

1984 ANNUAL REPORT

INDIANA PUBLIC TRANSPORTATION

State of Indiana
Robert D. Orr, Governor

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Executive Summary

Introduction

This is the tenth annual report summarizing key operating and financial characteristics of Indiana's 30 publicly assisted transportation systems. The annual report provides transit information to public officials, planners, transit managers, and other interested persons. This document will give the reader a better understanding of public transportation and its contribution to improving mobility for Indiana's residents.

The 1984 Annual Report provides an overview of the status of transit between January 1 and December 31, 1984. Section 1 provides the reader with an analysis of ridership, service, and financial data provided by the 30 reporting public transportation systems. Section 2 is a detailed report of system characteristics arranged alphabetically by system. Section 3 summarizes 1984 federal and state transportation assistance programs and awards. Section 4 is a glossary of terms as used in the context of this report.

The information in this report was obtained from data submitted via quarterly and annual reports required by the Indiana Department of Transportation. The information was supplemented by telephone conversations with managers and planners from the various systems and on-site visits to the properties. Every effort was made to validate the information however, each system is ultimately responsible for the accuracy of the unaudited base data.

The reader will notice numerous changes over previous editions of this report. Most of the modifications are intended to make the data consistent with information the Indiana Department of Transportation uses to allocate state assistance. As such, the IDOT suggests that the reader use caution in drawing any conclusions that incorporate comparisons with financial data from previous years' summary tables. Notable changes in the content and format of the report include the use of adjusted service area populations and the stratification of systems into similar groups.

The allocation formula distributes one half of the Indiana Public Mass Transportation Fund according to each systems adjusted service area population. This represents a base or sustenance level. The remaining half is distributed on the basis of how well a system performs in relation to similar systems.

The formula encourages improvements in local transit performance by rewarding systems that:

1. Carry the greatest number of passengers for a given level of service and service area population;
2. Generate the greatest amount of revenue from local sources.

Federal Developments

The Surface Transportation Assistance Act of 1982 prescribed a permanent reduction in operating assistance of between 5% and 20% under 1982 levels. To ease the transition, Congress allowed systems to trade-in or forfeit a portion of their formula allocation to enable a system to spend operating funds in excess of their cut. Fort Wayne, Indianapolis, Anderson and systems in Northwest Indiana took advantage of this provision in order to forestall the implementation of the cuts in operating assistance. These systems forfeited a total of \$720,417 in federal assistance because of the "3 for 2" trade-in provisions.

Ridership

Indiana's transit systems carried over 35.4 million passengers in 1984, representing an increase of 2.4 percent compared with 1983 ridership.

Indianapolis continued to carry the greatest number of passengers, accounting for 43.8 percent of the state's total followed by NICTD, Gary, South Bend and Fort Wayne. Twenty-two of the 30 systems recorded ridership increases in 1984. Indianapolis experienced the largest increase of 885,680 passengers. Systems that reported an increase in excess of 10 percent included: Hammond, Lafayette, Muncie, TARC (Southern Indiana), Bedford, East Chicago, Michigan City, Mitchell, Monroe County, Trade Winds and Union County.

Only eight systems reported losses in ridership during 1984. The most significant loss occurred in Fort Wayne as a result of major service reductions.

Service

Transit properties reported providing a total of 18.9 million revenue miles of service in 1984. This is a reduction of 2.4 percent when compared to 1983. This represents the third consecutive year that service miles have declined. Twelve systems reported service reductions with the largest (32.4%) occurring in Fort Wayne.

Fares

Total fare revenue increased 1% from 1983 to \$19.3M in 1984.

The following systems implemented fare changes in 1984:

KIRPC	Free to \$.50
Lafayette	\$.50 to .35 (Youth)
Muncie	\$.35 to .40
Richmond	\$1.00 to .75
Anderson	\$15.00 to \$17.50 (Pass)

Although most systems have increased fares over the last three years, there are several systems that choose to provide free service or to operate on a "donation only" basis. In 1984 those systems were East Chicago, LCEOC, Goshen, and Trade Winds.

Expenses and Revenues

A principal reason for stable expenses was the reduction of revenue service miles. It cost \$55.5 million to provide public transit service in 1984, a slight increase of .8% over 1983 levels. Although service miles declined, the cost of providing a unit of service increased from \$2.85 to \$2.94. Expense per passenger declined from \$1.59 to \$1.57.

The statewide fare recovery ratio increased from .34 to .35. The fare recovery ratio illustrates the extent to which total operating expenses are covered by fare paying passengers. The average fare revenue collected per passenger remained constant at .54.

Federal operating assistance increased slightly to \$16.8 million. State funding at \$10.3 million fell slightly from 1983 levels. The operating subsidy per passenger dropped from \$.98 to \$.94, while the subsidy per revenue mile increased from \$1.75 to \$1.77.

Capital Improvements

In 1984, the Urban Mass Transportation Administration approved capital grants totalling \$37.2 million in federal funds for the following projects:

Maintenance & Storage Facilities:
Bedford, Indianapolis, LaPorte, Marion, Muncie, NICTD and New Castle.

Support & Maintenance Equipment:
Anderson, East Chicago, Michigan City and South Bend.

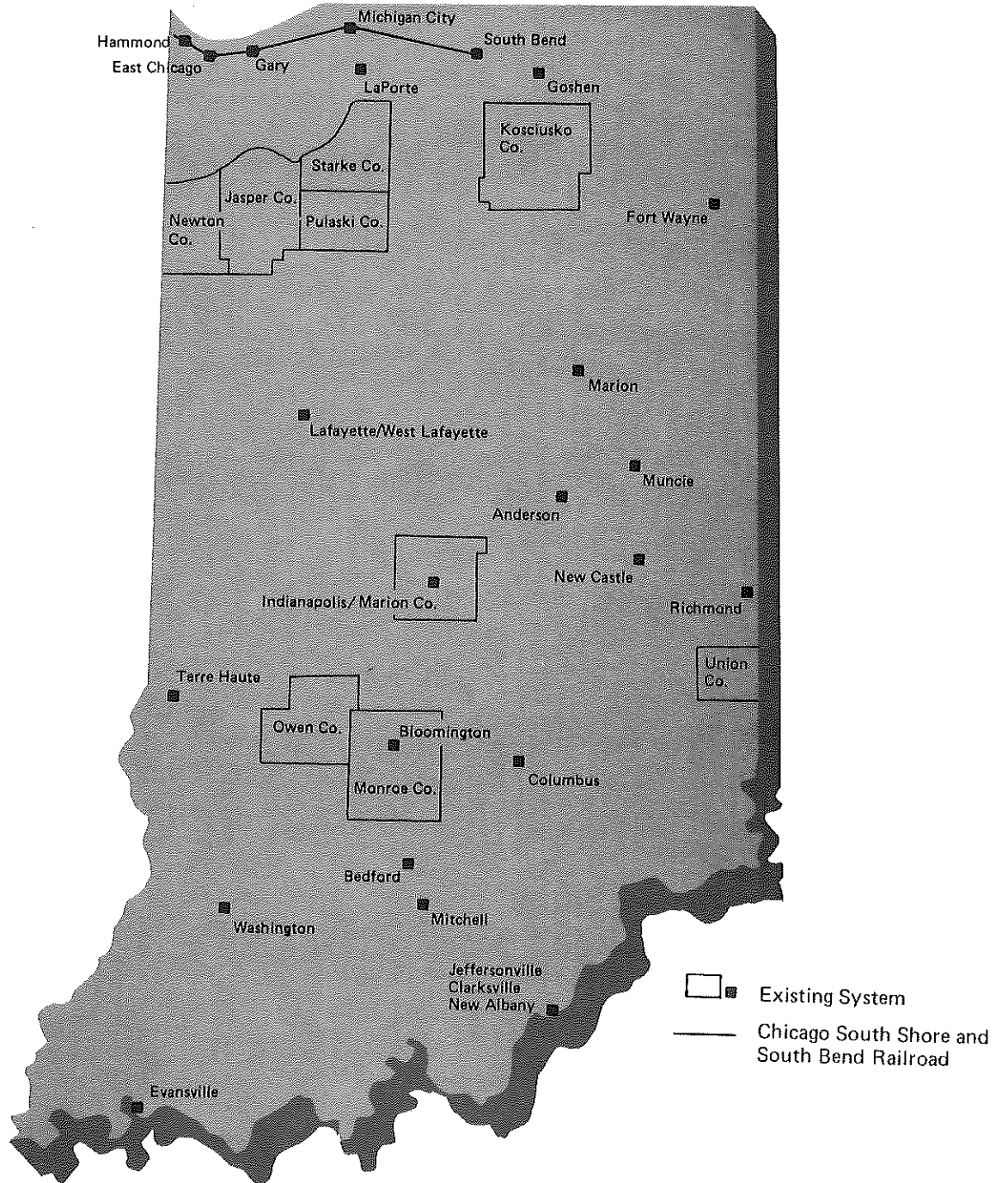
Passenger Facilities:
Evansville, Fort Wayne, and Marion.

Transit Vehicles:
Bloomington, Indianapolis, KIRPC, Kosciusko County, Lafayette, Monroe County, Muncie, New Castle, LCEOC, and Trade Winds.

Data Processing Equipment:
Indianapolis and KIRPC.

Section 1: Analysis

FIGURE 1
PUBLIC TRANSPORTATION SYSTEMS IN INDIANA: 1984



**TABLE I
AREAS SERVED BY PUBLIC TRANSPORTATION: 1984**

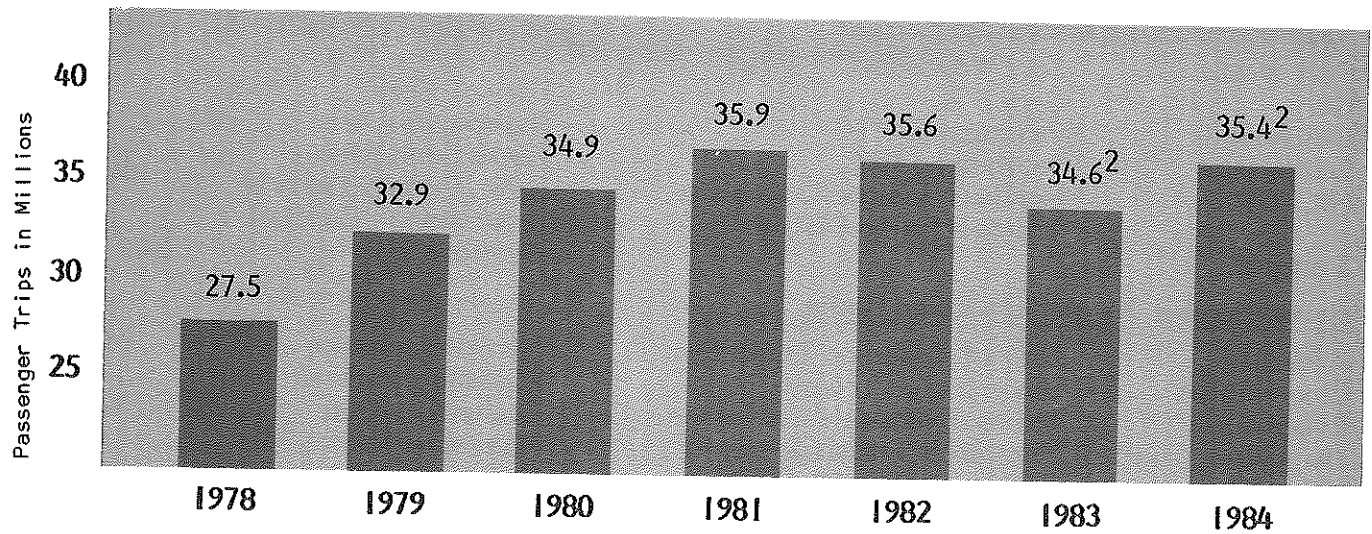
<u>System</u>	<u>System Name</u>	<u>Service Area</u>	<u>Population</u> ¹
<u>Group Number 1 - Large Fixed Route</u>			
Fort Wayne	Fort Wayne PTC	Fort Wayne Area	236,479
Gary	Gary PTC	City of Gary	151,953
Indianapolis	Indianapolis PTC	Indianapolis Area	711,539
South Bend	South Bend PTC	South Bend Area	149,928
NICTD ²	Northern Indiana Commuter Transportation District	Lake, Porter, LaPorte, & St. Joseph Co. Rail Corridor	171,371
Subtotal			<u>1,421,270</u>
<u>Group Number 2 - Medium Fixed Route</u>			
Anderson	City of Anderson Trans. Sys.	City of Anderson	66,910
Bloomington	Bloomington Transit	Bloomington Area	52,044
Evansville	Metro. Evansville Tr. System	Evansville Area	130,496
Hammond	Hammond Transit System	Hammond Area	93,714
Lafayette	Greater Lafayette PTC	Lafayette/W.L. Area	91,380
Muncie	Muncie Indiana Trans. System	City of Muncie	77,216
Terre Haute	Terre Haute Transit Utility	Terre Haute Area	63,931
TARC	Trans. Auth. of River City	Cities of New Albany, Jeffersonville & Clarksville	73,487
Subtotal			<u>649,178</u>
<u>Group Number 3 - Small Fixed Route</u>			
Bedford	Trans. Auth. of Stone City	City of Bedford	14,410
Columbus	Columbus Municipal Transit	City of Columbus	30,614
East Chicago	East Chicago Public Trans.	City of E. Chicago	39,787
LaPorte	LaPorte Transit System	LaPorte Area	21,796
Marion	City of Marion Trans. Dept.	City of Marion	35,874
Michigan City	Municipal Coach Service	Mich. Cty & Tr. Ck.	36,850
New Castle	New Castle on Wheels	City of New Castle	20,056
Richmond	Rose View Transit System	City of Richmond	41,349
Washington	Washington Trans. System	City of Washington	11,325
Subtotal			<u>252,061</u>
<u>Group Number 4 - Demand Response and County</u>			
Goshen	Goshen Transit	Goshen Area	19,665
Kosciusko Co.	Kosciusko Access. Bus Serv.	Kosciusko County	29,778
LCEOC	Lake Co. Econ. Opport. Coun.	Lake & Porter Co's	34,280
Mitchell	Mitchell Transit System	City of Mitchell	4,641
Monroe Co.	Rural Transit	Owen & Monroe Co's	25,557
Trade Winds	Trade Winds Rehab. Center	Lake & Porter Co's	17,141
Union Co.	Union Co. Transit System	Union County	3,430
KIRPC	Kankakee-Iroquois Regional Planning Commission	Jasper, Newton, Pulaski & Starke Co's	38,119
Subtotal			<u>172,611</u>
TOTAL			<u><u>2,495,120</u></u>

¹ Adjusted 1980 U.S. Census figures as per 1984 PMTF Allocation Study.

² Operates Commuter Service on the Chicago, South Shore & South Bend Railroad.

Ridership

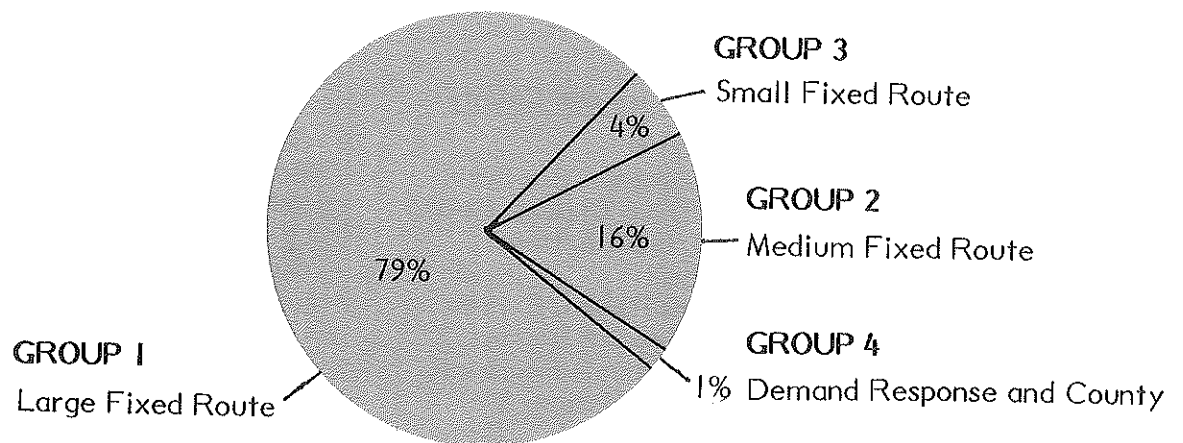
FIGURE 2
CHANGE IN STATEWIDE RIDERSHIP: (1978-1984)¹



¹ 1978-1982 data excludes NICTD service.
² Includes Indiana portion of NICTD service.

FIGURE 3
STATEWIDE RIDERSHIP DISTRIBUTION: 1984¹

100% = 35,391,570 total ridership



¹ Includes Indiana portion of NICTD service.

TABLE 2
RIDERSHIP DISTRIBUTION BY SYSTEM: 1984

<u>System</u>	<u>Ridership</u> <u>1983</u>	<u>Ridership</u> <u>1984</u>	<u>Percent</u> <u>Change</u>	<u>Ridership</u> ² <u>Per Pop.</u>	<u>% of State</u> <u>Ridership</u>
Group Number 1 - Large Fixed Route					
Fort Wayne	2,643,097	1,770,200	(33.03)	7.49	5.00
Gary	3,809,292	3,823,782	0.38	25.16	10.80
Indianapolis	14,607,702	15,493,382	6.06	21.77	43.78
South Bend	4,504,828	4,456,216	(1.08)	29.72	6.35
NICTD	2,0567,008 ¹	2,248,795	8.79	13.12	12.59
Subtotal/Average	<u>27,631,927</u>	<u>27,792,375</u>	<u>0.58</u>	<u>19.55</u>	<u>78.52</u>
Group Number 2 - Medium Fixed Route					
Anderson	309,975	339,185	9.42	5.07	0.96
Bloomington	335,042	308,455	(7.94)	5.93	0.87
Evansville	1,423,378	1,540,797	8.25	11.81	4.35
Hammond	285,574 ¹	355,822	24.60	3.80	1.01
Lafayette	1,030,173	1,147,401	11.38	12.56	3.24
Muncie	1,224,979	1,376,901	12.40	17.83	3.89
Terre Haute	502,119	500,360	(0.35)	7.83	1.41
TARC	64,645 ³	184,165	184.89	2.51	0.52
Subtotal/Average	<u>5,175,885</u>	<u>5,753,086</u>	<u>11.15</u>	<u>8.86</u>	<u>16.25</u>
Group Number 3 - Small Fixed Route					
Bedford	27,945	32,591	16.63	2.26	0.09
Columbus	167,190	179,264	7.22	5.86	0.51
East Chicago	364,000 ⁴	409,252 ⁴	12.43	10.29	1.16
LaPorte	117,489	113,826	(3.12)	5.22	0.32
Marion	131,053	134,923	2.95	3.76	0.38
Michigan City	196,922	219,150	11.29	5.95	0.62
New Castle	96,986	98,138	1.19	4.89	0.28
Richmond	177,988	164,647	(7.50)	3.98	0.47
Washington	23,388	24,481	4.67	2.16	0.07
Subtotal/Average	<u>1,302,961</u>	<u>1,376,272</u>	<u>5.63</u>	<u>5.46</u>	<u>3.90</u>
Group Number 4 - Demand Response and County					
Goshen	9,400	8,812	(6.26)	0.45	0.02
Kosciusko Co.	72,259	77,051	6.63	2.59	0.22
LCEOC	159,970	161,732	1.10	4.72	0.46
Mitchell	7,916	9,004	13.74	1.94	0.03
Monroe Co.	33,192	38,229	15.18	1.50	0.11
Trade Winds	97,977	108,861	11.11	6.35	0.31
Union Co.	6,823	9,508	39.35	2.77	0.03
KIRPC	60,328 ¹	56,640	(6.11)	1.49	0.16
Subtotal/Average	<u>447,865</u>	<u>469,837</u>	<u>4.91</u>	<u>2.72</u>	<u>1.34</u>
TOTAL/AVERAGE	<u>34,558,638</u>	<u>35,391,570</u>	<u>2.41%</u>	<u>14.18</u>	<u>100%</u>

¹ Adjusted from 1983 Annual Report.

² Adjusted 1980 Census figures as per 1984 PMTF Allocation Study.

³ Service began 1/30/83.

