

2005



Indiana Public Transit 2005 Annual Report



2005 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

STATE OF INDIANA

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2005 PUBLIC TRANSIT SYSTEMS IN INDIANA

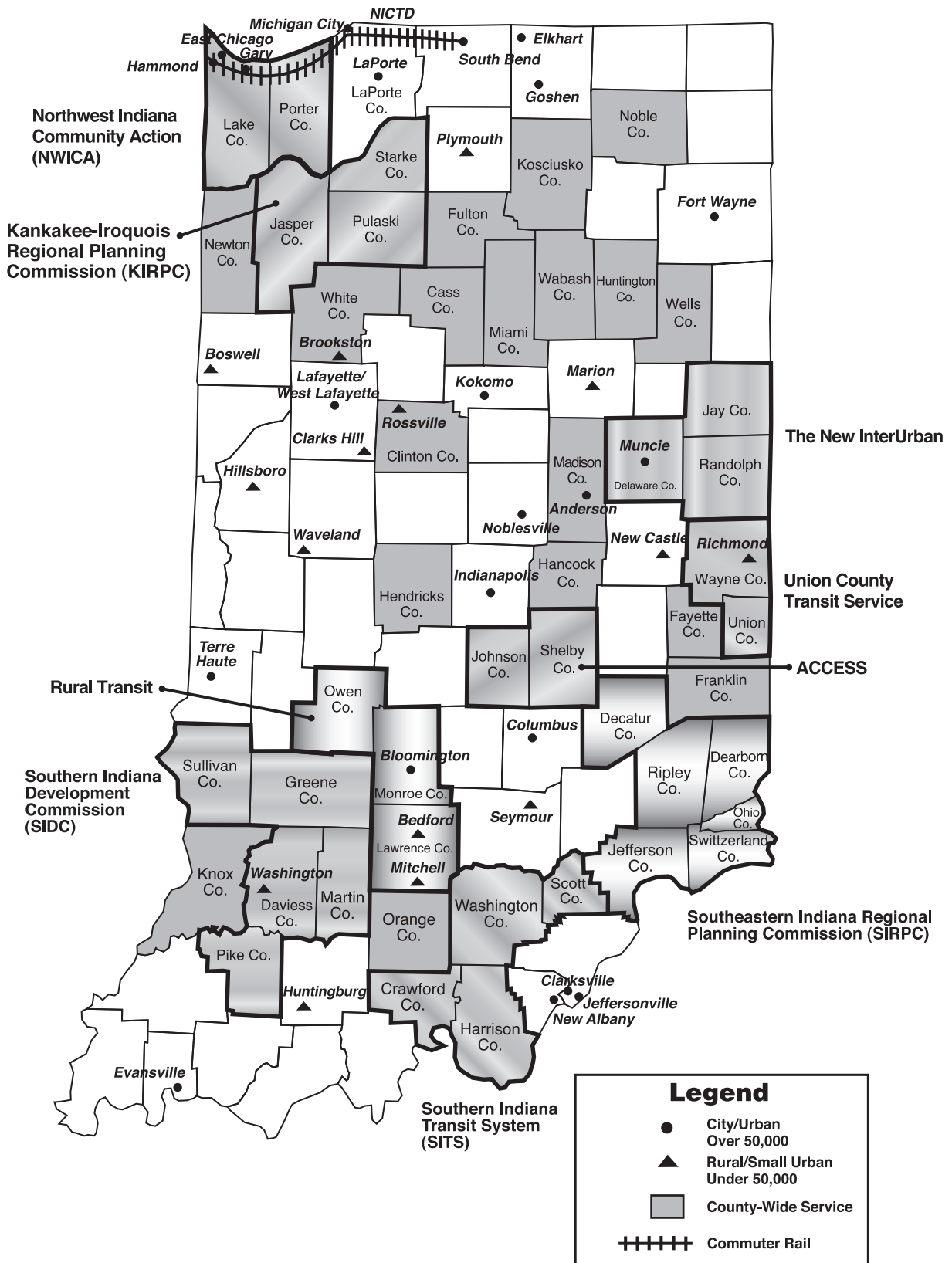


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INTRODUCTION

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

This 2005 Annual Report, prepared by the OT, summarizes key operating and financial characteristics of Indiana's publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of federal and state transportation assistance programs and awards, a listing of Transit Partners and Advocates, as well as a glossary of terms as used in this report. INDOT obtained information about the individual transit systems from locally prepared annual reports.

The fifty-eight 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 currently maintains a public transit network of fifty-eight (58) urban and rural public transit systems. This number increased slightly from 2004 with the addition of three (3) new rural systems to the network in 2005.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2005. 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 2004 and 2005 data along with the percent change between the two years.

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

The third and fourth tables exhibit operating expenditures and revenues for each transit system in 2005. 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 2005	RIDERSHIP 2004	% CHANGE	2005 RIDERSHIP PER CAPITA	2005 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Bloomington	2,183,729	2,057,509	6.13%	31.52	6.51%
Evansville	1,661,303	1,530,964	8.51%	13.66	4.95%
Fort Wayne	1,758,336	1,647,578	6.72%	8.06	5.24%
Gary	1,483,704	1,518,967	-2.32%	14.44	4.42%
Indianapolis	8,810,183	9,260,427	-4.86%	9.74	26.27%
Lafayette	4,301,043	4,255,571	1.07%	34.95	12.82%
Muncie	1,785,096	1,584,542	12.66%	26.47	5.32%
South Bend	3,119,850	2,657,891	17.38%	20.21	9.30%
SUBTOTAL: GROUP 1	25,103,244	24,513,449	2.41%	14.26	74.85%
GROUP 2 - Small Fixed Route					
Anderson	207,196	217,509	-4.74%	3.47	0.62%
Columbus	177,631	148,854	19.33%	4.55	0.53%
East Chicago	296,915	276,662	7.32%	9.16	0.89%
Hammond	419,290	388,270	7.99%	4.75	1.25%
Marion	176,949	148,775	18.94%	5.65	0.53%
Michigan City	194,939	179,648	8.51%	5.93	0.58%
Richmond	287,096	309,637	-7.28%	7.34	0.86%
TARC	455,096	418,847	8.65%	5.27	1.36%
Terre Haute	175,587	166,128	5.69%	2.83	0.52%
SUBTOTAL: GROUP 2	2,390,699	2,254,330	6.05%	5.08	7.13%
GROUP 3 - Urban Demand Response					
Elkhart	267,045	249,512	7.03%	5.15	0.80%
Goshen	20,327	17,093	18.92%	0.69	0.06%
Kokomo	136,818	114,586	19.40%	2.97	0.41%
Lake-Porter Counties	117,203	118,645	-1.22%	0.37	0.35%
LaPorte	52,091	51,629	0.89%	2.41	0.16%
SUBTOTAL: GROUP 3	593,484	551,465	7.62%	1.26	1.77%
GROUP 4 - Rural Demand Response					
Bedford	78,870	74,567	5.77%	5.73	0.24%
Cass County	167,509	152,965	9.51%	4.09	0.50%
Clinton County	32,977	N/A	N/A	0.97	0.10%
Fayette County	19,022	19,460	-2.25%	0.74	0.06%
Franklin County	49,002	48,114	1.85%	2.21	0.15%
Fulton County	24,092	22,029	9.36%	1.17	0.07%
Hancock County	9,334	N/A	N/A	0.17	0.03%
Hendricks County	41,498	36,954	12.30%	0.40	0.12%
Huntingburg	4,340	3,680	17.93%	0.78	0.01%
Huntington County	30,615	28,583	7.11%	0.80	0.09%
Jay-Randolph-Delaware	83,614	86,551	-3.39%	0.83	0.25%
Johnson-Shelby Counties	66,233	50,142	32.09%	1.03	0.20%
KIRPC	91,877	146,166	-37.14%	0.86	0.27%
Knox County	68,179	69,946	-2.53%	1.74	0.20%
Kosciusko County	71,864	66,463	8.13%	0.97	0.21%
Madison County	9,745	11,429	-14.73%	0.13	0.03%
Miami County	27,601	24,330	13.44%	0.76	0.08%
Mitchell	12,071	10,796	11.81%	2.64	0.04%
Monroe County	157,123	169,326	-7.21%	1.56	0.47%
New Castle	44,629	37,991	17.47%	2.51	0.13%
Newton County	29,028	33,907	-14.39%	1.99	0.09%
Noble County	20,170	16,224	24.32%	0.44	0.06%
Noblesville	14,851	14,728	0.84%	0.52	0.04%
Orange County	26,350	27,275	-3.39%	1.36	0.08%
Plymouth	3,307	1,404	135.54%	0.34	0.01%
Seymour	31,870	29,365	8.53%	1.76	0.10%
SIDC	90,603	82,570	9.73%	0.94	0.27%
SIRPC	191,651	153,102	25.18%	1.61	0.57%
SITS	49,649	49,674	-0.05%	0.52	0.15%
Union-Wayne Counties	23,071	22,590	2.13%	3.14	0.07%
Wabash County	26,821	24,713	8.53%	0.77	0.08%
Washington	13,326	11,729	13.62%	1.17	0.04%
Waveland	7,565	9,694	-21.96%	1.34	0.02%
Wells County	16,378	N/A	N/A	0.59	0.05%
White County	14,459	17,269	-16.27%	0.57	0.04%
SUBTOTAL: GROUP 4	1,649,294	1,553,736	6.15%	1.07	4.92%
SUBTOTAL: GROUPS 1 TO 4	29,736,721	28,872,980	2.99%	7.02	88.66%
NICTD	3,802,391	3,544,459	7.28%	23.24	11.34%
TOTAL ALL GROUPS	33,539,112	32,417,439	3.46%	7.62	100.00%

OPERATING CHARACTERISTICS			
TOTAL VEHICLE MILES (TVM) BY SYSTEM			
SYSTEM	TVM 2005	TVM 2004	% CHANGE
GROUP 1 - Large Fixed Route			
Bloomington	1,161,550	1,074,752	8.08%
Evansville	1,468,871	1,485,992	-1.15%
Fort Wayne	1,851,941	1,791,687	3.36%
Gary	1,141,683	1,006,958	13.38%
Indianapolis	9,993,247	10,215,562	-2.18%
Lafayette	1,689,272	1,677,874	0.68%
Muncie	1,289,972	1,271,111	1.48%
South Bend	2,054,496	2,002,558	2.59%
SUBTOTAL: GROUP 1	20,651,032	20,526,494	0.61%
GROUP 2 - Small Fixed Route			
Anderson	482,347	503,053	-4.12%
Columbus	222,057	265,178	-16.26%
East Chicago	219,289	216,544	1.27%
Hammond	507,361	523,664	-3.11%
Marion	198,026	197,754	0.14%
Michigan City	253,721	233,438	8.69%
Richmond	374,269	380,891	-1.74%
TARC	734,936	735,919	-0.13%
Terre Haute	326,841	314,302	3.99%
SUBTOTAL: GROUP 2	3,318,847	3,370,743	-1.54%
GROUP 3 - Urban Demand Response			
Elkhart	1,054,605	1,107,972	-4.82%
Goshen	118,714	97,716	21.49%
Kokomo	774,409	712,590	8.68%
LaPorte	988,541	143,693	587.95%
Lake-Porter Counties	144,020	920,263	-84.35%
SUBTOTAL: GROUP 3	3,080,290	2,982,234	3.29%
GROUP 4 - Rural Demand Response			
Bedford	81,849	61,303	33.52%
Cass County	568,488	568,052	0.08%
Clinton County	107,862	N/A	N/A
Fayette County	122,627	109,507	11.98%
Franklin County	396,851	394,243	0.66%
Fulton County	134,998	125,433	7.63%
Hancock County	78,109	N/A	N/A
Hendricks County	249,466	206,226	20.97%
Huntingburg	10,487	7,863	33.37%
Huntington County	201,420	181,445	11.01%
Jay-Randolph-Delaware	508,052	541,387	-6.16%
Johnson-Shelby Counties	486,422	369,198	31.75%
KIRPC	374,554	721,217	-48.07%
Knox County	231,103	205,463	12.48%
Kosciusko County	199,579	196,492	1.57%
Madison County	112,742	136,781	-17.57%
Miami County	137,824	118,664	16.15%
Mitchell	17,745	17,934	-1.05%
Monroe County	591,790	582,961	1.51%
New Castle	40,268	56,684	-28.96%
Newton County	227,531	N/A	N/A
Noble County	338,285	254,313	33.02%
Noblesville	50,127	37,349	34.21%
Orange County	335,967	334,945	0.31%
Plymouth	25,058	5,261	376.30%
Seymour	68,827	64,735	6.32%
SIDC	1,252,981	1,106,310	13.26%
SIRPC	968,660	874,135	10.81%
SITS	667,585	678,344	-1.59%
Union-Wayne Counties	245,344	204,676	19.87%
Wabash County	195,867	157,297	24.52%
Washington	31,201	30,089	3.70%
Waveland	22,362	25,095	-10.89%
Wells County	90,400	N/A	N/A
White County	91,099	N/A	N/A
SUBTOTAL: GROUP 4	9,263,530	8,373,402	10.63%
SUBTOTAL: GROUPS 1 TO 4	36,313,699	35,252,873	3.01%
NICTD	3,444,029	3,226,526	6.74%
TOTAL ALL GROUPS	39,757,728	38,479,399	3.32%

TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY - 2005

SYSTEM	LABOR/ FRINGE	%	SERVICES	%	MATERIALS & SUPPLIES	%	UTILITIES	%	CASUALTY & LIABILITY	%	PURCHASED TRANSPORT	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route															
Bloomington	\$2,482,571	54%	\$287,190	6%	\$916,111	20%	\$92,065	2%	\$177,040	4%	\$527,555	12%	\$101,585	2%	\$4,584,117
Evansville	\$4,188,888	78%	\$22,948	0%	\$950,354	18%	\$50,756	1%	\$92,046	2%	\$0	0%	\$63,742	1%	\$5,368,734
Fort Wayne	\$5,999,528	71%	\$470,273	6%	\$1,412,824	17%	\$110,015	1%	\$290,411	3%	\$0	0%	\$138,942	2%	\$8,421,993
Gary	\$4,879,192	64%	\$1,124,287	15%	\$943,233	12%	\$162,830	2%	\$389,997	5%	\$0	0%	\$79,089	1%	\$7,578,628
Indianapolis	\$26,514,156	64%	\$4,210,037	10%	\$6,876,130	17%	\$906,183	2%	\$105,760	0%	\$2,596,509	6%	\$118,578	0%	\$41,327,353
Lafayette	\$5,327,337	73%	\$175,977	2%	\$1,194,548	16%	\$93,031	1%	\$306,203	4%	\$0	0%	\$164,250	2%	\$7,261,346
Muncie	\$4,024,787	67%	\$349,294	6%	\$1,012,998	17%	\$121,064	2%	\$308,834	5%	\$0	0%	\$173,654	3%	\$5,990,631
South Bend	\$5,790,931	69%	\$653,325	8%	\$1,216,368	14%	\$201,221	2%	\$459,073	5%	\$0	0%	\$106,595	1%	\$8,427,514
SUBTOTAL: GROUP 1	\$59,207,390	67%	\$7,293,331	8%	\$14,522,566	16%	\$1,737,165	2%	\$2,129,364	2%	\$3,124,064	4%	\$946,435	1%	\$88,960,316
GROUP 2 - Small Fixed Route															
Anderson	\$1,744,535	77%	\$164,914	7%	\$227,702	10%	\$25,375	1%	\$86,924	4%	\$0	0%	\$5,611	0%	\$2,255,061
Columbus	\$774,192	79%	\$58,700	6%	\$131,141	13%	\$12,986	1%	\$0	0%	\$0	0%	\$6,716	1%	\$983,735
East Chicago	\$1,057,939	77%	\$20,876	2%	\$98,617	7%	\$0	0%	\$0	0%	\$0	0%	\$204,866	15%	\$1,382,299
Hammond	\$171,003	8%	\$68,278	3%	\$233,013	11%	\$7,556	0%	\$21,814	1%	\$1,686,187	77%	\$1,000	0%	\$2,188,851
Marion	\$556,589	69%	\$54,275	7%	\$93,571	12%	\$4,486	1%	\$95,334	12%	\$0	0%	\$1,063	0%	\$805,318
Michigan City	\$668,031	66%	\$212,398	21%	\$71,523	7%	\$28,199	3%	\$31,027	3%	\$0	0%	\$240	0%	\$1,011,418
Richmond	\$877,988	80%	\$33,297	3%	\$133,065	12%	\$12,467	1%	\$38,627	4%	\$0	0%	\$4,243	0%	\$1,099,687
TARC	\$2,273,235	65%	\$118,925	3%	\$457,192	13%	\$32,540	1%	\$49,862	1%	\$539,683	15%	\$38,512	1%	\$3,509,949
Terre Haute	\$1,036,812	66%	\$88,019	6%	\$102,268	6%	\$32,860	2%	\$43,187	3%	\$197,088	13%	\$74,456	5%	\$1,574,690
SUBTOTAL: GROUP 2	\$9,160,324	62%	\$819,682	6%	\$1,548,092	10%	\$156,469	1%	\$366,775	2%	\$2,422,958	16%	\$336,707	2%	\$14,811,008
GROUP 3 - Urban Demand Response															
Elkhart	\$86,789	4%	\$249,452	12%	\$0	0%	\$0	0%	\$0	0%	\$1,677,933	81%	\$62,120	3%	\$2,076,294
Goshen	\$20,513	12%	\$2,301	1%	\$938	1%	\$0	0%	\$0	0%	\$135,778	78%	\$14,409	8%	\$173,939
Kokomo	\$611,404	41%	\$39,408	3%	\$112,836	8%	\$19,897	1%	\$0	0%	\$698,440	47%	\$6,187	0%	\$1,488,172
LaPorte	\$1,167,000	58%	\$319,510	16%	\$272,997	14%	\$51,832	3%	\$113,909	6%	\$24,000	1%	\$57,947	3%	\$2,007,196
Lake-Porter Counties	\$420,799	81%	\$4,867	1%	\$62,892	12%	\$14,763	3%	\$9,607	2%	\$0	0%	\$3,844	1%	\$516,772
SUBTOTAL: GROUP 3	\$2,306,505	37%	\$615,538	10%	\$449,663	7%	\$86,492	1%	\$123,516	2%	\$2,536,151	40%	\$144,507	2%	\$6,262,373
GROUP 4 - Rural Demand Response															
Bedford	\$332,184	76%	\$23,638	5%	\$39,188	9%	\$7,444	2%	\$23,773	5%	\$0	0%	\$12,019	3%	\$438,246
Cass County	\$610,619	66%	\$75,223	8%	\$85,325	9%	\$52,442	6%	\$62,678	7%	\$0	0%	\$35,879	4%	\$922,166
Clinton County	\$122,260	64%	\$4,245	2%	\$25,796	14%	\$5,902	3%	\$12,827	7%	\$0	0%	\$19,015	10%	\$190,045
Fayette County	\$109,785	64%	\$0	0%	\$30,404	18%	\$3,514	2%	\$16,346	9%	\$0	0%	\$12,228	7%	\$172,277
Franklin County	\$342,990	72%	\$41,719	9%	\$39,114	8%	\$10,951	2%	\$43,330	9%	\$0	0%	\$1,174	0%	\$479,278
Fulton County	\$159,962	75%	\$0	0%	\$25,613	12%	\$3,632	2%	\$9,972	5%	\$0	0%	\$13,789	6%	\$212,968
Hancock County	\$124,308	70%	\$14,470	8%	\$15,024	9%	\$2,920	2%	\$5,298	3%	\$0	0%	\$14,612	8%	\$176,632
Hendricks County	\$208,875	71%	\$16,081	5%	\$44,294	15%	\$6,349	2%	\$17,273	6%	\$0	0%	\$2,015	1%	\$294,887
Huntingburg	\$84,937	90%	\$2,200	2%	\$3,116	3%	\$3,442	4%	\$648	1%	\$0	0%	\$137	0%	\$94,480
Huntington County	\$262,447	71%	\$13,730	4%	\$42,692	12%	\$2,806	1%	\$20,048	5%	\$7,019	2%	\$18,936	5%	\$367,678
Jay-Randolph-Delaware	\$577,341	60%	\$3,234	0%	\$133,431	14%	\$16,779	2%	\$35,691	4%	\$0	0%	\$190,110	20%	\$956,586
Johnson-Shelby Counties	\$492,662	55%	\$92,801	10%	\$69,097	8%	\$11,650	1%	\$15,091	2%	\$83,458	9%	\$137,524	15%	\$902,283
KIRPC	\$532,526	71%	\$66,196	9%	\$85,487	11%	\$13,455	2%	\$27,439	4%	\$0	0%	\$28,080	4%	\$753,183
Knox County	\$248,216	63%	\$3,500	1%	\$72,082	18%	\$10,824	3%	\$18,931	5%	\$0	0%	\$39,667	10%	\$393,220
Kosciusko County	\$412,094	69%	\$6,737	1%	\$64,392	11%	\$13,657	2%	\$26,300	4%	\$0	0%	\$75,669	13%	\$598,849
Madison County	\$45,275	23%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$129,259	67%	\$18,474	10%	\$193,008
Miami County	\$136,777	64%	\$0	0%	\$26,622	12%	\$9,000	4%	\$21,342	10%	\$0	0%	\$20,432	10%	\$214,173
Mitchell	\$93,241	82%	\$6,775	6%	\$10,318	9%	\$808	1%	\$2,530	2%	\$0	0%	\$599	1%	\$114,271
Monroe County	\$596,629	60%	\$27,643	3%	\$251,520	25%	\$23,807	2%	\$14,646	1%	\$0	0%	\$85,834	9%	\$1,000,079
New Castle	\$334,446	83%	\$4,976	1%	\$29,228	7%	\$11,496	3%	\$14,739	4%	\$0	0%	\$9,414	2%	\$404,299
Newton County	\$136,753	59%	\$16,105	7%	\$42,250	18%	\$5,856	3%	\$21,162	9%	\$0	0%	\$8,355	4%	\$230,481
Noble County	\$236,593	67%	\$7,837	2%	\$77,682	22%	\$3,395	1%	\$13,276	4%	\$0	0%	\$11,950	3%	\$350,733
Noblesville	\$86,444	57%	\$11,741	8%	\$11,036	7%	\$0	0%	\$3,911	3%	\$0	0%	\$37,754	25%	\$150,886
Orange County	\$224,984	71%	\$29,496	9%	\$39,862	13%	\$3,841	1%	\$12,647	4%	\$0	0%	\$5,440	2%	\$316,270
Plymouth	\$6,297	25%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$15,501	62%	\$3,266	13%	\$25,064
Seymour	\$114,006	71%	\$17,795	11%	\$23,603	15%	\$1,962	1%	\$0	0%	\$0	0%	\$2,612	2%	\$159,978
SIDC	\$579,342	46%	\$118,526	9%	\$132,248	10%	\$18,246	1%	\$53,161	4%	\$203,679	16%	\$157,395	12%	\$1,262,597
SIRPC	\$779,620	64%	\$43,141	4%	\$225,985	18%	\$14,709	1%	\$128,833	11%	\$0	0%	\$29,503	2%	\$1,221,791
SITS	\$420,832	59%	\$52,475	7%	\$76,544	11%	\$11,578	2%	\$34,509	5%	\$44,660	6%	\$70,159	10%	\$710,757
Union-Wayne Counties	\$161,696	59%	\$13,850	5%	\$66,574	24%	\$1,305	0%	\$26,026	9%	\$0	0%	\$4,859	2%	\$274,310
Wabash County	\$169,368	64%	\$23,012	9%	\$29,019	11%	\$6,917	3%	\$28,470	11%	\$0	0%	\$6,774	3%	\$263,560
Washington	\$40,037	48%	\$16,557	20%	\$16,095	19%	\$5,070	6%	\$5,948	7%	\$0	0%	\$419	0%	\$84,126
Waveland	\$85,185	76%	\$2,033	2%	\$11,431	10%	\$2,251	2%	\$7,378	7%	\$0	0%	\$4,383	4%	\$112,661
Wells County	\$162,307	66%	\$0	0%	\$36,440	15%	\$7,079	3%	\$24,331	10%	\$0	0%	\$14,524	6%	\$244,681
White County	\$112,110	60%	\$12,415	7%	\$19,180	10%	\$12,195	6%	\$17,937	10%	\$0	0%	\$14,176	8%	\$188,013
SUBTOTAL: GROUP 4	\$9,143,148	63%	\$768,151	5%	\$1,900,692	13%	\$305,282	2%	\$766,491	5%	\$483,576	3%	\$1,107,176	8%	\$14,474,516
SUBTOTAL: GROUPS 1 TO 4	\$79,817,367	64%	\$9,496,703	8%	\$18,421,014	15%	\$2,285,408	2%	\$3,386,147	3%	\$8,566,749	7%	\$2,534,825	2%	\$124,508,212
NICTD	\$21,285,814	69%	\$2,670,320	9%	\$3,240,979	10%	\$2,158,887	7%	\$1,540,182	5%	\$0	0%	\$0	0%	\$30,896,182
TOTAL ALL GROUPS	\$101,103,181	65%	\$12,167,023	8%	\$21,661,993	14%	\$4,444,295	3%	\$4,926,329	3%	\$8,566,749	6%	\$2,534,825	2%	\$155,404,394

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 2005

SYSTEM	FARES	%	LOCAL ASSISTANCE	%	STATE ASSISTANCE	%	FEDERAL ASSISTANCE	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route											
Bloomington	\$1,043,572	23%	\$279,969	6%	\$1,430,383	31%	\$499,065	11%	\$1,331,128	29%	\$4,584,117
Evansville	\$883,771	16%	\$2,454,398	46%	\$1,211,942	23%	\$657,633	12%	\$160,990	3%	\$5,368,734
Fort Wayne	\$1,017,114	12%	\$0	0%	\$1,503,228	18%	\$1,156,631	14%	\$4,745,020	56%	\$8,421,993
Gary	\$1,001,452	13%	\$596,549	8%	\$931,129	12%	\$2,758,418	36%	\$2,291,080	30%	\$7,578,628
Indianapolis	\$8,167,225	20%	\$0	0%	\$8,512,188	21%	\$3,284,972	8%	\$21,362,968	52%	\$41,327,353
Lafayette	\$1,652,039	23%	\$320,447	4%	\$2,606,658	36%	\$1,007,926	14%	\$1,674,276	23%	\$7,261,346
Muncie	\$220,497	4%	\$0	0%	\$1,190,409	20%	\$738,765	12%	\$3,840,960	64%	\$5,990,631
South Bend	\$1,204,218	14%	\$489,556	6%	\$1,980,626	24%	\$1,302,214	15%	\$3,450,900	41%	\$8,427,514
SUBTOTAL: GROUP 1	\$15,189,888	17%	\$4,140,919	5%	\$19,366,563	22%	\$11,405,624	13%	\$38,857,322	44%	\$88,960,316
GROUP 2 - Small Fixed Route											
Anderson	\$113,691	5%	\$919,689	41%	\$333,470	15%	\$873,366	39%	\$14,845	1%	\$2,255,061
Columbus	\$34,952	4%	\$374,301	38%	\$201,578	20%	\$372,904	38%	\$0	0%	\$983,735
East Chicago	\$0	0%	\$836,766	61%	\$231,449	17%	\$314,084	23%	\$0	0%	\$1,382,299
Hammond	\$411,698	19%	\$654,901	30%	\$408,094	19%	\$713,288	33%	\$870	0%	\$2,188,851
Marion	\$32,974	4%	\$360,993	45%	\$141,097	18%	\$270,254	34%	\$0	0%	\$805,318
Michigan City	\$85,005	8%	\$293,793	29%	\$212,332	21%	\$420,288	42%	\$0	0%	\$1,011,418
Richmond	\$189,270	17%	\$140,906	13%	\$340,748	31%	\$417,061	38%	\$11,702	1%	\$1,099,687
TARC	\$475,620	14%	\$0	0%	\$771,550	22%	\$178,479	5%	\$2,084,300	59%	\$3,509,949
Terre Haute	\$106,011	7%	\$443,249	28%	\$166,094	11%	\$859,336	55%	\$0	0%	\$1,574,690
SUBTOTAL: GROUP 2	\$1,449,221	10%	\$4,024,598	27%	\$2,806,412	19%	\$4,419,060	30%	\$2,111,717	14%	\$14,811,008
GROUP 3 - Urban Demand Response											
Elkhart	\$508,238	24%	\$342,670	17%	\$391,238	19%	\$834,148	40%	\$0	0%	\$2,076,294
Goshen	\$65,832	38%	\$9,333	5%	\$46,413	27%	\$52,361	30%	\$0	0%	\$173,939
Kokomo	\$274,093	18%	\$390,674	26%	\$195,405	13%	\$628,000	42%	\$0	0%	\$1,488,172
LaPorte	\$506,140	25%	\$739,222	37%	\$441,939	22%	\$319,895	16%	\$0	0%	\$2,007,196
Lake-Porter Counties	\$95,099	18%	\$105,894	20%	\$104,953	20%	\$210,826	41%	\$0	0%	\$516,772
SUBTOTAL: GROUP 3	\$1,449,402	23%	\$1,587,793	25%	\$1,179,948	19%	\$2,045,230	33%	\$0	0%	\$6,262,373
GROUP 4 - Rural Demand Response											
Bedford	\$26,613	6%	\$161,355	37%	\$83,601	19%	\$166,677	38%	\$0	0%	\$438,246
Cass County	\$105,118	11%	\$276,622	30%	\$211,951	23%	\$328,475	36%	\$0	0%	\$922,166
Clinton County	\$13,312	7%	\$114,233	60%	\$0	0%	\$62,500	33%	\$0	0%	\$190,045
Fayette County	\$19,060	11%	\$45,510	26%	\$31,097	18%	\$76,610	44%	\$0	0%	\$172,277
Franklin County	\$49,895	10%	\$221,417	46%	\$93,194	19%	\$114,772	24%	\$0	0%	\$479,278
Fulton County	\$24,944	12%	\$61,440	29%	\$43,427	20%	\$83,157	39%	\$0	0%	\$212,968
Hancock County	\$16,041	9%	\$95,891	54%	\$0	0%	\$64,700	37%	\$0	0%	\$176,632
Hendricks County	\$36,201	12%	\$81,684	28%	\$47,659	16%	\$129,343	44%	\$0	0%	\$294,887
Huntingburg	\$1,824	2%	\$58,492	62%	\$7,421	8%	\$26,743	28%	\$0	0%	\$94,480
Huntington County	\$22,656	6%	\$170,449	46%	\$49,337	13%	\$125,063	34%	\$173	0%	\$367,678
Jay-Randolph-Delaware	\$32,339	3%	\$517,705	54%	\$125,525	13%	\$281,017	29%	\$0	0%	\$956,586
Johnson-Shelby Counties	\$58,498	6%	\$412,193	46%	\$89,797	10%	\$341,795	38%	\$0	0%	\$902,283
KIRPC	\$49,391	7%	\$238,606	32%	\$140,269	19%	\$320,066	42%	\$4,851	1%	\$753,183
Knox County	\$23,420	6%	\$97,723	25%	\$104,093	26%	\$167,984	43%	\$0	0%	\$393,220
Kosciusko County	\$37,728	6%	\$228,176	38%	\$77,019	13%	\$255,926	43%	\$0	0%	\$598,849
Madison County	\$10,713	6%	\$50,892	26%	\$40,255	21%	\$91,148	47%	\$0	0%	\$193,008
Miami County	\$16,710	8%	\$63,598	30%	\$35,133	16%	\$98,732	46%	\$0	0%	\$214,173
Mitchell	\$7,664	7%	\$54,642	48%	\$14,257	12%	\$37,708	33%	\$0	0%	\$114,271
Monroe County	\$114,590	11%	\$328,408	33%	\$213,797	21%	\$343,284	34%	\$0	0%	\$1,000,079
New Castle	\$13,753	3%	\$224,646	56%	\$54,846	14%	\$109,034	27%	\$2,020	0%	\$404,299
Newton County	\$9,440	4%	\$67,893	29%	\$57,457	25%	\$95,691	42%	\$0	0%	\$230,481
Noble County	\$26,131	7%	\$159,761	46%	\$50,640	14%	\$114,201	33%	\$0	0%	\$350,733
Noblesville	\$12,639	8%	\$59,396	39%	\$16,051	11%	\$62,800	42%	\$0	0%	\$150,886
Orange County	\$27,975	9%	\$82,147	26%	\$102,891	33%	\$103,257	33%	\$0	0%	\$316,270
Plymouth	\$6,148	25%	\$6,432	26%	\$3,340	13%	\$9,144	36%	\$0	0%	\$25,064
Seymour	\$17,126	11%	\$29,978	19%	\$38,385	24%	\$74,489	47%	\$0	0%	\$159,978
SIDC	\$56,091	4%	\$520,257	41%	\$306,115	24%	\$380,134	30%	\$0	0%	\$1,262,597
SIRPC	\$61,993	5%	\$421,749	35%	\$253,898	21%	\$484,151	40%	\$0	0%	\$1,221,791
SITS	\$32,268	5%	\$257,714	36%	\$159,315	22%	\$261,460	37%	\$0	0%	\$710,757
Union-Wayne Counties	\$21,050	8%	\$92,528	34%	\$57,782	21%	\$102,950	38%	\$0	0%	\$274,310
Wabash County	\$19,748	7%	\$90,044	34%	\$42,346	16%	\$110,712	42%	\$710	0%	\$263,560
Washington	\$6,034	7%	\$32,500	39%	\$11,170	13%	\$34,422	41%	\$0	0%	\$84,126
Waveland	\$5,652	5%	\$54,558	48%	\$9,059	8%	\$43,392	39%	\$0	0%	\$112,661
Wells County	\$10,432	4%	\$180,749	74%	\$0	0%	\$53,500	22%	\$0	0%	\$244,681
White County	\$11,125	6%	\$44,418	24%	\$44,026	23%	\$88,444	47%	\$0	0%	\$188,013
SUBTOTAL: GROUP 4	\$1,004,322	7%	\$5,603,806	39%	\$2,615,153	18%	\$5,243,481	36%	\$7,754	0%	\$14,474,516
SUBTOTAL: GROUPS 1 TO 4	\$19,092,832	15%	\$15,357,117	12%	\$25,968,076	21%	\$23,113,395	19%	\$40,976,793	33%	\$124,508,213
NICTD	\$15,739,769	51%	\$3,655,380	12%	\$7,119,819	23%	\$4,305,497	14%	\$75,717	0%	\$30,896,182
TOTAL ALL GROUPS	\$34,832,601	22%	\$19,012,497	12%	\$33,087,895	21%	\$27,418,892	18%	\$41,052,510	26%	\$155,404,395



INDOT Transit Programs & Services

INDOT TRANSIT SECTION PROGRAMS & SERVICES

The INDOT Transit Office (OT) is comprised of six staff members and is a section within the INDOT Local Programs Division, which also includes the Rail, Aeronautics and Public Hearings sections.

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

Larry Buckel Section Manager	232-5292	LBUCKEL@indot.in.gov
Brian Jones Section 5310/PMTF Program Manager	232-1493	BJONES@indot.in.gov
Stephanie Belch Transit Planner	232-1482	SBELCH@indot.in.gov
James English Section 5311 Program Manager	232-1483	JENGLISH@indot.in.gov
Vickie Rayburn Section 5311 Project Manager	232-5078	VRAYBURN@indot.in.gov
Tom Hamilton Section 5311 Project Manager	232-1498	THAMILTON@indot.in.gov

STATE OF INDIANA PROGRAMS

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 municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations.

In 2005, INDOT allocated \$30 million in PMTF to 58 transit systems in Indiana.

Awards are limited to an amount equal to 100 percent of the project's Locally Derived Income or the system's total allocation, whichever is less. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as follows:

- 1) System revenues including fares, charter, advertising, and all other auxiliary and non-transportation revenues;
- 2) Taxes levied by, or on behalf of, a transit system; and

- 3) Local cash grants and reimbursements including general fund receipts; property, local option income, license, excise, and intangible taxes; bank building and loan funds; local bonding funds; and other locally derived assistance.

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

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 (NICTD), the only entity eligible for these funds at the present time.

In 2005, INDOT allocated \$32,731 in ERSF funds to NICTD.

Commuter Rail Service Fund – Sales Tax

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

In 2005, INDOT allocated a total of \$6,700,752 from General Sales and Use Tax to NICTD.

Commuter Rail Service Fund – Situs Tax

Collections from the indefinite-situs tax on distributable property of railroad car companies (I.C. 6-1.1-8-35) also contribute to the Commuter Rail Service Fund. These funds must be used for debt financing for long term capital needs. Currently, all CRSF monies go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

In 2005, INDOT allocated \$3,222,131 from Indefinite-Situs Tax to NICTD.

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
Clinton Co.	Bedford	Cass Co.
Fayette Co.	Franklin Co.	Huntington Co.
Hancock Co.	Fulton Co.	Kosciusko Co.
SITS	KIRPC	Madison Co.
Hendricks Co.	Knox Co.	New Castle
Huntingburg	Marion	Plymouth
Jay Co.	Miami Co.	Richmond
Johnson Co.	Mitchell	Union Co.
Monroe Co.	Noble Co.	Wabash Co.
Newton Co.	Orange Co.	Waveland
Noblesville	Seymour	
SIDC	SIRPC	
Wells Co.	Washington	
White Co.		

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.

The Indiana RTAP can be contacted toll free at 1-800-709-9981, by e-mail, or visit their website at www.indianartap.com. Their full mailing address is listed in Section Four.

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

The Section 5311(f) program provides funding assistance to transportation entities for the provision of intercity transportation-related services (see table on page 10). 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).

For more information on this program, contact James English of the OT 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 (see table on page 11). 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.

Projects must be derived from a locally developed, coordinated public transit-human services transportation plan.

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 OT administers the FTA Section 5303 and Section 5313 programs. These programs are designed to provide financial assistance to the 14 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.

Federal Section 5303 - Metropolitan Planning Program - 2005 Allocations			
Urbanized Area	Federal Share	Local Share	Total
Anderson	\$33,555	\$8,389	\$41,944
Bloomington	\$33,010	\$8,252	\$41,262
Columbus	\$18,481	\$4,620	\$23,101
Evansville	\$44,399	\$11,100	\$55,499
Fort Wayne	\$57,006	\$14,252	\$71,258
Indianapolis	\$284,084	\$71,021	\$355,105
Kokomo	\$20,090	\$5,023	\$25,113
Lafayette	\$30,253	\$7,563	\$37,816
Michigan City	\$20,309	\$5,077	\$25,386
Muncie	\$30,797	\$7,699	\$38,497
Southern Indiana (Louisville)	\$29,701	\$7,425	\$37,126
Terre Haute	\$33,082	\$8,271	\$41,353
TOTALS	\$634,768	\$158,692	\$793,461

Larry Buckel is the contact for the Section 5313 Program. Stephanie Belch administers the Section 5303 Program.

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.

