

2004 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

STATE OF INDIANA

Mitch Daniels, Governor
Thomas O. Sharp, Commissioner, Indiana Department of Transportation

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Indiana Department of Transportation
Public Transit Section
100 North Senate, Room N901
Indianapolis, Indiana 46204
(317) 232-1482

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2004 PUBLIC TRANSIT SYSTEMS IN INDIANA

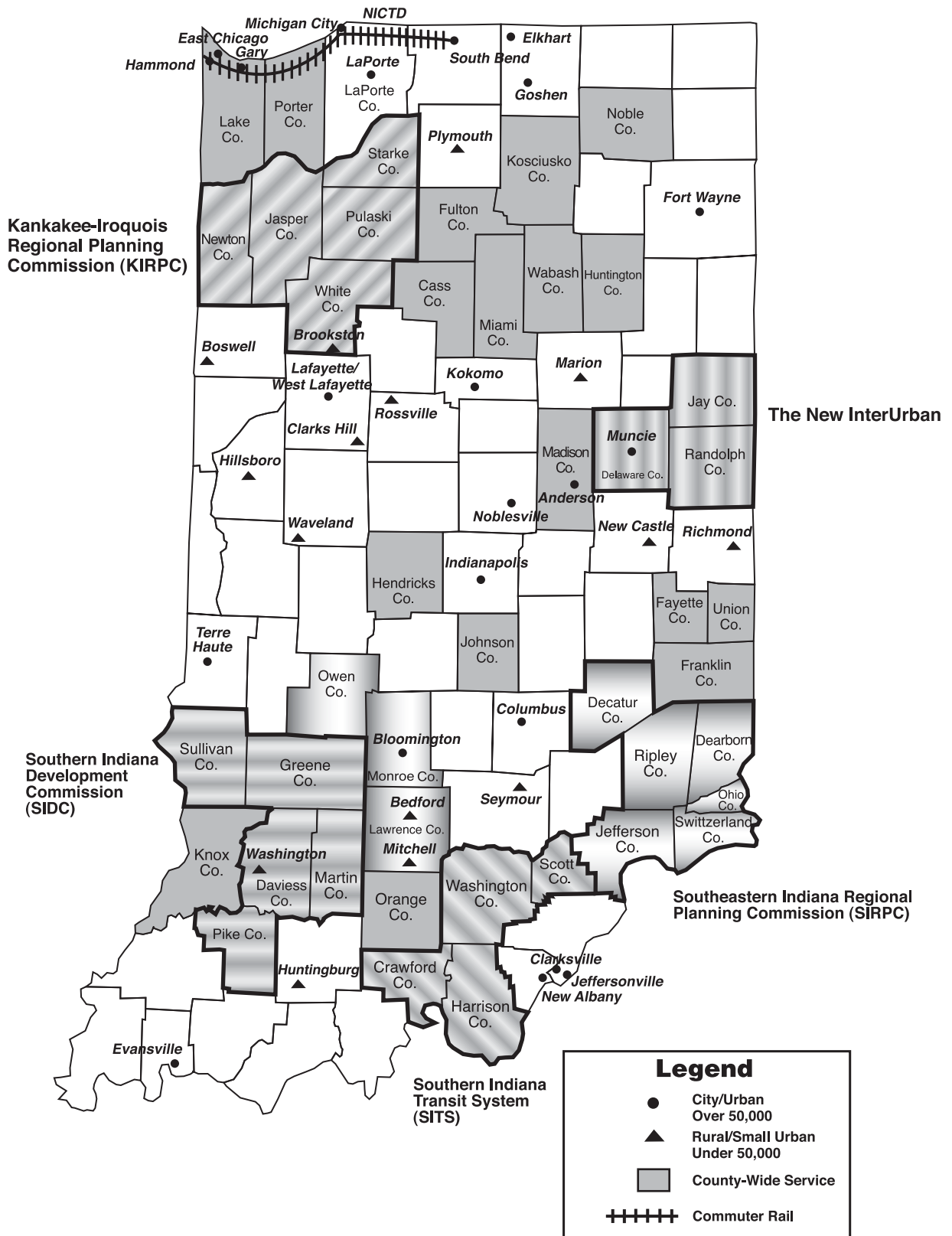


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INTRODUCTION

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

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

This 2004 Annual Report, prepared by the Public Transit Section, summarizes key operating and financial characteristics of Indiana's publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of federal and state transportation assistance programs and awards, a listing of Transit Partners and Advocates, as well as a glossary of terms as used in this report. INDOT obtained information about the individual transit systems from locally prepared annual reports.

The transit systems in Indiana are divided among four peer groups that reflect system size and type of service. These peer groups are classified as Large Fixed Route, Small Fixed Route, Urban Demand Response, and Rural Demand Response. These groups were defined during the Public Mass Transit Fund Allocation Study completed in 1997. Section Two of this report provides a detailed analysis of each of the four peer groups.

STATEWIDE STATISTICS

In 2004, Indiana maintained a public transit network of fifty-three (53) urban and rural public transit systems. The number of public transit systems remained stable in 2004 after the addition of five (5) new rural systems to the network in 2002.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2004. The first two tables summarize ridership and vehicle miles of operation for each transit system as well as a total for each peer group. Each table provides 2003 and 2004 data along with the percent change between the two years.

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

The third and fourth tables exhibit operating expenditures and revenues for each transit system in 2004. For each transit system, the expenditure table presents data according to specific expenditure categories. The table also shows the proportion of each type of expenditure of the total system expenditure. Similarly, the operating revenue table presents system revenue broken down by categories and shows the proportion of each category of the total system revenue. The transit systems are grouped according to peer groups in both tables. For more information about each individual transit system, please refer to Section Three of this report.

RIDERSHIP BY SYSTEM

| SYSTEM | RIDERSHIP 2004 | RIDERSHIP 2003 | % CHANGE | 2004 RIDERSHIP PER CAPITA | 2004 % OF STATE RIDERSHIP |
|--|-------------------|-------------------|---------------|---------------------------------|---------------------------------|
| GROUP 1 - Large Fixed Route | | | | | |
| Bloomington | 2,057,509 | 2,070,321 | -0.62% | 29.69 | 6.36% |
| Evansville | 1,530,964 | 1,588,160 | -3.60% | 12.59 | 4.73% |
| Fort Wayne | 1,647,578 | 1,557,321 | 5.80% | 7.55 | 5.09% |
| Gary | 1,518,967 | 1,289,824 | 17.77% | 14.78 | 4.69% |
| Indianapolis | 9,260,427 | 11,324,573 | -18.23% | 10.24 | 28.61% |
| Lafayette | 4,255,571 | 3,910,057 | 8.84% | 34.59 | 13.15% |
| Muncie | 1,584,542 | 1,351,615 | 17.23% | 23.50 | 4.90% |
| South Bend | 2,657,891 | 2,554,384 | 4.05% | 17.22 | 8.21% |
| SUBTOTAL: GROUP 1 | 24,513,449 | 25,646,255 | -4.42% | 13.92 | 75.74% |
| GROUP 2 - Small Fixed Route | | | | | |
| Anderson | 217,509 | 211,837 | 2.68% | 3.64 | 0.67% |
| Columbus | 148,854 | 168,207 | -11.51% | 3.81 | 0.46% |
| East Chicago | 276,662 | 277,670 | -0.36% | 8.54 | 0.85% |
| Hammond | 388,270 | 361,413 | 7.43% | 4.40 | 1.20% |
| Marion | 148,775 | 137,833 | 7.94% | 4.75 | 0.46% |
| Michigan City | 179,648 | 177,887 | 0.99% | 5.46 | 0.56% |
| Richmond | 309,637 | 307,613 | 0.66% | 7.91 | 0.96% |
| Southern Indiana | 418,847 | 416,845 | 0.48% | 4.85 | 1.29% |
| Terre Haute | 166,128 | 158,492 | 4.82% | 2.68 | 0.51% |
| SUBTOTAL: GROUP 2 | 2,254,330 | 2,217,797 | 1.65% | 4.79 | 6.97% |
| GROUP 3 - Urban Demand Response | | | | | |
| Elkhart | 249,512 | 238,847 | 4.47% | 4.81 | 0.77% |
| Goshen | 17,093 | 17,242 | -0.86% | 0.58 | 0.05% |
| Kokomo | 114,586 | 104,991 | 9.14% | 2.48 | 0.35% |
| LaPorte | 51,629 | 50,799 | 1.63% | 2.39 | 0.16% |
| NWICA | 118,645 | 155,865 | -23.88% | 0.37 | 0.37% |
| SUBTOTAL: GROUP 3 | 551,465 | 567,744 | -2.87% | 1.18 | 1.70% |
| GROUP 4 - Rural Demand Response | | | | | |
| Bedford | 74,567 | 69,781 | 6.86% | 5.42 | 0.23% |
| Cass County | 152,965 | 145,942 | 4.81% | 3.74 | 0.47% |
| Fayette County | 19,460 | 19,449 | 0.06% | 0.76 | 0.06% |
| Franklin County | 48,114 | 44,911 | 7.13% | 2.17 | 0.15% |
| Fulton County | 22,029 | 21,919 | 0.50% | 1.07 | 0.07% |
| Hendricks County | 36,954 | 33,603 | 9.97% | 0.36 | 0.11% |
| Huntingburg | 3,680 | 2,511 | 46.56% | 0.66 | 0.01% |
| Huntington County | 28,583 | 25,439 | 12.36% | 0.75 | 0.09% |
| Jay/Randolph/Delaware | 86,551 | 68,491 | 26.37% | 0.86 | 0.27% |
| Johnson County | 50,142 | 43,145 | 16.22% | 0.78 | 0.15% |
| KIRPC | 146,166 | 153,828 | -4.98% | 1.36 | 0.45% |
| Knox County | 69,946 | 61,971 | 12.87% | 1.78 | 0.22% |
| Kosciusko County | 66,463 | 74,497 | -10.78% | 0.90 | 0.21% |
| Madison County | 11,429 | 12,373 | -7.63% | 0.16 | 0.04% |
| Miami County | 24,330 | 25,319 | -3.91% | 0.67 | 0.08% |
| Mitchell | 10,796 | 11,463 | -5.82% | 2.36 | 0.03% |
| Monroe County | 169,326 | 164,260 | 3.08% | 1.68 | 0.52% |
| New Castle | 37,991 | 38,444 | -1.18% | 2.14 | 0.12% |
| Noble County | 16,224 | 14,715 | 10.25% | 0.35 | 0.05% |
| Noblesville | 14,728 | 17,557 | -16.11% | 0.52 | 0.05% |
| Orange County | 27,275 | 30,450 | -10.43% | 1.41 | 0.08% |
| Plymouth | 1,404 | 1,658 | -15.32% | 0.14 | 0.00% |
| Seymour | 29,365 | 26,945 | 8.98% | 1.62 | 0.09% |
| SIDC | 82,570 | 79,169 | 4.30% | 0.86 | 0.26% |
| SIRPC | 153,102 | 119,522 | 28.10% | 1.29 | 0.47% |
| SITS | 49,674 | 44,854 | 10.75% | 0.52 | 0.15% |
| Union County | 22,590 | 23,328 | -3.16% | 3.07 | 0.07% |
| Wabash County | 24,713 | 21,115 | 17.04% | 0.71 | 0.08% |
| Washington | 11,729 | 10,325 | 13.60% | 1.03 | 0.04% |
| Waveland | 9,694 | 11,048 | -12.26% | 1.72 | 0.03% |
| SUBTOTAL: GROUP 4 | 1,502,560 | 1,418,032 | 5.96% | 1.09 | 4.64% |
| SUBTOTAL: GROUP 1 TO 4 | 28,821,804 | 29,849,828 | -3.44% | 7.06 | 89.05% |
| NICTD | 3,544,459 | 3,573,571 | -0.81% | 21.66 | 10.95% |
| TOTAL ALL GROUPS | 32,366,263 | 33,423,399 | -3.16% | 7.62 | 100% |

OPERATING CHARACTERISTICS

TOTAL VEHICLE MILES (TVM) BY SYSTEM

| SYSTEM | TVM 2004 | TVM 2003 | % CHANGE |
|--|-------------------|-------------------|---------------|
| GROUP 1 - Large Fixed Route | | | |
| Bloomington | 1,074,752 | 1,053,999 | 1.97% |
| Evansville | 1,485,992 | 1,418,046 | 4.79% |
| Fort Wayne | 1,791,687 | 1,709,064 | 4.83% |
| Gary | 1,006,958 | 1,085,395 | -7.23% |
| Indianapolis | 10,215,562 | 11,047,044 | -7.53% |
| Lafayette | 1,677,874 | 1,605,140 | 4.53% |
| Muncie | 1,271,111 | 1,255,501 | 1.24% |
| South Bend | 2,002,558 | 1,924,147 | 4.08% |
| SUBTOTAL: GROUP 1 | 20,526,494 | 21,098,336 | -2.71% |
| GROUP 2 - Small Fixed Route | | | |
| Anderson | 503,053 | 501,287 | 0.35% |
| Columbus | 265,178 | 281,929 | -5.94% |
| East Chicago | 216,544 | 249,301 | -13.14% |
| Hammond | 523,664 | 522,628 | 0.20% |
| Marion | 197,754 | 195,923 | 0.93% |
| Michigan City | 233,438 | 254,689 | -8.34% |
| Richmond | 380,891 | 381,140 | -0.07% |
| TARC | 735,919 | 612,374 | 20.17% |
| Terre Haute | 314,302 | 286,421 | 9.73% |
| SUBTOTAL: GROUP 2 | 3,370,743 | 3,285,692 | 2.59% |
| GROUP 3 - Urban Demand Response | | | |
| Elkhart | 1,107,972 | 1,105,619 | 0.21% |
| Goshen | 97,716 | 94,945 | 2.92% |
| Kokomo | 712,590 | 420,841 | 69.33% |
| LaPorte | 143,693 | 140,932 | 1.96% |
| NWICA | 920,263 | 1,046,876 | -12.09% |
| SUBTOTAL: GROUP 3 | 2,982,234 | 2,809,213 | 6.16% |
| GROUP 4 - Rural Demand Response | | | |
| Bedford | 61,303 | 75,572 | -18.88% |
| Cass County | 568,052 | 546,459 | 3.95% |
| Fayette County | 109,507 | 119,180 | -8.12% |
| Franklin County | 394,243 | 362,624 | 8.72% |
| Fulton County | 125,433 | 126,016 | -0.46% |
| Hendricks County | 206,226 | 157,273 | 31.13% |
| Huntingburg | 7,863 | 6,151 | 27.83% |
| Huntington County | 181,445 | 156,483 | 15.95% |
| Jay/Randolph/Delaware | 541,387 | 468,859 | 15.47% |
| Johnson County | 369,198 | 412,642 | -10.53% |
| KIRPC | 721,217 | 708,338 | 1.82% |
| Knox County | 205,463 | 191,208 | 7.46% |
| Kosciusko County | 196,492 | 210,026 | -6.44% |
| Madison County | 136,781 | 147,511 | -7.27% |
| Miami County | 118,664 | 116,716 | 1.67% |
| Mitchell | 17,934 | 16,193 | 10.75% |
| Monroe County | 582,961 | 529,397 | 10.12% |
| New Castle | 56,684 | 55,084 | 2.90% |
| Noble County | 254,313 | 237,729 | 6.98% |
| Noblesville | 37,349 | 32,552 | 14.74% |
| Orange County | 334,945 | 366,031 | -8.49% |
| Plymouth | 5,261 | 4,970 | 5.86% |
| Seymour | 64,735 | 58,251 | 11.13% |
| SIDC | 1,106,310 | 948,223 | 16.67% |
| SIRPC | 874,135 | 735,051 | 18.92% |
| SITS | 678,344 | 484,828 | 39.91% |
| Union County | 204,676 | 204,847 | -0.08% |
| Wabash County | 157,297 | 166,810 | -5.70% |
| Washington | 30,089 | 29,634 | 1.54% |
| Waveland | 25,095 | 24,794 | 1.21% |
| SUBTOTAL: GROUP 4 | 8,373,403 | 7,699,452 | 8.75% |
| GROUPS 1 THROUGH 4 | 35,252,874 | 34,892,694 | 1.03% |
| NICTD | 3226526 | 3,233,628 | -0.22% |
| TOTAL ALL GROUPS | 38,479,400 | 38,126,322 | 0.93% |

TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY - 2004

| SYSTEM | LABOR/ FRINGE | % | SERVICES | % | MATERIALS & SUPPLIES | % | UTILITIES | % | CASUALTY & LIABILITY | % | PURCHASED TRANSPORT | % | OTHER | % | TOTAL |
|--|---------------------|------------|---------------------|------------|-------------------------|------------|--------------------|-----------|-------------------------|-----------|------------------------|------------|--------------------|-----------|----------------------|
| GROUP 1 - Large Fixed Route | | | | | | | | | | | | | | | |
| Bloomington | \$2,339,417 | 57% | \$250,540 | 6% | \$693,543 | 17% | \$72,396 | 2% | \$161,820 | 4% | \$452,693 | 11% | \$100,562 | 2% | \$4,070,971 |
| Evansville | \$4,142,110 | 80% | \$45,526 | 1% | \$859,687 | 17% | \$57,606 | 1% | \$91,397 | 2% | \$0 | 0% | \$3,261 | 0% | \$5,199,587 |
| Fort Wayne | \$5,667,975 | 75% | \$356,312 | 5% | \$1,144,239 | 15% | \$98,666 | 1% | \$161,197 | 2% | \$0 | 0% | \$146,871 | 2% | \$7,575,260 |
| Gary | \$4,756,997 | 61% | \$1,673,377 | 22% | \$604,515 | 8% | \$178,210 | 2% | \$472,624 | 6% | \$0 | 0% | \$85,123 | 1% | \$7,770,846 |
| Indianapolis | \$25,392,184 | 65% | \$3,122,994 | 8% | \$5,659,527 | 15% | \$736,185 | 2% | \$770,580 | 2% | \$3,134,366 | 8% | \$78,641 | 0% | \$38,894,477 |
| Lafayette | \$5,066,870 | 74% | \$208,181 | 3% | \$860,719 | 13% | \$104,686 | 2% | \$428,943 | 6% | \$0 | 0% | \$150,099 | 2% | \$6,819,498 |
| Muncie | \$3,873,076 | 70% | \$433,782 | 8% | \$736,989 | 13% | \$102,266 | 2% | \$266,308 | 5% | \$0 | 0% | \$158,701 | 3% | \$5,571,122 |
| South Bend | \$5,360,211 | 68% | \$577,545 | 7% | \$947,552 | 12% | \$197,620 | 3% | \$606,675 | 8% | \$0 | 0% | \$152,598 | 2% | \$7,842,201 |
| SUBTOTAL: GROUP 1 | \$56,598,840 | 68% | \$6,417,717 | 8% | \$10,813,228 | 13% | \$1,475,239 | 2% | \$2,797,724 | 3% | \$3,134,366 | 4% | \$775,294 | 1% | \$83,743,962 |
| GROUP 2 - Small Fixed Route | | | | | | | | | | | | | | | |
| Anderson | \$1,809,240 | 83% | \$66,270 | 3% | \$187,073 | 9% | \$16,487 | 1% | \$94,819 | 4% | \$0 | 0% | \$3,059 | 0% | \$2,176,948 |
| Columbus | \$726,511 | 80% | \$44,185 | 5% | \$116,823 | 13% | \$12,011 | 1% | \$0 | 0% | \$0 | 0% | \$6,881 | 1% | \$906,411 |
| East Chicago | \$926,629 | 77% | \$19,909 | 2% | \$134,662 | 11% | \$0 | 0% | \$0 | 0% | \$0 | 0% | \$122,761 | 10% | \$1,203,961 |
| Hammond | \$143,678 | 7% | \$61,819 | 3% | \$14,813 | 1% | \$6,333 | 0% | \$20,749 | 1% | \$1,829,148 | 88% | \$0 | 0% | \$2,076,540 |
| Marion | \$477,292 | 72% | \$45,238 | 7% | \$45,577 | 7% | \$3,327 | 1% | \$87,569 | 13% | \$0 | 0% | \$677 | 0% | \$659,680 |
| Michigan City | \$634,310 | 69% | \$180,551 | 20% | \$48,622 | 5% | \$20,118 | 2% | \$33,010 | 4% | \$0 | 0% | \$960 | 0% | \$917,571 |
| Richmond | \$796,814 | 82% | \$30,341 | 3% | \$89,658 | 9% | \$9,320 | 1% | \$41,350 | 4% | \$0 | 0% | \$3,209 | 0% | \$970,692 |
| TARC | \$2,088,384 | 65% | \$112,785 | 4% | \$433,563 | 13% | \$31,260 | 1% | \$48,838 | 2% | \$466,854 | 15% | \$37,458 | 1% | \$3,219,142 |
| Terre Haute | \$1,087,795 | 76% | \$26,126 | 2% | \$123,090 | 9% | \$27,625 | 0% | \$43,114 | 3% | \$79,522 | 6% | \$46,819 | 3% | \$1,434,091 |
| SUBTOTAL: GROUP 2 | \$8,690,653 | 64% | \$587,224 | 4% | \$1,193,881 | 9% | \$126,481 | 1% | \$369,449 | 3% | \$2,375,524 | 18% | \$221,824 | 2% | \$13,565,036 |
| GROUP 3 - Urban Demand Response | | | | | | | | | | | | | | | |
| Elkhart | \$59,029 | 3% | \$243,967 | 12% | \$0 | 0% | \$0 | 0% | \$0 | 0% | \$1,684,016 | 83% | \$40,218 | 2% | \$2,027,230 |
| Goshen | \$15,297 | 12% | \$394 | 0% | \$592 | 0% | \$0 | 0% | \$0 | 0% | \$100,672 | 79% | \$10,573 | 8% | \$127,528 |
| Kokomo | \$573,812 | 46% | \$35,033 | 3% | \$62,229 | 5% | \$19,147 | 2% | \$1 | 0% | \$530,192 | 42% | \$36,502 | 3% | \$1,256,916 |
| LaPorte | \$445,086 | 82% | \$5,453 | 1% | \$52,950 | 10% | \$14,331 | 3% | \$21,376 | 4% | \$0 | 0% | \$4,052 | 1% | \$543,248 |
| NWICA | \$1,294,479 | 62% | \$328,185 | 16% | \$237,957 | 11% | \$80,835 | 4% | \$92,856 | 4% | \$0 | 0% | \$56,115 | 3% | \$2,090,427 |
| SUBTOTAL: GROUP 3 | \$2,387,703 | 39% | \$613,032 | 10% | \$353,728 | 6% | \$114,313 | 2% | \$114,233 | 2% | \$2,314,880 | 38% | \$147,460 | 2% | \$6,045,349 |
| GROUP 4: Rural Demand Response | | | | | | | | | | | | | | | |
| Bedford | \$326,126 | 79% | \$20,676 | 5% | \$29,512 | 7% | \$6,675 | 2% | \$15,300 | 4% | \$0 | 0% | \$15,297 | 4% | \$413,586 |
| Cass County | \$570,333 | 67% | \$60,467 | 7% | \$90,496 | 11% | \$50,272 | 6% | \$17,078 | 8% | \$0 | 0% | \$7,099 | 1% | \$849,745 |
| Fayette County | \$89,425 | 57% | \$10,995 | 7% | \$18,449 | 12% | \$5,852 | 4% | \$29,107 | 19% | \$0 | 0% | \$2,968 | 2% | \$156,796 |
| Franklin County | \$349,245 | 74% | \$31,858 | 7% | \$37,561 | 8% | \$9,415 | 2% | \$38,123 | 8% | \$0 | 0% | \$3,300 | 1% | \$469,502 |
| Fulton County | \$137,846 | 70% | \$0 | 0% | \$26,921 | 14% | \$3,512 | 2% | \$11,905 | 6% | \$0 | 0% | \$15,845 | 8% | \$196,029 |
| Hendricks County | \$177,921 | 74% | \$10,824 | 4% | \$26,770 | 11% | \$5,952 | 2% | \$17,642 | 7% | \$0 | 0% | \$2,001 | 1% | \$241,110 |
| Huntingburg | \$82,288 | 92% | \$1,268 | 1% | \$1,652 | 2% | \$3,304 | 4% | \$1,008 | 1% | \$0 | 0% | \$0 | 0% | \$89,520 |
| Huntington County | \$224,116 | 71% | \$11,012 | 4% | \$32,937 | 10% | \$2,443 | 1% | \$15,641 | 5% | \$7,317 | 2% | \$20,608 | 7% | \$314,074 |
| Jay/Randolph/Delaware | \$490,744 | 59% | \$5,741 | 1% | \$103,921 | 13% | \$6,844 | 1% | \$33,697 | 4% | \$0 | 0% | \$188,234 | 23% | \$829,181 |
| Johnson County | \$380,634 | 59% | \$71,826 | 11% | \$64,099 | 10% | \$17,039 | 3% | \$18,205 | 3% | \$0 | 0% | \$91,308 | 14% | \$643,111 |
| KIRPC | \$862,072 | 68% | \$114,864 | 9% | \$133,665 | 11% | \$40,533 | 3% | \$78,379 | 6% | \$0 | 0% | \$38,880 | 3% | \$1,268,393 |
| Knox County | \$260,727 | 69% | \$12,365 | 3% | \$57,336 | 15% | \$10,439 | 3% | \$13,370 | 4% | \$0 | 0% | \$22,456 | 6% | \$376,693 |
| Kosciusko County | \$401,239 | 72% | \$4,658 | 1% | \$46,175 | 8% | \$14,413 | 3% | \$30,656 | 6% | \$0 | 0% | \$58,267 | 10% | \$555,408 |
| Madison County | \$44,431 | 23% | \$0 | 0% | \$0 | 0% | \$0 | 0% | \$0 | 0% | \$135,060 | 69% | \$16,444 | 8% | \$195,935 |
| Miami County | \$120,994 | 52% | \$4,000 | 2% | \$26,408 | 11% | \$6,000 | 3% | \$39,547 | 17% | \$0 | 0% | \$35,513 | 15% | \$232,462 |
| Mitchell | \$91,046 | 83% | \$7,853 | 7% | \$4,795 | 4% | \$1,370 | 1% | \$2,860 | 3% | \$0 | 0% | \$2,144 | 2% | \$110,068 |
| Monroe County | \$602,352 | 61% | \$20,593 | 2% | \$208,513 | 21% | \$15,727 | 2% | \$53,417 | 5% | \$0 | 0% | \$85,354 | 9% | \$985,956 |
| New Castle | \$334,582 | 84% | \$4,952 | 1% | \$25,102 | 6% | \$13,181 | 3% | \$14,259 | 4% | \$0 | 0% | \$8,183 | 2% | \$400,259 |
| Noble County | \$222,788 | 71% | \$6,876 | 2% | \$45,313 | 14% | \$11,445 | 4% | \$17,967 | 6% | \$0 | 0% | \$11,212 | 4% | \$315,601 |
| Noblesville | \$63,281 | 59% | \$7,151 | 7% | \$7,999 | 7% | \$0 | 0% | \$4,160 | 4% | \$0 | 0% | \$25,554 | 24% | \$108,145 |
| Orange County | \$227,561 | 76% | \$16,390 | 5% | \$23,007 | 8% | \$2,970 | 1% | \$21,871 | 7% | \$0 | 0% | \$6,461 | 2% | \$298,260 |
| Plymouth | \$7,884 | 47% | \$0 | 0% | \$0 | 0% | \$0 | 0% | \$0 | 0% | \$5,532 | 33% | \$3,526 | 21% | \$16,942 |
| Seymour | \$104,567 | 74% | \$14,197 | 10% | \$16,919 | 12% | \$2,231 | 2% | \$0 | 0% | \$0 | 0% | \$3,120 | 2% | \$141,034 |
| SIDC | \$344,448 | 40% | \$42,781 | 5% | \$92,439 | 11% | \$16,898 | 2% | \$36,710 | 4% | \$211,611 | 25% | \$114,532 | 13% | \$859,419 |
| SIRPC | \$702,793 | 66% | \$51,229 | 5% | \$181,350 | 17% | \$15,231 | 1% | \$89,200 | 8% | \$0 | 0% | \$26,481 | 2% | \$1,066,284 |
| SITS | \$479,137 | 65% | \$36,899 | 5% | \$64,861 | 9% | \$12,560 | 2% | \$34,129 | 5% | \$40,197 | 5% | \$70,067 | 9% | \$737,850 |
| Union County | \$136,652 | 53% | \$15,150 | 6% | \$68,832 | 27% | \$1,336 | 1% | \$25,385 | 10% | \$0 | 0% | \$10,167 | 4% | \$257,522 |
| Wabash County | \$147,596 | 61% | \$5,027 | 2% | \$45,068 | 19% | \$9,775 | 4% | \$28,653 | 12% | \$0 | 0% | \$6,168 | 3% | \$242,287 |
| Washington | \$40,029 | 48% | \$18,923 | 23% | \$10,969 | 13% | \$4,359 | 5% | \$7,553 | 9% | \$0 | 0% | \$920 | 1% | \$82,753 |
| Waveland | \$55,210 | 46% | \$4,382 | 4% | \$12,387 | 10% | \$2,694 | 2% | \$6,806 | 6% | \$0 | 0% | \$39,395 | 33% | \$120,874 |
| SUBTOTAL: GROUP 4 | \$8,078,067 | 64% | \$612,957 | 5% | \$1,503,456 | 12% | \$292,470 | 2% | \$756,628 | 6% | \$399,717 | 3% | \$931,504 | 7% | \$12,574,799 |
| GROUPS 1 THROUGH 4 | \$75,755,263 | 65% | \$8,230,930 | 7% | \$13,864,293 | 12% | \$2,008,503 | 2% | \$4,038,034 | 3% | \$8,224,487 | 7% | \$2,076,082 | 2% | \$115,929,146 |
| NICTD | \$21,047,146 | 69% | \$2,168,175 | 7% | \$3,415,221 | 11% | \$2,120,807 | 7% | \$1,638,690 | 5% | \$0 | 0% | \$0 | 0% | \$30,390,039 |
| TOTAL ALL GROUPS | \$96,802,409 | 66% | \$10,399,105 | 7% | \$17,279,514 | 12% | \$4,129,310 | 3% | \$5,676,724 | 4% | \$8,224,487 | 6% | \$2,076,082 | 1% | \$146,319,185 |

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 2004

| SYSTEM | FARES | % | LOCAL ASSISTANCE | % | STATE ASSISTANCE | % | FEDERAL ASSISTANCE | % | OTHER ¹ | % | TOTAL |
|--|---------------------|------------|---------------------|------------|---------------------|------------|---------------------|------------|--------------------|-----------|----------------------|
| GROUP 1 - Large Fixed Route | | | | | | | | | | | |
| Bloomington | \$963,274 | 24% | \$1,180,121 | 29% | \$1,299,754 | 32% | \$461,389 | 11% | \$166,433 | 4% | \$4,070,971 |
| Evansville | \$805,395 | 15% | \$2,378,288 | 46% | \$1,174,678 | 23% | \$719,665 | 14% | \$121,561 | 2% | \$5,199,587 |
| Fort Wayne | \$927,843 | 12% | \$3,975,966 | 52% | \$1,485,584 | 20% | \$970,396 | 13% | \$215,471 | 3% | \$7,575,260 |
| Gary | \$998,388 | 13% | \$2,940,809 | 38% | \$1,077,566 | 14% | \$2,535,771 | 33% | \$218,312 | 3% | \$7,770,846 |
| Indianapolis | \$8,782,965 | 23% | \$11,487,479 | 30% | \$8,594,871 | 22% | \$7,361,271 | 19% | \$2,667,891 | 7% | \$38,894,477 |
| Lafayette | \$1,544,095 | 23% | \$1,564,642 | 23% | \$2,412,753 | 35% | \$932,166 | 14% | \$365,842 | 5% | \$6,819,498 |
| Muncie | \$223,276 | 4% | \$3,510,069 | 63% | \$1,213,915 | 22% | \$600,000 | 11% | \$23,862 | 0% | \$5,571,122 |
| South Bend | \$1,089,856 | 14% | \$3,113,503 | 40% | \$2,097,178 | 27% | \$1,275,365 | 16% | \$266,299 | 3% | \$7,842,201 |
| SUBTOTAL: GROUP 1 | \$15,335,092 | 18% | \$30,150,877 | 36% | \$19,356,299 | 23% | \$14,856,023 | 18% | \$4,045,671 | 5% | \$83,743,962 |
| GROUP 2 - Small Fixed Route | | | | | | | | | | | |
| Anderson | \$126,045 | 6% | \$970,113 | 45% | \$385,059 | 18% | \$684,436 | 31% | \$11,295 | 1% | \$2,176,948 |
| Columbus | \$29,851 | 3% | \$245,500 | 27% | \$192,780 | 21% | \$438,279 | 48% | \$1 | 0% | \$906,411 |
| East Chicago | \$0 | 0% | \$746,966 | 62% | \$217,179 | 18% | \$239,315 | 20% | \$500 | 0% | \$1,203,960 |
| Hammond | \$357,210 | 17% | \$491,933 | 24% | \$518,871 | 25% | \$683,322 | 33% | \$25,204 | 1% | \$2,076,540 |
| Marion | \$29,391 | 4% | \$246,109 | 37% | \$133,024 | 20% | \$251,156 | 38% | \$0 | 0% | \$659,680 |
| Michigan City | \$79,006 | 9% | \$224,778 | 24% | \$194,505 | 21% | \$419,282 | 46% | \$0 | 0% | \$917,571 |
| Richmond | \$170,382 | 18% | \$103,813 | 11% | \$285,443 | 29% | \$389,255 | 40% | \$21,799 | 2% | \$970,692 |
| TARC | \$438,900 | 14% | \$2,010,000 | 62% | \$562,262 | 17% | \$174,980 | 5% | \$33,000 | 1% | \$3,219,142 |
| Terre Haute | \$102,663 | 7% | \$371,382 | 26% | \$186,028 | 13% | \$773,607 | 54% | \$411 | 0% | \$1,434,091 |
| SUBTOTAL: GROUP 2 | \$1,333,448 | 10% | \$5,410,594 | 40% | \$2,675,151 | 20% | \$4,053,632 | 30% | \$92,210 | 1% | \$13,565,035 |
| GROUP 3 - Urban Demand Response | | | | | | | | | | | |
| Elkhart | \$474,884 | 23% | \$339,679 | 17% | \$414,199 | 20% | \$798,468 | 39% | \$0 | 0% | \$2,027,230 |
| Goshen | \$46,381 | 36% | \$9,333 | 7% | \$33,246 | 26% | \$38,568 | 30% | \$0 | 0% | \$127,528 |
| Kokomo | \$210,711 | 17% | \$332,167 | 26% | \$181,464 | 14% | \$532,574 | 42% | \$0 | 0% | \$1,256,916 |
| LaPorte | \$100,354 | 18% | \$126,850 | 23% | \$92,456 | 17% | \$215,554 | 40% | \$8,034 | 1% | \$543,248 |
| NWICA | \$702,602 | 34% | \$455,243 | 22% | \$617,135 | 30% | \$315,447 | 15% | \$0 | 0% | \$2,090,427 |
| SUBTOTAL: GROUP 3 | \$1,534,932 | 25% | \$1,263,272 | 21% | \$1,338,500 | 22% | \$1,900,611 | 31% | \$8,034 | 0% | \$6,045,349 |
| GROUP 4 - Rural Demand Response | | | | | | | | | | | |
| Bedford | \$26,012 | 6% | \$152,867 | 37% | \$78,174 | 19% | \$156,533 | 38% | \$0 | 0% | \$413,586 |
| Cass County | \$106,239 | 13% | \$258,398 | 30% | \$195,122 | 23% | \$289,986 | 34% | \$0 | 0% | \$849,745 |
| Fayette County | \$19,842 | 13% | \$68,562 | 44% | \$16,653 | 11% | \$51,085 | 33% | \$654 | 0% | \$156,796 |
| Franklin County | \$52,856 | 11% | \$220,769 | 47% | \$91,382 | 19% | \$104,495 | 22% | \$0 | 0% | \$469,502 |
| Fulton County | \$24,007 | 12% | \$83,878 | 43% | \$27,108 | 14% | \$61,036 | 31% | \$0 | 0% | \$196,029 |
| Hendricks County | \$30,073 | 12% | \$81,662 | 34% | \$23,866 | 10% | \$105,509 | 44% | \$0 | 0% | \$241,110 |
| Huntingburg | \$906 | 1% | \$57,039 | 64% | \$6,314 | 7% | \$25,261 | 28% | \$0 | 0% | \$89,520 |
| Huntington County | \$19,111 | 6% | \$177,338 | 56% | \$27,427 | 9% | \$89,564 | 29% | \$634 | 0% | \$314,074 |
| Jay/Randolph/Delaware | \$23,321 | 3% | \$566,864 | 68% | \$178,515 | 22% | \$59,948 | 7% | \$533 | 0% | \$829,181 |
| Johnson County | \$51,147 | 8% | \$70,995 | 11% | \$106,204 | 17% | \$414,765 | 64% | \$0 | 0% | \$643,111 |
| KIRPC | \$88,794 | 7% | \$422,911 | 33% | \$242,500 | 19% | \$512,432 | 40% | \$1,756 | 0% | \$1,286,393 |
| Knox County | \$70,104 | 19% | \$49,240 | 13% | \$104,483 | 28% | \$152,866 | 41% | \$0 | 0% | \$376,693 |
| Kosciusko County | \$35,788 | 6% | \$180,842 | 33% | \$87,706 | 16% | \$251,072 | 45% | \$0 | 0% | \$555,408 |
| Madison County | \$13,809 | 7% | \$50,808 | 26% | \$40,255 | 21% | \$91,063 | 46% | \$0 | 0% | \$195,935 |
| Miami County | \$15,066 | 6% | \$131,756 | 57% | \$15,471 | 7% | \$70,168 | 30% | \$0 | 0% | \$232,461 |
| Mitchell | \$6,914 | 6% | \$56,860 | 52% | \$12,605 | 11% | \$33,689 | 31% | \$0 | 0% | \$110,068 |
| Monroe County | \$132,107 | 13% | \$305,568 | 31% | \$202,806 | 21% | \$345,476 | 35% | \$0 | 0% | \$985,957 |
| New Castle | \$13,581 | 3% | \$247,584 | 62% | \$31,857 | 8% | \$104,799 | 26% | \$2,438 | 1% | \$400,259 |
| Noble County | \$22,427 | 7% | \$171,384 | 54% | \$30,548 | 10% | \$91,242 | 29% | \$0 | 0% | \$315,601 |
| Noblesville | \$11,146 | 10% | \$37,946 | 35% | \$10,778 | 10% | \$48,275 | 45% | \$0 | 0% | \$108,145 |
| Orange County | \$23,161 | 8% | \$110,329 | 37% | \$77,141 | 26% | \$87,629 | 29% | \$0 | 0% | \$298,260 |
| Plymouth | \$2,003 | 12% | \$5,129 | 30% | \$2,740 | 16% | \$7,070 | 42% | \$0 | 0% | \$16,942 |
| Seymour | \$16,374 | 12% | \$30,467 | 22% | \$31,864 | 23% | \$62,329 | 44% | \$0 | 0% | \$141,034 |
| SIDC | \$81,354 | 9% | \$271,906 | 32% | 215239 | 25% | \$290,920 | 34% | \$0 | 0% | \$859,419 |
| SIRPC | \$53,863 | 5% | \$278,745 | 26% | \$270,231 | 25% | \$463,445 | 43% | \$0 | 0% | \$1,066,284 |
| SITS | \$37,982 | 5% | \$216,657 | 29% | \$171,781 | 23% | \$311,430 | 42% | \$0 | 0% | \$737,850 |
| Union County | \$19,906 | 8% | \$90,304 | 35% | \$83,884 | 33% | \$63,428 | 25% | \$0 | 0% | \$257,522 |
| Wabash County | \$16,625 | 7% | \$68,509 | 28% | \$46,564 | 19% | \$110,589 | 46% | \$0 | 0% | \$242,287 |
| Washington | \$5,475 | 7% | \$29,293 | 35% | \$14,349 | 17% | \$33,636 | 41% | \$0 | 0% | \$82,753 |
| Waveland | \$4,757 | 4% | \$62,504 | 52% | \$11,185 | 9% | \$42,066 | 35% | \$362 | 0% | \$120,874 |
| SUBTOTAL: GROUP 4 | \$1,024,750 | 8% | \$4,557,114 | 36% | \$2,454,752 | 20% | \$4,531,806 | 36% | \$6,377 | 0% | \$12,574,799 |
| GROUPS 1 THROUGH 4 | \$19,228,222 | 17% | \$41,381,857 | 36% | \$25,824,702 | 22% | \$25,342,072 | 22% | \$4,152,292 | 4% | \$115,929,145 |
| NICTD | \$14,622,077 | 48% | \$4,645,403 | 15% | \$7,014,592 | 23% | \$4,032,311 | 13% | \$75,656 | 0% | \$30,390,039 |
| TOTAL ALL GROUPS | \$33,850,299 | 23% | \$46,027,260 | 31% | \$32,839,294 | 22% | \$29,374,383 | 20% | \$4,227,948 | 3% | \$146,319,184 |

¹ OTHER includes Charter/Other Revenue and Contra & Other Fed/State Revenue.

INDOT Public Transit Programs & Services

SECTION ONE

INDOT PUBLIC TRANSIT SECTION PROGRAMS & SERVICES

The INDOT Public Transit Section (PTS) is comprised of six (6) staff members and is a section within the INDOT Multi-Modal Division, which also includes the Rail and Aeronautics sections.

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

| | | |
|---|--------------|-----------------------------|
| Larry Buckel Section Manager | 317-232-5292 | LBUCKEL@INDOT.STATE.IN.US |
| Brian Jones Section 5310/PMTF Program Manager | 317-232-1493 | BJONES@INDOT.STATE.IN.US |
| Stephanie Belch Transit Planner | 317-232-1482 | SBELCH@INDOT.STATE.IN.US |
| James English Section 5311 Program Manager | 317-232-1483 | JENGLISH@INDOT.STATE.IN.US |
| Vickie Rayburn Section 5311 Project Manager | 317-232-5078 | VRAYBURN@INDOT.STATE.IN.US |
| Tom Hamilton Section 5311 Project Manager | 317-232-1498 | THAMILTON@INDOT.STATE.IN.US |

STATE OF INDIANA PROGRAMS

State of Indiana Public Mass Transportation Fund

The Public Mass Transportation Fund (PMTF) is a state fund that receives 0.635% of the state's general sales and use tax revenue. These funds are allocated on a calendar year basis using a performance-based formula to eligible municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations.

In 2004, INDOT allocated \$29.5 million in PMTF monies to fifty-three (53) transit systems in Indiana.

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

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

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

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

Electric Rail Service Fund

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

In 2004, INDOT allocated \$142,832 in ERSF funds to NICTD.

Commuter Rail Service Fund

The Commuter Rail Service Fund (CRSF) is a special state fund that receives 0.19% of the state’s general sales and use tax revenue. 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.

In 2004, INDOT allocated \$6,700,752 in CRSF funds to NICTD.

**FEDERAL TRANSIT ADMINISTRATION
(FTA) PROGRAMS**

FTA Section 5311 - Rural Formula Funds

The Section 5311 program supports public transit systems in small urban and rural areas in the state with populations less than 50,000. Eligible systems annually apply and receive funding for operating and capital costs. Capital grants are funded up to

80 percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue).

James English, Vickie Rayburn, and Tom Hamilton administer the program and grants for the following systems:

| James English (317) 232-1483 | Vickie Rayburn (317) 232-5078 | Tom Hamilton (317) 232-1498 |
|--|---|---------------------------------------|
| Huntingburg | Bedford | Cass County |
| Johnson County | Franklin County | Huntington Co. |
| Monroe County | Fulton County | Kosciusko Co. |
| Hendricks County | KIRPC | Madison County |
| Noblesville | Knox County | New Castle |
| Fayette County | Marion | Plymouth |
| Miami County | Mitchell | Richmond |
| Jay/Randolph/Delaware Cos. | Noble County | Union County |
| Seymour | Orange County | Wabash County |
| SIDC | Washington | Waveland |
| SIRPC | | |
| SITS | | |

FTA Section 5311(b) - Rural Transit Assistance Program (RTAP)

Section 5311(b) created the Rural Transit Assistance Program (RTAP) to provide technical assistance, training, and research for rural and specialized transportation providers. The Indiana RTAP provides technical assistance to rural public transit operators, on-site training, and a fellowship program that provides financial assistance for operators to participate in training courses. The program also has a national element that develops information and materials for use by local operators and state departments of transportation.

The Indiana RTAP is implemented through a contractual relationship between INDOT and RLS & Associates, Inc., a public transportation consulting firm.

The Indiana RTAP office can be contacted toll-free at 1-800-709-9981 or by email. The full mailing address is listed in Section Four.

| RTAP STAFF | E-mail |
|-------------------|---------------------|
| Vicky Warner | skiwarner@yahoo.com |

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

The Section 5311(f) program provides funding assistance to transportation entities for the provision of intercity transportation-related services (see table on page 10). This program was created to address the abandonment by intercity carriers of rural area service and the special needs of isolated rural areas.

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

For more information on this program, contact James English of the PTS staff.

FTA Section 5310 - Capital Grants Program for Elderly Persons and Persons with Disabilities

The Section 5310 grant program is designed to improve mobility for the elderly and persons with disabilities (see table on page 11). Funding provides capital assistance (vehicles and related equipment) to meet the special transportation needs of the elderly and persons with disabilities in all areas - urbanized, small urban, and rural. The program requirements include coordination among those recipients of federal and state programs and services in order to make the most efficient use of federal resources.

Eligible grantees include private non-profit corporations and public bodies approved by INDOT to coordinate services for elderly and disabled persons.

The program matches up to 80 percent of project costs, with the remaining 20 percent provided by the local entity.

Brian Jones is the Program Manager for the FTA Section 5310 Program.

