

**2002 ANNUAL REPORT
INDIANA PUBLIC TRANSIT**

STATE OF INDIANA

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2002 PUBLIC TRANSIT SYSTEMS IN INDIANA

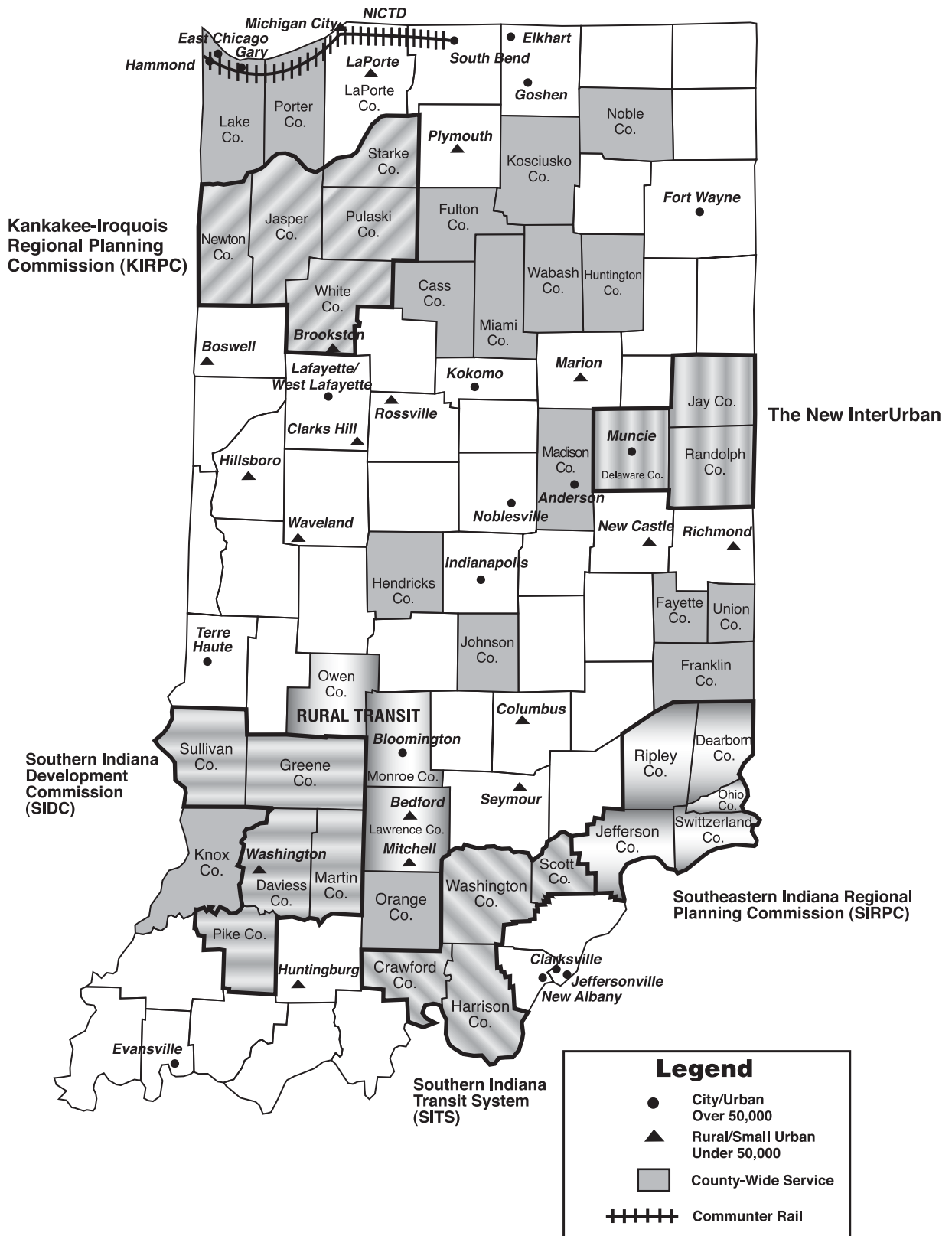


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INTRODUCTION

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

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

This 2002 Annual Report, prepared by the Public Transit Section, summarizes key operating and financial characteristics of Indiana's publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of 2002 federal and state transportation assistance programs and awards, a listing of Transit Partners and Advocates, as well as a glossary of terms as used in this report. INDOT obtained information about the individual transit systems from locally prepared annual reports.

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

STATEWIDE STATISTICS

Indiana's public transit network grew in 2002. INDOT's Public Transit Section welcomed five new rural transit systems to the Section 5311 program. The new systems serve residents of Fayette, Hendricks, Delaware, Jay, Randolph, Miami, counties, and the City of Noblesville. The addition of these five systems means that transit is now available to more than 294,899 Indiana citizens that previously did not have access to public transportation. In the first year of service, the new systems provided an additional 150,937 passenger trips. Indiana's public transit network now includes:

- **Fayette County (Fayette County Transit):** Transit service in Fayette County is offered through a partnership between the Fayette County Commissioners and the Fayette County Council on Aging. This transit system operates from 7:00 am to 6:00 pm Monday through Friday, providing 16,861 trips in 2002.

- **Hendricks County (LINK Hendricks County):** Public transit service in Hendricks County is being provided through Sycamore Services and Hendricks County Senior Services. Demand response service is provided Monday through Friday from 6 am through 6 pm. In 2002, LINK Hendricks County provided 28,899 one-way trips.

Jay/Randolph/Delaware Counties

(The New InterUrban): Public transit service in Jay/Randolph/Delaware counties is being provided through LifeStream Services. Demand response service is provided Monday through Friday from 7 am through 6 pm. In 2002, The New InterUrban provided 62,090 one-way trips.

Miami County (Miami County Transit):

Public transit service in this county is being provided through the Miami County YMCA. Demand response service is provided Monday through Friday from 6:00 am through 6:00 pm. In 2002, Miami County Transit provided 23,679 one-way trips.

City of Noblesville: Public transit service in the City of Noblesville is being provided through Janus Developmental Services. Demand response service is provided Monday through Friday from 6:00 am through 6:00 pm. In 2002, this system provided 19,408 one-way trips.

In addition, an existing rural transit system expanded its service area:

- **Ride Solution:** This system now serves Pike county, in addition to Daviess, Greene, Martin and Sullivan counties.

Finally, because of the 2000 Census, three rural transit systems were re-classified as "urban" transit systems - LaPorte, Michigan City and Columbus. This re-classification takes affect in CY 2003.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2002. The first two tables summarize ridership and vehicle miles of

operation for each transit system as well as a total for each peer group. Each table provides 2001 and 2002 data along with the percent change between the two years.

The ridership table also contains two additional figures: 1) the number of passengers trips per capita based on the population of the transit system's service area and 2) the proportion of the total state ridership provided by each transit system.

The third and fourth tables exhibit operating expenditures and revenues for each transit system

in 2002. For each transit system, the expenditure table presents data according to specific expenditure categories. The table also shows the proportion of each type of expenditure of the total system expenditure. Similarly, the operating revenue table presents system revenue broken down by categories and shows the proportion of each category of the total system revenue. The transit systems are grouped according to peer groups in both tables. For more information about each individual transit system, please refer to Section Three of this report.

RIDERSHIP BY SYSTEM

SYSTEM	RIDERSHIP 2002	RIDERSHIP 2001	% CHANGE	2002 RIDERSHIP PER CAPITA	2002 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Bloomington	1,993,675	1,959,807	1.73%	28.77	6.26%
Evansville	1,562,278	1,514,121	3.18%	12.85	4.91%
Fort Wayne	1,438,431	1,420,822	1.24%	6.59	4.52%
Gary	1,304,092	1,739,696	-25.04%	12.69	4.10%
Indianapolis	10,247,493	10,389,510	-1.37%	11.33	32.19%
Lafayette	3,578,716	3,182,325	12.46%	29.08	11.24%
Muncie	1,313,964	1,385,850	-5.19%	19.49	4.13%
South Bend	2,627,101	2,751,039	-4.51%	17.02	8.25%
SUBTOTAL: GROUP 1	24,065,750	24,343,170	-1.14%	13.67	75.59%
GROUP 2 - Small Fixed Route					
Anderson	258,640	274,823	-5.89%	4.33	0.81%
Columbus	170,912	185,525	-7.88%	4.38	0.54%
East Chicago	279,430	260,228	7.38%	6.62	0.88%
Hammond	339,711	364,612	-6.83%	3.85	1.07%
Marion	137,035	145,638	-5.91%	4.38	0.43%
Michigan City	184,940	198,339	-6.76%	5.62	0.58%
Richmond	335,894	333,431	0.74%	8.59	1.05%
Southern Indiana	368,431	411,934	-10.56%	4.27	1.16%
Terre Haute	161,346	162,870	-0.94%	2.60	0.51%
SUBTOTAL: GROUP 2	2,236,339	2,337,400	-4.32%	4.75	7.02%
GROUP 3 - Urban Demand Response					
Elkhart	243,224	222,530	9.30%	4.69	0.76%
Goshen	20,603	19,052	8.14%	0.70	0.06%
Kokomo	97,473	96,028	1.50%	2.11	0.31%
LCEOC	147,059	197,199	-25.43%	0.46	0.46%
SUBTOTAL: GROUP 3	508,359	534,809	-4.95%	1.14	1.60%
GROUP 4 - Rural Demand Response					
Bedford	76,500	62,494	22.41%	5.56	0.24%
Cass County	134,766	127,840	5.42%	3.29	0.42%
Fayette County	16,861	N/A	N/A	N/A	N/A
Franklin County	46,022	45,101	2.04%	2.08	0.14%
Fulton County	19,048	16,154	17.92%	0.93	0.06%
Hendricks County	28,899	N/A	N/A	N/A	N/A
Huntingburg	2,706	2,800	-3.36%	0.48	0.01%
Huntington County	19,805	14,547	36.14%	0.52	0.06%
Jay/Randolph/Delaware	62,090	N/A	N/A	N/A	N/A
Johnson County	27,351	39,317	-30.43%	0.43	0.09%
KIRPC	164,993	169,349	-2.57%	1.54	0.52%
Knox County	58,824	56,889	3.40%	1.50	0.18%
Kosciusko County	81,359	73,521	10.66%	1.10	0.26%
LaPorte	56,334	56,441	-0.19%	2.61	0.18%
Madison County	14,544	17,408	-16.45%	0.20	0.05%
Miami County	23,679	N/A	N/A	N/A	N/A
Mitchell	11,347	13,899	-18.36%	2.48	0.04%
Monroe County	159,460	148,837	7.14%	1.58	0.50%
New Castle	32,159	35,902	-10.43%	1.81	0.10%
Noble County	11,430	10,303	10.94%	0.25	0.04%
Noblesville	19,408	N/A	N/A	N/A	N/A
Orange County	22,202	26,249	-15.42%	1.15	0.07%
Plymouth	2,035	2,452	-17.01%	0.21	0.01%
Seymour	27,032	24,705	9.42%	1.49	0.08%
SIDC	79,092	66,041	19.76%	0.82	0.25%
SIRPC	117,404	107,049	9.67%	0.99	0.37%
SITS	50,686	70,107	-27.70%	0.53	0.16%
Union County	32,056	38,220	-16.13%	4.36	0.10%
Wabash County	17,055	20,067	-15.01%	0.49	0.05%
Washington	10,255	11,814	-13.20%	0.90	0.03%
Waveland	12,422	13,901	-10.64%	2.20	0.04%
SUBTOTAL: GROUP 4	1,437,824	1,271,407	13.09%	1.03	4.52%
SUBTOTAL: GROUP 1 TO 4	28,248,272	28,486,786	-0.84%	6.92	88.72%
NICTD	3,590,060	3,771,633	-4.81%	21.94	11.28%
TOTAL ALL GROUPS	31,838,332	32,258,419	-1.30%	7.50	100%

OPERATING CHARACTERISTICS

TOTAL VEHICLE MILES (TVM) BY SYSTEM

SYSTEM	TVM 2002	TVM 2001	% CHANGE
GROUP 1 - Large Fixed Route			
Bloomington	1,010,652	978,683	3.27%
Evansville	1,396,805	1,501,768	-6.99%
Fort Wayne	1,687,641	1,635,549	3.18%
Gary	1,158,607	1,561,296	-25.79%
Indianapolis	10,386,718	10,303,872	0.80%
Lafayette	1,519,857	1,515,408	0.29%
Muncie	1,233,142	1,217,744	1.26%
South Bend	1,831,001	1,818,365	0.69%
SUBTOTAL: GROUP 1	20,224,423	20,532,685	-1.50%
GROUP 2 - Small Fixed Route			
Anderson	491,140	504,426	-2.63%
Columbus	265,510	264,750	0.29%
East Chicago	256,816	236,293	8.69%
Hammond	481,862	463,344	4.00%
Marion	193,534	191,595	1.01%
Michigan City	256,579	256,620	-0.02%
Richmond	395,631	352,782	12.15%
Southern Indiana	548,792	789,762	-30.51%
Terre Haute	293,430	287,542	2.05%
SUBTOTAL: GROUP 2	3,183,294	3,347,114	-4.89%
GROUP 3 - Urban Demand Response			
Elkhart	1,053,320	982,439	7.21%
Goshen	106,017	117,934	-10.10%
Kokomo	465,617	330,296	40.97%
LCEOC	705,925	945,227	-25.32%
SUBTOTAL: GROUP 3	2,330,879	2,375,896	-1.89%
GROUP 4 - Rural Demand Response			
Bedford	80,710	75,275	7.22%
Cass County	454,324	466,203	-2.55%
Fayette County	108,636	N/A	N/A
Franklin County	356,233	335,334	6.23%
Fulton County	103,872	72,859	42.57%
Hendricks County	139,822	N/A	N/A
Huntingburg	7,192	6,578	9.33%
Huntington County	128,626	65,977	94.96%
Jay/Randolph/Delaware	444,849	N/A	N/A
Johnson County	328,105	374,374	-12.36%
KIRPC	720,160	749,258	-3.88%
Knox County	169,171	167,026	1.28%
Kosciusko County	206,623	211,419	-2.27%
LaPorte	143,331	154,822	-7.42%
Madison County	174,346	204,509	-14.75%
Miami County	101,489	N/A	N/A
Mitchell	17,052	19,619	-13.08%
Monroe County	470,944	619,111	-23.93%
New Castle	41,416	42,290	-2.07%
Noble County	161,385	133,226	21.14%
Noblesville	48,916	N/A	N/A
Orange County	289,526	207,341	39.64%
Plymouth	6,861	9,733	-29.51%
Seymour	57,295	56,492	1.42%
SIDC	852,406	898,792	-5.16%
SIRPC	741,911	712,432	4.14%
SITS	273,335	852,852	-67.95%
Union County	183,062	169,038	8.30%
Wabash County	155,194	161,487	-3.90%
Washington	29,789	30,459	-2.20%
Waveland	25,247	33,001	-23.50%
SUBTOTAL: GROUP 4	7,021,828	6,829,507	2.82%
GROUPS 1 THROUGH 4	32,760,424	33,085,202	-0.98%
NICTD	3,154,243	3,138,919	0.49%
TOTAL ALL GROUPS	35,914,667	36,224,121	-0.85%

TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY - 2002

SYSTEM	LABOR/ FRINGE	%	SERVICES	%	MATERIALS AND SUPPLIES	%	UTILITIES	%	CASUALTY & LIABILITY	%	PURCHASED TRANSPORT	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route															
Bloomington	\$2,004,668	56%	\$310,366	9%	\$607,455	17%	\$69,965	2%	\$119,446	3%	\$385,581	11%	\$67,876	2%	\$3,565,357
Evansville	\$3,768,751	81%	\$60,780	1%	\$687,968	15%	\$52,919	1%	\$67,923	1%	\$0	0%	\$18,209	0%	\$4,656,550
Fort Wayne	\$4,838,005	76%	\$321,312	5%	\$769,729	12%	\$83,243	1%	\$175,383	3%	\$0	0%	\$137,747	2%	\$6,325,419
Gary	\$4,481,086	68%	\$692,488	10%	\$663,081	10%	\$185,512	3%	\$479,934	7%	\$20,000	0.3%	\$90,555	1%	\$6,612,656
Indianapolis	\$23,756,595	68%	\$2,353,388	7%	\$3,440,999	10%	\$540,414	2%	\$411,475	1%	\$4,444,635	13%	\$0	0%	\$34,947,506
Lafayette	\$4,198,496	77%	\$145,407	3%	\$621,097	11%	\$59,186	1%	\$319,835	6%	\$0	0%	\$141,315	3%	\$5,485,336
Muncie	\$3,676,749	73%	\$429,266	9%	\$545,153	11%	\$84,907	2%	\$163,811	3%	\$0	0%	\$128,466	3%	\$5,028,352
South Bend	\$5,156,832	74%	\$580,130	8%	\$698,232	10%	\$178,307	3%	\$274,058	4%	\$0	0%	\$95,511	1%	\$6,983,070
SUBTOTAL: GROUP 1	\$51,881,182	70%	\$4,893,137	7%	\$8,033,714	11%	\$1,254,453	2%	\$2,011,865	3%	\$4,850,216	7%	\$679,679	1%	\$73,604,246
GROUP 2 - Small Fixed Route															
Anderson	\$1,724,331	82%	\$100,966	5%	\$166,531	8%	\$19,450	1%	\$92,765	4%	\$0	0%	\$3,440	0%	\$2,107,483
Columbus	\$641,935	80%	\$30,286	4%	\$103,559	13%	\$10,404	1%	\$0	0%	\$0	0%	\$13,684	2%	\$799,868
East Chicago	\$795,374	75%	\$165,713	16%	\$87,421	8%	\$0	0%	\$0	0%	\$0	0%	\$15,400	1%	\$1,063,908
Hammond	\$125,382	6%	\$92,516	4%	\$14,376	1%	\$6,041	0.3%	\$16,987	1%	\$1,867,367	88%	\$1,000	0.0%	\$2,123,669
Marion	\$428,225	75%	\$64,974	11%	\$36,857	6%	\$3,511	1%	\$38,494	7%	\$0	0%	\$2,454	0.4%	\$574,515
Michigan City	\$574,375	67%	\$194,280	23%	\$42,551	5%	\$19,426	2%	\$27,317	3%	\$0	0%	\$423	0.0%	\$858,372
Richmond	\$841,897	84%	\$40,380	4%	\$83,370	8%	\$6,631	1%	\$28,306	3%	\$0	0%	\$7,385	1%	\$1,007,969
Southern Indiana	\$812,941	72%	\$14,048	1%	\$94,683	8%	\$17,453	2%	\$33,109	3%	\$133,010	12%	\$19,279	2%	\$1,124,523
Terre Haute	\$927,824	77%	\$41,262	3%	\$75,598	6%	\$23,187	2%	\$17,588	1%	\$0	0%	\$125,336	10%	\$1,210,795
SUBTOTAL: GROUP 2	\$6,872,284	63%	\$744,425	7%	\$704,946	6%	\$106,103	1%	\$254,566	2%	\$2,000,377	18%	\$188,401	2%	\$10,871,102
GROUP 3 - Urban Demand Response															
Elkhart	\$75,865	4%	\$0	0%	\$4,118	0.2%	\$313	0.02%	\$0	0%	\$1,679,453	94%	\$30,320	2%	\$1,790,069
Goshen	\$22,437	15%	\$0	0%	\$817	1%	\$0	0%	\$0	0%	\$103,702	67%	\$27,364	18%	\$154,320
Kokomo	\$502,848	65%	\$22,700	3%	\$19,454	2%	\$9,984	1%	\$0	0%	\$207,054	27%	\$17,510	2%	\$779,550
LCEOC	\$927,305	52%	\$458,980	26%	\$141,575	8%	\$38,743	2%	\$177,971	10%	\$0	0%	\$22,082	1%	\$1,766,656
SUBTOTAL: GROUP 3	\$1,528,455	34%	\$481,680	11%	\$165,964	4%	\$49,040	1%	\$177,971	4%	\$1,990,209	44%	\$97,276	2%	\$4,490,595
GROUP 4 - Rural Demand Response															
Bedford	\$340,183	83%	\$18,886	5%	\$23,655	6%	\$6,462	2%	\$17,000	4%	\$0	0%	\$5,914	1%	\$412,100
Cass County	\$509,369	69%	\$52,825	7%	\$64,101	9%	\$35,636	5%	\$55,683	8%	\$0	0%	\$21,376	3%	\$738,990
Fayette County	\$91,366	64%	\$5,590	4%	\$16,596	12%	\$3,547	2%	\$16,658	12%	\$0	0%	\$9,527	7%	\$143,284
Franklin County	\$294,122	79%	\$19,055	5%	\$27,289	7%	\$8,073	2%	\$18,348	5%	\$0	0%	\$7,335	2%	\$374,222
Fulton County	\$89,373	65%	\$0	0%	\$16,939	12%	\$1,879	1%	\$12,818	9%	\$0	0%	\$16,549	12%	\$137,558
Hendricks County	\$132,477	59%	\$43,503	19%	\$37,489	17%	\$5,577	2%	\$4,039	2%	\$0	0%	\$663	0.3%	\$223,148
Huntingburg	\$68,728	90%	\$1,311	2%	\$1,180	2%	\$3,300	4%	\$860	1%	\$0	0%	\$1,206	2%	\$76,585
Huntington County	\$144,198	74%	\$6,687	3%	\$14,596	7%	\$1,299	1%	\$6,794	3%	\$0	0%	\$22,424	11%	\$195,998
Jay/Randolph/Delaware	\$308,033	71%	\$4,337	1%	\$70,402	16%	\$12,593	3%	\$492	0%	\$0	0%	\$35,778	8%	\$431,635
Johnson County	\$405,088	64%	\$57,819	9%	\$43,808	7%	\$14,905	2%	\$11,518	2%	\$0	0%	\$101,676	16%	\$634,814
KIRPC	\$795,568	70%	\$64,718	6%	\$86,418	8%	\$42,280	4%	\$104,225	9%	\$0	0%	\$45,698	4%	\$1,138,897
Knox County	\$166,422	64%	\$0	0%	\$33,220	13%	\$8,375	3%	\$12,147	5%	\$0	0%	\$39,385	15%	\$259,549
Kosciusko County	\$427,965	70%	\$6,038	1%	\$50,828	8%	\$15,973	3%	\$24,670	4%	\$0	0%	\$86,568	14%	\$612,042
LaPorte	\$399,942	84%	\$5,407	1%	\$43,412	9%	\$14,104	3%	\$11,839	2%	\$0	0%	\$4,143	1%	\$478,847
Madison County	\$52,719	25%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$142,998	67%	\$18,860	9%	\$214,577
Miami County	\$102,418	54%	\$0	0%	\$26,739	14%	\$10,947	6%	\$23,354	12%	\$0	0%	\$25,300	13%	\$188,758
Mitchell	\$76,984	80%	\$7,651	8%	\$6,703	7%	\$923	1%	\$1,838	2%	\$0	0%	\$1,815	2%	\$95,914
Monroe County	\$462,139	52%	\$11,991	1%	\$154,264	18%	\$14,345	2%	\$191,630	22%	\$0	0%	\$45,939	5%	\$880,308
New Castle	\$264,240	79%	\$4,948	1%	\$16,392	5%	\$9,447	3%	\$11,398	3%	\$0	0%	\$27,228	8%	\$333,653
Noble County	\$129,395	68%	\$5,250	3%	\$26,517	14%	\$6,016	3%	\$13,354	7%	\$0	0%	\$8,480	4%	\$189,012
Noblesville	\$74,364	71%	\$7,011	7%	\$8,330	8%	\$0	0%	\$3,873	4%	\$0	0%	\$11,706	11%	\$105,284
Orange County	\$168,000	75%	\$10,590	5%	\$22,691	10%	\$3,250	1%	\$2,500	1%	\$0	0%	\$15,646	7%	\$222,677
Plymouth	\$7,493	43%	\$346	2%	\$0	0%	\$0	0%	\$0	0%	\$7,274	42%	\$2,405	14%	\$17,518
Seymour	\$83,448	59%	\$16,482	12%	\$10,873	8%	\$1,507	1%	\$0	0%	\$0	0%	\$29,128	21%	\$141,438
SIDC	\$293,771	43%	\$57,987	9%	\$52,951	8%	\$9,431	1%	\$20,175	3%	\$121,659	18%	\$119,640	18%	\$675,614
SIRPC	\$583,625	69%	\$34,618	4%	\$113,955	14%	\$12,128	1%	\$81,983	10%	\$0	0%	\$14,391	2%	\$840,700
SITS	\$148,051	53%	\$15,934	6%	\$23,023	8%	\$7,898	3%	\$19,823	7%	\$37,461	13%	\$28,163	10%	\$280,353
Union County	\$137,854	67%	\$20,020	10%	\$30,604	15%	\$1,578	1%	\$12,427	6%	\$0	0%	\$2,929	1%	\$205,412
Wabash County	\$145,156	62%	\$3,278	1%	\$34,010	14%	\$11,440	5%	\$18,324	8%	\$0	0%	\$22,905	10%	\$235,113
Washington	\$37,736	52%	\$16,339	22%	\$9,167	13%	\$4,771	7%	\$4,290	6%	\$0	0%	\$407	1%	\$72,710
Waveland	\$67,057	65%	\$4,000	4%	\$5,529	5%	\$4,800	5%	\$6,719	6%	\$0	0%	\$15,740	15%	\$103,845
SUBTOTAL: GROUP 4	\$7,007,274	66%	\$502,621	5%	\$1,071,681	10%	\$272,484	3%	\$708,779	7%	\$309,392	3%	\$788,924	7%	\$10,661,155
GROUPS 1 THROUGH 4	\$67,289,195	68%	\$6,621,863	7%	\$9,976,305	10%	\$1,682,080	2%	\$3,153,181	3%	\$9,150,194	9%	\$1,754,280	2%	\$99,627,098
NICTD	\$19,983,384	70%	\$1,506,527	5%	\$3,031,787	11%	\$2,010,373	7%	\$2,115,275	7%	\$0	0%	\$0	0%	\$28,647,346
TOTAL ALL GROUPS	\$87,272,579	68%	\$8,128,390	6%	\$13,008,092	10%	\$3,692,453	3%	\$5,268,456	4%	\$9,150,194	7%	\$1,754,280	1%	\$128,274,444

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 2002

SYSTEM	FARES	%	LOCAL ASSISTANCE	%	STATE ASSISTANCE	%	FEDERAL ASSISTANCE	%	OTHER ¹	%	TOTAL
GROUP 1 - Large Fixed Route											
Bloomington	\$879,834	25%	\$931,446	26%	\$1,182,530	33%	\$403,451	11%	\$168,096	5%	\$3,565,357
Evansville	\$901,730	19%	\$1,594,017	34%	\$1,018,792	22%	\$997,231	21%	\$144,780	3%	\$4,656,550
Fort Wayne	\$826,324	13%	\$3,018,759	48%	\$1,253,129	20%	\$877,773	14%	\$349,434	6%	\$6,325,419
Gary	\$986,769	15%	\$2,203,554	33%	\$1,431,742	22%	\$1,664,476	25%	\$326,115	5%	\$6,612,656
Indianapolis	\$6,871,612	20%	\$10,979,496	31%	\$9,310,311	27%	\$7,275,378	21%	\$510,709	1%	\$34,947,506
Lafayette	\$1,385,142	25%	\$1,654,847	30%	\$1,673,045	31%	\$467,951	9%	\$304,351	6%	\$5,485,336
Muncie	\$314,523	6%	\$2,917,242	58%	\$1,154,671	23%	\$580,000	12%	\$61,916	1%	\$5,028,352
South Bend	\$1,154,700	17%	\$2,915,450	42%	\$2,142,993	31%	\$520,000	7%	\$249,927	4%	\$6,983,070
SUBTOTAL: GROUP 1	\$13,320,634	18%	\$26,214,811	36%	\$19,167,213	26%	\$12,786,260	17%	\$2,115,328	3%	\$73,604,246
GROUP 2 - Small Fixed Route											
Anderson	\$117,527	6%	\$874,991	42%	\$366,580	17%	\$713,351	34%	\$35,034	2%	\$2,107,483
Columbus	\$38,745	5%	\$225,566	28%	\$197,803	25%	\$337,754	42%	\$0	0%	\$799,868
East Chicago	\$0	0%	\$589,501	55%	\$261,387	25%	\$210,859	20%	\$2,161	0.2%	\$1,063,908
Hammond	\$309,275	15%	\$657,090	31%	\$416,901	20%	\$720,180	34%	\$20,223	1%	\$2,123,669
Marion	\$36,949	6%	\$131,759	23%	\$159,572	28%	\$246,235	43%	\$0	0%	\$574,515
Michigan City	\$79,471	9%	\$200,949	23%	\$208,988	24%	\$358,964	42%	\$10,000	1%	\$858,372
Richmond	\$176,836	18%	\$104,130	10%	\$292,924	29%	\$397,053	39%	\$37,026	4%	\$1,007,969
Southern Indiana	\$180,238	16%	\$327,910	29%	\$327,739	29%	\$288,636	26%	\$0	0%	\$1,124,523
Terre Haute	\$100,533	8%	\$311,998	26%	\$242,524	20%	\$554,523	46%	\$1,217	0.1%	\$1,210,795
SUBTOTAL: GROUP 2	\$1,039,574	10%	\$3,423,894	31%	\$2,474,418	23%	\$3,827,555	35%	\$105,661	1%	\$10,871,102
GROUP 3 - Urban Demand Response											
Elkhart	\$464,691	26%	\$288,281	16%	\$369,849	21%	\$667,248	37%	\$0	0%	\$1,790,069
Goshen	\$51,645	33%	\$9,782	6%	\$51,549	33%	\$41,344	27%	\$0	0%	\$154,320
Kokomo	\$132,598	17%	\$70,130	9%	\$170,760	22%	\$406,062	52%	\$0	0%	\$779,550
LCEO	\$101,541	6%	\$646,994	37%	\$748,534	42%	\$269,587	15%	\$0	0%	\$1,766,656
SUBTOTAL: GROUP 3	\$750,475	17%	\$1,015,187	23%	\$1,340,692	30%	\$1,384,241	31%	\$0	0%	\$4,490,595
GROUP 4 - Rural Demand Response											
Bedford	\$32,957	8%	\$146,030	35%	\$80,519	20%	\$152,594	37%	\$0	0%	\$412,100
Cass County	\$95,401	13%	\$206,038	28%	\$174,574	24%	\$261,063	35%	\$1,914	0.3%	\$738,990
Fayette County	\$19,966	14%	\$78,318	55%	\$0	0%	\$45,000	31%	\$0	0%	\$143,284
Franklin County	\$60,537	16%	\$85,780	23%	\$101,102	27%	\$126,803	34%	\$0	0%	\$374,222
Fulton County	\$16,234	12%	\$71,324	52%	\$0	0%	\$50,000	36%	\$0	0%	\$137,558
Hendricks County	\$23,819	11%	\$124,890	56%	\$0	0%	\$75,039	34%	\$0	0%	\$223,748
Huntingburg	\$704	1%	\$37,637	49%	\$7,823	10%	\$30,421	40%	\$0	0%	\$76,585
Huntington County	\$13,304	7%	\$103,694	53%	\$0	0%	\$79,000	40%	\$0	0%	\$195,998
Jay/Randolph/Delaware	\$14,840	3%	\$248,395	58%	\$0	0%	\$168,400	39%	\$0	0%	\$431,635
Johnson County	\$51,289	8%	\$177,374	28%	\$114,985	18%	\$291,166	46%	\$0	0%	\$634,814
KIRPC	\$299,568	26%	\$130,938	11%	\$285,723	25%	\$416,660	37%	\$6,008	1%	\$1,138,897
Knox County	\$53,644	21%	\$99,562	38%	\$29,789	11%	\$76,554	29%	\$0	0%	\$259,549
Kosciusko County	\$37,038	6%	\$127,267	21%	\$159,745	26%	\$287,992	47%	\$0	0%	\$612,042
LaPorte	\$97,050	20%	\$119,990	25%	\$75,755	16%	\$175,724	37%	\$10,328	2%	\$478,847
Madison County	\$43,632	20%	\$20,922	10%	\$64,551	30%	\$85,472	40%	\$0	0%	\$214,577
Miami County	\$17,194	9%	\$110,564	59%	\$0	0%	\$61,000	32%	\$0	0%	\$188,758
Mitchell	\$7,275	8%	\$34,448	36%	\$19,474	20%	\$34,717	36%	\$0	0%	\$95,914
Monroe County	\$117,594	13%	\$228,137	26%	\$182,375	21%	\$348,822	40%	\$3,380	0.4%	\$880,308
New Castle	\$12,914	4%	\$98,634	30%	\$112,688	34%	\$106,682	32%	\$2,735	1%	\$333,653
Noble County	\$10,378	5%	\$93,473	49%	\$0	0%	\$85,161	45%	\$0	0%	\$189,012
Noblesville	\$6,538	6%	\$48,564	46%	\$0	0%	\$48,564	46%	\$1,618	2%	\$105,284
Orange County	\$20,037	9%	\$101,319	46%	\$33,774	15%	\$67,547	30%	\$0	0%	\$222,677
Plymouth	\$3,019	17%	\$2,683	15%	\$4,566	26%	\$7,250	41%	\$0	0%	\$17,518
Seymour	\$25,122	18%	\$44,909	32%	\$14,665	10%	\$56,742	40%	\$0	0%	\$141,438
SIDC	\$80,887	12%	\$336,527	50%	\$0	0%	\$258,200	38%	\$0	0%	\$675,614
SIRPC	\$170,119	20%	\$264,138	31%	\$97,132	12%	\$306,855	36%	\$2,456	0.3%	\$840,700
SITS	\$23,795	8%	\$63,774	23%	\$64,291	23%	\$128,493	46%	\$0	0%	\$280,353
Union County	\$28,669	14%	\$58,218	28%	\$46,971	23%	\$71,554	35%	\$0	0%	\$205,412
Wabash County	\$9,003	4%	\$105,014	45%	\$33,542	14%	\$87,554	37%	\$0	0%	\$235,113
Washington	\$4,803	7%	\$14,576	20%	\$19,378	27%	\$33,953	47%	\$0	0%	\$72,710
Waveland	\$4,456	4%	\$36,240	35%	\$14,232	14%	\$48,917	47%	\$0	0%	\$103,845
SUBTOTAL: GROUP 4	\$1,401,786	13%	\$3,419,377	32%	\$1,737,654	16%	\$4,073,899	38%	\$28,439	0.3%	\$10,661,155
GROUPS 1 THROUGH 4											
NICTD	\$13,519,408	47%	\$5,354,061	19%	\$5,636,611	20%	\$4,064,867	14%	\$72,399	0.3%	\$28,647,346
TOTAL ALL GROUPS	\$30,031,877	23%	\$39,427,330	31%	\$30,356,588	24%	\$26,136,822	20%	\$2,321,827	2%	\$128,274,444

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

INDOT Public Transit Programs & Services

SECTION ONE

INDOT PUBLIC TRANSIT SECTION PROGRAMS & SERVICES

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

The PTS administers both federal and state transit assistance programs with Larry Buckel as the Section Manager. Contacts for the PTS staff are listed in the table below.

Larry Buckel Section Manager	317-232-5292	LBUCKEL@INDOT.STATE.IN.US
Brian Jones Section 5310/PMTF Program Manager	317-232-1493	BJONES@INDOT.STATE.IN.US
Marcy Gardner Transit Planner	317-232-1482	MGARDNER@INDOT.STATE.IN.US
James English Section 5311 Program Manager	317-232-1483	JENGLISH@INDOT.STATE.IN.US
Vickie Rayburn Section 5311 Project Manager	317-232-5078	VRAYBURN@INDOT.STATE.IN.US
Tom Hamilton Section 5311 Project Manager	317-232-1498	THAMILTON@INDOT.STATE.IN.US

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

FTA Section 5311 - Rural Formula Funds

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

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

James English, Vickie Rayburn, and Tom Hamilton administer the program and grants for the following systems:

James English (317) 232-1483	Vickie Rayburn (317) 232-5078	Tom Hamilton (317) 232-1498
Huntingburg	Bedford	Cass County
Johnson County	Franklin County	Huntington Co.
Monroe County	Fulton County	Kosciusko Co.
Hendricks County	KIRPC	Madison County
Noblesville	Knox County	New Castle
Fayette County	Marion	Plymouth
Miami County	Mitchell	Richmond
Jay/Randolph/Delaware Cos.	Noble County	Union County
Seymour	Orange County	Wabash County
SIDC	Washington	Waveland
SIRPC		
SITS		

The following table describes the program of projects for the 2002 Section 5311 Program.

2002 Section 5311 Projects						
Grantee	Project Description	Federal Assistance	State Assistance	Local Assistance	Fare Revenue	Total
Bedford	Operating Assistance	\$152,594	\$80,519	\$146,030	\$32,957	\$412,100
Cass County	"	\$261,063	\$174,574	\$206,038	\$97,315	\$738,990
Fayette County	"	\$45,000	\$0	\$78,318	\$19,966	\$143,284
Franklin County	"	\$126,803	\$101,102	\$85,780	\$60,537	\$374,222
Fulton County	"	\$50,000	\$0	\$71,324	\$16,234	\$137,558
Hendricks County	"	\$75,039	\$0	\$124,890	\$23,819	\$223,748
Huntingburg	"	\$30,421	\$7,823	\$37,637	\$704	\$76,585
Huntington County/Huntington County	"	\$79,000	\$0	\$103,694	\$13,304	\$195,998
Jay/Randolph/Delaware Cos.	"	\$168,400	\$0	\$248,395	\$14,840	\$431,635
Johnson County	"	\$291,166	\$114,985	\$177,374	\$51,289	\$634,814
KIRPC	"	\$416,660	\$285,723	\$130,938	\$305,576	\$1,138,897
Knox County	"	\$76,554	\$29,789	\$99,562	\$53,644	\$259,549
Kosciusko County	"	\$287,992	\$159,745	\$127,267	\$37,038	\$612,042
Madison County	"	\$85,472	\$64,551	\$20,922	\$43,632	\$214,577
Marion	"	\$246,235	\$159,572	\$131,759	\$36,949	\$574,515
Miami County	"	\$61,000	\$0	\$110,564	\$17,194	\$188,758
Michigan City	"	\$358,964	\$208,988	\$200,949	\$89,471	\$858,372
Mitchell	"	\$34,717	\$19,474	\$34,448	\$7,275	\$95,914
Monroe County	"	\$348,822	\$182,375	\$228,137	\$120,974	\$880,308
New Castle	"	\$106,682	\$112,688	\$98,634	\$15,649	\$333,653
Noble County	"	\$85,161	\$0	\$93,473	\$10,378	\$189,012
Noblesville	"	\$48,564	\$0	\$48,564	\$8,156	\$105,284
Orange County	"	\$67,547	\$33,774	\$101,319	\$20,037	\$222,677
Plymouth	"	\$7,250	\$4,566	\$2,683	\$3,019	\$17,518
Richmond	"	\$397,053	\$292,924	\$104,130	\$213,862	\$1,007,969
Seymour	"	\$56,742	\$14,665	\$44,909	\$25,122	\$141,438
SIDC	"	\$258,200	0	\$336,527	\$80,887	\$675,614
SIRPC	"	\$306,855	\$97,132	\$264,138	\$172,575	\$840,700
SITS	"	\$128,493	\$64,291	\$63,774	\$23,795	\$280,353
Union County	"	\$71,554	\$46,971	\$58,218	\$28,669	\$205,412
Wabash County	"	\$87,554	\$33,542	\$105,014	\$9,003	\$235,113
Washington	"	\$33,953	\$19,378	\$14,576	\$4,803	\$72,710
Waveland	"	\$48,917	\$14,232	\$36,240	\$4,456	\$103,845
Operating Subtotal		\$4,900,427	\$2,323,383	\$3,736,225	\$1,663,129	\$12,623,164
<i>Capital Projects (Section 5311)</i>						
KIRPC	Capital equipment	\$191,764	\$30,941	\$30,941	-	\$239,705
Kosciusko Co.	"	\$21,872	\$0	\$5,500	-	\$27,372
Michigan City	"	\$77,683	\$0	\$19,421	-	\$97,104
New Castle	"	\$80,000	\$10,000	\$10,000	-	\$100,000
Richmond	"	\$74,538	\$24,333	\$24,333	-	\$123,204
Union County	"	\$35,584	\$4,448	\$4,448	-	\$44,480
Franklin County	"	\$20,512	\$2,563	\$2,564	-	\$25,639
Orange County	"	\$28,446	\$3,556	\$3,556	-	\$35,558
Capital Subtotal		\$530,399	\$75,841	\$100,763		\$693,062
<i>Intercity Projects (Section 5311 (f))</i>						
Marion	Intercity project	\$8,721	\$3,759	\$3,759	\$0	\$16,239
Greyhound	"	\$244,067	\$0	\$252,006	\$553,601	\$1,049,674
Johnson County	"	\$56,813	\$0	\$56,813	\$0	\$113,626
IndyGo	"	\$65,587	\$0	\$123,147	\$16,065	\$204,799
Intercity Projects Subtotal		\$375,188	\$3,759	\$435,725	\$569,666	\$1,384,338
Section 5311 Program Total		\$5,806,014	\$2,402,983	\$4,272,713	\$2,232,795	\$14,700,564

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

Section 5311(b) created the Rural Transit Assistance Program (RTAP) to provide technical assistance, training, and research for rural and specialized transportation providers. The Indiana RTAP provides technical assistance to rural public transit operators, on-site training, and a fellowship program that provides financial assistance for operators to participate in training courses. The program also has a national element that develops information and materials for use by local operators and state departments of transportation.

During 2002, Indiana received \$124,295 in RTAP funds. The Indiana's RTAP is implemented by the Institute for Urban Transportation at Indiana University with the help of an advisory committee.

The Indiana RTAP can be contacted toll free at 1-800-334-3554, by email, or visit their website at www.indiana.edu/~rtap. Their full mailing address is listed in Section Four.

