



Fort Wayne

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Fort Wayne, IN 46808
(260)432-4977

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General Information

Type of Service Fixed Route and Demand Response
Service Area Fort Wayne Metropolitan Area
Service Population 268,485

Service Hours

Weekday 5:35 AM to 9:30 PM
Saturday 7:35 AM to 6:15 PM
Sunday No Service

Fare Structure

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

Monthly Pass \$45.00
Access \$2.50, Day Pass \$3.00/\$1.50

Personnel

	<i>Full-Time</i>	<i>Part-Time</i>
Operations	99	0
Maintenance	12	5
Administration	8	0
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Operation Characteristics

Revenue Vehicles	65
Peak Hour Fleet	48
Base Fleet	41
Fuel Consumption (gal)	343,689

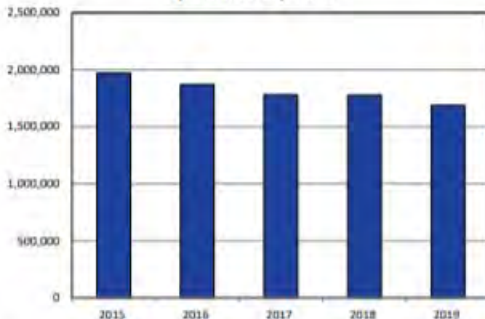
Ridership Trends

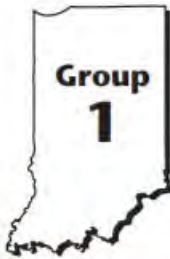
2015	1,969,599
2016	1,869,566
2017	1,780,659
2018	1,777,765
2019	1,687,355

2019 Highlights

- Received Two (2) - 40 ft Gillig Buses
- Initiated Comprehensive Collision Safety Plan
- Continuing to work on the 2030 Citilink TDP
- Preparing RFP for New AVL/GPS System

System Ridership Trend





Fort Wayne Public Transportation Corp. (Citilink)

Operating Expense Summary

Operator Salaries/Wages	\$4,048,755
Other Salaries/Wages	\$1,812,982
Fringe	\$4,811,017
Services	\$703,392
Materials and Supplies	\$1,745,661
Utilities	\$121,873
Casualty/Liability	\$389,449
Purchased Transportation	\$96,000
Other	\$230,767
Total Expenses	\$13,959,896
Fixed Route Expenses	\$11,337,529
Demand Response Services	\$2,622,367

Revenue Summary

Fare Revenue	\$1,286,642
Contract/Other	\$667,831
Local Assistance	\$7,146,092
State Assistance	\$2,093,009
Federal Assistance	\$2,766,322
Total Revenue	\$13,959,896

Legislative District

Indiana Senate	41
Indiana House	57, 59, 65
U.S. Congressional	6

Productivity

Total Passenger Boardings	1,687,355
Total Vehicle Miles	2,226,540
Revenue Vehicle Miles	2,027,762
Revenue Vehicle Hours	144,129

Performance/Service Effectiveness

Operating Expense per Total Vehicle Mile	\$6.27
Operating Expense per Passenger Trip	\$8.27
Passenger Trips per Total Vehicle Mile	0.76
Passenger Trips per Capita	6.28

Financial Performance

Operating Subsidy	\$12,005,423
Operating Subsidy Ratio	86%
Locally Derived Income	\$9,100,565
Locally Derived Income Per Operating Expense	\$0.65
Fare Recovery Ratio	9%

Fleet Inventory

Number of Vehicles	Year Purchased	Vehicle Manufacturer	ADA Accessible	Vehicle Capacity	Engine Type
3	2002	Gillig	Yes (ramp)	37+2wc	Diesel
2	2006	Gillig	Yes (ramp)	32+2wc	Diesel
6	2008	Gillig	Yes (ramp)	32+2wc	Diesel
3	2009	EIDorado	Yes (lift)	26+2wc	Diesel
3	2009	Glaval	Yes (lift)	10+5wc	Diesel
7	2010	Gillig	Yes (ramp)	32+2wc	Diesel
2	2010	Glaval	Yes (lift)	14+2wc	Diesel
1	2011	Glaval	Yes (lift)	14+2wc	Diesel
1	2011	Glaval	Yes (lift)	10+5wc	Diesel
1	2012	Glaval	Yes (lift)	14+2wc	Diesel
7	2012	Glaval	Yes (lift)	10+5wc	Diesel
2	2012	Gillig	Yes (ramp)	32+2wc	Hybrid
5	2013	Gillig	Yes (ramp)	32+2wc	Hybrid
5	2014	Glaval	Yes (lift)	10+5wc	Diesel
4	2015	Gillig	Yes (ramp)	38+2wc	Hybrid
1	2016	Gillig	Yes (ramp)	38+2wc	Hybrid
2	2016	GMC	Yes (lift)	14+2wc	Diesel
1	2016	GMC	Yes (lift)	10+5wc	Diesel
1	2017	Gillig	Yes (ramp)	38+2wc	Hybrid
2	2018	Gillig	Yes (ramp)	38+2wc	Hybrid
2	2019	Gillig	Yes (ramp)	38+2wc	Diesel
1	2019	Ford	Yes (lift)	14+2wc	Gasoline
3	2019	Ford	Yes (lift)	10+5wc	Gasoline