

1979 ANNUAL REPORT

INDIANA PUBLIC TRANSPORTATION

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INTRODUCTION

The Indiana Public Transportation Annual Report for 1979 is a summary of selected financial and operating data for all publicly owned transit systems and the one commuter rail service in Indiana. This information was obtained from a statewide survey of the public transportation systems in Indiana. A questionnaire was designed according to the reporting requirements of Section 15 of the Urban Mass Transportation Act of 1964, as amended (Project FARE -- Uniform Financial Accounting and Reporting Elements). For the systems that are required to submit a Section 15 report to the Urban Mass Transportation Administration (UMTA), a copy was requested. The information was supplemented by telephone conversations with managers and planners in the various cities and personal visits to the transportation properties. Comparison of data from earlier reports with data in this report should be avoided. The statistics presented in previous reports have since been revised.

Data contained in this report are intended to provide uniform and comparative information about public transportation on a yearly basis. Tables, figures, and individual systems information are presented to inform public officials, planners, transit operators and other interested groups and individuals about the transportation systems funded by the State of Indiana and U.S. Department of Transportation. Through an examination and analysis of these data the reader will have a better understanding of the operating and financial characteristics of transit systems in the State's large and small urban areas.

Tables are broken down into two groups. One is urbanized areas over 50,000 in population and the other is urbanized areas under 50,000 in population. This breakdown is made to permit general observations between groups where transit system characteristics are more likely to be similar. Nevertheless, each system operates under certain unique circumstances and often direct comparisons between systems may not be appropriate.

Although the Division of Public Transportation has spent a considerable amount of time collecting, compiling and editing this information, the ultimate responsibility for the accuracy of the base data rests with the transit properties that submit the transit questionnaire and Section 15 reports. Sometimes there are changes in the way that transit systems report information that make data comparisons and trend interpretations erroneous or misleading.

Chapter One is a statewide overview of public transportation characteristics, patronage and operating statistics. Chapter Two describes current federal assistance programs for public transportation. The final Chapter presents operating and financial information for each individual system from 1978 to 1979.

The Division of Public Transportation appreciates all the assistance provided by the transit systems that are included in this report.

CHAPTER ONE

PUBLIC TRANSPORTATION IN INDIANA

The Division of Public Transportation (DPT), of the State Planning Services Agency (SPSA) is the administrative body for public transportation in Indiana. Its primary responsibility is to maintain, improve and initiate public transportation services. The Division's functions include:

1. To conduct statewide public transportation planning in coordination with other state transportation agencies.
2. To provide technical assistance.
3. To administer financial assistance.

Statewide public transportation planning is carried out under the auspices of the Public Transportation Advisory Committee (PTAC). This committee provides SPSA's Executive Council and DPT with policy recommendations in the area of transportation and consistently reevaluates policy and the goals and objectives that accompany its formulation. The state's matching grant program is administered on the basis of an annual formula endorsed by the PTAC and approved by the Executive Council. The state matching grant program provides communities with funding to partially match federal grants used for capital and operating assistance. The requests for state matching funds, processed by DPT, are awarded after approval by the Governor and the State Budget Agency.

STATE SERVICE AREAS - See Table 1.1, Page 4

STATE MATCH FORMULA - See Table 1.2, Page 5

Table 1.1
SERVICE AREAS IN INDIANA

<u>Transit Agency</u>	<u>Agency Name</u>	<u>Service Area</u>	<u>Population of Service Area*</u>
<u>OVER 50,000 POPULATION</u>			
CATS	City of Anderson Transit System	Anderson, Indiana	68,815
ECBT	East Chicago Bus Transit	East Chicago, Indiana	42,979
FWPTC	Fort Wayne Public Transportation Corporation	Fort Wayne & New Haven, Indiana	189,559
GLPTC	Greater Lafayette Public Transportation Corporation	Lafayette, W. Lafayette and 2 mile fringe	79,117
GPTC	Gary Public Transportation Corporation	Gary, Indiana	163,675
IPTC	Indianapolis Public Transportation Corporation	Marion County	775,882
METS	Metropolitan Evansville Transit System	Evansville, Indiana	133,609
MITS	Muncie Indiana Transit System	Muncie, Indiana	77,947
SBPTC	South Bend Public Transportation Corporation	South Bend & Mishawaka, Indiana	154,344
THTU	Terre Haute Transportation Utility	Terre Haute, Indiana	63,567
<u>UNDER 50,000 POPULATION</u>			
BT	Bloomington Transit	Bloomington, Indiana	48,530
Columbus	Columbus	Columbus, Indiana	28,561
CORTA	City of Richmond Transportation Authority	Richmond, Indiana	43,808
MCS	Municipal Coach Service	Michigan City, Indiana	41,157
MDT	Marion Department of Transportation	Marion, Indiana	40,422
Transporte	LaPorte	LaPorte and 1 mile fringe	21,513
WTS	Washington Transit System	Washington, Indiana	10,649
<u>COMMUTER RAIL SERVICE</u>			
NICTD	Northern Indiana Commuter Transit District	Lake, Porter, LaPorte, and St. Joseph Counties	988,095

NOTE: When looking at tables three notations are used.

1. (e) indicate the figure is an estimate
2. — indicate the information was not available or does not apply
3. * general information

*Indiana Fact Book, 1979 (base year 1976)

Table 1.2
 ALLOCATION OF STATE MATCHING FUNDS 1975-1979

Designated Recipient	1975		1976		1977		1978		1979	
	Allocated	Expended	Allocated	Expended	Allocated	Expended	Allocated	Expended	Allocated	Expended
<u>OVER 50,000 POP.</u>										
CATS	\$ 117,365	\$ 117,365	\$ 105,800	\$ 105,800	\$ 106,000	\$ 106,000	\$ 123,500	\$ 123,500	\$ 169,875	\$ 169,875
Northwest Ind.	537,421	537,421	483,800	483,800	485,000	485,000	599,500	599,500	902,925	573,591
METS	143,133	143,133	128,900	128,900	129,200	129,200	160,200	160,200	242,350	3,250
FWPTC	238,003	238,003	214,400	214,400	214,800	214,800	263,300	263,300	391,825	391,825
IPTC	672,082	672,082	605,100	605,100	606,800	606,800	784,300	784,300	1,254,675	1,141,128
*KIPDA	1,949	1,949	5,000	4,211						
GLPTC	92,694	92,694	83,400	83,400	83,800	83,800	100,800	100,800	145,850	76,741
MIT	109,680	109,680	113,569	113,569	99,000	99,000	118,500	15,099	170,175	0
SBPTC	207,843	207,843	187,300	187,300	187,600	187,600	244,600	244,600	395,650	395,650
THTU	97,085	97,085	87,400	87,400	87,800	87,800	105,300	105,300	151,675	143,627
<u>UNDER 50,000 POP.</u>										
BT	65,500	65,500							425,000 ^A	68,384
Columbus	37,511	37,511								23,005
CORTA	61,250	61,250								25,498
Transporte	31,802	31,802								32,593
MCS	43,012	43,012								32,280
MDT	43,670	43,670								20,467

* Kentucky-Indiana Planning and Development Agency

^A \$425,000 was to be allocated to all six properties

PATRONAGE

Currently there are seventeen publicly owned bus systems in Indiana. Indiana University also has a bus system that is serving the Bloomington campus. The seventeen bus systems in Indiana serve areas in which approximately 2 million Hoosiers live. The South Shore Railroad serves an area of 1 million. This means that 3 million persons, out of 5.5 million in the state, are being served by public transportation.

Table 1.3

TOTAL PASSENGERS BY SYSTEM

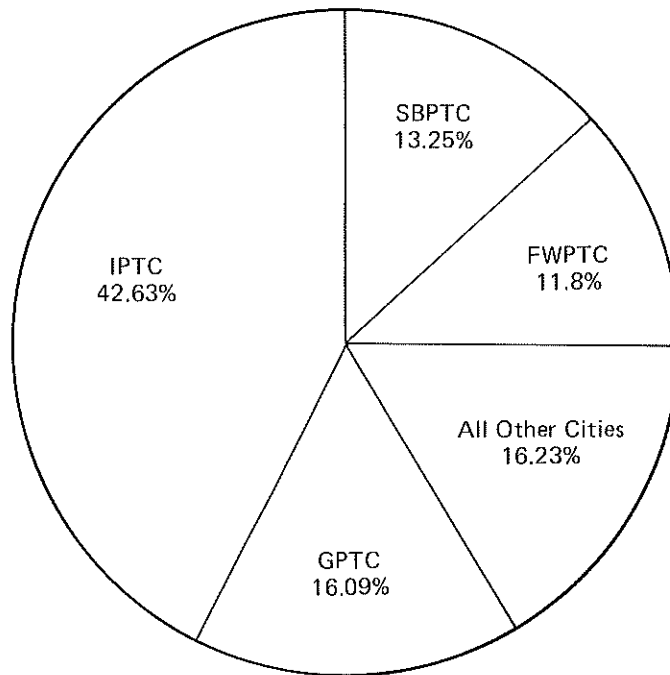
<u>Service Area</u>	<u>Total 1978</u>	<u>Total 1979</u>	<u>Percent Change</u>	<u>Passengers 1,000 Pop. Service Area</u>	<u>Number Transfer 1979</u>	<u>Percent Total State Ridership</u>
<u>OVER 50,000 POPULATION</u>						
CATS	342,187	351,536	+3	5.17	126,154	1.06
ECBT	244,237 ^e	250,358	+3	5.96	No Count	.7
FWPTC	3,081,123	3,910,829	+26	20.70	584,168	11.8
GLPTC	698,620	910,795	+30	11.52	219,353	2.75
GPTC	5,106,854	5,318,101	+4	32.62	514,545	16.09
IPTC	11,030,964	14,089,501	+27	18.18	2,518,626	42.63
METS	1,433,144	1,506,904	+5	11.33	323,422	4.56
MITS	500,000 ^e	660,900 ^e	+32	8.58	195,556	1.99
SBPTC	3,356,000 ^e	4,380,000 ^e	+30	28.44	880,000	13.25
THTU	493,533	428,290	-13	6.79	No Transfers	1.29
<u>UNDER 50,000 POPULATION</u>						
BT	450,042	480,740	+6	9.61	41,000	1.45
Columbus	66,745	73,747	+1	2.63	—	.22
CORTA	356,941	327,559	-8	7.61	—	.99
MCS	95,969	90,684	-5	2.21	—	.27
MDT	88,048	133,318	+51	3.33	9,616	.4
Transporte	116,068	118,886	+2	5.66	—	.35
WTS	13,442 ^e	12,923	-3	1.29	No Transfers	.03
Total (Indiana)	27,473,917	33,045,071	+20.27		5,412,440	100.00

^e = Estimate

Total statewide public transportation patronage in Indiana increased from 1978 to 1979 by 20%. Approximately 33 million passenger trips were taken in 1979 compared to 27.5 million trips taken in 1978. Part of the increase in statewide patronage can be attributed to the new awareness of energy and environmental costs which have increased considerably over the one year period. This awareness has made public transportation a vital part of the community it is serving. As energy costs rise, public transportation becomes a more attractive alternative mode of transportation.

