

1980 ANNUAL REPORT

INDIANA PUBLIC TRANSPORTATION

PREPARED BY:

**State Planning Services Agency
Division of Public Transportation
143 West Market Street, Suite 300
Indianapolis, Indiana 46204**

This publication does not constitute a standard, specification, or regulation. The opinions, findings, and conclusions expressed in this publication are those of the State Planning Services Agency and not necessarily those of the United States Department of Transportation. The preparation of this publication has been financed in part through a grant from the United States Department of Transportation under the provision of sections 8 and 18 of the UMT Act of 1964 as amended.

TABLE OF CONTENTS

Introduction	1
Chapter 1:	
Overview of Public Transportation	3
Division of Public Transportation	3
Ridership	3
Service Characteristics	6
Vehicle Characteristics	8
Financial Data	8
Chapter 2:	
Existing Grant Programs	15
Federal Assistance	15
State Assistance	17
Chapter 3:	
Detailed System Characteristics	19
City of Anderson Transportation System	20
Bloomington Transit	22
Chicago South Shore and South Bend Railroad	24
East Chicago Bus Transit System	26
Columbus	28
Metropolitan Evansville Transit System	30
Fort Wayne Public Transportation Corporation	32
Gary Public Transportation Corporation	34
Indianapolis Public Transportation Corporation	36
Greater Lafayette Public Transportation Corporation	38
Transporte	40
Marion Department of Transportation	42
Municipal Coach Service	44
Muncie Indiana Transit System	46
City of Richmond Transportation Authority	48
South Bend Public Transportation Corporation	50
Terre Haute Transportation Utility	52
Washington Transit System	54
Glossary:	
.....	57
Personnel	57
Service Characteristics	58
Operating Revenue	58
Operating Expenses	59

LIST OF FIGURES AND TABLES

Figure 2.	Percentage of Statewide Ridership for 1980	3
Table 1.	Service Areas in Indiana	4
Figure 1.	Public Transportation Systems in Indiana	5
Table 2.	Total Passenger Trips by System	6
Table 3.	Fare Structure by System 1980	7
Table 4.	Days of Service by System	7
Table 5.	Total Revenue Vehicle Miles	8
Table 6.	Vehicle Characteristics by System for 1980	9
Table 7.	Total Energy Consumption	10
Table 8.	Public Transportation Revenue and Expenses for 1976-1980	10
Figure 3.	Change in Passenger Revenue and Operating Expense From 1976-1980	11
Table 9.	Public Transportation Revenue and Expense by System for 1979 and 1980	12
Table 10.	Indiana Public Transportation Finance for 1980	13
Table 11.	Section 5 Allocations: FY 80	16

INTRODUCTION

The Indiana Public Transportation Annual Report for 1980 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.

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 and state public transportation assistance programs. The final Chapter presents detailed operating and financial information for each system for 1979 and 1980.

CHAPTER 1: OVERVIEW OF PUBLIC TRANSPORTATION

DIVISION OF PUBLIC TRANSPORTATION

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

1. To conduct statewide public transportation planning with other 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 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.

RIDERSHIP

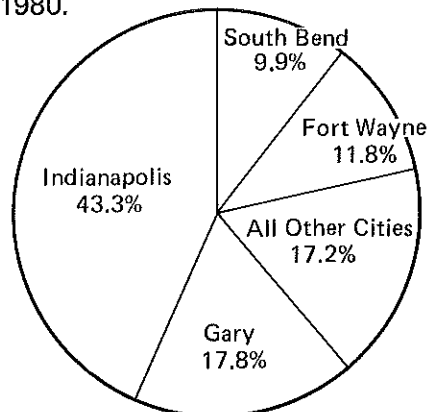
Currently there are 17 publicly owned transit systems and one commuter railroad in Indiana (see Table 1 and Figure 1). Approximately 3 million persons out of 5.5 million statewide are served by these systems.

Ridership statewide increased 6% in 1980, to nearly 37 million passengers. A number of systems had significant increases over 1979, including Bloomington, Muncie, Columbus, Marion, Michigan City, Washington and the South Shore Railroad.

As indicated in Table 2 and Figure 2, about 83% of all the ridership is concentrated in the state's four largest cities. Indianapolis carried 43.3%, Gary carried 17.8%, South Bend carried 9.9%, and Fort Wayne carried 11.8% of the total passenger trips statewide for 1980.

FIGURE 2.
PERCENTAGE OF STATEWIDE RIDERSHIP FOR 1980

100% = 36,828,030 Total Ridership



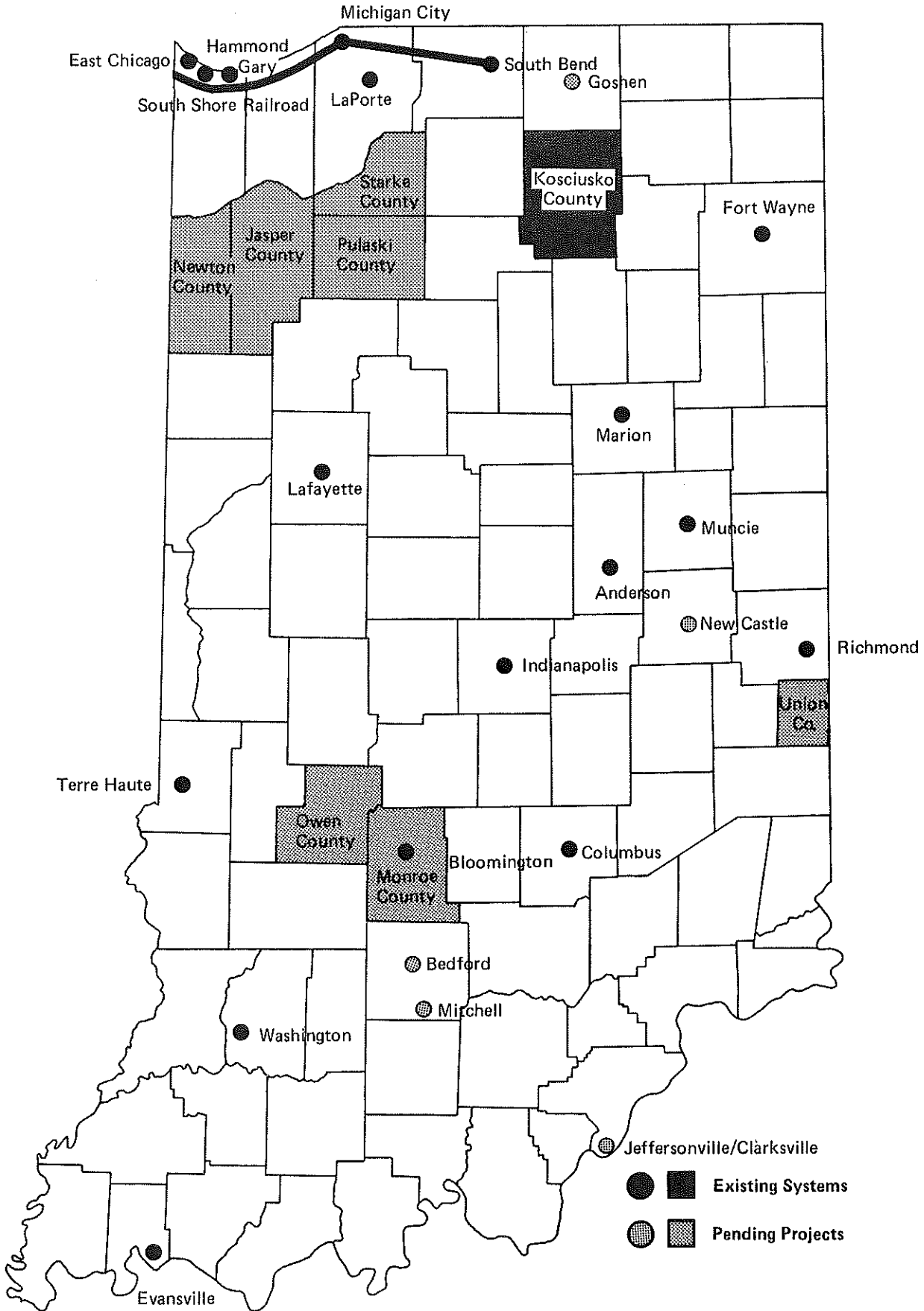
**TABLE 1.
SERVICE AREAS IN INDIANA**

<u>Transit Agency</u>	<u>Agency Name</u>	<u>Service Area</u> ¹	<u>Population of Service Area</u> ²
<u>OVER 50,000 POPULATION</u>			
CATS	City of Anderson Transit System	Anderson	64,421
BT	Bloomington Transit	Bloomington	51,867
ECBT	East Chicago Bus Transit	East Chicago	39,798
METS	Metropolitan Evansville Transit System	Evansville	129,667
FWPTC	Fort Wayne Public Transportation Corporation	Fort Wayne & New Haven	171,039
GPTC	Gary Public Transportation Corporation	Gary	151,855
IPTC	Indianapolis Public Transportation Corporation	Marion County	698,753
GLPTC	Greater Lafayette Public Transportation Corporation	Lafayette, W. Lafayette & Two Mile Fringe	64,084
MITS	Muncie Indiana Transit System	Muncie	74,096
SBPTC	South Bend Public Transportation Corporation	South Bend & Mishawaka	108,168
THTU	Terre Haute Transportation Utility	Terre Haute	61,020
<u>UNDER 50,000 POPULATION</u>			
Columbus	Columbus	Columbus	30,331
Transporte	LaPorte	LaPorte & One Mile Fringe	21,781
MDT	Marion Department of Transportation	Marion	35,833
MCS	Municipal Coach Service	Michigan City	36,248
CORTA	City of Richmond Transportation Authority	Richmond	41,261
WTS	Washington Transit System	Washington	11,300
<u>COMMUTER RAIL SERVICE</u>			
NICTD	Northern Indiana Commuter Transportation District (Chicago, South Bend and South Shore Railroad)	Lake, Porter, LaPorte & St. Joseph Counties	984,882

¹ Refer to Figure 1 on page 5 for service area location.

