

Rides Mass Transit District's

FY-21

YEAR END ANNUAL REPORT

Rides Mass Transit District
Management's Discussion and Analysis
June 30, 2021

Purpose

This report represents the combined activities and financial information of the Rides Mass Transit District for fiscal year 2021. These documents are prepared annually for the Board of Trustees. Financial information contained in the report has not yet been audited and therefore subject to change.

Financial Highlights

The partnership between Rides Mass Transit District and SIU to provide fixed route transportation continues. SIU enrollment was lower than projected which reduced revenue, but the added ridership should continue to positively affect future Small Transit Intensive Cities (STIC) funding. The ridership numbers in FY21 are down 42% compared to FY20. The COVID-19 pandemic was the major factor in the decrease in ridership. In FY20 the pandemic affected primarily the 4th quarter, however in FY21 the affect of the pandemic was felt across the full year.

Debt Administration

The District had one operating line of credit at a local bank; the balance at June 30, 2021 was 0.00.

Economic Factors

FY21 continued to be affected by the COVID-19 pandemic. During the pandemic RMTD continued to run all residential and dialysis routes while ridership numbers were lower than pre pandemic numbers the monthly numbers steadily increased. While the effects of the pandemic can be seen across these board reports we continue to believe that the economic outlook for the District remains stable. While at the time of this report RMTD is still seeing the effects of the pandemic, however ridership numbers are improving, and additional grant sources have been made available. RMTD has written for and been awarded an additional \$4.4 Million dollars, which when added to the \$14.5 Million awarded last year, brings the total to approximately \$18.4 Million additional dollars to offset the additional cost, and loss of revenue due to the pandemic.

- Local contract revenue was down (\$1,789,329). This is due to the loss of revenues brought on because of the COVID-19 pandemic.
- Downstate funding will continue at statutory levels. The funding level for FY 22 would be \$13,046,900
- Federal 5311 funding will remain the same at \$1,955,401.
- Due to the COVID-19 Pandemic additional 5311 Cares Act funds in the amount of \$11,989,699 have been awarded for use over the next three (3) years (FY21 - FY-23).
- Federal Section 5307 funding for Federal FY 21 to be used in FY 22 is \$1,011,807.
- Due to the COVID-19 pandemic additional Section 5307 Cares Act funding in the amount of \$2,474,093 have been awarded for use over multiple years.
- Due to the COVID-19 pandemic additional Section 5307 American Rescue Plan (ARP) funding in the amount of \$403,364 have been awarded for use over multiple years.
- Due to the COVID-19 pandemic additional Section 5311 CRRSA/ARP funding in the amount of \$4,027,557 have been awarded for use over multiple years.

Employment

As of July, 1, 2021, the District employed 199 individuals across its service area. Employees are stationed throughout the District in operating units as follows:

Operating Unit	No. of Employees	% of Total Employment
Administration	23	12
Pope/Hardin	4	2
Saline/Gallatin	31	15
White/Hamilton/Wabash	11	5
Wayne/Edwards	10	5
Richland/Lawrence	12	6
Crawford/Jasper/	21	11
Williamson/Carbondale	46	23
Edgar/Clark/Cumberland	25	12
Rides Plus Call Center South	13	7
Rides Plus Call Center North	3	2

Vehicles

Rides operates 164 active revenue vehicles, which are distributed throughout the District's operating units. Vehicle placement is driven by service demand.

Operating Unit	No. of Vehicles	Trips Performed
Pope/Hardin/Saline/Gallatin	32	57,379
Williamson	38	178,231
White/Hamilton/Wabash	17	36,522
Wayne/Edwards/Richland/Lawrence	27	66,833
Crawford/Jasper	27	23,542
Edgar/Clark/Cumberland	23	51,171

Downstate Operating Assistance	\$5,513,914
Federal 5311	\$1,955,401
5307	\$792,418
Intercity Bus	\$312,896
Local Contract Revenue	\$1,789,329
Fare Revenue (Inc. Bus Advert. Income)	\$208,076
5311 CARES	\$4,999,081
5307 CARES	\$1,229,727
Total	\$16,800,842

Vehicles

In FY21, RMTD received 14- 14 passenger medium duty buses through IDOT’s Consolidated Vehicle Replacement Program and four super medium duty intercity buses through a capital grant. The medium duty buses were valued at \$843,458 and the super medium duty buses at \$437,612. This was the first time the district received replacement vehicles in three years through the CVP program due to GATA compliance issues at the state level.

Current Fleet	Number of Vehicles				
	FY17	FY18	FY19	FY20	FY21
Mileage					
0-50,000	12	10	29	16	29
50,000 - 100,000	19	9	13	12	13
100,000 - 150,000	24	21	12	14	14
150,000 - 200,000	12	27	28	16	12
200,000 - 250,000	28	12	13	29	22
250,000 - 300,000	27	37	27	16	25
300,000-350,000	16	17	28	25	23
350,000 - 400,000	7	11	5	23	21
400,000 -450,000	1	3	2	6	4
450,000- 500,000	1	1	0	1	1
500,000 – 550,000	0	0	0	0	0
550,000 – 600,000	0	0	0	0	0

Capital Projects

Projects Underway

Administration Facility \$1,000,000

New Projects:

Wayne Co Maintenance Facility \$2,150,000

Richland Co. Maintenance Facility \$2,150,000.

