

# 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 Belvidere, Machesney Park and Loves Park, for which it is reimbursed.

## **ROCKFORD MASS TRANSIT DISTRICT SUBSIDY BUDGET SUMMARY**

	2011	2012	2012	2013	INCREASE
<b>APPROPRIATION</b>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ESTIMATED</u>	<u>BUDGET</u>	<u>(DECREASE)</u>
CONTRACTUAL	<u>\$1,524,000</u>	<u>\$1,274,000</u>	<u>\$1,274,000</u>	<u>\$1,274,000</u>	<u>\$0</u>
TOTAL	<u>\$1,524,000</u>	<u>\$1,274,000</u>	<u>\$1,274,000</u>	<u>\$1,274,000</u>	<u>\$0</u>

	2010	2011	2012	2013	INCREASE
<b>FUNDING SOURCE</b>	<u>ACTUAL</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>BUDGET</u>	<u>(DECREASE)</u>
GENERAL REVENUES	<u>\$1,524,000</u>	<u>\$1,524,000</u>	<u>\$1,274,000</u>	<u>\$1,274,000</u>	<u>\$0</u>
TOTAL	<u>\$1,524,000</u>	<u>\$1,524,000</u>	<u>\$1,274,000</u>	<u>\$1,274,000</u>	<u>\$0</u>

## **BUDGET HIGHLIGHTS**

- The 2013 RMTD budget, July 1, 2012, to June 30, 2013, proposes spending \$15,103,110.
- Operating revenue from the District is estimated at \$1,809,083. Overall, District revenues account for 12% of the necessary funding with the remaining \$13,294,027 (88%) being provided by the Federal Government, the State of Illinois, and area municipalities.

## **ROCKFORD MASS TRANSIT CITY SUBSIDY FIVE YEAR FINANCIAL FORECAST (IN 000's) - CITY FISCAL YEAR**

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
CITY SUBSIDY	\$1,570	\$1,617	\$1,666	\$1,716	\$1,768

# Rockford Mass Transit District Subsidy

## ROCKFORD MASS TRANSIT CITY SUBSIDY FIVE YEAR FINANCIAL FORECAST (IN 000's) - RMTD FISCAL YEAR

REVENUES	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
FEDERAL	\$953	\$1,060	\$1,060	\$1,065	\$1,065
STATE	10,289	10,754	11,242	11,753	12,288
LOCAL	447	463	479	496	513
CITY	1,854	1,912	2,085	2,264	2,448
OTHER	<u>110</u>	<u>114</u>	<u>118</u>	<u>122</u>	<u>126</u>
	<u>13,653</u>	<u>14,303</u>	<u>14,984</u>	<u>15,700</u>	<u>16,440</u>
DISTRICT	<u>1,748</u>	<u>1,800</u>	<u>1,854</u>	<u>1,909</u>	<u>1,967</u>
	<u>15,401</u>	<u>16,103</u>	<u>16,838</u>	<u>17,609</u>	<u>18,407</u>
EXPENDITURES	<u>15,829</u>	<u>16,545</u>	<u>17,295</u>	<u>18,081</u>	<u>18,904</u>
EXCESS(DEFICIT)	<u>(428)</u>	<u>(442)</u>	<u>(457)</u>	<u>(472)</u>	<u>(497)</u>
BEGINNING BALANCE	<u>1,405</u>	<u>1,098</u>	<u>780</u>	<u>336</u>	<u>(237)</u>
ENDING BALANCE	<u>\$977</u>	<u>\$656</u>	<u>\$323</u>	<u>(\$136)</u>	<u>(\$734)</u>

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.

## OPERATIONAL INFORMATION

### ROCKFORD MASS TRANSIT DISTRICT RIDERSHIP 2000-2012

RMTD.FY	Daytime			Evening			Paratransit		
	Ridership	Change	% Change	Ridership	Change	%Change	Ridership	Change	%Change
2000	1,392,464			94,123			39,938		
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%
2011	1,642,264	206,511	14.4%	8,926	(78,035)	-89.7%	76,408	(1,711)	-2.2%
2012	1,670,444	28,180	1.7%	107,525	98,599	1104.6%	89,487	13,079	17.1%