1997 ANNUAL REPORT INDIANA PUBLIC TRANSIT

STATE OF INDIANA

Frank O'Bannon, Governor Curtis A. Wiley, Commissioner, Indiana Department of Transportation

September 1998

Indiana Department of Transportation Public Transit Section 100 North Senate, Room N901 Indianapolis, Indiana 46204 (317) 232-1480

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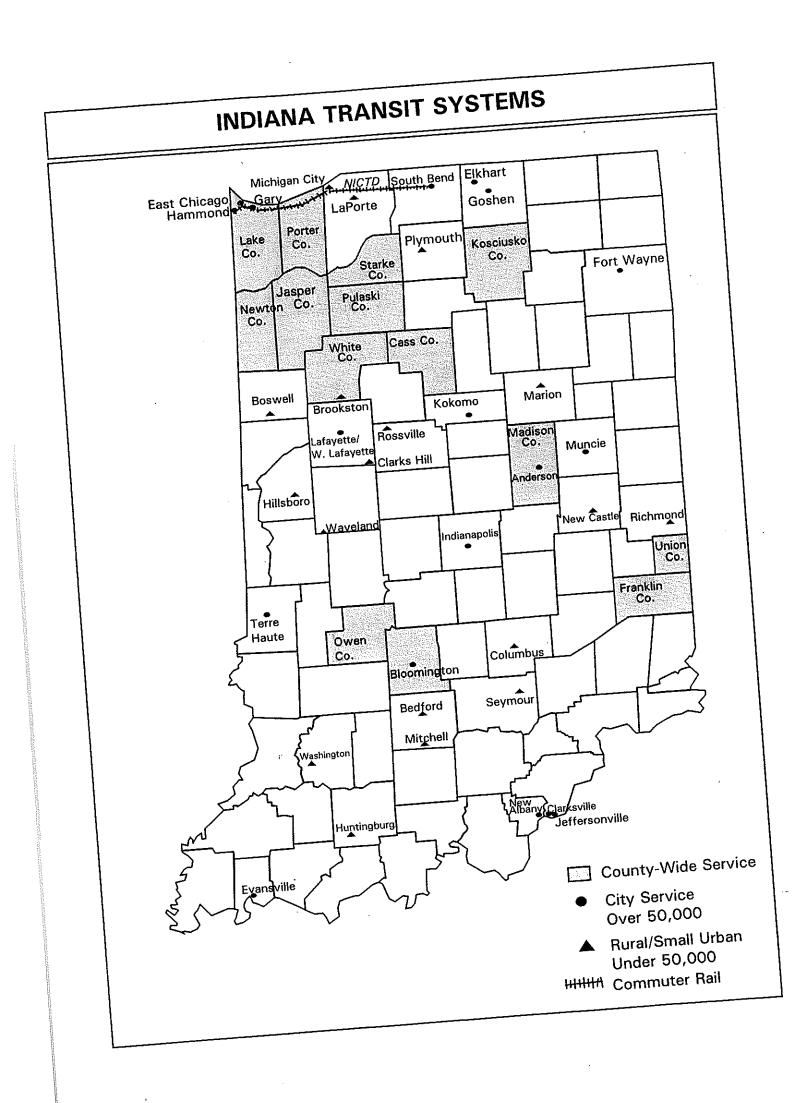




Table of Contents

	Map of Indiana Transit Systems
	1 1
	Executive Summary
	Executive Summary
	Executive Summary9 Introduction9 Funding Trends
	Introduction Trends
	Funding Treatment of the Principle of the Princip
	17
	Statewide Statistics 17 Table 1 - Areas Served by Public Transportation
Section 1:	Statewide Statistics18Table 1 - Areas Served by Public Transportation19Table 2 - Ridership Distribution by System20Table 2 - Total Vehicle Miles by System20
	Table 1 - Areas Served by Public Transported Table 2 - Ridership Distribution by System. 19 Table 3 - Total Vehicle Miles by System. 20 Table 3 - Total Vehicle Miles by System. 21
	Table 2 - Ridership Distribution by System
	Table 3 - Total Vehicle Miles by System
	Table 4 - Transit Participance Measures by System
	Table 7 - Politiman - Line Hynen(IIII)
	Table 4 – Transit Fares by System
	Table 5 - Performance Measures by System Table 5 - Performance Measures by System Table 6 - Transit System Operating Expenditures by Category/System 23 Table 7 - Transit System Operating Revenues by Category/System 24 Table 7 - Transit System Capital Grants
	Table 6 - Transit System Operating Expenses by Category/System
	Transit System Characteristics 26 Anderson, City of Anderson Transit System 28 Anderson, City of Stone City 30
Section 2:	Transit System Charles on Transit System
Beer	Anderson, City of Authority of Stone City
	n afford I fallsh Author Cornotalluli
	THE AMBITUTION A WALL OF THE PARTY OF THE PA
	Δ_{-00} (Δm_1). Δm_2
	Calumania i augusti.
	That Chicken I done
	Till-hart Ficall City 1110 Transil Dyslom
	Triongville New P
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	17 - koma Pusk VV
	Transition (UI)
	T ATOMATIC I LILUMON
	Tabate Hausi of the UC
	LCEOC, LCEOC Transaction for Rural Areas of Madison County
	LaPorte, TransPorte
	Marion, Marion Transportation System
	TATOMACA, N

	,
	Michigan City Municipal Coach Service. Mitchell Transit System
	Mitchell Transit System
	Monroe County, Rural Transit
	Muncie Indian 7
	New Castle Community Stein
	Northern Indian Transit
	Plymouth D. L 11auSDOMAtion Diagram 80
	Richmond P. Rider. 82
	Plymouth, Rock City Rider. 82 Richmond, Roseview Transit System. 84 Seymour Transit. 86 South Bend Public Transportation Communication Communication Services Service
	Seymour Transit South Bend Public Transportation Corporation Southern Indiana, Transit Authorite 84 85 86 87 88
	South Bend Public Transportation Corporation 88 Southern Indiana, Transit Authority of River City 90 Terre Haute Transit Utility 90
	Southern Indiana, Transit Authority of D.
	Southern Indiana, Transit Authority of River City. Trade Winds Rehabilitation Company Southern Indiana, Transit Authority of River City. 90 92
	Terre Haute Transit Utility
	Trade Winds Rehabilitation Center. 94 Union County Transit Service 96 Washington Transit System 98 Waveland Volunteer Transported 99
	Washington Transit System 96
	Waveland Volunteer Transport
	Washington Transit Service. 96 Waveland Volunteer Transportation Program 100
Santina	
Section 3:	Fleet Inventories (as of 12/21/27)
	(as of 12/31/97)
6	Fleet Inventories (as of 12/31/97)
Section 4:	INDOT Federal D.
	Section 5310 Grant Awards for 1997 (Table 9)
	Section 5310 Grant Awards for 1997 (Table 9)
	Section 5311 Grant Awards for 1997 (Table 9)
	Section 5311
	Sections 5303/5022 Awards for 1997 (Table 10)
	Section 5202 4 11 124
	Sections 5303/5313
	Section 5303 Allocations for Urbanized Areas (Table 11)
Section 5:	State/E 1
	State/Federal Grant Assistance Programs State Programs
	State Programs
	State Programs
	Federal Programs
Section 6:	
	Glossary
	Glossary

Executive Summary

Ridership

Indiana's 39 transit systems provided nearly 28.6 million passenger-trips (Table 2) during 1997, an increase of 3.5% from 1996 ridership. This increase includes the addition of a new public transit system in Cass County (Cass Area Transit).

Twenty-five of Indiana's thirty-nine transit systems (65%), including Cass Area Transit, reported carrying more passengers than in the previous year, with the largest percentage gains coming from Transpo (South Bend Public Transportation Corporation) with 19.76%, East Chicago Public Transit With 38.94%, Trade Winds Rehabilitation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transpo in South Bend Public Transit Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transportation Center with 35.39%, and With 17.31%. Looking at real numbers, Transportation Center with 35.39%, and With 17.31%. L

Service Supplied

Transit passenger vehicles traveled 27.9 million miles in 1997 (Table 3), approximately 850,000 miles more than in 1996. Goshen, Elkhart, and East Chicago posted the greatest increases with 55.8%, 49.1%, and 43.98% respectively. Overall, 22 systems reported a decrease of service miles in 1997, with Plymouth reporting the largest decrease at 39.38%.

In 1975, the Indiana General Assembly passed legislation which created the state's transit assistance program. That year 2,150,811 people, or 41.4% of the state's population, had public transportation available to them. In the twenty-one years since the General Assembly passed this legislation, the number of areas served by public transportation has increased. In 1997, an estimated 3,027,439 people or 55% of the state's population currently have access to public transit services (Table 1).

Revenues/ Expenses

Total fare revenue collection increased to \$27.9 million (Table 6) from \$26.7 million in 1996. The statewide farebox recovery percentage, which illustrates the extent to which total operating expenses are covered by fare paying passengers, also remained stable at 29%.

Gross operating revenues and expenses, increased to over \$95.6 million (Tables 6 and 7) in 1997 from \$92.7 million in 1996 (.03%).

The average cost per total vehicle mile (Table 5) dropped to \$2.84 in 1997, compared to \$3.01 in 1996; and the 1997 cost per passenger trip was \$2.95 compared to \$2.99 in 1996.



INTRODUCTION

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

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

This 1997 Annual Report prepared by the Public Transit Section summarizes key operating and financial characteristics of Indiana's 39 publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons.

This twenty-second edition of the Annual Report provides an overview of Indiana's public transit services between January 1 and December 31, 1997. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of 1997 federal and state transportation assistance programs and awards, as well as a glossary of terms as used in this report.

INDOT obtained this information from locally prepared quarterly and annual reports. In some cases, INDOT modified financial data in order to make it consistent with our report format. In all cases, we have attempted to validate the data.

The thirty-nine transit systems in Indiana are divided among four Peer Groups that reflect system size and type of service. These Peer Groups are Large Fixed Route, Small Fixed Route, Urban Demand Response, and Rural Demand Response. These groups were defined during the Public Mass Transit Fund Allocation Study completed in 1997.

Economy

Public transportation performs a key role in the financial well being of Indiana. Nearly 80,000 trips are provided each day to Indiana residents who utilize public transit services for work, medical, shopping, or personal business travel. In many instances, public transit furnishes a vital link between jobs and the labor market. In fact, for many low income or transportation-disadvantaged citizens, public transit is the only access to employment opportunities.

The availability of public transportation services also promotes more efficient and livable patterns of land-use development and increases local tax bases. The presence of transit services can affect residents' choices of neighborhoods, the number of cars they purchase, and the value of their homes. An Indiana Transportation Association study, "Economic Benefits of Transit in Indiana," estimates that a dollar invested in public transit results in a \$1.38 increase in business revenues.

Employment

Transit systems directly employ 1,853 full and part-time employees statewide. In addition, there are a number of industries within the state that provide vehicles, materials, and supplies to Indiana's thirty-nine transit operators.

Energy and Environment

The primary reason for America's mounting oil consumption and inefficient energy use is our traditional habit of driving alone for nearly all of our travel needs, including commuting to work. The continuation of current trends in personal travel and energy consumption poses a serious threat to our mobility, the economy, and to national stability. Public transit is a key conservation strategy that can reduce our fuel consumption and promote our nation's energy independence. A 10% nationwide increase in transit usage would result in a savings of 135 million gallons of fuel per year.

The health and economic threats of unclean air are a growing concern for the state of Indiana as well. Our dependence on single-occupant vehicles for everyday travel needs is a primary cause of the poor air quality that can affect virtually everyone in the state. Moving more passengers per vehicle mile via public transit and other shared-ride services represents a central strategy in cleaning and maintaining our air quality. In addition, the new clean air technologies and alternative fuel options that are utilized in manufacturing transit vehicles will serve to further contribute to our clean air goals by reducing the emissions of public transit services themselves.

The American Public Transit Association estimates fuel efficiency of transit compared to the average commuter auto as follows: i

- 1 bus with 7 passengers equals 1 auto
- 1 full bus equals 6 autos
- 1 full rail car equals 15 autos

In addition, transit vehicles are more energy efficient than automobiles when passenger miles are considered. The U.S. Department of Energy estimates the following energy consumption's rates by mode:

- Commuter rail 3,102 BTU/Passenger Mile
- Transit bus 3,711 BTU/Passenger Mile
- Automobile 4,063 BTU/Passenger Mile

It has also been shown that based on national average vehicle occupancy rates, public transit contributes less pollution to the atmosphere.

Pollution By Mode of Travel¹ (measured in grams per passenger mile)

Mode Electric Rail Transit Bus Vanpool Carpool Automobile	Hydro carbons 0.01 0.20 0.36 0.70 2.09	Carbon Monoxide 0.02 3.05 2.42 5.02 15.06	Nitrogen Oxides 0.47 1.54 0.38 0.69 2.06
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Mobility

Many elderly, low-income, and residents with disabilities are isolated with limited access to jobs, social services, medical, recreation, and social interaction. The quality of life for these citizens is significantly improved by the availability of public transportation services. Mobility is essential to achieve greater personal independence and economic well being. Without question, public transportation is a lifeline for many. Public transportation services provide people with a transportation alternative, as well as an economical means of travel.

Consistent with the guidelines set forth by the Americans With Disabilities Act (ADA), all Indiana transit systems must be accessible to individuals with disabilities. All new vehicles purchased for fixed-route public transportation service must be lift-equipped, and all fixed-route operators must provide complimentary paratransit services for patrons that are unable to utilize fixed-routes. Demand-response systems must offer equivalent service. All thirty-nine of Indiana's public transportation providers are working within the ADA parameters to be fully compliant with the requirements.

State Developments PMTF Study

In July of 1995, INDOT initiated a study to look at the Public Mass Transportation Fund (PMTF) formula allocation. This study was completed during 1996. The key objective for this study was to "create a rational and equitable mechanism for the distribution of State operating assistance to urban and rural transit providers throughout the State of Indiana." This objective was accomplished through an extensive process that involved the affected transit systems. The final recommendation of this study provides a funding mechanism that rewards the transit systems that are best serving their customers and providing cost-effective service to their communities.

This formula revision also provides incentives and a phase-in period for all systems to adjust and/or improve performance. This new formula took effect in calendar year 1998.

The new formula features:

- No major change in allocating funding to NICTD. 12.34% of funding set aside for NICTD with a performance requirement; remaining funding allocated to groups of systems, identified as peer groups.
- Groups that reflect system size and type of service: large fixed route, small fixed route, urban demand response and rural demand response.
- Performance measures that are auditable or readily verifiable, with peer comparison.
- Three-year averaging of data to promote stability.
- Extended phase-in over a six year period starting in 1998, and elimination of a "base" allocation.
- PMTF administrative cap at 50 percent of operating expenses.
- Funding for all federally funded public transit systems.
- Funding is allocated to each group based on the group percentage of total operating expenses.

Funding is allocated within each group based on performance, as follows:

- 1/3 Passengers per Operating Expense (measured as passengers carried divided by operating expense, weighted by passengers);
- 1/3 Miles per Operating Expense (measured as total vehicle miles operated divided by operating expense, weighted by total vehicle miles);
- 1/3 LDI per Operating Expense (measured as locally derived income (LDI) divided by operating expense, weighted by LDI).

New Groups

As part of the INDOT Funding Study, public transit systems were placed into more similar peer groups. These groups are designated as large fixed route, small fixed route, urban demand response, and rural demand response. The key determinants of comparability, as developed through the recent PMTF Funding study, were total vehicle miles, if service operates in an urbanized or non-urbanized area, and the system's proportion of fixed route compared to demand response service. These new peer groups are used throughout the 1998 Annual Report.

Large fixed route systems (Group One) are defined as systems operating an average of over one million total vehicle miles per year, with more than 50 percent of total vehicle miles operated in fixed route service.

Small fixed route systems (Group Two) operate less than one million total vehicle miles per year, with more than 50 percent of total vehicle miles operated in fixed route service.

Urban demand response systems (Group Three) operate in urbanized areas with greater than 50,000 population, with 50 percent or more of their total vehicle miles in demand response or deviated fixed route service.

Rural demand response systems (Group Four) includes services in urban areas with less than 50,000 population as well as rural county-wide services, with 50 percent or more of their total vehicle miles in demand response or deviated fixed route service.

	0000	V Peer Groups Urban Demand	Rural Demano	Response
Evansville Fort Wayne Gary Indianapolis Lafayette Muncie South Bend	Anderson Bloomington Columbus East Chicago Hammond Marion Michigan City Richmond Southern Indiana	Response Elkhart Goshen Kokomo LCEOC Trade Winds	Bedford Cass County Franklin Co. Huntingburg KIRPC Kosciusko Co. LaPorte Madison County	Mitchell Monroe County New Castle Plymouth Seymour Union County Washington Waveland
(NICTD)*	Terre Haute	inherently different fro	om bus and demand resp is not included with the	oonse services in Group One systems.

Because commuter rail operations are inherently different from bus and demand response services in terms of ridership, cost and revenue characteristics, NICTD is not included with the Group One systems.

Statewide Public Transit Needs Assessment

In 1996, INDOT initiated a Statewide Public Transportation Needs Assessment to identify and quantify the unmet public transportation need in Indiana. The study is expected to be complete in 1998, with a report recommending ways in which the unmet needs and existing service deficiencies in the state can be addressed and improved.

The primary activity completed during 1997 included site visits to the public transit agencies by INDOT staff and the consultant. Annual Report will contain a summary of the completed study.

Staffing Changes

The INDOT Public Transit Section continued to experience staffing changes in 1997. Terri McClung, formerly with INDOT Accounting and Control, is the new Section 5311 Program Manager. Stephanie Belch is the new Transit Planner. Here's the latest roster of the Public Transit Section:

Larry Buckel Phyllis A'Beel Stephanie Belch Brian Jones Terri McClung Vickie Rayburn Dan Lake	Section Manager Secretary Transit Planner Section 5310 Program Manager Section 5311 Program Manager Section 5311 Project Manager Section 5311 Project Manager	317/232-5292 317/232-1480 317/232-1482 317/232-1493 317/232-1498 317/232-5078 317/232-1483
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Federal Developments

Operating Assistance Funding

Statewide federal operating assistance increased by 11% during 1997. This increase can be attributed primarily to the use of Congestion Management Air Quality (CMAQ) funds in non-attainment areas such as Northwest Indiana and, and urban systems claiming preventative maintenance as a capital expense (at 80% federal share), but reporting it as an operating expense (as consistent with the National Transit Database Reporting System, formerly Section 15).

New Start Applicants

The Section 5311 Rural Transportation Program, administered by INDOT, has experienced the highest degree of new applicant interest since the program's inception in 1978. The Public Transit Section has received five applications for new start funding for 1999. The Section 5311 (f) Intercity Program has also garnered new interest. In 1998, INDOT funded service between Sellersburg, Indiana, and Louisville, Kentucky. Service is provided by the Transit Authority of River City (Louisville). There has also been an increase in the initiation of feasibility studies for intercity service.

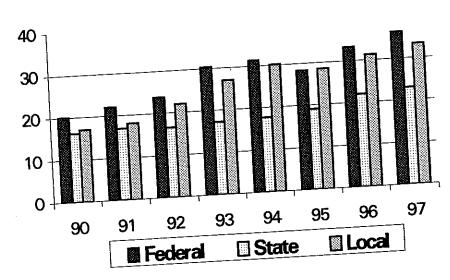
ⁱ American Public Transit Association, 1998 Transit Fact Book

Funding Trends

State & Local Funding

Transit (like most municipal services) must rely on property tax revenue as the primary (and usually sole) local revenue source. Under current property tax controls, levies are permitted to grow 5% per year. Because of this and the lack of other local funding options, service levels have remained constant statewide. This is evident in the Total Vehicle Miles traveled, which has remained relatively constant for the past several years.

Governmental Financial Assistance (in Millions)



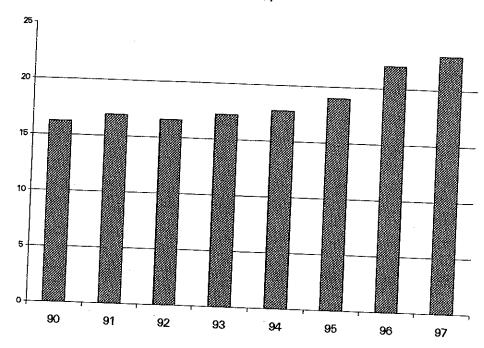
With the decline of federal transit funds, state and local funding has covered this shortfall. This trend is shown in the above graph. For eight consecutive years local funding has exceeded state funding. Although total federal funding exceeded local funding in 1997, it is important to note that this is due to an unusually high federal investment in capital for the year.

In comparing federal and local funding for operating assistance, local accounted for 31% (\$29,837,231) of overall operating expenses, while federal only accounted for 16% (\$15,2331,413). This is significant given that transit competes for scarce local dollars with other essential municipal services. It is likely that transit levels will remain static because of restrictions on increases in local funding. In addition, service changes will be even more closely tied to the financial conditions at the local government level.

Biennial Budget and Appropriation Process

Indiana's state government functions under a biennial (two year) budget. Preparations for the two-year budget begins in the spring and summer before the long legislative session (budget session) which begins in January of every odd year (e.g. 1995, 1997) and ends in April. The statewide Public Mass Transportation Fund is appropriated at this time. Except for budget emergencies that may be addressed in the short session, all appropriation decisions are made during the long session.

State PMTF Allocations (Millions)

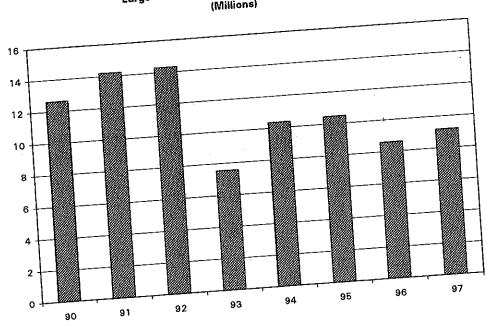


The chart above reflects the growth of the Indiana Public Mass Transportation Fund (PMTF) appropriations over the last eight years. Overall, the PMTF grew from \$16 million in 1990 to \$23 million in 1997.

Federal Section 5307 (Section 9) Block Grants - Large Urbanized Areas

The chart below reflects the federal operating and capital funding apportioned for urbanized areas over 200,000 population. These urban areas receive their funding share based on a federal formula of population,

density and certain service or performance factors. Total apportionment's for the eight year period are over \$87 million. Overall funding in 1990 was \$12.6 million, which decreased to around \$9 million in 1997.



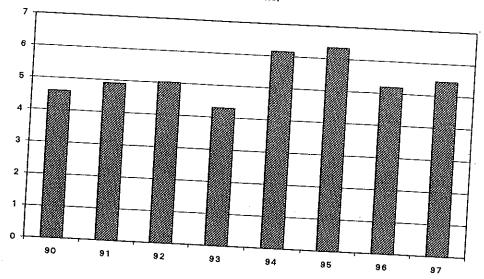
Large Urban Area Federal Apportionments (Millions)

Federal Section 5307 (Section 9) Block Grants - Small Urbanized Areas

The Section 5307 program provides funding to small urbanized areas (over 50,000 and less than 200,000 population) for capital and operating expenses. These funds are distributed by a federal formula that includes population and population density.

The total funds available over the most recent eight year period, as well as the mix of operating and capital funds, are presented in the graph on the following page. Overall, the total funds available increased slightly over last year. During 1997, just over \$5 million were allocated to these small urban areas.

Small Urban Areas Federal Apportionment (In Millions)

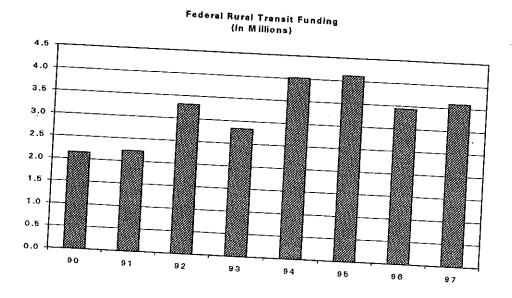


Section 5311 (Section 18) Financial Assistance for Other Than Urbanized

Areas

Section 5311 funds are appropriated by Congress as a percentage of the total federal Section 5307 formula assistance authorized. Indiana receives about 3% from the national appropriation.

In 1997, Indiana grantees were awarded over \$3.5 million in Section 5311 funding. This reflects a slight increase of 4.6% compared to 1996 funding award levels. The following chart illustrates Section 5311 funding trends during the past eight years.

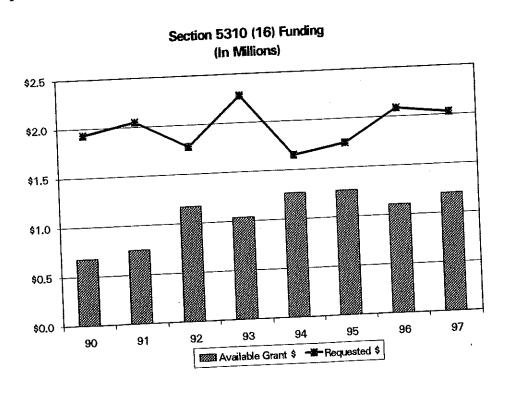


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Section 5310
(Section 16)
Grants and Loans for
Special Needs of
Elderly individuals and
Individuals With
Disabilities

The Section 5310 program provides capital assistance to private, non-profit social service, and public agencies, for the purchase of vans, modified vans and school buses to transport elderly persons and persons with disabilities. Indiana receives roughly \$1.1 million per year in federal assistance. The distribution is based on Indiana's share of the national elderly and disabled population.

Approximately 95% of all funds from the Section 5310 Program are used to replace vehicles, leaving little money to fund expanded services. The following chart highlights stagnate funding levels in this program over the past eight years.





SECTION ONE

STATEWIDE STATISTICS





	PUBLIC TRANSPORTATION: 1997	SERVICE AREA POP	ULATION
STEM	SYSTEM NAME	OLKWIO 2	
		Evansville Metropolitan Area	126,272
OUP 1 - Large F	Xen Route Metropolitan Evansville Transit System	Evansville Metropolitan Area	186,280
ansville	Metropolitan Cvanoviii	Fort Wayne Metropolitan Area	116,646
rt Wayne	Fort Wayne PTC Gary Public Transportation Corporation	Gary City Limits	914,761
ry	Gary Public Transportation Corporation Indianapolis Public Transportation	Indianapolis Metropolitan Area	108,500
lianapolis	Indianapolis Public Transport	Indianapolis Metropolis Lafayette, West Lafayette Metro Area, Purdue	71,035
fayette	Greater Lafayette PTC	Muncie City Limits	148,590
uncie	Muncie Indiana Transit System South Bend Public Transportation Corporation	South Bend & Mishawaka Metropolitan Area	1,672,084
outh Bend			•
JBTOTAL: GRO	IP1		#A #40
ROUP 2 - Small	ixed Route	Anderson City Limits	59,549
		NAO	60,633
nderson	City of Anderson Transportation Corporation Bloomington Public Transportation Corporation	Columbus City Limits	31,802
loomington	Columbus Transit	East Chicago City Limits	33,892
olumbus	East Chicago Public Transit	Hammond, Whiting & adjacent areas	84,236
ast Chicago	and Transit System	Marion City Limits	32,618
lammond	Office Marion Transportation Department	Marion City Limits & Trail Creek	33,822
/arion	Michigan City Municipal Coach Service	t older Limite	38,705
Aichigan City	Rose View Transit System	New Albany, Clarksville & Jeffersonville City Limits	77,996
Richmond	Divor City	New Albany, Glarks vine a Terre Haute City Limits & West Terre Haute	
Southern Indiana	Transit Utility for the City of Terre Haute	Terre Haute City Linits & 1755	513,231
Terre Haute			
SUBTOTAL: GR	OUP 2		43,627
oposina Ilrha	n Demand Response	City of Elkhart	23,797
	Heart City Rider	City of Goshen & contiguous area	
Eikhart	Goshen Transit	City of Kokoma	66,981
Goshen	First City Rider	Lake and Porter Counties	51,422
Kokomo	LCFOC Transactions	Lake, Porter and LaPorte Countles	.51,422
LCEOC	- Lawetton Contar	Earcy O.C.	237,249
	Trade Winds Renabilitation Center		,
Trade Winds	Trade Winds Rehabilitation Center OUP 3		
SUBTOTAL: GR	OUP 3		
SUBTOTAL: GR	OUP 3	Bedford City Limits	13,817
SUBTOTAL: GR	OUP 3 Il Demand Response Transil: Authority of Stone City	Cass County, City of Logansport	13,817 38,413
SUBTOTAL: GR GROUP 4 - Rur Bedford	OUP 3 I) Demand Response Transit Authority of Stone City	Cass County, City of Logansport Franklin County	13,817 38,413 19,580
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County	OUP 3 I Demand Response Transit Authority of Stone City Cass Area Transit	Cass County, City of Logansport Franklin County	13,817 38,413 19,580 5,25
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count	OUP 3 I Demand Response Transit Authority of Stone Gity Cass Area Transit Franklin County Public Transportation	Cass County, City of Logansport Franklin Gounty Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties	13,817 38,413 19,586 5,25
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg	OUP 3 If Demand Response Transit Authority of Stone City Cass Area Transit Franklin County Public Transportation City of Huntingburg Transit System Arrowhead Country Public Transportation	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties	13,817 38,41: 19,58(5,25: 97,16 65,29
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC	OUP 3 Il Demand Response Transit Authority of Stone City Cass Area Transit Franklin County Public Transportation City of Huntingburg Transit System Arrowhead Country Public Transportation Kosciusko Area Bus Service	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City, limits & one-quarter mile fringe	13,817 38,413 19,580 5,253 97,160 65,29 21,50
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Co	OUP 3 If Demand Response Transit Authority of Stone City Cass Area Transit Franklin County Public Transportation City of Huntingburg Transit System Arrowhead Country Public Transportation Kosciusko Area Bus Service	Cass County, City of Logansport Franklin Gounty Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe	13,817 38,413 19,586 5,253 97,16 65,29 21,50 56,63
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte	OUP 3 I Demand Response Transit Authority of Stone Gity Cass Area Transit Franklin County Public Transportation City of Huntingburg Transit System Arrowhead Country Public Transportation inty Kosciusko Area Bus Service TransPorte Transportation for the Rural Areas of Madis	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe son Madison County except Anderson	13,817 38,413 19,586 5,253 97,166 65,29 21,50 56,63
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour	OUP 3 If Demand Response Transit Authority of Stone City Cass Area Transit Franklin County Public Transportation City of Huntingburg Transit System Arrowhead Country Public Transportation inty Kosciusko Area Bus Service TransPorte	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe son Madison County except Anderson	13,817 38,413 19,586 5,25; 97,16 65,29 21,50 56,63 4,66
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour	OUP 3 I Demand Response Transit Authority of Stone Gity Cass Area Transit Franklin County Public Transportation City of Huntingburg Transit System Arrowhead Country Public Transportation inty Kosciusko Area Bus Service TransPorte Transportation for the Rural Areas of Madis Mitchell Transit System	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles	13,817 38,413 19,580 5,25; 97,16 65,29 21,50 56,63 4,66 54,81
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Coun	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits	13,817 38,41: 19,58(5,25: 97,16 65,29 21,50 56,63 4,66 54,81
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Count New Castle	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe son Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth	13,817 38,413 19,584 5,255 97,16 65,29 21,50 56,63 4,66 54,81 17,74 8,31
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Count New Castle Plymouth	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth	13,817 38,413 19,580 5,252 97,160 65,29 21,50 56,63 4,66 54,81 17,74 8,30 15,5
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Cor LaPorte Madison Cour Mitchell Monroe Count New Castle Plymouth Seymour	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth City of Seymour Washington City Limits	13,817 38,413 19,580 5,253 97,160 65,29 21,50 56,63 4,66 54,81 17,75 8,30 15,5 10,8
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Coun New Castle Plymouth Seymour Washington	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth City of Seymour Washington City Limits Union County with trips to Richmond & Conners	13,817 38,413 19,580 5,255 97,160 65,29 21,50 56,63 4,66 54,81 17,7,8 8,30 15,5 10,8 ville 6,9
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Coun New Castle Plymouth Seymour Washington Union County	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth City of Seymour Washington City Limits Union County with trips to Richmond & Conners	13,817 38,413 19,580 5,253 97,160 65,29 21,50 56,63 4,66 54,81 17,75 8,30 15,5 10,8
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Coun New Castle Plymouth Seymour Washington Union County	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth City of Plymouth City of Seymour Washington City Limits Union County with trips to Richmond & Conners Brookston, Clarks Hill, Hillsboro, Boswell, Rossville & Waveland	13,817 38,413 19,580 5,255 97,160 65,29 21,50 56,63 4,66 54,81 17,7,8 8,30 15,5 10,8 ville 6,9
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Coun New Castle Plymouth Seymour Washington Union County	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth City of Plymouth City of Seymour Washington City Limits Union County with trips to Richmond & Conners Brookston, Clarks Hill, Hillsboro, Boswell, Rossville & Waveland	13,817 38,413 19,580 5,253 97,16 65,29 21,50 56,63 4,66 54,81 17,73 8,30 15,5 10,8 ville 6,9 4,6
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Coun New Castle Plymouth Seymour Washington Union County	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth City of Seymour Washington City Limits Union County with trips to Richmond & Conners	13,817 38,413 19,580 5,253 97,16 65,29 21,50 56,63 4,66 54,81 17,73 8,30 15,5 10,8 ville 6,9 4,6
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Coun New Castle Plymouth Seymour Washington Union County Waveland SUBTOTAL: NICTD	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth City of Plymouth City of Seymour Washington City Limits Union County with trips to Richmond & Conners Brookston, Clarks Hill, Hillsboro, Boswell, Rossville & Waveland	13,817 38,413 19,580 5,255 97,166 65,29 21,50 56,63 4,66 54,81 17,77 8,30 15,55 10,8 ville 6,9 441,2
SUBTOTAL: GR GROUP 4 - Rur Bedford Cass County Franklin Count Huntingburg KIRPC Kosciusko Col LaPorte Madison Cour Mitchell Monroe Count New Castle Plymouth Seymour Washington Union County Waveland SUBTOTAL: NICTD	OUP 3 Il Demand Response	Cass County, City of Logansport Franklin County Huntingburg City Limits Jasper, Newton, Pulaski, Starke & White Counties Kosciusko County LaPorte City limits & one-quarter mile fringe Madison County except Anderson Mitchell City Limits Monroe, Owen & Southern Putnam Countles New Castle City Limits City of Plymouth City of Plymouth City of Seymour Washington City Limits Union County with trips to Richmond & Conners Brookston, Clarks Hill, Hillsboro, Boswell, Rossville & Waveland	13,817 38,413 19,580 5,253 97,16 65,29 21,50 56,63 4,66 54,81 17,73 8,30 15,5 10,8 ville 6,9 4,6 441,2

^{*} Estimated

TABLE 2 RIDERSHIP DISTRIBUTION BY SYSTEM: 1997

SYSTEM	RIDERSHIP 1996	RIDERSHIP 1997	0/ 0114114	1997 RIDERSHIP	1997 % OF STA
GROUP 1 - Large Fix	red Route	1007	% CHANGE	PER POP	RIDERSHI
Evansville	1,333,289	4 55 5 5 5 5			
Fort Wayne	1,344,469	1,290,807	-3.29%	10.56	A P.4
Gary	2,150,097	1,374,960	2.22%	7.22	4.519
Indianapolis	10,003,241	2,349,338	8.48%	18.43	4.809
Lafayette	1,935,174	10,169,976	1.64%	10.94	8.219
Muncie		1,728,389	-11.96%	17.84	35,549
South Bend	1,149,723	1,229,475	6.49%	16.19	6.049
SUBTOTAL: GROUP	2,104,373 1 20,020,366	2,622,695	19.76%		4.30%
	,-=0,000	20,765,640	3.59%	14.16 13.09	9.16%
GROUP 2 - Small Fixe	ed Route			13.03	72.56%
Anderson	256,492				
Bloomington	986,734	261,642	1.97%	4.31	0.040
Columbus	154,676	937,905	-5.21%	16.27	0.91%
East Chicago	125,572	159,100	2.78%	4.86	3.28%
Hammond		205,657	38.94%	3.71	0.56%
Marion	378,740	389,959	2.88%	3.71 4.50	0.72%
Michigan City	145,409	141,893	-2.48%		1.36%
Richmond	182,952	190,099	3.76%	4.46	0.50%
Southern Indiana	317,484	340,807	6.84%	5.41	0.66%
Terre Haute	176,615	181,489	2.69%	8.20	1.19%
SUBTOTAL: GROUP 2	271,798	267,138	-1.74%	2.26	0.63%
	-,000,412	3,075,689	2.58%	4.53	0.93%
GROUP 3 - Urban Dem	and Response		_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	4.62	10.75%
Elkhart	162,585				
Goshen	· · · · · · · · · · · · · · · · · · ·	168,480	3.50%	3.73	.
Kokomo	24,505	25,840	5.17%		0.59%
LCEOC	103,328	95,348	-8.37%	1.03	0.09%
Trade Winds	249,537	277,300	10.01%	1.54	0.33%
SUBTOTAL: GROUP 3	118,694	183,713	35.39%	0.41	0.97%
	658,649	750,681	12.26%	0.20	0.64%
GROUP 4 - Rural Demar	id Response			2.81	2.62%
sealorg	45,787				
Cass County	29,927	55,373	17.31%	3.31	
ranklin County		29,927	0.00%	0.78	0.19%
luntingburg	34,981	36,213	3.40%	1.79	0.10%
(IRPC	8,410	7,306	-15.11%		0.13%
osciusko County	139,975	149,794	6.56%	1.60	0.03%
aPorte	86,301	85,564	-0.86%	1.44	0.52%
ladison County	70,833	69,796	-1.49%	1.32	0.30%
litchell	16,863	17,712	4.79%	3.29	0.24%
onroe County	18,528	16,595	-11.65%	0.30	0.06%
ew Castle	85,771	86,847	1.24%	3.97	0.06%
ymouth	28,084	29,283		1.56	0.30%
	4,143	3,351	4.09%	1.58	0.10%
eymour	6,757	5,112	-23.63%	0.50	0.01%
nion County	21,793	24,321	-32.18%	0.43	0.02%
ashington	11,651		10.39%	3.12	0.08%
aveland	15,709	10,796	-7.92%	1.08	0.04%
JBTOTAL: GROUP 4	625,513	14,001	-12.20%	3.36	0.05%
ROUPS 1 - 4	24,301,000	641,991	2.57%	0.38	
CTD	3,315,759	25,234,001	3.70%	8.81	2.24%
TAL ALL GROUPS	27,616,759	3,384,439	2.03%	20.27	88.17% 11.83%
	-1.010.73M	110 C40 446		~v.4/	11 X3%
		28,618,440	3.50%	9.45	100%

Operating Characteristics

TABLE 3 TOTAL VEHICLE MILES (TVM) BY SYSTEM: 1997

TAL VEHICLE MILES (TVM) BY SYSTEM.	TVM 1996	TVM 1997	% CHANGE
STEM			
ROUP 1 - Large Fixed Route	1,236,303	1,224,518	-0.96%
/ansville	1,161,258	1,170,872	0.82%
ort Wayne	1,433,962	1,610,700	10.97%
ary	8,448,160	9,539,496	11.44%
dianapolis	1,185,115	1,153,356	-2.75%
afayette	1,023,603	1,062,081	3.62%
uncie	1,834,800	1,832,468	-0.13%
outh Bend UBTOTAL: GROUP 1	16,323,201	16,368,973	0.28%
ROUP 2 - Small Fixed Route		405,257	9.06%
nderson	368,524	760,233	3.64%
loomington	732,543	234,812	-2.20%
olumbus	239,977	173,873	43.98%
ast Chicago	97,412	461,420	-0.81%
lammond	465,168 454,147	145,873	-5.65%
Marion	154,117	247,321	-2.14%
Ոichigan City	252,624 366,680	360,060	-1.84%
Richmond	184,505	189,598	2.69%
Southern Indiana	390,970	359,740	-8.68%
Ferre Haute	3,252,520	3,338,187	2.57%
SUBTOTAL: GROUP 2 GROUP 3 - Urban Demand Response		627,618	49,19%
	318,884	627,610 110,739	55.80%
Elkhart	48,944	307,620	-34.72%
Goshen	414,423	1,025,000	25.39%
Kokomo	_ 764,775	1,023,000	19.14%
LCEOC Trade Winds	810,869	3,073,723	23.29%
SUBTOTAL: GROUP 3	2,357,895	3,010,120	
GROUP 4 - Rural Demand Response	63,969	68,489	6.60%
Bedford	136,700	149,822	8.76%
Cass County	186,034	202,905	8.31%
Franklin County	12,085	10,646	-13.52%
Huntingburg	639,098	632,986	-0.97% -7.00%
KIRPC	202,765	188,984	-7.29% -2.40%
Kosciusko County	204,361	204,844	0.24% -17.65%
LaPorte	299,790	254,815	-0.04%
Madison County	19,626	19,618	-0.047/ -3.45%
Mitchell	314,924	304,435	-3.49 <i>7</i> -6:13%
Monroe County	38,494	36,272	-39.38%
New Castle	14,797	10,616	anna an
Plymouth	28,349	25,016	A 440
Seymou r	90,181	82,452	
Union County	30,566	29,878	
Washington	44,732	37,459	0.000
Waveland	2,326,471	2,259,237	and the second s
SUBTOTAL: GROUP 4	24,260,087	25,040,120	
GROUPS ONE THROUGH FOUR	2,831,852	2,897,467	
NICTD		27,937,587	

TABLE 4 TRANSIT FARES BY SYSTEM: 1997

SYSTEM	ADULT	YOUTH	ELDERLY & DISABLED	TRANSFER CHARGE	MULTI-RID DISCOUNT
GROUP 1 - Large Fixe	ed Route			3.7.1.02	DISCOUN
Evansville	0.75	0.50	0.35		
Fort Wayne	1.00	0.75	0.50	<u>0</u> .10	Yes
Gary	1.25	\$1.00	\$0.60	Free	Yes
Indianapolis (a)	1.00/0,75	N/A	0.35	0.15 & 0.10	Yes
Lafayette	0.75	0.35	\$0.25	0.25	Yes
Muncie	0.50	N/A		Free	Yes
South Bend	0.75	0.75	0.25 0.35	Free	Yes
GROUP 2 - Small Fixe	d Route			Free	Yes
Anderson	0.50	0.50	_		
Bloomington	0.75	0.50	0.25	Free	Yes
Columbus	0.25	\$0.35	\$0.35	Free	Yes
East Chicago	Free	0.25	0.25	N/A	No
Hammond	1.25	Free	Free	Free	No
Marion	0.50	\$1.00	\$0.60	Free	Yes
Michigan City	0.50	0.25	0.50	Free	Yes
Richmond	0.75	0.25	0.25	Free	Yes
Southern Indiana (a)		0.50	0.50	Free	Yes
Terre Haute	\$1.00/\$.75	0.50 with ID	0.50 with ID	Free	Yes
	0.75	0.75	0.35	N/A	Yes
GROUP 3 - Urban Dema	and Response				
EIKNAR	2.60	2.60	4.00		
Goshen	2.60	2.60	1.30	N/A	No
Kokomo	2.13 (Avg.)	2.00 2.13 (Avg.)	\$1.30	N/A	No
LCEOC	N/A	2.13 (Avg.) N/A	1.06 (Avg.)	N/A	No
Trade Winds	N/A	N/A	N/A	N/A	No
CDOUD 4 -		14//	(b)	N/A	No
GROUP 4 - Rural Demar Bedford					
Cass County [c]	0.75	0.75	0.50	Free	
Franklin County (C)	\$1.00/\$2.00	\$1.00/\$2.00	\$1.00/\$2.00	N/A	Yes
Franklin County [c]	0.75/2.00	N/A	Donation		No
Huntingburg (IRPC	0.50	0.50	0.50	N/A N/A	No
	0.75	0.75	0.75		No
Kosciusko County .aPorte	\$2.00	N/A	\$1.00	N/A Eros	Yes
	2.25	\$1.00	\$1.50	Free	Yes
Madison County	3.00	3.00	3.00	N/A	Yes
litchell	0.75	\$0.75	\$0.50	N/A	No
Ionroe County	0.75	0.50	ψυ.30 0.75	N/A	No
lew Castle	1.00	N/A	\$0.50	Free	Yes
lymouth	3.00	3.00	1.50	Free	Yes
eymour	2.50	0.75	1.50	N/A	No
nion County (d)	Zone fare	Zone fare	Zone fare	N/A	No
/ashington	0.75	0.50		Zone fare	Zone fare
/aveland (e)	N/A	N/A	0.75 N/A	N/A	No
ICTD (d)	Zone fare	Zone fare	Zone fare	N/A	No
) Additional fare for rush	hour service) Fares charge by		Zone fare
) Based on ability to pay		(0	u cates charge by	7000	

TABLE 5 PERFORMANCE MEASURES BY SYSTEM: 1997

ERFORMANCE MEASURES BY SYS	EXPENSE/	EXPENSE/ TVM	SUBSIDY/ TRIP	FARE RECOVERY	LDI/ EXPENSE
YSTEM	TRIP	1011			0,55
BROUP 1 - Large Fixed Route	2.51	2,65	1.94	0,20	0.60
vansville		4.78	3,13	0.12	0.40
ort Wayne	4.07	4.34	2.29	0.22	0.67
iary	2.98	2.81	1.88	0.27	0.54
ndianapolis	2.64	2.85	1,33	0.22	0.58
afayette	1.90	3.43	2.66	80.0	0.54
Muncie	2.96	2.99	1,56	0,21	0.59
South Bend	2.09	3.13	1.97	0.22	0.55
AVERAGE: GROUP 1	2.65	0,10			
GROUP 2 - Small Fixed Route			5.20	0.07	0.50
	5.67	3.66	1.87	0.20	0.55
Anderson	2.36	2.91	3.87	0.06	0.28
Bloomington	4,13	2.80	4.01	0.00	0.38
Columbus	4.01	4.74	3,34	0,19	0.42
East Chicago	4.20	3.55	3.47	0.06	0.26
Hammond	3.72	3.62	3.47	0.11	0.28
Marion	3,56	2.74	1.66	0.23	0.31
Michigan City	2.23	2.12	5.31	0.09	0,62
Southern Indiana	5.81	5.56		0.12	0.33_
Richmond	4.13	3.07	3.60 3.07	0.13	0.43
Terre Haute	3.56	~ ~ ~ ~ ~	3,07	• • • • • • • • • • • • • • • • • • • •	
AVERAGE: GROUP 2					0.47
GROUP 3 - Urban Demand Respo	nse	1,32	2.65	0.46	0.43
			99920000000000000000000000000000000000	0.42	
Elkhart	5.36			0.22	0,59
Goshen	6.09			0.18	0.58
Kokomo	5.9			0.12	~ ~ ~ ~ ~
LCEOC	6.20			~ ~ ~ ~	0.53
Trade Winds AVERAGE: GROUP 3	5.8	0 1.42	•		
	nco			0.06	0.35
GROUP 4 - Rural Demand Respo	5.7	0 4.6	1 5.36		Section 19 10 10 10 10 10 10 10 10 10 10 10 10 10
Bedford	5.7	2022 Market Section 1 1 1 1 2 1 2 1	6 4.84		これに いんけんかん かんりんかり はんじょう 美事 人
Cass County	6.0				
Franklin County	7.0		0 6.6		
Huntingburg	6.3		1 4.8		A STANDARD CONTRACTOR
KIRPC	7.	Contract Assessed	2 6.1		a a como a como como como de la circle de la como de la
Kosciusko County		81 2.3	2 5.3		2.20
LaPorte		GGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGG	99 11.1		
Madison County		49 3.1	3.8 3.8		
Mitchell		.11 1.4	46 4.6		
Monroe County		.37 6.	76 7.1		AND STREET STREET, ST
New Castle			54 3.		
Plymouth		,U !	10 13.	Section Contraction and Contraction Contra	
Seymour		 In the property of the property o	51 4.	64 0. [.]	
Washington			.06 5.	21 0.	^ 2
Union County			.31 4.		0,
Westernd			.85 5	.40	19
TOTACE GROUP 4		J.V	84 2		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
AVERAGE GROUPS 1 through	T		.28 2	.48 0	.60 0.2
NICTD* * NICTD excluded from averages due		U.EU			

