

Indiana Public Transit Annual Report

2006



2006 ANNUAL REPORT
INDIANA PUBLIC TRANSIT

STATE OF INDIANA

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2006 PUBLIC TRANSIT SYSTEMS IN INDIANA

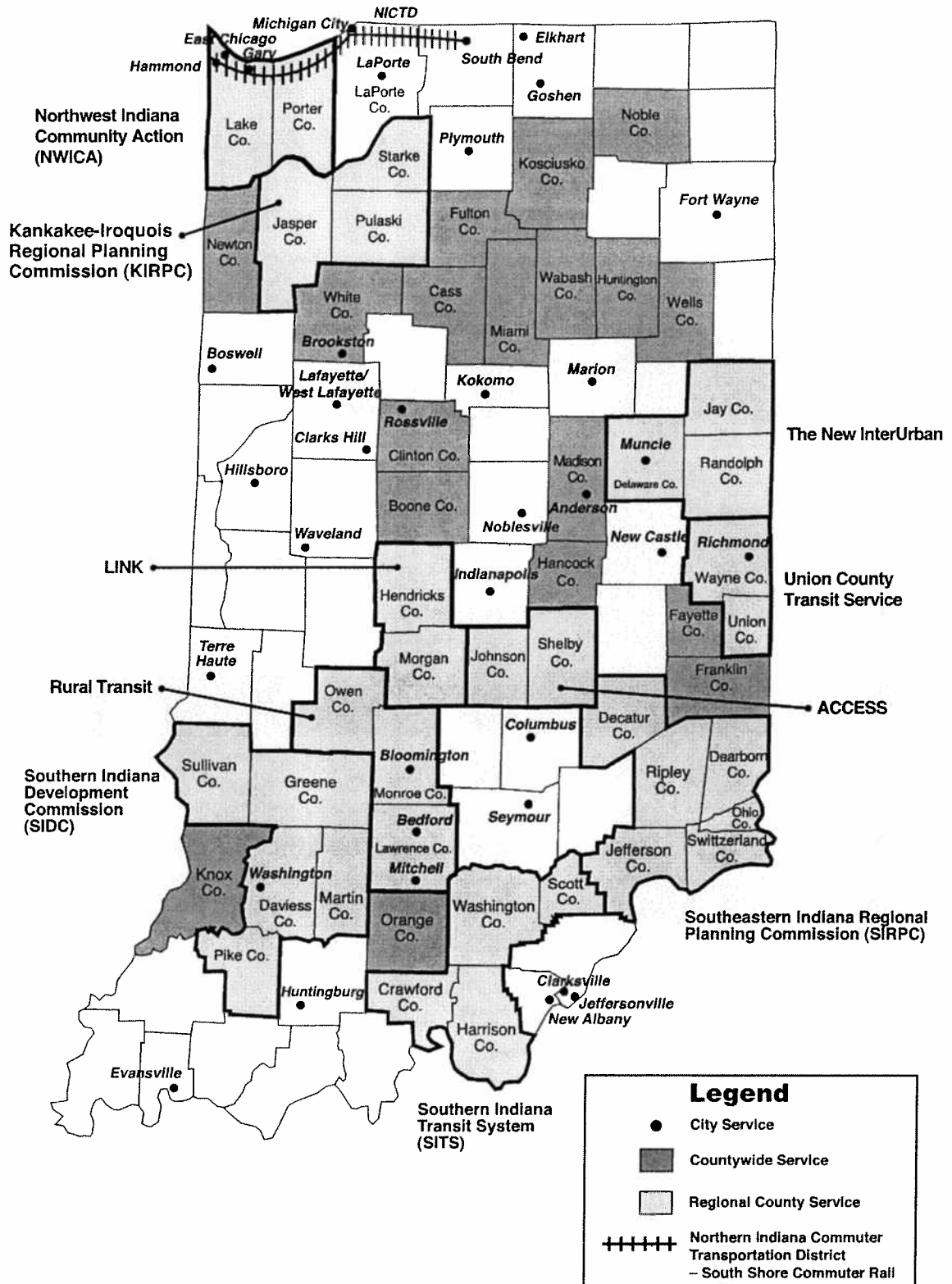


TABLE OF CONTENTS

	Introduction	1
	Ridership Distribution by System.....	2
	Total Vehicle Miles by System	3
	Transit System Operating Expenditures by Category/System.....	4
	Transit System Operating Revenues by Category/System.....	5
Section One:	INDOT Public Transit Programs & Services	
	State of Indiana Programs.....	7
	Federal Transit Administration (FTA) Programs Administered by INDOT	
	FTA Section 5311 - Rural Formula Funds.....	8
	FTA Section 5311(b) - Rural Transit Assistance Program (RTAP).....	10
	FTA Section 5311(f) - Intercity Operating, Capital, Planning, and Marketing Assistance	10
	FTA Section 5310 - Capital Grants Program for Elderly Persons and Persons with Disabilities	10
	FTA Section 5303 - Metropolitan Transit Planning and FTA Section 5313 (Statewide Transit Planning)	10
	FTA Sections 5316/5317 - Job Access/Reverse Commute (JARC) & New Freedom	12
	Other Federal Transit Programs (not administered by INDOT)	
	FTA Section 5307 - Urbanized Area Formula Program	12
	FTA Section 5309 - Capital Discretionary Program	12
	Indiana Transit Facts.....	13
	2006 Public Transit Highlights	14
	2006 Indiana RTAP Annual Report	14
Section Two:	Peer Group Comparisons	
	Group One: Large Fixed Route Systems	18
	Group Two: Small Fixed Route Systems	20
	Group Three: Urban Demand Response Systems.....	22
	Group Four: Rural Demand Response Systems	24
	Northern Indiana Commuter Transportation District.....	28
Section Three:	Map of Indiana Transit Systems	29
	Transit System Pages	
	Anderson, City of Anderson Transit System	30
	Bedford, Transit Authority of Stone City	32
	Bloomington, Bloomington Public Transportation Corporation	34
	Boone County, Boone Area Transit System	36
	Cass County, Cass Area Transit	38
	Clinton County, Paul Phillippe Resource Center.....	40
	Columbus, Columbus Transit.....	42
	East Chicago, East Chicago Public Transit	44
	Elkhart, Heart City Rider/The Bus	46
	Evansville, Metropolitan Evansville Transit System.....	48
	Fayette County, Fayette County Transit.....	50
	Fort Wayne, Citilink	52
	Franklin County, Franklin County Public Transportation.....	54
	Fulton County, Fulton County Transpo.....	56
	Gary, Gary Public Transportation Corporation.....	58
	Goshen, Goshen Transit	60

Hammond, Hammond Transit System.....	62
Hancock County, Hancock Area Rural Transit.....	64
Hendricks County, LINK Hendricks County.....	66
Huntingburg, Huntingburg Transit System.....	68
Huntington County, Huntington Area Transportation	70
Indianapolis, IndyGo.....	72
Jay-Randolph-Delaware Counties, The New InterUrban Public Transit System.....	74
Johnson-Shelby Counties, ACCESS Johnson-Shelby Counties.....	76
KIRPC, Arrowhead Country Public Transportation	78
Knox County, Van-Go	80
Kokomo, First City Rider/Kokomo Senior Citizen Bus Service.....	82
Kosciusko County, Kosciusko Area Bus Service.....	84
Lafayette/West Lafayette, Citybus	86
Lake-Porter Counties, Northwest Indiana Community Action (NWICA).....	88
LaPorte, TransPorte	90
Madison County, Transportation for Rural Areas of Madison.....	92
Marion, Marion Transportation System	94
Miami County, Miami County YMCA	96
Michigan City, Michigan City Municipal Coach Service	98
Mitchell, Mitchell Transit System.....	100
Monroe-Owen-Lawrence Counties, Rural Transit	102
Muncie, Muncie Indiana Transit System.....	104
New Castle, New Castle Community Transit System	106
Newton County, Newton County Community Services	108
Noble County, Noble Transit System	110
Noblesville, Noblesville Public Transit	112
NICTD, Northern Indiana Commuter Transportation District	114
Orange County, Orange County Transit Services	116
Plymouth, Rock City Rider	118
Richmond, Rose View Transit & Paratransit System.....	120
Seymour, Seymour Transit (Recycle to Ride).....	122
SIDC, Ride Solution	124
SIRPC, Catch-A-Ride	126
SITS, Southern Indiana Transit System	128
South Bend, South Bend Public Transportation Corporation	130
TARC, Transit Authority of River City.....	132
Terre Haute, Transit Utility for the City of Terre Haute.....	134
Union-Wayne Counties, Union-Wayne Counties Transit	136
Wabash County, Wabash County Transit	138
Washington, Washington Transit System	140
Waveland, Waveland Volunteer Transportation System.....	142
Wells County, Wells on Wheels	144
White County, White County Council on Aging.....	146
Section Four:	
Elderly/Disabled (Section 5310) Transportation Providers	149
Section Five:	
Transit Partners and Advocates	
Transit Partners and Advocates	155
Indiana Metropolitan Planning Organizations (MPOs).....	156
Indiana Regional Planning Councils.....	157
Section Six:	
Glossary.....	159

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, mobility, 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 2006 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 fifty-nine transit systems in Indiana during 2006 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. The Northern Indiana Commuter Transportation District (NICTD) is separated from the above four peer groups. INDOT does not want to compare commuter rail service to motor bus transit systems. It also allows for a more rational peer-based performance comparison among the rest of the transit systems.

Section Two of this report provides a detailed analysis of each of the four peer groups (including NICTD).

STATEWIDE STATISTICS

Indiana maintains a public transit network of fifty-nine (59) urban and rural public transit systems. This number increased slightly from 2005 with the addition of one (1) rural system to the network in 2006.

The following four tables provide an overview of the operating and financial performance of all of Indiana's public transit systems in 2006. 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 2005 and 2006 data along with the percent change between the two years.

The ridership table also contains two additional figures: 1) the number of passengers 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 2006. For each transit system, the expenditure table presents data according to specific expenditure categories. The table also shows the proportion of each type of expenditure of the total system expenditure. Similarly, the operating revenue table presents system revenue broken down by categories and shows the proportion of each category of the total system revenue. The transit systems are grouped according to peer groups in both tables. For more information about each individual transit system, please refer to Section Three of this report.

RIDERSHIP BY SYSTEM

SYSTEM	RIDERSHIP 2006	RIDERSHIP 2005	% CHANGE	2006 RIDERSHIP PER CAPITA	2006 % OF STATE RIDERSHIP
GROUP 1 - Large Fixed Route					
Bloomington	2,401,257	2,183,729	9.96%	34.65	6.71%
Evansville	1,672,598	1,661,303	0.68%	13.76	4.68%
Fort Wayne	1,935,587	1,758,336	10.08%	8.87	5.41%
Gary	771,222	1,483,704	-48.02%	7.51	2.16%
Indianapolis	10,033,477	8,810,183	13.89%	12.67	28.06%
Lafayette	4,353,181	4,301,043	1.21%	35.38	12.17%
Muncie	2,062,198	1,785,096	15.52%	30.58	5.77%
South Bend	3,436,055	3,119,850	10.14%	22.26	9.61%
SUBTOTAL: GROUP 1	26,665,575	25,103,244	6.22%	16.18	74.57%
GROUP 2 - Small Fixed Route					
Anderson	189,093	207,196	-8.74%	3.17	0.53%
Columbus	197,837	177,631	11.38%	5.07	0.55%
East Chicago	284,396	296,915	-4.22%	8.77	0.80%
Hammond	437,985	419,290	4.46%	5.28	1.22%
Marion	178,434	176,949	0.84%	5.70	0.50%
Michigan City	205,948	194,939	5.65%	6.26	0.58%
Richmond	273,170	287,096	-4.85%	6.98	0.76%
TARC	552,177	455,096	21.33%	6.39	1.54%
Terre Haute	184,581	175,587	5.12%	2.98	0.52%
SUBTOTAL: GROUP 2	2,503,621	2,390,699	4.72%	5.37	7.00%
GROUP 3 - Urban Demand Response					
Elkhart	274,861	267,045	2.93%	5.30	0.77%
Goshen	12,622	20,327	-37.91%	0.43	0.04%
Kokomo	144,217	136,818	5.41%	2.26	0.40%
Lake/Porter	210,812	117,203	79.87%	0.44	0.59%
LaPorte	51,970	52,091	-0.23%	2.40	0.15%
SUBTOTAL: GROUP 3	694,482	593,484	17.02%	1.07	1.94%
GROUP 4 - Rural Demand Response					
Bedford	74,832	78,870	-5.12%	5.44	0.21%
Boone County	14,775	N/A	N/A	0.32	0.04%
Cass County	162,092	167,509	-3.23%	3.96	0.45%
Clinton County	40,016	32,977	21.35%	1.18	0.11%
Fayette County	22,987	19,022	20.84%	0.90	0.06%
Franklin County	46,180	49,002	-5.76%	2.08	0.13%
Fulton County	26,347	24,092	9.36%	1.28	0.07%
Hancock County	11,281	9,334	20.86%	0.20	0.03%
Hendricks/Morgan	53,761	41,498	29.55%	0.31	0.15%
Huntingburg	6,531	4,340	50.48%	1.17	0.02%
Huntington County	33,289	30,615	8.73%	0.87	0.09%
Jay/Randolph/Delaware/Blackford	92,369	83,614	10.47%	0.92	0.26%
Johnson/Shelby	73,852	66,233	11.50%	0.69	0.21%
KIRPC	89,547	91,877	-2.54%	1.33	0.25%
Knox County	70,717	68,179	3.72%	1.80	0.20%
Kosciusko County	69,579	71,864	-3.18%	0.94	0.19%
Madison County	15,148	9,745	55.44%	0.21	0.04%
Miami County	32,267	27,601	16.91%	0.89	0.09%
Mitchell	11,226	12,071	-7.00%	2.46	0.03%
Monroe County	158,908	157,123	1.14%	1.58	0.44%
New Castle	39,018	44,629	-12.57%	2.19	0.11%
Newton County	28,226	29,028	-2.76%	1.94	0.08%
Noble County	22,653	20,170	12.31%	0.49	0.06%
Noblesville	23,522	14,851	58.39%	0.82	0.07%
Orange County	24,763	26,350	-6.02%	1.28	0.07%
Plymouth	1,513	3,307	-54.25%	0.15	0.00%
Seymour	28,662	31,870	-10.07%	1.58	0.08%
SIDC	90,242	90,603	-0.40%	0.93	0.25%
SIRPC	164,426	191,651	-14.21%	1.15	0.46%
SITS	47,315	49,649	-4.70%	0.48	0.13%
Union/Wayne	24,256	23,071	5.14%	0.62	0.07%
Wabash County	28,362	26,821	5.75%	0.81	0.08%
Washington	14,169	13,326	6.33%	1.25	0.04%
Waveland	6,616	7,565	-12.54%	1.17	0.02%
Wells	22,438	16,378	37.00%	0.81	0.06%
White	17,139	14,459	18.54%	0.68	0.05%
SUBTOTAL: GROUP 4	1,689,024	1,649,294	2.41%	0.99	4.72%
GROUPS 1 THROUGH 4	31,552,702	29,736,721	6.11%	7.05	88.23%
NICTD	4,208,190	3,802,391	10.67%	25.72	11.77%
TOTAL ALL GROUPS	35,760,892	33,539,112	6.62%	7.70	100.00%