FTA Section 5303 (Metropolitan Transit Planning) and FTA Section 5313 (Statewide Transit Planning)

The INDOT PTS administers the FTA Section 5303 and Section 5313 programs. These programs are designed to provide financial assistance to the 12 Metropolitan Planning Organizations (Section 5303) and INDOT (Section 5313) for the development of transportation plans, transit service evaluations, technical studies and assistance, and other planning related-projects.

Larry Buckel is the contact for the Section 5313 Program. Marcy Gardner administers the Section 5303 Program.

FTA Section 5307 - Urbanized Area Formula Program

FTA Section 5307 is a formula grant program for urbanized areas with populations greater than 50,000. The FTA apportions the funds according to a complex formula which takes into account population, air quality, and operating characteristics of urban systems.

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

FTA Section 5309 - Capital Discretionary Program

FTA Section 5309 funding is available on a discretionary basis to urban and rural transit systems for capital improvements including the purchase of new equipment, acquisition of property, and the construction of facilities for public transportation purposes.

| FTA Section 5303 - Metropolitan Planning Program - 2004 Allocations | | | |
|---|------------------|------------------|--------------------|
| Urbanized Area | Federal Share | Local Share | Total |
| Anderson | \$33,919 | \$8,480 | \$42,399 |
| Bloomington | \$33,356 | \$8,339 | \$41,696 |
| Columbus | \$18,669 | \$4,667 | \$23,337 |
| Evansville | \$44,947 | \$11,237 | \$56,184 |
| Fort Wayne | \$57,857 | \$14,464 | \$72,321 |
| Indianapolis | \$288,621 | \$72,155 | \$360,777 |
| Kokomo | \$20,329 | \$5,082 | \$25,411 |
| Lafayette | \$30,725 | \$7,681 | \$38,406 |
| Michigan City | \$30,064 | \$7,516 | \$37,580 |
| Muncie | \$20,555 | \$5,139 | \$25,693 |
| Northwest Indiana | \$31,137 | \$7,784 | \$38,922 |
| South Bend/Elkhart/Goshen | \$194,193 | \$48,548 | \$242,742 |
| TARC (Louisville) | \$88,124 | \$22,031 | \$110,155 |
| Terre Haute | \$33,380 | \$8,345 | \$41,725 |
| TOTALS | \$925,878 | \$231,470 | \$1,157,348 |

FTA Section 3037 – Access to Jobs Program

The Access to Jobs Program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services. The Access to Jobs Program also authorizes a reverse commute program, to provide services to suburban employment centers from urban centers, rural areas and other suburban locations.

The FTA provides a 50 percent Federal share for Section 3037 grants. Other Federal transportation-eligible funds can be used to meet the 50 percent

local match requirement including Temporary Assistance for Needy Families (TANF) and Welfare to Work funding.

| 2004 Section 5311 Projects | | | | | | |
|--|--------------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Grantee | Project Description | Federal Assistance | State Assistance | Local Assistance | Fares | TOTAL |
| Bedford | Operating Assistance | \$156,533 | \$78,174 | \$152,867 | \$26,012 | \$413,586 |
| Cass County | " | \$289,986 | \$195,122 | \$258,398 | \$106,239 | \$849,745 |
| Fayette County | " | \$51,085 | \$16,653 | \$68,562 | \$20,496 | \$156,796 |
| Franklin County | " | \$104,495 | \$91,382 | \$220,769 | \$52,856 | \$469,502 |
| Fulton County | " | \$61,036 | \$27,108 | \$83,878 | \$24,007 | \$196,029 |
| Hendricks Co. | " | \$105,509 | \$23,866 | \$81,662 | \$30,073 | \$241,110 |
| Huntingburg | " | \$25,261 | \$6,314 | \$57,039 | \$906 | \$89,520 |
| Huntington County | " | \$89,564 | \$27,427 | \$177,338 | \$19,745 | \$314,074 |
| Jay-Randolph-Del. | " | \$59,948 | \$178,515 | \$566,864 | \$23,854 | \$829,181 |
| Johnson County | " | \$414,765 | \$106,204 | \$70,995 | \$51,147 | \$643,111 |
| KIRPC | " | \$512,432 | \$242,500 | \$422,911 | \$88,794 | \$1,266,637 |
| Knox County | " | \$152,866 | \$104,483 | \$49,240 | \$70,104 | \$376,693 |
| Kosciusko County | " | \$251,072 | \$87,706 | \$180,842 | \$35,788 | \$555,408 |
| Madison County | " | \$91,063 | \$40,255 | \$50,808 | \$13,809 | \$195,935 |
| Marion | " | \$251,156 | \$133,024 | \$246,109 | \$29,391 | \$659,680 |
| Miami County | " | \$70,168 | \$15,471 | \$131,756 | \$15,066 | \$232,461 |
| Mitchell | " | \$33,689 | \$12,605 | \$56,860 | \$6,914 | \$110,068 |
| Monroe County | " | \$345,476 | \$202,806 | \$305,568 | \$132,107 | \$985,957 |
| New Castle | " | \$104,799 | \$31,857 | \$247,584 | \$13,808 | \$398,048 |
| Noble County | " | \$91,242 | \$30,548 | \$171,384 | \$22,427 | \$315,601 |
| Noblesville | " | \$48,275 | \$10,778 | \$37,946 | \$11,146 | \$108,145 |
| Orange County | " | \$87,629 | \$77,141 | \$110,329 | \$23,161 | \$298,260 |
| Plymouth | " | \$7,070 | \$2,740 | \$5,129 | \$2,003 | \$16,942 |
| Richmond | " | \$389,255 | \$285,443 | \$103,813 | \$181,630 | \$960,141 |
| Seymour | " | \$62,329 | \$31,864 | \$30,467 | \$16,374 | \$141,034 |
| SIDC | " | \$290,920 | \$215,239 | \$271,906 | \$81,354 | \$859,419 |
| SIRPC | " | \$463,445 | \$270,231 | \$278,745 | \$53,863 | \$1,066,284 |
| SITS | " | \$311,430 | \$171,781 | \$216,657 | \$37,982 | \$737,850 |
| Union County | " | \$63,428 | \$83,884 | \$90,304 | \$19,906 | \$257,522 |
| Wabash County | " | \$110,589 | \$46,564 | \$68,509 | \$16,625 | \$242,287 |
| Washington | " | \$33,636 | \$14,349 | \$29,293 | \$5,475 | \$82,753 |
| Waveland | " | \$42,066 | \$11,185 | \$62,504 | \$4,757 | \$120,512 |
| Operating Subtotal | | \$5,172,217 | \$2,873,219 | \$4,907,036 | \$1,237,819 | \$14,190,291 |
| Capital Projects (Section 5311) | | | | | | |
| KIRPC | Two lift equipped vans, one mini van | \$78,311 | \$0 | \$19,578 | \$0 | \$97,889 |
| Kosciusko Co. | Bus with lift | \$44,992 | \$0 | \$11,248 | \$0 | \$56,240 |
| Marion | Two buses | \$78,296 | \$9,787 | \$9,787 | \$0 | \$97,870 |
| Monroe County | Bus with lift | \$48,000 | \$6,000 | \$6,000 | \$0 | \$60,000 |
| New Castle | Two buses with lifts | \$85,600 | \$0 | \$21,400 | \$0 | \$107,000 |
| Richmond | Bus and lift-equipped van | \$88,000 | \$11,000 | \$11,000 | \$0 | \$110,000 |
| Waveland | Lift equipped van | \$29,928 | \$0 | \$7,482 | \$0 | \$37,410 |
| Franklin County | Two mini vans | \$30,012 | \$3,751 | \$3,751 | \$0 | \$37,514 |
| Orange County | Low floor mini van | \$26,390 | \$3,298 | \$3,298 | \$0 | \$32,986 |
| SIDC | Low floor mini van | \$25,994 | \$3,249 | \$3,249 | \$0 | \$32,492 |
| Hendricks County | Lift equipped van | \$26,400 | \$3,300 | \$3,300 | \$0 | \$33,000 |
| Miami County | Lift equipped van | \$30,400 | \$3,800 | \$3,800 | \$0 | \$38,000 |
| Noblesville | Bus with lift | \$38,368 | \$0 | \$9,592 | \$0 | \$47,960 |
| Capital Subtotal | | \$630,691 | \$44,185 | \$113,485 | \$0 | \$788,361 |
| Intercity Projects (Section 5311 (f)) | | | | | | |
| Marion | Intercity fare rebate program | \$12,047 | \$2,423 | \$2,423 | \$0 | \$16,893 |
| Johnson County | Intercity operating assistance | \$122,400 | \$0 | \$124,693 | \$11,540 | \$258,633 |
| Greyhound | Intercity operating assistance | \$346,157 | \$0 | \$346,157 | \$576,630 | \$1,268,944 |
| Evansville | Intercity terminal renovation | \$360,800 | \$0 | \$90,200 | \$0 | \$451,000 |
| Intercity Subtotal | | \$841,404 | \$2,423 | \$563,473 | \$588,170 | \$1,995,470 |
| Section 5311 Program Total | | \$6,644,312 | \$2,919,827 | \$5,583,994 | \$1,825,989 | \$16,974,122 |

2004 Section 5310 Program of Projects

| GRANTEE | COUNTY SERVED | EQUIPMENT AWARD | TOTAL FUNDING | FEDERAL FUNDING | LOCAL FUNDING |
|-----------------------------|------------------------------------|-----------------------------------|----------------------|------------------------|----------------------|
| Michiana Resources | LaPorte County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| Parents and Friends | LaPorte County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| ADEC | Elkhart County | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| Elkhart Co. COA | Elkhart County | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Marshall Co. COA | Marshall County | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| LaGrange County COA | LaGrange County | Mini van | \$18,203 | \$14,563 | \$3,641 |
| Noble County COA | Noble County | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| Whitley County COA | Whitley County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| Allen County COA | Allen County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| Comm. Trans. Network | Allen County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| Huntington Co. COA | Huntington County | Two Low floor mini vans | \$64,396 | \$51,517 | \$12,879 |
| Lifestream Services | Jay, Randolph Cos. | Three raised roof vans with lifts | \$108,843 | \$87,074 | \$21,769 |
| Jay Randolph Devp. Svcs | Jay, Randolph Cos. | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| Cass Co. COA | Cass | Two raised roof vans with lifts | \$72,562 | \$58,050 | \$14,512 |
| Wabash Co. COA | Wabash Co. | Two Low floor mini vans | \$63,821 | \$51,057 | \$12,764 |
| Paul Phillippe Resource Ctr | Clinton County | Two raised roof vans with lifts | \$71,382 | \$57,106 | \$14,276 |
| Crawfordsville Park/Rec | Montgomery | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Hendricks Co. Seniors | Hendricks | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| Boone County Senior Srvc | Boone County | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Janus Dev. Services | Hamilton & Tipton | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| PrimeLife Enrichment | Hamilton County | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Hancock County Seniors | Hancock County | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Johnson County ARC | Johnson County | Two Low floor mini vans | \$63,821 | \$51,057 | \$12,764 |
| Johnson County Seniors | Johnson County | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Shelby Senior Services | Shelby County | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Fayette County COA | Fayette County | Mini van | \$18,203 | \$14,563 | \$3,641 |
| | | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| Union County COA | Union County | Two Low floor mini vans | \$64,396 | \$51,517 | \$12,879 |
| New Horizons Rehab | Ripley, Dearborn | One Mini van | \$18,203 | \$14,563 | \$3,641 |
| | | 12 passenger van | \$17,654 | \$14,123 | \$3,531 |
| LifeTime Resources | Ripley, Dearborn, and Ohio Cos. | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| | | Two Type C Vans | \$72,562 | \$58,050 | \$14,512 |
| Developmental Services | Bartholomew, Jackson | Two Low floor mini vans | \$64,396 | \$51,517 | \$12,879 |
| Quinco Behavioral | Jennings | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| LifeSpan Resources | Clark & Floyd Cos. | 12 passenger van | \$17,654 | \$14,123 | \$3,531 |
| | | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| Rauch, Inc. | Floyd County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| Older Americans Services | Orange, Lawrence | Two Low floor mini vans | \$63,246 | \$50,597 | \$12,649 |
| Orange County Rehab | Orange County | Mini van | \$18,203 | \$14,563 | \$3,641 |
| Blue River Services | Harrison | Two Light Transit Vehicles | \$100,000 | \$80,000 | \$20,000 |
| Spencer County COA | Spencer County | Mini van | \$18,203 | \$14,563 | \$3,641 |
| Evansville ARC | Vanderburgh County | Two Low floor mini vans | \$64,396 | \$51,517 | \$12,879 |
| Gibson Co. ARC | Gibson County | Low floor mini van | \$32,198 | \$25,758 | \$6,440 |
| | | 12 passenger van | \$17,654 | \$14,123 | \$3,531 |
| YMCA of Vincennes | Knox County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| Four Rivers Resources | Green, Sullivan, | Two mini vans | \$36,407 | \$29,125 | \$7,281 |
| | | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Senior & Family Services | Daviess, Greene, | Two Low floor mini vans | \$63,246 | \$50,597 | \$12,649 |
| Child-Adult Resc. Svcs. | Parke, Vermillion | Two Low floor mini vans | \$64,396 | \$51,517 | \$12,879 |
| West Central IEDD, Inc. | Sullivan County | Low floor mini van | \$31,623 | \$25,298 | \$6,325 |
| Swanson Center | LaPorte County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| Northeastern Center | DeKalb, LaGrange | Raised roof van | \$33,406 | \$26,725 | \$6,681 |
| RISE, Inc | Stueben County | Raised roof van with lift | \$36,281 | \$29,025 | \$7,256 |
| TOTAL | | | \$2,188,734 | \$1,750,987 | \$437,747 |

Indiana Transit Facts & Highlights

Administration Costs

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

State Funding Trends

- State Fiscal Year (SFY) 2004 budget for Transit Funding is 13% more than SFY 2000.

Overall State Operating Statistics for 2004

- Indiana transit systems reported over 32.4 million passenger trips in 2004.
- Indiana transit system buses covered over 38 million total vehicle miles in 2004.

Ridership (Urban Systems) for 2004

- Urban systems provided 29.2 million fixed route trips.
- Urban systems provided 1.1 million demand response trips.

Ridership (Rural Systems) for 2004

- Rural systems provided 600,000 fixed route trips.
- Rural systems provided 1.36 million demand response trips.

Total number of Public Transit Systems in Indiana for 2004

- 53 systems receive formula funding
- Urban Systems – 21 systems receive 5307 formula funding.
- Rural Systems – 32 systems receive 5311 formula funding.
- 26 Counties in Indiana do not have any public transit service available.

Public Transit Fleet for 2004

- Total Public Transit Fleet for Indiana – 1,636 vehicles.
- Urban vehicles – 1,061, with 93% wheelchair accessible.
- Rural vehicles – 575, with 60% wheelchair accessible.
- Total Vehicles – 1,636, with 82% wheelchair accessible.

Public Transit Employees for 2004

- Over 2,466 employees were employed by Indiana's public transit systems in 2004.

Specialized Transportation Program Vehicles for 2004

- Total number of vehicles – 334
- Number of vehicles funded in 2004 – 70
- Specialized Transportation vehicle fleet wheelchair accessible – 73%

Indiana Demographics from 2000 Census

- **Total Population** – ranked 14th per the 2000 Census with 6.1 million people or 2.2% of the total U.S. population.
- **Population Growth** – population grew 9.7% from the 1990 Census, national growth 13.1%.
- **Over Age 65** – 752,381 (12.4%) of the population, national average 12.4%, for Indiana up 8.1% from the 1990 Census.
- **Over Age 65 with Disability** – 301,630 (40%) of this age group, nationally 41.9%.
- **Age 21 to 64 with Disability** – 635,620 (18.5%) of this age group, nationally 19.2%.
- **Below Poverty Level** – 559,484 (9.5%), national average 12.4%, for Indiana down 2.5% from the 1990 Census.
- **Drive Alone to Work** – 81.8% of workers aged 16 years and over, national average 75.7%, for Indiana up 3.7% from the 1990 Census.
- **Car Pooled to Work** – 11% of workers aged 16 years and over; national average 12.2%; for Indiana, down 14% from the 1990 Census.
- **Used Public Transportation to Work** – 1% of workers aged 16 years and over; national average 4.7%; for Indiana, down 23% from the 1990 Census.
- **Mean Travel Time to Work** – 22.6 minutes; nationally 25.5 minutes.
- **Zero Car Households** – 168,050 (7.2%) of the total 2.3 million households, down 3.9% from the 1990 Census.

National level comparisons from FY 2005 FTA Grant Program Apportionment Report

- Indiana is ranked 28th nationally for annual trips with .34% of U.S. ridership.
- Indiana is ranked 33rd for total FFY 2005 FTA Program Funding with 0.9% of the total program.
- Indiana per capita transit trips are 4.87 rides per person, compared to the national average of 34.11 rides per person.
- Indiana received FY 2005 FTA Apportionment dollars of \$9.77 per person, compared to the national average of \$26.83 per person.
- The two states with the highest ridership (New York, California) account for 50% of all ridership in the U.S.
- The ten states with the highest ridership (New York, California, Illinois, Pennsylvania, Massachusetts, Washington D.C., Texas, New Jersey, Florida, Georgia) account for 81% of all ridership in the U.S.

U.S. - Harris Poll

- Persons with disabilities are twice as likely to have inadequate transportation.

INDOT Public Transit Section (PTS) Highlights for 2004

- The PTS awarded \$29.5 million in State Public Mass Transportation Funds (PMTF) to 53 transit systems.
- The PTS awarded over \$6.6 million in FTA Section 5311 funds to 32 rural transit systems to offset operating and capital expenses.
- The PTS awarded \$1.8 million in FTA Section 5310 grants to purchase 70 vehicles for 47 agencies.
- INDOT transferred \$4 million in Surface Transportation Funds (STP) from the Federal Highway Administration to the PTS for transit projects. These funds will be used for the construction of a maintenance facility, new buses, and land for a park-and-ride facility.
- INDOT transferred \$3.8 million in Congestion Mitigation and Air Quality (CMAQ) funds from the Federal Highway Administration to the PTS for transit projects. These funds were used for a signal upgrade by the Northern Indiana Commuter Transportation District, the purchase of electric buses for the Indianapolis transit system and the Transit Outreach Program by the City of Indianapolis. The CMAQ program funds projects that will improve air quality and/or mitigate road congestion in urban areas not in attainment of federal air quality standards.
- The PTS conducted annual workshops for Section 5310 applicants (specialized transportation providers) and 5311 grantees (public transit operators in rural areas).
- The PTS staff also continued to conduct Section 5310 and 5311 grantee compliance reviews.

Prepared by: Indiana Department of Transportation,
Public Transit Section

RTAP ANNUAL REPORT

Highlights for Year 2004

TRAINING

RTAP staff provided sixty-one (61) classes to agencies and drivers all over the State of Indiana, training a total of one thousand and twelve (1012) drivers.

Staff mailed/loaned out forty-nine (49) videos and other resources for driver training and technical assistance.

Through the new master driver award (MDA) program, twenty-six (26) drivers (representing ten (10) agencies) received their MDA patches and certificates.

RTAP provided twelve (12) scholarships (including INDOT and INCOST conference speakers) to transit system staff across the State.

Agencies and drivers enjoyed the new Customer Service/Disability Awareness Class and the Roadeo Prep classes. These classes were written using updated material gathered by RTAP staff from multiple resources. These classes are taught using a Power Point presentation format, giving the class a more professional look and making it easier for staff to make future revisions.

Another new addition this year was the start of regional training sessions sponsored by the Indiana Council on Specialized Transportation (INCOST). These classes started in July with "How to build a web page" and will be held on a quarterly basis primarily for drivers, but occasionally for supervisors as needed topics arise. The intent of the classes is to accommodate agencies who are unable to meet the ten (10) person minimum to host a class but still desire to have their staff attend training. These classes are held regionally to accommodate the northern and southern regions of the State.

TECHNICAL ASSISTANCE

As a follow-up to last year's implementation of new safety and security classes, it was determined (and strongly encouraged by the FTA) that systems should develop and implement emergency response plans and mutual aid agreements with their local emergency management officials and emergency response personnel. In response, the RTAP program created the Transit Watch Comprehensive Emergency Response Plan which incorporated a mutual aid agreement, an inter-agency emergency plan, county evacuation plans and basic response plans for different types of emergencies. Each system was provided a copy of the plan in electronic format to simplify the implementation process and asked to contact local emergency management officials to coordinate their mutual aid agreements.

RTAP staff assisted with the State-Wide Roadeo again this year. Staff collected \$1750 in sponsorships from nine (9) vendors and multiple door prizes and supplies from twelve (12) different agencies. The winner, Jim Leffler (Columbus Transit), placed 6th in the van category at the National Roadeo in Seattle, WA. RTAP staff also helped one agency stage their own roadeo.

Staff updated the RTAP website with 2004 Tap-In newsletters (now also known as *The Indiana Dispatch*) and monthly training calendars. The newsletters are available on the website in PDF format so that they can be viewed as they are when they are sent via regular mail.

Peer Group Comparisons

SECTION TWO

PEER GROUP COMPARISONS

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

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

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

Each profile contains background information about the peer group that includes the individual system names, the areas served by each system in the group, and the population of each service area. A comparison table also provides ridership and vehicle mile totals for 2003 and 2004 and exhibits the percent change between the two years.

A series of graphs exhibit the transit systems' performance in four areas. The first two graphs display two common measures of transit system cost-efficiency. The measures of operating expense per passenger trip and the operating expense per vehicle mile are used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred for both measures and a system can lower each ratio by increasing the number of passenger trips and miles of service or by decreasing total expenditures.

The third and fourth graphs present two indicators of a transit system's local funding support. The third graph displays each system's locally derived income per operating expense. That is, for each dollar expended, the amount of revenue that was derived from local sources including passenger fares, charter/other revenue, and local funding assistance. A higher ratio indicates a greater acceptance of financial responsibility for transit operations at the local level. Similarly, the fare recovery ratio measures the level at which fares support the operation of a transit system. The ratio indicates the percentage of transit operations that are covered by fare revenue.

Group One: Large Fixed Route Systems

Transit systems included in Group One are large fixed route systems that operate an average of more than one million total vehicle miles per year, with more than 50 percent of the total vehicle miles operated in fixed route service.

The eight transit systems in Group One provide service to more than 1.7 million Indiana residents, approximately 29 percent of the state's population. The populations of the service areas served by Group One systems range from 67,430 in Muncie to 904,219 in Indianapolis.

| System | System Name | Service Area | Service Area Population |
|--------------------------------------|---|--|-------------------------|
| Bloomington | Bloomington Public Transportation Corporation | Bloomington Metropolitan Area | 69,291 |
| Evansville | Metropolitan Evansville Transit System | Evansville Metropolitan Area | 121,582 |
| Fort Wayne | Citilink | Fort Wayne Metropolitan Area | 218,133 |
| Gary | Gary Public Transportation Corporation | Gary City Limits and Selected Corridors | 102,746 |
| Indianapolis | IndyGo | Indianapolis Metropolitan Area | 904,219 |
| Lafayette | CityBus | Lafayette, West Lafayette Metropolitan Area, & Purdue Campus | 123,046 |
| Muncie | Muncie Indiana Transit System | Fixed Route/City Limits - Demand Response/City Limits | 67,430 |
| South Bend | South Bend Public Transportation Corporation | South Bend & Mishawaka Metropolitan Area | 154,346 |
| Total | | | 1,760,793 |
| Total Indiana Population | | | 6,080,485 |
| Percent of Indiana Population | | | 29% |

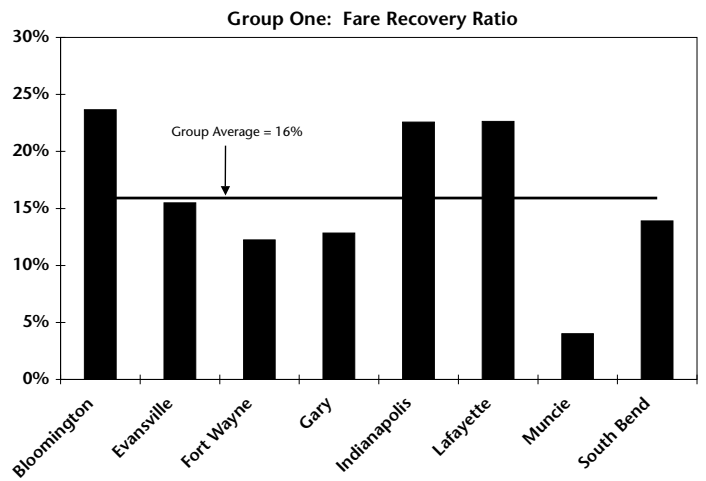
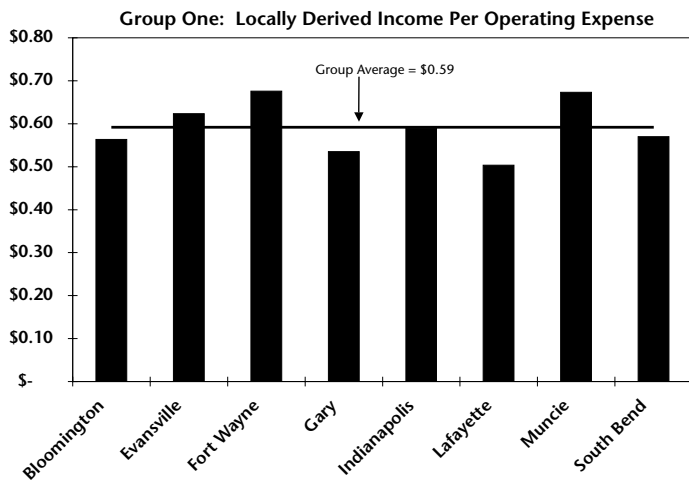
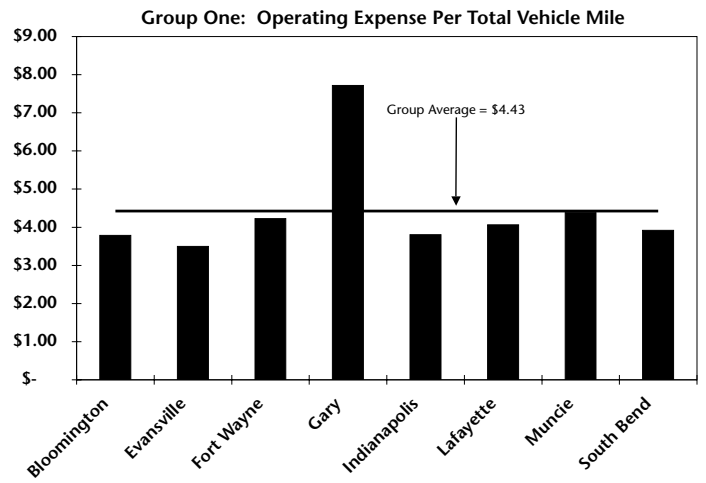
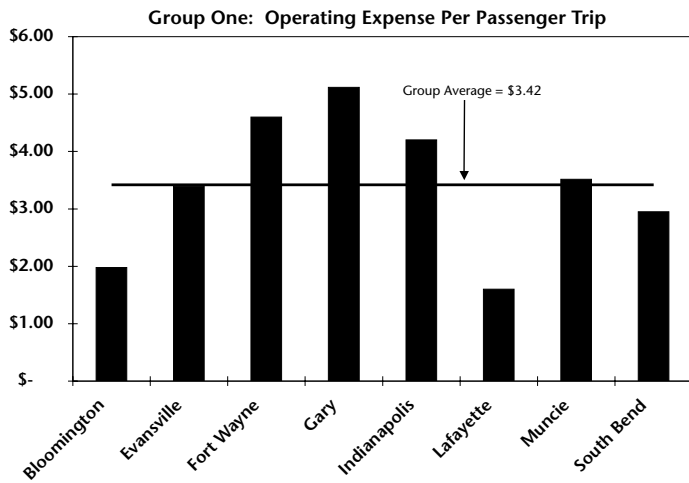
In 2004, Group One transit systems provided more than 24.5 million passenger trips. Total ridership for the Group One systems decreased 4.42 percent in 2004. Five of the eight systems had ridership increases between 4.05 percent and 17.77 percent, while three had ridership decreases between 0.62 percent and 18.23 percent. Ridership among Group One systems ranged from 1.5 million trips to 9.2 million trips.

The total vehicle miles operated by Group One transit systems decreased in 2004. Total vehicle miles decreased by 2.71 percent, from 21.1 million miles in 2003 to approximately 20.5 million miles in 2004. Six of the eight systems operated more total vehicle miles this year. In 2004, total vehicle miles for the group ranged between 1.0 and 10.2 million.

| System | Total Ridership | | | Total Vehicle Miles | | |
|--------------|-------------------|-------------------|----------------|---------------------|-------------------|----------------|
| | 2004 | 2003 | Percent Change | 2004 | 2003 | Percent Change |
| Bloomington | 2,057,509 | 2,070,321 | -0.62% | 1,074,752 | 1,053,999 | 1.97% |
| Evansville | 1,530,964 | 1,588,160 | -3.60% | 1,485,992 | 1,418,046 | 4.79% |
| Fort Wayne | 1,647,578 | 1,557,321 | 5.80% | 1,791,687 | 1,709,064 | 4.83% |
| Gary | 1,518,967 | 1,289,824 | 17.77% | 1,006,958 | 1,085,395 | -7.23% |
| Indianapolis | 9,260,427 | 11,324,573 | -18.23% | 10,215,562 | 11,047,044 | -7.53% |
| Lafayette | 4,255,571 | 3,910,057 | 8.84% | 1,677,874 | 1,605,140 | 4.53% |
| Muncie | 1,584,542 | 1,351,615 | 17.23% | 1,271,111 | 1,255,501 | 1.24% |
| South Bend | 2,657,891 | 2,554,384 | 4.05% | 2,002,558 | 1,924,147 | 4.08% |
| Total | 24,513,449 | 25,646,255 | -4.42% | 20,526,494 | 21,098,336 | -2.71% |

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2004, the average operating expense per passenger trip for Group One systems was \$3.42. The cost per trip varied from \$1.60 to \$5.12. Among the urban systems, the average operating expense per vehicle mile was \$4.43 in 2004. The individual systems' cost per mile ranged from \$3.50 to \$7.72.

In 2004, the ratio of locally derived income to operating expense varied from \$0.50 to \$0.68. This means that for every dollar of expense, between \$0.50 and \$0.68 of revenue came from local sources such as fares, charter revenue, and local assistance. Similarly, the fare recovery ratio measures the amount of the total operating expense that is covered by the passenger fares. Among the urban systems, the average fare recovery ratio was 16 percent while the individual systems' actual fare recovery ratios ranged from 4 percent to 24 percent.



Group Two: Small Fixed Route Systems

Group Two systems are small fixed route systems that operate less than one million total vehicle miles per year, with more than 50 percent of the total vehicle miles operated in fixed route service.

The nine transit systems in Group Two provide service to more than 471,000 Indiana residents, approximately eight percent of the state's population. The sizes of the service area populations range from 31,320 to 88,185. The average service area population served by Group Two systems is 52,338.

| System | System Name | Service Area | Service Area Population |
|--------------------------------------|---|---|-------------------------|
| Anderson | City of Anderson Transit System | Anderson City Limits | 59,734 |
| Columbus | Columbus Transit | Columbus City Limits | 39,059 |
| East Chicago | East Chicago Public Transit | East Chicago City Limits | 32,414 |
| Hammond | Hammond Transit System | Hammond, Whiting, and adjacent areas of Illinois & Indiana | 88,185 |
| Marion | Marion Transportation System | Marion City Limits, plus hourly service to Gas City and Jonesboro | 31,320 |
| Michigan City | Michigan City Municipal Coach Service | Michigan City Limits and Trail Creek | 32,900 |
| Richmond | Rose View Transit & Paratransit System | Richmond City Limits | 39,124 |
| TARC | Transit Authority of River City | New Albany, Clarksville, and Jeffersonville City Limits | 86,365 |
| Terre Haute | Transit Utility for the City of Terre Haute | Terre Haute City Limits and West Terre Haute | 61,944 |
| Total | | | 471,045 |
| Total Indiana Population | | | 6,080,485 |
| Percent of Indiana Population | | | 8% |

In 2004, Group Two systems provided more than 2.25 million trips. Total ridership for the Group Two systems increased in 2004. Overall, total ridership increased 1.65 percent. Seven of the systems had increases between 0.48 and 7.94 percent. Only two of the systems had decreases of 11.51 and 0.36 percent. Ridership on Group Two systems ranged from 148,775 to 418,847 in 2004.

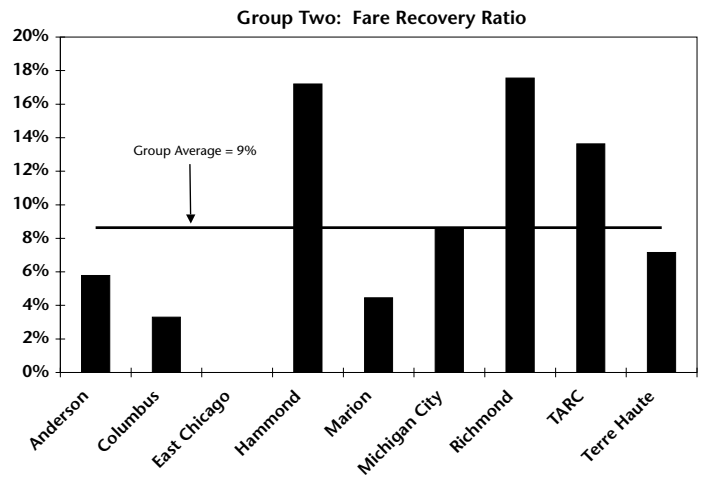
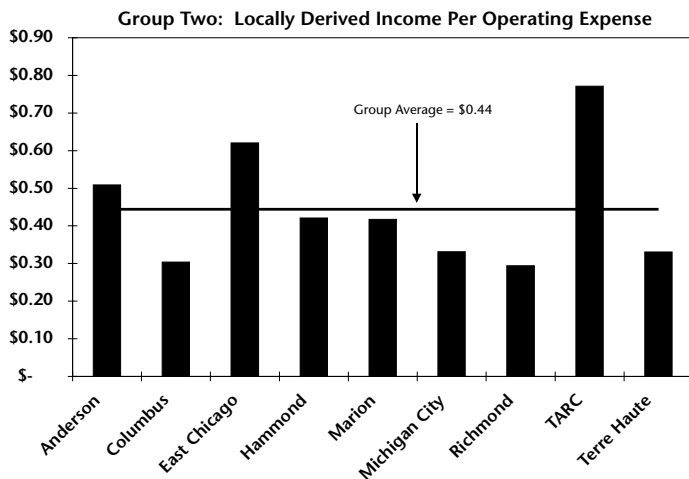
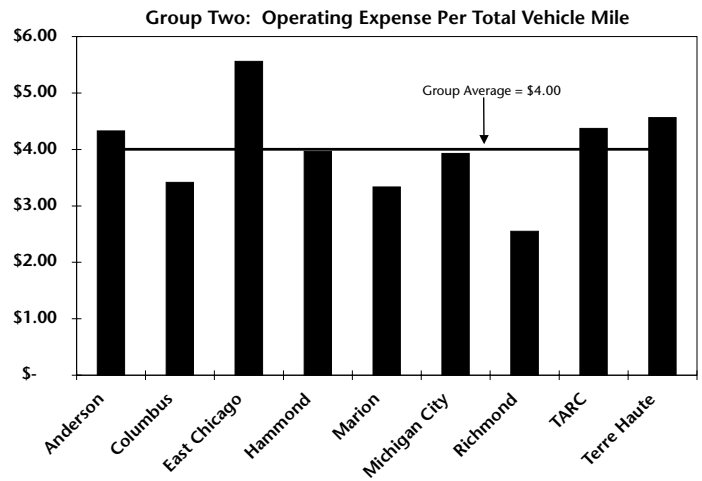
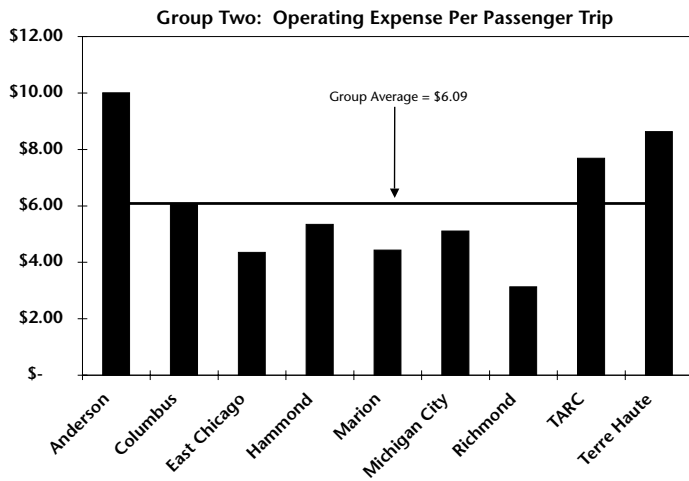
In 2004, Group Two systems operated approximately 3.37 million vehicle miles, 2.59 percent more miles than 2003. Five out of nine systems in Group Two operated more miles in 2004. The number of total vehicle miles operated by a Group Two system varied from 197,754 to 735,919 and the average number of vehicle miles was 374,527.

| System | Total Ridership | | | Total Vehicle Miles | | |
|---------------|------------------|------------------|----------------|---------------------|------------------|----------------|
| | 2004 | 2003 | Percent Change | 2004 | 2003 | Percent Change |
| Anderson | 217,509 | 211,837 | 2.68% | 503,053 | 501,287 | 0.35% |
| Columbus | 148,854 | 168,207 | -11.51% | 265,178 | 281,929 | -5.94% |
| East Chicago | 276,662 | 277,670 | -0.36% | 216,544 | 249,301 | -13.14% |
| Hammond | 388,270 | 361,413 | 7.43% | 523,664 | 522,628 | 0.20% |
| Marion | 148,775 | 137,833 | 7.94% | 197,754 | 195,923 | 0.93% |
| Michigan City | 179,648 | 177,887 | 0.99% | 233,438 | 254,689 | -8.34% |
| Richmond | 309,637 | 307,613 | 0.66% | 380,891 | 381,140 | -0.07% |
| TARC | 418,847 | 416,845 | 0.48% | 735,919 | 612,374 | 20.17% |
| Terre Haute | 166,128 | 158,492 | 4.82% | 314,302 | 286,421 | 9.73% |
| Total | 2,254,330 | 2,217,797 | 1.65% | 3,370,743 | 3,285,692 | 2.59% |

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2004, the average operating expense per passenger trip among Group Two systems was \$6.09. The cost per trip varied from \$3.13 to \$10.01. The average operating cost per mile was \$4.00, with actual costs ranging from \$2.55 to \$5.56 per mile.

In 2004, all of the Group Two systems covered approximately 44 percent of their operating expenses with locally derived income. For each

dollar of expense, an average of \$0.44 came from local financial sources such as passenger fares, charter revenue, levy revenue, and local cash grants among others. The locally derived income per operating expense ranged from \$0.29 to \$0.77. On average, the systems covered nine percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from three to eighteen percent (note: East Chicago does not charge a passenger fare and thus does not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

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

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

populations provide service to approximately eight percent of the state's population. The average service area population for Group Three systems is 93,836. Although Elkhart and Goshen operate separate transit systems, the two cities are defined as one metropolitan area with a combined population of 81,257.

| System | System Name | Service Area | Service Area Population |
|--------------------------------------|--|---|-------------------------|
| Elkhart | Heart City Rider/The Bus | City of Elkhart | 51,874 |
| Goshen | Goshen Transit | City of Goshen and contiguous area | 29,383 |
| Kokomo | First City Rider/Kokomo Senior Citizen Bus Service | City of Kokomo | 46,113 |
| LaPorte | TransPorte | LaPorte City limits and one-quarter mile fr | 21,621 |
| NWICA | NWICA Transaction | Lake and Porter Counties | 320,187 |
| Total | | | 469,178 |
| Total Indiana Population | | | 6,080,485 |
| Percent of Indiana Population | | | 8% |

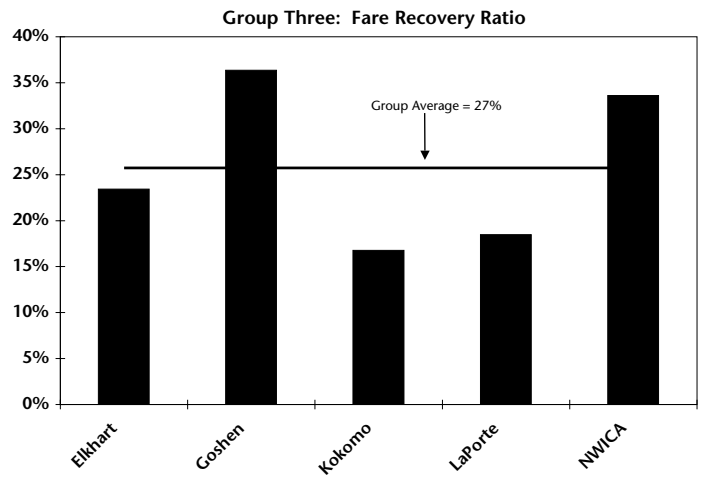
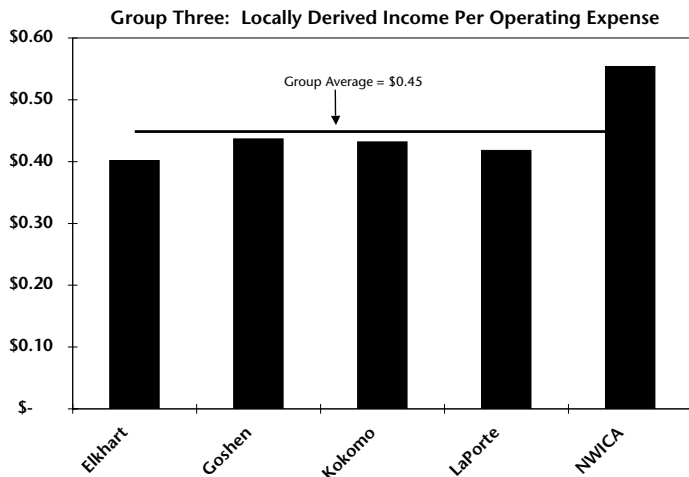
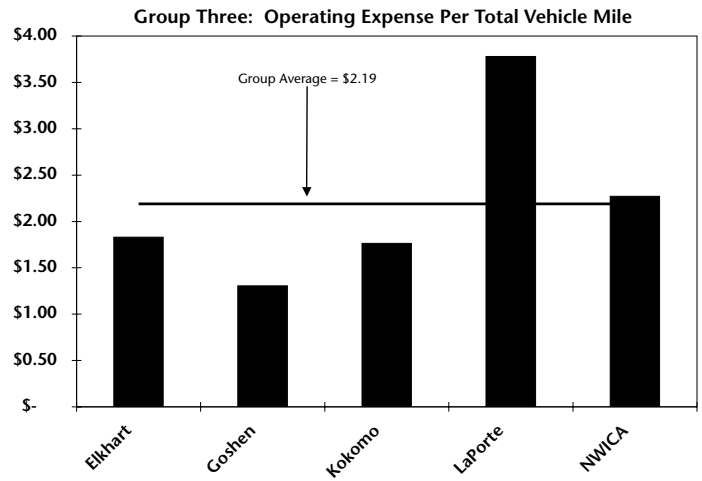
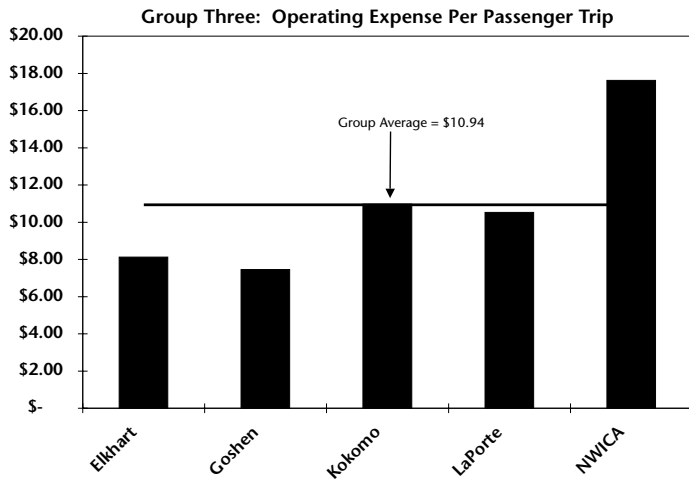
In 2004, Group Three systems provided 551,465 passenger trips, a decrease of 2.87 percent from 2003. Two of the systems had ridership decreases which ranged between 0.86 and 23.88 percent. Ridership on Group Three systems ranged from 17,093 to 249,512 in 2004.

In 2004, Group Three systems operated more than 2.98 million vehicle miles. Eighty percent of the systems had mileage increases and twenty percent experienced decreases. In total, vehicle miles for Group Three increased 6.16 percent. The systems operated between 97,716 miles and 1,107,972 miles in 2004.

| System | Total Ridership | | | Total Vehicle Miles | | |
|--------------|-----------------|----------------|----------------|---------------------|------------------|----------------|
| | 2004 | 2003 | Percent Change | 2004 | 2003 | Percent Change |
| Elkhart | 249,512 | 238,847 | 4.47% | 1,107,972 | 1,105,619 | 0.21% |
| Goshen | 17,093 | 17,242 | -0.86% | 97,716 | 94,945 | 2.92% |
| Kokomo | 114,586 | 104,991 | 9.14% | 712,590 | 420,841 | 69.33% |
| LaPorte | 51,629 | 50,799 | 1.63% | 143,693 | 140,932 | 1.96% |
| NWICA | 118,645 | 155,865 | -23.88% | 920,263 | 1,046,876 | -12.09% |
| Total | 551,465 | 567,744 | -2.87% | 2,982,234 | 2,809,213 | 6.16% |

The Group Three systems had an average cost per passenger trip of \$10.94 in 2004. The cost per trip increased approximately 16.9 percent from 2003. In 2004, the cost per trip for individual systems varied from \$7.46 to \$17.62. It cost an average of \$2.19 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.31 to \$3.78.