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

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

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

The Section 5311(f) program funds capital grants at up to 80 percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue). During 2002, INDOT programmed \$375,188 in Section 5311 (f) funds.

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

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

The Section 5310 grant program is designed to improve mobility for the elderly and persons with disabilities. Funding provides capital assistance (vehicles and related equipment) to meet the special transportation needs of the elderly and persons with disabilities in all areas - urbanized, small urban, and rural. The program requirements include coordination among those recipients of federal and state programs and services in order to make the most efficient use of federal resources.

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

The program matches up to 80 percent of project costs, with the remaining 20 percent provided by the local entity. During calendar year 2002, INDOT awarded more than \$2.2 million in Section 5310 grants to the agencies listed in the table on page 10.

Brian Jones is the Program Manager for the FTA Section 5310 Program.

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

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

Larry Buckel is the contact for the Section 5313 Program. In 2002, the INDOT PTS was allocated \$187,444 for the statewide FTA Section 5313 Program.

Marcy Gardner administers the Section 5303 Program. Indiana received \$789,611 in 2002 to allocate to the 12 MPOs as follows:

FTA Section 5303 - Metropolitan Planning Program - 2002 Allocations			
Urbanized Area	Federal Share	Local Share	Total
Anderson	\$30,805	\$7,701	\$38,507
Bloomington	\$30,497	\$7,624	\$38,121
Evansville	\$45,621	\$11,405	\$57,027
Fort Wayne	\$51,407	\$12,852	\$64,258
Indianapolis	\$218,825	\$54,706	\$273,531
Kokomo	\$19,297	\$4,824	\$24,121
Lafayette	\$27,186	\$6,796	\$33,982
Muncie	\$30,475	\$7,619	\$38,093
Northwest Indiana	\$196,863	\$49,216	\$246,078
South Bend/Elkhart/Goshen	\$79,054	\$19,763	\$98,817
Southern Indiana (Louisville)	\$26,793	\$6,698	\$33,491
Terre Haute	\$32,790	\$8,198	\$40,988
TOTALS	\$789,611	\$197,403	\$987,014

FTA Section 5307 - Urbanized Area Formula Program

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

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

FTA Section 5309 - Capital Discretionary Program

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

FTA Section 3037 – Access to Jobs Program

The Access to Jobs Program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services.

A coordinated transportation/human service planning mechanism is required to develop Access to Jobs programs; transit agencies must approve these programs.

Also authorizes a reverse commute program, to provide services to suburban employment centers from urban centers, rural areas and other suburban locations.

- Directed to making suburban connections for all populations.
- Criteria for selection include the need for additional services as identified in the transportation plan and the extent to which services will address these needs.

FTA provides 50% Federal share. Other Federal transportation-eligible funds can be used to meet the local match including Temporary Assistance for Needy Families (TANF) and Welfare to Work funding for Access to Jobs projects.

Urban Transit Assistance Program (UTAP)

Beginning in October, 2002 INDOT initiated a training and technical assistance program for the large and small urban transportation providers. Preliminary work included a survey of interest and need with training and networking opportunities for middle managers in the areas of maintenance, finance, driver training and marketing emerging as a priority. This program is funded with federal Section 5313 funds.

Betsy Kachmar is the UTAP Coordinator and may be contacted at 812-855-8202 or at mkachmar@indiana.edu.

2002 Section 5310 Program of Projects					
GRANTEE	SERVICE AREA (County)	EQUIPMENT AWARD	TOTAL FUNDING	FEDERAL FUNDING	LOCAL FUNDING
Parents and Friends, Inc.	LaPorte	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
ADEC	Elkhart	Two Low floor mini-vans	\$64,396.00	\$51,516.80	\$12,879.20
City of Napanee	City of Napanee	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
LaGrange County COA	LaGrange	Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
Noble County COA	Noble	Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
Noble Co. ARC	Noble	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
Northeastern Center	DeKalb, LaGrange	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
Steuben County COA	Steuben	Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
DeKalb County COA	DeKalb	Modified van	\$32,836.00	\$26,268.80	\$6,567.20
Allen County COA	Allen	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
Turnstone Center	Allen	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
Comm. Trans. Network	Allen	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
Huntington Co. COA	Huntington	Mini-van	\$18,822.25	\$15,057.80	\$3,764.45
		Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
Whitley Co. COA	Whitley	Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
Lifestream Services	Jay, Randolph	Three Modified Vans with lifts	\$106,523.00	\$85,218.40	\$21,304.60
		Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
		Light Transit Vehicle	\$46,505.00	\$37,204.00	\$9,301.00
Cass Co. COA	Cass	Two Type A Vans	\$39,046.80	\$31,237.44	\$7,809.36
ARC of Wabash Co.	Wabash	Two Type A Vans	\$39,046.80	\$31,237.44	\$7,809.36
Miami Co. YMCA	Miami	Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
CDC Resources	Benton, Carroll	Two Light Transit Vehicles	\$102,060.00	\$81,648.00	\$20,412.00
		Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
CAP Western Indiana	Fountain, Warren	Modified van with lift	\$34,531.00	\$27,624.80	\$6,906.20
Paul Phillippe Res. Center	Clinton	Modified van with lift	\$34,531.00	\$27,624.80	\$6,906.20
Hendricks Co. Snr. Svcs	Hendricks	Two Modified vans with lifts	\$69,652.00	\$55,721.60	\$13,930.40
Ind. Residential Living	Marion, Hancock	Modified van with lift	\$34,531.00	\$27,624.80	\$6,906.20
Johnson County ARC	Johnson	Four Modified vans with lifts	\$141,644.00	\$113,315.20	\$28,328.80
		Light Transit Vehicle	\$49,605.00	\$39,684.00	\$9,921.00
Rush County Senior Svcs.	Rush	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
Wayne Co. CRC	Wayne	Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
New Horizons Rehab	Ripley, Dearborn	15 passenger van	\$19,523.40	\$15,618.72	\$3,904.68
		Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
LifeTime Resources	Ripley, Dearborn, Jefferson, Switzerland	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
Developmental Services	Bartholomew, Jackson	Three Low floor mini-vans	\$96,594.00	\$77,275.20	\$19,318.80
Quinco Behavioral	Barth, Jennings	Mini-van	\$18,822.25	\$15,057.80	\$3,764.45
Rauch Inc.	Floyd	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
LifeSpan Resources	Clark & Floyd Cos.	Two Modified Vans with lifts	\$71,402.00	\$57,121.60	\$14,280.40
Older Americans Services	Orange, Lawrence	Two Mini-vans	\$37,644.50	\$30,115.60	\$7,528.90
First Chance Center	Orange	Mini-van	\$18,822.25	\$15,057.80	\$3,764.45
		Mini-van	\$18,822.25	\$15,057.80	\$3,764.45
Blue River Services	Harrison, Crawford	Low floor mini-van	\$32,198.00	\$25,758.40	\$6,439.60
	Washington, Orange	Two Modified vans	\$65,672.00	\$52,537.60	\$13,134.40
Perry County COA	Perry	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
Spencer County COA	Spencer	Modified van with lift	\$34,531.00	\$27,624.80	\$6,906.20
Posey Co. COA	Posey	Modified van	\$32,246.00	\$25,796.80	\$6,449.20
Posey Co. ARC	Posey	Mini-van	\$18,547.25	\$14,837.80	\$3,709.45
YMCA of Vincennes	Knox	Light Transit Vehicle	\$47,230.00	\$37,784.00	\$9,446.00
Boone Co. Senior Svcs	Boone	Low floor mini van	\$18,000.00	\$14,400.00	\$3,600.00
Evansville ARC	Vanderburgh	15 passenger van	\$19,523.40	\$15,618.72	\$3,904.68
		Mini-van	\$18,547.25	\$14,837.80	\$3,709.45
Four Rivers Resources	Green, Sullivan, Daviess, Martin	Two Low floor mini vans	\$76,000.00	\$60,800.00	\$15,200.00
		Modified van with lift	\$34,531.00	\$27,624.80	\$6,906.20
		Mini-van	\$18,822.25	\$15,057.80	\$3,764.45
Child-Adult Resc. Svcs.	Parke, Vermillion	15 passenger van	\$19,523.40	\$15,618.72	\$3,904.68
	Fountain, Clay Cos.	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
WCIEDD, Inc.	Vigo	Modified van with lift	\$35,121.00	\$28,096.80	\$7,024.20
TOTAL			\$2,238,040.25	\$1,790,432.20	\$447,608.05

STATE OF INDIANA PROGRAMS

State of Indiana Public Mass Transportation Fund

The Public Mass Transportation Fund (PMTF) is a state fund that receives 0.635 percent of the state's general sales and use tax revenue. These funds are allocated on a calendar year basis using a performance-based formula to eligible grantees (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as follows:

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

Awards are limited to an amount equal to 100 percent of the project's Locally Derived Income or the system's total allocation, whichever is less. LDI does not include contra-expenses such as expense refunds from motor fuel tax, or in-kind volunteer services.

In 2002, \$28.3 million of PMTF funding was allocated to transit systems in Indiana.

Electric Rail Service Fund

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

In 2002, \$135,989 was allocated from the ERSF.

Commuter Rail Service Fund

The Commuter Rail Service Fund (CRSF) is a special state fund that receives 0.14 percent of the state's general sales and use tax revenue. Funds are distributed to commuter transportation districts established under I.C. 8-5-15. Funds must be used for the maintenance, improvement, and operation of commuter rail service. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

In 2002, the CRSF provided \$13,571,588 in funding.

2002 PUBLIC TRANSIT HIGHLIGHTS

INDOT Public Transit Section

- The PTS awarded \$28.3 million on state Public Mass Transportation Funds (PMTF) to 48 transit systems.
- The PTS awarded over \$7 million in federal Section 5311 funds to 33 rural transit systems to offset operating and capital expenses.
- The PTS awarded \$2.2 million in Section 5310 grants to 45 agencies.
- The PTS transferred \$1.4 million in Surface Transportation Funds (STP) from the Federal Highway Administration to local transit systems. These funds were used to purchase passenger shelters in Indianapolis, and provide additional operating assistance to Bloomington, Elkhart and Goshen.
- The Public Transit Section transferred more than \$4.9 million in Congestion Mitigation and Air Quality (CMAQ) funds from the Federal Highway Administration to the Federal Transit Administration. These funds were used for such projects as a fare reduction Program in South Bend; an Ozone Action Day Transit Half-Fare program in Indianapolis; new rail cars for the Northern Indiana Commuter Transportation District, and transit buses in Gary. The CMAQ program funds projects that will improve air quality and/or mitigate road congestion in urban areas not in attainment of federal air quality standards.
- Conducted annual workshops for Sections 5310 (specialized) applicants and 5311 (rural transit) grantees.
- Continued to conduct Section 5310 and 5311 grantee compliance reviews.

Indiana RTAP Highlights

The mission of the Indiana Rural Transit Assistance Program (RTAP) is to identify and disseminate resources necessary to provide safe and accessible rural and specialized transportation in Indiana through: high quality training, technical assistance and research.

Training

- 78 sessions for 1,286 participants

- Initiated RTAP Master Driver Award for drivers who participate in five (5) RTAP training classes; awarded nine patches at the Indiana Roadeo: all drivers from VanGo and ACCESS Johnson County.
- Provided 15 scholarships (including INDOT & INCOST conference speakers)
- Back by popular demand were regional workshops: Dispatcher roundtables, Braun lift maintenance training, insurance & drug/alcohol.
- New this year was a Rural Manager Leadership Seminar in conjunction with Illinois RTAC in Champaign, IL (20 from Indiana participated).
- Sponsored study session & test for CTAA Certified Community Transit Manager. Three new CCTM's Melody Skinner, Julie Schafer & Beth McCoy. Chuck Kidwell received his CCTM certification in April and assisted with the study session.
- Provided two training sessions at national CTAA Expo in Texas.
- Served on planning committee for TRB Rural & Intercity Conference in Ohio.

Technical Assistance

- Updated website. More Technical Assistance via e-mail, including e-notices of training and news items.
- Received APTA 2002 AdWheel Award Grand Prize in the Campaign Category for our Your Ride is Here statewide campaign.
- Community Transportation Initiative Academy graduated four teams: Southern Indiana (11 county region), Posey County, Wayne County & Bartholomew County.
- Assisted with statewide Roadeo again this year. Winner, Larry Christman (ColumBus Transit), placed 3rd in the van category at the national Roadeo in Austin. Also helped two agencies stage their own.
- Facilitated the implementation of a statewide contract for Third Party Administrators for the drug & alcohol compliance program.
- RTAP receive a certificate of appreciation from Ride Solution Public Transit System.

Peer Group Comparisons

SECTION TWO

PEER GROUP COMPARISONS

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

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

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

Each profile contains background information about the peer group that includes the individual system names, the areas served by each system in the group, and the population of each service area. A comparison table also provides ridership and vehicle mile totals for 2001 and 2002 and exhibits the percent change between the two years.

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

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

Group One: Large Fixed Route Systems

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

The eight transit systems in Group One provide service to more than 1.7 million Indiana residents, approximately 29 percent of state's population. The populations of the service areas served by Group One systems range from 67,430 in Muncie to 904,219 in Indianapolis.

System	System Name	Service Area	Service Area Population
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	69,291
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	121,582
Fort Wayne	Citilink	Fort Wayne Metropolitan Area	218,133
Gary	Gary Public Transportation Corporation	Gary City Limits and Selected Corridors	102,746
Indianapolis	IndyGo	Indianapolis Metropolitan Area	904,219
Lafayette	CityBus	Lafayette, West Lafayette Metropolitan Area, & Purdue Campus	123,046
Muncie	Muncie Indiana Transit System	Fixed Route/City Limits - Demand Response/City Limits	67,430
South Bend	South Bend Public Transportation Corporation	South Bend & Mishawaka Metropolitan Area	154,346
Total			1,760,793
Total Indiana Population			6,080,485
Percent of Indiana Population			29%

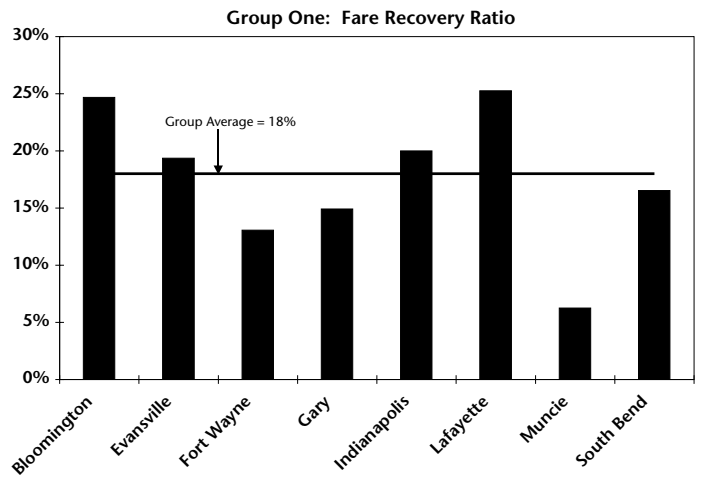
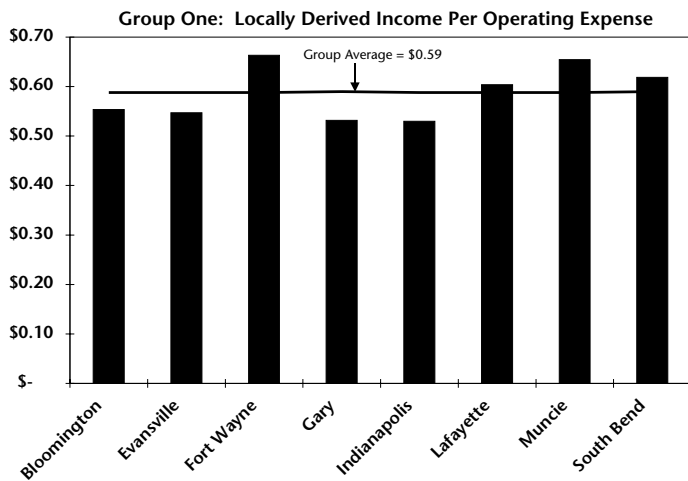
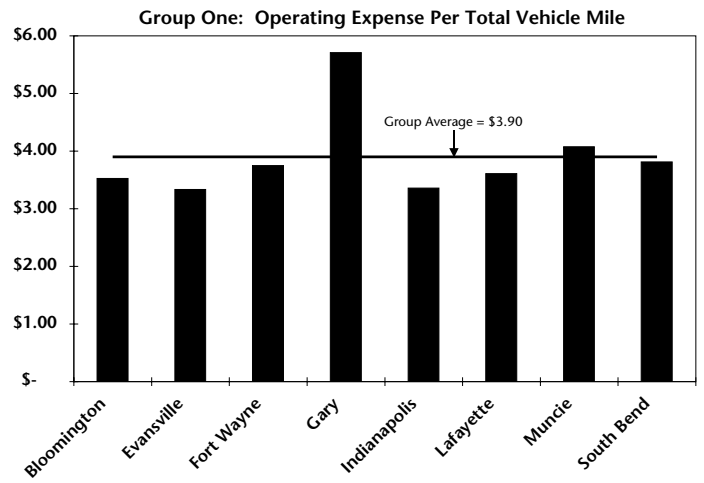
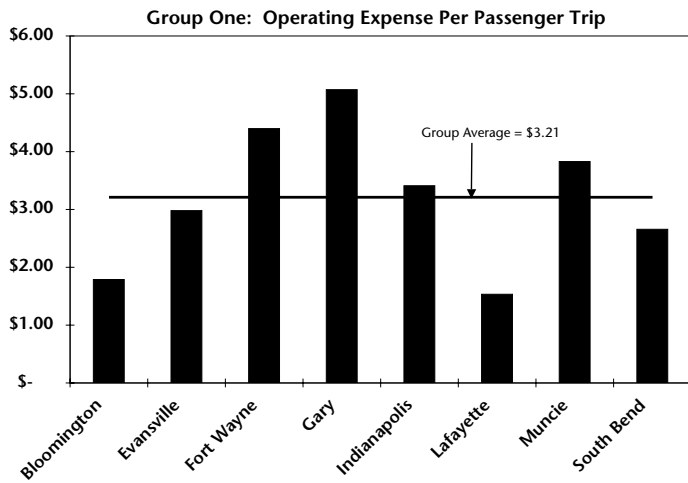
In 2002, Group One transit systems provided more than 24 million passenger trips. Total ridership for the Group One systems decreased 1.14 percent in 2002. One half of the systems had ridership increases between one percent and thirteen percent. While half had ridership decreases between four percent and twenty-five percent. Ridership among Group One systems ranged from 1.3 million trips to 10.2 million trips.

The total vehicle miles operated by Group One transit systems decreased in 2002. Total vehicle miles decreased by one and one-half percent, from 20.5 million miles in 2001 to 20.2 million miles in 2002. The decrease in miles ranged from 6.99 percent to 25.79 percent. Six of the eight systems operated more total vehicle miles this year. In 2002, total vehicle miles for the group ranged between 1.0 and 10.4 million. Four of the systems operated less than 1.5 million miles during the year.

System	Total Ridership			Total Vehicle Miles		
	2002	2001	Percent Change	2002	2001	Percent Change
Bloomington	1,993,675	1,959,807	1.73%	1,010,652	978,683	3.27%
Evansville	1,562,278	1,514,121	3.18%	1,396,805	1,501,768	-6.99%
Fort Wayne	1,438,431	1,420,822	1.24%	1,687,641	1,635,549	3.18%
Gary	1,304,092	1,739,696	-25.04%	1,158,607	1,561,296	-25.79%
Indianapolis	10,247,493	10,389,510	-1.37%	10,386,718	10,303,872	0.80%
Lafayette	3,578,716	3,182,325	12.46%	1,519,857	1,515,408	0.29%
Muncie	1,313,964	1,385,850	-5.19%	1,233,142	1,217,744	1.26%
South Bend	2,627,101	2,751,039	-4.51%	1,831,001	1,818,365	0.69%
Total	24,065,750	24,343,170	-1.14%	20,224,423	20,532,685	-1.50%

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2002, the average operating expense per passenger trip for Group One systems was \$3.21. The cost per trip varied from \$1.53 to \$5.07. Among the urban systems, the average operating expense per vehicle mile was \$3.90 in 2002. The individual systems' cost per mile ranged from \$3.33 to \$5.71.

In 2002, the ratio of locally derived income to operating expense varied from \$0.53 to \$0.66. This means that for every dollar of expense, between \$0.53 and \$0.66 of revenue came from local sources such as fares, charter revenue, and local assistance. Similarly, the fare recovery ratio measures the amount of the total operating expense that is covered by the passenger fares. Among the urban systems, the average fare recovery ratio was 18 percent while the individual systems' actual fare recovery ratios ranged from 6 percent to 20 percent.



Group Two: Small Fixed Route Systems

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

The nine transit systems in Group Two provide service to more than 471,000 Indiana residents, approximately eight percent of the state's population. The sizes of the service area populations range from 31,320 to 88,185. The average service area population served by Group Two systems is 52,338.

System	System Name	Service Area	Service Area Population
Anderson	City of Anderson Transit System	Anderson City Limits	59,734
Columbus	Columbus Transit	Columbus City Limits	39,059
East Chicago	East Chicago Public Transit	East Chicago City Limits	32,414
Hammond	Hammond Transit System	Hammond, Whiting, and adjacent areas of Illinois & Indiana	88,185
Marion	Marion Transportation System	Marion City Limits, plus hourly service to Gas City and Jonesboro	31,320
Michigan City	Michigan City Municipal Coach Service	Michigan City Limits and Trail Creek	32,900
Richmond	Rose View Transit & Paratransit System	Richmond City Limits	39,124
Southern Indiana	Transit Authority of River City	New Albany, Clarksville, and Jeffersonville City Limits	86,365
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute City Limits and West Terre Haute	61,944
Total			471,045
Total Indiana Population			6,080,485
Percent of Indiana Population			8%

In 2002, Group Two systems provided more than 2.2 million trips. Total ridership for the Group Two systems decreased in 2002. Overall, total ridership decreased 4.32 percent while six of the systems decreased between 5.89 and 10.56 percent. Only two of the systems had increases ranging between one-half and eight percent. Ridership on Group Two systems ranged from 137,035 to 339,711 in 2002.

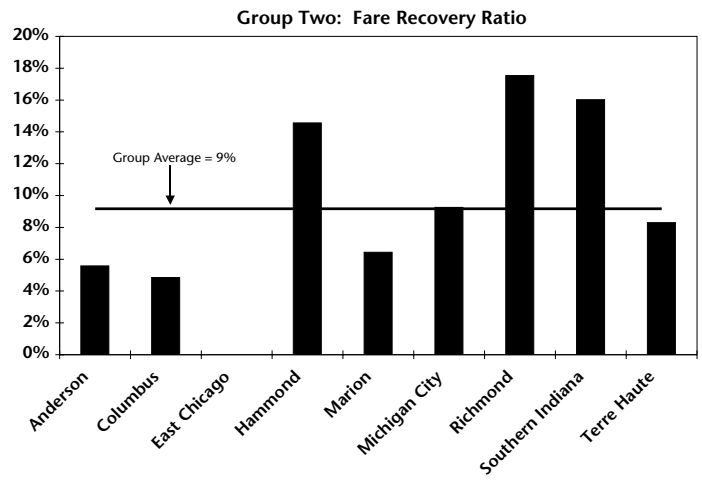
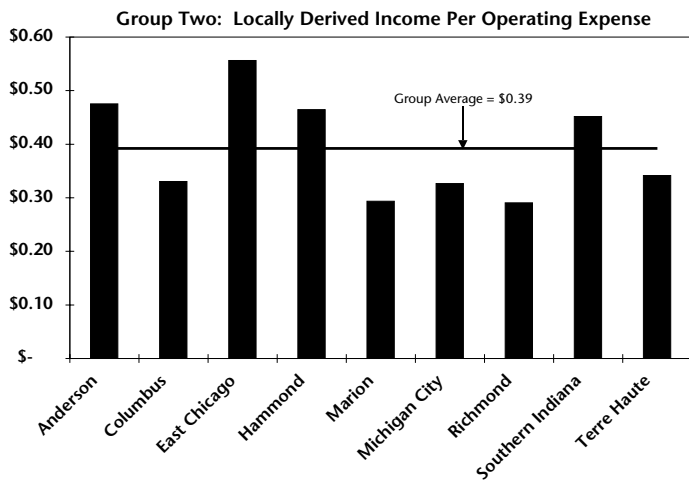
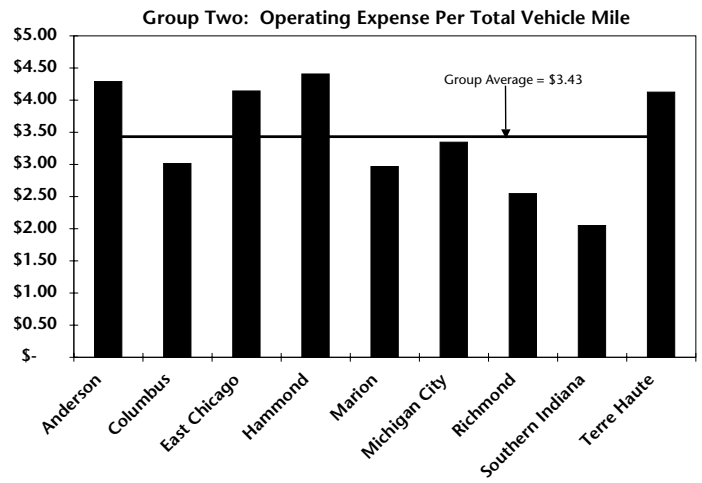
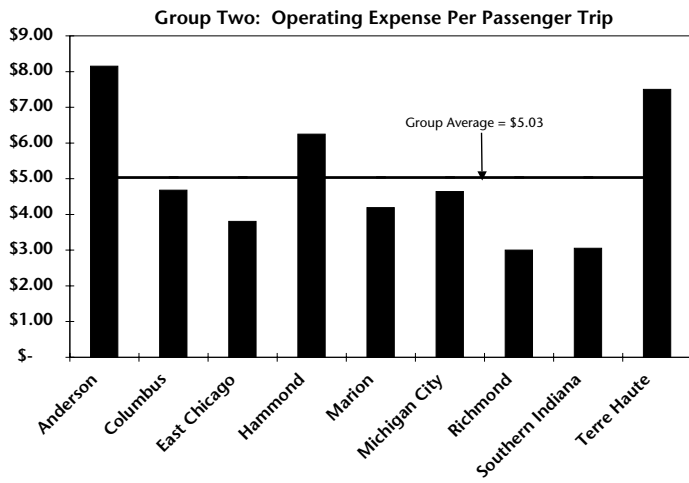
In 2002, Group Two systems operated approximately 3.2 million vehicles miles, nearly five percent less miles than 2001. Six out of nine systems in Group Two operated more miles and provided more trips in 2002. The number of total vehicle miles operated by a Group Two system varied from 193,534 to 548,792 and the average number of vehicle miles was 353,699.

System	Total Ridership			Total Vehicle Miles		
	2002	2001	Percent Change	2001	2002	Percent Change
Anderson	258,640	274,823	-5.89%	491,140	504,426	-2.63%
Columbus	170,912	185,525	-7.88%	265,510	264,750	0.29%
East Chicago	279,430	260,228	7.38%	256,816	236,293	8.69%
Hammond	339,711	364,612	-6.83%	481,862	463,344	4.00%
Marion	137,035	145,638	-5.91%	193,534	191,595	1.01%
Michigan City	184,940	198,339	-6.76%	256,579	256,620	-0.02%
Richmond	335,894	333,431	0.74%	395,631	352,782	12.15%
Southern Indiana	368,431	411,934	-10.56%	548,792	789,762	-30.51%
Terre Haute	161,346	162,870	-0.94%	293,430	287,542	2.05%
Total	2,236,339	2,337,400	-4.32%	3,183,294	3,347,114	-4.89%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2002, the average operating expense per passenger trip among Group Two systems was \$5.03. The cost per trip varied from \$3.00 to \$8.15. The average operating cost per mile was \$3.43, with actual costs ranging from \$2.05 to \$4.41 per mile.

In 2002, all of the Group Two systems covered approximately 23 percent of their operating expenses with locally derived income. For each

dollar of expense, an average of \$0.39 came from local financial sources such as passenger fares, charter revenue, levy revenue, and local cash grants among others. The locally derived income per operating expense ranged from \$0.29 to \$0.56. On average, the systems covered nine percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from five to eighteen percent (note: East Chicago does not charge a passenger fare, thus does not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

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

The Group Three systems serve approximately 447,557 people. The combined service area

populations provide service to approximately seven percent of the state's population. The average service area population for Group Three systems is 111,889. Although Elkhart and Goshen operate separate transit systems, the two cities are defined as one metropolitan area with a combined population of 81,257.

System	System Name	Service Area	Service Area Population
Elkhart	Heart City Rider/The Bus	City of Elkhart	51,874
Goshen	Goshen Transit	City of Goshen and contiguous area	29,383
Kokomo	First City Rider/Kokomo Senior Citizen Bus Service	City of Kokomo	46,113
LCEOC	LCEOC Transaction	Lake and Porter Counties	320,187
Total			447,557
Total Indiana Population			6,080,485
Percent of Indiana Population			7%

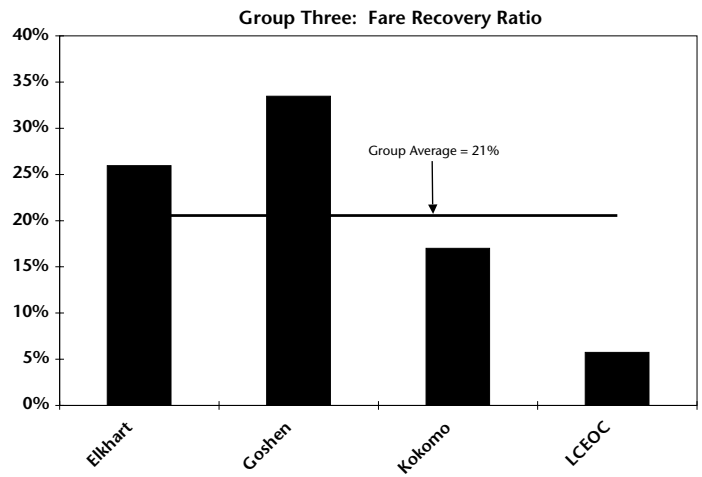
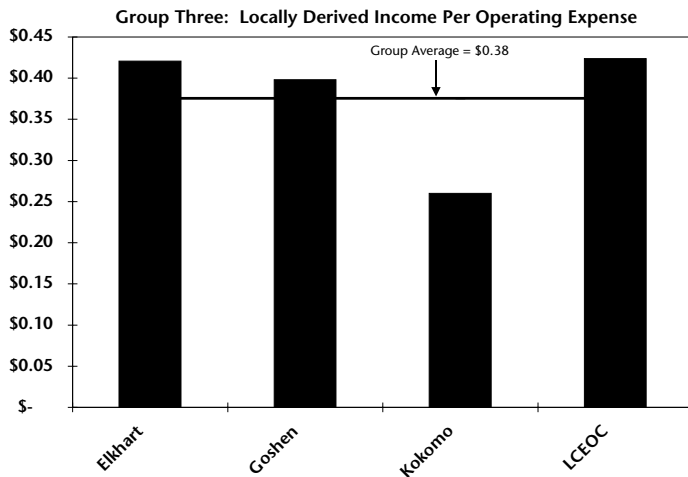
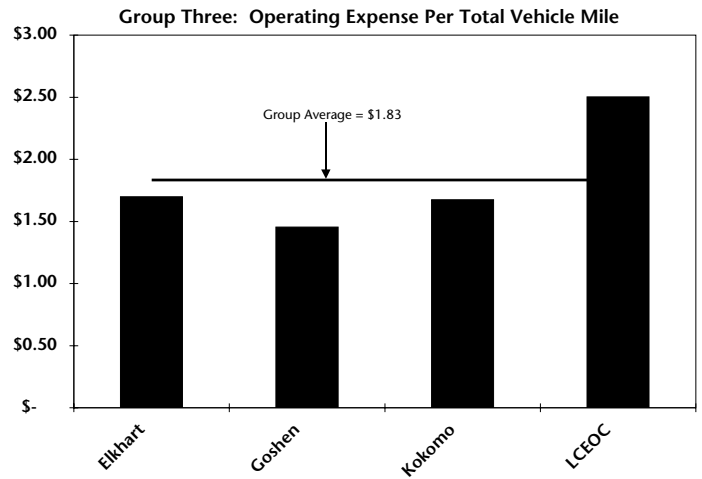
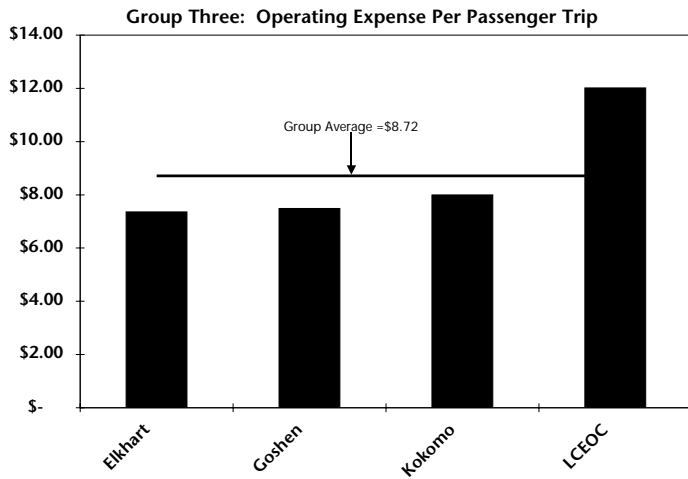
In FY 2002, Group Three systems provided 508,359 passenger trips, an decrease of nearly five percent from 2001. Three of the systems had ridership increases ranging between 1.50 and 9.30 percent. Ridership on Group Three systems ranged from 20,603 to 243,224 in 2002.

In 2002, Group Three systems operated more than 2.3 million vehicle miles. One half of the systems had ridership increases and one half experienced decreases. In total, vehicle miles for Group Three decreased 1.89 percent. The systems operated between 106,017 miles and 1,053,320 miles in 2002.

System	Total Ridership			Total Vehicle Miles		
	2002	2001	Percent Change	2002	2001	Percent Change
Elkhart	243,224	222,530	9.30%	1,053,320	982,439	7.21%
Goshen	20,603	19,052	8.14%	106,017	117,934	-10.10%
Kokomo	97,473	96,028	1.50%	465,617	330,296	40.97%
LCEOC	147,059	197,199	-25.43%	705,925	945,227	-25.32%
Total	508,359	534,809	-4.95%	2,330,879	2,375,896	-1.89%

The Group Three systems had an average cost per passenger trip of \$8.72 in 2002. The cost per trip decreased approximately 4.4 percent from 2001. In 2002, the cost per trip for individual systems varied from \$7.36 to \$12.01. It cost an average of \$1.83 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.46 to \$2.50.

Through local means of generating income, the Group Three systems covered an average of \$0.38 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.26 and \$0.42 for each dollar of expense. Considering fare revenue alone, the systems recovered between 6 percent and 33 percent of system expenses through passenger fares, with an average fare recovery of 21 percent.



Group Four: Rural Demand Response Systems

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

The 31 systems in Group Four serve more than 1.4 million people. This represents 23 percent of the state's population. The average service area population is 45,239. The size of the individual service areas is between 4,567 and 119,025 people.

System	System Name	Service Area	Service Area Population
Bedford	Transit Authority of Stone City	Bedford City Limits	13,768
Cass County	Cass Area Transit	Cass County and City of Logansport	40,930
Franklin County	Franklin County Public Transportation	Franklin County	22,151
Fayette County	Fayette County Transit	Fayette County	25,588
Fulton County	Fulton County Transpo	Fulton County	20,511
Hendricks County	LINK Hendricks County	Hendricks County	104,093
Huntingburg	Huntingburg Transit System	Huntingburg City Limits	5,598
Huntington County	Huntington Area Transportation	Huntington County	38,075
Jay/Randolph/Delaware	The New InterUrban Public Transit System	Delaware, Jay and Randolph Counties (except Muncie)	100,546
Johnson County	ACCESS Johnson County	Johnson County	64,048
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke, and White Counties	107,187
Knox County	Van-Go	Knox County	39,256
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	74,057
LaPorte	TransPorte	LaPorte City limits and one-quarter mile fringe	21,621
Madison County	Transportation for Rural Areas of Madison	Madison County except Anderson	73,624
Miami County	Miami Co. YMCA	Miami County	36,082
Mitchell	Mitchell Transit System	Mitchell City Limits	4,567
Monroe County	Rural Transit	Monroe, Owen and Lawrence Counties	100,645
New Castle	New Castle Community Transit System	New Castle City Limits	17,780
Noble County	Noble Transit System	Noble County	46,275
Noblesville	Janus Developmental Service Inc.	Noblesville City Limits	28,590
Orange County	Orange County Transit Services	Orange County	19,306
Plymouth	Rock City Rider	City of Plymouth	9,840
Seymour	Seymour Transit (Recycle to Ride)	City of Seymour	18,101
SIDC	Ride Solution	Daviess, Greene, Martin, Pike & Sullivan Counties	96,554
SIRPC	Catch-A-Ride	Dearborn, Ripley, Jefferson, Ohio and Switzerland Counties	119,025
SITS	Southern Indiana Transit	Crawford, Harrison, Scott and Washington Counties	95,251
Union County	Union County Transit Service	Union County with trips to Richmond and Connersville	7,349
Wabash County	Wabash County Transit	Wabash County	34,960
Washington	Washington Transit System	Washington City Limits	11,380
Waveland	Waveland Volunteer Transportation System	Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland	5,642
Total			1,402,400
Total Indiana Population			6,080,485
Percent of Indiana Population			23%

In 2002, the systems in Group Four provided 1.4 million trips, an increase of approximately 13 percent over the 2001 total. The primary cause for this increase was the addition of five new transit systems in 2002. The new systems contributed an additional 150,937 passenger trips during the year. The new transit systems were responsible for 10.50 percent of the peer group's increased ridership. Of the already existing systems, 14 systems had decreased ridership between 1 percent and 30 percent while 12 systems had increased ridership between 2 percent and 36 percent. The average number of trips provided by a Group Four system was 46,381.

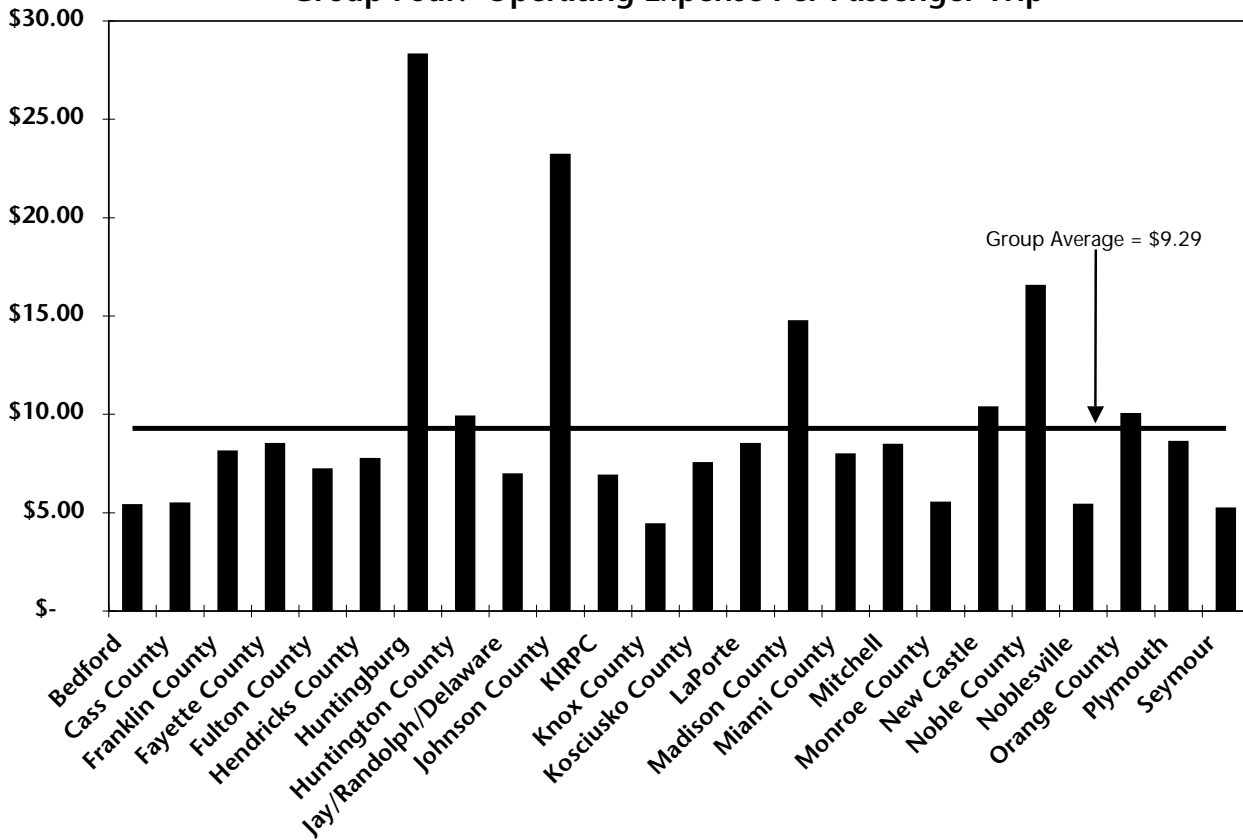
The average number of trips provided by a Group Four system was 46,381. Similar to the increase in the number of passenger trips, Group Four systems operated more miles in 2002. The systems operated 7.0 million vehicle miles in 2002, an increase of nearly 3 percent. The five new systems operated 843,712 miles and were responsible for 12 percent of the total vehicle miles for this peer group. Eleven existing systems operated more miles, while fifteen operated fewer miles. The number of vehicle miles operated by Group Four systems ranged from 6,861 to 852,406.