^{*} NICTD excluded from averages due to unique service type

TABLE 6 TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY: 1997

Control Cont	23,188 52,65 52,65 52,65 33,45 33,45 7,72 2,41 7,22 2,74 7,72 5,69 3,00 6,00 1,00 1,00 1,10 1,10 1,10 1,10 1	\$FRVICES % \$158,959 3% \$158,959 3% \$158,959 3% \$1,659,802 6% \$317,272 9% \$394,046 77% \$53,432,860 6% \$50,432,860 6% \$50,432,86	8 4 5 8 5 5	1 2000	احقه	j		
The control of the	\$2,531,884 78% \$4,452,655 80% \$4,375,775 63% \$7,217,536 27% \$7,217,536 27% \$2,533,470 77% \$2,533,470 77% \$2,533,477 70% \$4,221,402 77% \$7,872,417 51% \$1,177,229 53% \$523,242 80% \$523,242 80% \$523,247 65% \$102,508 6% \$364,769 69% \$364,769 69% \$583,253 77% \$583,253 77% \$577,777 84% \$577,177 84% \$577,177 84% \$577,177 84% \$577,177 84%	\$73.434 2% \$158,959 3% \$693,450 10% \$1,659,802 6% \$317,272 9% \$317,272 9% \$31,435 6% \$45,318 9% \$45,318 9% \$45,318 9% \$45,318 9% \$45,318 9% \$45,318 9% \$45,318 9% \$39,455 6% \$31,006 33% \$2,615 0% \$2,615 0%	4-8-5-3		- 1	- 1		
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55% \$8,434 2% \$15,339 \$% \$177,120 70% \$25,752 10% 82% \$1,403 1% \$15,339 2% \$57,739 8% \$0 \$41,727 2% 35% \$1,403 1% \$13,835 5% \$57,700 2% \$57,739 8% \$0 0% \$41,777 2% 35% \$1,403 1% \$10,00 8% \$0 0% \$41,777 2% \$49,417 11% 64% \$11,307 1% \$0 0% \$10,053 62% \$49,417 11% \$40,417 11% \$40,917 \$1,00 \$40,917 \$1,00 \$10,00	0,47					2	- 80	0 1 1 000 000 000 000 000 000 000 000 0
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50% \$15,330 12% \$715 % \$14,688 12% \$44,078 57% \$3,235 4% 63% \$2,101 2% \$16,478 11% \$14,688 12% \$0 0% \$2,075 2% 65% \$10,149 12% \$1,975 2% \$1,992 6% \$0 0% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 2% \$2,075 \$2 \$2,075 \$2 \$2,075 \$2 \$2,075 \$2 \$2 \$2,075 \$2	% * 9	88		- 23		7		\$245,141
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\$19,490,199 20% 52,240,25		1	3%	3%	,ŝ,	%0	3%	224 000 000
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ATING REVENUES BY CATEGORY: 1997	
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SYSTEM FARES GROUP 1 - Large Fixed Route \$638,705 Evansville \$660,966 Gary \$1,512,015 Indianapolis \$7,232,407 Lafayette \$7,232,407 Muncie \$7,232,407 South Bend \$7,232,407 South Bend \$1,157,869 SUBTOTAL \$12,214,823 GROUP 2 - Small Fixed Route \$432,878 Anderson \$432,878 Bloomington \$432,878 East Chicago \$307,616 Marion \$732,496 Marion \$1778,393 Southern Indiana \$1778,393 Southern Indiana \$137,746 Terre Haute \$137,746 Subrotal \$137,746	20% 22% 22% 22% 22% 22% 8% 8% 8% 6% 23% 19% 6% 11% 23% 11% 23% 11% 13%	686,105 701,445 701,445 461,181 495,783 364,462 ,076,689 ,539,916 338,636 369,537 287,500 200,577 521,488 246,073 301,594 464,355 306,404	% 21% 13% 35% 7% 15% 10% 20%	\$123,731 \$1,408,404	22%	\$1,096,130	34%			
1 - Large Fixed Route file file file file file file file fil	20% 12% 22% 27% 27% 21% 22% 6% 6% 6% 6% 6% 11% 23% 23% 23% 23% 12%		1% 3% 5% 7% 15% 10%	\$723,731 \$1,408,404	22%	\$1,096,130	34%	(1) · · · · · · · · · · · · · · · · · · ·		The state of the s
Ayrile fayre fayre fayre fayre factor for the fayre file factor far far fayred for the far fayre	20% 12% 27% 22% 22% 8% 8% 21% 20% 6% 6% 19% 11% 23% 23% 3%		1.% 5.% 7.% 10% 20%	\$1,408,404				\$99,122	2	\$3,243,793
Aayne sapolis street sette street sette se	FUND UN "" I	461,181 461,181 495,783 364,462 364,462 976,689 369,537 287,500 200,577 521,488 246,073 301,594 464,355 464,355	5% 5% 5% 10%	Total Control of the	25%	\$2,197,705	39%	\$622,646	11%	\$3,331,100 •6.000,700
apolis \$ ette le	WOW WE WAS A STATE OF THE STATE	24,551 34,54,251 34,45,23 34,45,23 30,76,689 35,53,916 369,537 287,500 200,577 521,488 246,073 301,594 47,933 464,355 3,060,404	5% 15% 10%	£1 698.892	24%	\$1,219,739	17%	598,873		626 820 945
ette le fe l	NO NO NO TOTAL	495,783 364,689 676,689 539,916 338,536 369,537 287,500 200,577 521,488 246,073 301,594 47,933 464,355 3,060,404	5% 10% 10%	\$7 132,662	27%	\$10,273,102	38%	\$428,523	0/.7	62 285 24 4
₩ □	N NN N	364,62 368,689 338,636 369,537 287,500 200,577 521,488 246,073 301,594 282,711 47,933 464,355 3,060,404	.0% .0%	\$1,028,407	31%	\$768,196	23%	007,2074) } }	¢3 642 844
9	NK WO WILL	338,636 338,636 369,537 287,500 200,577 521,488 246,073 301,594 46,355 3,060,404	.0% 00%	\$1.154.744	32%	\$1,745,857	48%	000,000		CE 470 244
** E	NN NN TO TO THE TOTAL THE TOTAL TO THE TOTAL THE TOTAL TO THE TOTAL TH	, 1, 0, 50.5 , 539, 916 338, 636 369, 537 287, 500 200, 577 521, 488 246, 073 301, 594 282, 711 47, 933 464, 355 3,060, 404		£1.437.757		\$1,564,436	29%	\$233 433		CSS 045 006
	N	338,636 369,537 287,500 200,577 521,488 246,073 301,594 282,711 47,933 464,355 3,060,404	14%	\$14,584,597	26%	\$18,865,165	34%	\$1,840,505)))
		338,636 287,500 200,577 521,488 521,488 301,594 282,711 47,933 464,355 3,060,404	•				,		000000000000000000000000000000000000000	000
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go ify ndiana -	· · · · · · · · · · · · · · · · · · ·	369,537 287,500 200,577 521,488 246,073 301,594 47,933 464,355	23%	070074 0700	, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20	\$777.578	35%	\$20,676		\$2,217,52
y Mana	6% 0% 19% 6% 11% 12% 13%	287,500 200,577 521,488 246,073 301,594 47,933 464,355 3,060,404	17%	\$610,000	-700/ -700/	K443 132	22%	0\$		\$656,688
go Xity ndiana	0% 19% 6% 11% 23% 12% 12%	200,577 521,488 246,073 301,594 282,711 47,933 464,355 3,060,404	44%	4104,014	,00¢	£311 911	38%	\$		\$824,399
\$	19% 6% 11% 23% 12% 13%	521,488 246,073 301,594 282,711 47,933 464,355 3,060,404	24%	118,LLS	20/0	F2EQ 727	7066	\$25.566		\$1,637,315
	6% 11% 23% 9% 12% 13%	246,073 301,594 282,711 47,933 464,355 3,060,404	32%	\$422,918	0. 07	1001 0074	20%	\$3.256	1%	\$527,898
	11% 23% 12% 13%	301,594 282,711 47,933 464,355 3,060,404	47%	\$139,284	<b>Z</b> 6%	CO / DO I G	470Z	20		\$677,108
<b>∵</b> ′′ ‱ ′′ ′ ′ ′ ′ ′ ′ ′ ′ ′ ′ ′ ′ ′ ′ ′ ′	23% 29% 12% 13%	282,711 47,933 464,355 3,060,404	45%	\$187,756	28%	5115,055	9 20	C47 727	2%	\$761,541
	23% 9% 12% 13%	47,933 464,355 3,060,404	37%	\$238,595	31%	\$44,115	%0			\$1,053,660
ndiana le	12% 13%	464,355 3,060,404	705	\$354,045	34%	\$561,269	\$ 3	2 4		\$4 103 473
- Pús	12%		7).CV	\$269.262	24%	\$228,970	21%	140,040	١	¢40 936 209
	13% 13%	*,000,40	7086	\$3,107,635	28%	\$3,282,085	30%	700,400		
			0/07		:					
							3	64	%U .	\$831,511
GROUP 3 - Urban Demand Response	Jour -	A6% 219 125	76%	\$220,975	27%	016	2 o 7	S		\$138,401
Elkhart + 204,933	202	40.395	29%	\$39,048	28%	145,14			- 13	\$580,604
Goshen	2000000	739 637	41%	0\$	**o	C)E'017¢	8	Ş	*°	\$1,649,965
Kokomo \$129,992		224.266	14%	\$464,371	28%	\$660,990	ŝ	C30 74	- 8	\$1,150,190
LCEOC \$300,338	18% 18%	754 207	34%	\$257,618	22%	\$404,595	35%	31,030	780	\$4,350,671
Trade Winds \$134,(33	730/	\$4.075,017	25%	\$982,012	23%	\$1,284,385		9		•
SUBTOTAL \$1,007,607	9/ 67									
Paris A Paris Demand Response				200 x04	7000	\$92.828	79%	\$0		\$315,570
KOOF 4 - Ruiai Dellialla : 000 4 - 853	100	6% 112,315	36%	36%		¢75 928	8	\$0		\$173,346
	900	68,783	40%	09	200	\$47.483		0\$		\$218,299
Cass county	22%	72,396	33%	2 6	5 6	\$24.344		\$0		\$51,116
22.428	2%		48%	***************************************	24.6%	\$160,549	47%	\$5,552		597'/G5\$
S Sand	23%	365,931	% %	100'CD74	246	\$117,102		\$13,891		\$608,773
	11%	263,023	43%	\$145,921	2470	027 993		\$20,531		\$475,178
Ko County		181,789	38%	770,7273	256.70 256.70	£22 962		•	%0 0 <b>\$</b>	\$251,264
	8	99,065	39%	\$/¢,101	5070 2007	C2 U230		0\$		\$74,525
County			43%	055°174	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	6414 410			%0 O\$	\$443,442
		8	45%	\$87,195	3	21't1'4	- 88	\$2.71		\$245,141
Monroe County	- 30 - 30 - 30 - 30 - 30 - 30 - 30 - 30	114,352	47%	\$55,278	23%	01250 01250		20		\$16,318
New Castle	10	5,646	35%	<b>S</b>	3	040,04		•		\$77,513
Plymouth	/o. k	34,354	44%	0\$		200			Ġ.	\$124,792
Seymour 20133	100		45%	\$24,687	-	627,26¢	-		%0	\$61,650
Section for appropriate contraction	%0	28,115	~ 7€%	\$16,765		-02:-14				
Lo	2	40,250	46%	0\$	%0	\$40,230 696E 367		\$42.685		\$4,180,853
***	1	\$1,699,452	41%	\$851,702	%n7	00000		64 070 202	3%	\$74,512,739
		642 274 789	18%	\$19,525,946	%97	\$24,396,397	ı	31,010,14	ı	C24 088 067
GROUPS 1 - 4 \$15,235,805	ı	00 14 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	700	\$3.134.889	15%	\$3,411,108	8 16%	\$59,924	1	0.000,126
NICTD \$12,625,522		+70,008,1¢	0/6	200 033 003	1	\$27.808.105	5 29%	\$2,039,126	26 2%	\$95,600,800
O TOTA!	79%	\$15,231,413	16%	\$22,000,000	272					

TABLE 8
TRANSIT SYSTEM CAPITAL GRANTS: 1997

SYSTEM	EEDED			•
GROUP 1 - Large Fixed Route	FEDERAL	STATE	LOCAL	TOTA
Evansville	746,885	***	888888888888888888888888888888	
Fort Wayne	, 40,003 0	66,468	229,287	1,042,640
Gary	2,588,723	0	0	0
Indianapolis	5,428,027	0	648,026	3,236,749
Lafayette	484,800	0 0	1,357,000	6,785,027
Muncie	301,000	0	121,200	606,000
South Bend	2,040,572	1,000,000	75,250 540,442	376,250
SUBTOTAL	\$11,590,007	\$1,066,468	510,143 \$2,940,906	3,550,715 \$15,597,381
GROUP 2 - Small Fixed Route			,	
Anderson	100,800	0		\$5005000000000000000000000000000000000
Bloomington	195,800	0	25,200 48,050	126,000
Columbus -	0	0	48,950	244,750
ast Chicago	658,800	65,971	0 98,729	0
lammond 	42,377	0	10,594	823,500
Narion	0	0	0	52,971
Aichigan City Richmond	0	0	Ö	0
outhern Indiana	69,120	8,640	8,640	86,400
erre Haute	0	0	0	00,400
UBTOTAL	80,000	0	20,000	100,000
OBIOIAL	\$1,146,897	\$74,611	\$212,113	\$1,433,621
okomo CEOC ade Winds JBTOTAL	148,000 102,520 20,600	0 0	37,000 25,630 5,150	185,000 128,150 25,750
	\$280,920	\$1,220	\$69,010	\$351,150
ROUP 4 - Rural Demand Resp edford	onse			
eurorg ass County	0	0	0	0
anklin County	0	0	, 0	0
antingburg	56,246	0	14,062	70,308
RPC	73,594	0	0	0
sciusko County	75,094 56,000	0	18,399	91,993
Porte	47,482	0 5,935	14,000	70,000
idison County	0	5,935 0	5,935	59,352
tchell	0	0	0	0
onroe County	59,962	58,199	0 58,199	0
w Castle	O	4,500	4,500	176,360
/mouth	0	0	4,500 0	9,000
ymour ion Oo	0	0	0	0
ion County	24,456	0	6,114	0 30,570
ashington aveland	0	0	0	ა <b>ს,</b> 570 0
BTOTAL	0	0		n
OTD	\$317,740	\$68,634	\$121,209	\$507,583
TAL	6,615,460 \$19,954,024	1,649,534	4,331	8,269,325
	\$19,951,024	\$2,860,467	\$3,347,569	\$26,159,060

# **SECTION TWO**

# DETAILED SYSTEM CHARACTERISTICS



# City of Anderson Transit System

530 Baxter Road

Anderson, IN (765) 648-6163

46011

E-MAIL: andplan@indy.net FAX: (765) 648-5926

CONTACT:

Colette Cooper, Planner

## **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Anderson City Limits

Service Population:

59,549

### **SERVICE HOURS**

Weekday:

6:00 am - 7:00 pm

Saturday:

9:00 am - 4:00 pm

Sunday:

No Service

Holidays Without Service:

### **PERSONNEL**

Full-Time Part-Time Operations: 17 6 Maintenance: 5 1 Administration: 8 1 Total: 30 8

## **FARE STRUCTURE**

Express:

N/A

Base:

0.50

Youth:

0.50

Elderly/Disabled: Transfer:

0.25 Free

Other/Special:

Pass \$18.00/Month; Shop and Ride Pass: 1 ride free with purchase

Nifty-lift Demand Response \$1.00/Ride; Preschool free

# **OPERATION CHARACTERISTICS**

Revenue Vehicles: Peak Hour Fleet:

15 10

Base Fleet:

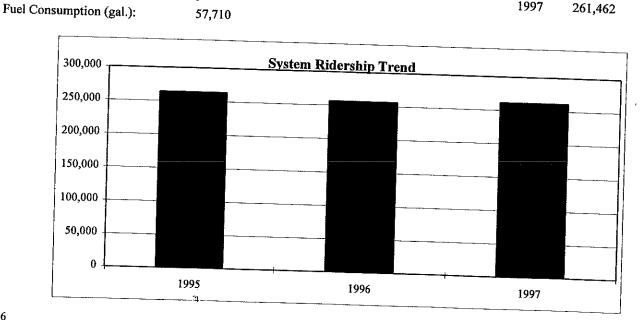
57,710

# RIDERSHIP TREND

1995 263,824

1996 256,492

1997 261,462



# **GROUP: 2**

## **Anderson**

## FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$583,249
Other Salaries/Wages:	\$277,330
Fringe:	\$350,631
Services:	\$60,073
Materials and Supplies:	\$118,741
Utilities:	\$17,570
Casualty/Liability:	\$71,974
Purchased Transportation:	\$0
Other:	\$3,030
TOTAL:	\$1,482,598

#### Revenue Summary

Revenue Summary	
Fare Revenue:	\$96,800
Charter/Other:	\$13,419
Contra & Other Fed./State:	\$10,578
Local Assistance:	\$634,755
State Assistance:	\$388,410
Federal Assistance:	\$338,636
TOTAL:	\$1,482,598

### **SERVICE STATISTICS**

### **Productivity**

Total Passenger Boardings:	261,462
Total Vehicle Miles:	405,257
Revenue Vehicle Miles:	395,800

## Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.66
Operating Expense Per Passenger Trip:	\$5.67
Passenger Trips Per Total Vehicle Mile:	- 0.65
Passenger Trips Per Capita:	4.39

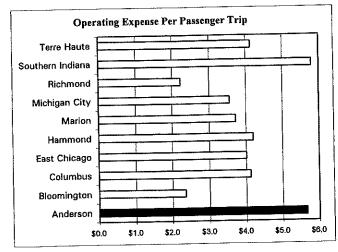
#### Financial Performance

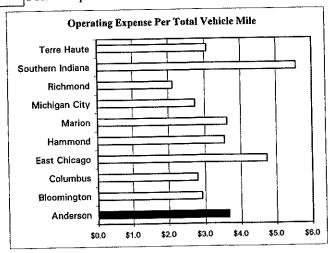
Operating Subsidy:	\$1,361,801
Operating Subsidy Ratio:	92%
Locally Derived Income:	\$744,974
Locally Derived Income Per Operating Expense:	\$0.50
Fare Recovery Ratio:	7%

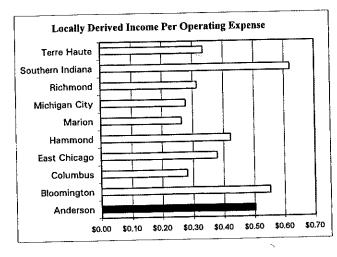
# PEER GROUP PERFORMANCE COMPOSITE

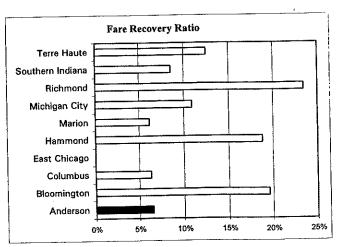
City of Anderson Transit System

### Peer Group Members









# **Transit Authority of Stone City**

1102 16th Street

Bedford, IN

47421

(812) 275-1631

E-MAIL: bedford@tima.com

FAX: (812) 275-1608

CONTACT:

Michael Bevers, Transportation Director

#### **GENERAL INFORMATION**

Type of Service:

Point Deviated Fixed Route

Service Area:

**Bedford City Limits** 

Service Population:

13,817

#### **SERVICE HOURS**

Weekday:

6:00 am - 6:00 pm

Saturday:

No Service

Sunday:

No service

Holidays Without Service:

10

## **PERSONNEL**

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

#### **FARE STRUCTURE**

Express:

N/A

Base:

0.75

Youth:

0.75

Elderly/Disabled: Transfer:

0.50

Other/Special:

Free

Token \$6.00/10 Rides

Token for Elderly \$4.00/10 Rides

## **OPERATION CHARACTERISTICS**

Revenue Vehicles: Peak Hour Fleet:

Fuel Consumption (gal.):

3

Base Fleet:

2 2

8,262

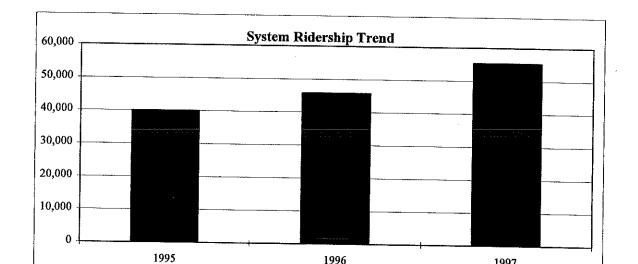
RIDERSHIP TREND

1995 40,004

1996 45,787

1997 55,373

1997



# **GROUP: 4**

# **Bedford**

#### **FINANCIAL INFORMATION**

#### Operating Expense Summary

Operator Salaries/Wages:	\$127,927
Other Salaries/Wages:	\$63,086
Fringe:	\$70,193
Services:	\$15,500
Materials and Supplies:	\$16,497
Utilities:	\$5,479
Casualty/Liability:	\$11,866
Purchased Transportation:	\$0
Other:	\$5,022
TOTAL:	\$315,570

#### Revenue Summary

.5 \$18,523
\$0
\$0
\$92,828
\$91,904
\$112,315
\$315,570

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	55,373
Total Vehicle Miles:	68,489
Revenue Vehicle Miles:	68,443

#### Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.61
Operating Expense Per Passenger Trip:	\$5.70
Passenger Trips Per Total Vehicle Mile:	. 0.81
Passenger Trips Per Capita:	4.01

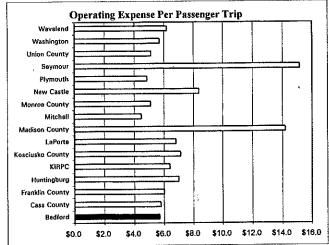
#### Financial Performance

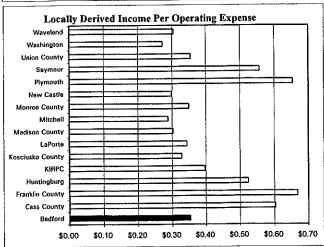
Operating Subsidy:	\$297,047
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$111,351
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	6%

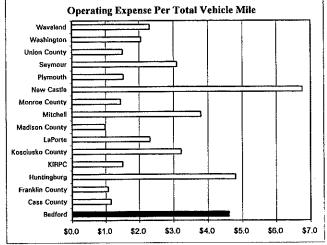
#### PEER GROUP PERFORMANCE COMPOSITE

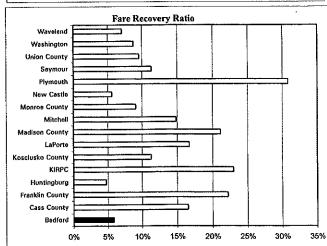
Transit Authority of Stone City

### Peer Group Members









# **Bloomington Public Transportation Corporation**

130 West Grimes Lane

Bloomington, IN (812) 332-5688

47403

E-MAIL: bus@kiva.net FAX: (812) 332-3660

CONTACT:

David Gionet, General Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Bloomington Metropolitan Area

Service Population:

60,633

### **SERVICE HOURS**

Weekday: 6:10 am - 11:30 pm Saturday: 7:35 am - 6:45 pm Sunday:

Holidays Without Service:

No service

5

#### **PERSONNEL**

Full-Time Part-Time Operations: 26 11 Maintenance: 4 4 Administration: <u>5</u> 2 Total: 35 17

## **FARE STRUCTURE**

Express:

N/A

Base:

\$0.75

Youth:

\$0.35

Elderly/Disabled:

\$0.35

Transfer:

Free

Other/Special:

Pass \$25.00/Month, \$82.00/Semester; Disabled Pass \$12.00/Month

Discount Tickets \$10.00/25 Rides; Youth, E&H Tickets \$5.00/25 Rides

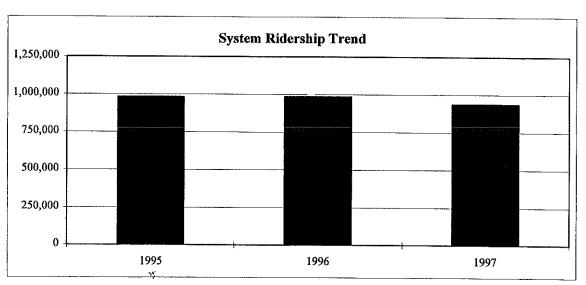
#### **OPERATION CHARACTERISTICS** Revenue Vehicles: 24

Peak Hour Fleet: 21 Base Fleet: 18

Fuel Consumption (gal.): 162,028

# **RIDERSHIP TREND**

1995 983,282 1996 986,734 1997 937,905



## **GROUP: 2**

## **Bloomington**

#### FINANCIAL INFORMATION

### **Operating Expense Summary**

Operator Salaries/Wages:	\$719,968
Other Salaries/Wages:	\$285,917
Fringe:	\$171,344
Services:	\$182,125
Materials and Supplies:	\$259,836
Utilities:	\$43,150
Casualty/Liability:	\$71,748
Purchased Transportation:	\$304,459
Other:	\$172,982
TOTAL:	\$2,211,529

#### Revenue Summary

,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Fare Revenue:	\$432,878
Charter/Other:	\$10,795
Contra & Other Fed./State:	\$9,881
Local Assistance:	\$777,578
State Assistance:	\$610,860
Federal Assistance:	\$369,537
TOTAL:	\$2,211,529

#### **SERVICE STATISTICS**

#### Productivity

Total Passenger Boardings:	937,905
Total Vehicle Miles:	760,233
Revenue Vehicle Miles:	673,578

#### Performance/Service Effectiveness

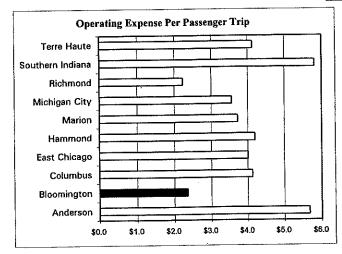
Operating Expense Per Total Vehicle Mile:	\$2.91
Operating Expense Per Passenger Trip:	\$2.36
Passenger Trips Per Total Vehicle Mile:	- 1.23
Passenger Trips Per Capita:	15.47

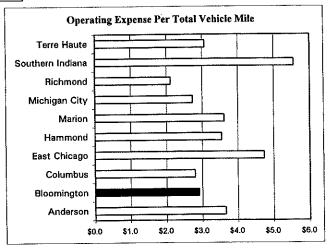
#### Financial Performance

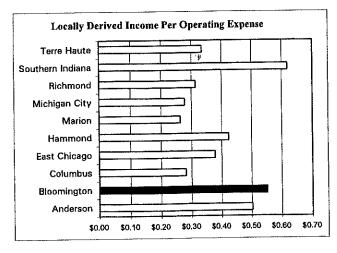
Operating Subsidy:	\$1,757,975
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$1,221,251
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	20%

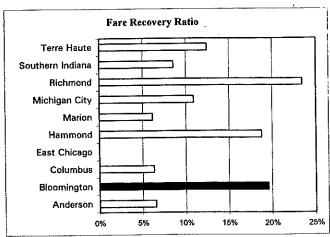
#### PEER GROUP PERFORMANCE COMPOSITE

Bloomington Public Transportation Corporation









## **Cass Area Transit**

1801 Smith Street, Suite 200

Logansport

46947

(219) 722-2424

E-MAIL: n/a

FAX: (219) 722-3447

**CONTACT:** 

Sue Hoehler, Executive Director

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route, Demand Response

Service Area:

Cass County and City of Logansport

Service Population:

38,413

#### **SERVICE HOURS**

6:00 am - 6:00 pm

Weekday: Saturday:

No Service

Sunday:

No Service

Holidays Without Service:

10

#### **PERSONNEL**

Total:

6

13

#### **FARE STRUCTURE**

Express:

N/A

Base:

\$1 City Limits, \$2 County

Youth:

\$1 City Limits, \$2 County

Elderly/Disabled:

\$1 City Limits, \$2 County

Transfer:

N/A

Other/Special:

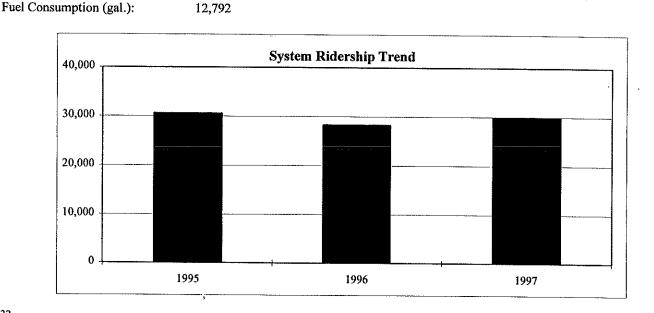
2 children under 12 can ride free with paying adult

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: 7
Peak Hour Fleet: 6
Base Fleet: 6

### RIDERSHIP TREND

1995 30,614 1996 28,299 1997 29,927



# **Cass County**

## **GROUP: 4**

# FINANCIAL INFORMATION

Operating	Expense Summary
Opo	

\$96,150
\$0
\$13,927
\$15,933
\$14,340
\$17,494
\$15,502
\$0
\$0
\$173,346

Revenue Summary	\$28,635
Fare Revenue:	\$0
/Other:	\$0
Contra & Other Fed./State:	\$75,928
Local Assistance:	\$0
State Assistance:	\$68,783_
Federal Assistance:	\$173,346

Union County

Seymour

Plymouth

New Castle Monroe County

Madison County

Mitchell

LaPorte Kosciusko County

KIRPC

Huntingburg

Cass County Bedford E

\$0.00

Franklin County

## TOTAL:

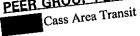
## SERVICE STATISTICS

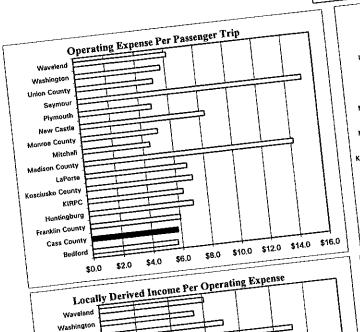
SERVICE	
<b>Productivity</b> Total Passenger Boardings: Total Vehicle Miles: Revenue Vehicle Miles:	29,927 149,822 137,399

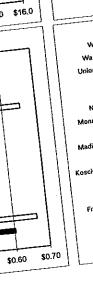
Performance/Service Effectiveness  Per Total Vehicle Mile:	\$1.16
Performance/Service Environment Per Post Vehicle Mile: Operating Expense Per Passenger Trip:	\$5.79
Operating Expense Fer Total	0.20
Operating Expense Total Vehicle Mile:	0.78
Passenger Trips Per Capita:	
T (4352-1-1-1	

formance	\$144,711
Financial Performance	83%
Operating Subsidy:	\$104,563
Operating Subsidy Radio.	\$0.60
Locally Derived Income:  Locally Derived Income Per Operating Expense:	17%
Locally Derived Income Locally	
Fare Recovery Ratio:	

# PEER GROUP PERFORMANCE COMPOSITE





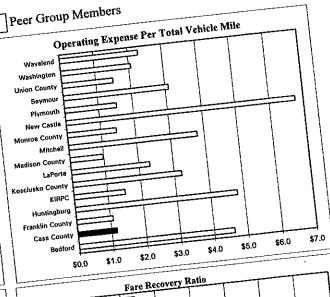


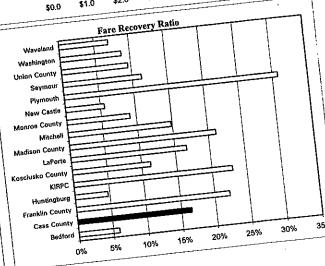
\$0.40

\$0,30

\$0.20

\$0.10





# **Columbus Transit**

2250 Kreutzer Dr.

Columbus, IN (812) 376-2506

47201

E-MAIL: Ctransit@Hsonline.com

FAX: (812) 376-2566

CONTACT:

Sue A. Chapple, Transit Coordinator

# GENERAL INFORMATION

Type of Service:

Fixed Route and Demand Response

Service Area:

Columbus City Limits

Service Population:

31,802

## SERVICE HOURS

Weekday: Saturday: Sunday:

6:00 am - 7:00 pm 7:00 am - 7:00 pm

Holidays Without Service:

No Service

PERSONNEL

Operations: Maintenance: Administration:

Total:

Full-Time Part-Time 12 1 0 2 Q 15

6

FARE STRUCTURE

Express: Base: N/A Youth: 0.25 Elderly/Disabled: 0.25 Transfer: 0.25 N/A

Other/Special:

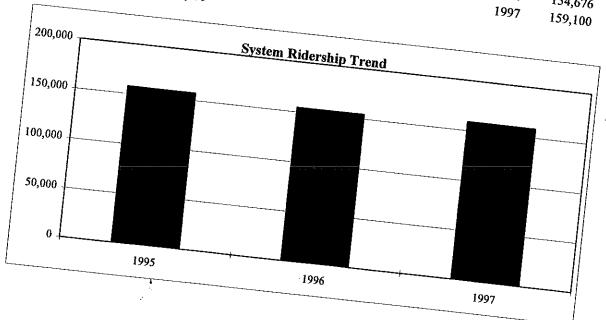
Dial-A-Bus; E&H \$.50/Ride

# PERATION CHARACTERISTICS

evenue Vehicles; ak Hour Fleet: se Fleet: 6 el Consumption (gal.): 5 34,399

## RIDERSHIP TREND

1995 157,485 1996 154,676 1997



```
(419) 391-8465
               adgo, IN
                         .46
                                      Gong Transit
                            46312
       CONTACT:
                         Marina Miklusak, General Manager
   GENERAL INFORMATION
                                                            E-MAIL: N/a
  Type of Service:
  Service Area:
                                                             FAX: (219) 391-8473
Service Population:
                                Fixed Route
                               East Chicago City Limits
SERVICE HOURS
                              <sup>33</sup>,892
irday:
ay.
ys Without Service:
                         6:00 am - 6:00 pm
                         10:00 am 4:00 pm
                       No Service
TRUCTURE
                                                              PERSONNEL
                                                            O_{perations:}
                                                           Maintenance:
                  NA
                                                                                  Full-Time Part-Time
                                                          Administration;
d.
                 FREE
                FREE
                                                         Total:
               FREE
              FREE
                                                                                   Ş
                                                                                             0
                                                                                 20
                                                                                            Q
                                                                                           0
RACTERISTICS
        3
       3
      35,547
                                                         RIDERSHIP TREND
                                                        1995
              System Ridership Trend
                                                        1996
                                                                 132,390
                                                       1997
                                                                125,572
                                                               205,657
```

1996

1997

## **Elkhart**

#### **FINANCIAL INFORMATION**

#### Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$23,516
Fringe:	\$13,620
Services:	\$0
Materials and Supplies:	\$5,033
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$743,612
Other:	\$45,730
TOTAL:	<b>3831,511</b>

#### Revenue Summary

Fare Revenue:	\$384,933
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$6,478
State Assistance:	\$220,975
Federal Assistance:	\$219,125
TOTAL:	\$831,511

#### **SERVICE STATISTICS**

#### Productivity

Total Passenger Boardings:	168,480
Total Vehicle Miles:	627,618
Revenue Vehicle Miles:	357,742

#### Performance/Service Effectiveness

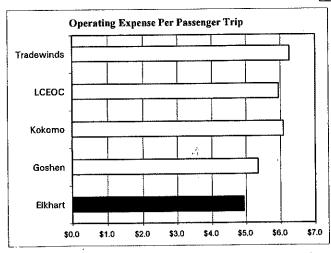
Operating Expense Per Total Vehicle Mile:	\$1.32
Operating Expense Per Passenger Trip:	\$4.94
Passenger Trips Per Total Vehicle Mile:	. 0.27
Passenger Trips Per Capita:	3.86

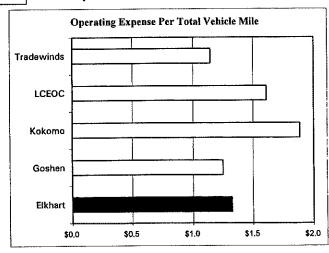
#### Financial Performance

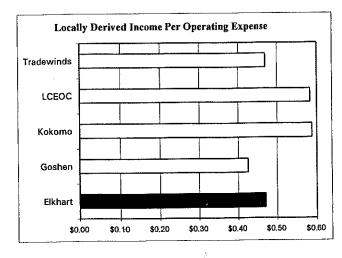
Operating Subsidy:	\$446,578
Operating Subsidy Ratio:	54%
Locally Derived Income:	\$391,411
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	46%

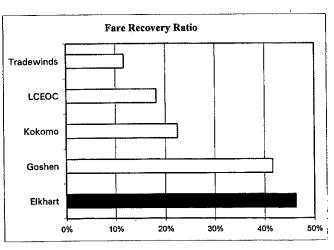
## PEER GROUP PERFORMANCE COMPOSITE

Heart City Rider









## **Metropolitan Evansville Transit System**

601 John Street

Evansville, Indiana (812) 423-4856

47713

E-MAIL:

n/a

FAX: (812) 426-6529

CONTACT:

John A. Connell, Transit Director

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Evansville Metropolitan Area

Service Population:

126,272

#### **SERVICE HOURS**

#### **PERSONNEL**

Weekday:	5:45 am - 6:20 pm		Full-Time Part	t-Time
Saturday:	5:45 am - 6:05 pm	Operations:	48	6
Sunday:	No Service	Maintenance:	8	5
Holidays Without Service:	6	Administration:	2	1
		Total:	65	12

#### **FARE STRUCTURE**

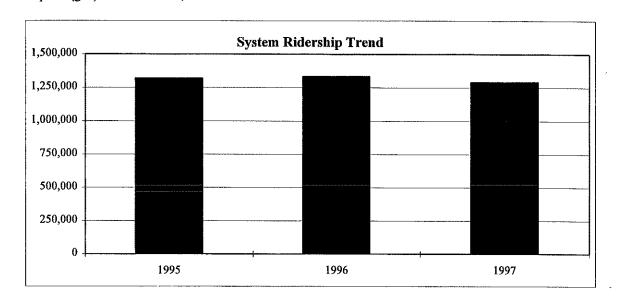
Express:	N/A
Base:	0.75
Youth:	0.50
Elderly/Disabled:	0.35
Transfer:	0.10

Other/Special:

Token \$0.65/Ride; E & D \$0.35/Ride; METS Mobility \$1.50/Ride

Student Ticket \$0.50/Ride; Trolley Fare \$0.25; Pass \$7.50/10 Rides; E&D Pass \$3.50/10 Rides

OPERATION CHARACTE	RISTICS	RIDER	SHIP TREND
Revenue Vehicles:	40	1995	1,319,862
Peak Hour Fleet:	34	1996	1,333,289
Base Fleet:	30	1997	1,290,807
Fuel Consumption (gal.):	240,564		



## **Evansville**

#### **FINANCIAL INFORMATION**

#### Operating Expense Summary

\$1,399,657
\$457,875
\$674,352
\$73,434
\$522,114
\$49,997
\$56,694
\$0
\$9,670
\$3,243,793

#### **Revenue Summary**

Fare Revenue:	\$638,705
Charter/Other:	\$50,412
Contra & Other Fed./State:	\$48,710
Local Assistance:	\$1,096,130
State Assistance:	\$723,731
Federal Assistance:	\$686,105
TOTAL:	\$3,243,793

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	1,290,807
Total Vehicle Miles:	1,224,518
Revenue Vehicle Miles:	1,189,210

#### Performance/Service Effectiveness

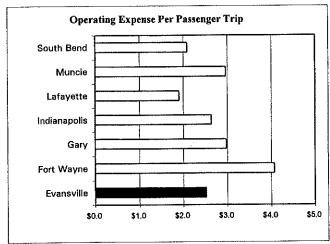
Operating Expense Per Total Vehicle Mile:	\$2.65
Operating Expense Per Passenger Trip:	\$2.51
Passenger Trips Per Total Vehicle Mile:	- 1.05
Passenger Trips Per Capita:	10.22

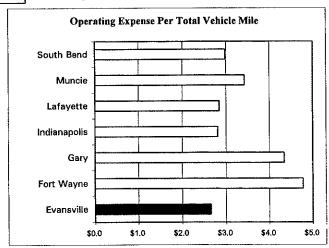
#### Financial Performance

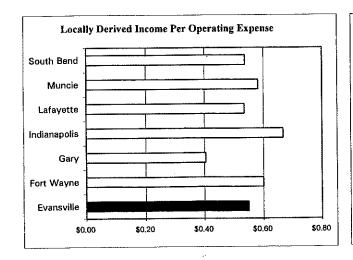
Operating Subsidy:	\$2,505,966
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$1,785,247
Locally Derived Income Per Operating Expense:	30.55
Fare Recovery Ratio:	20%

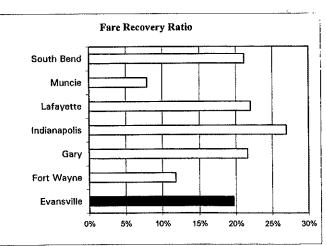
#### PEER GROUP PERFORMANCE COMPOSITE

Metropolitan Evansville Transit System









## Fort Wayne Public Transportation Corporation

801 Leesburg Road

Fort Wayne, Indiana 46808

(219) 432-4977

E-MAIL: info@fwptc.com

FAX: (219) 436-7729

**CONTACT:** 

Susan Kain, Interim General Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Fort Wayne Metropolitan Area

Service Population:

186,280

#### **SERVICE HOURS**

#### PERSONNEL

Weekday:	5:15 am - 8:30 pm		Full-Time	Part-Time
Saturday:	8:00 am - 6:30 pm	Operations:	55	0
Sunday:	No Service	Maintenance:	15	3
Holidays Without Service:	6	Administration:	<u>13</u>	<u>4</u>
		Total:	83	7

#### **FARE STRUCTURE**

Express:

N/A

Base:

1.00

Youth:

0.75

Elderly/Disabled:

0.50

Transfer:

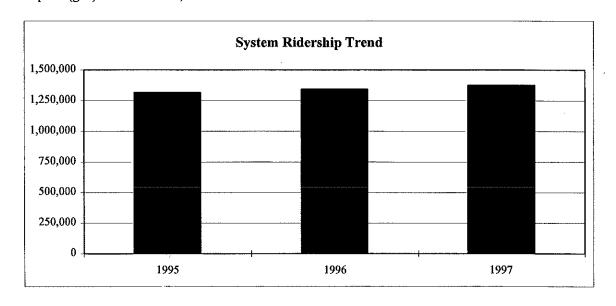
Free

Other/Special:

Pass \$45.00/Month; E&D \$22.00/Month

Card \$10.00/10 Rides; E&D \$5.00/10 Rides; Youth \$7.50/10 Rides

#### **OPERATION CHARACTERISTICS** RIDERSHIP TREND Revenue Vehicles: 65 1995 1,317,130 Peak Hour Fleet: 26 1996 1,344,469 Base Fleet: 1997 1,374,960 26 282,743 Fuel Consumption (gal.):



## **Fort Wayne**

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$1,697,014
Other Salaries/Wages:	\$980,805
Fringe:	\$1,774,836
Services:	\$158,959
Materials and Supplies:	\$694,171
Utilities:	\$91,608
Casualty/Liability:	\$76,164
Purchased Transportation:	\$0
Other:	\$117,609
TOTAL:	\$5,591,166

#### Revenue Summary

Fare Revenue:	\$660,966
Charter/Other:	\$498,294
Contra & Other Fed./State:	\$124,352
Local Assistance:	\$2,197,705
State Assistance:	\$1,408,404
Federal Assistance:	\$701,445
TOTAL:	\$5,591,166

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	1,374,960
Total Vehicle Miles:	1,170,872
Revenue Vehicle Miles:	1,085,946

#### Performance/Service Effectiveness

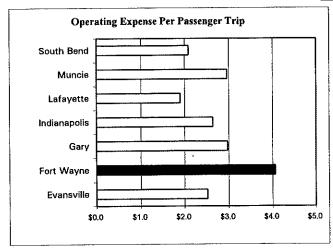
Operating Expense Per Total Vehicle Mile:	\$4.78
Operating Expense Per Passenger Trip:	\$4.07
Passenger Trips Per Total Vehicle Mile:	1.17
Passenger Trips Per Capita:	7.38

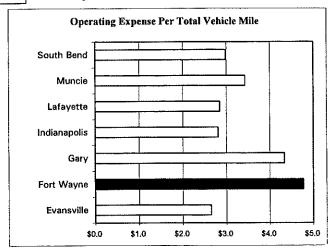
#### Financial Performance

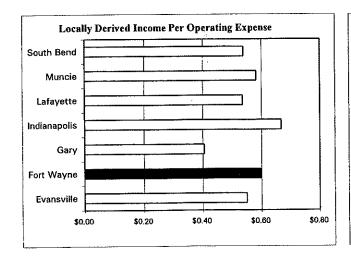
Operating Subsidy:	\$4,307,554
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$3,356,965
Locally Derived Income Per Operating Expense:	\$0.60
Fare Recovery Ratio:	12%

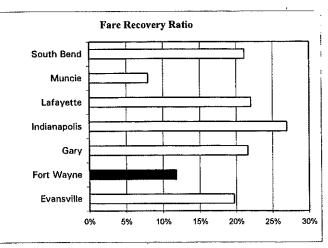
#### PEER GROUP PERFORMANCE COMPOSITE

Fort Wayne Public Transportation Corporation









## Franklin County Public Transportation

11146 County Park Rd.

Brookville, IN

47012

(765) 647-3509

E-MAIL: cpelsor@cnz.com

FAX: (765) 647-3224 2850

CONTACT:

Catherine Pelsor, Executive Director

#### **GENERAL INFORMATION**

Type of Service:

**Demand Response** 

Service Area:

Franklin County

Service Population:

19,580

#### **SERVICE HOURS**

Weekday: Saturday:

6:00 am - 5:00 pm

Medical Trips Only

Sunday:

No Service

Holidays Without Service:

9

Full-Time Part-Time Operations: 5

Maintenance: Administration:

**PERSONNEL** 

0 1 <u>3</u> 0

Total:

8 5

#### **FARE STRUCTURE**

Express:

N/A

Base:

2.00

Youth:

N/A

Transfer:

Donation N/A

Other/Special:

Elderly/Disabled:

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles:

9

Peak Hour Fleet:

Base Fleet:

6 4

Fuel Consumption (gal.):

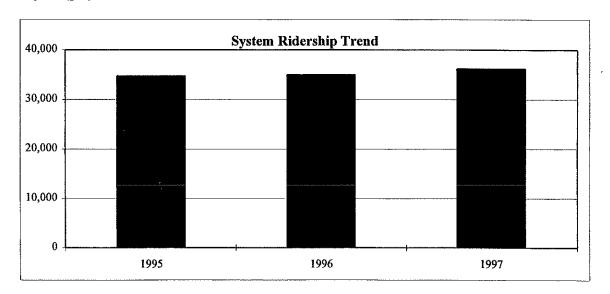
11,872

#### **RIDERSHIP TREND**

1995 34,743 1996 34,981

1997

36,213



## **GROUP: 4**

## **Franklin County**

#### **FINANCIAL INFORMATION**

### Operating Expense Summary

\$75,188
\$50,035
\$59,278
\$4,563
\$17,350
\$4,648
\$4,412
\$0
\$2,825
\$218,299

Reven	ue Si	ımmarv
MEACH	uc Ji	4151111CH V

Fare Revenue:	\$48,420
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$97,483
State Assistance:	\$0
Federal Assistance:	\$72,396
TOTAL:	\$218,299

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	. 36,213
Total Vehicle Miles:	202,905
Revenue Vehicle Miles:	201,003

#### Performance/Service Effectiveness

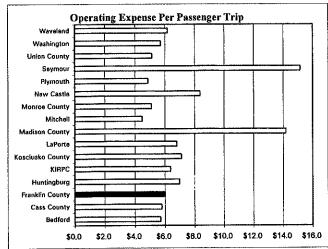
Operating Expense Per Total Vehicle Mile:	\$1.08
Operating Expense Per Passenger Trip:	\$6.03
Passenger Trips Per Total Vehicle Mile:	- 0.18
Passenger Trips Per Capita:	1.85

