

# 1983 ANNUAL REPORT

## INDIANA PUBLIC TRANSPORTATION

State of Indiana  
Robert D. Orr, Governor

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Indiana Department of Transportation  
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# Table of Contents

	Page
<b>Executive Summary</b> .....	1
<b>Section 1: Analysis</b>	
Ridership .....	6
Operating Characteristics .....	8
Financial Data .....	11
<b>Section 2: Detailed System Characteristics</b>	
Anderson, City of Anderson Transit System .....	18
Bedford, Transit Authority of Stone City .....	20
Bloomington Transit .....	22
Columbus, Columbus Municipal Transit .....	24
East Chicago Public Transportation .....	26
Evansville, Metropolitan Evansville Transit System .....	28
Fort Wayne Public Transportation Corporation .....	30
Gary Public Transportation Corporation .....	32
Goshen Transit .....	34
Hammond Intercity System .....	36
Indianapolis Public Transportation Corporation .....	38
Kankakee-Iroquois Regional Planning Commission .....	40
Kosciusko Accessible Bus Service .....	42
Lafayette, Greater Lafayette Public Transportation Corporation .....	44
Lake County Economic Opportunity Council .....	46
LaPorte Transit System .....	48
Marion, City of Marion Transportation Department .....	50
Michigan City, Municipal Coach .....	52
Mitchell Transit Service .....	54
Monroe County, Rural Transit .....	56
Muncie Indiana Transit System .....	58
New Castle on Wheels .....	60
Northern Indiana Commuter Transportation District .....	62
Richmond, City of Richmond Transit Authority .....	64
South Bend Public Transportation Corporation .....	66
Transit Authority of River City .....	68
Terre Haute Transit Utility .....	70
Trade Winds Rehabilitation Center .....	72
Union County Transit Service .....	74
Washington Transit System .....	76
<b>Section 3: Grant Assistance Programs</b>	
Federal Assistance – UMTA .....	81
State Assistance – PMTF .....	83
<b>Section 4: Glossary</b> .....	87

# Figures and Table

		Page
<b>Figures</b>		
1	Map of Public Transportation Systems in Indiana: 1983 .....	4
2	Change in Statewide Ridership: (1978-1983).....	6
3	Statewide Ridership Distribution: 1983.....	6
4	Change in Statewide Operating Costs per Passenger and Fare Revenue per Passenger: (1978-1983) .....	11
5	Operating Expenditure Distribution: 1983.....	12
6	Operating Revenue Distribution: 1983.....	14
<b>Tables</b>		
1	Areas Served by Public Transportation: 1983 .....	5
2	Ridership Distribution by System: 1983 .....	7
3	Revenue Vehicle Miles (RVM) by System: 1983 .....	8
4	Transit Fares by System: 1983.....	9
5	Vehicle Characteristics by System: 1983 .....	10
6	Change in Statewide Performance Measures: (1978-1983).....	11
7	Change in Statewide Operating Expenditures by Category: (1979-1983) .....	12
8	Transit System Operating Expenditures by Category: 1983.....	13
9	Change in Statewide Operating Revenues by Category: 1983.....	14
10	Transit System Operating Revenues by Category: 1983.....	15
11	Section 5 Apportionments: FFY 1983.....	82
12	Section 16(b)2 Awards: 1983 .....	83
13	State and Federal Awards by System: 1983.....	84

# Executive Summary

## Introduction

This is the ninth annual report summarizing key operating and financial characteristics of Indiana's 30 publicly assisted transportation systems. The annual report provides transit information to public officials, planners, transit managers, and other interested persons. This document will give the reader a better understanding of public transportation and its contribution to improving mobility for Indiana's residents.

The 1983 Annual Report provides an overview of the status of transit between January 1 and December 31, 1983. Section 1 provides the reader with an analysis of ridership, service, and financial data provided by the 30 reporting public transportation systems. Section 2 is a detailed report of system characteristics arranged alphabetically by system. Section 3 summarizes 1983 federal and state transportation assistance programs and awards. Section 4 is a glossary of terms as used in the context of this report.

The information in this report was obtained from data submitted via quarterly and annual reports required by the Indiana Department of Transportation. The reporting forms are consistent with the reporting requirements of Section 15 of the Urban Mass Transportation Act of 1964, as amended. The information was supplemented by telephone conversations with managers and planners from the various systems and on-site visits to the properties. Every effort was made to validate the information however, each system is ultimately responsible for the accuracy of the unaudited base data.

## Changes in Federal Funding

Congressional debate regarding the appropriate federal role in public transportation culminated in the passage of the Surface Transportation Assistance Act (STAA) of 1982. The Act extended the federal transit assistance program through 1986, imposed a permanent ceiling on federal transit operating assistance, and established a dedicated fund for capital assistance.

The STAA was beneficial in that it provided a clear signal to state and local officials regarding what they could expect from the Urban Mass Transportation Administration and gave Governors the authority, after consulting with affected systems, to move federal funding between grant program areas in order to meet priority funding requirements.

The Act also created a dedicated fund for transit assistance by diverting \$.01 of the \$.05 increase in the federal motor fuel tax to a special Mass Transit Account within the Highway Trust Fund. Except for a one time formula allocation in 1983, UMTA will distribute these funds on a discretionary basis for capital purchases. The Congress expects this Mass Transit Account to satisfy the long term capital requirements of the nation's rail and bus systems.

The disappointment with the legislation centered upon the freeze on future operating assistance at the 1982 level. In addition, some of the large urban areas received a cut of as much as 20 percent below their 1982 funding level.

In summary, the STAA legislation authorizes an overall increase in federal transit allocations for Indiana consisting of a reduction in operating assistance and an increase in capital funding.

## Ridership

Indiana's transit systems carried over 32.6 million passengers in 1983, representing a decline of 8 percent compared with 1982 ridership. This was the second year in a row that ridership declined over the previous year.

Indianapolis continued to carry the greatest number of passengers, accounting for 45 percent of the state's total; followed by South Bend, Gary and Fort Wayne. Twelve of the 30 systems recorded ridership increases in 1983. Muncie experienced the largest increase of 123,000 passengers. Other systems that reported an increase in excess of 10 percent included Goshen, KIRPC, Kosciusko County, Anderson and Monroe County.

Fourteen systems reported losses in ridership during 1983. The most significant loss occurred in Gary as a result of the loss of their purchase of service agreements with the City of Hammond and the Gary Public School Corporation. Other systems which experienced losses in excess of 10 percent include Bloomington, Trade Winds, Fort Wayne, Marion, and LaPorte.

## Service

Two new systems began transit service in communities at opposite ends of the state in 1983. The Transit Authority of River City (TARC) operating out of Louisville, Kentucky, began serving the Jeffersonville, Clarksville and New Albany area. This service primarily carries southern Indiana residents into Louisville, Kentucky. The City of Hammond discontinued their purchase of service from the Gary Public Transportation Corporation and instead reached an agreement with Hammond Yellow Coach, a private for profit operator, to provide their transit service. The addition of new service in southern Indiana and the establishment of an independent service in Hammond brings the total number of federal and state supported systems to 30; comprised of 29 fixed route and demand responsive transit systems and one commuter railroad.

Transit properties reported providing a total of 17.8 million revenue miles of service in 1983. Despite the addition of the two new systems, this is a reduction of 4 percent when compared to 1982. This represents the second consecutive year that service miles have declined. Thirteen systems reported service reductions with the largest occurring in Terre Haute, KIRPC, East Chicago, LCEOC, Gary and Muncie.

## Fares

Six systems increased fares in 1983. The average base fare charged in Indiana has gone from \$ .30 in 1978 to \$ .50 in 1983; an increase of 67 percent.

The following systems implemented a base fare increase in 1983:

Indianapolis	\$ .50 to .60
Muncie	.30 to .35
New Castle	.35 to .45
NICTD	3.83 to 4.19 <sup>a</sup>
South Bend	.30 to .50
Union County	1.00 to 1.20

Although most systems have increased fares over the last two years, there are several systems that choose to provide free service or to operate on a "donation only" basis. In 1983 those systems were East Chicago, LCEOC, Goshen, KIRPC, and Trade Winds.

<sup>a</sup>Average fare for one-way trip to downtown Chicago.

## Expenses and Revenues

It cost \$45.2 million to provide public transit service in 1983, a reduction of 3 percent compared to 1982. The principal reason for the reduced cost was a 748,840 mile reduction in revenue service miles. Although service miles and costs declined, the cost of providing a unit of service actually increased from \$2.52 to \$2.54. As a result of the reduction in service, fuel and oil costs dropped by 16 percent. Overall, the cost per passenger increased from \$1.31 to \$1.39, due in part to the reduced ridership.

Ridership declines also negated any revenue increases that may have been anticipated from an increase in base fares, leaving total fare receipts virtually unchanged from 1982. The statewide fare recovery ratio also remained unchanged at 28 percent. The fare recovery ratio illustrates the extent to which total operating expenses are covered by fare paying passengers. The average fare revenue collected per passenger increased from \$ .36 to \$ .39.

Federal operating assistance remained constant at \$14.3 million. State funding increased slightly over 1982 levels. The operating subsidy per passenger increased from \$ .87 to \$ .92, while the subsidy per revenue mile remained unchanged.

## Capital Improvements

In 1983, the Urban Mass Transportation Administration approved capital grants totalling \$18.7 million in federal funds for the following projects:

### Maintenance and Storage Facilities:

- Garage Construction — Washington
- Site Preparation — Muncie, Indianapolis
- Garage Renovation — Lafayette

### Passenger Facilities:

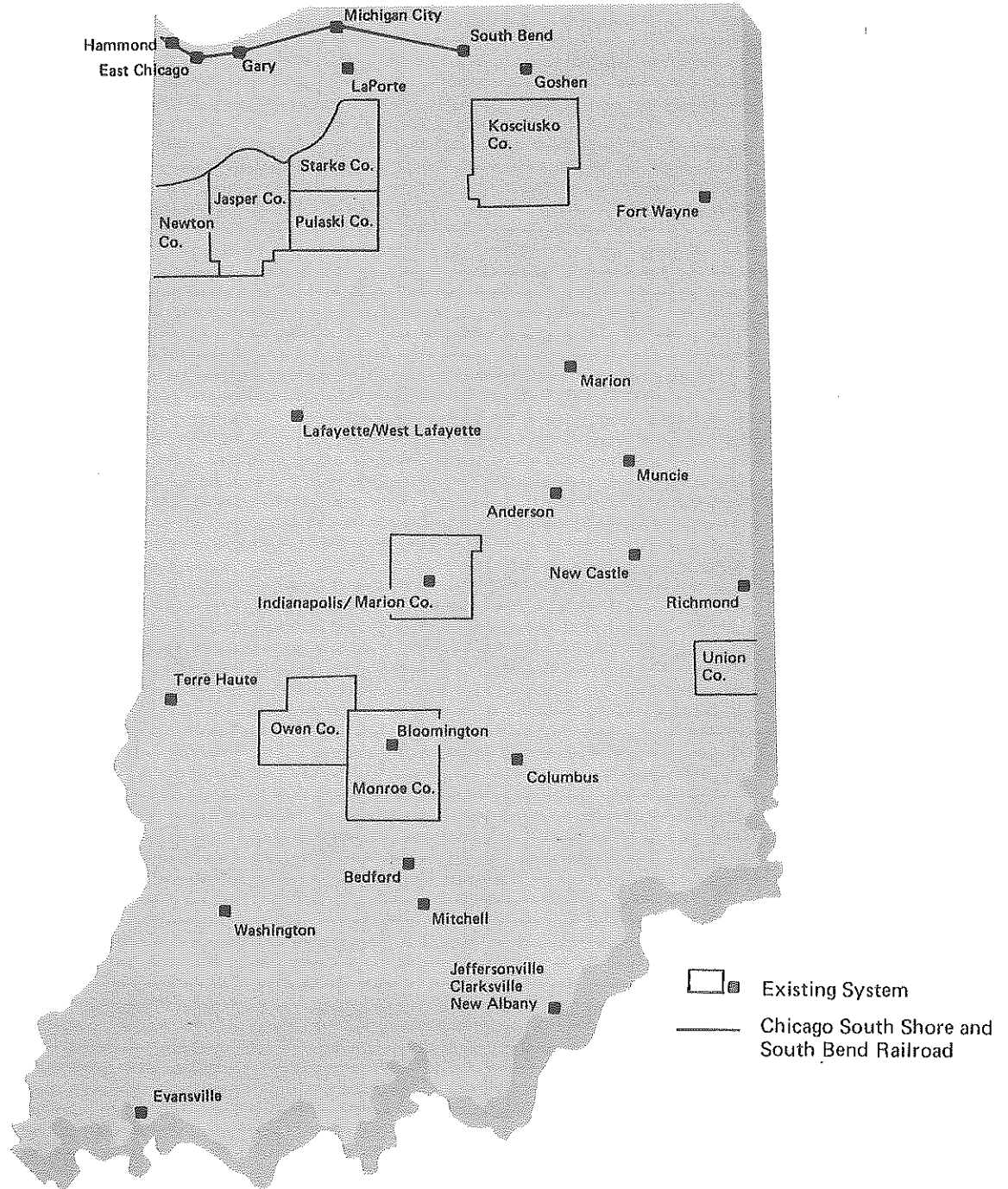
- Washington Street Transit Mall — Indianapolis
- Transfer Centers — Terre Haute, Bloomington

### Vehicles:

- |              |             |
|--------------|-------------|
| Evansville   | LCEOC       |
| South Bend   | Trade Winds |
| Indianapolis | Hammond     |

# Section 1: Analysis

**FIGURE 1**  
**PUBLIC TRANSPORTATION SYSTEM IN INDIANA: 1983**





**TABLE 1  
AREAS SERVED BY PUBLIC TRANSPORTATION: 1983**

<u>Applicant</u>	<u>System Name</u>	<u>Service Area</u>	<u>Population</u> <sup>1</sup>
<u>Over 200,000 Population</u>			
Indianapolis	Indianapolis Public Transp. Corp.	Indianapolis area	836,472
LCEOC	Lake Co. Econ. Opportunity Council	Lake & Porter Co's <sup>2</sup>	642,781
Trade Winds	Trade Winds Rehabilitation Center	Lake & Porter Co's <sup>2</sup>	642,781
Fort Wayne	Fort Wayne Public Transp. Corp.	Fort Wayne area	236,479
South Bend	South Bend Public Transp. Corp.	South Bend area	202,513
<u>50,000 to 200,000 Population</u>			
Evansville	Metropolitan Evansville Transit System	Evansville area	155,078
Gary	Gary Public Transp. Corp.	City of Gary	151,953
Monroe Co.	Rural Transit	Owen & Monroe Co's	51,113
Hammond	Hammond Intercity System	City of Hammond	93,714
Lafayette	Greater Lafayette Public Transp. Corp.	Lafayette/W. Lafayette area	91,380
Muncie	Muncie Indiana Transit System	City of Muncie <sup>3</sup>	77,216
KIRPC	Kankakee-Iroquois Regional Planning Commission — TransAction	Jasper, Newton, Pulaski & Starke Co's	76,237
Terre Haute	Terre Haute Transit Utility	Terre Haute area	74,736
TARC	Transit Authority of River City	Cities of New Albany, Jeffersonville & Clarksville	73,487
Anderson	City of Anderson Transit System	City of Anderson	64,695
Bloomington	Bloomington Transit	Bloomington area	63,513
Kosciusko Co.	Kosciusko Accessible Bus Service	Kosciusko County	59,555
<u>Under 50,000 Population</u>			
Richmond	City of Richmond Transit Authority	City of Richmond	41,349
East Chicago	East Chicago Public Transportation	City of East Chicago	39,786
Michigan City	Municipal Coach Service	Michigan City & Trail Creek	39,431
Marion	City of Marion Transp. Department	City of Marion	35,874
Columbus	Columbus Municipal Transit	City of Columbus	30,614
LaPorte	LaPorte Transit System	City of LaPorte	21,796
New Castle	New Castle on Wheels	City of New Castle	20,056
Goshen	Goshen Transit	City of Goshen	19,665
Bedford	Transit Authority of Stone City	City of Bedford	14,410
Washington	Washington Transit System	City of Washington	11,325
Union Co.	Union County Transit Service	Union County	6,860
Mitchell	Mitchell Transit Service	City of Mitchell	4,641
<u>Rail</u>			
NICTD	Northern Indiana Commuter Transp. District <sup>4</sup>	Lake, Porter, LaPorte & St. Joseph Co's	993,030

<sup>1</sup> 1980 U.S. Census of Population

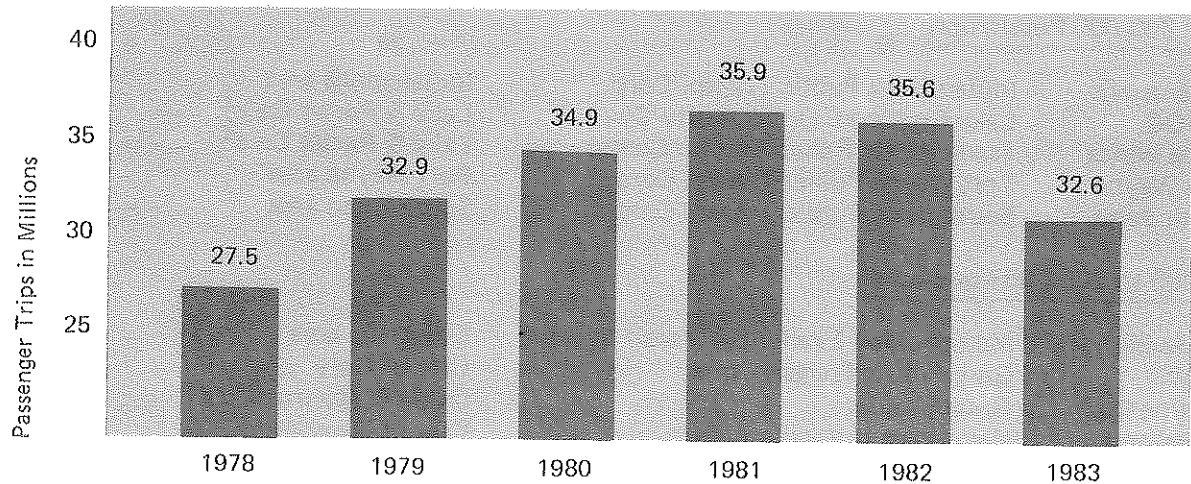
<sup>2</sup> Specialized demand responsive service

<sup>3</sup> Also demand responsive service to Delaware County, population — 128,587

<sup>4</sup> Operates commuter service on the Chicago, South Shore and South Bend railroad

# Ridership

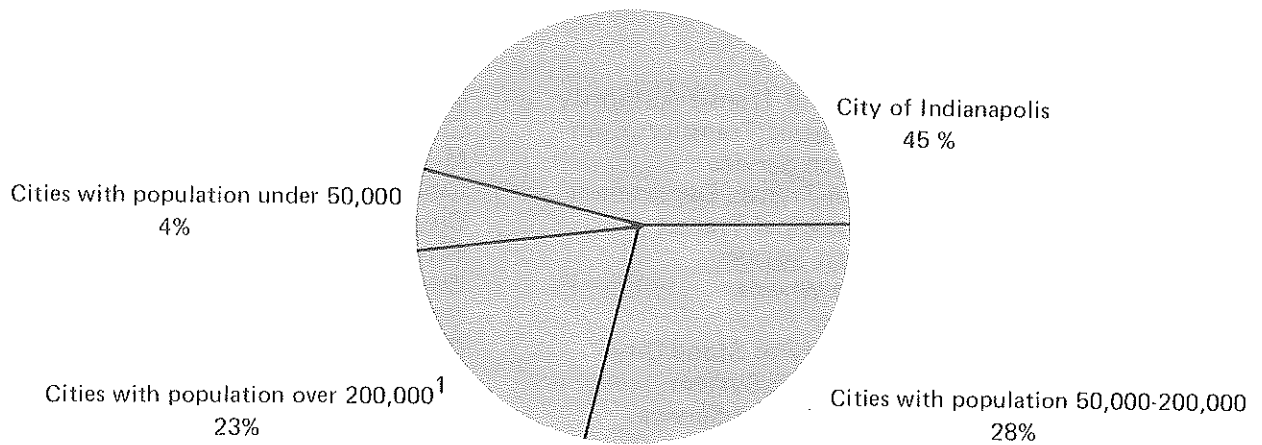
**FIGURE 2**  
**CHANGE IN STATEWIDE RIDERSHIP: (1978-1983)\***



