02% |
| Trade Winds | 120,105 | 146,676 | 18.12% | 0.20 | 0.43% |
| Union County | 20,677 | 20,127 | -2.73% | 2.96 | 0.07% |
| Waveland | 14,836 | 15,270 | 2.84% | 3.18 | 0.05% |
| SUBTOTAL: GROUP 4 | 1,125,793 | 1,147,050 | 1.85% | 0.68 | 4.06% |
| TOTAL ALL GROUPS | 27,746,084 | 27,677,824 | -0.25% | 6.78 | 100% |

Operating Characteristics

TABLE 3
TOTAL VEHICLE MILES (TVM) BY SYSTEM: 1995

| SYSTEM | TVM 1994 | TVM 1995 | % CHANGE |
|---|-------------------|-------------------|---------------|
| GROUP 1 – Large Fixed Route | | | |
| Fort Wayne | 1,039,091 | 1,104,279 | 5.90% |
| Gary | 1,367,477 | 1,389,879 | 1.61% |
| Indianapolis | 6,144,979 | 6,239,398 | 1.51% |
| NICTD | 2,715,272 | 2,765,481 | 1.82% |
| South Bend | 1,801,686 | 1,837,095 | 1.93% |
| SUBTOTAL: GROUP 1 | 13,068,505 | 13,336,132 | 2.01% |
| GROUP 2 – Medium Fixed Route | | | |
| Anderson | 387,909 | 367,166 | -5.65% |
| Bloomington | 707,479 | 682,813 | -3.61% |
| Evansville | 1,186,943 | 1,223,031 | 2.95% |
| Hammond | 480,854 | 451,028 | -6.61% |
| Lafayette | 1,221,112 | 1,187,165 | -2.86% |
| Muncie | 1,062,750 | 1,035,004 | -2.68% |
| Southern Indiana | 205,363 | 185,898 | -10.47% |
| Terre Haute | 382,970 | 390,970 | 2.05% |
| SUBTOTAL: GROUP 2 | 5,635,380 | 5,523,075 | -2.03% |
| GROUP 3 – Small Fixed Route | | | |
| Bedford | 77,396 | 64,673 | -19.67% |
| Columbus | 247,492 | 242,125 | -2.22% |
| East Chicago | 96,097 | 98,396 | 2.34% |
| LaPorte | 198,244 | 212,342 | 6.64% |
| Marion | 153,022 | 155,310 | 1.47% |
| Michigan City | 213,625 | 212,513 | -0.52% |
| New Castle | 84,152 | 78,379 | -7.37% |
| Richmond | 370,226 | 384,120 | 3.62% |
| Washington | 30,158 | 30,692 | 1.74% |
| SUBTOTAL: GROUP 3 | 1,470,412 | 1,478,550 | 0.55% |
| GROUP 4 – Demand Response and County | | | |
| Elkhart | 308,433 | 325,248 | 5.17% |
| Franklin County | 171,639 | 179,073 | 4.15% |
| Goshen | 40,894 | 46,859 | 12.73% |
| Huntingburg | 14,832 | 15,059 | 1.51% |
| KIRPC | 688,290 | 639,813 | -7.58% |
| Kokomo | 258,000 | 426,687 | 39.53% |
| Kosciusko County | 291,433 | 269,586 | -8.10% |
| LCEOC | 750,602 | 749,780 | -0.11% |
| Madison County | 233,153 | 240,893 | 3.21% |
| Mitchell | 19,837 | 19,881 | 0.22% |
| Monroe County | 316,130 | 323,510 | 2.28% |
| Plymouth | 9,218 | 10,798 | 14.63% |
| Seymour | 24,825 | 31,106 | 20.19% |
| Trade Winds | 703,403 | 853,563 | 17.59% |
| Union County | 93,753 | 85,372 | -9.82% |
| Waveland | 33,003 | 31,715 | -4.06% |
| SUBTOTAL: GROUP 4 | 3,957,445 | 4,248,943 | 6.86% |
| TOTAL ALL GROUPS | 24,131,742 | 24,586,700 | 1.85% |

**TABLE 4
TRANSIT FARES BY SYSTEM: 1995**

| SYSTEM | ADULT | YOUTH | ELDERLY & DISABLED | TRANSFER CHARGE | MULTI-RIDE DISCOUNT |
|---|-------------|-------------|--------------------|-----------------|---------------------|
| GROUP 1 – Large Fixed Route | | | | | |
| Fort Wayne | 1.00 | 0.75 | 0.50 | Free | Yes |
| Gary | 1.00 | 0.75 | 0.50 | 0.10/0.05 | Yes |
| Indianapolis (a) | 0.75/1.00 | 0.75/1.00 | 0.35/0.50 | 0.25 | Yes |
| NICTD (b) | VARY | VARY | VARY | N/A | Yes |
| South Bend | 0.75 | 0.75 | 0.35 | Free | Yes |
| GROUP 2 – Medium Fixed Route | | | | | |
| Anderson | 0.50 | 0.50 | 0.25 | Free | Yes |
| Bloomington | 0.50 | 0.25 | 0.25 | Free | Yes |
| Evansville | 0.75 | 0.50 | 0.35 | 0.10 | Yes |
| Hammond | 1.00 | 0.70 | 0.50 | Free | Yes |
| Lafayette | 0.75 | 0.35 | 0.25 | Free | Yes |
| Muncie | 0.50 | N/A | 0.25 | Free | Yes |
| Southern Indiana | 1.00/0.75 | 0.50 | 0.50 | Free | Yes |
| Terre Haute | 0.75 | 0.75 | 0.35 | N/A | Yes |
| GROUP 3 – Small Fixed Route | | | | | |
| Bedford | 0.75 | 0.75 | 0.50 | Free | Yes |
| Columbus | 0.25 | 0.25 | 0.25 | N/A | No |
| East Chicago | FREE | FREE | FREE | FREE | N/A |
| LaPorte | 0.50 | 0.50 | 0.25 | 0.25 | Yes |
| Marion | 0.50 | 0.25 | 0.50 | Free | Yes |
| Michigan City | 0.50 | 0.25 | 0.25 | Free | Yes |
| New Castle | 1.00 | N/A | 0.50 | Free | Yes |
| Richmond | 0.75 | 0.50 | 0.50 | Free | Yes |
| Washington | 0.75 | 0.50 | 0.75 | N/A | No |
| GROUP 4 – Demand Response and County | | | | | |
| Elkhart | 2.60 | 2.60 | 1.30 | N/A | No |
| Franklin County (c) | 2.00 | N/A | Donation | N/A | No |
| Goshen | 2.60 | 2.60 | 1.30 | N/A | No |
| Huntingburg | 0.50 | 0.50 | 0.50 | N/A | No |
| KIRPC | 0.75 | 0.75 | 0.75 | N/A | Yes (h) |
| Kokomo | 2.13 (Avg.) | 2.13 (Avg.) | 1.06 (Avg.) | N/A | No |
| Kosciusko County | 1.00 | 0.50 | 0.25 | Free | Yes |
| LCEOC (d) | N/A | N/A | N/A | N/A | N/A |
| Madison County | 3.00 | 3.00 | 3.00 | N/A | No |
| Mitchell | 0.50 | 0.50 | 0.25 | N/A | No |
| Monroe County | 0.75 | 0.50 | 0.75 | N/A | Yes |
| Plymouth | 3.0 | 3.0 | 1.50 | N/A | No |
| Seymour | 2.00 | 0.75 | 1.50 | N/A | No |
| Trade Winds (e) | N/A | N/A | N/A | N/A | N/A |
| Union County (f) | VARY | VARY | VARY | VARY | N/A |
| Waveland (g) | N/A | N/A | N/A | N/A | N/A |

(a) Additional charge added for rush hour service

(b) Fares charged by zone

(c) Fares \$0.75 in Brookville

(d) Donation

(e) Based on ability to pay

(f) Fares charged by zone

(g) Suggested Donation

(h) Pulaski County only

**TABLE 5
VEHICLE CHARACTERISTICS BY SYSTEM: 1995**

| SYSTEM | TOTAL ACTIVE VEHICLES | LIFT-EQUIPPED VEHICLES IN FLEET | TOTAL CAPACITY* | AVERAGE CAPACITY | AVERAGE AGE IN YEARS |
|---|------------------------------|--|------------------------|-------------------------|-----------------------------|
| GROUP 1 – Large Fixed Route | | | | | |
| Fort Wayne | 43 | 17 | 1,905 | 44 | 10 |
| Gary | 39 | 33 | 2,045 | 52 | 7 |
| Indianapolis | 182 | 26 | 10,934 | 60 | 10 |
| NICTD | 56 | N/A** | 6,817 | 122 | 11 |
| South Bend | 64 | 5 | 3,866 | 60 | 10 |
| SUBTOTAL: GROUP 1 | 384 | 81 | 25,567 | 68 | 10 |
| GROUP 2 – Medium Fixed Route | | | | | |
| Anderson | 16 | 16 | 822 | 51 | 11 |
| Bloomington | 19 | 12 | 1,198 | 63 | 6 |
| Evansville | 45 | 19 | 1,732 | 38 | 9 |
| Hammond | 12 | 10 | 680 | 57 | 18 |
| Lafayette | 52 | 20 | 2,692 | 52 | 8 |
| Muncie | 34 | 34 | 1,389 | 41 | 7 |
| Southern Indiana | 254 | 196 | 19,004 | 75 | 11 |
| Terre Haute | 14 | 1 | 445 | 32 | 14 |
| SUBTOTAL: GROUP 2 | 446 | 308 | 27,962 | 51 | 11 |
| GROUP 3 – Small Fixed Route | | | | | |
| Bedford | 3 | 3 | 78 | 26 | 2 |
| Columbus | 8 | 8 | 231 | 27 | 6 |
| East Chicago | 6 | 1 | 192 | 32 | 8 |
| LaPorte | 9 | 8 | 123 | 14 | 3 |
| Marion | 11 | 11 | 296 | 27 | 3 |
| Michigan City | 8 | 6 | 170 | 21 | 4 |
| New Castle | 6 | 6 | 186 | 31 | 4 |
| Richmond | 15 | 10 | 254 | 17 | 4 |
| Washington | 4 | 4 | 64 | 11 | 4 |
| SUBTOTAL: GROUP 3 | 70 | 57 | 1,594 | 23 | 4 |
| GROUP 4 – Demand Response and County | | | | | |
| Elkhart | 29 | 7 | 116 | 4 | 6 |
| Franklin County | 9 | 2 | 78 | 9 | 5 |
| Goshen | 29 | 7 | 116 | 4 | 6 |
| Huntingburg | 1 | 1 | 9 | 9 | 7 |
| KIRPC | 39 | 15 | 304 | 8 | 7 |
| Kokomo | 30 | 15 | 254 | 8 | 6 |
| Kosciusko County | 14 | 14 | 301 | 22 | 7 |
| LCEOC | 48 | 14 | 547 | 11 | 8 |
| Madison County | 7 | 2 | 44 | 6 | 8 |
| Mitchell | 2 | 2 | 28 | 15 | 11 |
| Monroe County | 13 | 13 | 222 | 17 | 5 |
| Plymouth | 3 | 2 | 30 | 10 | 5 |
| Seymour | 2 | 1 | 11 | 7 | 3 |
| Trade Winds | 33 | 16 | 527 | 16 | 3 |
| Union County | 8 | 5 | 86 | 11 | 9 |
| Waveland | 6 | 2 | 76 | 7 | 2 |
| SUBTOTAL: GROUP 4 | 273 | 118 | 2,749 | 10 | 6 |
| TOTAL ALL GROUPS | 1,173 | 564 | 57,872 | 38 | 8 |

* Includes seating & standing capacity of passenger vehicles

** Under ADA, Commuter railroads may either install lifts on the railcars or provide a ramp/boarding device on the station platforms. NICTD has chosen to provide portable ramps at their stations.

TABLE 6
PERFORMANCE MEASURES BY SYSTEM: 1995

| SYSTEM | EXPENSE/ TRIP | EXPENSE/ TVM | SUBSIDY/ TRIP | FARE RECOVERY | LDI/ EXPENSE |
|---|------------------|-----------------|------------------|------------------|-----------------|
| GROUP 1 – Large Fixed Route | | | | | |
| Fort Wayne | 4.12 | 4.92 | 3.17 | 0.13 | 0.56 |
| Gary | 2.82 | 5.01 | 2.26 | 0.19 | 0.47 |
| Indianapolis | 2.68 | 4.12 | 1.88 | 0.27 | 0.64 |
| South Bend | 2.40 | 2.94 | 1.80 | 0.21 | 0.59 |
| AVERAGE: GROUP 1 | 3.01 | 4.25 | 2.28 | 0.20 | 0.57 |
| GROUP 2 – Medium Fixed Route | | | | | |
| Anderson | 5.48 | 3.94 | 4.99 | 0.06 | 0.53 |
| Bloomington | 1.98 | 2.85 | 1.63 | 0.17 | 0.54 |
| Evansville | 2.23 | 2.41 | 1.71 | 0.22 | 0.40 |
| Hammond | 3.92 | 3.30 | 3.21 | 0.17 | 0.42 |
| Lafayette | 1.65 | 2.68 | 1.17 | 0.22 | 0.51 |
| Muncie | 3.19 | 3.52 | 2.82 | 0.08 | 0.61 |
| Southern Indiana | 5.66 | 5.24 | 5.07 | 0.10 | 0.55 |
| Terre Haute | 3.68 | 2.73 | 3.13 | 0.14 | 0.35 |
| AVERAGE: GROUP 2 | 3.47 | 3.33 | 2.97 | 0.15 | 0.49 |
| GROUP 3 – Small Fixed Route | | | | | |
| Bedford | 6.94 | 4.29 | 6.43 | 0.05 | 0.29 |
| Columbus | 3.85 | 2.50 | 3.59 | 0.07 | 0.28 |
| East Chicago | 4.79 | 6.44 | 4.79 | 0.00 | 0.32 |
| LaPorte | 6.40 | 2.00 | 5.27 | 0.16 | 0.30 |
| Marion | 3.69 | 3.47 | 3.45 | 0.06 | 0.33 |
| Michigan City | 3.43 | 3.03 | 3.04 | 0.11 | 0.28 |
| New Castle | 7.08 | 4.00 | 6.33 | 0.04 | 0.27 |
| Richmond | 2.25 | 1.92 | 1.66 | 0.24 | 0.31 |
| Washington | 4.81 | 1.92 | 4.29 | 0.11 | 0.28 |
| AVERAGE: GROUP 3 | 4.80 | 3.29 | 4.32 | 0.09 | 0.30 |
| GROUP 4 – Demand Response and County | | | | | |
| Elkhart | 4.56 | 2.18 | 2.45 | 0.46 | 0.48 |
| Franklin | 5.97 | 1.16 | 5.23 | 0.12 | 0.66 |
| Goshen | 5.02 | 2.34 | 2.85 | 0.43 | 0.45 |
| Huntingburg | 3.28 | 2.48 | 2.94 | 0.10 | 0.55 |
| KIRPC | 5.55 | 1.27 | 4.13 | 0.24 | 0.37 |
| Kokomo | 5.19 | 1.29 | 3.59 | 0.23 | 0.58 |
| Kosciusko County | 6.64 | 2.67 | 5.92 | 0.09 | 0.35 |
| LCEOC | 5.03 | 1.69 | 3.39 | 0.16 | 0.46 |
| Madison County | 15.54 | 0.90 | 12.54 | 0.19 | 0.30 |
| Mitchell | 3.87 | 3.42 | 3.46 | 0.11 | 0.28 |
| Monroe County | 4.74 | 1.26 | 4.35 | 0.08 | 0.35 |
| Plymouth | 5.01 | 1.71 | 3.33 | 0.30 | 0.32 |
| Seymour | 10.25 | 2.60 | 8.51 | 0.17 | 0.58 |
| Trade Winds | 5.57 | 0.96 | 4.67 | 0.12 | 0.50 |
| Union County | 6.13 | 1.45 | 5.63 | 0.08 | 0.38 |
| Waveland | 5.29 | 2.55 | 4.67 | 0.07 | 0.59 |
| AVERAGE: GROUP 4 | 6.10 | 1.87 | 4.85 | 0.18 | 0.45 |
| AVERAGE ALL GROUPS* | 4.80 | 2.85 | 3.97 | 0.15 | 0.43 |
| NICTD | 6.20 | 7.38 | 1.85 | 0.52 | 0.61 |

* NICTD excluded from averages due to unique service type

Financial Data

TABLE 7

STATEWIDE OPERATING EXPENDITURES BY CATEGORY: 1991 – 1995
(Expenditures expressed in millions)

| | 1991 | % | 1992 | % | 1993 | % | 1994 | % | 1995 | % |
|------------------------|-------------|-----------|-------------|-----------|-------------|------------|-------------|------------|-----------|------------|
| Labor & Fringe | 53.2 | 64 | 55.6 | 67 | 56.2 | 64 | 58.4 | 66 | 55.52 | 66 |
| Fuel and Lubricants | 3.6 | 4 | 5.1 | 6 | 3.1 | 4 | 3.1 | 4 | 3.6 | 4 |
| Casualty and Liability | 4.3 | 5 | 3.3 | 4 | 8 | 9 | 5.4 | 6 | 5.23 | 6 |
| Other | 18.2 | 22 | 18.6 | 21 | 20.4 | 23 | 20.9 | 24 | 26.65 | 24 |
| TOTAL | 79.3 | 96 | 82.6 | 94 | 87.7 | 100 | 87.8 | 100 | 91 | 100 |

FIGURE 2

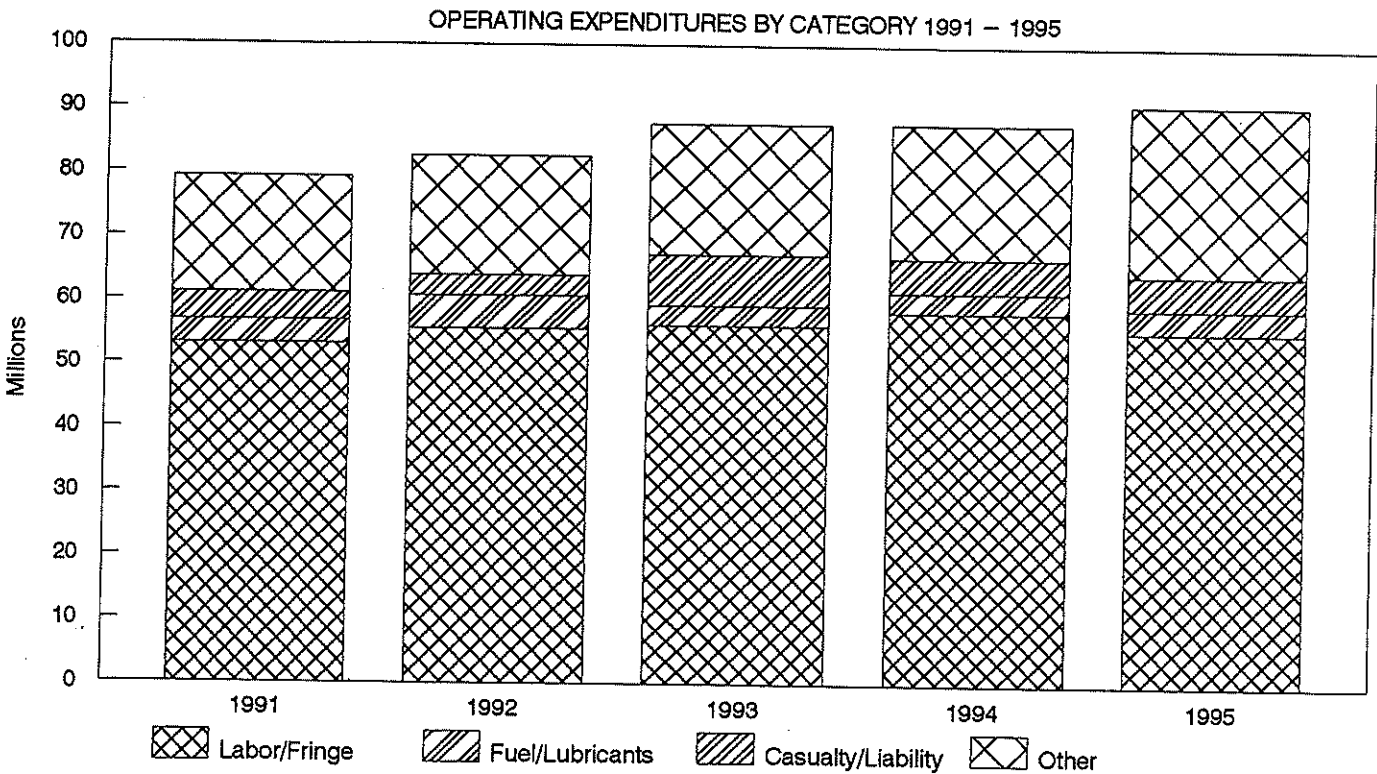


TABLE 8
TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY: 1995

| SYSTEM | LABOR & FRINGE | | SERVICES | | LUBRICANTS | | FUEL & SUPPLIES | | MATERIALS & SUPPLIES | | UTILITIES | | CASUALTY & LIABILITY | | OTHER | | TOTAL |
|---|-------------------|------------|------------------|------------|------------------|-----------|------------------|-----------|----------------------|-----------|------------------|-----------|----------------------|------------|-------------------|--|-------|
| | % | | % | | % | | % | | % | | % | | % | | % | | |
| GROUP 1 - Large Fixed Route | | | | | | | | | | | | | | | | | |
| Fort Wayne | 4,219,764 | 78% | 157,941 | 3% | 282,515 | 5% | 356,868 | 7% | 79,244 | 1% | 220,863 | 4% | 115,275 | 2% | 5,431,291 | | |
| Gary | 4,298,614 | 62% | 885,680 | 13% | 406,359 | 6% | 507,528 | 7% | 203,922 | 3% | 481,352 | 7% | 183,566 | 3% | 6,967,021 | | |
| Indianapolis | 13,101,131 | 51% | 5,404,349 | 21% | 872,645 | 3% | 2,806,650 | 11% | 624,424 | 2% | 590,924 | 2% | 2,327,601 | 9% | 25,747,924 | | |
| NC/D | 12,420,411 | 61% | 717,860 | 4% | 0 | 0% | 1,695,627 | 8% | 1,708,089 | 8% | 2,562,956 | 1% | 1,316,289 | 6% | 20,421,032 | | |
| South Bend | 4,125,442 | 76% | 370,621 | 7% | 377,546 | 7% | 106,003 | 2% | 93,425 | 2% | 224,321 | 4% | 108,541 | 2% | 5,403,902 | | |
| SUBTOTAL | 38,165,362 | 60% | 7,536,051 | 12% | 1,939,068 | 3% | 5,472,697 | 9% | 2,709,104 | 4% | 4,079,616 | 6% | 4,049,272 | 6% | 63,951,170 | | |
| GROUP 2 - Medium Fixed Route | | | | | | | | | | | | | | | | | |
| Anderson | 1,165,979 | 81% | 70,876 | 5% | 66,128 | 5% | 43,346 | 3% | 35,375 | 2% | 60,890 | 4% | 3,915 | 0% | 1,446,509 | | |
| Bloomington | 1,015,673 | 52% | 241,746 | 12% | 164,524 | 8% | 168,042 | 9% | 25,553 | 1% | 75,544 | 4% | 258,008 | 13% | 1,949,090 | | |
| Evansville | 2,358,230 | 80% | 60,389 | 2% | 257,630 | 9% | 156,343 | 5% | 52,025 | 2% | 56,894 | 2% | 6,326 | 0% | 2,947,637 | | |
| Hammond | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1,490,206 | 100% | 1,490,206 | | |
| Lafayette | 2,498,565 | 79% | 71,611 | 2% | 264,035 | 8% | 96,857 | 3% | 44,355 | 1% | 114,235 | 4% | 85,664 | 3% | 3,178,372 | | |
| Muncie | 2,535,871 | 70% | 274,905 | 8% | 267,482 | 7% | 228,808 | 6% | 67,856 | 2% | 140,186 | 4% | 124,857 | 3% | 3,639,965 | | |
| Southern Indiana | 758,286 | 78% | 34,146 | 4% | 50,005 | 5% | 39,856 | 4% | 13,600 | 1% | 15,907 | 2% | 63,182 | 6% | 974,983 | | |
| Terre Haute | 776,023 | 73% | 16,000 | 1% | 68,647 | 6% | 76,573 | 7% | 30,318 | 3% | 44,162 | 4% | 57,265 | 5% | 1,066,988 | | |
| SUBTOTAL | 11,108,627 | 67% | 769,673 | 5% | 1,138,452 | 7% | 809,825 | 5% | 269,082 | 2% | 507,668 | 3% | 2,092,423 | 13% | 16,695,750 | | |
| GROUP 3 - Small Fixed Route | | | | | | | | | | | | | | | | | |
| BaBford | 229,386 | 83% | 8,208 | 3% | 7,263 | 3% | 5,689 | 2% | 5,363 | 2% | 17,172 | 6% | 4,592 | 2% | 277,683 | | |
| Columbus | 460,282 | 76% | 35,208 | 6% | 33,930 | 6% | 50,143 | 8% | 10,016 | 2% | 6,000 | 1% | 10,498 | 2% | 606,077 | | |
| East Chicago | 504,334 | 80% | 19,508 | 3% | 19,107 | 3% | 68,419 | 11% | 0 | 0% | 0 | 0% | 22,536 | 4% | 633,805 | | |
| LaPorte | 317,221 | 75% | 4,148 | 1% | 26,508 | 6% | 21,706 | 5% | 24,043 | 6% | 21,198 | 5% | 9,136 | 2% | 423,960 | | |
| Marion | 337,951 | 63% | 57,922 | 11% | 29,052 | 5% | 16,485 | 3% | 8,156 | 2% | 48,960 | 9% | 40,869 | 8% | 539,395 | | |
| Michigan City | 482,912 | 75% | 2,575 | 0% | 31,605 | 5% | 42,813 | 7% | 22,243 | 3% | 56,901 | 9% | 4,708 | 1% | 643,757 | | |
| New Castle | 231,330 | 74% | 18,346 | 6% | 13,482 | 4% | 9,556 | 3% | 5,983 | 2% | 25,535 | 8% | 8,982 | 3% | 313,224 | | |
| Richmond | 552,773 | 75% | 23,412 | 3% | 44,878 | 6% | 27,699 | 4% | 5,062 | 1% | 83,931 | 11% | 0 | 0% | 737,755 | | |
| Washington | 25,445 | 43% | 18,242 | 31% | 4,443 | 8% | 2,757 | 5% | 2,680 | 5% | 4,285 | 7% | 1,002 | 2% | 58,854 | | |
| SUBTOTAL | 3,141,634 | 74% | 187,570 | 4% | 210,278 | 5% | 245,277 | 6% | 83,546 | 2% | 263,982 | 6% | 102,323 | 2% | 4,234,610 | | |
| GROUP 4 - Demand Response and County | | | | | | | | | | | | | | | | | |
| Elkhart | 52,849 | 7% | 0 | 0% | 0 | 0% | 5,914 | 1% | 0 | 0% | 0 | 0% | 651,196 | 92% | 709,959 | | |
| Franklin | 164,602 | 79% | 7,703 | 4% | 11,865 | 6% | 7,456 | 4% | 5,136 | 2% | 4,671 | 2% | 6,142 | 3% | 207,575 | | |
| Go-Site | 6,195 | 6% | 0 | 0% | 0 | 0% | 3,380 | 4% | 0 | 0% | 0 | 0% | 99,350 | 91% | 109,425 | | |
| Huntingburg | 28,694 | 77% | 2,528 | 7% | 2,335 | 6% | 2,155 | 6% | 280 | 1% | 739 | 2% | 584 | 2% | 37,315 | | |
| KIRCP | 555,352 | 88% | 70,234 | 9% | 62,474 | 8% | 4,007 | 0% | 34,100 | 4% | 37,344 | 5% | 50,784 | 6% | 811,295 | | |
| Kokomo | 265,537 | 48% | 0 | 0% | 0 | 0% | 21,596 | 4% | 0 | 0% | 0 | 0% | 261,782 | 48% | 548,915 | | |
| Kosciusko County | 452,617 | 83% | 19,646 | 3% | 33,245 | 5% | 53,946 | 7% | 32,322 | 2% | 21,365 | 3% | 126,896 | 18% | 718,939 | | |
| LCOEC | 754,233 | 59% | 61,367 | 5% | 103,418 | 8% | 137,040 | 11% | 27,100 | 2% | 170,039 | 13% | 14,432 | 1% | 1,267,629 | | |
| Madison County | 0 | 0% | 40,668 | 19% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 175,575 | 81% | 216,243 | | |
| Mitchell | 48,624 | 72% | 10,537 | 16% | 3,132 | 5% | 162 | 0% | 2,908 | 4% | 2,225 | 3% | 381 | 1% | 67,969 | | |
| Monroe County | 216,179 | 53% | 8,397 | 2% | 35,944 | 9% | 57,575 | 14% | 4,830 | 1% | 36,509 | 9% | 46,765 | 12% | 406,300 | | |
| Plymouth | 0 | 0% | 0 | 0% | 0 | 0% | 569 | 3% | 0 | 0% | 0 | 0% | 17,936 | 97% | 18,505 | | |
| Seymour | 21,898 | 27% | 5,500 | 7% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 53,372 | 66% | 80,770 | | |
| Trade Winds | 494,306 | 60% | 674 | 0% | 74,816 | 9% | 57,005 | 7% | 379 | 0% | 42,316 | 5% | 147,751 | 18% | 817,247 | | |
| Union County | 87,010 | 71% | 7,692 | 6% | 7,561 | 6% | 4,615 | 4% | 480 | 0% | 12,085 | 10% | 3,908 | 3% | 123,371 | | |
| Waveland | 49,915 | 62% | 8,255 | 10% | 2,775 | 3% | 4,335 | 5% | 513 | 1% | 9,554 | 12% | 5,419 | 7% | 80,766 | | |
| SUBTOTAL | 3,195,011 | 51% | 242,203 | 4% | 337,585 | 5% | 360,156 | 6% | 88,048 | 1% | 396,947 | 5% | 1,662,273 | 27% | 6,222,223 | | |
| TOTAL | 55,610,634 | 61% | 8,735,497 | 10% | 3,625,383 | 4% | 6,887,955 | 8% | 3,149,780 | 3% | 5,188,213 | 6% | 7,906,291 | 9% | 91,103,758 | | |

TABLE 9
STATEWIDE OPERATING REVENUES BY CATEGORY: 1991 – 1995
 (Expenditures expressed in millions)

| | 1991 | % | 1992 | % | 1993 | % | 1994 | % | 1995 | % |
|----------------|--------|----|--------|----|--------|-----|--------|-----|--------|-----|
| Fares | \$23.3 | 28 | \$23.5 | 27 | \$23.6 | 27 | \$24.8 | 28 | \$26.7 | 29 |
| Federal | \$16.5 | 20 | \$16.8 | 19 | \$17.5 | 20 | \$18.7 | 21 | \$17.4 | 19 |
| State | \$16.4 | 20 | \$17.7 | 20 | \$20.4 | 23 | \$20.4 | 24 | \$22.0 | 24 |
| Local | \$20.0 | 24 | \$22.2 | 25 | \$24.3 | 28 | \$22.3 | 25 | \$24.2 | 27 |
| Other | \$3.1 | 4 | \$1.9 | 2 | \$2.0 | 2 | \$1.6 | 2 | \$0.8 | 1 |
| TOTAL | \$79.3 | 97 | \$82.1 | 94 | \$87.8 | 100 | \$87.8 | 100 | \$91.1 | 100 |

