

2010 Indiana Public Transit *Annual Report*



2010 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

STATE OF INDIANA

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In Memory of
Janet Lantz
October 17, 1947 - May 11, 2011.

Driver, Dispatcher, and Manager of Laporte "Transporte."
Beginning in 1978, and still inspiring dedication today.

You balanced tight budgets and close schedules to make your community more accessible to those in need,
always found time for accurate reports, and brought a lot of good humor to every situation.

Thank You for everything.

2010 PUBLIC TRANSIT SYSTEMS IN INDIANA

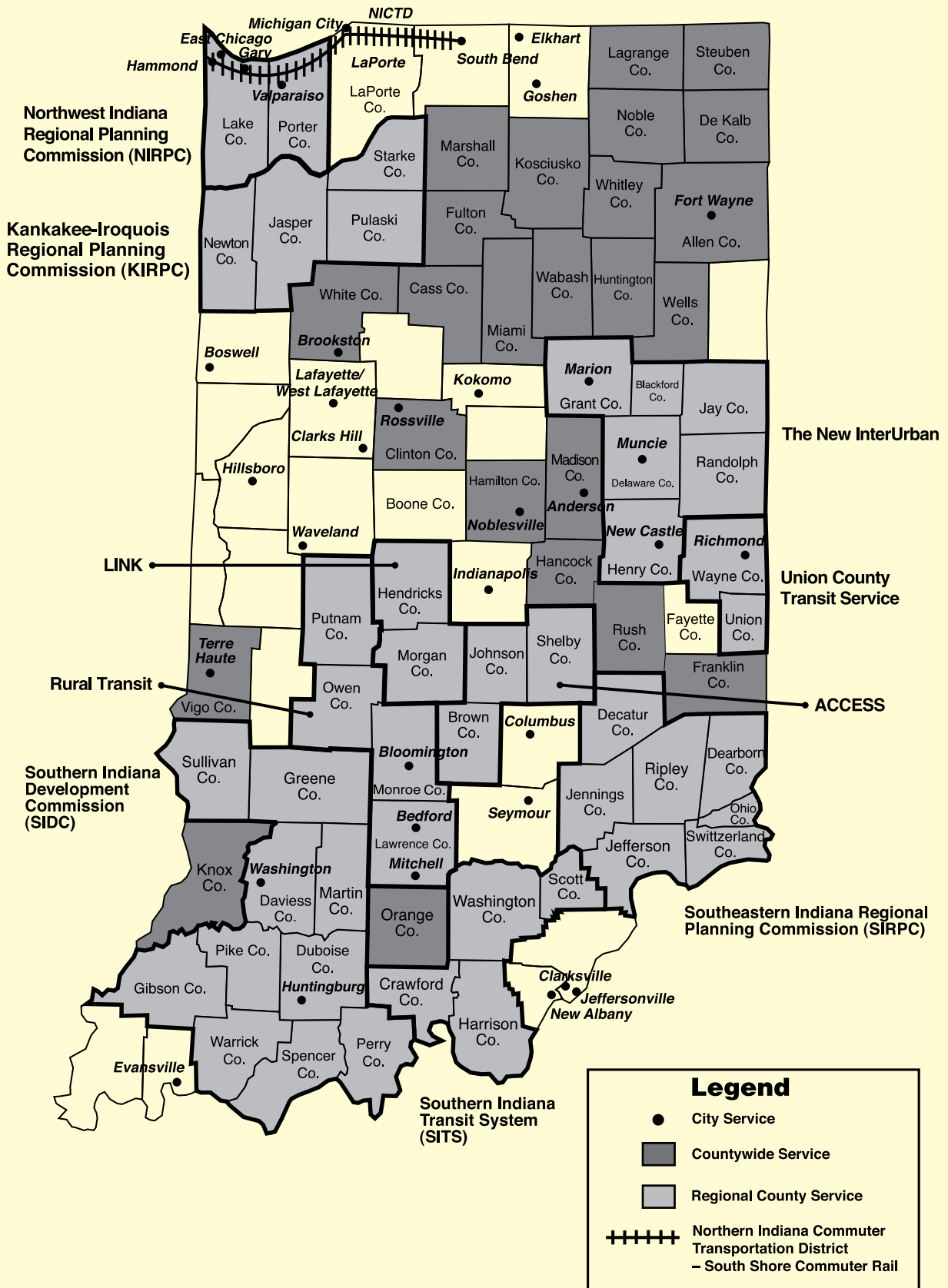


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INTRODUCTION

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

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

This 2010 Annual Report, prepared by the OT, summarizes key operating and financial characteristics of Indiana's publicly assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of federal and state transportation assistance programs and awards, a listing of Transit Partners and Advocates, as well as a glossary of terms as used in this report. INDOT obtained information about the individual transit systems from locally prepared annual reports.

The sixty-six transit systems in Indiana during 2010 are divided among four peer groups that reflect system size and type of service. These peer groups are classified as Large Fixed Route, Small Fixed Route, Urban Demand Response, and Rural Demand Response. These groups were defined during the Public Mass Transit Fund Allocation Study completed in 1997. Section Two of this report provides a detailed analysis of each of the four peer groups.

STATEWIDE STATISTICS

Indiana maintains a public transit network of sixty-six (66) urban and rural public transit systems. This number decreased slightly from 2009 with the loss of one (1) rural system to the network in 2010.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2010. The first two tables summarize ridership and vehicle miles of operation for each transit system as well as a total for each peer group. Each table provides 2009 and 2010 data along with the percent change between the two years.

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

The third and fourth tables exhibit operating expenditures and revenues for each transit system in 2010. For each transit system, the expenditure table presents data according to specific expenditures categories. The table also shows the proportion of each type of expenditure of the total system expenditure. Similarly, the operating revenue table presents system revenue broken down by categories and shows the proportion of each category of the total system revenue. The transit systems are grouped according to peer groups in both tables. For more information about each individual transit system, please refer to Section Three of this report.

RIDERSHIP BY SYSTEM

SYSTEM	RIDERSHIP 2009	RIDERSHIP 2010	% CHANGE	2010 RIDERSHIP PER CAPITA	2010 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Bloomington	3,056,703	3,265,274	6.82%	47.12	9.27%
Evansville	1,880,168	2,394,591	27.36%	19.70	6.79%
Fort Wayne	1,839,367	1,935,204	5.21%	8.87	5.49%
Gary	777,520	910,170	17.06%	8.86	2.58%
Indianapolis	8,463,419	8,757,876	3.48%	11.06	24.85%
Lafayette	4,741,647	4,946,242	4.31%	40.20	14.03%
Muncie	1,874,186	1,911,333	1.98%	28.35	5.42%
South Bend	2,514,213	2,280,288	-9.30%	14.77	6.47%
SUBTOTAL: GROUP 1	25,147,223	26,400,978	4.99%	16.02	74.91%
GROUP 2 - Small Fixed Route					
Anderson	178,819	175,755	-1.71%	2.94	0.50%
Columbus	209,939	220,001	4.79%	5.63	0.62%
East Chicago	270,654	244,936	-9.50%	7.56	0.70%
Hammond	197,382	205,985	4.36%	2.48	0.58%
Marion	270,748	264,994	-2.13%	8.46	0.75%
Michigan City	181,488	170,367	-6.13%	5.18	0.48%
Richmond	265,168	262,030	-1.18%	6.70	0.74%
TARC	521,379	520,017	-0.26%	6.02	1.48%
Terre Haute	299,956	291,888	-2.69%	4.71	0.83%
Valparaiso	81,994	104,261	27.16%	3.80	0.30%
SUBTOTAL: GROUP 2	2,477,527	2,460,234	-0.70%	4.99	6.98%
GROUP 3 - Urban Demand Response					
Elkhart	282,370	275,258	-2.52%	5.31	0.78%
Goshen	20,486	7,871	-61.58%	0.27	0.02%
Kokomo	147,601	213,633	44.74%	3.35	0.61%
LaPorte	39,235	31,969	-18.52%	1.48	0.09%
NIRPC	109,175	112,899	3.41%	0.23	0.32%
SUBTOTAL: GROUP 3	598,867	641,630	7.14%	0.99	1.82%
GROUP 4 - Rural Demand Response					
Allen County	11,408	13,149	15.26%	0.10	0.04%
Bedford	54,931	60,884	10.84%	4.42	0.17%
Boone County	22,918	24,677	7.68%	0.54	0.07%
Cass County	187,424	194,626	3.84%	4.76	0.55%
Clinton County	42,956	44,499	3.59%	1.31	0.13%
DeKalb County	19,228	19,785	0.00%	0.49	0.06%
Fayette County	28,269	29,969	6.01%	1.17	0.09%
Franklin County	38,389	37,890	-1.30%	1.71	0.11%
Fulton County	36,846	33,668	-8.63%	1.64	0.10%
Hamilton County	30,734	43,029	40.00%	1.51	0.12%
Hancock County	19,417	20,873	7.50%	0.38	0.06%
Hendricks/Morgan	68,609	82,099	19.66%	0.48	0.23%
Huntingburg	7,775	9,684	24.55%	1.73	0.03%
Huntington County	38,409	36,567	-4.80%	0.96	0.10%
Jay/Randolph/Delaware/Blackford	91,496	81,636	-10.78%	0.81	0.23%
Johnson/Shelby	95,622	133,405	39.51%	1.24	0.38%
KIRPC	85,509	71,150	-16.79%	1.06	0.20%
Knox County	82,507	83,378	1.06%	2.12	0.24%
Kosciusko County	54,884	60,944	11.04%	0.82	0.17%
LaGrange County	16,029	28,047	74.98%	0.70	0.08%
Madison County	18,252	14,727	-19.31%	0.20	0.04%
Marshall County	10,337	11,578	12.01%	1.18	0.03%
Miami County	32,940	34,634	5.14%	0.96	0.10%
Mitchell	9,383	7,766	-17.23%	1.70	0.02%
Monroe County	158,945	192,147	20.89%	1.91	0.55%
New Castle	50,115	46,395	-7.42%	2.61	0.13%
Noble County	23,787	25,471	7.08%	0.55	0.07%
Orange County	21,295	28,888	35.66%	1.50	0.08%
Rush County	9,001	10,920	21.32%	0.60	0.03%
Seymour	34,899	34,835	-0.18%	1.92	0.10%
SIDC	154,417	168,968	9.42%	1.75	0.48%
SIRPC	122,165	101,444	-16.96%	0.71	0.29%
SITS	63,353	55,437	-12.50%	0.57	0.16%
Steuben County	16,013	18,141	13.29%	0.55	0.05%
Union/Wayne	20,225	28,729	42.05%	0.73	0.08%
Vigo County	7,041	11,344	61.11%	0.37	0.03%
Wabash County	25,291	33,145	31.05%	0.95	0.09%
Washington	11,825	11,748	-0.65%	1.03	0.03%
Waveland	6,435	6,454	0.30%	1.14	0.02%
Wells County	32,871	33,774	2.75%	1.22	0.10%
White County	17,709	16,913	-4.49%	0.55	0.05%
Whitley County	22,721	21,931	-3.48%	0.87	0.06%
SUBTOTAL: GROUP 4	1,902,380	2,025,348	6.46%	1.00	5.75%
GROUPS 1 THROUGH 4	30,125,997	31,528,190	4.65%	6.55	89.46%
NICTD	3,885,073	3,714,356	-4.39%	22.70	10.54%
TOTAL ALL GROUPS	34,011,070	35,242,546	3.62%	7.08	100.00%

TOTAL VEHICLE MILES BY SYSTEM

SYSTEM	TVM 2009	TVM 2010	% CHANGE
GROUP 1 - Large Fixed Route			
Bloomington	1,209,006	1,173,781	-2.91%
Evansville	1,691,669	1,468,001	-13.22%
Fort Wayne	1,804,465	1,796,610	-0.44%
Gary	1,133,817	1,036,603	-8.57%
Indianapolis	11,403,818	10,907,886	-4.35%
Lafayette	1,770,275	1,942,681	9.74%
Muncie	1,156,444	1,153,189	-0.28%
South Bend	2,084,694	1,929,909	-7.42%
SUBTOTAL: GROUP 1	22,254,188	21,408,660	-3.80%
GROUP 2 - Small Fixed Route			
Anderson	427,572	431,852	1.00%
Columbus	281,402	281,206	-0.07%
East Chicago	219,849	200,326	-8.88%
Hammond	399,880	571,449	42.91%
Marion	189,252	190,114	0.46%
Michigan City	340,246	304,164	-10.60%
Richmond	333,206	319,542	-4.10%
TARC	822,191	847,238	3.05%
Terre Haute	500,945	516,749	3.15%
Valparaiso	262,401	402,479	53.38%
SUBTOTAL: GROUP 2	3,776,944	4,065,119	7.63%
GROUP 3 - Urban Demand Response			
Elkhart	990,902	938,527	-5.29%
Goshen	94,459	64,084	-32.16%
Kokomo	855,163	1,193,254	39.54%
LaPorte	117,420	112,645	-4.07%
NIRPC	767,427	920,678	19.97%
SUBTOTAL: GROUP 3	2,825,371	3,229,187	14.29%
GROUP 4 - Rural Demand Response			
Allen County	86,296	114,013	32.12%
Bedford	77,477	79,088	2.08%
Boone County	194,822	218,956	12.39%
Cass County	766,901	772,056	0.67%
Clinton County	129,228	138,924	7.50%
DeKalb County	194,038	191,156	-1.49%
Fayette County	141,234	161,316	14.22%
Franklin County	402,857	381,834	-5.22%
Fulton County	223,665	249,571	11.58%
Hamilton County	328,630	411,583	25.24%
Hancock County	163,429	186,061	13.85%
Hendricks/Morgan	561,400	778,385	38.65%
Huntingburg	14,142	16,944	19.81%
Huntington County	228,191	248,164	8.75%
Jay/Randolph/Delaware/Blackford	562,615	584,856	3.95%
Johnson/Shelby	737,815	921,306	24.87%
KIRPC	354,118	344,618	-2.68%
Knox County	427,704	315,982	-26.12%
Kosciusko County	147,605	222,345	50.64%
LaGrange County	195,984	333,993	70.42%
Madison County	252,164	243,360	-3.49%
Marshall County	98,025	127,357	29.92%
Miami County	180,182	164,903	-8.48%
Mitchell	15,705	14,284	-9.05%
Monroe County	596,825	820,528	37.48%
New Castle	64,043	57,718	-9.88%
Noble County	390,209	413,231	5.90%
Orange County	422,252	452,632	7.19%
Rush County	93,085	121,182	30.18%
Seymour	87,049	92,182	5.90%
SIDC	1,924,498	2,025,609	5.25%
SIRPC	1,226,277	1,125,053	-8.25%
SITS	496,319	590,505	18.98%
Steuben County	129,660	168,546	29.99%
Union/Wayne	237,233	248,571	4.78%
Vigo County	91,409	95,087	4.02%
Wabash County	192,492	266,423	38.41%
Washington	28,734	28,718	-0.06%
Waveland	19,595	17,955	-8.37%
Wells County	177,089	174,441	-1.50%
White County	127,215	129,374	1.70%
Whitley County	180,633	171,139	-5.26%
SUBTOTAL: GROUP 4	12,968,844	14,219,949	9.65%
GROUPS 1 THROUGH 4	41,825,347	42,922,915	2.62%
NICTD	3,950,988	3,706,042	-6.20%
TOTAL ALL GROUPS	45,776,335	46,628,957	1.86%

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 2010

SYSTEM	FARES	%	LOCAL ASSISTANCE	%	STATE ASSISTANCE	%	FEDERAL ASSISTANCE	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route											
Bloomington	\$1,607,938	27%	\$745,722	12%	\$2,061,991	34%	\$1,467,437	24%	\$173,327	3%	\$6,056,415
Evansville	\$1,169,464	18%	\$3,195,713	50%	\$1,436,409	22%	\$512,712	8%	\$132,235	2%	\$6,446,533
Fort Wayne	\$1,226,448	11%	\$5,330,836	49%	\$1,903,153	17%	\$2,425,515	22%	\$89,544	1%	\$10,975,496
Gary	\$780,770	12%	\$1,113,000	17%	\$968,786	14%	\$2,801,513	42%	\$1,076,000	16%	\$6,740,069
Indianapolis	\$9,862,597	17%	\$22,268,777	39%	\$11,157,583	19%	\$12,850,198	22%	\$1,213,412	2%	\$57,352,567
Lafayette	\$2,294,550	23%	\$1,479,364	15%	\$3,587,130	37%	\$1,866,132	19%	\$577,898	6%	\$9,805,074
Muncie	\$193,948	3%	\$2,548,806	42%	\$1,554,307	26%	\$1,673,713	28%	\$58,184	1%	\$6,028,958
South Bend	\$1,390,353	15%	\$3,046,564	33%	\$2,683,523	29%	\$1,532,610	17%	\$518,389	6%	\$9,171,439
SUBTOTAL: GROUP 1	\$18,526,068	16%	\$39,728,782	35%	\$25,352,882	23%	\$25,129,830	22%	\$3,838,989	3%	\$112,576,551
GROUP 2 - Small Fixed Route											
Anderson	\$160,733	7%	\$787,441	36%	\$294,107	13%	\$958,578	43%	\$11,156	1%	\$2,212,015
Columbus	\$36,198	3%	\$367,236	28%	\$279,401	21%	\$646,637	49%	\$2	0%	\$1,329,474
East Chicago	\$0	0%	\$556,433	37%	\$557,824	37%	\$381,505	25%	\$2,000	0%	\$1,497,762
Hammond	\$152,848	5%	\$1,050,650	36%	\$542,764	19%	\$1,147,111	40%	\$0	0%	\$2,893,373
Marion	\$0	0%	\$286,841	28%	\$218,155	22%	\$504,995	50%	\$0	0%	\$1,009,991
Michigan City	\$96,405	8%	\$174,944	15%	\$271,348	23%	\$660,839	55%	\$0	0%	\$1,203,536
Richmond	\$191,519	16%	\$145,571	12%	\$345,641	29%	\$491,212	41%	\$10,251	1%	\$1,184,194
TARC	\$817,603	17%	\$2,264,191	48%	\$1,193,469	26%	\$398,326	9%	\$6,603	0%	\$4,680,192
Terre Haute	\$179,132	8%	\$546,729	24%	\$390,874	17%	\$1,178,838	51%	\$18,420	1%	\$2,313,993
Valparaiso	\$397,866	25%	\$163,438	10%	\$23,201	1%	\$1,002,361	63%	\$0	0%	\$1,586,866
SUBTOTAL: GROUP 2	\$2,032,304	10%	\$6,343,474	32%	\$4,116,784	21%	\$7,370,402	37%	\$48,432	0%	\$19,911,396
GROUP 3 - Urban Demand Response											
Elkhart	\$370,561	17%	\$380,775	17%	\$509,097	23%	\$924,732	42%	\$0	0%	\$2,185,165
Goshen	\$23,060	13%	\$29,342	17%	\$47,693	28%	\$73,026	42%	\$0	0%	\$173,121
Kokomo	\$403,201	19%	\$469,950	22%	\$393,716	19%	\$850,000	40%	\$0	0%	\$2,116,867
LaPorte	\$93,715	17%	\$119,642	22%	\$80,644	15%	\$200,288	37%	\$41,353	8%	\$535,642
NIRPC	\$267,367	12%	\$742,462	34%	\$721,803	33%	\$385,189	18%	\$63,532	3%	\$2,180,353
SUBTOTAL: GROUP 3	\$1,157,904	16%	\$1,742,171	24%	\$1,752,953	24%	\$2,433,235	34%	\$104,885	1%	\$7,191,148
GROUP 4: Rural Demand Response											
Allen County	\$11,736	4%	\$197,604	69%	\$0	0%	\$76,500	27%	\$0	0%	\$285,840
Bedford	\$26,074	6%	\$81,043	20%	\$107,116	27%	\$188,158	47%	\$0	0%	\$402,391
Boone County	\$39,275	10%	\$135,670	36%	\$79,779	21%	\$125,047	33%	\$0	0%	\$379,771
Cass County	\$106,933	8%	\$265,937	20%	\$345,421	26%	\$611,360	46%	\$0	0%	\$1,329,651
Clinton County	\$29,224	6%	\$122,612	25%	\$103,524	22%	\$226,136	47%	\$0	0%	\$481,496
DeKalb County	\$39,363	12%	\$140,145	42%	\$33,556	10%	\$120,776	36%	\$0	0%	\$333,840
Fayette County	\$43,766	13%	\$73,887	22%	\$71,361	21%	\$145,248	43%	\$0	0%	\$334,262
Franklin County	\$43,503	8%	\$158,051	28%	\$129,092	23%	\$232,788	41%	\$0	0%	\$563,434
Fulton County	\$68,882	14%	\$140,248	28%	\$78,905	16%	\$212,216	42%	\$0	0%	\$500,251
Hamilton County	\$108,532	11%	\$373,434	37%	\$74,526	7%	\$447,961	45%	\$0	0%	\$1,004,453
Hancock County	\$33,353	8%	\$126,489	32%	\$57,301	14%	\$183,791	46%	\$0	0%	\$400,934
Hendricks/Morgan	\$59,386	6%	\$301,004	30%	\$172,364	17%	\$473,368	47%	\$0	0%	\$1,006,122
Huntingburg	\$6,792	7%	\$27,863	30%	\$15,178	16%	\$43,041	46%	\$0	0%	\$92,874
Huntington County	\$34,848	7%	\$162,733	31%	\$82,088	16%	\$244,819	47%	\$0	0%	\$524,488
Jay/Randolph/Delaware/Blackford	\$41,108	3%	\$433,816	33%	\$200,481	15%	\$634,298	48%	\$0	0%	\$1,309,703
Johnson/Shelby	\$135,598	7%	\$713,577	35%	\$234,265	12%	\$947,778	47%	\$0	0%	\$2,031,218
KIRPC	\$55,233	6%	\$226,625	26%	\$175,756	20%	\$402,380	46%	\$7,670	1%	\$867,664
Knox County	\$29,385	4%	\$239,631	29%	\$161,139	20%	\$385,311	47%	\$0	0%	\$815,466
Kosciusko County	\$32,539	5%	\$214,957	32%	\$106,598	16%	\$321,556	48%	\$0	0%	\$675,650
LaGrange County	\$62,229	19%	\$143,810	44%	\$25,320	8%	\$98,189	30%	\$0	0%	\$329,548
Madison County	\$12,493	5%	\$54,006	22%	\$60,570	25%	\$114,574	47%	\$0	0%	\$241,643
Marshall County	\$13,223	6%	\$92,622	40%	\$16,063	7%	\$107,638	47%	\$0	0%	\$229,546
Miami County	\$18,947	5%	\$96,381	27%	\$69,673	20%	\$166,051	47%	\$1	0%	\$351,053
Mitchell	\$5,374	5%	\$30,532	30%	\$17,752	17%	\$48,283	47%	\$0	0%	\$101,941
Monroe County	\$89,525	5%	\$618,426	35%	\$304,853	17%	\$758,482	43%	\$0	0%	\$1,771,286
New Castle	\$20,364	5%	\$117,705	27%	\$85,816	20%	\$203,520	47%	\$2,381	1%	\$429,786
Noble County	\$64,914	10%	\$238,265	38%	\$96,458	15%	\$233,152	37%	\$0	0%	\$632,789
Orange County	\$35,028	8%	\$96,440	21%	\$131,466	29%	\$192,301	42%	\$0	0%	\$455,235
Rush County	\$11,072	6%	\$82,626	48%	\$10,534	6%	\$69,688	40%	\$0	0%	\$173,920
Seymour	\$29,471	12%	\$52,142	22%	\$52,273	22%	\$104,412	44%	\$0	0%	\$238,298
SIDC	\$143,749	5%	\$841,594	31%	\$542,382	20%	\$1,228,316	45%	\$340	0%	\$2,756,381
SIRPC	\$91,492	5%	\$523,833	28%	\$364,139	19%	\$887,970	48%	\$0	0%	\$1,867,434
SITS	\$59,114	7%	\$229,947	26%	\$186,190	21%	\$394,896	45%	\$0	0%	\$870,147
Steuben County	\$22,809	9%	\$122,026	46%	\$21,442	8%	\$97,285	37%	\$0	0%	\$263,562
Union/Wayne	\$23,746	8%	\$59,016	19%	\$82,765	27%	\$141,781	46%	\$0	0%	\$307,308
Vigo County	\$8,379	3%	\$86,187	35%	\$34,451	14%	\$120,641	48%	\$0	0%	\$249,658
Wabash County	\$28,809	7%	\$125,202	29%	\$76,742	18%	\$201,945	47%	\$0	0%	\$432,698
Washington	\$5,686	6%	\$17,721	20%	\$23,405	27%	\$41,122	47%	\$0	0%	\$87,934
Waveland	\$7,650	7%	\$44,517	41%	\$6,575	6%	\$51,092	47%	\$0	0%	\$109,834
Wells	\$13,672	2%	\$237,965	41%	\$96,493	16%	\$238,554	41%	\$0	0%	\$586,684
White	\$22,380	10%	\$64,430	29%	\$36,582	16%	\$101,013	45%	\$0	0%	\$224,405
Whitley County	\$32,772	10%	\$70,151	21%	\$79,578	24%	\$149,731	45%	\$0	0%	\$332,232
SUBTOTAL: GROUP 4	\$1,768,428	7%	\$8,180,870	31%	\$4,649,972	18%	\$11,773,168	45%	\$10,392	0%	\$26,382,830
GROUPS 1 THROUGH 4	\$23,484,704	14%	\$55,995,297	34%	\$35,872,591	22%	\$46,706,635	28%	\$4,002,698	2%	\$166,061,925
NICTD	\$17,676,916	46%	\$3,520,131	9%	\$12,290,873	32%	\$4,520,277	12%	\$42,631	0%	\$38,050,828
TOTAL ALL GROUPS	\$41,161,620	20%	\$59,515,428	29%	\$48,163,464	24%	\$51,226,912	25%	\$4,045,329	2%	\$204,112,753



Section One Programs & Services



2010 Indiana Public Transit

INDOT OFFICE OF TRANSIT PROGRAMS & SERVICES

The INDOT Office of Transit (OT) is comprised of six staff members and is a section within the INDOT Local Programs Division, which also includes the Rail and Aeronautics sections. The OT administers both federal and state transit assistance programs with Larry Buckel Office of Transit Manager. Contacts for the OT staff are listed in the table below (all area codes are 317).

Larry Buckel Office of Transit Manager	232-5292	LBUCKEL@INDOT.IN.GOV
Brian Jones Section 5310/PMTF Program Manager	232-1493	BJONES@INDOT.IN.GOV
Jason Casteel Transit Planner	234-5161	JCASTEEL@INDOT.IN.GOV
James English Section 5311 Program Manager	232-1483	JENGLISH@INDOT.IN.GOV
Vickie Rayburn Section 5311 Project Manager	232-5078	VRAYBURN@INDOT.IN.GOV
Tom Hamilton Section 5311 Project Manager	232-1498	THAMILTON@INDOT.IN.GOV

STATE OF INDIANA PROGRAMS

State of Indiana Public Mass Transportation Fund

The Public Mass Transportation Fund (PMTF) is a state fund that receives 0.67 percent of the state's general sales and use tax revenue in 2010. These funds are allocated on a calendar year basis using a performance-based formula to eligible municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations.

In 2010, INDOT allocated \$41.4 million in PMTF to 66 transit systems in Indiana.

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

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

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

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

Electric Rail Service Fund

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

In 2010, INDOT allocated \$129,836 in ERSF funds to NICTD.

Commuter Rail Service Fund- Sales Tax

The Commuter Rail Service Fund (CRSF) is distributed to commuter transportation districts established under I.C. 8-5-15 to be used for maintenance, improvement, and operations of commuter rail service. This fund receives 0.123% percent of the state's general sales and use tax revenue.

In 2010, INDOT allocated at total of \$7,358,288.45 from General Sales and Use Tax to NICTD

Commuter Rail Service Fund – Situs Tax

Collections from the indefinite-situs tax on distributable property of railroad car companies (I.C. 6-1.1-8 35) also contribute to the Commuter Rail Service Fund. These funds must be used for debt financing for long term capital needs.

In 2010, INDOT allocated \$4,330,141.88 from Indefinite-Situs Tax to NICTD

Currently, all CRSF monies go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS ADMINISTERED BY INDOT

FTA Section 5311 - Rural Formula Funds

The Section 5311 program supports public transit systems in small urban and rural areas in the state with populations less than 50,000. Eligible systems annually apply and receive funding for operating and capital costs. Capital grants are funded up to 80 percent of the total project cost and operating grants are funded up to 50 percent of the net project cost (total operating cost less operating revenue).

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

James English

Program Manager

(317) 232-1483

jenglish@indot.in.gov

Vickie Rayburn

Program Manager

(317) 232-5078

vrayburn@indot.in.gov

Tom Hamilton

Program Manager

(317) 232-1498

thamilton@indot.in.gov

Boone Co.

DeKalb Co.

Fayette Co.

Hamilton Co.

Harrison Co. (SITS)

Hendricks Co.

Huntingburg

Jay Co.

Johnson Co.

LaGrange Co.

Monroe Co.

Newton Co.

Rush Co.

SIDC

Steuben Co.

WCIEDD – Vigo Co.

Whitley Co.

Allen Co.

Bedford

Franklin Co.

Fulton Co.

KIRPC

Knox Co.

Marion

Miami Co.

Mitchell

Noble Co.

Orange Co.

Seymour

SIRPC

Washington

Cass Co.

Clinton Co.

Hancock Co.

Huntington Co.

KABS

Madison Co.

Marshall Co.

New Castle

Richmond

Union Co.

Wabash

Waveland

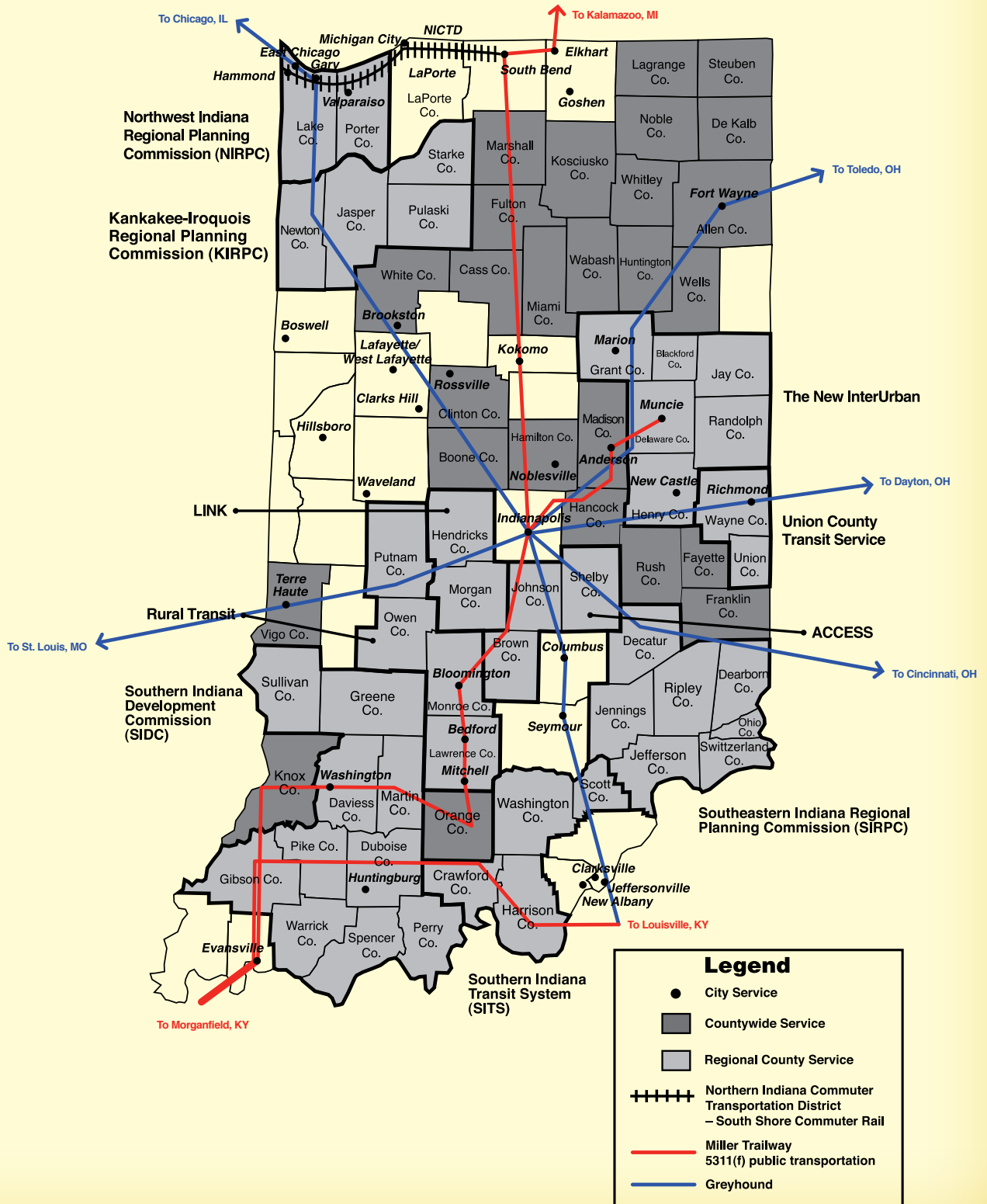
Wells Co.

White Co.

5311(f)

January 1, 2010, Miller Trailways began serving towns throughout Indiana with Intercity Service. No longer is public transportation limited to a single geographic area. Residents can now travel from Vincennes to Indianapolis, to Muncie or Southbend, and even out of the state. This service supplements what Greyhound bus lines has already offered. This is made possible in part by a grant from the Federal Transit Administration. Section 5311(f) funds are used to help fund these routes.

Below is a map showing some of the destinations available as of 2010.



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

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

The Indiana's RTAP is implemented through a contract with RLS & Associates and an advisory committee.

The Indiana RTAP can be contacted toll free at 1-800-709-9981, by e-mail, or visit their website at www.indianartap.com. Their full mailing address is listed in Section Four.

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

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

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

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

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

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

Eligible grantees include private non-profit corporations and public bodies approved by INDOT to coordinate services for elderly and disabled persons. The program matches up to 80 percent of project costs, with the remaining 20 percent provided by the local entity.

Projects must be derived from a locally developed, coordinated public transit-human services transportation plan.

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

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

The INDOT OT administers the FTA Section 5303 and Section 5313 programs. These programs are designed to provide financial assistance to the 14 Metropolitan Planning Organizations (Section 5303) and INDOT (Section 5313) for the development of transportation plans, transit service evaluations, technical studies and assistance, and other planning related-projects.

Larry Buckel is the contact for both the Section 5313 Program and Section 5303 Program.

FTA Sections 5316/5317 – Job Access/Reverse Commute (JARC) & New Freedom

Section 5316 - The Job Access and Reverse Commute (JARC) program provides formula funding to States and Designated Recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of UZAs and other than urbanized to suburban employment opportunities.

Section 5317 – The New Freedom program purpose is to provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

Projects under both programs must be derived from a locally developed, coordinated public transit-human services transportation plan.

INDOT undertook the development of a Statewide Coordinated Public Transit-Human Services Transportation Plan in 2007-2008 to address coordination of resources between various public and private agencies and organizations in an effort to improve mobility options for older adults, individuals with disabilities, people with low incomes, and the general public. The project is intended to establish a planning framework that would educate public transit and human service transportation stakeholders at the local level (i.e.,

organizations that are responsible for transporting agency consumers, children, and the general public) about the benefits of coordinating public transit and human service transportation. Ultimately, INDOT intends for this plan to become a living document that represents Indiana's statewide action plan for improving transportation coordination. Further questions may be directed to James English for Rural Systems or Jason Casteel for Urban Systems.

OTHER FEDERAL TRANSIT PROGRAM (not administered by INDOT)

FTA Section 5307 - Urbanized Area Formula Program

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

An eligible recipient can use Section 5307 funds to offset either 80 percent of the net cost of a capital project (including preventative maintenance

expenses) or up to 50 percent of the net operating deficit (only in urban areas with less than 200,000 population).

FTA Section 5309 - Capital Discretionary Program

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

Indiana Transit Facts

Administration Costs

- Cost for INDOT to administer all federal and state public transit programs averages 1% of total federal/state funds allocated to INDOT.

State Funding Trends

- State fiscal year (SFY) 2010 budget for Public Mass Transit Funding was slightly less than SFY 2009

Ridership (Urban Systems) for 2010

- Urban systems provided 29.5 million fixed route trips
- Urban systems provided 708,944 demand response trips to persons with disabilities

Ridership (Rural Systems) for 2010

- Rural systems provided 396,018 fixed route trips
- Rural systems provided 1.89 million demand response trips, primarily to elderly persons and persons with disabilities

Total number of Public Transit systems in Indiana for 2010 – 66 systems receive formula funding

- Urban Systems – 22 systems receive 5307 formula funding
- Rural Systems – 44 systems receive 5311 formula funding
- 82 of 92 Counties in Indiana have public transit service available

Public Transit Fleet for 2010

- Total Public Transit Fleet for Indiana – 1,963 vehicles
- Urban vehicles – 1,161, with 98% wheelchair accessible
- Rural vehicles – 802, with 70% wheelchair accessible
- Total Vehicles – 1,963 with 87% wheelchair accessible

Specialized Transportation Program Vehicles for 2010

- Total number of active vehicles – 250
- Number of vehicles funded in 2010 – 80
- Specialized Transportation vehicle fleet wheelchair accessible – 80%

Indiana Demographics from 2000 Census

- **Total Population** – ranked 14th per the 2000 census with 6.1 million people or 2.2% of the total U.S. population

Population Growth – population grew 9.7% from the 1990 census, national growth 13.1%

- **Over Age 65** – 752,381 (12.4%) of the population, national average 12.4%, for Indiana up 8.1% from the 1990 census
- **Over Age 65 with Disability** – 301,630 (40%) of this age group, nationally 41.9%
- **Age 21 to 64 with Disability** – 635,620 (18.5%) of this age group, nationally 19.2%
- **Below Poverty Level** – 559,484 (9.5%), national average 12.4%, for Indiana down 2.5% from the 1990 census
- **Drive Alone to Work** – 81.8% of workers aged 16 years and over, national average 75.7%, for Indiana up 3.7% from the 1990 census
- **Car Pooled to Work** – 11% of workers aged 16 years and over, national average 12.2%, for Indiana down 14% from the 1990 census
- **Used Public Transportation to Work** – 1% of workers aged 16 years and over, national average 4.7%, for Indiana down 23% from the 1990 census
- **Mean Travel Time to Work** – 22.6 minutes, nationally 25.5 minutes
- **Zero Car Households** – 168,050 (7.2%), of the total 2.3 Million households, down 3.9% from the 1990 census

U.S. - Harris Poll

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

National Public Transit Ridership vs. Domestic Air Traffic Ridership for 2003

- Unlinked passenger trips on transit vehicles reached 9 Billion
- Revenue passenger boardings on domestic aircraft was 584 Million

2010 Public Transit Highlights

INDOT Office of Transit

1. Awarded \$41.4 million of state Public Mass Transportation Funds (PMTF) to 66 transit systems.
2. Awarded over \$12 million in federal Section 5311 funds to 44 rural transit systems to offset operating and capital expenses.
3. Awarded \$3.2 million in Section 5310 grants to 46 agencies and procured 80 vehicles.
4. Conducted annual workshops for Section 5310 applicants (specialized transportation providers) and 5311 grantees (public transit operators in rural areas).
5. Continued to conduct Section 5310 and 5311 grantee compliance reviews.
6. Over 3,531 employees were employed by Indiana's Public Transit Systems in 2010.
7. Indiana transit systems reported over 35 million passenger trips in 2010.
8. Indiana transit system buses covered over 46.6 million total vehicle miles in 2010.

2010 INDIANA RTAP ANNUAL REPORT

TRAINING:

ON-SITE/REGIONAL: In 2010 the RTAP staff conducted fifty one (51) different training programs and trained one thousand sixty nine (1,169) drivers statewide for an average of twenty (23.5) drivers attending each session. As in years past, these numbers tend to decline and then surge as the need and awareness for necessary training is identified by the individual systems. However, it is important to note that the efficiency and number of participants trained per session has increased. For example, in 2006 the RTAP program provided ninety four (94) training programs, the most ever, and trained over one thousand eight hundred and sixteen (1,816) drivers statewide for an average of nineteen (19) drivers per session. This clearly shows the efficiency in the training programs as they are now provided.

In 2010 the RTAP program staff introduced PAT training for Supervisors and Managers in two locations to provide transit system management with the knowledge required to evaluate their drivers' ability to perform required tasks to proficiency. The feedback received from these two sessions was overwhelmingly positive and, as a result, the RTAP program is will offer this session again in 2011 with two locations for systems to choose from. The RTAP staff also eliminated the four hour refresher wheelchair securement and lifts operation class, and re-introduced the eight hour Passenger Assistance Techniques class to address training to proficiency requirements. New criteria were established and implemented to evaluate driver performance during the practicum and a requirement for re-training was established from this criteria. Systems were advised to re-evaluate driver performance to ensure driver training to proficiency. This transition was also well received and will continue in 2011.

TECHNICAL ASSISTANCE:

INCOST: The Indiana Council on Specialized Transportation (INCOST) is the State Association for Indiana's small urban and rural public transit providers and specialized transit providers. The RTAP program co-hosted the annual state Roadeo with INCOST again this year, providing a full scholarship for the winner of the Roadeo to attend and compete at the National Roadeo in Long Beach, CA. The RTAP program also provided assistance with speaker fees for the annual INCOST conference, assisted with the conference preparations, and provided the RTAP resource room.

The RTAP staff is excited about the new Fitness for Duty program, program changes to training modules, the resource library in 2011, and looks forward to another productive year working with all of Indiana's transportation providers. Questions or suggestions to enhance and improve the RTAP program can be directed to the RTAP staff at (800)709-9981.

Year	Classes Conducted	Drivers Trained
2002	82	1,322
2003	71	1,167
2004	61	1,012
2005	73	1,087
2006	94	1,816
2007	73	1,276
2008	87	1,860
2009	77	1,544
2010	51	1163
Total	669	12,247

SUBSTANCE ABUSE: The RTAP program introduced a new Fitness for Duty program that 5311 systems will be required to implement for all safety-sensitive transit system employees. Sample policies were introduced at the INDOT North/South meeting and actual policy templates were made available through the RTAP website in November. The Indiana Council on Specialized Transportation (INCOST) on behalf of its members sponsored the Request for Proposals (RFP) to obtain a statewide vendor to serve as the Indiana Fitness for Duty Officer and provide fitness for duty evaluations for this program. The selection process has continued into the New Year with program implementation estimated to begin in April 2011. This program is intended to address the safety concerns within the transit industry regarding prescription and over-the-counter medication use as well as an individual's ability to safely perform the requirements of their assigned duties. The RTAP program will be hosting and/or providing additional training for transit systems and their employees to ensure a smooth implementation and understanding of the program and its requirements.

The RTAP program continues to provide required oversight of the Federal Transit Administrations drug and alcohol program by completing drug and alcohol oversight reviews, updating the drug and alcohol policy template per required regulatory changes, responding to requests for guidance, providing needed training, and overseeing the submission of annual MIS reports. Fourteen reviews are to be completed in 2011. Additionally, the RTAP program will be hosting another Drug and Alcohol Program Manager Compliance training to address the training needs of the many new managers that have come on board in the last two years, as well as to provide a much needed refresher for our veteran managers.

WEB-SITE/NEWSLETTER: The RTAP program has begun providing more and more downloadable resources through the Indiana RTAP website making the program website a more viable resource for Indiana's transit providers. Up to date information regarding program changes, training opportunities, and industry news is posted as the information becomes available to keep Indiana's transit systems current.

The RTAP newsletter for 2010 provided valuable articles on a multitude of 'hot button' issues to Indiana's systems, including topics on the ADA, Drug and Alcohol, Fitness for Duty, Coordination, and training topics pulled from the many calls received

by the RTAP staff. After many years of publishing a quarterly newsletter, it was determined that in 2011 the RTAP program would move the newsletter into the electronic age. Because of the high costs of printing and postage, combined with the lack of readership of the printing copies, as many of our systems have indicated to the RTAP staff, INDOT and RTAP believed it would be more cost effective and timely to publish and distribute the newsletter through to the RTAP website quarterly to ensure information is continually provided to Indiana's transit systems on the topics. Systems were notified in the 2010 fourth quarter issue to submit their current e-mail address to be added to the newsletter notification database. If you have not already done so, please e-mail or contact Indiana RTAP at (800)709-9981 or mlawson@indianartap.com.



Section Two

Peer Group

Comparisons



2010 Indiana Public Transit

PEER GROUP COMPARISONS

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

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

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

Each profile contains background information about the peer group that includes the individual system names, the areas served by each system in the group, and the population of each service area. A comparison table also provides ridership and vehicle mile totals for 2009 and 2010 and exhibits the percent change between the two years.

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

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

Group One: Large Fixed Route Systems

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

The eight transit systems in Group One provide service to more than 1.6 million Indiana residents, approximately 27 percent of the state's population. The populations of the service areas served by Group One systems range from 67,430 in Muncie to 791,926 in Indianapolis.