\*Excludes NICTD

**FIGURE 3**  
**STATEWIDE RIDERSHIP DISTRIBUTION: 1983\***

100% = 32,563,518



\*Excludes NICTD

<sup>1</sup>Excluding Indianapolis

**TABLE 2  
RIDERSHIP DISTRIBUTION BY SYSTEM: 1983**

<u>Service Area</u>	<u>Ridership 1982</u>	<u>Ridership 1983</u>	<u>% Change</u>	<u>Ridership per Capita</u>	<u>% of State Ridership</u>
<u>Over 200,000 Population</u>					
Indianapolis	15,048,299	14,607,702	(2.93)	17.46	44.86
LCEOC	145,313	159,970	10.00	0.25	0.49
Trade Winds	123,223	97,977	(20.49)	0.15	0.30
Fort Wayne	3,124,678	2,643,097	(15.41)	11.18	8.12
South Bend	4,722,844	4,504,828	(4.62)	22.24	13.83
<u>200,000 to 50,000 Population</u>					
Evansville	1,448,008	1,423,378	(1.70)	9.18	4.37
Gary	6,107,563 <sup>a</sup>	3,809,292	(37.63)	25.07	11.70
Monroe County	27,818	33,192	19.32	0.65	0.10
Hammond	N/A	324,682	N/A	3.47	1.00
Lafayette	1,040,514	1,030,173	(0.99)	11.27	3.16
Muncie	1,101,365	1,224,979	11.22	15.86	3.76
KIRPC	63,702	98,108	54.01	1.29	0.30
Terre Haute	517,767	502,119	(3.02)	6.72	1.54
TARC	N/A	64,645	N/A	0.88	0.20
Anderson	257,279	309,975	20.48	4.79	0.95
Bloomington	429,941	335,042	(22.07)	5.28	1.03
Kosciusko County	53,508	72,259	35.04	1.21	0.22
<u>Under 50,000 Population</u>					
Richmond	173,248	177,988	2.74	4.30	0.55
East Chicago	364,000 <sup>b</sup>	364,000 <sup>b</sup>	N/A	9.15	1.12
Michigan City	205,804	196,922	(4.32)	4.99	0.60
Marion	152,842	131,053	(14.26)	3.65	0.40
Columbus	165,693	167,190	0.90	5.46	0.51
LaPorte	133,148	117,489	(11.76)	5.39	0.36
New Castle	97,354	96,986	(0.38)	4.84	0.30
Goshen	5,756	9,400	63.30	0.48	0.03
Bedford	8,409 <sup>c</sup>	27,945	232.32	1.94	0.09
Washington	23,679	23,388	(1.23)	2.07	0.07
Union County	6,640	6,823	2.76	1.00	0.02
Mitchell	2,606 <sup>d</sup>	7,916	203.76	1.71	0.02
SUBTOTAL	35,551,001	32,563,518	(8.40)		100%
<u>Rail</u>					
NICTD	2,152,751	2,520,741	17.09	2.54	
TOTAL	37,703,752	35,089,259	(6.93)		

<sup>a</sup>Includes Hammond service

<sup>b</sup>Estimate

<sup>c</sup>Reporting period: 9/27/82 – 12/31/82

<sup>d</sup>Reporting period: 5/17/82 – 12/31/82

# Operating Characteristics

TABLE 3  
REVENUE VEHICLE MILES (RVM) BY SYSTEM: 1983

<u>Service Area</u>	<u>RVM 1982</u>	<u>RVM 1983</u>	<u>% Change</u>
<u>Over 200,000 Population</u>			
Indianapolis	6,300,474	6,323,056	0.36
LCEOC	839,722	489,564	(41.70)
Trade Winds	364,682	386,053	5.86
Fort Wayne	1,829,442	1,842,599	0.72
South Bend	1,697,939	1,702,512	0.27
<u>200,000 to 50,000 Population</u>			
Evansville	690,975	678,400	(1.82)
Gary	1,839,715 <sup>a</sup>	1,467,231	(20.25)
Monroe County	104,688	144,233	37.77
Hammond	N/A	287,468	N/A
Lafayette	818,488	835,272	2.05
Muncie	857,220	736,089	(14.13)
KIRPC	297,452	231,405	(22.20)
Terre Haute	613,893	452,456	(26.30)
TARC	N/A	77,258	N/A
Anderson	314,581	331,138	5.26
Bloomington	410,490	282,432	(31.20)
Kosciusko County	93,374	138,178	47.98
<u>Under 50,000 Population</u>			
Richmond	218,234	212,762	(2.51)
East Chicago	256,176	132,600	(48.24)
Michigan City	178,676	168,751	(5.56)
Marion	141,153	133,335	(5.54)
Columbus	225,980	225,393	(0.26)
LaPorte	232,246	214,874	(7.48)
New Castle	113,083	127,574	12.81
Goshen	16,830	22,938	36.29
Bedford	24,192 <sup>b</sup>	88,451	265.62
Washington	32,435	32,305	(0.40)
Union County	14,637	21,301	45.53
Mitchell	5,505 <sup>c</sup>	12,607	129.01
SUBTOTAL	18,532,282	17,798,235	(3.96)
<u>Rail</u>			
NICTD	1,925,907	1,911,114	(0.77)
TOTAL	20,458,189	19,709,349	(3.66)

<sup>a</sup>Includes Hammond service

<sup>b</sup>Reporting period: 9/27/82 – 12/31/82

<sup>c</sup>Reporting period: 5/17/82 – 12/31/82

**TABLE 4  
TRANSIT FARES BY SYSTEM: 1983**

<u>Service Area</u>	<u>Adult</u>	<u>Youth</u>	<u>Elderly &amp; Handicapped</u>	<u>Transfer Charge</u>	<u>Multi-ride Discount</u>
<u>Over 200,000 Population</u>					
Indianapolis	\$ .60	\$ .60	\$ .30/1.20 <sup>a</sup>	\$ .05	Yes
LCEOC	N/A	N/A	Free	N/A	N/A
Trade Winds	N/A	N/A	5.00	N/A	No
Fort Wayne	.75	.35	.35	Free	Yes
South Bend	.50	.25	.25	Free	Yes
<u>200,000 to 50,000 Population</u>					
Evansville	.50	.25	.25	.10	Yes
Gary	.75	.50	.35	.10/.05	Yes
Monroe County	Variable rate fares — see page 56			N/A	Yes <sup>1</sup>
Hammond	.75	.50	.35	Free	Yes <sup>1</sup>
Lafayette	.50	.50	.15	.15	Yes
Muncie	.35	.35	.20	Free	Yes
KIRPC	Free	Free	Free	Free	N/A
Terre Haute	.50	.50	.25	N/A	Yes
TARC	.35/.60 <sup>b</sup>	.25	.25	Free	Yes
Anderson	.50	.50	.25	Free	Yes
Bloomington	.50	.25	.25	Free	Yes
Kosciusko County	1.00	.50	.50	Free	No
<u>Under 50,000 Population</u>					
Richmond	1.00	1.00	.50	Free	Yes
East Chicago	Free	Free	Free	Free	N/A
Michigan City	.50	.25	.25	Free	Yes <sup>1</sup>
Marion	.50	.25	.50 <sup>c</sup>	Free	Yes <sup>1</sup>
Columbus	.25	.25	.25/.75 <sup>a</sup>	N/A	No
LaPorte	.35	.35	.35	N/A	Yes
New Castle	.45	.35	.25	Free	Yes
Goshen	.75	.75	.75	N/A	No
Bedford	.50	.50	.25/.50	Free	Yes
Washington	.45	.45	.45 <sup>d</sup>	N/A	No
Union County	Variable rate fares — see page 74			N/A	No
Mitchell	.50	.50	.25	N/A	No
<u>Rail</u>					
NICTD	Variable rate fares — see page 62			N/A	Yes

<sup>1</sup>Handicapped only

<sup>a</sup>Demand responsive service fare

<sup>b</sup>\$ .60 peak hour fare

<sup>c</sup>\$ .25 with Senior I.D. Card (\$1.00/yr.)

<sup>d</sup>\$ .05 with senior discount coupon

**TABLE 5  
VEHICLE CHARACTERISTICS BY SYSTEM: 1983**

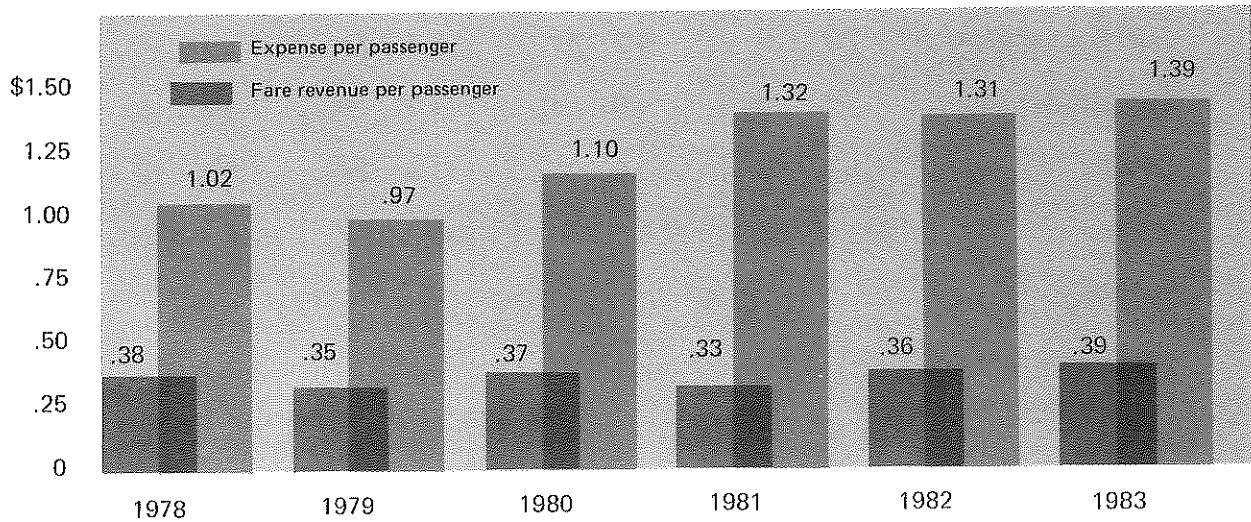
<u>Service Area</u>	<u>Available Vehicles</u>	<u>Total Fleet Capacity*</u>	<u>Avg. Fleet Capacity*</u>	<u>Engine Type</u>	<u>Avg. Age of Fleet</u>
<u>Over 200,000 Population</u>					
Indianapolis	251	16,693	67	Diesel	6 yrs.
LCEOC	26	378	15	Gas	5 yrs.
Trade Winds	20	281	14	Gas	3 yrs.
Fort Wayne	108	6,740	62	Diesel	6 yrs.
South Bend	58	3,944	68	Diesel	11 yrs.
<u>200,000 to 50,000 Population</u>					
Evansville	29	1,110	38	Diesel & Gas	6 yrs.
Gary	112	7,079	63	Diesel	7 yrs.
Monroe County	10	141	14	Gas	3 yrs.
Hammond	10	436	44	Diesel & Gas	1 yr.
Lafayette	29	1,585	55	Diesel & Gas	8 yrs.
Muncie	29	1,360	47	Diesel	5 yrs.
KIRPC	12	152	13	Gas	5 yrs.
Terre Haute	25	1,125	45	Diesel	8 yrs.
TARC <sup>1</sup>	311	21,761	70	Diesel	6 yrs.
Anderson	15	553	37	Diesel & Gas	3 yrs.
Bloomington	17	532	31	Diesel & Gas	4 yrs.
Kosciusko County	13	384	30	D, Gas & LP	2 yrs.
<u>Under 50,000 Population</u>					
Richmond	12	314	26	Gas	5 yrs.
East Chicago	6	228	38	Diesel	3 yrs.
Michigan City	8	302	38	Diesel & Gas	4 yrs.
Marion	6	266	44	Diesel	4 yrs.
Columbus	11	268	24	Diesel	7 yrs.
LaPorte	9	184	20	Diesel & Gas	4 yrs.
New Castle	5	105	21	Gas	2 yrs.
Goshen	1	18	18	Propane	2 yrs.
Bedford	3	114	38	Diesel	1 yr.
Washington	2	44	22	Gas	1 yr.
Union County	3	42	14	Gas	3 yrs.
Mitchell	1	18	18	Gas	2 yrs.
SUBTOTAL	1,142	66,157			4 yrs.
<u>Rail</u>					
NICTD	90	9,064	101	Electric	29 yrs.
TOTAL	1,232	75,221			5 yrs.

\*Vehicle capacity includes seated and standing passengers.

<sup>1</sup>Includes vehicles for Kentucky and Indiana service.

# Financial Data

**FIGURE 4**  
**CHANGE IN STATEWIDE OPERATING COST PER PASSENGER**  
**AND FARE REVENUE PER PASSENGER: (1978-1983)\***



\*Excludes NICTD

**TABLE 6**  
**CHANGE IN STATEWIDE PERFORMANCE MEASURES: (1978-1983)\***

	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
Expense/RVM <sup>1</sup>	\$1.66	\$1.96	\$2.65	\$2.40	\$2.52	\$2.54
Fare Recovery	.38	.35	.34	.25	.28	.28
Subsidy/Passenger	.40	.47	.86	.90	.87	.92
Subsidy/RVM <sup>1</sup>	.71	.91	1.67	1.63	1.68	1.68

\*Excludes NICTD

<sup>1</sup>Revenue Vehicle Miles

**TABLE 7**

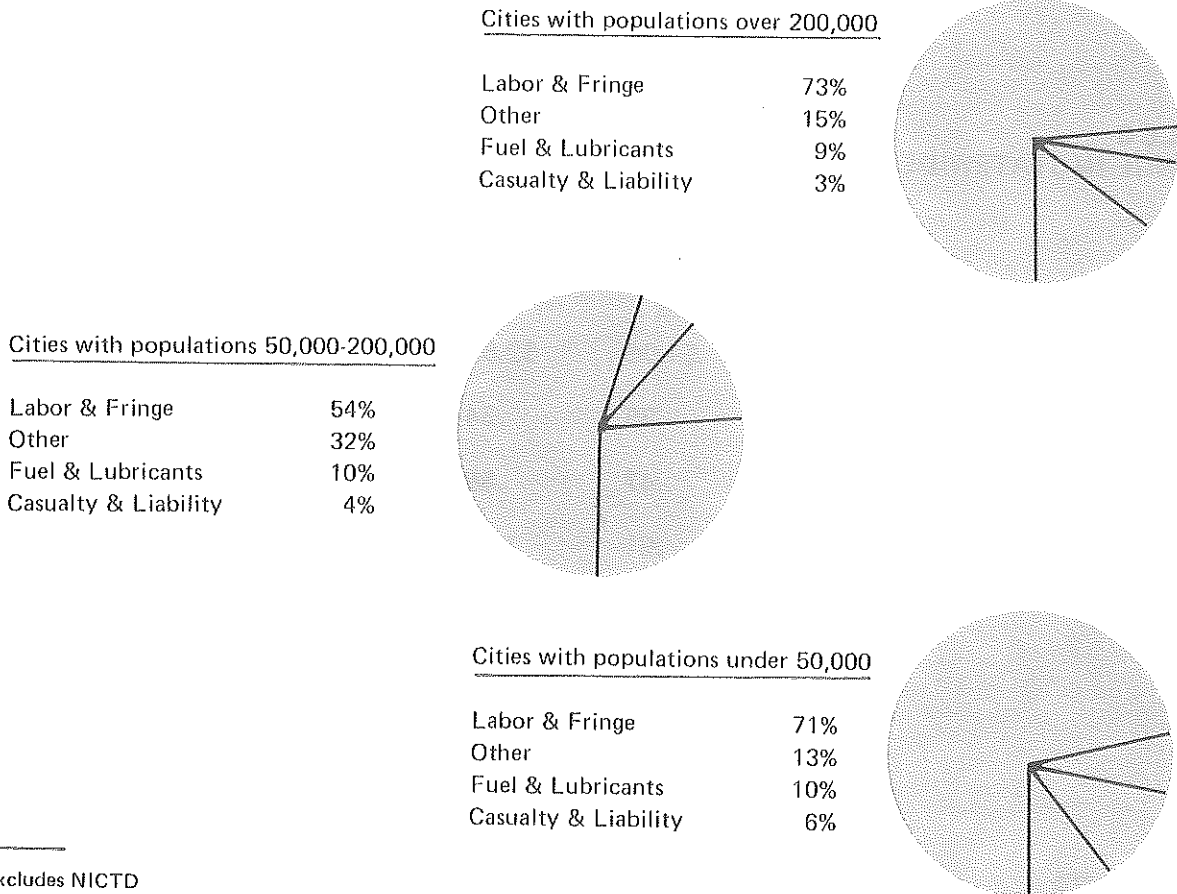
**CHANGE IN STATEWIDE OPERATING EXPENDITURES BY CATEGORY: (1979-1983)\***  
 (Expenditures expressed in millions and rounded to nearest thousand)

	<u>1979</u>	<u>%</u>	<u>1980</u>	<u>%</u>	<u>1981<sup>a</sup></u>	<u>%</u>	<u>1982</u>	<u>%</u>	<u>1983</u>	<u>%</u>
Labor & Fringe	\$21.8	68	\$24.8	64	\$27.7	60	\$29.7	64	\$29.9	66
Fuel & Lubricants	2.7	9	4.2	11	5.4	12	5.1	11	4.3	10
Casualty & Liability	1.4	4	1.5	4	1.7	4	1.6	3	1.5	3
Other	5.9	19	8.0	21	11.4	24	10.3	22	9.5	21
<b>TOTAL</b>	<b>\$31.9</b>	<b>100</b>	<b>\$38.5</b>	<b>100</b>	<b>\$46.2</b>	<b>100</b>	<b>\$46.7</b>	<b>100</b>	<b>\$45.2</b>	<b>100</b>
<b>% Change</b>		<b>21%</b>		<b>20%</b>		<b>1%</b>		<b>(3.2%)</b>		

\*Excludes NICTD

<sup>a</sup>Excludes Muncie Transit System

**FIGURE 5**  
**OPERATING EXPENDITURE DISTRIBUTION: 1983\***



\*Excludes NICTD



**TABLE 8  
TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY: 1983**

Service Area	Labor & Fringe	% <sup>a</sup>	Services	%	Fuel & Lubricants	%	Other Materials & Supplies	%	Utilities	%	Casualty & Liability	%	Other	%	Total
<b>Over 200,000 Population</b>															
Indianapolis	\$12,532,329	73	\$ 699,291	4	\$1,560,728	9	\$1,395,590	8	\$335,852	2	\$ 475,103	3	\$ 178,187	1	\$17,177,085
LCEOC	423,691	66	52,801	8	90,937	14	10,411	2	18,099	3	30,338	6	14,328	2	640,603
Trade Winds	281,755	59	32,279	6	55,414	12	19,683	4	0	0	5,682	1	85,763	18	481,576
Fort Wayne	3,636,734	77	80,649	2	421,400	9	264,862	6	47,772	1	104,633	2	140,527	3	4,696,577
South Bend	3,093,887	69	215,625	5	460,117	10	326,939	7	90,032	2	83,570	2	198,343	5	4,468,513
<b>200,000 To 50,000 Population</b>															
Evansville	759,323	62	66,201	5	185,568	15	88,490	7	26,641	2	93,901	8	4,799	1	1,223,923
Gary	3,103,482	48	275,006	4	475,953	8	536,558	9	69,114	1	197,651	3	1,751,143	27	6,408,907
Monroe County	114,483	51	9,225	4	27,331	12	12,712	6	0	0	11,193	5	47,987	22	222,931
Hammond <sup>1</sup>	51,910	7	0	0	0	0	0	0	0	0	0	0	651,167	93	703,077
Lafayette	1,095,871	62	30,503	2	192,385	11	76,325	4	37,734	2	55,117	3	279,312	16	1,767,352
Muncie	1,067,561	59	154,463	9	222,288	13	133,594	7	62,046	3	99,007	6	62,060	3	1,800,999
KIRPC	186,848	60	26,808	9	53,215	17	11,118	4	2,816	1	9,483	3	23,271	8	313,559
Terre Haute	577,436	73	11,617	2	102,135	13	18,524	2	39,023	5	36,039	4	4,892	1	789,666
TARC	168,574	72	10,936	5	25,211	11	16,530	7	4,518	2	3,000	1	5,734	2	234,503
Anderson	707,242	73	47,335	5	75,169	8	37,337	4	14,784	2	70,501	7	14,887	1	967,255
Bloomington	335,791	51	66,384	10	82,786	13	86,108	13	16,141	2	48,307	7	24,490	4	660,007
Kosciusko County	138,531	51	2,884	1	47,062	17	0	0	4,290	2	4,478	2	72,503	27	269,748
<b>Under 50,000 Population</b>															
Richmond	222,717	73	4,492	1	34,762	11	23,230	8	4,388	1	15,767	5	1,779	1	307,135
East Chicago	318,130	79	0	0	24,489	6	22,843	6	1,200	1	17,918	4	16,651	4	401,231
Michigan City	231,922	73	1,451	1	19,553	6	24,685	8	13,525	4	23,207	7	1,306	1	315,649
Marion	119,094	52	6,672	3	20,492	9	17,512	8	5,838	4	39,600	17	20,094	9	229,302
Columbus	184,587	70	9,820	4	24,527	9	34,420	13	3,468	1	4,059	2	2,284	1	263,165
LaPorte	196,455	71	553	1	46,196	17	4,304	1	13,992	5	12,979	4	2,042	1	276,521
New Castle	215,636	76	5,141	1	21,954	8	11,066	4	1,368	1	10,164	4	18,265	6	283,594
Goshen	17,145	62	0	0	4,252	15	0	0	1,349	4	972	4	3,876	14	27,594
Bedford	68,015	61	4,000	3	16,163	15	9,458	9	1,136	1	7,781	7	4,494	4	111,047
Washington	9,294	34	7,099	26	7,895	29	1,141	4	31	0	1,612	6	72	1	27,144
Union County	29,758	65	1,497	3	3,525	8	581	1	1,880	4	3,630	8	4,824	11	45,695
Mitchell	27,580	72	4,000	10	2,716	7	376	1	3,000	8	329	1	136	1	38,137
<b>SUBTOTAL</b>	<b>\$29,914,771</b>		<b>\$1,826,827</b>		<b>\$4,304,223</b>		<b>\$3,184,397</b>		<b>\$820,037</b>		<b>\$1,466,024</b>		<b>\$3,636,216</b>		<b>\$45,152,495</b>
<b>Rail</b>															
<b>NICTD</b>															<b>10,817,604<sup>b</sup></b>
<b>TOTAL</b>															<b>\$55,970,099</b>

<sup>1</sup> Purchased operation and maintenance services from Hammond Yellow Coach.