FIGURE 5

STATEWIDE OPERATING REVENUES: 1995

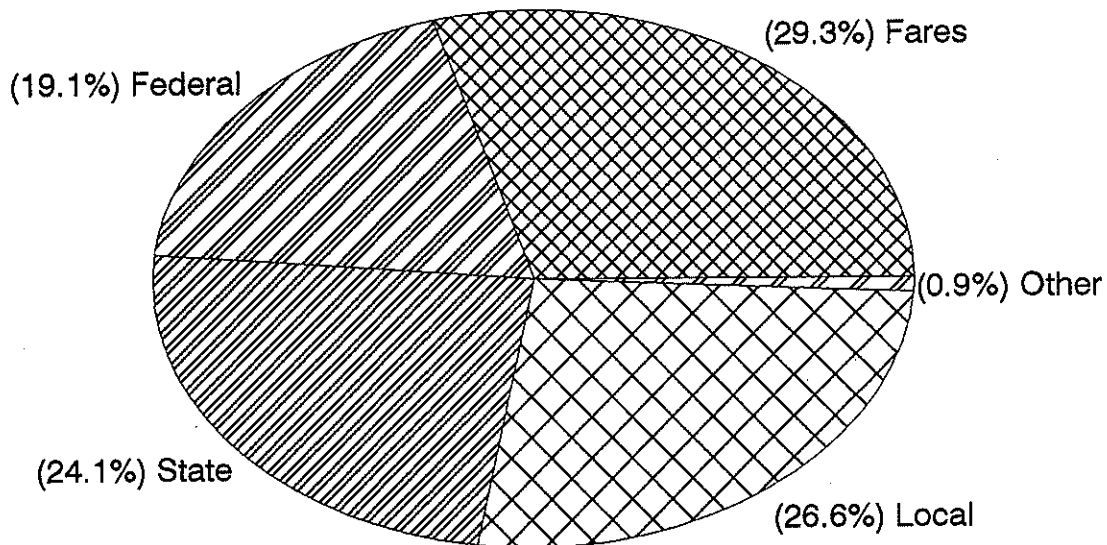


TABLE 10
TRANSIT SYSTEM OPERATING REVENUES BY CATEGORY: 1995

| SYSTEM | FARES | % | FEDERAL | % | STATE | % | LOCAL | % | OTHER | % | TOTAL |
|---|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|----------------|-----------|-------------------|
| GROUP 1 - Large Fixed Route | | | | | | | | | | | |
| Fort Wayne | 1,066,753 | 20% | 958,504 | 18% | 1,248,296 | 23% | 1,970,266 | 36% | 187,472 | 3% | 5,431,291 |
| Gary | 1,974,121 | 20% | 2,220,425 | 32% | 1,476,440 | 21% | 1,896,035 | 27% | 0 | 0% | 6,967,021 |
| Indianapolis | 7,415,237 | 29% | 3,349,275 | 13% | 5,605,736 | 22% | 9,129,834 | 35% | 227,842 | 1% | 25,727,924 |
| NICTD | 10,864,634 | 53% | 2,134,050 | 10% | 5,788,912 | 28% | 1,633,436 | 8% | 0 | 0% | 20,421,032 |
| South Bend | 1,341,975 | 25% | 910,111 | 17% | 1,311,476 | 24% | 1,837,595 | 34% | 2,745 | 0% | 5,403,902 |
| SUBTOTAL | 22,062,720 | 34% | 9,572,365 | 15% | 15,430,860 | 24% | 16,467,166 | 26% | 418,059 | 1% | 63,951,170 |
| GROUP 2 - Medium Fixed Route | | | | | | | | | | | |
| Anderson | 103,353 | 7% | 380,368 | 23% | 318,284 | 22% | 668,303 | 46% | 26,201 | 2% | 1,446,509 |
| Bloomington | 350,715 | 18% | 492,716 | 25% | 412,172 | 21% | 693,487 | 36% | 0 | 0% | 1,949,090 |
| Evansville | 674,561 | 23% | 1,033,364 | 35% | 724,376 | 25% | 499,844 | 17% | 15,492 | 1% | 2,947,637 |
| Hammond | 270,772 | 18% | 515,521 | 35% | 354,531 | 24% | 349,382 | 23% | 0 | 0% | 1,490,206 |
| Lafayette | 897,595 | 28% | 720,441 | 23% | 815,833 | 26% | 725,587 | 23% | 18,916 | 1% | 3,178,372 |
| Muncie | 418,675 | 12% | 573,058 | 16% | 849,445 | 23% | 1,797,144 | 49% | 1,643 | 0% | 3,639,985 |
| Southern Indiana | 101,155 | 0% | 97,498 | 10% | 337,415 | 35% | 438,915 | 45% | 0 | 0% | 974,983 |
| Terre Haute | 159,287 | 15% | 429,768 | 40% | 263,444 | 25% | 216,489 | 20% | 0 | 0% | 1,068,988 |
| SUBTOTAL | 2,976,113 | 18% | 4,192,734 | 25% | 4,075,500 | 24% | 5,389,151 | 32% | 62,252 | 0% | 16,695,750 |
| GROUP 3 - Small Fixed Route | | | | | | | | | | | |
| Bedford | 20,373 | 7% | 115,209 | 41% | 81,237 | 29% | 60,864 | 22% | 0 | 0% | 277,683 |
| Columbus | 40,576 | 7% | 288,398 | 44% | 168,839 | 28% | 128,264 | 21% | 0 | 0% | 606,077 |
| East Chicago | 0 | 0% | 230,549 | 36% | 201,678 | 32% | 201,678 | 32% | 0 | 0% | 633,905 |
| La Porte | 73,568 | 17% | 174,369 | 41% | 120,419 | 28% | 53,951 | 13% | 1,653 | 0% | 423,960 |
| Marion | 30,115 | 6% | 201,524 | 37% | 152,483 | 28% | 149,784 | 28% | 5,489 | 1% | 539,395 |
| Michigan City | 72,845 | 11% | 285,456 | 44% | 179,150 | 28% | 106,306 | 17% | 0 | 0% | 643,757 |
| New Castle | 29,792 | 10% | 140,022 | 45% | 84,281 | 27% | 55,741 | 18% | 3,888 | 1% | 313,224 |
| Richmond | 188,502 | 26% | 272,396 | 37% | 230,449 | 31% | 41,947 | 6% | 4,461 | 1% | 737,755 |
| Washington | 6,345 | 11% | 26,254 | 45% | 16,300 | 28% | 9,955 | 17% | 0 | 0% | 58,854 |
| SUBTOTAL | 462,116 | 11% | 1,714,177 | 40% | 1,234,836 | 29% | 808,490 | 19% | 14,991 | 0% | 4,234,610 |
| GROUP 4 - Demand Response and County | | | | | | | | | | | |
| Elkhart | 326,475 | 46% | 187,956 | 26% | 182,024 | 26% | 10,862 | 2% | 2,642 | 0% | 709,959 |
| Franklin | 25,432 | 12% | 70,671 | 34% | 0 | 0% | 111,183 | 54% | 289 | 0% | 207,575 |
| Goshen | 46,533 | 43% | 29,604 | 27% | 29,789 | 27% | 2,891 | 3% | 858 | 1% | 109,425 |
| Huntingburg | 3,898 | 10% | 16,708 | 45% | 0 | 0% | 16,709 | 45% | 0 | 0% | 37,315 |
| KIRPC | 195,585 | 24% | 302,253 | 37% | 197,587 | 24% | 104,666 | 13% | 11,204 | 1% | 811,295 |
| Kokomo | 126,532 | 23% | 188,589 | 34% | 0 | 0% | 191,692 | 35% | 42,102 | 8% | 548,915 |
| Kosciusko County | 77,983 | 11% | 320,478 | 45% | 148,689 | 21% | 171,730 | 24% | 0 | 0% | 718,940 |
| LCOEC | 208,836 | 16% | 162,725 | 13% | 315,283 | 25% | 376,047 | 30% | 204,738 | 16% | 1,267,629 |
| Madison County | 41,754 | 19% | 87,246 | 40% | 64,499 | 30% | 22,744 | 11% | 0 | 0% | 216,243 |
| Mitchell | 7,223 | 11% | 30,373 | 45% | 18,798 | 28% | 11,575 | 17% | 0 | 0% | 67,969 |
| Monroe County | 33,000 | 8% | 186,650 | 46% | 78,862 | 19% | 107,788 | 27% | 0 | 0% | 406,300 |
| Plymouth | 5,592 | 30% | 6,148 | 33% | 5,870 | 32% | 278 | 2% | 617 | 3% | 18,505 |
| Seymour | 13,662 | 17% | 33,554 | 42% | 0 | 0% | 33,554 | 42% | 0 | 0% | 80,770 |
| Trade Winds | 101,733 | 12% | 202,274 | 25% | 173,606 | 21% | 309,047 | 38% | 30,587 | 4% | 817,247 |
| Union County | 10,025 | 8% | 54,506 | 44% | 22,527 | 18% | 36,319 | 29% | 0 | 0% | 123,371 |
| Waveland | 9,426 | 12% | 33,000 | 41% | 0 | 0% | 38,340 | 47% | 0 | 0% | 80,766 |
| SUBTOTAL | 1,233,689 | 20% | 1,912,729 | 31% | 1,237,484 | 20% | 1,545,485 | 25% | 292,837 | 5% | 6,222,224 |
| TOTAL | 26,734,638 | 29% | 17,992,005 | 19% | 21,978,680 | 24% | 24,210,292 | 27% | 788,139 | 1% | 91,109,754 |

GROUP: 2

Anderson

FINANCIAL INFORMATION

| | |
|--|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 537,367 |
| Other Salaries/Wages | 293,320 |
| Fringe | 335,292 |
| Services | 70,876 |
| Materials & Supplies | 109,474 |
| Utilities | 35,375 |
| Casualty/Liability | 60,890 |
| Purchased Transportation | 0 |
| Other | 3,915 |
| Total | \$1,446,509 |
| Reconciling Items | 3,027 |
| | |
| Revenue Summary: (\$) | |
| Fare Revenue | 88,760 |
| Charter/Other | 14,593 |
| Contra & Other Fed./State | 26,201 |
| Local Assistance | 668,303 |
| State Assistance (PMTF) | 318,284 |
| Federal Assistance (FTA) | 330,368 |
| Total | \$1,446,509 |
| | |
| Capital Grant Awards: (\$) | |
| Local | 15,626 |
| State PMTF | 0 |
| Federal | 65,208 |
| Total | \$80,834 |
| | |
| Operating Subsidy | \$1,316,955 |
| Locally Derived Income (LDI) | \$771,656 |
| Operating Income | \$103,353 |

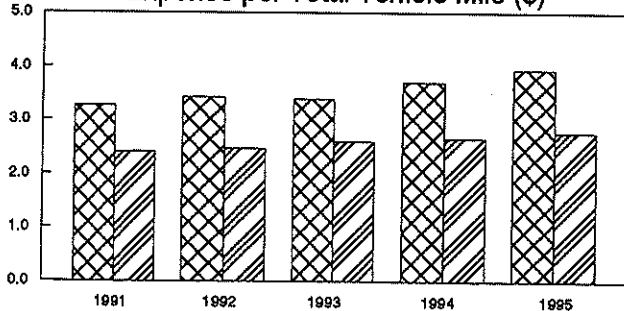
SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 263,824 |
| Total Vehicle Miles (TVM) | 367,166 |
| Revenue Vehicle Miles (RVM) | 349,630 |
| Peak Hour Fleet | 11 |
| Base Fleet | 11 |
| Road Calls | 73 |

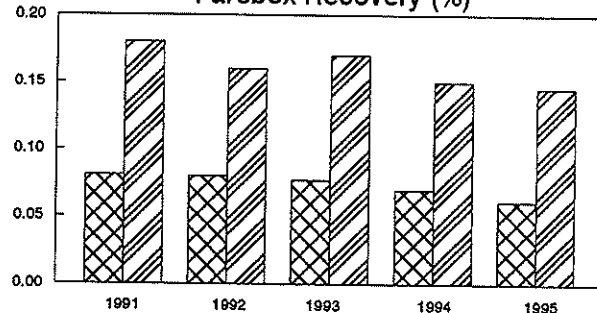
PERFORMANCE MEASURES

| | 1995 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 3.94 | 2.76 |
| Veh. Miles Between Road Calls | 5,030 | 2,076 |
| | | |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.72 | 1.22 |
| Passenger Boardings/Capita | 4.44 | 11.80 |
| | | |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.48 | 2.26 |
| Subsidy/Passenger Board | 4.99 | 1.77 |
| Fare Revenue/Passenger Board | 0.34 | 0.33 |
| | | |
| Financial Performance: | | |
| Fare Recovery | 0.06 | 0.15 |
| LDI/Operating Expense | 0.53 | 0.48 |

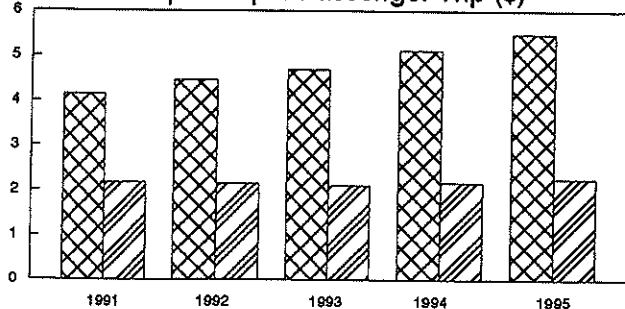
Expense per Total Vehicle Mile (\$)



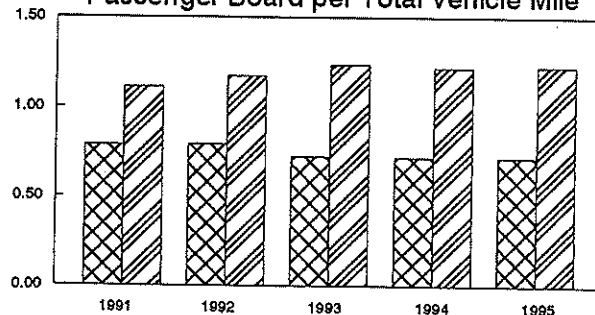
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Anderson
 Peer Group

Transit Authority of Stone City

1102 16th Street
 Bedford, IN 47421
 (812) 275-1631 Fax (812) 275-1608

CONTACT Myra Wilson, Office Manager

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Bedford City Limits
 Service Population 13,817
 Special Services Three lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday No Service
 Sunday No service
 Special Holiday Schedule 10:00 am - 4:00 pm
 Holidays Without Service 10

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 3 | 2 |
| Maintenance | 0 | 1 |
| General Admin | 0 | 2 |
| Total | 3 | 5 |

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.75
 E & D 0.50
 Transfer Free
 Zone N/A
 Other Token \$6.00/10 Rides
 Token for Elderly \$4.00/10 Rides

FUEL CONSUMPTION

Gallons Fuel 7,937
 Fuel Reserve N/A

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 3 | 1994 | BOTC | Ford | Diesel | 16 | 10 | 3 |
| 3 | TOTAL | | | | | | 3 |

GROUP: 3

Bedford

FINANCIAL INFORMATION

| | |
|--|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 113,595 |
| Other Salaries/Wages | 55,025 |
| Fringe | 60,766 |
| Services | 8,208 |
| Materials & Supplies | 12,962 |
| Utilities | 5,363 |
| Casualty/Liability | 17,172 |
| Purchased Transportation | 0 |
| Other | 4,592 |
| Total | \$277,683 |
| Reconciling Items | 0 |

| | |
|------------------------------|------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 15,123 |
| Charter/Other | 5,250 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 60,864 |
| State Assistance (PMTF) | 81,237 |
| Federal Assistance (FTA) | 115,209 |
| Total | \$277,683 |

| | |
|-----------------------------------|------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |

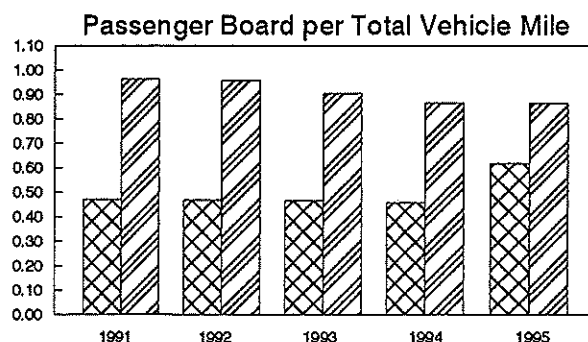
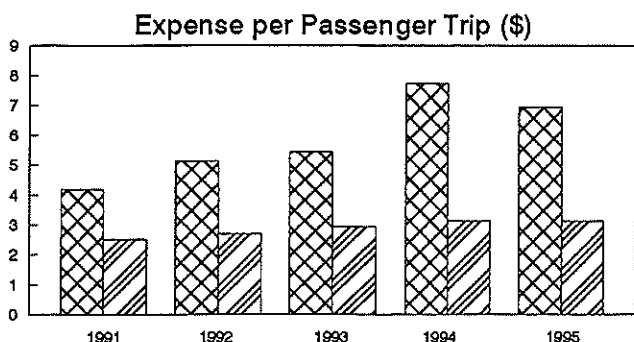
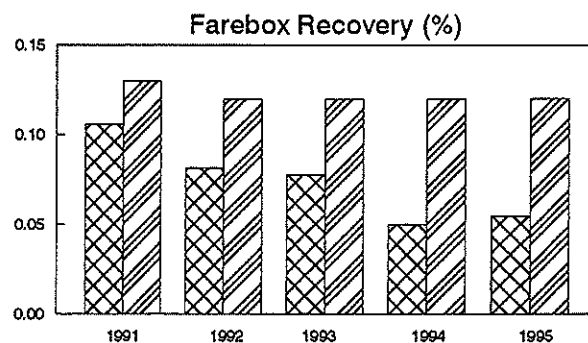
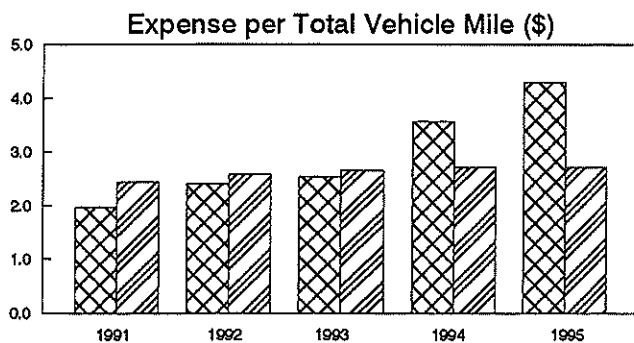
| | |
|-------------------------------------|------------------|
| Operating Subsidy | \$257,310 |
| Locally Derived Income (LDI) | \$81,237 |
| Operating Income | \$20,373 |

SERVICE STATISTICS

| | |
|-----------------------------|--------|
| Total Passenger Boardings | 40,004 |
| Total Vehicle Miles (TVM) | 64,673 |
| Revenue Vehicle Miles (RVM) | 64,644 |
| Peak Hour Fleet | 2 |
| Base Fleet | 2 |
| Road Calls | 3 |

PERFORMANCE MEASURES

| | 1995 | Peer Group |
|-------------------------------|--------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 4.29 | 2.72 |
| Veh. Miles Between Road Calls | 21,558 | 7,173 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.62 | 0.87 |
| Passenger Boardings/Capita | 2.90 | 5.85 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 6.94 | 3.13 |
| Subsidy/Passenger Board | 6.43 | 2.80 |
| Fare Revenue/Passenger Board | 0.38 | 0.38 |
| Financial Performance: | | |
| Fare Recovery | 0.05 | 0.12 |
| LDI/Operating Expense | 0.29 | 0.38 |



 Bedford
 Peer Group

Bloomington Public Transportation Corporation

800 E. Miller Dr.
 Bloomington, IN 47401
 (812) 332-5688 Fax (812) 332-3660

CONTACT David Gionet, General Manager

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Bloomington Metropolitan Area
 Service Population 60,633
 Special Services Demand Response Service for Persons with Disabilities

SERVICE HOURS

Monday-Friday 6:10 am - 11:30 pm
 Saturday 7:35 am - 6:45 pm
 Sunday No service
 Special Holiday Schedule Based on Indiana U. Class Schedule
 Holidays Without Service 5

PERSONNEL FULL-TIME PART-TIME

| | | |
|---------------|-----------|-----------|
| Operations | 23 | 14 |
| Maintenance | 5 | 1 |
| General Admin | 5 | 1 |
| Total | 33 | 16 |

FARES (\$)

Express N/A
 Base 0.50
 Youth 0.25
 E & D 0.25
 Transfer Free
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 164,524
 Fuel Reserve 3 Days

Pass \$20.00/Month, \$65.00/Semester; Disabled Pass \$8.00/Month
 Discount Tickets \$10.00/25 Rides; Youth, E&H Tickets \$5.00/25 Rides

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 4 | 1995 | LTB | Gillig | Diesel | 40 | 39 | 4 |
| 2 | 1995 | STB | Orion | Diesel | 24 | 21 | 2 |
| 1 | 1994 | STB | Ford | Diesel | 18 | 9 | 1 |
| 2 | 1992 | STB | Orion | Diesel | 24 | 21 | 2 |
| 2 | 1990 | LTB | Orion | Diesel | 42 | 41 | 0 |
| 2 | 1989 | LTB | Orion | Diesel | 42 | 41 | 0 |
| 3 | 1985 | MTB | Blue Bird | Diesel | 31 | 31 | 0 |
| 3 | 1981 | LTB | Gillig | Diesel | 40 | 39 | 3 |
| 19 | TOTAL | | | | | | 12 |

GROUP: 2

Bloomington

FINANCIAL INFORMATION

| | |
|---------------------------------|--------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 614,909 |
| Other Salaries/Wages | 242,704 |
| Fringe | 158,060 |
| Services | 241,746 |
| Materials & Supplies | 332,566 |
| Utilities | 25,553 |
| Casualty/Liability | 75,544 |
| Purchased Transportation | 240,163 |
| Other | 17,845 |
| Total | \$1,949,090 |
| Reconciling Items | 0 |

| | |
|---------------------------|--------------------|
| Revenue Summary: (\$) | |
| Fare Revenue | 340,876 |
| Charter/Other | 9,839 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 693,487 |
| State Assistance (PMTF) | 412,172 |
| Federal Assistance (FTA) | 492,716 |
| Total | \$1,949,090 |

| | |
|----------------------------|--------------------|
| Capital Grant Awards: (\$) | |
| Local | 0 |
| State PMTF | 232,300 |
| Federal | 2,015,296 |
| Total | \$2,247,596 |

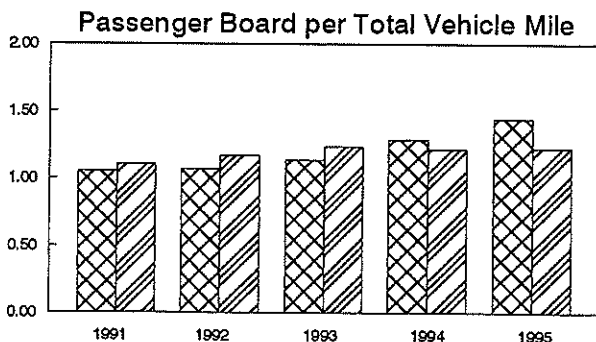
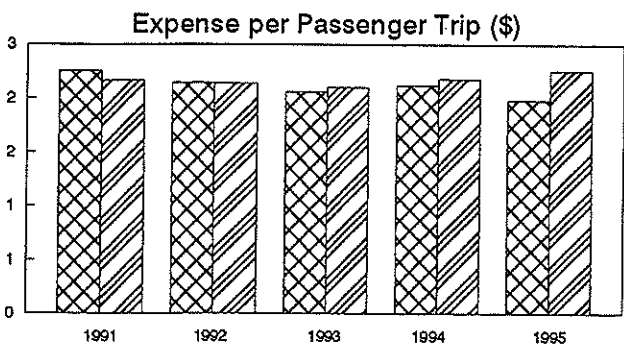
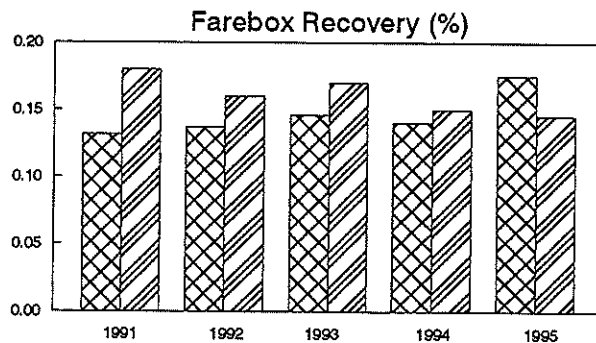
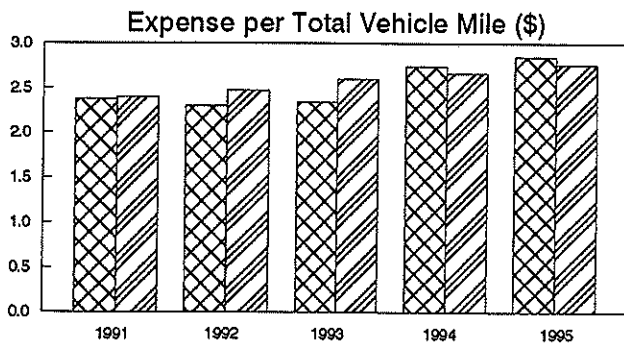
| | |
|-------------------------------------|--------------------|
| Operating Subsidy | \$1,598,375 |
| Locally Derived Income (LDI) | \$1,044,202 |
| Operating Income | \$350,715 |

SERVICE STATISTICS

| | |
|-----------------------------|---------|
| Total Passenger Boardings | 983,282 |
| Total Vehicle Miles (TVM) | 682,813 |
| Revenue Vehicle Miles (RVM) | 642,044 |
| Peak Hour Fleet | 19 |
| Base Fleet | 15 |
| Road Calls | 252 |

PERFORMANCE MEASURES

| | 1995 | Peer Group |
|-------------------------------|-------|------------|
| Service Efficiency: | | |
| Operating Expense/TVM | 2.85 | 2.76 |
| Veh. Miles Between Road Calls | 2,710 | 2,076 |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 1.44 | 1.22 |
| Passenger Boardings/Capita | 16.22 | 11.80 |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 1.98 | 2.26 |
| Subsidy/Passenger Board | 1.63 | 1.77 |
| Fare Revenue/Passenger Board | 0.35 | 0.33 |
| Financial Performance: | | |
| Fare Recovery | 0.17 | 0.15 |
| LDI/Operating Expense | 0.54 | 0.48 |



Bloomington
 Peer Group

Columbus Transit

2250 Kreuzer Dr:
 Columbus, IN 47201
 (812) 376-2506 Fax (812) 376-2643

CONTACT Sue A. Chapple, Transit Coordinator

GENERAL INFORMATION

Type of Service Fixed Route and Demand Response
 Service Area Columbus City Limits
 Service Population 31,802
 Special Services Dial-A-Bus demand response; Two lift-equipped mini-vans

SERVICE HOURS

Monday-Friday 6:00 am - 7:00 pm
 Saturday 7:00 am - 7:00 pm
 Sunday No Service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

| PERSONNEL | FULL-TIME | PART-TIME |
|---------------|-----------|-----------|
| Operations | 12 | 6 |
| Maintenance | 1 | 0 |
| General Admin | 2 | 0 |
| Total | 15 | 6 |

FARES (\$)

Express N/A
 Base 0.25
 Youth 0.25
 E & D 0.25
 Transfer N/A
 Zone N/A
 Other Dial-A-Bus; E&H \$.50/Ride

FUEL CONSUMPTION

Gallons Fuel 33930
 Fuel Reserve 40 Days

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 3 | 1995 | MV | Braun | Gas | 12 | 0 | 3 |
| 5 | 1987 | MTB | Skillcraft | Diesel | 23 | 16 | 5 |
| 8 | TOTAL | | | | | | 8 |

ROUP: 3

Columbus

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 316,067 |
| Other Salaries/Wages | 42,811 |
| Printing | 101,404 |
| Services | 35,208 |
| Materials & Supplies | 84,073 |
| Utilities | 10,016 |
| Casualty/Liability | 6,000 |
| Purchased Transportation | 0 |
| Other | 10,498 |
| Total | \$606,077 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | |
| Fare Revenue | 40,576 |
| Quarter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Federal Assistance | 0 |
| State Assistance (PMTF) | 128,264 |
| Federal Assistance (FTA) | 168,839 |
| Total | 268,398 |
| Total | \$606,077 |
| Capital Grant Awards: (\$) | |
| Federal | 57,473 |
| State PMTF | 40,000 |
| Other | 0 |
| Total | \$97,473 |
| Operating Subsidy | |
| Locally Derived Income (LDI) | \$565,501 |
| Operating Income | \$168,840 |
| | \$40,576 |

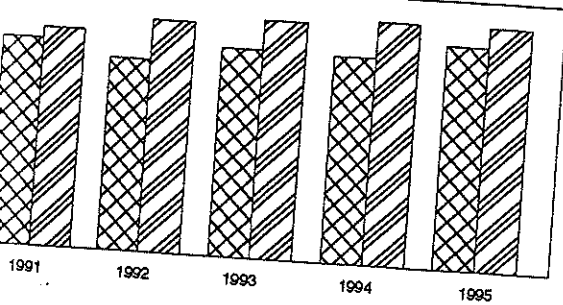
SERVICE STATISTICS

Total Passenger Boardings
 Total Vehicle Miles (TVM)
 Revenue Vehicle Miles (RVM)
 Peak Hour Fleet
 Base Fleet
 Road Calls

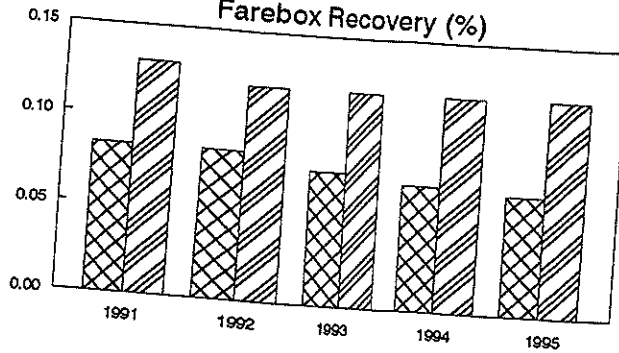
PERFORMANCE MEASURES

| | |
|-------------------------------|-------------|
| | 1995 |
| Service Efficiency: | |
| Operating Expense/TVM | 2.50 |
| Veh. Miles Between Road Calls | 80,708 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.65 |
| Passenger Boardings/Capita | 4.95 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 3.85 |
| Subsidy/Passenger Board | 3.59 |
| Fare Revenue/Passenger Board | 0.26 |
| Financial Performance: | |
| Fare Recovery | 0.07 |
| LDI/Operating Expense | 0.28 |

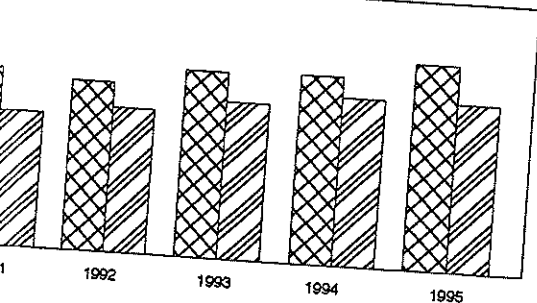
Expense per Total Vehicle Mile (\$)



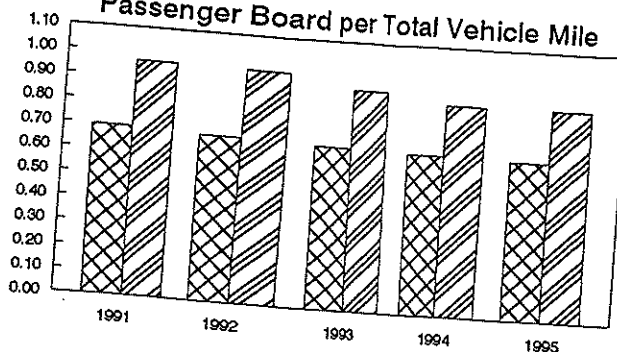
Farebox Recovery (%)



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile



Columbus
 Peer Group

Heart City Rider

1120 County-City Building
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840

CONTACT

Sandra Seanor, Executive Director

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 43,627
 Special Services
 Demand Response/User-Side Subsidy
 City of Elkhart
 Seven lift-equipped vehicles

SERVICE HOURS

Monday-Friday
 12:00 am - 12:00 am
 Saturday
 12:00 am - 12:00 pm
 Sunday
 12:00 am - 12:00 pm
 Regular Hours
 0
 Special Holiday Schedule
 Holidays Without Service

FARES (\$)

Express
 N/A
 Base
 2.60
 Youth
 2.60
 E & D
 N/A
 Transfer
 N/A
 Zone
 N/A
 Other
 Handicapped fare \$7.00 for first three miles

FUEL CONSUMPTION

Gallons Fuel 29,568
 Fuel Reserve N/A

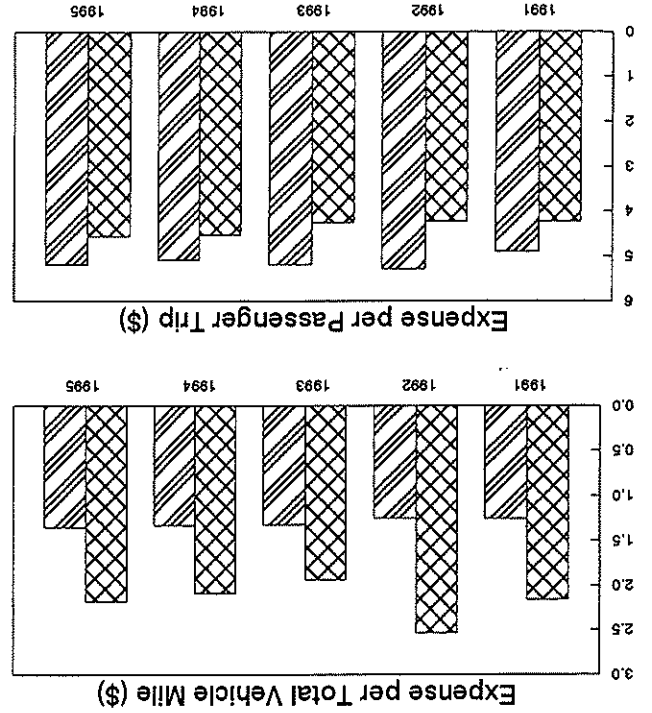
| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations | 54 |
| Maintenance | 3 |
| General Admin | 9 |
| Total | 66 |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1995 | MMV | Plymouth | Gas | 4 | 0 | 2 |
| 2 | 1994 | MMV | Dodge | Gas | 4 | 0 | 2 |
| 3 | 1993 | MMV | Dodge | Gas | 4 | 0 | 3 |
| 8 | 1990 | Taxi | Chevy | Gas | 4 | 0 | 0 |
| 8 | 1989 | Taxi | Chevy | Gas | 4 | 0 | 0 |
| 6 | 1988 | Taxi | Chevy | Gas | 4 | 0 | 0 |
| 29 | TOTAL | | | | | | 7 |

FINANCIAL INFORMATION

| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 0 |
| Operators Salaries/Wages | 39,596 |
| Other Salaries/Wages | 13,253 |
| Fringe | 0 |
| Services | 5,914 |
| Materials & Supplies | 0 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 635,722 |
| Other | 15,474 |
| Total | \$709,959 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 326,475 |
| Fare Revenue | 0 |
| Charter/Other | 2,642 |
| Contra & Other Fed./State | 10,862 |
| Local Assistance | 182,024 |
| State Assistance (PMTF) | 187,956 |
| Federal Assistance (FTA) | \$709,959 |
| Total | \$380,842 |
| Operating Subsidy | \$380,842 |
| Locally Derived Income (LDI) | \$337,337 |
| Operating Income | \$326,475 |



SERVICE STATISTICS

| | |
|-------------------------------|---------|
| Total Passenger Boardings | 155,741 |
| Total Vehicle Miles (TVM) | 325,248 |
| Revenue Vehicle Miles (RVM) | 325,248 |
| Peak Hour Fleet | 29 |
| Base Fleet | 29 |
| Road Calls | 0 |
| Service Efficiency: | 1995 |
| Operating Expense/TVM | 2.18 |
| Veh. Miles Between Road Calls | N/A |
| Service Effectiveness: | 0.48 |
| Passenger Boardings/TVM | 0.26 |
| Passenger Boardings/Capita | 3.57 |
| Cost Effectiveness: | 5.18 |
| Operating Expense/Pass. Board | 4.56 |
| Subsidy/Passenger Board | 2.45 |
| Fare Revenue/Passenger Board | 2.10 |
| Financial Performance: | 0.46 |
| Fare Recovery | 0.20 |
| LDI/Operating Expense | 0.46 |

Metropolitan Evansville Transit System

601 John Street
Evansville, IN 47713

(812) 423-4856 Fax (812) 426-6529

CONTACT

John A. Connell, Transit Director

GENERAL INFORMATION

Type of Service
Fixed Route and Demand Response
Evansville Metropolitan Area
126,272
Special Services
METS Mobility

SERVICE HOURS

Monday-Friday
5:45 am - 6:20 pm
5:45 am - 6:05 pm
Saturday
Sunday
Special Holiday Schedule
Holidays Without Service

FARES (\$)

Express
Base
Youth
E & D
Transfer
Zone
Other
N/A
0.75
0.50
0.35
0.10
N/A
Token \$0.65/Ride; E & D \$0.35/Ride; METS Mobility \$1.50/Ride
Student Ticket \$0.50/Ride; Trolley Fare \$0.25; Pass \$7.50/10 Rides; E&D Pass \$3.50/10 Rides

FUEL CONSUMPTION

N/A Gallons Fuel 257,630
0.75 Fuel Reserve 25 Days

PERSONNEL FULL-TIME

Operations 48
Maintenance 8
General Admin 9
Total 65

PART-TIME

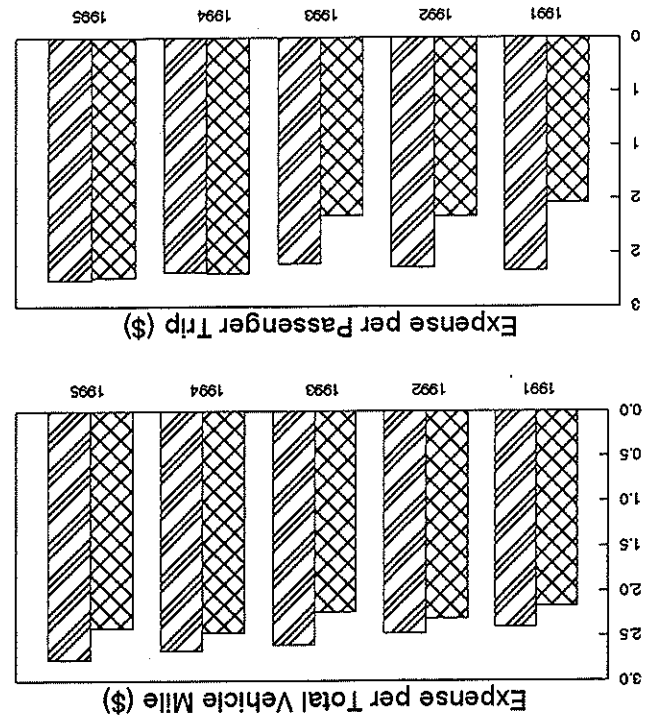
6
6
2
14

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 8 | 1995 | MTB | Gillig | Diesel | 30 | 20 | 8 |
| 6 | 1992 | MMV | Plymouth | Gas | 5 | 0 | 6 |
| 5 | 1989 | BOTC | Ford | Diesel | 16 | 0 | 5 |
| 1 | 1986 | TY | Chance | Diesel | 24 | 0 | 0 |
| 2 | 1985 | TY | Chance | Diesel | 24 | 0 | 0 |
| 7 | 1984 | MTB | Blue Bird | Diesel | 30 | 20 | 0 |
| 16 | 1981 | MTB | TMC | Diesel | 30 | 20 | 0 |
| 45 | TOTAL | | | | | | 19 |