OPERATING CHARACTERISTICS

TOTAL VEHICLE MILES (TVM) BY SYSTEM

SYSTEM	TVM 2006	TVM 2005	% CHANGE
GROUP 1 - Large Fixed Route			
Bloomington	1,197,876	1,161,550	3.1%
Evansville	1,515,143	1,468,871	3.2%
Fort Wayne	1,927,679	1,851,941	4.1%
Gary	1,023,216	1,141,683	-10.4%
Indianapolis	10,393,742	9,993,247	4.0%
Lafayette	1,683,866	1,689,272	-0.3%
Muncie	1,349,515	1,289,972	4.6%
South Bend	2,093,235	2,054,496	1.9%
SUBTOTAL: GROUP 1	21,184,272	20,651,032	2.6%
GROUP 2 - Small Fixed Route			
Anderson	417,081	482,347	-13.5%
Columbus	236,427	222,057	6.5%
East Chicago	247,667	219,289	12.9%
Hammond	541,096	507,361	6.6%
Marion	189,088	198,026	-4.5%
Michigan City	254,215	253,721	0.2%
Richmond	355,561	374,269	-5.0%
TARC	727,025	734,936	-1.1%
Terre Haute	370,203	326,841	13.3%
SUBTOTAL: GROUP 2	3,338,363	3,318,847	0.6%
GROUP 3 - Urban Demand Response			
Elkhart	1,073,208	1,054,605	1.8%
Goshen	88,904	118,714	-25.1%
Kokomo	814,187	774,409	5.1%
Lake/Porter	1,301,265	988,541	31.6%
LaPorte	145,827	144,020	1.3%
SUBTOTAL: GROUP 3	3,423,391	3,080,290	11.1%
GROUP 4 - Rural Demand Response			
Bedford	83,248	81,849	1.7%
Boone County	134,609	N/A	N/A
Cass County	558,080	568,488	-1.8%
Clinton County	132,094	107,862	22.5%
Fayette County	144,492	122,627	17.8%
Franklin County	398,540	396,851	0.4%
Fulton County	170,828	134,998	26.5%
Hancock County	96,464	78,109	23.5%
Hendricks/Morgan	483,082	249,466	93.6%
Huntingburg	15,401	10,487	46.9%
Huntington County	212,469	201,420	5.5%
Jay/Randolph/Delaware/Blackford	530,200	508,052	4.4%
Johnson/Shelby	561,260	486,422	15.4%
KIRPC	407,181	374,554	8.7%
Knox County	244,560	231,103	5.8%
Kosciusko County	194,704	199,579	-2.4%
Madison County	190,653	112,742	69.1%
Miami County	179,991	137,824	30.6%
Mitchell	17,762	17,745	0.1%
Monroe County	546,090	591,790	-7.7%
New Castle	57,977	40,268	44.0%
Newton County	252,159	227,531	10.8%
Noble County	279,214	338,285	-17.5%
Noblesville	69,130	50,127	37.9%
Orange County	363,147	335,967	8.1%
Plymouth	6,435	25,058	-74.3%
Seymour	66,141	68,827	-3.9%
SIDC	1,199,890	1,252,981	-4.2%
SIRPC	1,001,396	968,660	3.4%
SITS	622,578	667,585	-6.7%
Union/Wayne	290,256	245,344	18.3%
Wabash County	168,900	195,867	-13.8%
Washington	30,712	31,201	-1.6%
Waveland	18,606	22,362	-16.8%
Wells	104,784	90,400	15.9%
White	104,293	91,099	14.5%
SUBTOTAL: GROUP 4	9,937,326	9,263,530	7.3%
GROUPS 1 THROUGH 4	37,883,352	36,313,699	4.3%
NICTD	3,838,804	3,444,029	11.5%
TOTAL ALL GROUPS	41,722,156	39,757,728	4.9%

TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY - 2006

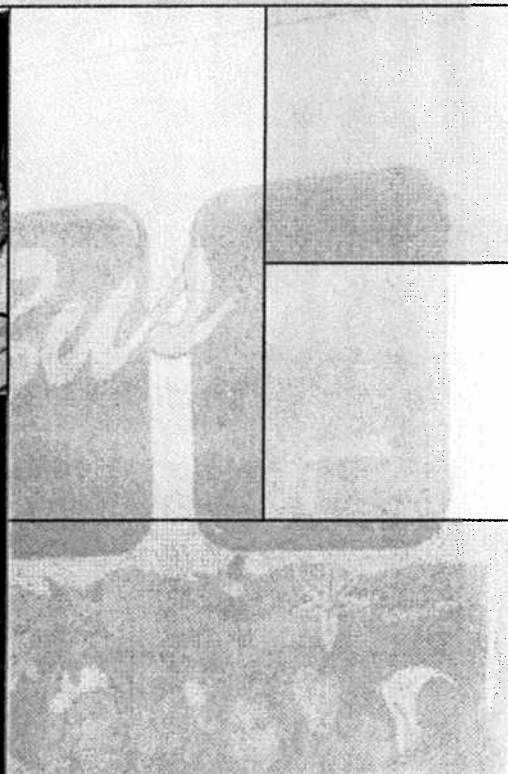
SYSTEM	LABOR/ FRINGE	%	SERVICES	%	MATERIALS & SUPPLIES	%	UTILITIES	%	CASUALTY & LIABILITY	%	PURCHASED TRANSPORT	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route															
Bloomington	\$2,588,532	54%	\$321,355	7%	\$949,986	20%	\$55,445	1%	\$205,384	4%	\$575,181	12%	\$115,191	2%	\$4,811,074
Evansville	\$4,258,891	77%	\$65,237	1%	\$1,008,546	18%	\$62,938	1%	\$94,807	2%	\$0	0%	\$59,270	1%	\$5,549,489
Fort Wayne	\$6,316,347	68%	\$705,368	8%	\$1,545,168	17%	\$131,504	1%	\$341,397	4%	\$0	0%	\$209,543	2%	\$9,249,327
Gary	\$4,896,625	63%	\$987,142	13%	\$878,350	11%	\$266,599	3%	\$477,023	6%	\$0	0%	\$228,181	3%	\$7,731,920
Indianapolis	\$28,024,126	65%	\$3,765,983	9%	\$6,790,129	16%	\$806,866	2%	\$466,836	1%	\$3,118,433	7%	\$119,492	0%	\$43,091,865
Lafayette	\$5,476,838	73%	\$247,330	3%	\$1,202,664	16%	\$100,883	1%	\$277,986	4%	\$0	0%	\$183,284	2%	\$7,488,985
Muncie	\$4,203,393	67%	\$405,563	7%	\$975,948	16%	\$104,520	2%	\$338,349	5%	\$0	0%	\$202,456	3%	\$6,230,230
South Bend	\$6,041,857	64%	\$791,887	8%	\$1,383,664	15%	\$174,490	2%	\$449,879	5%	\$0	0%	\$666,456	7%	\$9,508,232
SUBTOTAL: GROUP 1	\$61,806,409	66%	\$6,968,510	7%	\$13,784,470	15%	\$1,647,800	2%	\$2,446,277	3%	\$3,118,433	3%	\$1,666,682	2%	\$93,661,122
GROUP 2 - Small Fixed Route															
Anderson	\$1,557,288	78%	\$98,416	5%	\$233,914	12%	\$20,106	1%	\$91,921	5%	\$0	0%	\$6,122	0%	\$2,007,767
Columbus	\$815,598	78%	\$52,321	5%	\$143,874	14%	\$12,331	1%	\$0	0%	\$0	0%	\$21,275	2%	\$1,045,399
East Chicago	\$1,106,933	81%	\$23,154	2%	\$116,017	9%	\$0	0%	\$0	0%	\$0	0%	\$116,587	9%	\$1,634,217
Hammond	\$170,887	8%	\$66,346	3%	\$249,380	12%	\$7,920	0%	\$21,004	1%	\$1,562,199	75%	\$549	0%	\$2,078,285
Marion	\$612,977	71%	\$41,137	5%	\$97,012	11%	\$4,100	0%	\$99,553	12%	\$0	0%	\$4,185	0%	\$856,964
Michigan City	\$703,399	71%	\$132,063	13%	\$88,168	9%	\$27,063	3%	\$38,481	4%	\$0	0%	\$465	0%	\$989,639
Richmond	\$839,541	77%	\$36,790	3%	\$148,576	14%	\$14,268	1%	\$44,268	4%	\$0	0%	\$7,768	1%	\$1,089,732
TARC	\$2,340,332	63%	\$119,026	3%	\$532,473	14%	\$33,872	1%	\$55,815	1%	\$613,873	16%	\$39,196	1%	\$3,734,587
Terre Haute	\$1,224,510	80%	\$21,825	1%	\$197,301	13%	\$29,750	2%	\$43,342	3%	\$0	0%	\$7,619	0%	\$1,524,347
SUBTOTAL: GROUP 2	\$9,371,465	80%	\$591,078	4%	\$1,806,715	12%	\$147,932	1%	\$394,384	3%	\$2,176,072	15%	\$203,766	1%	\$14,691,411
GROUP 3 - Urban Demand Response															
Elkhart	\$68,246	4%	\$0	0%	\$1,927	0%	\$0	0%	\$0	0%	\$1,824,540	94%	\$50,798	3%	\$1,945,511
Goshen	\$16,906	14%	\$0	0%	\$148	0%	\$0	0%	\$0	0%	\$94,084	76%	\$12,011	10%	\$123,149
Kokomo	\$685,852	42%	\$48,737	3%	\$119,454	7%	\$17,849	1%	\$0	0%	\$756,138	46%	\$6,187	0%	\$1,634,217
Lake/Porter	\$1,547,934	59%	\$429,588	16%	\$378,686	14%	\$40,110	2%	\$132,129	5%	\$42	0%	\$114,978	4%	\$2,643,465
LaPorte	\$427,601	79%	\$4,833	1%	\$65,518	12%	\$14,173	3%	\$28,512	5%	\$0	0%	\$3,616	1%	\$544,253
SUBTOTAL: GROUP 3	\$2,746,539	40%	\$483,158	7%	\$565,733	8%	\$72,132	1%	\$160,641	2%	\$2,674,803	39%	\$187,590	3%	\$6,890,595
GROUP 4: Rural Demand Response															
Bedford	\$360,714	75%	\$29,851	6%	\$41,673	9%	\$7,636	2%	\$25,346	5%	\$0	0%	\$13,673	3%	\$478,893
Boone County	\$116,483	70%	\$3,428	2%	\$26,859	16%	\$2,651	2%	\$15,603	9%	\$0	0%	\$2,203	1%	\$167,227
Cass County	\$589,414	58%	\$133,322	13%	\$127,256	12%	\$55,897	5%	\$79,143	8%	\$4,822	0%	\$28,895	3%	\$1,018,549
Clinton County	\$137,214	65%	\$4,189	2%	\$37,732	18%	\$4,352	2%	\$10,267	5%	\$0	0%	\$17,054	8%	\$210,808
Fayette County	\$120,920	50%	\$0	0%	\$54,628	22%	\$4,477	2%	\$14,989	6%	\$0	0%	\$48,826	20%	\$243,840
Franklin County	\$333,929	76%	\$25,404	6%	\$43,328	10%	\$9,806	2%	\$25,863	6%	\$0	0%	\$1,476	0%	\$439,806
Fulton County	\$180,670	70%	\$0	0%	\$35,992	14%	\$3,774	1%	\$17,717	7%	\$0	0%	\$20,308	8%	\$258,461
Hancock County	\$145,334	72%	\$13,423	7%	\$15,637	8%	\$3,694	2%	\$8,543	4%	\$0	0%	\$16,016	8%	\$202,647
Hendricks/Morgan	\$378,755	67%	\$41,493	7%	\$83,601	15%	\$13,961	2%	\$35,085	6%	\$0	0%	\$13,639	2%	\$566,534
Huntingburg	\$83,473	89%	\$2,532	3%	\$4,480	5%	\$3,000	3%	\$658	1%	\$0	0%	\$108	0%	\$94,231
Huntington County	\$309,245	70%	\$20,031	5%	\$51,923	12%	\$3,257	1%	\$21,450	5%	\$6,082	1%	\$26,985	6%	\$438,973
Jay/Randolph/Delaware/Blackford	\$643,548	66%	\$4,468	0%	\$174,526	18%	\$31,231	3%	\$47,538	5%	\$0	0%	\$76,875	8%	\$978,186
Johnson/Shelby	\$466,332	46%	\$93,632	9%	\$87,788	9%	\$10,060	1%	\$24,803	2%	\$192,937	19%	\$138,002	14%	\$1,013,554
KIRPC	\$570,683	69%	\$65,751	8%	\$90,310	11%	\$16,721	2%	\$46,544	6%	\$0	0%	\$42,755	5%	\$832,764
Knox County	\$238,348	58%	\$3,000	1%	\$97,657	24%	\$12,212	3%	\$22,025	5%	\$0	0%	\$36,476	9%	\$409,718
Kosciusko County	\$421,766	67%	\$7,932	1%	\$73,742	12%	\$13,635	2%	\$27,692	4%	\$0	0%	\$86,141	14%	\$630,908
Madison County	\$42,583	15%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$234,036	81%	\$13,417	5%	\$290,036
Miami County	\$164,721	63%	\$0	0%	\$41,677	16%	\$5,000	2%	\$20,819	8%	\$0	0%	\$29,534	11%	\$261,751
Mitchell	\$93,021	83%	\$7,705	7%	\$6,156	6%	\$1,668	1%	\$2,500	2%	\$0	0%	\$499	0%	\$111,549
Monroe County	\$594,233	58%	\$11,895	1%	\$252,961	25%	\$26,264	3%	\$77,397	8%	\$0	0%	\$68,780	7%	\$1,031,530
New Castle	\$367,499	83%	\$6,270	1%	\$34,280	8%	\$12,602	3%	\$14,800	3%	\$0	0%	\$9,405	2%	\$444,856
Newton County	\$162,998	61%	\$14,301	5%	\$41,852	16%	\$6,347	2%	\$32,161	12%	\$0	0%	\$10,219	4%	\$267,878
Noble County	\$292,535	71%	\$8,000	2%	\$62,506	15%	\$10,450	3%	\$21,265	5%	\$0	0%	\$18,492	4%	\$413,242
Noblesville	\$119,597	61%	\$4,112	2%	\$19,852	10%	\$0	0%	\$4,123	2%	\$0	0%	\$49,087	25%	\$196,771
Orange County	\$265,352	73%	\$32,935	9%	\$39,737	11%	\$4,414	1%	\$12,900	4%	\$0	0%	\$7,429	2%	\$362,767
Plymouth	\$16,071	54%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$6,927	23%	\$6,604	22%	\$29,602
Seymour	\$110,063	69%	\$18,816	12%	\$26,312	17%	\$1,774	1%	\$0	0%	\$0	0%	\$2,348	1%	\$159,313
SIDC	\$709,463	48%	\$97,937	7%	\$178,148	12%	\$32,136	2%	\$59,980	4%	\$199,376	14%	\$198,923	13%	\$1,475,963
SIRPC	\$865,585	65%	\$0	0%	\$243,310	18%	\$14,856	1%	\$138,769	10%	\$0	0%	\$64,164	5%	\$1,326,684
SITS	\$379,842	57%	\$45,679	7%	\$90,707	14%	\$7,483	1%	\$35,900	5%	\$44,262	7%	\$62,347	8%	\$666,240
Union/Wayne	\$224,481	68%	\$19,651	6%	\$64,301	19%	\$1,500	0%	\$21,000	6%	\$0	0%	\$5,836	2%	\$337,569
Wabash County	\$178,759	58%	\$22,541	7%	\$39,779	13%	\$6,954	2%	\$30,430	10%	\$0	0%	\$30,204	10%	\$308,667
Washington	\$41,113	47%	\$18,220	21%	\$16,609	19%	\$4,507	5%	\$5,778	7%	\$0	0%	\$831	1%	\$87,058
Waveland	\$76,201	78%	\$6,787	7%	\$6,008	6%	\$2,059	2%	\$1,512	2%	\$0	0%	\$4,560	5%	\$97,127
Wells	\$172,265	68%	\$0	0%	\$39,063	15%	\$5,215	2%	\$22,089	9%	\$0	0%	\$16,424	6%	\$255,056
White	\$124,194	66%	\$8,159	4%	\$16,774	10%	\$15,534	8%	\$18,160	10%	\$0	0%	\$4,172	2%	\$188,993
SUBTOTAL: GROUP 4	\$10,097,404	62%	\$771,464	5%	\$2,269,138	14%	\$354,927	2%	\$942,849	6%	\$688,462	4%	\$1,173,507	7%	\$16,297,751
GROUPS 1 THROUGH 4	\$84,021,816	64%	\$8,814,210	7%	\$18,426,056	14%	\$2,222,790	2%	\$3,944,150	3%	\$8,657,770	7%	\$3,231,544	2%	\$131,540,879
NICTD	\$21,840,490	67%	\$2,246,091	7%	\$3,289,518	10%	\$2,578,247	8%	\$2,073,515	6%	\$0	0%	\$655,071	2%	\$32,682,932
TOTAL ALL GROUPS	\$105,862,306	64%	\$11,060,301	7%	\$21,715,574	13%	\$4,801,037	3%	\$6,017,665	4%	\$8,657,770	5%	\$3,886,615	2%	\$164,223,811