Figure 1.1

PERCENTAGE OF STATEWIDE PATRONAGE FOR 1979



100% = 33,045,071 persons

As indicated in Figure 1.1, about 80% of all public transportation patronage occurs in the four largest cities. Indianapolis carried 42.63%, Gary carried 16.09%, South Bend carried 13.25%, and Fort Wayne carried 11.8% of the total passenger trips in the state for 1979.

SERVICE AND FARES

Weekday service generally starts at 8:00am and ends at 6:00pm for most of the Indiana transit systems. Only Fort Wayne, Gary, Indianapolis, and South Bend operate in the evening hours. Indianapolis is the only system in the state that operates weekdays, evenings, Saturdays, Sundays, and holidays.

Table 1.4

DAYS OF SERVICE BY SYSTEM

<u>Service Period</u>	<u>Evening</u> ¹	<u>Saturday</u>	<u>Sunday</u>	<u>Holiday</u>
CATS	No	Yes	No	No
ECBT	No	Yes	No	No
FWPTC	Yes	Yes	Yes	No
GLPTC	No	Yes	No	No
GPTC	Yes	Yes	Yes	No
IPTC	Yes	Yes	Yes	Yes
METS	No	Yes	No	No
MITS	No	Yes	No	No
SBPTC	Yes	Yes	No	No
THTC	No	Yes	No	No
BT	No	Yes	No	No
<u>Columbus</u>	No	Yes	No	No
CORTA	No	Yes	No	No
MCS	No	Yes	No	No
MDT	No	Yes	No	Yes
Transporte	No	Yes	No	No
WTS	No	No	No	No

¹After 7:00 p.m.

Another aspect of service is the fare structure. Fares for adults range from no charge in East Chicago to 50¢ in Gary, Indianapolis and Richmond. The average adult fare in the state is approximately 30¢. Discounts are available for most systems in Indiana. Discounts range from monthly passes for unlimited rides to single ride reduced fare tokens.

Table 1.5
FARE STRUCTURE BY SYSTEM 1979

<u>Service Area</u>	<u>Adult</u>	<u>Youth</u>	<u>Handicapped and Elderly</u>	<u>Transfer Charge</u>	<u>Are Discounts Available?</u>
<u>OVER 50,000 POPULATION</u>					
CATS	\$.30	\$.30	\$.15	Free	Yes
ECBT	Free	Free	Free	Free	No
FWPTC	.35	.15	.15	Free	Yes
GLPTC	.25	.25	.10	\$.05	Yes
GPTC	.50	.35	.25	.05	Yes
IPTC	.50	.50	.25	.05	Yes
METS	.35	.35	.15	.05	Yes
MITC	.30	.25	.15	Free	Yes
SBPTC	.30	.20	.15	Free	No
THTU	.25	.25	.10	No Transfers	Yes
<u>UNDER 50,000 POPULATION</u>					
BT	.30	.20	.15	Free	Yes
Columbus	.25	.25	.75 ^A	.10	Yes
CORTA	.50	.50	.50	Free	No
MCS	.25	.10	.10	.05	Yes
MDT	.30	.20	.15	Free	Yes
Transporte B/C*	.25/\$1.00	.25/\$1.00	.25/\$1.00	No Transfers	Yes
WTS	.35	.35	.05	No Transfers	Yes

*Buses/Cabs

^AColumbus dial-a-ride service

VEHICLE CHARACTERISTICS

There are 621 vehicles owned by public transportation systems in the state. Eight years is the average age of all the vehicles owned. Richmond and Michigan City have the newest fleets with the average age being one year. Muncie and Lafayette operate the oldest fleet with the average age of 17 and 13 years, respectively.

Table 1.6

VEHICLE CHARACTERISTICS BY SYSTEM 1979

<u>Service Area</u>	<u>Number Owned</u>	<u>Capacity</u>		<u>Average Age of Fleet (Years)²</u>
		<u>Total¹</u>	<u>Per Vehicle (Average)</u>	
<u>OVER 50,000 POPULATION</u>				
CATS	19	555	29	4.1
ECBT*	2	48	24	7.0
FWPTC	70	4,200	60	8.8
GLPTC	36	281	56	13.8
GPTC	99	6,386	65	9.9
IPTC	211	16,131	71	7.7
METS	24	864	36	7.8
MITS	29	1,705	59	17.4
SBPTC	58	3,944	68	8.2
THTU	25	1,160	46	7.2
<u>UNDER 50,000 POPULATION</u>				
BT	12	309	26	6.5
Columbus	7	114	24	3.3
CORTA	13	297	23	1.0
MCS	3	15	15	1.0
MDT	4	138	34	12.0
Transporte	6	87	14	3.5
WTS	3	54	18	6.0
Total	621	36,288	58.5	8.0

* East Chicago leased 4 buses

¹ Seating and standing capacity

² Includes revenue and non-revenue vehicles owned

As fuel costs increase, energy consumption becomes an important element in the operation of a bus system. The average vehicle mile per gallon of fuel for the entire state is 4.1 mpg, shown in Table 1.7. For cities over 50,000 population, Terre Haute and Evansville had the best mpg with 7.04 and 5.57 respectively. The average mpg for all cities over 50,000 population is 3.88. For cities under 50,000, the best mpgs were Columbus and Michigan City. The average mpg for all cities under 50,000 is 8.65. The table also shows the amount of passengers carried per one gallon of fuel consumed. Bloomington, Evansville and South Bend had the highest amount of passengers carried per gallon of fuel consumed compared to all other systems in the state for 1979.

Table 1.7

TOTAL ENERGY CONSUMPTION

<u>Service Area</u>	<u>Total Vehicle Miles</u>	<u>Gallons of Fuel Consumed¹</u>	<u>MPG TVM/Gallons</u>	<u>Passengers Gallons of Fuel Consumed</u>
<u>OVER 50,000 POPULATION</u>				
CATS	469,023	120,129	3.90	2.92
ECBT	224,016 ^e	NO COUNT	—	—
FWPTC	2,180,880	546,413	3.99	7.15
GLPTC	530,747	136,599	3.88	6.66
GPTC	2,774,668	742,010	3.73	7.16
IPTC	6,167,170	1,596,452	3.86	8.82
METS	864,864	155,042	5.57	9.91
MIT	555,672	320,880	1.73	2.05
SBPTC	1,752,140	456,269	3.84	9.59
THTU	656,058	93,161	7.04	4.59
Sub-total	16,175,238	4,166,955	sub-average 3.88 ^A	sub-average 5.88 ^A
<u>UNDER 50,000 POPULATION</u>				
BT	428,402	39,800 ^e	10.76	12.07 ^e
<u>Columbus</u>	159,035	12,184	13.05	6.05 ^e
CORTA	374,613	48,000 ^e	7.80 ^e	6.82 ^e
MCS	252,000	20,400 ^e	12.35 ^e	4.44 ^e
MDT	218,400	31,833	6.86	4.18
Transporte	220,028	45,000 ^e	4.89	2.64 ^e
WTS	33,800	5,671	5.96	2.27
Sub-total	1,686,278	202,888	sub-average 8.31	sub-average 5.49
TOTAL	17,861,516	4,369,843	4.09 ^A	5.72 ^A

e = Estimate

^A ECBT was excluded

¹ Diesel and gasoline

OPERATING STATISTICS

Total revenue vehicle miles for the entire state increased slightly by 2.1% for 1979. Total revenue miles for 1979 was 17.1 million. Total revenue vehicle miles are those miles traveled by vehicles while in revenue service, excluding miles traveled to and from storage facilities and other deadhead miles traveled. Marion's 48% and Gary's 20% increases were the two largest in the state. Muncie's 15% and Anderson's 10% were the largest decreases in the state.

Table 1.8

TOTAL REVENUE VEHICLE MILES

<u>Service Area</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>OVER 50,000 POPULATION</u>			
CATS	510,153	454,873	-10%
ECBT	212,000 ^e	222,144 ^e	5%
FWPTC	2,117,642	2,134,080	1%
GLPTC	534,694	522,791	-2%
GPTC	1,871,429	2,248,792	20%
IPTC	6,054,526	6,073,129	.3%
METS	853,944*	864,864*	1%
MIT	645,548 ^e	546,312	-15%
SBPTC	1,697,400	1,680,380	-1%
THTU	598,655	640,926	7%
<u>UNDER 50,000 POPULATION</u>			
BT	682,800	428,402	—
Columbus	142,000	223,600*	—
CORTA	321,293	359,637	11%
MCS	129,792	252,000*	—
MDT	144,241	213,720	48%
Transporte	230,220	218,400*	—
WTS	19,890	33,800*	—
TOTAL	16,766,227	17,117,850	2.1%

* Total Vehicle Miles

^e = Estimate

In 1979 operating expenses exceeded passenger revenues by \$21.9 million; a 27% increase over the 1978 figure of \$17.3 million. Between 1978 and 1979, expenses increased approximately by 20%, while passenger revenues increased by 9%. In many Indiana cities, the percentage increase in operating expenses exceeded the percentage increase in passenger revenue. An example of this would be the Marion Department of Transportation (MDT). Marion's passenger revenues increased 37%, while operating expenses increased 47%. Inflation and the energy crisis contributed considerably to the increase in operating costs; labor, fuel, oil, maintenance and insurance costs have risen rapidly compared to passenger fares which have stayed relatively stable over the one year period. The graph on page 14 illustrates this change in operating data versus passenger revenue.