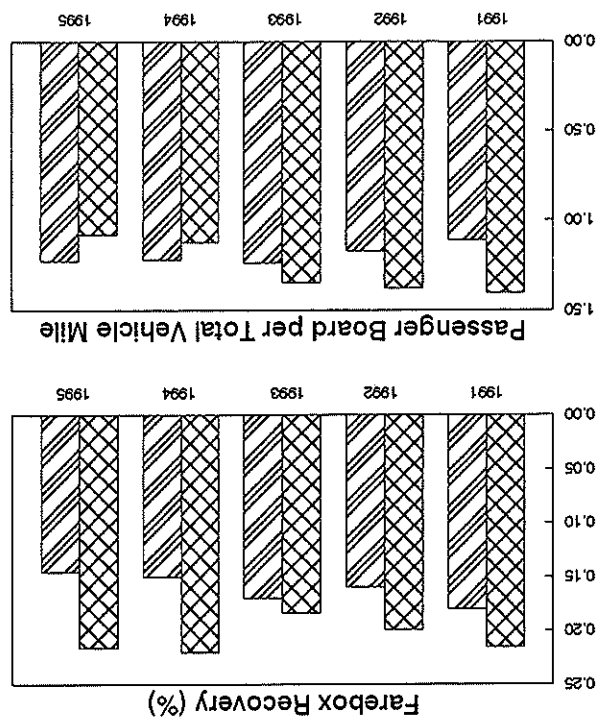
FINANCIAL INFORMATION

| | |
|---------------------------------|-------------|
| Operating Expense Summary: (\$) | 1,240,320 |
| Operators Salaries/Wages | 458,864 |
| Other Salaries/Wages | 659,046 |
| Fringe | 60,389 |
| Services | 413,973 |
| Materials & Supplies | 52,025 |
| Utilities | 56,694 |
| Casualty/Liability | 0 |
| Purchased Transportation | 6,326 |
| Other | \$2,947,637 |
| Total | 0 |
| Reconciling Items | |
| Revenue Summary: (\$) | |
| Fare Revenue | 637,087 |
| Charter/Other | 37,474 |
| Contra & Other Fed./State | 15,492 |
| Local Assistance | 499,844 |
| State Assistance (PMTF) | 724,376 |
| Federal Assistance (FTA) | 1,033,364 |
| Total | \$2,947,637 |
| Capital Grant Awards: (\$) | |
| Local | 101,890 |
| State PMTF | 131,889 |
| Federal | 815,116 |
| Total | \$1,048,895 |
| Operating Subsidy | \$2,257,584 |
| Locally Derived Income (LDI) | \$1,174,405 |
| Operating Income | \$674,561 |



SERVICE STATISTICS

| | |
|--|------------|
| Total Passenger Boardings | 1,319,862 |
| Total Vehicle Miles (TVM) | 1,223,031 |
| Revenue Vehicle Miles (RVM) | 1,178,032 |
| Peak Hour Fleet | 31 |
| Base Fleet | 28 |
| Road Calls | 212 |
| PERFORMANCE MEASURES | |
| 1995 | Peer Group |
| Service Efficiency: | |
| Operating Expense/TVM | 2.41 |
| Veh. Miles Between Road Calls | 5,769 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 1.08 |
| Passenger Boardings/Capita | 10.45 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 2.23 |
| Subsidy/Passenger Board | 1.71 |
| Fare Revenue/Passenger Board | 0.48 |
| Financial Performance: | |
| Fare Recovery | 0.22 |
| LDI/Operating Expense | 0.40 |
| Farebox Recovery (%) | 0.15 |
| Passenger Board per Total Vehicle Mile | 0.48 |



Fort Wayne Public Transportation Corporation

801 Leesburg Road

Fort Wayne, IN 46808

(219) 432-4977 Fax (219) 436-7729

CONTACT

Robert E. Morton, General Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 186,280
 Fixed Route and Demand Response
 Fort Wayne Metropolitan Area
 Seventeen lift-equipped buses
 Special Services

SERVICE HOURS

Monday-Friday
 5:15 am - 8:30 pm
 8:00 am - 6:30 pm
 No Service
 Regular Hours
 6
 Holidays Without Service

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 1.00
 0.75
 0.50
 Free
 N/A
 Pass \$45.00/Month; E&H \$22.00/Month
 Card \$10.00/10 Rides; E&H \$5.00/10 Rides; Youth \$7.50/10 Rides

FUEL CONSUMPTION

Gallons Fuel 282,515
 Fuel Reserve 43 Days

| PERSONNEL FULL-TIME | | PART-TIME | |
|---------------------|----|-----------|---|
| Operations | 55 | 0 | 0 |
| Maintenance | 15 | 3 | 3 |
| General Admin | 14 | 4 | 4 |
| Total | 84 | 7 | 7 |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 9 | 1995 | STB | Ford | Diesel | 16 | 0 | 9 |
| 1 | 1987 | STB | Ford | Diesel | 21 | 8 | 1 |
| 3 | 1987 | TY | Chance | Diesel | 24 | 15 | 0 |
| 23 | 1983 | LTB | Flexible | Diesel | 40 | 15 | 0 |
| 7 | 1981 | LTB | GMC | Diesel | 35 | 15 | 7 |
| 43 | TOTAL | | | | | | 17 |

Peer Group
1995

1,317,130
1,104,279
1,021,900
25
25
25
335

SERVICE STATISTICS

Total Passenger Boardings
Total Vehicle Miles (TVM)
Revenue Vehicle Miles (RVM)
Peak Hour Fleet
Base Fleet
Road Calls

PERFORMANCE MEASURES

1995

1,39
13.18
2.80
1.87
0.60

Service Efficiency:
Passenger Boardings/TVM
Passenger Boardings/Capita

Cost Effectiveness:
Operating Expense/Pass. Board
Subsidy/Passenger Board
Fare Revenue/Passenger Board

Financial Performance:
Fare Recovery
LDI/Operating Expense

0.21
0.53

0.13
0.56

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operators Salaries/Wages
Other Salaries/Wages

Fringe
Services
Materials & Supplies

Utilities
Casualty/Liability
Purchased Transportation

Other
Total

Reconciling Items

Revenue Summary: (\$)

Fare Revenue
Charter/Other
Contra & Other Fed./State

Local Assistance
State Assistance (PMTF)
Federal Assistance (FTA)

Total

Capital Grant Awards: (\$)

Local
State PMTF
Federal

Total

Operating Subsidy
Locally Derived Income (LDI)

Operating Income

\$4,177,066
\$3,037,019
\$1,066,753

Expense per Total Vehicle Mile (\$)

Expense per Passenger Trip (\$)

Passenger Board per Total Vehicle Mile

Farebox Recovery (%)

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

1991 1992 1993 1994 1995

Fort Wayne
Peer Group

*2 more vehicles
1 Chevrolet
1 Dodge*

Franklin County Public Transportation

151 East Fourth Street
Brookville, IN 47012

(317) 647-3509 Fax (317) 647-3224

CONTACT

Cathy Peisor, Executive Director

GENERAL INFORMATION

Type of Service Demand Response
Service Area Franklin County
Service Population 19,580
Special Services Two lift-equipped van

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service
Special Holiday Schedule No Service
Holidays Without Service 6

FARES (\$)

Express N/A
Base 2.00
Youth N/A
E & D Donation
Transfer N/A
Zone 0.75 within Brookville
Other

FUEL CONSUMPTION

Gallons Fuel 11,865
Fuel Reserve N/A

PERSONNEL FULL-TIME

Operations 5
General Admin 3
Total 8

PART-TIME

3
1
0
4

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1995 | MV | Dodge | Gas | 12 ✓ | 0 | 1 |
| 1 | 1995 | Mini | Chevrolet | Gas | 7 ✓ | 0 | 0 |
| 1 | 1995 | SD | Ford | Gas | 5 ✓ | 0 | 0 |
| 1 | 1994 | SV | Dodge | Gas | 15 ✓ | 0 | 0 |
| 1 | 1991 | Mini | Chevrolet | Gas | 7 ✓ | 0 | 0 |
| 1 | 1991 | Mini | Ford | Gas | 7 ✓ | 0 | 0 |
| 1 | 1990 | MMV | Dodge | Gas | 4 ✓ | 0 | 1 |
| 1 | 1989 | SD | Chevrolet | Gas | 6 | 0 | 0 |
| 1 | 1983 | SV | Ford | Gas | 15 ✓ | 0 | 0 |
| 9 | TOTAL | | | | | | 2 |

Peer Group

34,743
179,073
177,650
6
4
5

Total Passenger Boardings
Total Vehicle Miles (TVM)
Revenue Vehicle Miles (RVM)
Peak Hour Fleet
Base Fleet
Road Calls

PERFORMANCE MEASURES
1995

Service Efficiency:
Operating Expense/TVM
Veh. Miles Between Road Calls

Service Effectiveness:
Passenger Boardings/TVM
Passenger Boardings/Capita

Cost Effectiveness:
Operating Expense/Pass. Board
Subsidy/Passenger Board
Fare Revenue/Passenger Board

Financial Performance:
Fare Recovery
LDI/Operating Expense

0.26
1.77
0.64
5.97
5.23
1.02
0.20
0.66

SERVICE STATISTICS

FINANCIAL INFORMATION

Operating Expense Summary: (\$)
Operators Salaries/Wages
Other Salaries/Wages
Fringe
Services
Materials & Supplies
Utilities
Casualty/Liability
Purchased Transportation
Other
Total
Reconciling Items

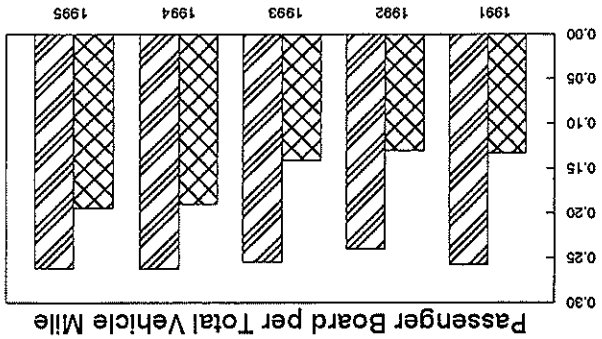
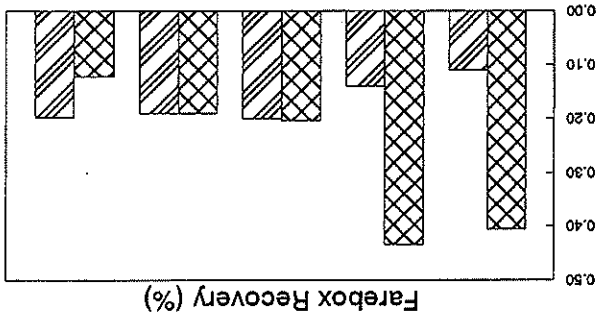
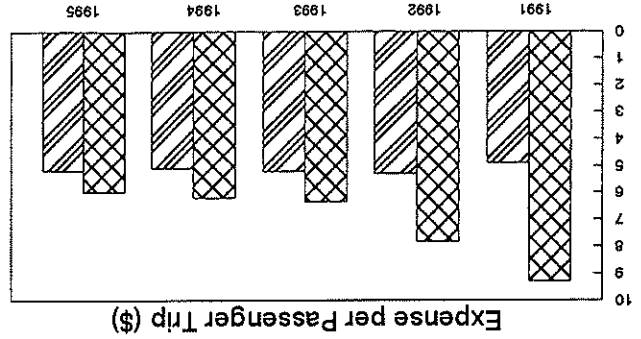
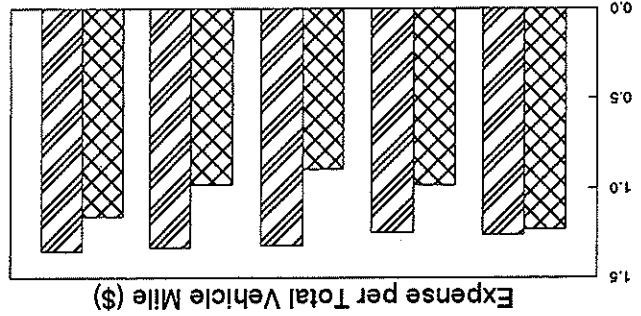
87,349
64,671
12,582
7,703
19,321
5,136
4,671
0
6,142
\$207,575
0

Revenue Summary: (\$)
Fare Revenue
Charter/Other
Contra & Other Fed./State
Local Assistance
State Assistance (PMTF)
Federal Assistance (FTA)
Total
Capital Grant Awards: (\$)
Local
State PMTF
Federal
Total

25,432
0
289
111,183
0
70,671
\$207,575
15,100
0
60,400
\$75,500

Operating Subsidy
Locally Derived Income (LDI)
Operating Income

\$181,854
\$136,615
\$25,432



Peer Group
Franklin County

Gary Public Transportation Corporation

100 West 4th Ave., Box M-857
 Gary, IN 46401-0857
 (219) 885-7555 Fax (219) 881-2551

CONTACT

James W. Holland, General Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Gary City Limits
 Fixed Route and Demand Response
 116,646
 Service Population
 Special Services

Twenty-one lift-equipped buses
 Contract with Trade Winds Rehabilitation Center for ADA trips.

SERVICE HOURS

Monday-Friday
 5:00 am - 11:05 pm
 Saturday
 5:00 am - 11:05 pm
 Sunday
 No Service
 6:00 am - 10:30 pm
 Holidays Without Service

FARES (\$)

Express N/A
 Base 1.00
 Youth 0.75
 E & D 0.50
 Transfer 0.10/0.05
 Zone N/A
 Other Pass \$35.00/Month
 E&H Transfers \$0.05

FUEL CONSUMPTION

Gallons Fuel 406359
 Fuel Reserve 29 Days

| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations 72 | 0 |
| Maintenance 30 | 0 |
| General Admin 12 | 0 |
| Total 114 | 0 |

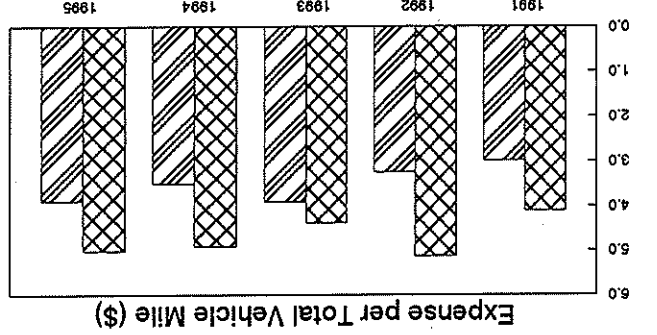
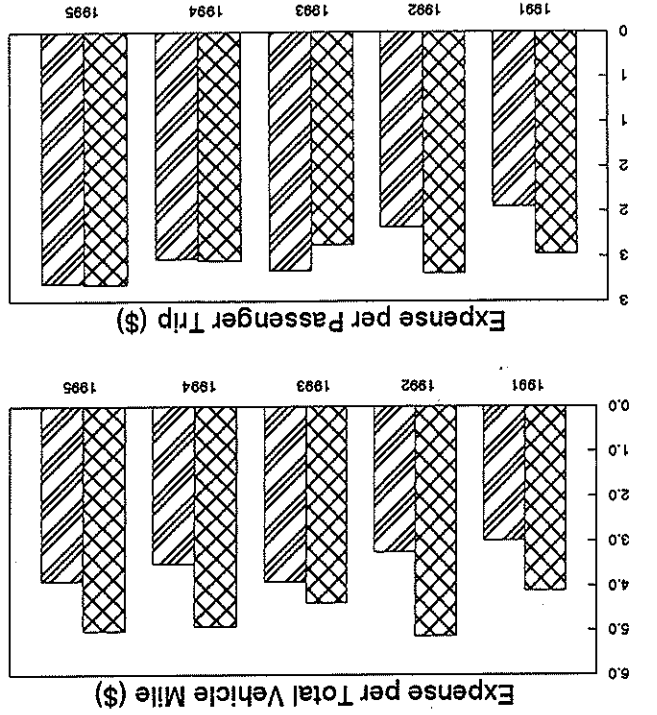
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 39 | TOTAL | | | | | | 33 |
| 3 | 1995 | LTB | Fixible | LNG | 35 | 15 | 3 |
| 5 | 1995 | LTB | Fixible | Diesel | 35 | 15 | 5 |
| 3 | 1993 | LTB | TMC | Diesel | 35 | 15 | 3 |
| 2 | 1992 | LTB | TMC | Diesel | 35 | 15 | 3 |
| 2 | 1992 | LTB | Fixible | LNG | 35 | 15 | 2 |
| 2 | 1992 | LTB | Eldorado | Diesel | 17 | 0 | 2 |
| 8 | 1991 | LTB | TMC | Diesel | 35 | 15 | 8 |
| 7 | 1982 | LTB | GMC | Diesel | 44 | 20 | 0 |
| 7 | 1980 | LTB | GMC | Diesel | 44 | 15 | 7 |

GROUP: 1

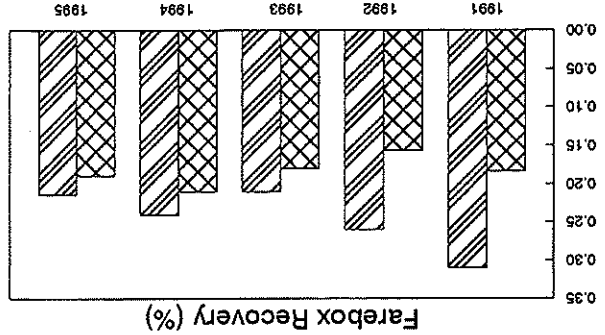
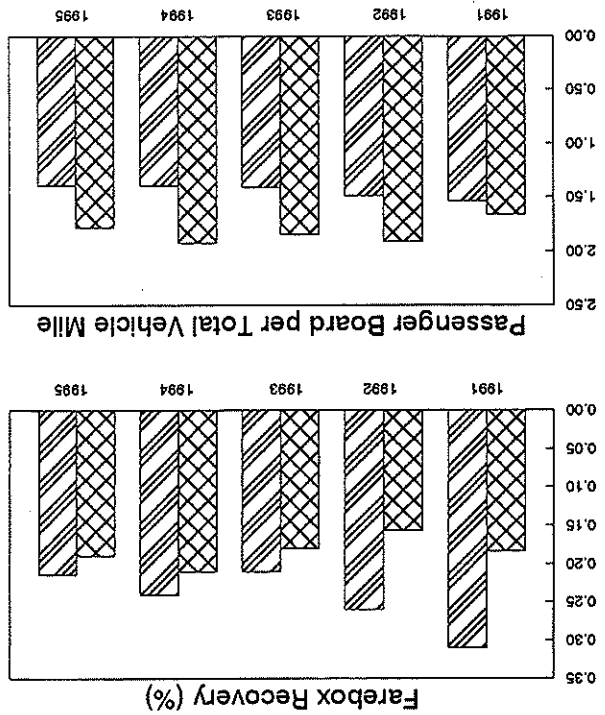
FINANCIAL INFORMATION

| | |
|---------------------------------|-------------|
| Operating Expense Summary: (\$) | 1,664,354 |
| Operators Salaries/Wages | 1,282,681 |
| Other Salaries/Wages | 1,351,579 |
| Fringe | 885,680 |
| Services | 913,887 |
| Materials & Supplies | 203,922 |
| Utilities | 481,352 |
| Casualty/Liability | 41,518 |
| Purchased Transportation | 142,048 |
| Other | \$6,967,021 |
| Total | 3,202,918 |
| Reconciling Items | |
| Revenue Summary: (\$) | 1,318,313 |
| Fare Revenue | 55,808 |
| Charter/Other | 0 |
| Local Assistance | 1,896,035 |
| State Assistance (PMTF) | 1,476,440 |
| Federal Assistance (FTA) | 2,220,425 |
| Total | \$6,967,021 |
| Capital Grant Awards: (\$) | 283,360 |
| Local | 0 |
| State PMTF | 1,129,743 |
| Federal | \$1,413,103 |
| Total | \$5,592,900 |
| Operating Subsidy | \$3,270,156 |
| Locally Derived Income (LDI) | \$1,374,121 |



SERVICE STATISTICS

| | |
|-------------------------------|-----------|
| Total Passenger Boardings | 2,472,933 |
| Total Vehicle Miles (TVM) | 1,389,879 |
| Revenue Vehicle Miles (RVM) | 1,347,058 |
| Peak Hour Fleet | 28 |
| Base Fleet | 37 |
| Road Calls | 119 |
| PERFORMANCE MEASURES | |
| Service Efficiency: | |
| Operating Expense/TVM | 5.01 |
| Veh. Miles Between Road Calls | 11,680 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 1.78 |
| Passenger Boardings/Capita | 21.20 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 2.82 |
| Subsidy/Passenger Board | 2.26 |
| Fare Revenue/Passenger Board | 0.53 |
| Financial Performance: | |
| Fare Recovery | 0.19 |
| LDI/Operating Expense | 0.47 |



GARY

Goshen Transit

1120 County City Building
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840

CONTACT

Sandra Seanor, Executive Director

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 Demand Response/User-Side Subsidy
 City of Goshen & contiguous area
 23,797
 Special Services
 Seven lift-equipped vehicles

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 0

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 2.60
 2.60
 Handicapped fare \$7.00 for first three miles

FUEL CONSUMPTION

Gallons Fuel 4,260
 Fuel Reserve N/A

PERSONNEL FULL-TIME PART-TIME

Operations 50
 Maintenance 3
 General Admin 8
 Total 61
 2
 3
 6

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1995 | MMV | Plymouth | Gas | 4 | 0 | 2 |
| 2 | 1994 | MMV | Dodge | Gas | 4 | 0 | 2 |
| 3 | 1993 | MMV | Dodge | Gas | 4 | 0 | 3 |
| 8 | 1990 | Taxi | Chevy | Gas | 4 | 0 | 0 |
| 8 | 1989 | Taxi | Chevy | Gas | 4 | 0 | 0 |
| 6 | 1988 | Taxi | Chevy | Gas | 4 | 0 | 0 |
| 29 | TOTAL | | | | | | 7 |

Hammond Transit System

425 Sibley Avenue
Hammond, IN 46320
(219) 853-6401 Fax (219) 931-0831

CONTACT

Rebecca J. Gutowsky, Director

GENERAL INFORMATION

Type of Service
Service Area
Service Population
Special Services
Fixed Route and Demand Response
Hammond, Whiting & adjacent areas of Illinois & Indiana
Paratransit Program for Disabled

SERVICE HOURS

Monday-Friday
Saturday
Sunday
Special Holiday Schedule
Holidays Without Service
5:30 am - 7:30 pm
5:30 am - 7:30 pm
No Service
Regular Hours
6

FARES (\$)

Express
Base
Youth
E & D
Transfer
Zone
Other
N/A
1.00
0.70
0.50
Free
N/A
Unlimited Rides \$42.00; Senior Monthly Pass \$15.00/Unlimited Rides; Student Pass \$25.00/40 F
Senior/Disabled Pass \$20.00/40 Rides; Economy pass \$10.00/11 rides

FUEL CONSUMPTION

N/A Gallons Fuel 123,349
Fuel Reserve 100 Days

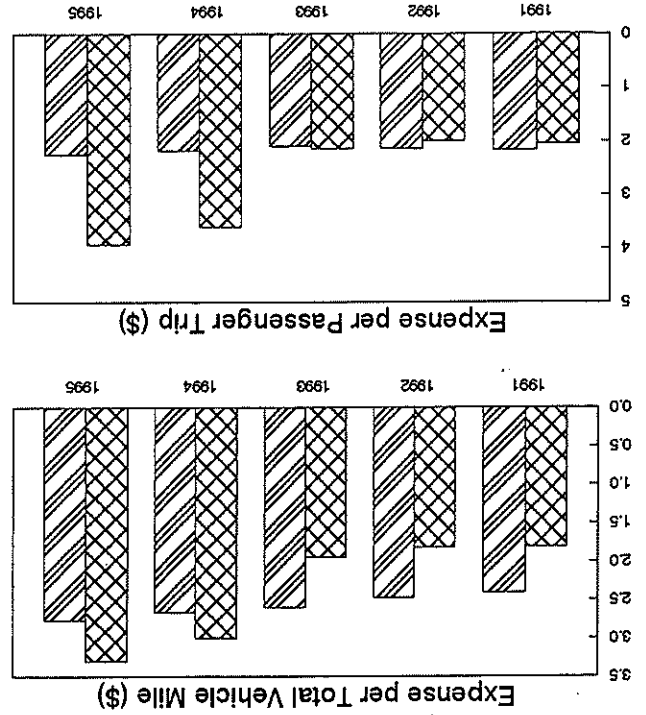
| PERSONNEL FULL-TIME | PART-TIME |
|---------------------|-----------|
| Operations | 18 |
| Maintenance | 2 |
| General Admin | 5 |
| Total | 25 |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1980 | LTB | GMC | Diesel | 39 | 26 | 0 |
| 1 | 1979 | LTB | GMC | Diesel | 39 | 26 | 0 |
| 10 | 1978 | LTB | GMC | Diesel | 35 | 20 | 10 |
| 12 | TOTAL | | | | | | 10 |

FINANCIAL INFORMATION

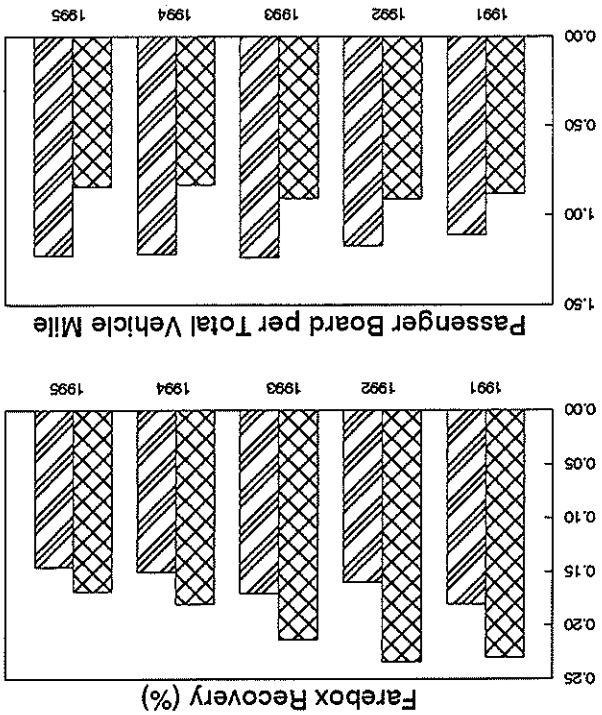
| | |
|---------------------------------|-------------|
| Operating Expense Summary: (\$) | 0 |
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 0 |
| Fringe | 0 |
| Services | 0 |
| Materials & Supplies | 0 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 1,490,206 |
| Other | 0 |
| Total | \$1,490,206 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 250,925 |
| Fare Revenue | 19,847 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 349,382 |
| Local Assistance | 354,531 |
| State Assistance (PMTF) | 515,521 |
| Federal Assistance (FTA) | \$1,490,206 |
| Total | \$1,490,206 |
| Capital Grant Awards: (\$) | 42,436 |
| Local | 550 |
| State PMTF | 171,947 |
| Federal | \$214,933 |
| Total | \$1,219,434 |
| Operating Subsidy | \$620,154 |
| Locally Derived Income (LDI) | \$270,772 |
| Operating Income | |



Peer Group

SERVICE STATISTICS

| | |
|---------------------------------|---------|
| Total Passenger Boardings | 379,934 |
| Total Vehicle Miles (TVM) | 451,028 |
| Revenue Vehicle Miles (RVM) | 396,618 |
| Peak Hour Fleet | 9 |
| Base Fleet | 6 |
| Road Calls | 45 |
| Peer Group | |
| Service Efficiency: | 1995 |
| Operating Expense/TVM | 3.30 |
| Veh. Miles Between Road Calls | 10,023 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.84 |
| Passenger Boardings/Capita | 4.25 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 3.92 |
| Subsidy/Passenger Board | 3.21 |
| Fare Revenue/Passenger Board | 0.66 |
| Financial Performance: | |
| Fare Recovery | 0.17 |
| LDI/Operating Expense | 0.42 |
| Farebox Recovery (%) | 0.15 |
| Expense per Passenger Trip (\$) | 0.48 |



Peer Group

Huntingburg Transit System

511 East Fourth Street
 Huntingburg, IN 47542
 (812) 683-2211 Fax (812) 683-5661

CONTACT

Comie K. Nass, Mayor
 Sara - Sonper

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 5,252
 Demand Response
 Huntingburg City Limits
 One lift-equipped van
 Special Services

SERVICE HOURS

Monday-Friday
 9:00 am - 4:00 pm
 No Service
 No Service
 Regular Hours
 6
 Special Holiday Schedule
 Holidays Without Service

FARES (\$)

N/A
 Express
 Base
 0.50
 Youth
 0.50
 E & D
 0.50
 Transfer
 N/A
 Zone
 N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 2,335
 Fuel Reserve N/A

| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations | 1 |
| Maintenance | 0 |
| General Admin | 0 |
| Total | 1 |

VEHICLE INVENTORY

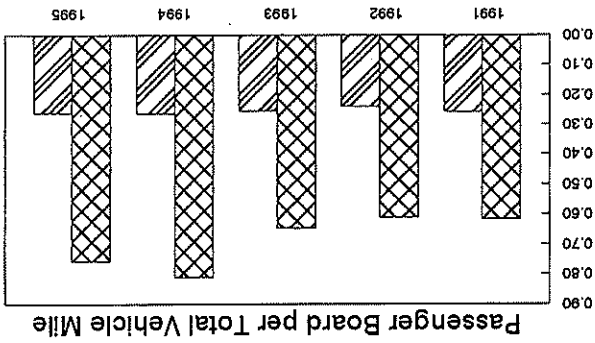
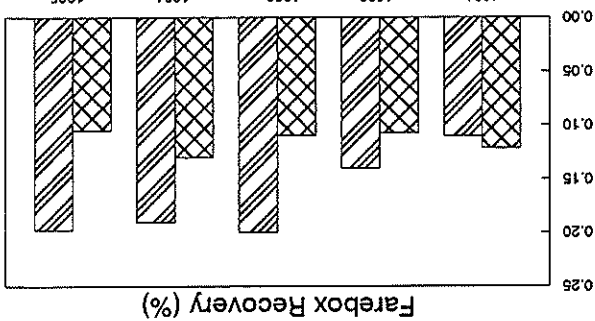
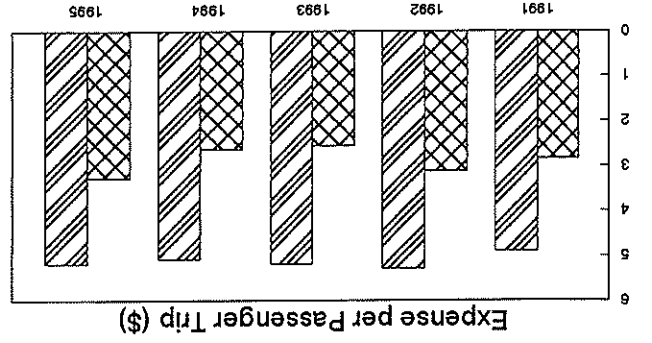
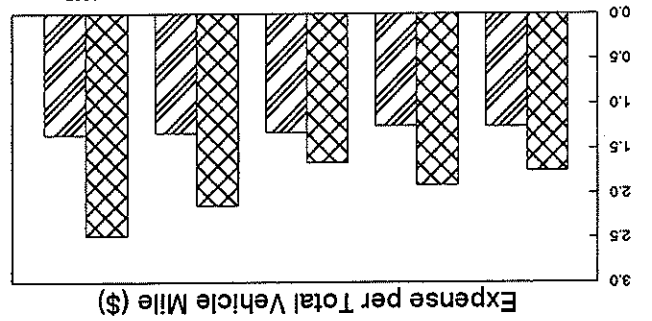
| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1989 | MV | Dodge/Bm | Gas | 9 | 0 | 1 |
| 1 | TOTAL | | | | | | 2 |

FINANCIAL INFORMATION

| | |
|---------------------------------|----------|
| Operating Expense Summary: (\$) | 24,286 |
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 4,408 |
| Fringe | 2,528 |
| Services | 4,490 |
| Materials & Supplies | 280 |
| Utilities | 739 |
| Casualty/Liability | 0 |
| Purchased Transportation | 584 |
| Other | 16,708 |
| Total | \$37,315 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 3,898 |
| Fare Revenue | 0 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 16,709 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 16,708 |
| Total | \$37,315 |
| Capital Grant Awards: (\$) | 0 |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |
| Operating Subsidy | \$33,417 |
| Locally Derived Income (LDI) | \$20,607 |
| Operating Income | \$3,898 |

SERVICE STATISTICS

| | |
|--|--------|
| Total Passenger Boardings | 11,376 |
| Total Vehicle Miles (TVM) | 15,059 |
| Revenue Vehicle Miles (RVM) | 15,004 |
| Peak Hour Fleet | 1 |
| Base Fleet | 1 |
| Road Calls | 0 |
| Peer Group | 1995 |
| Service Efficiency: | |
| Operating Expense/TVM | 2.48 |
| Veh. Miles Between Road Calls | N/A |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.76 |
| Passenger Boardings/Capita | 2.17 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 3.28 |
| Subsidy/Passenger Board | 2.94 |
| Fare Revenue/Passenger Board | 0.34 |
| Financial Performance: | |
| Fare Recovery | 0.10 |
| LDI/Operating Expense | 0.55 |
| Peer Group | 1995 |
| Passenger Board per Total Vehicle Mile | 0.46 |
| Farebox Recovery (%) | 0.20 |



Huntingburg

Indianapolis Public Transportation Corporation

1501 W. Washington St.
 Indianapolis, IN 46222
 (317) 635-2100 Fax (317) 634-6585

CONTACT

Ted Rieck, General Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Indianapolis Metropolitan Area
 Service Population
 821,455
 Fixed Route and Demand Response
 Twenty-six lift-equipped vehicles

SERVICE HOURS

Monday-Friday
 4:35 am - 12:50 am
 4:40 am - 12:30 am
 5:25 am - 12:30 am
 5:25 am - 12:30 am
 Special Holiday Schedule
 Holidays Without Service
 0

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 1.25
 1.00 Peak Hour, 0.75 Off Peak
 Gallons Fuel 1,445,366
 Fuel Reserve 30 Days
 N/A
 0.35
 0.25
 0.25 - 0.50
 Pass \$39.50-\$49.50/Month; E&H Pass \$19.75-\$24.75/Month
 Demand Response \$15 for Ten Trip Ticket