⁴ Estimate.

Operating Characteristics

TABLE 3
REVENUE VEHICLE MILES (RVM) BY SYSTEM: 1984

<u>System</u>	<u>RVM 1983</u>	<u>RVM 1984</u>	<u>% Change</u>
<u>Group Number 1 - Large Fixed Route</u>			
Fort Wayne	1,842,599	1,245,551	(32.40)
Gary	1,467,231	1,492,864	1.75
Indianapolis	6,323,056	6,204,178	(1.88)
South Bend	1,702,512	1,727,939	1.49
NICTD	1,567,113 ¹	1,526,032 ¹	(2.62)
Subtotal	<u>12,902,511</u>	<u>12,196,564</u>	<u>(5.47)</u>
<u>Group Number 2 - Medium Fixed Route</u>			
Anderson	331,138	359,285	8.50
Bloomington	282,432	282,324	(0.04)
Evansville	678,400	687,678	1.37
Hammond	287,468	297,198	3.38
Lafayette	835,272	858,369	2.77
Muncie	736,089	721,978	(1.92)
Terre Haute	452,456	492,887	8.94
TARC	77,258 ²	182,325	135.99
Subtotal	<u>3,680,513</u>	<u>3,882,044</u>	<u>5.48</u>
<u>Group Number 3 - Small Fixed Route</u>			
Bedford	88,451	90,940	2.81
Columbus	225,393	233,483	3.59
East Chicago	132,600	149,219	12.53
LaPorte	214,874	211,831	(1.42)
Marion	133,335	142,580	6.93
Michigan City	168,751	176,818	4.78
New Castle	127,574	122,545	(3.94)
Richmond	212,762	218,747	2.81
Washington	32,305	32,223	(0.25)
Subtotal	<u>1,336,045</u>	<u>1,378,386</u>	<u>3.17</u>
<u>Group Number 4 - Demand Response and County</u>			
Goshen	22,938	21,763	(5.12)
Kosciusko County	138,178	140,028	1.34
LCEOC	489,564	481,552	(1.64)
Mitchell	12,607	13,681	8.52
Monroe County	144,233	163,196	13.15
Trade Winds	386,053	367,057	(4.92)
Union County	21,301	34,857	63.64
KIRPC	198,654	197,864	(0.40)
Subtotal	<u>1,413,528</u>	<u>1,419,998</u>	<u>(0.46)</u>
TOTAL	<u><u>19,332,597</u></u>	<u><u>18,876,992</u></u>	<u><u>(2.36)</u></u>

¹ Adjusted to reflect Indiana portion of NICTD Service.

² Service began 1/30/83.

**TABLE 4
TRANSIT FARES BY SYSTEM: 1984**

<u>System</u>	<u>Adult</u>	<u>Youth</u>	<u>Elderly & Handicapped</u>	<u>Transfer Charge</u>	<u>Multi-ride Discount</u>
<u>Group Number 1 - Large Fixed Route</u>					
Fort Wayne	\$0.75	\$0.35	\$0.35	Free	Yes
Gary	0.75	0.50	0.35	\$0.10/.05	Yes
Indianapolis	0.60	0.60	0.30/1.20 ¹	0.05	Yes
South Bend	0.50	0.25	0.25	Free	Yes
NICTD	variable rate fares - see page 62			N/A	Yes
<u>Group Number 2 - Medium Fixed Route</u>					
Anderson	0.50	0.50	0.25/0.50 ¹	Free ²	Yes
Bloomington	0.50	0.25	0.25	0.10 ²	Yes
Evansville	0.50	0.25	0.25	0.10	Yes
Hammond	0.75	0.50	0.35	Free	No
Lafayette	0.50	0.35	0.15	0.15	Yes
Muncie	0.40	0.35	0.20	Free	Yes
Terre Haute	0.50	0.50	0.25 ³	Free	Yes
TARC	0.35/0.60 ⁴	0.25	0.25	Free	Yes
<u>Group Number 3 - Small Fixed Route</u>					
Bedford	0.50	0.50	0.25/0.50	Free	Yes
Columbus	0.25	0.25	0.25/0.75 ¹	Free	No
East Chicago	Free	Free	Free	Free	N/A
LaPorte	0.35	0.35	0.35	Free	Yes
Marion	0.50	0.25	0.25	Free	Yes
Michigan City	0.50	0.25	0.25	Free	Yes
New Castle	0.45	0.35	0.25	Free	Yes
Richmond	0.75	0.50	0.50	Free	Yes
Washington	0.45	0.45	0.45/0.05 ⁵	N/A	No
<u>Group Number 4 - Demand Response and County</u>					
Goshen	0.75	0.75	0.75	N/A	No
Kosciusko Co.	1.00	0.50	0.50	Free	No
LCEOC	Free	Free	Free	N/A	N/A
Mitchell	0.50	0.50	0.25	N/A	No
Monroe Co.	0.50/1.00 ⁶	0.25/1.00	0.25/0.50	N/A	Yes
Trade Winds	N/A	N/A	5.00	N/A	No
KIRPC	0.50	0.50	0.50	N/A	No
Union County	variable rate fares - see page 74			Free	No

¹ Demand response service.

² Between IU Campus Bus and BT.

³ Reduced fare from 9:15 a.m. - 3:15 p.m. only.

⁴ Peak hour fare.

⁵ With Agency on Aging discount coupons.

⁶ Two county fare.

TABLE 5
VEHICLE CHARACTERISTICS BY SYSTEM: 1984

<u>System</u>	<u>Active Vehicles</u>	<u>Total Fleet Capacity</u> ¹	<u>Avg. Fleet Capacity</u>	<u>Engine Type</u>	<u>Avg. Age of Fleet</u>
<u>Group Number 1 - Large Fixed Route</u>					
Fort Wayne	65	3,659	56	Diesel	4 Yrs.
Gary	112	7,079	63	Diesel	8 Yrs.
Indianapolis	277	19,448	70	Diesel	6 Yrs.
South Bend	58	3,944	68	Diesel	12 Yrs.
NICTD ²	40	4,520	113	Electric	2 Yrs.
Subtotal/Average	<u>552</u>	<u>38,650</u>	<u>74</u>		<u>6 Yrs.</u>
<u>Group Number 2 - Medium Fixed Route</u>					
Anderson	14	488	35	Diesel/Gas	3 Yrs.
Bloomington	12	432	36	Diesel/Gas	3 Yrs.
Evansville	23	1,035	45	Diesel	2 Yrs.
Hammond	10	540	54	Diesel/Gas	2 Yrs.
Lafayette	24	1,285	54	Diesel/Gas	6 Yrs.
Muncie	33	1,590	48	Diesel	8 Yrs.
Terre Haute	23	1,008	44	Diesel	6 Yrs.
TARC ³	319	22,040	69	Diesel	7 Yrs.
Subtotal/Average	<u>458</u>	<u>28,418</u>	<u>48</u>		<u>4 Yrs.</u>
<u>Group Number 3 - Small Fixed Route</u>					
Bedford	3	114	38	Diesel	2 Yrs.
Columbus	11	268	24	Diesel	8 Yrs.
East Chicago	4	100	25	Diesel/Gas	2 Yrs.
LaPorte	8	160	20	Diesel/Gas	5 Yrs.
Marion	6	266	44	Diesel	5 Yrs.
Michigan City	8	302	38	Diesel/Gas	5 Yrs.
New Castle	5	105	21	Gas	3 Yrs.
Richmond	11	287	26	Gas	6 Yrs.
Washington	2	32	16	Gas	3 Yrs.
Subtotal/Average	<u>58</u>	<u>1,634</u>	<u>28</u>		<u>5 Yrs.</u>
<u>Group Number 4 - Demand Response and County</u>					
Goshen	1	18	18	Propane	3 Yrs.
Kosciusko County	13	384	30	D/Gas/LP	3 Yrs.
LCEOC	26	376	14	Gas	1 Yr.
Mitchell	1	18	18	Gas	3 Yrs.
Monroe County	12	161	13	Gas	4 Yrs.
Trade Winds	21	315	15	Gas	1 Yr.
Union County	3	42	14	Gas	4 Yrs.
KIRPC	12	152	13	Gas	6 Yrs.
Subtotal/Average	<u>89</u>	<u>1,466</u>	<u>17</u>		<u>3 Yrs.</u>
TOTAL/AVERAGE	<u>1,157</u>	<u>70,168</u>	<u>38</u>		<u>6 Yrs.</u>

¹ Vehicle capacity includes seated and standing passengers.

² Includes Illinois and Indiana Service.

³ Includes Kentucky and Indiana Service.

TABLE 6
PERFORMANCE MEASURES BY SYSTEM: 1984

<u>System</u>	<u>Expense/ Trip</u>	<u>Expense/ RVM</u> ¹	<u>Expense/ RVH</u> ²	<u>Subsidy/ Trip</u>	<u>Fare Recovery</u>	<u>LDI/ Expense</u> ³
Group Number 1 - Large Fixed Route						
Fort Wayne	\$2.40	\$3.42	\$29.33	\$1.74	\$0.22	\$0.47
Gary	1.21	3.11	38.32	0.50	0.34	0.65
Indianapolis	1.18	2.95	39.74	0.63	0.44	0.57
South Bend	1.06	2.72	36.87	0.72	0.24	0.53
NICTD	4.56	6.72	256.95	2.13	0.52	0.53
Group Average	<u>1.52</u>	<u>3.45</u>	<u>47.15</u>	<u>0.82</u>	<u>0.40</u>	<u>0.56</u>
Group Number 2 - Medium Fixed Route						
Anderson	2.91	2.74	27.83	2.61	0.10	0.28
Bloomington	2.59	2.83	36.19	2.22	0.11	0.44
Evansville	0.86	1.92	24.40	0.53	0.39	0.49
Hammond	2.46	2.95	29.86	2.10	0.15	0.31
Lafayette	1.43	1.92	27.24	1.06	0.24	0.46
Muncie	1.28	2.44	35.35	0.92	0.23	0.50
Terre Haute	1.64	1.67	17.68	1.25	0.23	0.37
TARC	3.25	3.29	51.00	2.87	0.12	0.27
Group Average	<u>1.53</u>	<u>2.27</u>	<u>28.47</u>	<u>1.18</u>	<u>0.21</u>	<u>0.41</u>
Group Number 3 - Small Fixed Route						
Bedford	4.39	1.57	22.38	3.96	0.08	0.25
Columbus	1.51	1.16	15.90	1.24	0.18	0.32
East Chicago	1.45	3.98	27.69	1.45	0.00	0.17
LaPorte	2.60	1.40	16.70	2.03	0.22	0.35
Marion	2.06	1.95	25.25	1.81	0.12	0.27
Michigan City	1.66	2.05	25.96	1.33	0.19	0.33
New Castle	3.03	2.42	20.81	2.76	0.08	0.24
Richmond	1.77	1.33	17.47	1.19	0.29	0.44
Washington	1.24	0.94	12.22	0.91	0.27	0.39
Group Average	<u>1.86</u>	<u>1.86</u>	<u>21.18</u>	<u>1.60</u>	<u>0.13</u>	<u>0.29</u>
Group Number 4 - Demand Response and County						
Goshen	2.87	1.16	13.05	2.19	0.20	0.36
Kosciusko Co.	4.28	2.35	41.36	3.67	0.14	0.29
LCEOC	3.61	1.21	14.36	2.49	0.00	0.49
Mitchell	4.56	3.00	37.08	4.09	0.10	0.25
Monroe Co.	7.30	1.71	25.37	6.80	0.07	0.22
Trade Winds	3.57	1.06	9.79	2.92	0.00	0.23
Union Co.	6.03	1.64	16.98	5.51	0.09	0.24
KIRPC	5.66	1.62	20.42	5.20	0.07	0.23
Group Average	<u>4.31</u>	<u>1.43</u>	<u>16.68</u>	<u>3.55</u>	<u>0.05</u>	<u>0.32</u>
AVERAGE	<u>\$1.57</u>	<u>\$2.94</u>	<u>\$38.41</u>	<u>\$0.94</u>	<u>\$0.35</u>	<u>\$0.51</u>

¹ Revenue Vehicle Miles.

² Revenue Vehicle Hours.

³ Locally Derived Income.

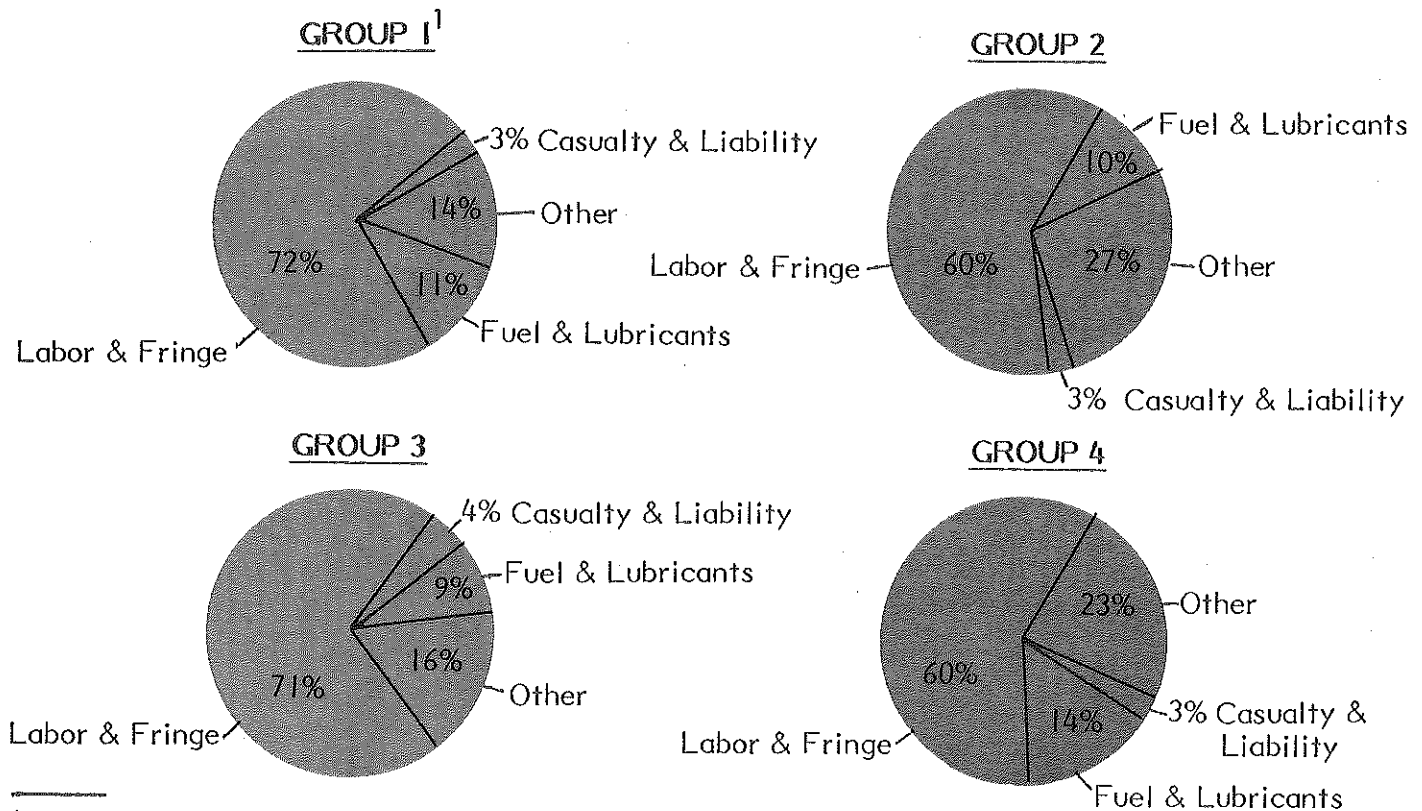
Financial Data

TABLE 7
CHANGE IN STATEWIDE OPERATING EXPENDITURES BY CATEGORY: (1979-1984)¹
 (Expenditures expressed in millions and rounded to nearest thousand.)

	<u>1979</u>	<u>%</u>	<u>1980</u>	<u>%</u>	<u>1981</u>	<u>%</u>	<u>1982</u>	<u>%</u>	<u>1983</u>	<u>%</u>	<u>1984</u>	<u>%</u>
Fringe & Labor	\$21.8	68	\$24.8	64	\$27.7	60	\$29.7	64	\$29.9	66	\$31.4	69
Lubricants & Fuel	2.7	9	4.2	11	5.4	12	5.1	11	4.3	10	4.8	11
Liability & Casualty	1.4	4	1.5	4	1.7	4	1.6	3	1.5	3	1.3	3
Other	5.9	19	8.0	21	11.4	24	10.3	22	9.5	21	7.8	17
TOTAL	<u>\$31.9</u>	<u>100</u>	<u>\$38.5</u>	<u>100</u>	<u>\$46.2</u>	<u>100</u>	<u>\$46.7</u>	<u>100</u>	<u>\$45.2²</u>	<u>100</u>	<u>\$45.3³</u>	<u>100</u>
% Change			21%		20%		1%		(3%)		0.27%	

¹ Excludes NICTD Service due to inconsistent expense breakdown.
² \$55.1M including Indiana portion of NICTD Service.
³ \$55.5M including Indiana portion of NICTD Service.

FIGURE 4
OPERATING EXPENDITURE DISTRIBUTION: 1984



¹ Excludes NICTD Service due to inconsistent expense breakdown.

TABLE 8
TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY: 1984

SYSTEM GROUP	LABOR & FRINGE		SERVICES		FUEL & LUBRICANTS		MATERIALS & SUPPLIES		UTILITIES		CASUALTY & LIABILITY		OTHER		SYSTEM TOTAL
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	
GROUP 1															
Fort Wayne	\$3,273,132	77	\$124,864	3	\$358,652	8	\$246,062	6	\$63,483	2	\$88,670	2	\$99,131	2	\$4,253,994
Gery	3,002,845	65	348,713	7	923,803	20	43,577	1	40,777	1	214,076	5	61,804	1	4,635,595
Indianapolis	13,422,290	73	702,413	4	1,664,255	9	1,503,900	8	373,313	2	517,185	3	93,055	1	18,276,411
South Bend	3,339,481	71	286,060	5	461,181	10	304,404	6	90,062	2	53,186	1	173,981	4	4,708,355
Subtotal	23,037,748	72	1,462,050	4	3,407,891	11	2,097,943	7	567,635	2	873,117	3	427,971	1	31,874,355
GROUP 2															
Anderson	726,667	74	61,439	6	79,422	8	53,576	5	21,470	2	36,456	4	7,100	1	986,130
Bloomington	358,720	45	111,680	14	63,784	8	86,965	11	16,463	2	18,839	2	142,920	18	799,371
Evansville	830,196	63	82,665	6	179,006	14	138,657	10	26,232	2	63,232	5	2,729	0	1,322,717
Hammond	35,546	4	0	0	0	0	11,347	1	3,290	1	0	0	826,083	94	876,266
Lafayette	1,196,202	73	38,086	2	200,899	12	81,688	5	46,459	3	55,107	3	26,877	2	1,645,318
Muncie	1,117,843	63	147,046	8	221,050	12	134,108	8	81,912	5	44,967	3	14,679	1	1,761,605
Southern Indiana	431,242	72	25,755	4	60,053	10	39,372	7	11,360	2	7,187	1	23,958	4	598,947
Terre Haute	582,545	71	699	0	90,835	11	60,931	7	37,448	5	36,034	4	13,776	2	822,268
Subtotal	5,278,961	60	467,370	5	895,049	10	606,644	7	244,654	3	261,822	3	1,058,122	12	8,812,622
GROUP 3															
Bedford	95,545	67	7,279	5	15,964	11	8,785	6	1,643	1	7,634	5	6,306	5	143,156
Columbus	198,620	75	13,001	5	24,036	9	24,622	9	4,085	2	4,059	1	3,073	1	271,496
East Chicago	445,052	75	0	0	30,445	5	88,925	15	4,200	1	13,000	2	11,601	2	593,223
LaPorte	213,138	72	1,745	1	62,423	21	0	0	7,694	3	9,234	3	1,855	1	296,087
Marion	153,735	55	24,254	9	18,335	7	25,293	9	6,082	2	33,297	12	17,170	6	278,166
Michigan City	262,766	72	1,369	1	32,088	9	29,653	8	13,187	4	23,458	6	341	0	362,862
New Castle	223,463	75	5,921	2	20,511	7	13,459	4	1,580	1	7,931	3	24,015	8	296,880
Richmond	216,698	74	5,182	2	31,021	11	17,069	6	5,041	2	6,457	2	9,682	3	291,150
Washington	9,184	30	7,868	26	6,621	22	3,280	11	693	2	2,363	8	303	1	30,312
Subtotal	1,818,201	71	66,619	3	241,444	9	211,086	8	44,205	2	107,433	4	74,344	3	2,563,532
GROUP 4															
Goshen	14,784	59	0	0	4,060	16	220	1	1,049	4	0	0	5,138	20	25,251
KIRPC	189,057	59	33,697	10	38,466	12	29,300	9	8,336	3	10,160	3	11,392	4	320,408
Kosciusko County	172,967	52	6,652	2	58,052	18	0	0	11,097	3	5,894	2	74,843	23	329,505
LOEOC	335,576	58	20,585	4	83,042	14	72,590	12	14,151	2	28,421	5	28,945	5	583,310
Mitchell	29,161	71	4,434	11	3,656	9	0	0	3,000	7	700	2	131	1	41,082
Monroe County	153,552	55	6,393	2	31,600	11	11,191	4	0	0	9,823	4	66,510	24	279,069
Trade Winds	286,142	74	21,426	5	55,392	14	14,327	4	0	0	6,519	2	4,909	1	388,715
Union County	40,444	71	3,854	7	4,927	9	622	1	2,533	4	3,492	6	1,404	2	57,296
Subtotal	1,221,683	60	97,041	5	279,195	14	128,250	6	40,186	2	65,009	3	195,272	10	2,024,636
TOTAL	\$31,356,593	69	\$2,093,080	4	\$4,823,579	11	\$3,043,923	7	\$896,680	2	\$1,307,361	3	\$1,753,709	4	\$45,274,945
NICTD ²															10,253,426
GRAND TOTAL															\$55,528,371

¹ Percent of total expenditure by system, i.e., Fort Wayne spent 77% of their total budget on labor and fringe.
² Consistent expense breakdown not available.