Carbondale Maintenance Facility 2,550,000.

Video Surveillance & Maintenance Equipment \$1,075,000

Bus Shelters & Mini Vans \$300,000

IT Software Upgrades \$1,600,000

Long Range Service Plan
10 Year Budget and Capital Needs Projections

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Long Range Service Plan

Each year management provides the Board with 10-year projections of operating cost and capital needs that are based on a development plan. The following goals and tasks are management's outline of that plan. The intention is that this plan will be a living document; updated at least annually and be included in future annual reports.

As with any plan, input is important to the process. Listening sessions are held throughout the District each year. These sessions, in person and virtual during times of social distancing, give the public the opportunity to tell management what the company is doing right or wrong, but more importantly inform management of what kind of services they prefer. This feedback helps shape management's view of how to develop and execute the requirements of the 10-year plan.

Year One

Operating Goals

- Continuation of current rural and urban route service within the District
- Examine & evaluate routes on annual basis
- Continuation to adjust our service model to patterns that will meet the evolving human service delivery in Illinois and further enhance general public access.
- Expansion of fixed route service into Herrin and Marion
- Maintain a safe transportation system
- Expansion of contactless fare collection and mobile ticketing opportunities
- Gain additional monies through STIC funding goals
- Work on improvement of on-time performance on fixed route service

Required Tasks

- Hold meetings with cities for placement of bus stops and transit amenities for fixed route service around Marion, Herrin and Carterville.
- Improve safety and training program and provide additional customer service training for all public contact employees.
- Continue to adhere to FTA mandated safety and security plan.
- Calculate and set goals to achieve multiple STIC funding opportunities
- Continuation of micro transit for expansion of fixed route into Herrin and Marion. This project will deliver customer direct demand dispatch capability linked through a mobile app.

Capital Goals

- Completion of a new administration building
- Purchase of bus cameras, I.T. infrastructure upgrades to help with remote work expansion and route planning software
- Start A&E and construction of operation centers in Richland, Wayne, and Jackson counties

Years 2-4

Operating Goals

- Continuation of current rural and urban route service within the District
- Expansion and evaluation of fixed route service
- Implement micro-transit to provide off peak service hours and enhance mobility as a service opportunities
- Maintain a safe transportation system
- Development of quality assurance and training program
- Continue to gain additional funding through STIC funding goals

Required Tasks

- Calculate and set goals to hit multiple STIC funding opportunities
- Set and achieve safety goals and targets
- Continue to provide additional safety and customer service training for all public contact employees.

Capital Goals

- Complete construction of Olney facility
- Complete construction of Carbondale facility
- Complete construction of Fairfield facility
- Facility upgrades on lot resurfacing at Saline, Williamson, White and Crawford County facilities contingent upon capital grant award
- Facility rehabs at Hardin and Edgar County operation centers contingent upon capital grant award
- Collaboration with area stakeholders within the Crab Orchard Greenway Project
- Purchase of facility maintenance equipment contingent upon capital grant award
- Purchase of IT Equipment
- Purchase administration and support vehicles to help aid in fixed route supervision and non-emergency medical transport due to changes facilitated through social distancing
- Purchase of heavy-duty transit buses contingent upon capital grant award
- Grant opportunities for driver training technology
- Purchase of bus cameras and facility surveillance systems.
- Installation of bus stops and shelters along fixed route

Years 5-7

Operating Goals

- Balance investments in transit infrastructure and new services to create a network that will be robust and viable in the long term
- Focus investment on projects that will enhance the customer service and user experience
- Continue to support the District with cost-effective travel options
- Continue to control costs and seek opportunities to increase dedicated revenue to enhance the system

Capital Goals

- Identify funding and locations for park-and-rides through the District
- Identify funding for replacement of heavy-duty transit buses
- Bus stop improvements
- Maintaining/rehabilitating aging facilities
- Purchase of additional administration and maintenance support vehicles

Required Tasks

- Focus on existing public land and/or facilities
- Use workforce study list of public land available
- Capitalize on workforce funding opportunities
- Assuming capital funding is approved
- Reapply for any projects not funded in the previous year
- Apply and write for any potential IDOT programs from the new capital program

Years 8-10

Operating Goals

- Adapt to the future by applying best practices to our operations
- Research new technology and mobility solutions to improve overall system experience

Capital Goals

- Bus stop improvements
- Maintaining/rehabilitating aging facilities

Required Tasks

- Assuming capital funding is approved
- Apply for federal discretionary bus and bus facility funding
- Reapply for any projects not funded in the previous year
- Apply and write for any potential IDOT programs from the new capital program