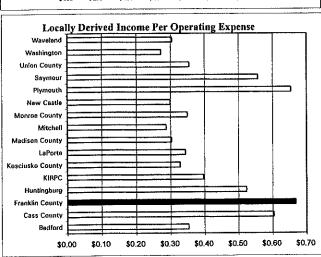
#### Financial Performance

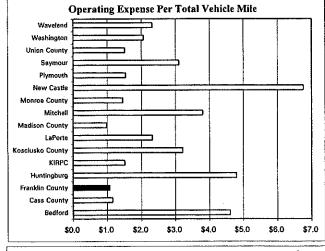
Operating Subsidy:	\$169,879
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$145,903
Locally Derived Income Per Operating Expense:	\$0.67
Fare Recovery Ratio:	22%

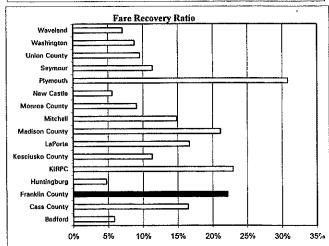
#### PEER GROUP PERFORMANCE COMPOSITE

Franklin County Public Transportation









## **Gary Public Transportation Corporation**

100 West 4th Ave., Box M-857

Gary, Indiana

46401-0857

E-MAIL:

(219) 885-7555

FAX: (219) 881-2551

n/a

CONTACT:

James W. Holland, General Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Gary City Limits and Selected Corridors

Service Population:

116,646

#### **SERVICE HOURS**

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

Holidays Without Service:

0

## **PERSONNEL**

Full-Time Part-Time Operations: 72 0 Maintenance: 30 0 Administration: <u>12</u> 0 Total: 114 0

#### **FARE STRUCTURE**

N/A Express: Base: \$1.25 Youth: \$1.00 Elderly/Disabled: \$0.60 Transfer: 0.15 & 0.1

Other/Special:

Pass \$45.00/Month

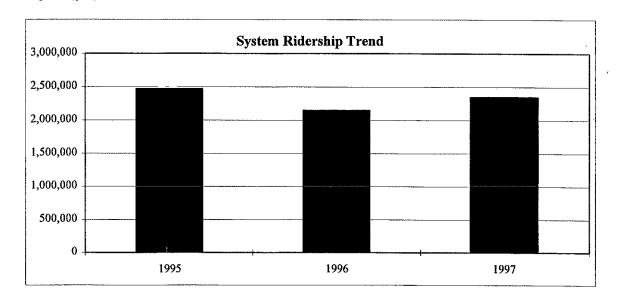
E&D Transfers \$0.10

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: 39 Peak Hour Fleet: 27 Base Fleet: 27 Fuel Consumption (gal.): 469,070

#### RIDERSHIP TREND

1995 2,472,933 1996 2,150,097 1997 2,349,338



#### **FINANCIAL INFORMATION**

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$2,055,559
Other Salaries/Wages:	\$1,445,222
Fringe:	\$874,994
Services:	\$693,450
Materials and Supplies:	\$922,836
Utilities:	\$155,211
Casualty/Liability:	\$469,361
Purchased Transportation:	\$50,212
Other:	\$323,855
TOTAL:	\$6,990,700

#### Revenue Summary

Fare Revenue:	\$1,512,015
Charter/Other:	\$98,873
Contra & Other Fed./State:	₃ \$0
Local Assistance:	\$1,219,739
State Assistance:	\$1,698,892
Federal Assistance:	\$2,461,181
TOTAL:	\$6,990,700

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	2,349,338
Total Vehicle Miles:	1,610,700
Revenue Vehicle Miles:	1,577,533

#### Performance/Service Effectiveness

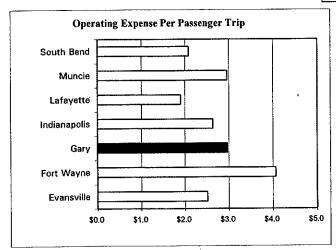
Operating Expense Per Total Vehicle Mile:	\$4.34
Operating Expense Per Passenger Trip:	\$2.98
Passenger Trips Per Total Vehicle Mile:	- 1.46
Passenger Trips Per Capita:	20.14

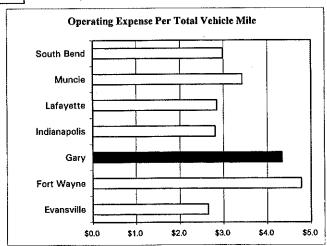
#### Financial Performance

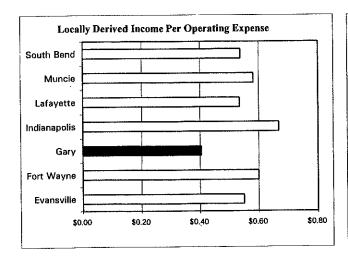
Operating Subsidy:	\$5,379,812
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$2,830,627
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	22%

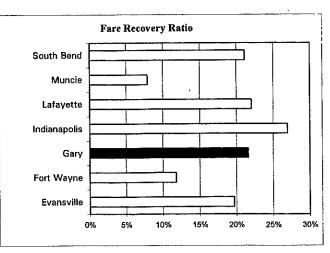
#### PEER GROUP PERFORMANCE COMPOSITE

Gary Public Transportation Corporation









### **Goshen Transit**

227 West Jefferson Blvd, Room 1120

South Bend, IN (219) 287-1829

46601

E-MAIL: macogdir@aol.com FAX: (219) 287-1840

**CONTACT:** 

Sandra Seanor, Executive Director

#### **GENERAL INFORMATION**

Type of Service:

Demand Response/User-Side Subsidy

Service Area:

City of Goshen & contiguous area

Service Population:

23,797

#### **SERVICE HOURS**

12:00 am - 12:00 pm 12:00 am - 12:00 am 12:00 am - 12:00 am

Holidays Without Service:

#### **PERSONNEL**

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

#### **FARE STRUCTURE**

Express:

Weekday:

Saturday:

Sunday:

N/A

Base:

2.60

Youth:

2.60

Elderly/Disabled:

Half fares during off-peak

Transfer:

N/A

Other/Special:

Disabled fare \$7.00 for first three miles

#### **OPERATION CHARACTERISTICS**

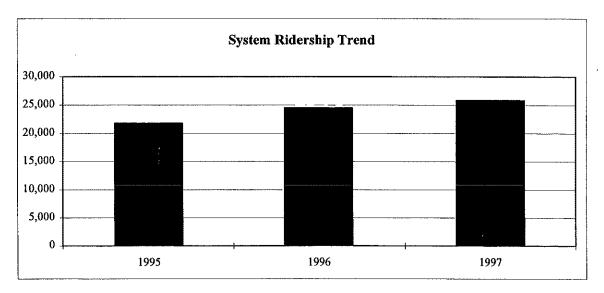
Revenue Vehicles: 6 2 Peak Hour Fleet: Base Fleet: 2

Fuel Consumption (gal.):

10,068

#### RIDERSHIP TREND

1995 21,813 1996 24,505 1997 25,840



### Goshen

#### **FINANCIAL INFORMATION**

#### Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$7,548
Fringe:	\$4,456
Services:	\$0
Materials and Supplies:	\$1,215
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$114,947
Other:	\$10,235
TOTAL:	\$138,401

#### Revenue Summary

Fare Revenue:	\$57,611
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$1,347
State Assistance:	\$39,048
Federal Assistance:	\$40,395
TOTAL:	\$138,401

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	25,840
Total Vehicle Miles:	110,739
Revenue Vehicle Miles:	54,262

#### Performance/Service Effectiveness

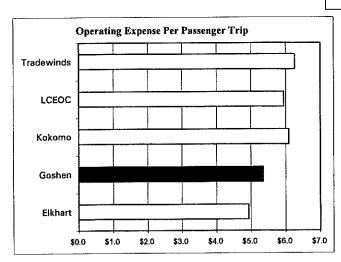
Operating Expense Per Total Vehicle Mile:	\$1.25
Operating Expense Per Passenger Trip:	\$5.36
Passenger Trips Per Total Vehicle Mile:	. 0.23
Passenger Trips Per Capita:	1.09

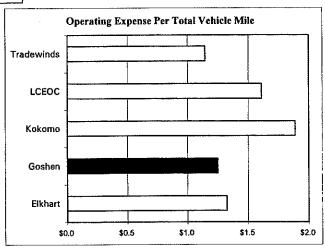
#### Financial Performance

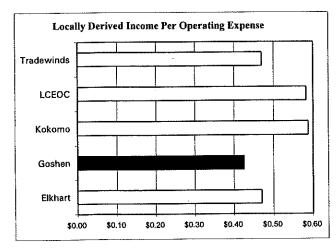
Operating Subsidy:	\$80,790
Operating Subsidy Ratio:	58%
Locally Derived Income:	\$58,958
Locally Derived Income Per Operating Expense:	\$0.43
Fare Recovery Ratio:	42%

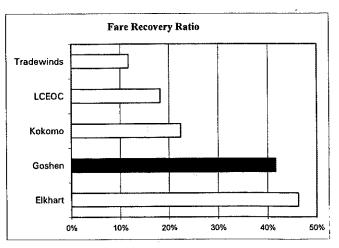
#### PEER GROUP PERFORMANCE COMPOSITE

Goshen Transit









## **Hammond Transit System**

425 Sibley Avenue

Hammond, IN (219) 853-6401

46320

40.

E-MAIL: hmdtransit@219.com FAX: (219) 853-6407

CONTACT:

Rebecca J. Gutowsky, Director

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Hammond, Whiting & adjacent areas of Illinois & Indiana

Service Population:

89,391

#### **SERVICE HOURS**

## PERSONNEL

Weekday:	5:30 am - 7:30 pm		Full-Time	Part-Time
Saturday:	5:30 am - 7:30 pm	Operations:	18	4
Sunday:	No Service	Maintenance:	2	0
Holidays Without Service:	6	Administration:	<u>5</u>	2
		Total:	25	6

#### **FARE STRUCTURE**

Express:
Base:
Youth:

\$1.25 \$1.00 \$0.60

N/A

Elderly/Disabled: Transfer:

Free

Other/Special:

Monthly Pass \$45.00; Senior Monthly Pass \$18.00; Student Pass \$31.00

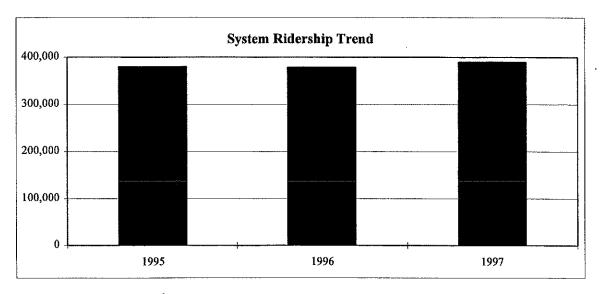
Senior/Disabled Pass \$24.00/40 Rides; Economy pass \$12.50/11 rides

## OPERATION CHARACTERISTICS RIDERSHIP TREND

Revenue Vehicles: Peak Hour Fleet: Base Fleet: 12 9 6 1995 379,934 1996 378,740 1997 389,959

Fuel Consumption (gal.):

124,880



## Hammond

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$76,215
Fringe:	\$26,293
Services:	\$67,585
Materials and Supplies:	\$8,776
Utilities:	\$4,878
Casualty/Liability:	\$7,608
Purchased Transportation:	\$1,442,191
Other:	\$3,769
TOTAL:	\$1,637,315

#### Revenue Summary

Fare Revenue:	\$307,616
Charter/Other:	\$25,566
Contra & Other Fed./State:	\$0
Local Assistance:	\$359,727
State Assistance:	\$422,918
Federal Assistance:	\$521,488
TOTAL:	\$1,637,315

#### **SERVICE STATISTICS**

#### Productivity

Total Passenger Boardings:	389,959
Total Vehicle Miles:	461,420
Revenue Vehicle Miles:	415,510

#### Performance/Service Effectiveness

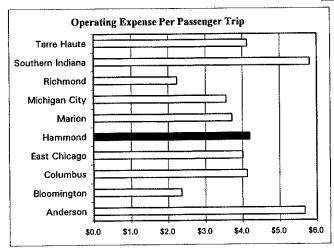
Operating Expense Per Total Vehicle Mile:	\$3.55
Operating Expense Per Passenger Trip:	\$4.20
Passenger Trips Per Total Vehicle Mile:	0.85
Passenger Trips Per Capita:	4.36

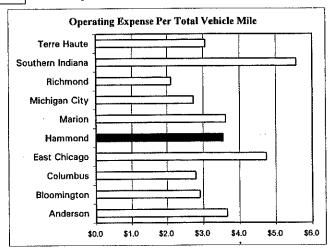
#### Financial Performance

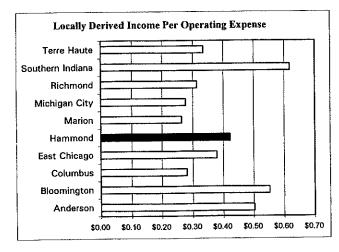
Operating Subsidy:	\$1,304,133
Operating Subsidy Ratio:	80%
Locally Derived Income:	\$692,909
Locally Derived Income Per Operating Expense:	\$0.42
Fare Recovery Ratio:	19%

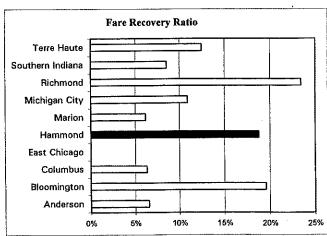
#### PEER GROUP PERFORMANCE COMPOSITE

Hammond Transit System









## **Huntingburg Transit System**

508 East Fourth Street

Huntingburg, IN

(812) 683-2211

47542

E-MAIL: huntburg@psci.net FAX: (812) 683-5661

**CONTACT:** 

Sara E. Songer, City Hall Manager

#### **GENERAL INFORMATION**

Type of Service:

Demand Response

Service Area:

**Huntingburg City Limits** 

Service Population:

5,252

#### **SERVICE HOURS**

9:00 am - 4:00 pm

Weekday: Saturday:

No Service

Sunday:

Holidays Without Service:

No Service

6

#### **PERSONNEL**

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

#### **FARE STRUCTURE**

Express:

N/A

Base:

0.50

Youth:

0.50

Elderly/Disabled:

0.50

Transfer:

N/A

Other/Special:

#### **OPERATION CHARACTERISTICS**

RIDERSHIP TREND

Revenue Vehicles: Peak Hour Fleet:

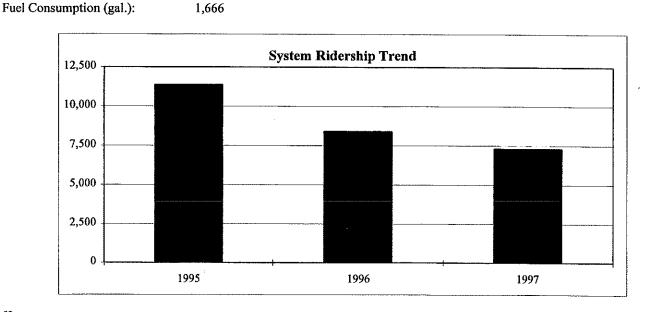
1

Base Fleet:

1 1

1,666

1995 11,376 1996 8,410 1997 7,306



## **GROUP: 4**

## Huntingburg

#### FINANCIAL INFORMATION

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$34,062
Other Salaries/Wages:	\$0
Fringe:	\$5,653
Services:	\$1,514
Materials and Supplies:	\$2,233
Utilities:	\$6,300
Casualty/Liability:	\$544
Purchased Transportation:	\$0
Other:	\$810
TOTAL:	\$51,116

#### Revenue Summary

Fare Revenue:	\$2,428
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$24,344
State Assistance:	\$0
Federal Assistance:	\$24,344
TOTAL:	\$51,116

#### **SERVICE STATISTICS**

#### Productivity

Total Passenger Boardings:	7,306
Total Vehicle Miles:	10,646
Revenue Vehicle Miles:	10,271

#### Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:		\$4.80
Operating Expense Per Passenger Trip:		\$7.00
Passenger Trips Per Total Vehicle Mile:	-	0.69
Passenger Trips Per Capita:		1.39

#### Financial Performance

Operating Subsidy:	\$48,688
Operating Subsidy Ratio:	95%
Locally Derived Income:	\$26,772
Locally Derived Income Per Operating Expense:	\$0.52
Fare Recovery Ratio:	5%

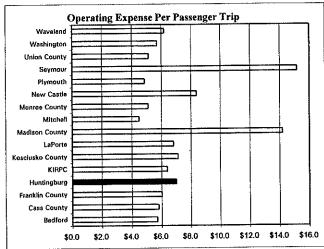
Operating Expense Per Total Vehicle Mile

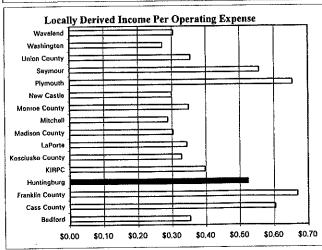
#### PEER GROUP PERFORMANCE COMPOSITE

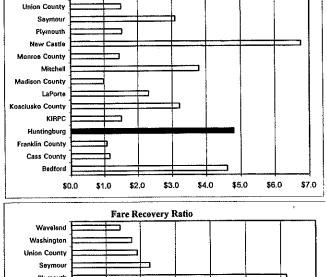
**Huntingburg Transit System** 

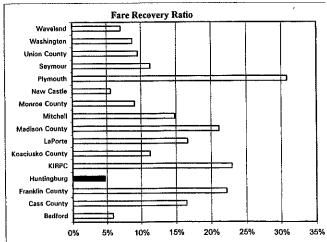
Peer Group Members

Wavelend Washington









## IndyGo

200 East Washington Street, Suite 2360

Indianapolis, Indiana

46204

E-MAIL: JHENRY@INDY.GOV.ORG

FAX: (317) 327-4577

**CONTACT:** 

(317) 327-7529

Jill Henry, Contract Administrator

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Indianapolis Metropolitan Area

Service Population:

914,761

#### **SERVICE HOURS**

#### **PERSONNEL**

Weekday:	4:35 am - 12:50 am		Full-Time	Part-Time
Saturday:	4:40 am - 12:30 am	Operations:	191	15
Sunday:	5:25 am - 12:30 am	Maintenance:	56	1
Holidays Without Service:	0	Administration:	<u>55</u>	<u>12</u>
		Total:	302	28

#### **FARE STRUCTURE**

Express:

1.25

Base:

1.00 Peak Hour, 0.75 Off Peak

Youth: Elderly/Disabled: N/A 0.35

Transfer:

0.25

Other/Special:

Pass \$39.50-\$49.50/Month; E&D Pass \$19.75-\$24.75/Month

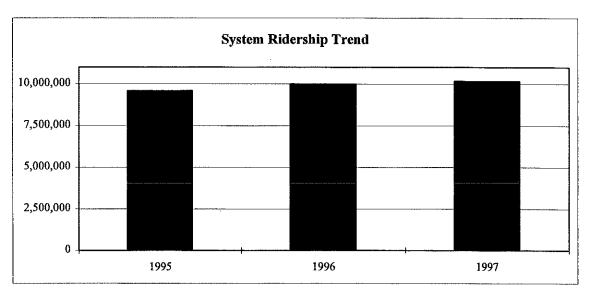
Demand Response \$15 for Ten Trip Ticket

#### **OPERATION CHARACTERISTICS**

#### RIDERSHIP TREND

Revenue Vehicles:	182
Peak Hour Fleet:	171
Base Fleet:	107
Fuel Consumption (gal.):	1,729,986

1995 9,596,534 1996 ####### 1997 #######



## Indianapolis

#### FINANCIAL INFORMATION

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$2,995,249
Other Salaries/Wages:	\$2,006,101
Fringe:	\$2,216,186
Services:	\$1,659,802
Materials and Supplies:	\$972,950
Utilities:	\$300,321
Casualty/Liability:	\$261,565
Purchased Transportation:	\$16,235,552
Other:	* \$173,219
TOTAL:	\$26,820,945

#### Revenue Summary

Fare Revenue:	\$7,232,407
Charter/Other:	\$401,715
Contra & Other Fed./State:	\$26,808
Local Assistance:	\$10,273,102
State Assistance:	\$7,132,662
Federal Assistance:	\$1,754,251
TOTAL:	\$26,820,945

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	10,169,976
Total Vehicle Miles:	9,539,496
Revenue Vehicle Miles:	8,579,643

#### Performance/Service Effectiveness

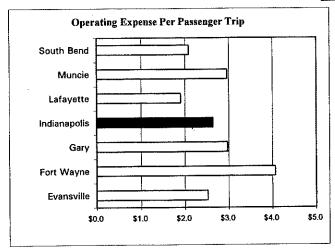
Operating Expense Per Total Vehicle Mile:	\$2.81
Operating Expense Per Passenger Trip:	\$2.64
Passenger Trips Per Total Vehicle Mile:	. 1.07
Passenger Trips Per Capita:	11.12

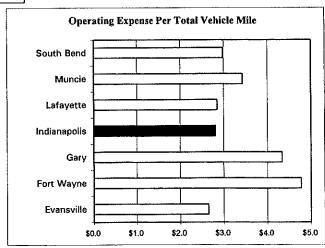
#### Financial Performance

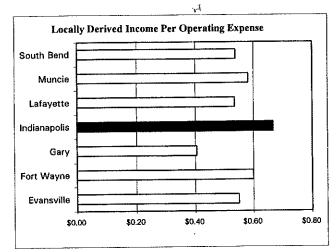
Operating Subsidy:	\$19,160,015
Operating Subsidy Ratio:	71%
Locally Derived Income:	\$17,907,224
Locally Derived Income Per Operating Expense:	\$0.67
Fare Recovery Ratio:	27%

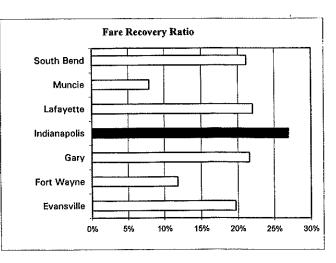
#### PEER GROUP PERFORMANCE COMPOSITE

IndyGo









## **Arrowhead Country Public Transportation**

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

Monon, IN

47959

E-MAIL: STANM@URHERE.NET

(219) 253-6658

FAX: (219) 253-6659

**CONTACT:** 

Stan Minnick, Project Coordinator

#### **GENERAL INFORMATION**

Type of Service:

Demand Response

Service Area:

Jasper, Newton, Pulaski, Starke & White Counties

Service Population:

97,166

#### **SERVICE HOURS**

#### **PERSONNEL**

Weekday:	6:00 am - 6:00 pm'		Full-Time	Part-Time
Saturday:	No Service	Operations:	18	11
Sunday:	No Service	Maintenance:	0	0
Holidays Without Service:	9	Administration:	<u>3</u>	<u>19</u>
		Total:	21	30

#### **FARE STRUCTURE**

Express:

N/A

Base:

0.75

Youth:

0.75

Elderly/Disabled:

0.75

Transfer:

N/A

Other/Special:

Pass \$11.00/Month, \$150.00/Year (Pulaski Co.)

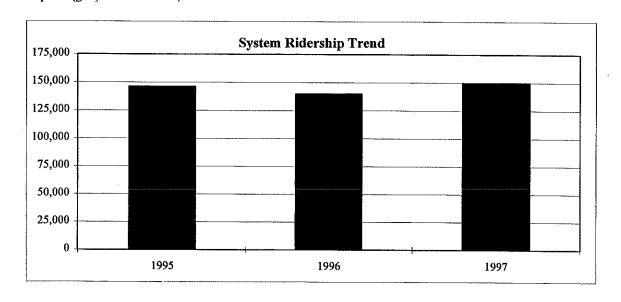
Ticket \$7.50/12 Rides (Starke Co.)

#### **OPERATION CHARACTERISTICS**

RIDERSHIP TREND

Revenue Vehicles:	38
Peak Hour Fleet:	43
Base Fleet:	43
Fuel Consumption (gal.):	61,171

1995 146,287 1996 139,975 1997 149,794



## **KIRPC**

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$226,592
Other Salaries/Wages:	\$232,170
Fringe:	\$185,529
Services:	\$62,896
Materials and Supplies:	\$60,829
Utilities:	\$38,603
Casualty/Liability:	\$73,671
Purchased Transportation:	\$0
Other:	\$76,999
TOTAL:	\$957,289

#### Revenue Summary

Fare Revenue:	\$219,876
Charter/Other:	\$0
Contra & Other Fed./State:	\$5,552
Local Assistance:	\$160,549
State Assistance:	\$205,381
Federal Assistance:	\$365,931
TOTAL:	\$957,289

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	. 149,794
Total Vehicle Miles:	632,986
Revenue Vehicle Miles:	606,118

#### Performance/Service Effectiveness

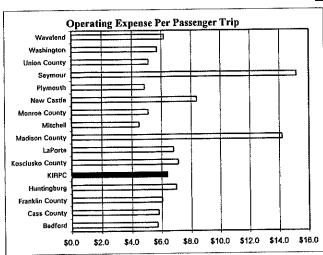
Operating Expense Per Total Vehicle Mile:	\$1.51
Operating Expense Per Passenger Trip:	\$6.39
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	1.54

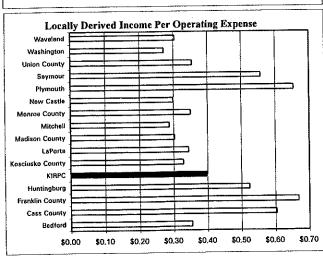
#### Financial Performance

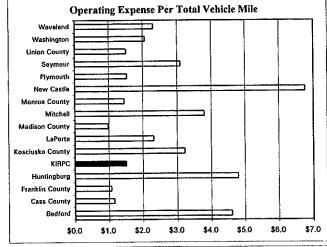
Operating Subsidy:	\$731,861
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$380,425
Locally Derived Income Per Operating Expense:	\$0.40
Fare Recovery Ratio:	23%

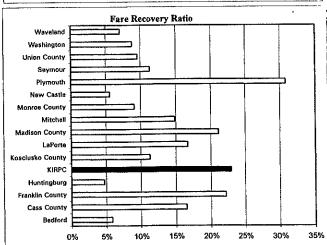
#### PEER GROUP PERFORMANCE COMPOSITE

Arrowhead Country Public Transportation









## First City Rider/Kokomo Senior Citizen Bus Service

120 E. Mulberry St., Suite 114

Kokomo, IN

46901

E-MAIL: n/a

(317) 456-2336

FAX: (765) 456-2339

**CONTACT:** 

Glen Boise, Interim Transportation Director

#### **GENERAL INFORMATION**

Type of Service:

Demand Response City of Kokomo

Service Area: Service Population:

66,981

**SERVICE HOURS** 

**PERSONNEL** 

Weekday:	24/hrs per day		Full-Time	Part-Time
Saturday:	24/hrs per day	Operations:	34	5
Sunday:	24/hrs per day	Maintenance:	1	12
Holidays Without Service:	0	Administration:	<u>2</u>	2
	- 💃	Total:	37	26

#### **FARE STRUCTURE**

Express:

N/A

Base:

2.13 (Avg.)

Youth:

2.13 (Avg.)

Elderly/Disabled:

1.06 (Avg.)

Transfer:

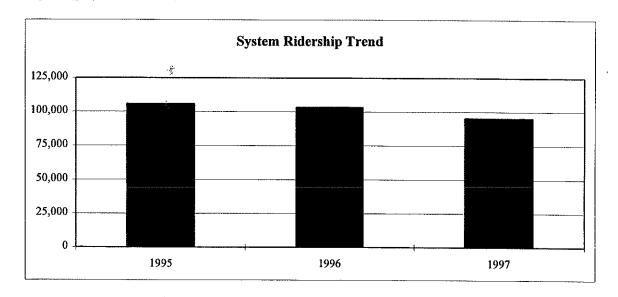
N/A

Other/Special:

Taxi Fares is base rate of \$3.25; Elderly and disabled pay half basic fare rate during non-peak p

Program subsidizes 50% of the cost up to \$2 per trip; driver assistance extra

#### **OPERATION CHARACTERISTICS** RIDERSHIP TREND Revenue Vehicles: 10 1995 105,842 Peak Hour Fleet: 9 1996 103,328 Base Fleet: 9 1997 95,348 Fuel Consumption (gal.): 25,382



### Kokomo

#### FINANCIAL INFORMATION

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$156,267
Other Salaries/Wages:	\$46,382
Fringe:	\$81,491
Services:	\$270
Materials and Supplies:	\$21,930
Utilities:	\$2,004
Casualty/Liability:	<b>\$0</b>
Purchased Transportation:	\$259,035
Other:	\$13,225
TOTAL:	\$580,604

#### Revenue Summary

Fare Revenue:	\$129,992
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$210,975
State Assistance:	\$0
Federal Assistance:	\$239,637
TOTAL:	\$580,604

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	95,348
Total Vehicle Miles:	307,620
Revenue Vehicle Miles:	160,433

#### Performance/Service Effectiveness

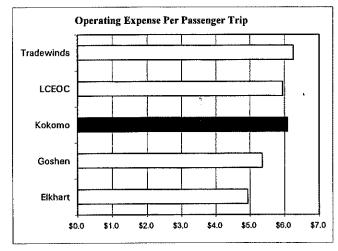
Operating Expense Per Total Vehicle Mile:	\$1.89
Operating Expense Per Passenger Trip:	\$6.09
Passenger Trips Per Total Vehicle Mile:	- 0.31
Passenger Trips Per Capita:	1.42

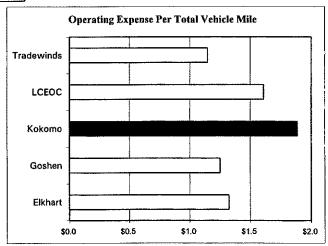
#### Financial Performance

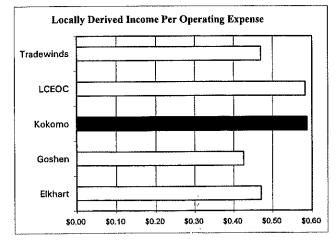
Operating Subsidy:	\$450,612
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$340,967
Locally Derived Income Per Operating Expense:	\$0.59
Fare Recovery Ratio:	22%

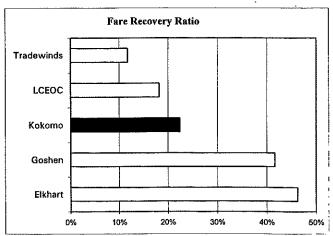
#### PEER GROUP PERFORMANCE COMPOSITE

First City Rider/Kokomo Senior Citizen Bus Service









## Kosciusko Area Bus Service

1804 East Winona Avenue

Warsaw, IN

**CONTACT:** 

46580

(219) 267-4990

E-MAIL: KABS@KConline.com

FAX: (219) 267-6200

#### **GENERAL INFORMATION**

Type of Service:

Point Deviated Fixed Route

Service Area:

Kosciusko County

Service Population:

65,294

Tom Sherron, General Manager

#### **SERVICE HOURS**

#### **PERSONNEL**

Weekday:	5:30 am - 6:00 pm		Full-Time	Part-Time
Saturday:	No Service	Operations:	10	2
Sunday:	No Service	Maintenance:	1	0
Holidays Without Service:	2	Administration:	<u>4</u>	<u>0</u>
		Total:	15	2

#### **FARE STRUCTURE**

Express: N/A
Base: \$2.00
Youth: N/A
Elderly/Disabled: \$1.00

Transfer:

Free

Other/Special:

Subscription \$2.00, Elderly and Disabled \$1.00 Multi-ride discounts for youth, seniors and adults

#### **OPERATION CHARACTERISTICS**

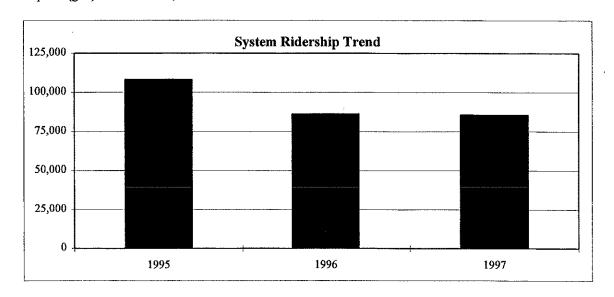
#### RIDERSHIP TREND

 Revenue Vehicles:
 12
 1995
 108,282

 Peak Hour Fleet:
 8
 1996
 86,301

 Base Fleet:
 7
 1997
 85,564

 Fuel Consumption (gal.):
 79,573



## **GROUP: 4**

## **Kosciusko County**

#### FINANCIAL INFORMATION

#### Operating Expense Summary

\$154,463
\$129,173
\$133,668
\$5,524
\$55,655
\$11,994
\$25,521
, \$0
\$92,775
\$608,773

#### Revenue Summary

,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Fare Revenue:	\$68,836
Charter/Other:	\$13,891
Contra & Other Fed./State:	\$0
Local Assistance:	\$117,102
State Assistance:	\$145,921
Federal Assistance:	\$263,023
TOTAL:	\$608,773

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	85,564
Total Vehicle Miles:	188,984
Revenue Vehicle Miles:	171,736

#### Performance/Service Effectiveness

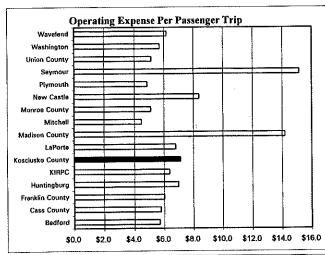
Operating Expense Per Total Vehicle Mile:	\$3.22
Operating Expense Per Passenger Trip:	\$7.11
Passenger Trips Per Total Vehicle Mile:	- 0.45
Passenger Trips Per Capita:	1.31

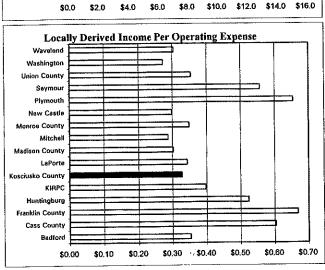
#### Financial Performance

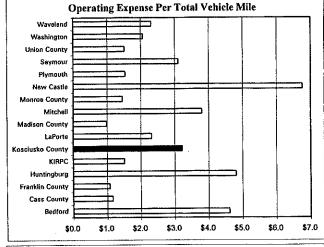
Operating Subsidy:	\$526,046
Operating Subsidy Ratio:	86%
Locally Derived Income:	\$199,829
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	11%

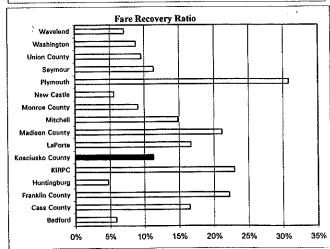
#### PEER GROUP PERFORMANCE COMPOSITE

Kosciusko Area Bus Service









## **Greater Lafayette Public Transportation Corporation**

1250 Canal Rd., Box 588

Lafayette, Indiana 47902

2

(765) 423-2666

E-MAIL: n/a

FAX: (765) 742-4729

CONTACT:

Martin B. Sennett, General Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Lafayette, West Lafayette Metropolitan Area

Service Population:

108,500

#### **SERVICE HOURS**

## PERSONNEL

Weekday: 6:00 am - 10:40 pm Full-Time Part-Time Saturday: 6:00 am - 10:40 pm Operations: 25 38 Sunday: No service Maintenance: 9 0 Holidays Without Service: 6 Administration: <u>13</u> 1 Total: 60 26

**FARE STRUCTURE** 

Express:

N/A

Base:

\$0.75

Youth:

0.35

Elderly/Disabled:

\$0.25

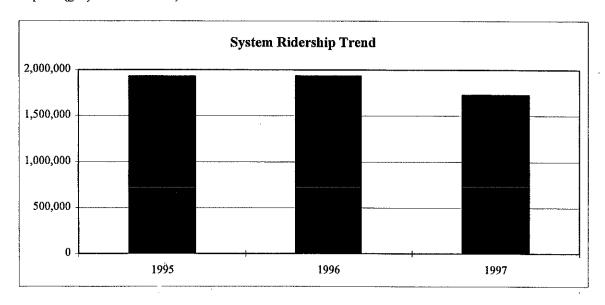
Transfer:

Free

Other/Special:

Pass \$21.00/Month, \$75.00/Semester; E&D Pass \$10.50/Month Token \$0.50/Ride; \$125.00/Annual Pass; \$45.00/Summer Pass

	. ክ	•		
OPERATION CHARACTE	ERISTICS		RIDEF	SHIP TREND
Revenue Vehicles:	49		1995	1,931,830
Peak Hour Fleet:	36		1996	1,935,174
Base Fleet:	25		1997	1,728,389
Fuel Consumption (gal.):	269,693			



## Lafayette

#### FINANCIAL INFORMATION

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Operating Expense Summary

Operator Salaries/Wages:	\$1,209,728
Other Salaries/Wages:	\$747,231
Fringe:	\$582,749
Services:	\$135,897
Materials and Supplies:	\$372,760
Utilities:	\$44,485
Casualty/Liability:	\$95,030
Purchased Transportation:	\$0
Other:	\$97,434
TOTAL:	\$3,285,314

#### Revenue Summary

Fare Revenue:	\$723,630
Charter/Other:	\$267,582
Contra & Other Fed./State:	\$1,716
Local Assistance:	\$768,196
State Assistance:	\$1,028,407
Federal Assistance:	₂ \$495,783
TOTAL:	\$3,285,314

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	1,728,389
Total Vehicle Miles:	1,153,356
Revenue Vehicle Miles:	1,110,000

#### Performance/Service Effectiveness

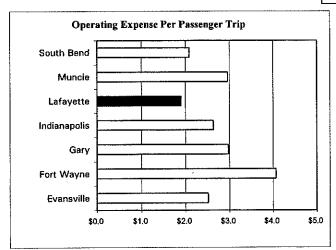
Operating Expense Per Total Vehicle Mile:	\$2.85
Operating Expense Per Passenger Trip:	\$1.90
Passenger Trips Per Total Vehicle Mile:	- 1.50
Passenger Trips Per Capita:	15.93

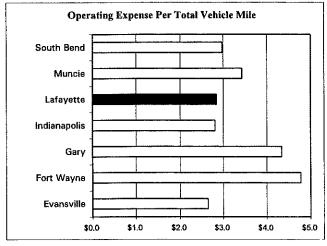
#### Financial Performance

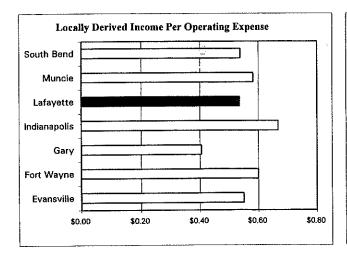
Operating Subsidy:	\$2,292,386
Operating Subsidy Ratio:	70%
Locally Derived Income:	\$1,759,408
Locally Derived Income Per Operating Expense:	\$0.54
Fare Recovery Ratio:	22%

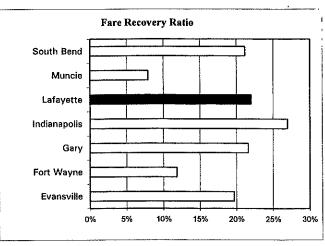
#### PEER GROUP PERFORMANCE COMPOSITE

Greater Lafayette Public Transportation Corporation









### **TransPorte**

102 "L" Street

LaPorte, IN

46350

(219) 326-8274

E-MAIL: n/a

FAX: (219) 324-4375

**CONTACT:** 

Joanne E. Mitchell, Manager

#### **GENERAL INFORMATION**

Type of Service:

Demand Response

6:00 am - 9:00 pm

Service Area:

LaPorte City limits & one-quarter mile fringe

Service Population:

21,507

#### **SERVICE HOURS**

## Weekday:

Saturday: 8:00 am - 4:00 pm

Sunday:

Holidays Without Service:

No Service

## **PERSONNEL**

	<u>Full-Time</u>	Part-Tim
Operations:	4	8
Maintenance:	3	0
Administration:	<u>3</u>	<u>0</u>
Total:	10	8

### **FARE STRUCTURE**

Express:

N/A

Base:

\$2.25

Youth:

Transfer:

\$1.00

Elderly/Disabled:

\$1.50

Other/Special:

N/A Pass \$20.00/10 Rides

E & H Pass \$12.50/10 Rides

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles:

9

Peak Hour Fleet:

Base Fleet:

5 4

Fuel Consumption (gal.):

25,449

#### **RIDERSHIP TREND**

1995 66,223 1996 70,833

1997 69,796

System Ridership Trend 75,000 50,000 25,000 0 1995 1996 1997

### LaPorte

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$282,552
Other Salaries/Wages:	\$0
Fringe:	\$89,980
Services:	\$5,380
Materials and Supplies:	\$46,744
Utilities:	\$24,957
Casualty/Liability:	\$19,724
Purchased Transportation:	\$0
Other:	\$5,841
TOTAL:	\$475,178

#### Revenue Summary

,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Fare Revenue:	\$79,316
Charter/Other:	\$17,496
Contra & Other Fed./State:	\$3,035
Local Assistance:	\$66,470
State Assistance:	\$127,072
Federal Assistance:	\$181,789
TOTAL:	\$475,178

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	69,796
Total Vehicle Miles:	204,844
Revenue Vehicle Miles:	203,185

#### Performance/Service Effectiveness

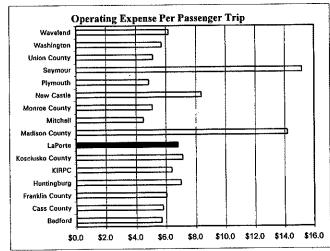
Operating Expense Per Total Vehicle Mile:	\$2.32
Operating Expense Per Passenger Trip:	\$6.81
Passenger Trips Per Total Vehicle Mile:	0.34
Passenger Trips Per Capita:	3.25

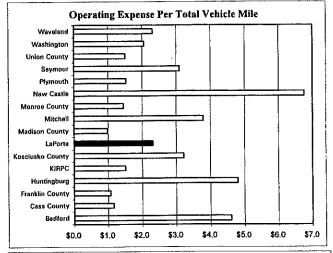
#### Financial Performance

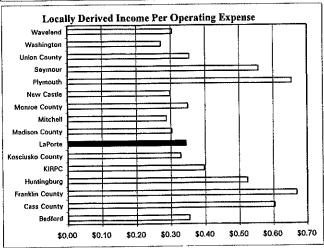
Operating Subsidy:	\$375,331
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$163,282
Locally Derived Income Per Operating Expense:	\$0.34
Fare Recovery Ratio:	17%

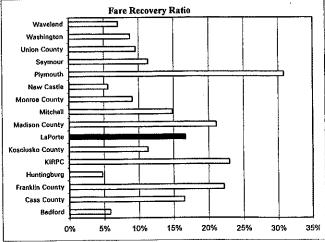
#### PEER GROUP PERFORMANCE COMPOSITE

TransPorte









## **LCEOC Transaction**

5518 Calumet Avenue

Hammond, IN

46320

(219) 937-3500

E-MAIL: n/a FAX: (219) 932-0560

CONTACT:

John Schoon, Associate Director of Transportation Services

#### **GENERAL INFORMATION**

Type of Service:

**Demand Response** 

Service Area:

Lake and Porter Counties

Service Population:

51,422

#### **SERVICE HOURS**

6:00 pm - 11:00 pm 7:00 am - 5:00 pm

Saturday: Sunday:

Weekday:

7:00 am - 5:00 pm

Holidays Without Service:

12

#### **PERSONNEL**

	<u>Full-Time</u>	Part-Time
Operations:	40	17
Maintenance:	0	0
Administration:	<u>1</u>	<u>5</u>
Total:	41	22

#### **FARE STRUCTURE**

Express:

N/A

Base:

N/A

Youth:

Transfer:

N/A

Elderly/Disabled:

N/A

N/A

Other/Special:

\$3.00 per one-way trip

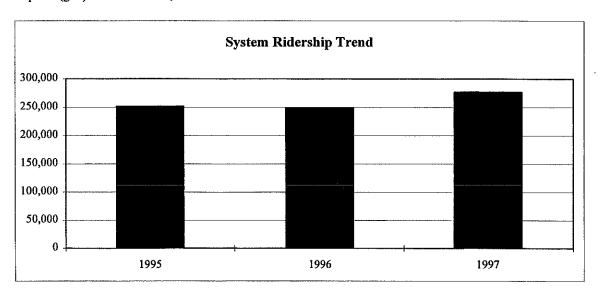
#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: 45 Peak Hour Fleet: 46 Base Fleet: 39 RIDERSHIP TREND

1995 252,100 1996 249,537 1997 277,300

Fuel Consumption (gal.):

115,967



#### **LCEOC**

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$441,736
Other Salaries/Wages:	\$277,660
Fringe:	\$165,284
Services:	\$317,288
Materials and Supplies:	\$196,976
Utilities:	\$83,778
Casualty/Liability:	\$118,170
Purchased Transportation:	\$0
Other:	\$49,073
TOTAL:	\$1,649,965

#### Revenue Summary

Fare Revenue:	\$300,338
Charter/Other:	\$0
Contra & Other Fed./State:	.) \$0
Local Assistance:	\$660,990
State Assistance:	\$464,371
Federal Assistance:	\$224,266
TOTAL:	\$1,649,965

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	277,300
Total Vehicle Miles:	1,025,000
Revenue Vehicle Miles:	823,000

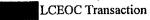
#### Performance/Service Effectiveness

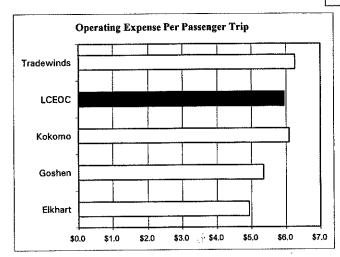
Operating Expense Per Total Vehicle Mile:	\$1.61
Operating Expense Per Passenger Trip:	\$5.95
Passenger Trips Per Total Vehicle Mile:	- 0.27
Passenger Trips Per Capita:	5.39

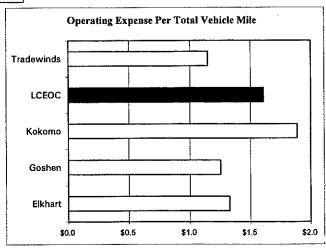
#### Financial Performance

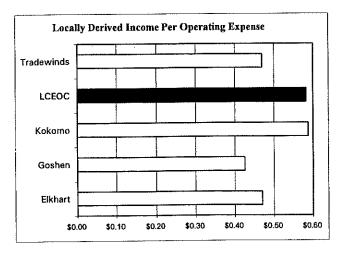
Operating Subsidy:	\$1,349,627
Operating Subsidy Ratio:	82%
Locally Derived Income:	\$961,328
Locally Derived Income Per Operating Expense:	\$0.58
Fare Recovery Ratio:	18%

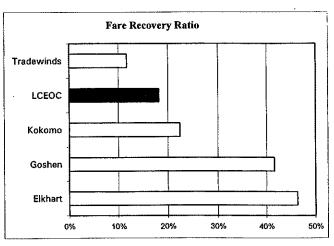
#### PEER GROUP PERFORMANCE COMPOSITE











## **Transportation for Rural Areas of Madison**

16 E. Ninth Street

Anderson, IN (765) 641-9482 46016

E-MAIL: n/a

FAX: (765) 641-9486

CONTACT:

Rosalee Bernard, Chief Local Assistance Planner

#### **GENERAL INFORMATION**

Type of Service:

Demand Response

Service Area:

Madison County except Anderson

Service Population:

56,632

#### **SERVICE HOURS**

Weekday:6:00 am - 5:00 pmSaturday:No serviceSunday:No service

Holidays Without Service:

m - 5:00 pm

 Full-Time
 Part-Time

 Operations:
 5
 0

 Maintenance:
 0
 0

 Administration:
 2
 0

 Total:
 7
 0

**PERSONNEL** 

#### **FARE STRUCTURE**

Express: N/A
Base: 3.00
Youth: 3.00
Elderly/Disabled: 3.00
Transfer: N/A

Other/Special:

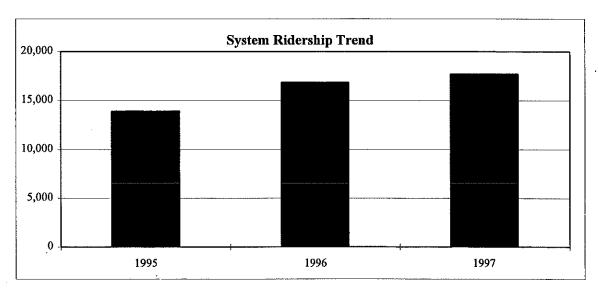
User-side Subsidy Voucher, \$3.00

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: 11
Peak Hour Fleet: 7
Base Fleet: 5
Fuel Consumption (gal.): 22,196