PERSONNEL FULL-TIME

Operations 246
 Maintenance 94
 General Admin 52
 Total 392

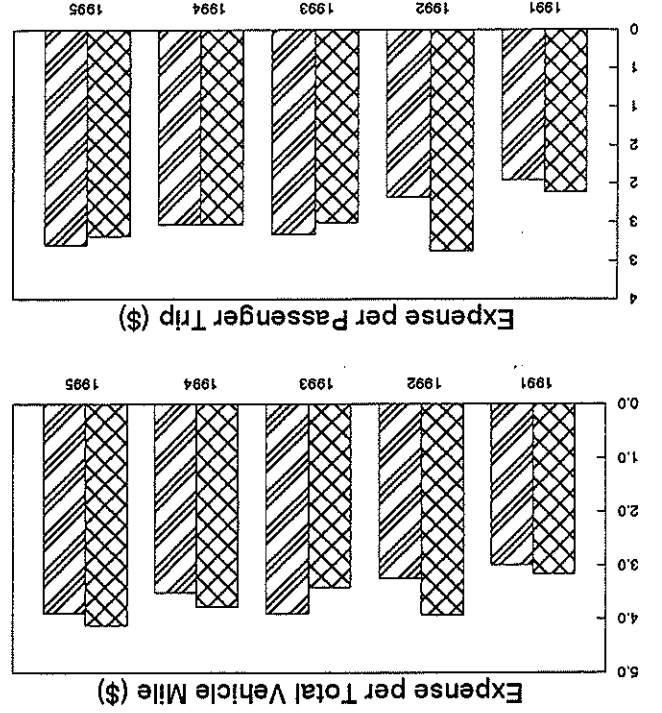
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 14 | 1994 | BOTC | Ford/EI Dor | Diesel | 14 | 0 | 14 |
| 8 | 1992 | MV | Dodge | Gas | 7 | 0 | 8 |
| 4 | 1990 | MV | Dodge | Gas | 7 | 0 | 4 |
| 15 | 1987 | LTB | Orion | Diesel | 48 | 24 | 0 |
| 80 | 1986 | LTB | Orion | Diesel | 48 | 24 | 0 |
| 50 | 1983 | LTB | Orion | Diesel | 40 | 20 | 0 |
| 11 | 1982 | LTB | GM/Canada | Diesel | 49 | 25 | 0 |
| 182 | TOTAL | | | | | | 26 |

GROUP: 1

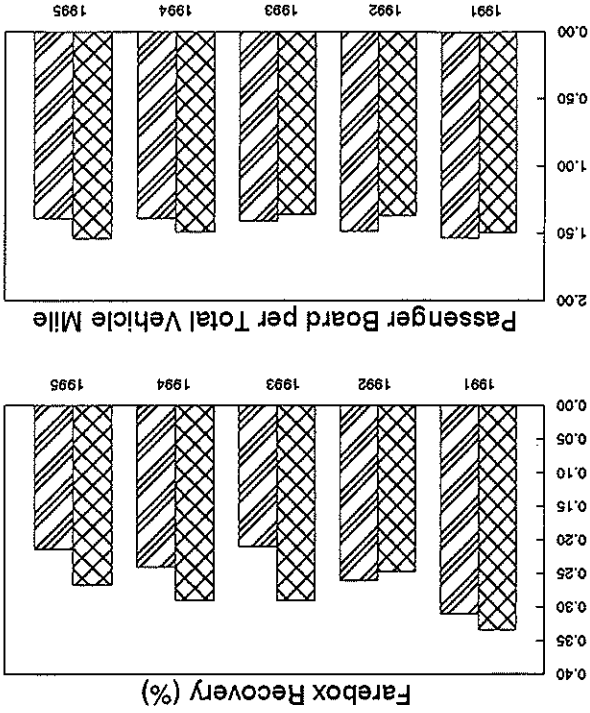
FINANCIAL INFORMATION

| | |
|---------------------------------|--------------|
| Operating Expense Summary: (\$) | 7,097,644 |
| Operators Salaries/Wages | 4,540,354 |
| Other Salaries/Wages | 1,463,133 |
| Fringe | 5,404,549 |
| Services | 3,679,295 |
| Materials & Supplies | 624,424 |
| Utilities | 590,924 |
| Casualty/Liability | 2,113,061 |
| Purchased Transportation | 214,540 |
| Other | \$25,727,924 |
| Total | 3,304,979 |
| Reconciling Items | |
| Fare Revenue | 6,874,310 |
| Charter/Other | 540,927 |
| Contra & Other Fed./State | 227,842 |
| Local Assistance | 9,129,834 |
| State Assistance (PMTF) | 5,605,736 |
| Federal Assistance (FTA) | 3,349,275 |
| Total | \$25,727,924 |
| Revenue Summary: (\$) | |
| Capital Grant Awards: (\$) | 1,156,103 |
| Local | 134,375 |
| State PMTF | 4,086,914 |
| Federal | \$5,377,392 |
| Total | \$18,084,845 |
| Operating Subsidy | \$16,545,071 |
| Locally Derived Income (LDI) | \$7,415,237 |
| Operating Income | |



SERVICE STATISTICS

| | |
|-------------------------------|-----------|
| Total Passenger Boardings | 9,596,534 |
| Total Vehicle Miles (TVM) | 6,239,398 |
| Revenue Vehicle Miles (RVM) | 5,439,267 |
| Peak Hour Fleet | 156 |
| Base Fleet | 85 |
| Road Calls | 1,325 |
| PERFORMANCE MEASURES | |
| Service Efficiency: | |
| Operating Expense/TVM | 4.12 |
| Veh. Miles Between Road Calls | 4,709 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 1.54 |
| Passenger Boardings/Capita | 11.68 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 2.68 |
| Subsidy/Passenger Board | 1.88 |
| Fare Revenue/Passenger Board | 0.72 |
| Financial Performance: | |
| Fare Recovery | 0.27 |
| LDI/Operating Expense | 0.64 |
| Peer Group | |
| Operating Expense/Pass. Board | 2.80 |
| Subsidy/Passenger Board | 1.87 |
| Fare Revenue/Passenger Board | 0.60 |
| Fare Recovery | 0.21 |
| LDI/Operating Expense | 0.53 |



Arrowhead Country Public Transportation

115 E. 4th St., P.O. Box 127
 Monon, IN 47959
 (219) 253-6658 Fax (219) 253-6659

CONTACT

Stan Minnick, Project Coordinator

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 Demand Response
 Jasper, Newton, Pulaski, Starke & White Counties
 97,166
 Fourteen lift-equipped buses

SERVICE HOURS

Monday-Friday
 8:00 am - 4:00 pm
 No Service
 No Service
 Regular Hours
 9
 Special Holiday Schedule
 Holidays Without Service

FARES (\$)

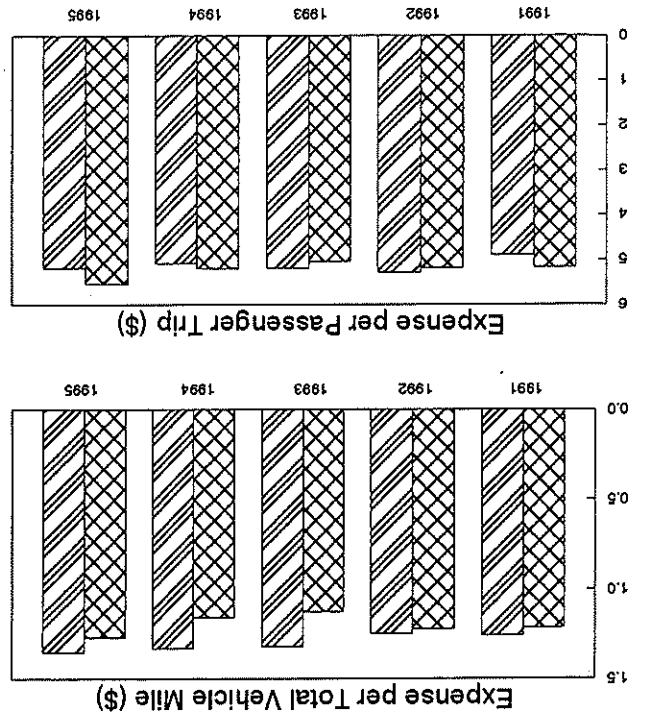
Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 0.75
 0.75
 N/A
 Gallons Fuel 68,798
 Fuel Reserve N/A
 Pass \$11.00/Month, \$150.00/Year (Pulaski Co.)
 Ticket \$7.50/12 Rides (Starke Co.)

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 5 | 1995 | MV | Dodge/Braun | Gas | 9 | 0 | 4 |
| 2 | 1994 | MV | Dodge/Braun | Gas | 9 | 0 | 2 |
| 1 | 1993 | BOVC | GMC/Wayne | Gas | 16 | 0 | 0 |
| 1 | 1992 | Mini | Chevrolet | Gas | 7 | 0 | 0 |
| 2 | 1992 | BOVC | GMC/Wayne | Gas | 16 | 0 | 0 |
| 1 | 1992 | SV | Ford | Gas | 14 | 0 | 0 |
| 2 | 1991 | Mini | Chevrolet | Gas | 7 | 0 | 0 |
| 1 | 1991 | MV | Dodge/Braun | Gas | 9 | 0 | 0 |
| 1 | 1991 | Mini | Dodge | Gas | 7 | 0 | 0 |
| 1 | 1991 | Mini | Ford | Gas | 7 | 0 | 0 |
| 1 | 1991 | SV | Dodge | Gas | 14 | 0 | 0 |
| 1 | 1990 | MV | Dodge/Braun | Gas | 9 | 0 | 1 |
| 1 | 1989 | Mini | Ford | Gas | 7 | 0 | 0 |
| 1 | 1988 | SD | Chevrolet | Gas | 4 | 0 | 0 |
| 3 | 1988 | SSB | GMC/Carpenter | Gas | 14 | 0 | 0 |
| 3 | 1988 | MV | Dodge/Braun | Gas | 9 | 0 | 3 |
| 4 | 1988 | SSB | GMC/Carpenter | Gas | 16 | 0 | 0 |
| 4 | 1985 | SW | Ford | Gas | 5 | 0 | 0 |
| 1 | 1984 | MV | Ford/Braun | Gas | 9 | 0 | 1 |
| 1 | 1984 | SV | Ford | Gas | 14 | 0 | 0 |
| 1 | 1983 | SW | Chevrolet | Gas | 5 | 0 | 0 |
| 1 | 1977 | SW | Ford | Gas | 6 | 0 | 0 |
| 39 | TOTAL | | | | | | 15 |

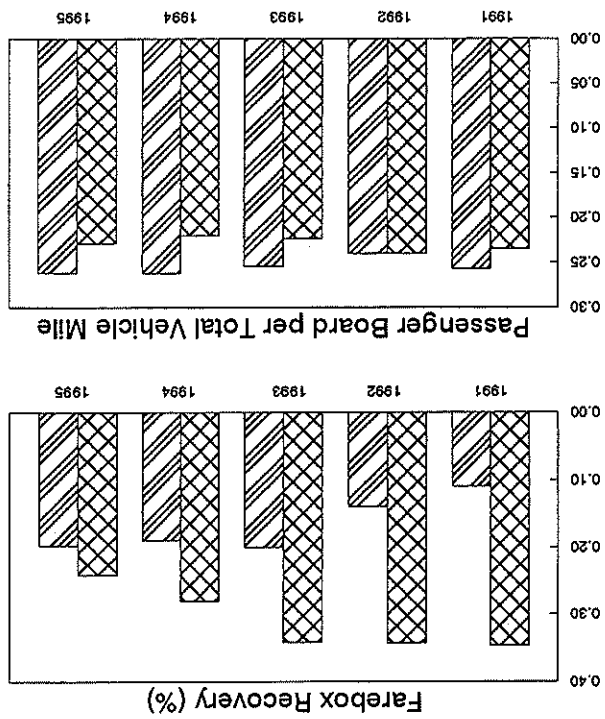
FINANCIAL INFORMATION

| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 189,914 |
| Operators Salaries/Wages | 213,038 |
| Other Salaries/Wages | 149,400 |
| Fringe | 70,234 |
| Services | 66,481 |
| Materials & Supplies | 34,100 |
| Utilities | 37,344 |
| Casualty/Liability | 0 |
| Purchased Transportation | 50,784 |
| Other | \$811,295 |
| Total | 0 |
| Reconciling Items | 195,585 |
| Fare Revenue | 0 |
| Charter/Other | 11,204 |
| Contra & Other Fed./State | 104,666 |
| Local Assistance | 197,587 |
| State Assistance (PMTF) | 302,253 |
| Federal Assistance (FTA) | \$811,295 |
| Total | 51,500 |
| Capital Grant Awards: (\$) | 0 |
| Local | 206,000 |
| State PMTF | 0 |
| Federal | \$257,500 |
| Total | \$604,506 |
| Operating Subsidy | \$300,251 |
| Locally Derived Income (LDI) | \$195,585 |
| Operating Income | |



SERVICE STATISTICS

| | | | |
|-------------------------------|---------|------------|----|
| Total Passenger Boardings | 146,287 | Peer Group | 15 |
| Total Vehicle Miles (TVM) | 639,813 | | 39 |
| Revenue Vehicle Miles (RVM) | 602,693 | | 39 |
| Peak Hour Fleet | 39 | | 39 |
| Base Fleet | 39 | | 15 |
| Road Calls | 15 | | |
| PERFORMANCE MEASURES | | | |
| Service Efficiency: | 1995 | Peer Group | |
| Operating Expense/TVM | 1.27 | | |
| Veh. Miles Between Road Calls | 42,654 | | |
| Service Effectiveness: | | | |
| Passenger Boardings/TVM | 0.23 | | |
| Passenger Boardings/Capita | 1.51 | | |
| Cost Effectiveness: | | | |
| Operating Expense/Pass. Board | 5.55 | | |
| Subsidy/Passenger Board | 4.13 | | |
| Fare Revenue/Passenger Board | 1.34 | | |
| Financial Performance: | | | |
| Fare Recovery | 0.24 | | |
| LDI/Operating Expense | 0.37 | | |



First City Rider/Kokomo Senior Citizen Bus Service

120 E. Mulberry St., Suite 114
 Kokomo, IN 46901
 (317) 456-2336 Fax (317) 456-2339

CONTACT R. Mark Mills, Transportation Director

GENERAL INFORMATION

Type of Service Demand Response
 Service Area City of Kokomo
 Service Population 44,962
 Special Services Nine lift-equipped vans

SERVICE HOURS

Monday-Friday 24/hrs per day
 Saturday 24/hrs per day
 Sunday 24/hrs per day
 Special Holiday Schedule 24/hrs per day
 Holidays Without Service 0

FARES (\$)

Express N/A
 Base 2.13 (Avg.)
 Youth 2.13 (Avg.)
 E & D 1.06 (Avg.)
 Transfer N/A
 Zone N/A
 Other N/A

Taxi Fares is base rate of \$3.75; Elderly and disabled pay half basic fare during non-peak
 Program subsidizes 50% of the cost up to \$2 per trip; driver assistance extra

FUEL CONSUMPTION

Gallons Fuel 15,114
 Fuel Reserve N/A

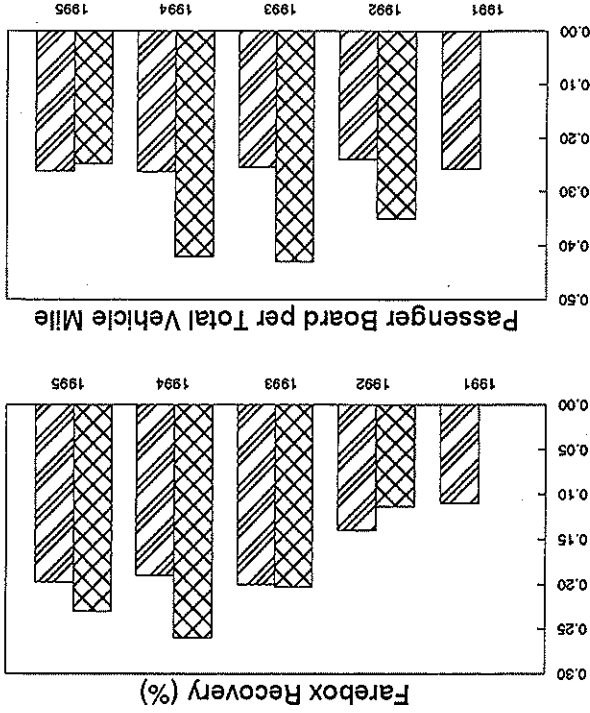
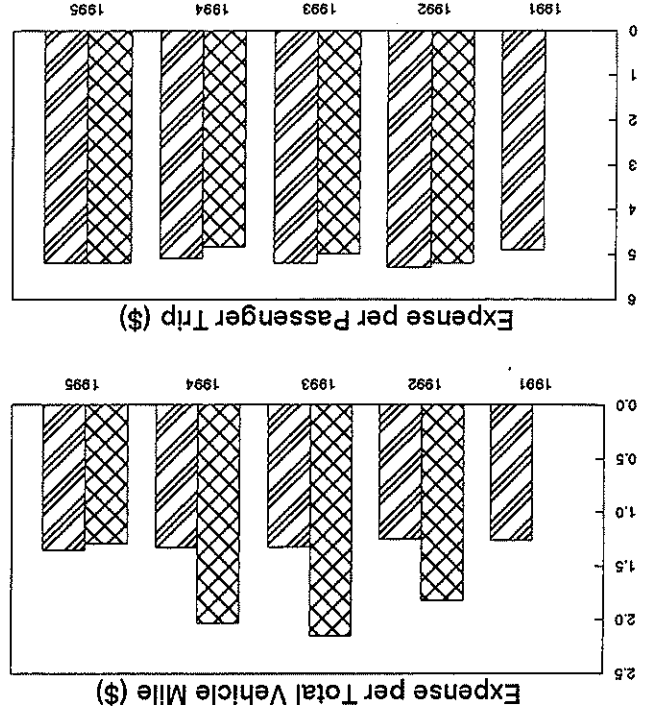
PERSONNEL FULL-TIME Operations 34
 Maintenance 1
 General Admin 2
 Total 37
PART-TIME 5
 12
 9
 26

VEHICLE INVENTORY

| ACTIVE | VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE | SEATED | STANDING | LIFT-EQUIPPED |
|--------|----------|-------|---------------|---------------|--------|--------|----------|---------------|
| 2 | 1996 | BOTC | Terra Transit | Gas | 14 | 0 | 0 | 2 |
| 2 | 1995 | BOTC | Terra Transit | Gas | 14 | 0 | 0 | 2 |
| 1 | 1994 | BOTC | Terra Transit | Gas | 14 | 0 | 0 | 2 |
| 2 | 1993 | BOTC | Terra Transit | Gas | 14 | 0 | 0 | 2 |
| 2 | 1992 | BOTC | El Dorado | Gas | 14 | 0 | 0 | 2 |
| 1 | 1990 | MV/SV | Ford | Gas | 8 | 0 | 0 | 1 |
| 2 | 1990 | Taxi | Chevrolet | Gas | 6 | 0 | 0 | 0 |
| 4 | 1989 | Taxi | Chevrolet | Gas | 6 | 0 | 0 | 0 |
| 1 | 1988 | Taxi | Ford | Gas | 6 | 0 | 0 | 0 |
| 1 | 1988 | SV | Chevrolet | Gas | 6 | 0 | 0 | 1 |
| 3 | 1988 | Taxi | Chevrolet | Gas | 6 | 0 | 0 | 1 |
| 2 | 1987 | Taxi | Ford | Gas | 6 | 0 | 0 | 0 |
| 1 | 1987 | MV | Dodge | Gas | 6 | 0 | 0 | 1 |
| 2 | 1987 | Taxi | Chevrolet | Gas | 6 | 0 | 0 | 0 |
| 1 | 1986 | SV | Chevrolet | Gas | 6 | 0 | 0 | 0 |
| 1 | 1986 | Taxi | Chevrolet | Gas | 6 | 0 | 0 | 0 |
| 1 | 1986 | MV | Ford | Gas | 6 | 0 | 0 | 0 |
| 1 | 1985 | MV | Ford | Gas | 6 | 0 | 0 | 1 |
| 1 | 1985 | MV | Chevrolet | Gas | 6 | 0 | 0 | 1 |
| 30 | TOTAL | | | | | | | 15 |

FINANCIAL INFORMATION

| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 129,687 |
| Operators Salaries/Wages | 46,402 |
| Other Salaries/Wages | 89,448 |
| Fringe | 0 |
| Services | 21,596 |
| Materials & Supplies | 0 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 261,782 |
| Other | 0 |
| Total | \$548,915 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 126,532 |
| Fare Revenue | 0 |
| Charter/Other | 42,102 |
| Contra & Other Fed./State | 191,692 |
| Local Assistance | 0 |
| State Assistance (PMTF) | 188,589 |
| Federal Assistance (FTA) | \$548,915 |
| Total | \$548,915 |
| Capital Grant Awards: (\$) | 16,907 |
| Local | 0 |
| State PMTF | 67,625 |
| Federal | \$84,532 |
| Total | \$380,281 |
| Operating Subsidy | \$318,224 |
| Locally Derived Income (LDI) | \$126,532 |
| Operating Income | |



SERVICE STATISTICS

| | |
|-------------------------------|-----------|
| Total Passenger Boardings | 105,842 |
| Total Vehicle Miles (TVM) | 426,687 |
| Revenue Vehicle Miles (RVM) | 282,824 |
| Peak Hour Fleet | 9 |
| Base Fleet | 9 |
| Road Calls | 5 |
| PERFORMANCE MEASURES | |
| Service Efficiency: | 1995 |
| Operating Expense/TVM | 1.29 |
| Veh. Miles Between Road Calls | 85,337 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.25 |
| Passenger Boardings/Capita | 2.35 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 5.19 |
| Subsidy/Passenger Board | 3.59 |
| Fare Revenue/Passenger Board | 1.20 |
| Financial Performance: | |
| Fare Recovery | 0.28 |
| LDI/Operating Expense | 0.58 |
| Operating Income | |
| Locally Derived Income (LDI) | \$318,224 |
| Operating Subsidy | \$380,281 |
| Total | \$84,532 |
| Operating Income | \$126,532 |

Kosciusko Area Bus Service

1804 East Winona Avenue
 Warsaw, IN 46580
 (219) 267-4990 Fax (219) 267-6200

CONTACT

Tom Sherron, General Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 65,294
 Fixed Route and Demand Response
 Kosciusko County
 Special Services
 14 lift-equipped buses

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 2

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 1.00
 0.50
 N/A
 N/A
 Free
 N/A
 Subscription; \$2.00, Elderly and Disabled \$1.00, Discount tokens and passes.
 Demand Response; \$1.00 Adults, \$.50 Child, Discount tokens and passes.

FUEL CONSUMPTION

Gallons Fuel 33,245
 Fuel Reserve 89 Days

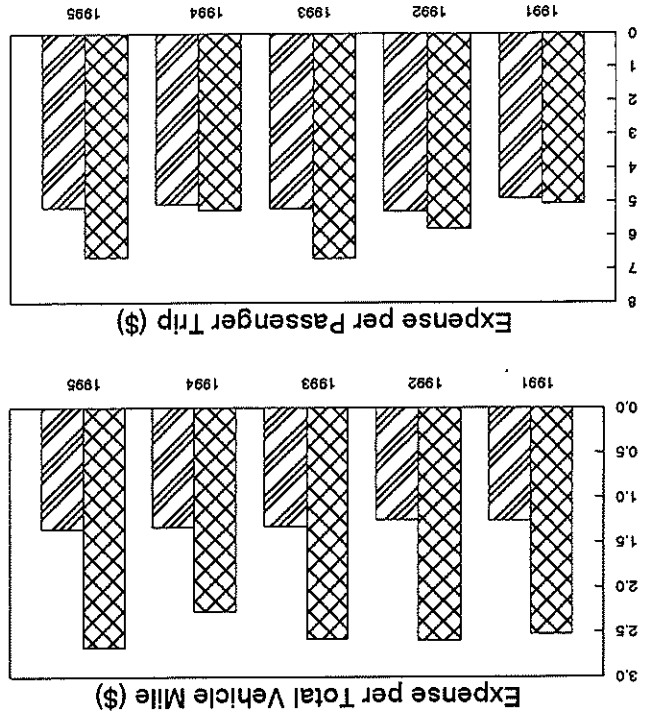
| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations | 12 |
| Maintenance | 1 |
| General Admin | 5 |
| Total | 18 |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1995 | BOVC | Ford | Diesel | 15 | 0 | 1 |
| 1 | 1994 | MV | Dodge | Gas | 10 | 0 | 1 |
| 1 | 1994 | LTB | Bluebird | Diesel | 36 | 0 | 1 |
| 1 | 1994 | MV | Dodge | Gas | 10 | 0 | 1 |
| 1 | 1994 | LTB | Bluebird | Diesel | 36 | 0 | 1 |
| 1 | 1994 | MV | Dodge | Gas | 10 | 0 | 1 |
| 3 | 1989 | BOVC | Supreme | Diesel | 13 | 0 | 3 |
| 1 | 1989 | MTB | Thomas | Diesel | 25 | 0 | 1 |
| 2 | 1989 | LTB | Thomas | Diesel | 36 | 0 | 2 |
| 2 | 1985 | SSB | Thomas | Diesel | 24 | 0 | 2 |
| 2 | 1983 | SSB | Superior | Diesel | 23 | 0 | 2 |
| 14 | TOTAL | | | | | | 14 |

FINANCIAL INFORMATION

| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 186,367 |
| Operators Salaries/Wages | 133,141 |
| Other Salaries/Wages | 133,141 |
| Fringe | 133,109 |
| Services | 18,648 |
| Materials & Supplies | 87,091 |
| Utilities | 12,322 |
| Casualty/Liability | 21,365 |
| Purchased Transportation | 0 |
| Other | 126,896 |
| Total | \$718,939 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 64,882 |
| Fare Revenue | 13,101 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 171,790 |
| Local Assistance | 148,689 |
| State Assistance (PMTF) | 320,478 |
| Federal Assistance (FTA) | 171,790 |
| Total | \$718,940 |
| Capital Grant Awards: (\$) | 18,684 |
| Local | 7,500 |
| State PMTF | 109,736 |
| Federal | \$135,920 |
| Total | \$640,957 |
| Operating Subsidy | \$249,773 |
| Locally Derived Income (LDI) | \$77,983 |
| Operating Income | |



SERVICE STATISTICS

| | |
|-------------------------------|---------|
| Total Passenger Boardings | 108,282 |
| Total Vehicle Miles (TVM) | 269,586 |
| Revenue Vehicle Miles (RVM) | 233,075 |
| Peak Hour Fleet | 8 |
| Base Fleet | 7 |
| Road Calls | 0 |
| PERFORMANCE MEASURES | 1995 |
| Service Efficiency: | |
| Operating Expense/TVM | 2.67 |
| Veh. Miles Between Road Calls | N/A |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.40 |
| Passenger Boardings/Capita | 1.66 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 6.64 |
| Subsidy/Passenger Board | 5.92 |
| Fare Revenue/Passenger Board | 0.60 |
| Financial Performance: | |
| Fare Recovery | 0.09 |
| LDI/Operating Expense | 0.35 |
| Peer Group | |
| Operating Expense/TVM | 1.35 |
| Veh. Miles Between Road Calls | 55,522 |
| Service Effectiveness: | |
| Passenger Boardings/Capita | 0.26 |
| Passenger Boardings/Capita | 0.64 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 5.18 |
| Subsidy/Passenger Board | 4.03 |
| Fare Revenue/Passenger Board | 1.02 |
| Financial Performance: | |
| Fare Recovery | 0.20 |
| LDI/Operating Expense | 0.46 |

Greater Lafayette PTC

1250 Canal Rd., Box 588
 Lafayette, IN 47902
 (317) 423-2666 Fax (317) 742-4729

CONTACT

Martin B. Sennett, General Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 108,500
 Fixed Route and Demand Response
 Lafayette, West Lafayette Metropolitan Area
 12 lift-equipped buses (fixed route); 8 demand response vehicles

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 6:00 am - 10:40 pm
 6:00 am - 10:40 pm
 No service
 Regular Hours
 6

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 0.75
 0.35
 Gallons Fuel 264,035
 Fuel Reserve 37 Days

FUEL CONSUMPTION

\$0.25 (Purdue Campus Area)
 Pass \$21.00/Month, \$75.00/Semester; E&D Pass \$10.50/Month
 Token \$0.50/Ride; \$125.00/Annual pass; \$45.00/Summer pass

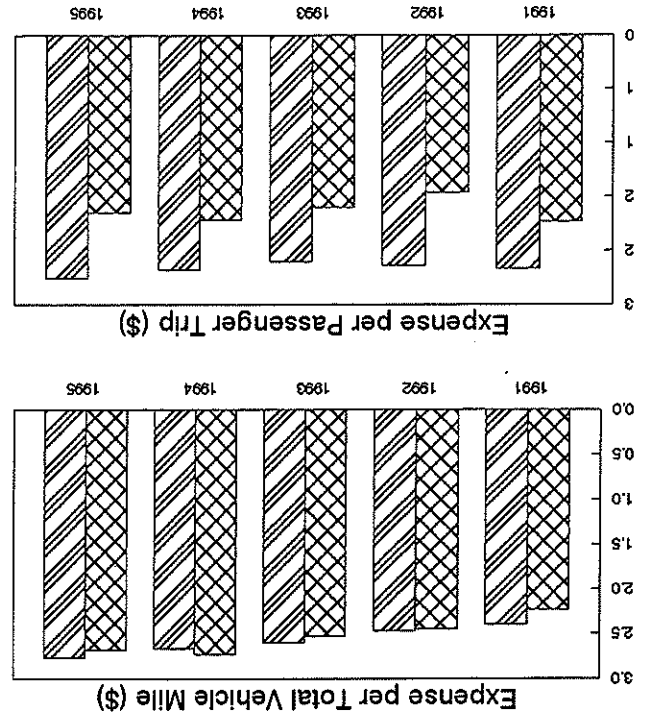
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|---------|---------------|-------------|-----------------|-------------------|---------------|
| 3 | 1994 | BOTC | Ford/Supreme | Diesel | 16 | 8 | 3 |
| 6 | 1994 | LTB | Gilling | Diesel | 37 | 20 | 6 |
| 2 | 1992 | BOTC | Goshen | Diesel | 16 | 8 | 2 |
| 6 | 1992 | LTB | Gilling | Diesel | 28 | 10 | 6 |
| 4 | 1990 | LTB | Fixible | Diesel | 46 | 20 | 0 |
| 3 | 1989 | BOTC | Goshen | Diesel | 16 | 8 | 3 |
| 5 | 1987 | LTB | Fixible | Diesel | 39 | 19 | 0 |
| 5 | 1986 | LTB | Fixible | Diesel | 39 | 19 | 0 |
| 2 | 1985 | LTB | Fixible | Diesel | 39 | 19 | 0 |
| 1 | 1985 | Trolley | TVI | Diesel | 28 | 10 | 0 |
| 4 | 1985 | LTB | Fixible | Diesel | 48 | 20 | 0 |
| 1 | 1984 | Trolley | TVI | Diesel | 39 | 21 | 0 |
| 10 | 1981 | LTB | GMC | Diesel | 39 | 21 | 0 |
| 52 | TOTAL | | | | | | 20 |

GROUP: 2

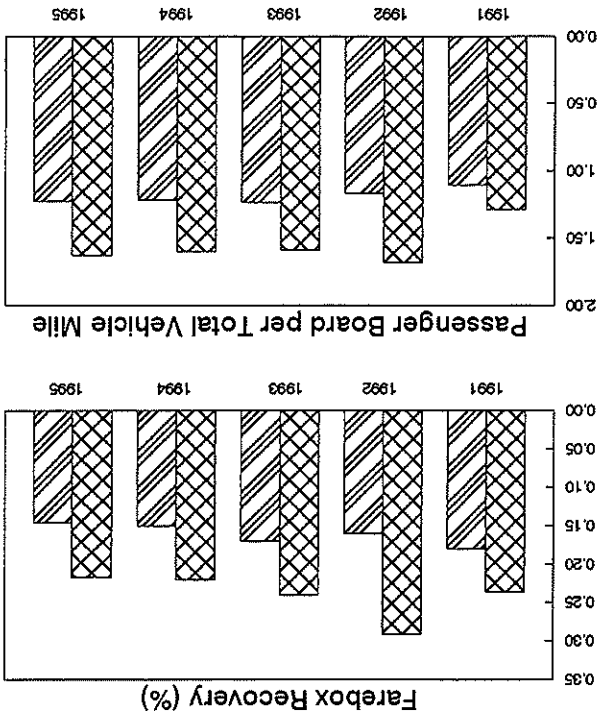
FINANCIAL INFORMATION

| | |
|---------------------------------|--------------------|
| Operating Expense Summary: (\$) | 1,318,618 |
| Operators Salaries/Wages | 673,678 |
| Other Salaries/Wages | 506,269 |
| Fringe | 71,611 |
| Services | 360,892 |
| Materials & Supplies | 44,355 |
| Utilities | 114,285 |
| Casualty/Liability | 0 |
| Purchased Transportation | 88,664 |
| Other | 0 |
| Total | \$3,178,372 |
| Reconciling Items | 671,470 |
| Revenue Summary: (\$) | 690,129 |
| Fare Revenue | 207,466 |
| Charter/Other | 18,916 |
| Local Assistance | 725,587 |
| State Assistance (PMTF) | 815,833 |
| Federal Assistance (FTA) | 720,441 |
| Total | \$3,178,372 |
| Capital Grant Awards: (\$) | 16,200 |
| Local | 0 |
| State PMTF | 64,800 |
| Federal | 81,000 |
| Total | \$162,000 |
| Operating Subsidy | \$2,261,861 |
| Locally Derived Income (LDI) | \$1,623,182 |
| Operating Income | \$897,595 |



SERVICE STATISTICS

| | |
|-------------------------------|-------------|
| Total Passenger Boardings | 1,931,830 |
| Total Vehicle Miles (TVM) | 1,187,165 |
| Revenue Vehicle Miles (RVM) | 1,127,179 |
| Peak Hour Fleet | 37 |
| Base Fleet | 25 |
| Road Calls | 79 |
| PERFORMANCE MEASURES | 1995 |
| Service Efficiency: | |
| Operating Expense/TVM | 2.68 |
| Veh. Miles Between Road Calls | 15,027 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 1.63 |
| Passenger Boardings/Capita | 17.80 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 1.65 |
| Subsidy/Passenger Board | 1.17 |
| Fare Revenue/Passenger Board | 0.36 |
| Financial Performance: | |
| Fare Recovery | 0.22 |
| LDI/Operating Expense | 0.51 |
| Peer Group | 0.15 |
| | 0.48 |



Lafayette

TransPorte

102 "L" Street

LaPorte, IN

46350

(219) 326-8274

Fax (219) 324-4375

CONTACT

Joanne E. Mitchell, Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 LaPorte City limits & one-quarter mile fringe
 21,507
 Special Services
 Seven lift-equipped vans

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 6:00 am - 9:00 pm
 8:00 am - 4:00 pm
 No Service
 Regular Hours
 6

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 0.50
 0.50
 0.25
 0.25
 N/A
 Pass \$5.00/10 Rides
 E & H Pass \$2.50/10 Rides; E & H Transfer \$0.10

FUEL CONSUMPTION

Gallons Fuel 26,508
 Fuel Reserve N/A

PERSONNEL FULL-TIME PART-TIME

Operations
 Maintenance
 General Admin
 Total
 4
 3
 3
 10
 8
 0
 0
 8

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1995 | MV | Dodge | Gas | 9 | 4 | 2 |
| 4 | 1994 | MV | Dodge | Gas | 9 | 4 | 4 |
| 2 | 1991 | MV | Dodge | Gas | 9 | 4 | 2 |
| 1 | 1991 | MV | Dodge | Gas | 13 | 6 | 0 |
| 9 | TOTAL | | | | | | 8 |

