

1989 ANNUAL REPORT

INDIANA PUBLIC TRANSPORTATION

State of Indiana
Evan Bayh, Governor

July, 1990

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This publication does not constitute a standard, specification or regulation. The opinions, findings and conclusions expressed in this publication are those of the Indiana Department of Transportation. The preparation of this publication has been financed in part through a grant from the United States Department of Transportation under the provisions of Sections 8 and 18 of the Urban Mass Transportation Act of 1964 as amended, Contract Numbers IN-08-8015, IN-18-6006, and IN-18-6007.

July, 1990

Dear Transit Colleague:

Ensuring access to quality public transportation is one of the goals of the Indiana Department of Transportation. With this goal in mind it is our privilege to make available the 1989 Annual Report, which summarizes key operating and financial characteristics of Indiana's 36 publicly-assisted transportation systems.

This issue marks the fifteenth year of publication, and is the first to be produced by the Division of Public Transportation (DPT) since a major reorganization placed it under the Department's Office of Intermodal Transportation and Planning.

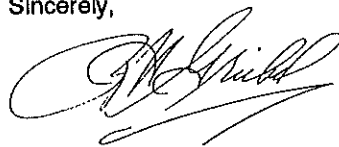
The Division can point to a number of other major initiatives successfully undertaken during 1989, with no increase in overhead cost or staff size. These include:

- Start-up of four new rural public transit systems and the development of a formula for allocating federal rural public transportation assistance funds that encourages improvements in operating and financial performance.
- Assistance in the sale of the Chicago South Shore and South Bend Railroad. The resulting ownership change and spin-off of passenger assets to the Northern Indiana Commuter Transportation District (NICTD) should resolve many years of duplicity in management and improve operating efficiencies.
- Award of a first-ever discretionary Public Mass Transportation Fund Grant to NICTD to help attract a \$ 38.2 million federal grant to purchase new commuter rail cars and make station improvements intended to greatly improve commuter rail service.
- Implementation of a rural and specialized transportation technical assistance program through Indiana University. This program is designed to help transit agencies make better use of their financial and human resources.
- Development of a network of "peer-trainers" to teach passenger-assistance techniques to public and social service transportation drivers throughout the state.

During the year, the DPT acted to improve staff efficiency and productivity. The Division implemented the recommendations of an internal grants management audit, and also completed an office automation project which resulted in each staff member having a dedicated personal computer, all of which are networked to the Office's Micro-Vax II.

It is efforts such as these that continue the Department of Transportation's commitment to improving mobility and ensuring the effective expenditure of limited federal and state resources. We encourage you to study the Report and welcome your suggestions for improvement.

Sincerely,



R. H. Griebel
Deputy Commissioner
Office of Intermodal Transportation and Planning

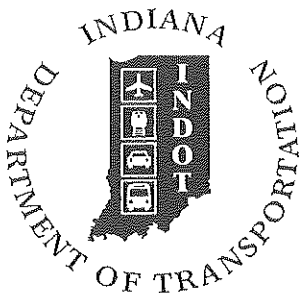


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Executive Summary

Introduction

This 1989 Annual Report by the Indiana Department of Transportation summarizes key operating and financial characteristics of Indiana's 36 publicly-assisted transportation systems. It provides transit information to public officials, planners, transit managers, and other interested persons.

This fifteenth Annual Report provides an overview of the status of transit between January 1 and December 31, 1989. Section 1 provides the reader with a summary presentation of ridership, service, and financial data. Section 2 is a detailed report of system characteristics, arranged alphabetically by system. Section 3 summarizes 1988 federal and state transportation assistance programs and awards. Section 4 is a glossary of terms as used in the context of this report.

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

Ridership

Indiana's transit systems provided slightly over 29 million passenger-trips during 1989, a decline of 6.5% from 1988 ridership. State transit ridership's drop contrasted with national transit ridership, which rose 0.12%.

Over half of Indiana's 36 transit properties reported carrying more passengers than the previous year. Demand-responsive and county systems' ridership rose 7.5%, with the largest increases at the Region 14, Seymour and Waveland systems. As a group, fixed-route system ridership declined 6.9%. These changes can be attributed largely to fare increases in Fort Wayne and Indianapolis, as well as a cutback of service in Fort Wayne. Overall, the average state resident utilized transit seven times in 1989.

Service Supplied

As in the 1988 Annual Report, total vehicle miles are emphasized in service statistics. Transit property vehicles traveled 24 million miles in 1989, up 2.5 percent from 1988.

Medium-sized fixed-route and demand-response and county systems significantly increased their miles of service provided. Both large and small fixed-route systems reported decreases in this measure. Overall, 10 systems reduced services by 3 - 17 percent, while 26 systems increased service from less than 1 percent to over 300 percent.

Revenues

Total fare revenue collection increased in 1989 to \$ 21.1 million from \$ 20.2 million in 1988, which can be largely attributed to fare increases. The statewide average farebox revenue per passenger trip also rose, to \$.72 from \$.65 in 1988, an 11 percent increase. The statewide fare recovery ratio, which illustrates the extent to which total operating expenses are covered by fare-paying passengers, decreased from 31 percent to 29 percent. Group 1 operators covered 35 percent of expenses with fare revenues while Group 2 covered 16 percent, Group 3 covered 12 percent and Group 4 covered 11 percent.

Gross operating revenues increased to \$ 71.7 million in 1989 from \$ 65.7 million in 1988. Fare revenue rose 4.5 percent, accounting for 29 percent of total revenue.

Expenses

Public transportation cost \$ 72 million in 1989, an increase of 9.5 percent from the previous year. Reflecting the labor-intensive nature of the transit industry, labor and fringe benefits again accounted for the majority of expenditures (69%), representing the same proportion as in 1988 (excluding NICTD). The cost per total vehicle mile (excluding NICTD) increased to \$ 2.34, up 1.6% over 1988. This was largely caused by increases in the categories of labor and fringe benefits (+4.25%), materials and supplies (+17.8%) and fuels and lubricants (+12.4%).

Statewide, a total of 1,228 vehicles were operated in 1989, reflecting the addition of 28 vehicles since 1988. Total fleet size increased 0.66 percent, yielding a 2.5 percent increase in total vehicle miles. Miles operated per active vehicle rose slightly to 19,490.

State Developments

To improve the overall efficiency and effectiveness of transportation decision-making, during 1989 the Indiana General Assembly merged the state's highway, aeronautics, railroad and public transportation responsibilities into a single Department

of Transportation. The reorganization placed the Public Transportation Division in the Office of Intermodal Transportation and Planning.

Federal Developments

During 1989, transit systems which received federal financial assistance under Sections 3, 9 or 18 were required to have in place drug testing programs covering "sensitive safety employees," under rules issued in late 1988 by Urban Mass Transportation Administration (UMTA). However, implementation of the requirement was stayed by an early-1989 U.S. Court of Appeals ruling. As this publication was being produced, efforts were underway in the Congress to enable the requirement to take effect.

Legislation that will require any person driving a commercial motor vehicle (CMV) after April 1, 1992 to hold a commercial driver's license (CDL) was passed during 1989. To qualify, a driver must pass a physical examination in the nature of that currently required by federal law for interstate commercial drivers and pass a knowledge and skills test for the type of vehicle to be operated. The skills test may be waived for drivers currently employed as CMV operators who have good driving records.

By the 1991-model year, federal clean-air legislation requires the transit industry to use vehicles powered by alternative fuels, which could include propane or natural gas, ethanol or methanol. As of this writing, efforts were underway to broaden the Environmental Protection Agency's urban transit diesel bus particulate standards and provide for a three-year phase in of "clean-burning fuel" buses.

Also introduced during 1989 was the Americans with Disabilities Act (ADA), which will require new transit vehicles be fully-accessible to the physically-impaired. As this publication was being produced, the legislation was being considered in the Congress, which is expected to enact it into law during 1990.

The Environmental Protection Agency extended the deadline for firms owning underground storage tanks (including local government entities or transit authorities) to comply with the law's financial responsibility requirements. Firms with twelve

tanks or less must comply by October 26, 1991 and those with 13 - 99 must meet the requirement by April 26, 1991.

Changes from 1988 Report

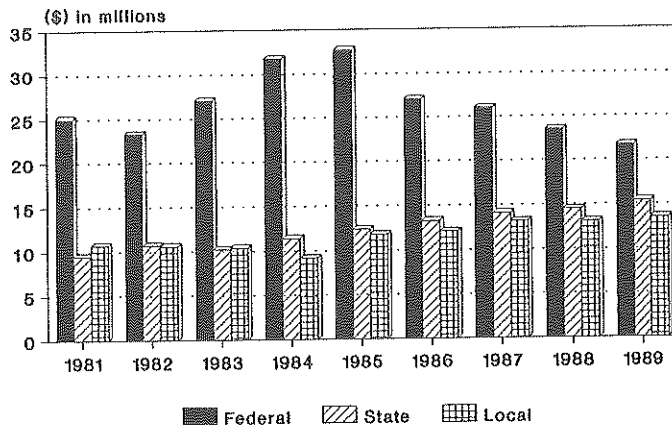
To better measure each system's performance, several changes have been instituted this year. New information includes determinants derived from performance per capita (a measure of service consumption) and the number of reported road calls (a measure of maintenance-effectiveness). Data regarding the number of transfer passengers, and operations by vehicle hour and average system speed have been omitted.

Funding Trends

State Funding

Unlike many states with strong locally-supported transit, Indiana transit systems suffer from an inability to access a variety of local revenue sources to support their operations. Like most municipal services, transit must rely on property tax revenue as a sole revenue source. Under current property tax controls, levies are permitted to grow 5% per year (more if certain criteria are met).

Financial Assistance
1981 - 1989



With the decline of federal transit funds, transit must compete for scarce local dollars with other essential municipal services, including police and fire protection, recreation, and solid waste disposal. In most cases, transit is short-changed, usually being granted less than the average property tax increase of 5%, if not an actual reduction. In fact, without increases from the state Public Mass Transportation Fund (as depicted on the following page), most of Indiana's transit systems would have experienced no growth in subsidy revenues between 1988 and 1989.

New Legislation

During 1989, the General Assembly passed two bills to help address the transit funding issue. The first legislation enabled public transportation corporations to accumulate operating reserves in a special capital improvement reserve fund, without the funds being considered by the State Board of Tax Commissioners in determining the corporation's property tax levy. The second, the Build Indiana Fund was passed in conjunction with creation of a state lottery, and provides discretionary state

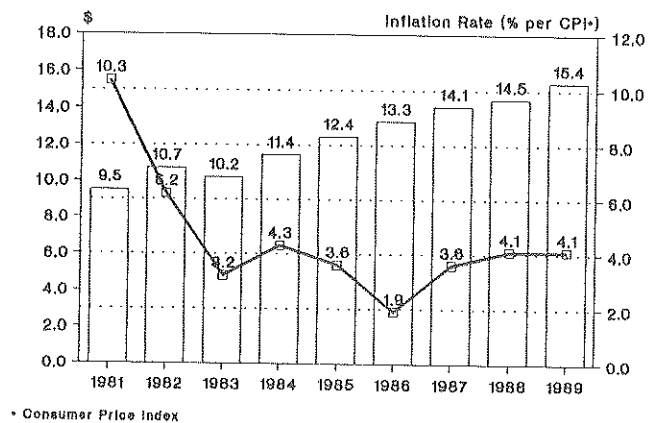
funding for local and state capital improvement projects. Any qualifying municipality may submit an application to the Build Indiana Capital Projects Review Committee by June 1 of each year to be considered.

Biennial Budget and Appropriation Process

Indiana's state government functions under a biennial budget process. Preparations for the two-year budget normally begin in the spring preceeding the odd-year legislative session (60 days). Except for budget emergencies that are usually addressed in the short session, all appropriation decisions are made during the long session. The statewide Public Mass Transportation Fund is appropriated at this time.

During the spring and summer of 1990 the Indiana Department of Transportation, Division of Public Transportation will be preparing its new program initiatives for possible inclusion in the Department's biennial budget request for state fiscal years 1992 and 1993 (ending June 30, 1992 and 1993, respectively). State Budget Committee hearings are held in the fall. These hearings are used to prepare the Administration's budget for the biennium. This budget is then submitted to the 1991 session of the Indiana General Assembly for debate and passage.

State (PMTF) Transit Appropriations
(\$ millions)



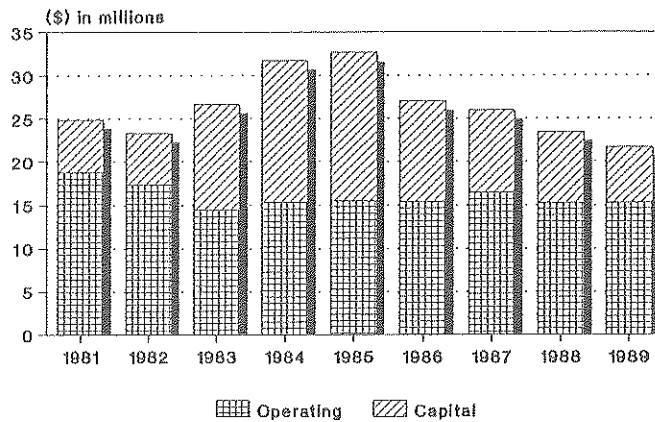
This chart reflects the growth of the Indiana Public Mass Transportation Fund (PMTF) appropriations and the Consumer Price Index (CPI) for the nine year period 1981-1989. Overall, PMTF appropriations increased from \$9.509 to \$15.38 million, a growth of 62 percent. During this same period, the

effect of inflation served to decrease the net purchasing power of these funds by 43 percent. The net effect of the growth, tempered by inflationary pressures, has been an increase in real total funding of 8.4 percent.

**Total Federal Appropriations
Combined Program
Appropriations**

The total of UMTA Section 8, 16(b)(2) and 18 funds (urban, elderly and handicapped and rural funds, respectively) showed significant variation over the period 1981 - 1989. In unadjusted terms, the total appropriation in 1989 was \$21.66 million, \$3.25 million lower than that in 1981. Adjusted for inflation, the 1989 funding is approximately \$14.5 million, a real decrease in purchasing power over the nine year period of 42 percent.(1)

**Total Federal Appropriations
1981 - 1989**



The combined overall effect, unadjusted for inflation, of the PMTF and federal funds has been to increase available funding by \$2.62 million over the nine year period. Accounting for inflation, the purchasing power of transit appropriations has decreased by 28 percent from 1981 through 1989.

**Capital versus
Operating Assistance**

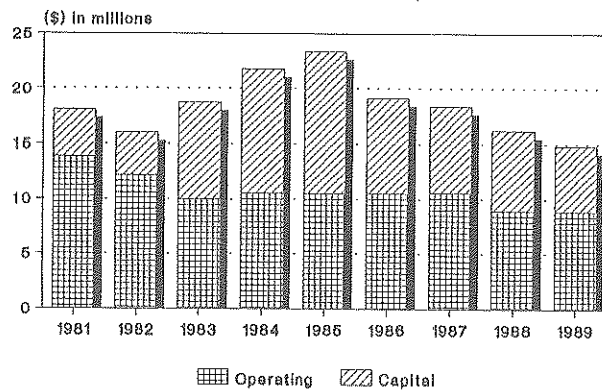
The above chart also reflects the mix of federal capital and operating funds appropriated in Indiana. The amount of operating funds decreased from 1981 through 1986, and thereafter has remained relatively constant in current (unadjusted) dollars. In real terms, the 1989 operating funds are 45 percent lower in 1989 versus 1981.

The amounts available for capital uses (e.g., replacement of worn assets and capital improvements) has declined by over 60 percent from its peak in 1985. The amount of capital funding available in 1989 is only slightly higher than that in 1981 and does not compensate for inflationary pressures.

**Federal Section 9
Appropriations
Large Urban Areas**

This chart reflects the funding appropriated for urban areas over 200,000 population, which receive their funding share based on a federal formula of population, population density and certain performance factors. Total expenditures for the nine year period are \$166.47 million, with \$70.69 million expended on capital projects and \$95.78 on operating subsidies. Overall funding in 1981 was \$18.12 million, which decreased to \$14.81 million in 1989, an inflation adjusted decrease of over 45 percent in real value.

Federal Section 9 Appropriations
Large Urban Areas



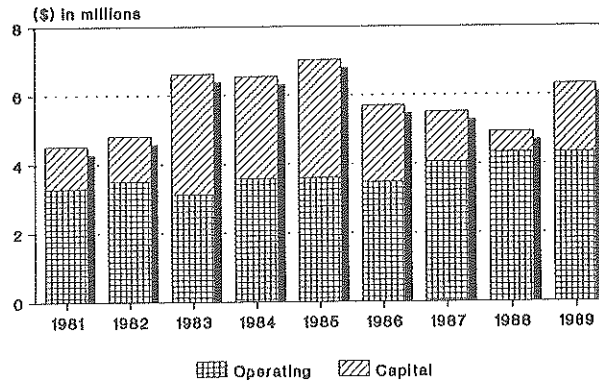
**Federal Section 9
Formula Appropriations
Small Urban Areas**

The Section 9 program provides funding to small urbanized areas (over 50,000 and less than 200,000 population) for capital and operating expenses. These funds are distributed via a federal formula that includes population and population density.

The total funds available over the most recent 9 year period, as well as the mix of operating and capital funds are presented on the following page. Overall, the total funds available increased 40 percent, slightly below the rate of inflation. Over the 9 year period, \$18.69 million was expended on capital

projects and \$33.27 million expended on operating expenses.

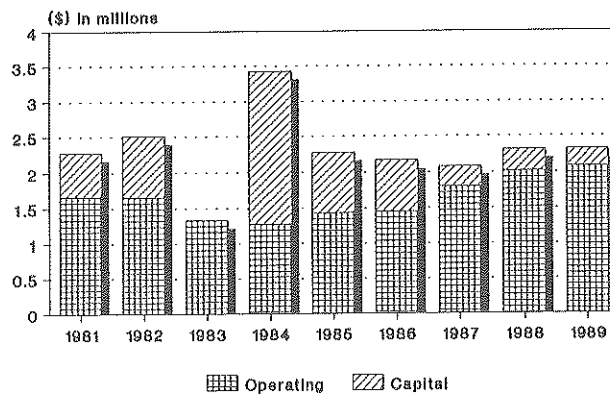
Federal Section 9 Appropriations
Small Urban Areas



Section 18 Appropriations
Non-Urbanized Areas

These funds are appropriated by Congress as a proportion of total UMTA assistance authorized. Indiana has received a total of \$20.74 million from 1981 to 1989, with 29 percent (\$6.04 million) of this amount expended on capital projects. Overall real (inflation adjusted) funding in 1989 was 31.5 percent below the \$2.28 million appropriated in 1981.

Federal Section 18 Appropriations
Rural Areas

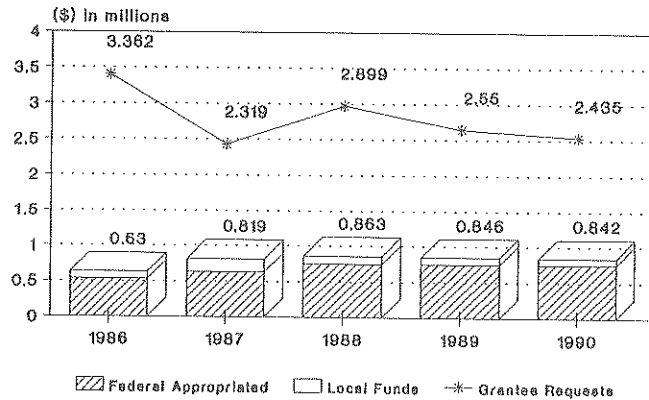


Section 16(b)
Total Funds Awarded versus
Total Funds Requested

Requests for 16(b)(2) funds, which are prioritized for elderly and handicapped riders, totaled \$13.565 million from 1986 through 1990. A total of \$4.0 million was awarded from federal and local sources to fund these requests. Federal funding has increased by 40.8 percent over this five-year period, while local

funding has matched this increase, primarily due to the 80% Federal, 20% non-Federal matching formula. The difference between cumulative funds requested and awarded has decreased over the five-year period, largely due to a leveling of funds requested. The total disparity between fund requested and awarded totals \$9.565 million, or 70.5 percent, for the five year period.

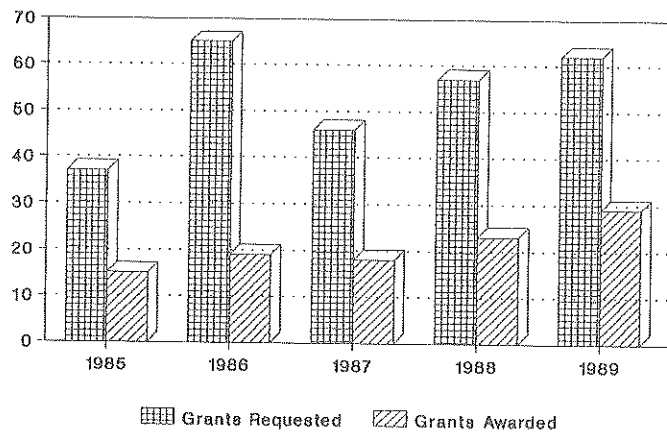
Section 16(b)(2) Funding
Total \$ Awarded vs. Total \$ Requested



**Section 16(b)(2)
Grant Requests**

Requests for 16(b)(2) funding have increased by over 60 percent, from 37 to 61, from 1985 through 1989. The number of grantees awarded funds has also increased, but at a significantly lower rate. While the number of grantees has doubled in the five-year period, only half of those requesting funds receive an award.

Section 16(b)(2)
Number of Grants Requested vs. Awarded



Combined with the funding situation described in the previous chart, the net effect of increasing demand for a decreasing pool of funds has resulted in a smaller award for a larger number of requesting entities. The average grant size has decreased from \$42,000 in 1981 to \$29,000 in 1989. Accounting for inflation, the average grantee received 54 percent less funding in 1989 than in 1981.

(1) Unadjusted figures reflect the gross dollars appropriated and does not include the erosion of buying power caused by inflation. The effects of inflation are calculated using the average yearly change in the Consumer Price Index, as provided by the Bureau of Labor Statistics, U.S. Department of Labor.

The terms "adjusted for inflation" and "real" reflect the decrease in purchasing power of \$ 1 from one year to another. For example, if an item cost \$1.00 in 1981 and the same item cost \$1.42 in 1989, inflation has eroded 42% of the 1989 dollar's purchasing power. Inflation-adjusted figures are therefore directly comparable regarding the amount of goods and services that could be produced or service that could be provided. The adjustment better reflects the environment in which any industry operates, but does not reflect efficiencies and inefficiencies at individual transit agencies. The Consumer Price Index utilized herein is a statewide figure for all industries that does not necessarily reflect the exact effect of inflation on the transit industry. Using the cited index and assuming that all other factors are constant, overall transit support in 1989 would be 42% higher than that in 1981 for services to be maintained at the 1981 level.

Statewide Statistics

SECTION 1

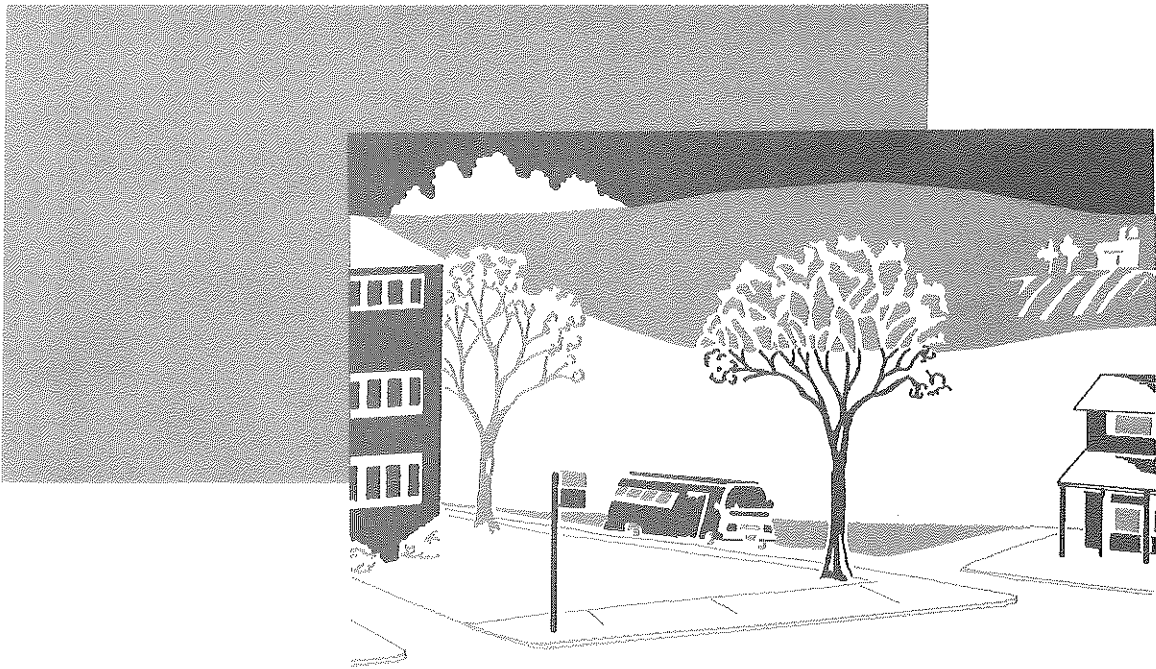


FIGURE 1
PUBLIC TRANSPORTATION SYSTEMS IN INDIANA: 1989

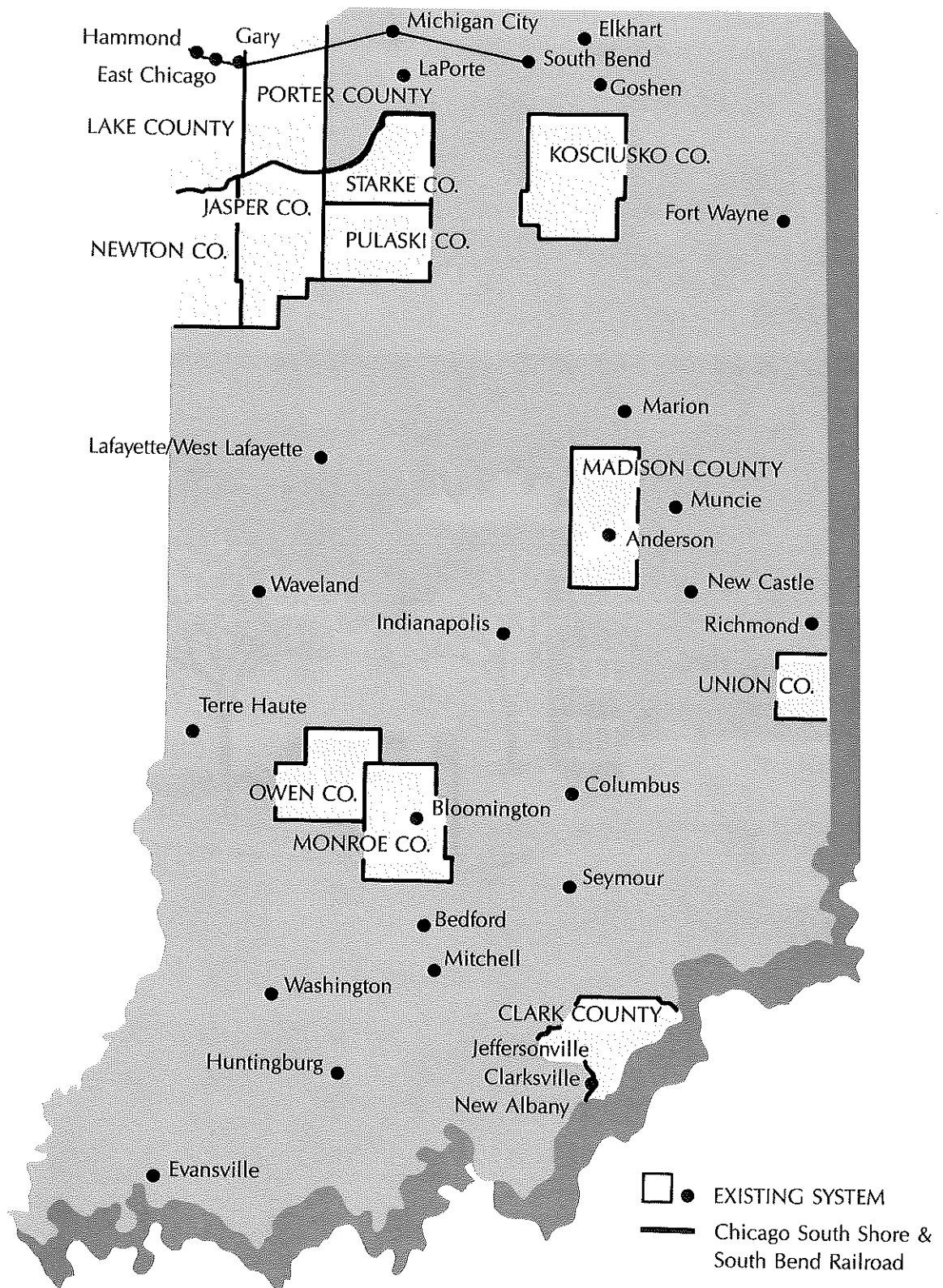


TABLE 1
AREAS SERVED BY PUBLIC TRANSPORTATION: 1989

SYSTEM	SYSTEM NAME	SERVICE AREA	POPULATION
GROUP 1 - Large Fixed Route			
Fort Wayne	Fort Wayne PTC	Fort Wayne Metropolitan Area	236,479
Gary	Gary Public Transportation Corporation	Gary City Limits	136,790
Indianapolis	Indianapolis Public Transportation Corporation	Indianapolis Metropolitan Area	711,539
NICTD(a)	Northern Indiana Commuter	Rail Corridor between South Bend, IN & Chicago, IL	171,371
South Bend	South Bend Public Transportation Corporation	South Bend and Mishawaka Metropolitan Area	149,928
SUBTOTAL: GROUP 1			1,406,107
GROUP 2 - Medium Fixed Route			
Anderson	City of Anderson Transit System	Anderson City Limits	66,910
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	52,044
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	130,496
Hammond	Hammond Transit System	Hammond, Whiting, and adjacent areas	93,714
Lafayette	Greater Lafayette PTC	Lafayette/West Lafayette Area	91,380
Muncie	Muncie Indiana Transit System	City of Muncie	77,216
Southern Indiana	Transit Authority of River City	Cities of New Albany, Jeffersonville, & Clarksville	73,487
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute Area	63,931
SUBTOTAL: GROUP 2			649,178
GROUP 3 - Small Fixed Route			
Bedford	Transit Authority of Stone City	Bedford City Limits	14,410
Columbus	Columbus Transit	Columbus City Limits	30,614
East Chicago	East Chicago Public Transit	East Chicago City Limits	39,787
LaPorte	TransPorte	LaPorte area	21,796
Marion	City of Marion Transportation Department	Marion City Limits	35,874
Michigan City	Michigan City Municipal Coach Service	Michigan City Limits and Trail Creek	36,850
New Castle	New Castle Community Transit	New Castle City Limits	20,056
Richmond	Rose View Transit System	Richmond City Limits/Wayne County	41,349
Washington	Washington Transit System	Washington City Limits	11,325
SUBTOTAL: GROUP 3			252,061
GROUP 4 - Demand Response and County			
Elkhart	Heart City Rider	City of Elkhart	41,305
Goshen	Goshen Transit	Goshen Area	19,665
Huntingburg	City of Huntingburg Transit System	City of Huntingburg	5,376
KIRPC(b)	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, & Starke Counties	76,237
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	59,555
LCEOC	Lake County Economic Opportunity Council	Lake and Porter Counties	642,781
Madison County	Transportation for Rural Areas of Madison	Madison County except Anderson	60,755
Mitchell	Mitchell Transit System	Mitchell City Limits	4,641
Monroe County	Rural Transit	Monroe & Owen & Cloverdale Counties	52,470
Region 14(b)	Region 14 Regional Transit Authority	Rural Clark County	33,458
Seymour	Seymour Transit	City of Seymour	15,050
Trade Winds	Trade Winds Rehabilitation Center	Lake and Porter Counties	642,781
Union County(b)	Union County Transit Service	Union County with trips to Richmond & Connersville	6,860
Waveland	Waveland Volunteer Trans Program	Waveland Area and nearby towns	4,622
SUBTOTAL: GROUP 4			1,665,556
TOTAL ALL GROUPS			3,972,902

(a) Subsidizes commuter service on the Chicago South Shore and South Bend Railroad.

(b) Service area significantly increased in 1989.