System	Total Ridership			Total Vehicle Miles		
	2002	2001	Percent Change	2002	2001	Percent Change
Bedford	76,500	62,494	22.41%	80,710	75,275	7.22%
Cass County	134,766	127,840	5.42%	454,324	466,203	-2.55%
Franklin County	46,022	45,101	2.04%	356,233	335,334	6.23%
Fayette County	16,861	-	-	108,636	-	-
Fulton County	19,048	16,154	17.92%	103,872	72,859	42.57%
Hendricks County	28,899	-	-	139,822	-	-
Huntingburg	2,706	2,800	-3.36%	7,192	6,578	9.33%
Huntington County	19,805	14,547	36.14%	128,626	65,977	94.96%
Jay/Randolph/Delaware	62,090	-	-	444,849	-	-
Johnson County	27,351	39,317	-30.43%	328,105	374,374	-12.36%
KIRPC	164,993	169,349	-2.57%	720,160	749,258	-3.88%
Knox County	58,824	56,889	3.40%	169,171	167,026	1.28%
Kosciusko County	81,359	73,521	10.66%	206,623	211,419	-2.27%
LaPorte	56,334	56,441	-0.19%	143,331	154,822	-7.42%
Madison County	14,544	17,408	-16.45%	174,346	204,509	-14.75%
Miami County	23,679	-	-	101,489	-	-
Mitchell	11,347	13,899	-18.36%	17,052	19,619	-13.08%
Monroe County	159,460	148,837	7.14%	470,944	619,111	-23.93%
New Castle	32,159	35,902	-10.43%	41,416	42,290	-2.07%
Noble County	11,430	10,303	10.94%	161,385	133,226	21.14%
Noblesville	19,408	-	-	48,916	-	-
Orange County	22,202	26,249	-15.42%	289,526	207,341	39.64%
Plymouth	2,035	2,452	-17.01%	6,861	9,733	-29.51%
Seymour	27,032	24,705	9.42%	57,295	56,492	1.42%
SIDC	79,092	66,041	19.76%	852,406	898,792	-5.16%
SIRPC	117,404	107,049	9.67%	741,911	712,432	4.14%
SITS	50,686	70,107	-27.70%	273,335	852,852	-67.95%
Union County	32,056	38,220	-16.13%	183,062	169,038	8.30%
Wabash County	17,055	20,067	-15.01%	155,194	161,487	-3.90%
Washington	10,255	11,814	-13.20%	29,789	30,459	-2.20%
Waveland	12,422	13,901	-10.64%	25,247	33,001	-23.50%
Total	1,437,824	1,271,407	13.09%	7,021,828	6,829,507	2.82%

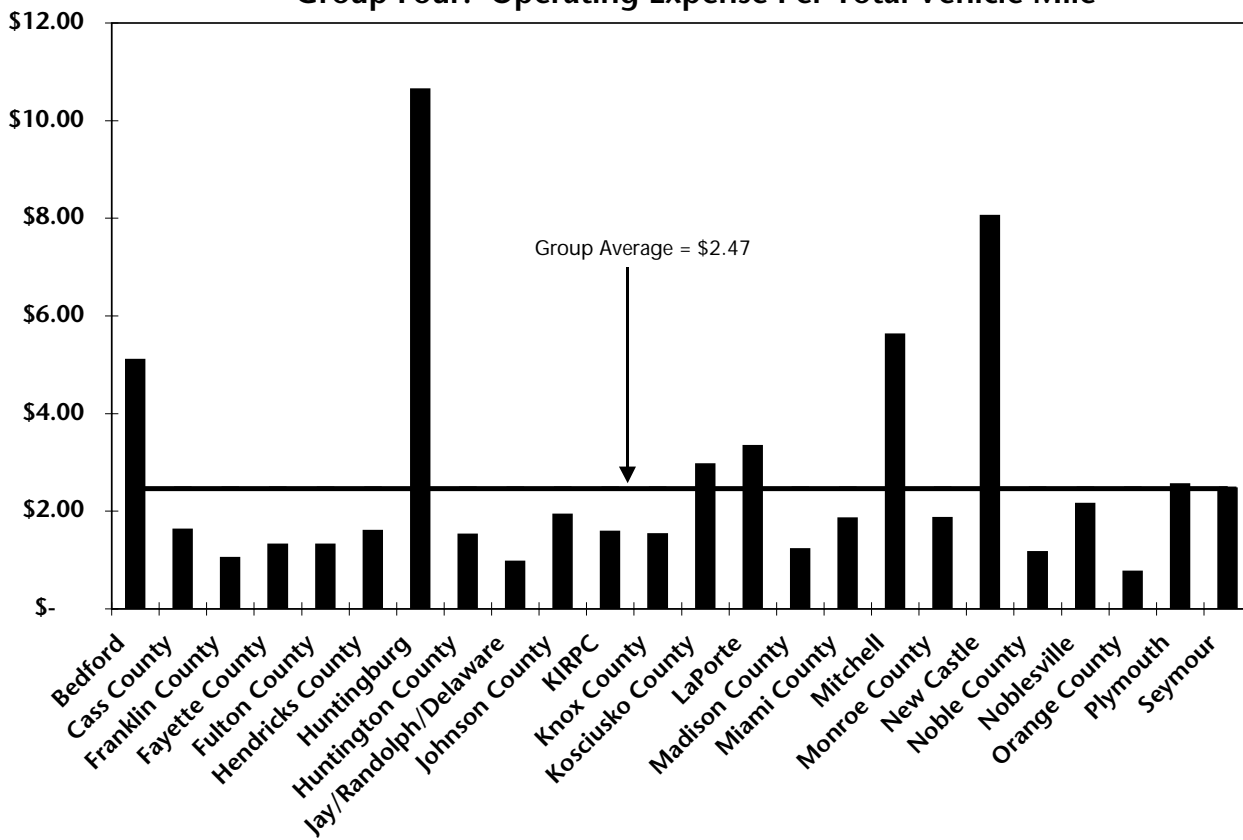
The majority of Group Four systems had an operating cost per passenger trip that was less than \$9.00. However, the cost per trip ranged from \$4.41 to \$28.30 creating an average cost per trip of \$9.29. The average operating expense per vehicle mile was \$2.47. The actual cost per mile ranged from less than a dollar to nearly eleven dollars.

The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied within a range of \$0.42 among the systems. While the average was \$0.47 for each dollar of expense, the individual systems generated between \$0.27 and \$0.69 at the local level. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between one percent and twenty-six percent of system expenses. The average fare recovery ratio was 11 percent.

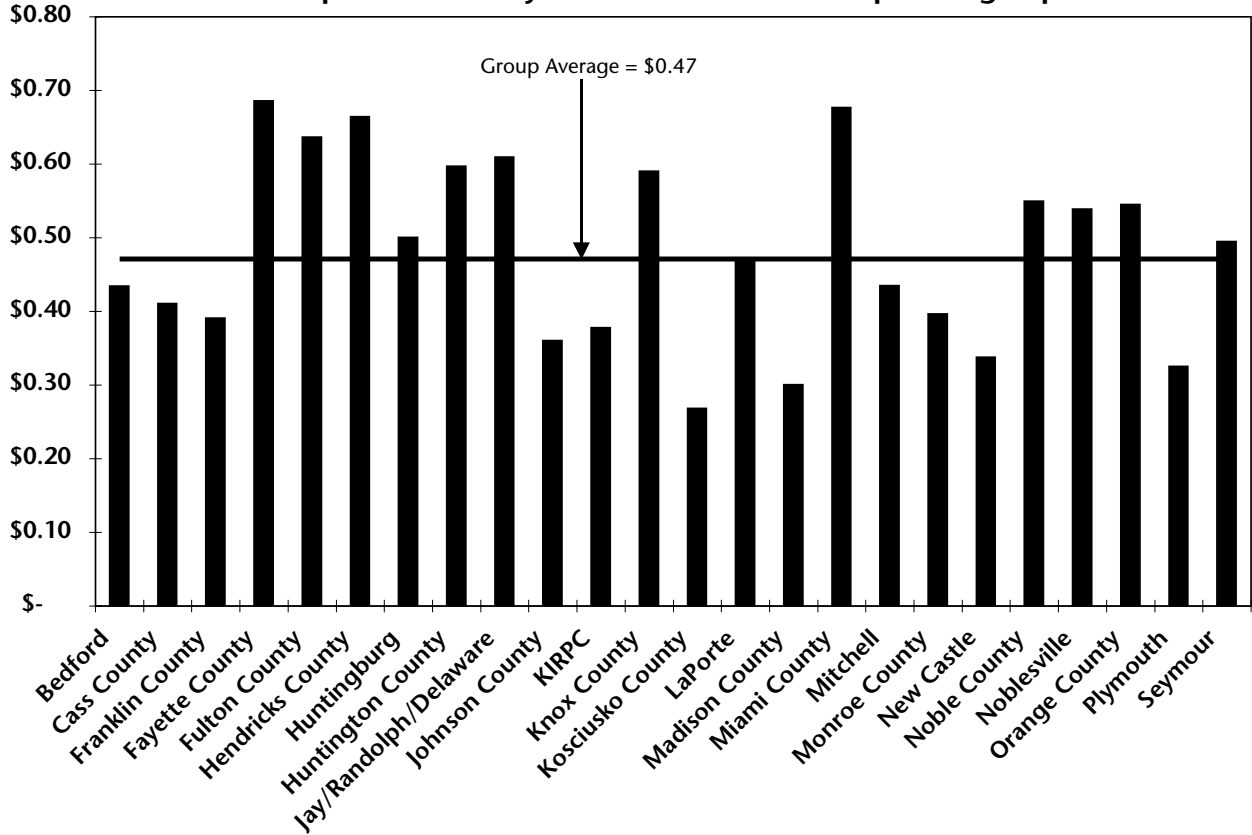
Group Four: Operating Expense Per Passenger Trip



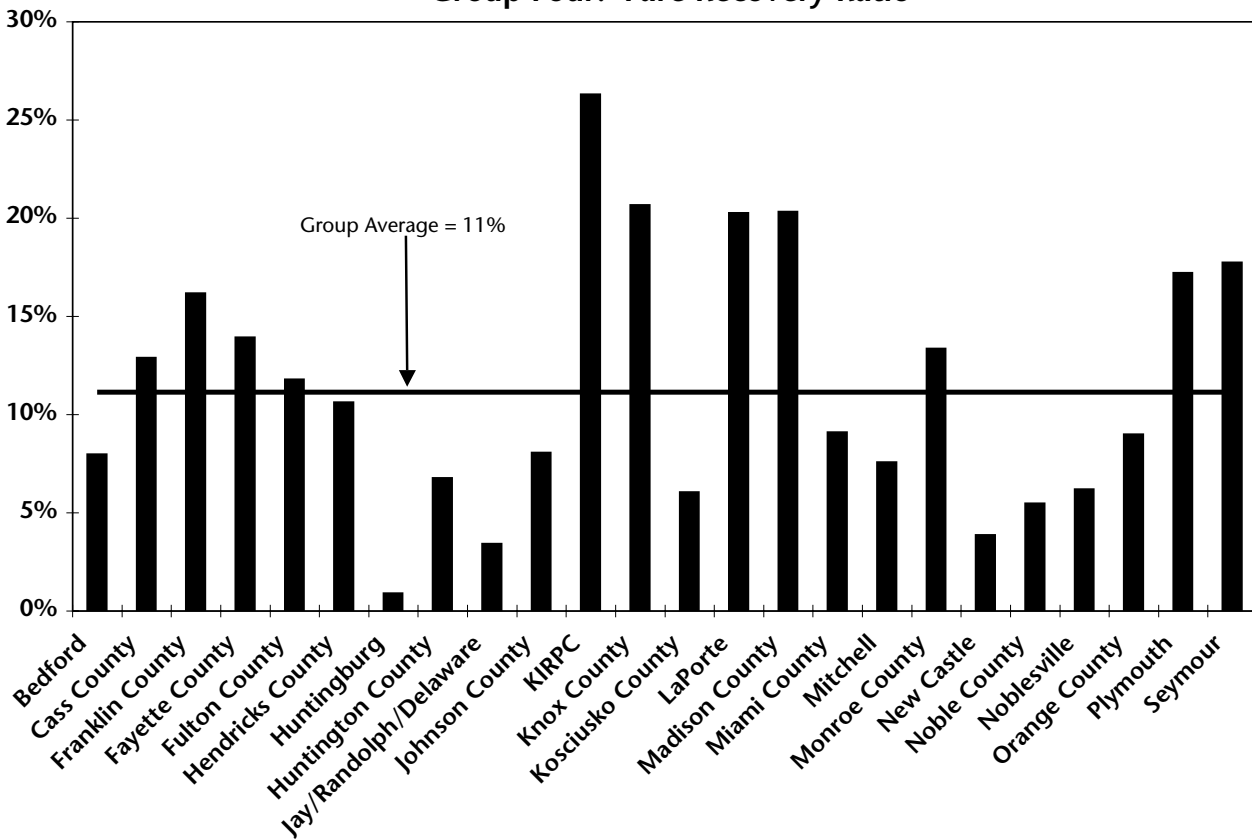
Group Four: Operating Expense Per Total Vehicle Mile



Group Four: Locally Derived Income Per Operating Expense



Group Four: Fare Recovery Ratio



Northern Indiana Commuter Transportation District

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

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

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

System	System Name	Service Area	Service Area Population
NICTD	Northern Indiana Commuter Transportation District	Rail Corridor between South Bend, IN & Chicago, IL	163,611 (estimated)
Total			163,611 (estimated)
Total Indiana Population			6,080,485
Percent of Indiana Population			3%

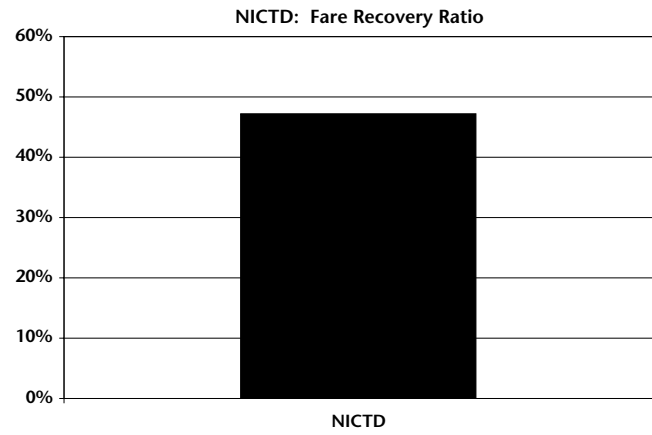
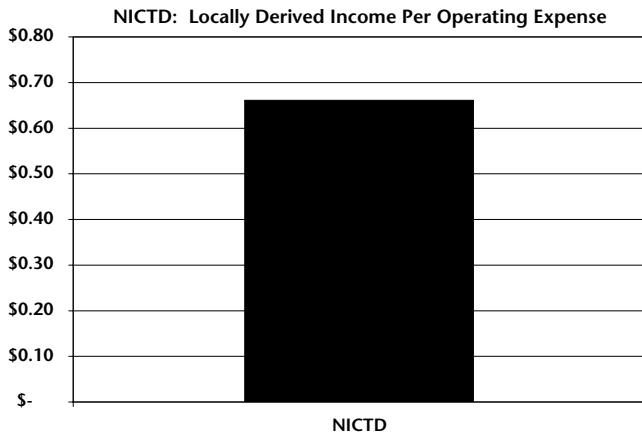
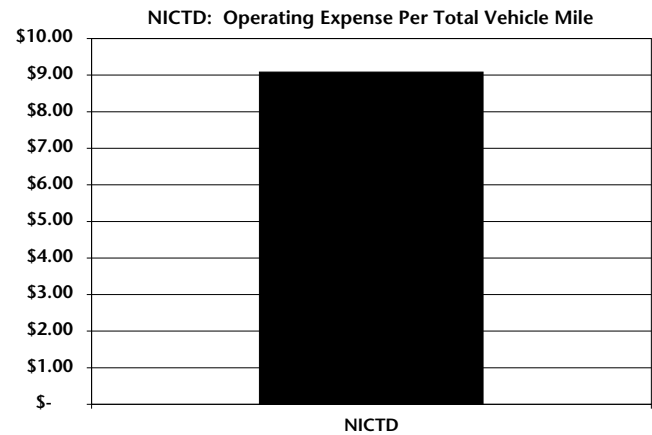
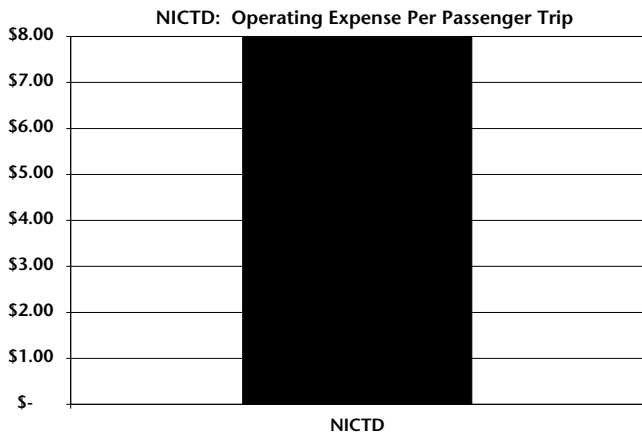
NICTD ridership levels decreased in 2002. NICTD provided nearly 3.6 million trips in 2002, a decrease of 4.8 percent since 2001. Total vehicle miles

increased from 3.1 million miles in 2001 to 3.2 million miles in 2002. This represents a slight increase of one half of a percent.

System	Total Ridership			Total Vehicle Miles		
	2001	2002	Percent Change	2001	2002	Percent Change
NICTD	3,771,633	3,590,060	-4.81%	3,138,919	3,154,243	0.49%
Total	3,771,633	3,590,060	-4.81%	3,138,919	3,154,243	0.49%

In 2002, NICTD's operating expense per passenger trip was \$7.98 while the operating cost per mile was \$9.08. Due to high passenger revenue and local assistance, NICTD covered \$0.66 of each dollar of

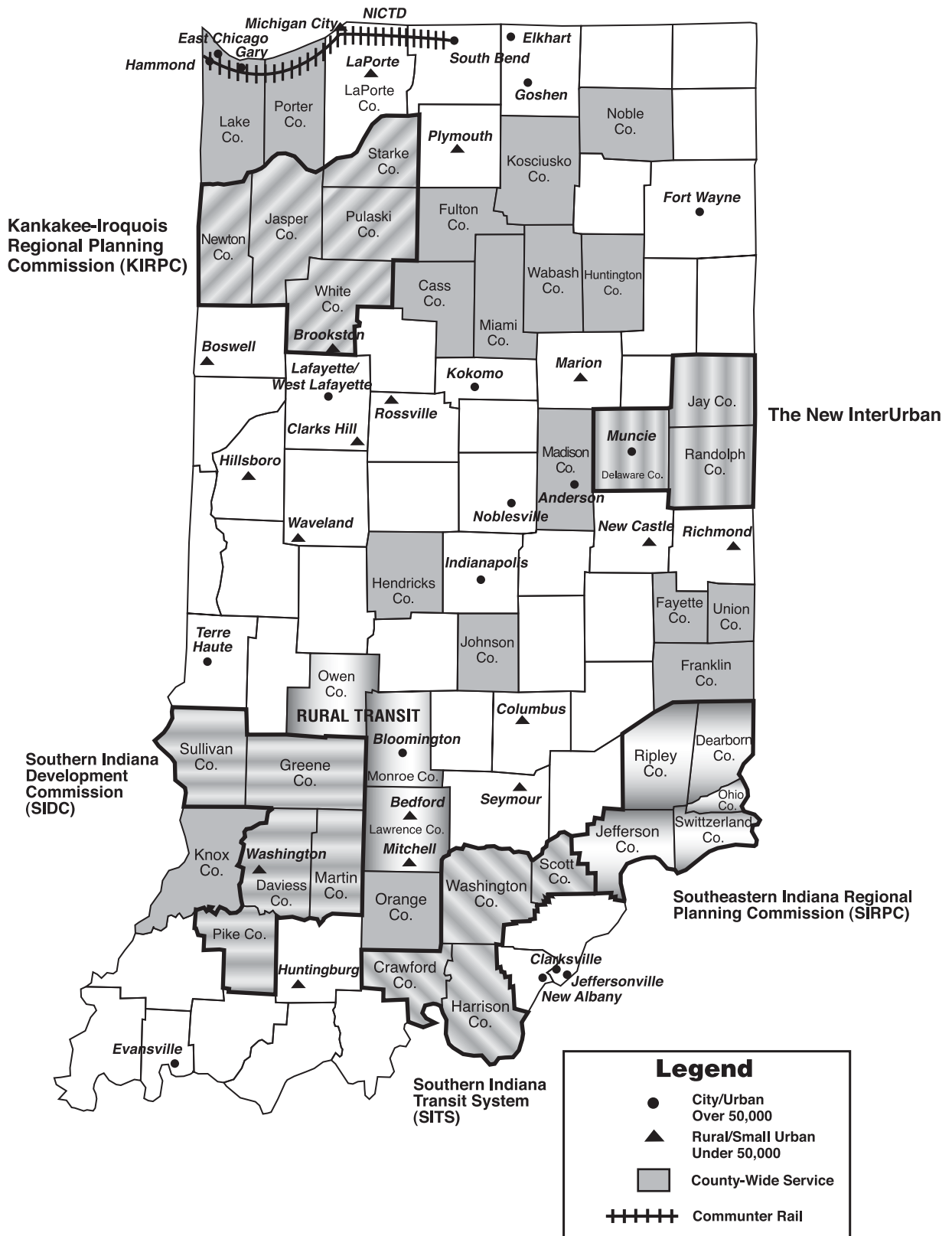
operating expense through local sources. Similarly, NICTD recovered 47 percent of its expenses through fare revenue alone.



Transit System Pages

SECTION THREE

2002 PUBLIC TRANSIT SYSTEMS IN INDIANA





Anderson

530 Baxter Road
 Anderson, IN 46011
 (765) 648-6163 Fax (765) 648-5926
 Contact: Jim Haberek, Planner
 email: jhaberek@cityofanderson.com website: www.cityofanderson.com/CATS/

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Anderson City Limits
Service Population	59,734

Service Hours

Weekday	6:00 am - 11:30 pm
Saturday	9:00 am - 11:30 pm
Sunday	No Service

Fare Structure

Base	\$0.50
Youth	\$0.50
Elderly/Disabled	\$0.25
Transfer	Free
Other/Special	

Pass \$18.00/Month; Shop and Ride Pass: 1 ride free with purchase; Evening Service Monthly Pass \$10.00/Month. Nifty-lift Demand Response \$1.00/Ride; Preschool free

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	17	8
Maintenance	5	2
Administration	8	0
Total	<u>30</u>	<u>10</u>

Operation Characteristics

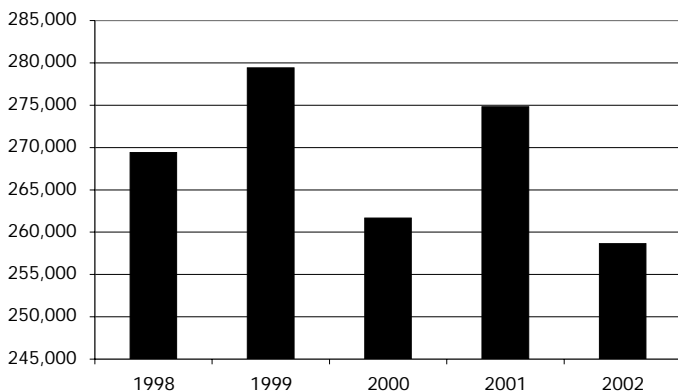
Revenue Vehicles	16
Peak Hour Fleet	12
Base Fleet	11
Fuel Consumption (gal)	71,194

Ridership Trends

1998	269,404
1999	279,413
2000	261,665
2001	274,823
2002	258,640

2002 Highlights

System Ridership Trend



City of Anderson Transit System

Group 2

Operating Expense Summary

Operator Salaries/Wages	\$758,608
Other Salaries/Wages	\$420,923
Fringe	\$544,800
Services	\$100,966
Materials and Supplies	\$166,531
Utilities	\$19,450
Casualty/Liability	\$92,765
Purchased Transportation	\$0
Other	\$3,440
Total	<u>\$2,107,483</u>
Fixed Route Expenses	\$1,580,541
Demand Response Expenses	\$526,942

Revenue Summary

Fare Revenue	\$117,527
Charter/Other	\$8,929
Contra & Other Fed/State	\$26,105
Local Assistance	\$874,991
State Assistance	\$366,580
Federal Assistance	\$713,351
Total	<u>\$2,107,483</u>

Legislative District

Indiana Senate	25
Indiana House	36, 37
U.S. Congressional	6

Productivity

Total Passenger Boardings	258,640
Total Vehicle Miles	491,140
Revenue Vehicle Miles	476,158
Revenue Vehicle Hours	38,144

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.29
Operating Expense per Passenger Trip	\$8.15
Passenger Trips per Total Vehicle Mile	0.53
Passenger Trips per Capita	4.33

Financial Performance

Operating Subsidy	\$1,954,922
Operating Subsidy Ratio	93%
Locally Derived Income	\$1,001,447
Locally Derived Income Per Operating Expense	\$0.48
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
6	1996	Thomas	Yes	28+2wc	Diesel
1	1997	Thomas	Yes	28+2wc	Diesel
1	2000	EVI	Yes	22+2wc	Electric
2	2000	Ford	Yes	10+2wc	Diesel
1	2000	Ford	Yes	16+2wc	Diesel
1	2001	Ford	Yes	16+2wc	Diesel
4	2002	Ford	Yes	16+2wc	Diesel



Bedford

1102 16th Street
 Bedford, IN 47421
 (812) 275-1632 Fax (812) 275-1659
 Contact: Myra Wilson, Transportation Director
 email: myra@bedford.in.us

General Information

Type of Service Point Deviated Fixed Route
Service Area Bedford City Limits
Service Population 13,768

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$0.75
Youth \$0.75
Elderly/Disabled \$0.50
Transfer Free
Other/Special
 Token \$6.00/10 Rides. Token for Elderly \$4.00/10 Rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	2
Maintenance	0	1
Administration	0	2
Total	<u>3</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	4
Peak Hour Fleet	3
Base Fleet	2
Fuel Consumption (gal)	14,674

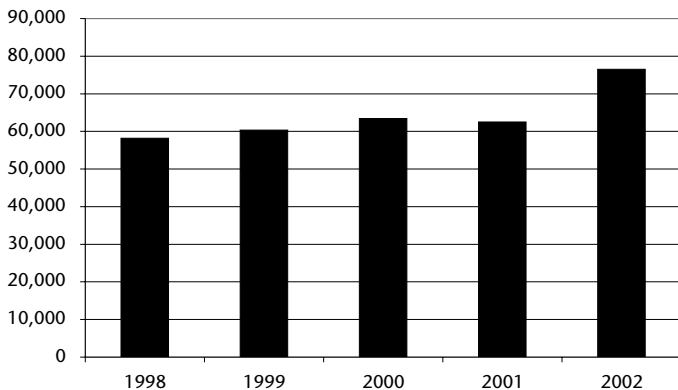
Ridership Trends

1998	58,194
1999	60,373
2000	63,413
2001	62,494
2002	76,500

2002 Highlights

- Transit Authority of Stone City celebrated their 20th anniversary with a weeklong celebration, which included free rides for the entire week. The bus services debuted September 27, 1982 and since then has provided service for nearly 1 million passengers.
- Ridership increase from the previous year (2001) by 22.41% for a total passenger boarding count of 76,500.

System Ridership Trend



Transit Authority of Stone City

Group
4

Legislative District

Indiana Senate 44
Indiana House 62, 65
U.S. Congressional 4

Operating Expense Summary

Operator Salaries/Wages	\$205,908
Other Salaries/Wages	\$41,837
Fringe	\$92,438
Services	\$18,886
Materials and Supplies	\$23,655
Utilities	\$6,462
Casualty/Liability	\$17,000
Purchased Transportation	\$0
Other	\$5,914
Total	\$412,100
Fixed Route Expenses	\$0
Demand Response Expenses	\$412,100

Productivity

Total Passenger Boardings	76,500
Total Vehicle Miles	80,710
Revenue Vehicle Miles	80,710
Revenue Vehicle Hours	5,880

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.11
Operating Expense per Passenger Trip	\$5.39
Passenger Trips per Total Vehicle Mile	0.95
Passenger Trips per Capita	5.56

Revenue Summary

Fare Revenue	\$32,957
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$146,030
State Assistance	\$80,519
Federal Assistance	\$152,594
Total	\$412,100

Financial Performance

Operating Subsidy	\$379,143
Operating Subsidy Ratio	92%
Locally Derived Income	\$178,987
Locally Derived Income Per Operating Expense	\$0.43
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Ford	Yes	16+2wc	Gas
1	1999	Ford	Yes	16+2wc	Gas
2	2000	Ford	Yes	16+2wc	Gas



Bloomington

130 West Grimes Lane
Bloomington, IN 47403

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

Contact: Lewis May, General Manager

email: lmay@kiva.net website: www.bloomingtontransit.com

General Information

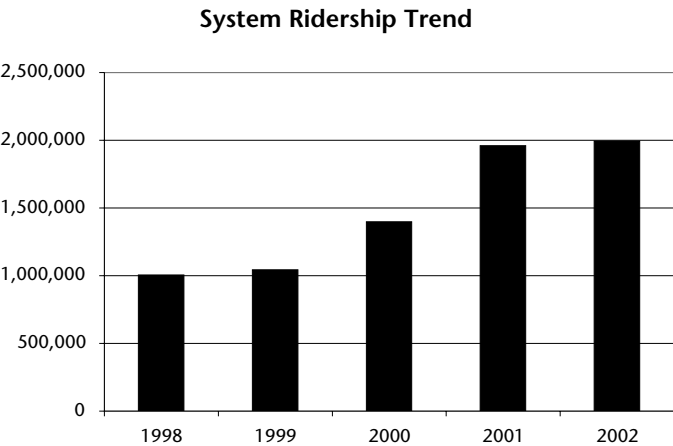
Type of Service	Fixed Route and Demand Response
Service Area	Bloomington Metropolitan Area
Service Population	69,291

Service Hours

Weekday	6:10 am - 12:30 am
Saturday	7:25 am - 9:30 pm
Sunday	9:30 am - 11:20 pm

Fare Structure

Base	\$0.75
Youth	\$0.35
Elderly/Disabled	\$0.35
Transfer	Free
Other/Special	
Pass \$25.00/Month, \$125/six-month pass; Disabled Pass \$12.00/Month. Youth Summer Fun Pass/\$25	



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	31	24
Maintenance	7	2
Administration	9	0
Total	<u>47</u>	<u>26</u>

Operation Characteristics

Revenue Vehicles	40
Peak Hour Fleet	32
Base Fleet	30
Fuel Consumption (gal)	279,606

Ridership Trends

1998	1,006,051
1999	1,044,344
2000	1,397,628
2001	1,959,807
2002	1,993,675

2002 Highlights

- Fixed route ridership reached an all-time high of 1.96 million riders. This represented a 1.7% increase in ridership compared to FY 2001.
- BT Access ridership reached an all-time high of 29,817 passenger trips. This represented a 2.6% increase in ridership compared to FY 2001.
- Completed Transit Development Program (TDP) study and implemented the first phase of fixed route service improvements. The TDP will guide the development of new and expanded transit services over the next few years.
- Partnered with Indiana University and the Metropolitan Planning Organization in the development and completion of the Bloomington Bus Transportation and Efficiency Study which will guide improved coordination strategies over the next few years with Indiana University.
- Took delivery of three (3) new 40-foot low floor buses and one (1) 25-foot small bus.
- Implemented new paratransit scheduling and dispatching software resulting in more efficient scheduling.
- Installed new electronic registering fareboxes and data system in fleet resulting in improved data management.

Bloomington Public Transportation Corporation

Group
1

Operating Expense Summary

Operator Salaries/Wages	\$1,112,718
Other Salaries/Wages	\$579,378
Fringe	\$312,572
Services	\$310,366
Materials and Supplies	\$607,455
Utilities	\$69,965
Casualty/Liability	\$119,446
Purchased Transportation	\$385,581
Other	\$67,876
Total	\$3,565,357
Fixed Route Expenses	\$3,139,260
Demand Response Expenses	\$426,097

Revenue Summary

Fare Revenue	\$879,834
Charter/Other	\$162,970
Contra & Other Fed/State	\$5,126
Local Assistance	\$931,446
State Assistance	\$1,182,530
Federal Assistance	\$403,451
Total	\$3,565,357

Legislative District

Indiana Senate	40
Indiana House	60, 61
U.S. Congressional	9

Productivity

Total Passenger Boardings	1,993,675
Total Vehicle Miles	1,010,652
Revenue Vehicle Miles	891,732
Revenue Vehicle Hours	83,810

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.53
Operating Expense per Passenger Trip	\$1.79
Passenger Trips per Total Vehicle Mile	1.97
Passenger Trips per Capita	28.77

Financial Performance

Operating Subsidy	\$2,517,427
Operating Subsidy Ratio	71%
Locally Derived Income	\$1,974,250
Locally Derived Income Per Operating Expense	\$0.55
Fare Recovery Ratio	25%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1980	Flexible	No	39	Diesel
1	1981	Gillig	No	40	Diesel
9	1986	Gillig	Yes	47+2wc	Diesel
2	1989	Orion	No	42	Diesel
2	1990	Orion	No	42	Diesel
2	1992	Orion	Yes	24+2wc	Diesel
1	1994	Ford	Yes	18+2wc	Diesel
2	1995	Orion	Yes	24+2wc	Diesel
4	1995	Gillig	Yes	40+2wc	Diesel
3	1997	Gillig	Yes	30+2wc	Diesel
6	1997	Gillig	Yes	37+2wc	Diesel
1	1997	Ford	Yes	18+2wc	Diesel
1	2001	Ford	Yes	18+2wc	Diesel
3	2002	Gillig	Yes	40+2wc	Diesel
1	2002	Ford	Yes	18+2wc	Diesel



Cass County

1803 Smith Street
 Logansport, IN 46947
 (574) 722-2424 Fax (574) 739-2167
 Contact: Sue Hoehler, Executive Director
 email: hoeblers1@cqc.com

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Cass County and City of Logansport
Service Population	40,930

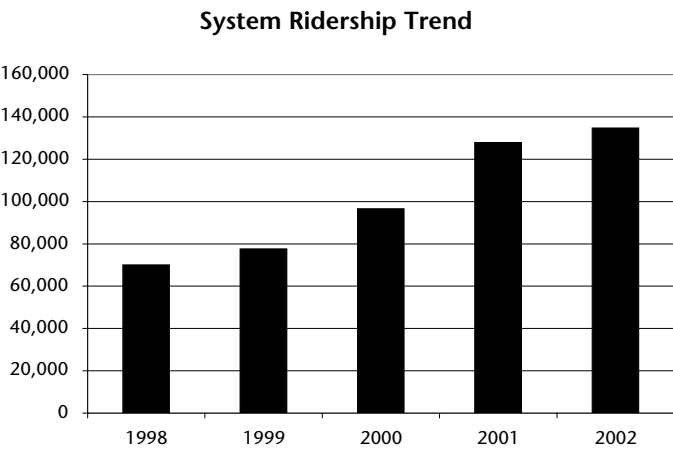
Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$1.00 City Limits, \$2.00 County
Youth	\$1.00 City Limits, \$2.00 County
Elderly/Disabled	Elderly - Donation; Disabled \$1.00 City Limits, \$2.00 County
Transfer	N/A
Other/Special	

Logansport: 25 rides for \$20, 12 rides for \$10.
 In-county passes: \$40 for 25 rides, \$20 for 12 rides



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	14	9
Maintenance	0	1
Administration	3	6
Total	<u>17</u>	<u>16</u>

Operation Characteristics

Revenue Vehicles	15
Peak Hour Fleet	14
Base Fleet	13
Fuel Consumption (gal)	50,645

Ridership Trends

1998	70,037
1999	77,575
2000	96,570
2001	127,840
2002	134,766

2002 Highlights

- In 2002 we experienced another 5.5% increase in ridership and were rewarded by the amount of individuals currently using and enjoying our transportation service.
- We received our first light transit vehicle in December 2002 and hope to be able to purchase more in the coming years.
- Cass Transit participated in the Hispanic Festival, the Christmas Festival, the Fall Festival and the County 4-H Fair this year. We are already lined up to participate in addition to the new Grab the Brass Ring Festival in 2003.

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$367,807
Other Salaries/Wages	\$103,398
Fringe	\$38,164
Services	\$52,825
Materials and Supplies	\$64,101
Utilities	\$35,636
Casualty/Liability	\$55,683
Purchased Transportation	\$0
Other	\$21,376
Total	<u>\$738,990</u>
Fixed Route Expenses	\$48,874
Demand Response Expenses	\$690,116

Revenue Summary

Fare Revenue	\$95,401
Charter/Other	\$1,914
Contra & Other Fed/State	\$0
Local Assistance	\$206,038
State Assistance	\$174,574
Federal Assistance	\$261,063
Total	<u>\$738,990</u>

Legislative District

Indiana Senate	18
Indiana House	16, 24
U.S. Congressional	2

Productivity

Total Passenger Boardings	134,766
Total Vehicle Miles	454,324
Revenue Vehicle Miles	409,110
Revenue Vehicle Hours	30,535

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.63
Operating Expense per Passenger Trip	\$5.48
Passenger Trips per Total Vehicle Mile	0.30
Passenger Trips per Capita	3.29

Financial Performance

Operating Subsidy	\$641,675
Operating Subsidy Ratio	87%
Locally Derived Income	\$303,353
Locally Derived Income Per Operating Expense	\$0.41
Fare Recovery Ratio	13%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1989	Dodge	No	15	Gas
1	1994	Dodge	Yes	10+1wc	Gas
1	1997	Dodge	Yes	10+1wc	Gas
1	1997	Dodge	No	15	Gas
1	1998	Dodge	No	7	Gas
1	1998	Dodge	Yes	10+2wc	Gas
1	1999	Dodge	Yes	10+2wc	Gas
3	2000	Dodge	Yes	10+2wc	Gas
1	2001	GMC	No	15	Gas
1	2001	Dodge	Yes	10+2wc	Gas
2	2002	Dodge	No	7	Gas
1	2003	Ford	Yes	16+2wc	Gas



Columbus

2250 Kreutzer Drive
 Columbus, IN 47201
 (812) 376-2506 Fax (812) 376-2566
 Contact: Sue A. Chapple, Transit Coordinator
 email: schapple@columbus.in.gov

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Columbus City Limits
Service Population	39,059

Service Hours

Weekday	6:00 am - 7:00 pm
Saturday	6:00 am - 7:00 pm
Sunday	No Service

Fare Structure

Base	\$0.25
Youth	\$0.25
Elderly/Disabled	\$0.25
Transfer	N/A
Other/Special	

Dial-A-Bus; E&D \$.50/Ride.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	12	6
Maintenance	1	0
Administration	2	0
Total	15	6

Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	33,870

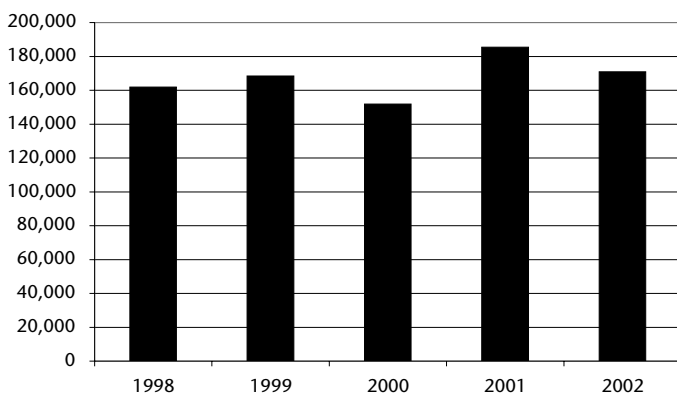
Ridership Trends

1998	161,864
1999	168,479
2000	151,818
2001	185,525
2002	170,912

2002 Highlights

- We developed a Transit Rider's Guide that was translated into Spanish with the assistance of the Puente's Group.
- We participated in the Community Transportation Initiative Program with other team members from Developmental Services, Senior Center and Quinco. Our team completed that program with the hopes to use the knowledge to improve coordination between our transportation systems.
- Transit Coordinator completed a train the trainer course through the National Transit Institute on Transit Safety and Awareness.
- The 2000 census figures for the Columbus Urbanized area were 50,227, which changed Columbus Transit from a Section 5311 Rural Transit System to a Section 5307 Small Urban System.