<sup>a</sup> Percent of total expenditures by system, i.e., Indianapolis spent 73% of their total budget on labor and fringe benefits.

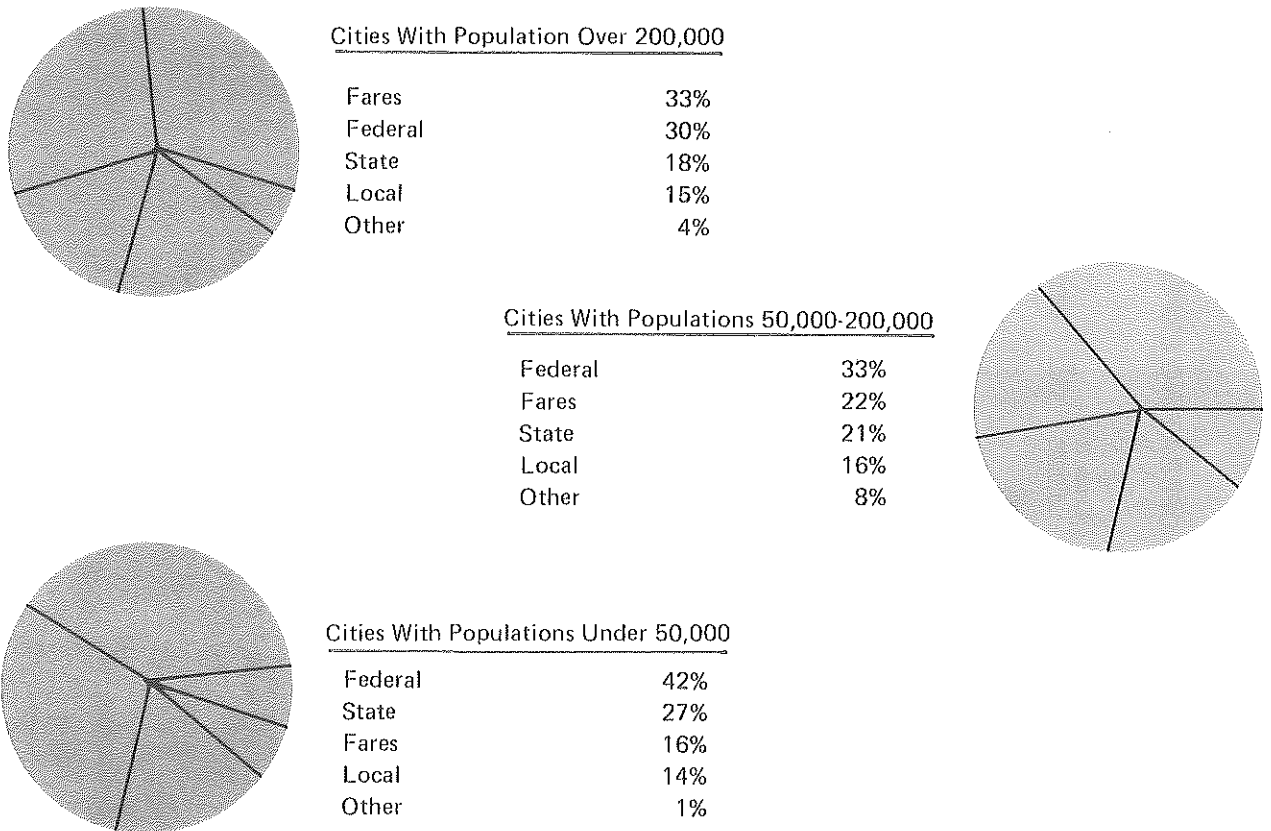
<sup>b</sup> A breakdown of operating expenses was not provided.

**TABLE 9**  
**CHANGE IN STATEWIDE OPERATING REVENUES BY CATEGORY: (1979-1983)\***  
 (Revenues expressed in millions and rounded to nearest thousand)

	<u>1979</u>	<u>%</u>	<u>1980</u>	<u>%</u>	<u>1981</u>	<u>%</u>	<u>1982</u>	<u>%</u>	<u>1983</u>	<u>%</u>
Fare	\$11.5	36	\$12.9	33	\$11.9	27	\$12.9	29	\$12.8	28
Federal	9.0	28	12.2	32	14.4	32	14.3	32	14.3	32
State	2.7	8	5.8	15	8.5	19	8.2	18	8.8	19
Local	6.5	21	6.3	16	6.4	14	7.0	15	6.9	15
Other	1.7	7	1.4	4	3.3	8	2.7	6	2.5	6
<b>TOTAL</b>	<u>\$31.4</u>	<u>100</u>	<u>\$38.7</u>	<u>100</u>	<u>\$44.4</u>	<u>100</u>	<u>\$45.0</u>	<u>100</u>	<u>\$45.3</u>	<u>100</u>

\*Excludes NICTD

**FIGURE 6**  
**OPERATING REVENUE DISTRIBUTION: 1983\***



\*Excludes NICTD

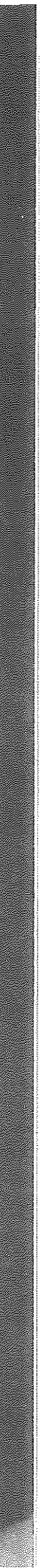
**TABLE 10  
TRANSIT SYSTEM OPERATING REVENUES BY CATEGORY: 1983**

Service Area	Fares	% <sup>a</sup>	Federal	%	State	%	Local	%	Other	%	Total
<u>Over 200,000 Population</u>											
Indianapolis	\$ 6,831,477	39	\$ 5,011,936	29	\$ 3,000,000	17	\$1,461,084	9	\$1,059,575	6	\$17,364,072
LCEOC	0	0	339,627	50	300,976	45	35,000	5	0	0	675,603
Trade Winds	0	0	233,637	49	151,052	31	27,744	6	57,715	14	480,148
Fort Wayne	1,134,557	24	1,409,562	30	690,915	15	1,399,823	30	42,972	1	4,677,829
South Bend	1,126,093	25	1,319,077	29	825,118	18	1,182,212	26	83,126	2	4,535,626
<u>200,000 To 50,000 Population</u>											
Evansville	455,339	38	379,292	31	252,861	21	126,431	10	0	0	1,223,923
Gary	1,497,565	23	1,850,001	29	1,135,258	18	714,744	11	1,211,339	19	6,408,907
Monroe County	16,433	7	103,075	46	68,717	31	34,358	15	418	1	223,001
Hammond	111,472	16	295,803	42	173,096	25	122,708	17	0	0	703,077
Lafayette	356,848	22	443,968	28	361,000	22	410,619	25	47,306	3	1,619,741
Muncie	413,597	22	590,312	31	309,000	16	573,145	30	4,275	1	1,881,329
KIRPC	21,812	7	145,709	46	97,139	31	48,899	16	0	0	313,559
Terre Haute	196,675	25	290,806	37	193,870	24	96,935	12	15,040	2	793,326
TARC	25,458	10	104,522	45	69,682	30	34,841	15	0	0	234,503
Anderson	86,226	9	425,990	48	283,697	30	142,275	15	5,168	1	943,326
Bloomington	117,158	18	268,570	41	179,047	27	89,522	13	5,710	1	660,007
Kosciusko County	52,808	20	108,470	40	72,313	27	36,157	13	0	0	269,748
<u>Under 50,000 Population</u>											
Richmond	120,224	39	91,227	30	62,584	20	31,790	10	1,310	1	307,135
East Chicago	0	0	200,615	50	120,000	30	80,616	20	0	0	401,231
Michigan City	60,339	19	126,701	40	84,457	27	42,234	13	1,907	1	315,648
Marion	30,828	13	96,565	42	64,375	28	32,190	14	5,344	3	229,302
Columbus	44,861	17	109,153	41	72,768	28	36,384	14	0	0	263,166
LaPorte	64,680	23	105,921	38	70,614	26	35,307	13	139	0	276,661
New Castle	24,159	9	128,557	45	87,955	31	42,853	15	0	0	283,594
Goshen	5,109	15	10,679	39	7,118	26	3,559	13	1,129	4	27,594
Bedford	9,778	9	49,880	45	33,253	30	16,626	15	1,510	1	111,047
Washington	8,213	30	9,465	35	6,310	23	3,155	12	0	0	27,143
Union County	4,139	9	20,777	46	13,852	30	6,926	15	0	0	45,694
Mitchell	3,462	9	17,337	46	11,558	30	5,779	15	0	0	38,136
<b>SUBTOTAL</b>	<b>\$12,829,350</b>		<b>\$14,287,204</b>		<b>\$ 8,789,625</b>		<b>\$6,873,914</b>		<b>\$2,553,983</b>		<b>\$45,334,076</b>
<u>Rail</u>											
NICTD	5,782,364	54	2,200,000	20	1,842,739	17	887,430	8	105,071	1	10,817,604
<b>TOTAL</b>	<b>\$18,611,714</b>		<b>\$16,487,204</b>		<b>\$10,632,364</b>		<b>\$7,761,344</b>		<b>\$2,659,054</b>		<b>\$56,151,680</b>

<sup>a</sup>Percent of total revenues by system, i.e., Indianapolis received 39% of total revenues from passenger fares.



## Section 2: Detailed System Characteristics



# CITY OF ANDERSON TRANSIT SYSTEM

CATS

530 Baxter Road, P.O. Box 2100  
 Anderson, Indiana 46018  
 (317) 646-5734

**CONTACT:** Fred Whipple, General Manager

**GENERAL INFORMATION:**

Type of Service Fixed route and demand responsive  
 Service Area Anderson city limits  
 Service Area Population 64,695  
 Special Service Demand responsive for handicapped provided by two lift-equipped vehicles.

**SERVICE HOURS:**

Monday through Friday 6:00 A.M. – 8:00 P.M.  
 Saturday 6:00 A.M. – 8:00 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	20	4
Maintenance	8	0
General Administration	<u>7</u>	<u>0</u>
Total	35	4

**FARES:**

Base	\$ .50	Other: Pass — \$15.00/month
Youth	.50	\$35.00/100 single ride tickets sold
E & H	.25	to business/social service agencies
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 78,144<sup>a</sup>  
 Fuel Reserve 37 days

**VEHICLE INVENTORY:**

Active <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
10	1981	Bus	TMC	Diesel	29	15	10
3	1978	Bus	Grumman	Gas	21	10	0
1	1979	MV	Ford	Gas	9	0	1
1	1979	Van	Dodge	Gas	11	0	1
<u>15</u>							

<sup>a</sup>Includes gasoline and diesel fuel.

# ANDERSON

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$330,523
Other Salaries/Wages	220,180
Fringe Benefits	156,539
Services	47,335
Fuel and Lubricants	75,169
Tires and Tubes	7,390
Other Materials/Supplies	29,947
Utilities	14,784
Casualty/Liability Costs	70,501
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	14,887
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$967,255</b>

### Revenue Summary

Fare Revenue	\$ 86,226
Charter and Other Revenue	5,168
Local Assistance	142,275
State Assistance	283,697
Federal Assistance	425,960
<b>Total</b>	<b>\$943,326</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	373,936
Revenue Vehicle Miles (RVM)	331,138
Total Unlinked Passenger Trips	309,975
Transfer Passengers	70,014
Total Vehicle Hours (TVH)	38,932
Revenue Vehicle Hours (RVH)	36,540
Peak Hour Fleet	10
Base Fleet	10

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 2.57	\$ 2.59
Expense/Passenger Trip	3.49	3.12
Expense/TVH	25.09	24.84
Subsidy/Passenger ([expense-revenue]/passenger)	3.25	2.82
Fare Recovery (fare revenue/expense)	.07	.09
Local Investment/Expense ([revenue + local assistance]/expense)	.22	.24

### Operation

Passenger Trips/RVM	.82 pass/mi	.94 pass/mi
Passenger Trips/RVH	8.33 pass/hr	8.48 pass/hr
Average System Speed (RVM/RVH)	2.40 mi/hr	9.06 mi/hr

# TRANSIT AUTHORITY OF STONE CITY

TASC

1102 Sixteenth Street  
 Bedford, Indiana 47421  
 (812) 279-6555

**CONTACT:** Thomas J. Fountaine, Administrative Assistant to Mayor

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Bedford city limits  
 Service Area Population 14,410  
 Special Service All vehicles are lift-equipped

**SERVICE HOURS:**

Monday through Friday 6:00 A.M. – 6:00 P.M.  
 Saturday 10:00 A.M. – 4:00 P.M.  
 Sunday No Service  
 Holiday 10:00 A.M. – 4:00 P.M. (except 3 major holidays)

**PERSONNEL:**

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

**FARES:**

Base	\$ .50	Other: Token – under age 60 \$ .40
Youth	.50	over age 60 \$ .20
E & H	.25/.50	
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 12,311  
 Fuel Reserve 24 days

**VEHICLE INVENTORY:**

Active <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
3	1982	BOC	GMC/Carpenter	Diesel	23	15	3



# BEDFORD

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 32,706
Other Salaries/Wages	24,700
Fringe Benefits	10,609
Services	4,000
Fuel and Lubricants	16,163
Tires and Tubes	4,702
Other Materials/Supplies	4,756
Utilities	1,136
Casualty/Liability Costs	7,781
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	4,494
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$111,047</b>

### Revenue Summary

Fare Revenue	\$ 9,778
Charter and Other Revenue	1,510
Local Assistance	16,626
State Assistance	33,253
Federal Assistance	49,880
<b>Total</b>	<b>\$111,047</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	90,810
Revenue Vehicle Miles (RVM)	88,451
Total Unlinked Passenger Trips	27,945
Transfer Passengers	4,719
Total Vehicle Hours (TVH)	6,851
Revenue Vehicle Hours (RVH)	6,705
Peak Hour Fleet	2
Base Fleet	2

## PERFORMANCE MEASURES:

	<u>1982<sup>a</sup></u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 1.39	\$ 1.22
Expense/Passenger Trip	4.30	3.97
Expense/TVH	18.59	16.21
Subsidy/Passenger ([expense-revenue]/passenger)	4.05	3.62
Fare Recovery (fare revenue/expense)	.06	.09
Local Investment/Expense ([revenue + local assistance]/expense)	.19	.25
<u>Operation</u>		
Passenger Trips/RVM	.35 pass/mi	.32 pass/mi
Passenger Trips/RVH	4.49 pass/hr	4.17 pass/hr
Average System Speed (RVM/RVH)	12.92 mi/hr	13.19 mi/hr

<sup>a</sup>Reporting period is from September 27, 1982 through December 31, 1982.

# BLOOMINGTON TRANSIT

BT

800 East Miller Drive  
 Bloomington, Indiana 47402  
 (812) 332-5688

**CONTACT:** Stephen M. Stark, General Manager

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Bloomington metropolitan area  
 Service Area Population 63,513  
 Special Service Demand responsive for E & H provided by Monroe County Red Cross

**SERVICE HOURS:**

Monday through Friday 6:05 A.M. – 6:30 P.M.  
 Saturday 8:35 A.M. – 6:15 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	9	9
Maintenance	1	2
General Administration	<u>3</u>	<u>0</u>
Total	13	11

**FARES:**

Base	\$ .50	Other: Pass – Base \$10.00/25 rides; Youth, E & H \$5.00/25 rides; Handicapped \$8.00/month
Youth	.25	
E & H	.25	
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 59,163<sup>a</sup>  
 Fuel Reserve 12 days

**VEHICLE INVENTORY:**

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
1	1983	Bus	Ford	Gas	21	10	0
4	1982	Bus	Wayne	Gas	21	10	0
4	1980	Bus	TMC	Diesel	31	10	0
3	1979	Bus	Superior	Diesel	21	10	0
2	1975	Bus	Mercedes	Diesel	19	5	0
<u>3</u>	1973	Bus	Mercedes	Diesel	19	5	0
17							

<sup>a</sup> Includes gasoline and diesel fuel.

# BLOOMINGTON

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$235,641
Other Salaries/Wages	67,677
Fringe Benefits	32,473
Services	66,384
Fuel and Lubricants	82,786
Tires and Tubes	—
Other Materials/Supplies	86,108
Utilities	16,141
Casualty/Liability Costs	48,307
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	23,457
Leases and Rentals	—
Equipment	1,033
Indirect Expense	—
Reconciling Items	—
Total	<u>\$660,007</u>

### Revenue Summary

Fare Revenue	\$117,158
Charter and Other Revenue	5,710
Local Assistance	89,522
State Assistance	179,047
Federal Assistance	<u>268,570</u>
Total	\$660,007

### Capital Grants Awarded

Local	\$ 55,000
State	—
Federal Section 9A	<u>220,000</u>
Total	\$275,000

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	297,093
Revenue Vehicle Miles (RVM)	282,432
Total Unlinked Passenger Trips	335,042
Transfer Passengers	45,141
Total Vehicle Hours (TVH)	22,430
Revenue Vehicle Hours (RVH)	21,671
Peak Hour Fleet	6
Base Fleet	6

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 1.48	\$ 2.22
Expense/Passenger Trip	1.46	1.97
Expense/TVH	21.22	29.43
Subsidy/Passenger ([expense-revenue]/passenger)	1.18	1.62
Fare Recovery (fare revenue/expense)	.18	.18
Local Investment/Expense ([revenue + local assistance]/expense)	.39	.32

### Operation

Passenger Trips/RVM	1.05 pass/mi	1.19 pass/mi
Passenger Trips/RVH	14.80 pass/hr	15.46 pass/hr
Average System Speed (RVM/RVH)	14.13 mi/hr	13.03 mi/hr

# COLUMBUS MUNICIPAL TRANSIT

**COLUMBUS**

City Hall  
Columbus, Indiana 47201  
(812) 376-2540

**CONTACT:** Keith Reeves, City Engineer

**GENERAL INFORMATION:**

Type of Service Fixed route  
Service Area Columbus city limits  
Service Area Population 30,614  
Special Service Call-a-Bus E & H demand responsive service.