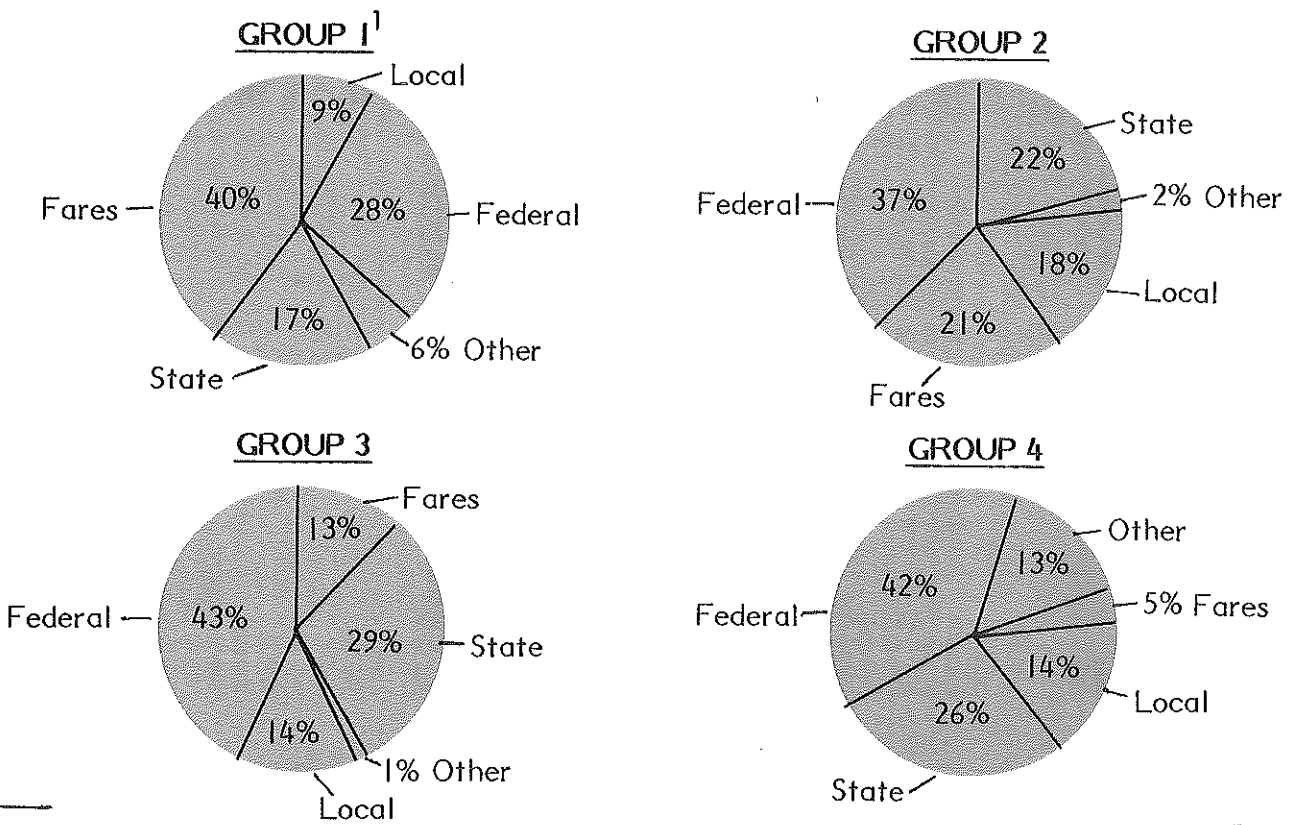
TABLE 9
CHANGE IN STATEWIDE OPERATING REVENUES BY CATEGORY (1979-1984)¹

(Revenues expressed in millions and rounded to nearest thousand)

	<u>1979</u>	<u>%</u>	<u>1980</u>	<u>%</u>	<u>1981</u>	<u>%</u>	<u>1982</u>	<u>%</u>	<u>1983²</u>	<u>%</u>	<u>1984²</u>	<u>%</u>
Fare	\$11.5	36	\$12.9	33	\$11.9	27	\$12.9	29	\$18.6	34	\$19.3	35
Federal	9.0	28	12.2	32	14.4	32	14.3	32	16.5	30	16.8	30
State	2.7	8	5.8	15	8.5	19	8.2	18	10.6	19	10.3	19
Local	6.5	21	6.3	16	6.4	14	7.0	15	6.9	12	6.2	11
Other	1.7	7	1.4	4	3.3	8	2.7	6	2.7	5	2.9	5
TOTAL	\$31.4	100	\$38.7	100	\$44.4	100	\$45.0	100	\$55.3	100	\$55.5	100

¹ 1979-1982 excludes NICTD Service.
² Includes Indiana portion of NICTD Service.

FIGURE 5
OPERATING REVENUE DISTRIBUTION: 1984



¹ Includes NICTD

TABLE 10
TRANSIT SYSTEM OPERATING REVENUES BY CATEGORY: 1984

SYSTEM	FARES	% ¹	FEDERAL	%	STATE	%	LOCAL	%	OTHER	%	TOTAL
GROUP 1											
Fort Wayne	\$932,791	22	\$1,480,071	35	\$760,000	18	\$838,084	20	\$243,048	5	\$4,253,994
Gary	1,558,295	33	963,399	21	642,266	14	321,132	7	1,150,503	25	4,635,595
Indianapolis	7,964,750	44	4,854,497	27	2,980,000	16	1,874,497	10	602,667	3	18,276,411
NICTD	5,382,480	52	2,750,828	27	2,029,918	20	0	0	90,200	1	10,253,426
South Bend	1,113,625	24	1,602,757	34	626,000	13	976,756	21	389,217	8	4,708,355
Subtotal	16,951,941	40	11,651,552	28	7,058,184	17	4,010,469	9	2,475,635	6	42,127,781
GROUP 2											
Anderson	96,633	10	443,325	45	262,000	27	181,325	18	2,847	0	986,130
Bloomington	85,735	11	270,058	34	180,000	22	234,660	29	28,918	4	799,371
Evansville	510,176	39	406,271	31	270,847	20	135,423	10	0	0	1,322,717
Hammond	130,018	15	361,998	41	241,332	28	142,918	16	0	0	876,266
Lafayette	397,119	24	609,984	37	283,658	17	326,326	20	28,231	2	1,645,318
Muncie	401,650	23	536,316	30	349,845	20	374,726	21	99,068	6	1,761,605
Southern Indiana	71,057	12	263,945	44	175,963	29	87,982	15	0	0	598,947
Terre Haute	187,330	23	312,122	38	207,433	25	104,689	13	10,694	1	822,268
Subtotal	1,879,718	21	3,204,019	37	1,971,078	22	1,588,049	18	169,758	2	8,812,622
GROUP 3											
Bedford	11,220	8	64,468	45	42,979	30	21,489	15	3,000	2	143,156
Columbus	49,178	18	110,805	41	73,869	27	36,935	14	711	0	271,496
East Chicago	0	0	296,612	50	197,741	33	98,870	17	0	0	593,223
LaPorte	65,197	22	115,404	39	76,936	26	38,468	13	81	0	296,086
Marion	33,490	12	122,031	44	81,354	29	40,677	15	614	0	278,166
Michigan City	67,486	19	145,894	40	97,263	27	48,631	13	3,588	1	362,862
Near Castle	23,035	8	135,220	46	90,147	30	45,073	15	3,405	1	296,880
Richmond	85,692	30	97,986	34	65,324	22	32,662	11	9,486	3	291,150
Washington	8,071	27	11,120	37	7,414	24	3,707	12	0	0	30,312
Subtotal	343,369	13	1,099,538	43	733,027	29	366,512	14	20,885	1	2,563,531
GROUP 4											
Goshen	4,979	20	9,636	38	6,424	25	3,212	13	1,000	4	25,251
KIRPC	23,425	7	147,144	46	98,096	31	49,048	15	2,695	1	320,408
Kosciusko County	46,040	14	141,283	43	94,188	29	47,094	14	900	0	329,505
LCEOC	0	0	201,007	35	93,898	16	107,109	18	181,296	31	583,310
Mitchell	4,239	10	18,422	45	12,281	30	6,140	15	0	0	41,082
Monroe County	18,947	7	130,061	47	86,707	31	43,354	15	0	0	279,069
Trade Winds	0	0	186,291	48	111,205	29	20,609	5	70,610	18	388,715
Union County	4,912	9	26,192	46	17,461	30	8,731	15	0	0	57,296
Subtotal	102,542	5	860,036	42	520,260	26	285,297	14	265,501	13	2,024,636
TOTAL	\$19,277,570	35	\$16,815,145	30	\$10,262,549	19	\$6,250,327	11	\$2,922,779	5	\$55,528,370

¹Percent of total revenues by system i.e., Fort Wayne received 22% of total revenues from passenger fares.

Section 2: Detailed System Characteristics

CITY OF ANDERSON TRANSIT SYSTEM

CATS

530 Baxter Road, P.O. Box 2100
 Anderson, Indiana 46018
 (317) 646-5703

CONTACT: Timothy Moore, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route and Demand Response
 Service Area Anderson city limits
 Service Population 66,910
 Special Service Four Nifty Lift demand response/ten fixed route lift buses

SERVICE HOURS:

Monday through Friday 6:00 a.m. - 7:00 p.m.
 Saturday 9:00 a.m. - 4:00 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	16	4
Maintenance	8	0
General Administration	7	0
Total	31	4

FARES:

Base	\$0.50	Other: Pass - \$17.50/month ¹
Youth	0.50	\$45.00/100 rides
E & H	0.25	E & H Nifty Lift - \$0.50/ride
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 83,146
 Fuel Reserve 36 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
2	1984	MV	Chevrolet	Diesel	14	0	2
10	1981	Bus	TMC	Diesel	29	15	10
1	1979	MV	Ford	Gas	9	0	1
1	1979	Van	Dodge	Gas	11	0	1
14 Total							

¹Pass increase from \$15.00/month on 6/15/84.

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$354,452
Other Salaries/Wages	205,993
Fringe Benefits	166,222
Services	61,439
Fuel and Lubricants	79,422
Tires and Tubes	11,548
Other Materials/Supplies	42,028
Utilities	21,470
Casualty/Liability Costs	36,456
Taxes	0
Purchased Transportation	7,100
Miscellaneous Expenses	0
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$986,130
Reconciling Items	9,919

SERVICE STATISTICS:

Total Passengers	339,185
Transfer Passengers	82,354
Total Vehicle Miles (TVM)	409,134
Revenue Vehicle Miles (RVM)	359,285
Total Vehicle Hours (TVH)	38,089
Revenue Vehicle Hours (RVH)	35,432
Peak Hour Fleet	10
Base Fleet	10

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 3.12
Operating Expense/RVM	2.92
Operating Expense/RVH	26.47
Operating Subsidy/Passenger Trip	2.82
Fare Recovery (Fare/Expense)	0.09
Local Investment/Operating Expense	0.24

Operation

Passenger Trips/RVM	0.94 pass/mi
Passenger Trips/RVH	8.48 pass/hr
Average System Speed	9.06 mi/hr

Revenue Summary

Fare Revenue	\$ 96,633
Charter/Other Revenue	2,847
Local Assistance	181,325
State Assistance	262,000
Federal Assistance	443,325
Total	\$986,130

Capital Grants Awarded

Local	\$ 6,454
State PMTF	0
Federal	25,816
Total	\$32,270

**Operating Subsidy
Locally Derived Income**

\$886,650
280,805

1983

1984

\$ 3.12	\$ 2.91
2.92	2.74
26.47	27.83
2.82	2.61
0.09	0.10
0.24	0.28

0.94 pass/mi	0.94
8.48 pass/hr	9.57
9.06 mi/hr	10.14

TRANSIT AUTHORITY OF STONE CITY

TASC

1102 16th Street
 Bedford, Indiana 47421
 (812) 279-6555

CONTACT: Thomas J. Fountaine, Administrative Assistant

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Bedford city limits
 Service Population 14,410
 Special Service Three lift-equipped buses

SERVICE HOURS:

Monday through Friday 6:00 a.m. - 6:00 p.m.
 Saturday 10:00 a.m. - 4:00 p.m.
 Sunday No Service
 Holidays 10:00 a.m. - 4:00 p.m.

PERSONNEL:

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

FARES:

Base	\$0.50	Other: Token \$4.00/10 rides Elderly \$2.00/10 rides
Youth	0.50	
E & H	0.25 (E)/0.50 (H)	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 13,283
 Fuel Reserve 23 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
3	1982	BOC	Carpenter	Diesel	23	15	3
<u>3 Total</u>							

BEDFORD

Group: 3

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$ 47,467
Other Salaries/Wages	31,183
Fringe Benefits	16,895
Services	7,279
Fuel and Lubricants	15,964
Tires and Tubes	1,046
Other Materials/Supplies	7,739
Utilities	1,643
Casualty/Liability Costs	7,634
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	6,306
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	<u>\$143,156</u>
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 11,220
Charter/Other Revenue	3,000
Local Assistance	21,489
State Assistance	42,979
Federal Assistance	64,468
Total	<u>\$143,156</u>

Capital Grants Awarded

Local	\$ 568
State PMTF	1,112
Federal	6,720
Total	<u>\$8,400</u>

SERVICE STATISTICS:

Total Passengers	32,591
Transfer Passengers	5,720
Total Vehicle Miles (TVM)	91,698
Revenue Vehicle Miles (RVM)	90,940
Total Vehicle Hours (TVH)	6,520
Revenue Vehicle Hours (RVH)	6,398
Peak Hour Fleet	2
Base Fleet	2

Operating Subsidy	\$128,936
Locally Derived Income	35,709

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 3.97	\$ 4.39
Operating Expense/RVM	1.26	1.57
Operating Expense/RVH	16.56	22.38
Operating Subsidy/Passenger Trip	3.62	3.96
Fare Recovery (Fare/Expense)	0.09	0.08
Local Investment/Operating Expense	0.25	0.25

1983

1984

Operation

Passenger Trips/RVM	0.32 pass/mi	0.36
Passenger Trips/RVH	4.17 pass/hr	5.09
Average System Speed	13.19 mi/hr	14.21

BLOOMINGTON TRANSIT

BT

800 East Miller Drive
 Bloomington, Indiana 47401
 (812) 332-5745

CONTACT: Dave Gionet, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Bloomington metropolitan area
 Service Population 52,044

SERVICE HOURS:

Monday through Friday 6:10 a.m. - 6:55 p.m.
 Saturday 7:40 a.m. - 6:55 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	25	3
Maintenance	2	2
General Administration	1	2
Total	28	7

FARES:

Base	\$0.50	Other: Pass - Base \$10.00/25 rides Handicapped \$8.00/month
Youth	0.25	
E & H	0.25	
Transfer ¹	0.10	

FUEL CONSUMPTION:

Gallons Used 58,896
 Fuel Reserve 12 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
4	1982	MV	Chev/Wayne	Gas	21	10	0
1	1982	BOC	Coach	Gas	21	10	0
3	1980	BOC	Superior	Diesel	21	10	0
4	1980	Bus	TMC	Diesel	31	15	0
12 Total							

¹\$0.10 Transfer between BT and IU Campus Bus.

Group: 2

BLOOMINGTON

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$213,063
Other Salaries/Wages	104,825
Fringe Benefits	40,832
Services	111,680
Fuel and Lubricants	63,784
Tires and Tubes	0
Other Materials/Supplies	86,965
Utilities	16,463
Casualty/Liability Costs	18,839
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	142,920
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$799,371
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 85,735
Charter/Other Revenue	28,918
Local Assistance	234,660
State Assistance	180,000
Federal Assistance	270,058
Total	\$799,371

Capital Grants Awarded

Local	\$ 101,272
State PMTF	0
Federal	405,088
Total	\$ 506,360

SERVICE STATISTICS:

Total Passengers	308,455
Transfer Passengers	45,519
Total Vehicle Miles (TVM)	295,198
Revenue Vehicle Miles (RVM)	282,324
Total Vehicle Hours (TVH)	23,084
Revenue Vehicle Hours (RVH)	22,086
Peak Hour Fleet	9
Base Fleet	8

Operating Subsidy

Locally Derived Income	\$ 684,718
	349,313

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.97	\$ 2.59
Operating Expense/RVM	2.34	2.83
Operating Expense/RVH	30.46	36.19
Operating Subsidy/Passenger Trip	1.62	2.22
Fare Recovery (Fare/Expense)	0.18	0.11
Local Investment/Operating Expense	0.32	0.44

1983

1984

Operation

Passenger Trips/RVM	1.19 pass/mi	1.09
Passenger Trips/RVH	15.46 pass/hr	13.97
Average System Speed	13.03 mi/hr	12.78

COLUMBUS MUNICIPAL TRANSIT

COLUMBUS

898 South Gladstone Avenue
Columbus, Indiana 47201
(812) 376-2506

CONTACT: Keith L. Reeves, City Engineer

GENERAL INFORMATION:

Type of Service Fixed Route and Demand Response
Service Area Columbus city limits
Service Population 30,614
Special Service Call-A-Bus demand response/two lift-equipped buses

SERVICE HOURS:

Monday through Friday 6:00 a.m. - 7:00 p.m.
Saturday 7:00 a.m. - 7:00 p.m.
Sunday No Service
Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	6	8
Maintenance	1	0
General Administration	0	2
Total	7	10

FARES:

Base	\$0.25	Other: Call-A-Bus E & H
Youth	0.25	\$0.75/ride
E & H	0.25	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 19,525
Fuel Reserve 63 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1982	BOC	Wayne	Diesel	14	4	1
6	1977	Bus	Mercedes	Diesel	17	8	1
4	1974	Bus	Mercedes	Diesel	17	8	0
∏ Total							

FINANCIAL INFORMATION:**Operating Expense Summary**

Operator Salaries/Wages	\$135,525
Other Salaries/Wages	34,381
Fringe Benefits	28,714
Services	13,001
Fuel and Lubricants	24,036
Tires and Tubes	2,849
Other Materials/Supplies	21,773
Utilities	4,085
Casualty/Liability Costs	4,059
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	3,073
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$271,496
Reconciling Items	0

SERVICE STATISTICS:

Total Passengers	179,264
Transfer Passengers	0
Total Vehicle Miles (TVM)	239,115
Revenue Vehicle Miles (RVM)	233,483
Total Vehicle Hours (TVH)	18,168
Revenue Vehicle Hours (RVH)	17,070
Peak Hour Fleet	5
Base Fleet	5

PERFORMANCE MEASURES:**Finance**

Operating Expense/Passenger Trip	\$ 1.57	\$ 1.51
Operating Expense/RVM	1.17	1.16
Operating Expense/RVH	15.62	15.90
Operating Subsidy/Passenger Trip	1.28	1.24
Fare Recovery (Fare/Expense)	0.17	0.18
Local Investment/Operating Expense	0.31	0.32

Operation

Passenger Trips/RVM	0.74 pass/mi	0.77
Passenger Trips/RVH	9.93 pass/hr	10.50
Average System Speed	13.38 mi/hr	13.68

Revenue Summary

Fare Revenue	\$ 49,178
Charter/Other Revenue	711
Local Assistance	36,935
State Assistance	73,869
Federal Assistance	110,803
Total	\$271,496

Capital Grants Awarded

None

Operating Subsidy

\$221,607

Locally Derived Income

86,824

1983**1984**

EAST CHICAGO PUBLIC TRANSPORTATION

ECPT

5400 Cline Avenue
 East Chicago, Indiana 46312
 (219) 397-0441

CONTACT: Johnny Florence, Director

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area East Chicago city limits
 Service Population 39,787
 Special Service One lift-equipped van

SERVICE HOURS:

Monday through Friday 6:00 a.m. - 6:00 p.m.
 Saturday 6:00 a.m. - 6:00 p.m.
 Sunday No Service
 Holidays 6:00 a.m. - 6:00 p.m.