System	System Name	Service Area	Service Area Population
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	69,291
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	121,582
Fort Wayne	Citilink	Fort Wayne Metropolitan Area	218,133
Gary	Gary Public Transportation Corporation	Gary City Limits and Selected Corridors	102,746
Indianapolis	IndyGo	Indianapolis Metropolitan Area	791,926
Lafayette	CityBus	Lafayette, West Lafayette Metropolitan Area, & Purdue Campus	123,046
Muncie	Muncie Indiana Transit System	Fixed Route/City Limits - Demand Response/City Limits	67,430
South Bend	South Bend Public Transportation Corporation	South Bend & Mishawaka Metropolitan Area	154,346
Total			1,648,500
Total Indiana Population			6,080,485
Percent of Indiana Population			27%

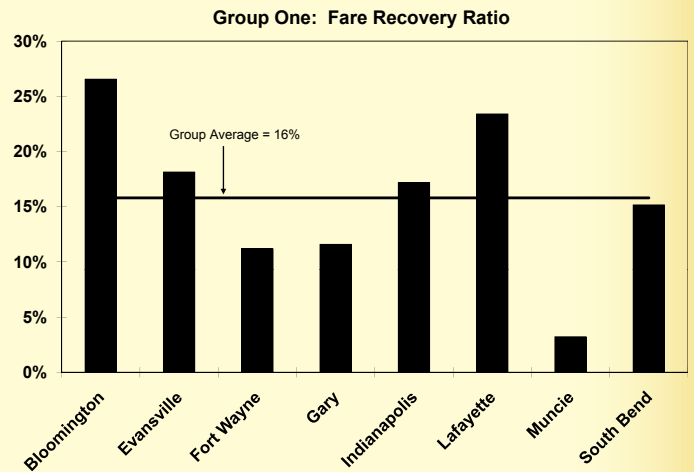
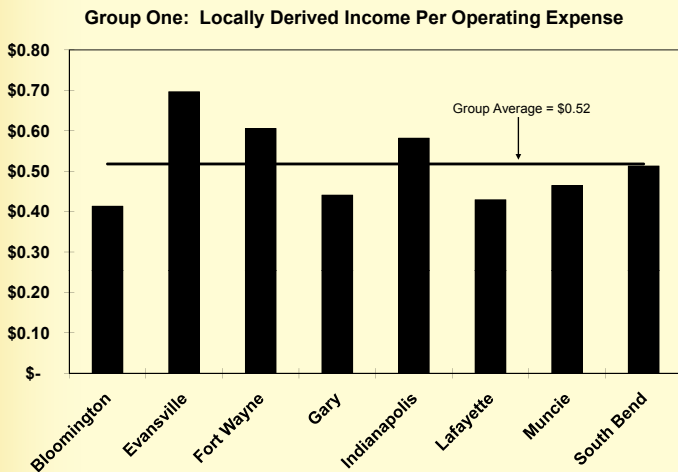
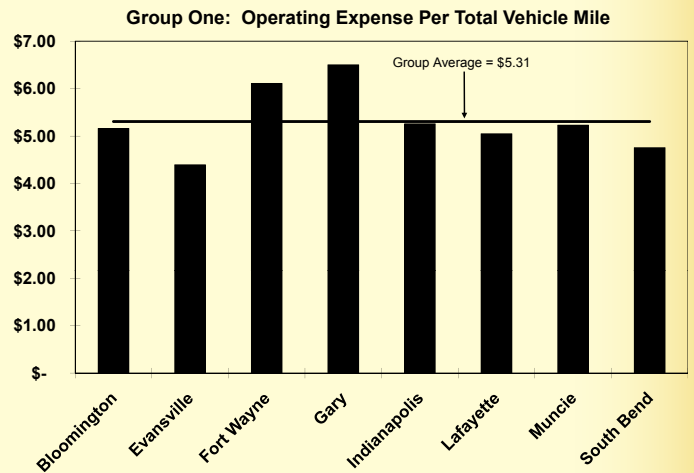
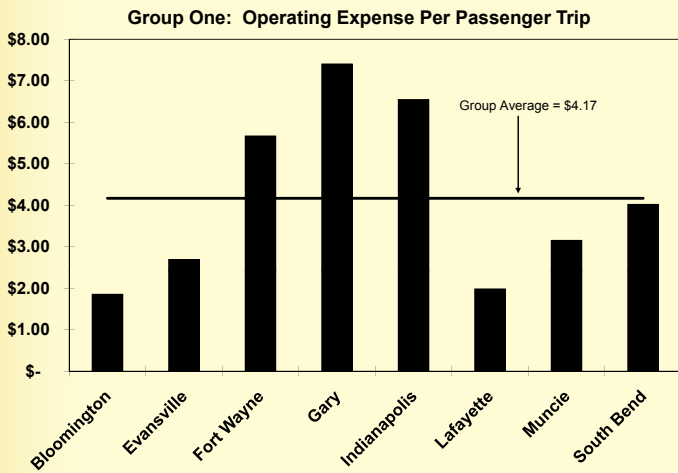
In 2010, Group One transit systems provided over 25.1 million passenger trips. Total ridership for the Group One systems increased 4.99 percent in 2010. Seven of the eight systems had ridership decreases between 1.98 percent and 27.36 percent, while one had a ridership decrease of 9.30 percent. Ridership among Group One systems ranged from just over nine hundred and ten thousand trips to 8.7 million trips.

The total vehicle miles operated by Group One transit systems decreased in 2010. Total vehicle miles decreased by 3.80 percent, from nearly 22.2 million miles in 2009 to just over 21.4 million miles in 2010. Seven of the eight systems operated fewer total vehicle miles this year. In 2010, total vehicle miles for the group ranged between 1.03 million and 10.9 million.

System	Total Ridership			Total Vehicle Miles		
	2009	2010	Percent Change	2009	2010	Percent Change
Bloomington	3,056,703	3,265,274	6.82%	1,209,006	1,173,781	-2.91%
Evansville	1,880,168	2,394,591	27.36%	1,691,669	1,468,001	-13.22%
Fort Wayne	1,839,367	1,935,204	5.21%	1,804,465	1,796,610	-0.44%
Gary	777,520	910,170	17.06%	1,133,817	1,036,603	-8.57%
Indianapolis	8,463,419	8,757,876	3.48%	11,403,818	10,907,886	-4.35%
Lafayette	4,741,647	4,946,242	4.31%	1,770,275	1,942,681	9.74%
Muncie	1,874,186	1,911,333	1.98%	1,156,444	1,153,189	-0.28%
South Bend	2,514,213	2,280,288	-9.30%	2,084,694	1,929,909	-7.42%
Total	25,147,223	26,400,978	4.99%	22,254,188	21,408,660	-3.80%

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2010, the average operating expense per passenger trip for Group One systems was \$4.17. The cost per trip varied from \$1.85 to \$7.41. Among the urban systems, the average operating expense per vehicle mile was \$5.31 in 2010. The individual systems cost per mile ranged from \$4.39 to \$6.50.

In 2010, the ratio of locally derived income to operating expense varied from \$0.42 to \$0.70. This means that for every dollar of expense, between \$0.42 and \$0.70 of revenue came from local sources such as fares, charter revenue, and local assistance. Similarly, the fare recovery ratio measures the amount of the total operating expense that is covered by the passenger fares. Among the urban systems, the average fare recovery ratio was 16 percent while the individual systems actual fare recovery ratios ranged from 3 percent to 27 percent.



Group Two: Small Fixed Route Systems

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

The ten transit systems in Group Two provide service to more than 493,000 Indiana residents, approximately eight percent of the state's population. The sizes of the service area populations range from 27,428 to 86,365. The average service area population served by Group Two systems is 49,329.

System	System Name	Service Area	Service Area Population
Anderson	City of Anderson Transit System	Anderson City Limits	59,734
Columbus	Columbus Transit	Columbus City Limits	39,059
East Chicago	East Chicago Public Transit	East Chicago City Limits	32,414
Hammond	Hammond Transit System	Hammond, Whiting, and adjacent areas of Illinois & Indiana	83,000
Marion	Marion Transportation System	Marion City Limits, plus hourly service to Gas City and Jonesboro	31,320
Michigan City	Michigan City Transit	Michigan City City Limits 3/4 mile from any fixed route for Demand Response Services	32,900
Richmond	Rose View Transit & Paratransit System	Richmond City Limits	39,124
Southern Indiana	Transit Authority of River City	New Albany, Clarksville, and Jeffersonville City Limits	86,365
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute City Limits	61,944
Valparaiso	V-Line	Valparaiso City Limits	27,428
Total			493,288
Total Indiana Population			6,080,485
Percent of Indiana Population			8%

In 2010, Group Two systems provided more than 2.46 million trips. Total ridership for the Group Two systems decreased in 2010. Overall, total ridership decreased by 0.70 percent. Three of the systems had an increase in ridership ranging from 4.36 percent to 27.16 percent. The other seven systems had decreases between 0.26 and 9.5 percent. Ridership on Group Two systems ranged from 104,261 to 520,017 in 2010.

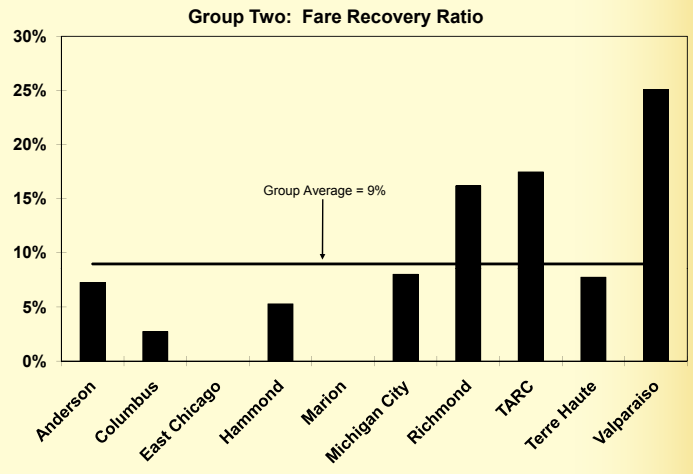
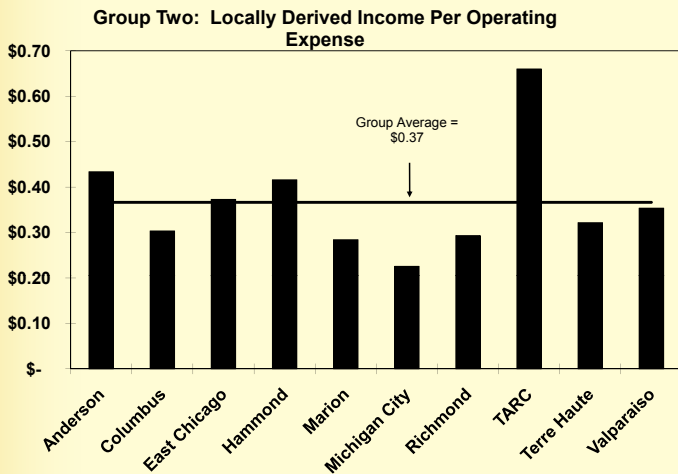
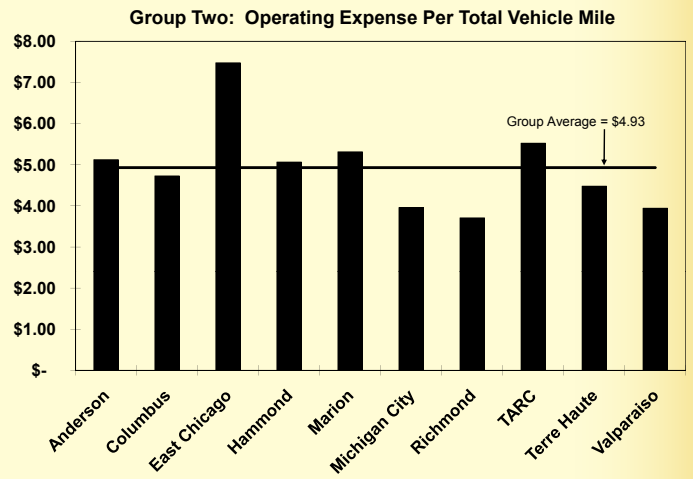
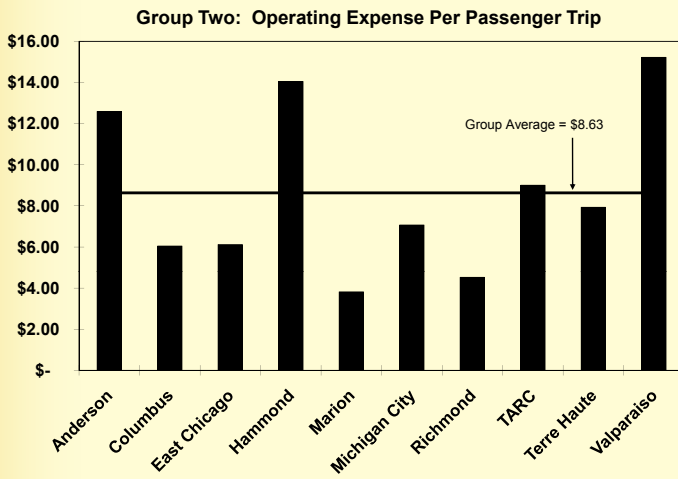
In 2010, Group Two systems operated approximately 4.06 million vehicle miles, 7.63 percent more miles than 2009. Six out of the ten systems in Group Two operated more miles in 2010. The number of total vehicle miles operated by a Group Two system varied from 190,114 to 847,238.

System	Total Ridership			Total Vehicle Miles		
	2009	2010	Percent Change	2009	2010	Percent Change
Anderson	178,819	175,755	-1.71%	427,572	431,852	1.00%
Columbus	209,939	220,001	4.79%	281,402	281,206	-0.07%
East Chicago	270,654	244,936	-9.50%	219,849	200,326	-8.88%
Hammond	197,382	205,985	4.36%	399,880	571,449	42.91%
Marion	270,748	264,994	-2.13%	189,252	190,114	0.46%
Michigan City	181,488	170,367	-6.13%	340,246	304,164	-10.60%
Richmond	265,168	262,030	-1.18%	333,206	319,542	-4.10%
TARC	521,379	520,017	-0.26%	822,191	847,238	3.05%
Terre Haute	299,956	291,888	-2.69%	500,945	516,749	3.15%
Valparaiso	81,994	104,261	27.16%	262,401	402,479	53.38%
Total	2,477,527	2,460,234	-0.70%	3,776,944	4,065,119	7.63%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2010, the average operating expense per passenger trip among Group Two systems was \$8.63. The cost per trip varied from \$3.81 to \$15.22. The average operating cost per mile was \$4.93, with actual costs ranging from \$3.71 to \$7.48 per mile.

In 2010, the Group Two systems ratio of locally derived income to operating expense varied from \$0.23 to \$0.66. For each dollar of expense, an

average of \$0.37 came from local financial sources such as passenger fares, charter revenue, levy revenue, and local cash grants among others. On average, the systems covered 9 percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from 3 to 25 percent (note: East Chicago and Marion do not charge a passenger fare and thus do not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

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

The Group Three systems serve approximately 651,181. The combined service area populations

provide service to approximately 11 percent of the state's population. The average service area population for Group Three systems is 130,236. Although Elkhart and Goshen operate separate transit systems, the two cities are defined as one metropolitan area with a combined population of 81,257.

System	System Name	Service Area	Service Area Population
Elkhart	Heart City Rider/The Intururban Trolley	City of Elkhart	51,874
Goshen	Goshen Transit	City of Goshen and contiguous area	29,383
Kokomo	First City Rider/Kokomo Senior Citizen Bus Service	Kokomo Urbanized Area	63,739
LaPorte	TransPorte	LaPorte City Limits and one-quarter mile fringe	21,621
NIRPC	Northern Indiana Regional Planning Commission	Call for service areas	484,564
Total			651,181
Total Indiana Population			6,080,485
Percent of Indiana Population			11%

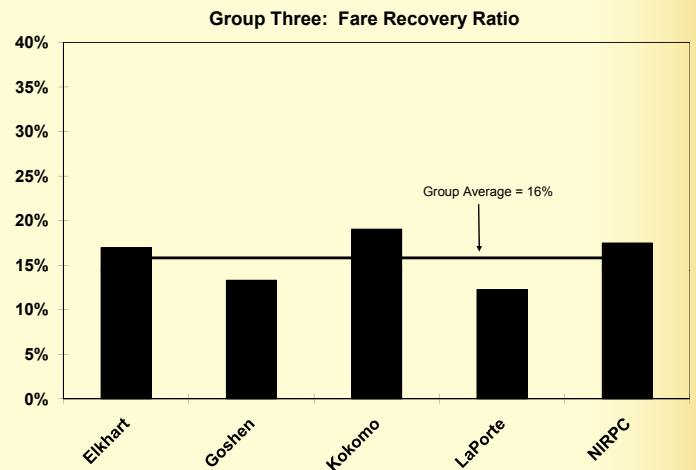
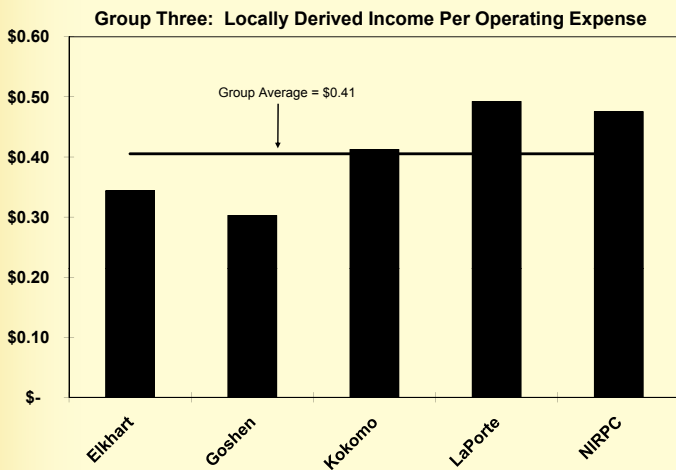
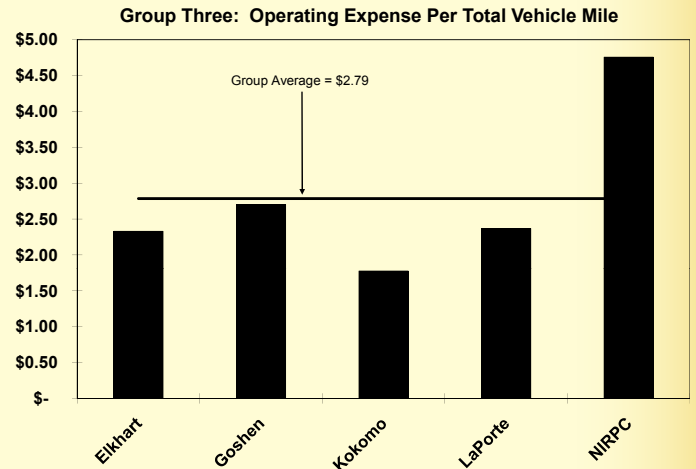
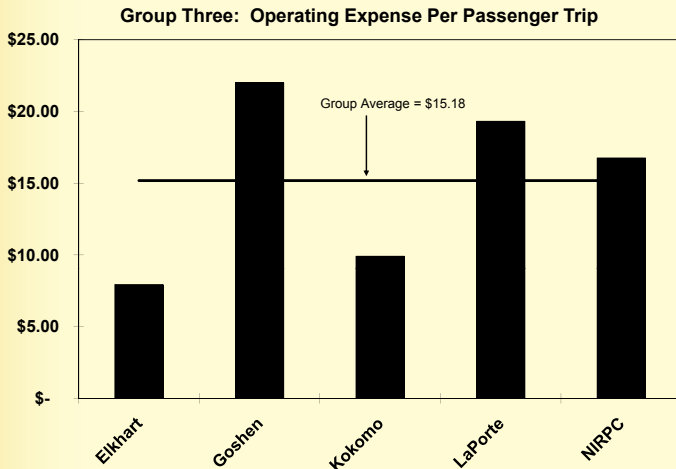
In 2010, Group Three systems provided 641,630 passenger trips, an increase of 7.14 percent from 2009. Kokomo had a ridership increase of 44.74 percent and NIRPC has a ridership increase of 3.41 percent. The other three systems had ridership decreases between 2.52 and 61.58 percent. Ridership on Group Three systems ranged from 7,871 to 275,258 in 2010

In 2010, Group Three systems operated more than 3.22 million vehicle miles. Two of the systems had a mileage increase while three of the systems experienced decreases. In total, vehicle miles for Group Three increased 14.29 percent. The systems operated between 64,084 miles and 1,193,254 miles in 2010.

System	Total Ridership			Total Vehicle Miles		
	2009	2010	Percent Change	2009	2010	Percent Change
Elkhart	282,370	275,258	-2.52%	990,902	938,527	-5.29%
Goshen	20,486	7,871	-61.58%	94,459	64,084	-32.16%
Kokomo	147,601	213,633	44.74%	855,163	1,193,254	39.54%
LaPorte	39,235	31,969	-18.52%	117,420	112,645	-4.07%
NIRPC	109,175	112,899	3.41%	767,427	920,678	19.97%
Total	598,867	641,630	7.14%	2,825,371	3,229,187	14.29%

The Group Three systems had an average cost per passenger trip of \$15.18 in 2010. In 2010, the cost per trip for individual systems varied from \$7.94 to \$21.99. It cost an average of \$2.79 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.77 to \$4.76.

Through local means of generating income, the Group Three systems covered an average of \$0.41 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.30 and \$0.49 for each dollar of expense. Considering fare revenue alone, the systems recovered between 12 percent and 19 percent of system expenses through passenger fares, with an average fare recovery of 16 percent.



Group Four: Rural Demand Response Systems

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

The 42 systems in Group Four serve more than 2.16 million people. This represents 36 percent of the state's population. The average service area population is 51,436. The size of the individual service areas is between 4,567 and 182,740 people.

System	System Name	Service Area	Service Area Population
Allen County	Countilink	Allen County	126,122
Bedford	Transit Authority of Stone City	Bedford City Limits	13,768
Boone County	Boone Area Transit System	Boone County	46,107
Cass County	Cass Area Transit	Cass County and City of Logansport	40,930
Clinton County	Paul Phillippe Resource Center	Clinton County	33,866
DeKalb County	DeKalb County Council on Aging	DeKalb County	40,285
Fayette County	Fayette County Transit	Fayette County	25,588
Franklin County	Franklin County Public Transportation	Franklin County	22,151
Fulton County	Fulton County Transpo	Fulton County	20,511
Hamilton County	Hamilton County Express Public Transti	Hamilton County	182,740
Hancock County	Hancock Area Rural Transit	Hancock County	55,391
Hendricks Co.	LINK Hendricks County	Hendricks/Morgan Counties	170,782
Huntingburg	Huntingburg Transit System	Huntingburg City Limits	5,598
Huntington County	Huntington Area Transportation	Huntington County	38,075
Jay-Randolph-Delaware	The New Interurban Public Transit System	Delaware, Jay, Randolph, Blackford, Madison, Henry, and Grant Counties (except Muncie, New Castle, and Marion)	145,322
Johnson County	ACCESS Johnson County	Johnson/Shelby Counties	107,493
KIRPC	Arrowhead Country Public Transportation	Jasper, Pulaski and Starke Counties	67,354
Knox County	Van-Go	Knox County	39,256
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	74,057
LaGrange County	LaGrange County Council on Aging	LaGrange County	40,029
Madison County	Transportation for Rural Areas of Madison	Madison County except Anderson	73,624
Marshall County	Marshall County Public Transit	Marshall County	9,840
Miami County	Miami Co. YMCA dba Y MIAMIgo	Miami County	36,082
Mitchell	Mitchell Transit System	Mitchell City Limits	4,567
Monroe County	Rural Transit	Monroe, Owen and Lawrence Counties	100,645
New Castle	New Castle Community Transit System	New Castle City Limits	17,780
Noble County	Noble Transit System	Noble County	46,275
Orange County	Orange County Transit Services	Orange County	19,306
Rush County	Rush County Senior Citizens Services	Rush County	18,261
Seymour	Seymour Transit's Recycle to Ride	City of Seymour	18,101
SIDC	Ride Solution	Daviess, Gibson, Greene, Martin, Pike & Sullivan Counties	140,434
SIRPC	Catch-A-Ride	Counties	171,134
SITS	Southern Indiana Transit System	Crawford, Harrison, Scott and Washington Counties	98,026
Steuben County	Steuben County Council on Aging	Steuben County	33,214
Union County	Union County Transit	Union County and referred populations of Fayette, Franklin, Rush and Wayne counties	7,349
Vigo County	Area 7 Agency on Aging	Vigo County	46,234
Wabash County	Wabash County Transit	Wabash County	34,960
Washington	Washington Transit System	Washington City Limits and ADA corridors	11,380
Waveland	Waveland Volunteer Transportation System	Brookston, Clarks Hill, Hillsboro, Rossville, Boswell, and Waveland	5,642
Wells County	WOW!	Wells County	27,600
White County	White County Council on Aging	White County Council on Aging	25,267
Whitley County Transit	Whitley County Council on Aging	Whitley County	30,707
Total			2,271,853
Total Indiana Population			6,080,485
Percent of Indiana Population			37%

In 2010, the systems in Group Four provided over 2 million trips, an increase of approximately 6.46 percent over the 2009 total. Thirteen systems had ridership decreases between 0.18 percent and 19.31 percent while twenty-nine systems had ridership increases between 0.30 percent and 61.11 percent. The average number of trips provided by a Group Four system was 48,223. Group Four systems

operated over 14 million vehicle miles in 2010, an increase of 9.65 percent over 2009. Thirteen systems operated fewer miles than in 2009, while twenty-nine operated more miles. The number of vehicle miles operated by Group Four systems ranged from 14,284 to 2,025,609.

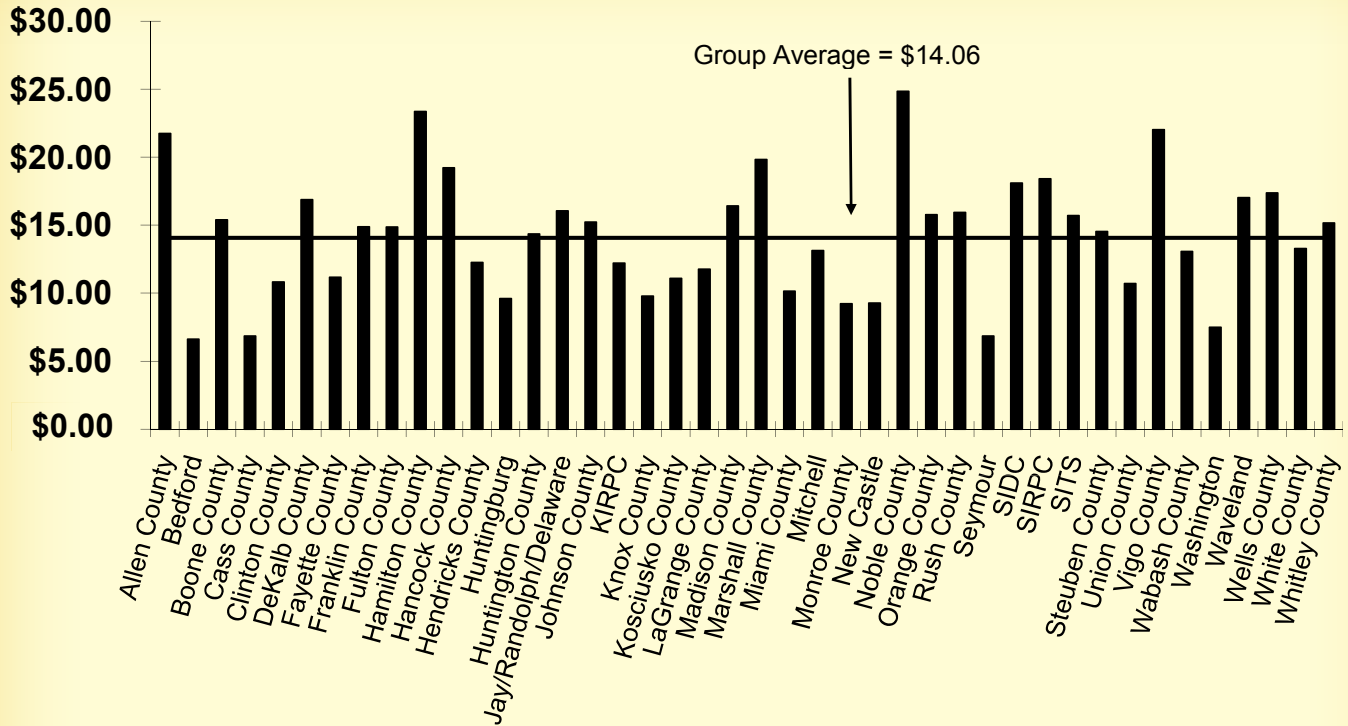
The cost per passenger trip for Group Four systems ranged from \$6.61 to \$24.84 with an average cost per trip of \$14.06. The average operating expense per vehicle mile was \$2.50. The actual cost per mile ranged from \$0.99 to \$7.45.

The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied within a range of \$0.27

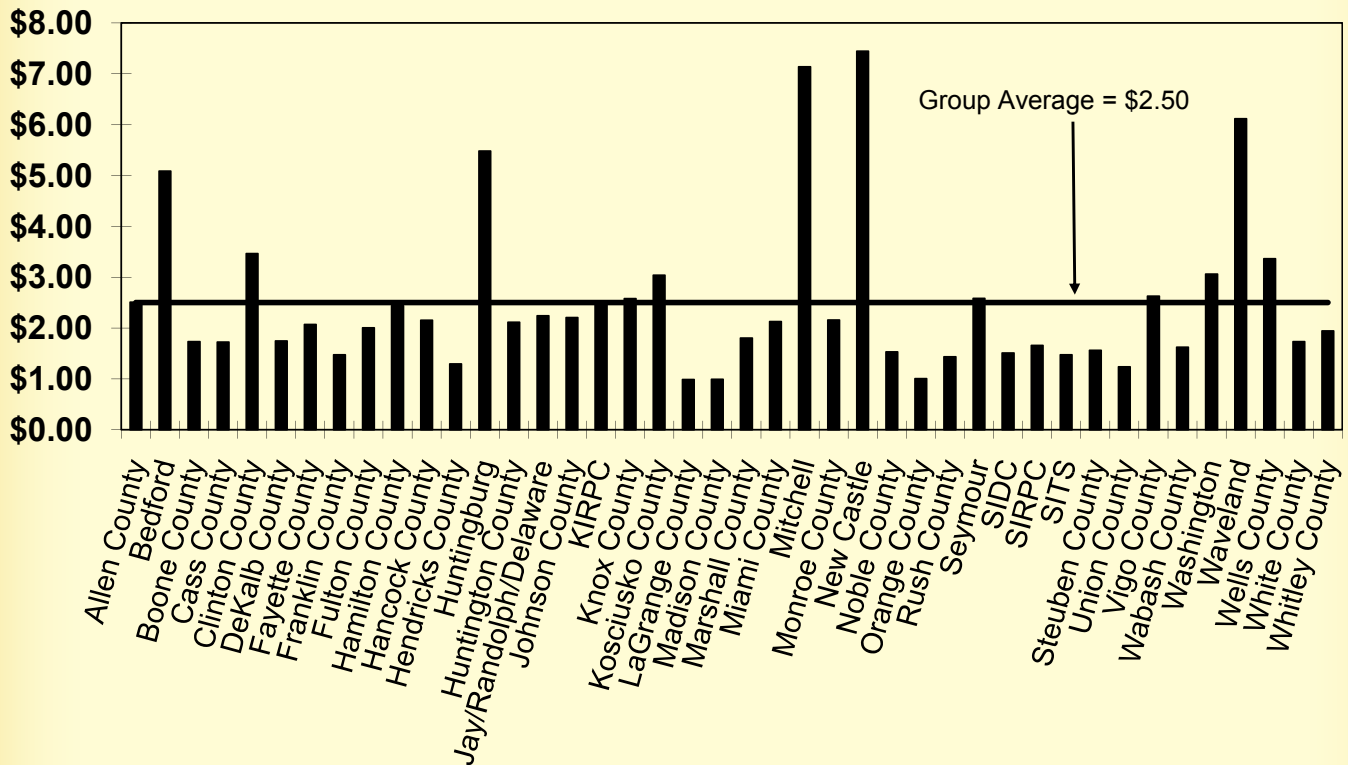
and \$0.73 among the systems. The average was \$0.38 for each dollar of expense. The fare recovery ratio also differed greatly among the systems. Through passenger fares, the systems recovered between 3 percent and 19 percent of system expenses. The average fare recovery ratio was 7 percent.

System	Total Ridership			Total Vehicle Miles		
	2009	2010	Percent Change	2009	2010	Percent Change
Allen County	11,408	13,149	15.26%	86,296	114,013	32.12%
Bedford	54,931	60,884	10.84%	77,477	79,088	2.08%
Boone County	22,918	24,677	7.68%	194,822	218,956	12.39%
Cass County	187,424	194,626	3.84%	766,901	772,056	0.67%
Clinton County	42,956	44,499	3.59%	129,228	138,924	7.50%
DeKalb County	19,228	19,785	2.90%	194,038	191,156	-1.49%
Fayette County	28,269	29,969	6.01%	141,234	161,316	14.22%
Franklin County	38,389	37,890	-1.30%	402,857	381,834	-5.22%
Fulton County	36,846	33,668	-8.63%	223,665	249,571	11.58%
Hamilton County	30,734	43,029	40.00%	328,630	411,583	25.24%
Hancock County	19,417	20,873	7.50%	163,429	186,061	13.85%
Hendricks County	68,609	82,099	19.66%	561,400	778,385	38.65%
Huntingburg	7,775	9,684	24.55%	14,142	16,944	19.81%
Huntington County	38,409	36,567	-4.80%	228,191	248,164	8.75%
Jay/Randolph/Delaware	91,496	81,636	-10.78%	562,615	584,856	3.95%
Johnson County	95,622	133,405	39.51%	737,815	921,306	24.87%
KIRPC	85,509	71,150	-16.79%	354,118	344,618	-2.68%
Knox County	82,507	83,378	1.06%	427,704	315,982	-26.12%
Kosciusko County	54,884	60,944	11.04%	147,605	222,345	50.64%
LaGrange County	16,029	28,047	74.98%	195,984	333,993	70.42%
Madison County	18,252	14,727	-19.31%	252,164	243,360	-3.49%
Marshall County	10,337	11,578	12.01%	180,182	127,357	-29.32%
Miami County	32,940	34,634	5.14%	98,025	164,903	68.23%
Mitchell	9,383	7,766	-17.23%	15,705	14,284	-9.05%
Monroe County	158,945	192,147	20.89%	596,825	820,528	37.48%
New Castle	50,115	46,395	-7.42%	64,043	57,718	-9.88%
Noble County	23,787	25,471	7.08%	390,209	413,231	5.90%
Orange County	21,295	28,888	35.66%	422,252	452,632	7.19%
Rush County	9,001	10,920	21.32%	93,085	121,182	30.18%
Seymour	34,899	34,835	-0.18%	87,049	92,182	5.90%
SIDC	154,417	168,968	9.42%	1,924,498	2,025,609	5.25%
SIRPC	122,165	101,444	-16.96%	1,226,277	1,125,053	-8.25%
SITS	63,353	55,437	-12.50%	496,319	590,505	18.98%
Stuben County	16,013	18,141	13.29%	129,660	168,546	29.99%
Union County	20,225	28,729	42.05%	237,233	248,571	4.78%
Vigo County	7,041	11,344	61.11%	91,409	95,087	4.02%
Wabash County	25,291	33,145	31.05%	192,492	266,423	38.41%
Washington	11,825	11,748	-0.65%	28,734	28,718	-0.06%
Waveland	6,435	6,454	0.30%	19,595	17,955	-8.37%
Wells County	32,871	33,774	2.75%	177,089	174,441	-1.50%
White County	17,709	16,913	-4.49%	127,215	129,374	1.70%
Whitley County	22,721	21,931	-3.48%	180,633	171,139	-5.26%
Total	1,902,380	2,025,348	6.46%	12,968,844	14,219,949	9.65%

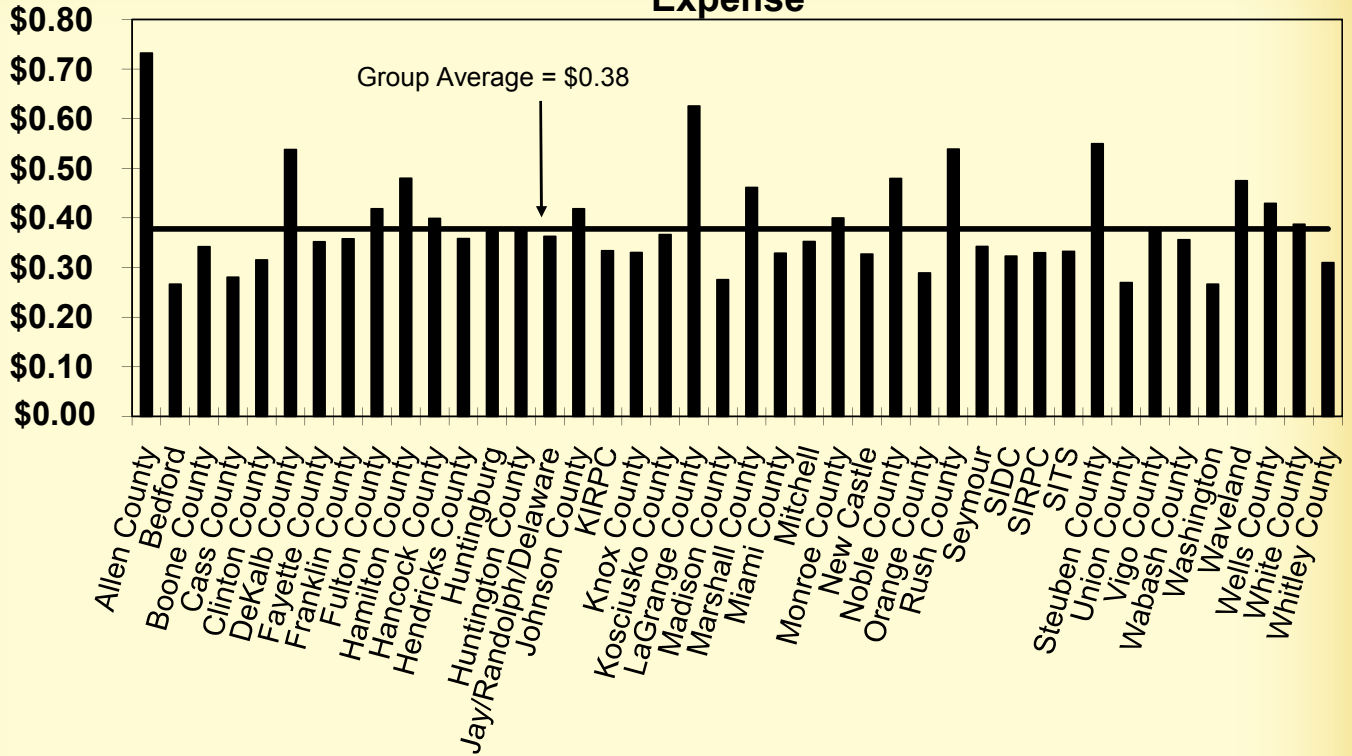
Group Four: Operating Expense Per Passenger Trip



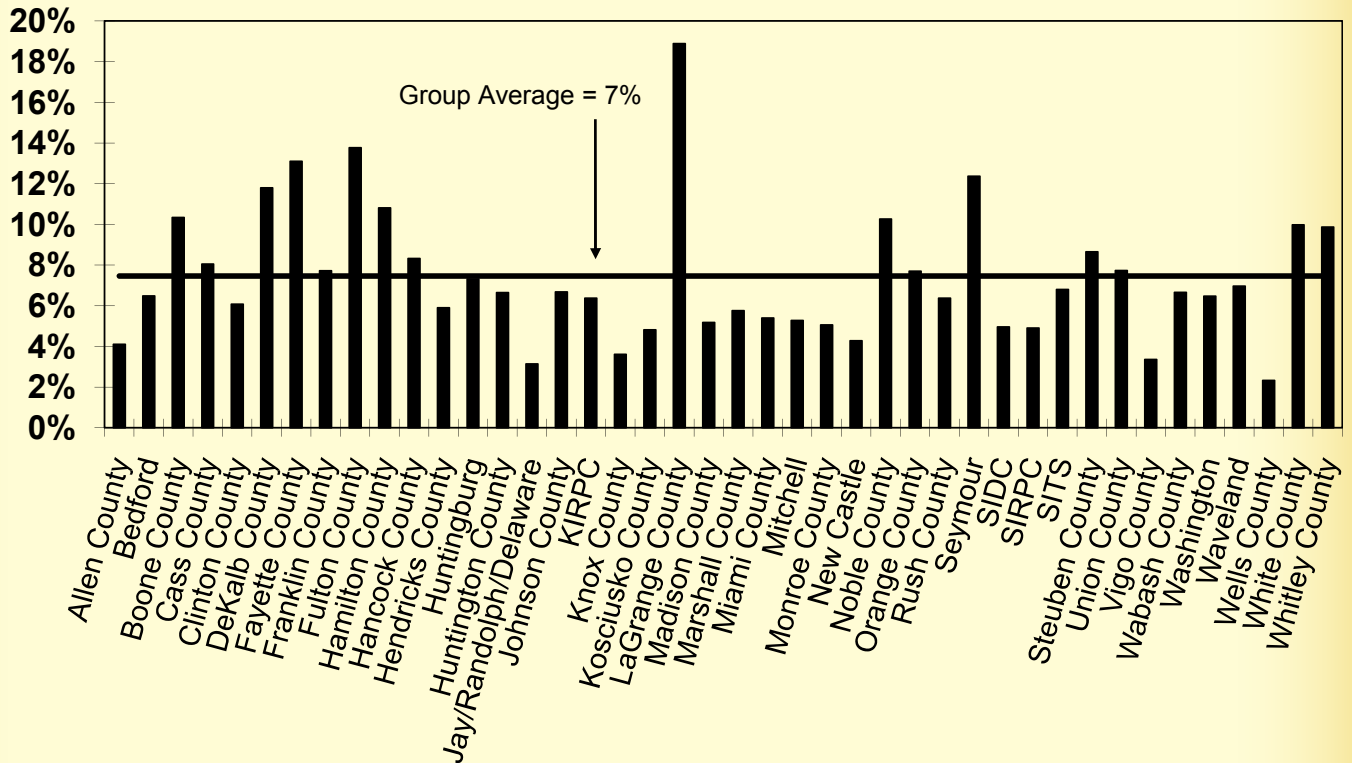
Group Four: Operating Expense Per Total Vehicle Mile



Group Four: Locally Derived Income Per Operating Expense



Group Four: Fare Recovery Ratio



Northern Indiana Commuter Transportation District

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

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

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

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

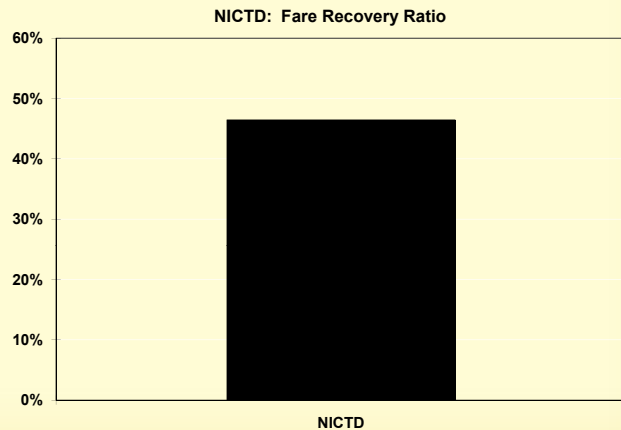
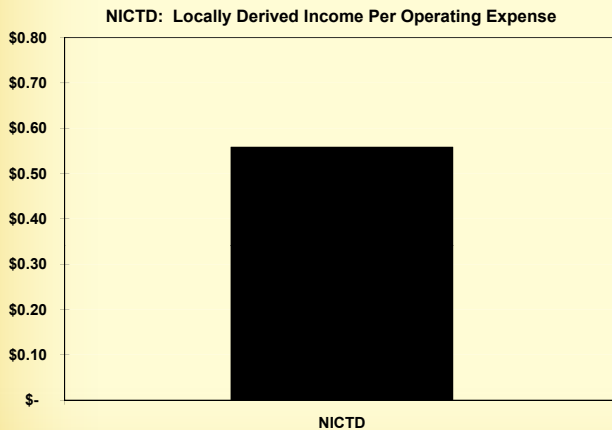
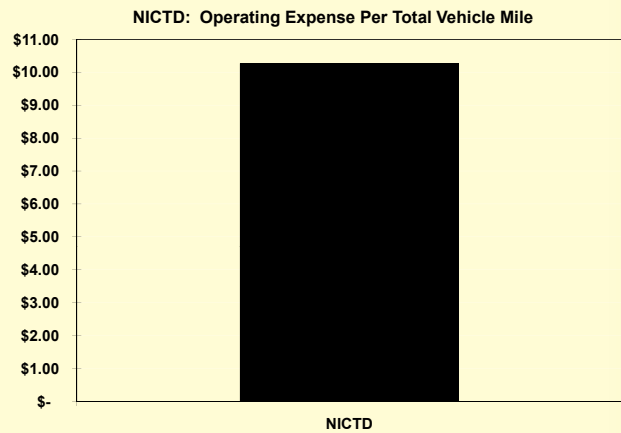
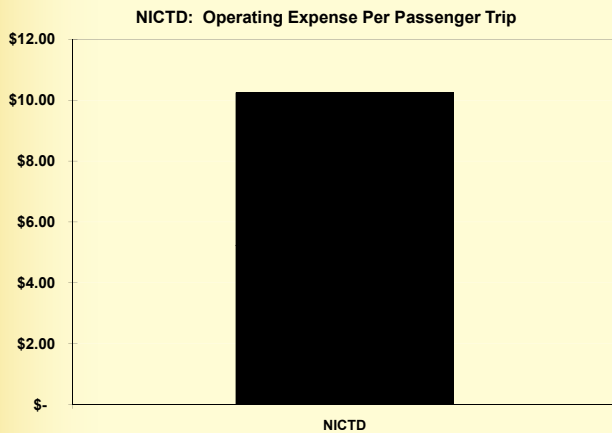
NICTD ridership levels decreased in 2010. NICTD provided 3.7 million trips in 2010, a decrease of 4.39 percent since 2009. Total vehicle miles decreased

from 3.95 million miles in 2009 to 3.70 million miles in 2010. This represents a decrease of 6.20 percent.

System	Total Ridership			Total Vehicle Miles		
	2009	2010	Percent Change	2009	2010	Percent Change
NICTD	3,885,073	3,714,356	-4.39%	3,950,988	3,706,042	-6.20%
Total	3,885,073	3,714,356	-4.39%	3,950,988	3,706,042	-6.20%

In 2010, NICTD's operating expense per passenger trip was \$10.24 while the operating cost per mile was \$10.27. NICTD covered \$0.56 of each dollar of

operating expense through local sources. Similarly, NICTD recovered 46 percent of its expenses through fare revenue alone.