System Ridership Trend



Group 2

Operating Expense Summary

Operator Salaries/Wages	\$453,248
Other Salaries/Wages	\$60,807
Fringe	\$127,880
Services	\$30,286
Materials and Supplies	\$103,559
Utilities	\$10,404
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$13,684
Total	<u>\$799,868</u>
Fixed Route Expenses	\$583,904
Demand Response Expenses	\$215,964

Revenue Summary

Fare Revenue	\$38,745
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$225,566
State Assistance	\$197,803
Federal Assistance	\$337,754
Total	<u>\$799,868</u>

Legislative District

Indiana Senate	41
Indiana House	57, 59, 65
U.S. Congressional	6

Productivity

Total Passenger Boardings	170,912
Total Vehicle Miles	265,510
Revenue Vehicle Miles	262,276
Revenue Vehicle Hours	23,408

Performance/Service Effectiveness

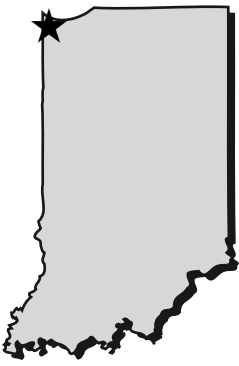
Operating Expense per Total Vehicle Mile	\$3.01
Operating Expense per Passenger Trip	\$4.68
Passenger Trips per Total Vehicle Mile	0.64
Passenger Trips per Capita	4.38

Financial Performance

Operating Subsidy	\$761,123
Operating Subsidy Ratio	95%
Locally Derived Income	\$264,311
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	Yes	12+3wc	Gas
5	1997	Bluebird	Yes	22+2wc	Diesel
3	2000	Dodge	Yes	12+2wc	Gas



East Chicago

5400 Cline Avenue
 East Chicago, IN 46312
 (219) 391-8465 Fax (219) 391-8473
 Contact: Francisco Rosado Jr., Director
 email: n/a

General Information

Type of Service Fixed Route and Demand Response
Service Area East Chicago City Limits
Service Population 32,414

Service Hours

Weekday 6:00 am - 8:00 pm
Saturday 9:00 am - 4:00 pm
Sunday No Service

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	11	0
Maintenance	3	0
Administration	5	0
Total	19	0

Operation Characteristics

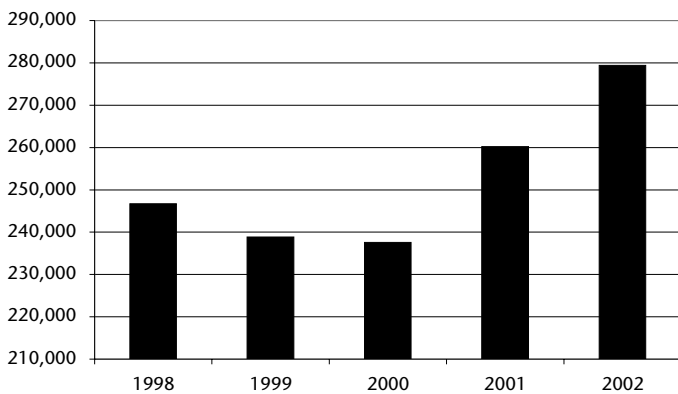
Revenue Vehicles	8
Peak Hour Fleet	6
Base Fleet	6
Fuel Consumption (gal)	50,017

Ridership Trends

1998	246,698
1999	238,841
2000	237,562
2001	260,228
2002	279,430

2002 Highlights

System Ridership Trend



East Chicago Public Transit

Group 2

Operating Expense Summary

Operator Salaries/Wages	\$325,228
Other Salaries/Wages	\$277,046
Fringe	\$193,100
Services	\$165,713
Materials and Supplies	\$87,421
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$15,400
Total	<u>\$1,063,908</u>
Fixed Route Expenses	\$931,377
Demand Response Expenses	\$132,531

Revenue Summary

Fare Revenue	\$0
Charter/Other	\$2,161
Contra & Other Fed/State	\$0
Local Assistance	\$589,501
State Assistance	\$261,387
Federal Assistance	\$210,859
Total	<u>\$1,063,908</u>

Legislative District

Indiana Senate	2
Indiana House	2, 12
U.S. Congressional	1

Productivity

Total Passenger Boardings	279,430
Total Vehicle Miles	256,816
Revenue Vehicle Miles	227,868
Revenue Vehicle Hours	5,494

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.14
Operating Expense per Passenger Trip	\$3.81
Passenger Trips per Total Vehicle Mile	1.09
Passenger Trips per Capita	8.62

Financial Performance

Operating Subsidy	\$1,061,747
Operating Subsidy Ratio	100%
Locally Derived Income	\$591,662
Locally Derived Income Per Operating Expense	\$0.56
Fare Recovery Ratio	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Gillig	Yes	29+2wc	Diesel
3	1996	Gillig	Yes	29+2wc	Diesel
1	1997	Dodge	Yes	12+2wc	Gas
1	1998	Dodge	Yes	12+2wc	Gas
1	1999	Gillig	Yes	29+2wc	Diesel
1	2001	Gillig	Yes	29+2wc	Diesel
1	2002	Ford	Yes	12+2wc	Gas



Elkhart

227 West Jefferson Blvd, Room 1120

South Bend, IN 46601

(574) 287-1829 Fax (574) 287-1840

Contact: Sandra Seanor, Executive Director

email: sseanor@macog.com

website: www.macog.com/macoghom/hcr.htm

www.macog.com/macoghom/thebus.htm

General Information

Type of Service	Fixed Route ("The Bus")/Demand Response/User-Side Subsidy
Service Area	City of Elkhart
Service Population	51,874

Service Hours

Weekday	24 hours/day, 5am-8pm (The Bus)
Saturday	24 hours/day, 5am-7pm (The Bus)
Sunday	24 hours/day, no service (The Bus)

Fare Structure

Base	\$3.00 (Demand Response), \$1.00 (The Bus)
Youth	\$3.00 (Demand Response), \$1.00 (The Bus)
Elderly/Disabled	\$2.00 (Demand Response/ADA), Elderly - \$1.00 (The Bus), Disabled - \$.50 (The Bus)
Transfer	N/A (Demand Response), Free (The Bus)

Other/Special

Disabled fare \$7.00 for first three miles. Elderly (age 55+) can ride The Bus for \$.50 between 11:00 am and 2:00 pm

Personnel

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

Operation Characteristics

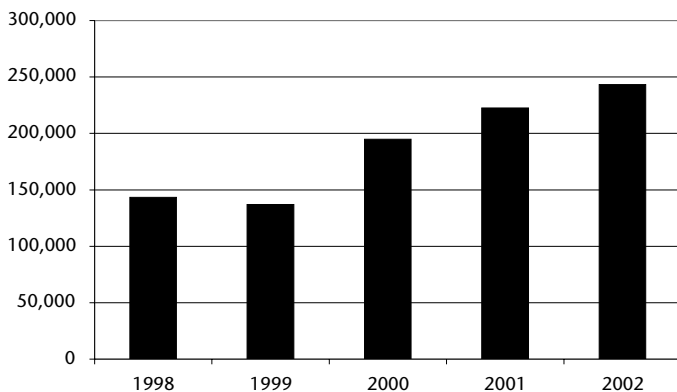
Revenue Vehicles	47
Peak Hour Fleet	37
Base Fleet	37
Fuel Consumption (gal)	131,475

Ridership Trends

1998	143,404
1999	137,041
2000	194,917
2001	222,530
2002	243,224

2002 Highlights

System Ridership Trend



Heart City Rider/The Bus

Group
3

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$46,641
Fringe	\$29,224
Services	\$0
Materials and Supplies	\$4,118
Utilities	\$313
Casualty/Liability	\$0
Purchased Transportation	\$1,679,453
Other	\$30,320
Total	\$1,790,069
Fixed Route Expenses	\$914,180
Demand Response Expenses	\$875,889

Revenue Summary

Fare Revenue	\$464,691
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$288,281
State Assistance	\$369,849
Federal Assistance	\$667,248
Total	\$1,790,069

Legislative District

Indiana Senate	9, 11, 12
Indiana House	5, 21, 48, 49

U.S. Congressional 2

Productivity

Total Passenger Boardings	243,224
Total Vehicle Miles	1,053,320
Revenue Vehicle Miles	734,919
Revenue Vehicle Hours	47,079

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.70
Operating Expense per Passenger Trip	\$7.36
Passenger Trips per Total Vehicle Mile	0.23
Passenger Trips per Capita	4.69

Financial Performance

Operating Subsidy	\$1,325,378
Operating Subsidy Ratio	74%
Locally Derived Income	\$752,972
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	26%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1999	Dodge	Yes	5+2wc	Gas
1	2001	Dodge	Yes	5+2wc	Gas
1	2002	Dodge	Yes	5+2wc	Gas
43	37 taxis and 6 large transit buses owned by private contractor also used for this service				



Evansville

601 John Street
 Evansville, IN 47713
 (812) 435-6166 Fax (812) 435-6159
 Contact: Kent Cutchin, Director
 email: kcutchin@evansvillepublicworks.com

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Evansville Metropolitan Area
Service Population	121,582

Service Hours

Weekday	5:45 am - 12:15 am
Saturday	5:45 am - 12:15 am
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	\$0.75
Elderly/Disabled	\$0.50
Transfer	Free (limit 1)
Other/Special	

Token \$0.85/Ride; E&D \$0.50/Ride; METS Mobility \$2.00/Ride, ADA Convenience Fare \$3.00/Ride.
 Student Ticket \$0.75/Ride; \$10 or \$20 Debit Card, 14 day pass \$25, 90 Day pass \$100

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	52	13
Maintenance	8	2
Administration	10	3
Total	<u>70</u>	<u>18</u>

Operation Characteristics

Revenue Vehicles	46
Peak Hour Fleet	36
Base Fleet	32
Fuel Consumption (gal)	292,167

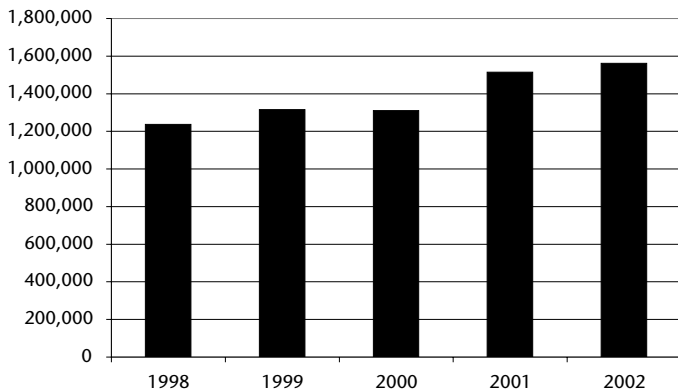
Ridership Trends

1998	1,237,579
1999	1,315,275
2000	1,310,003
2001	1,514,121
2002	1,562,278

2002 Highlights

- On-campus shuttle service implemented at the University of Southern Indiana.
- Provided free shuttle service to over 22,800 people at the Thunder on the Ohio festival on the riverfront.
- Implemented a computerized dispatching software program for the paratransit service.
- Purchased and installed new METS bus stop signs displaying the new wave logo.
- Increased ridership by nearly 50,000 riders.

System Ridership Trend



Metropolitan Evansville Transit System

Group

1

Operating Expense Summary

Operator Salaries/Wages	\$1,997,869
Other Salaries/Wages	\$776,949
Fringe	\$993,933
Services	\$60,780
Materials and Supplies	\$687,968
Utilities	\$52,919
Casualty/Liability	\$67,923
Purchased Transportation	\$0
Other	\$18,209
Total	<u>\$4,656,550</u>
Fixed Route Expenses	\$4,057,000
Demand Response Expenses	\$588,083

Revenue Summary

Fare Revenue	\$901,730
Charter/Other	\$51,813
Contra & Other Fed/State	\$92,967
Local Assistance	\$1,594,017
State Assistance	\$1,018,792
Federal Assistance	\$997,231
Total	<u>\$4,656,550</u>

Legislative District

Indiana Senate	49, 50
Indiana House	75, 76, 77, 78

U.S. Congressional 8

Productivity

Total Passenger Boardings	1,562,278
Total Vehicle Miles	1,396,805
Revenue Vehicle Miles	1,309,477
Revenue Vehicle Hours	110,069

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.33
Operating Expense per Passenger Trip	\$2.98
Passenger Trips per Total Vehicle Mile	1.12
Passenger Trips per Capita	12.85

Financial Performance

Operating Subsidy	\$3,610,040
Operating Subsidy Ratio	78%
Locally Derived Income	\$2,547,560
Locally Derived Income Per Operating Expense	\$0.55
Fare Recovery Ratio	19%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1985	Chance	No	25	Diesel
8	1995	Gillig	Yes	30+2wc	Diesel
12	1997	Gillig	Yes	30+2wc	Diesel
6	1998	Ford	Yes	14+4wc	Diesel
2	2000	Chance	Yes	23+2wc	Diesel
7	2001	Gillig	Yes	29+2wc	Diesel
9	2002	Ford	Yes	15+2wc	Diesel



Fayette County

477 Grand Avenue
 Connersville, IN 47331
 (765) 827-1511 Fax (765) 825-1458
 Contact: Sandi Davis, Executive Director
 email: commdev@webworks2000.net

General Information

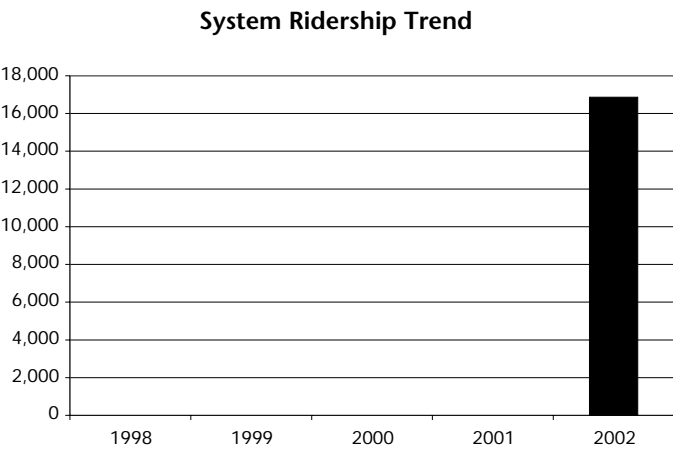
Type of Service	Demand Response
Service Area	Fayette County
Service Population	25,588

Service Hours

Weekday	7:00 am - 6:00 pm
Saturday	8:00 am - 12:00 pm
Sunday	No Service

Fare Structure

Base	\$1.75 Connersville, \$2.00 2-mile radius, \$2.25 3 to 6-mile radius, \$2.50 six-plus radius
Youth	\$1.40 any distance within Fayette County
Elderly/Disabled	\$1.40 any distance within Fayette County
Transfer	N/A
Other/Special	\$4.00 to Cambridge City, Loral; \$5.00 to Brookville, Liberty, Rushville. \$30.00 medical appointments to Indianapolis, Dayton, Cincinnati



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	3
Maintenance	1	0
Administration	1	2
Total	<u>6</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	8
Base Fleet	8
Fuel Consumption (gal)	8,036

Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	N/A
2002	16,861

2002 Highlights

- 2002 was the first year that Fayette County received the Section 5311 Grant for operating a Public Transportation system. The County had no public transportation system and did not even have a taxicab company in operation.
- The system began operation in February 2002 and passenger boardings have increased steadily throughout the year.
- Entered into a contract with Fayette County's FSSA office to provide transportation for their welfare-to-work program.

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$50,411
Other Salaries/Wages	\$25,360
Fringe	\$15,595
Services	\$5,590
Materials and Supplies	\$16,596
Utilities	\$3,547
Casualty/Liability	\$16,658
Purchased Transportation	\$0
Other	\$9,527
Total	\$143,284
Fixed Route Expenses	N/A
Demand Response Expenses	\$143,284

Revenue Summary

Fare Revenue	\$19,966
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$78,318
State Assistance	\$0
Federal Assistance	\$45,000
Total	\$143,284

Legislative District

Indiana Senate	42
Indiana House	55
U.S. Congressional	6

Productivity

Total Passenger Boardings	16,861
Total Vehicle Miles	108,636
Revenue Vehicle Miles	106,024
Revenue Vehicle Hours	16,123

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.32
Operating Expense per Passenger Trip	\$8.50
Passenger Trips per Total Vehicle Mile	0.16
Passenger Trips per Capita	0.66

Financial Performance

Operating Subsidy	\$123,318
Operating Subsidy Ratio	86%
Locally Derived Income	\$98,284
Locally Derived Income Per Operating Expense	\$0.69
Fare Recovery Ratio	14%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1992	Dodge	No	5	Gas
1	1997	Dodge	Yes	10	Yes
1	1998	Ford	No	15	Yes
2	1999	Dodge	No	8	Gas
1	2002	Ford	No	5	Yes
1	2002	Dodge	Yes	9	Yes



Fort Wayne

801 Leesburg Road

Fort Wayne, IN 46808

(260) 432-4977 Fax (260) 436-7729

Contact: Dave Gionet, General Manager

email: drgionet@fwcitilink.com

website: www.fwcitilink.com

General Information

Type of Service	Fixed Route/Demand Response/Point Deviation
Service Area	Fort Wayne Metropolitan Area
Service Population	218,133

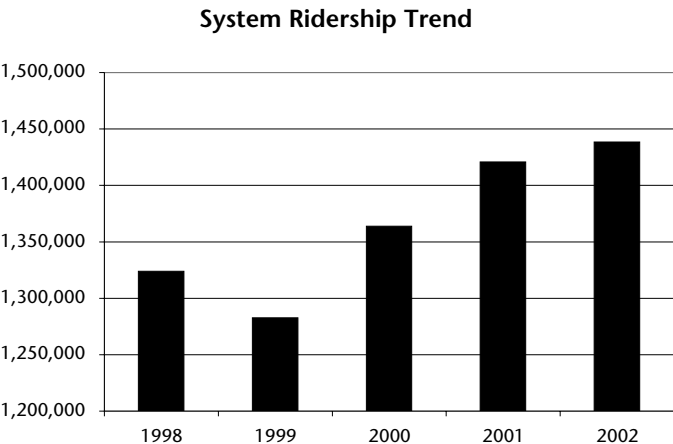
Service Hours

Weekday	5:15 am - 9:45 pm
Saturday	8:00 am - 6:30 pm
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	\$0.75
Elderly/Disabled	\$0.50
Transfer	Free
Other/Special	

Pass \$45.00/Month; E&D \$22.00/Month. Card \$10.00/10 Rides; E&D \$5.00/10 Rides; Youth \$7.50/10 Rides



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	64	6
Maintenance	10	5
Administration	13	3
Total	<u>87</u>	<u>14</u>

Operation Characteristics

Revenue Vehicles	50
Peak Hour Fleet	33
Base Fleet	27
Fuel Consumption (gal)	326,161

Ridership Trends

1998	1,324,014
1999	1,282,639
2000	1,363,927
2001	1,420,822
2002	1,438,431

2002 Highlights

- During 2002, Citilink improved cross town service with the introduction of the expanded Southeast Local #5 bus route.
- Citilink Access was expanded with additional operating shifts placed in service during the year.
- Citilink continued to work toward reducing the cost of operating Citilink fixed route service (to an average of \$46.59 per hour), and Access service to (to \$15.53 average per trip) through November.
- Citilink ridership was up to the highest levels in 10 years. Citilink Access ridership reached its highest levels ever.
- Citilink put 13 new revenue vehicles into service, including the system's first 8 low-floor buses. With the new deliveries, Citilink reached full accessibility of its fixed route fleet in 2002.
- During 2002, Citilink continued work on developing a new intermodal transfer center in downtown Fort Wayne and a new neighborhood transit center as part of the Hanna Creighton cooperative project.

Group
1

Operating Expense Summary

Operator Salaries/Wages	\$2,115,987
Other Salaries/Wages	\$902,818
Fringe	\$1,819,200
Services	\$321,312
Materials and Supplies	\$769,729
Utilities	\$83,243
Casualty/Liability	\$175,383
Purchased Transportation	\$0
Other	\$137,747
Total	\$6,325,419
Fixed Route Expenses	\$5,123,589
Demand Response Expenses	\$1,138,575

Revenue Summary

Fare Revenue	\$826,324
Charter/Other	\$349,434
Contra & Other Fed/State	\$0
Local Assistance	\$3,018,759
State Assistance	\$1,253,129
Federal Assistance	\$877,773
Total	\$6,325,419

Legislative District

Indiana Senate	14, 15, 16
Indiana House	79, 80, 81, 82, 83, 84, 85

U.S. Congressional 3

Productivity

Total Passenger Boardings	1,438,431
Total Vehicle Miles	1,687,641
Revenue Vehicle Miles	1,550,958
Revenue Vehicle Hours	121,141

Performance/Service Effectiveness

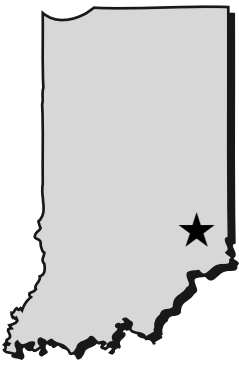
Operating Expense per Total Vehicle Mile	\$3.75
Operating Expense per Passenger Trip	\$4.40
Passenger Trips per Total Vehicle Mile	0.85
Passenger Trips per Capita	6.59

Financial Performance

Operating Subsidy	\$5,149,661
Operating Subsidy Ratio	81%
Locally Derived Income	\$4,194,517
Locally Derived Income Per Operating Expense	\$0.66
Fare Recovery Ratio	13%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1987	Chance	No	24	Diesel
2	1991	Gillig	Yes	22+2wc	Diesel
14	1998	Gillig	Yes	31+2wc	Diesel
5	1998	Supreme	Yes	12+2wc	Diesel
7	1999	Dodge	Yes	8+2wc	Gas
6	2000	El Dorado	Yes	19+2wc	Diesel
4	2002	Gillig	Yes	33+2wc	Diesel
4	2002	Gillig	Yes	27+2wc	Diesel
5	2002	Supreme	Yes	9+5wc	Diesel



Franklin County

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

General Information

Type of Service Demand Response
Service Area Franklin County
Service Population 22,151

Service Hours

Weekday 6:00 am - 5:00 pm
Saturday Medical Trips Only
Sunday No Service

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	7
Maintenance	1	0
Administration	2	1
Total	<u>8</u>	<u>8</u>

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	11
Base Fleet	7
Fuel Consumption (gal)	20,167

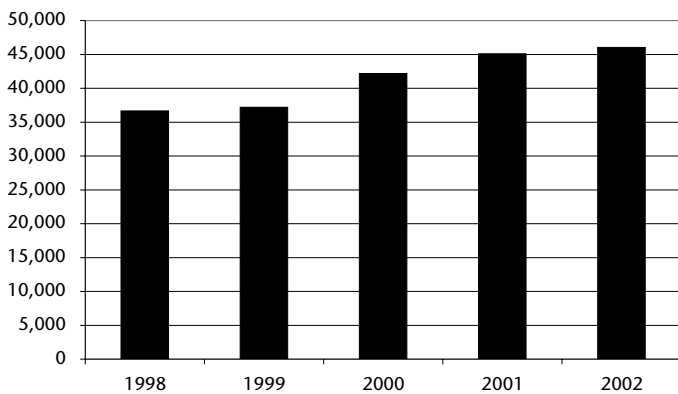
Ridership Trends

1998	36,637
1999	37,187
2000	42,179
2001	45,101
2002	46,022

2002 Highlights

- Franklin County Public Transportation increased ridership by 921 one-way trips.

System Ridership Trend



Franklin County Public Transportation

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$176,658
Other Salaries/Wages	\$96,159
Fringe	\$21,305
Services	\$19,055
Materials and Supplies	\$27,289
Utilities	\$8,073
Casualty/Liability	\$18,348
Purchased Transportation	\$0
Other	\$7,335
Total	<u>\$374,222</u>
Fixed Route Expenses	\$0
Demand Response Expenses	\$374,222

Revenue Summary

Fare Revenue	\$60,537
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$85,780
State Assistance	\$101,102
Federal Assistance	\$126,803
Total	<u>\$374,222</u>

Legislative District

Indiana Senate	42, 43
Indiana House	55, 67, 68

U.S. Congressional 6

Productivity

Total Passenger Boardings	46,022
Total Vehicle Miles	356,233
Revenue Vehicle Miles	351,235
Revenue Vehicle Hours	15,244

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.05
Operating Expense per Passenger Trip	\$8.13
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	2.08

Financial Performance

Operating Subsidy	\$313,685
Operating Subsidy Ratio	84%
Locally Derived Income	\$146,317
Locally Derived Income Per Operating Expense	\$0.39
Fare Recovery Ratio	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1990	Chrysler	Yes	4+2wc	Gas
1	1994	Dodge	No	15	Gas
1	1995	Ford	No	5	Gas
1	1995	Dodge	Yes	12+2wc	Gas
2	1997	Dodge	No	6	Gas
1	1998	Ford	No	15	Gas
2	1999	Dodge	No	6	Gas
1	2001	Ford	No	6	Gas
1	2001	Dodge	Yes	9+2wc	Gas
1	2002	Dodge	No	6	Gas



Fulton County

625 Pontiac Street
 Rochester, IN 46975
 (574) 223-6953 Fax (574) 223-4962
 Contact: Terry Moore, Executive Director
 email: commresourcectr@rtcol.com

General Information

Type of Service Demand Response
Service Area Fulton County
Service Population 20,511

Service Hours

Weekday 7:30 am - 4:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00 City Limits, \$2.00 County
Youth \$1.00 City Limits, \$2.00 County
Elderly/Disabled Donation
Transfer N/A
Other/Special
 Rochester: 12 rides for \$10. In-county passes: \$20 for 12 rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	5
Maintenance	0	1
Administration	1	1
Total	<u>4</u>	<u>7</u>

Operation Characteristics

Revenue Vehicles	5
Peak Hour Fleet	2
Base Fleet	2
Fuel Consumption (gal)	6,414

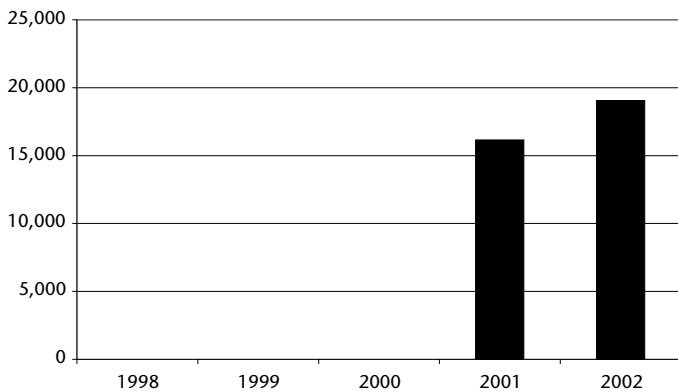
Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	16,154
2002	19,048

2002 Highlights

- 18% increase in ridership.
- Purchased an additional vehicle for use in out of county Medicaid trips.
- Provided transportation to a Catholic school in Plymouth for local students.
- Provided free transportation to the polls on Election Day.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages	\$47,014
Other Salaries/Wages	\$33,405
Fringe	\$8,954
Services	\$0
Materials and Supplies	\$16,939
Utilities	\$1,879
Casualty/Liability	\$12,818
Purchased Transportation	\$0
Other	\$16,549
Total	\$137,558
Fixed Route Expenses	\$0
Demand Response Expenses	\$137,558

Revenue Summary

Fare Revenue	\$16,234
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$71,324
State Assistance	\$0
Federal Assistance	\$50,000
Total	\$137,558

Legislative District

Indiana Senate	18
Indiana House	16, 23

U.S. Congressional 2

Productivity

Total Passenger Boardings	19,048
Total Vehicle Miles	103,872
Revenue Vehicle Miles	93,817
Revenue Vehicle Hours	7,135

Performance/Service Effectiveness

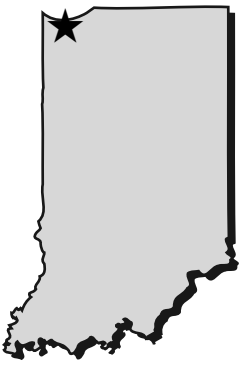
Operating Expense per Total Vehicle Mile	\$1.32
Operating Expense per Passenger Trip	\$7.22
Passenger Trips per Total Vehicle Mile	0.18
Passenger Trips per Capita	0.93

Financial Performance

Operating Subsidy	\$121,324
Operating Subsidy Ratio	88%
Locally Derived Income	\$87,558
Locally Derived Income Per Operating Expense	\$0.64
Fare Recovery Ratio	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1989	Buick	No	5	Gas
1	1996	Chevrolet	No	14	Gas
1	1999	Dodge/Braun	Yes	9+2wc	Gas
2	2000	Dodge	No	6	Gas



Gary

100 West 4th Avenue
 Gary, IN 46402
 (219) 885-7555 Fax (219) 881-2551
 Contact: Arlene Colvin, Interim General Manager
 email: n/a

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Gary City Limits and Selected Corridors
Service Population	102,746

Service Hours

Weekday	5:00 am - 11:05 pm
Saturday	5:00 am - 11:05 pm
Sunday	No Service

Fare Structure

Base	\$1.25
Youth	\$1.00
Elderly/Disabled	\$0.60
Transfer	\$0.15 & \$0.10
Other/Special	
Pass \$45.00/Month. E&D Transfers \$0.10	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	56	0
Maintenance	19	0
Administration	11	0
Total	<u>86</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	53
Peak Hour Fleet	19
Base Fleet	19
Fuel Consumption (gal)	248,518

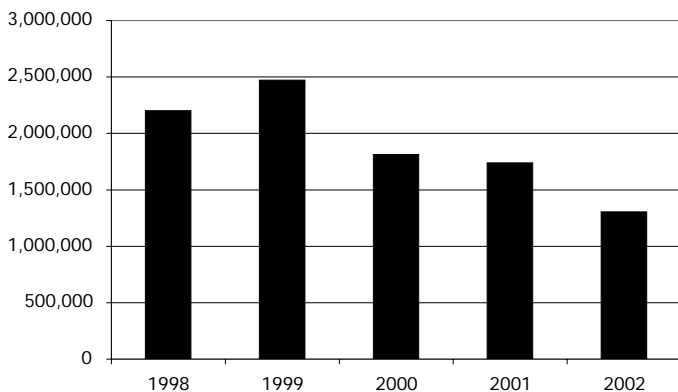
Ridership Trends

1998	2,201,299
1999	2,472,305
2000	1,813,052
2001	1,739,696
2002	1,304,092

2002 Highlights

- Continued the U.S. Route 30 Circular Route under Access and Reverse Commute Route connecting passengers to job sites.
- Began preliminary design engineering for the implementation on a Traffic Signalization Project along 11th Avenue Corridor in collaboration with the City of Gary.

System Ridership Trend



Gary Public Transportation Corporation

Group 1

Operating Expense Summary

Operator Salaries/Wages	\$1,545,672
Other Salaries/Wages	\$1,058,904
Fringe	\$1,876,510
Services	\$692,488
Materials and Supplies	\$663,081
Utilities	\$185,512
Casualty/Liability	\$479,934
Purchased Transportation	\$20,000
Other	\$90,555
Total	<u>\$6,612,656</u>
Fixed Route Expenses	\$6,083,644
Demand Response Expenses	\$529,012

Revenue Summary

Fare Revenue	\$986,769
Charter/Other	\$326,115
Contra & Other Fed/State	\$0
Local Assistance	\$2,203,554
State Assistance	\$1,431,742
Federal Assistance	\$1,664,476
Total	<u>\$6,612,656</u>

Legislative District

Indiana Senate	2, 3
Indiana House	2, 3, 11, 14

U.S. Congressional 1

Productivity

Total Passenger Boardings	1,304,092
Total Vehicle Miles	1,158,607
Revenue Vehicle Miles	1,099,238
Revenue Vehicle Hours	76,207

Performance/Service Effectiveness

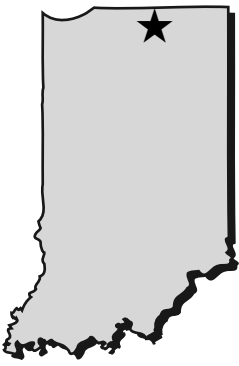
Operating Expense per Total Vehicle Mile	\$5.71
Operating Expense per Passenger Trip	\$5.07
Passenger Trips per Total Vehicle Mile	1.13
Passenger Trips per Capita	12.69

Financial Performance

Operating Subsidy	\$5,299,772
Operating Subsidy Ratio	80%
Locally Derived Income	\$3,516,438
Locally Derived Income Per Operating Expense	\$0.53
Fare Recovery Ratio	15%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
8	1991	RTS	Yes	35+2wc	Diesel
2	1992	El Dorado	Yes	16+2wc	Diesel
2	1992	TMC	Yes	35+2wc	Diesel
2	1993	Flexible	Yes	35+2wc	LNG
3	1993	TMC	Yes	35+2wc	Diesel
5	1995	Flexible	Yes	35+2wc	Diesel
3	1995	Flexible	Yes	35+2wc	LNG
6	1996	NOVA	Yes	35+2wc	Diesel
1	1997	Flexible	Yes	30+2wc	LNG
4	1997	NOVA	Yes	30+2wc	Diesel
2	1997	NOVA	Yes	30+2wc	LNG
3	1999	Ford	Yes	23+2wc	Diesel
1	2000	Chance	Yes	20+2wc	Diesel
2	2001	Ford	Yes	4+2wc	Diesel
4	2001	Ford	Yes	16+2wc	Diesel
5	2001	Chance	Yes	23+2wc	Diesel



Goshen

227 West Jefferson Blvd, Room 1120

South Bend, IN 46601

(574) 287-1829 Fax (574) 287-1840

Contact: Sandra Seanor, Executive Director

email: sseanor@macog.com website: www.macog.com/macoghom/gts.htm

General Information

Type of Service	Demand Response/User-Side Subsidy
Service Area	City of Goshen and contiguous area
Service Population	29,383

Service Hours

Weekday	24 hours per day
Saturday	24 hours per day
Sunday	24 hours per day

Fare Structure

Base	\$3.00
Youth	\$3.00
Elderly/Disabled	Half fares during off-peak
Transfer	N/A
Other/Special	

Disabled fare \$7.00 for first three miles.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	0
Maintenance	3	0
Administration	8	0
Total	<u>16</u>	<u>0</u>

Operation Characteristics

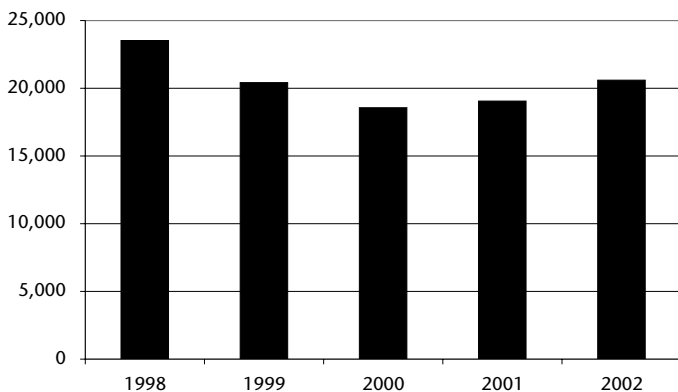
Revenue Vehicles	7
Peak Hour Fleet	6
Base Fleet	6
Fuel Consumption (gal)	9,638

Ridership Trends

1998	23,521
1999	20,410
2000	18,567
2001	19,052
2002	20,603

2002 Highlights

System Ridership Trend



Group 3

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$14,177
Fringe	\$8,260
Services	\$0
Materials and Supplies	\$817
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$103,702
Other	\$27,364
Total	\$154,320
Fixed Route Expenses	N/A
Demand Response Expenses	\$154,320

Revenue Summary

Fare Revenue	\$51,645
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$9,782
State Assistance	\$51,549
Federal Assistance	\$41,344
Total	\$154,320

Legislative District

Indiana Senate	12
Indiana House	21, 49

U.S. Congressional 3

Productivity

Total Passenger Boardings	20,603
Total Vehicle Miles	106,017
Revenue Vehicle Miles	51,948
Revenue Vehicle Hours	3,391

Performance/Service Effectiveness

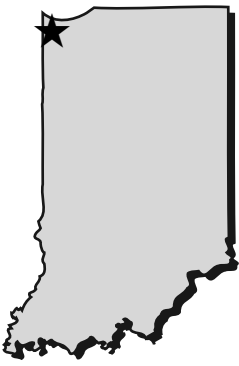
Operating Expense per Total Vehicle Mile	\$1.46
Operating Expense per Passenger Trip	\$7.49
Passenger Trips per Total Vehicle Mile	0.19
Passenger Trips per Capita	0.70

Financial Performance

Operating Subsidy	\$102,675
Operating Subsidy Ratio	67%
Locally Derived Income	\$61,427
Locally Derived Income Per Operating Expense	\$0.40
Fare Recovery Ratio	33%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Dodge	Yes	5+2wc	Gas
1	1998	Chevrolet	Yes	5+2wc	Gas
1	2000	Dodge	Yes	5+2wc	Gas
2	taxis owned by private contractor also used for this service				



Hammond

425 Sibley Avenue
 Hammond, IN 46320
 (219) 853-6401 Fax (219) 853-6407
 Contact: John J. Zabrecky, Director
 email: transit@hmdin.com

website: www.ci.hammond.in.us/transit/index.htm

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Hammond, Whiting, and adjacent areas of Illinois & Indiana
Service Population	88,185

Service Hours

Weekday	5:30 am - 7:30 pm
Saturday	5:30 am - 7:30 pm
Sunday	No Service

Fare Structure

Base	\$1.25
Youth	\$1.00
Elderly/Disabled	\$0.60
Transfer	Free
Other/Special	

Monthly Pass \$45.00; Senior Monthly Pass \$18.00;
 Student Pass \$31.00. Senior/Disabled Pass \$24.00/40
 Rides; Economy pass \$12.50/11 rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	17	3
Maintenance	2	2
Administration	8	0
Total	<u>27</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	13
Peak Hour Fleet	11
Base Fleet	6
Fuel Consumption (gal)	77,013

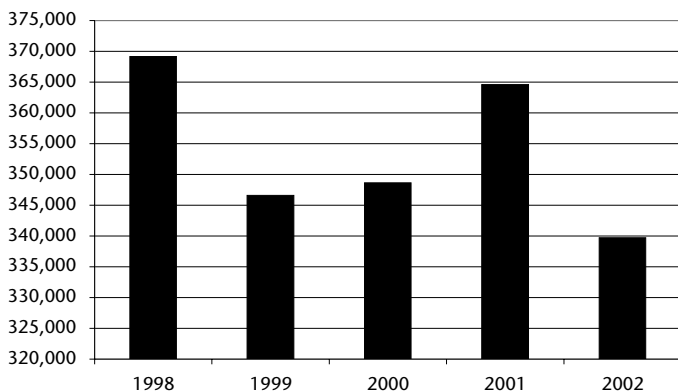
Ridership Trends

1998	369,149
1999	346,617
2000	348,628
2001	364,612
2002	339,711

2002 Highlights

- Finished Beautification Project of Dan Rabin Transit Plaza.
- Took possession of 4 new 30-foot transit buses.
- Placed order for 4 new 35-foot transit buses.