TRANSIT SYSTEM OPERATING REVENUE BY CATEGORY - 2006											
SYSTEM	FARES	%	LOCAL ASSISTANCE	%	STATE ASSISTANCE	%	FEDERAL ASSISTANCE	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route											
Bloomington	\$1,096,676	23%	\$1,159,452	24%	\$1,555,918	32%	\$756,049	16%	\$242,979	5%	\$4,811,074
Evansville	\$1,044,728	19%	\$1,370,147	25%	\$1,298,333	23%	\$1,591,360	29%	\$244,921	4%	\$5,549,489
Fort Wayne	\$1,071,737	12%	\$4,058,525	44%	\$1,644,210	18%	\$2,152,743	23%	\$322,112	3%	\$9,249,327
Gary	\$972,270	13%	\$3,515,552	45%	\$931,129	12%	\$2,298,224	30%	\$14,745	0%	\$7,731,920
Indianapolis	\$8,906,127	21%	\$21,013,574	49%	\$9,136,612	21%	\$2,813,277	7%	\$1,222,275	3%	\$43,091,865
Lafayette	\$1,801,594	24%	\$1,028,272	14%	\$2,776,548	37%	\$1,409,762	19%	\$472,809	6%	\$7,488,985
Muncie	\$237,937	4%	\$3,249,290	52%	\$1,297,096	21%	\$1,358,839	22%	\$87,068	1%	\$6,230,230
South Bend	\$1,373,706	14%	\$4,393,023	46%	\$2,051,593	22%	\$1,364,379	14%	\$325,531	3%	\$9,508,232
SUBTOTAL: GROUP 1	\$16,504,775	18%	\$39,787,835	42%	\$20,691,439	22%	\$13,744,633	15%	\$2,932,440	3%	\$93,661,122
GROUP 2 - Small Fixed Route											
Anderson	\$174,404	9%	\$551,073	27%	\$369,556	18%	\$911,435	45%	\$1,299	0%	\$2,007,767
Columbus	\$32,047	3%	\$382,459	37%	\$213,332	20%	\$417,561	40%	\$0	0%	\$1,045,399
East Chicago	\$0	0%	\$778,744	57%	\$269,107	20%	\$313,140	23%	\$1,700	0%	\$1,362,691
Hammond	\$381,630	18%	\$496,103	24%	\$458,571	22%	\$739,710	36%	\$2,271	0%	\$2,078,285
Marion	\$33,051	4%	\$361,849	42%	\$174,066	20%	\$286,248	33%	\$3,750	0%	\$858,964
Michigan City	\$89,425	9%	\$233,203	24%	\$216,905	22%	\$450,106	45%	\$0	0%	\$989,639
Richmond	\$190,262	17%	\$119,539	11%	\$317,493	29%	\$444,574	41%	\$17,864	2%	\$1,089,732
TARC	\$576,292	15%	\$2,104,751	56%	\$830,851	22%	\$184,048	5%	\$38,645	1%	\$3,734,587
Terre Haute	\$129,587	9%	\$415,130	27%	\$187,189	12%	\$780,441	51%	\$12,000	1%	\$1,524,347
SUBTOTAL: GROUP 2	\$1,606,698	11%	\$5,442,851	37%	\$3,037,070	21%	\$4,527,263	31%	\$77,529	1%	\$14,691,411
GROUP 3 - Urban Demand Response											
Elkhart	\$488,544	25%	\$350,721	18%	\$344,946	18%	\$761,300	39%	\$0	0%	\$1,945,511
Goshen	\$44,422	36%	\$9,348	8%	\$32,169	26%	\$37,210	30%	\$0	0%	\$123,149
Kokomo	\$305,729	19%	\$420,261	26%	\$248,652	15%	\$659,575	40%	\$0	0%	\$1,634,217
Lake/Porter	\$708,418	27%	\$973,601	37%	\$449,440	17%	\$451,809	17%	\$60,197	2%	\$2,643,465
LaPorte	\$98,749	18%	\$115,619	21%	\$106,536	20%	\$222,155	41%	\$1,194	0%	\$544,253
SUBTOTAL: GROUP 3	\$1,645,862	24%	\$1,869,551	27%	\$1,181,743	17%	\$2,132,049	31%	\$61,391	1%	\$6,890,596
GROUP 4 - Rural Demand Response											
Bedford	\$25,626	5%	\$167,658	35%	\$112,041	23%	\$173,568	36%	\$0	0%	\$478,893
Boone County	\$24,627	15%	\$71,300	43%	\$0	0%	\$71,300	43%	\$0	0%	\$167,227
Cass County	\$107,329	11%	\$311,048	31%	\$248,411	24%	\$351,761	35%	\$0	0%	\$1,018,549
Clinton County	\$26,995	13%	\$120,928	57%	\$0	0%	\$62,885	30%	\$0	0%	\$210,808
Fayette County	\$22,677	9%	\$72,253	30%	\$52,655	22%	\$96,255	39%	\$0	0%	\$243,840
Franklin County	\$48,824	11%	\$136,823	31%	\$118,427	27%	\$135,732	31%	\$0	0%	\$439,806
Fulton County	\$33,577	13%	\$72,020	28%	\$62,329	24%	\$90,535	35%	\$0	0%	\$258,461
Hancock County	\$18,867	9%	\$117,680	58%	\$0	0%	\$66,100	33%	\$0	0%	\$202,647
Hendricks/Morgan	\$41,312	7%	\$222,838	39%	\$77,500	14%	\$224,884	40%	\$0	0%	\$566,534
Huntingburg	\$3,094	3%	\$48,801	52%	\$11,500	12%	\$30,836	33%	\$0	0%	\$94,231
Huntington County	\$26,015	6%	\$197,629	45%	\$70,362	16%	\$144,967	33%	\$0	0%	\$438,973
Jay/Randolph/Delaware/Blackford	\$44,976	5%	\$305,851	31%	\$229,283	23%	\$398,076	41%	\$0	0%	\$978,186
Johnson/Shelby	\$81,932	8%	\$500,150	49%	\$133,705	13%	\$297,767	29%	\$0	0%	\$1,013,554
KIRPC	\$55,919	7%	\$300,025	36%	\$155,242	19%	\$316,073	38%	\$5,505	1%	\$832,764
Knox County	\$24,608	6%	\$96,801	24%	\$120,461	29%	\$167,848	41%	\$0	0%	\$409,718
Kosciusko County	\$41,874	7%	\$235,675	37%	\$93,397	15%	\$259,962	41%	\$0	0%	\$630,908
Madison County	\$13,854	5%	\$113,524	39%	\$42,459	15%	\$120,199	41%	\$0	0%	\$290,036
Miami County	\$17,593	7%	\$60,383	23%	\$63,310	24%	\$120,465	46%	\$0	0%	\$261,751
Mitchell	\$7,441	7%	\$44,714	40%	\$18,286	16%	\$41,108	37%	\$0	0%	\$111,549
Monroe County	\$103,002	10%	\$310,270	30%	\$249,506	24%	\$368,752	36%	\$0	0%	\$1,031,530
New Castle	\$14,023	3%	\$235,641	53%	\$60,622	14%	\$132,913	30%	\$1,657	0%	\$444,856
Newton County	\$19,425	7%	\$75,856	28%	\$78,629	29%	\$93,968	35%	\$0	0%	\$267,878
Noble County	\$33,435	8%	\$177,018	43%	\$69,777	17%	\$133,012	32%	\$0	0%	\$413,242
Noblesville	\$16,176	8%	\$73,620	37%	\$33,502	17%	\$73,473	37%	\$0	0%	\$196,771
Orange County	\$32,800	9%	\$101,245	28%	\$117,097	32%	\$111,625	31%	\$0	0%	\$362,767
Plymouth	\$2,617	9%	\$9,239	31%	\$4,261	14%	\$13,485	46%	\$0	0%	\$29,602
Seymour	\$9,252	6%	\$32,891	21%	\$42,140	26%	\$75,030	47%	\$0	0%	\$159,313
SIDC	\$73,493	5%	\$678,558	46%	\$344,274	23%	\$379,638	26%	\$0	0%	\$1,475,963
SIRPC	\$84,220	6%	\$482,991	36%	\$290,498	22%	\$468,975	35%	\$0	0%	\$1,326,684
SITS	\$33,021	5%	\$221,124	33%	\$162,847	24%	\$249,248	37%	\$0	0%	\$666,240
Union/Wayne	\$26,232	8%	\$124,968	37%	\$69,632	21%	\$116,737	35%	\$0	0%	\$337,569
Wabash County	\$27,458	9%	\$116,446	38%	\$56,159	18%	\$106,093	34%	\$2,511	1%	\$308,667
Washington	\$6,074	7%	\$26,949	31%	\$17,034	20%	\$37,001	43%	\$0	0%	\$87,058
Waveland	\$5,288	5%	\$37,417	39%	\$10,347	11%	\$44,075	45%	\$0	0%	\$97,127
Wells	\$9,746	4%	\$186,610	73%	\$0	0%	\$58,700	23%	\$0	0%	\$255,056
White	\$15,375	8%	\$35,717	19%	\$51,092	27%	\$86,809	46%	\$0	0%	\$188,993
SUBTOTAL: GROUP 4	\$1,178,777	7%	\$6,122,661	38%	\$3,266,785	20%	\$5,719,855	35%	\$9,673	0%	\$16,297,751
GROUPS 1 THROUGH 4	\$20,936,112	16%	\$53,222,898	40%	\$28,177,037	21%	\$26,123,799	20%	\$3,081,033	2%	\$131,540,880
NICTD	\$17,926,713	55%	\$3,386,520	10%	\$7,082,870	22%	\$4,229,217	13%	\$57,612	0%	\$32,682,932
TOTAL ALL GROUPS	\$38,862,825	24%	\$56,609,418	34%	\$35,259,907	21%	\$30,353,016	18%	\$3,138,645	2%	\$164,223,812

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

INDOT Public Transit Programs & Services

Section 1



INDOT OFFICE OF TRANSIT PROGRAMS & SERVICES

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

Larry Buckel Office 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 0.76 percent of the state's general sales and use tax revenue. These funds are allocated on a calendar year basis using a performance-based formula to eligible municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations.

In 2006, INDOT allocated \$32.7 million in PMTF to 58 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 2006, INDOT allocated \$109,858 in ERSF funds to NICTD.