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	10	0
Maintenance	3	3
General Administration	7	0
Total	20	3

FARES:

Base Free
 Youth Free
 E & H Free
 Transfer Free

FUEL CONSUMPTION:

Gallons Used 35,754
 Fuel Reserve 30 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1984	MV	Chevrolet	Gas	12	0	0
1	1984	MV	Chevrolet	Gas	12	0	1
2	1980	Bus	TMC	Diesel	30	8	0
<u>4 Total</u>							

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$199,356
Other Salaries/Wages	149,852
Fringe Benefits	95,844
Services	0
Fuel and Lubricants	30,445
Tires and Tubes	19,006
Other Materials/Supplies	69,919
Utilities	4,200
Casualty/Liability Costs	13,000
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	11,601
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$593,223
Reconciling Items	10,498

Revenue Summary

Fare Revenue	\$ 0
Charter/Other Revenue	0
Local Assistance	98,870
State Assistance	197,741
Federal Assistance	296,612
Total	\$593,223

Capital Grants Awarded

Local	\$ 22,400
State PMTF	0
Federal	89,600
Total	\$112,000

SERVICE STATISTICS:

Total Passengers ¹	409,252
Transfer Passengers	0
Total Vehicle Miles (TVM)	161,699
Revenue Vehicle Miles (RVM)	149,219
Total Vehicle Hours (TVH)	22,320
Revenue Vehicle Hours (RVH)	21,427
Peak Hour Fleet	4
Base Fleet	3

Operating Subsidy	\$593,223
Locally Derived Income	98,870

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.10	\$ 1.45
Operating Expense/RVM	3.03	3.98
Operating Expense/RVH	21.43	27.69
Operating Subsidy/Passenger Trip	1.10	1.45
Fare Recovery (Fare/Expense)	N/A	N/A
Local Investment/Operating Expense	0.20	0.17

1983

1984

Operation

Passenger Trips/RVM	2.74 pass/mi	2.74
Passenger Trips/RVH	19.44 pass/hr	19.10
Average System Speed	7.08 mi/hr	6.96

¹Estimated Passenger Trips.

METROPOLITAN EVANSVILLE TRANSIT SYSTEM

METS

813 Pennsylvania Street
 Evansville, Indiana 47708
 (812) 422-1571

CONTACT: Jack J. Danks, Director

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Evansville metropolitan area
 Service Population 130,496
 Special Service Contract through CAPE for specialized service

SERVICE HOURS:

Monday through Friday 5:45 a.m. - 6:05 p.m.
 Saturday 5:45 a.m. - 6:05 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	33	0
Maintenance	5	0
General Administration	4	0
Total	42	0

FARES:

Base	\$0.50	Other: Group \$0.45/ride
Youth	0.25	TRIP ticket Free - \$0.25/ride
E & H	0.25	
Transfer	0.10	

FUEL CONSUMPTION:

Gallons Used 172,774
 Fuel Reserve 2 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
7	1984	Bus	Blue Bird	Diesel	30	15	0
16	1981	Bus	TMC	Diesel	30	15	0
23 Total							

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$500,613
Other Salaries/Wages	141,611
Fringe Benefits	187,972
Services	82,665
Fuel and Lubricants	179,006
Tires and Tubes	25,595
Other Materials/Supplies	113,062
Utilities	26,232
Casualty/Liability Costs	63,232
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	2,729
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$1,322,717
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 510,176
Charter/Other Revenue	0
Local Assistance	135,423
State Assistance	270,847
Federal Assistance	406,271
Total	\$1,322,717

Capital Grants Awarded

Local	\$ 259,700
State PMTF	0
Federal	1,038,800
Total	\$1,298,500

SERVICE STATISTICS:

Total Passengers	1,540,797
Transfer Passengers	250,009
Total Vehicle Miles (TVM)	696,248
Revenue Vehicle Miles (RVM)	687,678
Total Vehicle Hours (TVH)	55,953
Revenue Vehicle Hours (RVH)	54,208
Peak Hour Fleet	15
Base Fleet	15

Operating Subsidy	\$ 812,541
Locally Derived Income	645,599

PERFORMANCE MEASURES:

Finance

	<u>1983</u>	<u>1984</u>
Operating Expense/Passenger Trip	\$ 0.86	\$ 0.86
Operating Expense/RVM	1.80	1.92
Operating Expense/RVH	22.61	24.40
Operating Subsidy/Passenger Trip	0.53	0.53
Fare Recovery (Fare/Expense)	0.38	0.39
Local Investment/Operating Expense	0.48	0.49

Operation

Passenger Trips/RVM	2.10 pass/mi	2.24
Passenger Trips/RVH	26.30 pass/hr	28.42
Average System Speed	12.53 mi/hr	12.69

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION

PTC

801 Leesburg Road
 Fort Wayne, Indiana 46808
 (219) 432-4977

CONTACT: Jeffrey L. Gubitz, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Fort Wayne metropolitan area
 Service Population 236,479
 Special Service 28 lift-equipped buses

SERVICE HOURS:

Monday through Friday 5:45 a.m. - 7:30 p.m.
 Saturday 9:00 a.m. - 6:00 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	68	0
Maintenance	15	0
General Administration	22	0
Total	<u>105</u>	<u>0</u>

FARES:

Base	\$0.75	Other: Pass \$7.50/week
Youth	0.35	Card \$7.00/rides
E & H	0.35	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 388,960
 Fuel Reserve 33 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
23	1983	Bus	Grumman	Diesel	38	17	0
28	1980	Bus	GMC	Diesel	35	17	28
10	1976	Bus	GMC	Diesel	45	22	0
4	1974	Bus	GMC	Diesel	45	22	0
<u>65</u>	Total						

Group: I

FORT WAYNE

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$1,763,347
Other Salaries/Wages	801,369
Fringe Benefits	708,416
Services	124,864
Fuel and Lubricants	358,652
Tires and Tubes	33,022
Other Materials/Supplies	213,040
Utilities	63,483
Casualty/Liability Costs	88,670
Taxes	1,700
Purchased Transportation	0
Miscellaneous Expenses	97,431
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$4,253,994
Reconciling Items	156,188

Revenue Summary

Fare Revenue	\$ 932,791
Charter/Other Revenue	243,048
Local Assistance	838,084
State Assistance	760,000
Federal Assistance ¹	1,480,071
Total	\$4,253,994

Capital Grants Awarded

Local	\$ 29,600
State PMTF	0
Federal	118,400
Total	\$ 148,000

SERVICE STATISTICS:

Total Passengers	1,770,200
Transfer Passengers	430,681
Total Vehicle Miles (TVM)	1,389,567
Revenue Vehicle Miles (RVM)	1,245,551
Total Vehicle Hours (TVH)	152,980
Revenue Vehicle Hours (RVH)	145,055
Peak Hour Fleet	46
Base Fleet	22

Operating Subsidy	\$ 3,078,155
Locally Derived Income	2,013,923

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.78	\$ 2.40
Operating Expense/RVM	2.55	3.42
Operating Expense/RVH	29.37	29.33
Operating Subsidy/Passenger Trip	1.35	1.74
Fare Recovery (Fare/Expense)	0.24	0.22
Local Investment/Operating Expense	0.55	0.47

1983

1984

Operation

Passenger Trips/RVM	1.43 pass/mi	1.42
Passenger Trips/RVH	16.53 pass/hr	12.20
Average System Speed	11.52 mi/hr	8.59

¹Federal Assistance includes \$44,075 Non-Section 5 or 9 funds and adjusts for \$5,795 1983 Federal overpayment.

GARY PUBLIC TRANSPORTATION CORPORATION

GPTC

237 West 22nd Avenue
 Gary, Indiana 46407
 (219) 885-6911

CONTACT: Alford Winder, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Gary city limits
 Service Population 151,953
 Special Service 17 lift-equipped buses

SERVICE HOURS:

Monday through Friday 5:00 a.m. - 1:00 a.m.
 Saturday 5:00 a.m. - 1:00 a.m.
 Sunday 5:00 a.m. - 1:00 a.m.
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	79	0
Maintenance	22	0
General Administration	18	0
Total	<u>119</u>	<u>0</u>

FARES:

Base	\$0.75	Other: Pass - \$30.00/month
Youth	0.50	
E & H	0.35	
Transfer	0.10	

FUEL CONSUMPTION:

Gallons Used 516,225
 Fuel Reserve 14 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
24	1982	Bus	GMC	Diesel	47	15	0
17	1980	Bus	GMC	Diesel	44	15	17
29	1976	Bus	GMC	Diesel	43	15	0
15	1976	Bus	GMC	Diesel	51	20	0
3	1969	Bus	GMC	Diesel	53	20	0
6	1968	Bus	GMC	Diesel	53	20	0
5	1968	Bus	GMC	Diesel	45	15	0
4	1967	Bus	GMC	Diesel	45	15	0
5	1967	Bus	GMC	Diesel	53	20	0
1	1966	Bus	GMC	Diesel	53	20	0
1	1966	Bus	GMC	Diesel	45	15	0
2	1965	Bus	GMC	Diesel	53	20	0
<u>112</u>	Total						

Group: I

GARY

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$1,663,647
Other Salaries/Wages	645,386
Fringe Benefits	693,812
Services	348,713
Fuel and Lubricants	923,803
Tires and Tubes	43,577
Other Materials/Supplies	0
Utilities	40,777
Casualty/Liability Costs	214,076
Taxes	776
Purchased Transportation	0
Miscellaneous Expenses	61,028
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$4,635,595
Reconciling Items	1,987,813

Revenue Summary

Fare Revenue	\$1,558,295
Charter/Other Revenue	1,150,503
Local Assistance	321,132
State Assistance	642,266
Federal Assistance	963,399
Total	\$4,635,595

Capital Grants Awarded

None

SERVICE STATISTICS:

Total Passengers	3,823,782
Transfer Passengers	799,714
Total Vehicle Miles (TVM)	1,632,943
Revenue Vehicle Miles (RVM)	1,492,864
Total Vehicle Hours (TVH)	137,824
Revenue Vehicle Hours (RVH)	120,975
Peak Hour Fleet	35
Base Fleet	25

**Operating Subsidy
Locally Derived Income**

\$ 1,926,797
3,029,930

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.68	\$ 1.21
Operating Expense/RVM	4.37	3.11
Operating Expense/RVH	54.05	38.32
Operating Subsidy/Passenger Trip	0.97	0.50
Fare Recovery (Fare/Expense)	0.23	0.34
Local Investment/Operating Expense	0.53	0.65

1983

1984

Operation

Passenger Trips/RVM	2.60 pass/mi	2.56
Passenger Trips/RVH	32.12 pass/hr	31.61
Average System Speed	12.37 mi/hr	12.34

2.60 pass/mi
32.12 pass/hr
12.37 mi/hr

2.56
31.61
12.34

GOSHEN TRANSIT

THE WINDOW

The Window Community Volunteer Center
 302 South 5th Street
 Goshen, Indiana 46526
 (219) 533-9680

CONTACT: Daniel L. Haarer, Executive Director

GENERAL INFORMATION:

Type of Service Demand Response
 Service Area Goshen city limits and service to Elkhart
 Service Population 19,665
 Special Service One lift-equipped bus

SERVICE HOURS:

Monday through Friday 8:00 a.m. - 4:30 p.m.
 Saturday No Service
 Sunday No Service
 Holidays No Service

PERSONNEL:

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

FARES:

Base	\$0.75	Other: Suggested donation
Youth	0.75	
E & H	0.75	
Transfer	N/A	

FUEL CONSUMPTION:

Gallons Used 4,352
 Fuel Reserve 4 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1981	BOC	Turtle Top	Propane	18	0	1
<u>1</u>	<u>Total</u>						

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$7,063
Other Salaries/Wages	6,526
Fringe Benefits	1,195
Services	0
Fuel and Lubricants	4,060
Tires and Tubes	220
Other Materials/Supplies	0
Utilities	1,049
Casualty/Liability Costs	0
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	5,138
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$25,251
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 4,979
Charter/Other Revenue	1,000
Local Assistance	3,212
State Assistance	6,424
Federal Assistance	9,636
Total	\$ 25,251

Capital Grants Awarded

None

SERVICE STATISTICS:

Total Passengers	8,812
Transfer Passengers	0
Total Vehicle Miles (TVM)	21,763
Revenue Vehicle Miles (RVM)	21,763
Total Vehicle Hours (TVH)	1,935
Revenue Vehicle Hours (RVH)	1,935
Peak Hour Fleet	1
Base Fleet	1

Operating Subsidy

\$19,272

Locally Derived Income

9,191

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 2.93	\$ 2.87
Operating Expense/RVM	1.20	1.16
Operating Expense/RVH	13.84	13.05
Operating Subsidy/Passenger Trip	2.27	2.19
Fare Recovery (Fare/Expense)	0.18	0.20
Local Investment/Operating Expense	0.35	0.36

1983

1984

Operation

Passenger Trips/RVM	0.41 pass/mi	0.40
Passenger Trips/RVH	4.72 pass/hr	4.55
Average System Speed	11.51 mi/hr	11.25

0.41 pass/mi	0.40
4.72 pass/hr	4.55
11.51 mi/hr	11.25

HAMMOND TRANSIT SYSTEM

HTS

5925 Calumet Avenue
Hammond, Indiana 46320
(219) 853-6336

CONTACT: Pat Larson, System Analyst

GENERAL INFORMATION:

Type of Service Fixed Route
Service Area Hammond city limits and City of Whiting
Service Population 93,714
Special Service One lift-equipped bus

SERVICE HOURS:

Monday through Friday 6:00 a.m. - 7:15 p.m.
Saturday 6:00 a.m. - 7:15 p.m.
Sunday No Service
Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	17	4
Maintenance	3	1
General Administration	5	3
Total	25	8

FARES:

Base	\$0.75	Other: Unemployed - Free/60 rides
Youth	0.50	
E & H	0.35	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 82,555
Fuel Reserve 37 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1983	SB	Int/Wayne	Diesel	46	23	0
1	1983	SB	Int/Wayne	Gas	46	23	0
5	1982	SB	Int/Wayne	Gas	26	13	0
2	1981	SB	Int/Wayne	Gas	46	23	0
1	1981	SB	Int/Wayne	Gas	46	23	1
10 Total							

FINANCIAL INFORMATION:

Operating Expense Summary¹

Operator Salaries/Wages	\$ 0
Other Salaries/Wages	35,546
Fringe Benefits	0
Services	0
Fuel and Lubricants	0
Tires and Tubes	0
Other Materials/Supplies	11,347
Utilities	3,290
Casualty/Liability Costs	0
Taxes	0
Purchased Transportation	795,150
Miscellaneous Expenses	30,933
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$876,266
Reconciling Items	6,842

Revenue Summary

Fare Revenue	\$130,018
Charter/Other Revenue	0
Local Assistance	142,918
State Assistance	241,332
Federal Assistance	361,998
Total	\$876,266

Capital Grants Awarded

None

SERVICE STATISTICS:

Total Passengers	355,822
Transfer Passengers	36,382
Total Vehicle Miles (TVM)	330,220
Revenue Vehicle Miles (RVM)	297,198
Total Vehicle Hours (TVH)	32,283
Revenue Vehicle Hours (RVH)	29,349
Peak Hour Fleet	8
Base Fleet	8

Operating Subsidy

\$746,248

Locally Derived Income

272,936

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 2.46	\$ 2.46
Operating Expense/RVM	2.45	2.95
Operating Expense/RVH	22.32	29.86
Operating Subsidy/Passenger Trip	2.07	2.10
Fare Recovery (Fare/Expense)	0.16	0.15
Local Investment/Operating Expense	0.33	0.31

1983

1984

Operation

Passenger Trips/RVM	0.99 pass/mi	1.20
Passenger Trips/RVH	9.07 pass/hr	12.12
Average System Speed	9.13 mi/hr	10.13

¹ Operations and maintenance contracted service from Hammond Yellow Coach.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

METRO

1000 West Washington Street
 Indianapolis, Indiana 46222
 (317) 635-2100

CONTACT: James H. Armington, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route and Demand Responsive
 Service Area Indianapolis metropolitan area
 Service Population 711,539
 Special Service Open Door demand response/seven lift-equipped vehicles

SERVICE HOURS:

Monday through Friday 4:08 a.m. - 12:43 a.m.
 Saturday 4:39 a.m. - 12:32 a.m.
 Sunday 5:20 a.m. - 12:12 a.m.
 Holidays 5:20 a.m. - 12:12 a.m.

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	297	22
Maintenance	108	1
General Administration	83	1
Total	488	24

FARES:

Base	\$0.60	Other: Pass-\$23.50-34.50/month
Youth	0.60	Open Door-\$1.20/ride
E & H	0.30	
Transfer	0.05	

FUEL CONSUMPTION:

Gallons Used 1,978,463
 Fuel Reserve 4 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
4	1985	BOC	TVI	Diesel	28	14	0
9	1984	Bus	Man	Diesel	72	36	0
21	1983	Bus	Man	Diesel	72	36	0
5	1983	MV	Carpenter	Diesel	19	0	5
50	1983	Bus	BIA/Orion	Diesel	40	20	0
23	1982	Bus	GM/Canada	Diesel	46	23	0
20	1980	Bus	GMC	Diesel	45	22	0
2	1979	MV	Chance	Diesel	21	0	2
40	1977	Bus	AM General	Diesel	46	23	0
56	1976	Bus	AM General	Diesel	47	23	0
31	1968	Bus	GMC	Diesel	47	23	0
14	1967	Bus	GMC	Diesel	47	23	0
1	1966	Bus	GMC	Diesel	47	23	0
1	1963	Bus	GMC	Diesel	51	25	0
<u>277</u>	Total						

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$6,241,511
Other Salaries/Wages	4,333,576
Fringe Benefits	2,847,203
Services	702,413
Fuel and Lubricants	1,664,255
Tires and Tubes	143,426
Other Materials/Supplies	1,360,474
Utilities	373,313
Casualty/Liability Costs	517,185
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	93,055
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$18,276,411
Reconciling Items	27,732

SERVICE STATISTICS:

Total Passengers	15,493,382
Transfer Passengers	3,026,142
Total Vehicle Miles (TVM)	6,533,000
Revenue Vehicle Miles (RVM)	6,204,178
Total Vehicle Hours (TVH)	482,126
Revenue Vehicle Hours (RVH)	459,868
Peak Hour Fleet	201 am/116 pm
Base Fleet	65 am/16 pm

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.18
Operating Expense/RVM	2.72
Operating Expense/RVH	36.42
Operating Subsidy/Passenger Trip	0.63
Fare Recovery (Fare/Expense)	0.40
Local Investment/Operating Expense	0.54

Operation

Passenger Trips/RVM	2.31 pass/mi
Passenger Trips/RVH	30.97 pass/hr
Average System Speed	13.40 mi/hr

Revenue Summary

Fare Revenue	\$7,964,750
Charter/Other Revenue	602,667
Local Assistance	1,874,497
State Assistance	2,980,000
Federal Assistance	4,854,497
Total	\$18,276,411

Capital Grants Awarded

Local	\$ 8,800,000
State PMTF	0
Federal	21,769,425
Total	\$30,569,425

Operating Subsidy	\$ 9,708,994
Locally Derived Income	10,441,914

1983

1984

\$ 1.18	\$ 1.18
2.72	2.95
36.42	39.74
0.63	0.63
0.40	0.44
0.54	0.57

2.31 pass/mi	2.50
30.97 pass/hr	33.69
13.40 mi/hr	13.49

**KANKAKEE - IROQUOIS REGIONAL
PLANNING COMMISSION**

TRANSACTION

Route 1, Box A-51
Francesville, Indiana 47946
(219) 567-9432

CONTACT: Christopher Larson, Executive Director

GENERAL INFORMATION:

Type of Service Demand Response
Service Area Jasper, Newton, Pulaski and Starke Counties
Service Population 38,119
Special Service Four lift-equipped buses

SERVICE HOURS:

Monday through Friday 8:30 a.m. - 5:00 p.m.
Saturday No Service
Sunday No Service
Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	12	4
Maintenance	0	0
General Administration	0	4
Total	12	8

FARES:¹

Base	\$0.50	Other: Additional \$0.10/mi. for out of county trips
Youth	0.50	
E & H	0.50	
Transfer	N/A	

FUEL CONSUMPTION:

Gallons Used 27,625
Fuel Reserve N/A

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
4	1980	BOC	Wayne	Gas	13	0	4
4	1978	BOC	Wayne	Gas	16	0	0
4	1975	Van	Chevrolet	Gas	9	0	0
12 Total							

¹Fare increase from no charge on 9/4/84.