² 1980 Census of Population, Preliminary Reports

FIGURE 1. PUBLIC TRANSPORTATION SYSTEMS IN INDIANA



**TABLE 2.
TOTAL PASSENGER TRIPS BY SYSTEM**

<u>Service Area</u>	<u>Total 1979</u>	<u>Total 1980</u>	<u>% Change</u>	<u>Passenger Trips Per Capita</u>	<u>Total Transfers 1980</u>	<u>% Total State Ridership</u>
<u>OVER 50,000 POPULATION</u>						
Anderson	383,921	348,757	(9)	5.4	125,149	.9
Bloomington	480,740	532,136	11	10.3	49,120	1.5
East Chicago	250,358	275,394 ^e	10	6.9	Unavailable	.7
Evansville	1,506,904	1,602,772	.6	12.4	350,883	4.4
Fort Wayne	3,910,829	4,087,851	.4	23.9	613,547	11.1
Gary	5,318,101	6,176,005	16	40.7	615,752	16.8
Indianapolis	14,089,501	15,022,585	7	21.5	2,555,466	40.8
Lafayette	910,795	882,078	(.3)	13.8	255,846	2.4
Muncie	660,900	771,230	17	10.4	224,990	2.1
South Bend	3,383,555	3,463,537	.2	32.0	940,670	9.4
Terre Haute	652,500	725,000 ^e	10	11.9	No Transfers	2.0
<u>UNDER 50,000 POPULATION</u>						
Columbus	73,747	133,495	81	4.4	8,168	.4
LaPorte	118,886	126,668	7	5.8	No Transfers	.3
Marion	133,318	155,517	17	4.3	11,338	.4
Michigan City	90,684	102,440	13	2.8	19,344	.3
Richmond	327,559	300,800	(8)	7.3	78,228	.8
Washington	12,923	18,971	47	1.7	No Transfers	0
Subtotal	32,853,246	34,725,236	6			
South Shore R.R.	1,569,646	2,102,794	34	2.1	N/A	5.7
Total	<u>34,614,717</u>	<u>36,828,030</u>	<u>6%</u>			<u>100.0%</u>

^e = estimate

SERVICE CHARACTERISTICS

FARES

As illustrated in Table 3, fares for adults range from a free system in East Chicago to \$.50 in Bloomington, Fort Wayne, Gary, Indianapolis, Michigan City and Richmond. The average adult fare in the state is over \$.35. Discounts are available for most systems statewide. Discounts range from monthly passes for unlimited rides to single-ride, reduced-fare tokens. Most systems also have reduced fares for elderly and handicapped passengers.

SERVICE HOURS

Weekend service generally starts at 6:00 a.m. and ends at 6:00 p.m. for most transit systems (see Table 4). Generally, only Fort Wayne, Gary, Indianapolis, South Shore Railroad, and South Bend have extended weekend and holiday service.

**TABLE 3.
FARE STRUCTURE BY SYSTEM 1980**

<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>					
Anderson	\$.30	\$.30	\$.15	Free	Yes
Bloomington	.50	.25	.25	Free	Yes
East Chicago	Free	Free	Free	Free	No
Evansville	.35	.35	.15	\$.05	Yes
Fort Wayne	.50	.25	.25	Free	Yes
Gary	.50	.35	.25	.05	Yes
Indianapolis	.50	.50	.25	.05	Yes
Lafayette	.35	.35	.10	.10	Yes
Muncie	.30	.30	.15	Free	Yes
South Bend	.30	.20	.15	Free	No
Terre Haute	.30	.30	.15	No Transfers	Yes
<u>UNDER 50,000 POPULATION</u>					
Columbus	.25	.25	.75 ^a	.10	Yes
LaPorte	.35	.35	8/1.00 ^b	No	Yes
Marion	.30	.20	.15	Free	Yes
Michigan City	.50	.25	.25	Free	Yes
Richmond	.50	.50	.50	Free	No
Washington	.35	.35	.05	No Transfers	Yes

South Shore R.R.*

^a Columbus dial-a-ride service

^b Eight tokens for \$1.00

* Refer to detailed system characteristics for fare information.

**TABLE 4.
DAYS OF SERVICE BY SYSTEM**

<u>Service Area</u>	<u>Evening</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Holiday</u>
Anderson	No	Yes	No	No
Bloomington	No	Yes	No	No
East Chicago	No	Yes	No	Yes
Evansville	No	Yes	No	No
Fort Wayne	Yes	Yes	Yes	No
Gary	Yes	Yes	Yes	Yes
Indianapolis	Yes	Yes	Yes	Yes
Lafayette	Yes	Yes	No	No
Muncie	No	Yes	No	No
South Bend	Yes	Yes	No	No
Terre Haute	No	Yes	No	No
Columbus	No	Yes	No	No
LaPorte	Yes	Yes	No	No
Marion	No	Yes	No	Yes
Michigan City	No	Yes	No	No
Richmond	No	Yes	No	No
Washington	No	No	No	No
South Shore R.R.	Yes	Yes	Yes	Yes

REVENUE MILES

Total revenue vehicle miles (see Table 5) for the state increased approximately 7% in 1980 to 20 million miles. Total revenue vehicle miles are those miles traveled by vehicles while in revenue service, excluding deadhead miles traveled. The South Shore Railroad's 27% and Muncie's 26% increases represented the largest increases in the state. Michigan City's (26%) and Washington's (25%) were the largest decreases statewide.

VEHICLE CHARACTERISTICS

FLEET SIZE

There are 588 vehicles in active service within the state (see Table 6). The average age statewide is just over eight years. East Chicago, Marion and Michigan City have the newest fleets with buses no older than two years on average. On the average Muncie and Lafayette have the oldest vehicles, at 17 and 10 years respectively.

TABLE 5.
TOTAL REVENUE VEHICLE MILES

<u>Service Area</u>	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>OVER 50,000 POPULATION</u>			
Anderson	454,873	455,718	.2
Bloomington	428,402	437,602	2
East Chicago	222,144 ^e	224,016*	.8
Evansville	864,864*	847,484	(2)
Fort Wayne	2,134,080	2,244,465	5
Gary	2,248,792	2,702,858*	20
Indianapolis	6,073,129	6,256,925	3
Lafayette	522,791	579,447	11
Muncie	546,312	685,783	26
South Bend	1,680,380	1,642,610	(2)
Terre Haute	640,926	623,484	(3)
<u>UNDER 50,000 POPULATION</u>			
Columbus	223,600*	235,437	5
LaPorte	218,400*	211,989	(3)
Marion	213,720	163,639	(23)
Michigan City	252,000*	187,200*	(26)
Richmond	359,637	377,696*	5
Washington	33,800*	25,480*	(25)
Subtotal	17,117,850	17,901,833	4.6
South Shore R.R.	1,602,250	2,037,436	27
Total	<u>18,720,100</u>	<u>19,939,269</u>	7

* Total Vehicle Miles

^e Estimate

**TABLE 6.
VEHICLE CHARACTERISTICS BY SYSTEM FOR 1980**

<u>Service Area</u>	<u>Number Owned</u>	<u>Capacity</u>		<u>Average Age of Fleet (Years)</u>
		<u>Total</u>	<u>Per Vehicle (Average)</u> ¹	
<u>OVER 50,000 POPULATION</u>				
Anderson	17	595	35	5.2
Bloomington	18	662	37	4.5
East Chicago	6	300	50	1.0
Evansville	24	696	29	8.8
Fort Wayne	70	4,284	61	9.7
Gary	61	3,750	61	3.9
Indianapolis	232	16,792	72	9.4
Lafayette	17	954	56	10.7
Muncie	27	1,626	60	17.5
South Bend	57	3,876	68	8.7
Terre Haute	22	1,020	46	8.1
<u>UNDER 50,000 POPULATION</u>				
Columbus	6	138	23	4.0
LaPorte	4	115	29	3.5
Marion	6	218	36	1.3
Michigan City	6	270	45	2.0
Richmond	13	351	27	3.0
Washington	2	54	27	7.0
Total	<u>588</u>	<u>35,701</u>		<u>8.4</u>

¹ Average includes seating and standing capacity.

AVERAGE VEHICLE MILES PER GALLON

The average vehicle miles per gallon for the state in 1980 was 4 mpg (see Table 7). For cities over 50,000 population, East Chicago and Bloomington had the best mpg with 9.0 and 8.5 respectively. The average mpg for all urban area systems is 3.9. For nonurban area systems, the average is 6.9 mpg. Table 6 also shows the number of passengers carried per gallon of fuel consumed for each system. East Chicago, Bloomington, and Evansville had the highest number of passengers carried per gallon of fuel consumed compared to all other systems for 1980.