Commuter Rail Service Fund

The Commuter Rail Service Fund (CRSF) is a special state fund that receives 0.14 percent of the state's general sales and use tax revenue. Funds are distributed to commuter transportation districts established under I.C. 8-5-15. Funds must be used for the maintenance, improvement, and operation of commuter rail service. Currently, all funds go to the Northern Indiana Commuter Transportation District, the only entity eligible for these funds at the present time.

In 2006, INDOT allocated \$11,116,693 in CRSF funds to NICTD.

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 Project Manager (317) 232-5078 vrayburn@indot.in.gov	Tom Hamilton Project Manager (317) 232-1498 thamilton@indot.in.gov
Boone Co.	Bedford	Cass Co.
Fayette Co.	Franklin Co.	Clinton Co.
Hamilton Co.	Fulton Co.	Huntington Co.
Hancock Co.	KIRPC	KABS
Harrison Co. (SITS)	Knox Co.	Madison Co.
Hendricks Co.	Marion	New Castle
Huntingburg	Miami Co.	Plymouth
Jay Co.	Mitchell	Richmond
Johnson Co.	Noble Co.	Union Co.
Monroe Co.	Orange Co.	Wabash
Newton Co.	Seymour	Waveland
SIDC	SIRPC	Wells Co.
WCIEDD – Vigo Co.	Washington	White Co.
Whitley Co.		

The following table describes the program of projects for the 2006 Section 5311 Program.

2006 Section 5311 Projects

Grantee	Project Description	Federal Assistance	State Assistance	Local Assistance	Operating Revenue	TOTAL
Bedford	Operating Assistance	\$173,568	\$112,041	\$167,658	\$25,626	\$478,893
Boone County	Operating Assistance	\$71,300	\$0	\$71,300	\$24,627	\$167,227
Cass County	Operating Assistance	\$351,761	\$248,411	\$311,048	\$107,329	\$1,018,549
Clinton County	Operating Assistance	\$62,885	\$0	\$120,928	\$26,995	\$210,808
Fayette County	Operating Assistance	\$96,255	\$52,655	\$72,253	\$22,677	\$243,840
Franklin County	Operating Assistance	\$135,732	\$118,427	\$136,823	\$48,824	\$439,806
Fulton County	Operating Assistance	\$90,535	\$62,329	\$72,020	\$33,577	\$258,461
Hancock County	Operating Assistance	\$66,100	\$0	\$117,680	\$18,867	\$202,647
Harrison County	Operating Assistance	\$224,884	\$77,500	\$222,838	\$41,312	\$566,534
Hendricks County	Operating Assistance	\$30,836	\$11,500	\$48,801	\$3,094	\$94,231
Huntingburg	Operating Assistance	\$144,967	\$70,362	\$197,629	\$26,015	\$438,973
Huntington County	Operating Assistance	\$398,076	\$229,283	\$305,851	\$44,976	\$978,186
Jay-Randolph-Delaware Counties	Operating Assistance	\$297,767	\$133,705	\$500,150	\$81,932	\$1,013,554
Johnson-Shelby Counties	Operating Assistance	\$316,073	\$155,242	\$300,025	\$55,919	\$827,259
KIRPC	Operating Assistance	\$167,848	\$120,461	\$96,801	\$24,608	\$409,718
Knox County	Operating Assistance	\$259,962	\$93,397	\$235,675	\$41,874	\$630,908
Kosciusko Co.	Operating Assistance	\$120,199	\$42,459	\$113,524	\$13,854	\$290,036
Madison	Operating Assistance	\$286,248	\$174,066	\$361,849	\$33,051	\$855,214
Marion	Operating Assistance	\$120,465	\$63,310	\$60,383	\$17,593	\$261,751
Miami County	Operating Assistance	\$41,108	\$18,286	\$44,714	\$7,441	\$111,549
Mitchell	Operating Assistance	\$368,752	\$249,506	\$310,270	\$103,002	\$1,031,530
Monroe County	Operating Assistance	\$132,913	\$60,622	\$235,641	\$14,023	\$443,199
New Castle	Operating Assistance	\$93,968	\$78,629	\$75,856	\$19,425	\$267,878
Newton County	Operating Assistance	\$133,012	\$69,777	\$177,018	\$33,435	\$413,242
Noble County	Operating Assistance	\$73,473	\$33,502	\$73,620	\$16,176	\$196,771
Noblesville	Operating Assistance	\$111,625	\$117,097	\$101,245	\$32,800	\$362,767
Orange County	Operating Assistance	\$13,485	\$4,261	\$9,239	\$2,617	\$29,602
Plymouth	Operating Assistance	\$444,574	\$317,493	\$119,539	\$190,262	\$1,071,868
Richmond	Operating Assistance	\$75,030	\$42,140	\$32,891	\$9,252	\$159,313
Seymour	Operating Assistance	\$379,638	\$344,274	\$678,558	\$73,493	\$1,475,963
SIDC	Operating Assistance	\$468,975	\$290,498	\$482,991	\$84,220	\$1,326,684
SIRPC	Operating Assistance	\$249,248	\$162,847	\$221,124	\$33,021	\$666,240
Union-Wayne Counties	Operating Assistance	\$116,737	\$69,632	\$124,968	\$26,232	\$337,569
Wabash	Operating Assistance	\$106,093	\$56,159	\$116,446	\$27,458	\$306,156
Washington	Operating Assistance	\$37,001	\$17,034	\$26,949	\$6,074	\$87,058
Waveland	Operating Assistance	\$44,075	\$10,347	\$37,417	\$5,288	\$97,127
Wells County	Operating Assistance	\$58,700	\$0	\$186,610	\$9,746	\$255,056
White County	Operating Assistance	\$86,809	\$51,092	\$35,717	\$15,375	\$188,993
Operating Subtotal		\$6,450,677	\$3,758,344	\$6,604,049	\$1,402,090	\$18,215,160
Capital Projects (Section 5311)						
Bedford	Capital Assistance	\$40,000	\$0	\$10,000	\$0	\$50,000
KIRPC	Capital Assistance	\$41,547	\$0	\$12,807	\$0	\$54,354
Kosciusko Co.	Capital Assistance	\$72,067	\$0	\$18,846	\$0	\$90,913
Marion	Capital Assistance	\$79,166	\$9,896	\$11,000	\$0	\$100,062
Monroe County	Capital Assistance	\$89,380	\$11,173	\$11,173	\$0	\$111,725
Richmond	Capital Assistance	\$49,174	\$6,147	\$6,300	\$0	\$61,621
Union County	Capital Assistance	\$58,400	\$0	\$14,600	\$0	\$73,000
Seymour	Capital Assistance	\$38,962	\$0	\$9,741	\$0	\$48,703
Franklin County	Capital Assistance	\$24,746	\$3,093	\$3,800	\$0	\$31,639
Orange County	Capital Assistance	\$25,466	\$3,183	\$3,450	\$0	\$32,099
Harrison County	Capital Assistance	\$25,926	\$3,241	\$3,300	\$0	\$32,467
SIDC	Capital Assistance	\$52,491	\$0	\$13,123	\$0	\$65,614
Newton County	Capital Assistance	\$30,400	\$0	\$7,600	\$0	\$38,000
Capital Subtotal		\$627,725	\$36,733	\$125,740	\$0	\$790,197
Intercity Projects (Section 5311 (f))						
Marion	Operating (Fair Rebate)	\$2,297	\$1,149	\$3,000	\$0	\$6,446
Marion	Capital (Admin.)	\$9,600	\$1,200	\$1,200	\$0	\$12,000
Johnson County	Operating	\$127,850	\$0	\$127,850	\$12,000	\$267,700
Intercity Subtotal		\$139,747	\$2,349	\$132,050	\$12,000	\$286,146
Section 5311 Program Total		\$7,218,149	\$3,797,426	\$6,861,838	\$1,414,090	\$19,291,503

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 the Section 5313 Program. Jason Casteel administers the Section 5303 Program.

Federal Section 5303 - Metropolitan Planning Program - 2006 Allocations			
Urbanized Area	Federal Share	Local Share	Total
Anderson	\$40,935	\$10,234	\$51,169
Bloomington	\$40,041	\$10,010	\$50,052
Columbus	\$22,301	\$5,575	\$27,876
Evansville	\$55,512	\$13,878	\$69,390
Fort Wayne	\$74,254	\$18,564	\$92,818
Indianapolis	\$376,105	\$94,026	\$470,132
Kokomo	\$24,938	\$6,234	\$31,172
Lafayette	\$39,816	\$9,954	\$49,770
Michigan City	\$25,296	\$6,324	\$31,620
Muncie	\$37,693	\$9,423	\$47,117
NW Ind.	\$243,752	\$60,938	\$304,690
South Bend (inc. Elkhart/Goshen)	\$109,388	\$27,347	\$136,735
Southern Indiana (Louisville)	\$37,070	\$9,267	\$46,337
Terre Haute	\$39,119	\$9,780	\$48,899
TOTALS	\$1,166,221	\$291,555	\$1,457,776

2006 Section 5310 Program of Projects					
GRANTEE	COUNTY SERVED	EQUIPMENT AWARD	TOTAL FUNDING	FEDERAL FUNDING	LOCAL FUNDING
Michiana Resources	LaPorte County	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Parents and Friends	LaPorte County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Opportunity Enterprises	Porter, Lake	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Southlake Mental Health	Lake	Mini van	\$19,000.00	\$15,200.00	\$3,800.00
		Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
LaGrange County Council on Aging	LaGrange	Mini van	\$19,000.00	\$15,200.00	\$3,800.00
ARC Opportunities	LaGrange	12 passenger van	\$22,000.00	\$17,600.00	\$4,400.00
Northeastern Center	Noble, LaGrange, Stueben, DeKalb	Large Transit Bus	\$53,000.00	\$42,400.00	\$10,600.00
Whitley County Council on Aging	Whitley County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Huntington County Council on Aging	Huntington County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Allen County Council on Aging	Allen County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Comm. Transportation Network	Allen County	Medium Transit Bus	\$45,000.00	\$36,000.00	\$9,000.00
Turnstone Center	Allen County	Medium Transit Bus	\$45,000.00	\$36,000.00	\$9,000.00
Adams County Council on Aging	Adams	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Wells County Council on Aging	Wells County	Two Mini vans	\$38,000.00	\$30,400.00	\$7,600.00
Lifestream Services	Jay, Randolph Cos.	Three Raised roof vans with lifts	\$96,534.00	\$77,227.20	\$19,306.80
Cass County Council on Aging	Cass	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Peak Community Services	Cass	Type C Van	\$32,178.00	\$25,742.40	\$6,435.60
Fulton County Council on Aging	Fulton	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Area IV Agency on Aging	Benton	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Carroll County Council on Aging	Carroll	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
Tippecanoe County Council on Aging	Tippecanoe	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Two Medium Transit Buses	\$90,000.00	\$72,000.00	\$18,000.00
Hendricks County Senior Services	Hendricks	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Coordinated Aging Services of Morgan County	Morgan Co	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Boone County Senior Services	Boone County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
PrimeLife Enrichment	Hamilton County	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
Independent Residential Living	Marion, Hancock Cos.	Type C Van	\$32,178.00	\$25,742.40	\$6,435.60
Hancock County Senior Services	Hancock County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Gateway Services/Johnson County ARC	Johnson County	Two Large Transit Buses	\$100,000.00	\$80,000.00	\$20,000.00
Shelby County Senior Services	Shelby County	Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
Dunn Center	Wayne, Rush, Fayette and Randolph Cos.	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Retractable tiedowns	\$209.00	\$167.20	\$41.80
		Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
Adult Day Care	Wayne	Type C Van	\$32,178.00	\$25,742.40	\$6,435.60
Achieva Resources	Fayette	Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
Union County Council on Aging	Union Co	Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
New Horizons Rehabilitation Services	Ripley, Dearborn, Franklin, Ohio	Medium Transit Vehicle	\$45,000.00	\$36,000.00	\$9,000.00
LifeTime Resources	Ripley, Dearborn, Jefferson, Switzerland and Ohio Cos.	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
		Two Medium Transit Buses	\$90,000.00	\$72,000.00	\$18,000.00
Developmental Services	Bartholomew, Jackson Jefferson, Jennings Cos.	Two low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
Quinco Behavioral Center	Barth, Jennings, Brown, Jackson Cos.	Raised roof van	\$28,953.00	\$23,162.40	\$5,790.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
LifeSpan Resources	Clark & Floyd Cos.	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
New Hope Services	Clark, Floyd Cos.	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
LifeSpring Mental Health	Clark & Floyd Cos.	Two 12 passenger vans	\$44,000.00	\$35,200.00	\$8,800.00
Older Americans Services. Corp.	Orange, Crawford, Lawrence, Washington	Two Low floor mini vans	\$64,396.00	\$51,516.80	\$12,879.20
Orange County Rehabilitation/First Chance Center	Orange County	12 passenger van	\$22,000.00	\$17,600.00	\$4,400.00
		Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Blue River Services	Harrison, Crawford Washington, Orange	Medium Transit Bus	\$45,000.00	\$36,000.00	\$9,000.00
Evansville ARC	Vanderburgh County	12 passenger van	\$22,000.00	\$17,600.00	\$4,400.00
Gibson County Area Rehabilitation Center	Gibson County	Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
Gibson County Council on Aging	Gibson County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
Pike County ARC	Pike County	Mini van	\$19,000.00	\$15,200.00	\$3,800.00
YMCA of Vincennes	Knox County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Large Transit Bus	\$50,000.00	\$40,000.00	\$10,000.00
Four Rivers Resources	Green, Sullivan, Daviess, Martin	Two Mini vans	\$38,000.00	\$30,400.00	\$7,600.00
		12 passenger van	\$22,000.00	\$17,600.00	\$4,400.00
Senior & Family Services	Daviess, Greene, Martin and Pike Cos	Mini van	\$19,000.00	\$15,200.00	\$3,800.00
Child Adult Resource Services	Vigo, Vermillion	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
		Raised roof van with lift	\$32,178.00	\$25,742.40	\$6,435.60
		Two Medium Transit Buses	\$90,000.00	\$72,000.00	\$18,000.00
West Central IND Economic Development District	Vigo	Medium Transit Bus	\$45,000.00	\$36,000.00	\$9,000.00
Spencer Co Council on Aging	Spencer County	Low floor mini van	\$32,198.00	\$25,758.40	\$6,439.60
CDC Resources	White, Carroll, Benton	Two Medium Transit Buses	\$105,341.00	\$84,272.80	\$21,068.20
TOTAL			\$2,841,687.00	\$2,273,349.60	\$568,337.40

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.