SERVICE STATISTICS

| Peer Group | 1995 | 1991 | 1992 | 1993 | 1994 | 1995 |
|-------------------------------|---------|---------|---------|---------|---------|---------|
| Total Passenger Boardings | 66,223 | 66,443 | 66,443 | 66,443 | 66,443 | 66,443 |
| Total Vehicle Miles (TVM) | 212,342 | 212,342 | 212,342 | 212,342 | 212,342 | 212,342 |
| Revenue Vehicle Miles (RVM) | 205,174 | 205,174 | 205,174 | 205,174 | 205,174 | 205,174 |
| Peak Hour Fleet | 5 | 5 | 5 | 5 | 5 | 5 |
| Base Fleet | 4 | 4 | 4 | 4 | 4 | 4 |
| Road Calls | 7 | 7 | 7 | 7 | 7 | 7 |
| Service Efficiency: | | | | | | |
| Operating Expense/TVM | 2.00 | 2.72 | 2.72 | 2.72 | 2.72 | 2.72 |
| Veh. Miles Between Road Calls | 30,335 | 30,335 | 30,335 | 30,335 | 30,335 | 30,335 |
| Service Effectiveness: | | | | | | |
| Passenger Boardings/TVM | 0.31 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Passenger Boardings/Capita | 3.08 | 5.85 | 5.85 | 5.85 | 5.85 | 5.85 |
| Cost Effectiveness: | | | | | | |
| Operating Expense/Pass. Board | 6.40 | 3.13 | 3.13 | 3.13 | 3.13 | 3.13 |
| Subsidy/Passenger Board | 5.27 | 2.80 | 2.80 | 2.80 | 2.80 | 2.80 |
| Fare Revenue/Passenger Board | 1.01 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 |
| Financial Performance: | | | | | | |
| Fare Recovery | 0.16 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| LDI/Operating Expense | 0.30 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 |

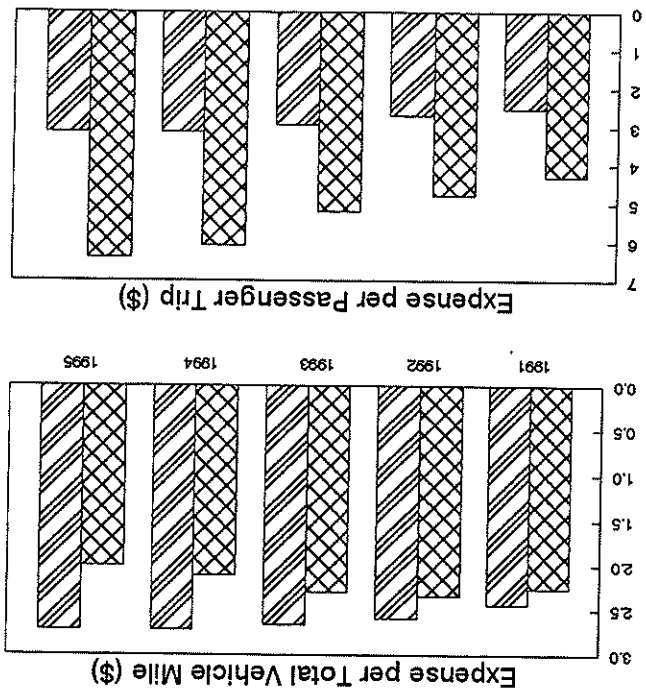
PERFORMANCE MEASURES

| Peer Group | 1995 |
|--|------|
| Passenger Board per Total Vehicle Mile | 0.30 |
| Farebox Recovery (%) | 0.16 |

FINANCIAL INFORMATION

| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 243,240 |
| Operators Salaries/Wages | 0 |
| Fringe | 73,981 |
| Services | 4,148 |
| Materials & Supplies | 48,214 |
| Utilities | 24,043 |
| Casualty/Liability | 21,198 |
| Purchased Transportation | 0 |
| Other | 9,136 |
| Total | \$423,960 |
| Reconciling Items | 1 |
| Revenue Summary: (\$) | 66,643 |
| Fare Revenue | 66,643 |
| Charter/Other | 6,925 |
| Contra & Other Fed./State | 1,653 |
| Local Assistance | 53,951 |
| State Assistance (PMTF) | 120,419 |
| Federal Assistance (FTA) | 174,369 |
| Total | \$423,960 |
| Capital Grant Awards: (\$) | 0 |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |
| Operating Subsidy | \$348,739 |
| Locally Derived Income (LDI) | \$127,519 |
| Operating Income | \$73,568 |

Operating Subsidy



LCEOC Transaction

5518 Calumet Avenue
 Hammond, IN 46320
 (219) 937-3500 Fax (219) 932-0560

CONTACT
 Carolyn Freeland, Vice President of Operations

GENERAL INFORMATION

Demand Response
 Lake and Porter Counties
 604,526
 Thirteen lift-equipped vehicles
 Special Services

SERVICE HOURS

Monday-Friday 8:30 am - 5:00 pm
 Saturday By appointment
 Sunday No Service
 Special Holiday Schedule By appointment
 Holidays Without Service 12

FARES (\$)

N/A Express
 N/A Base
 N/A Youth
 N/A E & D
 N/A Transfer
 N/A Zone
 Suggested Donation \$.50 - \$1.00 Other

FUEL CONSUMPTION

Gallons Fuel 103,418
 Fuel Reserve 2.5 Days

| PERSONNEL FULL-TIME | OPERATIONS | MAINTENANCE | GENERAL ADMIN | TOTAL |
|---------------------|------------|-------------|---------------|------------------|
| 37 | 2 | 1 | 40 | |
| 9 | 0 | 13 | 22 | |
| | | | | PART-TIME |

VEHICLE INVENTORY

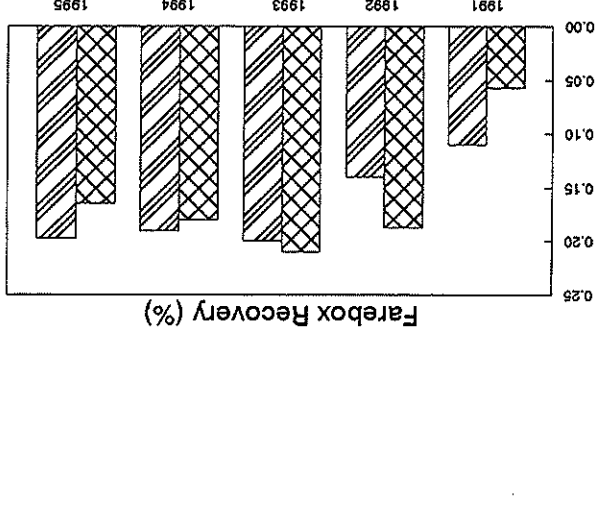
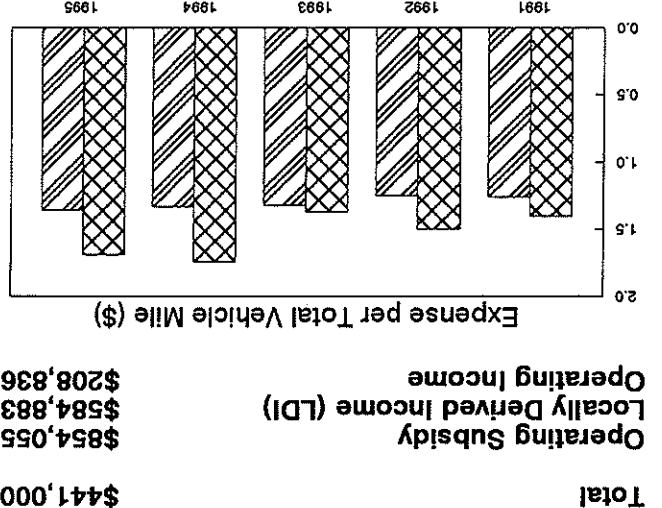
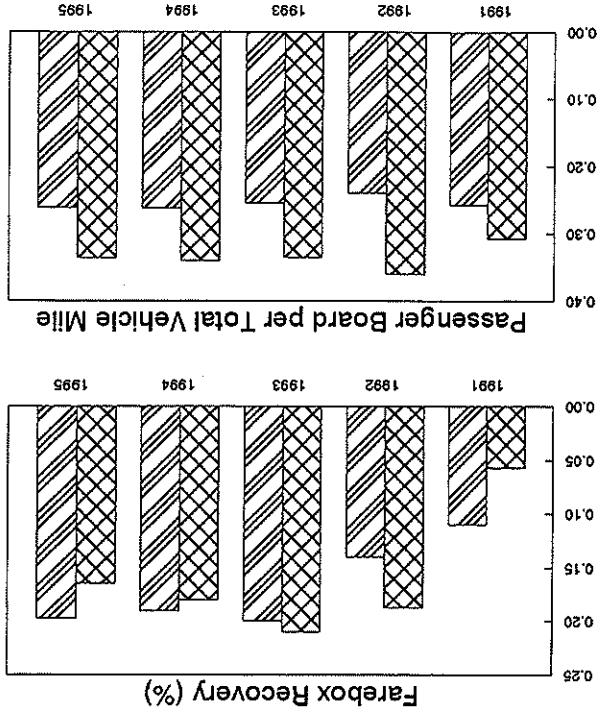
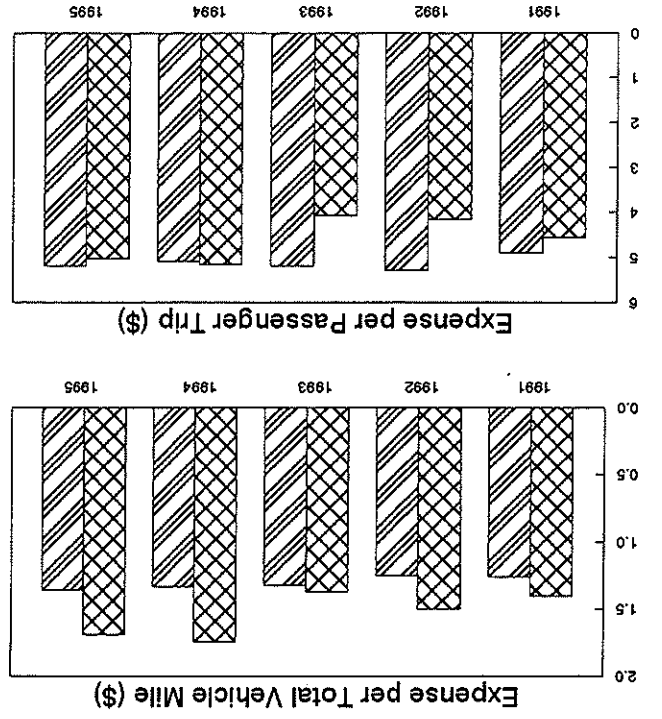
| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|-----------------|-------------|-----------------|-------------------|---------------|
| 2 | 1995 | MV | Dodge | Gas | 9 | 0 | 2 |
| 4 | 1993 | BOTC | Ford | Gas | 10 | 0 | 4 |
| 1 | 1993 | BOTC | Ford/Eldorado | Gas | 14 | 0 | 0 |
| 1 | 1991 | BOTC | Chevrolet | Gas | 17 | 0 | 0 |
| 1 | 1991 | BOTC | Ford/Eldorado | Gas | 16 | 0 | 0 |
| 4 | 1990 | Mini | Ford | Gas | 7 | 0 | 0 |
| 3 | 1988 | Mini | Chevrolet | Gas | 7 | 0 | 0 |
| 1 | 1988 | MV | Ford/Collins | Gas | 9 | 0 | 1 |
| 2 | 1988 | MV | Ford | Gas | 7 | 0 | 0 |
| 4 | 1987 | SW | Dodge | Gas | 4 | 0 | 0 |
| 4 | 1987 | BOTC | Ford/Diamond | Gas | 9 | 0 | 4 |
| 4 | 1987 | BOTC | Ford/Diamond | Gas | 16 | 0 | 0 |
| 6 | 1987 | BOTC | Ford/Diamond | Gas | 16 | 0 | 0 |
| 1 | 1986 | MV | Dodge | Gas | 12 | 0 | 0 |
| 8 | 1984 | BOTC | Chevrolet/Wayne | Gas | 16 | 0 | 0 |
| 2 | 1984 | BOTC | Chevrolet/Wayne | Gas | 9 | 0 | 3 |
| 4 | 1983 | BOTC | Chevrolet/Wayne | Gas | 16 | 0 | 0 |
| 48 | TOTAL | | | | | | 14 |

FINANCIAL INFORMATION

| | |
|---------------------------------|-------------|
| Operating Expense Summary: (\$) | 474,787 |
| Operators Salaries/Wages | 136,777 |
| Other Salaries/Wages | 142,669 |
| Fringe | 61,967 |
| Services | 240,458 |
| Materials & Supplies | 27,100 |
| Casualty/Liability | 170,039 |
| Purchased Transportation | 0 |
| Other | 14,432 |
| Total | \$1,267,629 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 208,836 |
| Fare Revenue | 0 |
| Charter/Other | 204,738 |
| Local Assistance | 376,047 |
| State Assistance (PMTF) | 315,283 |
| Federal Assistance (FTA) | 162,725 |
| Total | \$1,267,629 |
| Capital Grant Awards: (\$) | 81,405 |
| Local | 62,595 |
| State PMTF | 297,000 |
| Federal | \$441,000 |
| Total | \$854,055 |
| Operating Subsidy | \$584,883 |
| Locally Derived Income (LDI) | \$208,836 |

SERVICE STATISTICS

| | |
|-------------------------------|---------|
| Total Passenger Boardings | 252,100 |
| Total Vehicle Miles (TVM) | 749,780 |
| Revenue Vehicle Miles (RVM) | 713,105 |
| Peak Hour Fleet | 44 |
| Base Fleet | 44 |
| Road Calls | 26 |
| Peer Group | 1995 |
| Service Efficiency: | 1.69 |
| Operating Expense/TVM | 1.35 |
| Veh. Miles Between Road Calls | 28,838 |
| Service Effectiveness: | 0.34 |
| Passenger Boardings/TVM | 0.42 |
| Passenger Boardings/Capita | 0.64 |
| Cost Effectiveness: | 5.18 |
| Operating Expense/Pass. Board | 4.03 |
| Subsidy/Passenger Board | 0.83 |
| Fare Revenue/Passenger Board | 0.16 |
| Financial Performance: | 0.20 |
| Fare Recovery | 0.46 |
| LDI/Operating Expense | 0.26 |



Transportation for Rural Areas of Madison

16 E. Ninth Street
Anderson, IN 46016

(317) 641-9482 Fax (317) 641-9486

CONTACT Rosalee Bernard, Chief Local Assistance Planner

GENERAL INFORMATION

Type of Service Demand Response
Service Area Madison County except Anderson
Service Population 56,632
Special Services Three lift-equipped vans

SERVICE HOURS

Monday-Friday 6:00 am - 5:00 pm
Saturday No service
Sunday No service
Special Holiday Schedule Regular Hours
Holidays Without Service 6

FARES (\$)

Express N/A
Base 3.00
Youth 3.00
E & D 3.00
Transfer N/A
Zone N/A
Other User-side Subsidy Voucher, \$3.00

FUEL CONSUMPTION

Gallons Fuel 20538
Fuel Reserve N/A

PERSONNEL FULL-TIME Operations 5
Maintenance 0
General Admin 2
Total 7

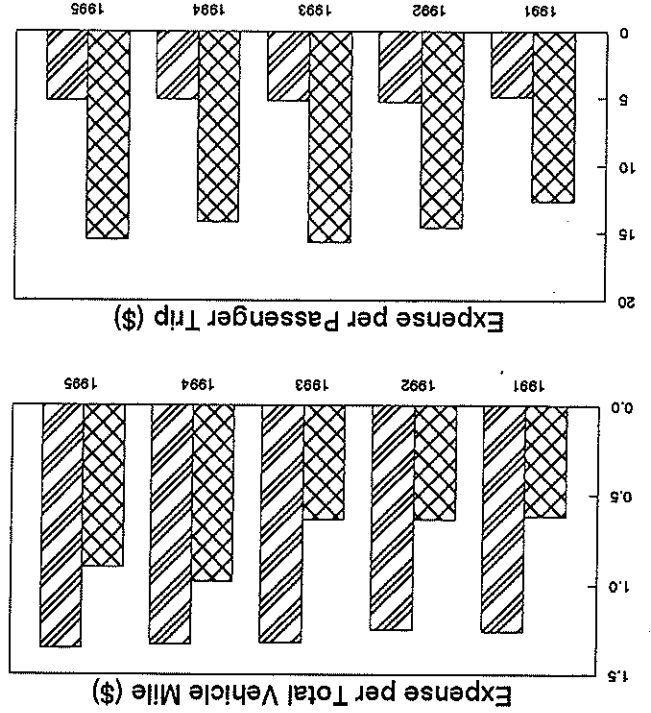
PART-TIME 0
0
0
0

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1990 | SW | Ford | Gas | 4 | 0 | 0 |
| 1 | 1990 | SD | Oldsmobile | Gas | 5 | 0 | 0 |
| 1 | 1989 | SV | Ford | Gas | 6 | 0 | 0 |
| 2 | 1987 | SV | Ford | Gas | 6 | 0 | 2 |
| 1 | 1987 | SV | Ford | Gas | 10 | 0 | 0 |
| 1 | 1987 | Mini | Ford | Gas | 7 | 0 | 0 |
| 7 | TOTAL | | | | | | 2 |

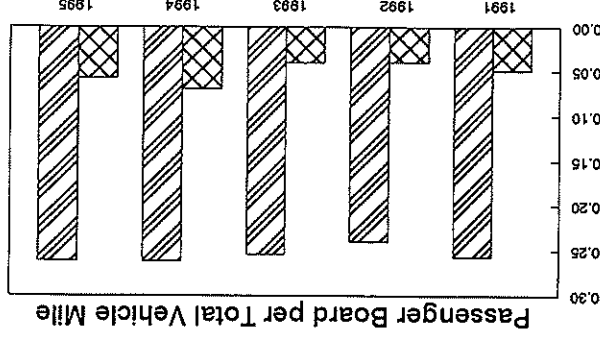
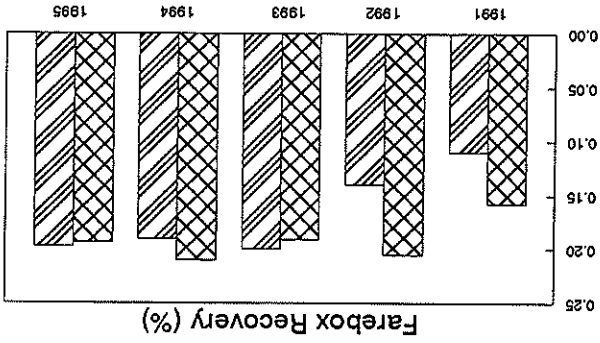
FINANCIAL INFORMATION

| | |
|----------------------------------|-----------|
| Operating Expense Summary: (\$) | 0 |
| Operators Salaries/Wages | 30,877 |
| Other Salaries/Wages | 9,791 |
| Fringe | 0 |
| Services | 0 |
| Materials & Supplies | 0 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 153,098 |
| Other | 22,477 |
| Total Reconciling Items | \$216,243 |
| Revenue Summary: (\$) | 41,754 |
| Fare Revenue | 0 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 22,744 |
| State Assistance (PMTF) | 64,499 |
| Federal Assistance (FTA) | 87,246 |
| Total Capital Grant Awards: (\$) | \$216,243 |
| Operating Subsidy | \$174,489 |
| Locally Derived Income (LDI) | \$64,498 |
| Operating Income | \$41,754 |



SERVICE STATISTICS

| | |
|-------------------------------|---------|
| Total Passenger Boardings | 13,918 |
| Total Vehicle Miles (TVM) | 240,893 |
| Revenue Vehicle Miles (RVM) | 240,893 |
| Peak Hour Fleet | 7 |
| Base Fleet | 5 |
| Road Calls | 1 |
| PERFORMANCE MEASURES | |
| Service Efficiency: | 1995 |
| Operating Expense/TVM | 0.90 |
| Veh. Miles Between Road Calls | 240,893 |
| Service Effectiveness: | 0.06 |
| Passenger Boardings/TVM | 0.25 |
| Passenger Boardings/Capita | 0.64 |
| Cost Effectiveness: | 5.18 |
| Operating Expense/Pass. Board | 4.03 |
| Subsidy/Passenger Board | 1.02 |
| Fare Revenue/Passenger Board | 3.00 |
| Financial Performance: | 0.19 |
| Fare Recovery | 0.20 |
| LDI/Operating Expense | 0.46 |



Marion Transportation System

301 South Branson St.
 Marion, IN 46952
 (317) 668-4405 Fax (317) 668-4438

CONTACT
 Orville Fitzjarrald, Manager

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area Marion City Limits
 Service Population 32,618
 Special Services Eleven lift-equipped buses

SERVICE HOURS

Monday-Friday 7:00 am - 5:00 pm
 Saturday No service
 Sunday No service
 Special Holiday Schedule Regular Hours
 Holidays Without Service 6

FARES (\$)

Express N/A
 Base 0.50
 Youth 0.25
 E & D 0.50
 Transfer Free
 Zone N/A
 Other E & H Fare \$0.25 with ID; E & H ID Card \$1.00/Year
 Tokens \$10.00/40 Rides

FUEL CONSUMPTION

Gallons Fuel 27,013
 Fuel Reserve 75 Days

PERSONNEL FULL-TIME
 Operations 4
 Maintenance 1
 General Admin 2
 Total 7

PART-TIME
 3
 1
 2
 6

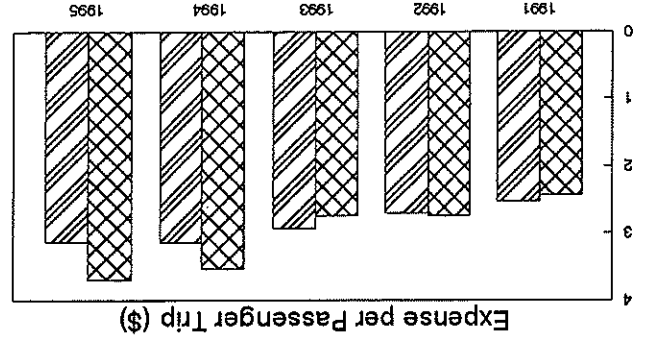
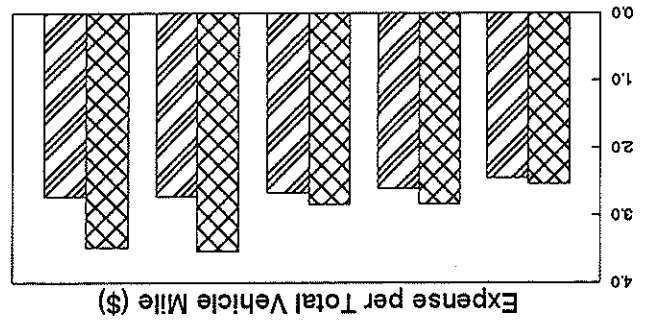
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1995 | MTB | Thomas | Diesel | 30 | 15 | 2 |
| 3 | 1995 | MV | Dodge | Gas | 10 | 8 | 3 |
| 2 | 1994 | BOVC | Ford | Gas | 18 | 6 | 2 |
| 4 | 1989 | BOVC | Thomas | Gas | 20 | 6 | 4 |
| 11 | TOTAL | | | | | | 11 |

GROUP: 3

FINANCIAL INFORMATION

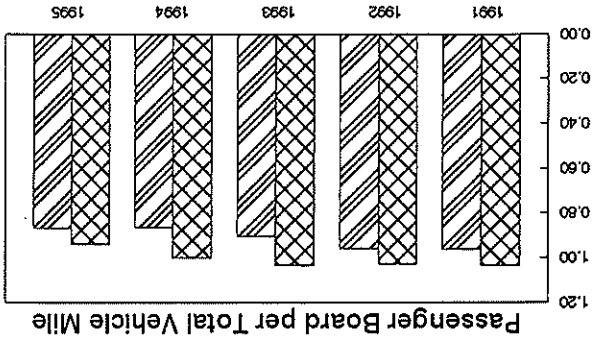
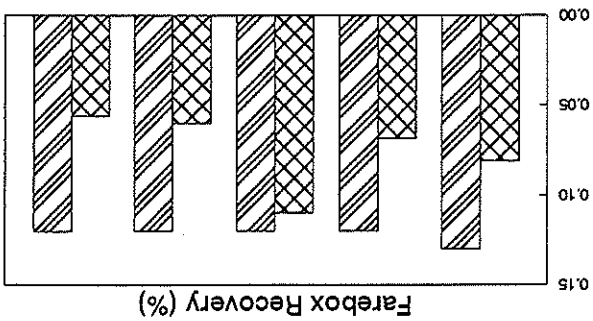
| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 138,035 |
| Operators Salaries/Wages | 120,389 |
| Other Salaries/Wages | 79,527 |
| Fringe | 57,922 |
| Services | 45,537 |
| Materials & Supplies | 8,156 |
| Casualty/Liability | 48,960 |
| Purchased Transportation | 0 |
| Other | 40,869 |
| Total | \$539,395 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 30,115 |
| Fare Revenue | 0 |
| Charter/Other | 5,489 |
| Contra & Other Fed./State | 149,784 |
| Local Assistance | 152,483 |
| State Assistance (PMTF) | 201,524 |
| Federal Assistance (FTA) | \$539,395 |
| Total | \$539,395 |
| Capital Grant Awards: (\$) | 6,000 |
| Local | 6,000 |
| State PMTF | 48,000 |
| Federal | \$60,000 |
| Total | \$60,000 |
| Operating Subsidy | \$503,791 |
| Locally Derived Income (LDI) | \$179,899 |
| Operating Income | \$30,115 |



Marion

SERVICE STATISTICS

| | |
|-------------------------------|-------------|
| Total Passenger Boardings | 146,008 |
| Total Vehicle Miles (TVM) | 155,310 |
| Revenue Vehicle Miles (RVM) | 146,618 |
| Peak Hour Fleet | 4 |
| Base Fleet | 4 |
| Road Calls | 5 |
| PERFORMANCE MEASURES | 1995 |
| Service Efficiency: | |
| Operating Expense/TVM | 3.47 |
| Veh. Miles Between Road Calls | 31,062 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.94 |
| Passenger Boardings/Capita | 4.48 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 3.69 |
| Subsidy/Passenger Board | 3.45 |
| Fare Revenue/Passenger Board | 0.21 |
| Financial Performance: | |
| Fare Recovery | 0.06 |
| LDI/Operating Expense | 0.33 |
| Peer Group | |
| Operating Expense/TVM | 2.72 |
| Veh. Miles Between Road Calls | 7,173 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.87 |
| Passenger Boardings/Capita | 5.85 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 3.13 |
| Subsidy/Passenger Board | 2.80 |
| Fare Revenue/Passenger Board | 0.38 |
| Financial Performance: | |
| Fare Recovery | 0.12 |
| LDI/Operating Expense | 0.38 |



Michigan City Municipal Coach Service

1402 W. Garfield St.

Michigan City, IN 46360

(219) 873-1502 Fax (219) 873-1565

Walter Gipson, Superintendent

CONTACT

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 33,822
 Fixed Route and Demand Response
 Michigan City Limits & Trail Creek
 Four lift-equipped buses

SERVICE HOURS

Monday-Friday
 6:30 am - 6:30 pm
 Saturday
 8:30 am - 6:30 pm
 Sunday
 No Service
 Regular Hours
 7
 Holidays Without Service

FARES (\$)

Express
 N/A
 Base
 0.50
 Youth
 0.25
 E & D
 0.25
 Transfer
 Free
 Zone
 N/A
 Other
 Pass \$18.00/Month
 Youth Pass \$9.00/Month

FUEL CONSUMPTION

Gallons Fuel 31,605
 Fuel Reserve 95 Days

PERSONNEL FULL-TIME PART-TIME

Operations 10 0
 Maintenance 2 0
 General Admin 3 0
 Total 15 0

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 3 | 1994 | BOTC | Ford | Diesel | 15 | 0 | 3 |
| 1 | 1993 | STB | Ford | Diesel | 18 | 0 | 1 |
| 1 | 1992 | BOTC | Ford | Diesel | 17 | 0 | 1 |
| 1 | 1990 | SSB | Blue Bird | Diesel | 30 | 0 | 1 |
| 2 | 1988 | SSB | Blue Bird | Diesel | 30 | 0 | 0 |
| 8 | TOTAL | | | | | | 6 |

Mitchell Transit System

407 South 6th Street
Mitchell, IN 47446

(812) 849-2151 Fax (812) 849-3955

CONTACT

Alma Lindley, Operations Manager

GENERAL INFORMATION

Type of Service Demand Response
Service Area Mitchell City Limits
Service Population 4,690
Special Services Two lift-equipped bus

SERVICE HOURS

Monday-Friday 8:00 am - 4:30 pm
Saturday No Service
Sunday No Service
Special Holiday Schedule No Service
Holidays Without Service 8

FARES (\$)

Express N/A
Base 0.50
Youth 0.50
E & D 0.25
Transfer N/A
Zone N/A
Other

FUEL CONSUMPTION

Gallons Fuel 3,132
Fuel Reserve 2.5 Days

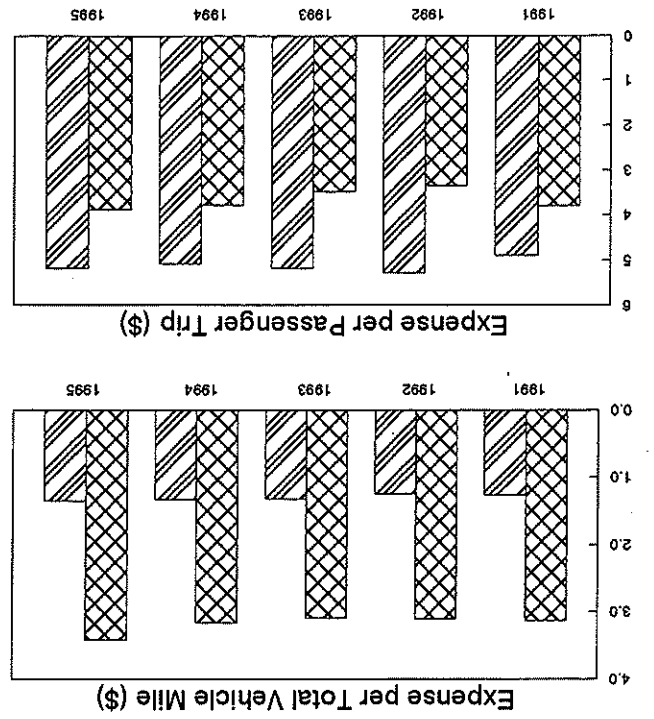
| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations 1 | 0 |
| Maintenance 0 | 1 |
| General Admin 0 | 2 |
| Total 1 | 3 |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1990 | BOVC | Ford | Gas | 14 | 0 | 1 |
| 1 | 1981 | BOVC | GMC | Gas | 14 | 0 | 1 |
| 2 | TOTAL | | | | | | 2 |

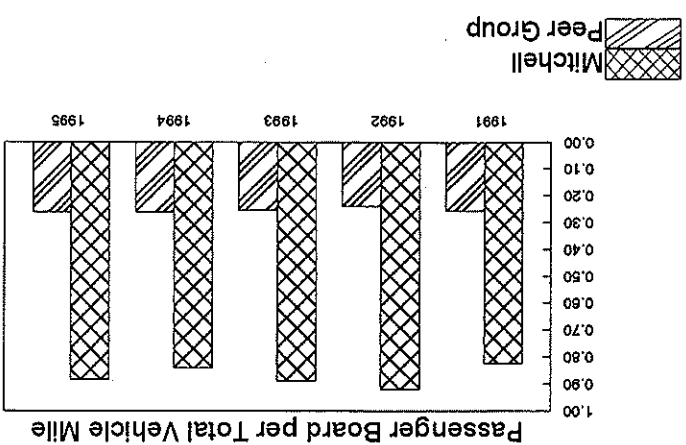
FINANCIAL INFORMATION

| | |
|---------------------------------|----------|
| Operating Expense Summary: (\$) | 16,828 |
| Operators Salaries/Wages | 21,146 |
| Other Salaries/Wages | 10,650 |
| Fringe | 10,537 |
| Services | 3,294 |
| Materials & Supplies | 2,908 |
| Casualty/Liability | 2,225 |
| Purchased Transportation | 0 |
| Other | 381 |
| Total | \$67,969 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 7,223 |
| Fare Revenue | 0 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 11,575 |
| State Assistance (PMTF) | 18,798 |
| Federal Assistance (FTA) | 30,373 |
| Total | \$67,969 |
| Capital Grant Awards: (\$) | 0 |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |
| Operating Subsidy | \$60,746 |
| Locally Derived Income (LDI) | \$18,798 |
| Operating Income | \$7,223 |



SERVICE STATISTICS

| | |
|-------------------------------|--------|
| Total Passenger Boardings | 17,544 |
| Total Vehicle Miles (TVM) | 19,881 |
| Revenue Vehicle Miles (RVM) | 16,020 |
| Peak Hour Fleet | 2 |
| Base Fleet | 1 |
| Road Calls | 0 |
| PERFORMANCE MEASURES | |
| Service Efficiency: | 1995 |
| Operating Expense/TVM | 3.42 |
| Veh. Miles Between Road Calls | N/A |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.88 |
| Passenger Boardings/Capita | 3.74 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 3.87 |
| Subsidy/Passenger Board | 3.46 |
| Fare Revenue/Passenger Board | 0.41 |
| Financial Performance: | |
| Fare Recovery | 0.11 |
| LDI/Operating Expense | 0.28 |
| Farebox Recovery (%) | 0.20 |
| Peer Group | 1.02 |
| Operating Expense/TVM | 4.03 |
| Veh. Miles Between Road Calls | 55,522 |



SERVICE STATISTICS

PERFORMANCE MEASURES
 Total Passenger Boardings 85,752
 Total Vehicle Miles (TVM) 323,510
 Revenue Vehicle Miles (RVM) 261,439
 Peak Hour Fleet 11
 Base Fleet 9
 Road Calls 14

Service Efficiency:
 Operating Expense/TVM 1.26
 Veh. Miles Between Road Calls 23,108

Service Effectiveness:
 Passenger Boardings/TVM 0.27
 Passenger Boardings/Capita 0.63

Cost Effectiveness:
 Operating Expense/Pass. Board 4.74
 Subsidy/Passenger Board 4.35
 Fare Revenue/Passenger Board 0.38