Section Three Transit System Pages



2010 Indiana Public Transit

2010 PUBLIC TRANSIT SYSTEMS IN INDIANA





Allen County

233 West Main St.
 Fort Wayne, IN 46802
 (260) 426-0060 FAX: (260) 426-0264
Contact: Joseph L Falk, Business Manager
Email: jfalk@allenco.com

General Information

Type of Service Public Transportation
Service Area Allen County
Service Population 126,122

Service Hours

Weekday 8:00 AM - 4:30 PM
Saturday NA
Sunday NA

Fare Structure

Base \$5.00 for 1 Way Trip
Youth \$5.00 for 1 Way Trip
Elderly/Disabled Donation only
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	7
Maintenance	0	0
Administration	1	1
	<u>1</u>	<u>8</u>

Operation Characteristics

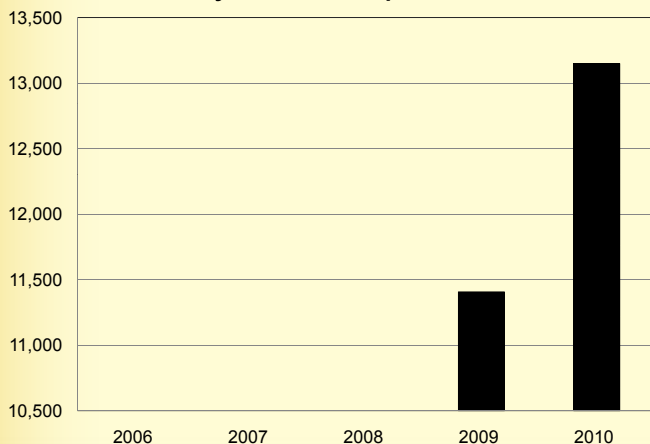
Revenue Vehicles	11
Peak Hour Fleet	6
Base Fleet	6
Fuel Consumption (gal)	12,146

Ridership Trends

2006	
2007	
2008	
2009	11,408
2010	13,149

2010 Highlights

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$125,813
Other Salaries/Wages	\$40,674
Fringe	\$12,417
Services	\$0
Materials and Supplies	\$42,021
Utilities	\$0
Casualty/Liability	\$18,742
Purchased Transportation	\$0
Other	\$46,173
Total Expenses	\$285,840
Fixed Route Expenses	\$0
Demand Response Services	\$285,840

Revenue Summary

Fare Revenue	\$11,736
Contract/Other	\$0
Local Assistance	\$197,604
State Assistance	\$0
Federal Assistance	\$76,500
Total Revenue	\$285,840

Productivity

Total Passenger Boardings	13,149
Total Vehicle Miles	114,013
Revenue Vehicle Miles	114,013
Revenue Vehicle Hours	9,190

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.51
Operating Expense per Passenger Trip	\$21.74
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	0.10

Financial Performance

Operating Subsidy	\$274,104
Operating Subsidy Ratio	96%
Locally Derived Income	\$209,340
Locally Derived Income Per Operating Expense	\$0.73
Fare Recovery Ratio	4%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2005	Ford	11	Yes	Gas
1	2006	Chevy	6	Yes	Gas
1	2007	Chevy	6	Yes	Gas
1	2008	Ford	11	No	Gas
2	2010	Dodge	5+1wc	Yes	Gas
3	2010	Ford	12+2wc	Yes	Gas
2	2011	Ford	8+2wc	Yes	Gas
11					



Anderson

530 Dale Keith Jones Road
 Anderson, IN 46011
 (765) 648-6400 FAX: (765) 648-6404
Contact: Merle Jones, General Manager
Email:

General Information

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

Service Hours

Weekday 6:00 AM - 7:00 PM
Saturday 9:00 AM - 4:00 PM
Sunday NA

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$0.50
Transfer FREE
Other/Special
 Monthly Pass Fixed Route \$24.00
 Demand Response \$2.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	18	7
Maintenance	4	2
Administration	6	3
	<hr/> 28	<hr/> 12

Operation Characteristics

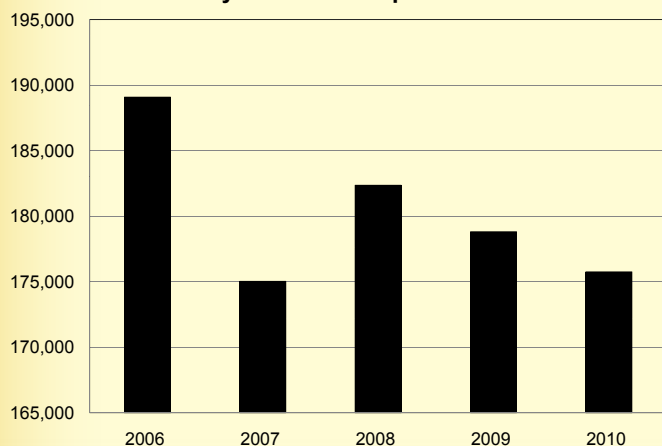
Revenue Vehicles	17
Peak Hour Fleet	12
Base Fleet	11
Fuel Consumption (gal)	58,119

Ridership Trends

2006	189,093
2007	175,036
2008	182,367
2009	178,819
2010	175,755

2010 Highlights

System Ridership Trend





City of Anderson Transit System (CATS)

Operating Expense Summary

Operator Salaries/Wages	\$857,520
Other Salaries/Wages	\$341,608
Fringe	\$616,676
Services	\$65,023
Materials and Supplies	\$226,697
Utilities	\$21,195
Casualty/Liability	\$76,945
Purchased Transportation	\$0
Other	\$6,351
Total Expenses	\$2,212,015
Fixed Route Expenses	\$1,659,011
Demand Response Services	\$553,004

Revenue Summary

Fare Revenue	\$160,733
Contract/Other	\$11,156
Local Assistance	\$787,441
State Assistance	\$294,107
Federal Assistance	\$958,578
Total Revenue	\$2,212,015

Productivity

Total Passenger Boardings	175,755
Total Vehicle Miles	431,852
Revenue Vehicle Miles	412,115
Revenue Vehicle Hours	31,257

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.12
Operating Expense per Passenger Trip	\$12.59
Passenger Trips per Total Vehicle Mile	0.41
Passenger Trips per Capita	2.94

Financial Performance

Operating Subsidy	\$2,040,126
Operating Subsidy Ratio	92%
Locally Derived Income	\$959,330
Locally Derived Income Per Operating Expense	\$0.43
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1998	EVI	Yes	22+2wc	Electric
4	2007	Ford	Yes	22+2wc	Diesel
7	2007	Chevy	Yes	22+2wc	Diesel
2	2009	Ford	Yes	10+2wc	Diesel
2	2010	Ford	Yes	14+2wc	Diesel
1	2010	Chevy	Yes	22+2wc	Diesel
17					



Bedford

1102 16th St.
 Bedford, IN 47421
 (812) 275-1633 FAX: (812) 275-1657
Contact: Melanie Hacker, Director
Email: tasc@bedford.in.us

General Information

Type of Service Personal Point Deviation
Service Area City of Bedford
Service Population 13,768

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$0.75
Youth \$0.25
Elderly/Disabled \$0.50
Transfer FREE
Other/Special
 \$15.00 Unlimited Monthly Pass

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	6	0
Maintenance	0	0
Administration	1	0
	<u>7</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	6
Peak Hour Fleet	5
Base Fleet	2
Fuel Consumption (gal)	13,071

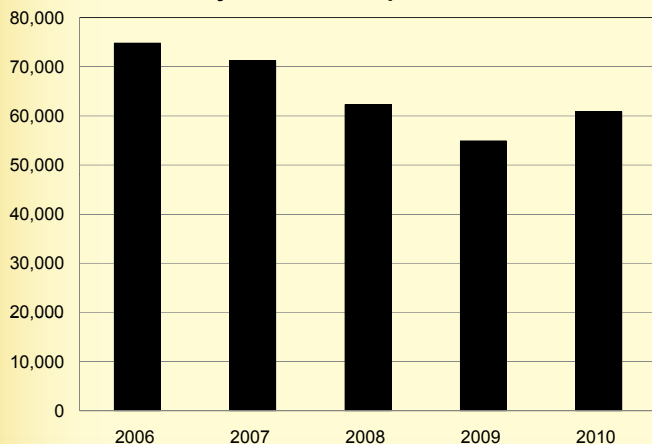
Ridership Trends

2006	74,832
2007	71,218
2008	62,295
2009	54,931
2010	60,884

2010 Highlights

- TASC has increased ridership by 5,653 over 2009.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$194,776
Other Salaries/Wages	\$41,299
Fringe	\$101,723
Services	\$0
Materials and Supplies	\$42,085
Utilities	\$5,215
Casualty/Liability	\$8,531
Purchased Transportation	\$0
Other	\$8,762
Total Expenses	\$402,391
Fixed Route Expenses	\$0
Demand Response Services	\$402,391

Revenue Summary

Fare Revenue	\$26,074
Contract/Other	\$0
Local Assistance	\$81,043
State Assistance	\$107,116
Federal Assistance	\$188,158
Total Revenue	\$402,391

Productivity

Total Passenger Boardings	60,884
Total Vehicle Miles	79,088
Revenue Vehicle Miles	79,088
Revenue Vehicle Hours	5,928

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.09
Operating Expense per Passenger Trip	\$6.61
Passenger Trips per Total Vehicle Mile	0.77
Passenger Trips per Capita	4.42

Financial Performance

Operating Subsidy	\$376,317
Operating Subsidy Ratio	94%
Locally Derived Income	\$107,117
Locally Derived Income Per Operating Expense	\$0.27
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2004	Ford	18+2wc	Yes	Gas
1	2005	Ford	18+2wc	Yes	Gas
1	2006	Ford	16+2wc	Yes	Gas
2	2008	Ford	16+2wc	Yes	Gas
1	2009	Ford	16+2wc	Yes	Gas
6					



Bloomington

130 West Grimes Ln.
 Bloomington, IN 47403
 (812) 332-5688 FAX: (812) 332-3660
Contact: Lewis May, General Manager
Email: mayl@bloomingtontransit.com

General Information

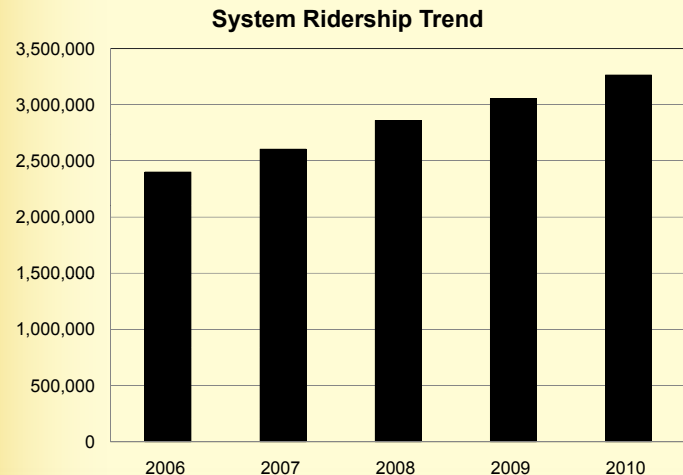
Type of Service Fixed Route and Demand Response
Service Area Bloomington Metropolitan Area
Service Population 69,291

Service Hours

Weekday 6:10 AM - 12:50 AM
Saturday 7:25 AM - 11:10 PM
Sunday 9:30 AM - 11:20 PM

Fare Structure

Base \$1.00
Youth \$0.50
Elderly/Disabled \$0.50
Transfer FREE
Other/Special
 Monthly Pass \$30 / Semi-Annual Pass - \$150
 Monthly Disabled Pass \$15/Summer Youth Pass - \$12



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	40	31
Maintenance	15	0
Administration	14	3
	<u>69</u>	<u>34</u>

Operation Characteristics

Revenue Vehicles	40
Peak Hour Fleet	36
Base Fleet	31
Fuel Consumption (gal)	295,797

Ridership Trends

2006	2,401,257
2007	2,605,490
2008	2,861,508
2009	3,056,703
2010	3,265,274

2010 Highlights

- Fixed route ridership up 7 percent reaching 3.23 million - an all time record.
- Won APTA Outstanding Public Transportation System Award.
- Completed Demolition of Buildings on Site for New Downtown Passenger Transfer Facility.
- Implemented Partial Self Funding of Group Health Insurance.
- Completed First Full Year of In-House BT Access Operation.
- New Service to Meadows Hospital Area Provided.



Bloomington Public Transportation Corporation

Operating Expense Summary

Operator Salaries/Wages	\$1,734,306
Other Salaries/Wages	\$1,363,520
Fringe	\$1,000,253
Services	\$446,071
Materials and Supplies	\$1,087,780
Utilities	\$54,933
Casualty/Liability	\$236,386
Purchased Transportation	\$0
Other	\$133,166
Total Expenses	\$6,056,415
Fixed Route Expenses	\$5,582,912
Demand Response Services	\$473,503

Revenue Summary

Fare Revenue	\$1,607,938
Contract/Other	\$173,327
Local Assistance	\$745,722
State Assistance	\$2,061,991
Federal Assistance	\$1,467,437
Total Revenue	\$6,056,415

Productivity

Total Passenger Boardings	3,265,274
Total Vehicle Miles	1,173,781
Revenue Vehicle Miles	1,104,066
Revenue Vehicle Hours	103,411

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.16
Operating Expense per Passenger Trip	\$1.85
Passenger Trips per Total Vehicle Mile	2.78
Passenger Trips per Capita	47.12

Financial Performance

Operating Subsidy	\$4,275,150
Operating Subsidy Ratio	71%
Locally Derived Income	\$2,526,987
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	27%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1995	Gillig	Yes	37+2wc	Diesel
1	1997	Gillig	Yes	30+2wc	Diesel
3	1997	Gillig	Yes	37+2wc	Diesel
1	1998	Nova	Yes	35+2wc	Diesel
1	2001	Ford	Yes	12+2wc	Diesel
3	2002	Gillig	Yes	40+2wc	Diesel
1	2002	Ford	Yes	12+2wc	Diesel
5	2003	Gillig	Yes	40+2wc	Diesel
2	2003	Gillig	Yes	29+2wc	Diesel
5	2005	Gillig	Yes	40+2wc	Diesel
2	2006	Gillig	Yes	29+2wc	Hybrid/Electric
1	2006	Ford	Yes	20+2wc	Diesel
1	2007	Ford	Yes	25+2wc	Diesel
4	2007	Gillig	Yes	32+2wc	Diesel
3	2008	Gillig	Yes	32+2wc	Diesel
4	2009	Gillig	Yes	32+2wc	Hybrid/Electric
40					



Boone County

515 CrownPointe Dr.
 Lebanon, IN 46052
 (765) 482-5220 FAX: (765) 482-5239
Contact: Susan Ritz, Executive Director
Email: sritz@booneseniors.org

General Information

Type of Service Demand Response
Service Area Boone County
Service Population 46,107

Service Hours

Weekday 7:30 AM - 4:30 PM
Saturday NA
Sunday NA

Fare Structure

Base \$3.00 one way in town
 \$5.00 one way in county
Youth \$2.00 one way
Elderly/Disabled Donation
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	21
Maintenance	0	0
Administration	2	2
	<u>2</u>	<u>23</u>

Operation Characteristics

Revenue Vehicles	20
Peak Hour Fleet	11
Base Fleet	8
Fuel Consumption (gal)	14,748

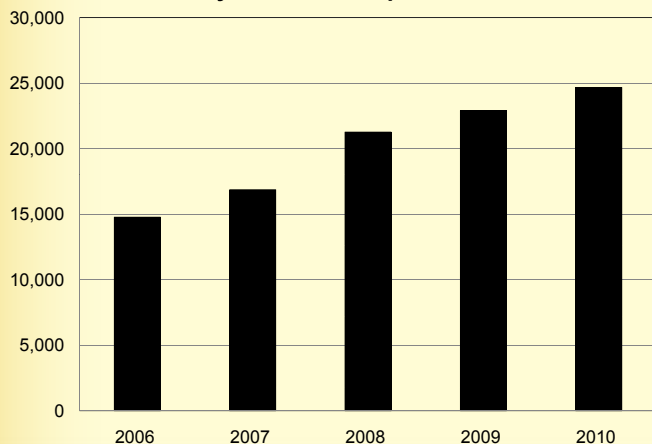
Ridership Trends

2006	14,775
2007	16,875
2008	21,268
2009	22,918
2010	24,677

2010 Highlights

- Went from paper & pencil scheduling to a computerized using RouteMatch software thanks to ARRA funding.
- Increased ridership by 9% from 2009.
- BATS has 1 vehicle placed in Jamestown. That is 4 vehicles garaged outside Lebanon.
- Two drivers attained Master Driver status.
- Continued coordination with Hamilton County Express.
- Participated in Boone County Senior Health & Wellness EXPO.

System Ridership Trend





Boone County Senior Services, Inc./Boone Area Transit System

Operating Expense Summary

Operator Salaries/Wages	\$166,277
Other Salaries/Wages	\$62,052
Fringe	\$17,364
Services	\$1
Materials and Supplies	\$53,605
Utilities	\$0
Casualty/Liability	\$29,725
Purchased Transportation	\$0
Other	\$50,747
Total Expenses	\$379,771
Fixed Route Expenses	\$0
Demand Response Services	\$379,771

Revenue Summary

Fare Revenue	\$39,275
Contract/Other	\$0
Local Assistance	\$135,670
State Assistance	\$79,779
Federal Assistance	\$125,047
Total Revenue	\$379,771

Productivity

Total Passenger Boardings	24,677
Total Vehicle Miles	218,956
Revenue Vehicle Miles	213,075
Revenue Vehicle Hours	15,949

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.73
Operating Expense per Passenger Trip	\$15.39
Passenger Trips per Total Vehicle Mile	0.11
Passenger Trips per Capita	0.54

Financial Performance

Operating Subsidy	\$340,496
Operating Subsidy Ratio	90%
Locally Derived Income	\$129,744
Locally Derived Income Per Operating Expense	\$0.34
Fare Recovery Ratio	10%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	Dodge	12	Yes	Gas
1	2000	Ford	3	No	Gas
1	2002	Chevy	3	Yes	Gas
1	2003	Chevy	3	Yes	Gas
1	2005	Chevy	3	Yes	Gas
1	2006	Chevy	3	Yes	Gas
1	2006	Ford	3	No	Gas
1	2007	Chrysler	3	No	Gas
1	2007	Chevy	3+1wc	Yes	Gas
1	2008	Ford	8+2wc	Yes	Gas
4	2008	Chevy	3+1wc	Yes	Gas
1	2010	Dodge	4	No	Gas
2	2010	Ford	8+2wc	Yes	Gas
3	2010	Dodge	3+1wc	Yes	Gas
20					



Cass County Council on Aging, Inc.

115 S 6th St.

Logansport, IN 46947

(574) 722-2424 FAX: (574) 739-2167

Contact: Beau Beard, Director

Email: bbeard@casstransit.com

General Information

Type of Service Demand Response
Service Area Cass County
Service Population 40,930

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday 9:00 AM - 2:00 PM
Sunday NA

Fare Structure

Base \$2.00 (in-town), \$3.00 (in-county)
Youth \$2.00 (in-town), \$3.00 (in-county)
Elderly/Disabled FREE
Transfer \$2.00 (in-town), \$3.00 (in-county)
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	12	20
Maintenance	0	3
Administration	4	4
	<u>16</u>	<u>27</u>

Operation Characteristics

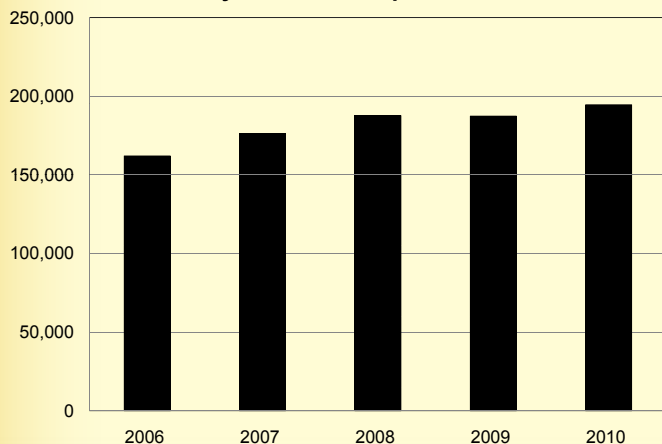
Revenue Vehicles	21
Peak Hour Fleet	22
Base Fleet	12
Fuel Consumption (gal)	59,889

Ridership Trends

2006	162,092
2007	176,347
2008	187,711
2009	187,424
2010	194,626

2010 Highlights

System Ridership Trend



Cass Area Transit



Operating Expense Summary

Operator Salaries/Wages	\$832,710
Other Salaries/Wages	\$0
Fringe	\$0
Services	\$132,116
Materials and Supplies	\$176,644
Utilities	\$18,127
Casualty/Liability	\$121,437
Purchased Transportation	\$0
Other	\$48,617
Total Expenses	\$1,329,651
Fixed Route Expenses	\$0
Demand Response Services	\$1,329,651

Revenue Summary

Fare Revenue	\$106,933
Contract/Other	\$0
Local Assistance	\$265,937
State Assistance	\$345,421
Federal Assistance	\$611,360
Total Revenue	\$1,329,651

Productivity

Total Passenger Boardings	194,626
Total Vehicle Miles	772,056
Revenue Vehicle Miles	772,056
Revenue Vehicle Hours	50,123

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.72
Operating Expense per Passenger Trip	\$6.83
Passenger Trips per Total Vehicle Mile	0.25
Passenger Trips per Capita	4.76

Financial Performance

Operating Subsidy	\$1,222,718
Operating Subsidy Ratio	92%
Locally Derived Income	\$372,870
Locally Derived Income Per Operating Expense	\$0.28
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1992	Chevy	23	No	Gas
1	2000	Dodge	11	YES	Gas
1	2001	GMC	15	No	Gas
2	2002	Dodge	8	No	Gas
1	2003	Dodge	8	No	Gas
1	2003	Dodge	10+2wc	Yes	Gas
1	2003	Ford	6+2wc	Yes	Gas
1	2005	Ford	10+2wc	Yes	Gas
1	2005	Dodge	8	No	Gas
1	2005	Ford	7	No	Gas
2	2006	Chevy	6+1wc	Yes	Gas
1	2007	Chevy	6+1wc	Yes	Gas
2	2007	Dodge	7	No	Gas
2	2008	Chevy	7	Yes	Gas
3	2009	Ford	9	Yes	Gas
21					



Clinton County

401 W Walnut St.
 Frankfort, IN 46041
 (765) 659-4060 FAX: (765) 659-3006
Contact: Dawn Layton, Executive Director
Email: dlayton@clintoncountytransit.org

General Information

Type of Service Demand Response
Service Area Clinton County
Service Population 33,866

Service Hours

Weekday 7:00 AM - 5:00 PM
Saturday 10:00 AM - 1:00 PM
Sunday NA

Fare Structure

Base Donation
Youth NA
Elderly/Disabled NA
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	9
Maintenance	0	0
Administration	3	2
	<u>4</u>	<u>11</u>

Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	7
Base Fleet	7
Fuel Consumption (gal)	16,887

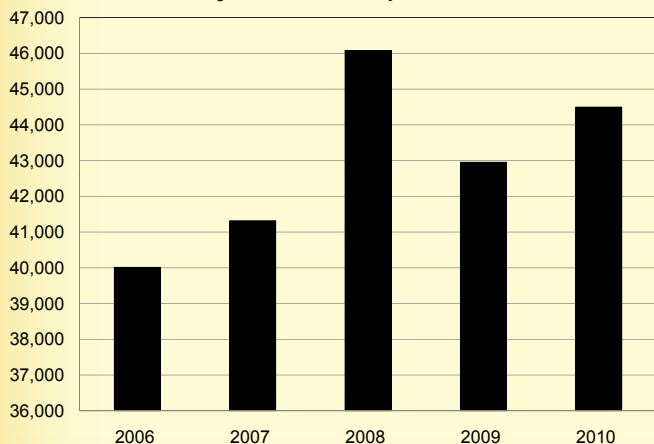
Ridership Trends

2006	40,016
2007	41,320
2008	46,079
2009	42,956
2010	44,499

2010 Highlights

- Increased Passengers.
- Received 4 New Vehicles with Stimulus Monies.
- Added Saturday Hours.
- Participated in Senior and Health Fairs in Clinton County.

System Ridership Trend



Pual Phillippe Resource Center



Operating Expense Summary

Operator Salaries/Wages	\$124,589
Other Salaries/Wages	\$148,511
Fringe	\$22,200
Services	\$10,812
Materials and Supplies	\$80,465
Utilities	\$13,499
Casualty/Liability	\$23,577
Purchased Transportation	\$0
Other	\$57,843
Total Expenses	\$481,496
Fixed Route Expenses	\$0
Demand Response Services	\$481,496

Revenue Summary

Fare Revenue	\$29,224
Contract/Other	\$0
Local Assistance	\$122,612
State Assistance	\$103,524
Federal Assistance	\$226,136
Total Revenue	\$481,496

Productivity

Total Passenger Boardings	44,499
Total Vehicle Miles	138,924
Revenue Vehicle Miles	137,536
Revenue Vehicle Hours	14,008

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.47
Operating Expense per Passenger Trip	\$10.82
Passenger Trips per Total Vehicle Mile	0.32
Passenger Trips per Capita	1.31

Financial Performance

Operating Subsidy	\$452,272
Operating Subsidy Ratio	94%
Locally Derived Income	\$151,836
Locally Derived Income Per Operating Expense	\$0.32
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2002	Ford	6	No	Gas
1	2002	Chevy	14	No	Gas
1	2003	Chevy	14	No	Gas
1	2005	Ford	12+2wc	Yes	Gas
1	2007	Ford	12+2wc	Yes	Gas
1	2008	Ford	12+2wc	Yes	Gas
4	2010	Ford	12+2wc	Yes	Gas
10					



Columbus

2250 Kreuzer Dr.
 Columbus, IN 47201
 (812) 376-2506 FAX: (812) 376-2566
Contact: Sue Chapple, Transit Coordinator
Email: schapple@columbus.in.gov

General Information

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

Service Hours

Weekday 6:00 AM - 7:00 PM
Saturday 6:00 AM - 7:00 PM
Sunday NA

Fare Structure

Base \$0.25
Youth \$0.25
Elderly/Disabled \$0.25
Transfer FREE
Other/Special
 Half Price Fare \$0.10
 Dial a Bus; E & D \$0.50

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	13	7
Maintenance	1	0
Administration	2	0
	<u>16</u>	<u>7</u>

Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	7
Base Fleet	5
Fuel Consumption (gal)	49,794

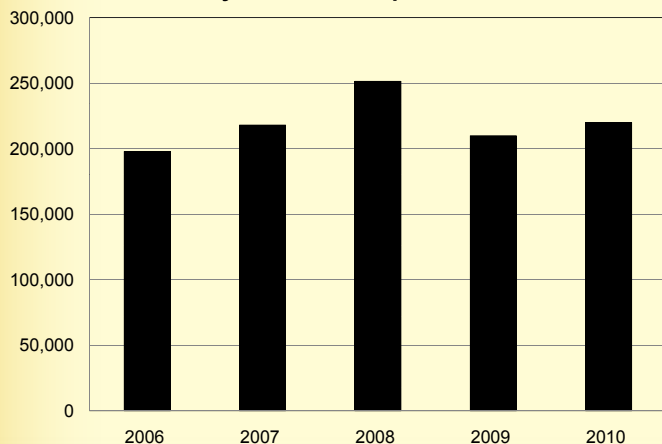
Ridership Trends

2006	197,837
2007	218,048
2008	251,432
2009	209,939
2010	220,001

2010 Highlights

- We had six operators competed in the State Rodeo.
- Kathy Lee finished in first place and went on to compete at the National Rodeo.
- Construction has been completed on our Transit Transfer Center -ARRA funded.
- We had no findings on our FTA review of our ARRA project.
- Again, we had no positive drug or alcohol tests.
- We continue to provide monthly safety meetings and trainings.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$629,607
Other Salaries/Wages	\$72,813
Fringe	\$261,926
Services	\$31,352
Materials and Supplies	\$320,229
Utilities	\$9,464
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$4,083
Total Expenses	\$1,329,474
Fixed Route Expenses	\$939,552
Demand Response Services	\$389,922

Revenue Summary

Fare Revenue	\$36,198
Contract/Other	\$2
Local Assistance	\$367,236
State Assistance	\$279,401
Federal Assistance	\$646,637
Total Revenue	\$1,329,474

Productivity

Total Passenger Boardings	220,001
Total Vehicle Miles	281,206.1
Revenue Vehicle Miles	277,697.6
Revenue Vehicle Hours	24,800

Performance/Service Effectiveness

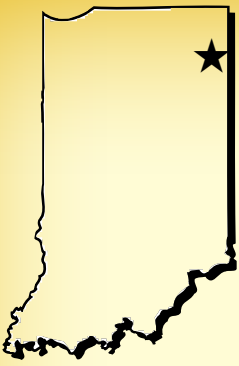
Operating Expense per Total Vehicle Mile	\$4.73
Operating Expense per Passenger Trip	\$6.04
Passenger Trips per Total Vehicle Mile	0.78
Passenger Trips per Capita	5.63

Financial Performance

Operating Subsidy	\$1,293,274
Operating Subsidy Ratio	97%
Locally Derived Income	\$403,436
Locally Derived Income Per Operating Expense	\$0.30
Fare Recovery Ratio	3%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2000	Dodge	Yes	12+2wc	Gas
5	2007	Gillig	Yes	22+2wc	Diesel
3	2007	Turtletop	Yes	12+2wc	Gas
1	2008	Chevy Uplander	Yes	3+1wc	Gas
10					



DeKalb County

1800 E. 7th St.

Auburn, IN 46706

(260) 925-3311

FAX: (260) 925-0071

Contact: Meg Zenk, Executive Director/Transportation Director

Email: mzenk@dcco.net

General Information

Type of Service Demand Response
Service Area DeKalb County
Service Population 40,285

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base Transit (in-county & in-city/town)
 - \$2.00 each way;
 \$3.00 (in-county & out-of-city/town)
Youth \$1.00 (in-county & in-city/town);
 \$2.00 (in-county & out-of-city/town)
Elderly/Disabled Suggested Donation
Transfer NA
Other/Special
 Suggested donations for out-of-county trips

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	15
Maintenance	0	0
Administration	2	0
	<u>3</u>	<u>15</u>

Operation Characteristics

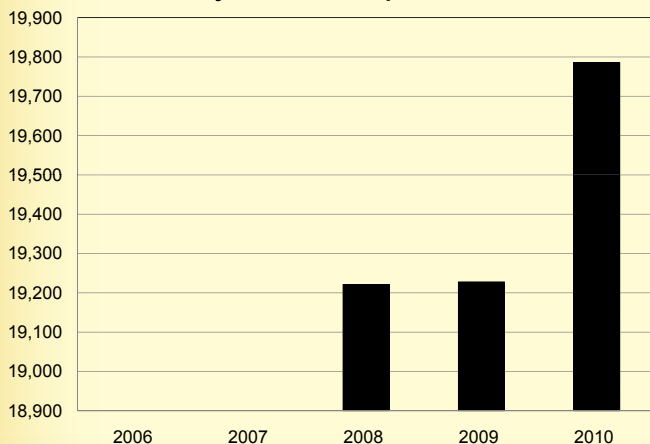
Revenue Vehicles	9
Peak Hour Fleet	7
Base Fleet	5
Fuel Consumption (gal)	15,942

Ridership Trends

2006	
2007	
2008	19,221
2009	19,228
2010	19,785

2010 Highlights

System Ridership Trend





DeKalb Co. Council on Aging/DeKalb Area Rural Transit (DART)

Operating Expense Summary

Operator Salaries/Wages	\$118,613
Other Salaries/Wages	\$43,806
Fringe	\$22,723
Services	\$8,017
Materials and Supplies	\$51,580
Utilities	\$0
Casualty/Liability	\$21,273
Purchased Transportation	\$0
Other	\$67,828
Total Expenses	\$333,840
Fixed Route Expenses	\$0
Demand Response Services	\$333,840

Revenue Summary

Fare Revenue	\$39,363
Contract/Other	\$0
Local Assistance	\$140,145
State Assistance	\$33,556
Federal Assistance	\$120,776
Total Revenue	\$333,840

Productivity

Total Passenger Boardings	19,785
Total Vehicle Miles	191,156
Revenue Vehicle Miles	187,789
Revenue Vehicle Hours	13,250

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.75
Operating Expense per Passenger Trip	\$16.87
Passenger Trips per Total Vehicle Mile	0.10
Passenger Trips per Capita	0.49

Financial Performance

Operating Subsidy	\$294,477
Operating Subsidy Ratio	88%
Locally Derived Income	\$179,508
Locally Derived Income Per Operating Expense	\$0.54
Fare Recovery Ratio	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2002	Dodge	12	No	Gas
1	2003	Dodge	7+1wc	Yes	Gas
1	2003	Chevy	5+1wc	Yes	Gas
1	2006	Ford	7+1wc	Yes	Gas
2	2008	Chevy	5+1wc	Yes	Gas
1	2008	Ford	10	Yes	Gas
1	2009	Ford	7+1wc	Yes	Gas
1	2010	Dodge	5+1wc	Yes	Gas
9					



East Chicago

5400 Cline Ave.
 East Chicago, IN 46123
 (219) 937-8465 FAX: (219) 391-8473
Contact: Paul Chavarria, Inerim Director
Email: Pchavarria@eastchicago.com

General Information

Type of Service Fixed Route and Paratransit
Service Area East Chicago City Limits & portions of Griffith & Hammond
Service Population 32,414

Service Hours

Weekday 5:55 AM -8:40 PM
Saturday 9:00 AM - 4:00 PM
Sunday NA

Fare Structure

Base FREE
Youth FREE
Elderly/Disabled FREE
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	13	0
Maintenance	5	0
Administration	3	0
	<u>21</u>	<u>0</u>

Operation Characteristics

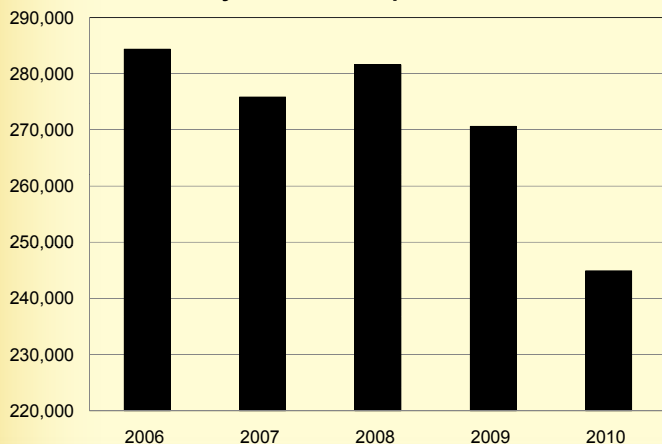
Revenue Vehicles	14
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	44,576

Ridership Trends

2006	284,396
2007	275,875
2008	281,610
2009	270,654
2010	244,936

2010 Highlights

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$431,214
Other Salaries/Wages	\$399,225
Fringe	\$292,149
Services	\$13,727
Materials and Supplies	\$244,918
Utilities	\$3,719
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$112,810
Total Expenses	\$1,497,762
Fixed Route Expenses	\$1,333,473
Demand Response Services	\$164,289

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$2,000
Local Assistance	\$556,433
State Assistance	\$557,824
Federal Assistance	\$381,505
Total Revenue	\$1,497,762

Productivity

Total Passenger Boardings	244,936
Total Vehicle Miles	200,326
Revenue Vehicle Miles	211,582
Revenue Vehicle Hours	14,332

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.48
Operating Expense per Passenger Trip	\$6.11
Passenger Trips per Total Vehicle Mile	1.22
Passenger Trips per Capita	7.56

Financial Performance

Operating Subsidy	\$1,495,762
Operating Subsidy Ratio	100%
Locally Derived Income	\$558,433
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2001	Gillig	Yes	29/29	Diesel
1	2003	Ford	Yes	12+2wc	Gas
7	2004	Ford	Yes	12+2wc	Gas
2	2006	Gillig	Yes	32/26	Electric
2	2007	Gillig	Yes	32/26	Diesel
1	2010	Gillig	Yes	32/26	Diesel
14					



Elkhart

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

General Information

Type of Service Fixed Route and Demand Response
Service Area Elkhart/Goshen Urbanized Area
Service Population 51,874

Service Hours

Weekday 5:00 AM - 7:00 PM (Fixed Route)
 24 Hours (Demand Response)
Saturday 5:30 AM - 6:00 PM (Fixed Route)
 24 Hours (Demand Response)
Sunday No Bus Service
 24 Hours (Demand Response)

Fare Structure

Base \$1.00 Bus, Demand Response:
 \$3.70 for 1st 3 miles
Youth NA
Elderly/Disabled \$0.50 on non-peak (fixed route)
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	55	0
Maintenance	4	0
Administration	10	0
	<u>69</u>	<u>0</u>

Operation Characteristics

Revenue Vehicles	27
Peak Hour Fleet	20
Base Fleet	20
Fuel Consumption (gal)	139,117

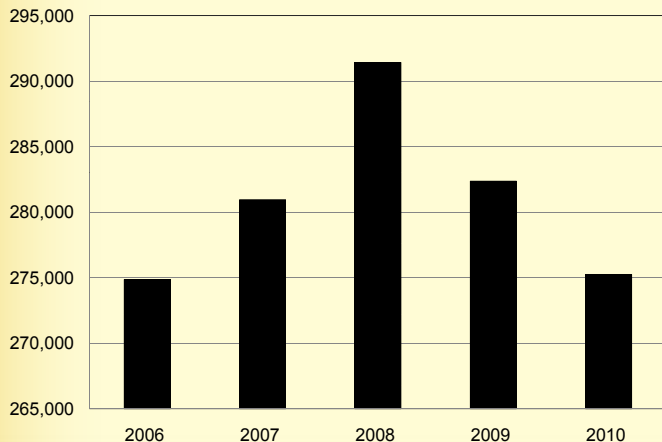
Ridership Trends

2006	274,861
2007	280,960
2008	291,428
2009	282,370
2010	275,258

2010 Highlights

- A new fixed route: The Elkhart East/West route began in 2010.

System Ridership Trend





Heart City Rider/Interurban Trolley

Operating Expense Summary

Operator Salaries/Wages	\$126,926
Other Salaries/Wages	\$0
Fringe	\$77,460
Services	\$0
Materials and Supplies	\$478,987
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$1,501,792
Other	\$0
Total Expenses	\$2,185,165
Fixed Route Expenses	\$1,507,721
Demand Response Services	\$677,444

Revenue Summary

Fare Revenue	\$370,561
Contract/Other	\$0
Local Assistance	\$380,775
State Assistance	\$509,097
Federal Assistance	\$924,732
Total Revenue	\$2,185,165

Productivity

Total Passenger Boardings	275,258
Total Vehicle Miles	938,527
Revenue Vehicle Miles	745,611
Revenue Vehicle Hours	43,074

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.33
Operating Expense per Passenger Trip	\$7.94
Passenger Trips per Total Vehicle Mile	0.29
Passenger Trips per Capita	5.31

Financial Performance

Operating Subsidy	\$1,814,604
Operating Subsidy Ratio	83%
Locally Derived Income	\$751,336
Locally Derived Income Per Operating Expense	\$0.34
Fare Recovery Ratio	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2008	Chevy	Yes	3+2wc	Gas
1	2010	Toyota	No	5	Gas
8	2010	Dodge	Yes	3+2wc	Gas
8	2005	Hometown	Yes	22+2 wc	Diesel
2	2009	Supreme	Yes	22+2wc	Diesel
2	2010	Supreme	Yes	22+2wc	Diesel
4	2011	Supreme	Yes	22+2wc	Diesel
27					



Evansville

601 John St.
 Evansville, IN 47713
 (812) 435-6166 FAX: (812) 435-6159

Contact: Edward Ziemer, Executive Director -- Transportation & Services
Email: eziemer@evansvillepublicworks.com

General Information

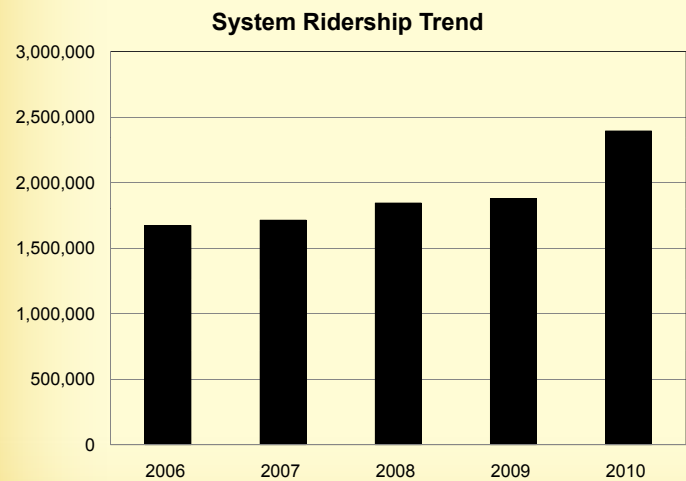
Type of Service Fixed Route and Demand Response
Service Area Evansville Metropolitan Area
Service Population 121,582

Service Hours

Weekday 5:45 AM - 12:15 AM
Saturday 6:15 AM - 12:15 AM
Sunday NA

Fare Structure

Base \$1.00
Youth \$0.75
Elderly/Disabled \$0.50
Transfer FREE - Limit One
Other/Special
 Monthly Pass Fixed Route \$60.00/ADA \$30.00
 Mobility/ADA \$2.00-ADA Convenience \$3.00-ADA
 County \$5.00



Personnel

	Full-Time	Part-Time
Operations	49	16
Maintenance	8	7
Administration	9	0
	<u>66</u>	<u>23</u>

Operation Characteristics

Revenue Vehicles	46
Peak Hour Fleet	34
Base Fleet	29
Fuel Consumption (gal)	254,137

Ridership Trends

2006	1,672,598
2007	1,713,950
2008	1,844,936
2009	1,880,168
2010	2,394,591

2010 Highlights

- Purchased 6 -Gillig Hybrid D&E buses and 6 Ford E450 Van BOC Diesel for fixed route and demand response service. Replacing 12 revenue vehicles removed from service -- over the useful life and mileage.
- Expanded the service area of the East connection and Shoppers Shuttle to the newly annexed area of The City of Evansville east side.
- METS now has a common bus stop with Warrick Area Transit System-WATS allowing transit passengers to transfer/travel into and from Evansville and Newburgh/Chandler/Warrick County.
- Installation of drive on/off lift for bus maintenance/shop area.
- Installation of FuelMaster/Gasboy system intergrating with the FleetMate system to improve the Service and Maintenance operations.
- At the request of the EPA -- provided bus and operator for transportation of Fire Fighters and other Personel at a fire in Fort Branch, IN on 6-21-2010.



Metropolitan Evansville Transit System (METS)

Operating Expense Summary

Operator Salaries/Wages	\$2,342,852
Other Salaries/Wages	\$866,533
Fringe	\$1,615,961
Services	\$291,253
Materials and Supplies	\$1,055,162
Utilities	\$86,571
Casualty/Liability	\$141,411
Purchased Transportation	\$0
Other	\$46,790
Total Expenses	\$6,446,533
Fixed Route Expenses	\$4,512,573
Demand Response Services	\$1,933,960

Revenue Summary

Fare Revenue	\$1,169,464
Contract/Other	\$132,235
Local Assistance	\$3,195,713
State Assistance	\$1,436,409
Federal Assistance	\$512,712
Total Revenue	\$6,446,533

Productivity

Total Passenger Boardings	2,394,591
Total Vehicle Miles	1,468,001
Revenue Vehicle Miles	1,441,529
Revenue Vehicle Hours	107,203

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.39
Operating Expense per Passenger Trip	\$2.69
Passenger Trips per Total Vehicle Mile	1.63
Passenger Trips per Capita	19.70

Financial Performance

Operating Subsidy	\$5,144,834
Operating Subsidy Ratio	80%
Locally Derived Income	\$4,497,412
Locally Derived Income Per Operating Expense	\$0.70
Fare Recovery Ratio	18%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	1997	Gillig	Yes	29+43	Diesel
2	2000	Chance	Yes	28+31	Diesel
7	2001	Gillig	Yes	29+43	Diesel
6	2006	Ford	Yes	8+5w/c	Diesel
4	2006	Gillig	Yes	26+8	Hybrid Electric
1	2007	Gillig	Yes	26+8	Hybrid Electric
2	2007	Ford	Yes	8+5w/c	Diesel
9	2009	Ford	Yes	18+2w/c	Diesel
3	2010	Ford	Yes	8+4	Diesel
3	2010	Ford	Yes	15+2	Diesel
6	2010	Gillig	Yes	26+8	Hybrid Electric
46					



Fayette County

477 N. Grand Ave.
 Connersville, IN 47331
 (765) 827-1511 FAX: (765) 825-1458
Contact: Marva Evans, Executive Director
Email: fayetteseniorcenter@comcast.net

General Information

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

Service Hours

Weekday 7:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 (in town)
 \$4.00 (in county)
Youth \$2.00
Elderly/Disabled \$1.50 Suggested Donation
Transfer FREE
Other/Special

Personnel

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

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	7
Base Fleet	4
Fuel Consumption (gal)	13,210

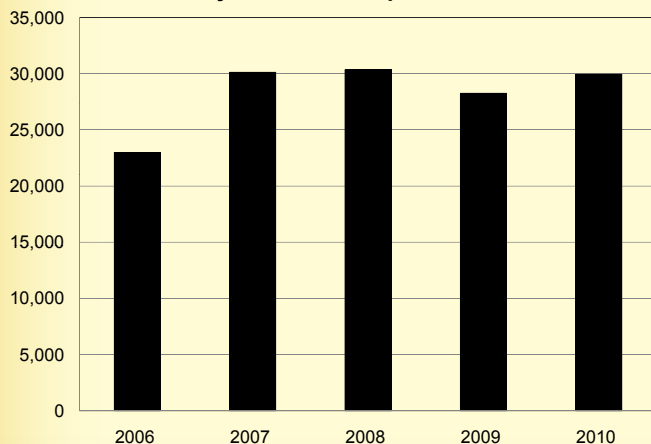
Ridership Trends

2006	22,987
2007	30,140
2008	30,358
2009	28,269
2010	29,969

2010 Highlights

- Provided "Designated Driver" shuttle service for Fayette Regional Hospital during yearly Gala.
- Integrated new transit system logo for marketing purposes.
- Represented in the annual INCOST Transportation Roadeo.
- Had a 4% increase in senior citizen passenger boardings.
- Had a 9% increase in senior citizen clientele.
- Had a 6% increase in total passenger boardings.

