National Transit Database Narrative – Illinois Downstate Participating Tier II Agency Transit Providers

Under the FAST Act and MAP-21, "transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year."

Agency Information

Note that the Illinois Department of Transportation is submitting this report as the sponsor of a Group TAM Plan, which aggregates the performance measures of the 54 participating Tier II Transit Agencies.

Illinois Department of Transportation
Dunne Building
69 W. Washington Ste. 2100
Chicago, IL 60602
POC: Brockton Hardnett, (312) 993-4837

Prepared by Brockton Hardnett for reporting year 2024.

The participating Tier II agencies, along with their NTD ID and Address, are listed below:

Tier II Agency	NTD ID	Address
Bloomington-Normal Public Transit System	50047	351 Wylie Drive Normal IL 61761
Bond County	5R01-50221	206 W. Main Street Greenville IL 62246
Boone County Council on Aging (BCCA)	50194	2141 Henry Luckow Lane Belvidere, IL 61008
Bureau County	5R01-50263	700 S Main Street Princeton IL 61356
Carroll County	5R01-50234	17612 E. Benton Street, Mt. Carroll, IL, 61053
Champaign County	5R01-501269	1776 E Washington St Urbana IL 61802
Champaign-Urbana Mass Transit District	50060	1101 East University Ave Urbana IL 61802
City of Danville/Danville Mass Transit	50174	101 North Jackson Danville IL 61832
City of Dekalb	50176	164 E. Lincoln Highway, Dekalb IL 60115
City of Freeport	5R01-50412	314 W Stephenson Freeport IL 61032
City of Galesburg	5R01-50502	55 W Tompkins Street Galesburg IL 61402

Tier II Agency	NTD ID	Address
City of Macomb	5R01-50232	232 E Jackson Macomb IL 61455
City of Ottawa	5R01-50219	301 W Madison Street Ottawa IL 61350
City of Quincy	5R01-50258	730 Maine Street Quincy IL 62301
Coles County	5R01-50447	651 Jackson Ave Charleston IL 61920
CRIS Rural Mass Transit District	5R01-50223	615 E. Voorhees St. Danville IL 61832
Decatur Public Transit System	50061	555 East Wood Street Decatur IL 62523
DeKalb County	50214	200 North Main Street Sycamore IL 60178
Douglas County	5R01-55315	401 S Center Street Tuscola IL 61953
Effingham County	5R01-50345	101 N 4th Street Effingham IL 62401
Fulton County	5R01-50304	100 North Main Street Lewistown IL 61542
Greater Peoria Mass Transit District	50056	2105 Northeast Jefferson St Peoria IL 61603
Grundy County	5R01-50253	1320 Union Street Morris IL 60450
Hancock County	5R01-50385	Courthouse Square Carthage IL 62321
Henry County	5R01-50301	307 West Center Street Cambridge IL 61238
Jackson Mass Transit District	50204	602 E College Street Carbondale IL 62901
Jersey County	5R01-585316	200 North Lafayette Jerseyville IL 62052
Jo Daviess County	5R01-50364	330 N Bench Galena IL 61036
Kankakee County	5R01-50328	189 E Court Street Suite 502 Kankakee IL 60901
Kendall County	5r01-50352	111 West Fox Street Yorkville IL 60560
Logan County	5R01-50411	601 Broadway Street Lincoln IL 62656
Macoupin County	5R01-50252	215 South East Street Carlinville IL 62626
Madison County Transit District	50146	One Transit Way Granite City IL 62040
Marshall County	5R01-55313	122 N Prairie Street Lacon IL 61540
McLean County	5R01-50338	115 East Washington St Room 401 Bloomington IL 61702
Monroe Randolph Transit District	5R01-50339	1320 Melmar Dr Sparta IL 62286
Peoria County	5R01-50312	324 Main Street Peoria IL 61602
Piatt County	5R01-50425	101 W Washington Monticello IL 61856
Reagan Mass Transit District*	5R01-50250	210 East Progress Drive Dixon IL 61021
River Valley Metro Mass Transit District	50159	1137 E 5000 N Road Bourbonnais IL 60914
Rock Island County	5R01-50237	1504 Third Ave Rock Island IL 61201
Rock Island County Metro Mass Transit District	50057	1515 River Drive Moline IL 61265
Rockford Mass Transit District	50058	520 Mulberry Street Rockford IL 61101