Table 1.9

TOTAL PUBLIC TRANSPORTATION REVENUE AND EXPENSE DATA FOR 1975-1979

	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
1. Passenger Revenue	\$10,979,204	\$11,379,524	\$10,493,555	\$10,505,239	\$11,480,727
% Change		3.6%	-1.7%	.11%	9%
2. Total Operating Expense	\$19,265,240	\$22,063,506	\$23,921,158	\$27,817,158	\$33,471,737
% Change		14.5%	8.4%	16.3%	20.3%
3. Net Operating Deficit	\$ 8,286,036	\$10,683,982	\$13,181,818	\$17,311,919	\$21,991,010
% Change		28.9%	23.4%	31.3%	27%
4. % of Operating Expense covered by Passenger Revenues (1 : 2)	57%	51.6%	54.9%	37.8%	34.3%

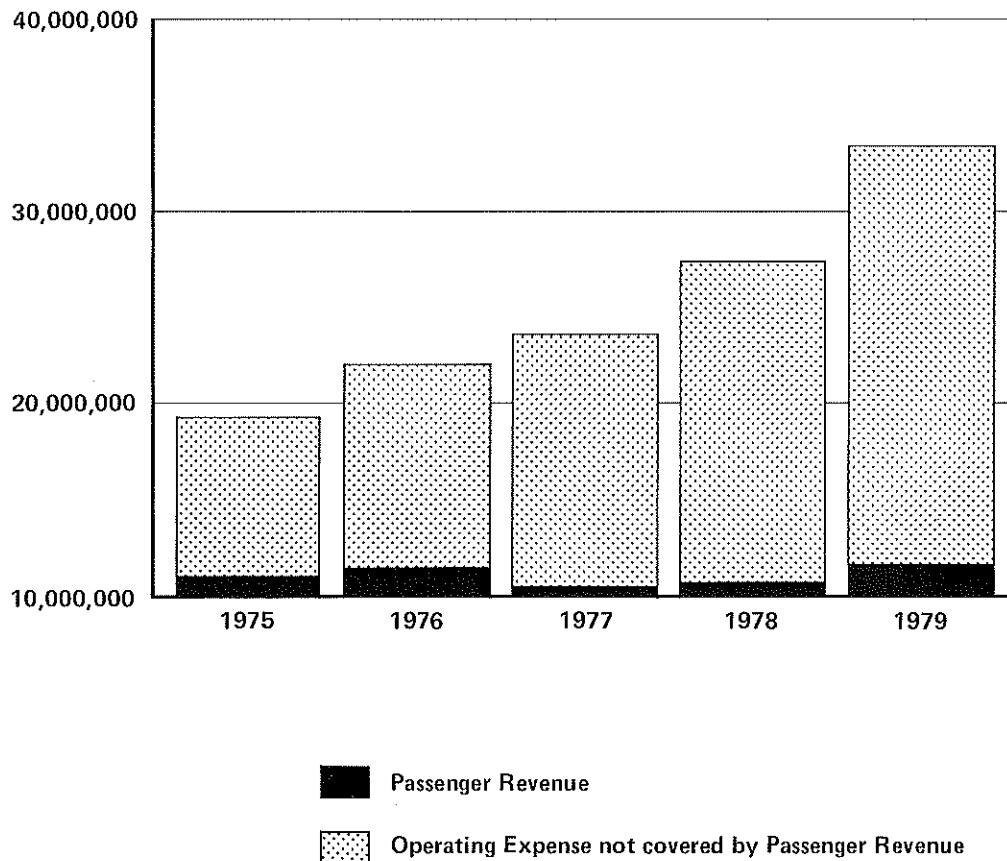
As illustrated in graph 1.1, operating expense has been increasing more rapidly relative to passenger fares. Even though passenger fares have increased over the five year period (1975 - 1979) 4.56%, operating expense has increased by 73.74%. For this reason, operating assistance has increased steadily over the five year period (1975 - 1979).

PUBLIC TRANSPORTATION REVENUE AND EXPENSE BY SYSTEM FOR 1978 AND 1979 -
See Table 1.10, Page 15

Graph 1.1

CHANGE IN PASSENGER REVENUE AND OPERATING EXPENSE FROM 1975-1979

<u>Year</u>	<u>Passenger Revenue</u>	<u>% Change</u>	<u>Operating Expense</u>	<u>% Change</u>
1975	10,979,204		19,265,240	
1976	11,379,524	3.6%	22,063,506	14.5%
1977	10,493,555	-1.7%	23,921,158	8.4%
1978	10,505,239	.11%	27,817,158	16.3%
1979	11,480,727	9%	33,471,737	20.3%



TOTAL EXPENSE OF PUBLIC TRANSPORTATION

Indiana public transportation finances for 1979 are shown in Table 1.11. Total operating revenue plus operating assistance from local, state and federal government, is approximately \$31.1 million for 1978. Capital revenue is approximately \$2.1 million. This brings the total revenue for public transportation to \$33.3 million.

Table 1.11

INDIANA PUBLIC TRANSPORTATION FINANCE FOR 1979

<u>REVENUE</u>	<u>1979</u>
Passenger revenue	\$ 11,480,727
Taxes levied	4,061,318
Other revenue sources	2,348,463
Local operating assistance	4,164,745
State operating assistance	2,658,625
Federal operating assistance	6,476,264
Total Operating Revenue	31,190,142
Capital Revenue	
Federal	\$ 1,357,997
State	453,855
Local	366,680
Total	2,178,532
TOTAL REVENUE	\$ 33,368,674
<u>EXPENSE</u>	
Labor (+ fringe benefits)	\$ 21,807,447
Fuel and oil	2,736,212
Casualty and liability	1,429,056
Reconciling items	2,865,786
Other operating expense	4,633,236
Total Operating Expense	33,471,737
Total Capital Expense	2,178,532
TOTAL EXPENSE	\$ 35,650,269

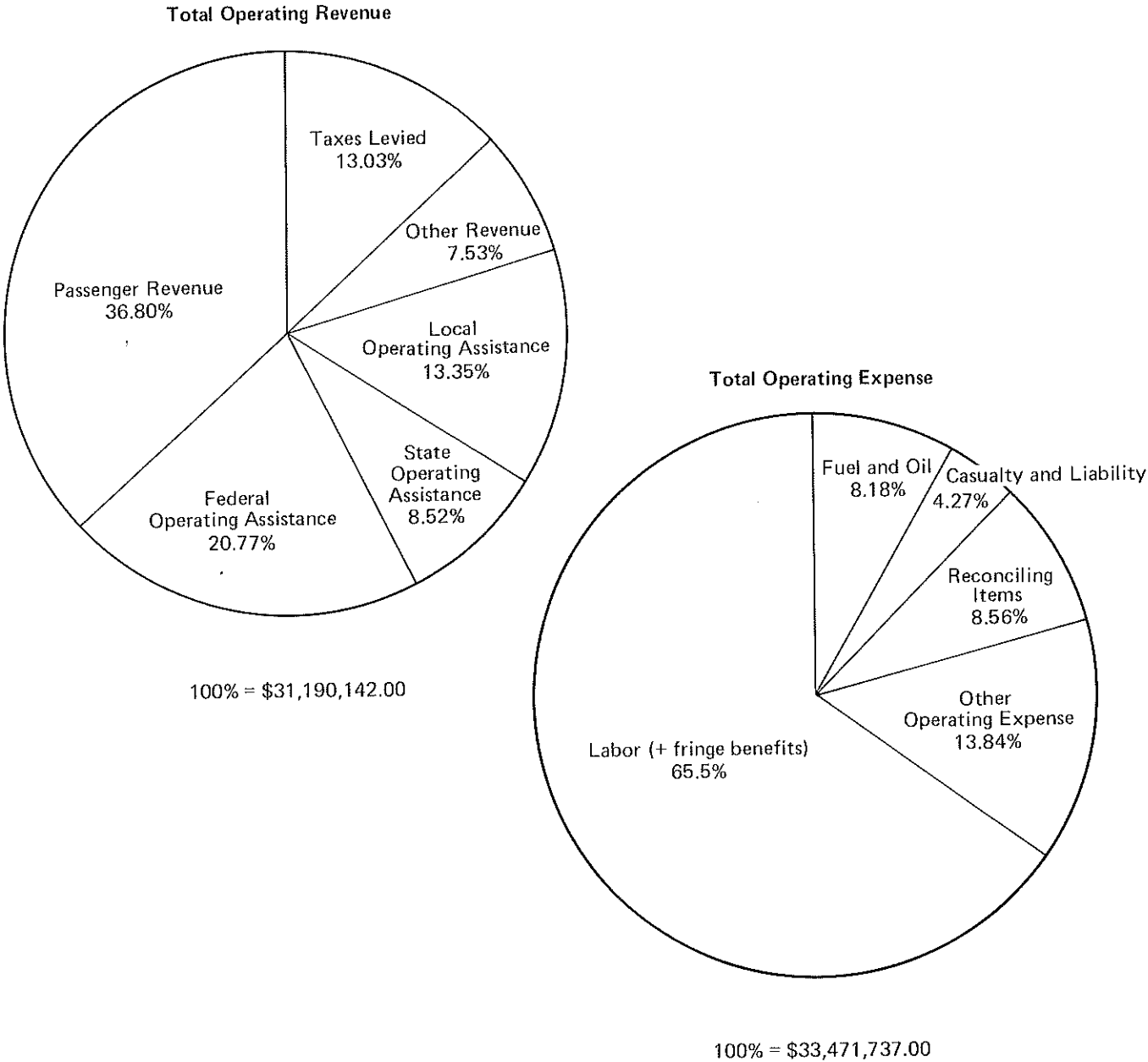
* A general note with respect to the table is that the difference between "total revenue" and "total expense" is due to several factors including:

- (1) Use of the accrual system of accounting rather than the cash system of accounting
- (2) Inclusion of depreciation, amortization cost and other reconciling item costs in "total expense" that are not met from revenue sources included in "total revenue"
- (3) Actual surplus or deficit of publicly or privately owned transit systems

Figure 1.2 shows total revenue from passengers covers approximately 36.8% of the total operating revenue for 1979. Labor and fringe benefits constitute 65% of the total operating expense, which nationally has increased at a 9% rate annually since 1975.¹ Although passenger revenues have increased by 9%, operating expenses have increased by 20% which increases the operating deficit from 1978 to 1979 by 27%.