System Ridership Trend



Fayette County Transit



Operating Expense Summary

Operator Salaries/Wages	\$207,134
Other Salaries/Wages	\$21,914
Fringe	\$0
Services	\$14,714
Materials and Supplies	\$44,907
Utilities	\$4,429
Casualty/Liability	\$21,993
Purchased Transportation	\$0
Other	\$19,171
Total Expenses	\$334,262
Fixed Route Expenses	\$0
Demand Response Services	\$334,262

Revenue Summary

Fare Revenue	\$43,766
Contract/Other	\$0
Local Assistance	\$73,887
State Assistance	\$71,361
Federal Assistance	\$145,248
Total Revenue	\$334,262

Productivity

Total Passenger Boardings	29,969
Total Vehicle Miles	161,316
Revenue Vehicle Miles	147,459
Revenue Vehicle Hours	13,124

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.07
Operating Expense per Passenger Trip	\$11.15
Passenger Trips per Total Vehicle Mile	0.19
Passenger Trips per Capita	1.17

Financial Performance

Operating Subsidy	\$290,496
Operating Subsidy Ratio	87%
Locally Derived Income	\$117,653
Locally Derived Income Per Operating Expense	\$0.35
Fare Recovery Ratio	13%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1997	Dodge	10+1wc	Yes	Gas
2	1999	Ford	8	No	Gas
1	1999	Ford	15	No	Gas
1	2002	Ford	5	No	Gas
1	2005	Chevy	5	Yes	Gas
1	2005	Dodge	6	No	Gas
1	2006	Chevy	5	Yes	Gas
1	2009	Ford	13+2wc	Yes	Gas
3	2010	Dodge	6+1wc	Yes	Gas
12					



Fort Wayne

801 Leesburg Rd.
 Fort Wayne, IN 46808
 (260) 432-4977 FAX: (260) 436-7729
Contact: Ken Housden, General Manager
Email: kch@fwcitilink.com

General Information

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

Service Hours

Weekday 5:45 AM - 9:30 PM
Saturday 7:45 AM - 6:15 PM
Sunday NA

Fare Structure

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

Pass \$45.00/Month; Youth/E&D \$22.00/Month
 10 Ride Card Youth/E&D \$6.00; All Day Pass \$3.00;
 All Day Pass Youth/E&D \$1.50; Youth Summer Fun
 Pass \$25.00/3 months

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	86	9
Maintenance	13	6
Administration	5	0
	<u>104</u>	<u>15</u>

Operation Characteristics

Revenue Vehicles	52
Peak Hour Fleet	41
Base Fleet	32
Fuel Consumption (gal)	363,514

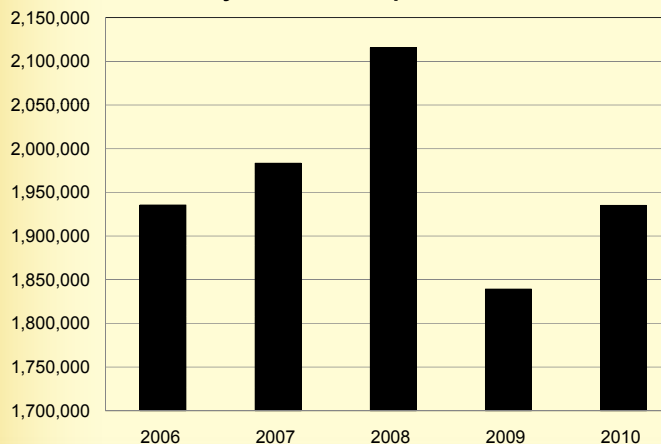
Ridership Trends

2006	1,935,587
2007	1,983,424
2008	2,115,622
2009	1,839,367
2010	1,935,204

2010 Highlights

- Purchased seven (7) hybrid buses that combine electric power with ultra-low sulphur bio-diesel fuel for improved fuel economy and air quality.
- Awarded \$4.3 million in discretionary federal funding from Senator Lugar Hybrid Initiative, Clean Fuels & State of Good Repair programs to purchase replacement buses.
- Received 2009 Safety Award from the Indiana Transportation Association; three of the past five years.
- Ridership increased by 5% over 2009; Fall semester campusLink ridership increased by 70% and free fare Saturdays in December more than doubled average Saturday ridership.
- Continued emphasis on providing safe, dependable and courteous service.

System Ridership Trend





Fort Wayne Public Transportation Corporation/Citilink

Operating Expense Summary

Operator Salaries/Wages	\$3,165,638
Other Salaries/Wages	\$1,183,185
Fringe	\$3,811,347
Services	\$663,556
Materials and Supplies	\$1,548,453
Utilities	\$102,288
Casualty/Liability	\$238,934
Purchased Transportation	\$80,850
Other	\$181,245
Total Expenses	\$10,975,496
Fixed Route Expenses	\$9,663,686
Demand Response Services	\$1,311,810

Revenue Summary

Fare Revenue	\$1,226,448
Contract/Other	\$89,544
Local Assistance	\$5,330,836
State Assistance	\$1,903,153
Federal Assistance	\$2,425,515
Total Revenue	\$10,975,496

Productivity

Total Passenger Boardings	1,935,204
Total Vehicle Miles	1,796,610
Revenue Vehicle Miles	1,691,045
Revenue Vehicle Hours	121,844

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$6.11
Operating Expense per Passenger Trip	\$5.67
Passenger Trips per Total Vehicle Mile	1.08
Passenger Trips per Capita	8.87

Financial Performance

Operating Subsidy	\$9,659,504
Operating Subsidy Ratio	88%
Locally Derived Income	\$6,646,828
Locally Derived Income Per Operating Expense	\$0.61
Fare Recovery Ratio	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
10	1998	Gillig	Yes	37+2wc	Diesel
4	1998	Gillig	Yes	29+2wc	Diesel
4	2002	Gillig	Yes	27+2wc	Diesel
4	2002	Gillig	Yes	32+2wc	Diesel
12	2005	Glaval	Yes	10+5wc	Diesel
1	2006	Supreme	Yes	14+2wc	Diesel
2	2006	Gillig	Yes	32+2wc	Diesel
6	2008	Gillig	Yes	32+2wc	Diesel
3	2009	ElDorado	Yes	26+2wc	Diesel
5	2009	Glaval	Yes	10+5wc	Diesel
51					



Franklin County

11146 County Park Rd.
 Brookville, IN 47012
 (765) 647-3509 FAX: (765) 647-2850
Contact: Catherine Pelsor, Director
Email: fcpt@frontier.com

General Information

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

Service Hours

Weekday 6:00 AM - 5:00 PM
Saturday Upon Request
Sunday Upon Request

Fare Structure

Base \$2.50 in county / \$1.25 in town
Youth NA
Elderly/Disabled Donation
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	2	12
Maintenance	1	0
Administration	2	1
	<u>5</u>	<u>13</u>

Operation Characteristics

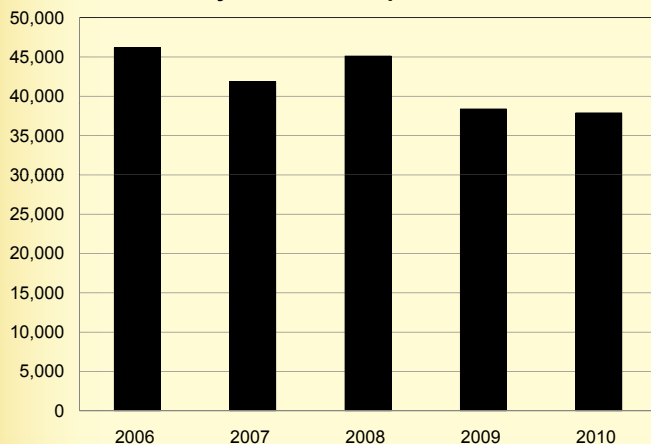
Revenue Vehicles	17
Peak Hour Fleet	12
Base Fleet	10
Fuel Consumption (gal)	27,550

Ridership Trends

2006	46,180
2007	41,854
2008	45,117
2009	38,389
2010	37,890

2010 Highlights

System Ridership Trend





Franklin County Public Transportation

Operating Expense Summary

Operator Salaries/Wages	\$262,555
Other Salaries/Wages	\$88,590
Fringe	\$28,292
Services	\$45,301
Materials and Supplies	\$71,918
Utilities	\$10,445
Casualty/Liability	\$45,554
Purchased Transportation	\$0
Other	\$10,779
Total Expenses	\$563,434
Fixed Route Expenses	\$0
Demand Response Services	\$563,434

Revenue Summary

Fare Revenue	\$43,503
Contract/Other	\$0
Local Assistance	\$158,051
State Assistance	\$129,092
Federal Assistance	\$232,788
Total Revenue	\$563,434

Productivity

Total Passenger Boardings	37,890
Total Vehicle Miles	381,834
Revenue Vehicle Miles	377,652
Revenue Vehicle Hours	12,584

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.48
Operating Expense per Passenger Trip	\$14.87
Passenger Trips per Total Vehicle Mile	0.10
Passenger Trips per Capita	1.71

Financial Performance

Operating Subsidy	\$519,931
Operating Subsidy Ratio	92%
Locally Derived Income	\$201,554
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Ford	5	No	Gas
1	1995	Braun	12+2wc	Yes	Gas
1	1998	Ford	14	No	Gas
1	2001	Braun	12+2wc	Yes	Gas
1	2003	Ford	14	No	Gas
2	2005	Dodge	5	No	Gas
2	2006	Chevy	5	No	Gas
2	2007	Braun	12+2wc	Yes	Gas
1	2008	Tesco	8+2wc	Yes	Gas
3	2009	Tesco	8+2wc	Yes	Gas
2	2010	Champion	5+2wc	Yes	Gas
17					



Fulton County

625 Pontiac St.
 Rochester, IN 46975
 (574) 223-6953 FAX: (574) 223-4962
Contact: Mindy Martynowicz, Executive Director
Email: fcco@rtcol.com

General Information

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

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$1.00 (in-town), \$3.00 (in-county)
Youth 3 and under ride for free
Elderly/Disabled Donation Only
Transfer NA
Other/Special
 Rochester: 12 rides for \$10
 In county: 12 rides for \$20

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	8	7
Maintenance	0	0
Administration	2	0
	<u>10</u>	<u>7</u>

Operation Characteristics

Revenue Vehicles	13
Peak Hour Fleet	11
Base Fleet	9
Fuel Consumption (gal)	12,823

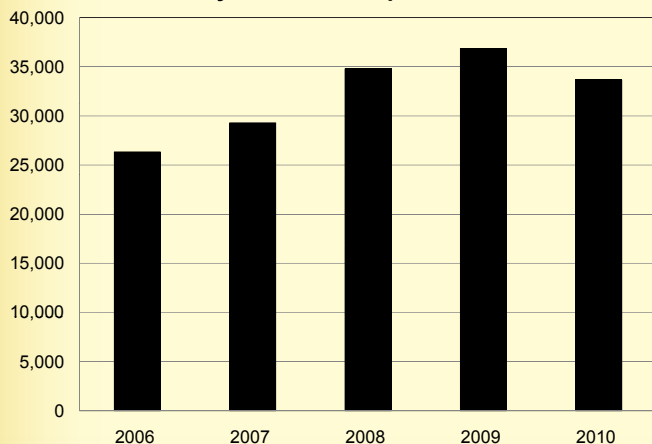
Ridership Trends

2006	26,347
2007	29,303
2008	34,787
2009	36,846
2010	33,668

2010 Highlights

- First full year of 12 hour service days, M-F
- First year of having a Job Access and Reverse Commute grant

System Ridership Trend





Fulton County Council on Aging, Inc.

Operating Expense Summary

Operator Salaries/Wages	\$163,750
Other Salaries/Wages	\$92,419
Fringe	\$45,690
Services	\$0
Materials and Supplies	\$76,744
Utilities	\$10,206
Casualty/Liability	\$27,978
Purchased Transportation	\$0
Other	\$83,464
Total Expenses	\$500,251
Fixed Route Expenses	\$0
Demand Response Services	\$500,251

Revenue Summary

Fare Revenue	\$68,882
Contract/Other	\$0
Local Assistance	\$140,248
State Assistance	\$78,905
Federal Assistance	\$212,216
Total Revenue	\$500,251

Productivity

Total Passenger Boardings	33,668
Total Vehicle Miles	249,571
Revenue Vehicle Miles	249,571
Revenue Vehicle Hours	16,221

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.00
Operating Expense per Passenger Trip	\$14.86
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	1.64

Financial Performance

Operating Subsidy	\$431,369
Operating Subsidy Ratio	86%
Locally Derived Income	\$209,130
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	14%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Chevy	15	No	Gas
1	1997	Buick	4	No	Gas
1	1999	Dodge	11+1 wc	Yes	Gas
2	2000	Dodge	6	No	Gas
1	2003	Chevy	6	Yes	Gas
1	2005	Dodge	6	No	Gas
1	2006	Ford	11	No	Gas
1	2006	Chevy	6	Yes	Gas
1	2007	Chevy	6	Yes	Gas
1	2008	Chevy	6	Yes	Gas
1	2009	Ford	12	No	Gas
1	2010	Dodge	6	Yes	Gas
13					



Gary

100 W. 4th Ave.

Gary, IN 46402

(219) 885-7555

FAX: (219) 881-2551

Contact: Daryl E. Lampkins, General Manager

Email: dlampkins@gptcbus.com

General Information

Type of Service	Fixed Route and Demand Response
Service Area	Gary and adjacent urban/suburban communities
Service Population	102,746

Service Hours

Weekday	6:00 AM - 11:05 PM
Saturday	6:00 AM - 11:05 PM
Sunday	NA

Fare Structure

Base	\$1.25
Youth	\$1.00
Elderly/Disabled	\$0.60
Transfer	\$0.15
Other/Special	

Fare Cards: 30-day, \$45.00; 15-day, \$24.00; Student, \$30.00
E&D Transfers \$0.10

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	29	4
Maintenance	14	0
Administration	18	1
	<u>61</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	30
Peak Hour Fleet	19
Base Fleet	19
Fuel Consumption (gal)	275,432

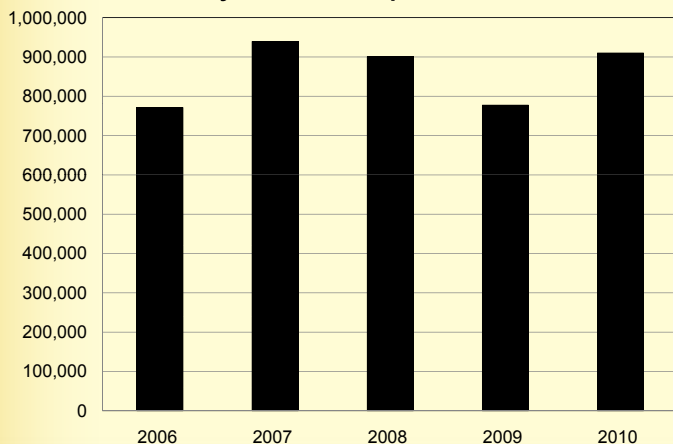
Ridership Trends

2006	771,222
2007	939,313
2008	900,844
2009	777,520
2010	910,170

2010 Highlights

- GPTC experienced a ridership increase over 2009.
- GPTC completed the main design work for its Geographic Information System.
- GPTC took delivery on nine 35' coaches, funded with the ARRA program.
- Facility improvements at GPTC's Operations Facility were completed using ARRA funds.
- GPTC reduced service due to funding cut-backs, but JARC service was implemented in 2010.
- New fareboxes were delivered and installed, allowing GPTC to upgrade its fare media and offer more options to its riders.

System Ridership Trend





Gary Public Transportation Corporation

Operating Expense Summary

Operator Salaries/Wages	\$1,572,454
Other Salaries/Wages	\$1,300,850
Fringe	\$1,895,228
Services	\$891,937
Materials and Supplies	\$600,598
Utilities	\$163,381
Casualty/Liability	\$315,621
Purchased Transportation	\$0
Other	\$0
Total Expenses	\$6,740,069
Fixed Route Expenses	\$6,135,791
Demand Response Services	\$604,278

Revenue Summary

Fare Revenue	\$780,770
Contract/Other	\$1,076,000
Local Assistance	\$1,113,000
State Assistance	\$968,786
Federal Assistance	\$2,801,513
Total Revenue	\$6,740,069

Productivity

Total Passenger Boardings	910,170
Total Vehicle Miles	1,036,603
Revenue Vehicle Miles	960,811
Revenue Vehicle Hours	70,567

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$6.50
Operating Expense per Passenger Trip	\$7.41
Passenger Trips per Total Vehicle Mile	0.88
Passenger Trips per Capita	8.86

Financial Performance

Operating Subsidy	\$4,883,299
Operating Subsidy Ratio	72%
Locally Derived Income	\$2,969,770
Locally Derived Income Per Operating Expense	\$0.44
Fare Recovery Ratio	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	1996	TMC RTS06	Yes	29+2wc	Diesel
2	1997	TMC RTS06	Yes	29+2wc	Diesel
3	1997	NOVA RTS06	Yes	21+2wc	Diesel
1	2000	Chance AH28	Yes	20+2wc	Diesel
5	2007	Gillig 35'	Yes	25+2wc	Diesel
3	2007	Gillig 40'	Yes	31+2wc	Diesel
5	2008	Ford E450	Yes	10+3wc	Gas
9	2010	Gillig 35'	Yes	25+2wc	Diesel
30					



Goshen

227 W. Jefferson, County City Bldg. Room 1120
 South Bend , IN 46613
 (574) 287-1829 FAX: (574) 287-1840
Contact: Sandra Seanor, Executive Director
Email: sseanor@macog.com

General Information

Type of Service Demand Response
Service Area Elkhart/Goshen Urbanized Area
Service Population 29,383

Service Hours

Weekday 24 hours a day
Saturday 24 hours a day
Sunday 24 hours a day

Fare Structure

Base \$3.70 first 3 miles
Youth NA
Elderly/Disabled NA
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	22	0
Maintenance	1	0
Administration	5	0
	<u>28</u>	<u>0</u>

Operation Characteristics

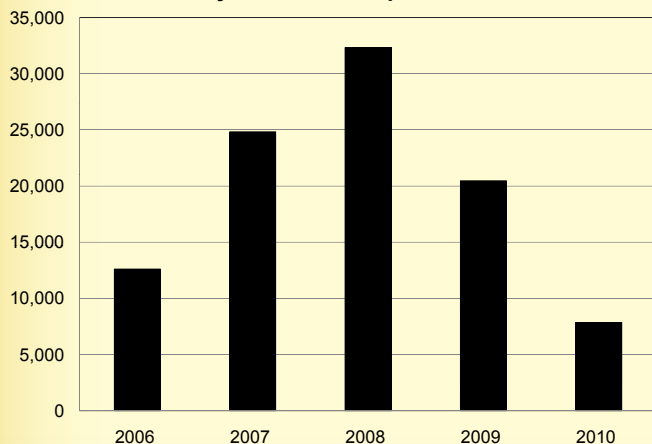
Revenue Vehicles	6
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	5,819

Ridership Trends

2006	12,622
2007	24,844
2008	32,337
2009	20,486
2010	7,871

2010 Highlights

System Ridership Trend



Goshen Transit Service



Operating Expense Summary

Operator Salaries/Wages	\$36,067
Other Salaries/Wages	\$0
Fringe	\$22,336
Services	\$0
Materials and Supplies	\$54,448
Utilities	\$0
Casualty/Liability	\$0
Purchased Transportation	\$60,270
Other	\$0
Total Expenses	\$173,121
Fixed Route Expenses	\$0
Demand Response Services	\$173,121

Revenue Summary

Fare Revenue	\$23,060
Contract/Other	\$0
Local Assistance	\$29,342
State Assistance	\$47,693
Federal Assistance	\$73,026
Total Revenue	\$173,121

Productivity

Total Passenger Boardings	7,871
Total Vehicle Miles	64,083
Revenue Vehicle Miles	31,401
Revenue Vehicle Hours	1,794

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.70
Operating Expense per Passenger Trip	\$21.99
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	0.27

Financial Performance

Operating Subsidy	\$150,061
Operating Subsidy Ratio	87%
Locally Derived Income	\$52,402
Locally Derived Income Per Operating Expense	\$0.30
Fare Recovery Ratio	13%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2008	Chev	Yes	3+2wc	Gas
1	2010	Toyota	No	5	Gas
4	2010	Dodge	Yes	3+2wc	Gas
6					



Hamilton County

1555 Westfield Rd.
 Noblesville In 46062
 (317) 773-2688 FAX: (317) 773-8798
Contact: Elaine McGuire, Transportation Manager
Email: emcguire@janus-inc.org

General Information

Type of Service Demand Response
Service Area Hamilton County
Service Population 182,740

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday 7:00 AM - 3:00 PM
Sunday NA

Fare Structure

Base \$4.00
Youth \$2.00
Elderly/Disabled \$4.00
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	16	4
Maintenance	1	1
Administration	3	0
	<u>20</u>	<u>5</u>

Operation Characteristics

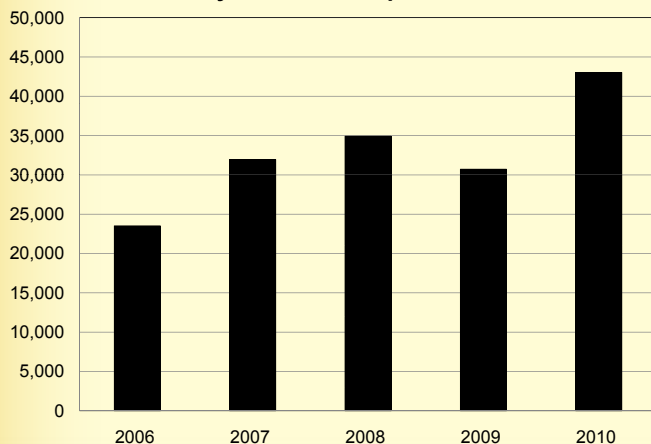
Revenue Vehicles	21
Peak Hour Fleet	17
Base Fleet	4
Fuel Consumption (gal)	52,503

Ridership Trends

2006	23,522
2007	31,952
2008	34,929
2009	30,734
2010	43,029

2010 Highlights

System Ridership Trend



Hamilton CountyExpress



Operating Expense Summary

Operator Salaries/Wages	\$535,026
Other Salaries/Wages	\$31,624
Fringe	\$113,247
Services	\$83,092
Materials and Supplies	\$137,769
Utilities	\$2,416
Casualty/Liability	\$34,496
Purchased Transportation	\$0
Other	\$66,783
Total Expenses	\$1,004,453
Fixed Route Expenses	\$0
Demand Response Services	\$1,004,453

Revenue Summary

Fare Revenue	\$108,532
Contract/Other	\$0
Local Assistance	\$373,434
State Assistance	\$74,526
Federal Assistance	\$447,961
Total Revenue	\$1,004,453

Productivity

Total Passenger Boardings	43,029
Total Vehicle Miles	411,583
Revenue Vehicle Miles	411,583
Revenue Vehicle Hours	31,143

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.44
Operating Expense per Passenger Trip	\$23.34
Passenger Trips per Total Vehicle Mile	0.10
Passenger Trips per Capita	0.24

Financial Performance

Operating Subsidy	\$895,921
Operating Subsidy Ratio	89%
Locally Derived Income	\$481,966
Locally Derived Income Per Operating Expense	\$0.48
Fare Recovery Ratio	11%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2004	Ford	18+2wc	Yes	Gas
1	2005	Ford	6+1wc	Yes	Gas
1	2006	Ford	12+2wc	Yes	Gas
1	2006	Ford	12	No	Gas
6	2008	Ford	12+2wc	Yes	Gas
3	2009	Ford	12+2wc	Yes	Gas
2	2009	Ford	8+1wc	Yes	Gas
2	2009	Ford	10	No	Gas
3	2010	Ford	8+1wc	Yes	Gas
1	2010	Dodge	2+1wc	Yes	Gas
21					



Hammond

6100 Southport Rd.
 Portage, IN 46368
 (219) 762-4767 FAX: (219) 764-3542
Contact: Kelly Wenger, Chief Accountant
Email: kwenger@nirpc.org

General Information

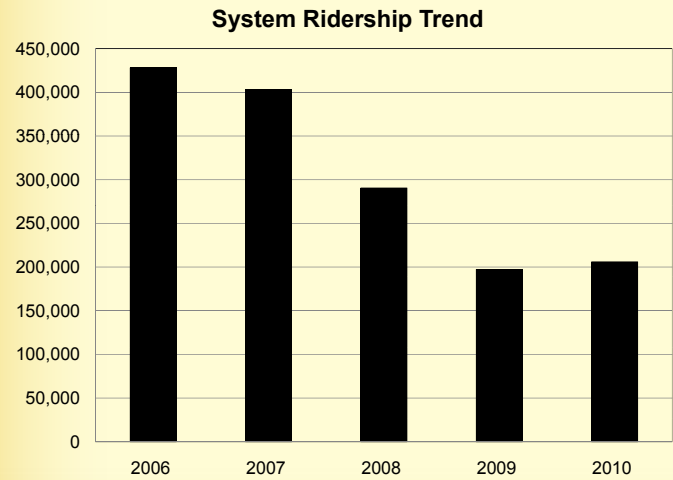
Type of Service Fixed Route and Paratransit
Service Area Northern Lake County
Service Population 83,000

Service Hours

Weekday 6:00 AM - 9:00 PM
Saturday 6:00 AM - 9:00 PM
Sunday NA

Fare Structure

Base \$1.25
Youth \$0.60
Elderly/Disabled \$0.60
Transfer FREE
Other/Special
 Monthly Pass Fixed Route \$45.00 (Senior \$18)
 Economy Fixed Route, 11 rides for \$12.50



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	0
Maintenance	0	3
Administration	4	2
	4	5

Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	5
Base Fleet	4
Fuel Consumption (gal)	87,585

Ridership Trends

2006	427,985
2007	403,258
2008	290,536
2009	197,382
2010	205,985

2010 Highlights

- January 1- Northwest Indiana Regional Bus Authority assumes responsibility for service formerly operated by City of Hammond.
- February - March - Public Meetings and Hearing held to propose and discuss service improvements. RFP issued for new service contract(s).
- June - Service Contracts awarded for reorganized and expanded Fixed Route and Paratransit services.
- August 2, reorganized and expanded service implemented.
- December - Fixed route contractor begins phasing in new contractor provided buses.

Hammond Fixed Route System



Operating Expense Summary

Operator Salaries/Wages	\$199,170
Other Salaries/Wages	\$0
Fringe	\$40,626
Services	\$50,017
Materials and Supplies	\$21,851
Utilities	\$5,483
Casualty/Liability	\$4,231
Purchased Transportation	\$2,556,971
Other	\$15,024
Total Expenses	\$2,893,373
Fixed Route Expenses	\$2,764,791
Demand Response Services	\$128,582

Revenue Summary

Fare Revenue	\$152,848
Contract/Other	\$0
Local Assistance	\$1,050,650
State Assistance	\$542,764
Federal Assistance	\$1,147,111
Total Revenue	\$2,893,373

Productivity

Total Passenger Boardings	205,985
Total Vehicle Miles	571,449
Revenue Vehicle Miles	516,389
Revenue Vehicle Hours	36,910

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.06
Operating Expense per Passenger Trip	\$14.05
Passenger Trips per Total Vehicle Mile	0.36
Passenger Trips per Capita	2.48

Financial Performance

Operating Subsidy	\$2,740,525
Operating Subsidy Ratio	95%
Locally Derived Income	\$1,203,498
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2002	Optima	Yes	25+2	Diesel
4	2003	Optima	Yes	29+2	Diesel
1	2003	Ford	Yes	12+2wc	Diesel
8					



Hancock County

312 E Main St, Suite A
 Greenfield, IN 46140
 (317) 462-1103 FAX: (317) 462-2843
Contact: Linda Hart, Executive Director
Email: linda.hart@hcssi.org

General Information

Type of Service Demand Response
Service Area Hancock County
Service Population 55,391

Service Hours

Weekday 7:00 AM - 5:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 in county; \$10.00 surrounding counties
Youth \$2.00 each way for 16 & older
 No charge for less than 16 years of age
Elderly/Disabled Donation or \$2.00 each way according to destination
Transfer NA
Other/Special NA

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	11
Maintenance	0	0
Administration	1	2
	<u>4</u>	<u>13</u>

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	12
Base Fleet	12
Fuel Consumption (gal)	10,467

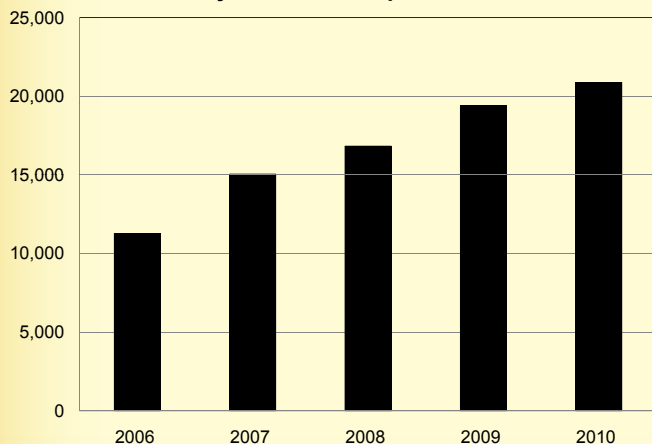
Ridership Trends

2006	11,281
2007	15,054
2008	16,831
2009	19,417
2010	20,873

2010 Highlights

- System participated in its first Indiana State Rodeo.
- Sixth year of increased ridership.
- Greatly reduced denials.
- Indianapolis Retirement Home Grant - A Central Indiana Community Foundation Fund.
- Increased hours of operation from eight to ten hours per day.
- Participated in regional Senior and Health Fairs.

System Ridership Trend



Hancock Area Rural Transit



Operating Expense Summary

Operator Salaries/Wages	\$161,828
Other Salaries/Wages	\$99,204
Fringe	\$46,205
Services	\$27,140
Materials and Supplies	\$32,718
Utilities	\$5,040
Casualty/Liability	\$13,431
Purchased Transportation	\$0
Other	\$15,368
Total Expenses	\$400,934
Fixed Route Expenses	\$0
Demand Response Services	\$400,934

Revenue Summary

Fare Revenue	\$33,353
Contract/Other	\$0
Local Assistance	\$126,489
State Assistance	\$57,301
Federal Assistance	\$183,791
Total Revenue	\$400,934

Productivity

Total Passenger Boardings	20,873
Total Vehicle Miles	186,061
Revenue Vehicle Miles	184,217
Revenue Vehicle Hours	16,126

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.15
Operating Expense per Passenger Trip	\$19.21
Passenger Trips per Total Vehicle Mile	0.11
Passenger Trips per Capita	0.38

Financial Performance

Operating Subsidy	\$367,581
Operating Subsidy Ratio	92%
Locally Derived Income	\$159,842
Locally Derived Income Per Operating Expense	\$0.40
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2001	Ford	5	No	Gas
1	2003	Chevy/Braun	5	Yes	Gas
1	2005	Chevy/Braun	5	Yes	Gas
1	2005	Ford	5	No	Gas
1	2006	Chevy/Braun	5	Yes	Gas
1	2007	Chevy/Braun	5	Yes	Gas
1	2007	Ford	5	No	Gas
2	2008	Chevy/Braun	5	Yes	Gas
1	2010	Chevy	4	No	Gas
1	2010	Dodge	4+2wc	Yes	Gas
1	2010	Ford	8+2wc	Yes	Gas
12					



Hendricks County

1001 Sycamore Ln.
 Danville, IN 46122
 (317) 745-4715 FAX: (317) 745-8271
Contact: Cindy Abner, CFO
Email: ceabner@sycamoreservices.com

General Information

Type of Service Demand Response
Service Area Hendricks County / Morgan County
Service Population 170,782

Service Hours

Weekday 6:00 AM - 6:00 PM / 7:00 AM - 5:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$3.00 (in-town), \$4.00 (in-county) / 4.00 (in-town), \$5.00 (in-county)
Youth FREE
Elderly/Disabled FREE
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	8	58
Maintenance	0	0
Administration	3	2
	<u>11</u>	<u>29</u>

Operation Characteristics

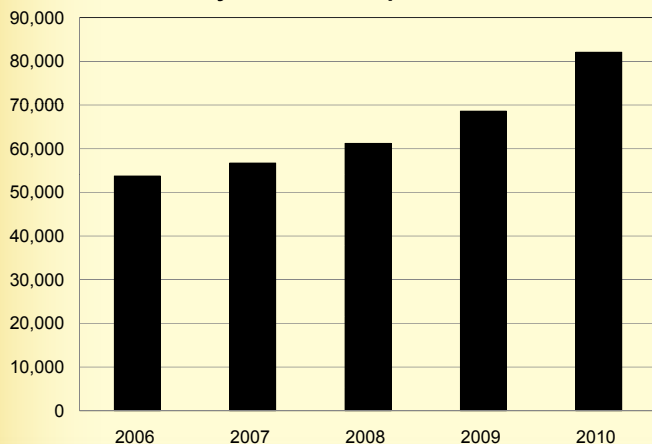
Revenue Vehicles	42
Peak Hour Fleet	42
Base Fleet	30
Fuel Consumption (gal)	57,393

Ridership Trends

2006	53,761
2007	56,734
2008	61,240
2009	68,609
2010	82,099

2010 Highlights

System Ridership Trend



LINK Hendricks County/CASMC



Operating Expense Summary

Operator Salaries/Wages	\$349,180
Other Salaries/Wages	\$293,015
Fringe	\$59,666
Services	\$42,671
Materials and Supplies	\$175,834
Utilities	\$19,637
Casualty/Liability	\$48,762
Purchased Transportation	\$0
Other	\$17,357
Total Expenses	\$1,006,122
Fixed Route Expenses	\$0
Demand Response Services	\$1,006,122

Revenue Summary

Fare Revenue	\$59,386
Contract/Other	\$0
Local Assistance	\$301,004
State Assistance	\$172,364
Federal Assistance	\$473,368
Total Revenue	\$1,006,122

Productivity

Total Passenger Boardings	82,099
Total Vehicle Miles	778,385
Revenue Vehicle Miles	778,031
Revenue Vehicle Hours	59,295

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.29
Operating Expense per Passenger Trip	\$12.25
Passenger Trips per Total Vehicle Mile	0.11
Passenger Trips per Capita	0.48

Financial Performance

Operating Subsidy	\$946,736
Operating Subsidy Ratio	94%
Locally Derived Income	\$360,390
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	Ford	11	No	Gas
1	1999	GMC	2wc	Yes	Gas
1	2000	Dodge	4+1wc	Yes	Gas
1	2000	Dodge	7+1wc	Yes	Gas
1	2001	Chevy	5	No	Gas
1	2002	Dodge	14+3wc	Yes	Gas
1	2003	Ford	14	No	Gas
1	2004	Ford	4+1wc	Yes	Gas
1	2005	Chevy	6+2wc	Yes	Gas
3	2006	Dodge	7	No	Gas
1	2006	Ford	5	No	Gas
1	2006	Ford	12+2wc	Yes	Gas
2	2006	Ford	9+1wc	Yes	Gas
1	2006	Chevy	5+1wc	Yes	Gas
2	2007	Chevy	6+2wc	Yes	Gas
2	2007	Dodge	5	No	Gas
1	2007	Ford	9+2wc	Yes	Gas
1	2008	Chevy	6+1wc	Yes	Gas
4	2008	Chevy	4+2wc	Yes	Gas
2	2008	Chevy	5+1wc	Yes	Gas
1	2008	Ford	8+2wc	Yes	Gas
3	2009	Ford	8+2wc	Yes	Gas
3	2009	Ford	8+1wc	Yes	Gas
6	2010	Ford	10+2wc	Yes	Gas

42



Huntingburg

508 E. 4th St.
 Huntingburg, IN 47542
 (812) 683-2211 FAX: (812) 683-5661
Contact: Jacque Lueken, Transit Administrator
Email: jlueken@huntingburg-in.gov

General Information

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

Service Hours

Weekday 9:00 AM - 4:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$1.00
Transfer NA
Other/Special

Personnel

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

Operation Characteristics

Revenue Vehicles	3
Peak Hour Fleet	2
Base Fleet	2
Fuel Consumption (gal)	2,848

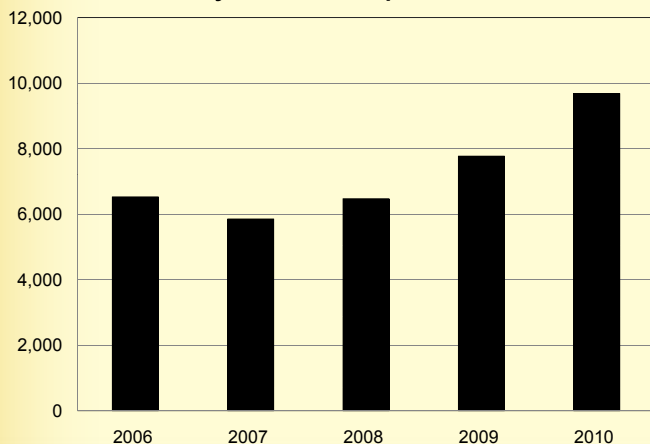
Ridership Trends

2006	6,531
2007	5,857
2008	6,476
2009	7,775
2010	9,684

2010 Highlights

- The Huntingburg Transit System showed an increase of 1,909 passenger boardings from the previous year.
- Transit Administration attended the Train-the-Trainer Course in Columbus.
- Continued Passenger Assistance Training for Drivers and conducted transit staff meetings.
- Passenger survey was conducted in October 2010 with results shared with all transit staff.
- New 2010 Ford GCII received in June 2010.

System Ridership Trend



Huntingburg Transit System



Operating Expense Summary

Operator Salaries/Wages	\$45,695
Other Salaries/Wages	\$14,039
Fringe	\$16,058
Services	\$4,527
Materials and Supplies	\$6,336
Utilities	\$3,000
Casualty/Liability	\$2,155
Purchased Transportation	\$0
Other	\$1,064
Total Expenses	\$92,874
Fixed Route Expenses	\$0
Demand Response Services	\$92,874

Revenue Summary

Fare Revenue	\$6,792
Contract/Other	\$0
Local Assistance	\$27,863
State Assistance	\$15,178
Federal Assistance	\$43,041
Total Revenue	\$92,874

Productivity

Total Passenger Boardings	9,684
Total Vehicle Miles	16,944
Revenue Vehicle Miles	16,611
Revenue Vehicle Hours	1,743

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.48
Operating Expense per Passenger Trip	\$9.59
Passenger Trips per Total Vehicle Mile	0.57
Passenger Trips per Capita	1.73

Financial Performance

Operating Subsidy	\$86,082
Operating Subsidy Ratio	93%
Locally Derived Income	\$34,655
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Dodge	12+2wc	Yes	Gas
1	2008	Ford	8+2wc	Yes	Gas
1	2010	Ford	14+2wc	Yes	Gas
3					



Huntington County

354 N. Jefferson St.
 Huntington, IN 46750
 (260) 356-3006 FAX: (260) 356-3007
Contact: Holly Saunders, Executive Director
Email: holly.saunders@huntington.in.us

General Information

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

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 City of Huntington, \$3.00 from city out 8 miles, \$4.00 beyond 8 miles from city limits
Youth Same as base
Elderly/Disabled Elderly - donation; Disabled - same as base
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	3	10
Maintenance	0	0
Administration	2	3
	<u>5</u>	<u>13</u>

Operation Characteristics

Revenue Vehicles	17
Peak Hour Fleet	0
Base Fleet	0
Fuel Consumption (gal)	17,936

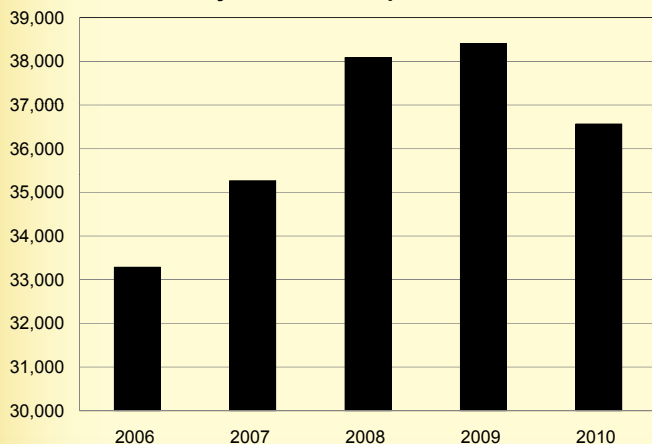
Ridership Trends

2006	33,289
2007	35,272
2008	38,089
2009	38,409
2010	36,567

2010 Highlights

- We acquired the first Small Transit Vehicle to our fleet, through ARRA funds.
- We acquired three low-floor mini vans, computers, transit software, two-way radios and a new antenna, fare box stands, and other office and maintenance supplies through ARRA funds.
- We purchased property with a building to house the transit offices along with the Council on Aging offices, after we have major renovations done. The property also has a large pole building for our vehicles.

System Ridership Trend





Huntington Area Transportation

Operating Expense Summary

Operator Salaries/Wages	\$221,865
Other Salaries/Wages	\$106,184
Fringe	\$28,076
Services	\$1
Materials and Supplies	\$66,286
Utilities	\$4,058
Casualty/Liability	\$28,714
Purchased Transportation	\$8,402
Other	\$60,902
Total Expenses	\$524,488
Fixed Route Expenses	\$0
Demand Response Services	\$524,488

Revenue Summary

Fare Revenue	\$34,848
Contract/Other	\$0
Local Assistance	\$162,733
State Assistance	\$82,088
Federal Assistance	\$244,819
Total Revenue	\$524,488

Productivity

Total Passenger Boardings	36,567
Total Vehicle Miles	248,164
Revenue Vehicle Miles	246,769
Revenue Vehicle Hours	20,126

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.11
Operating Expense per Passenger Trip	\$14.34
Passenger Trips per Total Vehicle Mile	0.15
Passenger Trips per Capita	0.96

Financial Performance

Operating Subsidy	\$489,640
Operating Subsidy Ratio	93%
Locally Derived Income	\$197,581
Locally Derived Income Per Operating Expense	\$0.38
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	Mercury	4	No	Gas
1	2000	Dodge	9+2wc	Yes	Gas
1	2001	Dodge	13	No	Gas
1	2003	Dodge	6	No	Gas
1	2003	Buick	4	No	Gas
1	2005	Dodge	6	No	Gas
2	2005	Chevy/Braun	4+1wc	Yes	Gas
1	2007	Chevy/Braun	5	Yes	Gas
1	2007	Ford	8	Yes	Gas
3	2008	Chevy/Braun	5	Yes	Gas
3	2010	Dodge	4+1wc	Yes	Gas
1	2010	Ford	8	Yes	Gas
17					



Indianapolis

1501 West Washington St.

Indianapolis, IN 46222

(317) 614-2100 FAX: (317) 635-6585

Contact: Mike Terry, President/CEO

Email: mterry@indygo.net

General Information

Type of Service Fixed Route and Demand Response
Service Area Indianapolis Metropolitan Area
Service Population 791,926

Service Hours

Weekday 4:09 AM - 12:37 AM
Saturday 5:46 AM - 12:41 AM
Sunday 6:32 AM - 10:00 PM

Fare Structure

Base \$1.75
Youth \$0.85
Elderly/Disabled \$0.85
Transfer NA
Other/Special
 Monthly Pass \$60/\$30
 Demand Response \$3.50; Day Pass \$4.00

Personnel

	Full-Time	Part-Time
Operations	370	7
Maintenance	79	0
Administration	33	0
	<u>482</u>	<u>7</u>

Operation Characteristics

Revenue Vehicles	224
Peak Hour Fleet	194
Base Fleet	129
Fuel Consumption (gal)	2,127,411

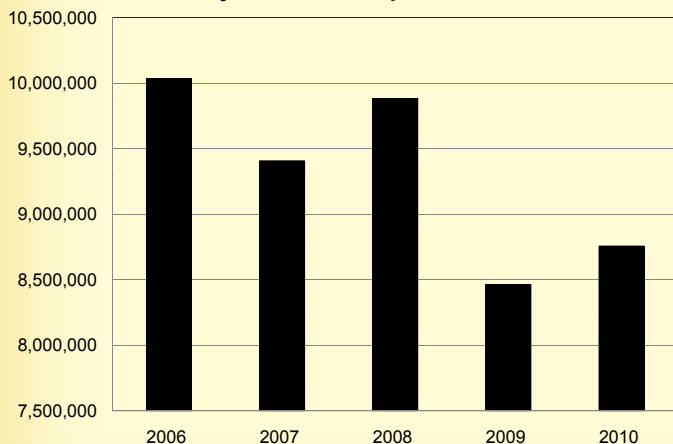
Ridership Trends

2006	10,033,477
2007	9,408,226
2008	9,883,684
2009	8,463,419
2010	8,757,876

2010 Highlights

- IndyGo delivered 8,507,644 passenger trips in 2010, a 3.6% increase over the previous year. (This does not include paratransit ridership.)
- IndyGo purchased 22 new buses using grant dollars, local funds and ARRA stimulus money. Eleven of these buses were converted to hybrid using an Electric Hybrid Grant from Senator Richard Lugar.
- Using ARRA funding, IndyGo made several updates inside its facility, including the installation of new hydraulic bus lifts, efficient lighting and energy systems and a high-tech training center for operators.
- Greg Ballard, Mayor of Indianapolis, named IndyGo the winner of a 2010 Indianapolis Sustainability Award in the program's Air category.
- IndyGo launched its free online trip planner as a way to encourage local residents and visitors to use public transportation.
- IndyGo installed the following transit amenities throughout Indianapolis: 5 shelters, 8 benches, 19 bike racks, 266 linear feet of sidewalk, 2 curb ramps, 28 solar shelter lights and 4 solar bus stop lights.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$10,989,881
Other Salaries/Wages	\$6,343,777
Fringe	\$10,467,859
Services	\$9,698,596
Materials and Supplies	\$7,813,885
Utilities	\$639,720
Casualty/Liability	\$2,471,018
Purchased Transportation	\$8,794,910
Other	\$132,921
Total Expenses	\$57,352,567
Fixed Route Expenses	\$48,960,333
Demand Response Services	\$8,392,234

Revenue Summary

Fare Revenue	\$9,862,597
Contract/Other	\$1,213,412
Local Assistance	\$22,268,777
State Assistance	\$11,157,583
Federal Assistance	\$12,850,198
Total Revenue	\$57,352,567

Productivity

Total Passenger Boardings	8,757,876
Total Vehicle Miles	10,907,886
Revenue Vehicle Miles	9,371,923
Revenue Vehicle Hours	627,561

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.26
Operating Expense per Passenger Trip	\$6.55
Passenger Trips per Total Vehicle Mile	0.80
Passenger Trips per Capita	11.06

Financial Performance

Operating Subsidy	\$46,276,558
Operating Subsidy Ratio	81%
Locally Derived Income	\$33,344,786
Locally Derived Income Per Operating Expense	\$0.58
Fare Recovery Ratio	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
29	1997	Gillig	Yes	44+2wc	Diesel
9	1998	Gillig	Yes	44+2wc	Diesel
24	2000	Gillig	Yes	23+2wc	Diesel
25	2000	Gillig	Yes	28+2wc	Diesel
25	2000	Gillig	Yes	38+2wc	Diesel
24	2003	Gillig	Yes	38+2wc	Diesel
2	2004	Gillig	Yes	38+2wc	Dual
5	2006	Ford	Yes	14+4wc	Diesel
1	2006	Dodge	Yes	22+2wc	Diesel
10	2007	Gillig	Yes	38+2wc	Diesel
3	2008	Chevy	Yes	14+4wc	Diesel
57	2009	Chevy	Yes	12+4wc	Diesel
10	2009	Dodge	Yes	14+4wc	Diesel
224					



Jay Randolph Delaware...