2005 Section 5311 Projects						
Grantee	Project Description	Federal Assistance	State Assistance	Local Assistance	Fares	TOTAL
Bedford	Operating Assistance	\$166,677	\$83,601	\$262,820	\$28,000	\$541,098
Cass County	Operating Assistance	\$328,475	\$211,951	\$268,738	\$125,509	\$934,673
Clinton County	Operating Assistance	\$62,500	\$0	\$65,770	\$36,500	\$164,770
Fayette County	Operating Assistance	\$76,610	\$31,097	\$45,513	\$24,395	\$177,615
Franklin County	Operating Assistance	\$114,772	\$93,194	\$176,034	\$50,000	\$434,000
Fulton County	Operating Assistance	\$83,157	\$43,427	\$45,384	\$22,000	\$193,968
Hancock County	Operating Assistance	\$64,700	\$0	\$104,990	\$17,000	\$186,690
Harrison County	Operating Assistance	\$261,460	\$159,314	\$254,406	\$50,000	\$725,180
Hendricks County	Operating Assistance	\$191,867	\$47,659	\$144,208	\$33,000	\$416,734
Huntingburg	Operating Assistance	\$26,743	\$7,421	\$33,819	\$2,000	\$69,983
Huntington County	Operating Assistance	\$125,063	\$49,337	\$160,680	\$23,560	\$358,640
Jay-Randolph-Delaware Counties	Operating Assistance	\$281,017	\$125,525	\$455,881	\$24,040	\$886,463
Johnson-Shelby Counties	Operating Assistance	\$341,795	\$89,797	\$360,279	\$62,000	\$853,871
KIRPC	Operating Assistance	\$320,066	\$140,269	\$325,969	\$83,326	\$869,630
Knox County	Operating Assistance	\$167,984	\$104,093	\$86,044	\$28,000	\$386,121
Kosciusko Co.	Operating Assistance	\$255,926	\$77,019	\$208,596	\$31,975	\$573,516
Madison	Operating Assistance	\$102,636	\$40,255	\$62,382	\$39,000	\$244,273
Marion	Operating Assistance	\$270,254	\$141,097	\$262,649	\$36,000	\$710,000
Miami County	Operating Assistance	\$102,146	\$35,133	\$84,021	\$14,500	\$235,800
Mitchell	Operating Assistance	\$37,708	\$14,257	\$58,890	\$12,000	\$122,855
Monroe County	Operating Assistance	\$343,284	\$213,797	\$197,919	\$95,000	\$850,000
New Castle	Operating Assistance	\$109,034	\$54,846	\$293,039	\$15,890	\$472,809
Newton County	Operating Assistance	\$95,691	\$57,457	\$97,549	\$13,300	\$263,997
Noble County	Operating Assistance	\$114,201	\$50,640	\$164,606	\$21,500	\$350,947
Noblesville	Operating Assistance	\$62,801	\$16,051	\$49,418	\$10,000	\$138,270
Orange County	Operating Assistance	\$103,257	\$107,146	\$82,147	\$25,000	\$317,550
Plymouth	Operating Assistance	\$17,043	\$3,340	\$13,703	\$10,000	\$44,086
Richmond	Operating Assistance	\$417,061	\$345,546	\$71,513	\$476,546	\$1,310,666
Seymour	Operating Assistance	\$78,035	\$38,385	\$39,650	\$18,000	\$174,070
SIDC	Operating Assistance	\$380,134	\$306,115	\$202,895	\$65,000	\$954,144
SIRPC	Operating Assistance	\$484,151	\$253,898	\$470,467	\$72,000	\$1,280,516
Union-Wayne Counties	Operating Assistance	\$109,344	\$57,782	\$122,324	\$45,728	\$335,178
Wabash	Operating Assistance	\$110,712	\$42,346	\$114,363	\$12,000	\$279,421
Washington	Operating Assistance	\$34,422	\$11,170	\$36,408	\$5,000	\$87,000
Waveland	Operating Assistance	\$43,392	\$9,059	\$38,102	\$4,175	\$94,728
Wells County	Operating Assistance	\$53,500	\$0	\$57,600	\$12,500	\$123,600
White County	Operating Assistance	\$95,951	\$44,026	\$77,916	\$15,000	\$232,893
Operating Subtotal		\$6,033,569	\$3,106,050	\$5,596,692	\$1,659,444	\$16,395,755
Capital Projects (Section 5311)						
Bedford	Large Transit Vehicle with lift	\$37,254	\$0	\$9,313	\$0	\$46,567
Fayette County	One Modified Van W/Lift	\$27,200	\$3,400	\$3,400	\$0	\$34,000
Franklin County	Two Mini Van - Replacements (11.12.15)	\$22,926	\$2,866	\$2,866	\$0	\$28,658
KIRPC	Modified Van W/Lift and Modified Van	\$47,245	\$0	\$11,812	\$0	\$59,057
Knox County	Computer Software	\$12,800	\$0	\$3,200	\$0	\$16,000
Kosciusko Co.	Large Transit Vehicle with lift	\$48,922	\$0	\$12,230	\$0	\$61,152
Marion	Two Large Transit Vehicles	\$79,166	\$9,896	\$9,896	\$0	\$98,958
Miami County	Modified Van with lift	\$26,464	\$3,307	\$3,307	\$0	\$33,078
Monroe County	Two Large Transit Vehicles	\$86,400	\$10,800	\$10,800	\$0	\$108,000
Newton County	One Modified Van W/Lift	\$30,732	\$0	\$7,683	\$0	\$38,415
Noblesville	One Modified Van W/Lift	\$29,928	\$3,741	\$3,741	\$0	\$37,410
Orange County	One Mini Van	\$17,200	\$2,150	\$2,150	\$0	\$21,500
Richmond	Large Transit Vehicle and Modified van with lift	\$84,000	\$10,500	\$10,500	\$0	\$105,000
SIDC	Low-floor Mini Van and Mini van	\$40,336	\$0	\$11,000	\$0	\$51,336
Union-Wayne Counties	Modified van with lift and radio tower	\$36,800	\$0	\$9,200	\$0	\$46,000
Capital Subtotal		\$627,373	\$46,660	\$111,098	\$0	\$785,131
Intercity Projects (Section 5311 (f))						
Marion	Fare Rebate program	\$15,600	\$4,200	\$4,200	\$0	\$24,000
Johnson-Shelby Counties	Operating	\$122,975	\$0	\$122,975	\$12,000	\$257,950
Greyhound	Operating	\$372,833	\$0	\$372,833	\$624,398	\$1,370,064
Intercity Subtotal		\$511,408	\$4,200	\$500,008	\$636,398	\$1,652,014
Section 5311 Program Total		\$7,172,350	\$3,156,910	\$6,207,798	\$2,295,842	\$18,832,900

2005 Section 5310 Program of Projects

GRANTEE	COUNTY SERVED	EQUIPMENT AWARD	TOTAL FUNDING	FEDERAL FUNDING	LOCAL FUNDING
Michiana Resources	LaPorte	Raised roof van with lift	\$31,453.00	\$25,162.40	\$6,290.60
Parents and Friends	LaPorte	Raised roof van with lift	\$31,453.00	\$25,162.40	\$6,290.60
Bonner Senior Center	Lake	Light Transit Vehicle	\$44,197.00	\$35,357.60	\$7,600.00
ADEC	Elkhart	Three Low floor mini vans	\$96,071.00	\$50,596.80	\$12,649.20
Northeastern Center	Noble, LaGrange, Steuben, DeKalb	Light Transit Vehicle	\$50,841.00	\$40,672.80	\$10,168.20
Noble County COA	Noble	Low floor mini van	\$31,832.00	\$25,298.40	\$6,324.60
Noble County ARC	Noble	Mini van	\$15,216.00	\$12,032.80	\$3,008.20
DeKalb County COA	DeKalb	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Whitley County COA	Whitley	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Allen County COA	Allen	Low floor mini van	\$32,407.00	\$25,758.40	\$6,439.60
Byron Health Center	Allen	Raised roof van	\$28,953.00	\$23,162.40	\$5,790.60
Comm. Trans. Network	Allen	Raised roof van with lift	\$31,453.00	\$25,162.40	\$6,290.60
Turnstone Center	Allen	Raised roof van with lift	\$31,453.00	\$25,162.40	\$6,290.60
Lifestream Services	Jay, Randolph	Two Raised roof vans with lifts	\$62,906.00	\$25,162.40	\$6,290.60
Jay Randolph Devp. Svcs	Jay, Randolph	Three Low floor mini vans	\$97,221.00	\$77,275.20	\$19,318.80
Cass Co. COA	Cass	Two Low floor mini vans	\$64,814.00	\$51,516.80	\$12,879.20
Peak Comm. Svcs	Pulaski	Raised roof van with lift	\$31,453.00	\$25,162.40	\$6,290.60
Fulton Co. COA	Fulton	12 passenger van Low floor mini van	\$17,654.00 \$32,407.00	\$14,123.20 \$25,758.40	\$3,530.80 \$6,439.60
Crawfordsville Park/Rec	Montgomery	Mini van	\$15,216.00	\$12,032.80	\$3,008.20
Sycamore Services	Hendricks	Low floor mini van Two raised roof vans with lifts	\$32,407.00 \$62,906.00	\$25,758.40 \$50,324.80	\$6,439.60 \$12,581.20
Boone County Senior Svcs	Boone	Low floor mini van	\$31,832.00	\$25,298.40	\$6,324.60
Janus Dev. Services	Hamilton & Tipton	Raised roof van	\$28,953.00	\$23,162.40	\$5,790.60
PrimeLife Enrichment	Hamilton	Low floor mini van	\$31,832.00	\$25,298.40	\$6,324.60
John Boner Center	Marion	Light Transit Vehicle	\$52,941.00	\$42,352.80	\$10,588.20
Ind. Residential Living	Marion, Hancock	Two Low floor mini vans	\$63,664.00	\$50,596.80	\$12,649.20
Hancock Co. Senior Svcs	Hancock County	Low floor mini van	\$31,832.00	\$25,298.40	\$6,324.60
Johnson County ARC	Johnson	Three Low floor mini vans Two Raised roof vans with lifts	\$96,071.00 \$64,356.00	\$25,758.40 \$51,484.80	\$6,439.60 \$12,871.20
Dunn Center	Wayne, Rush, Fayette and Randolph	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
New Horizons Rehab	Ripley, Dearborn, Franklin, Ohio	Mini van Raised roof van with lift	\$15,216.00 \$31,453.00	\$12,032.80 \$25,162.40	\$3,008.20 \$6,290.60
Senior Svcs Barth. Co.	Bartholomew	Light Transit Vehicle	\$43,712.00	\$34,969.60	\$8,742.40
Developmental Services	Bartholomew, Jackson Je erson, Jennings	Mini van Two Low floor mini vans	\$15,216.00 \$64,814.00	\$12,032.80 \$51,516.80	\$3,008.20 \$12,879.20
Quinco Behavioral	Barth, Jennings, Brown, Jackson	Mini van 12 passenger van	\$15,216.00 \$17,654.00	\$12,032.80 \$14,123.20	\$3,008.20 \$3,530.80
LifeSpan Resources	Clark & Floyd	Two Raised roof vans with lifts	\$62,906.00	\$25,162.40	\$6,290.60
Orange County Rehab	Orange	Two Mini vans	\$30,432.00	\$12,032.80	\$3,008.20
Blue River Services	Harrison, Crawford Washington , Orange	Two Low floor mini vans Light Transit Vehicle	\$64,814.00 \$46,912.00	\$51,516.80 \$37,529.60	\$12,879.20 \$9,382.40
SIRS	Warrick	Raised roof van Raised roof van with lift	\$28,953.00 \$31,453.00	\$23,162.40 \$25,162.40	\$5,790.60 \$6,290.60
Warrick County COA	Warrick	Raised roof van with lift	\$31,453.00	\$25,162.40	\$6,290.60
Evansville ARC	Vanderburgh	Two Low floor mini vans	\$63,664.00	\$25,298.40	\$6,324.60
Posey Co. COA	Posey	Mini van Low floor mini van	\$15,216.00 \$32,407.00	\$12,032.80 \$25,758.40	\$3,008.20 \$6,439.60
Gibson Co. ARC	Gibson	Mini van Raised roof van with lift	\$15,216.00 \$31,453.00	\$12,032.80 \$25,162.40	\$3,008.20 \$6,290.60
Pike County ARC	Pike	Two 12 passenger vans	\$35,308.00	\$28,246.40	\$7,061.60
YMCA of Vincennes	Knox	Two Raised roof vans with lifts	\$64,356.00	\$25,742.40	\$6,435.60
Four Rivers Resources	Green, Sullivan, Daviss, Martin	Low floor mini van Three mini vans	\$32,407.00 \$45,648.00	\$25,758.40 \$35,098.40	\$6,439.60 \$9,024.60
Senior & Family Services	Daviss, Greene, Martin and Pike	Two Low floor mini vans	\$64,814.00	\$51,516.80	\$12,879.20
West Central IEDD, Inc.	Vigo, Vermillion	Raised roof van with lift	\$31,453.00	\$25,162.40	\$6,290.60
TOTAL			\$2,272,474.00	\$1,817,979.00	\$454,495.00

Indiana Transit Facts & Highlights

Administration Costs

- Cost for INDOT to administer all federal and state public transit programs averages 1%.

State Funding Trends

- State fiscal year (SFY) 2005 budget for Transit Funding is 15% more than SFY 2000

Ridership (Urban Systems) for 2005

- Urban systems provided 30.2 million fixed route trips
- Urban systems provided 1.16 million demand response trips to persons with disabilities

Ridership (Rural Systems) for 2005

- Rural systems provided 610,000 fixed route trips
- Rural systems provided 1.5 million demand response trips, primarily to elderly persons and persons with disabilities

Total number of Public Transit systems in Indiana for 2005

- 58 systems receive formula funding
- Urban Systems – 21 systems receive 5307 formula funding
- Rural Systems – 37 systems receive 5311 formula funding
- 27 Counties in Indiana do not have public transit service available

Public Transit Fleet for 2005

- Total Public Transit Fleet for Indiana – 1,636 vehicles
- Urban vehicles – 1,069, with 97% wheelchair accessible
- Rural vehicles – 654, with 60% wheelchair accessible
- Total Vehicles – 1,723, with 83% wheelchair accessible

Specialized Transportation Program Vehicles for 2005

- Total number of vehicles – 355
- Number of vehicles funded in 2005 – 77
- Specialized Transportation vehicle fleet wheelchair accessible – 74%

INDOT Office of Transit Highlights for 2005

- Awarded \$30 million on state Public Mass Transportation Funds (PMTF) to 55 transit systems.
- Awarded over \$7.1 million in federal Section 5311 funds to 34 rural transit systems to offset operating and capital expenses.
- Awarded \$1.8 million in Section 5310 grants to 45 agencies and procured 77 vehicles.
- Transferred \$2.6 million in Surface Transportation Funds (STP) from the Federal Highway Administration (FHWA) to Federal Transit Administration (FTA) for the Indianapolis transit transfer center and bus replacements.
- Transferred \$3.8 million in Congestion Mitigation and Air Quality (CMAQ) funds from the FHWA to the FTA. Projects include operating assistance for electric buses in Indianapolis, a special transit route in Michiana, and transit corridor improvements in Gary.
- Conducted annual workshops for Sections 5310 applicants (specialized transportation providers and 5311 grantees (public transit operators in rural areas).
- Continued to conduct Section 5310 and 5311 grantee compliance reviews.
- Over 2,390 employees were employed by Indiana's Public Transit Systems in 2005.
- Indiana transit systems reported over 33.5 million passenger trips in 2005.
- Indiana transit system buses covered over 39.75 million total vehicle miles in 2005.

RTAP ANNUAL REPORT

Highlights for Year 2005

Each year the Rural Transit Assistance Program provides a summary of its accomplishments for the previous years work with transit agencies around the state of Indiana. This year is no different as the mission of your RTAP program is to identify and disseminate resources necessary to provide safe and accessible rural and specialized transportation in Indiana through providing: high quality training, technical assistance and research. In an effort to ensure that the needs of Indiana's transit providers are being served in an appropriate manner and that the RTAP program is accomplishing its mission the following highlights have been provided for your review.

TRAINING

ON-SITE/REGIONAL – In 2005 it was decided that regional based training would be a good addition to RTAP's arsenal of training options for agencies who struggled with the ability to meet the minimum requirement of having ten (10) participants to host a class. This class has been held on the first Wednesday of every month and co-hosted by Developmental Services Inc. While most of the participants are DSI staff transit employees are consistently present from different agencies around the state making the regional class option a huge success. In addition, there have been requests for classes other than Defensive Driving to be offered at the regional level.

At the beginning of 2005 RTAP projected being able to provide a least sixty-one (61) classes and to train approximately 1275 drivers for the year. As of the end of 2005 the RTAP staff has successfully conducted seventy-three (73) classes and trained 1087 drivers around the state of Indiana.

Master Driver – In 2002 the Indiana RTAP program instituted the Master Driver Award program (MDA) to promote the importance of training drivers and to encourage on-going training within transit programs around the state. The MDA program has been very successful in accomplishing both tasks. At the beginning of 2005 the RTAP program projected that it would be able to award thirty (30) drivers with MDA status by years end, and the RTAP staff is proud to announce that it was able to deliver forty-four (44) MDA certificates and patches to drivers around the state who met the requirements of the program.

Scholarships – Each year the RTAP program provides scholarships or tuition and expenses for individuals to attend training courses or workshops as identified in the FTA Circular 9040 under Program Delivery for RTAP funding. The RTAP program provided twelve (12) scholarships in 2004 and to date has never turned a scholarship request down. In 2005 the RTAP program awarded thirteen (13) scholarships to transit managers so that they could attend conferences and workshops outside the state of Indiana.

Training Modules – The RTAP staff has put together another astonishing new training module this time addressing the dangers of drowsy driving. The staff has now test run the class with three separate agencies and finally located the remaining missing piece. Information on the new class is now available on the web-site and the class is now being officially offered as an RTAP module. In addition, the Defensive Driver training has been revised and updated with the exception of the test video. However, the staff is still searching for a good replacement to that 70's version of the test.

TECHNICAL ASSISTANCE:

Substance Abuse – In accordance with Federal Transit Administration requirements the Indiana Department of Transportation must ensure the compliance of all sub-recipients in Indiana with the drug and alcohol testing program as identified in 49 CFR Parts 655 and Part 40 as amended. The INDOT staff made the determination six years ago to place this oversight task in the hands of the RTAP staff and certified expertise of the RTAP Coordinator. Since that time thirty-five (35) compliance reviews have been completed. Eleven of those compliance reviews were completed in 2005 with only three remaining open.

Newsletter – Annually since the RTAP program was first introduced a newsletter has been published informing systems of available training and important industry news. This year has been no different with one issue being produced each quarter.

Web-Site – The Indiana RTAP program has been maintaining a web-site since this method information sharing has come into existence. This trend continues to be an effective method for communicating training dates, information,

newsletters, RTAP related information and technical assistance. To date the RTAP web-site has had a total of 1375 visitors with 245 of them visiting the training web page. A special note of interest to the INCOST board is the 84 visitors to the INCOST page located on RTAP's web-site.

The Indiana Council on Specialized Transportation (INCOST) provides training as well as an annual conference and state Roadeo for Indiana's drivers. Again this year the RTAP staff assisted with the state Roadeo and provided a full scholarship to the winner of the Roadeo to attend and compete in the National Roadeo. The RTAP program provided assistance with speaker fees for the annual INCOST conference, assisted with the final workshop session and provided the RTAP resource room.



Peer Group Comparisons

PEER GROUP COMPARISONS

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

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

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

Each profile contains background information about the peer group that includes the individual system names, the areas served by each system in the group, and the population of each service area. A comparison table also provides ridership and vehicle mile totals for 2004 and 2005 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.

The eight transit systems in Group One provide service to more than 1.7 million Indiana residents, approximately 29 percent of the 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%

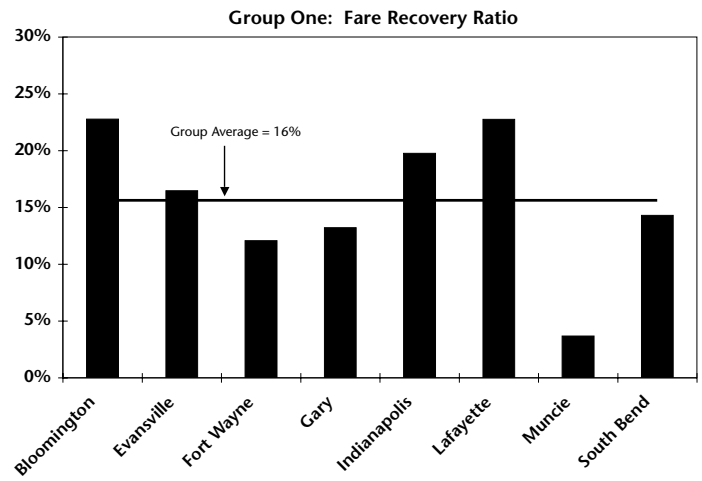
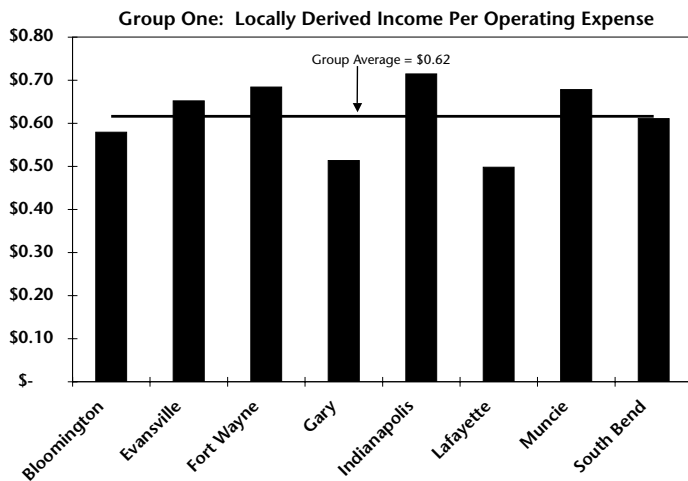
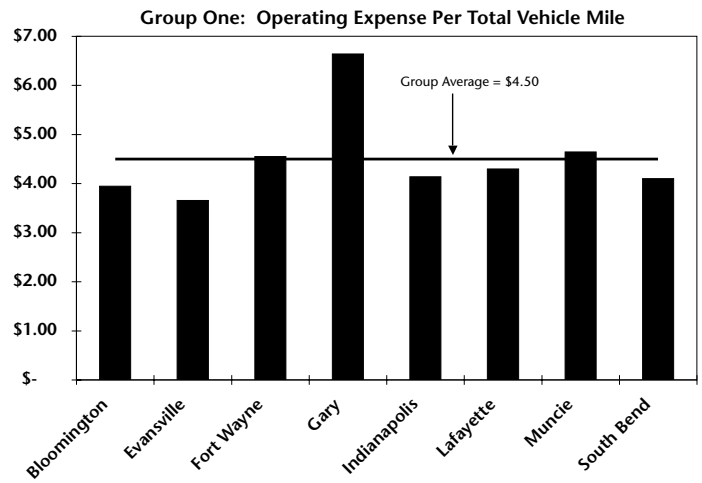
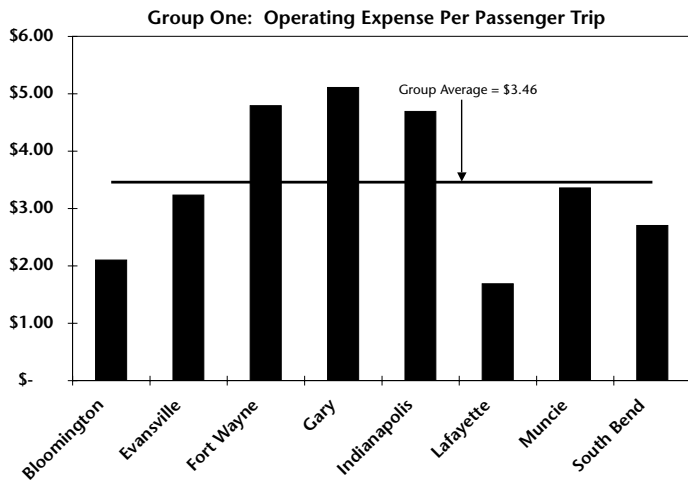
In 2005, Group One transit systems provided more than 25 million passenger trips. Total ridership for the Group One systems increased 2.41 percent, in 2005. Five of the eight systems had ridership increases between 6.13 percent and 17.38 percent, while two had ridership decreases between 2.31 percent and 4.86 percent. Ridership among Group One systems ranged from 1.4 million trips to 8.8 million trips.

The total vehicle miles operated by Group One transit systems slightly increased in 2005. Total vehicle miles increased by 0.61 percent. Six of the eight systems operated more total vehicle miles this year. In 2005, total vehicle miles for the group ranged between 1.0 and 9.9 million.

System	Total Ridership			Total Vehicle Miles		
	2005	2004	Percent Change	2005	2004	Percent Change
Bloomington	2,183,729	2,057,509	6.13%	1,161,550	1,074,752	8.08%
Evansville	1,661,303	1,530,964	8.51%	1,468,871	1,485,992	-1.15%
Fort Wayne	1,758,336	1,647,578	6.72%	1,851,941	1,791,687	3.36%
Gary	1,483,704	1,518,967	-2.32%	1,141,683	1,006,958	13.38%
Indianapolis	8,810,183	9,260,427	-4.86%	9,993,247	10,215,562	-2.18%
Lafayette	4,301,043	4,255,571	1.07%	1,689,272	1,677,874	0.68%
Muncie	1,785,096	1,584,542	12.66%	1,289,972	1,271,111	1.48%
South Bend	3,119,850	2,657,891	17.38%	2,054,496	2,002,558	2.59%
Total	25,103,244	24,513,449	2.41%	20,651,032	20,526,494	0.61%

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2005, the average operating expense per passenger trip for Group One systems was \$3.46. The cost per trip varied from \$1.60 to \$5.12. Among the urban systems, the average operating expense per vehicle mile was \$4.50 in 2005. The individual systems' cost per mile ranged from \$3.50 to \$6.75.

In 2005, the ratio of locally derived income to operating expense varied from \$0.50 to \$0.72. This means that for every dollar of expense, between \$0.50 and \$0.72 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 16 percent while the individual systems' actual fare recovery ratios ranged from 3 percent to 23 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
TARC	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 2005, Group Two systems provided nearly 2.4 million trips. Total ridership for the Group Two systems increased in 2005. Overall, total ridership increased 6.05 percent. Seven of the systems had increases between 5.69 and 19.33 percent. Only two of the systems had decreases of 4.47 and 18.94 percent. Ridership on Group Two systems ranged from 175,587 to 455,096 in 2005.

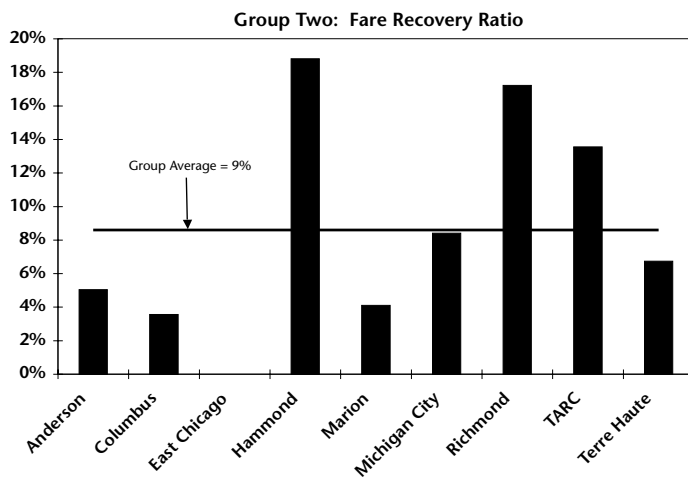
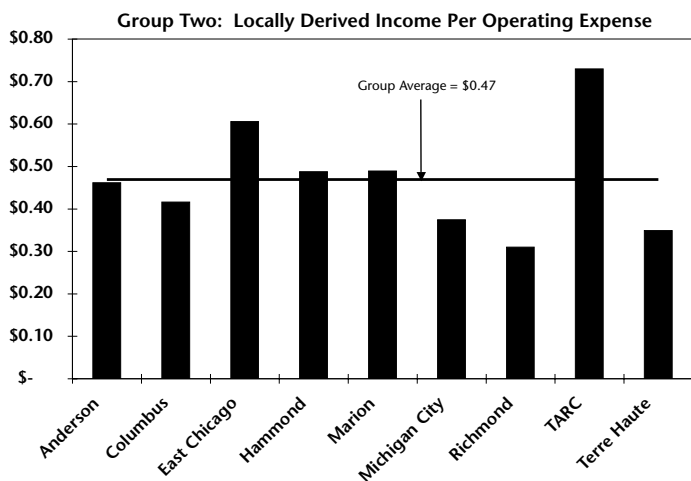
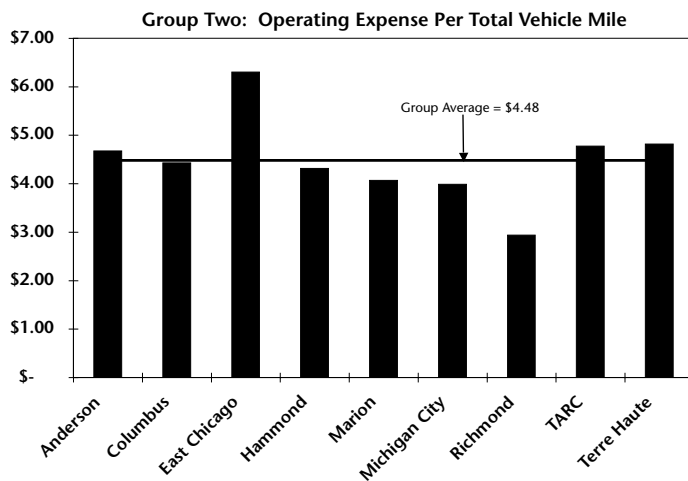
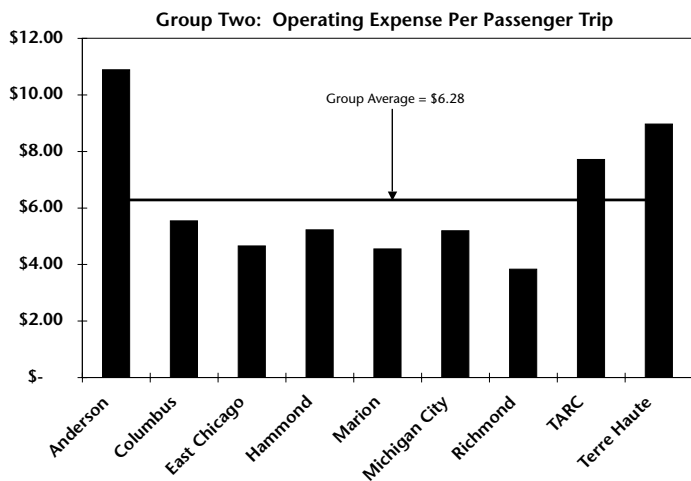
In 2005, Group Two systems operated approximately 3.3 million vehicle miles, 1.54 percent less miles than 2004. Four out of nine systems in Group Two operated more miles in 2005. The number of total vehicle miles operated by a Group Two system varied from 198,026 to 734,936 and the average number of vehicle miles was 368,760.77.

System	Total Ridership			Total Vehicle Miles		
	2005	2004	Percent Change	2005	2004	Percent Change
Anderson	207,196	217,509	-4.74%	482,347	503,053	-4.12%
Columbus	177,631	148,854	19.33%	222,057	265,178	-16.26%
East Chicago	296,915	276,662	7.32%	219,289	216,544	1.27%
Hammond	419,290	388,270	7.99%	507,361	523,664	-3.11%
Marion	176,949	148,775	18.94%	198,026	197,754	0.14%
Michigan City	194,939	179,648	8.51%	253,721	233,438	8.69%
Richmond	287,096	309,637	-7.28%	374,269	380,891	-1.74%
TARC	455,096	418,847	8.65%	734,936	735,919	-0.13%
Terre Haute	175,587	166,128	5.69%	326,841	314,302	3.99%
Total	2,390,699	2,254,330	6.05%	3,318,847	3,370,743	-1.54%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2005, the average operating expense per passenger trip among Group Two systems was \$6.28. The cost per trip varied from \$3.13 to \$7.55. The average operating cost per mile was \$4.48, with actual costs ranging from \$2.55 to \$6.25 per mile.

In 2005, all of the Group Two systems covered approximately 47 percent of their operating expenses with locally derived income. For each

dollar of expense, an average of \$0.47 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 \$0.77. On average, the systems covered nine percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from 3 to 19 percent (note: East Chicago does not charge a passenger fare and thus does not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

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

The Group Three systems serve approximately 469,178 people. The combined service area

populations provide service to approximately eight percent of the state's population. The average service area population for Group Three systems is 93,836. 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	29,383
Kokomo	First City Rider/Kokomo Senior Citizen Bus Service	City of Kokomo	46,113
LaPorte	TransPorte	LaPorte City limits	21,621
NWICA	NWICA Transaction	Lake and Porter Counties	320,187
Total			469,178
	Total Indiana Population		6,080,485
	Percent of Indiana Population		8%

In 2005, Group Three systems provided 593,484 passenger trips, an increase of 7.62 percent from 2004. Only one system had a ridership decrease which was 1.22 percent. Ridership on Group Three systems ranged from 20,327 to 267,045 in 2005.

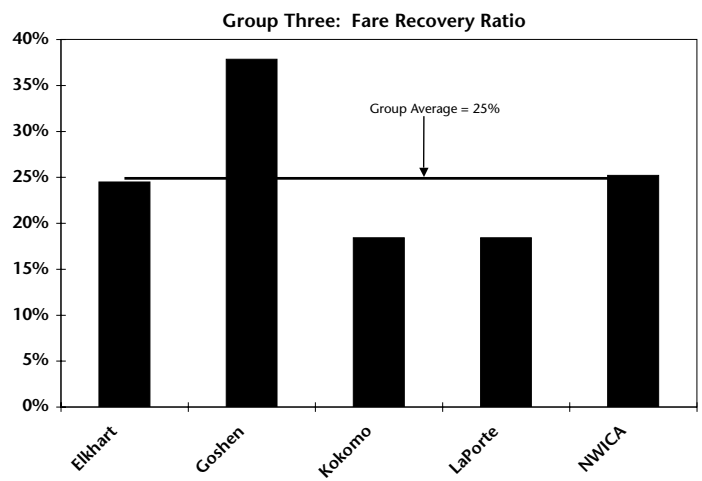
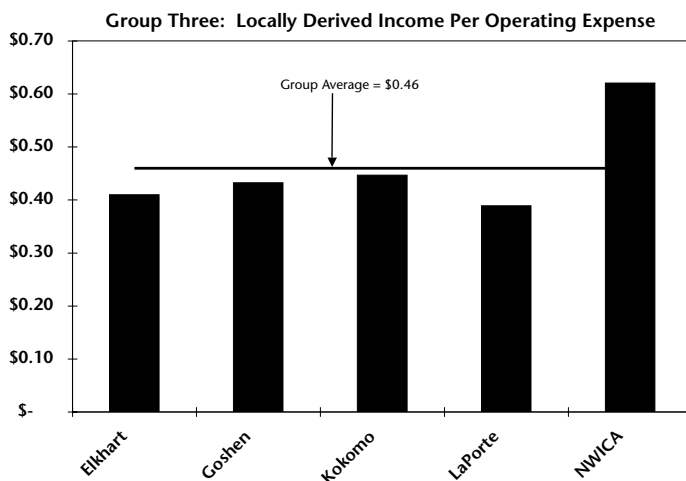
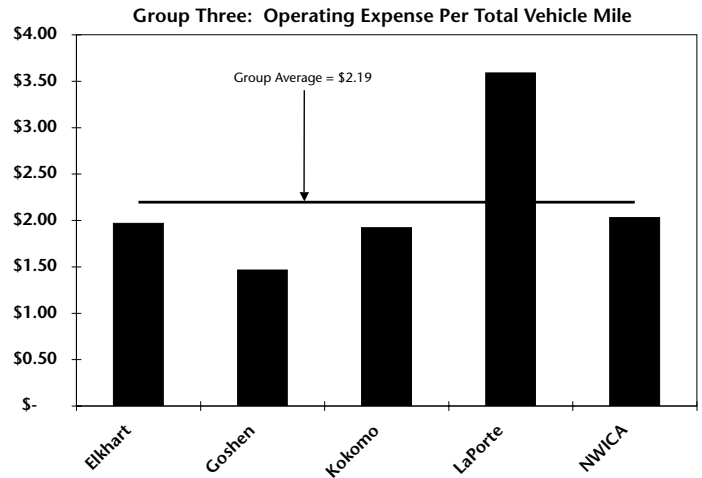
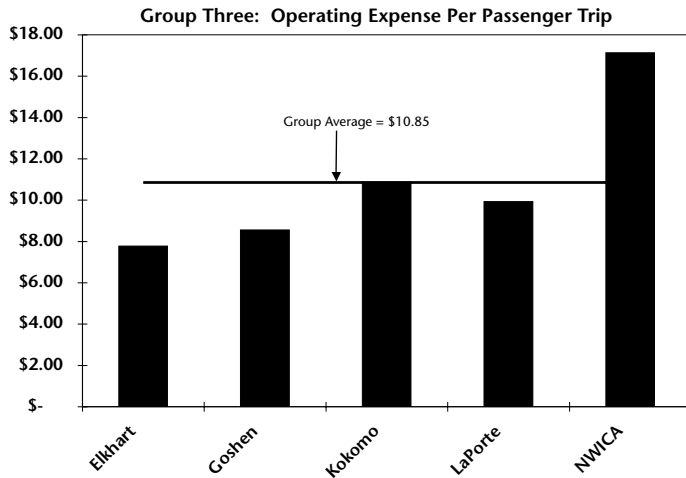
In 2005, Group Three systems operated more than

3.08 million vehicle miles. Eighty percent of the systems had mileage increases and twenty percent experienced decreases. In total, vehicle miles for Group Three increased 3.29 percent. The systems operated between 144,020 miles and 1,054,605 miles in 2005.

System	Total Ridership			Total Vehicle Miles		
	2005	2004	Percent Change	2005	2004	Percent Change
Elkhart	267,045	249,512	7.03%	1,054,605	1,107,972	-4.82%
Goshen	20,327	17,093	18.92%	118,714	97,716	21.49%
Kokomo	136,818	114,586	19.40%	774,409	712,590	8.68%
LaPorte	52,091	51,629	0.89%	144,020	143,693	0.23%
NWICA	117,203	118,645	-1.22%	988,541	920,263	7.42%
Total	593,484	551,465	7.62%	3,080,290	2,982,234	3.29%

The Group Three systems had an average cost per passenger trip of \$10.85 in 2005. The cost per trip increased approximately 16.9 percent from 2004. In 2005, the cost per trip for individual systems varied from \$7.86 to \$17.84. It cost an average of \$2.19 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.31 to \$3.61.

Through local means of generating income, the Group Three systems covered an average of \$0.46 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.42 and \$0.62 for each dollar of expense. Considering fare revenue alone, the systems recovered between 17 percent and 38 percent of system expenses through passenger fares, with an average fare recovery of 25 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.

The 35 systems in Group Four serve more than 1.5 million people. This represents 25 percent of the state's population. The average service area population is 46,026. 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
Clinton County	Paul Phillippe Resource Center	Clinton County	33,866
Fayette County	Fayette County Transit	Fayette County	25,588
Franklin County	Franklin County Public Transportation	Franklin County	22,151
Fulton County	Fulton County Transportation	Fulton County	20,511
Hancock County	Hancock Area Rural Transit	Hancock County	55,391
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-Shelby Counties	ACCESS Johnson-Shelby Counties	Johnson and Shelby Counties	107,493
KIRPC	Arrowhead Country Public Transportation	Jasper, Pulaski, and Starke Counties	67,354
Knox County	Van-Go	Knox County	39,256
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	74,057
Madison County	Transportation for Rural Areas or Madison	Madison County except Anderson	73,624
Miami County	Miami County 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
Newton County	Newton County Community Services	Newton County	14,566
Noble County	Noble Transit System	Noble County	46,275
Noblesville	Noblesville Public Transit	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	Davies, Greene, Martin, Pike, and Sullivan Counties	96,554
SIRPC	Catch-A-Ride	Dearborn, Decatur, Ripley, Jefferson, Ohio, & Switzerland Counties	143,580
SITS	Southern Indiana Transit	Crawford, Harrison, Scott, and Washington Counties	95,251
Union-Wayne Counties	Union-Wayne Counties Transit	Union and Wayne Counties except Richmond	39,322
Wabash County	Wabash County Transit	Wabash County	34,960
Washington	Washington Transit System	Washington City Limits	11,380
Waveland	Waveland Volunteer Transportation System	Brookston, Clark's Hill, Hillsboro, Rossville, Boswell, and Waveland	5,642
Wells County	Wells on Wheels	Wells County	27,600
White County	White County Council on Aging	White County	25,267
Total			1,597,609
Total Indiana Population			6,080,485
Percent of Indiana Population			26%

In 2005, the systems in Group Four provided 1.6 million trips, an increase of approximately 6.15 percent over the 2004 total. Twenty-one systems had ridership increases between 0.84 percent and 135.54 percent while eleven systems had ridership decreases between 0.05 percent and 37.14 percent. Group Four systems also operated significantly more miles in 2005. The systems operated 9.26 million vehicle miles in 2005, an increase of 10.63 percent over 2004. Six systems operated fewer miles than

in 2004, while twenty-four operated more miles. The number of vehicle miles operated by Group Four systems ranged from 10,487 to 1,252,981.

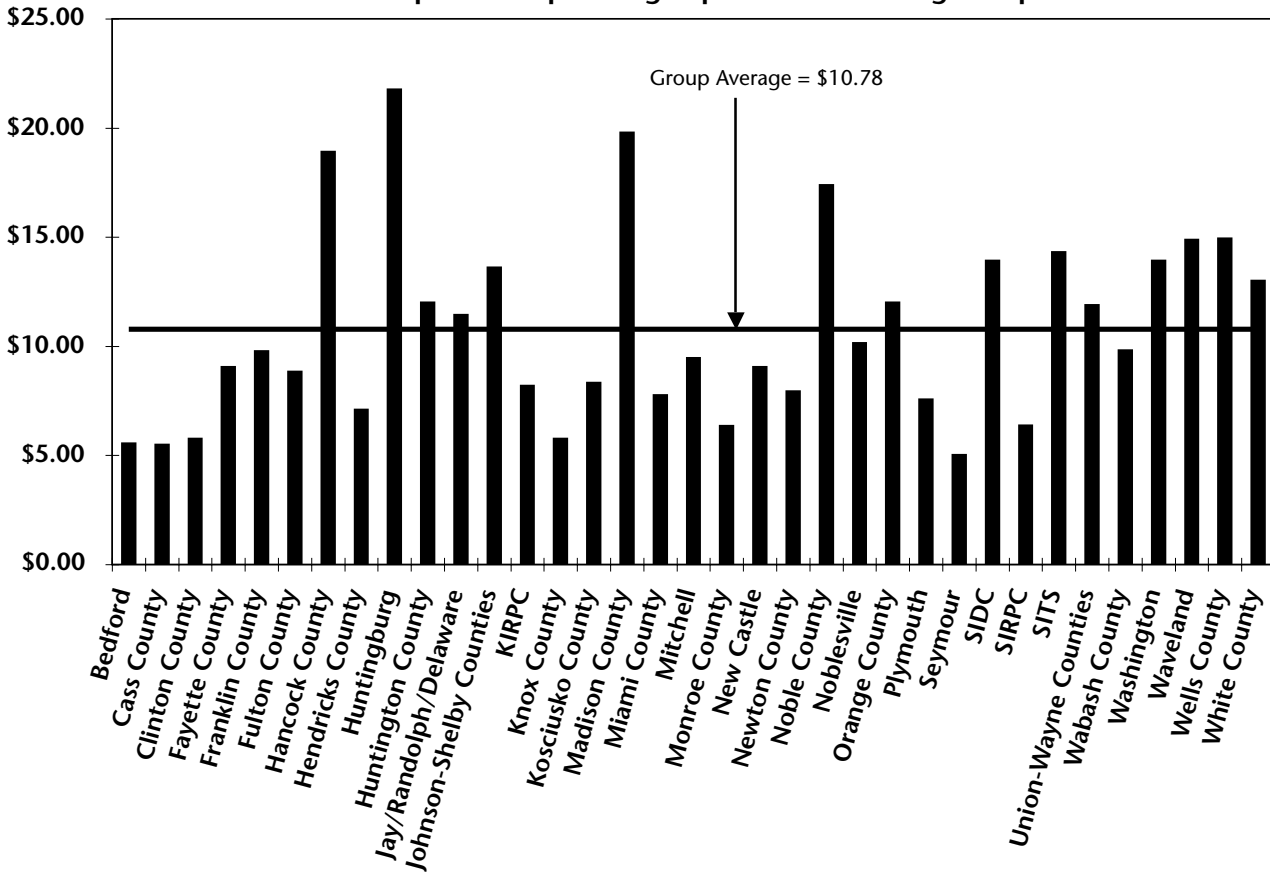
The cost per passenger trip for Group Four systems ranged from \$4.80 to \$22.33 with an average cost per trip of \$10.78. The average operating expense per vehicle mile was \$2.43. The actual cost per mile ranged from less than a dollar to \$10.38.