System Ridership Trend



Hammond Transit System

Group
2

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$90,480
Fringe	\$34,902
Services	\$92,516
Materials and Supplies	\$14,376
Utilities	\$6,041
Casualty/Liability	\$16,987
Purchased Transportation	\$1,867,367
Other	\$1,000
Total	\$2,123,669
Fixed Route Expenses	\$2,059,959
Demand Response Expenses	\$63,710

Revenue Summary

Fare Revenue	\$309,275
Charter/Other	\$20,223
Contra & Other Fed/State	\$0
Local Assistance	\$657,090
State Assistance	\$416,901
Federal Assistance	\$720,180
Total	\$2,123,669

Legislative District

Indiana Senate	1
Indiana House	1, 11, 12
U.S. Congressional	1

Productivity

Total Passenger Boardings	339,711
Total Vehicle Miles	481,862
Revenue Vehicle Miles	449,984
Revenue Vehicle Hours	29,811

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.41
Operating Expense per Passenger Trip	\$6.25
Passenger Trips per Total Vehicle Mile	0.70
Passenger Trips per Capita	3.85

Financial Performance

Operating Subsidy	\$1,794,171
Operating Subsidy Ratio	84%
Locally Derived Income	\$986,588
Locally Derived Income Per Operating Expense	\$0.46
Fare Recovery Ratio	15%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	Freightliner	Yes	28+2wc	Diesel
4	1998	Thomas	Yes	39+2wc	Diesel
7	1998	Thomas	Yes	22+2wc	Diesel
1	2001	Ford	Yes	14+2wc	Diesel



Hendricks County

P.O. Box 448
 Danville, IN 46122
 (317) 745-4303 Fax (317) 745-6253
 Contact: Beth Ann Leach, Operations Manager
 email: bethann@hendricksseniors.org

General Information

Type of Service Demand Response
Service Area Hendricks County
Service Population 104,093

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$3.00 in-county, \$4.00 out-of-county
Youth \$3.00 in-county, \$4.00 out-of-county
Elderly/Disabled \$3.00 in-county, \$4.00 out-of-county
Transfer N/A
Other/Special N/A

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	6	9
Maintenance	0	0
Administration	0	3
Total	6	12

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	12
Base Fleet	12
Fuel Consumption (gal)	12,641

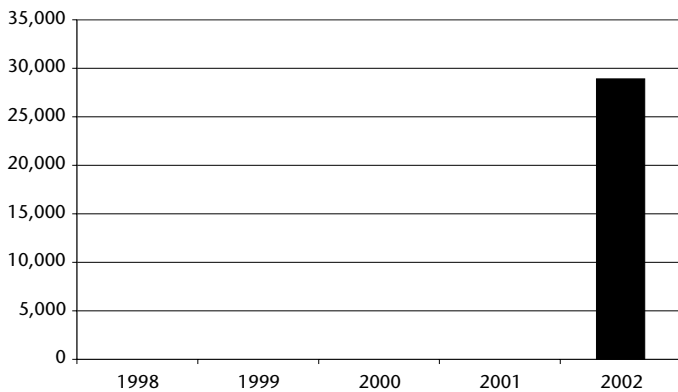
Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	N/A
2002	28,899

2002 Highlights

- Began operation January 1, 2002.
- Filled to capacity quickly.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages	\$120,419
Other Salaries/Wages	\$0
Fringe	\$12,058
Services	\$43,503
Materials and Supplies	\$37,489
Utilities	\$5,577
Casualty/Liability	\$4,039
Purchased Transportation	
Other	\$663
Total	<u>\$223,748</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$223,748

Revenue Summary

Fare Revenue	\$23,819
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$124,890
State Assistance	\$0
Federal Assistance	\$75,039
Total	<u>\$223,748</u>

Legislative District

Indiana Senate	23, 24
Indiana House	28, 40, 47, 91

U.S. Congressional 4

Productivity

Total Passenger Boardings	28,899
Total Vehicle Miles	139,822
Revenue Vehicle Miles	139,822
Revenue Vehicle Hours	16,614

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.60
Operating Expense per Passenger Trip	\$7.74
Passenger Trips per Total Vehicle Mile	0.21
Passenger Trips per Capita	0.28

Financial Performance

Operating Subsidy	\$199,929
Operating Subsidy Ratio	89%
Locally Derived Income	\$148,709
Locally Derived Income Per Operating Expense	\$0.66
Fare Recovery Ratio	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1993	Dodge	Yes	9+1wc	Gas
1	1997	Dodge	No	14	Gas
1	1997	Dodge	Yes	9+1wc	Gas
1	1997	Dodge	No	11	Gas
1	1998	Ford	No	5	Gas
1	1998	Dodge	Yes	9+1wc	Gas
1	1999	Dodge	Yes	9+1wc	Gas
1	1999	Ford	No	11	Gas
1	2000	Dodge	Yes	3+2wc	Gas
1	2001	Chevrolet	No	5	Gas
1	2002	Dodge	Yes	6+3wc	Gas
1	2002	Dodge	Yes	9+1wc	Gas



Huntingburg

508 East Fourth Street
 Huntingtonburg, IN 47542
 (812) 683-0257 Fax (812) 683-5661
 Contact: Sara E. Songer, Office Manager
 email: huntburg@psci.net

General Information

Type of Service Demand Response
Service Area Huntingtonburg City Limits
Service Population 5,598

Service Hours

Weekday 9:00 am - 4:00 pm
Saturday No Service
Sunday No Service

Fare Structure

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

Personnel

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

Operation Characteristics

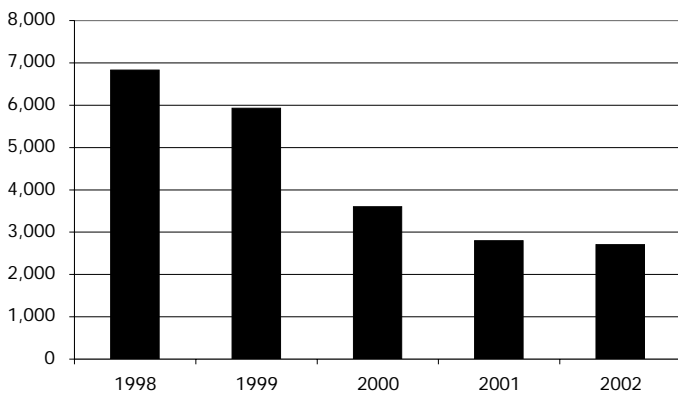
Revenue Vehicles	1
Peak Hour Fleet	1
Base Fleet	1
Fuel Consumption (gal)	788

Ridership Trends

1998	6,829
1999	5,931
2000	3,601
2001	2,800
2002	2,706

2002 Highlights

System Ridership Trend



Huntingburg Transit System

Group
4

Operating Expense Summary

Operator Salaries/Wages	\$22,044
Other Salaries/Wages	\$29,292
Fringe	\$17,392
Services	\$1,311
Materials and Supplies	\$1,180
Utilities	\$3,300
Casualty/Liability	\$860
Purchased Transportation	\$0
Other	\$1,206
Total	\$76,585
Fixed Route Expenses	\$0
Demand Response Expenses	\$76,585

Revenue Summary

Fare Revenue	\$704
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$37,637
State Assistance	\$7,823
Federal Assistance	\$30,421
Total	\$76,585

Legislative District

Indiana Senate	47
Indiana House	74

U.S. Congressional 9

Productivity

Total Passenger Boardings	2,706
Total Vehicle Miles	7,192
Revenue Vehicle Miles	7,060
Revenue Vehicle Hours	1,820

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$10.65
Operating Expense per Passenger Trip	\$28.30
Passenger Trips per Total Vehicle Mile	0.38
Passenger Trips per Capita	0.48

Financial Performance

Operating Subsidy	\$75,881
Operating Subsidy Ratio	99%
Locally Derived Income	\$38,341
Locally Derived Income Per Operating Expense	\$0.50
Fare Recovery Ratio	1%

Fleet Inventory

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



Huntington County

354 North Jefferson Street
 Huntington, IN 46750
 (260) 356-3006 Fax (260) 356-3007
 Contact: Bill Fetrow, Executive Director
 email: srctr@onlyinternet.net

General Information

Type of Service Demand Response
Service Area Huntington County
Service Population 38,075

Service Hours

Weekday 6:00 am - 5:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00 City of Huntington, \$2.00 from city out 8 miles, \$3.00 beyond 8 miles from city limits
Youth Same as base
Elderly/Disabled Elderly - Donation; Disabled (same as base)
Transfer N/A
Other/Special
 Pass: \$10 for \$12 value and \$20 for \$25 value.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	7
Maintenance	0	0
Administration	2	3
Total	5	10

Operation Characteristics

Revenue Vehicles	5
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	10,892

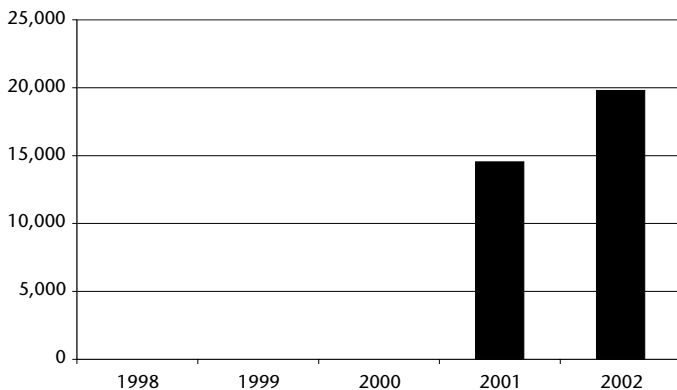
Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	14,547
2002	19,805

2002 Highlights

- HAT and the local American Red Cross Chapter began a coordinated service with a central dispatcher through HAT office.
- HAT was granted a United Way grant to provide transportation for Summer Youth Programming taking children from Parks Program to Boys and Girls Club or Youth Service Bureau.
- HAT experienced a 36% increase in trips from 2001 to 2002, including 76% increase in wheel chair trips.

System Ridership Trend



Huntington Area Transportation

Group
4

Operating Expense Summary

Operator Salaries/Wages	\$66,344
Other Salaries/Wages	\$65,043
Fringe	\$12,811
Services	\$6,687
Materials and Supplies	\$14,596
Utilities	\$1,299
Casualty/Liability	\$6,794
Purchased Transportation	\$0
Other	\$22,424
Total	<u>\$195,998</u>
Fixed Route Expenses	\$0
Demand Response Expenses	\$195,998

Revenue Summary

Fare Revenue	\$13,304
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$103,694
State Assistance	\$0
Federal Assistance	\$79,000
Total	<u>\$195,998</u>

Legislative District

Indiana Senate	17
Indiana House	50
U.S. Congressional	5

Productivity

Total Passenger Boardings	19,805
Total Vehicle Miles	128,626
Revenue Vehicle Miles	97,789
Revenue Vehicle Hours	11,567

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.52
Operating Expense per Passenger Trip	\$9.90
Passenger Trips per Total Vehicle Mile	0.15
Passenger Trips per Capita	0.52

Financial Performance

Operating Subsidy	\$182,694
Operating Subsidy Ratio	93%
Locally Derived Income	\$116,998
Locally Derived Income Per Operating Expense	\$0.60
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Dodge	No	13	Gas
1	1999	Dodge	Yes	3+2wc	Gas
1	2000	Dodge	Yes	9+2wc	Gas
1	2001	Dodge	No	13	Gas
1	2001	Dodge	Yes	9+2wc	Gas



Indianapolis

1501 West Washington Street
 Indianapolis, IN 46222
 (317) 635-2100 Fax (317) 635-6585
 Contact: Gil Holmes, President/CEO
 email: n/a

website: www.indygo.net

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Indianapolis Metropolitan Area
Service Population	904,219

Service Hours

Weekday	4:35 am - 2:48 am
Saturday	4:40 am - 12:30 am
Sunday	5:25 am - 12:30 am

Fare Structure

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

Pass (full fare) \$40.00/Month; E&D Pass \$20.00/Month. Demand Response \$20.00 for Ten Trip Ticket; 7-Day Pass \$12; Day Pass \$3.00; All Passes 1/2 price for youth and "half-fare" program

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	319	11
Maintenance	76	0
Administration	47	0
Total	442	11

Operation Characteristics

Revenue Vehicles	229
Peak Hour Fleet	170
Base Fleet	115
Fuel Consumption (gal)	1,691,792

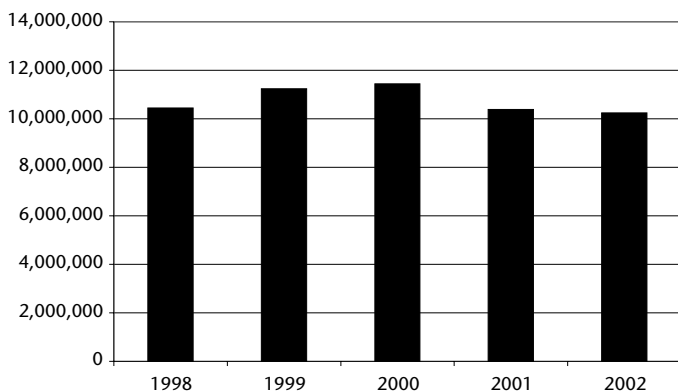
Ridership Trends

1998	10,444,627
1999	11,239,155
2000	11,443,499
2001	10,389,510
2002	10,247,493

2002 Highlights

- Received another \$1,000,000 JARC Grant to continue IndyGo's Job Access Program.
- Successfully demonstrated an electric bus circulator route in the Indianapolis Downtown area as a test of IndyGo's Electric Bus project.
- Preliminary analysis completed for sizing in a downtown transit center.
- Developed partnership with The Greater Indianapolis Progress Committee for a "Business Transit Alliance" to promote Indyworks and other transit incentives.

System Ridership Trend



Group
1

Legislative District

Indiana Senate	29, 30, 31, 32, 33, 34, 35, 36
Indiana House	25, 58, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
U.S. Congressional	4, 5, 6, 7

Productivity

Total Passenger Boardings	10,247,493
Total Vehicle Miles	10,386,718
Revenue Vehicle Miles	3,379,215
Revenue Vehicle Hours	574,098

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.36
Operating Expense per Passenger Trip	\$3.41
Passenger Trips per Total Vehicle Mile	0.99
Passenger Trips per Capita	11.33

Financial Performance

Operating Subsidy	\$27,565,185
Operating Subsidy Ratio	79%
Locally Derived Income	\$18,361,817
Locally Derived Income Per Operating Expense	\$0.53
Fare Recovery Ratio	20%

Operating Expense Summary

Operator Salaries/Wages	\$9,858,061
Other Salaries/Wages	\$6,184,905
Fringe	\$7,713,629
Services	\$2,353,388
Materials and Supplies	\$3,440,999
Utilities	\$540,414
Casualty/Liability	\$411,475
Purchased Transportation	\$4,444,635
Other	\$0
Total	<u>\$34,947,506</u>
Fixed Route Expenses	27,643,118
Demand Response Expenses	\$7,304,388

Revenue Summary

Fare Revenue	\$6,871,612
Charter/Other	\$510,709
Contra & Other Fed/State	\$0
Local Assistance	\$10,979,496
State Assistance	\$9,310,311
Federal Assistance	\$7,275,378
Total	<u>\$34,947,506</u>

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
19	1986	Orion	No	48	Diesel
7	1987	Orion	No	48	Diesel
30	1997	Gillig	Yes	44+2wc	Diesel
10	1998	Gillig	Yes	44+2wc	Diesel
8	1998	Ford	Yes	14+4wc	Diesel
2	1999	Ford	Yes	14+4wc	Diesel
25	2000	Gillig	Yes	23+2wc	Diesel
25	2000	Gillig	Yes	28+2wc	Diesel
25	2000	Gillig	Yes	38+2wc	Diesel
36	2000	Ford	Yes	14+4wc	Diesel
35	2001	Ford	Yes	14+4wc	Diesel
7	2002	Ford	Yes	14+4wc	Diesel



Jay-Randolph-Delaware Counties

1701 Pilgrim Blvd., P.O. Box 308
 Yorktown, IN 47396
 (800) 589-1121 Fax (765) 759-0060
 Contact: Mark Yaudus, Manager of Logistics
 email: myaudus@lifestreaminc.org

General Information

Type of Service	Demand Response
Service Area	Delaware, Jay and Randolph Counties (except Muncie)
Service Population	100,546

Service Hours

Weekday	7:00 am - 6:00 pm
Saturday	10:00 am - 2:00 pm
Sunday	No Service

Fare Structure

Base	\$1.00 - \$8.00 (depending on length of trip)
Youth	Same as base
Elderly/Disabled	Same as base
Transfer	N/A
Other/Special	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	10	9
Maintenance	0	1
Administration	1	0
Total	<u>11</u>	<u>10</u>

Operation Characteristics

Revenue Vehicles	14
Peak Hour Fleet	14
Base Fleet	10
Fuel Consumption (gal)	44,149

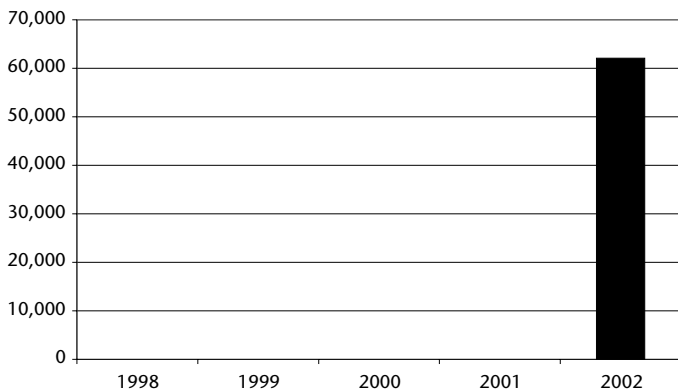
Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	N/A
2002	62,090

2002 Highlights

- The New InterUrban is bringing mobility to East Central Indiana operating a three (3) county public system.
- We provided transportation to 1,187 individuals, and provided 62,484 trips in our first year of operation.
- We provided 27,886 trips to disabled individuals, which required specialized transportation, and many that required special needs to be transported.
- We provide transportation for several development organizations to workshops and to assist their clients to remain living independently in their communities.
- We coordinated a county link service with systems in surrounding counties. This system offers individuals mobility to reach destinations in counties outside our service area.

System Ridership Trend



The New InterUrban Public Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$259,308
Other Salaries/Wages	\$13,647
Fringe	\$35,078
Services	\$4,337
Materials and Supplies	\$70,402
Utilities	\$12,593
Casualty/Liability	\$492
Purchased Transportation	\$0
Other	\$35,778
Total	<u>\$431,635</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$431,635

Revenue Summary

Fare Revenue	\$14,840
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$248,395
State Assistance	\$0
Federal Assistance	\$168,400
Total	<u>\$431,635</u>

Legislative District

Indiana Senate	26, 27
Indiana House	33, 34, 35, 54

U.S. Congressional 6

Productivity

Total Passenger Boardings	62,090
Total Vehicle Miles	444,849
Revenue Vehicle Miles	438,496
Revenue Vehicle Hours	30,122

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$0.97
Operating Expense per Passenger Trip	\$6.95
Passenger Trips per Total Vehicle Mile	0.14
Passenger Trips per Capita	0.62

Financial Performance

Operating Subsidy	\$416,795
Operating Subsidy Ratio	97%
Locally Derived Income	\$263,235
Locally Derived Income Per Operating Expense	\$0.61
Fare Recovery Ratio	3%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1989	Dodge/Braun	Yes	10+1wc	Gas
1	1991	GMC	No	14	Gas
2	1994	Dodge/Braun	Yes	9+1wc	Gas
1	1996	Dodge/Braun	Yes	9+1wc	Gas
1	1996	Chevrolet	No	6	Gas
1	1996	Ford	No	14	Gas
1	1997	Dodge/Braun	Yes	9+1wc	Gas
1	1998	Ford	No	14	Gas
1	1999	GMC	No	14	Gas
2	2000	Dodge/Braun	Yes	9+2wc	Gas
1	2001	Dodge/Braun	Yes	9+2wc	Gas
1	2002	Dodge/Braun	Yes	9+2wc	Gas



Johnson County

P.O. Box 216

Franklin, IN 46131

(317) 738-5523 Fax (317) 738-5522

Contact: Rebecca J. Price, Transportation Director

email: n/a

website: accessjohnsoncounty.org

General Information

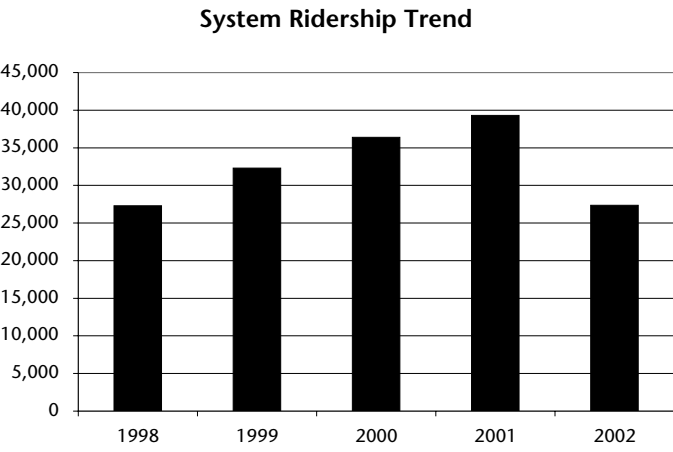
Type of Service	Demand Response and Deviated Fixed Route
Service Area	Johnson County
Service Population	64,048

Service Hours

Weekday	5:30 am - 10:00 pm
Saturday	9:00 am - 5:00 pm
Sunday	No Service

Fare Structure

Base	\$3.00 City Limits, \$4.00 County-wide
Youth	N/A
Elderly/Disabled	\$2.00 City Limits, \$3.00 County-wide
Transfer	Free
Other/Special	Over-County-Line Fee \$1.00; Deviated Fixed-Route \$1.00 each boarding.



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	13	10
Maintenance	0	0
Administration	1	0
Total	14	10

Operation Characteristics

Revenue Vehicles	15
Peak Hour Fleet	10
Base Fleet	10
Fuel Consumption (gal)	32,363

Ridership Trends

1998	27,308
1999	32,286
2000	36,394
2001	39,317
2002	27,351

2002 Highlights

- Local matching funds for ACCESS have been pledged by six of the eight towns/cities of Johnson County.
- ACCESS Johnson County has served more than 1632 different passengers since it began.
- ACCESS Johnson County piloted new Edinburgh, Trafalgar and Bargersville Connectors (outlying towns).
- Passenger trips have more than doubled since 1996.
- Passenger trips increased 8%.

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$263,617
Other Salaries/Wages	\$81,432
Fringe	\$60,039
Services	\$57,819
Materials and Supplies	\$43,808
Utilities	\$14,905
Casualty/Liability	\$11,518
Purchased Transportation	
Other	\$101,676
Total	<u>\$634,814</u>
Fixed Route Expenses	\$113,106
Demand Response Expenses	\$521,708

Revenue Summary

Fare Revenue	\$51,289
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$177,374
State Assistance	\$114,985
Federal Assistance	\$291,166
Total	<u>\$634,814</u>

Legislative District

Indiana Senate 32, 35, 36, 37, 41

Indiana House 47, 58, 59, 93

U.S. Congressional 4, 5, 6

Productivity

Total Passenger Boardings	27,351
Total Vehicle Miles	328,105
Revenue Vehicle Miles	308,616
Revenue Vehicle Hours	18,588

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.93
Operating Expense per Passenger Trip	\$23.21
Passenger Trips per Total Vehicle Mile	0.08
Passenger Trips per Capita	0.43

Financial Performance

Operating Subsidy	\$583,525
Operating Subsidy Ratio	92%
Locally Derived Income	\$228,663
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1994	Dodge	Yes	6+2wc	Gas
3	1996	Dodge	Yes	6+2wc	Gas
1	1997	Ford	Yes	14+3wc	Gas
2	1998	Dodge	Yes	6+2wc	Gas
2	1999	Dodge	Yes	6+2wc	Gas
1	2000	Dodge	Yes	6+2wc	Gas
1	2001	Dodge	Yes	6+2wc	Gas
1	2001	Ford	Yes	14+2wc	Gas
1	2002	Ford	Yes	14+2wc	Gas
1	2002	Dodge	Yes	6+2wc	Gas



KIRPC

115 E. 4th Street, P.O. Box 127
 Monon, IN 47959
 (219) 253-6658 Fax (219) 253-6659
 Contact: Stan Minnick, Project Coordinator
 email: stanm@urhere.net

General Information

Type of Service	Demand Response
Service Area	Jasper, Newton, Pulaski, Starke, and White Counties
Service Population	107,187

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	\$1.00
Elderly/Disabled	\$1.00
Transfer	N/A
Other/Special	

Pass \$11.00/Month, \$150.00/Year (Pulaski Co.).
 Ticket \$7.50/12 Rides (Starke Co.)

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	18	11
Maintenance	0	0
Administration	3	19
Total	<u>21</u>	<u>30</u>

Operation Characteristics

Revenue Vehicles	50
Peak Hour Fleet	50
Base Fleet	50
Fuel Consumption (gal)	63,459

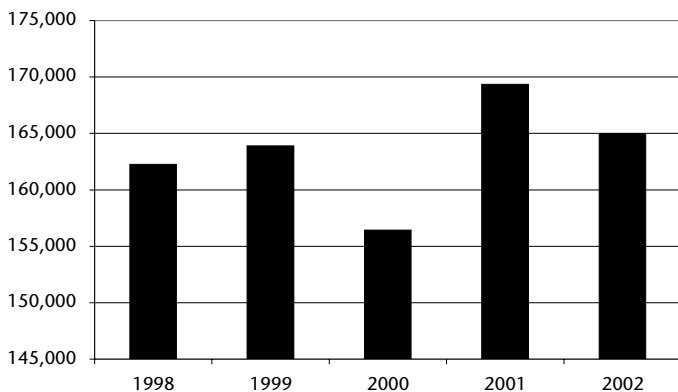
Ridership Trends

1998	162,261
1999	163,893
2000	156,443
2001	169,349
2002	164,993

2002 Highlights

- Pulaski County received a PACE grant to provide county wide pre-school services. Arrowhead Country Public Transit Service provider in Pulaski County became the contract transit provider for the new service.
- Arrowhead Country Public Transit Service providers in Jasper and Newton Counties have opened satellite facilities to base transportation services to better serve portions of these geographically large counties.

System Ridership Trend



Arrowhead Country Public Transportation

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$313,825
Other Salaries/Wages	\$267,489
Fringe	\$214,244
Services	\$64,718
Materials and Supplies	\$86,418
Utilities	\$42,280
Casualty/Liability	\$104,225
Purchased Transportation	\$0
Other	\$45,698
Total	<u>\$1,138,897</u>
Fixed Route Expenses	\$0
Demand Response Expenses	\$1,138,897

Revenue Summary

Fare Revenue	\$299,568
Charter/Other	\$0
Contra & Other Fed/State	\$6,008
Local Assistance	\$130,938
State Assistance	\$285,723
Federal Assistance	\$416,660
Total	<u>\$1,138,897</u>

Legislative District

Indiana Senate	5, 6, 7, 18
Indiana House	4, 15, 16, 17, 19, 20
U.S. Congressional	1, 2, 4

Productivity

Total Passenger Boardings	164,993
Total Vehicle Miles	720,160
Revenue Vehicle Miles	685,716
Revenue Vehicle Hours	44,164

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.58
Operating Expense per Passenger Trip	\$6.90
Passenger Trips per Total Vehicle Mile	0.23
Passenger Trips per Capita	1.54

Financial Performance

Operating Subsidy	\$833,321
Operating Subsidy Ratio	73%
Locally Derived Income	\$430,506
Locally Derived Income Per Operating Expense	\$0.38
Fare Recovery Ratio	26%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1988	GMC/Carpenter	Yes	16	Gas
1	1991	Dodge/Braun	Yes	8+2wc	Gas
4	1991	Chevrolet	No	22	Gas
1	1993	Ford	No	14	Gas
1	1994	Dodge/Braun	Yes	9+2wc	Gas
1	1995	Dodge/Braun	No	13	Gas
4	1995	Dodge/Braun	Yes	9+2wc	Gas
3	1995	Chevrolet	No	22	Gas
2	1996	Chevrolet	No	7	Gas
1	1996	Dodge	No	6	Gas
3	1997	Dodge/Braun	Yes	9+2wc	Gas
1	1997	Dodge	No	13	Gas
4	1997	Dodge/Braun	Yes	9+2wc	Gas
1	1997	GMC/BUB	Yes	5	Gas
2	1997	Dodge	No	6	Gas
3	1999	Dodge/Braun	Yes	9+2wc	Gas
2	1999	Dodge	No	6	Gas
1	1999	Ford	No	5	Gas
2	2000	Dodge Braun	Yes	9+2wc	Gas
1	2000	Chevrolet	No	22	Gas
1	2000	Dodge/Braun	No	14	Gas
1	2000	Chevrolet	No	4	Gas
4	2001	Dodge/Braun	Yes	9+2wc	Gas
2	2001	Chevrolet	No	22	Gas
1	2001	Chevrolet	Yes	4+1wc	Gas
1	2002	Dodge/Braun	No	13	Gas
1	2002	Dodge/Braun	Yes	9+2wc	Gas
2	2002	Chevrolet	No	22	Gas



Knox County

2009 Prospect Avenue

Vincennes, IN 47591

(812) 882-2285 Fax (812) 882-2186

Contact: Mary Eakins, Transportation Specialist

email: n/a

General Information

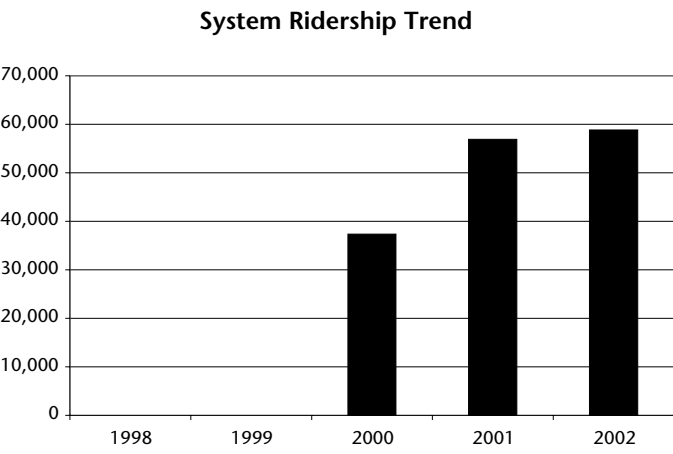
Type of Service	Demand Response and Deviated Fixed Route
Service Area	Knox County
Service Population	39,256

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	By appointment
Sunday	By appointment

Fare Structure

Base	\$2.00 in Vincennes, \$3.00 County
Youth	N/A
Elderly/Disabled	N/A
Transfer	N/A
Other/Special	25 tokens for \$20.00.



Personnel

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

Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	17,052

Ridership Trends

1998	N/A
1999	N/A
2000	37,358
2001	56,889
2002	58,824

2002 Highlights

- Five Van-Go drivers were awarded master driver awards for their attendance at RTAP lead training.
- We maintained a very aggressive training schedule for all drivers/ volunteers and personnel. AED (diffibulator) training was added to the list this year with all drivers being trained in use of AED equipment. Contracts were added or increased with all area nursing homes, Vincennes University, KCARC, Housing Projects, Vocational Rehabilitation, community schools, medical facilities and Goodwill.
- Added one (1) new 18-passenger van with 4 mobility stations and one (1) 12-passenger to the fleet.
- Provided transportation for several city functions including the fall festival, Christmas Stroll, Sr. Expo and 4th of July celebration, was also represented in 2 of the cities annual parades and provided rides to Farmer's Market.
- Entered into three new contracts this year. Began service for Bridgepointe, (new nursing facility) for rides to doctor appointments. Began service for Community School District to provide rides for students to and from school. Set up routes through Vincennes University for shopping trips, also contracted for rides to medical facilities as needed for students.
- Now offer a punch card system to all KCARC clients
- Worked with the YMCA to transport summer children to programs.
- Entered into a Drug and Alcohol Coalition with INDOT. Went through a very successful peer review for our staff drug and alcohol program. Was told we are doing an "exemplary job".
- Gave a Layette to the First Baby born (at Good Samaritan Hospital) during Public Transit week (Sept 16-22). (This was our second year for this).
- Vans collected school supplies in lieu of fares on Thursdays in August. All supplies collected were donated to the local school district for needy children.
- Live radio spots and advertisements on TV.

Group
4

Legislative District

Indiana Senate 39, 48
Indiana House 45, 64

U.S. Congressional 8

Productivity

Total Passenger Boardings 58,824
Total Vehicle Miles 169,171
Revenue Vehicle Miles 165,487
Revenue Vehicle Hours 11,346

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.53
Operating Expense per Passenger Trip \$4.41
Passenger Trips per Total Vehicle Mile 0.35
Passenger Trips per Capita 1.50

Financial Performance

Operating Subsidy \$205,905
Operating Subsidy Ratio 79%
Locally Derived Income \$153,206
Locally Derived Income Per Operating Expense \$0.59
Fare Recovery Ratio 21%

Operating Expense Summary

Operator Salaries/Wages	\$140,558
Other Salaries/Wages	\$0
Fringe	\$25,864
Services	\$0
Materials and Supplies	\$33,220
Utilities	\$8,375
Casualty/Liability	\$12,147
Purchased Transportation	
Other	\$39,385
Total	\$259,549
Fixed Route Expenses	\$0
Demand Response Expenses	\$259,549

Revenue Summary

Fare Revenue	\$53,644
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$99,562
State Assistance	\$29,789
Federal Assistance	\$76,554
Total	\$259,549

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Dodge	Yes	9+2wc	Gas
1	1996	Chevrolet	No	6	Gas
1	1998	Plymouth	No	6	Gas
1	1999	Dodge	Yes	9+2wc	Gas
1	2000	Ford	Yes	14+2wc	Gas
1	2000	Plymouth	Yes	4+2wc	Gas
1	2002	Ford	Yes	14+2wc	Gas
1	2002	Dodge	Yes	9+2wc	Gas



Kokomo

120 E. Mulberry Street, Suite 116
 Kokomo, IN 46901
 (765) 456-2336 Fax (765) 456-2339
 Contact: Larry Ives, Director
 email: khcgcc@aol.com

General Information

Type of Service Demand Response
Service Area City of Kokomo
Service Population 46,113

Service Hours

Weekday 24 hours per day
Saturday 24 hours per day
Sunday 24 hours per day

Fare Structure

Base \$4.25
Youth \$4.25
Elderly/Disabled \$4.25
Transfer N/A
Other/Special

Taxi Fare is base rate of \$4.25; Elderly and disabled pay half base fare rate during non-peak periods..
 Program subsidizes \$3 per trip; driver assistance extra

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	36	5
Maintenance	1	12
Administration	2	9
Total	39	26

Operation Characteristics

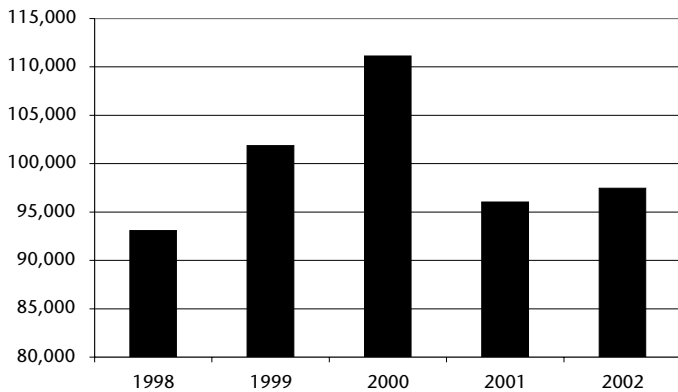
Revenue Vehicles	24
Peak Hour Fleet	24
Base Fleet	16
Fuel Consumption (gal)	46,991

Ridership Trends

1998	93,089
1999	101,853
2000	111,140
2001	96,028
2002	97,473

2002 Highlights

System Ridership Trend



Group
3

First City Rider/
Kokomo Senior Citizen Bus Service

Legislative District

Indiana Senate 21
Indiana House 30, 38

U.S. Congressional 2

Productivity

Total Passenger Boardings 97,473
Total Vehicle Miles 465,617
Revenue Vehicle Miles 311,963
Revenue Vehicle Hours 22,282

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.67
Operating Expense per Passenger Trip \$8.00
Passenger Trips per Total Vehicle Mile 0.21
Passenger Trips per Capita 2.11

Financial Performance

Operating Subsidy \$646,952
Operating Subsidy Ratio 83%
Locally Derived Income \$202,728
Locally Derived Income Per Operating Expense \$0.26
Fare Recovery Ratio 17%

Operating Expense Summary

Operator Salaries/Wages	\$259,028
Other Salaries/Wages	\$110,967
Fringe	\$132,853
Services	\$22,700
Materials and Supplies	\$19,454
Utilities	\$9,984
Casualty/Liability	\$0
Purchased Transportation	\$207,054
Other	\$17,510
Total	\$779,550
Fixed Route Expenses	\$0
Demand Response Expenses	\$779,550

Revenue Summary

Fare Revenue	\$132,598
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$70,130
State Assistance	\$170,760
Federal Assistance	\$406,062
Total	\$779,550

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1995	Ford	Yes	14+2wc	Gas
2	1996	Ford	Yes	14+2wc	Gas
2	1998	Ford	Yes	14+2wc	Gas
6	2001	Ford	Yes	12+2wc	Diesel
2	2002	Ford	Yes	12+2wc	Diesel
12	vehicles operated by private contractors				



Kosciusko County

1804 East Winona Avenue
 Warsaw, IN 46580
 (574) 267-4990 Fax (574) 267-6200
 Contact: Rita Baker, General Manager
 email: ritab@cardinalcenter.org

General Information

Type of Service	Subscription and Demand Response
Service Area	Kosciusko County
Service Population	74,057

Service Hours

Weekday	5:30 am - 9:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	N/A
Elderly/Disabled	N/A
Transfer	Free
Other/Special	

Subscription \$2.00, Elderly and Disabled \$1.00.
 Multi-ride discounts for youth, seniors, and adults;
 Same-day demand response service \$3.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	9	2
Maintenance	1	0
Administration	4	0
Total	<u>14</u>	<u>2</u>

Operation Characteristics

Revenue Vehicles	14
Peak Hour Fleet	8
Base Fleet	8
Fuel Consumption (gal)	29,880

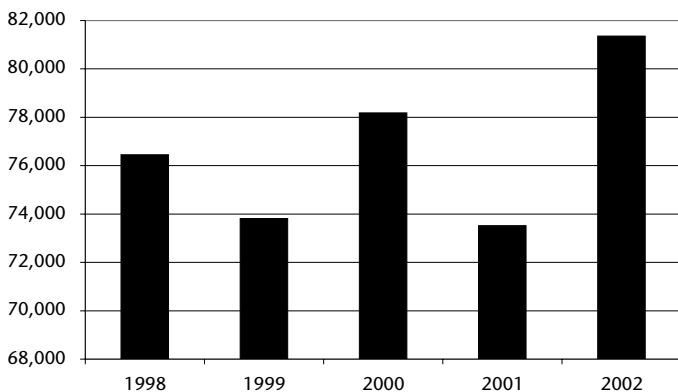
Ridership Trends

1998	76,455
1999	73,817
2000	78,186
2001	73,521
2002	81,359

2002 Highlights

- Began Medicaid approved transportation March 2002.
- New contract with Grace College transporting students to and from chapel three days per week. This contract added over 10,000 passenger trips in 2002. Received matching capital grant from K21 Foundation for the purchase of two BOVC's in 2003.

System Ridership Trend



Kosciusko Area Bus Service

Group
4

Operating Expense Summary

Operator Salaries/Wages	\$166,265
Other Salaries/Wages	\$117,494
Fringe	\$144,206
Services	\$6,038
Materials and Supplies	\$50,828
Utilities	\$15,973
Casualty/Liability	\$24,670
Purchased Transportation	\$0
Other	\$86,568
Total	<u>\$612,042</u>
Fixed Route Expenses	\$260,095
Demand Response Expenses	\$351,947

Revenue Summary

Fare Revenue	\$37,038
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$127,267
State Assistance	\$159,745
Federal Assistance	\$287,992
Total	<u>\$612,042</u>

Legislative District

Indiana Senate 9, 13, 17, 18

Indiana House 18, 22, 23

U.S. Congressional 3

Productivity

Total Passenger Boardings	81,359
Total Vehicle Miles	206,623
Revenue Vehicle Miles	180,600
Revenue Vehicle Hours	10,777

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.96
Operating Expense per Passenger Trip	\$7.52
Passenger Trips per Total Vehicle Mile	0.39
Passenger Trips per Capita	1.10

Financial Performance

Operating Subsidy	\$575,004
Operating Subsidy Ratio	94%
Locally Derived Income	\$164,305
Locally Derived Income Per Operating Expense	\$0.27
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1985	Thomas	Yes	20+2wc	Diesel
2	1989	Thomas	Yes	37+2wc	Diesel
1	1989	Thomas	Yes	25+2wc	Diesel
1	1994	Dodge	Yes	12+2wc	Gas
1	1994	Bluebird	Yes	37+2wc	Diesel
1	1995	Ford	Yes	12+2wc	Diesel
2	1996	Ford	Yes	12+2wc	Diesel
2	1997	Dodge	Yes	12+1wc	Gas
1	2000	Dodge	Yes	12+2wc	Gas
2	2002	Ford	Yes	16+2wc	Diesel



Lafayette/West Lafayette

1250 Canal Rd., Box 588

Lafayette, IN 47902

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

Contact: Martin B. Sennett, General Manager

email: msennett@gocitybus.com

website: www.GoCityBus.com

General Information

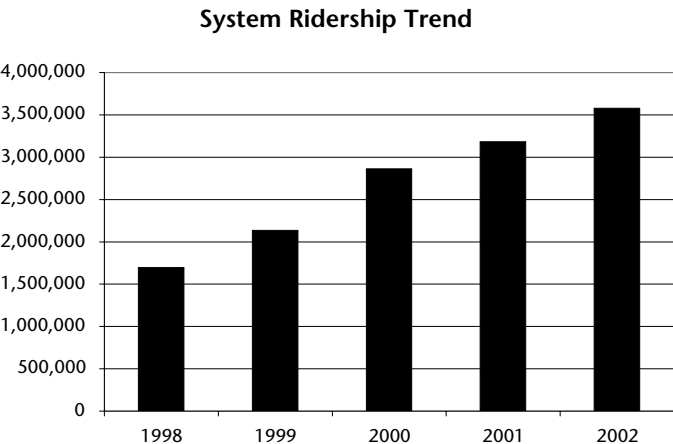
Type of Service	Fixed Route and Demand Response
Service Area	Lafayette, West Lafayette Metro Area, & Purdue Campus
Service Population	123,046

Service Hours

Weekday	6:00 am - 10:40 pm
Saturday	6:00 am - 9:40 pm
Sunday	8:45 am - 6:40 pm

Fare Structure

Base	\$0.75
Youth	Free
Elderly/Disabled	0.25
Transfer	Free
Other/Special	
Pass \$21.00/Month, E&D Pass \$10.50/Month, Token \$.50/ride.	



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	72	16
Maintenance	12	1
Administration	16	0
Total	<u>100</u>	<u>17</u>

Operation Characteristics

Revenue Vehicles	65
Peak Hour Fleet	53
Base Fleet	37
Fuel Consumption (gal)	358,529

Ridership Trends

1998	1,695,702
1999	2,135,333
2000	2,861,573
2001	3,182,325
2002	3,578,716

2002 Highlights

- CityBus had record ridership for the year 2002. Passengers rode buses 3,579,053 times, an increase of 13% over 2001.
- Construction of a second childcare center was complete and the center opened in August. The project was 80% funded by an FTA Livable Communities Grant.
- CityBus replaced four 19-year old buses with two new trolleys and six new 40-foot transit buses placed into service in 2002.
- In 2002, construction was started on our new maintenance facility to be built just south of our current location. The 21,000-square foot facility, expected to open in June 2003, will better serve our growing fleet.
- In 2002 CityBus ordered 20 bike racks to be installed on our fleet, bringing the number of buses with bike racks to 37.