At the time of this report writing (May 2007), INDOT was preparing final guidance for administration of these programs. Further questions may be directed to Larry Buckel or Jason Casteel.

OTHER FEDERAL TRANSIT PROGRAMS (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 federal/state public transit programs averages less than 1% of total federal/state transit funds allocated to INDOT.

State Funding Trends

- State fiscal year (SFY) 2006 budget for Transit Funding is 25% more than SFY 2000

Ridership (Urban Systems) for 2006

- Urban systems provided 32.3 million fixed route trips
- Urban systems provided 1.2 million demand response trips to persons with disabilities

Ridership (Rural Systems) for 2006

- Rural systems provided 600,000 fixed route trips
- Rural systems provided 1.54 million demand response trips, primarily to elderly persons and persons with disabilities

Total number of Public Transit systems in Indiana for 2006 - 59 systems receive formula funding

- Urban Systems - 21 systems receive 5307 formula funding
- Rural Systems - 38 systems receive 5311 formula funding
- 62 of 92 Counties in Indiana have public transit service available

Public Transit Fleet for 2006

- Total Public Transit Fleet for Indiana - 1,840 vehicles
- Urban vehicles - 1,117, with 98% wheelchair accessible
- Rural vehicles - 723, with 60% wheelchair accessible
- Total Vehicles - 1,840, with 83% wheelchair accessible

Specialized Transportation Program Vehicles for 2006

- Total number of active vehicles - 294
- Number of vehicles funded in 2005 - 83
- Specialized Transportation vehicle fleet wheelchair accessible - 74%

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

Prepared by: Indiana Department of Transportation, Office of Transit

2006 Public Transit Highlights INDOT Office of Transit

1. Awarded \$32.7 million on state Public Mass Transportation Funds (PMTF) to 59 transit systems.
2. Awarded over \$7.2 million in federal Section 5311 funds to 37 rural transit systems to offset operating and capital expenses.
3. Awarded \$2.8 million in Section 5310 grants to 54 agencies and procured 85 vehicles.
4. Transferred \$2.7 million in Surface Transportation Funds (STP) from the Federal Highway Administration (FHWA) to Federal Transit Administration (FTA) for the replacement of five buses for Columbus Transit and the implementation of a technology plan for the City of Indianapolis.
5. Transferred \$6.3 million in Congestion Mitigation and Air Quality (CMAQ) funds from the FHWA to the FTA. Projects include a transit awareness program, free fare ozone action days, additional peak hour service and Bio-Diesel engines for Fort Wayne Transit. The CMAQ funds were also used by Terre Haute for Saturday bus service and the Transit Authority of River City used CMAQ funds for express bus service and park and ride lots.
6. Conducted annual workshops for Sections 5310 applicants (specialized transportation providers and 5311 grantees (public transit operators in rural areas).
7. Continued to conduct Section 5310 and 5311 grantee compliance reviews.
8. Over 2,485 employees were employed by Indiana's Public Transit Systems in 2006.
9. Indiana transit systems reported over 35.7 million passenger trips in 2006.
10. Indiana transit system buses covered over 41.7 million total vehicle miles in 2006.

2006 INDIANA RTAP ANNUAL REPORT

The Indiana Rural Transit Assistance Program (RTAP) provides no-cost technical assistance and training to rural public and specialized transportation providers throughout Indiana. We work with many different types of transportation agencies including:

- Rural public transit systems
- Agencies on Aging/Councils on Aging
- Vocational Rehabilitation providers
- Mental Health centers
- Metropolitan Planning Organizations
- Commercial transportation providers
- Local Transportation Advisory Committees (TAC)

In 2006, Indiana RTAP training requests significantly increased as the program and its updated materials became more visible and popular to transit providers throughout the state. The Indiana RTAP program received multiple requests from other states to borrow materials from the RTAP Resource Room and share the training materials utilized in Indiana.

Training

On-Site/Regional: Indiana RTAP provided regional based training out of the Columbus location for agencies struggling with the minimum requirement

of having ten (10) participants to host a class. RTAP held classes on the first Wednesday of every month, and is exploring regional training opportunities in other parts of Indiana.

The total number of individual classes successfully conducted in 2006 was ninety- four (94) with 1816 drivers. This represents increases of 29% and 67% respectively since 2005. The RTAP staff credits the increase in class requests and participation to the programs increased visibility and upgraded training materials.

The past three years of the RTAP programs trainings records documentation reflects the increased utilization of the Indiana RTAP program by rural/ specialized transit systems throughout Indiana.

Year	Classes Conducted	Drivers Trained
2004	61	1012
2005	73	1087
2006	94	1816
Total	228	3915

Master Driver: The Master Driver Program (MDA) has been an effective tool in encouraging drivers to take ownership in their training needs and strive towards a goal of achieving a training status. In 2006 the RTAP program awarded forty three (43) drivers MDA certificates and patches to recognize their achievements. In 2007 the Indiana RTAP program looks to add a second level to the Master Driver Program in an effort to maintain the intent of the program and to continue to encourage drivers to maintain ownership and interest in their own training needs.

Scholarships: Each year the RTAP program provides scholarships or tuition and expenses for individuals to attend training courses or workshops. In 2006, the RTAP program awarded ten (10) scholarships to transit managers to attend conferences and workshops outside Indiana.

Technical Assistance

Substance Abuse: In accordance with Federal Transit Administration requirements, the Indiana Department of Transportation must ensure the compliance of all sub-recipients in Indiana with the drug and alcohol-testing program as identified in 49 CFR Parts 655 and Part 40 as amended. The INDOT staff made the determination six years ago to place this oversight task in the hands of the RTAP staff. Since that time forty one (43) compliance reviews have been completed. Eight compliance reviews were completed in 2006.

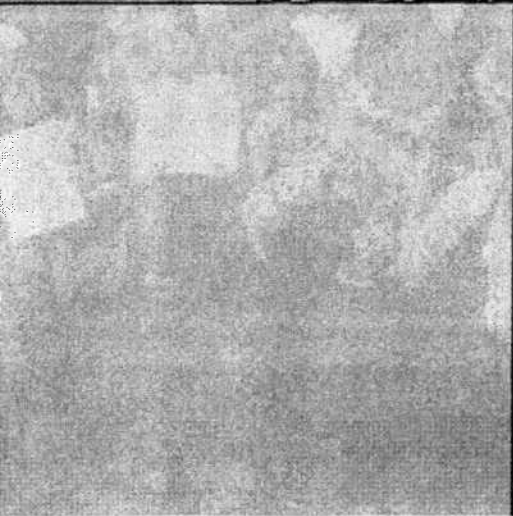
Newsletter: Since its inception, the Indiana RTAP program has published periodic newsletters informing systems of available training and important industry news. This year the RTAP program has attempted to provide more articles featuring individual systems in Indiana communicating this need through the Indiana Council on Specialized Transportation. The RTAP received an enormous response from several transit providers and ran multiple articles featuring five different transit systems or topics from those systems. Indiana RTAP now publishes *The Indiana Dispatch* each quarter.

Web-Site: The Indiana RTAP web-site continues to be an effective method for communicating training dates, information, newsletters, RTAP related information and technical assistance. In 2006 the RTAP web-site has had a total of 1597 visitors with 1065 of them visiting the training web page. The RTAP web-page also maintains pages and information for the Indiana Council on Specialized Transportation (IN COST) whose web-pages see a combined total of 341 visitors to both the IN COST page and the Rodeo page.

IN COST: The Indiana Council on Specialized transportation (IN COST) provides training as well as an annual conference and state Rodeo for Indiana's drivers. Again this year the RTAP program co-hosted the annual state Rodeo providing a full scholarship to the winner of the Rodeo to attend and compete in the National Rodeo in Orlando, FL and staff assisted with the state Rodeo. The RTAP program provided assistance with speaker fees for the annual IN COST conference, assisted with the conference preparations, and provided the RTAP resource room.

Peer Group Comparisons

Section 2



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 2005 and 2006 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%

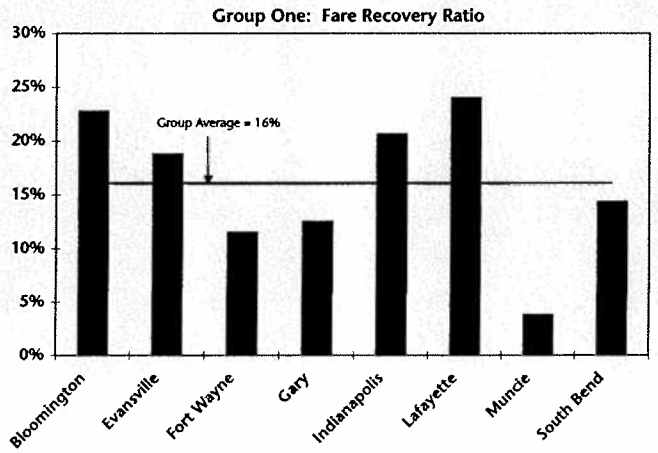
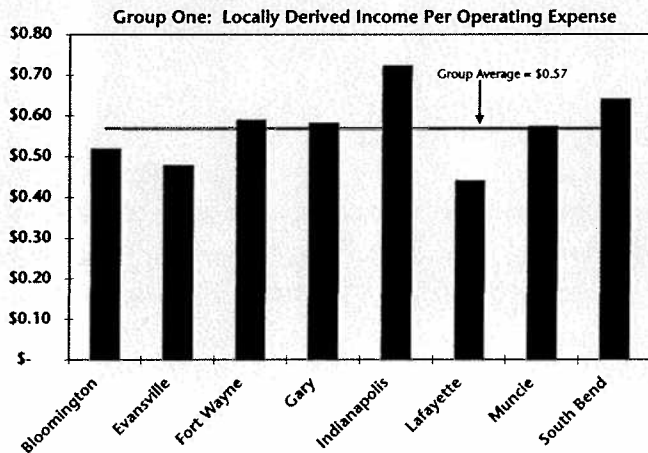
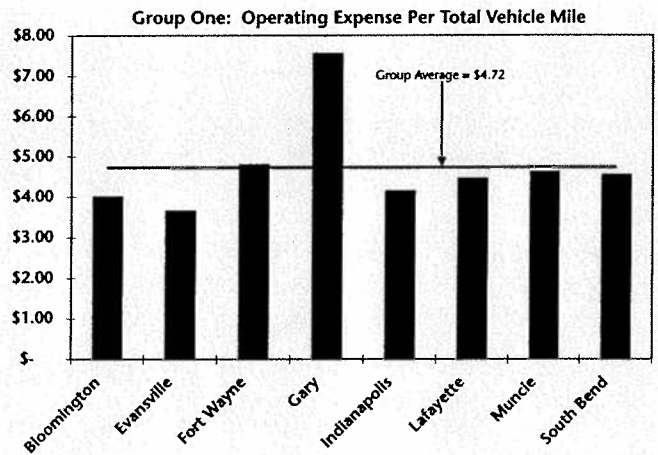
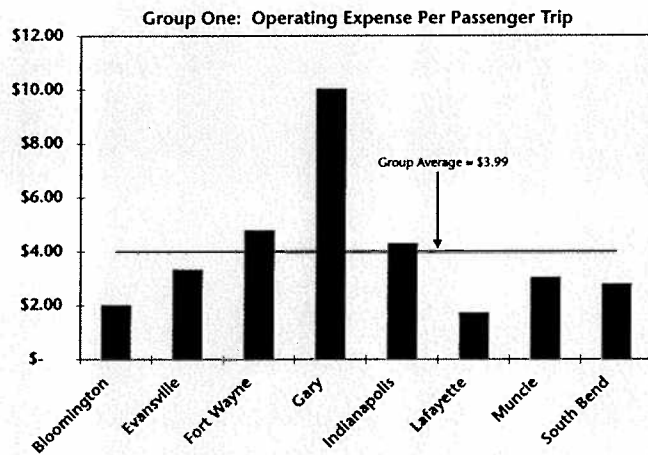
In 2006, Group One transit systems provided more than 26 million passenger trips. Total ridership for the Group One systems increased 6.22 percent, in 2006. Five of the eight systems had ridership increases between 0.68 percent and 15.52 percent, while one had ridership decreases between by 48.02 percent. Ridership among Group One systems ranged from approximately 800,000 trips to 10.0 million trips.

The total vehicle miles operated by Group One transit systems slightly decreased in 2006. Total vehicle miles increased by 2.6 percent. Six of the eight systems operated more total vehicle miles this year. In 2006, total vehicle miles for the group ranged between 1.0 and 10.5 million.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
Bloomington	2,401,257	2,183,729	9.96%	1,197,876	1,161,550	3.13%
Evansville	1,672,598	1,661,303	0.68%	1,515,143	1,468,871	3.15%
Fort Wayne	1,935,587	1,758,336	10.08%	1,927,679	1,851,941	4.09%
Gary	771,222	1,483,704	-48.02%	1,023,216	1,141,683	-10.38%
Indianapolis	10,033,477	8,810,183	13.89%	10,393,742	9,993,247	4.01%
Lafayette	4,353,181	4,301,043	1.21%	1,683,866	1,689,272	-0.32%
Muncie	2,062,198	1,785,096	15.52%	1,349,515	1,289,972	4.62%
South Bend	3,436,055	3,119,850	10.14%	2,093,235	2,054,496	1.89%
Total	26,665,575	25,103,244	6.22%	21,184,272	20,651,032	-2.52%

The following charts exhibit several transit performance indicators and provide a comparison among Group One systems. In 2006, the average operating expense per passenger trip for Group One systems was \$3.99. The cost per trip varied from \$1.72 to \$10.03. Among the urban systems, the average operating expense per vehicle mile was \$4.72 in 2006. The individual systems' cost per mile ranged from \$3.66 to \$7.56.

In 2006, the ratio of locally derived income to operating expense varied from \$0.44 to \$0.72. This means that for every dollar of expense, between \$0.44 and \$0.72 of revenue came from local sources such as fares, charter revenue, and local assistance. Similarly, the fare recovery ratio measures the amount of the total operating expense that is covered by the passenger fares. Among the urban systems, the average fare recovery ratio was 16 percent while the individual systems' actual fare recovery ratios ranged from 4 percent to 23 percent.