The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied within a range of \$0.52 among the systems. While the average was \$0.46 for each dollar of expense, the individual systems generated between \$0.19 and \$0.71

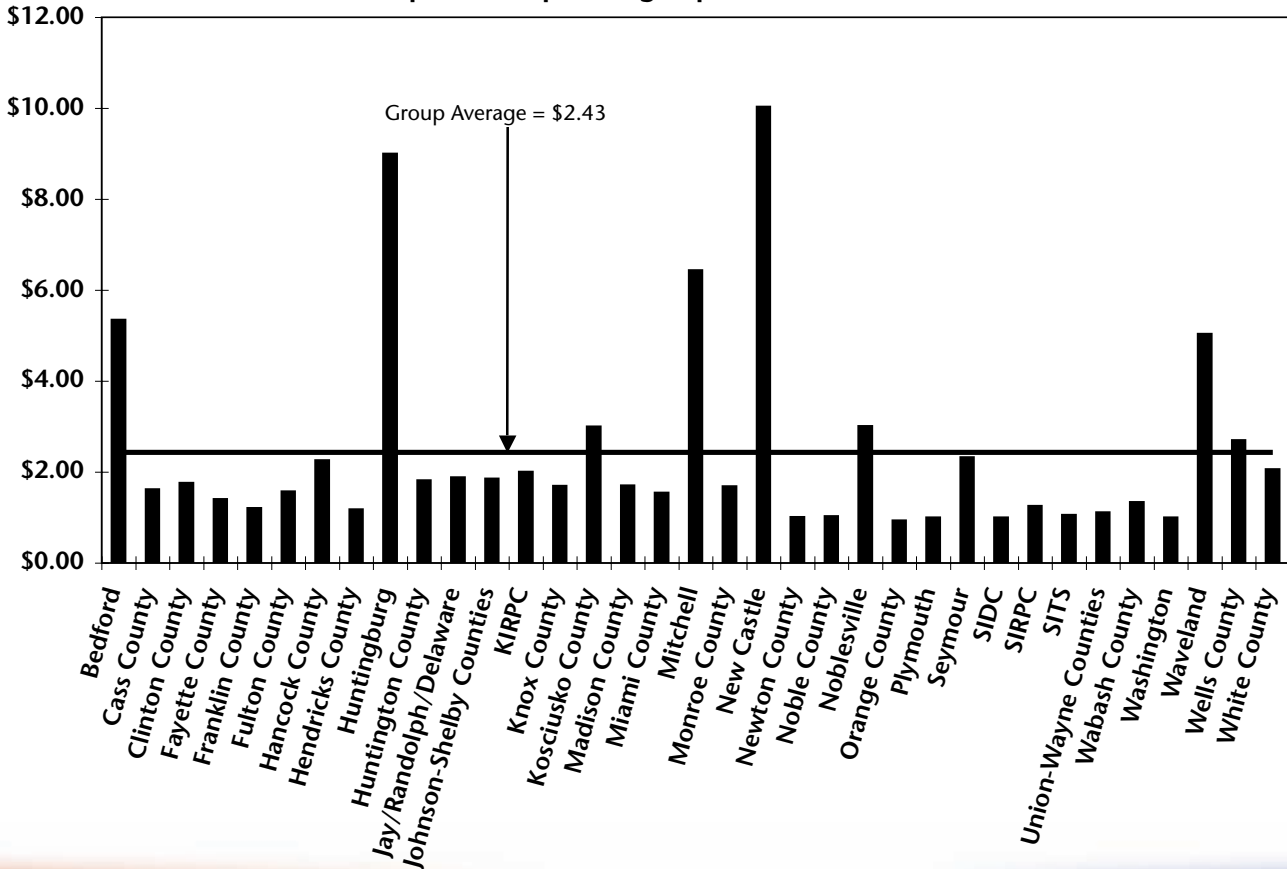
at the local level. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between one percent and 24 percent of system expenses. The average fare recovery ratio was 8 percent.

System	Total Ridership			Total Vehicle Miles		
	2005	2004	Percent Change	2005	2004	Percent Change
Bedford	78,870	74,567	5.77%	81,849	61,303	33.52%
Cass County	167,509	152,965	9.51%	568,488	568,052	0.08%
Clinton County	32,977	N/A	N/A	107,862	N/A	N/A
Fayette County	19,022	19,460	-2.25%	122,627	109,507	11.98%
Franklin County	49,002	48,114	1.85%	396,851	394,243	0.66%
Fulton County	24,092	22,029	9.36%	134,998	125,433	7.63%
Hancock County	9,334	N/A	N/A	78,109	N/A	N/A
Hendricks County	41,498	36,954	12.30%	249,466	206,226	20.97%
Huntingburg	4,340	3,680	17.93%	10,487	7,863	33.37%
Huntington County	30,615	28,583	7.11%	201,420	181,445	11.01%
Jay/Randolph/Delaware	83,614	86,551	-3.39%	508,052	541,387	-6.16%
Johnson-Shelby Counties	66,233	50,142	32.09%	486,422	369,198	31.75%
KIRPC	91,877	146,166	-37.14%	374,554	721,217	-48.07%
Knox County	68,179	69,946	-2.53%	231,103	205,463	12.48%
Kosciusko County	71,864	66,463	8.13%	199,579	196,492	1.57%
Madison County	9,745	11,429	-14.73%	112,742	136,781	-17.57%
Miami County	27,601	24,330	13.44%	137,824	118,664	16.15%
Mitchell	12,071	10,796	11.81%	17,745	17,934	-1.05%
Monroe County	157,123	169,326	-7.21%	591,790	582,961	1.51%
New Castle	44,629	37,991	17.47%	40,268	56,684	-28.96%
Newton County	29,028	33,907	-14.39%	227,531	N/A	N/A
Noble County	20,170	16,224	24.32%	338,285	254,313	33.02%
Noblesville	14,851	14,728	0.84%	50,127	37,349	34.21%
Orange County	26,350	27,275	-3.39%	335,967	334,945	0.31%
Plymouth	3,307	1,404	135.54%	25,058	5,261	376.30%
Seymour	31,870	29,365	8.53%	68,827	64,735	6.32%
SIDC	90,603	82,570	9.73%	1,252,981	1,106,310	13.26%
SIRPC	191,651	153,102	25.18%	968,660	874,135	10.81%
SITS	49,649	49,674	-0.05%	667,585	678,344	-1.59%
Union-Wayne Counties	23,071	22,590	2.13%	245,344	204,676	19.87%
Wabash County	26,821	24,713	8.53%	195,867	157,297	24.52%
Washington	13,326	11,729	13.62%	31,201	30,089	3.70%
Waveland	7,565	9,694	-21.96%	22,362	25,095	-10.89%
Wells County	16,378	N/A	N/A	90,400	N/A	N/A
White County	14,459	17,269	-16.27%	91,099	N/A	N/A
Total	1,649,294	1,553,736	6.15%	9,263,530	8,373,402	10.63%

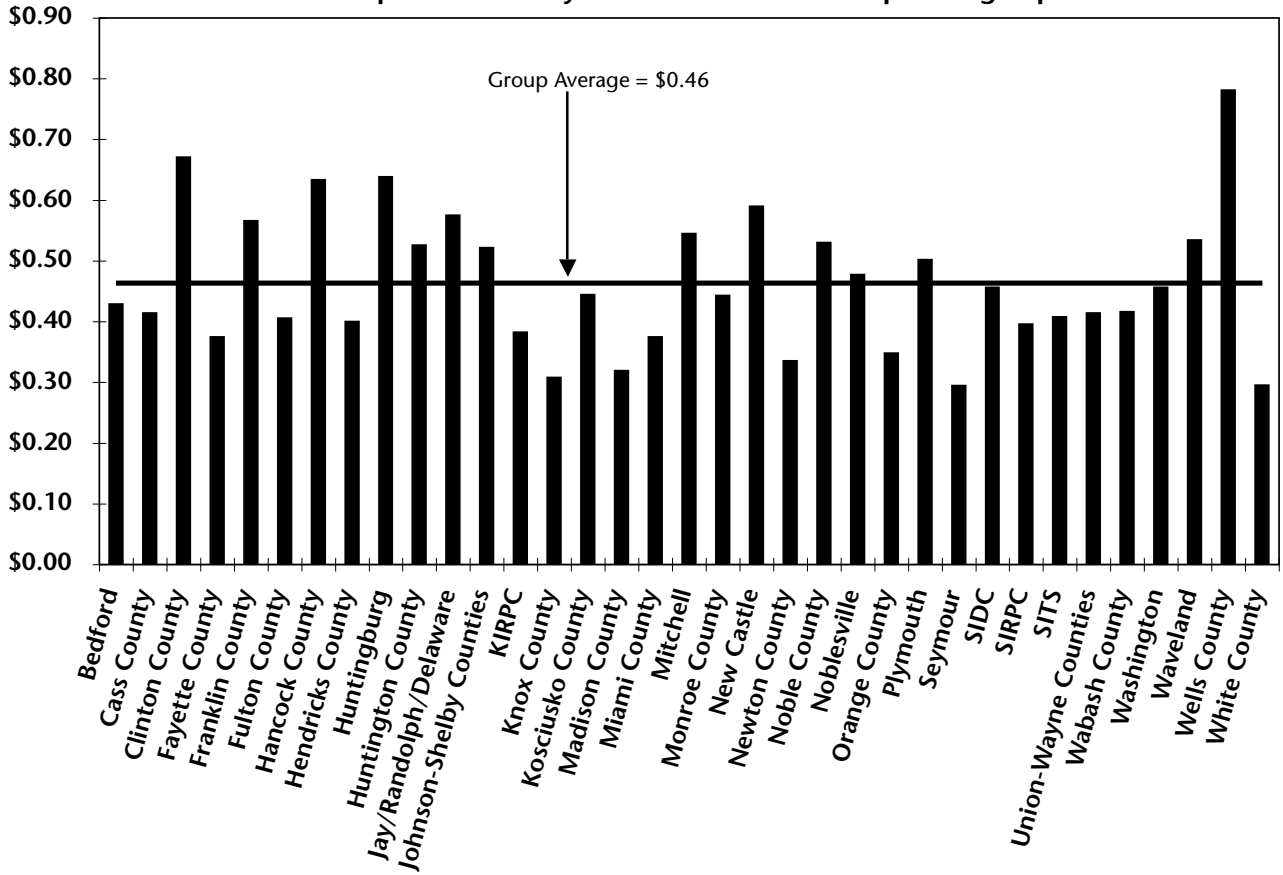
Group Four: Operating Expense Per Passenger Trip



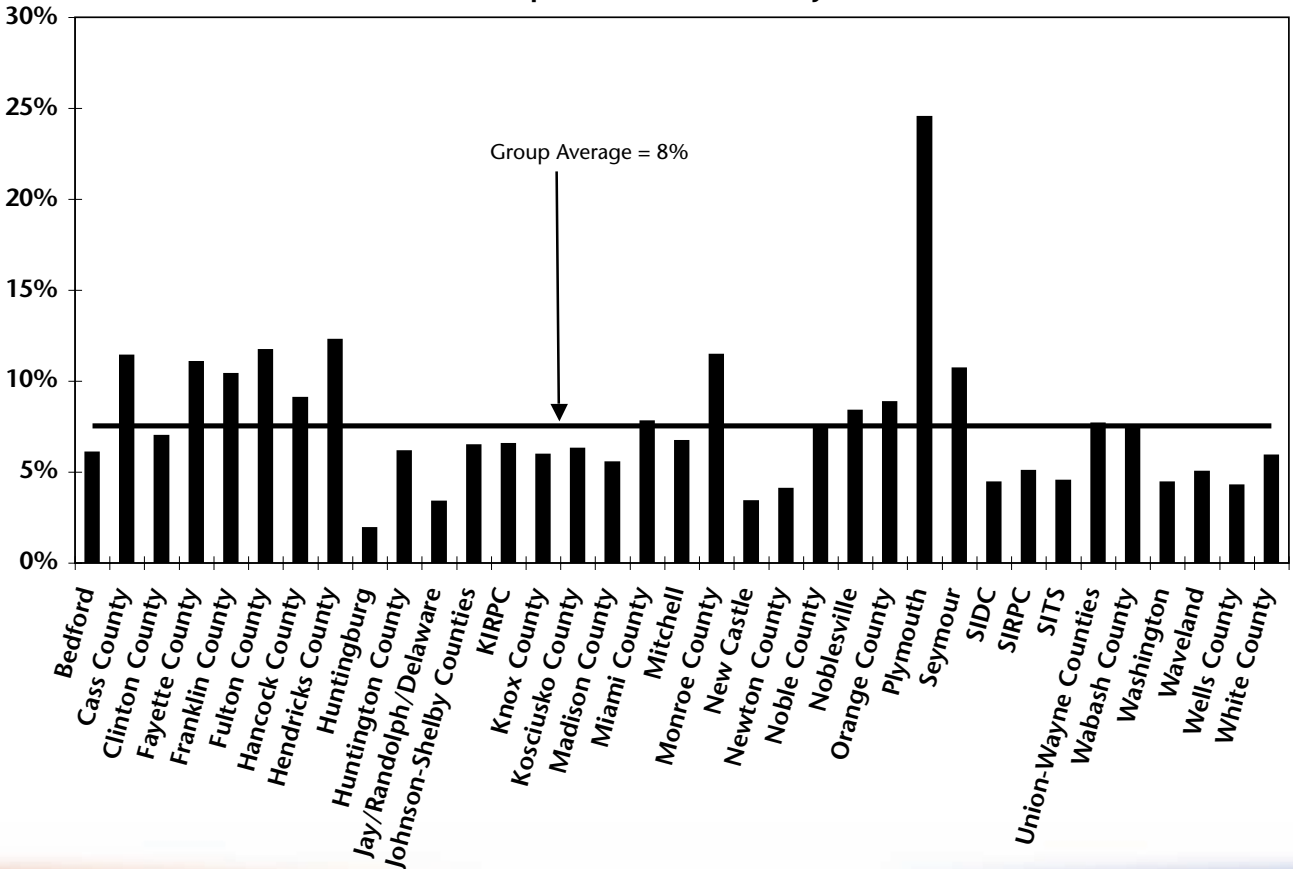
Group Four: Operating Expense Per Total Vehicle Mile



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%

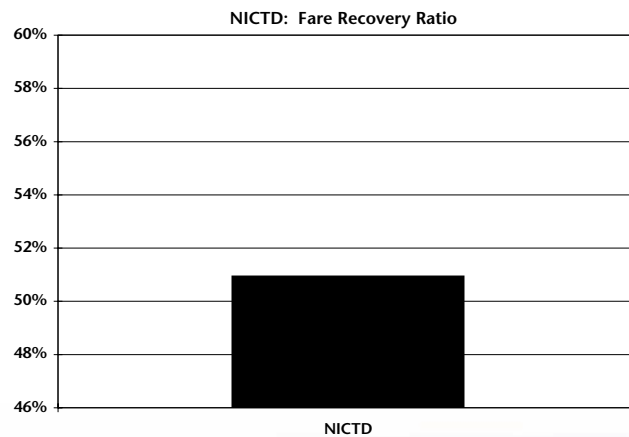
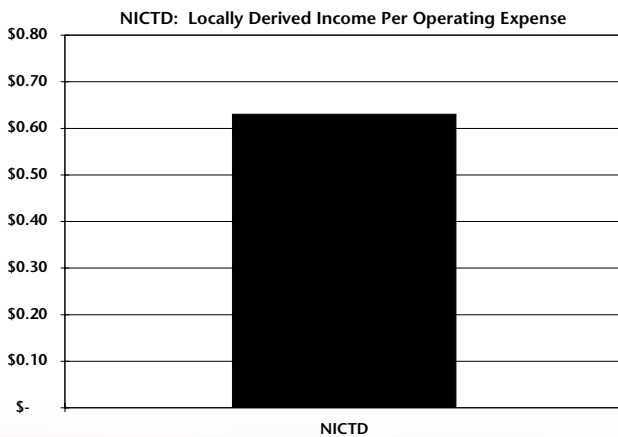
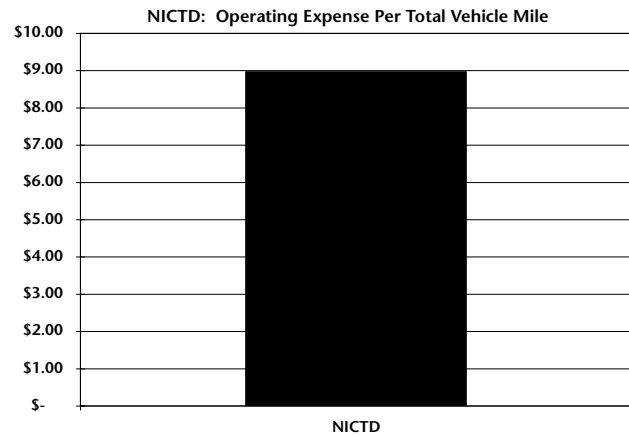
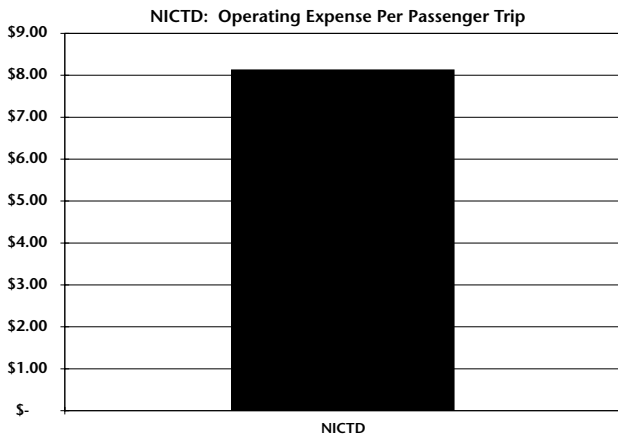
NICTD ridership levels increased in 2005. NICTD provided 3.8 million trips in 2005, an increase of 7.28 percent since 2004. Total vehicle miles

increased from 3.22 million miles in 2004 to 3.44 million miles in 2005. This represents a decrease of 6.74 percent.

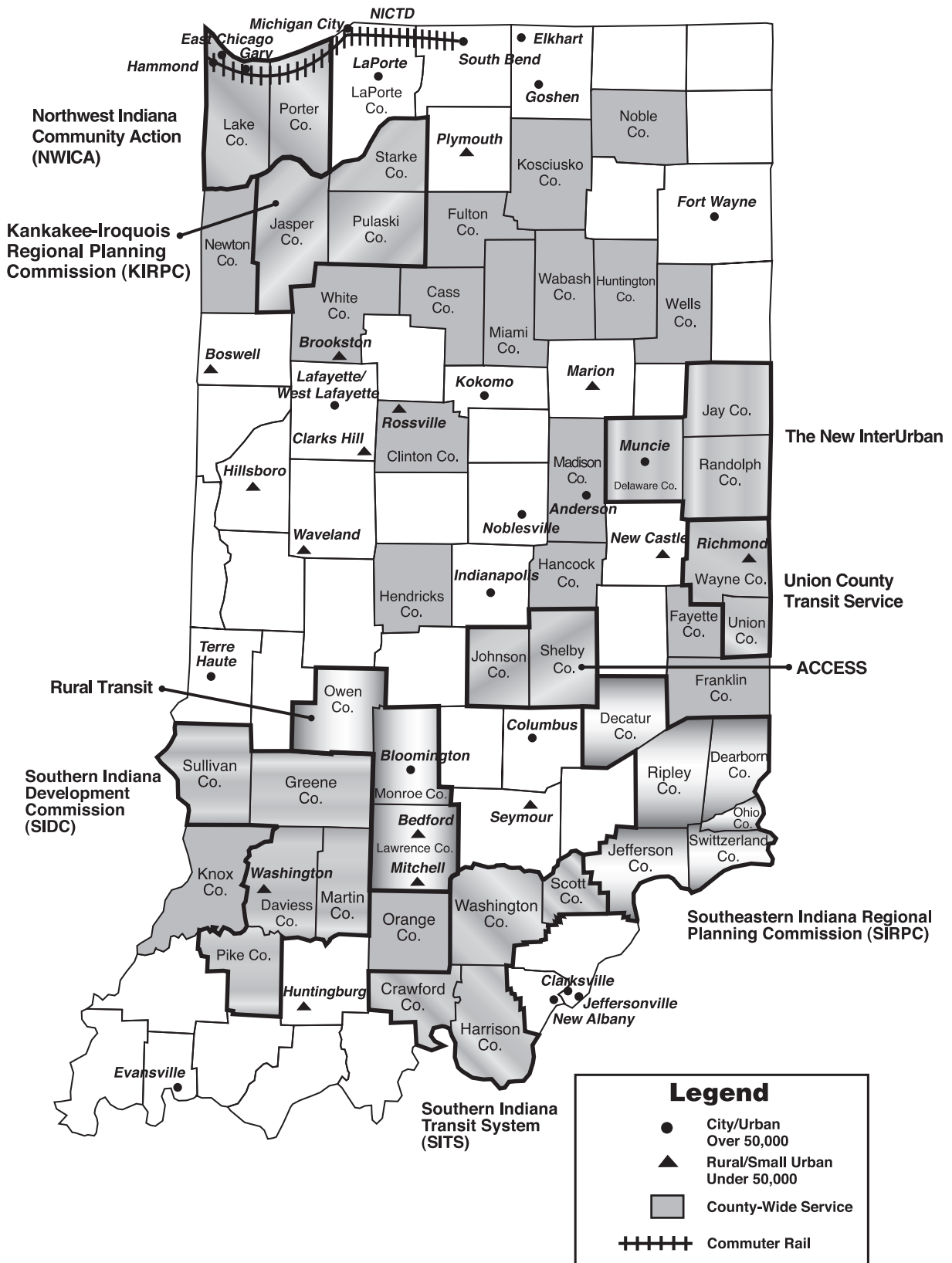
System	Total Ridership			Total Vehicle Miles		
	2005	2004	Percent Change	2005	2004	Percent Change
NICTD	3,802,391	3,544,459	7.28%	3,444,029	3,226,526	6.74%
Total	3,802,391	3,544,459	7.28%	3,444,029	3,226,526	6.74%

In 2005, NICTD's operating expense per passenger trip was \$8.15 while the operating cost per mile was \$9. NICTD covered \$0.48 of each dollar of operating

expense through local sources. Similarly, NICTD recovered 48 percent of its expenses through fare revenue alone.



2005 PUBLIC TRANSIT SYSTEMS IN INDIANA







Anderson

530 Baxter Road
Anderson, IN 46011

(765) 648-6400 FAX: (765) 648-6404

Contact: Carol A. Anderson, Administrative Secretary

Email: mnorris@cityofanderson.com

General Information

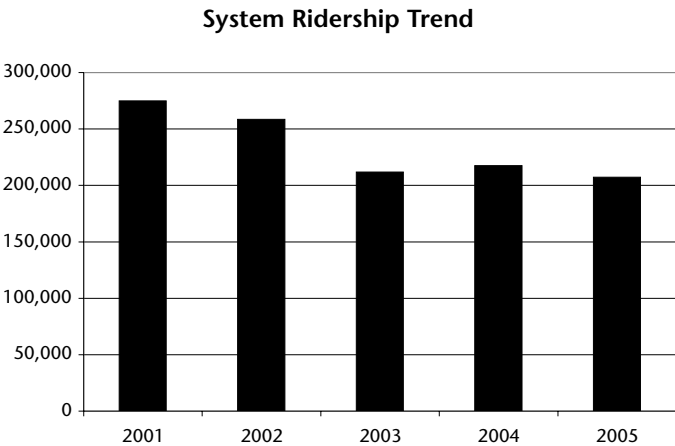
Type of Service Fixed Route and Demand Response
Service Area Anderson City Limits
Service Population 59,734

Service Hours

Weekday 6:00 am - 7:00 pm
Saturday 9:00 am - 4:00 pm
Sunday No Service

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$0.50
Transfer Free
Other/Special
 Pass \$24.00/Month
 Nifty-lift Demand Response \$2.00/Ride; Preschool free



Personnel

	Full-Time	Part-Time
Operations	17	7
Maintenance	4	1
Administration	8	0
Total	29	8

Operation Characteristics

Revenue Vehicles	16
Peak Hour Fleet	11
Base Fleet	10
Fuel Consumption (gal)	68,872

Ridership Trends

2001	274,823
2002	258,640
2003	211,837
2004	217,509
2005	207,196

2005 Highlights

- Purchased Dispatch Software, Mobilitat with Map Point and vehicle maintenance program.
- Installation of a Rotary Inground Lift 50,000 lb.capacity with new power unit, magnetic starter, hydraulic front drive and air locks.
- Replace roof, paint interior and exterior of maintenance /office/ garage area at 530 Baxter Road.
- Purchased new office and maintenance equipment.



City of Anderson Transit System

Legislative District

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

Productivity

Total Passenger Boardings 207,196
 Total Vehicle Miles 482,347
 Revenue Vehicle Miles 467,195
 Revenue Vehicle Hours 39,292

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.68
 Operating Expense per Passenger Trip \$10.88
 Passenger Trips per Total Vehicle Mile 0.43
 Passenger Trips per Capita 3.47

Financial Performance

Operating Subsidy \$2,126,525
 Operating Subsidy Ratio 94%
 Locally Derived Income \$1,041,246
 Locally Derived Income Per Operating Expense \$0.46
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$829,586
Other Salaries/Wages	\$352,599
Fringe	\$562,350
Services	\$164,914
Materials and Supplies	\$227,702
Utilities	\$25,375
Casualty/Liability	\$86,924
Purchased Transportation	\$0
Other	\$5,611
Total	\$2,255,061
Fixed Route Expenses	\$1,691,296
Demand Response Services	\$563,765

Revenue Summary

Fare Revenue	\$113,691
Contract/Other	\$14,845
Local Assistance	\$919,689
State Assistance	\$333,470
Federal Assistance	\$873,366
Total	\$2,255,061

Fleet Inventory

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



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	5	2
Maintenance	0	0
Administration	0	2
Total	5	4

Operation Characteristics

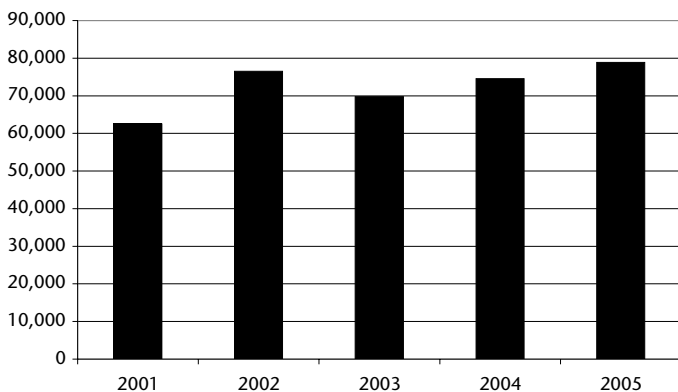
Revenue Vehicles	5
Peak Hour Fleet	3
Base Fleet	2
Fuel Consumption (gal)	14,277

Ridership Trends

2001	62,494
2002	76,500
2003	69,781
2004	74,567
2005	78,870

2005 Highlights

System Ridership Trend





Transit Authority of Stone City

Legislative District

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

Productivity

Total Passenger Boardings 78,870
 Total Vehicle Miles 81,849
 Revenue Vehicle Miles 81,849
 Revenue Vehicle Hours 5,952

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$5.35
 Operating Expense per Passenger Trip \$5.56
 Passenger Trips per Total Vehicle Mile 0.96
 Passenger Trips per Capita 5.73

Financial Performance

Operating Subsidy \$411,633
 Operating Subsidy Ratio 94%
 Locally Derived Income \$187,968
 Locally Derived Income Per Operating Expense \$0.43
 Fare Recovery Ratio 6%

Operating Expense Summary

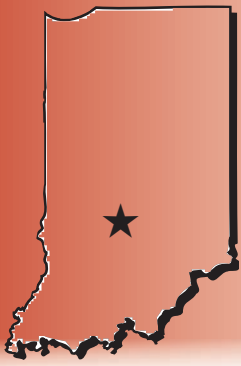
Operator Salaries/Wages	\$193,269
Other Salaries/Wages	\$37,779
Fringe	\$101,136
Services	\$23,638
Materials and Supplies	\$39,188
Utilities	\$7,444
Casualty/Liability	\$23,773
Purchased Transportation	\$0
Other	\$12,019
Total	\$438,246
Fixed Route Expenses	\$438,246
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$26,613
Contract/Other	\$0
Local Assistance	\$161,355
State Assistance	\$83,601
Federal Assistance	\$166,677
Total	\$438,246

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Ford	Yes	16+2 wc	Gas
1	2000	Ford	Yes	16+2 wc	Gas
1	2001	Ford	Yes	16+2 wc	Gas
1	2004	Ford	Yes	16+2 wc	Gas
1	2005	Ford	Yes	16+2 wc	Gas
5					



Bloomington

130 West Grimes Lane
 Bloomington, IN 47403
 (812) 332-5688 FAX: (812) 332-3660
 Contact: Lewis May, General Manager
 Email: lmay@kiva.net

General Information

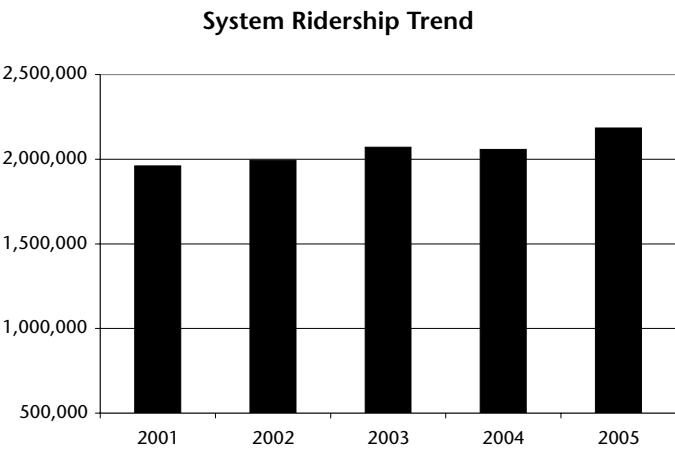
Type of Service Fixed Route and Demand Response
Service Area Bloomington Metropolitan Area
Service Population 69,291

Service Hours

Weekday 6:08 am - 12:30 am
Saturday 6:35 am - 11:10 pm
Sunday 9:30 am - 11:10 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/\$10



Personnel

	Full-Time	Part-Time
Operations	31	30
Maintenance	8	2
Administration	10	2
Total	49	34

Operation Characteristics

Revenue Vehicles	35
Peak Hour Fleet	36
Base Fleet	33
Fuel Consumption (gal)	281,981

Ridership Trends

2001	1,959,807
2002	1,993,675
2003	2,070,321
2004	2,057,509
2005	2,183,729

2005 Highlights

- Fixed route ridership reached all-time high of 2.15 million riders. This represented an increase of 6% compared to 2004.
- BT Access ridership reached all-time high of 35,168 riders. This represented an increase of 14.9% compared to 2004.
- Converted entire fixed route fleet from diesel to soy biodiesel fuel.
- Placed first-ever order for 2 electric hybrid 30-foot buses to be delivered in 2006.
- Won approval of 4-year funding earmark in SAFETEA-LU of approximately \$4 million for new or expanded downtown facility and new buses.
- Took delivery of 5 new 40-foot low floor buses and installed automatic vehicle locator system in entire fleet.



Bloomington Public Transportation Corporation

Legislative District

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

Productivity

Total Passenger Boardings 2,183,729
 Total Vehicle Miles 1,161,550
 Revenue Vehicle Miles 1,015,193
 Revenue Vehicle Hours 91,105

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.95
 Operating Expense per Passenger Trip \$2.10
 Passenger Trips per Total Vehicle Mile 1.88
 Passenger Trips per Capita 31.52

Financial Performance

Operating Subsidy \$3,336,556
 Operating Subsidy Ratio 73%
 Locally Derived Income \$2,654,588
 Locally Derived Income Per Operating Expense \$0.58
 Fare Recovery Ratio 23%

Operating Expense Summary

Operator Salaries/Wages	\$1,363,432
Other Salaries/Wages	\$704,735
Fringe	\$414,404
Services	\$287,190
Materials and Supplies	\$916,111
Utilities	\$92,065
Casualty/Liability	\$177,040
Purchased Transportation	\$527,555
Other	\$101,585
Total	\$4,584,117
Fixed Route Expenses	\$4,056,562
Demand Response Services	\$527,555

Revenue Summary

Fare Revenue	\$1,043,572
Contract/Other	\$203,989
Local Assistance	\$1,407,108
State Assistance	\$1,430,383
Federal Assistance	\$499,065
Total	\$4,584,117

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1989	Orion	No	40+2 wc	Diesel
2	1990	Orion	No	40+2 wc	Diesel
1	1995	Orion	Yes	24+2 wc	Diesel
4	1995	Gillig	Yes	37+2 wc	Diesel
3	1997	Gillig	Yes	29+2 wc	Diesel
3	1997	Gillig	Yes	37+2 wc	Diesel
2	1997	NOVA	Yes	37+2 wc	Diesel
1	1998	NOVA	Yes	37+2 wc	Diesel
1	2001	Ford	Yes	20+2 wc	Diesel
3	2002	Gillig	Yes	40+2 wc	Diesel
1	2002	Ford	Yes	20+2 wc	Diesel
5	2003	Gillig	Yes	40+2 wc	Diesel
2	2003	Gillig	Yes	30+2 wc	Diesel
5	2005	Gillig	Yes	40+2 wc	Diesel
35					



Cass County

115 S. 6th Stret
 Logansport, IN 46947
 (574) 722-2424 FAX: (574) 739-2167
Contact: Sue Hoehler, Executive Director
Email: shoehler@casstransit.com

General Information

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

Service Hours

Weekday 4:00 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 no charge
Other/Special
 Logansport: 25 rides for \$20, 12 rides for \$10
 In-county passes: \$40 for 25 rides, \$20 for 12 rides

Personnel

	Full-Time	Part-Time
Operations	15	17
Maintenance	0	2
Administration	2	3
Total	17	21

Operation Characteristics

Revenue Vehicles	20
Peak Hour Fleet	17
Base Fleet	14
Fuel Consumption (gal)	49,709

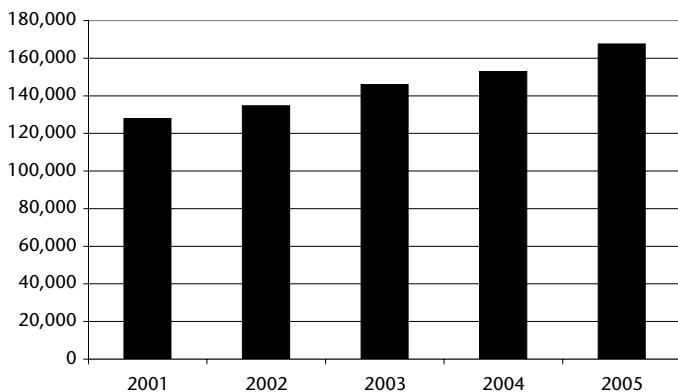
Ridership Trends

2001	127,840
2002	134,766
2003	145,942
2004	152,965
2005	167,509

2005 Highlights

- Cass Transit is in their ninth (9th) year of operation and showed a 9.5% increase over last years statistics.
- Cass County Council on Aging, Inc. received a \$360,000 grant from Indiana's Dept. of Rural Affairs to purchase the building they have leased since October of 2003. They have remodeled a garage to hold twenty vehicles and will be starting an adult day care in the previous garage which has also been remodeled.

System Ridership Trend





Legislative District

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

Productivity

Total Passenger Boardings 167,509
 Total Vehicle Miles 568,488
 Revenue Vehicle Miles 535,455
 Revenue Vehicle Hours 35,331

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.62
 Operating Expense per Passenger Trip \$5.51
 Passenger Trips per Total Vehicle Mile 0.29
 Passenger Trips per Capita 4.09

Financial Performance

Operating Subsidy \$817,048
 Operating Subsidy Ratio 89%
 Locally Derived Income \$381,740
 Locally Derived Income Per Operating Expense \$0.41
 Fare Recovery Ratio 11%

Operating Expense Summary

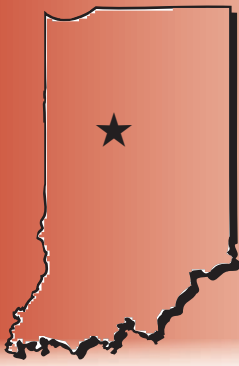
Operator Salaries/Wages	\$376,993
Other Salaries/Wages	\$190,216
Fringe	\$43,410
Services	\$75,223
Materials and Supplies	\$85,325
Utilities	\$52,442
Casualty/Liability	\$62,678
Purchased Transportation	\$0
Other	\$35,879
Total	\$922,166
Fixed Route Expenses	\$0
Demand Response Services	\$922,166

Revenue Summary

Fare Revenue	\$105,118
Contract/Other	\$0
Local Assistance	\$276,622
State Assistance	\$211,951
Federal Assistance	\$328,475
Total	\$922,166

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Ford	Yes	18	Gas
1	1997	Dodge	Yes	10+2 wc	Gas
1	1997	Dodge	No	15	Gas
1	1998	Dodge	No	7	Gas
1	1998	Dodge	Yes	10+2 wc	Gas
1	1999	Dodge	Yes	10+2 wc	Gas
3	2000	Dodge	Yes	10+2 wc	Gas
1	2001	GMC	No	15	Gas
1	2001	Dodge	Yes	10+2 wc	Gas
2	2002	Dodge	No	8	Gas
1	2002	Dodge	Yes	10+2 wc	Gas
1	2003	Dodge	No	8	Gas
1	2003	Dodge	Yes	10+2 wc	Gas
1	2003	Ford	Yes	18+2 wc	Gas
2	2005	Ford	Yes	10+2 wc	Gas
1	2005	Dodge	No	8	Gas
20					



Clinton County

401 W. Walnut St.
Frankfort, IN 46041

(765) 659-4060 FAX: (765) 659-3006

Contact: Cindy Orem, Transportation Coordinator

Email: corem_pprc@sbcglobal.net

General Information

Type of Service Demand Response
Service Area Clinton County
Service Population 33,866

Service Hours

Weekday 8: 00 AM - 4:00 PM
Saturday None
Sunday None

Fare Structure

Base Donation
Youth N/A
Elderly/Disabled N/A
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	16
Maintenance	0	0
Administration	3	2
Total	4	12

Operation Characteristics

Revenue Vehicles	7
Peak Hour Fleet	0
Base Fleet	0
Fuel Consumption (gal)	9,554

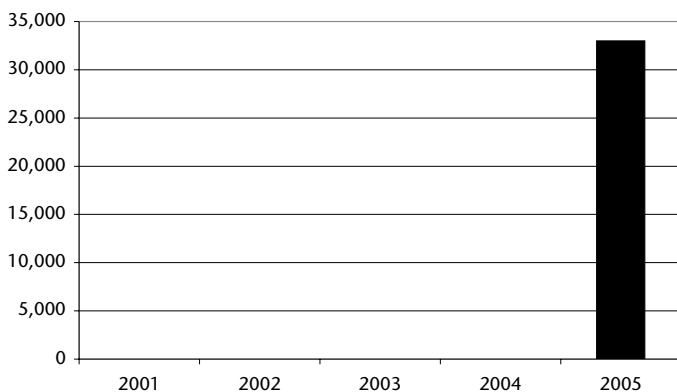
Ridership Trends

2001	0
2002	0
2003	0
2004	0
2005	32,977

2005 Highlights

- In 2003, unit counts were 13,396.
- In 2004, unit counts were 22,158.
- After going public transportation in 2005, our unit counts are 32,966.