Group 1

Operating Expense Summary

Operator Salaries/Wages	\$1,961,160
Other Salaries/Wages	\$1,095,944
Fringe	\$1,141,392
Services	\$145,407
Materials and Supplies	\$621,097
Utilities	\$59,186
Casualty/Liability	\$319,835
Purchased Transportation	\$0
Other	\$141,315
Total	<u>\$5,485,336</u>
Fixed Route Expenses	\$5,017,437
Demand Response Expenses	\$411,949

Revenue Summary

Fare Revenue	\$1,385,142
Charter/Other	\$273,197
Contra & Other Fed/State	\$31,154
Local Assistance	\$1,654,847
State Assistance	\$1,673,045
Federal Assistance	\$467,951
Total	<u>\$5,485,336</u>

Legislative District

Indiana Senate	7, 22
Indiana House	26, 27, 41

U.S. Congressional 4

Productivity

Total Passenger Boardings	3,578,716
Total Vehicle Miles	1,519,857
Revenue Vehicle Miles	1,394,539
Revenue Vehicle Hours	123,051

Performance/Service Effectiveness

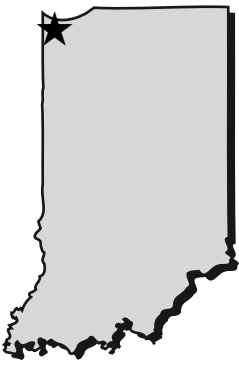
Operating Expense per Total Vehicle Mile	\$3.61
Operating Expense per Passenger Trip	\$1.53
Passenger Trips per Total Vehicle Mile	2.35
Passenger Trips per Capita	29.08

Financial Performance

Operating Subsidy	\$3,795,843
Operating Subsidy Ratio	69%
Locally Derived Income	\$3,313,186
Locally Derived Income Per Operating Expense	\$0.60
Fare Recovery Ratio	25%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1983	Gillig	No	40	Diesel
6	1985	Flexible	No	46	Diesel
5	1986	Flexible	No	39	Diesel
5	1987	Flexible	No	39	Diesel
1	1987	Orion	Yes	39	Diesel
4	1990	Flexible	No	46	Diesel
6	1992	Gillig	Yes	30+2wc	Diesel
2	1994	Startran	Yes	16+2wc	Diesel
6	1994	Gillig	Yes	38+2wc	Diesel
2	1997	Startran	Yes	16+2wc	Diesel
9	1998	Gillig	Yes	38+2wc	Diesel
2	1999	Supreme	Yes	16+2wc	Diesel
3	1999	Gillig	Yes	38+2wc	Diesel
1	2000	Dodge Van	Yes	9+1wc	Gas
2	2002	Chance-Trolley	Yes	28	Diesel
2	2002	Startran	Yes	12+2wc	Diesel
6	2002	Gillig	Yes	38+2wc	Diesel



Lake-Porter Counties

5518 Calumet Avenue

Hammond, IN 46320

(219) 937-3500 Fax (219) 932-0560

Contact: John Schoon, Director of Transportation Services

email: jschoon@nwi-ca.org

General Information

Type of Service	Demand Response
Service Area	Lake and Porter Counties
Service Population	320,187

Service Hours

Weekday	6:00 am - 8:00 pm
Saturday	on special request
Sunday	No Service

Fare Structure

Base	\$1.50
Youth	N/A
Elderly/Disabled	\$1.50
Transfer	N/A
Other/Special	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	41	6
Maintenance	0	0
Administration	1	2
Total	<u>42</u>	<u>8</u>

Operation Characteristics

Revenue Vehicles	51
Peak Hour Fleet	34
Base Fleet	34
Fuel Consumption (gal)	107,174

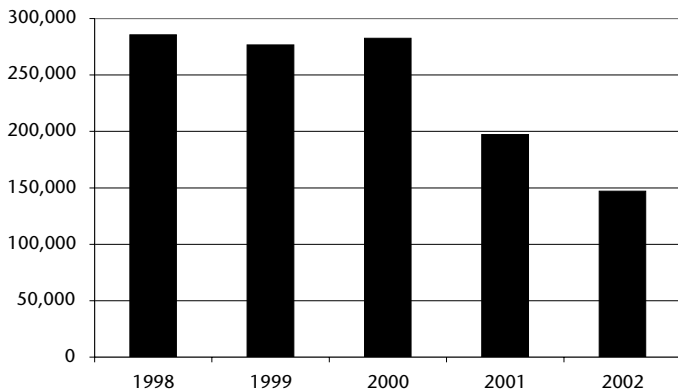
Ridership Trends

1998	285,619
1999	276,662
2000	282,560
2001	197,199
2002	147,059

2002 Highlights

- Continued and added service of Welfare to Work customers after 6:00 pm.
- Reinstalled and upgraded Route Logic Scheduling and Routing Software in Dispatch Centers.
- Decreased chargeable accidents by 19%.
- Improved on time performance by 11% on the year.
- Was able to reduce no shows by 9% through better customer relations.

System Ridership Trend



Northwest Indiana Community Action

Group 3

Operating Expense Summary

Operator Salaries/Wages	\$518,095
Other Salaries/Wages	\$182,745
Fringe	\$226,465
Services	\$458,980
Materials and Supplies	\$141,575
Utilities	\$38,743
Casualty/Liability	\$177,971
Purchased Transportation	\$0
Other	\$22,082
Total	<u>\$1,766,656</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$1,766,656

Revenue Summary

Fare Revenue	\$101,541
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$646,994
State Assistance	\$748,534
Federal Assistance	\$269,587
Total	<u>\$1,766,656</u>

Legislative District

Indiana Senate	1, 2, 3, 4, 5, 6
Indiana House	1, 2, 3, 4, 10, 11, 12, 13, 14, 15, 19, 20
U.S. Congressional	1, 2

Productivity

Total Passenger Boardings	147,059
Total Vehicle Miles	705,925
Revenue Vehicle Miles	578,859
Revenue Vehicle Hours	72,912

Performance/Service Effectiveness

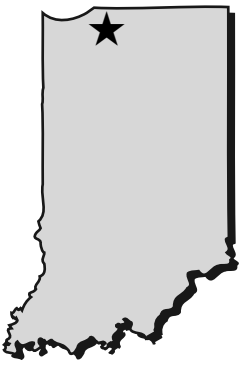
Operating Expense per Total Vehicle Mile	\$2.50
Operating Expense per Passenger Trip	\$12.01
Passenger Trips per Total Vehicle Mile	0.21
Passenger Trips per Capita	2.86

Financial Performance

Operating Subsidy	\$1,665,115
Operating Subsidy Ratio	94%
Locally Derived Income	\$748,535
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1992	Ford	N/A	wrecker	Diesel
1	1994	Ford-Supreme	Yes	12+2wc	Gas
1	1996	Ford-Supreme	Yes	12+2wc	Gas/CNG
4	1996	Ford	No	21	Gas/CNG
1	1996	Dodge	Yes	5+2wc	Gas
2	1998	Chevrolet	No	7	Gas
2	1999	Ford	No	15	CNG
5	1999	Ford-Braun	Yes	5+2wc	CNG
6	1999	Ford-Supreme	Yes	11+2wc	Gas
5	1999	Ford-Braun	Yes	5+2wc	CNG
6	1999	Ford-Supreme	Yes	12+2wc	Gas
1	1999	Dodge	No	15	Gas
1	2000	Chevrolet	No	7	Gas
11	2001	Ford-Goshen	Yes	11+2wc	Gas
1	2001	Ford-Goshen	Yes	11+2wc	Diesel
3	2002	Ford-Goshen	Yes	11+2wc	Gas



LaPorte

102 "L" Street
 LaPorte, IN 46350
 (219) 326-8274 Fax (219) 362-6325
 Contact: Janet Lantz, Manager
 email: transportell@attbi.com

General Information

Type of Service Demand Response
Service Area LaPorte City Limits and one-quarter mile fringe
Service Population 21,621

Service Hours

Weekday 6:00 am - 9:00 pm
Saturday 8:00 am - 4:00 pm
Sunday No Service

Fare Structure

Base \$2.50
Youth \$1.00
Elderly/Disabled \$1.75
Transfer N/A
Other/Special
 Pass \$22.50/10 Rides. E & D Pass \$15.00/10 Rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	7	7
Maintenance	2	0
Administration	3	0
Total	<u>12</u>	<u>7</u>

Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	5
Base Fleet	4
Fuel Consumption (gal)	21,096

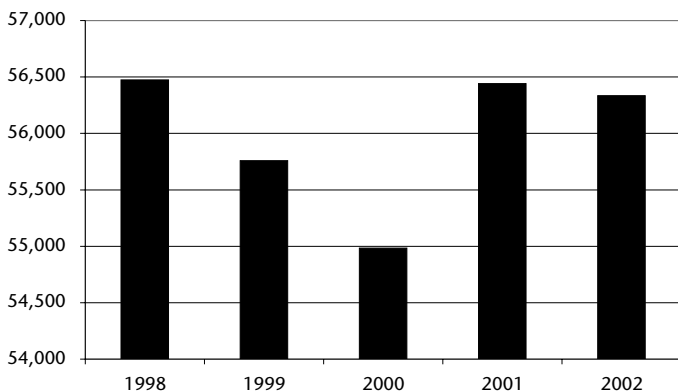
Ridership Trends

1998	56,474
1999	55,758
2000	54,985
2001	56,441
2002	56,334

2002 Highlights

- Took seniors from nursing homes on Christmas Light tour at no cost for drivers or vehicles.
- Worked with MDA for local fundraiser at no cost for drivers or vehicles.
- Transported local high school students to prom, received press coverage.
- Advertise daily on local radio station morning news.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages	\$290,965
Other Salaries/Wages	\$0
Fringe	\$108,977
Services	\$5,407
Materials and Supplies	\$43,412
Utilities	\$14,104
Casualty/Liability	\$11,839
Purchased Transportation	\$0
Other	\$4,143
Total	\$478,847
Fixed Route Expenses	N/A
Demand Response Expenses	\$478,847

Revenue Summary

Fare Revenue	\$97,050
Charter/Other	\$7,200
Contra & Other Fed/State	\$3,128
Local Assistance	\$119,990
State Assistance	\$75,755
Federal Assistance	\$175,724
Total	\$478,847

Legislative District

Indiana Senate	8
Indiana House	9, 20
U.S. Congressional	2

Productivity

Total Passenger Boardings	56,334
Total Vehicle Miles	143,331
Revenue Vehicle Miles	143,331
Revenue Vehicle Hours	17,104

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.34
Operating Expense per Passenger Trip	\$8.50
Passenger Trips per Total Vehicle Mile	0.39
Passenger Trips per Capita	2.61

Financial Performance

Operating Subsidy	\$371,469
Operating Subsidy Ratio	78%
Locally Derived Income	\$224,240
Locally Derived Income Per Operating Expense	\$0.47
Fare Recovery Ratio	20%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1998	Braun Corp.	Yes	8+2wc	Gas
2	1999	Braun Corp.	Yes	8+2wc	Gas
2	2000	Braun Corp.	Yes	8+2wc	Gas
2	2001	Braun Corp.	Yes	8+2wc	Gas



Madison County

16 E. Ninth Street
 Anderson, IN 46016
 (765) 641-9482 Fax (765) 641-9486
 Contact: Rosalee Bernard, Chief Local Assistance Planner
 email: rbernard@mccog.net

General Information

Type of Service Demand Response
Service Area Madison County except Anderson
Service Population 73,624

Service Hours

Weekday 6:00 am - 5:00 pm
Saturday No Service
Sunday No Service

Fare Structure

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

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	0
Maintenance	0	0
Administration	2	0
Total	<u>7</u>	<u>0</u>

Operation Characteristics

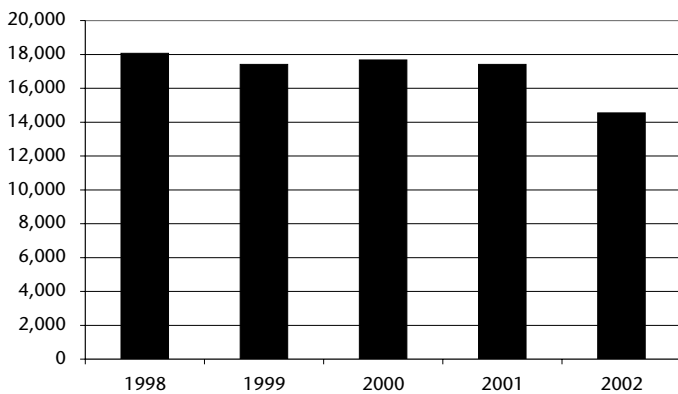
Revenue Vehicles	5
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	16,611

Ridership Trends

1998	18,061
1999	17,412
2000	17,669
2001	17,408
2002	14,544

2002 Highlights

System Ridership Trend



Transportation for Rural Areas of Madison

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$40,034
Fringe	\$12,685
Services	\$0
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$142,998
Other	\$18,860
Total	\$214,577
Fixed Route Expenses	N/A
Demand Response Expenses	\$214,577

Revenue Summary

Fare Revenue	\$43,632
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$20,922
State Assistance	\$64,551
Federal Assistance	\$85,472
Total	\$214,577

Legislative District

Indiana Senate	20, 25, 26
Indiana House	35, 36, 37

U.S. Congressional 6

Productivity

Total Passenger Boardings	14,544
Total Vehicle Miles	174,346
Revenue Vehicle Miles	174,346
Revenue Vehicle Hours	N/A

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.23
Operating Expense per Passenger Trip	\$14.75
Passenger Trips per Total Vehicle Mile	0.08
Passenger Trips per Capita	0.20

Financial Performance

Operating Subsidy	\$170,945
Operating Subsidy Ratio	80%
Locally Derived Income	\$64,554
Locally Derived Income Per Operating Expense	\$0.30
Fare Recovery Ratio	20%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	Dodge	Yes	6+3wc	Gas
1	2000	Ford	No	4	Gas
3	2002	Dodge	Yes	6+3wc	Gas



Marion

520 East 6th Street
 Marion, IN 46953
 (765) 668-4405 Fax (765) 668-1798
 Contact: Orville Fitzjarrald, Manager
 email: n/a

General Information

Type of Service	Fixed Route with ADA Deviation
Service Area	Marion City Limits, plus hourly service to Gas City and Jonesboro
Service Population	31,320

Service Hours

Weekday	7:00 am - 5:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$0.50
Youth	\$0.25
Elderly/Disabled	\$0.50
Transfer	Free
Other/Special	

E&D Fare \$0.25 with ID; E&D ID Card \$1.00/Year.
 Tokens \$10.00/40 Rides; ADA Paratransit Service \$1.00 per ride

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	9	0
Maintenance	1	0
Administration	1	0
Total	<u>11</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	32,461

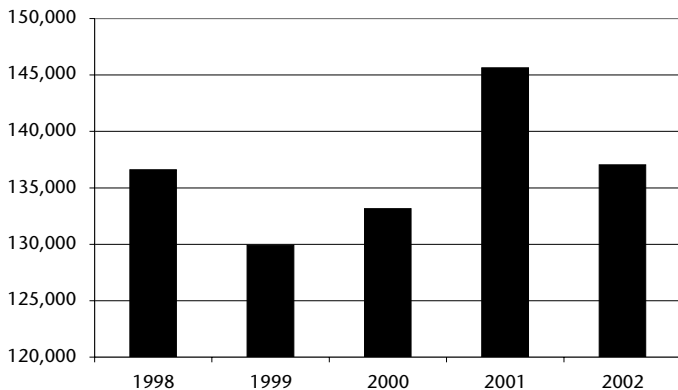
Ridership Trends

1998	136,595
1999	129,924
2000	133,165
2001	145,638
2002	137,035

2002 Highlights

- In October 2002, MTS shuttled 3,598 passengers in 2 days (Saturday and Sunday) during the annual War of 1812 battle reenactment ceremony/festival held in Marion (Park-N-Ride)

System Ridership Trend



Marion Transportation System

Group
2

Operating Expense Summary

Operator Salaries/Wages	\$195,948
Other Salaries/Wages	\$115,312
Fringe	\$116,965
Services	\$64,974
Materials and Supplies	\$36,857
Utilities	\$3,511
Casualty/Liability	\$38,494
Purchased Transportation	\$0
Other	\$2,454
Total	<u>\$574,515</u>
Fixed Route Expenses	\$0
Demand Response Expenses	\$574,515

Revenue Summary

Fare Revenue	\$36,949
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$131,759
State Assistance	\$159,572
Federal Assistance	\$246,235
Total	<u>\$574,515</u>

Legislative District

Indiana Senate	17, 20
Indiana House	31, 32

U.S. Congressional 5

Productivity

Total Passenger Boardings	137,035
Total Vehicle Miles	193,534
Revenue Vehicle Miles	193,534
Revenue Vehicle Hours	12,624

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.97
Operating Expense per Passenger Trip	\$4.19
Passenger Trips per Total Vehicle Mile	0.71
Passenger Trips per Capita	4.38

Financial Performance

Operating Subsidy	\$537,566
Operating Subsidy Ratio	94%
Locally Derived Income	\$168,708
Locally Derived Income Per Operating Expense	\$0.29
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Ford	Yes	18+2wc	Gas
1	1995	Dodge	Yes	10+2wc	Gas
2	1995	Thomas	Yes	30+2wc	Diesel
5	1996	Ford/Supreme	Yes	20+2wc	Gas



Miami County

34 East Sixth Street

Peru, IN 46970

(765) 472-1979 Fax (765) 472-6025

Contact: Dave Quick, Transportation Manager

email: dvdquick@hotmail.com

General Information

Type of Service	Demand Response
Service Area	Miami County
Service Population	36,082

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$1.00 Peru city limits, \$3.00 near county, \$5.00 remote county (10+ miles from Peru)
Youth	\$1.00 Peru city limits, \$3.00 near county, \$5.00 remote county (10+ miles from Peru)
Elderly/Disabled	Elderly - donation; Disabled - same as base
Transfer	N/A
Other/Special	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	8
Maintenance	0	0
Administration	1	1
Total	<u>4</u>	<u>9</u>

Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	6
Base Fleet	2
Fuel Consumption (gal)	9,911

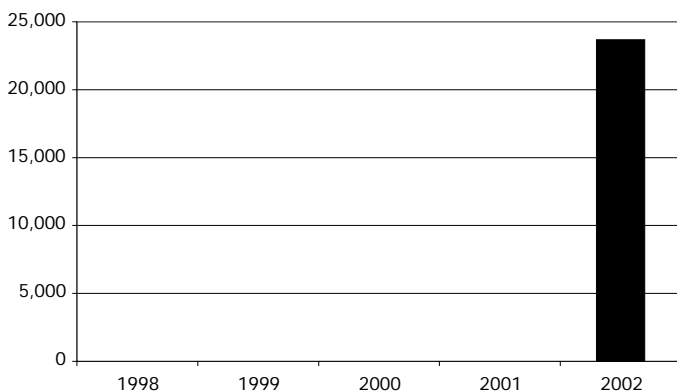
Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	N/A
2002	23,679

2002 Highlights

- New 21-passenger LTV added to fleet.
- Began first year of public transit.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages	\$70,052
Other Salaries/Wages	\$18,447
Fringe	\$13,919
Services	\$0
Materials and Supplies	\$26,739
Utilities	\$10,947
Casualty/Liability	\$23,354
Purchased Transportation	\$0
Other	\$25,300
Total	<u>\$188,758</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$188,758

Revenue Summary

Fare Revenue	\$17,194
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$110,564
State Assistance	\$0
Federal Assistance	\$61,000
Total	<u>\$188,758</u>

Legislative District

Indiana Senate	18
Indiana House	23, 24, 32

U.S. Congressional 5

Productivity

Total Passenger Boardings	23,679
Total Vehicle Miles	101,489
Revenue Vehicle Miles	99,398
Revenue Vehicle Hours	7,687

Performance/Service Effectiveness

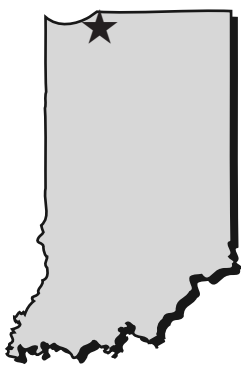
Operating Expense per Total Vehicle Mile	\$1.86
Operating Expense per Passenger Trip	\$7.97
Passenger Trips per Total Vehicle Mile	0.23
Passenger Trips per Capita	0.66

Financial Performance

Operating Subsidy	\$171,564
Operating Subsidy Ratio	91%
Locally Derived Income	\$127,758
Locally Derived Income Per Operating Expense	\$0.68
Fare Recovery Ratio	9%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1985	Chevrolet/Wayne	No	17	Gas
1	1994	Ford/Supreme	Yes	14+2wc	Gas
1	1995	Dodge	No	14	Gas
1	1997	Dodge	Yes	9+2wc	Gas
1	1998	Dodge	No	7	Gas
1	2001	Dodge	No	15	Gas
1	2002	Ford	Yes	14+2wc	Gas



Michigan City

1801 Kentucky Street
 Michigan City, IN 46360
 (219) 873-1502 Fax (219) 873-1565
 Contact: Walter Gipson, Director
 email: n/a

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Michigan City Limits and Trail Creek
Service Population	32,900

Service Hours

Weekday	6:30 am - 6:30 pm
Saturday	8:30 am - 6:30 pm
Sunday	No Service

Fare Structure

Base	\$0.50
Youth	\$0.25
Elderly/Disabled	\$0.25
Transfer	Free
Other/Special	

Pass \$18.00/Month, Fun "N" Sun discount pass \$10.00/June through August (elementary/high school students only). Youth Pass \$9.00/Month; Fun 'n Sun Youth Pass \$10 (Summer only)

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	12	0
Maintenance	0	0
Administration	2	1
Total	14	1

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	6
Base Fleet	5
Fuel Consumption (gal)	33,554

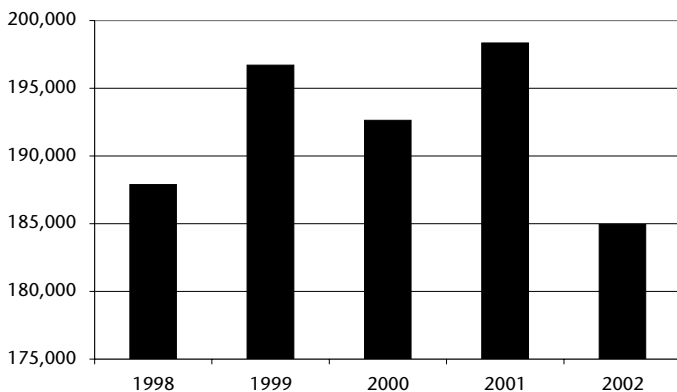
Ridership Trends

1998	187,886
1999	196,713
2000	192,644
2001	198,339
2002	184,940

2002 Highlights

- * Continued with our replacement program for bus shelters and bus stop signs.
- * Purchased new passenger counters.
- * Purchased one (1) new route bus.

System Ridership Trend



Michigan City Municipal Coach Service

Group
2

Operating Expense Summary

Operator Salaries/Wages	\$379,239
Other Salaries/Wages	\$0
Fringe	\$195,136
Services	\$194,280
Materials and Supplies	\$42,551
Utilities	\$19,426
Casualty/Liability	\$27,317
Purchased Transportation	\$0
Other	\$423
Total	\$858,372
Fixed Route Expenses	\$572,248
Demand Response Expenses	\$286,124

Revenue Summary

Fare Revenue	\$79,471
Charter/Other	\$0
Contra & Other Fed/State	\$10,000
Local Assistance	\$200,949
State Assistance	\$208,988
Federal Assistance	\$358,964
Total	\$858,372

Legislative District

Indiana Senate	8
Indiana House	9
U.S. Congressional	2

Productivity

Total Passenger Boardings	184,940
Total Vehicle Miles	256,579
Revenue Vehicle Miles	252,814
Revenue Vehicle Hours	18,937

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.35
Operating Expense per Passenger Trip	\$4.64
Passenger Trips per Total Vehicle Mile	0.72
Passenger Trips per Capita	5.62

Financial Performance

Operating Subsidy	\$768,901
Operating Subsidy Ratio	90%
Locally Derived Income	\$280,420
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	9%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Bluebird	Yes	26+2wc	Diesel
1	1998	Bluebird	Yes	27+2wc	Diesel
2	1999	Bluebird	Yes	27+2wc	Diesel
2	1999	Ford	Yes	16+2wc	Diesel
1	2000	Bluebird	Yes	26+1wc	Diesel
1	2001	Ford	Yes	16+2wc	Diesel
1	2001	Bluebird	Yes	26+1wc	Diesel



Mitchell

407 South 6th Street
 Mitchell, IN 47446
 (812) 849-1402 Fax (812) 849-0691
 Contact: Amy Clipp, Transit Coordinator
 email: transit@blueriver.net

General Information

Type of Service Demand Response
Service Area Mitchell City Limits
Service Population 4,567

Service Hours

Weekday 7:50 am - 4:20 pm
Saturday No Service
Sunday No Service

Fare Structure

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

Personnel

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

Operation Characteristics

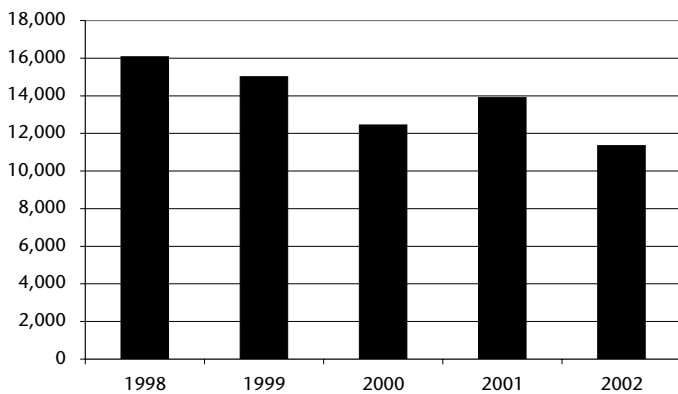
Revenue Vehicles	3
Peak Hour Fleet	2
Base Fleet	1
Fuel Consumption (gal)	3,396

Ridership Trends

1998	16,075
1999	15,010
2000	12,444
2001	13,899
2002	11,347

2002 Highlights

System Ridership Trend



Mitchell Transit System

Group
4

Operating Expense Summary

Operator Salaries/Wages	\$21,122
Other Salaries/Wages	\$35,162
Fringe	\$20,700
Services	\$7,651
Materials and Supplies	\$6,703
Utilities	\$923
Casualty/Liability	\$1,838
Purchased Transportation	\$0
Other	\$1,815
Total	\$95,914
Fixed Route Expenses	\$0
Demand Response Expenses	\$95,914

Revenue Summary

Fare Revenue	\$7,275
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$34,448
State Assistance	\$19,474
Federal Assistance	\$34,717
Total	\$95,914

Legislative District

Indiana Senate	44
Indiana House	62
U.S. Congressional	4

Productivity

Total Passenger Boardings	11,347
Total Vehicle Miles	17,052
Revenue Vehicle Miles	17,052
Revenue Vehicle Hours	2,113

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.62
Operating Expense per Passenger Trip	\$8.45
Passenger Trips per Total Vehicle Mile	0.67
Passenger Trips per Capita	2.48

Financial Performance

Operating Subsidy	\$88,639
Operating Subsidy Ratio	92%
Locally Derived Income	\$41,723
Locally Derived Income Per Operating Expense	\$0.44
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1990	Ford	Yes	12+2wc	Gas
1	1996	Ford	Yes	12+2wc	Gas
1	2000	Ford	Yes	12+2wc	Gas



Monroe-Owen-Lawrence Counties

7500 West Reeves Road
Bloomington, IN 47404

(812) 876-3383 Fax (812) 876-9922

Contact: Jewel Echelbarger, Executive Director

email: jechelba@bloomington.in.us website: www.area10.bloomington.in.us/ruraltransit/index.html

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Monroe, Owen and Lawrence Counties
Service Population	100,645

Service Hours

Weekday	6:00 am - 9:25 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$0.75
Youth	\$0.50
Elderly/Disabled	Donation
Transfer	Free
Other/Special	
One-county Pass \$9.50/Month. Two-county Pass \$18.00/Month	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	8	18
Maintenance	2	0
Administration	1	3
Total	<u>11</u>	<u>21</u>

Operation Characteristics

Revenue Vehicles	18
Peak Hour Fleet	15
Base Fleet	14
Fuel Consumption (gal)	55,461

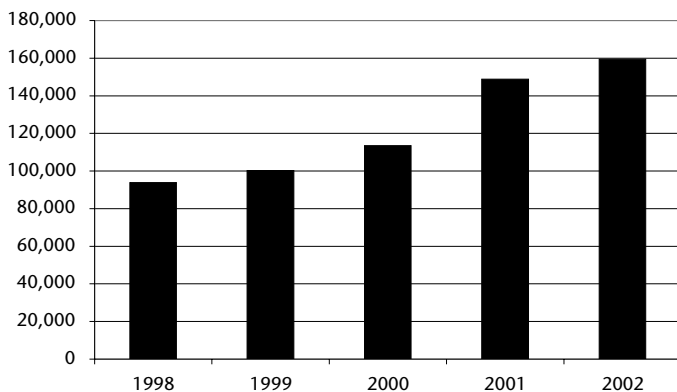
Ridership Trends

1998	93,802
1999	100,241
2000	113,538
2001	148,837
2002	159,460

2002 Highlights

- Changed Fixed Route express service between Spencer, Ellettsville, and Bloomington to Routes with a few fixed stops and times, and diversified service for all other times.
- Also extended this service south to the rapidly growing Clear Creek area with medical facilities, apartments and trailer parks. Also extended the time for evening service.
- Began service for Community Alliance to Promote Education (CAPE) recipients in the three county area. This service involves parents and youth in local elementary and secondary schools in after school programs.
- Increased job site transit service with the number of disabled passengers using this service increasing.
- Expanded service to Ivy Tech State College at its new campus west of Bloomington.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages	\$390,247
Other Salaries/Wages	\$0
Fringe	\$71,892
Services	\$11,991
Materials and Supplies	\$154,264
Utilities	\$14,345
Casualty/Liability	\$191,630
Purchased Transportation	\$0
Other	\$45,939
Total	<u>\$880,308</u>
Fixed Route Expenses	\$278,493
Demand Response Expenses	\$601,815

Revenue Summary

Fare Revenue	\$117,594
Charter/Other	\$3,380
Contra & Other Fed/State	\$0
Local Assistance	\$228,137
State Assistance	\$182,375
Federal Assistance	\$348,822
Total	<u>\$880,308</u>

Legislative District

Indiana Senate	37, 39, 40, 44
Indiana House	46, 47, 60, 61, 62, 65
U.S. Congressional	4, 8, 9

Productivity

Total Passenger Boardings	159,460
Total Vehicle Miles	470,944
Revenue Vehicle Miles	370,837
Revenue Vehicle Hours	26,761

Performance/Service Effectiveness

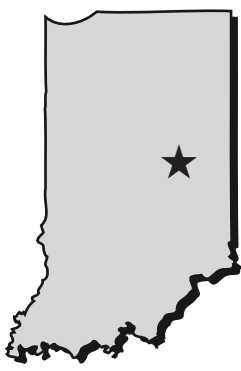
Operating Expense per Total Vehicle Mile	\$1.87
Operating Expense per Passenger Trip	\$5.52
Passenger Trips per Total Vehicle Mile	0.34
Passenger Trips per Capita	1.58

Financial Performance

Operating Subsidy	\$759,334
Operating Subsidy Ratio	86%
Locally Derived Income	\$349,111
Locally Derived Income Per Operating Expense	\$0.40
Fare Recovery Ratio	13%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1993	Ford	Yes	22+2wc	Gas
1	1994	Ford	Yes	16+2wc	Gas
2	1995	Dodge	Yes	10+2wc	Gas
1	1995	Dodge	Yes	16+2wc	Gas
4	1995	Ford	Yes	16+2wc	Gas
2	1996	Ford	Yes	14+2wc	Gas
2	1997	Ford	Yes	16+2wc	Diesel
2	1999	Ford	Yes	16+2wc	Gas
1	2001	Ford	Yes	24	Diesel
2	2002	Dodge	Yes	9+2wc	Gas



Muncie

1300 E. Seymour Street
 Muncie, IN 47302
 (765) 282-2762 Fax (765) 287-2385
 Contact: Larry King, General Manager
 email: lking@mitsbus.org

website: www.mitsbus.org

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Fixed Route/City Limits - Demand Response/City Limits
Service Population	67,430

Service Hours

Weekday	6:00 am to 9:00 pm
Saturday	8:15 am - 8:00 pm
Sunday	No Service

Fare Structure

Base	\$0.50
Youth	N/A
Elderly/Disabled	\$0.25
Transfer	\$0.10
Other/Special	

Pass \$18.00/30 Day, E&D Pass \$9.00/30 Day, One Day Pass/\$1.10, One Day E&D Pass/\$.55, "Cool Pass" \$5.00 (ages 6 - 18) issued each semester and summer break.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	45	7
Maintenance	13	1
Administration	19	3
Total	<u>77</u>	<u>11</u>

Operation Characteristics

Revenue Vehicles	47
Peak Hour Fleet	36
Base Fleet	28
Fuel Consumption (gal)	287,648

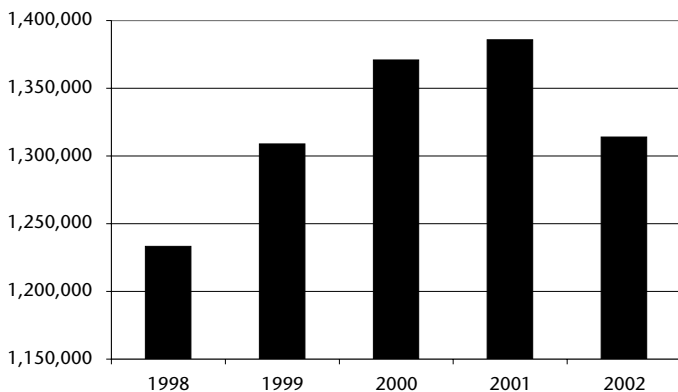
Ridership Trends

1998	1,233,266
1999	1,308,846
2000	1,370,940
2001	1,385,850
2002	1,313,964

2002 Highlights

- The system attained all-time paratransit ridership for the fourth consecutive year.
- The system received APTA's 2002 Certificate of Achievement for Safety.
- 80% of the system's drivers received the National Safety Council Safe Driver Award.
- Started Tuesday Trolley service between Ball State University, University Village shopping area and downtown.
- Completed expansion and remodeling of MITS Station.

System Ridership Trend



Muncie Indiana Transit System

Group
1

Operating Expense Summary

Operator Salaries/Wages	\$1,517,439
Other Salaries/Wages	\$987,063
Fringe	\$1,172,247
Services	\$429,266
Materials and Supplies	\$545,153
Utilities	\$84,907
Casualty/Liability	\$163,811
Purchased Transportation	\$0
Other	\$128,466
Total	\$5,028,352
Fixed Route Expenses	\$4,000,586
Demand Response Expenses	\$1,027,766

Revenue Summary

Fare Revenue	\$314,523
Charter/Other	\$58,462
Contra & Other Fed/State	\$3,454
Local Assistance	\$2,917,242
State Assistance	\$1,154,671
Federal Assistance	\$580,000
Total	\$5,028,352

Legislative District

Indiana Senate	26
Indiana House	33, 34
U.S. Congressional	6

Productivity

Total Passenger Boardings	1,313,964
Total Vehicle Miles	1,233,142
Revenue Vehicle Miles	1,125,551
Revenue Vehicle Hours	87,216

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.08
Operating Expense per Passenger Trip	\$3.83
Passenger Trips per Total Vehicle Mile	1.07
Passenger Trips per Capita	19.49

Financial Performance

Operating Subsidy	\$4,651,913
Operating Subsidy Ratio	93%
Locally Derived Income	\$3,290,227
Locally Derived Income Per Operating Expense	\$0.65
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1981	GMC	Yes	35+2wc	Diesel
3	1989	TMC	Yes	35+2wc	Diesel
4	1990	TMC	Yes	35+2wc	Diesel
3	1992	TMC	Yes	34+2wc	Diesel
1	1993	TMC	Yes	34+2wc	Diesel
6	1994	Flexible	Yes	35+2wc	Diesel
5	1998	Nova	Yes	27+2wc	Diesel
5	2000	Nova	Yes	27+2wc	Diesel
6	2000	Ford/Supreme	Yes	15+2wc	Diesel
3	2000	Chance	Yes	24+2wc	Diesel
8	2002	Ford/Supreme	Yes	15+2wc	Diesel



New Castle

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

General Information

Type of Service Point Deviated Fixed Route
Service Area New Castle City Limits
Service Population 17,780

Service Hours

Weekday 8:00 am - 4:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00
Youth \$0.50
Elderly/Disabled \$0.50
Transfer Free
Other/Special
 Pass \$20.00/25 Rides. E&D Pass \$10.00/25 Rides

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	0
Maintenance	1	0
Administration	3	0
Total	<u>7</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	3
Base Fleet	2
Fuel Consumption (gal)	8,978

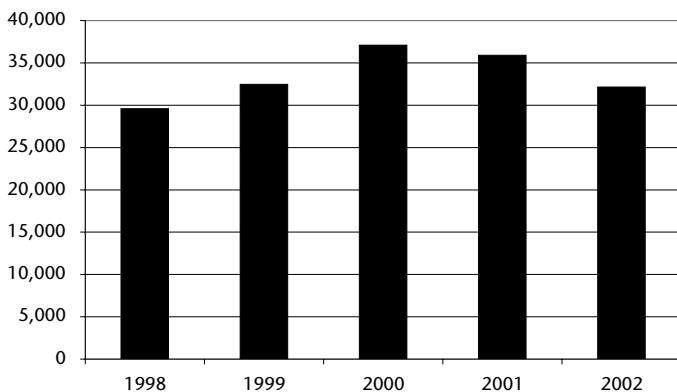
Ridership Trends

1998	29,572
1999	32,463
2000	37,083
2001	35,902
2002	32,159

2002 Highlights

- Received the Indiana Department of Transportation Commissioner's Award for excellence in providing public transportation on September 28, 2002.
- The system closed its celebration of 20 years of service to the City of New Castle on September 28.
- Had its largest one day of service – recorded 1,793 passenger trips on October 9.
- Purchased two (2) lift equipped BOTC vehicles & above ground vehicle maintenance lift.
- Provided 9 vehicles for the city's annual "Christmas Light Tour", December 17-19.
- Expanded route to service Henry County Memorial Park.
- General Manager was elected to INCOST Board of Directors.

System Ridership Trend



New Castle Community Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$73,946
Other Salaries/Wages	\$108,975
Fringe	\$81,319
Services	\$4,948
Materials and Supplies	\$16,392
Utilities	\$9,447
Casualty/Liability	\$11,398
Purchased Transportation	\$0
Other	\$27,228
Total	<u>\$333,653</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$333,653

Revenue Summary

Fare Revenue	\$12,914
Charter/Other	\$1,142
Contra & Other Fed/State	\$1,593
Local Assistance	\$98,634
State Assistance	\$112,688
Federal Assistance	\$106,682
Total	<u>\$333,653</u>

Legislative District

Indiana Senate	28
Indiana House	54, 56
U.S. Congressional	6

Productivity

Total Passenger Boardings	32,159
Total Vehicle Miles	41,416
Revenue Vehicle Miles	40,416
Revenue Vehicle Hours	3,889

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$8.06
Operating Expense per Passenger Trip	\$10.38
Passenger Trips per Total Vehicle Mile	0.78
Passenger Trips per Capita	1.81

Financial Performance

Operating Subsidy	\$318,004
Operating Subsidy Ratio	95%
Locally Derived Income	\$112,690
Locally Derived Income Per Operating Expense	\$0.34
Fare Recovery Ratio	4%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1990	Ford/Supreme	Yes	16+2wc	Gas
2	1995	Ford/Supreme	Yes	16+2wc	Gas
2	2002	Ford/Supreme	Yes	16+2wc	Gas



Noble County

111 Cedar Street
 Kendallville, IN 46755
 (260) 347-4226 Fax (260) 347-3121
 Contact: Melody Skinner, Executive Director
 email: transerv@ligtel.com

General Information

Type of Service Demand Response
Service Area Noble County
Service Population 46,275

Service Hours

Weekday 6:00 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$2.00 for 10 miles and under from pick up; \$5.00 for 10-20 miles from pickup
Youth Same as base
Elderly/Disabled Over 60, donation only (county only), Disabled (base rate)
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	9
Maintenance	0	0
Administration	2	0
Total	<u>6</u>	<u>9</u>

Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	7
Base Fleet	7
Fuel Consumption (gal)	14,689

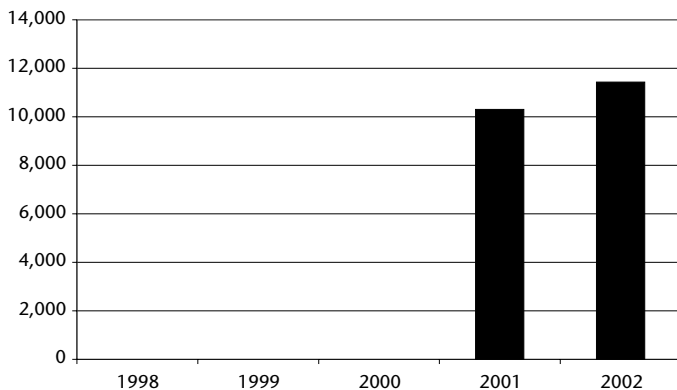
Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	10,303
2002	11,430

2002 Highlights

- Received a grant from the Noble County Community Foundation through Project Diversity to purchase a mini-van to increase Hispanic and western Noble county ridership.
- Hispanic brochure development for increased marketing capabilities.
- Received a grant from the Lutheran Foundation to purchase new computerized dispatching software system.
- Provided transportation for and co-sponsored with the Retired Senior Volunteer Program and Chandler House Assisted Living facility an Aging Services Fair.
- Began new partnership with the Northeastern Center for the ASPIRE Program for the transportation of at-risk children to after school counseling.
- Began a new partnership with the Cole YMCA to assist with the transportation for off campus activities for their after school program.
- Continued participation with the Noble County Relay for Life.

System Ridership Trend



Noble Transit System

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$71,808
Other Salaries/Wages	\$39,782
Fringe	\$17,805
Services	\$5,250
Materials and Supplies	\$26,517
Utilities	\$6,016
Casualty/Liability	\$13,354
Purchased Transportation	
Other	\$8,480
Total	<u>\$189,012</u>
Fixed Route Expenses	\$0
Demand Response Expenses	\$189,012

Revenue Summary

Fare Revenue	\$10,378
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$93,473
State Assistance	\$0
Federal Assistance	\$85,161
Total	<u>\$189,012</u>

Legislative District

Indiana Senate	13
Indiana House	52, 83
U.S. Congressional	3

Productivity

Total Passenger Boardings	11,430
Total Vehicle Miles	161,385
Revenue Vehicle Miles	115,680
Revenue Vehicle Hours	11,463

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.17
Operating Expense per Passenger Trip	\$16.54
Passenger Trips per Total Vehicle Mile	0.07
Passenger Trips per Capita	0.25

Financial Performance

Operating Subsidy	\$178,634
Operating Subsidy Ratio	95%
Locally Derived Income	\$103,851
Locally Derived Income Per Operating Expense	\$0.55
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Dodge/Braun	Yes	9+2wc	Gas
1	1997	Dodge/Braun	Yes	9+2wc	Gas
1	1997	Dodge	No	14	Gas
1	1999	Dodge/Braun	Yes	9+2wc	Gas
1	2000	Dodge/Braun	Yes	9+2wc	Gas
1	2002	Dodge/Braun	Yes	9+2wc	Gas
1	2002	Dodge	No	6	Gas



Noblesville

1555 Westfield Road
 Noblesville, IN 46060
 (317) 773-8781 Fax (317) 773-8798
 Contact: Elaine McGuire, Transportation Manager
 email: mcquire@janus-inc.org

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Noblesville City Limits
Service Population	28,590

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	8:00 am - 2:00 pm
Sunday	No Service

Fare Structure

Base	\$1.00
Youth	\$1.00
Elderly/Disabled	\$1.00
Transfer	N/A
Other/Special	

\$3.00 for demand response service (base, youth, elderly/disabled).

Personnel

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

Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	2
Base Fleet	2
Fuel Consumption (gal)	5,104

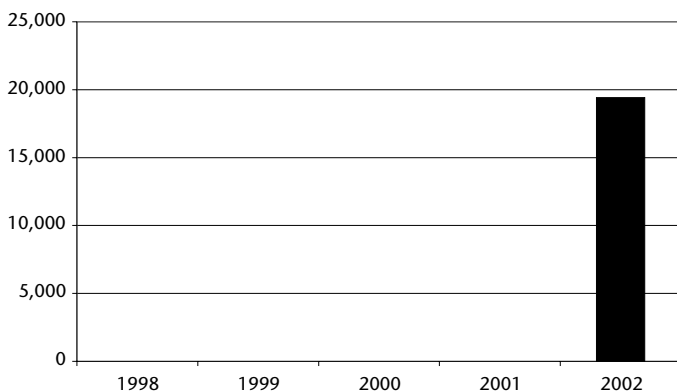
Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	N/A
2002	19,408

2002 Highlights

- This was a 12 year dream that came together for the City of Noblesville, due to research being done by staff of Janus Development Services, Inc. and the City of Noblesville.

System Ridership Trend



Janus Developmental Service Inc.

Group

4

Legislative District

Indiana Senate 20

Indiana House 29

U.S. Congressional 5

Productivity

Total Passenger Boardings 19,408

Total Vehicle Miles 48,916

Revenue Vehicle Miles 48,916

Revenue Vehicle Hours 4,051

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.15

Operating Expense per Passenger Trip \$5.42

Passenger Trips per Total Vehicle Mile 0.40

Passenger Trips per Capita 0.68

Financial Performance

Operating Subsidy \$97,128

Operating Subsidy Ratio 92%

Locally Derived Income \$56,720

Locally Derived Income

Per Operating Expense \$0.54

Fare Recovery Ratio 6%

Operating Expense Summary

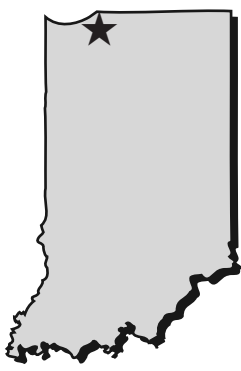
Operator Salaries/Wages	\$47,409
Other Salaries/Wages	\$10,922
Fringe	\$16,033
Services	\$7,011
Materials and Supplies	\$8,330
Utilities	\$0
Casualty/Liability	\$3,873
Purchased Transportation	\$0
Other	\$11,706
Total	\$105,284
Fixed Route Expenses	\$84,584
Demand Response Expenses	\$20,700

Revenue Summary

Fare Revenue	\$6,538
Charter/Other	\$1,618
Contra & Other Fed/State	\$0
Local Assistance	\$48,564
State Assistance	\$0
Federal Assistance	\$48,564
Total	\$105,284

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Dodge/Braun	Yes	9+1wc	Gas
1	2002	Dodge/Braun	Yes	9+1wc	Gas
1	2002	Ford	Yes	16+2wc	Gas



NICTD

33 East U.S. Highway 12

Chesterton, IN 46304

(219) 926-5744 Fax (219) 929-4438

Contact: Gerald R. Hanas, General Manager

email: gerald.hanas@nictd.com

website: www.nictd.com

General Information

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

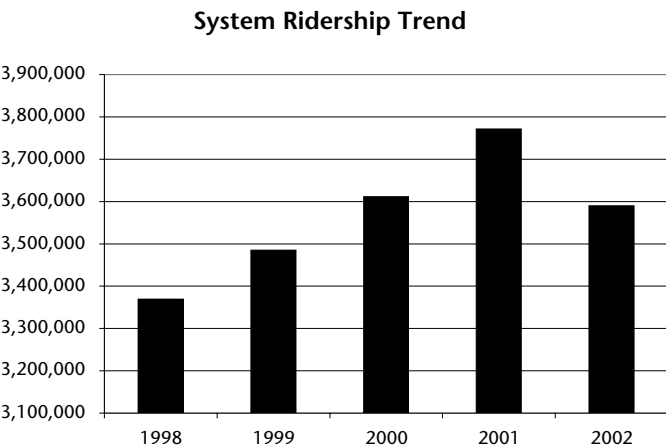
Service Hours

Weekday	4:02 am - 2:25 am
Saturday	5:20 am - 2:25 am
Sunday	5:20 am - 2:25 am

Fare Structure

Base	Based on Zone (\$3.15 to \$9.40)
Youth	Based on Zone (\$1.55 to \$4.70)
Elderly/Disabled	Based on Zone (\$1.55 to \$4.70)
Transfer	N/A
Other/Special	

10 Ride Tickets \$31.50 - \$89.40; 25 Ride Tickets \$70.90 - \$212.00; Monthly \$85.05 - \$265.10; Discounts for Elderly, Youth, and Disabled.



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	105	1
Maintenance	201	0
Administration	30	4
Total	336	5

Operation Characteristics

Revenue Vehicles	58
Peak Hour Fleet	58
Base Fleet	28
Fuel Consumption (gal)	16,332,750 Kilowatt hours

Ridership Trends

1998	3,369,557
1999	3,485,089
2000	3,611,257
2001	3,771,633
2002	3,590,060

2002 Highlights

- L.H. Harriman Memorial Awards Institute Certificate of Commendation – presented in recognition of outstanding safety performance for 2001 (May, 2002 in Washington D.C.).
- American Council of Engineering Companies of Indiana 2002 Engineering Excellence Award Competition Honor Award presented for South Shore Bridge Over Bethlehem Steel Entrance Road.
- Rush hour: For calendar year 2002, 3,241 out of 3,552, or 91.2% of rush-hour trains were on time compared with 89% in 2001. A total of 94.8% arrived within 10 minutes and 97.0% arrived within 15 minutes.
- Overall: NICTD operated 12,660 trains in 2002 and 11,260, or 89% arrived at their terminal on time (compared to 85.5% in 2001); 96.6% arrived within 10 minutes; and 96.4% within 15 minutes. Trains delayed at least on hour amounted to approximately 0.2% of total scheduled trains (compared to 0.5% in 2001).
- We broke ground on the new East Chicago Station construction project in the spring of 2002.
- NICTD also began construction of a cleaning station in the Michigan City storage yard. The station will provide hot water and a floor-level point of access to the cars to improve the nightly cleaning regimen.
- At the close of the year NICTD purchased and demolished the property at 302 N. Roeske Ave. to make way for a new state of the art building to house our Centralized Traffic Control center, which will be the centerpiece of our signal modernization program. We expect to break ground on the new facility in 2003.

Northern Indiana Commuter Transportation District

Group 5

Operating Expense Summary

Operator Salaries/Wages	\$918,825
Other Salaries/Wages	\$9,567,500
Fringe	\$9,497,059
Services	\$1,506,527
Materials and Supplies	\$3,031,787
Utilities	\$2,010,373
Casualty/Liability	\$2,115,275
Purchased Transportation	\$0
Other	\$0
Total	<u>\$28,647,346</u>
Fixed Route Expenses	\$28,647,346
Demand Response Expenses	\$0

Revenue Summary

Fare Revenue	\$13,519,408
Charter/Other	\$72,399
Contra & Other Fed/State	\$0
Local Assistance	\$5,354,061
State Assistance	\$5,636,611
Federal Assistance	\$4,064,867
Total	<u>\$28,647,346</u>

Legislative District

Indiana Senate	1, 2, 3, 4, 5, 6, 8, 9, 10, 11
Indiana House	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 19, 20
U.S. Congressional	1, 2

Productivity

Total Passenger Boardings	3,590,060
Total Vehicle Miles	3,154,243
Revenue Vehicle Miles	2,988,199
Revenue Vehicle Hours	85,379

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$9.08
Operating Expense per Passenger Trip	\$7.98
Passenger Trips per Total Vehicle Mile	1.14
Passenger Trips per Capita	21.94

Financial Performance

Operating Subsidy	\$15,055,539
Operating Subsidy Ratio	53%
Locally Derived Income	\$18,945,868
Locally Derived Income Per Operating Expense	\$0.66
Fare Recovery Ratio	47%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
41	1982	Nippon/Shanyo	Yes	93+1wc	Electric
7	1992	Nippon/Shanyo	Yes	110+1wc	Electric
10	1992	Nippon/Shanyo	No	130	Electric
10	2000	Nippon/Shanyo	Yes	96+1wc	Electric



Orange County

P.O. Box 267
 Paoli, IN 47454
 (812) 723-4043 Fax (812) 723-4487
 Contact: Brian Self, Transportation Director
 email: brian@firstchancecenter.com

General Information

Type of Service Subscription and Demand Response
Service Area Orange County
Service Population 19,306

Service Hours

Weekday 4:00 am - 6:30 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$3.00 - \$8.00 (depending on length of trip)
Youth \$3.00 - \$8.00 (depending on length of trip)
Elderly/Disabled N/A
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	9
Maintenance	1	0
Administration	1	0
Total	<u>6</u>	<u>9</u>

Operation Characteristics

Revenue Vehicles	14
Peak Hour Fleet	12
Base Fleet	9
Fuel Consumption (gal)	18,804

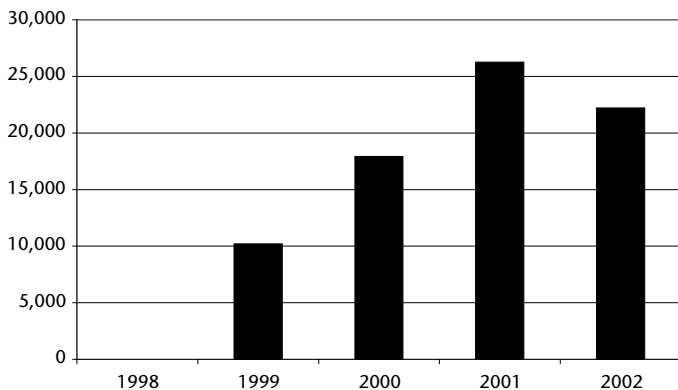
Ridership Trends

1998	N/A
1999	10,195
2000	17,928
2001	26,249
2002	22,202

2002 Highlights

- Received Gear Up transportation funding for third year.
- 106% increase in fare revenue.

System Ridership Trend



Orange County Transit Services

Group
4

Legislative District

Indiana Senate 44, 48

Indiana House 62

U.S. Congressional 9

Productivity

Total Passenger Boardings 22,202

Total Vehicle Miles 289,526

Revenue Vehicle Miles 191,447

Revenue Vehicle Hours 4,207

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$0.77

Operating Expense per Passenger Trip \$10.03

Passenger Trips per Total Vehicle Mile 0.08

Passenger Trips per Capita 1.15

Financial Performance

Operating Subsidy \$202,640

Operating Subsidy Ratio 91%

Locally Derived Income \$121,356

Locally Derived Income

Per Operating Expense \$0.54

Fare Recovery Ratio 9%

Operating Expense Summary

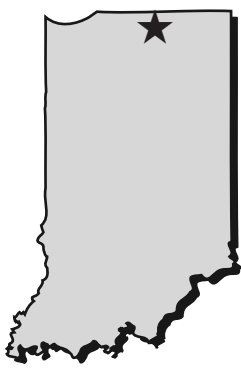
Operator Salaries/Wages	\$129,000
Other Salaries/Wages	\$0
Fringe	\$39,000
Services	\$10,590
Materials and Supplies	\$22,691
Utilities	\$3,250
Casualty/Liability	\$2,500
Purchased Transportation	\$0
Other	\$15,646
Total	\$222,677
Fixed Route Expenses	\$0
Demand Response Expenses	\$222,677

Revenue Summary

Fare Revenue	\$20,037
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$101,319
State Assistance	\$33,774
Federal Assistance	\$67,547
Total	\$222,677

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	Yes	9+2wc	Gas
1	1995	Dodge	No	14	Gas
1	1996	Dodge	No	14	Gas
4	1999	Dodge	No	7	Gas
1	2000	Dodge	Yes	9+2wc	Gas
1	2000	Dodge	Yes	14	Gas
2	2001	Dodge	No	7	Gas
1	2001	Dodge	Yes	3+2wc	Gas
1	2002	Dodge	Yes	9+2wc	Gas
1	2002	Dodge	Yes	14	Gas



Plymouth

227 West Jefferson Blvd., Room 1120

South Bend, IN 46601

(574) 287-1829 Fax (574) 287-1840

Contact: Sandra Seanor, Executive Director

email: sseanor@macog.com

website: www.macog.com/macoghom/rcr.htm

General Information

Type of Service	Demand Response/User-side Subsidy
Service Area	City of Plymouth
Service Population	9,840

Service Hours

Weekday	8:00 am - 4:30 pm
Saturday	No Service
Sunday	No Service

Fare Structure

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

Personnel

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

Operation Characteristics

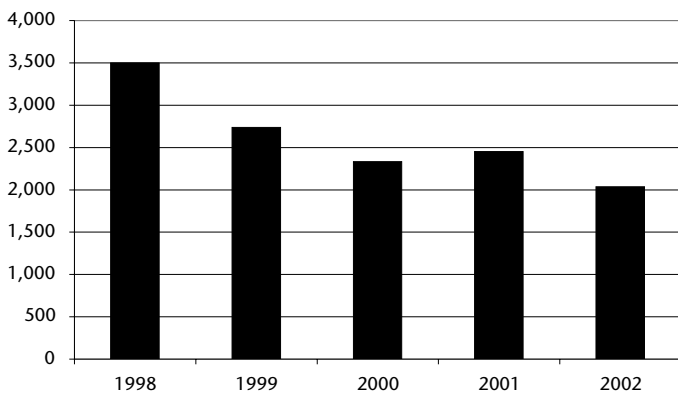
Revenue Vehicles	4
Peak Hour Fleet	3
Base Fleet	3
Fuel Consumption (gal)	633

Ridership Trends

1998	3,501
1999	2,738
2000	2,332
2001	2,452
2002	2,035

2002 Highlights

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$4,613
Fringe	\$2,880
Services	\$346
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$7,274
Other	\$2,405
Total	<u>\$17,518</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$17,518

Revenue Summary

Fare Revenue	\$3,019
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$2,683
State Assistance	\$4,566
Federal Assistance	\$7,250
Total	<u>\$17,518</u>

Legislative District

Indiana Senate	5
Indiana House	17
U.S. Congressional	2

Productivity

Total Passenger Boardings	2,035
Total Vehicle Miles	6,861
Revenue Vehicle Miles	3,911
Revenue Vehicle Hours	356

Performance/Service Effectiveness

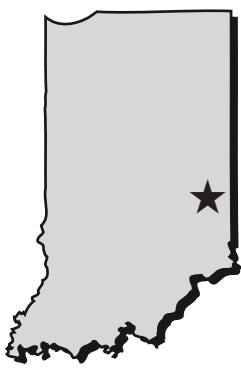
Operating Expense per Total Vehicle Mile	\$2.55
Operating Expense per Passenger Trip	\$8.61
Passenger Trips per Total Vehicle Mile	0.30
Passenger Trips per Capita	0.21

Financial Performance

Operating Subsidy	\$14,499
Operating Subsidy Ratio	83%
Locally Derived Income	\$5,702
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Chevrolet	No	7	Gas
1	1999	Dodge	Yes	10+1wc	Gas
1	2001	Ford	Yes	4+1wc	Gas
1	2002	Chrysler	Yes	4+1wc	Gas



Richmond

50 North 5th Street
Richmond, IN 47374

(765) 983-7227 Fax (765) 983-7305

Contact: Terri Quinter, Operations Manager

email: transit@ci.richmond.in.us

website: www.waynet.org/government/bus.htm

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Richmond City Limits
Service Population	39,124

Service Hours

Weekday	6:15 am - 12:30 am
Saturday	10:15 am - 5:45 pm
Sunday	No Service

Fare Structure

Base	\$0.75
Youth	\$0.50
Elderly/Disabled	\$0.50
Transfer	Free
Other/Special	
Demand Response, Donation. Pass \$25.00/Month; Student, E&D Pass \$17.00/Month	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	17	1
Maintenance	1	0
Administration	3	0
Total	<u>21</u>	<u>1</u>

Operation Characteristics

Revenue Vehicles	20
Peak Hour Fleet	17
Base Fleet	11
Fuel Consumption (gal)	45,819

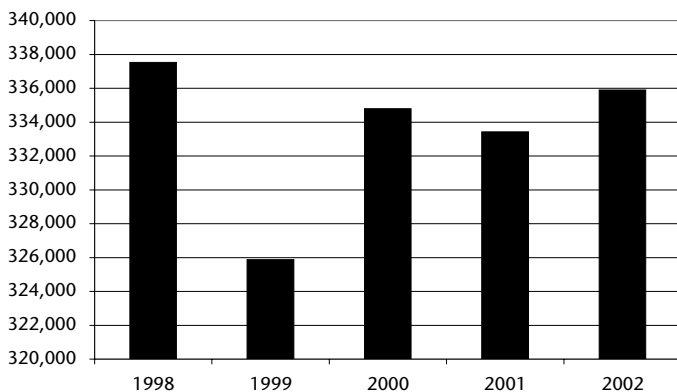
Ridership Trends

1998	337,522
1999	325,871
2000	334,798
2001	333,431
2002	335,894

2002 Highlights

- Implemented the new point-deviated bus route which began running January 1, 2002. The evening bus runs 4:30 pm –12:30 am, which aids riders to and from second and third shift job sites.
- Also added a paratransit van to the evening hours. It runs the same time as the new point-deviated bus route.
- Completed new bus wash facility at the transit system's facility. Utilization of the facility began in the spring. Immediate results have been noticed including time savings, less wear and tear on vehicles and even cleaner/more sanitized vehicles daily.
- Rose View/Paratransit received Service Provider of the Year award from Indiana's Area Agency on Aging Association.
- Rose View/Paratransit received the Accessibility Award from the Wayne County's Community Council on Disability Awareness Committee.
- Rose View/Paratransit received the Provider of the Year award from Green Acres Rehabilitation/Vocational Center for outstanding support given to their consumers.

System Ridership Trend



Rose View Transit & Paratransit System

Group 2

Operating Expense Summary

Operator Salaries/Wages	\$516,235
Other Salaries/Wages	\$49,873
Fringe	\$275,789
Services	\$40,380
Materials and Supplies	\$83,370
Utilities	\$6,631
Casualty/Liability	\$28,306
Purchased Transportation	\$0
Other	\$7,385
Total	\$1,007,969
Fixed Route Expenses	\$731,253
Demand Response Expenses	\$274,468

Revenue Summary

Fare Revenue	\$176,836
Charter/Other	\$11,959
Contra & Other Fed/State	\$25,067
Local Assistance	\$104,130
State Assistance	\$292,924
Federal Assistance	\$397,053
Total	\$1,007,969

Legislative District

Indiana Senate	27
Indiana House	54, 55, 56

U.S. Congressional 6

Productivity

Total Passenger Boardings	335,894
Total Vehicle Miles	395,631
Revenue Vehicle Miles	334,546
Revenue Vehicle Hours	31,872

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.55
Operating Expense per Passenger Trip	\$3.00
Passenger Trips per Total Vehicle Mile	0.85
Passenger Trips per Capita	8.59

Financial Performance

Operating Subsidy	\$794,107
Operating Subsidy Ratio	79%
Locally Derived Income	\$292,925
Locally Derived Income Per Operating Expense	\$0.29
Fare Recovery Ratio	18%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1988	Ford	No	12	Gas
1	1992	Chevrolet	No	7	Gas
1	1994	Chevrolet	No	6	Gas
1	1994	Ford/Supreme	Yes	20+2wc	Diesel
1	1995	Ford/Supreme	Yes	20+2wc	Diesel
2	1995	Dodge/Braun	Yes	12+2wc	Gas
3	1996	Ford/Supreme	Yes	18+2wc	Diesel
1	1997	Ford/Supreme	Yes	18+2wc	Diesel
1	1997	Dodge/Braun	Yes	12+2wc	Gas
2	1998	Ford/Supreme	Yes	20+2wc	Diesel
1	1999	Ford/Supreme	Yes	20+2wc	Diesel
1	2000	Dodge/Braun	Yes	12+2wc	Gas
2	2000	Ford/Supreme	Yes	18+2wc	Diesel
2	2001	Dodge/Braun	Yes	12+2wc	Gas



Seymour

301-309 N. Chestnut Street

Seymour, IN 47274

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

Contact: Martha McIntire, Community Development Director

email: seycomdev@voyager.net

General Information

Type of Service	Point Deviated Fixed Route
Service Area	City of Seymour
Service Population	18,101

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$1.50
Youth	\$0.50 (children 10 and under)
Elderly/Disabled	\$1.00
Transfer	N/A
Other/Special	

Tokens: 10 for \$12.00 (regular fare), 10 for \$8.00 (seniors), 10 for \$4.00 (children under 10). One-way fare may be paid in recyclable products (10 aluminum cans, 10 plastic pop bottles or 4 plastic milk bottles). Vehicle has storage containers on board for recyclable products.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	5
Maintenance	0	0
Administration	0	0
Total	<u>1</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	2
Base Fleet	2
Fuel Consumption (gal)	8,685

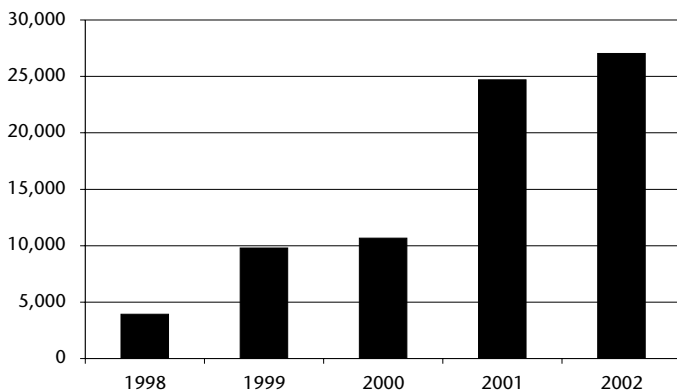
Ridership Trends

1998	3,932
1999	9,799
2000	10,665
2001	24,705
2002	27,032

2002 Highlights

- Continued ridership increases.

System Ridership Trend



Seymour Transit (Recycle to Ride)

Group
4

Operating Expense Summary

Operator Salaries/Wages	\$76,198
Other Salaries/Wages	\$0
Fringe	\$7,250
Services	\$16,482
Materials and Supplies	\$10,873
Utilities	\$1,507
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$29,128
Total	<u>\$141,438</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$141,438

Revenue Summary

Fare Revenue	\$25,122
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$44,909
State Assistance	\$14,665
Federal Assistance	\$56,742
Total	<u>\$141,438</u>

Legislative District

Indiana Senate	44
Indiana House	66
U.S. Congressional	9

Productivity

Total Passenger Boardings	27,032
Total Vehicle Miles	57,295
Revenue Vehicle Miles	57,295
Revenue Vehicle Hours	5,056

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.47
Operating Expense per Passenger Trip	\$5.23
Passenger Trips per Total Vehicle Mile	0.47
Passenger Trips per Capita	1.49

Financial Performance

Operating Subsidy	\$116,316
Operating Subsidy Ratio	82%
Locally Derived Income	\$70,031
Locally Derived Income Per Operating Expense	\$0.50
Fare Recovery Ratio	18%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	Yes	9+2wc	Gas
1	1998	Ford	Yes	11+2wc	Gas
1	2000	Dodge	Yes	9+1wc	Gas



SIDC

P.O. Box 367

Washington, IN 47501

(812) 257-1101 Fax (812) 257-0119

Contact: Chuck Kidwell, Manager

email: chuckk@frrs.org

website: www.ridesolution.org

General Information

Type of Service	Demand Response
Service Area	Daviess, Greene, Martin, Pike & Sullivan Counties
Service Population	96,554

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$1.00 (in-town), \$2.00 (in-county), \$3.00 (county to county)
Youth	Same as base
Elderly/Disabled	Same as base
Transfer	N/A
Other/Special	Discount pass for workshop consumers.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	7
Maintenance	0	0
Administration	2	0
Total	<u>7</u>	<u>7</u>

Operation Characteristics

Revenue Vehicles	13
Peak Hour Fleet	9
Base Fleet	5
Fuel Consumption (gal)	57,374

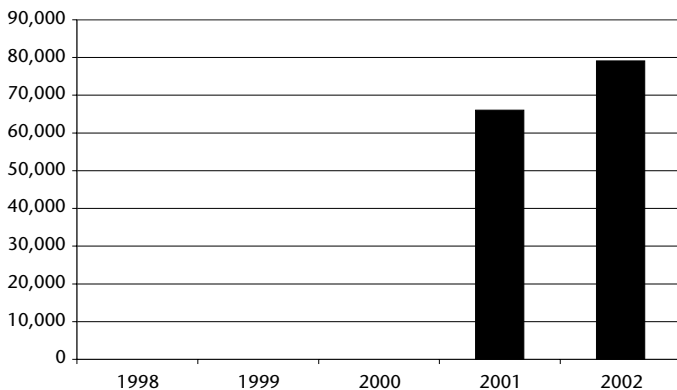
Ridership Trends

1998	N/A
1999	N/A
2000	N/A
2001	66,041
2002	79,092

2002 Highlights

- Ride Solution received the "2002 Age of Excellence Award" from Generations, Community Provider.
- For a second year in a row Ride Solution had no accidents or infractions.
- General Manager Chuck Kidwell received certification from CTAA.
- General Manager Chuck Kidwell graduated from the Indiana Transportation Academy in June 2002.
- Ride Solution had an increase of over 13,000 trips in 2002.
- Ride Solution expanded into Pike County, its fifth county in January 2002.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages	\$213,432
Other Salaries/Wages	\$0
Fringe	\$80,339
Services	\$57,987
Materials and Supplies	\$52,951
Utilities	\$9,431
Casualty/Liability	\$20,175
Purchased Transportation	\$121,659
Other	\$119,640
Total	<u>\$675,614</u>
Fixed Route Expenses	\$0
Demand Response Expenses	\$675,614

Revenue Summary

Fare Revenue	\$80,887
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$336,527
State Assistance	\$0
Federal Assistance	\$258,200
Total	<u>\$675,614</u>

Legislative District

Indiana Senate	39, 48
Indiana House	45, 60, 62, 63, 64

U.S. Congressional 8

Productivity

Total Passenger Boardings	79,092
Total Vehicle Miles	852,406
Revenue Vehicle Miles	616,138
Revenue Vehicle Hours	40,883

Performance/Service Effectiveness

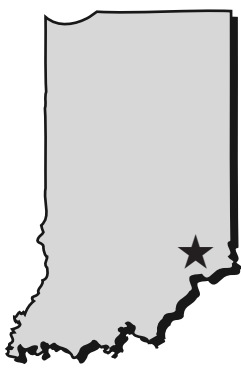
Operating Expense per Total Vehicle Mile	\$0.79
Operating Expense per Passenger Trip	\$8.54
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	0.82

Financial Performance

Operating Subsidy	\$594,727
Operating Subsidy Ratio	88%
Locally Derived Income	\$417,414
Locally Derived Income Per Operating Expense	\$0.62
Fare Recovery Ratio	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1987	Dodge	No	15	Gas
1	1993	GMC	No	12	Gas
1	1994	Ford	Yes	9+1wc	Gas
4	1997	Dodge	Yes	9+1wc	Gas
1	1998	Dodge	Yes	3+2wc	Gas
1	2000	Dodge	No	7	Gas
1	2001	Ford	Yes	9+1wc	Gas
1	2002	Dodge	No	6	Gas
1	2002	Dodge	Yes	9+1wc	Gas
1	2003	Ford	Yes	9+1wc	Gas



SIRPC

13091 Benedict Drive
 Dillsboro, IN 47018
 (812) 432-6230 Fax (812) 432-3822
 Contact: Julie Schafer, Community Services Director
 email: jschafer@lifetime-resources.org

General Information

Type of Service	Point Deviation and Demand Response
Service Area	Dearborn, Ripley, Jefferson, Ohio and Switzerland Counties
Service Population	119,025

Service Hours

Weekday	7 am - 9 pm (Demand Response), 9 am - 6 pm (Point Deviation)
Saturday	Demand Response - No Service; 9 am - 4 pm (Point Deviation)
Sunday	No Service

Fare Structure

Base	\$1.00 - Point Deviation; \$3.00 Demand Response with \$1.00 for each additional county
Youth	Ages 6 to 12, half price of regular fare; 5 and under, free with fare paying passenger
Elderly/Disabled	Half price of regular fare (suggested donation)
Transfer	N/A
Other/Special	

Discount card for Senior nutrition trips. Tokens (equal to \$1.00 fare): Ten for \$8, Twenty for \$15, Forty for \$25. Tokens for Senior/Disabled/Children half price

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	22	8
Maintenance	0	0
Administration	2	0
Total	24	8

Operation Characteristics

Revenue Vehicles	28
Peak Hour Fleet	17
Base Fleet	13
Fuel Consumption (gal)	51,918

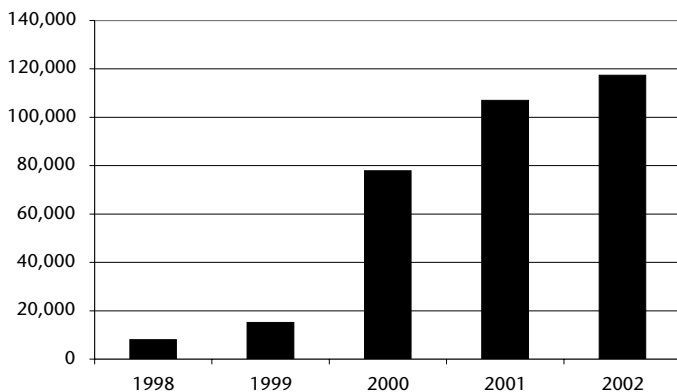
Ridership Trends

1998	8,000
1999	15,129
2000	77,904
2001	107,049
2002	117,404

2002 Highlights

- Received Honorable Mention Indiana Achievement Award for Innovation.
- Started new point deviation route in Batesville, IN.
- Manager became Certified Community Transit Manager.
- City of Madison developed "Main Street Depot" a catch-a-ride stop that has restrooms, vending machines, tourist information and seating while waiting for a ride.

System Ridership Trend



Group 4

Operating Expense Summary

Operator Salaries/Wages	\$381,612
Other Salaries/Wages	\$129,675
Fringe	\$72,338
Services	\$34,618
Materials and Supplies	\$113,955
Utilities	\$12,128
Casualty/Liability	\$81,983
Purchased Transportation	\$0
Other	\$14,391
Total	<u>\$840,700</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$840,700

Revenue Summary

Fare Revenue	\$170,119
Charter/Other	\$2,456
Contra & Other Fed/State	\$0
Local Assistance	\$264,138
State Assistance	\$97,132
Federal Assistance	\$306,855
Total	<u>\$840,700</u>

Legislative District

Indiana Senate	43, 45
Indiana House	55, 67, 68, 69
U.S. Congressional	6, 9

Productivity

Total Passenger Boardings	117,404
Total Vehicle Miles	741,911
Revenue Vehicle Miles	667,720
Revenue Vehicle Hours	34,895

Performance/Service Effectiveness

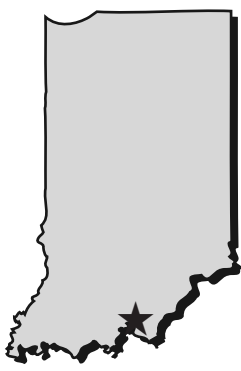
Operating Expense per Total Vehicle Mile	\$1.13
Operating Expense per Passenger Trip	\$7.16
Passenger Trips per Total Vehicle Mile	0.16
Passenger Trips per Capita	0.99

Financial Performance

Operating Subsidy	\$668,125
Operating Subsidy Ratio	79%
Locally Derived Income	\$436,713
Locally Derived Income Per Operating Expense	\$0.52
Fare Recovery Ratio	20%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1994	Chevy	No	6	Gas
1	1995	Chevy Astro	No	6	Gas
1	1996	Dodge/Braun	Yes	9+1wc	Gas
1	1997	Dodge Caravan	Yes	4+1wc	Gas
1	1997	Dodge Caravan	Yes	4+1wc	Gas
1	1997	Ford/Supreme	Yes	14+2wc	Gas
1	1998	Ford/Supreme	Yes	14+2wc	Gas
2	1999	Dodge Caravan	No	6	Gas
2	1999	Dodge/Braun	Yes	9+1wc	Gas
4	2000	Dodge/Braun	No	14	Gas
4	2000	Dodge/Braun	Yes	9+2wc	Gas
1	2001	Dodge/Braun	Yes	9+2wc	Gas
2	2001	Dodge Caravan	No	6	Gas
4	2002	Dodge/Braun	Yes	5+3wc	Gas
1	2002	Ford/Braun	Yes	5+3wc	Gas



SITS

P.O. Box 547
 Corydon, IN 47112
 (812) 738-7461 Fax (812) 738-6281
 Contact: Dave Moore, Transportation Director
 email: brrtrdir@aye.net

General Information

Type of Service	Subscription, Demand Response and Deviated Fixed-Route
Service Area	Crawford, Harrison, Scott and Washington Counties
Service Population	95,251

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	By Request
Sunday	By Request

Fare Structure

Base	\$3.00 (0 to 10 miles)	\$4.00 (11 to 24 miles)	\$5.00 (over 24 miles)
Youth	N/A		
Elderly/Disabled	N/A		
Transfer	N/A		
Other/Special	N/A		

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	22
Maintenance	0	0
Administration	3	0
Total	<u>3</u>	<u>22</u>

Operation Characteristics

Revenue Vehicles	30
Peak Hour Fleet	30
Base Fleet	25
Fuel Consumption (gal)	15,833

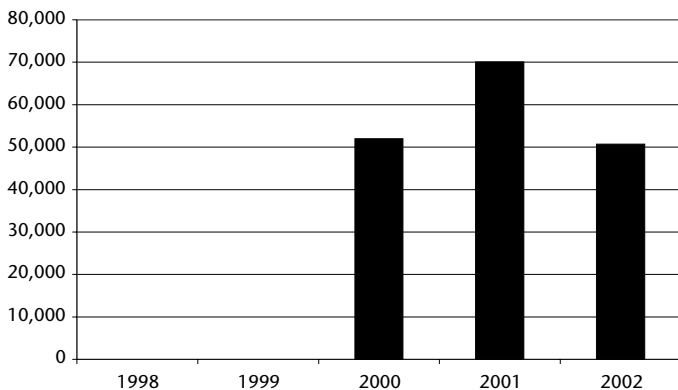
Ridership Trends

1998	N/A
1999	N/A
2000	51,955
2001	70,107
2002	50,686

2002 Highlights

- Received grants for local match from the Harrison & Crawford County Community Foundations. The City of Salem and Scott County commissioners developed an agreement with Blue River Services for public transportation services.
- Contracted with CAPE Initiative to provide transportation services to educational activities for low-income children and families and childcare providers.
- Provided transportation service to the 4th of July fireworks celebration in Corydon, the Corydon Battle reenactment, and the Harrison County REMC annual meeting.

System Ridership Trend



Southern Indiana Transit

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$128,745
Other Salaries/Wages	\$0
Fringe	\$19,306
Services	\$15,934
Materials and Supplies	\$23,023
Utilities	\$7,898
Casualty/Liability	\$19,823
Purchased Transportation	\$37,461
Other	\$28,163
Total	<u>\$280,353</u>
Fixed Route Expenses	\$0
Demand Response Expenses	\$280,353

Revenue Summary

Fare Revenue	\$23,795
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$63,774
State Assistance	\$64,291
Federal Assistance	\$128,493
Total	<u>\$280,353</u>

Legislative District

Indiana Senate	44, 45, 47
Indiana House	62, 66, 70, 73

U.S. Congressional 9

Productivity

Total Passenger Boardings	50,686
Total Vehicle Miles	273,335
Revenue Vehicle Miles	243,001
Revenue Vehicle Hours	N/A

Performance/Service Effectiveness

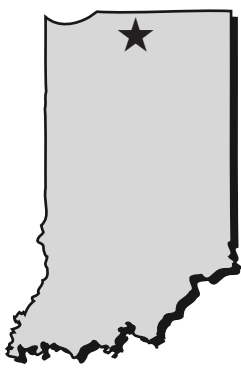
Operating Expense per Total Vehicle Mile	\$1.03
Operating Expense per Passenger Trip	\$5.53
Passenger Trips per Total Vehicle Mile	0.19
Passenger Trips per Capita	0.53

Financial Performance

Operating Subsidy	\$256,558
Operating Subsidy Ratio	92%
Locally Derived Income	\$87,569
Locally Derived Income Per Operating Expense	\$0.31
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1993	Ford	No	14	Gas
1	1993	Jeep	No	6	Gas
1	1994	Dodge	No	14	Gas
1	1996	Ford	No	7	Gas
2	1997	Dodge	No	14	Gas
1	1998	Dodge	No	7	Gas
3	1998	Ford	No	14	Gas
1	1999	Dodge/Braun	Yes	9+2wc	Gas
1	1999	Ford	Yes	9+2wc	Gas
1	1999	Ford	No	14	Gas
2	2000	Chevy	No	7	Gas
4	2000	Dodge	No	7	Gas
2	2000	Dodge	No	14	Gas
1	2000	Dodge/Braun	Yes	9+2wc	Gas
2	2001	Dodge	Yes	9+2wc	Gas
2	2001	Dodge	No	14	Gas
2	2001	Dodge	No	7	Gas
2	2002	Dodge	Yes	9+2wc	Gas



South Bend

901 East Northside Blvd., P.O. Box 1437
 South Bend, IN 46624
 (574) 239-2308 Fax (574) 239-2309
 Contact: Mary McLain, General Manager
 email: n/a website: www.sbtranspo.com

General Information

Type of Service	Fixed Route, Demand Response & Downtown Circulator
Service Area	South Bend & Mishawaka Metropolitan Area
Service Population	154,346

Service Hours

Weekday	4:50 am - 10:10 pm
Saturday	6:50 am - 7:00 pm
Sunday	No Service

Fare Structure

Base	\$0.75
Youth	\$0.75
Elderly/Disabled	\$0.35
Transfer	Free
Other/Special	
Pass \$30.00/Month. Student Pass \$25.00/Month	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	76	17
Maintenance	18	2
Administration	6	4
Total	100	23

Operation Characteristics

Revenue Vehicles	64
Peak Hour Fleet	50
Base Fleet	37
Fuel Consumption (gal)	402,332

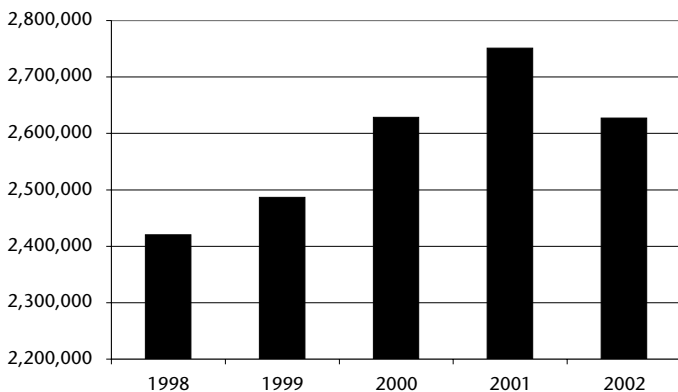
Ridership Trends

1998	2,420,500
1999	2,486,602
2000	2,628,401
2001	2,751,039
2002	2,627,101

2002 Highlights

- The comprehensive operations/planning/marketing study continues and is expected to be complete by fall of 2003, for implementation in 2004.
- Honored by Metro magazine as one of the Top Ten Improved Transit Systems in the United States.
- Installed bike racks on board all buses. Introduced 10 new buses into service with a new low-floor design for improved accessibility.