Figure 1.2

TOTAL OPERATING REVENUE AND TOTAL OPERATING EXPENSE



1. American Public Transit Association (APTA), Transit Fact Book 78-79, Washington, D.C., 1979.

COMMUTER RAIL SERVICE

In addition to the 17 transit systems in Indiana, one commuter rail system provides transportation service to citizens in northwestern Indiana. The Chicago South Shore and South Bend Railroad provides service to approximately 1 million citizens in Lake, LaPorte, Porter and St. Joseph counties between South Bend, Indiana and Chicago, Illinois.

The South Shore Railroad carried 7% more passengers in 1979 than in 1978. The total passengers in 1979 was 1,569,646 compared to 1,463,450 in 1978. From 1977 to 1978 there was a 17% decrease in ridership which may indicate that the South Shore Railroad is becoming a more valuable asset to the northwestern Indiana citizens as energy costs increase.

SOUTH SHORE RAILROAD

Chicago, South Shore and South Bend Railroad
North Carroll Avenue
Michigan City, Indiana 46360
219 874-4221
Contact: A. W. Dudley, President and
General Manager

General Information

Type of Service Supplied: Commuter Rail
Population of Service Area: 988,095

Service Hours

Monday through Fridays	4:25am to 2:25am
Saturdays	5:50am to 2:15am
Sundays	5:50am to 2:15am
Holidays	5:50am to 2:15am

Personnel

Operation	83
Maintenance	146
General Adm.	44
TOTAL	273

Discounts

Children under 5 years, when accompanied by an adult, ride free. Children between 5 and 11 years are charged one half adult fare. The South Shore has a reduced fare (one half the regular one-way fare) for senior citizens and handicapped persons applicable on all peak service trains.

Fares

	<u>To Chicago</u>				
	One Way	Round Trip	10 Rides	25 Rides	Monthly
Hegewisch	\$ 1.40	\$ 2.70	\$12.50	\$28.50	\$ 44.30
Hammond - East Chicago	\$ 1.50	\$ 2.90	\$13.50	\$33.50	\$ 53.65
Gary	\$ 1.70	\$ 3.30	\$15.50	\$38.50	\$ 62.25
Ogden Dunes	\$ 2.00	\$ 3.90	\$18.50	\$45.00	\$ 73.00
Tremont	\$ 2.20	\$ 4.30	\$20.50	\$49.50	\$ 79.45
Michigan City	\$ 2.40	\$ 4.70	\$22.50	\$54.00	\$ 86.75
South Bend	\$ 3.10	\$ 6.10	\$29.45	\$69.75	\$116.85

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
4	64	Pullman	1926
8	56	Pullman	1926
5	80	Pullman	1926
8	80	Pullman	1927
3	80	Standard Steel	1929
6	48	Standard Steel	1929
2	56	Standard Steel	1929
6	68	Pullman	1926
1	64	Standard Steel	1929
6	80	Pullman (Trailer Car)	1927

<u>Service Statistics</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Passenger Trips	1,463,450	1,569,646	+7
Total Vehicle Miles	1,626,845	1,659,910	+2

SOUTH SHORE RAILROAD FINANCIAL INFORMATION

<u>Operating Revenue</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Passenger Revenue	2,386,883	2,470,261	+3
Other Revenue	1,619,967	51,758	-96

Local Operating Assistance	0	0	
State Operating Assistance	809,565	562,388	-39
Federal Operating Assistance	1,846,639	3,277,612	+77
TOTAL	6,663,054	6,362,019	-4

<u>Operating Expense</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits	2,066,195	3,030,214	+46
Power Expense	533,188	534,685	+ .2
Casualty and Liability	-----	351,389	
Reconciling Items	-----	1,017,901	
Other Expense	4,083,599	2,455,924	-39
TOTAL	6,682,982	7,390,113	+10

Capital DataGovernment Funds for Capital Improvement

	<u>1979</u>
Section 3	699,008
State	50,000
Local	124,152
TOTAL	873,160

CHAPTER TWO

A REVIEW OF EXISTING FEDERAL ASSISTANCE PROGRAMS

KEY PARTS OF THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED

The Urban mass Transportation Act of 1964 authorized the Federal urban mass transportation assistance programs. Since the 1964 Act, many additional assistance programs have been established through amendments to the act. This chapter identifies and provides a brief description of the current assistance programs as authorized and established by the Urban Mass Transportation Act of 1964, as amended through November 6, 1978.

SECTION 3

Section 3 funds are for capital grants and loans for capital improvements. Capital improvement includes the purchase of new equipment, the acquisition of property and the construction of facilities for mass transportation. Transit systems may purchase buses, rail cars, locomotives, and supporting equipment such as supervisors' cars, service trucks and shop machinery. Acquisition of property includes land to be used for the construction and operation of transit improvements, including station sites, needed for any efficient and coordinated mass transportation system. Construction of facilities include maintenance garages and storage buildings, rapid transit and light rail transit lines, and upgrading and improving commuter railroads, busways, stations, parking lots and roadways for use by mass transit vehicles. Alternative analysis, joint development and intermodal coordination can also be funded by Section 3. Any project over \$100 million must have an alternative analysis.

To acquire the funds for cities under 50,000 population, a certified transit development plan (TDP) must exist as part of a comprehensive and continuing planning effort. The TDP must be updated regularly and certified by UMTA. Cities with populations greater than 50,000, must have a transportation improvement program (TIP), which is based on urban transportation planning done by the Metropolitan Planning Organization (MPO). The TIP must be certified annually by UMTA. The Urban Mass Transportation Act of 1964, as amended, provides for 80% of the net cost of a capital improvement project. The remaining 20% must come from local and/or state funds.

SECTION 3 RECIPIENT FOR 1979: NICTD;
AMOUNT OF FUNDS RECEIVED: \$699,008

SECTION 5

Section 5 funds are formula grants to urbanized areas with the population greater than 50,000 for capital and operating assistance purposes. Section 5 funds are broken down into four tiers as follows:

- Tier 1: Formula distribution based on the urbanized area's population and population density. These funds are available for capital purposes at an 80% federal, 20% local share. Operating purposes are funded at a 50% federal, 50% local share based on the net operating deficit.

Tier 2: Funds are for capital or operating purposes based on population - population density formula. These funds are apportioned as follows:

- a. 85% apportioned to urbanized areas with populations greater than 750,000. Each urbanized area's share is determined by population and population density as compared to the totals for all urbanized areas over 750,000 population.
- b. 15% apportioned to urbanized areas with populations less than 750,000. Each urbanized area's share is determined by population and population density as compared to the total for those urbanized areas under 750,000 population.

Tier 3: Funds are apportioned among all the urbanized areas on the basis of their fixed guideway and commuter rail route mileage and commuter rail train miles. These funds are available for capital and operating expenses related to both fixed guideway and commuter rail systems.

Tier 4: Funds are apportioned among all the urbanized areas on the same basis of their population and population densities, in the same manner as described in Tier 1 above. These funds are available only for the purchase of buses and related equipment, or the construction of bus related facilities.

Amounts granted to urban areas with populations of 200,000 or more are apportioned directly to the urban area.

Amounts granted to urban areas with populations of less than 200,000 are apportioned to the governors of each state. The proportion of the total funds to be apportioned for each area is individually computed and then accumulated into a single sum for each state. The formula is based on population, land area, and population density.

Multi-state urban areas are treated as a whole to arrive at its proportionate share of the total funds. Then each state's share of the total for the urbanized area is computed on a basis similar to the population, land area and population density formula.

Indiana's Section 5 allocation for 1979 was \$23,703,432.

SECTION 5 ALLOCATION IN 1979

ALLOCATION IN 1980

	Tier 1	Tier 2	Tier 3	Tier 4	
CATS	412,644	34,680		145,639	596,432
*N.W. IN.	2,984,953	661,472	1,407,431	1,053,513	5,847,735
METS	934,761	83,577		329,916	1,356,196
FWPTC	1,427,450	126,682		503,806	2,070,607
IPTC	4,403,173	980,874		3,676,847	7,036,196
GLPTC	569,921	51,920		201,148	828,182
MITC	606,937	54,525		214,213	881,128
SBPTC	1,594,652	139,832		562,818	2,311,285
THTU	463,141	40,127		163,462	670,743
TOTAL	13,397,632	2,047,007	1,407,431	6,851,362	20,927,761

*N.W. IN. - Northwest Indiana has three recipients, ECBT, GPTC and NICTD

SECTION 8

Section 8 funds are grants to state and local public bodies for planning, design, engineering and evaluation of urban mass transportation. 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 will cooperate with state and local officials in developing their transportation plans and programs. These plans and programs should be formulated on the basis of transportation needs, giving due consideration to comprehensive community goals and objectives. The planning may include evaluation of present transit operations, routes, station locations, equipment and equipment needs, facilities and needs for new facilities, and of other aspects of transit operation. Also, the planning process should include an analysis of alternative transportation system management and investment strategies, to make more efficient use of existing transportation resources and to meet needs for new transportation facilities.