**SERVICE HOURS:**

Monday through Friday 6:00 A.M. – 7:00 P.M.  
Saturday 7:00 A.M. – 7:00 P.M.  
Sunday No Service  
Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	6	7
Maintenance	1	0
General Administration	<u>1</u>	<u>1</u>
Total	8	8

**FARES:**

Base	\$ .25	Other: Call-a- <u>Bus</u> E & H Service
Youth	.25	\$ .75/ride
E & H	.25	
Transfer	None	

**FUEL CONSUMPTION:**

Gallons Used 19,696  
Fuel Reserve 42 days

**VEHICLE INVENTORY:**

Active <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1982	BOC	Wayne	Diesel	14	4	1
6	1977	Bus	Mercedes	Diesel	17	8	1
<u>4</u>	1974	Bus	Mercedes	Diesel	17	8	0
11							

# COLUMBUS

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$119,394
Other Salaries/Wages	35,813
Fringe Benefits	29,380
Services	9,925
Fuel and Lubricants	24,527
Tires and Tubes	5,237
Other Materials/Supplies	29,079
Utilities	3,468
Casualty/Liability Costs	4,059
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	2,284
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$263,166</b>

### Revenue Summary

Fare Revenue	\$ 44,861
Charter and Other Revenue	—
Local Assistance	36,384
State Assistance	72,768
Federal Assistance	109,153
<b>Total</b>	<b>\$263,166</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	230,949
Revenue Vehicle Miles (RVM)	225,393
Total Unlinked Passenger Trips	167,190
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	18,368
Revenue Vehicle Hours (RVH)	16,845
Peak Hour Fleet	5
Base Fleet	5

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 1.12	\$ 1.14
Expense/Passenger Trip	1.57	1.57
Expense/TVH	13.81	14.33
Subsidy/Passenger ((expense-revenue)/passenger)	1.31	1.28
Fare Recovery (fare revenue/expense)	.16	.17
Local Investment/Expense ((revenue + local assistance)/expense)	.36	.31
<u>Operation</u>		
Passenger Trips/RVM	.73 pass/hr	.74 pass/mi
Passenger Trips/RVH	9.16 pass/hr	9.93 pass/hr
Average System Speed (RVM/RVH)	12.50 mi/hr	13.38 mi/hr

# EAST CHICAGO PUBLIC TRANSPORTATION

ECPT

5400 Cline Avenue  
East Chicago, Indiana 46312  
(219) 392-8375

**CONTACT:** Johnny Florence, Director

## GENERAL INFORMATION:

Type of Service Fixed route  
Service Area East Chicago city limits  
Service Area Population 39,786

## SERVICE HOURS:

Monday through Friday 6:00 A.M. – 6:00 P.M.  
Saturday 6:00 A.M. – 6:00 P.M.  
Sunday No Service  
Holiday 6:00 A.M. – 6:00 P.M.

## PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	9	2
Maintenance	2	4
General Administration	4	1
Total	15	7

## FARES:

Base Free  
Youth Free  
E & H Free  
Transfer Free

## FUEL CONSUMPTION:

Gallons Used 25,725  
Fuel Reserve 30 days

## VEHICLE INVENTORY:

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
6	1980	Bus	TMC	Diesel	30	8	0

# EAST CHIGAGO

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$145,200
Other Salaries/Wages	112,476
Fringe Benefits	60,454
Services	—
Fuel and Lubricants	24,489
Tires and Tubes	6,720
Other Materials/Supplies	16,123
Utilities	1,200
Casualty/Liability Costs	17,918
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	16,651
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$401,231</b>

### Revenue Summary

Fare Revenue	—
Charter and Other Revenue	—
Local Assistance	\$ 80,616
State Assistance	120,000
Federal Assistance	200,615
<b>Total</b>	<b>\$401,231</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	145,080
Revenue Vehicle Miles (RVM)	132,600
Total Unlinked Passenger Trips	364,000 <sup>a</sup>
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	19,500
Revenue Vehicle Hours (RVH)	18,720
Peak Hour Fleet	4
Base Fleet	4

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 1.49	\$ 2.77
Expense/Passenger Trip	1.05	1.10
Expense/TVH	25.43	20.58
Subsidy/Passenger ([expense-revenue]/passenger)	1.05	1.10
Fare Recovery (fare revenue/expense)	N/A	N/A
Local Investment/Expense ([revenue + local assistance]/expense)	.25	.20

### Operation

Passenger Trips/RVM	1.42 pass/mi	2.74 pass/mi
Passenger Trips/RVH	19.44 pass/hr	19.44 pass/hr
Average System Speed (RVM/RVH)	13.68 mi/hr	7.08 mi/hr

<sup>a</sup>Estimate

# METROPOLITAN EVANSVILLE TRANSIT SYSTEM

813 Pennsylvania Street  
 Evansville, Indiana 47708  
 (812) 422-1571

**CONTACT:** Jack J. Danks, Director

**GENERAL INFORMATION:**

Type of Service	Fixed route
Service Area	Evansville metropolitan area
Service Area Population	155,078
Special Service	Sixteen lift-equipped buses

**SERVICE HOURS:**

Monday through Friday	4:45 A.M. — 6:15 P.M.
Saturday	4:45 A.M. — 6:15 P.M.
Sunday	No Service
Holiday	No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	33	0
Maintenance	5	0
General Administration	<u>4</u>	<u>0</u>
Total	42	0

**FARES:**

Base	\$ .50	Other: Token — Youth \$ .25/ride;
Youth	.25	Organizations \$ .45/ride;
E & H	.25	Low income, E & H Free — \$ .25/ride
Transfer	.10	

**FUEL CONSUMPTION:**

Gallons Used	172,412 <sup>a</sup>
Fuel Reserve	2 days

**VEHICLE INVENTORY:**

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
16	1981	Bus	TMC	Diesel	30	15	16
5	1977	BOC	Grumman Flxette	Gas	19	11	0
<u>8</u>	1971	BOC	Grumman Flxette	Gas	19	11	0
29							

<sup>a</sup>Includes gasoline and diesel fuel.



# EVANSVILLE

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 466,709
Other Salaries/Wages	131,886
Fringe Benefits	159,728
Services	66,201
Fuel and Lubricants	185,568
Tires and Tubes	15,623
Other Materials/Supplies	72,867
Utilities	26,641
Casualty/Liability Costs	93,901
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	4,799
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
Total	\$1,223,923

### Revenue Summary

Fare Revenue	\$ 465,339
Charter and Other Revenue	—
Local Assistance	126,431
State Assistance	252,861
Federal Assistance	379,292
Total	\$1,223,923

### Capital Grants Awarded

Local General Fund	\$ 224,822
State PMTF	2,391
Federal Section 5 & 9A	908,852
Total	\$1,136,065

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	688,400
Revenue Vehicle Miles (RVM)	678,400
Total Unlinked Passenger Trips	1,423,378
Transfer Passengers	236,678
Total Vehicle Hours (TVH)	55,145
Revenue Vehicle Hours (RVH)	54,122
Peak Hour Fleet	15
Base Fleet	15

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 1.68	\$ 1.78
Expense/Passenger Trip	.81	.86
Expense/TVH	21.45	22.19
Subsidy/Passenger ([expense-revenue]/passenger)	.53	.53
Fare Recovery (fare revenue/expense)	.35	.38
Local Investment/Expense ([revenue + local assistance]/expense)	.46	.48

### Operation

Passenger Trips/RVM	2.10 pass/mi	2.10 pass/mi
Passenger Trips/RVH	27.15 pass/hr	26.30 pass/hr
Average System Speed (RVM/RVH)	12.96 mi/hr	12.53 mi/hr

# FORT WAYNE PUBLIC TRANSPORTATION CORPORATION

PTC

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

**CONTACT:** Robert Schreier, General Manager

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Fort Wayne metropolitan area  
 Service Area Population 236,479  
 Special Service 28 vehicles are lift-equipped

**SERVICE HOURS:**

Monday through Friday 5:45 A.M. — 7:30 P.M.  
 Saturday 8:45 A.M. — 6:00 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	90	0
Maintenance	21	0
General Administration	<u>21</u>	<u>0</u>
Total	132	0

**FARES:**

Base	\$ .75	Other: Pass — Base \$7.50/week
Youth	.35	Youth, E & H \$3.50/week
E & H	.35	10 ride card — \$7.00
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 463,399  
 Fuel Reserve 14 days

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
23	1983	Bus	Grumman/Flexible	Diesel	40	20	0
28	1981	Bus	GMC	Diesel	35	18	28
16	1976	Bus	GMC	Diesel	45	23	0
6	1974	Bus	GMC	Diesel	45	23	0
20	1970	Bus	GMC	Diesel	45	23	0
<u>15</u>	1969	Bus	GMC	Diesel	45	23	0
108							

# FORT WAYNE

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$2,029,919
Other Salaries/Wages	840,712
Fringe Benefits	766,103
Services	80,649
Fuel and Lubricants	421,400
Tires and Tubes	40,783
Other Materials/Supplies	224,079
Utilities	47,772
Casualty/Liability Costs	104,633
Taxes	1,254
Purchased Transportation	—
Miscellaneous Expenses	90,030
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	49,243
<b>Total</b>	<b>\$4,696,577</b>

### Revenue Summary

Fare Revenue	\$1,134,557
Charter and Other Revenue	42,972
Local Assistance	1,399,823
State Assistance	690,915
Federal Assistance	1,409,562
<b>Total</b>	<b>\$4,677,829</b>

### Capital Grants Awarded

Local PTC Tax	\$ 83,327
State	—
Federal Section 9A	333,308
<b>Total</b>	<b>\$416,635</b>

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	1,845,963
Revenue Vehicle Miles (RVM)	1,842,599
Total Unlinked Passenger Trips	2,643,097
Transfer Passengers	440,150
Total Vehicle Hours (TVH)	164,170
Revenue Vehicle Hours (RVH)	159,908
Peak Hour Fleet	59
Base Fleet	40

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 2.96	\$ 2.54
Expense/Passenger Trip	1.73	1.78
Expense/TVH	43.79	28.61
Subsidy/Passenger ([expense-revenue]/passenger)	1.35	1.35
Fare Recovery (fare revenue/expense)	.21	.24
Local Investment/Expense ([revenue + local assistance]/expense)	.45	.55

### Operation

Passenger Trips/RVM	1.71 pass/mi	1.43 pass/mi
Passenger Trips/RVH	25.75 pass/hr	16.53 pass/hr
Average System Speed (RVM/RVH)	15.08 mi/hr	11.52 mi/hr

# GARY PUBLIC TRANSPORTATION CORPORATION

GPTC

237 West Twenty-second Street  
 Gary, Indiana 46407  
 (219) 885-6911

**CONTACT:** Leroy Fisher, General Manager

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Gary city limits  
 Service Area Population 151,953  
 Special Service Seventeen lift-equipped buses

**SERVICE HOURS:**

Monday through Friday 5:00 A.M. – 1:00 A.M.  
 Saturday 5:00 A.M. – 1:00 A.M.  
 Sunday 5:00 A.M. – 1:00 A.M.  
 Holiday 5:00 A.M. – 1:00 A.M.

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	76	0
Maintenance	24	0
General Administration	<u>19</u>	<u>0</u>
Total	119	0

**FARES:**

Base	\$ .75	Other: Pass – \$30.00/mo
Youth	.50	
E & H	.35	
Transfer	.10/\$ .05 E & H	

**FUEL CONSUMPTION:**

Gallons Used 510,480  
 Fuel Reserve 14 days

**VEHICLE INVENTORY:**

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
24	1982	Bus	GMC	Diesel	47	15	0
17	1980	Bus	GMC	Diesel	44	15	17
29	1976	Bus	GMC	Diesel	43	15	0
15	1976	Bus	GMC	Diesel	51	20	0
3	1969	Bus	GMC	Diesel	53	20	0
6	1968	Bus	GMC	Diesel	53	20	0
5	1968	Bus	GMC	Diesel	45	15	0
4	1967	Bus	GMC	Diesel	45	15	0
5	1967	Bus	GMC	Diesel	53	20	0
1	1966	Bus	GMC	Diesel	53	20	0
1	1966	Bus	GMC	Diesel	45	15	0
<u>2</u>	1965	Bus	GMC	Diesel	53	20	0
112							

**FINANCIAL INFORMATION:****Operating Expense Summary**

Operator Salaries/Wages	\$1,725,729
Other Salaries/Wages	663,798
Fringe Benefits	713,955
Services	275,006
Fuel and Lubricants	475,953
Tires and Tubes	67,384
Other Materials/Supplies	469,174
Utilities	69,114
Casualty/Liability Costs	197,651
Taxes	708
Purchased Transportation	—
Miscellaneous Expenses	37,758
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	1,712,677
Total	<u>\$6,408,907</u>

**Revenue Summary**

Fare Revenue	\$1,497,565
Charter and Other Revenue	1,211,339
Local Assistance	714,744
State Assistance	1,135,258
Federal Assistance	1,850,001
Total	<u>\$6,408,907</u>

**Capital Grants Awarded**

Local	\$ 240,000
State	—
Federal Section 9A	960,000
Total	<u>\$1,200,000<sup>a</sup></u>

**SERVICE STATISTICS:**

Total Vehicle Miles (TVM)	1,625,631
Revenue Vehicle Miles (RVM)	1,467,231
Total Unlinked Passenger Trips	3,809,292
Transfer Passengers	623,198
Total Vehicle Hours (TVH)	136,837
Revenue Vehicle Hours (RVH)	118,578
Peak Hour Fleet	57
Base Fleet	42

**PERFORMANCE MEASURES:**

	<u>1982</u>	<u>1983</u>
<b><u>Finance</u></b>		
Expense/TVM	\$ 3.68	\$ 3.94
Expense/Passenger Trip	1.24	1.68
Expense/TVH	45.32	46.84
Subsidy/Passenger ([expense-revenue]/passenger)	.52	.97
Fare Recovery (fare revenue/expense)	.39	.23
Local Investment/Expense ([revenue + local assistance]/expense)	.68	.53
<b><u>Operation</u></b>		
Passenger Trips/RVM	3.32 pass/mi	2.60 pass/mi
Passenger Trips/RVH	41.36 pass/hr	32.12 pass/hr
Average System Speed (RVM/RVH)	12.46 mi/hr	12.37 mi/hr

<sup>a</sup>For Trade Winds transit shelter.

# GOSHEN TRANSIT

*THE WINDOW*

c/o The Window Community Volunteer Center  
204 South Main Street  
Goshen, Indiana 46526  
(219) 533-9680

**CONTACT:** Lynn Randolph, Executive Director

## GENERAL INFORMATION:

Type of Service Demand responsive  
Service Area Goshen city limits, plus direct service to Elkhart  
Service Area Population 19,665  
Special Service Vehicle is lift-equipped

## SERVICE HOURS:

Monday through Friday 7:45 A.M. – 4:30 P.M.  
Saturday No Service  
Sunday No Service  
Holiday No Service

## PERSONNEL:

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

## FARES:

Base \$.75 (Requested)  
Youth .75  
E & H .75  
Transfer N/A

## FUEL CONSUMPTION:

Gallons Used 4,458  
Fuel Reserve None

## VEHICLE INVENTORY:

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
1	1981	BOC	Turtle Top	Propane	18	0	1

# GOSHEN

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 6,941
Other Salaries/Wages	9,895
Fringe Benefits	309
Services	—
Fuel and Lubricants	4,252
Tires and Tubes	—
Other Materials/Supplies	—
Utilities	1,349
Casualty/Liability Costs	972
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	3,876
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
Total	<u>\$27,594</u>

### Revenue Summary

Fare Revenue	\$ 5,109
Charter and Other Revenue	1,129
Local Assistance	3,559
State Assistance	7,118
Federal Assistance	10,679
Total	<u>\$27,594</u>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	22,938
Revenue Vehicle Miles (RVM)	22,938
Total Unlinked Passenger Trips	9,400
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	1,993
Revenue Vehicle Hours (RVH)	1,993
Peak Hour Fleet	1
Base Fleet	1

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 1.35	\$ 1.20
Expense/Passenger Trip	3.94	2.93
Expense/TVH	13.63	13.84
Subsidy/Passenger ([expense-revenue]/passenger)	3.01	2.27
Fare Recovery (fare revenue/expense)	.24	.18
Local Investment/Expense ([revenue + local assistance]/expense)	.34	.35

### Operation

Passenger Trips/RVM	.34 pass/mi	.41 pass/mi
Passenger Trips/RVH	3.46 pass/hr	4.72 pass/hr
Average System Speed (RVM/RVH)	10.11 mi/hr	11.51 mi/hr

# HAMMOND INTERCITY SYSTEM

HIS

7324 Indianapolis Boulevard  
 Hammond, Indiana 46320  
 (219) 853-6395

**CONTACT:** Kevin G. Augustyn, City Planner

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Hammond city limits and service to airport  
 Service Area Population 93,714  
 Special Service One lift-equipped vehicle

**SERVICE HOURS:**

Monday through Friday 6:00 A.M. — 7:15 P.M.  
 Saturday 6:00 A.M. — 7:15 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**<sup>1</sup>

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	12	2
Maintenance	0	0
General Administration	<u>2</u>	<u>0</u>
Total	14	2

**FARES:**

Base \$ .75 Other: Pass — Handicapped \$14.00/40 rides  
 Youth .50  
 E & H .35  
 Transfer Free

**FUEL CONSUMPTION:**

Gallons Used 67,026<sup>a</sup>  
 Fuel Reserve 46 days

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
2	1983	SB	Wayne	Diesel	47	10	0
1	1983	SB	Wayne	Gas	26	5	0
4	1982	SB	Wayne	Gas	26	5	0
2	1981	SB	Wayne	Gas	47	10	0
<u>1</u>	1981	SB	Wayne	Gas	47	10	1
10							

<sup>1</sup>Purchase operation and maintenance services from Hammond Yellow Coach.

<sup>a</sup>Includes gasoline and diesel fuel.



# HAMMOND

## FINANCIAL INFORMATION:

### Operating Expense Summary <sup>1</sup>

Operator Salaries/Wages	—
Other Salaries/Wages	\$ 51,910
Fringe Benefits	—
Services	—
Fuel and Lubricants	—
Tires and Tubes	—
Other Materials/Supplies	—
Utilities	—
Casualty/Liability Costs	—
Taxes	—
Purchased Transportation	618,062
Miscellaneous Expenses	33,105
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
Total	<u>\$703,077</u>

### Revenue Summary

Fare Revenue	\$111,472
Charter and Other Revenue	—
Local Assistance	122,706
State Assistance	173,096
Federal Assistance	<u>295,803</u>
Total	<u>\$703,077</u>

### Capital Grants Awarded

None<sup>1</sup>

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	302,596
Revenue Vehicle Miles (RVM)	287,468
Total Unlinked Passenger Trips	324,682
Transfer Passengers	15,036
Total Vehicle Hours (TVH)	32,700
Revenue Vehicle Hours (RVH)	31,500
Peak Hour Fleet	8
Base Fleet	8

## PERFORMANCE MEASURES:

	<u>1982</u> <sup>a</sup>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	N/A	\$ 2.32
Expense/Passenger Trip	N/A	2.17
Expense/TVH	N/A	21.50
Subsidy/Passenger ([expense-revenue]/passenger)	N/A	1.82
Fare Recovery (fare revenue/expense)	N/A	.16
Local Investment/Expense ([revenue + local assistance]/expense)	N/A	.33
<u>Operation</u>		
Passenger Trips/RVM	N/A	1.13
Passenger Trips/RVH	N/A	10.31
Average System Speed (RVM/RVH)	N/A	9.13

<sup>a</sup>1982 Service provided by Gary PTC.

<sup>1</sup>Hammond received Section 9A funding through NIRPC.

# INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

*METRO*

1000 West Washington Street  
 Indianapolis, Indiana 46222  
 (317) 635-2100

**CONTACT:** James H. Armington, General Manager

**GENERAL INFORMATION:**

Type of Service Fixed route and demand responsive  
 Service Area Indianapolis metropolitan area  
 Service Area Population 836,472  
 Special Service Open Door demand responsive service. Eight vehicles are lift-equipped.  
 138 vehicles have kneeling feature.

**SERVICE HOURS:**

Monday through Friday 4:13 A.M. — 12:45 A.M.  
 Saturday 4:39 A.M. — 12:32 A.M.  
 Sunday 5:20 A.M. — 12:12 A.M.  
 Holiday 5:20 A.M. — 12:12 A.M.