FINANCIAL DATA

In 1980 operating expense exceeded passenger revenue by \$31.3 million (see Table 8 and Table 9). Between 1979 and 1980 expenses increased approximately 20%, while passenger revenue increased by nearly 15%. Increased fares accounted for a substantial rise in passenger revenue. This increase, however, did not keep pace with the rise in total operating expense.

The percent of total operating expenses covered by passenger revenue decreased to approximately 34%. This trend has continued since 1975, when over 50% of the total operating expenses were covered by passenger revenue.

**TABLE 7.
TOTAL ENERGY CONSUMPTION**

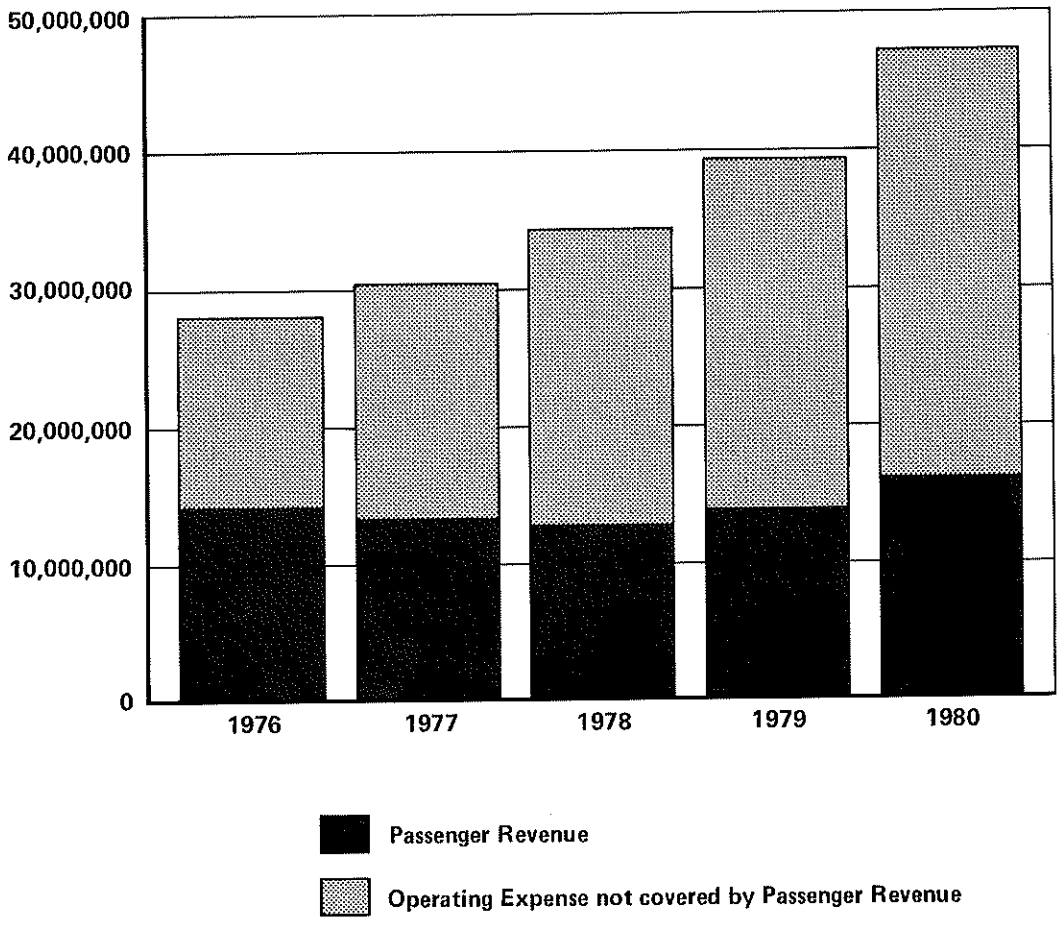
<u>Service Area</u>	<u>Total Vehicle Miles</u>	<u>Gallons of Fuel Consumed¹</u>	<u>TVM/Gallon</u>	<u>Passengers per Gallon</u>
<u>OVER 50,000 POPULATION</u>				
Anderson	470,622	121,935	3.86	2.86
Bloomington	450,538	52,993	8.50	10.04
East Chicago	224,016	24,891	9.00	11.06
Evansville	847,484	156,648	5.41	10.23
Fort Wayne	2,322,482	539,052	4.31	7.58
Gary	2,702,858	919,245	2.94	6.72
Indianapolis	6,361,090	1,726,182	3.69	8.70
Lafayette	587,394	143,574	4.09	6.14
Muncie	697,195	133,192	5.23	5.79
South Bend	1,711,488	460,248	3.72	7.53
Terre Haute	639,075	87,300	7.32	8.31
Sub-Total	17,014,242	4,365,260	sub-average 3.90	sub-average 7.76
<u>UNDER 50,000 POPULATION</u>				
Columbus	240,000	22,462	10.68	5.94
LaPorte	211,989	23,560	8.99	5.38
Marion	165,000	27,084	6.09	5.74
Michigan City	154,000	37,440	4.11	2.74
Richmond	377,696	52,817	7.15	5.70
Washington	25,480	5,704	4.47	3.33
Sub-Total	1,174,165	169,067	sub-average 6.95	sub-average 4.95
Total	<u>18,188,407</u>	<u>4,534,327</u>	4.01	7.66

¹ Diesel fuel and gasoline.

**TABLE 8.
PUBLIC TRANSPORTATION REVENUE AND EXPENSE: 1976-1980**

	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>
1. Passenger Revenue	\$14,186,797	\$13,271,959	\$12,892,122	\$13,950,988	\$16,031,854
% Change		(6.5)	(2.9)	8.2	14.9
2. Total Operating Expense	\$28,024,188	\$30,389,469	\$34,400,140	\$39,444,437	\$47,373,563
% Change		8.4	13.2	14.7	20.1
3. Net Operating Deficit	\$13,837,391	\$17,117,510	\$21,508,018	\$25,493,449	\$31,341,709
% Change		23.7	25.6	18.5	22.9
4. % of Operating Expense Covered by Passenger Revenues (1 ÷ 2)	50.6	43.7	37.5	35.4	33.9
5. Average Revenue/Passenger	\$.41	\$.39	\$.45	\$.40	\$.44
6. Average Cost/Passenger	\$1.24	\$1.13	\$1.19	\$1.14	\$1.29

FIGURE 3.
CHANGE IN PASSENGER REVENUE AND OPERATING EXPENSE FROM 1976 – 1980



SOURCES OF EXPENSES

Indiana public transportation revenues and expenses are broken into line items for 1980 in Table 10. Total operating revenue plus operating assistance from local, state and federal governments, is approximately \$44.8 million.

Labor and fringe benefit costs amounted to 58% of the total operating expenses incurred in 1980. Labor, as well as fuel costs combined to equal nearly 70% of the total expenses incurred for all systems statewide.

TABLE 10.
INDIANA PUBLIC TRANSPORTATION FINANCE FOR 1980^a

	<u>1980</u>	<u>% of Total</u>
Operating Revenue		
Passenger Revenue	\$16,031,854	35.7
Other Revenue Sources	1,499,513	3.3
Local Operating Assistance	7,887,138	17.6
State Operating Assistance	5,504,504	12.3
Federal Operating Assistance	<u>13,945,874</u>	<u>31.1</u>
Total Operating Revenue	<u>\$44,868,883</u>	100%
Operating Expense		
Labor (Plus Fringe Benefits)	\$27,484,582	58.0
Fuel and Oil	4,979,798	10.5
Casualty and Liability	1,474,200	3.1
Other Operating Expense	<u>13,434,983</u>	<u>28.4</u>
Total Operating Expense	<u>\$47,373,563</u>	100%
Capital Grants Awarded		
Federal	\$24,484,200	80.0
State	266,689 ^b	.9
Local	<u>5,854,361</u>	<u>19.1</u>
Total	<u>\$30,605,250</u>	100%

^a 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.

^b Represents obligated state funds. Non-federal shares that are not offset by a request for state matching funds in 1980 are calculated within the "local" line item.

CHAPTER 2: EXISTING GRANT PROGRAMS

FEDERAL ASSISTANCE FROM THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED

SECTION 3

Section 3 is available on a discretionary basis to fund capital improvements, including the purchase of new equipment, the acquisition of property, and the construction of facilities for public transportation purpose.

Cities with populations greater than 50,000, must have a transportation improvement program (TIP), which is based on a comprehensive urban transportation planning program conducted 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 project. The remaining 20% must come from local funds.

SECTION 5

Section 5 is a formula grants program for urbanized areas with populations greater than 50,000. These funds are divided into the following four tiers:

- Tier I: Formula distribution based on the urbanized area's population and population density. These funds are available for capital projects at 80% federal, 20% local shares of the net project cost. Operating costs are funded at a 50% federal and 50% non federal of the operating deficit.
- Tier II: Funds are available for capital or operating grants based on a population, population density formula. These funds are apportioned as follows:
- a. 85% apportioned to urbanized areas with populations greater than 750,000.
 - b. 15% apportioned to urbanized areas with populations less than 750,000.
- Tier III: 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 IV: Capital funds are apportioned among all the urbanized areas on the same basis of population and population density. These funds are only available 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 urbanized area.

