

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	2008 ACTUAL	2009 BUDGET	2009 ACTUAL	2010 BUDGET	INCREASE (DECREASE)
CONTRACTUAL	\$1,421,400	\$1,524,000	\$1,524,000	\$1,524,000	\$0
TOTAL	\$1,421,400	\$1,524,000	\$1,524,000	\$1,524,000	\$0
FUNDING SOURCE	2009 AMOUNT		2009 PERCENTAGE	2010 AMOUNT	2010 PERCENTAGE
GENERAL REVENUES	\$1,524,000		100.0	\$1,524,000	100.0
TOTAL	\$1,524,000		100.0	\$1,524,000	100.0

Budget Analysis

The 2010 RMTD budget, July 1, 2009, to June 30, 2010, proposes spending \$12,542,000, an increase of \$1,552,800 (14.7%) from the 2009 budget and an increase of \$340,200 (2.9%) over the 2008 actual. Increases in personnel, contractual, supplies, and other expenses account for the increase.

The revenue estimate for 2010 is \$1,488,650 more than the 2009 budget and \$401,950 greater than the 2008 actual due to state and local funding increases. The federal contribution decreases \$682,200 (5.6%) and the state subsidy increases \$1,916,100 (63.4%) from the 2009 actual. Operating revenue from the District, estimated at \$1,287,800. Overall, District revenues account for 11% of the necessary funding with the remaining \$10,895,931 (89%) 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 \$0.80 to \$1.00 in 1996.

ROCKFORD MASS TRANSIT CITY SUBSIDY 2011-2015 FINANCIAL FORECAST (IN 000'S) (CITY FISCAL YEAR)					
	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
CITY SUBSIDY	\$1,620	\$1,670	\$1,720	\$1,770	\$1,770

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	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
REVENUES					
FEDERAL	\$1,414	\$1,439	\$1,464	\$1,464	\$1,464
STATE	7,137	7,385	7,643	7,909	8,186
LOCAL	468	484	501	519	537
CITY	1,945	2,043	2,147	2,148	2,149
OTHER	<u>164</u>	<u>166</u>	<u>168</u>	<u>168</u>	<u>168</u>
	<u>11,128</u>	<u>11,517</u>	<u>11,923</u>	<u>12,208</u>	<u>12,504</u>
DISTRICT	<u>1,202</u>	<u>1,238</u>	<u>1,275</u>	<u>1,313</u>	<u>1,352</u>
	<u>12,330</u>	<u>12,755</u>	<u>13,198</u>	<u>13,521</u>	<u>13,856</u>
EXPENDITURES	<u>12,977</u>	<u>13,428</u>	<u>13,896</u>	<u>14,380</u>	<u>14,883</u>
EXCESS(DEFICIT)	<u>(647)</u>	<u>(673)</u>	<u>(698)</u>	<u>(859)</u>	<u>(1,027)</u>
BEGINNING BALANCE	<u>1,620</u>	<u>1,271</u>	<u>873</u>	<u>421</u>	<u>18</u>
ENDING BALANCE	<u>\$973</u>	<u>\$598</u>	<u>\$175</u>	<u>(\$438)</u>	<u>(\$1,009)</u>

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Performance Measurements

Rockford Mass Transit District Ridership 1988-2007

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	1,308,266	(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	1,654,386	252,472	18.0%		(96,276)	-100.0%		(76,396)	-100.0%