Ridership

FIGURE 2
CHANGE IN STATEWIDE RIDERSHIP: 1985-1989

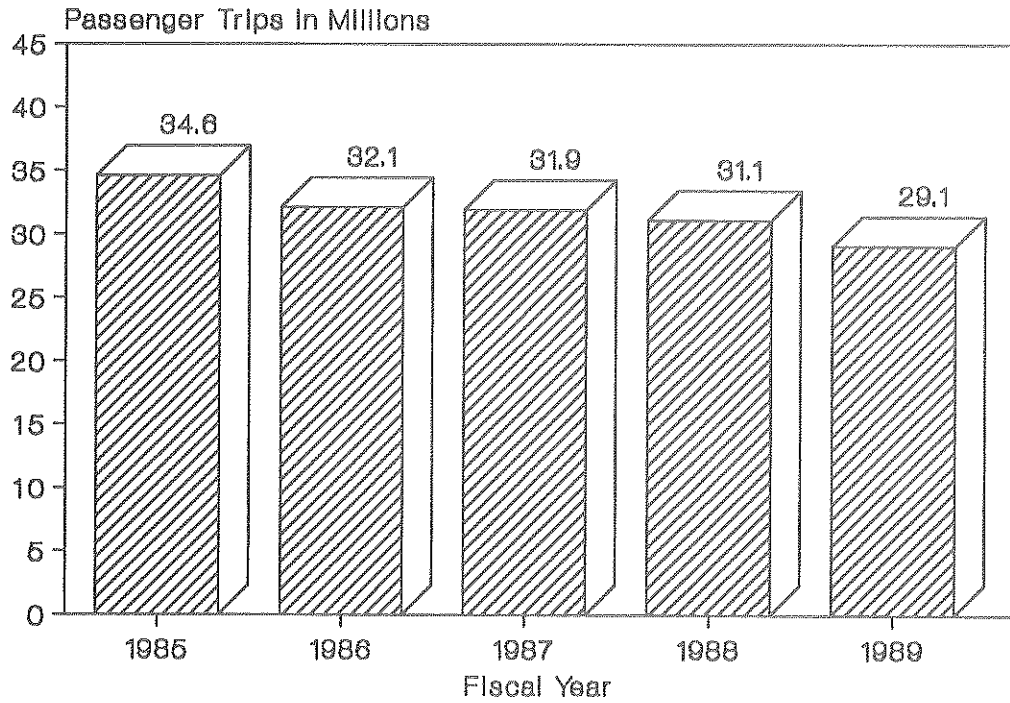
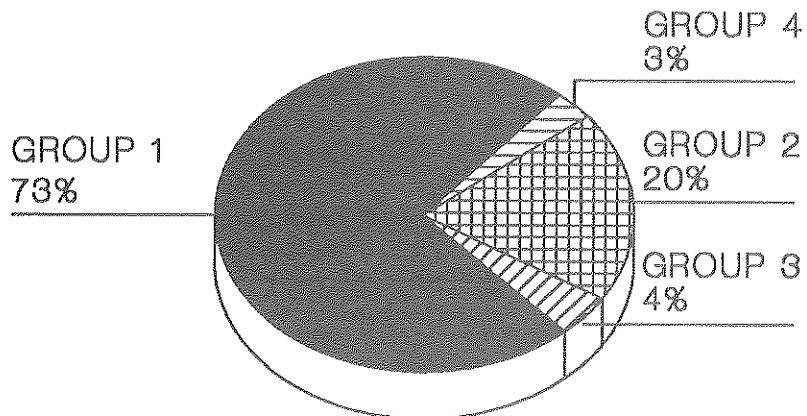


FIGURE 3
STATEWIDE RIDERSHIP BY GROUP: 1989

TOTAL RIDERSHIP = 29,078,245



**TABLE 2
RIDERSHIP DISTRIBUTION BY SYSTEM: 1989**

SYSTEM	RIDERSHIP 1988	RIDERSHIP 1989	PERCENT CHANGE	RIDERSHIP PER POP	% OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Fort Wayne	2,830,403	2,499,072	-11.71	10.57	8.60
Gary	3,000,046	2,677,197	-10.76	19.57	9.21
Indianapolis	11,464,667	10,242,840	-10.66	14.40	35.23
NICTD	2,610,771	2,634,979	0.93	15.38	9.06
South Bend	3,256,832	3,159,693	-2.98	21.07	10.87
SUBTOTAL: GROUP 1	23,162,719	21,213,781	-8.41	15.09	72.96
GROUP 2 - Medium Fixed Route					
Anderson	320,226	234,004	-26.93	3.50	0.80
Bloomington	522,121	556,607	6.60	10.69	1.91
Evansville	1,627,827	1,548,931	-4.85	11.87	5.33
Hammond	400,468	410,304	2.46	4.38	1.41
Lafayette	1,226,332	1,261,600	2.88	13.81	4.34
Muncie	1,107,251	1,052,966	-4.90	13.64	3.62
Southern Indiana	185,471	186,639	0.63	2.54	0.64
Terre Haute	441,618	475,459	7.66	7.44	1.64
SUBTOTAL: GROUP 2	5,831,314	5,726,510	-1.80	8.82	19.70
GROUP 3 - Small Fixed Route					
Bedford	35,787	43,595	21.82	3.03	0.15
Columbus	163,031	153,306	-5.97	5.01	0.53
East Chicago	245,251	202,435	-17.46	5.09	0.70
LaPorte	83,186	85,007	2.19	3.90	0.29
Marion	134,816	139,667	3.60	3.89	0.48
Michigan City	206,639	198,724	-3.83	5.39	0.68
New Castle	98,597	104,268	5.75	5.20	0.36
Richmond	305,831	311,359	1.81	7.53	1.07
Washington	20,320	16,021	-21.16	1.41	0.06
SUBTOTAL: GROUP 3	1,293,458	1,254,382	-3.02	4.98	4.31
GROUP 4 - Demand Response and County					
Elkhart	55,841	77,146	38.15	1.87	0.27
Goshen	22,211	20,955	-5.65	1.07	0.07
Huntingburg	7,521	5,750	-23.55	1.07	0.02
KIRPC	91,246	116,741	27.94	1.53	0.40
Kosciusko County	112,786	121,025	7.30	2.03	0.42
LCEOC	230,893	220,467	-4.52	0.34	0.76
Madison County	11,004	8,511	-22.66	0.14	0.03
Mitchell	12,238	13,383	9.36	2.88	0.05
Monroe County	49,602	58,694	18.33	1.12	0.20
Region 14	23,294	51,769	122.24	1.55	0.18
Seymour	1,369(a)	4,838	253.40	0.32	0.02
Trade Winds	171,931	137,235	-20.18	0.21	0.47
Union County	22,221	22,916	3.13	3.34	0.08
Waveland	7,448	21,371	186.94	4.62	0.07
SUBTOTAL: GROUP 4	819,605	880,801	7.47	0.53	3.03
TOTAL ALL GROUPS	31,107,096	29,075,474	-6.53	7.32	100.00

(a) Partial year data.

Operating Characteristics

TABLE 3
TOTAL VEHICLE MILES (TVM) BY SYSTEM: 1989

SYSTEM	TVM 1988	TVM 1989	% CHANGE
GROUP 1 - Large Fixed Route			
Fort Wayne	2,252,710	2,018,903	-10.38
Gary	1,473,541	1,578,914	7.15
Indianapolis	6,468,135	6,592,655	1.93
NICTD(a)	1,912,104	1,936,329	1.27
South Bend	1,783,400	1,920,203	7.67
SUBTOTAL: GROUP 1	13,889,890	14,047,004	1.13
GROUP 2 - Medium Fixed Route			
Anderson	365,538	387,917	6.12
Bloomington	487,232	558,829	14.69
Evansville	1,053,891	1,055,761	0.18
Hammond	488,414	494,638	1.27
Lafayette	1,029,752	1,118,211	8.59
Muncie	870,074	913,125	4.95
Southern Indiana	193,673	197,897	2.18
Terre Haute	446,477	436,782	-2.17
SUBTOTAL: GROUP 2	4,935,051	5,163,160	4.62
GROUP 3 - Small Fixed Route			
Bedford	90,300	93,112	3.11
Columbus	230,732	223,751	-3.03
East Chicago	114,885	94,373	-17.85
LaPorte	148,955	158,243	6.24
Marion	142,828	138,775	-2.84
Michigan City	191,714	197,338	2.93
New Castle	131,218	132,407	0.91
Richmond	246,877	233,872	-5.27
Washington	29,116	29,219	0.35
SUBTOTAL: GROUP 3	1,326,625	1,301,090	-1.92
GROUP 4 - Demand Response and County			
Elkhart	112,358	147,069	30.89
Goshen	46,623	54,184	16.22
Huntingburg	10,567	10,061	-4.79
KIRPC	382,375	405,613	6.08
Kosciusko County	229,095	243,972	6.49
LCEOC	644,521	657,586	2.03
Madison County	139,722	211,209	51.16
Mitchell	14,658	15,657	6.82
Monroe County	242,805	248,429	2.32
Region 14 RTA	244,671	350,110	43.09
Seymour	4,343	17,737	308.40
Trade Winds	985,051	907,343	-7.89
Union County	92,896	99,564	7.18
Waveland	58,228	53,782	-7.64
SUBTOTAL: GROUP 4	3,207,913	3,422,316	6.68
TOTAL ALL GROUPS	23,359,479	23,933,570	2.46

(a) Adjusted to reflect Indiana portion of NICTD service.

**TABLE 4
TRANSIT FARES BY SYSTEM: 1989**

SYSTEM	ADULT	YOUTH	ELDERLY & HANDICAPPED	TRANSFER CHARGE	MULTI-RIDE DISCOUNT
GROUP 1 - Large Fixed Route					
Fort Wayne	0.60	0.40	0.30	0.10/.05	Yes
Gary	0.75	0.50	0.35	0.10/.05	Yes
Indianapolis	0.75/\$1.00(a)	0.75/\$1.00(a)	0.35 /0.50(a)	0.25	Yes
NICTD	Vary	Vary	Vary	N/A	Yes
South Bend	0.50	0.50	0.25	Free	Yes
GROUP 2 - Medium Fixed Route					
Anderson	0.50	0.50	0.25 /\$1.00(b)	Free	Yes
Bloomington	0.50	0.25	0.25	0.10(c)	Yes
Evansville	0.50	0.25	0.25 /\$1.25(b)	0.10	No
Hammond	0.80	0.55	0.40	Free	Yes
Lafayette	0.50	0.35	0.15	0.15	Yes
Muncie	0.40	0.35	0.20	Free	Yes
Southern Indiana	0.35/0.60(a)	0.25	0.25	Free	Yes
Terre Haute	0.50	0.50	0.25	N/A	Yes
GROUP 3 - Small Fixed Route					
Bedford	0.75	0.75	0.50	Free	Yes
Columbus	0.25	0.25	0.25(b)	N/A	No
East Chicago	Free	Free	Free	Free	N/A
LaPorte	0.50	0.50	0.25/\$1.75,2.25(b)	0.25	No
Marion	0.50	0.25	0.50	Free	Yes
Michigan City	0.50	0.25	0.25	N/A	Yes
New Castle	0.50	0.25	0.25	Free	Yes
Richmond	0.75	0.50	0.50	Free	Yes
Washington	0.45	0.25	0.45/0.05(d)	N/A	No
GROUP 4 - Demand Response and County					
Elkhart (e)	2.40	2.40	1.10(j)	N/A	No
Goshen (h)	1.00	0.50(f)	0.50	N/A	No
Huntingburg	0.50	0.50	0.50	N/A	No
KIRPC	0.50	0.50	0.50	N/A	Yes
Kosciusko County	1.00	1.00	0.50	Free	Yes
LCEOC	N/A	N/A	Donation	N/A	N/A
Madison County	2.00	2.00	2.00	N/A	No
Mitchell	0.50	0.50	0.25	N/A	No
Monroe County	0.75/\$1.50(g)	0.50/\$1.00(g)	0.75(h)	0.10(c)	Yes
Region 14	1.00	1.00	1.00	N/A	No
Seymour	2.00	0.75	1.50	N/A	No
Trade Winds	N/A	N/A	5.00(h)	N/A	N/A
Union County	0.80	0.50	0.40	N/A	No
Waveland (h)	N/A	N/A	N/A	N/A	N/A

- (a) Peak-Hour Fare
- (b) Demand-Response service
- (c) Transfers are to Bloomington Transit, Rural Transit and Indiana University Bus Service
- (d) With Agency on Aging Discount
- (e) User-side subsidy voucher, all riders pay \$1.20 after first mile
- (f) Dependent on age
- (g) Two-county fare
- (h) Suggested donation
- (i) Elderly & handicapped
- (j) Off-peak fare

**TABLE 5
VEHICLE CHARACTERISTICS BY SYSTEM: 1989**

SYSTEM	ACTIVE VEHICLES	TOTAL CAPACITY(a)	AVERAGE CAPACITY	ENGINE TYPE	AVERAGE AGE IN YEARS
GROUP 1 - Large Fixed Route					
Fort Wayne	93	4,254	46	Diesel	6
Gary	44	2,871	65	Diesel	10
Indianapolis	248	17,755	72	Diesel/Gas	6
NICTD (b)	41	4,633	113	Electric	6
South Bend	64	3,870	60	Diesel/Gas	4
SUBTOTAL: GROUP 1	490	33,383	68		6
GROUP 2 - Medium Fixed Route					
Anderson	15	790	53	Diesel/Gas	6
Bloomington	18	1,092	61	Diesel/Gas	7
Evansville	36	1,342	37	Diesel/Gas	5
Hammond	11	758	69	Diesel	18
Lafayette	43	2,320	54	Diesel/Gas	9
Muncie	32	1,476	46	Diesel	6
Southern Indiana (c)	316	19,577	62	Diesel	6
Terre Haute	17	626	37	Diesel	7
SUBTOTAL: GROUP 2	488	27,981	57		6
GROUP 3 - Small Fixed Route					
Bedford	3	69	23	Gas	1
Columbus	8	263	33	Diesel	5
East Chicago	8	312	39	Diesel/Gas	5
LaPorte	7	121	17	Gas	3
Marion	7	218	31	Diesel/Gas	3
Michigan City	8	261	33	Diesel/Gas	5
New Castle	8	208	26	Diesel/Gas	7
Richmond	14	498	36	Diesel/Gas	5
Washington	2	52	26	Gas	3
SUBTOTAL: GROUP 3	65	2,002	31		4
GROUP 4 - Demand Response and County					
Elkhart	28	111	4	Gas	3
Goshen	3	44	15	Propane	4
Huntingburg	1	9	9	Gas	0
KIRPC	24	298	12	Gas	3
Kosciusko County	15	359	24	Diesel/Gas	4
LCEOC	38	444	12	Gas	4
Madison County	7	68	10	Gas	4
Mitchell	1	18	18	Gas	8
Monroe County	12	197	16	Gas	3
Region 14	3	25	8	Gas	8
Seymour	2	14	7	Gas	2
Trade Winds	42	676	16	Diesel/Gas	3
Union County	4	52	13	Gas	7
Waveland	5	75	15	Gas	3
SUBTOTAL: GROUP 4	185	2,390	13		3
TOTAL ALL GROUPS	1,228	65,756	54		6

(a) Vehicle capacity includes seated and standing passengers.
 (b) Includes vehicles for Illinois and Indiana service.
 (c) Includes vehicles for Kentucky and Indiana service.

**TABLE 6
PERFORMANCE MEASURES BY SYSTEM: 1989**

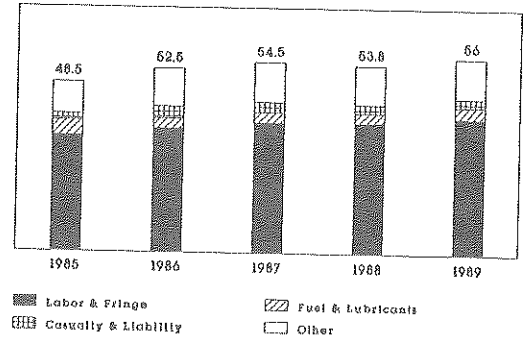
SYSTEM	EXPENSE/ TRIP	EXPENSE/ TVM(a)	SUBSIDY/ TRIP	FARE RECOVERY	LDI(b)/ EXPENSE
GROUP 1 - Large Fixed Route					
Fort Wayne	2.24	2.78	1.76	0.22	0.54
Gary	1.95	3.31	1.52	0.22	0.46
Indianapolis	1.99	3.09	1.23	0.38	0.58
NICTD	5.95	8.09	2.89	0.51	0.51
South Bend	1.58	2.59	1.18	0.25	0.54
AVERAGE: GROUP 1(c)	1.95	2.99	1.34	0.31	0.55
GROUP 2 - Medium Fixed Route					
Anderson	5.58	3.36	5.13	0.08	0.37
Bloomington	2.29	2.28	1.80	0.21	0.44
Evansville	1.45	2.13	1.10	0.24	0.32
Hammond	2.06	1.71	1.59	0.23	0.33
Lafayette	1.90	2.15	1.42	0.25	0.51
Muncie	2.57	2.96	2.30	0.10	0.46
Southern Indiana	3.90	3.68	3.51	0.10	0.43
Terre Haute	1.89	2.06	1.47	0.22	0.31
AVERAGE: GROUP 2	2.17	2.40	1.77	0.18	0.43
GROUP 3 - Small Fixed Route					
Bedford	3.92	1.84	3.37	0.14	0.28
Columbus	2.84	1.95	2.57	0.09	0.27
East Chicago	2.45	5.27	2.45	0.00	0.26
LaPorte	3.84	2.06	2.99	0.22	0.31
Marion	2.74	2.76	2.51	0.08	0.26
Michigan City	2.27	2.29	1.88	0.17	0.29
New Castle	3.30	2.60	3.01	0.08	0.26
Richmond	1.67	2.22	1.22	0.27	0.34
Washington	2.71	1.48	2.34	0.13	0.28
AVERAGE: GROUP 3	2.53	2.44	2.19	0.13	0.29
GROUP 4 - Demand Response and County					
Elkhart	4.20	2.20	2.50	0.40	0.48
Goshen	3.76	1.45	2.96	0.21	0.33
Huntingburg	2.63	1.50	2.23	0.15	0.58
KIRPC	4.34	1.25	3.14	0.26	0.32
Kosciusko County	4.57	2.27	3.98	0.13	0.29
LCEOC	3.79	1.27	3.64	0.04	0.32
Madison County	14.53	0.59	12.54	0.14	0.28
Mitchell	3.66	3.13	3.26	0.11	0.28
Monroe County	5.93	1.40	5.48	0.08	0.33
Region 14	6.22	0.92	5.90	0.05	0.60
Seymour	9.41	2.57	8.07	0.14	0.58
Trade Winds	7.04	1.06	7.04	0.00	0.53
Union County	3.96	0.91	3.64	0.08	0.26
Waveland	2.68	1.07	2.35	0.13	0.20
AVERAGE: GROUP 4	4.90	1.26	4.35	0.11	0.40
AVERAGE ALL GROUPS	2.35	2.31	1.82	0.22	0.46

(a) Total vehicle miles.
(b) Locally derived income.
(c) NICTD excluded from Group 1 averages.

Financial Data

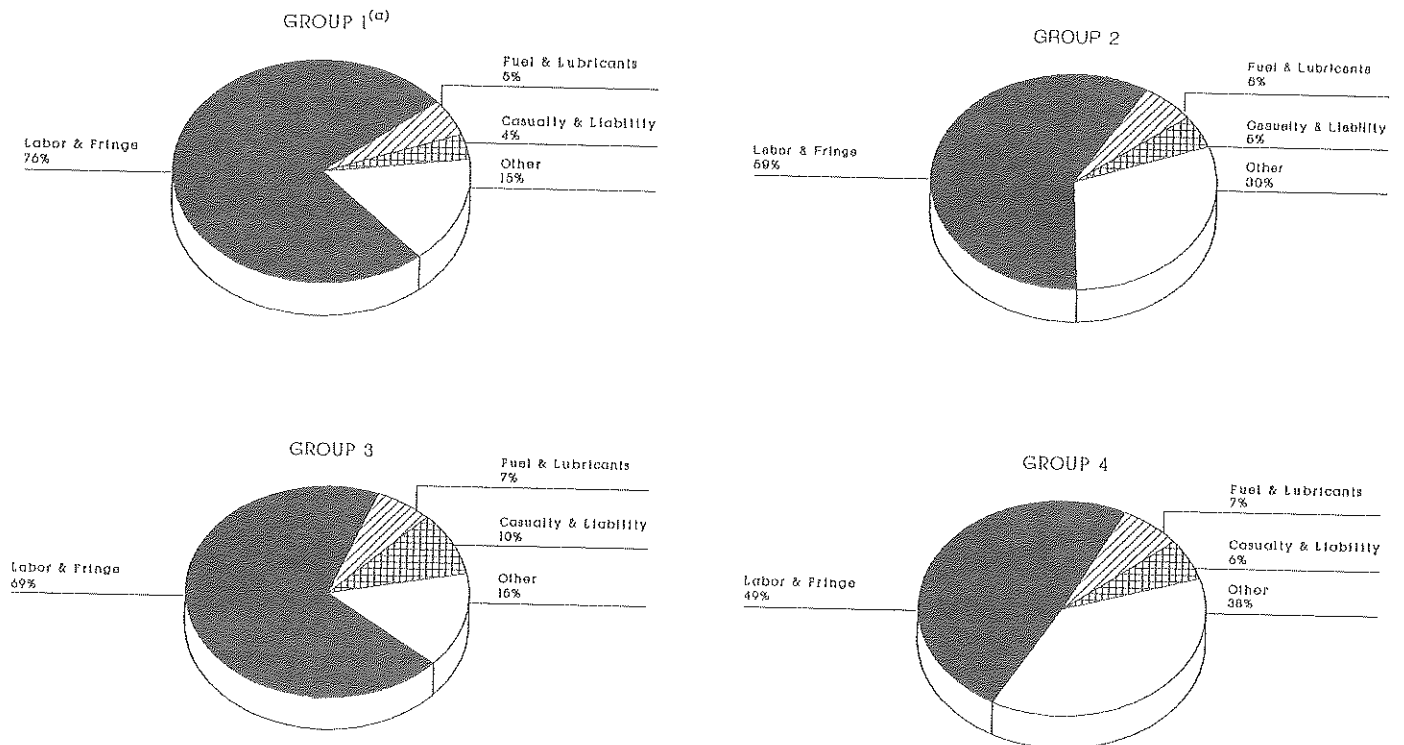
TABLE 7/FIGURE 4
STATEWIDE OPERATING EXPENDITURES BY CATEGORY: 1985 -1989 (a)
 (Expenditures expressed in millions)

	1985	%	1986	%	1987	%	1988	%	1989	%
Labor & Fringe	\$33.2	68	\$35.3	67	\$37.2	68	\$37.3	69	\$38.9	69
Fuel & Lubricants	4.3	9	3.0	6	3.0	6	2.8	5	3.2	6
Casualty & Liability	2.0	4	3.4	7	2.8	5	2.5	5	2.5	5
Other	9.0	19	10.8	20	11.5	21	11.2	21	11.4	20
TOTAL	\$48.5	100	\$52.5	100	\$54.5	100	\$53.8	100	\$56.0	100
Including NICTD	\$64.1		\$65.0		\$68.8		\$65.7		\$71.7	



(a) Excludes NICTD service due to inconsistent expense breakdown.

FIGURE 5
OPERATING EXPENDITURES BY GROUP: 1989



**TABLE 8
TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY: 1989**

SYSTEM	LABOR & FRINGE % ^(a)	SERVICES %	FUEL & LUBRICANTS %	MATERIALS & SUPPLIES %	UTILITIES %	CASUALTY & LIABILITY %	OTHER %	TOTAL							
GROUP 1 - Large Fixed Route															
Fort Wayne	4,077,592	73	422,230	8	305,602	5	410,743	7	76,522	1	225,414	4	86,425	2	5,604,528
Gary	3,449,417	66	487,124	9	363,036	7	340,417	7	180,062	3	332,842	6	70,890	1	5,223,788
Indianapolis	16,006,386	79	940,102	5	1,005,439	5	1,253,450	6	486,301	2	538,019	3	112,769	1	20,342,466
South Bend	3,771,129	76	265,944	5	243,305	5	195,621	4	75,565	2	237,137	5	192,627	4	4,981,328
SUBTOTAL	27,304,524	76	2,115,400	6	1,917,382	5	2,200,231	6	818,450	2	1,333,412	4	462,711	1	36,152,110
GROUP 2 - Medium Fixed Route															
Anderson	976,094	75	99,911	8	93,051	7	51,513	4	17,959	1	56,739	4	9,413	1	1,304,680
Bloomington	713,663	56	134,240	11	102,508	8	112,923	9	19,029	1	89,755	7	103,766	8	1,275,884
Evansville	1,246,131	55	64,706	3	141,395	6	338,294	15	33,254	1	137,399	6	289,329	13	2,250,508
Hammond	68,299	8	28,572	3	518	0	22,873	3	9,219	1	7,707	1	709,899	84	847,087
Lafayette	1,671,976	70	106,165	4	182,681	8	193,891	8	40,621	2	113,628	5	93,300	4	2,402,262
Muncie	1,466,402	54	364,341	13	169,026	6	353,128	13	67,285	2	115,737	4	169,503	6	2,705,422
Southern Indiana	563,770	77	33,416	5	0	0	89,292	12	10,853	1	14,699	2	21,277	3	728,307
Terre Haute	6,229,468	68	15,170	2	61,817	7	61,422	7	29,996	3	67,293	7	52,082	6	900,074
SUBTOTAL	7,313,629	59	846,521	7	750,996	6	1,223,336	10	228,216	2	602,957	5	1,448,569	12	12,414,224
GROUP 3 - Small Fixed Route															
Bedford	129,264	76	7,459	4	12,284	7	7,116	4	2,423	1	9,818	6	2,529	1	170,893
Columbus	303,503	70	22,406	5	37,351	9	30,138	7	7,074	2	32,184	7	3,078	1	435,734
East Chicago	392,674	79	0	0	16,713	3	69,009	14	0	0	0	0	18,571	4	496,967
LaPorte	234,290	72	2,144	1	29,611	9	10,177	3	21,030	6	23,055	7	6,162	2	326,469
Marion	215,125	56	48,387	13	27,524	7	17,753	5	7,907	2	59,781	16	5,855	2	382,332
Michigan City	316,920	70	20,026	4	24,005	5	25,991	6	13,645	3	49,642	11	1,001	0	451,230
New Castle	248,251	72	7,965	2	16,116	5	24,977	7	8,665	3	20,764	6	17,182	5	343,920
Richmond	338,200	65	7,376	1	38,106	7	22,642	4	4,787	1	103,815	20	3,887	1	518,813
Washington	17,469	40	10,504	24	4,352	10	1,977	5	2,184	5	6,287	14	599	1	43,372
SUBTOTAL	2,195,696	69	126,267	4	206,062	7	209,780	7	67,715	2	305,346	10	58,863	2	3,169,729
GROUP 4 - Demand Response and County															
Elkhart	25,012	8	0	0	0	0	5,395	2	0	0	0	0	293,792	91	324,199
Goshen	47,435	60	1,055	1	6,359	8	2,814	4	782	1	12,921	16	7,321	9	78,687
Huntingburg	11,020	73	428	3	1,541	10	374	2	0	0	1,703	11	53	0	15,119
KIRPC	293,112	58	49,349	10	53,761	11	7,555	1	7,417	1	45,660	9	49,682	10	506,536
Kosciusko County	335,036	61	4,836	1	36,516	7	38,251	7	8,692	2	25,937	5	103,651	19	552,919
LCEOC	526,953	63	60,758	7	86,259	10	24,685	3	23,953	3	96,528	12	17,118	2	836,254
Madison County	26,423	21	0	0	0	0	0	0	0	0	0	0	97,221	79	123,644
Mitchell	29,707	61	10,821	22	2,835	6	401	1	3,386	7	1,721	4	141	0	49,012
Monroe County	184,508	53	8,250	2	0	0	50,600	15	2,590	1	36,581	11	65,457	19	347,986
Region 14	0	0	118,055	37	0	0	0	0	0	0	0	0	204,033	63	322,088
Seymour	8,965	20	4,000	9	0	0	0	0	0	0	0	0	32,581	72	45,546
Trade Winds	541,712	56	9	0	94,766	10	124,409	13	0	0	31,205	3	173,419	18	965,520
Union County	59,592	66	10,433	11	9,796	11	684	1	2,600	3	6,994	8	741	1	90,840
Waveland	32,136	56	3,406	6	7,170	13	0	0	3,335	6	3,668	6	7,590	13	57,305
SUBTOTAL	2,121,611	49	271,400	6	299,003	7	255,168	6	52,755	1	262,918	6	1,052,800	24	4,315,655
TOTAL	38,935,460	69	3,359,588	6	3,173,443	6	3,888,515	7	1,167,136	2	2,504,633	4	3,022,943	5	56,051,718
NICTD ^(b)															15,665,291
GRAND TOTAL															71,717,009

(a) Category as a percent of system's total expenditures.

(b) NICTD reported separately as its rail operations are not comparable to bus services provided by other 35 Indiana systems.

TABLE 9/FIGURE 6

STATEWIDE OPERATING REVENUES BY CATEGORY: 1985 -1989

(Revenues expressed in millions)

	1985	%	1986	%	1987	%	1988	%	1989	%
Fares	\$19.6	32	\$19.9	31	\$19.0	28	\$20.2	31	\$21.1	29
Federal	17.1	28	18.9	30	20.4	30	17.7(a)	27	18.6	26
State	12.4	20	13.1	20	15.4	23	14.6(b)	22	17.0	24
Local	9.7	16	10.3	16	11.4	17	11.4	17	13.5	19
Other	2.1	4	1.8	3	1.8	2	1.8	3	1.5	2
TOTAL	\$60.9	100	\$64.0	100	\$68.0	100	\$65.7	100	\$71.7	100

(a) Federal revenue includes \$174,618 from non-UMTA sources.

(b) State revenue includes \$114,137 from non-PMTF sources.

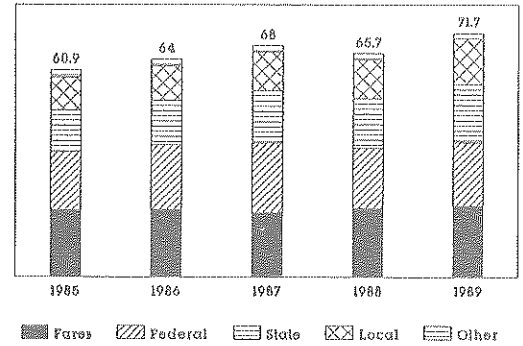
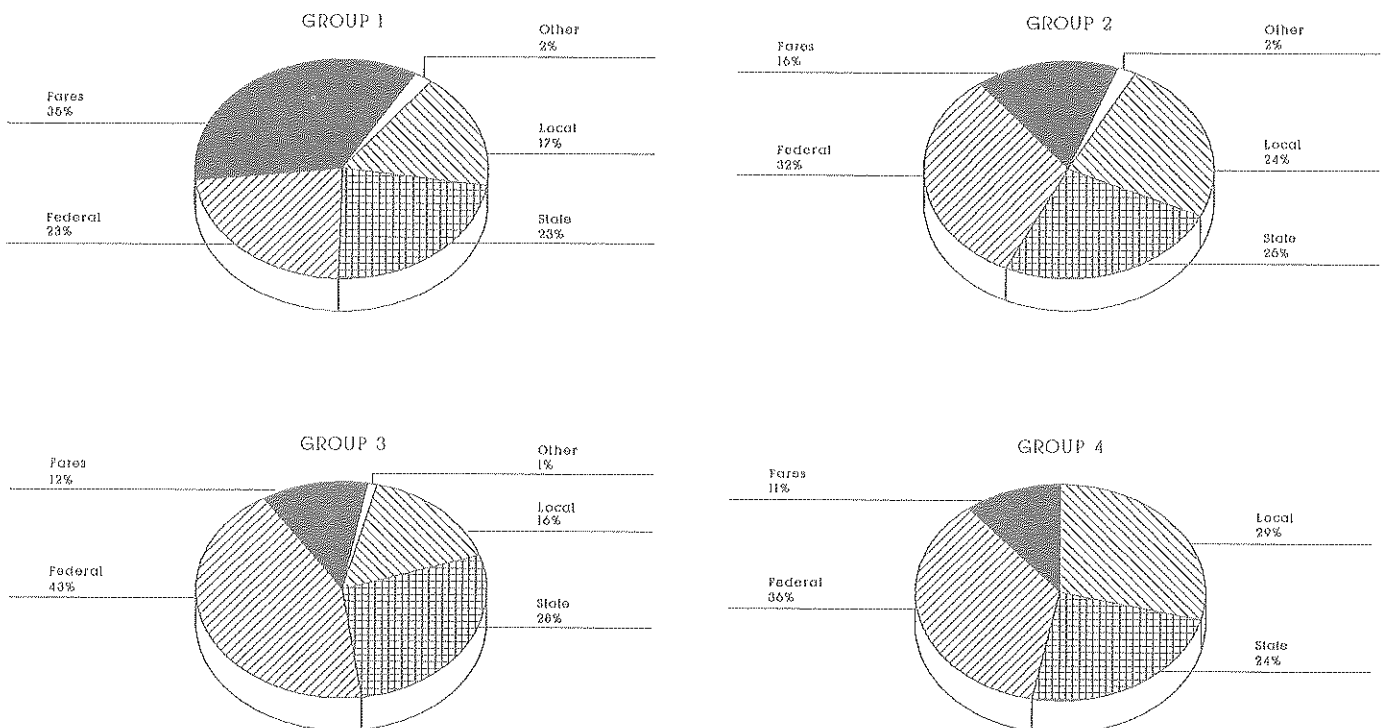