#### RIDERSHIP TREND

1995 13,918 1996 16,863 1997 17,712



## **Madison County**

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$36,640
Fringe:	\$11,752
Services:	\$0
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$177,120
Other:	\$25,752
TOTAL:	\$251,264

#### Revenue Summary

Fare Revenue:	\$53,136
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$22,962
State Assistance:	<b>\$76,101</b>
Federal Assistance:	\$99,065
TOTAL:	\$251,264

#### SERVICE STATISTICS

#### **Productivity**

Total Passenger Boardings:	17,712
Total Vehicle Miles:	254,815
Revenue Vehicle Miles:	254,815

#### Performance/Service Effectiveness

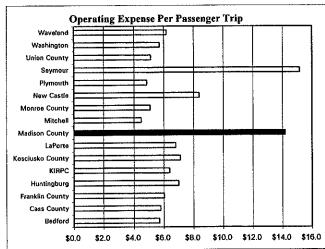
Operating Expense Per Total Vehicle Mile:	\$0.99
Operating Expense Per Passenger Trip:	\$14.19
Passenger Trips Per Total Vehicle Mile:	0.07
Passenger Trips Per Capita:	0.31

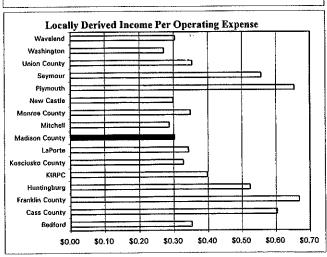
#### Financial Performance

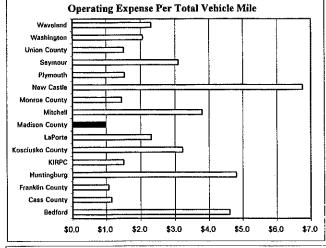
Operating Subsidy:	\$198,128
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$76,098
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	21%

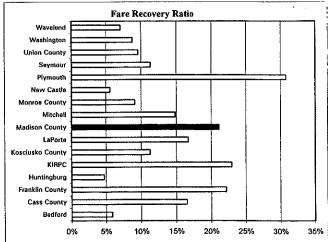
#### PEER GROUP PERFORMANCE COMPOSITE

Transportation for Rural Areas of Madison









## **Marion Transportation System**

301 South Branson St.

Marion, IN

46952

E-MAIL: n/a

(317) 668-4405

FAX: (765) 668-4438

CONTACT:

Orville Fitzjarrald, Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route with ADA Deviation

Service Area:

Marion City Limits

Service Population:

32,618

#### **SERVICE HOURS**

#### **PERSONNEL**

Weekday:	7:00 am - 5:00 pm		Full-Time	Part-Time
Saturday:	No service	Operations:	4	1
Sunday:	No service	Maintenance:	1	1
Holidays Without Service:	6	Administration:	<u>2</u>	<u>2</u>
		Total:	7	4

#### **FARE STRUCTURE**

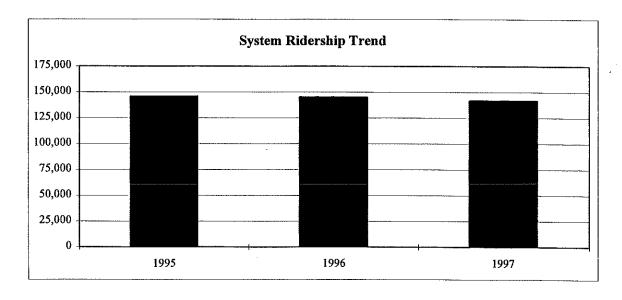
Express: N/A
Base: 0.50
Youth: 0.25
Elderly/Disabled: 0.50
Transfer: Free

Other/Special:

E & D Fare \$0.25 with ID; E & D ID Card \$1.00/Year

Tokens \$10.00/40 Rides; ADA Paratransit Service \$1.00 per ride

#### **OPERATION CHARACTERISTICS RIDERSHIP TREND** Revenue Vehicles: 12 1995 146,008 Peak Hour Fleet: 4" 1996 145,409 Base Fleet: 4 1997 141,893 Fuel Consumption (gal.): 26,735



#### Marion

#### **FINANCIAL INFORMATION**

#### Operating Expense Summary

Operator Salaries/Wages:	\$140,449
Other Salaries/Wages:	\$143,484
Fringe:	\$80,836
Services:	\$45,318
Materials and Supplies:	\$54,532
Utilities:	\$9,415
Casualty/Liability:	\$52,207
Purchased Transportation:	\$0
Other:	\$1,657
TOTAL:	\$527,898

#### Revenue Summary

Fare Revenue:	\$32,496
Charter/Other:	\$0
Contra & Other Fed./State:	\$3,256
Local Assistance:	\$106,789
State Assistance:	\$139,284
Federal Assistance:	\$246,073
TOTAL:	\$527,898

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	141,893
Total Vehicle Miles:	145,873
Revenue Vehicle Miles:	142,771

#### Performance/Service Effectiveness

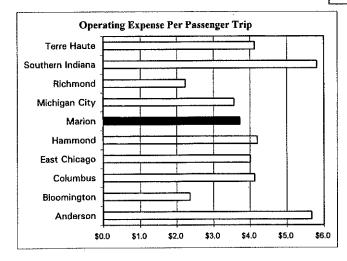
Operating Expense Per Total Vehicle Mile:	\$3.62
Operating Expense Per Passenger Trip:	\$3.72
Passenger Trips Per Total Vehicle Mile:	- 0.97
Passenger Trips Per Capita:	4.35

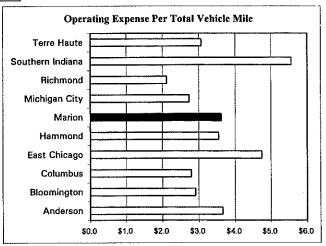
#### Financial Performance

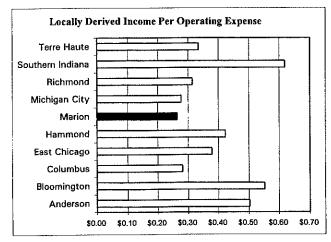
Operating Subsidy:	\$492,146
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$139,285
Locally Derived Income Per Operating Expense:	\$0.26
Fare Recovery Ratio:	6%

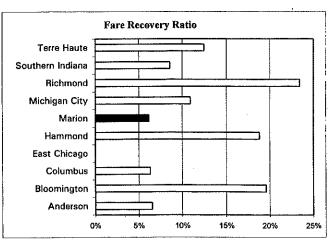
#### PEER GROUP PERFORMANCE COMPOSITE

Marion Transportation System









## Michigan City Municipal Coach Service

1402 W. Garfield St.

Michigan City, IN

(219) 873-1502

46360

E-MAIL: n/a

FAX: (219) 873-1565

CONTACT:

Walter Gipson, Foreman

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Michigan City Limits & Trail Creek

Service Population:

36,274

#### **SERVICE HOURS**

6:30 am - 6:30 pm Weekday: 8:30 am - 6:30 pm Saturday:

Sunday:

No Service

Holidays Without Service:

#### **PERSONNEL**

	<u>Full-Time</u>	Part-Tim
Operations:	12	0
Maintenance:	2	0
Administration:	2	1
Total:	16	1

#### **FARE STRUCTURE**

Express: N/A 0.50 Base: Youth: 0.25 Elderly/Disabled: 0.25 Transfer: Free

Other/Special:

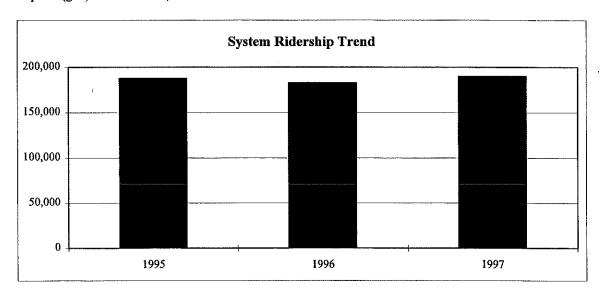
Pass \$18.00/Month Youth Pass \$9.00/Month

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: 8 5 Peak Hour Fleet: Base Fleet: 5 Fuel Consumption (gal.): 32,567

#### RIDERSHIP TREND

1995 187,822 1996 182,952 1997 190,099



## **Michigan City**

#### **FINANCIAL INFORMATION**

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$369,119
Other Salaries/Wages:	\$0
Fringe:	\$178,963
Services:	\$16,741
Materials and Supplies:	\$68,809
Utilities:	\$15,362
Casualty/Liability:	\$28,114
Purchased Transportation:	\$0
Other:	\$0
TOTAL:	\$677,108

#### Revenue Summary

Fare Revenue:	\$73,919
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$113,839
State Assistance:	\$187,756
Federal Assistance:	\$301,594
TOTAL:	\$677,108

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	190,099
Total Vehicle Miles:	247,321
Revenue Vehicle Miles:	243,298

#### Performance/Service Effectiveness

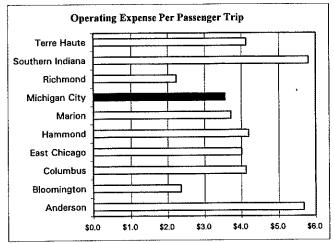
Operating Expense Per Total Vehicle Mile:	\$2.74
Operating Expense Per Passenger Trip:	\$3.56
Passenger Trips Per Total Vehicle Mile:	- 0.77
Passenger Trips Per Capita:	5.24

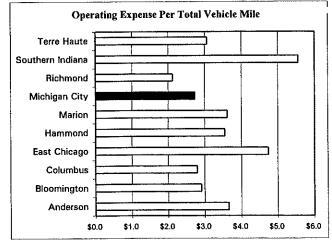
#### Financial Performance

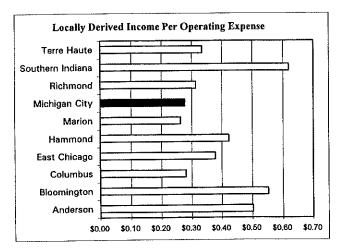
Operating Subsidy:	\$603,189
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$187,758
Locally Derived Income Per Operating Expense:	\$0.28
Fare Recovery Ratio:	11%

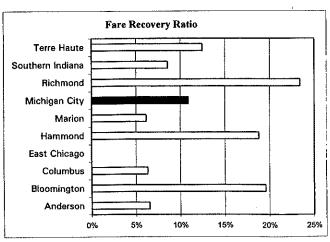
#### PEER GROUP PERFORMANCE COMPOSITE

Michigan City Municipal Coach Service









## **Mitchell Transit System**

407 South 6th Street

Mitchell, IN

47446

(812) 849-2151

E-MAIL: n/a

FAX: (812) 849-3955

CONTACT:

Alma Lindley, Operations Manager

#### **GENERAL INFORMATION**

Type of Service:

**Demand Response** 

Service Area:

Mitchell City Limits

Service Population:

4,669

#### **SERVICE HOURS**

Weekday:

8:00 am - 4:30 pm

Saturday:

No Service

Sunday:

Holidays Without Service:

No Service

#### **PERSONNEL**

Operations:

Full-Time Part-Time 1 0

Maintenance:

0 1 0

Administration:

2

Total:

3

#### **FARE STRUCTURE**

Express:

N/A

Base:

\$0.75

Youth:

\$0.75

Elderly/Disabled:

\$0.50

Transfer:

N/A

Other/Special:

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: Peak Hour Fleet:

Base Fleet:

2 2

1

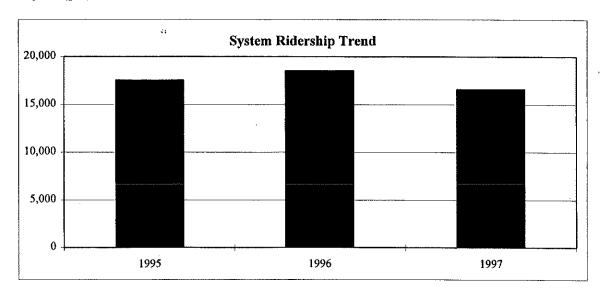
Fuel Consumption (gal.):

3,477

#### RIDERSHIP TREND

1995 17,544 1996 18,528

1997 16,595



#### FINANCIAL INFORMATION

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$19,714
Other Salaries/Wages:	\$23,279
Fringe:	\$12,516
Services:	\$7,276
Materials and Supplies:	\$5,993
Utilities:	\$4,020
Casualty/Liability:	\$0
Purchased Transportation:	\$0
Other:	\$1,727
TOTAL:	\$74,525

#### Revenue Summary

Fare Revenue:	\$11,071
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$10,330
State Assistance:	\$21,398
Federal Assistance:	\$31,726
TOTAL:	\$74,525

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	16,595
Total Vehicle Miles:	19,618
Revenue Vehicle Miles:	15,690

Mitchell

#### Performance/Service Effectiveness

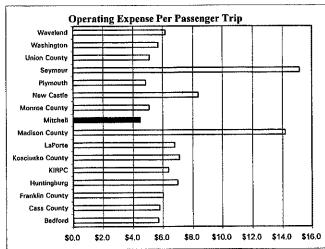
Operating Expense Per Total Vehicle Mile:	\$3.80
Operating Expense Per Passenger Trip:	\$4.49
Passenger Trips Per Total Vehicle Mile:	0.85
Passenger Trips Per Capita:	3.55

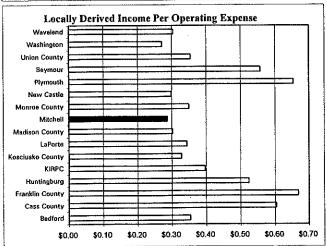
#### Financial Performance

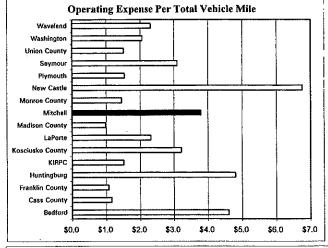
Operating Subsidy:	\$63,454
Operating Subsidy Ratio:	85%
Locally Derived Income:	\$21,401
Locally Derived Income Per Operating Expense:	\$0.29
Fare Recovery Ratio:	15%

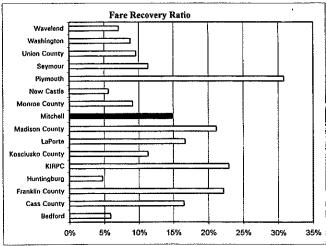
#### PEER GROUP PERFORMANCE COMPOSITE

Mitchell Transit System









## **Rural Transit**

7500 West Reeves Road

Bloomington, IN (812) 876-3383

47404

E-MAIL: JECHELBA@BLOOMINGTON.IN.US

FAX: (812) 876-9922

CONTACT:

Jewel Echelbarger, Program Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Monroe, Owen & Southern Putnam Counties

Service Population:

136,300

6

#### **SERVICE HOURS**

Weekday:5:50 am - 6:45 pmSaturday:No serviceSunday:No service

Holidays Without Service:

#### PERSONNEL

	Full-Time	Part-Time
Operations:	6	12
Maintenance:	1	1
Administration:	<u>2</u>	<u>3</u>
Total:	9	16

#### **FARE STRUCTURE**

Express: N/A
Base: 0.75
Youth: 0.50
Elderly/Disabled: 0.75
Transfer: Free

Other/Special:

One-county Pass \$9.50/Month Two-county Pass \$18.00/Month

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: 13
Peak Hour Fleet: 13
Base Fleet: 13
Fuel Consumption (gal.): 36,187

#### RIDERSHIP TREND

1995 85,752 1996 85,771 1997 86,847

System Ridership Trend

80,000

60,000

40,000

20,000

1995

1996

1997

## **Monroe County**

#### **FINANCIAL INFORMATION**

#### Operating Expense Summary

Operator Salaries/Wages:	\$209,821
Other Salaries/Wages:	\$0
Fringe:	\$32,709
Services:	\$8,434
Materials and Supplies:	\$98,022
Utilities:	\$7,700
Casualty/Liability:	\$37,339
Purchased Transportation:	\$0
Other:	\$49,417
TOTAL:	\$443,442

#### Revenue Summary

Fare Revenue:	\$40,351
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$114,419
State Assistance:	\$87,195
Federal Assistance:	\$201,477
TOTAL:	\$443,442

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	86,847
Total Vehicle Miles:	304,435
Revenue Vehicle Miles:	241,608

#### Performance/Service Effectiveness

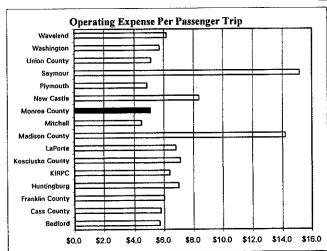
Operating Expense Per Total Vehicle Mile:	\$1.46
Operating Expense Per Passenger Trip:	\$5.11
Passenger Trips Per Total Vehicle Mile:	0.29
Passenger Trips Per Capita:	0.64

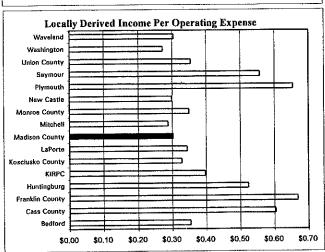
#### Financial Performance

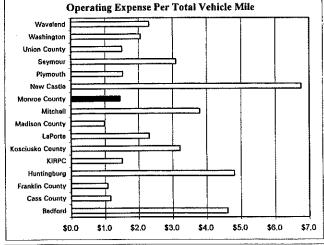
Operating Subsidy:	\$403,091
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$154,770
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	9%

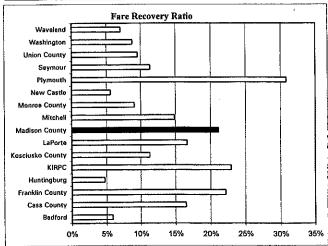
#### PEER GROUP PERFORMANCE COMPOSITE

Rural Transit









## **Muncie Indiana Transit System**

1300 E. Seymour St.

Muncie, Indiana (317) 282-2762

47302

E-MAIL: n/a

FAX: (765) 287-2385

CONTACT:

Larry King, General Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Fixed Route/City Limits - Demand Response/City Limits

Service Population:

71,035

.,1

**SERVICE HOURS** 

**PERSONNEL** 

Weekday:	6:00 am to 9:00 pm		Full-Time	Part-Time
Saturday:	8:15 am - 8:00 pm	Operations:	38	10
Sunday:	No Service	Maintenance:	13	1
Holidays Without Service:	6	Administration:	<u>15</u>	<u>2</u>
		Total:	66	13

#### **FARE STRUCTURE**

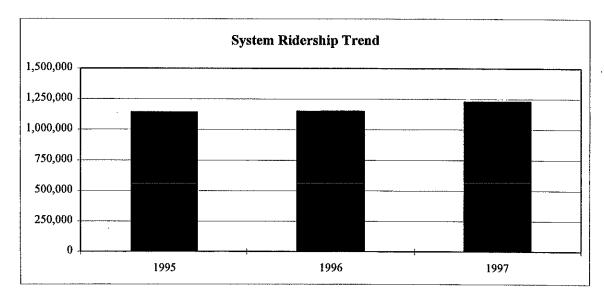
Express: N/A
Base: 0.50
Youth: N/A
Elderly/Disabled: 0.25
Transfer: Free

Other/Special:

Pass \$17.50/30 Day, \$43.00/90 Day, \$4.50/10 Ride; E & D Pass \$8.75/30 Day, \$21.50/90 Day,

Token \$0.475/Ride (Must purchase two); Student Token \$0.45/Ride

# OPERATION CHARACTERISTICS RIDERSHIP TREND Revenue Vehicles: 34 1995 1,142,120 Peak Hour Fleet: 30 1996 1,149,723 Base Fleet: 26 1997 1,229,475 Fuel Consumption (gal.): 271,081 271,081



### Muncie

#### FINANCIAL INFORMATION

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$1,131,230
Other Salaries/Wages:	\$720,974
Fringe:	\$681,253
Services:	\$317,272
Materials and Supplies:	\$449,649
Utilities:	\$76,468
Casualty/Liability:	\$135,685
Purchased Transportation:	\$0
Other:	\$130,313
TOTAL:	\$3,642,844

#### Revenue Summary

\$289,231
\$86,024
\$2,526
\$1,745,857
\$1,154,744
\$364,462
\$3,642,844

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	1,229,475
Total Vehicle Miles:	1,062,081
Revenue Vehicle Miles:	1,007,769

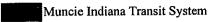
#### Performance/Service Effectiveness

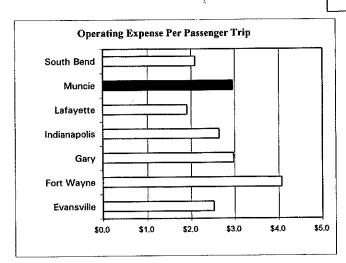
Operating Expense Per Total Vehicle Mile:	\$3.43
Operating Expense Per Passenger Trip:	\$2.96
Passenger Trips Per Total Vehicle Mile:	- 1.16
Passenger Trips Per Capita:	17.31

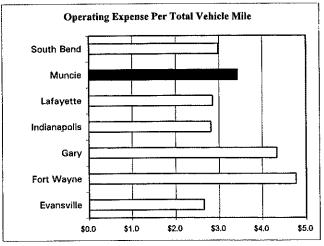
#### Financial Performance

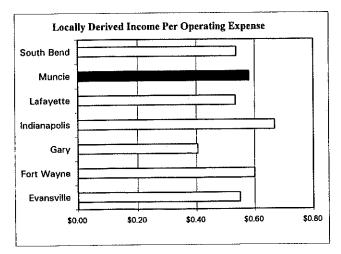
Operating Subsidy:	\$3,265,063
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$2,121,112
Locally Derived Income Per Operating Expense:	\$0.58
Fare Recovery Ratio:	8%

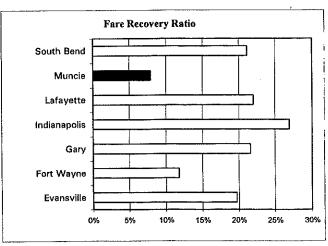
#### PEER GROUP PERFORMANCE COMPOSITE











## **New Castle Community Transit System**

201 South 25th St.

New Castle, IN (765) 529-8113 47362

E-MAIL: nctransit@nltc.net FAX: (765) 521-6846

**CONTACT:** 

Deborah Thornhill, Manager

#### **GENERAL INFORMATION**

Type of Service:

Point Deviated Fixed Route

Service Area:

**New Castle City Limits** 

Service Population:

17,753

#### **SERVICE HOURS**

	PERSONNEL		
8:00 am - 4:00 pm		Full-Time	Part-Time
No Service	Operations:	4	0
No Service	Maintenance:	1	٥

Saturday: Sunday:

Weekday:

0 0 Maintenance:

Holidays Without Service:

14

<u>2</u> Administration: 0 Total: 0

#### **FARE STRUCTURE**

Express:

N/A

Base:

\$1.00

Youth:

N/A

Elderly/Disabled:

\$0.50

Transfer:

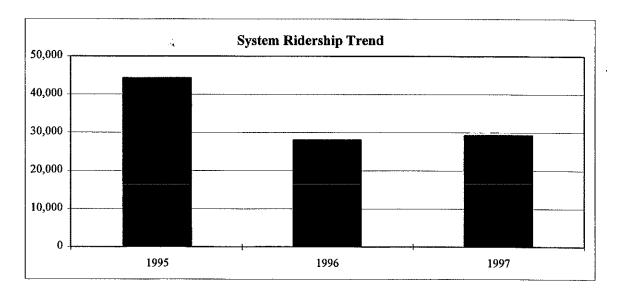
Free

Other/Special:

Pass \$14.00/Month; Pass \$11.00/25 Rides

Youth Pass \$9.00/25 Rides; E&H Pass \$7.00/25 Rides

#### **OPERATION CHARACTERISTICS** RIDERSHIP TREND Revenue Vehicles: 6 1995 44,270 2 Peak Hour Fleet: 1996 28,084 Base Fleet: 1997 29,283 Fuel Consumption (gal.): 7,291



GROUP: 4 New Castle

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$44,338
Other Salaries/Wages:	\$97,849
Fringe:	\$58,167
Services:	\$1,403
Materials and Supplies:	\$11,895
Utilities:	\$9,543
Casualty/Liability:	\$12,669
Purchased Transportation:	\$0
Other:	\$9,277
TOTAL:	\$245,141

#### Revenue Summary

Fare Revenue:	\$13,725
Charter/Other:	\$438
Contra & Other Fed./State:	\$2,273
Local Assistance:	\$59,075
State Assistance:	\$55,278
Federal Assistance:	\$114,352
TOTAL:	\$245,141

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	29,283
Total Vehicle Miles:	36,272
Revenue Vehicle Miles:	35,184

#### Performance/Service Effectiveness

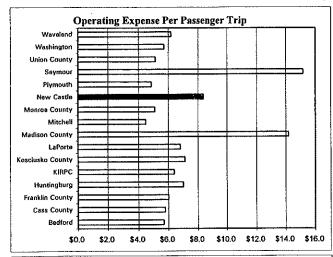
Operating Expense Per Total Vehicle Mile:	\$6.76
Operating Expense Per Passenger Trip:	\$8.37
Passenger Trips Per Total Vehicle Mile:	- 0.81
Passenger Trips Per Capita:	1.65

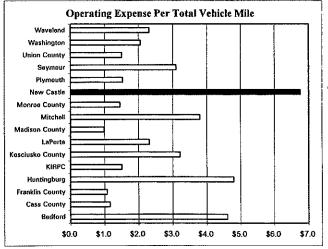
#### Financial Performance

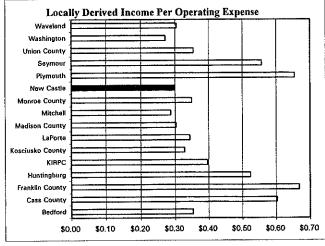
Operating Subsidy:	\$228,705
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$73,238
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	6%

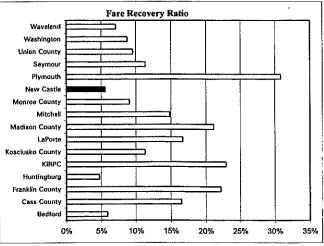
#### PEER GROUP PERFORMANCE COMPOSITE

New Castle Community Transit System









## **Northern Indiana Commuter Transportation District**

33 East U.S. Highway 12

Chesterton, IN

46304

(219) 926-5744

E-MAIL:

n/a

FAX: (219) 929-4438

CONTACT:

Gerald R. Hanas, General Manager

#### **GENERAL INFORMATION**

Type of Service:

Commuter Rail

Service Area:

Weekday:

Saturday:

Sunday:

Rail Corridor between South Bend, IN & Chicago, IL

Service Population:

163,611

#### **SERVICE HOURS**

#### 4:02 am - 2:25 am 5:35 am - 1:25 pm 7:05 am - 11:40 pm

Holidays Without Service:

#### **PERSONNEL**

	Full-Time	Part-Time
Operations:	91	0
Maintenance:	125	0
Administration:	<u>46</u>	<u>0</u>
Total:	262	0

#### **FARE STRUCTURE**

Express:

0.00 Base: Youth: 0.00 Elderly/Disabled: 0.00

Transfer:

N/A

0

Other/Special:

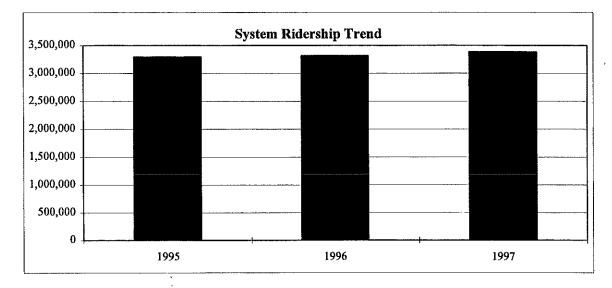
#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: 58 53 Peak Hour Fleet: 22 Base Fleet: Fuel Consumption (gal.):

RIDERSHIP TREND 1995 3,295,987

1996 3,315,759 1997 3,384,439

15,846,250



### 1997 ANNUAL REPORT INDIANA PUBLIC TRANSIT

### **CORRECTION SHEET**

### Page 82 - Northern Indiana Commuter Transportation District

#### **FARE STRUCTURE**

Express:

N/A

Base:

Based on Zone (\$3.15 to \$9.40)

Youth:

Based on Zone (\$1.55 to 4.70)

Elderly/Disabled:

Based on Zone (\$1.55 to 4.70)

Transfer:

N/A

Other/Special:

10 Ride Tickets \$31.50 - \$89.40; 25 Ride Tickets \$70.90 - \$212.00

Monthly \$85.05 - \$265.10; Discounts for Elderly, Youth and Disabled.

## SERVICE STATISTICS

## FINANCIAL INFORMATION

Operating	Expense	Summary
-		,

-	
Operator Salaries/Wages:	\$749,790
Other Salaries/Wages:	\$6,951,901
Fringe:	•
Services:	\$5,760,598
	\$993,735
Materials and Supplies:	\$1,993,589
Utilities:	\$1,907,675
Casualty/Liability:	
Purchased Transportation:	\$2,066,880
Other:	\$0
	\$663,899
TOTAL:	\$21,088,067

## Revenue Summary

Fare Revenue:	\$12,625,522
Charter/Other:	\$59,924
Contra & Other Fed./State:	\$0 \$0
Local Assistance:	\$3,411,108
State Assistance:	\$3,134,889
Federal Assistance:	\$1,856,624
TOTAL:	\$21,088,067

## Productivity

Total Passenger Boardings:	
Total Vehicle Miles:	3,384,439
Revenue Vehicle Miles:	2,897,467
- Toyondo Vemele Miles:	2,731,135

**NICTD** 

## Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile: Operating Expense Per Passenger Trip: Passenger Trips Per Total Vehicle Mile: Passenger Trips Per Capita:	\$7.28 \$6.23 · 1.17
i	20,69

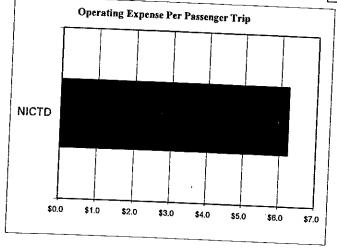
## Financial Performance

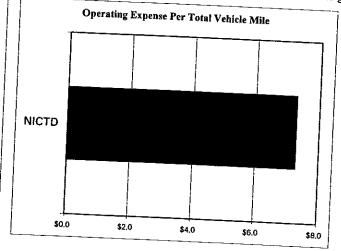
Operating Subsidy:	**
Operating Subsidy Ratio:	\$8,402,621
Locally Derived Income:	40%
	\$16,096,554
Locally Derived Income Per Operating Expense: Fare Recovery Ratio:	\$0.76
- · · · · · · · · · · · · · · · · · · ·	60%

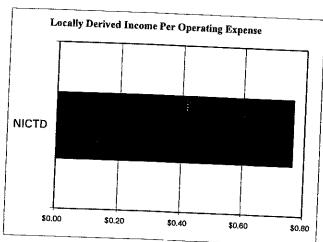
## PEER GROUP PERFORMANCE COMPOSITE

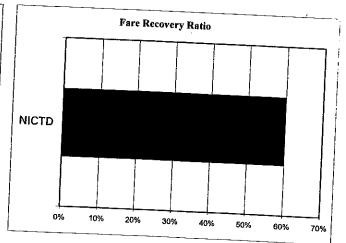
Northern Indiana Commuter Transportation District

Peer Group Members (NICTD is the only member of its group)









## **Rock City Rider**

227 W. Jefferson Blvd., Room 1120

South Bend, IN

46601

(219) 287-1829

E-MAIL: macogdir@aol.com FAX: (219) 287-1840

CONTACT:

Sandi Seanor, Executive Director

## GENERAL INFORMATION

Type of Service:

Demand Response/User-side Subsidy

Service Area:

City of Plymouth

Service Population:

8,303

### SERVICE HOURS

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

Sunday:

No Service

Holidays Without Service:

8

### PERSONNEL

PEKSONNEL	Full-Time	Part-Time
Operations:	1	1
Maintenance:	0	0
Administration:	1	Q
Total:	2	1

## FARE STRUCTURE

N/A Express: 3.0 Base:

3.0 Youth: 1.50

Elderly/Disabled: N/A Transfer:

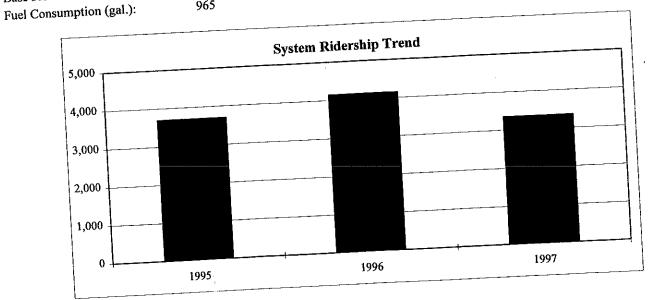
Other/Special:

Handicapped fare \$3.00

#### RIDERSHIP TREND **OPERATION CHARACTERISTICS** 3,696 1995

3 Revenue Vehicles: 3 Peak Hour Fleet: 2 Base Fleet: 965

4,143 1996 3,351 1997



## **Plymouth**

#### FINANCIAL INFORMATION

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$5,755
Fringe:	\$0
Services:	\$0
Materials and Supplies:	\$61
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$10,053
Other:	\$449
TOTAL:	\$16,318

#### Revenue Summary

Fare Revenue:	\$5,026
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$5,646
State Assistance:	e <b>\$0</b>
Federal Assistance:	\$5,646
TOTAL:	\$16,318

#### SERVICE STATISTICS

#### **Productivity**

Total Passenger Boardings:	. 3,351
Total Vehicle Miles:	10,616
Revenue Vehicle Miles:	10,616

#### Performance/Service Effectiveness

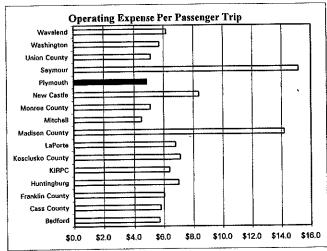
Operating Expense Per Total Vehicle Mile:	\$1.54
Operating Expense Per Passenger Trip:	\$4.87
Passenger Trips Per Total Vehicle Mile:	. 0.32
Passenger Trips Per Capita:	0.40

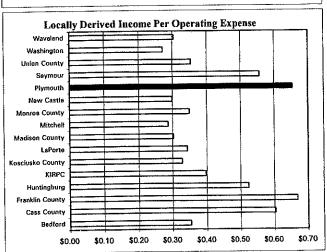
#### Financial Performance

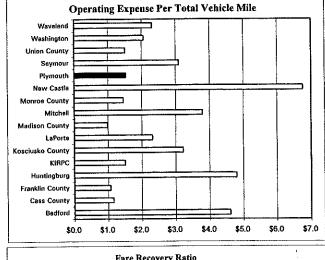
Operating Subsidy:	\$11,292
Operating Subsidy Ratio:	69%
Locally Derived Income:	\$10,672
Locally Derived Income Per Operating Expense:	\$0.65
Fare Recovery Ratio:	31%

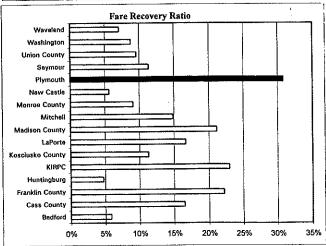
#### PEER GROUP PERFORMANCE COMPOSITE

Rock City Rider









## **Rose View Transit & Paratransit System**

401 South "Q" Street

Richmond, IN (765) 983-7227 47374

E-MAIL: n/a

FAX: (765) 983-7212

CONTACT:

Terri Quinter, Operations Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Richmond City Limits

Service Population:

38,705

#### **SERVICE HOURS**

#### 6:15 am - 5:45 pm 10:15 am - 5:45 pm

Saturday: Sunday:

Weekday:

No Service

6

Holidays Without Service:

#### **PERSONNEL**

Total:

	<u>Full-Time</u>	Part-Time
Operations:	16	1
Maintenance:	1	0
Administration:	3	0

20

#### **FARE STRUCTURE**

Express:

N/A

Base:

0.75

Youth:

0.50

Elderly/Disabled:

0.50

Transfer:

Free

Other/Special:

Demand Response, Donation

Pass \$25.00/Month; Student, E & H Pass \$17.00/Month

#### **OPERATION CHARACTERISTICS**

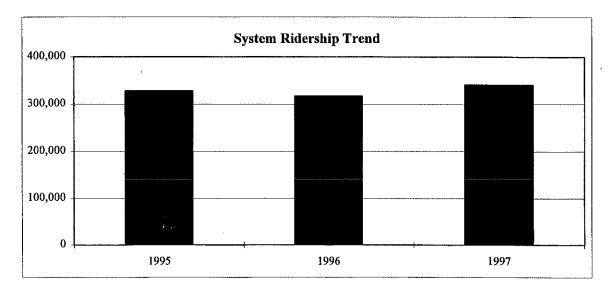
Revenue Vehicles: 16 Peak Hour Fleet: 10 Base Fleet: 16

Fuel Consumption (gal.):

41,655

#### RIDERSHIP TREND

1995 328,283 1996 317,484 1997 340,807



### Richmond

#### **FINANCIAL INFORMATION**

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$430,763
Other Salaries/Wages:	\$17,864
Fringe:	\$134,626
Services:	\$39,455
Materials and Supplies:	\$74,574
Utilities:	\$4,899
Casualty/Liability:	\$59,207
Purchased Transportation:	\$0
Other:	\$153
TOTAL:	\$761,541

#### Revenue Summary

Fare Revenue:	\$178,393
Charter/Other:	₁₁ \$16,087
Contra & Other Fed./State:	\$1,640
Local Assistance:	\$44,115
State Assistance:	\$238,595
Federal Assistance:	\$282,711
TOTAL:	\$761,541

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	340,807
Total Vehicle Miles:	360,060
Revenue Vehicle Miles:	341,794

#### Performance/Service Effectiveness

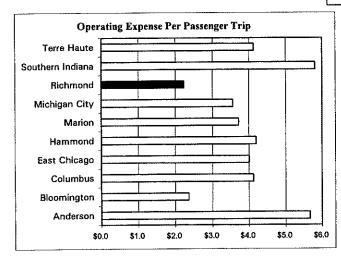
Operating Expense Per Total Vehicle Mile:	\$2.12
Operating Expense Per Passenger Trip:	\$2.23
Passenger Trips Per Total Vehicle Mile:	- 0.95
Passenger Trips Per Capita:	8.81

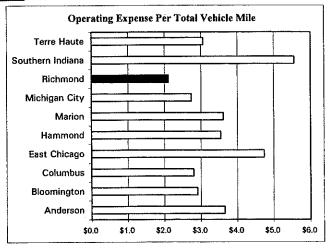
#### Financial Performance

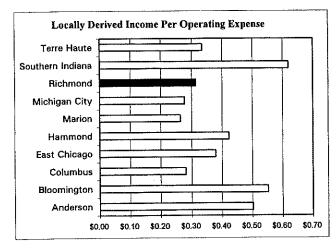
Operating Subsidy:	\$565,421
Operating Subsidy Ratio:	. 74%
Locally Derived Income:	\$238,595
Locally Derived Income Per Operating Expense:	\$0.31
Fare Recovery Ratio:	23%

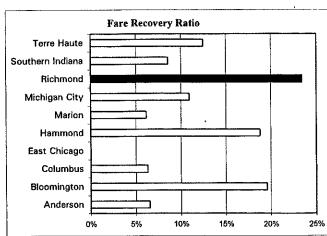
#### PEER GROUP PERFORMANCE COMPOSITE

Rose View Transit & Paratransit System









## **Seymour Transit**

301-309 N. Chestnut St.

Seymour, IN

CONTACT:

47274

FAX: (812) 522-1254

E-MAIL: seymayor@hsonline.net

(812) 522-4746

Martha McIntire, Transit Coordinator

#### **GENERAL INFORMATION**

Type of Service:

Demand Response

Service Area:

City of Seymour

Service Population:

15,576

#### **SERVICE HOURS**

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

Sunday:

No Service

Holidays Without Service:

7

#### **PERSONNEL**

Full-Time Part-Time Operations: 0 2 Maintenance: 0 0 Administration: 2 0 Total: 0 4

#### **FARE STRUCTURE**

Express:

N/A

Base:

\$2.50

Youth:

0.75

Elderly/Disabled:

1.50

Transfer:

N/A

Other/Special:

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: 2 0 Peak Hour Fleet: Base Fleet: 0

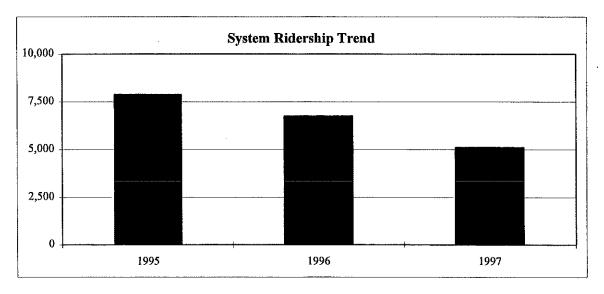
Fuel Consumption (gal.):

1,928

#### RIDERSHIP TREND

1995 7,883 1996 6,757 1997

5,112



## Seymour

## FINANCIAL INFORMATION

## Operating Expense Summary

	ary
Operating Expense Summ	\$20,389
Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$3,811
Fringe:	\$6,000
Services:	\$0
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$44,078
Purchased Transportation:	\$3,235
Other:	\$77,513
TOTAL:	

## Revenue Summary

Revenue Summary	\$8,799
Fare Revenue:	\$0
Charter/Other:	\$0
Contra & Other Fed./State:	\$34,360
Local Assistance:	\$0
State Assistance:	\$34,354
Federal Assistance:	\$77,513
TOTAL:	

## SERVICE STATISTICS

Productivity Total Passenger Boardings: Total Vehicle Miles: Revenue Vehicle Miles:	5,112 25,016 25,016
-------------------------------------------------------------------------------------	---------------------------

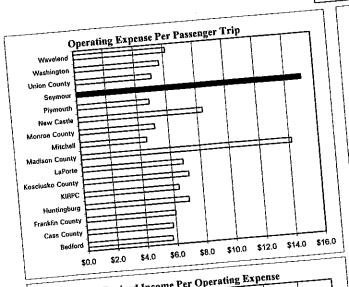
## Performance/Service Effectiveness

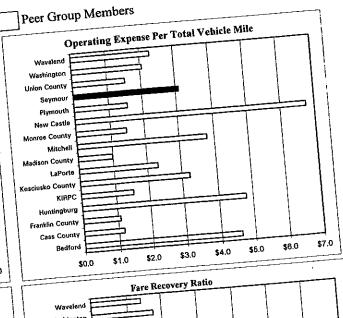
Performance/Service Effectiveness Operating Expense Per Total Vehicle Mile: Operating Expense Per Passenger Trip:	\$3.10 \$15.16
	. 0.20
Operating Expense FCI Tubble Passenger Trips Per Total Vehicle Mile: Passenger Trips Per Capita:	0.33

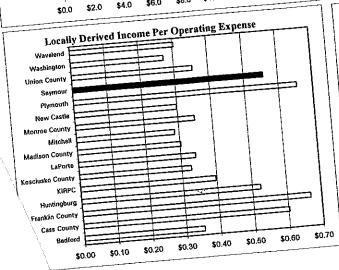
Financial Performance	\$68,714
Operating Subsidy:	89%
Operating Subsidy Ratio:	\$43,159
	\$0.56
Locally Derived Income:  Locally Derived Income Per Operating Expense:	11%
Fare Recovery Ratio:	

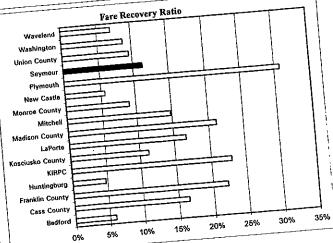
## PEER GROUP PERFORMANCE COMPOSITE

Seymour Transit









## South Bend Public Transportation Corporation 901 East Northside Blvd.

South Bend, Indiana

(219) 232-9901

E-MAIL:

FAX: (219) 239-2309

CONTACT:

Bruce A. Zakrzewski, Controller

## GENERAL INFORMATION

Type of Service:

Fixed Route and Demand Response

Service Area:

South Bend & Mishawaka Metropolitan Area

Service Population:

### SERVICE HOURS

Weekday:	4:50 am - 10:10 pm
Saturday:	6:50 am - 7:00 pm
Sunday:	No Service
Holidays Without Service:	6

Holidays Without Service:

## PERSONNEL

Operations: Maintenance:	Full-Time 71	Part-Time 8
Administration:	14	1
Total:	13	1
	98	10

### FARE STRUCTURE

Express:	N/A
Base:	0.75
Youth:	0.75
Elderly/Disabled:	0,35
Transfer:	Free

Other/Special:

Pass \$30.00/Month

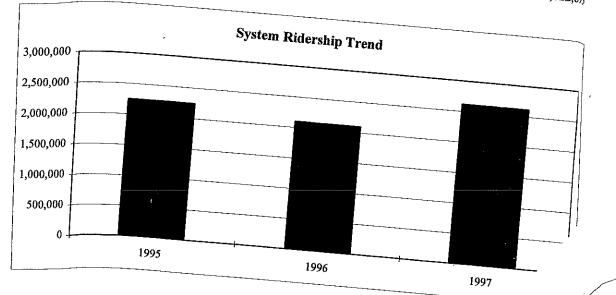
Student Pass \$25.00/Month

## **OPERATION CHARACTERISTICS**

Revenue Vehicles:	68
Peak Hour Fleet:	49
Base Fleet:	37
Fuel Consumption (gal.):	424,368

## RIDERSHIP TREND

	ALLINO
1995	2,249,538
1996	2,104,373
1997	2,622.6%



## FINANCIAL INFORMATION

Operating Expense Summa	
Operator Salaries/Wages:	u y

Other Salaries/Wages: Other Salaries/Wages: Fringe:	\$1,593,880 \$1,328,498
Services:	\$1,299,024
Materials and Supplies: Utilities:	\$394,046 \$516,352
Casualty/Liability: Purchased Transportation:	\$86,765 \$203,973
Other:	\$0
TOTAL:	\$47,706 \$5,470,244

## Revenue Summary

Ounnary	
Fare Revenue:	
Charter/Other:	\$1,157,869
Contra & Other Fed./State:	\$222,011
Local Assistance:	\$11,482
State Assistance:	\$1,564,436
Federal Assistance:	\$1,437,757
TOTAL:	\$1,076,689
	\$5,470,244

## SERVICE STATISTICS

## Productivity

Total Passenger Boardings:	
1 otal Vehicle Miles:	2,622,695
Revenue Vehicle Miles:	1,832,468
	1,708,094

South Bend

## Performance/Service Effectiveness

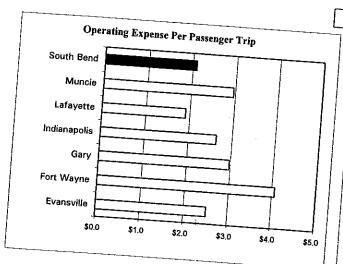
Operating Expense Per Total Vehicle Mile:	
Taking Lapense Per Passan and	\$2.99
Trips Per Total Vahiola 3 414	\$2.09
Passenger Trips Per Capita:	1.43
	17.65

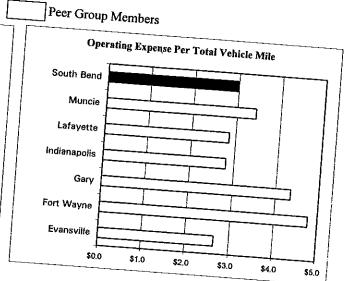
## Financial Performance

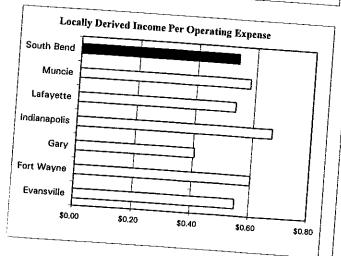
Operating Subsidy:	
Operating Subsidy Ratio	\$4,078,882
Locally Derived Income:	75%
Locally Derived Income Per Operation P	\$2,944,316
Fare Recovery Ratio:	\$0.54
DEED -	21%