Group Two: Small Fixed Route Systems

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

The nine transit systems in Group Two provide service to more than 460,000 Indiana residents, approximately eight percent of the state's population. The sizes of the service area populations range from 31,320 to 86,365. The average service area population served by Group Two systems is 51,762.

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 Municipal Coach Service	Michigan City Limits and Trail Creek	32,900
Richmond	Rose View Transit & Paratransit System	Richmond City Limits	39,124
TARC	Transit Authority of River City	New Albany, Clarksville, and Jeffersonville City Limits	86,365
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute City Limits and West Terre Haute	61,944
Total			465,860
Total Indiana Population			6,080,485
Percent of Indiana Population			8%

In 2006, Group Two systems provided just over 2.5 million trips. Total ridership for the Group Two systems increased in 2006. Overall, total ridership increased 4.72 percent. Five of the systems had increases between 0.84 percent and 21.33 percent. Three of the systems had decreases of 4.22, 4.85, and 8.74 percent. Ridership on Group Two systems ranged from 178,434 to 552,177 in 2006.

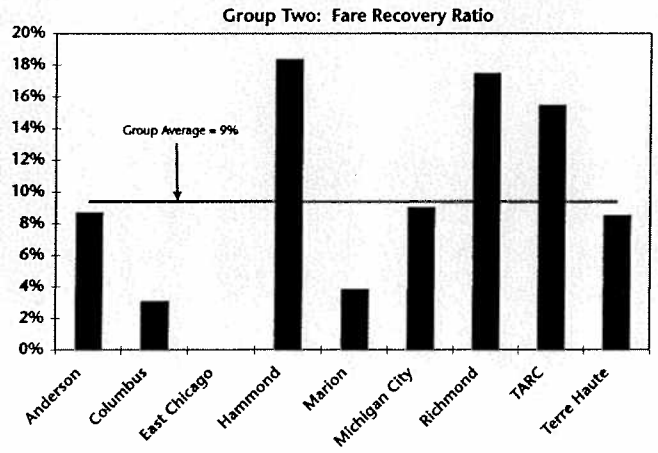
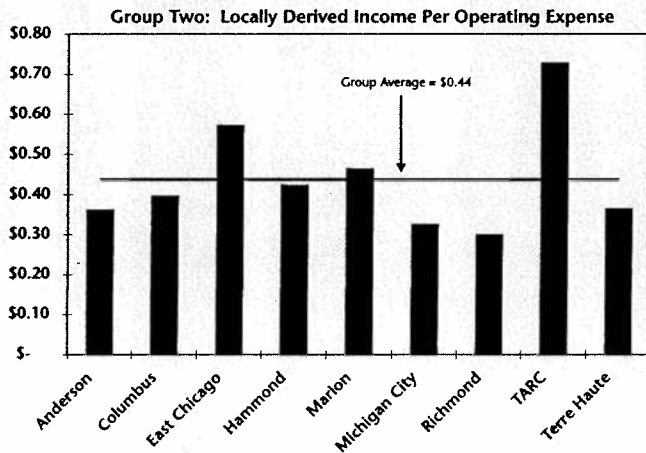
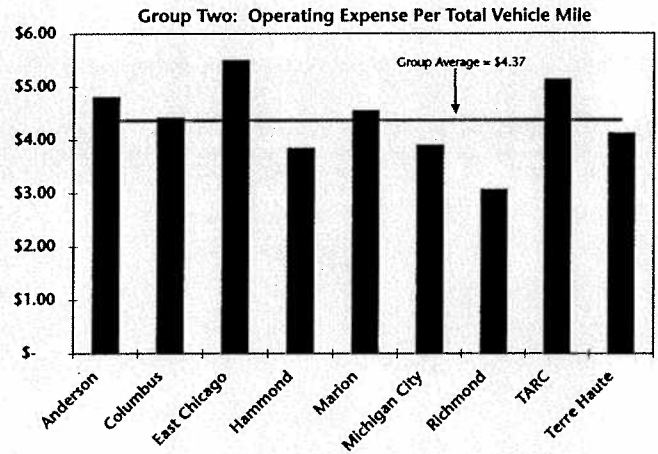
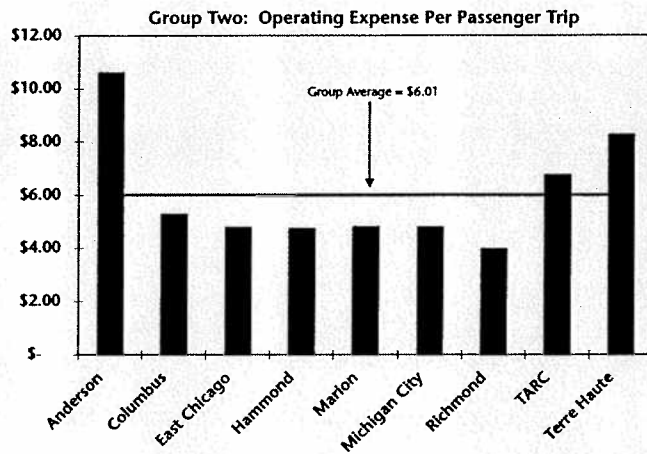
In 2006, Group Two systems operated approximately 3.3 million vehicle miles, 0.59 percent more miles than 2005. Five out of nine systems in Group Two operated more miles in 2006. The number of total vehicle miles operated by a Group Two system varied from 189,088 to 727,025 and the average number of vehicle miles was 368,761.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
Anderson	189,093	207,196	-8.74%	417,081	482,347	-13.53%
Columbus	197,837	177,631	11.38%	236,427	222,057	6.47%
East Chicago	284,396	296,915	-4.22%	247,667	219,289	12.94%
Hammond	437,985	419,290	4.46%	541,096	507,361	6.65%
Marion	178,434	176,949	0.84%	189,088	198,026	-4.51%
Michigan City	205,948	194,939	5.65%	254,215	253,721	0.19%
Richmond	273,170	287,096	-4.85%	355,561	374,269	-5.00%
TARC	552,177	455,096	21.33%	727,025	734,936	-1.08%
Terre Haute	184,581	175,587	5.12%	370,203	326,841	13.27%
Total	2,503,621	2,390,699	4.72%	3,338,363	3,318,847	0.59%

The first two graphs shown below exhibit standard indicators of transit expenses per unit of service provided. In 2006, the average operating expense per passenger trip among Group Two systems was \$6.01. The cost per trip varied from \$3.99 to \$10.62. The average operating cost per mile was \$4.37, with actual costs ranging from \$3.06 to \$5.50 per mile.

In 2006, all of the Group Two systems covered approximately 47 percent of their operating

expenses with locally derived income. For each dollar of expense, an average of \$0.47 came from local financial sources such as passenger fares, charter revenue, levy revenue, and local cash grants among others. The locally derived income per operating expense ranged from \$0.31 to \$0.69. On average, the systems covered nine percent of their expenses through passenger fares. The Group Two fare recovery ratios ranged from 3 to 18 percent (note: East Chicago does not charge a passenger fare and thus does not exhibit a fare recovery ratio).



Group Three: Urban Demand Response Systems

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

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

populations provide service to approximately eight percent of the state's population. The average service area population for Group Three systems is 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 Bus	City of Elkhart	51,874
Goshen	Goshen Transit	City of Goshen and contiguous area	29,383
Kokomo	First City Rider/Kokomo Senior Citizen Bus Service	City of Kokomo	63,739
Lake/Porter	Northwest Indiana Community Action Corp.	Lake and Porter Counties	484,564
LaPorte	TransPorte	LaPorte City limits and one-quarter mile fr	21,621
Total			651,181
Total Indiana Population			6,080,485
Percent of Indiana Population			11%

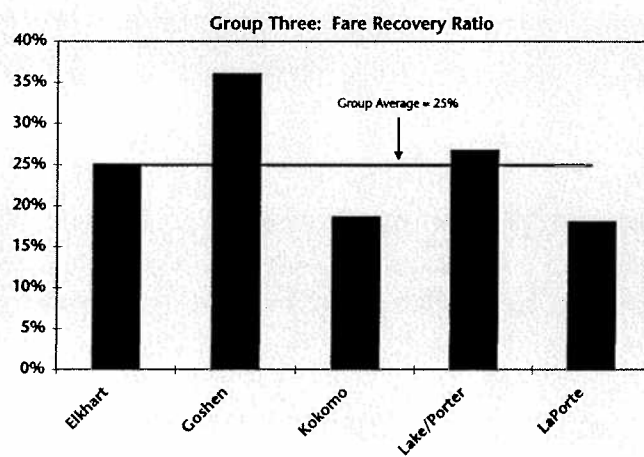
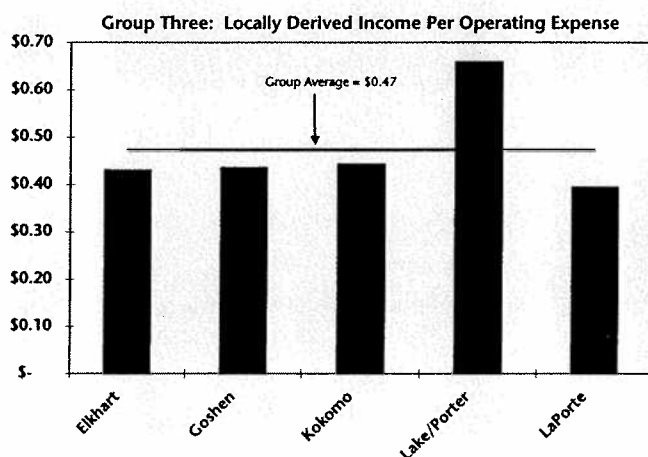
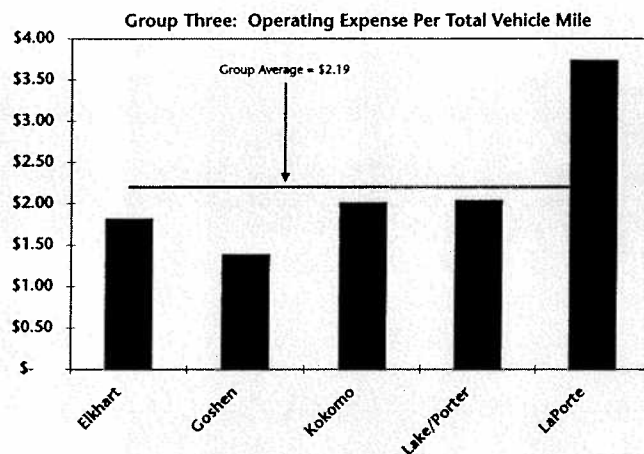
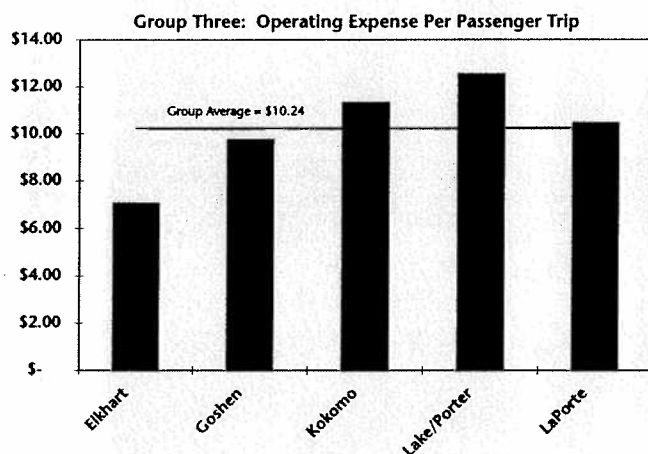
In 2006, Group Three systems provided 694,482 passenger trips, an increase of 17.02 percent from 2005. Only one system had a significant ridership decrease which was 37.91 percent. Ridership on Group Three systems ranged from 12,622 to 274,861 in 2006.

In 2006, Group Three systems operated more than 3.4 million vehicle miles. Eighty percent of the systems had mileage increases and twenty percent experienced decreases. In total, vehicle miles for Group Three increased 11.14 percent. The systems operated between 88,904 miles and 1,301,265 miles in 2006.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
Elkhart	274,861	267,045	2.93%	1,073,208	1,054,605	1.76%
Goshen	12,622	20,327	-37.91%	88,904	118,714	-25.11%
Kokomo	144,217	136,818	5.41%	814,187	774,409	5.14%
Lake/Porter	210,812	117,203	79.87%	1,301,265	988,541	31.63%
LaPorte	51,970	52,091	-0.23%	145,827	144,020	1.25%
Total	694,482	593,484	17.02%	3,423,391	3,080,290	11.14%

The Group Three systems had an average cost per passenger trip of \$10.24 in 2006. The cost per trip decreased approximately 5.6 percent from 2005. In 2006, the cost per trip for individual systems varied from \$7.08 to \$12.54. It cost an average of \$2.19 for each vehicle mile operated by the Group Three systems. The actual operating expense per mile for the systems ranged from \$1.39 to \$3.73.

Through local means of generating income, the Group Three systems covered an average of \$0.47 for each dollar of operating expense. Primarily using passenger fare revenue and local cash grants, the systems covered between \$0.40 and \$0.66 for each dollar of expense. Considering fare revenue alone, the systems recovered between 18 percent and 36 percent of system expenses through passenger fares, with an average fare recovery of 25 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 36 systems in Group Four serve more than 1.7 million people. This represents 28 percent of the state's population. The average service area population is 47,588. The size of the individual service areas is between 4,567 and 170,782 people.