Through local means of generating income, the Group Three systems covered an average of \$0.45 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.42 and \$0.55 for each dollar of expense. Considering fare revenue alone, the systems recovered between 17 percent and 36 percent of system expenses through passenger fares, with an average fare recovery of 27 percent.



Group Four: Rural Demand Response Systems

Rural demand response systems include transit systems in urban areas with populations less than 50,000 and rural countywide and multi-county systems with varying population sizes. These systems operate 50 percent or more of their total vehicle miles in demand response or deviated fixed route service.

The 30 systems in Group Four serve more than 1.3 million people. This represents 23 percent of the state's population. The average service area population is 46,026. The size of the individual service areas is between 4,567 and 119,025 people.

| System | System Name | Service Area | Service Area Population |
|--------------------------------------|---|---|-------------------------|
| Bedford | Transit Authority of Stone City | Bedford City Limits | 13,768 |
| Cass County | Cass Area Transit | Cass County and City of Logansport | 40,930 |
| Fayette County | Fayette County Transit | Fayette County | 25,588 |
| Franklin County | Franklin County Public Transportation | Franklin County | 22,151 |
| Fulton County | Fulton County Transpo | Fulton County | 20,511 |
| Hendricks County | LINK Hendricks County | Hendricks County | 104,093 |
| Huntingburg | Huntingburg Transit System | Huntingburg City Limits | 5,598 |
| Huntington County | Huntington Area Transportation | Huntington County | 38,075 |
| Jay/Randolph/Delaware | The New Interurban Public Transit System | Delaware, Jay and Randolph Counties (except Muncie) | 100,546 |
| Johnson County | ACCESS Johnson County | Johnson County | 64,048 |
| KIRPC | Arrowhead Country Public Transportation | Jasper, Newton, Pulaski, Starke, and White Counties | 107,187 |
| Knox County | Van-Go | Knox County | 39,256 |
| Kosciusko County | Kosciusko Area Bus Service | Kosciusko County | 74,057 |
| Madison County | Transportation for Rural Areas of Madison | Madison County except Anderson | 73,624 |
| Miami County | Miami Co. YMCA | Miami County | 36,082 |
| Mitchell | Mitchell Transit System | Mitchell City Limits | 4,567 |
| Monroe County | Rural Transit | Monroe, Owen and Lawrence Counties | 100,645 |
| New Castle | New Castle Community Transit System | New Castle City Limits | 17,780 |
| Noble County | Noble Transit System | Noble County | 46,275 |
| Noblesville | Janus Developmental Service Inc. | Noblesville City Limits | 28,590 |
| Orange County | Orange County Transit Services | Orange County | 19,306 |
| Plymouth | Rock City Rider | City of Plymouth | 9,840 |
| Seymour | Seymour Transit (Recycle to Ride) | City of Seymour | 18,101 |
| SIDC | Ride Solution | Daviess, Greene, Martin, Pike & Sullivan Counties | 96,554 |
| SIRPC | Catch-A-Ride | Dearborn, Ripley, Jefferson, Ohio and Switzerland Counties | 119,025 |
| SITS | Southern Indiana Transit | Crawford, Harrison, Scott and Washington Counties | 95,251 |
| Union County | Union County Transit Service | Union County with trips to Richmond and Connersville | 7,349 |
| Wabash County | Wabash County Transit | Wabash County | 34,960 |
| Washington | Washington Transit System | Washington City Limits | 11,380 |
| Waveland | Waveland Volunteer Transportation System | Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland | 5,642 |
| Total | | | 1,380,779 |
| Total Indiana Population | | | 6,080,485 |
| Percent of Indiana Population | | | 23% |

In 2004, the systems in Group Four provided 1.5 million trips, an increase of approximately 5.96 percent over the 2003 total. Nineteen systems had ridership increases between 0.06 percent and 46.56 percent while eleven systems had ridership decreases between 1.18 percent and 16.11 percent. The average number of trips provided by a Group Four system was 50,085. Group Four systems also operated significantly more miles in 2004. The systems operated 8.37 million vehicle miles in 2004, an increase of 8.75 percent over 2003. Nine systems operated fewer

miles than in 2003, while twenty-one operated more miles. The number of vehicle miles operated by Group Four systems ranged from 5,261 to 1,106,310.

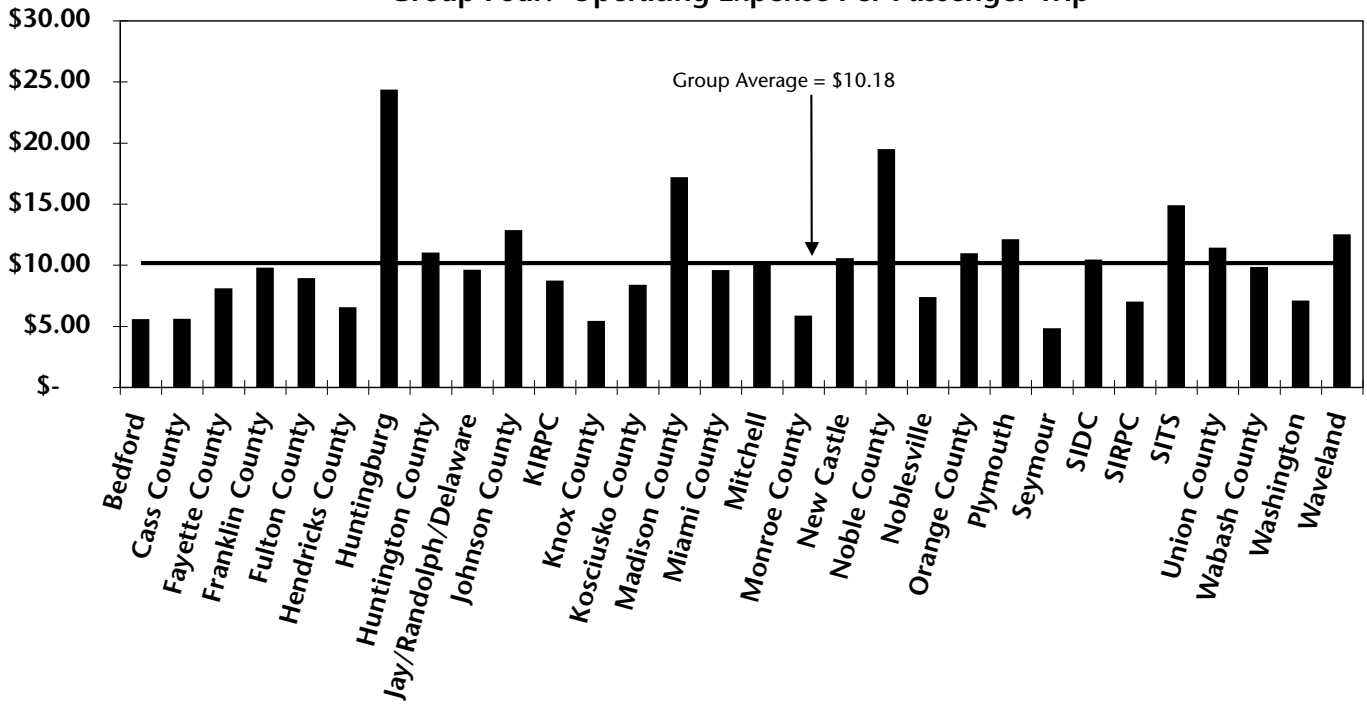
The cost per passenger trip for Group Four systems ranged from \$4.80 to \$24.33 with an average cost per trip of \$10.18. The average operating expense per vehicle mile was \$2.62. The actual cost per mile ranged from less than a dollar to \$11.38.

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

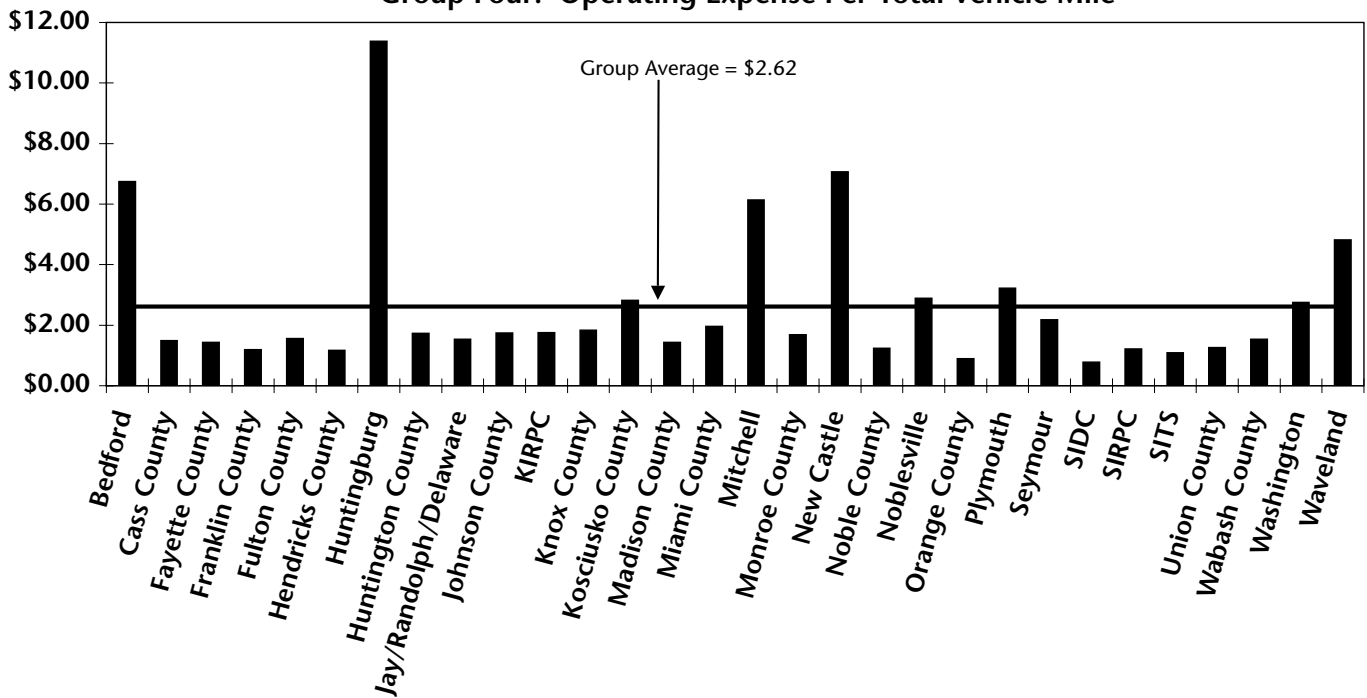
at the local level. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between one percent and 19 percent of system expenses. The average fare recovery ratio was 8 percent.

| System | Total Ridership | | | Total Vehicle Miles | | |
|-----------------------|------------------|------------------|----------------|---------------------|------------------|----------------|
| | 2004 | 2003 | Percent Change | 2004 | 2003 | Percent Change |
| Bedford | 74,567 | 69,781 | 6.86% | 61,303 | 75,572 | -18.88% |
| Cass County | 152,965 | 145,942 | 4.81% | 568,052 | 546,459 | 3.95% |
| Fayette County | 19,460 | 19,449 | 0.06% | 109,507 | 119,180 | -8.12% |
| Franklin County | 48,114 | 44,911 | 7.13% | 394,243 | 362,624 | 8.72% |
| Fulton County | 22,029 | 21,919 | 0.50% | 125,433 | 126,016 | -0.46% |
| Hendricks County | 36,954 | 33,603 | 9.97% | 206,226 | 157,273 | 31.13% |
| Huntingburg | 3,680 | 2,511 | 46.56% | 7,863 | 6,151 | 27.83% |
| Huntington County | 28,583 | 25,439 | 12.36% | 181,445 | 156,483 | 15.95% |
| Jay/Randolph/Delaware | 86,551 | 68,491 | 26.37% | 541,387 | 468,859 | 15.47% |
| Johnson County | 50,142 | 43,145 | 16.22% | 369,198 | 412,642 | -10.53% |
| KIRPC | 146,166 | 153,828 | -4.98% | 721,217 | 708,338 | 1.82% |
| Knox County | 69,946 | 61,971 | 12.87% | 205,463 | 191,208 | 7.46% |
| Kosciusko County | 66,463 | 74,497 | -10.78% | 196,492 | 210,026 | -6.44% |
| Madison County | 11,429 | 12,373 | -7.63% | 136,781 | 147,511 | -7.27% |
| Miami County | 24,330 | 25,319 | -3.91% | 118,664 | 116,716 | 1.67% |
| Mitchell | 10,796 | 11,463 | -5.82% | 17,934 | 16,193 | 10.75% |
| Monroe County | 169,326 | 164,260 | 3.08% | 582,961 | 529,397 | 10.12% |
| New Castle | 37,991 | 38,444 | -1.18% | 56,684 | 55,084 | 2.90% |
| Noble County | 16,224 | 14,715 | 10.25% | 254,313 | 237,729 | 6.98% |
| Noblesville | 14,728 | 17,557 | -16.11% | 37,349 | 32,552 | 14.74% |
| Orange County | 27,275 | 30,450 | -10.43% | 334,945 | 366,031 | -8.49% |
| Plymouth | 1,404 | 1,658 | -15.32% | 5,261 | 4,970 | 5.86% |
| Seymour | 29,365 | 26,945 | 8.98% | 64,735 | 58,251 | 11.13% |
| SIDC | 82,570 | 79,169 | 4.30% | 1,106,310 | 948,223 | 16.67% |
| SIRPC | 153,102 | 119,522 | 28.10% | 874,135 | 735,051 | 18.92% |
| SITS | 49,674 | 44,854 | 10.75% | 678,344 | 484,828 | 39.91% |
| Union County | 22,590 | 23,328 | -3.16% | 204,676 | 204,847 | -0.08% |
| Wabash County | 24,713 | 21,115 | 17.04% | 157,297 | 166,810 | -5.70% |
| Washington | 11,729 | 10,325 | 13.60% | 30,089 | 29,634 | 1.54% |
| Waveland | 9,694 | 11,048 | -12.26% | 25,095 | 24,794 | 1.21% |
| Total | 1,502,560 | 1,418,032 | 5.96% | 8,373,403 | 7,699,452 | 8.75% |

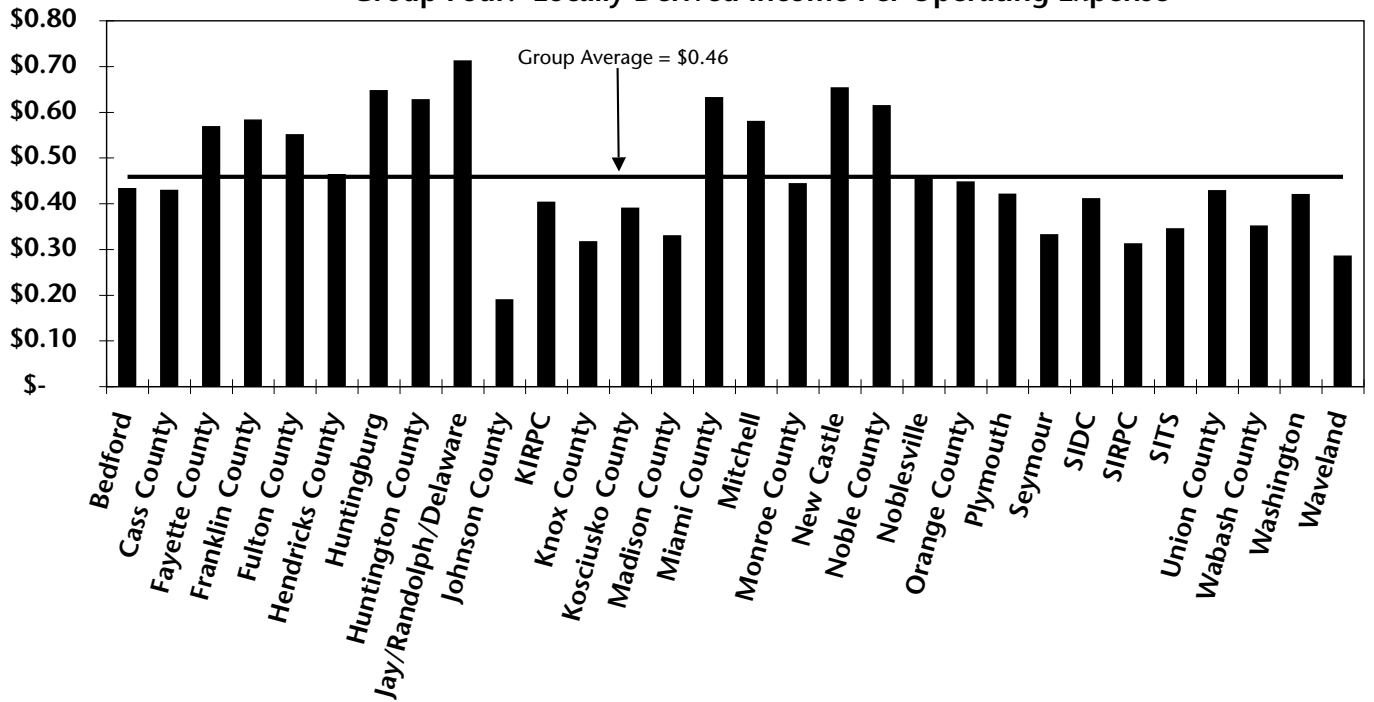
Group Four: Operating Expense Per Passenger Trip



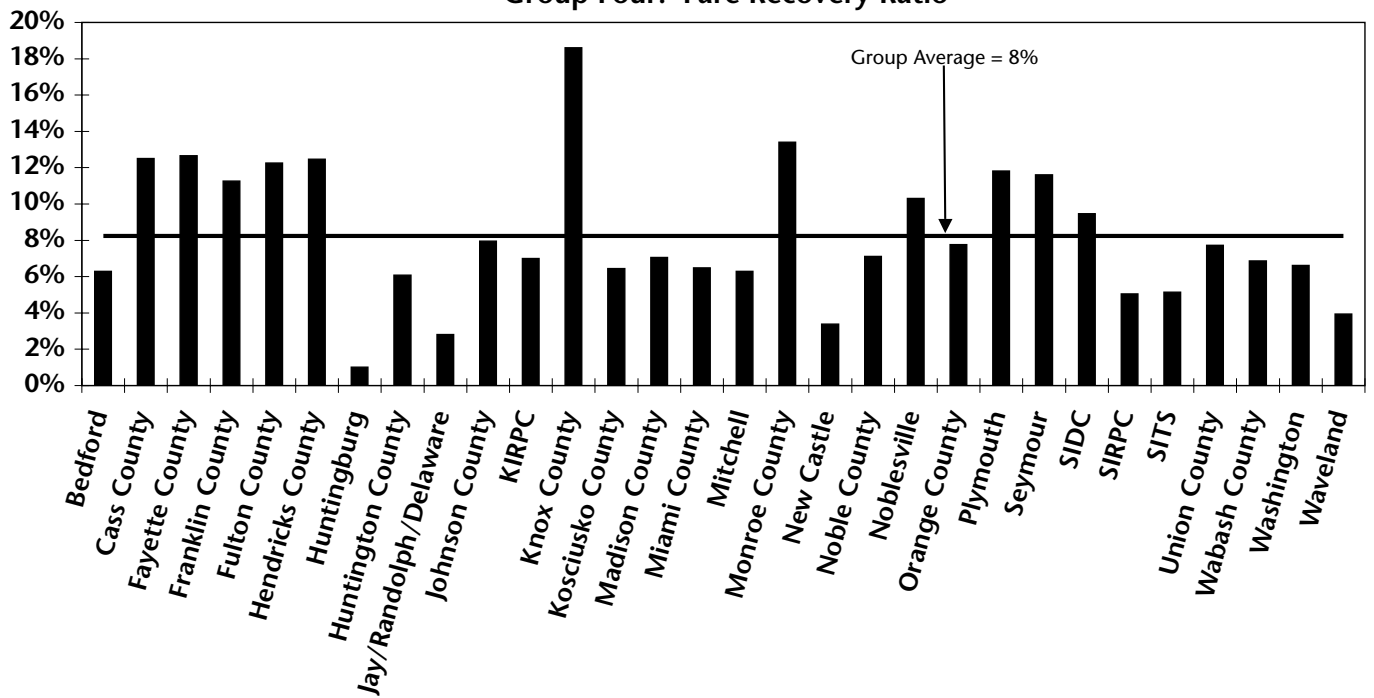
Group Four: Operating Expense Per Total Vehicle Mile



Group Four: Locally Derived Income Per Operating Expense



Group Four: Fare Recovery Ratio



Northern Indiana Commuter Transportation District

The Northern Indiana Commuter Transportation District (NICTD) provides commuter rail service between South Bend, Indiana and Chicago, Illinois. Because commuter rail operations are inherently different from bus and demand response services in terms of ridership and cost and revenue, NICTD was

not included in one of the four peer groups profiled in this section.

NICTD serves an estimated 163,611 Indiana residents along its service corridor. This represents approximately three percent of the state's population.

| System | System Name | Service Area | Service Area Population |
|--------------------------------------|---|--|----------------------------|
| NICTD | Northern Indiana Commuter Transportation District | Rail Corridor between South Bend, IN & Chicago, IL | 163,611 (estimated) |
| Total | | | 163,611 (estimated) |
| Total Indiana Population | | | 6,080,485 |
| Percent of Indiana Population | | | 3% |

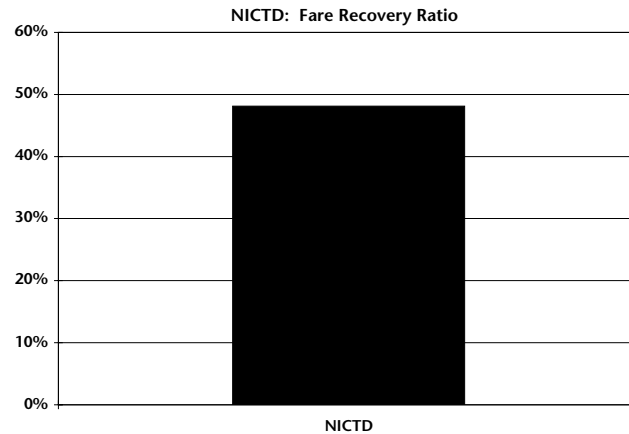
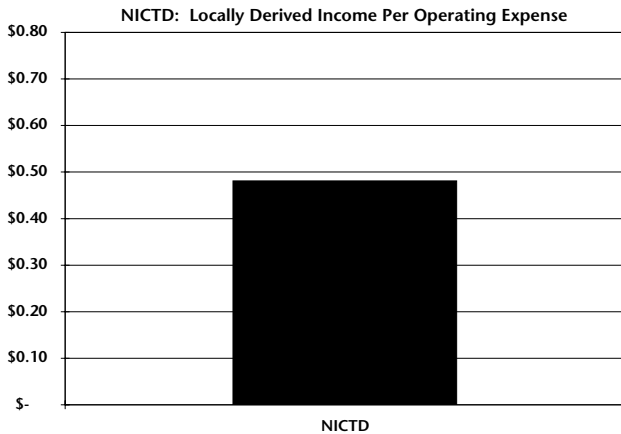
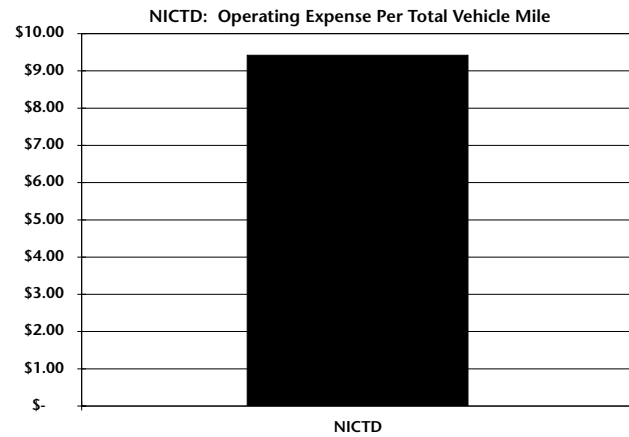
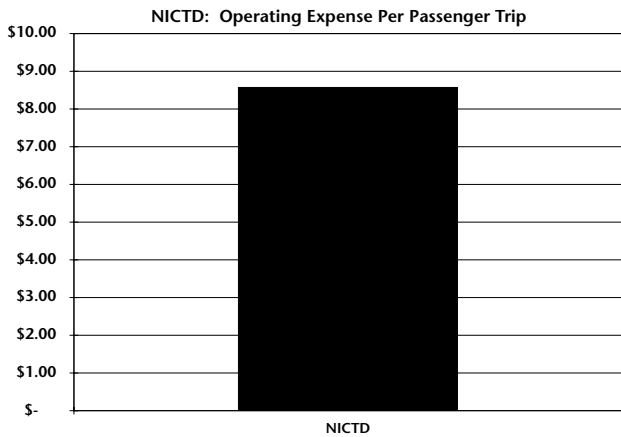
NICTD ridership levels decreased in 2004. NICTD provided 3.54 million trips in 2004, a decrease of 0.81 percent since 2003. Total vehicle miles

decreased from 3.23 million miles in 2003 to 3.22 million miles in 2004. This represents a decrease of 0.22 percent.

| System | Total Ridership | | | Total Vehicle Miles | | |
|--------------|------------------|------------------|----------------|---------------------|------------------|----------------|
| | 2004 | 2003 | Percent Change | 2004 | 2003 | Percent Change |
| NICTD | 3,544,459 | 3,573,571 | -0.81% | 3,226,526 | 3,233,628 | -0.22% |
| Total | 3,544,459 | 3,573,571 | -0.81% | 3,226,526 | 3,233,628 | -0.22% |

In 2004, NICTD's operating expense per passenger trip was \$8.57 while the operating cost per mile was \$9.42. NICTD covered \$0.48 of each dollar of

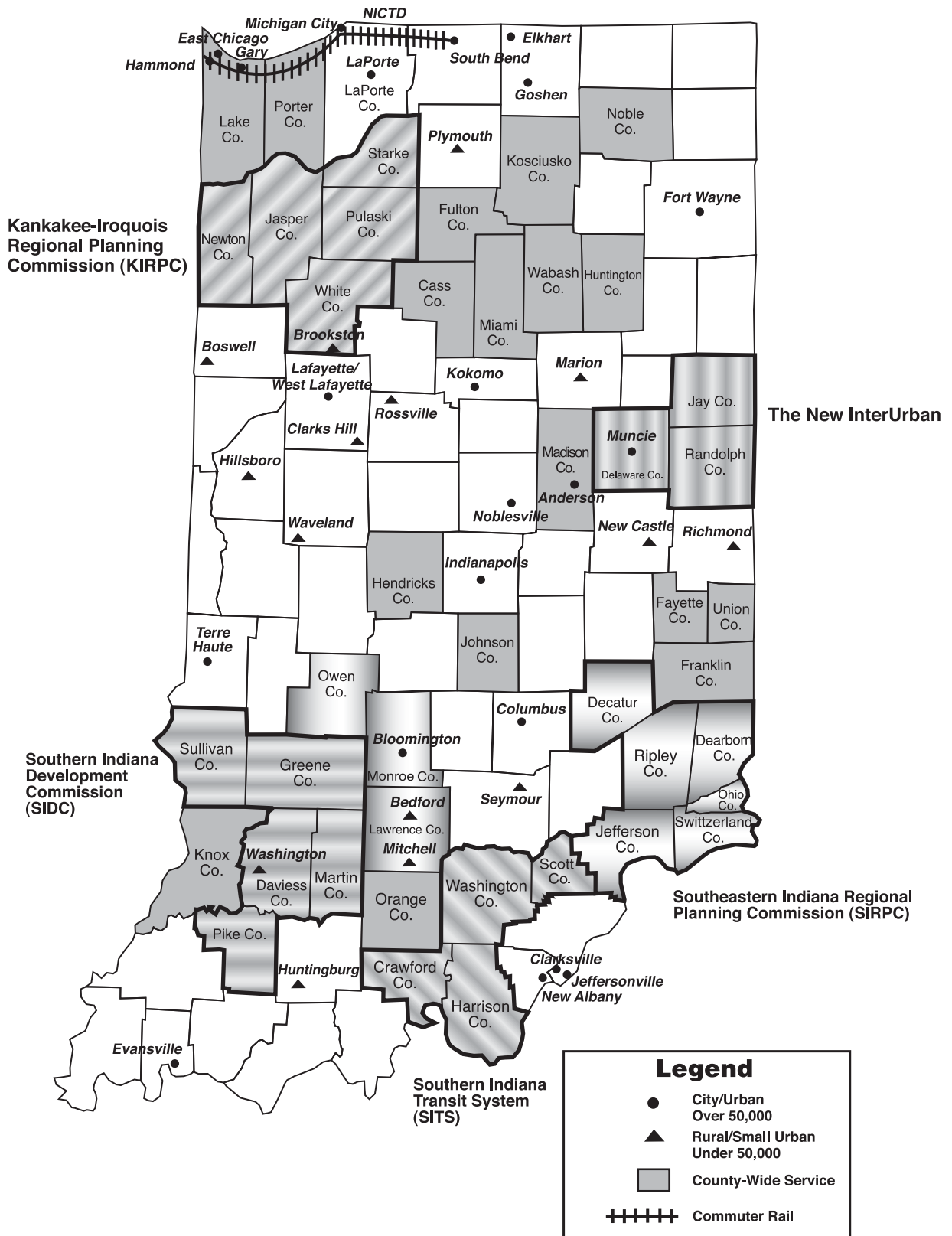
operating expense through local sources. Similarly, NICTD recovered 48 percent of its expenses through fare revenue alone.



Transit System Pages

SECTION THREE

2004 PUBLIC TRANSIT SYSTEMS IN INDIANA



Anderson

530 Baxter Road
 Anderson, IN 46011
 (765) 648-6096 FAX: (765) 648-5926
Contact: Mecca Norris, Transit Planner
Email: mnorris@cityofanderson.com

General Information

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

Service Hours

Weekday 6:00 am - 11:30 pm
Saturday 9:00 am - 11:30 pm
Sunday No Service

Fare Structure

Base \$0.50
Youth \$0.50
Elderly/Disabled \$0.25
Transfer Free
Other/Special

Pass \$18.00/Month; Shop and Ride Pass: 1 Ride Free with Purchase; Evening Service Monthly Pass \$10.00/Month
 Nifty-Lift Demand Response \$1.00/Ride; Preschool Free

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 14 | 7 |
| Maintenance | 4 | 1 |
| Administration | 10 | 0 |
| Total | 28 | 8 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 16 |
| Peak Hour Fleet | 10 |
| Base Fleet | 9 |
| Fuel Consumption (gal) | 80,249 |

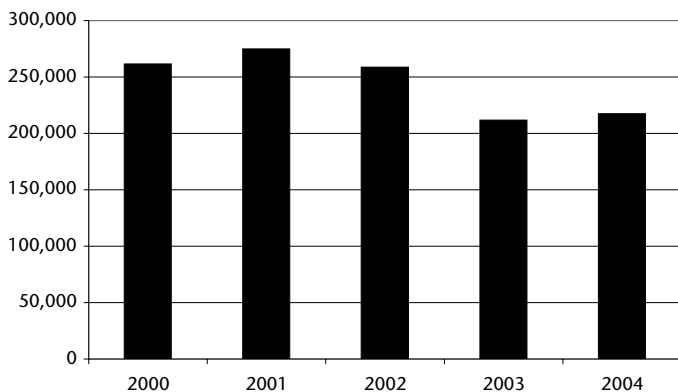
Ridership Trends

| | |
|-------------|---------|
| 2000 | 261,665 |
| 2001 | 274,823 |
| 2002 | 258,640 |
| 2003 | 211,837 |
| 2004 | 217,509 |

2004 Highlights

- An increase in passenger boardings of 5,672 from CY 2003 to CY 2004.
- An increase of 1,766 total vehicle miles from CY 2003 to CY 2004.
- A decrease in total operating expenses of \$20,536 from CY 2003 to CY 2004.
- The operating expense per passenger trip decreased from \$10.37 in CY 2003 to \$10.01 in CY 2004.

System Ridership Trend



City of Anderson Transit System

Group 2

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$832,478 |
| Other Salaries/Wages | \$417,220 |
| Fringe | \$559,542 |
| Services | \$66,270 |
| Materials and Supplies | \$187,073 |
| Utilities | \$16,487 |
| Casualty/Liability | \$94,819 |
| Purchased Transportation | \$0 |
| Other | \$3,059 |
| Total | \$2,176,948 |
| Fixed Route Expenses | \$1,634,289 |
| Demand Response Services | \$542,659 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$126,045 |
| Contract/Other | \$0 |
| Local Assistance | \$970,113 |
| State Assistance | \$385,059 |
| Federal Assistance | \$684,436 |
| Total | \$2,176,948 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 217,509 |
| Total Vehicle Miles | 503,053 |
| Revenue Vehicle Miles | 487,662 |
| Revenue Vehicle Hours | 38,928 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$4.33 |
| Operating Expense per Passenger Trip | \$10.01 |
| Passenger Trips per Total Vehicle Mile | 0.43 |
| Passenger Trips per Capita | 3.64 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$2,039,608 |
| Operating Subsidy Ratio | 94% |
| Locally Derived Income | \$1,107,453 |
| Locally Derived Income Per Operating Expense | \$0.51 |
| Fare Recovery Ratio | 6% |

Fleet Inventory

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

Bedford

1102 16th Street
Bedford, IN 47421

(812) 275-1632 FAX: (812) 275-1659

Contact: Myra Wilson, Transportation Director

Email: myra@bedford.in.us

General Information

Type of Service Point Deviation/Demand Response
Service Area Bedford City Limits
Service Population 13,768

Service Hours

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

Fare Structure

Base \$0.75
Youth \$0.75
Elderly/Disabled \$0.50
Transfer Free
Other/Special

Token \$6.00/10 Rides

Token for Elderly \$4.00/10 Rides

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 5 | 2 |
| Maintenance | 0 | 0 |
| Administration | 0 | 2 |
| Total | <u>5</u> | <u>4</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 4 |
| Peak Hour Fleet | 3 |
| Base Fleet | 2 |
| Fuel Consumption (gal) | 11,361 |

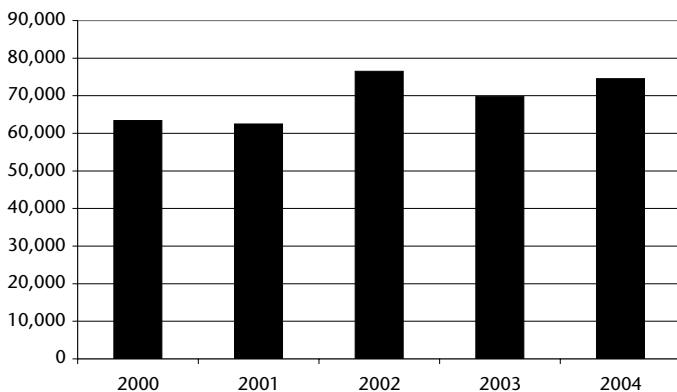
Ridership Trends

| | |
|-------------|--------|
| 2000 | 63,413 |
| 2001 | 62,494 |
| 2002 | 76,500 |
| 2003 | 69,781 |
| 2004 | 74,567 |

2004 Highlights

- Passenger boardings for 2004 increased 7%.

System Ridership Trend



Transit Authority of Stone City

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$184,786 |
| Other Salaries/Wages | \$46,563 |
| Fringe | \$94,777 |
| Services | \$20,676 |
| Materials and Supplies | \$29,512 |
| Utilities | \$6,675 |
| Casualty/Liability | \$15,300 |
| Purchased Transportation | \$0 |
| Other | \$15,297 |
| Total | \$413,586 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$413,586 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$26,012 |
| Contract/Other | \$0 |
| Local Assistance | \$152,867 |
| State Assistance | \$78,174 |
| Federal Assistance | \$156,533 |
| Total | \$413,586 |

Legislative District

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

Productivity

| | |
|---------------------------|--------|
| Total Passenger Boardings | 74,567 |
| Total Vehicle Miles | 61,303 |
| Revenue Vehicle Miles | 61,303 |
| Revenue Vehicle Hours | 5,916 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$6.75 |
| Operating Expense per Passenger Trip | \$5.55 |
| Passenger Trips per Total Vehicle Mile | 1.22 |
| Passenger Trips per Capita | 5.42 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$387,574 |
| Operating Subsidy Ratio | 94% |
| Locally Derived Income | \$178,879 |
| Locally Derived Income Per Operating Expense | \$0.43 |
| Fare Recovery Ratio | 6% |

Fleet Inventory

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

Bloomington

130 West Grimes Lane
Bloomington, IN 47403

(812) 332-5688 FAX: (812) 332-3660

Contact: Lewis May, General Manager

Email: lmay@kiva.net

General Information

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

Service Hours

Weekday 6:10 am - 12:30 am
Saturday 7:25 am - 9:30 pm
Sunday 9:30 am - 11:20 pm

Fare Structure

Base \$0.75
Youth \$0.35
Elderly/Disabled \$0.35
Transfer Free
Other/Special

Pass \$25.00/Month, \$125/Six-Month Pass; Disabled
Pass \$12.00/Month
Youth Summer Fun Pass/\$25

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 30 | 24 |
| Maintenance | 8 | 2 |
| Administration | 10 | 4 |
| Total | 48 | 30 |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 37 |
| Peak Hour Fleet | 34 |
| Base Fleet | 33 |
| Fuel Consumption (gal) | 256,215 |

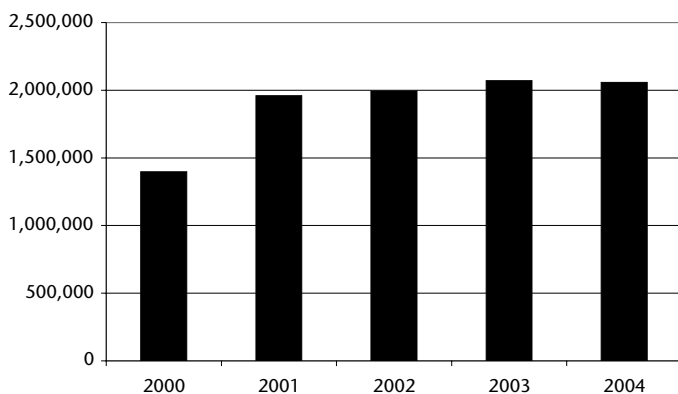
Ridership Trends

| | |
|-------------|-----------|
| 2000 | 1,397,628 |
| 2001 | 1,959,807 |
| 2002 | 1,993,675 |
| 2003 | 2,070,321 |
| 2004 | 2,057,509 |

2004 Highlights

- Restructured Routes #2 and #6 in an effort to provide new services to newly developing or annexed areas.
- Created a new express bus route to replace the former park-and-ride service.
- Achieved a perfect score on our April 2004 Triennial Review conducted by the Federal Transit Administration.
- Won approval of a \$728,000 Federal discretionary funding earmark for purchase of 2 alternative fuel buses.
- Reduced collision accidents on fixed route service by 30%.
- Procured new automatic vehicle locator system to be installed in fixed route fleet in 2005.

System Ridership Trend



Bloomington Public Transportation Corporation

Group 1

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$1,274,685 |
| Other Salaries/Wages | \$656,221 |
| Fringe | \$408,511 |
| Services | \$250,540 |
| Materials and Supplies | \$693,543 |
| Utilities | \$72,396 |
| Casualty/Liability | \$161,820 |
| Purchased Transportation | \$452,693 |
| Other | \$100,562 |
| Total | \$4,070,971 |
| Fixed Route Expenses | \$3,618,278 |
| Demand Response Services | \$452,693 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$963,274 |
| Contract/Other | \$166,433 |
| Local Assistance | \$1,180,121 |
| State Assistance | \$1,299,754 |
| Federal Assistance | \$461,389 |
| Total | \$4,070,971 |

Legislative District

| | |
|----------------|--------|
| Indiana Senate | 40 |
| Indiana House | 60, 61 |

U.S. Congressional 9

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 2,057,509 |
| Total Vehicle Miles | 1,074,752 |
| Revenue Vehicle Miles | 947,223 |
| Revenue Vehicle Hours | 88,091 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$3.79 |
| Operating Expense per Passenger Trip | \$1.98 |
| Passenger Trips per Total Vehicle Mile | 1.91 |
| Passenger Trips per Capita | 29.69 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$2,941,264 |
| Operating Subsidy Ratio | 72% |
| Locally Derived Income | \$2,294,313 |
| Locally Derived Income Per Operating Expense | \$0.56 |
| Fare Recovery Ratio | 24% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 4 | 1986 | Gillig | Yes | 47+2wc | Diesel |
| 2 | 1989 | Orion | No | 40+2wc | Diesel |
| 2 | 1990 | Orion | No | 40+2wc | Diesel |
| 1 | 1992 | Orion | Yes | 24+2wc | Diesel |
| 2 | 1995 | Orion | Yes | 24+2wc | Diesel |
| 4 | 1995 | Gillig | Yes | 37+2wc | Diesel |
| 3 | 1997 | Gillig | Yes | 29+2wc | Diesel |
| 3 | 1997 | Gillig | Yes | 37+2wc | Diesel |
| 1 | 1997 | Ford | Yes | 19+2wc | Diesel |
| 2 | 1997 | Nova | Yes | 37+2wc | Diesel |
| 1 | 1998 | Nova | Yes | 37+2wc | Diesel |
| 1 | 2001 | Ford | Yes | 20+2wc | Diesel |
| 3 | 2002 | Gillig | Yes | 40+2wc | Diesel |
| 1 | 2002 | Ford | Yes | 20+2wc | Diesel |
| 5 | 2003 | Gillig | Yes | 40+2wc | Diesel |
| 2 | 2003 | Gillig | Yes | 30+2wc | Diesel |

Cass County

115 S. 6th Street

Logansport, IN 46947

(574) 722-2424 FAX: (574) 722-2167

Contact: Sue Hoehler, Executive Director

Email: shoehler@casstransit.com

General Information

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

Service Hours

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

Fare Structure

| | |
|-------------------------|--|
| Base | \$1.00 City Limits, \$2.00 County |
| Youth | \$1.00 City Limits, \$2.00 County |
| Elderly/Disabled | Elderly - Donation; Disabled \$1.00 City Limits, \$2.00 County |
| Transfer | N/A |
| Other/Special | |

Logansport: 25 Rides for \$20, 12 Rides for \$10
In-County Passes: \$40 for 25 Rides, \$20 for 12 Rides

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 15 | 10 |
| Maintenance | 0 | 2 |
| Administration | 2 | 3 |
| Total | 17 | 15 |

Operation Characteristics

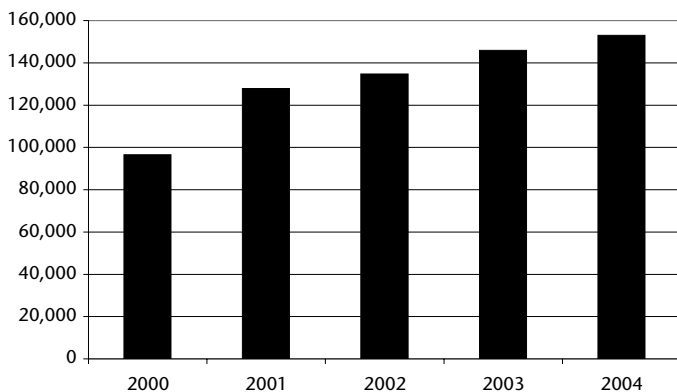
| | |
|-------------------------------|--------|
| Revenue Vehicles | 17 |
| Peak Hour Fleet | 15 |
| Base Fleet | 12 |
| Fuel Consumption (gal) | 48,937 |

Ridership Trends

| | |
|-------------|---------|
| 2000 | 96,570 |
| 2001 | 127,840 |
| 2002 | 134,766 |
| 2003 | 145,942 |
| 2004 | 152,965 |

2004 Highlights

System Ridership Trend



Cass Area Transit

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$381,266 |
| Other Salaries/Wages | \$142,851 |
| Fringe | \$46,216 |
| Services | \$60,467 |
| Materials and Supplies | \$90,496 |
| Utilities | \$50,272 |
| Casualty/Liability | \$71,078 |
| Purchased Transportation | \$0 |
| Other | \$7,099 |
| Total | \$849,745 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$849,745 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$106,239 |
| Contract/Other | \$0 |
| Local Assistance | \$258,398 |
| State Assistance | \$195,122 |
| Federal Assistance | \$289,986 |
| Total | \$849,745 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 152,965 |
| Total Vehicle Miles | 568,052 |
| Revenue Vehicle Miles | 537,776 |
| Revenue Vehicle Hours | 36,368 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.50 |
| Operating Expense per Passenger Trip | \$5.56 |
| Passenger Trips per Total Vehicle Mile | 0.27 |
| Passenger Trips per Capita | 3.74 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$743,506 |
| Operating Subsidy Ratio | 87% |
| Locally Derived Income | \$364,637 |
| Locally Derived Income Per Operating Expense | \$0.43 |
| Fare Recovery Ratio | 13% |

Fleet Inventory

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

Columbus

2250 Kreutzer Drive
Columbus, IN 47201

(812) 376-2506 FAX: (812) 376-2566

Contact: Sue A. Chapple, Transit Coordinator

Email: schapple@columbus.in.gov

General Information

| | |
|---------------------------|---------------------------------|
| Type of Service | Fixed Route and Demand Response |
| Service Area | Columbus City Limits |
| Service Population | 39,059 |

Service Hours

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

Fare Structure

| | |
|-----------------------------|--------|
| Base | \$0.25 |
| Youth | \$0.25 |
| Elderly/Disabled | \$0.25 |
| Transfer | N/A |
| Other/Special | |
| Dial-A-Bus; E&D \$0.50/Ride | |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 12 | 6 |
| Maintenance | 1 | 0 |
| Administration | 2 | 0 |
| Total | 15 | 6 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 9 |
| Peak Hour Fleet | 7 |
| Base Fleet | 6 |
| Fuel Consumption (gal) | 30,940 |

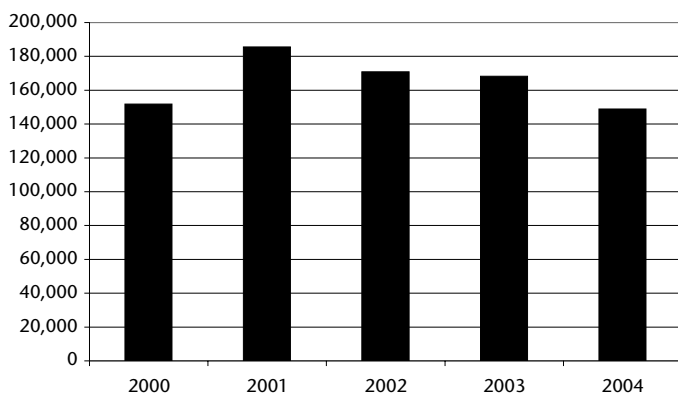
Ridership Trends

| | |
|-------------|---------|
| 2000 | 151,818 |
| 2001 | 185,525 |
| 2002 | 170,912 |
| 2003 | 168,207 |
| 2004 | 148,854 |

2004 Highlights

- Awarded Route Efficiency Study to the Corradino Group. Route Study began in August.
- Columbus Transit Drivers Jim Leffler and Bob Fear finished 1st and 2nd place at the Indiana Statewide Transportation Rodeo.
- Bob and Jim finished 4th and 6th respectively at the CTA National Transportation Rodeo in Seattle, Washington.
- Parking shuttle to alleviate downtown parking issues was implemented as a permanent route.
- Replaced tokens with punch passes.

