

GREATER LYNCHBURG TRANSIT COMPANY

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Board of Directors Meeting Agenda

Wednesday, June 4nd, 2025

8:30 a.m. – 10:30 a.m.

Meeting Location: GLTC Transfer Station – 800 Kemper St., Lynchburg, VA 24501

Board President: Cameron Howe
Board Vice President: Tab Sprouse
Secretary-Treasurer: Ben Blanks
Members: Gary DuPriest; Christopher Hackman; Valerie Holmes;
Brian Landergan; Andre Miller, Greg Patrick

#1	Call to Order – 8:30 a.m.	GLTC Board President
#2	Consideration of Meeting Minutes Approval May 7 th , 2025 Board Meeting and May 22 nd , 2025 Work Session	All
#3	Committee & Partner Reports a) Central Virginia Commuter Services b) CVPDC Transportation Planner	Ada Hunsberger Kelly Hitchcock
#4	Staff Reports a) Staff Reports b) Financials c) Ridership & Operating Statistics d) Capital Projects Report	Natalie Wilkins
	Public Comment a) Speakers should state their name for the official record b) Speakers will be allotted a maximum of 3 minutes	GLTC Board President
	Speakers representing a group will be allotted a maximum of 5 minutes and should state the name of the group they are representing for the official record	
#5	Old Business a) No Old Business	
#6	New Business a) City of Lynchburg Proposed Funding Reduction Request	Josh Moore
#7	President's Report	GLTC Board President
#8	Next Meeting Dates & Adjournment Board Meeting: July 2 nd , 2025 @ 8:30 am – GLTC Board Room Work Session: June 19 th , 2025 @ 8:30 am – Tentatively Canceled	All





GLTC Board Agenda Detail

Item #: 2

Item Title: May 7th, 2025 and May 22nd, 2025 Meeting Minutes

Action: Consideration of Approval

A meeting of the Board of Directors of the Greater Lynchburg Transit Company was held on May 7th, 2025 at GLTC's Transfer Station, 800 Kemper Street, Lynchburg, Virginia.

Attendance

Board President: Cameron Howe

Board Vice President: Tab Sprouse

Secretary-Treasurer: Ben Blanks

Members: Valerie Holmes; Brian Landergan

Absent: Andre Miller; Greg Patrick, Christopher Hackman, Gary Dupriest

Staff: Josh Moore; Natalie Wilkins; Donna Klein; Chris Poindexter; Steve Overstreet

Guest: Kyle Trissel of DRPT, Moveeta Hairston; Shannon Ray

Call to Order – 8:30 a.m.

At 8:30 AM Ms. Howe called the meeting to order.

Consideration of Meeting Minutes Approval April 2nd, 2025

Ms. Howe requested edits on page 6 to a sentence capitalization “to follow stricter federal standards” along with a title change “Mr. Howe” to “Ms. Howe”. Ms. Howe asked for approval of the minutes with the noted adjustments. Ms. Holmes made a motion to accept the minutes with edits, Mr. Landergan seconded, and the motion carried.

Committee & Partner Reports

Central Virginia Planning District Commission & CVTPO

Mr. Moore presented the draft FY 2026 Urban Work Program, which is scheduled for review by the Central Virginia Transportation Planning Organization (CVTPO) on May 15th. This plan includes anticipated funding from the FTA 5303 planning grant. Final allocations are pending confirmation from DRPT.

The program outlines several key initiatives:

- Lynchburg Multimodal Plan.
- Completion of the USDOT Thriving Communities Grant focused on the 12th Street Transit-Oriented Development (TOD) project.
- Development of a GIS-based bus stop inventory to assess ADA compliance and prioritize shelter upgrades.
- Feasibility study for potential micro-transit expansion in the Timberlake and Airport-US 460 corridor. This study, conducted in collaboration with Campbell County, will gather public and business input to evaluate service needs and funding options.

To support public engagement, CVPDC will host a series of events and outreach activities throughout June, offering opportunities for residents to review project maps and provide feedback on connectivity and corridor priorities. These sessions will be promoted through GLTC's website, social media channels, and local events to ensure broad community participation.