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$ 99,832
Other Salaries/Wages	39,743
Fringe Benefits	49,482
Services	33,697
Fuel and Lubricants	38,466
Tires and Tubes	8,842
Other Materials/Supplies	20,458
Utilities	8,336
Casualty/Liability Costs	10,160
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	4,102
Leases and Rentals	7,290
Equipment	0
Indirect Expense	0
Total	<u>\$320,408</u>
Reconciling Items	0

Revenue Summary

Fare Revenue ²	\$ 23,425
Charter/Other Revenue	2,695
Local Assistance	49,048
State Assistance	98,096
Federal Assistance	147,144
Total	<u>\$320,408</u>

Capital Grants Awarded

Local	\$ 32,473
State PMTF	64,945
Federal	389,670
Total	<u>\$487,088</u>

SERVICE STATISTICS:

Total Passengers	56,640
Transfer Passengers	0
Total Vehicle Miles (TVM)	234,685
Revenue Vehicle Miles (RVM)	197,864
Total Vehicle Hours (TVH)	18,038
Revenue Vehicle Hours (RVH)	15,693
Peak Hour Fleet	12
Base Fleet	12

Operating Subsidy

\$ 294,288

Locally Derived Income

75,168

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 5.20	\$ 5.66
Operating Expense/RVM	1.58	1.62
Operating Expense/RVH	18.58	20.42
Operating Subsidy/Passenger Trip	4.84	5.20
Fare Recovery (Fare/Expense)	0.07	0.07
Local Investment/Operating Expense	0.23	0.23

1983³

1984

Operation

Passenger Trips/RVM	0.30 pass/mi	0.29
Passenger Trips/RVH	3.58 pass/hr	3.61
Average System Speed	11.77 mi/hr	12.61

²Fare revenue includes Title XX and Aging reimbursements.

³Revised 1983 Performance Measures.

KOSCIUSKO ACCESSIBLE BUS SERVICE

KABS

Cardinal Center, Inc.
 504 North Bay Drive
 Warsaw, Indiana 46580
 (219) 267-3823

CONTACT: Van Chesnut, Director

GENERAL INFORMATION:

Type of Service Demand Response and Subscription Routes
 Service Area Warsaw city limits (dem. resp.) and Kosciusko County (fixed)
 Service Population 29,778
 Special Service 13 lift-equipped buses

SERVICE HOURS:

Monday through Friday 7:30 a.m. - 4:30 p.m. (demand response)¹
 Saturday No Service
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	3	13
Maintenance	1	1
General Administration	2	0
Total	6	14

FARES:

Base \$1.00
 Youth 0.50
 E & H 0.50
 Transfer Free

FUEL CONSUMPTION:

Gallons Used² 33,887
 Fuel Reserve 4 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
4	1983	SB	Superior	Diesel	24	0	4
3	1983	MV	Thomas	Gas	12	0	3
4	1981	SB	Blue Bird	Gas/LP	36	0	4
1	1978	SB	Thomas	Gas	48	0	1
1	1975	SB	Thomas	Gas	60	0	1
13 Total							

¹Route service 6:00 a.m. - 8:15 a.m./3:15 p.m. - 5:30 p.m.

²Includes diesel, gas and propane fuel.

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$84,368
Other Salaries/Wages	62,250
Fringe Benefits	26,349
Services	6,652
Fuel and Lubricants	58,052
Tires and Tubes	0
Other Materials/Supplies	0
Utilities	11,097
Casualty/Liability Costs	5,894
Taxes	876
Purchased Transportation	0
Miscellaneous Expenses	19,989
Leases and Rentals	24,972
Equipment	0
Indirect Expense	29,006
Total	\$329,505
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 46,040
Charter/Other Revenue	900
Local Assistance ³	47,094
State Assistance	94,188
Federal Assistance	141,283
Total	\$329,505

Capital Grants Awarded

Local	\$ 30,492
State PMTF	60,984
Federal	365,904
Total	\$457,380

SERVICE STATISTICS:

Total Passengers	77,051
Transfer Passengers	5,170
Total Vehicle Miles (TVM)	215,582
Revenue Vehicle Miles (RVM)	140,028
Total Vehicle Hours (TVH)	12,577
Revenue Vehicle Hours (RVH)	7,967
Peak Hour Fleet	10
Base Fleet	2

Operating Subsidy	\$282,565
Locally Derived Income	94,034

PERFORMANCE MEASURES:

Finance

	<u>1983</u>	<u>1984</u>
Operating Expense/Passenger Trip	\$ 3.73	\$ 4.28
Operating Expense/RVM	1.95	2.35
Operating Expense/RVH	38.50	41.36
Operating Subsidy/Passenger Trip	3.00	3.67
Fare Recovery (Fare/Expense)	0.20	0.14
Local Investment/Operating Expense	0.33	0.29

Operation

Passenger Trips/RVM	1.95 pass/mi	0.55
Passenger Trips/RVH	10.00 pass/hr	9.67
Average System Speed	19.72 mi/hr	17.58

³Local Assistance includes Title XX funding.

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION *GLPTC*

1250 Canal Road, P.O. Box 588
 Lafayette, Indiana 47902
 (317) 423-2666

CONTACT: Martin B. Sennett, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Lafayette, West Lafayette metropolitan area
 Service Population 91,380
 Special Service 12 buses lift-equipped/15 kneeling feature

SERVICE HOURS:

Monday through Friday 6:15 a.m. - 10:30 p.m.
 Saturday 6:15 a.m. - 10:30 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	40	5
Maintenance	6	0
General Administration	10	3
Total	<u>56</u>	<u>8</u>

FARES:

Base	\$0.50	Other: Pass \$21.00/month
Youth	0.35 ¹	Token \$0.45/ride
E & H	0.15	
Transfer	0.15	

FUEL CONSUMPTION:

Gallons Used 205,192
 Fuel Reserve 18 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
2	1981	BOC	Wayne	Gas	11	8	2
10	1981	Bus	GMC/Canada	Diesel	39	21	10
5	1978	Bus	Rohr	Diesei	36	18	0
5	1975	Bus	Rohr	Diesel	35	16	0
<u>2</u>	1970	Bus	GMC	Diesel	43	18	0
24 Total							

¹Youth fare decrease from \$0.50 on 8/22/84.

FINANCIAL INFORMATION:**Operating Expense Summary**

Operator Salaries/Wages	\$658,610
Other Salaries/Wages	299,737
Fringe Benefits	237,855
Services	38,086
Fuel and Lubricants	200,899
Tires and Tubes	16,842
Other Materials/Supplies	64,846
Utilities	46,459
Casualty/Liability Costs	55,107
Taxes	50
Purchased Transportation	0
Miscellaneous Expenses	26,827
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$1,645,318
Reconciling Items	245,272

SERVICE STATISTICS:

Total Passengers	1,147,401
Transfer Passengers	146,500
Total Vehicle Miles (TVM)	864,563
Revenue Vehicle Miles (RVM)	858,369
Total Vehicle Hours (TVH)	60,841
Revenue Vehicle Hours (RVH)	60,405
Peak Hour Fleet	19
Base Fleet	15

PERFORMANCE MEASURES:**Finance**

	<u>1983</u>	<u>1984</u>
Operating Expense/Passenger Trip	\$ 1.70	\$ 1.43
Operating Expense/RVM	2.12	1.92
Operating Expense/RVH	29.91	27.24
Operating Subsidy/Passenger Trip	1.32	1.06
Fare Recovery (Fare/Expense)	0.20	0.24
Local Investment/Operating Expense	0.47	0.46

Operation

Passenger Trips/RVM	1.23 pass/mi	1.34
Passenger Trips/RVH	17.43 pass/hr	19.00
Average System Speed	14.14 mi/hr	14.21

Revenue Summary

Fare Revenue	\$ 397,119
Charter/Other Revenue	28,231
Local Assistance	326,326
State Assistance	283,658
Federal Assistance	609,984
Total	\$1,645,318

Capital Grants Awarded²

Local	\$ 6,600
State PMTF	13,200
Federal	79,200
Total	\$ 99,000

Operating Subsidy	\$ 1,219,968
Locally Derived Income	751,676

²Capital transfer of interests from Fort Wayne PTC.

LAKE COUNTY ECONOMIC OPPORTUNITY COUNCIL

LCEOC

5518 Calumet Avenue
 Hammond, Indiana 46320
 (219) 937-3500

CONTACT: Clarence Mayberry, Transportation Coordinator

GENERAL INFORMATION:

Type of Service Demand Response
 Service Area Lake and Porter Counties
 Service Population 34,280
 Special Service Six lift-equipped buses

SERVICE HOURS:

Monday through Friday 8:30 a.m. - 5:00 p.m.
 Saturday No Service
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	30	0
Maintenance	0	2
General Administration	0	6
Total	30	8

FARES:

Base Free Other: Donations accepted
 Youth Free
 E & H Free
 Transfer N/A

FUEL CONSUMPTION:

Gallons Used 61,475
 Fuel Reserve N/A

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
13	1984	BOC	Wayne	Gas	17	0	0
4	1984	BOC	Wayne	Gas	9	0	4
3	1983	BOC	Wayne	Gas	16	0	0
2	1980	BOC	Wayne	Gas	16	0	0
3	1980	BOC	Wayne	Gas	9	0	3
1	1978	Van	Chevrolet	Gas	12	0	0
<u>26</u> Total							

Group: 4

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$202,257
Other Salaries/Wages	50,564
Fringe Benefits	82,755
Services	20,585
Fuel and Lubricants	83,042
Tires and Tubes	11,900
Other Materials/Supplies	60,690
Utilities	14,151
Casualty/Liability Costs	28,421
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	28,945
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$583,310
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 0
Charter/Other Revenue	181,296
Local Assistance ¹	107,109
State Assistance ²	93,898
Federal Assistance	201,007
Total	\$583,310

Capital Grants Awarded³

None

SERVICE STATISTICS:

Total Passengers	161,732
Transfer Passengers	0
Total Vehicle Miles (TVM)	497,944
Revenue Vehicle Miles (RVM)	481,552
Total Vehicle Hours (TVH)	48,360
Revenue Vehicle Hours (RVH)	40,622
Peak Hour Fleet	26
Base Fleet	26

Operating Subsidy

\$402,014

Locally Derived Income

288,405

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 4.01	\$ 3.61
Operating Expense/RVM	1.31	1.21
Operating Expense/RVH	14.44	14.36
Operating Subsidy/Passenger Trip	4.01	2.49
Fare Recovery (Fare/Expense)	N/A	N/A
Local Investment/Operating Expense	0.06	0.49

1983

1984

Operation

Passenger Trips/RVM	0.33 pass/mi	0.34
Passenger Trips/RVH	3.61 pass/hr	3.98
Average System Speed	11.03 mi/hr	11.85

¹Local Assistance is Older Hoosier & Title III funding.

²State Assistance includes \$6,558 Aging funds.

³Received Capital Assistance through NIRPC grant.

LAPORTE TRANSIT SYSTEM

TRANSPORTE

1206 Second Street
 LaPorte, Indiana 46350
 (219) 362-6565

CONTACT: Joanne E. Mitchell, Manager

GENERAL INFORMATION:

Type of Service Fixed Route and Demand Response
 Service Area LaPorte city limits and one mile fringe
 Service Population 21,796
 Special Service Three lift-equipped buses

SERVICE HOURS:

	<u>Fixed Route</u>	<u>Demand Response</u>
Monday through Friday	7:00 a.m. - 6:00 p.m.	6:00 a.m. - 10:00 p.m.
Saturday	8:00 a.m. - 4:00 p.m.	8:00 a.m. - 4:00 p.m.
Sunday	No Service	No Service
Holidays	No Service	No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	5	9
Maintenance	3	0
General Administration	3	2
Total	<u>11</u>	<u>11</u>

FARES:

Base	\$0.35	Other: Token - \$1.00/4 rides E & H \$1.00/8 rides
Youth	0.35	
E & H	0.35	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 31,361
 Fuel Reserve 63 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1982	BOC	Superior	Gas	22	10	0
4	1981	MV	Ford	Gas	8	4	2
1	1980	BOC	Superior	Gas	20	12	1
1	1976	Bus	Mercedes	Diesel	16	8	0
1	1974	Bus	Mercedes	Diesel	16	8	0
<u>8 Total</u>							

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$108,722
Other Salaries/Wages	68,113
Fringe Benefits	36,303
Services	1,745
Fuel and Lubricants	62,423
Tires and Tubes	0
Other Materials/Supplies	0
Utilities	7,694
Casualty/Liability Costs	9,234
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	1,853
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$296,087
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 65,197
Charter/Other Revenue	81
Local Assistance	38,468
State Assistance	76,936
Federal Assistance	115,404
Total	\$296,086

Capital Grants Awarded

Local	\$ 75,000
State PMTF	53,000
Federal	512,000
Total	\$640,000

SERVICE STATISTICS:

Total Passengers	113,826
Transfer Passengers	0
Total Vehicle Miles (TVM)	215,900
Revenue Vehicle Miles (RVM)	211,831
Total Vehicle Hours (TVH)	18,224
Revenue Vehicle Hours (RVH)	17,731
Peak Hour Fleet	7
Base Fleet	5

Operating Subsidy

Locally Derived Income	\$ 230,809
	103,746

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 2.35	\$ 2.60
Operating Expense/RVM	1.25	1.40
Operating Expense/RVH	15.28	16.70
Operating Subsidy/Passenger Trip	1.80	2.03
Fare Recovery (Fare/Expense)	0.23	0.22
Local Investment/Operating Expense	0.36	0.35

1983

1984

Operation

Passenger Trips/RVM	0.55 pass/mi	0.54
Passenger Trips/RVH	6.49 pass/hr	6.42
Average System Speed	11.87 mi/hr	11.95

CITY OF MARION TRANSPORTATION DEPARTMENT

MTD

301 South Branson Street
 Marion, Indiana 46952
 (317) 662-9931

CONTACT: Charles R. Martindale, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Marion city limits
 Service Population 35,874
 Special Service One lift-equipped bus

SERVICE HOURS:

Monday through Friday 7:00 a.m. - 5:20 p.m.
 Saturday 10:00 a.m. - 4:20 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

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

FARES:

Base	\$0.50	Other: Elderly I.D. \$1.00/year Pass - \$10.00/40 rides
Youth	0.25	
E & H	0.25	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 23,109
 Fuel Reserve 89 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
2	1980	Bus	TMC	Diesel	30	25	1
4	1979	BOC	Superior	Diesel	24	15	0
<u>6</u> Total							

MARION

Group: 3

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$84,322
Other Salaries/Wages	36,309
Fringe Benefits	33,104
Services	24,254
Fuel and Lubricants	18,335
Tires and Tubes	6,375
Other Materials/Supplies	18,918
Utilities	6,082
Casualty/Liability Costs	33,297
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	2,170
Leases and Rentals	15,000
Equipment	0
Indirect Expense	0
Total	\$278,166
Reconciling Items	0

SERVICE STATISTICS:

Total Passengers	134,923
Transfer Passengers	12,067
Total Vehicle Miles (TVM)	146,688
Revenue Vehicle Miles (RVM)	142,580
Total Vehicle Hours (TVH)	11,394
Revenue Vehicle Hours (RVH)	11,016
Peak Hour Fleet	4
Base Fleet	4

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	
Operating Expense/RVM	
Operating Expense/RVH	
Operating Subsidy/Passenger Trip	
Fare Recovery (Fare/Expense)	
Local Investment/Operating Expense	

Operation

Passenger Trips/RVM	
Passenger Trips/RVH	
Average System Speed	

Revenue Summary

Fare Revenue	\$ 33,490
Charter/Other Revenue	614
Local Assistance	40,677
State Assistance	81,354
Federal Assistance	122,031
Total	\$278,166

Capital Grants Awarded

Local	\$ 15,300
State PMTF	30,600
Federal	183,600
Total	\$229,500

Operating Subsidy

Locally Derived Income	\$ 244,062
	74,781

1983

\$ 1.75
1.72
21.87
1.51
0.16
0.30

1984

\$ 2.06
1.95
25.25
1.81
0.12
0.27

0.98 pass/mi
12.50 pass/hr
12.70 mi/hr

0.95
12.25
12.94

MUNICIPAL COACH SERVICE

MCS

401 Wabash Street
 Michigan City, Indiana 46360
 (219) 873-1502

CONTACT: Terry Klosowski, Superintendent

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Michigan City limits and Trail Creek
 Service Population 36,850
 Special Service One lift-equipped bus

SERVICE HOURS:

Monday through Friday 6:30 a.m. - 6:30 p.m.
 Saturday 8:30 a.m. - 6:30 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	10	0
Maintenance	1	0
General Administration	3	0
Total	15	0

FARES:

Base	\$0.50	Other: Pass - \$18.00/month Youth, E & H \$9.00/month
Youth	0.25	
E & H	0.25	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 23,341
 Fuel Reserve 104 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1982	Bus	Wayne	Diesel	21	11	0
1	1979	Bus	Superior	Diesel	18	10	1
1	1979	Van	Dodge	Gas	12	0	0
5	1979	Bus	Superior	Diesel	26	20	0
<u>8</u> Total							

Group: 3

MICHIGAN CITY

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$139,802
Other Salaries/Wages	58,100
Fringe Benefits	64,864
Services	1,369
Fuel and Lubricants	32,088
Tires and Tubes	3,998
Other Materials/Supplies	25,655
Utilities	13,187
Casualty/Liability Costs	23,458
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	341
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$362,862
Reconciling Items	0

SERVICE STATISTICS:

Total Passengers	219,150
Transfer Passengers	3,196
Total Vehicle Miles (TVM)	180,197
Revenue Vehicle Miles (RVM)	176,818
Total Vehicle Hours (TVH)	14,487
Revenue Vehicle Hours (RVH)	13,978
Peak Hour Fleet	4
Base Fleet	4

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.60	\$ 1.66
Operating Expense/RVM	1.87	2.05
Operating Expense/RVH	21.84	25.96
Operating Subsidy/Passenger Trip	1.30	1.33
Fare Recovery (Fare/Expense)	0.19	0.19
Local Investment/Operating Expense	0.33	0.33

Operation

Passenger Trips/RVM	1.17 pass/mi	1.24
Passenger Trips/RVH	13.63 pass/hr	15.68
Average System Speed	11.68 mi/hr	12.65

Revenue Summary

Fare Revenue	\$ 67,486
Charter/Other Revenue	3,588
Local Assistance	48,631
State Assistance	97,263
Federal Assistance	145,894
Total	\$362,862

Capital Grants Awarded

Local	\$ 5,276
State PMTF	10,553
Federal	63,316
Total	\$ 79,145

Operating Subsidy

Locally Derived Income	\$291,788
	119,705

1983

1984

MITCHELL TRANSIT SERVICE

MTS

407 South 6th Street
 Mitchell, Indiana 47446
 (812) 849-2151

CONTACT: Alma J. Lindley, Administrative Assistant

GENERAL INFORMATION:

Type of Service	Demand Response
Service Area	Mitchell city limits
Service Population	4,641
Special Service	One lift-equipped bus

SERVICE HOURS:

Monday through Friday	8:00 a.m. - 4:30 p.m.
Saturday	No Service
Sunday	No Service
Holidays	No Service

PERSONNEL:

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

FARES:

Base	\$0.50
Youth	0.50
E & H	0.25
Transfer	N/A

FUEL CONSUMPTION:

Gallons Used	3,126
Fuel Reserve	N/A

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1981	BOC	Carpenter	Gas	14	4	1
<u>1</u> Total							

MITCHELL

Group: 4

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$ 9,880
Other Salaries/Wages	12,002
Fringe Benefits	7,279
Services	4,434
Fuel and Lubricants	3,656
Tires and Tubes	0
Other Materials/Supplies	0
Utilities	3,000
Casualty/Liability Costs	700
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	131
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	<u>\$ 41,082</u>
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 4,239
Charter/Other Revenue	0
Local Assistance	6,140
State Assistance	12,281
Federal Assistance	18,422
Total	<u>\$ 41,082</u>

Capital Grants Awarded

None

SERVICE STATISTICS:

Total Passengers	9,004
Transfer Passengers	0
Total Vehicle Miles (TVM)	13,852
Revenue Vehicle Miles (RVM)	13,681
Total Vehicle Hours (TVH)	2,012
Revenue Vehicle Hours (RVH)	1,108
Peak Hour Fleet	1
Base Fleet	1

Operating Subsidy

\$36,843

Locally Derived Income

10,379

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 4.82	\$ 4.56
Operating Expense/RVM	3.02	3.00
Operating Expense/RVH	32.51	37.08
Operating Subsidy/Passenger Trip	4.38	4.09
Fare Recovery (Fare/Expense)	0.09	0.10
Local Investment/Operating Expense	0.24	0.25

1983

1984

Operation

Passenger Trips/RVM	0.63 pass/mi	0.66
Passenger Trips/RVH	6.75 pass/hr	8.13
Average System Speed	10.75 mi/hr	12.35

0.63 pass/mi

0.66

6.75 pass/hr

8.13

10.75 mi/hr

12.35

RURAL TRANSIT

RURAL TRANSIT

Area 10 Agency on Aging
 924 West 17th Street
 Bloomington, Indiana 47401
 (812) 334-3383

CONTACT: James Overman, General Manager

GENERAL INFORMATION:

Type of Service Fixed and Diversified Route
 Service Area Monroe, Owen and Southern Putnam Counties
 Service Population 25,557
 Special Service Two lift-equipped buses

SERVICE HOURS:

Monday through Friday 5:20 a.m. - 6:30 p.m.
 Saturday No Service
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	5	8
Maintenance	1	0
General Administration	3	1
Total	9	9

FARES:

	<u>1 County</u>	<u>2 County</u>
Base	\$0.50	\$1.00
Youth	0.25	0.50
E & H	0.25	0.50
Transfer	N/A	N/A
Pass	7.00	15.00

FUEL CONSUMPTION:

Gallons Fuel 22,880
 Fuel Reserve N/A

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
2	1984	BOC	Blue Bird	Gas	10	0	2
2	1983	Van	Ford	Gas	15	0	0
1	1982	BOC	Blue Bird	Gas	20	2	0
1	1981	Van	Dodge	Gas	15	0	0
1	1981	SW	Chevrolet	Gas	7	0	0
1	1981	Van	Dodge	Gas	11	0	0
3	1977	Van	Dodge	Gas	15	0	0
1	1975	Van	Ford	Gas	11	0	0
12 Total							

MONROE COUNTY

Group: 4

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$ 89,578
Other Salaries/Wages	48,004
Fringe Benefits	15,970
Services	6,393
Fuel and Lubricants	31,600
Tires and Tubes	639
Other Materials/Supplies	10,552
Utilities	0
Casualty/Liability Costs	9,823
Taxes	84
Purchased Transportation	0
Miscellaneous Expenses	6,004
Leases and Rentals	791
Equipment	0
Indirect Expense	59,591
Total	\$279,069
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 18,947
Charter/Other Revenue	0
Local Assistance ¹	43,354
State Assistance	86,707
Federal Assistance	130,061
Total	\$279,069

Capital Grants Awarded

Local	\$ 6,146
State PMTF	12,291
Federal	73,745
Total	\$ 92,182

SERVICE STATISTICS:

Total Passengers	38,229
Transfer Passengers	0
Total Vehicle Miles (TVM)	194,282
Revenue Vehicle Miles (RVM)	163,196
Total Vehicle Hours (TVH)	12,967
Revenue Vehicle Hours (RVH)	11,001
Peak Hour Fleet	9
Base Fleet	8

Operating Subsidy

Locally Derived Income	\$ 260,122
	62,301

PERFORMANCE MEASURES:

Finance

	<u>1983</u>	<u>1984</u>
Operating Expense/Passenger Trip	\$ 6.72	\$ 7.30
Operating Expense/RVM	1.55	1.71
Operating Expense/RVH	17.92	25.37
Operating Subsidy/Passenger Trip	6.23	6.80
Fare Recovery (Fare/Expense)	0.07	0.07
Local Investment/Operating Expense	0.23	0.22

Operation

Passenger Trips/RVM	0.23 pass/mi	0.23
Passenger Trips/RVH	2.67 pass/hr	3.48
Average System Speed	11.59 mi/hr	14.83

¹Local Assistance is Title III and Title XX funding.

MUNCIE INDIANA TRANSIT SYSTEM

MITs

1106 East Seymour Street
Muncie, Indiana 47302
(317) 282-2762

CONTACT: Sam Smith, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route and Demand Response
Service Area Muncie city limits (fixed route)/Delaware County (dem. resp.)
Service Population 77,216
Special Service 20 lift-equipped vehicles/Silver Streak

SERVICE HOURS:

Monday through Friday 6:00 a.m. - 6:20 p.m.
Saturday 8:00 a.m. - 6:20 p.m.
Sunday No Service
Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	31	7
Maintenance	10	0
General Administration	5	0
Total	46	7

FARES:

Base	\$0.40 ¹	Other: Token - \$0.38/ride Pass - \$13.00/month
Youth	0.35	
E & H	0.20	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 230,767
Fuel Reserve 53 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
6	1981	BOC	Wayne	Diesel	10	0	4
16	1981	Bus	GMC	Diesel	37	19	16
5	1972	Bus	GMC	Diesel	33	17	0
2	1963	Bus	GMC	Diesel	45	23	0
2	1960	Bus	GMC	Diesel	45	23	0
2	1960	Bus	GMC	Diesel	45	23	0
33 Total					37	19	0

¹Base fare increase from \$0.35 on 7/01/84.

MUNCIE

Group: 2

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$614,946
Other Salaries/Wages	229,428
Fringe Benefits	273,469
Services	147,046
Fuel and Lubricants	221,050
Tires and Tubes	24,795
Other Materials/Supplies	109,313
Utilities	81,912
Casualty/Liability Costs	44,967
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	14,679
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$1,761,605
Reconciling Items	48,148

SERVICE STATISTICS:²

Total Passengers	1,376,901
Transfer Passengers	300,147
Total Vehicle Miles (TVM)	735,582
Revenue Vehicle Miles (RVM)	721,978
Total Vehicle Hours (TVH)	53,950
Revenue Vehicle Hours (RVH)	49,829
Peak Hour Fleet	15
Base Fleet	15

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.47	\$ 1.28
Operating Expense/RVM	2.45	2.44
Operating Expense/RVH	28.48	35.35
Operating Subsidy/Passenger Trip	1.13	0.92
Fare Recovery (Fare/Expense)	0.23	0.23
Local Investment/Operating Expense	0.54	0.50

Operation

Passenger Trips/RVM	1.66 pass/mi	1.91
Passenger Trips/RVH	19.37 pass/hr	27.63
Average System Speed	11.64 mi/hr	14.49

Revenue Summary

Fare Revenue	\$ 401,650
Charter/Other Revenue	99,068
Local Assistance	374,726
State Assistance	349,845
Federal Assistance	536,316
Total	\$1,761,605

Capital Grants Awarded

Local	\$ 634,870
State PMTF	0
Federal	2,539,480
Total	\$3,174,350

Operating Subsidy

Locally Derived Income	\$1,260,887
	875,444

1983

1984

²Service Statistics do not include demand response service.

NEW CASTLE ON WHEELS TRANSIT SYSTEM

NOW

201 South 25th Street
 New Castle, Indiana 47362
 (317) 529-8116

CONTACT: Ruth I. Hurst, Manager

GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	New Castle city limits
Service Population	20,056
Special Service	Five lift-equipped buses

SERVICE HOURS:

Monday through Friday	6:30 a.m. - 6:30 p.m.
Saturday	8:30 a.m. - 4:30 p.m.
Sunday	No Service
Holidays	No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	5	6
Maintenance	2	0
General Administration	3	0
Total	<u>10</u>	<u>6</u>

FARES:

Base	\$0.45	Other: Pass - \$9.00/25 rides, Youth \$7.00, E & H \$5.00/25 rides
Youth	0.25	
E & H	0.25	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used	19,191
Fuel Reserve	12 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
5	1981	BOC	Wayne	Gas	13	8	5
<u>5 Total</u>							

NEW CASTLE

Group: 3

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$110,406
Other Salaries/Wages	56,782
Fringe Benefits	56,275
Services	5,921
Fuel and Lubricants	20,511
Tires and Tubes	1,634
Other Materials/Supplies	11,825
Utilities	1,580
Casualty/Liability Costs	7,931
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	8,922
Leases and Rentals	14,195
Equipment	898
Indirect Expense	0
Total	\$296,880
Reconciling Items	0

SERVICE STATISTICS:

Total Passengers	98,138
Transfer Passengers	20,909
Total Vehicle Miles (TVM)	126,373
Revenue Vehicle Miles (RVM)	122,545
Total Vehicle Hours (TVH)	14,848
Revenue Vehicle Hours (RVH)	14,266
Peak Hour Fleet	4
Base Fleet	4

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 2.92	\$ 3.03
Operating Expense/RVM	2.22	2.42
Operating Expense/RVH	18.65	20.81
Operating Subsidy/Passenger Trip	2.67	2.76
Fare Recovery (Fare/Expense)	0.09	0.08
Local Investment/Operating Expense	0.24	0.24

Operation

Passenger Trips/RVM	0.76 pass/mi	0.80
Passenger Trips/RVH	6.38 pass/hr	6.88
Average System Speed	8.40 mi/hr	8.59

Revenue Summary

Fare Revenue	\$ 23,035
Charter/Other Revenue	3,405
Local Assistance	45,073
State Assistance	90,147
Federal Assistance	135,220
Total	\$296,880

Capital Grants Awarded

Local	\$ 31,614
State PMTF	63,228
Federal	379,368
Total	\$ 474,210

Operating Subsidy

Locally Derived Income

\$ 270,440
71,513

1983

1984

\$ 2.92	\$ 3.03
2.22	2.42
18.65	20.81
2.67	2.76
0.09	0.08
0.24	0.24
0.76 pass/mi	0.80
6.38 pass/hr	6.88
8.40 mi/hr	8.59

**NORTHERN INDIANA COMMUTER
TRANSPORTATION DISTRICT**

NICTD

107½ Broadway
Chesterton, Indiana 46304
(219) 926-5744

CONTACT: Gerald R. Hanas

GENERAL INFORMATION:

Type of Service Commuter Rail
Service Area Rail corridor between South Bend, IN & Chicago, IL
Service Population 171,371
Special Service 40 rail cars handicapped accessible

SERVICE HOURS:

Monday through Friday 4:15 a.m. - 2:15 a.m.
Saturday 5:50 a.m. - 1:15 a.m.
Sunday 7:15 a.m. - 10:45 p.m.
Holidays 7:15 a.m. - 10:45 p.m.

PERSONNEL: ¹

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	91	0
Maintenance	146	0
General Administration	40	0
Total	277	0

FARES:

<u>Station</u>	(To Downtown Chicago)		<u>25 Rides</u>	<u>Monthly</u>
	<u>One Way</u>	<u>10 Rides</u>		
Hegewisch (IL)	\$2.45	\$24.50	\$ 55.15	\$ 66.15
Hammond/East Chicago	2.75	27.50	61.90	74.25
Gary	3.40	34.00	76.50	91.80
Ogden Dunes	4.00	40.00	90.00	108.00
Tremont	4.70	47.00	105.75	126.90
Michigan City	5.00	50.00	112.50	135.00
South Bend	7.00	70.00	157.50	189.00

(Discounts: Under 5 years free; 5-12 years ½ fare; E & H ½ fare; and multi-ride passes.)

FUEL CONSUMPTION: ¹

Kilowatt Hour 13,214,553
Fuel Reserve NA

VEHICLE INVENTORY: ¹

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
40	1982	Rail	Nippon	Electric	93	20	0
40 Total							

¹Personnel, Fuel & Inventory for Illinois & Indiana service area.

Group: 1

FINANCIAL INFORMATION:

Operating Expense Summary

General Administration	\$1,853,568
Other Salaries/Wages	0
Fringe Benefits	0
Maintenance of Way	1,252,446
Fuel and Lubricants	0
Tires and Tubes	0
Equipment	2,367,108
Electric Power	1,201,639
Casualty/Liability Costs	0
Taxes	0
Transportation	3,484,402
Miscellaneous Expenses	94,263
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$10,253,426
Reconciling Items	0

Revenue Summary

Fare Revenue	\$5,382,480
Charter/Other Revenue	90,200
Local Assistance	0
State Assistance ²	2,029,918
Federal Assistance ³	2,750,828
Total	\$10,253,426

Capital Grants Awarded

Local	\$90,000
State PMTF	0
Federal	360,000
Total	\$450,000

SERVICE STATISTICS:

Total Passengers	2,248,795
Transfer Passengers	0
Total Vehicle Miles (TVM)	1,595,458
Revenue Vehicle Miles (RVM)	1,526,032
Total Vehicle Hours (TVH)	41,285
Revenue Vehicle Hours (RVH)	39,904
Peak Hour Fleet	36
Base Fleet	20

Operating Subsidy	\$4,780,746
Locally Derived Income	5,472,680

PERFORMANCE MEASURES:

Finance

	<u>1983</u> ⁴	<u>1984</u>
Operating Expense/Passenger Trip	\$ 4.80	\$ 4.56
Operating Expense/RVM	6.34	6.72
Operating Expense/RVH	245.29	256.95
Operating Subsidy/Passenger Trip	1.96	2.13
Fare Recovery (Fare/Expense)	0.58	0.52
Local Investment/Operating Expense	0.59	0.53

Operation

Passenger Trips/RVM	01.32 pass/mi	1.47
Passenger Trips/RVH	51.06 pass/hr	56.36
Average System Speed	38.71 mi/hr	38.24

²State Assistance includes \$1,577,622 Rail Service Fund.

³Federal Assistance includes \$600,000 Gary reallocation.

⁴Revised 1983 Performance Measures.

ROSE VIEW TRANSIT SYSTEM

RVTS

700 Richmond Avenue
 Richmond, Indiana 47374
 (317) 962-7721

CONTACT:

Janet Sams, Operations Manager

GENERAL INFORMATION:

Type of Service	Fixed Route
Service Area	Richmond city limits
Service Population	41,349
Special Service	Two lift-equipped buses/E & H demand response by Park Department

SERVICE HOURS:

Monday through Friday	6:15 a.m. - 5:45 p.m.
Saturday	10:15 a.m. - 5:45 p.m.
Sunday	No Service
Holidays	No Service

PERSONNEL:

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

FARES:

Base	\$0.75 ¹	Other: Pass \$25.00/month Youth, E & H \$12.50/month
Youth	0.50	
E & H	0.50	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used	31,960
Fuel Reserve	29 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
9	1978	BOC	Wayne	Gas	17	10	0
2	1978	BOC	Wayne	Gas	12	10	2
<u>11</u> Total							

¹Fare decrease from \$1.00 on 8/25/84.

RICHMOND

Group: 3

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$143,404
Other Salaries/Wages	34,534
Fringe Benefits	38,760
Services	5,182
Fuel and Lubricants	31,021
Tires and Tubes	1,890
Other Materials/Supplies	15,179
Utilities	5,041
Casualty/Liability Costs	6,457
Taxes	3,076
Purchased Transportation	0
Miscellaneous Expenses	6,606
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	<u>\$291,150</u>
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 85,692
Charter/Other Revenue	9,486
Local Assistance	32,662
State Assistance	65,324
Federal Assistance	97,986
Total	<u>\$291,150</u>

Capital Grants Awarded

None

SERVICE STATISTICS:

Total Passengers	164,647
Transfer Passengers	33,457
Total Vehicle Miles (TVM)	223,382
Revenue Vehicle Miles (RVM)	218,747
Total Vehicle Hours (TVH)	17,440
Revenue Vehicle Hours (RVH)	16,670
Peak Hour Fleet	5
Base Fleet	5

Operating Subsidy Locally Derived Income

\$195,972
127,840

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.73	\$ 1.77
Operating Expense/RVM	1.44	1.33
Operating Expense/RVH	16.56	17.47
Operating Subsidy/Passenger Trip	1.05	1.19
Fare Recovery (Fare/Expense)	0.39	0.29
Local Investment/Operating Expense	0.50	0.44

1983

1984

Operation

Passenger Trips/RVM	0.84 pass/mi	0.75
Passenger Trips/RVH	10.76 pass/hr	9.88
Average System Speed	12.86 mi/hr	13.12

0.84 pass/mi
10.76 pass/hr
12.86 mi/hr

0.75
9.88
13.12

SOUTH BEND PUBLIC TRANSPORTATION CORPORATION

TRANSPO

901 East Northside Boulevard, P.O. Box 1437
 South Bend, Indiana 46624
 (219) 232-9901

CONTACT: Joseph ZaVisca, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area South Bend and Mishawaka metropolitan area
 Service Population 149,928
 Special Service Contract with STS for E & H service

SERVICE HOURS:

Monday through Friday 4:50 a.m. - 10:10 p.m.
 Saturday 5:20 a.m. - 7:00 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	93	2
Maintenance	20	0
General Administration	13	0
Total	126	2

FARES:

Base \$0.50
 Youth 0.25
 E & H 0.25
 Transfer Free
 Other: Pass - \$20.00/month

FUEL CONSUMPTION:

Gallons Used 464,020
 Fuel Reserve 26 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
25	1974	Bus	AM/General	Diesel	43	25	0
32	1971	Bus	GMC	Diesel	45	23	0
1	1951	Bus	GMC	Diesel	45	23	0
58 Total							

SOUTH BEND

Group: I

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$1,880,602
Other Salaries/Wages	613,367
Fringe Benefits	845,512
Services	286,060
Fuel and Lubricants	461,181
Tires and Tubes	35,223
Other Materials/Supplies	269,181
Utilities	90,062
Casualty/Liability Costs	53,186
Taxes	75
Purchased Transportation	107,500
Miscellaneous Expenses	66,406
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	<u>\$4,708,355</u>
Reconciling Items	38,616

Revenue Summary

Fare Revenue	\$1,113,625
Charter/Other Revenue	389,217
Local Assistance	976,756
State Assistance	626,000
Federal Assistance	<u>1,602,757</u>
Total	<u>\$4,708,355</u>

Capital Grants Awarded

Local	\$ 433,123
State PMTF	0
Federal	<u>1,732,492</u>
Total	<u>\$2,165,615</u>

SERVICE STATISTICS:

Total Passengers	4,456,216
Transfer Passengers	1,106,875
Total Vehicle Miles (TVM)	1,810,990
Revenue Vehicle Miles (RVM)	1,727,939
Total Vehicle Hours (TVH)	137,548
Revenue Vehicle Hours (RVH)	127,701
Peak Hour Fleet	48
Base Fleet	30

Operating Subsidy

Locally Derived Income	\$3,205,513
	2,479,598

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 0.99	\$ 1.06
Operating Expense/RVM	2.62	2.72
Operating Expense/RVH	34.81	36.87
Operating Subsidy/Passenger Trip	0.14	0.72
Fare Recovery (Fare/Expense)	0.25	0.24
Local Investment/Operating Expense	0.54	0.53

Operation

Passenger Trips/RVM	2.65 pass/mi	2.58
Passenger Trips/RVH	35.01 pass/hr	34.90
Average System Speed	13.26 mi/hr	13.53