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	268	29
Maintenance	92	0
General Administration	105	1
Total	465	30

**FARES:** <sup>1</sup>

Base	\$ .60	Other: Pass — \$23.50/mo Zone 1;
Youth	.60	\$34.50/mo all Zones
E & H	.30	Open Door — E & H \$1.20/ride
Transfer	.05	

**FUEL CONSUMPTION:**

Gallons Used 1,786,093  
 Fuel Reserve 4 days

**VEHICLE INVENTORY:**

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
5	1983	BOC	Carpenter	Diesel	28	14	5
50	1983	Bus	BIA/Orion	Diesel	40	20	0
23	1982	Bus	GMC/Canada	Diesel	46	23	0
20	1980	Bus	GMC	Diesel	45	22	0
2	1979	BOC	Chance	Diesel	21	10	2
40	1977	Bus	AM General	Diesel	46	23	0
60	1976	Bus	AM General	Diesel	47	23	1
2	1973	Bus	GMC	Diesel	33	16	0
32	1968	Bus	GMC	Diesel	47	23	0
15	1967	Bus	GMC	Diesel	47	23	0
1	1966	Bus	GMC	Diesel	47	23	0
1	1963	Bus	GMC	Diesel	51	25	0
<u>251</u>							

<sup>1</sup> Fare increase from \$ .50 to \$ .60 1/1/83

# INDIANAPOLIS

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 5,799,668
Other Salaries/Wages	4,067,586
Fringe Benefits	2,665,075
Services	699,291
Fuel and Lubricants	1,560,728
Tires and Tubes	130,106
Other Materials/Supplies	1,265,484
Utilities	335,852
Casualty/Liability Costs	475,108
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	93,095
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	85,092
<b>Total</b>	<b>\$17,177,085</b>

### Revenue Summary

Fare Revenue	\$ 6,831,477
Charter and Other Revenue	1,059,575
Local Assistance	1,461,084
State Assistance	3,000,000
Federal Assistance	5,011,936
<b>Total</b>	<b>\$17,364,072</b>

### Capital Grants Awarded

Local	\$ 2,255,676
State	195,489
Federal Sec. 3 & Substitution	12,989,935
<b>Total</b>	<b>\$15,441,100</b>

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	6,392,543
Revenue Vehicle Miles (RVM)	6,323,056
Total Unlinked Passenger Trips	14,607,702
Transfer Passengers	2,802,700
Total Vehicle Hours (TVH)	481,885
Revenue Vehicle Hours (RVH)	471,680
Peak Hour Fleet	197 AM/168 PM
Base Fleet	61

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<b><u>Finance</u></b>		
Expense/TVM	\$ 2.69	\$ 2.69
Expense/Passenger Trip	1.13	1.18
Expense/TVH	35.35	35.65
Subsidy/Passenger ([expense-revenue]/passenger)	.69	.63
Fare Recovery (fare revenue/expense)	.34	.40
Local Investment/Expense ([revenue + local assistance]/expense)	.48	.54
<b><u>Operation</u></b>		
Passenger Trips/RVM	2.39 pass/mi	2.31 pass/mi
Passenger Trips/RVH	31.15 pass/hr	30.97 pass/hr
Average System Speed (RVM/RVH)	13.04 mi/hr	13.40 mi/hr

**KANKAKEE - IROQUOIS REGIONAL  
PLANNING COMMISSION**

**TRANSACTION**

Route 1, Box A-51  
Francesville, Indiana 47946  
(219) 567-9432

**CONTACT:** Christopher Larson, Executive Director

**GENERAL INFORMATION:**

Type of Service Demand responsive  
Service Area Jasper, Newton, Starke & Pulaski Counties  
Service Area Population 76,237  
Special Service Four vehicles are lift-equipped

**SERVICE HOURS:**

Monday through Friday 8:30 A.M. – 5:30 P.M.  
Saturday No Service  
Sunday No Service  
Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	12	8
Maintenance	0	0
General Administration	<u>2</u>	<u>2</u>
Total	14	10

**FARES:**

Base Free – Donations accepted  
Youth Free – Donations accepted  
E & H Free – Donations accepted  
Transfer N/A

**FUEL CONSUMPTION:**

Gallons Used 52,672  
Fuel Reserve 1 day

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
4	1980	BOC	GMC/Wayne	Gas	13	0	4
4	1978	BOC	GMC/Wayne	Gas	16	0	0
<u>4</u>	1975	Van	Chevrolet	Gas	9	0	0
12							

**FINANCIAL INFORMATION:**

**Operating Expense Summary**

Operator Salaries/Wages	\$ 98,623
Other Salaries/Wages	34,343
Fringe Benefits	53,882
Services	26,808
Fuel and Lubricants	53,215
Tires and Tubes	9,658
Other Materials/Supplies	1,460
Utilities	2,816
Casualty/Liability Costs	9,483
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	—
Leases and Rentals	10,807
Equipment	—
Indirect Expense	12,464
Reconciling Items	—
<b>Total</b>	<b>\$313,559</b>

**Revenue Summary**

Fare Revenue	\$ 21,812
Charter and Other Revenue	—
Local Assistance	48,899
State Assistance	97,139
Federal Assistance	145,709
<b>Total</b>	<b>\$313,559</b>

**Capital Grants Awarded**

None

**SERVICE STATISTICS:**

Total Vehicle Miles (TVM)	305,496
Revenue Vehicle Miles (RVM)	231,405
Total Unlinked Passenger Trips	98,108
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	48,596
Revenue Vehicle Hours (RVH)	42,462
Peak Hour Fleet	12
Base Fleet	8

**PERFORMANCE MEASURES:**

**Finance**

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ .85	\$1.03
Expense/Passenger Trip	4.38	3.20
Expense/TVH	12.50	6.45
Subsidy/Passenger ([expense-revenue]/passenger)	4.13	2.97
Fare Recovery (fare revenue/expense)	.06	.07
Local Investment/Expense ([revenue + local assistance]/expense)	.20	.23

**Operation**

Passenger Trips/RVM	.21 pass/mi	.42 pass/mi
Passenger Trips/RVH	3.06 pass/hr	2.31 pass/hr
Average System Speed (RVM/RVH)	14.28 mi/hr	5.45 mi/hr

# KOŠCIUSKO ACCESSIBLE BUS SERVICE

KABS

504 North Bay Drive  
 Warsaw, Indiana 46580  
 (219) 267-3823

**CONTACT:** Ronald L. Raber, Corporate Treasurer

**GENERAL INFORMATION:**

Type of Service Fixed route and demand responsive  
 Service Area Fixed – Kosciusko Co., fringe of Whitley & Elkhart Co's.  
 Demand – Greater Warsaw/Winona Lake city limits  
 Service Area Population 59,555  
 Special Service All vehicles are lift-equipped

**SERVICE HOURS:**

	<u>Fixed Route</u>	<u>Demand Responsive</u>
Monday through Friday	6:00–8:15 AM/3:15–5:30PM	7:30 AM – 4:30 PM
Saturday	No Service	No Service
Sunday	No Service	No Service
Holiday	No Service	No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	1	14
Maintenance	0	1
General Administration	0	3
Total	1	18

**FARES:**

Base	\$1.00
Youth	.50
E & H	.50
Transfer	Free

**FUEL CONSUMPTION:**

Gallons Used	37,621 <sup>a</sup>
Fuel Reserve	None

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
3	1983	MV	Ford/Thomas	Gas	12	0	3
4	1983	SB	IH/Superior	Diesel	24	0	4
4	1981	SB	Ford/Bluebird	Gas/LP	36	0	4
1	1978	SB	Ford/Thomas	Gas	48	0	1
1	1975	SB	Ford/Thomas	Gas	60	0	1
<u>13</u>							

<sup>a</sup>Includes propane gas

# KOSCIUSKO COUNTY

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 81,972
Other Salaries/Wages	40,057
Fringe Benefits	16,502
Services	2,884
Fuel and Lubricants	47,062
Tires and Tubes	—
Other Materials/Supplies	—
Utilities	4,290
Casualty/Liability Costs	4,478
Taxes	1,105
Purchased Transportation	—
Miscellaneous Expenses	12,609
Leases and Rentals	16,325
Equipment	—
Indirect Expense	42,464
Reconciling Items	—
Total	<u>\$269,748</u>

### Revenue Summary

Fare Revenue	\$ 52,808
Charter and Other Revenue	—
Local Assistance	36,157
State Assistance	72,313
Federal Assistance	108,470
Total	<u>\$269,748</u>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	215,376
Revenue Vehicle Miles (RVM)	138,178
Total Unlinked Passenger Trips	72,259
Transfer Passengers	6,722
Total Vehicle Hours (TVH)	12,148
Revenue Vehicle Hours (RVH)	7,006
Peak Hour Fleet	10
Base Fleet	6

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 1.61	\$ 1.25
Expense/Passenger Trip	4.94	3.73
Expense/TVH	24.75	22.21
Subsidy/Passenger ([expense-revenue]/passenger)	4.23	3.00
Fare Recovery (fare revenue/expense)	.12	.20
Local Investment/Expense ([revenue + local assistance]/expense)	.25	.33
<u>Operation</u>		
Passenger Trips/RVM	.57 pass/mi	1.95 pass/mi
Passenger Trips/RVH	11.39 pass/hr	10.00 pass/hr
Average System Speed (RVM/RVH)	19.88 mi/hr	19.72 mi/hr

# GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

*GLPTC*

1250 Canal Road, P.O. Box 588  
 Lafayette, Indiana 47902  
 (317) 423-2666

**CONTACT:** Martin B. Sennett, General Manager

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Lafayette, West Lafayette city limits and two mile fringe  
 Service Area Population 91,380  
 Special Service Twelve buses are wheelchair lift-equipped and fifteen have kneeling feature.

**SERVICE HOURS:**

Monday through Friday 6:15 A.M. – 10:30 P.M.  
 Saturday 6:15 A.M. – 10:30 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	37	0
Maintenance	5	0
General Administration	<u>9</u>	<u>2</u>
Total	51	2

**FARES:**

Base	\$ .50	Other: Pass – Base \$21.00/month
Youth	.50	E & H \$10.50/month
E & H	.15	Token – \$ .45/ride
Transfer	.15	

**FUEL CONSUMPTION:**

Gallons Used 193,313<sup>a</sup>  
 Fuel Reserve 35 days

**VEHICLE INVENTORY:**

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
2	1981	BOC	Wayne	Gas	9	8	2
10	1981	Bus	GMC/Canada	Diesel	39	21	10
5	1978	Bus	Rohr Flexible	Diesel	36	18	0
5	1975	Bus	Rohr Flexible	Diesel	35	18	0
2	1973	Bus	Twin Coach	Gas	25	13	0
<u>5</u>	1957	Bus	GMC	Diesel	45	23	0
29							

<sup>a</sup>Includes gasoline and diesel fuel.



# LAFAYETTE

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 621,611
Other Salaries/Wages	265,578
Fringe Benefits	208,682
Services	30,608
Fuel and Lubricants	192,385
Tires and Tubes	11,581
Other Materials/Supplies	64,744
Utilities	37,734
Casualty/Liability Costs	55,117
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	19,893
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	259,419
Total	\$1,767,352

### Revenue Summary

Fare Revenue	\$ 356,848
Charter and Other Revenue	47,306
Local Assistance	410,619
State Assistance	361,000
Federal Assistance	443,968
Total	\$1,619,741

### Capital Grants Awarded

Local	\$ 59,400
State	—
Federal Sec. 5 & 9A	237,600
Total	\$297,000

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	841,340
Revenue Vehicle Miles (RVM)	835,272
Total Unlinked Passenger Trips	1,030,173
Transfer Passengers	157,138
Total Vehicle Hours (TVH)	59,517
Revenue Vehicle Hours (RVH)	59,088
Peak Hour Fleet	19
Base Fleet	14

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 2.12	\$ 2.08
Expense/Passenger Trip	1.68	1.70
Expense/TVH	29.90	29.36
Subsidy/Passenger ([expense-revenue]/passenger)	1.30	1.32
Fare Recovery (fare revenue/expense)	.21	.20
Local Investment/Expense ([revenue + local assistance]/expense)	.45	.47
<u>Operation</u>		
Passenger Trips/RVM	1.27 pass/mi	1.23 pass/mi
Passenger Trips/RVH	17.93 pass/hr	17.43 pass/hr
Average System Speed (RVM/RVH)	14.11 mi/hr	14.14 mi/hr

# LAKE COUNTY ECONOMIC OPPORTUNITY COUNCIL

LCEOC

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

**CONTACT:** Clarence Mayberry, Transportation Coordinator

**GENERAL INFORMATION:**

Type of Service Demand responsive  
Service Area Lake & Porter Counties  
Service Area Population 151,953  
Special Service Six lift-equipped vehicles. Demand responsive service to handicapped & elderly.

**SERVICE HOURS:**

Monday through Friday 8:30 A.M. – 5:00 P.M.  
Saturday No Service  
Sunday No Service  
Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	26	2
Maintenance	—	—
General Administration	<u>2</u>	<u>—</u>
Total	28	2

**FARES:**

Base N/A  
Youth N/A  
E & H Free (Donations accepted)  
Transfer N/A

**FUEL CONSUMPTION:**

Gallons Used 74,787  
Fuel Reserve N/A

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
3	1983	BOC	Wayne	Gas	16	0	0
2	1980	BOC	Wayne	Gas	9	0	2
5	1980	BOC	Wayne	Gas	16	0	0
2	1978	BOC	Wayne	Gas	10	0	2
6	1978	BOC	Wayne	Gas	16	0	0
2	1976	BOC	Wayne	Gas	10	0	2
<u>6</u>	1976	BOC	Wayne	Gas	16	0	0
26							

**FINANCIAL INFORMATION:**

Operating Expense Summary

Operator Salaries/Wages	\$292,524
Other Salaries/Wages	29,691
Fringe Benefits	101,476
Services	52,801
Fuel and Lubricants	90,937
Tires and Tubes	6,176
Other Materials/Supplies	4,235
Utilities	18,099
Casualty/Liability Costs	30,336
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	14,328
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$640,603</b>

Revenue Summary

Fare Revenue	—
Charter and Other Revenue	—
Local Assistance	\$ 35,000
State Assistance	300,976
Federal Assistance	339,627
<b>Total</b>	<b>\$675,603</b>

Capital Grants Awarded

Federal Section 9	None <sup>1</sup>
State	
Local Rev. Sharing & Misc.	
<b>Total</b>	

**SERVICE STATISTICS:**

Total Vehicle Miles (TVM)	505,856
Revenue Vehicle Miles (RVM)	489,564
Total Unlinked Passenger Trips	159,970
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	50,498
Revenue Vehicle Hours (RVH)	44,374
Peak Hour Fleet	22
Base Fleet	N/A

**PERFORMANCE MEASURES:**

Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ .74	\$ .79
Expense/Passenger Trip	4.28	4.01
Expense/TVH	12.88	12.69
Subsidy/Passenger ((expense-revenue)/passenger)	3.43	4.01
Fare Recovery (fare revenue/expense)	.20	N/A
Local Investment/Expense ((revenue + local assistance)/expense)	.48	.06

Operation

Passenger Trips/RVM	.17 pass/mi	.33 pass/mi
Passenger Trips/RVH	3.22 pass/hr	3.61 pass/hr
Average System Speed (RVM/RVH)	18.60 mi/hr	11.03 mi/hr

<sup>1</sup>LCEOC received Section 9A funding through NIRPC.

# LAPORTE TRANSIT SYSTEM

*TRANSPORTE*

1206 Second Street  
 LaPorte, Indiana 46350  
 (219) 362-6565 or 326-8274

**CONTACT:** Joanne E. Mitchell, Manager

**GENERAL INFORMATION:**

Type of Service Fixed route and demand responsive  
 Service Area LaPorte city limits and one mile fringe  
 Service Area Population 21,796  
 Special Service Three lift-equipped vehicles

**SERVICE HOURS:**

	<u>Fixed Route</u>	<u>Demand Responsive</u>
Monday through Friday	7:00 A.M. – 6:00 P.M.	6:00 A.M. – 10:00 P.M.
Saturday	8:00 A.M. – 4:00 P.M.	8:00 A.M. – 4:00 P.M.
Sunday	No Service	No Service
Holiday	No Service	No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	5	9
Maintenance	3	0
General Administration	3	2
Total	11	11

**FARES:**

Base	\$ .35	Other: Token – Base \$1.00/4 rides E & H \$1.00/8 rides
Youth	.35	
E & H	.35	
Transfer	N/A	

**FUEL CONSUMPTION:**

Gallons Used 32,000<sup>a</sup>  
 Fuel Reserve —

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1982	BOC	Superior	Gas	22	10	0
4	1981	MV	Ford	Gas	8	4	2
1	1980	BOC	Superior	Gas	20	12	1
1	1976	Bus	Mercedes	Diesel	16	8	0
1	1975	Bus	Mercedes	Diesel	16	8	0
<u>1</u>	1974	Bus	Mercedes	Diesel	16	8	0
9							

<sup>a</sup>Includes gasoline and diesel fuel.

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 90,315
Other Salaries/Wages	74,793
Fringe Benefits	31,347
Services	553
Fuel and Lubricants	46,196
Tires and Tubes	—
Other Materials/Supplies	4,304
Utilities	13,992
Casualty/Liability Costs	12,979
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	—
Leases and Rentals	—
Equipment	2,042
Indirect Expense	—
Reconciling Items	—
Total	\$276,521

### Revenue Summary

Fare Revenue	\$ 64,680
Charter and Other Revenue	139
Local Assistance	35,307
State Assistance	70,614
Federal Assistance	105,921
Total	\$276,661

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	221,900
Revenue Vehicle Miles (RVM)	214,874
Total Unlinked Passenger Trips	117,489
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	18,550
Revenue Vehicle Hours (RVH)	18,100
Peak Hour Fleet	6
Base Fleet	5

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 1.16	\$ 1.25
Expense/Passenger Trip	2.22	2.35
Expense/TVH	15.94	14.91
Subsidy/Passenger ([expense-revenue]/passenger)	1.60	1.80
Fare Recovery (fare revenue/expense)	.25	.23
Local Investment/Expense ([revenue + local assistance]/expense)	.38	.36

### Operation

Passenger Trips/RVM	.57 pass/mi	.55 pass/mi
Passenger Trips/RVH	7.40 pass/hr	6.49 pass/hr
Average System Speed (RVM/RVH)	12.90 mi/hr	11.87 mi/hr

# CITY OF MARION TRANSPORTATION DEPARTMENT

MTD

301 South Branson Street  
 Marion, Indiana 46952-4052  
 (317) 662-9931, Ext. 226

**CONTACT:** Orville Fitzjarrald, Director

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Marion city limits  
 Service Area Population 35,874  
 Special Service One lift-equipped bus

**SERVICE HOURS:**

Monday through Friday 7:00 AM – 12:00 PM/1:00 PM – 5:00 PM  
 Saturday 10:00 AM – 4:00 PM  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

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

**FARES:**

Base	\$ .50	Other: Senior I.D. (\$1.00/yr) – \$ .25/ride; free between 10:00 AM – 2:00 PM. Physically handicapped pass – \$10.00/40 rides. Mental health facility clients tokens – \$10.00/40 rides.
Youth	.25	
E & H	.50	
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 22,753  
 Fuel Reserve 6 days

**VEHICLE INVENTORY:**

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
2	1980	Bus	TMC	Diesel	30	25	1
<u>4</u>	1979	Bus	GMC/Superior	Diesel	24	15	0
6							

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 72,230
Other Salaries/Wages	34,550
Fringe Benefits	12,314
Services	6,672
Fuel and Lubricants	20,492
Tires and Tubes	2,208
Other Materials/Supplies	15,304
Utilities	5,838
Casualty/Liability Costs	39,600
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	5,094
Leases and Rentals	15,000
Equipment	—
Indirect Expense	—
Reconciling Items	—
Total	\$229,302

### Revenue Summary

Fare Revenue	\$ 30,828
Charter and Other Revenue	5,344
Local Assistance	32,190
State Assistance	64,375
Federal Assistance	96,565
Total	\$229,302

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	139,690
Revenue Vehicle Miles (RVM)	133,335
Total Unlinked Passenger Trips	131,053
Transfer Passengers	10,154
Total Vehicle Hours (TVH)	10,783
Revenue Vehicle Hours (RVH)	10,486
Peak Hour Fleet	4
Base Fleet	4

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 1.55	\$ 1.64
Expense/Passenger Trip	1.49	1.75
Expense/TVH	20.87	21.27
Subsidy/Passenger ([expense-revenue]/passenger)	1.26	1.51
Fare Recovery (fare revenue/expense)	.12	.16
Local Investment/Expense ([revenue + local assistance]/expense)	.26	.30

### Operation

Passenger Trips/RVM	1.08 pass/mi	.98 pass/mi
Passenger Trips/RVH	14.96 pass/hr	12.50 pass/hr
Average System Speed (RVM/RVH)	13.80 mi/hr	12.70 mi/hr

# MUNICIPAL COACH SERVICE

MCS

401 Wabash Street  
Michigan City, Indiana 46360  
(219) 874-6945

**CONTACT:** Peter J. LaRocca, Superintendent

**GENERAL INFORMATION:**

Type of Service Fixed route  
Service Area Michigan City corporate limits and town of Trail Creek  
Service Area Population 39,431  
Special Service One vehicle lift-equipped

**SERVICE HOURS:**

Monday through Friday 6:30 A.M. – 6:30 P.M.  
Saturday 8:30 A.M. – 6:30 P.M.  
Sunday No Service  
Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	10	0
Maintenance	2	0
General Administration	3	0
Total	15	0

**FARES:**

Base	\$ .50	Other: Pass – Base \$18.00/mo Youth, E & H \$9.00/mo
Youth	.25	
E & H	.25	
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 22,789<sup>a</sup>  
Fuel Reserve 104 days

**VEHICLE INVENTORY:**

Active					Seated	Standing	Lift-Equipped
<u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Lift-Equipped</u>
1	1982	Bus	GMC/Wayne	Diesel	21	11	0
1	1979	Bus	GMC/Superior	Diesel	18	10	1
1	1979	Van	Dodge	Gas	12	0	0
<u>5</u>	1979	Bus	GMC/Superior	Diesel	26	20	0
8							

<sup>a</sup>Includes gas and diesel fuel.