Central Virginia Commuter Services

Mr. Moore reported on National Bike Month activities aimed at increasing public awareness of sustainable commuting options. The DRPT-sponsored ConnectingVA app contest incentivizes commuters to log their daily trips throughout May.



Staff Reports

Mr. Moore reported that Ms. Klein is transitioning to Grants Manager role while onboarding a new Payroll Technician. Staff successfully hosted the Community Transit Association of Virginia (CTAV) bus and paratransit rodeo.

Preparations are underway for the federal triennial compliance review. Discussions with Central Virginia Community College and the University of Lynchburg are advancing with the objective of broadening the Universal Pass program's institutional partnerships.

Technology enhancements are being implemented for new backup software and the migration of security systems to a virtual server environment. Maintenance Department is handling new shelter orders and the disposal of surplus equipment.

Financials

Mr. Moore informed the board that the March, 2025 financials will be presented tentatively at the May work session.

Ridership & Operating Statistics

Mr. Moore reviewed ridership data for March with figures demonstrating a 23.9% increase relative to the year to date average and sustained growth in April. Fixed route operations registered 55,238 boardings—of which 1,774 were Flex trips—while paratransit services observed a 200–300 trip increase over the preceding two months. On time performance has improved to 83.5%, inching closer to the 85% benchmark. Anticipated service modifications arising from Liberty University's commencement and ongoing Rivermont/Harvard Street construction. Ridership for April is projected to surpass pre covid ridership. Mr. Landergan expressed appreciation for the Transit app's real-time tracking capabilities, noting its importance for improving rider confidence and satisfaction, particularly for new system users.

Capital Projects Report

Mr. Moore summarized March capital projects including scheduled pavement maintenance, the procurement and installation of passenger shelters. He emphasized aligning infrastructure enhancements with strategic service objectives and budget totals. Ongoing capital project timelines may require adjustment due to parts pricing increases and extended lead times.

Public Comment

Ms. Howe asked for public comment:

Ms. Shannon Ray proposed consolidating Routes 10 and 11 on weekends to facilitate enhanced access to Flex services within the Timberlake corridor. The proposal underscored projected benefits including weekend ridership growth.

Old Business

No Old Business.

New Business

CTAV Rodeo Winners

Ms. Wilkins introduced Movetta Hairston as a rodeo winner. Board members extended congratulations to her and Crystal Gardner, whose first-place finish qualifies her for international competition in San Diego, CA.

GLTC Financial Management and Procurement Policy Drafts

Mr. Moore presented minor changes to the financial management policy. No substantial changes were made from the previous version only formatting. He highlighted the record retention policy section (page 18 of policy). This section outlines permanent retention for audited financials, articles of incorporation, general ledger, and journal entries. There are no major changes to the accounting policy.



Ms. Howe asked about board minutes and video recording retention for buses. Mr. Moore stated that written minutes are officially retained permanently, while video recordings of meetings have more flexible retention based on storage capacity. Bus video recordings are generally kept for 30 days unless needed for an accident or legal case. In such instances, accident video recordings are retained for 7 years or until legal matters are settled.

Procurement Policy Update:

The procurement policy was updated to include language regarding board involvement in procurement processes. The revisions ensure the board has initial input on procurements, participation on selection committees, and board involvement in the protest process.

Procurement thresholds remained unchanged from the previous version of the policy.

Mr. Moore noted that potential changes to federal regulations, particularly around Disadvantaged Business Enterprise (DBE) requirements might require further updates.

Mr. Moore requested board approval of the policies with the understanding that minor adjustments might be needed in the future to comply with updated federal regulations.

Ms. Howe asked for motion to approve the updated financial management and procurement policies. Ms. Holmes made a motion to adopt the policies. Ms. Sprouse seconded the motion. The motion carried unanimously.

Update on Statewide Contracts and Supply Chains

Mr. Moore presented an analysis of industry conditions: including escalated commodity and component pricing, lead times mitigated by strategic pre ordering of critical parts and accelerated front axle kingpin replacement issues. intervals—The timeline for body on chassis van production has extended to December.

No current parts shortages exist, the board discussed the importance of preemptive ordering of kingpins and other critical parts based on mileage. Mr. Moore recommended consideration of reducing initial order quantities from eight to six vehicles due to budget constraints. Additional implications from Proterra's business cessation is affecting electric bus fleets due to lack of parts. Mr. Landergan asked if GLTC would be purchasing electric vehicles? Mr. Moore informed the board that there are no current plans to purchase an electric powered bus.

President's Report

Ms. Howe encouraged participation in the Virginia Transit Association Conference. Ms. Holmes confirmed her plans to attend.

As there was no further discussion, Ms. Howe ended the meeting at 9:58 a.m.

Secretary/Treasurer



Next Meeting Dates & Adjournment

Board Meeting: June 4th, 2025 @ 8:30 AM - GLTC Board Room

Work Session: May 22nd, 2025 @ 8:30 AM - GLTC Board Room



A meeting of the Board of Directors of the Greater Lynchburg Transit Company was held on May 22nd, 2025 at GLTC's Transfer Station, 800 Kemper Street, Lynchburg, Virginia.

Attendance

Board President: Cameron Howe

Board Vice President: Tab Sprouse

Secretary-Treasurer: Ben Blanks

Members: Valerie Holmes, Christopher Hackman, Andre Miller

Absent: Greg Patrick, Brian Landergan, Gary Dupriest

Staff: Josh Moore; Natalie Wilkins; Donna Klein; Chris Poindexter; Steve Overstreet

Guest: Kyle Trissel of DRPT, Jared Varner of Transdev, Dan Sonenklar of DRPT

Call to Order – 8:30 a.m.

At 8:30 AM Ms. Howe called the meeting to order. Ms. Howe asked for public comment. No public comment was made.

GLTC FLEX Service Performance Report

Mr. Moore led the presentation with a service report for the microtransit program. He explained how GLTC FLEX continues to demonstrate strong operational performance in 2025 with 6,080 trips completed year-to-date while maintaining an average customer rating of 4.9 out of 5 stars. The service has achieved an average wait time of 16 minutes, with monthly requests averaging 2,169 throughout 2025. Overall, GLTC FLEX is performing well with high ride ratings and low estimated time of arrivals.

Ridership and Demand Analysis

Following the initial growth period post-launch, ridership has stabilized and shows consistent demand patterns. Total monthly ride requests experienced a seasonal decline during November and December holiday periods but have since stabilized at 2,150 requests per month. A steady demand level has been maintained since October 2024, indicating a reliable service uptake in the community.

Service Quality Metrics

GLTC FLEX performance indicators have exceeded industry benchmarks. Riders awarded 98% of trips with 5-star ratings, significantly higher than the industry average of 92.0% for comparable microtransit services. The service maintains a remarkably low cancellation rate of only 4%, well below the industry average of 7.4%. These metrics demonstrate that customers are not only booking the service but are following through with their rides and expressing high satisfaction with their experience.

Operational Efficiency and Utilization

Mr. Moore stated while service quality remains high, the current utilization rate of 2.1 presents an opportunity for operational improvement. GLTC has successfully aligned driver hours with peak demand periods. The 3:00 PM hour is identified as the busiest time of day with the highest vehicle utilization.

Cost Analysis and Operational Efficiency

GLTC FLEX currently operates at roughly half of the cost per hour of fixed route service. While the service operates at a lower hourly cost, it transports fewer passengers per hour compared to fixed route service. The trip length analysis reveals that fixed route passengers typically take shorter, quicker trips compared to FLEX riders. While FLEX service proves more cost-effective at lower ridership levels, scaling to match fixed route efficiency would require significant resources.

Strategic Service Integration Considerations



Mr. Moore concluded that GLTC FLEX serves as an effective complement to existing transit infrastructure, particularly valuable for addressing service gaps and providing "first mile, last mile" connectivity. The service lacks the passenger volume efficiency necessary to replace all existing fixed routes. GLTC recognizes the need for additional data collection to determine the optimal performance.

Mr. Miller stated that additional data should be collected on addition routes to complement fixed route service.