System Ridership Trend





Paul Phillippe Resource Center

Legislative District

Indiana Senate 7, 23

Indiana House 38

U.S. Congressional 4

Productivity

Total Passenger Boardings 32,977

Total Vehicle Miles 107,862

Revenue Vehicle Miles 107,132

Revenue Vehicle Hours 9,775

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.76

Operating Expense per Passenger Trip \$5.76

Passenger Trips per Total Vehicle Mile 0.31

Passenger Trips per Capita 0.97

Financial Performance

Operating Subsidy \$176,733

Operating Subsidy Ratio 93%

Locally Derived Income \$127,545

Locally Derived Income

Per Operating Expense \$0.67

Fare Recovery Ratio 7%

Operating Expense Summary

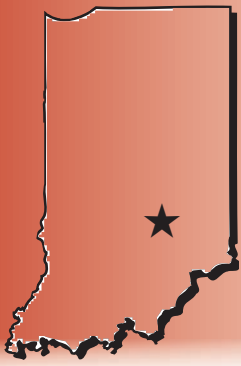
Operator Salaries/Wages	\$49,180
Other Salaries/Wages	\$73,080
Fringe	\$0
Services	\$4,245
Materials and Supplies	\$25,796
Utilities	\$5,902
Casualty/Liability	\$12,827
Purchased Transportation	\$0
Other	\$19,015
Total	\$190,045
Fixed Route Expenses	\$0
Demand Response Services	\$190,045

Revenue Summary

Fare Revenue	\$13,312
Contract/Other	\$0
Local Assistance	\$114,233
State Assistance	\$0
Federal Assistance	\$62,500
Total	\$190,045

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Chevy	No	7	Gas
1	2000	National Mobility	Yes	5	Gas
1	2002	Braun	Yes	9	Gas
1	2002	Chevy	No	14	Gas
1	2003	Chevy	No	14	Gas
2	2005	Braun	Yes	9	Gas
7					



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

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

Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	30,950

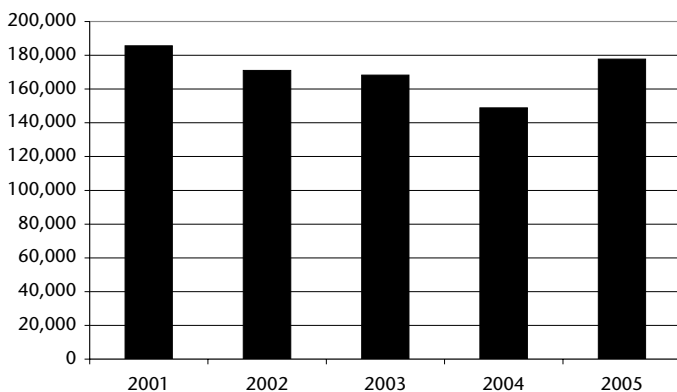
Ridership Trends

2001	185,525
2002	170,912
2003	168,207
2004	148,854
2005	177,631

2005 Highlights

- Corradino Group finished our Route Study.
- Route Changes were implemented on September 6, 2005.
- New Route changes were promoted and new maps printed.
- The Columbus Area Municipal Planning Organization has transferred some Federal Highway Funds to the Municipal Transit System to assist in purchasing new fleet vehicles.

System Ridership Trend





Legislative District

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

Productivity

Total Passenger Boardings 177,631
 Total Vehicle Miles 222,057
 Revenue Vehicle Miles 218,834
 Revenue Vehicle Hours 23,332

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.43
 Operating Expense per Passenger Trip \$5.54
 Passenger Trips per Total Vehicle Mile 0.80
 Passenger Trips per Capita 4.55

Financial Performance

Operating Subsidy \$948,783
 Operating Subsidy Ratio 96%
 Locally Derived Income \$409,253
 Locally Derived Income Per Operating Expense \$0.42
 Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$56,633
Other Salaries/Wages	\$547,091
Fringe	\$170,468
Services	\$58,700
Materials and Supplies	\$131,141
Utilities	\$12,986
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$6,716
Total	\$983,735
Fixed Route Expenses	\$722,574
Demand Response Services	\$261,161

Revenue Summary

Fare Revenue	\$34,952
Contract/Other	\$0
Local Assistance	\$374,301
State Assistance	\$201,578
Federal Assistance	\$372,904
Total	\$983,735

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	Yes	12+3 wc	Gas
5	1997	Bluebird	Yes	22+2 wc	Diesel
3	2000	Dodge	Yes	12+2 wc	Gas
1	2005	Ford	Yes	12+2 wc	Diesel
10					



East Chicago

5400 Cline Avenue

East Chicago, IN 46312

(219) 391-8465 FAX: (219) 391-8473

Contact: Ruby Powell-Flowers, General Manager

Email: rflowers@eastchicago.com

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

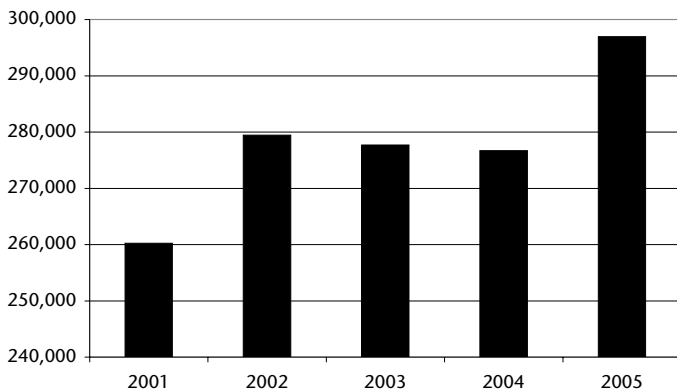
Revenue Vehicles	8
Peak Hour Fleet	4
Base Fleet	4
Fuel Consumption (gal)	59,141

Ridership Trends

2001	260,228
2002	279,430
2003	277,670
2004	276,662
2005	296,915

2005 Highlights

System Ridership Trend





East Chicago Public Transit

Legislative District

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

Productivity

Total Passenger Boardings 296,915
 Total Vehicle Miles 219,289
 Revenue Vehicle Miles 223,021
 Revenue Vehicle Hours 15,682

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$6.30
 Operating Expense per Passenger Trip \$4.66
 Passenger Trips per Total Vehicle Mile 1.35
 Passenger Trips per Capita 9.16

Financial Performance

Operating Subsidy \$1,382,299
 Operating Subsidy Ratio 100%
 Locally Derived Income \$836,766
 Locally Derived Income Per Operating Expense \$0.61
 Fare Recovery Ratio 0%

Operating Expense Summary

Operator Salaries/Wages	\$776,349
Other Salaries/Wages	\$0
Fringe	\$281,590
Services	\$20,876
Materials and Supplies	\$98,617
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$204,866
Total	\$1,382,299
Fixed Route Expenses	\$1,273,622
Demand Response Services	\$108,677

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Local Assistance	\$836,766
State Assistance	\$231,449
Federal Assistance	\$314,084
Total	\$1,382,299

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Gillig	Yes	29+2 wc	Diesel
3	1996	Gillig	Yes	29+2 wc	Diesel
1	1999	Gillig	Yes	29+2 wc	Diesel
1	2001	Gillig	Yes	29+2 wc	Diesel
1	2002	Ford	Yes	12+2 wc	Gas
1	2003	Ford	Yes	12+2 wc	Gas
8					





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

General Information

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

Service Hours

Weekday HCR: 24 hours/day, Trolley: 5 am - 8 pm
Saturday HCR: 24 hours/day, Trolley: 5 am - 7 pm
Sunday HCR: 24 hours/day, Trolley: no Sunday service

Fare Structure

Base HCR: \$3.30 first mile, \$1.50 each mile thereafter, Trolley: \$1.00/trip
Youth HCR: 1 child rides free w/adult, each additional child is \$0.20, Trolley: child under 5 rides free w/fare paying adult
Elderly/Disabled HCR: \$7.00 first three miles \$1.50 each mile after, Trolley: half-fare during non-peak hours
Transfer HCR: N/A, Trolley - Free
Other/Special
 Trolley: Persons with Medicare card and those aged 65+ ride for half-fare during non-peak hours.
 HCR: ADA fare \$2.00 per trip for eligible riders with trip origin & destination within ADA service corridor.

Personnel

	Full-Time	Part-Time
Operations	34	2
Maintenance	3	0
Administration	10	3
Total	47	5

Operation Characteristics

Revenue Vehicles	36
Peak Hour Fleet	34
Base Fleet	34
Fuel Consumption (gal)	137,451

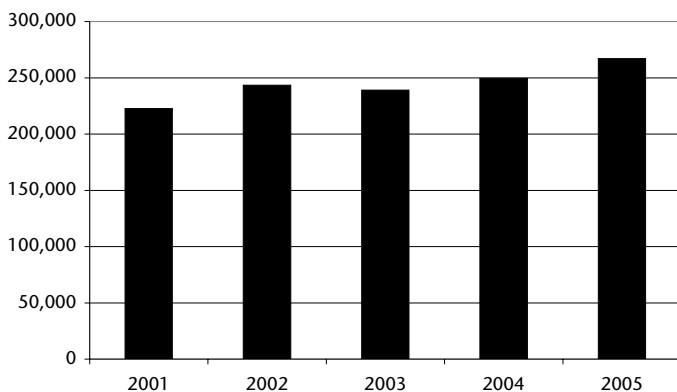
Ridership Trends

2001	222,530
2002	243,224
2003	238,847
2004	249,512
2005	267,045

2005 Highlights

- The fixed route fleet was converted to trolleys in December, 2005 and the system was renamed the "Interurban Trolley."
- 3,071 free rides were taken Dec. 20-24 to introduce the trolleys, and a drawing was held to give away two annual trolley passes.
- The lift is located in the midsection of each trolley, with two tie-down locations in the middle of the seating area. In the prior buses the wheelchair positions were in the rear of the bus. Many good comments have been received about this change.
- Each trolley has a bike rack.

System Ridership Trend





Heart City Rider/The Interurban Trolley

Legislative District

Indiana Senate 9, 11, 12
 Indiana House 5, 21, 48, 49
 U.S. Congressional 2

Productivity

Total Passenger Boardings 267,045
 Total Vehicle Miles 1,054,605
 Revenue Vehicle Miles 757,119
 Revenue Vehicle Hours 54,370

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.97
 Operating Expense per Passenger Trip \$7.78
 Passenger Trips per Total Vehicle Mile 0.25
 Passenger Trips per Capita 5.15

Financial Performance

Operating Subsidy \$1,568,056
 Operating Subsidy Ratio 76%
 Locally Derived Income \$850,908
 Locally Derived Income Per Operating Expense \$0.41
 Fare Recovery Ratio 24%

Operating Expense Summary

Operator Salaries/Wages	\$56,250
Other Salaries/Wages	\$0
Fringe	\$30,539
Services	\$249,452
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$1,677,933
Other	\$62,120
Total	\$2,076,294
Fixed Route Expenses	\$1,219,577
Demand Response Services	\$856,717

Revenue Summary

Fare Revenue	\$508,238
Contract/Other	\$0
Local Assistance	\$342,670
State Assistance	\$391,238
Federal Assistance	\$834,148
Total	\$2,076,294

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2001	Dodge	Yes	5+2 wc	Gas
2	2003	Chevy	Yes	5+2 wc	Gas
1	2004	Chevy	Yes	5+2 wc	Gas
6	2006	Hometown Trolley	Yes	33+2 wc	Diesel
26	Taxis owned by private contractor also used for this service				
36					



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

	Full-Time	Part-Time
Operations	52	9
Maintenance	10	3
Administration	10	1
Total	72	13

Operation Characteristics

Revenue Vehicles	47
Peak Hour Fleet	36
Base Fleet	32
Fuel Consumption (gal)	329,405

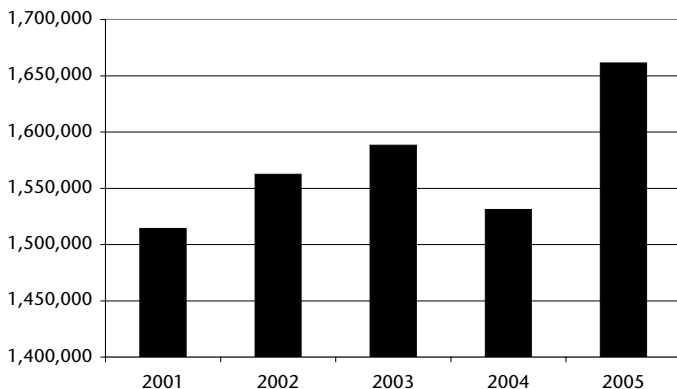
Ridership Trends

2001	1,514,121
2002	1,562,278
2003	1,588,160
2004	1,530,964
2005	1,661,303

2005 Highlights

- 8% Increase in ridership
- A bid was awarded for hybrid buses

System Ridership Trend





Metropolitan Evansville Transit System

Legislative District

Indiana Senate 49, 50
 Indiana House 75, 76, 77, 78
 U.S. Congressional 8

Productivity

Total Passenger Boardings 1,661,303
 Total Vehicle Miles 1,468,871
 Revenue Vehicle Miles 1,375,921
 Revenue Vehicle Hours 104,695

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.66
 Operating Expense per Passenger Trip \$3.23
 Passenger Trips per Total Vehicle Mile 1.13
 Passenger Trips per Capita 13.66

Financial Performance

Operating Subsidy \$4,323,973
 Operating Subsidy Ratio 81%
 Locally Derived Income \$3,499,159
 Locally Derived Income Per Operating Expense \$0.65
 Fare Recovery Ratio 16%

Operating Expense Summary

Operator Salaries/Wages	\$2,593,205
Other Salaries/Wages	\$312,494
Fringe	\$1,283,189
Services	\$22,948
Materials and Supplies	\$950,354
Utilities	\$50,756
Casualty/Liability	\$92,046
Purchased Transportation	\$0
Other	\$63,742
Total	\$5,368,734
Fixed Route Expenses	\$4,615,447
Demand Response Services	\$747,971

Revenue Summary

Fare Revenue	\$883,771
Contract/Other	\$160,990
Local Assistance	\$2,454,398
State Assistance	\$1,211,942
Federal Assistance	\$657,633
Total	\$5,368,734

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+2 wc	Diesel
1	1995	Ford	Yes	14+4 wc	Diesel
12	1997	Gillig	Yes	30+2 wc	Diesel
6	1998	Ford	Yes	14+4 wc	Diesel
2	2000	Chance	Yes	23+2 wc	Diesel
7	2001	Gillig	Yes	29+2 wc	Diesel
9	2002	Ford	Yes	15+2 wc	Diesel
47					



Fayette County

477 Grand Ave.

Connersville, IN 47331

(765) 827-1511

FAX: (765) 825-1458

Contact: Ruby Miller, Transportation Supervisor

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 Medical service when requested
Sunday No Service

Fare Structure

Base \$1.75 Connersville \$2.00 two-mile radius \$3.00 three plus-mile radius
Youth \$1.50 any distance within Fayette County
Elderly/Disabled \$1.50 any distance within Fayette County
Transfer N/A
Other/Special
 \$4.00 to Cambridge City, Laurel; \$5.00 to Brookville, Liberty, Rushville
 \$30.00 medical appointments to Indianapolis

Personnel

	Full-Time	Part-Time
Operations	0	8
Maintenance	0	0
Administration	1	2
Total	1	10

Operation Characteristics

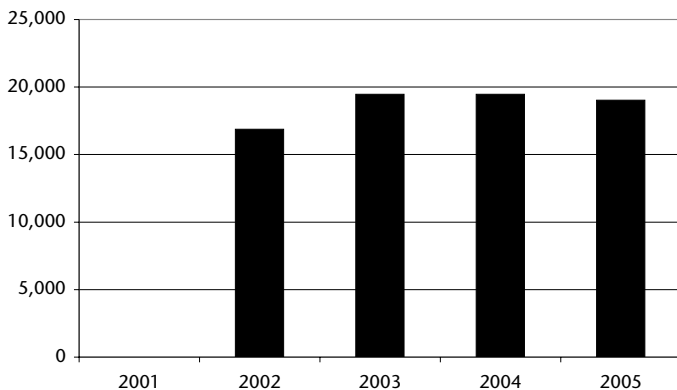
Revenue Vehicles	8
Peak Hour Fleet	7
Base Fleet	6
Fuel Consumption (gal)	10,058

Ridership Trends

2001	0
2002	16,861
2003	19,449
2004	19,460
2005	19,022

2005 Highlights

System Ridership Trend



Fayette County Transit



Legislative District

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

Productivity

Total Passenger Boardings 19,022
 Total Vehicle Miles 122,627
 Revenue Vehicle Miles 114,437
 Revenue Vehicle Hours 7,973

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.40
 Operating Expense per Passenger Trip \$9.06
 Passenger Trips per Total Vehicle Mile 0.16
 Passenger Trips per Capita 0.74

Financial Performance

Operating Subsidy \$153,217
 Operating Subsidy Ratio 89%
 Locally Derived Income \$64,570
 Locally Derived Income Per Operating Expense \$0.37
 Fare Recovery Ratio 11%

Operating Expense Summary

Operator Salaries/Wages	\$86,379
Other Salaries/Wages	\$23,406
Fringe	\$0
Services	\$0
Materials and Supplies	\$30,404
Utilities	\$3,514
Casualty/Liability	\$16,346
Purchased Transportation	\$0
Other	\$12,228
Total	\$172,277
Fixed Route Expenses	\$0
Demand Response Services	\$172,277

Revenue Summary

Fare Revenue	\$19,060
Contract/Other	\$0
Local Assistance	\$45,510
State Assistance	\$31,097
Federal Assistance	\$76,610
Total	\$172,277

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Dodge	Yes	10	Gas
2	1999	Ford	No	8	Gas
1	1999	Ford	No	15	Gas
1	2002	Dodge	Yes	13	Gas
1	2002	Ford	No	5	Gas
1	2005	Dodge	No	6	Gas
1	2005	Chevy	Yes	7	Gas
8					



Fort Wayne

801 Leesburg Road
 Fort Wayne, IN 46808
 (260) 432-4977 FAX: (260) 436-7729
Contact: Dave Gionet, General Manager
Email: drg@fwcitilink.com

General Information

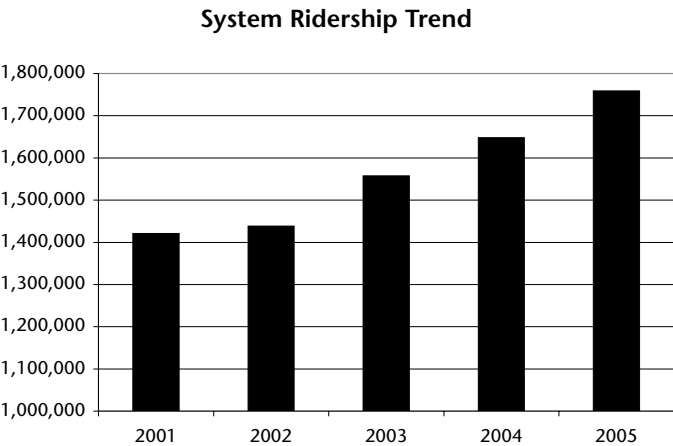
Type of Service Fixed Route/Demand
 Response/Point Deviation
Service Area Fort Wayne Metropolitan Area
Service Population 218,133

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
 E&D \$5.00/10 Rides; Youth \$7.50/10 Rides; Youth
 Summer Fun Pass \$25.00/3 Months



Personnel

	Full-Time	Part-Time
Operations	85	9
Maintenance	13	6
Administration	6	0
Total	104	15

Operation Characteristics

Revenue Vehicles	47
Peak Hour Fleet	37
Base Fleet	31
Fuel Consumption (gal)	373,988

Ridership Trends

2001	1,420,822
2002	1,438,431
2003	1,557,321
2004	1,647,578
2005	1,758,336

2005 Highlights

- Ridership of over 1.7 million (7% increase) is the highest in 15 years.
- Received Job Access and Reverse Commute grant funding to develop a Joblink mobility brokerage and provide enhanced transit service. See the Citilink website www.fwcitilink.com for more information.
- Provided free Citiloop downtown lunch trolley service powered by donated bio-diesel fuel.
- Hosted the 71st Indiana Transportation Association Annual Meeting.
- Continued emphasis on providing dependable, safe and courteous service.



Legislative District

Indiana Senate 14, 15, 16
 Indiana House 79, 80, 81, 82, 83, 84, 85
 U.S. Congressional 3

Productivity

Total Passenger Boardings 1,758,336
 Total Vehicle Miles 1,851,941
 Revenue Vehicle Miles 1,690,232
 Revenue Vehicle Hours 132,905

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.55
 Operating Expense per Passenger Trip \$4.79
 Passenger Trips per Total Vehicle Mile 0.95
 Passenger Trips per Capita 8.06

Financial Performance

Operating Subsidy \$7,251,098
 Operating Subsidy Ratio 86%
 Locally Derived Income \$5,762,134
 Locally Derived Income Per Operating Expense \$0.68
 Fare Recovery Ratio 12%

Operating Expense Summary

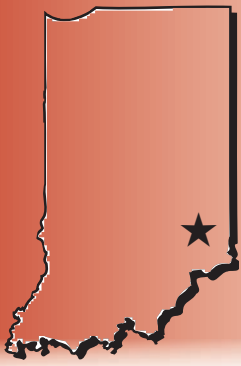
Operator Salaries/Wages	\$2,579,297
Other Salaries/Wages	\$1,047,018
Fringe	\$2,373,213
Services	\$470,273
Materials and Supplies	\$1,412,824
Utilities	\$110,015
Casualty/Liability	\$290,411
Purchased Transportation	\$0
Other	\$138,942
Total	\$8,421,993
Fixed Route Expenses	\$7,349,288
Demand Response Services	\$1,072,705

Revenue Summary

Fare Revenue	\$1,017,114
Contract/Other	\$153,781
Local Assistance	\$4,591,239
State Assistance	\$1,503,228
Federal Assistance	\$1,156,631
Total	\$8,421,993

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
10	1998	Gillig	Yes	31+2 wc	Diesel
4	1998	Gillig	Yes	28+2 wc	Diesel
2	1998	Supreme	Yes	12+2 wc	Diesel
6	2000	El Dorado	Yes	19+2 wc	Diesel
4	2002	Gillig	Yes	27+2 wc	Diesel
4	2002	Gillig	Yes	29+2 wc	Diesel
5	2003	Supreme	Yes	12+2 wc	Diesel
4	2005	Glaval	Yes	18+2 wc	Diesel
8	2005	Glaval	Yes	10+5 wc	Diesel
47					



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	Upon Request
Sunday	Upon Request

Fare Structure

Base	\$2.25
Youth	N/A
Elderly/Disabled	Donation
Transfer	N/A
Other/Special	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	9
Maintenance	1	0
Administration	2	2
Total	8	11

Operation Characteristics

Revenue Vehicles	15
Peak Hour Fleet	15
Base Fleet	11
Fuel Consumption (gal)	24,117

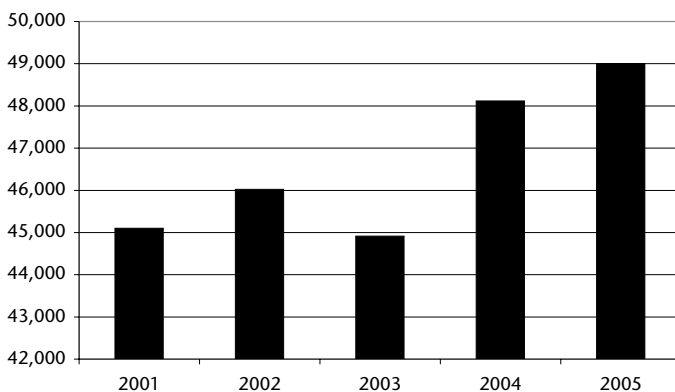
Ridership Trends

2001	45,101
2002	46,022
2003	44,911
2004	48,114
2005	49,002

2005 Highlights

- Increased units by 888
- Attended the 2005 CTAA Expo in St Louis, MO
- Part of the Whitewater Valley Transit Connection

System Ridership Trend





Franklin County Public Transportation

Legislative District

Indiana Senate 42, 43
 Indiana House 55, 67, 68
 U.S. Congressional 6

Productivity

Total Passenger Boardings 49,002
 Total Vehicle Miles 396,851
 Revenue Vehicle Miles 394,476
 Revenue Vehicle Hours 15,670

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.21
 Operating Expense per Passenger Trip \$9.78
 Passenger Trips per Total Vehicle Mile 0.12
 Passenger Trips per Capita 2.21

Financial Performance

Operating Subsidy \$429,383
 Operating Subsidy Ratio 90%
 Locally Derived Income \$271,312
 Locally Derived Income Per Operating Expense \$0.57
 Fare Recovery Ratio 10%

Operating Expense Summary

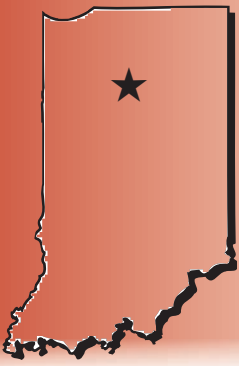
Operator Salaries/Wages	\$205,739
Other Salaries/Wages	\$112,761
Fringe	\$24,490
Services	\$41,719
Materials and Supplies	\$39,114
Utilities	\$10,951
Casualty/Liability	\$43,330
Purchased Transportation	\$0
Other	\$1,174
Total	\$479,278
Fixed Route Expenses	\$0
Demand Response Services	\$479,278

Revenue Summary

Fare Revenue	\$49,895
Contract/Other	\$0
Local Assistance	\$221,417
State Assistance	\$93,194
Federal Assistance	\$114,772
Total	\$479,278

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1990	Chrysler	Yes	4+2 wc	Gas
1	1991	Dodge	No	6	Gas
1	1994	Dodge	No	15	Gas
1	1995	Dodge	Yes	12+2 wc	Gas
1	1995	Ford	No	5	Gas
1	1995	Dodge	No	6	Gas
1	1998	Ford	No	15	Gas
1	2001	Ford	No	6	Gas
1	2001	Dodge	Yes	9+2 wc	Gas
1	2002	Dodge	No	6	Gas
1	2003	Ford	No	15	Gas
1	2005	Dodge	No	6	Gas
2	2005	Chevy	No	6	Gas
1	2005	Dodge	No	6	Gas
15					



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 a.m. to 4:00 p.m.
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

	Full-Time	Part-Time
Operations	3	7
Maintenance	0	1
Administration	2	0
Total	7	5

Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	6
Base Fleet	3
Fuel Consumption (gal)	7,874

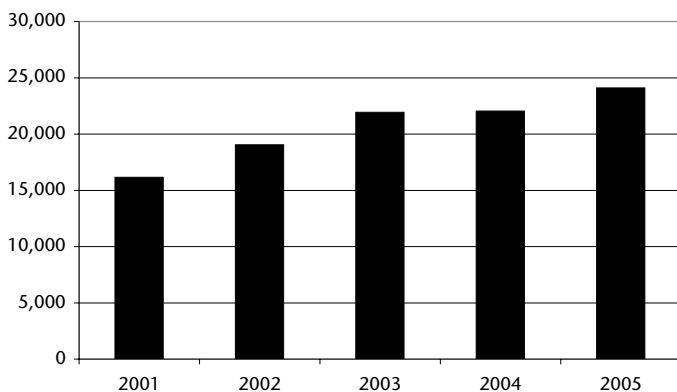
Ridership Trends

2001	16,154
2002	19,048
2003	21,919
2004	22,029
2005	24,092

2005 Highlights

- Showed a 9% increase in ridership from 2004.
- Received a grant from a local foundation to help cover match dollars for new vehicles.
- Received a grant from INDOT for two new vehicles, a low floor minivan and a 12 passenger van.

System Ridership Trend



Fulton County Transpo



Legislative District

Indiana Senate 18
 Indiana House 16, 23
 U.S. Congressional 2

Productivity

Total Passenger Boardings 24,092
 Total Vehicle Miles 134,998
 Revenue Vehicle Miles 120,070
 Revenue Vehicle Hours 7,767

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.58
 Operating Expense per Passenger Trip \$8.84
 Passenger Trips per Total Vehicle Mile 0.18
 Passenger Trips per Capita 1.17

Financial Performance

Operating Subsidy \$188,024
 Operating Subsidy Ratio 88%
 Locally Derived Income \$86,384
 Locally Derived Income Per Operating Expense \$0.41
 Fare Recovery Ratio 12%

Operating Expense Summary

Operator Salaries/Wages	\$91,711
Other Salaries/Wages	\$51,588
Fringe	\$16,663
Services	\$0
Materials and Supplies	\$25,613
Utilities	\$3,632
Casualty/Liability	\$9,972
Purchased Transportation	\$0
Other	\$13,789
Total	\$212,968
Fixed Route Expenses	\$0
Demand Response Services	\$212,968

Revenue Summary

Fare Revenue	\$24,944
Contract/Other	\$0
Local Assistance	\$61,440
State Assistance	\$43,427
Federal Assistance	\$83,157
Total	\$212,968

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1989	Buick	No	5	Gas
1	1996	Chevy	No	15	Gas
1	1999	Dodge	Yes	11+1 wc	Gas
2	2000	Dodge	No	6	Gas
1	2004	Chevy	Yes	6	Gas
1	2004	Dodge	No	6	Gas
1	2006	Ford	No	11	Gas
8					



Gary

100 West 4th Avenue

Gary, IN 46402

(219) 885-7555

FAX: (219) 881-2551

Contact: Daryl Lampkins, General Manager

Email: dlampkins@gptcbus.com

General Information

Type of Service	Fixed Route and ADA Paratransit
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	65	3
Maintenance	22	2
Administration	13	0
Total	<u>100</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	52
Peak Hour Fleet	28
Base Fleet	21
Fuel Consumption (gal)	254,516

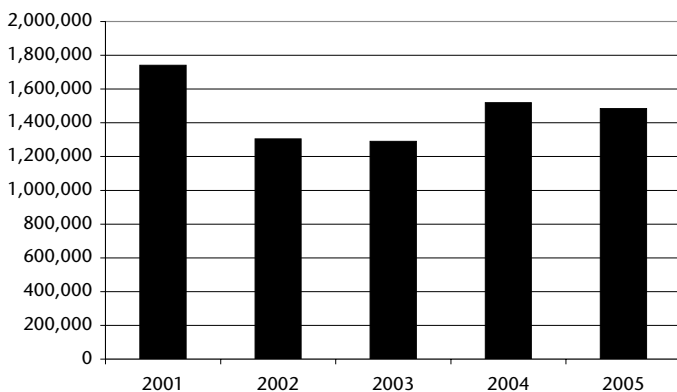
Ridership Trends

2001	1,739,696
2002	1,304,092
2003	1,289,824
2004	1,518,967
2005	1,483,704

2005 Highlights

- GPTC provided bicycle racks on nine large transit buses.
- GPTC continued the operation of the U.S. Circular Route providing access to jobs.
- Implemented the Traffic Pre-Emption Project with City of Gary on one fixed route.

System Ridership Trend





Gary Public Transportation Corporation

Legislative District

Indiana Senate 2, 3
 Indiana House 2, 3, 11, 14
 U.S. Congressional 1

Productivity

Total Passenger Boardings 1,483,704
 Total Vehicle Miles 1,141,683
 Revenue Vehicle Miles 1,056,034
 Revenue Vehicle Hours 85,276

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$6.59
 Operating Expense per Passenger Trip \$5.07
 Passenger Trips per Total Vehicle Mile 1.30
 Passenger Trips per Capita 14.44

Financial Performance

Operating Subsidy \$5,836,801
 Operating Subsidy Ratio 78%
 Locally Derived Income \$3,889,081
 Locally Derived Income Per Operating Expense \$0.52
 Fare Recovery Ratio 13%

Operating Expense Summary

Operator Salaries/Wages	\$1,940,818
Other Salaries/Wages	\$1,120,334
Fringe	\$1,842,536
Services	\$1,128,438
Materials and Supplies	\$860,993
Utilities	\$166,711
Casualty/Liability	\$389,997
Purchased Transportation	\$0
Other	\$75,587
Total	\$7,525,414
Fixed Route Expenses	\$7,035,703
Demand Response Services	\$542,925

Revenue Summary

Fare Revenue	\$1,001,452
Contract/Other	\$118,330
Local Assistance	\$2,769,299
State Assistance	\$935,317
Federal Assistance	\$2,132,185
Total	\$7,525,414

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
8	1991	RTS	Yes	35+2 wc	Diesel
2	1992	El Dorado	Yes	16+2 wc	Diesel
2	1992	TMC	Yes	35+2 wc	Diesel
2	1993	Flexible	Yes	35+2 wc	LNG
3	1993	TMC	Yes	35+2 wc	Diesel
4	1995	Flexible	Yes	35+2 wc	Diesel
3	1995	Flexible	Yes	35+2 wc	LNG
6	1996	NOVA	Yes	35+2 wc	Diesel
1	1997	Flexible	Yes	30+2 wc	LNG
4	1997	NOVA	Yes	30+2 wc	Diesel
2	1997	NOVA	Yes	30+2 wc	LNG
3	2000	Ford	Yes	23+2 wc	Diesel
1	2000	Chance	Yes	20+2 wc	Diesel
2	2001	Ford	Yes	4+2 wc	Gasoline
4	2001	Ford	Yes	16+2 wc	Diesel
5	2001	Chance	Yes	23+2 wc	Diesel
52					



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

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 \$3.30 first mile, \$1.50 each mile thereafter
Youth Child accompanied by adult rides free, each additional child is \$0.20
Elderly/Disabled \$7.00 first three miles, \$1.50 per mile thereafter
Transfer N/A
Other/Special

ADA fare: \$2.00 per trip for eligible riders, with trip origin & destination within ADA service corridor.

Personnel

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

Operation Characteristics

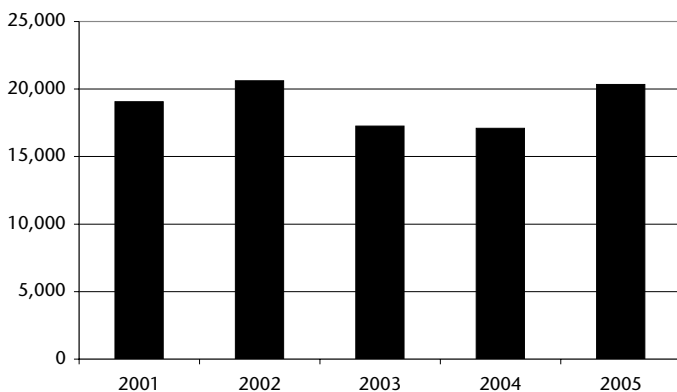
Revenue Vehicles	5
Peak Hour Fleet	4
Base Fleet	4
Fuel Consumption (gal)	10,792

Ridership Trends

2001	19,052
2002	20,603
2003	17,242
2004	17,093
2005	20,327

2005 Highlights

System Ridership Trend



Goshen Transit Service



Legislative District

Indiana Senate 12
 Indiana House 21, 49
 U.S. Congressional 3

Productivity

Total Passenger Boardings 20,327
 Total Vehicle Miles 118,714
 Revenue Vehicle Miles 58,170
 Revenue Vehicle Hours 3,837

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.47
 Operating Expense per Passenger Trip \$8.56
 Passenger Trips per Total Vehicle Mile 0.17
 Passenger Trips per Capita 0.69

Financial Performance

Operating Subsidy \$108,107
 Operating Subsidy Ratio 62%
 Locally Derived Income \$75,165
 Locally Derived Income Per Operating Expense \$0.43
 Fare Recovery Ratio 38%

Operating Expense Summary

Operator Salaries/Wages	\$13,302
Other Salaries/Wages	\$0
Fringe	\$7,211
Services	\$2,301
Materials and Supplies	\$938
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$135,778
Other	\$14,409
Total	\$173,939
Fixed Route Expenses	\$0
Demand Response Services	\$173,939

Revenue Summary

Fare Revenue	\$65,832
Contract/Other	\$0
Local Assistance	\$9,333
State Assistance	\$46,413
Federal Assistance	\$52,361
Total	\$173,939

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2001	Dodge	Yes	5+2 wc	Gas
1	2003	Chevy	Yes	5+2 wc	Gas
1	2004	Chevy	Yes	5+2 wc	Gas
2	Taxis owned by private contractor also used for this service				
5					



Hammond

425 Sibley Avenue
 Hammond, IN 46320
 (219) 853-6401 FAX: (219) 853-6407
Contact: Keith E. Matasovsky, Director
Email: transit@gohammond.com

General Information

Type of Service Fixed Route and Demand Response
Service Area Hammond, Whiting, and adjacent areas of Illinois & Indiana
Service Population 83,000

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

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

Operation Characteristics

Revenue Vehicles	15
Peak Hour Fleet	11
Base Fleet	6
Fuel Consumption (gal)	107,219

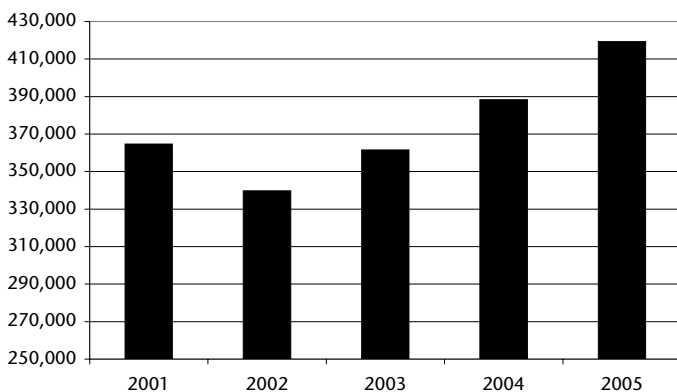
Ridership Trends

2001	364,612
2002	339,711
2003	361,413
2004	388,270
2005	419,290

2005 Highlights

- Ridership increased 9%, for a total of 31,000 more riders in 2005 vs. 2004. First time over 400,000 riders.
- Completed Service Evaluation in early 2005 and began implementing changes that began new partnerships with Purdue University & St. Margaret's Hospital.
- Decreased the cost of contract service with First Transit and maintained the same service to riders.
- Received a Citizens Advisory Award for efforts to improve transportation regionally.
- Added 9 bus shelters with new paint scheme and bus route schedules posted in them to add to customer awareness and to create system identity.
- Changed bus route schedules to be bi-lingual.

System Ridership Trend





Hammond Transit System

Legislative District

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

Productivity

Total Passenger Boardings 419,290
 Total Vehicle Miles 507,361
 Revenue Vehicle Miles 468,190
 Revenue Vehicle Hours 29,283

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.31
 Operating Expense per Passenger Trip \$5.22
 Passenger Trips per Total Vehicle Mile 0.83
 Passenger Trips per Capita 5.05

Financial Performance

Operating Subsidy \$1,776,283
 Operating Subsidy Ratio 81%
 Locally Derived Income \$1,067,469
 Locally Derived Income Per Operating Expense \$0.49
 Fare Recovery Ratio 19%

Operating Expense Summary

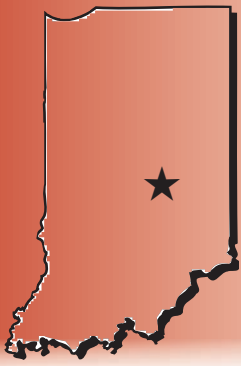
Operator Salaries/Wages	\$118,062
Other Salaries/Wages	\$0
Fringe	\$52,941
Services	\$68,278
Materials and Supplies	\$233,013
Utilities	\$7,556
Casualty/Liability	\$21,814
Purchased Transportation	\$1,686,187
Other	\$1,000
Total	\$2,188,851
Fixed Route Expenses	\$2,121,918
Demand Response Services	\$66,933

Revenue Summary

Fare Revenue	\$411,698
Contract/Other	\$870
Local Assistance	\$654,901
State Assistance	\$408,094
Federal Assistance	\$713,288
Total	\$2,188,851

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	Freightliner	Yes	28+2 wc	Diesel
3	1998	Thomas	Yes	39+2 wc	Diesel
3	1998	Thomas	Yes	22+2 wc	Diesel
4	2002	Opus	Yes	25+2	Diesel
4	2002	Opus	Yes	29+2	Diesel
15					



Hancock County

312 E. Main Street Suite A
 Greenfield, IN 46140
 (317) 462-3758 FAX: (317) 462-2843
Contact: Linda Hart, Executive Director
Email: lhart34@covad.net

General Information

Type of Service Demand Response
Service Area Hancock County
Service Population 55,391

Service Hours

Weekday 8 am - 4 pm
Saturday None
Sunday None

Fare Structure

Base \$2.00 each way
Youth \$2.00 each way for 16 years & older--No charge under 16 years of age
Elderly/Disabled Donation or \$2.00 each way according to destination
Transfer N/A
Other/Special \$1.00 each extra stop

Personnel

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

Operation Characteristics

Revenue Vehicles	5
Peak Hour Fleet	4
Base Fleet	4
Fuel Consumption (gal)	4,145

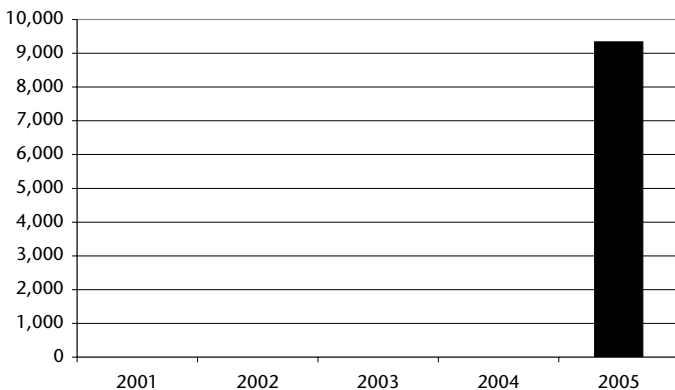
Ridership Trends

2001	0
2002	0
2003	0
2004	0
2005	9,334

2005 Highlights

- Started in 2005 providing transportation to employment opportunities.
- Director Linda Hart received the 2005 Greenfield Chamber of Commerce Non-profit Community Service Award.
- Unduplicated people served in 2004 were 286. 2005 increased by 156 people to 442 unduplicated people count in 2005.

System Ridership Trend



Hancock Area Rural Transit



Legislative District

Indiana Senate 28
Indiana House 29, 53

U.S. Congressional 5

Productivity

Total Passenger Boardings 9,334
Total Vehicle Miles 78,109
Revenue Vehicle Miles 77,253
Revenue Vehicle Hours 6,522

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.26
Operating Expense per Passenger Trip \$18.92
Passenger Trips per Total Vehicle Mile 0.12
Passenger Trips per Capita 0.17

Financial Performance

Operating Subsidy \$160,591
Operating Subsidy Ratio 91%
Locally Derived Income \$111,932
Locally Derived Income Per Operating Expense \$0.63
Fare Recovery Ratio 9%

Operating Expense Summary

Operator Salaries/Wages	\$71,626
Other Salaries/Wages	\$34,760
Fringe	\$17,922
Services	\$14,470
Materials and Supplies	\$15,024
Utilities	\$2,920
Casualty/Liability	\$5,298
Purchased Transportation	\$0
Other	\$14,612
Total	\$176,632
Fixed Route Expenses	\$0
Demand Response Services	\$176,632

Revenue Summary

Fare Revenue	\$16,041
Contract/Other	\$0
Local Assistance	\$95,891
State Assistance	\$0
Federal Assistance	\$64,700
Total	\$176,632

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	Ford	No	5	Gas
1	2001	Ford	No	5	Gas
1	2003	Chevy/Braun	Yes	5	Gas
1	2005	Braun	Yes	5	Gas
1	2005	Ford	No	5	Gas
5					



Hendricks Co.