Amounts granted to urban areas with populations of less than 200,000 are apportioned to the governor 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 a 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 1980 was \$22,309,814.

TABLE 11.
SECTION 5 ALLOCATIONS: FY80

	<u>Tier I</u>	<u>Tier II</u>	<u>Tier III</u>	<u>Tier IV</u>	<u>Total</u>
Anderson	\$ 412,644	\$ 38,149		\$ 145,639	\$ 596,432
Evansville	934,761	91,935		329,916	1,356,612
Fort Wayne	1,427,450	139,351		503,806	2,070,607
Indianapolis	4,403,173	1,078,962		1,554,061	7,036,196
Lafayette ¹	569,921	57,113		201,148	828,182
Muncie	606,937	59,978		214,213	881,128
NIRPC ²	2,984,953	727,620	\$1,081,649	1,053,513	5,847,735
Southern Indiana ³	490,469	47,318		173,107	710,894
South Bend	1,594,652	153,815		562,818	2,311,285
Terre Haute	463,141	44,140		163,462	670,743
Total	<u>\$13,888,101</u>	<u>\$2,438,381</u>	<u>\$1,081,649</u>	<u>\$4,901,683</u>	<u>\$22,309,814</u>

¹ Includes Lafayette and West Lafayette.

² Northwest Indiana Regional Planning Commission includes Gary, East Chicago, and Northern Indiana Commuter Transportation District.

³ Includes the Jeffersonville, New Albany portion of the Louisville Urbanized area.

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 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 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 for new transportation facilities. The funding ratio of a planning grant is 80%/20%, federal/local.

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.

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. Section 16(b)2 is administered by the SPSA and can fund up to 80% of the total project cost, matched by a 20% local share. Indiana was allocated \$421,000 in 1980. Applicants must demonstrate coordination of the service with other interested agencies and transit operators. In many cases, applicants are the sole providers of special transportation services to elderly or handicapped persons in the area.

SECTION 18

Section 18 offers 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 are 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.

Section 18 can fund up to 80% of capital, overhead, and administrative costs; and up to 50% of the operating deficit.

In 1980 Indiana was allocated \$2,821,005.

STATE ASSISTANCE

State funds were available from two sources in 1980.

GENERAL FUND APPROPRIATION

The 1979 General Assembly provided \$4,250,000 to be used as matching funds to offset the local share of a federal urban mass transportation grant. The legislation specified that state funds could be used to match up to 50% of the non federal share. The allocation was based on a population formula adopted by the PTAC and approved by the Executive Council.

PUBLIC MASS TRANSPORTATION FUND (PMTF)

Public Law 22 of the Acts of 1980 changed the source and matching ratio for state funds. The law earmarked .95% of the general sales and use taxes be diverted to the PMTF. The matching ratio was changed from 50% to up to 2/3 of the non-federal share of an urban mass transportation grant. The law further appropriated \$8.0 million of the anticipated \$9.6 million.

CHAPTER 3: DETAILED SYSTEM CHARACTERISTICS

CITY OF ANDERSON TRANSPORTATION SYSTEM

530 Baxter Road
Anderson, Indiana 46011
(317) 646-5703

CONTACT: James Haberek, Director of Marketing and Project Administration

GENERAL INFORMATION:

Type of Service Fixed Route
Service Area Two miles beyond corporate limits
Service Area Population 64,421
Residences within ¼ mile of bus route 86%
Special Service Demand-responsive service for handicapped provided by two lift equipped vans.

SERVICE HOURS:

Monday thru Friday 5:30 a.m. — 6:00 p.m.
Saturday 8:30 a.m. — 6:00 p.m.
Sunday No Service
Holiday No Service

PERSONNEL:

Operations	25
Maintenance	14
General Administration	<u>7</u>
Total	<u><u>46</u></u>

FARES:

Base	.30	Handicapped/Elderly	.15
Youth	N/A	Transfer	Free
Other			
Multiple Ride Discounts	25 rides/\$5.00		

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 121,935
Diesel #1
Diesel #2
Fuel Reserve (days): 24

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
4	1978	Grumman	Gas	20	15	
3	1977	Grumman	Gas	20	15	
5	1975	Grumman	Gas	19	15	
5	1974	Grumman	Gas	19	15	

SERVICE STATISTICS:

Revenue Vehicle Miles	455,718
Total Vehicle Miles	470,622
Total Passenger Trips	473,906
Transfers	125,149
Hours of Service	2,213
Peak Hour Fleet	10
Base Fleet	10

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	\$101,040	\$ 97,450	(3)
Other Sources	121,942	-0- ^a	
Local Assistance	189,853	175,000	(8)
State Assistance	189,851	230,000	21
Federal Assistance	353,934	425,000	20
Total	<u>\$956,620</u>	<u>\$927,450</u>	<u>(3)</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$555,410	\$489,451	(12)
Fuel and Oil	54,897	141,214 ^b	157
Casualty and Liability	86,659	65,810	(24)
Other	245,402	244,860	(.2)
Total	<u>\$942,368</u>	<u>\$941,335</u>	<u>(.1)</u>
<u>Capital Grants Awarded</u>			
Federal		\$342,004	
State		-0-	
Local		85,501 ^c	
Total		<u>\$427,505</u>	

^a Elimination of "other" revenues due to CETA funds being dropped.

^b Before 1980, fuel had been subsidized by the city.

^c Non-federal shares that are not offset by a request for state matching funds in 1980 are calculated within the "local" line item.

BLOOMINGTON TRANSIT

Box 100
 Bloomington, Indiana 47401
 (812) 339-2261

CONTACT: Lou Stonecipher, Assistant Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Corporate limits
 Service Area Population 51,867
 Residences within ¼ mile of bus route 75%
 Special Service N/A

SERVICE HOURS:

Monday thru Friday 5:45 a.m. – 7:10 p.m.
 Saturday 7:05 a.m. – 7:10 p.m.
 Sunday No Service
 Holiday No Service

PERSONNEL:

Operations	22
Maintenance	2
General Administration	3¼
Total	<u>27¼</u>

FARES:

Base	.50	Handicapped/Elderly	.25
Youth	.25	Transfer	Free
Other			

Multiple Ride Discounts Monthly – adults/\$15.00, youth/\$8.00; Weekly – adults/\$4.00, youth, H/E/\$2.00

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline
 Diesel #1
 Diesel #2 52,993
 Fuel Reserve (days): 6

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
4	1980	TMC-Citycruiser	Diesel	32	30	
4	1980	Superior	Diesel	21	10	
3	1975	Mercedes-Benz	Diesel	19	10	
7	1973	Mercedes-Benz	Diesel	19	10	

SERVICE STATISTICS:

Revenue Vehicle Miles	437,602
Total Vehicle Miles	450,538
Total Passenger Trips	532,136
Transfers	49,120
Hours of Service	4,118
Peak Hour Fleet	8
Base Fleet	8

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$103,503	\$116,176	12
Other Sources	748	1,589	112 ^a
Local Assistance	68,384	53,977	(21)
State Assistance	68,384	107,953	58
Federal Assistance	193,296	231,899	20
Total	<u>\$434,315</u>	<u>\$511,594</u>	<u>18</u>
Operating Expense			
Labor (and Fringe)	\$258,646	\$278,744	11
Fuel and Oil	39,304	70,788	80
Casualty and Liability	49,738	52,905	6
Other	86,627	109,157	26
Total	<u>\$434,315</u>	<u>\$511,594</u>	<u>18</u>
Capital Grants Awarded			
Federal		\$382,668	
State		19,778	
Local		75,889	
Total		\$478,335	

^a Increase in Charter Services.

CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

North Carroll Avenue
Michigan City, Indiana 46360
(219) 874-4221

CONTACT: A.W. Dudley, President & General Manager*

GENERAL INFORMATION:

Type of Service Commuter Rail
Service Area Lake, Porter, LaPorte, St. Joseph Counties, between South Bend & Chicago, Illinois
Service Area Population 984,882
Residences within ¼ mile of bus route
Special Service

SERVICE HOURS:

Monday thru Friday 4:25 a.m. – 2:15 a.m.
Saturday 5:50 a.m. – 2:15 a.m.
Sunday 5:50 a.m. – 2:15 a.m.
Holiday 5:50 a.m. – 2:15 a.m.

PERSONNEL:

Operations 83
Maintenance 146
General Administration 44
Total 273

FARES: TO CHICAGO

	One-Way	10-Ride	25-Ride	Monthly
Hegewisch (Illinois)	\$ 2.00	\$ 20.00	\$ 45.00	\$ 54.00
Hammond-East Chicago	2.25	22.50	50.65	60.75
Gary	2.75	27.50	61.90	74.25
Ogden Dunes	3.25	32.50	73.15	87.75
Tremont	3.75	37.50	84.40	101.25
Michigan City	4.00	40.00	90.00	108.00
South Bend	5.50	55.00	123.75	148.50

DISCOUNTS:

Children under 5 years ride free when accompanied by an adult. Children between 5 years and 1 year are charged one-half the adult fare. The South Shore has a reduced fare (one-half the regular one-way fare) for handicapped and senior citizens during non-peak hours. These hours are defined as Saturdays, Sundays, holidays and any weekday train arriving at the Chicago (Randolph Street) station after 9:00 a.m. or departing from Chicago (Randolph Street) station before 4:00 p.m. or after 6:00 p.m. (Chicago time).

VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
3	1929	Standard Steel	Electric	80		
6	1929	Standard Steel	Electric	48		
2	1929	Standard Steel	Electric	56		
1	1929	Standard Steel	Electric	64		
6	1927	Pullman	Trailer	80		
8	1927	Pullman	Electric	80		
5	1926	Pullman	Electric	80		
8	1926	Pullman	Electric	56		
4	1926	Pullman	Electric	64		
6	1926	Pullman	Electric	68		

SERVICE STATISTICS:

Revenue Vehicle Miles	2,037,436
Total Vehicle Miles	2,095,096
Total Passenger Trips	2,102,794
Transfers	N/A
Hours of Service	7,665
Peak Hour Fleet	36
Base Fleet	36

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$2,470,261	\$3,252,254	32
Other Sources	51,758	74,919	45
Local Assistance	562,388	1,733,084	208
State Assistance	-0-	-0-	
Federal Assistance	3,277,612	2,500,000	(24)
Total	<u>\$6,362,019</u>	<u>\$7,560,257</u>	<u>19</u>
Operating Expense			
Labor (and Fringe)	\$3,030,214	\$2,728,350	(10)
Fuel and Oil	534,685	745,927	40
Casualty and Liability	351,389	13,209	(96)
Other	3,473,825	5,343,738	54
Total	<u>\$7,390,113</u>	<u>\$8,831,224</u>	<u>20</u>
Capital Grants Awarded			
Federal		\$15,000,000	
State		768,000	
Local		2,232,000	
Total		<u>\$18,000,000</u>	

* May also contact Gerald Hanas, Project Manager, Northern Indiana Commuter Transportation District, 8149 Kennedy Avenue, Highland, Indiana 46322. Phone (219) 923-1060.

¹ Revenue from the Indefinite Site Tax.

EAST CHICAGO BUS TRANSIT SYSTEM

5400 Cline Avenue
East Chicago, Indiana 46312
(219) 392-8516

CONTACT: H.L. Pleasant, Programs Manager

GENERAL INFORMATION:

Type of Service Fixed Route
Service Area Corporate limits
Service Area Population 39,798
Residences within ¼ mile of bus route 75%
Special Service N/A

SERVICE HOURS:

Monday thru Friday 6:00 a.m. — 6:00 p.m.
Saturday 6:00 a.m. — 6:00 p.m.
Sunday No Service
Holiday 6:00 a.m. — 6:00 p.m.

PERSONNEL:

Operations 13
Maintenance 2
General Administration 3
Total 18

FARES: N/A

Base Handicapped/Elderly
Youth Transfer
Other
Multiple Ride Discounts

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 1,000
Diesel #1 24,891
Diesel #2
Fuel Reserve (days): 7

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
6	1980	TMC-Citycruiser	Diesel	35	15	

SERVICE STATISTICS:

Revenue Vehicle Miles	224,016
Total Vehicle Miles	224,016
Total Passenger Trips	275,394
Transfers	Unavailable
Hours of Service	18,720
Peak Hour Fleet	5
Base Fleet	5

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	--0--	--0--	
Other Sources	--0--	--0--	
Local Assistance	\$103,739	\$ 97,621	(6)
State Assistance	103,740	97,621	(6)
Federal Assistance	207,480	195,243	(6)
Total	<u>\$414,959</u>	<u>\$390,485</u>	<u>(6)</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$235,786	\$298,805	27
Fuel and Oil	28,018	40,613	45
Casualty and Liability	43,297	20,582	(53)
Other	107,858	49,561	(54)
Total	<u>\$414,959</u>	<u>\$409,561</u>	<u>(1)</u>
<u>Capital Grants Awarded</u>			
Federal		N/A	
State			
Local			
Total			

COLUMBUS

850 South Gladstone
Columbus, Indiana 47201
(812) 372-9229

CONTACT: D. Bruce Wallace

GENERAL INFORMATION:

Type of Service Demand responsive and fixed route
Service Area Corporate limits
Service Area Population 30,331
Residences within ¼ mile of bus route 80%
Special Service Call-a-bus demand responsive service for elderly and handicapped via lift-equipped bus.

SERVICE HOURS:

Monday thru Friday 6:00 a.m. – 7:00 p.m.
Saturday 7:00 a.m. – 7:00 p.m.
Sunday No Service
Holiday No Service

PERSONNEL:

Operations 13
Maintenance 2
General Administration 2
Total 17

FARES:

Base .25 **Handicapped/Elderly** .75
Youth .25 **Transfer** .10
Other
Multiple Ride Discounts Five rides/\$1.00

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline
Diesel #1 21,620
Diesel #2
Fuel Reserve (days): 43

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
1	1977	Mercedes-Benz	Diesel	13	5	1
5	1977	Mercedes-Benz	Diesel	19	5	

SERVICE STATISTICS:

Revenue Vehicle Miles	235,437
Total Vehicle Miles	240,000
Total Passenger Trips	133,495
Transfers	8,168
Hours of Service	3,640
Peak Hour Fleet	5
Base Fleet	5

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$ 18,602	\$ 33,192	78
Other Sources	4,395	3,200	(27)
Local Assistance	23,005	23,632	3
State Assistance	23,006	47,264	105
Federal Assistance	56,877	86,042	51
Total	<u>\$125,885</u>	<u>\$193,330</u>	<u>54</u>
Operating Expense			
Labor (and Fringe)	\$ 97,309	\$139,727	44
Fuel and Oil	10,438	25,661 ^a	146
Casualty and Liability	6,126	10,602	73
Other	12,012	17,340	44
Total	<u>\$125,885</u>	<u>\$193,330</u>	<u>54</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
Total	

^a Increase partially attributed to major service changes over 1979 levels.

METROPOLITAN EVANSVILLE TRANSIT SYSTEM

813 Pennsylvania Avenue
 Evansville, Indiana 47708
 (812) 423-4856

CONTACT: Walter Burghard, Executive Director

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Corporate limits
 Service Area Population 129,667
 Residences within ¼ mile of bus route Unavailable
 Special Service N/A

SERVICE HOURS:

Monday thru Friday 5:45 a.m. — 6:15 p.m.
 Saturday 5:45 a.m. — 6:15 p.m.
 Sunday No Service
 Holiday No Service

PERSONNEL:

Operations	36
Maintenance	6
General Administration	<u>4</u>
Total	<u>46</u>

FARES:

Base	.35	Handicapped/Elderly	.15
Youth	N/A	Transfer	.05
Other			
Multiple Ride Discounts Student tokens — Four/\$1.00			

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 156,648
 Diesel #1
 Diesel #2
 Fuel Reserve (days): 1

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
5	1977	Grumman	Gas	19	10	
2	1973	Flxette	Gas	19	10	
15	1971	Flxette	Gas	19	10	
2	1968	Flxette	Gas	19	10	

SERVICE STATISTICS:

Revenue Vehicle Miles	859,764
Total Vehicle Miles	847,484
Total Passenger Trips	1,602,772
Transfers	350,883
Hours of Service	59,136
Peak Hour Fleet	16
Base Fleet	16

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	\$348,045	\$ 395,086	13
Other Sources	24,174	5,000	(79)
Local Assistance	145,408	123,705	(15)
State Assistance	118,000	247,410	110
Federal Assistance	246,072	371,117	51
Total	<u>\$881,699</u>	<u>\$1,142,318</u>	<u>30</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$630,009	\$ 720,180	14
Fuel and Oil	92,160	180,000	95
Casualty and Liability	34,262	51,875	51
Other	102,613	151,716	48
Total	<u>\$823,795</u>	<u>\$1,103,771</u>	<u>34</u>
<u>Capital Grants Awarded</u>			
Federal		\$144,000	
State		-0-	
Local		36,000 ^a	
Total		\$180,000	

^a Non-federal shares that are not offset by a request for state matching funds in 1980 are calculated within the "local" line item.