1701 Pilgrim Blvd.
 Yorktown, IN 47396
 (765) 759-5926 FAX: (765) 759-6737
Contact: Kevin Jeffers, Transportation Manager
Email: kjeffers@lifestreaminc.org

General Information

Type of Service Demand Response
Service Area Blackford, Delaware, Grant, Henry, Jay, Randolph Counties
Service Population 187,405

Service Hours

Weekday 7:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base NA
Youth \$4.00
Elderly/Disabled \$2.50
Transfer FREE
Other/Special
 \$33 Monthly Rider Youth Pass
 \$25 Monthly Rider Elderly Pass

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	16	5
Maintenance	0	0
Administration	4	0
	<u>20</u>	<u>5</u>

Operation Characteristics

Revenue Vehicles	28
Peak Hour Fleet	17
Base Fleet	12
Fuel Consumption (gal)	63,165

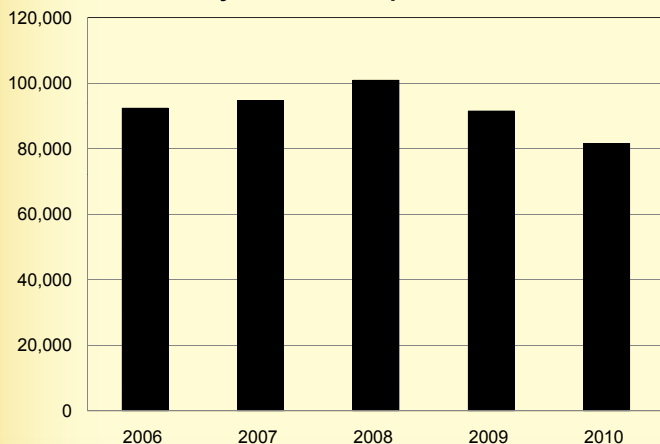
Ridership Trends

2006	92,369
2007	94,610
2008	100,904
2009	91,496
2010	81,636

2010 Highlights

- Included 10 new vehicles into the fleet operation thanks to ARRA funds.
- Added a 3rd Dispatcher/Scheduler to meet call demand.
- Continued county-to-county connections.
- Restructured Henry County transit service to meet service requirements.
- Opened up more demand-response opportunities in Grant County.

System Ridership Trend



The New InterUrban



Operating Expense Summary

Operator Salaries/Wages	\$444,868
Other Salaries/Wages	\$0
Fringe	\$132,268
Services	\$94,786
Materials and Supplies	\$187,620
Utilities	\$22,084
Casualty/Liability	\$63,144
Purchased Transportation	\$20,900
Other	\$344,033
Total Expenses	\$1,309,703
Fixed Route Expenses	\$0
Demand Response Services	\$1,309,703

Revenue Summary

Fare Revenue	\$41,108
Contract/Other	\$0
Local Assistance	\$433,816
State Assistance	\$200,481
Federal Assistance	\$634,298
Total Revenue	\$1,309,703

Productivity

Total Passenger Boardings	81,636
Total Vehicle Miles	584,856
Revenue Vehicle Miles	581,102
Revenue Vehicle Hours	35,324

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.24
Operating Expense per Passenger Trip	\$16.04
Passenger Trips per Total Vehicle Mile	0.14
Passenger Trips per Capita	0.44

Financial Performance

Operating Subsidy	\$1,268,595
Operating Subsidy Ratio	97%
Locally Derived Income	\$474,924
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	3%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1999	GMC	15	No	Gas
1	1999	Ford	15	No	Gas
1	2003	Dodge	12+2wc	Yes	Gas
1	2003	Ford	14	No	Gas
2	2004	Ford	11+2wc	Yes	Gas
2	2005	Ford	11+2wc	Yes	Gas
2	2006	Ford	11+2wc	Yes	Gas
3	2007	Ford	11+2wc	Yes	Gas
2	2008	Ford	8+2wc	Yes	Gas
3	2009	Ford	8+2wc	Yes	Gas
10	2010	Ford	8+2wc	Yes	Gas
28					



Johnson County

3500 N Morton Ave. / PO Box 216

Franklin, IN 46131

(317) 738-5523 FAX: (317) 738-5515

Contact: Becky Allen, Director

Email: beckyallen2@gmail.com

General Information

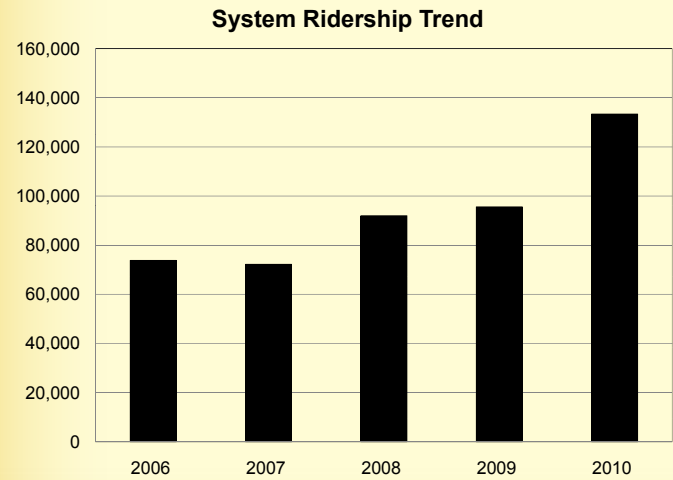
Type of Service	Demand Response / Flexible Fixed Route
Service Area	Johnson, Shelby, and Brown Counties
Service Population	137,574

Service Hours

Weekday	Johnson Dial a Ride 5:30 AM
Saturday	Johnson only 9:00 AM - 5:00 PM
Sunday	NA

Fare Structure

Base	Johnson and Brown \$3.50 in-county, \$5.00 (county to county) Connector \$1.50 ShelbyGo \$3.00
Youth	Same as above
Elderly/Disabled	Same as above except Shelby and Brown Elderly Donation Only
Transfer	FREE
Other/Special	An additional dollar for over the county line Multi ride discounts so for every 10 trips (ticket) purchased a free one is given, Connector day pass \$3, Monthly \$25



Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	28	20
Maintenance	0	0
Administration	2	2
	<u>30</u>	<u>22</u>

Operation Characteristics

Revenue Vehicles	41
Peak Hour Fleet	29
Base Fleet	29
Fuel Consumption (gal)	73,362

Ridership Trends

2006	73,852
2007	72,261
2008	92,032
2009	95,622
2010	133,405

2010 Highlights

- Total ridership for all three counties Johnson, Shelby, Brown was 133,405.
- Continued service - networking with Johnson County Senior Services, including Access purchase of "overflow" trips.
- Driver Joe Dean won 2nd place in the Statewide "Roadeo" in 2010. He placed 4th in National "Roadeo".
- Took delivery of 21 new ARRA/Stimulus funded vehicles for Johnson, Shelby, and Brown Counties.
- Ongoing coordination with IndyGo, Central Indiana Regional Transit Authority, and circle counties.



Access Johnson County, ShelbyGo, and Access Brown County

Operating Expense Summary

Operator Salaries/Wages	\$621,017
Other Salaries/Wages	\$0
Fringe	\$80,433
Services	\$118,405
Materials and Supplies	\$143,152
Utilities	\$28,133
Casualty/Liability	\$50,791
Purchased Transportation	\$505,867
Other	\$483,420
Total Expenses	\$2,031,218
Fixed Route Expenses	\$507,804
Demand Response Services	\$1,523,414

Revenue Summary

Fare Revenue	\$135,598
Contract/Other	\$0
Local Assistance	\$713,577
State Assistance	\$234,265
Federal Assistance	\$947,778
Total Revenue	\$2,031,218

Productivity

Total Passenger Boardings	133,405
Total Vehicle Miles	921,306
Revenue Vehicle Miles	921,306
Revenue Vehicle Hours	70,784

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.20
Operating Expense per Passenger Trip	\$15.23
Passenger Trips per Total Vehicle Mile	0.14
Passenger Trips per Capita	0.97

Financial Performance

Operating Subsidy	\$1,895,620
Operating Subsidy Ratio	93%
Locally Derived Income	\$849,175
Locally Derived Income Per Operating Expense	\$0.42
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2005	Chevy	3+2wc	Yes	Gas
1	2005	Chevy	5+2wc	Yes	Gas
1	2005	Chevy	4+2wc	Yes	Gas
2	2006	Ford	12+2wc	Yes	Gas
2	2006	Chevy	5+2wc	Yes	Gas
1	2006	Chevy	3+2wc	Yes	Gas
2	2007	Ford	14+2wc	Yes	Gas
1	2007	Ford	12+2wc	Yes	Gas
2	2008	Ford	8+2wc	Yes	Gas
1	2008	Ford	12+2wc	Yes	Gas
5	2008	Chevy	5+2wc	Yes	Gas
1	2008	Ford	14+2wc	Yes	Gas
1	2008	Chevy	4+2wc	Yes	Gas
1	2010	Ford	4	No	Gas
8	2010	Ford	8+2wc	Yes	Gas
5	2010	Ford	12+2wc	Yes	Gas
6	2010	Ford	16+2wc	Yes	Gas
41					



KIRPC

115 E. Fourth St, P.O, Box 127
 Monon, IN 47959

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

Contact: Randy Mitchell, Transportation Manager

Email: rmittell@urhere.net

General Information

Type of Service Demand Response
Service Area Jasper, Pulaski and Starke County
Service Population 67,354

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$1.00 (\$1.25 Starke)
Youth \$1.00 (\$1.25 Starke)
Elderly/Disabled \$1.00 (\$1.25 Starke)
Transfer NA
Other/Special
 Monthly Pass 12 for \$60/\$20 for elderly/disabled
 \$6 ticket value for \$5 (Starke)

Personnel

	Full-Time	Part-Time
Operations	8	11
Maintenance	0	0
Administration	6	6
	<u>14</u>	<u>17</u>

Operation Characteristics

Revenue Vehicles	32
Peak Hour Fleet	16
Base Fleet	18
Fuel Consumption (gal)	29,913

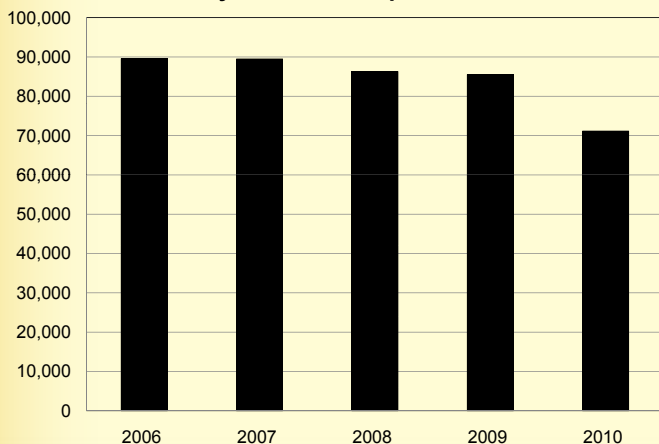
Ridership Trends

2006	89,547
2007	89,498
2008	86,301
2009	85,509
2010	71,150

2010 Highlights

- Added 8 new busses from ARRA funding.
- Created a new marketing brochure throughout Jasper County to attract new riders.
- Jasper County restructured the Transportation Advisory Committee to bring in new sectors of representation
- Ridership increased by 12% in Starke County over 2009 and had a 20% increase in passenger miles.
- Focused on workers throughout Starke County to increase riders to and from work.
- Participated in Senior and Health Fairs throughout the region.

System Ridership Trend





Arrowhead Country Public Transit Service

Operating Expense Summary

Operator Salaries/Wages	\$246,236
Other Salaries/Wages	\$238,801
Fringe	\$169,395
Services	\$41,462
Materials and Supplies	\$85,570
Utilities	\$17,978
Casualty/Liability	\$32,767
Purchased Transportation	\$0
Other	\$35,455
Total Expenses	\$867,664
Fixed Route Expenses	\$0
Demand Response Services	\$867,664

Revenue Summary

Fare Revenue	\$55,233
Contract/Other	\$7,670
Local Assistance	\$226,625
State Assistance	\$175,756
Federal Assistance	\$402,380
Total Revenue	\$867,664

Productivity

Total Passenger Boardings	71,150
Total Vehicle Miles	344,618
Revenue Vehicle Miles	327,694
Revenue Vehicle Hours	19,613

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.52
Operating Expense per Passenger Trip	\$12.19
Passenger Trips per Total Vehicle Mile	0.21
Passenger Trips per Capita	1.06

Financial Performance

Operating Subsidy	\$804,761
Operating Subsidy Ratio	93%
Locally Derived Income	\$289,528
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1999	Ford	5	No	Gas
1	2000	Chevy	22	No	Gas
1	2001	Chevy	22	No	Gas
1	2001	Dodge	9+2wc	Yes	Gas
1	2002	Dodge	12	No	Gas
1	2003	Chevy	29+1wc	Yes	Gas
2	2005	Ford	9+2wc	Yes	Gas
1	2005	Chevy	26	No	Gas
1	2005	Dodge	6+2wc	Yes	Gas
1	2005	Buick	4	No	Gas
1	2006	Ford	7+1wc	Yes	Gas
1	2006	Ford	9+2wc	Yes	Gas
1	2006	Dodge	6	No	Gas
1	2007	Chevy	22	No	Gas
1	2007	Dodge	5	No	Gas
2	2007	Ford	11	No	Gas
1	2007	Dodge	6	No	Gas
1	2008	Chevy	4+1wc	Yes	Gas
1	2008	Chevy	26	No	Gas
1	2008	GMC	30	No	Gas
2	2009	Ford	8+2wc	Yes	Gas
4	2010	Dodge	8+2wc	Yes	Gas
4	2010	Ford	8+2wc	Yes	Gas
32					



Knox County

2009 Prospect Ave.
 Vincennes, IN 47591
 (812) 886-3381 FAX: (812) 882-2186
Contact: Michele Shake, Transportation Coordinator
Email: mshake@bettyejmccormick.org

General Information

Type of Service Demand Response and Deviated
 Fixed Routes
Service Area Knox County
Service Population 39,256

Service Hours

Weekday 6:00 AM - 5:00 PM
Saturday By Appointment only
Sunday By Appointment only

Fare Structure

Base \$2.00 in city limits
 \$3.00 and up for county rides
 depending on zones
Youth \$2.00 in city limits
 \$3.00 and up for county rides
 depending on zones
Elderly/Disabled \$2.00 in city limits
 \$3.00 and up for county rides
 depending on zones
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	13
Maintenance	0	0
Administration	2	2
	<u>6</u>	<u>15</u>

Operation Characteristics

Revenue Vehicles	19
Peak Hour Fleet	15
Base Fleet	10
Fuel Consumption (gal)	37,957

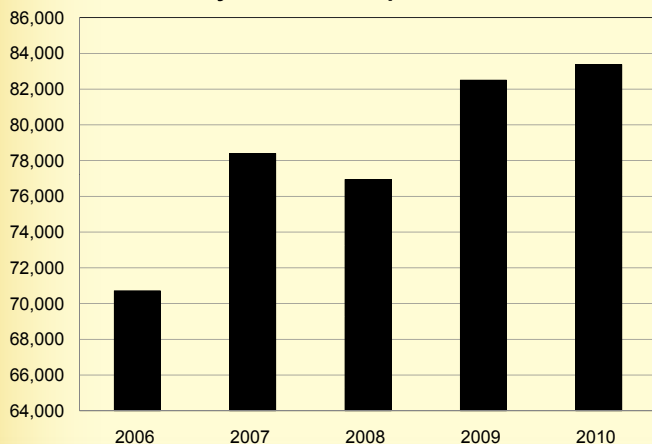
Ridership Trends

2006	70,717
2007	78,402
2008	76,941
2009	82,507
2010	83,378

2010 Highlights

- Phase 1 AARA - 90% purchases complete.
- Hired Marketing Coordinator.
- Ran a "Tools for School" Campaign which generated 385 school items for local students.
- Expanded some of our routes.
- Established Night/Weekend hours for theater, swimming and church services.
- Participated in several community events such as - Christmas Parade of Lights, Rendezvous, Ag Day and Senior Fair.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$314,974
Other Salaries/Wages	\$30,206
Fringe	\$54,666
Services	\$957
Materials and Supplies	\$148,063
Utilities	\$15,816
Casualty/Liability	\$31,827
Purchased Transportation	\$0
Other	\$218,957
Total Expenses	\$815,466
Fixed Route Expenses	\$0
Demand Response Services	\$815,466

Revenue Summary

Fare Revenue	\$29,385
Contract/Other	\$0
Local Assistance	\$239,631
State Assistance	\$161,139
Federal Assistance	\$385,311
Total Revenue	\$815,466

Productivity

Total Passenger Boardings	83,378
Total Vehicle Miles	315,982
Revenue Vehicle Miles	313,540
Revenue Vehicle Hours	19,520

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.58
Operating Expense per Passenger Trip	\$9.78
Passenger Trips per Total Vehicle Mile	0.26
Passenger Trips per Capita	2.12

Financial Performance

Operating Subsidy	\$786,081
Operating Subsidy Ratio	96%
Locally Derived Income	\$269,016
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	4%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2000	Ford	18+2wc	Yes	Gas
1	2002	Ford	18+2wc	Yes	Gas
1	2002	Dodge	12+2wc	Yes	Gas
1	2003	Dodge	10+2wc	Yes	Gas
1	2003	Chevy	6+1wc	Yes	Gas
1	2003	Ford	18+4wc	Yes	Gas
1	2005	Chevy	5	No	Gas
1	2005	Ford	11+2wc	Yes	Gas
2	2006	Ford	10+2wc	Yes	Gas
1	2007	Chevy	7+1wc	Yes	Gas
1	2007	Ford	21+2wc	Yes	Gas
1	2008	Ford	16+2wc	Yes	Gas
1	2008	Ford	12+2wc	Yes	Gas
1	2009	Ford	8+2wc	Yes	Gas
1	2009	Ford	14+2wc	Yes	Gas
2	2010	Ford	8+2wc	Yes	Gas
1	2011	Ford	16+4wc	Yes	Gas
19					



Kokomo

209 S. Union St.
 Kokomo, IN 46901
 (765) 456-2336 FAX: (765) 459-9184
Contact: Larry A. Ives, Transportation Director
Email: khcgcc@aol.com.

General Information

Type of Service Fixed Route and Demand Response
Service Area Kokomo Urbanized Area
Service Population 63,739

Service Hours

Weekday DR/DT-24/7, DR/DO 8:00 AM - 4:00 PM, DO/MB 6:30 AM - 6:00 PM
Saturday DR/DT - 24/7
Sunday DR/DT - 24/7

Fare Structure

Base DR/DT-\$7.50 1st 2 miles, DO/DR-Contribution, DO/MB Free
Youth NA
Elderly/Disabled DR/DT-\$7.50 1st 2 miles, half fare when DO/DR not operating
Transfer free for DO/MB
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	19	15
Maintenance	1	9
Administration	2	10
	<u>22</u>	<u>34</u>

Operation Characteristics

Revenue Vehicles	49
Peak Hour Fleet	34
Base Fleet	26
Fuel Consumption (gal)	104,831

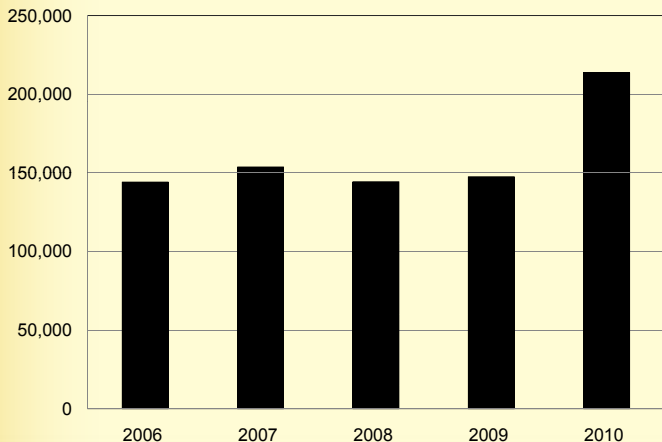
Ridership Trends

2006	144,217
2007	153,803
2008	144,415
2009	147,601
2010	213,633

2010 Highlights

- In September 2010 we began a fixed route (DO/MB) bus system consisting of two routes, one North to South and one East to West.
- Additionally, we purchased a building and renovated the facility for a new transit center. Total cost of buses and transit facility was \$1.5 million dollars, paid for by \$1 million in ARRA funds, \$400,000 from FTA 5307, and \$100,000 local.
- Ridership has averaged over 400 passengers per day.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$379,415
Other Salaries/Wages	\$214,540
Fringe	\$290,090
Services	\$72,250
Materials and Supplies	\$161,136
Utilities	\$8,452
Casualty/Liability	\$0
Purchased Transportation	\$975,091
Other	\$15,893
Total Expenses	\$2,116,867
Fixed Route Expenses	\$97,446
Demand Response Services	\$2,019,421

Revenue Summary

Fare Revenue	\$403,201
Contract/Other	\$0
Local Assistance	\$469,950
State Assistance	\$393,716
Federal Assistance	\$850,000
Total Revenue	\$2,116,867

Productivity

Total Passenger Boardings	213,633
Total Vehicle Miles	1,193,254
Revenue Vehicle Miles	946,781
Revenue Vehicle Hours	100,925

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.77
Operating Expense per Passenger Trip	\$9.91
Passenger Trips per Total Vehicle Mile	0.18
Passenger Trips per Capita	3.35

Financial Performance

Operating Subsidy	\$1,713,666
Operating Subsidy Ratio	81%
Locally Derived Income	\$873,151
Locally Derived Income Per Operating Expense	\$0.41
Fare Recovery Ratio	19%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2002	Ford	Yes	12+2wc	Diesel
2	2004	Ford	Yes	12+2wc	Diesel
4	2006	Ford	Yes	12+2wc	Diesel
2	2007	Ford	Yes	12+2wc	Diesel
2	2008	Chev	Yes	12+2wc	Diesel
1	2009	Ford	Yes	12+2wc	Diesel
1	2009	Ford	Yes	12+2wc	Deisel
1	2008	Chrysler	Yes	6+1wc	Gas
1	2009	Chrysler	Yes	6+1wc	Gas
2	2010	Freightliner	Yes	28+2wc	Deisel
32	Vehicles used by private contractor for First City Rider Program				
49					



Kosciusko County

1804 East Winona Ave.

Warsaw, IN 46580

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

Contact: Matt Boren, Transportation General Manager

Email: matt.boren@cardinalservices.org

General Information

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

Service Hours

Weekday	5:30 AM - 8:00 PM
Saturday	NA
Sunday	NA

Fare Structure

Base	0-10 miles = \$1.00, 11-25 miles = \$2.00, 26+ miles = \$3.00
Youth	NA
Elderly/Disabled	NA
Transfer	FREE
Other/Special	

Same Day Fee: Add \$4.00 to the appropriate fare.

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	9	3
Maintenance	1	0
Administration	3	0
	<u>13</u>	<u>3</u>

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	9
Base Fleet	9
Fuel Consumption (gal)	25,731

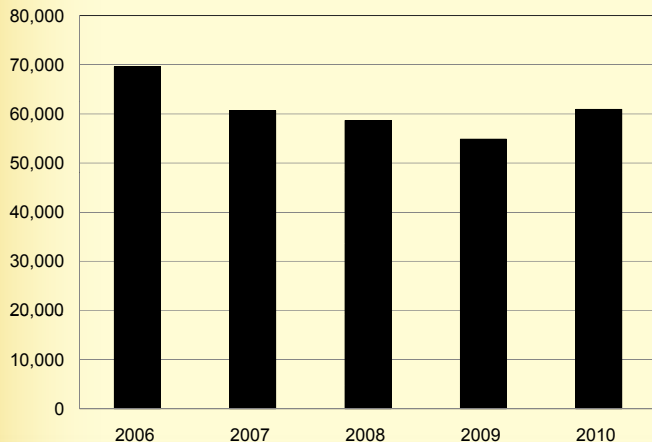
Ridership Trends

2006	69,579
2007	60,671
2008	58,666
2009	54,884
2010	60,944

2010 Highlights

- Two new county routes were implemented to better serve all of Kosciusko County.
- Hours of operation were expanded to M-F 5:30am until 8:00pm.
- Fare structure was redefined and based off of distance traveled per trip rather than proximity to the bus company location.
- A five-year trend of decreasing ridership was ended in 2010. Ridership was increased by 6,060 rides.

System Ridership Trend



Kosciusko Area Bus Service



Operating Expense Summary

Operator Salaries/Wages	\$217,545
Other Salaries/Wages	\$79,210
Fringe	\$156,659
Services	\$24,855
Materials and Supplies	\$82,720
Utilities	\$10,938
Casualty/Liability	\$24,400
Purchased Transportation	\$0
Other	\$79,323
Total Expenses	\$675,650
Fixed Route Expenses	\$0
Demand Response Services	\$675,650

Revenue Summary

Fare Revenue	\$32,539
Contract/Other	\$0
Local Assistance	\$214,957
State Assistance	\$106,598
Federal Assistance	\$321,556
Total Revenue	\$675,650

Productivity

Total Passenger Boardings	60,944
Total Vehicle Miles	222,345
Revenue Vehicle Miles	222,345
Revenue Vehicle Hours	14,918

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.04
Operating Expense per Passenger Trip	\$11.09
Passenger Trips per Total Vehicle Mile	0.27
Passenger Trips per Capita	0.82

Financial Performance

Operating Subsidy	\$643,111
Operating Subsidy Ratio	95%
Locally Derived Income	\$247,496
Locally Derived Income Per Operating Expense	\$0.37
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2000	Dodge	9+2wc	Yes	Gas
1	2002	Ford	18+2wc	Yes	Diesel
1	2003	Ford	12+2wc	Yes	Diesel
1	2003	Ford	18+2wc	Yes	Diesel
1	2004	Ford	16+2wc	Yes	Diesel
1	2005	Ford	18+2wc	Yes	Diesel
1	2006	Ford	18+2wc	Yes	Diesel
1	2006	Ford	12+2wc	Yes	Gas
1	2007	Ford	12+2wc	Yes	Gas
1	2008	Ford	18+2wc	Yes	Gas
1	2008	Ford	12+2wc	Yes	Gas
11					



Lafayette

1250 Canal Rd., Box 588

Lafayette, IN 47902

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

Contact: Martin B. Sennett, General Manager

Email: msennett@gocitybus.com

General Information

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

Service Hours

Weekday	6:00 AM - 12:40 AM (M-Th);
Saturday	6:00 AM - 3:20 AM
Sunday	8:45 AM - 6:40 PM

Fare Structure

Base	\$1.00
Youth	FREE
Elderly/Disabled	\$0.50
Transfer	FREE
Other/Special	
Pass \$28.00/Month, E&D Pass \$14.00/Month, Token \$.75/ride, Day Pass \$2.00 Demand Response Fare (ACCESS) \$2.00 /ride	

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	82	20
Maintenance	13	0
Administration	18	2
	<hr/>	<hr/>
	113	22

Operation Characteristics

Revenue Vehicles	72
Peak Hour Fleet	60
Base Fleet	46
Fuel Consumption (gal)	435,238

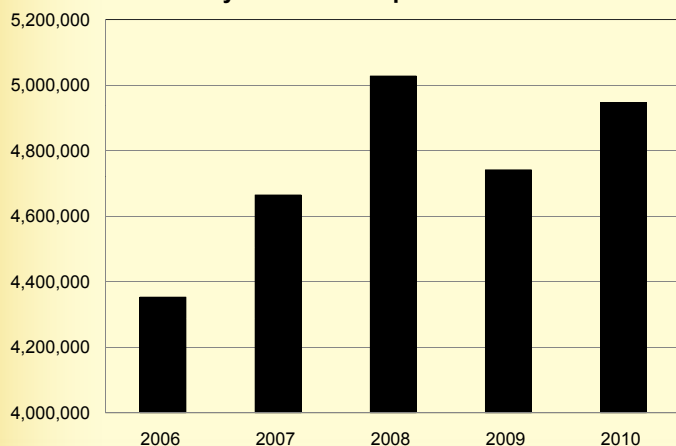
Ridership Trends

2006	4,353,181
2007	4,664,881
2008	5,028,088
2009	4,741,647
2010	4,946,242

2010 Highlights

- CityBus placed two 40-foot hybrid low floor buses and three 60-foot Hybrid articulated buses in service, bringing the fleet to 20% hybrid.
- CityBus used a New Freedom grant to expand travel training services to a full time position.
- Construction of three wind turbines was awarded with construction to begin in early 2011. CityBus will power its administration and maintenance facilities with renewable wind energy.
- Ridership grew by 4.3% to 4.9 million rides.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$3,191,970
Other Salaries/Wages	\$1,592,295
Fringe	\$2,733,844
Services	\$274,416
Materials and Supplies	\$1,568,482
Utilities	\$120,989
Casualty/Liability	\$130,389
Purchased Transportation	\$0
Other	\$192,689
Total Expenses	\$9,805,074
Fixed Route Expenses	\$9,368,348
Demand Response Services	\$436,726

Revenue Summary

Fare Revenue	\$2,294,550
Contract/Other	\$577,898
Local Assistance	\$1,479,364
State Assistance	\$3,587,130
Federal Assistance	\$1,866,132
Total Revenue	\$9,805,074

Productivity

Total Passenger Boardings	4,946,242
Total Vehicle Miles	1,942,681
Revenue Vehicle Miles	1,655,382
Revenue Vehicle Hours	150,062

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.05
Operating Expense per Passenger Trip	\$1.98
Passenger Trips per Total Vehicle Mile	2.55
Passenger Trips per Capita	40.20

Financial Performance

Operating Subsidy	\$6,932,626
Operating Subsidy Ratio	71%
Locally Derived Income	\$4,351,812
Locally Derived Income Per Operating Expense	\$0.44
Fare Recovery Ratio	23%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1990	New Flyer	Yes	60	Deisel
5	1994	Gillig	Yes	38+2WC	Deisel
5	1994	New Flyer	Yes	60	Deisel
1	1995	Gillig	Yes	38+2WC	Deisel
5	1995	New Flyer	Yes	35	Deisel
9	1998	Gillig	Yes	38+2WC	Deisel
3	1999	Gillig	Yes	38+2WC	Deisel
1	2000	Dodge	Yes	9	Gas
2	2002	Change	Yes	28	Deisel
6	2002	Gillig	Yes	40	Deisel
2	2002	Supreme	Yes	16+2WC	Deisel
1	2003	Supreme	Yes	20	Deisel
3	2003	Gillig	Yes	40	Deisel
4	2005	Gillig	Yes	40	Deisel
3	2006	Supreme	Yes	13	Deisel
7	2007	Gillig	Yes	40	Deisel
2	2007	Gillig	Yes	35	Deisel
2	2009	New Flyer	Yes	60	Deisel
6	2009	Gillig	Yes	40	Deisel
4	2010	Gillig	Yes	40	Deisel
72					



LaGrange

PO Box 107, 125 W Fenn St, Suite 400

LaGrange, IN 46761

(260) 463-4161 FAX: (260) 572-2238

Contact: Cheri Perkins, Transportation Coordinator

Email: Cheri@LaGrangeCOA.com

General Information

Type of Service Demand Response
Service Area LaGrange County
Service Population 34,909

Service Hours

Weekday 5:00 AM - 5:00 PM
Saturday NA
Sunday NA

Fare Structure

Base 0-4 MILES \$3, 5-9 MILES \$5,
 10-15 MILES \$8, 16-20 MILES
 \$10 EACH WAY
Youth FREE with paying Adult
Elderly/Disabled FREE
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	15
Maintenance	0	0
Administration	2	1
	<u>3</u>	<u>16</u>

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	9
Base Fleet	9
Fuel Consumption (gal)	20,063.77

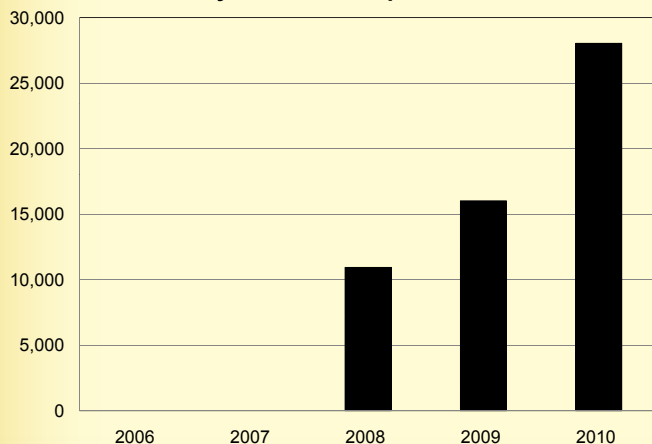
Ridership Trends

2006	
2007	
2008	10,947
2009	16,029
2010	28,047

2010 Highlights

- We went live with Routh Match Software in November, 2010.
- 75% Ridership increase over 2009.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$190,539
Other Salaries/Wages	\$0
Fringe	\$0
Services	\$0
Materials and Supplies	\$69,669
Utilities	\$2,338
Casualty/Liability	\$4,841
Purchased Transportation	\$0
Other	\$62,161
Total Expenses	\$329,548
Fixed Route Expenses	\$0
Demand Response Services	\$329,548

Revenue Summary

Fare Revenue	\$62,229
Contract/Other	\$0
Local Assistance	\$143,810
State Assistance	\$25,320
Federal Assistance	\$98,189
Total Revenue	\$329,548

Productivity

Total Passenger Boardings	28,047
Total Vehicle Miles	333,993
Revenue Vehicle Miles	333,979
Revenue Vehicle Hours	17,062

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$0.99
Operating Expense per Passenger Trip	\$11.75
Passenger Trips per Total Vehicle Mile	0.08
Passenger Trips per Capita	0.80

Financial Performance

Operating Subsidy	\$267,319
Operating Subsidy Ratio	81%
Locally Derived Income	\$206,039
Locally Derived Income Per Operating Expense	\$0.63
Fare Recovery Ratio	19%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2000	Dodge	6	No	Gas
1	2003	Dodge	12	Yes	Gas
1	2005	Dodge	6	No	Gas
1	2007	Dodge	6	No	Gas
1	2008	Ford	8+2wc	Yes	Gas
1	2008	Chevy	5+1wc	Yes	Gas
3	2010	Dodge	5+1wc	Yes	Gas
9					



LaPorte

102 L St.
 LaPorte, IN 46350
 (219) 362-6565 FAX: (219) 362-6325

Contact: Mary Jane Thomas
 Director of Community Development & Planning
Email: cityplanner@cityoflaporte.com

General Information

Type of Service Demand Response
Service Area City Limits
Service Population 21,621

Service Hours

Weekday 6:00 AM - 9:00 PM
Saturday 8:00 AM - 4:00 PM
Sunday NA

Fare Structure

Base \$3.25
Youth \$1.25
Elderly/Disabled \$2.50
Transfer FREE
Other/Special
 10 Ride passes (general) \$30.00
 10 Ride passes (Senior/disabled) \$22.50

Personnel

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

Operation Characteristics

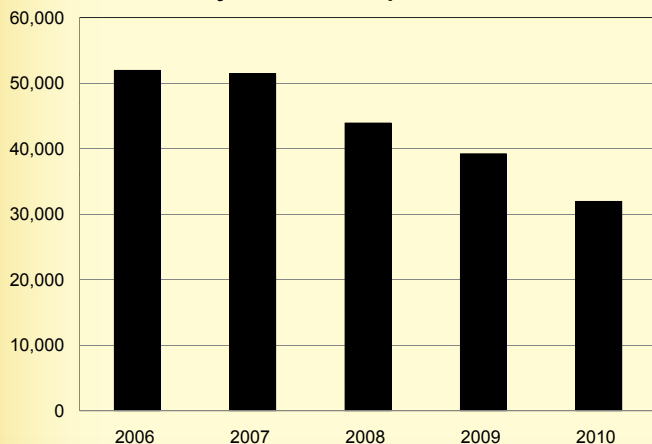
Revenue Vehicles	7
Peak Hour Fleet	6
Base Fleet	4
Fuel Consumption (gal)	14,619

Ridership Trends

2006	51,970
2007	51,445
2008	43,931
2009	39,235
2010	31,969

2010 Highlights

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$179,897
Other Salaries/Wages	\$131,100
Fringe	\$123,460
Services	\$4,376
Materials and Supplies	\$51,450
Utilities	\$20,072
Casualty/Liability	\$21,000
Purchased Transportation	\$0
Other	\$4,287
Total Expenses	\$535,642
Fixed Route Expenses	\$0
Demand Response Services	\$535,642

Revenue Summary

Fare Revenue	\$93,715
Contract/Other	\$41,353
Local Assistance	\$119,642
State Assistance	\$80,644
Federal Assistance	\$200,288
Total Revenue	\$535,642

Productivity

Total Passenger Boardings	31,969
Total Vehicle Miles	112,645
Revenue Vehicle Miles	112,645
Revenue Vehicle Hours	0

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.76
Operating Expense per Passenger Trip	\$16.76
Passenger Trips per Total Vehicle Mile	0.28
Passenger Trips per Capita	1.48

Financial Performance

Operating Subsidy	\$400,574
Operating Subsidy Ratio	75%
Locally Derived Income	\$254,710
Locally Derived Income Per Operating Expense	\$0.48
Fare Recovery Ratio	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2005	Ford	Yes	8+2wc	Gas
3	2006	Ford	Yes	8+2wc	Gas
1	2008	Ford	Yes	8+2wc	Gas
1	2010	Dodge	Yes	3+2wc	Flex-fuel (Gas)
7					



Madison County

16 E. 9th St, Room 100
 Anderson, IN 46016
 (765) 641-9482 FAX: (765) 641-9486
Contact: Jerrold L. Bridges, Executive Director
Email: jbridges@mccog.net

General Information

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

Service Hours

Weekday 7:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$3.00
Youth \$3.00
Elderly/Disabled \$2.00
Transfer NA
Other/Special
 Monthly Pass: 25.00
 Monthly Pass, Seniors 20.00

Personnel

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

Operation Characteristics

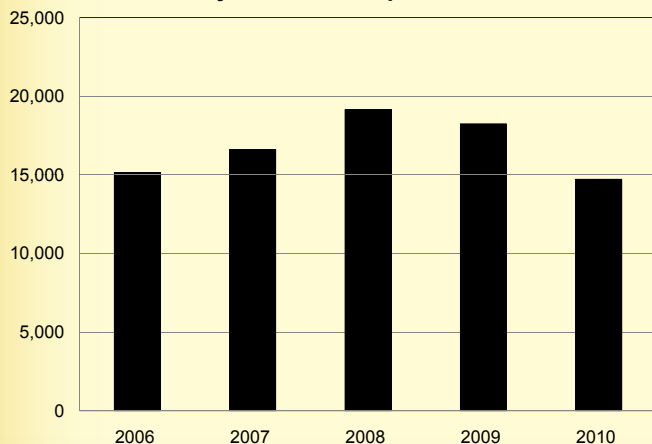
Revenue Vehicles	14
Peak Hour Fleet	7
Base Fleet	4
Fuel Consumption (gal)	25,440

Ridership Trends

2006	15,148
2007	16,615
2008	19,153
2009	18,252
2010	14,727

2010 Highlights

System Ridership Trend





Transportation for Rural Areas of Madison County

Operating Expense Summary

Operator Salaries/Wages	\$33,708
Other Salaries/Wages	
Fringe	\$12,586
Services	
Materials and Supplies	\$0
Utilities	
Casualty/Liability	
Purchased Transportation	\$183,351
Other	\$11,999
Total Expenses	\$241,643
Fixed Route Expenses	\$0
Demand Response Services	\$241,643

Revenue Summary

Fare Revenue	\$12,493
Contract/Other	\$0
Local Assistance	\$54,006
State Assistance	\$60,570
Federal Assistance	\$114,574
Total Revenue	\$241,643

Productivity

Total Passenger Boardings	14,727
Total Vehicle Miles	243,360
Revenue Vehicle Miles	240,360
Revenue Vehicle Hours	13,107

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$0.99
Operating Expense per Passenger Trip	\$16.41
Passenger Trips per Total Vehicle Mile	0.06
Passenger Trips per Capita	0.20

Financial Performance

Operating Subsidy	\$229,150
Operating Subsidy Ratio	95%
Locally Derived Income	\$66,499
Locally Derived Income Per Operating Expense	\$0.28
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1998	Braun	14	No	Gas
1	1999	Braun	12+2wc	Yes	Gas
1	2000	Braun	11+2wc	Yes	Gas
1	2001	Braun	12+2wc	Yes	Gas
1	2004	Braun	12+2wc	Yes	Gas
1	2005	Braun	12+2wc	Yes	Gas
2	2006	Braun	11+2wc	Yes	Gas
6	2010	Ford	8+2wc	Yes	Gas
14					



Marion

520 East 6th St.
 Marion, IN 46953
 (765) 668-4405 FAX: (765) 668-1798
Contact: John Lawson, Transit Manager
Email: jlawson@marionindiana.us

General Information

Type of Service Route Deviation
Service Area Marion Corporate Limits and ADA corridors plus connector service to SR 18/I-69 Interchange (Ivy Tech & Greyhound)
Service Population 31,320

Service Hours

Weekday 7:00 AM - 5:00 PM
Saturday NA
Sunday NA

Fare Structure

Base Free since 2008
Youth Free since 2008
Elderly/Disabled Free since 2008
Transfer NA
Other/Special
 Free since 2008
 Free since 2008

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	9	1
Maintenance	1	0
Administration	3	0
	<u>13</u>	<u>1</u>

Operation Characteristics

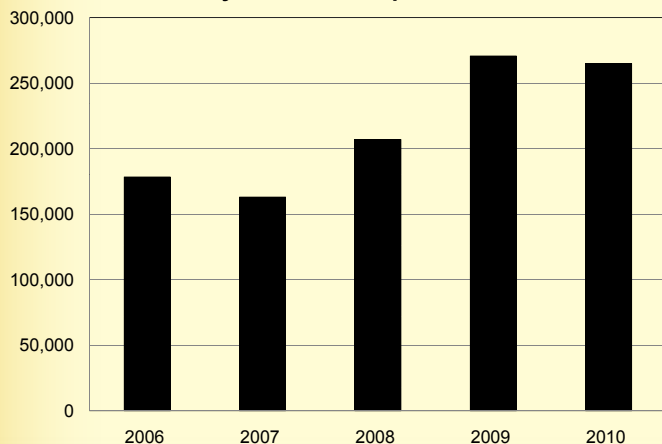
Revenue Vehicles	10
Peak Hour Fleet	5
Base Fleet	5
Fuel Consumption (gal)	32,783

Ridership Trends

2006	178,434
2007	163,102
2008	207,008
2009	270,748
2010	264,994

2010 Highlights

System Ridership Trend



Marion Transit System



Operating Expense Summary

Operator Salaries/Wages	\$290,736
Other Salaries/Wages	\$211,021
Fringe	\$265,388
Services	\$71,445
Materials and Supplies	\$118,479
Utilities	\$3,700
Casualty/Liability	\$46,318
Purchased Transportation	\$0
Other	\$2,904
Total Expenses	\$1,009,991
Fixed Route Expenses	\$1,009,991
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$0
Contract/Other	\$0
Local Assistance	\$286,841
State Assistance	\$218,155
Federal Assistance	\$504,995
Total Revenue	\$1,009,991

Productivity

Total Passenger Boardings	264,994
Total Vehicle Miles	190,114
Revenue Vehicle Miles	190,114
Revenue Vehicle Hours	12,509

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.31
Operating Expense per Passenger Trip	\$3.81
Passenger Trips per Total Vehicle Mile	1.39
Passenger Trips per Capita	8.46

Financial Performance

Operating Subsidy	\$1,009,991
Operating Subsidy Ratio	100%
Locally Derived Income	\$286,841
Locally Derived Income Per Operating Expense	\$0.28
Fare Recovery Ratio	0%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
2	2006	Ford	Yes	18	Gas
8	2010	Ford	Yes	18	Gas
10					



Marshall County

1305 W Harrison
 Plymouth, IN 46563
 (574) 936-9904 FAX: (574) 936-9904
Contact: Jackie Wright, Director
Email: mcoas@hotmail.com

General Information

Type of Service Demand Response
Service Area Marshall County
Service Population 45,128

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 pick up \$1.00 each stop,
 \$5.00-30 miles out of town,
 10 out town31+
Youth FREE
Elderly/Disabled Free going to doctors if over 60 yrs.
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	2	7
Maintenance	0	0
Administration	0	1
	<u>2</u>	<u>8</u>

Operation Characteristics

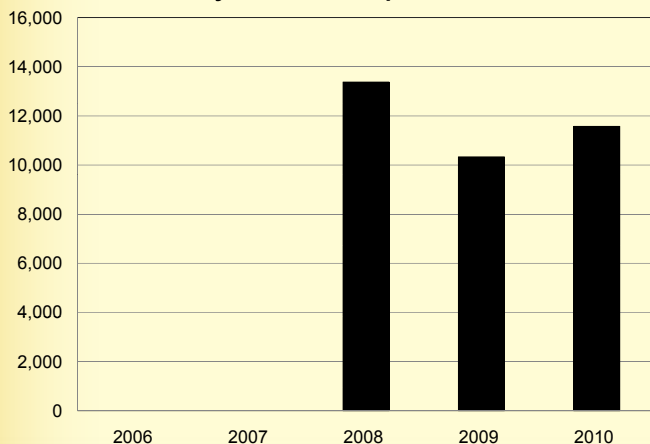
Revenue Vehicles	8
Peak Hour Fleet	6
Base Fleet	6
Fuel Consumption (gal)	10,110

Ridership Trends

2006	
2007	
2008	13,382
2009	10,337
2010	11,578

2010 Highlights

System Ridership Trend



Marshall County Public Transit



Operating Expense Summary

Operator Salaries/Wages	\$105,489
Other Salaries/Wages	\$32,860
Fringe	\$11,214
Services	\$0
Materials and Supplies	\$22,670
Utilities	\$5,788
Casualty/Liability	\$15,167
Purchased Transportation	\$0
Other	\$36,358
Total Expenses	\$229,546
Fixed Route Expenses	\$0
Demand Response Services	\$229,546

Revenue Summary

Fare Revenue	\$13,223
Contract/Other	\$0
Local Assistance	\$92,622
State Assistance	\$16,063
Federal Assistance	\$107,638
Total Revenue	\$229,546

