

Gary Public Transportation Corporation (GPTC)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Chicago, IL-IN	
Square Miles	2,123
Population	8,307,904
Population Ranking out of 465 UZAs	3
Other UZAs Served	

Service Area Statistics

Square Miles	38
Population	102,746

Service Consumption

Annual Passenger Miles	3,716,120
Annual Unlinked Trips	1,483,694
Average Weekday Unlinked Trips	5,293
Average Saturday Unlinked Trips	3,411
Average Sunday Unlinked Trips	0

Service Supplied

Annual Vehicle Revenue Miles	997,998 Q
Annual Vehicle Revenue Hours	87,214 Q
Vehicles Operated in Maximum Service	26
Vehicles Available for Maximum Service	34
Base Period Requirement	24

Financial Information

Fare Revenues Earned \$1,001,452

Sources of Operating Funds Expended		
Fare Revenues	(13%)	\$1,001,452
Local Funds	(37%)	2,819,026
State Funds	(12%)	931,129
Federal Assistance	(36%)	2,758,418
Other Funds	(2%)	118,331
Total Operating Funds Expended		\$7,628,356
Sources of Capital Funds Expended		
Local funds	(0%)	\$0
State Funds	(0%)	0
Federal Assistance	(100%)	587,337
Other Funds	(0%)	0
Total Capital Funds Expended		\$587,337

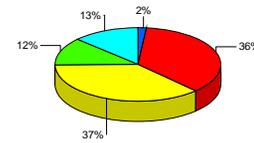
Summary of Operating Expenses

Salary, Wages and Benefits	\$4,879,192
Materials and Supplies	943,233
Purchased Transportation	0
Other Operating Expenses	1,756,203
Total Operating Expenses	\$7,578,628 Q
Reconciling Cash Expenditures	\$49,728

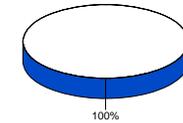
Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	24	0	\$0	\$165,226	\$422,111	\$0	\$587,337
Demand Response	2	0	\$0	\$0	\$0	\$0	\$0
Total	26	0	\$0	\$165,226	\$422,111	\$0	\$587,337

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$7,316,308 Q	\$980,474	\$587,337	3,679,124	956,608 Q	1,477,528	85,176 Q	0.0	29	7.2	24	1.00	21%
Demand Response	\$262,320 Q	\$20,978	\$0	36,996	41,390 Q	6,166	2,038 Q	N/A	5	4.6	2	N/A	150%

Performance Measures

Service Efficiency

Operating Expense per Vehicle Revenue Mile

Bus	\$7.65 Q
Demand Response	\$6.34 Q

Operating Expense per Vehicle Revenue Hour

Bus	\$85.90 Q
Demand Response	\$128.71 Q

Cost Effectiveness

Operating Expense per Passenger Mile

Bus	\$1.99 Q
Demand Response	\$7.09 Q

Operating Expense per Unlinked Passenger Trip

Bus	\$4.95 Q
Demand Response	\$42.54 Q

Service Effectiveness

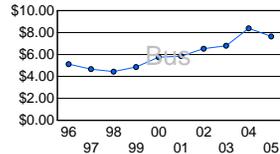
Unlinked Passenger Trips per Vehicle Revenue Mile

Bus	1.54 Q
Demand Response	0.15 Q

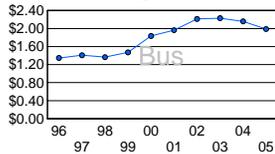
Unlinked Passenger Trips per Vehicle Revenue Hour

Bus	17.35 Q
Demand Response	3.03 Q

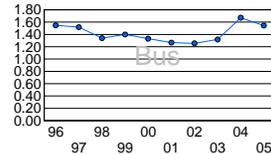
Operating Expenses per Vehicle Revenue Mile



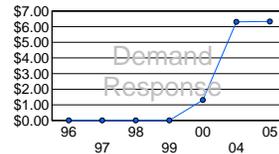
Operating Expenses per Passenger Mile



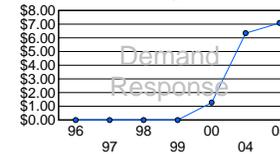
Unlinked Passenger Trips per Vehicle Revenue Mile



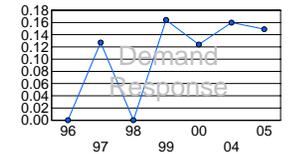
Operating Expenses per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately