

**State of Illinois
Department of Transportation
Office of Intermodal Project Implementation**

Application for Capital Assistance Grant

Legal Name of Applicant	Date of Application
Rockford Mass Transit District	5/26/2020
Street Address, City, and Zip Code	
520 Mulberry Street, Rockford, IL 61101	
Contact Person	Title
Michael J. Stubbe	Executive Director
Telephone Number	
815-961-2230	

Please identify by name and title in the space below the chief officers of record of applicant's governing board, such as Chairman, President, Secretary, Treasurer or comparably designated officers (add additional page if necessary):

Herbert L. Johnson
Name

Chairman
Officer's Title

Stephen K. Ernst
Name

Vice Chairman
Officer's Title

David Sidney
Name

Secretary Treasurer
Officer's Title

Name

Officer's Title

Applicant is a (please check one):

Municipality

County

Corporation

Mass transit district

Not-for-profit**

Other** _____

** For "not-for-profit" or "other" applicants, please provide a general description of applicant's services:

In support of this application, I offer the above data and attached supporting documents as required. I certify that the statements herein and in the supporting documents are correct and complete.

Rockford Mass Transit District
Applicant

May 26, 2020
Date

Michael J. Stubbe
Name of Authorized Official

Executive Director
Title

Signature

Attest

The Rockford Mass Transit District hereby applies to the Illinois Department of Transportation for a Capital Improvement Grant. Required resolutions, certifications and other documents in support of this grant request are attached and are considered a part of this application.

A. Project Description (attach additional pages if necessary)

RMTD is requesting funding to support the purchase of eleven (11) fixed route alternative fuel buses and six (6) paratransit vehicles. This procurement will replace Fixed Route and Paratransit vehicles that have exceeded their useful life.

The Hybrid Electric Buses and the Battery Electric Buses will replace eleven (11) DIESEL fueled buses which are over 12 years old. The Paratransit Vehicles will replace vehicles that average over 10 years of life - vehicles that were put into revenue service back in 2008, 2009, 2010, and 2011.

This project will also supply new technology equipment along with the vehicles for both better security and communications. This technology will include updated radios, cameras, routers, tablets, automated passenger counters, etc.

The Battery Electric Buses will require infrastructure which is included in this grant application. The infrastructure costs include the design, construction, construction management as well as the purchase and installation of the depot chargers, depot power blocks, dispenser reels and other associated equipment.

B. Project Justification (attach additional pages if necessary)

Rockford Mass Transit District works hard every day to maintain its existing fleets; keeping up with modern technologies, legal mandates and passenger and community demands. However, years and mileage put on the vehicles takes its toll.

As the demand for ADA Paratransit Transportation shows no signs of declining in our region anytime soon, having the ability to update its fleet with new and modern vehicles, will guarantee that Rockford Paratransit Services will be able to meet this demand head on. All Demand Reponse vehicles that need to be replaced have an average of over 10 years of service and an average LTD mileage of almost 220,000 miles. New vehicles will have less road calls and will therefore be safer on the streets as well increase performance with less delays. Safety will be enhanced with the new cameras and tablets supplied with this project. All vehicles will improve connectivity with the use of on-board tablets which will communicate with the office and provide seamless transfers to the Stateline Mass Transit District (SMTD) area to our north.

RMTD also needs to replace its older 35' Low Floor Diesel Buses that have exceeded their useful life. These buses average almost 400,000 miles each. RMTD plans to replace them with alternative fuel vehicles. The older buses require significant additional maintenance expenses as well as having increased road calls.

By deploying alternative fuel buses, both battery electric buses and hybrid buses, in place of the existing diesel buses, RMTD will reduce the energy consumption and harmful emissions, including the emission of greenhouse gases, associated with its fleet.

RMTD has gotten a lot of positive press from our receipt of our first five Hybrid buses. This gives our community a positive attitude about our local bus transportation.

The new Battery Electric Buses will require infrastructure which has been included in this grant application.

C. Proposed Project Budget

1. Please provide a description of each project line item and a breakdown of estimated project cost by funding source. Please specify whether state funding requested is intended to be utilized as a match to federal funding for a competitive federal grant.

Line Item Activity	Total Project Cost	Federal	State	Local
Alternative Fuel Replacement Fixed Route Buses (11)	10,876,500	0	10,876,500	0
Replacement Demand Response Vehicles (6)	450,000	0	450,000	0
Design of Battery Electric Infrastructure	70,000	0	70,000	0
Construction and Purchase of Battery Electric Infrastructure	1,306,763	0	1,306,763	0
TOTAL:	12,703,263		12,703,263	

2. Please provide additional information below that justifies the amount of funding requested for each line item.

RMTD has recently purchased both Hybrid buses as well as Paratransit vehicles. The costs above reflect those recent awarded prices.

RMTD has been working with vendors on the pricing of the Battery Electric Buses and its associated infrastructure to arrive at the prices above.

Alternative fuel buses are more expensive than traditional diesel buses but have environmental advantages.

E. Other Information

- 1. Has this project been locally endorsed and identified in the local TIP? YES No
If no, can the TIP be amended in 30 -60 days? YES No

- 2. Vehicle to be purchased from: (check one)
 - Own specifications and procurement
 - Purchase off existing state contract or CVP
 - Exercising an option on existing contract
 - Piggy-backing off another contract
 - Joint procurement

- 3. If using own spec/procurement: (check one)
 - Specifications are under development
 - Specs are complete-ready to bid
 - Bid process under way