System Ridership Trend



Group 2

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$63,587 |
| Other Salaries/Wages | \$519,544 |
| Fringe | \$143,380 |
| Services | \$44,185 |
| Materials and Supplies | \$116,823 |
| Utilities | \$12,011 |
| Casualty/Liability | \$0 |
| Purchased Transportation | \$0 |
| Other | \$6,881 |
| Total | \$906,411 |
| Fixed Route Expenses | \$656,738 |
| Demand Response Services | \$249,673 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$29,851 |
| Contract/Other | \$0 |
| Local Assistance | \$245,500 |
| State Assistance | \$192,780 |
| Federal Assistance | \$438,279 |
| Total | \$906,411 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 148,854 |
| Total Vehicle Miles | 265,178 |
| Revenue Vehicle Miles | 257,760 |
| Revenue Vehicle Hours | 23,276 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$3.42 |
| Operating Expense per Passenger Trip | \$6.09 |
| Passenger Trips per Total Vehicle Mile | 0.56 |
| Passenger Trips per Capita | 3.81 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$876,559 |
| Operating Subsidy Ratio | 97% |
| Locally Derived Income | \$275,351 |
| Locally Derived Income Per Operating Expense | \$0.30 |
| Fare Recovery Ratio | 3% |

Fleet Inventory

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

East Chicago

5400 Cline Avenue

East Chicago, IN 46312

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

Contact: Ruby Powell-Flowers, General Manager

Email: rflowers@eastchicago.com

General Information

| | |
|---------------------------|---------------------------------|
| Type of Service | Fixed Route and Demand Response |
| Service Area | East Chicago City Limits |
| Service Population | 32,414 |

Service Hours

| | |
|-----------------|-------------------|
| Weekday | 6:00 am - 8:00 pm |
| Saturday | 9:00 am - 4:00 pm |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|------|
| Base | Free |
| Youth | Free |
| Elderly/Disabled | Free |
| Transfer | Free |
| Other/Special | |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 11 | 0 |
| Maintenance | 3 | 0 |
| Administration | 5 | 0 |
| Total | <u>19</u> | <u>0</u> |

Operation Characteristics

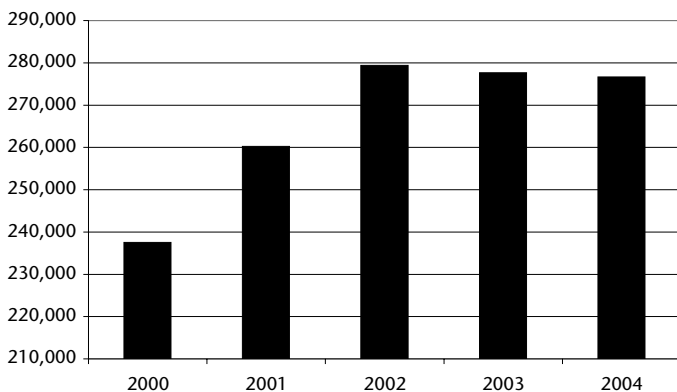
| | |
|-------------------------------|--------|
| Revenue Vehicles | 8 |
| Peak Hour Fleet | 4 |
| Base Fleet | 4 |
| Fuel Consumption (gal) | 52,931 |

Ridership Trends

| | |
|-------------|---------|
| 2000 | 237,562 |
| 2001 | 260,228 |
| 2002 | 279,430 |
| 2003 | 277,670 |
| 2004 | 276,662 |

2004 Highlights

System Ridership Trend



East Chicago Public Transit

Group 2

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$682,921 |
| Other Salaries/Wages | \$0 |
| Fringe | \$243,708 |
| Services | \$19,908 |
| Materials and Supplies | \$134,662 |
| Utilities | \$0 |
| Casualty/Liability | \$0 |
| Purchased Transportation | \$0 |
| Other | \$122,761 |
| Total | \$1,203,961 |
| Fixed Route Expenses | \$1,096,517 |
| Demand Response Services | \$107,444 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$0 |
| Contract/Other | \$500 |
| Local Assistance | \$746,966 |
| State Assistance | \$217,179 |
| Federal Assistance | \$239,315 |
| Total | \$1,203,961 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 276,662 |
| Total Vehicle Miles | 216,544 |
| Revenue Vehicle Miles | 196,491 |
| Revenue Vehicle Hours | 7,306 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$5.56 |
| Operating Expense per Passenger Trip | \$4.35 |
| Passenger Trips per Total Vehicle Mile | 1.28 |
| Passenger Trips per Capita | 8.54 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$1,203,460 |
| Operating Subsidy Ratio | 100% |
| Locally Derived Income | \$747,466 |
| Locally Derived Income Per Operating Expense | \$0.62 |
| Fare Recovery Ratio | 0% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1995 | Gillig | Yes | 29+2wc | Diesel |
| 3 | 1996 | Gillig | Yes | 29+2wc | Diesel |
| 1 | 1997 | Dodge | Yes | 12+2wc | Gas |
| 1 | 1998 | Dodge | Yes | 12+2wc | Gas |
| 1 | 1999 | Gillig | Yes | 29+2wc | Diesel |
| 1 | 2001 | Gillig | Yes | 29+2wc | Diesel |

Elkhart

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

General Information

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

Service Hours

Weekday 24 hours per day, 5 am - 8 pm (The Bus)
Saturday 24 hours per day, 5 am - 7 pm (The Bus)
Sunday 24 hours per day, no service (The Bus)

Fare Structure

Base \$2.60 (Demand Response), \$1.00 (The Bus)
Youth \$2.60 (Demand Response), \$1.00 (The Bus)
Elderly/Disabled \$1.30 (Demand Response), Elderly - \$1.00 (The Bus), Disabled - \$0.50 (The Bus)
Transfer N/A (Demand Response), Free (The Bus)
Other/Special (The Bus)

Disabled Fare: \$7.00 for 1st 3 Miles
 Elderly (age 55+) can ride The Bus for \$.50 between 11:00 am and 2:00 pm

Personnel

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

Operation Characteristics

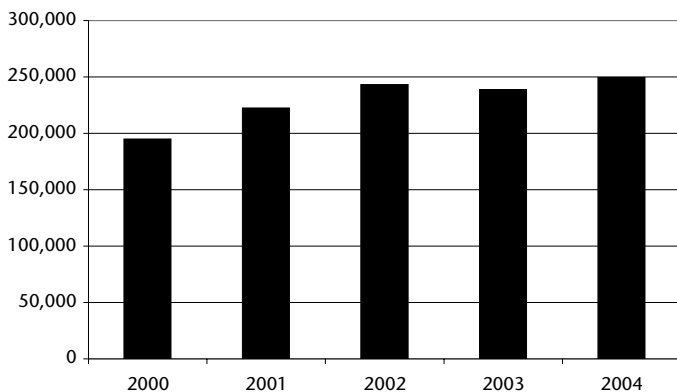
| | |
|-------------------------------|---------|
| Revenue Vehicles | 32 |
| Peak Hour Fleet | 32 |
| Base Fleet | 32 |
| Fuel Consumption (gal) | 145,734 |

Ridership Trends

| | |
|-------------|---------|
| 2000 | 194,917 |
| 2001 | 222,530 |
| 2002 | 243,224 |
| 2003 | 238,847 |
| 2004 | 249,512 |

2004 Highlights

System Ridership Trend



Heart City Rider/The Bus

Group 3

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$37,202 |
| Other Salaries/Wages | \$0 |
| Fringe | \$21,827 |
| Services | \$243,967 |
| Materials and Supplies | \$0 |
| Utilities | \$0 |
| Casualty/Liability | \$0 |
| Purchased Transportation | \$1,684,016 |
| Other | \$40,218 |
| Total | \$2,027,230 |
| Fixed Route Expenses | \$1,216,404 |
| Demand Response Services | \$810,825 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$474,884 |
| Contract/Other | \$0 |
| Local Assistance | \$339,679 |
| State Assistance | \$414,199 |
| Federal Assistance | \$798,468 |
| Total | \$2,027,230 |

Legislative District

| | |
|----------------|---------------|
| Indiana Senate | 9, 11, 12 |
| Indiana House | 5, 21, 48, 49 |

U.S. Congressional 2

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 249,512 |
| Total Vehicle Miles | 1,107,972 |
| Revenue Vehicle Miles | 796,210 |
| Revenue Vehicle Hours | 31,141 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.83 |
| Operating Expense per Passenger Trip | \$8.12 |
| Passenger Trips per Total Vehicle Mile | 0.23 |
| Passenger Trips per Capita | 4.81 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$1,552,346 |
| Operating Subsidy Ratio | 77% |
| Locally Derived Income | \$814,563 |
| Locally Derived Income Per Operating Expense | \$0.40 |
| Fare Recovery Ratio | 23% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|---|----------------------|----------------|------------------|-------------|
| 2 | 1998 | Chevrolet | Yes | 5+2wc | Gas |
| 2 | 1999 | Dodge | Yes | 5+2wc | Gas |
| 1 | 2001 | Dodge | Yes | 5+2wc | Gas |
| 27 | 21 Taxis and 6 large transit buses owned by private contractor also used for this service | | | | |

Evansville

601 John Street
 Evansville, IN 47713
 (812) 435-6166 FAX: (812) 435-6159
Contact: Kent Cutchin, Director
Email: kcutchin@evansvillepublicworks.com

General Information

Type of Service Fixed Route and Demand Response
Service Area Evansville Metropolitan Area
Service Population 121,582

Service Hours

Weekday 5:45 am - 12:15 am
Saturday 5:45 am - 12:15 am
Sunday No Service

Fare Structure

Base \$1.00
Youth \$0.75
Elderly/Disabled \$0.50
Transfer Free (limit 1)
Other/Special

Token \$0.85/Ride; E&D \$0.50/Ride; METS Mobility \$2.00/Ride, ADA Convenience Fare \$3.00/Ride
 Student Ticket \$0.75/Ride; \$10 or \$20 Debit Card, 14 Day Pass \$25, 90 Day Pass \$100

Personnel

| | Full-Time | Part-Time |
|-----------------------|-----------|-----------|
| Operations | 52 | 16 |
| Maintenance | 10 | 5 |
| Administration | 11 | 2 |
| Total | 73 | 23 |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 47 |
| Peak Hour Fleet | 36 |
| Base Fleet | 32 |
| Fuel Consumption (gal) | 311,430 |

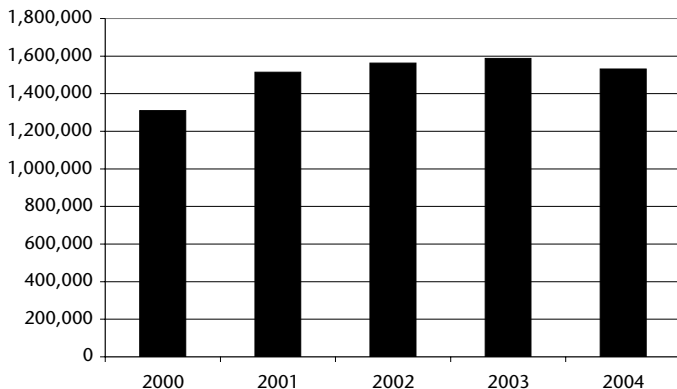
Ridership Trends

| | |
|-------------|-----------|
| 2000 | 1,310,003 |
| 2001 | 1,514,121 |
| 2002 | 1,562,278 |
| 2003 | 1,588,160 |
| 2004 | 1,530,964 |

2004 Highlights

- Redesigned and printed the METS Ride Guide in English, Spanish and Braille.
- Streamlined two routes to provide more efficient service and cost savings.

System Ridership Trend



Metropolitan Evansville Transit System

Group 1

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$2,153,185 |
| Other Salaries/Wages | \$796,383 |
| Fringe | \$1,192,542 |
| Services | \$45,526 |
| Materials and Supplies | \$859,687 |
| Utilities | \$57,606 |
| Casualty/Liability | \$91,397 |
| Purchased Transportation | \$0 |
| Other | \$3,261 |
| Total | \$5,199,587 |
| Fixed Route Expenses | \$4,431,168 |
| Demand Response Services | \$768,419 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$805,395 |
| Contract/Other | \$121,561 |
| Local Assistance | \$2,378,288 |
| State Assistance | \$1,174,678 |
| Federal Assistance | \$719,665 |
| Total | \$5,199,587 |

Legislative District

| | |
|----------------|----------------|
| Indiana Senate | 49, 50 |
| Indiana House | 75, 76, 77, 78 |

U.S. Congressional 8

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 1,530,964 |
| Total Vehicle Miles | 1,485,992 |
| Revenue Vehicle Miles | 1,368,510 |
| Revenue Vehicle Hours | 101,239 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$3.50 |
| Operating Expense per Passenger Trip | \$3.40 |
| Passenger Trips per Total Vehicle Mile | 1.03 |
| Passenger Trips per Capita | 12.59 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$4,272,631 |
| Operating Subsidy Ratio | 82% |
| Locally Derived Income | \$3,241,948 |
| Locally Derived Income Per Operating Expense | \$0.62 |
| Fare Recovery Ratio | 15% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 2 | 1985 | Chance | No | 25 | Diesel |
| 8 | 1995 | Gillig | Yes | 30+2wc | Diesel |
| 1 | 1995 | Ford | Yes | 14+4wc | Diesel |
| 12 | 1997 | Gillig | Yes | 30+2wc | Diesel |
| 6 | 1998 | Ford | Yes | 14+4wc | Diesel |
| 2 | 2000 | Chance | Yes | 23+2wc | Diesel |
| 7 | 2001 | Gillig | Yes | 29+2wc | Diesel |
| 9 | 2002 | Ford | Yes | 15+2wc | Diesel |

Fayette County

477 Grand Avenue

Connersville, IN 47331

(765) 827-1511

FAX: (765) 825-1458

Contact: Ruby Miller, Transportation Supervisor

Email: N/A

General Information

| | |
|---------------------------|-----------------|
| Type of Service | Demand Response |
| Service Area | Fayette County |
| Service Population | 25,588 |

Service Hours

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

Fare Structure

| | |
|-------------------------|---|
| Base | \$1.75 Connersville, \$2.00 Two-Mile Radius, \$3.00 Three-Mile Radius |
| Youth | \$1.50 any distance within Fayette County |
| Elderly/Disabled | \$1.50 any Distance within Fayette County |
| Transfer | N/A |
| Other/Special | \$4.00 to Cambridge City, Laurel; \$5.00 to Brookville, Liberty, Rushville \$30.00 for Trips to Indianapolis, Dayton, Cincinnati |

Personnel

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

Operation Characteristics

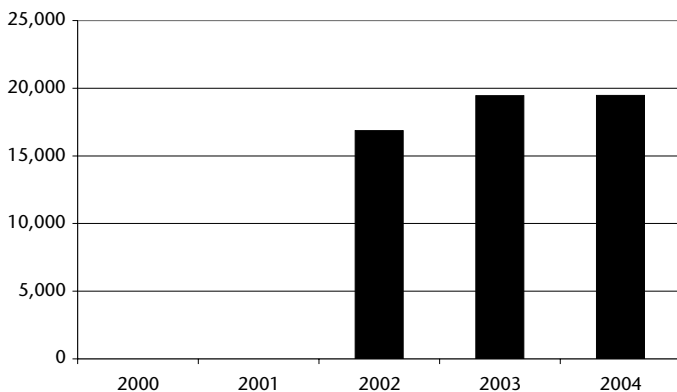
| | |
|-------------------------------|-------|
| Revenue Vehicles | 7 |
| Peak Hour Fleet | 7 |
| Base Fleet | 7 |
| Fuel Consumption (gal) | 9,346 |

Ridership Trends

| | |
|-------------|--------|
| 2000 | 0 |
| 2001 | 0 |
| 2002 | 16,861 |
| 2003 | 19,449 |
| 2004 | 19,460 |

2004 Highlights

System Ridership Trend



Fayette County Transit

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$54,114 |
| Other Salaries/Wages | \$26,900 |
| Fringe | \$8,411 |
| Services | \$10,995 |
| Materials and Supplies | \$18,449 |
| Utilities | \$5,852 |
| Casualty/Liability | \$29,107 |
| Purchased Transportation | \$0 |
| Other | \$2,968 |
| Total | \$156,796 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$156,796 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$19,842 |
| Contract/Other | \$654 |
| Local Assistance | \$68,562 |
| State Assistance | \$16,653 |
| Federal Assistance | \$51,085 |
| Total | \$156,796 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 19,460 |
| Total Vehicle Miles | 109,507 |
| Revenue Vehicle Miles | 101,298 |
| Revenue Vehicle Hours | 16,547 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.43 |
| Operating Expense per Passenger Trip | \$8.06 |
| Passenger Trips per Total Vehicle Mile | 0.18 |
| Passenger Trips per Capita | 0.76 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$136,300 |
| Operating Subsidy Ratio | 87% |
| Locally Derived Income | \$89,058 |
| Locally Derived Income Per Operating Expense | \$0.57 |
| Fare Recovery Ratio | 13% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1992 | Dodge | No | 5 | Gas |
| 1 | 1997 | Dodge | Yes | 10 | Gas |
| 1 | 1999 | Dodge | No | 8 | Gas |
| 1 | 1999 | Ford | No | 15 | Gas |
| 1 | 1999 | Dodge | No | 8 | Gas |
| 1 | 2002 | Dodge | Yes | 13 | Gas |
| 1 | 2002 | Ford | No | 5 | Gas |

Fort Wayne

801 Leesburg Road

Fort Wayne, IN 46808

(260) 432-4977 FAX: (260) 436-7729

Contact: Dave Gionet, General Manager

Email: drgionet@fwcitilink.com

General Information

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

Service Hours

| | |
|-----------------|-------------------|
| Weekday | 5:15 am - 9:45 pm |
| Saturday | 8:00 am - 6:30 pm |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|--------|
| Base | \$1.00 |
| Youth | \$0.75 |
| Elderly/Disabled | \$0.50 |
| Transfer | Free |

Other/Special

Pass \$45.00/Month; E&D \$22.00/Month
Card \$10.00/10 Rides; E&D \$5.00/10 Rides; Youth
\$7.50/10 Rides; Youth Summer Fun Pass \$25.00/3
Months

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 82 | 8 |
| Maintenance | 13 | 6 |
| Administration | 5 | 0 |
| Total | <u>100</u> | <u>14</u> |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 50 |
| Peak Hour Fleet | 36 |
| Base Fleet | 33 |
| Fuel Consumption (gal) | 359,250 |

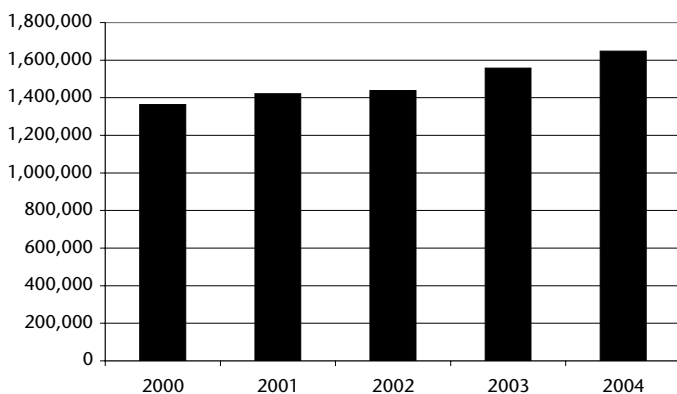
Ridership Trends

| | |
|-------------|-----------|
| 2000 | 1,363,927 |
| 2001 | 1,420,822 |
| 2002 | 1,438,431 |
| 2003 | 1,557,321 |
| 2004 | 1,647,578 |

2004 Highlights

- Ridership increase continues the upward trend - highest since 1991.
- Launched CitiLoop summertime downtown lunch shuttle.
- Implemented Maintenance Apprentice Program.
- Constructed Hanna-Creighton Transit Center in conjunction with major community development in that area.
- Completed Transit Development Plan and implemented first two phases of fixed route improvements.
- Continued emphasis on providing dependable, safe and courteous service.

System Ridership Trend



Group 1

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$2,414,054 |
| Other Salaries/Wages | \$1,043,408 |
| Fringe | \$2,210,513 |
| Services | \$356,312 |
| Materials and Supplies | \$1,144,239 |
| Utilities | \$98,666 |
| Casualty/Liability | \$161,197 |
| Purchased Transportation | \$0 |
| Other | \$146,871 |
| Total | \$7,575,260 |
| Fixed Route Expenses | \$6,555,519 |
| Demand Response Services | \$1,019,741 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$927,843 |
| Contract/Other | \$215,471 |
| Local Assistance | \$3,975,966 |
| State Assistance | \$1,485,584 |
| Federal Assistance | \$970,396 |
| Total | \$7,575,260 |

Legislative District

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

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 1,647,578 |
| Total Vehicle Miles | 1,791,687 |
| Revenue Vehicle Miles | 1,632,794 |
| Revenue Vehicle Hours | 128,234 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$4.23 |
| Operating Expense per Passenger Trip | \$4.60 |
| Passenger Trips per Total Vehicle Mile | 0.92 |
| Passenger Trips per Capita | 7.55 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$6,431,946 |
| Operating Subsidy Ratio | 85% |
| Locally Derived Income | \$5,119,280 |
| Locally Derived Income Per Operating Expense | \$0.68 |
| Fare Recovery Ratio | 12% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 3 | 1987 | Chance | No | 24 | Diesel |
| 2 | 1991 | Gillig Spirit | No | 24+2wc | Diesel |
| 10 | 1998 | Gillig | Yes | 31+2wc | Diesel |
| 4 | 1998 | Gillig | Yes | 28+2wc | Diesel |
| 5 | 1998 | Supreme | Yes | 12+2wc | Diesel |
| 7 | 1999 | Dodge | Yes | 8+2wc | Gas |
| 6 | 2000 | El Dorado | Yes | 19+2wc | Diesel |
| 4 | 2002 | Gillig | Yes | 27+2wc | Diesel |
| 4 | 2002 | Gillig | Yes | 29+2wc | Diesel |
| 5 | 2003 | Supreme | Yes | 12+2wc | Diesel |

Franklin County

11146 County Park Road

Brookville, IN 47012

(765) 647-3509 FAX: (765) 647-2850

Contact: Catherine Pelsor, Executive Director

Email: cpelsor@cnz.com

General Information

Type of Service Demand Response
Service Area Franklin County
Service Population 22,151

Service Hours

Weekday 6:00 am - 5:00 pm
Saturday Upon Request
Sunday Upon Request

Fare Structure

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

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 5 | 10 |
| Maintenance | 1 | 0 |
| Administration | 2 | 2 |
| Total | 8 | 12 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 18 |
| Peak Hour Fleet | 11 |
| Base Fleet | 7 |
| Fuel Consumption (gal) | 23,063 |

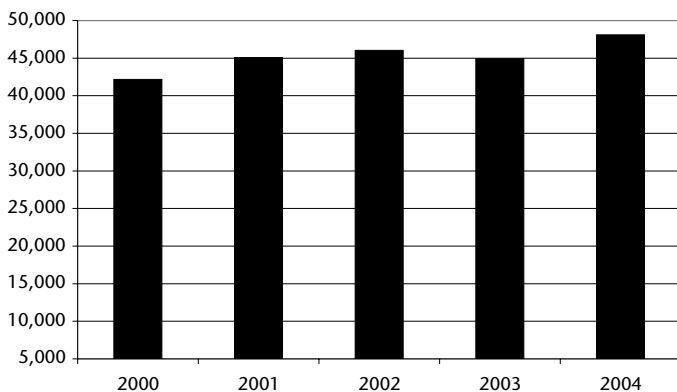
Ridership Trends

| | |
|-------------|--------|
| 2000 | 42,179 |
| 2001 | 45,101 |
| 2002 | 46,022 |
| 2003 | 44,911 |
| 2004 | 48,114 |

2004 Highlights

- Passenger trips have increased by 7%.
- Transit system float won first place in the local homecoming parade for the 2nd straight year.

System Ridership Trend



Franklin County Public Transportation

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$205,957 |
| Other Salaries/Wages | \$116,776 |
| Fringe | \$26,512 |
| Services | \$31,858 |
| Materials and Supplies | \$37,561 |
| Utilities | \$9,415 |
| Casualty/Liability | \$38,123 |
| Purchased Transportation | \$0 |
| Other | \$3,300 |
| Total | \$469,502 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$469,502 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$52,856 |
| Contract/Other | \$0 |
| Local Assistance | \$220,769 |
| State Assistance | \$91,382 |
| Federal Assistance | \$104,495 |
| Total | \$469,502 |

Legislative District

| | |
|----------------|------------|
| Indiana Senate | 42, 43 |
| Indiana House | 55, 67, 68 |

U.S. Congressional 6

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 48,114 |
| Total Vehicle Miles | 394,243 |
| Revenue Vehicle Miles | 391,229 |
| Revenue Vehicle Hours | 17,297 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.19 |
| Operating Expense per Passenger Trip | \$9.76 |
| Passenger Trips per Total Vehicle Mile | 0.12 |
| Passenger Trips per Capita | 2.17 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$416,646 |
| Operating Subsidy Ratio | 89% |
| Locally Derived Income | \$273,625 |
| Locally Derived Income Per Operating Expense | \$0.58 |
| Fare Recovery Ratio | 11% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1990 | Chrysler | Yes | 4+2wc | Gas |
| 1 | 1991 | Dodge | No | 6 | Gas |
| 1 | 1994 | Dodge | No | 15 | Gas |
| 1 | 1995 | Ford | No | 5 | Gas |
| 1 | 1995 | Dodge | Yes | 12+2wc | Gas |
| 1 | 1995 | Chevrolet | No | 7 | Gas |
| 1 | 1995 | Ford | No | 5 | Gas |
| 2 | 1997 | Dodge | No | 6 | Gas |
| 1 | 1998 | Ford | No | 15 | Gas |
| 2 | 1999 | Dodge | No | 6 | Gas |
| 1 | 2001 | Ford | No | 6 | Gas |
| 1 | 2001 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2002 | Chrysler | No | 15 | Gas |
| 1 | 2003 | Ford | No | 15 | Gas |
| 2 | 2005 | Dodge | No | 6 | Gas |

Fulton County

625 Pontiac Street

Rochester, IN 46975

(574) 223-6953 FAX: (574) 223-4962

Contact: Terry Moore, Executive Director

Email: commresourcectr@rtcol.com

General Information

Type of Service Demand Response
Service Area Fulton County
Service Population 20,511

Service Hours

Weekday 7:30 a.m. to 4:00 p.m.
Saturday No Service
Sunday No Service

Fare Structure

Base \$1.00 City Limits, \$2.00 County
Youth \$1.00 City Limits, \$2.00 County
Elderly/Disabled Donation
Transfer N/A
Other/Special
 Rochester: 12 Rides for \$10.00
 In-County Passes: \$20.00 for 12 Rides

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 4 | 3 |
| Maintenance | 1 | 1 |
| Administration | 2 | 0 |
| Total | <u>7</u> | <u>4</u> |

Operation Characteristics

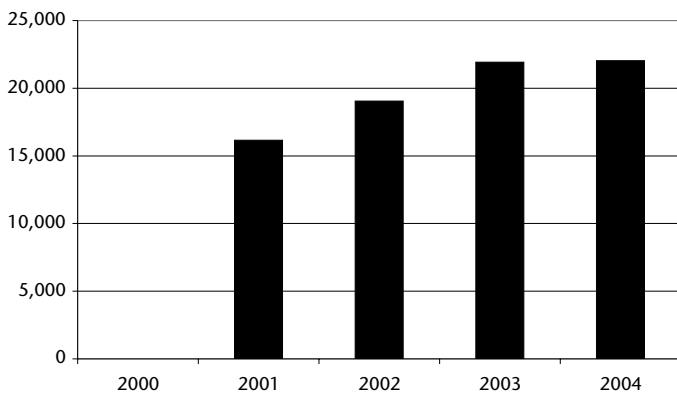
| | |
|-------------------------------|-------|
| Revenue Vehicles | 7 |
| Peak Hour Fleet | 4 |
| Base Fleet | 3 |
| Fuel Consumption (gal) | 7,155 |

Ridership Trends

| | |
|-------------|--------|
| 2000 | 0 |
| 2001 | 16,154 |
| 2002 | 19,048 |
| 2003 | 21,919 |
| 2004 | 22,029 |

2004 Highlights

System Ridership Trend



Fulton County Transpo

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$79,334 |
| Other Salaries/Wages | \$44,626 |
| Fringe | \$13,886 |
| Services | \$0 |
| Materials and Supplies | \$26,921 |
| Utilities | \$3,512 |
| Casualty/Liability | \$11,905 |
| Purchased Transportation | \$0 |
| Other | \$15,845 |
| Total | \$196,029 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$196,029 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$24,007 |
| Contract/Other | \$0 |
| Local Assistance | \$83,878 |
| State Assistance | \$27,108 |
| Federal Assistance | \$61,036 |
| Total | \$196,029 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 22,029 |
| Total Vehicle Miles | 125,433 |
| Revenue Vehicle Miles | 112,916 |
| Revenue Vehicle Hours | 7,825 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.56 |
| Operating Expense per Passenger Trip | \$8.90 |
| Passenger Trips per Total Vehicle Mile | 0.18 |
| Passenger Trips per Capita | 1.07 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$172,022 |
| Operating Subsidy Ratio | 88% |
| Locally Derived Income | \$107,885 |
| Locally Derived Income Per Operating Expense | \$0.55 |
| Fare Recovery Ratio | 12% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1989 | Buick | No | 5 | Gas |
| 1 | 1996 | Chevrolet | No | 15 | Gas |
| 1 | 1999 | Dodge | Yes | 11+1wc | Gas |
| 2 | 2000 | Dodge | No | 6 | Gas |
| 1 | 2003 | Chevrolet | No | 6 | Gas |
| 1 | 2005 | Dodge | No | 6 | Gas |

Gary

100 West 4th Avenue

Gary, IN 46402

(219) 885-7555

FAX: (219) 881-2551

Contact: Alfred Hammonds, General Manager

Email: gptcgptc@aol.com

General Information

| | |
|---------------------------|---|
| Type of Service | Fixed Route and ADA Paratransit |
| Service Area | Gary City Limits and Selected Corridors |
| Service Population | 102,746 |

Service Hours

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

Fare Structure

| | |
|-------------------------|-----------------|
| Base | \$1.25 |
| Youth | \$1.00 |
| Elderly/Disabled | \$0.60 |
| Transfer | \$0.15 & \$0.10 |
| Other/Special | |
| Pass | \$45.00/Month |
| E&D Transfers | \$0.10 |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 64 | 2 |
| Maintenance | 21 | 1 |
| Administration | 21 | 0 |
| Total | 106 | 3 |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 54 |
| Peak Hour Fleet | 25 |
| Base Fleet | 19 |
| Fuel Consumption (gal) | 234,018 |

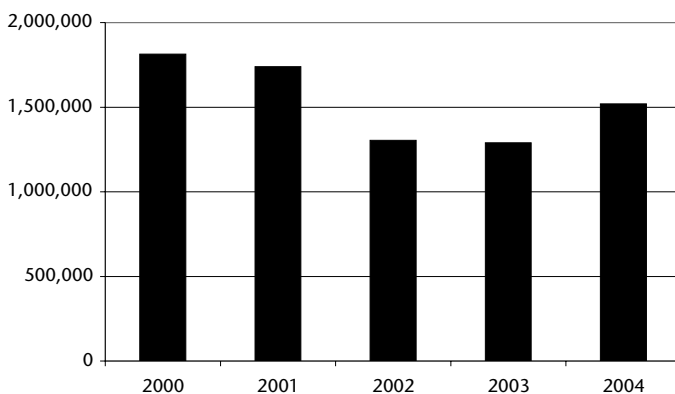
Ridership Trends

| | |
|-------------|-----------|
| 2000 | 1,813,052 |
| 2001 | 1,739,696 |
| 2002 | 1,304,092 |
| 2003 | 1,289,824 |
| 2004 | 1,518,967 |

2004 Highlights

- GPTC continued the operation of the U.S. Route #30 Circular Fixed Route (after the expiration of its JARC Grant) which provides access to jobs in the suburbs.
- The Route Study and Analysis prepared by Bernardin-Lochmueller & Associates provided revised routes to meet the needs of the riding public with operating costs within budgetary constraints.
- 11th Avenue Construction/ITS/TOD project entailed engineering and construction for the installation of traffic signalization and bus shelters along the 11th Avenue Corridor is the first joint intelligent transportation system project with the City of Gary.

System Ridership Trend



Gary Public Transportation Corporation

Group 1

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$1,585,710 |
| Other Salaries/Wages | \$1,115,559 |
| Fringe | \$2,055,728 |
| Services | \$1,673,377 |
| Materials and Supplies | \$604,515 |
| Utilities | \$178,210 |
| Casualty/Liability | \$472,624 |
| Purchased Transportation | \$0 |
| Other | \$85,123 |
| Total | \$7,770,846 |
| Fixed Route Expenses | \$7,524,648 |
| Demand Response Services | \$246,198 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$998,388 |
| Contract/Other | \$218,312 |
| Local Assistance | \$2,940,809 |
| State Assistance | \$1,077,566 |
| Federal Assistance | \$2,535,771 |
| Total | \$7,770,846 |

Legislative District

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

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 1,518,967 |
| Total Vehicle Miles | 1,006,958 |
| Revenue Vehicle Miles | 942,862 |
| Revenue Vehicle Hours | 77,137 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$7.72 |
| Operating Expense per Passenger Trip | \$5.12 |
| Passenger Trips per Total Vehicle Mile | 1.51 |
| Passenger Trips per Capita | 14.78 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$6,554,146 |
| Operating Subsidy Ratio | 84% |
| Locally Derived Income | \$4,157,509 |
| Locally Derived Income Per Operating Expense | \$0.54 |
| Fare Recovery Ratio | 13% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 8 | 1991 | RTS | Yes | 35+2wc | Diesel |
| 2 | 1992 | El Dorado | Yes | 16+2wc | Diesel |
| 2 | 1992 | TMC | Yes | 35+2wc | Diesel |
| 2 | 1993 | Flexible | Yes | 35+2wc | LNG |
| 3 | 1993 | TMC | Yes | 35+2wc | Diesel |
| 5 | 1995 | Flexible | Yes | 35+2wc | Diesel |
| 3 | 1995 | Flexible | Yes | 35+2wc | LNG |
| 7 | 1996 | NOVA | Yes | 35+2wc | Diesel |
| 1 | 1997 | Flexible | Yes | 30+2wc | LNG |
| 4 | 1997 | NOVA | Yes | 30+2wc | Diesel |
| 2 | 1997 | NOVA | Yes | 30+2wc | LNG |
| 3 | 1999 | Ford | Yes | 23+2wc | Diesel |
| 1 | 2000 | Chance | Yes | 20+2wc | Diesel |
| 2 | 2001 | Ford | Yes | 4+2wc | Diesel |
| 4 | 2001 | Ford | Yes | 16+2wc | Diesel |
| 5 | 2001 | Chance | Yes | 23+2wc | Diesel |

Goshen

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

General Information

Type of Service Demand Response/User-Side Subsidy
Service Area City of Goshen and contiguous area
Service Population 29,383

Service Hours

Weekday 24 hours per day
Saturday 24 hours per day
Sunday 24 hours per day

Fare Structure

Base \$2.60
Youth \$2.60
Elderly/Disabled Half Fares during Off-Peak
Transfer N/A
Other/Special
 Disabled Fare \$7.00 for 1st 3 Miles
 N/A

Personnel

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

Operation Characteristics

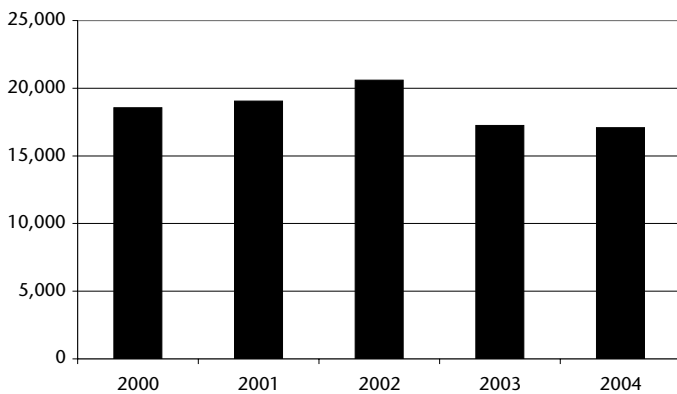
| | |
|-------------------------------|-------|
| Revenue Vehicles | 5 |
| Peak Hour Fleet | 5 |
| Base Fleet | 5 |
| Fuel Consumption (gal) | 8,883 |

Ridership Trends

| | |
|-------------|--------|
| 2000 | 18,567 |
| 2001 | 19,052 |
| 2002 | 20,603 |
| 2003 | 17,242 |
| 2004 | 17,093 |

2004 Highlights

System Ridership Trend



Group 3

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$9,661 |
| Other Salaries/Wages | \$0 |
| Fringe | \$5,637 |
| Services | \$394 |
| Materials and Supplies | \$592 |
| Utilities | \$0 |
| Casualty/Liability | \$0 |
| Purchased Transportation | \$100,672 |
| Other | \$10,573 |
| Total | \$127,528 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$127,528 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$46,381 |
| Contract/Other | \$0 |
| Local Assistance | \$9,333 |
| State Assistance | \$33,246 |
| Federal Assistance | \$38,568 |
| Total | \$127,528 |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|--|----------------------|----------------|------------------|-------------|
| 1 | 1998 | Chevrolet | Yes | 5+2wc | Gas |
| 1 | 1999 | Dodge | Yes | 5+2wc | Gas |
| 1 | 2000 | Dodge | Yes | 5+2wc | Gas |
| 2 | Taxis owned by private contractor also used for this service | | | | |

Legislative District

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

Productivity

| | |
|---------------------------|--------|
| Total Passenger Boardings | 17,093 |
| Total Vehicle Miles | 97,716 |
| Revenue Vehicle Miles | 47,881 |
| Revenue Vehicle Hours | 3,210 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.31 |
| Operating Expense per Passenger Trip | \$7.46 |
| Passenger Trips per Total Vehicle Mile | 0.17 |
| Passenger Trips per Capita | 0.58 |

Financial Performance

| | |
|--|----------|
| Operating Subsidy | \$81,147 |
| Operating Subsidy Ratio | 64% |
| Locally Derived Income | \$55,714 |
| Locally Derived Income Per Operating Expense | \$0.44 |
| Fare Recovery Ratio | 36% |

Hammond

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

General Information

Type of Service Fixed Route and Demand Response
Service Area Hammond, Whiting, and adjacent areas of Illinois & Indiana
Service Population 88,185

Service Hours

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

Fare Structure

Base \$1.25
Youth \$1.00
Elderly/Disabled \$0.60
Transfer Free
Other/Special

Monthly Pass \$45.00; Senior Monthly Pass \$18.00;
Student Pass \$31.00
Senior/Disabled Pass \$24.00/40 Rides; Economy Pass
\$12.50/11 Rides

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 17 | 3 |
| Maintenance | 5 | 0 |
| Administration | 5 | 0 |
| Total | <u>27</u> | <u>3</u> |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 15 |
| Peak Hour Fleet | 11 |
| Base Fleet | 6 |
| Fuel Consumption (gal) | 108,610 |

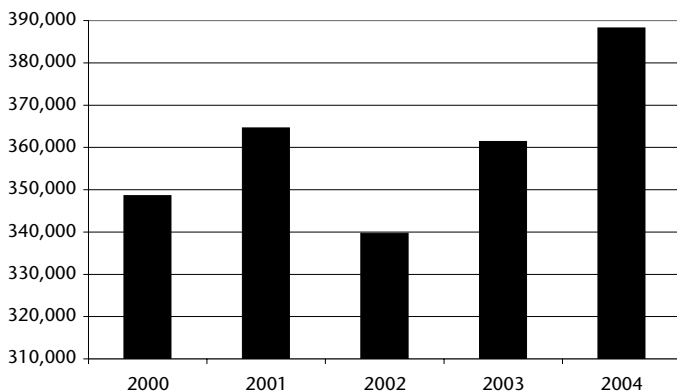
Ridership Trends

| | |
|-------------|---------|
| 2000 | 348,628 |
| 2001 | 364,612 |
| 2002 | 339,711 |
| 2003 | 361,413 |
| 2004 | 388,270 |

2004 Highlights

- Ridership increased by 27,000 trips in 2004.
- Initiated a system service evaluation to be completed in 2005.

System Ridership Trend



Hammond Transit System

Group 2

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$102,903 |
| Other Salaries/Wages | \$0 |
| Fringe | \$40,775 |
| Services | \$61,819 |
| Materials and Supplies | \$14,813 |
| Utilities | \$6,333 |
| Casualty/Liability | \$20,749 |
| Purchased Transportation | \$1,829,148 |
| Other | \$0 |
| Total | \$2,076,540 |
| Fixed Route Expenses | \$1,996,970 |
| Demand Response Services | \$79,570 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$357,210 |
| Contract/Other | \$25,204 |
| Local Assistance | \$491,933 |
| State Assistance | \$518,871 |
| Federal Assistance | \$683,322 |
| Total | \$2,076,540 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 388,270 |
| Total Vehicle Miles | 523,664 |
| Revenue Vehicle Miles | 482,458 |
| Revenue Vehicle Hours | 29,549 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$3.97 |
| Operating Expense per Passenger Trip | \$5.35 |
| Passenger Trips per Total Vehicle Mile | 0.74 |
| Passenger Trips per Capita | 4.40 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$1,694,126 |
| Operating Subsidy Ratio | 82% |
| Locally Derived Income | \$874,347 |
| Locally Derived Income Per Operating Expense | \$0.42 |
| Fare Recovery Ratio | 17% |

Fleet Inventory

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

Hendricks County

P.O. Box 369

Danville, IN 46122

(317) 745-4303 FAX: (317) 745-6253

Contact: Beth Ann Leach, Operations Manager

Email: bethann@hendricksseniors.org

General Information

Type of Service Demand Response
Service Area Hendricks County
Service Population 104,093

Service Hours

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

Fare Structure

Base \$3.00 In-County, \$4.00 Out-of-County
Youth \$3.00 In-County, \$4.00 Out-of-County
Elderly/Disabled \$3.00 In-County, \$4.00 Out-of-County
Transfer N/A
Other/Special

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 6 | 14 |
| Maintenance | 0 | 0 |
| Administration | 0 | 4 |
| Total | <u>6</u> | <u>18</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 14 |
| Peak Hour Fleet | 14 |
| Base Fleet | 14 |
| Fuel Consumption (gal) | 16,453 |

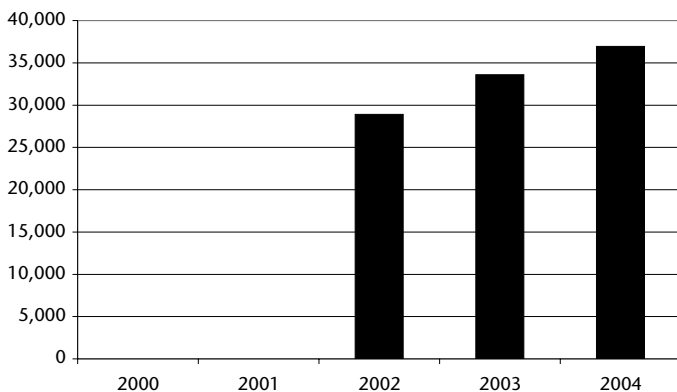
Ridership Trends

| | |
|-------------|--------|
| 2000 | 0 |
| 2001 | 0 |
| 2002 | 28,899 |
| 2003 | 33,603 |
| 2004 | 36,954 |

2004 Highlights

- Received a grant from White Lick Heritage Foundation for LINKS.
- Ridership increased 10%.