Section 8 funds also may be used for statewide planning and for planning to meet the needs of elderly and handicapped citizens. The planning may be done by either public bodies or under contract by private consulting firms. UMTA only awards Section 8 grants directly to public agencies.

SECTION 8 RECIPIENTS - 1979 URBANIZED AREAS:

Anderson	20,000
Ind. Portion of Chicago	160,000
Evansville	26,000
Fort Wayne	97,600
Indianapolis	109,000
Lafayette and West Lafayette	20,000
Muncie	20,000
South Bend	74,000
Terre Haute	22,000
State of Indiana	<u>344,500</u>
TOTAL	893,100

SECTION 10

Section 10 funds are used for management training. Grants are made to states, local bodies, and agencies to provide fellowships for training of personnel employed in managerial, technical and professional positions in the urban mass transportation field. UMTA will pay 75% of salary, tuition and expenses up to a maximum of \$24,000.

SECTION 10 RECIPIENT: Fort Wayne;
AMOUNT OF FUNDS RECD: \$3,457.00

SECTION 11

Section 11 funds are used for university research and training. These grants are made to public and private nonprofit institutions of higher learning to assist in establishing or carrying on comprehensive research in the problems of transportation in urban areas. Such grants can be used to conduct research and investigations into the theoretical or practical problems of urban transportation, or both, and to provide the training of persons to carry on further research or to obtain

employment in private or public organizations which plan, construct, operate or manage urban transportation systems.

SECTION 16(b) 2

Section 16(b)2 provides capital assistance to private nonprofit corporations that deliver special transportation service to persons who are elderly or handicapped or both. The funds can amount to 80% of the total cost; 20% must be nonfederal matching funds. As much as possible, applicants must coordinate the planning and operations of the service with other interested agencies and transit operators. In many cases, applicants are the sole providers of special transportation services to the elderly or handicapped persons in the area.

SECTION 18

Section 18 programs offer capital and operating assistance to public transportation providers in rural and small urban areas (less than 50,000 population).

The program is being administered at the federal level by the Federal Highway Administration (FHWA). The Division of Public Transportation (DPT), State Planning Services Agency (SPSA), has been designated by the governor to administer the programs for the state. Funds will be available for projects included in the state's program of projects, which must be endorsed by the Public Transportation Advisory Committee (PTAC) and the Executive Council to SPSA.

It should be noted that Section 18 is intended to be the sole source of both capital and operating assistance in nonurbanized areas. Section 3 funds may be utilized in nonurbanized areas after a state has demonstrated that the demands upon Section 18 will exceed the State's apportionment over the four year period of legislation.

In 1979, the State of Indiana was allocated a total of \$2,480,100 for Section 18. Of the total amount allocated, the state receives 15% for administering the Section 18 program and for technical assistance.

SECTION 18 RECIPIENTS

	1979 (OPERATING)	1979 (CAPITAL)
BT	193,296	
Columbus	56,877	
CORTA	67,980	
MCS	85,375	
MDT	78,508	
Transporte	52,570	229,680

CHAPTER THREE

Chapter three is made up of individual transit systems' general and financial information. To achieve uniformity of data, the information gathered from the public transportation systems was based on the uniform system of accounts and records established by Project FARE. Project FARE uses accrual basis accounting and generally accepted accounting principles. Under the accrual basis, revenues are recognized when they are incurred. By contrast, under the cash basis accounting, which many systems use, revenues are recognized only when they are collected and costs are recognized only when they are paid.

Part A: Systems Over 50,000 Population

- City of Anderson Transportation System (CATS)
- East Chicago Bus Transit (ECBT)
- Fort Wayne Public Transportation Corporation (FWPTC)
- Greater Lafayette Public Transportation Corporation (GLPTC)
- Gary Public Transportation Corporation (GPTC)
- Indianapolis Public Transportation Corporation (IPTC)
- Metropolitan Evansville Transit System (METS)
- Muncie Indiana Transit System (MITS)
- South Bend Public Transportation Corporation (SBPTC)
- Terre Haute Transportation Utility (THTU)

CATS

City of Anderson Transportation System
530 Baxter Road
Anderson, Indiana 46011
(317) 646-5703
Contact: James Haberek, Director
Marketing and Project Administration

General Information

Type of Service Supplied: Fixed Route and Charter
Population of Service Area: 68,815
Boundaries of Service Area: 2 Miles Beyond City Limits
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 85%

Service Hours

Monday through Fridays 5:30am to 6:30pm
Saturdays 8:30am to 8:00pm
Sundays No Service
Holidays No Service

Personnel

Operations	31
Maintenance	12
General Adm.	6
TOTAL	49

Discounts

Multi-ride tickets sold to general public: \$5.00 - 25 rides anytime

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
5	19	10	Flexible	1974
5	19	10	Flexible	1975
7	21	10	Grumman	1977
2	12	12	Ford	1979

Service Statistics

Total Revenue Vehicle Miles	454,893
Total Vehicle Miles	469,023
Total Passengers	351,536
Total Transfers	126,154

CATS

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	87,929	101,040	15
Other Revenue Sources	170,378	121,942	-28
Local Operating Assistance	124,329	189,853	52
State Operating Assistance	124,329	189,851	52
Federal Operating Assistance	248,658	353,934	42
TOTAL	755,623	956,620	26

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Expense</u>			
Labor (and Fringe Benefits)	471,623	555,410	18
Fuel and Oil	50,537	54,897	8
Casualty and Liability	75,114	86,659	15
Reconciling Items	104,109	110,030	5
Other Expenses	156,496	135,372	13
TOTAL	857,879	942,368	10

Capital Data

Government Funds for Capital Improvement

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Section 5	80,760	45,456	
State	10,095	11,364	
Local	10,095	11,364	
TOTAL	100,950	68,184	-32

ECBT

East Chicago Bus Transit
5400 Cline Avenue
East Chicago, Indiana 46312
(219) 392-8375
Contact: Harvey Pleasant

General Information

Type of Service Supplied: Fixed Route
Population of Service Area: 42,979
Boundaries of Service Area: City Limits
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 100%

Service Hours

Mondays through Fridays 6:00am to 6:00pm
Saturdays 6:00am to 6:00pm
Sundays No Service
Holidays No Service

Personnel

Operations	12
Maintenance	2
General Adm.	4
TOTAL	18

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
2	24	10	GMC	1973
*4	35	10	GMC	1965

*leased

Service Statistics

Total Revenue Vehicle Miles	222,144
Total Vehicle Miles	224,016
Total Passengers	250,358
Total Number of Transfers	-----

ECBT

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>	0	0	
Passenger Revenue	5,320	0	
Other Revenue			
Local Operating Assistance	109,777	103,739	-5
State Operating Assistance	85,000	103,740	18
Federal Operating Assistance	194,777	207,480	6
TOTAL	394,874	414,959	5

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Expense</u>			
Labor (and Fringe Benefits)		235,786	
Fuel and Oil		28,018	
Casualty and Liability		43,297	
Reconciling Items		0	
Other Expense		107,858	
TOTAL		414,959	

Capital Data

Government Funds for Capital Improvement

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Section 5		383,806	
State		47,975	
Local		47,975	
TOTAL		479,756	

FWPTC

Fort Wayne Public Transportation Corporation
 801 Leesburg Road
 Fort Wayne, Indiana 46808
 (219) 432-4546
 Contact: Leslie White, General Manager

General Information

Type of Service Supplied: Fixed Route and Charter
 Population of Service Area: 185,995
 Boundaries of Service Area: Taxing District
 Percentage of Residences in Service Area Within ¼ Mile of Bus Route: 85%

Service Hours

Monday through Fridays 4:50am to 10:30pm
 Saturdays 5:50am to 7:30pm
 Sundays 8:45am to 6:30pm
 Holidays No Service

Personnel

Operation	105
Maintenance	23
General Adm.	23
TOTAL	151

Discounts

Pass to the General Public for unlimited number of rides anytime in a month period.

Vehicle Inventory

Total #	Seating Capacity	Standing Capacity	Manufacturer	Year
2	43	17	GMC	1965
6	43	17	GMC	1968
20	45	15	GMC	1969
20	43	17	GMC	1970
6	45	15	GMC	1974
16	45	15	GMC	1976

Service Statistics

Total Revenue Vehicle Miles	2,134,080
Total Vehicle Miles	2,180,880
Total Passengers	3,910,829
Total Number of Transfers	584,168

FWPTC

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	889,352	967,149	8
Taxes Levied	944,421	1,066,084	12
Other Revenue Sources	73,188	62,222	-14
Local Operating Assistance	0	0	0
State Operating Assistance	232,000	267,703	15
Federal Operating Assistance	1,067,399	1,345,140	26
TOTAL	3,206,360	3,708,298	15
<u>Operating Expense</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits	2,343,166	2,787,270	18
Fuel and Oil	230,463	380,928	65
Casualty and Liability	158,860	162,818	2
Reconciling Items	376,181	344,699	-8
Other Expense	406,654	360,910	-11
TOTAL	3,515,324	4,036,625	15

Capital Data

Government Funds for Capital Improvement

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Section 3	34,203	65,875	
State	12,245	0	
Local	0	1,847	
TOTAL	46,448	67,722	45

Technical Studies

	<u>1979</u>
Section 8	10,000
Management Training	
Section 10	3,457

GLPTC

Greater Lafayette Public Transportation
Corporation

P.O. Box 588

Lafayette, Indiana 47902

(317) 423-2666

Contact: Steven L. Myers, General Manager

General Information

Type of Service Supplied: Fixed Route and Charter
Population of Service Area: 79,117
Boundaries of Service Area: 2 Miles Outside City Limits and West Lafayette
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 80-90%