FIGURE 7

OPERATING REVENUES BY GROUP: 1989



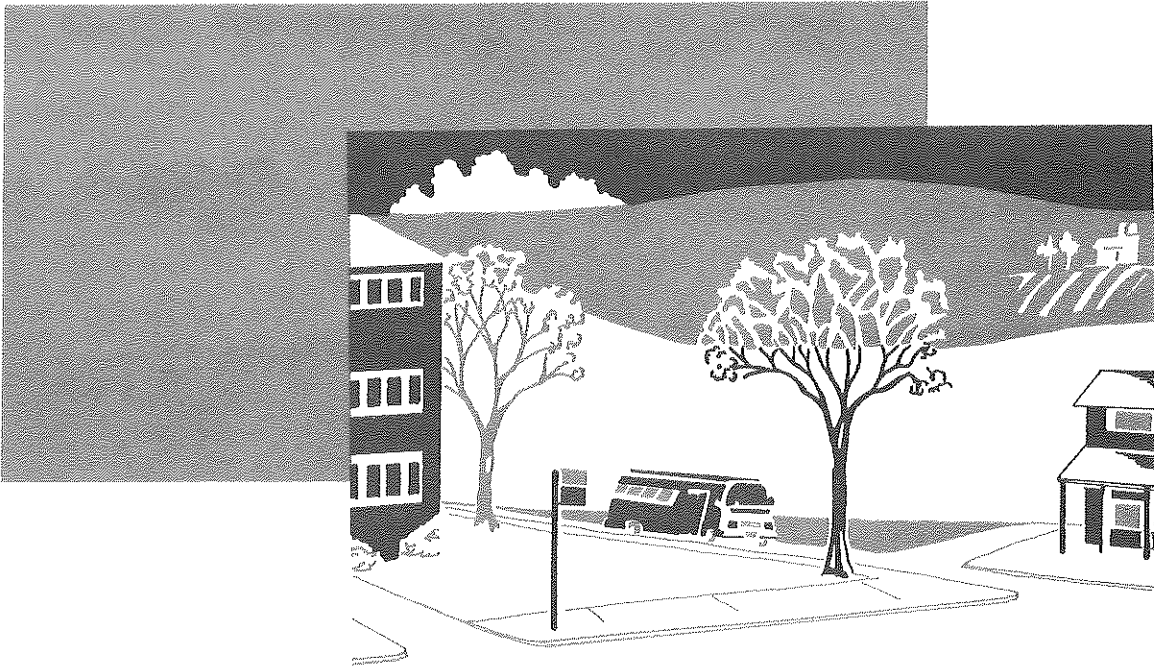
TRANSIT SYSTEM OPERATING REVENUES BY CATEGORY: 1989

SYSTEM	FARES	% ^(a)	FEDERAL	%	STATE	%	LOCAL	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route											
Fort Wayne	849,042	15	1,333,916	24	1,214,771	22	1,846,336	33	360,463	6	5,604,528
Gary	1,097,776	21	1,916,824	37	891,230	17	1,269,108	24	48,850	1	5,223,788
Indianapolis	7,234,736	36	3,904,681	19	4,552,829	22	4,164,700	20	485,520	2	20,342,466
NICTD	8,041,875	51	3,373,343	22	4,233,303	27	0	0	16,770	0	15,665,291
South Bend	999,546	20	1,172,200	24	1,132,225	23	1,423,425	29	253,932	5	4,981,328
SUBTOTAL	18,222,975	35	11,700,964	23	12,024,358	23	8,703,569	17	1,165,535	2	51,817,401
GROUP 2 - Medium Fixed Route											
Anderson	100,468	8	544,106	42	279,841	21	376,091	29	4,174	0	1,304,680
Bloomington	147,517	12	478,185	37	237,933	19	285,607	22	126,642	10	1,275,884
Evansville	513,207	23	852,836	38	664,123	30	188,713	8	31,629	1	2,250,508
Hammond	190,010	22	280,143	33	283,386	33	89,308	11	4,240	1	847,087
Lafayette	503,028	21	660,676	28	462,588	19	671,744	28	104,226	4	2,402,262
Muncie	273,208	10	750,212	28	591,954	22	1,080,125	40	9,923	0	2,705,422
Southern Indiana	73,937	10	99,778	14	314,052	43	240,540	33	0	0	728,307
Terre Haute	194,562	22	349,595	39	269,671	30	81,449	9	4,797	1	900,074
SUBTOTAL	1,995,937	16	4,015,531	32	3,103,548	25	3,013,578	24	285,631	2	12,414,226
GROUP 3 - Small Fixed Route											
Bedford	20,857	12	73,493	43	48,700	28	24,793	1	3,050	2	170,893
Columbus	41,110	9	197,312	45	119,211	27	78,101	18	0	0	435,734
East Chicago	0	0	234,618	47	131,174	26	131,175	26	0	0	496,967
LaPorte	67,206	21	127,056	39	99,275	30	27,782	9	5,150	2	326,469
Marion	28,637	7	175,341	46	102,778	27	72,563	19	3,013	1	382,332
Michigan City	77,173	17	186,554	41	132,338	29	54,215	12	950	0	451,230
New Castle	23,367	7	157,069	43	93,425	27	63,644	19	6,415	2	343,920
Richmond	125,834	24	179,343	35	162,633	31	36,341	7	14,662	3	518,813
Washington	5,840	13	18,766	43	12,303	28	6,463	15	0	0	43,372
SUBTOTAL	390,023	12	1,349,551	43	901,837	28	495,077	16	33,240	1	3,169,729
GROUP 4 - Demand Response and County											
Elkhart	131,095	40	96,552	30	72,790	22	23,762	7	0	0	324,199
Goshen	16,644	21	30,579	39	21,840	28	9,624	12	0	0	78,687
Huntingburg	2,289	15	6,415	42	0	0	6,415	42	0	0	15,119
KIRPC	131,163	26	183,314	36	153,212	30	30,103	6	8,744	2	506,536
Kosciusko County	59,834	11	234,733	42	159,065	29	87,937	16	11,350	2	552,919
LCEOC	34,653	4	316,129	38	252,766	30	232,706	28	0	0	836,254
Madison County	16,950	14	53,347	43	35,149	28	18,198	15	0	0	123,644
Mitchell	5,338	11	21,837	45	13,587	28	8,250	17	0	0	49,012
Monroe County	26,134	8	152,250	44	82,000	24	87,602	25	0	0	347,986
Region 14	16,551	5	130,000	40	0	0	175,537	54	0	0	322,088
Seymour	6,522	14	19,182	42	0	0	19,842	44	0	0	45,546
Trade Winds	0	0	245,439	25	209,002	22	511,079	53	0	0	965,520
Union County	7,452	8	40,194	44	19,810	22	23,984	26	0	0	90,840
Waveland	7,170	13	19,950	35	0	0	30,185	53	0	0	57,305
SUBTOTAL	461,795	11	1,549,920	36	1,019,222	24	1,264,623	29	20,094	0	4,315,654
TOTAL	21,070,731	29	18,615,966	26	17,048,965	24	13,476,847	19	1,504,500	2	71,717,009

(a) Category as a percentage of system's total revenues. May not equal 100% due to rounding.

Detailed System Characteristics

SECTION 2



City of Anderson Transit System

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

CONTACT Isaiah Jackson Jr., Project Planner

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
Service Area Anderson City Limits
Service Population 66,910
Special Services Four lift-equipped demand response/10 lift-equipped fixed route

SERVICE HOURS

Monday-Friday 6:00 am - 7:00 pm
Saturday 9:00 am - 4:00 pm
Sunday No Service
Special Holiday Schedule 8:00 am - 4:00 pm
Holidays Without Service 6

PERSONNEL

Operations
Maintenance
General Administration
Total

FULL-TIME

21
6
7
34

PART-TIME

6
3
1
10

FARES (\$)

Base 0.50
Youth 0.50
E & H 0.25
Transfer Free
Zone N/A
Other Pass \$18.00/Month
Shop and Ride Pass: 1 ride free with purchase
Nifty-lift Demand Response \$1.00/Ride
Preschool free

FUEL CONSUMPTION

Gallons Fuel 90,371
Fuel Reserve 40 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
2	1988	MV	Ford	Diesel	12	0	2
1	1985	Van	GMC	Gas	8	0	0
2	1984	MV	Chevrolet	Diesel	14	0	2
10	1981	Bus	TMC	Diesel	29	44	10
15	Total						

Group: 2

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	437,514
Other Salaries/Wages	273,497
Fringe Benefits	265,083
Services	99,911
Materials & Supplies	144,564
Utilities	17,959
Casualty/Liability Costs	56,739
Purchased Transportation	0
Other Expenses	9,413
Total	\$ 1,304,680
Reconciling Items	3,597
Revenue Summary: (\$)	
Fare Revenue	100,468
Charter/Other Revenue	4,174
Local Assistance	376,091
State Assistance	279,841
Federal Assistance	544,106
Total	\$ 1,304,680
Capital Grant Awards: (\$)	
Local	16,520
State PMTF	0
Federal	66,080
Total	\$ 82,600
Operating Subsidy	\$ 1,200,038
Locally Derived Income	\$ 477,780
Operating Income	\$ 101,688

SERVICE STATISTICS

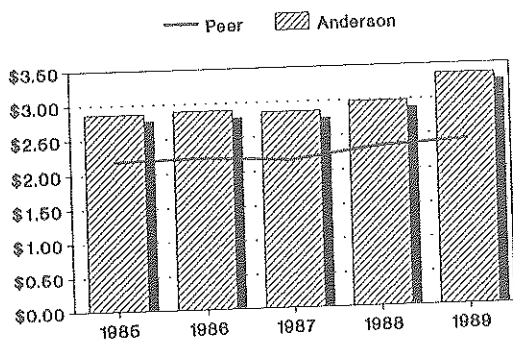
Total Passengers	234,004
Total Vehicle Miles (TVM)	387,917
Revenue Vehicle Miles (RVM)	374,857
Peak Hour Fleet	10
Base Fleet	10
Road Calls	19

PERFORMANCE MEASURES

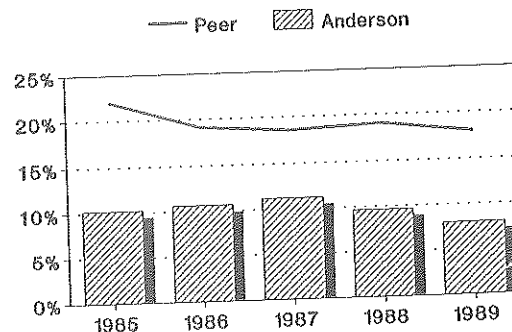
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	3.36	2.40
Veh. Miles between Road Calls*	20,417	3,897
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.60	1.11
Passenger Trips/Capita	3.50	8.82
Cost Effectiveness:		
Operating Expense/Passenger Trip	5.58	2.17
Subsidy/Passenger Trip	5.13	1.77
Fare Revenue/Passenger Trips	0.43	0.35
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.08	0.18
Local Investment/Operating Expense	0.37	0.43

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

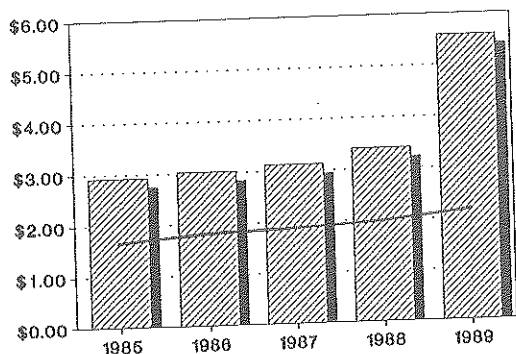
Expense per Vehicle Mile



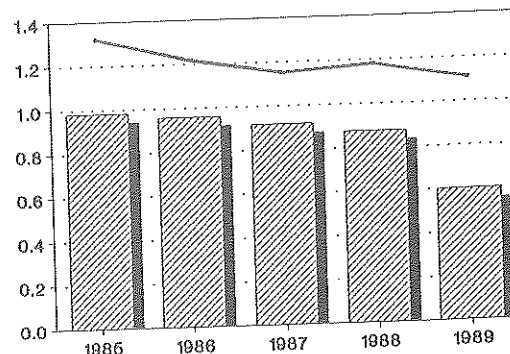
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Transit Authority of Stone City

1102 16th Street
Bedford, IN 47421
(812) 275-1631



CONTACT Myra Wilson, Office Manager

GENERAL INFORMATION

Type of Service Fixed Route
Service Area Bedford City Limits
Service Population 14,410
Special Services One lift-equipped bus

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
Saturday 10:00 am - 4:00 pm
Sunday No service
Special Holiday Schedule 10:00 am - 4:00 pm
Holidays Without Service 10

PERSONNEL	FULL-TIME	PART-TIME
Operations	3	2
Maintenance	0	1
General Administration	0	2
Total	3	5

FARES (\$)

Base 0.75
Youth 0.75
E & H 0.50
Transfer Free
Zone N/A
Other Token \$6.00/10 Rides
Token for elderly \$4.00/10 Rides

FUEL CONSUMPTION

Gallons Fuel 12,488
Fuel Reserve 40 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
1	1988	BOC	Ford/Carpenter	Gas	15	10	0
1	1988	BOC	Ford/Carpenter	Gas	13	10	0
1	1988	BOC	Ford/Carpenter	Gas	11	10	1
3	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	69,987
Other Salaries/Wages	38,591
Fringe Benefits	20,686
Services	7,459
Materials & Supplies	19,400
Utilities	2,423
Casualty/Liability Costs	9,818
Purchased Transportation	0
Other Expenses	2,529
Total	\$ 170,893
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	20,857
Charter/Other Revenue	3,050
Local Assistance	24,793
State Assistance	48,700
Federal Assistance	73,493
Total	\$ 170,893
Capital Grant Awards: (\$)	
Local	0
State PMTF	0
Federal	0
Total	\$ 0
Operating Subsidy	\$ 146,986
Locally Derived Income	\$ 48,700
Operating Income	\$ 23,907

SERVICE STATISTICS

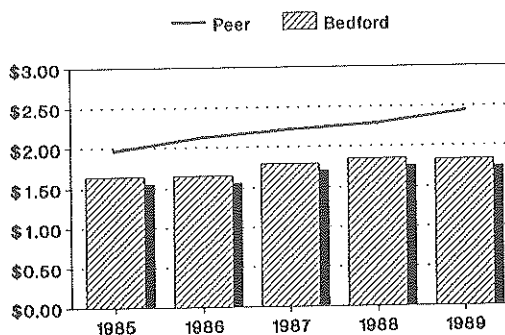
Total Passengers	43,595
Total Vehicle Miles (TVM)	93,112
Revenue Vehicle Miles (RVM)	92,586
Peak Hour Fleet	2
Base Fleet	2
Road Calls	2

PERFORMANCE MEASURES

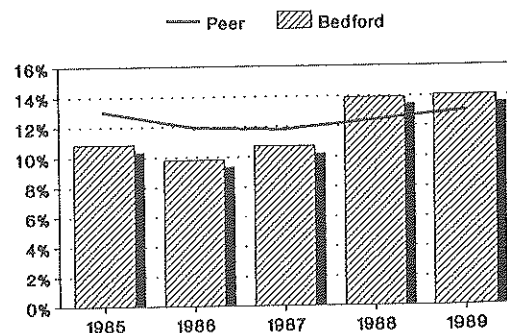
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.84	2.44
Veh. Miles between Road Calls*	46,556	13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.47	0.96
Passenger Trips/Capita	3.03	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	3.92	2.53
Subsidy/Passenger Trip	3.37	2.19
Fare Revenue/Passenger Trips	0.48	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.14	0.13
Local Investment/Operating Expense	0.28	0.29

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

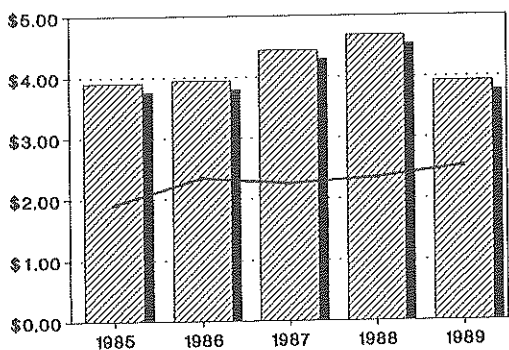
Expense per Vehicle Mile



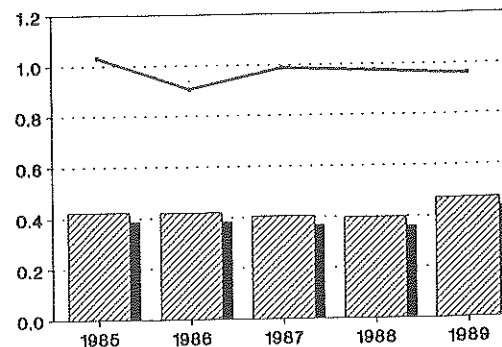
Farebox Recovery



Operating Expense per Passenger Trips

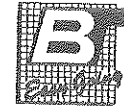


Passenger Trips per Vehicle Mile



Bloomington Public Transportation Corporation

800 E. Miller Dr.
 Bloomington, IN 47401
 (812) 332-5688



CONTACT David Gionet, General Manager

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area Bloomington Metropolitan Area
 Service Population 52,044
 Special Services Demand Response Handicapped

SERVICE HOURS

Monday-Friday 6:10 am - 8:45 pm
 Saturday 7:35 am - 6:45 pm
 Sunday No service
 Special Holiday Schedule None
 Holidays Without Service 5

PERSONNEL

	FULL-TIME	PART-TIME
Operations	23	6
Maintenance	3	2
General Administration	3	0
Total	29	8

FARES (\$)

Base 0.50
 Youth 0.25
 E & H 0.25
 Transfer 0.10 (a)
 Zone N/A
 Other Pass \$20.00/Month, \$65.00/Semester
 Handicapped Pass \$8.00/Month
 Discount Tickets \$10.00/25 Rides
 Youth, E&H Discount Tickets \$5.00/25 Rides

FUEL CONSUMPTION

Gallons Fuel 140,960
 Fuel Reserve 5 Days

(a) Transfers are to Rural Transit and Indiana University bus service

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
2	1989	Bus	Orion	Diesel	42	41	0
6	1985	Bus	Blue Bird	Diesel	32	30	0
1	1982	BOC	Ford	Gas	21	15	0
1	1982	BOC	Wayne	Gas	21	15	0
2	1981	Bus	TMC	Diesel	31	30	0
4	1980	Bus	TMC	Diesel	31	30	0
2	1972	Bus	GMC	Diesel	31	30	0
18	Total						

Group: 2

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	464,120
Other Salaries/Wages	158,682
Fringe Benefits	90,861
Services	134,240
Materials & Supplies	215,431
Utilities	19,029
Casualty/Liability Costs	89,755
Purchased Transportation (b)	97,639
Other Expenses	6,127
Total	\$ 1,275,884
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	147,517
Charter/Other Revenue	126,642
Local Assistance	285,607
State Assistance	237,933
Federal Assistance	478,185
Total	\$ 1,275,884
Capital Grant Awards: (\$)	
Local	222,229
State PMTF	0
Federal	240,000
Total	\$ 462,229
Operating Subsidy	\$ 1,001,725
Locally Derived Income	\$ 559,766
Operating Income	\$ 274,159

SERVICE STATISTICS

Total Passengers	556,607
Total Vehicle Miles (TVM)	558,829
Revenue Vehicle Miles (RVM)	489,514
Peak Hour Fleet	16
Base Fleet	12
Road Calls	107

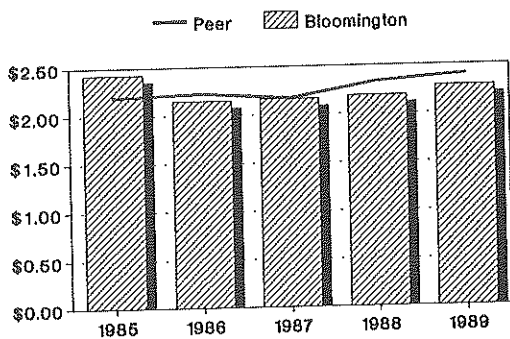
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.28	2.40
Veh. Miles between Road Calls*	5,223	3,897
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.00	1.11
Passenger Trips/Capita	10.69	8.82
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.29	2.17
Subsidy/Passenger Trip	1.80	1.77
Fare Revenue/Passenger Trips	0.27	0.35
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.21	0.18
Local Investment/Operating Expense	0.44	0.43

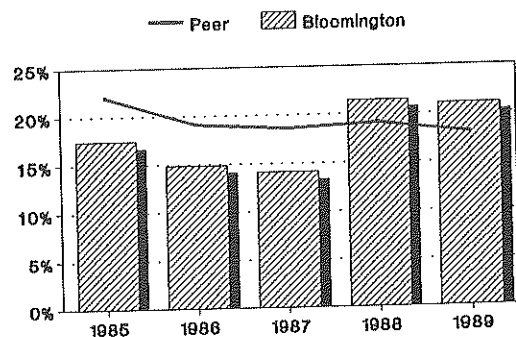
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(b) Service contracted to Area 10 Agency On Aging

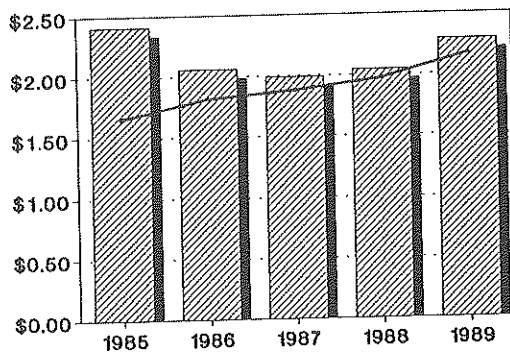
Expense per Vehicle Mile



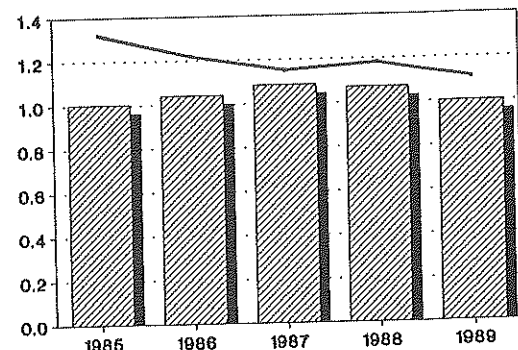
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



Columbus Transit

2250 Kreutzer Dr.
Columbus, IN 47201
(812) 376-2506

Columbus

CONTACT Noel Taylor, Transit Manager

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area Columbus City Limits
 Service Population 30,614
 Special Services Dial-A-Bus demand response/Seven lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 7:00 pm
 Saturday 7:00 am - 7:00 pm
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	6	10
Maintenance	1	0
General Administration	0	2
Total	7	12

FARES (\$)

Base 0.25
 Youth 0.25
 E & H 0.25
 Transfer N/A
 Zone N/A
 Other Dial-a-bus E&H \$0.25/Ride

FUEL CONSUMPTION

Gallons Fuel 32,023
 Fuel Reserve 38 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
5	1987	Bus	Skillcraft	Diesel	23	16	5
1	1982	BOC	Wayne	Diesel	14	4	1
2	1977	Bus	Mercedes	Diesel	17	8	1
8	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	215,617
Other Salaries/Wages	20,954
Fringe Benefits	66,932
Services	22,406
Materials & Supplies	67,489
Utilities	7,074
Casualty/Liability Costs	32,184
Purchased Transportation	0
Other Expenses	3,078
Total	\$ 435,734
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	41,110
Charter/Other Revenue	0
Local Assistance	78,101
State Assistance	119,211
Federal Assistance	197,312
Total	\$ 435,734
Capital Grant Awards: (\$)	
Local	0
State PMTF	0
Federal	0
Total	\$ 0
Operating Subsidy	\$ 394,624
Locally Derived Income	\$ 119,211
Operating Income	\$ 41,110

SERVICE STATISTICS

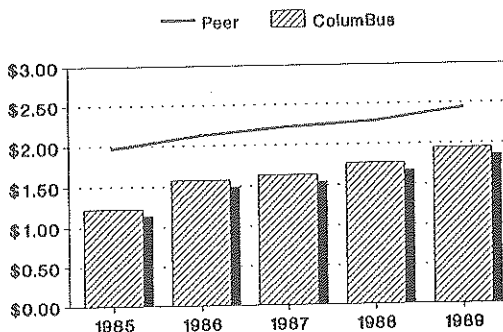
Total Passengers	153,306
Total Vehicle Miles (TVM)	223,751
Revenue Vehicle Miles (RVM)	219,529
Peak Hour Fleet	5
Base Fleet	5
Road Calls	0

PERFORMANCE MEASURES

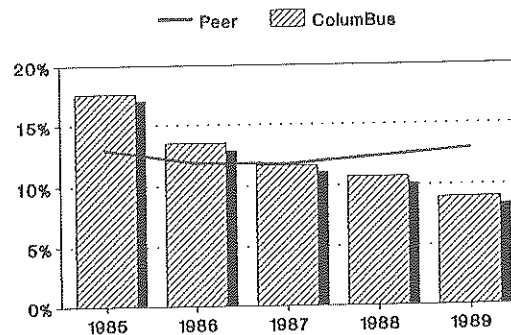
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.95	2.44
Veh. Miles between Road Calls*	N/A	13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.69	0.96
Passenger Trips/Capita	5.01	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.84	2.53
Subsidy/Passenger Trip	2.57	2.19
Fare Revenue/Passenger Trips	0.27	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.09	0.13
Local Investment/Operating Expense	0.27	0.29

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

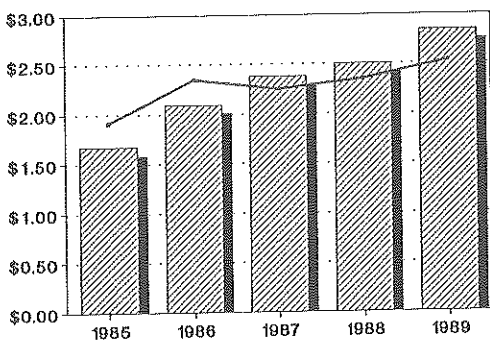
Expense per Vehicle Mile



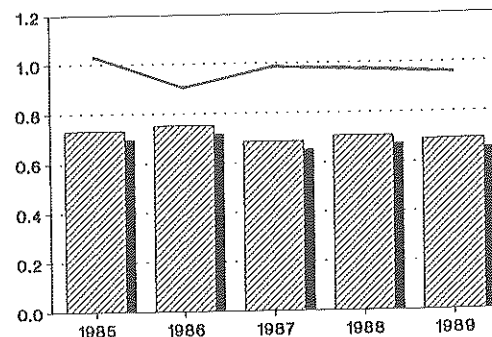
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



East Chicago Public Transit

5400 Cline Avenue
 East Chicago, IN 46312
 (219) 391-8465



CONTACT Johnny Florence, General Manager

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area East Chicago City Limits
 Service Population 39,787
 Special Services One lift-equipped vehicle

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday 10:00 am - 4:00 pm
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	11	0
Maintenance	2	3
General Administration	4	0
Total	17	3

FARES (\$)

Base Free
 Youth Free
 E & H Free
 Transfer Free
 Zone N/A
 Other N/A

FUEL CONSUMPTION

Gallons Fuel 25,547
 Fuel Reserve 2 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
3	1988	Bus	Skillcraft	Diesel	31	20	0
1	1984	MV	Chevrolet	Gas	12	0	1
1	1984	Van	Chevrolet	Gas	12	0	0
3	1980	Bus	TMC	Diesel	33	12	0
8	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	137,218
Other Salaries/Wages	169,458
Fringe Benefits	85,998
Services	0
Materials & Supplies	85,722
Utilities	0
Casualty/Liability Costs	0
Purchased Transportation	0
Other Expenses	18,571
Total	\$ 496,967
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	0
Charter/Other Revenue	0
Local Assistance	131,175
State Assistance	131,174
Federal Assistance	234,618
Total	\$ 496,967
Capital Grant Awards: (\$)	
Local	10,000
State PMTF	1,465
Federal	40,000
Total	\$ 51,465
Operating Subsidy	\$ 496,967
Locally Derived Income	\$ 131,175
Operating Income	\$ 0

SERVICE STATISTICS

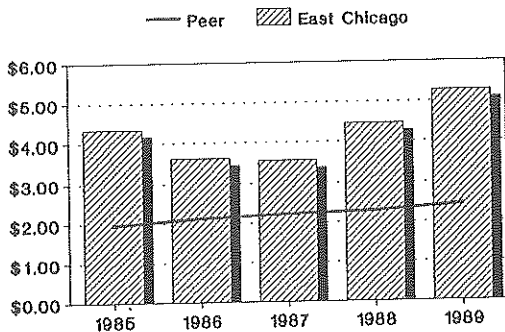
Total Passengers	202,435
Total Vehicle Miles (TVM)	94,373
Revenue Vehicle Miles (RVM)	79,143
Peak Hour Fleet	2
Base Fleet	3
Road Calls	41

PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	5.27	2.44
Veh. Miles between Road Calls*	2,302	13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	2.15	0.96
Passenger Trips/Capita	5.09	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.45	2.53
Subsidy/Passenger Trip	2.45	2.19
Fare Revenue/Passenger Trips	0.00	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.00	0.13
Local Investment/Operating Expense	0.26	0.29

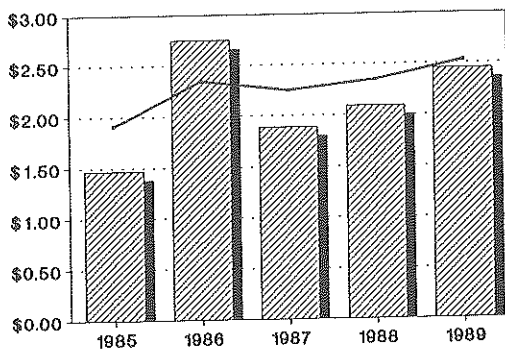
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

Expense per Vehicle Mile

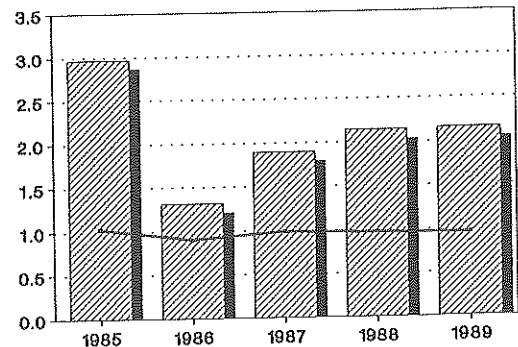


(Agency collects no fare revenue.)

Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Heart City Rider

Michiana Area Council of Governments
 1120 County-City Building
 South Bend, IN 46601
 (219) 287-1829



CONTACT Sandra Chelminiak, Chief Transportation Planner

GENERAL INFORMATION

Type of Service Demand Response
 Service Area City of Elkhart
 Service Population 41,305
 Special Services Six lift-equipped vans

SERVICE HOURS

Monday-Friday 12:00 am - 12:00 am
 Saturday 12:00 am - 12:00 am
 Sunday 12:00 am - 12:00 am
 Special Holiday Schedule None
 Holidays Without Service 0

PERSONNEL

	FULL-TIME	PART-TIME
Operations	48	6
Maintenance	4	1
General Administration	8	7
Total	60	14

FARES (\$)

Base 2.40
 Youth 2.40
 E & H 1.10
 Transfer N/A
 Zone \$1.20 per mile after the first mile (all riders)
 Other Handicapped fare \$5.00 for first 3 miles, plus \$5.00 load fee

FUEL CONSUMPTION

Gallons Fuel 12,790
 Fuel Reserve 20 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
1	1989	MV	Ford	Gas	4	0	2
5	1988	Sedan	Chevrolet	Gas	4	0	0
1	1988	MMV	Dodge	Gas	4	0	1
10	1987	Sedan	Chevrolet	Gas	4	0	0
2	1986	Sedan	Chevrolet	Gas	4	0	0
1	1986	MV	Dodge	Gas	4	0	0
1	1985	Sedan	Chevrolet	Gas	4	0	2
4	1984	Sedan	Chevrolet	Gas	4	0	0
1	1984	MV	Ford	Gas	4	0	0
1	1983	MV	Dodge	Gas	3	0	1
1	1982	SW	Ford	Gas	4	0	2
28	Total				4	0	0

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	0
Other Salaries/Wages	16,126
Fringe Benefits	8,886
Services	0
Materials & Supplies	5,395
Utilities	0
Casualty/Liability Costs	0
Purchased Transportation (a)	270,525
Other Expenses	23,267
Total	\$ 324,199
Reconciling Items	720

Revenue Summary: (\$)

Fare Revenue	131,095
Charter/Other Revenue	0
Local Assistance	23,762
State Assistance	72,790
Federal Assistance	96,552
Total	\$ 324,199

Capital Grant Awards: (\$)

Local	8,190
State PMTF	8,190
Federal	65,520
Total	\$ 81,900

Operating Subsidy	\$ 193,104
Locally Derived Income	\$ 154,137
Operating Income	\$ 130,375

SERVICE STATISTICS

Total Passengers	77,146
Total Vehicle Miles (TVM)	147,069
Revenue Vehicle Miles (RVM)	147,069
Peak Hour Fleet	28
Base Fleet	28
Road Calls	0

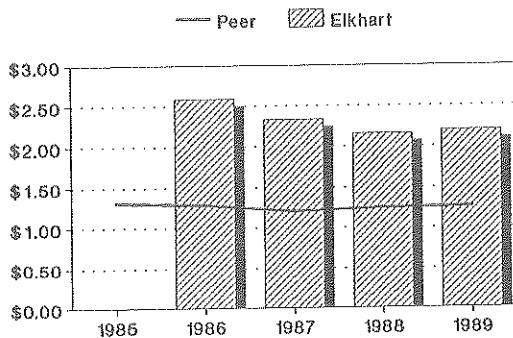
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.20	1.26
Veh. Miles between Road Calls*	N/A	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.52	0.26
Passenger Trips/Capita	1.87	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	4.20	4.90
Subsidy/Passenger Trip	2.50	4.35
Fare Revenue/Passenger Trips	1.70	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.40	0.11
Local Investment/Operating Expense	0.48	0.40

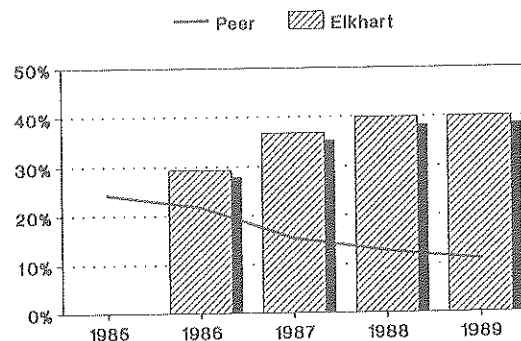
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Subsidized fare contract with ACE Cab Co. and Health Ride System
(b) Agency began operations in 1985

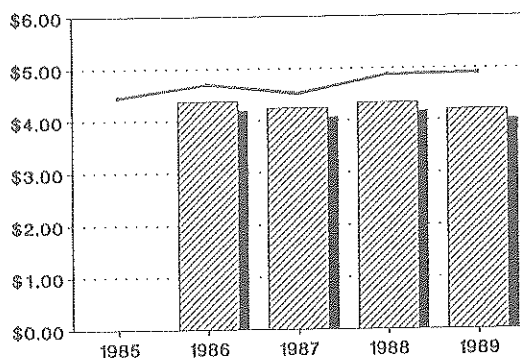
Expense per Vehicle Mile^(b)



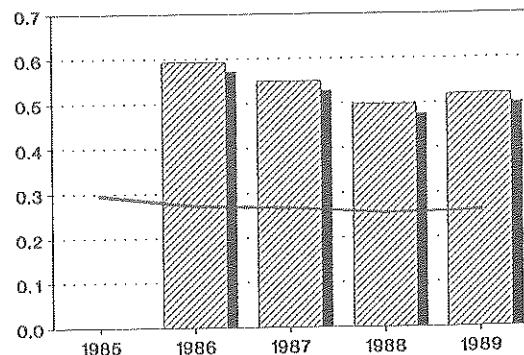
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Metropolitan Evansville Transit System

601 John Street
 Evansville, IN 47713
 (812) 423-4856



CONTACT John A. Connell, Transit Director

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area Evansville Metropolitan Area
 Service Population 130,496
 Special Services Contract with Williams Transportation Services dba S.O.S. (Spirit of Services)

SERVICE HOURS

Monday-Friday 5:45 am - 6:20 pm
 Saturday 5:45 am - 6:05 pm
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	47	6
Maintenance	5	3
General Administration	7	8
Total	59	17

FARES (\$)

Base	0.50
Youth	0.25
E & H	0.25
Transfer	0.10
Zone	N/A
Other	Token \$0.45/Ride; E&H \$0.00-0.25/Ride; Williams Transportation Co., Inc. \$1.25/Ride Student Ticket \$0.25/Ride; Trolley Fare \$0.10

FUEL CONSUMPTION

Gallons Fuel	240,490
Fuel Reserve	28 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
5	1989	VAN	Chevrolet	Gas	8	0	0
5	1989	MV	Ford	Gas	16	0	5
1	1986	Trolley	Chance	Diesel	24	0	0
2	1985	Trolley	Chance	Diesel	24	0	0
7	1984	Bus	Blue Bird	Diesel	30	20	0
16	1981	Bus	TMC	Diesel	30	20	0
36	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	778,913
Other Salaries/Wages	173,799
Fringe Benefits	293,419
Services	64,706
Materials & Supplies	479,689
Utilities	33,254
Casualty/Liability Costs	137,399
Purchased Transportation (a)	267,755
Other Expenses	21,574
Total	\$ 2,250,508
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	513,207
Charter/Other Revenue	31,629
Local Assistance	188,713
State Assistance	664,123
Federal Assistance	852,836
Total	\$ 2,250,508
Capital Grant Awards: (\$)	
Local	101,100
State PMTF	0
Federal	404,400
Total	\$ 505,500
Operating Subsidy	\$ 1,705,672
Locally Derived Income	\$ 717,008
Operating Income	\$ 528,295

SERVICE STATISTICS

Total Passengers	1,548,931
Total Vehicle Miles (TVM)	1,055,761
Revenue Vehicle Miles (RVM)	817,159
Peak Hour Fleet	26
Base Fleet	26
Road Calls	516

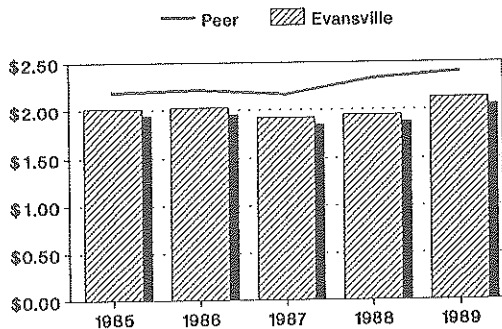
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.13	2.40
Veh. Miles between Road Calls*	2,046	3,897
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.47	1.11
Passenger Trips/Capita	11.87	8.82
Cost Effectiveness:		
Operating Expense/Passenger Trip	1.45	2.17
Subsidy/Passenger Trip	1.10	1.77
Fare Revenue/Passenger Trips	0.33	0.35
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.24	0.18
Local Investment/Operating Expense	0.32	0.43

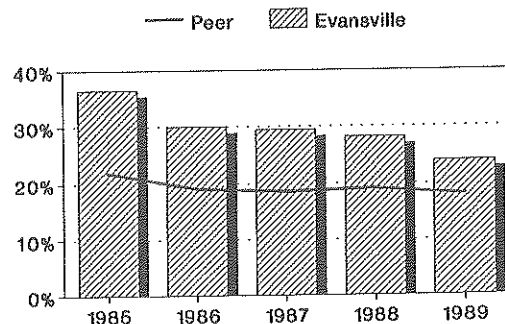
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Demand - response service contracted to Williams Trans. Services

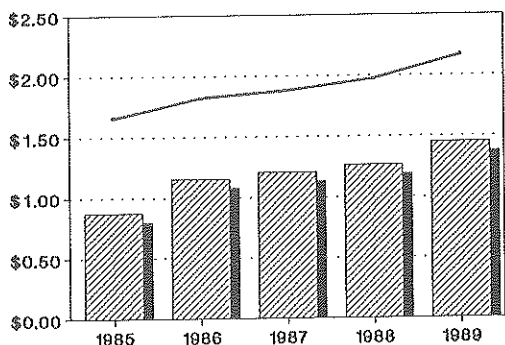
Expense per Vehicle Mile



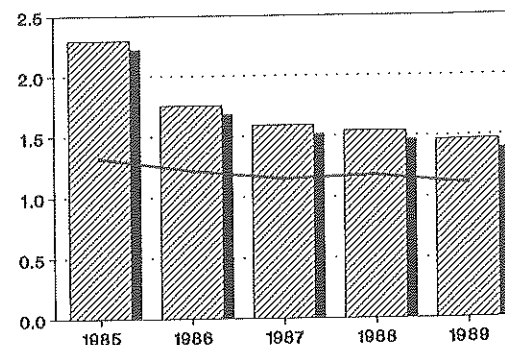
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Fort Wayne PTC

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



CONTACT Robert E. Morton, Interim General Manager

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area Fort Wayne Metropolitan Area
 Service Population 236,479
 Special Services 79 lift-equipped buses

SERVICE HOURS

Monday-Friday 5:30 am - 7:30 pm
 Saturday 8:30 am - 6:30 pm
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	69	35
Maintenance	21	5
General Administration	16	5
Total	106	45

FARES (\$)

Base 0.60
 Youth 0.40
 E & H 0.30
 Transfer 0.10 & .05
 Zone N/A
 Other

FUEL CONSUMPTION

Gallons Fuel 467,205
 Fuel Reserve 26 Days

Pass \$27.50/Month; E&H \$12.50/Month; Student Family \$27.00/Month; Student Single \$14.50/Month
 Card \$6.00/10 Rides; E&H \$3.00/10 Rides; Student \$4.00/10 Rides

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
28	1987	MV	Ford	Diesel	21	8	28
3	1987	Trolley	Chance	Diesel	24	15	0
23	1983	Bus	Flxible	Diesel	40	15	23
28	1981	Bus	GMC	Diesel	35	15	28
10	1976	Bus	GMC	Diesel	45	15	0
1	1971	Bus	GMC	Diesel	45	15	0
93	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	1,860,858
Other Salaries/Wages	942,832
Fringe Benefits	1,273,902
Services	422,230
Materials & Supplies	716,345
Utilities	76,522
Casualty/Liability Costs	225,414
Purchased Transportation	0
Other Expenses	86,425
Total	\$ 5,604,528
Reconciling Items	23,781

Revenue Summary: (\$)

Fare Revenue	849,042
Charter/Other Revenue	360,463
Local Assistance	1,846,336
State Assistance	1,214,771
Federal Assistance	1,333,916
Total	\$ 5,604,528

Capital Grant Awards: (\$)

Local	13,200
State PMTF	0
Federal	52,800
Total	\$ 66,000

Operating Subsidy	\$ 4,395,023
Locally Derived Income	\$ 3,049,191
Operating Income	\$ 1,202,855

SERVICE STATISTICS

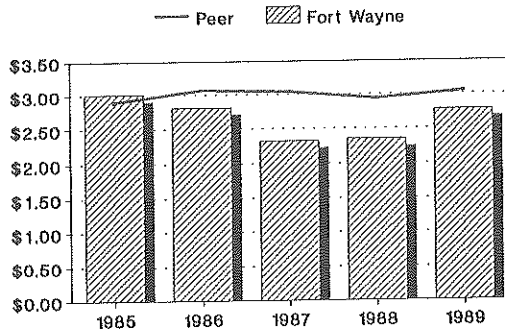
Total Passengers	2,499,072
Total Vehicle Miles (TVM)	2,018,903
Revenue Vehicle Miles (RVM)	1,893,868
Peak Hour Fleet	67
Base Fleet	24
Road Calls	890

PERFORMANCE MEASURES

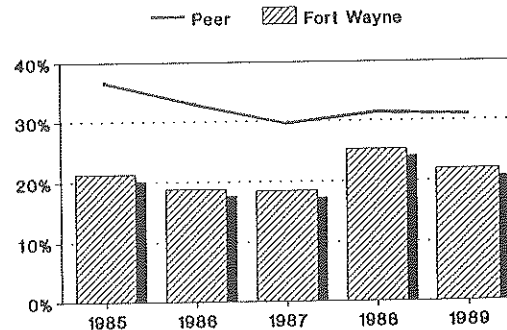
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.78	2.99
Veh. Miles between Road Calls*	2,268	2,562
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.24	1.53
Passenger Trips/Capita	10.57	14.86
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.24	1.95
Subsidy/Passenger Trip	1.76	1.34
Fare Revenue/Passenger Trips	0.34	0.55
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.22	0.31
Local Investment/Operating Expense	0.54	0.55

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

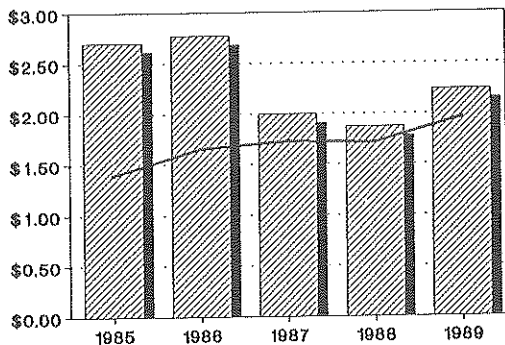
Expense per Vehicle Mile



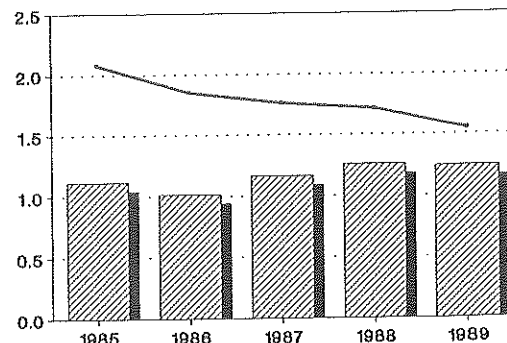
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



Gary Public Transportation Corporation

P.O. Box M-857
 100 West 4th Ave.
 Gary, IN 46401-0857
 (219) 885-7555



CONTACT James W. Holland, General Manager

GENERAL INFORMATION

Type of Service	Fixed Route
Service Area	Gary City Limits
Service Population	136,790
Special Services	13 lift-equipped buses

SERVICE HOURS

Monday-Friday	5:00 am - 11:05 pm
Saturday	5:00 am - 11:05 am
Sunday	No Service
Special Holiday Schedule	6:00 - 10:30
Holidays Without Service	0

PERSONNEL	FULL-TIME	PART-TIME
Operations	78	0
Maintenance	26	0
General Administration	11	0
Total	115	0

FARES (\$)

Base	0.75
Youth	0.50
E & H	0.35
Transfer	0.10/0.05
Zone	N/A
Other	Pass \$30.00/Month E&H Transfers \$0.05

FUEL CONSUMPTION

Gallons Fuel	467,245
Fuel Reserve	27 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
23	1982	Bus	GMC	Diesel	45	20	0
13	1980	Bus	GMC	Diesel	44	20	0
1	1976	Bus	GMC	Diesel	45	20	13
2	1968	Bus	GMC	Diesel	45	20	0
2	1968	Bus	GMC	Diesel	53	20	0
1	1967	Bus	GMC	Diesel	53	20	0
2	1967	Bus	GMC	Diesel	45	20	0
44	Total						

Group: 1

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	1,537,922
Other Salaries/Wages	954,219
Fringe Benefits	957,276
Services	487,124
Materials & Supplies	703,453
Utilities	180,062
Casualty/Liability Costs	332,842
Purchased Transportation	0
Other Expenses	70,890
Total	\$ 5,223,788
Reconciling Items	864,076
Revenue Summary: (\$)	
Fare Revenue	1,097,776
Charter/Other Revenue	48,850
Local Assistance	1,269,108
State Assistance	891,230
Federal Assistance	1,916,824
Total	\$ 5,223,788
Capital Grant Awards: (\$)	
Local	0
State PMTF	17,972
Federal	0
Total	\$ 17,972
Operating Subsidy	\$ 4,077,162
Locally Derived Income	\$ 2,415,734
Operating Income	\$ 1,146,626

SERVICE STATISTICS

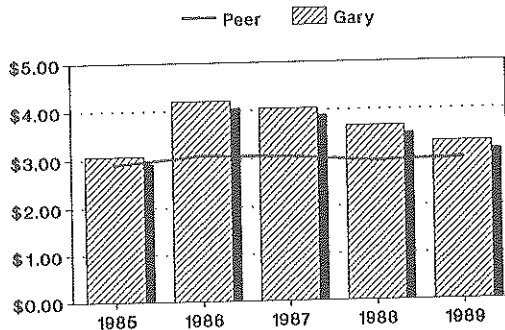
Total Passengers	2,677,197
Total Vehicle Miles (TVM)	1,578,914
Revenue Vehicle Miles (RVM)	1,505,681
Peak Hour Fleet	31
Base Fleet	30
Road Calls	995

PERFORMANCE MEASURES

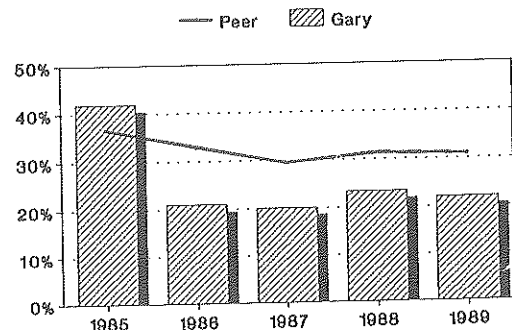
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	3.31	2.99
Veh. Miles between Road Calls*	1,587	2,562
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.70	1.53
Passenger Trips/Capita	19.57	14.86
Cost Effectiveness:		
Operating Expense/Passenger Trip	1.95	1.95
Subsidy/Passenger Trip	1.52	1.34
Fare Revenue/Passenger Trips	0.41	0.55
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.22	0.31
Local Investment/Operating Expense	0.46	0.55

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

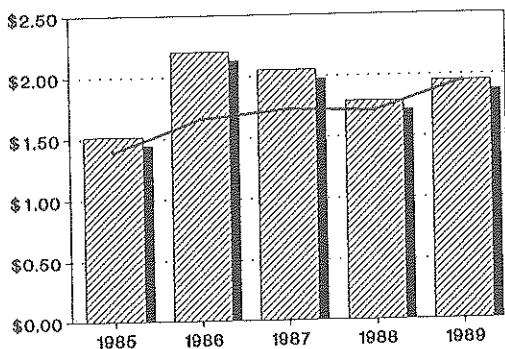
Expense per Vehicle Mile



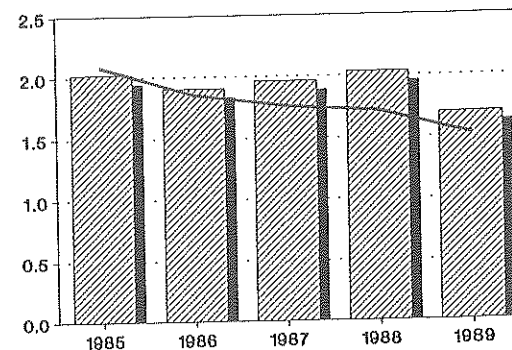
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



Goshen Transit

C/O MACOG
 1120 County City Building
 South Bend, IN 46601
 (219) 287-1829



CONTACT Sandra Chelminiak, Chief Transportation Planner

GENERAL INFORMATION

Type of Service Demand Response
 Service Area City of Goshen and contiguous developed area
 Service Population 19,665
 Special Services Three lift-equipped buses

SERVICE HOURS

Monday-Friday 7:30 am - 5:30 pm
 Saturday 7:30 am - 2:00 pm
 Sunday No Service
 Special Holiday Schedule 7:30 am - 5:30 pm
 Holidays Without Service 6

PERSONNEL	FULL-TIME	PART-TIME
Operations	2	1
Maintenance	0	0
General Administration	0	2
Total	2	3

FARES (\$)

Base 1.00
 Youth 0.50/0.25(a)
 E & H 0.50
 Transfer N/A
 Zone \$1.75 to Concord Mall; \$2.50 to Elkhart; Additional \$1.00 Outside Goshen City Limits
 Other All fares are suggested donations

FUEL CONSUMPTION

Gallons Fuel 12,158
 Fuel Reserve 23 Days

(a) With adult

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
1	1987	BOC	Supreme	Propane	17	0	2
1	1987	MV	Supreme	Propane	10	0	1
1	1982	BOC	Turtle Top	Propane	17	0	2
3	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	30,724
Other Salaries/Wages	12,434
Fringe Benefits	4,277
Services	1,055
Materials & Supplies	9,173
Utilities	782
Casualty/Liability Costs	12,921
Purchased Transportation	0
Other Expenses	7,321
Total	\$ 78,687
Reconciling Items	0

Revenue Summary: (\$)

Fare Revenue	16,644
Charter/Other Revenue	0
Local Assistance (a)	9,624
State Assistance	21,840
Federal Assistance	30,579
Total	\$ 78,687

Capital Grant Awards: (\$)

Local	7,460
State PMTF	7,460
Federal	59,680
Total	\$ 74,600

Operating Subsidy	\$ 62,043
Locally Derived Income	\$ 26,268
Operating Income	\$ 16,644

SERVICE STATISTICS

Total Passengers	20,955
Total Vehicle Miles (TVM)	54,184
Revenue Vehicle Miles (RVM)	42,675
Peak Hour Fleet	2
Base Fleet	3
Road Calls	2

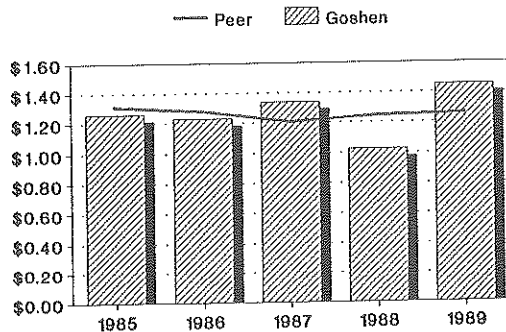
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.45	1.26
Veh. Miles between Road Calls*	27,092	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.39	0.26
Passenger Trips/Capita	1.07	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	3.76	4.90
Subsidy/Passenger Trip	2.96	4.35
Fare Revenue/Passenger Trips	0.79	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.21	0.11
Local Investment/Operating Expense	0.33	0.40

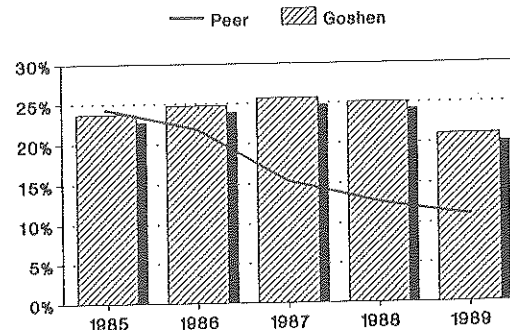
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Local assistance included \$885 from the Window Fund

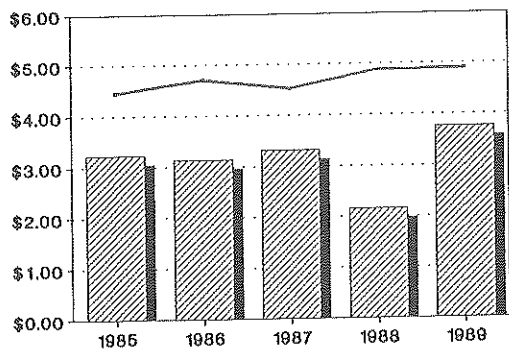
Expense per Vehicle Mile



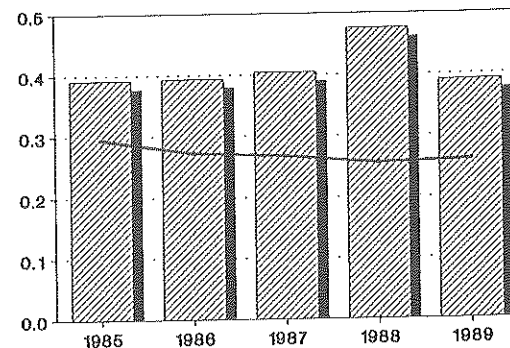
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Hammond Transit System

425 Sibley
Hammond, IN 46320
(219) 853-6401



CONTACT Pat Larson, Director

GENERAL INFORMATION

Type of Service Fixed Route
Service Area Hammond, Whiting, and adjacent areas of Illinois & Indiana
Service Population 93,714
Special Services None

SERVICE HOURS

Monday-Friday 5:30 am - 7:30 pm
Saturday 5:30 am - 7:30 pm
Sunday No Service
Special Holiday Schedule None
Holidays Without Service 6

PERSONNEL

Operations
Maintenance
General Administration
Total

FULL-TIME

18
1
5
24

PART-TIME

4
0
2
6

FARES (\$)

Base 0.80
Youth 0.55
E & H 0.40
Transfer Free
Zone N/A
Other Student Pass \$20.00/40 Rides
Handicapped Pass \$14.00/40 Rides

FUEL CONSUMPTION

Gallons Fuel 103,957
Fuel Reserve 65 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
3	1977	Bus	AM General	Diesel	44	22	0
1	1974	Bus	GMC	Diesel	53	26	0
3	1969	Bus	GMC	Diesel	45	22	0
3	1968	Bus	GMC	Diesel	45	22	0
1	1964	Bus	GMC	Diesel	53	26	0
11	Total						

Group: 2

FINANCIAL INFORMATION

Operating Expense Summary: (\$)		
Operator Salaries/Wages		0
Other Salaries/Wages	53,596	
Fringe Benefits	14,703	
Services	28,572	
Materials & Supplies	23,391	
Utilities	9,219	
Casualty/Liability Costs	7,707	
Purchased Transportation (a)	686,282	
Other Expenses	23,617	
Total	\$ 847,087	
Reconciling Items		0
Revenue Summary: (\$)		
Fare Revenue	190,010	
Charter/Other Revenue	4,240	
Local Assistance	89,308	
State Assistance	283,386	
Federal Assistance	280,143	
Total	\$ 847,087	
Capital Grant Awards: (\$)		
Local	1,840	
State PMTF	0	
Federal	7,360	
Total	\$ 9,200	
Operating Subsidy	\$ 652,837	
Locally Derived Income	\$ 283,558	
Operating Income	\$ 194,250	

SERVICE STATISTICS

Total Passengers	410,304
Total Vehicle Miles (TVM)	494,638
Revenue Vehicle Miles (RVM)	437,489
Peak Hour Fleet	9
Base Fleet	6
Road Calls	23

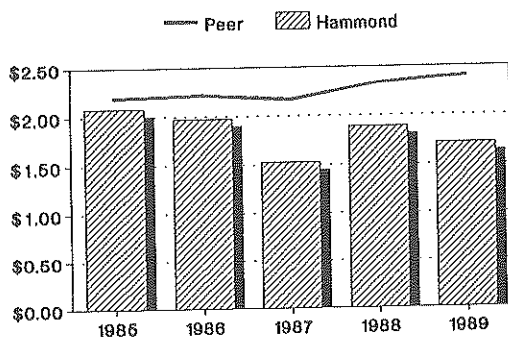
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.71	2.40
Veh. Miles between Road Calls*	21,506	3,897
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.83	1.11
Passenger Trips/Capita	4.38	8.82
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.06	2.17
Subsidy/Passenger Trip	1.59	1.77
Fare Revenue/Passenger Trips	0.46	0.35
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.23	0.18
Local Investment/Operating Expense	0.33	0.43

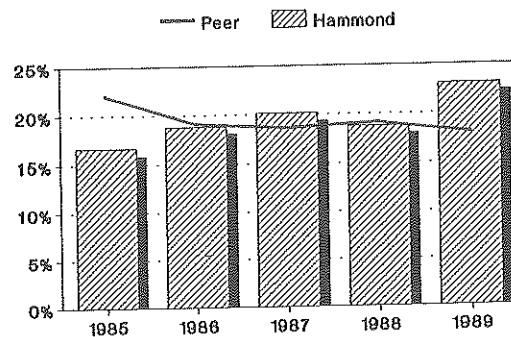
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Operations and maintenance service purchased from Hammond Yellow Cab (1/1/89 - 4/5/89) and Indiana Bus Service, Inc. (4/6/89 - 12/31/89)

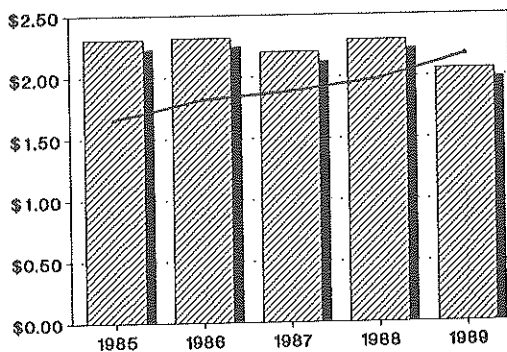
Expense per Vehicle Mile



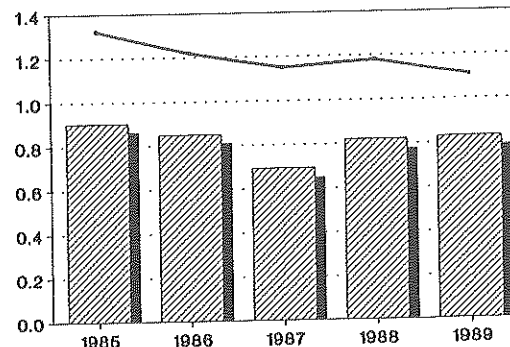
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



City of Huntingburg Transit System

511 Fourth Street
 Huntingburg, IN 47542
 (812) 683-2211

CONTACT Connie K. Nass, Mayor

GENERAL INFORMATION

Type of Service Demand Response
 Service Area City of Huntingburg
 Service Population 5,376
 Special Services One lift-equipped bus

SERVICE HOURS

Monday, Wednesday, Friday 9:00 am - 4:00 pm
 Tuesday-Thursday 10:00 am - 2:00 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	1	0
Maintenance	0	0
General Administration	0	1
Total	1	1

FARES (\$)

Base	0.50
Youth	0.50
E & H	0.50
Transfer	N/A
Zone	N/A
Other	N/A

FUEL CONSUMPTION

Gallons Fuel	1,642
Fuel Reserve	N/A

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
1	1989	MV	Braun	Gas	9	0	1
1	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)			
Operator Salaries/Wages	4,616		
Other Salaries/Wages	6,404		
Fringe Benefits	0		
Services	428		
Materials & Supplies	1,915		
Utilities	0		
Casualty/Liability Costs	1,703		
Purchased Transportation	0		
Other Expenses	53		
Total	\$ 15,119		
Reconciling Items	0		
Revenue Summary: (\$)			
Fare Revenue	2,289		
Charter/Other Revenue	0		
Local Assistance	6,415		
State Assistance	0		
Federal Assistance	6,415		
Total	\$ 15,119		
Capital Grant Awards: (\$)			
Local	5,410		
State PMTF	0		
Federal	21,638		
Total	\$ 27,048		
Operating Subsidy	\$ 12,829		
Locally Derived Income	\$ 8,704		
Operating Income	\$ 2,289		

SERVICE STATISTICS

Total Passengers	5,750
Total Vehicle Miles (TVM)	10,061
Revenue Vehicle Miles (RVM)	9,883
Peak Hour Fleet	1
Base Fleet	1
Road Calls	0

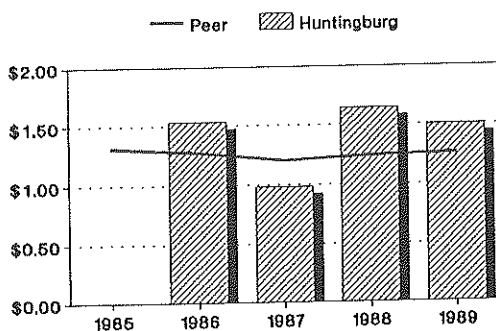
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile Veh. Miles between Road Calls*	1.50	1.26
	N/A	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.57	0.26
Passenger Trips/Capita	1.07	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.63	4.90
Subsidy/Passenger Trip	2.23	4.35
Fare Revenue/Passenger Trips	0.40	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.15	0.11
Local Investment/Operating Expense	0.58	0.40

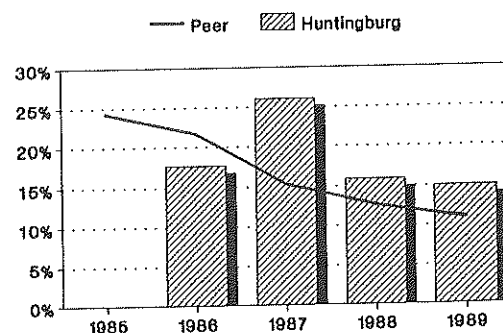
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Agency began operations in July 1986

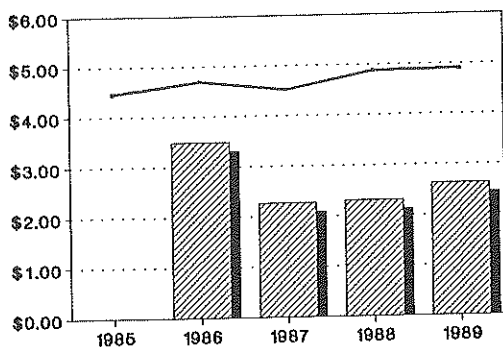
Expense per Vehicle Mile^(a)



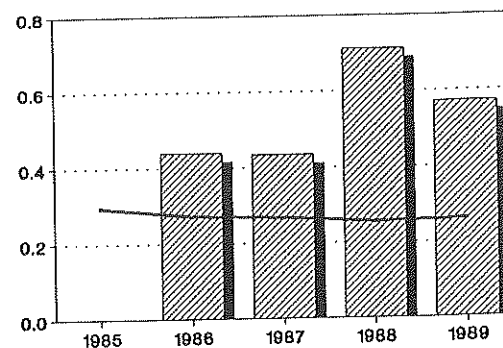
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Indianapolis Public Transportation Corporation

1501 W. Washington St.
 Indianapolis, IN 46206
 (317) 635-2100



CONTACT Steven L. Myers, Asst. Gen Mgr/Admin

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area Indianapolis Metropolitan Area
 Service Population 711,539
 Special Services Seven lift-equipped buses

SERVICE HOURS

Monday-Friday 4:55 am - 11:45 pm
 Saturday 5:10 am - 11:54 pm
 Sunday 5:25 am - 11:54 pm
 Special Holiday Schedule 5:25 am - 11:54 pm
 Holidays Without Service 0

PERSONNEL

	FULL-TIME	PART-TIME
Operations	255	40
Maintenance	101	4
General Administration	88	1
Total	444	45

FARES (\$)

Express \$1.25 Rush Hour/ N/A Non-rush Hour
 Base \$1.00 Rush Hour/ \$0.75 Non-rush Hour
 Youth \$1.00 Rush Hour/ \$0.75 Non-rush Hour
 E & H \$0.50 Rush Hour/ \$0.35 Non-rush Hour
 Transfer \$0.25 Rush Hour/ \$0.25 Non-rush Hour
 Jurisdictional \$0.25
 Other Pass \$39.50-49.50/Month
 E&H Pass \$19.75-24.75/Month
 Open Door Demand Response \$1.50/Ride
 10 Trip Ticket \$11.00

FUEL CONSUMPTION

Gallons Fuel 1,658,977
 Fuel Reserve 26 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
15	1987	Bus	Orion	Diesel	48	24	0
3	1986	Trolley	Lazy-N-Inc	Gas	40	20	0
80	1986	Bus	Orion	Diesel	48	24	0
30	1984	Bus	MAN	Diesel	72	36	0
6	1984	Trolley	TVI	Diesel	28	14	0
50	1983	Bus	Orion	Diesel	40	20	0
5	1983	Bus	Carpenter	Diesel	28	0	0
23	1982	Bus	GM/Canada	Diesel	49	25	5
20	1980	Bus	RTS/GM	Diesel	45	23	0
2	1979	Bus	Chance	Diesel	21	0	2
13	1968	Bus	GMC	Diesel	47	24	0
1	1963	Bus	GMC	Diesel	51	25	0
248	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	7,281,317
Other Salaries/Wages	4,965,539
Fringe Benefits	3,759,530
Services	940,102
Materials & Supplies	2,258,889
Utilities	486,301
Casualty/Liability Costs	538,019
Purchased Transportation	0
Other Expenses	112,769
Total	\$ 20,342,466
Reconciling Items	5,857,077
Revenue Summary: (\$)	
Fare Revenue	7,234,736
Charter/Other Revenue	485,520
Local Assistance	4,164,700
State Assistance	4,552,829
Federal Assistance	3,904,681
Total	\$ 20,342,466
Capital Grant Awards: (\$)	
Local	147,875
State PMTF	0
Federal (a)	591,500
Total	\$ 739,375
Operating Subsidy	\$ 12,622,210
Locally Derived Income	\$ 11,884,956
Operating Income	\$ 7,720,256

SERVICE STATISTICS

Total Passengers	10,242,840
Total Vehicle Miles (TVM)	6,592,655
Revenue Vehicle Miles (RVM)	5,693,026
Peak Hour Fleet	175
Base Fleet	82
Road Calls	2,380

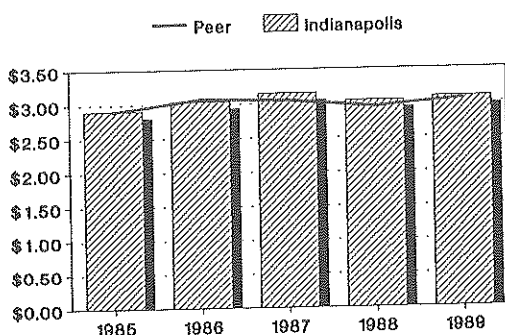
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile Veh. Miles between Road Calls*	3.09	2.99
2,770	2,562	
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.55	1.53
Passenger Trips/Capita	14.40	14.86
Cost Effectiveness:		
Operating Expense/Passenger Trip	1.99	1.95
Subsidy/Passenger Trip	1.23	1.34
Fare Revenue/Passenger Trips	0.71	0.55
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.38	0.31
Local Investment/Operating Expense	0.58	0.55

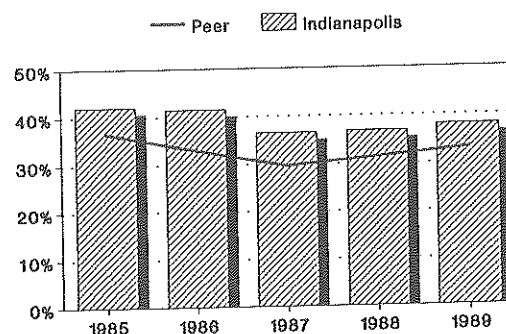
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Section 9 funds \$591,500

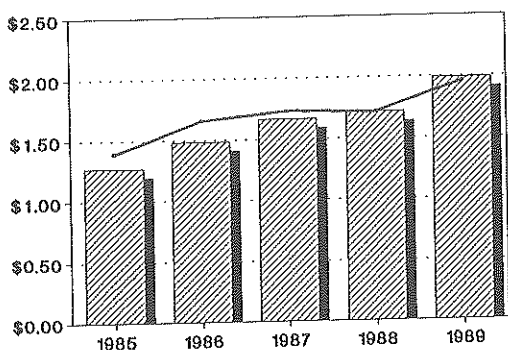
Expense per Vehicle Mile



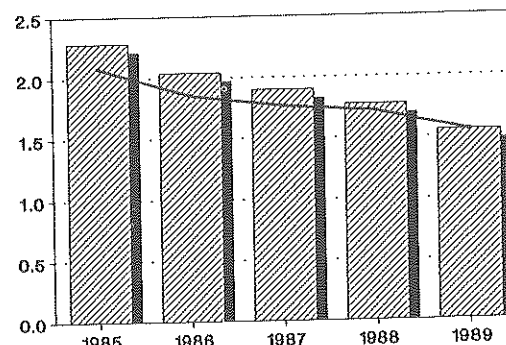
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



Arrowhead Country Public Transportation

Kankakee-Iroquois Regional Planning Commission
 115 E.4th St. P.O. Box 127
 Monon, IN 47959
 (219) 253-6658

CONTACT Stan Minnick, Project Coordinator

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Jasper, Newton, Pulaski, & Starke Counties
 Service Population 76,237
 Special Services Eight lift-equipped buses

SERVICE HOURS

Monday-Friday 8:00 am - 4:00 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 0

PERSONNEL

	FULL-TIME	PART-TIME
Operations	10	8
Maintenance	0	1
General Administration	3	15
Total	13	24

FARES (\$)

Base 0.50
 Youth 0.50
 E & H 0.50
 Transfer N/A
 Zone N/A
 Other Pass \$10.00/Month, \$100.00/Year (Pulaski Co.)
 Ticket \$5.00/12 Rides (Starke Co.)