System Ridership Trend



Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$109,052 |
| Other Salaries/Wages | \$52,508 |
| Fringe | \$16,361 |
| Services | \$10,824 |
| Materials and Supplies | \$26,770 |
| Utilities | \$5,952 |
| Casualty/Liability | \$17,642 |
| Purchased Transportation | \$0 |
| Other | \$2,001 |
| Total | \$241,110 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$241,110 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$30,073 |
| Contract/Other | \$0 |
| Local Assistance | \$81,662 |
| State Assistance | \$23,866 |
| Federal Assistance | \$105,509 |
| Total | \$241,110 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 36,954 |
| Total Vehicle Miles | 206,226 |
| Revenue Vehicle Miles | 203,674 |
| Revenue Vehicle Hours | 13,490 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.17 |
| Operating Expense per Passenger Trip | \$6.52 |
| Passenger Trips per Total Vehicle Mile | 0.18 |
| Passenger Trips per Capita | 0.36 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$211,037 |
| Operating Subsidy Ratio | 88% |
| Locally Derived Income | \$111,735 |
| Locally Derived Income Per Operating Expense | \$0.46 |
| Fare Recovery Ratio | 12% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1993 | Dodge | Yes | 11+1wc | Gas |
| 1 | 1997 | Dodge | No | 14 | Gas |
| 1 | 1997 | Dodge | Yes | 8+1wc | Gas |
| 1 | 1997 | Dodge | No | 11 | Gas |
| 1 | 1998 | Dodge | Yes | 11+1wc | Gas |
| 1 | 1998 | Ford | No | 5 | Gas |
| 1 | 1999 | Dodge | Yes | 8+1wc | Gas |
| 1 | 1999 | Ford | No | 11 | Gas |
| 1 | 2000 | Dodge | Yes | 7+2wc | Gas |
| 1 | 2000 | Dodge | No | 11 | Gas |
| 1 | 2001 | Chevrolet | No | 5 | Gas |
| 1 | 2002 | Dodge | Yes | 14+3wc | Gas |
| 1 | 2002 | Dodge | Yes | 12+1wc | Gas |
| 1 | 2003 | Ford | No | 14 | Gas |

Huntingburg

508 East Fourth Street
Huntingburg, IN 47542

(812) 683-2211 FAX: (812) 683-5661

Contact: Sara E. Songer, Office Manager

Email: huntburg@psci.net

General Information

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

Service Hours

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

Fare Structure

Base \$0.50
Youth \$0.50
Elderly/Disabled \$0.50
Transfer N/A
Other/Special

Personnel

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

Operation Characteristics

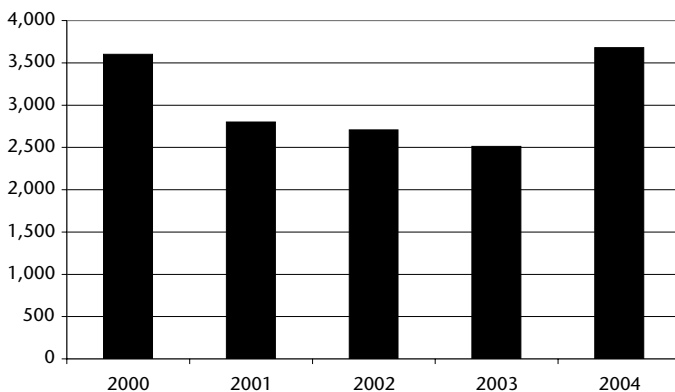
| | |
|-------------------------------|-----|
| Revenue Vehicles | 1 |
| Peak Hour Fleet | 1 |
| Base Fleet | 1 |
| Fuel Consumption (gal) | 964 |

Ridership Trends

| | |
|-------------|-------|
| 2000 | 3,601 |
| 2001 | 2,800 |
| 2002 | 2,706 |
| 2003 | 2,511 |
| 2004 | 3,680 |

2004 Highlights

System Ridership Trend



Huntingburg Transit System

Group 4

Operating Expense Summary

| | |
|--------------------------|-----------------|
| Operator Salaries/Wages | \$33,146 |
| Other Salaries/Wages | \$23,492 |
| Fringe | \$25,650 |
| Services | \$1,268 |
| Materials and Supplies | \$1,652 |
| Utilities | \$3,304 |
| Casualty/Liability | \$1,008 |
| Purchased Transportation | \$0 |
| Other | \$0 |
| Total | \$89,520 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$89,520 |

Revenue Summary

| | |
|--------------------|-----------------|
| Fare Revenue | \$906 |
| Contract/Other | \$0 |
| Local Assistance | \$57,039 |
| State Assistance | \$6,314 |
| Federal Assistance | \$25,261 |
| Total | \$89,520 |

Legislative District

| | |
|--------------------|----|
| Indiana Senate | 47 |
| Indiana House | 74 |
| U.S. Congressional | 9 |

Productivity

| | |
|---------------------------|-------|
| Total Passenger Boardings | 3,680 |
| Total Vehicle Miles | 7,863 |
| Revenue Vehicle Miles | 7,722 |
| Revenue Vehicle Hours | 1,771 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$11.38 |
| Operating Expense per Passenger Trip | \$24.33 |
| Passenger Trips per Total Vehicle Mile | 0.47 |
| Passenger Trips per Capita | 0.66 |

Financial Performance

| | |
|---|----------|
| Operating Subsidy | \$88,614 |
| Operating Subsidy Ratio | 99% |
| Locally Derived Income | \$57,945 |
| Locally Derived Income Per Operating Expense | \$0.65 |
| Fare Recovery Ratio | 1% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1997 | Dodge | Yes | 12+2wc | Gas |

Huntington County

354 North Jefferson Street

Huntington, IN 46750

(260) 356-3006 FAX: (206) 356-3007

Contact: Holly Saunders, Executive Director

Email: hat@huntington.in.us

General Information

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

Service Hours

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

Fare Structure

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

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 3 | 9 |
| Maintenance | 0 | 0 |
| Administration | 2 | 3 |
| Total | 5 | 12 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 9 |
| Peak Hour Fleet | 5 |
| Base Fleet | 5 |
| Fuel Consumption (gal) | 13,273 |

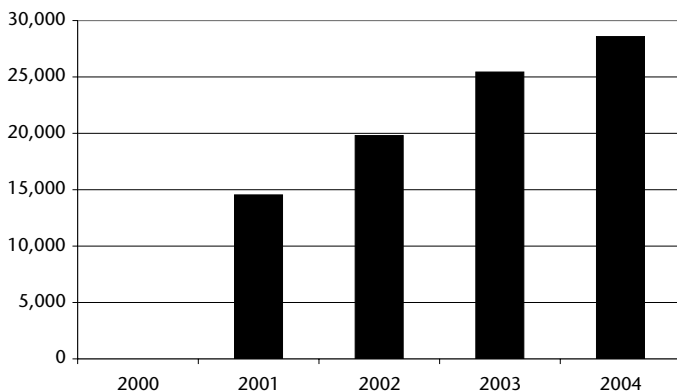
Ridership Trends

| | |
|-------------|--------|
| 2000 | 0 |
| 2001 | 14,547 |
| 2002 | 19,805 |
| 2003 | 25,439 |
| 2004 | 28,583 |

2004 Highlights

- The HAT continues to grow with a 12% increase in ridership from 2003.
- Received a grant from the Lutheran Foundation to help with operating costs for the continued growth HAT is experiencing.
- Began a successful pilot program with the Boys and Girls Club and one of the elementary schools in the area.

System Ridership Trend



Huntington Area Transportation

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$117,701 |
| Other Salaries/Wages | \$84,764 |
| Fringe | \$21,651 |
| Services | \$11,012 |
| Materials and Supplies | \$32,937 |
| Utilities | \$2,443 |
| Casualty/Liability | \$15,641 |
| Purchased Transportation | \$7,317 |
| Other | \$20,608 |
| Total | \$314,074 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$314,074 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$19,111 |
| Contract/Other | \$634 |
| Local Assistance | \$177,338 |
| State Assistance | \$27,427 |
| Federal Assistance | \$89,564 |
| Total | \$314,074 |

Legislative District

| | |
|----------------|----|
| Indiana Senate | 17 |
| Indiana House | 50 |

U.S. Congressional 5

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 28,583 |
| Total Vehicle Miles | 181,445 |
| Revenue Vehicle Miles | 162,615 |
| Revenue Vehicle Hours | 14,271 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$1.73 |
| Operating Expense per Passenger Trip | \$10.99 |
| Passenger Trips per Total Vehicle Mile | 0.16 |
| Passenger Trips per Capita | 0.75 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$294,329 |
| Operating Subsidy Ratio | 94% |
| Locally Derived Income | \$197,083 |
| Locally Derived Income Per Operating Expense | \$0.63 |
| Fare Recovery Ratio | 6% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1997 | Dodge | No | 13 | Gas |
| 1 | 1999 | Dodge | Yes | 3+2wc | Gas |
| 1 | 2000 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2001 | Dodge | No | 13 | Gas |
| 1 | 2001 | Dodge | Yes | 11+2wc | Gas |
| 1 | 2003 | Braun | Yes | 3+2wc | Gas |
| 1 | 2003 | Buick | No | 5 | Gas |
| 1 | 2003 | Dodge | No | 7 | Gas |
| 1 | 2005 | Dodge | No | 7 | Gas |

Indianapolis

1501 West Washington Street

Indianapolis, IN 46222

(317) 635-2100 FAX: (317) 635-6585

Contact: Gil Holmes, President/CEO

Email: gholmes@indygo.net

General Information

| | |
|---------------------------|---------------------------------|
| Type of Service | Fixed Route and Demand Response |
| Service Area | Indianapolis Metropolitan Area |
| Service Population | 904,219 |

Service Hours

| | |
|-----------------|--------------------|
| Weekday | 4:17 am - 12:37 am |
| Saturday | 5:53 am - 12:30 am |
| Sunday | 6:41 am - 10:00 pm |

Fare Structure

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

Pass (Full Fare) \$50.00/Month; E&D Pass \$25.00/Month

Demand Response \$25.00 for 10 Trip Ticket; Day Pass \$3.00; All Passes 1/2 price for Youth and "Half-Fare" Program

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 345 | 0 |
| Maintenance | 70 | 0 |
| Administration | 38 | 0 |
| Total | 453 | 0 |

Operation Characteristics

| | |
|-------------------------------|-----------|
| Revenue Vehicles | 228 |
| Peak Hour Fleet | 192 |
| Base Fleet | 149 |
| Fuel Consumption (gal) | 1,715,724 |

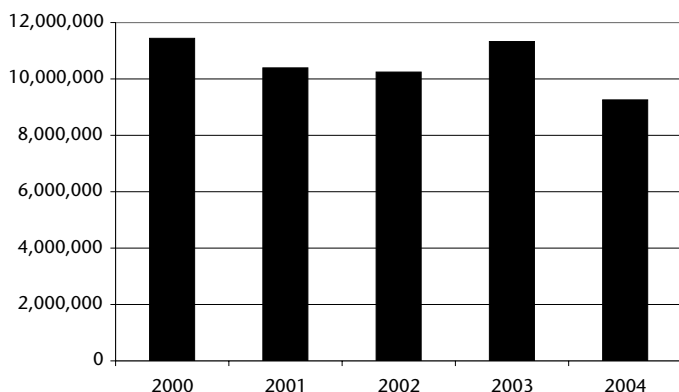
Ridership Trends

| | |
|-------------|------------|
| 2000 | 11,443,499 |
| 2001 | 10,389,510 |
| 2002 | 10,247,493 |
| 2003 | 11,324,573 |
| 2004 | 9,260,427 |

2004 Highlights

- Unveiled the new Central Indiana Commuter Services Program, the first regional service promoting ridesharing, vanpooling and the use of transit as commuting options.
- Acquired 34 new demand response buses.
- Acquired two new 40' electric hybrid buses utilizing Indiana technology supplied by Allison Transmission, Cummins Engine and Delco Remy.
- Introduced a bio-diesel fuel alternative with flexible bus fleet.
- Introduced a new bus stop sign project to provide better visibility and more information at bus stops.
- Installed 30 new bus shelters at key boarding locations.

System Ridership Trend



Group 1

Operating Expense Summary

| | |
|--------------------------|---------------------|
| Operator Salaries/Wages | \$11,074,757 |
| Other Salaries/Wages | \$6,094,910 |
| Fringe | \$8,222,517 |
| Services | \$3,122,994 |
| Materials and Supplies | \$5,659,527 |
| Utilities | \$736,185 |
| Casualty/Liability | \$770,580 |
| Purchased Transportation | \$3,134,366 |
| Other | \$78,641 |
| Total | \$38,894,477 |
| Fixed Route Expenses | \$30,296,202 |
| Demand Response Services | \$8,598,275 |

Revenue Summary

| | |
|--------------------|---------------------|
| Fare Revenue | \$8,782,965 |
| Contract/Other | \$2,667,891 |
| Local Assistance | \$11,487,479 |
| State Assistance | \$8,594,871 |
| Federal Assistance | \$7,361,271 |
| Total | \$38,894,477 |

Legislative District

| | |
|--------------------|--|
| Indiana Senate | 29, 30, 31, 32, 33, 34, 35, 36 |
| Indiana House | 25, 58, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 |
| U.S. Congressional | 4,5,7 |

Productivity

| | |
|---------------------------|------------|
| Total Passenger Boardings | 9,260,427 |
| Total Vehicle Miles | 10,215,562 |
| Revenue Vehicle Miles | 8,834,655 |
| Revenue Vehicle Hours | 591,065 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$3.81 |
| Operating Expense per Passenger Trip | \$4.20 |
| Passenger Trips per Total Vehicle Mile | 0.91 |
| Passenger Trips per Capita | 10.24 |

Financial Performance

| | |
|---|--------------|
| Operating Subsidy | \$27,443,621 |
| Operating Subsidy Ratio | 71% |
| Locally Derived Income | \$22,938,335 |
| Locally Derived Income Per Operating Expense | \$0.59 |
| Fare Recovery Ratio | 23% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 30 | 1997 | Gillig | Yes | 44+2wc | Diesel |
| 10 | 1998 | Gillig | Yes | 44+2wc | Diesel |
| 25 | 2000 | Gillig | Yes | 23+2wc | Diesel |
| 25 | 2000 | Gillig | Yes | 28+2wc | Diesel |
| 25 | 2000 | Gillig | Yes | 38+2wc | Diesel |
| 29 | 2001 | Ford | Yes | 14+4wc | Diesel |
| 7 | 2002 | Ford | Yes | 14+4wc | Diesel |
| 24 | 2003 | Gillig | Yes | 38+2wc | Diesel |
| 5 | 2003 | Ebus | Yes | 22+2wc | Dual |
| 2 | 2004 | Gillig | Yes | 38+2wc | Dual |
| 12 | 2004 | Ford | Yes | 14+4wc | Diesel |
| 34 | 2005 | Ford | Yes | 14+4wc | Diesel |

Jay-Randolph-Delaware Counties

1701 Pilgrim Blvd. P.O. Box 308

Yorktown, IN 47396

(800) 589-1121 FAX: (765) 759-0060

Contact: Mark Yaudas, Manager of Logistics

Email: myaudas@lifestreaminc.org

General Information

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

Service Hours

| | |
|-----------------|--------------------------------------|
| Weekday | 7:00 am - 6:00 pm |
| Saturday | 10:00 am - 2:00 pm (Demand Response) |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|--|
| Base | \$1.00 - \$8.00 (depending on length of trip) |
| Youth | Same as Base |
| Elderly/Disabled | Same as Base |
| Transfer | N/A (Transfers available to board other service between MITS and The New InterUrban) |
| Other/Special | |
| Monthly Pass: | \$10.00 |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 11 | 9 |
| Maintenance | 0 | 0 |
| Administration | 1 | 0 |
| Total | <u>12</u> | <u>9</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 24 |
| Peak Hour Fleet | 10 |
| Base Fleet | 9 |
| Fuel Consumption (gal) | 63,968 |

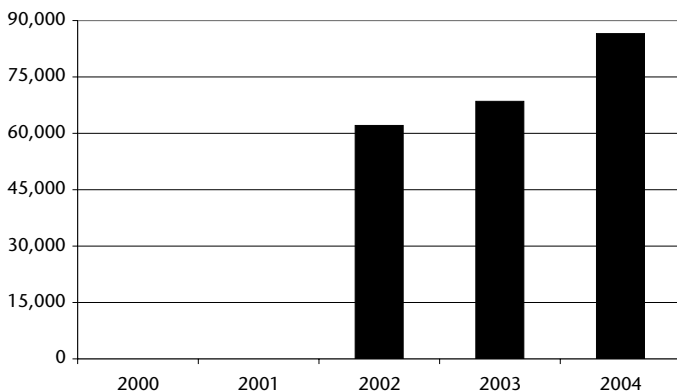
Ridership Trends

| | |
|-------------|--------|
| 2000 | 0 |
| 2001 | 0 |
| 2002 | 62,090 |
| 2003 | 68,491 |
| 2004 | 86,551 |

2004 Highlights

- Coordinated our "Connect & Go" Service to enable connections with the Muncie Transit System (urban system) at several locations throughout the City of Muncie. Both public systems honor the other's monthly passes, and offer same day transfers to both.
- Began operating "Meijer Shuttle" as an hourly transit option for Muncie residents. The shuttle connects with MITS buses at the top of each hour at Wal-Mart to transport riders to Meijer, which is outside the MITS service area.
- Subscription routes throughout our regional system were evaluated after the first year of operation, and changes were made to increase ridership, accessibility, and lessen the wait time for passengers for return trips.

System Ridership Trend



The New InterUrban Public Transit System

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$380,791 |
| Other Salaries/Wages | \$31,163 |
| Fringe | \$78,790 |
| Services | \$5,741 |
| Materials and Supplies | \$103,921 |
| Utilities | \$6,844 |
| Casualty/Liability | \$33,697 |
| Purchased Transportation | \$0 |
| Other | \$188,234 |
| Total | \$829,181 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$829,181 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$23,321 |
| Contract/Other | \$533 |
| Local Assistance | \$566,864 |
| State Assistance | \$178,515 |
| Federal Assistance | \$59,948 |
| Total | \$829,181 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 86,551 |
| Total Vehicle Miles | 541,387 |
| Revenue Vehicle Miles | 535,138 |
| Revenue Vehicle Hours | 26,598 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.53 |
| Operating Expense per Passenger Trip | \$9.58 |
| Passenger Trips per Total Vehicle Mile | 0.16 |
| Passenger Trips per Capita | 0.86 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$805,327 |
| Operating Subsidy Ratio | 97% |
| Locally Derived Income | \$590,718 |
| Locally Derived Income Per Operating Expense | \$0.71 |
| Fare Recovery Ratio | 3% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1989 | Braun | Yes | 10+1wc | Gas |
| 1 | 1991 | GMC | No | 14 | Gas |
| 2 | 1994 | Braun | Yes | 12+1wc | Gas |
| 1 | 1996 | Braun | Yes | 12+1wc | Gas |
| 1 | 1996 | Chevrolet | No | 6 | Gas |
| 1 | 1996 | Ford | No | 14 | Gas |
| 1 | 1997 | Braun | Yes | 8+1wc | Gas |
| 1 | 1998 | Ford | No | 14 | Gas |
| 1 | 1998 | Braun | No | 14 | Gas |
| 1 | 1999 | GMC | No | 14 | Gas |
| 1 | 1999 | Braun | Yes | 12+2wc | Gas |
| 2 | 2000 | Braun | Yes | 12+2wc | Gas |
| 1 | 2001 | Braun | Yes | 12 | Gas |
| 5 | 2002 | Braun | Yes | 9+2wc | Gas |
| 1 | 2003 | Braun | Yes | 9+2wc | Gas |
| 1 | 2003 | Dodge | Yes | 12+2wc | Gas |
| 2 | 2004 | Ford | Yes | 12+2wc | Gas |

Johnson County

P.O. Box 216

Franklin, IN 46131

(317) 738-5523

FAX: (317) 738-5522

Contact: Rebecca J Allen, Transportation Director

Email: beckyallen2@gmail.com

General Information

| | |
|---------------------------|--|
| Type of Service | Demand Response and Deviated Fixed Route |
| Service Area | Johnson County |
| Service Population | 64,048 |

Service Hours

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

Fare Structure

| | |
|-------------------------|--|
| Base | \$3.00 City Limits, \$4.00 County-wide |
| Youth | N/A |
| Elderly/Disabled | \$2.00 City Limits, \$3.00 County-wide |
| Transfer | Free |
| Other/Special | Over-County-Line Fee \$1.00; Deviated Fixed-Route \$1.00 Each Boarding |

Personnel

| | | |
|-----------------------|------------------|------------------|
| | <i>Full-Time</i> | <i>Part-Time</i> |
| Operations | 13 | 11 |
| Maintenance | 0 | 0 |
| Administration | 2 | 2 |
| Total | 15 | 13 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 18 |
| Peak Hour Fleet | 10 |
| Base Fleet | 10 |
| Fuel Consumption (gal) | 34,498 |

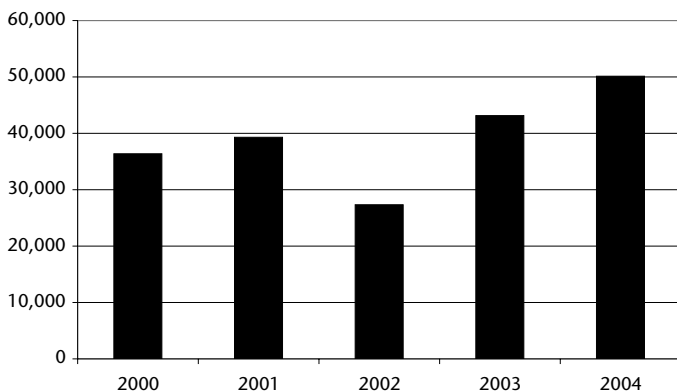
Ridership Trends

| | |
|-------------|--------|
| 2000 | 36,394 |
| 2001 | 39,317 |
| 2002 | 27,351 |
| 2003 | 43,145 |
| 2004 | 50,142 |

2004 Highlights

- Access was awarded the FTA's Region 5 "Innovative Practices to Increase Ridership Award" in 2004 for implementing "Monday Mania" with a travel trainer on vehicles to assist passengers and explain the different transportation services available.
- Record breaking number of passenger trips on both Demand Response and Connector.
- Passenger trips have quadrupled since 1996.

System Ridership Trend



ACCESS Johnson County

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$252,316 |
| Other Salaries/Wages | \$86,814 |
| Fringe | \$41,504 |
| Services | \$71,826 |
| Materials and Supplies | \$64,099 |
| Utilities | \$17,039 |
| Casualty/Liability | \$18,205 |
| Purchased Transportation | \$0 |
| Other | \$91,308 |
| Total | \$643,111 |
| Fixed Route Expenses | \$67,768 |
| Demand Response Services | \$575,343 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$51,147 |
| Contract/Other | \$0 |
| Local Assistance | \$70,995 |
| State Assistance | \$106,204 |
| Federal Assistance | \$414,765 |
| Total | \$643,111 |

Legislative District

| | |
|----------------|--------------------|
| Indiana Senate | 32, 35, 36, 37, 41 |
| Indiana House | 47, 58, 59, 93 |

U.S. Congressional 4,5,6

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 50,142 |
| Total Vehicle Miles | 369,198 |
| Revenue Vehicle Miles | 355,736 |
| Revenue Vehicle Hours | 22,493 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$1.74 |
| Operating Expense per Passenger Trip | \$12.83 |
| Passenger Trips per Total Vehicle Mile | 0.14 |
| Passenger Trips per Capita | 0.78 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$591,964 |
| Operating Subsidy Ratio | 92% |
| Locally Derived Income | \$122,142 |
| Locally Derived Income Per Operating Expense | \$0.19 |
| Fare Recovery Ratio | 8% |

Fleet Inventory

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

KIRPC

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

Monon, IN 47959

(219) 253-6658 FAX: (219) 253-6659

Contact: Tari Bateman, Grant Administrator

Email: tbateman@urhere.net

General Information

| | |
|---------------------------|--|
| Type of Service | Demand Response |
| Service Area | Jasper, Newton, Pulaski, Starke, and White Counties |
| Service Population | 107,187 |

Service Hours

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

Fare Structure

| | |
|-------------------------|--------|
| Base | \$0.75 |
| Youth | \$0.75 |
| Elderly/Disabled | \$0.75 |
| Transfer | N/A |
| Other/Special | |

Pass \$11.00/Month, \$150.00/Year (Pulaski Co.)
Ticket \$7.50/12 Rides (Starke Co.)

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 18 | 11 |
| Maintenance | 0 | 0 |
| Administration | 3 | 19 |
| Total | 21 | 30 |

Operation Characteristics

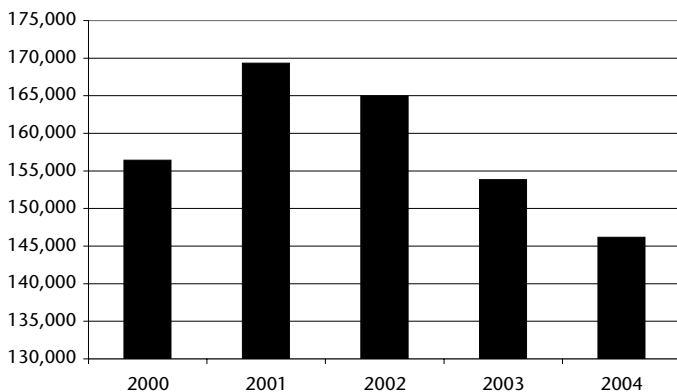
| | |
|-------------------------------|--------|
| Revenue Vehicles | 49 |
| Peak Hour Fleet | 49 |
| Base Fleet | 49 |
| Fuel Consumption (gal) | 65,352 |

Ridership Trends

| | |
|-------------|---------|
| 2000 | 156,443 |
| 2001 | 169,349 |
| 2002 | 164,993 |
| 2003 | 153,828 |
| 2004 | 146,166 |

2004 Highlights

System Ridership Trend



Arrowhead Country Public Transportation

Group 4

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$329,838 |
| Other Salaries/Wages | \$325,385 |
| Fringe | \$206,849 |
| Services | \$114,864 |
| Materials and Supplies | \$133,665 |
| Utilities | \$40,533 |
| Casualty/Liability | \$78,379 |
| Purchased Transportation | \$0 |
| Other | \$38,880 |
| Total | \$1,268,393 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$1,268,393 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$88,794 |
| Contract/Other | \$1,756 |
| Local Assistance | \$422,911 |
| State Assistance | \$242,500 |
| Federal Assistance | \$512,432 |
| Total | \$1,268,393 |

Legislative District

| | |
|--------------------|-----------------------|
| Indiana Senate | 5, 6, 7, 18 |
| Indiana House | 4, 15, 16, 17, 19, 20 |
| U.S. Congressional | 1,2,4 |

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 146,166 |
| Total Vehicle Miles | 721,217 |
| Revenue Vehicle Miles | 610,957 |
| Revenue Vehicle Hours | 32,306 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.76 |
| Operating Expense per Passenger Trip | \$8.68 |
| Passenger Trips per Total Vehicle Mile | 0.20 |
| Passenger Trips per Capita | 1.36 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$1,177,843 |
| Operating Subsidy Ratio | 93% |
| Locally Derived Income | \$511,705 |
| Locally Derived Income Per Operating Expense | \$0.40 |
| Fare Recovery Ratio | 7% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 2 | 1991 | Chevrolet | No | 22 | Gas |
| 1 | 1994 | Dodge | Yes | 9+2wc | Gas |
| 1 | 1995 | Dodge | No | 13 | Gas |
| 2 | 1995 | Chevrolet | No | 22 | Gas |
| 4 | 1995 | Dodge | Yes | 9+2wc | Gas |
| 2 | 1995 | Chevrolet | No | 22 | Gas |
| 3 | 1996 | Chevrolet | No | 7 | Gas |
| 2 | 1996 | Dodge | No | 6 | Gas |
| 1 | 1997 | GMC | Yes | 5 | Gas |
| 1 | 1997 | Dodge | No | 13 | Gas |
| 4 | 1997 | Dodge | Yes | 9+2wc | Gas |
| 1 | 1999 | Dodge | Yes | 9+2wc | Gas |
| 1 | 1999 | Ford | No | 5 | Gas |
| 1 | 1999 | Dodge | Yes | 9+2wc | Gas |
| 3 | 1999 | Dodge | No | 6 | Gas |
| 1 | 2000 | Chevrolet | No | 22 | Gas |
| 2 | 2000 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2000 | Dodge | No | 14 | Gas |
| 1 | 2000 | Chevrolet | No | 4 | Gas |
| 2 | 2001 | Chevrolet | No | 22 | Gas |
| 3 | 2001 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2002 | Dodge | No | 13 | Gas |
| 1 | 2002 | Chevrolet | No | 22 | Gas |
| 1 | 2002 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2003 | Chevrolet | Yes | 30 | Gas |
| 1 | 2003 | Dodge | No | 6 | Gas |
| 1 | 2003 | Chevrolet | No | 30 | Gas |
| 1 | 2004 | Ford | Yes | 10 | Gas |
| 3 | 2005 | Dodge | No | 6 | Gas |

Knox County

2009 Prospect Avenue

Vincennes, IN 47591

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

Contact: Mary Eakins, Transportation Specialist

Email: Pernola@charter.com

General Information

| | |
|---------------------------|--|
| Type of Service | Demand Response and Deviated Fixed Route |
| Service Area | Knox County |
| Service Population | 39,256 |

Service Hours

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

Fare Structure

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

Personnel

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

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 12 |
| Peak Hour Fleet | 9 |
| Base Fleet | 6 |
| Fuel Consumption (gal) | 24,453 |

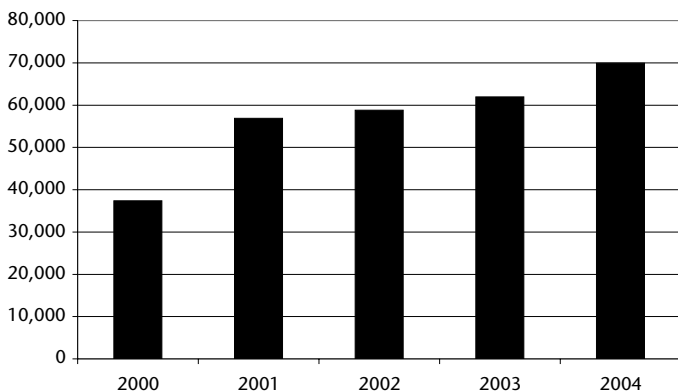
Ridership Trends

| | |
|-------------|--------|
| 2000 | 37,358 |
| 2001 | 56,889 |
| 2002 | 58,824 |
| 2003 | 61,971 |
| 2004 | 69,946 |

2004 Highlights

- Received the Commissioners Award for Excellence.
- Continued to collect school supplies on Thursdays in August in lieu of fares and donate them to the local school district for needy children. This was the 3rd year for this event.
- 37% of ridership was for employment purposes.
- 13% increase in ridership over 2003.
- Stuff the Bus/Toys for Tots—collected toys for needy children's Christmas presents.

System Ridership Trend



Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$211,400 |
| Other Salaries/Wages | \$0 |
| Fringe | \$49,327 |
| Services | \$12,365 |
| Materials and Supplies | \$57,336 |
| Utilities | \$10,439 |
| Casualty/Liability | \$13,370 |
| Purchased Transportation | \$0 |
| Other | \$22,456 |
| Total | \$376,693 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$376,693 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$70,104 |
| Contract/Other | \$0 |
| Local Assistance | \$49,240 |
| State Assistance | \$104,483 |
| Federal Assistance | \$152,866 |
| Total | \$376,693 |

Legislative District

| | |
|----------------|--------|
| Indiana Senate | 39, 48 |
| Indiana House | 45, 64 |

U.S. Congressional 8

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 69,946 |
| Total Vehicle Miles | 205,463 |
| Revenue Vehicle Miles | 203,725 |
| Revenue Vehicle Hours | 13,806 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.83 |
| Operating Expense per Passenger Trip | \$5.39 |
| Passenger Trips per Total Vehicle Mile | 0.34 |
| Passenger Trips per Capita | 1.78 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$306,589 |
| Operating Subsidy Ratio | 81% |
| Locally Derived Income | \$119,344 |
| Locally Derived Income Per Operating Expense | \$0.32 |
| Fare Recovery Ratio | 19% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1992 | Dodge | Yes | 9+2wc | Gas |
| 1 | 1996 | Dodge | Yes | 9+2wc | Gas |
| 1 | 1996 | Chevrolet | No | 6 | Gas |
| 1 | 1998 | Plymouth | No | 6 | Gas |
| 1 | 1999 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2000 | Ford | Yes | 14+2wc | Gas |
| 1 | 2000 | Plymouth | Yes | 4+2wc | Gas |
| 1 | 2002 | Ford | Yes | 14+4wc | Gas |
| 1 | 2002 | Dodge | Yes | 14+2wc | Gas |
| 1 | 2003 | Dodge | Yes | 7+3wc | Gas |
| 1 | 2003 | Chevrolet | Yes | 4+2wc | Gas |
| 1 | 2003 | Dodge | Yes | 10+4wc | Gas |

Kokomo

120 E. Mulberry Street, Suite 116

Kokomo, IN 46901

(765) 456-2336 FAX: (765) 456-2339

Contact: Larry Ives, Director

Email: khcgcc@aol.com

General Information

| | |
|---------------------------|--|
| Type of Service | Demand Response for FCR/Para-Transit for SCB |
| Service Area | Kokomo Urbanized Area |
| Service Population | 46,113 |

Service Hours

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

Fare Structure

| | |
|-------------------------|---|
| Base | \$6.00 for FCR/Contribution for SCB |
| Youth | \$6.00 |
| Elderly/Disabled | \$6.00 Peak Hrs. for FCR/Half Fare when Senior Bus Service is not available |
| Transfer | N/A |
| Other/Special | |

Taxi Fare is Base Rate of \$6.00; Elderly and Disabled Pay Half Base Fare Rate during Non-Peak Periods. FCR Program subsidizes \$3.00 per trip; driver assistance extra

Personnel

| | | |
|-----------------------|------------------|------------------|
| | <i>Full-Time</i> | <i>Part-Time</i> |
| Operations | 33 | 8 |
| Maintenance | 1 | 12 |
| Administration | 3 | 8 |
| Total | <u>37</u> | <u>28</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 28 |
| Peak Hour Fleet | 28 |
| Base Fleet | 22 |
| Fuel Consumption (gal) | 60,594 |

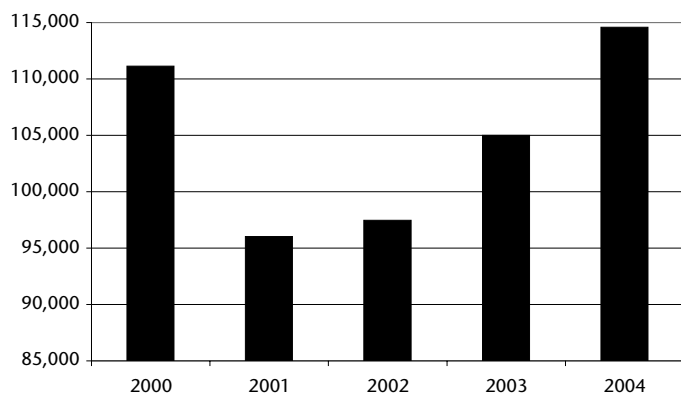
Ridership Trends

| | |
|-------------|---------|
| 2000 | 111,140 |
| 2001 | 96,028 |
| 2002 | 97,473 |
| 2003 | 104,991 |
| 2004 | 114,586 |

2004 Highlights

- Installed and implemented computerized dispatching system for both First City Rider and Senior Bus System.
- As a result of computerized dispatching, ridership increased 9.3% for Senior Bus Service and 41.4% for First City Rider.
- Due to increased efficiency with computerized dispatch, complaints have significantly decreased and surveys indicate improved satisfaction with services.

System Ridership Trend



Group 3

First City Rider/ Kokomo Senior Citizen Bus Service

Legislative District

Indiana Senate 21
 Indiana House 30, 38
 U.S. Congressional 2

Productivity

Total Passenger Boardings 114,586
 Total Vehicle Miles 712,590
 Revenue Vehicle Miles 472,691
 Revenue Vehicle Hours 52,681

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile \$1.76
 Operating Expense per Passenger Trip \$10.97
 Passenger Trips per Total Vehicle Mile 0.16
 Passenger Trips per Capita 2.48

Financial Performance

Operating Subsidy \$1,046,205
 Operating Subsidy Ratio 83%
 Locally Derived Income \$542,878
 Locally Derived Income Per Operating Expense \$0.43
 Fare Recovery Ratio 17%

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$323,102 |
| Other Salaries/Wages | \$143,015 |
| Fringe | \$107,695 |
| Services | \$35,033 |
| Materials and Supplies | \$62,229 |
| Utilities | \$19,147 |
| Casualty/Liability | \$1 |
| Purchased Transportation | \$530,192 |
| Other | \$36,502 |
| Total | \$1,256,916 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$1,256,916 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$210,711 |
| Contract/Other | \$0 |
| Local Assistance | \$332,167 |
| State Assistance | \$181,464 |
| Federal Assistance | \$532,574 |
| Total | \$1,256,916 |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|--|----------------------|----------------|------------------|-------------|
| 2 | 1998 | Ford | Yes | 14+2wc | Diesel |
| 6 | 2001 | Ford | Yes | 12+2wc | Diesel |
| 2 | 2002 | Ford | Yes | 12+2wc | Diesel |
| 2 | 2003 | Ford | Yes | 14+2wc | Diesel |
| 16 | vehicles operated by private contractor for First City Rider Program | | | | |

Kosciusko County

1804 East Winona Avenue

Warsaw, IN 46580

(574) 267-4990 FAX: (574) 371-1400

Contact: Rita Baker, General Manager

Email: Ritab@cardinalcenter.org

General Information

Type of Service Subscription and Demand Response
Service Area Kosciusko County
Service Population 74,057

Service Hours

Weekday 5:30 am - 6:00 pm
Saturday No Service
Sunday No Service

Fare Structure

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

\$1.00 with 24 Hours Notice; \$3.00 Same Day Service

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 7 | 3 |
| Maintenance | 1 | 0 |
| Administration | 3 | 1 |
| Total | 11 | 4 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 12 |
| Peak Hour Fleet | 9 |
| Base Fleet | 9 |
| Fuel Consumption (gal) | 26,062 |

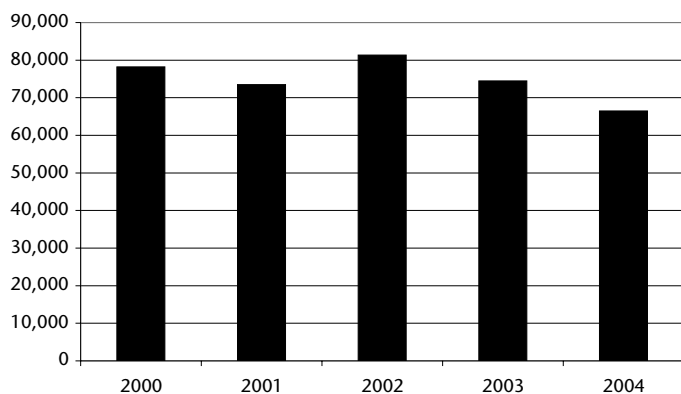
Ridership Trends

| | |
|-------------|--------|
| 2000 | 78,186 |
| 2001 | 73,521 |
| 2002 | 81,359 |
| 2003 | 74,497 |
| 2004 | 66,463 |

2004 Highlights

- Replaced last large bus with smaller vehicle for greater fuel efficiency.
- Worked with youth agency to transport troubled children for activities and counseling.
- Received Esther Pfeleiderer Charitable Trust Grant for local match for BOVC vehicle.

System Ridership Trend



Kosciusko Area Bus Service

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$176,940 |
| Other Salaries/Wages | \$84,760 |
| Fringe | \$139,539 |
| Services | \$4,658 |
| Materials and Supplies | \$46,175 |
| Utilities | \$14,413 |
| Casualty/Liability | \$30,656 |
| Purchased Transportation | \$0 |
| Other | \$58,267 |
| Total | \$555,407 |
| Fixed Route Expenses | \$258,698 |
| Demand Response Services | \$296,709 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$35,788 |
| Contract/Other | \$0 |
| Local Assistance | \$180,842 |
| State Assistance | \$87,706 |
| Federal Assistance | \$251,072 |
| Total | \$555,407 |

Legislative District

Indiana Senate 9, 13, 17, 18

Indiana House 18, 22, 23

U.S. Congressional 3

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 66,463 |
| Total Vehicle Miles | 196,492 |
| Revenue Vehicle Miles | 168,355 |
| Revenue Vehicle Hours | 10,355 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$2.83 |
| Operating Expense per Passenger Trip | \$8.36 |
| Passenger Trips per Total Vehicle Mile | 0.34 |
| Passenger Trips per Capita | 0.90 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$519,620 |
| Operating Subsidy Ratio | 94% |
| Locally Derived Income | \$216,630 |
| Locally Derived Income Per Operating Expense | \$0.39 |
| Fare Recovery Ratio | 6% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1994 | Dodge | Yes | 12+2wc | Gas |
| 1 | 1994 | Bluebird | Yes | 37 | Diesel |
| 2 | 1996 | Ford | Yes | 14+2wc | Diesel |
| 2 | 1997 | Dodge | Yes | 12+2wc | Gas |
| 1 | 2000 | Dodge | Yes | 9+2wc | Gas |
| 2 | 2002 | Ford | Yes | 18+2wc | Diesel |
| 2 | 2003 | Ford | Yes | 12+2wc | Gas |
| 1 | 2004 | Ford | Yes | 16+2wc | Diesel |

Lafayette/West Lafayette

1250 Canal Road, Box 588

Lafayette, IN 47902

(765) 423-2666 FAX: (765) 742-4729

Contact: Martin B. Sennett, General Manager

Email: msennett@gocitybus.com

General Information

| | |
|---------------------------|--|
| Type of Service | Fixed Route and Demand Response |
| Service Area | Lafayette, West Lafayette Metropolitan Area, & Purdue Campus |
| Service Population | 123,046 |

Service Hours

| | |
|-----------------|--------------------|
| Weekday | 6:00 am - 10:40 pm |
| Saturday | 6:00 am - 9:40 pm |
| Sunday | 8:45 am - 6:40 pm |

Fare Structure

| | |
|-------------------------|--------|
| Base | \$1.00 |
| Youth | Free |
| Elderly/Disabled | \$0.50 |
| Transfer | Free |
| Other/Special | |

Pass \$28.00/Month, E&D Pass \$14.00/Month, Token
\$.75/Ride

Demand Response Fare (ACCESS) \$2.00/Ride

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 72 | 16 |
| Maintenance | 12 | 1 |
| Administration | 16 | 0 |
| Total | 100 | 17 |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 67 |
| Peak Hour Fleet | 58 |
| Base Fleet | 45 |
| Fuel Consumption (gal) | 381,285 |

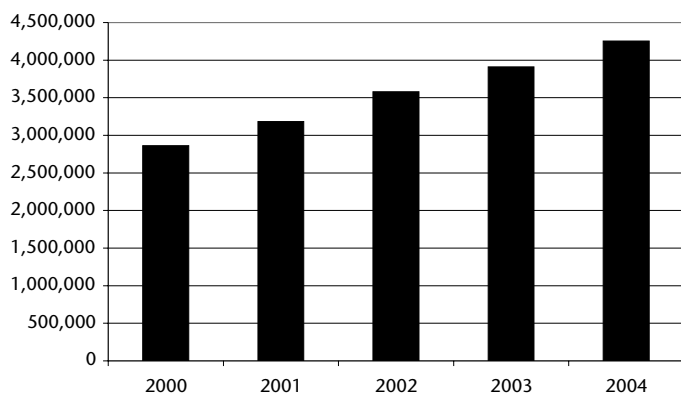
Ridership Trends

| | |
|-------------|-----------|
| 2000 | 2,861,573 |
| 2001 | 3,182,325 |
| 2002 | 3,578,716 |
| 2003 | 3,910,057 |
| 2004 | 4,255,571 |

2004 Highlights

- CITYBUS set a new ridership record of 4,255,571 passenger boardings for FY 2004, an 8.84% increase over 2003.
- CITYBUS purchased 4 used 1990 NEW FLYER articulated buses and internally restored them for use on the Purdue Campus routes.
- CITYBUS started fare-free rides for students and staff of Ivy Tech through a contractual arrangement.
- CITYBUS installed five electronic passenger information signs at key bus stops on campus and in the cities. The signs display the route serving the stop and the number of minutes until the next departure.

System Ridership Trend



Group 1

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$2,590,356 |
| Other Salaries/Wages | \$1,288,808 |
| Fringe | \$1,187,706 |
| Services | \$208,181 |
| Materials and Supplies | \$860,719 |
| Utilities | \$104,686 |
| Casualty/Liability | \$428,943 |
| Purchased Transportation | \$0 |
| Other | \$150,099 |
| Total | \$6,819,498 |
| Fixed Route Expenses | \$6,342,133 |
| Demand Response Services | \$477,365 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$1,544,095 |
| Contract/Other | \$365,842 |
| Local Assistance | \$1,564,642 |
| State Assistance | \$2,412,753 |
| Federal Assistance | \$932,166 |
| Total | \$6,819,498 |

Legislative District

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

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 4,255,571 |
| Total Vehicle Miles | 1,677,874 |
| Revenue Vehicle Miles | 1,485,273 |
| Revenue Vehicle Hours | 122,500 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$4.06 |
| Operating Expense per Passenger Trip | \$1.60 |
| Passenger Trips per Total Vehicle Mile | 2.54 |
| Passenger Trips per Capita | 34.59 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$4,909,561 |
| Operating Subsidy Ratio | 72% |
| Locally Derived Income | \$3,432,130 |
| Locally Derived Income Per Operating Expense | \$0.50 |
| Fare Recovery Ratio | 23% |

Fleet Inventory

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

Lake-Porter Counties

5518 Calumet Avenue

Hammond, IN 46320

(219) 937-3500 FAX: (219) 932-0560

Contact: Bob Henrikson, Director of Transportation Services

Email: bhenrikson@nwi-ca.org

General Information

| | |
|--------------------|--------------------------|
| Type of Service | Demand Response |
| Service Area | Lake and Porter Counties |
| Service Population | 320,187 |

Service Hours

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

Fare Structure

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

Personnel

| | Full-Time | Part-Time |
|----------------|-----------|-----------|
| Operations | 27 | 6 |
| Maintenance | 0 | 0 |
| Administration | 9 | 3 |
| Total | 36 | 9 |

Operation Characteristics

| | |
|------------------------|---------|
| Revenue Vehicles | 37 |
| Peak Hour Fleet | 27 |
| Base Fleet | 27 |
| Fuel Consumption (gal) | 176,686 |

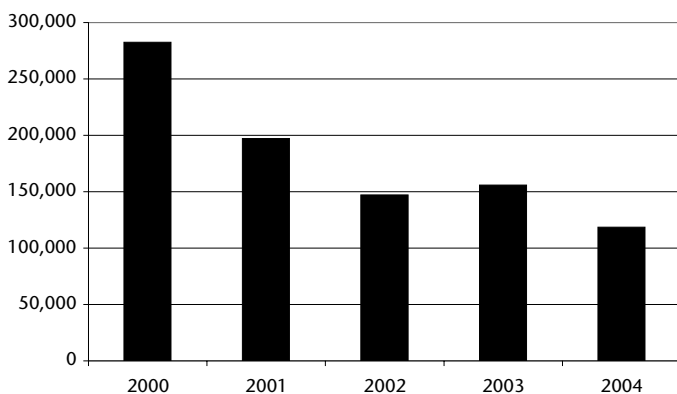
Ridership Trends

| | |
|------|---------|
| 2000 | 282,560 |
| 2001 | 197,199 |
| 2002 | 147,059 |
| 2003 | 155,865 |
| 2004 | 118,645 |

2004 Highlights

- Provided rides to summer students in low- to moderate-income families to attend aquatics training at the marinas in NW Indiana.
- Started the procurement process for 14 new handicapped accessible BOC vehicles with delivery in 1st quarter of 2005.