# MICHIGAN CITY

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$124,041
Other Salaries/Wages	54,417
Fringe Benefits	53,464
Services	1,451
Fuel and Lubricants	19,553
Tires and Tubes	5,584
Other Materials/Supplies	19,101
Utilities	13,525
Casualty/Liability Costs	23,207
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	1,306
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$315,649</b>

### Revenue Summary

Fare Revenue	\$ 60,339
Charter and Other Revenue	1,907
Local Assistance	42,234
State Assistance	84,467
Federal Assistance	126,701
<b>Total</b>	<b>\$315,648</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	182,850
Revenue Vehicle Miles (RVM)	168,751
Total Unlinked Passenger Trips	196,922
Transfer Passengers	11,421
Total Vehicle Hours (TVH)	15,888
Revenue Vehicle Hours (RVH)	14,450
Peak Hour Fleet	4
Base Fleet	4

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 1.59	\$ 1.73
Expense/Passenger Trip	1.46	1.60
Expense/TVH	15.14	19.87
Subsidy/Passenger ([expense-revenue]/passenger)	1.16	1.30
Fare Recovery (fare revenue/expense)	.19	.19
Local Investment/Expense ([revenue + local assistance]/expense)	.32	.33

### Operation

Passenger Trips/RVM	1.15 pass/mi	1.17 pass/mi
Passenger Trips/RVH	11.81 pass/hr	13.63 pass/hr
Average System Speed (RVM/RVH)	10.25 mi/hr	11.68 mi/hr

# MITCHELL TRANSIT SERVICE

MTS

407 South Sixth Street  
Mitchell, Indiana 47446  
(812) 849-2151

**CONTACT:** Mildred Szatkowski, Administrative Assistant to Mayor

## GENERAL INFORMATION:

Type of Service Demand responsive  
Service Area Mitchell city limits  
Service Area Population 4,641  
Special Service Vehicle is lift-equipped

## SERVICE HOURS:

Monday through Friday 8:00 A.M. — 4:30 P.M.  
Saturday No Service  
Sunday No Service  
Holiday No Service

## PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	1	0
Maintenance	0	1
General Administration	0	3
Total	1	4

## FARES:

Base \$ .50  
Youth .50  
E & H .25  
Transfer N/A

## FUEL CONSUMPTION:

Gallons Used 2,130  
Fuel Reserve None

## VEHICLE INVENTORY:

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
1	1981	BOC	GMC/Carpenter	Gas	14	4	1

# MITCHELL

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 9,288
Other Salaries/Wages	12,828
Fringe Benefits	5,464
Services	4,000
Fuel and Lubricants	2,716
Tires and Tubes	—
Other Materials/Supplies	376
Utilities	3,000
Casualty/Liability Costs	329
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	136
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$38,137</b>

### Revenue Summary

Fare Revenue	\$ 3,462
Charter and Other Revenue	—
Local Assistance	5,779
State Assistance	11,558
Federal Assistance	17,337
<b>Total</b>	<b>\$38,136</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	12,607
Revenue Vehicle Miles (RVM)	12,607
Total Unlinked Passenger Trips	7,916
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	2,032
Revenue Vehicle Hours (RVH)	1,173
Peak Hour Fleet	1
Base Fleet	1

## PERFORMANCE MEASURES:

	<u>1982<sup>a</sup></u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 4.64	\$ 3.02
Expense/Passenger Trip	8.66	4.82
Expense/TVH	18.79	18.77
Subsidy/Passenger ([expense-revenue]/passenger)	8.25	4.38
Fare Recovery (fare revenue/expense)	.05	.09
Local Investment/Expense ([revenue + local assistance]/expense)	.18	.24
<u>Operation</u>		
Passenger Trips/RVM	.47 pass/mi	.63 pass/mi
Passenger Trips/RVH	4.00 pass/hr	6.75 pass/hr
Average System Speed (RVM/RVH)	8.46 mi/hr	10.75 mi/hr

<sup>a</sup>Reporting period is from May 17, 1982 through December 31, 1982.

# RURAL TRANSIT

# RURAL TRANSIT

c/o Area 10 Agency on Aging  
 924 West Seventeenth Street  
 Bloomington, Indiana 47401  
 (812) 334-3383

**CONTACT:** Jim Holly, Transportation Coordinator

**GENERAL INFORMATION:**

Type of Service Fixed and Diversified route  
 Service Area Owen & Monroe Counties, excluding City of Bloomington  
 Service Area Population 51,113

**SERVICE HOURS:**

Monday through Friday 5:20 A.M. – 6:30 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	9	6
Maintenance	0	0
General Administration	1	0
<b>Total</b>	<b>10</b>	<b>6</b>

**FARES:**

	<u>1 County</u>	<u>2 County</u>	Other:
Base	\$ .50	\$1.00	Pass – 1 county \$7.00/mo
Youth	.25	.50	2 county \$15.00/mo
E & H	Donation/.50	Donation/1.00	
Transfer	N/A	N/A	

**FUEL CONSUMPTION:**

Gallons Used 19,277  
 Fuel Reserve None

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
2	1983	Van	Ford	Gas	15	0	0
1	1982	BOC	GMC/Blue Bird	Gas	20	2	0
1	1981	Van	Dodge	Gas	15	0	0
1	1981	SW	Chevrolet	Gas	7	0	0
1	1981	Van	Dodge	Gas	11	0	0
3	1977	Van	Dodge	Gas	15	0	0
1	1975	Van	Ford	Gas	11	0	0
<u>10</u>							

# MONROE COUNTY

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 66,770
Other Salaries/Wages	34,928
Fringe Benefits	12,855
Services	9,225
Fuel and Lubricants	27,331
Tires and Tubes	3,832
Other Materials/Supplies	8,880
Utilities	—
Casualty/Liability Costs	11,193
Taxes	78
Purchased Transportation	—
Miscellaneous Expenses	2,796
Leases and Rentals	733
Equipment	—
Indirect Expense	44,380
Reconciling Items	—
<b>Total</b>	<b>\$223,001</b>

### Revenue Summary

Fare Revenue	\$ 16,433
Charter and Other Revenue	418
Local Assistance	34,358
State Assistance	68,717
Federal Assistance	103,075
<b>Total</b>	<b>\$223,001</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	167,713
Revenue Vehicle Miles (RVM)	144,233
Total Unlinked Passenger Trips	33,192
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	14,141
Revenue Vehicle Hours (RVH)	12,444
Peak Hour Fleet	9
Base Fleet	9

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 1.30	\$ 1.33
Expense/Passenger Trip	7.00	6.72
Expense/TVH	18.82	15.77
Subsidy/Passenger ([expense-revenue]/passenger)	6.63	6.23
Fare Recovery (fare revenue/expense)	.05	.07
Local Investment/Expense ([revenue + local assistance]/expense)	.17	.23
<u>Operation</u>		
Passenger Trips/RVM	.27 pass/mi	.23 pass/mi
Passenger Trips/RVH	3.01 pass/hr	2.67 pass/hr
Average System Speed (RVM/RVH)	11.34 mi/hr	11.59 mi/hr

# MUNCIE INDIANA TRANSIT SYSTEM

MITS

1106 East Seymour Street  
 Muncie, Indiana 47302  
 (317) 282-2762

**CONTACT:** Sam Smith, Director

**GENERAL INFORMATION:**

Type of Service Fixed route and Demand responsive  
 Service Area Fixed route, Muncie city limits  
 Demand responsive, all of Delaware County  
 Service Area Population 77,216 (city) / 128,587 (county)

**SERVICE HOURS:**

Monday through Friday 6:00 A.M. — 6:20 P.M.  
 Saturday 8:00 A.M. — 6:20 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	34	4
Maintenance	9	1
General Administration	4	0
Total	47	5

**FARES:<sup>1</sup>**

Base	\$ .35	Other: Token — \$ .32/ride Pass — Base \$27.50/qtr, \$11.00/mo E & H — \$13.75/qtr, \$5.50/mo
Youth	.35	
E & H	.20	
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 231,314  
 Fuel Reserve 54 days

**VEHICLE INVENTORY:**

Active Vehicles	Year	Type	Manufacturer	Engine Type	Seated Capacity	Standing Capacity	Lift-Equipped
6	1981	BOC	Wayne	Diesel	10	0	4
16	1981	Bus	GMC	Diesel	37	19	16
4	1972	Bus	GMC	Diesel	33	17	0
2	1963	Bus	GMC	Diesel	45	23	0
1	1960	Bus	GMC	Diesel	45	23	0
<u>29</u>							

<sup>1</sup>Fare increase of \$ .05 on 6/1/83.

# MUNCIE

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 595,439
Other Salaries/Wages	225,301
Fringe Benefits	246,811
Services	154,453
Fuel and Lubricants	222,288
Tires and Tubes	24,141
Other Materials/Supplies	109,453
Utilities	62,046
Casualty/Liability Costs	99,007
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	16,058
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	46,002
Total	\$1,800,999

### Revenue Summary

Fare Revenue	\$ 413,597
Charter and Other Revenue	4,275
Local Assistance	573,145
State Assistance	300,000
Federal Assistance	590,312
Total	\$1,881,329

### Capital Grants Awarded

Local	\$ 70,750
State	—
Federal Section 9A	283,000
Total	\$353,750

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	804,466
Revenue Vehicle Miles (RVM)	736,089
Total Unlinked Passenger Trips	1,224,979
Transfer Passengers	221,274
Total Vehicle Hours (TVH)	67,199
Revenue Vehicle Hours (RVH)	63,233
Peak Hour Fleet	15
Base Fleet	15

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 1.99	\$ 2.24
Expense/Passenger Trip	1.66	1.47
Expense/TVH	28.08	26.80
Subsidy/Passenger ([expense-revenue]/passenger)	1.27	1.13
Fare Recovery (fare revenue/expense)	.22	.23
Local Investment/Expense ([revenue + local assistance]/expense)	.69	.54
<u>Operation</u>		
Passenger Trips/RVM	1.28 pass/mi	1.66 pass/mi
Passenger Trips/RVH	17.78 pass/hr	19.37 pass/hr
Average System Speed (RVM/RVH)	13.84 mi/hr	11.64 mi/hr

# NEW CASTLE ON WHEELS

NOW

415 Broad Street  
 New Castle, Indiana 47362  
 (317) 529-8116

**CONTACT:** Ruth I. Hurst, Transit Manager

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area New Castle city limits  
 Service Area Population 20,056  
 Special Service All buses are lift-equipped

**SERVICE HOURS:**

Monday through Friday 6:30 A.M. – 6:30 P.M.  
 Saturday 6:30 A.M. – 6:30 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	6	6
Maintenance	1	2
General Administration	<u>2</u>	<u>0</u>
Total	9	8

**FARES: <sup>1</sup>**

Base	\$ .45	Other: Pass – Base \$9.00/25 rides
Youth	.35	Youth \$7.00/25 rides
E & H	.25	E & H \$5.00/25 rides
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 20,317  
 Fuel Reserve 12 days

**VEHICLE INVENTORY:**

Active							
<u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
5	1981	BOC	GMC/Wayne	Gas	13	8	5

<sup>1</sup>Fares increased by \$ .10 on 1/1/83.



**FINANCIAL INFORMATION:**

**Operating Expense Summary**

Operator Salaries/Wages	\$114,874
Other Salaries/Wages	42,739
Fringe Benefits	58,023
Services	5,141
Fuel and Lubricants	21,954
Tires and Tubes	771
Other Materials/Supplies	10,295
Utilities	1,368
Casualty/Liability Costs	10,164
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	4,096
Leases and Rentals	13,627
Equipment	542
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$283,594</b>

**Revenue Summary**

Fare Revenue	\$ 24,199
Charter and Other Revenue	—
Local Assistance	42,853
State Assistance	87,985
Federal Assistance	128,557
<b>Total</b>	<b>\$283,594</b>

**Capital Grants Awarded**

None

**SERVICE STATISTICS:**

Total Vehicle Miles (TVM)	129,303
Revenue Vehicle Miles (RVM)	127,574
Total Unlinked Passenger Trips	96,986
Transfer Passengers	21,453
Total Vehicle Hours (TVH)	15,859
Revenue Vehicle Hours (RVH)	15,209
Peak Hour Fleet	4
Base Fleet	4

**PERFORMANCE MEASURES:**

**Finance**

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 2.09	\$ 2.19
Expense/Passenger Trip	2.49	2.92
Expense/TVH	15.12	17.88
Subsidy/Passenger ([expense-revenue]/passenger)	2.31	2.67
Fare Recovery (fare revenue/expense)	.07	.09
Local Investment/Expense ([revenue + local assistance]/expense)	.20	.24

**Operation**

Passenger Trips/RVM	.86 pass/mi	.76 pass/mi
Passenger Trips/RVH	6.36 pass/hr	6.38 pass/hr
Average System Speed (RVM/RVH)	7.39 mi/hr	8.4 mi/hr

# NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

NICTD

8149 Kennedy Avenue  
Highland, Indiana 46322  
(219) 923-1116

**CONTACT:** Gerald R. Hanas, General Manager

## GENERAL INFORMATION:

Type of Service Commuter rail  
Service Area Rail corridor between South Bend, Indiana and Chicago, Illinois  
Service Area Population 993,030  
Special Service 44 rail cars handicapped accessible

## SERVICE HOURS:

Monday through Friday 4:15 A.M. — 2:15 A.M.  
Saturday 5:50 A.M. — 1:15 A.M.  
Sunday 7:15 A.M. — 10:45 P.M.  
Holiday 7:15 A.M. — 10:45 P.M.

## PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	89	0
Maintenance	142	0
General Administration	<u>32</u>	<u>0</u>
Total	263	0

## FARES: <sup>1</sup>

(To Downtown Chicago)

<u>Station</u>	<u>One Way</u>	<u>10 Rides</u>	<u>25 Rides</u>	<u>Monthly</u>
Hegewisch (IL)	\$2.45	\$24.50	\$ 55.15	\$ 66.15
Hammond/East Chicago	2.75	27.50	61.90	74.25
Gary	3.40	34.00	76.50	91.80
Ogden Dunes	4.00	40.00	90.00	108.00
Tremont	4.70	47.00	105.75	126.90
Michigan City	5.00	50.00	112.50	135.00
South Bend	7.00	70.00	157.50	189.00

(Discounts: Under 5 yrs free; 5-12 yrs ½ fare; E & H ½ fare; and multi-ride passes.)

**FUEL CONSUMPTION:** Electric propulsion system.

## VEHICLE INVENTORY:

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
44	1982	Rail	Nippon Sharyo	Electric	93	20	44 <sup>a</sup>
3	1929	Rail	Standard Steel	Electric	80	20	0
6	1929	Rail	Standard Steel	Electric	48	20	0
2	1929	Rail	Standard Steel	Electric	56	20	0
1	1929	Rail	Standard Steel	Electric	64	20	0
8	1927	Rail	Pullman	Electric	80	20	0
6	1927	Rail	Pullman	Trailer	80	20	0
3	1926	Rail	Pullman	Electric	64	20	0
5	1926	Rail	Pullman	Electric	56	20	0
5	1926	Rail	Pullman	Electric	80	20	0
7	1926	Rail	Pullman	Electric	68	20	0
<u>90</u>							

<sup>1</sup> Zone fare structure changed on 10/17/83.

<sup>a</sup> Rail cars equipped with wheelchair tie-downs and accessible washrooms.

**FINANCIAL INFORMATION:**

**Operating Expense Summary**

Operator Salaries/Wages	—
Other Salaries/Wages	—
Fringe Benefits	—
Services	—
Fuel and Lubricants	—
Tires and Tubes	—
Other Materials/Supplies	—
Utilities	—
Casualty/Liability Costs	—
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	—
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
Total	<u>\$10,817,604<sup>b</sup></u>

**Revenue Summary**

Fare Revenue	\$ 5,782,364
Charter and Other Revenue	105,071
Local Assistance	887,430
State Assistance	1,842,739
Federal Assistance	<u>2,200,000</u>
Total	<u>\$10,817,604</u>

**Capital Grants Awarded**

Local	\$ 30,000
State	—
Federal Section 9A	<u>120,000</u>
Total	<u>\$150,000</u>

**SERVICE STATISTICS:**

Total Vehicle Miles (TVM)	1,911,114
Revenue Vehicle Miles (RVM)	1,911,114
Total Unlinked Passenger Trips	2,520,741
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	49,370
Revenue Vehicle Hours (RVH)	49,370
Peak Hour Fleet	36
Base Fleet	20

**PERFORMANCE MEASURES:**

**Finance**

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 4.92	\$ 5.66
Expense/Passenger Trip	4.40	4.29
Expense/TVH	192.49	219.11
Subsidy/Passenger ([expense-revenue]/passenger)	2.15	1.96
Fare Recovery (fare revenue/expense)	.50	.53
Local Investment/Expense ((revenue + local assistance)/expense)	.60	.62

**Operation**

Passenger Trips/RVM	1.18 pass/mi	1.32 pass/mi
Passenger Trips/RVH	43.78 pass/hr	51.06 pass/hr
Average System Speed (RVM/RVH)	39.17 mi/hr	38.71 mi/hr

<sup>b</sup>A breakdown of operating expenses was not provided.

# CITY OF RICHMOND TRANSIT AUTHORITY

CORTA

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

**CONTACT:** Emily Thompson, Manager

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Richmond city limits  
 Service Area Population 41,349  
 Special Service E & H demand responsive service provided by City Parks Department

**SERVICE HOURS:**

Monday through Friday 6:15 A.M. — 5:45 P.M.  
 Saturday 10:15 A.M. — 5:45 P.M.  
 Sunday No Service  
 Holiday 6:15 A.M. — 5:45 P.M. (except 5 major holidays)

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	10	0
Maintenance	1	1
General Administration	<u>1</u>	<u>2</u>
Total	12	3

**FARES:**

Base	\$1.00	Other: Pass — \$30.00/month Silver token — E & H \$ .50/ride Bronze token — 1 ride free with purchase at participating store.
Youth	1.00	
E & H	.50 <sup>a</sup>	
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 32,287  
 Fuel Reserve 28 days

**VEHICLE INVENTORY:**

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
10	1978	BOC	Wayne	Gas	17	10	0
<u>2</u>	1978	BOC	Wayne	Gas	12	10	2
12							

<sup>a</sup>E & H fare change from \$1.00 to \$ .50 on 11/1/83.

# RICHMOND

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$140,592
Other Salaries/Wages	49,248
Fringe Benefits	32,877
Services	4,492
Fuel and Lubricants	34,762
Tires and Tubes	3,245
Other Materials/Supplies	19,985
Utilities	4,388
Casualty/Liability Costs	15,767
Taxes	1,766
Purchased Transportation	—
Miscellaneous Expenses	13
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$307,135</b>

### Revenue Summary

Fare Revenue	\$120,224
Charter and Other Revenue	1,310
Local Assistance	31,790
State Assistance	62,584
Federal Assistance	91,227
<b>Total</b>	<b>\$307,135</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	219,374
Revenue Vehicle Miles (RVM)	212,762
Total Unlinked Passenger Trips	177,988
Transfer Passengers	29,948
Total Vehicle Hours (TVH)	17,421
Revenue Vehicle Hours (RVH)	16,545
Peak Hour Fleet	5
Base Fleet	5

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ 1.36	\$ 1.40
Expense/Passenger Trip	1.75	1.73
Expense/TVH	17.14	17.63
Subsidy/Passenger ([expense-revenue]/passenger)	1.00	1.05
Fare Recovery (fare revenue/expense)	.43	.39
Local Investment/Expense ([revenue + local assistance]/expense)	.51	.50

### Operation

Passenger Trips/RVM	.79 pass/mi	.84 pass/mi
Passenger Trips/RVH	10.24 pass/hr	10.76 pass/hr
Average System Speed (RVM/RVH)	12.90 mi/hr	12.86 mi/hr

# SOUTH BEND PUBLIC TRANSPORTATION CORPORATION

*TRANSPO*

P.O. Box 1437, 901 East Northside Boulevard  
 South Bend, Indiana 46624  
 (219) 232-9901

**CONTACT:** Joe ZaVisca, General Manager

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area South Bend and Mishawaka metropolitan area  
 Service Area Population 202,513  
 Special Service Contract with Specialized Transportation Service for E & H service

**SERVICE HOURS:**

Monday through Friday 4:50 A.M. — 10:10 P.M.  
 Saturday 5:20 A.M. — 7:00 P.M.  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	84	3
Maintenance	20	0
General Administration	<u>13</u>	<u>0</u>
Total	117	3

**FARES:<sup>1</sup>**

Base	\$ .50	Other: Pass — \$20.00/month
Youth	.25	
E & H	.25	
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 482,418  
 Fuel Reserve 27 days

**VEHICLE INVENTORY:**

<u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
25	1974	Bus	AM General	Diesel	43	25	0
32	1971	Bus	GMC	Diesel	45	23	0
<u>1</u>	1951	Bus	GMC	Diesel	45	23	0
58							

<sup>1</sup>Fare increased from \$ .30 to \$ .50 on 1/1/83.

