

Rides Mass Transit District's

FY-22

YEAR END ANNUAL REPORT

Rides Mass Transit District
Management's Discussion and Analysis
June 30, 2022

Purpose

This report represents the combined activities and financial information of the Rides Mass Transit District for FY 2022. 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 FY22 saw an increase of more than 43 percent compared to FY21 as we transition into the new normal of ridership in the COVID-19 era.

Debt Administration

The District has two operating lines of credit at a local bank; the balance of both of these lines at June 30, 2022 was 0.00.

Economic Factors

FY22 continued to be affected by the COVID-19 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 see increases in ridership for the district. Of the additional \$18.4 million the District received through CARES funding due to the pandemic \$1,029,062 remains.

- Local contract revenue was up (\$2,124,076). Compared to FY21 (\$1,789,325)
- Downstate funding will continue at statutory levels. The funding level for FY 23 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 22 to be used in FY 23 is \$1,509,312.
- 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, 2022, the District employed 202 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	19	9
Pope/Hardin	3	2
Saline/Gallatin	34	17
White/Hamilton/Wabash	14	7
Wayne/Edwards	8	4
Richland/Lawrence	14	7
Crawford/Jasper/	21	10
Williamson/Carbondale	51	25
Edgar/Clark/Cumberland	26	13
Rides Plus Call Center South	10	5
Rides Plus Call Center North	2	1

Vehicles

RMTD operates 140 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	27	90,770
Williamson	34	249,842
White/Hamilton/Wabash	11	42,761
Wayne/Edwards/Richland/Lawrence	24	103,374
Crawford/Jasper	24	34,657
Edgar/Clark/Cumberland	20	72,884

Downstate Operating Assistance	\$3,018,220
Federal 5311	\$1,955,401
5307	\$1,005,820
Local Contract Revenue	\$2,124,076
Fare Revenue (Inc. Bus Advert. Income)	\$233,402
5311 CARES	\$9,435,979
5307 CARES	\$783,028
Total	\$18,555,926

Vehicles

In FY22, RMTD took possession of (14) super-medium duty buses through the state’s Consolidated Vehicle Procurement program. The super-medium duty buses were valued at \$1,380,400. Over the last two fiscal years, more efficient route planning, and the influx of newer buses has helped ease some of RMTD’s burden of an aging fleet.

Current Fleet	Number of Vehicles				
	FY18	FY19	FY20	FY21	FY22
Mileage					
0-50,000	10	29	16	29	23
50,000 - 100,000	9	13	12	13	27
100,000 - 150,000	21	12	14	14	12
150,000 - 200,000	27	28	16	12	13
200,000 - 250,000	12	13	29	22	13
250,000 - 300,000	37	27	16	25	20
300,000 - 350,000	17	28	25	23	23
350,000 - 400,000	11	5	23	21	4
400,000 - 450,000	3	2	6	4	5
450,000 - 500,000	1	0	1	1	0
500,000 - 550,000	0	0	0	0	0
550,000 - 600,000	0	0	0	0	0

Capital Projects

Projects Underway

Carbondale Maintenance Facility 2,550,000.

Wayne Co Maintenance Facility \$2,150,000

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

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

Bus Shelters & Mini Vans \$300,000

IT Software Upgrades \$1,600,000

New Projects:

Fuel Tanks & Fuel canopies \$746,500

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
- 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

- 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 opportunity
- 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
- 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
- Installation of bus stops and shelters along fixed route
- Complete construction of Jasper/Cumberland facility contingent upon capital grant award
- Complete facility security upgrades
- Complete White County facility roof replacement
- Purchase additional mobile radio equipment
- Plan/purchase bus camera surveillance systems replacing those at end of useful life

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