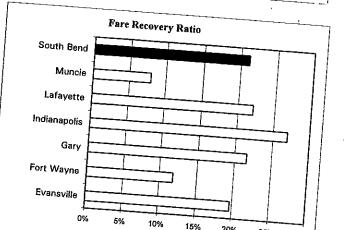
## PEER GROUP PERFORMANCE COMPOSITE

South Bend Public Transportation Corporation









## **Transit Authority of River City**

1000 West Broadway

Louisville, KY (502) 561-5111

40203

E-MAIL: n/a

FAX: (502) 561-5244

CONTACT:

J. Barry Barker, Executive Director

## GENERAL INFORMATION

Type of Service:

Fixed Route and Demand Response

Service Area:

New Albany, Clarksville & Jeffersonville City Limits

Service Population:

77,996

		PERSONNEL	Full-Time Part-Time
SERVICE HOURS Weekday: Saturday: Sunday: Holidays Without Service:	4:41 am - 8:14 pm 9:00am-6:00pm No service 6	Operations: Maintenance: Administration: Total:	412 43 130 0 65 <u>0</u> 607 43

## FARE STRUCTURE

Express:

N/A

Base:

\$1.00 Peak, \$.75 Off-Peak

Youth:

0.50 with ID card

Elderly/Disabled:

0.50 with ID card

Transfer:

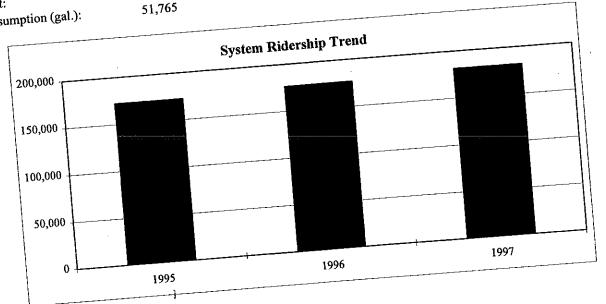
Free

Other/Special:

Commuter Tickets \$5.00/10 Tickets

E&H Tickets \$4.00/10 Tickets; Monthly Pass \$23.00

Ottion - I	Porti Herra		
		RIDEF	SHIP TREND
OPERATION CHARACT	ERISTICS	1995 1996	172,270 176,615
OPERATION OF THE	N/A	·	181,489
Revenue Vehicles:	11	1997	101,102
Peak Hour Fleet:	3		
Base Fleet:	51,765		
Fuel Consumption (gal.):			



#### Southern Indiana

#### FINANCIAL INFORMATION

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$497,366
Other Salaries/Wages:	\$0
Fringe:	\$288,333
Services:	\$31,006
Materials and Supplies:	\$73,991
Utilities:	\$14,510
Casualty/Liability:	\$27,064
Purchased Transportation:	\$108,940
Other:	\$12,450
TOTAL:	\$1,053,660

#### Revenue Summary

Fare Revenue:	\$90,413
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$561,269
State Assistance:	\$354,045
Federal Assistance:	\$47,933
TOTAL:	\$1,053,660

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	181,489
Total Vehicle Miles:	189,598
Revenue Vehicle Miles:	179,001

#### Performance/Service Effectiveness

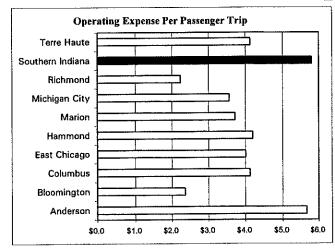
Operating Expense Per Total Vehicle Mile:	\$5.56
Operating Expense Per Passenger Trip:	\$5.81
Passenger Trips Per Total Vehicle Mile:	- 0.96
Passenger Trips Per Capita:	2,33

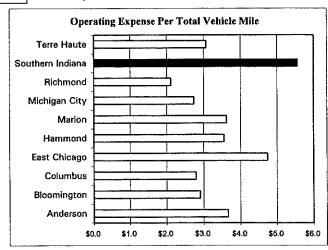
#### Financial Performance

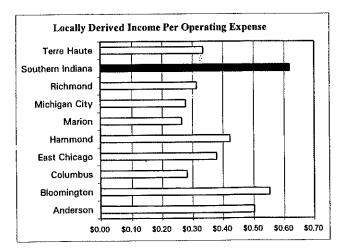
Operating Subsidy:	\$963,247
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$651,682
Locally Derived Income Per Operating Expense:	\$0.62
Fare Recovery Ratio:	9%

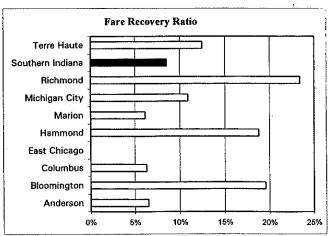
#### PEER GROUP PERFORMANCE COMPOSITE

Transit Authority of River City









## **Transit Utility for the City of Terre Haute**

901 South 14th Street

Terre Haute, IN (812) 235-0109

47807

E-MAIL: n/a

FAX: (812) 235-0109

**CONTACT:** 

M. Jay Mitchell, General Manager

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route and Demand Response

Service Area:

Terre Haute City Limits & West Terre Haute

Service Population:

59,978

#### **SERVICE HOURS**

### PERSONNEL

Weekday:	6:05 am - 5:45 pm	•	Full-Time	Part-Time
Saturday:	No Service	Operations:	15	0
Sunday:	No Service	Maintenance:	5	0
Holidays Without Service:	8	Administration:	2	Q
		Total:	22	0

#### **FARE STRUCTURE**

Express: N/A
Base: 0.75
Youth: 0.75
Elderly/Disabled: 0.35

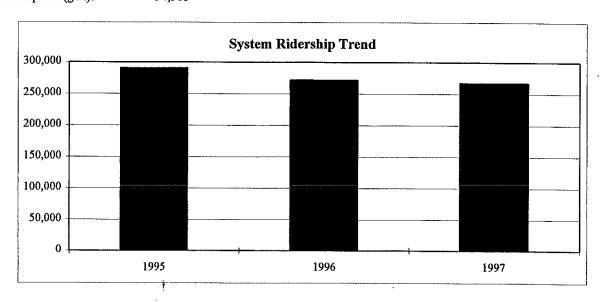
Transfer:

N/A

Other/Special:

Transit Pass \$25.00/Month; \$10.00 for 14 ride ticket

OPERATION CHARACTERISTICS		RIDER	SHIP TREND
Revenue Vehicles:	14	1995	290,799
Peak Hour Fleet:	8	1996	271,798
Base Fleet:	8	1997	267,138
Fuel Consumption (gal.):	54,313		-



#### **Terre Haute**

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$410,656
Other Salaries/Wages:	\$272,441
Fringe:	\$244,680
Services:	\$2,615
Materials and Supplies:	\$68,823
Utilities:	\$33,159
Casualty/Liability:	\$35,446
Purchased Transportation:	\$0
Other:	\$35,653
TOTAL:	\$1,103,473

#### Revenue Summary

Fare Revenue:	\$137,746
Charter/Other:	\$2,469
Contra & Other Fed./State:	\$671
Local Assistance:	\$228,970
State Assistance:	\$269,262
Federal Assistance:	\$464,355
TOTAL:	\$1,103,473

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	. 267,138
Total Vehicle Miles:	359,740
Revenue Vehicle Miles:	354,060

#### Performance/Service Effectiveness

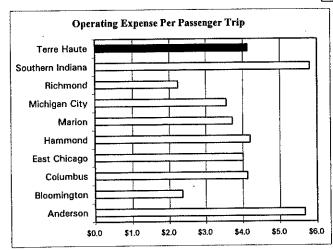
Operating Expense Per Total Vehicle Mile:	\$3.07
Operating Expense Per Passenger Trip:	\$4.13
Passenger Trips Per Total Vehicle Mile:	- 0.74
Passenger Trips Per Capita:	4.45

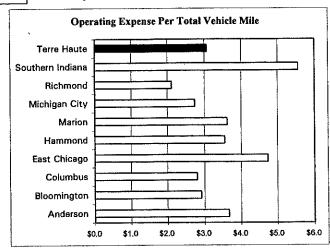
#### Financial Performance

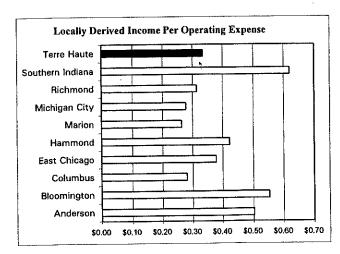
Operating Subsidy:	\$962,587
Operating Subsidy Ratio:	87%
Locally Derived Income:	\$369,185
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	12%

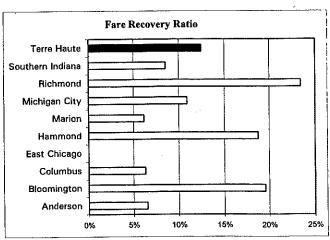
#### PEER GROUP PERFORMANCE COMPOSITE

Transit Utility for the City of Terre Haute









## **Trade Winds Rehabilitation Center**

5901 W. 7th Ave., Box 6308

Gary, IN

46406-0308

(219) 949-4000

E-MAIL: n/a

FAX: (219) 944-8134

CONTACT:

Timothy Pulsoni, General Manager

#### **GENERAL INFORMATION**

Type of Service:

**Demand Response** 

Service Area:

Lake, Porter and LaPorte Counties

Service Population:

51,422

#### **SERVICE HOURS**

# Weekday: 6:00 am - 6:00 pm Saturday: No Service Sunday: No Service Holidays Without Service: 8

#### **PERSONNEL**

	Full-Time	Part-Time
Operations:	26	4
Maintenance:	2	0
Administration:	2	<u>Q</u>
Total:	30	4

#### **FARE STRUCTURE**

Express: N/A
Base: N/A
Youth: N/A

Elderly/Disabled:

Revenue Vehicles:

Fuel Consumption (gal.):

Peak Hour Fleet:

Base Fleet:

Based on Ability to Pay

119,086

Transfer: N/A
Other/Special: N/A

#### **OPERATION CHARACTERISTICS**

 RIDERSHIP TREND

 33
 1995
 146,676

 30
 1996
 118,694

 30
 1997
 183,713

System Ridership Trend

200,000

150,000

50,000

1995

1996

1997

### **Trade Winds**

#### FINANCIAL INFORMATION

#### Operating Expense Summary

Operator Salaries/Wages:	\$609,129
Other Salaries/Wages:	\$123,492
Fringe:	\$119,954
Services:	\$35,969
Materials and Supplies:	\$203,831
Utilities:	\$4,633
Casualty/Liability:	\$42,068
Purchased Transportation:	. \$0
Other:	\$11,114
TOTAL:	\$1,150,190

#### Revenue Summary

Fare Revenue:	\$134,733
Charter/Other:	\$1,650
Contra & Other Fed./State:	ig \$0
Local Assistance:	\$404,595
State Assistance:	\$257,618
Federal Assistance:	\$351,594
TOTAL:	\$1,150,190

#### SERVICE STATISTICS

#### **Productivity**

Total Passenger Boardings:	. 183,713
Total Vehicle Miles:	1,002,746
Revenue Vehicle Miles:	952,609

#### Performance/Service Effectiveness

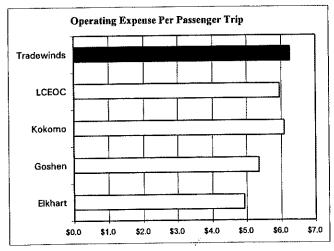
Operating Expense Per Total Vehicle Mile:	\$1.15
Operating Expense Per Passenger Trip:	\$6.26
Passenger Trips Per Total Vehicle Mile:	0.18
Passenger Trips Per Capita:	3.57

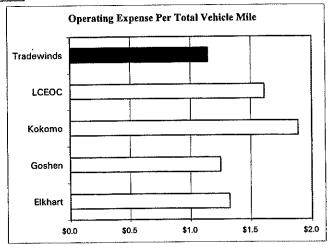
#### Financial Performance

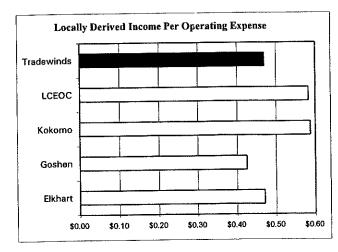
Operating Subsidy:	\$1,013,807
Operating Subsidy Ratio:	88%
Locally Derived Income:	\$540,978
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	12%

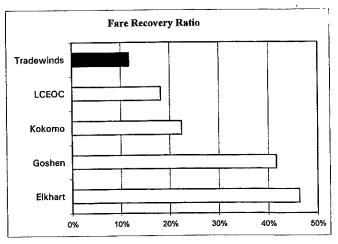
#### PEER GROUP PERFORMANCE COMPOSITE

Trade Winds Rehabilitation Center









## **Union County Transit Service**

P.O. Box 333

Liberty, IN

47353

E-MAIL: n/a

FAX: (765) 458-7722

CONTACT:

(317) 458-5500

Larry Miller, Executive Director

#### **GENERAL INFORMATION**

Type of Service:

**Demand Response** 

Service Area:

Union County with trips to Richmond & Connersville

Service Population:

6,976

#### **SERVICE HOURS**

8:00 am - 4:00 pm

Weekday: Saturday:

No service

Sunday:

No service

Holidays Without Service:

**6** 

**PERSONNEL** 

Operations:

0

Maintenance:

Total:

0 0

Full-Time Part-Time

9

<u>4</u>

13

Administration:

1

1

#### **FARE STRUCTURE**

Express:

N/A

Base:

N/A

Youth:

N/A

Elderly/Disabled:

N/A

Transfer:

N/A

Other/Special:

N/A

#### **OPERATION CHARACTERISTICS**

9

Revenue Vehicles:

Peak Hour Fleet: Base Fleet:

8 6

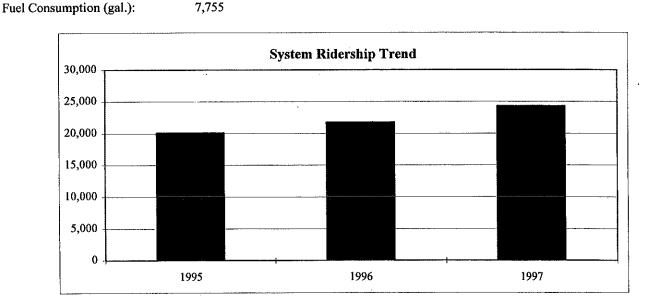
7,755

#### RIDERSHIP TREND

1995 20,127

1996 21,793

1997 24,321



## **Union County**

#### **FINANCIAL INFORMATION**

#### **Operating Expense Summary**

Operator Salaries/Wages:	\$35,662
Other Salaries/Wages:	\$23,460
Fringe:	\$20,955
Services:	\$11,907
Materials and Supplies:	\$15,330
Utilities:	\$715
Casualty/Liability:	\$14,688
Purchased Transportation:	\$0
Other:	\$2,075
TOTAL:	\$124,792

#### Revenue Summary

Fare Revenue:	\$11,954
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$32,265
State Assistance:	\$24,687
Federal Assistance:	\$55,886
TOTAL:	\$124,792

#### **SERVICE STATISTICS**

#### **Productivity**

Total Passenger Boardings:	24,321
Total Vehicle Miles:	82,452
Revenue Vehicle Miles:	69,642

#### Performance/Service Effectiveness

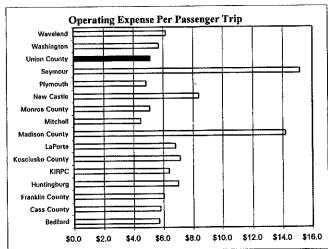
Operating Expense Per Total Vehicle Mile:	\$1.51
Operating Expense Per Passenger Trip:	\$5.13
Passenger Trips Per Total Vehicle Mile:	. 0.29
Passenger Trips Per Capita:	3.49

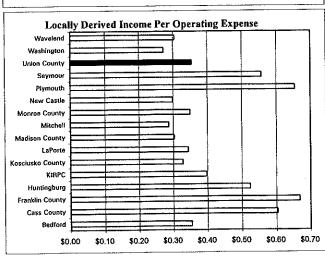
#### Financial Performance

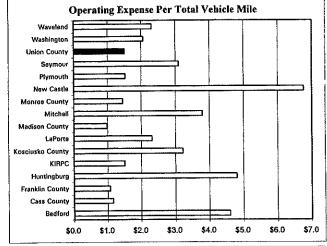
Operating Subsidy:	\$112,838
Operating Subsidy Ratio:	90%
Locally Derived Income:	\$44,219
Locally Derived Income Per Operating Expense:	\$0.35
Fare Recovery Ratio:	10%

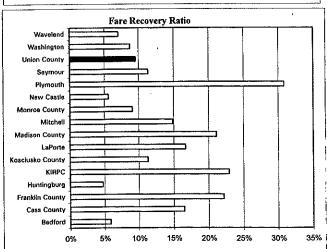
#### PEER GROUP PERFORMANCE COMPOSITE

Union County Transit Service









## **Washington Transit System**

2100 East Memorial Ave.

Washington, IN

47501

(812) 254-4564

E-MAIL: n/a

FAX: (812) 254-8200

CONTACT:

Gary Raymann, Street Commissioner

#### **GENERAL INFORMATION**

Type of Service:

Fixed Route, Demand Response

Service Area:

Washington City Limits

Service Population:

10,838

#### **SERVICE HOURS**

Weekday:

7:00 am - 5:00 pm

Saturday:

No Service

Sunday:

No service

Holidays Without Service:

12

#### **PERSONNEL**

Full-Time Part-Time Operations: 1 Maintenance: 0 0 Administration: 0

Total:

Ω 1 2

#### **FARE STRUCTURE**

Express:

N/A

Base:

0.75

Youth:

0.50

Elderly/Disabled:

0.75

Transfer:

N/A

Other/Special:

E & H Fare \$0.25 with AOA Coupon

#### **OPERATION CHARACTERISTICS**

Revenue Vehicles: Peak Hour Fleet:

Base Fleet:

Fuel Consumption (gal.):

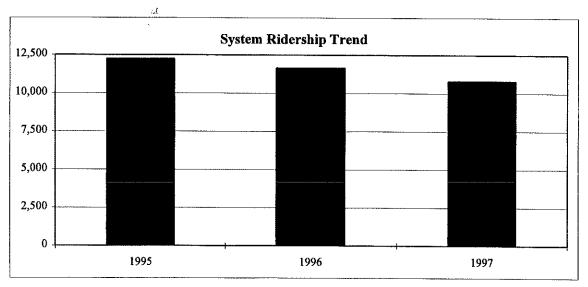
1 5,181

1

#### RIDERSHIP TREND

1995 12,246 1996 11,651

1997 10,796



## FINANCIAL INFORMATION

## Operating Expense Summary

Operating Expense Sumn	1 <b>ary</b> \$24,494
Operator Salaries/Wages.	\$0
Other Salaries/Wages:	\$6,499
Fringe:	\$16,146
Carrices:	\$6,478
Materials and Supplies:	\$3,422
THilities:	\$3,956
G-avalty/Liability:	\$0
Purchased Transportation:	\$655_
Other: TOTAL:	\$61,650
10-	

Revenue Summary	\$5,419
Fare Revenue:	\$0
Charter/Other:	\$0
Contra & Other Fed./State:	\$11,351
Local Assistance:	\$16,765
State Assistance:	\$28,115
Federal Assistance:	\$61,650
TOTAL:	

## SERVICE STATISTICS

3Lives	
Productivity Total Passenger Boardings: Total Vehicle Miles: Revenue Vehicle Miles:	10,796 29,878 29,878

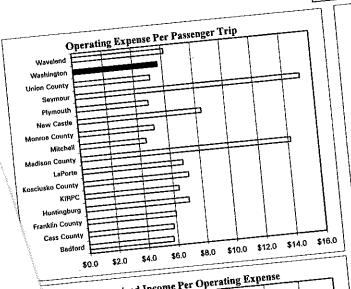
Washington

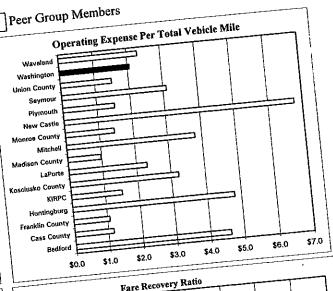
Performance/Service Effectiveness Operating Expense Per Total Vehicle Mile: Operating Expense Per Passenger Trip:	\$2.06 \$5.71
Operating Expense For Possenger Trip:	0.36
Operating Expense For Total Vehicle Mile:	1.00
Passenger Trips Per Capita:	
	001

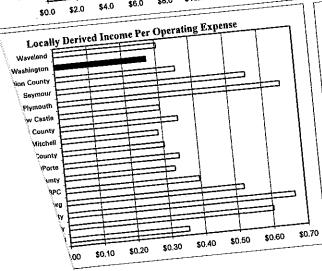
Financial Performance	\$56,231
Financial Fortes	91%
Operating Subsidy:	\$16,770
Operating Subsidy Ratio:	\$0.27
Locally Derived Income:  Locally Derived Income Per Operating Expense:	9%
Fare Recovery Ratio:	
PAIC ROOM	

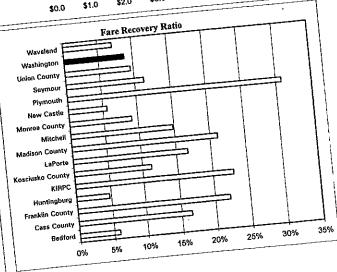
## PEER GROUP PERFORMANCE COMPOSITE

Washington Transit System









10

## ve la md Volum teer Transit Street

st Green and, III 147-7683

47989

E-MAIL: AREA4@wcic.org FAX: (765) 447-6862

ACT -

Jean Engelke, Deputy Director

## FORMATION

ERAL of Service:

Reservation

e Area: re Population:

day:

ress:

102

Brookston, Clarks Hill, Hillsboro, Rossville, Boswell & Waveland

## VICE HOURS

day:

24 hours per day 24/hrs per day

days Without Service;

24/hrs per day

## **PERSONNEL**

Full-Time Part-Time Operations: Maintenance: 0 0 Administration: 0 0 Q Total:

0

RESTRUCTURE

N/A N/A N/A

:: th:

N/A

erly/Disabled:

N/A

nsfer: er/Special:

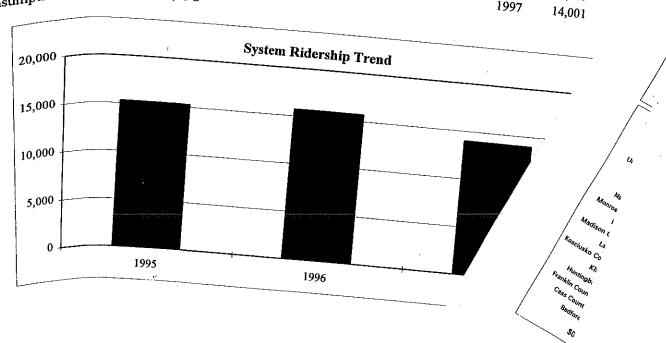
Contributions from passengers

## PERATION CHARACTERISTICS

_{venue} Vehicles: 7 ak Hour Fleet: 4 3 se Fleet: el Consumption (gal.): 4,196

## RIDERSHIP TREND

1995 15,270 1996 15,709 1997 14,001



### GROUP: 4

# FINANCIAL INFORMATION

# Waveland

### SERVICE STATISTICS

Operating	Exponer
Operator Sala	Expense Summary
Odla a .	ics/ wages:

Janaties/III	Cummary
Other Salaries/Wages:	\$20,012
Fringe;	\$30,233
Services:	\$4,712
Materials and Supplies:	\$2,101
omities:	\$10,149
Casualty/Liability:	\$1,975
Purchased Transportation:	\$4,99 ₂
	\$0
TOTAL:	\$12,463
	\$86,637
Revenue	740,037

### Revenue Summary

For P	
Fare Revenue:	
Charter/Other:	\$6,137
Contra & Other Fed./State:	\$0
Lucai Assistance	\$0
State Assistance:	\$40,250
Federal Assistance:	\$0
TOTAL:	\$40,250
	\$86,637

### Productivity

Total Passenger Boardings: Total Vehicle Miles:	
Revenue Vehicle Miles:	14,001
Wiles:	37,459
Performance/Sension To	37,459

# Performance/Service Effectivenes.

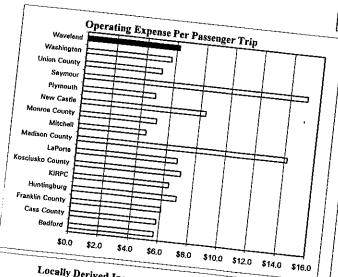
· Grormance/Service Tea	27,73
Operating Expense Por To American Service Effectiveness	
Operating Expense P. Total Vehicle Mile:	
Passenger Trins Par Trins	\$2.31
Passenger Trips Per Total Vehicle Mile: Passenger Trips Per Capita:	\$6.19
- Par er Capita;	0.37
Financial Perform	1.27

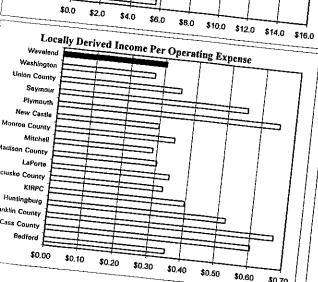
# Financial Performance

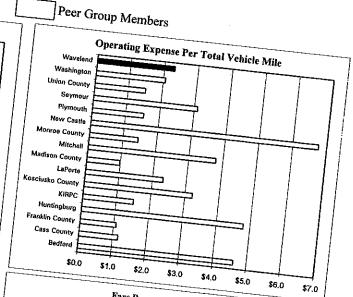
Operating Subsidy:	
Operating Subside Date	\$80,500
Docarry Derived Inc.	93%
Locally Derived Income Per Operating Expense: Fare Recovery Ratio:	\$46,387
·	\$0.54
PEER GROUP	7%

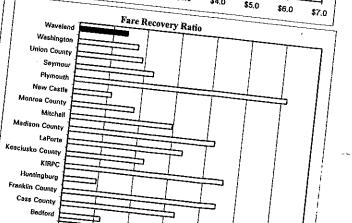
# PEER GROUP PERFORMANCE COMPOSITE

Waveland Volunteer Transit









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### **SECTION THREE**

# **FLEET INVENTORIES**



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### **Section Three: Fleet Inventories**

Listed below are a series of terms and an explanation of the codes that are used in the fleet inventory tables that follow.

### Vehicle Identification

This is the vehicle number that the operator uses to reference the vehicle.

### Year Purchased

Calendar year in which the vehicle was purchased (placed into service).

#### Vehicle Type

Sedan -SD

Station Wagon - SW

Mini-van - MNV

Standard Van - SV

Modified Van - MDV

Body on Van Chassis - BOVC

Body on Truck Chassis - BOTC

Light Transit Vehicle (<30 feet) – LTV

Medium Duty Transit Vehicle (30 to 34 feet) - MTV

Heavy Duty Transit Vehicle (35>feet) – HTV

Electric Rail Car -ER

Trailer Car (used with Electric Rail Car) - TR

#### ADA Accessible

Y - Vehicle is lift/ramp equipped

N - Vehicle is not lift/ramp equipped

#### Comply Clean Air

Y - Vehicle complies with provision of Clean Air Act

N - Vehicle does not comply with Clean Air Act

### Vehicle Manufacturer

Vehicle Manufacturer and/or Modifier

#### **Engine Type**

G-Gas

D – Diesel

CNG - Compressed Natural Gas

LNG - Liquefied Natural Gas

E - Electric

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			199/Ani	nuai Keport	Venicle Datab	3SE		
Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?				
Anderson	691	1992	) ADM	i alamana y	Sollpiy	Se	Vehicle Manufacturer	Engine Type
Anderson	692	1997	A A	<b>≻</b>   :	<b>&gt;</b>	12ST/4TD	FORD	۵
Anderson	694	1998		λ	<b>&gt;</b>	12ST/4TD	FORD	 
Anderson	695	1903	AGE I	<b>X</b>	<b>&gt;</b>	12ST/4TD	FORD	G
Anderson	969	1997	70E	λ	<b>}</b>	12ST/4TD	FORD	
Anderson	269	1997	ACIA S	<b>&gt;</b>	<b>&gt;</b>	12ST/4TD	FORD	٥
Anderson	101	1007	AGM .	<b>&gt;</b>	<b>&gt;</b>	12ST/4TD	FORD	
Anderson	102	7807	! !	<b>&gt;</b>	<b>&gt;</b>	22ST/2TD	AVS	ELECTRIC
Anderson	103	1995	רוא	<b>X</b>	<b>&gt;</b>	22ST/2TD	AVS	ELECTRIC
Anderson	104	1995	AL É	<b>&gt;</b>   ;	<b>&gt;</b>	28ST/2TD	THOMAS	٥
Anderson	105	1995	<u> </u>	<b>&gt;</b>	<b>&gt;</b>	28ST/2TD	THOMAS	
Anderson	106	1995	ָבוֹאַ בּוֹלֵי	<b>&gt;</b>	<b>&gt;</b>	28ST/2TD	THOMAS	
Anderson	107	1995	ا ا <u>ا</u>	<b>}</b>	<b>&gt;</b>	28ST/2TD	THOMAS	۵
Anderson	108	1995	<u> </u>	<b>-</b>   :	<b>X</b>	28ST/2TD	THOMAS	0
Anderson	109	1996	i i	<b>&gt;</b>	<b>&gt;</b>	28ST/2TD	THOMAS	Q
Bedford	4344	1994	POTO	<b>X</b>	<b>&gt;</b>	28ST/2TD	THOMAS	۵
Bedford	4345	1007	200	<b>&gt;</b>	<b>&gt;</b>	16/2TD	Ford	
Bedford	6275	1007	BOIC	<b>X</b>	>	16ST/2TD	Ford	
Bloomington	8018	1080		<b>&gt;</b>	<b>X</b>	16ST/2TD	Ford	
Bloomington	8019	1980	אַם !	z	Z	39ST/0	FLXIBLE	
Bloomington	8108	1981	2 3	z	Z	39ST/0	FLXIBLE	
Bloomington	8109	1084		<b>&gt;</b>	z	40ST/0	GILIG	
Bloomington	8901	1000	אחר :	<b>&gt;</b>	Z	40ST/0	GILLIG	
Bloomington	8902	1909	2	Z	Z	42ST/0	ORION	
Bloomington	9003	1990		2	z	42	Orion	
Bloomington	9004	1990	2	z	Z	42	Orion	
Bloomington	9205	1992	2	z	Z	42	Orion	
Bloomington	9206	1997	) je j	<b>→</b>   :	2	24ST/2	ORION	٥
Bloomington	9410	1995	BOW'S	<b>-</b>  ;	2	24ST/2	ORION	0
Bloomington	9511	1995	217	<b>-</b> >	<b>&gt;</b>	18ST/2	FORD	۵
Bloomington	9512	1995	25	-   >	<b>&gt;</b>  ;	24ST/2	GILLIG	Q
				1	<b>&gt;</b>	24ST/2	0 - 10	

	Vehicle ID	Year Purchased	Body Type	ADA Accessione	ADA Accessione: Compy	40ST/2	SILLIG	
	9513	1995	HDV	<b>&gt;</b>	-	CITOO	GILLIG	
	0514	1995	Ā₽	>	*	405 1/2		
	100	5007	) GH	<b>\</b>	>-	40ST/2	Sill Sill Sill Sill Sill Sill Sill Sill	
	9515	CSSL		>	<b>\</b>	40ST/2	Gillig	
	9516	1995	ADA		>	30st/2td	Gilfig	
	9720	1997	全	<b>&gt;</b>	-   >	30st/2td	Gilfig	
	9721	1997	HDS	<b>X</b>	<b>.</b>		Gilio	
	0000	1997	줟	>	<b>}</b>	30st/2td	Sino	
	9/2/2	1001	AUA T	<b>\</b>	>	30st/2td	Ging	
	9723	/661		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	<b>*</b>	30st/2td	Gillig	
Bloomington	9724	1997	HDA	-   ;	<b>&gt;</b>	30st/2td	Gillig	ļ
Bloomington	9725	1997	全	<b>→</b>	-   >	30st/2td	Gillig	
Disconington	9726	1997	HDV	<b>&gt;</b>	-   ?	7st	Ford	
	1390	1989	MINA	Z			Dodge	
Cass County	8552	1989	BOVC	Z	<b>&gt;</b>	1861	Dodge	
Cass County	2975	1994	MDV	<b>&gt;</b>	<b>X</b>	i Usoli Merce	Dodge	
Cass County	0852	1997	MDV	<b>&gt;</b>	<b>&gt;</b>		Chaumlet	
Cass County	3000	1984	BOVC	z	>	7st	Signal of the state of the stat	
Cass County	3010		0/808	Z	<b>&gt;</b>	7st	GMC	
Cass County	7468	1991		\   <b>&gt;</b> 	<b>&gt;</b>	9st/1	Chevrolet	
Cass County	9084	1991	BOVC	-   >	       	12ST/3TD	DODGE	ļ
Columbus	V-1	1995	BOVC	<b>,</b>   ;	:   z	12ST/3TD	Dodge	
	V-2	1995	BOVC	<b>&gt;</b>	2   2	12ST/3TD	Dodge	İ
	٧ع	1995	BOVC	<b>&gt;</b>	Z	1000	BLUEBIRD	
Columbus	F8	1997	BOTC	<b>&gt;</b>	Z	P17/1877	BLUEBIRD	
Columbus	B-2	1997	вотс	<b>&gt;</b>	Z	P12/1577	BLUEBIRD	
Columbus		1997	BOTC	>	z	N17/1877		
Columbus	2	1997	BOTC	<b>&gt;</b>	Z	22st/2td	BLUEBIAD	
Columbus	4		OTOB	\ \ \ \ \ \	Z	22st/2td	BLUEBIRU	
Columbus	B-5	1997		>	<b>&gt;</b>	12st/2td	Dodge	
Fast Chicago	9701	1997	MDV	-   :	>	Z9ST/ZTD	Gillig	į
East Chicago	9501	1995	MDV	<b>→</b>   ;	-   >	29st/2td	Gillig	
Fast Chicago	9602	1996	MDV	<b>→</b>	-   >	29st/2td	Gillig	
	6096	1996	MDV	<b>&gt;</b>	-   >	29st/2td	Gillig	
	9601	1996	MDV	<b>&gt;</b>	r	6	TMC	
Tast C710300					Z	2		1

				7	30	93	TMC	۵
Evansville	104	1981	<b>Ν</b> Ι.Κ	2			C I	c
Consolidation of the second se	106	1981	ΔŁ	z	Z	90	IMC	ב   
A. H.	412	1981	VTM	Z	Z	30	TMC	٥
Evansville		1081	VTM	z	Z	30	TMC	۵
Evansville		100	Ě	2	Z	30	TMC	۵
Evansville	118	1981	V 1 (V)		N	30	TMC	٥
Evansville	120	1981	ΣLΜ	z	٨	8	G F	
Fvansville	122	1981	ΣĖΜ	Z	Z	30	IMC	3   0
Change	124	1981	ΔŁ	z	Z	30	TMC	ם
SAIII G	478	1981	ΣTΜ	Z	Z	30	TMC	۵
Evansville	071	4004	VFM	Z	Z	သို့	TMC	۵
Evansville	128	1961	, c. v.	2	2	30	TMC	Δ
Evansville	130	1061	, C.		2	30	BLUEBIRD	۵
Evansville	136	1984	MIN	2		Ue.	BLUEBIRD	۵
Evansville	140	1984	VTM	z	2			C
Evansville	142	1984	VTM	Z	2	40	PECEBINA	
Fvansville	21	1985	5	Z	Z	24		י   כ
Etanotiile Etanotiile	11	1986	ענו	z	Z	24	[5]	۵
	- 22	1986	רו	z	z	24	8	٥
Evansvine	. 90	1989	BOTC	<b>\</b>	<b>*</b>	16STY2TD	FORD	۵
Evansville	050	4000	ROTC	<b>&gt;</b>	λ	16ST/2TD	FORD	٥
Evansville	SCO	2000	BOTC	<b>X</b>	<b>&gt;</b>	16ST/2TD	FORD	Δ
Evansville	054	6061	S S S S S S S S S S S S S S S S S S S	<b>\</b>	<b>X</b>	GT1/1T8	PLYMOUTH	O
Evansville	090	1881	) W 4 4	>	<b>\</b>	SST/1TD	PLYMOUTH	Ø
Evansville	061	7661	ANIM	·	<b>\</b>	SST/1TD	PLYMOUTH	O
Evansville	062	1992	AMA	·	<b>X</b>	5ST/17D	PLYMOUTH	9
Evansville	noo	7661	AAN	>	<b>&gt;</b>	SST/1TD	PLYMOUTH	ტ
Evansville	064	7881	ANIII	·   >	<b>&gt;</b>	5ST/1TD	PLYMOUTH	O
Evansville	065	1992	ANIM	-   >	<b>X</b>	30ST/2TD	GILLIG	٥
Evansville	101	1995	A 1 M	- ! ;	>	TC/TS08	GITIG	٥
Evansville	103	1995	VTM	<b>X</b>	-   >	305 TC/TO	GILLIG	Δ
Evansville	105	1995	VTM	<b>X</b>	)	317 SOC	OI TO	c
Evansville	107	1995	VTM	<b>&gt;</b>	λ	305121D	SILLIS	<u></u>
Evansville	109	1995	ΛΤΜ	Υ	<b>X</b>	30ST/2	CILLIG	י ב
							<u>_</u>	-

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	mply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Evansville	113	1995	VTM	<b>,</b>	Z	30ST/2TD	GILLIG	. а
Evansville	115	1995	VTM	Y	>	30ST/2TD	GLLIG	Q
Evansville	30	1995	вотс	Y	Υ	16ST4TD	CHEV	G/CNG
Evansville	31	1995	ВОТС	٨	<b>\</b>	16ST/4TD	CHEV	G/CNG
Evansville	32	1995	вотс	λ	Υ	16ST4TD	CHEV	G/CNG
Evansville	33	1995	вотс	\ 	Υ	16ST/TD	Chevrolet	G/CNG
Evansville	121	1997	VLW	Y	٨	30ST/2TD	Gillig	Diesel
Evansville	123	1997	VIIM	٨	٨	30ST/2TD	Gillig	Diesel
Evansville	125	1997	VTM	<b>\</b>	<b>\</b>	30ST/2TD	Gillig	Diesel
Evansville	127	1997	VTM	Å	<b>&gt;</b>	30ST/2TD	Gillig	Diesel
Evansville	129	1997	VTM	٨	>	30ST/2TD	Gillig	Diesel
Evansville	131	1997	VTM	, A		30ST/2TD	GIIIg	Diesel
Evansville	13	1997	VTM	Υ	<b>&gt;</b>	30ST/2TD	Gillig	Diesel
Evansville	135	1997	VTM	¥	>	30ST/2TD	Gillig	Diesel
Evansville	137	1997	VTM	λ	<b>*</b>	30ST/2TD	Gillig	Diesel
Fort Wayne	104	1981	VTH	٨	<b>&gt;</b>	315T1	GMC	<b>D</b>
Fort Wayne	108	1981	ΣĒΗ	<b>,</b>	Z	31ST/1	GMC	۵
Fort Wayne	110	1981	ΑTΗ	Υ	Z	31ST/1	GMC	Q
Fort Wayne	115	1981	ΑITΛ	Α	٨	31ST/1	GMC	۵
Fort Wayne	118	1981	ΣĒΗ	<b>\</b>	Z	31ST/1	GMC	٥
Fort Wayne	125	1981	ΑΉ	λ.	Z	31ST/1	GMC	Ω
Fort Wayne	127	1981	HT	<b>\</b>	Z	3157/1	GMC	D
Fort Wayne	135	1983	ΗTV	Z	Z	40	ЯX	۵
Fort Wayne	136	1983	ΕĦ	N	Z	40	FLX	۵
Fort Wayne	137	1983	HΤ	Z	N	40	FLX	۵
Fort Wayne	138	1983	₽¥	Z	Y	40	Y.F.	۵
Fort Wayne	139	1983	ΣĘΗ	Z	Z	40	ZT.	۵
Fort Wayne	140	1983	HTV	Z	Y	40	FLX	٥
Fort Wayne	141	1983	ΡΉ	Z	<b>&gt;</b>	40	ΣL	0
Fort Wayne	142	1983	HIV	Z	Z	40	XF	۵
Fort Wayne	143	1983	PΙΔ	Z	Υ	40	ZZ	0
Fort Wayne	144	1983	FF	Z	z	40	FLX	٥

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Fort Wavne	145	1983	ΣĽ	z	<b>&gt;</b>	40	FLX	۵
	146	1983	ΗT	z	Z	4	XI	۵
Vayite	774	1983	VTH	Z	<b>&gt;</b>	64	FLX	۵
Fort wayne	647	1083	) TH	Z	Z	40	FLX	۵
Fort Wayne	2	2001	i i	N	Z	40	T. XI	٥
Fort Wayne	149	2061	)		. 2	40	XE	۵
Fort Wayne	150	1983	AIIA	2	2	2	> 0	-
Fort Wayne	151	1983	ŽΗ	z	N	40	\\	י   נ
Fort Wayne	129	1983	Η	Z	٨	40	FLX	. ا
Fort Wayne	130	1983	νīΉ	Z	z	40	FLX	۵
Mound	131	1983	ΑŢΗ	z	Z	40	FLX	۵
ron wayne	130	1983	ΑŢ	z	2	40	FLX	0
ron wayne	422	1083	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Z	Z	40	FLX	۵
Fort Wayne	100 P	1083	Ę	z	Z	40	FX	Q
Fort Wayne	151 150 150 150 150 150 150 150 150 150	1987	) ZEW	Z	Z	24	CHANCE	۵
For wayne	- LEON EV 2	1987	ZLM	Z	Z	24	CHANCE	ם
Fort wayne	TROLLEYS	1987	λLM	Z	Z	24	CHANCE	Q
ron wayne	0404	1994	5	>	<u></u>	9ST/4	SUPREME	O
Fort Wayne	0000	1994	14	<b>&gt;</b>	<b>&gt;</b>	9ST/4	SUP	Q
Fort Wayne	2046	1004	2	>	>	9ST/4	SUP	۵
Fort Wayne	9400	1001	<u> </u>	<b>&gt;</b>	<b>&gt;</b>	9ST/4	SUP	۵
Fort Wayne	total	1094	\L_1	<b>X</b>	<b>X</b>	9ST/4	SUP	Δ
Fort Wayne	COLO	7007	7.	>	λ	9S T/4	SUP	0
Fort Wayne	9400	1004	.   }	·   >		9ST/4	dns	۵
Fort Wayne	9307	1995		<b>\</b>	<b>X</b>	9ST/4	SUP	۵
For wayne	0000	1004	7	<b>&gt;</b>	<b>&gt;</b>	9ST/4	SUP	٥
Fort Wayne	8008	1000	<u> </u>	<b> </b>	Z	215T/1	GOSHEN	٥
Fort Wayne	77.10	1990	-   A		G	44	GMC	Q
Gary	2708	000			1	44	GMC	۵
Gary	8073	1980	>				CMC	٥
Gary	8075	1980	ΑH	2	<b>u</b>	***	2 5	
Gary	8082	1980	VTH	u	u	44	GMC	<b>a</b>   4
Gary	8083	1980	ИТУ	<b>c</b>	ti	44	GMC	Δ
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Operator	Vehide ID	Year Purchased	Body Type	ADA Accessible?	ADA Accessible? Comply Clean Air? Vehicle Capacity	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Gary	8086	1980	НTV	, <b>,</b>	ý	44st/2td	GMC	۵
Gary	8201	1982	НТV	u	u	44st/2td	GMC	۵
Gary	8203	1982	VTH	u	п	47	GMC	٥
Gary	8207	1982	ИТУ	u	E	47	GMC	۵
Gary	8214	1982	ΑТΑ	u	E	47	GMC	۵
Gary	8215	1982	НΤУ	C.	u	47	GMC	<b>D</b>
Gary	8219	1982	ΗIIV	_	c	47	GMC	0
Gary	8222	1982	VIH	у	χ,	47	GMC	Q
Gary	9101	1991	ИΠУ	Ą	ý	35ST/2TD	RTS	۵
Gary	9102	1991	νц	y	y	35ST/2TD	RTS	Ω
Gary	9103	1991	VTH	ķ	٨	35ST/2TD	RTS	۵
Gагу	9104	1991	ΛТН	ý	y	35ST/2TD	RTS	٥
Gary	9105	1991	НΤ	у	y	35ST/2TD	RTS	Q
Gary	9106	1991	ΛТН	λ,	ý	35ST/2TD	TMC	۵
Gary	9107	1991	νтн	ý	ý	35ST/2TD	TMC	۵
<b>Са</b> лу	9108	1991	ΛŢΗ	y	y	35ST/2TD	TMC	۵
Gary	+	1992	BOTC	u	u	18	Eldorado	٥
Gary	2	1992	ВОТС	y	y	18	Eldorado	۵
Gary	9201	1992	ΛТН	y	y	35ST/2TD	TMC	۵
Gary	9202	1992	VTH	y	y	35ST/2TD	TMC	۵
Gary	9301	1993	ΣĽΗ	ý	ý	35ST/2TD	Flxible	LNG
Gary	9302	1993	ΗT	y	y	35ST/2TD	Fixible	LNG
Gary	9303	1993	НTV	y	y	35ST/2TD	TMC	٥
Gary	9304	1993	ИTV	y	Ą	35ST/2TD	TMC	۵
Gary	9305	1993	HTV	y	y	35ST/2TD	Flexible	۵
Gary	9501	1995	HTV	ý	ý	35ST/2TD	Flexible	۵
Gary	9502	1995	ATH.	y	ý	35ST/2TD	Flexible	Q
Gary	9503	1995	ΝΤΝ	ý	y	35ST/2TD	Flexible	۵
Gary	9504	1995	Η	ý	у	35ST/2TD	Flexible	۵
Gary	9206	1995	HTV	y	χ	35ST/2TD	Flexible	۵
Gary	9206	1995	ΑTV	ý	y	35ST/2TD	Flexible	LNG
Gary	9507	1995	НТ	ý	y	35ST/2TD	Flexible	ĹNG
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Garv	9508	1995	ΣΉ	۶	y	35ST/2TD	Flexible	5 NJ
	9601	1996	ZTH	y	y	35ST/2TD	NOVA	ם
Galy		1996	HTZ	χ	y	35ST/2TD	NOVA	۵
	9603	1996	₽¥	٨	y	35ST/2TD	NOVA	٥
Galy	9604	1996	H	λ	, A	35ST/2TD	NOVA	٥
Gary	9605	1996	AH.	<b>,</b>	Ą	35ST/2TD	NOVA	۵
Y	9096	1996	Ę	Å	y ,	35ST/2TD	NOVA	٥
Gary	2000	1996	FI	*	λ ,	35ST/2TD	NOVA	۵
Gary	9701	1997	ATH	y	<b>,</b>	30st/2td	Flexible	LNG
Lammond	3429	LEASE	ΔH	z	Z	39	GMC	٥
	3430	LEASE	ZEH	z	Z	39	GMC	٥
	5780	1993	HT-	<b>\</b>	Z	35ST/2TD	RTS	Д
Hammond	5781	1993	АШ	<b>X</b>	Z	35ST/2TD	RTS	٥
Hammond	5782	1993	AH.		λ.	35ST/2TD	RTS	٥
Hammond	5783	1993	ΑH	<b>&gt;</b>	Υ.	35ST/2TD	RTS	٥
Hammond	5784	1993	돧	<b>X</b>	λ	35ST/2TD	RTS	۵
Hammond	5785	1993	ΑH	<b>&gt;</b>	¥	35ST/2TD	RTS	0
Hammond	5786	1993	AHV	<b>&gt;</b>	≻	35ST/2TD	RTS	Δ
hammeH	5787	1993	ΣH	>	Υ.	35ST/2TD	RTS	٥
promoci	5788	1993	ZH	<b>&gt;</b>	<b>&gt;</b>	35ST/2TD	RTS	۵
Lommond	5789	1993	VTH	<b>\</b>	<b>&gt;</b>	35ST/2TD	RTS	٥
All months	3.4	1994	MMV	<b>\</b>	<b>&gt;</b>	5ST/2TD	Dodge	ტ
	16	1994	NW	<b>\</b>	<del>\</del>	5ST/2TD	DODGE	O
EIK/Gosnen	7	1995	MMX	<b>\</b>	<b>\</b>	5ST/2TD	Plymouth	Ø
	35	1996	MIMV	*	<b>&gt;</b>	5ST/2TD	FORD	Ø
	398	1996	MMV	\ \	<b>X</b>	5ST/2TD	FORD	O
CINCOSIECT CIV(Coshen	68	1996	MNV	<b>&gt;</b>	<b>X</b>	5ST/2TD	FORD	ტ
Hinfinabile	69	1997	MDV	λ	Z	10st/2wc	Dodge	9
Franklin	42	1989	SD	Z	<b>*</b>	9	CHEV	ø
Franklin	CS	1995 🗸	SD	N	<b>\</b>	5	FORD,	<b>o</b>
Franklin	, , , , , , , , , , , , , , , , , , ,	1990	MNV	>	Υ	4\$ 1/2	CHRY	Q
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Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	ADA Accessible? Comply Clean Air? Vehicle Capacity	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Franklin	٧5	1995 🧳	MNV	Z	<b>&gt;</b>	7	CHEV	9
Franklin	9/	1995 🤟	MDV	<b>&gt;</b>	<b>&gt;</b>	12st/2td	Chevrolet	9
Franklin	٧7	1997 🧬	MNV	Z	<b>&gt;</b>	9	Dodge	9
Franklin	۸8	7661	MINV	Z	<b>&gt;</b>	9	Dodge	9
Franklin	6/	1998	MDV	Z	<b>&gt;</b>	15st	FORD	9
Indianapolis	8601	1986	ΛТН	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8602	1986	Ŧ	Z	<b>*</b>	48st/Odt	Orion	Diesel
Indianapolis	8603	1986	Ή	z	<b>\</b>	48st/0dt	Orion	Diesel
Indianapolis	8604	1986	ΛΉ	z	<b>\</b>	48st/Odt	Orion	Diesel
Indianapolis	8605	1986	НΤ	Z	, , , , , , , , , , , , , , , , , , ,	48st/0dt	Orion	Diesel
Indianapolis	9098	1986	VLH	Z	<b>&gt;</b>	48st/0dt	Orion	Diesel
Indianapolis	8607	1986	Н	Z	<b>X</b>	48st/0dt	Orion	Diesel
Indianapolis	8608	1986	ΛLH	Z	<b>X</b>	48st/0dt	Orion	Diesel
Indianapolis	8609	1986	ΛΤΗ	z	<b>*</b>	48st/Odt	Orion	Diesel
indianapolis	8610	1986	ΛΙΉ	z	<b>\</b>	48st/0dt	Orion	Diesel
Indianapolis	8611	1986	НТ	z	>	48st/0dt	Orion	Diesel
Indianapolis	8612	1986	ИTV	Z	<b>&gt;</b>	48st/0dt	Orion	Diesel
Indianapolis	8613	1986	ΗTΛ	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8614	1986	НΤ	N	¥	48st/0dt	Orion	Diesel
Indianapolis	8615	1986	ΛТН	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8616	1986	VTH.	z	<b>*</b>	48st/0dt	Orion	Diesel
Indianapolis	8617	1986	ΛТН	Z	<b>*</b>	48st/0dt	Orion	Diesel
Indianapolis	8618	1986	УΉ	Z	λ	48st/0dt	Orion	Diesel
Indianapolis	8619	1986	ΛĽΗ	Z	Υ	48st/0dt	Orion	Diesel
Indianapolis	8620	1986	НΤУ	Z	¥	48st/Ddt	Onion	Diesel
Indianapolis	8621	1986	ATV	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8622	1986	ИΤУ	N	٨	48st/0dt	Orion	Diesel
Indianapolis	8623	1986	ATV	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8624	1986	ИL	Z	λ.	48st/0dt	Orion	Diesel
Indianapolis	8625	1986	НΤ	Z	Υ	48st/0dt	Orion	Diesel
Indianapolis	8626	1986	νтн	Z	<b>&gt;</b>	48st/Ddt	Orion	Diesel
Indianapolis	8627	1986	ΣΉ	Z	Υ	48st/Odt	Orion	Diesel

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Indianapolis	8628	1986	ξ	z	>	48st/0dt	Orion	Diesel
Indianapolis	8629	1986	ZH.	Z	, <del></del>	48st/Odt	Orion	Diesel
Indianapolis	8630	1986	ΑII	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8631	1986	ΑI	Z	λ	48st/0dt	Orion	Diesel
Indianapolis	8632	1986	ΛΤΗ	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8633	1986	ΑH	Z	¥	48st/Odf	Orion	Diesel
Indianapolis	8634	1986	ΑH	Z	Y	48st/0dt	Orion	Diesel
Indianapolis	8635	1986	VTH	Z	¥	48st/Odt	Orion	Diesel
Indianapolis	8636	1986	ATH.	Z	Y	48st/0dt	Orion	Diesel
Indianapolis	8637	1986	ZH.	Z	>	48st/0dt	Orion	Diesel
Indianapolis	8638	1986	ΑΉ	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8639	1986	ATH	z	λ	48st/0dt	Orion	Diesel
Indianapolis	8640	1986	Ή	Z	Υ	48st/0dt	Orion	Diesel
Indianapolis	8641	1986	Ŧ	Z	λ	48st/0dt	Orion	Diesel
Indianapolis	8642	1986	HIV	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8643	1986	主	Z	Ϋ́	48st/0dt	Orion	Diesel
Indianapolis	8644	1986	ΔTH	Z	<b>&gt;</b>	48st/0dt	Orion	Diesel
Indianapolis	8645	1986	PH.	Z	<b>,</b>	48st/Odt	Orion	Diesel
Indianapolis	8646	1986	ALL	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8647	1986	HT	Z	λ	48st/0dt	Orion	Diesel
indianapolis	8648	1986	ZH.	z	Å	48st/0dt	Orion	Diesel
Indianapolis	8649	1986	ΑII	Z	Υ.	48st/0dt	Orion	Diesel
Indianapolis	8650	1986	ATH .	Z	Υ	48st/0dt	Orion	Diesel
Indianapolis	8651	1986	ΛLΗ	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8652	1986	Η	Z	٨	48st/Odt	Orion	Diesel
Indianapolis	8653	1986		Z	⋆	48st/0dt	Orion	Diesel
Indianapolis	8654	1986	HTZ	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8655	1986	НΤ	z	¥	48st/0dt	Orion	Diesel
Indianapolis	8656	1986	2	Z	<b>\</b>	48st/0dt	Orion	Diesel
Indianapolis	8657	1986	ТН	Z	Υ	48st/0dt	Orion	Diesel
Indianapolis	8658	1986	ΗTV	Z	<b>&gt;</b>	48st/0dt	Orion	Diesel
Indianapolis	8659	1986	ΛτΗ	Z	<b>&gt;</b>	48st/0dt	Orion	Diesel
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Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	nply Clean Air?	Vehicle Capacity	Vehide Manufacturer	Engine Type
Indianapolis	8660	1986	VTH.	Z	<b>&gt;</b>	48st/0dt	Orion	Diesel
Indianapolis	8661	1986	ΛIΗ	N	<b>&gt;</b>	48st/0dt	Orion	Diesel
Indianapolis	8662	1986	ИTV	N	λ	48st/0dt	Orion	Diesel
Indianapolis	8663	1986	ντн	N	*	48st/0dt	Orion	Diesel
Indianapolis	8664	1986	НΤ	N	Υ	48st/0dt	Orion	Diesel
Indianapolis	8665	1986	ΣH	Z	У	48st/0dt	Orion	Diesel
indianapolis	3666	1986	HTV	Z		48st/0dt	Orion	Diesel
Indianapolis	8667	1986	ИΤУ	N	Å	48st/0dt	Orion	Diesel
Indianapolis	8668	1986	νтн	Z	٨	48st/0dt	Orion	Diesel
indianapolis	8669	1986	нту	N	Y	48st/Odt	Orion	Diesel
Indianapolis	8670	1986	НΤ	Z	Y	48st/0dt	Orion	Diesel
Indianapolis	8671	1986	НΤ	N	Y	48st/Odt	Orion	Diesel
Indianapolis	8672	1986	НТУ	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8673	1986	₽	2	¥	48st/Odt	Orion	Diesel
Indianapolis	8674	1986	ΣΉ	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8675	1986	VTH	Z	٨	48st/0df	Orion	Diesel
Indianapolis	9298	1986	НΤ	N	Y	48st/0dt	Orion	Diesel
Indianapolis	8677	1986	ΗT	Z	À	48st/Odt	Orion	Diesel
Indianapolis	8678	1986	НТ	Z	Y	48st/0dt	Orion	Diesel
Indianapolis	8679	1986	ΑTH	Z	Y	48st/Odt	Orion	Diesel
Indianapolis	8680	1986	λ L	Z	Y	48st/0dt	Orion	Diesel
Indianapolis	8701	1987	HTV	Z	λ.	48st/0dt	Orion	Diesel
Indianapolis	8702	1987	₽H	Z	Y	48st/0dt	Orion	Diesel
Indianapolis	8703	1987	ATH	Z	<b>&gt;</b>	48st/0dt	Orion	Diesel
Indianapolis	8704	1987	VTH	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8705	1987	ΑLH	Z	<b>,</b>	48st/0dt	Orion	Diesel
Indianapolis	8706	1987	ΑLL	Z	Y	48st/0dt	Orion	Diesel
Indianapolis	8707	1987	ΗT	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8708	1987	ΗT	Z	¥	48st/0dt	Orion	Diesel
Indianapolis	8709	1987	ZH.	Z	٨	48st/0dt	Orion	Diesel
Indianapolis	8710	1987	НΤ	Z	Y	48st/0dt	Orion	Diesel
Indianapolis	8711	1987	ATH	Z	Y	48st/0dt	Orion	Diesel

8         \$17.2         1827         HTV         N         Y         482048         Orien           8         \$17.3         1827         HTV         N         Y         482048         Orien           8         \$17.4         1827         HTV         N         Y         482048         Orien           8         \$17.4         1827         HTV         N         Y         482048         Orien           8         \$17.5         1828         MTV         Y         Y         482048         Colon           8         \$12.5         1828         MTV         Y         Y         482048         Euro-Trans           8         \$12.5         1828         MTV         Y         Y         1821444         Euro-Trans           8         \$12.5         MTV         Y         Y         Y         1821444         Euro-Trans           8         \$12.5         MTV         Y         Y         Y         1821444         Euro-Trans           8         \$12.5         MTV         Y         Y         Y         1821444         Euro-Trans           8         \$12.5         \$12.5         Y         Y         Y	Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible? (	ADA Accessible? Comply Clean Air? Vehicle Capacity	Vehicle Capacity	Vehicle Manufacturer	Engine Type
8714         1897         HTV         N         Y         484004t         Oleon           8714         1897         HTV         N         Y         484004t         Oleon           8717         1898         HTV         N         Y         484004t         Oleon           8517         1898         MTV         Y         Y         166414d         Euro-Trans           8518         1898         MTV         Y         Y         166414d         Euro-Trans           8520         1898         MTV         Y         Y         166414d         Euro-Trans           8521         1898         MTV         Y         Y         166414d         Euro-Trans           8522         1898         MTV         Y         Y         166414d         Euro-Trans           8523         1898         MTV         Y         Y         166414d         Euro-Trans           8523         1898         MTV         Y         Y         166414d         Euro-Trans           8524         1896         MTV         Y         Y         166414d         Euro-Trans           8525         1896         MTV         Y         Y         166414d <td>Indianapolis</td> <td>8712</td> <td>1987</td> <td>ΣĽΗ</td> <td>Z</td> <td><b>&gt;</b>-</td> <td>48st/0dt</td> <td>Orion</td> <td>Diesel</td>	Indianapolis	8712	1987	ΣĽΗ	Z	<b>&gt;</b> -	48st/0dt	Orion	Diesel
8714         1897         HTV         N         Y         48at0tath         Ojon           8715         1897         HTV         N         Y         48at0tath         Ojon           8517         1896         MTV         Y         Y         1641444         Euro-Trans           8518         1896         MTV         Y         Y         1641444         Euro-Trans           8518         1896         MTV         Y         Y         1641444         Euro-Trans           8520         1896         MTV         Y         Y         1641444         Euro-Trans           8521         1896         MTV         Y         Y         1641444         Euro-Trans           8523         1896         MTV         Y         Y         164	Indianapolis	8713	1987	H H	Z	<b>*</b>	48st/0dt	Orion	Diesel
5515         1587         HTV         N         Y         1681/44d         Colon           5617         1596         MTV         Y         Y         1681/44d         Euro-Trans           5618         1696         MTV         Y         Y         1641/44d         Euro-Trans           5619         1696         MTV         Y         Y         1641/44d         Euro-Trans           5620         1696         MTV         Y         Y         1641/44d         Euro-Trans           5620         1696         MTV         Y         Y         1641/44d         Euro-Trans           5620         1696         MTV         Y         Y         1641/44d         Euro-Trans           5622         1696         MTV         Y         Y         1641/44d         Euro-Trans           5623         1696         MTV         Y         Y         1641/44d         Euro-Trans           5624         1696         MTV         Y         Y         1641/44d         Euro-Trans           5629         1696         MTV         Y         Y         1641/44d         Euro-Trans           5629         1697         Y         Y         1641/44d </th <td>Indianapolis</td> <td>8714</td> <td>1987</td> <td>HTV</td> <td>Z</td> <td>٨</td> <td>48st/0dt</td> <td>Orion</td> <td>Diesel</td>	Indianapolis	8714	1987	HTV	Z	٨	48st/0dt	Orion	Diesel
9617         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9618         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9619         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9621         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9622         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9623         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9624         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9625         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9626         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9627         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9628         1896         MTV         Y         Y         16soft 4dd         Euro-Trans           9629         1894         BOTC <td< th=""><td>Indianapolis</td><td>8715</td><td>1987</td><td>νтн</td><td>Z</td><td>¥</td><td>48st/0dt</td><td>Orion</td><td>Diesel</td></td<>	Indianapolis	8715	1987	νтн	Z	¥	48st/0dt	Orion	Diesel
9516         1896         MTV         Y         Y         168014dd         Euro-Tanas           9519         1896         MTV         Y         Y         168014dd         Euro-Tanas           9520         1896         MTV         Y         Y         168014dd         Euro-Tanas           9521         1896         MTV         Y         Y         168014dd         Euro-Tanas           9523         1896         MTV         Y         Y         168014dd         Euro-Tanas           9523         1896         MTV         Y         Y         168014dd         Euro-Tanas           9523         1896         MTV         Y         Y         168014dd         Euro-Tanas           9528         1896         MTV         Y         Y         168014dd         Euro-Tanas           9528         1896         MTV         Y         Y         168014dd         Euro-Tanas           9529         1896         MTV         Y         Y         168014dd         Euro-Tanas           9529         1896         MTV         Y         Y         168014dd         Euro-Tanas           9529         1896         MTV         Y         Y </th <td>Indianapolis</td> <td>9517</td> <td>1996</td> <td>\ \ \ \ \</td> <td>¥</td> <td><b>,</b></td> <td>16st/14td</td> <td>Euro-Trans</td> <td>. Diesel</td>	Indianapolis	9517	1996	\ \ \ \ \	¥	<b>,</b>	16st/14td	Euro-Trans	. Diesel
9521         1996         MTV         Y         1664/44d         Eun-Trans           9520         1996         MTV         Y         1664/44d         Eun-Trans           9521         1986         MTV         Y         Y         1664/44d         Eun-Trans           9522         1986         MTV         Y         Y         1664/44d         Eun-Trans           9523         1986         MTV         Y         Y         1684/44d         Eun-Trans           9524         1986         MTV         Y         Y         1684/44d         Eun-Trans           9525         1986         MTV         Y         Y         1684/44d         Eun-Trans           9526         1986         MTV         Y         Y         1684/44d         Eun-Trans           9528         1986         MTV         Y         Y         1684/44d         Eun-Trans           9608         1986         MTV         Y         Y         1684/44d         Fuel Eun-Trans           9401         1984         BOTC         Y         Y         1684/44d         Fuel Eun-Trans           9402         1984         BOTC         Y         Y         1684/44d	Indianapolis	9518	1996	VTM	<b>X</b>	٨	16st/14td	Euro-Trans	Diesel
9520         1896         MTV         Y         1681/44d         Euro-Trans           9521         1896         MTV         Y         1681/44d         Euro-Trans           9522         1896         MTV         Y         Y         1681/44d         Euro-Trans           9523         1896         MTV         Y         Y         1681/44d         Euro-Trans           9524         1896         MTV         Y         Y         1681/44d         Euro-Trans           9525         1896         MTV         Y         Y         1681/44d         Euro-Trans           9528         1896         MTV         Y         Y         1681/44d         Euro-Trans           9508         1896         MTV         Y         Y         1681/44d         Euro-Trans           9401         1894         BOTC         Y         Y         1681/44d         Euro-Trans           9401         1894         BOTC         Y         Y         1681/44d         Ford El Dorado           9402         1894         BOTC         Y         Y         1681/44d         Ford El Dorado           9403         1894         BOTC         Y         Y         1681/44d </th <td>Indianapolis</td> <td>9519</td> <td>1996</td> <td>VTM</td> <td><b>*</b></td> <td>,</td> <td>16st/14td</td> <td>Euro-Trans</td> <td>Diesel</td>	Indianapolis	9519	1996	VTM	<b>*</b>	,	16st/14td	Euro-Trans	Diesel
9521         1936         MTV         Y         Y         1681/446         Euro-Trans           9522         1936         MTV         Y         Y         1681/446         Euro-Trans           9523         1836         MTV         Y         Y         1681/446         Euro-Trans           9524         1836         MTV         Y         Y         1681/446         Euro-Trans           9628         1836         MTV         Y         Y         1681/446         Euro-Trans           9629         1836         MTV         Y         Y         1681/446         Euro-Trans           9609         1896         MTV         Y         Y         1681/446         Euro-Trans           9601         1894         BOTC         Y         Y         1681/446         Euro-Trans           9403         1894         BOTC         Y         Y         1681/444         Euro-Trans           9403         1894         BOTC         Y         1681/444         Euro-Trans           9404         1894         BOTC         Y         1681/4444         Ford El Dorado           9405         1894         BOTC         Y         Y         1681/4844 <td>Indianapolis</td> <td>9520</td> <td>1996</td> <td>VTM</td> <td>¥</td> <td><b>*</b></td> <td>16st/14td</td> <td>Euro-Trans</td> <td>Diesel</td>	Indianapolis	9520	1996	VTM	¥	<b>*</b>	16st/14td	Euro-Trans	Diesel
9522         1996         MTV         Y         Y         16st/14dd         Euro-Transe           9623         1996         MTV         Y         Y         16st/14dd         Euro-Transe           96234         1986         MTV         Y         Y         16st/14dd         Euro-Transe           96236         1986         MTV         Y         Y         16st/14dd         Euro-Transe           9628         1986         MTV         Y         Y         16st/14dd         Euro-Transe           9628         1986         MTV         Y         Y         16st/14dd         Euro-Transe           9608         1986         MTV         Y         Y         16st/14dd         Euro-Transe           9609         1984         BOTC         Y         Y         14st/4st/4dd         Ford El Dorado           9605         1984         BOTC         Y         Y         14st/4st/4dd         Ford El Dorado           9606         1984         BOTC         Y         Y         14st/4st/4dd         Ford El Dorado           9607         1984         BOTC         Y         Y         14st/4st/4dd         Ford El Dorado           9608         1984	Indianapolis	9521	1996	VTM	λ	λ	16st/14td	Euro-Trans	Diesel
9523         1596         MTV         Y         Y         168J14dd         Euro-Trans           9524         1986         MTV         Y         Y         168J14dd         Euro-Trans           9526         1986         MTV         Y         Y         168J14dd         Euro-Trans           9528         1986         MTV         Y         Y         168J14dd         Euro-Trans           9608         1986         MTV         Y         Y         168J14dd         Euro-Trans           9401         1984         BOTC         Y         Y         168J14dd         Euro-Trans           9402         1984         BOTC         Y         Y         148J46s14dd         Ford El Dorado           9403         1984         BOTC         Y         Y         148J46s14dd         Ford El Dorado           9405         1984         BOTC         Y         Y         148J46s14dd         Ford El Dorado           9406         1984         BOTC         Y         Y         148J46s14dd         Ford El Dorado           9407         1984         BOTC         Y         Y         148J46s14dd         Ford El Dorado           9408         1984         BO	Indianapolis	9522	1996	ΛΤΜ	¥	À	16st/14td	Euro-Trans	Diesel
9524         1996         MTV         Y         16sel/4ld         Euro-Trans           9625         1996         MTV         Y         Y         16sel/4ld         Euro-Trans           9626         1996         MTV         Y         Y         16sel/4ld         Euro-Trans           9627         1996         MTV         Y         Y         16sel/4ld         Euro-Trans           9608         1996         MTV         Y         Y         16sel/4ld         Euro-Trans           9401         1984         BOTC         Y         Y         16sel/4ld         Euro-Trans           9401         1984         BOTC         Y         Y         16sel/4ld         Euro-Trans           9401         1984         BOTC         Y         Y         16sel/4ld         Euro-Trans           9402         1984         BOTC         Y         Y         16sel/4ld         Ford El Dorado           9403         1994         BOTC         Y         Y         16sel/4ld         Ford El Dorado           9404         1984         BOTC         Y         Y         16sel/4ld         Ford El Dorado           9405         1984         BOTC         Y	Indianapolis	9523	1996	VTM	<b>X</b>	¥	16st/14td	Euro-Trans	Diesel
9525         1996         MTV         Y         Y         16st/14td         Euro-Trans           9526         1596         MTV         Y         Y         16st/14td         Euro-Trans           9608         1596         MTV         Y         Y         16st/14td         Euro-Trans           9609         1996         MTV         Y         Y         16st/14td         Euro-Trans           9401         1994         BOTC         Y         Y         14st/4st4d         Euro-Trans           9402         1994         BOTC         Y         Y         14st/4st4d         Euro-Trans           9403         1994         BOTC         Y         Y         14st/4st4d         Ford El Dorado           9404         1994         BOTC         Y         Y         14st/4st4d         Ford El Dorado           9405         1994         BOTC         Y         Y         14st/4st4d         Ford El Dorado           9406         1994         BOTC         Y         Y         14st/4st4d         Ford El Dorado           9407         1994         BOTC         Y         Y         14st/4st4d         Ford El Dorado           9419         1994 <t< th=""><td>Indianapolis</td><td>9524</td><td>1996</td><td>VTM</td><td><b>,</b></td><td>٨</td><td>16st/14td</td><td>Euro-Trans</td><td>Diesel</td></t<>	Indianapolis	9524	1996	VTM	<b>,</b>	٨	16st/14td	Euro-Trans	Diesel
9626         I1996         MTV         Y         16sd1/4td         Euro-Trans           9608         1596         MTV         Y         Y         16sd1/4td         Euro-Trans           9608         1896         MTV         Y         Y         16sd1/4td         Euro-Trans           9609         1896         MTV         Y         Y         Four El Donado           9401         1894         BOTC         Y         Y         Four El Donado           9405         1894         BOTC         Y         Y         Four El Donado           9406         1894         BOTC         Y         Y         Four El Donado           9407         1894         BOTC         Y         Y         Four El Donado           9408         1894         BOTC         Y         Y         Four El Donado           9410         1894         BOTC         Y         Y         Four El Donado           9410         1894         BOTC         Y         Y         Four El Donado           9411         1894         BOTC         Y         Y         Four El Donado           9412         1894         BOTC         Y         Y         Four El Dona	Indianapolis	9525	1996	VTM	<b>&gt;</b>	λ	16st/14td	Euro-Trans	Diesel
96008         I1996         MTV         Y         Y         1664/14fd         Euro-Trans           96009         1996         MTV         Y         Y         164/14fd         Euro-Trans           9401         1994         BOTC         Y         Y         Ford El Dorado           9402         1994         BOTC         Y         Y         Ford El Dorado           9403         1994         BOTC         Y         Y         Ford El Dorado           9405         1994         BOTC         Y         Y         Ford El Dorado           9406         1994         BOTC         Y         Y         Ford El Dorado           9407         1994         BOTC         Y         Y         Ford El Dorado           9408         1994         BOTC         Y         Y         Ford El Dorado           9410         1994         BOTC         Y         Y         Ford El Dorad	Indianapolis	9526	1996	VTM	<b>&gt;</b>	*	16st/14td	Euro-Trans	Diesel
9608         1996         MTV         Y         16st/14kd         Euro-Trans           9401         1994         BOTC         Y         Y         16st/48t+4td         Ford El Dorado           9401         1994         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9402         1984         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9405         1984         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9406         1984         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9407         1984         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9408         1994         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9408         1994         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9410         1994         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9412         1994         BOTC         Y         Y         14st/48t+4td         Ford El Dorado           9412	Indianapolis	9096	1996	VTM	<b>X</b>	¥	16st/14td	Euro-Trans	Diesel
9401         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9401         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9403         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9405         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9405         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9406         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9407         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9408         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9410         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9411         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9412         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado	Indianapolis	6096	1996	VTM	<b>X</b>	Υ	16st/14td	Euro-Trans	Diesel
9401         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9402         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9403         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9405         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9407         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9408         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9409         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9410         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9411         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado           9416         1994         BOTC         Y         Y         14st/4st+4td         Ford Ei Dorado	Indianapolis	9401	1994	вотс	<b>\</b>	<b>\</b>	14st/4st+4td	Ford El Dorado	Diesel
9403         1994         BOTC         Y         Y         Idea/dest+4fd         Fond El Dorado           9404         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9405         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9407         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9408         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9410         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9410         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9410         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9410         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9411         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado           9416         1994         BOTC         Y         Y         Test/dest+4fd         Fond El Dorado <td>Indianapolis</td> <td>9401</td> <td>1994</td> <td>ВОТС</td> <td><b>*</b></td> <td>Y</td> <td>14st/4st+4td</td> <td>Ford El Dorado</td> <td>Diesel</td>	Indianapolis	9401	1994	ВОТС	<b>*</b>	Y	14st/4st+4td	Ford El Dorado	Diesel
9404         1984         BOTC         Y         Y 14st/4st+4td         Ford El Dorado           9405         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9405         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9408         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9409         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9410         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9412         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9413         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9416<	Indianapolis	9403	1994	вотс	<b>X</b>	Υ	14st/4st+4td	Ford El Dorado	Diesel
9405         1994         BOTC         Y         Y 14st/4st+4td         Ford El Dorado           9406         1994         BOTC         Y         7         14st/4st+4td         Ford El Dorado           9407         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9408         1994         BOTC         Y         Y         Ford El Dorado           9410         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9412         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9413         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9414         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9416         1994         BOTC	Indianapolis	9404	1994	вотс	<b>X</b>	Å	14st/4st+4td	Ford El Dorado	Diesel
9406         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9407         1994         BOTC         Y         7         14st/4st+4td         Ford El Dorado           9408         1994         BOTC         Y         7         14st/4st+4td         Ford El Dorado           9410         1994         BOTC         Y         7         14st/4st+4td         Ford El Dorado           9412         1994         BOTC         Y         7         14st/4st+4td         Ford El Dorado           9413         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9413         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9416         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9416         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado	Indianapolis	9405	1994	BOTC	<b>→</b>	Υ	14st/4st+4td	Ford El Dorado	Diesel
9407         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9408         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9409         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9410         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9412         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9413         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9414         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado	Indianapolis	9406	1994	BOTC	<b>&gt;</b>	,	14st/4st+4td	Ford El Dorado	Diesel
9408         1994         BOTC         Y         Y 4st/4st+4td         Ford El Dorado           9409         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9410         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9412         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9413         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado           9415         1994         BOTC         Y         Y         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado	Indianapolis	9407	1994	ВОТС	<b>*</b>	,	14st/4st+4td	Ford El Dorado	Diesel
9409         1994         BOTC         Y         14st/4st+4fd         Ford El Dorado           9410         1994         BOTC         Y         14st/4st+4fd         Ford El Dorado           9412         1994         BOTC         Y         Y         Ford El Dorado           9413         1994         BOTC         Y         Y         Ford El Dorado           9414         1994         BOTC         Y         Y         Ford El Dorado           9415         1994         BOTC         Y         Y         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado	Indianapolis	9408	1994	вотс	<b>\</b>	À	14st/4st+4td	Ford El Dorado	Diesel
9410         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9411         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9412         1994         BOTC         Y         Y         Ford El Dorado           9413         1994         BOTC         Y         Y         Ford El Dorado           9415         1994         BOTC         Y         Y         Ford El Dorado           9415         1994         BOTC         Y         Y         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado	Indianapolis	9409	1994	BOTC	λ	٨	14st/4st+4td	Ford El Dorado	Diesel
9411         1994         BOTC         Y         Y         Ford El Dorado           9412         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9413         1994         BOTC         Y         Y         Ford El Dorado           9414         1994         BOTC         Y         Y         Ford El Dorado           9415         1994         BOTC         Y         Y         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado	Indianapolis	9410	1994	вотс	<b>X</b>	λ	14st/4st+4td	Ford El Dorado	Diesel
9412         1994         BOTC         Y         Y         Ford El Dorado           9413         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9414         1994         BOTC         Y         Y         Ford El Dorado           9415         1994         BOTC         Y         Y         Ford El Dorado           9416         1994         BOTC         Y         Y         Ford El Dorado	Indianapolis	9411	1994	BOTC	¥	<b>,</b>	14st/4st+4td	Ford El Dorado	Diesel
9413         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9414         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         Y         Ford El Dorado	Indianapolis	9412	1994	ВОТС	<b>\</b>	Υ	14st/4st+4td	Ford El Dorado	Diesel
9414         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9415         1994         BOTC         Y         14st/4st+4td         Ford El Dorado           9416         1994         BOTC         Y         Y         14st/4st+4td         Ford El Dorado	Indianapolis	9413	1994	ВОТС	Å	٨	14st/4st+4td	Ford El Dorado	Diesel
9415         1994         BOTC         Y         14st/4st+4td         Ford EI Dorado           9416         1994         BOTC         Y         14st/4st+4td         Ford EI Dorado	Indianapolis	9414	1994	вотс	λ	<b>,</b>	14st/4st+4td	Ford El Dorado	Diesel
9416 1994 BOTC Y Y 14st/4st+4td Ford El Dorado	Indianapolis	9415	1994	вотс	Å	Y	14st/4st+4td	Ford El Dorado	Diesel
	Indianapolis	9416	1994	вотс	<b>\</b>	<b>,</b>	14st/4st+4td	Ford El Dorado	Diesel

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Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	omply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Indianapolis	9601	1996	MDV	<b>&gt;</b>	>	14st/4td	Ford Supreme	Diesel
Indianapolis	9602	1996	MDV	<b>*</b>	>	14st/4td	Ford Supreme	Diesel
Indianapolis	9603	1996	MDV	Υ	>	14st/4td	Ford Supreme	Diesel
Indianapolis	9604	1996	MDV	,	, ,	14st/4td	Ford Supreme	Diesel
Indianapolis	9605	1996	MDV	<b>,</b>	<b>*</b>	14st/4td	Ford Supreme	Diesel
Indianapolis	197	1997	BOVC	<b>&gt;</b>	<b>&gt;</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	297	1997	BOVC	<b>&gt;</b>	<b>\</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	397	1997	MDV	Å	<b>&gt;</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	497	1997	MDV	<b>\</b>	<b>&gt;</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	597	1997	MDV	>	<b>&gt;</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	697	1997	MDV	¥	<b>*</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	797	1997	MDV	<b>&gt;</b>	<b>&gt;</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	897	1997	MDV	<b>&gt;</b>	<b>X</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	766	1997	MDV	<b>.</b>	<b>&gt;</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	1097	1997	MDV	λ	<b>&gt;</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	1197	1997	MDV	<b>&gt;</b>	<b>*</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	1297	1997	MDV	λ	<b>X</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	1397	1997	MDV	¥	<b>&gt;</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	1497	1997	MDV	λ	<b>\</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	1597	1997	MDV	Y	<b>\</b>	14st/4td	Dodge B3500	Diesel
Indianapolis	1697	1997	MDV	¥	¥	14st/4td	Dodge B3500	Diesel
Indianapolis	1797	1997	MDV	Y	Y	14st/4td	Dodge B3500	Diesel
Indianapolis	9701	1997	Z.H	٨	Y	44st/2td	Gillig	Diesel
Indianapolis	9702	1997	ΣH	<b>&gt;</b>	Υ	44st/2td	Gillig	Diesel
Indianapolis	9703	1997	НΤУ	, λ	¥	44st/2td	Gilig	Diesel
Indianapolis	9704	1997	₽₩	Α	Y	44st/2td	Gillig	Diesel
Indianapolis	9705	1997	ŽH.	<b>&gt;</b>	Y	44st/2td	Gillig	Diesel
Indianapolis	9206	1997	HTV	¥	¥	44st/2td	Gillig	Diesel
Indianapolis	9707	1997	НТУ	٨	٨	44st/2td	Gillig	Diesel
Indianapolis	9708	1997	HTV	Y	Y	44st/2td	Gilfig	Diesel
Indianapolis	9709	1997	νш	⋆	Y	44st/2td	Gillig	Diesel
Indianapolis	9710	1997	ΑTH	Α.	٨	44st/2tģ	Gillig	Diesel

Inclinate polis         9712         1987         HTV         Y         Y           Inclinate polis         9712         1987         HTV         Y         Y           Inclinate polis         9714         1987         HTV         Y         Y           Inclinate polis         9714         1987         HTV         Y         Y           Inclinate polis         9716         1987         HTV         Y         Y           Inclinate polis         9719         1987         HTV         Y         Y           Inclinate polis         9719         1987         HTV         Y         Y           Inclinate polis         9720         1987         HTV         Y         Y           Inclinate polis         9724         1987         HTV         Y         Y           Inclinate polis         9725         1987         HTV         Y         Y           Inclinate polis         9726         1987         HTV         Y         Y           Inclinate polis         9726         1987         HTV         Y         Y           Inclinate polis         9726         1987         HTV         Y         Y           Inclinat	Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	ADA Accessible? Comply Clean Air? Vehicle Capacity	Vehicle Capacity	Vehicle Manufacturer	Engine Type
9712         1997         HTV         Y           9713         1997         HTV         Y           9714         1997         HTV         Y           9715         1997         HTV         Y           9716         1997         HTV         Y           9718         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9722         1997         HTV         Y           9723         1997         HTV         Y           9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9728         1997         HTV         Y           9729         1997         HTV         Y           9729         1997         HTV         Y           9729         1997         HTV         Y           9729         1997         HTV         Y           9612         1997         MTV         Y	ndianapolis	9711	1997	ΣΉ	Α.	Υ .	44st/2td	Gillig	Diesel
9713         1997         HTV         Y           9714         1997         HTV         Y           9716         1997         HTV         Y           9717         1997         HTV         Y           9718         1997         HTV         Y           9719         1997         HTV         Y           9710         1997         HTV         Y           9711         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9722         1997         HTV         Y           9723         1997         HTV         Y           9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9728         1997         HTV         Y           9729         1997         HTV         Y           9613         1997         HTV         Y           9614         1997         MTV         Y	ndianapolis	9712	1997	ξĦ	¥	Y	44st/2td	Gillig	Diesel
9714         1997         HTV         Y           9715         1997         HTV         Y           9718         1997         HTV         Y           9719         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9722         1997         HTV         Y           9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9728         1997         HTV         Y           9729         1997         HTV         Y           9720         1997         MTV         Y           9619         1997         MTV         Y	ndianapolis	9713	1997	ŽΗ	¥	Υ	44st/2td	GIIIg	Diesel
9715         1997         HTV         Y           9716         1997         HTV         Y           9718         1997         HTV         Y           9719         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9722         1997         HTV         Y           9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9729         1997         HTV         Y           9612         1997         HTV         Y           1991         1997	ndianapolis	9714	1997	Ή	Υ	Υ	44st/2td	Gillig	Diesel
9716         1997         HTV         Y           9718         1997         HTV         Y           9719         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9722         1997         HTV         Y           9723         1997         HTV         Y           9724         1997         HTV         Y           9726         1997         HTV         Y           9729         1997         HTV         Y           9729         1997         HTV         Y           9729         1997         HTV         Y           9614         1997         HTV         Y           9615         1997         HTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9610         1997         MTV         Y           9610         1997         MTV         Y	ndianapolis	9715	1997	₽ H	<b>*</b>	<b>\</b>	44st/2td	Gillig	Diesel
9717         1997         HTV         Y           9718         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9722         1997         HTV         Y           9724         1997         HTV         Y           9726         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9728         1997         HTV         Y           9729         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9612         1997         HTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9619         1997         MTV         Y	ndianapolis	9716	1997	ΣH	<b>*</b>	٨	44st/2td	Gillig	Diesel
9718         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9722         1997         HTV         Y           9723         1997         HTV         Y           9724         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9728         1997         HTV         Y           9729         1997         HTV         Y           9613         1997         HTV         Y           9614         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y	ndianapolis	9717	1997	ΣLH	<b>*</b>	¥	44st/2td	Gillig	Diesei
9719         1997         HTV         Y           9720         1997         HTV         Y           9721         1997         HTV         Y           9722         1997         HTV         Y           9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9728         1997         HTV         Y           9612         1997         HTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9621         1997         MTV         Y	indianapolis	9718	1997	ΑĪ	¥	Y	44st/2td	Gillig	Diesel
9720         1997         HTV         Y           9721         1997         HTV         Y           9723         1997         HTV         Y           9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9728         1997         HTV         Y           9612         1997         HTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9719	1997	НΤ	¥	Υ	44st/2td	Gillig	Diesel
9721         1997         HTV         Y           9723         1997         HTV         Y           9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9729         1997         HTV         Y           9729         1997         HTV         Y           9611         1997         HTV         Y           9612         1997         HTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9720	1997	ΣH	<b>\</b>	λ	. 44st/2td	Gillig	Diesel
9722         1997         HTV         Y           9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9729         1997         HTV         Y           9729         1997         HTV         Y           9611         1997         HTV         Y           9612         1997         HTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9621         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9721	1997	ΣĦ	λ	γ	44st/2td	Gillig	Diesel
9724         1997         HTV         Y           9724         1987         HTV         Y           9726         1987         HTV         Y           9727         1987         HTV         Y           9728         1987         HTV         Y           9729         1987         HTV         Y           9611         1987         HTV         Y           9612         1987         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9722	1997	ΗZ	λ	λ	44st/2td	Gillig	Diesel
9724         1997         HTV         Y           9725         1997         HTV         Y           9726         1997         HTV         Y           9727         1997         HTV         Y           9729         1997         HTV         Y           9730         1997         HTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y           9622         1997         MTV         Y           9621         1997         MTV         Y           9622         1997         MTV         Y	Indianapolis	9723	1997	ΑΤΥ	λ	γ	44st/2td	Gillig	Diesel
9726         1997         HTV         Y           9727         1997         HTV         Y           9728         1997         HTV         Y           9729         1997         HTV         Y           9611         1997         HTV         Y           9612         1997         MTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9620         1997         MTV         Y           9620         1997         MTV         Y	Indianapolis	9724	1997	₽H	Å	Å	44st/2td	Gillig	Diesel
9726         1997         HTV         Y           9728         1997         HTV         Y           9729         1997         HTV         Y           9612         1997         HTV         Y           9613         1997         HTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9620         1997         MTV         Y	Indianapolis	9725	1997	Ŧ	¥	¥	44st/2td	Gillig	Diesel
9727         1997         HTV         Y           9728         1997         HTV         Y           9729         1997         HTV         Y           9611         1997         MTV         Y           9612         1997         MTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9726	1997	νш	λ	¥	44st/2td	Gillig	Diesel
9728       1997       HTV       Υ         9729       1997       HTV       Υ         9730       1997       HTV       Υ         9611       1997       MTV       Υ         9612       1997       MTV       Υ         9614       1997       MTV       Υ         9615       1997       MTV       Υ         9616       1997       MTV       Υ         9619       1997       MTV       Υ         9619       1997       MTV       Υ         9620       1997       MTV       Υ         9621       1997       MTV       Υ	indianapolis	9727	1997	Η	λ	Y	44st/2td	Gillig	Diesel
9729         1997         HTV         Υ           9611         1997         HTV         Υ           9612         1997         MTV         Υ           9613         1997         MTV         Υ           9614         1997         MTV         Υ           9615         1997         MTV         Υ           9616         1997         MTV         Υ           9618         1997         MTV         Υ           9620         1997         MTV         Υ           9620         1997         MTV         Υ           9620         1997         MTV         Υ           9621         1997         MTV         Υ	Indianapolis	9728	1997	ИТV	λ·	У	44st/2td	Gillig	Diesel
9730         1997         HTV         Υ           9611         1997         MTV         Υ           9612         1997         MTV         Υ           9613         1997         MTV         Υ           9614         1997         MTV         Υ           9616         1997         MTV         Υ           9618         1997         MTV         Υ           9619         1997         MTV         Υ           9620         1997         MTV         Υ           9621         1997         MTV         Υ	Indianapolis	9729	1997	νтн	Υ	Y	44st/2td	Gillig	Diesel
9611         1997         MTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9620         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9730	1997	νтн	¥	٨	44st/2td	Gillig	Diesel
9612         1997         MTV         Y           9613         1997         MTV         Y           9614         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9611	1997	ΛТМ	¥	λ	30st/2td	Euro-Trans	Diesel
9613         1997         MTV         Y           9614         1997         MTV         Y           9615         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9612	1997	VTM	<b>*</b>	λ	30st/2td	Euro-Trans	Diesel
9614         1997         MTV         Y           9615         1997         MTV         Y           9616         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9613	1997	ΛΤΜ	λ	Υ	30st/2td	Euro-Trans	Diesel
9615         1997         MTV         Y           9616         1997         MTV         Y           9617         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9620         1997         MTV         Y	Indianapolis	9614	1997	ΔL	Υ	¥	30st/2td	Euro-Trans	Diesel
9616         1997         MTV         Y           9617         1997         MTV         Y           9618         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9615	1997	VTM	Υ	٨	30st/2td	Euro-Trans	Diesel
9617         1997         MTV         Y           9618         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9616	1997	ΛΤΜ	<b>\</b>	Υ	30st/2td	Euro-Trans	Diesel
9618         1997         MTV         Y           9619         1997         MTV         Y           9620         1997         MTV         Y           9621         1997         MTV         Y	Indianapolis	9617	1997	VTM	Υ	γ	30st/2td	Euro-Trans	Diesel
9619 1997 MTV Y 9620 1997 MTV Y 9621 1997 MTV Y	Indianapolis	9618	1997	MTV	Y	Y	30st/2td	Euro-Trans	Diesel
9620 1997 MTV Y 9621 1997 MTV Y	Indianapolis	9619	1997	VTM	٨	٨	30st/2td	Euro-Trans	Diesel
Y MTV Y	Indianapolis	9620	1997	VTM	λ	λ	30st/2td	Euro-Trans	Diesel
	Indianapolis	9621	1997	VTM	λ	<b>&gt;</b>	30st/2td	Euro-Trans	Diesel
Indianapolis 9622 1997 MTV Y	Indianapolis	9622	1997	VTM	<b>&gt;</b>	٨	30st/2td	Euro-Trans	Diesel

Operator	Vehide ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	omply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
Indianapolis	9623	1997	MTV	Α.	٨	30st/2td	Euro-Trans	Diesel
Indianapolis	9624	1997	VTM	<b>*</b>	<b>,</b>	30st/2td	Euro-Trans	Diesel
Indianapolis	9625	1997	VTM	Υ	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9626	1997	VTM	<b>*</b>	¥	30st/2td	Euro-Trans	Diesel
Indianapolis	9627	1997	VTM	<b>*</b>	٨	30st/2td	Euro-Trans	Diesel
Indianapolis	9628	1997	ΔŁ	<b>,</b>	·	30st/2td	Euro-Trans	Diesel
Indianapolis	9629	1997	VTM	¥	¥	30st/2td	Euro-Trans	Diesel
Indianapolis	9630	1997	VTM	*	¥	30st/2td	Euro-Trans	Diesel
Indianapolis	9631	1997	ΔTM	*	٨	30st/2td	Euro-Trans	Diesel
Indianapolis	9632	1997	ΛΤΜ	<b>&gt;</b>	¥	30st/2td	Euro-Trans	Diesel
Indianapolis	9633	1997	VTM	Υ	¥	30st/2td	Euro-Trans	Diesel
Indianapolis	9634	1997	VTM	¥	٨	30st/2td	Euro-Trans	Diesel
Indianapolis	9635	1997	VTM	γ	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9636	1997	VTM	Y	Y	30st/2td	Euro-Trans	Diesel
Indianapolis	9637	1997	VTM	Y	¥	30st/2td	Euro-Trans	Diesel
Indianapolis	9638	1997	ΛΤΜ	Å	٨	30st/2td	Euro-Trans	Diesel
Indianapolis	9639	1997	VTM	¥	¥	30st/2td	Euro-Trans	Diesel
Indianapolis	9640	1997	VIII	*	٨	30st/2td	Euro-Trans	Diesel
Indianapolis	9641	1997	VTM	Υ	٨	30st/2td	Euro-Trans	Diesel
Indianapolis	9642	1997	VTM	λ,	٨	30st/2td	Euro-Trans	Diesel
Indianapolis	9643	1997	УТМ	Y	¥	30st/2td	Euro-Trans	Diesel
Kokamo	555	1990	MDV	Z	٨	80	FORD	ø
Кокото	258	1992	вотс	¥	Y	14	FORD	O
Кокото	523	1992	вотс	<b>*</b>	>	14	FORD	Ø
Kokomo	552	1993	вотс	λ.	<b>&gt;</b>	14	Ford	ŋ
Kokomo	556	1993	ВОТС		Α.	14	FORD	(5)
Kokomo	551	1994	вотс	Y	<b>&gt;</b>	14	Ford	Ø
Кокато	554	1995	вотс	<b>\</b>	<b>&gt;</b>	41	FORD	9
Kokomo	257	1995	вотс	Α.	٨	14	FORD	ဖ
Kokomo	553	1996	вотс	. Υ	>	14	Ford	O
Kokomo	550	1996	BOTC	>	<b>&gt;</b>	14	FORD	ø
Кокото	260	1998	ВОТС	¥	Y	14	FORD	Ö
-						 		