System Ridership Trend



South Bend Public Transportation Corporation

Group 1

Operating Expense Summary

Operator Salaries/Wages	\$2,631,796
Other Salaries/Wages	\$842,934
Fringe	\$1,682,102
Services	\$580,130
Materials and Supplies	\$698,232
Utilities	\$178,307
Casualty/Liability	\$274,058
Purchased Transportation	\$0
Other	\$95,511
Total	<u>\$6,983,070</u>
Fixed Route Expenses	\$6,592,188
Demand Response Expenses	\$390,882

Revenue Summary

Fare Revenue	\$1,154,700
Charter/Other	\$249,927
Contra & Other Fed/State	\$0
Local Assistance	\$2,915,450
State Assistance	\$2,142,993
Federal Assistance	\$520,000
Total	<u>\$6,983,070</u>

Legislative District

Indiana Senate	9, 10, 11
Indiana House	5, 6, 7, 8, 21, 48

U.S. Congressional 2

Productivity

Total Passenger Boardings	2,627,101
Total Vehicle Miles	1,831,001
Revenue Vehicle Miles	1,814,897
Revenue Vehicle Hours	118,648

Performance/Service Effectiveness

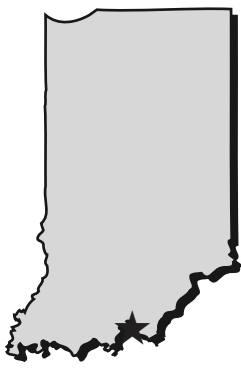
Operating Expense per Total Vehicle Mile	\$3.81
Operating Expense per Passenger Trip	\$2.66
Passenger Trips per Total Vehicle Mile	1.43
Passenger Trips per Capita	17.02

Financial Performance

Operating Subsidy	\$5,578,443
Operating Subsidy Ratio	80%
Locally Derived Income	\$4,320,077
Locally Derived Income Per Operating Expense	\$0.62
Fare Recovery Ratio	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
27	1987	Flexible	No	40	Diesel
4	1991	Flexible	No	39	Diesel
4	1996	AVS	Yes	22+2wc	Electric
5	1999	Champion	Yes	12+3wc	Diesel
11	1999	Gillig	Yes	35+2wc	Diesel
3	2001	Champion	Yes	12+3wc	Diesel
10	2002	Gillig	Yes	29+2wc	Diesel



Southern Indiana

1000 West Broadway
Louisville, KY 40203

(502) 561-5100 Fax (502) 213-3244

Contact: J. Barry Barker, Executive Director

email: n/a

website: www.ridetarc.com

General Information

Type of Service	Fixed Route and Demand Response
Service Area	New Albany, Clarksville, and Jeffersonville City Limits
Service Population	86,365

Service Hours

Weekday	5:30 am - 11:00 pm
Saturday	8:00 am - 10:30 pm
Sunday	8:00 am - 9:30 pm

Fare Structure

Base	\$1.00 Peak, \$0.75 Off-Peak
Youth	\$0.50 with ID card
Elderly/Disabled	\$0.50 with ID card
Transfer	Free
Other/Special	

Commuter Tickets \$5.00/10 Tickets. E&D Tickets \$4.00/10 Tickets; Monthly Pass \$23.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	412	43
Maintenance	130	0
Administration	65	0
Total	<u>607</u>	<u>43</u>

Operation Characteristics

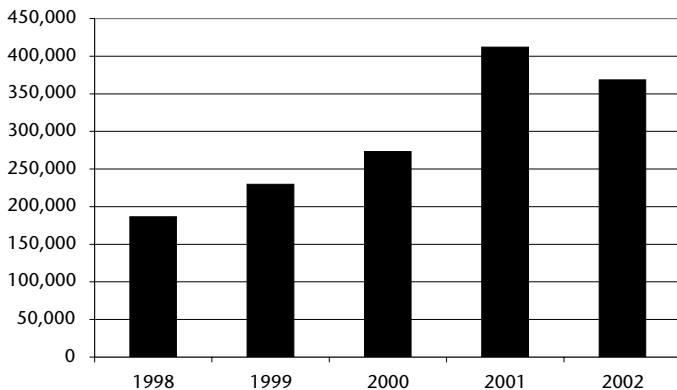
Revenue Vehicles	263
Peak Hour Fleet	11
Base Fleet	6
Fuel Consumption (gal)	150,354

Ridership Trends

1998	186,576
1999	229,659
2000	273,377
2001	411,934
2002	368,431

2002 Highlights

System Ridership Trend



Transit Authority of River City

Group 2

Operating Expense Summary

Operator Salaries/Wages	\$500,341
Other Salaries/Wages	\$0
Fringe	\$312,600
Services	\$14,048
Materials and Supplies	\$94,683
Utilities	\$17,453
Casualty/Liability	\$33,109
Purchased Transportation	\$133,010
Other	\$19,279
Total	<u>\$1,124,523</u>
Fixed Route Expenses	\$742,185
Demand Response Expenses	\$382,338

Revenue Summary

Fare Revenue	\$180,238
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$327,910
State Assistance	\$327,739
Federal Assistance	\$288,636
Total	<u>\$1,124,523</u>

Legislative District

Indiana Senate	46
Indiana House	71, 72
U.S. Congressional	9

Productivity

Total Passenger Boardings	368,431
Total Vehicle Miles	548,792
Revenue Vehicle Miles	564,159
Revenue Vehicle Hours	53,689

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.05
Operating Expense per Passenger Trip	\$3.05
Passenger Trips per Total Vehicle Mile	0.67
Passenger Trips per Capita	4.27

Financial Performance

Operating Subsidy	\$944,285
Operating Subsidy Ratio	84%
Locally Derived Income	\$508,148
Locally Derived Income Per Operating Expense	\$0.45
Fare Recovery Ratio	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
9	1987	Chance	Yes	17+1wc	Diesel
61	1989	Flexible	Yes	45+2wc	Diesel
38	1994	Flexible	Yes	45+2wc	Diesel
11	1995	Orion	Yes	21+2wc	Diesel
5	1998	Chance	Yes	22+2wc	Diesel
27	1998	Gillig	Yes	40+2wc	Diesel
64	1999	Gillig	Yes	40+2wc	Diesel
8	2000	Gillig	Yes	28+2wc	Diesel
12	2000	Gillig	Yes	40+2wc	Diesel
11	2001	Gillig	Yes	40+2wc	Diesel
17	2002	Gillig	Yes	28+2wc	Diesel



Terre Haute

901 South 14th Street
 Terre Haute, IN 47807
 (812) 235-0109 Fax (812) 235-0109
 Contact: Stephen Chernay, General Manager
 email: thtu@abcs.com

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Terre Haute City Limits and West Terre Haute
Service Population	61,944

Service Hours

Weekday	6:05 am - 5:45 pm
Saturday	No Service
Sunday	No Service

Fare Structure

Base	\$0.75
Youth	\$0.75
Elderly/Disabled	\$0.35
Transfer	N/A
Other/Special	

Transit Pass \$25.00/Month; \$10.00 for 14 ride ticket.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	15	0
Maintenance	5	0
Administration	6	0
Total	<u>26</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	10
Base Fleet	10
Fuel Consumption (gal)	49,959

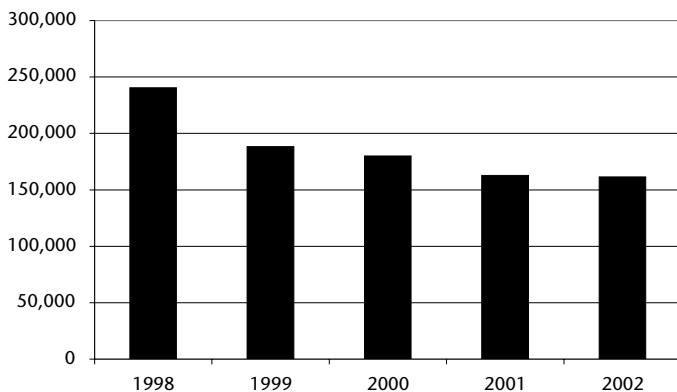
Ridership Trends

1998	240,424
1999	188,321
2000	179,894
2001	162,870
2002	161,346

2002 Highlights

- Terre Haute Transit Utility was able to increase Paratransit Service on our "Wheels to the World" service from one bus to three buses in 2002. Ridership increased 25% from 2001.
- THTU also introduced into service a new 30-foot trolley.
- "Free Fare Friday" sponsored by the Terre Haute First National Bank of Terre Haute.
- Passengers along with other local businesses did a "Share Your Thanksgiving" food drive. Anyone who brought a can of food could ride for free.

System Ridership Trend



Transit Utility for the City of Terre Haute

Group 2

Operating Expense Summary

Operator Salaries/Wages	\$413,306
Other Salaries/Wages	\$268,306
Fringe	\$246,212
Services	\$41,262
Materials and Supplies	\$75,598
Utilities	\$23,187
Casualty/Liability	\$17,588
Purchased Transportation	
Other	\$125,336
Total	<u>\$1,210,795</u>
Fixed Route Expenses	\$968,636
Demand Response Expenses	\$242,159

Revenue Summary

Fare Revenue	\$100,533
Charter/Other	\$1,217
Contra & Other Fed/State	\$0
Local Assistance	\$311,998
State Assistance	\$242,524
Federal Assistance	\$554,523
Total	<u>\$1,210,795</u>

Legislative District

Indiana Senate	38, 39
Indiana House	43, 45, 46

U.S. Congressional 8

Productivity

Total Passenger Boardings	161,346
Total Vehicle Miles	293,430
Revenue Vehicle Miles	285,459
Revenue Vehicle Hours	30,494

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.13
Operating Expense per Passenger Trip	\$7.50
Passenger Trips per Total Vehicle Mile	0.55
Passenger Trips per Capita	2.60

Financial Performance

Operating Subsidy	\$1,109,045
Operating Subsidy Ratio	92%
Locally Derived Income	\$413,748
Locally Derived Income Per Operating Expense	\$0.34
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Ford/Supreme	Yes	14+2wc	Diesel
2	1996	Ford/Supreme	Yes	16+2wc	Diesel
4	1997	Ford/Supreme	Yes	16+2wc	Diesel
2	1999	Ford/Supreme	Yes	16+2wc	Diesel
2	1999	Ford/Supreme	Yes	14+2wc	Diesel
1	2001	Ford/Supreme	Yes	14+2wc	Diesel
2	2002	Ford/Supreme	Yes	14+2wc	Diesel



Union County

P.O. Box 333
 Liberty, IN 47353
 (765) 458-7277 Fax (765) 458-7722
 Contact: Beth McCoy, Transportation Supervisor
 email: owenmcoy@uconline.com

General Information

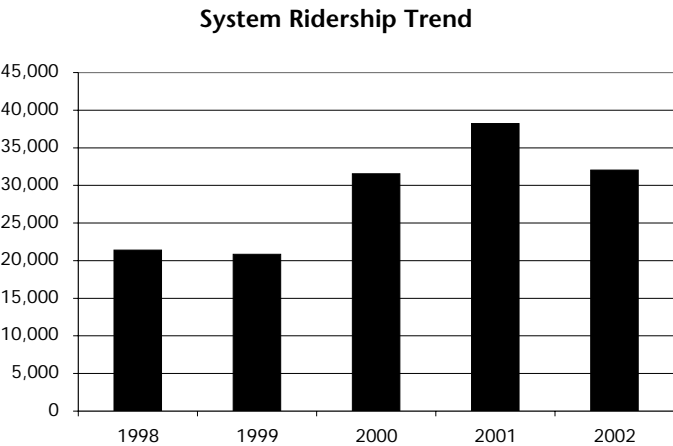
Type of Service	Demand Response
Service Area	Union County with trips to Richmond and Connersville
Service Population	7,349

Service Hours

Weekday	6:00 am - 8:00 pm
Saturday	On request
Sunday	On request

Fare Structure

Base	Zone 1 \$0.75; Zone 2 \$1.00; Zone 3 \$1.25; Zone 4 \$1.50; Zone 5 \$1.75; Zone 6 \$3.50
Youth	N/A
Elderly/Disabled	N/A
Transfer	N/A
Other/Special	



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	16
Maintenance	0	0
Administration	1	2
Total	1	18

Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	8
Base Fleet	7
Fuel Consumption (gal)	15,019

Ridership Trends

1998	21,407
1999	20,834
2000	31,565
2001	38,220
2002	32,056

2002 Highlights

- Union County Transit was presented with the Provider of the Year award, in recognition of outstanding support given to the consumers at Green Acres, Inc. to assist them in achieving their personal, social and vocational objectives.
- Strengthened the Regional TAC that was formed in 2000. This Regional TAC is a forum that provides transit assistance to transit providers, addresses local transportation issues, and educates social service agencies and consumers about transportation services. The Regional TAC is comprised of transit providers, social service agencies, and consumers from Fayette, Franklin, Rush, Union and Wayne Counties.
- Participated in a local Transportation mini-conference hosted by the Independent Living Center of East Central Indiana. The topic that we addressed was coordinated transportation service in the five county area.
- The Transportation Coordinator was certified as a Certified Community Transportation Manager in October by the Community Transportation Association.
- First system to register and be awarded USDOT Interstate authority with FMCSA.
- Provided donated transportation to the following community events: Christmas in Our Hometown, Positive Aging Day, and Senior Day at the Union County 4-H fair.

Union County Transit Service

Group
4

Operating Expense Summary

Operator Salaries/Wages	\$74,257
Other Salaries/Wages	\$53,772
Fringe	\$9,825
Services	\$20,020
Materials and Supplies	\$30,604
Utilities	\$1,578
Casualty/Liability	\$12,427
Purchased Transportation	\$0
Other	\$2,929
Total	<u>\$205,412</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$205,412

Revenue Summary

Fare Revenue	\$28,669
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$58,218
State Assistance	\$46,971
Federal Assistance	\$71,554
Total	<u>\$205,412</u>

Legislative District

Indiana Senate	43
Indiana House	55
U.S. Congressional	6

Productivity

Total Passenger Boardings	32,056
Total Vehicle Miles	183,062
Revenue Vehicle Miles	153,982
Revenue Vehicle Hours	9,531

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.12
Operating Expense per Passenger Trip	\$6.41
Passenger Trips per Total Vehicle Mile	0.18
Passenger Trips per Capita	4.36

Financial Performance

Operating Subsidy	\$176,743
Operating Subsidy Ratio	86%
Locally Derived Income	\$86,887
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	14%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1988	Ford	No	11	Gas
1	1991	Dodge	Yes	5	Gas
1	1992	Ford	No	14	Gas
1	1995	Dodge	Yes	11+1wc	Gas
1	1996	Dodge	Yes	11+1wc	Gas
1	1997	Dodge	Yes	11+1wc	Gas
1	1999	Dodge	Yes	11+2wc	Gas
1	1999	Dodge	Yes	5+2wc	Gas
1	2000	Dodge	No	14	Gas
1	2000	Dodge	Yes	5+2wc	Gas



Wabash

239 Bond Street, P.O. Box 447
 Wabash, IN 46992
 (260) 563-4475 Fax (260) 569-1535
 Contact: Mary Ashba, Transportation Manager
 email: wccoanetusa1.net

General Information

Type of Service Demand Response
Service Area Wabash County
Service Population 34,960

Service Hours

Weekday 4:45 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00 City Limits, \$2.00 County
Youth \$1.00 City Limits, \$2.00 County
Elderly/Disabled Donation
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	4
Maintenance	0	0
Administration	2	0
Total	5	4

Operation Characteristics

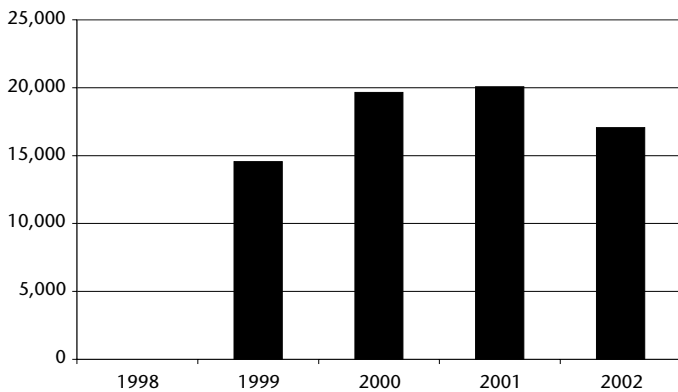
Revenue Vehicles	7
Peak Hour Fleet	3
Base Fleet	2
Fuel Consumption (gal)	11,965

Ridership Trends

1998	N/A
1999	14,565
2000	19,659
2001	20,067
2002	17,055

2002 Highlights

System Ridership Trend



Wabash County Transit

Group 4

Legislative District

Indiana Senate 17, 18

Indiana House 22

U.S. Congressional 5

Productivity

Total Passenger Boardings 17,055

Total Vehicle Miles 155,194

Revenue Vehicle Miles 150,810

Revenue Vehicle Hours 9,237

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.51

Operating Expense per Passenger Trip \$13.79

Passenger Trips per Total Vehicle Mile 0.11

Passenger Trips per Capita 0.49

Financial Performance

Operating Subsidy \$226,110

Operating Subsidy Ratio 96%

Locally Derived Income \$114,017

Locally Derived Income

Per Operating Expense \$0.48

Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$62,532
Other Salaries/Wages	\$72,210
Fringe	\$10,414
Services	\$3,278
Materials and Supplies	\$34,010
Utilities	\$11,440
Casualty/Liability	\$18,324
Purchased Transportation	
Other	\$22,905
Total	<u>\$235,113</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$235,113

Revenue Summary

Fare Revenue	\$9,003
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$105,014
State Assistance	\$33,542
Federal Assistance	\$87,554
Total	<u>\$235,113</u>

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1982	GMC	Yes	1+2wc	Gas
1	1991	Dodge	Yes	9+1wc	Gas
1	1995	Dodge	Yes	9+2wc	Gas
1	1995	Dodge	No	14	Gas
1	1998	Dodge	Yes	9+2wc	Gas
1	1999	Dodge	No	14	Gas
1	2000	Dodge	Yes	9+2wc	Gas
1	2002	Dodge	Yes	9+2wc	Gas



Washington

2100 East Memorial Avenue

Washington, IN 47501

(812) 254-4564 Fax (812) 254-8231

Contact: Gary Raymann, Transportation Manager

email: n/a

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Washington City Limits
Service Population	11,380

Service Hours

Weekday	7:00 am - 5:00 pm
Saturday	No Service
Sunday	No Service

Fare Structure

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

Elderly & Disabled Fare \$0.25 with AOA Coupon. ADA Paratransit Service \$1.50 (certified riders)

Personnel

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

Operation Characteristics

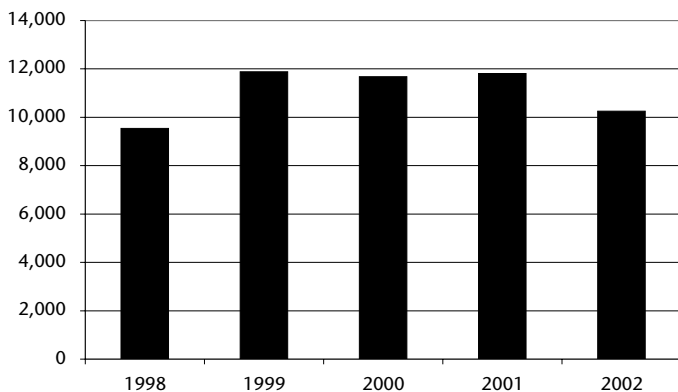
Revenue Vehicles	5
Peak Hour Fleet	1
Base Fleet	1
Fuel Consumption (gal)	5,297

Ridership Trends

1998	9,543
1999	11,884
2000	11,677
2001	11,814
2002	10,255

2002 Highlights

System Ridership Trend



Washington Transit System

Group
4

Operating Expense Summary

Operator Salaries/Wages	\$28,703
Other Salaries/Wages	\$0
Fringe	\$9,033
Services	\$16,339
Materials and Supplies	\$9,167
Utilities	\$4,771
Casualty/Liability	\$4,290
Purchased Transportation	\$0
Other	\$407
Total	\$72,710
Fixed Route Expenses	N/A
Demand Response Expenses	\$72,710

Revenue Summary

Fare Revenue	\$4,803
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$14,576
State Assistance	\$19,378
Federal Assistance	\$33,953
Total	\$72,710

Legislative District

Indiana Senate	48
Indiana House	63
U.S. Congressional	8

Productivity

Total Passenger Boardings	10,255
Total Vehicle Miles	29,789
Revenue Vehicle Miles	29,789
Revenue Vehicle Hours	2,480

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.44
Operating Expense per Passenger Trip	\$7.09
Passenger Trips per Total Vehicle Mile	0.34
Passenger Trips per Capita	0.90

Financial Performance

Operating Subsidy	\$67,907
Operating Subsidy Ratio	93%
Locally Derived Income	\$19,379
Locally Derived Income Per Operating Expense	\$0.27
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1992	Dodge	Yes	6+2wc	Gas
1	1994	Dodge	Yes	6+2wc	Gas
3	1996	Ford/Supreme	Yes	18+2wc	Gas



Waveland

660 North 36th Street, P.O. Box 4727
 Lafayette, IN 43176
 (765) 447-7683 Fax (765) 447-6862
 Contact: Dawn Layton, Transportation Coordinator
 email: d.layton@areaivagency.org

General Information

Type of Service Demand Response
Service Area Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland
Service Population 5,642

Service Hours

Weekday 24 hours per day
Saturday 24 hours per day
Sunday 24 hours per day

Fare Structure

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

Personnel

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

Operation Characteristics

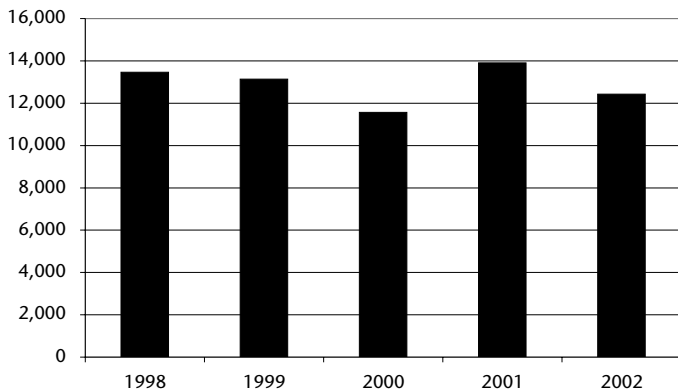
Revenue Vehicles	7
Peak Hour Fleet	7
Base Fleet	7
Fuel Consumption (gal)	2,805

Ridership Trends

1998	13,462
1999	13,134
2000	11,563
2001	13,901
2002	12,422

2002 Highlights

System Ridership Trend



Waveland Volunteer Transportation System

Group 4

Operating Expense Summary

Operator Salaries/Wages	\$61,980
Other Salaries/Wages	\$0
Fringe	\$5,077
Services	\$4,000
Materials and Supplies	\$5,529
Utilities	\$4,800
Casualty/Liability	\$6,719
Purchased Transportation	\$0
Other	\$15,740
Total	<u>\$103,845</u>
Fixed Route Expenses	N/A
Demand Response Expenses	\$103,845

Revenue Summary

Fare Revenue	\$4,456
Charter/Other	\$0
Contra & Other Fed/State	\$0
Local Assistance	\$36,240
State Assistance	\$14,232
Federal Assistance	\$48,917
Total	<u>\$103,845</u>

Legislative District

Indiana Senate	6, 7, 22, 23
Indiana House	15, 24, 28, 41, 42
U.S. Congressional	4, 8

Productivity

Total Passenger Boardings	12,422
Total Vehicle Miles	25,247
Revenue Vehicle Miles	25,247
Revenue Vehicle Hours	N/A

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.11
Operating Expense per Passenger Trip	\$8.36
Passenger Trips per Total Vehicle Mile	0.49
Passenger Trips per Capita	2.20

Financial Performance

Operating Subsidy	\$99,389
Operating Subsidy Ratio	96%
Locally Derived Income	\$40,696
Locally Derived Income Per Operating Expense	\$0.39
Fare Recovery Ratio	4%

Fleet Inventory

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

Elderly/Disabled
(Section 5310)
Transportation Providers

SECTION FOUR

ELDERLY/DISABLED (SECTION 5310) TRANSPORTATION PROVIDERS

Section 5310 of the Federal Transit Act authorizes federal capital assistance grants to meet the special needs of elderly persons and persons with disabilities where public mass transportation services are unavailable, insufficient or inappropriate. Eligible applicants include private non-profit organizations and public bodies that coordinate specialized transportation services.

Indiana annually receives about \$1.8 million in federal funds to distribute on an 80 percent federal and 20 percent local matching basis. Eligible equipment requests include passenger vehicles, accessibility equipment and communication systems.

The Indiana Department of Transportation, Public Transit Section solicits Section 5310 applications, selects projects, executes grant awards, buys equipment and monitors vehicle operation. To participate in the Section 5310 program, an applicant must submit an application that meets the following criteria: coordination, need, service and capacity.

Further questions about the Section 5310 program should be directed to the Section 5310 Program Manager at 317/232-1493 or bjones@indot.state.in.us.

The following agencies, listed by county, are currently operating Section 5310 vehicles:

	<u>PHONE NUMBER</u>
ADAMS	
Adams County Council on Aging.....	260/724-9926
Bi-County Services	260/824-1253
ALLEN	
Allen County Council on Aging.....	260/426-0060
Community Transportation Network.....	260/432-2277
Turnstone Center	260/483-2100
BARTHOLOMEW	
Developmental Services	812/376-9404
Quinco Behavioral.....	812/348-7453
BENTON	
CDC Resources	574/583-8227
BLACKFORD	
Carey Services.....	765/668-8961
Community and Family Services.....	260/726-9318
Lifestream Services	765/759-1121
BOONE	
Boone County Senior Services.....	765/482-5220
BROWN	
Developmental Services	812/376-9404
Quinco Behavioral	812/348-7453
CARROLL	
Carroll County Council on Aging.....	765/564-2772
CDC Resources	574/583-8227

PHONE NUMBER

CASS

Cass County Council on Aging 574/722-2424
Peak Community Services..... 574/753-4104

CLARK

Lifespan Resources..... 812/948-8330
LifeSpring Mental Health..... 812/283-2849
New Hope Services 812/288-8248
YMCA of Southern Indiana 812/256-2005

CLINTON

Paul Phillippe Resource Center..... 765/659-4060

CRAWFORD

Blue River Services..... 812/364-4142
Older Americans Services Corporation..... 812/865-3352

DAVISS

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

DEARBORN

LifeTime Resources 812/432-5215
New Horizons Rehabilitation Services..... 812/934-4528

DECATUR

Area XI Agency on Aging..... 812/372-6918
Developmental Services 812/376-9404
Quinco Behavioral 812/348-7453

DEKALB

DeKalb County Council on Aging..... 260/925-3311
Northeastern Center..... 260/347-4400
RISE, Inc. 260/665-9408

DELAWARE

Lifestream Services 765/759-1121

ELKHART

Association for the Disabled of Elkhart County..... 574/848-7451
City of Nappanee 574/773-2112

FAYETTE

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

FLOYD

Lifespan Resources..... 812/948-8330
LifeSpring Mental Health..... 812/283-2849
Rauch Inc..... 812/945-4063
YMCA of Southern Indiana 812/256-2005

FOUNTAIN

Community Action Program of Western Indiana 765/762-0420

	<u>PHONE NUMBER</u>
FRANKLIN	
New Horizons Rehabilitation Services	812/934-4528
FULTON	
Fulton County Council on Aging.....	574/223-6953
GIBSON	
Gibson County Area Rehabilitation Centers.....	812/386-6312
GRANT	
Carey Services.....	765/668-8961
Lifestream Services	765/759-1121
GREENE	
Four Rivers Resource Services.....	812/254-4471
Senior and Family Services.....	812/254-1881
HAMILTON	
PrimeLife Enrichment, Inc.	317/815-7000
HANCOCK	
Independent Residential Living.....	317/861-0032
HARRISON	
Blue River Services.....	812/364-4142
Lifespan Resources.....	812/948-8330
LifeSpring Mental Health.....	812/283-2849
HENDRICKS	
Hendricks County Senior Services.....	317/745-4303
Sycamore Services.....	317/745-4715
HENRY	
Lifestream Services	765/759-1121
HUNTINGTON	
Huntington County Council on Aging.....	260/356-3006
JACKSON	
Area XI Agency on Aging.....	812/372-6918
Developmental Services	812/376-9404
Quinco Behavioral	812/348-7453
JASPER	
CDC Resources	574/583-8227
JAY	
Community and Family Services.....	260/726-9318
Jay-Randolph Developmental Services	260/726-7931
Lifestream Services	765/759-1121
JEFFERSON	
Developmental Services	812/376-9404
LifeSpring Mental Health.....	812/283-2849
LifeTime Resources.....	812/432-5215
Quinco Behavioral	812/348-7453

PHONE NUMBER

JENNINGS

Area XI Agency on Aging..... 812/372-6918
Developmental Services 812/376-9404
Quinco Behavioral 812/348-7453

JOHNSON

Johnson County Association for Retarded Citizens..... 317/738-5500
Johnson County Senior Services..... 317/738-4544

KNOX

Senior and Family Services..... 812/254-1881
YMCA of Vincennes..... 812/882-2285

KOSCIUSKO

Kosciusko Community Senior Services..... 574/267-4648

LAPORTE

LaPorte County Comprehensive Mental Health Council 219/872-8666
LaPorte County Council on Aging 219/326-7889
Michiana Resources..... 219/874-4288

LAGRANGE

LaGrange County Council on Aging..... 260/463-4161
Northeastern Center..... 260/347-4400
RISE, Inc. 260/665-9408

LAWRENCE

Older Americans Services Corporation..... 812/865-3352

MADISON

Lifestream Services 765/759-1121

MARION

Community Centers of Indianapolis..... 317/638-3669
Independent Residential Living..... 317/861-0032

MARSHALL

Marshall County Council on Aging 574/936-9904

MARTIN

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

MIAMI

Miami County YMCA 765/472-1979

MONTGOMERY

Crawfordsville Park and Recreation Department 765/364-5173

MORGAN

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

NEWTON

CDC Resources 574/583-8227

	<u>PHONE NUMBER</u>
NOBLE	
Noble County Association for Retarded Citizens	260/636-2155
Noble County Council on Aging	260/347-4226
Northeastern Center.....	260/347-4400
RISE, Inc.	260/665-9408
OHIO	
LifeTime Resources	812/432-5215
New Horizons Rehabilitation Services	812/934-4528
ORANGE	
Blue River Services.....	812/364-4142
Older Americans Services Corporation.....	812/865-3352
Orange County Rehabilitation and Developmental Services.....	812/723-4486
PARKE	
Child Adult Resource Services.....	765/569-2076
West Central Indiana Economic Development District.....	812/238-1561
PERRY	
Perry County Council on Aging	812/547-8115
PIKE	
Pike County Area Rehabilitation Center	812/354-6560
Senior and Family Services.....	812/254-1881
POSEY	
Posey County Council on Aging	812/838-4656
Posey County Rehabilitation Services	812/838-0636
RANDOLPH	
Jay-Randolph Developmental Services	260/726-7931
Lifestream Services	765/759-1121
RIPLEY	
LifeTime Resources	812/432-5215
New Horizons Rehabilitation Services	812/934-4528
RUSH	
Rush County Senior Services	765/932-2935
SCOTT	
Blue River Services.....	812/364-4142
Lifespan Resources.....	812/948-8330
LifeSpring Mental Health.....	812/283-2849
New Hope Services	812/288-8248
SHELBY	
Independent Residential Living.....	317/861-0032
Shelby Senior Services.....	317/398-0127
SPENCER	
Spencer County Council on Aging.....	812/362-7754
STEUBEN	
Northeastern Center.....	260/347-4400
RISE, Inc.	260/665-9408
Steuben County Council on Aging.....	260/665-9856

PHONE NUMBER

SULLIVAN	
Four Rivers Resource Services.....	812/254-4471
West Central Indiana Economic Development District.....	812/238-1561
SWITZERLAND	
Developmental Services	812/376-9404
LifeTime Resources	812/432-5215
TIPPECANOE	
Tippecanoe County Council on Aging.....	765/447-2311
UNION	
Union County Council on Aging.....	765/458-7277
VANDERBURGH	
Evansville Association for Retarded Citizens.....	812/428-4500
VERMILLION	
West Central Indiana Economic Development District.....	812/238-1561
VIGO	
West Central Indiana Economic Development District.....	812/238-1561
WABASH	
ARC of Wabash County	260/563-8411
Wabash County Council on Aging.....	260/563-4475
WARREN	
Community Action Program of Western Indiana.....	765/762-0420
WARRICK	
Warrick County Council on Aging.....	812/897-4437
WASHINGTON	
Blue River Services.....	812/364-4142
LifeSpring Mental Health.....	812/283-2849
Older Americans Services Corporation.....	812/865-3352
WAYNE	
Adult Day Care of Richmond	765/966-0852
Wayne County Council for Retarded Citizens.....	765/966-0502
WELLS	
Bi-County Services	260/824-1253
WHITE	
CDC Resources	574/583-8227
WHITLEY	
Whitley County Council on Aging	260/248-8944

Transit Partners & Advocates

SECTION FIVE

TRANSIT PARTNERS AND ADVOCATES

American Public Transit Association (APTA)

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

Community Transportation Association of America (CTAA)

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

Family and Social Services Administration (FSSA)

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

Federal Transit Administration Region 5

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

Governor's Planning Council for People with Disabilities

150 West Market, Suite 628
Indianapolis, IN 46204-2821
Phone: (317) 232-7770
TT: (317) 232-7771
Fax: (317) 233-3712
Website: <http://www.in.gov/gpcpd/>

Indiana Council on Specialized Transportation (INCOST)

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

Indiana Department of Transportation Public Transit Section

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

Indiana Rural Transit Assistance Program

825 East Eighth Street
Bloomington, IN 47408
Toll Free: (800) 334-3554
Toll Call: (812) 855-8143
Fax: (812) 855-8022
Website: <http://www.indiana.edu/~rtap>

Indiana Transportation Association

Kent McDaniel, Executive Director
825 East Eighth Street
Bloomington, IN 47408
Phone: (812) 855-8143
Fax: (812) 855-8022

Indiana Urban Transit Assistance Program

Betsy Kachmar, Program Coordinator
825 East Eighth Street
Bloomington, IN 47408
Toll Call: (812) 855-8022
Fax: (812) 855-8022

Indiana Metropolitan Planning Organizations

Bloomington Area Transportation Study

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

Delaware-Muncie Metropolitan Plan Commission

Ms. Marta Moody, Executive Director
206 Delaware County Building
Muncie, IN 47305
Phone: (765) 747-7740
Website: <http://www.co.delaware.in.us/Departments/PlanCommission2/INDEX.HTM>

Evansville Urban Transportation Study

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

City of Indianapolis-Department of Metropolitan Development

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

Kentuckiana Regional Planning and Development Agency

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

Kokomo & Howard County Governmental Coordinating Council

Mr. Larry Ives, Transportation Director
120 East Mulberry Street, Suite 116
Kokomo, IN 46901
Phone: (765) 456-2336
Website: <http://www.kokomompo.com>

Madison County Council of Governments

Mr. Jerry Bridges, Executive Director
16 East Ninth Street
Anderson, IN 46016
Phone: (765) 641-9482
Website: <http://www.mccog.net>

Michiana Area Council of Governments

Ms. Sandra Seanor, Executive Director
227 West Jefferson Boulevard, Room 1120
South Bend, IN 46601
Phone: (574) 287-1829
Website: <http://www.macog.com>

Northeastern Indiana Regional Coordinating Council

Mr. Dan Avery
Executive Director
City-County Building, Room 630
Fort Wayne, IN 46802
Phone: (260) 449-7309
Website: <http://www.co.allen.in.us>

Northwestern Indiana Regional Plan Commission

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

Tippecanoe County Area Plan Commission

Mr. Jim Hawley, Executive Director
20 North Third Street
Lafayette, IN 47901-1209
Phone: (765) 423-9242
Website: <http://www.county.tippecanoe.in.us/departments/apc/>

West Central Indiana Economic Development Corporation

Mr. Merv Nolot, Executive Director
1718 Wabash Avenue, P.O. Box 359
Terre Haute, IN 47808
Phone: (812) 238-1561

Indiana Regional Planning Councils

Association of Indiana Counties

10 West Market Street, Suite 1060
Indianapolis, IN 46204
Phone: (317) 684-3710
Website: <http://www.indianacounties.org>

Indiana Association of Cities and Towns

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

Indiana 15 Regional Planning Commission

610 Main Street, P.O. Box 786
Jasper, IN 47547-0786
Phone: (812) 482-4535
Fax: (812) 482-4863
Website: <http://www.ind15rpc.org/>

III-A Development District

217 Fairview Boulevard, Suite C
Kendallville, IN 46755
Phone: (260) 347-4714
Website: <http://www.region3a.org/index.htm>

Kankakee/Iroquois Regional Planning Commission

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

River Hills Economic Development District & Regional Planning Commission

1710 E 10th Street, Suite U
Jeffersonville, IN 47130
Phone: (812) 288-4624
Website: <http://www.riverhills.cc/>

Southeastern Indiana Regional Planning Commission

P.O. Box 765
Versailles, IN 47042
Phone: (812) 689-5505
Website: <http://www.sirpc.org/>

Southern Indiana Development Commission

P.O. Box 442
Loogootee, IN 47553
Phone: (812) 295-3707
Website: <http://www.sidc.cc/>

Glossary

GLOSSARY

This glossary contains definitions of certain terms, data, and information that appear in the Annual Report. Many of these items have multiple definitions and are defined as used in the context of this report.

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

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

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

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

Americans with Disabilities Act (ADA) - Passed by Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications, and public accommodations. Under this Act, most transportation providers are obligated to purchase lift-equipped vehicles for their fixed route services and must assure system-wide accessibility of their demand response services to persons with disabilities. Public transit providers that operate fixed route services must also provide paratransit that is comparable to the level of service provided to non-disabled individuals that utilize the entity's fixed route system.

Apportionment, Appropriation, Allocation - (Interchangeable terms) The maximum amount of funding a transit system MAY be granted from an assistance program.

Award - The authorized (obligated) level of funding a transit system has contracted to receive from a grant assistance program based on an application for funding or formula distribution.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Demand response service is generally provided using small transit vehicles including sedans and minivans.

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

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

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

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

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

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

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

Holidays - Includes five major holidays: Christmas, Thanksgiving, Fourth of July, Labor Day, and Memorial Day. Many transit systems do not operate on these days. Some systems may operate a special holiday schedule that is used on these or other holidays such as Veteran's Day and Martin Luther King Jr. Day.

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

Local Assistance (also Local Operating Revenue)- This category includes:

Local Cash Grants and Reimbursements - Funds obtained from local government units to assist in paying the cost of operating the transit system.

Taxes Levied Directly by Transit System - Dedicated tax revenues systems that are organized as independent political subdivisions with their own taxation authority, e.g., Public Transportation Corporations.

Locally Derived Income (LDI) - This indicator is used to measure local financial commitment to public transit and is defined as:

- Operating revenues including fares, charter, advertising, and auxiliary and non-transportation revenues.
- Taxes levied by, or on behalf of, a transit system.
- Local cash grants and reimbursements including general fund receipts, property taxes, local option income tax, excise and intangible taxes, bank building and loan funds; local bonding funds, and unrestricted federal/state funds.
- LDI does not include contra expenses (e.g. expense refunds such as motor fuel tax or insurance reimbursements) or in-kind volunteer services.

Materials and Supplies Expense - Cost of fuel, lubricants, tires, tubes, and other materials and

supplies (including repair parts, maintenance supplies, forms, and cleaning supplies, etc.).

Metropolitan Planning Organization (MPO) - Metropolitan planning organizations are responsible for transportation planning and programs in each urban area with a population of 50,000 or greater.

Operating Expense - The total of all operating costs incurred during the transit system calendar year reporting period, excluding expenses associated with capital grants. Expense figures may be unaudited.

Operating Expense/Passenger Trip - Ratio equating total operating costs to total passenger trips. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. Increasing passenger trips and/or decreasing expenditures may lower the ratio.

Operating Income - Revenue received from fares, charter services, and other sources directly related to transit systems operations excluding revenue from Federal, state, and local cash grants. Operating income and operating subsidy are the total operating revenue for a transit system.

Operating Subsidy - Revenue received through Federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

Operator Salaries and Wages - The pay and allowance due employees in exchange for the labor services they render on behalf of the transit system. This category includes only those employees that are classified as revenue operators or crewmen.

Other Expenses - On the individual system pages, Other Expenses consists of taxes and miscellaneous expenses. For Section 5311 systems it also includes leases and rentals, equipment, and in-direct expenses.

Other Salaries and Wages - Payment for the labor of employees of the transit system (or sponsoring agency) that are not classified as revenue vehicle operators or crewmen. This category includes managers, dispatchers, mechanics, bus washers, building (garage) maintenance workers, managers, other professionals, and clerical staff.

Paratransit - Flexible forms of public transportation services that are not provided over a fixed route (e.g., demand response service).

Passenger Trips/Capita - Ratio equating total passenger trips to service area population. Increasing passenger trips and/or decreasing service area population may increase the ratio.

Passenger Trips/Total Vehicle Miles (TVM) - Ratio equating total passenger trips to the total miles traveled by revenue vehicles. This measure is used to indicate the degree to which the system (or route) is utilized when compared to the amount of service provided. A relatively high ratio is preferred. Increasing passenger trips or eliminating service (TVM) that has marginal ridership may increase the ratio.

Passenger Trip - One person making a one-way trip from origin to destination. One round trip equals two passenger trips.

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

Public Mass Transportation Fund (PMTF) - State assistance fund financed by 0.635 percent of the state general sales and use tax.

Purchased Transportation Expenses - Operating expenses incurred when a transit system purchases a portion of its service from another entity (e.g., contracting with a private organization to provide specialized transit services).

Reconciling Items - Operating expenses which include interest expenses, leases and rentals for urbanized transit systems, depreciation, amortization of intangibles, purchase lease payments, related party lease agreements, and other as defined in the FTA Section 5335 (15) Manual.

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

Section 5307 - The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5309 - The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities, and rail projects.

Section 5310 - The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in both rural and urban settings that are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311 - The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

Service Area - The geographic area that coincides with a transit system's legal operating limits (i.e., urbanized area, city limits, or county boundary).

Service Area Population - The entire population within the legal operating limits of the transit system, as reported by the 1990 Census.

Services Expenses - Fees and related expenses for labor and other work provided by outside organizations. In most instances, service from an outside organization is procured as a substitute for in-house employee labor, except in the case of independent audits which cannot be performed by employees. This category includes:

Advertising Fees - The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Also included are advertising media fees, regardless of whether they are paid to the advertising agency or to the media.

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

Professional and Technical Service Fees - Payment for the labor provided by attorneys, accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, and transit industry consultants, etc.

Service Route - A hybrid between fixed route and demand response service. Service routes are established between targeted neighborhoods and the service areas that riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.

Standard Van (SV) - Standard vans typically seat five to fifteen passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

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

Total Vehicle Miles - The total distance traveled by revenue vehicles, including both revenue and deadhead (non-revenue) miles.

Transfer Charge - A fee charged passengers that transfer to a line or route after paying a fare on another line or route.

Transit Bus - A transit bus seats anywhere from 16 to 53 passengers and has both a body and a chassis that are designed specifically for transit use. One supplier manufactures the entire vehicle. Most transit buses are equipped with diesel engines.

Small Transit Bus (STB) - Under 30'

Medium Transit Bus (MTB) - 30' to 34'

Large Transit Bus (LTB) - 35' to 40'

Trolley (TY) - Usually 30' to 35'

Articulated (ART) - Multi-section high occupancy vehicle

User Side Subsidy - A type of transit system whereby the passenger purchases tokens or vouchers at designated sale sites and presents the token to a service provider (e.g., taxi company) in exchange for a trip. The price of the token or pass is less than the cost of the trip. The token is then subsidized with Federal, state, or local funds and the taxi operator is reimbursed for the cost of the trip.

Utility Expense - Payments made to various utilities for use of their resources including electric, gas, water, sewer, garage collection, and telephone, etc.