System Ridership Trend



Northwest Indiana Community Action

Group 3

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$714,441 |
| Other Salaries/Wages | \$316,147 |
| Fringe | \$263,891 |
| Services | \$328,185 |
| Materials and Supplies | \$237,957 |
| Utilities | \$80,835 |
| Casualty/Liability | \$92,856 |
| Purchased Transportation | \$0 |
| Other | \$56,115 |
| Total | \$2,090,427 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$2,090,427 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$702,602 |
| Contract/Other | \$0 |
| Local Assistance | \$455,243 |
| State Assistance | \$617,135 |
| Federal Assistance | \$315,447 |
| Total | \$2,090,427 |

Legislative District

| | |
|--------------------|---|
| Indiana Senate | 1, 2, 3, 4, 5, 6 |
| Indiana House | 1, 2, 3, 4, 10, 11, 12, 13, 14, 15, 19, 20 |
| U.S. Congressional | 1,2 |

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 118,645 |
| Total Vehicle Miles | 920,263 |
| Revenue Vehicle Miles | 851,533 |
| Revenue Vehicle Hours | 75,403 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$2.27 |
| Operating Expense per Passenger Trip | \$17.62 |
| Passenger Trips per Total Vehicle Mile | 0.18 |
| Passenger Trips per Capita | 1.18 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$1,387,825 |
| Operating Subsidy Ratio | 66% |
| Locally Derived Income | \$1,157,845 |
| Locally Derived Income Per Operating Expense | \$0.55 |
| Fare Recovery Ratio | 25% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1992 | Ford | No | Tow Truck | Gas |
| 1 | 1994 | Ford-Supre | Yes | 14 | Gas |
| 2 | 1996 | Ford-Supre | No | 21 | Gas |
| 1 | 1996 | Ford-Supre | Yes | 14 | Gas |
| 1 | 1996 | Ford-Supre | No | 21 | Gas |
| 1 | 1996 | Ford-Supre | Yes | 14 | Gas |
| 3 | 1998 | Chevrolet | No | 7 | Gas |
| 4 | 1999 | Ford-Supre | Yes | 14 | Gas |
| 5 | 1999 | Ford-Braun | Yes | 10 | CNG |
| 3 | 1999 | Ford-Supre | Yes | 15 | Gas |
| 1 | 2001 | Ford-Goshen | Yes | 11+2wc | Diesel |
| 11 | 2001 | Ford-Goshen | Yes | 11+2wc | Gas |
| 3 | 2002 | Ford-Goshen | Yes | 15 | Gas |

LaPorte

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

General Information

| | |
|---------------------------|---|
| Type of Service | Demand Response |
| Service Area | LaPorte City Limits and one-quarter mile fringe |
| Service Population | 21,621 |

Service Hours

| | |
|-----------------|-------------------|
| Weekday | 6:00 am - 9:00 pm |
| Saturday | 8:00 am - 4:00 pm |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|----------------------|
| Base | \$2.50 |
| Youth | \$1.00 |
| Elderly/Disabled | \$1.75 |
| Transfer | N/A |
| Other/Special | |
| Pass | \$22.50 for 10 Rides |
| E&D pass | \$15.00 10 rides |

Personnel

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

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 7 |
| Peak Hour Fleet | 6 |
| Base Fleet | 4 |
| Fuel Consumption (gal) | 19,370 |

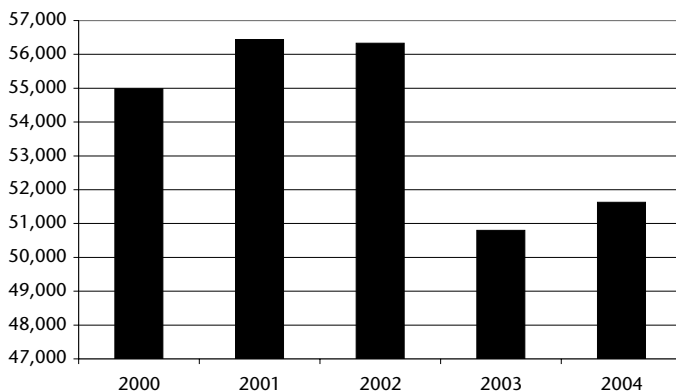
Ridership Trends

| | |
|-------------|--------|
| 2000 | 54,985 |
| 2001 | 56,441 |
| 2002 | 56,334 |
| 2003 | 50,799 |
| 2004 | 51,629 |

2004 Highlights

- Transported 3,400 wheelchair passengers.
- Revenue up from 2003.
- Received high praise from customers from a TransPorte distributed survey.

System Ridership Trend



Group 3

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$166,022 |
| Other Salaries/Wages | \$134,194 |
| Fringe | \$144,870 |
| Services | \$5,453 |
| Materials and Supplies | \$52,950 |
| Utilities | \$14,331 |
| Casualty/Liability | \$21,376 |
| Purchased Transportation | \$0 |
| Other | \$4,052 |
| Total | \$543,248 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$543,248 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$100,354 |
| Contract/Other | \$8,034 |
| Local Assistance | \$126,850 |
| State Assistance | \$92,456 |
| Federal Assistance | \$215,554 |
| Total | \$543,248 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 51,629 |
| Total Vehicle Miles | 143,693 |
| Revenue Vehicle Miles | 143,693 |
| Revenue Vehicle Hours | 16,724 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$3.78 |
| Operating Expense per Passenger Trip | \$10.52 |
| Passenger Trips per Total Vehicle Mile | 0.13 |
| Passenger Trips per Capita | 0.37 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$434,860 |
| Operating Subsidy Ratio | 80% |
| Locally Derived Income | \$227,204 |
| Locally Derived Income Per Operating Expense | \$0.42 |
| Fare Recovery Ratio | 34% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1998 | Braun Corp. | Yes | 8+2 | Gas |
| 2 | 1999 | Braun Corp. | Yes | 8+2 | Gas |
| 2 | 2000 | Braun Corp. | Yes | 8+2 | Gas |
| 2 | 2001 | Braun Corp. | Yes | 8+2 | Gas |

Madison County

16 E. Ninth Street
Anderson, IN 46016

(765) 641-9482 FAX: (765) 641-9486

Contact: Rosalee Bernard, Chief Local Assistance Planner

Email: rbernard@mccog.net

General Information

Type of Service Demand Response
Service Area Madison County except Anderson
Service Population 73,624

Service Hours

Weekday 6:00 am - 5:00 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$3.00
Youth \$3.00
Elderly/Disabled \$3.00
Transfer N/A
Other/Special
User-side Subsidy Voucher: \$3.00

Personnel

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

Operation Characteristics

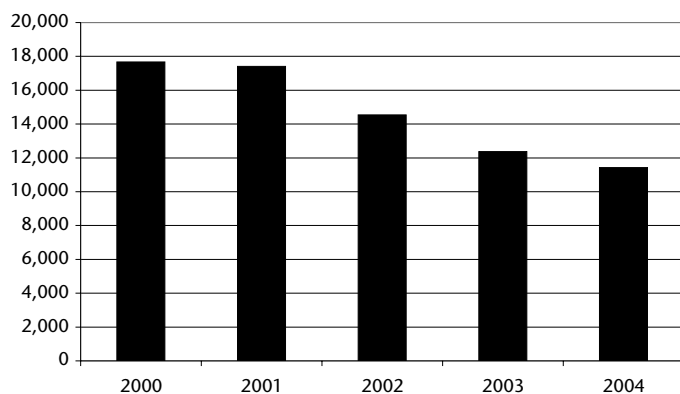
| | |
|-------------------------------|--------|
| Revenue Vehicles | 6 |
| Peak Hour Fleet | 4 |
| Base Fleet | 4 |
| Fuel Consumption (gal) | 12,934 |

Ridership Trends

| | |
|-------------|--------|
| 2000 | 17,669 |
| 2001 | 17,408 |
| 2002 | 14,544 |
| 2003 | 12,373 |
| 2004 | 11,429 |

2004 Highlights

System Ridership Trend



Transportation for Rural Areas of Madison

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$0 |
| Other Salaries/Wages | \$33,736 |
| Fringe | \$10,695 |
| Services | \$0 |
| Materials and Supplies | \$0 |
| Utilities | \$0 |
| Casualty/Liability | \$0 |
| Purchased Transportation | \$135,060 |
| Other | \$16,444 |
| Total | \$195,935 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$195,935 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$13,809 |
| Contract/Other | \$0 |
| Local Assistance | \$50,808 |
| State Assistance | \$40,255 |
| Federal Assistance | \$91,063 |
| Total | \$195,935 |

Legislative District

Indiana Senate 20, 25, 26

Indiana House 35, 36, 37

U.S. Congressional 6

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 11,429 |
| Total Vehicle Miles | 136,781 |
| Revenue Vehicle Miles | 136,781 |
| Revenue Vehicle Hours | 0 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$1.43 |
| Operating Expense per Passenger Trip | \$17.14 |
| Passenger Trips per Total Vehicle Mile | 0.08 |
| Passenger Trips per Capita | 0.16 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$182,126 |
| Operating Subsidy Ratio | 93% |
| Locally Derived Income | \$64,617 |
| Locally Derived Income Per Operating Expense | \$0.33 |
| Fare Recovery Ratio | 7% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1997 | Braun | Yes | 3+1wc | Gas |
| 1 | 1998 | Braun | Yes | 6+3wc | Diesel |
| 1 | 2000 | Chevrolet | Yes | 4wc | Gas |
| 3 | 2002 | Braun | Yes | 6+3wc | Gas |

Marion

520 East 6th Street

Marion, IN 46953

(765) 668-4405 FAX: (765) 668-1798

Contact: Orville Fitzjarrald, Manager

Email: N/A

General Information

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

Service Hours

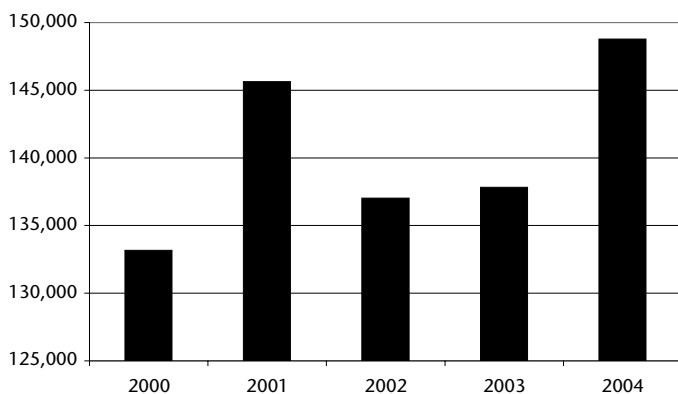
| | |
|-----------------|-------------------|
| Weekday | 7:00 am - 5:00 pm |
| Saturday | No Service |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|--------|
| Base | \$0.50 |
| 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

System Ridership Trend



Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 9 | 1 |
| Maintenance | 1 | 0 |
| Administration | 1 | 0 |
| Total | <u>11</u> | <u>1</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 11 |
| Peak Hour Fleet | 5 |
| Base Fleet | 5 |
| Fuel Consumption (gal) | 32,759 |

Ridership Trends

| | |
|-------------|---------|
| 2000 | 133,165 |
| 2001 | 145,638 |
| 2002 | 137,035 |
| 2003 | 137,833 |
| 2004 | 148,775 |

2004 Highlights

- The Marion Transportation System carried 8% more passengers in 2004 (148,775) than in 2003 (137,833) in the same number of operating days (249).
- MTS's total operating expenses increased only 0.6% in 2004 compared to 2003.
- MTS's passengers per revenue vehicle mile (RVM) ratio in 2004 was 0.75 compared to 0.70 per RVM in 2003.
- MTS's passengers per revenue vehicle hour (RVH) ratio in 2004 was 11.58 compared to 10.76 per RVH in 2003.
- INDOT awarded capital funding for MTS to replace 2 aged/obsolete buses in 2004.

Marion Transportation System

Group 2

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$235,836 |
| Other Salaries/Wages | \$133,466 |
| Fringe | \$107,990 |
| Services | \$45,238 |
| Materials and Supplies | \$45,577 |
| Utilities | \$3,327 |
| Casualty/Liability | \$87,569 |
| Purchased Transportation | \$0 |
| Other | \$677 |
| Total | \$659,680 |
| Fixed Route Expenses | \$659,680 |
| Demand Response Services | \$0 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$29,391 |
| Contract/Other | \$0 |
| Local Assistance | \$246,109 |
| State Assistance | \$133,024 |
| Federal Assistance | \$251,156 |
| Total | \$659,680 |

Legislative District

| | |
|----------------|--------|
| Indiana Senate | 17, 20 |
| Indiana House | 31, 32 |

U.S. Congressional 5

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 148,775 |
| Total Vehicle Miles | 197,754 |
| Revenue Vehicle Miles | 197,754 |
| Revenue Vehicle Hours | 12,843 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$3.34 |
| Operating Expense per Passenger Trip | \$4.43 |
| Passenger Trips per Total Vehicle Mile | 0.75 |
| Passenger Trips per Capita | 4.75 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$630,289 |
| Operating Subsidy Ratio | 96% |
| Locally Derived Income | \$275,500 |
| Locally Derived Income Per Operating Expense | \$0.42 |
| Fare Recovery Ratio | 4% |

Fleet Inventory

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

Miami County

34 East Sixth Street

Peru, IN 46970

(765) 472-1979

FAX: (765) 472-6025

Contact: Dave Quick, Community Service Director

Email: dvdquick@hotmail.com

General Information

Type of Service Demand Response
Service Area Miami County
Service Population 36,082

Service Hours

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

Fare Structure

Base \$1.00 Peru City Limits, \$3.00 Near County, \$5.00 Remote County (10+ miles from Peru)
Youth \$1.00 Peru City Limits, \$3.00 Near County, \$5.00 Remote County (10+ miles from Peru)
Elderly/Disabled Elderly - Donation; Disabled - Same as Base
Transfer N/A
Other/Special

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 3 | 8 |
| Maintenance | 0 | 0 |
| Administration | 1 | 1 |
| Total | <u>4</u> | <u>9</u> |

Operation Characteristics

| | |
|-------------------------------|-------|
| Revenue Vehicles | 8 |
| Peak Hour Fleet | 7 |
| Base Fleet | 5 |
| Fuel Consumption (gal) | 9,329 |

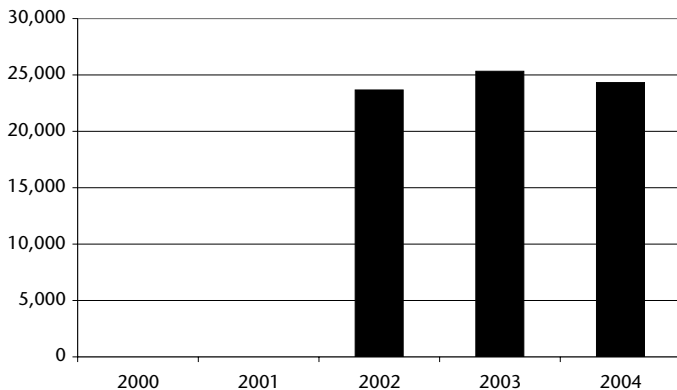
Ridership Trends

| | |
|-------------|--------|
| 2000 | 0 |
| 2001 | 0 |
| 2002 | 23,679 |
| 2003 | 25,319 |
| 2004 | 24,330 |

2004 Highlights

- Added two more minivans to the program which generated a 30% increase in fuel mileage.
- Began service for Division of Family and Children Impact clients for job training and employment.

System Ridership Trend



Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$75,554 |
| Other Salaries/Wages | \$31,888 |
| Fringe | \$13,552 |
| Services | \$4,000 |
| Materials and Supplies | \$26,408 |
| Utilities | \$6,000 |
| Casualty/Liability | \$39,547 |
| Purchased Transportation | \$0 |
| Other | \$35,513 |
| Total | \$232,461 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$232,461 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$15,066 |
| Contract/Other | \$0 |
| Local Assistance | \$131,756 |
| State Assistance | \$15,471 |
| Federal Assistance | \$70,168 |
| Total | \$232,461 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 24,330 |
| Total Vehicle Miles | 118,664 |
| Revenue Vehicle Miles | 115,032 |
| Revenue Vehicle Hours | 8,028 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.96 |
| Operating Expense per Passenger Trip | \$9.55 |
| Passenger Trips per Total Vehicle Mile | 0.21 |
| Passenger Trips per Capita | 0.67 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$217,395 |
| Operating Subsidy Ratio | 94% |
| Locally Derived Income | \$146,822 |
| Locally Derived Income Per Operating Expense | \$0.63 |
| Fare Recovery Ratio | 6% |

Fleet Inventory

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

Michigan City

1801 Kentucky Street

Michigan City, IN 46360

(219) 873-1502 FAX: (219) 873-1565

Contact: Walter Gipson, Director

Email: gipsonw@skyenet.net

General Information

Type of Service Fixed Route and Demand Response
Service Area Michigan City Limits and Trail Creek
Service Population 32,900

Service Hours

Weekday 6:30 am - 6:30 pm
Saturday 8:30 am - 6:30 pm
Sunday No Service

Fare Structure

Base \$0.50
Youth \$0.25
Elderly/Disabled \$0.25
Transfer Free
Other/Special

Pass \$18.00/Month, Fun "N" Sun Discount Pass \$10.00/June through August (Elementary/High School Students Only)
 Youth Pass \$9.00/Month; Fun 'n Sun Youth Pass \$10.00 (Summer only)

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 12 | 0 |
| Maintenance | 0 | 0 |
| Administration | 1 | 0 |
| Total | <u>13</u> | <u>0</u> |

Operation Characteristics

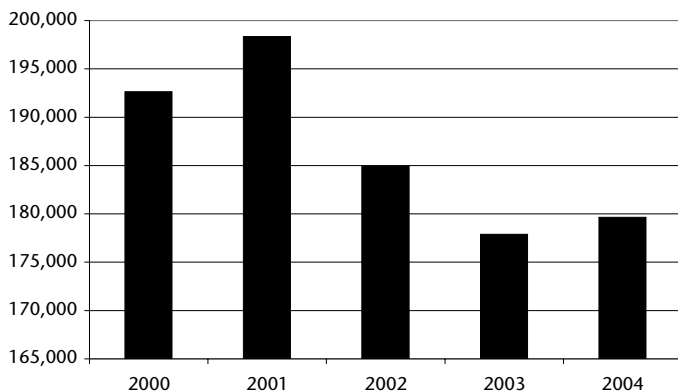
| | |
|-------------------------------|--------|
| Revenue Vehicles | 9 |
| Peak Hour Fleet | 6 |
| Base Fleet | 5 |
| Fuel Consumption (gal) | 33,841 |

Ridership Trends

| | |
|-------------|---------|
| 2000 | 192,644 |
| 2001 | 198,339 |
| 2002 | 184,940 |
| 2003 | 177,887 |
| 2004 | 179,648 |

2004 Highlights

System Ridership Trend



Michigan City Municipal Coach Service

Group 2

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$361,874 |
| Other Salaries/Wages | \$37,391 |
| Fringe | \$235,045 |
| Services | \$180,551 |
| Materials and Supplies | \$48,622 |
| Utilities | \$20,118 |
| Casualty/Liability | \$33,010 |
| Purchased Transportation | \$0 |
| Other | \$960 |
| Total | \$917,571 |
| Fixed Route Expenses | \$611,716 |
| Demand Response Services | \$305,855 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$79,006 |
| Contract/Other | \$0 |
| Local Assistance | \$224,778 |
| State Assistance | \$194,505 |
| Federal Assistance | \$419,282 |
| Total | \$917,571 |

Legislative District

| | |
|----------------|---|
| Indiana Senate | 8 |
| Indiana House | 9 |

U.S. Congressional 2

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 179,648 |
| Total Vehicle Miles | 233,438 |
| Revenue Vehicle Miles | 229,691 |
| Revenue Vehicle Hours | 18,585 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$3.93 |
| Operating Expense per Passenger Trip | \$5.11 |
| Passenger Trips per Total Vehicle Mile | 0.77 |
| Passenger Trips per Capita | 5.46 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$838,565 |
| Operating Subsidy Ratio | 91% |
| Locally Derived Income | \$303,784 |
| Locally Derived Income Per Operating Expense | \$0.33 |
| Fare Recovery Ratio | 9% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1998 | Bluebird | Yes | 27+2wc | Diesel |
| 1 | 1999 | Bluebird | Yes | 27+2wc | Diesel |
| 2 | 1999 | Ford | Yes | 16+2wc | Diesel |
| 1 | 2000 | Bluebird | Yes | 26+1wc | Diesel |
| 1 | 2001 | Ford | Yes | 18+2wc | Diesel |
| 1 | 2001 | Bluebird | Yes | 26+1wc | Diesel |
| 1 | 2003 | Bluebird | Yes | 26+2wc | Diesel |
| 1 | 2004 | Bluebird | Yes | 29+2wc | Diesel |

Mitchell

407 South 6th Street

Mitchell, IN 47446

(812) 849-1402 FAX: (812) 849-0691

Contact: Amy Clipp, Transit Coordinator

Email: transit@blueriver.net

General Information

Type of Service Demand Response
Service Area Mitchell City Limits
Service Population 4,567

Service Hours

Weekday 7:50 am - 4:20 pm
Saturday No Service
Sunday No Service

Fare Structure

Base \$0.75
Youth \$0.75
Elderly/Disabled \$0.50
Transfer N/A
Other/Special

Personnel

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

Operation Characteristics

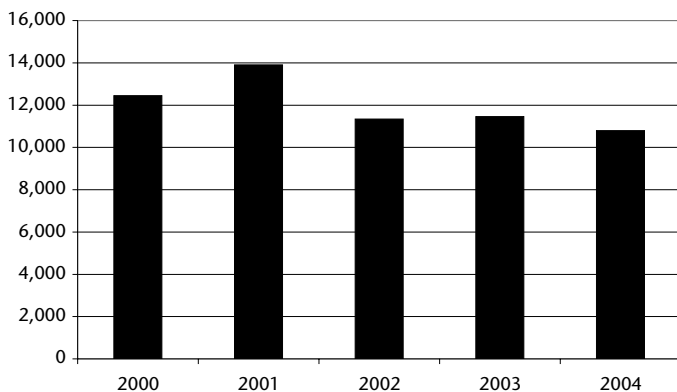
| | |
|-------------------------------|-------|
| Revenue Vehicles | 3 |
| Peak Hour Fleet | 2 |
| Base Fleet | 1 |
| Fuel Consumption (gal) | 3,199 |

Ridership Trends

| | |
|-------------|--------|
| 2000 | 12,444 |
| 2001 | 13,899 |
| 2002 | 11,347 |
| 2003 | 11,463 |
| 2004 | 10,796 |

2004 Highlights

System Ridership Trend



Mitchell Transit System

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$25,660 |
| Other Salaries/Wages | \$37,960 |
| Fringe | \$27,426 |
| Services | \$7,853 |
| Materials and Supplies | \$4,795 |
| Utilities | \$1,370 |
| Casualty/Liability | \$2,860 |
| Purchased Transportation | \$0 |
| Other | \$2,144 |
| Total | \$110,068 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$110,068 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$6,914 |
| Contract/Other | \$0 |
| Local Assistance | \$56,860 |
| State Assistance | \$12,605 |
| Federal Assistance | \$33,689 |
| Total | \$110,068 |

Legislative District

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

Productivity

| | |
|---------------------------|--------|
| Total Passenger Boardings | 10,796 |
| Total Vehicle Miles | 17,934 |
| Revenue Vehicle Miles | 17,934 |
| Revenue Vehicle Hours | 2,304 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$6.14 |
| Operating Expense per Passenger Trip | \$10.20 |
| Passenger Trips per Total Vehicle Mile | 0.60 |
| Passenger Trips per Capita | 2.36 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$103,154 |
| Operating Subsidy Ratio | 94% |
| Locally Derived Income | \$63,774 |
| Locally Derived Income Per Operating Expense | \$0.58 |
| Fare Recovery Ratio | 6% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1990 | Ford | Yes | 12+1wc | Gas |
| 1 | 1996 | Ford | Yes | 13+2wc | Gas |
| 1 | 2000 | Ford | Yes | 12+2wc | Gas |

Monroe-Owen-Lawrence Counties

7500 West Reeves Road
Bloomington, IN 47404

(812) 876-3383

FAX: (812) 876-9922

Contact: Jewel Echelbarger, Executive Director

Email: area10@bloomington.in.us

General Information

| | |
|---------------------------|------------------------------------|
| Type of Service | Fixed Route and Demand Response |
| Service Area | Monroe, Owen and Lawrence Counties |
| Service Population | 100,645 |

Service Hours

| | |
|-----------------|-------------------|
| Weekday | 6:00 am - 9:30 pm |
| Saturday | No Service |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|-------------------|
| Base | \$0.75 per County |
| Youth | \$0.50 per County |
| Elderly/Disabled | \$0.75 per County |
| Transfer | Free |
| Other/Special | |
| One-County Pass | \$9.50/Month |
| Two-County Pass | \$18.00/Month |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 14 | 10 |
| Maintenance | 1 | 1 |
| Administration | 3 | 2 |
| Total | 18 | 13 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 25 |
| Peak Hour Fleet | 17 |
| Base Fleet | 14 |
| Fuel Consumption (gal) | 60,070 |

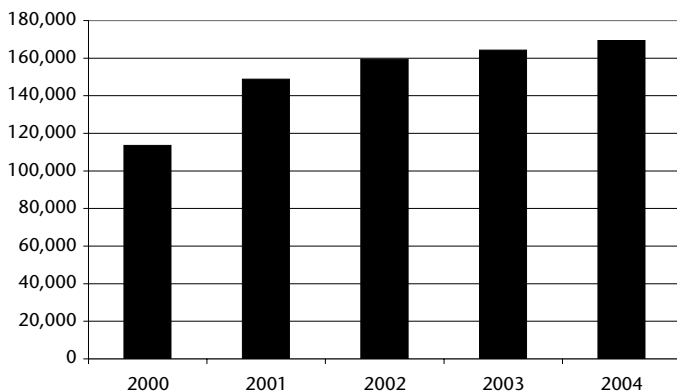
Ridership Trends

| | |
|-------------|---------|
| 2000 | 113,538 |
| 2001 | 148,837 |
| 2002 | 159,460 |
| 2003 | 164,260 |
| 2004 | 169,326 |

2004 Highlights

- In cooperation with Indiana University, United Way, the Chamber of Commerce, and Monroe County, Rural Transit transported 225 at-risk youth from the County's rural areas weekdays to the five week National Youth Sports Program. Rural Transit drivers were a valuable component to the success of this summer program in changing the at-risk youth to being more responsible members of their community.
- "Rural Transit Line" is now being played on local radio stations. Music written, conducted, sung, and produced by local artists. An unsolicited gift to Rural Transit and to the community offered a fun new way to learn about Rural Transit's public mass transit services.

System Ridership Trend



Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$521,748 |
| Other Salaries/Wages | \$0 |
| Fringe | \$80,604 |
| Services | \$20,593 |
| Materials and Supplies | \$208,513 |
| Utilities | \$15,727 |
| Casualty/Liability | \$53,417 |
| Purchased Transportation | \$0 |
| Other | \$85,354 |
| Total | \$985,956 |
| Fixed Route Expenses | \$168,439 |
| Demand Response Services | \$817,517 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$132,107 |
| Contract/Other | \$0 |
| Local Assistance | \$305,568 |
| State Assistance | \$202,806 |
| Federal Assistance | \$345,476 |
| Total | \$985,956 |

Legislative District

| | |
|--------------------|------------------------|
| Indiana Senate | 37, 39, 40, 44 |
| Indiana House | 46, 47, 60, 61, 62, 65 |
| U.S. Congressional | 4,8,9 |

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 169,326 |
| Total Vehicle Miles | 582,961 |
| Revenue Vehicle Miles | 520,994 |
| Revenue Vehicle Hours | 30,558 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.69 |
| Operating Expense per Passenger Trip | \$5.82 |
| Passenger Trips per Total Vehicle Mile | 0.29 |
| Passenger Trips per Capita | 1.68 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$853,850 |
| Operating Subsidy Ratio | 87% |
| Locally Derived Income | \$437,675 |
| Locally Derived Income Per Operating Expense | \$0.44 |
| Fare Recovery Ratio | 13% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1990 | Ford | Yes | 10+1wc | Gas |
| 2 | 1993 | Ford | Yes | 22+2wc | Gas |
| 2 | 1994 | Ford | Yes | 16+2wc | Gas |
| 4 | 1995 | Ford | Yes | 8+2wc | Gas |
| 1 | 1995 | Ford | Yes | 16+2wc | Gas |
| 3 | 1996 | Ford | Yes | 14+2wc | Gas |
| 2 | 1997 | Ford | Yes | 16+2wc | Diesel |
| 2 | 1998 | Ford | Yes | 16+2wc | Diesel |
| 2 | 1998 | Ford | Yes | 10+3wc | Gas |
| 2 | 1999 | Ford | No | 25 | Diesel |
| 1 | 2001 | Ford | No | 24 | Diesel |
| 2 | 2002 | Ford | Yes | 12+2wc | Gas |
| 1 | 2004 | Ford | Yes | 16+2wc | Diesel |

Muncie

1300 E. Seymour Street

Muncie, IN 47302

(765) 282-2762 FAX: (765) 287-2385

Contact: Larry King, General Manager

Email: LKING@mitsbus.org

General Information

| | |
|---------------------------|---|
| Type of Service | Fixed Route and Demand Response |
| Service Area | Fixed Route/City Limits - Demand Response/City Limits |
| Service Population | 67,430 |

Service Hours

| | |
|-----------------|--------------------|
| Weekday | 6:00 am to 9:23 pm |
| Saturday | 8:15 am - 8:23 pm |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|--------|
| Base | \$0.50 |
| Youth | N/A |
| Elderly/Disabled | \$0.25 |
| Transfer | \$0.10 |
| Other/Special | |

Pass \$18.00/30 Days, E&D Pass \$9.00/30 Days, One Day Pass/\$1.10, One Day E&D Pass/\$0.55

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 49 | 8 |
| Maintenance | 13 | 2 |
| Administration | 20 | 3 |
| Total | 82 | 13 |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 47 |
| Peak Hour Fleet | 35 |
| Base Fleet | 28 |
| Fuel Consumption (gal) | 305,122 |

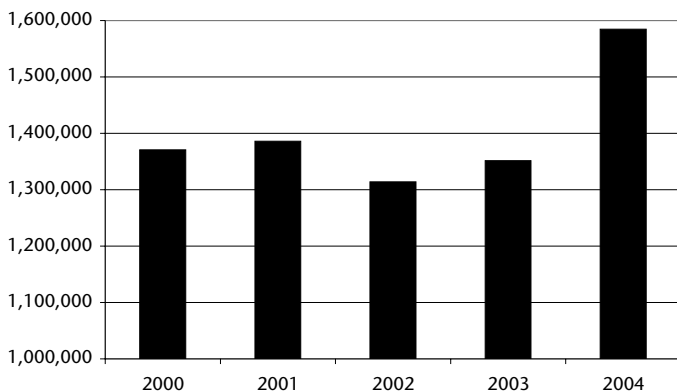
Ridership Trends

| | |
|-------------|-----------|
| 2000 | 1,370,940 |
| 2001 | 1,385,850 |
| 2002 | 1,313,964 |
| 2003 | 1,351,615 |
| 2004 | 1,584,542 |

2004 Highlights

- MITS attained an all-time fixed route ridership increase of 18.6% in 2004.
- 87% of MITS Drivers received the National Safety Council Safe Driver Award.

System Ridership Trend



Muncie Indiana Transit System

Group 1

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$1,596,181 |
| Other Salaries/Wages | \$1,078,822 |
| Fringe | \$1,198,072 |
| Services | \$433,782 |
| Materials and Supplies | \$736,989 |
| Utilities | \$102,266 |
| Casualty/Liability | \$266,308 |
| Purchased Transportation | \$0 |
| Other | \$158,701 |
| Total | \$5,571,122 |
| Fixed Route Expenses | \$4,178,341 |
| Demand Response Services | \$1,392,781 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$223,276 |
| Contract/Other | \$23,862 |
| Local Assistance | \$3,510,069 |
| State Assistance | \$1,213,915 |
| Federal Assistance | \$600,000 |
| Total | \$5,571,122 |

Legislative District

| | |
|----------------|--------|
| Indiana Senate | 26 |
| Indiana House | 33, 34 |

U.S. Congressional 6

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 1,584,542 |
| Total Vehicle Miles | 1,271,111 |
| Revenue Vehicle Miles | 1,161,629 |
| Revenue Vehicle Hours | 89,707 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$4.38 |
| Operating Expense per Passenger Trip | \$3.52 |
| Passenger Trips per Total Vehicle Mile | 1.25 |
| Passenger Trips per Capita | 23.50 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$5,323,984 |
| Operating Subsidy Ratio | 96% |
| Locally Derived Income | \$3,751,155 |
| Locally Derived Income Per Operating Expense | \$0.67 |
| Fare Recovery Ratio | 4% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 3 | 1981 | GMC | Yes | 35+2wc | Diesel |
| 3 | 1989 | TMC | Yes | 35+2wc | Diesel |
| 4 | 1990 | TMC | Yes | 35+2wc | Diesel |
| 3 | 1992 | TMC | Yes | 34+2wc | Diesel |
| 1 | 1993 | TMC | Yes | 34+2wc | Diesel |
| 6 | 1994 | Flexible | Yes | 35+2wc | Diesel |
| 5 | 1998 | Nova | Yes | 27+2wc | Diesel |
| 5 | 2000 | Nova | Yes | 27+2wc | Diesel |
| 3 | 2000 | Chance | Yes | 24+2wc | Diesel |
| 6 | 2000 | Ford/Supreme | Yes | 15+2wc | Diesel |
| 8 | 2002 | Ford/Supreme | Yes | 24+2wc | Diesel |

New Castle

201 South 25th Street

New Castle, IN 47362

(765) 521-6847 FAX: (765) 521-6652

Contact: Deborah Thornhill, Manager

Email: debbie-thornhill@cityofnewcastle.net

General Information

Type of Service Point Deviated Routes
Service Area New Castle City Limits
Service Population 17,780

Service Hours

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

Fare Structure

Base \$1.00
Youth \$0.50
Elderly/Disabled \$0.50
Transfer Free
Other/Special
 Pass \$20.00/25 Rides
 E&D Pass \$10.00/25 Rides

Personnel

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

Operation Characteristics

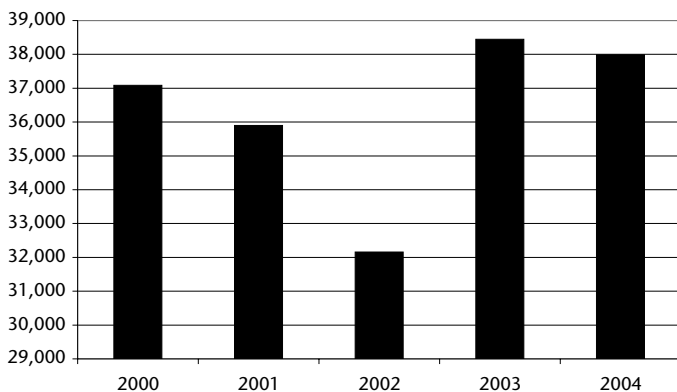
| | |
|-------------------------------|--------|
| Revenue Vehicles | 10 |
| Peak Hour Fleet | 4 |
| Base Fleet | 3 |
| Fuel Consumption (gal) | 11,481 |

Ridership Trends

| | |
|-------------|--------|
| 2000 | 37,083 |
| 2001 | 35,902 |
| 2002 | 32,159 |
| 2003 | 38,444 |
| 2004 | 37,991 |

2004 Highlights

System Ridership Trend



New Castle Community Transit System

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$109,216 |
| Other Salaries/Wages | \$121,338 |
| Fringe | \$104,028 |
| Services | \$4,952 |
| Materials and Supplies | \$25,102 |
| Utilities | \$13,181 |
| Casualty/Liability | \$14,259 |
| Purchased Transportation | \$0 |
| Other | \$8,183 |
| Total | \$400,259 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$400,259 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$13,581 |
| Contract/Other | \$2,438 |
| Local Assistance | \$247,584 |
| State Assistance | \$31,857 |
| Federal Assistance | \$104,799 |
| Total | \$400,259 |

Legislative District

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

Productivity

| | |
|---------------------------|--------|
| Total Passenger Boardings | 37,991 |
| Total Vehicle Miles | 56,684 |
| Revenue Vehicle Miles | 54,983 |
| Revenue Vehicle Hours | 6,482 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$7.06 |
| Operating Expense per Passenger Trip | \$10.54 |
| Passenger Trips per Total Vehicle Mile | 0.67 |
| Passenger Trips per Capita | 2.14 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$384,240 |
| Operating Subsidy Ratio | 96% |
| Locally Derived Income | \$261,392 |
| Locally Derived Income Per Operating Expense | \$0.65 |
| Fare Recovery Ratio | 3% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 3 | 1990 | Ford | Yes | 16+2wc | Gas |
| 2 | 1995 | Ford | Yes | 16+2wc | Gas |
| 2 | 2002 | Ford | Yes | 16+2wc | Gas |
| 1 | 2003 | Ford | Yes | 16+2wc | Gas |
| 2 | 2005 | Ford | Yes | 16+2wc | Gas |

Noble County

111 Cedar Street
Kendallville, IN 46755

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

Contact: Melody Skinner, Executive Director

Email: transerv@ligtel.com

General Information

Type of Service Demand Response
Service Area Noble County
Service Population 46,275

Service Hours

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

Fare Structure

Base \$2.00 for 10 miles and under from pick up; \$5.00 for 10-20 miles from pickup
Youth Same as Base
Elderly/Disabled Over 60, Donation Only (County Only), Disabled (Base Rate)
Transfer N/A
Other/Special

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 3 | 9 |
| Maintenance | 0 | 0 |
| Administration | 3 | 0 |
| Total | <u>6</u> | <u>9</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 11 |
| Peak Hour Fleet | 7 |
| Base Fleet | 5 |
| Fuel Consumption (gal) | 19,510 |

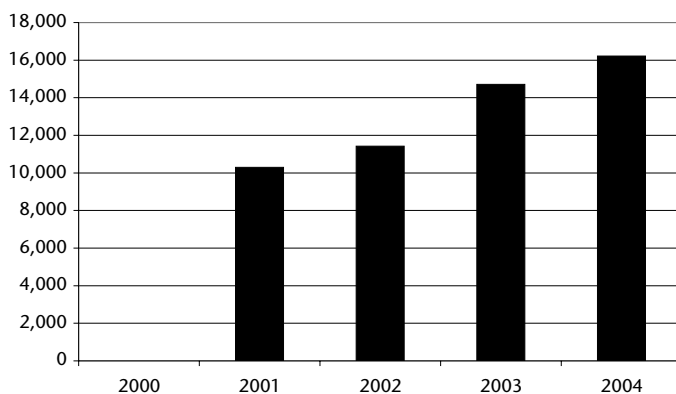
Ridership Trends

| | |
|-------------|--------|
| 2000 | 0 |
| 2001 | 10,303 |
| 2002 | 11,430 |
| 2003 | 14,715 |
| 2004 | 16,224 |

2004 Highlights

- NTS experienced a 9% growth in service in 2004.
- Partnered with Even Start Program and LEAP to transport at-risk families to pre-school.
- Partnered with Noble County Div. of Family & Children and the IMPACT program.
- Picked up R.I.S.E. transportation within TAC group.

System Ridership Trend



Noble Transit System

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$112,389 |
| Other Salaries/Wages | \$85,447 |
| Fringe | \$24,952 |
| Services | \$6,876 |
| Materials and Supplies | \$45,313 |
| Utilities | \$11,445 |
| Casualty/Liability | \$17,967 |
| Purchased Transportation | \$0 |
| Other | \$11,212 |
| Total | \$315,601 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$315,601 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$22,427 |
| Contract/Other | \$0 |
| Local Assistance | \$171,384 |
| State Assistance | \$30,548 |
| Federal Assistance | \$91,242 |
| Total | \$315,601 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 16,224 |
| Total Vehicle Miles | 254,313 |
| Revenue Vehicle Miles | 138,411 |
| Revenue Vehicle Hours | 16,851 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$1.24 |
| Operating Expense per Passenger Trip | \$19.45 |
| Passenger Trips per Total Vehicle Mile | 0.06 |
| Passenger Trips per Capita | 0.35 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$293,174 |
| Operating Subsidy Ratio | 93% |
| Locally Derived Income | \$193,811 |
| Locally Derived Income Per Operating Expense | \$0.61 |
| Fare Recovery Ratio | 7% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1996 | Dodge | Yes | 12+2wc | Gas |
| 1 | 1997 | Dodge | Yes | 12+2wc | Gas |
| 1 | 1997 | Dodge | No | 13 | Gas |
| 1 | 1999 | Dodge | Yes | 12+2wc | Gas |
| 1 | 2000 | Dodge | Yes | 12+2wc | Gas |
| 1 | 2002 | Dodge | Yes | 11+2wc | Gas |
| 2 | 2002 | Chrysler | No | 6 | Gas |
| 1 | 2004 | Dodge | No | 13 | Gas |
| 1 | 2004 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2004 | Chevrolet | Yes | 3+2wc | Gas |

Noblesville

1555 Westfield Road
Noblesville, IN 46062

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

Contact: Elaine McGuire, Transportation Manager

Email: mcguire@janus-inc.org

General Information

| | |
|--------------------|-------------------------|
| Type of Service | Demand Response |
| Service Area | Noblesville City Limits |
| Service Population | 28,590 |

Service Hours

| | |
|----------|-------------------|
| Weekday | 6:00 am - 6:00 pm |
| Saturday | 8:00 am - 2:00 pm |
| Sunday | No Service |

Fare Structure

| | |
|------------------|--------|
| Base | \$2.00 |
| Youth | \$1.50 |
| Elderly/Disabled | \$2.00 |
| Transfer | N/A |
| Other/Special | |

Personnel

| | Full-Time | Part-Time |
|----------------|-----------|-----------|
| Operations | 2 | 1 |
| Maintenance | 0 | 1 |
| Administration | 0 | 2 |
| Total | 2 | 4 |

Operation Characteristics

| | |
|------------------------|-------|
| Revenue Vehicles | 3 |
| Peak Hour Fleet | 2 |
| Base Fleet | 2 |
| Fuel Consumption (gal) | 4,158 |

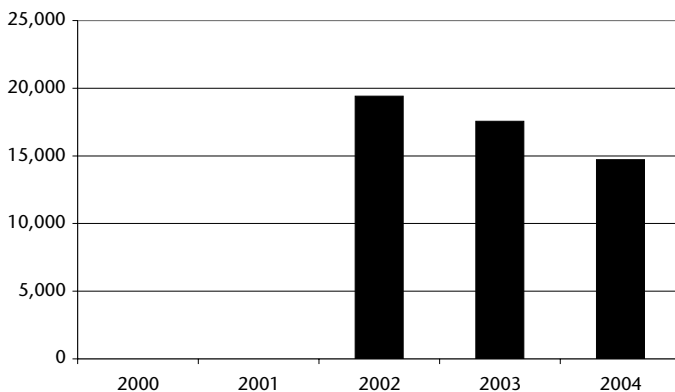
Ridership Trends

| | |
|------|--------|
| 2000 | 0 |
| 2001 | 0 |
| 2002 | 19,408 |
| 2003 | 17,557 |
| 2004 | 14,728 |

2004 Highlights

- Received first new transit bus.
- Participated in all local parades and events.
- Introduced a youth rate in 2004.

System Ridership Trend



Janus Developmental Service Inc.