FUEL CONSUMPTION

Gallons Fuel 63,097
 Fuel Reserve N/A

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
3	1988	SB	GMC/Carpenter	Gas	16	0	0
6	1988	SB	GMC/Carpenter	Gas	18	0	0
3	1988	SB	GMC/Carpenter	Gas	14	0	0
3	1988	MV	Dodge/Braun	Gas	9	0	3
4	1985	SW	Ford	Gas	5	0	3
1	1984	SB	Ford/Wayne	Gas	16	0	0
1	1982	MV	Chevrolet/Braun	Gas	9	0	0
2	1980	BOC	GMC/Wayne	Gas	11	0	0
1	1977	SW	Ford	Gas	6	0	2
24	Total						0

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	116,557
Other Salaries/Wages	102,640
Fringe Benefits	73,915
Services	49,349
Materials & Supplies	61,316
Utilities	7,417
Casualty/Liability Costs	45,660
Purchased Transportation	0
Other Expenses	49,682
Total	\$ 506,536
Reconciling Items	0

Revenue Summary: (\$)

Fare Revenue	131,163
Charter/Other Revenue	8,744
Local Assistance	30,103
State Assistance	153,212
Federal Assistance	183,314
Total	\$ 506,536

Capital Grant Awards: (\$)

Local	0
State PMTF	0
Federal	0
Total	\$ 0

Operating Subsidy	\$ 366,629
Locally Derived Income	\$ 161,265
Operating Income	\$ 131,162

SERVICE STATISTICS

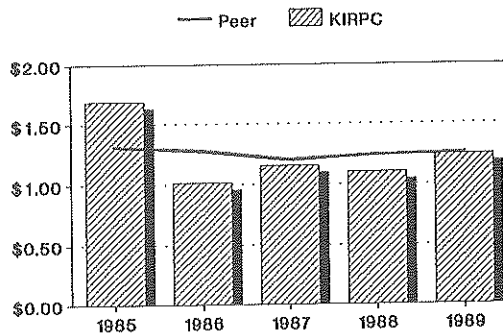
Total Passengers	116,741
Total Vehicle Miles (TVM)	405,613
Revenue Vehicle Miles (RVM)	380,424
Peak Hour Fleet	24
Base Fleet	24
Road Calls	2

PERFORMANCE MEASURES

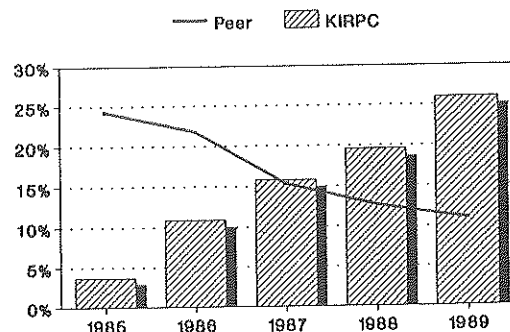
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.25	1.26
Veh. Miles between Road Calls*	202,807	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.29	0.26
Passenger Trips/Capita	1.53	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	4.34	4.90
Subsidy/Passenger Trip	3.14	4.35
Fare Revenue/Passenger Trips	1.12	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.26	0.11
Local Investment/Operating Expense	0.32	0.40

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

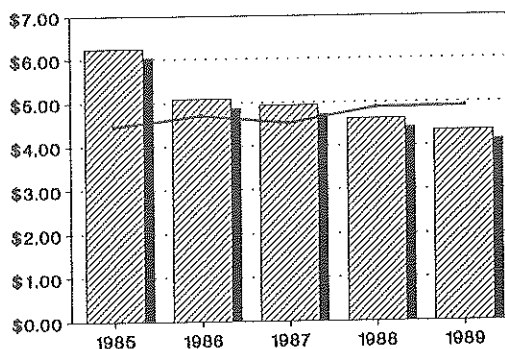
Expense per Vehicle Mile



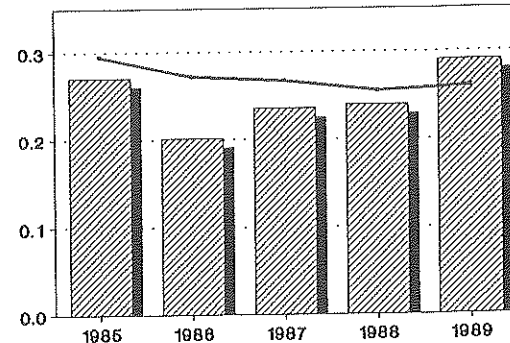
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Kosciusko Area Bus Service

1804 East Winona Avenue
 Warsaw, IN 46580
 (219) 267-4990



CONTACT Terry J. Klosowski, Director

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Kosciusko County
 Service Population 59,555
 Special Services 15 lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 5:45 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	13	3
Maintenance	1	1
General Administration	5	0
Total	19	4

FARES (\$)

Base 1.00
 Youth 1.00
 E & H 0.50
 Transfer Free
 Zone N/A
 Other Tickets \$10.00/11 Rides

FUEL CONSUMPTION

Gallons Fuel 31,633
 Fuel Reserve 81 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
3	1989	BOC	Supreme	Diesel	13	0	3
1	1989	Bus	Thomas	Diesel	25	0	1
2	1989	Bus	Thomas	Diesel	36	0	2
2	1985	SB	Thomas	Diesel	24	0	2
4	1983	SB	Superior	Diesel	23	0	4
1	1983	MV	Thomas	Gas	13	0	1
1	1981	SB	Blue Bird	Gas	38	0	1
1	1981	SB	Blue Bird	Gas	32	0	1
15	Total						

Group: 4

FINANCIAL INFORMATION

Operating Expense Summary: (\$)		
Operator Salaries/Wages	153,394	
Other Salaries/Wages	103,738	
Fringe Benefits	77,904	
Services	4,836	
Materials & Supplies	74,767	
Utilities	8,692	
Casualty/Liability Costs	25,937	
Purchased Transportation	0	
Other Expenses	103,651	
Total	\$ 552,919	
Reconciling Items	0	
Revenue Summary: (\$)		
Fare Revenue	59,834	
Charter/Other Revenue	11,350	
Local Assistance	87,937	
State Assistance	159,065	
Federal Assistance	234,733	
Total	\$ 552,919	
Capital Grant Awards: (\$)		
Local	0	
State PMTF	0	
Federal	0	
Total	\$ 0	
Operating Subsidy	\$ 481,735	
Locally Derived Income	\$ 159,121	
Operating Income	\$ 71,184	

SERVICE STATISTICS

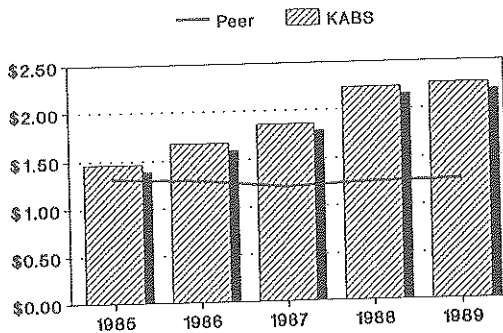
Total Passengers	121,025
Total Vehicle Miles (TVM)	243,972
Revenue Vehicle Miles (RVM)	197,725
Peak Hour Fleet	11
Base Fleet	10
Road Calls	7

PERFORMANCE MEASURES

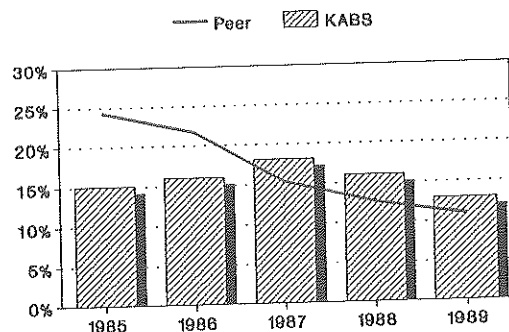
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.27	1.26
Veh. Miles between Road Calls*	34,853	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.50	0.26
Passenger Trips/Capita	2.03	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	4.57	4.90
Subsidy/Passenger Trip	3.98	4.35
Fare Revenue/Passenger Trips	0.49	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.13	0.11
Local Investment/Operating Expense	0.29	0.40

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

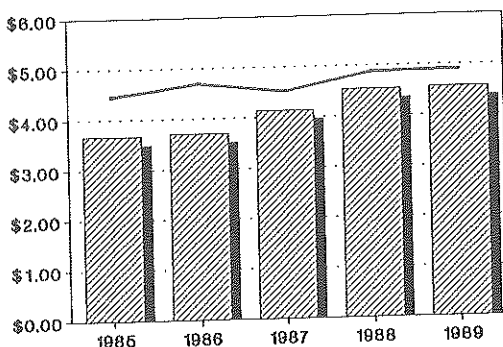
Expense per Vehicle Mile



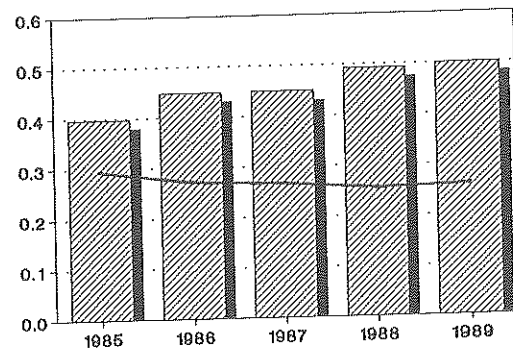
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



TransPorte

102 "L" Street
 LaPorte, IN 46350
 (219) 326-8274

CONTACT Joanne E. Mitchell, Manager

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area LaPorte city limits and one-quarter mile fringe
 Service Population 21,796
 Special Services Four lift-equipped vehicles

SERVICE HOURS

Monday-Friday 6:00 am - 9:00 pm
 Saturday 8:00 am - 4:00 pm
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL	FULL-TIME	PART-TIME
Operations	4	8
Maintenance	3	0
General Administration	3	0
Total	10	8

FARES (\$) (a)

Base 0.50
 Youth 0.50
 E & H 0.25 (a)
 Transfer 0.25
 Zone N/A
 Other Pass \$5.00/10 Rides
 E&H Pass \$2.50/10 Rides
 E&H Transfer \$0.10

FUEL CONSUMPTION

Gallons Fuel 24,898
 Fuel Reserve 127 Days

(a) Demand - response fares \$1.75 city, \$2.25 fringe

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
2	1988	MV	Dodge	Gas	13	6	0
3	1988	MV	Dodge	Gas	9	4	3
1	1982	BOC	Superior	Gas	22	10	0
1	1981	MV	Ford	Gas	8	4	1
7	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	106,572
Other Salaries/Wages	96,165
Fringe Benefits	31,553
Services	2,144
Materials & Supplies	39,788
Utilities	21,030
Casualty/Liability Costs	23,055
Purchased Transportation	0
Other Expenses	6,162
Total	\$ 326,469
Reconciling Items	0

Revenue Summary: (\$)

Fare Revenue	67,206
Charter/Other Revenue	5,150
Local Assistance	27,782
State Assistance	99,275
Federal Assistance	127,056
Total	\$ 326,469

Capital Grant Awards: (\$)

Local	0
State PMTF	0
Federal	0
Total	\$ 0

Operating Subsidy	\$ 254,113
Locally Derived Income	\$ 100,138
Operating Income	\$ 72,356

SERVICE STATISTICS

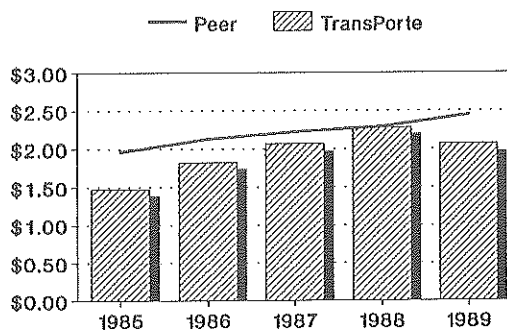
Total Passengers	85,007
Total Vehicle Miles (TVM)	158,243
Revenue Vehicle Miles (RVM)	155,937
Peak Hour Fleet	5
Base Fleet	4
Road Calls	3

PERFORMANCE MEASURES

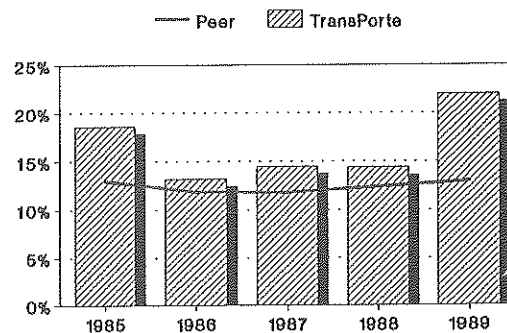
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.06	2.44
Veh. Miles between Road Calls*	52,748	13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.54	0.96
Passenger Trips/Capita	3.90	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	3.84	2.53
Subsidy/Passenger Trip	2.99	2.19
Fare Revenue/Passenger Trips	0.79	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.22	0.13
Local Investment/Operating Expense	0.31	0.29

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

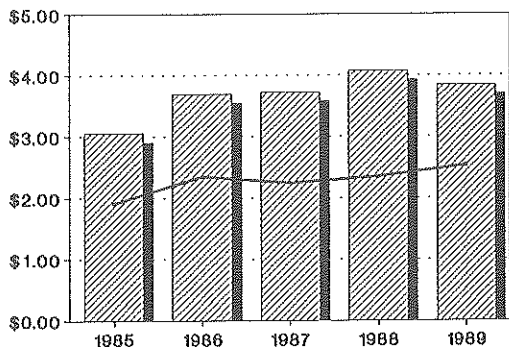
Expense per Vehicle Mile



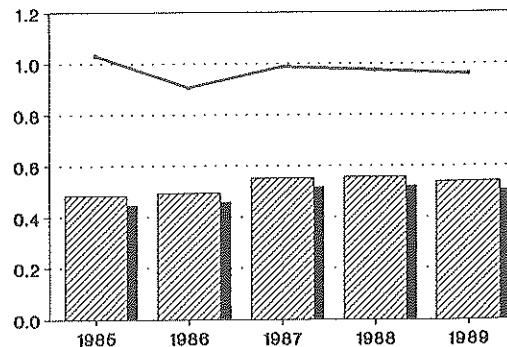
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Lake County Economic Opportunity Council

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



CONTACT

Clifton Johnson, Vice President of Administration

GENERAL INFORMATION

Type of Service Demand Response
Service Area Lake and Porter Counties
Service Population 642,781
Special Services 10 lift-equipped vehicles

SERVICE HOURS

Monday-Friday 8:30 am - 5:00 pm
Saturday By appointment
Sunday No Service
Special Holiday Schedule By appointment
Holidays Without Service 12

PERSONNEL

Operations
Maintenance
General Administration
Total

FULL-TIME

36
3
1
40

PART-TIME

9
4
12
25

FARES (\$)

Base N/A
Youth N/A
E & H N/A
Transfer N/A
Zone N/A
Other Suggested Donation (\$0.50 - \$1.00)

FUEL CONSUMPTION

Gallons Fuel 77,296
Fuel Reserve 5 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
3	1988	Mini	Chevrolet	Gas	6	0	0
1	1988	MV	Ford	Gas	9	0	1
3	1987	SW	Dodge	Gas	4	0	0
6	1987	BOC	Ford	Gas	16	0	0
4	1987	BOC	Ford	Gas	9	0	4
1	1986	Van	Ford	Gas	9	0	0
1	1986	Van	Dodge	Gas	12	0	0
1	1986	Van	Ford	Gas	12	0	0
10	1984	BOC	Chevrolet	Gas	16	0	0
1	1984	BOC	Chevrolet	Gas	9	0	3
1	1983	Van	Ford	Gas	12	0	0
1	1983	BOC	Chevrolet	Gas	9	0	1
1	1983	Van	Chevrolet	Gas	12	0	0
1	1982	BOC	Chevrolet	Gas	16	0	0
1	1982	SW	Chevrolet	Gas	4	0	0
1	1980	BOC	Chevrolet	Gas	9	0	1
1	1978	SW	Chevrolet	Gas	9	0	0
38	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	236,723
Other Salaries/Wages	219,029
Fringe Benefits	71,201
Services	60,758
Materials & Supplies	110,944
Utilities	23,953
Casualty/Liability Costs	96,528
Purchased Transportation	0
Other Expenses	17,118
Total	\$ 836,254
Reconciling Items	0

Revenue Summary: (\$)

Fare Revenue	34,653
Charter/Other Revenue	0
Local Assistance	232,706
State Assistance(a)	252,766
Federal Assistance(b)	316,129
Total	\$ 836,254

Capital Grant Awards: (\$)

Local	30,985
State PMTF	0
Federal	123,940
Total	\$ 154,925

Operating Subsidy	\$ 801,601
Locally Derived Income	\$ 267,359
Operating Income	\$ 34,653

SERVICE STATISTICS

Total Passengers	220,467
Total Vehicle Miles (TVM)	657,586
Revenue Vehicle Miles (RVM)	597,600
Peak Hour Fleet	36
Base Fleet	36
Road Calls	39

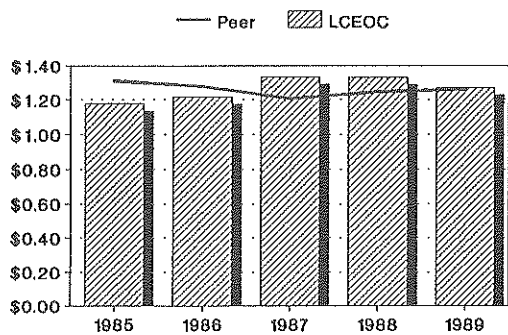
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.27	1.26
Veh. Miles between Road Calls*	16,861	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.34	0.26
Passenger Trips/Capita	0.34	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	3.79	4.90
Subsidy/Passenger Trip	3.64	4.35
Fare Revenue/Passenger Trips	0.16	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.04	0.11
Local Investment/Operating Expense	0.32	0.40

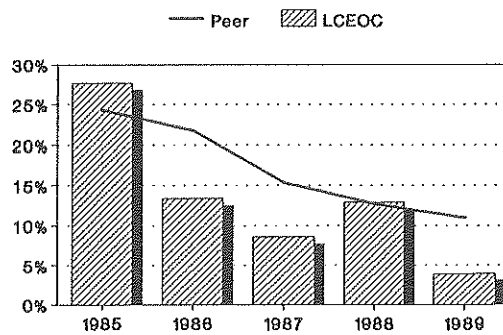
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) \$195,591 PMTF
(b) \$190,268 UMTA

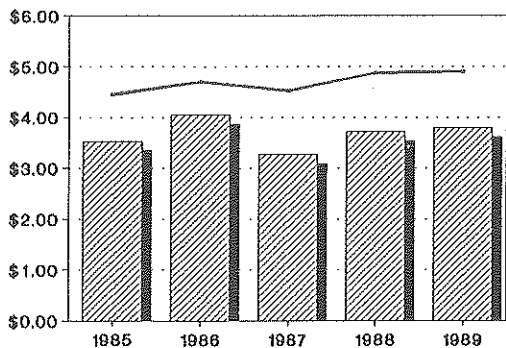
Expense per Vehicle Mile



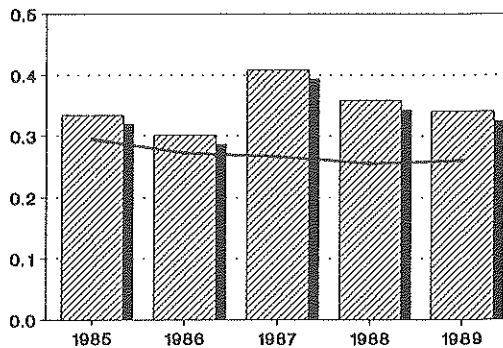
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Transportation for Rural Areas of Madison

Madison County Council of Governments
 16 E. Ninth Street
 Anderson, IN 46016
 (317) 641-9482



CONTACT Rosalee Bernard, Chief Local Assistance Planner

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Madison County except intra-city Anderson
 Service Population 60,755
 Special Services Three lift-equipped vans

SERVICE HOURS

Monday-Friday 6:00 am - 5:00 pm
 Saturday No service
 Sunday No service
 Special Holiday Schedule 6:00 am - 5:00 pm
 Holidays Without Service 6

PERSONNEL

Operations
 Maintenance
 General Administration
Total

FULL-TIME

5
 0
 2
7

PART-TIME

0
 0
 0
0

FARES (\$)

Base 2.00
 Youth 2.00
 E & H 2.00
 Transfer N/A
 Zone N/A
 Other User-side Subsidy Voucher, \$2.00

FUEL CONSUMPTION

Gallons Fuel 18,938
 Fuel Reserve N/A

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
4	1987	Van	Ford	Gas	12	0	1
1	1985	MV	Dodge	Gas	5	0	1
1	1985	SW	Ford	Gas	9	0	0
1	1977	Van	GMC	Gas	6	0	1
7	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	0
Other Salaries/Wages	18,500
Fringe Benefits	7,923
Services	0
Materials & Supplies	0
Utilities	0
Casualty/Liability Costs	0
Purchased Transportation (a)	76,527
Other Expenses	20,694
Total	\$ 123,644
Reconciling Items	0

Revenue Summary: (\$)

Fare Revenue	16,950
Charter/Other Revenue	0
Local Assistance	18,198
State Assistance	35,149
Federal Assistance	53,347
Total	\$ 123,644

Capital Grant Awards: (\$)

Local	0
State PMTF	0
Federal	0
Total	\$ 0

Operating Subsidy	\$ 106,695
Locally Derived Income	\$ 35,148
Operating Income	\$ 16,950

SERVICE STATISTICS

Total Passengers	8,511
Total Vehicle Miles (TVM)	211,209
Revenue Vehicle Miles (RVM)	211,209
Peak Hour Fleet	6
Base Fleet	5
Road Calls	1

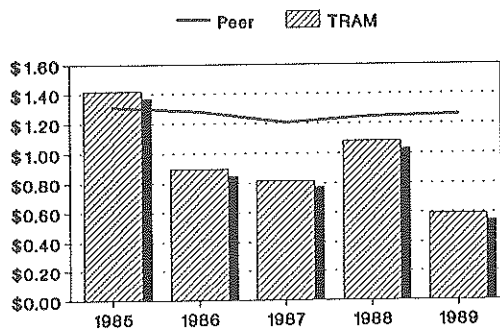
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	0.59	1.26
Veh. Miles between Road Calls*	211,209	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.04	0.26
Passenger Trips/Capita	0.14	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	14.53	4.90
Subsidy/Passenger Trip	12.54	4.35
Fare Revenue/Passenger Trips	1.99	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.14	0.11
Local Investment/Operating Expense	0.28	0.40

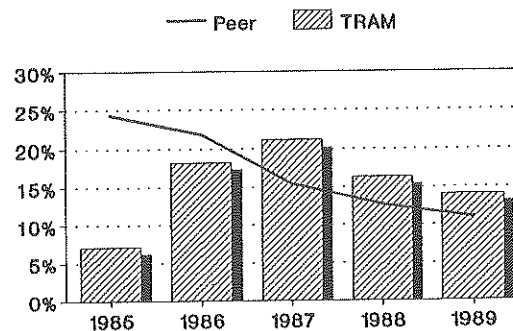
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Purchase-of-service contract with EMAS, Inc.
(b) Agency began operations in September 1985

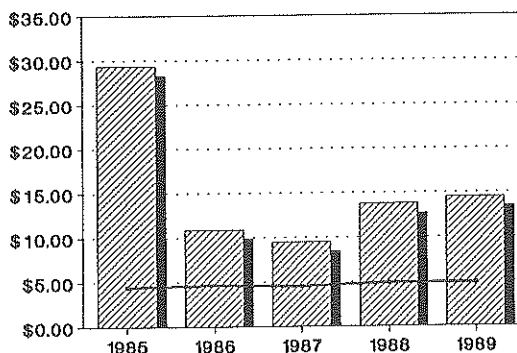
Expense per Vehicle Mile ^(b)



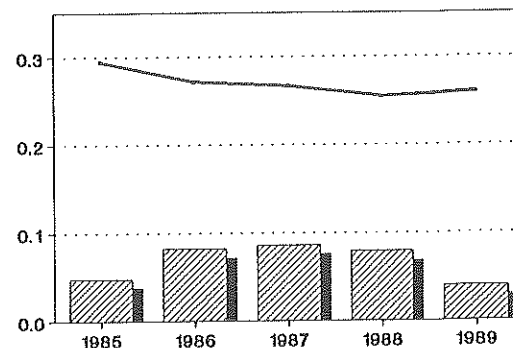
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



City of Marion Transportation Department

Municipal Building
 301 South Branson St.
 Marion, IN 46952
 (317) 668-4405

CONTACT Orville Fitzjarrald, Manager

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area Marion City Limits
 Service Population 35,874
 Special Services Five lift-equipped buses

SERVICE HOURS

Monday-Friday 7:00 am - 5:00 pm
 Saturday No service
 Sunday No service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	4	3
Maintenance	1	1
General Administration	2	2
Total	7	6

FARES (\$)

Base 0.50
 Youth 0.25
 E & H 0.50
 Transfer Free
 Zone N/A
 Other E & H Fare \$0.25 with ID
 E & H Pass \$1.00/Year
 Tokens \$10.00/40 Rides

FUEL CONSUMPTION

Gallons Fuel 27,671
 Fuel Reserve 73 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
4	1989	BOC	Thomas	Gas	20	6	4
1	1985	BOC	Flexette	Gas	18	6	1
2	1980	BOC	TMC	Diesel	30	15	0
7	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	88,923
Other Salaries/Wages	82,341
Fringe Benefits	43,861
Services	48,387
Materials & Supplies	45,277
Utilities	7,907
Casualty/Liability Costs	59,781
Purchased Transportation	0
Other Expenses	5,855
Total	\$ 382,332
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	28,637
Charter/Other Revenue	3,013
Local Assistance	72,563
State Assistance	102,778
Federal Assistance	175,341
Total	\$ 382,332
Capital Grant Awards: (\$)	
Local	68,307
State PMTF	9,758
Federal	84,570
Total	\$ 162,635
Operating Subsidy	\$ 350,682
Locally Derived Income	\$ 101,201
Operating Income	\$ 28,638

SERVICE STATISTICS

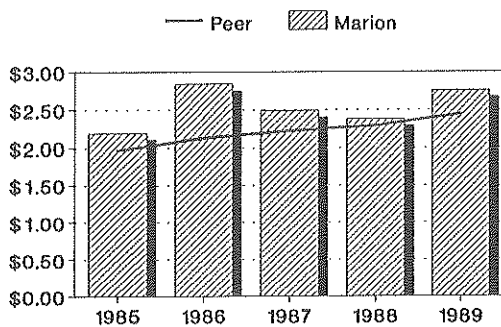
Total Passengers	139,667
Total Vehicle Miles (TVM)	138,775
Revenue Vehicle Miles (RVM)	135,794
Peak Hour Fleet	4
Base Fleet	4
Road Calls	28

PERFORMANCE MEASURES

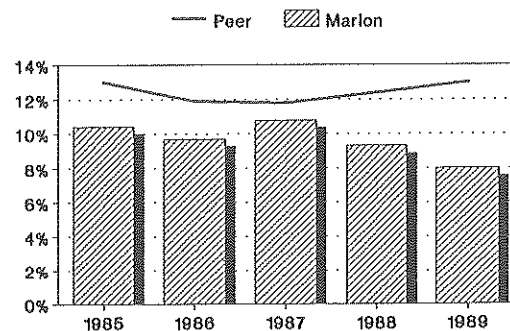
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.76	2.44
Veh. Miles between Road Calls*	4,956	13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.01	0.96
Passenger Trips/Capita	3.89	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.74	2.53
Subsidy/Passenger Trip	2.51	2.19
Fare Revenue/Passenger Trips	0.21	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.08	0.13
Local Investment/Operating Expense	0.26	0.29

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

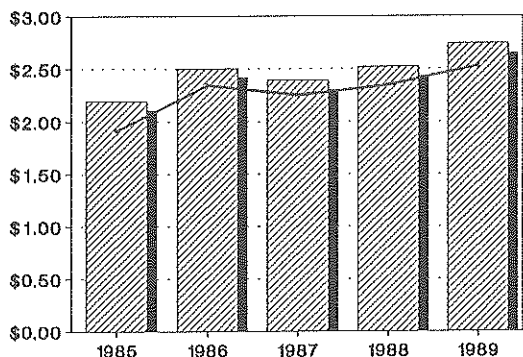
Expense per Vehicle Mile



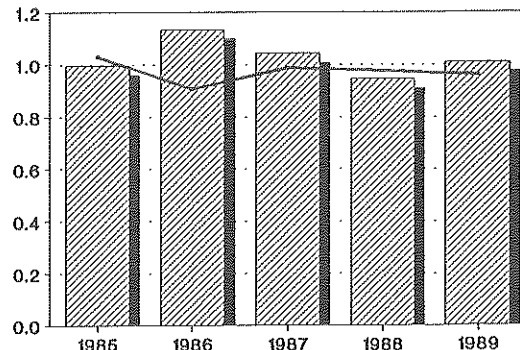
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Michigan City Municipal Coach Service

403 Wabash St.
Michigan City, IN 46360
(219) 873-1502

CONTACT Paul R. Cecil, Foreman

GENERAL INFORMATION

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

SERVICE HOURS

Monday-Friday 6:30 am - 6:30 pm
Saturday 8:30 am - 6:30 pm
Sunday No Service
Special Holiday Schedule None
Holidays Without Service 7

PERSONNEL

Operations
Maintenance
General Administration
Total

FULL-TIME

10
2
3
15

PART-TIME

0
0
0
0

FARES (\$)

Base 0.50
Youth 0.25
E & H 0.25
Transfer N/A
Zone N/A
Other Pass \$18.00/Month
Youth Pass \$9.00/Month