P.O. Box 369
 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

Personnel

	Full-Time	Part-Time
Operations	6	14
Maintenance	0	0
Administration	0	4
Total	6	18

Operation Characteristics

Revenue Vehicles	16
Peak Hour Fleet	16
Base Fleet	5
Fuel Consumption (gal)	21,547

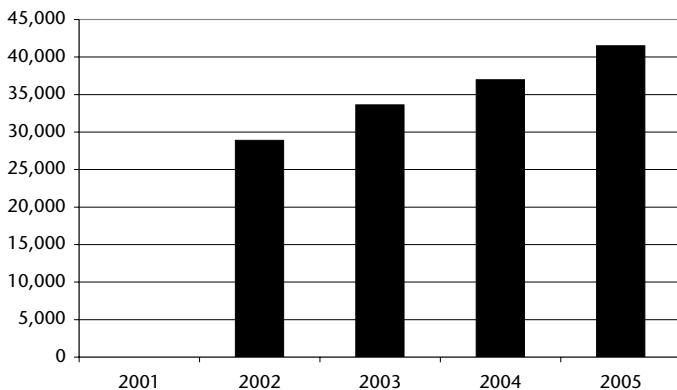
Ridership Trends

2001	0
2002	28,899
2003	33,603
2004	36,954
2005	41,498

2005 Highlights

- Established transit system in Morgan County effective 1/1/06.
- Local Danville business donated the use of an automobile, including applicable insurance coverage.

System Ridership Trend





LINK Hendricks County

Legislative District

Indiana Senate 23, 24
 Indiana House 28, 40, 47, 91
 U.S. Congressional 4

Productivity

Total Passenger Boardings 41,498
 Total Vehicle Miles 249,466
 Revenue Vehicle Miles 248,539
 Revenue Vehicle Hours 15,534

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.18
 Operating Expense per Passenger Trip \$7.11
 Passenger Trips per Total Vehicle Mile 0.17
 Passenger Trips per Capita 0.40

Financial Performance

Operating Subsidy \$258,686
 Operating Subsidy Ratio 88%
 Locally Derived Income \$117,885
 Locally Derived Income Per Operating Expense \$0.40
 Fare Recovery Ratio 12%

Operating Expense Summary

Operator Salaries/Wages	\$133,973
Other Salaries/Wages	\$53,477
Fringe	\$21,425
Services	\$16,081
Materials and Supplies	\$44,294
Utilities	\$6,349
Casualty/Liability	\$17,273
Purchased Transportation	\$0
Other	\$2,015
Total	\$294,887
Fixed Route Expenses	\$0
Demand Response Services	\$294,877

Revenue Summary

Fare Revenue	\$36,201
Contract/Other	\$0
Local Assistance	\$81,684
State Assistance	\$47,659
Federal Assistance	\$129,343
Total	\$294,887

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Dodge	Yes	11+1 wc	Gas
2	1997	Dodge	No	14	Gas
1	1997	Dodge	Yes	8+1 wc	Gas
1	1998	Dodge	Yes	11+1 wc	Gas
1	1998	Ford	No	11	Gas
1	1999	Dodge	Yes	8+1 wc	Gas
2	2000	Dodge	Yes	7+2 wc	Gas
1	2001	Chevy	No	5	Gas
2	2002	Dodge	Yes	14+3 wc	Gas
1	2003	Ford	No	14	Gas
1	2003	Chrysler	No	3	Gas
1	2005	Chevy	Yes	9+2 wc	Gas
1	2006	Ford	No	5	Gas
16					



Huntingburg

508 East Fourth Street
 Huntington, IN 47542
 (812) 683-2211 FAX: (812) 683-5661
Contact: Sara E. Songer, Office Manager
Email: huntingburg@huntingburg.org

General Information

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

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

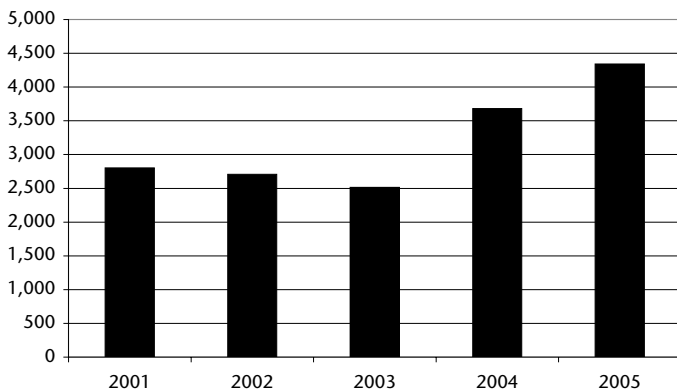
Revenue Vehicles	1
Peak Hour Fleet	1
Base Fleet	1
Fuel Consumption (gal)	1,291

Ridership Trends

2001	2,800
2002	2,706
2003	2,511
2004	3,680
2005	4,340

2005 Highlights

System Ridership Trend



Huntingburg Transit System



Legislative District

Indiana Senate 47
Indiana House 74

U.S. Congressional 9

Productivity

Total Passenger Boardings 4,340
Total Vehicle Miles 10,487
Revenue Vehicle Miles 10,265
Revenue Vehicle Hours 1,764

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$9.01
Operating Expense per Passenger Trip \$21.77
Passenger Trips per Total Vehicle Mile 0.41
Passenger Trips per Capita 0.78

Financial Performance

Operating Subsidy \$92,656
Operating Subsidy Ratio 98%
Locally Derived Income \$60,316
Locally Derived Income Per Operating Expense \$0.64
Fare Recovery Ratio 2%

Operating Expense Summary

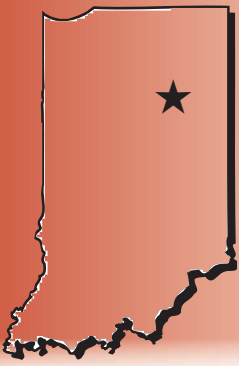
Operator Salaries/Wages	\$36,432
Other Salaries/Wages	\$23,224
Fringe	\$25,281
Services	\$2,200
Materials and Supplies	\$3,116
Utilities	\$3,442
Casualty/Liability	\$648
Purchased Transportation	\$0
Other	\$137
Total	\$94,480
Fixed Route Expenses	\$0
Demand Response Services	\$94,480

Revenue Summary

Fare Revenue	\$1,824
Contract/Other	\$0
Local Assistance	\$58,492
State Assistance	\$7,421
Federal Assistance	\$26,743
Total	\$94,480

Fleet Inventory

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



Huntington County

354 North Jefferson Street
 Huntington, IN 46750
 (260) 356-3006 FAX: (206) 356-3007
Contact: Holly Saunders, Executive Director
Email: hat@huntington.in.us

General Information

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

Service Hours

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

Fare Structure

Base \$2.00 City of Huntington, \$3.00 from city out 8 miles, \$4.00 beyond 8 miles from city limits
Youth Same as base
Elderly/Disabled Elderly - Donation; Disabled (same as base)
Transfer N/A
Other/Special

Personnel

	Full-Time	Part-Time
Operations	3	11
Maintenance	0	0
Administration	2	4
Total	5	15

Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	8
Base Fleet	8
Fuel Consumption (gal)	13,972

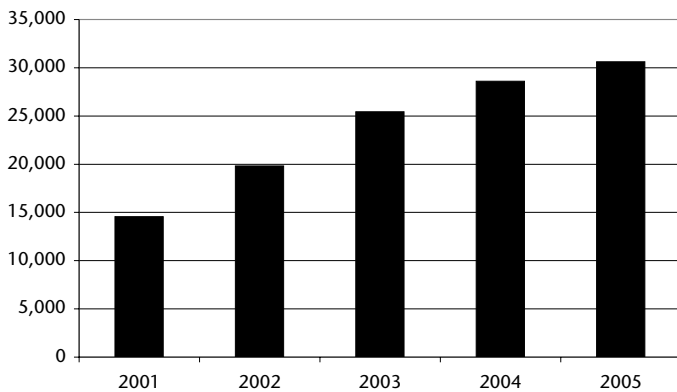
Ridership Trends

2001	14,547
2002	19,805
2003	25,439
2004	28,583
2005	30,615

2005 Highlights

- Received the second year grant, in a three year grant cycle from Parkview Huntington Hospital.
- Added two modified mini-vans to fleet, making a fleet of ten vehicles.
- Collaborated with the United Way of Huntington County to transport residents of local nursing homes to a Day of Caring Picnic.
- Increased ridership for the fifth year in a row. We have had a 112% increase since starting public transportation in 2001.
- Increased Medicaid trips by 44% since 2004.

System Ridership Trend





Huntington Area Transportation

Legislative District

Indiana Senate 17
Indiana House 50

U.S. Congressional 5

Productivity

Total Passenger Boardings 30,615
Total Vehicle Miles 201,420
Revenue Vehicle Miles 176,434
Revenue Vehicle Hours 16,181

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.83
Operating Expense per Passenger Trip \$12.01
Passenger Trips per Total Vehicle Mile 0.15
Passenger Trips per Capita 0.80

Financial Performance

Operating Subsidy \$344,849
Operating Subsidy Ratio 94%
Locally Derived Income \$193,278
Locally Derived Income Per Operating Expense \$0.53
Fare Recovery Ratio 6%

Operating Expense Summary

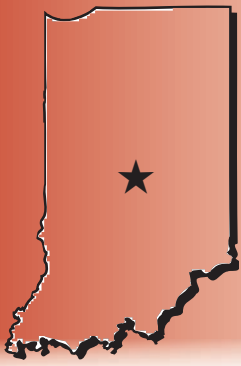
Operator Salaries/Wages	\$138,837
Other Salaries/Wages	\$90,448
Fringe	\$33,162
Services	\$13,730
Materials and Supplies	\$42,692
Utilities	\$2,806
Casualty/Liability	\$20,048
Purchased Transportation	\$7,019
Other	\$18,936
Total	\$367,678
Fixed Route Expenses	\$0
Demand Response Services	\$367,678

Revenue Summary

Fare Revenue	\$22,656
Contract/Other	\$173
Local Assistance	\$170,449
State Assistance	\$49,337
Federal Assistance	\$125,063
Total	\$367,678

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+2 wc	Gas
1	2000	Dodge	Yes	9+2 wc	Gas
1	2001	Dodge	No	13	Gas
1	2001	Dodge	Yes	11+2 wc	Gas
1	2003	Dodge	No	7	Gas
1	2003	Chevy/Braun	Yes	7+2 wc	Gas
1	2003	Buick	No	5	Gas
1	2005	Dodge	No	7	Gas
2	2005	Chevy/Braun	Yes	7	Gas
11					



Indianapolis

1501 West Washington Street
 Indianapolis, IN 46222
 (317) 635-2100 FAX: (317) 635-6585
Contact: Gil Holmes, President/CEO
Email: gholmes@indygo.net

General Information

Type of Service Fixed Route and Demand Response
Service Area Indianapolis Metropolitan Area
Service Population 791,926

Service Hours

Weekday 3:31 am - 1:05 am
Saturday 5:06 am - 1:09 am
Sunday 5:52 am - 10:12 pm

Fare Structure

Base \$1.25
Youth \$0.60
Elderly/Disabled \$0.60
Transfer None
Other/Special

Pass (full fare) \$50.00/Month; E&D Pass \$25.00/Month
 Demand Response \$25.00 for Ten Trip Ticket; Day Pass \$3.00; All Passes 1/2 price for youth and "half-fare" program

Personnel

	Full-Time	Part-Time
Operations	347	0
Maintenance	74	0
Administration	28	0
Total	449	0

Operation Characteristics

Revenue Vehicles	240
Peak Hour Fleet	196
Base Fleet	149
Fuel Consumption (gal)	1,914,923

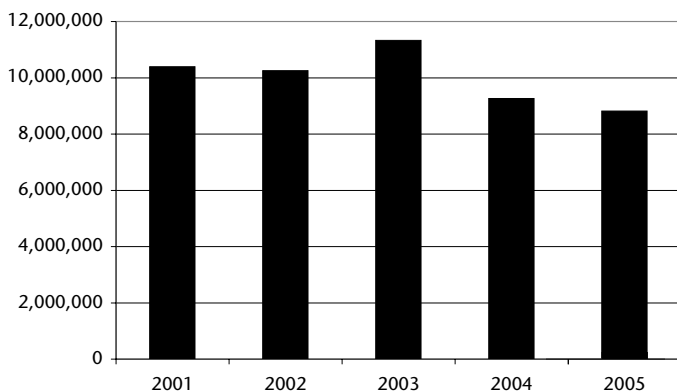
Ridership Trends

2001	10,389,510
2002	10,247,493
2003	11,324,573
2004	9,260,427
2005	8,810,183

2005 Highlights

- 2005 Summer Youth Pass - program to attract students to use transit during the summer.
- Installation of 80 new bus shelters.
- Installation of new bus signs providing more route information.
- Upgrades to IndyGo web site - www.IndyGo.net
- Redesigned downtown Blue Line Circulator route resulting in ten fold increase in ridership.

System Ridership Trend





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, 7

Productivity

Total Passenger Boardings 8,810,183
Total Vehicle Miles 9,993,247
Revenue Vehicle Miles 8,590,152
Revenue Vehicle Hours 572,724

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.14
Operating Expense per Passenger Trip \$4.69
Passenger Trips per Total Vehicle Mile 0.88
Passenger Trips per Capita 11.13

Financial Performance

Operating Subsidy \$32,266,084
Operating Subsidy Ratio 78%
Locally Derived Income \$29,530,193
Locally Derived Income Per Operating Expense \$0.71
Fare Recovery Ratio 20%

Operating Expense Summary

Operator Salaries/Wages	\$11,111,296
Other Salaries/Wages	\$6,386,259
Fringe	\$9,016,601
Services	\$4,210,037
Materials and Supplies	\$6,876,130
Utilities	\$906,183
Casualty/Liability	\$105,760
Purchased Transportation	\$2,596,509
Other	\$118,578
Total	\$41,327,353
Fixed Route Expenses	\$32,530,269
Demand Response Services	\$8,797,084

Revenue Summary

Fare Revenue	\$8,167,225
Contract/Other	\$894,044
Local Assistance	\$20,468,924
State Assistance	\$8,512,188
Federal Assistance	\$3,284,972
Total	\$41,327,353

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
30	1997	Gillig	Yes	44+2 wc	Diesel
10	1998	Gillig	Yes	44+2 wc	Diesel
25	2000	Gillig	Yes	23+2 wc	Diesel
25	2000	Gillig	Yes	28+2 wc	Diesel
25	2000	Gillig	Yes	38+2 wc	Diesel
3	2001	Ford	Yes	14+4 wc	Diesel
3	2002	Ford	Yes	14+4 wc	Diesel
24	2003	Gillig	Yes	38+2 wc	Diesel
5	2003	Ebus	Yes	22+2 wc	Dual
2	2004	Gillig	Yes	38+2 wc	Dual
12	2004	Ford	Yes	14+4 wc	Diesel
9	2005	Opus	Yes	38+2 wc	Diesel
33	2005	Ford	Yes	14+4 wc	Diesel
34	2006	Ford	Yes	14+4 wc	Diesel
240					



Jay-Randolph-Delaware Counties

1701 Pilgrim Blvd. P.O. Box 308
 Yorktown, IN 47396
 (800) 589-1121 FAX: (765) 759-0060
Contact: Mark Yaudas, Manager of Logistics
Email: myaudas@lifestreaminc.org

General Information

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

Service Hours

Weekday 7:00 am - 6:00 pm
Saturday No Service
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 (Transfers available to board other service between MITS and The New InterUrban)
Other/Special
 Monthly Pass: \$10.00

Personnel

	Full-Time	Part-Time
Operations	11	10
Maintenance	0	0
Administration	3	1
Total	14	11

Operation Characteristics

Revenue Vehicles	27
Peak Hour Fleet	23
Base Fleet	20
Fuel Consumption (gal)	56,608

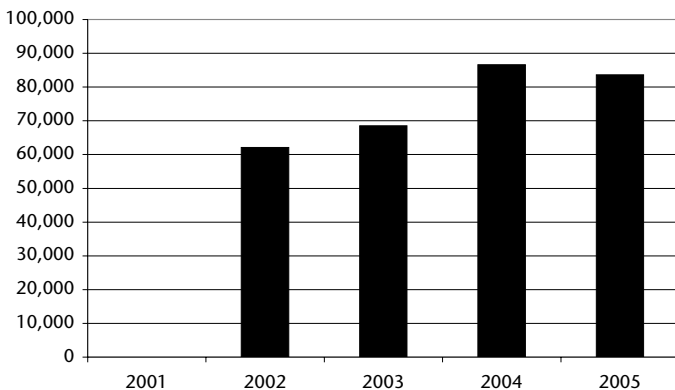
Ridership Trends

2001	0
2002	62,090
2003	68,491
2004	86,551
2005	83,614

2005 Highlights

- LifeStream received a Community Development Block Grant (CDBG) totalling \$357,000 to rennovate the Transportation Center.
- Ridership has increased considerably each year we have operated as a rural public system.

System Ridership Trend





The New InterUrban Public Transit System

Legislative District

Indiana Senate 26, 27
 Indiana House 33, 34, 35, 54
 U.S. Congressional 6

Productivity

Total Passenger Boardings 83,614
 Total Vehicle Miles 508,052
 Revenue Vehicle Miles 504,303
 Revenue Vehicle Hours 29,763

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.88
 Operating Expense per Passenger Trip \$11.44
 Passenger Trips per Total Vehicle Mile 0.16
 Passenger Trips per Capita 0.83

Financial Performance

Operating Subsidy \$924,247
 Operating Subsidy Ratio 97%
 Locally Derived Income \$550,044
 Locally Derived Income Per Operating Expense \$0.58
 Fare Recovery Ratio 3%

Operating Expense Summary

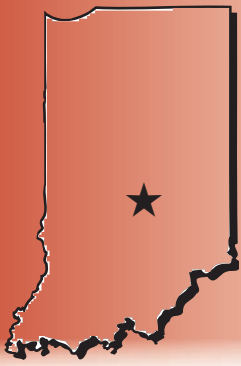
Operator Salaries/Wages	\$421,730
Other Salaries/Wages	\$33,313
Fringe	\$122,298
Services	\$3,234
Materials and Supplies	\$133,431
Utilities	\$16,779
Casualty/Liability	\$35,691
Purchased Transportation	\$0
Other	\$190,110
Total	\$956,586
Fixed Route Expenses	\$0
Demand Response Services	\$956,586

Revenue Summary

Fare Revenue	\$32,339
Contract/Other	\$0
Local Assistance	\$517,705
State Assistance	\$125,525
Federal Assistance	\$281,017
Total	\$956,586

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1989	Braun	Yes	10+1 wc	Gas
1	1991	GMC	No	14	Gas
2	1994	Braun	Yes	12+1 wc	Gas
1	1996	Chevy	No	6	Gas
1	1996	Ford	No	14	Gas
1	1996	Braun	Yes	12+1 wc	Gas
1	1997	Braun	Yes	8+1 wc	Gas
1	1998	Ford	No	14	Gas
1	1998	Braun	No	14	Gas
1	1999	GMC	No	14	Gas
1	1999	Braun	Yes	12+2 wc	Gas
2	2000	Braun	Yes	12+2 wc	Gas
1	2001	Braun	Yes	12	Gas
4	2002	Braun	Yes	12+2 wc	Gas
3	2003	Braun	Yes	12+2 wc	Gas
2	2004	Braun	Yes	12+2 wc	Gas
3	2005	Braun	Yes	11+2 wc	Gas
27					



Johnson-Shelby Counties

P.O. Box 216
 Franklin, IN 46131
 (317) 738-5523 FAX: (317) 738-5515
Contact: Rebecca J Allen, Transportation Director
Email: beckyallen2@gmail.com

General Information

Type of Service Demand Response and Deviated Fixed Route
Service Area Johnson/Shelby County
Service Population 107,493

Service Hours

Weekday 5:30 am - 10:00 pm
Saturday 9:00 am - 5:00 pm
Sunday Closed

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

	Full-Time	Part-Time
Operations	13	6
Maintenance	0	0
Administration	1	1
Total	14	7

Operation Characteristics

Revenue Vehicles	22
Peak Hour Fleet	17
Base Fleet	15
Fuel Consumption (gal)	42,830

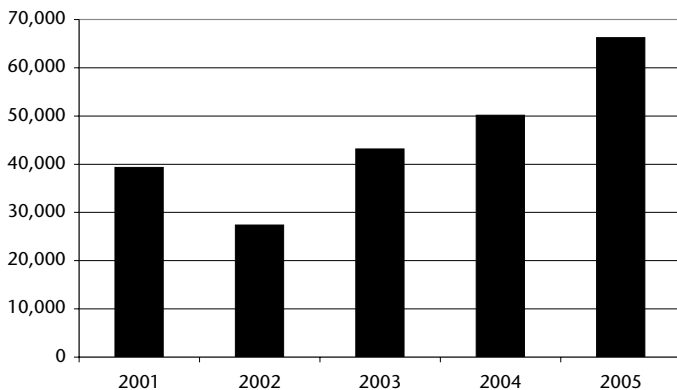
Ridership Trends

2001	39,317
2002	27,351
2003	43,145
2004	50,142
2005	66,233

2005 Highlights

- Expanded into Shelby County - coordinating with Shelby County Senior Services operating ShelbyGo.
- 1,008 new 1st time Johnson County passengers began riding in 2005.
- ShelbyGo averaged 1,158 passenger trips per month during its 1st year.
- Johnson County hospital sponsored anti-smoking advertising campaign on transit vehicles.
- ShelbyGo drivers received the Chamber of Commerce "Golden Pineapple" award for excellent customer service.

System Ridership Trend





ACCESS Johnson County ShelbyGo

Legislative District

Indiana Senate 32, 35, 36, 37, 41, 42

Indiana House 47, 53, 57, 58, 59, 93

U.S. Congressional 4, 5, 6

Productivity

Total Passenger Boardings 66,233

Total Vehicle Miles 486,422

Revenue Vehicle Miles 480,269

Revenue Vehicle Hours 30,244

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.85

Operating Expense per Passenger Trip \$13.62

Passenger Trips per Total Vehicle Mile 0.14

Passenger Trips per Capita 0.62

Financial Performance

Operating Subsidy \$843,785

Operating Subsidy Ratio 94%

Locally Derived Income \$470,691

Locally Derived Income

Per Operating Expense \$0.52

Fare Recovery Ratio 6%

Operating Expense Summary

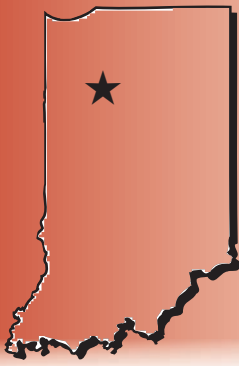
Operator Salaries/Wages	\$327,335
Other Salaries/Wages	\$112,632
Fringe	\$52,695
Services	\$92,801
Materials and Supplies	\$69,097
Utilities	\$11,650
Casualty/Liability	\$15,091
Purchased Transportation	\$83,458
Other	\$137,524
Total	\$902,283
Fixed Route Expenses	\$181,564
Demand Response Services	\$720,719

Revenue Summary

Fare Revenue	\$58,498
Contract/Other	\$0
Local Assistance	\$412,193
State Assistance	\$89,797
Federal Assistance	\$341,795
Total	\$902,283

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Dodge	Yes	6+2 wc	Gas
1	1994	Dodge	Yes	6+2 wc	Gas
3	1996	Dodge	Yes	6+2 wc	Gas
1	1997	Ford	Yes	14+2 wc	Gas
2	1998	Dodge	Yes	6+2 wc	Gas
1	1999	Dodge	Yes	6+2 wc	Gas
1	1999	Ford	Yes	6+2 wc	Gas
1	2000	Dodge	Yes	6+2 wc	Gas
1	2001	Dodge	Yes	6+2 wc	Gas
1	2001	Ford	Yes	14+2 wc	Gas
1	2002	Ford	Yes	14+2 wc	Gas
4	2002	Dodge	Yes	6+2 wc	Gas
1	2002	Ford	Yes	6+2 wc	Gas
1	2003	Ford	Yes	14+2 wc	Gas
2	2005	Chevy	Yes	3+2 wc	Gas
22					



KIRPC

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

Monon, IN 47959

(219) 253-6658

FAX: (219) 253-6659

Contact: Tari Bateman, Transit Manager/Grant Administrator

Email: tbateman@kirpc.net

General Information

Type of Service	Demand Response
Service Area	Jasper, Pulaski and Starke Counties
Service Population	67,354

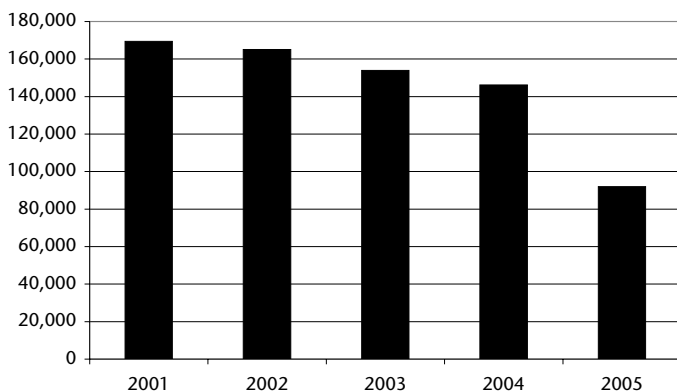
Service Hours

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

Fare Structure

Base	\$1 with additional charges for out-of-county trips (varies by county)
Youth	\$1 with additional charges for out-of-county trips (varies by county)
Elderly/Disabled	\$1 with additional charges for out-of-county; Pulaski base rate is donation only; Starke offers reduced out-of county rate at \$0.30/mile instead of standard 1/mile.
Transfer	N/A
Other/Special	Pass \$30/month or \$20/month elderly/disabled (Pulaski), \$6 Value Ticket for \$5 (Starke)

System Ridership Trend



Personnel

	Full-Time	Part-Time
Operations	10	12
Maintenance	0	0
Administration	6	7
Total	16	19

Operation Characteristics

Revenue Vehicles	31
Peak Hour Fleet	17
Base Fleet	13
Fuel Consumption (gal)	37,134

Ridership Trends

2001	169,349
2002	164,993
2003	153,828
2004	146,166
2005	91,877

2005 Highlights

- All Arrowhead Public Transit drivers earned Master Driver Certification.
- Arrowhead Country Public Transit Service is proud to have provided transportation services to our rural counties for 25 years. The teamwork and dedication of the Community Service organizations involved in public transportation is the key ingredient to the longevity and success of our program.
- Jasper County Community Services highlighted transportation services and dedicated their new vehicle at a live radio broadcast. Transportation costs to extra-curricular activities have been underwritten by a local auto dealership.
- Pulaski County Human Services saw a ridership increase of 8% due to improved dispatching and scheduling techniques.
- Starke County Community Services uses volunteer drivers for special events. They have also undergone a name change to Community Services of Starke County.



Arrowhead Country Public Transportation

Legislative District

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

Productivity

Total Passenger Boardings 91,877
 Total Vehicle Miles 374,554
 Revenue Vehicle Miles 359,317
 Revenue Vehicle Hours 21,308

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.01
 Operating Expense per Passenger Trip \$8.20
 Passenger Trips per Total Vehicle Mile 0.25
 Passenger Trips per Capita 1.36

Financial Performance

Operating Subsidy \$698,941
 Operating Subsidy Ratio 93%
 Locally Derived Income \$287,997
 Locally Derived Income Per Operating Expense \$0.38
 Fare Recovery Ratio 7%

Operating Expense Summary

Operator Salaries/Wages	\$225,628
Other Salaries/Wages	\$176,039
Fringe	\$130,859
Services	\$66,196
Materials and Supplies	\$85,487
Utilities	\$13,455
Casualty/Liability	\$27,439
Purchased Transportation	\$0
Other	\$28,080
Total	\$753,183
Fixed Route Expenses	\$0
Demand Response Services	\$753,183

Revenue Summary

Fare Revenue	\$49,391
Contract/Other	\$4,851
Local Assistance	\$238,606
State Assistance	\$140,269
Federal Assistance	\$320,066
Total	\$753,183

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1991	Chevy	No	22	Gas
3	1995	Dodge	Yes	9+2 wc	Gas
2	1995	Chevy	No	22	Gas
2	1996	Chevy	No	7	Gas
1	1996	Chevy	No	22	Gas
1	1997	Dodge	No	6	Gas
2	1997	Dodge	Yes	9+2 wc	Gas
1	1997	GMC	Yes	5	Gas
2	1997	Dodge	No	13	Gas
1	1999	Dodge	No	6	Gas
1	1999	Ford	No	5	Gas
1	1999	Dodge	Yes	9+2 wc	Gas
1	2000	Dodge	Yes	9+2 wc	Gas
1	2000	Chevy	No	22	Gas
2	2001	Dodge	Yes	9+2 wc	Gas
1	2001	Chevy	No	22	Gas
1	2002	Dodge	No	13	Gas
2	2002	Chevy	No	22	Gas
2	2005	Ford	Yes	9+2 wc	Gas
2	2005	Dodge	No	6	Gas
1	2006	Ford	No	13	Gas
31					



Knox County

2009 Prospect Avenue
Vincennes, IN 47591

(812) 886-3381 FAX: (812) 882-2186

Contact: Steve Brochin, Transportation Specialist

Email: Pernola@charter.com

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	No Service
Sunday	No Service

Fare Structure

Base	\$2.00 in Vincennes, \$3.00 County
Youth	N/A
Elderly/Disabled	N/A
Transfer	N/A
Other/Special	

Personnel

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

Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	9
Base Fleet	6
Fuel Consumption (gal)	27,440

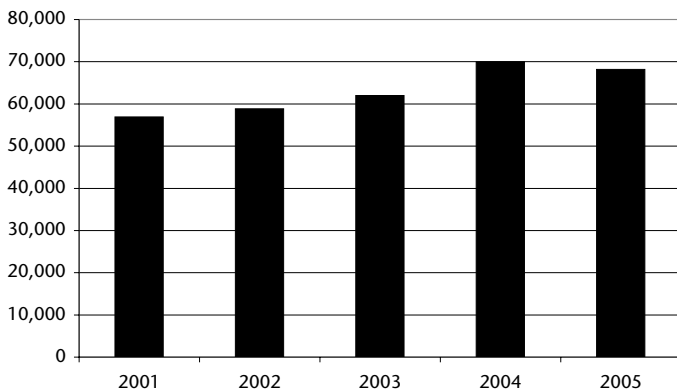
Ridership Trends

2001	56,889
2002	58,824
2003	61,971
2004	69,946
2005	68,179

2005 Highlights

- Provided 68,179 individuals rides in 2005.
- Received 5310 grant for two vehicles.
- Purchased and began using mobilitate dispatch system.
- Collected over five hundred dollars in school supplies. Which went to fifty different families.
- Continued to be a key player in the planning and county wide bus driver training in knox county.

System Ridership Trend





Legislative District

Indiana Senate 39, 48
 Indiana House 45, 64

U.S. Congressional 8

Productivity

Total Passenger Boardings 68,179
 Total Vehicle Miles 231,103
 Revenue Vehicle Miles 229,709
 Revenue Vehicle Hours 15,447

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.70
 Operating Expense per Passenger Trip \$5.77
 Passenger Trips per Total Vehicle Mile 0.30
 Passenger Trips per Capita 1.74

Financial Performance

Operating Subsidy \$369,800
 Operating Subsidy Ratio 94%
 Locally Derived Income \$121,143
 Locally Derived Income Per Operating Expense \$0.31
 Fare Recovery Ratio 6%

Operating Expense Summary

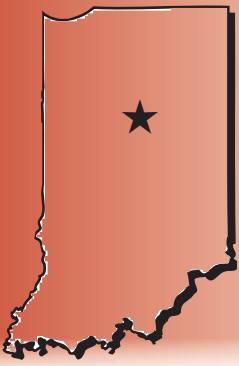
Operator Salaries/Wages	\$213,984
Other Salaries/Wages	\$0
Fringe	\$34,232
Services	\$3,500
Materials and Supplies	\$72,082
Utilities	\$10,824
Casualty/Liability	\$18,931
Purchased Transportation	\$0
Other	\$39,667
Total	\$393,220
Fixed Route Expenses	\$0
Demand Response Services	\$393,220

Revenue Summary

Fare Revenue	\$23,420
Contract/Other	\$0
Local Assistance	\$97,723
State Assistance	\$104,093
Federal Assistance	\$167,984
Total	\$393,220

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Dodge	Yes	9+2 wc	Gas
1	1999	Dodge	Yes	9+2 wc	Gas
1	2000	Ford	Yes	14+2 wc	Gas
1	2000	Dodge	Yes	4+2 wc	Gas
1	2002	Ford	Yes	14+4 wc	Gas
1	2002	Dodge	Yes	14+2 wc	Gas
1	2003	Dodge	Yes	7+3 wc	Gas
1	2003	Chevy	Yes	4+w2 wc	Gas
1	2003	Ford	Yes	10+w4 wc	Gas
1	2005	Chevy	No	5	Gas
1	2005	Ford	Yes	6+2 wc	Gas
11					



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 for FCR/Para-Transit for SCB
Service Area Kokomo Urbanized Area
Service Population 63,739

Service Hours

Weekday 24 hours per day for FCR/M-F
 8:00 am to 5:00 pm for SCB
Saturday 24 hours per day for FCR/8:00 am
 to 5:00 pm for SCB
Sunday 24 hours per day for FCR

Fare Structure

Base \$6.00 for FCR/Contribution for SCB
Youth \$6.00
Elderly/Disabled \$6.00 peak hrs. for FCR/half fare when Senior Bus Service is not available
Transfer N/A
Other/Special

Taxi Fare is base rate of \$6.00; Elderly and disabled pay half base fare rate during non-peak periods. FCR Program subsidizes \$3.00 per trip; driver assistance extra

Personnel

	Full-Time	Part-Time
Operations	25	13
Maintenance	1	8
Administration	3	5
Total	29	26

Operation Characteristics

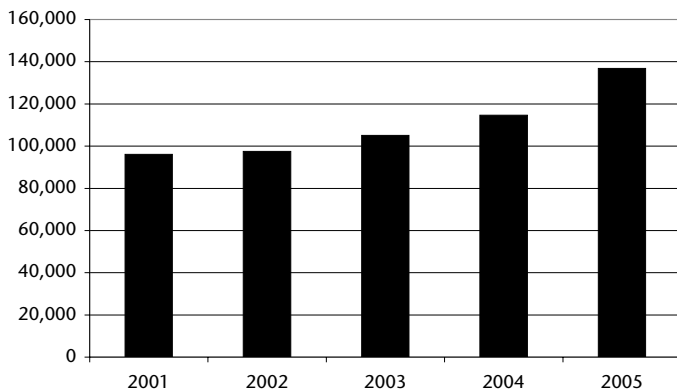
Revenue Vehicles	28
Peak Hour Fleet	24
Base Fleet	18
Fuel Consumption (gal)	64,176

Ridership Trends

2001	96,028
2002	97,473
2003	104,991
2004	114,586
2005	136,818

2005 Highlights

System Ridership Trend





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 136,818
 Total Vehicle Miles 774,409
 Revenue Vehicle Miles 631,170
 Revenue Vehicle Hours 53,280

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.92
 Operating Expense per Passenger Trip \$10.88
 Passenger Trips per Total Vehicle Mile 0.18
 Passenger Trips per Capita 2.15

Financial Performance

Operating Subsidy \$1,214,079
 Operating Subsidy Ratio 82%
 Locally Derived Income \$664,767
 Locally Derived Income Per Operating Expense \$0.45
 Fare Recovery Ratio 18%

Operating Expense Summary

Operator Salaries/Wages	\$285,817
Other Salaries/Wages	\$165,011
Fringe	\$160,576
Services	\$39,408
Materials and Supplies	\$112,836
Utilities	\$19,897
Casualty/Liability	\$0
Purchased Transportation	\$698,440
Other	\$6,187
Total	\$1,488,172
Fixed Route Expenses	\$0
Demand Response Services	\$1,488,172

Revenue Summary

Fare Revenue	\$274,093
Contract/Other	\$0
Local Assistance	\$390,674
State Assistance	\$195,405
Federal Assistance	\$628,000
Total	\$1,488,172

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
4	2001	Ford	Yes	12+2 wc	Diesel
2	2002	Ford	Yes	12+2 wc	Deisel
2	2003	Ford	Yes	14+2 wc	Diesel
4	2006	Ford	Yes	12+ wc	Diesel
16	Vehicles operated by private contractor for First City Rider Program				
28					



Kosciusko County

1804 East Winona Avenue
 Warsaw, IN 46580
 (574) 267-4990 FAX: (574) 371-1400
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 - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00
Youth N/A
Elderly/Disabled N/A
Transfer Free
Other/Special
 \$1 with 24 hours notice \$3 same day service

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	8	4
Maintenance	1	0
Administration	3	1
Total	<u>12</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	10
Base Fleet	9
Fuel Consumption (gal)	21,974

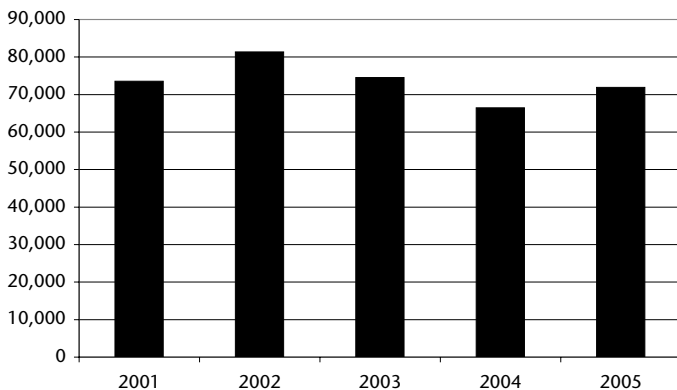
Ridership Trends

2001	73,521
2002	81,359
2003	74,497
2004	66,463
2005	71,864

2005 Highlights

- Completed 2005 Customer Needs Survey
- Awarded Esther Pfeleiderer Grant
- Increased ridership by 8%

System Ridership Trend



Kosciusko Area Bus Service



Legislative District

Indiana Senate 9, 13, 17, 18

Indiana House 18, 22, 23

U.S. Congressional 3

Productivity

Total Passenger Boardings	71,864
Total Vehicle Miles	199,579
Revenue Vehicle Miles	174,867
Revenue Vehicle Hours	10,938

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.00
Operating Expense per Passenger Trip	\$8.33
Passenger Trips per Total Vehicle Mile	0.36
Passenger Trips per Capita	0.97

Financial Performance

Operating Subsidy	\$561,121
Operating Subsidy Ratio	94%
Locally Derived Income	\$265,904
Locally Derived Income Per Operating Expense	\$0.44
Fare Recovery Ratio	6%

Operating Expense Summary

Operator Salaries/Wages	\$248,576
Other Salaries/Wages	\$36,276
Fringe	\$127,242
Services	\$6,737
Materials and Supplies	\$64,392
Utilities	\$13,657
Casualty/Liability	\$26,300
Purchased Transportation	\$0
Other	\$75,669
Total	\$598,849
Fixed Route Expenses	\$265,495
Demand Response Services	\$333,354

Revenue Summary

Fare Revenue	\$37,728
Contract/Other	\$0
Local Assistance	\$228,176
State Assistance	\$77,019
Federal Assistance	\$255,926
Total	\$598,849

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Dodge	Yes	12+2 wc	Gas
2	1996	Ford	Yes	14+2 wc	Diesel
2	1997	Dodge	Yes	12+2 wc	Gas
1	2000	Dodge	Yes	9+2 wc	Gas
2	2002	Ford	Yes	18+2 wc	Diesel
2	2003	Ford	Yes	12+2 wc	Diesel
1	2004	Ford	Yes	16+2 wc	Diesel
1	2005	Ford	Yes	18+2 wc	Diesel
12					



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

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Lafayette, West Lafayette Metropolitan 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	\$1.00
Youth	Free
Elderly/Disabled	\$0.50
Transfer	Free
Other/Special	
Pass \$28.00/Month, E&D Pass \$14.00/Month, Token \$0.75/ride	
Demand Response Fare (ACCESS) \$2.00/ride	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	82	8
Maintenance	13	0
Administration	17	0
Total	<u>112</u>	<u>8</u>

Operation Characteristics

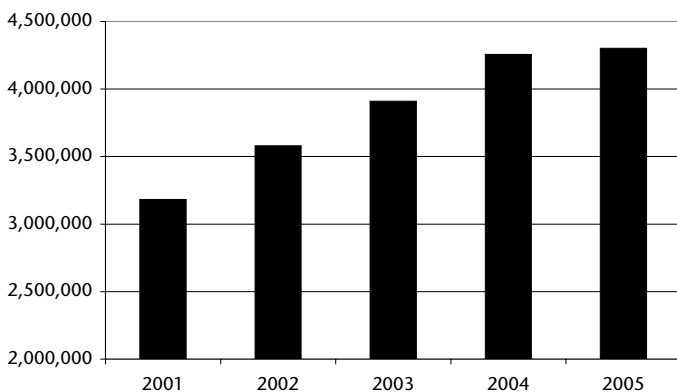
Revenue Vehicles	67
Peak Hour Fleet	58
Base Fleet	45
Fuel Consumption (gal)	423,494

Ridership Trends

2001	3,182,325
2002	3,578,716
2003	3,910,057
2004	4,255,571
2005	4,301,043

2005 Highlights

System Ridership Trend





Legislative District

Indiana Senate 7, 22
 Indiana House 26, 27, 41
 U.S. Congressional 4

Productivity

Total Passenger Boardings 4,301,043
 Total Vehicle Miles 1,689,272
 Revenue Vehicle Miles 1,486,322
 Revenue Vehicle Hours 125,324

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.30
 Operating Expense per Passenger Trip \$1.69
 Passenger Trips per Total Vehicle Mile 2.55
 Passenger Trips per Capita 34.95

Financial Performance

Operating Subsidy \$5,173,904
 Operating Subsidy Ratio 71%
 Locally Derived Income \$3,615,427
 Locally Derived Income Per Operating Expense \$0.50
 Fare Recovery Ratio 23%

Operating Expense Summary

Operator Salaries/Wages	\$2,604,124
Other Salaries/Wages	\$1,376,105
Fringe	\$1,347,108
Services	\$175,977
Materials and Supplies	\$1,194,548
Utilities	\$93,031
Casualty/Liability	\$306,203
Purchased Transportation	\$0
Other	\$164,250
Total	\$7,261,346
Fixed Route Expenses	\$6,838,773
Demand Response Services	\$422,573

Revenue Summary

Fare Revenue	\$1,652,039
Contract/Other	\$435,403
Local Assistance	\$1,559,320
State Assistance	\$2,606,658
Federal Assistance	\$1,007,926
Total	\$7,261,346

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1983	Gillig	No	40	Diesel
4	1985	Flexible	Yes	46	Diesel
2	1986	Flexible	Yes	39	Diesel
5	1987	Flexible	No	39	Diesel
2	1990	Boyertown	Yes	28	Diesel
4	1990	Flexible	No	46	Diesel
4	1990	New Flyer	Yes	60	Diesel
6	1992	Gillig	Yes	30+2 wc	Diesel
6	1994	Gillig	Yes	38+2 wc	Diesel
2	1997	Startran	Yes	16+2 wc	Diesel
9	1998	Gillig	Yes	38+2 wc	Diesel
2	1999	Supreme	Yes	16+2 wc	Diesel
3	1999	Gillig	Yes	38+2 wc	Diesel
1	2000	Dodge Van	Yes	9	Gas
2	2002	Chance	Yes	28	Diesel
6	2002	Gillig	Yes	40	Diesel
2	2002	Supreme	Yes	16+2 wc	Diesel
1	2003	Supreme	Yes	20	Diesel
3	2003	Gillig	Yes	40	Diesel
67					



Lake-Porter Counties

5518 Calumet Avenue

Hammond, IN 46320

(219) 937-3500

FAX: (219) 932-0560

Contact: Bob Henrikson, Director of Transportation Services

Email: bhenrikson@nwi-ca.org

General Information

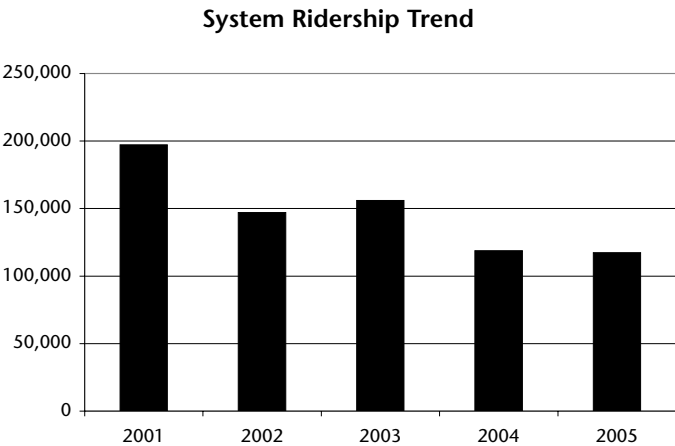
Type of Service Demand Response
Service Area Lake County
Service Population 484,564

Service Hours

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

Fare Structure

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



Personnel

	Full-Time	Part-Time
Operations	23	4
Maintenance	0	0
Administration	6	3
Total	29	7

Operation Characteristics

Revenue Vehicles	37
Peak Hour Fleet	27
Base Fleet	27
Fuel Consumption (gal)	97,142

Ridership Trends

2001	197,199
2002	147,059
2003	155,865
2004	118,645
2005	117,203

2005 Highlights

- NWICA Transit provided 180 passenger trips to Hurricane Katrina evacuees.
- NWICA deployed 14 new handicap accessible BOC vehicles in the first quarter.
- NWICA Transit published a Rider's Guide & Rider's Responsibilities Guide to inform the community of the service. These Guides are also available in Spanish, Audio cassette and Braille versions.
- NWICA Transit increased passengers per hour from 2.08 in 2004 to 2.25 in 2005.
- NWICA Transit reduced operating expenditures by \$251,000 while providing the same level of service. This was accomplished by improved route scheduling and close monitoring of monthly expenses.