Financial Performance:
 Fare Recovery 0.08
 LD/Operating Expense 0.35

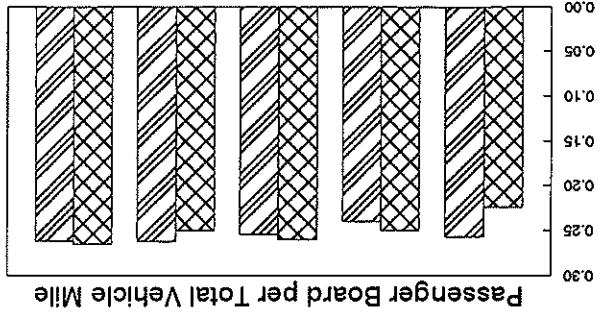
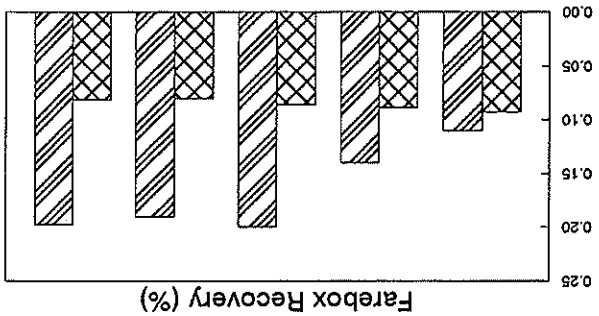
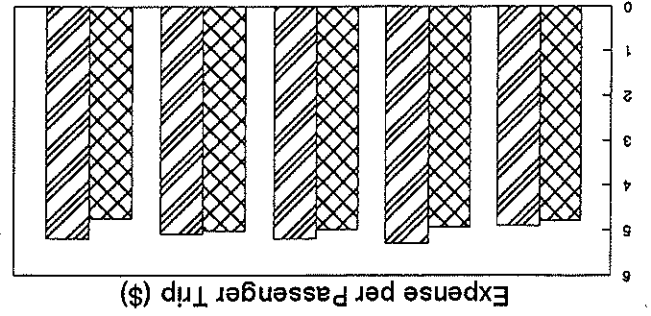
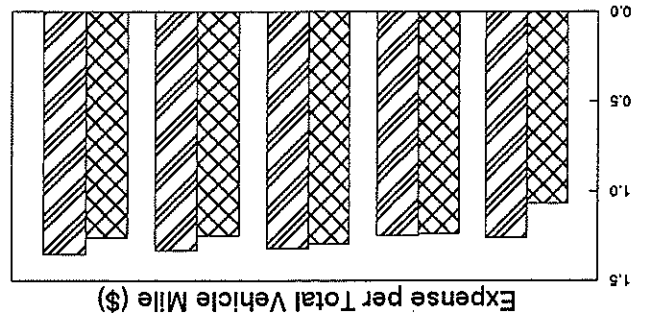
FINANCIAL INFORMATION

Operating Expense Summary: (\$)
 Operators Salaries/Wages
 Other Salaries/Wages
 Fringe
 Services 8,397
 Materials & Supplies 93,520
 Utilities 4,830
 Casualty/Liability 36,609
 Purchased Transportation 0
 Other 46,765
Total \$406,300
 Reconciling Items 0

Revenue Summary: (\$)
 Fare Revenue 33,000
 Charter/Other 0
 Contra & Other Fed./State 0
 Local Assistance 107,788
 State Assistance (PMTF) 78,862
 Federal Assistance (FTA) 186,650
Total \$406,300

Capital Grant Awards: (\$)
 Local 28,104
 State PMTF 26,223
 Federal 171,690
Total \$226,017

Operating Subsidy
 Locally Derived Income (LDI) \$140,788
 Operating Income \$33,000



Muncie Indiana Transit System

1300 E. Seymour St.

Muncie, IN 47302

(317) 282-2762 Fax (317) 287-2385

CONTACT

Larry King, General Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 71,035
 Special Services
 Fixed Route and Demand Response
 Fixed Route/City Limits - Demand Response/City Limits
 34 lift-equipped vehicles - MITS Plus Demand Response

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 6:00 am - 10:30 pm
 8:15 am - 10:00 pm
 No Service
 Regular Hours
 6

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 0.50
 Fuel Reserve 46 Days
 Gallons Fuel 267,482
 N/A
 Pass \$17.50/30 Day, \$43.00/90 Day, \$45.00/10 Ride; E & D Pass \$8.75/30 Day, \$21.50/90 Day, \$1.50/45 Ride
 Token \$0.475/Ride (Must purchase two); Student Token \$0.45/Ride

FUEL CONSUMPTION

PERSONNEL FULL-TIME
 Operations 40
 Maintenance 13
 General Admin 14
 Total 67
 PART-TIME
 11
 0
 3
 14

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 6 | 1994 | LTB | Flxible | Diesel | 35 | 19 | 6 |
| 1 | 1993 | LTB | TMC | Diesel | 34 | 19 | 1 |
| 2 | 1992 | BOTC | Goshen Coach | Diesel | 14 | 0 | 2 |
| 3 | 1992 | LTB | TMC | Diesel | 34 | 19 | 3 |
| 4 | 1990 | LTB | TMC | Diesel | 35 | 19 | 4 |
| 1 | 1990 | BOTC | Goshen Coach | Diesel | 15 | 0 | 1 |
| 3 | 1989 | LTB | TMC | Diesel | 35 | 19 | 3 |
| 6 | 1988 | BOTC | Goshen Coach | Diesel | 15 | 0 | 6 |
| 2 | 1981 | BOTC | Wayne | Diesel | 9 | 0 | 2 |
| 6 | 1981 | LTB | GMC | Diesel | 35 | 19 | 6 |
| 34 | TOTAL | | | | | | 34 |

GROUP: 2

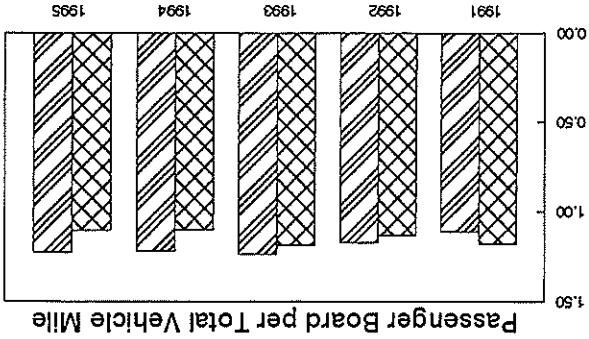
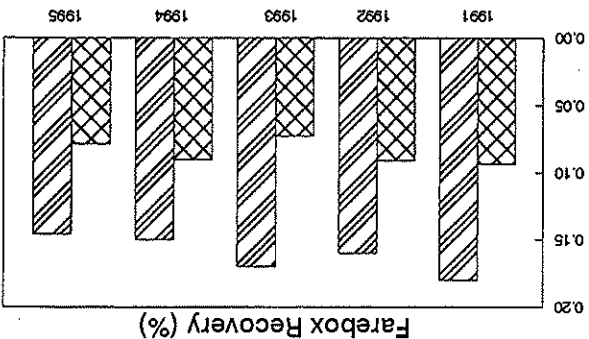
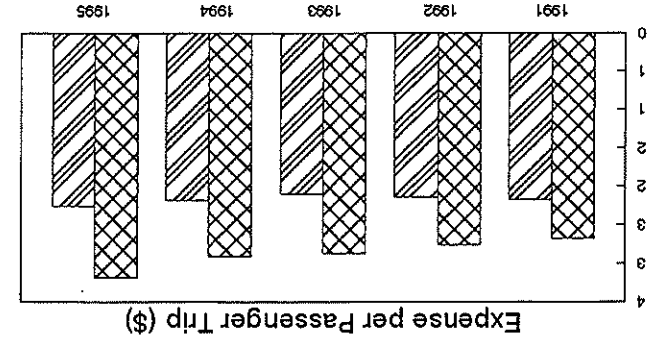
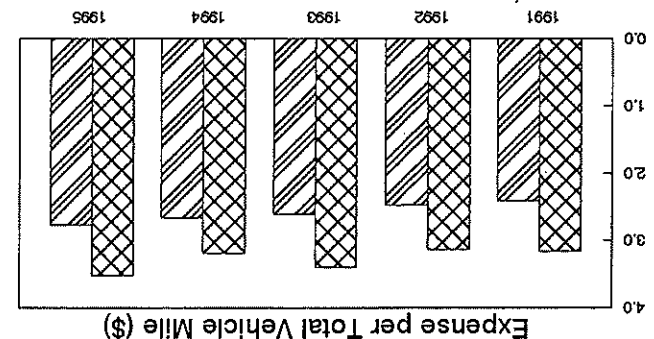
Muncie

FINANCIAL INFORMATION

| | |
|---------------------------------|-------------|
| Operating Expense Summary: (\$) | 1,090,419 |
| Operators Salaries/Wages | 635,999 |
| Other Salaries/Wages | 809,453 |
| Fringe | 274,905 |
| Services | 496,290 |
| Materials & Supplies | 67,856 |
| Utilities | 140,186 |
| Casualty/Liability | 124,857 |
| Purchased Transportation | 0 |
| Other | 0 |
| Total | \$3,639,965 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 285,540 |
| Fare Revenue | 133,135 |
| Charter/Other | 1,643 |
| Contra & Other Fed./State | 1,797,144 |
| Local Assistance | 849,445 |
| State Assistance (PMTF) | 573,058 |
| Federal Assistance (FTA) | 3,639,965 |
| Total | \$3,219,647 |
| Operating Subsidy | \$2,215,819 |
| Locally Derived Income (LDI) | \$418,675 |

SERVICE STATISTICS

| | |
|-------------------------------|-----------|
| Total Passenger Boardings | 1,142,120 |
| Total Vehicle Miles (TVM) | 1,035,004 |
| Revenue Vehicle Miles (RVM) | 981,698 |
| Peak Hour Fleet | 26 |
| Base Fleet | 26 |
| Road Calls | 194 |
| PERFORMANCE MEASURES | |
| Service Efficiency: | |
| Operating Expense/TVM | 3.52 |
| Veh. Miles Between Road Calls | 5,335 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 1.10 |
| Passenger Boardings/Capita | 16.08 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 3.19 |
| Subsidy/Passenger Board | 2.82 |
| Fare Revenue/Passenger Board | 0.25 |
| Financial Performance: | |
| Fare Recovery | 0.08 |
| LDI/Operating Expense | 0.61 |



New Castle Community Transit System

201 South 25th St.
New Castle, IN 47362
6846

47362
Fax (317) 521-6800

Deborah Thornhill, Manager

CONTACT

GENERAL INFORMATION

Type of Service Point Deviated
Service Area New Castle City Limits
Service Population 17,753
Special Services Six lift-equipped vehicles
Fleet 100% accessible

SERVICE HOURS

Monday-Friday 8:00 am - 4:00 pm
Saturday No Service
Sunday No Service
Special Holiday Schedule No Service
Holidays Without Service 16

FARES (\$)

Express N/A
Base 1.00
Youth N/A
E & D 0.50
Transfer Free
Zone N/A
Other Pass \$20.00/25 Rides
E&H Pass \$10.00/25 Rides

FUEL CONSUMPTION

Gallons Fuel 13492
Fuel Reserve 18 Days

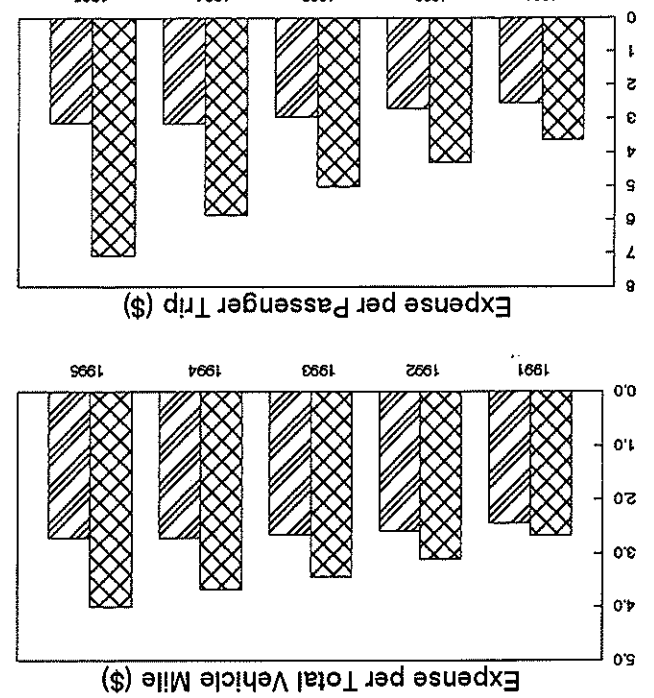
| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations | 4 |
| Maintenance | 1 |
| General Admin | 2 |
| Total | 7 |

VEHICLE INVENTORY

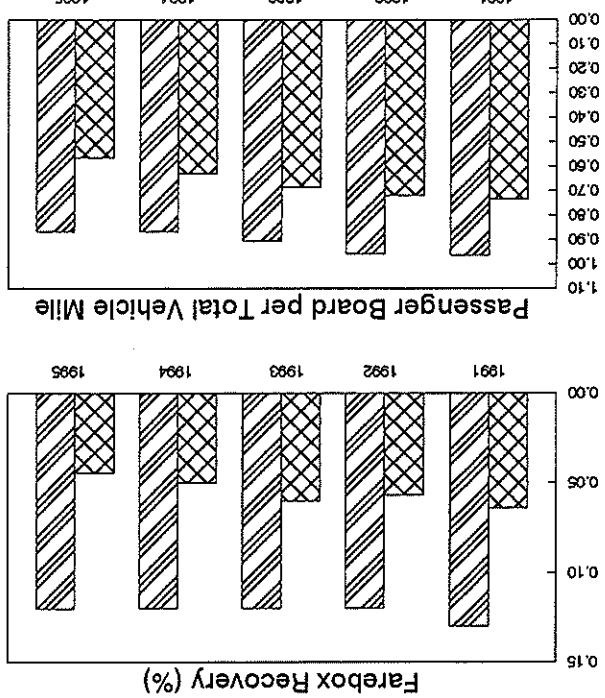
| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1995 | BOTC | Supreme/Ford | Gas | 21 | 10 | 2 |
| 2 | 1990 | BOTC | Diamond/Ford | Gas | 21 | 10 | 2 |
| 2 | 1990 | BOTC | Supreme/Ford | Gas | 21 | 10 | 2 |
| 6 | TOTAL | | | | | | 6 |

FINANCIAL INFORMATION

| | |
|---------------------------------|------------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 89,319 |
| Other Salaries/Wages | 71,078 |
| Fringe | 70,933 |
| Services | 18,346 |
| Materials & Supplies | 23,048 |
| Utilities | 5,983 |
| Casualty/Liability | 25,535 |
| Purchased Transportation | 0 |
| Other | 8,982 |
| Total | \$313,224 |
| Reconciling Items | |
| Fare Revenue | 13,818 |
| Charter/Other | 15,974 |
| Contra & Other Fed./State | 3,388 |
| Local Assistance | 55,741 |
| State Assistance (PMTF) | 84,281 |
| Federal Assistance (FTA) | 140,022 |
| Total | \$313,224 |
| Revenue Summary: (\$) | |
| Operating Expense Summary: (\$) | 89,319 |
| Capital Grant Awards: (\$) | 499 |
| Local | 498 |
| State PMTF | 3,990 |
| Federal | 4,987 |
| Total | \$280,044 |
| Locally Derived Income (LDI) | \$85,533 |
| Operating Income | \$29,792 |



Expense per Passenger Trip (\$)



Passenger Board per Total Vehicle Mile

SERVICE STATISTICS

| | |
|-------------------------------|--------|
| PERFORMANCE MEASURES | |
| Total Passenger Boardings | 44,270 |
| Total Vehicle Miles (TVM) | 78,379 |
| Revenue Vehicle Miles (RVM) | 77,440 |
| Peak Hour Fleet | 2 |
| Base Fleet | 2 |
| Road Calls | 8 |
| Service Efficiency: | |
| Operating Expense/TVM | 4.00 |
| Veh. Miles Between Road Calls | 9,797 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.56 |
| Passenger Boardings/Capita | 2.49 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 7.08 |
| Subsidy/Passenger Board | 6.33 |
| Fare Revenue/Passenger Board | 0.31 |
| Financial Performance: | |
| Fare Recovery | 0.04 |
| LDI/Operating Expense | 0.27 |
| Peer Group | 0.12 |
| Peer | 0.38 |

NICTD

SERVICE STATISTICS

3,295,987
2,765,481
2,627,415
46
20

Total Passenger Boardings
Total Vehicle Miles (TVM)
Revenue Vehicle Miles (RVM)
Peak Hour Fleet
Base Fleet
Road Calls

N/A

PERFORMANCE MEASURES

1995 Peer Group

Service Efficiency:
Operating Expense/TVM 7.38
Veh. Miles Between Road Calls N/A

Service Effectiveness:
Passenger Boardings/TVM 1.19
Passenger Boardings/Capita 20.15

Cost Effectiveness:
Operating Expense/Pass. Board 6.20
Subsidy/Passenger Board 1.85
Fare Revenue/Passenger Board 3.24

Financial Performance:
Fare Recovery 0.52
LDI/Operating Expense 0.61

1.39
13.18
2.80
1.87
0.60

FINANCIAL INFORMATION

Operating Expense Summary: (\$)
Operators Salaries/Wages
Fringe
Other Salaries/Wages
Operators Salaries/Wages
Materials & Supplies
Utilities
Casualty/Liability
Purchased Transportation
Other
Total Reconciling Items

693,750
6,603,040
5,123,621
717,660
1,695,627
1,708,089
2,562,956
0
1,316,289
\$20,421,032
5,288,491

Revenue Summary: (\$)
Fare Revenue
Charter/Other
Contra & Other Fed./State
Local Assistance
State Assistance (PMTF)
Federal Assistance (FTA)
Total

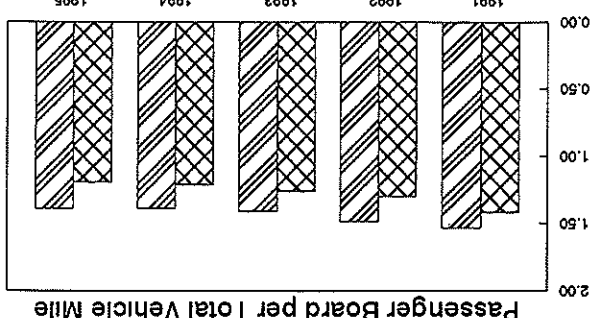
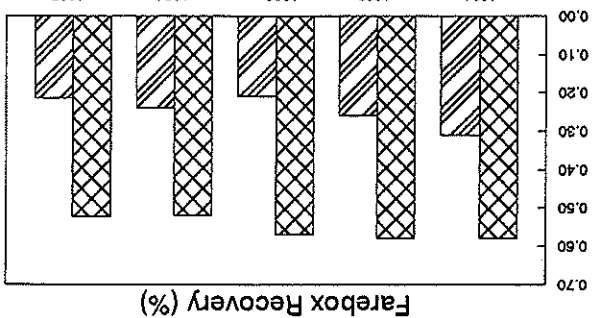
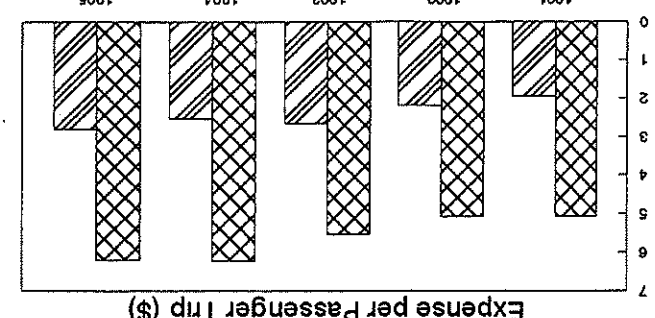
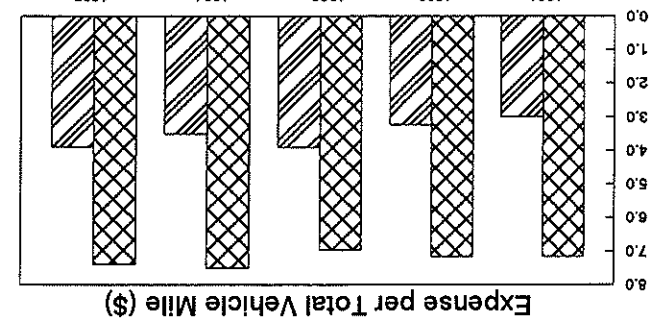
10,684,660
179,974
3,445,792
1,633,436
2,343,120
2,134,050
\$20,421,032

Capital Grant Awards: (\$)

724,115
1,000,000
6,896,462
\$8,620,577

Operating Subsidy
Locally Derived Income (LDI)
Operating Income

\$6,110,606
\$12,498,070
\$10,864,634



Peer Group
NICTD

Rock City Rider

1120 County-City Building
 South Bend, IN 46601
 (219) 287-1829 Fax (219) 287-1840

CONTACT

Sandi Seanor, Executive Director
Mary Beth McAdams

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 Special Services
 City of Plymouth
 8,303
 One lift-equipped van

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 No Service
 Regular Hours
 3

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 3.0
 3.0
 3.0
 1.50
 N/A
 N/A
 Handicapped fare \$3.00

FUEL CONSUMPTION

Gallons Fuel 982
 Fuel Reserve N/A

PERSONNEL FULL-TIME
 Operations 1
 Maintenance 0
 General Admin 1
 Total 2

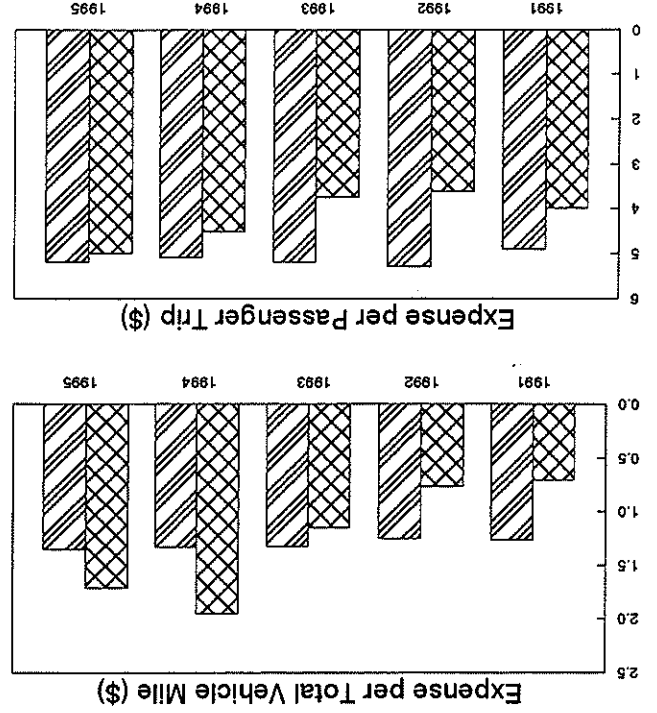
PART-TIME
 1
 0
 0
 1

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1995 | Mini | Ford | Gas | 5 | 0 | 1 |
| 1 | 1990 | MV | Dodge | Gas | 10 | 0 | 1 |
| 1 | 1988 | MV | Dodge | Gas | 15 | 0 | 0 |
| 3 | TOTAL | | | | | | 2 |

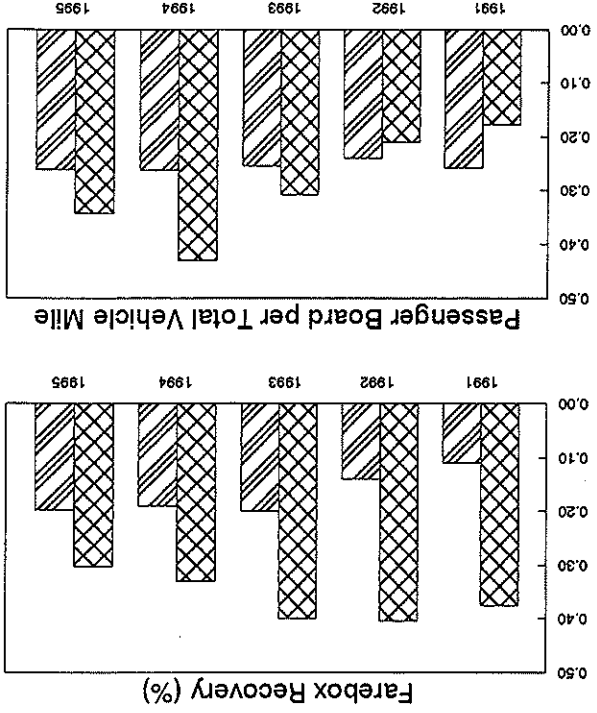
FINANCIAL INFORMATION

| | |
|---------------------------------|----------|
| Operating Expense Summary: (\$) | 0 |
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 0 |
| Fringe | 0 |
| Services | 0 |
| Materials & Supplies | 569 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 11,184 |
| Other | 6,752 |
| Total | \$18,505 |
| Reconciling Items | 617 |
| Revenue Summary: (\$) | 5,592 |
| Fare Revenue | 0 |
| Charter/Other | 617 |
| Contra & Other Fed./State | 278 |
| Local Assistance | 5,870 |
| State Assistance (PMTF) | 6,148 |
| Federal Assistance (FTA) | 6,148 |
| Total | \$18,505 |
| Capital Grant Awards: (\$) | 0 |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |
| Operating Subsidy | \$12,296 |
| Locally Derived Income (LDI) | \$5,870 |
| Operating Income | \$5,592 |



SERVICE STATISTICS

| | |
|-------------------------------|--------|
| Total Passenger Boardings | 3,696 |
| Total Vehicle Miles (TVM) | 10,798 |
| Revenue Vehicle Miles (RVM) | 10,798 |
| Peak Hour Fleet | 3 |
| Base Fleet | 2 |
| Road Calls | 0 |
| Service Efficiency: | |
| Operating Expense/TVM | 1.71 |
| Veh. Miles Between Road Calls | N/A |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.34 |
| Passenger Boardings/Capita | 0.45 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 5.01 |
| Subsidy/Passenger Board | 3.33 |
| Fare Revenue/Passenger Board | 1.51 |
| Financial Performance: | |
| Fare Recovery | 0.30 |
| LDI/Operating Expense | 0.32 |
| Peer Group | |
| Total Passenger Boardings | 3,696 |
| Total Vehicle Miles (TVM) | 10,798 |
| Revenue Vehicle Miles (RVM) | 10,798 |
| Peak Hour Fleet | 3 |
| Base Fleet | 2 |
| Road Calls | 0 |



Rose View Transit & Paratransit System

401 South "C" Street

Richmond, IN 47374

(317) 983-7227 Fax (317) 983-7397

CONTACT

Terrl Quinter, Operations Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 Richmond City Limits
 38,705
 Special Services
 Eight lift-equipped vehicles.

SERVICE HOURS

Monday-Friday
 6:15 am - 5:45 pm
 Saturday
 10:15 am - 5:45 pm
 No Service
 6:15 am - 5:45 pm
 Special Holiday Schedule
 Holidays Without Service

FARES (\$)

Express N/A
 Base 0.75
 Youth 0.50
 E & D 0.50
 Transfer Free
 Zone N/A
 Other Demand Response, Donation
 Pass \$25.00/Month; Student, E & H Pass \$17.00/Month

FUEL CONSUMPTION

Gallons Fuel 44,878
 Fuel Reserve N/A

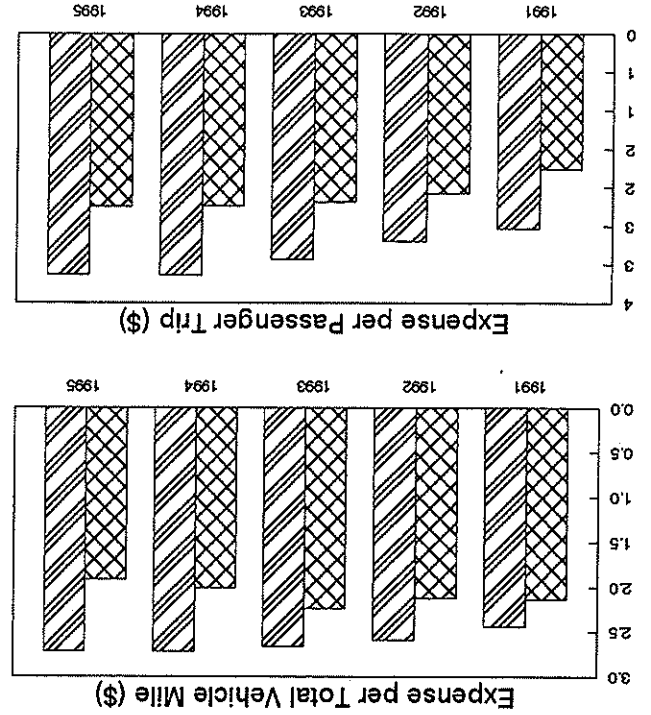
| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations | 16 |
| Maintenance | 1 |
| General Admin | 3 |
| Total | 20 |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|------|------|---------------|-------------|-----------------|-------------------|---------------|
| 2 | 1995 | MV | Dodge | Gas | 12 | 0 | 2 |
| 1 | 1995 | STB | Ford | Diesel | 20 | 0 | 1 |
| 1 | 1994 | SW | Chevrolet | Gas | 6 | 0 | 0 |
| 3 | 1994 | STB | Ford | Diesel | 20 | 0 | 0 |
| 2 | 1994 | STB | Ford/Dmnd | Diesel | 20 | 0 | 2 |
| 1 | 1992 | Mini | Chevrolet | Gas | 6 | 0 | 0 |
| 1 | 1992 | MV | Ford | Gas | 6 | 0 | 0 |
| 1 | 1989 | SV | Ford | Gas | 3 | 0 | 1 |
| 1 | 1989 | STB | Ford | Diesel | 21 | 12 | 0 |
| 1 | 1988 | SV | Ford | Gas | 12 | 0 | 0 |
| 1 | 1987 | MTB | Ford | Gas | 29 | 15 | 0 |
| TOTAL | | | | | | | 10 |

FINANCIAL INFORMATION

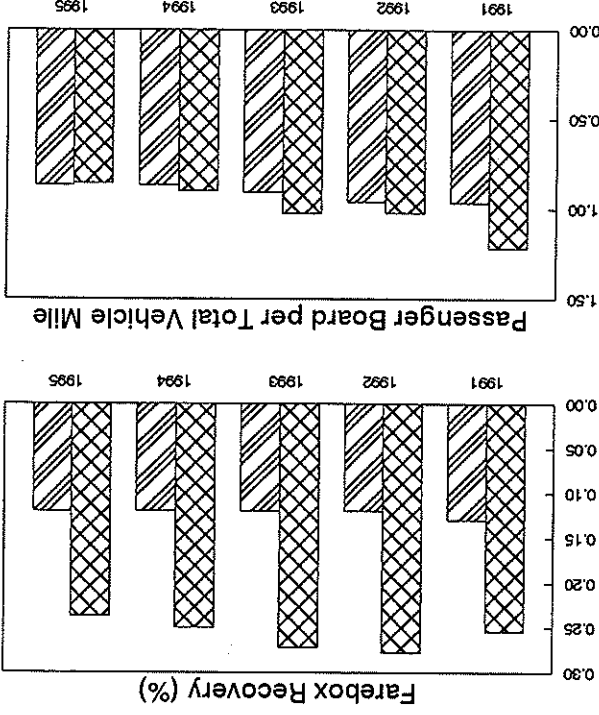
| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 388,654 |
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 164,119 |
| Fringe | 23,412 |
| Services | 72,577 |
| Materials & Supplies | 5,062 |
| Utilities | 83,931 |
| Casualty/Liability | 0 |
| Purchased Transportation | 0 |
| Other | 0 |
| Total | \$737,755 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 174,762 |
| Fare Revenue | 13,740 |
| Charter/Other | 4,461 |
| Contra & Other Fed./State | 41,947 |
| Local Assistance | 230,449 |
| State Assistance (PMTF) | 272,396 |
| Federal Assistance (FTA) | \$737,755 |
| Total | \$103,980 |
| Capital Grant Awards: (\$) | 11,990 |
| Local | 11,990 |
| State PMTF | 80,000 |
| Federal | \$188,502 |
| Operating Subsidy | \$544,792 |
| Locally Derived Income (LDI) | \$230,449 |
| Operating Income | \$188,502 |



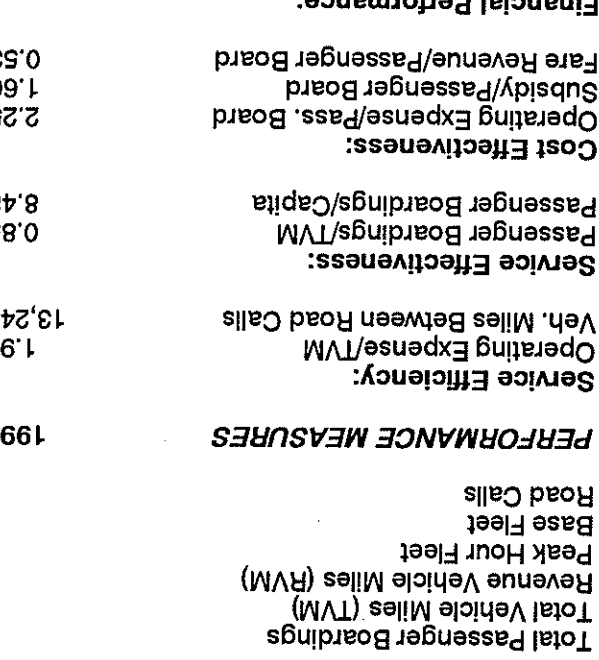
Operating Income
 Locally Derived Income (LDI)
 Operating Subsidy
 \$544,792
 \$230,449
 \$188,502

SERVICE STATISTICS

| | |
|-------------------------------|---------|
| Total Passenger Boardings | 328,283 |
| Total Vehicle Miles (TVM) | 384,120 |
| Revenue Vehicle Miles (RVM) | 365,826 |
| Peak Hour Fleet | 10 |
| Base Fleet | 15 |
| Road Calls | 29 |
| PERFORMANCE MEASURES | 1995 |
| Service Efficiency: | |
| Operating Expense/TVM | 1.92 |
| Veh. Miles Between Road Calls | 13,246 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.85 |
| Passenger Boardings/Capita | 8.48 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 2.25 |
| Subsidy/Passenger Board | 1.66 |
| Fare Revenue/Passenger Board | 0.53 |
| Financial Performance: | |
| Fare Recovery | 0.24 |
| LDI/Operating Expense | 0.31 |
| Peer Group | 0.12 |
| | 0.38 |



Operating Income
 Locally Derived Income (LDI)
 Operating Subsidy
 \$544,792
 \$230,449
 \$188,502



SERVICE STATISTICS

Operating Expense Summary: (\$)
 Operators Salaries/Wages
 Other Salaries/Wages
 Fringe
 Services
 Materials & Supplies
 Utilities
 Casualty/Liability
 Purchased Transportation
 Other
 Total
 Reconciling Items
 Revenue Summary: (\$)
 Fare Revenue
 Charter/Other
 Contra & Other Fed./State
 Local Assistance
 State Assistance (PMTF)
 Federal Assistance (FTA)
 Total
 Capital Grant Awards: (\$)
 Local
 State PMTF
 Federal
 Total
 Operating Subsidy
 Locally Derived Income (LDI)
 Operating Income

Seymour Transit

301-309 N. Chestnut St.
Seymour, IN 47274
(812) 522-4746 Fax (812) 522-1254

CONTACT

Martha McIntire, Transit Coordinator

GENERAL INFORMATION

Type of Service
Demand Response
City of Seymour
15,576
Special Services
Two lift-equipped vans

SERVICE HOURS

Monday-Friday
7:30 am - 5:30 pm
Saturday
7:30 am - 5:30 pm
Sunday
No Service
Special Holiday Schedule
Holidays Without Service

FARES (\$)