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION

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

CONTACT: Les White, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
Service Area Corporate limits, plus City of New Haven
Service Area Population 171,039
Residences within ¼ mile of bus route 80%
Special Service N/A

SERVICE HOURS:

Monday thru Friday 4:50 a.m. — 10:40 p.m.
Saturday 3:30 a.m. — 7:00 p.m.
Sunday 8:30 a.m. — 6:30 p.m.
Holiday No Service

PERSONNEL:

Operations 108
Maintenance 23
General Administration 22
Total 153

FARES:

Base .50 Handicapped/Elderly .25
Youth .25 Transfer Free
Other
Multiple Ride Discounts Weekly/\$4.50

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline
Diesel #1 539,052
Diesel #2
Fuel Reserve (days): 10

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
16	1976	GMC	Diesel	45	17	
6	1974	GMC	Diesel	45	17	
20	1970	GMC	Diesel	43	17	
20	1969	GMC	Diesel	45	17	
6	1968	GMC	Diesel	43	17	
2	1965	GMC	Diesel	43	17	

SERVICE STATISTICS:

Revenue Vehicle Miles	2,244,465
Total Vehicle Miles	2,322,482
Total Passenger Trips	4,087,851
Transfers	613,547
Hours of Service	395,618
Peak Hour Fleet	63
Base Fleet	38

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$ 967,149	\$1,121,764	16
Other Sources	62,222	172,915	178
Local Assistance ¹	1,066,084	1,085,543	2
State Assistance	267,703	737,657	175
Federal Assistance	1,345,140	1,566,710	16
Total	<u>\$3,708,298</u>	<u>\$4,684,589</u>	<u>26</u>
Operating Expense			
Labor (and Fringe)	\$2,787,270	\$3,440,369	23
Fuel and Oil	380,928	517,687	36
Casualty and Liability	162,818	176,310	8
Other	705,609	573,956	(19)
Total	<u>\$4,036,625</u>	<u>\$4,708,322</u>	<u>17</u>
Capital Grants Awarded			
Federal		\$3,648,516	
State		-0-	
Local		912,129 ^a	
Total		<u>\$4,560,645</u>	

¹ Represents taxes levied by the PTC.

^a Non-federal shares that are not offset by a request for state matching funds in 1980 are calculated within the "local" line item.

GARY PUBLIC TRANSPORTATION CORPORATION

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

CONTACT: Leroy Fisher, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
Service Area Four miles beyond city boundaries
Service Area Population 151,855
Residences within ¼ mile of bus route 98%
Special Service Lift-equipped buses in fixed route service.

SERVICE HOURS:

Monday thru Friday 4:45 a.m. — 1:10 a.m.
Saturday 4:45 a.m. — 1:10 a.m.
Sunday 4:50 a.m. — 1:15 a.m.
Holiday 4:50 a.m. — 1:15 a.m.

PERSONNEL:

Operations	129
Maintenance	41
General Administration	<u>24</u>
Total	<u><u>194</u></u>

FARES:

Base	.50	Handicapped/Elderly	.25
Youth	.35	Transfer	.05/Adults; All Other Free
Other			
Multiple Ride Discounts	Monthly/\$20.00		

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 16,286
 Diesel #1 902,959
 Diesel #2
Fuel Reserve (days): 7

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
17	1980	GMC	Diesel	44	15	17
29	1976	GMC	Diesel	43	15	
15	1976	GMC	Diesel	51	20	

SERVICE STATISTICS:

Revenue Vehicle Miles	2,702,858
Total Vehicle Miles	2,702,858
Total Passenger Trips	6,176,005
Transfers	615,752
Hours of Service	214,759
Peak Hour Fleet	88
Base Fleet	43

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$2,729,266	\$4,046,649	48
Other Sources	864,768	161,106	(81)
Local Assistance	602,798	628,028	4
State Assistance	483,834	501,368	3
Federal Assistance	1,152,354	1,526,002	32
Total	<u>\$5,833,020</u>	<u>\$6,863,153</u>	<u>18</u>
Operating Expense			
Labor (and Fringe)	\$3,577,084	\$4,199,551	17
Fuel and Oil	480,406	763,213	59
Casualty and Liability	262,961	404,490	54
Other	1,517,224	1,860,058	23
Total	<u>\$5,837,675</u>	<u>\$7,227,312</u>	<u>24</u>
Capital Grants Awarded			
Federal		N/A	
State			
Local			
Total			

¹ Represents taxes levied by the PTC.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

P.O. Box 2383
Indianapolis, Indiana 46208
(317) 635-2100

CONTACT: Robert Lorah, General Manager

GENERAL INFORMATION:

Type of Service Demand responsive and fixed route
Service Area Marion County
Service Area Population 698,753
Residences within ¼ mile of bus route
Special Service Open Door Service. Buses equipped with wheelchair lift. Priority service to handicapped riders.

SERVICE HOURS:

Monday thru Friday 4:28 a.m. — 12:47 a.m.
Saturday 4:36 a.m. — 12:46 a.m.
Sunday 5:11 a.m. — 12:12 a.m.
Holiday 5:11 a.m. — 12:12 a.m.

PERSONNEL:

Operations	308
Maintenance	92
General Administration	112
Total	<u>512</u>

FARES:

Base	.50	Handicapped/Elderly	.25
Youth	N/A	Transfer	.05

Other Zone 2 — base is .75, H/E is .50; Zone 3 — base is \$1.00; H/E is .75
Multiple Ride Discounts Monthly/\$18.75 for Zone 1, \$27.50 for Zones 2 and 3

ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	41,999
	Diesel #1	1,161,178
	Diesel #2	523,005

Fuel Reserve (days): 3

VEHICLE INVENTORY:

Active Vehicles	Year	Manufacturer	Engine Type	Capacity		Lift-Equipped
				Seated	Standing	
20	1980	GMC	Diesel	45	22	
2	1979	Chance	Diesel	22	11	2
40	1977	AMG	Diesel	46	23	
2	1976	GMC	Gas	12	6	2
60	1975	AMC	Diesel	47	23	1
2	1973	GMC	Diesel	33	16	
17	1968	GMC	Diesel	53	26	
15	1968	GMC	Diesel	53	26	
15	1967	GMC	Diesel	53	26	
15	1966	GMC	Diesel	53	26	
2	1966	GMC	Diesel	45	22	
15	1965	GMC	Diesel	53	26	
10	1963	GMC	Diesel	51	25	
1	1963	GMC	Diesel	45	22	
15	1962	GMC	Diesel	53	26	
1	1962	GMC	Diesel	45	22	

SERVICE STATISTICS:

Revenue Vehicle Miles	6,256,925
Total Vehicle Miles	6,361,090
Total Passenger Trips	15,022,585
Transfers	2,555,466
Hours of Service	473,328
Peak Hour Fleet	A.M. - 194 P.M. - 158
Base Fleet	70

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$ 5,673,558	\$ 5,410,433	(5)
Other Sources	875,333	848,052	(3)
Local Assistance	2,259,440	1,916,949 ^a	(15)
State Assistance	584,300	2,134,644	365
Federal Assistance	3,011,857	3,935,910	31
Total	<u>\$12,404,488</u>	<u>\$14,245,988</u>	<u>15</u>
Operating Expense			
Labor (and Fringe)	\$ 8,942,092	\$ 9,994,396	12
Fuel and Oil	1,003,950	1,521,908	51
Casualty and Liability	439,574	292,152	(33)
Other	1,688,997	3,290,417	95
Total	<u>\$12,074,613</u>	<u>\$15,098,873</u>	<u>25</u>
Capital Grants Awarded			
Federal		\$3,108,124	
State			
Local		<u>777,031</u>	
Total		<u>\$3,885,155</u>	

^a Includes: Taxes levied of \$1,146,377; and a general fund appropriation from Indianapolis of \$770,572.

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 Fixed Route
Service Area Two miles beyond – Corporate limits
Service Area Population 64,084
Residences within ¼ mile of bus route 85%
Special Service Contract with Tippecanoe County Council on Aging for transporting elderly & handicapped.

SERVICE HOURS:

Monday thru Friday 6:15 a.m. – 10:30 p.m.
Saturday 6:15 a.m. – 10:30 p.m.
Sunday No Service
Holiday No Service

PERSONNEL:

Operations	28
Maintenance	7
General Administration	<u>10</u>
Total	<u>45</u>

FARES:

Base	.35	Handicapped/Elderly	.10
Youth	N/A	Transfer	.10
Other			

Multiple Ride Discounts Monthly/\$14.00, Tokens at .30 each in roll of 20

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 353
 Diesel #1 143,221
 Diesel #2

Fuel Reserve (days): Unavailable

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
5	1978	Flxible	Diesel	39	18	
5	1975	Flxible	Diesel	35	17	
2	1973	Twin Coach	Gas	25	12	
4	1957	GM	Diesel	45	22	
1	1956	GM	Diesel	45	22	

SERVICE STATISTICS:

Revenue Vehicle Miles	579,447
Total Vehicle Miles	587,394
Total Passenger Trips	882,078
Transfers	255,846
Hours of Service	43,568
Peak Hour Fleet	13
Base Fleet	11

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	\$160,554	\$ 226,596	41
Other Sources	40,270	—0—	
Local Assistance ¹	447,175	321,708	(28)
State Assistance	81,067	172,936	113
Federal Assistance	262,287	374,645	43
Total	<u>\$991,353</u>	<u>\$1,095,885</u>	<u>11</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$ 563,102	\$ 697,988	24
Fuel and Oil	88,531	151,040	71
Casualty and Liability	57,812	71,168	23
Other	420,925	210,112	(50)
Total	<u>\$1,130,370</u>	<u>\$1,130,308</u>	<u>0</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
Total	

¹ Represents taxes levied by the PTC.