Northwest Indiana Community Action Corp (NWICA)

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 117,203
Total Vehicle Miles 988,541
Revenue Vehicle Miles 919,232
Revenue Vehicle Hours 54,922

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.03
Operating Expense per Passenger Trip \$17.13
Passenger Trips per Total Vehicle Mile 0.12
Passenger Trips per Capita 0.24

Financial Performance

Operating Subsidy \$1,501,056
Operating Subsidy Ratio 75%
Locally Derived Income \$1,245,362
Locally Derived Income Per Operating Expense \$0.62
Fare Recovery Ratio 25%

Operating Expense Summary

Operator Salaries/Wages	\$609,783
Other Salaries/Wages	\$309,746
Fringe	\$247,471
Services	\$319,510
Materials and Supplies	\$272,997
Utilities	\$51,832
Casualty/Liability	\$113,909
Purchased Transportation	\$24,000
Other	\$57,947
Total	\$2,007,196
Fixed Route Expenses	\$0
Demand Response Services	\$2,007,196

Revenue Summary

Fare Revenue	\$506,140
Contract/Other	\$0
Local Assistance	\$739,222
State Assistance	\$441,939
Federal Assistance	\$319,895
Total	\$2,007,196

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Ford/Supreme	Yes	14	Gas
1	1998	Chevy	No	12	Gas
2	1999	Ford/Supreme	Yes	15 +2 wc	Gas
1	1999	Ford/Supreme	Yes	15	Gas
1	2000	Chevy	No	12	Gas
2	2000	Ford/Supreme	Yes	15 +2 wc	Gas
5	2001	Ford/Goshen	Yes	15 +2 wc	Gas
1	2001	Ford/Goshen	Yes	15 +2 wc	Diesel
3	2001	Ford/Goshen	Yes	15 +2 wc	Gas
3	2001	Ford/Goshen	Yes	15	Gas
4	2002	Ford/Goshen	Yes	15 +2 wc	Gas
11	2005	Ford/Starcraft	Yes	15 +3 wc	Diesel
2	2005	Ford/Starcraft	Yes	15 +2 wc	Gas
37					



LaPorte

102 "L" Street
 LaPorte, IN 46350
 (219) 326-8274 FAX: (219) 362-6325
Contact: Janet Lantz, Manager
Email: transporte11@comcast.net

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	5	9
Maintenance	1	0
Administration	3	0
Total	<u>9</u>	<u>9</u>

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	5
Base Fleet	3
Fuel Consumption (gal)	19,754

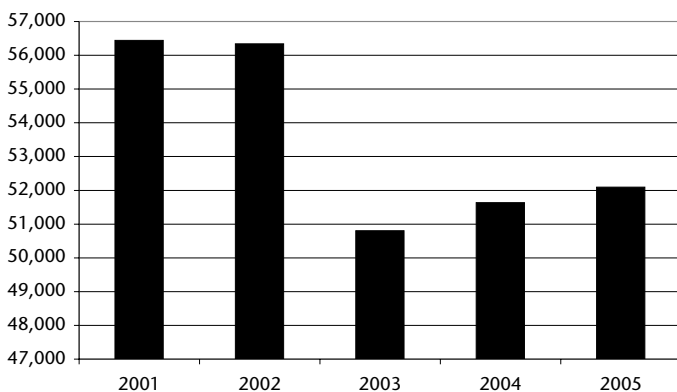
Ridership Trends

2001	56,441
2002	56,334
2003	50,799
2004	51,629
2005	52,091

2005 Highlights

- Provided 3311 one way trips to individuals in wheelchairs.
- Purchased two Low floor mini-vans.
- Developed ridership brochures in braille and Spanish.
- Ridership up slightly over 2004.

System Ridership Trend





Legislative District

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

Productivity

Total Passenger Boardings 52,091
 Total Vehicle Miles 144,020
 Revenue Vehicle Miles 144,020
 Revenue Vehicle Hours 16,390

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.59
 Operating Expense per Passenger Trip \$9.92
 Passenger Trips per Total Vehicle Mile 0.36
 Passenger Trips per Capita 2.41

Financial Performance

Operating Subsidy \$421,673
 Operating Subsidy Ratio 82%
 Locally Derived Income \$200,993
 Locally Derived Income Per Operating Expense \$0.39
 Fare Recovery Ratio 18%

Operating Expense Summary

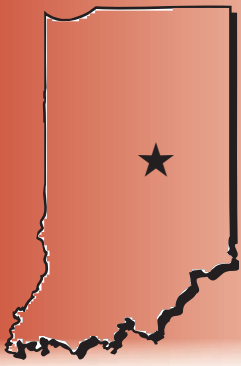
Operator Salaries/Wages	\$226,121
Other Salaries/Wages	\$80,076
Fringe	\$114,602
Services	\$4,867
Materials and Supplies	\$62,892
Utilities	\$14,763
Casualty/Liability	\$9,607
Purchased Transportation	\$0
Other	\$3,844
Total	\$516,772
Fixed Route Expenses	\$0
Demand Response Services	\$516,772

Revenue Summary

Fare Revenue	\$95,099
Contract/Other	\$0
Local Assistance	\$105,894
State Assistance	\$104,953
Federal Assistance	\$210,826
Total	\$516,772

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1999	Braun	Yes	8+2 wc	Gas
2	2000	Braun	Yes	8+2 wc	Gas
2	2001	Braun	Yes	8+2 wc	Gas
2	2005	Starcraft	Yes	4+2 wc	Gas
1	2006	Starcraft	Yes	4+2 wc	Gas
9					



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

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

Operation Characteristics

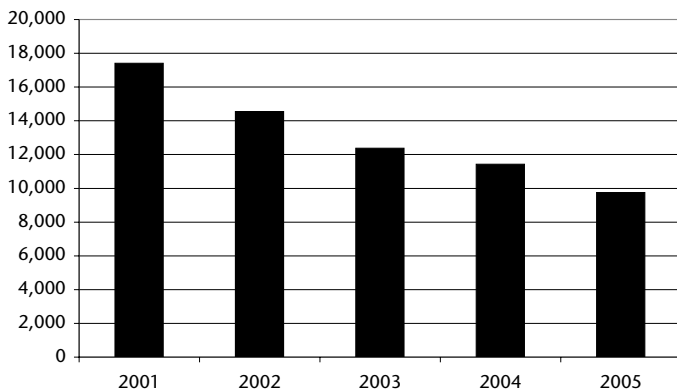
Revenue Vehicles	4
Peak Hour Fleet	2
Base Fleet	2
Fuel Consumption (gal)	0

Ridership Trends

2001	17,408
2002	14,544
2003	12,373
2004	11,429
2005	9,745

2005 Highlights

System Ridership Trend





Transportation for Rural Areas of Madison

Legislative District

Indiana Senate 20, 25, 26

Indiana House 35, 36, 37

U.S. Congressional 6

Productivity

Total Passenger Boardings 9,745

Total Vehicle Miles 112,742

Revenue Vehicle Miles 112,742

Revenue Vehicle Hours 0

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.71

Operating Expense per Passenger Trip \$19.81

Passenger Trips per Total Vehicle Mile 0.09

Passenger Trips per Capita 0.13

Financial Performance

Operating Subsidy \$182,295

Operating Subsidy Ratio 94%

Locally Derived Income \$61,605

Locally Derived Income

Per Operating Expense \$0.32

Fare Recovery Ratio 6%

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$34,072
Fringe	\$11,203
Services	\$0
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$129,259
Other	\$18,474
Total	\$193,008
Fixed Route Expenses	\$0
Demand Response Services	\$193,008

Revenue Summary

Fare Revenue	\$10,713
Contract/Other	\$0
Local Assistance	\$50,892
State Assistance	\$40,255
Federal Assistance	\$91,148
Total	\$193,008

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Braun	Yes	3+1 wc	Gas
1	2000	Braun	Yes	4 wc	Gas
2	2002	Braun	Yes	6+3 wc	Gas
4					



Marion

520 East 6th Street
 Marion, IN 46953
 (765) 668-4405 FAX: (765) 668-1798
 Contact: Orville Fitzjarrald, Manager

General Information

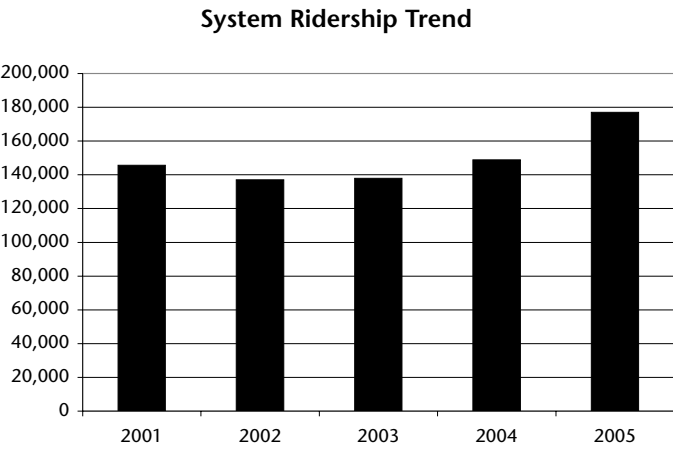
Type of Service Fixed Route with ADA Deviation
Service Area Marion City Limits, plus hourly service to Gas City and Jonesboro
Service Population 31,320

Service Hours

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

Fare Structure

Base \$0.50 until 9-1-05; By Executive Order (9-1-05) of Mayor Seybold - Free Fares until reinstatement
Youth \$0.25 until 9-1-05; By Executive Order (9-1-05) of Mayor Seybold - Free Fares until reinstatement
Elderly/Disabled \$0.25 with ID Card (Card cost \$1.00 per year) until 9-1-05; By Executive Order (9-1-05) of Mayor Seybold - Free Fares
Transfer Free
Other/Special Elderly and Disabled - Free Fares from 10 am - 2 pm by 1973 Ordinance of Marion City Council
 Tokens \$10.00/40 Rides; ADA Paratransit Service \$1.00 per ride



Personnel

	Full-Time	Part-Time
Operations	10	0
Maintenance	1	0
Administration	3	0
Total	14	0

Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	30,792

Ridership Trends

2001	145,638
2002	137,035
2003	137,833
2004	148,775
2005	176,949

2005 Highlights

- Due to increased fuel prices, Mayor Seybold issued Executive Order #2-2005 (9-1-05) that suspended charging fares for all MTS passengers until rescinded.
- Ridership increased 19% (28,174 passengers) in 2005 compared to 2004 due primarily to free rides for all passengers effective September 1, 2005.
- Total expenses increased by 22%, attributable primarily to fuel costs (+157%), 2 additional fulltime employees (+12%), and medical insurance costs (+40%).
- Expenses per passenger were \$4.55 for 2005 compared to \$4.43 for 2004 (+3%) due to offsetting variables (large ridership increase vs. large cost increase).
- Local cash grants and reimbursements for 2005 (\$360,993) were 47% higher than 2004 (\$246,109) due to 22% increase in costs vs. 7% increase in non-local funds.



Marion Transportation System

Legislative District

Indiana Senate 17, 20

Indiana House 31, 32

U.S. Congressional 5

Productivity

Total Passenger Boardings 176,949

Total Vehicle Miles 198,026

Revenue Vehicle Miles 198,026

Revenue Vehicle Hours 12,795

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.07

Operating Expense per Passenger Trip \$4.55

Passenger Trips per Total Vehicle Mile 0.89

Passenger Trips per Capita 5.65

Financial Performance

Operating Subsidy \$772,344

Operating Subsidy Ratio 96%

Locally Derived Income \$393,967

Locally Derived Income

Per Operating Expense \$0.49

Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$266,465
Other Salaries/Wages	\$139,191
Fringe	\$150,933
Services	\$54,275
Materials and Supplies	\$93,571
Utilities	\$4,486
Casualty/Liability	\$95,334
Purchased Transportation	\$0
Other	\$1,063
Total	\$805,318
Fixed Route Expenses	\$805,318
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$32,974
Contract/Other	\$0
Local Assistance	\$360,993
State Assistance	\$141,097
Federal Assistance	\$270,254
Total	\$805,318

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1995	Thomas	Yes	30+2 wc	Diesel
1	1995	Dodge	Yes	10+2 wc	Gas
1	1996	Ford	Yes	20+2 wc	Gas
2	2003	Ford	Yes	20+2 wc	Gas
2	2004	Ford	Yes	20+2 wc	Gas
3	2005	Ford	Yes	20+2 wc	Gas
11					



Miami County

34 East Sixth Street

Peru, IN 46970

(765) 472-1979

FAX: (765) 472-6025

Contact: Dave Quick, Community Service Director

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	9
Peak Hour Fleet	7
Base Fleet	5
Fuel Consumption (gal)	8,773

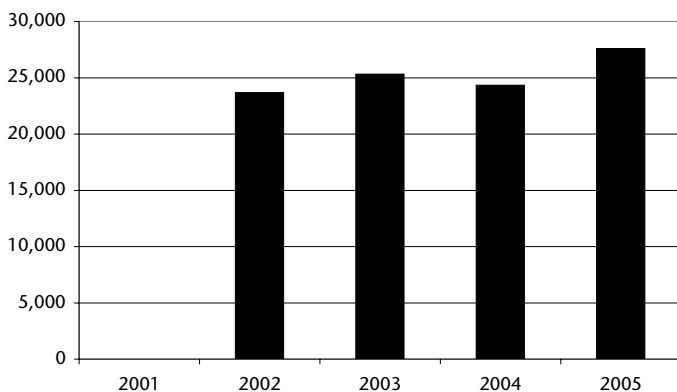
Ridership Trends

2001	0
2002	23,679
2003	25,319
2004	24,330
2005	27,601

2005 Highlights

- Y MIAMIgo provided over 27,000 passenger trips in 2005, and increase of 15 percent from 2004.
- Y MIAMIgo increased the usage of wheelchair minivans to improve total fleet fuel mileage to 15.66 mpg, an increase of 22 percent from 2004.
- Y MIAMIgo continued in collaboration with Division of Family and Children to provide transportation for job training and job search.

System Ridership Trend





Legislative District

Indiana Senate 18
 Indiana House 23, 24, 32
 U.S. Congressional 5

Productivity

Total Passenger Boardings 27,601
 Total Vehicle Miles 137,824
 Revenue Vehicle Miles 134,827
 Revenue Vehicle Hours 8,438

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.55
 Operating Expense per Passenger Trip \$7.76
 Passenger Trips per Total Vehicle Mile 0.20
 Passenger Trips per Capita 0.76

Financial Performance

Operating Subsidy \$197,463
 Operating Subsidy Ratio 92%
 Locally Derived Income \$80,308
 Locally Derived Income Per Operating Expense \$0.37
 Fare Recovery Ratio 8%

Operating Expense Summary

Operator Salaries/Wages	\$78,364
Other Salaries/Wages	\$43,263
Fringe	\$15,150
Services	\$0
Materials and Supplies	\$26,622
Utilities	\$9,000
Casualty/Liability	\$21,342
Purchased Transportation	\$0
Other	\$20,432
Total	\$214,173
Fixed Route Expenses	\$0
Demand Response Services	\$214,173

Revenue Summary

Fare Revenue	\$16,710
Contract/Other	\$0
Local Assistance	\$63,598
State Assistance	\$35,133
Federal Assistance	\$98,732
Total	\$214,173

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	No	14	Gas
1	1997	Dodge	Yes	11+2 wc	Gas
1	1998	Ford	No	7	Gas
1	2001	Dodge	No	14	Gas
1	2002	Ford	Yes	21+2 wc	Gas
1	2003	Chevy	Yes	7+2 wc	Gas
1	2005	Dodge	No	7	Gas
2	2005	Chevy	Yes	7+2 wc	Gas
9					



Michigan City

1801 Kentucky Street
 Michigan City, IN 46360
 (219) 873-1502 FAX: (219) 873-1565
Contact: Walter Gipson, Director
Email: gipsonw@emichigancity.com

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

	Full-Time	Part-Time
Operations	12	0
Maintenance	0	0
Administration	1	0
Total	13	0

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	6
Base Fleet	5
Fuel Consumption (gal)	37,284

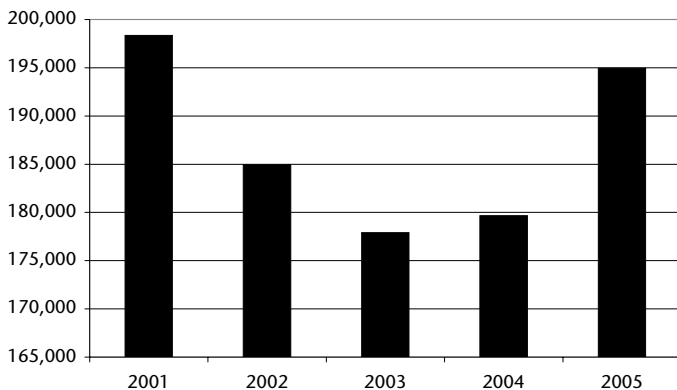
Ridership Trends

2001	198,339
2002	184,940
2003	177,887
2004	179,648
2005	194,939

2005 Highlights

- Ridership increased by 15,291.
- All Route busses now have bicycle racks.

System Ridership Trend





Michigan City Municipal Coach Service

Legislative District

Indiana Senate 8
Indiana House 9

U.S. Congressional 2

Productivity

Total Passenger Boardings 194,939
Total Vehicle Miles 253,721
Revenue Vehicle Miles 249,793
Revenue Vehicle Hours 19,053

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.99
Operating Expense per Passenger Trip \$5.19
Passenger Trips per Total Vehicle Mile 0.77
Passenger Trips per Capita 5.93

Financial Performance

Operating Subsidy \$926,413
Operating Subsidy Ratio 92%
Locally Derived Income \$378,798
Locally Derived Income Per Operating Expense \$0.37
Fare Recovery Ratio 8%

Operating Expense Summary

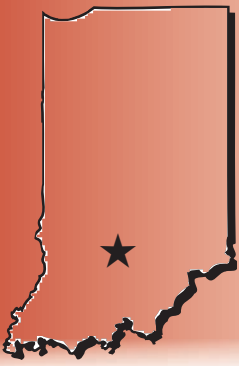
Operator Salaries/Wages	\$421,836
Other Salaries/Wages	\$0
Fringe	\$246,195
Services	\$212,398
Materials and Supplies	\$71,523
Utilities	\$28,199
Casualty/Liability	\$31,027
Purchased Transportation	\$0
Other	\$240
Total	\$1,011,418
Fixed Route Expenses	\$698,569
Demand Response Services	\$349,249

Revenue Summary

Fare Revenue	\$85,005
Contract/Other	\$0
Local Assistance	\$293,793
State Assistance	\$212,332
Federal Assistance	\$420,288
Total	\$1,011,418

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1999	Ford	Yes	16+2 wc	Diesel
1	2001	Ford	Yes	18+2 wc	Diesel
1	2001	Bluebird	Yes	26+2 wc	Diesel
1	2003	Bluebird	Yes	26+2 wc	Diesel
1	2004	Bluebird	Yes	29+2 wc	Diesel
1	2005	Bluebird	Yes	29+2 wc	Diesel
2	2006	Bluebird	Yes	29+2 wc	Diesel
9					



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 7:45 am - 4:15 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

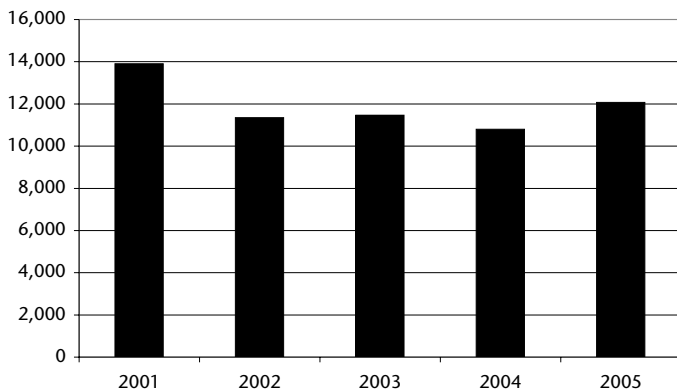
Revenue Vehicles	2
Peak Hour Fleet	2
Base Fleet	1
Fuel Consumption (gal)	3,519

Ridership Trends

2001	13,899
2002	11,347
2003	11,463
2004	10,796
2005	12,071

2005 Highlights

System Ridership Trend



Mitchell Transit System



Legislative District

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

Productivity

Total Passenger Boardings	12,071
Total Vehicle Miles	17,745
Revenue Vehicle Miles	17,745
Revenue Vehicle Hours	2,215

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$6.44
Operating Expense per Passenger Trip	\$9.47
Passenger Trips per Total Vehicle Mile	0.68
Passenger Trips per Capita	2.64

Financial Performance

Operating Subsidy	\$106,607
Operating Subsidy Ratio	93%
Locally Derived Income	\$62,306
Locally Derived Income Per Operating Expense	\$0.55
Fare Recovery Ratio	7%

Operating Expense Summary

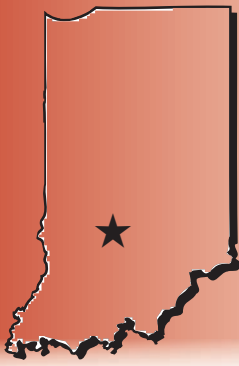
Operator Salaries/Wages	\$26,104
Other Salaries/Wages	\$39,310
Fringe	\$27,827
Services	\$6,775
Materials and Supplies	\$10,318
Utilities	\$808
Casualty/Liability	\$2,530
Purchased Transportation	\$0
Other	\$599
Total	\$114,271
Fixed Route Expenses	\$0
Demand Response Services	\$114,271

Revenue Summary

Fare Revenue	\$7,664
Contract/Other	\$0
Local Assistance	\$54,642
State Assistance	\$14,257
Federal Assistance	\$37,708
Total	\$114,271

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Ford	Yes	13+2 wc	Gas
1	2000	Ford	Yes	12+2 wc	Gas
2					



Monroe-Owen-Lawrence Counties

7500 West Reeves Road
 Bloomington, IN 47404
 (812) 876-3383 FAX: (812) 876-9922
Contact: Jewel Echelbarger, Executive Director
Email: jechelba0@area10.bloomington.in.us

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 - 9:30 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$0.75 per county
Youth \$0.50 per county
Elderly/Disabled \$0.75 per county
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	12	13
Maintenance	1	1
Administration	2	2
Total	15	16

Operation Characteristics

Revenue Vehicles	20
Peak Hour Fleet	18
Base Fleet	13
Fuel Consumption (gal)	64,797

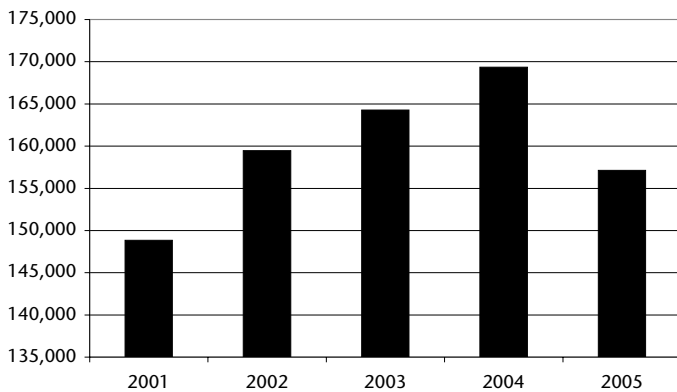
Ridership Trends

2001	148,837
2002	159,460
2003	164,260
2004	169,326
2005	157,123

2005 Highlights

- Added services to several youth organizations in the three county area.
- Rural Transit initiated a new passenger ticket system with area community kitchens and community groups serving the very poor, hungry and homeless so these folks could get to needed transportation without cash.

System Ridership Trend





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 157,123
 Total Vehicle Miles 591,790
 Revenue Vehicle Miles 545,463
 Revenue Vehicle Hours 25,085

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.69
 Operating Expense per Passenger Trip \$6.36
 Passenger Trips per Total Vehicle Mile 0.27
 Passenger Trips per Capita 1.56

Financial Performance

Operating Subsidy \$885,489
 Operating Subsidy Ratio 89%
 Locally Derived Income \$442,998
 Locally Derived Income Per Operating Expense \$0.44
 Fare Recovery Ratio 11%

Operating Expense Summary

Operator Salaries/Wages	\$512,304
Other Salaries/Wages	\$0
Fringe	\$84,325
Services	\$27,643
Materials and Supplies	\$251,520
Utilities	\$23,807
Casualty/Liability	\$14,646
Purchased Transportation	\$0
Other	\$85,834
Total	\$1,000,079
Fixed Route Expenses	\$162,420
Demand Response Services	\$837,659

Revenue Summary

Fare Revenue	\$114,590
Contract/Other	\$0
Local Assistance	\$328,408
State Assistance	\$213,797
Federal Assistance	\$343,284
Total	\$1,000,079

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1992	Ford	Yes	22+2 wc	Gas
1	1993	Ford	Yes	22+2 wc	Gas
1	1993	Ford	Yes	6+1 wc	Gas
1	1994	Ford	No	16	Gas
1	1994	Ford	Yes	18+2 wc	Gas
2	1995	Ford	Yes	16+2 wc	Gas
3	1996	Ford	Yes	14+2 wc	Gas
2	1997	Ford	Yes	16+2 wc	Diesel
2	1998	Ford	Yes	14+1 wc	Diesel
1	1999	Ford	No	25	Diesel
1	1999	Ford	No	15	Gas
1	2001	Ford	No	24	Diesel
2	2002	Ford	Yes	12+2 wc	Gas
1	2004	Ford	Yes	16+2 wc	Diesel
20					



Muncie

1300 E. Seymour Street
 Muncie, IN 47302
 (765) 282-2762 FAX: (765) 287-2385
Contact: Larry King, General Manager
Email: LKING@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 - 9:31 pm
Saturday 8:15 am - 6:27 pm
Sunday No Service

Fare Structure

Base \$0.50
Youth Free
Elderly/Disabled \$0.25
Transfer Free
Other/Special
 Pass \$18.00/30 Days, E&D Pass \$9.00/30 Days, One Day Pass/\$1.00, One Day E&D Pass/\$0.50

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	49	8
Maintenance	12	1
Administration	20	2
Total	81	11

Operation Characteristics

Revenue Vehicles	48
Peak Hour Fleet	35
Base Fleet	28
Fuel Consumption (gal)	311,452

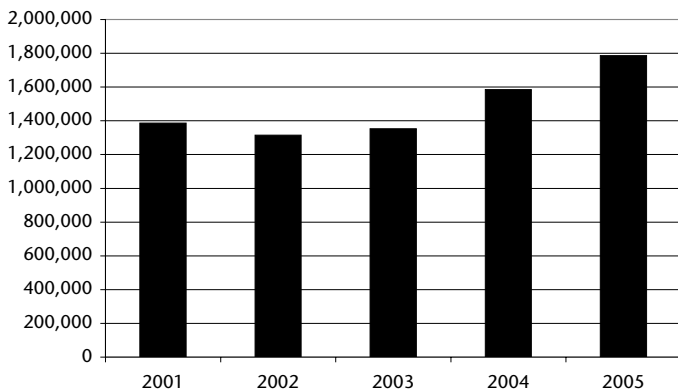
Ridership Trends

2001	1,385,850
2002	1,313,964
2003	1,351,615
2004	1,584,542
2005	1,785,096

2005 Highlights

- Recipient of APTA 2005 Outstanding Public Transportation System Award.
- Record setting ridership increase for 2nd year running.
- Purchased first low-floor buses with automated stop annunciation system.
- Received JARC grant and continued to provide WTW transportation.

System Ridership Trend





Muncie Indiana Transit System

Legislative District

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

Productivity

Total Passenger Boardings 1,785,096
 Total Vehicle Miles 1,289,972
 Revenue Vehicle Miles 1,162,003
 Revenue Vehicle Hours 90,343

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.64
 Operating Expense per Passenger Trip \$3.36
 Passenger Trips per Total Vehicle Mile 1.38
 Passenger Trips per Capita 26.47

Financial Performance

Operating Subsidy \$5,721,290
 Operating Subsidy Ratio 96%
 Locally Derived Income \$4,061,457
 Locally Derived Income Per Operating Expense \$0.68
 Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$1,627,163
Other Salaries/Wages	\$1,136,863
Fringe	\$1,260,761
Services	\$349,294
Materials and Supplies	\$1,012,998
Utilities	\$121,064
Casualty/Liability	\$308,834
Purchased Transportation	\$0
Other	\$173,654
Total	\$5,990,631
Fixed Route Expenses	\$4,492,973
Demand Response Services	\$1,497,658

Revenue Summary

Fare Revenue	\$220,497
Contract/Other	\$48,844
Local Assistance	\$3,792,116
State Assistance	\$1,190,409
Federal Assistance	\$738,765
Total	\$5,990,631

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1981	GMC	Yes	35+2 wc	Diesel
2	1992	TMC	Yes	34+2 wc	Diesel
1	1993	TMC	Yes	34+2 wc	Diesel
6	1994	Flexible	Yes	35+2 wc	Diesel
5	1998	NOVA	Yes	27+2 wc	Diesel
5	2000	NOVA	Yes	27+2 wc	Diesel
3	2000	Chance	Yes	24+2 wc	Diesel
6	2000	Ford/Supreme	Yes	15+2 wc	Diesel
8	2002	Ford/Supreme	Yes	24+2 wc	Diesel
11	2005	Gillig	Yes	32+2 wc	Diesel
48					



New Castle

201 South 25th Street

New Castle, IN 47362

(765) 521-6847

FAX: (765) 521-6652

Contact: Deborah Thornhill, Manager

Email: debbie-thornhill@cityofnewcastle.net

General Information

Type of Service Point Deviated Demand Response
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

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

Operation Characteristics

Revenue Vehicles	6
Peak Hour Fleet	4
Base Fleet	3
Fuel Consumption (gal)	11,164

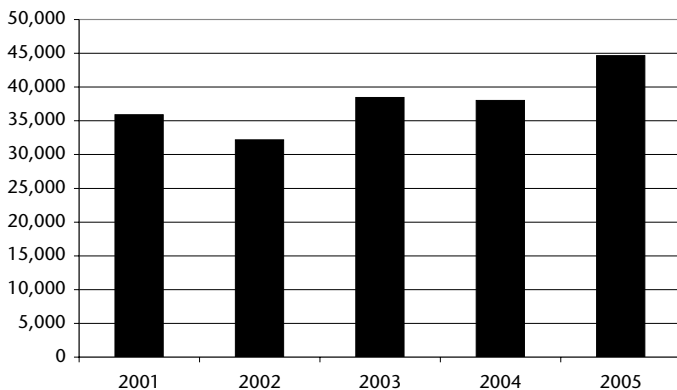
Ridership Trends

2001	35,902
2002	32,159
2003	38,444
2004	37,991
2005	44,629

2005 Highlights

- Mayor's summer promotion allowed for 9,649 free trips for school aged children.
- Ridership increased 21%, partially due to providing trips for Sheriff's camp.
- Received 15,197 calls through dispatch.

System Ridership Trend





New Castle Community Transit System

Legislative District

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

Productivity

Total Passenger Boardings 44,629
 Total Vehicle Miles 40,268
 Revenue Vehicle Miles 43,046
 Revenue Vehicle Hours 5,984

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$10.04
 Operating Expense per Passenger Trip \$9.06
 Passenger Trips per Total Vehicle Mile 1.11
 Passenger Trips per Capita 2.51

Financial Performance

Operating Subsidy \$388,526
 Operating Subsidy Ratio 96%
 Locally Derived Income \$238,399
 Locally Derived Income Per Operating Expense \$0.59
 Fare Recovery Ratio 3%

Operating Expense Summary

Operator Salaries/Wages	\$111,163
Other Salaries/Wages	\$120,019
Fringe	\$103,264
Services	\$4,976
Materials and Supplies	\$29,228
Utilities	\$11,496
Casualty/Liability	\$14,739
Purchased Transportation	\$0
Other	\$9,414
Total	\$404,299
Fixed Route Expenses	\$0
Demand Response Services	\$404,299

Revenue Summary

Fare Revenue	\$13,753
Contract/Other	\$2,020
Local Assistance	\$224,646
State Assistance	\$54,846
Federal Assistance	\$109,034
Total	\$404,299

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1995	Ford	Yes	19+2 wc	Gas
2	2002	Ford	Yes	16+2 wc	Gas
2	2004	Ford	Yes	19+2 wc	Gas
6					



Newton County

4117 S. 240 W, Suite 100

Morocco IN 47963

(219) 285-2247

FAX: (219) 285-6726

Contact: Penny L. Longoria, Executive Director

Email: nccsdir@eternalisp.com

General Information

Type of Service Demand Response
Service Area Newton County
Service Population 14,566

Service Hours

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

Fare Structure

Base See Fare Schedule Worksheet
Youth See Fare Schedule Worksheet
Elderly/Disabled See Fare Schedule Worksheet
Transfer See Fare Schedule Worksheet
Other/Special
 See Fare Schedule Worksheet

Personnel

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

Operation Characteristics

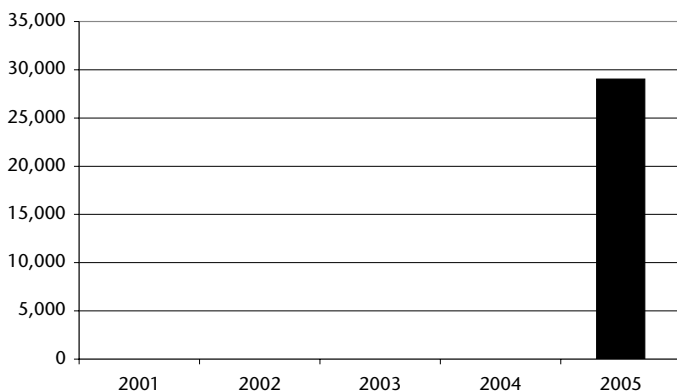
Revenue Vehicles	0
Peak Hour Fleet	8
Base Fleet	6
Fuel Consumption (gal)	17,864

Ridership Trends

2001	0
2002	0
2003	0
2004	0
2005	29,028

2005 Highlights

System Ridership Trend





Newton County Community Services

Legislative District

Indiana Senate 6
 Indiana House 15, 19
 U.S. Congressional 1

Productivity

Total Passenger Boardings 29,028
 Total Vehicle Miles 227,531
 Revenue Vehicle Miles 214,381
 Revenue Vehicle Hours 12,087

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.01
 Operating Expense per Passenger Trip \$7.94
 Passenger Trips per Total Vehicle Mile 0.13
 Passenger Trips per Capita 1.99

Financial Performance

Operating Subsidy \$221,041
 Operating Subsidy Ratio 96%
 Locally Derived Income \$77,333
 Locally Derived Income Per Operating Expense \$0.34
 Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$69,024
Other Salaries/Wages	\$35,724
Fringe	\$32,005
Services	\$16,105
Materials and Supplies	\$42,250
Utilities	\$5,856
Casualty/Liability	\$21,162
Purchased Transportation	\$0
Other	\$8,355
Total	\$230,481
Fixed Route Expenses	\$0
Demand Response Services	\$230,481

Revenue Summary

Fare Revenue	\$9,440
Contract/Other	\$0
Local Assistance	\$67,893
State Assistance	\$57,457
Federal Assistance	\$95,691
Total	\$230,481

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Dodge	Yes	9+2 wc	Gas
1	1995	Chevy	No	22	Gas
1	1999	Dodge	No	6	Gas
1	2000	Dodge	Yes	9+2 wc	Gas
2	2001	Chevy	No	22	Gas
1	2003	Dodge	No	6	Gas
1	2004	Ford	Yes	9+2 wc	Gas
2	2005	Dodge	No	6	Gas
10					



Noble County

111 Cedar Street

Kendallville, IN 46755

(260) 347-4226 FAX: (260) 347-3121

Contact: Nancy Constantine, 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	3	9
Maintenance	0	0
Administration	3	0
Total	<u>6</u>	<u>9</u>

Operation Characteristics

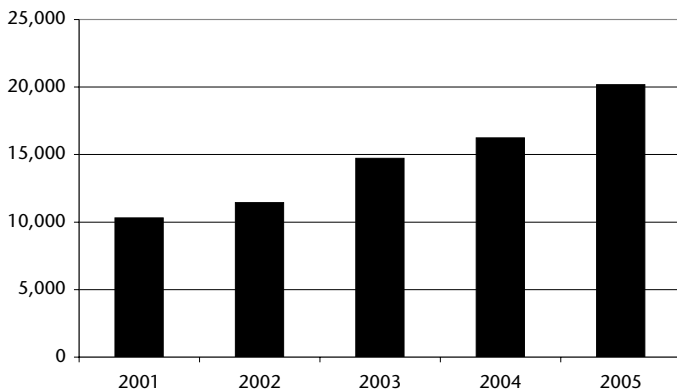
Revenue Vehicles	9
Peak Hour Fleet	7
Base Fleet	7
Fuel Consumption (gal)	27,161

Ridership Trends

2001	10,303
2002	11,430
2003	14,715
2004	16,224
2005	20,170

2005 Highlights

System Ridership Trend





Noble Transit System

Legislative District

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

Productivity

Total Passenger Boardings 20,170
 Total Vehicle Miles 338,285
 Revenue Vehicle Miles 264,366
 Revenue Vehicle Hours 20,438

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.04
 Operating Expense per Passenger Trip \$17.39
 Passenger Trips per Total Vehicle Mile 0.06
 Passenger Trips per Capita 0.44

Financial Performance

Operating Subsidy \$324,602
 Operating Subsidy Ratio 93%
 Locally Derived Income \$185,892
 Locally Derived Income Per Operating Expense \$0.53
 Fare Recovery Ratio 7%

Operating Expense Summary

Operator Salaries/Wages	\$187,021
Other Salaries/Wages	\$44,942
Fringe	\$4,630
Services	\$7,837
Materials and Supplies	\$77,682
Utilities	\$3,395
Casualty/Liability	\$13,276
Purchased Transportation	\$0
Other	\$11,950
Total	\$350,733
Fixed Route Expenses	\$0
Demand Response Services	\$350,733

Revenue Summary

Fare Revenue	\$26,131
Contract/Other	\$0
Local Assistance	\$159,761
State Assistance	\$50,640
Federal Assistance	\$114,201
Total	\$350,733

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	12+2 wc	Gas
1	2000	Dodge	Yes	12+2 wc	Gas
1	2000	Chrysler	No	6	Gas
1	2002	Dodge	Yes	11+2 wc	Gas
1	2002	Dodge	No	6	Gas
1	2004	Dodge	No	13	Gas
1	2004	Dodge	Yes	11+2 wc	Gas
1	2004	Chevy	Yes	6 wc	Gas
9					



Noblesville

1555 Westfield Road
Noblesville, IN 46062

(317) 773-8781 FAX: (317) 773-8798

Contact: Elaine McGuire, Transportation Manager

Email: mcguire@janus-inc.org

General Information

Type of Service 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 \$2.00
Youth \$1.50
Elderly/Disabled \$2.00
Transfer N/A
Other/Special

Personnel

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

Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	3
Base Fleet	2
Fuel Consumption (gal)	5,590

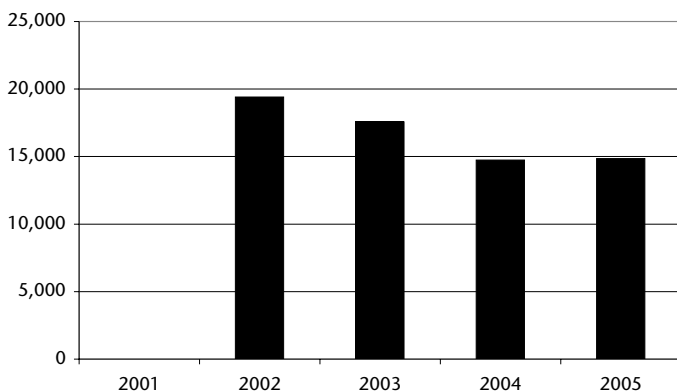
Ridership Trends

2001	0
2002	19,408
2003	17,557
2004	14,728
2005	14,851

2005 Highlights

- Participated in all local parades and events.