TRANSIT AUTHORITY OF RIVER CITY

TARC

1000 West Broadway
 Louisville, Kentucky 40203
 (302) 587-2691

CONTACT: David B. Arnett, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area New Albany, Clarksville & Jeffersonville city limits
 Service Population 73,487
 Special Service 59 lift-equipped vehicles

SERVICE HOURS:

Monday through Friday 4:41 a.m. - 7:57 p.m.
 Saturday No Service
 Sunday No Service
 Holidays No Service

PERSONNEL:¹

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	407	39
Maintenance	125	0
General Administration	97	5
Total	<u>629</u>	<u>44</u>

FARES:

Base \$0.35/.60 peak Other: Commuter \$5.00/10 rides
 Youth 0.25 E & H \$2.50/10 rides
 E & H 0.25
 Transfer Free

FUEL CONSUMPTION:¹

Gallons Used 51,758
 Fuel Reserve 14 days

VEHICLE INVENTORY:¹

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
8	1984	Bus	Carpenter	Diesel	27	13	8
13	1982	Bus	Blue Bird	Diesel	27	13	13
57	1982	Bus	GMC	Diesel	45	22	0
5	1981	Bus	TMC	Diesel	29	14	5
15	1981	Bus	Crown	Diesel	73	36	15
53	1980	Bus	Grumman	Diesel	46	23	16
2	1979	Bus	TMC	Diesel	29	14	2
5	1979	Bus	TMC	Diesel	31	15	0
36	1977	Bus	Rohr	Diesel	47	23	0
93	1975	Bus	AM/General	Diesel	47	23	0
18	1968	Bus	GMC	Diesel	53	26	0
11	1966	Bus	GMC	Diesel	53	26	0
3	1965	Bus	GMC	Diesel	53	26	0
<u>319</u>	Total						

Group: 2

SOUTHERN INDIANA

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$187,992
Other Salaries/Wages	110,883
Fringe Benefits	132,367
Services	25,755
Fuel and Lubricants	60,053
Tires and Tubes	7,059
Other Materials/Supplies	32,313
Utilities	11,380
Casualty/Liability Costs	7,187
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	23,958
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	<u>\$598,947</u>
Reconciling Items	0

SERVICE STATISTICS:

Total Passengers	184,165
Transfer Passengers	18,417
Total Vehicle Miles (TVM)	191,505
Revenue Vehicle Miles (RVM)	182,325
Total Vehicle Hours (TVH)	13,260
Revenue Vehicle Hours (RVH)	11,745
Peak Hour Fleet	10
Base Fleet	2

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 3.63	\$ 3.25
Operating Expense/RVM	3.04	3.29
Operating Expense/RVH	44.19	51.00
Operating Subsidy/Passenger Trip	3.23	2.87
Fare Recovery (Fare/Expense)	0.11	0.12
Local Investment/Operating Expense	0.26	0.27

Operation

Passenger Trips/RVM	0.84 pass/mi	1.01
Passenger Trips/RVH	12.18 pass/hr	15.68
Average System Speed	14.56 mi/hr	15.52

Revenue Summary

Fare Revenue	\$ 71,057
Charter/Other Revenue	0
Local Assistance (Occ Tax)	87,982
State Assistance	175,963
Federal Assistance	<u>263,945</u>
Total	<u>\$598,947</u>

Capital Grants Awarded²

Local	\$ 492,010
State of Kentucky	401,409
Federal	<u>3,571,276</u>
Total	<u>\$4,464,695</u>

Operating Subsidy

Locally Derived Income	\$ 527,890
	159,039

1983

1984

¹Personnel, Fuel & Inventory for Kentucky and Indiana service area.

²Capital grant and state match from Kentucky.

TERRE HAUTE TRANSIT UTILITY

THTS

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

CONTACT: Jay Mitchell, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Terre Haute city limits and West Terre Haute
 Service Population 63,931

SERVICE HOURS:

Monday through Friday 5:45 a.m. - 6:45 p.m.
 Saturday 9:15 a.m. - 6:45 p.m.
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	24	0
Maintenance	8	0
General Administration	4	0
Total	<u>36</u>	<u>0</u>

FARES:

Base	\$0.50	Other: Pass - \$17.00/month
Youth	0.50	\$5.00/12 rides
E & H	0.25 ¹	
Transfer	Free	

FUEL CONSUMPTION:

Gallons Used 94,934
 Fuel Reserve 15 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
10	1983	Bus	Skillcraft	Diesel	28	13	0
5	1978	Bus	Blue Bird	Diesel	31	15	0
6	1974	Bus	Twin Coach	Diesel	31	15	0
2	1966	Bus	GMC	Diesel	31	15	0
<u>23</u> Total							

¹E & H reduced fares from 9:15 a.m. - 3:15 p.m. only.

TERRE HAUTE

Group: 2

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$317,754
Other Salaries/Wages	153,656
Fringe Benefits	111,135
Services	699
Fuel and Lubricants	90,835
Tires and Tubes	9,188
Other Materials/Supplies	51,743
Utilities	37,448
Casualty/Liability Costs	36,034
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	13,776
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$822,268
Reconciling Items	0

SERVICE STATISTICS:

Total Passengers	500,360
Transfer Passengers	0
Total Vehicle Miles (TVM)	551,429
Revenue Vehicle Miles (RVM)	492,887
Total Vehicle Hours (TVH)	49,203
Revenue Vehicle Hours (RVH)	46,513
Peak Hour Fleet	14
Base Fleet	10

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.57	\$ 1.64
Operating Expense/RVM	1.75	1.67
Operating Expense/RVH	15.53	17.68
Operating Subsidy/Passenger Trip	1.18	1.25
Fare Recovery (Fare/Expense)	0.25	0.23
Local Investment/Operating Expense	0.27	0.37

Operation

Passenger Trips/RVM	1.11 pass/mi	1.02
Passenger Trips/RVH	9.87 pass/hr	10.76
Average System Speed	8.89 mi/hr	10.60

Revenue Summary

Fare Revenue	\$ 187,330
Charter/Other Revenue	10,694
Local Assistance	104,689
State Assistance	207,433
Federal Assistance	312,122
Total	\$ 822,268

Capital Grants Awarded

None

Operating Subsidy

\$624,244

Locally Derived Income

302,713

1983

1984

TRADE WINDS REHABILITATION CENTER

TRADE WINDS

5901 West 7th Avenue
 Gary, Indiana 46406
 (219) 949-4000

CONTACT: Jack Fenstermaker, Transportation Director

GENERAL INFORMATION:

Type of Service Demand Response
 Service Area Lake and Porter Counties
 Service Population 17,141
 Special Service Four lift-equipped vehicles

SERVICE HOURS:

Monday through Friday 6:00 a.m. - 6:00 p.m.
 Saturday No Service
 Sunday No Service
 Holidays No Service

PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	14	5
Maintenance	0	0
General Administration	1	3
Total	15	8

FARES:

Base	N/A	Other: \$5.00 Suggested fare - sliding scale
Youth	N/A	
E & H	\$5.00	
Transfer	N/A	

FUEL CONSUMPTION:

Gallons Used 52,214
 Fuel Reserve 56 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
9	1984	BOC	Wayne	Gas	17	0	0
1	1984	BOC	Wayne	Gas	9	0	1
3	1983	BOC	Wayne	Gas	17	0	0
1	1983	BOC	Wayne	Gas	9	0	1
1	1983	Van	Ford	Gas	9	0	1
1	1981	Van	Dodge	Gas	15	0	0
1	1981	Van	Dodge	Gas	9	0	1
3	1980	Van	Dodge	Gas	15	0	0
1	1979	Van	Dodge	Gas	15	0	0
<u>21</u>	Total						

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$174,545
Other Salaries/Wages	63,283
Fringe Benefits	48,314
Services	21,426
Fuel and Lubricants	55,392
Tires and Tubes	7,457
Other Materials/Supplies	6,870
Utilities	0
Casualty/Liability Costs	6,519
Taxes	785
Purchased Transportation	0
Miscellaneous Expenses	4,124
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$388,715
Reconciling Items	1,636

Revenue Summary

Fare Revenue	\$ 0
Charter/Other Revenue	70,610
Local Assistance	20,609
State Assistance ¹	111,205
Federal Assistance ²	186,291
Total	\$388,715

Capital Grants Awarded³

None

SERVICE STATISTICS:

Total Passengers	108,861
Transfer Passengers	0
Total Vehicle Miles (TVM)	407,841
Revenue Vehicle Miles (RVM)	367,057
Total Vehicle Hours (TVH)	52,920
Revenue Vehicle Hours (RVH)	39,690
Peak Hour Fleet	19
Base Fleet	19

Operating Subsidy

\$ 318,105

Locally Derived Income

91,219

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 4.92	\$ 3.57
Operating Expense/RVM	1.25	1.06
Operating Expense/RVH	12.23	9.79
Operating Subsidy/Passenger Trip	4.22	2.92
Fare Recovery (Fare/Expense)	N/A	N/A
Local Investment/Operating Expense	0.20	0.23

1983

1984

Operation

Passenger Trips/RVM	0.25 pass/mi	0.30
Passenger Trips/RVH	2.49 pass/hr	2.74
Average System Speed	9.81 mi/hr	9.25

¹State Assistance includes \$42,867 Title XX and Disability funds.

²Federal Assistance includes \$83,784 Title XX and Disability funds.

³Received capital assistance through NIRPC grant.

UNION COUNTY TRANSIT SERVICE

UCTS

Union County Council on Aging
 302A North Main Street, P.O. Box 333
 Liberty, Indiana 47353
 (317) 458-5500

CONTACT: Phyllis C. Howard, Project Director

GENERAL INFORMATION:

Type of Service Demand Response
 Service Area Union County with trips to Richmond and Connersville
 Service Population 3,430
 Special Service Two lift-equipped vans

SERVICE HOURS:

Monday through Friday 8:00 a.m. - 5:00 p.m.
 Saturday No Service
 Sunday No Service
 Holidays No Service

PERSONNEL:

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

FARES:

Base Vary
 Youth Half
 E & H Half
 Transfer Free
 Other: Zone 1: \$0.60/Zone 2: \$1.20/Zone 3: \$2.00

FUEL CONSUMPTION:

Gallons Used 4,154
 Fuel Reserve 2 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1983	Van	Ford	Gas	15	0	0
1	1983	MV	Dodge	Gas	12	0	1
1	1975	Van	Plymouth	Gas	15	0	1
<u>3</u> Total							

Group: 4

UNION COUNTY

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$ 22,107
Other Salaries/Wages	15,369
Fringe Benefits	2,968
Services	3,854
Fuel and Lubricants	4,927
Tires and Tubes	200
Other Materials/Supplies	422
Utilities	2,553
Casualty/Liability Costs	8,492
Taxes	60
Purchased Transportation	0
Miscellaneous Expenses	744
Leases and Rentals	600
Equipment	0
Indirect Expense	0
Total	\$ 57,296
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 4,912
Charter/Other Revenue	0
Local Assistance ¹	8,731
State Assistance	17,461
Federal Assistance	26,192
Total	\$ 57,296

Capital Grants Awarded

None

SERVICE STATISTICS:

Total Passengers	9,508
Transfer Passengers	0
Total Vehicle Miles (TVM)	47,474
Revenue Vehicle Miles (RVM)	34,857
Total Vehicle Hours (TVH)	4,310
Revenue Vehicle Hours (RVH)	3,375
Peak Hour Fleet	2
Base Fleet	2

Operating Subsidy

\$ 52,384

Locally Derived Income

13,643

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 6.70	\$ 6.03
Operating Expense/RVM	2.15	1.64
Operating Expense/RVH	17.54	16.98
Operating Subsidy/Passenger Trip	6.09	5.51
Fare Recovery (Fare/Expense)	0.09	0.09
Local Investment/Operating Expense	0.24	0.24

1983

1984

Operation

Passenger Trips/RVM	0.32 pass/mi	0.27
Passenger Trips/RVH	2.62 pass/hr	2.82
Average System Speed	8.18 mi/hr	10.33

¹Local Assistance is Title V Funding.

WASHINGTON TRANSIT SYSTEM

WTS

2100 East Memorial Avenue
 Washington, Indiana 47501
 (812) 254-4564

CONTACT: Clete Fleck, Street Commissioner

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Washington city limits
 Service Population 11,325
 Special Service Two lift-equipped buses

SERVICE HOURS:

Monday through Friday 7:00 a.m. - 5:00 p.m.
 Saturday No Service
 Sunday No Service
 Holidays No Service

PERSONNEL:

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

FARES:

Base	\$0.45	Other: AOA E & H coupon ¹ \$0.05/ride
Youth	0.45	
E & H	0.45	
Transfer	N/A	

FUEL CONSUMPTION:

Gallons Used 5,444
 Fuel Reserve 23 days

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
2	1981	BOC	Wayne	Gas	12	4	2
2 Total							

¹Ride voucher sponsored by Area 13A Agency on Aging.

Group: 3

WASHINGTON

FINANCIAL INFORMATION:

Operating Expense Summary

Operator Salaries/Wages	\$ 8,563
Other Salaries/Wages	0
Fringe Benefits	621
Services	7,868
Fuel and Lubricants	6,621
Tires and Tubes	601
Other Materials/Supplies	2,679
Utilities	693
Casualty/Liability Costs	2,363
Taxes	0
Purchased Transportation	0
Miscellaneous Expenses	303
Leases and Rentals	0
Equipment	0
Indirect Expense	0
Total	\$ 30,312
Reconciling Items	0

Revenue Summary

Fare Revenue	\$ 8,071
Charter/Other Revenue	0
Local Assistance	3,707
State Assistance	7,414
Federal Assistance	11,120
Total	\$ 30,312

Capital Grants Awarded

None

SERVICE STATISTICS:

Total Passengers	24,481
Transfer Passengers	0
Total Vehicle Miles (TVM)	32,223
Revenue Vehicle Miles (RVM)	32,223
Total Vehicle Hours (TVH)	2,481
Revenue Vehicle Hours (RVH)	2,481
Peak Hour Fleet	1
Base Fleet	1

Operating Subsidy

\$22,241

Locally Derived Income

11,778

PERFORMANCE MEASURES:

Finance

Operating Expense/Passenger Trip	\$ 1.16	\$ 1.24
Operating Expense/RVM	0.84	0.94
Operating Expense/RVH	10.92	12.22
Operating Subsidy/Passenger Trip	0.81	0.91
Fare Recovery (Fare/Expense)	0.30	0.27
Local Investment/Operating Expense	0.42	0.39

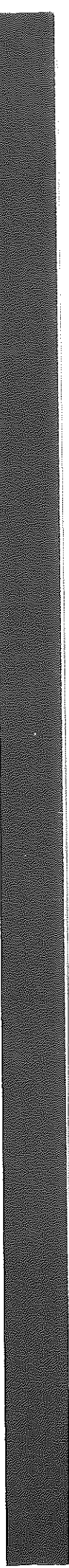
1983

1984

Operation

Passenger Trips/RVM	0.72 pass/mi	0.76
Passenger Trips/RVH	9.41 pass/hr	9.87
Average System Speed	13.00 mi/hr	12.99

Section 3: Grant Assistance Programs



Grant Assistance Programs

Assistance for calendar year 1984 was provided via Sections 3, 5, 8, 9, 10, 11, 16(b)2 and 18 of the Urban Mass Transportation Act of 1964, as amended, and the Public Mass Transportation Fund established by Public Law 22, Acts of Indiana of 1980, as amended.

Section 3

Section 3 funds are available on a discretionary basis to urban and rural transit systems for capital improvements; including the purchase of new equipment, acquisition of property, and the construction of facilities for public transportation purposes.

In order to be eligible for assistance, all transit systems requesting Section 3 funds must have a five-year Transit Development Plan (TDP). Urban systems serving a population greater than 50,000 must also have a certified Transportation Improvement Plan (TIP), based on the area's comprehensive urban transportation planning program conducted by the area-wide Metropolitan Planning Organization (MPO).

The Urban Mass Transportation Act of 1964, as amended, provides for 80 percent of the net cost of a Section 3 capital project. The remaining 20 percent must be locally financed. In calendar year (CY) 1984, Indianapolis was awarded \$18,730,425 for a bus garage.

Section 5

Section 5 is a formula grant program for urbanized areas with a population greater than 50,000. These funds are distributed according to a population and population density formula. A set amount is apportioned strictly for capital. Operating expenditure assistance is provided at a 50% federal and 50% local ratio of the net operating deficit. Capital projects are funded at a 80% federal and 20% local share of the net project cost. These apportionments are divided into the following four tiers:

- Tier I:** Operating and capital formula grants. Distribution is based upon the population and population density of the urbanized area.
- Tier II:** Capital or operating formula grants. Distribution is based upon the population and population density of the urbanized area. 85% of these funds are apportioned to urbanized areas with a population greater than 750,000 and 15% apportioned to urbanized areas with a population less than 750,000.
- Tier III:** Fixed guideway and commuter rail formula grants. Distribution is based upon urbanized area fixed guideway and commuter rail route mileage. These funds are available for both capital and operating assistance.
- Tier IV:** Bus capital formula grants. Distribution is based upon the population and population density of the urbanized area. These funds are only available for the purchase of buses, related equipment and/or the construction of bus related facilities.

Table 13 reflects the \$7,642,039 awarded during CY 1984.

Section 6

Section 6 funds are available for research, development and demonstration projects which the Secretary of the Department of Transportation determines will assist in the reduction of need, improvement of service, or increased efficiency of urban mass transportation service. The program is 100 percent federally funded. In 1984, no organization in Indiana was awarded Section 6 funding.

TABLE II
SECTION 9 APPORTIONMENTS: FFY 1984

<u>Service Area</u>	<u>Apportionment</u>
Anderson	\$ 599,555
Bloomington	675,146
Elkhart/Goshen	676,404
Evansville	1,482,271
Fort Wayne	2,430,646
Indianapolis	6,907,285
Kokomo	621,512
Lafayette/W. Laf.	962,737
Muncie	866,835
N.W. Indiana ¹	10,336,395
So. Indiana ²	400,000
South Bend	2,294,446
Terre Haute	653,027
TOTAL	\$28,906,259

¹ Includes Gary, East Chicago, Hammond, LCEOC, Tradewinds & NICTD.

² Includes New Albany, Jeffersonville & Clarksville (TARC).

Section 8

Section 8 discretionary funds are grants to state and local public bodies for planning, design, engineering and evaluation of urban public transportation projects. The purpose of this section is to encourage and promote the development of transportation systems in a manner that will serve the state and local communities efficiently and effectively. To accomplish this, the federal government makes funds available to state and local officials to develop their transportation plans and programs. These plans and programs are to be formulated on the basis of transportation needs; given due consideration to comprehensive community goals and objectives. The planning may include; evaluation of present transit operations, routes, station locations, equipment, facilities, and other aspects of transit operation. Also, the planning process should include an analysis of alternative transportation system management and investment strategies, in order to make more efficient use of existing transportation resources and to meet needs of new transportation facilities.

The funding ratio of a Section 8 planning grant is 80%/20%; federal/local. A total of \$473,992 was awarded in CY 1984. Section 8 grantees are shown on Table 13.

Section 9

Section 9 is a formula grant program for urbanized areas with populations greater than 50,000. It was authorized by the Surface Transportation Assistance Act of 1982 as a replacement for the Section 5 formula grant program. UMTA apportions the funds according to a complex formula including population, population density and operating characteristics. A locality can use the funds to offset either 80% of the net cost of a capital project or 50% of the operating deficit. However, systems are limited on how much of their annual allocation they can use for operating purpose. Table II reflects UMTA apportionments for federal fiscal year 1984. System awards of are summarized in Table 13.

Section 10

Section 10 funds are used for transportation management training. Grants are made to states, local bodies, and agencies to provide fellowships for training personnel employed in managerial, technical and professional positions in the urban mass transportation field. This program funds up to 75 percent of all costs associated with approved training programs.

Section 11

Section 11 funds are used for university research and training. These grants are made to public and private non-profit institutions of higher learning to assist in establishing or carrying on comprehensive research into the problems of transportation in urban areas. The program is 100 percent federally funded. In CY 1984, the Institute for Urban Transportation was awarded \$111,000 and Purdue University was awarded \$34,911 from Section 11.