Tier II Agency	NTD ID	Address
Sangamon County	5R01-55307	200 South Ninth Street Springfield IL 62701
Shawnee Mass Transit District	5R01-50315	100 Smart Drive Vienna IL 62995
Shelby County	5R01-50496	Shelby County Courthouse Shelbyville IL 62565
South Central Illinois Mass Transit District	5R01-50327	1616 East McCord Street Centralia IL 62801
Springfield Mass Transit District**	50059	928 South Ninth Street Springfield, IL 62703
Stateline Mass Transit District	50212	101 E Main Street Rockton IL 61072
Tazewell County	5R01-50420	11 S 4th Street 4th floor Pekin IL 61554
Warren County	5R01-50283	1360 S Main St Monmouth IL 61462
West Central Mass Transit District	5R01-50414	1120 West Walnut Street Jacksonville IL 62650
Whiteside County	5R01-50458	200 E Knox St Morrison IL 61270
Woodford County	5R01-50329	115 N Main Street, Eureka 61530

*Previously known as Lee County
**Also known as Sangamon MTD

Targets for FY25

Targets for FY25 and Useful Life Benchmarks (ULBs) for all participating Tier II agencies are provided below. Due to the variation in physical environments, service areas, vehicle make, model, and manufacturer performance, and maintenance regimes, some ULBs are provided as a range (denoted by *).

Revenue Vehicles	FY25 Target	ULB
Bus Vehicles	**Target**	**ULB**
Articulated Bus	0.00%	12
Bus	34.8%	10-14*
Van/Cutaway	**Target**	**ULB**
Cutaway	45.6%	5-12*
Van	41.7%	5-10*
Other	**Target**	**ULB**
Automobile	100%	5
Ferry	100%	12
Minivan	79.7%	5

Service Vehicles	FY25 Target	ULB
Automobiles	28.3%	8-14*
Trucks and other Rubber	31.5%	4-14*
Facilities	**Target**	**ULB**
Administrative/Maintenance	4.0%	NA
Parking/Passenger	3.3%	NA

Revenue Vehicles

The aggregate of Illinois Tier II grantees revenue transit fleet consists of 1,719 passenger vehicles (buses, cutaways, vans, minivans and automobiles) and 3 ferries.

1. *How did your agency calculate the targets? (1-2 paragraphs)*
   Performance targets are calculated from the current levels of performance for revenue vehicles based on existing inventory at the end of the fiscal year and realistic plans for replacement or rehabilitation of assets over the next fiscal year as reported by the transit agencies. Transit agencies base the replacement and rehabilitation plans on expected resources and funding for the next year.

2. *How has your agency made progress toward the targets? (1-2 paragraphs)*
   0% (0) of articulated buses are at or beyond their useful life benchmark.
   0% (0) of automobiles are at or beyond their useful life benchmark.
   37% (193) of buses are at or beyond their useful life benchmark.
   100% (3) of ferryboats are at or beyond their useful life benchmark.
   45% (412) of cutaways are at or beyond their useful life benchmark.
   96% (198) of minivans are at or beyond their useful life benchmark.
   48% (23) of vans are at or beyond their useful life benchmark.

   Based on the above information, buses, cutaways, and minivans have not met the performance targets for FY24. All other vehicle types have met their performance targets for FY24.

3. *What challenges did your agency face <u>this past year</u> in making progress toward the targets? (1-2 paragraphs)*
   Each grantee within this aggregate report is sustained on different sources of funding. As such, the ability to fund assets varies widely across the aggregate group.

   Most grantees have continued to struggle with supply chain issues which have resulted in long lead times for new vehicles and difficulty obtaining replacement parts for vehicles requiring maintenance. Due to long lead times vehicles beyond their useful life are remaining in service for longer resulting in higher maintenance costs.

   Additionally, grantees have faced staffing challenges. There have been challenges attracting and retaining drivers as inflation has pushed wages up, but budget constraints have made keeping up with wage increases a challenge. Finding and retaining mechanics has also become challenging, in part due to rising wages, but limited expertise for maintenance on electric and hybrid vehicles.

   In addition, the useful life benchmark for ferries does not reflect the way that ferries are currently maintained – where engine replacements and mileage are the driving factor behind ferry condition. Therefore, the ferries in use will always surpass an age-based measure though their engines are new and mileage on those engines is relatively low.

4. *What challenges does your agency anticipate facing <u>in the coming year</u> to meet the targets? (1-2 paragraphs)*
   Revenue vehicles that have been identified for replacement in the coming fiscal year may be difficult to replace due to on-going constraints on the supply chain and extended delivery targets resulting

from the COVID-19 pandemic and disruption to computer chip manufacturing. In addition, rapid inflation has impacted the replacement cost of many vehicles. Long delivery times for already ordered vehicles may mean that maintenance costs will rise and continue to be challenging as the fleet continues to age while waiting for replacement vehicles to be delivered.

Staffing enough drivers and mechanics is expected to continue to be a challenge for grantees, particularly as CARES funding runs out, leaving grantees with fewer resources while costs continue to rise.

Non-Revenue Service Vehicles (Equipment)

The aggregate of Illinois Tier II grantees non-revenue transit fleet consists of 194 vehicles.