# SOUTH BEND

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$1,638,400
Other Salaries/Wages	941,066
Fringe Benefits	514,421
Services	215,625
Fuel and Lubricants	460,117
Tires and Tubes	42,696
Other Materials/Supplies	284,243
Utilities	90,032
Casualty/Liability Costs	83,570
Taxes	259
Purchased Transportation	120,000
Miscellaneous Expenses	78,084
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$4,468,513</b>

### Revenue Summary

Fare Revenue	\$1,126,093
Charter and Other Revenue	83,126
Local Assistance	1,182,212
State Assistance	825,118
Federal Assistance	1,319,077
<b>Total</b>	<b>\$4,535,626</b>

### Capital Grants Awarded

Local PTC Tax	\$ 457,500
State PMTF	—
Federal Sections 5 & 9A	1,830,000
<b>Total</b>	<b>\$2,287,500</b>

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	1,770,249
Revenue Vehicle Miles (RVM)	1,702,512
Total Unlinked Passenger Trips	4,504,828
Transfer Passengers	1,043,363
Total Vehicle Hours (TVH)	134,519
Revenue Vehicle Hours (RVH)	128,351
Peak Hour Fleet	44
Base Fleet	28

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 3.06	\$ 2.52
Expense/Passenger Trip	1.15	.99
Expense/TVH	39.62	33.22
Subsidy/Passenger ([expense-revenue]/passenger)	.94	.74
Fare Recovery (fare revenue/expense)	.15	.25
Local Investment/Expense ([revenue + local assistance]/expense)	.42	.54

### Operation

Passenger Trips/RVM	2.78 pass/mi	2.65 pass/mi
Passenger Trips/RVH	36.78 pass/hr	35.01 pass/hr
Average System Speed (RVM/RVH)	13.22 mi/hr	13.26 mi/hr

# TRANSIT AUTHORITY OF RIVER CITY

TARC

1000 West Broadway  
 Louisville, Kentucky 40203  
 (502) 587-3659

**CONTACT:** John Woodford, Assistant General Manager

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area New Albany, Clarksville & Jeffersonville city limits  
 Service Area Population 114,626  
 Special Service 51 lift-equipped vehicles

**SERVICE HOURS:**

(Service began January 31, 1983)  
 Monday through Friday 4:41 A.M. — 7:57 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:<sup>1</sup>**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	412	39
Maintenance	128	0
General Administration	99	5
Total	639	44

**FARES:**

Base	\$ .35/peak \$ .60	Other: Strip tickets — Commuter \$5.00/10 rides E & H \$2.50/10 rides
Youth	.25 (with ID)	
E & H	.25 (with ID)	
Transfer	Free	

**FUEL CONSUMPTION:**

Gallons Used 21,629  
 Fuel Reserve 16 days

**VEHICLE INVENTORY:<sup>1</sup>**

<u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
13	1982	Bus	Blue Bird	Diesel	27	18	13
57	1982	Bus	GMC	Diesel	45	22	0
5	1981	Bus	TMC	Diesel	29	14	5
15	1981	Bus	Crown-Ikarus	Diesel	73	36	15
53	1980	Bus	Grumman Flxble	Diesel	46	23	16
2	1979	Bus	TMC	Diesel	21	10	2
5	1979	Bus	TMC	Diesel	31	15	0
36	1977	Bus	Grumman Flxble	Diesel	47	23	0
93	1975	Bus	AM General	Diesel	47	23	0
18	1968	Bus	GMC	Diesel	53	26	0
11	1966	Bus	GMC	Diesel	53	26	0
3	1965	Bus	GMC	Diesel	53	26	0
<u>311</u>							

<sup>1</sup>For Kentucky and Indiana service areas.



**FINANCIAL INFORMATION:**

Operating Expense Summary

Operator Salaries/Wages	\$ 75,362
Other Salaries/Wages	44,293
Fringe Benefits	48,919
Services	10,936
Fuel and Lubricants	25,211
Tires and Tubes	2,964
Other Materials/Supplies	13,566
Utilities	4,518
Casualty/Liability Costs	3,000
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	5,734
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$234,503</b>

Revenue Summary

Fare Revenue	\$ 25,458
Charter and Other Revenue	—
Local Assistance	34,841
State Assistance	69,682
Federal Assistance	104,522
<b>Total</b>	<b>\$234,503</b>

Capital Grants Awarded <sup>1</sup>

Local Transit Trust Fund	\$ 164,744
State Kentucky	164,744
Federal Section 3	1,317,952
<b>Total</b>	<b>\$1,647,440</b>

**SERVICE STATISTICS:**

Total Vehicle Miles (TVM)	81,324
Revenue Vehicle Miles (RVM)	77,258
Total Unlinked Passenger Trips	64,645
Transfer Passengers	6,465
Total Vehicle Hours (TVH)	5,756
Revenue Vehicle Hours (RVH)	5,307
Peak Hour Fleet	10
Base Fleet	2

**PERFORMANCE MEASURES:**

	<u>1982<sup>a</sup></u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	N/A	\$ 2.88
Expense/Passenger Trip	N/A	3.63
Expense/TVH	N/A	40.74
Subsidy/Passenger ([expense-revenue]/passenger)	N/A	3.23
Fare Recovery (fare revenue/expense)	N/A	.11
Local Investment/Expense ([revenue + local assistance]/expense)	N/A	.26
<u>Operation</u>		
Passenger Trips/RVM	N/A	.84 pass/mi
Passenger Trips/RVH	N/A	12.18 pass/hr
Average System Speed (RVM/RVH)	N/A	14.56 mi/hr

<sup>1</sup>For Kentucky and Indiana service areas.

<sup>a</sup>Service began 1/31/83

# TERRE HAUTE TRANSIT UTILITY

MT

dba Terre Haute Mass Transit  
 901 South Fourteenth Street  
 Terre Haute, Indiana 47807  
 (812) 235-0109

**CONTACT:** Jay Mitchell, General Manager

## GENERAL INFORMATION:

Type of Service Fixed route  
 Service Area Terre Haute city limits and one mile fringe  
 Service Area Population 74,736

## SERVICE HOURS:

Monday through Friday 5:45 A.M. – 6:15 P.M.  
 Saturday 5:45 A.M. – 6:15 P.M.  
 Sunday No Service  
 Holiday No Service

## PERSONNEL:

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	24	0
Maintenance	7	0
General Administration	4	0
Total	35	0

## FARES:

Base	\$ .50	Other: Pass – \$17.00/mo
Youth	.50	\$5.00/12 rides
E & H	.25	
Transfer	N/A	

## FUEL CONSUMPTION:

Gallons Used 80,878  
 Fuel Reserve 15 days

## VEHICLE INVENTORY:

<u>Active</u> <u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated</u> <u>Capacity</u>	<u>Standing</u> <u>Capacity</u>	<u>Lift-Equipped</u>
5	1983	Bus	Skillcraft	Diesel	28	13	0
6	1978	Bus	Bluebird	Diesel	31	15	0
8	1974	Bus	Twin Coach	Diesel	31	15	0
6	1966	Bus	GMC	Diesel	31	15	0
<u>25</u>							

# TERRE HAUTE

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$310,455
Other Salaries/Wages	148,533
Fringe Benefits	118,448
Services	11,617
Fuel and Lubricants	102,135
Tires and Tubes	10,314
Other Materials/Supplies	8,210
Utilities	39,023
Casualty/Liability Costs	36,039
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	4,892
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
Total	<u>\$789,666</u>

### Revenue Summary

Fare Revenue	\$196,675
Charter and Other Revenue	15,040
Local Assistance	96,935
State Assistance	193,870
Federal Assistance	<u>290,806</u>
Total	<u>\$793,326</u>

### Capital Grants Awarded

Local General Fund	\$ 20,250
State	33,000
Federal Section 9A	<u>213,000</u>
Total	<u>\$266,250</u>

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	456,576
Revenue Vehicle Miles (RVM)	452,456
Total Unlinked Passenger Trips	502,119
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	53,304
Revenue Vehicle Hours (RVH)	50,846
Peak Hour Fleet	14
Base Fleet	11

## PERFORMANCE MEASURES:

### Finance

	<u>1982</u>	<u>1983</u>
Expense/TVM	\$ 1.34	\$ 1.73
Expense/Passenger Trip	1.60	1.57
Expense/TVH	15.30	14.81
Subsidy/Passenger ([expense-revenue]/passenger)	1.14	1.18
Fare Recovery (fare revenue/expense)	.25	.25
Local Investment/Expense ((revenue + local assistance)/expense)	.41	.27

### Operation

Passenger Trips/RVM	.84 pass/mi	1.11 pass/mi
Passenger Trips/RVH	10.04 pass/hr	9.87 pass/hr
Average System Speed (RVM/RVH)	11.91 mi/hr	8.89 mi/hr

# TRADE WINDS REHABILITATION CENTER

TRADE WINDS

5901 West Seventh Avenue  
 Gary, Indiana 46406  
 (219) 949-4000

**CONTACT:** Frank Rosenbaum, Director

**GENERAL INFORMATION:**

Type of Service Demand responsive  
 Service Area Lake and Porter Counties  
 Service Area Population 151,953  
 Special Service Five lift-equipped vehicles. Demand responsive service to handicapped and elderly.

**SERVICE HOURS:**

Monday through Friday 6:00 A.M. — 6:00 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	16	3
Maintenance	0	0
General Administration	<u>1</u>	<u>3</u>
Total	17	6

**FARES:**

Base N/A  
 Youth N/A  
 E & H \$5.00 (Requested)  
 Transfer N/A

**FUEL CONSUMPTION:**

Gallons Used 67,540  
 Fuel Reserve 51 days

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
3	1983	BOC	Wayne	Gas	17	0	0
1	1983	BOC	Wayne	Gas	9	0	1
1	1983	Van	Ford	Gas	9	0	1
1	1981	Van	Dodge	Gas	9	0	1
2	1981	Van	Dodge	Gas	15	0	0
3	1980	Van	Dodge	Gas	15	0	0
4	1978	Van	Dodge	Gas	15	0	0
1	1977	Van	Dodge	Gas	9	0	1
1	1977	Van	Dodge	Gas	15	0	0
2	1977	Van	Chevrolet	Gas	11	0	1
<u>1</u>	1977	Bus	GMC	Gas	22	0	0
20							

# TRADE WINDS

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$167,475
Other Salaries/Wages	63,067
Fringe Benefits	51,213
Services	32,279
Fuel and Lubricants	55,414
Tires and Tubes	3,600
Other Materials/Supplies	16,083
Utilities	—
Casualty/Liability Costs	5,682
Taxes	962
Purchased Transportation	—
Miscellaneous Expenses	5,395
Leases and Rentals	—
Equipment	—
Indirect Expense	75,096
Reconciling Items	5,310
Total	<u>\$481,576</u>

### Revenue Summary

Fare Revenue	—
Charter and Other Revenue	\$ 67,715
Local Assistance	27,744
State Assistance	151,052
Federal Assistance	<u>233,637</u>
Total	<u>\$480,148</u>

### Capital Grants Awarded

None<sup>1</sup>

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	428,948
Revenue Vehicle Miles (RVM)	386,053
Total Unlinked Passenger Trips	97,977
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	52,488
Revenue Vehicle Hours (RVH)	39,366
Peak Hour Fleet	20
Base Fleet	20

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$1.39	\$1.12
Expense/Passenger Trip	4.57	4.92
Expense/TVH	—	9.17
Subsidy/Passenger ([expense-revenue]/passenger)	4.23	4.22
Fare Recovery (fare revenue/expense)	N/A	N/A
Local Investment/Expense ([revenue + local assistance]/expense)	.10	.20
<u>Operation</u>		
Passenger Trips/RVM	.34	.25
Passenger Trips/RVH	—	2.49
Average System Speed (RVM/RVH)	—	9.81

<sup>1</sup>Trade Winds received Section 9A funding through NIRPC.

# UNION COUNTY TRANSIT SERVICE

UCTS

c/o Union County Council on Aging & Aged  
 302A North Main Street, P.O. Box 333  
 Liberty, Indiana 47353  
 (317) 458-5500

**CONTACT:** Phyllis C. Howard, Executive Director

**GENERAL INFORMATION:**

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

**SERVICE HOURS:**

Monday through Friday 8:30 A.M. — 5:00 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

	<u>Full-Time</u>	<u>Part-Time</u>
Operations	0	4
Maintenance	0	0
General Administration	0	3
Total	<u>0</u>	<u>7</u>

**FARES: <sup>a</sup>**

	<u>Liberty &amp; College Corner</u>	<u>Union County</u>	<u>To Richmond or Connersville</u>
Base	\$.60	\$1.20	\$2.00
Youth	.30	.60	1.00
E & H	.30	.60	1.00
Transfer	N/A	N/A	N/A

**FUEL CONSUMPTION:**

Gallons Used 2,567  
 Fuel Reserve 1 day

**VEHICLE INVENTORY:**

<u>Active Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
1	1983	Van	Ford	Gas	15	0	0
1	1983	MV	Dodge	Gas	12	0	1
<u>1</u>	1975	Van	Plymouth	Gas	15	0	1
3							

<sup>a</sup>Fare increase on 1/1/83.

# UNION COUNTY

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$16,751
Other Salaries/Wages	10,812
Fringe Benefits	2,195
Services	1,497
Fuel and Lubricants	3,525
Tires and Tubes	—
Other Materials/Supplies	581
Utilities	1,880
Casualty/Liability Costs	3,630
Taxes	35
Purchased Transportation	—
Miscellaneous Expenses	729
Leases and Rentals	4,060
Equipment	—
Indirect Expense	—
Reconciling Items	—
<b>Total</b>	<b>\$45,695</b>

### Revenue Summary

Fare Revenue	\$ 4,139
Charter and Other Revenue	—
Local Assistance	6,926
State Assistance	13,852
Federal Assistance	<u>20,777</u>
<b>Total</b>	<b>\$45,694</b>

### Capital Grants Awarded

None

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	26,641
Revenue Vehicle Miles (RVM)	21,301
Total Unlinked Passenger Trips	6,823
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	3,495
Revenue Vehicle Hours (RVH)	2,605
Peak Hour Fleet	3
Base Fleet	3

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<b><u>Finance</u></b>		
Expense/TVM	\$ 2.42	\$ 1.72
Expense/Passenger Trip	7.40	6.70
Expense/TVH	18.44	13.07
Subsidy/Passenger ([expense-revenue]/passenger)	6.85	6.09
Fare Recovery (fare revenue/expense)	.07	.09
Local Investment/Expense ([revenue + local assistance]/expense)	.19	.24
<b><u>Operation</u></b>		
Passenger Trips/RVM	.45 pass/mi	.32 pass/mi
Passenger Trips/RVH	3.69 pass/hr	2.62 pass/hr
Average System Speed (RVM/RVH)	8.13 mi/hr	8.18 mi/hr

# WASHINGTON TRANSIT SYSTEM

2800 Memorial Avenue  
 Washington, Indiana 47501  
 (812) 254-4564

**CONTACT:** Cletus Fleck, Superintendent of Streets

**GENERAL INFORMATION:**

Type of Service Fixed route  
 Service Area Washington city limits  
 Service Area Population 11,325  
 Special Service All vehicles are lift-equipped

**SERVICE HOURS:**

Monday through Friday 7:00 A.M. — 5:00 P.M.  
 Saturday No Service  
 Sunday No Service  
 Holiday No Service

**PERSONNEL:**

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

**FARES:**

Base	\$ .45	Other: *\$ .05 Special fare with coupon (\$ .30 reimbursed by Area 13A \$ .10 by WTS)
Youth	.45	
E & H	.45*	
Transfer	N/A	

**FUEL CONSUMPTION:**

Gallons Used 5,417  
 Fuel Reserve None

**VEHICLE INVENTORY:**

Active							
<u>Vehicles</u>	<u>Year</u>	<u>Type</u>	<u>Manufacturer</u>	<u>Engine Type</u>	<u>Seated Capacity</u>	<u>Standing Capacity</u>	<u>Lift-Equipped</u>
2	1982	BOC	GMC/Wayne	Gas	16	6	2



# WASHINGTON

## FINANCIAL INFORMATION:

### Operating Expense Summary

Operator Salaries/Wages	\$ 8,710
Other Salaries/Wages	—
Fringe Benefits	584
Services	7,099
Fuel and Lubricants	7,895
Tires and Tubes	373
Other Materials/Supplies	768
Utilities	31
Casualty/Liability Costs	1,612
Taxes	—
Purchased Transportation	—
Miscellaneous Expenses	72
Leases and Rentals	—
Equipment	—
Indirect Expense	—
Reconciling Items	—
Total	<u>\$27,144</u>

### Revenue Summary

Fare Revenue	\$ 8,213
Charter and Other Revenue	—
Local Assistance	3,155
State Assistance	6,310
Federal Assistance	<u>9,465</u>
Total	<u>\$27,143</u>

### Capital Grants Awarded

Local Tax	\$ 14,360
State PMTF	28,717
Federal Section 18	<u>172,306</u>
Total	<u>\$215,383</u>

## SERVICE STATISTICS:

Total Vehicle Miles (TVM)	32,305
Revenue Vehicle Miles (RVM)	32,305
Total Unlinked Passenger Trips	23,388
Transfer Passengers	N/A
Total Vehicle Hours (TVH)	2,485
Revenue Vehicle Hours (RVH)	2,485
Peak Hour Fleet	1
Base Fleet	1

## PERFORMANCE MEASURES:

	<u>1982</u>	<u>1983</u>
<u>Finance</u>		
Expense/TVM	\$ .78	\$ .84
Expense/Passenger Trip	1.06	1.16
Expense/TVH	10.09	10.92
Subsidy/Passenger ((expense-revenue)/passenger)	.66	.81
Fare Recovery (fare revenue/expense)	.38	.30
Local Investment/Expense ((revenue + local assistance)/expense)	.44	.42
<u>Operation</u>		
Passenger Trips/RVM	.73 pass/mi	.72 pass/mi
Passenger Trips/RVH	9.49 pass/hr	9.41 pass/hr
Average System Speed (RVM/RVH)	13.00 mi/hr	13.00 mi/hr



## Section 3: Grant Assistance Programs



# Grant Assistance Programs

Assistance for calendar year 1983 was provided via Sections 3, 5, 6, 8, 9A, 10, 11, 16(b)2 and 18 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.

In order to be eligible for assistance, all transit systems requesting Section 3 funds must have a five-year Transit Development Plan (TDP). Urban systems serving a population greater than 50,000 must also have a certified Transportation Improvement Plan (TIP), based on the area's comprehensive urban transportation planning program conducted by the areawide Metropolitan Planning Organization (MPO).

The Urban Mass Transportation Act of 1964, as amended, provides for 80 percent of the net cost of a Section 3 capital project. The remaining 20 percent must be locally financed. In calendar year (CY) 1983, Indianapolis was awarded \$2,160,000 in Section 3 funds for the purchase of twenty buses.

## Section 5

Section 5 is a formula grant program for urbanized areas with a population greater than 50,000. These funds are distributed according to a population and population density formula. A set amount is apportioned for operating or capital assistance and another amount is apportioned strictly for capital. Operating expenditure assistance is provided at a 50% federal and 50% local ratio of the net operating deficit. Capital projects are funded at a 80% federal and 20% local share of the net project cost. These apportionments are divided into the following four tiers:

**Tier I:** Operating and capital formula grants. Distribution is based upon the population and population density of the urbanized area.