Productivity

Total Passenger Boardings	11,578
Total Vehicle Miles	127,357
Revenue Vehicle Miles	127,209
Revenue Vehicle Hours	8,955

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.80
Operating Expense per Passenger Trip	\$19.83
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	0.26

Financial Performance

Operating Subsidy	\$216,323
Operating Subsidy Ratio	94%
Locally Derived Income	\$105,845
Locally Derived Income Per Operating Expense	\$0.46
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2005	CHEVY	6	Yes	Gas
1	2006	DODGE	5	Yes	Gas
1	2007	FORD	4	No	Gas
1	2008	Ford	14	Yes	Gas
2	2008	Chevy	4+2wc	Yes	Gas
1	2009	Ford	14	Yes	Gas
1	2009	Ford	10+2wc	Yes	Gas
8					



Miami County

34 East Sixth St.

Peru, IN 46970

(765) 472-6028

FAX: (765) 472-6025

Contact: David Quick, Transportation Director

Email: dvdquick@hotmail.com

General Information

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

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$1.00 (in-town), \$3.00 (in-county, within 5 miles of town), \$5.00 (in-county beyond 5 miles)
Youth same as base
Elderly/Disabled FREE
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	6
Maintenance	0	0
Administration	2	3
	<u>6</u>	<u>9</u>

Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	9
Base Fleet	7
Fuel Consumption (gal)	11,511

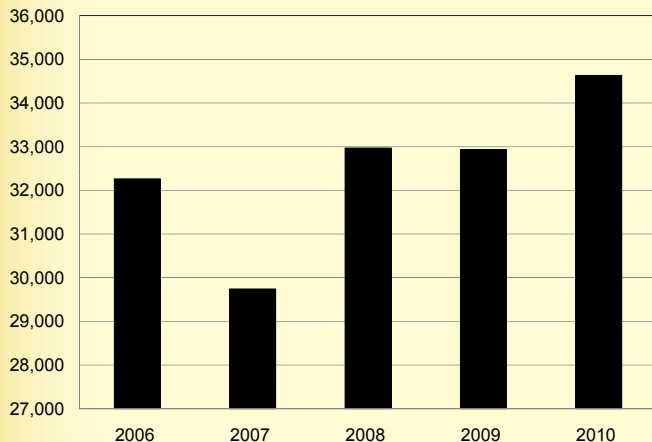
Ridership Trends

2006	32,267
2007	29,746
2008	32,973
2009	32,940
2010	34,634

2010 Highlights

- Added a 14-passenger MTV vehicle which helps with small groups such as workshop employees.
- Passenger trips increased by six percent from 2009.
- Awarded ARRA grant for construction of a vehicle storage building.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$119,077
Other Salaries/Wages	\$70,858
Fringe	\$30,030
Services	\$3,000
Materials and Supplies	\$46,957
Utilities	\$15,000
Casualty/Liability	\$23,183
Purchased Transportation	\$0
Other	\$42,947
Total Expenses	\$351,052
Fixed Route Expenses	\$0
Demand Response Services	\$351,052

Revenue Summary

Fare Revenue	\$18,947
Contract/Other	\$0
Local Assistance	\$96,381
State Assistance	\$69,673
Federal Assistance	\$166,051
Total Revenue	\$351,052

Productivity

Total Passenger Boardings	34,634
Total Vehicle Miles	164,903
Revenue Vehicle Miles	161,153
Revenue Vehicle Hours	12,645

Performance/Service Effectiveness

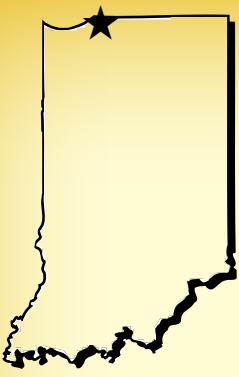
Operating Expense per Total Vehicle Mile	\$2.13
Operating Expense per Passenger Trip	\$10.14
Passenger Trips per Total Vehicle Mile	0.21
Passenger Trips per Capita	0.96

Financial Performance

Operating Subsidy	\$332,105
Operating Subsidy Ratio	95%
Locally Derived Income	\$115,328
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Dodge	13	No	Gas
1	1997	Dodge	10+2wc	Yes	Gas
1	1998	Ford	6	No	Gas
1	2002	Ford	20+2wc	Yes	Gas
1	2003	Chevy	6+2wc	Yes	Gas
1	2005	Dodge	6	No	Gas
1	2005	Chevy	6+2wc	Yes	Gas
1	2007	Chevy	6+2wc	Yes	Gas
2	2008	Chevy	6+2wc	Yes	Gas
1	2010	Ford	14+1wc	Yes	Gas
11					



Michigan City

1801 Kentucky St.
Michigan City, IN 46360
(219) 873-1502 FAX: (219) 873-1565

Contact: Cranston Harris, Transit Director
Monique Cook, CS Superintendent

Email: charris@emichigancity.com or moniquec@emichigancity.com

General Information

Type of Service Fixed Route and Demand Response
Service Area Michigan City Limits and 3/4 mile from any fixed route
Service Population 32,900

Service Hours

Weekday 5:30 AM - 9:10 PM; October 1 hours changed to 6:30 AM - 6:30 PM
Saturday 7:30 AM - 9:10 PM; October 1 hours changed to 8:30 AM - 6:30 PM
Sunday NA

Fare Structure

Base \$1.00
Youth \$0.50
Elderly/Disabled \$0.50
Transfer FREE
Other/Special

Monthly Pass fixed Route \$20.00, Disabled passes \$10.00 a month

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	12	8
Maintenance	0	0
Administration	3	0
	<u>15</u>	<u>8</u>

Operation Characteristics

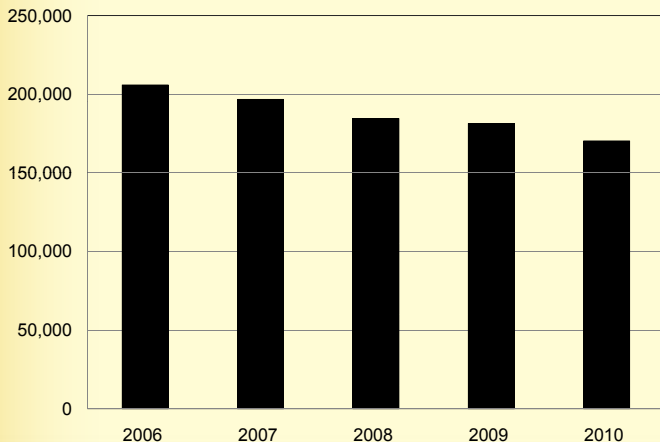
Revenue Vehicles	8
Peak Hour Fleet	6
Base Fleet	5
Fuel Consumption (gal)	52,355

Ridership Trends

2006	205,948
2007	196,791
2008	184,587
2009	181,488
2010	170,367

2010 Highlights

System Ridership Trend



Michigan City Transit



Operating Expense Summary

Operator Salaries/Wages	\$600,006
Other Salaries/Wages	\$79,408
Fringe	\$270,054
Services	\$109,747
Materials and Supplies	\$103,737
Utilities	\$19,777
Casualty/Liability	\$20,777
Purchased Transportation	\$0
Other	\$30
Total Expenses	\$1,203,536
Fixed Route Expenses	\$802,359
Demand Response Services	\$401,177

Revenue Summary

Fare Revenue	\$96,405
Contract/Other	\$0
Local Assistance	\$174,944
State Assistance	\$271,348
Federal Assistance	\$660,839
Total Revenue	\$1,203,536

Productivity

Total Passenger Boardings	170,367
Total Vehicle Miles	304,164
Revenue Vehicle Miles	300,525
Revenue Vehicle Hours	273,009

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.96
Operating Expense per Passenger Trip	\$7.06
Passenger Trips per Total Vehicle Mile	0.56
Passenger Trips per Capita	5.18

Financial Performance

Operating Subsidy	\$1,107,131
Operating Subsidy Ratio	92%
Locally Derived Income	\$271,349
Locally Derived Income Per Operating Expense	\$0.23
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2004	Eldorado Bus Transmark RE-29	Yes	29+2wc	Diesel
2	2005	Eldorado Bus Transmark RE-29	Yes	29+2wc	Diesel
2	2006	Ford Supreme Senator	Yes	18+2wc	Diesel
1	2009	FordE450 Supreme CutawaySenator	Yes	18+2wc	Diesel
1	2008	Eldorado Bus Transmark RE-29	Yes	29+2wc	Diesel
1	2009	Eldorado Bus Transmark RE-29	Yes	29+2wc	Diesel
8					



Mitchell

407 S. 6th St.
 Mitchell, IN 47446
 (812) 849-5161 FAX: (812) 849-0721
Contact: Christina Lambton, Director
Email: clambton@mitchell-in.gov

General Information

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

Service Hours

Weekday 7:30 AM - 3:30 PM
Saturday NA
Sunday NA

Fare Structure

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

Personnel

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

Operation Characteristics

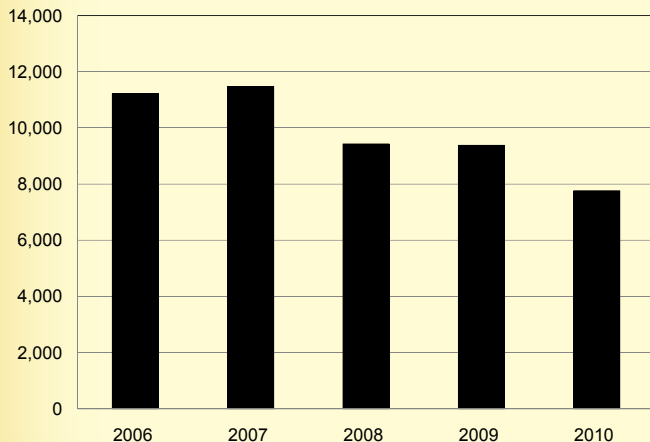
Revenue Vehicles	2
Peak Hour Fleet	1
Base Fleet	1
Fuel Consumption (gal)	2,369

Ridership Trends

2006	11,226
2007	11,481
2008	9,432
2009	9,383
2010	7,766

2010 Highlights

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$31,200
Other Salaries/Wages	\$26,673
Fringe	\$21,405
Services	\$0
Materials and Supplies	\$10,182
Utilities	\$1,536
Casualty/Liability	\$3,945
Purchased Transportation	\$0
Other	\$7,000
Total Expenses	\$101,941
Fixed Route Expenses	\$0
Demand Response Services	\$101,941

Revenue Summary

Fare Revenue	\$5,374
Contract/Other	\$0
Local Assistance	\$30,532
State Assistance	\$17,752
Federal Assistance	\$48,283
Total Revenue	\$101,941

Productivity

Total Passenger Boardings	7,766
Total Vehicle Miles	14,284
Revenue Vehicle Miles	14,284
Revenue Vehicle Hours	2,040

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$7.14
Operating Expense per Passenger Trip	\$13.13
Passenger Trips per Total Vehicle Mile	0.54
Passenger Trips per Capita	1.70

Financial Performance

Operating Subsidy	\$96,567
Operating Subsidy Ratio	95%
Locally Derived Income	\$35,906
Locally Derived Income Per Operating Expense	\$0.35
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Ford	13+2 wc	Yes	Gas
1	2008	Ford	13+2 wc	Yes	Gas
2					



Monroe County

631 W. Edgewood Dr.

Ellettsville, IN 47429

(812) 876-3383 FAX: (812) 876-9922

Contact: Doug Norton, Transit Manager

Email: dnorton@area10agency.org

General Information

Type of Service	Fixed Route & Demand Response
Service Area	Monroe, Owen, Lawrence and Putnam Counties
Service Population	136,664

Service Hours

Weekday	5:30 AM - 10:30 PM
Saturday	NA
Sunday	NA

Fare Structure

Base	\$0.75 per county
Youth	\$0.50 per county
Elderly/Disabled	\$0.75 per county
Transfer	FREE
Other/Special	
24 Ride pass	\$15.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	23	23
Maintenance	2	2
Administration	3	0
	<hr/> 28	<hr/> 25

Operation Characteristics

Revenue Vehicles	40
Peak Hour Fleet	25
Base Fleet	24
Fuel Consumption (gal)	95,205

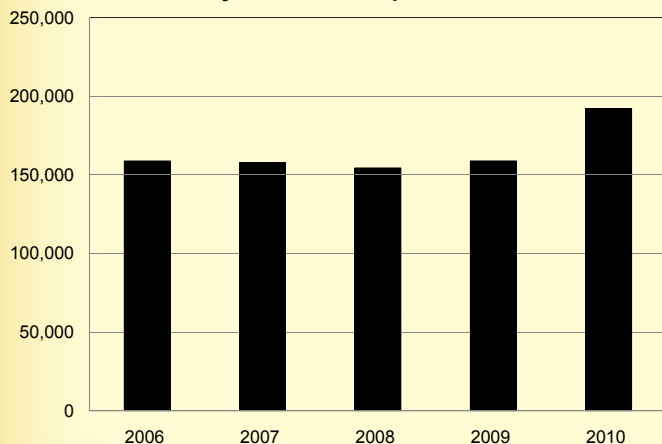
Ridership Trends

2006	158,908
2007	157,939
2008	154,474
2009	158,945
2010	192,147

2010 Highlights

- Rural Transit purchased 13 new vehicles through an ARRA grant.
- Rural Transit upgraded its dispatch, computer, & communications equipment through the ARRA grant.
- Rural Transit increased the number of trips provided by 28% from 2009.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$727,693
Other Salaries/Wages	\$265,511
Fringe	\$105,713
Services	\$26,119
Materials and Supplies	\$348,266
Utilities	\$38,108
Casualty/Liability	\$45,904
Purchased Transportation	\$0
Other	\$213,972
Total Expenses	\$1,771,286
Fixed Route Expenses	\$651,850
Demand Response Services	\$1,119,436

Revenue Summary

Fare Revenue	\$89,525
Contract/Other	\$0
Local Assistance	\$618,426
State Assistance	\$304,853
Federal Assistance	\$758,482
Total Revenue	\$1,771,286

Productivity

Total Passenger Boardings	192,147
Total Vehicle Miles	820,528
Revenue Vehicle Miles	741,907
Revenue Vehicle Hours	60,323

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.16
Operating Expense per Passenger Trip	\$9.22
Passenger Trips per Total Vehicle Mile	0.23
Passenger Trips per Capita	1.41

Financial Performance

Operating Subsidy	\$1,681,761
Operating Subsidy Ratio	95%
Locally Derived Income	\$707,951
Locally Derived Income Per Operating Expense	\$0.40
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1994	Chevy	7	No	Gas
1	1997	Ford	16+2wc	Yes	Diesel
2	2002	Ford	7+2wc	Yes	Gas
3	2002	Ford	11+2wc	Yes	Diesel
4	2003	Ford	9+2wc	Yes	Gas
2	2006	Ford	16+2wc	Yes	Diesel
1	2006	Ford	9	No	Gas
1	2007	Ford	16+1wc	Yes	Diesel
5	2008	Ford	16+2wc	Yes	Diesel
6	2009	Ford	16+2wc	Yes	Diesel
2	2009	Ford	24	No	Diesel
1	2009	Ford	10+2wc	Yes	Gas
4	2009	Ford	12+2wc	Yes	Diesel
6	2010	Ford	16+2wc	Yes	Diesel
1	2010	Ford	24	No	Diesel
40					



Muncie

1300 E Seymour St.
 Muncie, IN 47302
 (765) 282-2762 FAX: (765) 287-2385
Contact: Larry King, General Manager
Email: lking@mitsbus.org

General Information

Type of Service Fixed Route and Demand Response
Service Area Muncie
Service Population 67,430

Service Hours

Weekday 6:00 AM - 9:20 PM
Saturday 7:40 AM - 6:20 PM
Sunday NA

Fare Structure

Base \$0.50
Youth NA
Elderly/Disabled \$0.25
Transfer \$0.10
Other/Special
 Pass 30day@\$18, Pass E&D 30day@\$9, Pass
 1day@\$1.10, Pass E&D 1day@\$0.55

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	42	10
Maintenance	9	3
Administration	18	0
	<u>69</u>	<u>13</u>

Operation Characteristics

Revenue Vehicles	53
Peak Hour Fleet	35
Base Fleet	27
Fuel Consumption (gal)	235,615

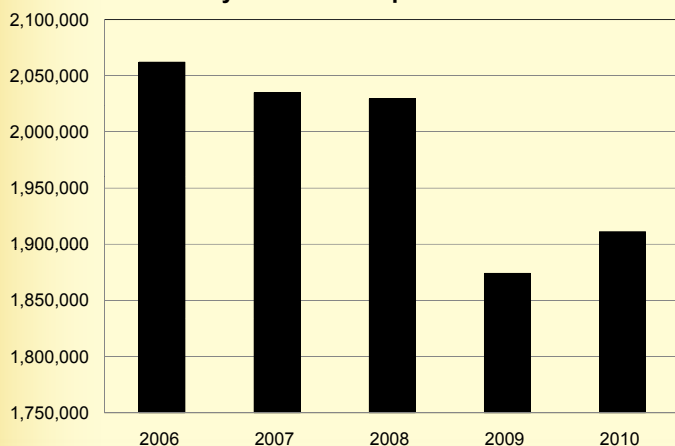
Ridership Trends

2006	2,062,198
2007	2,034,970
2008	2,029,481
2009	1,874,186
2010	1,911,333

2010 Highlights

- Received new Hybrid buses equipped with improved wheelchair restraint system.
- Retrofitted Paratransit vehicles with improved wheelchair securement systems.
- Received new Paratransit vans w/3 tie down positions.
- Received the Gold Safety Award for "Zero Lost-Time Injuries" for 2010.
- Received an Achievement of Excellence Certificate from the USDOT/FTA for no open findings from the 2010 Triennial Review.
- System ridership increased almost 2% over 2009.

System Ridership Trend



Muncie Indiana Transit System



Operating Expense Summary

Operator Salaries/Wages	\$1,631,749
Other Salaries/Wages	\$1,167,874
Fringe	\$1,390,897
Services	\$448,314
Materials and Supplies	\$861,505
Utilities	\$99,917
Casualty/Liability	\$300,316
Purchased Transportation	\$0
Other	\$128,386
Total Expenses	\$6,028,958
Fixed Route Expenses	\$4,503,809
Demand Response Services	\$1,525,149

Revenue Summary

Fare Revenue	\$193,948
Contract/Other	\$58,184
Local Assistance	\$2,548,806
State Assistance	\$1,554,307
Federal Assistance	\$1,673,713
Total Revenue	\$6,028,958

Productivity

Total Passenger Boardings	1,911,333
Total Vehicle Miles	1,153,189
Revenue Vehicle Miles	1,050,651
Revenue Vehicle Hours	77,920

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.23
Operating Expense per Passenger Trip	\$3.15
Passenger Trips per Total Vehicle Mile	1.66
Passenger Trips per Capita	28.35

Financial Performance

Operating Subsidy	\$5,776,826
Operating Subsidy Ratio	96%
Locally Derived Income	\$2,800,938
Locally Derived Income Per Operating Expense	\$0.46
Fare Recovery Ratio	3%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1981	GMC	Yes	35+2wc	Diesel
5	1998	Nova	Yes	27+2wc	Diesel
5	2000	Nova	Yes	27+2wc	Diesel
3	2000	Chance	Yes	24+2wc	Diesel
4	2002	Ford/Supreme	Yes	24+2wc	Diesel
11	2005	Gillig/LF	Yes	32+2wc	Diesel
5	2007	Gillig/LF	Yes	32+2wc	Diesel
10	2008	Chevy/Supreme	Yes	13+2wc	Diesel
5	2010	Gillig Hybrid	Yes	32+2wc	Diesel
4	2010	Chevy Van	Yes	13+2wc	Diesel
53					



New Castle

201 South 25th St.
New Castle, IN 47362

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

Contact: Deborah K Thornhill, General Manager

Email: dkthornhill47362@yahoo.com

General Information

Type of Service Demand Response
Service Area City of New Castle Corporate Limits
Service Population 17,780

Service Hours

Weekday 8:00 AM - 4:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$1.00
Youth \$0.50
Elderly/Disabled \$0.50
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	0
Maintenance	1	0
Administration	1	0
	<u>7</u>	<u>0</u>

Operation Characteristics

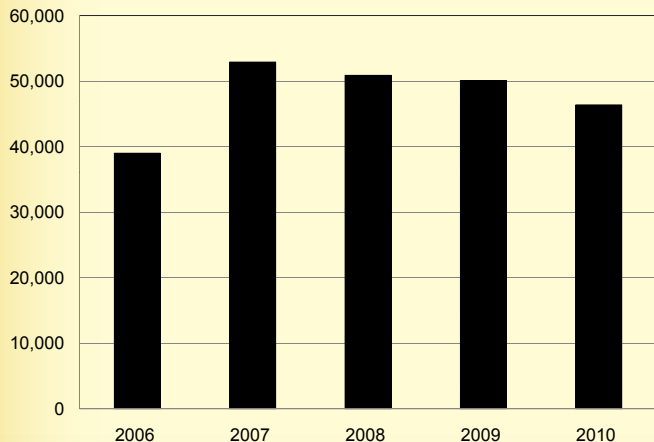
Revenue Vehicles	7
Peak Hour Fleet	4
Base Fleet	3
Fuel Consumption (gal)	12,310.5

Ridership Trends

2006	39,018
2007	52,931
2008	50,907
2009	50,115
2010	46,395

2010 Highlights

System Ridership Trend



New Castle Community Transit



Operating Expense Summary

Operator Salaries/Wages	\$104,593
Other Salaries/Wages	\$101,973
Fringe	\$144,792
Services	\$1,584
Materials and Supplies	\$41,238
Utilities	\$10,733
Casualty/Liability	\$16,513
Purchased Transportation	\$0
Other	\$8,360
Total Expenses	\$429,786
Fixed Route Expenses	\$0
Demand Response Services	\$429,786

Revenue Summary

Fare Revenue	\$20,364
Contract/Other	\$2,381
Local Assistance	\$117,705
State Assistance	\$85,816
Federal Assistance	\$203,520
Total Revenue	\$429,786

Productivity

Total Passenger Boardings	46,395
Total Vehicle Miles	57,718
Revenue Vehicle Miles	55,986
Revenue Vehicle Hours	7,370

Performance/Service Effectiveness

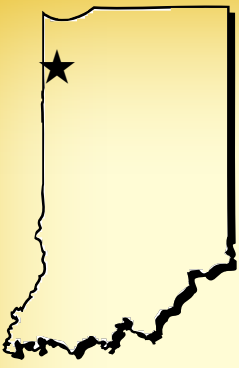
Operating Expense per Total Vehicle Mile	\$7.45
Operating Expense per Passenger Trip	\$9.26
Passenger Trips per Total Vehicle Mile	0.80
Passenger Trips per Capita	2.61

Financial Performance

Operating Subsidy	\$407,041
Operating Subsidy Ratio	95%
Locally Derived Income	\$140,450
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Ford	8+2wc	Yes	Gas
2	2002	Ford	16	Yes	Gas
2	2004	Ford	19	Yes	Gas
2	2010	Ford	8+2wc	Yes	Gas
7					



NICTD

33 East U.S. Highway 12
Chesterton, IN 46304

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

Contact: Gerald R. Hanas, General Manager

Email: gerald.hanas@nictd.com

General Information

Type of Service	Commuter Rail
Service Area	Rail Corridor between South Bend, IN & Chicago, IL
Service Population	163,611

Service Hours

Weekday	4:03 AM - 2:24 AM
Saturday	5:20 AM - 2:24 AM
Sunday	5:20 AM - 2:24 AM

Fare Structure

Base	Based on zones (\$4.00 to \$10.95)
Youth	Based on zones (\$2.00 to \$5.45)
Elderly/Disabled	Based on zones (\$2.00 to \$5.45)
Transfer	N/A
Other/Special	10 Ride Tickets \$38.00 - \$104.05; 25 Ride Tickets \$85.50 - \$246.40; Monthly Tickets \$102.60 - \$309.45; 25 Ride Reduced Tickets for Seniors, Disabled, Students \$47.50 - \$136.25

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	99	0
Maintenance	168	0
Administration	34	0
	<hr/>	<hr/>
	301	0

Operation Characteristics

Revenue Vehicles	82
Peak Hour Fleet	63
Base Fleet	24
Fuel Consumption (gal)	0

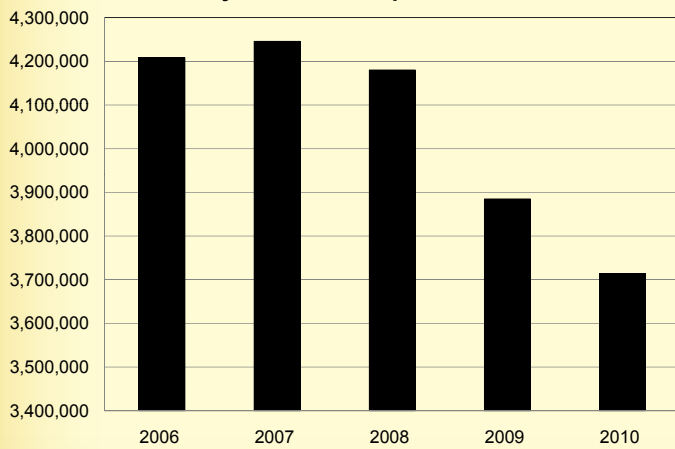
Ridership Trends

2006	4,208,190
2007	4,245,922
2008	4,180,380
2009	3,885,073
2010	3,714,356

2010 Highlights

- Continued construction of new Catenary System for Phase 2 between Ogden Dunes/Portage and Dune Park.
- Replaced the Hobart Road bridge in Lake County.
- Commenced Phase 3 of the new Signal System between Michigan City and South Bend.
- Began Kensington Interlocking improvement project.

System Ridership Trend





Northern Indiana Commuter Transportation District

Operating Expense Summary

Operator Salaries/Wages	\$4,781,623
Other Salaries/Wages	\$8,632,247
Fringe	\$11,366,370
Services	\$2,985,602
Materials and Supplies	\$1,924,592
Utilities	\$3,840,337
Casualty/Liability	\$2,205,343
Purchased Transportation	\$0
Other	\$2,314,714
Total Expenses	\$38,050,828
Fixed Route Expenses	\$38,050,828
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$17,676,916
Contract/Other	\$42,631
Local Assistance	\$3,520,131
State Assistance	\$12,290,873
Federal Assistance	\$4,520,277
Total Revenue	\$38,050,828

Productivity

Total Passenger Boardings	3,714,356
Total Vehicle Miles	3,706,042
Revenue Vehicle Miles	3,387,037
Revenue Vehicle Hours	94,747

Performance/Service Effectiveness

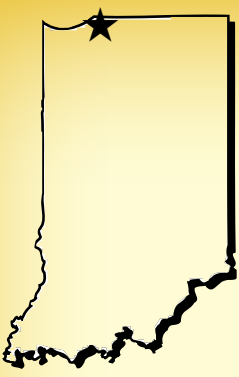
Operating Expense per Total Vehicle Mile	\$10.27
Operating Expense per Passenger Trip	\$10.24
Passenger Trips per Total Vehicle Mile	1.00
Passenger Trips per Capita	22.70

Financial Performance

Operating Subsidy	\$20,331,281
Operating Subsidy Ratio	53%
Locally Derived Income	\$21,239,678
Locally Derived Income Per Operating Expense	\$0.56
Fare Recovery Ratio	46%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
41	1982	Nippon/Sharyo	Yes	93+1wc	Electric
7	1992	Nippon/Sharyo	Yes	110+1wc	Electric
10	1992	Nippon/Sharyo	No	130	Electric
10	2000	Nippon/Sharyo	Yes	96+1wc	Electric
14	2009	Nippon/Sharyo	Yes	110+1wc	Electric
82					



NIRPC

6100 Southport Rd.
 Portage, IN 46368
 (219) 763-6060 FAX: (219) 762-1653
Contact: Kelly Wenger , Chief Accountant
Email: kwenger@nirpc.org

General Information

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

Service Hours

Weekday Varies
Saturday Varies
Sunday Varies

Fare Structure

Base Varies
Youth Varies
Elderly/Disabled Varies
Transfer FREE
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	35	7
Maintenance	0	0
Administration	7	1
	<u>42</u>	<u>8</u>

Operation Characteristics

Revenue Vehicles	45
Peak Hour Fleet	30
Base Fleet	33
Fuel Consumption (gal)	224,771

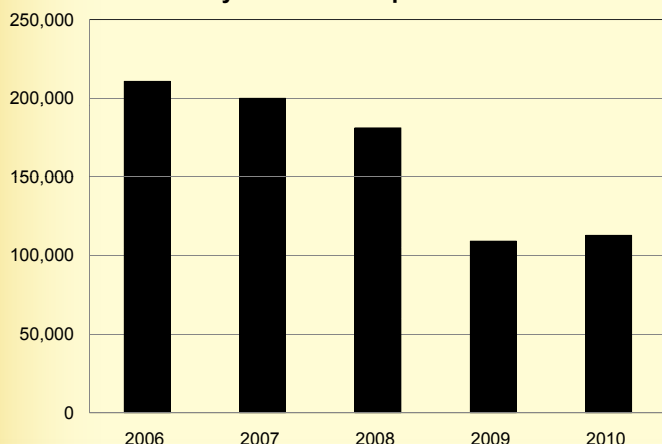
Ridership Trends

2006	210,812
2007	200,059
2008	181,208
2009	109,175
2010	112,899

2010 Highlights

- North Township - Ridership totals for 2010 increased over 2009. The 2010 total was also larger than in 2005, 2006, 2008 and 2009.
- Opportunity Enterprise - Have held Public Input Sessions to become more aware of our riders concerns.
- Opportunity Enterprises - Have had an increase in unlinked passenger trips.
- Porter County - Increased ridership by 10,000. They added a bus and extended their day from 8 hours to 12 hours.
- Southlake - Expanded the service area to include Ross and Hobart townships, and the city of Griffith. Doubled their fleet vehicles from 5 to 10.
- Southlake - Increased the number of trips from under 17,000 in 2009 to over 20,000 in 2010. Installed automated system with computerized dispatch and on-board vehicle locator equipment for vehicles.

System Ridership Trend





Northwestern Indiana Regional Planning Commission

Operating Expense Summary

Operator Salaries/Wages	\$762,152
Other Salaries/Wages	\$370,529
Fringe	\$273,317
Services	\$258,507
Materials and Supplies	\$332,658
Utilities	\$26,799
Casualty/Liability	\$51,007
Purchased Transportation	\$0
Other	\$105,384
Total Expenses	\$2,180,353
Fixed Route Expenses	\$0
Demand Response Services	\$2,180,353

Revenue Summary

Fare Revenue	\$267,367
Contract/Other	\$63,532
Local Assistance	\$742,462
State Assistance	\$721,803
Federal Assistance	\$385,189
Total Revenue	\$2,180,353

Productivity

Total Passenger Boardings	112,899
Total Vehicle Miles	920,678
Revenue Vehicle Miles	782,828
Revenue Vehicle Hours	52,522

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.37
Operating Expense per Passenger Trip	\$19.31
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	0.35

Financial Performance

Operating Subsidy	\$1,849,454
Operating Subsidy Ratio	85%
Locally Derived Income	\$1,073,361
Locally Derived Income Per Operating Expense	\$0.49
Fare Recovery Ratio	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2002	Ford	Yes	12 + 2wc	Gas
1	2005	Ford	Yes	12 + 2wc	Gas
1	2005	Ford	Yes	12 + 2wc	Gas
1	2005	Ford	Yes	12 + 2wc	Gas
1	2006	Ford	Yes	12 + 2wc	Gas
5	2005	Ford	Yes	12+2wc	Gas
2	2005	Ford	Yes	12+2wc	Gas
3	2005	Ford	Yes	12+2wc	Diesel
2	2006	Ford	Yes	12+2wc	Gas
1	2006	Ford	Yes	12-2wc	Gas
2	2006	Ford	Yes	8-2wc	Gas
2	2006	Ford	Yes	7+2wc	Gas
1	2006	Ford	Yes	6+2wc	Gas
2	2008	Ford	Yes	12+2wc	Gas
2	2008	Chevy	Yes	4+2WC	Gas
2	2008	Ford	Yes	12+2wc	Gas
3	2009	Ford	Yes	12+2wc	Gas
5	2010	Ford	Yes	12+2wc	Gas
2	2010	Ford	Yes	12+2wc	Gas
2	2010	Ford	Yes	14+2wc	Gas
3	2010	Ford	Yes	12+2wc	Gas
1	2010	Ford	Yes	22+2wc	Gas



Noble County

111 Cedar St.
 Kendallville, IN 46755
 (260) 347-4226 FAX: (260) 347-3121
Contact: Gregg Parker, Director
Email: gparker@embarqmail.com

General Information

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

Service Hours

Weekday 5:00AM - 5:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$3.00 (in town)
 \$5.00 (1-10 miles)
 \$9.00 (11-20 miles)
 \$1.50 per mile over 20 miles
Youth \$3.00 (in town)
 \$5.00 (1-10 miles)
 \$9.00 (11-20 miles)
 \$1.50 per mile over 20 miles
Elderly/Disabled Over 60, donation (within county), Disabled (base rate)
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	20
Maintenance	0	0
Administration	3	2
	<u>3</u>	<u>22</u>

Operation Characteristics

Revenue Vehicles	16
Peak Hour Fleet	12
Base Fleet	12
Fuel Consumption (gal)	28,785

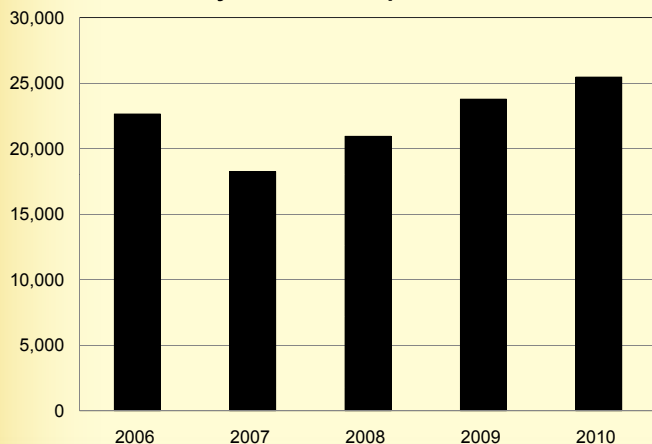
Ridership Trends

2006	22,653
2007	18,251
2008	20,951
2009	23,787
2010	25,471

2010 Highlights

- Noble Transit experienced an over 7% increase in rides over 2009.
- Partnered with Noble County Probation Dept. to provide rides to jobs & other destinations.

System Ridership Trend



Noble Transit System



Operating Expense Summary

Operator Salaries/Wages	\$270,146
Other Salaries/Wages	\$139,388
Fringe	\$33,812
Services	\$29,295
Materials and Supplies	\$112,679
Utilities	\$7,717
Casualty/Liability	\$23,406
Purchased Transportation	\$1,500
Other	\$14,846
Total Expenses	\$632,789
Fixed Route Expenses	\$0
Demand Response Services	\$632,789

Revenue Summary

Fare Revenue	\$64,914
Contract/Other	\$0
Local Assistance	\$238,265
State Assistance	\$96,458
Federal Assistance	\$233,152
Total Revenue	\$632,789

Productivity

Total Passenger Boardings	25,471
Total Vehicle Miles	413,231
Revenue Vehicle Miles	404,966
Revenue Vehicle Hours	25,541

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.53
Operating Expense per Passenger Trip	\$24.84
Passenger Trips per Total Vehicle Mile	0.06
Passenger Trips per Capita	0.55

Financial Performance

Operating Subsidy	\$567,875
Operating Subsidy Ratio	90%
Locally Derived Income	\$303,179
Locally Derived Income Per Operating Expense	\$0.48
Fare Recovery Ratio	10%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2000	Dodge	7+2wc	Yes	Gas
1	2002	Dodge	7+2wc	Yes	Gas
1	2002	Dodge	5	No	Gas
1	2003	Dodge	13	No	Gas
1	2003	Dodge	7+2wc	Yes	Gas
1	2005	Chevy	4+1wc	Yes	Gas
1	2006	Chevy	4+1wc	Yes	Gas
3	2008	Chevy	4+1wc	Yes	Gas
1	2009	Ford	8+2wc	Yes	Gas
2	2010	Ford	8+2wc	Yes	Gas
3	2010	Dodge	4+1wc	Yes	Gas
16					



Orange County

986 West Hospital Rd.

Paoli, IN 47454

(812) 723-4043

FAX: (812) 723-4487

Contact: Cheryl Longest, Transportation Director

Email: clongest@firstchancecenter.com

General Information

Type of Service Demand Response
Service Area Orange County
Service Population 19,306

Service Hours

Weekday 4:30 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$4.00-\$8.00
Youth NA
Elderly/Disabled NA
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	4	12
Maintenance	0	1
Administration	1	0
	<u>5</u>	<u>13</u>

Operation Characteristics

Revenue Vehicles	27
Peak Hour Fleet	18
Base Fleet	8
Fuel Consumption (gal)	24,777

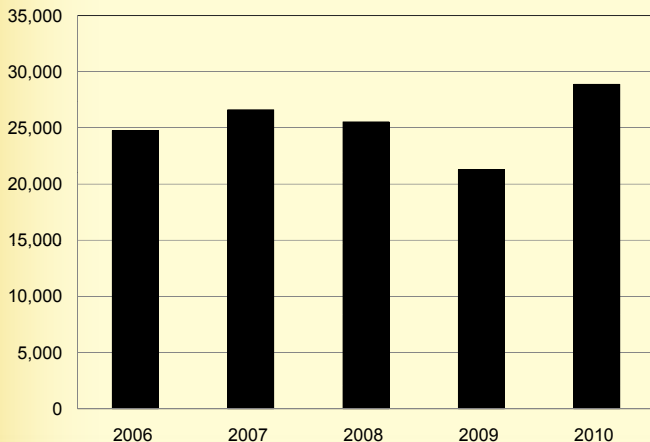
Ridership Trends

2006	24,763
2007	26,626
2008	25,546
2009	21,295
2010	28,888

2010 Highlights

- Increased ridership within our Service Area

System Ridership Trend



Orange County Transit



Operating Expense Summary

Operator Salaries/Wages	\$235,442
Other Salaries/Wages	\$57,898
Fringe	\$46,651
Services	\$46,476
Materials and Supplies	\$40,310
Utilities	\$4,951
Casualty/Liability	\$12,221
Purchased Transportation	\$0
Other	\$11,286
Total Expenses	\$455,235
Fixed Route Expenses	\$0
Demand Response Services	\$455,235

Revenue Summary

Fare Revenue	\$35,028
Contract/Other	\$0
Local Assistance	\$96,440
State Assistance	\$131,466
Federal Assistance	\$192,301
Total Revenue	\$455,235

Productivity

Total Passenger Boardings	28,888
Total Vehicle Miles	452,632
Revenue Vehicle Miles	450,494
Revenue Vehicle Hours	35,514

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.01
Operating Expense per Passenger Trip	\$15.76
Passenger Trips per Total Vehicle Mile	0.06
Passenger Trips per Capita	1.50

Financial Performance

Operating Subsidy	\$420,207
Operating Subsidy Ratio	92%
Locally Derived Income	\$131,468
Locally Derived Income Per Operating Expense	\$0.29
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Chevy	7	No	Gas
2	2001	Dodge	7	No	Gas
1	2002	Dodge	13+2wc	Yes	Gas
2	2003	Dodge	13+2wc	Yes	Gas
4	2003	Dodge	7	No	Gas
1	2005	Dodge	7	No	Gas
1	2006	Chevy	7	No	Gas
1	2006	Chevy	4+2wc	Yes	Gas
2	2007	Chevy	7	No	Gas
1	2008	Chevy	7	No	Gas
5	2008	Chevy	4+2wc	Yes	Gas
1	2009	Ford	13	No	Gas
5	2010	Dodge	4+2wc	Yes	Gas
27					



Richmond

401 South Q St.
 Richmond, IN 47374
 (765) 983-7227 FAX: (765) 983-7305
Contact: Terri Quinter, Operations Manager
Email: tqinter@richmondindiana.gov

General Information

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

Service Hours

Weekday 6:15 AM - 5:45 PM
Saturday 9:15 AM - 4:45 PM
Sunday NA

Fare Structure

Base \$1.50
Youth \$1.25
Elderly/Disabled \$1.25 under 60; over 60 free
Transfer FREE
Other/Special
 Demand response is donation
 Pass \$38.00 month; student, elderly, disabled \$30.00 month

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	15	2
Maintenance	0	1
Administration	3	0
	<u>18</u>	<u>3</u>

Operation Characteristics

Revenue Vehicles	17
Peak Hour Fleet	11
Base Fleet	6
Fuel Consumption (gal)	48,018

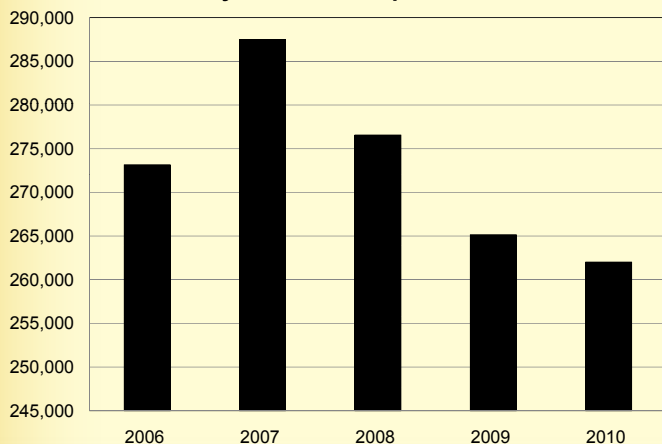
Ridership Trends

2006	273,170
2007	287,461
2008	276,570
2009	265,168
2010	262,030

2010 Highlights

- Received an Area 9 Agency grant to transport elderly citizens.
- Route maps are printed in Spanish.
- Rider appreciation day - served hot dogs, cookie, water, gave away pens, bags.
- Riders Advisory Council meets every other month in the transfer station downtown.
- Continued coordination with other health agencies in Richmond.
- Participated in Earth Day at Indiana University East.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$503,497
Other Salaries/Wages	\$88,611
Fringe	\$291,529
Services	\$84,700
Materials and Supplies	\$158,763
Utilities	\$11,581
Casualty/Liability	\$38,394
Purchased Transportation	\$0
Other	\$7,119
Total Expenses	\$1,184,194
Fixed Route Expenses	\$869,188
Demand Response Services	\$315,006

Revenue Summary

Fare Revenue	\$191,519
Contract/Other	\$10,251
Local Assistance	\$145,571
State Assistance	\$345,641
Federal Assistance	\$491,212
Total Revenue	\$1,184,194

Productivity

Total Passenger Boardings	262,030
Total Vehicle Miles	319,542
Revenue Vehicle Miles	301,962
Revenue Vehicle Hours	31,872

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.71
Operating Expense per Passenger Trip	\$4.52
Passenger Trips per Total Vehicle Mile	0.82
Passenger Trips per Capita	6.70

Financial Performance

Operating Subsidy	\$982,424
Operating Subsidy Ratio	83%
Locally Derived Income	\$347,341
Locally Derived Income Per Operating Expense	\$0.29
Fare Recovery Ratio	16%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	1992	Chevy	No	6	Gas
1	2003	Dodge	Yes	12+2wc	Gas
1	2004	Ford	Yes	20+2wc	Diesel
1	2005	Ford	Yes	21+2wc	Diesel
1	2005	Ford	Yes	11+2wc	Gas
1	2006	Ford	Yes	20+2wc	Diesel
1	2006	Ford	Yes	11+2wc	Gas
1	2007	Ford	Yes	11+2wc	Gas
1	2007	Ford	Yes	20+2wc	Diesel
1	2008	Ford	Yes	20+2wc	Gas
1	2008	Ford	Yes	8+2wc	Gas
1	2009	Ford	Yes	16+2wc	Gas
1	2009	Ford	Yes	8+2wc	Gas
1	2010	Ford	Yes	8+2wc	Gas
3	2010	Ford	Yes	16+2wc	Gas
17					



Rush County

504 West Third St.
Rushville, IN 46173

(765) 932-2935 FAX: (765) 932-2936

Contact: Wanda Henderson, Executive Director

Email: seniorcenter67@frontier.com

General Information

Type of Service Demand Response
Service Area Rush County
Service Population 18,261

Service Hours

Weekday 7:00 AM - 5:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 up to 10 miles; \$3.00 for 11-15 miles; \$3.50 for 15-20 miles/ per one way trip
Youth children under 5 years \$1.00 up to 10 miles; \$2.00 for 11-20 miles/ per one way trip
Elderly/Disabled Suggested donation \$1.50 / one way trip
Transfer NA
Other/Special

Personnel

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

Operation Characteristics

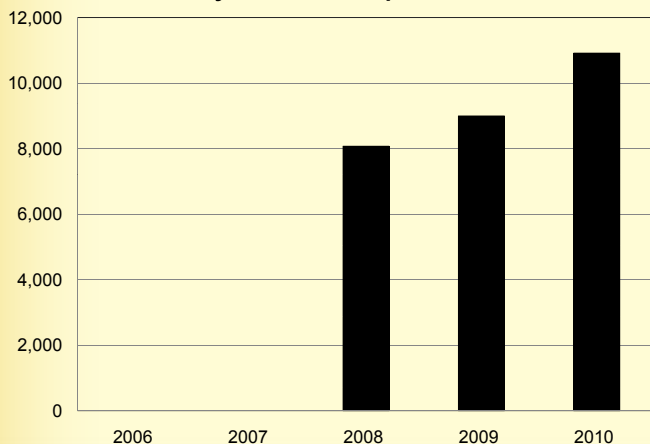
Revenue Vehicles	7
Peak Hour Fleet	6
Base Fleet	3
Fuel Consumption (gal)	9,391

Ridership Trends

2006	0
2007	0
2008	8,078
2009	9,001
2010	10,920

2010 Highlights

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$36,081
Other Salaries/Wages	\$39,113
Fringe	\$7,394
Services	\$6,102
Materials and Supplies	\$21,962
Utilities	\$5,313
Casualty/Liability	\$9,043
Purchased Transportation	\$0
Other	\$48,912
Total Expenses	\$173,920
Fixed Route Expenses	\$0
Demand Response Services	\$173,920

Revenue Summary

Fare Revenue	\$11,072
Contract/Other	\$0
Local Assistance	\$82,626
State Assistance	\$10,534
Federal Assistance	\$69,688
Total Revenue	\$173,920

Productivity

Total Passenger Boardings	10,920
Total Vehicle Miles	121,182
Revenue Vehicle Miles	104,913
Revenue Vehicle Hours	6,321

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.44
Operating Expense per Passenger Trip	\$15.93
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	0.60

Financial Performance

Operating Subsidy	\$162,848
Operating Subsidy Ratio	94%
Locally Derived Income	\$93,698
Locally Derived Income Per Operating Expense	\$0.54
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1999	Buick	4	No	Gas
1	2002	Dodge	12	Yes	Gas
1	2006	Dodge	6	No	Gas
2	2008	Chevy	6	Yes	Gas
1	2009	Ford	10	Yes	Gas
1	2011	Ford	10	Yes	Gas
7					



Seymour

301-309 N. Chestnut St.