FUEL CONSUMPTION

Gallons Fuel 27,881
Fuel Reserve 109 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
4	1988	Bus	Blue Bird	Diesel	30	0	0
1	1985	Bus	Ford	Diesel	22	12	1
2	1979	Bus	Superior	Diesel	26	20	0
1	1979	Van	Dodge	Gas	15	0	0
8	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	171,085
Other Salaries/Wages	68,043
Fringe Benefits	77,792
Services	20,026
Materials & Supplies	49,996
Utilities	13,645
Casualty/Liability Costs	49,642
Purchased Transportation	0
Other Expenses	1,001
Total	\$ 451,230
Reconciling Items	0

Revenue Summary: (\$)

Fare Revenue	77,173
Charter/Other Revenue (a)	950
Local Assistance	54,215
State Assistance	132,338
Federal Assistance	186,554
Total	\$ 451,230

Capital Grant Awards: (\$)

Local	7,945
State PMTF	7,945
Federal	49,997
Total	\$ 65,887

Operating Subsidy	\$ 373,107
Locally Derived Income	\$ 132,338
Operating Income	\$ 78,123

SERVICE STATISTICS

Total Passengers	198,724
Total Vehicle Miles (TVM)	197,338
Revenue Vehicle Miles (RVM)	189,858
Peak Hour Fleet	4
Base Fleet	4
Road Calls	0

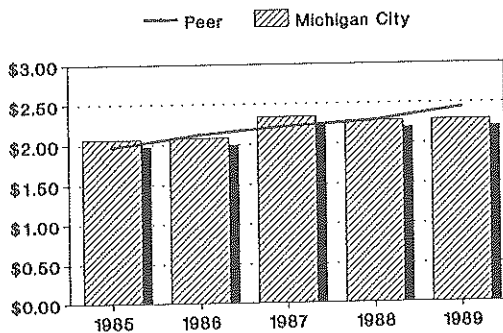
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile Veh. Miles between Road Calls*	2.29	2.44
	N/A	13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.01	0.96
Passenger Trips/Capita	5.39	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.27	2.53
Subsidy/Passenger Trip	1.88	2.19
Fare Revenue/Passenger Trips	0.39	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.17	0.13
Local Investment/Operating Expense	0.29	0.29

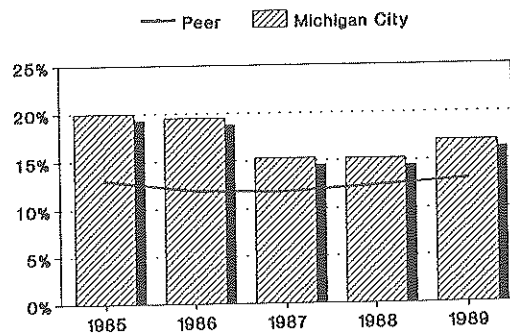
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Charter revenue includes Trail Creek Contract

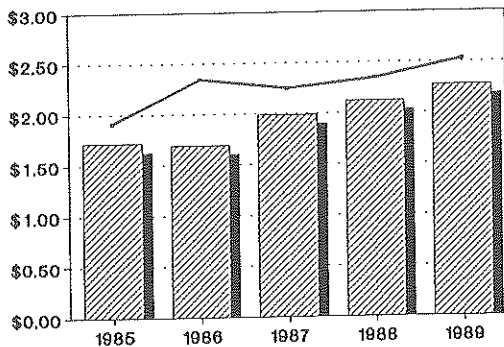
Expense per Vehicle Mile



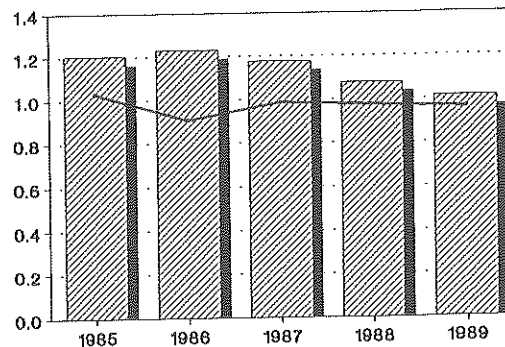
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Mitchell Transit System

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

CONTACT Alma Lindley, Operations Manager

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Mitchell City Limits
 Service Population 4,641
 Special Services One lift-equipped bus

SERVICE HOURS

Monday-Friday 8:00 am - 4:30 pm
 Saturday No service
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	1	0
Maintenance	0	1
General Administration	0	2
Total	1	3

FARES (\$)

Base 0.50
 Youth 0.50
 E & H 0.25
 Transfer N/A
 Zone N/A
 Other N/A

FUEL CONSUMPTION

Gallons Fuel 2,323
 Fuel Reserve N/A

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
1	1981	BOC	Chevrolet	Gas	14	4	1
1	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	10,812
Other Salaries/Wages	13,810
Fringe Benefits	5,085
Services	10,821
Materials & Supplies	3,236
Utilities	3,386
Casualty/Liability Costs	1,721
Purchased Transportation	0
Other Expenses	141
Total	\$ 49,012
Reconciling Items	0

Revenue Summary: (\$)

Fare Revenue	5,338
Charter/Other Revenue	0
Local Assistance	8,250
State Assistance	13,587
Federal Assistance	21,837
Total	\$ 49,012

Capital Grant Awards: (\$)

Local	12,816
State PMTF	12,816
Federal	50,528
Total	\$ 76,160

Operating Subsidy	\$ 43,674
Locally Derived Income	\$ 13,588
Operating Income	\$ 5,338

SERVICE STATISTICS

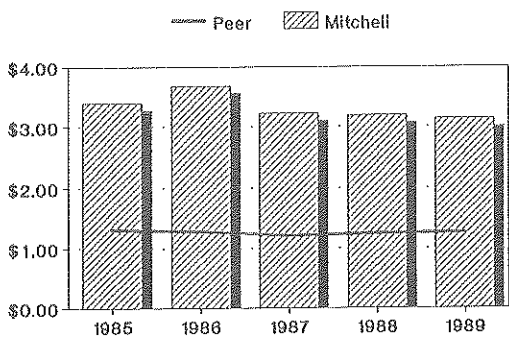
Total Passengers	13,383
Total Vehicle Miles (TVM)	15,657
Revenue Vehicle Miles (RVM)	11,916
Peak Hour Fleet	1
Base Fleet	1
Road Calls	0

PERFORMANCE MEASURES

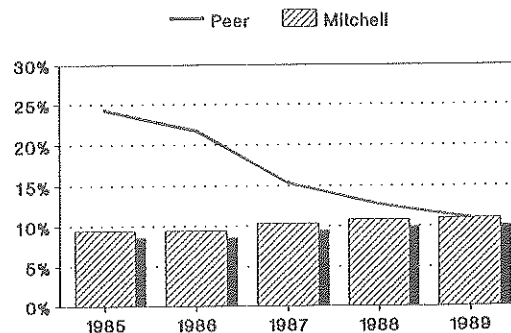
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile Veh. Miles between Road Calls*	3.13	1.26
	N/A	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.85	0.26
Passenger Trips/Capita	2.88	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	3.66	4.90
Subsidy/Passenger Trip	3.26	4.35
Fare Revenue/Passenger Trips	0.40	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.11	0.11
Local Investment/Operating Expense	0.28	0.40

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

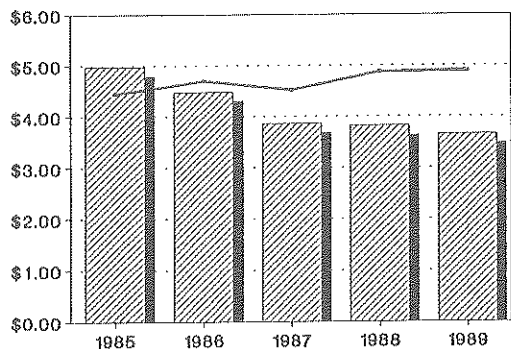
Expense per Vehicle Mile



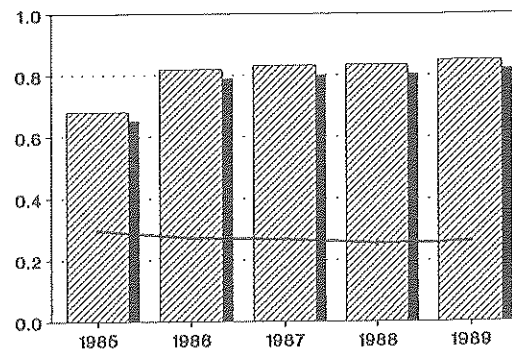
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Rural Transit

Area 10 Agency on Aging
 2129 Yost Avenue
 Bloomington, IN 47403-3193
 (812) 334-1078



CONTACT Paul Hamilton, Transportation Operations Manager

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area Monroe, Owen, and Southern Putnam Counties
 Service Population 52,470
 Special Services Two lift-equipped buses

SERVICE HOURS

Monday-Friday 5:50 am - 6:45 pm
 Saturday 12:00 - 5:15 pm
 Sunday No service
 Special Holiday Schedule None
 Holidays Without Service 5

PERSONNEL

	FULL-TIME	PART-TIME
Operations	4	12
Maintenance	1	0
General Administration	2	3
Total	7	15

FARES (\$)

Base 0.75
 Youth 0.50
 E & H 0.75 (a)
 Transfer 0.10 (b)
 Zone \$0.75 extra for two-county fare; Youth \$0.50 extra
 Other One-county Pass \$9.50/Month
 Two-county Pass \$18.00/Month

FUEL CONSUMPTION

Gallons Fuel 28,683
 Fuel Reserve N/A

(a) Elderly fare, donations only
 (b) Transfers are to Bloomington Transit & Indiana University Bus Service

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
2	1989	MV	Dodge	Gas	14	0	0
1	1986	MV	Dodge	Gas	10	0	1
2	1986	BOC	Blue Bird	Gas	20	2	0
1	1986	BOC	Eldorado	Gas	25	10	0
5	1986	MV	Eldorado	Gas	14	0	0
1	1984	BOC	Blue Bird	Gas	10	0	1
12	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	162,732
Other Salaries/Wages	0
Fringe Benefits	21,776
Services	8,250
Materials & Supplies	50,600
Utilities	2,590
Casualty/Liability Costs	36,581
Purchased Transportation	0
Other Expenses	65,457
Total	\$ 347,986
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	26,134
Charter/Other Revenue	0
Local Assistance	87,602
State Assistance	82,000
Federal Assistance	152,250
Total	\$ 347,986
Capital Grant Awards: (\$)	
Local	0
State PMTF	0
Federal	0
Total	\$ 0
Operating Subsidy	\$ 321,852
Locally Derived Income	\$ 90,654
Operating Income	\$ 26,134

SERVICE STATISTICS

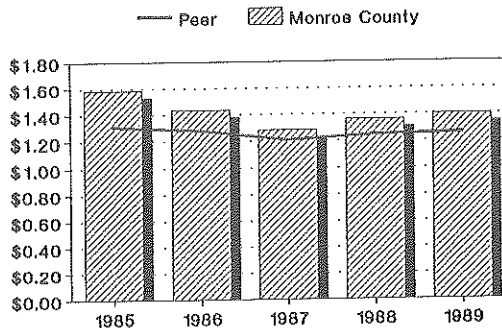
Total Passengers	58,694
Total Vehicle Miles (TVM)	248,429
Revenue Vehicle Miles (RVM)	196,099
Peak Hour Fleet	9
Base Fleet	4
Road Calls	16

PERFORMANCE MEASURES

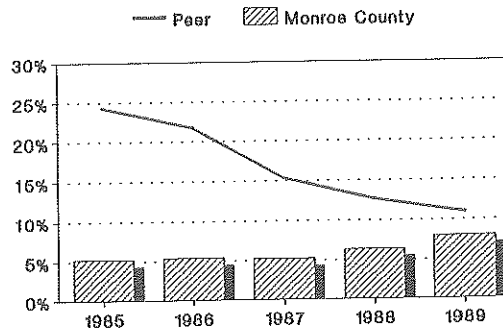
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.40	1.26
Veh. Miles between Road Calls*	15,527	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.24	0.26
Passenger Trips/Capita	1.12	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	5.93	4.90
Subsidy/Passenger Trip	5.48	4.35
Fare Revenue/Passenger Trips	0.45	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.08	0.11
Local Investment/Operating Expense	0.33	0.40

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

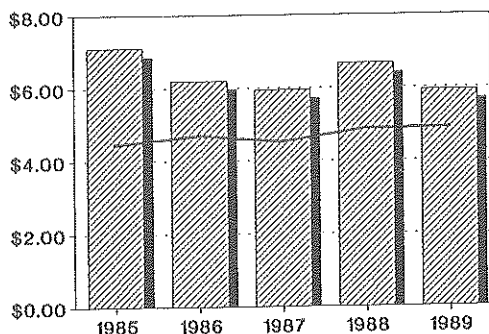
Expense per Vehicle Mile



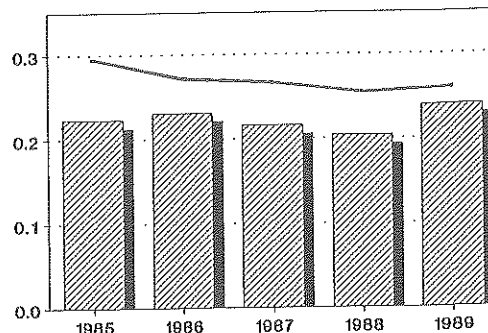
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



Muncie Indiana Transit System

1300 E. Seymour St.
Muncie, IN 47302
(317) 282-2762



CONTACT Sam Smith, General Manager

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area Fixed Route/City Limits - Demand Response/County Wide
 Service Population 77,216
 Special Services 27 lift-equipped vehicles - Silver Streak Demand Response

SERVICE HOURS

Monday-Friday 6:00 am - 10:30 pm
 Saturday 8:15 am - 10:00 pm
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	34	7
Maintenance	10	0
General Administration	8	0
Total	52	7

FARES (\$)

Base 0.40
 Youth 0.35
 E & H 0.20
 Transfer Free
 Zone N/A
 Other Pass \$13.00/Month, \$31.00/Semester
 E&H Pass \$6.50/Month, \$15.50/Quarter
 Token \$0.38/Ride
 Student Token \$0.35/Ride

FUEL CONSUMPTION

Gallons Fuel 235,440
 Fuel Reserve 52 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
3	1989	Bus	TMC	Diesel	35	19	3
6	1988	BOC	Goshen Coach	Diesel	15	0	6
4	1985	Bus	Flxible	Diesel	48	25	0
16	1981	Bus	GMC	Diesel	35	19	16
2	1981	BOC	Wayne	Diesel	9	0	2
1	1972	Bus	GMC	Diesel	33	17	0
32	Total						

Group: 2

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	714,733
Other Salaries/Wages	369,852
Fringe Benefits	381,817
Services	364,341
Materials & Supplies	522,154
Utilities	67,285
Casualty/Liability Costs	115,737
Purchased Transportation	0
Other Expenses	169,503
Total	\$ 2,705,422
Reconciling Items	8,856
Revenue Summary: (\$)	
Fare Revenue	273,208
Charter/Other Revenue	9,923
Local Assistance	1,080,125
State Assistance	591,954
Federal Assistance	750,212
Total	\$ 2,705,422
Capital Grant Awards: (\$)	
Local	72,100
State PMTF	0
Federal	288,400
Total	\$ 360,500
Operating Subsidy	\$ 2,422,291
Locally Derived Income	\$ 1,250,716
Operating Income	\$ 170,591

SERVICE STATISTICS

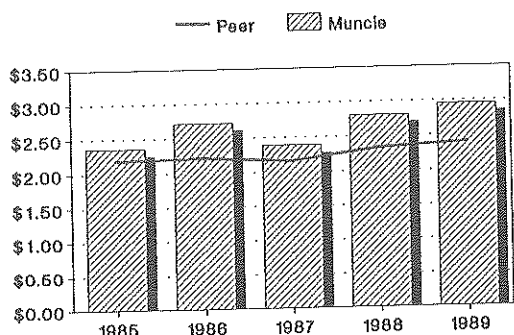
Total Passengers	1,052,966
Total Vehicle Miles (TVM)	913,125
Revenue Vehicle Miles (RVM)	913,125
Peak Hour Fleet	22
Base Fleet	22
Road Calls	7

PERFORMANCE MEASURES

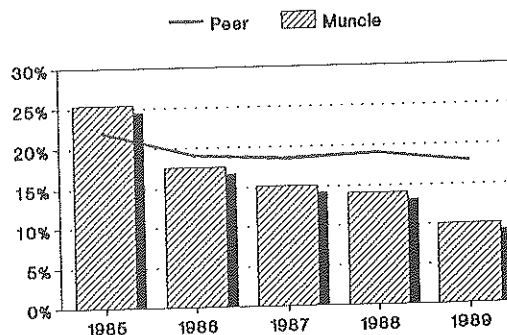
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.96	2.40
Veh. Miles between Road Calls*	130,446	3,897
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.15	1.11
Passenger Trips/Capita	13.64	8.82
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.57	2.17
Subsidy/Passenger Trip	2.30	1.77
Fare Revenue/Passenger Trips	0.26	0.35
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.10	0.18
Local Investment/Operating Expense	0.46	0.43

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

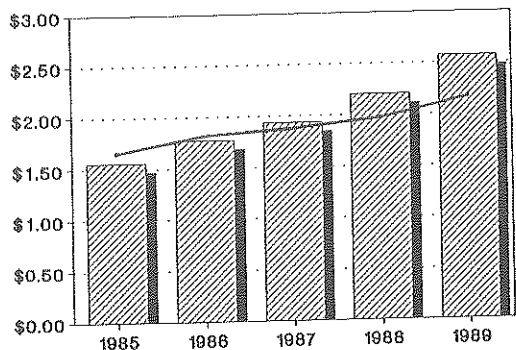
Expense per Vehicle Mile



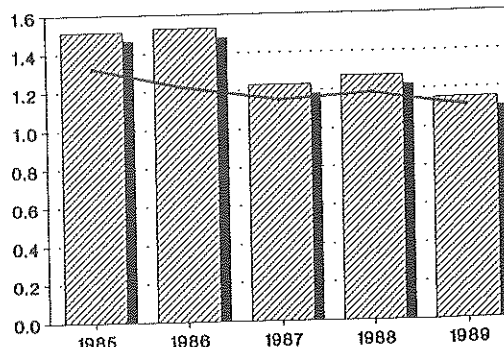
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



New Castle Community Transit

201 South 25th St.
New Castle, IN 47362
(317) 529-8116



CONTACT Ruth I. Hurst, Manager

GENERAL INFORMATION

Type of Service Fixed Route
Service Area New Castle City Limits
Service Population 20,056
Special Services Eight lift-equipped buses

SERVICE HOURS

Monday-Friday 6:30 am - 6:30 pm
Saturday 8:30 am - 5:30 pm
Sunday No Service
Special Holiday Schedule 6:30 am - 6:30 pm
Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	5	5
Maintenance	2	0
General Administration	3	0
Total	10	5

FARES (\$)

Base 0.50
Youth 0.25
E & H 0.25
Transfer Free
Zone N/A
Other Pass \$14.00/Month
Pass \$10.00/25 Rides
Youth Pass \$5.00/25 Rides
E&H Pass \$5.00/25 Rides

FUEL CONSUMPTION

Gallons Fuel 22,988
Fuel Reserve 17 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
2	1985	Bus	Orion	Diesel	24	14	2
1	1982	BOC	Chevy	Gas	17	10	1
5	1981	BOC	GMC	Gas	13	8	5
8	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	120,255
Other Salaries/Wages	83,175
Fringe Benefits	44,821
Services	7,965
Materials & Supplies	41,093
Utilities	8,665
Casualty/Liability Costs	20,764
Purchased Transportation	0
Other Expenses	17,182
Total	\$ 343,920
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	23,367
Charter/Other Revenue	6,415
Local Assistance	63,644
State Assistance	93,425
Federal Assistance	157,069
Total	\$ 343,920
Capital Grant Awards: (\$)	
Local	12,770
State PMTF	12,770
Federal	102,160
Total	\$ 127,700
Operating Subsidy	\$ 314,138
Locally Derived Income	\$ 90,762
Operating Income	\$ 27,118

SERVICE STATISTICS

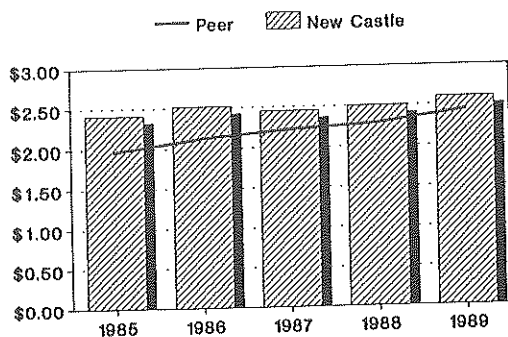
Total Passengers	104,268
Total Vehicle Miles (TVM)	132,407
Revenue Vehicle Miles (RVM)	126,405
Peak Hour Fleet	4
Base Fleet	4
Road Calls	14

PERFORMANCE MEASURES

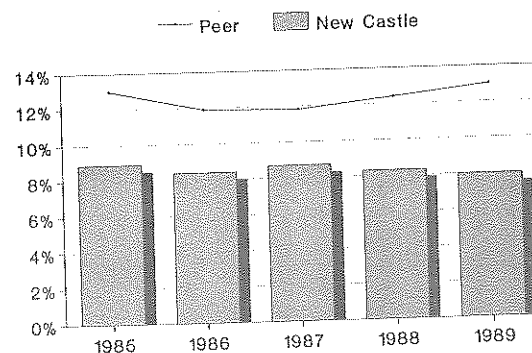
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile Veh. Miles between Road Calls*	2.60 9,458	2.44 13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.79	0.96
Passenger Trips/Capita	5.20	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	3.30	2.53
Subsidy/Passenger Trip	3.01	2.19
Fare Revenue/Passenger Trips	0.22	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.08	0.13
Local Investment/Operating Expense	0.26	0.29

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

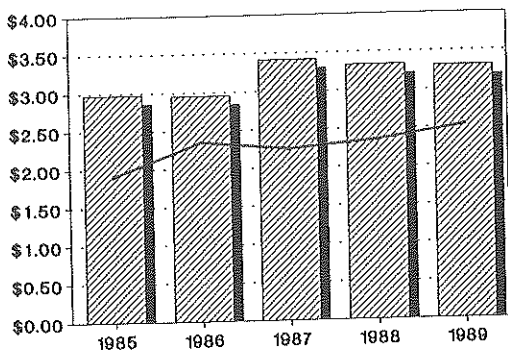
Expense per Vehicle Mile



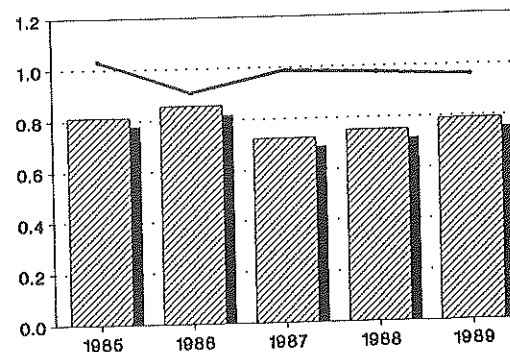
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Northern Indiana Commuter Transportation District

33 East U.S. Highway 12
 Chesterton, IN 46304
 (219) 926-5744



CONTACT Gerald R. Hanas, General Manager

GENERAL INFORMATION

Type of Service Commuter Rail
 Service Area Rail Corridor between South Bend, IN & Chicago, IL
 Service Population 171,371
 Special Services All rail cars are handicapped accessible

SERVICE HOURS

Monday-Friday 4:02 am - 2:25 am
 Saturday 5:35 am - 1:25 pm
 Sunday 7:05 am - 11:40 pm
 Special Holiday Schedule 7:05 am - 11:40 pm
 Holidays Without Service 0

PERSONNEL	FULL-TIME	PART-TIME
Operations	87	0
Maintenance	139	0
General Administration	38	0
Total	264	0

FARES (\$)

STATION	ONE WAY	(To Downtown Chicago)		
		10 RIDES	25 RIDES	MONTHLY
Hegewisch (IL)	\$2.80	\$28.00	\$63.00	\$75.60
Hammond/E. Chicago	3.15	31.50	70.90	93.15
Gary	3.95	39.50	88.90	114.75
Ogden Dunes/Dune Park	4.75	47.50	106.90	136.35
Beverly Shores	5.50	55.00	123.75	156.60
Michigan City	5.80	58.00	130.50	164.70
New Castle	7.35	73.50	165.40	206.55
South Bend	8.15	81.50	183.40	228.15

(Discounts: Under 5 years free; 5-12 1/2 fare; E & H 1/2 fare; and multi-ride passes)

FUEL CONSUMPTION

Kilowatt Hours 10,564,068
 Fuel Reserve N/A

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
26	1983	Rail	Nippon Sharyo	Electric	93	20	0
15	1982	Rail	Nippon Sharyo	Electric	93	20	0
41	Total						

Group: 1

FINANCIAL INFORMATION (a)

Operating Expense Summary: (\$)

Operator Salaries/Wages	0
Other Salaries/Wages	369,344
Fringe Benefits	114,489
Services	1,590,259
Materials & Supplies	29,317
Utilities	1,176,844
Casualty/Liability Costs	649,308
Purchased Transportation (b)	11,611,174
Other Expenses	124,556
Total	\$ 15,665,291
Reconciling Items	2,670,756

Revenue Summary: (\$)

Fare Revenue	8,041,875
Charter/Other Revenue	16,770
Local Assistance	0
State Assistance	4,233,303
Federal Assistance	3,373,343
Total	\$ 15,665,291

Capital Grant Awards: (\$)

Local	0
State PMTF	0
Federal	0
Total	\$ 0

Operating Subsidy	\$ 7,606,646
Locally Derived Income	\$ 8,058,645
Operating Income	\$ 8,058,645

SERVICE STATISTICS

Total Passengers	2,634,979
Total Vehicle Miles (TVM)	1,936,329
Revenue Vehicle Miles (RVM)	1,860,452
Peak Hour Fleet	39
Base Fleet	20
Road Calls	0

PERFORMANCE MEASURES 1989

Service Efficiency:

Operating Expense/Total Vehicle Mile	8.09
Veh. Miles between Road Calls*	N/A

Service Effectiveness:

Passenger Trips/Total Vehicle Mile	1.36
Passenger Trips/Capita	15.38

Cost Effectiveness:

Operating Expense/Passenger Trip	5.95
Subsidy/Passenger Trip	2.89
Fare Revenue/Passenger Trips	3.05

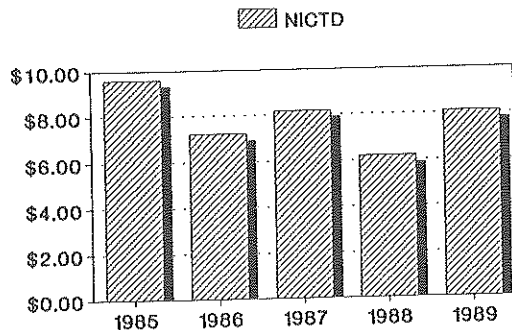
Financial Performance:

Fare Recovery (Oper. Income/Expense)	0.51
Local Investment/Operating Expense	0.51

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

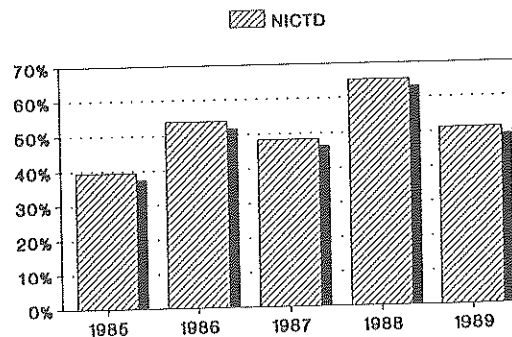
(a) Reflects Indiana portion of service
 (b) Contract with Chicago South Shore and South Bend Railroad for operation and maintenance

Expense per Vehicle Mile

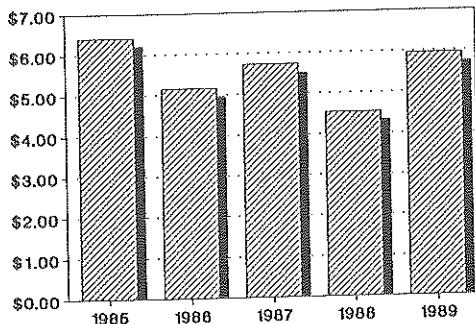


No Peer Group comparisons are presented due to the nature of this service.

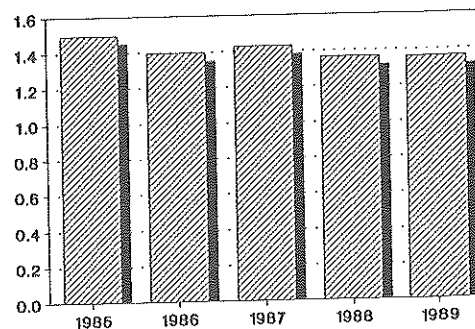
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



Region 14 Regional Transit Authority

c/o Hoosier Valley Economic Opportunity Corporation
 P.O. Box 843
 Jeffersonville, IN 47131-0843
 (812) 288-6451



CONTACT Susan P. Walker, Planning Manager

GENERAL INFORMATION

Type of Service Demand Response - Contracted Service
 Service Area Rural Clark County
 Service Population 33,458
 Special Services Two lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday 9:00 am - 3:00 pm
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	2	2
Maintenance	0	0
General Administration	1	25
Total	3	27

FARES (\$)

Base 1.00
 Youth 1.00
 E & H 1.00
 Transfer N/A
 Zone N/A
 Other N/A

FUEL CONSUMPTION

Gallons Fuel 34,372
 Fuel Reserve N/A

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
1	1986	Van	Plymouth	Gas	7	0	0
2	1978	MV	Ford	Gas	9	0	2
3	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	0
Other Salaries/Wages	0
Fringe Benefits	0
Services	118,055
Materials & Supplies	0
Utilities	0
Casualty/Liability Costs	0
Purchased Transportation (a)	202,833
Other Expenses	1,200
Total	\$ 322,088
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	16,551
Charter/Other Revenue	0
Local Assistance	175,537
State Assistance	0
Federal Assistance	130,000
Total	\$ 322,088
Capital Grant Awards: (\$)	
Local	0
State PMTF	0
Federal	0
Total	\$ 0
Operating Subsidy	\$ 305,537
Locally Derived Income	\$ 192,088
Operating Income	\$ 16,551

SERVICE STATISTICS

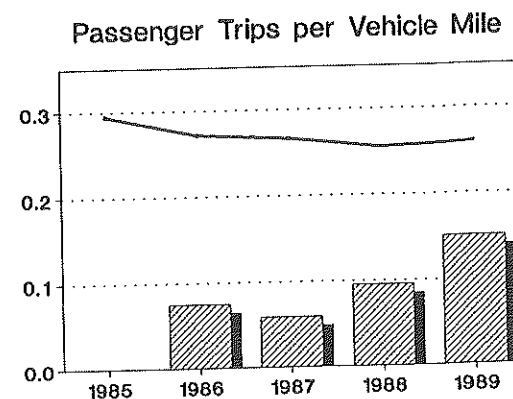
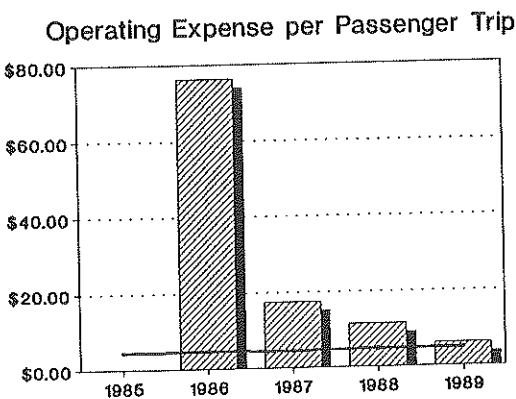
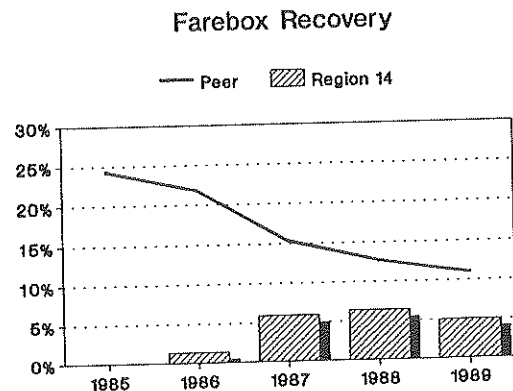
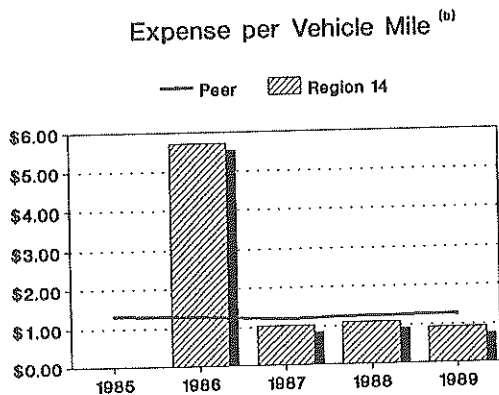
Total Passengers	51,769
Total Vehicle Miles (TVM)	350,110
Revenue Vehicle Miles (RVM)	276,723
Peak Hour Fleet	3
Base Fleet	3
Road Calls	2

PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	0.92	1.26
Veh. Miles between Road Calls*	175,055	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.15	0.26
Passenger Trips/Capita	1.55	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	6.22	4.90
Subsidy/Passenger Trip	5.90	4.35
Fare Revenue/Passenger Trips	0.32	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.05	0.11
Local Investment/Operating Expense	0.60	0.40

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Operations and maintenance contracted with MED-AID Services, Inc.
(b) Agency began operations in October, 1986



Rose View Transit System

50 North 5th St.
 Richmond, IN 47374
 (317) 983-7322



CONTACT

Janet McFarland, Grants Administrator

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area Richmond City Limits
 Service Population 41,349
 Special Services One lift-equipped bus

