

LRTP Amendment: Transit Revenue and Expenditure Forecasts:

(Version: July 17TH, 2008)

3.5.2 Capital Funding Forecast

ROCKFORD MASS TRANSIT DISTRICT (RMTD):

Table 3-5 shows the capital funding sources for the RMTD for the period 1995 to 2004 adjusted to Year 2005 dollars. This table represents funds received during the fiscal year as opposed to expenditures. On average, the federal government has contributed 70.5% of the capital needs of the RMTD while the state and local sources have contributed 29.5%. As with roadways, the historic average is used to determine the capital funding availability for the next 30 years.

In July 2000, RMTD took over service that was previously provided by the Loves Park Transit District (LPTD). LPTD ceased operation and the RMTD took over transit operations in Loves Park and Machesney Park. The RMTD also took over responsibility of the LPTD capital program (not reflected in the table).

(source: RATS Year 2035 LRTP; July 28, 2005 adopted version)

The table was re-examined in 2008 and a forecast for revenues and expenditures was developed for the remainder of the timeframe of the LRTP (2008-2035). As with the original table, categories included are Section 5307 funding, Section 5309 funding, State match and Local match. Data detailing revenues and expenditures present categories by individual fiscal years for 2008 and 2009 and then in five year increments. It is also important to note that inflation is taken into consideration for this revised forecast.

In developing this forecast, a 3% increase in apportionment was taken into consideration. This percentage was derived from examining past increases and applying the average to future fiscal years. Between 2008-2035, RMTD is forecasted to receive approximately \$269 million in capital funding and is forecasted to expend approximately \$141 million (tables 3-5.1 and 3-5.2). It should be obvious that capital funding is highly dependent on the federal and state governments. Still, this provides a valid number and methodology for financial planning purposes. However, given that it is a forecast, it is important to recognize the importance of updating the LRTP every five years.

Table 3-5							
Rockford Mass Transit District Capital Fund Sources (1995-2004)							
Year	Federal				IDOT	Municipal	Total
	Sec. 5309	Sec. 5307	Other FTA	Subtotal			
1995	1,798,686	399,234		2,197,920	643,932		\$2,841,852
1996	0	95,558	0	95,558	23,500	28,925	147,982
1997	179,200	353,405	0	532,604	85,332	1,747	619,684
1998	0	84,499	200,323	284,821	78,235	13,207	376,263
1999	845,556	1,838,686	0	2,684,241	867,376	1,541	3,553,158
2000	581,684	370,965	0	952,650	1,579,470	28,432	2,560,551
2001	0	170,900	0	170,900	89,401	4,703	265,005
2002	0	0	0	0	23,295	2,135	25,430
2003	0	0	75,228	75,228	88,395	1,150	164,773
2004	0	1,993,924	85,489	2,079,413	213,775	15,507	2,308,695
Averages:				907,334	369,271	10,816	1,286,339
Percent:				70.5%	28.7%	0.8%	

Source: Rockford Mass Transit District Form 103. Amounts are based on a fiscal year, July to June, and adjusted to 2005 dollars.

**Table 3-5.1
Rockford Mass Transit District Capital Revenues Forecast (2008-2035)**

Year	Federal	Carry over	Subtotal	IDOT	Municipal	Total
2008	2,619,457	2,483,633	5,103,090	0	336,228	5,439,318
2009	2,698,041	151,984	2,850,025	0	170,672	3,020,697
2010-2015	17,975,595	15,721,196	33,696,791	1,847,272	1,098,154	36,642,217
2016-2020	17,626,038	35,100,939	52,726,977	4,552,163	1,020,247	58,299,387
2021-2025	20,422,977	17,956,150	38,379,127	2,959,120	1,126,434	42,464,681
2026-2030	23,675,827	46,118,230	69,794,057	5,455,508	1,243,676	76,493,241
2031-2035	27,446,772	12,370,580	39,817,352	6,092,266	1,373,119	47,282,737
Total:	112,464,707	129,902,712	242,367,419	20,906,329	6,368,530	269,642,278