Transdev Quarterly Report

Mr. Varner began with a safety message highlighting the increased risks associated with Memorial Day weekend traffic. A recent three-year study revealed that the holiday period is the most dangerous for roadway fatalities. He emphasized the importance of defensive driving practices, maintaining safe distances, being familiar with routes, and minimizing distractions to mitigate these risks. Mr. Varner mentioned a comprehensive maintenance review was recently conducted. The review focused on evaluating Standard Operating Procedures (SOPs), compliance with Federal Transit Administration (FTA) regulations. He noted that the maintenance manager will participate in calls to support networking and information sharing.

Mr. Varner discussed ongoing developments in federal infrastructure legislation, referencing a substantial bill that may pause existing funding from the Biden administration's infrastructure law. The bill includes provisions that roll back support for electric vehicle (EV) policies. He highlighted that new electric bus models are being tested in Boise demonstrating 17-hour operational ranges.

He shared information suggesting a shift in federal priorities noting that funding emphasis is moving away from climate change. Manufacturers such as Gillig and New Flyer are hesitant to commit to contracts and are reducing production capacity.

Labor union wage negotiation demands have risen sharply, with some starting at a 15% increase. This reflects broader inflation and cost-of-living trends that pose new challenges in balancing competitive pay with budget constraints.

Mr. Varner informed the board members that Transdev maintains a robust communication structure to ensure operational alignment and support. Weekly calls include discussions on bus procurement, safety trends, and facilities planning. Bi-weekly one-on-one calls provide updates on daily operations, and monthly meetings engage all General Managers alongside subject matter experts.

Long Term State Funding Outlook

Mr. Sonenklar presented DRPT's funding outlook for FY26 and beyond. GLTC's FY26 state operating assistance allocation under the MERIT program totals approximately \$1.67 million, representing a modest 1% increase from FY25's allocation of roughly \$1.65 million. This slight increase occurred despite a 4% reduction in GLTC's sizing metrics (operating cost, ridership, hours, and miles). GLTC currently operates at 24.5% state assistance, below the 30% cap of audited expenses. The statewide MERIT program totals approximately \$127 million across 38 agencies for FY26.

Looking ahead, significant funding challenges are projected as operating costs are expected to rise 7% annually while revenues remain flat. FY27 projects only approximately \$122 million available statewide—about \$5 million less than FY26—with most agencies facing flat or declining allocations. Capital funding faces similar pressures, with costs rising sharply. A substantial funding gap is projected beginning in FY27 and widening through at least FY31. Mr. Sonenklar advised the board to anticipate tighter funding conditions and recommended GLTC begin identifying strategies to manage potential shortfalls.

Ms. Howe asked whether demo services such as GLTC FLEX would be computed differently since it is a demo service? Mr. Sonenklar demo services are included in overall rider metrics.



President's Report

Mr. Moore informed the board members that the upcoming work session would be cancelled in June due to budget preparations with the City of Lynchburg. As there was no further discussion, Ms. Howe ended the meeting at 10:22 a.m.

Secretary/Treasurer

Next Meeting Dates & Adjournment

Board Meeting: June 4th, 2025 @ 8:30 AM - GLTC Board Room

Work Session: May 22nd, 2025 @ 8:30 AM - GLTC Board Room





GLTC Board Agenda Detail

Item #: 3

Item Title: Committee & Partner Reports

Action: None

Committee Reports

- a) Central Virginia Commuter Services

Partner Reports

- a) CVPDC Transportation Planner

Contacts: Josh Moore

Attachments: None

Action Required: None





GLTC Board Agenda Detail

Item #: 4a

Item Title: Staff Reports

Action: For Your Information

The General Manager's report for the previous month below:

- Completed the Triennial Review
- Attended the VTA Conference in Richmond, VA
- Worked with staff to prepare service reduction scenarios per the latest request from the City

The Assistant General Manager's report for the previous month is provided below:

- Met with CVPDC on the Water Relief Mini Grant for the Transit Station
- Completed the DBE and Civil Rights sections of the Triennial Review

The Transportation Manager's report for the previous month is provided below:

- Completed training for Supervisors
- Completed ADA, Paratransit, and Operations sections of the Triennial Review
- Attended the VTA Conference in Richmond, VA

The Maintenance Manager's report for the previous month is provided below:

- Completed Maintenance and Rolling Stock sections of Triennial Review
- Preparing for the ordering of new bus shelters
- Working on the disposal of surplus vehicles and equipment

The Finance and Grants Manager's report for the previous month is provided below:

- Completed March financial statements and reports
- Learning new systems and updating policies and procedures
- Working with our new Payroll/AP Tech, Vickie Hefley
- Completed Triennial Review sections

The IT Manager's report for the previous month is provided below:

- Completed changeover from Comcast to Shentel
- Working on replacement hardware for the server and storage grant
- Worked on Triennial Review questions

The HR Manager's report for the previous month is provided below:

- Completed the EEO, Drug and Alcohol, and Drug Free Workplace sections of the Triennial Review
- Hired and onboarded new Fixed Route Operator
- Updating EEO Communications and Training for employees and leadership team

The Marketing Manager's report for the previous month is provided below:

- Attended the Rider Improvement Committee meeting
- Attended the Lynchburg Regional Housing Authority Resource Fair





GLTC Board Agenda Detail

Item #: 4b

Item Title: Financials

Action: For Your Information

Please see the attached March 2025 Financial Statements. We are currently finalizing Aprils statements and will have them out as soon as possible.

Contacts: Donna Klein

Attachments: March 2025 Financials

Action Required: None





GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

May 27th, 2025

Re: March 2025 Financial Statements

Dear GLTC Board of Directors,

Attached are the financial statements for March 2025. March had normal operations after the disruptions in January and February.

Income:

Fixed Route revenue is 20% over anticipated revenue and Paratransit Revenue is 140% over for the month. Year-to-date we are up by 11% in Fixed Route and 73% in PTS.

Non-operating revenue is lower than expected, which is balanced by lower outlays for insurance repairs and reimbursements. Advertising revenue continues to show good returns for the year, with an 18% positive variance in the month of March.

State operating assistance is 46% more than budgeted as our microtransit reimbursements now are reflecting our overhead for the year. Federal, City, and County reimbursements are all on-budget.

Expenses:

Fixed Route Operator labor is slightly under budget while overtime is less than budgeted by 54% for Operators and up by 55% for Supervisors. Other salaries are wages are 17% higher than budget due to overtime for staff not included in the Supervisor Overtime category. PTS labor is up by 7% while overtime is down 61% and PTS supervisor overtime is up by 10%.

IT in Demand Response shows a large overage for this month as we finally received correct billing for the services we have been using this year, we are 7% over budget for the year currently.

Fringe benefits showing down this month due to the timing of payrolls. We have experienced savings lately in fringes due to more employees not taking insurance or retiring and coming back to work part time.

In Maintenance, Other Materials and Supplies were over budget by 119%, and up for the year by 27%. Parts continue to be a concern with the expected tariff impacts causing volatility in parts. Staff have been working to procure the most critical items before any large increases or potential shortages. Tires are





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149% over for this month as multiple invoices that staff has been waiting on for the last three months were finally presented for payment.

Administration is below budget overall with most items tracking below budget except for salaries and wages.

Utilities are under budget this month after the past two months of much higher utility bills due to the weather.

Overview:

Overall, we had a surplus of \$87,151 for the month and have a \$163,544 surplus for the fiscal year.

Anticipated Expenses:

In June, there will be Holiday Pay for the Juneteenth holiday.

Unanticipated Expenses:

We did not have any expected unanticipated expenses in March, but we are still watching updates from the FTA and Federal Government on the implementation of existing and new Executive Orders and the effects of tariffs on the supply chain.

Capital Projects:

We drew against capital funds for Associated Capital Maintenance, and we will begin drawing larger amounts from grant VA-2016-022-00 as we move into the Phase 3 deployment for fare collection. We also drew against our grant for a replacement support vehicle in March as well.