N/A
Express
Base
Youth
0.75
E & D
1.50
Transfer
N/A
Zone
N/A
Other

FUEL CONSUMPTION

Gallons Fuel 2287
Fuel Reserve N/A

| PERSONNEL FULL-TIME | PART-TIME |
|---------------------|-----------|
| Operations | 0 |
| Maintenance | 0 |
| General Admin | 0 |
| Total | 2 |

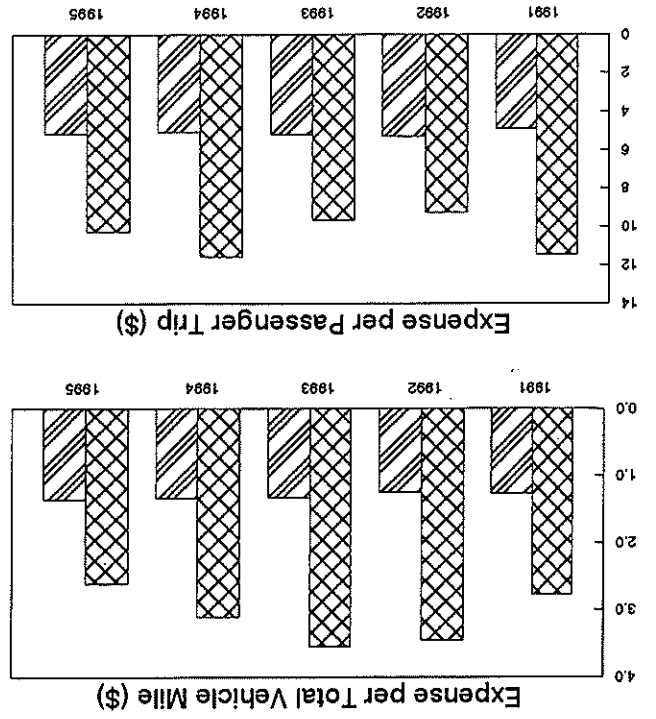
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|-------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1994 | MMV | Dodge | Gas | 4 | 0 | 1 |
| 1 | 1992 | Mini | Dodge | Gas | 7 | 0 | 0 |
| 2 | TOTAL | | | | | | 1 |

GROUP: 4

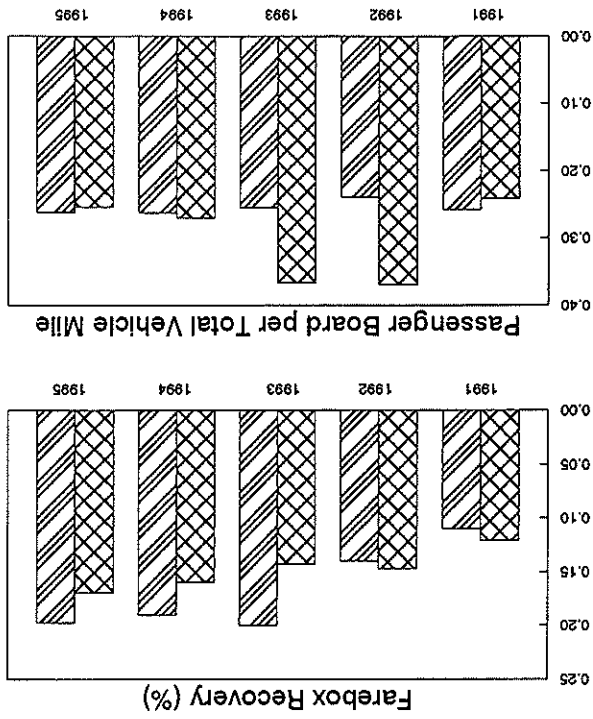
FINANCIAL INFORMATION

| | |
|---------------------------------|----------|
| Operating Expense Summary: (\$) | 18,592 |
| Operators Salaries/Wages | 0 |
| Other Salaries/Wages | 3,306 |
| Fringe | 5,500 |
| Services | 0 |
| Materials & Supplies | 0 |
| Utilities | 0 |
| Casualty/Liability | 0 |
| Purchased Transportation | 48,942 |
| Other | 4,431 |
| Total | \$80,770 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 13,662 |
| Fare Revenue | 0 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 33,554 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 33,554 |
| Total | \$80,770 |
| Capital Grant Awards: (\$) | 0 |
| Local | 0 |
| State PMTF | 0 |
| Federal | 0 |
| Total | \$0 |
| Operating Subsidy | \$67,109 |
| Locally Derived Income (LDI) | \$47,216 |
| Operating Income | \$13,662 |



SERVICE STATISTICS

| | | |
|-------------------------------|--------|------------|
| Total Passenger Boardings | 7,883 | Peer Group |
| Total Vehicle Miles (TVM) | 31,106 | |
| Revenue Vehicle Miles (RVM) | 31,106 | |
| Peak Hour Fleet | 0 | |
| Base Fleet | 0 | |
| Road Calls | 0 | |
| PERFORMANCE MEASURES | | |
| 1995 | | |
| Service Efficiency: | | |
| Operating Expense/TVM | 2.60 | |
| Veh. Miles Between Road Calls | N/A | |
| Service Effectiveness: | | |
| Passenger Boardings/TVM | 0.26 | |
| Passenger Boardings/Capita | 0.51 | |
| Cost Effectiveness: | | |
| Operating Expense/Pass. Board | 5.18 | |
| Subsidy/Passenger Board | 4.03 | |
| Fare Revenue/Passenger Board | 1.73 | |
| Financial Performance: | | |
| Fare Recovery | 0.17 | |
| LDI/Operating Expense | 0.58 | |
| Farebox Recovery (%) | | |
| 1991 | | |
| 1992 | | |
| 1993 | | |
| 1994 | | |
| 1995 | | |



Seymour

South Bend Public Transportation Corporation

901 East Northside Blvd.
 South Bend, IN 46617
 (219) 232-9901 Fax (219) 239-2309

CONTACT

Bruce A. Zakrzewski, Controller

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 148,119
 South Bend & Mishawaka Metropolitan Area
 Fixed Route and Demand Response
 Special Services
 Five lift-equipped buses

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 4:50 am - 10:10 pm
 6:50 am - 7:00 pm
 No Service
 Regular Hours
 6

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 Pass \$30.00/Month
 Student Pass \$25.00/Month; Special Services \$0.95

FUEL CONSUMPTION

Gallons Fuel 377,549
 Fuel Reserve 15 Days

| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations | 76 |
| Maintenance | 17 |
| General Admin | 10 |
| Total | 103 |
| | 11 |

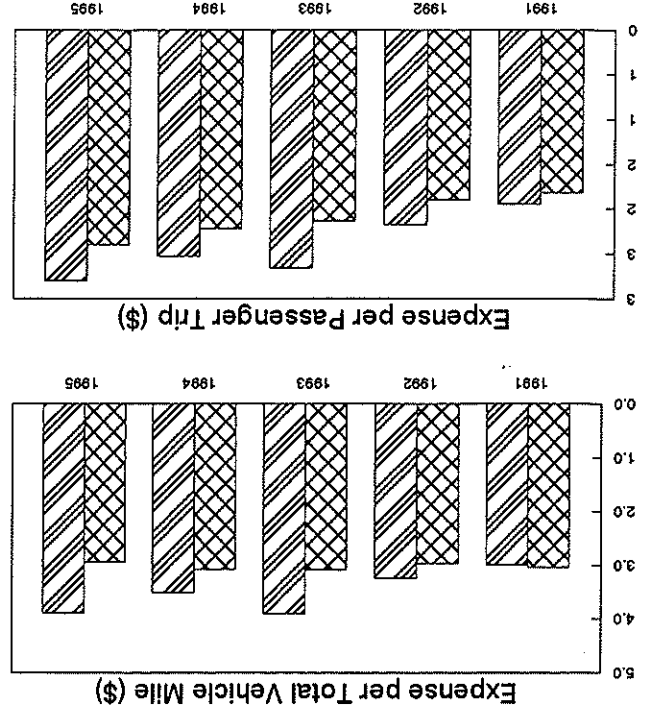
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 4 | 1991 | LTB | Fixible | Diesel | 43 | 24 | 0 |
| 5 | 1994 | MV | Dodge | Gas | 11 | 0 | 5 |
| 39 | 1987 | LTB | Fixible | Diesel | 43 | 24 | 0 |
| 10 | 1984 | LTB | Neoplan | Diesel | 38 | 22 | 0 |
| 2 | 1982 | MV | Flexette | Diesel | 19 | 10 | 0 |
| 4 | 1971 | LTB | GMC | Diesel | 45 | 23 | 0 |
| 64 | TOTAL | | | | | | 5 |

GROUP: 1

FINANCIAL INFORMATION

| | |
|---------------------------------|-------------|
| Operating Expense Summary: (\$) | 1,482,383 |
| Operators Salaries/Wages | 1,337,087 |
| Other Salaries/Wages | 1,305,972 |
| Fringe | 370,621 |
| Services | 483,552 |
| Materials & Supplies | 93,425 |
| Utilities | 224,321 |
| Casualty/Liability | 40,257 |
| Purchased Transportation | 66,284 |
| Other | \$5,403,902 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 1,113,390 |
| Fare Revenue | 228,585 |
| Charter/Other | 2,745 |
| Local Assistance | 1,837,595 |
| State Assistance (PMTF) | 1,311,476 |
| Federal Assistance (FTA) | 910,111 |
| Total | \$5,403,902 |
| Capital Grant Awards: (\$) | 410,177 |
| Local | 0 |
| State PMTF | 1,640,711 |
| Federal | \$2,050,888 |
| Total | \$4,059,182 |
| Operating Subsidy | \$3,179,570 |
| Locally Derived Income (LDI) | \$1,341,975 |
| Operating Income | |

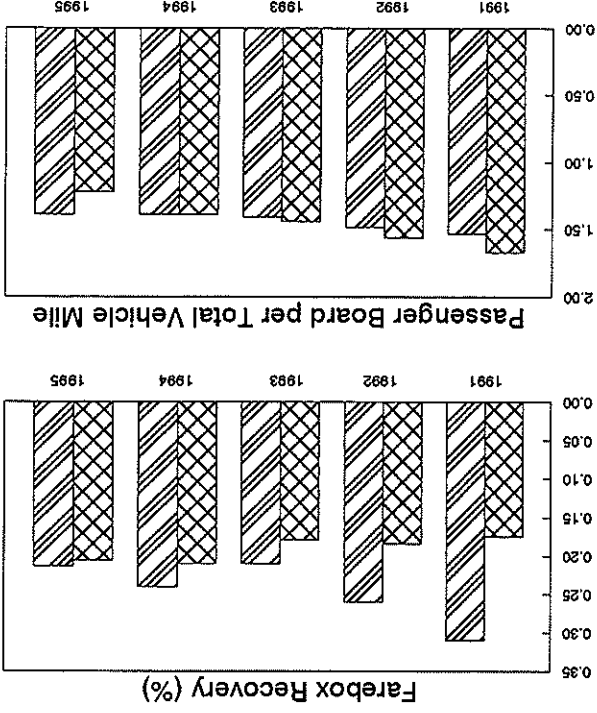


SERVICE STATISTICS

| | |
|-----------------------------|-----------|
| Total Passenger Boardings | 2,249,538 |
| Total Vehicle Miles (TVM) | 1,837,095 |
| Revenue Vehicle Miles (RVM) | 1,627,485 |
| Peak Hour Fleet | 47 |
| Base Fleet | 39 |
| Road Calls | 121 |

PERFORMANCE MEASURES

| 1995 | Peer Group |
|-------------------------------|------------|
| Service Efficiency: | |
| Operating Expense/TVM | 2.94 |
| Veh. Miles Between Road Calls | 15,183 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 1.22 |
| Passenger Boardings/Capita | 13.18 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 2.40 |
| Subsidy/Passenger Board | 1.80 |
| Fare Revenue/Passenger Board | 0.49 |
| Financial Performance: | |
| Fare Recovery | 0.21 |
| LDI/Operating Expense | 0.53 |



Transit Authority of River City

1000 West Broadway
 Louisville, KY 40203
 (502) 561-5111 Fax (502) 561-5126

CONTACT
 J. Barry Barker, Executive Director

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 Special Services
 Fixed Route and Demand Response
 New Albany, Clarksville & Jeffersonville City Limits
 77,996
 196 lift-equipped buses

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 5:00 am - 11:31 pm
 9:00am-6:00pm
 No service
 None
 6

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 \$1.00 Peak, 0.75 Off-Peak
 0.50 w/ I.D. card
 0.50 w/ I.D. card
 Free
 Commuter Tickets \$5.00/10 Tickets
 E&H Tickets \$4.00/10 Tickets; Monthly Pass \$23.00

FUEL CONSUMPTION

Gallons Fuel 50,006
 Fuel Reserve 8 Days

| PERSONNEL FULL-TIME | PERSONNEL PART-TIME |
|---------------------|---------------------|
| Operations | 381 |
| Maintenance | 117 |
| General Admin | 90 |
| Total | 588 |

VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 38 | 1994 | LTB | Fixible | Diesel | 47 | 23 | 38 |
| 7 | 1990 | STB | Orion II | Diesel | 23 | 12 | 7 |
| 62 | 1989 | LTB | Fixible | Diesel | 45 | 22 | 62 |
| 9 | 1987 | STB | Chance | Diesel | 19 | 31 | 9 |
| 52 | 1987 | LTB | Fixible | Diesel | 45 | 22 | 52 |
| 8 | 1984 | STB | Carpenter | Diesel | 27 | 13 | 8 |
| 57 | 1982 | LTB | GMC | Diesel | 45 | 22 | 0 |
| 5 | 1981 | STB | TMC | Diesel | 29 | 14 | 5 |
| 53 | 1980 | LTB | Grumman | Diesel | 46 | 23 | 16 |
| 254 | TOTAL | | | | | | 196 |

SERVICE STATISTICS

| | |
|---------|-----------------------------|
| 172,270 | Total Passenger Boardings |
| 185,898 | Total Vehicle Miles (TVM) |
| 175,460 | Revenue Vehicle Miles (RVM) |
| 7 | Peak Hour Fleet |
| 2 | Base Fleet |
| 55 | Road Calls |

PERFORMANCE MEASURES

| | |
|-------|-------------------------------|
| 1995 | Peer Group |
| 5.24 | Operating Expense/TVM |
| 3,380 | Veh. Miles Between Road Calls |
| 0.93 | Passenger Boardings/TVM |
| 1.22 | Passenger Boardings/Capita |
| 11.80 | Operating Expense/Pass. Board |
| 2.26 | Subsidy/Passenger Board |
| 1.77 | Fare Revenue/Passenger Board |
| 0.59 | Fare Recovery |
| 0.10 | LDI/Operating Expense |

Cost Effectiveness:

| | |
|------|-------------------------------|
| 5.66 | Operating Expense/Pass. Board |
| 5.07 | Subsidy/Passenger Board |
| 0.33 | Fare Revenue/Passenger Board |

Service Effectiveness:

| | |
|------|----------------------------|
| 0.93 | Passenger Boardings/TVM |
| 1.22 | Passenger Boardings/Capita |

Financial Performance:

| | |
|------|-----------------------|
| 0.15 | Fare Recovery |
| 0.48 | LDI/Operating Expense |

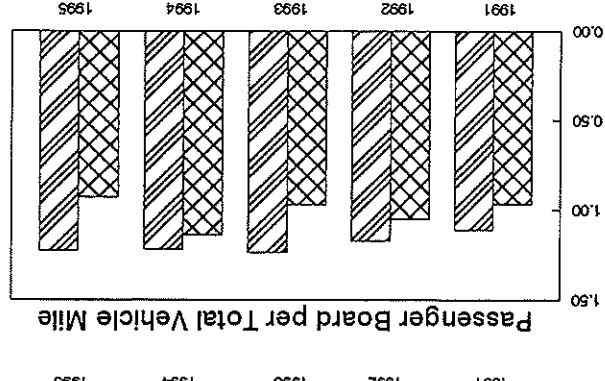
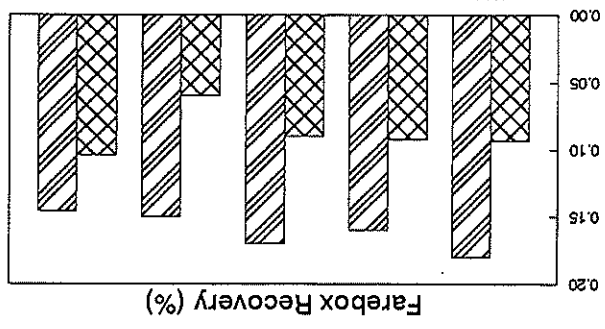
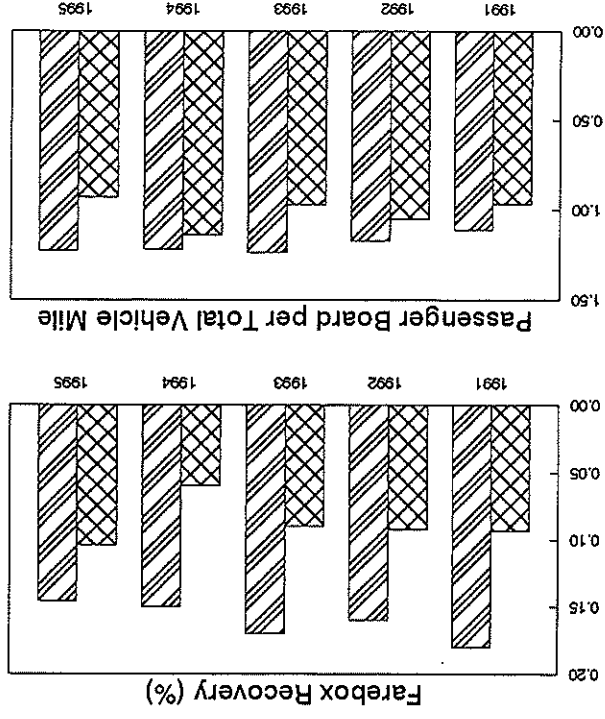
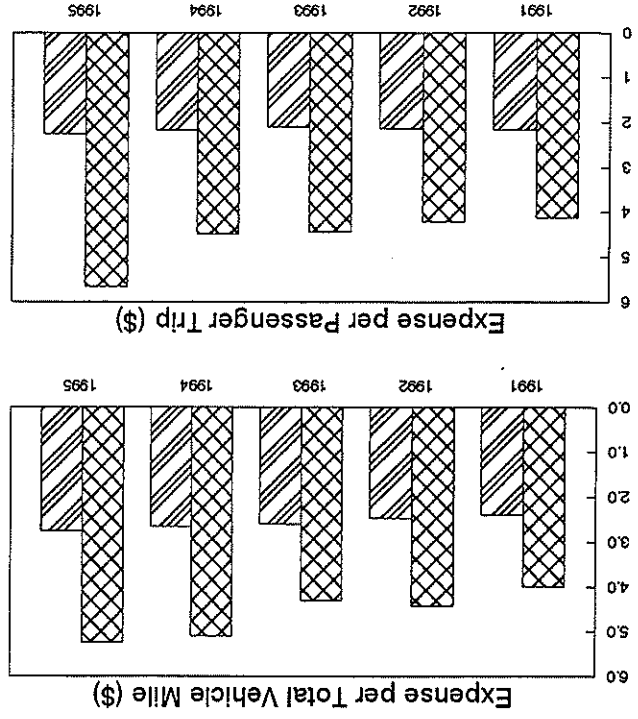
FINANCIAL INFORMATION

| | |
|---------|---------------------------------|
| 472,308 | Operating Expense Summary: (\$) |
| 0 | Operators Salaries/Wages |
| 285,978 | Other Salaries/Wages |
| 34,146 | Fringe |
| 89,862 | Services |
| 13,600 | Materials & Supplies |
| 15,907 | Utilities |
| 51,183 | Casualty/Liability |
| 11,999 | Purchased Transportation |
| 0 | Other |
| 974,983 | Total |

| | |
|---------|---------------------------|
| 101,155 | Revenue Summary: (\$) |
| 0 | Fare Revenue |
| 0 | Charter/Other |
| 0 | Contra & Other Fed./State |
| 438,915 | Local Assistance |
| 337,415 | State Assistance (PMTF) |
| 97,498 | Federal Assistance (FTA) |
| 974,983 | Total |

| | |
|-----------|----------------------------|
| 337,587 | Capital Grant Awards: (\$) |
| 434,913 | Local |
| 3,420,637 | State PMTF |
| 4,193,137 | Federal |
| 873,828 | Total |

| | |
|-----------|------------------------------|
| \$540,070 | Operating Subsidy |
| \$101,155 | Locally Derived Income (LDI) |
| | Operating Income |



Southern Indiana
Peer Group

Transit Utility for the City of Terre Haute

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

CONTACT M. Jay Mitchell, General Manager

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 Special Services
 Fixed Route and Demand Response
 Terre Haute City Limits & West Terre Haute
 59,923
 Demand Response contract for lift-equipped trips

| SERVICE HOURS | | PERSONNEL FULL-TIME | | PART-TIME | |
|--------------------------|-------------------|---------------------|----|-----------|---|
| Monday-Friday | 6:05 am - 5:45 pm | Operations | 18 | 0 | 0 |
| Saturday | No Service | Maintenance | 7 | 0 | 0 |
| Sunday | No Service | General Admin | 4 | 0 | 0 |
| Special Holiday Schedule | Regular Hours | Total | 29 | 0 | 0 |
| Holidays Without Service | 8 | | | | |

| FARES (\$) | | FUEL CONSUMPTION | |
|------------|--|------------------|---------|
| Express | N/A | Gallons Fuel | 68,647 |
| Base | 0.75 | Fuel Reserve | 21 Days |
| Youth | 0.75 | | |
| E & D | 0.35 | | |
| Transfer | N/A | | |
| Zone | N/A | | |
| Other | Transit Pass \$25.00/Month; \$10.00 for 14 ride ticket | | |

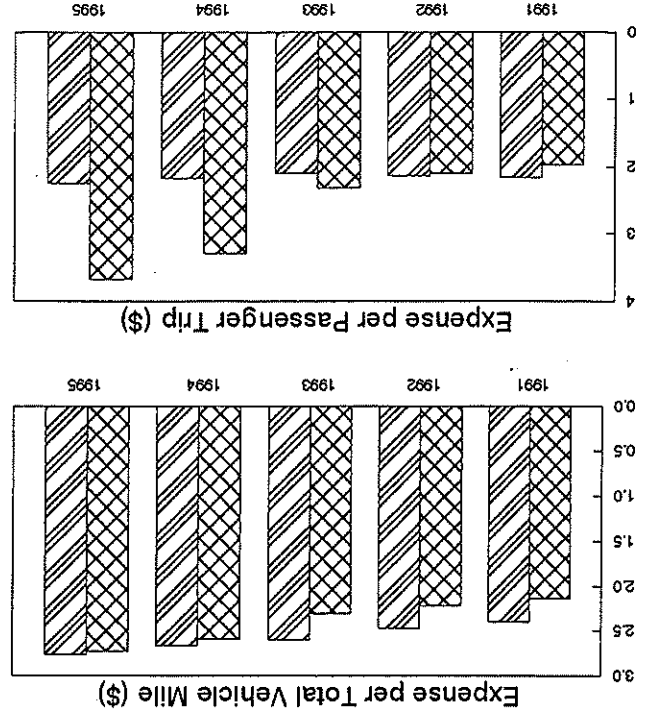
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1985 | BOVC | Ford/Supreme | Diesel | 14 | 0 | 1 |
| 11 | 1983 | STB | Skillcraft | Diesel | 21 | 10 | 0 |
| 2 | 1978 | MTB | Blue Bird | Diesel | 30 | 15 | 0 |
| 14 | TOTAL | | | | | | 1 |

GROUP: 2

FINANCIAL INFORMATION

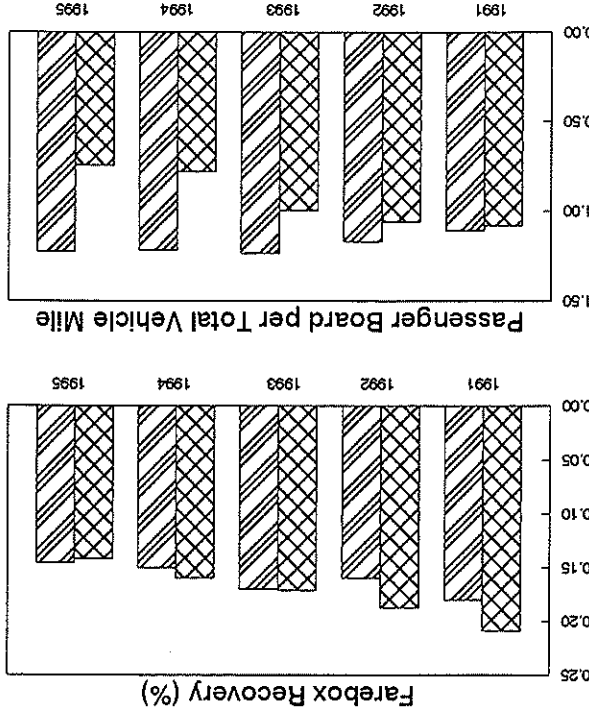
| | |
|---------------------------------|-------------|
| Operating Expense Summary: (\$) | 374,348 |
| Operators Salaries/Wages | 227,658 |
| Other Salaries/Wages | 174,017 |
| Fringe | 16,000 |
| Services | 145,220 |
| Materials & Supplies | 30,318 |
| Utilities | 44,162 |
| Casualty/Liability | 46,105 |
| Purchased Transportation | 11,160 |
| Other | \$1,068,988 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 151,354 |
| Fare Revenue | 7,933 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 216,489 |
| Local Assistance | 263,444 |
| State Assistance (PMTF) | 429,768 |
| Federal Assistance (FTA) | \$1,068,988 |
| Total | |
| Capital Grant Awards: (\$) | 18,000 |
| Local | 0 |
| State PMTF | 72,000 |
| Federal | \$90,000 |
| Total | \$909,701 |
| Operating Subsidy | \$375,776 |
| Locally Derived Income (LDI) | \$159,287 |
| Operating Income | |



SERVICE STATISTICS

| | |
|---------------------------------|-------------|
| Operating Expense Summary: (\$) | 374,348 |
| Operators Salaries/Wages | 227,658 |
| Other Salaries/Wages | 174,017 |
| Fringe | 16,000 |
| Services | 145,220 |
| Materials & Supplies | 30,318 |
| Utilities | 44,162 |
| Casualty/Liability | 46,105 |
| Purchased Transportation | 11,160 |
| Other | \$1,068,988 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 151,354 |
| Fare Revenue | 7,933 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 216,489 |
| Local Assistance | 263,444 |
| State Assistance (PMTF) | 429,768 |
| Federal Assistance (FTA) | \$1,068,988 |
| Total | |
| Capital Grant Awards: (\$) | 18,000 |
| Local | 0 |
| State PMTF | 72,000 |
| Federal | \$90,000 |
| Total | \$909,701 |
| Operating Subsidy | \$375,776 |
| Locally Derived Income (LDI) | \$159,287 |
| Operating Income | |

| | |
|---------------------------------|------|
| Operating Expense/TVM | 2.73 |
| Veh. Miles Between Road Calls | 861 |
| Service Efficiency: | |
| Operating Expense/TVM | 2.73 |
| Service Efficiency: | |
| Passenger Boardings/TVM | 0.74 |
| Passenger Boardings/Capita | 4.85 |
| Service Effectiveness: | |
| Passenger Boardings/Pass. Board | 3.68 |
| Operating Expense/Pass. Board | 3.13 |
| Subsidy/Passenger Board | 1.77 |
| Fare Revenue/Passenger Board | 0.52 |
| Financial Performance: | |
| Fare Recovery | 0.14 |
| LDI/Operating Expense | 0.35 |
| Fare Recovery | 0.15 |
| LDI/Operating Expense | 0.48 |



Trade Winds Rehabilitation Center

5901 W. 7th Ave., Box 6308
 Gary, IN 46406-0308
 (219) 949-4000 Fax (219) 944-8134

CONTACT

Lisa Premil, General Manager

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Lake and Porter Counties
 Service Population 604,526
 Special Services Sixteen lift-equipped vehicles

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday Limited Service Upon Request
 Sunday Limited Service Upon Request
 Special Holiday Schedule Limited Service Upon Request
 Holidays Without Service 8

FARES (\$)

Express N/A
 Base N/A
 Youth N/A
 E & D Based on Ability to Pay
 Transfer N/A
 Zone N/A
 Other N/A

FUEL CONSUMPTION

Gallons Fuel 74,816
 Fuel Reserve 40 Days

PERSONNEL FULL-TIME PART-TIME

| | | |
|---------------|----|----|
| Operations | 14 | 11 |
| Maintenance | 2 | 0 |
| General Admin | 1 | 0 |
| Total | 17 | 11 |

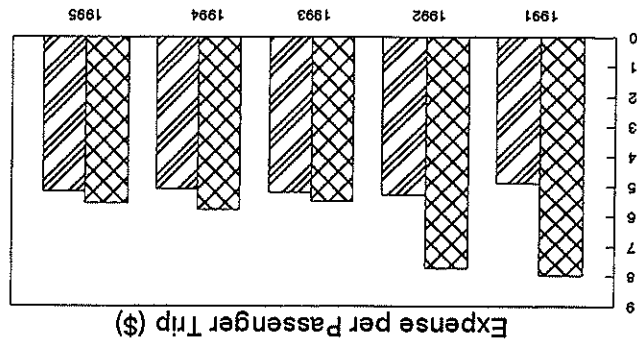
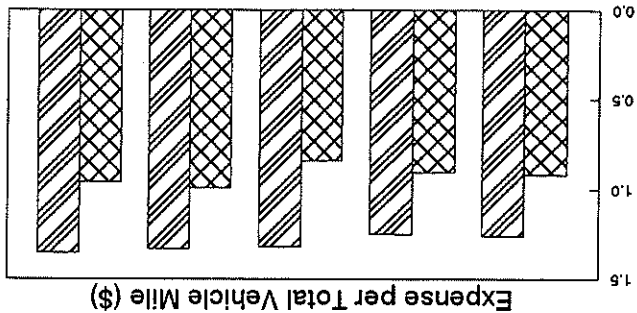
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 5 | 1994 | BOVC | Ford | Diesel | 21 | 0 | 0 |
| 4 | 1994 | BOVC | Ford | Diesel | 16 | 0 | 4 |
| 1 | 1993 | BOVC | Ford | Diesel | 21 | 0 | 0 |
| 1 | 1993 | BOVC | Ford | Gas | 11 | 0 | 0 |
| 1 | 1992 | SV | Chevrolet | Gas | 15 | 0 | 0 |
| 1 | 1991 | SV | Chevrolet | Gas | 15 | 0 | 0 |
| 1 | 1989 | Mini | Ford | Gas | 5 | 0 | 0 |
| 1 | 1988 | SV | Ford | Gas | 12 | 0 | 0 |
| 1 | 1988 | BOVC | Ford | Diesel | 21 | 0 | 0 |
| 1 | 1987 | SV | Ford | Gas | 6 | 0 | 1 |
| 1 | 1987 | SV | Ford | Gas | 12 | 0 | 0 |
| 1 | 1987 | SV | Ford | Gas | 7 | 0 | 1 |
| 1 | 1987 | Mini | Dodge | Gas | 7 | 0 | 0 |
| 33 | TOTAL | | | | | | 16 |

GROUP: 4

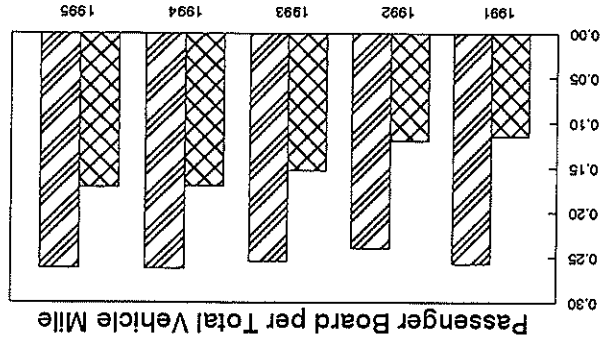
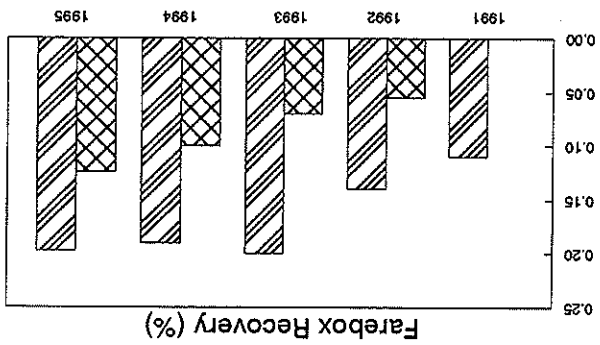
FINANCIAL INFORMATION

| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 340,001 |
| Operators Salaries/Wages | 65,460 |
| Other Salaries/Wages | 88,845 |
| Fringe | 674 |
| Services | 131,821 |
| Materials & Supplies | 379 |
| Utilities | 42,316 |
| Casualty/Liability | 0 |
| Purchased Transportation | 147,751 |
| Other | \$817,247 |
| Total | 41,667 |
| Reconciling Items | |
| Revenue Summary: (\$) | 101,733 |
| Fare Revenue | 0 |
| Charter/Other | 30,587 |
| Local Assistance | 173,606 |
| State Assistance (PMTF) | 309,047 |
| Federal Assistance (FTA) | 202,274 |
| Total | \$817,247 |
| Capital Grant Awards: (\$) | 97,058 |
| Local | 0 |
| State PMTF | 388,232 |
| Federal | \$485,290 |
| Total | \$684,927 |
| Operating Subsidy | \$410,780 |
| Locally Derived Income (LDI) | \$101,733 |
| Operating Income | |



SERVICE STATISTICS

| 1995 | Peer Group |
|-------------------------------|------------|
| Total Passenger Boardings | 146,676 |
| Total Vehicle Miles (TVM) | 853,563 |
| Revenue Vehicle Miles (RVM) | 810,457 |
| Peak Hour Fleet | 23 |
| Base Fleet | 23 |
| Road Calls | 24 |
| PERFORMANCE MEASURES | |
| Service Efficiency: | |
| Operating Expense/TVM | 0.96 |
| Veh. Miles Between Road Calls | 35,565 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.17 |
| Passenger Boardings/Capita | 0.24 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 5.57 |
| Subsidy/Passenger Board | 4.67 |
| Fare Revenue/Passenger Board | 0.69 |
| Financial Performance: | |
| Fare Recovery | 0.12 |
| LDI/Operating Expense | 0.50 |
| Fare Recovery | 0.20 |
| LDI/Operating Expense | 0.46 |



Union County Transit Service

P.O. Box 333

Liberty, IN

47353

(317) 458-5500 Fax (317) 458-7722

CONTACT

Lucy Strong, Executive Director

Kathy Wes for Rusty Reed

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 Special Services
 Demand Response
 Union County with trips to Richmond & Connersville
 6,976
 Five lift-equipped vans

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 8:00 am - 4:00 pm
 No service
 No service
 Regular Hours
 6

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 N/A
 N/A
 N/A
 N/A
 N/A
 N/A
 N/A
 Zone 1 \$0.65; Zone 2 \$1.00; Zone 3 \$1.25; Zone 4 \$1.50; Zone 5 \$1.75; Zone 6 \$3.50

FUEL CONSUMPTION

Gallons Fuel 7,321
 Fuel Reserve N/A

| PERSONNEL FULL-TIME | PART-TIME |
|---------------------|-----------|
| Operations | 0 |
| Maintenance | 0 |
| General Admin | 1 |
| Total | 1 |
| | 4 |
| | 12 |