Seymour, IN 47274

(812) 522-7433 FAX: (812) 523-6687

Contact: Edie Otte, Manager of Recycle to Ride

Email: seytransit@seymourin.org

General Information

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

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2.00
Youth \$2.00
Elderly/Disabled \$2.00
Transfer FREE
Other/Special

Tokens: 10 for \$16.00
 One-way fare may be paid in recyclable products (15 aluminum cans). Vehicle has storage containers on board for recyclable products.

Personnel

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

Operation Characteristics

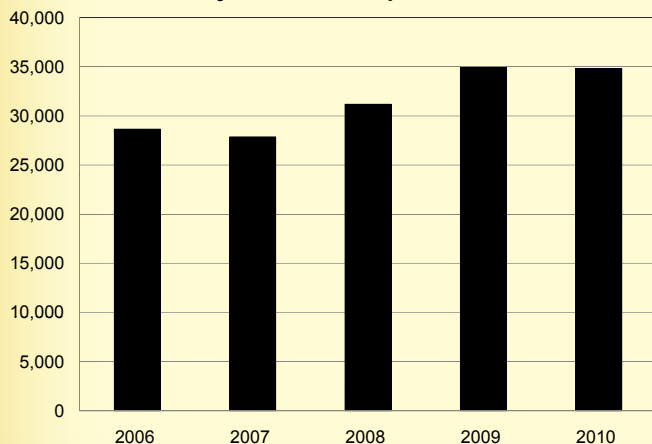
Revenue Vehicles	5
Peak Hour Fleet	4
Base Fleet	2
Fuel Consumption (gal)	14,759

Ridership Trends

2006	28,662
2007	27,877
2008	31,195
2009	34,899
2010	34,835

2010 Highlights

System Ridership Trend





Seymour Transit (Recycle to Ride)

Operating Expense Summary

Operator Salaries/Wages	\$30,590
Other Salaries/Wages	\$125,917
Fringe	\$16,653
Services	\$19,082
Materials and Supplies	\$40,352
Utilities	\$2,313
Casualty/Liability	\$0
Purchased Transportation	\$0
Other	\$3,391
Total Expenses	\$238,298
Fixed Route Expenses	\$0
Demand Response Services	\$238,298

Revenue Summary

Fare Revenue	\$29,471
Contract/Other	\$0
Local Assistance	\$52,142
State Assistance	\$52,273
Federal Assistance	\$104,412
Total Revenue	\$238,298

Productivity

Total Passenger Boardings	34,835
Total Vehicle Miles	92,182
Revenue Vehicle Miles	92,182
Revenue Vehicle Hours	8,342

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.59
Operating Expense per Passenger Trip	\$6.84
Passenger Trips per Total Vehicle Mile	0.38
Passenger Trips per Capita	1.92

Financial Performance

Operating Subsidy	\$208,827
Operating Subsidy Ratio	88%
Locally Derived Income	\$81,613
Locally Derived Income Per Operating Expense	\$0.34
Fare Recovery Ratio	12%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2003	Ford	12+2wc	Yes	Gas
1	2006	Ford	12+2wc	Yes	Gas
1	2008	Ford	12+2wc	Yes	Gas
2	2008	Ford	14+2wc	Yes	Gas
5					



SIDC

1001 E. Main St. P.O. Box 367
 Washington IN 47501
 (812) 257-0118 FAX: (812) 257-0119
Contact: Becky Guthrie, Director
Email: bguthrie@frs.org

General Information

Type of Service Demand Response
Service Area Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan and Warrick Counties
Service Population 215,513

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 (in-town)
 \$3.00 (in-county)
 \$6.00 (county to county)
Youth \$1.00
Elderly/Disabled FREE
Transfer FREE
Other/Special
 WATS Bus Route - \$1.00
 WATS Bus Route - .50 Seniors

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	15	125
Maintenance	2	0
Administration	9	8
	<u>26</u>	<u>133</u>

Operation Characteristics

Revenue Vehicles	5
Peak Hour Fleet	116
Base Fleet	95
Fuel Consumption (gal)	136,926

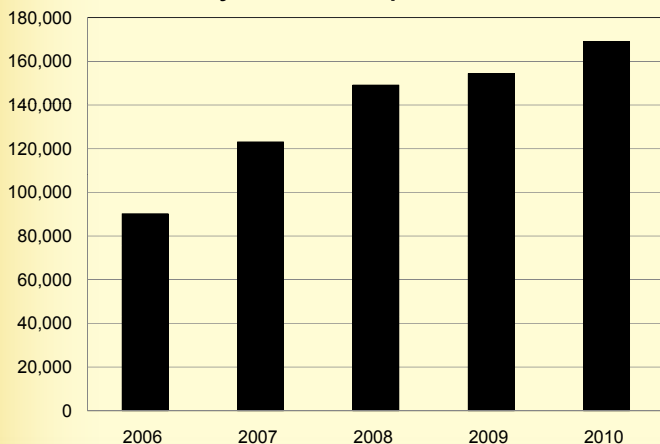
Ridership Trends

2006	90,242
2007	123,135
2008	149,155
2009	154,417
2010	168,968

2010 Highlights

- Received a New Freedom Grant which resulted in the establishment of the WATS (Warrick Area Transportation System) which connects to the Evansville METS system.
- New Freedom Grant resulted in 9,370 trips in addition to the 2010 passenger boardings.
- Ride Solution added Perry and Spencer Counties to our service area, which now totals 10 Counties in S.W. Indiana.
- Installed Easy Rides Plus Dispatch Software.
- Continued Coordination with Human Service agencies within all ten counties of our service area.
- Maintenance Facility updated with new equipment from ARRA.

System Ridership Trend





Operating Expense Summary

Operator Salaries/Wages	\$747,331
Other Salaries/Wages	\$320,285
Fringe	\$242,942
Services	\$247,137
Materials and Supplies	\$444,037
Utilities	\$40,621
Casualty/Liability	\$100,575
Purchased Transportation	\$216,183
Other	\$397,270
Total Expenses	\$2,756,381
Fixed Route Expenses	\$0
Demand Response Services	\$2,756,381

Revenue Summary

Fare Revenue	\$143,749
Contract/Other	\$340
Local Assistance	\$841,594
State Assistance	\$542,382
Federal Assistance	\$1,228,316
Total Revenue	\$2,756,381

Productivity

Total Passenger Boardings	168,968
Total Vehicle Miles	2,025,609
Revenue Vehicle Miles	1,870,717
Revenue Vehicle Hours	105,793

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.51
Operating Expense per Passenger Trip	\$18.08
Passenger Trips per Total Vehicle Mile	0.08
Passenger Trips per Capita	0.78

Financial Performance

Operating Subsidy	\$2,737,292
Operating Subsidy Ratio	90%
Locally Derived Income	\$985,683
Locally Derived Income Per Operating Expense	\$0.32
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type	Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1992	Dodge	9+1wc	Yes	Gas	1	2004	Chrysler	4	No	Gas
1	1994	Dodge	9	No	Gas	1	2004	Chevy	6+1wc	Yes	Gas
1	1994	Dodge	9+1wc	Yes	Gas	1	2004	Ford	10	No	Gas
1	1995	Dodge	9	No	Gas	1	2004	Chevy	4+1wc	Yes	Gas
1	1995	Dodge	8+1wc	Yes	Gas	2	2005	Chevy	6	No	Gas
1	1995	Dodge	9+1wc	Yes	Gas	6	2005	Dodge	6	No	Gas
1	1996	Dodge	8+1wc	Yes	Gas	1	2005	Chevy	10	No	Gas
1	1996	Chevy	10	No	Gas	3	2005	Chevy	4+1wc	Yes	Gas
1	1996	Chevy	8	No	Gas	1	2005	Chevy	6+1wc	Yes	Gas
2	1997	Chrysler	4	No	Gas	1	2005	Chevy	4	No	Gas
1	1997	Dodge	6	No	Gas	3	2006	Toyota	4	No	Gas
1	1997	Dodge	9+1wc	Yes	Gas	4	2006	Chevy	6	No	Gas
1	1997	Dodge	9	No	Gas	3	2006	Ford	10	No	Gas
1	1997	Dodge	10	No	Gas	3	2006	Chevy	4+1wc	Yes	Gas
1	1997	Dodge	4	No	Gas	1	2006	Ford	8+1wc	Yes	Gas
1	1998	Ford	6	No	Gas	2	2006	Kia	4	No	Gas
3	1998	Dodge	6	No	Gas	2	2006	Ford	9	No	Gas
1	1998	Dodge	3+1wc	Yes	Gas	1	2006	Ford	9+1wc	Yes	Gas
1	1998	Dodge	4+1wc	Yes	Gas	2	2007	Chevy	4	No	Gas
1	1999	Dodge	6	No	Gas	3	2007	Dodge	6	No	Gas
1	1999	Dodge	10	No	Gas	1	2007	Dodge	7	No	Gas
1	1999	Dodge	4+1wc	Yes	Gas	1	2007	Chevy	10	No	Gas
1	1999	Dodge	9+1wc	Yes	Gas	1	2007	Chevy	4+1wc	Yes	Gas
1	1999	Dodge	10	No	Gas	1	2007	Braun	4+1wc	Yes	Gas
1	2000	Dodge	4	No	Gas	1	2007	Chevy	6+1wc	Yes	Gas
2	2000	Dodge	6	No	Gas	1	2007	Ford	6	No	Gas
1	2000	Chevy	10	No	Gas	1	2007	Ford	9+1wc	Yes	Gas
2	2000	Dodge	4+1wc	Yes	Gas	2	2008	Toyota	4	No	Gas
1	2001	Dodge	9+1wc	Yes	Gas	3	2008	Chevy	5	Yes	Gas
1	2001	Dodge	4+1wc	Yes	Gas	3	2008	Chevy	6	No	Gas
1	2002	Dodge	6	No	Gas	8	2008	Chevy	4+1wc	Yes	Gas
1	2002	Dodge	10	No	Gas	1	2008	Ford	8+2wc	Yes	Gas
4	2002	Dodge	9+1wc	Yes	Gas	1	2008	Chevy	9+1wc	Yes	Gas
1	2002	Dodge	9	No	Gas	1	2008	Ford	10+2wc	Yes	Gas
1	2002	Toyota	6	No	Gas	1	2009	Ford	13	No	Gas
1	2002	Dodge	9	Yes	Gas	3	2009	Ford	8+2wc	Yes	Gas
1	2002	Dodge	8+1wc	Yes	Gas	1	2009	Ford	15	No	Gas
1	2003	Chevy	4	No	Gas	1	2009	Ford	10	No	Gas
1	2003	Dodge	6	No	Gas	10	2010	Ford	8+2wc	Yes	Gas
1	2003	Ford	10	No	Gas	3	2010	Dodge	4+1wc	Yes	Gas
4	2003	Chevy	4+1wc	Yes	Gas	2	2010	Ford	5	No	Gas
3	2003	Dodge	9+1wc	Yes	Gas	1	2010	Ford	10+1wc	Yes	Gas
1	2003	Dodge	9	No	Gas						



SIRPC

13091 Benedict Dr.
 Dillsboro, IN 47018
 (812) 432-6221 FAX: (812) 432-6251
Contact: Julie Schafer, Director
Email: jschafer@lifetime-resources.org

General Information

Type of Service Demand Response
Service Area Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, and Switzerland counties
Service Population 171,134

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday 9:00 AM - 4:00 PM
Sunday NA

Fare Structure

Base \$1.25
Youth \$0.75 within 5 miles
 all other 50% discount
Elderly/Disabled \$0.75 within 5 miles - all other 50% discount
Transfer FREE
Other/Special
 Over 5 miles in county 4.50
 \$1.00 charge for each additional county line crossed

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	53
Maintenance	0	0
Administration	3	1
	<hr/>	<hr/>
	8	54

Operation Characteristics

Revenue Vehicles	56
Peak Hour Fleet	38
Base Fleet	32
Fuel Consumption (gal)	92,994

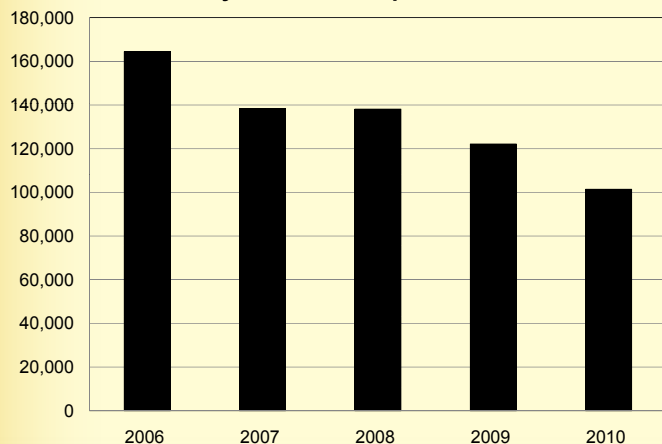
Ridership Trends

2006	164,426
2007	138,344
2008	138,139
2009	122,165
2010	101,444

2010 Highlights

- Catch-A-Ride received interstate transit authority and began service to Ohio and Kentucky.

System Ridership Trend





Catch-A-Ride Public Transportation

Operating Expense Summary

Operator Salaries/Wages	\$809,265
Other Salaries/Wages	\$243,743
Fringe	\$157,025
Services	\$63,862
Materials and Supplies	\$360,707
Utilities	\$4,906
Casualty/Liability	\$184,544
Purchased Transportation	\$0
Other	\$43,382
Total Expenses	\$1,867,434
Fixed Route Expenses	\$0
Demand Response Services	\$1,867,434

Revenue Summary

Fare Revenue	\$91,492
Contract/Other	\$0
Local Assistance	\$523,833
State Assistance	\$364,139
Federal Assistance	\$887,970
Total Revenue	\$1,867,434

Productivity

Total Passenger Boardings	101,444
Total Vehicle Miles	1,125,053
Revenue Vehicle Miles	1,000,853
Revenue Vehicle Hours	66,174

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.66
Operating Expense per Passenger Trip	\$18.41
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	0.59

Financial Performance

Operating Subsidy	\$1,775,942
Operating Subsidy Ratio	95%
Locally Derived Income	\$615,325
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	5%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1999	Dodge	6	No	Gas
1	1999	Dodge	9+1wc	Yes	Gas
4	2000	Dodge	14	No	Gas
2	2000	Dodge	9+2wc	Yes	Gas
2	2001	Dodge	6	No	Gas
1	2001	Dodge	9+2wc	Yes	Gas
4	2002	Dodge	5+3wc	Yes	Gas
1	2003	Chevy	3+1wc	Yes	Gas
1	2003	Chevy	4+1wc	Yes	Gas
1	2003	Dodge	7+2wc	Yes	Gas
1	2005	Chevy	3+1wc	Yes	Gas
2	2005	Ford	5+2wc	Yes	Gas
1	2006	Ford	7	No	Gas
1	2006	Chevy	4+1wc	Yes	Gas
1	2006	Ford	5+3wc	Yes	Gas
1	2007	Dodge	6	No	Gas
1	2007	Chevy	6	No	Gas
4	2007	Ford	12+2wc	Yes	Gas
4	2007	Ford	5+2wc	Yes	Gas
2	2007	Chevy	6+2wc	Yes	Gas
3	2008	Ford	10+1wc	Yes	Gas
2	2008	Ford	12+2wc	Yes	Gas
2	2008	Chevy	2+1wc	Yes	Gas
5	2008	Chevy	4+1wc	Yes	Gas
1	2008	Ford	6+2wc	Yes	Gas
2	2008	Ford	8+2wc	Yes	Gas
2	2008	Ford	9+1wc	Yes	Gas
1	2009	Ford	12+2wc	Yes	Gas
2	2009	Ford	8+2wc	Yes	Gas



SITS

P.O. Box 547
 Corydon, IN 47112
 (812) 734-1000 FAX: (812) 734-1036
Contact: Roland Lemus, Transportation Director
Email: brrtrdir@brsinc.org

General Information

Type of Service Subscription, Demand Response and Deviated Route
Service Area Crawford, Harrison, Scott and Washington Counties
Service Population 95,251

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday By Request
Sunday By Request

Fare Structure

Base \$2.00 (0 to 10 miles)
 \$3.00 (11 to 24 miles)
 \$4.00 (over 24 miles)
Youth NA
Elderly/Disabled NA
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	19	3
Maintenance	1	0
Administration	4	1
	<u>24</u>	<u>4</u>

Operation Characteristics

Revenue Vehicles	29
Peak Hour Fleet	13
Base Fleet	8
Fuel Consumption (gal)	53,800

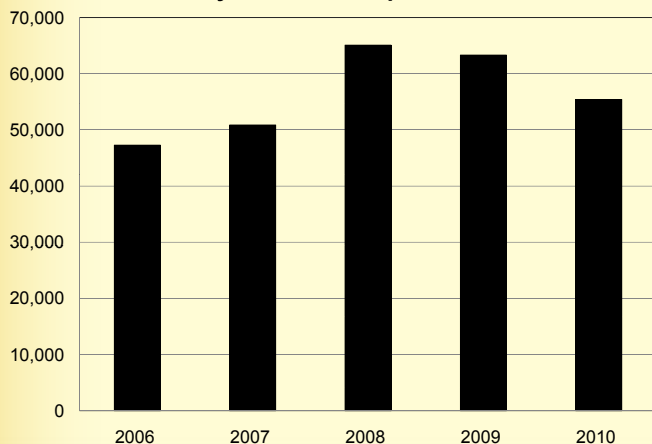
Ridership Trends

2006	47,315
2007	50,901
2008	65,117
2009	63,353
2010	55,437

2010 Highlights

- Participated in the Heritage fair in Sept 2010.
- Converted in July 2010 to the new dispatch software Transportation Manager from Shasoft.
- Participated in Senior and county fairs throughout the 4 county service area.
- Coordinated with EMA and the local law enforcement on the Emergency plan 2010.

System Ridership Trend



Southern Indiana Transit System



Operating Expense Summary

Operator Salaries/Wages	\$483,286
Other Salaries/Wages	\$0
Fringe	\$68,496
Services	\$32,681
Materials and Supplies	\$149,889
Utilities	\$13,075
Casualty/Liability	\$23,791
Purchased Transportation	\$24,487
Other	\$74,442
Total Expenses	\$870,147
Fixed Route Expenses	\$0
Demand Response Services	\$870,147

Revenue Summary

Fare Revenue	\$59,114
Contract/Other	\$0
Local Assistance	\$229,947
State Assistance	\$186,190
Federal Assistance	\$394,896
Total Revenue	\$870,147

Productivity

Total Passenger Boardings	55,437
Total Vehicle Miles	590,505
Revenue Vehicle Miles	560,963
Revenue Vehicle Hours	23,037

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.47
Operating Expense per Passenger Trip	\$15.70
Passenger Trips per Total Vehicle Mile	0.09
Passenger Trips per Capita	0.58

Financial Performance

Operating Subsidy	\$811,033
Operating Subsidy Ratio	93%
Locally Derived Income	\$289,061
Locally Derived Income Per Operating Expense	\$0.33
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1999	Ford	9	Yes	Gas
1	2000	Dodge	12	No	Gas
1	2000	Dodge	7	No	Gas
1	2000	Chevy	7	No	Gas
1	2000	Dodge	5	No	Gas
1	2001	Ford	7	No	Gas
1	2001	Ford	8	Yes	Gas
1	2002	Dodge	7	No	Gas
1	2002	Dodge	9	Yes	Gas
1	2002	Dodge	12	No	Gas
1	2003	Dodge	7	No	Gas
2	2003	Chevy	6	Yes	Gas
1	2003	Dodge	12	No	Gas
1	2003	Dodge	9	Yes	Gas
1	2004	Ford	9	Yes	Gas
1	2005	Ford	7	No	Gas
1	2006	Ford	21	Yes	Gas
1	2006	Chevy	6	Yes	Gas
1	2006	Chevy	6	Yes	Gas
2	2006	Ford	21	Yes	Gas
1	2006	Chevy	6	Yes	Gas
1	2007	GM	16	Yes	Gas
2	2007	GM	16	Yes	Gas
1	2007	Ford	13	Yes	Gas
1	2008	Ford	13	Yes	Gas
1	2008	Ford	10	Yes	Gas
1	2008	Chevy	7	Yes	Gas
1	2009	Ford	8	Yes	Gas



South Bend

1401 S. Lafayettee Blvd.
 South Bend, IN 46613
 (574) 232-9901 FAX: (574) 239-2309
Contact: Chris Kubaszak, Controller
Email: ckubaszak@sbtranspo.com

General Information

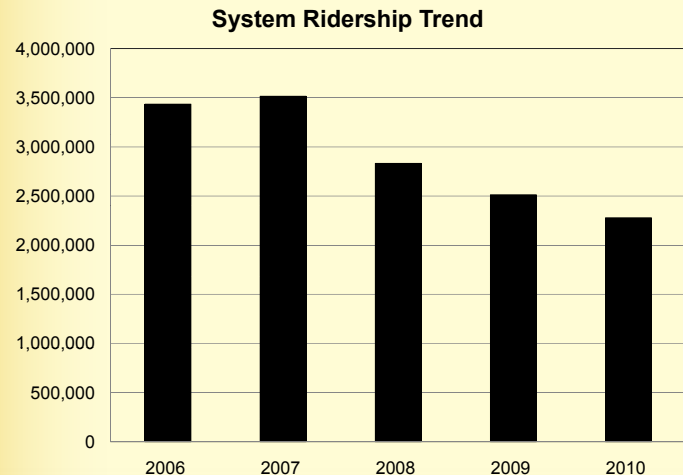
Type of Service Fixed Route and Demand Response
Service Area South Bend & Mishawaka Metropolitan Area
Service Population 154,346

Service Hours

Weekday 6:00 AM - 7:00 PM
Saturday 9:00 AM - 4:00 PM
Sunday NA

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$0.50
Transfer FREE
Other/Special
 Monthly Pass Adult Fixed Route \$35.00
 Monthly Pass Adult Student \$30.00



Personnel

	Full-Time	Part-Time
Operations	78	17
Maintenance	20	2
Administration	7	1
	<u>105</u>	<u>20</u>

Operation Characteristics

Revenue Vehicles	71
Peak Hour Fleet	51
Base Fleet	40
Fuel Consumption (gal)	429,914

Ridership Trends

2006	3,436,055
2007	3,516,616
2008	2,833,313
2009	2,514,213
2010	2,280,288

2010 Highlights

- TRANSPO opened its new LEED Platinum Administration, Maintenance and Operations facility in November.
- Access ridership increased in 2010 by 9.65%.
- Completed construction of a new CDL course at TRANSPO's new Administration, Maintenance and Operations facility.
- Paperless Administration was initiated with all Board and Committee meetings.
- TRANSPO initiated a Comprehensive Operational Analysis.



South Bend Public Transportation Corporation (TRANSPO)

Operating Expense Summary

Operator Salaries/Wages	\$3,764,063
Other Salaries/Wages	\$1,112,072
Fringe	\$1,634,031
Services	\$921,787
Materials and Supplies	\$1,285,179
Utilities	\$196,092
Casualty/Liability	\$177,844
Purchased Transportation	\$0
Other	\$80,371
Total Expenses	\$9,171,439
Fixed Route Expenses	\$8,346,771
Demand Response Services	\$824,668

Revenue Summary

Fare Revenue	\$1,390,353
Contract/Other	\$518,389
Local Assistance	\$3,046,564
State Assistance	\$2,683,523
Federal Assistance	\$1,532,610
Total Revenue	\$9,171,439

Productivity

Total Passenger Boardings	2,280,288
Total Vehicle Miles	1,929,909
Revenue Vehicle Miles	1,898,316
Revenue Vehicle Hours	131,785

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.75
Operating Expense per Passenger Trip	\$4.02
Passenger Trips per Total Vehicle Mile	1.18
Passenger Trips per Capita	14.77

Financial Performance

Operating Subsidy	\$7,262,697
Operating Subsidy Ratio	79%
Locally Derived Income	\$4,955,306
Locally Derived Income Per Operating Expense	\$0.54
Fare Recovery Ratio	15%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
11	1999	Gillig	Yes	30+2wc	Diesel
10	2002	Gillig	Yes	23+2wc	Diesel
10	2003	Gillig	Yes	23+2wc	Diesel
21	2004	Gillig	Yes	23+2wc	Diesel
4	2004	Optima	Yes	22+2wc	Diesel
5	2005	Ford	Yes	9wc	Diesel
4	2006	Ford	Yes	9wc	Diesel
4	2009	Ford	Yes	9wc	Diesel
2	2010	Ford	Yes	9wc	Diesel
71					



Steuben County

317 S. Wayne Suite 1B

Angola, IN 46703

(260) 665-9856 FAX: (260) 665-5247

Contact: Donna Holcomb, Executive Director

Email: dholcomb@steubenco.org

General Information

Type of Service Demand Response
Service Area Steuben County
Service Population 33,214

Service Hours

Weekday 6:30 AM - 6:00 PM, Special Hours
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 within Angola city limits each way, \$5.00 outside city limits each way
Youth \$1.00 each way when accompanied by adult, otherwise same as base fare
Elderly/Disabled Over age 60 donation only, disabled same as base fare
Transfer NA
Other/Special

Personnel

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

Operation Characteristics

Revenue Vehicles	10
Peak Hour Fleet	8
Base Fleet	6
Fuel Consumption (gal)	11,451

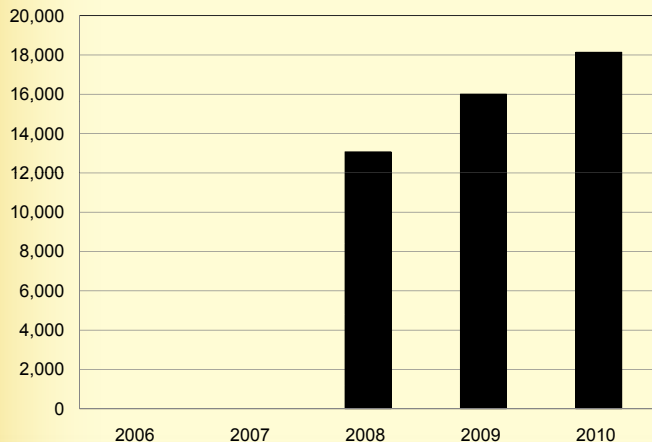
Ridership Trends

2006	
2007	
2008	13,077
2009	16,013
2010	18,141

2010 Highlights

- Implemented Routematch routing software in June 2010.
- Increased ridership by 30%.
- Operations cost decreased in 2010 vs. 2009 by .23 cents per mile.
- Fleet increased to 10 vehicles, awaiting arrival of 11th vehicle from INDOT.
- Increasing client base by average 25 per month - non-seniors are increasing faster than seniors.
- Hired second part time dispatcher, making total dispatch team 2 plus Transportation Coordinator who fills in as needed.

System Ridership Trend



STAR Transportation



Operating Expense Summary

Operator Salaries/Wages	\$84,884
Other Salaries/Wages	\$73,418
Fringe	\$23,717
Services	\$6,603
Materials and Supplies	\$54,677
Utilities	\$5,529
Casualty/Liability	\$8,501
Purchased Transportation	\$0
Other	\$6,233
Total Expenses	\$263,562
Fixed Route Expenses	\$0
Demand Response Services	\$263,562

Revenue Summary

Fare Revenue	\$22,809
Contract/Other	\$0
Local Assistance	\$122,026
State Assistance	\$21,442
Federal Assistance	\$97,285
Total Revenue	\$263,562

Productivity

Total Passenger Boardings	18,141
Total Vehicle Miles	168,546
Revenue Vehicle Miles	157,079
Revenue Vehicle Hours	10,281

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.56
Operating Expense per Passenger Trip	\$14.53
Passenger Trips per Total Vehicle Mile	0.11
Passenger Trips per Capita	0.55

Financial Performance

Operating Subsidy	\$240,753
Operating Subsidy Ratio	91%
Locally Derived Income	\$144,835
Locally Derived Income Per Operating Expense	\$0.55
Fare Recovery Ratio	9%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2003	Chevy	6	Yes	Gas
1	2003	Chevy	6	No	Gas
1	2003	Dodge	11	Yes	Gas
1	2004	Chrysler	3	No	Gas
1	2004	Pontiac	3	No	Gas
1	2008	Chevy	6	No	Gas
1	2008	Chevy	6	Yes	Gas
1	2009	Ford	8+2wc	Yes	Gas
1	2010	Ford	8+2wc	Yes	Gas
1	2010	Dodge	6	Yes	Gas
10					



Transit Authority of River City

1000 W Broadway
 Louisville, KY 40203
 (502) 561-5100 FAX: (502) 213-3253
Contact: J. Barry Barker, Executive Director
Email: jbarker@ridetarc.org

General Information

Type of Service Fixed Route and Demand Response
Service Area New Albany, Clarksville, and Jeffersonville City Limits
Service Population 86,365

Service Hours

Weekday 5:30 AM - 11:00 PM
Saturday 8:00 AM - 10:30 PM
Sunday 8:00 AM - 9:30 PM

Fare Structure

Base \$1.50
Youth \$0.75
Elderly/Disabled \$0.75
Transfer NA
Other/Special
 Monthly Pass \$42.00
 Monthly Express Pass \$80.00

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	363	17
Maintenance	106	0
Administration	103	20
	<u>572</u>	<u>37</u>

Operation Characteristics

Revenue Vehicles	248
Peak Hour Fleet	228
Base Fleet	123
Fuel Consumption (gal)	211,928

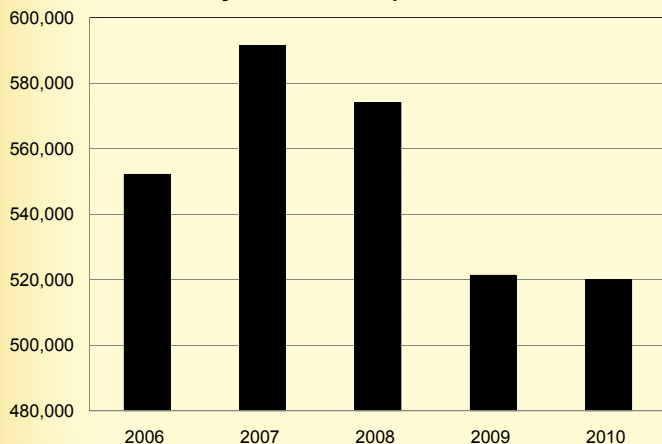
Ridership Trends

2006	552,177
2007	591,439
2008	574,072
2009	521,379
2010	520,017

2010 Highlights

- Finished construction and opened new LEED certified Maintenance Annex.
- Continued implementation of new radio system.
- Received grant to implement improved service in "high-capacity corridors."

System Ridership Trend





Transit Authority of River City (TARC)

Operating Expense Summary

Operator Salaries/Wages	\$1,019,950
Other Salaries/Wages	\$612,576
Fringe	\$1,065,475
Services	\$136,384
Materials and Supplies	\$631,739
Utilities	\$38,422
Casualty/Liability	\$61,434
Purchased Transportation	\$1,078,474
Other	\$35,738
Total Expenses	\$4,680,192
Fixed Route Expenses	\$4,586,588
Demand Response Services	\$93,603

Revenue Summary

Fare Revenue	\$817,603
Contract/Other	\$6,603
Local Assistance	\$2,264,191
State Assistance	\$1,193,469
Federal Assistance	\$398,326
Total Revenue	\$4,680,192

Productivity

Total Passenger Boardings	520,017
Total Vehicle Miles	847,238
Revenue Vehicle Miles	741,524
Revenue Vehicle Hours	46,393

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$5.52
Operating Expense per Passenger Trip	\$9.00
Passenger Trips per Total Vehicle Mile	0.61
Passenger Trips per Capita	6.02

Financial Performance

Operating Subsidy	\$3,855,986
Operating Subsidy Ratio	82%
Locally Derived Income	\$3,088,397
Locally Derived Income Per Operating Expense	\$0.66
Fare Recovery Ratio	17%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
6	1987	CCI	Yes	17	Diesel
16	1994	FLX	Yes	44	Diesel
5	1997	CCI	Yes	27	Diesel
26	1998	GIL	Yes	40	Diesel
63	1999	GIL	Yes	40	Diesel
12	2000	GIL	Yes	40	Diesel
8	2000	GIL	Yes	24	Diesel
10	2001	GIL	Yes	40	Diesel
17	2002	GIL	Yes	24	Diesel
20	2003	GIL	Yes	40	Diesel
5	2004	GIL	Yes	40	Hybrid
5	2005	CCI	Yes	27	Diesel
16	2005	GIL	Yes	40	Diesel
4	2007	GIL	Yes	40	Hybrid
6	2008	GIL	Yes	40	Diesel
3	2009	GIL	Yes	40	Hybrid
17	2009	GIL	Yes	40	Diesel
9	2010	GIL	Yes	40	Hybrid
248					



Terre Haute

901 South 14th St.
 Terre Haute, IN 47807
 (812) 235-0109 FAX: (812) 232-3533
Contact: Brad Miller, General Manager
Email: brad.miller@terrehaute.IN.gov

General Information

Type of Service Fixed Route and Demand Response
Service Area Terre Haute City Limits
Service Population 61,944

Service Hours

Weekday 5:45 AM - 11:00 PM
Saturday 5:45 AM - 11:00 PM
Sunday NA

Fare Structure

Base \$1.50
Youth \$1.50/ Five and under Free
Elderly/Disabled \$0.75
Transfer FREE
Other/Special
 Indiana State University and Ivy Tech students with current ID Ride Free

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	21	8
Maintenance	5	1
Administration	6	0
	<u>32</u>	<u>9</u>

Operation Characteristics

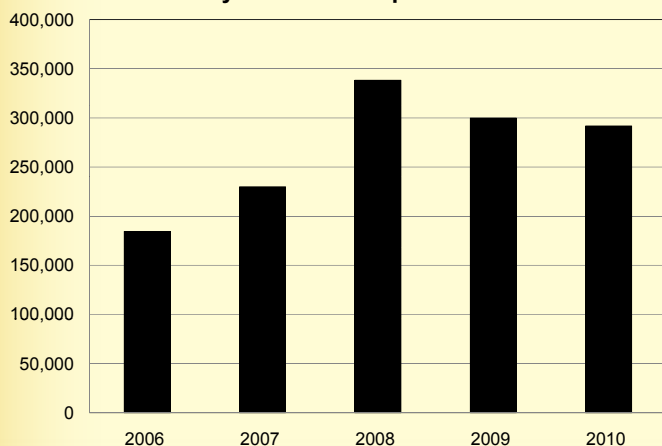
Revenue Vehicles	16
Peak Hour Fleet	11
Base Fleet	11
Fuel Consumption (gal)	65,056

Ridership Trends

2006	184,581
2007	229,991
2008	338,397
2009	299,956
2010	291,888

2010 Highlights

System Ridership Trend





Terre Haute Transit Utility

Operating Expense Summary

Operator Salaries/Wages	\$781,568
Other Salaries/Wages	\$566,304
Fringe	\$499,697
Services	\$37,463
Materials and Supplies	\$244,245
Utilities	\$72,276
Casualty/Liability	\$37,181
Purchased Transportation	\$0
Other	\$75,259
Total Expenses	\$2,313,993
Fixed Route Expenses	\$2,057,561
Demand Response Services	\$256,432

Revenue Summary

Fare Revenue	\$179,132
Contract/Other	\$18,420
Local Assistance	\$546,729
State Assistance	\$390,874
Federal Assistance	\$1,178,838
Total Revenue	\$2,313,993

Productivity

Total Passenger Boardings	291,888
Total Vehicle Miles	516,749
Revenue Vehicle Miles	452,654
Revenue Vehicle Hours	46,918

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$4.48
Operating Expense per Passenger Trip	\$7.93
Passenger Trips per Total Vehicle Mile	0.56
Passenger Trips per Capita	4.71

Financial Performance

Operating Subsidy	\$2,116,441
Operating Subsidy Ratio	91%
Locally Derived Income	\$744,281
Locally Derived Income Per Operating Expense	\$0.32
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
1	2003	Ford	Yes	8+3wc	Diesel
1	2004	Ford	Yes	10+4wc	Diesel
3	2006	Ford	Yes	22+2wc	Diesel
1	2007	Ford	Yes	22+2wc	Diesel
1	2008	Chevrolet	Yes	22+2wc	Diesel
1	2009	Ford	Yes	22+2wc	Diesel
2	2009	WorkHorse	Yes	22+2wc	Hybrid
2	2010	Ford	Yes	22+2wa	Gas
3	2010	Ford	Yes	22+2wc	Diesel
1	2011	Goshen Coach	Yes	8+3wc	Gas
16					



Union County

615 W. High St.
 Liberty, IN 47353
 (765) 458-7277 FAX: (765) 458-7722
Contact: Gidget Dickenson, Director
Email: Gidget@uconline.com

General Information

Type of Service Subscription and Demand Response
Service Area Union and outside of Richmond and Wayne, referred population from Fayette, Franklin and Rush
Service Population 39,322

Service Hours

Weekday 6:00 AM - 5:00 PM
Saturday By Appointment
Sunday By Appointment

Fare Structure

Base FREE (live in County, go anywhere in County)
Youth NA
Elderly/Disabled NA
Transfer NA
Other/Special
 Surrounding covered areas fares are based on mileage

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	15
Maintenance	0	2
Administration	1	1
	<u>1</u>	<u>18</u>

Operation Characteristics

Revenue Vehicles	13
Peak Hour Fleet	10
Base Fleet	8
Fuel Consumption (gal)	22,233

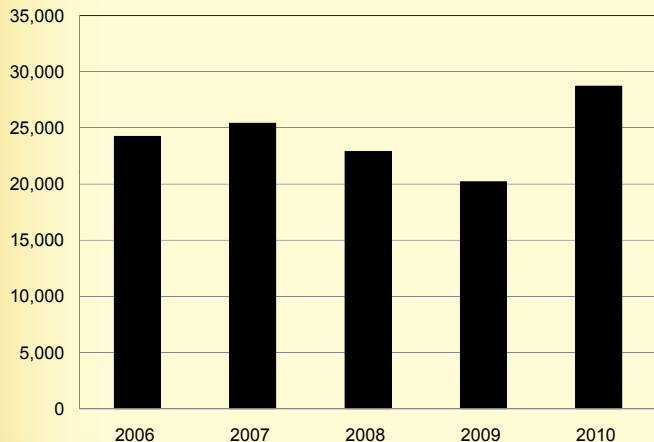
Ridership Trends

2006	24,256
2007	25,431
2008	22,920
2009	20,225
2010	28,729

2010 Highlights

- Union County Transit started to provide "FREE" rides anywhere in the County if you lived in the County.
- Our "FREE" rides started on March 1, 2010. As of December 31, 2010, Union County Transit has provided 3,494 "FREE" rides for Union County.

System Ridership Trend



Union County Transit



Operating Expense Summary

Operator Salaries/Wages	\$118,090
Other Salaries/Wages	\$48,245
Fringe	\$20,608
Services	\$23,977
Materials and Supplies	\$69,867
Utilities	\$4,376
Casualty/Liability	\$15,365
Purchased Transportation	\$0
Other	\$6,780
Total Expenses	\$307,308
Fixed Route Expenses	\$0
Demand Response Services	\$307,308

Revenue Summary

Fare Revenue	\$23,746
Contract/Other	\$0
Local Assistance	\$59,016
State Assistance	\$82,765
Federal Assistance	\$141,781
Total Revenue	\$307,308

Productivity

Total Passenger Boardings	28,729
Total Vehicle Miles	248,571
Revenue Vehicle Miles	239,561
Revenue Vehicle Hours	14,886

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.24
Operating Expense per Passenger Trip	\$10.70
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	0.73

Financial Performance

Operating Subsidy	\$283,562
Operating Subsidy Ratio	92%
Locally Derived Income	\$82,762
Locally Derived Income Per Operating Expense	\$0.27
Fare Recovery Ratio	8%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2000	Dodge	14	No	Gas
1	2003	Ford	10+2wc	Yes	Gas
1	2005	Chevy	5+1wc	Yes	Gas
1	2006	Ford	10+2wc	Yes	Gas
2	2007	Chevy	5+1wc	Yes	Gas
1	2008	Ford	12+2wc	Yes	Gas
4	2009	Ford	8+2wc	Yes	Gas
1	2010	Dodge	5+1wc	Yes	Gas
1	2010	Ford	12+2wc	Yes	Gas
13					



Valparaiso Transportation

166 Lincolnway
 Valparaiso, IN 46383
 (219) 462-1161 FAX: (219) 464-4273
Contact: Tyler Kent, Transit Manager
Email: Tkent@valpo.us

General Information

Type of Service	Deviated Fixed Route and Fixed Route
Service Area	Valparaiso City Limits and Chicago Loop
Service Population	27,428

Service Hours

Weekday	6:00 AM - 10:00 PM
Saturday	6:28 AM - 12:00 AM
Sunday	8:10 AM - 12:00 AM

Fare Structure

Base	\$1.00	\$7.50
Youth	\$1.00	
Elderly/Disabled	\$0.50	
Transfer	NA	
Other/Special		
Monthly Pass deviated fixed Route \$30.00, Fixed Route \$230		

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	5	13
Maintenance	3	0
Administration	4	3
	<hr/> 12	<hr/> 16

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	6
Base Fleet	6
Fuel Consumption (gal)	57,646

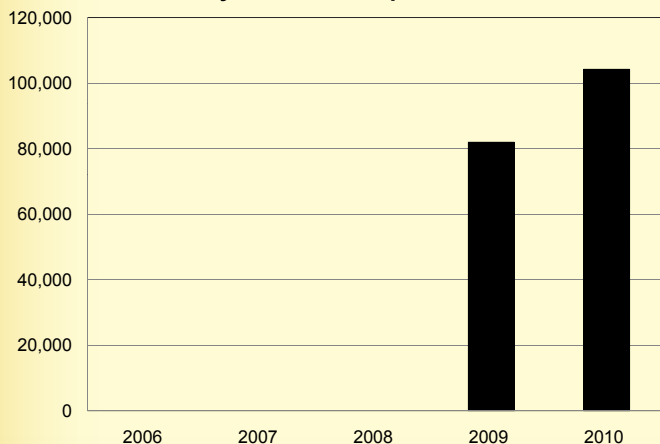
Ridership Trends

2006	
2007	
2008	
2009	81,994
2010	104,261

2010 Highlights

- Purchased 4 MCI D4500, 53 passenger buses with CMAQ Funds for the ChicaGo Dash.
- City of Valparaiso receives Indiana Governor's Award for Environmental Excellence Certificate awarded at annual conference.
- Increase in ridership for the ChicaGo Dash. In 2009 18,205 riders in 2010 32,260 riders.
- Hired new service provider (Ride Right) to operate the V-Line Bus System. Saved roughly \$229,194 in savings with new contract.
- Entered into new contract with Free Enterprise Systems to operate the ChicaGo Dash. Saved roughly \$124,068.75 with new contract.
- Increase in Ridership for the V-Line. In 2009 63,790 riders in 2010 72,001 riders.

System Ridership Trend





City of Valparaiso Transit System

Operating Expense Summary

Operator Salaries/Wages	\$22,802
Other Salaries/Wages	\$0
Fringe	\$0
Services	\$7,928
Materials and Supplies	\$76,151
Utilities	\$3,354
Casualty/Liability	\$3,883
Purchased Transportation	\$1,222,164
Other	\$250,584
Total Expenses	\$1,586,866
Fixed Route Expenses	\$778,288
Demand Response Services	\$808,578

Revenue Summary

Fare Revenue	\$397,866
Contract/Other	\$0
Local Assistance	\$163,438
State Assistance	\$23,201
Federal Assistance	\$1,002,361
Total Revenue	\$1,586,866

Productivity

Total Passenger Boardings	104,261
Total Vehicle Miles	402,479
Revenue Vehicle Miles	298,855
Revenue Vehicle Hours	17,135

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.94
Operating Expense per Passenger Trip	\$15.22
Passenger Trips per Total Vehicle Mile	0.26
Passenger Trips per Capita	3.80

Financial Performance

Operating Subsidy	\$1,189,000
Operating Subsidy Ratio	75%
Locally Derived Income	\$561,304
Locally Derived Income Per Operating Expense	\$0.35
Fare Recovery Ratio	25%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
5	2007	Ford	Yes	16+2wc	Gas
4	2009	MCI	Yes	53+2wc	Diesel
9					



West Central Indiana Economic Development District, Inc

1718 Wabash Ave.

Terre Haute, IN 47807

(812) 232-2675 or (812) 238-1561 Fax: (812) 238-1564

Contact: Gloria Wetnight, Assistant Director Area 7 Programs on Aging
Dale Nightingale, Transportation Coordinator

Email: gwetnight@westcentralin.com/dnightingale@westcentralin.com

General Information

Type of Service Demand Response
Service Area Vigo County
Service Population 46,234

Service Hours

Weekday 7:30 AM - 4:30 PM
Saturday NA
Sunday NA

Fare Structure

Base \$1.50 per one way trip
Youth \$1.50 per one way trip
Elderly/Disabled \$1.50 per one way trip/donation for medical appointments
Transfer NA
Other/Special

Personnel

	Full-Time	Part-Time
Operations	6	2
Maintenance	0	0
Administration	1	2
	<u>7</u>	<u>4</u>

Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	7
Base Fleet	7
Fuel Consumption (gal)	15,176

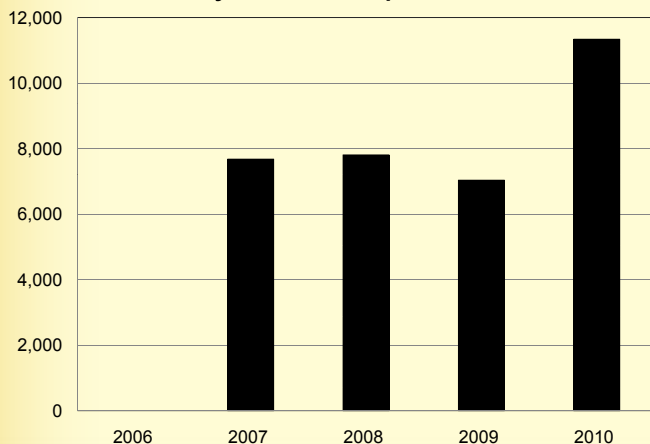
Ridership Trends

2006	
2007	7,684
2008	7,812
2009	7,041
2010	11,344

2010 Highlights

- Increased Ridership.
- Added a full time driver.