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$37,825 |
| Other Salaries/Wages | \$15,782 |
| Fringe | \$9,674 |
| Services | \$7,151 |
| Materials and Supplies | \$7,999 |
| Utilities | \$0 |
| Casualty/Liability | \$4,160 |
| Purchased Transportation | \$0 |
| Other | \$25,554 |
| Total | \$108,145 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$108,145 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$11,146 |
| Contract/Other | \$0 |
| Local Assistance | \$37,946 |
| State Assistance | \$10,778 |
| Federal Assistance | \$48,275 |
| Total | \$108,145 |

Legislative District

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

Productivity

| | |
|---------------------------|--------|
| Total Passenger Boardings | 14,728 |
| Total Vehicle Miles | 37,349 |
| Revenue Vehicle Miles | 37,349 |
| Revenue Vehicle Hours | 2,862 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$2.90 |
| Operating Expense per Passenger Trip | \$7.34 |
| Passenger Trips per Total Vehicle Mile | 0.39 |
| Passenger Trips per Capita | 0.52 |

Financial Performance

| | |
|---|----------|
| Operating Subsidy | \$96,999 |
| Operating Subsidy Ratio | 90% |
| Locally Derived Income | \$49,092 |
| Locally Derived Income Per Operating Expense | \$0.45 |
| Fare Recovery Ratio | 10% |

Fleet Inventory

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

NICTD

33 East U.S. Highway 12

Chesterton, IN 46304

(219) 926-5744 FAX: (219) 929-4438

Contact: Gerald R. Hanas, General Manager

Email: gerald.hanas@nictd.com

General Information

| | |
|---------------------------|--|
| Type of Service | Commuter Rail |
| Service Area | Rail Corridor between South Bend, IN & Chicago, IL |
| Service Population | 163,611 (estimated) |

Service Hours

| | |
|-----------------|-------------------|
| Weekday | 4:02 am - 2:25 am |
| Saturday | 5:20 am - 2:25 pm |
| Sunday | 5:20 am - 2:25 am |

Fare Structure

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

Personnel

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

Operation Characteristics

| | |
|-------------------------------|----|
| Revenue Vehicles | 68 |
| Peak Hour Fleet | 59 |
| Base Fleet | 9 |
| Fuel Consumption (gal) | 0 |

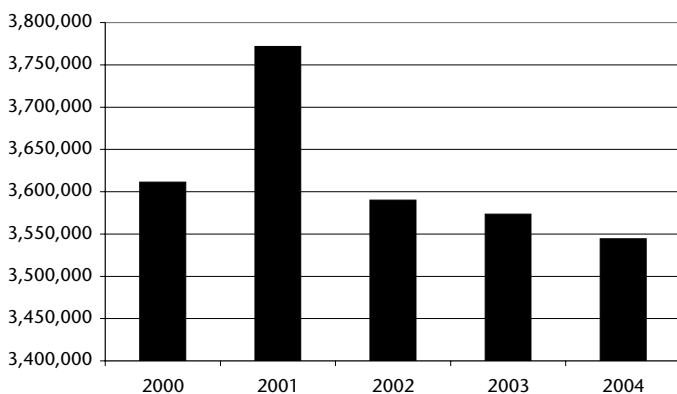
Ridership Trends

| | |
|-------------|-----------|
| 2000 | 3,611,257 |
| 2001 | 3,771,633 |
| 2002 | 3,590,060 |
| 2003 | 3,573,571 |
| 2004 | 3,544,459 |

2004 Highlights

- Passengers began using the new East Chicago Station in May 2004. By the end of 2004, the new high level boarding platforms were being used which greatly reduced dwell time at the station. The NICTD Transit Police Office is now located at the East Chicago station.
- The installation of fiber optic cable along the rail right-of-way is underway. This is an integral part of the update of the railroad's signal system.
- A new control center for the updated signal system was under construction in Michigan City with completion anticipated in late spring 2005.
- All NICTD employees participated in the National Transportation Institute's anti-terrorism training program.

System Ridership Trend



Northern Indiana Commuter Transportation District

Group 5

Operating Expense Summary

| | |
|--------------------------|---------------------|
| Operator Salaries/Wages | \$964,689 |
| Other Salaries/Wages | \$10,093,125 |
| Fringe | \$9,989,332 |
| Services | \$2,168,175 |
| Materials and Supplies | \$3,415,221 |
| Utilities | \$2,120,807 |
| Casualty/Liability | \$1,638,690 |
| Purchased Transportation | \$0 |
| Other | \$0 |
| Total | \$30,390,039 |
| Fixed Route Expenses | \$30,390,039 |
| Demand Response Services | \$0 |

Revenue Summary

| | |
|--------------------|---------------------|
| Fare Revenue | \$14,622,077 |
| Contract/Other | \$75,656 |
| Local Assistance | \$4,645,403 |
| State Assistance | \$7,014,592 |
| Federal Assistance | \$4,032,311 |
| Total | \$30,390,039 |

Legislative District

| | |
|--------------------|--|
| Indiana Senate | 1, 2, 3, 4, 5, 6, 8, 9, 10, 11 |
| Indiana House | 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 19, 20 |
| U.S. Congressional | 1,2 |

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 3,544,459 |
| Total Vehicle Miles | 3,226,526 |
| Revenue Vehicle Miles | 3,059,215 |
| Revenue Vehicle Hours | 88,696 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$9.42 |
| Operating Expense per Passenger Trip | \$8.57 |
| Passenger Trips per Total Vehicle Mile | 1.10 |
| Passenger Trips per Capita | 21.66 |

Financial Performance

| | |
|---|--------------|
| Operating Subsidy | \$15,692,306 |
| Operating Subsidy Ratio | 52% |
| Locally Derived Income | \$19,343,136 |
| Locally Derived Income Per Operating Expense | \$0.48 |
| Fare Recovery Ratio | 48% |

Fleet Inventory

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

Orange County

P.O. Box 267

Paoli, IN 47454

(812) 723-4043

FAX: (812) 723-4487

Contact: Cheryl Longest, Transportation Director

Email: cheryl@firstchancecenter.com

General Information

| | |
|---------------------------|----------------------------------|
| Type of Service | Subscription and Demand Response |
| Service Area | Orange County |
| Service Population | 19,306 |

Service Hours

| | |
|-----------------|-------------------|
| Weekday | 4:00 am - 6:30 pm |
| Saturday | No Service |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|---|
| Base | \$3.00 - \$8.00 (depending on length of trip) |
| Youth | N/A |
| Elderly/Disabled | N/A |
| Transfer | N/A |
| Other/Special | |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 2 | 10 |
| Maintenance | 1 | 0 |
| Administration | 2 | 0 |
| Total | 5 | 10 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 18 |
| Peak Hour Fleet | 18 |
| Base Fleet | 12 |
| Fuel Consumption (gal) | 23,566 |

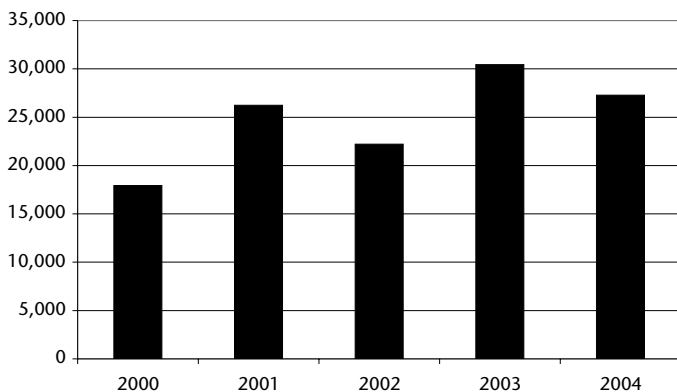
Ridership Trends

| | |
|-------------|--------|
| 2000 | 17,928 |
| 2001 | 26,249 |
| 2002 | 22,202 |
| 2003 | 30,450 |
| 2004 | 27,275 |

2004 Highlights

- Received Gear-Up funding for 5th consecutive year.

System Ridership Trend



Orange County Transit Services

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$191,145 |
| Other Salaries/Wages | \$0 |
| Fringe | \$36,416 |
| Services | \$16,390 |
| Materials and Supplies | \$23,007 |
| Utilities | \$2,970 |
| Casualty/Liability | \$21,871 |
| Purchased Transportation | \$0 |
| Other | \$6,461 |
| Total | \$298,260 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$298,260 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$23,161 |
| Contract/Other | \$0 |
| Local Assistance | \$110,329 |
| State Assistance | \$77,141 |
| Federal Assistance | \$87,629 |
| Total | \$298,260 |

Legislative District

| | |
|----------------|--------|
| Indiana Senate | 44, 48 |
| Indiana House | 62 |

U.S. Congressional 9

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 27,275 |
| Total Vehicle Miles | 334,945 |
| Revenue Vehicle Miles | 192,765 |
| Revenue Vehicle Hours | 6,464 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$0.89 |
| Operating Expense per Passenger Trip | \$10.94 |
| Passenger Trips per Total Vehicle Mile | 0.08 |
| Passenger Trips per Capita | 1.41 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$275,099 |
| Operating Subsidy Ratio | 92% |
| Locally Derived Income | \$133,490 |
| Locally Derived Income Per Operating Expense | \$0.45 |
| Fare Recovery Ratio | 8% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 2 | 1995 | Dodge | No | 14 | Gas |
| 3 | 1999 | Dodge | No | 7 | Gas |
| 1 | 2000 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2000 | Dodge | No | 14 | Gas |
| 2 | 2001 | Dodge | No | 7 | Gas |
| 1 | 2001 | Dodge | Yes | 3+2wc | Gas |
| 1 | 2002 | Dodge | No | 14 | Gas |
| 1 | 2002 | Dodge | Yes | 9+2wc | Gas |
| 2 | 2003 | Dodge | Yes | 10+2wc | Gas |
| 2 | 2003 | Dodge | No | 7 | Gas |
| 1 | 2004 | Chevrolet | No | 5 | Gas |
| 1 | 2005 | Dodge | No | 7 | Gas |

Plymouth

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

General Information

Type of Service Demand Response/User-side Subsidy
Service Area City of Plymouth
Service Population 9,840

Service Hours

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

Fare Structure

Base \$3.00
Youth \$3.00
Elderly/Disabled \$1.50
Transfer N/A
Other/Special
 Disabled Fare \$3.00

Personnel

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

Operation Characteristics

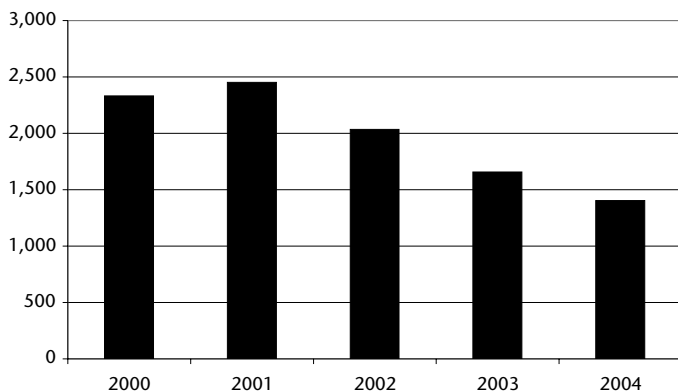
| | |
|-------------------------------|-----|
| Revenue Vehicles | 4 |
| Peak Hour Fleet | 4 |
| Base Fleet | 4 |
| Fuel Consumption (gal) | 478 |

Ridership Trends

| | |
|-------------|-------|
| 2000 | 2,332 |
| 2001 | 2,452 |
| 2002 | 2,035 |
| 2003 | 1,658 |
| 2004 | 1,404 |

2004 Highlights

System Ridership Trend



Group 4

Operating Expense Summary

| | |
|--------------------------|-----------------|
| Operator Salaries/Wages | \$5,008 |
| Other Salaries/Wages | \$0 |
| Fringe | \$2,876 |
| Services | \$0 |
| Materials and Supplies | \$0 |
| Utilities | \$0 |
| Casualty/Liability | \$0 |
| Purchased Transportation | \$5,532 |
| Other | \$3,526 |
| Total | \$16,942 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$16,942 |

Revenue Summary

| | |
|--------------------|-----------------|
| Fare Revenue | \$2,003 |
| Contract/Other | \$0 |
| Local Assistance | \$5,129 |
| State Assistance | \$2,740 |
| Federal Assistance | \$7,070 |
| Total | \$16,942 |

Legislative District

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

Productivity

| | |
|---------------------------|-------|
| Total Passenger Boardings | 1,404 |
| Total Vehicle Miles | 5,261 |
| Revenue Vehicle Miles | 2,999 |
| Revenue Vehicle Hours | 282 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$3.22 |
| Operating Expense per Passenger Trip | \$12.07 |
| Passenger Trips per Total Vehicle Mile | 0.27 |
| Passenger Trips per Capita | 0.14 |

Financial Performance

| | |
|---|----------|
| Operating Subsidy | \$14,939 |
| Operating Subsidy Ratio | 88% |
| Locally Derived Income | \$7,132 |
| Locally Derived Income Per Operating Expense | \$0.42 |
| Fare Recovery Ratio | 12% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1996 | Chevrolet | No | 7 | Gas |
| 1 | 1999 | Dodge | Yes | 10+1wc | Gas |
| 1 | 1999 | Ford | Yes | 4+1wc | Gas |
| 1 | 2001 | Dodge | Yes | 4+1wc | Gas |

Richmond

50 North 5th Street
Richmond, IN 47374

(765) 983-7227 FAX: (765) 983-7305

Contact: Terri Quinter, Operations Manager

Email: transit@ci.richmond.in.us

General Information

| | |
|--------------------|---------------------------------|
| Type of Service | Fixed Route and Demand Response |
| Service Area | Richmond City Limits |
| Service Population | 39,124 |

Service Hours

| | |
|----------|--|
| Weekday | 6:15 am - 5:45 pm; Evenings 4:30 pm - 12:30 am |
| Saturday | 10:15 am - 5:45 pm |
| Sunday | No Service |

Fare Structure

| | |
|---|--------|
| Base | \$1.00 |
| Youth | \$0.75 |
| Elderly/Disabled | \$0.75 |
| Transfer | Free |
| Other/Special | |
| Demand Response, Donation Pass \$28.00/Month; Student, E&D Pass \$20.00/Month | |

Personnel

| | Full-Time | Part-Time |
|----------------|-----------|-----------|
| Operations | 17 | 1 |
| Maintenance | 1 | 0 |
| Administration | 3 | 0 |
| Total | 22 | 1 |

Operation Characteristics

| | |
|------------------------|--------|
| Revenue Vehicles | 18 |
| Peak Hour Fleet | 17 |
| Base Fleet | 11 |
| Fuel Consumption (gal) | 49,880 |

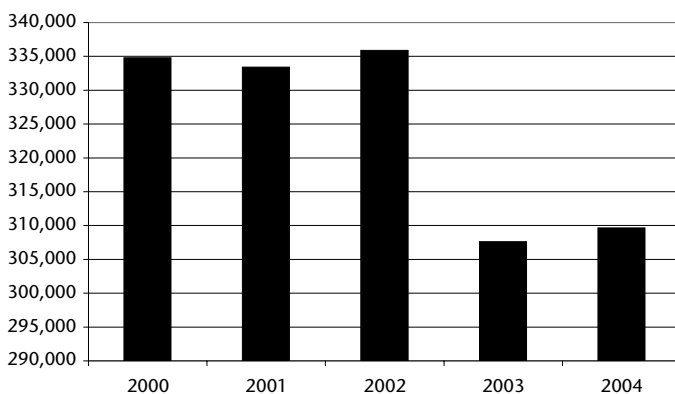
Ridership Trends

| | |
|------|---------|
| 2000 | 334,798 |
| 2001 | 333,431 |
| 2002 | 335,894 |
| 2003 | 307,613 |
| 2004 | 309,637 |

2004 Highlights

- Organized "Food For Fare" drive the week before Christmas. Instead of paying regular fare, riders could ride in exchange for a non-perishable item. The items collected were then donated to a local food pantry. The response was overwhelming and Rose View Transit received a nice article and large picture in the local newspaper.
- Rose View Transit worked with local organizations and community leaders to identify popular bus stops. Rose View then purchased 5 new bus stop signs to be installed in 2005. The process was a great team building exercise for both Rose View staff, drivers and community members.
- Worked to establish a "Rider's Advisory Council" to obtain input on rider issues and opportunities in order to continually improve the system. The Council will officially begin meeting in 2005.

System Ridership Trend



Rose View Transit & Paratransit System

Group 2

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$540,330 |
| Other Salaries/Wages | \$36,146 |
| Fringe | \$220,339 |
| Services | \$30,341 |
| Materials and Supplies | \$89,658 |
| Utilities | \$9,320 |
| Casualty/Liability | \$41,350 |
| Purchased Transportation | \$0 |
| Other | \$3,209 |
| Total | \$970,692 |
| Fixed Route Expenses | \$677,171 |
| Demand Response Services | \$293,521 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$170,382 |
| Contract/Other | \$21,799 |
| Local Assistance | \$103,813 |
| State Assistance | \$285,443 |
| Federal Assistance | \$389,255 |
| Total | \$970,692 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 309,637 |
| Total Vehicle Miles | 380,891 |
| Revenue Vehicle Miles | 361,931 |
| Revenue Vehicle Hours | 31,872 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$2.55 |
| Operating Expense per Passenger Trip | \$3.13 |
| Passenger Trips per Total Vehicle Mile | 0.81 |
| Passenger Trips per Capita | 7.91 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$778,511 |
| Operating Subsidy Ratio | 80% |
| Locally Derived Income | \$285,443 |
| Locally Derived Income Per Operating Expense | \$0.29 |
| Fare Recovery Ratio | 18% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1988 | Ford | No | 12 | Gas |
| 1 | 1992 | Chevrolet | No | 6 | Gas |
| 1 | 1994 | Chevrolet | No | 7 | Gas |
| 2 | 1996 | Ford | Yes | 18+2wc | Diesel |
| 1 | 1997 | Dodge | Yes | 12+2wc | Gas |
| 2 | 1998 | Ford | Yes | 20+2wc | Diesel |
| 1 | 1999 | Ford | Yes | 18+2wc | Diesel |
| 1 | 2000 | Dodge | Yes | 12+2wc | Gas |
| 2 | 2001 | Ford | Yes | 18+2wc | Diesel |
| 2 | 2001 | Dodge | Yes | 12+2wc | Gas |
| 1 | 2002 | Ford | Yes | 18+2wc | Diesel |
| 1 | 2003 | Dodge | Yes | 12+2wc | Gas |
| 1 | 2003 | Ford | Yes | 18+2wc | Gas |
| 1 | 2004 | Ford | Yes | 18+2wc | Gas |

Seymour

301-309 N. Chestnut Street

Seymour, IN 47274

(812) 522-4020 FAX: (812) 523-6687

Contact: Edith Otte, Manager of Recycle to Ride

Email: seytransit@seymourcity.com

General Information

| | |
|---------------------------|-----------------|
| Type of Service | Demand Response |
| Service Area | City of Seymour |
| Service Population | 18,101 |

Service Hours

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

Fare Structure

| | |
|-------------------------|---|
| Base | \$1.50 |
| Youth | \$0.50 Children 10 & Under With an Adult, \$1.50 Children 5-10 Without an Adult |
| Elderly/Disabled | \$1.00 |
| Transfer | N/A |
| Other/Special | |

Tokens: 10 for \$12.00 (Regular Fare), 10 for \$8.00 (Seniors), 10 for \$4.00 (Children 10 & Under with an Adult)

One-way fare may be paid in recyclable products (10 aluminum cans, 10 20-oz. plastic pop bottles, 4 plastic milk bottles or 4 2-liter pop bottles). Vehicle has storage containers on board for recyclable products.

Personnel

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

Operation Characteristics

| | |
|-------------------------------|-------|
| Revenue Vehicles | 4 |
| Peak Hour Fleet | 2 |
| Base Fleet | 2 |
| Fuel Consumption (gal) | 9,997 |

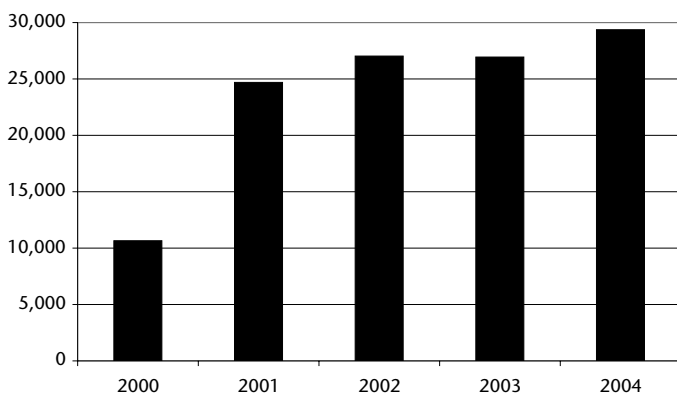
Ridership Trends

| | |
|-------------|--------|
| 2000 | 10,665 |
| 2001 | 24,705 |
| 2002 | 27,032 |
| 2003 | 26,945 |
| 2004 | 29,365 |

2004 Highlights

- Received Community Service Award from Jackson County Arc for 2004.
- Increased ridership by 9.0% over 2003.

System Ridership Trend



Seymour Transit (Recycle to Ride)

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$95,066 |
| Other Salaries/Wages | \$0 |
| Fringe | \$9,501 |
| Services | \$14,197 |
| Materials and Supplies | \$16,919 |
| Utilities | \$2,231 |
| Casualty/Liability | \$0 |
| Purchased Transportation | \$0 |
| Other | \$3,120 |
| Total | \$141,034 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$141,034 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$16,374 |
| Contract/Other | \$0 |
| Local Assistance | \$30,467 |
| State Assistance | \$31,864 |
| Federal Assistance | \$62,329 |
| Total | \$141,034 |

Legislative District

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

Productivity

| | |
|---------------------------|--------|
| Total Passenger Boardings | 29,365 |
| Total Vehicle Miles | 64,735 |
| Revenue Vehicle Miles | 64,735 |
| Revenue Vehicle Hours | 5,810 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$2.18 |
| Operating Expense per Passenger Trip | \$4.80 |
| Passenger Trips per Total Vehicle Mile | 0.45 |
| Passenger Trips per Capita | 1.62 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$124,660 |
| Operating Subsidy Ratio | 88% |
| Locally Derived Income | \$46,841 |
| Locally Derived Income Per Operating Expense | \$0.33 |
| Fare Recovery Ratio | 12% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1998 | Ford | Yes | 11+2wc | Gas |
| 1 | 2000 | Dodge | Yes | 9+2wc | Gas |
| 2 | 2003 | Ford | Yes | 11+2wc | Gas |

SIDC

P.O. Box 367

Washington, IN 47501

(812) 257-0118 FAX: (812) 257-0119

Contact: Becky Guthrie, Transportation Director

Email: bguthrie@frs.org

General Information

| | |
|---------------------------|---|
| Type of Service | Demand Response |
| Service Area | Daviess, Greene, Martin, Pike & Sullivan Counties |
| Service Population | 96,554 |

Service Hours

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

Fare Structure

| | |
|-------------------------|---|
| Base | \$2.00 In-Town, \$3.00 In-County, \$4.00 County-to-County |
| Youth | Same as Base |
| Elderly/Disabled | Same as Base |
| Transfer | N/A |
| Other/Special | |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 7 | 8 |
| Maintenance | 0 | 1 |
| Administration | 2 | 1 |
| Total | 9 | 10 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 67 |
| Peak Hour Fleet | 65 |
| Base Fleet | 50 |
| Fuel Consumption (gal) | 66,263 |

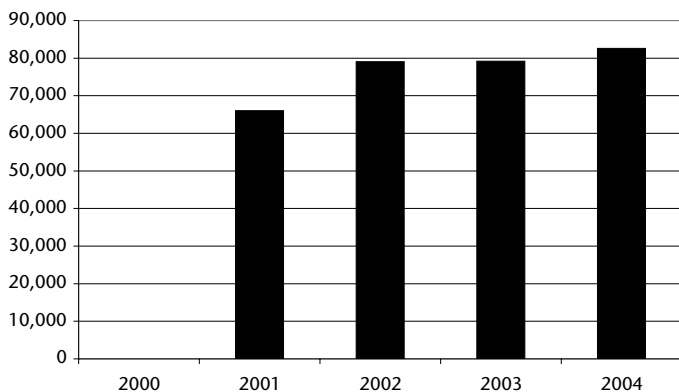
Ridership Trends

| | |
|-------------|--------|
| 2000 | 0 |
| 2001 | 66,041 |
| 2002 | 79,092 |
| 2003 | 79,169 |
| 2004 | 82,570 |

2004 Highlights

- Expanded evening hours to transport students to Adult Literacy and CAPE Initiative classes.
- Increased ridership for the 4th consecutive year with the addition of 6 vehicles and 6 new drivers.
- Ride Solution was the recipient of a Daviess County Community Foundation Grant which enabled us to purchase a new computer and receive match money for a new van.
- Ride Solution relocated to a new office with increased visibility.
- "Free" rides were offered to the polls on election day.

System Ridership Trend



Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$248,115 |
| Other Salaries/Wages | \$0 |
| Fringe | \$96,333 |
| Services | \$42,781 |
| Materials and Supplies | \$92,439 |
| Utilities | \$16,898 |
| Casualty/Liability | \$36,710 |
| Purchased Transportation | \$211,611 |
| Other | \$114,532 |
| Total | \$859,419 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$859,419 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$81,354 |
| Contract/Other | \$0 |
| Local Assistance | \$271,906 |
| State Assistance | \$215,239 |
| Federal Assistance | \$290,920 |
| Total | \$859,419 |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type | Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1989 | Dodge | No | 14 | Gas | 2 | 2000 | Dodge | No | 7 | Gas |
| 1 | 1990 | Dodge | No | 4 | Gas | 2 | 2000 | Dodge | Yes | 3+2wc | Gas |
| 1 | 1991 | Dodge | No | 14 | Gas | 2 | 2000 | Dodge | No | 4 | Gas |
| 2 | 1992 | Chevrolet | No | 6 | Gas | 1 | 2001 | Ford | Yes | 8+2wc | Gas |
| 1 | 1992 | Dodge | No | 4 | Gas | 1 | 2001 | Dodge | No | 10 | Gas |
| 2 | 1993 | Ford | No | 6 | Gas | 1 | 2001 | Dodge | No | 4 | Gas |
| 2 | 1994 | Dodge | Yes | 8+2wc | Gas | 3 | 2002 | Dodge | Yes | 8+2wc | Gas |
| 1 | 1994 | Plymouth | No | 7 | Gas | 1 | 2002 | Dodge | No | 6 | Gas |
| 2 | 1994 | Dodge | No | 8+2wc | Gas | 3 | 2002 | Dodge | Yes | 8+2wc | Gas |
| 2 | 1995 | Dodge | Yes | 12+2wc | Gas | 2 | 2003 | Dodge | Yes | 14+1wc | Gas |
| 2 | 1995 | Chevrolet | No | 14 | Gas | 1 | 2003 | Ford | Yes | 14+1wc | Gas |
| 1 | 1995 | Dodge | No | 6 | Gas | 1 | 2003 | Dodge | Yes | 14+1wc | Gas |
| 1 | 1996 | Dodge | Yes | 8+2wc | Gas | 1 | 2003 | Chevrolet | No | 5 | Gas |
| 1 | 1996 | Chevrolet | No | 6 | Gas | 1 | 2003 | Dodge | Yes | 3+2wc | Gas |
| 2 | 1997 | Dodge | Yes | 12+2wc | Gas | 1 | 2003 | Chevrolet | Yes | 3+2wc | Gas |
| 1 | 1997 | Dodge | No | 14 | Gas | 1 | 2003 | Dodge | No | 7 | Gas |
| 1 | 1997 | Dodge | No | 6 | Gas | 2 | 2003 | Chevrolet | Yes | 3+2wc | Gas |
| 2 | 1997 | Dodge | No | 4 | Gas | 1 | 2004 | Chevrolet | Yes | 3+2wc | Gas |
| 2 | 1998 | Dodge | Yes | 3+2wc | Gas | 1 | 2005 | Toyota | No | 5 | Gas |
| 3 | 1998 | Dodge | No | 6 | Gas | 4 | 2005 | Dodge | No | 6 | Gas |
| 1 | 1998 | Dodge | No | 4 | Gas | | | | | | |
| 1 | 1999 | Dodge | Yes | 8+2wc | Gas | | | | | | |
| 2 | 1999 | Dodge | No | 6 | Gas | | | | | | |

Legislative District

| | |
|----------------|--------------------|
| Indiana Senate | 39, 48 |
| Indiana House | 45, 60, 62, 63, 64 |

U.S. Congressional 8

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 82,570 |
| Total Vehicle Miles | 1,106,310 |
| Revenue Vehicle Miles | 1,070,887 |
| Revenue Vehicle Hours | 51,175 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$0.78 |
| Operating Expense per Passenger Trip | \$10.41 |
| Passenger Trips per Total Vehicle Mile | 0.07 |
| Passenger Trips per Capita | 0.86 |

Financial Performance

| | |
|--|-----------|
| Operating Subsidy | \$778,065 |
| Operating Subsidy Ratio | 91% |
| Locally Derived Income | \$353,260 |
| Locally Derived Income Per Operating Expense | \$0.41 |
| Fare Recovery Ratio | 9% |

SIRPC

13091 Benedict Drive

Dillsboro, IN 47018

(812) 432-5215 FAX: (812) 432-3822

Contact: Julie Schafer, Community Services Director

Email: jschafer@lifetime-resources.org

General Information

| | |
|---------------------------|---|
| Type of Service | Point Deviation and Demand Response |
| Service Area | Dearborn, Decatur, Ripley, Jefferson, Ohio and Switzerland Counties |
| Service Population | 143,589 |

Service Hours

| | |
|-----------------|--|
| Weekday | 6:00 am - 6:00 pm |
| Saturday | Point Deviation Routes operate 9:00 am to 4:00 pm |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|---|
| Base | \$1.00 - Point Deviation; \$3.00 Demand Response with \$1.00 for each additional county |
| Youth | Ages 6 to 12, Half Price of Regular Fare; 5 and Under, Free with Fare Paying Passenger |
| Elderly/Disabled | Half Price of Regular Fare (Suggested Donation) |
| Transfer | Free |
| Other/Special | Discount Card for Senior Nutrition Trips Tokens (Equal to \$1.00 Fare): 10 for \$8, 20 for \$15, 40 for \$25. Tokens for Senior/Disabled/Children Half Price |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 22 | 8 |
| Maintenance | 0 | 0 |
| Administration | 2 | 0 |
| Total | 24 | 8 |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 28 |
| Peak Hour Fleet | 20 |
| Base Fleet | 16 |
| Fuel Consumption (gal) | 68,279 |

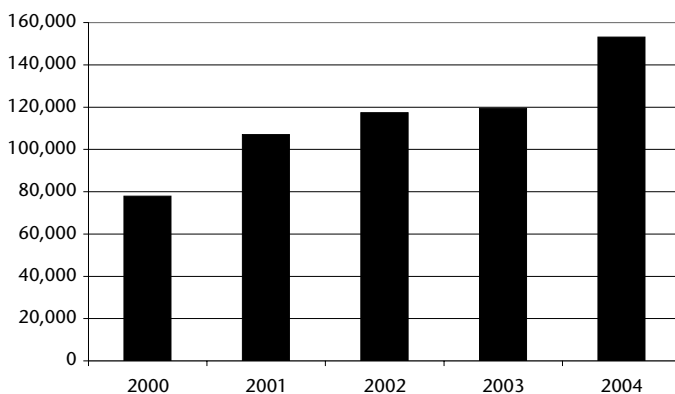
Ridership Trends

| | |
|-------------|---------|
| 2000 | 77,904 |
| 2001 | 107,049 |
| 2002 | 117,404 |
| 2003 | 119,522 |
| 2004 | 153,102 |

2004 Highlights

- Expanded service to Decatur County.

System Ridership Trend



Group 4

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$439,449 |
| Other Salaries/Wages | \$173,949 |
| Fringe | \$89,395 |
| Services | \$51,229 |
| Materials and Supplies | \$181,350 |
| Utilities | \$15,231 |
| Casualty/Liability | \$89,200 |
| Purchased Transportation | \$0 |
| Other | \$26,481 |
| Total | \$1,066,284 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$1,066,284 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$53,863 |
| Contract/Other | \$0 |
| Local Assistance | \$278,745 |
| State Assistance | \$270,231 |
| Federal Assistance | \$463,445 |
| Total | \$1,066,284 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 153,102 |
| Total Vehicle Miles | 874,135 |
| Revenue Vehicle Miles | 862,452 |
| Revenue Vehicle Hours | 42,116 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.22 |
| Operating Expense per Passenger Trip | \$6.96 |
| Passenger Trips per Total Vehicle Mile | 0.18 |
| Passenger Trips per Capita | 1.29 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$1,012,421 |
| Operating Subsidy Ratio | 95% |
| Locally Derived Income | \$332,608 |
| Locally Derived Income Per Operating Expense | \$0.31 |
| Fare Recovery Ratio | 5% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 2 | 1994 | Chevrolet | No | 6 | Gas |
| 1 | 1996 | Dodge | Yes | 9+1wc | Gas |
| 2 | 1997 | Dodge | Yes | 4+1wc | Gas |
| 2 | 1999 | Dodge | No | 6 | Gas |
| 2 | 1999 | Dodge | Yes | 9+1wc | Gas |
| 4 | 2000 | Dodge | No | 14 | Gas |
| 4 | 2000 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2001 | Dodge | Yes | 9+2wc | Gas |
| 2 | 2001 | Dodge | No | 6 | Gas |
| 1 | 2002 | Dodge | Yes | 9+2wc | Diesel |
| 4 | 2002 | Dodge | Yes | 5+3wc | Gas |
| 2 | 2003 | Chevrolet | Yes | 4+1wc | Gas |
| 1 | 2004 | Dodge | Yes | 9+2wc | Gas |

SITS

P.O. Box 547

Corydon, IN 47112

(812) 734-1000 FAX: (812) 734-1036

Contact: Roland Lemus, Transportation Director

Email: brrtrdir@brsinc.org

General Information

| | |
|---------------------------|---|
| Type of Service | Subscription, Demand Response and Deviated Route |
| Service Area | Crawford, Harrison, Scott and Washington Counties |
| Service Population | 95,251 |

Service Hours

| | |
|-----------------|-------------------|
| Weekday | 6:00 am - 6:00 pm |
| Saturday | By Request |
| Sunday | By Request |

Fare Structure

| | |
|-------------------------|---|
| Base | \$2.00 (0 to 10 miles), \$3.00 (11 to 24 miles), \$4.00 (over 24 miles) |
| Youth | N/A |
| Elderly/Disabled | N/A |
| Transfer | N/A |
| Other/Special | |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 21 | 3 |
| Maintenance | 0 | 0 |
| Administration | 4 | 0 |
| Total | <u>25</u> | <u>3</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 32 |
| Peak Hour Fleet | 26 |
| Base Fleet | 18 |
| Fuel Consumption (gal) | 61,068 |

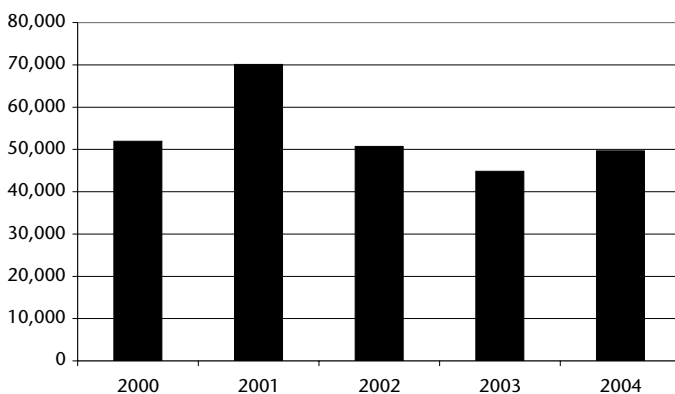
Ridership Trends

| | |
|-------------|--------|
| 2000 | 51,955 |
| 2001 | 70,107 |
| 2002 | 50,686 |
| 2003 | 44,854 |
| 2004 | 49,674 |

2004 Highlights

- Supplied public transportation for the City of Corydon for the 4th of July fireworks.
- Co-hosted a Scott County Senior Citizen Picnic with Mayor of Scott County to promote public transportation.
- Volunteered emergency public transportation for Crawford County during the aftermath of the F-4 tornado in Marengo.
- Increased ridership by 10% from previous year.
- Supplied public transportation from area schools to Gerdon Youth Center for after-school programs.

System Ridership Trend



Southern Indiana Transit System

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$419,136 |
| Other Salaries/Wages | \$0 |
| Fringe | \$60,001 |
| Services | \$36,899 |
| Materials and Supplies | \$64,861 |
| Utilities | \$12,560 |
| Casualty/Liability | \$34,129 |
| Purchased Transportation | \$40,197 |
| Other | \$70,067 |
| Total | \$737,850 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$737,850 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$37,982 |
| Contract/Other | \$0 |
| Local Assistance | \$216,657 |
| State Assistance | \$171,781 |
| Federal Assistance | \$311,430 |
| Total | \$737,850 |

Legislative District

| | |
|----------------|----------------|
| Indiana Senate | 44, 45, 47 |
| Indiana House | 62, 66, 70, 73 |

U.S. Congressional 9

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 49,674 |
| Total Vehicle Miles | 678,344 |
| Revenue Vehicle Miles | 647,760 |
| Revenue Vehicle Hours | 16,905 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$1.09 |
| Operating Expense per Passenger Trip | \$14.85 |
| Passenger Trips per Total Vehicle Mile | 0.07 |
| Passenger Trips per Capita | 0.52 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$699,868 |
| Operating Subsidy Ratio | 95% |
| Locally Derived Income | \$254,639 |
| Locally Derived Income Per Operating Expense | \$0.35 |
| Fare Recovery Ratio | 5% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1997 | Dodge | No | 14 | Gas |
| 3 | 1998 | Ford | No | 14 | Gas |
| 1 | 1998 | Dodge | No | 7 | Gas |
| 1 | 1999 | Ford | No | 14 | Gas |
| 3 | 2000 | Dodge | No | 7 | Gas |
| 2 | 2000 | Chevrolet | No | 7 | Gas |
| 1 | 2000 | Dodge | Yes | 9+2wc | Gas |
| 2 | 2000 | Dodge | No | 14 | Gas |
| 2 | 2001 | Dodge | Yes | 9+2wc | Gas |
| 2 | 2001 | Dodge | No | 14 | Gas |
| 1 | 2001 | Dodge | No | 5 | Gas |
| 1 | 2001 | Ford | No | 7 | Gas |
| 1 | 2001 | Ford | Yes | 8+1wc | Gas |
| 1 | 2002 | Dodge | No | 7 | Gas |
| 2 | 2002 | Dodge | Yes | 9+2wc | Gas |
| 2 | 2002 | Dodge | No | 14 | Gas |
| 1 | 2003 | Dodge | No | 7 | Gas |
| 1 | 2003 | Dodge | No | 14 | Gas |
| 2 | 2003 | Chevrolet | Yes | 7+2wc | Gas |
| 1 | 2003 | Dodge | Yes | 9+2wc | Gas |
| 1 | 2004 | Ford | Yes | 9+2wc | Gas |

South Bend

901 East Northside Boulevard, P.O. Box 1437

South Bend, IN 46624

(574) 232-9901 ext. 119

FAX: (574) 239-2309

Contact: Marlo W. Mangus, CPA, Controller

Email: mmangus@sbtranspo.com

General Information

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

Service Hours

| | |
|-----------------|--------------------|
| Weekday | 5:00 am - 10:00 pm |
| Saturday | 6:00 am - 6:00 pm |
| Sunday | No Service |

Fare Structure

| | |
|-------------------------|---------------|
| Base | \$0.75 |
| Youth | \$0.75 |
| Elderly/Disabled | \$0.35 |
| Transfer | Free |
| Other/Special | |
| Pass | \$30.00/Month |
| Student Pass | \$25.00/Month |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 78 | 17 |
| Maintenance | 20 | 2 |
| Administration | 7 | 1 |
| Total | 105 | 20 |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 64 |
| Peak Hour Fleet | 53 |
| Base Fleet | 37 |
| Fuel Consumption (gal) | 426,530 |

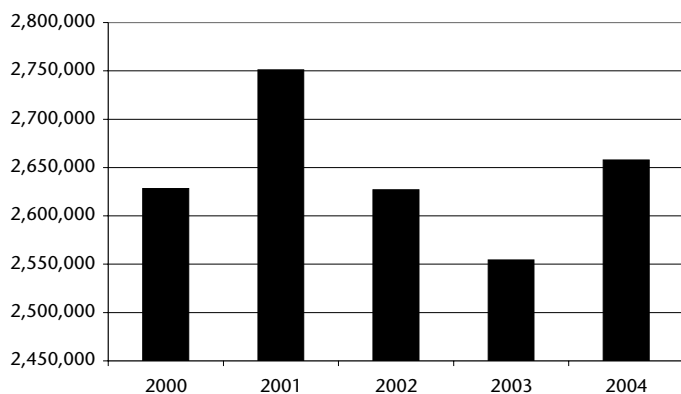
Ridership Trends

| | |
|-------------|-----------|
| 2000 | 2,628,401 |
| 2001 | 2,751,039 |
| 2002 | 2,627,101 |
| 2003 | 2,554,384 |
| 2004 | 2,657,891 |

2004 Highlights

- Received delivery of 21 new fixed route buses, making TRANSPO's fleet fully accessible for disabled persons.
- Replaced 4 downtown BOLT circulator vehicles with 4 trolley replica vehicles.
- Expanded downtown trolley service to match South Bend's growing downtown development.
- Expanded Notre Dame football game services to include ACCESS (demand response) services.

System Ridership Trend



South Bend Public Transportation Corporation

Group 1

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$2,615,903 |
| Other Salaries/Wages | \$1,165,748 |
| Fringe | \$1,578,559 |
| Services | \$577,545 |
| Materials and Supplies | \$947,552 |
| Utilities | \$197,620 |
| Casualty/Liability | \$606,675 |
| Purchased Transportation | \$0 |
| Other | \$152,598 |
| Total | \$7,842,201 |
| Fixed Route Expenses | \$7,322,936 |
| Demand Response Services | \$519,265 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$1,089,856 |
| Contract/Other | \$266,299 |
| Local Assistance | \$3,113,503 |
| State Assistance | \$2,097,178 |
| Federal Assistance | \$1,275,365 |
| Total | \$7,842,201 |

Legislative District

| | |
|----------------|--------------------|
| Indiana Senate | 9, 10, 11 |
| Indiana House | 5, 6, 7, 8, 21, 48 |

U.S. Congressional 2

Productivity

| | |
|---------------------------|-----------|
| Total Passenger Boardings | 2,657,891 |
| Total Vehicle Miles | 2,002,558 |
| Revenue Vehicle Miles | 1,715,035 |
| Revenue Vehicle Hours | 125,849 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$3.92 |
| Operating Expense per Passenger Trip | \$2.95 |
| Passenger Trips per Total Vehicle Mile | 1.33 |
| Passenger Trips per Capita | 17.22 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$6,486,046 |
| Operating Subsidy Ratio | 83% |
| Locally Derived Income | \$4,469,658 |
| Locally Derived Income Per Operating Expense | \$0.57 |
| Fare Recovery Ratio | 14% |

Fleet Inventory

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

TARC - New Albany, Clarksville, Jeffersonville

1000 West Broadway

Louisville, KY 40203

(502) 561-5100 FAX: (502) 213-3244

Contact: J. Barry Barker, Executive Director

Email: jbarrybarker@ridetarc.org

General Information

| | |
|---------------------------|---|
| Type of Service | Fixed Route and Demand Response |
| Service Area | New Albany, Clarksville, and Jeffersonville City Limits |
| Service Population | 86,365 |

Service Hours

| | |
|-----------------|--------------------|
| Weekday | 5:30 am - 11:00 pm |
| Saturday | 8:00 am - 10:30 pm |
| Sunday | 8:00 am - 9:30 pm |

Fare Structure

| | |
|-------------------------|---|
| Base | \$1.00 |
| Youth | \$0.50 with ID Card |
| Elderly/Disabled | \$0.50 with ID Card |
| Transfer | Free |
| Other/Special | 10 Tickets for \$7.50; Monthly Pass for \$28.00 Elderly & Disabled or Student Tickets: 10 Tickets for \$5.00 |

Personnel

| | | |
|-----------------------|------------------|------------------|
| | <i>Full-Time</i> | <i>Part-Time</i> |
| Operations | 384 | 38 |
| Maintenance | 127 | 0 |
| Administration | 173 | 0 |
| Total | 684 | 38 |

Operation Characteristics

| | |
|-------------------------------|---------|
| Revenue Vehicles | 216 |
| Peak Hour Fleet | 15 |
| Base Fleet | 8 |
| Fuel Consumption (gal) | 183,212 |

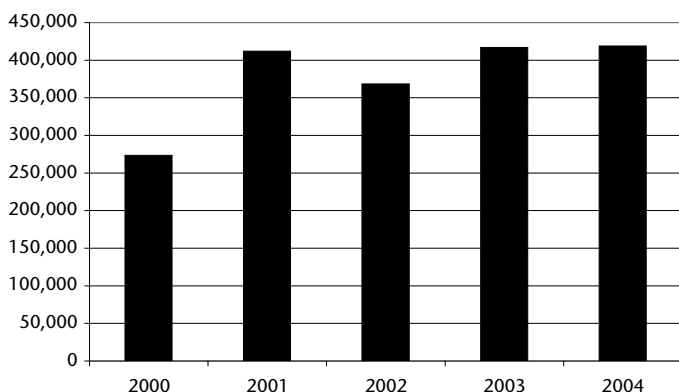
Ridership Trends

| | |
|-------------|---------|
| 2000 | 273,377 |
| 2001 | 411,934 |
| 2002 | 368,431 |
| 2003 | 416,845 |
| 2004 | 418,847 |

2004 Highlights

- Awarded Labor Management Award from University of Louisville; Won APTA Adwheel Award.
- Added 5 hybrid electric vehicles to fleet.
- Undertook Project Gobility: Comprehensive Customer Service Survey and Operations Analysis.

