

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-needed 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.

2004 Accomplishments →

- The Rockford Mass Transit District continued to provide service to the City of Loves Park and Machesney Park.
- With the assistance of the Illinois Public Transit Association, the Rockford Mass Transit District proposed a change in the Downstate Transportation Act. The District pushed legislation that allowed the municipality in which most of the service is provided to retain the majority of the seats on the Transit Board.
- On March 1, 2004, the Rockford Mass Transit District operated under a new route system and structure Monday through Saturday. Under the new route structure, three new routes were added to the system and changes were made to most of the existing day routes. Most significant changes were the introduction of the Big Loop North and South routes, the new Huffman route, the Alpine Crosstown route, and the new Kilburn route.
- The new routes took over a year to develop. MacDonald Transit, a transportation consulting firm, formulated the initial route structure. MacDonald Transit started the process by assisting RMTD staff with a Boarding and Aligning Study. The District evaluated every bus route throughout the entire system. Based on those trends, MacDonald formulated the skeletal plan for the system.
- The District continued its Fixed Route Training Program with the cooperation of Regional Access and Mobilization Project (RAMP). This program teaches people with disabilities, seniors, and children how to use the fixed route system. The program remains a valuable program to the residents of Rockford.
- The District continued its agreement with the State of Illinois as the Paratransit Vehicle Regional Maintenance Center for Northern Illinois. RMTD makes major vehicle repairs to agencies that purchased Paratransit vehicles through the State of Illinois.

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- Completed the expansion of the administrative offices.

2005 Goals and Objectives →

- The District is finalizing the construction specifications to construct a paratransit vehicle storage facility to house the paratransit vehicles. The facility will be constructed with a dispatch area that will allow future operations out of the same building for all of RMTD's paratransit services.
- The District is continuing to explore the feasibility of an East Side Transfer Station. Funding has been secured for the feasibility study and to obtain a sight for constructing the station. The feasibility portion of the project will be taking place within the next six months. Funding for construction of the Station is in the Transportation Improvement Program for 2006.
- In discussions with Beloit Transit regarding the possibility of creating a transfer point in Rockton to allow passengers to use RMTD as well as Beloit and Janesville transit services. This would require RMTD to expand services into Roscoe and Rockton and secure funding from both municipalities to fund the cost of services in their areas.
- The District will continue to make minor improvements to the routes implemented in March.
- With the change in the Metropolitan area, following the census, the City of Belvidere is now part of the Rockford Metropolitan area. RMTD has met with the City of Belvidere and has an agreement in place to pass through Downstate Operating Assistance funding to Boone County Council of Ageing to allow them to continue their transportation program.

Budget Summary

ROCKFORD MASS TRANSIT DISTRICT SUBSIDY BUDGET SUMMARY					
APPROPRIATION	2003 <u>ACTUAL</u>	2004 <u>BUDGET</u>	2004 <u>ACTUAL</u>	2005 <u>BUDGET</u>	INCREASE (DECREASE)
CONTRACTUAL	<u>\$1,300,000</u>	<u>\$1,300,000</u>	<u>\$1,300,000</u>	<u>\$1,340,000</u>	<u>\$40,000</u>
TOTAL	<u>\$1,300,000</u>	<u>\$1,300,000</u>	<u>\$1,300,000</u>	<u>\$1,340,000</u>	<u>\$40,000</u>
FUNDING SOURCE	2004 <u>AMOUNT</u>		2004 <u>PERCENTAGE</u>	2005 <u>AMOUNT</u>	2005 <u>PERCENTAGE</u>
GENERAL REVENUES	<u>\$1,300,000</u>		<u>100.0</u>	<u>\$1,340,000</u>	<u>100.0</u>
TOTAL	<u>\$1,300,000</u>		<u>100.0</u>	<u>\$1,340,000</u>	<u>100.0</u>

Budget Analysis

The 2005 RMTD budget, July 1, 2004, to June 30, 2005, proposes spending \$8,689,056, an increase of \$358,922 (4.3%) from the 2004 budget and an increase of \$365,560 (4.4%) over the 2004 actual. Increases in personnel, contractual, supplies, and other expenses account for the increase.

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The revenue estimate for 2005 is \$398,922 more than the 2004 estimate and \$405,560 greater than the 2004 actual due to federal and state funding. The federal contribution increases \$108,500 (10.2%) and the state subsidy increases \$205,800 (4.5%) from the 2004 actual. The District also received a JARC (Job Access Reverse Commute) Grant through December 2004 for \$42,150 for bus services on Sundays. Operating revenue from the District, estimated at \$1,052,300, increases \$23,600 from the 2004 actual, a 2.3% change. Overall, District revenues account for 12% (\$1,052,300) of the necessary funding with the remaining \$7,676,785 (88%) being provided by the Federal Government, the State of Illinois, and the City of Rockford.

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 \$0.80 to \$1.00 in 1996.

ROCKFORD MASS TRANSIT CITY SUBSIDY 2006-2010 FINANCIAL FORECAST (IN 000'S) (CITY FISCAL YEAR)					
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
CITY SUBSIDY	\$1,416	\$1,511	\$1,987	\$2,074	\$2,163

ROCKFORD MASS TRANSIT CITY SUBSIDY 2006-2010 FINANCIAL FORECAST (IN 000'S) (RMTD FISCAL YEAR)					
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
REVENUES					
FEDERAL	\$1,178	\$1,178	\$800	\$824	\$848
STATE	4,925	5,077	5,234	5,396	5,563
LOCAL	291	299	307	315	323
CITY	1,416	1,511	1,987	2,074	2,163
OTHER	155	157	159	161	163
	<u>7,965</u>	<u>8,222</u>	<u>8,487</u>	<u>8,770</u>	<u>9,060</u>
DISTRICT	<u>990</u>	<u>1,009</u>	<u>1,029</u>	<u>1,041</u>	<u>1,055</u>
	<u>8,955</u>	<u>9,231</u>	<u>9,516</u>	<u>9,811</u>	<u>10,115</u>
EXPENDITURES	<u>8,955</u>	<u>9,231</u>	<u>9,516</u>	<u>9,811</u>	<u>10,115</u>
EXCESS(DEFICIT)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
BEGINNING BALANCE	<u>1,802</u>	<u>1,600</u>	<u>1,552</u>	<u>1,314</u>	<u>1,271</u>
ENDING BALANCE	<u>\$1,802</u>	<u>\$1,600</u>	<u>\$1,552</u>	<u>\$1,314</u>	<u>\$1,271</u>

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Performance Measurements

Rockford Mass Transit District
Ridership 1988-2004

RMTD FY	Daytime		Evening			Paratransit			
	Ridership	Change	% Change	Ridership	Change	%Change	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	1,419,132	(16,831)	-1.2%	82,163	(3,329)	-3.9%	100,921	29,898	42.1%
2004	1,229,769	(189,363)	-13.3%	67,107	(15,056)	-18.3%	100,135	(786)	-0.8%