System	System Name	Service Area	Service Area Population
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
Fayette County	Fayette County Transit	Fayette County	25,588
Franklin County	Franklin County Public Transportation	Franklin County	22,151
Fulton County	Fulton County Transportation	Fulton County	20,511
Hancock County	Hancock Area Rural Transit	Hancock County	55,391
Hendricks County	LINK Hendricks County	Hendricks County	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, and Randolph Counties (except Muncie)	100,546
Johnson County	ACCESS Johnson County	Johnson County	107,493
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke, and White Counties	67,354
Knox County	Van-Go	Knox County	39,256
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	74,057
Madison County	Transportation for Rural Areas or Madison	Madison County except Anderson	73,624
Miami County	Miami County YMCA	Miami County	36,082
Mitchell	Mitchell Transit System	Mitchell City Limits	4,567
Monroe County	Rural Transit	Monroe, Owen, and Lawrence Counties	100,645
New Castle	New Castle Community Transit System	New Castle City Limits	17,780
Newton County	Newton County Community Services	Newton County	14,566
Noble County	Noble Transit System	Noble County	46,275
Noblesville	Janus Development Service, Inc.	Noblesville City Limits	28,590
Orange County	Orange County Transit Services	Orange County	19,306
Plymouth	Rock City Rider	City of Plymouth	9,840
Seymour	Seymour Transit (Recycle to Ride)	City of Seymour	18,101
SIDC	Ride Solution	Davies, Greene, Martin, Pike, and Sullivan Counties	96,554
SIRPC	Catch-A-Ride	Dearborn, Ripley, Jefferson, Ohio, and Switzerland Counties	143,580
SITS	Southern Indiana Transit	Crawford, Harrison, Scott, and Washington Counties	98,026
Union County	Union County Transit Service	Union County with trips to Richmond and Connersville	39,322
Wabash County	Wabash County Transit	Wabash County	34,960
Washington	Washington Transit System	Washington City Limits	11,380
Waveland	Waveland Volunteer Transportation System	Brookston, Clark's Hill, Hillsboro, Rossville, Boswell, and Waveland	5,642
Wells County	Wells on Wheels or WOW!	Wells County	27,600
White County	White County Council on Aging	White County	25,267
Total			1,713,180
Total Indiana Population			6,080,485
Percent of Indiana Population			28%

In 2006, the systems in Group Four provided nearly 1.7 million trips, an increase of 2.41 percent over the 2005 total. Twenty systems had ridership increases between 1.14 percent and 58.39 percent while fifteen systems had ridership decreases between 0.40 percent and 54.25 percent. Group Four systems also operated significantly more miles in 2006. The systems operated 9.9 million vehicle miles in 2006, an increase of 7.27 percent over 2005. Eleven systems operated fewer miles than in 2005,

while twenty-four operated more miles. The number of vehicle miles operated by Group Four systems ranged from 6,435 to 1,199,890.

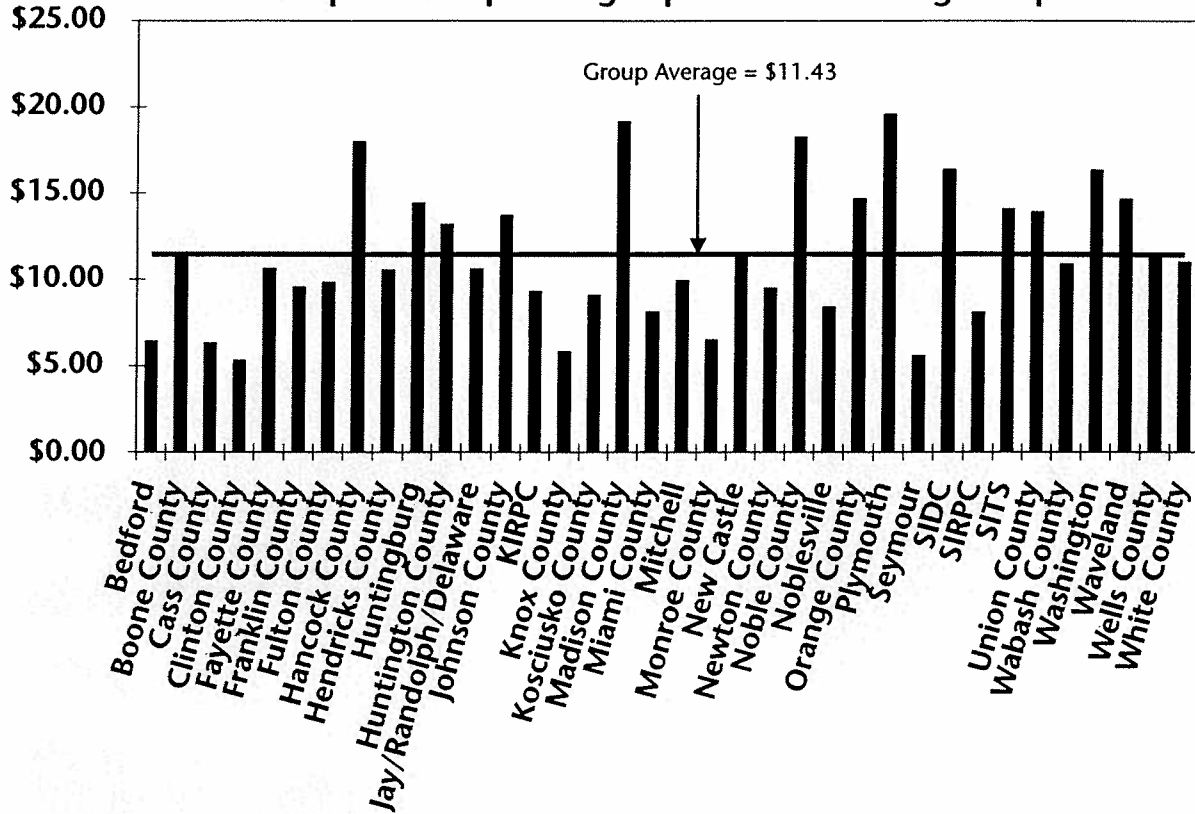
The cost per passenger trip for Group Four systems ranged from \$2.23 to \$19.57 with an average cost per trip of \$11.18. The average operating expense per vehicle mile was \$2.40. The actual cost per mile ranged from \$1.00 to \$7.67.

The amount of locally derived income that the Group Four systems generated per dollar of operating expense varied within a range of \$0.51 among the systems. While the average was \$0.45 for each dollar of expense, the individual systems generated between \$0.26 and \$0.77

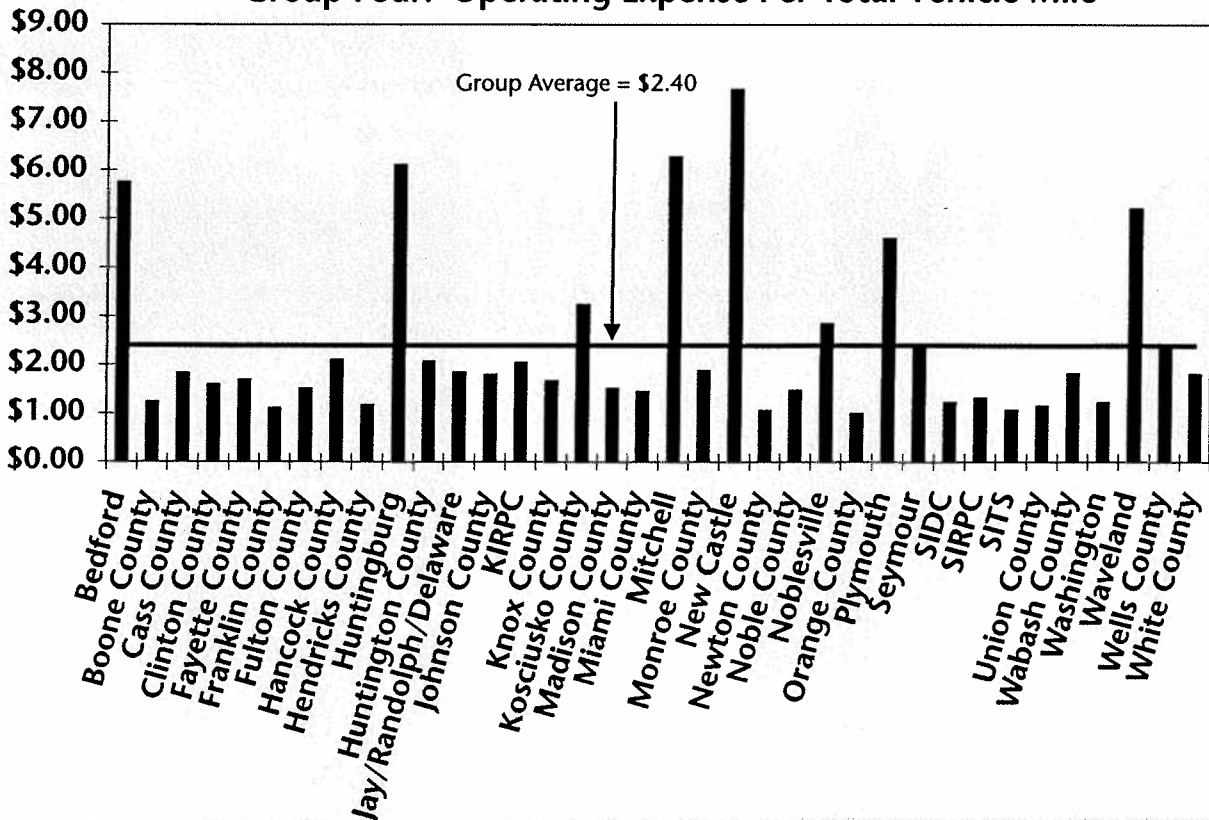
at the local level. The fare recovery ratio also differed significantly among the systems. Through passenger fares, the systems recovered between 3 percent and 15 percent of system expenses. The average fare recovery ratio was 7 percent.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
Bedford	74,832	78,870	-5.12%	83,248	81,849	1.71%
Boone County	14,775	N/A	N/A	134,609	N/A	N/A
Cass County	162,092	167,509	-3.23%	558,080	568,488	-1.83%
Clinton County	40,016	32,977	21.35%	132,094	107,862	22.47%
Fayette County	22,987	19,022	20.84%	144,492	122,627	17.83%
Franklin County	46,180	49,002	-5.76%	398,540	396,851	0.43%
Fulton County	26,347	24,092	9.36%	170,828	134,998	26.54%
Hancock County	11,281	9,334	20.86%	96,464	78,109	23.50%
Hendricks County	53,761	41,498	29.55%	483,082	249,466	93.65%
Huntingburg	6,531	4,340	50.48%	15,401	10,487	46.86%
Huntington County	33,289	30,615	8.73%	212,469	201,420	5.49%
Jay/Randolph/Delaware	92,369	83,614	10.47%	530,200	508,052	4.36%
Johnson County	73,852	66,233	11.50%	561,260	486,422	15.39%
KIRPC	89,547	91,877	-2.54%	407,181	374,554	8.71%
Knox County	70,717	68,179	3.72%	244,560	231,103	5.82%
Kosciusko County	69,579	71,864	-3.18%	194,704	199,579	-2.44%
Madison County	15,148	9,745	55.44%	190,653	112,742	69.11%
Miami County	32,267	27,601	16.91%	179,991	137,824	30.59%
Mitchell	11,226	12,071	-7.00%	17,762	17,745	0.10%
Monroe County	158,908	157,123	1.14%	546,090	591,790	-7.72%
New Castle	39,018	44,629	-12.57%	57,977	40,268	43.98%
Newton County	28,226	29,028	-2.76%	252,159	227,531	10.82%
Noble County	22,653	20,170	12.31%	279,214	338,285	-17.46%
Noblesville	23,522	14,851	58.39%	69,130	50,127	37.91%
Orange County	24,763	26,350	-6.02%	363,147	335,967	8.09%
Plymouth	1,513	3,307	-54.25%	6,435	25,058	-74.32%
Seymour	28,662	31,870	-10.07%	66,141	68,827	-3.90%
SIDC	90,242	90,603	-0.40%	1,199,890	1,252,981	-4.24%
SIRPC	164,426	191,651	-14.21%	1,001,396	968,660	3.38%
SITS	47,315	49,649	-4.70%	622,578	667,585	-6.74%
Union County	24,256	23,071	5.14%	290,256	245,344	18.31%
Wabash County	28,362	26,821	5.75%	168,900	195,867	-13.77%
Washington	14,169	13,326	6.33%	30,712	31,201	-1.57%
Waveland	6,616	7,565	-12.54%	18,606	22,362	-16.80%
Wells County	22,438	16,378	37.00%	104,784	90,400	15.91%
White County	17,139	14,459	18.54%	104,293	91,099	14.48%
Total	1,689,024	1,649,294	2.41%	9,937,326	9,263,530	7.27%

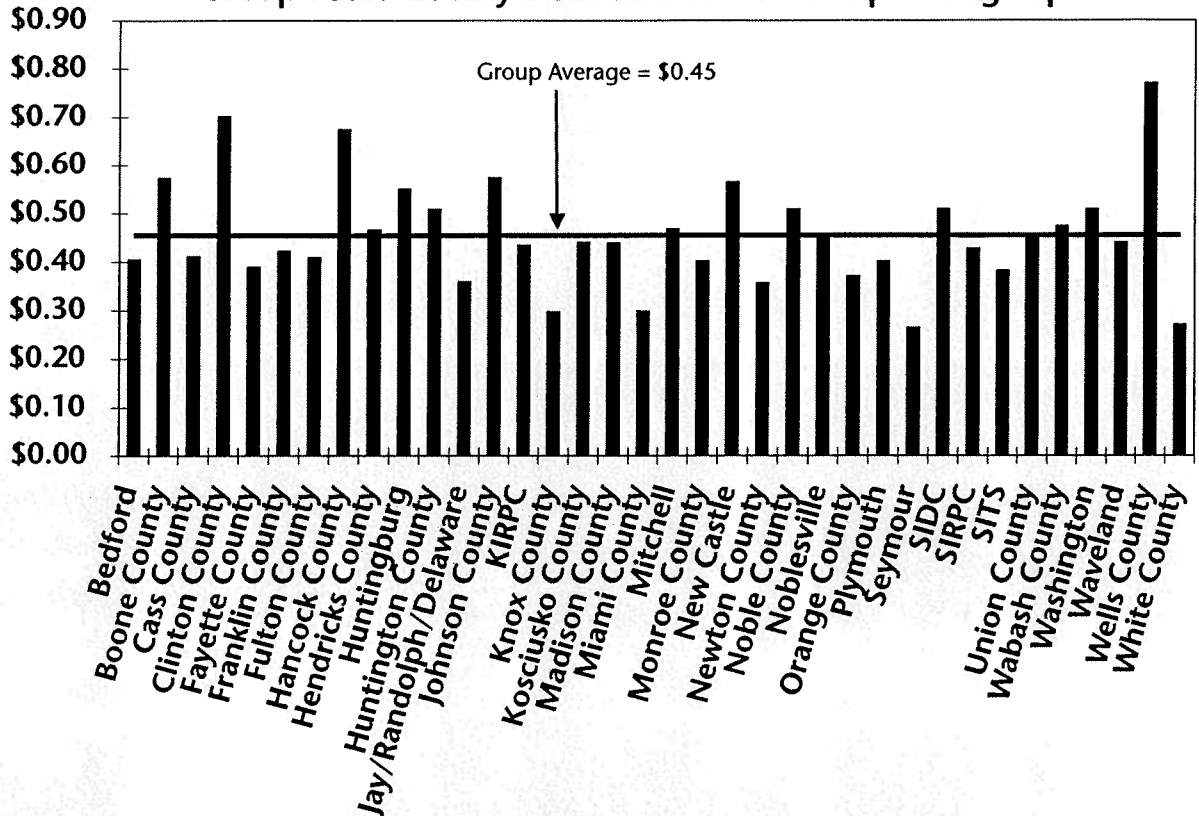
Group Four: Operating Expense Per Passenger Trip