Service Hours

Monday through Fridays 6:15am to 6:15pm
Saturdays 6:15am to 6:15pm
Sundays No Service
Holidays No Service

Personnel

Operations	28
Maintenance	7
General Adm.	9
TOTAL	44

Discounts

Tokens to the general public: 20¢ each - anytime

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
5	45	20	GMC	1956
6	45	20	GMC	1957
15	25	15	Twin Coach	1973
5	35	20	Flxible	1975
5	36	20	Flxible	1978

Service Statistics

Total Revenue Vehicle Miles	522,791
Total Vehicle Miles	530,747
Total Passengers	910,795
Total Number of Transfers	219,353

GLPTC

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	128,939	160,554	24
Taxes Levied	228,578	447,175	54
Other Revenue Sources	17,421	40,270	131
Local Operating Assistance	0	0	0
State Operating Assistance	61,250	81,067	32
Federal Operating Assistance	333,535	262,287	-21
TOTAL	829,723	991,353	19
<u>Operating Expense</u>			
Labor and Fringe Benefits	539,737	563,102	4
Fuel and Oil	68,637	88,531	28
Casualty and Liability	44,512	57,812	29
Reconciling Items	175,193	296,031	68
Other Expenses	120,033	124,894	4
TOTAL	948,112	1,130,370	19

Capital Data

Government Funds for Capital Improvement

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Section 5	306,884	23,070	
State	4,730	2,694	
Local	176,069	125,466	
TOTAL	487,683	151,230	-68
<u>Technical Studies</u>		<u>1979</u>	
Section 8		1,084	

GPTC

Gary Public Transportation Corporation
 237 West 22nd Avenue
 Gary, Indiana 46407
 (219) 885-6911
 Contact: Leroy Fisher, Manager

General Information

Type of Service Supplied: Fixed Route, Charter and School Bus
 Population of Service Area: 163,675
 Boundaries of Service Area: City Limits Plus 4 Miles
 Percentage of Residences in Service Area Within $\frac{1}{4}$ Mile of Bus Route: 98%

Service Hours

Monday through Fridays 4:45am to 1:10am
 Saturdays 4:45am to 1:10am
 Sundays 4:50am to 1:15am
 Holidays No Service

Personnel

Operations	130
Maintenance	40
General Adm.	18
TOTAL	188

Discounts

Super Pass to the general public: \$20.00 - unlimited rides for a month.

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
29	43	15	GMC	1976
15	51	20	GMC	1976
3	53	20	GMC	1969
6	53	20	GMC	1968
5	45	15	GMC	1968
7	45	15	GMC	1967
6	51	20	GMC	1967
2	45	15	GMC	1967
2	53	20	GMC	1966
5	45	15	GMC	1966
4	45	15	GMC	1964
5	45	15	GMC	1962
10	53	20	GMC	1960

Service Statistics

Total Revenue Vehicle Miles	2,248,792
Total Vehicle Miles	2,774,668
Total Passengers	5,318,101
Total Number of Transfers	514,545

GPTC

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	2,307,002	2,729,266	18
Taxes Levied	331,026	602,798	82
Other Revenue Sources	993,964	864,768	-13
Local Operating Assistance	0	0	
State Operating Assistance	305,589	483,834	58
Federal Operating Assistance	887,382	1,152,354	30
TOTAL	4,824,963	5,833,020	20

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Expense</u>			
Labor and Fringe Benefits	3,138,975	3,577,084	14
Fuel and Oil	291,753	480,406	64
Casualty and Liability	283,704	262,961	-7
Reconciling Items	423,311	453,168	7
Other Expenses	702,031	1,064,056	51
TOTAL	4,839,854	5,837,675	20

Capital Data

Government Funds for Capital Improvement

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Section 3	4,659	6,404	
Section 5	135,217	143,703	
State			
Local			
TOTAL	139,876	150,107	7

<u>Technical Studies</u>	<u>1979</u>
Section 8	14,541

IPTC

Indianapolis Public Transportation Corporation
P.O Box 2383
Indianapolis, Indiana 46208
(317) 635-2100
Contact: Robert Lorah, General Manager

General Information

Type of Service Supplied: Fixed Route, Charter and Dial-A-Ride
Population of Service Area: 775,882
Boundaries of Service Area: Marion County
Percentage of Residences in Service Area Within ¼ Mile of Bus Route:

Service Hours

Monday through Fridays 4:27am to 12:47am
Saturdays 4:36am to 12:47am
Sundays 5:11am to 12:12am
Holidays 5:11am to 12:12am

Personnel

Operations	338
Maintenance	89
General Adm.	74
TOTAL	501

Discounts

Metro Action Card (MAC Pass) sold to the general public: unlimited number of rides for one month period: One Zone \$18.75; Two Zones: \$27.50

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
2	47	24	GMC	1962
10	47	24	GMC	1963
15	47	24	GMC	1965
15	47	24	GMC	1966
32	47	24	GMC	1967
60	47	24	GMC	1968
12	53	27	AMG	1975
2	33	17	GMC	1962
1	45	23	GMC	1973
1	45	23	GMC	1962
2	41	21	GMC	1963
2	12	6	GMC	1966
40	46	23	GMC	1976
2	21	11	AMG	1977
			Minibus	1979

Service Statistics

Total Revenue Vehicle Miles	6,073,129
Total Revenue Miles	6,167,170
Total Passengers	14,089,501
Total Number of Transfers	2,518,626

IPTC

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	5,369,612	5,673,558	5
Taxes Levied	0	1,051,821	
Other Revenue	516,332	875,333	69
Local Operating Assistance	1,609,561	2,783,297	72
State Operating Assistance	532,211	584,300	9
Federal Operating Assistance	2,549,143	808,333	-68
TOTAL	10,576,859	11,776,642	11
<u>Operating Expenses</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits		8,942,092	
Fuel and Oil		1,003,950	
Casualty and Liability		439,574	
Reconciling Items		1,323,940	
Other Expenses		1,688,997	
TOTAL	10,643,660	13,398,553	26

Capital Data

Government Funds for Capital Improvement

	<u>1979</u>
Section 3	8,329
Section 5	237,736
State Funds	257,006
Local Funds	0
TOTAL	503,071

METS

Metropolitan Evansville Transit System
 416 N.W. Fourth Street
 Evansville, Indiana 47708
 (812) 423-4856
 Contact: Walter Burghard, Executive Director

General Information

Type of Service Supplied: Fixed Route
 Population of Service Area: 133,609
 Boundaries of Service Area: Corporate Limits
 Percentage of Residences in
 Service Area Within ¼ Mile of Bus Route: 75%

Service Hours

Monday through Fridays 5:45am to 6:15pm
 Saturdays 5:45am to 6:15pm
 Sundays No Service
 Holidays No Service

Personnel

Operations	31.5
Maintenance	9.5
General Adm.	2.0
TOTAL	43.0

Discounts

Tokens sold to organizations: 3 for \$1.00 + one transfer

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
2	19	19	Flxible	1968
15	19	19	Flxible	1971
2	19	19	Flxible	1973
5	19	19	Grumann	1977

Service Statistics

Total Revenue Vehicle Miles	----
Total Vehicle Miles	864,864
Total Passengers	1,506,904
Total Number of Transfers	323,422

METS

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	356,894	348,045	-2
Other Revenue Sources	85	24,174	
Local Operating Assistance	94,745	145,408	53
State Operating Assistance	85,334	118,000	37
Federal Operating Assistance	216,733	246,072	13
TOTAL	753,991	881,699	16
<u>Operating Expense</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits	562,894	630,009	11
Fuel and Oil	53,979	92,160	70
Casualty and Liability	32,676	34,262	4
Reconciling Items	64,075	49,670	-22
Other Expense	92,355	111,167	20
TOTAL	805,978	917,268	13

Capital Data

Government Funds for Capital Improvement

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Section 5	2,689	1,727	
State Funds	336	0	
Local Funds	6,747	45,213	
TOTAL	9,772	46,940	380

MITS

Muncie Indiana Transit System
 1924 Memorial Drive
 Muncie, Indiana 47302
 (317) 282-2762
 Contact: John Morley, Vice President

General Information

Type of Service Supplied: Fixed Route, School Bus and Charter
 Population of Service Area: 77,947
 Boundaries of Service Area: Corporate Limits
 Percentage of Residences in Service Area Within 1/4 Mile of Bus Route: 90%

Service Hours

Monday through Fridays 5:45am to 6:40pm
 Saturdays 6:45am to 6:40pm
 Sundays No Service
 Holidays No Service

Personnel

Operations	31.5
Maintenance	9.5
General Adm.	2.0
TOTAL	43.0

Discounts

Tokens to the general public: 4 for \$1.10 - one token equals one ride anytime

Vehicle Inventory

Total #	Seating Capacity	Standing Capacity	Manufacturer	Year
3	37	20	GMC	1953
5	37	20	GMC	1956
5	37	20	GMC	1959
1	40	25	GMC	1955
2	45	30	GMC	1961
1	45	30	GMC	1962
1	40	0	GMC	1964
8	33	20	GMC	1972
2	60	10	FRD	1968
1	60	10	INT	1966

Service Statistics

Total Revenue Vehicle Miles	546,312
Total Vehicle Miles	555,672
Total Passengers	660,900
Total Number of Transfers	195,556

MITTS

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	143,891	156,883	9
Other Revenue Sources	132,334	138,241	4
Local Operating Assistance	115,000	191,231	66
State Operating Assistance	115,000	176,460	53
Federal Operating Assistance	230,000	338,148	47
TOTAL	736,225	1,000,963	36
<u>Operating Expense</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits	-	643,292	
Fuel and Oil	-	98,722	
Casualty and Liability	-	54,750	
Reconciling Items	-	33,000	
Other Expenses	-	171,199	
TOTAL	805,349	1,000,963	24

SBPTC

South Bend Public Transportation Corporation
901 East Northside Boulevard
South Bend, Indiana 46624
(219) 233-2131
Contact: Paul Toliver, General Manager