TRANSPORTE

City of LaPorte
 1206 2nd Street
 LaPorte, Indiana 46350
 (219) 362-6565

CONTACT: Leon Schalicky

GENERAL INFORMATION:

Type of Service Fixed route and demand responsive
 Service Area Corporate limits and one mile fringe
 Service Area Population 21,781
 Residences within ¼ mile of bus route 80%
 Special Service Rotating lift-equipped vehicle within fixed routes

SERVICE HOURS:

	Fixed Route	Demand Responsive
Monday thru Thursday	6:30 a.m. — 6:00 p.m.	6:00 a.m. — 10:00 p.m.
Friday	8:00 a.m. — 6:00 p.m.	8:00 a.m. — 4:00 p.m.
Saturday	6:30 a.m. — 9:00 p.m.	6:00 a.m. — 10:00 p.m.
Holiday	No Service	No Service

PERSONNEL:

	Full-Time	Part-Time
Operations	6	11
Maintenance	2	1
General Administration	2	12
Total	<u>10</u>	<u>24</u>

FARES:

Base	.35	Handicapped/Elderly	Eight/\$1.00
Youth	.35	Transfer	N/A
Other			
Multiple Ride Discounts	Four rides/\$1.00; H/E @ eight rides/\$1.00		

ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	16,842	*
	Diesel #1		
	Diesel #2	6,718	
Fuel Reserve (days):	Unavailable		

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
1	1980	Superior	Gas	22	12	1
1	1976	Mercedes-Benz	Diesel	17	10	
1	1975	Mercedes-Benz	Diesel	17	10	
1	1974	Mercedes-Benz	Diesel	17	10	

SERVICE STATISTICS:

Revenue Vehicle Miles	211,989
Total Vehicle Miles	Unavailable
Total Passenger Trips	118,828
Transfers	N/A
Hours of Service	10,660
Peak Hour Fleet	2 buses, 3 cabs
Base Fleet	2 buses, 1 cab

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	\$ 61,454	\$ 64,219	4
Other Sources	—0—	—0—	0
Local Assistance	20,468	27,276	33
State Assistance	20,468	27,276	33
Federal Assistance	52,570	65,105	24
Total	<u>\$154,960</u>	<u>\$183,876</u>	<u>19</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$113,212	\$134,445	19
Fuel and Oil	18,480	31,187	69
Casualty and Liability	6,000	6,720	12
Other	18,050	11,527	(36)
Total	<u>\$155,742</u>	<u>\$183,879</u>	<u>18</u>
<u>Capital Grants Awarded</u>			
Federal		\$74,800	
State		12,466	
Local		6,234	
Total		<u>\$93,500</u>	

MARION DEPARTMENT OF TRANSPORTATION

City Hall
 202 South Adams Street
 Marion, Indiana 46952
 (317) 662-9931

CONTACT: Orville Fitzjarrold

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Corporate limits
 Service Area Population 35,833
 Residences within ¼ mile of bus route 90%
 Special Service N/A

SERVICE HOURS:

Monday thru Friday 6:20 a.m. – 6:20 p.m.
 Saturday 6:20 a.m. – 6:20 p.m.
 Sunday No Service
 Holiday No Service

PERSONNEL:

Operations	11
Maintenance	2
General Administration	2
Total	<u>15</u>

FARES:

Base	.30	Handicapped/Elderly	.15
Youth	.20	Transfer	Free
Other	Senior Citizen Pass, Read 'n' Ride Pass		

Multiple Ride Discounts

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 12,744
 Diesel #1
 Diesel #2 14,340
 Fuel Reserve (days): 10

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
2	1980	TMC-Citycruiser	Diesel	31	10	1
4	1979	Superior	Diesel	24	10	

SERVICE STATISTICS:

Revenue Vehicle Miles	163,639
Total Vehicle Miles	165,000
Total Passenger Trips	155,517
Transfers	11,338
Hours of Service	14,276
Peak Hour Fleet	4
Base Fleet	4

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$ 24,435	\$ 24,657	.9
Other Sources	1,428	2,354	65
Local Assistance	39,452	46,604	18
State Assistance	32,280	46,604	44
Federal Assistance	85,375	124,601	46
Total	<u>\$185,970</u>	<u>\$244,820</u>	<u>32</u>
Operating Expense			
Labor (and Fringe)	\$132,268	\$168,016	27
Fuel and Oil	22,180	41,944	89
Casualty and Liability	17,293	25,291	46
Other	14,229	9,569	(33)
Total	<u>\$185,971</u>	<u>\$244,820</u>	<u>32</u>

Capital Grants Awarded

Federal	N/A
State	
Local	
Total	

MUNICIPAL COACH SERVICE

401 Wabash Street
 Michigan City, Indiana 46360
 (219) 874-7412

CONTACT: Pete LaRocca, Superintendent

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Corporate limits and the Town of Trail Creek
 Service Area Population 35,000
 Residences within ¼ mile of bus route 80%
 Special Service N/A

SERVICE HOURS:

Monday thru Friday 5:30 a.m. – 6:30 p.m.
 Saturday 7:30 a.m. – 6:30 p.m.
 Sunday No Service
 Holiday No Service

PERSONNEL:

Operations	11
Maintenance	3
General Administration	3
Total	<u>17</u>

FARES:

Base	.50	Handicapped/Elderly	.25
Youth	N/A	Transfer	Free
Other			

Multiple Ride Discounts Monthly – Adult/\$18.00, Youth/\$9.00, H/E /\$9.00

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline
 Diesel #1
 Diesel #2 34,440

Fuel Reserve (days): 7

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
1	1979	Superior	Diesel	25	20	1
5	1979	Superior	Diesel	25	20	

SERVICE STATISTICS:

Revenue Vehicle Miles	Unavailable
Total Vehicle Miles	154,000
Total Passenger Trips	102,440
Transfers	19,344
Hours of Service	3,672
Peak Hour Fleet	4
Base Fleet	4

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	\$ 14,631	\$ 24,055	64
Other Sources	30	-0-	
Local Assistance	32,494	49,361	52
State Assistance	32,495	49,361	52
Federal Assistance	78,509	137,609	75
Total	<u>\$158,159</u>	<u>\$260,386</u>	<u>64</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$139,197	\$174,535	25
Fuel and Oil	20,131	33,715	68
Casualty and Liability	Unavailable	35,651	
Other	19,372	16,485	(15)
Total	<u>\$178,700</u>	<u>\$260,386</u>	<u>46</u>
<u>Capital Grants Awarded</u>			
Federal		N/A	
State			
Local			
Total			

MUNCIE INDIANA TRANSIT SYSTEM

1924 East Memorial Drive
 Muncie, Indiana 47302
 (317) 282-2762

CONTACT: John Morley, Vice President

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Corporate limits
 Service Area Population 74,096
 Residences within ¼ mile of bus route 100%
 Special Service Silver Streak provides 24-48 hour advanced reservation van service.

SERVICE HOURS:

Monday thru Friday 6:00 a.m. — 6:00 p.m.
 Saturday 7:30 a.m. — 6:00 p.m.
 Sunday No Service
 Holiday No Service

PERSONNEL:

Operations	39
Maintenance	12
General Administration	3
Total	<u>54</u>

FARES:

Base	.30	Handicapped/Elderly	.15
Youth	N/A	Transfer	N/A
Other			

Multiple Ride Discounts Monthly/\$10.00, Monthly for H/E /\$5.00; Quarterly/\$25.00, Quarterly for H/E /\$12.50.

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline
 Diesel #1 133,192
 Diesel #2

Fuel Reserve (days): 15

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
8	1972	GMC	Diesel	33	15	
1	1964	GMC	Diesel	45	25	
2	1963	GMC	Diesel	45	25	
1	1962	GMC	Diesel	45	25	
4	1960	GMC	Diesel	45	25	
4	1960	GMC	Diesel	37	25	
5	1959	GMC	Diesel	37	25	
2	1956	GMC	Diesel	37	25	

SERVICE STATISTICS:

Revenue Vehicle Miles	685,783
Total Vehicle Miles	697,195
Total Passenger Trips	771,230
Transfers	224,990
Hours of Service	65,847
Peak Hour Fleet	20
Base Fleet	16

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	\$ 156,883	\$ 171,764	9
Other Sources	138,241	129,835	(6)
Local Assistance	191,231	197,839	3
State Assistance	176,460	283,360	60
Federal Assistance	338,148	425,040	26
Total	<u>\$1,000,963</u>	<u>\$1,207,838</u>	<u>21</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$643,292	\$ 674,487	5
Fuel and Oil	98,722	132,793	34
Casualty and Liability	54,750	56,981	4
Other	171,199	343,578	100
Total	<u>\$967,963</u>	<u>\$1,207,839</u>	<u>25</u>
<u>Capital Grants Awarded</u>			
Federal		\$2,133,560	
State		-0-	
Local		533,390 ^a	
Total		<u>\$2,666,950</u>	

^a Non-federal shares that are not offset by a request for state matching funds in 1980 are calculated within the "local" line item.