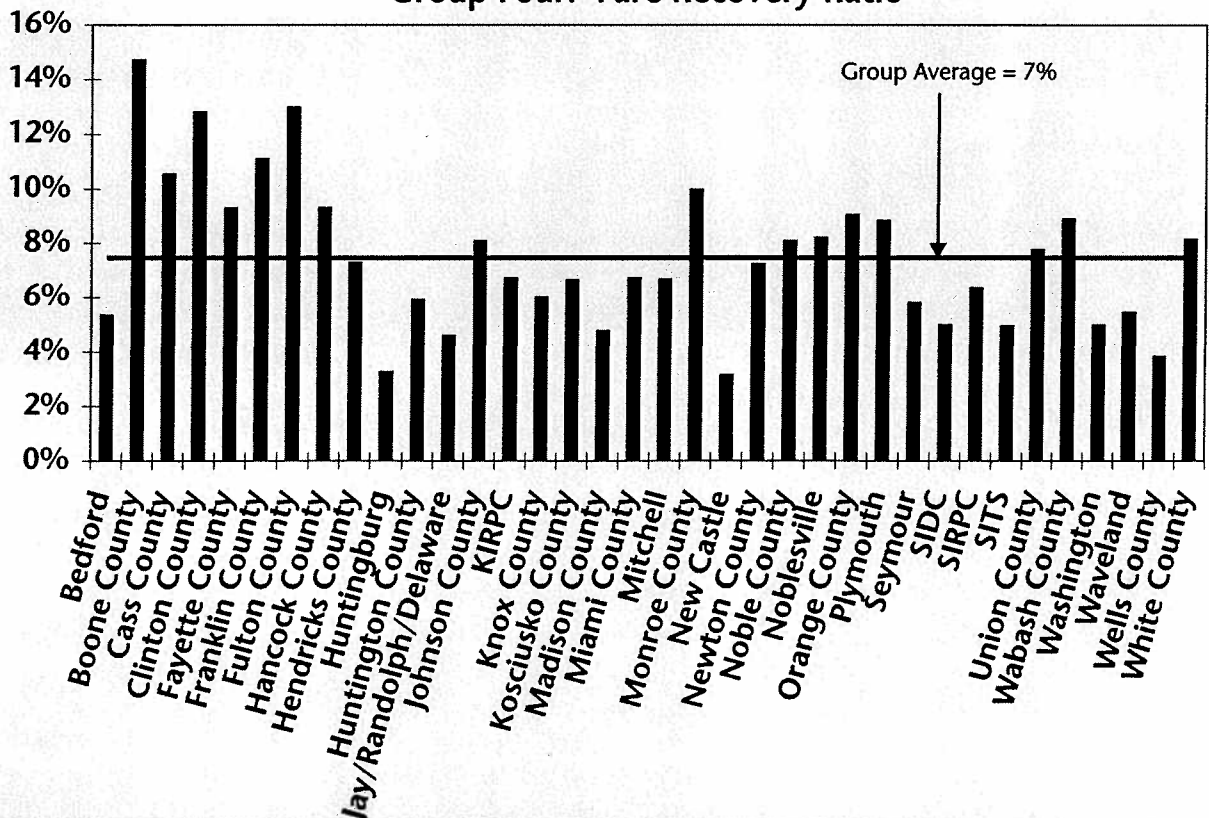
Group Four: Operating Expense Per Total Vehicle Mile



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%

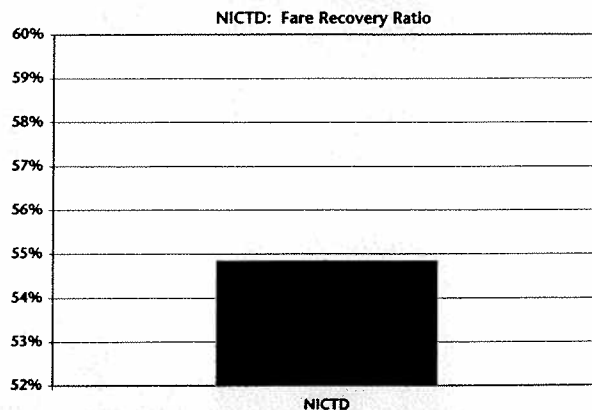
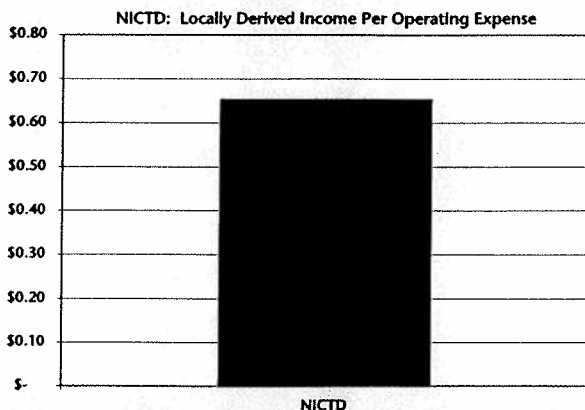
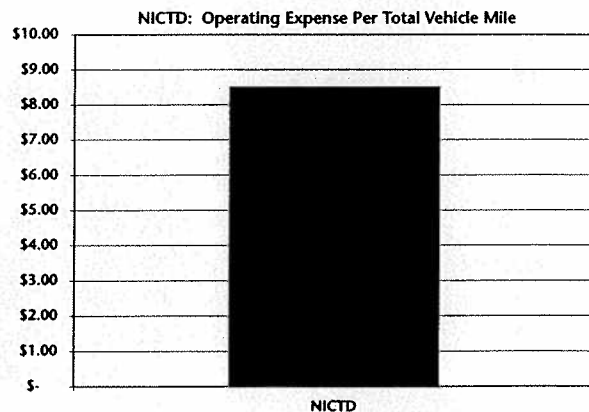
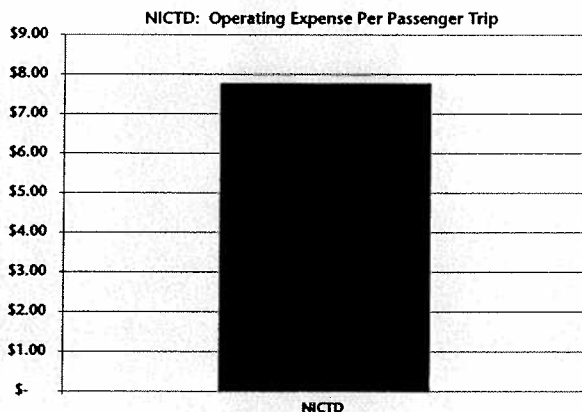
NICTD ridership levels increased in 2006. NICTD provided 4.2 million trips in 2006, an increase of 10.67 percent since 2005. Total vehicle miles

increased from 3.44 million miles in 2005 to 3.84 million miles in 2006. This represents a decrease of 11.46 percent.

System	Total Ridership			Total Vehicle Miles		
	2006	2005	Percent Change	2006	2005	Percent Change
NICTD	4,208,190	3,802,391	10.67%	3,838,804	3,444,029	11.46%
Total	4,208,190	3,802,391	10.67%	3,838,804	3,444,029	11.46%

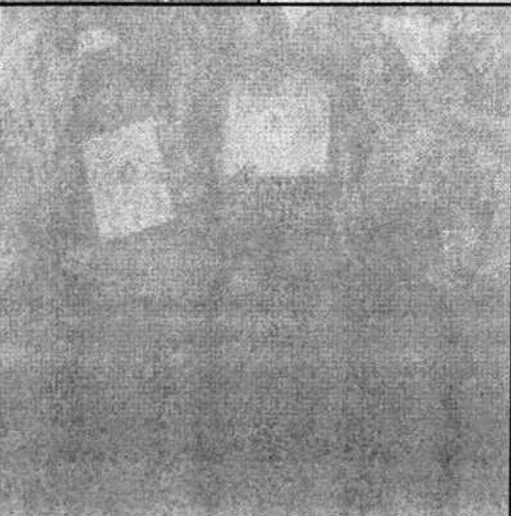
In 2006, NICTD's operating expense per passenger trip was \$7.77 while the operating cost per mile was \$8.51. NICTD covered \$0.65 of each dollar of

operating expense through local sources. Similarly, NICTD recovered 55 percent of its expenses through fare revenue alone.

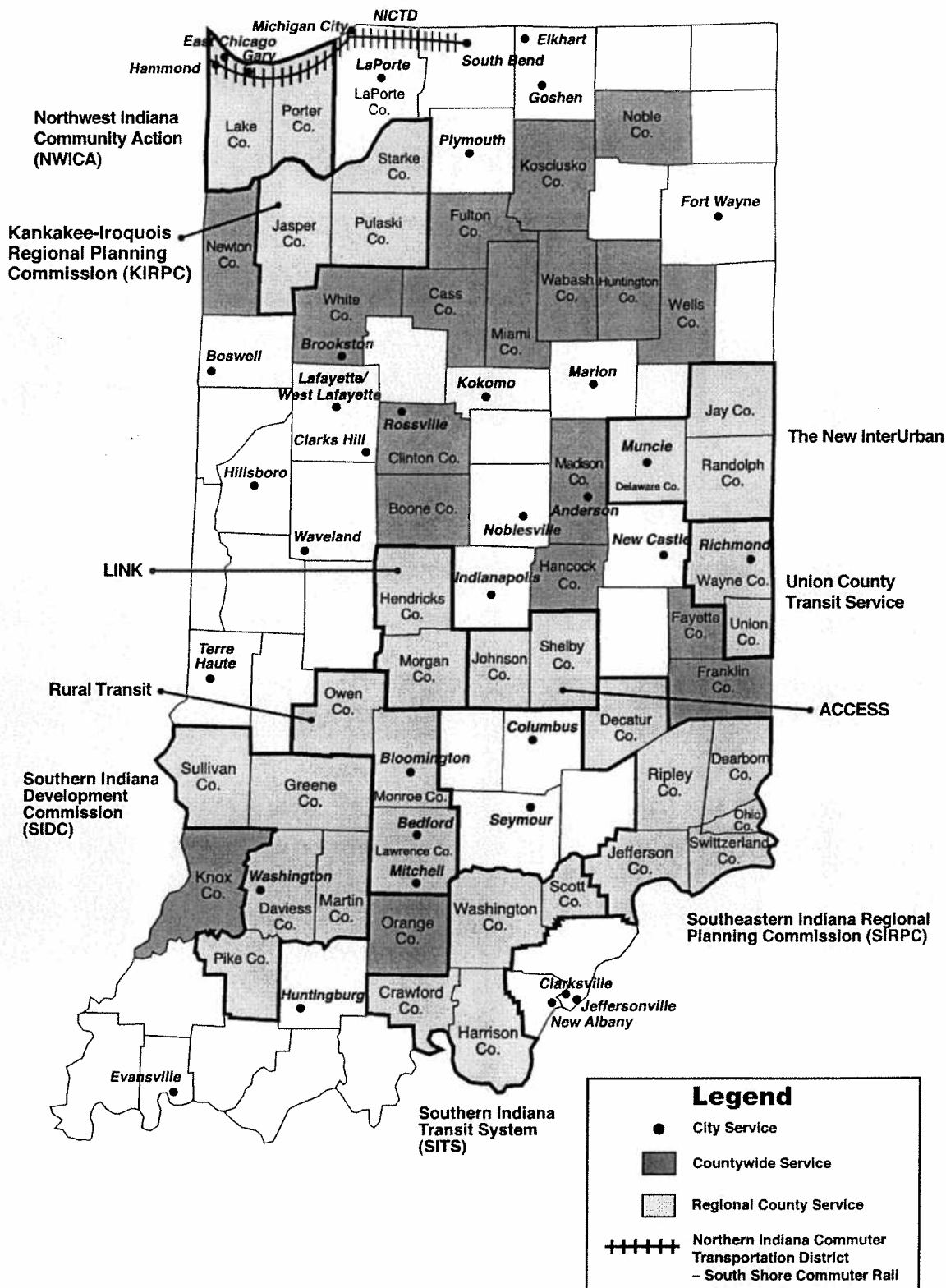


Transit System Pages

Section 3



2006 PUBLIC TRANSIT SYSTEMS IN INDIANA





Anderson

530 Baxter Road
Anderson, IN 46011
(765) 648-6400 FAX: (765) 648-6404
Contact: Pete Heuer, General Manager
Email: pnheuer@cityofanderson.com

General Information

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

Service Hours

Weekday 6:00 am - 7:00 pm
Saturday 9:00 am - 4:00 pm
Sunday No Service

Fare Structure

Base \$1.00
Youth \$1.00
Elderly/Disabled \$0.50
Transfer Free
Other/Special
Pass \$24.00/Month
Nifty-lift Demand Response \$2.00/Ride; Preschool free

Personnel

	Full-Time	Part-Time
Operations	17	7
Maintenance	4	1
Administration	6	0
	27	8

Operation Characteristics

Revenue Vehicles	16
Peak Hour Fleet	10
Base Fleet	9
Fuel Consumption (gal)	64,276

Ridership Trends

2002	258,640
2003	211,837
2004	217,509
2005	207,196
2006	189,093

2006 Highlights

- C.A.T.S. completed a Comprehensive Service Analysis and Market Research study on our entire operation and submitted to INDOT.
- C.A.T.S. will be implementing a new route structure in 2007 per the transit study recommendations in order to attract an increase in ridership.
- C.A.T.S. started the planning study of a new Intermodal Transit Center for replacement our current transfer station.
- C.A.T.S./Nifty Lift para transit services revised its eligibility policy and client approval program through a re-eligibility process to be completed early 2007.

System Ridership Trend