**Tier II:** Capital or operating formula grants. Distribution is based upon the population and population density of the urbanized area. 85% of these funds are apportioned to urbanized areas with a population greater than 750,000 and 15% apportioned to urbanized areas with a population less than 750,000.

**Tier III:** Fixed guideway and commuter rail formula grants. Distribution is based upon urbanized area fixed guideway and commuter rail route mileage. These funds are available for both capital and operating assistance.

**Tier IV:** Bus capital formula grants. Distribution is based upon the population and population density of the urbanized area. These funds are only available for the purchase of buses, related equipment and/or the construction of bus related facilities.

Table 11 reflects UMTA apportionments (the amount each system is authorized to receive) for federal fiscal year (October-September) 1983. Table 13 reflects the actual amounts awarded during CY 1983.

## Section 6

Section 6 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 increased efficiency of urban mass transportation service. The program is 100 percent federally funded. In 1983, UMTA awarded \$75,000 to the Institute for Urban Transportation at Indiana University and \$95,000 to Purdue University.

**TABLE 11**  
**SECTION 5 APPORTIONMENTS: FFY 1983**

<u>Service Area</u>	<u>Tier I</u>	<u>Tier II</u>	<u>Tier III</u>	<u>Tier IV</u>	<u>Total</u>
Anderson	\$ 297,897	\$ 25,849		\$ 142,377	\$ 466,123
Bloomington	226,825	20,876		108,409	356,110
Elkhart/Goshen	240,015	20,995		114,713	375,723
Evansville	708,108	64,510		338,434	1,111,052
Fort Wayne	1,072,014	97,716		512,359	1,682,089
Indianapolis	3,293,452	768,078		1,574,076	5,635,606
Kokomo	210,540	19,228		100,626	330,394
Lafayette/W. Lafayette	437,947	40,589		209,313	687,849
Muncie	418,833	38,198		200,177	657,208
Northwest Indiana <sup>1</sup>	2,318,883	525,534	\$850,387	1,108,289	4,803,093
Southern Indiana <sup>2</sup>	399,105	78,068		190,749	667,922
South Bend	965,087	87,014		461,255	1,513,356
Terre Haute	<u>320,393</u>	<u>28,604</u>		<u>153,129</u>	<u>502,126</u>
Total	\$10,909,099	\$1,815,259	\$850,387	\$5,213,906	\$18,788,651

<sup>1</sup>Includes Gary, East Chicago, Hammond, Lake Co. Economic Opportunity Council, Trade Winds and NICTD transit systems.

<sup>2</sup>Includes New Albany and Jeffersonville (TARC) transit system.

### Section 8

Section 8 discretionary funds are grants to state and local public bodies for planning, design, engineering and evaluation of urban public transportation projects. The purpose of this section is to encourage and promote the development of transportation systems in a manner that will serve the state and local communities efficiently and effectively. To accomplish this, the federal government makes funds available to state and local officials to develop their transportation plans and programs. These plans and programs are to be formulated on the basis of transportation needs; given due consideration to comprehensive community goals and objectives. The planning may include; evaluation of present transit operations, routes, station locations, equipment, facilities, and other aspects of transit operation. Also, the planning process should include an analysis of alternative transportation system management and investment strategies, in order to make more efficient use of existing transportation resources and to meet needs of new transportation facilities.

The funding ratio of a Section 8 planning grant is 80%/20%; federal/local. Section 8 grantees for CY 1983 are shown on Table 13.

### Section 9A

Section 9A is a one time formula capital grant program. This capital assistance program is funded by dedicated gas tax revenues authorized by the Surface Transportation Assistance Act of 1982. Based on population size and density, funds are awarded directly to urbanized areas with over 50,000 in population. Section 9A can be used for eligible capital expenses and planning activities. The funding ratio is 80% federal and 20% local. Twelve grantees were awarded a total of \$3,807,612 from Section 9A during CY 1983. See Table 13 for system award levels.

### Section 10

Section 10 funds are used for transportation management training. Grants are 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 75 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 on comprehensive research into the problems of transportation in urban areas. The program is 100 percent federally funded. In CY 1983, IUT was awarded \$125,000 and Purdue was awarded \$35,287 from Section 11.

**Section 16(b)2**

Section 16(b)2 provides capital assistance to private nonprofit corporations that deliver specialized transportation services to the elderly and handicapped 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 (IDOT). During CY 1983, IDOT awarded \$489,016 in Section 16(b)2 grants to the applicants listed in Table 12 below.

**TABLE 12  
SECTION 16(b)2 AWARDS: 1983**

<u>Applicant</u>	<u>Service Area</u>	<u>Award</u>
Developmental Services	Barth., Brown, Decatur, Jackson & Jennings Co's.	\$ 50,380
Area XI Agency on Aging	Barth., Brown, Decatur, Jackson & Jennings Co's.	31,680
LaPorte Co. Mental Health Council	LaPorte County	21,120
LaPorte Co. Sheltered Workshop	LaPorte County	28,820
LaPorte Co. Council on Aging	LaPorte County	10,560
Hendricks Co. Assn. for Retarded Citizens	Hendricks County	22,880
Adams Co. Council on Aging	Adams County	12,760
United Cerebral Palsy of Delaware Co.	Delaware County	21,560
Steuben Co. Council on Aging	Steuben County	12,760
Community Mental Health Center	Dearborn, Franklin, Ohio, Ripley & Switzerland Co's.	11,220
Tipton Co. Human Resource Center	Tipton County	13,156
Assn. of Disabled of Elkhart Co.	Elkhart County	28,820
White Co. Council on Aging	White County	25,520
Area IV Council on Aging	Benton, Carroll & Montgomery Co's.	40,480
Wayne Co. Council for Retarded Citizens	Wayne County	66,440
Jay-Randolph Developmental Services	Jay & Randolph Co's.	21,120
Community & Family Services	Jay & Grant Co's.	34,320
Allen Co. Council on Aging	Allen County	21,780
East Wayne Street Center	Fort Wayne	13,640
<b>TOTAL</b>		<b>\$489,016</b>

**Section 18**

Section 18 provides capital and operating assistance to nonurbanized 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 IDOT. During CY 1983, IDOT awarded \$1,511,216 in Section 18 grants to thirteen transit systems. Section 18 funding levels for these systems are incorporated into Table 13.

**Public Mass Transportation Fund (PMTF)**

PMTF is a state fund that allocates .76 percent of the state general sales and use tax to provide up to 2/3 of the local share required for UMTA capital and operating grants. These funds are distributed to public transportation systems using a population based formula. A total of \$10,308,171 was apportioned to 30 systems in CY 1983. 1983 PMTF awards are summarized in Table 13.

**TABLE 13  
STATE AND FEDERAL AWARDS BY SYSTEM: 1983**

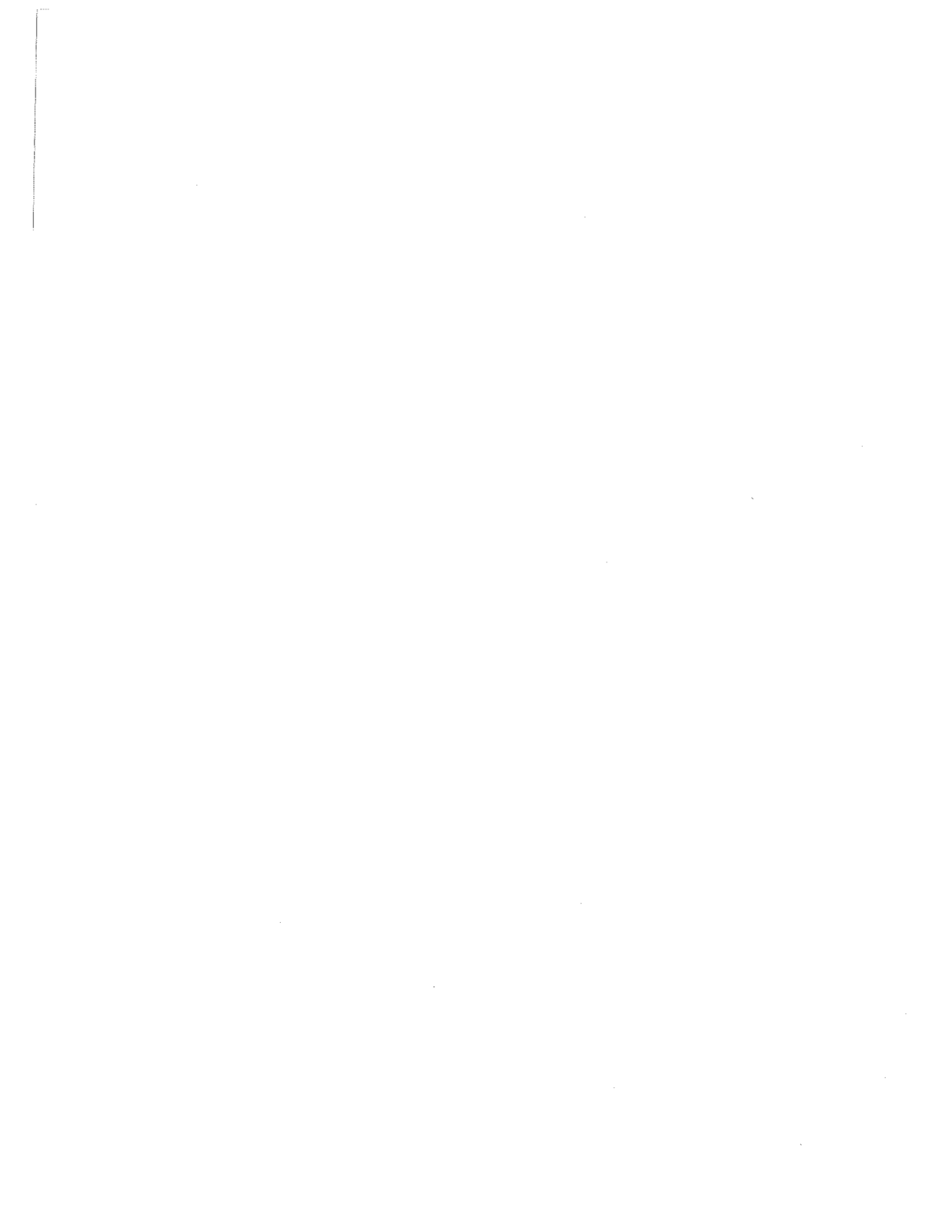
Service Area	Section 5		Section 8		Section 9A		Section 18		PMTF		Total
	Capital	Operating	Planning	Capital	Capital	Operating	Capital	Operating	Capital	Operating	
Anderson	—	\$ 458,071	\$ 14,200	—	—	—	—	—	—	\$ 219,010	\$ 691,281
Bedford	—	—	—	—	—	—	—	—	—	44,402	111,006
Bloomington	—	271,242	13,200	\$ 220,000	—	\$ 66,604	—	—	—	180,829	685,271
Columbus	—	—	—	—	—	118,869	—	—	—	79,246	198,115
East Chicago	—	190,405	—	—	—	—	—	—	—	—	190,405
Evansville	\$558,492	448,764	23,000	294,360	—	—	—	—	\$ 2,391	275,621	1,698,628
Fort Wayne	—	1,401,295	29,000	333,308	—	—	—	—	—	809,085	2,572,688
Gary	—	2,000,000	—	960,000	—	—	—	—	—	1,200,000	4,160,000
Goshen	—	20,175	—	—	—	—	—	—	—	13,450	33,625
Hammond	—	344,892	—	—	—	—	—	—	—	197,202	542,094
Indianapolis <sup>1</sup>	—	6,201,237	105,384	—	—	—	—	—	—	3,000,000	9,306,621
KIRPC	—	—	—	—	—	—	—	—	—	—	—
Kosciusko Co.	—	—	—	—	—	—	—	—	—	—	—
Lafayette	76,000	583,536	14,200	161,600	—	145,709	—	—	—	97,139	242,848
LaPorte	—	—	—	—	—	151,238	—	—	—	100,825	252,063
LCEOC	—	208,560	—	—	—	—	—	—	—	—	—
Marion	—	—	—	—	—	—	—	—	—	—	—
Michigan City	—	—	—	—	—	—	—	—	—	—	—
Mitchell	—	—	—	—	—	—	—	—	—	—	—
Monroe Co.	—	—	—	—	—	—	—	—	—	—	—
Muncie	—	536,316	14,200	—	—	—	—	—	—	—	—
New Castle	—	—	—	—	—	—	—	—	—	—	—
NICTD	—	2,000,000	135,000	40,000	—	—	—	—	—	300,000	229,202
NIRPC <sup>2</sup>	—	—	—	80,000	—	—	—	—	—	86,000	1,133,516
North Township	—	—	—	489,544	—	—	—	—	—	420,382	2,540,382
Portage Township	—	—	—	24,000	—	—	—	—	—	—	—
Richmond	—	—	—	48,000	—	—	—	—	—	—	—
South Bend	1,382,000	1,619,563	40,000	448,000	—	117,300	—	—	—	78,200	48,000
Terre Haute	—	339,715	13,200	—	—	—	—	—	—	705,118	195,500
Trade Winds	—	104,280	—	201,200	—	—	—	—	—	226,477	4,194,681
Union Co.	—	—	—	—	—	11,800	—	—	—	92,833	792,392
So. Ind. (TARC)	—	—	—	—	—	—	—	—	—	—	—
State of Indiana	—	549,702	—	—	—	23,791	—	—	—	15,860	39,651
Washington	—	—	130,000	—	—	—	—	—	—	155,581	705,283
Total	\$2,016,492	\$17,317,753	\$531,384	\$3,503,012	\$304,600	\$1,338,910	\$172,306	\$172,306	\$31,108	\$9,242,476	\$34,458,041

<sup>1</sup>Indianapolis Public Transportation Corporation also received \$12,989,935 from Section 3 and Interstate Substitution Funding.

<sup>2</sup>Northwest Indiana Regional Planning Commission. Also received \$266,032 from Section 4 innovative projects.



## Section 4: Glossary



# Glossary

This glossary contains certain technical terms and ratios which appear in this 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, vehicles in extended maintenance or rebuilding, vehicles used early in the reporting period and disposed of by the end of the period and vehicles acquired late in the reporting period. Vehicles are considered available if they are capable of being used, even if not used. Includes all vehicles designated as spares.

**Apportionment (Appropriation)** — This is the maximum amount of funding a transit system MAY be granted from an assistance program. Generally, apportions are based upon a population and/or population density formula.

**Average System Speed (RVM/RVH)** — Ratio equating scheduled service route miles to the number of hours that vehicles are scheduled for route service. Miles per hour ratio is used to indicate an average speed of the service fleet. A high ratio is usually preferred. The ratio may be influenced by population density, type of service, traffic level and/or number of passengers.

**Award** — The authorized 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 produced by a company such as Chevrolet, Dodge, Ford, GMC, or International Harvester, and then manufacture and attach the body. This construction is similar to that of school buses. Common BOC models are: Wayne Transette and Chaperone, Blue Bird Mini-Bird and Micro-Bird, Flxette, Turtle Top Terra-Transit and Carpenter Cadet.

**Capital Grants Awarded** — Local, state and federal capital assistance awarded during the calendar year reporting period. Capital grants provide funding for transit rolling stock, maintenance, storage, and passenger facility design and construction.

**Casualty and Liability Costs** — The costs of insurance premiums for coverage of the transit system against loss through damage to its own property, and for compensation of others for their losses due to acts for which the transit system is liable.

**Charter and Other Operating Revenue** — This category includes:

Charter Service Revenue — Passenger fares from transportation service provided on an exclusive basis by a vehicle available for a trip or certain time period, depending on contractual arrangements.

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, vehicle concessions, advertising services, and other, as defined in the Section 15 Manual.

and/or

Nontransportation 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, parking lot revenue and other, as defined in Section 15 Manual.

**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 operation 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 passengers and/or lowering expenditures.

**Expense/Revenue Vehicle Mile (RVM)** – Ratio equating total operating costs to revenue vehicle miles. This measure is used to indicate the cost of service per mile. A relatively low ratio is preferred. The ratio may be lowered by increasing service miles and/or lowering expenses.

**Expense/Total Vehicle Hour (RVH)** – Ratio equating total operating costs to total vehicle hours. This measure is used to indicate the cost of service on an hourly basis. A relatively low ratio is preferred. The ratio may be lowered by increasing service hours and/or lowering expenditures.

**Expense/Total Vehicle Mile (TVM)** – Ratio equating total operating costs to total vehicle miles. This measure is used to indicate the cost of service per mile. A relatively low ratio is preferred. The ratio may be lowered by increasing service and/or lowering expenditures.

**Fare Recovery** – Ratio equating fare revenue to total expenses. This measure is used to indicate the level at which the basic route and/or demand responsive service fares support the transit system. This is often referred to as the "operating ratio". A relatively high ratio is preferred. The ratio may be increased by increasing ridership 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 quantity 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 or 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. These include the employer's share of FICA, PERF, other retirement, health insurance, life insurance, workmen's compensation insurance, and other benefits not associated with a piece of work.

and/or

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

**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. Transit systems which do not operate on the abovementioned holidays are considered to have no holiday service.

**Indirect Expense** – Cost incurred for a common or joint purpose benefiting more than one objective. 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 operating assistance to total operating 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 ridership, fares, alternative revenue sources (i.e., charter service and advertising revenue) and/or increasing local operating assistance.

**Local Operating Assistance** — This category includes: Taxes Levied Directly by Transit System — Tax revenues to transit systems that are organized as independent political subdivisions with their own taxation authority e.g., Public Transportation Corporations.

and/or

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.

**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

Travel and 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/Promotion 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 (adding a bubble top). Other body changes may include a raised or widened door, and reinforced and insulated walls and roof. Modifications to increase the safety and comfort of passengers include handholds for support, protective padding on hard surfaces, lower rise steps at the entrance, roof ventilation for warm weather climates, 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.

**Operator's Salaries and Wages** — The pay and allowances due employees in exchange for the labor services they render in behalf of the transit system. This category includes only those employees who are classified as revenue vehicle 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 issued 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 Trip/Revenue Vehicle Hour (RVH)** — Ratio equating total passenger trips to the total number of revenue service hours. This measure is used to indicate the average number of passengers carried per hourly service. A relatively high ratio is preferred. The ratio may be increased by increasing ridership and/or decreasing vehicle hours.

**Passenger Trip/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 in scheduled operation at any peak time during an average weekday of operation.

**Purchased Transportation Expenses** — Costs incurred when a transit property purchases a portion of its service from another entity, (e.g., contracting with a private non-profit organization to provide specialized services).

**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 reporting revenue.

**Revenue** – All non-cash grant or reimbursement operating funds associated with transit service. Includes: fares, charter, school bus revenues, auxiliary (advertising, etc.) and non-transportation revenues. Excludes capital grant awards (As defined in Section 15 Manual). Revenue figures are not audited.

**Revenue Vehicle Hours** – The sum of the number of hours each vehicle is scheduled to be in revenue service during the calendar year reporting period. Excludes nonservice hours (deadhead, training, etc.), charter hours, exclusive school bus hours, and time lost due to missed runs.

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

**School Bus (SB)** – A standard school bus seats from 22 to 44 adult passengers, and is manufactured by the body-on-chassis method. School buses are not designed for regular transit use, and do not have features such as overhead grab rails, automatic doors, fareboxes, stop signaling devices, and destination signs. School buses used for public transportation service do not have school bus markings (yellow with black trim, etc.).

**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.

**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 can not 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 cate-

gory 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 State of Indiana Public Mass Transportation Fund to assist in paying the cost of operating the transit system.

**Subsidy/Passenger** – Ratio equating operating assistance (revenues minus fare, charter and other operating revenues) 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.

**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. This category includes:

**Fuel and Lubricant Taxes** – Sales and excise taxes incurred on purchases 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 and local government for granting authority to operate a motor vehicle.

**Tire and Tubes Expenses** – The cost of tires and tubes for replacement of tires and tubes on vehicles, or lease payments for tires and tubes rented on a time or mileage basis.

**Total Unlinked Passenger Trips** — The total number of all passengers carried by the system during the calendar year reporting period; includes regular passengers, transfer passengers, and nonfare paying passengers; these are defined as unlinked passenger trips when identified for Section 15 report requirements.

**Total Vehicle Hours** — The total number of operating hours incurred by revenue vehicles during the calendar year reporting period. Includes revenue hours, non-service hours (deadhead, etc.) and charter service hours.

**Total Vehicle Miles** — The total mileage incurred by revenue vehicles during the calendar year reporting period includes, revenue miles and deadhead miles.

**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 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.

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