SERVICE HOURS

Monday-Friday 6:15 am - 5:45 pm
 Saturday 10:15 am - 5:45 pm
 Sunday No Service
 Special Holiday Schedule 6:15 am - 5:45 pm
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	12	0
Maintenance	2	0
General Administration	3	1
Total	17	1

FARES (\$)

Base 0.75
 Youth 0.50
 E & H 0.50
 Transfer Free
 Zone N/A
 Other Pass \$25.00/Month
 Student, E&H Pass \$15.00/Month

FUEL CONSUMPTION

Gallons Fuel 39,150
 Fuel Reserve 24 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
2	1989	BOC	Supreme	Diesel	21	12	0
1	1989	BOC	Supreme	Diesel	17	10	1
1	1988	Van	Ford	Gas	15	0	0
1	1988	BOC	Wayne	Gas	29	15	0
1	1987	BOC	Wayne	Gas	29	15	0
5	1985	BOC	Wayne	Gas	21	12	0
1	1984	SB	Wayne	Diesel	30	15	0
1	1978	BOC	Wayne	Gas	17	10	0
1	1965	Bus	Bristol	Diesel	65	0	0
14	Total						

Group: 3

FINANCIAL INFORMATION

Operating Expense Summary: (\$)		
Operator Salaries/Wages	186,372	
Other Salaries/Wages	91,699	
Fringe Benefits	60,129	
Services	7,376	
Materials & Supplies	60,748	
Utilities	4,787	
Casualty/Liability Costs	103,815	
Purchased Transportation	0	
Other Expenses	3,887	
Total	\$ 518,813	
Reconciling Items	0	
Revenue Summary: (\$)		
Fare Revenue	125,834	
Charter/Other Revenue	14,662	
Local Assistance	36,341	
State Assistance	162,633	
Federal Assistance	179,343	
Total	\$ 518,813	
Capital Grant Awards: (\$)		
Local	0	
State PMTF	0	
Federal	0	
Total	\$ 0	
Operating Subsidy	\$ 378,317	
Locally Derived Income	\$ 176,837	
Operating Income	\$ 140,496	

SERVICE STATISTICS

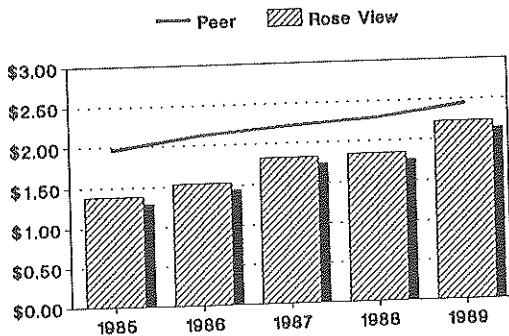
Total Passengers	311,359
Total Vehicle Miles (TVM)	233,872
Revenue Vehicle Miles (RVM)	228,346
Peak Hour Fleet	7
Base Fleet	6
Road Calls	0

PERFORMANCE MEASURES

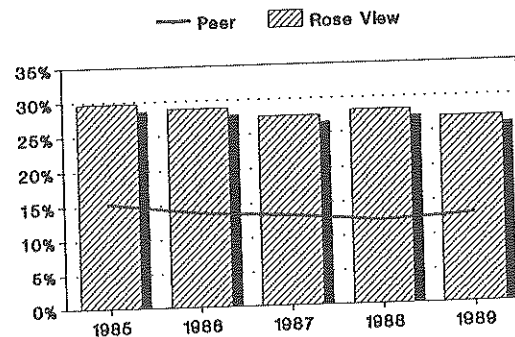
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.22	2.44
Veh. Miles between Road Calls*	N/A	13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.33	0.96
Passenger Trips/Capita	7.53	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	1.67	2.53
Subsidy/Passenger Trip	1.22	2.19
Fare Revenue/Passenger Trips	0.40	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.27	0.13
Local Investment/Operating Expense	0.34	0.29

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

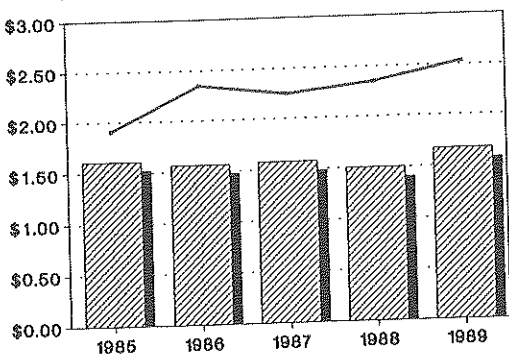
Expense per Vehicle Mile



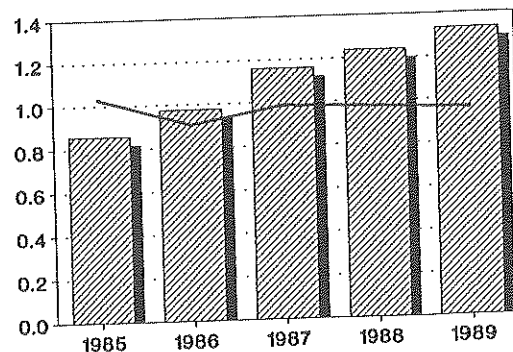
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Seymour Transit

220 N. Chestnut St.
 Seymour, IN 47274
 (812) 522-4746

CONTACT

Kathie J. Kinzel, Transit Coordinator

GENERAL INFORMATION

Type of Service Demand Response
 Service Area City of Seymour
 Service Population 15,050
 Special Services One lift-equipped bus

SERVICE HOURS

Monday-Friday 7:30 am - 5:30 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 3

PERSONNEL

	FULL-TIME	PART-TIME
Operations	0	2
Maintenance	0	0
General Administration	0	2
Total	0	4

FARES (\$)

Base 2.00
 Youth 0.75 (a)
 E & H 1.50
 Transfer N/A
 Zone N/A
 Other N/A

FUEL CONSUMPTION

Gallons Fuel 1,263
 Fuel Reserve 63 Days

(a) With adult

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
1	1988	Van	Ford				
1	1986	Van	Ford	Gas	6	0	0
2	Total			Gas	8	0	1

Group: 4

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	7,817
Other Salaries/Wages	0
Fringe Benefits	1,148
Services	4,000
Materials & Supplies	0
Utilities	0
Casualty/Liability Costs	0
Purchased Transportation (b)	30,532
Other Expenses	2,049
Total	\$ 45,546
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	6,522
Charter/Other Revenue	0
Local Assistance	19,842
State Assistance	0
Federal Assistance	19,182
Total	\$ 45,546
Capital Grant Awards: (\$)	
Local	0
State PMTF	0
Federal	0
Total	\$ 0
Operating Subsidy	\$ 39,024
Locally Derived Income	\$ 26,364
Operating Income	\$ 6,522

SERVICE STATISTICS

Total Passengers	4,838
Total Vehicle Miles (TVM)	17,737
Revenue Vehicle Miles (RVM)	10,822
Peak Hour Fleet	1
Base Fleet	1
Road Calls	0

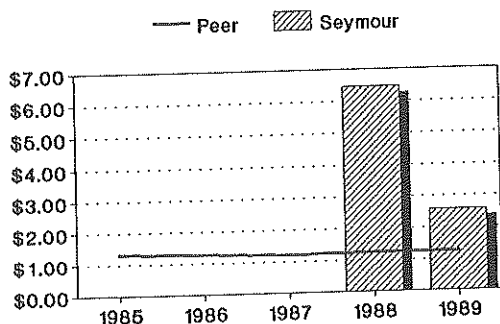
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.57	1.26
Veh. Miles between Road Calls*	N/A	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.27	0.26
Passenger Trips/Capita	0.32	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	9.41	4.90
Subsidy/Passenger Trip	8.07	4.35
Fare Revenue/Passenger Trips	1.35	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.14	0.11
Local Investment/Operating Expense	0.58	0.40

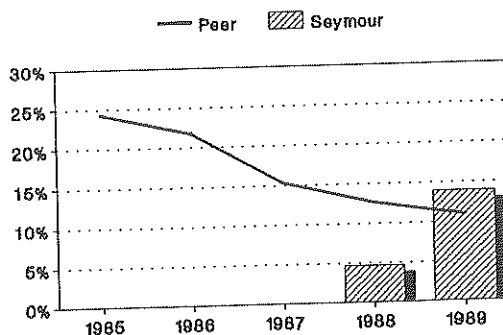
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(b) Service contracted to Medi-Car, Inc.
(c) Service began in September, 1988

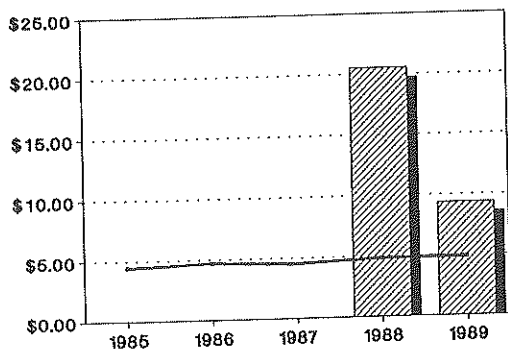
Expense per Vehicle Mile ^(c)



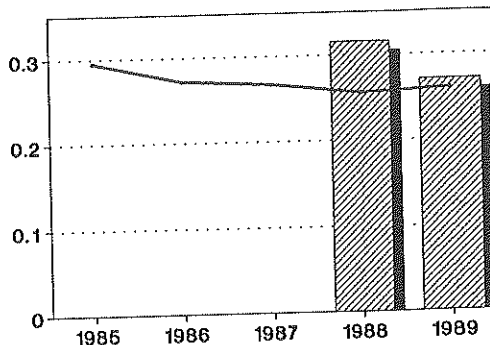
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



South Bend Public Transportation Corporation

901 East Northside Blvd.
 South Bend, IN 46617
 (219) 232-9901

transpo



CONTACT Bruce A. Zakrzewski, Controller

GENERAL INFORMATION

Type of Service Fixed Route & Demand Response
 Service Area South Bend and Mishawaka Metropolitan Area
 Service Population 149,928
 Special Services Five lift-equipped vehicles

SERVICE HOURS

Monday-Friday 4:50 am - 10:10 pm
 Saturday 6:50 am - 7:00 pm
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL

	FULL-TIME	PART-TIME
Operations	81	0
Maintenance	20	0
General Administration	16	0
Total	117	0

FARES (\$)

Base 0.50
 Youth 0.50
 E & H 0.25
 Transfer Free
 Zone N/A
 Other Pass \$20.00/Month

FUEL CONSUMPTION

Gallons Fuel 414,695
 Fuel Reserve 31 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
5	1988	MV	Dodge	Gas	11	0	5
39	1987	Bus	Fixible	Diesel	43	24	0
10	1984	Bus	Neoplan	Diesel	38	22	0
2	1982	MV	Flexette	Diesel	19	10	0
1	1975	Bus	AM General	Diesel	47	23	0
1	1973	Bus	AM General	Diesel	43	23	0
6	1971	Bus	GMC	Diesel	45	23	0
64	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	2,016,644
Other Salaries/Wages	649,702
Fringe Benefits	1,104,783
Services	265,944
Materials & Supplies	438,926
Utilities	75,565
Casualty/Liability Costs	237,137
Purchased Transportation (a)	159,408
Other Expenses	33,219
Total	\$ 4,981,328
Reconciling Items	7,498
Revenue Summary: (\$)	
Fare Revenue	999,546
Charter/Other Revenue	253,932
Local Assistance	1,423,425
State Assistance	1,132,225
Federal Assistance	1,172,200
Total	\$ 4,981,328
Capital Grant Awards: (\$)	
Local	498,693
State PMTF	0
Federal	160,510
Total	\$ 659,203
Operating Subsidy	\$ 3,727,850
Locally Derived Income	\$ 2,676,903
Operating Income	\$ 1,253,478

SERVICE STATISTICS

Total Passengers	3,159,693
Total Vehicle Miles (TVM)	1,920,203
Revenue Vehicle Miles (RVM)	1,701,840
Peak Hour Fleet	48
Base Fleet	32
Road Calls	462

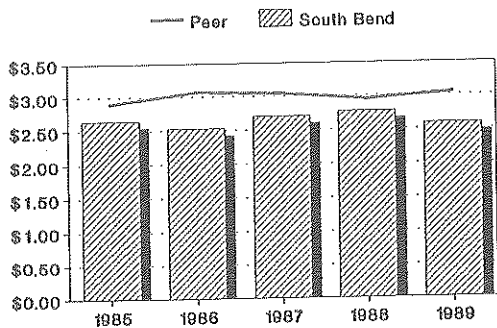
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.59	2.99
Veh. Miles between Road Calls*	4,156	2,562
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.65	1.53
Passenger Trips/Capita	21.07	14.86
Cost Effectiveness:		
Operating Expense/Passenger Trip	1.58	1.95
Subsidy/Passenger Trip	1.18	1.34
Fare Revenue/Passenger Trips	0.32	0.55
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.25	0.31
Local Investment/Operating Expense	0.54	0.55

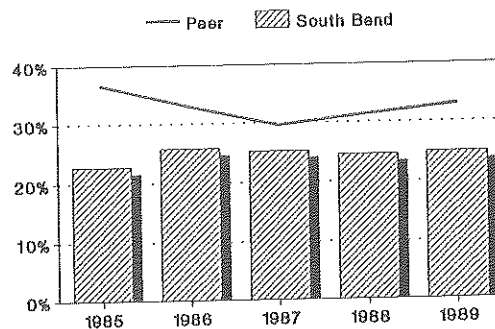
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Demand - response contract with JJR Corporation

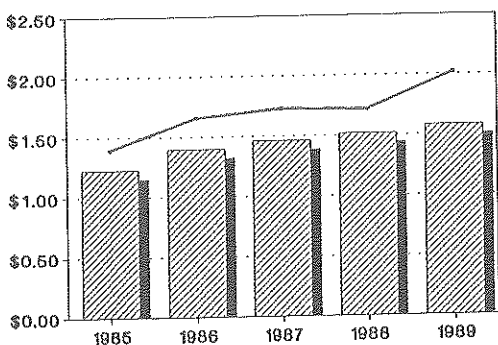
Expense per Vehicle Mile



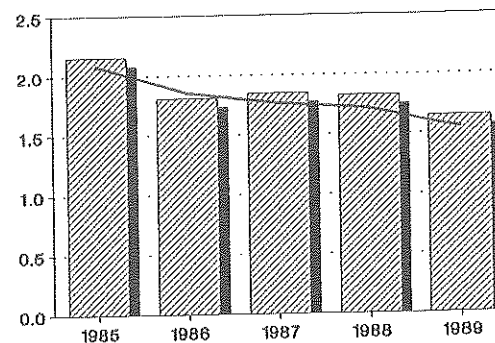
Farebox Recovery



Operating Expense per Passenger Trip



Passenger Trips per Vehicle Mile



Transit Authority of River City

1000 West Broadway
 Louisville, KY 40203
 (502) 561-5111



CONTACT David B. Arnett, Executive Director

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area New Albany, Clarksville, and Jefferson City Limits
 Service Population 73,487
 Special Services 179 lift-equipped buses

SERVICE HOURS

Monday-Friday 4:41 am - 8:14 pm
 Saturday No service
 Sunday No service
 Special Holiday Schedule None
 Holidays Without Service 6

PERSONNEL	FULL-TIME	PART-TIME
Operations	400	34
Maintenance	131	0
General Administration	102	3
Total	633	37

FARES (\$)

Base 0.35 (a)
 Youth 0.25
 E & H 0.25
 Transfer Free
 Zone Commuter Tickets \$5.00/10 Tickets
 Other E & H Tickets \$2.50/10 Tickets

FUEL CONSUMPTION

Gallons Fuel 53,342
 Fuel Reserve 6 Days

(a) Fare \$0.60 Peak (6:30-8:30 am/3:30-5:30 pm)

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
62	1989	Bus	Fixible	Diesel	45	22	62
9	1987	Bus	Chance	Diesel	19	31	9
52	1987	Bus	Fixible	Diesel	27	13	52
8	1984	Bus	Carpenter	Diesel	27	13	8
13	1982	Bus	Blue Bird	Diesel	27	13	13
57	1982	Bus	GMC	Diesel	45	22	0
14	1981	Bus	Crown	Diesel	73	36	14
5	1981	Bus	TMC	Diesel	29	14	5
53	1980	Bus	Grumman	Diesel	46	23	16
5	1979	Bus	TMC	Diesel	31	15	0
2	1979	Bus	TMC	Diesel	29	14	0
36	1977	Bus	Fixible	Diesel	47	23	0
316	Total						

Group: 2

FINANCIAL INFORMATION (b) (c)

Operating Expense Summary: (\$)	
Operator Salaries/Wages	249,793
Other Salaries/Wages	118,518
Fringe Benefits	190,459
Services	33,416
Materials & Supplies	89,292
Utilities	10,853
Casualty/Liability Costs	14,699
Purchased Transportation (d)	9,927
Other Expenses	11,350
Total	\$ 728,307
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	73,937
Charter/Other Revenue	0
Local Assistance	240,540
State Assistance	314,052
Federal Assistance	99,778
Total	\$ 728,307
Capital Grant Awards: (\$)	
Local	2,237,624
State (Kentucky)	179,436
Federal	9,913,947
Total	\$ 12,331,007
Operating Subsidy	\$ 654,370
Locally Derived Income	\$ 314,477
Operating Income	\$ 73,937

SERVICE STATISTICS

Total Passengers	186,639
Total Vehicle Miles (TVM)	197,897
Revenue Vehicle Miles (RVM)	183,028
Peak Hour Fleet	10
Base Fleet	2
Road Calls	80

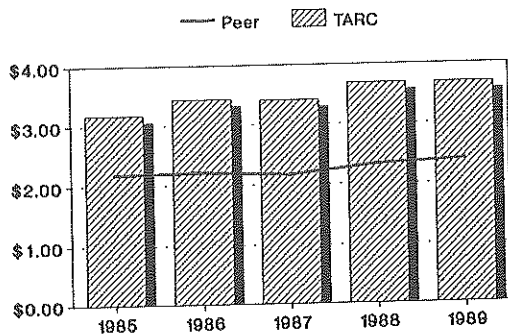
PERFORMANCE MEASURES (b)

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	3.68	2.40
Veh. Miles between Road Calls*	2,474	3,897
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.94	1.11
Passenger Trips/Capita	2.54	8.82
Cost Effectiveness:		
Operating Expense/Passenger Trip	3.90	2.17
Subsidy/Passenger Trip	3.51	1.77
Fare Revenue/Passenger Trips	0.40	0.35
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.10	0.18
Local Investment/Operating Expense	0.43	0.43

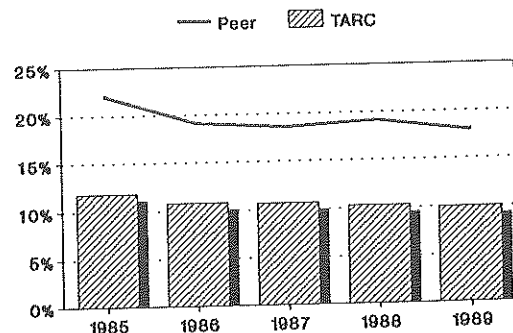
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(b) Indiana portion of service only
 (c) Fiscal Year July 1 1988 - June 30 1989
 (d) Service contracted to Yellow Enterprises System, Inc., and Metro Ride, Inc.

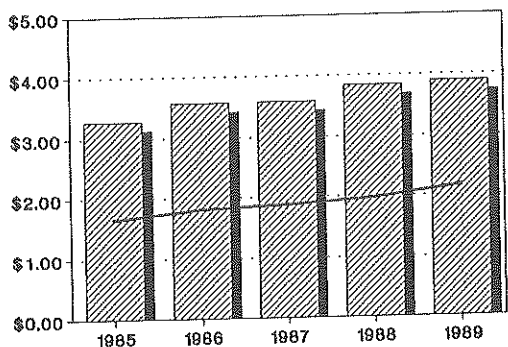
Expense per Vehicle Mile



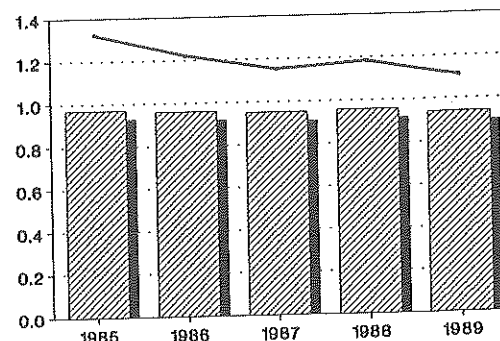
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Transit Utility for the City of Terre Haute

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



CONTACT

M. Jay Mitchell, General Manager

GENERAL INFORMATION

Type of Service	Fixed Route & Demand Response
Service Area	Terre Haute City Limits & West Terre Haute
Service Population	63,931
Special Services	Demand Response contract for lift-equipped trips

SERVICE HOURS

Monday-Friday	5:45 am - 6:15 pm
Saturday	9:15 am - 6:15 pm
Sunday	No Service
Special Holiday Schedule	None
Holidays Without Service	8

PERSONNEL

Operations	19
Maintenance	7
General Administration	4
Total	30

FULL-TIME

PART-TIME

0
1
0
1

FARES (\$)

Base	0.50
Youth	0.50
E & H	0.25(a)
Transfer	N/A
Zone	N/A
Other	Pass = \$17.00/Month Ticket \$5.00/12 Rides

FUEL CONSUMPTION

Gallons Fuel	80,496
Fuel Reserve	17 Days

(a) E&H reduced fares from 9:15 am to 3:15 pm only

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
12	1983	Bus	Skillcraft	Diesel	23	10	0
5	1978	Bus	Blue Bird	Diesel	31	15	0
17	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)

Operator Salaries/Wages	312,794
Other Salaries/Wages	184,965
Fringe Benefits	114,535
Services	15,170
Materials & Supplies	123,239
Utilities	29,996
Casualty/Liability Costs	67,293
Purchased Transportation (b)	39,108
Other Expenses	12,974
Total	\$ 900,074
Reconciling Items	0

Revenue Summary: (\$)

Fare Revenue	194,562
Charter/Other Revenue	4,797
Local Assistance	81,449
State Assistance	269,671
Federal Assistance	349,595
Total	\$ 900,074

Capital Grant Awards: (\$)

Local	0
State PMTF	0
Federal	0
Total	\$ 0

Operating Subsidy	\$ 700,715
Locally Derived Income	\$ 280,808
Operating Income	\$ 199,359

SERVICE STATISTICS

Total Passengers	475,459
Total Vehicle Miles (TVM)	436,782
Revenue Vehicle Miles (RVM)	429,856
Peak Hour Fleet	11
Base Fleet	10
Road Calls	312

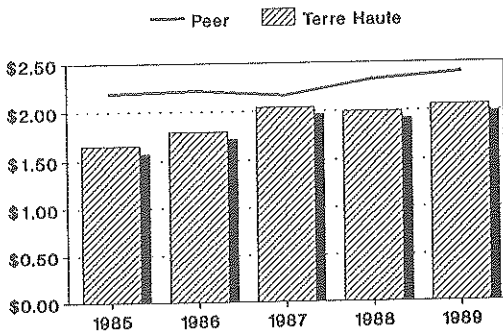
PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	2.06	2.40
Veh. Miles between Road Calls*	1,400	3,897
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	1.09	1.11
Passenger Trips/Capita	7.44	8.82
Cost Effectiveness:		
Operating Expense/Passenger Trip	1.89	2.17
Subsidy/Passenger Trip	1.47	1.77
Fare Revenue/Passenger Trips	0.41	0.35
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.22	0.18
Local Investment/Operating Expense	0.31	0.43

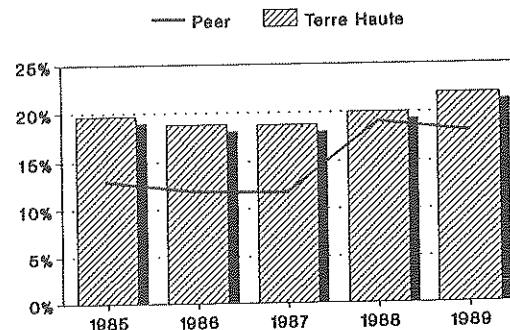
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(b) Demand - response contract with Yellow Para-transit

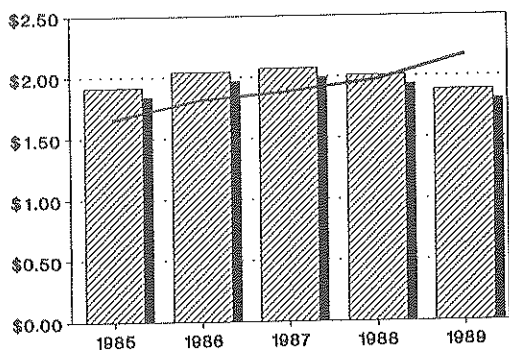
Expense per Vehicle Mile



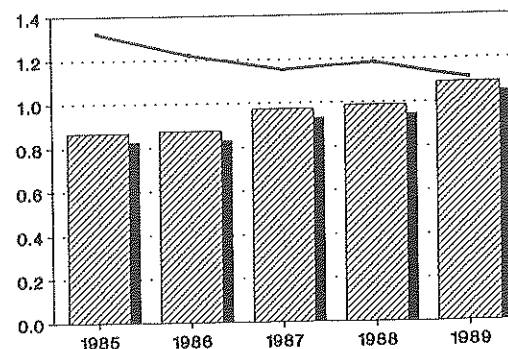
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Trade Winds Rehabilitation Center

5901 W. 7th Ave., Box 6308
 Gary, IN 46406-0308
 (219) 949-4000



CONTACT Leroy Fisher, Operations Manager

GENERAL INFORMATION

Type of Service Demand Response
 Service Area Lake and Porter Counties
 Service Population 642,781
 Special Services Thirteen lift-equipped buses

SERVICE HOURS

Monday-Friday 6:00 am - 6:00 pm
 Saturday No Service
 Sunday No Service
 Special Holiday Schedule None
 Holidays Without Service 9

PERSONNEL

	FULL-TIME	PART-TIME
Operations	27	1
Maintenance	3	0
General Administration	4	0
Total	34	1

FARES (\$)

Base N/A
 Youth N/A
 E & H N/A
 Transfer N/A
 Zone N/A
 Other \$5.00 suggested fare; sliding scale

FUEL CONSUMPTION

Gallons Fuel 97,942
 Fuel Reserve 48 Days

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
4	1988	BOC	Ford	Diesel	21	0	0
2	1988	BOC	Ford	Diesel	15	0	2
2	1988	Van	Ford	Gas	11	0	0
3	1987	MV	Ford	Gas	9	0	3
2	1987	Van	Ford	Gas	11	0	0
2	1987	Bus	Ford	Diesel	21	0	0
3	1987	MV	Ford	Diesel	15	0	3
3	1986	BOC	Ford	Diesel	20	0	0
1	1986	BOC	Ford	Diesel	14	0	0
4	1985	BOC	Ford	Diesel	20	0	1
2	1985	BOC	Ford	Diesel	14	0	0
9	1984	BOC	Wayne	Gas	17	0	2
1	1984	BOC	Wayne	Gas	17	0	0
1	1983	BOC	Wayne	Gas	9	0	1
1	1983	BOC	Wayne	Gas	9	0	1
3	1983	BOC	Wayne	Gas	9	0	1
42	Total				17	0	0

Group: 4

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	334,335
Other Salaries/Wages	115,538
Fringe Benefits	91,839
Services	009
Materials & Supplies	219,175
Utilities	0
Casualty/Liability Costs	31,205
Purchased Transportation	0
Other Expenses	173,419
Total	\$ 965,520
Reconciling Items	30,949
Revenue Summary: (\$)	
Fare Revenue	0
Charter/Other Revenue	0
Local Assistance	511,079
State Assistance(a)	209,002
Federal Assistance(b)	245,439
Total	\$ 965,520
Capital Grant Awards: (\$)	
Local	20,185
State PMTF	0
Federal	80,740
Total	\$ 100,925
Operating Subsidy	\$ 965,520
Locally Derived Income	\$ 511,079
Operating Income	\$ 0

SERVICE STATISTICS

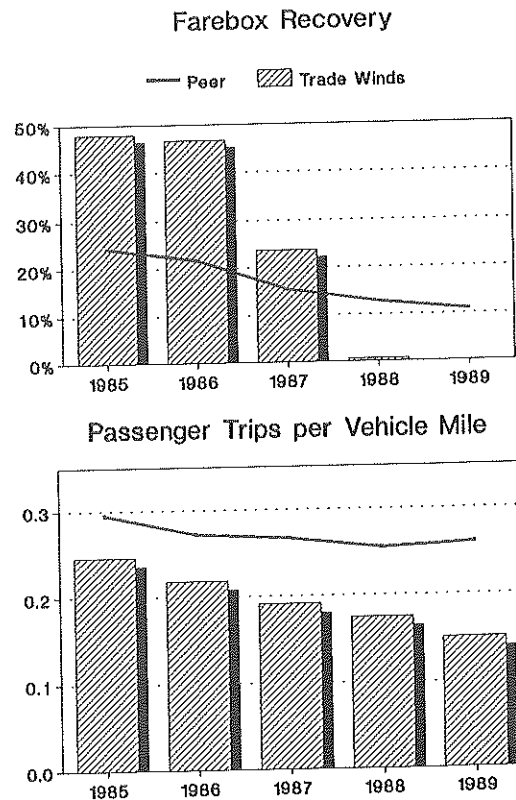
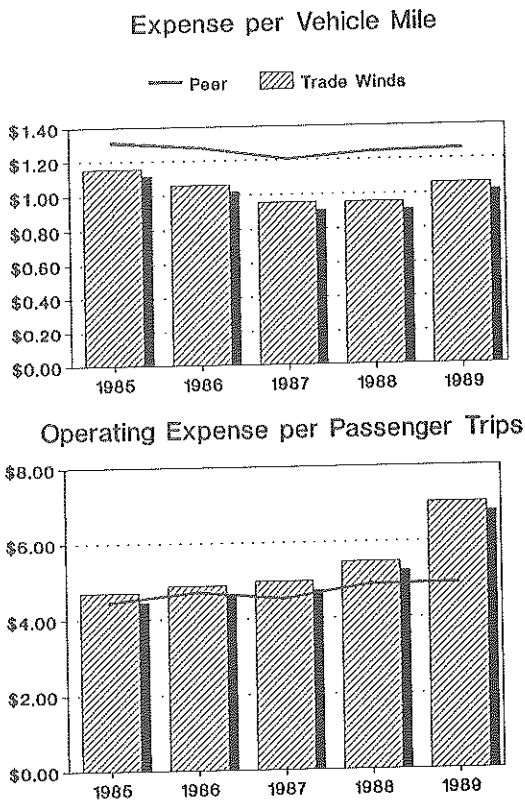
Total Passengers	137,235
Total Vehicle Miles (TVM)	907,343
Revenue Vehicle Miles (RVM)	839,635
Peak Hour Fleet	22
Base Fleet	22
Road Calls	779

PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.06	1.26
Veh. Miles between Road Calls*	1,165	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.15	0.26
Passenger Trips/Capita	0.21	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	7.04	4.90
Subsidy/Passenger Trip	7.04	4.35
Fare Revenue/Passenger Trips	0.00	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.00	0.11
Local Investment/Operating Expense	0.53	0.40

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) \$152,040 PMTF
(b) \$196,682 UMTA



Union County Transit Service

Union County Council on Aging and Aged, Inc.
P.O. Box 333
Liberty, IN 47353
(317) 458-5500

CONTACT Phyllis C. Howard, Executive Director

GENERAL INFORMATION

Type of Service Demand Response
Service Area Union County with trips to Richmond & Connersville
Service Population 6,860
Special Services Three lift-equipped vans

SERVICE HOURS

Monday-Friday 8:00 am - 4:00 pm
Saturday No service
Sunday No service
Special Holiday Schedule None
Holidays Without Service 6

PERSONNEL	FULL-TIME	PART-TIME
Operations	0	8
Maintenance	0	0
General Administration	1	4
Total	1	12

FARES (\$)

Base	0.80
Youth	0.50
E & H	0.40
Transfer	N/A
Zone	Zone 1 \$0.65; Zone 2 \$1.00; Zone 3 \$1.25; Zone 4 \$1.50; Zone 5 \$1.75; Zone 6 \$3.50
Other	N/A

FUEL CONSUMPTION

Gallons Fuel	9,141
Fuel Reserve	N/A

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
1	1986	MV	Dodge	Gas	11	0	1
1	1983	Van	Ford	Gas	15	0	0
1	1983	MV	Dodge	Gas	11	0	1
1	1975	Van	Plymouth	Gas	15	0	1
4	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	36,153
Other Salaries/Wages	18,757
Fringe Benefits	4,682
Services	10,433
Materials & Supplies	10,480
Utilities	2,600
Casualty/Liability Costs	6,994
Purchased Transportation	0
Other Expenses	741
Total	\$ 90,840
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	7,452
Charter/Other Revenue	0
Local Assistance	23,384
State Assistance	19,810
Federal Assistance	40,194
Total	\$ 90,840
Capital Grant Awards: (\$)	
Local	2,915
State PMTF	2,915
Federal	23,320
Total	\$ 29,150
Operating Subsidy	\$ 83,388
Locally Derived Income	\$ 23,368
Operating Income	\$ 7,452

SERVICE STATISTICS

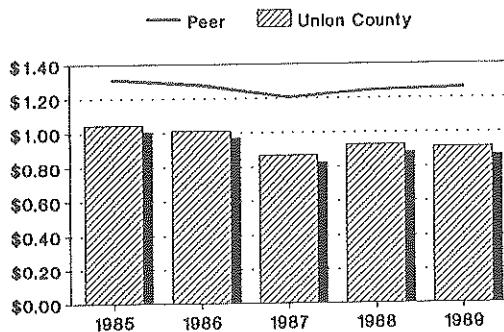
Total Passengers	22,916
Total Vehicle Miles (TVM)	99,564
Revenue Vehicle Miles (RVM)	94,847
Peak Hour Fleet	4
Base Fleet	3
Road Calls	13