Section 16(b)2

Section 16(b)2 provides capital assistance to private nonprofit corporations that deliver specialized transportation services to the elderly and handicapped where mass transportation service would otherwise be unavailable, insufficient or inappropriate to meet their specialized needs. UMTA funds up to 80 percent of the total request, matched by a 20 percent local share.

This program is administered by the Indiana Department of Transportation (IDOT). During CY 1984, IDOT awarded \$917,162 in Section 16(b)2 grants to the applicants listed in Table 12 below.

This program is administered by IDOT. During CY 1984, IDOT awarded \$3,393,597 in Section 18 grants to thirteen transit systems. Section 18 funding levels for these systems are incorporated into Table 13.

Section 18

Section 18 provides capital and operating assistance to nonurbanized public transit systems. 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).

Public Mass Transportation Fund (PMTF)

PMTF is a state fund that allocates .76 percent of the state general sales and use tax to provide up to 2/3 of the local share required for UMTA capital and operating grants. These funds are distributed to public transportation systems using a population based formula. A total of \$11,506,096 was apportioned to 30 systems for CY 1984. 1984 PMTF awards are summarized in Table 13.

**TABLE 12
SECTION 16(b)2 AWARDS: 1984**

<u>Agency</u>	<u>Service Area</u>	<u>Award</u>
Porter Co. Assn. for the Retarded	Porter County	\$ 31,608
LaPorte Co. Sheltered Workshop	LaPorte County	50,904
LaPorte Co. Mental Health Council	LaPorte County	10,920
Parent's Council for HC & Retarded	LaPorte County	21,040
Parents & Friends of the HC	LaPorte County	16,800
United Health Services	St. Joseph County	10,920
Spec. Trans. System of St. Joseph Co.	St. Joseph County	58,900
Allen County Council on Aging	Allen County	47,800
Whitley Co. Council on Aging & Aged	Whitley County	16,680
Miami County YMCA	Miami County	32,320
Cass Co. Council for Ment. Retarded	Cass, Fulton & Pulaski Cos.	49,644
Pulaski Association for Retarded	Pulaski County	13,928
LCEOC for Council on Aging	Jasper, Newton, Pulaski & Starke Cos.	32,800
Comprehensive Development Centers	Benton, Carroll, Jasper, Newton & White Cos.	60,890
Area IV Agency on Aging	Clinton, Fountain, Warren & Tippecanoe Cos.	36,320
Tri-County Mental Health Center	Hamilton, Tipton & Boone Cos.	29,440
Senior Citiz. Serv. of Hamilton Co.	Hamilton County	6,800
New Hope of Indiana	Marion County	18,800
Community Centers of Indy	Marion County	48,560
Marion Co. Assn. for Retard. Citizens	Marion County	93,680
Fayette Co. Council on Aging & Aged	Fayette County	18,520
Dearborn Co. Social Council	Dearborn County	14,720
Area 12 Council on Aging	Jefferson & Switzerland Cos.	7,500
Area XI Agency on Aging	Bartholomew, Brown, Decatur, Jackson & Jennings Cos.	21,840
Developmental Services	Bartholomew, Brown, Decatur, Jackson, Jennings, Jefferson, & Switzerland Cos.	108,500
Sullivan Senior Center	Sullivan County	13,928
Southern Indiana Rehab. Serv.	Dubois County	14,680
Jay-Randolph Developmental Services	Jay & Randolph Cos.	28,720
TOTAL		\$917,162

TABLE 13

STATE AND FEDERAL AWARDS BY SYSTEM: 1984

SYSTEM	SECTION 5		SECTION 6 ¹		SECTION 9		SECTION 18		FMIF	
	CAPITAL	OPERATING	PLANNING	CAP/PLAN	OPERATING	CAPITAL	OPERATING	CAPITAL	OPERATING	TOTAL
Group 1										
Fort Wayne		40,496	32,000	194,400	1,401,295				760,000	2,428,191
Gary					1,464,090				976,060	2,440,150
Indianapolis ²		1,456,124	111,592	3,091,000	4,913,428				2,980,000	12,552,144
South Bend	639,552	517,572	50,000	1,092,940	1,229,244				626,000	4,155,308
NICTD				5,600,000	2,150,828				452,296	8,203,124
Subtotal	639,552	2,014,192	193,592	9,978,340	11,158,885	-0-	-0-	-0-	5,794,356	29,778,917
Group 2										
Anderson		68,103	22,000	25,816	393,071				262,000	770,990
Bloomington			20,000	405,088	270,058				180,000	875,146
Evansville	1,038,800	495,811	30,000	55,400					330,541	1,950,552
Lafayette	276,000	78,804	14,200	7,696	535,806			13,200	283,658	1,209,364
Muncie	2,208,964		20,000	330,516	536,316				349,845	3,445,641
Terre Haute		360,000	20,000	11,800					207,433	599,233
Hammond				136,000	361,998				241,332	739,330
TARC (So. Indiana)		257,697	19,200						171,798	448,695
Subtotal	3,523,764	1,260,415	145,400	972,316	2,097,249	-0-	-0-	13,200	2,026,607	10,038,951
Group 3										
Columbus										
East Chicago ³		190,821		89,600					80,136	200,340
LaPorte										
Marion					512,000				53,000	789,215
Michigan City					183,600				30,600	427,325
Richmond					82,167				13,695	360,154
Washington									79,267	198,167
New Castle									12,422	31,054
Bedford					379,368				63,228	670,879
Subtotal	-0-	190,821	-0-	89,600	6,720			1,112	44,455	118,970
Group 4										
Goshen		13,295							588,246	3,076,525
Kosciusko Co.										
LCEOC									8,863	22,158
Monroe Co.					201,007				116,392	717,868
Tradewinds									87,340	288,347
KIRFC									96,214	326,571
Union Co.					100,734				46,852	147,586
Mitchell									98,096	699,855
NIRPC			135,000	1,310,608					18,897	47,244
Subtotal	-0-	13,295	135,000	1,310,608	301,741			138,220	488,423	1,445,608
TOTAL	4,163,316	3,478,725	473,992	12,350,864	13,557,875	1,993,174	1,400,423	313,055	8,897,632	46,629,054

¹State of Indiana also received \$140,300 Section 8 planning.

²Indianapolis also received \$18,730,425 Section 3 funding.

³For CY 1982 expenses.

Section 4: Glossary



Glossary

This glossary contains certain technical terms and ratios which appear in this Annual Report. Many of these terms have multiple definitions, therefore these terms and ratios are defined as they are used in the context of this report.

Active Vehicles — The total number of vehicles available for revenue service during the calendar year. Excludes retired vehicles awaiting disposal, vehicles in extended maintenance or rebuilding, vehicles used early in the reporting period and disposed of by the end of the period and vehicles acquired late in the reporting period. Vehicles are considered available if they are capable of being used, even if not used. Includes all vehicles designated as spares.

Apportionment (Appropriation) — This is the maximum amount of funding a transit system MAY be granted from an assistance program. Generally, apportions are based upon a population and/or population density formula.

Average System Speed (RVM/RVH) — Ratio equating scheduled service route miles to the number of hours that vehicles are scheduled for route service. Miles per hour ratio is used to indicate an average speed of the service fleet. A high ratio is usually preferred. The ratio may be influenced by population density, type of service, traffic level and/or number of passengers.

Award — The authorized level of funding a transit system has contracted to receive from an assistance program based upon an application for funding or formula distribution.

Base Fleet — The average number of revenue vehicles in scheduled operation during the non-peak hours of the average weekday of operation.

Body on Chassis (BOC) — A body on chassis seats from 12 to 18 passengers and is typically composed of a light truck chassis underneath a special body. A supplier of a body on chassis will purchase a chassis produced by a company such as Chevrolet, Dodge, Ford, GMC, or International Harvester, and then manufacture and attach the body. This construction is similar to that of school buses. Common BOC models are: Wayne Transette and Chaperone, Blue Bird Mini-Bird and Micro-Bird, Flxette, Turtle Top Terra-Transit and Carpenter Cadet.

Capital Grants Awarded — Local, state and federal capital assistance awarded during the calendar year reporting period. Capital grants provide funding for transit rolling stock, maintenance, storage, and passenger facility design and construction.

Casualty and Liability Costs — The costs of insurance premiums for coverage of the transit system against loss through damage to its own property, and for compensation of others for their losses due to acts for which the transit system is liable.

Charter and Other Operating Revenue — This category includes:

Charter Service Revenue — Passenger fares from transportation service provided on an exclusive basis by a vehicle, available for a trip or certain time period, depending on contractual arrangements.

and/or

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

and/or

Auxiliary Transportation Revenue — Revenues earned from operations closely associated with the transit system; including, station concessions, vehicle concessions, advertising services, and other, as defined in the Section 15 Manual.

and/or

Nontransportation 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, parking lot revenue and other, as defined in Section 15 Manual.

Demand Responsive Service — A transportation service characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door or point-to-point transportation at the user's demand.

Diversified Route Service (Route Deviation) — Public transportation on a non-exclusive basis that operates along a public way on a fixed route or schedule from which it may deviate from time to time in response to a demand for its service or to take a passenger to a destination, after which it returns to its route.

Equipment Expenses — Purchase of equipment not included in an approved or programmed capital grant award; includes, office equipment and other equipment used in the operation and administration of the transit system.

Expense/Passenger Trip — Ratio equating total operating costs to total unlinked passenger trips. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. The ratio may be lowered by increasing passengers and/or lowering expenditures.

Expense/Revenue Vehicle Mile (RVM) — Ratio equating total operating costs to revenue vehicle miles. This measure is used to indicate the cost of service per mile. A relatively low ratio is preferred. The ratio may be lowered by increasing service miles and/or lowering expenses.

Expense/Total Vehicle Hour (RVH) — Ratio equating total operating costs to total vehicle hours. This measure is used to indicate the cost of service on an hourly basis. A relatively low ratio is preferred. The ratio may be lowered by increasing service hours and/or lowering expenditures.

Expense/Total Vehicle Mile (TVM) — Ratio equating total operating costs to total vehicle miles. This measure is used to indicate the cost of service per mile. A relatively low ratio is preferred. The ratio may be lowered by increasing service and/or lowering expenditures.

Fare Recovery — Ratio equating fare revenue to total expenses. This measure is used to indicate the level at which the basic route and/or demand responsive service fares support the transit system. This is often referred to as the "operating ratio". A relatively high ratio is preferred. The ratio may be increased by increasing ridership and/or lowering expenditures.

Fare Revenue — Revenues received from fare-paying passengers along regularly scheduled routes and/or demand responsive service. This includes:

Passenger Fares — Base fares, zone premiums, express service premiums, extra cost transfers, and quantity purchase discounts applicable to the passenger's ride on all regularly scheduled routes; also "park and ride" revenue.
and/or

Special Transit Fares — Revenues earned from rides given in regular transit service, but paid for by some organization rather than by the rider, and for rides given along special routes for which revenue may be guaranteed by a beneficiary.

Federal Operating Assistance — This category includes funds obtained from the Federal government to assist in paying the cost of operating the transit system.

Fixed Route Service — A system in which vehicles follow a prescribed route or schedule. It is different from such modes of transportation as taxicabs or

demand responsive transportation, where each trip may differ in its origin and destination.

Fringe Benefits — Payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee. These include the employer's share of FICA, PERF, other retirement, health insurance, life insurance, workmen's compensation 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, military duty, etc. Paid absences should be accounted for as a fringe benefits only when they result in a cash liability to the transit system.

Fuel and Lubricant Expenses — Cost of gasoline, diesel fuel, propane, lubricating oil, etc., for use in vehicles.

Fuel Reserve — The number of days a transit system can provide regular service using their stored fuel. Maximum fuel storage capacity divided by average daily consumption.

Gallons of Fuel Consumed — The total number of gallons of fuel consumed by all vehicles operated by the transit system during the calendar year.

Holidays — Includes five major holidays: Christmas Day, Thanksgiving Day, Fourth of July, Labor Day and Memorial Day. Transit systems which do not operate on the abovementioned holidays are considered to have no holiday service.

Indirect Expense — Cost incurred for a common or joint purpose benefiting more than one objective. Indirect expenses are usually incurred by transit systems that are not an independent entity, such as a city transit department, and are documented in a cost allocation plan.

Lease and Rental Expenses — Payments for the use of capital assets not owned by the transit system, such as rental of office, maintenance, and storage space, and rental of vehicles.

Local Investment/Expense — Ratio equating fare, charter and other revenue plus local operating assistance to total operating expense. 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. The ratio may be increased by increasing ridership, fares, alternative revenue sources (i.e., charter service and advertising revenue) and/or increasing local operating assistance.

Local Operating Assistance — This category includes: Taxes Levied Directly by Transit System — Tax revenues to transit systems that are organized as independent political subdivisions with their own taxation authority e.g., Public Transportation Corporations.

and/or

Local Cash Grants and Reimbursements — Funds obtained from local government units to assist in paying the cost of operating the transit system. Amounts originating from Federal Revenue Sharing are included in this category.

Miscellaneous Expenses — Those expenses which cannot be attributed to any of the other major expense categories. This category includes:

Dues and Subscriptions — Fees for memberships in industry organizations and subscriptions to periodical publications related to transit.

and/or

Travel and Meeting Expenses — Work related fares and allowances for transportation of transit system employees and related officials, expenses for food and lodging, charges for participation in industry conferences, and other related business meeting expenses.

and/or

Advertising/Promotion Media Expenses — Printing and advertising media fees and expenses, either paid to an advertising agency or direct to the media. The labor and materials provided by an advertising agency in the development and production of advertising campaigns is included under "Service Expenses".

and/or

Other Miscellaneous Expenses as described in Section 15 Manual.

Modified Van (MV) — The seating capacity of modified vans is approximately 9 to 16 passengers. A modified van is a standard van which has undergone some structural changes, usually made to increase its size and particularly its height. This is often accomplished by raising the roof (adding a bubble top). Other body changes may include a raised or widened door, and reinforced and insulated walls and roof. Modifications to increase the safety and comfort of passengers include handholds for support, protective padding on hard surfaces, lower rise steps at the entrance, roof ventilation for warm weather climates, and handicapped accessibility equipment such as wheelchair lifts and tie-downs.

Operating Expense — The total of all operating costs incurred during the transit system calendar year reporting period; excluding expenses associated with UMTA capital grants. Expense figures are unaudited.

Operator's Salaries and Wages — The pay and allowances due employees in exchange for the labor services they render in behalf of the transit system. This category includes only those employees who are classified as revenue vehicle operators or crewmen.

Other Material and Supply Expenses — Cost of materials and supplies not specifically identified under Fuel and Lubricants or Tires and Tubes, which are issued from inventory or purchased for immediate consumption. This category includes vehicle repair parts, maintenance supplies, office forms, cleaning supplies, etc.

Other Salaries and Wages — Payment for the labor of employees of the transit system (or sponsoring agency) who are not classified as revenue vehicle operators or crewmen. This category includes dispatchers, mechanics, bus washers, building (garage) maintenance workers, managers, other professionals, and clerical staff.

Passenger Trip/Capita — Ratio equating total unlinked passenger trips to service area population. The ratio may be increased by increasing ridership and/or decreasing service area.

Passenger Trip/Revenue Vehicle Hour (RVH) — Ratio equating total passenger trips to the total number of revenue service hours. This measure is used to indicate the average number of passengers carried per hourly service. A relatively high ratio is preferred. The ratio may be increased by increasing ridership and/or decreasing vehicle hours.

Passenger Trip/Revenue Vehicle Mile (RVM) — Ratio equating total passenger trips to the total number of revenue service miles. 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. The ratio may be increased by increasing ridership of existing service or eliminating service (RVM) that has marginal ridership.

Peak Hour Fleet — The largest number of revenue vehicles in scheduled operation at any peak time during an average weekday of operation.

Purchased Transportation Expenses — Costs incurred when a transit property purchases a portion of its service from another entity, (e.g., contracting with a private non-profit organization to provide specialized services).

Reconciling Item Expenses — Includes interest expenses, leases and rentals; depreciation, amortization of intangibles, purchase lease payments, related party lease agreements and others as defined in the Section 15 reporting revenue.

Revenue — All non-cash grant or reimbursement operating funds associated with transit service. Includes: fares, charter, school bus revenues, auxiliary (advertising, etc.) and non-transportation revenues. Excludes capital grant awards (As defined in Section 15 Manual). Revenue figures are not audited.

Revenue Vehicle Hours — The sum of the number of hours each vehicle is scheduled to be in revenue service during the calendar year reporting period. Excludes nonservice hours (deadhead, training, etc.), charter hours, exclusive school bus hours, and time lost due to missed runs.

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 reporting period. Excludes nonservice mileage (deadhead, training, etc.), charter mileage, exclusive school service mileage, and mileage lost due to missed runs.

School Bus (SB) — A standard school bus seats from 22 to 44 adult passengers, and is manufactured by the body-on-chassis method. School buses are not designed for regular transit use, and do not have features such as overhead grab rails, automatic doors, fareboxes, stop signaling devices, and destination signs. School buses used for public transportation service do not have school bus markings (yellow with black trim, etc.).

Service Area — The smallest geographic area identified by the 1980 U.S. Bureau of Census data that coincides with the transit system's legal operating limits (i.e., urbanized area, city limits or county boundary).

Service Area Population — The entire population residing within the legal operating limits of the transit system, as reported by the 1980 U.S. Bureau of Census.

Service Expenses — Fees and related expenses for labor and other work provided by outside organizations. In most instances, service from an outside organization is procured as a substitute for in-house employee labor, except in the case of independent audits which can not be performed by employees. This category includes:
Advertising Fees — The labor and materials provided by an advertising agency in the development and production of advertising campaigns. Advertising media fees, regardless of whether they are paid to the advertising agency or to the media, are included in "Advertising/Promotion Media" under Miscellaneous Expenses.

and/or

Contract Maintenance Service Expenses — Payment for maintenance of equipment, under contract or on a single job basis, by an outside organization. This cate-

gory is for repair or maintenance work on operating vehicles, equipment, and garage buildings, and to be differentiated from professional and custodial services.

and/or

Custodial Service Expenses — Payment for the performance of janitorial services, under contract or on a single job basis with an outside organization.

and/or

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, transit industry consultants, etc.

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

State Operating Assistance — This category covers funds obtained from the State of Indiana Public Mass Transportation Fund to assist in paying the cost of operating the transit system.

Subsidy/Passenger — Ratio equating operating assistance (revenues minus fare, charter and other operating revenues) to total unlinked passenger trips. This measure is used to indicate the level of local, state and federal assistance used in the operation of the transit system. A relatively low ratio is preferred. The ratio may be lowered by increasing ridership, increasing fare and other revenues, and/or decreasing expenses.

Tax Expenses — Taxes which are levied against the transit system by federal, state and local governments. Sales and excise taxes on materials purchased other than fuel and lubricants are not included in this category, but are accounted for as part of the base price of the material. This category includes:

Fuel and Lubricant Taxes — Sales and excise taxes incurred on purchases of fuel and lubricants. Indiana charges a tax of 11.1 cents per gallon on gasoline; diesel fuel bulk purchases are exempt from the fuel tax. Transit systems that show fuel tax for gasoline as an expense should also show revenue from the State's fuel tax refund program that public transit systems are eligible to receive.

and/or

Vehicle Licensing and Registration Fees — The fees assessed by federal, state and local government for granting authority to operate a motor vehicle.

Tire and Tubes Expenses — The cost of tires and tubes for replacement of tires and tubes on vehicles, or lease payments for tires and tubes rented on a time or mileage basis.

Total Unlinked Passenger Trips — The total number of all passengers carried by the system during the calendar year reporting period; includes regular passengers, transfer passengers, and nonfare paying passengers; these are defined as unlinked passenger trips when identified for Section 15 report requirements.

Total Vehicle Hours — The total number of operating hours incurred by revenue vehicles during the calendar year reporting period. Includes revenue hours, non-service hours (deadhead, etc.) and charter service hours.

Total Vehicle Miles — The total mileage incurred by revenue vehicles during the calendar year reporting period includes, revenue miles and deadhead miles.

Transfer Passengers — Passengers who transfer to a line or route after paying for a fare on another line or route.

Transit Bus (Bus) — A transit bus seats from 19 to 53 passengers and has both a body and a chassis which are designed specifically for transit service. One supplier manufactures the entire bus, most are equipped with diesel engines.

Utility Expenses — Payments made to various utilities for use of their resources including: electric, gas, water, sewer, garbage collection, telephone, etc.

