

Rockford Mass Transit District Subsidy

Mission Statement

The City, along with Federal and State governments, finance the operating deficits of the Rockford Mass Transit District (RMTD) so that it can provide public transit service to city residents.

Primary Functions → The primary function of the Rockford Mass Transit District is to provide city residents transit service from 5:00 a.m. to 12:00 a.m. Monday through Friday and 5:30 a.m. to 7:00 p.m. Saturday. Until 7:00 p.m., the service is provided through eleven routes; after that hour, the routes are combined into five to provide evening service with one-hour headways until 11:45 p.m. A final non-scheduled bus then takes all remaining passengers home from the Transfer Center. Special services are also offered on an as-need basis. In addition to offering wheelchair accessible service on all routes, the District also provides demand ride and subscription services to disabled and elderly residents. The District also provides service to Machesney Park and Loves Park, for which it is reimbursed.

Budget Summary

ROCKFORD MASS TRANSIT DISTRICT SUBSIDY BUDGET SUMMARY					
APPROPRIATION	2010 ACTUAL	2011 BUDGET	2011 ACTUAL	2012 BUDGET	INCREASE (DECREASE)
CONTRACTUAL	\$1,524,000	\$1,524,000	\$1,524,000	\$1,274,000	(\$250,000)
TOTAL	\$1,524,000	\$1,524,000	\$1,524,000	\$1,274,000	(\$250,000)
FUNDING SOURCE	2011 AMOUNT		2011 PERCENTAGE	2012 AMOUNT PERCENTAGE	
GENERAL REVENUES	\$1,524,000		100.0	\$1,274,000	100.0
TOTAL	\$1,524,000		100.0	\$1,274,000	100.0

Budget Analysis

The 2012 RMTD budget, July 1, 2011, to June 30, 2012, proposes spending \$13,866,043, the same amount as the 2011 budget and an increase of \$1,112,737 (8.7%) over the 2010 actual. Increases in personnel, contractual, supplies, and other expenses account for the increase.

The revenue estimate for 2012 is \$250,000 less than the 2011 budget and \$862,737 greater than the 2010 actual due to state funding increases. The federal contribution decreases \$67,648 (8.9%) and the state subsidy increases \$1,000,950 (12.8%) from the 2010 actual. The area municipalities' contribution is decreased due to a funding decrease from the City of Rockford. Operating revenue from the District is estimated at \$1,710,563. Overall, District revenues account for 14% of the necessary funding with the remaining \$12,155,480 (86%) being provided by the Federal Government, the State of Illinois, and area municipalities.

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Five Year Financial Forecast

The City is committed to financing the operating deficit remaining after Federal and State subsidies have been received. Given the uncertainty of Federal funding, subsidy forecasts are hard to project. However, assuming expenditure increases, stagnant fare box income, decreasing Federal funding, State grants at 55% of expenditures, and that the City would assume the remaining deficits, the following forecast is projected.

The last fare increase was from \$1.00 to \$1.50 in 2009.

ROCKFORD MASS TRANSIT CITY SUBSIDY 2013-2017 FINANCIAL FORECAST (IN 000'S) (CITY FISCAL YEAR)					
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
CITY SUBSIDY	\$1,524	\$1,570	\$1,617	\$1,666	\$1,716

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	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
REVENUES					
FEDERAL	\$854	\$953	\$1,060	\$1,060	\$1,065
STATE	9,843	10,289	10,754	11,242	11,753
LOCAL	431	447	463	479	496
CITY	1,798	1,854	1,912	2,085	2,264
OTHER	106	110	114	118	122
	<u>13,032</u>	<u>13,653</u>	<u>14,303</u>	<u>14,984</u>	<u>15,700</u>
DISTRICT	<u>1,697</u>	<u>1,748</u>	<u>1,800</u>	<u>1,854</u>	<u>1,909</u>
	<u>14,729</u>	<u>15,401</u>	<u>16,103</u>	<u>16,838</u>	<u>17,609</u>
EXPENDITURES	<u>15,143</u>	<u>15,829</u>	<u>16,545</u>	<u>17,295</u>	<u>18,081</u>
EXCESS(DEFICIT)	<u>(414)</u>	<u>(428)</u>	<u>(442)</u>	<u>(457)</u>	<u>(472)</u>
BEGINNING BALANCE	<u>1,679</u>	<u>1,405</u>	<u>1,098</u>	<u>780</u>	<u>336</u>
ENDING BALANCE	<u>\$1,265</u>	<u>\$977</u>	<u>\$656</u>	<u>\$323</u>	<u>(\$136)</u>

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Performance Measurements

Rockford Mass Transit District Ridership 1988-2010

RMTD FY	Daytime Ridership	Change	% Change	Evening Ridership	Change	%Change	Paratransit Ridership	Change	%Change
1988	1,678,121								
1989	1,741,202	63,081	3.8%						
1990	1,728,319	(12,883)	-0.7%						
1991	1,778,670	50,351	2.9%						
1992	1,719,979	(58,691)	-3.3%						
1993	1,545,739	(174,240)	-10.1%						
1994	1,529,703	(16,036)	-1.0%						
1995	1,679,952	150,249	9.8%	62,706					
1996	1,590,645	(89,307)	-5.3%	78,016	15,310	24.4%			
1997	1,465,155	(125,490)	-7.9%	62,331	(15,685)	-20.1%	29,925		
1998	1,375,344	(89,811)	-6.1%	68,980	6,649	10.7%	43,843	13,918	46.5%
1999	1,451,511	76,167	5.5%	81,068	12,088	17.5%	45,932	2,089	4.8%
2000	1,392,464	(59,047)	-4.1%	94,123	13,055	16.1%	39,938	(5,994)	-13.0%
2001	1,442,332	49,868	3.6%	90,791	(3,332)	-3.5%	50,051	10,113	25.3%
2002	1,435,963	(6,369)	-0.4%	85,492	(5,299)	-5.8%	71,023	20,972	41.9%
2003	1,308,266	(127,697)	-8.9%	82,163	(3,329)	-3.9%	100,921	29,898	42.1%
2004	1,229,769	(78,497)	-6.0%	67,107	(15,056)	-18.3%	100,135	(786)	-0.8%
2005	1,188,764	(41,005)	-3.3%	70,871	3,764	5.6%	95,027	(5,108)	-5.1%
2006	1,311,275	122,511	10.3%	85,150	14,279	20.1%	76,371	(18,656)	-19.6%
2007	1,401,914	90,639	6.9%	96,276	11,126	13.1%	76,396	25	0.0%
2008	1,542,965	141,051	10.1%	111,421	15,145	15.7%	91,508	15,112	19.8%
2009	1,632,929	89,964	5.8%	115,074	3,653	3.3%	98,031	6,523	7.1%
2010	1,435,753	(197,176)	-12.1%	86,961	(28,113)	-24.4%	78,119	(19,912)	-20.3%