PERFORMANCE MEASURES

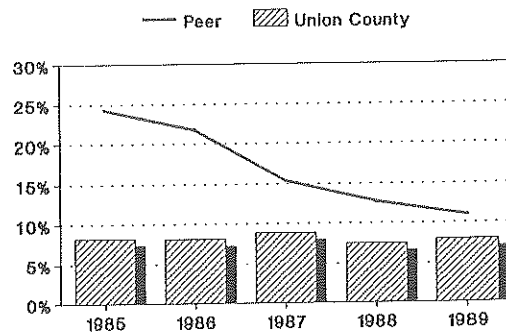
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	0.91	1.26
Veh. Miles between Road Calls*	7,659	3,970
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.23	0.26
Passenger Trips/Capita	3.34	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	3.96	4.90
Subsidy/Passenger Trip	3.64	4.35
Fare Revenue/Passenger Trips	0.33	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.08	0.11
Local Investment/Operating Expense	0.26	0.40

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

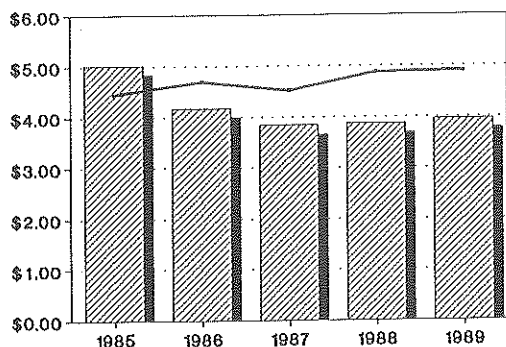
Expense per Vehicle Mile



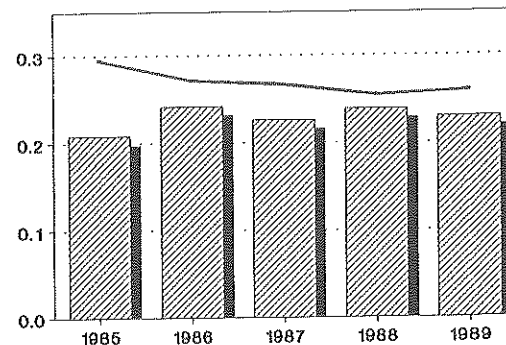
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Washington Transit System

2100 East Memorial Ave.
 Washington, IN 47501
 (812) 254-4564

CONTACT Gary Raymann, Street Commissioner

GENERAL INFORMATION

Type of Service Fixed Route
 Service Area Washington City Limits
 Service Population 11,325
 Special Services Two lift-equipped buses

SERVICE HOURS

Monday-Friday 7:00 am - 5:00 pm
 Saturday 9:30 am - 5:00 pm
 Sunday No service
 Special Holiday Schedule None
 Holidays Without Service 12

PERSONNEL

	FULL-TIME	PART-TIME
Operations	1	1
Maintenance	0	0
General Administration	0	0
Total	1	1

FARES (\$)

Base 0.45
 Youth 0.25
 E & H 0.45(a)
 Transfer N/A
 Zone N/A
 Other N/A

FUEL CONSUMPTION

Gallons Fuel 4,732
 Fuel Reserve 62 Days

(a) E&H Fare \$0.05 with AOA coupon

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
2	1986	BOC	Eldorado	Gas	18	8	2
2	Total						

Group: 3

FINANCIAL INFORMATION

Operating Expense Summary: (\$)	
Operator Salaries/Wages	14,613
Other Salaries/Wages	0
Fringe Benefits	2,856
Services	10,504
Materials & Supplies	6,329
Utilities	2,184
Casualty/Liability Costs	6,287
Purchased Transportation	0
Other Expenses	599
Total	\$ 43,372
Reconciling Items	0
Revenue Summary: (\$)	
Fare Revenue	5,840
Charter/Other Revenue	0
Local Assistance	6,463
State Assistance	12,303
Federal Assistance	18,766
Total	\$ 43,372
Capital Grant Awards: (\$)	
Local	0
State PMTF	0
Federal	0
Total	\$ 0
Operating Subsidy	\$ 37,533
Locally Derived Income	\$ 12,303
Operating Income	\$ 5,840

SERVICE STATISTICS

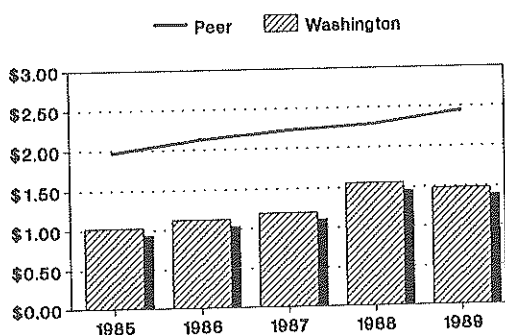
Total Passengers	16,021
Total Vehicle Miles (TVM)	29,219
Revenue Vehicle Miles (RVM)	29,219
Peak Hour Fleet	1
Base Fleet	1
Road Calls	6

PERFORMANCE MEASURES

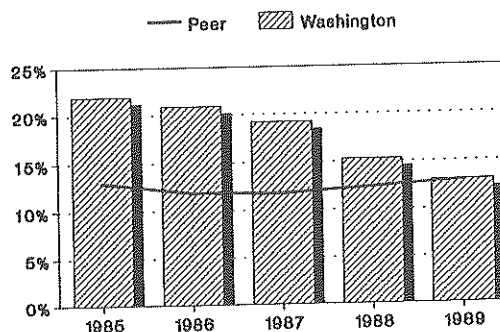
	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile	1.48	2.44
Veh. Miles between Road Calls*	4,870	13,841
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.55	0.96
Passenger Trips/Capita	1.41	4.98
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.71	2.53
Subsidy/Passenger Trip	2.34	2.19
Fare Revenue/Passenger Trips	0.36	0.31
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.13	0.13
Local Investment/Operating Expense	0.28	0.29

*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

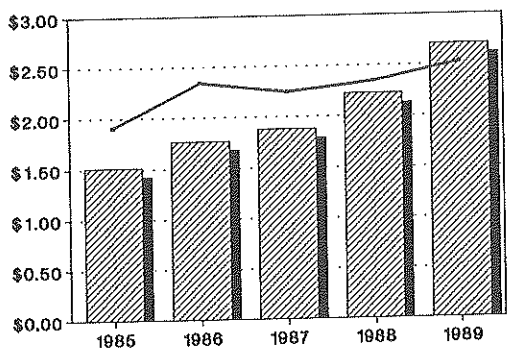
Expense per Vehicle Mile



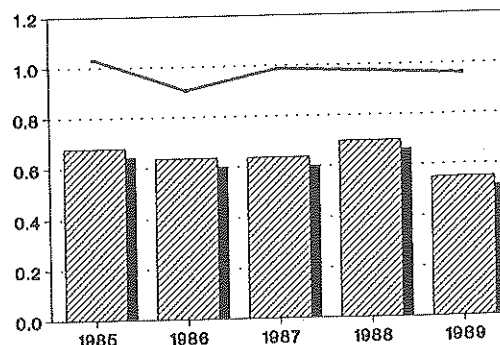
Farebox Recovery



Operating Expense per Passenger Trips



Passenger Trips per Vehicle Mile



Waveland Volunteer Transportation Program

Area IV Agency on Aging and Community Service
 660 N. 36th Street
 Lafayette, IN 47905
 (317) 447-7683

CONTACT Jean Engelke, Deputy Director

GENERAL INFORMATION

Type of Service Reservations
 Service Area Brookston, Clarks Hill, Hillsboro, Rossville, & Waveland & Immediate Surrounding Areas
 Service Population 4,622
 Special Services Subscription service

SERVICE HOURS

Monday-Friday 24 hours
 Saturday 24 hours
 Sunday 24 hours
 Special Holiday Schedule 24 hours
 Holidays Without Service 0

PERSONNEL

	FULL-TIME	PART-TIME
Operations	0	0
Maintenance	0	0
General Administration	0	2
Total	0	2

FARES (\$)

Base N/A
 Youth N/A
 E & H N/A
 Transfer N/A
 Zone N/A
 Other Contributions from all passengers

FUEL CONSUMPTION

Gallons Fuel 5,162
 Fuel Reserve N/A

VEHICLE INVENTORY

ACTIVE VEHICLES	YEAR	TYPE	MANUFACTURER	ENGINE TYPE	SEATED CAPACITY	STANDING CAPACITY	LIFT-EQUIPPED
5	1986	Van	Dodge	Gas	15	0	0
5	Total						

FINANCIAL INFORMATION

Operating Expense Summary: (\$)			
Operator Salaries/Wages	15,964		
Other Salaries/Wages	13,464		
Fringe Benefits	2,708		
Services	3,406		
Materials & Supplies	7,170		
Utilities	3,335		
Casualty/Liability Costs	3,668		
Purchased Transportation	0		
Other Expenses	7,590		
Total	\$ 57,305		
Reconciling Items	0		
Revenue Summary: (\$)			
Fare Revenue	7,170		
Charter/Other Revenue	0		
Local Assistance	30,185		
State Assistance	0		
Federal Assistance	19,950		
Total	\$ 57,305		
Capital Grant Awards: (\$)			
Local	0		
State PMTF	0		
Federal	0		
Total	\$ 0		
Operating Subsidy	\$ 50,135		
Locally Derived Income	\$ 11,520		
Operating Income	\$ 7,170		

SERVICE STATISTICS

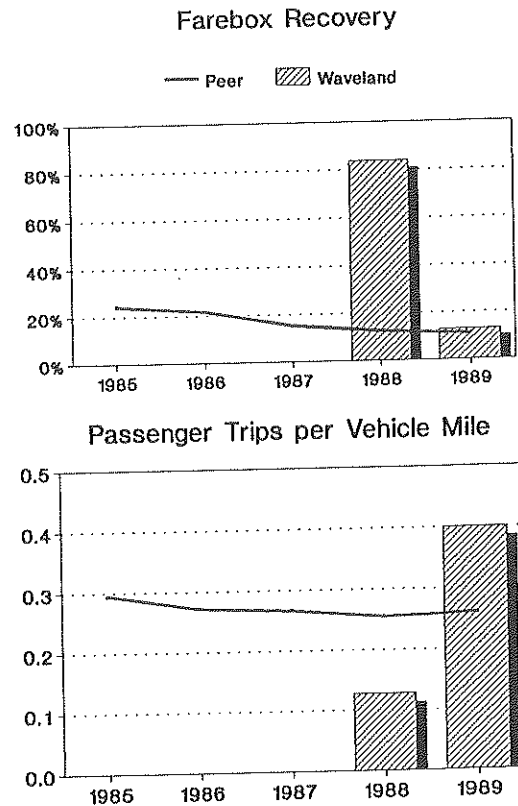
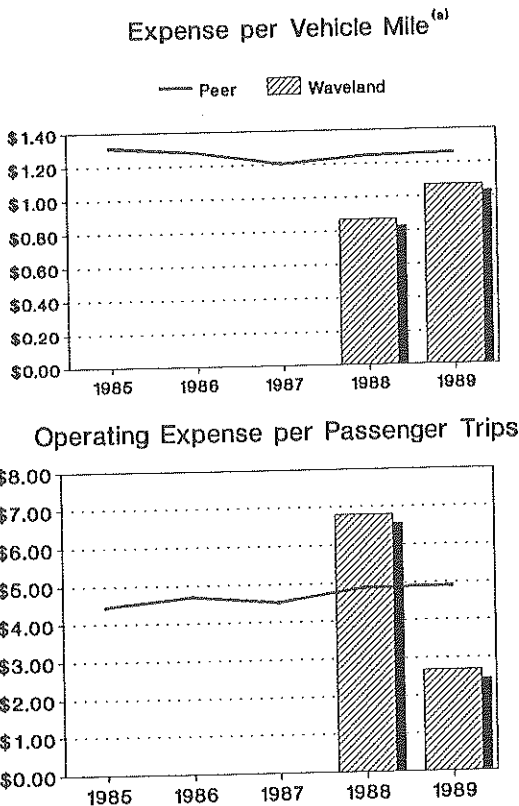
Total Passengers	21,371
Total Vehicle Miles (TVM)	53,782
Revenue Vehicle Miles (RVM)	53,782
Peak Hour Fleet	5
Base Fleet	5
Road Calls	1

PERFORMANCE MEASURES

	1989	Peer Group
Service Efficiency:		
Operating Expense/Total Vehicle Mile Veh. Miles between Road Calls*	1.07	1.26
53,782	3,970	
Service Effectiveness:		
Passenger Trips/Total Vehicle Mile	0.40	0.26
Passenger Trips/Capita	4.62	0.54
Cost Effectiveness:		
Operating Expense/Passenger Trip	2.68	4.90
Subsidy/Passenger Trip	2.35	4.35
Fare Revenue/Passenger Trips	0.34	0.52
Financial Performance:		
Fare Recovery (Oper. Income/Expense)	0.13	0.11
Local Investment/Operating Expense	0.20	0.40

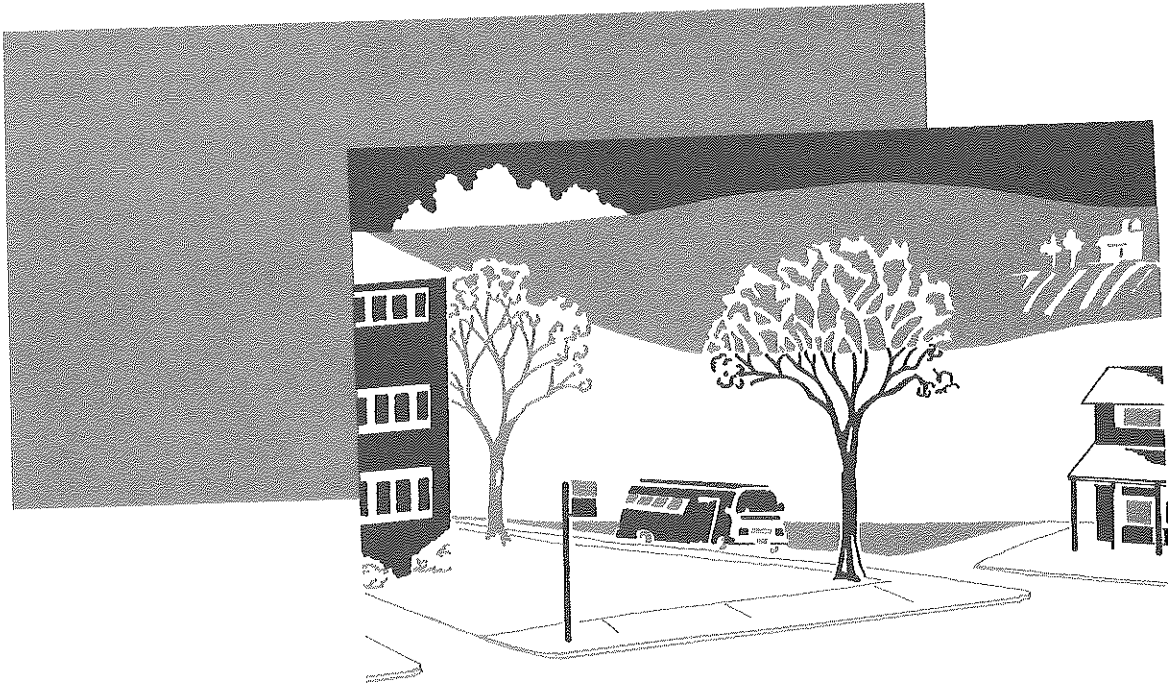
*The reported number of Road Calls is unverified and varies greatly by system. The reported Road Call interval by system and by peer group should be interpreted with caution.

(a) Agency began reporting in 1988



Grant Assistance Programs

SECTION 3



Grant Assistance Programs

Assistance for calendar year 1989 was provided via various Sections of the Urban Mass Transportation Act of 1964, as amended, and the Public Mass Transportation Fund established by Public Law 22, Acts of Indiana of 1980, as amended.

Section 3

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

Section 6/4(i)

Section 6/4(i) funds are available for research, development and demonstration projects which the Secretary of the Department of Transportation determines will assist in the reduction of need, improvement of service, or increase efficiency of urban mass transportation service. The program is 100 percent federally-funded.

Section 8

Section 8 discretionary funds are granted to state and local public bodies for planning, design, engineering and evaluation of urban public transportation projects. The federal government makes funds available to the State Department of Transportation and urban Metropolitan Planning Organizations to develop transportation improvement plans and programs. These plans and programs are to be based on transportation needs.

Section 9

Section 9 is a formula grant program for urbanized areas with populations greater than 50,000, and was authorized by the Surface Transportation Assistance Act of 1982 as a replacement for the Section 5 formula grant program. UMTA apportions the funds according to a complex formula including population, population density and operating characteristics.

A locality can use the funds to offset either 80 percent of the net cost of a capital project or 50 percent of the net operating deficit; however, systems are limited on how much of their annual allocation they can use for operating purposes. Table 11 reflects UMTA apportionments for federal fiscal year 1989. System awards of \$ 21,361,751 are summarized in Table 13.

TABLE 11
SECTION 9 APPORTIONMENTS: FFY 1989

SERVICE AREA	APPORTIONMENT
Anderson	\$411,498
Bloomington	464,412
Elkhart/Goshen	466,670
Evansville ^(a)	1,048,311
Fort Wayne	1,408,486
Indianapolis	4,946,177
Kokomo	425,623
Lafayette/West Lafayette	665,025
Muncie	597,955
N.W. Indiana ^(b)	6,996,881
Southern Indiana ^(c)	N/A
South Bend ^(d)	1,544,920
Terre Haute	445,611
TOTAL	\$19,421,569

a) Includes Henderson, Kentucky's portion of urbanized area.
b) Based on historical funding. N.W. Indiana has received 5.5% of the Chicago Urbanized Area's apportionment. N.W. Indiana includes Gary, East Chicago, Hammond, LCEOC, Tradewinds, NICTD and NIRPC.
c) Kentucky/Indiana urbanized area apportionment was \$6,410,331.
d) Does not include Niles, Michigan portion of urbanized area.

Section 10

Section 10 funds are used for transportation management training. Grants may be made to states, local bodies, and agencies to provide fellowships for training personnel employed in managerial, technical and professional positions in the urban mass transportation field. This program funds up to 50 percent of all costs associated with approved training programs.

Section 11

Section 11 funds are used for university research and training. These grants are made to public and private non-profit institutions of higher learning to assist in establishing or carrying out comprehensive research into the problems of transportation in urban areas. The program is 100 percent federally-funded.

Section 16(b)2

Section 16(b)2 provides capital assistance to private non-profit corporations that deliver specialized transportation services to the elderly and disabled where mass transportation service would otherwise be unavailable, insufficient or inappropriate to meet their specialized needs.

UMTA funds up to 80 percent of the total request, matched by a 20 percent local share. This program is administered by the Indiana Department of Transportation (INDOT). During CY 1989, INDOT awarded \$ 671,442 in Section 16(b)2 grants to the twenty-nine applicants listed in Table 12.

TABLE 12
SECTION 16(b)2 AWARDS: 1989

Agency	Funding
Parents Council for Handicapped and Retarded Children of LaPorte County	\$ 14,000
Association for the Disabled of Elkhart County	33,840
Noble County Council on Aging	19,316
Noble County Association for Retarded Citizens	39,920
Steuben County Council on Aging	19,360
Community Sheltered Workshop	25,960
DeKalb County Parent Group dba Preschool for the Handicapped	16,917
DeKalb County Council on Aging	27,098
Jay-Randolph Developmental Services	3,372
Pulaski Developmental Services	14,000
White County Council on Aging	20,160
Area IV Agency on Aging and Community Services	36,960
Janus Development Services	20,027
Community Centers of Indianapolis	19,360
Hendricks County Association for Retarded Citizens	19,360
Johnson Co. Association for Retarded Citizens	4,800
Franklin County Senior Citizens Services	19,392
Area XI Board of Aging	19,360
Developmental Services	14,000
Area 12 Council on Aging	11,440
New Horizons Rehabilitation	45,040
West Central Indiana Economic Development District	14,000
Y.M.C.A. of Vincennes, Indiana dba Knox County Senior Services	17,600
Posey County Council on Aging	33,360

Orange County Rehabilitative and Developmental Services	14,000
Blue River Developmental Services	47,360
Rauch Rehabilitation & Developmental Services	40,960
South Central Indiana Council for the Aging & Aged	33,360
New Hope Services	27,120
TOTAL	\$ 671,442

Section 18

Section 18 provides capital and operating assistance to non-urbanized public transit systems. Capital grants are funded up to 80 percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue).

This program is administered by INDOT. During CY 1989 INDOT awarded \$2,525,873 in Section 18 grants to eighteen transit systems. Section 18 funding levels for these systems are incorporated into Table 13.

Section 18(h)

The Federal Mass Transportation Act of 1987, as amended, created the Rural Transit Assistance Program (RTAP) to promote transit research and related support services for transit operators in non-urbanized areas. The program's national element, which was funded at the level of \$750,000, develops information and materials for use by local operators and state Departments of Transportation. Funding is also provided to each state for programs and services of their choice. During calendar year 1989, Indiana received \$96,956 in federal RTAP funds.

The state's RTAP program is administered by the Institute for Urban Transportation, with the help of an advisory committee. During the year, a three-part program was developed, which includes local technical assistance to RTAP-eligible transit operators; the development and implementation of a Maintenance Management Information System; and a fellowship program to provide financial assistance for operators to attend training courses.

Public Mass Transportation Fund (PMTF)

PMTF is a state fund that receives 0.76 percent of the state general sales and use tax. These funds are allocated on a

calendar year using a performance-based formula. Service area population, passenger trips, total vehicle miles, locally derived income and operating subsidy are used to compute this population and performance based formula. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as:

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

Operating subsidy is used to measure the expenses that are not covered by fare revenue. This includes federal, state and local revenue assistance received to fulfill operating expense obligations.

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. CY 1989 PMTF awards totaling \$15,410,431 are summarized in Table 13.

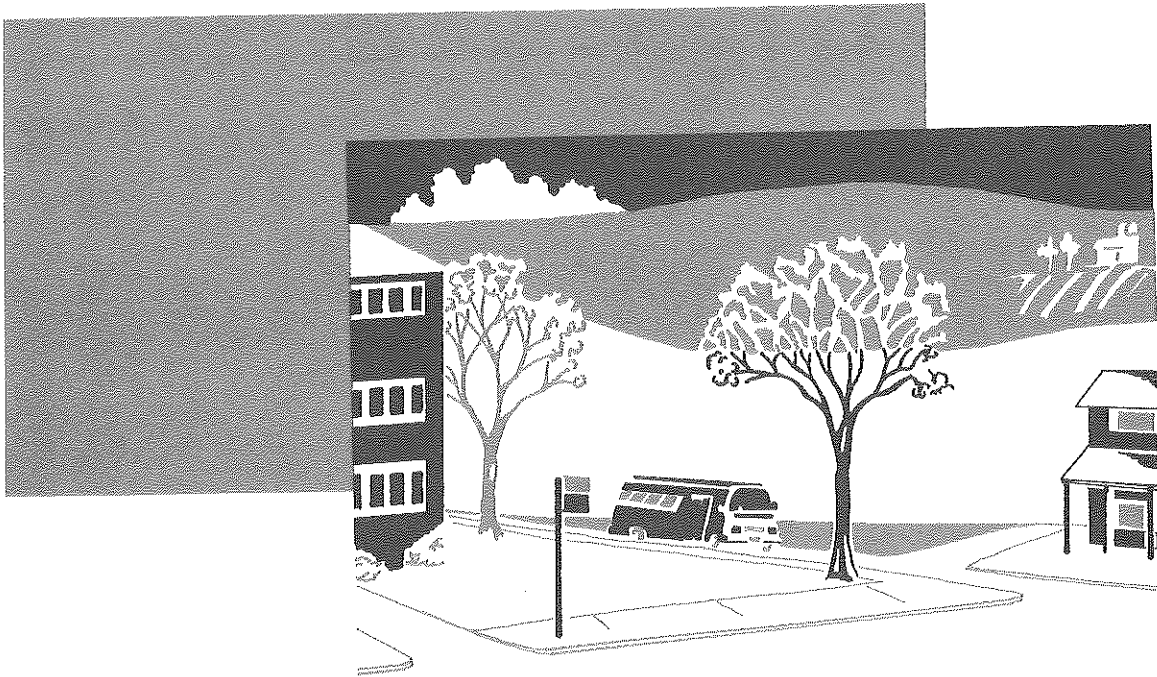
TABLE 13
STATE AND FEDERAL AWARDS BY SYSTEM: 1989

	SECTION 8		SECTION 9		SECTION 18			PMTF	
	PLANNING	CAPITAL	OPERATING	PLANNING	CAPITAL	OPERATING	CAPITAL	OPERATING	TOTAL
GROUP 1 - Large Fixed Route									
Fort Wayne	31,500	52,800	1,300,000	34,000				1,214,771	2,633,071
Gary		0	1,916,824				0	891,230	2,826,026
Indianapolis	177,667	2,650,322	3,875,856	20,000	17,972		17,972	4,552,829	11,276,674
NICTD		32,033(a)	2,428,007	48,000			0	1,898,334	4,406,374
South Bend	52,000	372,720	1,172,200				0	1,132,225	2,729,145
SUBTOTAL	261,167	3,107,875	10,692,887	102,000	17,972	0	17,972	9,689,389	23,871,290
GROUP 2 - Medium Fixed Route									
Anderson	48,200	66,080	544,106	46,540				278,353	983,279
Bloomington	31,080	240,000	476,252				0	237,933	985,265
Evansville	27,000	224,000	865,840	70,000	28,000			698,545	1,913,385
Hammond			280,143					384,990	665,133
Lafayette	15,280	940,000	657,509	15,802	183,950			635,239	2,447,780
Muncie	20,000	288,400	750,211				0	591,954	1,650,565
Southern Indiana	32,500		104,747					297,951	435,198
Terre Haute	24,633		420,000	32,000				269,671	746,304
SUBTOTAL	198,693	1,758,480	4,098,808	164,342	211,950	0	211,950	3,394,636	9,826,909
GROUP 3 - Small Fixed Route									
Bedford									
Columbus						81,832		50,916	132,748
East Chicago						218,036		141,518	359,554
LaPorte		40,000	234,618				1,465	152,441	428,524
Marion								99,275	247,825
Michigan City								111,150	299,150
New Castle					49,997			146,213	378,032
Richmond					102,160			95,137	367,842
Washington								179,343	358,897
SUBTOTAL	0	40,000	234,618	152,157	20,484	1,175,009	20,484	991,904	2,614,172
GROUP 4 - Demand Response and County									
Elkhart		65,920	121,310					72,290	267,030
Goshen		59,680	31,200				7,910	21,840	119,500
Huntingburg							6,780	0	28,081
KIRPC							0	136,788	330,208
Kosciusko County						6,443		172,981	414,515
LCEOC						193,420		195,591	385,859
Madison County			190,268			241,534		49,848	124,035
Mitchell								14,278	101,578
Monroe County								82,000	234,250
Region 14								0	130,000
Seymour								0	21,287
Trade Winds								0	21,287
Union County								152,041	348,723
Waveland								19,810	86,239
SUBTOTAL	0	125,200	539,460	0	30,421	903,221	2,915	917,467	2,611,255
Indiana, State of	135,492							136,208	471,700
Kokomo	19,516								19,516
MACOG									76,141
NIRPC	110,000	253,940		76,141					531,940
SUBTOTAL	265,008	253,940	0	168,000	0	200,000	0	136,208	1,099,297
TOTAL	724,868	5,285,495	15,565,773	510,483	280,827	2,278,230	280,827	15,129,604	40,022,293

(a) Includes \$32,033 of Section 3 funds

Glossary

SECTION 4



Glossary

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

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

Apportionment (Appropriation/Allocation) - This is the maximum amount of funding a transit system MAY be granted from an assistance program. Generally, apportionments are based upon a population and /or number of passengers.

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

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

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

Capital Grants Awarded - Local, state and federal capital assistance awarded during the calendar year reporting period.

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

Charter and Other Operating Revenues - This category includes:

Charter Service Revenue - Revenue from transportation service provided on an exclusive basis, for a specific itinerary; and/or

School Bus Service Revenue - Passenger fares from school bus service operated under contract with school corporations; and/or

Auxiliary Transportation Revenue - Revenues earned from operations closely associated with the transit system; including station concessions, advertising services, and other services provided in conjunction with regular transit service; and /or

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 revenue.

Deadhead Miles - Miles traveled by revenue vehicles when not in revenue service (not available for passengers). Includes miles traveled to and from storage facilities and other non-revenue service mileage.

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

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

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

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

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

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

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

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

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

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

Fringe Benefits - Payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee's share of FICA, PERF, other retirement, health insurance, life insurance, and other benefits not associated with a piece of work; and /or

Payments or accruals directed to an employee arising from something other than their performance of a piece of work. These include uniform and clothing allowances, paid absences, such as sick leave, holidays, vacation, jury duty, death in the family, military duty, etc. Paid absences should be accounted for as a fringe benefit only when they result in a cash liability to the transit system.

Fuel and Lubricant Expenses - Cost of gasoline, diesel fuel, propane, lubricating oil, etc., for use in vehicles associated with transit service.

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

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

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

Indirect Expense - Cost incurred for a common or joint purpose benefiting more than one objective and not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved. Indirect expenses are usually incurred by transit systems that are not an independent entity, such as a city transit department, and are documented in a cost allocation plan.

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

Local Investment/Expense - Ratio equating fare, charter and other revenue plus local operation assistance to total operation expense. This measure is used to indicate the level of financial

responsibility accepted at the local level for transit operations. A relatively high ratio is preferred. The ratio may be increased by increasing fare revenues, alternative revenue sources (i.e. charter service and advertising revenue) and/or increasing local operation assistance.

Local Operating Assistance - This category includes:

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

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

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

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

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

Dues and Subscriptions - Fees for memberships in industry organizations and subscriptions to periodical publications related to transit; and/or

Meeting Expenses - Work related fares and allowances for transportation of transit system employees and related officials, expenses for food and lodging, charges for participation in industry conferences, and other related business meeting expenses; and/or

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

Other Miscellaneous Expenses as described in Section 15 Manual.

Modified Van (MV) - The seating capacity of modified vans is approximately 9 to 16 passengers. A modified van is a standard van which has undergone some structural changes, usually made to increase its size and particularly its height. This is often accomplished by raising the roof. Other body changes may include a raised or widened door, lower rise steps at the entrance and handicapped accessibility equipment such as wheelchair lifts and tie-downs.

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

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

Operating Income per Passenger Trip - Ratio equating operating income to passenger trips. This measure is used to indicate the amount of operating cost per passenger trip not covered by the operating subsidy. A relatively high ratio is preferred. The ratio may be raised by increasing fare or other revenues generated by the transit system.

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

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

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

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

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

Passenger Trips/Revenue Vehicle Mile (RVM) - Ratio equating total passenger trips to the total number of revenue service miles. This measure is used to indicate the degree to which the system (or route) is utilized when compared to the amount of service provided. A relatively high ratio is preferred. The ratio may be increased by increasing ridership of existing service or eliminating service (RVM) that has marginal ridership.

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

Public Mass Transportation Fund (PMTF) - A state fund financed by .76 percent of the state general sales and use tax to provide up to an amount equal to 100% of the system's Locally Derived Income (LDI) or the system's population/performance based formula allocation whichever is less.

Purchased Transportation Expenses - Costs incurred when a transit property purchases a

portion of its service from another entity, (e.g., contracting with a private organization to provide specialized services, subsidized taxes, etc.).

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

Revenue - All operation funds associated with the provision of transit service. Includes fares, charter, school bus revenues; auxiliary and non-transportation revenues; and local, state and federal assistance awards (as defined in the Section 15 Manual). Revenue figures are not audited.

Revenue per Passenger Trip - Derived by dividing total fare revenue by total unlinked passenger trips, this is a measure of system efficiency.

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

Road Call - A service interruption requiring assistance from someone other than the driver to continue passenger service. Road calls usually require the transfer of passengers to another vehicle to complete the trip. These service interruptions may be caused by mechanical, electrical, structural or human failures (e.g., bad brakes, flat tire, out of gas, etc.)

Roadcall Interval - A measure of maintenance effectiveness, derived by dividing total road calls by total vehicle miles. A high figure is desirable.

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

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

Service Area Population - The entire population residing within the legal operating limits of the transit system, as reported by the 1980 U.S. Bureau of Census. Demand response and county-wide service area population is defined as 1/2 of the population residing within the legal operating limits to represent the specialized nature of this service. (As per PMTF allocation formula computations, 1974.).

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

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

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

Custodial Service Expenses - Payment for the performance of janitorial services, under contract or on a single job basis with an outside organization; and/or

Professional and Technical Service Fees - Payment for the labor provided by attorneys, accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, transit industry consultants, etc.

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

State Operating Assistance - This category covers funds obtained from the Public Mass Transportation Fund to assist in paying the cost of operating the transit system. As noted, this category may also include funding from other State programs (e.g. Older Hoosiers and Rehabilitation Funding).

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

Supply Side Subsidy -- A program in which subsidies flow to the provider (supplier) of service rather than users of the service. Opposite of User Side Subsidy.

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

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

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

Tire and Tube Expenses - The cost of tires and tubes for replacement of tires and tubes rented on a time or mileage basis.

Total Unlinked Passenger Trips - The total number of all passengers who board a vehicle during the calendar year reporting period; includes regular passengers, transfer passengers and non-fare paying passengers; these are defined as unlinked passenger trips when identified for Section 15 report requirements.

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

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

User Side Subsidy -- A program whereby system passengers received a voucher or token that is used to purchase transportation service from the provider of the user's choice. Opposite of Supply Side Subsidy.

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

Vehicle Miles - The total distance traveled by revenue vehicles, including both revenue and deadhead miles.