Coordination         651         1856         BOTO         Y         Y         645         FORD           Coordination         851         1856         BOTO         Y         Y         15872         HC           Coordination         851         1856         BOTO         Y         Y         205772         FORD           Coordination         851         1859         HTV         Y         Y         205772         FORD           Coordination         852         1899         HTV         Y         Y         155772         FORD           Coordination         851         1899         HTV         Y         Y         155772         FORD           Coordination         951         1894         MTV         Y         Y         155772         FORD           Coordination         951         1894         MTV         Y         Y         155872         FORD           Coordination         952         1895         MTV         Y         Y         155872         FORD           Coordination         952         1895         MTV         Y         Y         155872         FORD           Coordination         952         1895<	Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
bid         661         1686         BOTC         Y         20572           bid         682         1985         BOTC         Y         Y         20572           bid         1883         BOTC         Y         Y         20572           bid         1884         HVT         Y         Y         37572           bid         1889         HVT         Y         Y         37577           bid         1889         HVT         Y         Y         15577           bid         1894         MDV         Y         Y         15577           bid         1895         BOVC         Y         Y         15577           bid         1897         MDV         Y         Y         15577           bid         1897         NDV         Y         Y         15577           bid         1894         NDV         Y         Y         15577	Кокото	561	1998	вотс	¥	Ϋ́	14	FORD	Ø
loc         662         BOTC         Y         A         2051T2           loc         684         1889         BOVC         Y         A         1387T2           loc         684         1889         HYT         Y         A         375T2           loc         685         1889         HTV         Y         Y         375T2           loc         686         1889         HTV         Y         Y         255T2           loc         941         1894         MTV         Y         Y         255T2           loc         942         1894         MTV         Y         7         158T2           loc         942         1894         MTV         Y         7         158T2           loc         942         1894         Y         7         158T2           loc         962         1894         Y         7         158T2           loc         972         1894         MDV         Y         7         158T2           loc         973         MDV         Y         7         158T2           loc         974         Y         158T2         158T2 <th< td=""><td>Kosciusko</td><td>851</td><td>1985</td><td>BOTC</td><td>Y</td><td>Å</td><td>20ST/2</td><td>H</td><td>٥</td></th<>	Kosciusko	851	1985	BOTC	Y	Å	20ST/2	H	٥
tob         684         690C         Y         357IZ           tob         884         1889         HYT         Y         375IZ           tob         884         1889         HYT         Y         375IZ           tob         1889         HYY         Y         275IZ           tob         941         1884         MNY         Y         155IZ           tob         942         1894         MNY         Y         155IZ           tob         942         174         155IZ         155IZ           tob         952         1894         MNY         Y         Y         155IZ	Kosciusko	852	1985	ВОТС	¥	¥	20ST/2	E	٥
tho         1884         1889         HVT         Y         375712           tho         1885         1889         HTV         Y         375712           tho         1886         HTV         Y         7         375712           tho         341         1894         MTV         Y         145717           tho         342         1894         MTV         Y         Y         145717           tho         342         1894         MTV         Y         Y         145717           tho         342         1894         MTV         Y         Y         155712           tho         362         1894         MTV         Y         Y         155712           tho         362         1895         DOC         Y         Y         155712           tho         362         1896         MTV         Y         Y         155712           tho         362         1896         MTV         Y         Y         155712           tho         362         MTV         Y         Y         155712           tho         362         MTV         Y         X         155712 <t< td=""><td>Kosciusko</td><td>891</td><td>1989</td><td>BOVC</td><td><b>\</b></td><td>¥</td><td>13ST/2</td><td>FORD</td><td>۵</td></t<>	Kosciusko	891	1989	BOVC	<b>\</b>	¥	13ST/2	FORD	۵
tob         6895         1989         HTV         Y         Y         275712           tob         6896         1899         MTV         Y         255712           tob         391         1893         MTV         Y         255712           tob         341         1894         MTV         Y         128712           tob         942         1894         MTV         Y         128712           tob         951         1894         PC         Y         128712           tob         961         1896         BCVC         Y         Y         128712           tob         1896         BCVC         Y         Y         128712           tob         361         1896         BCVC         Y         Y         128712           tob         371         1897         MDV         Y         Y         128712           tob         372         1896         MDV         Y         Y         128714           tob         374         483         MDV         Y         Y         12871           tob         374         MDV         Y         Y         12871           to	Kosciusko	894	1989	HVT	<b>*</b>	¥	3757/2	THOMAS	Q
tub         866         IARD         Y         Y         255572           tub         981         IARD         Y         Y         115771           tub         941         1894         MDV         Y         155R2           tub         942         1894         MDV         Y         155R2           sto         982         1894         BOVC         Y         7         155R2           sto         982         1896         BOVC         Y         Y         155R2           sto         987         1896         BOVC         Y         Y         155R2           sto         987         1896         BOVC         Y         Y         155R2           sto         987         188         MDV         Y         Y         155R2           sto         987         NA         Y         155R2         NA         155R2           sto         987         NA         Y         Y         155R2         NA         NA </td <td>Kosciusko</td> <td>895</td> <td>1989</td> <td>ATH.</td> <td>λ.</td> <td>¥.</td> <td>37ST/2</td> <td>THOMAS</td> <td>۵</td>	Kosciusko	895	1989	ATH.	λ.	¥.	37ST/2	THOMAS	۵
sigh         MIDV         Y         Y         1415           sigh         MIDV         Y         Y         158FZ           sigh         1984         MIDV         Y         Y         158FZ           sigh         1984         HITY         Y         Y         158FZ           sigh         1985         BOVC         Y         Y         158TZ           sigh         1986         BOVC         Y         Y         158TZ           sigh         BOVC         Y         Y         158TZ           sigh         BOVC         Y         Y         158TZ           sigh         MDV         Yes         NA         58tZhd           sigh         MDV         Yes         NA         7st           sigh         MDV         Yes         NA         7st           sigh         MN         No         NA         NA         8stZat           sigh         MN         No	Kosciusko	896	1989	ΣĽΜ	<b>\</b>	<b>&gt;</b>	258T/2	THOMAS	٥
sich         941         1984         MDV         Y         75752           sich         942         HTV         Y         75752           sich         942         HTV         Y         75752           sich         961         1986         BOVC         Y         75752           sich         961         1986         BOVC         Y         Y         12572           sich         962         1896         BOVC         Y         Y         12572           sich         972         1896         BOVC         Y         Y         12577           sich         972         1897         MDV         Y         Y         12577           sich         972         1897         MDV         Y         Y         12577           sich         972         MDV         Y         Y         12577           sich         973         MDV         Y         Y         12577           sich         974         NA         Y         X         12577           sich         975         NA         NA         NA         NA         12574           sich         1981         MDV </td <td>Kosciusko</td> <td>931</td> <td>1993</td> <td>ΛQW</td> <td>λ.</td> <td>¥</td> <td>1157/1</td> <td>DODGE</td> <td>ŋ</td>	Kosciusko	931	1993	ΛQW	λ.	¥	1157/1	DODGE	ŋ
ske         942         HTV         Y         Y         375712           ske         961         1986         BOVC         Y         Y         125712           ske         961         1986         BOVC         Y         Y         125712           ske         962         1896         BOVC         Y         Y         125712           ske         972         1896         BOVC         Y         Y         125712           ske         972         1897         MV         Y         125717           ske         972         1897         MV         Y         125717           ske         972         MV         Y         Y         125717           ske         972         MV         Y         Y         125717           ske         973         MS         Y         Y         125717           ske         974         Y         Y         125717           ske         1894         MV         Yes         NA         9stZtd           ske         1894         MV         Yes         NA         2stZtd           ske         1894         MV         Yes	Kosciusko	941	1994	MDV	<b>&gt;</b>	¥	12SR/2	DODGE	9
sich         951         1995         BOVC         Y         Y         123T2           sich         961         1996         BOVC         Y         Y         128T2           sich         962         1996         BOVC         Y         Y         128T2           sich         972         1997         MDV         Y         Y         128T71           sich         973         1987         MDV         Y         Y         128T71           sich         973         1987         MDV         Y         Y         128T71           sich         974         MDV         Y         Y         128T71           sich         975         MDV         Y         NA         987D4           sich         1995         MDV         Yes         NA         987D4           sich         1996         MNV         Yes         NA         754           sich         1997         MNV         NA         1481         1481           sich         1997         NA         NA         NA         1481           sich         1997         NA         NA         NA         861	Kosciusko	942	1994	ΔH	λ	Υ	37ST/2	BLBIRD	Q
sich         961         960         Y         Y         125T2           sich         962         1986         BOVC         Y         Y         125T2           sich         971         1997         MDV         Y         Y         125T7           sich         972         1996         MDV         Y         Y         125T7           sich         37 - 6530         1986         MDV         Yes         Y         125T7           37 - 6550         1996         MDV         Yes         N/A         942D4           37 - 6550         1996         MDV         Yes         N/A         942D4           37 - 6550         1996         MDV         Yes         N/A         942D4           37 - 637         1996         MNV         No         N/A         754           37 - 637         1991         BOVC         No         N/A         14st           46 - 5034         1992         MNV         Yes         N/A         8c1           56 - 5034         1995         MDV         Yes         N/A         8c1           66 - 5034         1996         MNV         Ne         N/A         8c1	Kosciusko	951	1995	BOVC	,	Y	12ST/2	FORD	Q
sko         99E         BOVC         Y         125T/12           sko         971         1997         MDV         Y         125T/1           sko         972         1997         MDV         Y         125T/1           sko         37 - 4539         1988         MDV         Yes         N/A         94724           37 - 5096         1896         MDV         Yes         N/A         94724           37 - 4312         1896         MNV         N/A         94724           37 - 4312         1896         MNV         N/B         N/A         254           41 - 4312         1897         N/B         N/B         N/A         1481         1481           56 - 6843         1894         MIN         Yes         N/A         84124           56 - 5994         1894         MIN         Yes         N/A         84124           56 - 5994         1894	Kosciusko	961	1996	BOVC	٨	Y	12ST/2	FORD	٥
sko         971         HBDV         Y         152T/1           sko         972         HBDV         Yes         152T/1           sko         37 - 4539         1988         MDV         Yes         NA         9stZtd           37 - 5666         1984         MDV         Yes         NA         9stZtd           37 - 5696         1986         MDV         Yes         NA         9stZtd           37 - 5696         1986         MDV         Yes         NA         9stZtd           37 - 5696         1986         MNV         NA         7st           37 - 4312         1996         MNV         NA         7st           37 - 4312         1996         MNV         NA         7st           4         1997         MNV         NA         7st           5 - 6049         1996         MNV         NA         8stZtd           5 - 6049         1997         MV         NA         8stZtd           5 - 6046         1997         MV         NA         8stZtd           6 - 6729         1994         MDV         Yes         NA         8stZtd           7 - 69934         1995         MNV         NA<	Kosciusko	362	1996	BOVC	λ.	Υ	1257/2	FORD	Q
400         972         1957         MDV         Yes         N/A         9st7td           37 - 4639         1984         MDV         Yes         N/A         9st7td           37 - 5650         1994         MDV         Yes         N/A         9st7td           37 - 5656         1995         MDV         Yes         N/A         9st7td           37 - 5695         1995         MDV         Yes         N/A         9st7td           37 - 4312         1996         MNV         N/A         7st           37 - 4312         1996         MNV         N/A         7st           4 K1 - 1076         1991         BOVC         N/A         N/A         8st7td           56 - 5049         1992         MNV         N/A         8st7td           56 - 5049         1995         MNV         N/A         8st7td           56 - 5034         1995         MNV         N/A         8st7td           56 - 5034         1995         MNV         N/A         8st7td           56 - 5036         1994         MOV         N/A         8st7td           56 - 5036         1994         MOV         N/A         8st7td           56 - 5036	Kosciusko	971	1997	MDV	λ	Y	12ST/1	DODGE	9
37 - 4539         1988         MDV         Yes         NIA         9st/2td           37 - 6650         1994         MDV         Yes         NIA         9st/2td           37 - 5096         1995         MDV         Yes         NIA         9st/2td           37 - 5096         1995         MDV         Yes         NIA         9st/2td           37 - 4312         1996         MNV         No         NIA         7st           37 - 0537         1991         BOVC         No         NIA         1st           KI - 1076         1993         MNV         No         1st         1st           G6 - 0543         1991         MDV         Yes         NIA         8st/2td           G6 - 9729         1994         MDV         Yes         NIA         8st/2td           G6 - 9729         1994         MDV         Yes         NIA         8st/2td           G6 - 9729         1994         MDV         Yes         NIA         8st/2td           G6 - 9235         1994         MDV         Yes         NIA         8st/2td           G6 - 9280         1991         BOVC         NO         NIA         22st           G6 - 9280 <td>Kosciusko</td> <td>972</td> <td>1997</td> <td>MDV</td> <td>Υ</td> <td>٨</td> <td>12ST/1</td> <td>DODGE</td> <td>စ</td>	Kosciusko	972	1997	MDV	Υ	٨	12ST/1	DODGE	စ
37 - 6650         1994         MDV         Yes         N/A         942/21d           37 - 5096         1995         MDV         Yes         N/A         942/21d           37 - 5095         1996         MNV         No         N/A         7st           37 - 4120         1996         MNV         No         N/A         7st           37 - 4312         1996         MNV         No         N/A         7st           37 - 6327         1991         BCVC         No         N/A         2cst           KI - 1076         1993         MNV         No         N/A         8st/2td           56 - 649         1991         MDV         Yes         N/A         8st/2td           56 - 5034         1995         MDV         Yes         N/A         8st/2td           56 - 5034         1995         MNV         Yes         N/A         8st/2td           56 - 5034         1996         MNV         Yes         N/A         8st/2td           56 - 5280         1994         MOV         Yes         N/A         8st/2td           56 - 6284         1995         MNV         No         N/A         8st/2td           56 - 6938	KIRPC	37 - 4539	1988	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
37 - 5096         1995         MDV         Yes         NIA         94/2td           37 - 5095         1996         MNV         No         NA         54/2td           37 - 4312         1996         MNV         No         NIA         751           37 - 4312         1996         MNV         No         NIA         751           37 - 5327         1991         BOVC         NO         NIA         2254           K1 - 1076         1993         MNV         No         NIA         84/2td           56 - 0649         1991         MDV         Yes         NIA         84/2td           56 - 5034         1995         MDV         Yes         NIA         84/2td           56 - 9934         1996         MNV         No         NIA         84/2td           56 - 9934         1996         MNV         No         NIA         84/2td           56 - 9934         1991         BOVC         No         NA         84/2td           66 - 9259         1991         MNV         No         NA         84/2td           66 - 9636         1991         BOVC         NO         NA         82/2td           66 - 9646	KIRPC	37 - 6650	1994	ΛΟW	Yes	N/A	9st/2td	Dodge/Braun	Gas
37 - 5095         1995         MDV         Yes         NIA         944Zid           37 - 4120         1996         MIV         No         NA         7st           37 - 4312         1996         MIV         No         NA         7st           37 - 637         1991         BOVC         No         NA         22st           K1 - 1076         1991         MOV         Yes         14st           K5 - 0649         1991         MOV         Yes         NIA         8st/2td           K6 - 5094         1995         MOV         Yes         NIA         9st/2td           K6 - 5094         1996         MOV         No         NIA         22st           K6 - 5084         1996         MOV         NO         NIA         22st           K6 - 5084         1996         MOV         NO         NO         22st           K6 - 5086         1991         M	KIRPC	37 - 5096	1995	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
37 - 4120         1996         MNV         No         N/A         7st           37 - 4312         1996         MNV         No         N/A         7st           37 - 0537         1991         BOVC         No         N/A         22st           KI - 1076         1993         MNV         No         N/A         14st           56 - 0649         1991         MDV         Yes         N/A         8ct/2td           56 - 5094         1995         MDV         Yes         N/A         9ct/2td           56 - 9336         1994         MDV         Yes         N/A         9ct/2td           56 - 9336         1994         MDV         Yes         N/A         9ct/2td           56 - 9336         1994         MDV         Yes         N/A         9ct/2td           56 - 9280         1991         BOVC         No         N/A         22st           56 - 9280         1991         BOVC         No         N/A         22st           66 - 8560         1997         MNV         No         N/A         22st	KIRPC	37 - 5095	1995	MDV	Yes	N/A	9st/2td	Dodge/Brann	Gas
37 - 4312         1996         MINV         No         N/A         7st           37 - 0537         1991         BOVC         No         N/A         22st           KI - 1076         1991         BOVC         No         N/A         14st           KI - 1076         1991         MINV         No         N/A         8st/2td           56 - 9729         1992         MINV         No         N/A         8st/2td           56 - 9335         1994         MDV         Yes         N/A         9st/2td           56 - 9336         1994         MINV         No         N/A         9st/2td           56 - 9384         1996         MINV         No         N/A         9st/2td           56 - 9280         1991         BOVC         No         N/A         22st           56 - 9280         1991         BOVC         No         N/A         22st           66 - 8560         1997         MINV         No         N/A         52st	KIRPC	37 - 4120	1996	MNV	No	N/A	7st	Chevrolet	Gas
37 - 653 7         1991         BOVC         No         N/A         22st           KI - 1076         1993         MNV         No         N/A         14st           56 - 0649         1991         MNV         No         N/A         8st/Ztd           56 - 0649         1991         MNV         No         8st/Ztd           56 - 5094         1995         MDV         Yes         N/A         8st/Ztd           56 - 9335         1994         MDV         Yes         N/A         9st/Ztd           56 - 9336         1991         MNV         No         N/A         9st/Ztd           56 - 9280         1991         BOVC         No         N/A         22st           66 - 8560         1991         MNV         No         N/A         5st/Ztd           66 - 8560         1991         BOVC         No         N/A         22st	KIRPC	37 - 4312	1996	MNV	No	ΑΊΛ	7st	Chevrolet	Gas
ALONG         NOW         NOW         NAM         22st           KI - 1076         1993         MNV         No         14st           56 - 0649         1991         MDV         Yes         N/A         8st/Ztd           56 - 9729         1995         MNV         Yes         N/A         9st/Ztd           56 - 9335         1994         MDV         Yes         N/A         9st/Ztd           56 - 934         1996         MNV         No         N/A         5st/Ztd           56 - 9280         1991         BOVC         No         N/A         22st           56 - 0416         1991         BOVC         No         N/A         5cst           66 - 8560         1997         MNV         No         N/A         5cst	KIRPC	37 - 0537	1991	BOVC	No	N/A	22st	Chevrolet	Gas
K1 - 1076         1993         MNV         No         N/A         14st           56 - 0649         1991         MDV         Yes         N/A         8st/2td           56 - 9729         1992         MDV         Yes         N/A         9st/2td           56 - 9335         1994         MDV         Yes         N/A         9st/2td           56 - 934         1996         MNV         No         N/A         5st/2           56 - 9280         1991         BOVC         No         N/A         22st           56 - 0416         1991         MNV         No         N/A         52st           66 - 8560         1997         MNV         N/A         52st	KIRPC	37 - 9327	1991	BOVC	No	N/A	22st	Chevrolet	Gas
56 - 0649         1991         MDV         Yes         N/A         8st/Ztd           66 - 9729         1992         MNV         Yes         N/A         6st           56 - 5094         1995         MDV         Yes         N/A         9st/Ztd           56 - 9335         1994         MDV         Yes         N/A         9st/Ztd           56 - 934         1996         MNV         No         N/A         5zst           56 - 0416         1991         BOVC         No         N/A         2zst           66 - 8560         1997         MNV         N/A         5zst	KIRPC	KI - 1076	1993	MNV	No	N/A	14st	Ford	Gas
66 - 9729         1992         MNV         N/e         N/A         6st           66 - 5034         1994         MDV         Yes         N/A         9st/2td           56 - 9335         1994         MDV         Yes         N/A         9st/2td           56 - 934         1996         MNV         No         N/A         6st           56 - 9280         1991         BOVC         No         N/A         22st           56 - 0416         1991         BOVC         No         N/A         22st           66 - 8560         1997         MNV         N/A         6st	KIRPC	56 - 0649	1991	MDV	Yes	N/A	8st/2td	Dodge/Brann	Gas
56 - 5094         1995         MDV         Yes         N/A         9st/2td           56 - 9335         1994         MDV         Yes         N/A         9st/2td           56 - 9934         1996         MNV         No         N/A         6st           56 - 9280         1991         BOVC         No         N/A         22st           66 - 8560         1997         MNV         No         N/A         6st	KIRPC	56 - 9729	1992	MNN	No	N/A	6st	Dodge	Gas
56 - 9335         1994         MDV         Yes         N/A         9st/2td           56 - 9934         1996         MNV         No         N/A         6st           56 - 9280         1991         BOVC         No         N/A         22st           56 - 0416         1997         MNV         No         N/A         22st	KIRPC	56 - 5094	1995	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
56 - 9934         1996         MNV         No         N/A         6st           56 - 9280         1991         BOVC         No         N/A         22st           56 - 0416         1991         BOVC         No         N/A         22st           66 - 8560         1997         MNV         No         N/A         6st	KIRPC	56 - 9335	1994	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
56 - 9280         1991         BOVC         No         N/A         22st           56 - 0416         1991         BOVC         No         N/A         22st           66 - 8560         1997         MNV         No         N/A         6st	KIRPC	56 - 9934	1996	MNV	No	N/A	6st	Dodge	Gas
56 - 0416         1991         BOVC         No         N/A         22st           66 - 8560         1997         MNV         No         N/A         6st	KIRPC	56 - 9280	1991	BOVC	No	N/A	22st	Chevrolet	Gas
66 - 8560 1997 MNV No N/A 6st	KIRPC	56 - 0416	1991	BOVC	No	N/A	22st	Chevrolet	Gas
	KIRPC	99 - 9260	1997	MNV	No	N/A	6st	Dodge	Gas

Operator	Vehicle ID	Year Purchased	Body Type A	DA Accessible?	ADA Accessible? Comply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
KIRPC	66 - 6132	1997	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	66 - 4776	1991	MNV	oN	N/A	7st	Chevrolet	Gas
KIRPC	66 - 4710	1992	MDV	No	N/A	14st	Ford	Gas
KIRPC	66 - 1804	1996	BOVC	Yes	N/A	7st/2td	Chev/Wayne	Gas
KIRPC	66 - 3943	1996	BOVC	Yes	N/A	7st/2td	Chev/Wayne	Gas
KIRPC	66 - 5097	1995	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	66 - 7744	1995	MDV	No	NA	13st	Dodge/Braun	Gas
KIRPC	66 - 3070	1996	BOVC	No	N/A	22st	Chev/Wayne	Gas
KIRPC	66 - 6131	1997	ΔΦ	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	99 - 3080	1996	BOVC	No	N/A	22st	ChevWayne	Gas
KIRPC	75 - 2766	1988	ВОТС	No	N/A	16st	GMC/Carpenter	Gas
KIRPC	75 - 2718	1988	вотс	Yes	N/A	14st/2td	GMC/Carpenter	Gas
KIRPC	75 - 2681	1988	BOTC	No	N/A	16st	GMC/Carpenter	Gas
KIRPC	75 - 4538	1988	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	75 - 1622	1997	MNV	οχ	N/A	6st	Bodge	Gas
KIRPC	75 - 6129	1997	VQW	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	75 - 6070	1992	MNV	Š	N/A	5st	Mercury	Gas
KIRPC	75 - 6130	1997	MDV	ON	N/A	13st	Dodge	Gas
KIRPC	91 - 6128	1997	MDV	Yes	N/A	13st	Dodge/Braun	Gas
KIRPC	91 - 6744	1988	MNV	No	N/A	5st	Oldsmobile	Gas
KIRPC	91 - 8744	1994	MDV	Yes	N/A	9 <i>st/2</i> td	Dodge/Braun	Gas
KIRPC	91 - 1665	1989	MNV	No	N/A	7st	Ford	Gas
KIRPC	91 - 5694	1992	MNV	No	N/A	6st	Chevrolet	Gas
KIRPC	91 - 0651	1991	MDV	No	N/A	14st	Dodge	Gas
KIRPC	91 - 3218	1990	MDV	Yes	N/A	9st/2td	Dodge/Braun	Gas
KIRPC	91 - 3832	1996	MNV	No	N/A	7st	Chevrolet	Gas
Lafayette	401	1981	ЛТН	ON	YES	41st/20td	GMC	DIESEL
Lafayette	402	1981	VTH	ON	YES	41st/20td	GMC	DIESEL
Lafayette	403	1981	νтн	ON	YES	41st/20td	GMC	DIESEL
Lafayette	404	1981	HTV	ON	YES	41st/20td	GMC	DIESEL
Lafayette	405	1981	HΙΔ	ON	YES	41st/20td	GMC	DIESEL
Lafayette	406	1981	АТУ	NO	YES	41st/20td	GMC	DIESEL

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible?	ADA Accessible? Comply Clean Air? Vehicle Capacity	Vehide Capacity	Vehicle Manufacturer	Engine Type
Lafayette	408	1981	AT.	9	YES	41st/20td	GMC	DIESE
Lafayette	409	1981	ΣH	QN ON	YES	41st/20td	GMC	
Lafayette	410	1981	ΕĦ	QN .	YES	41st/20td	GMC	Direct
Lafayette	424	1989	BOTC	YES	YES	16st/6ld	GOSHEN	DIFFERENCE
Lafayette	426	1992	Вотс	YES	YES	16st/6td	GOSHEN	DIESEL
Lafayette	427	1992	вотс	YES	YES	16st/6td	GOSHEN	DIESEL
Lafayette	428	1994	вотс	YES	YES	16st/6td	STARTRAN	DIESEI
Lafayette	429	1994	ВОТС	YES	YES	16st/6ld	STARTRAN	DIESE
Lafayette	430	1994	Вотс	YES	YES	16st/6td	STARTRAN	DIESEI
Lafayette	431	1997	BOTC	YES	YES	16st/6td	SUPREME	DIESE
Lafayette	432	1997	вотс	YES	YES	16st/6td	SUPREME	OF SEL
Lafayette	501	1985	AIH	9	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	502	1985	Η	NO NO	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	503	1986	нту	NO NO	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	504	1986	НΤУ	ON	YES	39st/20td	FLXIBLE	DESEI
Lafayette	505	1986	ΣLH	ON	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	506	1986	HΤ	ON	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	507	1986	НΤУ	NO	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	508	1985	VTH	ON	YES	46st/20td	FLXIBLE	DIESEL
Lafayette	509	1985	HTV	ON	YES	46st/20td	FLXIBLE	DIESEL
Lafayette	510	1985	НТV	ON	YES	46st/20td	FLXIBLE	DIESEL
Lafayette	511	1985	НΤ	ON	YES	46st/20td	FLXIBLE	DIESEL
Lafayette	601	1987	H	NO	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	602	1987	主	ON O	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	603	1987	ATH.	ON	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	604	1987	AH.	NO	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	605	1987	된	NO	YES	39st/20td	FLXIBLE	DIESEL
Lafayette	701	1990	ΔH	NO	YES	38st/20td	FLXIBLE	DIESEL
Lafayette	702	1990	ИТ	ON	YES	46st/20td	FXBLE	DIESEL
Lafayette	703	1990	НΤУ	ON	YES	46st/20td	FLXIBLE	DIESEL
Lafayette	704	1990	ATA.	ON	YES	46st/20td	FLXIBLE	DIESEL
Lafayette	801	1992	МТУ	YES	YES	30st/20td	GILIG	DIESEL

				× 8	yes yes aost/20td	30st/20td	GILLIG	DIESEL
Lafayette	802	1992	) 	21-	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	30st/Old	GILLIG	DIESEL
Lafayette	803	1992	ΔH	YES	291		2 - 20	DESFL
ofowatto	804	1992	Ę	YES	YES	30st/20td		
llayene	100	1992	     VIH	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	000	1997	ΔΉ	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	000	7007	}	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	901	1994	> 1 L		\ \ \ \ \ \	30st/20td	GILLIG	DIESEL
Lafayette	902	1994	HTV	163	3   1	FROCE	SI IIS	DIESEL
Lafayette	903	1994	Ή	YES	753	nio 2/1806		110000
Lofovotto	904	1994	ΗT	YES	YES	30st/20td	GILLIG	מונים
alayene	200	1994	ATH	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette		7007	VTH	YES	YES	30st/20td	GILLIG	DIESEL
Lafayette	906	+ 1		2	YES	28st/20td	GMC	DIESEL
Lafayette	TROLLEY	1984	MIV	2		FROCETOC	OWE	DIESEL
Lafayette	TROLLEY	1985	VTM	ON	YES	niozisoz	Dodos	9
Porte	59511	1997	MDV	٨	<b>X</b>	7/1 56	200	(
	572946	1994	MDV	>	٨	9ST/2	Dodge	ָם   פּ
200	572945	1994	ΛQW	<b>\</b>	>	9ST/2	Dodge	ָּר פּי   
Laponte	77021	1004	ΛQM	>	<b>X</b>	9ST/2	Dodge	<u>ග</u>
Laporte	4487/C	4004	NOW.	\ \	\ \ \	9ST/2	Dodge	ŋ
Laporte	572943	+nn-	AGE.	>	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	9ST/1	Dodge	_O
Laporte	574897	1995	NO.	-   >	>	9ST/2	Dodge	ŋ
Laporte	574896	1995	ADM	<u> </u>	-   >	OZ.S6	Dodae	9
Laporte	178054	1996	MDV	٠,	-			
apout	178053	1996	MDV	<b>&gt;</b>	<b>X</b>	9ST/2	egboot	•   •
CEDC	118	1983	BOVC	z	z	6	CHEVY	פ (
	44	1984	BOVC	z	Z	6	CHEVY	ָם   
CECC	100	1987	BOVC	Z	Z	16	FORD	<b>O</b>
LCEOC	001		0	2	Z	4	DODGE	<b>o</b>
LCEOC	122	186/	200		2	4	DODGE	g
CEOC	142	1987	BOVC			•	\V#FC	O
LCEOC	32	1988	MDV	z	Z	- (	ZIES Z	9
LCEOC	16	1988	MDV	z	2	<b>3</b>	5	
0000	188	1991	BOVC	z	Z	12	CHEVY	ָּרְ   
רביי	386	1992	MDV	z	z	15	FORD	<b>ပ</b>
	2							

226 1993 MDV P 224 1993 MDV P 223 1993 MDV P 223 1993 MDV P 224 1993 MDV P 227 1993 MDV P 227 1993 MDV P 227 1993 MDV P 227 1993 BOVC P 260 1995 BOVC P 262 1995 BOVC P 263 1995 BOVC P 264 1995 BOVC P 265 1995 BOVC P 266 1995 BOVC P 267 1995 BOVC P 268 1995 BOVC P 268 1995 BOVC P 269 1995 BOVC P 269 1995 BOVC P 269 1995 BOVC P 260 1995 BOVC P 260 1995 BOVC P 261 1995 BOVC P 262 1995 BOVC P 263 1995 BOVC P 264 1995 BOVC P 265 1995 BOVC P 266 1995 BOVC P 267 1996 BOVC P 268 1996 BOVC P 269 1996 BOVC P 269 1996 BOVC P 260 1996 BOVC P 260 1996 BOVC P 261 1996 BOVC P 262 1996 BOVC P 263 1996 BOVC P 264 1996 BOVC P 265 1996 BOVC P 266 1996 BOVC P 266 1996 BOVC P 267 1996 BOVC P 268 19		z z z z z z z z z z z z z z z z z z z	10 10 10 10 14 4 4 4 4 4 6 7 20 20 20 20 20 20 20 20 20 20 20 20 20	FORD FORD DODGE FORD CHEVY	0 0 0 0 0 0 0 0 0 0 0
225         1993         MIDV         P           224         1993         MIDV         P           223         1993         MIDV         P           224         1993         MIDV         P           227         1993         MIDV         P           244         1994         BOVC         P           260         1995         BOVC         P           263         1995         BOVC         P           264         1995         BOVC         P           265         1995         BOVC         P           266         1995         BOVC         P           267         1995         BOVC         P           268         1995         BOVC         P           269         1995         BOVC         P           269         1995         BOVC         P           260         1995         BOVC         P           260         1995         BOVC         P           260         1996         BOVC         P           260         1996         BOVC         P           260         1996         BOVC			10 10 14 11 11 4 4 4 20 20 20 20 20 20 20 20 20 20 20 20 20	FORD FORD DODGE FORD FORD CHEVY	0 0 0 0 0 0 0 0 0 0
224         1993         MDV         P           223         1993         BOVC         P           236         1993         MDV         P           244         1994         BOVC         P           244         1994         BOVC         P           260         1995         BOVC         P           261         1995         BOVC         P           262         1995         BOVC         P           263         1995         BOVC         P           264         1995         BOVC         P           265         1995         BOVC         P           267         1995         BOVC         P           267         1995         BOVC         P           267         1995         BOVC         P           268         1995         BOVC         P           269         1996         BOVC         P           260         1996         BOVC         P           260         1996         BOVC         P           260         1996         BOVC         P           260         1996         BOVC      <			10 14 11 4 4 16 20 20 20 20 20 20 20 20 20 20 20 20 20	FORD DODGE FORD FORD CHEVY	0 0 0 0 0 0
223 1993 BOVC P 227 1993 MDV P 227 1993 MDV P 227 1994 BOVC P 260 1995 BOVC P 261 1995 BOVC P 262 1995 BOVC P 263 1995 BOVC P 264 1995 BOVC P 265 1995 BOVC P 266 1995 BOVC P 267 1995 BOVC P 268 1995 BOVC P 269 1995 BOVC P 269 1995 BOVC P 260 1996 BOVC P 261 1996 BOVC P 262 1996 BOVC P 263 119 1996 BOVC P 264 1996 BOVC P 265 1996 BOVC P 265 1996 BOVC P 266 1996 BOVC P 266 1996 BOVC P 267 1996 BOVC P 268 1996 BOVC P 269 1996 BOVC P 269 1996 BOVC P 269 1996 BOVC P 260 1996 BOV			14 11 14 4 4 16 20 20 20 20 20 20 20 20 20 20 20 20 20	FORD FORD CHEVY	0 0 0 0 0 0 0 0 0
238 1993 MDV PV			11 4 16 20 20 20 20 20 20 20 20 20 20 20 20 20	FORD FORD CHEVY	0 0 0 0 0 0 0 0 0
227 1993 BOVC P 244 1994 BOVC P 261 1995 BOVC P 262 1995 BOVC P 263 1995 BOVC P 263 1995 BOVC P 264 1995 BOVC P 265 1995 BOVC P 266 1995 BOVC P 267 1995 BOVC P 268 1996 BOVC			4 16 20 20 20 20 20 20 20 20 20 20 20 20 20	FORD CHEVY	0 0 0 0 0 0 0 0
244         1994         BOVC         P           261         1995         BOVC         P           262         1995         BOVC         P           263         1995         BOVC         P           263         1995         BOVC         P           265         1995         BOVC         P           267         1995         BOVC         P           267         1995         BOVC         P           267         1995         BOVC         P           307         1995         BOVC         P           307         1995         BOVC         P           308         1996         BOVC         P           309         1996         BOVC         P           304         1996         BOVC         P           306         1996         BOVC         P           306         1996         BOVC         P           306         1996         BOVC         P           308         1996         BOVC         P           309         1996         BOVC         P           308         1996         BOVC         P			16 20 20 20 20 20 20 20 20 20 20 20 20 20	FORD CHEVY	0 0 0 0 0 0 0
260 1995 BOVC 17 262 1995 BOVC 17 263 1995 BOVC 17 264 1995 BOVC 17 265 1995 BOVC 17 266 1995 BOVC 17 267 1995 BOVC 17 267 1995 BOVC 17 268 1996 BOVC 17 268 19			20 20 20 20 20 20 20 20 20 20 20	CHEWY CHEWY CHEWY CHEWY CHEWY CHEWY CHEWY	0 0 0 0 0 0 0
261 1995 BOVC 1 263 1995 BOVC 1 264 1995 BOVC 1 265 1995 BOVC 1 265 1995 BOVC 1 266 1995 BOVC 1 267 1995 BOVC 1 268 1995 BOVC 1 268 1995 BOVC 1 258 1996 BOVC			20 20 20 20 20 20 20 20 20	CHEVY CHEVY CHEVY CHEVY CHEVY CHEVY CHEVY	0 0 0 0 0 0
262         1995         BOVC           263         1995         BOVC           264         1995         BOVC           265         1995         BOVC           266         1995         BOVC           307         1995         BOVC           313         1995         BOVC           307         1995         BOVC           308         1996         BOVC           309         1996         BOVC           301         1996         BOVC           302         1996         BOVC           303         1996         BOVC           304         1996         BOVC           305         1996         BOVC           306         1996         BOVC           306         1996         BOVC           308         1996         BOVC           309         1996         BOVC           300 <td></td> <td></td> <td>20 20 20 20 20 20 20</td> <td>CHEVY CHEVY CHEVY CHEVY CHEVY</td> <td>0 0 0 0 0</td>			20 20 20 20 20 20 20	CHEVY CHEVY CHEVY CHEVY CHEVY	0 0 0 0 0
263         1995         BOVC           264         1995         BOVC           265         1995         BOVC           266         1995         BOVC           267         1995         BOVC           307         1995         BOVC           307         1995         BOVC           307         1996         BOVC           308         1996         BOVC           304         1996         BOVC           304         1996         BOVC           304         1996         BOVC           305         1996         BOVC           306         1996         BOVC           307         1996         BOVC           308         1996         BOVC           309         1996         BOVC           309 <td></td> <td></td> <td>20 20 20 20 20 20</td> <td>CHEVY CHEVY CHEVY CHEVY CHEVY</td> <td>0 0 0 0</td>			20 20 20 20 20 20	CHEVY CHEVY CHEVY CHEVY CHEVY	0 0 0 0
264         1995         BOVC           266         1995         BOVC           267         1995         BOVC           367         1995         BOVC           368         1995         BOVC           256         1995         BOVC           302         1996         BOVC           303         1996         BOVC           310         1996         BOVC           311         1996         BOVC           305         1996         BOVC           305         1996         BOVC           305         1996         BOVC           306         1996         BOVC           308         1996         BOVC           308         1996         BOVC           309         1996         BOVC           309         1996         BOVC			20 20 20 20 20	CHEVY CHEVY CHEVY	0 0 0
265         1995         BOVC           266         1995         BOVC           367         1995         BOVC           313         1995         BOVC           258         1995         BOVC           302         1996         BOVC           303         1996         BOVC           304         1996         BOVC           305         1996         BOVC           306         1996         BOVC           307         1996         BOVC           308         1996         BOVC           308         1996         BOVC           309         1996         BOVC           309         1996         BOVC           309         1996         BOVC			20 20 20	CHEVY	0 0 0
266     1995     BOVC       267     1995     BOVC       307     1995     BOVC       313     1995     BOVC       256     1995     BOVC       302     1996     BOVC       304     1996     BOVC       310     1996     BOVC       305     1996     BOVC       312     1996     BOVC       308     1996     BOVC       309     1996     BOVC	ASSESSED ASS		20 20	CHEVY	o o
367     1995     BOVC       313     1996     BOVC       258     1995     BOVC       256     1995     MDV       302     1996     BOVC       304     1996     BOVC       310     1996     BOVC       305     1996     BOVC       306     1996     BOVC       312     1996     BOVC       309     1996     BOVC       309     1996     BOVC       309     1996     BOVC       309     1996     BOVC	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- ALANAMA BARANTA	20	CHEVY	Ø
313 1995 BOVC 258 1995 BOVC 256 1995 MDV 302 1996 BOVC 303 1996 BOVC 310 1996 BOVC 311 1996 BOVC 305 1996 BOVC 305 1996 BOVC 306 1996 BOVC 312 1996 BOVC 312 1996 BOVC 308 1996 BOVC 309 1996 BOVC 309 1996 BOVC	100000000000000000000000000000000000000	THE SECTION AND THE SECTION AN			
313     1995     BOVC       258     1995     BOVC       302     1996     BOVC       303     1996     BOVC       310     1996     BOVC       311     1996     BOVC       305     1996     BOVC       306     1996     BOVC       308     1996     BOVC       309     1996     BOVC	Lister Control		16	FORD	G/CNG
258     1995     BOVC       256     1995     MDV       302     1996     BOVC       303     1996     BOVC       310     1996     BOVC       311     1996     BOVC       305     1996     BOVC       312     1996     BOVC       308     1996     BOVC       309     1996     BOVC       309     1996     BOVC       309     1996     BOVC		Υ	21	FORD	G/CNG
256     1995     MDV       302     1996     BOVC       304     1996     BOVC       310     1996     BOVC       311     1996     BOVC       305     1996     BOVC       308     1996     BOVC       309     1996     BOVC		Z	16	FORD	0
302     1996     BOVC       303     1996     BOVC       310     1996     BOVC       311     1996     BOVC       305     1996     BOVC       312     1996     BOVC       308     1996     BOVC       309     1996     BOVC       309     1996     BOVC       309     1996     BOVC       309     1996     BOVC	710000	Z	6	DODGE	O
303     1996     BOVC       304     1996     BOVC       310     1996     BOVC       305     1996     BOVC       306     1996     BOVC       312     1996     BOVC       308     1996     BOVC       309     1996     BOVC       309     1996     BOVC       309     1996     BOVC		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	16	FORD	G/CNG
304 1996 BOVC 310 1996 BOVC 311 1996 BOVC 305 1996 BOVC 312 1996 BOVC 308 1996 BOVC 309 1996 BOVC		> Z	16	FORD	G/CNG
310 1996 BOVC 311 1996 BOVC 305 1996 BOVC 312 1996 BOVC 308 1996 BOVC 309 1996 BOVC		X	16	FORD	G/CNG
305 1996 BOVC 305 1996 BOVC 312 1996 BOVC 308 1996 BOVC 309 1996 BOVC		> N	21	FORD	G/CNG
305 1996 BOVC 306 1996 BOVC 308 1996 BOVC 309 1996 BOVC		> N	21	FORD	G/CNG
312 1996 BOVC 312 1996 BOVC 309 1996 BOVC 309 1996 BOVC		<b>X</b>	16	FORD	G/CNG
312 1996 BOVC 308 1996 BOVC 309 1996 BOVC		<b>X</b>	16	FORD	G/CNG
308 1996 BOVC 309 1996 BOVC		≻ N	21	FORD	G/CNG
309 1996 BOVC		N +	16	FORD	Ø
345 1096 BOVC		Z	21	FORD	O
	1996 BOVC	. N	21	FORD	G/CNG
316 1996 BOVC		> N	21	FORD	G/CNG
LCECC 300 1996 BOVC Y		N Y	16	FORD	Ŋ

	Venicle ID	rear Purchased	eody Iype		ADA ACCOSIDIC: COmpily Clean An : Vernice Capacity	Veliline capacity		Light Jyc
LCEOC	301	1996	BOVC	<b>*</b>	Z	16	FORD	O
CEOC	314	1996	BOVC	ν.	z	21	FORD	9
ГСЕОС	326	1996	MDV	Υ	Z	7	DODGE	9
Madison C.	18	1997	MDV	Y	Υ	3st/1td	FORD	9
Madison C.	49-7407	1989	MDV	Z	<b>\</b>	11	FORD	
Madison C.	59-8332	1990	SD	Z	<b>*</b>	us.	DODGE	O
Madison C.	67-2588	1991	MDV	>	<b>*</b>	5st/1td	FORD	9
Madison C.	73-5946	1990	CAR	Z	<b>*</b>	,	OLDS	0
Madison C.	79-9593	1992	MDV	٨	<b>*</b>	11ST/4TD	FORD	9
Madison C.	80-4285	1992	MDV	¥	¥	11ST/4TD	FORD	g
Madison C.	83-6705	1994	SD	Z	<b>&gt;</b>	9	FORD	g
Madison C.	89	1995	MNV	. Z	<b>\</b>	7	FORD	
Madison C.	92-8228	1994	BOVC	Y	λ	SST/1TD	GM	o
Madison C.	99-4340	1994	MNV	Z	<b>*</b>	7	FORD	o
Marion	94-1	1994	BOVC	Y	٨	18ST/2TD	FORD	စ
Marion	94-2	1994	BOVC	У	Υ	18ST/2TD	FORD	ŋ
Marion	95-1	1995	MDV	Y	Α	10ST/2TD	DODGE	9
Marion	95-2	1995	MDV	>	,	10ST/2TD	DODGE	ŋ
Marion	653	1995	MDV	<b>&gt;</b>	Υ.	10ST/2TD	DODGE	၅
Marion	95-6	1995	MTB	7	<b>&gt;</b>	30ST/2TD	Thomas	D
Marion	95-7	1995	MTB	>	λ	30ST/2TD	THOMAS	٥
Marion	96-1	1996	BOVC	<b>&gt;</b>	Υ	20ST/2TD	FORD	ტ
Marion	96-2	1996	BOVC	>	<b>&gt;</b>	20ST/2TD	FORD	ø
Marion	96-3	1996	BOVC	<b>&gt;</b>	Α.	20ST/2TD	FORD	O
Marion	96-4	1996	BOVC	<b>\</b>	٨	20ST/2TD	FORD	ტ
Marion	96-5	1996	BOVC	λ	٨	20ST/2TD	FORD	ŋ
Michigan City Repullance	un 1 a g 7 3	1988	VTM	Z	Z	29	BLUE BIRD	D
Michigan City 人人が心	Applear 1998 8	1988	VTM	z	Z	29	BLUE HORE	D
Michigan City $\Lambda \mathcal{M}_{\mathcal{U}}$	14 Jan 1998 F	1990 🗸	<b>V</b> LM	٨	Z	28ST/2	BLUE BIRD	O
Michigan City August	1 (499 8 MMTW	₩ 1992 ✓	BOVC	λ	<b>&gt;</b>	16ST/2TD	FORD	۵
Michigan City All Land	19.0%	1997	ΔŢΜ	>	<b>&gt;</b>	26ST/2TD	FORD	۵
Michigan City AL White L	J. 5001 70	1994 V	BOVC	γ	>	16ST/2	FORD	٥

orator.		3						
	D MARKE	7 7007	DAGE.	<b>&gt;</b>	<b>&gt;</b>	Y Y 16ST/2	FORD	۵
Michigan City May ( Asset	,	- 1		<b> </b>	<b>&gt;</b>	16ST/2TD	FORD	۵
Michigan City /Luff 12 2000	2000 4	1994 V	BOVC	-		14	GMC	၅
	2	1981	BOVC	<b>&gt;</b>	<b>&gt;</b>		EOR	O
Mitchell	e	1996	BOVC	<b>&gt;</b>	<b>&gt;</b>	4.		ď
	34618	1993	вотс	>	٨	24	104 104 104 104 104 104 104 104 104 104	
Monroe County	2000	1993	MDV	<b>&gt;</b>	>	10	FORD	פ
Monroe County	OLOGE	2001	POTC	<b>X</b>	<b>&gt;</b>	18	FORD	Ø
Monroe County	35052	1984		>	<b>&gt;</b>	18	FORD	O
Monroe County	35051	1994	BOIC	-	- >	χ,	FORD	9
Monroe County	35137	1995	BOTC	<b>&gt;</b>   :	-   >	15	DODGE	O
Monroe County	35129	1995	MDV	<b>&gt;</b>	-   >	18	DODGE	9
Monroe County	35130	1995	ADM	<b>-</b>   :	-   >	18	FORD	O
Monroe County	35126	1995	BOTC	<b>≻</b> ] :	-   >	2 2	FORD	g
Monroe County	35128	1995	BOTC	<b>&gt;</b>	-   >		FORD	g
Monroe County	35127	1995	ВОТС	<b>&gt;</b>	<b>-</b>   :	2 4	FORD	g
Monroe County	34666	1996	вотс	*	<b>}</b>	<b>D</b>		C
Monroe County	34667	1996	вотс	>	<b>&gt;</b>	16	CAS CAS	
Monroe County	61726	1997	ВОТС	<b>&gt;</b>	<b>&gt;</b>	24		
Monroe County	61788	1997	BOTC	<b>&gt;</b>	<b>&gt;</b>	24	CAD C	ם כ
Olline County		1981		>	>	35ST/2TD	GMC	ا ا
Muncie	701.	200	   	<b>&gt;</b>	<b>X</b>	35ST/2TD	GMC	۵
Muncie	103	1061	) f	<b> </b>	>	35ST/2TD	GMC/Bodyrite	۵
Muncie	106	1981	<u> </u>	-   ;	>	35ST/2TD	GMC/Coach	۵
Muncie	109	1981	2	<b>&gt;</b>   >	-   >	35ST/2TD	GMC	۵
Muncie	110	1981		-   >	>	35ST/2TD	GMC/COACH	٥
Muncie	116	1981	HTV	<b>-</b>	-   >	35ST/2TD	TMC	۵
Muncie	121	1989	手	<b>&gt;</b>	<b>-</b>	35ST/2TD	TMC	Q
Muncie	122	1989	<b>E</b>	<b>&gt;</b>	-   >	35ST(7TD)	TMC	۵
Muncie	123	1989	ATH	<b>&gt;</b>	<b>→</b>   :	TECT-25C	TMC	٥
Muncie	124	1990	チ	<b>&gt;</b>	>	CITOTI Sec	TMC	٥
Muncie	125	1990		<b>X</b>	<b>&gt;</b>	CECHOSO CECHOSO	TMC	Ω
Muncie	126	1990	된	<b>X</b>	<b>&gt;</b>	355 17.17	TMC	۵
Muncie	127	1990		>	<b>&gt;</b>	302 N 2015	) F	٥
	000	1997	HT√	>	>	348 1210	25	