System Ridership Trend



Noblesville Public Transit



Legislative District

Indiana Senate 20
 Indiana House 29
 U.S. Congressional 5

Productivity

Total Passenger Boardings 14,851
 Total Vehicle Miles 50,127
 Revenue Vehicle Miles 50,127
 Revenue Vehicle Hours 3,237

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$3.01
 Operating Expense per Passenger Trip \$10.16
 Passenger Trips per Total Vehicle Mile 0.30
 Passenger Trips per Capita 0.52

Financial Performance

Operating Subsidy \$138,247
 Operating Subsidy Ratio 92%
 Locally Derived Income \$72,035
 Locally Derived Income Per Operating Expense \$0.48
 Fare Recovery Ratio 8%

Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$0
Fringe	\$14,039
Services	\$11,741
Materials and Supplies	\$11,036
Utilities	\$0
Casualty/Liability	\$3,911
Purchased Transportation	\$0
Other	\$37,754
Total	\$150,886
Fixed Route Expenses	\$0
Demand Response Services	\$150,886

Revenue Summary

Fare Revenue	\$12,639
Contract/Other	\$0
Local Assistance	\$59,396
State Assistance	\$16,051
Federal Assistance	\$62,800
Total	\$150,886

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Braun	Yes	7+1 wc	Gas
1	1994	Supreme	Yes	18+2 wc	Gas
1	2004	Supreme	Yes	18+2 wc	Gas
3					



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

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 pm
Sunday	5:20 am - 2:25 am

Fare Structure

Base	Based on Zone (\$3.30 to \$10.35)
Youth	Based on Zone (\$1.65 to \$5.15)
Elderly/Disabled	Based on Zone (\$1.65 to \$5.15)
Transfer	N/A
Other/Special	10 Ride Tickets \$33.00 - \$98.35; 25 Ride Tickets \$74.25- \$233.20; Monthly \$89.10 - \$291.60; Discounts for Elderly, Youth, and Disabled.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	105	1
Maintenance	189	0
Administration	30	3
Total	324	4

Operation Characteristics

Revenue Vehicles	68
Peak Hour Fleet	60
Base Fleet	15
Fuel Consumption (gal)	0

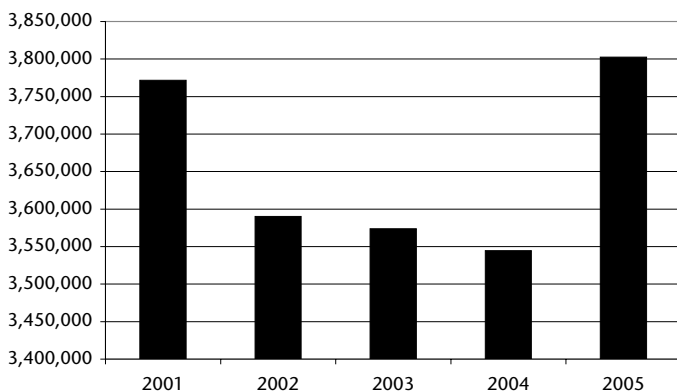
Ridership Trends

2001	3,771,633
2002	3,590,060
2003	3,573,571
2004	3,544,459
2005	3,802,391

2005 Highlights

- Ridership increased 7.3% in 2005 or 258,203 more passengers than 2004.
- Completed new Train Control Center facility in Michigan City and transferred dispatcher operations to this facility.
- Continued Phase I of the signal rehabilitation project including installation of fiber optic cable and various elements of train control systems.
- Completed new crew quarters at the Randolph Street Station in Chicago.
- Resurfaced and widened Dune Park boarding platform and added 126 paved and lighted parking spaces.
- Completed shelter and parking lot improvements at Gary/Chicago Airport.

System Ridership Trend





Northern Indiana Commuter Transportation District

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 3,802,391
Total Vehicle Miles 3,444,029
Revenue Vehicle Miles 3,240,952
Revenue Vehicle Hours 92,460

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$8.97
Operating Expense per Passenger Trip \$8.13
Passenger Trips per Total Vehicle Mile 1.10
Passenger Trips per Capita 0.00

Financial Performance

Operating Subsidy \$15,080,696
Operating Subsidy Ratio 49%
Locally Derived Income \$19,470,866
Locally Derived Income Per Operating Expense \$0.63
Fare Recovery Ratio 51%

Operating Expense Summary

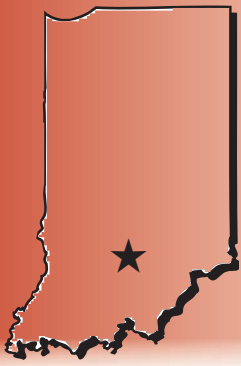
Operator Salaries/Wages	\$991,506
Other Salaries/Wages	\$10,595,661
Fringe	\$9,698,647
Services	\$2,670,320
Materials and Supplies	\$3,240,979
Utilities	\$2,158,887
Casualty/Liability	\$1,540,182
Purchased Transportation	\$0
Other	\$0
Total	\$30,896,182
Fixed Route Expenses	\$30,896,182
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$15,739,769
Contract/Other	\$75,717
Local Assistance	\$3,655,380
State Assistance	\$7,119,819
Federal Assistance	\$4,305,497
Total	\$30,896,182

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
41	1982	Nippon/Shanyo	Yes	93+1 wc	Electric
7	1992	Nippon/Shanyo	Yes	110+1 wc	Electric
10	1992	Nippon/Shanyo	No	130	Electric
10	2000	Nippon/Shanyo	Yes	96+1 wc	Electric
68					



Orange County

P.O. Box 267
Paoli, IN 47454

(812) 723-4043 FAX: (812) 723-4487

Contact: Cheryl Longest, Transportation Director

Email: cheryl@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 \$4.00 to \$10.00 (depending on length of trip)
Youth N/A
Elderly/Disabled N/A
Transfer N/A
Other/Special

Personnel

	Full-Time	Part-Time
Operations	2	11
Maintenance	1	0
Administration	2	0
Total	6	11

Operation Characteristics

Revenue Vehicles	18
Peak Hour Fleet	18
Base Fleet	8
Fuel Consumption (gal)	22,875

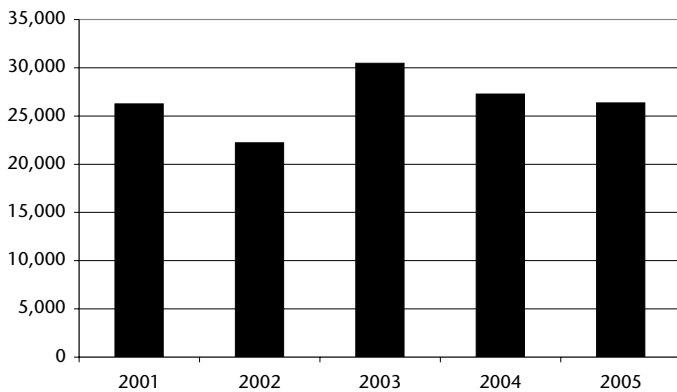
Ridership Trends

2001	26,249
2002	22,202
2003	30,450
2004	27,275
2005	26,350

2005 Highlights

- Received Cape funding for the 4th consecutive year
- Received OBRA funding for the first time

System Ridership Trend





Orange County Transit Services

Legislative District

Indiana Senate 44, 48

Indiana House 62

U.S. Congressional 9

Productivity

Total Passenger Boardings 26,350

Total Vehicle Miles 335,967

Revenue Vehicle Miles 330,928

Revenue Vehicle Hours 15,406

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$0.94

Operating Expense per Passenger Trip \$12.00

Passenger Trips per Total Vehicle Mile 0.08

Passenger Trips per Capita 1.36

Financial Performance

Operating Subsidy \$288,295

Operating Subsidy Ratio 91%

Locally Derived Income \$110,122

Locally Derived Income Per Operating Expense \$0.35

Fare Recovery Ratio 9%

Operating Expense Summary

Operator Salaries/Wages	\$195,039
Other Salaries/Wages	\$0
Fringe	\$29,945
Services	\$29,496
Materials and Supplies	\$39,862
Utilities	\$3,841
Casualty/Liability	\$12,647
Purchased Transportation	\$0
Other	\$5,440
Total	\$316,270
Fixed Route Expenses	\$0
Demand Response Services	\$316,270

Revenue Summary

Fare Revenue	\$27,975
Contract/Other	\$0
Local Assistance	\$82,147
State Assistance	\$102,891
Federal Assistance	\$103,257
Total	\$316,270

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Dodge	No	14	Gas
1	1996	Chevy	No	14	Gas
3	1999	Dodge	No	7	Gas
1	2000	Dodge	Yes	9+2 wc	Gas
1	2000	Dodge	No	14	Gas
2	2001	Dodge	No	7	Gas
1	2001	Dodge	No	3+2 wc	Gas
1	2002	Dodge	No	14	Gas
1	2002	Dodge	Yes	9+2 wc	Gas
2	2003	Dodge	No	7	Gas
2	2003	Dodge	Yes	9+2 wc	Gas
1	2004	Chevy	No	3+2 wc	Gas
1	2005	Dodge	No	7	Gas
18					



Plymouth

227 W. Jefferson Blvd., Room 1120
 South Bend, IN 46601
 (574) 287-1829 FAX: (574) 287-1840
Contact: Sandi Seanor, Executive Director
Email: sseanor@macog.com

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
 County fare \$5.00 (surrounding towns)

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

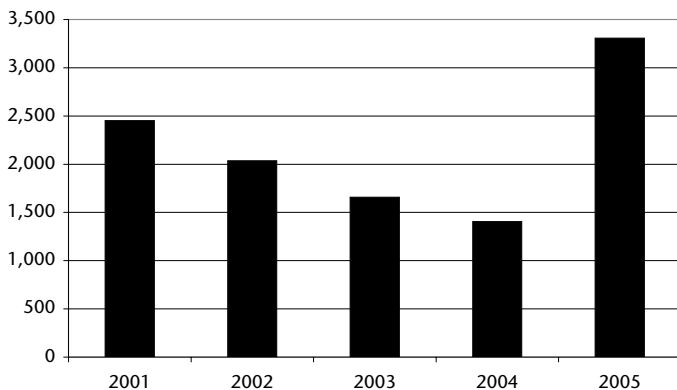
Revenue Vehicles	4
Peak Hour Fleet	4
Base Fleet	4
Fuel Consumption (gal)	2,278

Ridership Trends

2001	2,452
2002	2,035
2003	1,658
2004	1,404
2005	3,307

2005 Highlights

System Ridership Trend





Rock City Rider

Legislative District

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

Productivity

Total Passenger Boardings 3,307
 Total Vehicle Miles 25,058
 Revenue Vehicle Miles 14,283
 Revenue Vehicle Hours 737

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.00
 Operating Expense per Passenger Trip \$7.58
 Passenger Trips per Total Vehicle Mile 0.13
 Passenger Trips per Capita 0.34

Financial Performance

Operating Subsidy \$18,916
 Operating Subsidy Ratio 75%
 Locally Derived Income \$12,580
 Locally Derived Income Per Operating Expense \$0.50
 Fare Recovery Ratio 25%

Operating Expense Summary

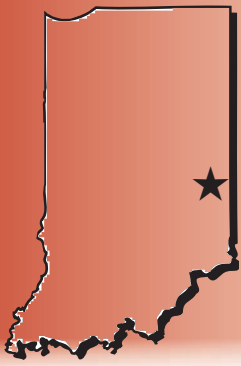
Operator Salaries/Wages	\$0
Other Salaries/Wages	\$4,085
Fringe	\$2,212
Services	\$0
Materials and Supplies	\$0
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$15,501
Other	\$3,266
Total	\$25,064
Fixed Route Expenses	\$0
Demand Response Services	\$25,064

Revenue Summary

Fare Revenue	\$6,148
Contract/Other	\$0
Local Assistance	\$6,432
State Assistance	\$3,340
Federal Assistance	\$9,144
Total	\$25,064

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1999	Dodge	Yes	10+1 wc	Gas
1	1999	Ford	Yes	4+1 wc	Gas
1	2001	Dodge	Yes	4+1 wc	Gas
1	2005	Chevy	Yes	4+1 wc	Gas
4					



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

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 - 5:45 pm
Saturday 10:15 am - 5:45 pm
Sunday No Service

Fare Structure

Base \$1.50
Youth \$1.25
Elderly/Disabled \$1.25
Transfer Free
Other/Special
Demand Response, Donation
Pass \$38.00/Month; Student, E&D Pass
\$30.00/Month

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	16	0
Maintenance	0	1
Administration	3	0
Total	19	1

Operation Characteristics

Revenue Vehicles	16
Peak Hour Fleet	10
Base Fleet	9
Fuel Consumption (gal)	50,216

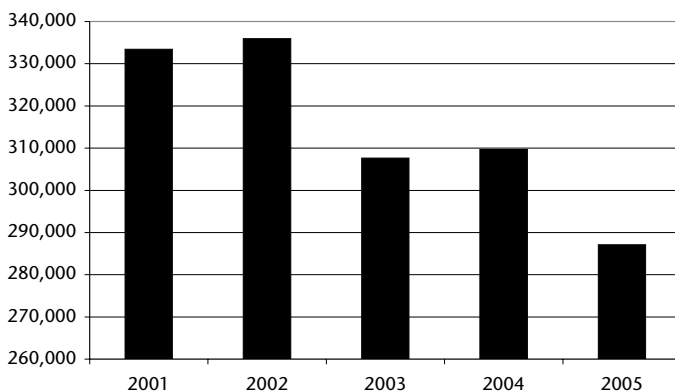
Ridership Trends

2001	333,431
2002	335,894
2003	307,613
2004	309,637
2005	287,096

2005 Highlights

- Rose View Transit is participating in the Whitewater Valley Coordination Project. This project will provide transit to the residents of Wayne, Rush, Franklin, Fayette, and Union Counties outside Richmond city limits. Rose View can only provide service within the city limits. The project is in the planning stage.
- Palladium-Item newspaper published an article on September 15, 2005 titled "How to Get On the Bus" on page 1. The article contained route description, fares, operating hours, and guidelines for using transit for both bus and paratransit services.
- The City of Richmond continued its "Riders Advisory Council" in 2005 with numerous productive meetings.

System Ridership Trend





Rose View Transit & Paratransit System

Legislative District

Indiana Senate 27
 Indiana House 54, 55, 56
 U.S. Congressional 6

Productivity

Total Passenger Boardings 287,096
 Total Vehicle Miles 374,269
 Revenue Vehicle Miles 356,274
 Revenue Vehicle Hours 31,872

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.94
 Operating Expense per Passenger Trip \$3.83
 Passenger Trips per Total Vehicle Mile 0.77
 Passenger Trips per Capita 7.34

Financial Performance

Operating Subsidy \$898,715
 Operating Subsidy Ratio 82%
 Locally Derived Income \$340,748
 Locally Derived Income Per Operating Expense \$0.31
 Fare Recovery Ratio 17%

Operating Expense Summary

Operator Salaries/Wages	\$601,496
Other Salaries/Wages	\$0
Fringe	\$276,492
Services	\$33,297
Materials and Supplies	\$133,065
Utilities	\$12,467
Casualty/Liability	\$38,627
Purchased Transportation	\$0
Other	\$4,243
Total	\$1,099,687
Fixed Route Expenses	\$760,653
Demand Response Services	\$337,763

Revenue Summary

Fare Revenue	\$189,270
Contract/Other	\$11,702
Local Assistance	\$140,906
State Assistance	\$340,748
Federal Assistance	\$417,061
Total	\$1,099,687

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1988	Ford	No	12	Gas
1	1992	Chevy	No	6	Gas
1	1994	Chevy	No	7	Gas
2	1998	Ford	Yes	20+2 wc	Diesel
1	1999	Ford	Yes	18+2 wc	Diesel
2	2001	Ford	Yes	18+2 wc	Diesel
2	2001	Dodge	Yes	12+2 wc	Gas
1	2002	Ford	Yes	18+2 wc	Diesel
1	2003	Ford	Yes	20+2 wc	Diesel
1	2003	Dodge	Yes	12+2 wc	Gas
1	2004	Ford	Yes	21+2 wc	Diesel
1	2005	Ford	Yes	12+2 wc	Gas
1	2006	Ford	Yes	12+2 wc	Gas
16					



Seymour

301-309 N. Chestnut Street
 Seymour, IN 47274
 (812) 522-7433 FAX: (812) 523-6687
Contact: Edith Otte, Manager of Recycle to Ride
Email: seytransit@seymourcity.com

General Information

Type of Service Demand Response
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 & under with an adult, \$1.50 children 5-10 without an adult
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 10 & under with an adult)
 One-way fare may be paid in recyclable products (10 aluminum cans, 10 20-oz. plastic pop bottles, 4 plastic milk bottles or 4 2-liter pop bottles). Vehicle has storage containers on board for recyclable products.

Personnel

	Full-Time	Part-Time
Operations	1	6
Maintenance	0	0
Administration	0	0
Total	1	6

Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	2
Base Fleet	2
Fuel Consumption (gal)	9,940

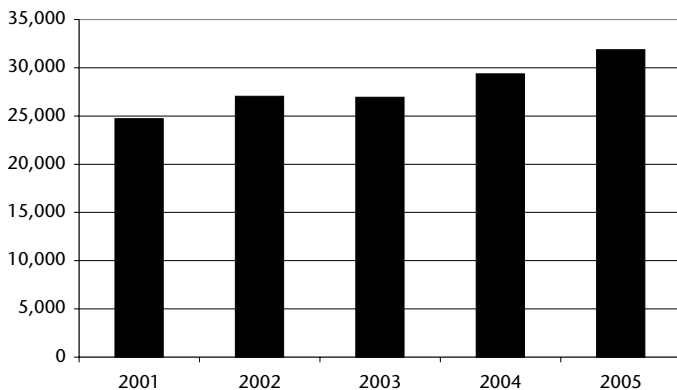
Ridership Trends

2001	24,705
2002	27,032
2003	26,945
2004	29,365
2005	31,870

2005 Highlights

- Seymour Transit's ridership increased by 2,505 riders over calendar year 2004, an increase of 8.5%.

System Ridership Trend





Seymour Transit (Recycle to Ride)

Legislative District

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

Productivity

Total Passenger Boardings 31,870
 Total Vehicle Miles 68,827
 Revenue Vehicle Miles 68,827
 Revenue Vehicle Hours 6,000

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.32
 Operating Expense per Passenger Trip \$5.02
 Passenger Trips per Total Vehicle Mile 0.46
 Passenger Trips per Capita 1.76

Financial Performance

Operating Subsidy \$142,852
 Operating Subsidy Ratio 89%
 Locally Derived Income \$47,104
 Locally Derived Income Per Operating Expense \$0.29
 Fare Recovery Ratio 11%

Operating Expense Summary

Operator Salaries/Wages	\$102,829
Other Salaries/Wages	\$0
Fringe	\$11,177
Services	\$17,795
Materials and Supplies	\$23,603
Utilities	\$1,962
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$2,612
Total	\$159,978
Fixed Route Expenses	\$0
Demand Response Services	\$159,978

Revenue Summary

Fare Revenue	\$17,126
Contract/Other	\$0
Local Assistance	\$29,978
State Assistance	\$38,385
Federal Assistance	\$74,489
Total	\$159,978

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	Yes	9+2 wc	Gas
2	2003	Ford	Yes	11+2 wc	Gas
3					



SIDC

P.O. Box 367
 Washington, IN 47501
 (812) 257-0118 FAX: (812) 257-0119
Contact: Becky Guthrie, Transportation Director
Email: bguthrie@frs.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 \$2.00 In-town, \$3.00 In-County, \$4.00 County-to-County
Youth Same as base
Elderly/Disabled Same as base
Transfer N/A
Other/Special

Personnel

	Full-Time	Part-Time
Operations	7	8
Maintenance	1	0
Administration	2	1
Total	10	9

Operation Characteristics

Revenue Vehicles	16
Peak Hour Fleet	68
Base Fleet	43
Fuel Consumption (gal)	69,378

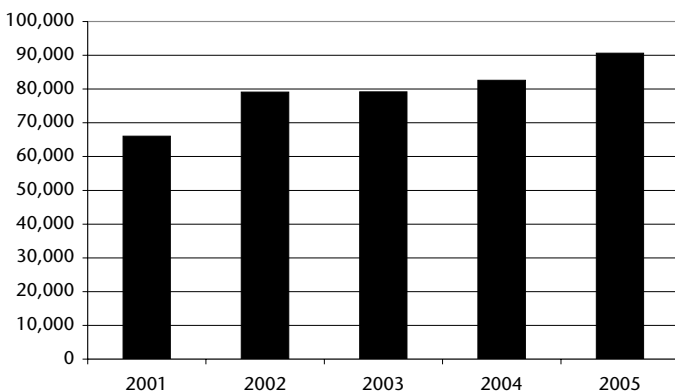
Ridership Trends

2001	66,041
2002	79,092
2003	79,169
2004	82,570
2005	90,603

2005 Highlights

- Ride Solution was the recipient of a Community Focus Fund Grant from the Office of Rural Affairs. This enabled us to purchase a new facility that included a maintenance garage.
- The "Linton City Connection" a point deviation route was started in April.
- Daviess County Community Foundation awarded us start-up funds to purchase equipment for our new maintenance facility.
- Increased ridership for the 5th consecutive year.
- "Free" rides were offered to the polls.
- Generations, Area 13 Agency on Aging awarded us a mini-grant to subsidize 60+ riders in Greene County.

System Ridership Trend





Legislative District

Indiana Senate 39, 48
 Indiana House 45, 60, 62, 63, 64
 U.S. Congressional 8

Productivity

Total Passenger Boardings 90,603
 Total Vehicle Miles 1,252,981
 Revenue Vehicle Miles 1,184,836
 Revenue Vehicle Hours 56,841

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.01
 Operating Expense per Passenger Trip \$13.94
 Passenger Trips per Total Vehicle Mile 0.07
 Passenger Trips per Capita 0.94

Financial Performance

Operating Subsidy \$1,206,506
 Operating Subsidy Ratio 96%
 Locally Derived Income \$576,348
 Locally Derived Income Per Operating Expense \$0.46
 Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$332,960
Other Salaries/Wages	\$121,050
Fringe	\$125,332
Services	\$118,526
Materials and Supplies	\$132,248
Utilities	\$18,246
Casualty/Liability	\$53,161
Purchased Transportation	\$203,679
Other	\$157,395
Total	\$1,262,597
Fixed Route Expenses	\$0
Demand Response Services	\$1,262,597

Revenue Summary

Fare Revenue	\$56,091
Contract/Other	\$0
Local Assistance	\$520,257
State Assistance	\$306,115
Federal Assistance	\$380,134
Total	\$1,262,597

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1992	Dodge	Yes	12+2 wc	Gas
1	1994	Dodge	Yes	12+2 wc	Gas
1	1994	Plymouth	No	7	Gas
1	1995	Dodge	Yes	10	Gas
1	1997	Dodge	Yes	10	Gas
1	1998	Dodge	Yes	5	Gas
1	2000	Dodge	Yes	7	Gas
1	2002	Dodge	Yes	12+2 wc	Gas
1	2003	Dodge	No	11	Gas
2	2003	Dodge	Yes	12+2 wc	Gas
1	2003	Chevy	No	5	Gas
1	2004	Chevy	Yes	6	Gas
1	2005	Toyota	No	5	Gas
1	2005	Chevy	Yes	7	Gas
1	2005	Chevy	No	7	Gas
58	Vehicles operated through other partner agencies				
74					



SIRPC

13091 Benedict Drive
 Dillsboro, IN 47018
 (812) 432-5215 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, Decatur, Ripley, Jefferson, Ohio and Switzerland Counties
Service Population	143,580

Service Hours

Weekday	6:00 am - 6:00 pm
Saturday	Point Deviation Routes operate 9:00 a.m. - 4:00 p.m.
Sunday	No Service

Fare Structure

Base	\$1.50 - 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	Free
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	26	8
Maintenance	0	0
Administration	2	0
Total	28	8

Operation Characteristics

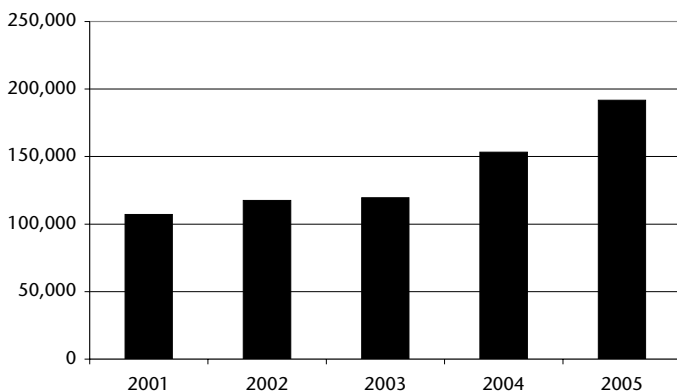
Revenue Vehicles	32
Peak Hour Fleet	24
Base Fleet	18
Fuel Consumption (gal)	69,694

Ridership Trends

2001	107,049
2002	117,404
2003	119,522
2004	153,102
2005	191,651

2005 Highlights

System Ridership Trend





Legislative District

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

Productivity

Total Passenger Boardings 191,651
 Total Vehicle Miles 968,660
 Revenue Vehicle Miles 949,298
 Revenue Vehicle Hours 38,652

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.26
 Operating Expense per Passenger Trip \$6.38
 Passenger Trips per Total Vehicle Mile 0.20
 Passenger Trips per Capita 1.33

Financial Performance

Operating Subsidy \$1,159,798
 Operating Subsidy Ratio 95%
 Locally Derived Income \$483,742
 Locally Derived Income Per Operating Expense \$0.40
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$483,547
Other Salaries/Wages	\$204,131
Fringe	\$91,942
Services	\$43,141
Materials and Supplies	\$225,985
Utilities	\$14,709
Casualty/Liability	\$128,833
Purchased Transportation	\$0
Other	\$29,503
Total	\$1,221,791
Fixed Route Expenses	\$0
Demand Response Services	\$1,221,791

Revenue Summary

Fare Revenue	\$61,993
Contract/Other	\$0
Local Assistance	\$421,749
State Assistance	\$253,898
Federal Assistance	\$484,151
Total	\$1,221,791

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1994	Chevy	No	6	Gas
2	1997	Dodge	Yes	4+1 wc	Gas
1	1999	Dodge	No	6	Gas
2	1999	Dodge	Yes	9+1 wc	Gas
4	2000	Dodge	No	14	Gas
4	2000	Dodge	Yes	9+2 wc	Gas
2	2001	Dodge	No	6	Gas
1	2001	Dodge	Yes	9+2 wc	Gas
1	2002	Ford	Yes	9+2 wc	Gas
4	2002	Dodge	Yes	5+3 wc	Gas
2	2003	Chevy	Yes	6+2 wc	Gas
1	2004	Dodge	Yes	5+3 wc	Gas
2	2005	Ford	Yes	9+2 wc	Gas
1	2005	Chevy	Yes	6+2 wc	Gas
1	2006	Ford	Yes	6+2 wc	Gas
1	2006	Ford	No	6	Gas
1	2006	Chevy	Yes	6+4 wc	Gas
32					



SITS

P.O. Box 547
 Corydon, IN 47112
 (812) 734-1000 FAX: (812) 734-1036
 Contact: Roland Lemus, Transportation Director
 Email: brrtrdir@brsinc.org

General Information

Type of Service Subscription, Demand Response and Deviated 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 \$2.00 (0 to 10 miles), \$3.00 (11 to 24 miles), \$4.00 (over 24 miles)
Youth N/A
Elderly/Disabled N/A
Transfer N/A
Other/Special

Personnel

	Full-Time	Part-Time
Operations	19	1
Maintenance	0	0
Administration	3	0
Total	22	1

Operation Characteristics

Revenue Vehicles	33
Peak Hour Fleet	0
Base Fleet	0
Fuel Consumption (gal)	62,181

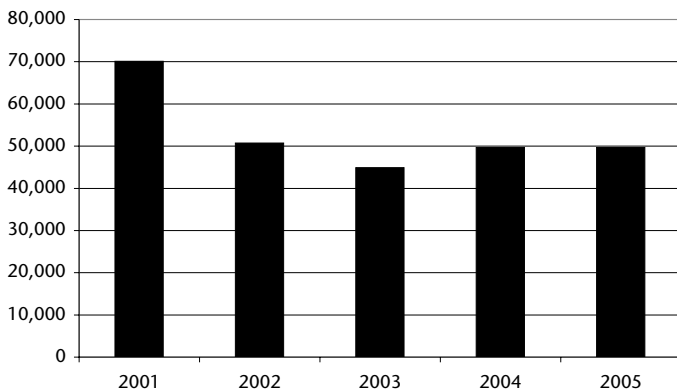
Ridership Trends

2001	70,107
2002	50,686
2003	44,854
2004	49,674
2005	49,649

2005 Highlights

- Received \$1,000 donation to offset fares for dialysis patients in Washington County.
- Successful in getting \$5,000 local match from both Crawford & Washington counties.
- Received \$4,850 increase in local match from City of Scottsburg.
- Developed quarterly newsletter for public transportation in Harrison County.
- Provided transit service for community events such as the 4th of July Fireworks and the Re-enactment of the Civil War Battle in Corydon.
- Coordinated rides with LifeSpan and Orange County Transit for transportation between transit systems.

System Ridership Trend





Southern Indiana Transit System

Legislative District

Indiana Senate 44, 45, 47
 Indiana House 62, 66, 70, 73
 U.S. Congressional 9

Productivity

Total Passenger Boardings 49,649
 Total Vehicle Miles 667,585
 Revenue Vehicle Miles 632,071
 Revenue Vehicle Hours 15,283

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.06
 Operating Expense per Passenger Trip \$14.32
 Passenger Trips per Total Vehicle Mile 0.07
 Passenger Trips per Capita 0.52

Financial Performance

Operating Subsidy \$678,489
 Operating Subsidy Ratio 95%
 Locally Derived Income \$289,982
 Locally Derived Income Per Operating Expense \$0.41
 Fare Recovery Ratio 5%

Operating Expense Summary

Operator Salaries/Wages	\$373,695
Other Salaries/Wages	\$0
Fringe	\$47,137
Services	\$52,475
Materials and Supplies	\$76,544
Utilities	\$11,578
Casualty/Liability	\$34,509
Purchased Transportation	\$44,660
Other	\$70,159
Total	\$710,757
Fixed Route Expenses	\$0
Demand Response Services	\$710,757

Revenue Summary

Fare Revenue	\$32,268
Contract/Other	\$0
Local Assistance	\$257,714
State Assistance	\$159,315
Federal Assistance	\$261,460
Total	\$710,757

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1997	Dodge	No	14	Gas
3	1998	Ford	No	14	Gas
1	1998	Dodge	No	7	Gas
1	1999	Ford	Yes	9	Gas
3	2000	Dodge	No	7	Gas
2	2000	Chevy	No	7	Gas
1	2000	Dodge	No	5	Gas
2	2000	Dodge	No	14	Gas
1	2000	Dodge	Yes	9+2 wc	Gas
1	2001	Ford	No	7	Gas
1	2001	Chrysler	No	7	Gas
2	2001	Dodge	No	14	Gas
1	2001	Ford	Yes	9+2 wc	Gas
2	2001	Dodge	Yes	9+2 wc	Gas
1	2002	Dodge	No	7	Gas
2	2002	Dodge	No	12	Gas
2	2002	Dodge	Yes	9+2 wc	Gas
2	2003	Chevy	Yes	6	Gas
1	2003	Dodge	No	7	Gas
1	2003	Dodge	No	12	Gas
1	2003	Dodge	Yes	9+2 wc	Gas
1	2004	Ford	Yes	9+2 wc	Gas

33



South Bend

901 East Northside Blvd., Post Office Box 1437
 South Bend, IN 46624
 (574) 232-9901 ext. 119 FAX: (574) 239-2309
Contact: Marlo W. Mangus, CPA, Controller
Email: mmangus@sbtranspo.com

General Information

Type of Service Fixed Route, Demand Response & Downtown Trolley Service
Service Area South Bend & Mishawaka Metropolitan Area
Service Population 154,346

Service Hours

Weekday 5:00 am - 10:00 pm / Friday 5:00 am - 2:30 am
Saturday 6:00 am - 2:30 pm
Sunday No Service

Fare Structure

Base \$0.75
Youth \$0.75
Elderly/Disabled \$0.35
Transfer Free
Other/Special
 Pass \$30.00/31 Days
 Student Pass \$25.00/31 Days

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	78	21
Maintenance	20	2
Administration	7	1
Total	105	24

Operation Characteristics

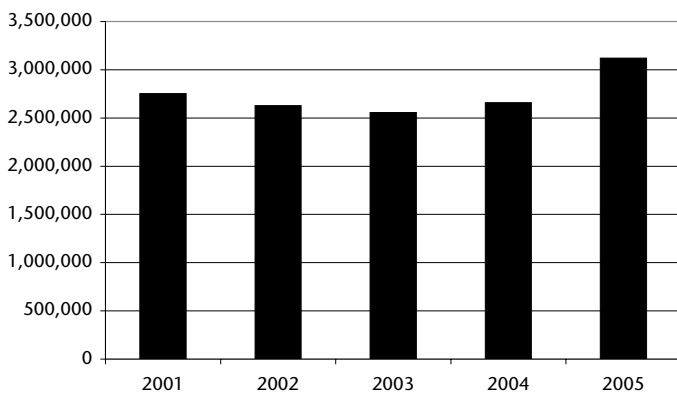
Revenue Vehicles	64
Peak Hour Fleet	57
Base Fleet	53
Fuel Consumption (gal)	454,080

Ridership Trends

2001	2,751,039
2002	2,627,101
2003	2,554,384
2004	2,657,891
2005	3,119,850

2005 Highlights

System Ridership Trend





South Bend Public Transportation Corporation

Legislative District

Indiana Senate 9, 10, 11
 Indiana House 5, 6, 7, 8, 21, 48
 U.S. Congressional 2

Productivity

Total Passenger Boardings 3,119,850
 Total Vehicle Miles 2,054,496
 Revenue Vehicle Miles 1,994,093
 Revenue Vehicle Hours 124,986

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.10
 Operating Expense per Passenger Trip \$2.70
 Passenger Trips per Total Vehicle Mile 1.52
 Passenger Trips per Capita 20.21

Financial Performance

Operating Subsidy \$6,902,157
 Operating Subsidy Ratio 82%
 Locally Derived Income \$5,144,674
 Locally Derived Income Per Operating Expense \$0.61
 Fare Recovery Ratio 14%

Operating Expense Summary

Operator Salaries/Wages	\$3,075,383
Other Salaries/Wages	\$866,231
Fringe	\$1,849,317
Services	\$653,325
Materials and Supplies	\$1,216,368
Utilities	\$201,221
Casualty/Liability	\$459,073
Purchased Transportation	\$0
Other	\$106,595
Total	\$8,427,514
Fixed Route Expenses	\$7,837,588
Demand Response Services	\$589,926

Revenue Summary

Fare Revenue	\$1,204,218
Contract/Other	\$321,139
Local Assistance	\$3,619,317
State Assistance	\$1,980,626
Federal Assistance	\$1,302,214
Total	\$8,427,514

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
11	1999	Gillig	Yes	30+2 wc	Diesel
3	2001	Champion	Yes	11+3 wc	Diesel
10	2002	Gillig	Yes	23+2 wc	Diesel
10	2003	Gillig	Yes	23+2 wc	Diesel
21	2004	Gillig	Yes	23+2 wc	Diesel
4	2004	Optima	Yes	22+2 wc	Diesel
5	2005	Champion	Yes	11+3 wc	Diesel
64					



TARC - New Albany, Clarksville, Jeffersonville

1000 West Broadway

Louisville, KY 40203

(502) 561-5100

FAX: (502) 213-3244

Contact: J. Barry Barker, Executive Director

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
Youth	\$0.50 with ID card
Elderly/Disabled	\$0.50 with ID card
Transfer	Free
Other/Special	

10 Tickets for \$7.50; Monthly Pass for \$28.00
 Elderly & Disabled or Student Tickets: 10 Tickets for \$5.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	390	38
Maintenance	127	0
Administration	95	26
Total	<u>612</u>	<u>64</u>

Operation Characteristics

Revenue Vehicles	258
Peak Hour Fleet	15
Base Fleet	8
Fuel Consumption (gal)	184,605

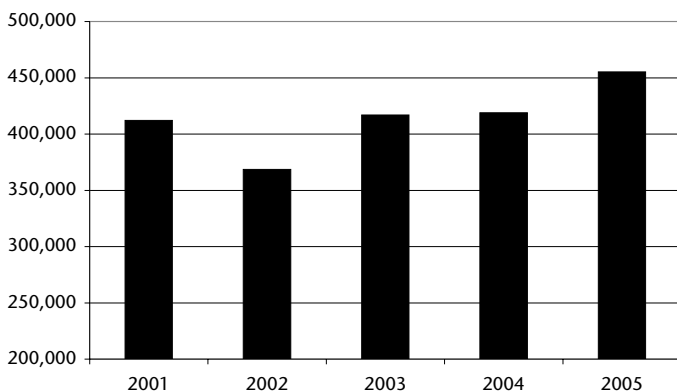
Ridership Trends

2001	411,934
2002	368,431
2003	416,845
2004	418,847
2005	455,096

2005 Highlights

- Ridership year-to-date up 7%.
- Schedule information posted at all 175 TARC shelters.
- Funding approved for "TARC Quest" trip planning software.