1. *How did your agency calculate the targets? (1-2 paragraphs)*
   Performance targets are calculated from the current levels of performance for revenue vehicles based on existing inventory at the end of the fiscal year and realistic plans for replacement or rehabilitation of assets over the next fiscal year as reported by the transit agencies. Transit agencies base the replacement plans on expected resources and funding for the next year.

2. *How has your agency made progress toward the targets? (1-2 paragraphs)*
   24% (11) of non-revenue automobiles exceeded their useful life benchmark.
   36% (53) of non-revenue truck or other rubber tire vehicles exceeded their useful life benchmark.

   Based on the above information, neither truck or other rubber tire vehicles or non-revenue automobiles met their useful life benchmark in FY24.

3. *What challenges did your agency face <u>this past year</u> in making progress toward the targets? (1-2 paragraphs)*
   Each grantee within this aggregate report is sustained on different sources of funding. As such, the ability to fund assets varies widely across the aggregate group. This process of target setting has highlighted the priorities of the transit agencies in replacing revenue vehicles to support service over non-revenue vehicles when funding is constrained.

   Supply chain issues related to vehicles and replacement parts have persisted into FY24. Additionally, maintenance costs for vehicles have continued to rise rapidly.

4. *What challenges does your agency anticipate facing <u>in the coming year</u> to meet the targets? (1-2 paragraphs)*
   Non-revenue vehicles that have been identified for replacement in the coming fiscal year may be difficult to replace due to on-going constraints on the supply chain and extended delivery targets resulting from the COVID-19 pandemic.

Facilities – Condition

The facility holdings that support Tier II agency operations include a mix of administrative, maintenance, fueling, fleet storage, and passenger transfer centers. It is important to note that many of the facilities included in these counts are not exclusively devoted to transit, with many administrative and maintenance facilities supporting other town, city, or county services. As of FY24, the combined group

relied on 104 facilities where agencies have some level of direct capital responsibility to support their transit services.

1. *How did your agency calculate the targets? (1-2 paragraphs)*
   Performance targets are based on the current condition of facilities and realistic plans for replacement or rehabilitation over the next fiscal year. Assessed conditions are reported by participating Tier II agencies through the Capital Needs Assessment annual survey. These assessments follow the FTA guidebook.

2. *How has your agency made progress toward its targets? (1-2 paragraphs)*
   8% (6) of administrative and maintenance facilities are rated under 3.0 on TERM scale.
   7% (2) of passenger and parking facilities are rated under 3.0 on TERM scale.

   Based on the above information, both administrative and maintenance facilities and passenger and parking facilities met the condition targets for FY24.

3. *What challenges did your agency face <u>this past year</u> in making progress toward the targets? (1-2 paragraphs)*
   Each grantee within this aggregate report is sustained on different sources of funding. As such, the ability to fund assets varies widely across the aggregate group. Generally speaking, many of the Tier II agencies also share facilities with other municipal functions. Therefore, decisions regarding investment in facilities is not entirely driven by transit interests. Furthermore, as transit agencies may not independently control the facilities in which they operate, other involved parties may not adhere to the same criteria for facility maintenance and funding priority based on condition.

4. *What challenges does you agency anticipate facing <u>in the coming year</u> to meet the targets? (1-2 paragraphs)*
   Supply chains for raw building materials and mechanical/electrical components have been severely disrupted due to the COVID-19 pandemic. Even with capital grant funding, many agencies have struggled to execute renewal work in FY24 as the cost of components rise/are volatile, some supply chains remain delayed, and labor shortages continue in some industries. Lumber and manufactured goods with computer chips will be a particular struggle for agencies looking to renovate or replace facility components.

Infrastructure – Performance Restrictions

1. *How did your agency calculate the targets? (1-2 paragraphs)*
   N/A

2. *How has your agency made progress toward the targets? (1-2 paragraphs)*
   N/A

3. *What challenges did your agency face <u>this past year</u> in making progress toward the targets? (1-2 paragraphs)*
   N/A

4. *What challenges does your agency anticipate facing <u>in the coming year</u> to meet the targets? (1-2 paragraphs)*
   N/A

What are extenuating circumstances that impact your agency's transit asset management?

As the Illinois Department of Transportation is submitting this NTD report as an aggregate of over 50 Tier II Transit Agencies, each is sustained on different sources and levels of funding and also prioritizes budget expenses independently. As such, the investment decisions will necessarily vary by agency. For this reason, all targets are realistic and determined based on anticipated plans for reinvestment for the following year. If funding is cut at the state or local level, these investments may not occur on schedule.

As noted above, the disruption in supply chains and the labor market due to COVID-19 will also continue to impact the pace of asset renewal for these agencies. The length and severity of these impacts is unknown at this time.

Include additional information below, or attach additional documentation, if desired.