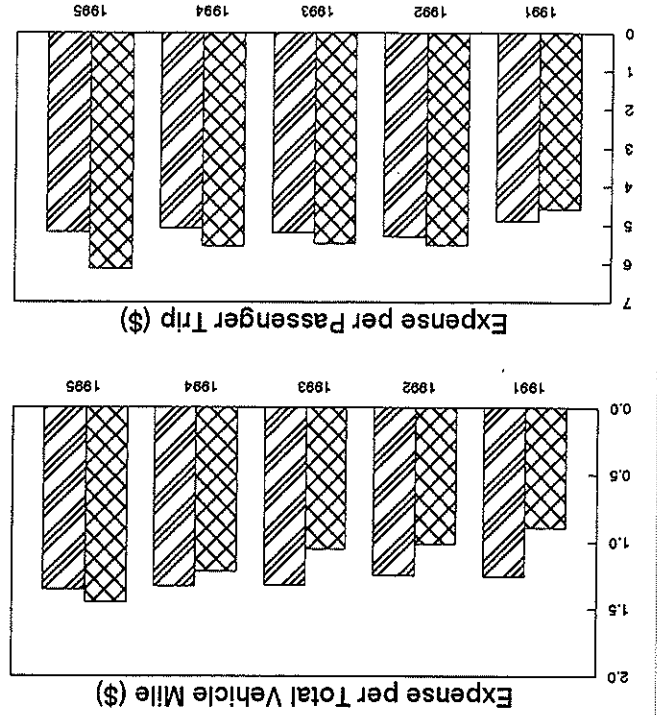
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU-FACTURER | ENGINE TYPE | SEATED CAPACITY | STANDING CAPACITY | LIFT-EQUIPPED |
|-----------------|--------------|------|---------------|-------------|-----------------|-------------------|---------------|
| 1 | 1995 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1992 | SV | Ford | Gas | 15 | 0 | 0 |
| 1 | 1991 | Mini | Plymouth | Gas | 6 | 0 | 0 |
| 1 | 1990 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1986 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1983 | SV | Ford | Gas | 15 | 0 | 0 |
| 1 | 1983 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1983 | MV | Dodge | Gas | 11 | 0 | 1 |
| 1 | 1980 | SD | Mercury | Gas | 6 | 0 | 0 |
| 8 | TOTAL | | | | | | 5 |

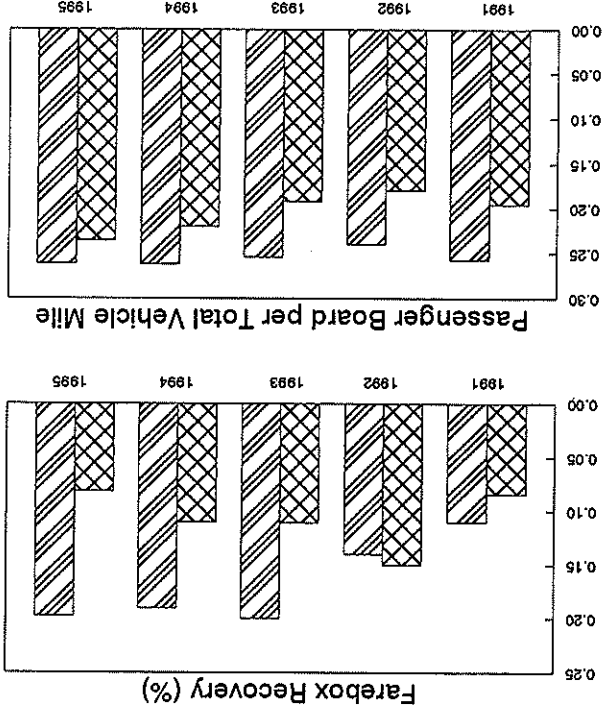
1989
1988

FINANCIAL INFORMATION

| | |
|---------------------------------|-----------|
| Operating Expense Summary: (\$) | 49,540 |
| Operators Salaries/Wages | 29,769 |
| Other Salaries/Wages | 7,701 |
| Fringe | 7,692 |
| Services | 12,196 |
| Materials & Supplies | 480 |
| Utilities | 12,085 |
| Casualty/Liability | 0 |
| Purchased Transportation | 3,908 |
| Other | 0 |
| Total | \$123,371 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 10,025 |
| Fare Revenue | 0 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 36,319 |
| State Assistance (PMTF) | 22,527 |
| Federal Assistance (FTA) | 54,500 |
| Total | \$123,371 |
| Capital Grant Awards: (\$) | 5,919 |
| Local | 0 |
| State PMTF | 23,672 |
| Federal | \$29,591 |
| Total | \$113,346 |
| Operating Subsidy | \$46,344 |
| Locally Derived Income (LDI) | \$10,025 |
| Operating Income | |



Operating Income
 Locally Derived Income (LDI)
 Operating Subsidy
 Total



SERVICE STATISTICS

| | |
|-------------------------------|--------|
| Total Passenger Boardings | 20,127 |
| Total Vehicle Miles (TVM) | 85,372 |
| Revenue Vehicle Miles (RVM) | 80,355 |
| Peak Hour Fleet | 8 |
| Base Fleet | 6 |
| Road Calls | 0 |
| PERFORMANCE MEASURES | |
| Service Efficiency: | |
| Operating Expense/TVM | 1.45 |
| Veh. Miles Between Road Calls | N/A |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.24 |
| Passenger Boardings/Capita | 2.89 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 6.13 |
| Subsidy/Passenger Board | 5.63 |
| Fare Revenue/Passenger Board | 0.50 |
| Financial Performance: | |
| Fare Recovery | 0.08 |
| LDI/Operating Expense | 0.38 |
| Peer Group | 1.02 |
| Operating Expense/Pass. Board | 5.18 |
| Subsidy/Passenger Board | 4.03 |
| Fare Revenue/Passenger Board | 1.02 |
| Fare Recovery | 0.20 |
| LDI/Operating Expense | 0.46 |

Washington Transit System

2100 East Memorial Ave.
 Washington, IN 47501
 (812) 254-4564
 FAX 854-8205

CONTACT

Gary Raymann, Street Commissioner

GENERAL INFORMATION

Type of Service
 Service Area
 Service Population
 Special Services
 Fixed Route, Demand Response
 Washington City Limits
 10,838
 Four lift-equipped vehicles

SERVICE HOURS

Monday-Friday
 Saturday
 Sunday
 Special Holiday Schedule
 Holidays Without Service
 7:00 am - 5:00 pm
 No Service
 No service
 Regular Hours
 12

FARES (\$)

Express
 Base
 Youth
 E & D
 Transfer
 Zone
 Other
 N/A
 0.75
 0.50
 0.75
 N/A
 Gallons Fuel 4,443
 Fuel Reserve 56 Days
 E & H Fare \$0.25 with AOA Coupon; ADA Paratransit Service Fare \$1.50

FUEL CONSUMPTION

Operations
 Maintenance
 General Admin
 Total
 PERSONNEL FULL-TIME
 PART-TIME

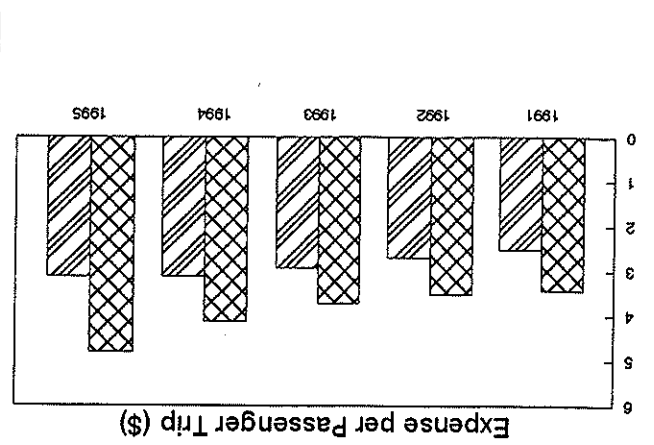
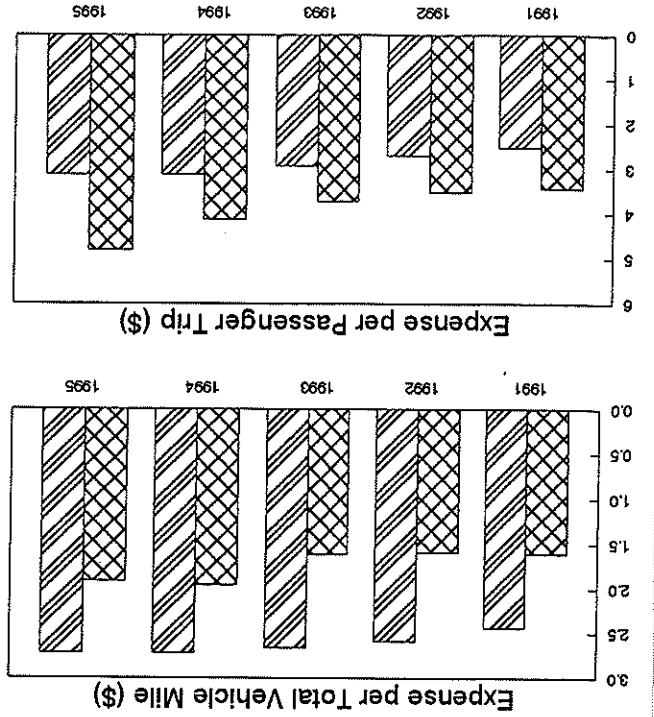
VEHICLE INVENTORY

| ACTIVE VEHICLES | YEAR | TYPE | MANU- | ENGINE | SEATED | STANDING | LIFT-EQUIPPED |
|-----------------|--------------|------|----------|--------|--------|----------|---------------|
| 1 | 1994 | SV | Dodge | Gas | 6 | 0 | 1 |
| 1 | 1993 | SV | Dodge | Gas | 6 | 0 | 1 |
| 2 | 1986 | BOTC | Eldorado | Gas | 18 | 8 | 2 |
| 4 | TOTAL | | | | | | 4 |

GROUP: 3

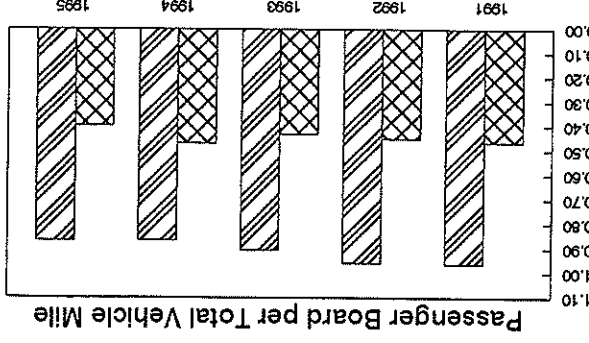
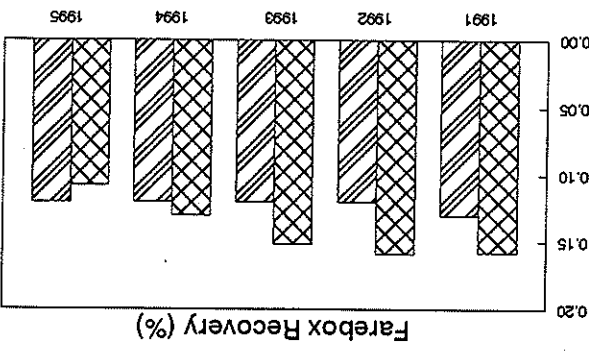
FINANCIAL INFORMATION

| | |
|--|-----------------|
| Operating Expense Summary: (\$) | |
| Operators Salaries/Wages | 20,528 |
| Other Salaries/Wages | 0 |
| Fringe | 4,917 |
| Services | 18,242 |
| Materials & Supplies | 7,200 |
| Utilities | 2,680 |
| Casualty/Liability | 4,285 |
| Purchased Transportation | 0 |
| Other | 1,002 |
| Total Reconciling Items | \$58,854 |
| Revenue Summary: (\$) | |
| Fare Revenue | 6,345 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 0 |
| Local Assistance | 9,955 |
| State Assistance (PMTF) | 16,300 |
| Federal Assistance (FTA) | 26,254 |
| Total | \$58,854 |
| Capital Grant Awards: (\$) | |
| Local | 3,600 |
| State PMTF | 3,600 |
| Federal | 28,800 |
| Total | \$36,000 |
| Operating Subsidy | \$52,509 |
| Locally Derived Income (LDI) | \$16,300 |
| Operating Income | \$6,345 |



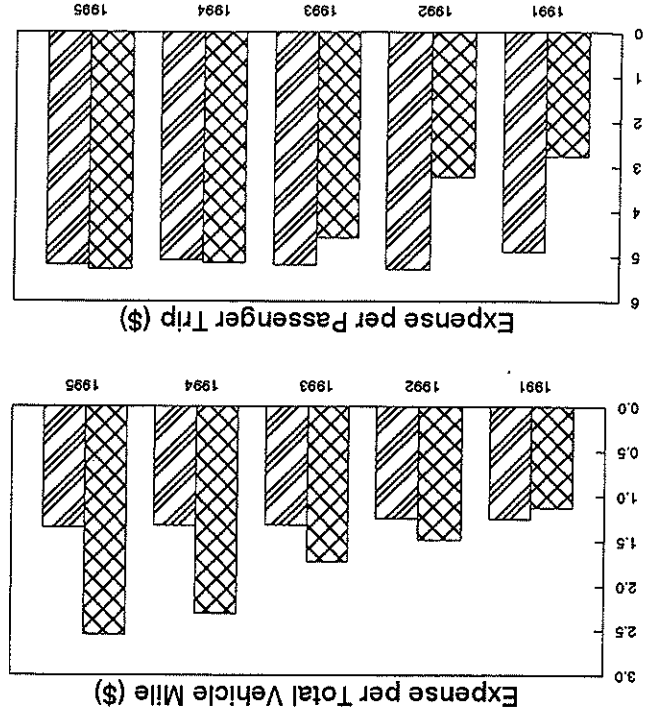
SERVICE STATISTICS

| | |
|-------------------------------|--------|
| Service Efficiency: | |
| Operating Expense/TVM | 1.92 |
| Veh. Miles Between Road Calls | 1,462 |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.40 |
| Passenger Boardings/Capita | 1.13 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 4.81 |
| Subsidy/Passenger Board | 4.29 |
| Fare Revenue/Passenger Board | 0.52 |
| Financial Performance: | |
| Fare Recovery | 0.11 |
| LDI/Operating Expense | 0.28 |
| Peer Group | |
| Total Passenger Boardings | 12,246 |
| Total Vehicle Miles (TVM) | 30,692 |
| Revenue Vehicle Miles (RVM) | 30,692 |
| Peak Hour Fleet | 1 |
| Base Fleet | 1 |
| Road Calls | 21 |



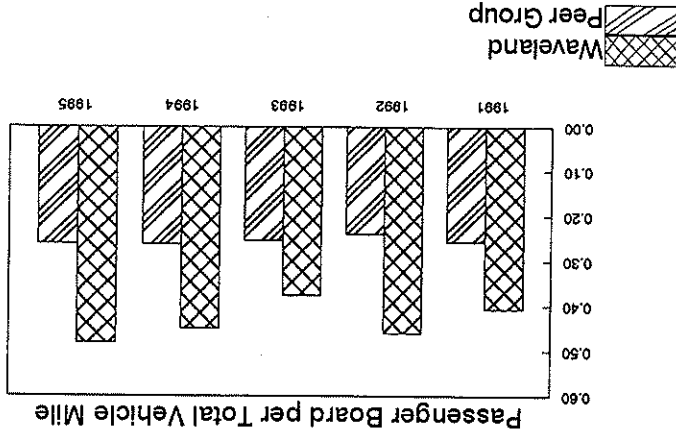
FINANCIAL INFORMATION

| | |
|---------------------------------|----------|
| Operating Expense Summary: (\$) | 16,751 |
| Operators Salaries/Wages | 24,537 |
| Other Salaries/Wages | 8,627 |
| Fringe | 8,255 |
| Services | 7,110 |
| Materials & Supplies | 513 |
| Utilities | 9,554 |
| Casualty/Liability | 0 |
| Purchased Transportation | 5,419 |
| Other | 0 |
| Total | \$80,766 |
| Reconciling Items | 0 |
| Revenue Summary: (\$) | 5,926 |
| Fare Revenue | 3,500 |
| Charter/Other | 0 |
| Contra & Other Fed./State | 38,940 |
| Local Assistance | 0 |
| State Assistance (PMTF) | 0 |
| Federal Assistance (FTA) | 33,000 |
| Total | \$80,766 |
| Capital Grant Awards: (\$) | 6,620 |
| Local | 0 |
| State PMTF | 23,600 |
| Federal | \$30,220 |
| Total | \$71,340 |
| Operating Subsidy | \$47,766 |
| Locally Derived Income (LDI) | \$9,426 |
| Operating Income | |



SERVICE STATISTICS

| | |
|-------------------------------|--------|
| Total Passenger Boardings | 15,270 |
| Total Vehicle Miles (TVM) | 31,715 |
| Revenue Vehicle Miles (RVM) | 31,715 |
| Peak Hour Fleet | 4 |
| Base Fleet | 3 |
| Road Calls | 0 |
| Service Efficiency: | |
| Operating Expense/TVM | 2.55 |
| Veh. Miles Between Road Calls | N/A |
| Service Effectiveness: | |
| Passenger Boardings/TVM | 0.48 |
| Passenger Boardings/Capita | 3.27 |
| Cost Effectiveness: | |
| Operating Expense/Pass. Board | 5.29 |
| Subsidy/Passenger Board | 4.67 |
| Fare Revenue/Passenger Board | 0.39 |
| Financial Performance: | |
| Fare Recovery | 0.07 |
| LDI/Operating Expense | 0.59 |
| Peer Group | 0.20 |
| | 0.46 |



**GRANTS ASSISTANCE
PROGRAMS**

SECTION THREE

GRANT ASSISTANCE PROGRAMS

The following is a brief description of the state and federal funding programs for public transit in Indiana.

Public Mass Transportation Fund (PMTF)

PMTF is a state fund that receives 0.76% of the state general sales and use tax. These funds are allocated on a calendar year basis using a performance-based formula. Service area population, 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;

3. Local cash grants and reimbursements including General Fund receipts; property, local option income, license, excise, and intangibles taxes; bank building and loan funds; local bonding funds; and other locally derived assistance.

Awards are limited to an amount equal to 100% of the project's Locally Derived Income or the system's total allocation, whichever is less. 1995 PMTF awards totaling \$22,996,174 are summarized in Table 11A.

Electric Rail Service Fund (ERSF)

The 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.

Commuter Rail Service Fund (CRSF)

The CRSF is a special state fund generated from property tax on a railroad car company's distributable property. 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.

Section 5303-Metropolitan Planning (Formerly Section 8)

These funds are granted to state and local public bodies for planning, design, engineering and evaluation of urban public transportation projects. The federal government makes funds available to the state departments of transportation and Urban Metropolitan Planning Organizations to develop transportation improvement plans and programs as well. These documents are based on local and state transportation needs. Section 5303 funding awards totaling \$588,418 are illustrated in Table 11C.

Section 5307-Block Grants (Formerly Section 9)
This is a formula grant program for urbanized areas with populations greater than 50,000, and was authorized by the Surface Transportation Assistance Act of 1982 as a replacement for the Section 5 formula assistance program. The FTA apportions the funds according to a complex formula including population, population density, and operating characteristics.

A locality can use Section 5307 funds to offset either 80% of the net cost of a capital project, or up to 50% of the net operating deficit; however, systems are limited on how much of their annual allocation they can use for operating purposes. System awards of \$36,042,676 are summarized in Table 11A.

Section 5309-Discretionary Grants and Loans (Formerly Section 3)

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. In 1995, INDOT had a Section 3 grant approved for the sum of \$6.5 million. A statewide application has been submitted for 1996 as well.

Section 5310-Grants and Loans for Special Needs of Elderly Individuals

and Individuals With Disabilities (Formerly Section 16)

Section 5310 furnishes capital assistance to private non-profit corporations and public bodies that deliver specialized transportation services to the elderly and persons with disabilities where mass transportation services would not otherwise be available, insufficient, or inappropriate to meet their specialized needs.

The FTA funds up to 80% of the total request for capital assistance, matched by a 20% local share. This program is administered by INDOT. During calendar year 1995, INDOT awarded \$1.12 million in Section 5310 grants to the applicants listed in Table 11B.

Section 5311-Financial Assistance for Other Than Urbanized Areas (Formerly Section 18)

This program is also administered by INDOT. During 1995, INDOT awarded \$4.5 million in grants to 19 transit systems statewide. Section 5311 funding levels for these systems are identified in Table 11A.

Section 5311 provides capital and operating assistance to non-urbanized public transit systems. Capital grants are funded up to 80% of the total project cost, and operating grants are funded up to 50% of the net project cost (total operating cost less operating revenue).

Section 5311(h)-Rural Transit Technical Assistance Program (Formerly Section 18(h))
Section 5311(h) created the Rural Transit (technical) Assistance Program (RTAP) to provide technical assistance, training and research for rural and specialized transportation providers. During 1995, Indiana received \$112,600 in RTAP funds. The state's RTAP program is implemented by the Institute for Urban Transportation, with the help of an advisory committee. During the year, a three-part program was continued, which includes local technical assistance to RTAP eligible transit operators, on-site training, and a fellowship program to provide financial assistance for operators to participate in training courses.

The program also has a national element which develops information and materials for use by local operators and state departments of transportation.

Section 5311(i)-Intercity Operating, Capital, Planning and Marketing Assistance (Formerly Section 18(i))

The Section 5311(i) program provides funding assistance to transportation entities for the provision of intercity transportation-related services. This program was created to address the recent abandonment by intercity carriers and the special needs of isolated rural areas. Scheduled intercity bus departures have dropped dramatically statewide over the past decade or so (78%).

The Section 5311(i) program furnishes operating and capital assistance at the same levels as other FTA funded programs. In 1995, INDOT awarded \$156,300 for intercity projects.

Section 5313-State Planning and Research Program (Formerly Section 26A(2))

Section 5313 funds are provided to the Indiana Department of Transportation (INDOT) and fund such activities as statewide planning, technical studies and assistance, demonstration projects, management training and cooperative research.

TABLE 11A: FEDERAL, STATE AND LOCAL AWARDS BY SYSTEM FOR 1995

| | FEDERAL AID | | | | STATE AID | | | | LOCAL AID | | | |
|---|-------------------|---------------------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------|--|--|--|
| | OPERATING CAPITAL | SECTION 5307 (9) PLANNING | SECTION 5311 (18) OPERATING CAPITAL | OPERATING CAPITAL | STATE AID CAPITAL | OPERATING CAPITAL | OPERATING CAPITAL | LOCAL AID CAPITAL | PLANNING | | | |
| GROUP ONE - LARGE FIXED ROUTE | | | | | | | | | | | | |
| Fort Wayne | 958,504 | 1,164,000 | 88,182 | | 1,248,286 | 27,500 | 1,970,286 | 27,500 | 21,541 | | | |
| Gary | 2,133,665 | 576,960 | 192,000 | | 1,475,238 | 7,300 | 1,896,035 | 283,360 | 48,000 | | | |
| Indianapolis | 3,349,275 | 4,086,914 | | | 5,905,705 | 134,375 | 9,129,834 | 1,156,103 | | | | |
| South Bend | 910,111 | 730,600 | | | 1,311,476 | | 1,837,595 | 410,177 | | | | |
| SS - NICTD | 2,455,250 | 6,816,462 | 80,000 | | 5,788,912 | | 1,633,436 | 724,115 | 20,000 | | | |
| SUBTOTAL | 9,806,805 | 13,374,938 | 358,182 | | 15,429,627 | 169,175 | 16,497,166 | 2,601,255 | 89,541 | | | |
| GROUP TWO - MEDIUM FIXED ROUTE | | | | | | | | | | | | |
| Anderson | 330,368 | 165,600 | | | 318,264 | | 668,303 | 15,626 | | | | |
| Bloomington | 492,716 | 2,015,296 | | | 412,172 | 232,300 | 693,487 | 232,300 | | | | |
| Evansville | 914,807 | 503,761 | | | 724,378 | 68,919 | 489,844 | 101,890 | | | | |
| Hammond | 1,093,251 | 208,392 | | | 354,531 | | 349,382 | 42,436 | | | | |
| Lafayette | 670,441 | 64,800 | 19,427 | | 814,364 | 18,250 | 725,587 | 16,200 | 4,857 | | | |
| Muncie | 573,058 | 260,000 | | | 849,445 | 45,000 | 1,797,144 | 65,000 | | | | |
| So. Indiana | 97,498 | | | | 337,415 | | 438,915 | 337,587 | | | | |
| Terre Haute | 493,928 | 72,000 | | | 268,445 | | 216,489 | 18,000 | | | | |
| SUBTOTAL | 4,666,067 | 3,289,849 | 19,427 | | 4,074,032 | 364,469 | 5,389,151 | 829,039 | 4,857 | | | |
| GROUP THREE - SMALL FIXED ROUTE | | | | | | | | | | | | |
| Bedford | | | | | 85,272 | | 60,864 | | | | | |
| Columbus | | | | | 192,536 | | 128,264 | 57,473 | | | | |
| East Chicago | 760,549 | 658,233 | | | 272,263 | 1,550 | 201,678 | 169,000 | | | | |
| Laporte | | | | | 190,295 | | 30,000 | 30,000 | | | | |
| Marietta | | | | | 201,524 | | 53,951 | | | | | |
| Michigan City | | | | | 327,458 | 12,000 | 152,483 | 6,000 | | | | |
| New Castle | | | | | 177,514 | | 90,867 | 106,306 | 1,500 | | | |
| Richmond | | | | | 332,095 | | 55,741 | 640 | | | | |
| Washington | | | | | 33,500 | | 28,000 | 10,000 | | | | |
| SUBTOTAL | 760,549 | | | | 1,645,993 | 175,200 | 1,410,146 | 53,290 | 280,203 | | | |
| GROUP FOUR - DEMAND RESPONSE AND COUNTY-WIDE | | | | | | | | | | | | |
| Elkhart | 275,098 | 9,040 | 80,869 | | 237,963 | 3,250 | 10,882 | 3,250 | 20,217 | | | |
| Franklin Co. | | | | | 141,342 | 75,500 | 111,183 | 15,100 | | | | |
| Goshen | 114,398 | 28,000 | 41,661 | | 69,306 | | 2,891 | | | | | |
| Huntingburg | | | | | 42,120 | | 16,709 | | 10,415 | | | |
| KIRPC | | | | | 636,043 | 130,952 | 104,868 | 51,500 | | | | |
| Kokomo | 249,713 | 72,000 | | | 197,587 | | 101,692 | 16,907 | | | | |
| Kosciusko Co. | | | | | 653,147 | 89,548 | 174,790 | 18,684 | | | | |
| LCEO | 1,133,793 | 452,953 | | | 140,000 | 13,000 | 376,047 | 81,405 | | | | |
| Madison Co. | | | | | 234,578 | | 22,744 | | | | | |
| Mitchell | | | | | 62,322 | | 19,080 | 13,250 | | | | |
| Monte Co. | | | | | 373,300 | 43,930 | 97,325 | 31,475 | | | | |
| Plymouth | | | | | 21,678 | | 13,339 | | | | | |
| Seymour | | | | | 34,121 | | 278 | | | | | |
| Trade Winds | 629,950 | 336,977 | | | 173,606 | | 309,047 | 97,058 | | | | |
| Union Co. | | | | | 54,500 | 24,460 | 22,527 | | | | | |
| Waveland | | | | | 33,000 | 21,200 | 38,340 | 6,620 | | | | |
| SUBTOTAL | 2,402,953 | 898,970 | | | 2,288,151 | 385,530 | 1,371,865 | 123,570 | 1,545,485 | | | |
| INDOT/PTS | | | | | | | | | | | | |
| MIRPC | 160,958 | 304,000 | | | | | 76,000 | | 76,000 | | | |
| TOTALS | 17,636,374 | 17,724,713 | 681,589 | | 3,934,144 | 560,730 | 22,285,670 | 710,504 | 24,210,292 | | | |
| | | | | | | | 4,111,044 | | 170,397 | | | |

TABLE 11B
Section 5310 (Section 16) Awards-1995

| GRANTEE | SERVICE AREA | EQUIPMENT TYPE | PROJECT COST | FEDERAL SHARE |
|---------------------------------------|--|--|--------------------|--------------------|
| Laporte County Comp. Mental Health | Laporte County | 1 Type C Van | \$26,500 | \$21,200 |
| Michigan Industries | Laporte County | 1 Light Transit Vehicle | \$41,100 | \$32,880 |
| Parents Council for Handcpd. Children | Laporte County | 2 Type C Vans | \$53,000 | \$42,400 |
| ADEC | Elkhart County | 1 Yellow School Bus w/lift | \$86,600 | \$69,280 |
| RISE, Inc. | Steuken and Dekalb Counties | 1 Yellow School Bus | \$43,050 | \$34,440 |
| Steuken County COA | Steuken County | 1 Type C Van | \$26,500 | \$21,200 |
| Steuken County COA | Dekalb, LaGrange, Noble and Steuben Cos. | 1 Type A Van | \$19,034 | \$15,227 |
| Allen County COA | Allen County | 1 mobile radio | \$27,100 | \$21,680 |
| Wabash County COA | Wabash County | 1 Type A Van | \$44,500 | \$35,600 |
| Miami County YMCA | Miami County | 1 Type B Van | \$25,700 | \$20,560 |
| Bl-County Services | Adams and Well Cos. | 1 mobile radio | \$59,350 | \$47,480 |
| Adams County COA | Adams County | 1 Type C Van | \$28,200 | \$22,560 |
| Jay-Randolph Devp. Services | Jay and Randolph Counties | 2 portable radios | \$45,350 | \$36,280 |
| Comp. Mental Health Services | Jay County | 1 Type C Van | \$26,500 | \$21,200 |
| Comp. Devp. Centers | White, Carroll, Jasper, Newton and Benton counties | 1 Light Transit Vehicle | \$41,100 | \$32,880 |
| Area IV COA | Montgomery County | 2 Type B Vans w/ 12" roof | \$50,000 | \$40,000 |
| City of Frankfort | Clinton County | 1 mini-van | \$15,500 | \$12,400 |
| Janus Developmental Services | Hamilton and Tipton counties | 1 Type A Van | \$18,934 | \$15,147 |
| Noble Centers | Marion County | 2 School Type Buses w/lift | \$85,600 | \$68,480 |
| Independent Living Center | Marion County | 1 Type C Van | \$26,500 | \$21,200 |
| Community Centers of Indianapolis | Marion County | 2 Type B Vans | \$91,100 | \$72,880 |
| Rush County Senior Services | Rush County | 1 Type C Van | \$26,500 | \$21,200 |
| Adult Day Care of Richmond | Wayne County | 1 Type C Van | \$26,500 | \$21,200 |
| Johnson County ARC | Johnson, Marion, Morgan Cos. | 3 Type C Vans | \$79,500 | \$63,600 |
| Area XI Agency on Aging | Brown County | 1 Type C Van | \$26,500 | \$21,200 |
| Developmental Services | Jefferson and Jackson Cos. | 1 Type B Van | \$110,200 | \$88,160 |
| Area 12 Council on Aging | Dearborn, Ohio, Switzerland, Ripley and Jefferson Cos. | 3 Mini-vans | \$46,500 | \$37,200 |
| West Central Ind. Econ. Devp. Dist. | Parke and Vermillion Counties | 1 Type C Van | \$26,500 | \$21,200 |
| Clay County COA | Clay County | 1 mobile radio | \$28,100 | \$22,480 |
| Four Rivers Rehab Services | Davess, Greene, Martin, and Sullivan Counties | 1 base station 1 mobile radio 1 Type A Van | \$44,500 | \$35,600 |
| Gibson Co. ARC/COA | Gibson County | 2 Type C Vans | \$53,000 | \$42,400 |
| Orange County Rehab | Orange County | 1 Type C Van | \$26,500 | \$21,200 |
| Southern Ind. Rehab Services | Spencer County | 1 Type C Van | \$26,500 | \$21,200 |
| TOTALS | | | \$1,402,018 | \$1,121,614 |

TABLE 11C

| PLANNING AREA | | TOTAL | FEDERAL |
|-----------------------|--|------------------|------------------|
| Fort Wayne | | \$46,134 | \$36,907 |
| Indianapolis | | \$206,794 | \$165,435 |
| N.W. Indiana | | \$172,536 | \$138,029 |
| S. Indiana | | \$26,184 | \$20,947 |
| South Bend | | \$75,913 | \$60,730 |
| Anderson | | \$31,051 | \$24,841 |
| Bloomington | | \$30,926 | \$24,741 |
| Evansville | | \$41,261 | \$33,009 |
| Kokomo | | \$18,365 | \$14,692 |
| Lafayette/W. Lafayett | | \$23,901 | \$19,121 |
| Muncie | | \$29,225 | \$23,380 |
| Terre Haute | | \$33,233 | \$26,586 |
| TOTALS | | \$735,523 | \$588,418 |

SECTION FOUR
GLOSSARY

Body on Truck chassis (BOTC) - This vehicle seats from 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.

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

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

Demand Response Service - A transportation service characterized by flexible routing and scheduling of relatively small passenger vehicles to provide door-to-door or point-to-point transportation at users demand (e.g. shared ride, taxi service).

Fare Recovery - Ratio comparing fare revenue to total operating expenses. This measure indicates how much of the operating expense is being paid for by the passenger.

Fixed Route Service - A system in which passenger vehicles (usually buses) follow a planned route and schedule.

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/other.
- Taxes levied by, or on behalf of a transit system.
- Local cash grants and reimbursements including general fund receipts.

Modified Van (MV) - The seating capacity of a MV is from 9 to 16 passengers. A MV is a standard van which has undergone some structural changes, usually made to increase size and particularly its height. Other body changes may include a raised or widened door and such equipment as a wheelchair lift.

Other Expenses - For purposes of the 8 *Annual Report*, Other Expenses in Table include the following: Taxes, purchased transportation, and miscellaneous expenses. However, for the System Pages, Other Expenses consists of only taxes and miscellaneous expenses.

Public Mass Transportation Fund (PMTF) - A state assistance fund financed by 0.76 percent of the state general sales and use tax. (See Grant Assistance Programs Section)

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).

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

Subsidy/Passenger Boarding - Ratio comparing government operating assistance (local, federal, state) to total passenger boardings. This measure is used to indicate the level of local, state, and federal assistance used in operating the transit service.

Transit Bus - A transit bus seats anywhere from 16 to 53 passengers and has both a body and a chassis which are designed specifically for transit use. One supplier manufactures the entire vehicle, most 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 program whereby passengers receive a voucher or token that is used to purchase transportation service from a provider of the user's choice. The passenger trip is subsidized by the passenger as well as through government assistance.

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 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.

Road Call - A service interruption requiring assistance from someone other than the driver to continue passenger service. Road calls usually require a transfer of passengers to another vehicle to complete the trip. These service interruptions may be caused by mechanical, electrical, structural, or human failures (e.g., bad brakes, flat tire, out of gas, etc.).

Route Deviation - Public Transit that operates on a fixed route from which it may deviate from time to time in response to a demand for its service or to take a passenger to a destination, after which it returns to its route and/or schedule.

School Bus (SB) - A standard school type bus seats from 22 to 44 adult passengers, and is manufactured by the body-on-chassis method. School buses used for public transportation service do not have school bus markings (yellow with black trim, etc.) and are modified for public transit use.