CITY OF RICHMOND TRANSPORTATION AUTHORITY

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

CONTACT: Darrell Scheffer, Manager

GENERAL INFORMATION:

Type of Service Fixed Route
Service Area Corporate limits
Service Area Population 41,261
Residences within ¼ mile of bus route 80%
Special Service Lift-equipped buses used in regular route service

SERVICE HOURS:

Monday thru Friday 5:30 a.m. – 6:30 p.m.
Saturday 5:30 a.m. – 6:30 p.m.
Sunday No Service
Holiday No Service

PERSONNEL:

Operations	16
Maintenance	1
General Administration	1
Total	<u>18</u>

FARES:

Base	.50	Handicapped/Elderly	N/A
Youth	N/A	Transfer	Free
Other			
Multiple Ride Discounts	N/A		

ENERGY CONSUMPTION:

Fuel Used (gallons):	Gasoline	52,817
	Diesel #1	
	Diesel #2	
Fuel Reserve (days):	30	

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
13	1978	Wayne	Gas	17	10	3

SERVICE STATISTICS:

Revenue Vehicle Miles	377,696
Total Vehicle Miles	377,696
Total Passenger Trips	300,800
Transfers	78,228
Hours of Service	3,900 ^e
Peak Hour Fleet	8
Base Fleet	7

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	\$145,736	\$152,371	5
Other Sources	5,902	4,920	(17)
Local Assistance	25,499	25,032	(2)
State Assistance	25,499	50,063	96
Federal Assistance	67,980	99,510	46
Total	<u>\$270,616</u>	<u>\$331,896</u>	<u>23</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$217,147	\$235,732	9
Fuel and Oil	30,040	55,649	85
Casualty and Liability	13,116	21,922	67
Other	10,313	18,593	80
Total	<u>\$270,616</u>	<u>\$331,896</u>	<u>23</u>
<u>Capital Grants Awarded</u>			
Federal		N/A	
State			
Local			
Total			

^e estimate

SOUTH BEND PUBLIC TRANSPORTATION CORPORATION

901 East Northside Boulevard
 South Bend, Indiana 46624
 (219) 232-9901

CONTACT: Joe ZaVisca, General Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Corporate limits plus City of Mishawaka
 Service Area Population
 Residences within ¼ mile of bus route 70%
 Special Service Contract with local non-profit agency for elderly & handicapped service.

SERVICE HOURS:

Monday thru Friday 4:50 a.m. — 10:10 p.m.
 Saturday 5:20 a.m. — 7:00 p.m.
 Sunday No Service
 Holiday No Service

PERSONNEL:

Operations	89
Maintenance	21
General Administration	18
Total	<u>128</u>

FARES:

Base	.30	Handicapped/Elderly	.15
Youth	.15/.20	Transfer	Free
Other			
Multiple Ride Discounts	N/A		

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 1,988
 Diesel #1 458,260
 Diesel #2
 Fuel Reserve (days): 30

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
25	1974	AMG	Diesel	45	23	
32	1971	GMC	Diesel	45	23	

SERVICE STATISTICS:

Revenue Vehicle Miles	1,642,610
Total Vehicle Miles	1,711,488
Total Passenger Trips	3,463,537
Transfers	940,670
Hours of Service	122,380
Peak Hour Fleet	40
Base Fleet	27

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$ 820,812	\$ 741,931	(9)
Other Sources	45,036	85,487	90
Local Assistance ¹	1,207,267	1,272,500	5
State Assistance	345,433	556,034	61
Federal Assistance	1,352,430	1,551,183	15
Total	<u><u>\$3,770,978</u></u>	<u><u>\$4,207,135</u></u>	<u><u>11</u></u>
Operating Expense			
Labor (and Fringe)	\$2,448,639	\$2,643,135	8
Fuel and Oil	304,369	427,816	40
Casualty and Liability	154,245	117,943	(23)
Other	650,624	954,389	47
Total	<u><u>\$3,557,875</u></u>	<u><u>\$4,143,283</u></u>	<u><u>16</u></u>
Capital Grants Awarded			
Federal		N/A	
State			
Local			
Total			

¹ Includes taxes levied of \$883,174; and payment from City of Mishawaka and Notre Dame.

TERRE HAUTE TRANSPORTATION UTILITY

25 Chestnut Street
 Terre Haute, Indiana 47808
 (812) 235-0109

CONTACT: James Rosa, Manager

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Corporate limit plus one mile
 Service Area Population 61,020
 Residences within ¼ mile of bus route 95%
 Special Service N/A

SERVICE HOURS:

Monday thru Friday 5:15 a.m. – 6:45 p.m.
 Saturday 9:15 a.m. – 6:45 p.m.
 Sunday No Service
 Holiday No Service

PERSONNEL:

Operations	28
Maintenance	6
General Administration	4
Total	<u>38</u>

FARES:

Base	.30	Handicapped/Elderly	.15
Youth	Free	Transfer	N/A
Other			
Multiple Ride Discounts	12 rides/\$3.00	Monthly/\$14.00	

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline
 Diesel #1 87,300
 Diesel #2
 Fuel Reserve (days): 8

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
6	1978	Bluebird	Diesel	31	14	
10	1974	Twin Coach	Diesel	31	14	
6	1966	GMC	Diesel	35	15	

SERVICE STATISTICS:

Revenue Vehicle Miles	623,484
Total Vehicle Miles	639,075
Total Passenger Trips	72,041
Transfers	N/A
Hours of Service	55,412
Peak Hour Fleet	15
Base Fleet	13

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980</u>	<u>% Change</u>
Operating Revenue			
Passenger	\$150,578	\$150,606	0
Other Sources	5,083	6,237	23
Local Assistance	106,106	105,676	0
State Assistance	106,105	211,350	99
Federal Assistance	212,211	317,025	49
Total	<u>\$580,083</u>	<u>\$790,894</u>	<u>36</u>
Operating Expense			
Labor (and Fringe)	\$480,650	\$457,727	(5)
Fuel and Oil	58,682	91,033	55
Casualty and Liability	37,543	48,844	30
Other	161,734	221,237	37
Total	<u>\$738,609</u>	<u>\$818,841</u>	<u>11</u>
Capital Grants Awarded			
Federal		N/A	
State			
Local			
Total			

WASHINGTON TRANSIT SYSTEM

2200 Memorial Avenue
 Washington, Indiana 47501
 (812) 254-4564

CONTACT: Cletus Fleck, Street Commissioner

GENERAL INFORMATION:

Type of Service Fixed Route
 Service Area Corporate limits
 Service Area Population 11,300
 Residences within ¼ mile of bus route 80%
 Special Service N/A

SERVICE HOURS:

Monday thru Friday 7:00 a.m. – 5:00 p.m.
 Saturday No Service
 Sunday No Service
 Holiday No Service

PERSONNEL:

Operations 2 part-time
 Maintenance 1 part-time
 General Administration 1 part-time
 Total 4

FARES:

Base .35 Handicapped/Elderly See Other
 Youth .35 Transfer N/A
 Other Senior Citizen \$.05 with coupon
 Multiple Ride Discounts

ENERGY CONSUMPTION:

Fuel Used (gallons): Gasoline 5,704
 Diesel #1
 Diesel #2
 Fuel Reserve (days): Unavailable

VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>		<u>Lift-Equipped</u>
				<u>Seated</u>	<u>Standing</u>	
2	1974	Flxette	Gas	18	9	

SERVICE STATISTICS:

Revenue Vehicle Miles	Unavailable
Total Vehicle Miles	25,480
Total Passenger Trips	18,971
Transfers	N/A
Hours of Service	1,960
Peak Hour Fleet	1
Base Fleet	1

FINANCIAL INFORMATION:

	<u>1979</u>	<u>1980^a</u>	<u>% Change</u>
<u>Operating Revenue</u>			
Passenger	\$ 1,481	\$ 2,651	79
Other Sources	1,259	3,899	210
Local Assistance	12,205	3,603	(71)
State Assistance	-0-	3,603	
Federal Assistance	1,818 ^b	13,233	628
Total	<u>\$16,763</u>	<u>\$26,989</u>	<u>61</u>
<u>Operating Expense</u>			
Labor (and Fringe)	\$ 6,476	\$ 8,944	38
Fuel and Oil	6,038	7,610	26
Casualty and Liability	2,862	1,745	(39)
Other	127	8,690	670
Total	<u>\$15,503</u>	<u>\$26,989</u>	<u>74</u>
<u>Capital Grants Awarded</u>			
Federal		\$58,960	
State		9,826	
Local		4,914	
Total		<u>\$73,700</u>	

^a First year under Section 18

^b Federal assistance from Title III B and Title VII

GLOSSARY

The following are definitions used within the Annual Report:

PERSONNEL

General administrative: 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.

Maintenance: Executive, professional and supervisory employees engaged in transit system maintenance. People include maintenance managers, port engineers, superintendents, supervisors and non-working 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.

Operations: 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.

SERVICE CHARACTERISTICS

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.

Total passenger trips: The total annual number of passenger trips on all regular and special routes (excluding transfers).

Total vehicle miles: The total distance traveled by revenue vehicles, including both revenue miles and deadhead miles.

OPERATING REVENUE

Other revenue sources: Includes sources of revenue that were not identified in the above categories, such as taxes, earned interest, advertising, etc.

Local operating assistance: Funds obtained from local government units to assist in paying the cost of operating transit service. This includes PTC levied taxes and federal revenue sharing funds. This does not include city subsidized special fare programs; these are included in the general category of other revenue sources.

State operating assistance: Funds obtained from the State of Indiana to assist in paying the cost of transit service.

Federal operating assistance: Funds obtained from the federal government to assist in paying the cost of operating transit service.

OPERATING EXPENSES

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.

Fuel and oil expense: Costs of gasoline, diesel fuel, propane, lubricating oil, transmission fluids, grease, etc., for use in vehicles.

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.

Other operating expenses: This includes all other direct and indirect expenses for operating and maintaining the transit system; such as utilities, taxes, etc.