System Ridership Trend





Area 7 Rural Transportation Program

Operating Expense Summary

Operator Salaries/Wages	\$108,098
Other Salaries/Wages	\$0
Fringe	\$45,071
Services	\$0
Materials and Supplies	\$76,182
Utilities	\$0
Casualty/Liability	\$8,903
Purchased Transportation	\$0
Other	\$11,404
Total Expenses	\$249,658
Fixed Route Expenses	\$0
Demand Response Services	\$249,658

Revenue Summary

Fare Revenue	\$8,379
Contract/Other	\$0
Local Assistance	\$86,187
State Assistance	\$34,451
Federal Assistance	\$120,641
Total Revenue	\$249,658

Productivity

Total Passenger Boardings	11,344
Total Vehicle Miles	95,087
Revenue Vehicle Miles	95,087
Revenue Vehicle Hours	13,264

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$2.63
Operating Expense per Passenger Trip	\$22.01
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	0.25

Financial Performance

Operating Subsidy	\$241,279
Operating Subsidy Ratio	97%
Locally Derived Income	\$94,566
Locally Derived Income Per Operating Expense	\$0.38
Fare Recovery Ratio	3%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2001	Dodge	6+2wc	Yes	Gas
1	2002	Dodge	6+2wc	Yes	Gas
1	2005	Chevy	5+1wc	Yes	Gas
1	2006	Ford	8+2wc	Yes	Gas
1	2007	Ford	10+2wc	Yes	Gas
2	2008	Ford	8+2wc	Yes	Gas
1	2009	Ford	8+2wc	Yes	Gas
1	2010	Ford	8	No	Gas
1	2011	Gillig	22+2wc	Yes	Diesel
1	2011	Ford	8+2wc	Yes	Gas
11					



Wabash County

239 Bond St, P.O. Box 447

Wabash, IN 46992

(260) 563-4475 FAX: (260) 569-1535

Contact: Beverly Ferry, CEO

Email: beverlyf@livingwellinwabashcounty.org

General Information

Type of Service Demand Response
Service Area Wabash County, Indiana
Service Population 34,960

Service Hours

Weekday 6:00 AM - 6:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2/one-way trip in Wabash or North Manchester; \$4/one-way trip anywhere else in Wabash
Youth \$2/one-way trip in Wabash or North Manchester; \$4/one-way trip anywhere else in Wabash
Elderly/Disabled Transfer By donation
 NA
Other/Special
 Coupons for free rides were available on our web site, in newspapers & around the county

Personnel

	Full-Time	Part-Time
Operations	1	19
Maintenance	0	0
Administration	1	7
	<u>2</u>	<u>26</u>

Operation Characteristics

Revenue Vehicles	11
Peak Hour Fleet	8
Base Fleet	6
Fuel Consumption (gal)	25,276

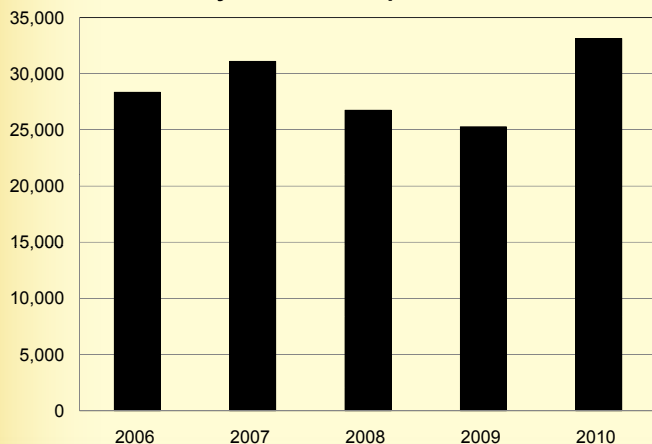
Ridership Trends

2006	28,362
2007	31,112
2008	26,760
2009	25,291
2010	33,145

2010 Highlights

- Ridership surpassed the all time high previously set in 2007. The previous peak in 2007 was prior to service reductions due to gasoline prices and increased fares implemented in 2008.
- Working with our local TAC, we launched a coupon campaign to increase ridership.
- We expanded participation in our local TAC.
- We made a concentrated effort to break through barriers to ridership with both marketing & coupons.

System Ridership Trend



Wabash County Transit



Operating Expense Summary

Operator Salaries/Wages	\$117,989
Other Salaries/Wages	\$110,547
Fringe	\$37,341
Services	\$28,953
Materials and Supplies	\$71,566
Utilities	\$7,044
Casualty/Liability	\$16,757
Purchased Transportation	\$0
Other	\$42,501
Total Expenses	\$432,698
Fixed Route Expenses	\$0
Demand Response Services	\$432,698

Revenue Summary

Fare Revenue	\$28,809
Contract/Other	\$0
Local Assistance	\$125,202
State Assistance	\$76,742
Federal Assistance	\$201,945
Total Revenue	\$432,698

Productivity

Total Passenger Boardings	33,145
Total Vehicle Miles	266,423
Revenue Vehicle Miles	252,446
Revenue Vehicle Hours	14,358

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.62
Operating Expense per Passenger Trip	\$13.05
Passenger Trips per Total Vehicle Mile	0.12
Passenger Trips per Capita	0.95

Financial Performance

Operating Subsidy	\$403,889
Operating Subsidy Ratio	93%
Locally Derived Income	\$154,011
Locally Derived Income Per Operating Expense	\$0.36
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1995	Dodge	10	No	Gas
1	2002	Dodge	12	No	Gas
1	2004	Chevy	6-5+1wc	Yes	Gas
1	2005	Chevy	4-5+1wc	Yes	Gas
1	2007	Ford	12	Yes	Gas
2	2008	Ford	9	Yes	Gas
2	2010	Ford	14+2wc	Yes	Gas
2	2010	Dodge	5+1wc	Yes	Gas
11					



Washington

2100 East Memorial Ave.
 Washington, IN 47501
 (812) 254-4564 FAX: (812) 254-8231
Contact: Ernie Evans, Transit Manager
Email: eevans@washingtonin.us

General Information

Type of Service Route Deviation
Service Area Washington City Limits and ADA corridors
Service Population 11,380

Service Hours

Weekday 7:00 AM - 5:00 PM
Saturday NA
Sunday NA

Fare Structure

Base \$0.75
Youth \$0.50
Elderly/Disabled \$0.75
Transfer NA
Other/Special
 Elderly & Disabled Fare \$0.25 with AOA Coupon
 ADA Paratransit Service \$1.50 (certified riders)

Personnel

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

Operation Characteristics

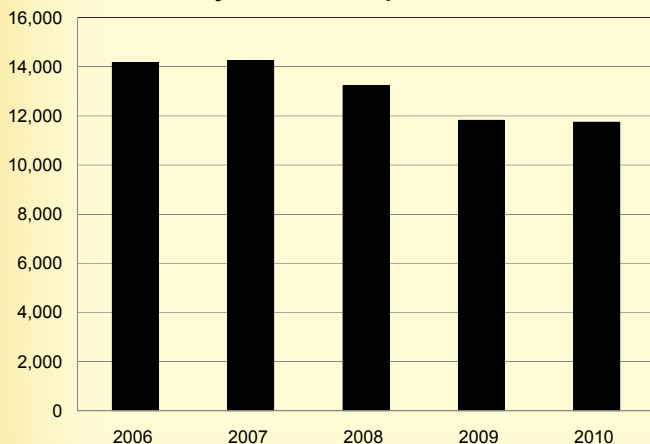
Revenue Vehicles	3
Peak Hour Fleet	1
Base Fleet	1
Fuel Consumption (gal)	4,574

Ridership Trends

2006	14,169
2007	14,254
2008	13,233
2009	11,825
2010	11,748

2010 Highlights

System Ridership Trend



Washington Transit System



Operating Expense Summary

Operator Salaries/Wages	\$36,183
Other Salaries/Wages	\$0
Fringe	\$11,964
Services	\$17,287
Materials and Supplies	\$13,907
Utilities	\$4,320
Casualty/Liability	\$3,261
Purchased Transportation	\$0
Other	\$1,012
Total Expenses	\$87,934
Fixed Route Expenses	\$87,934
Demand Response Services	\$0

Revenue Summary

Fare Revenue	\$5,686
Contract/Other	\$0
Local Assistance	\$17,721
State Assistance	\$23,405
Federal Assistance	\$41,122
Total Revenue	\$87,934

Productivity

Total Passenger Boardings	11,748
Total Vehicle Miles	28,718
Revenue Vehicle Miles	28,718
Revenue Vehicle Hours	2,440

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.06
Operating Expense per Passenger Trip	\$7.49
Passenger Trips per Total Vehicle Mile	0.41
Passenger Trips per Capita	1.03

Financial Performance

Operating Subsidy	\$82,248
Operating Subsidy Ratio	94%
Locally Derived Income	\$23,407
Locally Derived Income Per Operating Expense	\$0.27
Fare Recovery Ratio	6%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1996	Ford	16+2wc	Yes	Gas
1	2008	Ford	16+2wc	Yes	Gas
1	2010	Ford	16+2wc	Yes	Gas
3					



Waveland

660 North 36th St, P.O. Box 4727

Lafayette, IN 43176

(765) 447-7683 FAX: (765) 447-6862

Contact: Stan Minnick, Transportation/Facilities Program Coordinator

Email: sminnick@areaivagency.org

General Information

Type of Service Demand Response
Service Area Boswell, Brookston, Clarks Hill, Flora, Hillsboro, Rossville, and Waveland
Service Population 5,642

Service Hours

Weekday 24 Hours Per Day
Saturday 24 Hours Per Day
Sunday 24 Hours Per Day

Fare Structure

Base NA
Youth NA
Elderly/Disabled NA
Transfer NA
Other/Special
 Contributions from passengers

Personnel

	Full-Time	Part-Time
Operations	0	0
Maintenance	0	0
Administration	0	2
	<u>0</u>	<u>2</u>

Operation Characteristics

Revenue Vehicles	8
Peak Hour Fleet	8
Base Fleet	7
Fuel Consumption (gal)	1,659

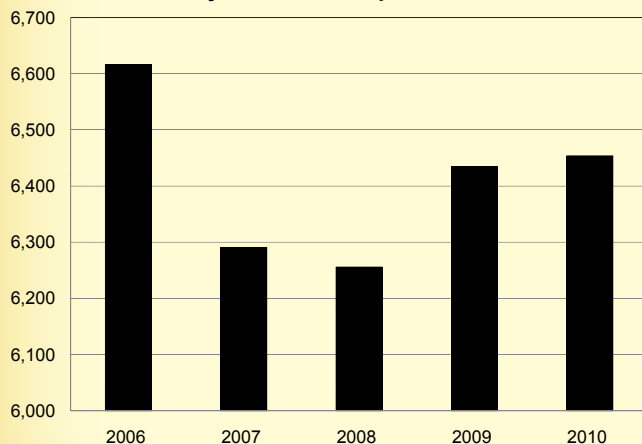
Ridership Trends

2006	6,616
2007	6,291
2008	6,256
2009	6,435
2010	6,454

2010 Highlights

- Replaced two 16 year old non-accessible vehicle with accessible vehicle using ARRA funds.
- Continued Coordination MOU's with Human Service agencies within all eight counties of our service area.

System Ridership Trend





Waveland Volunteer Public Transit System

Operating Expense Summary

Operator Salaries/Wages	\$25,533
Other Salaries/Wages	\$43,775
Fringe	\$13,108
Services	\$5,628
Materials and Supplies	\$8,762
Utilities	\$3,433
Casualty/Liability	\$5,299
Purchased Transportation	\$0
Other	\$4,296
Total Expenses	\$109,834
Fixed Route Expenses	\$0
Demand Response Services	\$109,834

Revenue Summary

Fare Revenue	\$7,650
Contract/Other	\$0
Local Assistance	\$44,517
State Assistance	\$6,575
Federal Assistance	\$51,092
Total Revenue	\$109,834

Productivity

Total Passenger Boardings	6,454
Total Vehicle Miles	17,955
Revenue Vehicle Miles	17,955
Revenue Vehicle Hours	1,344

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$6.12
Operating Expense per Passenger Trip	\$17.02
Passenger Trips per Total Vehicle Mile	0.36
Passenger Trips per Capita	1.14

Financial Performance

Operating Subsidy	\$102,184
Operating Subsidy Ratio	93%
Locally Derived Income	\$52,167
Locally Derived Income Per Operating Expense	\$0.47
Fare Recovery Ratio	7%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1994	Dodge	12+2wc	Yes	Gas
1	1994	Dodge	13	No	Gas
1	1995	Dodge	12+2 wc	Yes	Gas
1	2003	Dodge	12+2 wc	Yes	Gas
1	2006	Ford	12+2 wc	Yes	Gas
1	2009	Ford	12+2 wc	Yes	Gas
2	2010	Ford	12+2 wc	Yes	Gas
8					



Wells County

225 W. Water St.
Bluffton, IN 46714

(260) 824-1070 FAX: (260) 824-9276

Contact: Betsy Collier, Transportation Program Manager

Email: wowtpm@coolsky.com

General Information

Type of Service Demand Response
Service Area Wells County / Bluffton
Service Population 27,600

Service Hours

Weekday 6:00 AM - 7:00 PM (M,T,Th, F);
6:00 AM - 8:30 PM (Wed)
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 (in-city), \$5.00 (in-county),
\$20.00 (out of county up to 30
miles), \$50.00 (out of county 31 -
50 miles)
Youth \$1.00
Elderly/Disabled Donation only within Wells County
Transfer NA
Other/Special

Personnel

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

Operation Characteristics

Revenue Vehicles	12
Peak Hour Fleet	7
Base Fleet	4
Fuel Consumption (gal)	12,949

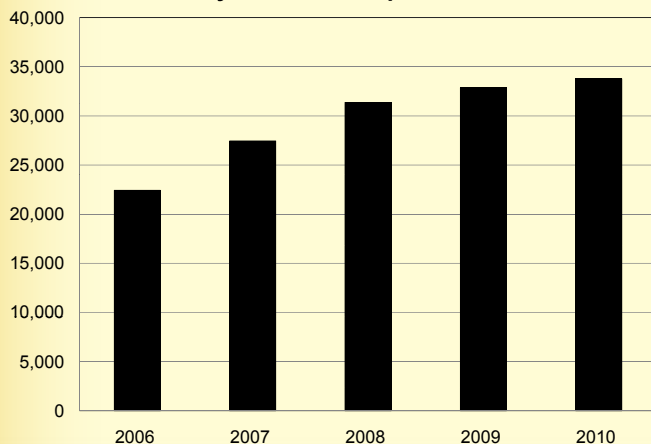
Ridership Trends

2006	22,438
2007	27,459
2008	31,375
2009	32,871
2010	33,774

2010 Highlights

- Wells on Wheels received 6 new Small Transit Vehicles.
- Wells on Wheels serviced 372 Seniors.
- Wells on Wheels provided 13,291 Trips for Seniors.
- Wells on Wheels provided 17,374 Trips for Disabled Riders.
- Well on Wheels provided 33,774 Trips Total for 2010.

System Ridership Trend



Wells on Wheels



Operating Expense Summary

Operator Salaries/Wages	\$199,924
Other Salaries/Wages	\$112,723
Fringe	\$24,009
Services	\$0
Materials and Supplies	\$56,946
Utilities	\$11,402
Casualty/Liability	\$43,191
Purchased Transportation	\$0
Other	\$138,489
Total Expenses	\$586,684
Fixed Route Expenses	\$0
Demand Response Services	\$586,684

Revenue Summary

Fare Revenue	\$13,672
Contract/Other	\$0
Local Assistance	\$237,965
State Assistance	\$96,493
Federal Assistance	\$238,554
Total Revenue	\$586,684

Productivity

Total Passenger Boardings	33,774
Total Vehicle Miles	174,441
Revenue Vehicle Miles	174,441
Revenue Vehicle Hours	17,255

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$3.36
Operating Expense per Passenger Trip	\$17.37
Passenger Trips per Total Vehicle Mile	0.19
Passenger Trips per Capita	1.22

Financial Performance

Operating Subsidy	\$573,012
Operating Subsidy Ratio	98%
Locally Derived Income	\$251,637
Locally Derived Income Per Operating Expense	\$0.43
Fare Recovery Ratio	2%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2003	Chevy	4+1wc	Yes	Gas
2	2007	Dodge	6	No	Gas
3	2008	Chevy	4+1wc	Yes	Gas
1	2010	Ford	4+3wc	Yes	Gas
5	2010	Ford	8+2wc	Yes	Gas
12					



White County

116 East Marion P.O. Box 421
 Monticello, IN 47960
 (574) 583-9119 FAX: (574) 583-9175
Contact: Gale Spry, Director
Email: gspry@wcco.comcastbiz.net

General Information

Type of Service Demand Response
Service Area White County & Jefferson Township in Carroll County
Service Population 25,267

Service Hours

Weekday 8:00 AM - 4:00 PM
Saturday NA
Sunday NA

Fare Structure

Base Donation
Youth Donation
Elderly/Disabled Donation
Transfer NA
Other/Special

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	1	8
Maintenance	0	1
Administration	3	1
	<u>4</u>	<u>10</u>

Operation Characteristics

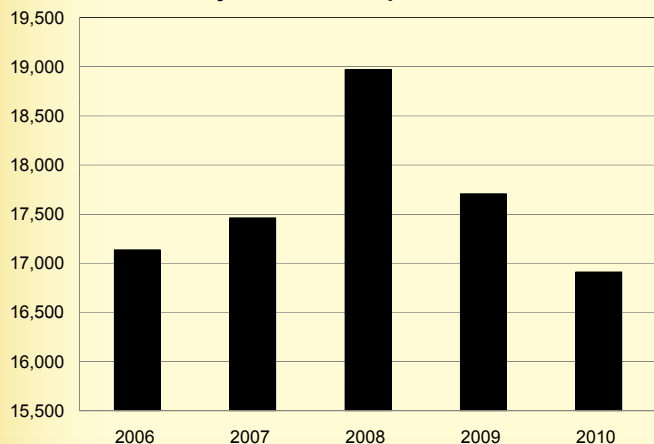
Revenue Vehicles	9
Peak Hour Fleet	8
Base Fleet	8
Fuel Consumption (gal)	9,944.9

Ridership Trends

2006	17,139
2007	17,464
2008	18,971
2009	17,709
2010	16,913

2010 Highlights

System Ridership Trend



White County Public Transit



Operating Expense Summary

Operator Salaries/Wages	\$0
Other Salaries/Wages	\$124,152
Fringe	\$25,683
Services	\$5,907
Materials and Supplies	\$33,107
Utilities	\$11,011
Casualty/Liability	\$18,821
Purchased Transportation	\$0
Other	\$5,724
Total Expenses	\$224,405
Fixed Route Expenses	\$0
Demand Response Services	\$224,405

Revenue Summary

Fare Revenue	\$22,380
Contract/Other	\$0
Local Assistance	\$64,430
State Assistance	\$36,582
Federal Assistance	\$101,013
Total Revenue	\$224,405

Productivity

Total Passenger Boardings	16,913
Total Vehicle Miles	129,374
Revenue Vehicle Miles	113,946
Revenue Vehicle Hours	8,864.77

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.73
Operating Expense per Passenger Trip	\$13.27
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	0.67

Financial Performance

Operating Subsidy	\$202,025
Operating Subsidy Ratio	90%
Locally Derived Income	\$86,810
Locally Derived Income Per Operating Expense	\$0.39
Fare Recovery Ratio	10%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	2000	Dodge	13	No	Gas
1	2002	Dodge	11	Yes	Gas
1	2005	Dodge	6	No	Gas
1	2007	Chevy	3+1wc	Yes	Gas
1	2008	Chevy	6	No	Gas
1	2009	Chevy	5	No	Gas
2	2010	Ford	11+2wc	Yes	Gas
1	2010	Ford	8+2wc	Yes	Gas
9					



Whitley County

710 Opportunity Dr.
 Columbia City, IN 46725
 (260) 248-8944 FAX: (260) 248-8959
Contact: Jackie Hake, Executive Director
Email: jackie@wcco.biz

General Information

Type of Service Demand Response
Service Area Whitley County
Service Population 30,707

Service Hours

Weekday 7:00 AM - 4:30 PM
Saturday NA
Sunday NA

Fare Structure

Base \$2.00 (in-town), \$5.00 (in-county)
Youth \$1.00 in town, \$2 in county
Elderly/Disabled Donation Only
Transfer NA
Other/Special

Out of county, \$25 each way, call office for rates if crossing into more than 1 county
 Veteran's Hospital in Fort Wayne, \$20 round trip

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	0	10
Maintenance	0	0
Administration	2	2
	<u>2</u>	<u>12</u>

Operation Characteristics

Revenue Vehicles	9
Peak Hour Fleet	6
Base Fleet	8
Fuel Consumption (gal)	19,282

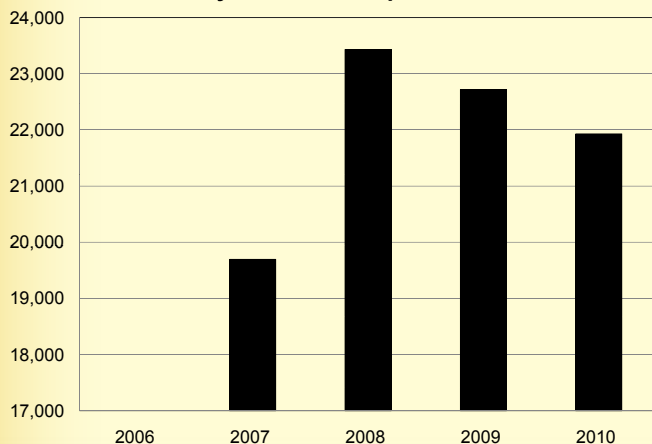
Ridership Trends

2006	
2007	19,697
2008	23,433
2009	22,721
2010	21,931

2010 Highlights

- Received American Recovery and Reinvestment Funds (ARRA) from INDOT and purchased 2 new Small Transit Vehicles.
- Also received five new computer stations and Route Match Transportation Software from the ARRA Funds.
- Continued Coordination effort with our local TAC group and involvement in INCOST as Board officer.
- Participated in local Senior Fair and other outreach areas.
- Received 20% matching 5310 van grant funds from the Whitley County Community Foundation.

System Ridership Trend



Whitley County Transit



Operating Expense Summary

Operator Salaries/Wages	\$81,277
Other Salaries/Wages	\$88,868
Fringe	\$20,139
Services	\$750
Materials and Supplies	\$57,113
Utilities	\$15,610
Casualty/Liability	\$16,000
Purchased Transportation	\$0
Other	\$52,475
Total Expenses	\$332,232
Fixed Route Expenses	\$0
Demand Response Services	\$332,232

Revenue Summary

Fare Revenue	\$32,772
Contract/Other	\$0
Local Assistance	\$70,151
State Assistance	\$79,578
Federal Assistance	\$149,731
Total Revenue	\$332,232

Productivity

Total Passenger Boardings	21,931
Total Vehicle Miles	171,139
Revenue Vehicle Miles	167,260
Revenue Vehicle Hours	10,629

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$1.94
Operating Expense per Passenger Trip	\$15.15
Passenger Trips per Total Vehicle Mile	0.13
Passenger Trips per Capita	0.71

Financial Performance

Operating Subsidy	\$299,460
Operating Subsidy Ratio	90%
Locally Derived Income	\$102,923
Locally Derived Income Per Operating Expense	\$0.31
Fare Recovery Ratio	10%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	Vehicle Capacity	ADA Accessible	Engine Type
1	1997	Dodge	8	Yes	Gas
1	2000	Dodge	10	Yes	Gas
1	2003	Chevy	6	Yes	Gas
1	2005	Ford	10	Yes	Gas
1	2006	Ford	11	Yes	Gas
1	2007	Chevy	4	Yes	Gas
1	2008	Ford	10	Yes	Gas
1	2008	Chevy	6	Yes	Gas
1	2009	Ford	8+2wc	Yes	Gas
9					



Section Four
Elderly/Disabled
(Section 5310)
Transportation Providers



ELDERLY/DISABLED (SECTION 5310) TRANSPORTATION PROVIDERS

The Section 5310 Program is designed to serve areas where accessible public transit for the elderly and persons with disabilities is unavailable, inadequate or inappropriate. The program provides vehicles and related equipment to private non-profit organizations and eligible public bodies involved in transporting elderly and disabled customers.

Indiana annually receives about \$2.5 million in federal funds to distribute on an 80 percent and 20 percent local matching basis. Eligible equipment includes passenger vehicles, accessibility equipment and communication systems.

The Indiana Department of Transportation Office of Transit solicits Section 5310 applications, selects projects, executes grant awards/contracts, buys equipment and monitors vehicle operation and maintenance. Applicants must demonstrate: effective coordinated service delivery; need for

equipment requested; effective vehicle use and operation; and fiscal/managerial ability to comply with grant requirements. INDOT typically funds about 40 to 45 applicants per year at amounts ranging from \$18,000 to \$100,000.

Applications are available to interested agencies each October. Application are due the following March. INDOT announces grant awards by late June. INDOT then begins vehicle procurement, with vehicle delivery 1 to 1½ years after grant award.

For further information, contact Brian Jones, Section 5310 Program Manager, INDOT – Office of Transit, (317) 232-1493 or bjones@indot.in.gov

The following agencies, listed by county, currently operate Section 5310 vehicles. Eligibility requirements and fares vary by agency.

	<u>PHONE NUMBER</u>
ADAMS	
Adams County Council on Aging	260/724-5316
ALLEN	
Allen County Council on Aging	260/426-0060
Community Transportation Network	260/420-3280
Byron Center	260/637-3166
BARTHOLOMEW	
Developmental Services	812/376-9404
Mill Race Center, Inc.	219/376-9241
Just Friends, Inc.	812/344-4946
BENTON	
CDC Resources	574/583-8227
BLACKFORD	
Lifestream Services	765/759-1121
BOONE	
Boone County Senior Services	765/482-5220
BROWN	
Developmental Services	812/376-9404
CARROLL	
CDC Resources	574/583-8227

PHONE NUMBER

CLARK

LifeSpan Resources 812/948-8330
New Hope Services of Jeffersonville 812/288-8248
Lifespring, Inc..... 812/260-1362

CLAY

Child Adult Resource Services 765/569-2076
West Central Indiana Economic Development District, Inc. 812/238-1561

CRAWFORD

Blue River Services, Inc..... 812/738-2408
Older Americans Services Corporation 812/865-3352

DAVISS

Four Rivers Resource Services 812/254-4471
Senior and Family Services 812/254-1881

DEARBORN

LifeTime Resources 812/432-5215
New Horizons Rehabilitation Services 812/934-4528

DECATUR

Developmental Services 812/376-9404

DEKALB

DeKalb County Council on Aging 260/925-3311
Northeastern Center..... 260/347-4400
RISE, Inc..... 260/665-9408

DELAWARE

Lifestream Services 765/759-1121
Hillcroft Services..... 765-284-4166

DUBOIS

Southern Indiana Resource Solutions 812/897-4840

ELKHART

Association for the Disabled of Elkhart County 574/295-3167
City of Nappanee..... 574/773-2112
Council on Aging of Elkhart County 574/295-1820

FLOYD

LifeSpan Resources 812/948-8330
Rauch, Inc..... 812/945-4063
Lifespring, Inc..... 812/260-1362

FOUNTAIN

Community Action Program of Western Indiana..... 765/762-0420
Child Adult Resource Services 765/569-2076

FRANKLIN

New Horizons Rehabilitation Services 812/934-4528

FULTON

Fulton County Council on Aging574/223-6953

GIBSON

Gibson County Area Rehabilitation Centers812/386-6312

Gibson County Council on Aging812/385-2897

GRANT

Lifestream Services765/759-1121

GREENE

Four Rivers Resource Services812/254-4471

Senior and Family Services812/254-1881

HAMILTON

Janus Developmental Services 317/773-8781

PrimeLife Enrichment, Inc.317/815-7000

HANCOCK

Hancock County Senior Services.....317/462-3758

Tangram Inc.....317/968-9035

HARRISON

Blue River Services, Inc.....812/738-2408

LifeSpan Resources812/948-8330

Lifespring, Inc.....812/260-1362

HENDRICKS

Hendricks County Senior Services317/745-4303

Sycamore Services.....317/745-4715

HENRY

Lifestream Services 765/759-1121

HUNTINGTON

Huntington County Council on Aging.....260/356-3006

JACKSON

Developmental Services812/376-9404

City of Seymour.....812/522-6420

JASPER

CDC Resources574/583-8227

JAY

Jay-Randolph Developmental Services260/726-7931

Lifestream Services765/759-1121

JEFFERSON

Developmental Services812/376-9404

LifeTime Resources812/432-5215

Lifespring, Inc.....812/260-1362

PHONE NUMBER

JENNINGS

Developmental Services 812/376-9404

JOHNSON

Johnson County Association for Retarded Citizens..... 317/738-5500

Johnson County Senior Services 317/738-4544

KNOX

YMCA of Vincennes 812/882-2285

Senior and Family Services..... 812/254-1881

LAGRANGE

LaGrange County Council on Aging 260/463-4161

Northeastern Center..... 260/347-4400

RISE, Inc..... 260/665-9408

ARC Opportunities 260/463-2653

LAKE

Regional Mental Health Center 219/736-7251

LAPORTE

LaPorte County Comprehensive Mental Health Council..... 219/872-8666

Michiana Resources 219/874-4288

Parents and Friends, Inc. 219/326-7889

LAWRENCE

Older Americans Services Corporation 812/865-3352

MADISON

Lifestream Services 765/759-1121

MARION

John Boner Community Center..... 317/633-8210

Flanner House of Indianapolis 317/925-4231

Catholic Social Services of Indianapolis 317/236-1527

Tangram Inc..... 317/968-9035

Martin Luther King Mult Service Center 317/923-4581

MARSHALL

Marshall County Council on Aging..... 574/936-9904

MARTIN

Four Rivers Resource Services 812/254-4471

Senior and Family Services 812/254-1881

MONTGOMERY

City of Crawfordsville 765/364-5175

NEWTON

CDC Resources 574/583-8227

NOBLE

Noble County Council on Aging	260/347-4226
Northeastern Center	260/347-4400
RISE, Inc.	260/665-9408
Noble County Association for Retarded Citizens	260/636-2155

OHIO

LifeTime Resources	812/432-5215
New Horizons Rehabilitation Services	812/934-4528

ORANGE

Blue River Services, Inc.	812/738-2408
Older Americans Services Corporation	812/865-3352
Orange County Rehabilitation and Developmental Services	812/723-4486

OWEN

Child-Adult Resource Services	765/569-2076
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PARKE

Child Adult Resource Services	765/569-2076
West Central Indiana Economic Development District	812/238-1561

PERRY

Southern Indiana Resource Solutions	812/897-4840
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PIKE

Pike County Area Rehabilitation Center	812/354-6560
Senior and Family Services	812/254-1881

POSEY

Posey County Council on Aging	812/838-4656
Posey County Rehabilitation Services	812/838-0636

PUTNAM

Child Adult Resource Services	765/569-2076
West Central Indiana Economic Development District	812/238-1561

RANDOLPH

Jay-Randolph Developmental Services	260/726-7931
Lifestream Services	765/759-1121

RIPLEY

LifeTime Resources	812/432-5215
New Horizons Rehabilitation Services	812/934-4528

RUSH

Rush County Senior Services	765/932-2935
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PHONE NUMBER

SCOTT

Blue River Services, Inc..... 812/738-2408
LifeSpan Resources 812/948-8330
New Hope Services of Jeffersonville 812/288-8248
Lifespring, Inc..... 812/260-1362

SHELBY

Shelby Senior Services 317/398-0127
Tangram Inc..... 317/968-9035

SPENCER

Spencer County Council on Aging 812/649-9828
Southern Indiana Resource Solutions 812/897-4840

STEBEN

Northeastern Center..... 260/347-4400
RISE, Inc..... 260/665-9408
Steuben County Council on Aging..... 260/665-9856

SULLIVAN

Four Rivers Resource Services 812/254-4471
West Central Indiana Economic Development District 812/238-1561

SWITZERLAND

Developmental Services 812/376-9404
LifeTime Resources 812/432-5215

TIPPECANOE

Wabash Center765/423-5531 ext 353

TIPTON

Janus Developmental Services..... 317/773-8781

VANDERBURGH

Evansville Association for Retarded Citizens 812/428-4500
Carver Community Organization 812/423-2612
The Rehabilitation Center.....812/471-2214 ext 511

VERMILLION

Child Adult Resource Services 765/569-2076
West Central Indiana Economic Development District 812/238-1561

VIGO

West Central Indiana Economic Development District 812/238-1561
Hamilton Center 812/249-1156

WARREN

Child Adult Resource Services 765/569-2076
Community Action Program of Western Indiana..... 765/762-0420

WARRICK

Southern Indiana Resource Solutions 812/897-4840
Warrick County Council on Aging 812/897-4437

PHONE NUMBER

WASHINGTON

Blue River Services, Inc..... 812/738-2408
Older Americans Services Corporation 812/865-3352
Lifespring, Inc..... 812/260-1362

WAYNE

Adult Day Care of Richmond..... 765/966-0852

WELLS

Wells County Council on Aging 260/824-1070

WHITE

CDC Resources 574/583-8227

WHITLEY

Whitley County Council on Aging..... 260/248-8944



Section Five Transit Partners & Advocates



2010 Indiana Public Transit

TRANSIT PARTNERS AND ADVOCATES

American Public Transportation Association (APTA)

1666 K Street NW
Washington, DC 20006
(202) 496-4800
Website: www.apta.com

Community Transportation Association of America (CTAA)

1341 G Street NW, 10th Floor
Washington, DC 20005
(800) 891-0590
Website: www.ctaa.org

Indiana Transportation Association

Kent McDaniel, Executive Director
1900 E. 10th Street, Room 233
Bloomington, IN 47406
(812) 855-8143
Email: kenmcdani@indiana.edu
Website: www.indianatransportationassociation.com

Indiana Council on Specialized Transportation (INCOST)

2615 Eastwood Drive
Columbus, IN 47203
(800) 709-9981
Website: www.indianartap.com/rtap5incost.html

Governor's Planning Council for People with Disabilities

150 West Market, Suite 628
Indianapolis, IN 46204-2821
Phone: (317) 232-7770
TT (317) 232-7771
Website: www.in.gov/gpcpd/

Indiana Rural Transit Assistance Program (RTAP)

2615 Eastwood Drive
Columbus, IN 47203
(800) 709-9981
Website: www.indianartap.com/

Indiana Department of Transportation (INDOT)

Office of Transit
100 North Senate Ave., Room IGCN 755
Indianapolis, IN 46204
(317) 232-1482
Website: www.in.gov/indot/

Federal Transit Administration Region 5

Reginald Arkell
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-2789
Email: Reginald.arkell@dot.gov
Website: www.fta.dot.gov

Indiana Family and Social Services Administration (FSSA)

402 W. Washington Street
P.O. Box 7083
Indianapolis, IN 46207-7083
(317) 233-4454
Website: www.in.gov/fssa/

Health by Design

401 W. Michigan Street
Indianapolis, IN 46202-3233
(317) 352-3844
Website: www.healthbydesignonline.org

Indiana Citizens Alliance for Public Transit

401 W. Michigan Street
Indianapolis, IN 46202-3233
(317) 352-3844
Website: www.indianacat.org

Indiana Metropolitan Planning Organizations (MPOs)

Anderson (MCCOG)

Jerrold Bridges, Executive Director
Madison County Council of Governments
County Government Center
16 East 9th Street, Room 100
Anderson, IN 46016
(765) 641-9482
Website: www.mccog.net

Bloomington (BATS)

Tom Micuda, Planning Director
City of Bloomington Area Planning Department
P.O. Box 100
Bloomington, IN 47402-0100
(812) 349-3423
Website: www.bloomington.in.gov/planning

Cincinnati (OKI)

Mark Policinski, Executive Director;
Ohio-Kentucky-Indiana Regional Council of
Governments
720 East Pete Rose Way, Suite 420
Cincinnati, OH 45202
(513) 621-6300 or (513) 621-7060
Website: www.oki.org

Columbus (CAMPO)

Kent Anderson, Director
Columbus Area Metropolitan Planning
Organization
123 Washington Street
Columbus, IN 47201
(812) 376-2502
Website: www.campo.in.gov

Evansville (EMPO)

Brad Mills, Executive Director
Evansville Metropolitan Planning Organization
1 Northwest Martin Luther King Boulevard
Civic Center Complex, Room 316
Evansville, IN 47708
(812) 436-7833
Website: www.eutsmpto.com

Fort Wayne (NIRCC)

Dan Avery, Executive Director
Northeastern Indiana Regional Coordinating
Council
Room 630 City-County Building
1 Main Street
Fort Wayne, IN 46802
(260) 449-7309
Website: www.nircc.com

Indianapolis (IMPO)

Lori Miser, Executive Director
Indianapolis Metropolitan Planning Organization
Suite 1821, City County Building
200 East Washington Street
Indianapolis, IN 46204-3310
Website: www.indygov.org/indympo

Kokomo (KHCGCC)

Larry Ives, Director
Kokomo and Howard County Governmental
Coordinating Council
120 E. Mulberry Street, Suite 116
Kokomo, IN 46901
(765) 456-2336
Website: www.kokomompo.com

Lafayette (TCAPC)

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County
20 North Third Street
Lafayette, IN 47901-1209
(765) 423-9242
Website: www.tippecanoe.in.gov/apc/

Louisville (KIPDA)

Jack Scriber, Executive Director
Kentuckiana Regional Planning and Development
Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6084
Website: www.kipda.org

Muncie (DMMPC)

Marta Moody, Executive Director
Delaware-Muncie Metropolitan Plan Commission
Delaware County Building, Room 206
100 West Main Street
Muncie, IN 47305-2827
(765) 747-7740
Website: [www.co.delaware.in.us/departments/
plancommission2/](http://www.co.delaware.in.us/departments/plancommission2/)

Northwest (NIRPC)

John A. Swanson, Executive Director
Northwestern Indiana Regional Planning
Commission
6100 Southport Road
Portage, IN 46368-6409
(219) 763-6060
Website: www.nirpc.org

South Bend/Elkhart (MACOG)

Sandra M. Seanor, Executive Director
Michiana Area Council of Governments
227 W. Jefferson Blvd., Room 1120
South Bend, IN 46601
(574) 287-1829
Website: www.macog.com

Terre Haute (WCIEDD)

Merv Nolot, Executive Director
West Central Indiana Economic Development
District, Inc.
1718 Wabash Avenue, P.O. Box 359
Terre Haute, IN 47808-0359
(812) 238-1561
Website: www.westcentralin.com/transport.htm

Indiana Regional Planning Councils

Eastern Indiana Development District

Nancy Kinder, Executive Director
1201 Race Street, Room 109
New Castle, IN 47362
800-259-9567
Website: www.eidd.org/

River Hills Economic Development District

Jill Saegesser, Executive Director
300 Spring St., Suite 2A
Jeffersonville, IN 47130
(812) 288-4624
Website: www.riverhills.cc

Indiana 15 Regional Planning Commission

Lisa R. Gehlhausen, Executive Director
221 E. First Street
Ferdinand, IN 47532
(812) 367-8455
Website: www.ind15rpc.org/

Southeastern Indiana Regional Planning Commission

Susan Craig, Executive Director
405 W. U.S. Hwy. 50, P.O. Box 765
Versailles, IN 47042
(812) 689-5505
Website: www.sirpc.org

Kankakee-Iroquois Regional Planning Commission

Edwin Buswell, Executive Director
115 E. Fourth St., P.O. Box 127
Monon, IN 47959-0127
(219) 253-6658
Website: www.kirpc.net

Southern Indiana Development Commission

Jo Arthur, Executive Director
401 JFK Avenue
P.O. Box 442
Loogootee, IN 47553
(812) 295-3707
Website: www.sidc.cc

Region 3A Economic Development District & Regional Planning Commission

David Koenig, Executive Director
217 Fairview Blvd.
Kendallville, IN 46755
(260) 347-4714
Website: www.region3a.org

Quad County Development Commission

Nancy Burns, Executive Director
8600 University Blvd.
Evansville, IN 47712
(812) 465-7067
Website: www.usi.edu/econdev/



Section Six Glossary



GLOSSARY

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

Access to Jobs - This program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services. The program was authorized by the Transportation Equity Act for the 21st Century (TEA-21) and is administered by the Federal Transit Administration.

Accessibility - The extent to which facilities, including transit vehicles, are barrier-free and can be used by people that have disabilities including wheelchair users.

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

Alternative Fuels - Vehicle engine fuels other than standard gasoline or diesel. Typically alternative fuels burn cleaner than gasoline or diesel and produce reduced emissions. Common alternative fuels include methanol, ethanol, compressed natural gas (CNG), liquefied natural gas (LNG), clean diesel fuels, and reformulated gasoline.

Americans with Disabilities Act (ADA) - Passed by Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications, and public accommodations. Under this Act, most transportation providers are obligated to purchase lift-equipped vehicles for their fixed route services and must assure systemwide accessibility of their demand response services to persons with disabilities. Public transit providers that operate fixed route services must also provide paratransit that is comparable to the level of service provided to non-disabled individuals that utilize the entity's fixed route system.

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

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

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

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

Brokerage - A method of providing transportation where riders are matched with appropriate transportation providers through a central trip request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance, and other functions under contractual arrangements with agencies, municipalities, and other organizations. Actual trips are provided by a number of different vendors.

Capital Costs - Refers to the costs of long-term assets of a public transit system such as property, buildings, and vehicles. Under TEA-21, FTA has broadened its definition of capital costs to include bus overhauls, preventive maintenance, and even a share of a transit provider's ADA paratransit expenses.

Capital Grant Awards - Federal, state, and local capital assistance awarded during the calendar year reporting period.

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

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

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

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

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

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

Clean Air Act - Federal regulations that detail acceptable levels of airborne pollution and spell out the role of state and local governments in maintaining clean air.

Commercial Driver's License (CDL) - The standardized driver's license required of bus and heavy truck drivers in every state. Covers drivers of any vehicle manufactured to seat 15 or more passengers (plus driver) or over 13 tons gross vehicle weight. The CDL is mandated by the Federal government in the Commercial Motor Vehicle Safety Act of 1986.

Complementary Paratransit - As required by the Americans with Disabilities Act, fixed route systems must offer complementary paratransit service to those ADA-eligible riders that cannot access the fixed route service. ADA complementary paratransit services must meet a series of criteria designed to ensure they are indeed complementary.

Congestion Mitigation and Air Quality Project (CMAQ) - A flexible funding program administered by the Federal Highway Administration (FHWA) that funds projects and programs to reduce harmful vehicle emissions and improve traffic conditions. CMAQ funds may be used flexibly for transit projects, rideshare projects, high-occupancy vehicle lanes, and other purposes.

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

Demand Response Service - A door-to-door or curb-to-curb transportation service that typically requires an advance reservation. Transit vehicles providing demand response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. This type of service is similar to a taxi

operation and passengers often share rides. Demand response service is generally provided using small transit vehicles including sedans and minivans.

Deviated Fixed Route - This type of transit is a hybrid of fixed route and demand response services. Transit vehicles travel along a fixed route and maintain scheduled stops, but the vehicle may deviate off the route to pick up or drop off passengers.

Disabled - Any person who by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability is unable, without special facilities, to use local transit facilities and services as effectively as persons who are not so affected.

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

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

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

Fixed Route Service - Transit service is provided along a prescribed route on a scheduled basis stopping at predetermined pick up points. Routes are generally served by larger transit vehicles.

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

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

LDI Expense - Ratio equating fare, charter, and other revenue plus local operating assistance to total operating expenses. This measure is used to indicate the level of financial responsibility accepted at the local level for transit operations. A relatively high ratio is preferred. Increasing fare revenues, charter service, and other revenues, and/or increasing local operating assistance or decreasing operating expenses may increase the ratio.

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

Local Cash Grants and Reimbursements -

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

Taxes Levied Directly by Transit System

- Dedicated tax revenues systems that are organized as independent political subdivisions with their own taxation authority, e.g., Public Transportation Corporations.

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

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

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

Metropolitan Planning Organization (MPO)

- Metropolitan planning organizations are responsible for transportation planning and programs in each urban area with a population of 50,000 or greater.

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

Operating Expense/Passenger Trip - Ratio equating total operating costs to total passenger trips. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. Increasing passenger trips and/or decreasing expenditures may lower the ratio.

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

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

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

Other Expenses - On the individual system pages, Other Expenses consists of taxes and miscellaneous expenses. For Section 5311 systems it also includes leases and rentals, equipment, and in-direct expenses.

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

Paratransit - Flexible forms of public transportation services that are not provided over a fixed route (e.g., demand response service).

Passenger Trips/Capita - Ratio equating total passenger trips to service area population. Increasing passenger trips and/or decreasing service area population may increase the ratio.

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

Passenger Trip - One person making a one-way trip from origin to destination. One round trip equals two passenger trips.

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

Public Mass Transportation Fund (PMTF) - State assistance fund financed by 0.635 percent of the state general sales and use tax.

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

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

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

Section 5307 - The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide

capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5309 - The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities, and rail projects.

Section 5310 - The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in both rural and urban settings that are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311 - The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

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

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

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

Advertising Fees - The labor and materials provided by an advertising agency in the development and promotion of advertising campaigns. Also included are advertising media fees, regardless of whether they are paid to the advertising agency or to the media.

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

Professional and Technical Service Fees -

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

Service Route - A hybrid between fixed route and demand response service. Service routes are established between targeted neighborhoods and the service areas that riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.

Standard Van (SV) - Standard vans typically seat five to fifteen passengers. Standard vans are available from automobile manufacturers and are part of their standard production line. *INDOT no longer purchases these vehicles.

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

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

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

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

Small Transit Bus (STB) - Under 30'

Medium Transit Bus (MTB) - 30' to 34'

Large Transit Bus (LTB) - 35' to 40'

Trolley (TY) - Usually 30' to 35'

Articulated (ART) - Multi-section high occupancy vehicle

User Side Subsidy - A type of transit system whereby the passenger purchases tokens or vouchers at designated sale sites and presents the token to a service provider (e.g., taxi company) in exchange for a trip. The price of the token or pass is less than the cost of the trip. The token is then subsidized with Federal, state, or local funds and the taxi operator is reimbursed for the cost of the trip.

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