General Information

Type of Service Supplied: Fixed Route
Population of Service Area: 154,344
Boundaries of Service Area: South Bend and Mishawaka
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 70%

Service Hours

Monday through Fridays 4:50am to 10:50pm
Saturdays 5:20am to 7:00pm
Sundays No Service
Holidays No Service

Personnel

Operations 89
Maintenance 22
General Adm. 12
TOTAL 123

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
1	45	23	GMC	1951
32	45	23	GMC	1971
25	45	23	GMC	1974

Service Statistics

Total Revenue Vehicle Miles 1,680,380
Total Vehicle Miles 1,752,140
Total Passengers 4,380,000
Total Number of Transfers 880,000

SBPTC

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	744,099	820,812	10
Taxes Levied	839,224	881,235	5
Other Revenue Sources	107,304	45,036	-58
Local Operating Assistance	225,820	326,032	44
State Operating Assistance	242,067	345,433	42
Federal Operating Assistance	1,123,384	1,352,430	20
TOTAL	3,281,898	3,770,978	14
<u>Operating Expense</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits	2,226,463	2,448,639	9
Fuel and Oil	191,135	304,367	59
Casualty and Liability	159,572	154,245	-3
Reconciling Items	660,034	150,281	-77
Other Expenses	491,067	650,624	32
TOTAL	3,728,271	3,708,156	-.5

THFU

Terre Haute Transportation Utility
 25 Chestnut Street
 Terre Haute, Indiana 47808
 (812) 235-0109
 Contact: James Rosa, Manager

General Information

Type of Service Supplied: Fixed Route and Charter
 Population of Service Area: 63,567
 Boundaries of Service Area: Corporate Limits Plus 1 Mile
 Percentage of Residences in Service Area Within ¼ Mile of Bus Route: 95%

Service Hours

Monday through Fridays 5:15am to 6:15pm
 Saturdays 5:15am to 6:15pm
 Sundays No Service
 Holidays No Service

Personnel

Operations	28
Maintenance	6
General Adm.	4
TOTAL	38

Discounts

10 Ride Pass sold to the general public: \$2.00 anytime

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
7	35	15	GMC	1966
17	31	14	TC	1974
6	31	14	BBB	1978

Service Statistics

Total Revenue Vehicle Miles	640,926
Total Vehicle Miles	656,058
Total Passengers	428,290

THTU

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	142,252	150,578	5
Other Revenue	3,880	5,083	31
Local Operating Assistance	105,300	106,106	.7
State Operating Assistance	109,906	106,105	-3
Federal Operating Assistance	215,206	212,211	-1
TOTAL	576,544	580,083	.6
<u>Operating Expense</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits	391,872	480,650	22
Fuel and Oil	36,896	58,682	59
Casualty and Liability	21,071	37,543	78
Reconciling Items	0	103,887	
Other Expense	86,938	57,847	-33
TOTAL	536,777	738,609	37

Capital Data

Government Funds for Capital Improvement

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Section 3	214,628		
State	26,829		
Local	47,287		
TOTAL	288,844		
Section 5		212,211	
State		106,106	
Local		106,105	
TOTAL		424,422	

Funds Received From Other Federal Programs

Comprehensive Employment and Training Act (CETA)	11,783
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Part B: Systems Under 50,000 Population

Bloomington Transit (BT)

Columbus

City of Richmond Transportation Authority (CORTA)

Michigan City Municipal Coach Service (MCS)

Marion Department of Transportation (MDT)

LaPorte (Transporte)

Washington Transit System (WTS)

BT

Bloomington Transit
Box 100
Bloomington, Indiana 47401
(812) 339-2261
Contact: Lou Stonecipher, Assistant Manager

General Information

Type of Service Supplied: Fixed Route
Population of Service Area: 48,530
Boundaries of Service Area: Corporate Limits
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 70%

Service Hours

Monday through Fridays 5:45am to 7:00pm
Saturdays 7:15am to 7:00pm
Sundays No Service
Holidays No Service

Personnel

Operations	20
Maintenance	1
General Adm.	3.25
TOTAL	24.25

Discounts

Monthly pass to the general public: \$12.00 - unlimited rides anytime for 30 days.
Monthly pass to the elderly and youth: \$6.50 - unlimited rides anytime for 30 days.
Weekly pass to the general public: \$3.00 - unlimited rides for 7 days.
Weekly pass to the elderly and youth: \$.50 - unlimited rides for 7 days.

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
8	19	7	Mercedes	1973
3	19	7	Mercedes	1975
1	16	7	Mercedes	1973

Service Statistics

Total Revenue Vehicle Miles	----
Total Vehicle Miles	428,402
Total Passengers	480,740
Total Number of Transfers	45,561

BT

Financial Information

<u>Operating Revenue</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Passenger Revenue	96,102	103,503	7
Other Revenue Sources	1,440	748	-48
Local Operating Assistance	408,729	68,384	-83
State Operating Assistance	0	68,384	
Federal Operating Assistance	0	193,296	
TOTAL	506,271	434,315	-14
<u>Operating Expense</u>			
Labor and Fringe Benefits	241,235	258,646	7
Fuel and Oil	31,127	39,304	26
Casualty and Liability	48,500	49,738	2
Reconciling Items	0	1,080	
Other Expense	88,067	85,547	-3
TOTAL	408,729	434,315	-6

Columbus

City of Columbus
850 South Gladstone Avenue
Columbus, Indiana 47201
(812) 376-8356
Contact: Jesse Hilderbrand, Manager

General Information

Type of Service Supplied: Fixed Route and Dial-A-Ride
Population of Service Area: 28,561
Boundaries of Service Area: Corporate Limits
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 70%

Service Hours

Monday through Fridays 6:09am to 7:09pm
Saturdays 7:00am to 7:00pm
Sundays No Service
Holidays No Service

Personnel

Operations 8.5
Maintenance 1.0
General Adm. 1.33
TOTAL 10.83

Discounts

Tokens: 5 for \$1.00 - 1 token equals 1 ride anytime

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
1	17	10	Mercedes	1977
3	17	10	Mercedes	1978
1	17	10	Mercedes	1976
1	13	10	Mercedes	1977
1	10	0	Ford	1974

Service Statistics

Total Revenue Vehicle Miles ----
Total Vehicle Miles 159,035
Total Passengers 73,747

Columbus

Financial Information

<u>Operating Revenue</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Passenger Revenue	16,296	18,602	14
Other Revenue Sources	0	4,395	
Local Operating Assistance	41,412	23,005	-65
State Operating Assistance	0	23,006	
Federal Operating Assistance	0	56,877	
TOTAL	57,708	125,885	118
<u>Operating Expense</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits	46,118	97,309	110
Fuel and Oil	7,546	10,438	38
Casualty and Liability	220	6,126	268
Reconciling Items	0	0	
Other Expense	3,754	12,012	219
TOTAL	57,708	125,885	118

CORTA

City of Richmond Transportation Authority
700 Richmond Avenue
Richmond, Indiana 47374
(317) 962-7721
Contact: Darrell Sheffer, Manager

General Information

Type of Service Supplied: Fixed Route
Population of Service Area: 43,808
Boundaries of Service Area: City Limits Plus 2 Miles
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 75%

Service Hours

Monday through Fridays 5:30am to 6:30pm
Saturdays 5:30am to 6:30pm
Sundays No Service
Holidays No Service

Personnel

Operations 12.5
Maintenance 1.0
General Adm. 1.5
TOTAL 15.0

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
10	17	10	Wayne	1978
3	9		Wayne	1978

Service Statistics

Total Revenue Vehicle Miles 359,637
Total Vehicle Miles 374,613
Total Passengers 327,559
Total Number of Transfers 87,380

CORTA

Financial Information

<u>Operating Revenue</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Passenger Revenue	125,396	145,736	16
Other Revenue Sources	7,776	5,902	-24
Local Operating Assistance	140,400	25,499	-81
State Operating Assistance	0	25,499	
Federal Operating Assistance	0	67,980	
TOTAL	273,572	270,616	1
<u>Operating Expense</u>			
Labor and Fringe Benefits	145,367	217,147	49
Fuel and Oil	29,123	30,040	3
Casualty and Liability	16,862	13,116	-22
Reconciling Items	0	0	
Other Expense	41,398	10,313	-75
TOTAL	232,750	270,616	16

MCS
 Michigan City Municipal Coach Service
 401 Wabash Street
 Michigan City, Indiana 46360
 (219) 874-7412
 Contact: Milton C. Schwermer, Superintendent

General Information

Type of Service Supplied: Fixed Route
 Population of Service Area: 41,157
 Boundaries of Service Area: City Limits
 Percentage of Residences in
 Service Area Within $\frac{1}{4}$ Mile of Bus Route:

Service Hours

Monday through Fridays 6:00am to 7:00pm
 Saturdays 7:00am to 7:00pm
 Sundays No Service
 Holidays No Service

Personnel

Operations	11
Maintenance	1
General Adm.	2
TOTAL	14

Discounts

Tokens for adults: 5 for \$1.00 - 5 rides anytime
 Tokens for students: 10 for \$1.00 - 10 rides anytime
 Senior Citizens: 10¢ anytime

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
3	15	0	Dodge Vans	1979

Service Statistics

Total Revenue Vehicle Miles	---
Total Vehicle Miles	252,000
Total Passengers	90,684

MCS

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	13,661	14,631	7
Other Revenue Sources	60	30	-50
Local Operating Assistance	201,392	32,494	83
State Operating Assistance	0	32,495	
Federal Operating Assistance	0	78,509	
TOTAL	215,113	158,159	-26
	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Expense</u>			
Labor and Fringe Benefits	114,048	119,055	4
Fuel and Oil	15,080	19,071	26
Casualty and Liability	11,000	0	
Reconciling Items	0	0	
Other Expense	16,327	20,033	22
TOTAL	156,455	158,159	1