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	omply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Tyne
Muncie	129	1992	ZH.	<b>&gt;</b>	λ.	34ST/2TD	TMC	odí america
Muncie	130	1992	Ę	<b>&gt;</b>	<b>X</b>	34ST/2TD	I I I I I I I I I I I I I I I I I I I	ם ב
Muncie	86	1992	вотс	λ	<b>&gt;</b>	CTC/TS\$1	- Codeson	a   a
Muncie	66	1992	BOTC	<b>X</b>	<b>&gt;</b>	15cT/2TD	ialisop -	ּ
Muncie	131	1993	돧	<b> </b>	\   	Tatasc		ם   
Muncie	132	1994	) E	·   >	-   >	017/1545	IMC	۵
Muncie	133	1007	A 11-	1	٨	35ST/2TD	FX	٥
Mincie	3	4000	AIL .	<b>&gt;</b>	<b>X</b>	35ST/2TD	FLX	Δ
Munde	134	1994	呈	٨ .	>	35ST/2TD	FLX	٥
Muncie	135	1994	ATA	<b>&gt;</b>	<b>&gt;</b>	35ST/2TD	ZZ.	۵
Muncie	136	1994	₽II	<b>&gt;</b>	Y	35ST/2TD	FLX	۵
Muncie	137	1994	AH.	<b>&gt;</b>	<b>X</b>	35ST/2TD	FLX	۵
Muncie	301	1996	ВОТС	>	٨	15ST/2TD	SUPREME	٥
Muncie	302	1996	вотс	<b>X</b>	<b>*</b>	15ST/2TD	SUPREME	٥
Muncie	303	1996	ВОТС	λ	Α	15ST/2TD	SUPREME	٥
Muncie	304	1996	ВОТС	٨	<b>*</b>	15ST/2TD	SUPREME	0
Muncie	305	1996	ВОТС	>	<b>&gt;</b>	15ST/2TD	SUPREME	a
Muncie	306	1997	ВОТС	<b>.</b>	<b>&gt;</b>	15ST/2TD	COACH&EQ	٥
Muncie	307	1997	Вотс	>	<b>&gt;</b>	15ST/2TD	COACH&EQ	
Muncie	308	1997	вотс	<b>*</b>	<b>X</b>	15ST/2TD	COACHREQ	٥
Muncie	309	1997	вотс	<b>&gt;</b>	¥	15ST/2TD	COACH&EQ	0
Muncie	310	1997	ВОТС	/ >-	٨	15ST/2TD	COACH&EQ	٥
Muncie	311	1997	ВОТС	>	Α.	15ST/2TD	COACH&EQ	۵
New Castle	B11	1990	вотс	<b>&gt;</b>	٨	21ST/2	FORD	9
New Castle	B12	1990	вотс	<b>&gt;</b>	<b>,</b>	2157/2	FORD	9
New Castle	B13	1990	ВОТС	<b>&gt;</b>	⋆	21ST/2	FORD	9
New Castle	B14	1990	ВОТС	λ.	<b>.</b>	21ST/2	FORD	o
New Castle	B15	1995	вотс	λ	<b>,</b>	22ST/2	FORD	9
New Castle	B16	1995	вотс	<b>&gt;</b>	Y	22ST2	FORD	g
NICTD	+	1982	ER	Å	¥	93st/1td	Nippon	Electric
NICTD	2	1982	ER	Y	Α.	93st//td	Nippon	Electric
NICTD		1982	ER	٨	<b>.</b>	93st/1td	Nippon	Electric
NICTD	4	1982	ER	٠,	λ	93st/11d	Nippon	Electric

		2007		>	y y y	93st/1td	Nippon	Electric
NICTD	5	1982	2		>	93st//td	Nippon	Electric
NCTO	9	1982	ER	<b>&gt;-</b>	-   ;	rthtreco	Nippon	Electric
ESIN	7	1982	ER	>	<b>&gt;</b>	DII OSOB		Clockin
	α	1982	ER	>-	>	93st/1td	noddiN	Election
NICIO		1087	E	<b>}</b>	<b>&gt;</b>	93st/1td	Nippon	· Electric
NICTD	on	2021		<b> </b>	<b>&gt;</b>	93st/1td	Nippon	Electric
NICTD	10	1982	אַט	-   >	>	93st/1td	Nippon	Electric
NICTD	11	1982	ER	<b>&gt;</b>	-   >	03ct/4td	Nippon	Electric
NICTD	12	1982	ER	<b>&gt;</b>	<b>A</b>		Nippon	Electric
NICTO	13	1982	ER	<b>&gt;</b>	<b>&gt;</b>	D) 1/208	Misson	Electric
NCTD	14	1982	ER	<b>&gt;</b>	<b>&gt;</b>	208/11G	South and the second se	Flectic
	15	1982	R	<b>&gt;</b>	Υ.	93st/1td	Hoddin	
01	Į.	1982	ER	<b>*</b>	<b>&gt;</b>	93st/1td	Nippon	Electric
NICTO	2		٥	>	<b>&gt;</b>	110st/1td	Nippon	Electric
NICTD	17	1992	צ		>	93st/1td	Nippon	Electric
NICTO	18	1982	ER	<b>+</b>	-	2444	Nippon	Electric
NCTO	19	1982	ER	<b>&gt;</b>	<b>.</b>	ni osce	A Constitution	Flectio
CECIN	20	1982	品	<b>&gt;</b>	<b>&gt;</b>	93st/1td	inddin	i to city
	21	1982	ER.	>	<b>&gt;</b>	93st/1td	uoddiN	
MICIO	6	1982	ER	<b>*</b>	<b>&gt;</b>	93st/1td	Nippon	Electric
NICTO	77	700	C	>	\ \	93st/1td	Nippon	Electric
NICTO	23	1982	צט	-   >	<b>&gt;</b>	93st/1td	Nippon	Electric
NICTD	24	1982	# #	-   >	>	93st/1td	Nippon	Electric
NICTO	52	1982	ER	-	-   ;	44044	Nodali	Electric
NICTO	26	1992	ER.	<b>&gt;</b>	<b>-</b>	201 DOOL 1	donaiN	Electric
CECIN	27	1982	ER.	<b>&gt;</b>	<b>X</b>	9380/10	noddin a	i portion
	28	1982	ER	>	<b>&gt;</b>	93st/1td	inddiN	
NCID	000	1982	ER	<b>&gt;</b>	<b>&gt;</b>	93st/1td	Nippon	Electric
NICTD	84	4000	23	\ \ \	<b>X</b>	93st/1td	Nippon	Electric
NICTO	30	7061	0	\ \ \ \	<b>&gt;</b>	93st/1td	Nippon	Electric
NICTO	31	7361	<u> </u>	.   ;	>	93st/1td	Nippon	Electric
NICTO	32	1982	ER	-   ;	-   >	93st//td	Nippon	Electric
NICTO	æ	1982	ER	<b>-</b>		F+#/+-CO	Ninnon	Electric
NICTO	34	1982	ER	<b>\</b>	<b>&gt;</b>	9387110		Flectric
	35	1982	ER	<b>&gt;</b>	>	93st/1td	uoddiN	i i
2			100				:-	

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible 7	ADA Accessible? Comply Clean Air Vehicle Comply	Vehicle Consolin		i
NICTO	37	1982	ER	>	> >	verilde Capacity	Venicle Manufacturer	Engine Type
NICTO	38	1982	0	-   >	-   :	9351/1td	Nippon	Electric
NICTO	30	2007	5   1	<u>, , , , , , , , , , , , , , , , , , , </u>	λ	93st/1td	Nippon	Electric
TOIN		7061	ብ ት	<b>&gt;</b>	٨	93st/1td	Nippon	Electric
a and a	40	1982	띪	>	*	93st/1td	Nippon	Electric
	41	1992	RR	>	λ	110st/1td	Nippon	Electric
NETO	42	1982	ER	<b>\</b>	<b>&gt;</b>	93st/1td	Nippon	Flootic
NICTO	43	1982	<b>H</b>	<b>*</b>	<u></u>	93st/1td	Nippon	Electric
NICTO	44	1982	ER	<b>&gt;</b>	>	93st/1td		
NICTD	45	1992	ER	<b>X</b>	<b>&gt;</b>	140-4/41-1	inddiv	Electric
NICTD	46	1992	ER	<b>&gt;</b>	·   >	11080/110	Nippon	Electric
NICTD	47	1992	ER	>	-   >	1.1051/110	Nippon	Electric
NICTO	48	1992	<u>a</u>	-   >	-   >	110st/1td	Nippon	Electric
NICTO	201	1992	í e	- 1		110st/1td	Nippon	Electric
NICTO	202	1992	£   £	2	<b>X</b>	130st	Nippon	Electric
NCTD	203	2007	ב ב ב	ν	<b>X</b>	130st	Nippon	Electric
a distribution	207	7661	ਝ	Z	<b>\</b>	130st	Nippon	Electric
	204	1993	뚄	Z	<b>&gt;</b>	130st	Nippon	Flection
NICID	205	1993	똔	z	>	130st	nodajN	
NICTD	206	1993	Æ	Z	\ \	130st		Lieculo
NICTD	207	1993	녿	Z	<b>\</b>	1304	Nodqiv.	Electric
NICTD	208	1993	<u> </u>	2		)enci	uoddin	Electric
NICTD	209	1003	<u> </u>	P	<b>X</b>	130st	Nippon	Electric
NCTD	240	2007	۲ <u>-</u>	2	<u> </u>	130st	Nippon	Electric
di d	NIZ	1993	۲	N	<b>&gt;</b>	130st	Nippon	Electric
Diment	888	1988	MDV	<b>X</b>	<b>&gt;</b>	10ST/1TD	DODGE	O
ilymount :	1995	1995	MDV	λ .	<b>&gt;</b>	5ST/2TD	FORD	0
Flymouth	1996	1996	MDV	Z	<b>\</b>		CHEV	
Richmond	110	1988	BOVC	Z	z	12	FORD	
Richmond	210	1994	BOVC	<b>}</b>		21ST/2TD	2003	249
Richmond	211	1994	BOVC	<b>X</b>	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	17ST/DTD		DIESEL
Richmond	212	1994	BOVC	\ \ \	>	Transco		۵
Richmond	213	1994	BOVC	>		U12/12/12	FORD	۵
Richmond	214	1997	2/2	-   >	<b>.</b>	21\$T/110	FORD	۵
Richmond	215	1005	200	<b>&gt;-</b>	<b>&gt;</b>	21ST/11D	FORD	۵
		266	BOVC	<u> </u>	<b>&gt;</b>	21ST1TD	FORD	۵

		1095	2/08	>	<b>≻</b>	18STZTD	FORD	۵
Richmond	216	OSE1			>	18ST/7TD	FORD	Δ
Richmond	217	1996	BOVC	<b>*</b>	-		4831	c
	218	1996	BOVC	<b>&gt;</b>	<b>&gt;</b>	18ST/Z1D	250 	)
		1007	BOVC	<b>&gt;</b>	>	18ST/2TD	FORD	ם
Richmond	617	1001	Wis	     	<b>\</b>	2	CHEV	GAS
Richmond	108	1994	240		>	9	SHEV	ტ
Richmond	109	1992	MNV	Z				O
Bichmond	110P	1992	MDV	<b>\</b>	<b>\</b>	017/180		0
7	113	1995	MDV	<b>&gt;</b>	>	12ST/2TD	DODGE	ף 
Richmond		1005	VOM	<b> </b>	<b>\</b>	12ST/2TD	DODGE	Ø
Richmond	114	666	, , ,	>	<b>\</b>	12ST/2TD	DODGE	ტ [†]
Richmond	115	1996	NO.		>	012/12C)	DODGE	ŋ
Richmond	116	1997	MDV	<b>&gt;</b>	<u> </u>		35000	O
Sexmolif	2	1994	MMV	Υ	<b>X</b>	4std/1wc	15000	
		1992	ΑM	z	<b>\</b>	7st	DODGE	י   פ 
Seymour	2141	1971	VTM	Z	Z	45	GMC	۱
South Bend		1971	) ATM	Z	Z	45	GMC	
South Bend	1617	4574	)CIM	Z	z	45	GMC	۵
South Bend	2166	1 161			2	45	GMC	۵
South Bend	2169	1971	ATM.	Z	2   2	28	NEOPLAN	٥
South Bend	4401	1984	VTM	Z	2	3	NA IOCON	
South Bend	4402	1984	Mπ ΣΤΜ	z	z	88		
	4403	1984	ΣŁΜ	Z	z	38	NEOPLAN	ן כ
South Bend	2011	1084	ZLW	z	Z	38	NEOPLAN	
South Bend	#0##	100	)CM	Z	z	38	NEOPLAN	۵
South Bend	4405	1964	Alla		Z	38	NEOPLAN	Δ
South Bend	4406	1984	AIM I	Z	Z	38	NEOPLAN	۵
South Bend	4407	1984	A I IM	:   ;	2	38	NEOPLAN	۵
South Bend	4408	1984	VIM	z   :		38	NEOPLAN	٥
South Bend	4409	1984	VTM	z   :	z   2	38	NEOPLAN	٥
South Bend	4410	1984	VTM	2		**************************************	ELYBIE	
South Bend	4411	1987	VTM	z	z	<b>?</b>	# 1 a 3 x 1 a	٥
Dog the Rend	4412	1987	ΜTΣ	Z	z	04		
7-0	4413	1987	VTM	z	Z	40	FLXBLE	ין ב   
Sourn Derid	2444	1987	VIM	z	z	40	FLXBLE	ם
South Send	,							•

Operator	Venicle ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	omply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Findine Type
South Bend	4416	1987	ΛĹΜ	Z	z	40	FLXBLE	
South Bend	4417	1987	ΣĽΨ	Z	z	40		ם   נ
South Bend	4418	1987	VTM		z	2 6	ביינא נ	<b>a</b>
South Bend	4419	1987	VTM	. N	N	9 .	rlable	Q
South Bend	4420	1087	Ì		N	04	FLXBLE	۵
South Bond		1061	AIM	Z	2	64	FLXBLE	۵
Coulin being	4421	1987	ΣĽW	Z	Z	40	FLXBLE	Q
South Bend	4422	1987	ΔLM	Z	Z	40	FLXBLE	٥
South Bend	4423	1987	ΣĽΨ	Z	Z	40	FLXBLE	0
South Bend	4424	1987	VTM	Z	Z	40	FLXBLE	
South Bend	4425	1987	VTM	Z	Z	40	FLXBLE	
South Bend	4426	1987	VTM	Z	Z	40	FLXBIE	
South Bend	4427	1987	VTM	Z	Z	40	FIXBLE	
South Bend	4428	1987	VTM	Z	Ż	40	FLXBIE	ם כ
South Bend	4429	1987	ΣĖΜ	Z	z	40	FLXBLE	)   C
South Bend	4430	1987	ΛΤΜ	2	Z	40	FLXBIE	
South Bend	4431	1987	ΛΤΜ	Z	Z	40	FLXBLE	
South Bend	4432	1987	VLIM	Z	Z	40	FLXBLE	ם   כ
South Bend	4433	1987	ΛΤΜ	Z	Z	40	FLXBIE	) 
South Bend	4434	1987	VTM	2	z	40	FLXBLE	ם د
South Bend	4435	1987	VTM	Z	Z	40	FLXBLE	
South Bend	4436	1987	VTM	Z	Z	40	FLXBLE	
South Bend	4437	1987	VTM	Z	Z	40	FLXBLE	٥
South Bend	4438	1987	VII.W	Z	Z	40	FLXBLE	۵
South Bend	4439	1987	VTM	Z	Z	40	FLXBLE	0
South Bend	4440	1987	λŢΜ	N	Z	40	FLXBLE	٥
South Bend	4441	1987	ΣŁΜ	Z	Z	. 04	FLXBLE	۵
South Bend	4442	1987	ΛΙΜ	Z	Z	40	FLXBLE	
South Bend	4443	1987	VTM	Z	z	40	FLXBLE	۵
South Bend	4444	1987	VTM	Z	Z	40	FLXBLE	a
South Bend	4445	1987	VTM	Z	z	40	FLXBLE	
South Bend	4446	1987	VTM	Z	Z	40	FLXBLE	
South Bend	4447	1987	ΣĽW,	Z	2	40	FLXBLE	0

Operator	- Clabina	ובמו ו חומומסכת	246 620				318X E	۵
South Rend	4448	1987	ΛΤΜ	Z	Z	2		
	4440	1987	VTM	z	z	40	FLXBLE	     
South Bend		1004	VTM	Z	Z	39	FLXBLE	۵
South Bend	9150	166		>	Z		DODGE	Ø
South Bend	288	1988	MA	-   >	. N	11	DODGE	O
South Bend	388	1988	<b>M</b>	<b>-</b>   :	2	96	FLXBLE	٥
South Bend	9151	1991	ΛΤΜ	z	2	900	FIXBLE	۵
South Bend	9152	1991	VTM	Z	2	S.		c
base three	9153	1991	VTM	Z	z	39	FLXBLE	ם ב
outh perm	404	1994	WA	¥	z	11	DODGE	ტ
South Bend	194	100	/W/	<b>\</b>	z	11	DODGE	9
South Bend	294	1994	AM .	·		17	DODGE	Ø
South Bend	394	1994	AW .	-   >	z	11	DODGE	ŋ
South Bend	494	1994	MV	-   >	2 2	41	DODGE	9
South Bend	594	1994	MA	-   >	>	22	AVS	ELECTRIC
South Bend	9601	1996	LTV	-   ;	-   >	22	AVS	ELECTRIC
South Bend	. 9602	1996	ראַ	<b>&gt;</b>	Liver Liver Liver Liver		AVS	ELECTRIC
South Bend	9603	1996	ארין	<b>&gt;</b>	<b>X</b>	77	934	CIGICAL
South Bend	9604	1996	אני	Υ.	<b>X</b>	22	AVS	
0	20 vehicles	1980	ΣΉ	Z		47	PLXBLE	י ב
IARC		1082	Z	Z	<b>.</b>	45	RTS	۵
TARC	25 Venicies	1502	) AH	<b>X</b>	107	45st/2wc	FLXBLE	۵
TARC	51 vehicles	Josef	, i i	>		45st/2wc	FLXBLE	Q
TARC	61 vehicles	1989	) II	-   >		45st/2wc	FLXBLE	۵
TARC	38 vehicles	1994	)   			27st/2wc	Carpenter	٥
TARC	7 vehicles	1984	Σ <del>Ι</del> Μ	<b>&gt;</b>   ?		17st/2wc	Chance	ם
TARC	9 vehicles	1987	ΣĽΨ	<b>X</b>			Chance	٥
TARC	5 vehicles	1998	VTM	<b>X</b>	WW	77.SV.ZWC	Citation	
TARC	7 vehicles	1990	עגרן	<b>&gt;</b>		21st/2wc	Gion	
TARC	11 vehicles	1995	אבו	<b>\</b>		Z1st/Zwc		
TARC	20 vehicles	1997	BOVC	<b>&gt;</b>		20st/2wc	amaidne	a   c
Tondoniende	19	1987	MDV	>	<b>\</b>	4ST/2	FORD	
Iranewinds	74	1991	AS	z	>	14ST	FORD	o l
Tradewinds	2 6	1997	\s	z	<b>&gt;</b>	14ST	FORD	O
Tradewinds	, E/	7001				1370	LaCii .	٥.

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	omply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Fooine Type
Tradewinds	81	1993	BOVC	>	>	8ST/2	FORD	200
Tradewinds	82	1994	BOVC	<b>&gt;</b>	<b>&gt;</b>	16ST/1	FORD	)   c
Tradewinds	83	1994	BOVC	Z	<b>\</b>	24		ם   נ
Tradewinds	22	1994	BOVC	z	\\	21	G. 1	ם מ
Tradewinds	85	1994	BOVC	z	\ \ \	21	FORD	ם   ב
Tradewinds	98	1994	BOVC	N	¥	21	FORD	
Tradewinds	87	1994	BOVC	Z	<b>*</b>	21	FORD	9 0
Tradewinds	88	1994	BOVC	<b>X</b>	<b>\</b>	12ST/2	FORD	
Tradewinds	06	1994	BOVC	<b>X</b>	<b>\</b>	12ST/2	FORD	
Tradewinds	91	1995	λS	Z	<b>X</b>	14ST	FORD	ی ا د
Tradewinds	92	1995	λS	Z	<u> </u>	14ST	FORD	)   0
Tradewinds	93	1995	λs	Z	<b>&gt;</b>	14ST	FORD	) (c
Tradewinds	98	1995	BOVC	<b>X</b>	<b>X</b>	12ST/2	FORD	)   0
Tradewinds	88	1995	BOVC	<b>&gt;</b>	<b>*</b>	12ST/2	FORD	
Tradewinds	96	1995	SV	Z	<b>X</b>	14	FORD	0
Tradewinds	97	1995	MDV	<b>X</b>	<b>*</b>	14	DODGE	) (0
Tradewinds	86	1995	MDV	λ	<b>&gt;</b>	14	DODGE	9 0
Tradewinds	66	1995	MDV	<b>&gt;</b>	<b>&gt;</b>	41	Dodge	0
Tradewinds	.100	1995	BOVC	Α.	<b>X</b>	16ST/1	FORD	
Tradewinds	101	1995	ВОУС	Y	<b>&gt;</b>	16ST1	FORD	
Tradewinds	102	1995	BOVC	¥	<b>&gt;</b>	12ST/1	FORD	
Tradewinds	103	1995	воус	Z	<b>\</b>	21	FORD	ο Δ
Tradewinds	104	1995	BOVC	<b>,</b>	<b>\</b>	2ST/6	FORD	d
Tradewinds	105	1995	BOVC	Υ	Α.	2ST/6	FORD	0
Tradewinds	106	1995	BOVC	Z	<b>}</b>	21	FORD	
Tradewinds	107	1995	λs	Z	<b>&gt;</b>	14	CHEVY	0
Tradewinds	108	1996	MDV	٨	>	14	DODGE	9
Tradewinds	109	1996	MDV	λ	<b>X</b>	14	DODGE	
Tradewinds	110	1996	MDV	<b>X</b>		14	DODGE	)   (
Тете Haute	707	1984	עבן	Z	>	22	Skillcraft	) <u> </u> c
Тепе Haute	710	1984	רז	Z	<b>&gt;</b>	22	Skillcraft	C
Terre Haute	711	1984	227	z	<b>X</b>	22	Skilloraft	٥

roterator	Vehide ID	Year Purchased	Body Type	ADA Accessible? Comply Clean Air? Vehicle Capacity	Somply Clean Air?	Vehicle Capacity	Vehicle Manufacturer	Engine Type
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Terre Haute	37	1997	SACE ONCE	·	<b>&gt;</b>	14ST/3td	Ford	9
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# **SECTION FOUR**

# INDOT FEDERAL PROGRAM UPDATES

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### Program Update

### Section 5310 – Capital Grants for Elderly Persons and Persons with Disabilities Program

The federal Section 5310 Program is administered by the INDOT Public Transit Section. The goal of the program is to improve mobility for the elderly and persons with disabilities. This program provides capital assistance (vehicles and related equipment) to meet the special transportation needs of the elderly and persons with disabilities in all areas — urbanized, small urban and rural. The program requires coordination of federal/state assistance programs and services in order to make the most efficient use of federal resources.

Eligible grantees include 1) private, not-for-profit corporations, and 2) public bodies approved by INDOT to coordinate services for elderly and disabled persons.

The program will match up to 80% of project costs. The grantee must provide the remaining 20% cash match. During calendar year 1997, INDOT awarded approximately \$1 million in Section 5310 grants to the agencies listed on the following page.

Based on figures from quarterly reports submitted by grantees, approximately 800,000 one-way trips are provided each year with Section 5310 vehicles purchased during the past five years. These vehicles traveled approximately 4 million miles each year. The estimated average cost per passenger trip was \$3.50, the estimated average passenger trips per mile was .29, and the estimated average cost per mile was \$0.69.

Questions regarding the Section 5310 Program can be directed to Brian Jones at 317/232-1493.

TABLE 9

1997 Section 5310 Projects

GRANTEE:	SERVICE AREA	EQUIPMENT AWARD	TOTAL AWARD	FEDERAL SHARE	LOCAL SHARE
Michiana Industries	LaPorte County	School Bus with lift	\$53,310	\$42,648	\$10,662
ADEC	Elkhart County	Light Transit Vehicle	\$45,599	\$36,479	\$9,120
Children First	DeKalb County	Standard Van	\$21,978	\$17,583	\$4,396
Noble Co. ARC	Noble County	Two Modified Van with lifts	\$59,780	\$47,824	\$11,956
Noble Co. COA	Noble County	Modified Van	\$28,590	\$22,872	\$5,718
T	•	Modified Van with lift	\$29,890	\$23,912	\$5,978
Turnstone Center	Allen County	Modified Van with lift	\$29,890	\$23,912	\$5,978
Bi-County Services	Adams/Wells Counties	Modified Mini-van	\$34,945	\$27,956	\$6,989
Huntington Co. COA	Huntington County	Modified Van	\$28,590	\$22,872	\$5,718
Grant-Blackford Dev. Serv	Grant County	Standard Van Modified Van with lift	\$21,978 \$29,540	\$17,583 \$23,632	\$4,396 \$5,908
Jay-Randolph Dev. Serv	Jay County	Two Modified Vans with lifts	\$59,780	\$47,824	\$11,956
Miami Co. YMCA	Miami County	Modified Van with lift	\$29,890	\$23,912	\$5,978
Cass Co. COA	Cass County	Modified Van with lift	\$29,890	\$23,912	\$5,978
Area IV AOA & Com. Serv	Montgomery County	Modified Van with lift	\$29,540	\$23,632	\$5,908
Hamilton Co. Sr. Services	Hamilton County	Modified Van with lift	\$29,890	\$23,912	\$5,978
Community Centers of Indy	Marion County	Light Transit Vehicle	\$41,772	\$33,418	\$8,354
Fayette Co. COA	Fayette County	Modified Van with lift	\$29,890	\$23,912	
New Horizons Rehab	Ripley County	Standard Van	\$29,890	·	\$5,978
New Field Stands	ripley County	Modified Mini-van	\$34,945	\$17,583 \$27,956	\$4,396 \$6,989
Area 12 COA & Comty Serv.	Dearborn County	Two Modified Mini-vans	\$69,890	\$55,912	\$13,978
Developmental Services	Jackson County	Two School Buses with lifts	\$105,240	\$84,192	\$21,048
YMCA of Southern IN	Clark County	Standard Van	\$21,978	\$17,583	\$4,396
New Hope Services	Scott County	Standard Van	\$21,978	\$17,583	\$4,396
		Modified Van with lift	\$29,890	\$23,912	\$5,978
Blue River Services	Harrison County	Two Standard Vans	\$43,957	\$35,165	\$8,791
Older American Serv. Corp	Orange County	Two Standard Vans	\$43,957	\$35,165	\$8,791
Posey Co. Rehab Services	Posey	Modified Van with lift	\$29,890	\$23,912	\$5,978
Gibson Co. ARC	Gibson	Standard Van	\$21,978	\$17,583	\$4,396
Senior & Family Services	Martin County	Two Modified Vans with lifts	\$59,080	\$47,264	\$11,816
Four River Devp. Services	Green County Sullivan County	Standard Van Modified Van with lift	\$21,978 \$29,540	\$17,583 \$23,632	\$4,396 \$5,908
West Central IN Econ. Dev	Sullivan	Modified Van with lift	\$29,890	\$23,912	
Boone Co. Sr. Services	Boone County	Station Wagon			\$5,978
Independent Res. Living	Marion County	Modified Van with lift	\$16,754	\$13,403 \$23,913	\$3,351
TOTALS		Mindilien Auti Miffi Hif	\$29,890	\$23,912	\$5,978
			\$1,267,556	\$1,014,044	\$253,511

### Program Update

## Section 5311 - Operating and Capital Assistance for Non-Urban Areas

The Section 5311 Rural Transportation Program has experienced the highest degree of new applicant interest since the program's inception in 1978. During the last two years, the Public Transit Section (PTS) has received more than 10 applications for "new starts" funding. In 1996, INDOT funded the Cass County Transit system, the first Section 5311 new start since 1989. Five applicants were starting feasibility studies for "new start" funding in 1997: Pike County, Orange County, Johnson County, Harrison County and the City of Lebanon. Because of this overwhelming demand, INDOT has placed a moratorium on funding of feasibility studies through calendar year 1999.

The Section 5311(f) Intercity Program has also garnered new interest. In 1997, INDOT approved funding for a third operating project for service between Sellersburg, Indiana and Louisville, Kentucky. This service was projected to start in mid-1998 and will be provided by the Transit Authority of River City (Louisville). There has also been an increase in the initiation of feasibility studies for intercity service. At the end of 1997, intercity feasibility studies were being completed by the City of LaPorte, City of Madison and City of Warsaw (in conjunction with Greyhound).

Finally, in early 1998, Terri McClung took over as Program Manager for the Section 5311 Program, succeeding Ron Thomas, who was promoted to Rail Section Manager at INDOT.

Below are the staff assignments for the Section 5311 Program. Questions regarding the program should be directed to Terri McClung at 317/232-1498, or to the appropriate project manager.

Dan Lake 317/232-1483 317/232-5078 LaPorte Franklin Co. Kosciusko Co. Union Co. Huntingburg Seymour Madison Co.  Statewide Marketing Wickie Rayburn 317/232-5078 Franklin Co. Waveland Co. Michigan City Michell KIRPC Statewide Marketing Dearborn Co.	Terri McClung 317/232-1498 Monroe Co. Columbus Marion Richmond Cass Co. New Castle Washington TARC
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**DBE** Monitoring

Intercity Bus
Contract Processing

RTAP Oversight
Compliance Review
Coordinator

TABLE 10

# 1997 SECTION 5311 PROJECTS

	PROJECT	Federal	State	Local	TOTAL
GRANTEE	DESCRIPTION	Share	Share	Share	ASSISTANCE
Bedford	Operating Assistance	112,315	91,904	105,181	309,400
Cass County	Operating Assistance	68,783	0	68,783	137,566
Columbus	Operating Assistance	287,500	195,484	155,481	638,465
Franklin Co.	Operating Assistance	72,395	0	72,395	144,790
Huntingburg	Operating Assistance	27,261	0	27,261	54,522
KIRPC	Operating Assistance	383,334	205,381	177,957	766,672
Kosciusko Co.	Operating Assistance	291,842	145,921	169,768	607,531
LaPorte	Operating Assistance	181,789	131,633	79,078	392,500
Madison	Operating Assistance	92,228	73,114	19,114	184,456
Marion	Operating Assistance	274,533	163,723	131,724	569,980
Michigan Cty	Operating Assistance	324,845	195,673	129,173	649,691
Mitchell	Operating Assistance	32,760	23,089	13,089	68,938
Monroe Co.	Operating Assistance	201,477	110,738	90,739	402,954
New Castle	Operating Assistance	124,579	99,750	81,951	306,280
Plymouth	Operating Assistance	18,000	0	18,000	36,000
Richmond	Operating Assistance	323,200	261,600	61,600	646,400
Seymour	Operating Assistance	34,950	0	34,950	69,900
Union Co.	Operating Assistance	55,886	24,687	36,729	117,302
Washington	Operating Assistance	34,000	20,250	13,750	68,000
Waveland	Operating Assistance	40,250	0	40,250	80,500
	SUBTOTAL OPERATING	2,981,927	1,742,947	1,526,973	6,251,847
Franklin Co.	Standard Van, Two Mini-vans, computer equipment	56,246		14,062	70,308
KIRPC	Modified Van with lift and Three Mini-vans	73,594		18,399	91,993
Kosciusko Co.	Repair of administration/maintenance facility, shop equipment	47,482	5,935	5,935	59,352
LaPorte	2 modified vans	56,000		14,000	70,000
Monroe Co.	One Light Transit Vehicle, two mobile radios, shop equipment,				•
	construction of transit facility	29,962	58,199	58,199	176,360
Richmond	One small transit bus, one lift-equipped van, computer equipment	69,120	8,640	8,640	86,400
Union Co.	1 lift equipped van, 1 radio	24,456		6,114	30,570
	SUBTOTAL CAPITAL:	386,860	72,774	125,349	584,983
· • • • • • • • • • • • • • • • • • • •	TOTAL OPERATING AND CAPITAL	3,368,787	1,815,721	1,652,322	6,836,830

### Program Update

### Section 5303 - Metropolitan Transit Planning/ Section 5313 - Statewide Transit Planning

The Section 5303 Program is administered by the INDOT Public Transit Section. This program is designed to provide financial assistance to INDOT and Metropolitan Planning Organizations for the development of transportation plans, transit service evaluations and other planning related projects. INDOT received \$564,428 of Section 5303 funds in 1997, which were allocated to the Metropolitan Planning Organizations within Indiana (see Table 11).

The Section 5313 Program is administered by the INDOT Public Transit Section. These funds may be used for a variety of purposes such as statewide planning, technical studies and assistance, demonstrations, management training and cooperative research. \$135,746 in Section 5313 funds were allocated to INDOT for statewide transit planning projects.

In 1997, INDOT continued its Statewide Public Transportation Needs Assessment. This project is expected to be complete by November of 1998. The objective of this study is to identify the unmet demand for public transportation services in Indiana. The end product of the Statewide Public Transportation Needs Assessment will be an implemenation plan that will outline the prioritized recommendation for INDOT and the transit operators of Indiana to better address the demand for public transportation services within the state.

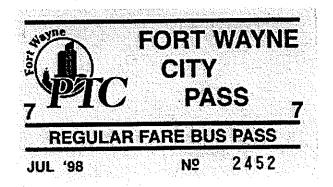
Questions regarding the Section 5303 Program can be directed to Stephanie Belch at (317) 232-1482. Questions regarding the Section 5313 Program can be directed to Larry Buckel at 317/232-5292.

### Table 11 – Urban Area Section 5303 Allocations

Indianapolis	\$159,068
NW Indiana	\$131,013
South Bend/Elkhart/Goshen	\$58,545
Fort Wayne	\$35,178
Southern IN/Louisville	\$20,250
Anderson	\$24,130
Bloomington	\$24,055
Evansville	\$31,505
Lafayette	\$18,160
Muncie	\$22,534
Terre Haute	\$25,846
Kokomo	\$14,144

# **SECTION FIVE**

# STATE/FEDERAL GRANT ASSISTANCE PROGRAMS



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### STATE/FEDERAL GRANT ASSISTANCE PROGRAMS

### STATE PROGRAMS

Public Mass Transportation Fund (PMTF)

PMTF is a state fund that receives 0.76% of the state general sales and use tax. These funds are allocated on a calendar year basis using a performance-based formula to eligible municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as follows:

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

Awards are limited to an amount equal to 100% of the project's Locally Derived Income or the system's total allocation, whichever is less. LDI does <u>not</u> include contra-expenses (e.g. expense refunds such as motor fuel tax), or in-kind volunteer services.

**Electric Rail Service Fund (ERSF)** 

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

Commuter Rail Service Fund (CRSF)

The CRSF is a special state fund generated from property tax on a railroad car company's distributable property. Funds are distributed to commuter transportation districts established under I.C. 8-5-15. Funds must be used for the maintenance, improvement, and operation of commuter rail service. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

### FEDERAL PROGRAMS

### Section 5303-Metropolitan Planning (Formerly Section 8)

These funds are granted to state and local public bodies for planning, design, engineering and evaluation of urban public transportation projects. The federal government makes funds available to the state departments of transportation and Urban Metropolitan Planning Organizations to develop transportation improvement plans and programs as well. These documents are based on local and state transportation needs.

### Section 5307-Block Grants (Formerly Section 9)

This is a formula grant program for urbanized areas with populations greater than 50,000, and was authorized by the Surface Transportation Assistance Act of 1982 as a replacement for the Section 5 formula assistance program. The Federal Transit Administration (FTA) apportions the funds according to a complex formula including population, air quality, and operating characteristics.

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

### Section 5309-Discretionary Grants and Loans (Formerly Section 3)

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

# Section 5310-Grants and Loans for Special Needs of Elderly Individuals and Individuals With Disabilities (Formerly Section 16)

Section 5310 furnishes capital assistance to private non-profit corporations and eligible public bodies that deliver specialized transportation services to the elderly and persons with disabilities where mass transportation services would not otherwise be available, insufficient, or inappropriate to meet their specialized needs.

The FTA funds up to 80% of the total request for capital assistance, matched by a 20% local cash match. This program is administered by INDOT. During calendar year 1997 INDOT awarded \$1 million in Section 5310 grants.

# Section 5311-Financial Assistance for Other Than Urbanized Areas (Formerly Section 18) This program is also administered by INDOT. During 1997 INDOT awarded \$3.36

million in grants to 20 rural transit systems throughout the state.

Section 5311 provides capital and operating assistance to non-urbanized public transit systems. Capital grants are funded up to 80% of the total project cost, and operating grants are funded up to 50% of the net project cost (total operating cost less operating revenue).

### FEDERAL PROGRAMS continued

Section 5311(b)-Rural Transit Assistance Program (Formerly Section 18(h)

Section 5311(b) created the Rural Transit Assistance Program (RTAP) to provide technical assistance, training and research for rural and specialized transportation providers. During 1997 Indiana received \$111,178 in RTAP funds. The state's RTAP program is implemented by the Institute for Urban Transportation at Indiana University, with the help of an advisory committee. During the year, a three-part program was continued, which includes local technical assistance to rural public transit operators, on-site training, and a fellowship program to provide financial assistance for operators to participate in training courses.

The program also has a national element which develops information and materials for use by local operators and state departments of transportation.

Section 5311(f)-Intercity Operating, Capital, Planning and Marketing Assistance(Formerly Section 18(i)

The Section 5311(f) program provides funding assistance to transportation entities for the provision of intercity transportation-related services. This program was created to address the recent abandonment by intercity carriers and the special needs of isolated rural areas. Scheduled intercity bus departures have dropped dramatically statewide over the past decade or so (78%).

The Section 5311(f) program funds capital grants at up to 80% of the total project cost, and operating grants are funded up to 50% of the net project cost (total operating cost less operating revenue).

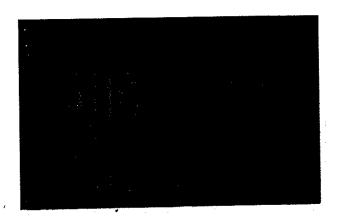
Section 5313-State Planning and Research Program (Formerly Section 26A(2)

Section 5313 funds are provided to the Indiana Department of Transportation (INDOT) to fund such activities as statewide planning, technical studies and assistance, demonstration projects, management training and cooperative research.

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# **SECTION SIX**

# **GLOSSARY**



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### GLOSSARY

This glossary contains definitions of certain terms, data and information which appear in the Annual Report. Many of these items have multiple definitions and are defined as used in the context of this report.

Active Vehicles – The total number of vehicles available for revenue service during the calendar year. Vehicles are considered available if they are capable of being used, even if used on an occasional basis, (except for retired vehicles) including vehicle designated as spares.

Apportionment, Appropriation, Allocation – (interchangeable terms) The maximum amount of funding a transit system MAY be granted from an assistance program.

Award – The authorized (obligated) level of funding a transit system has contracted to receive from a grant assistance program, based upon an application for funding or formula distribution.

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

Body on Truck chassis (BOTC) - This vehicle seats from 12 to 18 passengers and is typically composed of a light truck chassis underneath a special body. A supplier of a BOTC will purchase a chassis and then manufacture and attach the body. This construction is similar to that of a school bus.

Capital Grant Awards — Local, state and federal capital assistance awarded during the calendar year reporting period.

Casualty and Liability Costs – The costs of insurance premiums for coverage of the transit system and payments for losses due to acts for which the transit system is liable.

Charter and Other Revenue - Consists of charter service revenue, school bus service revenue, auxiliary transportation revenue, and non-transportation revenue such as leases and advertising.

Charter Service Revenue – revenue from transportation service provided on an exclusive basis for a specific destination(s).

School Bus Service Revenue – passenger fares from school bus service operated under contract with local school corporations.

Auxiliary Transportation Revenue – revenues earned from operations closely associated with the transit system; including station concessions, advertising services, and other services provided in conjunction with regular transit service.

Non-transportation revenue — revenues earned from activities not associated with the provision of transit system service, including sale of maintenance services, rental of revenue vehicles, rental of buildings and other property, investment income and parking lot/garage revenue.

Contra-Expenses - Revenue items that offset operating expenses such as income earned on working capital, cash discounts, fuel tax refunds, insurance claim payments. These revenues are not eligible as locally derived income.

Deadhead Miles – Miles traveled by revenue vehicles when not in revenue service (i.e. not available for passengers). This includes miles traveled to and from storage facilities, and other non-revenue service mileage such as maintenance and training.

Demand Response Service - A transportation service characterized by flexible routing and scheduling of relatively small passenger vehicles to provide door-to-door or point-topoint transportation at users demand (e.g. shared ride, taxi service).

Fare Recovery - Ratio equating fare revenue to total operating expenses. This measure indicates the level at which fares support the operations of the transit system. A relatively high ratio is preferred. Raising fare revenue and/or decreasing expenses may increase the ratio.

Fare Revenue – Revenues received from fare paying passengers from regularly scheduled routes and/or demand responsive service. This includes base fares, zone fares, express fares, transfers and quantity purchase discounts (passes or tickets). Also includes park and ride revenue and fares paid by a community-based organization rather than the rider.

Federal Operating Assistance – Funds obtained from the federal government to assist in paying the cost of operating the transit system.

Fixed Route Service – A system in which vehicles follow a predescribed route and schedule. It is different from such modes of transportation as taxicabs or demand responsive service, where each trip may differ in its origin and destination.

Fringe Expenses - Payment or accruals to others (insurance companies, governments, etc.) on behalf of an employee's share of FICA. PERF, other retirement, insurance, and other benefits not associated with a piece of work; and/or payments or accruals directed to an employee arising from something other than their performance of a piece of work. These include uniform and clothing allowances, paid absences, such as sick leave, holidays, vacation, jury duty, death in the family, military duty, etc. Paid absences should be accounted for as a fringe benefit only when they result in a cash liability to the transit system.

Holidays – Includes five major holidays: Christmas, Thanksgiving, Fourth of July, Labor Day and Memorial Day. Many transit systems do not operate on these days. Some systems may have a special holiday schedule that is used on these or other holidays such as Veteran's Day and Martin Luther King Jr. Day.

LDI Expense – Ratio equating fare, charter and other revenue plus local operating assistance to total operating expenses. This measure is used to indicate the level of financial responsibility accepted at the local level for transit operations. A relatively high

ratio is preferred. Increasing fare revenues, charter service and other revenues, and/or increasing local operating assistance, or decreasing operating expenses may increase the ratio.

Local Assistance (also Local Operating Revenue) - This category includes:

Taxes Levied Directly by Transit System – Dedicated tax revenues systems that are organized as independent political subdivisions with their own taxation authority, e.g., Public Transportation Corporations.

Local Cash Grants and Reimbursements

- Funds obtained from local government units to assist in paying the cost of operating the transit system.

Locally Derived Income (LDI) - This indicator is used to measure local financial commitment to public transit and is defined as:

- Operating revenues including fares, charter, advertising and auxiliary and non-transportation revenues.
- Taxes levied by, or on behalf of a transit system.
- Local cash grants and reimbursements including general fund receipts, property taxes, local option income tax, excise and intangible taxes, bank building and loan funds; local bonding funds; unrestricted federal/state funds.
- LDI does <u>not</u> include contra-expenses (e.g. expense refunds such as motor fuel tax or insurance reimbursements), or inkind volunteer services.

Materials and Supplies Expense - Cost of fuel, lubricants, tires, tubes and other materials and supplies (including repair parts, maintenance supplies, forms, cleaning supplies, etc.).

Modified Van (MV) - The seating capacity of a MV is from 9 to 12 passengers. A MV is a standard van that has undergone some structural changes, usually made to increase size and particularly its height. Other body changes may include a raised or widened door, lower rise steps at the entrance and accessibility equipment as a wheelchair lift and tiedowns.

Operating Expense – The total of all operating costs incurred during the transit system calendar year reporting period, excluding expenses associated with capital grants. Expense figures may be unaudited.

Operating Expense/Passenger Boarding – (also known as Expense/Passenger Trip) ratio equating total operating costs to total passenger boardings. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. Increasing passenger boardings and/or decreasing expenditures may lower the ratio.

Operating Income – Revenue received from fares, charter services, and other sources directly related to transit systems operations; excluding revenues from Federal, State and local cash grants. Operating income and operating subsidy are the total operating revenue of a transit system.

Operating Subsidy – Revenue received through federal, state and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

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

Other Expenses - For purposes of the Annual Report, Other Expenses in Table 5 include the following: taxes, purchased transportation, and miscellaneous expenses. However, for the individual system pages,

Other Expenses consists of only taxes and miscellaneous expenses.

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

Passenger Boardings – Number of passengers who board a vehicle during the calendar year reporting period regardless of their destinations. Synonymous with the term "Unlinked Passenger Trips".

Passenger Boarding/Capita – Ratio equating total passengers boarding to service are population. Increasing passenger boardings and/or decreasing service area population may increase the ratio.

Passenger Boarding/Total Vehicle Mile (TVM) – Ratio equating total passengers boardings to the total miles traveled by revenue vehicles. This measure is used to indicate the degree to which the system (or route) is utilized when compared to the amount of service provided. A relatively high ratio is preferred. Increasing passenger boardings or eliminating service (TVM) that has marginal ridership may increase the ratio.

Peak Hour Fleet – The largest number of revenue vehicles operating at any peak time during an average weekday of operation.

Public Mass Transportation Fund (PMTF) state assistance fund financed by 0.76 percent of the state general sales and use tax. (See Grant Assistance Programs Section)

Purchased Transportation Expenses - Operating expenses incurred when a transit system purchases a portion of its service from another entity, (e.g., contracting with a private organization to provide specialized transit services).

Reconciling Items - Operating expenses which include interest expenses, leases and rentals for urbanized transit systems, depreciation, amortization of intangibles, purchase lease payments, related party lease agreements and other as defined in the FTA Section 5335 (15) Manual.

Revenue Vehicle Miles - The total mileage incurred in scheduled service (miles in each route multiplied by the number of times each route is run) during the report period. Excludes non-service mileage (deadhead, training, etc.), charter mileage, exclusive school service mileage, and mileage lost due to missed runs.

Route Deviation - Public transit service that operates on a fixed route from which it may deviate from time to time in response to a demand for its service or to take a passenger to a destination, after which it returns to its route and/or schedule.

School Bus (SB) - A standard school type bus seats from 22 to 44 adult passengers, and is manufactured by the body-on-chassis method. School buses used for public transportation service do not have school bus markings (yellow with black trim, etc.) and are modified for public transit use.

Service Area – The geographic area identified that coincides with the transit system's legal operating limits (i.e., urbanized area, city limits or county boundary).

Service Area Population – The entire population within the legal operating limits of the transit system, as reported by the 1990 Census.

Service Expenses – Fees and related expenses for labor and other work provided by outside organizations. In most instances, service from an outside organization is procured as a substitute for in-house employee labor, except in the case of independents audits which cannot be performed by employees. This category includes:

Advertising Fees — The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Advertising media fees, regardless of whether they are paid to the advertising agency or to the media, are included in "Advertising/Promotion Media" under Miscellaneous Expenses.

Contract Maintenance Service Expenses – Payment for the maintenance of equipment, under contract or on a single job basis, by an outside organization. This category is for repair or maintenance work on operating vehicles, equipment, and garage buildings, and to be differentiated from professional and custodial services.

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

Professional and Technical Service Fees

Payment for the labor provided by attorneys, accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, transit industry consultants,

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

Subsidy/Passenger Boarding - Ratio comparing government operating assistance (local, federal, state) to total passenger boardings. This measure is used to indicate the level of local, state, and federal assistance used in operating the transit service.

Total Vehicle Miles – The total distance traveled by revenue vehicles, including both revenue and deadhead (non-revenue) miles.

Transfer Charge – A fee charged passengers who transfer to a line or route after paying a fare on another line or route.

Transit Bus - A transit bus seats anywhere from 16 to 53 passengers and has both a body and a chassis that are designed specifically for transit use. One supplier manufactures the entire vehicle, most are equipped with diesel engines.

Small Transit Bus (STB) - Under 30'
Medium Transit Bus (MTB) - 30' to 34'
Large Transit Bus (LTB) - 35' to 40'
Trolley (TY) - Usually 30' to 35'
Articulated (ART) - Multi section highoccupancy vehicle

Unlinked Passenger Trip – See Passenger Boardings.

User Side Subsidy - A program whereby passengers receive a voucher or token that is used to purchase transportation service from a provider of the user's choice. The passenger trip is subsidized by the passenger as well as through government assistance.

Utility Expense – Payments made to various utilities for use of their resources including electric, gas, water, sewer, garage collection, telephone, etc.

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