**Table 3-5.2
Rockford Mass Transit District Capital Expenditures Forecast (2008-2035)**

Year	Federal			IDOT	Municipal	Total
	Sec. 5309	Sec. 5307	Other FTA			
2008	0	4,970,924	0	0	336,228	5,307,152
2009	0	2,312,473	0	0	170,672	2,483,145
2010-2015	0	11,838,204	0	1,847,272	1,098,154	14,783,630
2016-2020	0	22,917,862	0	4,552,163	1,020,247	28,490,272
2021-2025	0	15,782,463	0	2,959,120	1,126,434	19,868,017
2026-2030	0	26,519,382	0	5,455,508	1,243,676	33,218,566
2031-2035	0	29,860,096	0	6,092,266	1,373,119	37,325,481
Total:	0	114,201,404	0	20,906,329	6,368,530	141,476,263

3.5.3 Operation Funding

Table 3-6 illustrates the RMTD operating funding sources and amounts received over the last ten years. Several things are of note. IDOT is the most important source of operating funds. Rockford, Loves Park and Machesney Park continue to be strong supporters of the RMTD. As mentioned above, the RMTD took over the LPTD program in 2000. The table shows operating funds have increased after 2000. This appears to be a result of an increase in funding from the federal government and, to a lesser extent, additional funds received from Loves Park and Machesney Park. The operating funds that were previously apportioned to the LPTD are not included in the table.

(source: RATS Year 2035 LRTP; July 28, 2005 adopted version)

**Table 3-6
Rockford Mass Transit District Operating Funds Sources (1995-2004)**

Year	Rockford Mass Transit District Generated			Federal			IDOT	Local	Total
	Passenger Fares	Directly Generated	Subtotal	Section 5309	Section 5307	Subtotal			
1995	885,941	447,342	1,333,283	983,803	0	983,803	2,821,638	1,422,698	6,561,421
1996	1,014,746	214,844	1,229,590	498,281	0	498,281	2,786,407	1,739,210	6,253,488
1997	1,054,742	144,569	1,199,311	489,976	0	489,976	2,765,693	1,245,114	5,700,094
1998	1,038,402	138,905	1,177,307	89,411	372,428	461,839	2,818,543	1,368,088	5,825,778
1999	1,022,941	134,080	1,157,021	0	580,258	580,258	3,037,296	1,199,550	5,974,125
2000	974,770	115,926	1,090,696	0	415,140	415,140	3,279,963	1,419,497	6,205,296
2001	1,031,220	126,228	1,157,448	0	608,688	608,688	3,795,231	1,352,917	6,914,284
2002	1,035,225	105,254	1,140,479	672,721	101,712	774,433	4,217,067	1,650,858	7,782,837
2003	1,056,167	61,195	1,117,361	958,250	358,181	1,316,431	4,533,987	1,578,190	8,545,969
2004	987,560	61,692	1,049,252	0	917,125	917,125	4,659,003	1,619,423	8,244,803
Average:			1,165,175			704,597	3,471,483	1,459,555	6,800,809
Percent:			17.1%			10.4%	51.0%	21.5%	

**Table 3-6.1
Rockford Mass Transit District Operating Revenues Forecast (2008-2035)**

Year	Farebox	Paratransit	Complementary ADA	Federal	State	Local	Other	Total
2008	917,000	147,000	200,000	1,599,000	5,808,000	1,940,000	4,000	10,615,000
2009	950,000	183,000	200,000	711,000	7,725,000	1,983,000	372,000	12,124,000
2010-2015	6,788,000	1,309,000	1,286,000	3,105,000	59,598,000	15,187,000	4,416,000	91,689,000
2016-2020	7,393,000	1,427,000	1,196,000	2,886,000	70,761,000	18,333,000	6,867,000	108,863,000
2021-2025	9,432,000	1,824,000	1,321,000	3,186,000	97,999,000	25,712,000	11,294,000	150,768,000
2026-2030	12,039,000	2,325,000	1,457,000	3,517,000	136,017,000	36,067,000	17,834,000	209,256,000
2031-2035	15,361,000	2,968,000	1,609,000	3,883,000	189,216,000	50,590,000	27,475,000	291,102,000
Total	52,880,000	10,183,000	7,269,000	18,887,000	567,124,000	149,812,000	68,262,000	874,417,000

**Table 3-6.2
Rockford Mass Transit District Operating Expenditures Forecast (2008-2035)**

Year	Personnel	Contractual	Insurance	Supplies	Other	Total
2008	7,688,000	453,000	368,000	1,277,000	784,000	10,570,000
2009	8,774,000	475,000	471,000	1,737,000	667,000	12,124,000
2010-2015	66,003,000	3,395,000	3,999,000	13,527,000	4,765,000	91,689,000
2016-2020	77,626,000	3,695,000	5,610,000	16,739,000	5,193,000	108,863,000
2021-2025	106,351,000	4,720,000	9,036,000	24,036,000	6,625,000	150,768,000
2026-2030	145,711,000	6,024,000	14,551,000	34,515,000	8,455,000	209,256,000
2031-2035	199,635,000	7,689,000	23,431,000	49,552,000	10,795,000	291,102,000
Total	611,788,000	26,451,000	57,466,000	141,383,000	37,284,000	874,372,000