System Ridership Trend



Transit Authority of River City

Group 2

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$825,915 |
| Other Salaries/Wages | \$509,450 |
| Fringe | \$753,019 |
| Services | \$112,785 |
| Materials and Supplies | \$433,563 |
| Utilities | \$31,260 |
| Casualty/Liability | \$48,838 |
| Purchased Transportation | \$466,854 |
| Other | \$37,458 |
| Total | \$3,219,142 |
| Fixed Route Expenses | \$2,897,228 |
| Demand Response Services | \$321,914 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$438,900 |
| Contract/Other | \$33,000 |
| Local Assistance | \$2,010,000 |
| State Assistance | \$562,262 |
| Federal Assistance | \$174,980 |
| Total | \$3,219,142 |

Legislative District

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

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 418,847 |
| Total Vehicle Miles | 735,919 |
| Revenue Vehicle Miles | 674,028 |
| Revenue Vehicle Hours | 42,645 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$4.37 |
| Operating Expense per Passenger Trip | \$7.69 |
| Passenger Trips per Total Vehicle Mile | 0.57 |
| Passenger Trips per Capita | 4.85 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$2,747,242 |
| Operating Subsidy Ratio | 85% |
| Locally Derived Income | \$2,481,900 |
| Locally Derived Income Per Operating Expense | \$0.77 |
| Fare Recovery Ratio | 14% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|------------------------------------|----------------|------------------|-------------|
| 9 | 1987 | Chance Alamo City Streetcar w/lift | Yes | 17+1wc | Diesel |
| 31 | 1989 | Flexible Metro w/lifts | Yes | 45+2wc | Diesel |
| 38 | 1994 | Flexible Metro w/lifts | Yes | 45+2wc | Diesel |
| 11 | 1995 | Orion II w/ramps | Yes | 21+2wc | Diesel |
| 27 | 1998 | Gillig Low-Floor | Yes | 40+2wc | Diesel |
| 5 | 1998 | Chance Alamo City Streetcar w/lift | Yes | 22+2wc | Diesel |
| 27 | 1999 | Gillig Low-Floor | Yes | 40+2wc | Diesel |
| 20 | 1999 | Gillig Low-Floor | Yes | 40+2wc | Diesel |
| 17 | 1999 | Gillig Low-Floor | Yes | 40+2wc | Diesel |
| 12 | 2000 | Gillig Low-Floor | Yes | 40+2wc | Diesel |
| 8 | 2000 | Gillig Low-Floor 30' | Yes | 28+2wc | Diesel |
| 11 | 2001 | Gillig Low-Floor | Yes | 40+2wc | Diesel |
| 17 | 2002 | Gillig Low-Floor 30' | Yes | 28+2wc | Diesel |
| 20 | 2003 | Gillig Low-Floor | Yes | 40+2wc | Diesel |
| 5 | 2005 | Gillig Hybrid-Electric | Yes | 40+2wc | Diesel |

Terre Haute

901 South 14th Street

Terre Haute, IN 47807

(812) 235-0109 FAX: (812) 232-3533

Contact: Brad Miller, Transportation Director

Email: thtu@abcs.com

General Information

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

Service Hours

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

Fare Structure

Base \$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

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 16 | 0 |
| Maintenance | 4 | 0 |
| Administration | 5 | 0 |
| Total | <u>25</u> | <u>0</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 14 |
| Peak Hour Fleet | 12 |
| Base Fleet | 12 |
| Fuel Consumption (gal) | 58,872 |

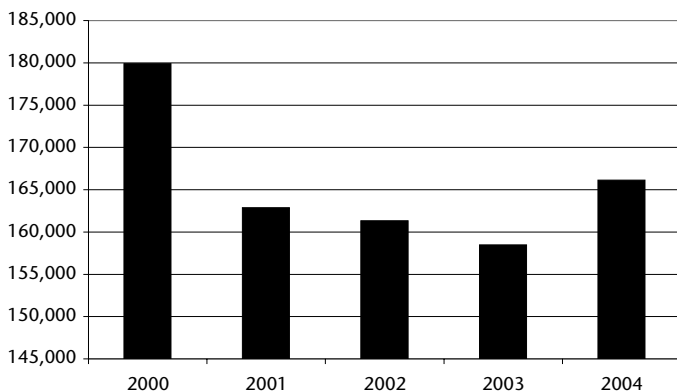
Ridership Trends

| | |
|-------------|---------|
| 2000 | 179,894 |
| 2001 | 162,870 |
| 2002 | 161,346 |
| 2003 | 158,492 |
| 2004 | 166,128 |

2004 Highlights

- Began offering monthly promotions to increase ridership, e.g. wear green March 17th for Saint Patrick's Day and ride free.

System Ridership Trend



Transit Utility for the City of Terre Haute

Group 2

Operating Expense Summary

| | |
|--------------------------|--------------------|
| Operator Salaries/Wages | \$532,989 |
| Other Salaries/Wages | \$268,608 |
| Fringe | \$286,198 |
| Services | \$26,126 |
| Materials and Supplies | \$123,090 |
| Utilities | \$27,625 |
| Casualty/Liability | \$43,114 |
| Purchased Transportation | \$79,522 |
| Other | \$46,819 |
| Total | \$1,434,091 |
| Fixed Route Expenses | \$788,750 |
| Demand Response Services | \$645,341 |

Revenue Summary

| | |
|--------------------|--------------------|
| Fare Revenue | \$102,663 |
| Contract/Other | \$411 |
| Local Assistance | \$371,382 |
| State Assistance | \$186,028 |
| Federal Assistance | \$773,607 |
| Total | \$1,434,091 |

Legislative District

| | |
|----------------|------------|
| Indiana Senate | 38, 39 |
| Indiana House | 43, 45, 46 |

U.S. Congressional 8

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 166,128 |
| Total Vehicle Miles | 314,302 |
| Revenue Vehicle Miles | 282,498 |
| Revenue Vehicle Hours | 28,321 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$4.56 |
| Operating Expense per Passenger Trip | \$8.63 |
| Passenger Trips per Total Vehicle Mile | 0.53 |
| Passenger Trips per Capita | 2.68 |

Financial Performance

| | |
|---|-------------|
| Operating Subsidy | \$1,331,017 |
| Operating Subsidy Ratio | 93% |
| Locally Derived Income | \$474,045 |
| Locally Derived Income Per Operating Expense | \$0.33 |
| Fare Recovery Ratio | 7% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1994 | Ford/Supreme | Yes | 16+2wc | Diesel |
| 1 | 1996 | Ford/Supreme | Yes | 16+2wc | Diesel |
| 3 | 1997 | Ford/Supreme | Yes | 16+2wc | Diesel |
| 4 | 1999 | Ford/Supreme | Yes | 16+2wc | Diesel |
| 1 | 2002 | Ford/Supreme | Yes | 16+2wc | Diesel |
| 3 | 2003 | Ford/Supreme | Yes | 16+2wc | Diesel |
| 1 | 2004 | Ford/Supreme | Yes | 16+2wc | Diesel |

Union County

P.O. Box 333

Liberty, IN 47353

(765) 458-7277

FAX: (765) 458-7722

Contact: Beth McCoy, Transit Coordinator

Email: owenmcoy@uconline.com

General Information

| | |
|---------------------------|--|
| Type of Service | Demand Response, Subscription Service, and Advance Notice Service |
| Service Area | Union County with referral trips from Fayette, Franklin, Rush & Wayne Counties |
| Service Population | 7,349 |

Service Hours

| | |
|-----------------|--|
| Weekday | 6:00 am - 5:00 pm, evening services upon request |
| Saturday | On Request |
| Sunday | On Request |

Fare Structure

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

Personnel

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

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 10 |
| Peak Hour Fleet | 8 |
| Base Fleet | 6 |
| Fuel Consumption (gal) | 20,237 |

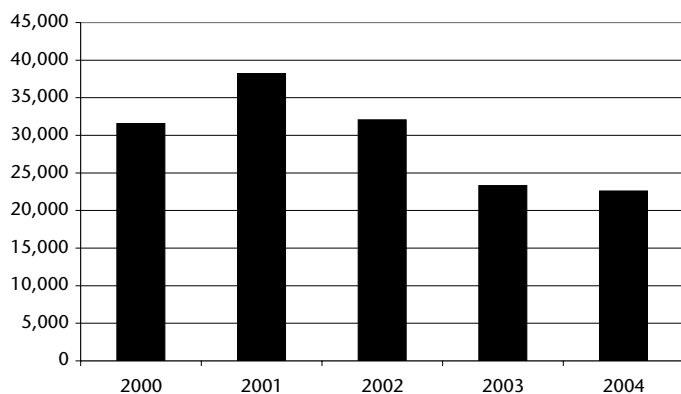
Ridership Trends

| | |
|-------------|--------|
| 2000 | 31,565 |
| 2001 | 38,220 |
| 2002 | 32,056 |
| 2003 | 23,328 |
| 2004 | 22,590 |

2004 Highlights

- Union County Transit was one of five recipients to receive a CTAA technical assistance grant to work on a coordination project in the Whitewater Valley. While Union County is the lead agency in this project the following transportation agencies are also involved in the project: Fayette County Transit, Franklin County Transportation, Rush County Senior Transit, and Rose View Transit. Other social service agencies are also members of the Regional TAC working on the project: The Independent Living Center, Wayne County Vision, Dunn Mental Health, Achieva Resources, Richmond Adult Day Care.

System Ridership Trend



Union County Transit Service

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$88,673 |
| Other Salaries/Wages | \$32,842 |
| Fringe | \$15,137 |
| Services | \$15,150 |
| Materials and Supplies | \$68,832 |
| Utilities | \$1,336 |
| Casualty/Liability | \$25,385 |
| Purchased Transportation | \$0 |
| Other | \$10,167 |
| Total | \$257,522 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$257,522 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$19,906 |
| Contract/Other | \$0 |
| Local Assistance | \$90,304 |
| State Assistance | \$83,884 |
| Federal Assistance | \$63,428 |
| Total | \$257,522 |

Legislative District

| | |
|--------------------|----|
| Indiana Senate | 43 |
| Indiana House | 55 |
| U.S. Congressional | 6 |

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 22,590 |
| Total Vehicle Miles | 204,676 |
| Revenue Vehicle Miles | 203,954 |
| Revenue Vehicle Hours | 10,914 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$1.26 |
| Operating Expense per Passenger Trip | \$11.40 |
| Passenger Trips per Total Vehicle Mile | 0.11 |
| Passenger Trips per Capita | 3.07 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$237,616 |
| Operating Subsidy Ratio | 92% |
| Locally Derived Income | \$110,210 |
| Locally Derived Income Per Operating Expense | \$0.43 |
| Fare Recovery Ratio | 8% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1992 | Ford | No | 15 | Gas |
| 1 | 1995 | Dodge | Yes | 11+1wc | Gas |
| 1 | 1996 | Dodge | Yes | 11+1wc | Gas |
| 1 | 1997 | Dodge | Yes | 11+1wc | Gas |
| 1 | 1999 | Dodge | Yes | 6+2wc | Gas |
| 1 | 1999 | Dodge | Yes | 11+2wc | Gas |
| 1 | 2000 | Dodge | No | 15 | Gas |
| 1 | 2003 | Ford | Yes | 11+1wc | Gas |
| 1 | 2003 | Ford | Yes | 7 | Gas |
| 1 | 2004 | Ford | Yes | 11+1wc | Gas |

Wabash County

239 Bond Street, P.O. Box 447

Wabash, IN 46992

(260) 563-4475

FAX: (260) 569-1535

Contact: Beverly Ferry, Executive Director

Email: bpferry@yahoo.com

General Information

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

Service Hours

| | |
|-----------------|-------------------|
| Weekday | 4:45 am - 5:00 pm |
| Saturday | By appointment |
| Sunday | By appointment |

Fare Structure

| | |
|-------------------------|-----------------------------------|
| Base | \$1.00 City Limits, \$2.00 County |
| Youth | \$1.00 City Limits, \$2.00 County |
| Elderly/Disabled | Donation |
| Transfer | N/A |
| Other/Special | |

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 4 | 10 |
| Maintenance | 0 | 0 |
| Administration | 1 | 0 |
| Total | <u>5</u> | <u>8</u> |

Operation Characteristics

| | |
|-------------------------------|--------|
| Revenue Vehicles | 9 |
| Peak Hour Fleet | 9 |
| Base Fleet | 9 |
| Fuel Consumption (gal) | 14,241 |

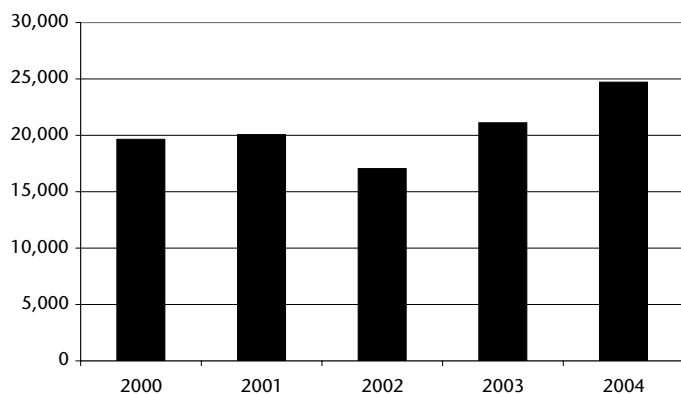
Ridership Trends

| | |
|-------------|--------|
| 2000 | 19,659 |
| 2001 | 20,067 |
| 2002 | 17,055 |
| 2003 | 21,115 |
| 2004 | 24,713 |

2004 Highlights

- Due to insurance reasons, a successful transition was made from volunteer drivers to all paid drivers.
- Received a grant to help provide transportation for weekend and after hours events at the Senior Center to enable senior citizens who do not drive to enrich their lives with social events and concerts.

System Ridership Trend



Wabash County Transit

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$59,385 |
| Other Salaries/Wages | \$72,114 |
| Fringe | \$16,097 |
| Services | \$5,027 |
| Materials and Supplies | \$45,068 |
| Utilities | \$9,775 |
| Casualty/Liability | \$28,653 |
| Purchased Transportation | \$0 |
| Other | \$6,168 |
| Total | \$242,287 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$242,287 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$16,625 |
| Contract/Other | \$0 |
| Local Assistance | \$68,509 |
| State Assistance | \$46,564 |
| Federal Assistance | \$110,589 |
| Total | \$242,287 |

Legislative District

| | |
|----------------|--------|
| Indiana Senate | 17, 18 |
| Indiana House | 22 |

U.S. Congressional 5

Productivity

| | |
|---------------------------|---------|
| Total Passenger Boardings | 24,713 |
| Total Vehicle Miles | 157,297 |
| Revenue Vehicle Miles | 120,159 |
| Revenue Vehicle Hours | 9,196 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$1.54 |
| Operating Expense per Passenger Trip | \$9.80 |
| Passenger Trips per Total Vehicle Mile | 0.16 |
| Passenger Trips per Capita | 0.71 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$225,662 |
| Operating Subsidy Ratio | 93% |
| Locally Derived Income | \$85,134 |
| Locally Derived Income Per Operating Expense | \$0.35 |
| Fare Recovery Ratio | 7% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1982 | Dodge | Yes | 1+2wc | Gas |
| 1 | 1991 | Dodge | Yes | 9+1wc | Gas |
| 1 | 1995 | Dodge | No | 14 | Gas |
| 1 | 1995 | Dodge | Yes | 9+1wc | Gas |
| 1 | 1998 | Dodge | Yes | 9+1wc | Gas |
| 1 | 1999 | Dodge | No | 13 | Gas |
| 1 | 2000 | Dodge | Yes | 4+2wc | Gas |
| 1 | 2002 | Dodge | Yes | 10+1wc | Gas |
| 1 | 2004 | Chevrolet | Yes | 7 | Gas |

Washington

2100 East Memorial Avenue

Washington, IN 47501

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

Contact: Louis Dant, Transportation Manager

Email: citytran@dmrtc.net

General Information

| | |
|---------------------------|--|
| Type of Service | Route Deviation |
| Service Area | Washington City Limits and ADA Corridors |
| Service Population | 11,380 |

Service Hours

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

Fare Structure

| | |
|-------------------------|--------|
| Base | \$0.75 |
| Youth | \$0.50 |
| Elderly/Disabled | \$0.75 |
| Transfer | N/A |
| Other/Special | |

Elderly & Disabled Fare \$0.25 with AOA Coupon
 ADA Paratransit Service \$1.50 (Certified Riders)

Personnel

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

Operation Characteristics

| | |
|-------------------------------|-------|
| Revenue Vehicles | 3 |
| Peak Hour Fleet | 1 |
| Base Fleet | 1 |
| Fuel Consumption (gal) | 5,743 |

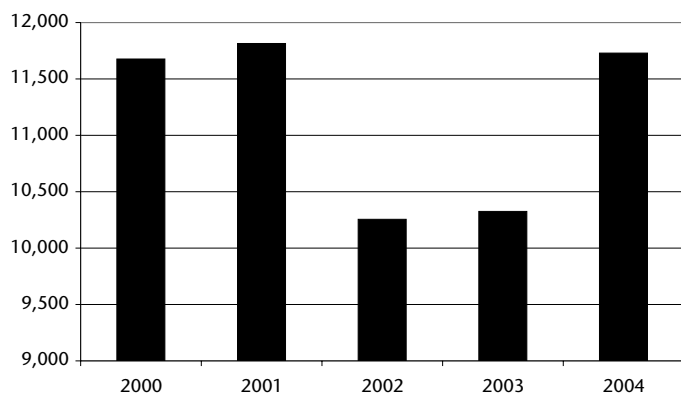
Ridership Trends

| | |
|-------------|--------|
| 2000 | 11,677 |
| 2001 | 11,814 |
| 2002 | 10,255 |
| 2003 | 10,325 |
| 2004 | 11,729 |

2004 Highlights

- The Washington Transit System carried 1,474 more passengers in 2004 than 2003 with only one additional operating day.
- Washington Transit's passenger per revenue vehicle mile (RVM) ratio increased by 14% from 0.35 to 0.40 (with only 1.5% increase total RVM's in 2004).
- Washington Transit's total operating revenues for 2004 increased by 17% compared to 2003 (+\$812).
- Washington Transit's total operating expenses for 2004 increased only 2% over 2003 even with a 16% increase in the cost of fuel and an 8% increase in the cost of employee health insurance.
- Total wages and salaries for 2004 were 0.4% less than 2003.

System Ridership Trend



Washington Transit System

Group 4

Operating Expense Summary

| | |
|--------------------------|-----------------|
| Operator Salaries/Wages | \$29,884 |
| Other Salaries/Wages | \$0 |
| Fringe | \$10,145 |
| Services | \$18,923 |
| Materials and Supplies | \$10,969 |
| Utilities | \$4,359 |
| Casualty/Liability | \$7,553 |
| Purchased Transportation | \$0 |
| Other | \$920 |
| Total | \$82,753 |
| Fixed Route Expenses | \$82,753 |
| Demand Response Services | \$0 |

Revenue Summary

| | |
|--------------------|-----------------|
| Fare Revenue | \$5,475 |
| Contract/Other | \$0 |
| Local Assistance | \$29,293 |
| State Assistance | \$14,349 |
| Federal Assistance | \$33,636 |
| Total | \$82,753 |

Legislative District

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

Productivity

| | |
|---------------------------|--------|
| Total Passenger Boardings | 11,729 |
| Total Vehicle Miles | 30,089 |
| Revenue Vehicle Miles | 30,089 |
| Revenue Vehicle Hours | 2,490 |

Performance/Service Effectiveness

| | |
|--|--------|
| Operating Expense per Total Vehicle Mile | \$2.75 |
| Operating Expense per Passenger Trip | \$7.06 |
| Passenger Trips per Total Vehicle Mile | 0.39 |
| Passenger Trips per Capita | 1.03 |

Financial Performance

| | |
|---|----------|
| Operating Subsidy | \$77,278 |
| Operating Subsidy Ratio | 93% |
| Locally Derived Income | \$34,768 |
| Locally Derived Income Per Operating Expense | \$0.42 |
| Fare Recovery Ratio | 7% |

Fleet Inventory

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

Waveland

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

Lafayette, IN 43176

(765) 447-7683 FAX: (765) 447-6862

Contact: Stan Minnick, Transportation Coordinator

Email: sminnick@areaivagency.org

General Information

| | |
|---------------------------|--|
| Type of Service | Demand Response |
| Service Area | Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland |
| Service Population | 5,642 |

Service Hours

| | |
|-----------------|------------------|
| Weekday | 24 hours per day |
| Saturday | 24 hours per day |
| Sunday | 24 hours per day |

Fare Structure

| | |
|-------------------------|-----|
| Base | N/A |
| Youth | N/A |
| Elderly/Disabled | N/A |
| Transfer | N/A |
| Other/Special | |

Contributions from Passengers

Personnel

| | <i>Full-Time</i> | <i>Part-Time</i> |
|-----------------------|------------------|------------------|
| Operations | 0 | 0 |
| Maintenance | 0 | 0 |
| Administration | 0 | 2 |
| Total | 0 | 2 |

Operation Characteristics

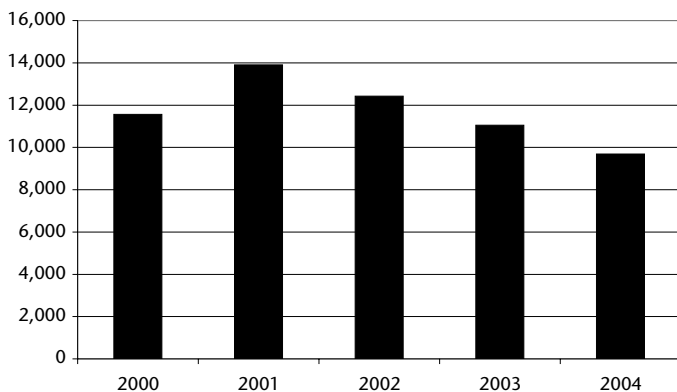
| | |
|-------------------------------|-------|
| Revenue Vehicles | 7 |
| Peak Hour Fleet | 7 |
| Base Fleet | 7 |
| Fuel Consumption (gal) | 2,941 |

Ridership Trends

| | |
|-------------|--------|
| 2000 | 11,563 |
| 2001 | 13,901 |
| 2002 | 12,422 |
| 2003 | 11,048 |
| 2004 | 9,694 |

2004 Highlights

System Ridership Trend



Waveland Volunteer Transportation System

Group 4

Operating Expense Summary

| | |
|--------------------------|------------------|
| Operator Salaries/Wages | \$45,735 |
| Other Salaries/Wages | \$0 |
| Fringe | \$9,475 |
| Services | \$4,382 |
| Materials and Supplies | \$12,387 |
| Utilities | \$2,694 |
| Casualty/Liability | \$6,806 |
| Purchased Transportation | \$0 |
| Other | \$39,395 |
| Total | \$120,874 |
| Fixed Route Expenses | \$0 |
| Demand Response Services | \$120,874 |

Revenue Summary

| | |
|--------------------|------------------|
| Fare Revenue | \$4,757 |
| Contract/Other | \$362 |
| Local Assistance | \$62,504 |
| State Assistance | \$11,185 |
| Federal Assistance | \$42,066 |
| Total | \$120,874 |

Legislative District

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

Productivity

| | |
|---------------------------|--------|
| Total Passenger Boardings | 9,694 |
| Total Vehicle Miles | 25,095 |
| Revenue Vehicle Miles | 4,068 |
| Revenue Vehicle Hours | 454 |

Performance/Service Effectiveness

| | |
|--|---------|
| Operating Expense per Total Vehicle Mile | \$4.82 |
| Operating Expense per Passenger Trip | \$12.47 |
| Passenger Trips per Total Vehicle Mile | 0.39 |
| Passenger Trips per Capita | 1.72 |

Financial Performance

| | |
|---|-----------|
| Operating Subsidy | \$115,755 |
| Operating Subsidy Ratio | 96% |
| Locally Derived Income | \$34,465 |
| Locally Derived Income Per Operating Expense | \$0.29 |
| Fare Recovery Ratio | 4% |

Fleet Inventory

| Number of Vehicles | Year Purchased | Vehicle Manufacturer | ADA Accessible | Vehicle Capacity | Engine Type |
|--------------------|----------------|----------------------|----------------|------------------|-------------|
| 1 | 1990 | Dodge | Yes | 9+1wc | Gas |
| 4 | 1994 | Dodge | No | 13 | Gas |
| 1 | 1995 | Dodge | Yes | 12+2wc | Gas |
| 1 | 2003 | Dodge | Yes | 12+1wc | Gas |

Elderly/Disabled
(Section 5310)
Transportation Providers

SECTION FOUR

ELDERLY/DISABLED (SECTION 5310) TRANSPORTATION PROVIDERS

Section 5310 of the Federal Transit Act authorizes federal capital assistance grants to meet the special needs of elderly persons and persons with disabilities where public mass transportation services are unavailable, insufficient or inappropriate. Eligible applicants include private, non-profit organizations and public bodies that coordinate specialized transportation services.

Indiana annually receives about \$1.8 million in federal funds to distribute on an 80 percent federal and 20 percent local matching basis. Eligible equipment requests include passenger vehicles, accessibility equipment and communication systems.

The Indiana Department of Transportation Public Transit Section solicits Section 5310 applications, selects projects, executes grant awards, buys equipment and monitors vehicle operation. To participate in the Section 5310 program, an applicant must submit an application that meets the following criteria: coordination, need, service and capacity.

Further questions about the Section 5310 program should be directed to Brian Jones, Section 5310 Program Manager, at 317/232-1493 or bjones@indot.state.in.us.

The following agencies, listed by county, are currently operating Section 5310 vehicles:

| | <u>PHONE NUMBER</u> |
|---------------------------------------|---------------------|
| ADAMS | |
| Adams County Council on Aging..... | 260/724-8237 |
| ALLEN | |
| Allen County Council on Aging..... | 260/426-0060 |
| Community Transportation Network..... | 260/432-2277 |
| Turnstone Center | 260/483-2100 |
| BARTHOLOMEW | |
| Developmental Services | 812/376-9404 |
| Quinco Behavioral..... | 812/348-7453 |
| BENTON | |
| CDC Resources | 574/583-8227 |
| BLACKFORD | |
| Carey Services..... | 765/668-8961 |
| Community and Family Services..... | 260/726-9318 |
| Lifestream Services | 765/759-1121 |
| BOONE | |
| Boone County Senior Services | 765/482-5220 |
| BROWN | |
| Developmental Services | 812/376-9404 |
| Quinco Behavioral..... | 812/348-7453 |
| CARROLL | |
| Carroll County Council on Aging | 765/564-2772 |
| CDC Resources | 574/583-8227 |

PHONE NUMBER

CASS

Cass County Council on Aging 574/722-2424
Peak Community Services..... 574/753-4104

CLARK

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

CLAY

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

CLINTON

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

CRAWFORD

Blue River Services, Inc. 812/738-2408
Older Americans Services Corporation..... 812/865-3352

DAVISS

Four Rivers Resource Services..... 812/254-4471
Senior and Family Services..... 812/254-1881

DEARBORN

LifeTime Resources 812/432-5215
New Horizons Rehabilitation Services..... 812/934-4528

DECATUR

Developmental Services 812/376-9404
Quinco Behavioral..... 812/348-7453

DEKALB

DeKalb County Council on Aging..... 260/925-3311
Northeastern Center..... 260/347-4400
RISE, Inc. 260/665-9408

DELAWARE

Comprehensive Mental Health Services of East Central Indiana 765/288-1928
Lifestream Services 765/759-1121

ELKHART

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

FAYETTE

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

FLOYD

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

FOUNTAIN

Community Action Program of Western Indiana 765/762-0420
Child Adult Resource Services..... 765/569-2076

| | <u>PHONE NUMBER</u> |
|---|---------------------|
| FRANKLIN | |
| New Horizons Rehabilitation Services..... | 812/934-4528 |
| FULTON | |
| Fulton County Council on Aging..... | 574/223-6953 |
| GIBSON | |
| Gibson County Area Rehabilitation Centers..... | 812/386-6312 |
| GRANT | |
| Carey Services..... | 765/668-8961 |
| Lifestream Services..... | 765/759-1121 |
| GREENE | |
| Four Rivers Resource Services..... | 812/254-4471 |
| Senior and Family Services..... | 812/254-1881 |
| HAMILTON | |
| PrimeLife Enrichment, Inc..... | 317/815-7000 |
| HANCOCK | |
| Hancock County Senior Services..... | 317/462-3758 |
| Independent Residential Living..... | 317/861-0032 |
| HARRISON | |
| Blue River Services, Inc..... | 812/738-2408 |
| Lifespan Resources..... | 812/948-8330 |
| LifeSpring Mental Health Services..... | 812/260-1362 |
| HENDRICKS | |
| Hendricks County Senior Services..... | 317/745-4303 |
| HENRY | |
| Comprehensive Mental Health Services of East Central Indiana..... | 765/288-1928 |
| Lifestream Services..... | 765/759-1121 |
| HUNTINGTON | |
| Huntington County Council on Aging..... | 260/356-3006 |
| JACKSON | |
| Developmental Services..... | 812/376-9404 |
| Quinco Behavioral..... | 812/348-7453 |
| JASPER | |
| CDC Resources..... | 574/583-8227 |
| JAY | |
| Community and Family Services..... | 260/726-9318 |
| Comprehensive Mental Health Services of East Central Indiana..... | 765/288-1928 |
| Jay-Randolph Developmental Services..... | 260/726-7931 |
| Lifestream Services..... | 765/759-1121 |
| JEFFERSON | |
| Developmental Services..... | 812/376-9404 |
| LifeSpring Mental Health Services..... | 812/260-1362 |
| LifeTime Resources..... | 812/432-5215 |
| Quinco Behavioral..... | 812/348-7453 |

PHONE NUMBER

JENNINGS

Developmental Services 812/376-9404
Quinco Behavioral..... 812/348-7453

JOHNSON

Johnson County Association for Retarded Citizens 317/738-5500
Johnson County Senior Services..... 317/738-4544

KNOX

Senior and Family Services..... 812/254-1881
YMCA of Vincennes 812/882-2285

KOSCIUSKO

Kosciusko Community Senior Services..... 574/267-4648

LAPORTE

LaPorte County Comprehensive Mental Health Council 219/872-8666
Michiana Resources 219/874-4288
Parents and Friends, Inc..... 219/326-7889

LAGRANGE

LaGrange County Council on Aging 260/463-4161
Northeastern Center..... 260/347-4400
RISE, Inc. 260/665-9408

LAWRENCE

Older Americans Services Corporation..... 812/865-3352

MADISON

Lifestream Services 765/759-1121

MARION

Independent Residential Living..... 317/861-0032

MARSHALL

Marshall County Council on Aging 574/936-9904

MARTIN

Four Rivers Resource Services..... 812/254-4471
Senior and Family Services..... 812/254-1881

MIAMI

Miami County YMCA 765/472-1979

MONTGOMERY

Area IV Agency on Aging 765/447-7683
Crawfordsville Park and Recreation..... 765/364-5175

NEWTON

CDC Resources 574/583-8227

NOBLE

Noble County Association for Retarded Citizens 260/636-2155
Noble County Council on Aging..... 260/347-4226
Northeastern Center..... 260/347-4400
RISE, Inc. 260/665-9408

| | <u>PHONE NUMBER</u> |
|--|---------------------|
| OHIO | |
| LifeTime Resources | 812/432-5215 |
| New Horizons Rehabilitation Services | 812/934-4528 |
| ORANGE | |
| Blue River Services, Inc. | 812/738-2408 |
| Older Americans Services Corporation | 812/865-3352 |
| Orange County Rehabilitation and Developmental Services..... | 812/723-4486 |
| PARKE | |
| Child Adult Resource Services..... | 765/569-2076 |
| West Central Indiana Economic Development District | 812/238-1561 |
| PERRY | |
| Perry County Council on Aging | 812/547-8115 |
| PIKE | |
| Pike County Area Rehabilitation Center | 812/354-6560 |
| Senior and Family Services..... | 812/254-1881 |
| POSEY | |
| Posey County Council on Aging | 812/838-4656 |
| Posey County Rehabilitation Services | 812/838-0636 |
| PUTNAM | |
| Child Adult Resource Services..... | 765/569-2076 |
| RANDOLPH | |
| Jay-Randolph Developmental Services | 260/726-7931 |
| Lifestream Services | 765/759-1121 |
| RIPLEY | |
| LifeTime Resources | 812/432-5215 |
| New Horizons Rehabilitation Services | 812/934-4528 |
| RUSH | |
| Rush County Senior Services | 765/932-2935 |
| SCOTT | |
| Blue River Services, Inc. | 812/738-2408 |
| Lifespan Resources..... | 812/948-8330 |
| LifeSpring Mental Health Services | 812/260-1362 |
| New Hope Services of Jeffersonville..... | 812/288-8248 |
| SHELBY | |
| Independent Residential Living..... | 317/861-0032 |
| Shelby Senior Services | 317/398-0127 |
| SPENCER | |
| Spencer County Council on Aging | 812/649-9828 |
| STEUBEN | |
| Northeastern Center..... | 260/347-4400 |
| RISE, Inc. | 260/665-9408 |
| Steuben County Council on Aging..... | 260/665-9856 |
| SULLIVAN | |
| Four Rivers Resource Services..... | 812/254-4471 |
| West Central Indiana Economic Development District | 812/238-1561 |

PHONE NUMBER

| | |
|---|--------------|
| SWITZERLAND | |
| Developmental Services | 812/376-9404 |
| LifeTime Resources | 812/432-5215 |
| UNION | |
| Union County Council on Aging | 765/458-5500 |
| VANDERBURGH | |
| Evansville Association for Retarded Citizens..... | 812/428-4500 |
| VERMILLION | |
| Child Adult Resource Services..... | 765/569-2076 |
| West Central Indiana Economic Development District..... | 812/238-1561 |
| VIGO | |
| West Central Indiana Economic Development District..... | 812/238-1561 |
| WABASH | |
| ARC of Wabash County | 260/563-8411 |
| Wabash County Council on Aging..... | 260/563-4475 |
| WARREN | |
| Child Adult Resource Services..... | 765/569-2076 |
| Community Action Program of Western Indiana | 765/762-0420 |
| WASHINGTON | |
| Blue River Services, Inc. | 812/738-2408 |
| LifeSpring Mental Health Services | 812/260-1362 |
| Older Americans Services Corporation..... | 812/865-3352 |
| WAYNE | |
| Achieva Resources Corporation, Inc. | 765/966-0502 |
| Adult Day Care of Richmond | 765/966-0852 |
| WELLS | |
| Wells County Council on Aging..... | 260/824-1070 |
| WHITE | |
| CDC Resources | 574/583-8227 |
| WHITLEY | |
| Whitley County Council on Aging | 260/248-8944 |

Transit Partners & Advocates

SECTION FIVE

TRANSIT PARTNERS AND ADVOCATES

American Public Transit Association (APTA)

1201 New York Avenue NW
Washington, DC 20005
Phone: (202) 898-4000
Fax: (202) 898-4049

Community Transportation Association of America (CTAA)

1341 G Street NW, Suite 600
Washington, D.C. 20005
Toll Free: (800) 527-8279
Phone: (202) 628-1480
Fax: (202) 737-9197

Family and Social Services Administration (FSSA)

P.O. Box 7083
402 W. Washington Street
Indianapolis, IN 46207-7083
Phone: (317) 233-4454
Fax: (317) 233-4693

Federal Transit Administration Region 5

200 W. Adams Street, Suite 2410
Chicago, IL 60606
Phone: (312) 353-2865
Fax: (312) 886-0351

Governor's Planning Council for People with Disabilities

150 West Market, Suite 628
Indianapolis, IN 46204-2821
Phone: (317) 232-7770
TT: (317) 232-7771
Fax: (317) 233-3712

Indiana Council on Specialized Transportation (INCOST)

1531 13th Street
Columbus, IN 47201
Phone: (800) 709-9981

Indiana Department of Transportation

Public Transit Section
100 North Senate Avenue, Room N901
Indianapolis, IN 46204
Phone: (317) 232-1482
Fax: (317) 232-1499

Indiana Rural Transit Assistance Program

1531 13th Street
Columbus, IN 47201
Toll Free: (800) 709-9981
Phone: (812) 314-2946
Fax: (812) 314-2994

Indiana Transportation Association

Mr. Kent McDaniel, Executive Director
825 East Eighth Street
Bloomington, IN 47408
Phone: (812) 855-8143
Fax: (812) 855-8022

Indiana Metropolitan Planning Organizations

Bloomington Area Transportation Study

Mr. Tom Micuda, Director
P.O. Box 100, Municipal Building
Bloomington, IN 47402
Phone: (812) 349-3531

Delaware-Muncie Metropolitan Plan Commission

Ms. Marta Moody, Executive Director
206 Delaware County Building
Muncie, IN 47305
Phone: (765) 747-7740

Evansville Urban Transportation Study

Ms. Pamela Drach
Interim Executive Director
316 Civic Center Complex
Evansville, IN 47708
Phone: (812) 426-5230

City of Indianapolis-Department of Metropolitan Development

Mr. Mike Dearing, Manager
200 East Washington Street, Suite 1841
Indianapolis, IN 46204
Phone: (317) 327-5136

Kentuckiana Regional Planning and Development Agency

Mr. Jack Scriber, Executive Director
11520 Commonwealth Avenue
Louisville, KY 40299
Phone: (502) 266-6084

Kokomo & Howard County Governmental Coordinating Council

Mr. Larry Ives, Transportation Director
120 East Mulberry Street, Suite 116
Kokomo, IN 46901
Phone: (765) 456-2336

Madison County Council of Governments

Mr. Jerry Bridges, Executive Director
16 East Ninth Street
Anderson, IN 46016
Phone: (765) 641-9482

Michiana Area Council of Governments

Ms. Sandra Seanor, Executive Director
227 West Jefferson Boulevard, Room 1120
South Bend, IN 46601
Phone: (574) 287-1829

Northeastern Indiana Regional Coordinating Council

Mr. Dan Avery, Executive Director
City-County Building, Room 630
Fort Wayne, IN 46802
Phone: (260) 449-7309

Northwestern Indiana Regional Plan Commission

Mr. Steve Strains, Director of Transportation
6100 Southport Road
Portage, IN 46368
Phone: (219) 763-6060

Tippecanoe County Area Plan Commission

Ms. Sallie Fahey, Executive Director
20 North Third Street
Lafayette, IN 47901-1209
Phone: (765) 423-9242

West Central Indiana Economic Development Corporation

Mr. Merv Nolot, Executive Director
1718 Wabash Avenue, P.O. Box 359
Terre Haute, IN 47808
Phone: (812) 238-1561

Indiana Regional Planning Councils

Association of Indiana Counties

10 West Market Street, Suite 1060
Indianapolis, IN 46204
Phone: (317) 684-3710

Indiana Association of Cities and Towns

200 S. Meridian, Suite 340
Indianapolis, IN 46225
Phone: (317) 237-6200
Fax: (317) 237-6206

Indiana 15 Regional Planning Commission

221 East First Street
Ferdinand, IN 47532
Phone: (812) 367-8455

Region 3A Economic Development District

217 Fairview Boulevard, Suite C
Kendallville, IN 46755
Phone: (260) 347-4714

Eastern Indiana Development District

101 Brownsville Avenue
Liberty, IN 47353
(765) 458-9671

Southwestern Indiana Regional Planning Commission

University of Southern Indiana
Orr Building, Room 107
8600 University Blvd.
Evansville, IN 47712
(812) 465-7067

Kankakee/Iroquois Regional Planning Commission

115 East Fourth Street, P.O. Box 127
Monon, IN 47959
Phone: (219) 253-6658

River Hills Economic Development District & Regional Planning Commission

1710 E 10th Street, Suite U
Jeffersonville, IN 47130
Phone: (812) 288-4624

Southeastern Indiana Regional Planning Commission

P.O. Box 765
Versailles, IN 47042
Phone: (812) 689-5505

Southern Indiana Development Commission

P.O. Box 442
Loogootee, IN 47553
Phone: (812) 295-3707

Glossary

SECTION SIX

GLOSSARY

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

Access to Jobs - This program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services. The program was authorized by the Transportation Equity Act for the 21st Century (TEA-21) and is administered by the Federal Transit Administration.

Accessibility - The extent to which facilities, including transit vehicles, are barrier-free and can be used by people that have disabilities including wheelchair users.

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

Alternative Fuels - Vehicle engine fuels other than standard gasoline or diesel. Typically alternative fuels burn cleaner than gasoline or diesel and produce reduced emissions. Common alternative fuels include methanol, ethanol, compressed natural gas (CNG), liquefied natural gas (LNG), clean diesel fuels, and reformulated gasoline.

Americans with Disabilities Act (ADA) - Passed by Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications, and public accommodations. Under this Act, most transportation providers are obligated to purchase lift-equipped vehicles for their fixed route services and must assure system-wide accessibility of their demand response services to persons with disabilities. Public transit providers that operate fixed route services must also provide paratransit that is comparable to the level of service provided to non-disabled individuals that utilize the entity's fixed route system.

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

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

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

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

Brokerage - A method of providing transportation where riders are matched with appropriate transportation providers through a central trip request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance, and other functions under contractual arrangements with agencies, municipalities, and other organizations. Actual trips are provided by a number of different vendors.

Capital Costs - Refers to the costs of long-term assets of a public transit system such as property, buildings, and vehicles. Under TEA-21, FTA has broadened its definition of capital costs to include bus overhauls, preventative maintenance, and even a share of a transit provider's ADA paratransit expenses.

Capital Grant Awards - Federal, state, and local capital assistance awarded during the calendar year reporting period.

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

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

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

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

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

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

Clean Air Act - Federal regulations that detail acceptable levels of airborne pollution and spell out the role of state and local governments in maintaining clean air.

Commercial Driver's License (CDL) - The standardized driver's license required of bus and heavy truck drivers in every state. Covers drivers of any vehicle manufactured to seat 15 or more passengers (plus driver) or over 13 tons gross vehicle weight. The CDL is mandated by the Federal government in the Commercial Motor Vehicle Safety Act of 1986.

Complementary Paratransit - As required by the Americans with Disabilities Act, fixed route systems must offer complementary paratransit service to those ADA-eligible riders that cannot access the fixed route service. ADA complementary paratransit services must meet a series of criteria designed to ensure they are indeed complementary.

Congestion Mitigation and Air Quality Program (CMAQ) - A flexible funding program administered by the Federal Highway Administration (FHWA) that funds projects and programs to reduce harmful vehicle emissions and improve traffic conditions. CMAQ funds may be used for transit projects, rideshare projects, high-occupancy vehicle lanes, and other purposes.

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

Demand Response Service - A door-to-door or curb-to-curb shared ride transportation service that typically requires an advance reservation. Transit vehicles providing demand response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. Demand response service is generally provided using small transit vehicles including sedans and minivans.

Deviated Fixed Route - This type of transit service is a hybrid of fixed route and demand response services. Transit vehicles travel along a fixed route and maintain scheduled stops, but the vehicle may deviate off the route to pick up or drop off passengers.

Disabled - Any person who by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability is unable, without special facilities, to use local transit facilities and services as effectively as persons who are not so affected.

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

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

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

Fixed Route Service - Transit service is provided along a prescribed route on a scheduled basis stopping at predetermined pick up points. Routes are generally served by larger transit vehicles.

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

Holidays - Includes five major holidays: Christmas, Thanksgiving, Fourth of July, Labor Day, and Memorial Day. Many transit systems do not operate on these days. Some systems may operate a special holiday schedule that is used on these or

other holidays such as Veterans' Day and Martin Luther King, Jr. Day.

LDI Expense - Ratio equating fare, charter, and other revenue plus local operating assistance to total operating expenses. This measure is used to indicate the level of financial responsibility accepted at the local level for transit operations. A relatively high ratio is preferred. Increasing fare revenues, charter service, and other revenues, and/or increasing local operating assistance or decreasing operating expenses may increase the ratio.

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

Local Cash Grants and Reimbursements -

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

Taxes Levied Directly by Transit System -

Dedicated tax revenues collected by systems that are organized as independent political subdivisions with their own taxation authority, e.g., Public Transportation Corporations.

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

- Operating revenues including fares, charter, advertising, and auxiliary and 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, and unrestricted federal/state funds.
- LDI does not include contra expenses (e.g. expense refunds such as motor fuel tax or insurance reimbursements) or in-kind volunteer services.

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

Metropolitan Planning Organization (MPO) - Metropolitan planning organizations are

responsible for transportation planning and programs in each urban area with a population of 50,000 or greater.

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

Operating Expense/Passenger Trip - Ratio equating total operating costs to total passenger trips. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. Increasing passenger trips and/or decreasing expenditures may lower the ratio.

Operating Income - Revenue received from fares, charter services, and other sources directly related to transit systems' operations excluding revenue from Federal, state, and local cash grants. Operating income and operating subsidy are the total operating revenue for a transit system.

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

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

Other Expenses - On the individual system pages, Other Expenses consists of taxes and miscellaneous expenses. For Section 5311 systems it also includes leases and rentals, equipment, and indirect expenses.

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

Paratransit - Flexible forms of public transportation services that are not provided over a fixed route (e.g., demand response service).

Passenger Trips/Capita - Ratio equating total passenger trips to service area population. Increasing passenger trips and/or decreasing service area population may increase the ratio.

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

Passenger Trip - One person making a one-way trip from origin to destination. One round trip equals two passenger trips.

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

Public Mass Transportation Fund (PMTF) - State assistance fund financed by 0.635 percent of the state general sales and use tax.

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

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

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

Section 5307 - The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5309 - The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities, and rail projects.

Section 5310 - The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in both rural and urban settings that are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311 - The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

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

Service Area Population - The entire population within the legal operating limits of the transit system, as reported by the 2000 Census.

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

Advertising Fees - The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Also included are advertising media fees, regardless of whether they are paid to the advertising agency or to the media.

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

Professional and Technical Service Fees - Payment for the labor provided by attorneys, accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, and transit industry consultants, etc.

Service Route - A hybrid between fixed route and demand response service. Service routes are established between targeted neighborhoods and the service areas that riders want to reach.

Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.

Standard Van (SV) - Standard vans typically seat five to fifteen passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

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

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

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

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

Small Transit Bus (STB) - Under 30'

Medium Transit Bus (MTB) - 30' to 34'

Large Transit Bus (LTB) - 35' to 40'

Trolley (TY) - Usually 30' to 35'

Articulated (ART) - Multi-section high occupancy vehicle

User Side Subsidy - A type of transit system whereby the passenger purchases tokens or vouchers at designated sale sites and presents the token to a service provider (e.g., taxi company) in exchange for a trip. The price of the token or pass is less than the cost of the trip. The token is then subsidized with Federal, state, or local funds and the taxi operator is reimbursed for the cost of the trip.

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