MDT

Marion Department of Transportation
City Hall
202 South Adams Street
Marion, Indiana 46952
(317) 662-9931
Contact: Orville Fitzjarrald, Superintendent

General Information

Type of Service Supplied: Fixed Route
Population of Service Area: 40,422
Boundaries of Service Area: Corporate Limits
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 90%

Service Hours

Mondays through Fridays 6:20am to 6:20pm
Saturdays 6:20am to 6:20pm
Sundays No Service
Holidays 6:20am to 6:20pm

Personnel

Operations	10.5
Maintenance	2.5
General Adm.	2.0
TOTAL	15.0

Discounts

Senior Citizens: \$1.00 - unlimited amount of rides for a week between 10:00am - 2:00pm
Library Pass: 30¢ - anytime
Tokens: Disabled, Merchants, Social Service Agencies - 15¢ anytime

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
2	21	8	GMC	1974
1	32	12	GMC	1968
1	24	12	GMC	1966

Service Statistics

Total Revenue Vehicle Miles	213,720
Total Vehicle Miles	218,400
Total Passengers	133,318
Total Number of Transfers	9,616

MDT

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger Revenue	19,983	27,435	37
Other Revenue Sources	0	1,428	
Local Operating Assistance	187,607	39,452	-78
State Operating Assistance	438	32,280	
Federal Operating Assistance	0	85,375	
TOTAL	208,028	185,970	-10
	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Expense</u>			
Labor and Fringe Benefits	96,803	132,268	36
Fuel and Oil	18,982	22,180	16
Casualty and Liability	0	17,293	
Reconciling Items	0	0	
Other Expense	10,173	14,229	39
TOTAL	125,968	185,971	47

Transporte

Transporte
City of LaPorte
1206 2nd Street
LaPorte, Indiana 46350
(219) 362-6565
Contact: Mayor Aloysius J. Rumely, Jr.

General Information

Type of Service Supplied: Fixed Route and Dial-A-Ride
Population of Service Area: 21,513
Boundaries of Service Area: City Limits Plus One Mile
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 85%

Service Hours

Monday through Fridays 8:00am to 6:00pm
Saturdays 8:00am to 6:00pm
Sundays No Service
Holidays No Service

Personnel

Operations	20
Maintenance	1
General Adm.	4
TOTAL	25

Discounts

Tokens: 5 tokens for \$1.00 - one token equals 1 ride

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
1	16	8	Mercedes	1974
1	16	8	Mercedes	1975
1	16	8	Mercedes	1976
1	5		Plymouth	1977
1	5		Mercury	1978
1	5		Chrysler	1979

Service Statistics

Total Revenue Vehicle Miles	----
Total Vehicle Miles	220,028
Total Passengers	118,886

Transporte

Financial Information

<u>Operating Revenue</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
*Passenger Revenue	62,546	61,454	-1
Other Revenue Sources	34,354	782	-97
Local Operating Assistance	60,000	20,468	-65
State Operating Assistance	0	20,468	
Federal Operating Assistance	0	52,570	
TOTAL	156,900	155,742	-.7
<u>Operating Expense</u>			
Labor and Fringe Benefits	101,871	113,212	11
Fuel and Oil	13,312	18,480	38
Casualty and Liability	6,947	6,000	-13
Reconciling Items	0	0	
Other Expense	18,081	18,050	-.1
TOTAL	140,211	155,742	11

Capital Data

Government Funds for Capital Improvement

	<u>1979</u>
Section 18	229,680
State Funds	28,710
Local Funds	28,710
TOTAL	287,100

* LaPorte's transit operation includes bus and taxi service.

WTS

Washington Transit System
2200 Memorial Avenue
Washington, Indiana 47501
(812) 254-4564
Contact: Cletus Fleck, Street Commissioner

General Information

Type of Service Supplied: Fixed Route
Population of Service Area: 10, 649
Boundaries of Service Area: City Limits
Percentage of Residences in
Service Area Within $\frac{1}{4}$ Mile of Bus Route: 80%

Service Hours

Monday through Fridays 7:00am to 5:00pm
Saturdays No Service
Sundays No Service
Holidays No Service

Personnel

Operations	2
Maintenance	1
General Adm.	-
TOTAL	3

Vehicle Inventory

<u>Total #</u>	<u>Seating Capacity</u>	<u>Standing Capacity</u>	<u>Manufacturer</u>	<u>Year</u>
3	18	9	Flexette	1974

Service Statistics

Total Revenue Vehicle Miles	---
Total Vehicle Miles	33,800
Total Passengers	12,923
Total Number of Transfers	No Transfers

WTS

Financial Information

	<u>1978</u>	<u>1979</u>	<u>% Change</u>
<u>Operating Revenue</u> ¹			
Passenger Revenue	1,285	1,481	15
Taxes Levied	7,902	12,205	54
Other Revenue Sources	1,108	1,259	14
Local Operating Assistance	0	0	
State Operating Assistance	0	0	
Federal Operating Assistance*	1,860	1,818	-2
TOTAL	12,155	16,763	37
<u>Operating Expense</u>	<u>1978</u>	<u>1979</u>	<u>% Change</u>
Labor and Fringe Benefits	4,764	6,476	36
Fuel and Oil	2,135	6,038	182
Casualty and Liability	1,437	2,862	99
Reconciling Items	0	0	
Other Expense	795	127	-84
TOTAL	9,131	15,503	69

*(Title III)- Funding for Transportation for the elderly
(Title VII)- Funding for Transportation for the elderly

1 Projected Based on 6 Month Actual Expenses

GLOSSARY

1. DEFINITIONS

For the purpose of this report, the following are definitions:

- a. General administrative personnel: Executive, professional and supervisory transit system employees engaged in general management and administration activities. This category includes the general manager, assistant general manager(s), administrative assistants, managers, supervisors and other professionals working in the following departments or functions:

- System security
- Promotion
- Market research and planning
- Injuries and damages
- Safety
- Personnel
- General legal services
- General insurance
- Data processing
- Finance and accounting
- Treasury
- Real estate
- Office management and services

Also included is support personnel - transit system employees performing secretarial, receptionist and clerical duties supporting the executive, professional and supervisory personnel working in the departments or functions listed above.

- b. Maintenance personnel: Executive, professional and supervisory employees engaged in transit system maintenance. People include maintenance managers, port engineers, superintendents, supervisors and nonworking foremen and leadmen engaged in directing and supervising direct maintenance and repairs to vehicles, buildings, grounds and equipment; executives, professionals and supervisors working in the following departments or functions:

- Purchasing and stores
- Vehicle servicing
- Engineering
- Maintenance
- Custodial service

Maintenance support personnel - transit system employees providing secretarial, clerical and other support for those maintenance executive, professional and supervisory personnel defined above.

Revenue vehicle maintenance mechanics - transit system employees performing preventive maintenance and repair work on revenue vehicles or components of revenue vehicles.

Other maintenance mechanics - transit system employees, including mechanics, carpenters, plumbers, etc., performing preventive maintenance and repair work on all buildings, grounds, service and other equipment except revenue vehicles.

Vehicle servicing personnel - transit system employees performing servicing functions (cleaning, sweeping, washing, etc.) for revenue and service vehicles.

- c. Operations personnel: Executive, professional and supervisory transit system employees engaged in transportation operations. Personnel include transportation managers, port captains, terminal managers, superintendents, road supervisors and others engaged in supervising and controlling transportation operations at the system, division and station levels; executive, professional and supervisors working in the following departments or functions:
- Scheduling
 - Ticketing and fare collection
 - Customer service
 - Operation and maintenance of electric power facilities

Transportation support personnel - transit system employees providing secretarial, clerical, and other operating support to transportation executive, professional and supervisory personnel defined above.

Revenue vehicle operators - transit system employees operating or working as crewmen on revenue vehicles.

- d. Revenue vehicle miles: Total miles traveled by revenue vehicles while in revenue service. Excludes miles traveled to and from storage facilities and other deadhead travel.
- e. Total passenger trips: The total annual number of passenger trips on all regular and special routes (excluding transfers).
- f. Total vehicle miles: The total distance traveled by revenue vehicles, including both revenue miles and deadhead miles.

2. REVENUE AND EXPENSE DATA

- a. Casualty and liability expense: This includes cost elements covering: protection of the transit system from loss through insurance programs, compensation of others for their losses due to acts for which the transit system is liable and recognition of the cost of a miscellaneous category of corporate losses.
- b. Federal operating assistance: Funds obtained from the federal government to assist in paying the cost of operating transit service.
- c. Fuel and oil expense: Costs of gasoline, diesel fuel, propane, lubricating oil, transmission fluids, grease, etc., for use in vehicles.

- d. Labor expense: Any allowances and payments due employees in exchange for the labor service they render in behalf of the transit system. This also includes fringe benefits which are defined as direct payments to the employee not arising from the performance of a piece of work; such as, payment for absence due to illness, holidays, vacations, etc.
- e. Local operating assistance: Funds obtained from local government units to assist in paying the cost of operating transit service. This includes amounts originating from federal revenue sharing funds. This does not include city subsidized special fare programs; these are included in the general category of other revenue sources.
- f. Miles per gallon (MPG): Total vehicle miles divided by gallons of fuel consumed. Fuel = diesel or gasoline.
- g. Net operating deficit: Passenger revenue minus total operating expense.
- h. Other operating expenses: This includes all other direct and indirect expenses for operating and maintaining the transit system; such as utilities, taxes, etc.
- i. Other revenue sources: Includes sources of revenue that were not identified in the above categories, such as, taxes, earned interest, advertising, etc.
- j. Reconciling items: This includes: (1) interest expense - charges for the use of borrowed capital incurred by the transit system; (2) lease and rental expense - payments for the use of capital assets not owned by the transit system; (3) depreciation and amortization - charges that reflect the loss in service value of the transit system's assets; and (4) purchase lease payments and related parties lease payments.
- k. State operating assistance: Funds obtained from the State of Indiana to assist in paying the cost of transit service.