Tables 3-6.1 and 3-6.2 display the operating revenues and expenditures for the RMTD between 2008 and 2035. During this time period it is forecasted that RMTD will approximately have operational revenues of \$874.4 million and also have and operational expenditure of the same amount. As with the capital revenues and expenditure with RMTD, it must be kept in mind that operational funding is highly dependent on state governments. However, this forecast provides a valid number for financial planning purposes. Federal funding sources may be increased, lessened or new programs may be added. Therefore, it is important to update the Long-Range Transportation Plan every five years as federally required.

3.5.4 BOONE COUNTY COUNCIL ON AGING (BCCA):

BCCA Revenues and Expenditures

Tables illustrating revenues and expenditures by the BCCA are included. **Table 3-7** shows funding sources for the BCCA for the period 2008 to 2035. This table represents revenues during the fiscal year as opposed to expenditures. Revenue sources include fares, local match, state funds, federal funds (i.e. Section 5311) and other. It is also important to note that inflation is taken into consideration for this forecast.

In developing this forecast, an annual 3% increase in *apportionment* (i.e. revenues) was taken into consideration. This percentage was derived from examining past increases and applying the average to future fiscal years. Over period from 2008-2035, BCCA is forecasted to receive \$17.6 million in revenue. **Table 3-8** illustrates the BCCA expenditures for the fiscal years of 2008 and 2009. The remainder of the 30-year planning period is displayed using 5-year increments.

In developing this forecast, an annual 2.7% increase in *expenditures* was applied to future fiscal years to determine the tentative expenses. This increase was determined through examining historic increases for the agency. The percentage of increase is less than that of RMTD due to the fact that the BCCA is a smaller operation than RMTD.

Over this time frame, it is anticipated that the Boone County Council on Aging will have expenses totaling \$16.8 million. Subtracting the total expenses from the total revenues, there is an estimated positive balance of \$799,200.

As with the forecast for RMTD, it must be kept in mind that the numbers presented are forecasts and that funding is dependent on federal and state governments.

**Table 3-7
Boone County Council on Aging Revenues Forecast (2008-2035)**

Year	Full Adult Fare	Special Transit Fares	Local	State	Federal	Other	Total
2008	28,000	29,448	167,989	95,700	82,735	7,456	411,328
2009	28,840	30,331	173,029	98,571	85,217	7,680	423,668
2010-2015	192,145	202,082	1,152,797	656,726	567,755	51,166	2,822,671
2016-2020	188,313	198,051	1,129,802	643,626	556,430	50,145	2,766,368
2021-2025	218,306	229,596	1,309,751	746,139	645,055	58,132	3,206,978
2026-2030	253,077	266,164	1,518,360	864,980	747,796	67,391	3,717,767
2031-2035	293,385	308,557	1,760,195	1,002,748	866,901	78,124	4,309,911
Total	1,202,066	1,264,230	7,211,923	4,108,489	3,551,890	320,093	17,658,691

**Table 3-8
Boone County Council on Aging Expenditure Forecast (2008-2035)**

Year	Salaries/Wages	Benefits	Services	Other	Indirect Costs	Total
2008	192,800	28,493	40,600	74,800	74,746	411,439
2009	198,006	29,262	41,696	76,820	76,764	422,548
2010-2015	1,305,494	192,933	274,912	506,488	506,123	2,785,949
2016-2020	1,259,185	186,089	265,160	488,522	488,169	2,687,126
2021-2025	1,438,606	212,605	302,943	558,131	557,728	3,070,014
2026-2030	1,643,592	242,899	346,109	637,659	637,199	3,507,459
2031-2035	1,877,787	277,509	395,426	728,519	727,993	4,007,235
Total:	7,915,470	1,169,790	1,666,847	3,070,940	3,068,723	16,891,769

3.5.5 COMMUTER TRANSPORTATION:

The Northern Illinois Commuter Transportation Initiative (NICTI) Alternative Analysis is near completion. The capital costs, operating costs and financial forecasts will be available upon receipt of final study deliverables. At that time, the information will be amended into this document.