System Ridership Trend





Transit Authority of River City

Legislative District

Indiana Senate 46
 Indiana House 71, 72
 U.S. Congressional 9

Productivity

Total Passenger Boardings 455,096
 Total Vehicle Miles 734,936
 Revenue Vehicle Miles 664,809
 Revenue Vehicle Hours 42,430

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.78
 Operating Expense per Passenger Trip \$7.71
 Passenger Trips per Total Vehicle Mile 0.62
 Passenger Trips per Capita 5.27

Financial Performance

Operating Subsidy \$3,000,279
 Operating Subsidy Ratio 85%
 Locally Derived Income \$2,559,920
 Locally Derived Income Per Operating Expense \$0.73
 Fare Recovery Ratio 14%

Operating Expense Summary

Operator Salaries/Wages	\$918,830
Other Salaries/Wages	\$529,850
Fringe	\$824,555
Services	\$118,925
Materials and Supplies	\$457,192
Utilities	\$32,540
Casualty/Liability	\$49,862
Purchased Transportation	\$539,683
Other	\$38,512
Total	\$3,509,949
Fixed Route Expenses	\$3,158,952
Demand Response Services	\$350,997

Revenue Summary

Fare Revenue	\$475,620
Contract/Other	\$34,050
Local Assistance	\$2,050,250
State Assistance	\$771,550
Federal Assistance	\$178,479
Total	\$3,509,949

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
9	1987	Chance Alamo City Streetcar w/lifts	Yes	17+1 wc	Diesel
15	1989	Flexible Metro w/lifts	Yes	45+ 2 wc	Diesel
38	1994	Flexible Metro w/lifts	Yes	45+ 2 wc	Diesel
11	1995	Orion II w/ramps	Yes	21+2 wc	Diesel
5	1998	Chance Alamo City Streetcar w/lifts	Yes	22+2 wc	Diesel
27	1998	Gillig Low-Floor	Yes	40+2 wc	Diesel
27	1999	Gillig Low-Floor	Yes	40+2 wc	Diesel
20	1999	Gillig Low-Floor	Yes	40+2 wc	Diesel
17	1999	Gillig Low-Floor	Yes	40+2 wc	Diesel
12	2000	Gillig Low-Floor	Yes	40+2 wc	Diesel
8	2000	Gillig Low-Floor 30'	Yes	28+2 wc	Diesel
11	2001	Gillig Low-Floor	Yes	40+2 wc	Diesel
17	2002	Gillig Low-Floor 30'	Yes	28+2 wc	Diesel
20	2003	Gillig Low-Floor	Yes	40+2 wc	Diesel
5	2005	Gillig Hybrid-Electric	Yes	40+2 wc	Hybrid-Electirc
16	2005	Gillig Low-Floor	Yes	40+2 wc	Diesel
258					



Terre Haute

901 South 14th Street
 Terre Haute, IN 47807
 (812) 235-0109 FAX: (812) 232-3533
Contact: Brad Miller, Transportation Director
Website: www.terrehaute.in.gov

General Information

Type of Service Fixed Route and Demand Response
Service Area Terre Haute City Limits
Service Population 61,944

Service Hours

Weekday 6:05 am - 5:45 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$0.50
Transfer N/A
Other/Special
 Transit Pass \$30.00/Month; \$12.00 for 14 ride ticket

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	17	0
Maintenance	4	0
Administration	5	0
Total	<u>26</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	14
Peak Hour Fleet	12
Base Fleet	12
Fuel Consumption (gal)	55,400

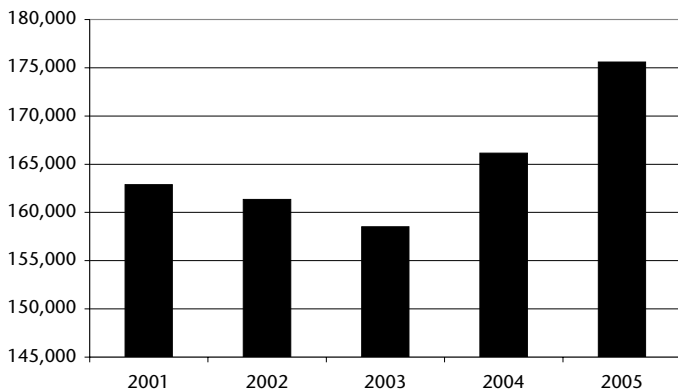
Ridership Trends

2001	162,870
2002	161,346
2003	158,492
2004	166,128
2005	175,587

2005 Highlights

- Increase ridership 9% for 2005.
- Started our Mall Express Route.
- Increased fares.
- Ordered three new replacement buses that were delivered in 2006.
- Biggest increase during the summer months of June, July, and August. Worked with our Parks department and local churches and took kids to our local parks to swim.

System Ridership Trend





Transit Utility for the City of Terre Haute

Legislative District

Indiana Senate 38, 39
 Indiana House 43, 45, 46
 U.S. Congressional 8

Productivity

Total Passenger Boardings 175,587
 Total Vehicle Miles 326,841
 Revenue Vehicle Miles 292,133
 Revenue Vehicle Hours 27,804

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$4.82
 Operating Expense per Passenger Trip \$8.97
 Passenger Trips per Total Vehicle Mile 0.54
 Passenger Trips per Capita 2.83

Financial Performance

Operating Subsidy \$1,468,679
 Operating Subsidy Ratio 93%
 Locally Derived Income \$549,260
 Locally Derived Income Per Operating Expense \$0.35
 Fare Recovery Ratio 7%

Operating Expense Summary

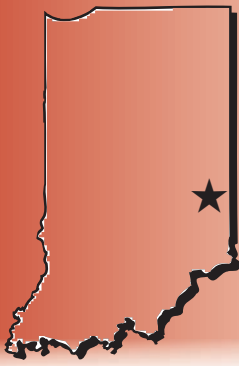
Operator Salaries/Wages	\$507,341
Other Salaries/Wages	\$262,913
Fringe	\$266,558
Services	\$88,019
Materials and Supplies	\$102,268
Utilities	\$32,860
Casualty/Liability	\$43,187
Purchased Transportation	\$197,088
Other	\$74,456
Total	\$1,574,690
Fixed Route Expenses	\$1,060,316
Demand Response Services	\$514,374

Revenue Summary

Fare Revenue	\$106,011
Contract/Other	\$0
Local Assistance	\$443,249
State Assistance	\$166,094
Federal Assistance	\$859,336
Total	\$1,574,690

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1994	Ford/Supreme	Yes	14+2 wc	Diesel
1	1996	Ford/Supreme	Yes	16+2 wc	Diesel
3	1997	Ford/Supreme	Yes	16+2 wc	Diesel
2	1999	Ford/Supreme	Yes	16+2 wc	Diesel
2	1999	Ford/Supreme	Yes	14+2 wc	Diesel
1	2002	Ford/SupremeTrolley	Yes	20+2 wc	Diesel
1	2002	Ford/Supreme	Yes	18+2 wc	Diesel
1	2003	Ford/Supreme	Yes	14+2 wc	Diesel
1	2003	Ford/Supreme	Yes	20+2 wc	Diesel
1	2004	Ford/Supreme	Yes	6+5 wc	Diesel
14					



Union-Wayne Counties

P. O. Box 333
 Liberty, IN 47353
 (765) 458-7277 FAX: (765) 458-7722
Contact: Beth McCoy, Transit Coordinator
Email: owenmcoy@uconline.com

General Information

Type of Service Demand Response, Subscription service, and Advance notice service
Service Area Union and Wayne Counties except Richmond
Service Population 39,322

Service Hours

Weekday 6:00 AM to 5 PM, evening services upon request
Saturday On Request
Sunday On Request

Fare Structure

Base Zone 1 - \$0.75, Zone 2 - \$1.75, Zone 3 - \$2.50, Zone 4 - \$3.25, Zone 5 - \$4.00
Youth N/A
Elderly/Disabled N/A
Transfer N/A
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	2	10
Maintenance	0	1
Administration	1	2
Total	3	13

Operation Characteristics

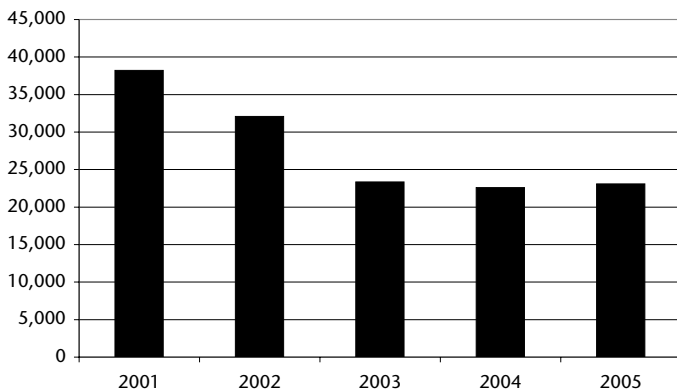
Revenue Vehicles	11
Peak Hour Fleet	8
Base Fleet	6
Fuel Consumption (gal)	21,349

Ridership Trends

2001	38,220
2002	32,056
2003	23,328
2004	22,590
2005	23,071

2005 Highlights

System Ridership Trend





Union-Wayne Counties Transit

Legislative District

Indiana Senate 27, 43
 Indiana House 54, 55, 56
 U.S. Congressional 6

Productivity

Total Passenger Boardings 23,071
 Total Vehicle Miles 245,344
 Revenue Vehicle Miles 241,581
 Revenue Vehicle Hours 13,654

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.12
 Operating Expense per Passenger Trip \$11.89
 Passenger Trips per Total Vehicle Mile 0.09
 Passenger Trips per Capita 0.59

Financial Performance

Operating Subsidy \$253,260
 Operating Subsidy Ratio 92%
 Locally Derived Income \$113,578
 Locally Derived Income Per Operating Expense \$0.41
 Fare Recovery Ratio 8%

Operating Expense Summary

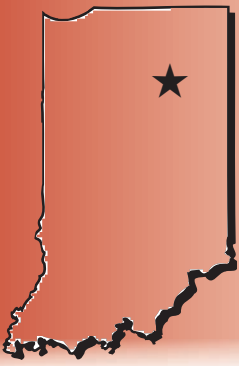
Operator Salaries/Wages	\$106,924
Other Salaries/Wages	\$32,352
Fringe	\$22,420
Services	\$13,850
Materials and Supplies	\$66,574
Utilities	\$1,305
Casualty/Liability	\$26,026
Purchased Transportation	\$0
Other	\$4,859
Total	\$274,310
Fixed Route Expenses	\$0
Demand Response Services	\$274,310

Revenue Summary

Fare Revenue	\$21,050
Contract/Other	\$0
Local Assistance	\$92,528
State Assistance	\$57,782
Federal Assistance	\$102,950
Total	\$274,310

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1992	Ford	No	15	Gas
1	1995	Dodge	Yes	11+1 wc	Gas
1	1996	Dodge	Yes	11+1 wc	Gas
1	1997	Dodge	Yes	11+1 wc	Gas
1	1999	Dodge	Yes	6+2 wc	Gas
1	1999	Dodge	Yes	11+2 wc	Gas
1	2000	Dodge	No	15	Gas
2	2003	Ford	Yes	10+2 wc	Gas
1	2004	Ford	Yes	10+2 wc	Gas
10					



Wabash County

239 Bond Street, P.O. Box 447
 Wabash, IN 46992
 (260) 563-7536 FAX: (260) 569-1535
Contact: Beverly Ferry, Executive Director
Email: beverlywcoa@kconline.com

General Information

Type of Service Demand Response
Service Area Wabash County
Service Population 34,960

Service Hours

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

Fare Structure

Base \$1.00 City Limits, \$2.00 County
Youth \$1.00 City Limits, \$2.00 County
Elderly/Disabled Elderly Fare by Donation/Disabled
 Fare same as public
Transfer N/A
Other/Special

Personnel

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

Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	5
Base Fleet	3
Fuel Consumption (gal)	15,007

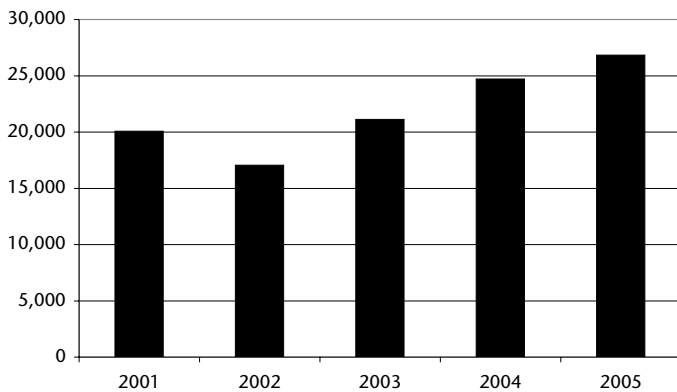
Ridership Trends

2001	20,067
2002	17,055
2003	21,115
2004	24,713
2005	26,821

2005 Highlights

- Good Samaritan Pass was funded by local groups to provide local trips of necessity in hardship cases.
- We set record highs for ridership which climbed all year and really climbed in the fall of 2005.
- Received the Community Award from ARC of Wabash County, Inc. for contributing to the quality of life of their clients.
- Displayed a new mini van in the merchant's building of the county fair.

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 26,821

Total Vehicle Miles 195,867

Revenue Vehicle Miles 70,357

Revenue Vehicle Hours 12,023

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.35

Operating Expense per Passenger Trip \$9.83

Passenger Trips per Total Vehicle Mile 0.14

Passenger Trips per Capita 0.77

Financial Performance

Operating Subsidy \$0

Operating Subsidy Ratio 0%

Locally Derived Income \$109,792

Locally Derived Income

Per Operating Expense \$0.42

Fare Recovery Ratio 7%

Operating Expense Summary

Operator Salaries/Wages	\$68,313
Other Salaries/Wages	\$77,775
Fringe	\$23,280
Services	\$23,012
Materials and Supplies	\$29,019
Utilities	\$6,917
Casualty/Liability	\$28,470
Purchased Transportation	\$0
Other	\$6,774
Total	\$263,560
Fixed Route Expenses	\$0
Demand Response Services	\$263,560

Revenue Summary

Fare Revenue	\$19,748
Contract/Other	\$710
Local Assistance	\$90,044
State Assistance	\$42,346
Federal Assistance	\$110,712
Total	\$263,560

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1985	Dodge	Yes	1+2 wc	Gas
1	1991	Dodge	Yes	9+1 wc	Gas
1	1995	Dodge	No	13	Gas
1	1995	Dodge	Yes	9+1 wc	Gas
1	1998	Dodge	Yes	9+1 wc	Gas
1	1999	Dodge	No	13	Gas
1	2000	Dodge	Yes	8+2 wc	Gas
1	2002	Dodge	Yes	10+1 wc	Gas
1	2004	Chevy	Yes	6+2 wc	Gas
2	2005	Chevy	Yes	4 wc	Gas
11					



Washington

2100 East Memorial Avenue

Washington, IN 47501

(812) 254-4564 FAX: (812) 254-8231

Contact: Louis Dant, Transportation Manager

Email: citytran@dmrtc.net

General Information

Type of Service	Route Deviation
Service Area	Washington City Limits and ADA corridors
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	1
Maintenance	0	0
Administration	0	0
Total	<u>1</u>	<u>1</u>

Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	1
Base Fleet	1
Fuel Consumption (gal)	5,898

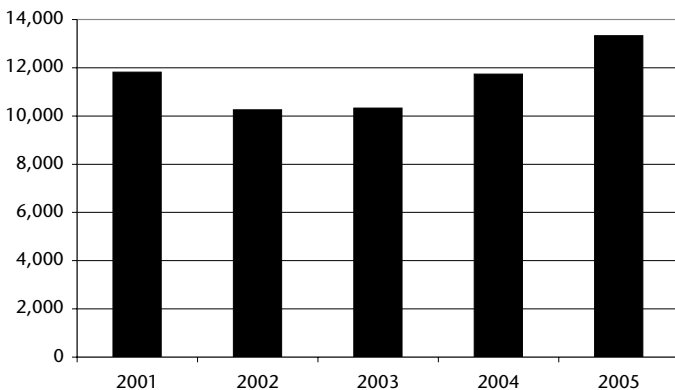
Ridership Trends

2001	11,814
2002	10,255
2003	10,325
2004	11,729
2005	13,326

2005 Highlights

- Washington Transit's ridership in 2005 increased 14% over total passengers for 2004 and 28% over 2003 total passengers with only 2 more operating days (2,510 RVH).
- Washington Transit's total annual operating costs increased only 1.6% over 2004 (+\$1,373), while fuel expenses increased by 43% (+\$3,488).
- Even with 2 additional operating days in 2005 Washington Transit's passengers carried per revenue vehicle hour of 5.3 increased by 13% over that 2004 and 26% over 2003.
- Washington Transit's total annual operating cost per passenger for \$6.31 was less than 2004 (\$7.06) and 2003 (\$7.82) even with a 43% increase in fuel costs.
- Washington Transit's total annual operating revenues for 2005 (\$6,034) by 10% over 2004 (\$5,475) and by 29% over 2003 (\$4,663).
- Washington Transit's 2005 operating costs per revenue vehicle mile (\$2.09) were 24% less than 2004 (\$2.75) and 2003 (\$2.73).

System Ridership Trend



Washington Transit System



Legislative District

Indiana Senate	48
Indiana House	63
U.S. Congressional	8

Productivity

Total Passenger Boardings	13,326
Total Vehicle Miles	31,201
Revenue Vehicle Miles	31,201
Revenue Vehicle Hours	2,510

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.70
Operating Expense per Passenger Trip	\$6.31
Passenger Trips per Total Vehicle Mile	0.43
Passenger Trips per Capita	1.17

Financial Performance

Operating Subsidy	\$0
Operating Subsidy Ratio	0%
Locally Derived Income	\$38,534
Locally Derived Income Per Operating Expense	\$0.46
Fare Recovery Ratio	7%

Operating Expense Summary

Operator Salaries/Wages	\$30,571
Other Salaries/Wages	\$0
Fringe	\$9,466
Services	\$16,557
Materials and Supplies	\$16,095
Utilities	\$5,070
Casualty/Liability	\$5,948
Purchased Transportation	\$0
Other	\$419
Total	\$84,126
Fixed Route Expenses	\$84,126
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$6,034
Contract/Other	\$0
Local Assistance	\$32,500
State Assistance	\$11,170
Federal Assistance	\$34,422
Total	\$84,126

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1996	Ford	Yes	18+2 wc	Gas



Waveland

660 North 36th Street, P.O. Box 4727

Lafayette, IN 43176

(765) 447-7683

FAX: (765) 447-6862

Contact: Stan Minnick, Transportation Coordinator

Email: sminnick@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	6
Fuel Consumption (gal)	1,815

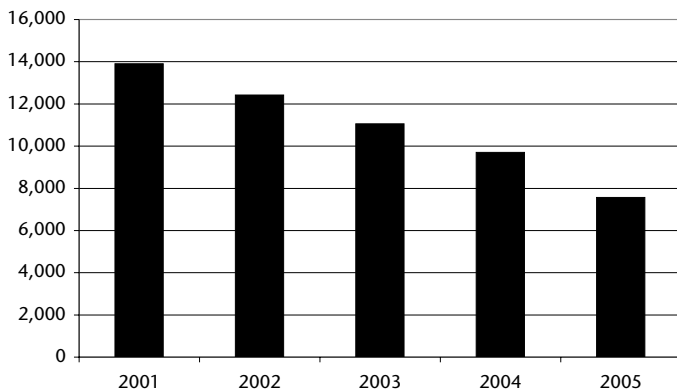
Ridership Trends

2001	13,901
2002	12,422
2003	11,048
2004	9,694
2005	7,565

2005 Highlights

- We replaced a 1994 modified van with a 2006 modified lift equipped van in the Town of Waveland service area.

System Ridership Trend





Waveland Volunteer Transportation System

Legislative District

Indiana Senate 6, 7, 22, 23
 Indiana House 15, 24, 28, 41, 42
 U.S. Congressional 4, 8

Productivity

Total Passenger Boardings 7,565
 Total Vehicle Miles 22,362
 Revenue Vehicle Miles 22,362
 Revenue Vehicle Hours 1,598

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$5.04
 Operating Expense per Passenger Trip \$14.89
 Passenger Trips per Total Vehicle Mile 0.34
 Passenger Trips per Capita 1.34

Financial Performance

Operating Subsidy \$0
 Operating Subsidy Ratio 0%
 Locally Derived Income \$60,210
 Locally Derived Income Per Operating Expense \$0.53
 Fare Recovery Ratio 5%

Operating Expense Summary

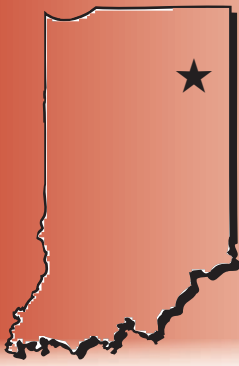
Operator Salaries/Wages	\$26,906
Other Salaries/Wages	\$47,161
Fringe	\$11,118
Services	\$2,033
Materials and Supplies	\$11,431
Utilities	\$2,251
Casualty/Liability	\$7,378
Purchased Transportation	\$0
Other	\$4,383
Total	\$112,661
Fixed Route Expenses	\$0
Demand Response Services	\$112,661

Revenue Summary

Fare Revenue	\$5,652
Contract/Other	\$0
Local Assistance	\$54,558
State Assistance	\$9,059
Federal Assistance	\$43,392
Total	\$112,661

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1990	Dodge	Yes	9+1 wc	Gas
3	1994	Dodge	No	13	Gas
1	1995	Dodge	Yes	12+2 wc	Gas
1	2003	Dodge	Yes	12+1 wc	Gas
1	2006	Ford	Yes	12+2 wc	Gas
7					



Wells County

225 West Water Street

Bluffton, IN 46714

(260) 824-1070

FAX: (260) 824-9276

Contact: Jen Weinstock, Transportation Program Manager

Email: jweinstock@coolsky.com

General Information

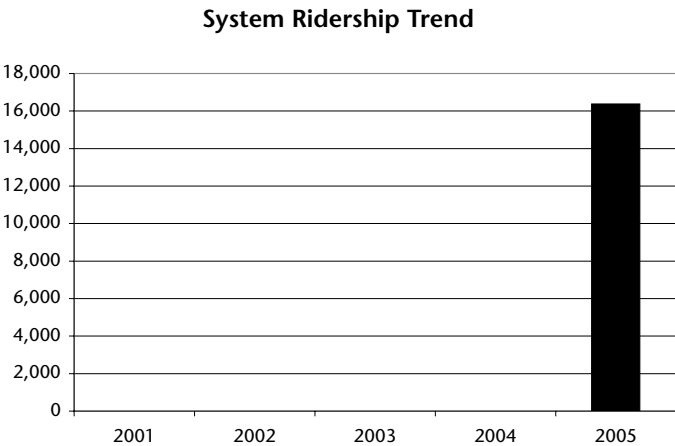
Type of Service	Demand Response
Service Area	Wells County
Service Population	27,600

Service Hours

Weekday	7:30 am - 5:30 pm
Saturday	N/A
Sunday	N/A

Fare Structure

Base	\$2.00 within city limits, \$5.00 within county limits, \$20.00 outside of county up to 30 miles, \$50.00 31-50 miles
Youth	\$1.00 with accompanying adult, Base fares if traveling alone
Elderly/Disabled	Elderly, none in county, base fares for out of county, Disabled, base fares.
Transfer	N/A
Other/Special	Medicaid copay for all medicaid clients traveling to medical appointments



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	2
Maintenance	N/A	N/A
Administration	5	2
Total	8	4

Operation Characteristics

Revenue Vehicles	6
Peak Hour Fleet	6
Base Fleet	6
Fuel Consumption (gal)	8,220

Ridership Trends

2001	0
2002	0
2003	0
2004	0
2005	16,378

2005 Highlights

- We have built relationships with other organizations in our county to provide transportation to their clients. We are currently working with Bi-County services, a not for profit organization that provides an array of services to the mentally and physically handicapped, and Park Center, an organization that specializes in substance abuse and mental illnesses counseling. Through our relationships with these two organization we have dramatically increased our ridership.
- We have organized a gasoline sponsorship campaign to recruit companies that would like to sponsor the gasoline for our vehicles. Companies agree to sponsor one or more of our vehicle's gasoline expense in exchange for advertisement on our vehicles.
- In the first year of public transportation we have more than doubled our passenger boardings. In 2004, we only had 7,324 boardings compared to 16,378 in 2005.



Legislative District

Indiana Senate 19
 Indiana House 79, 82
 U.S. Congressional 6

Productivity

Total Passenger Boardings 16,378
 Total Vehicle Miles 90,400
 Revenue Vehicle Miles 90,400
 Revenue Vehicle Hours 6,738

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.71
 Operating Expense per Passenger Trip \$14.94
 Passenger Trips per Total Vehicle Mile 0.18
 Passenger Trips per Capita 0.59

Financial Performance

Operating Subsidy \$0
 Operating Subsidy Ratio 0%
 Locally Derived Income \$191,181
 Locally Derived Income Per Operating Expense \$0.78
 Fare Recovery Ratio 4%

Operating Expense Summary

Operator Salaries/Wages	\$53,000
Other Salaries/Wages	\$109,307
Fringe	\$0
Services	\$0
Materials and Supplies	\$36,440
Utilities	\$7,079
Casualty/Liability	\$24,331
Purchased Transportation	\$0
Other	\$14,524
Total	\$244,681
Fixed Route Expenses	\$0
Demand Response Services	\$244,681

Revenue Summary

Fare Revenue	\$10,432
Contract/Other	\$0
Local Assistance	\$180,749
State Assistance	\$0
Federal Assistance	\$53,500
Total	\$244,681

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1995	Braun	Yes	13	Gas
1	1996	Braun	No	10	Gas
1	2000	Braun	Yes	13	Gas
1	2003	Braun	Yes	7	Gas
1	2003	Braun	Yes	13	Gas
1	2004	Braun	Yes	12	Gas
6					



White County

P.O. Box 421, 116 E. Marion Street
 Monticello, IN 47960
 (574) 584-9119 FAX: (574) 583-9175
Contact: Gale Spry, Executive Director
Email: wccoas@sugardog.com

General Information

Type of Service Demand Response
Service Area White County
Service Population 25,267

Service Hours

Weekday 8:00 am - 4:00 pm
Saturday N/A
Sunday N/A

Fare Structure

Base \$1.00 City Limits
Youth \$1.00 City Limits
Elderly/Disabled Donation
Transfer NA
Other/Special
 \$2.00 County
 Trips to Lafayette \$10.00

Personnel

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

Operation Characteristics

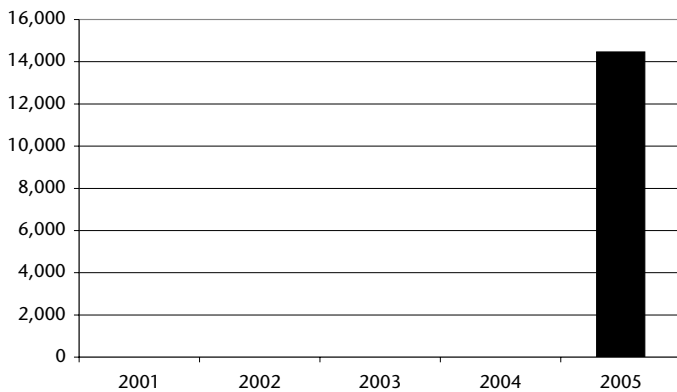
Revenue Vehicles	8
Peak Hour Fleet	7
Base Fleet	5
Fuel Consumption (gal)	7,193

Ridership Trends

2001	0
2002	0
2003	0
2004	0
2005	14,459

2005 Highlights

System Ridership Trend





White County Council on Aging

Legislative District

Indiana Senate 7
 Indiana House 15, 16, 24
 U.S. Congressional 2, 4

Productivity

Total Passenger Boardings 14,459
 Total Vehicle Miles 91,099
 Revenue Vehicle Miles 84,152
 Revenue Vehicle Hours 6,730

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$2.06
 Operating Expense per Passenger Trip \$13.00
 Passenger Trips per Total Vehicle Mile 0.16
 Passenger Trips per Capita 0.57

Financial Performance

Operating Subsidy \$0
 Operating Subsidy Ratio 0%
 Locally Derived Income \$55,543
 Locally Derived Income Per Operating Expense \$0.30
 Fare Recovery Ratio 6%

Operating Expense Summary

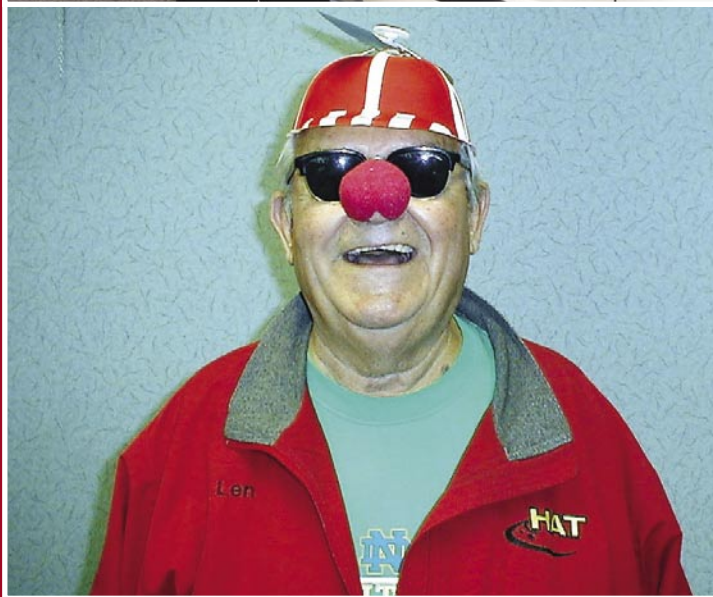
Operator Salaries/Wages	\$51,405
Other Salaries/Wages	\$40,563
Fringe	\$20,142
Services	\$12,415
Materials and Supplies	\$19,180
Utilities	\$12,195
Casualty/Liability	\$17,937
Purchased Transportation	\$0
Other	\$14,176
Total	\$188,013
Fixed Route Expenses	\$0
Demand Response Services	\$188,013

Revenue Summary

Fare Revenue	\$11,125
Contract/Other	\$0
Local Assistance	\$44,418
State Assistance	\$44,026
Federal Assistance	\$88,444
Total	\$188,013

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1996	Chevy	No	7	Gas
1	1997	Dodge	Yes	9+2 wc	Gas
1	1999	Dodge	Yes	9+2 wc	Gas
1	2000	Dodge	No	14	Gas
1	2000	Chevy	No	4	Gas
1	2001	Dodge	Yes	9+2 wc	Gas
1	2002	Dodge	Yes	9+2 wc	Gas
1	2005	Dodge	No	6	Gas
8					



Elderly/Disabled (Section 5310) Transportation Providers

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 Brian Jones, 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.....	260/724-8237
ALLEN	
Allen County Council on Aging.....	260/426-0060
Byron Health Center	260/637-3166 ext.271
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	
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
CASS	
Cass County Council on Aging	574/722-2424
Peak Community Services.....	574/753-4104

PHONE NUMBER

CLARK

LifeSpan Resources	812/948-8330
LifeSpring Mental Health Center.....	812/260-1362
New Hope Services of Jeffersonville.....	812/288-8248

CLAY

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

Paul Phillippe Resource Center.....	765/659-4060
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CRAWFORD

Blue River Services, Inc.	812/738-2408
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

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
Comprehensive Mental Health Services of East Central Indiana.....	765/288-1928

ELKHART

Association for the Disabled of Elkhart County.....	574/295-3167
City of Nappanee	574/773-2112
Elkhart County Council on Aging.....	574/295-1820

FAYETTE

Fayette County Council on Aging.....	765/827-1511
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FLOYD

LifeSpan Resources	812/948-8330
LifeSpring Mental Health Center.....	812/260-1362
Rauch, Inc.....	812/945-4063

FOUNTAIN

Community Action Program of Western Indiana.....	765/762-0420
Child Adult Resource Services.....	765/569-2076

FRANKLIN

New Horizons Rehabilitation Services.....	812/934-4528
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	<u>PHONE NUMBER</u>
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	
Janus Developmental Services.....	317/773-8781
PrimeLife Enrichment, Inc.....	317/815-7000
HANCOCK	
Hancock County Senior Services.....	317/462-3758
Independent Residential Living.....	317/861-0032
HARRISON	
Blue River Services, Inc.....	812/738-2408
LifeSpan Resources.....	812/948-8330
LifeSpring Mental Health Center.....	812/260-1362
HENDRICKS	
Hendricks County Senior Services.....	317/745-4303
Sycamore Services.....	317/745-4715
HENRY	
Comprehensive Mental Health Services of East Central Indiana.....	765/288-1928
Lifestream Services.....	765/759-1121
HUNTINGTON	
Huntington County Council on Aging.....	260/356-3006
JACKSON	
Developmental Services.....	812/376-9404
Quinco Behavioral.....	812/348-7453
JASPER	
CDC Resources.....	574/583-8227
JAY	
Comprehensive Mental Health Services of East Central Indiana.....	765/288-1928
Jay-Randolph Developmental Services.....	260/726-7931
Lifestream Services.....	765/759-1121
JEFFERSON	
Developmental Services.....	812/376-9404
LifeSpring Mental Health Center.....	812/260-1362
LifeTime Resources.....	812/432-5215
Quinco Behavioral.....	812/348-7453
JENNINGS	
Developmental Services.....	812/376-9404
Quinco Behavioral.....	812/348-7453

PHONE NUMBER

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

LAPORTE

LaPorte County Comprehensive Mental Health Council 219/872-8666
Parents and Friends, Inc..... 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

Hopewell Center..... 765/642-0201
Lifestream Services 765/759-1121

MARION

John Boner Community Center 317/633-8210
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

Area IV Agency on Aging..... 765/447-7683
City of Crawfordsville 765/364-5175

NEWTON

CDC Resources 574/583-8227

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, Inc. 812/738-2408
Older Americans Services Corporation..... 812/865-3352
Orange County Rehabilitation and Developmental Services..... 812/723-4486

	<u>PHONE NUMBER</u>
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
PORTER	
Bonner Senior Citizen Center.....	219/762-1522
POSEY	
Posey County Council on Aging.....	812/838-4656
Posey County Rehabilitation Services.....	812/838-0636
PUTNAM	
Child Adult Resource Services.....	765/569-2076
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, Inc.	812/738-2408
LifeSpan Resources.....	812/948-8330
LifeSpring Mental Health Center.....	812/260-1362
New Hope Services of Jeffersonville.....	812/288-8248
SHELBY	
Independent Residential Living.....	317/861-0032
Shelby Senior Services.....	317/398-0127
SPENCER	
Spencer County Council on Aging.....	812/649-9828
STEBEN	
Northeastern Center.....	260/347-4400
RISE, Inc.	260/665-9408
Steuben County Council on Aging.....	260/665-9856
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
UNION	
Union County Council on Aging.....	765/458-5500

PHONE NUMBER

VANDERBURGH

Evansville Association for Retarded Citizens..... 812/428-4500

VERMILLION

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

Child Adult Resource Services..... 765/569-2076
Community Action Program of Western Indiana 765/762-0420

WARRICK

Southern Indiana Resource Solutions..... 812/897-4840
Warrick County Council on Aging..... 812/897-4437

WASHINGTON

Blue River Services, Inc. 812/738-2408
LifeSpring Mental Health Center 812/260-1362
Older Americans Services Corporation 812/865-3352

WAYNE

Achieva Resources Corp. 765/966-0502
Adult Day Care of Richmond 765/966-0852
Dunn Mental Health Center 765/983-8000

WELLS

Wells County Council on Aging..... 260/824-1070

WHITE

CDC Resources 574/583-8227

WHITLEY

Whitley County Council on Aging 260/248-8944



Transit Partners & Advocates

TRANSIT PARTNERS AND ADVOCATES

American Public Transportation Association (APTA)

1666 K Street NW
Washington, DC 20006
(202) 496-4800
Website: www.apta.com

Community Transportation Association of America (CTAA)

1341 G Street NW, 10th Floor
Washington, DC 20005
(800) 891-0590
Website: www.ctaa.org

Indiana Transportation Association

Kent McDaniel, Executive Director
1900 E. 10th Street, Room 233
Bloomington, IN 47406
(812) 855-8143
Website:
www.indianatransportationassociation.com/

Indiana Council on Specialized Transportation (INCOST)

1531 13th Street
Columbus, IN 46201
(800) 709-9981
Website: www.indianartap.com/rtap5incost.html

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
Website: www.in.gov/gpcpd/

Indiana Rural Transit Assistance Program (RTAP)

1531 13th Street
Columbus, IN 46201
(800) 709-9981
Website: www.indianartap.com/

Indiana Department of Transportation (INDOT)

Office of Transit
100 North Senate Ave., Room N901
Indianapolis, IN 46204
(317) 232-1482
Website: www.in.gov/dot/modetrans/

Federal Transit Administration Region 5

200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-2789
Website: www.fta.dot.gov

Indiana Family and Social Services Administration (FSSA)

402 W. Washington Street
P.O. Box 7083
Indianapolis, IN 46207-7083
(317) 233-4454
Website: www.in.gov/fssa/

Indiana Metropolitan Planning Organizations (MPOs)

Anderson (MCCOG)

Jerrold Bridges, Executive Director
Madison County Council of Governments
County Government Center
16 East 9th Street, Room 100
Anderson, IN 46016
(765) 641-9482
Website: www.mccog.net

Bloomington (BATS)

Tom Micuda, Planning Director
City of Bloomington Area Planning Department
P.O. Box 100
Bloomington, IN 47402-0100
(812) 349-3423
Website: www.bloomington.in.gov/planning

Cincinnati (OKI)

Mark Policinski, Executive Director;
Ohio-Kentucky-Indiana Regional Council of
Governments
720 East Pete Rose Way, Suite 420
Cincinnati, OH 45202
(513) 621-6300 or (513) 621-7060
Website: www.oki.org

Columbus (CAMPO)

Kent Anderson, Director
Columbus Area Metropolitan Planning
Organization
123 Washington Street
Columbus, IN 47201
(812) 376-2502
Website: www.campo.in.gov

Evansville (EMPO)

Brad Mills, Executive Director
Evansville Metropolitan Planning Organization
1 Northwest Martin Luther King Boulevard
Civic Center Complex, Room 316
Evansville, IN 47708
(812) 436-7833
Website: www.eutsmpto.com

Fort Wayne (NIRCC)

Dan Avery, Executive Director
Northeastern Indiana Regional Coordinating
Council
Room 630 City-County Building
1 Main Street
Fort Wayne, IN 46802
(260) 449-7309
Website: www.nircc.com

Indianapolis (IMPO)

Mike Dearing, Manager
Indianapolis Metropolitan Planning Organization
Suite 1821, City County Building
200 East Washington Street
Indianapolis, IN 46204-3310
Website: www.indygov.org/indympo

Kokomo (KHCGCC)

Larry Ives, Director
Kokomo and Howard County Governmental
Coordinating Council
120 E. Mulberry Street, Suite 116
Kokomo, IN 46901
(765) 456-2336
Website: www.kokomompo.com

Lafayette (TCAPC)

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County
20 North Third Street
Lafayette, IN 47901-1209
(765) 423-9242
Website: www.tippecanoe.in.gov/apc/

Louisville (KIPDA)

Jack Scriber, Executive Director
Kentuckiana Regional Planning and Development
Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6084
Website: www.kipda.org

Muncie (DMMPC)

Marta Moody, Executive Director
Delaware-Muncie Metropolitan Plan Commission
Delaware County Building, Room 206
100 West Main Street
Muncie, IN 47305-2827
(765) 747-7740
Website: [www.co.delaware.in.us/departments/
plancommission2/](http://www.co.delaware.in.us/departments/plancommission2/)

Northwest (NIRPC)

John A. Swanson, Executive Director
Northwestern Indiana Regional Planning
Commission
6100 Southport Road
Portage, IN 46368-6409
(219) 763-6060
Website: www.nirpc.org

South Bend/Elkhart (MACOG)

Sandra M. Seanor, Executive Director
Michiana Area Council of Governments
227 W. Jefferson Blvd., Room 1120
South Bend, IN 46601
(574) 287-1829
Website: www.macog.com

Terre Haute (WCIEDD)

Merv Nolot, Executive Director
West Central Indiana Economic Development
District, Inc.
1718 Wabash Avenue, P.O. Box 359
Terre Haute, IN 47808-0359
(812) 238-1561
Website: www.westcentralin.com

Indiana Regional Planning Councils

Eastern Indiana Development District

Nancy Kinder, Executive Director
1201 Race Street, Room 109
New Castle, IN 47362
800-259-9567
Website: www.eidd.org/

River Hills Economic Development District

Jill Saegesser, Executive Director
300 Spring St., Suite 2A
Jeffersonville, IN 47130
(812) 288-4624
Website: www.riverhills.cc

Indiana 15 Regional Planning Commission

Lisa R. Gehlhausen, Executive Director
221 E. First Street
Ferdinand, IN 47532
(812) 367-8455
Website: www.ind15rpc.org/

Southeastern Indiana Regional Planning Commission

Susan Craig, Executive Director
405 W. U.S. Hwy. 50, P.O. Box 765
Versailles, IN 47042
(812) 689-5505
Website: www.sirpc.org

Kankakee-Iroquois Regional Planning Commission

Edwin Buswell, Executive Director
115 E. Fourth St., P.O. Box 127
Monon, IN 47959-0127
(219) 253-6658
Website: www.kirpc.net

Southern Indiana Development Commission

Jo Arthur, Executive Director
401 JFK Avenue
P.O. Box 442
Loogootee, IN 47553
(812) 295-3707
Website: www.sidc.cc

Region 3A Economic Development District & Regional Planning Commission

David Koenig, Executive Director
217 Fairview Blvd.
Kendallville, IN 46755
(260) 347-4714
Website: www.region3a.org

Quad County Development Commission

Nancy Burns, Executive Director
8600 University Blvd.
Evansville, IN 47712
(812) 465-7067
Website: www.usi.edu/econdev/



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 systemwide accessibility of their demand response services to persons with disabilities. Public transit providers that operate fixed route services must also provide paratransit that is comparable to the level of service provided to non-disabled individuals that utilize the entity's fixed route system.

Apportionment, Appropriation, Allocation - (Interchangeable terms) The maximum amount of funding a transit system MAY be granted from an assistance program.

Award - The authorized (obligated) level of funding a transit system has contracted to receive from a grant assistance program based on an application for funding or formula distribution.

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

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

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

Capital Costs - Refers to the costs of long-term assets of a public transit system such as property, buildings, and vehicles. 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 nontransportation 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.

HOV 4



**Division of Multi-Modal Transportation
Public Transit Section**

100 North Senate, Room N901
Indianapolis, Indiana 46204
317/232-1482