Sincerely,

Josh Moore
General Manager



CENTRAL VIRGINIA TRANSIT MANAGEMENT CO INC.
INCOME STATEMENT
AS OF MARCH 31, 2025

	MONTH TO DATE			YEAR TO DATE		
	FY2025	FY2025	%	FY2025	FY2025	%
	MAR	MAR	VAR	YTD	YTD	VAR
	ACTUAL	BUDGET		ACTUAL	BUDGET	
REVENUE						
FRT Passenger Revenue	\$ 43,874	\$ 36,542	20%	\$ 365,304	\$ 328,875	11%
DRT Passenger Revenue	7,224	3,010	140%	46,811	27,090	73%
Other Contract Revenue	-	-	0%	2,096	-	100%
Non-Operating Revenue	446	5,417	-92%	22,003	48,750	-55%
Advertising Revenue	6,879	5,833	18%	61,684	52,500	17%
City Operating Assistance	156,609	156,609	0%	1,409,481	1,409,481	0%
City Operating Reserve	-	-	0%	-	-	100%
County Operating Assistance	7,080	7,080	0%	63,719	63,719	0%
State Operating Assistance	327,318	224,192	46%	1,729,222	2,017,729	-14%
Federal Operating Assistance	358,584	357,740	0%	3,212,072	3,219,664	0%
TOTAL REVENUE	\$ 912,267	\$ 800,676	14%	\$ 6,950,668	\$ 7,206,084	-4%
EXPENSES						
FIXED ROUTE						
Operator Labor	\$ 157,069	\$ 151,155	4%	\$ 1,361,683	\$ 1,360,397	0%
Operator-Overtime	9,013	19,650	-54%	92,650	176,852	-48%
Other Salaries & Wages	47,834	38,693	24%	394,279	348,235	13%
Supervisors-Overtime	856	1,917	-55%	10,055	17,249	-42%
Fringe Benefits	86,063	103,874	-17%	920,082	934,865	-2%
Information Technology	3,433	8,333	-59%	30,900	75,000	-59%
TOTAL FIXED ROUTE	\$ 304,268	\$ 323,622	-6%	\$ 2,809,650	\$ 2,912,597	-4%
DEMAND RESPONSE						
Operator Labor	\$ 34,625	\$ 32,497	7%	\$ 281,156	\$ 292,471	-4%
Operator-Overtime-PTS	381	975	-61%	6,560	8,774	-25%
Other Salaries & Wages	10,185	9,223	10%	93,916	83,005	13%
Fringe Benefits	18,226	21,437	-15%	188,917	192,931	-2%
Information Technology	46,290	2,746	1586%	46,290	24,713	87%
TOTAL DEMAND RESPONSE	\$ 109,707	\$ 66,877	64%	\$ 616,839	\$ 601,893	2%
MAINTENANCE						
Other Salaries & Wages	\$ 75,916	\$ 72,516	5%	\$ 624,078	\$ 652,640	-4%
Inspection&Maint,Srvc-Overtime	1,403	4,567	-69%	25,191	41,102	-39%
Fringe Benefits	31,228	38,703	-19%	321,402	348,326	-8%
Fuel & Lubricants	46,959	75,017	-37%	457,117	675,151	-32%
Tires & Tubes	20,713	8,333	149%	54,392	75,000	-27%
Information Technology	649	750	-13%	7,231	6,750	7%
Other Materials & Supplies	67,544	30,833	119%	352,073	277,500	27%
TOTAL MAINTENANCE	\$ 244,411	\$ 230,719	6%	\$ 1,841,483	\$ 2,076,467	-11%
ADMINISTRATION						
Other Salaries & Wages	\$ 46,748	\$ 40,592	15%	\$ 408,013	\$ 365,328	12%
Fringe Benefits	18,690	20,381	-8%	201,975	183,431	10%
Services	44,105	47,357	-7%	408,896	426,212	-4%
Utilities	18,674	21,020	-11%	178,224	189,177	-6%
Casualty & Liability Expenses	22,492	22,349	1%	180,199	201,139	-10%
Information Technology	3,672	4,842	-24%	44,089	43,575	1%
Bad Debt Expense	-	-	0%	1,338	-	100%
Other Materials & Supplies	7,345	10,973	-33%	51,680	98,757	-48%
Miscellaneous	5,002	11,945	-58%	44,736	107,508	-58%
TOTAL ADMINISTRATION	\$ 166,730	\$ 179,458	-7%	\$ 1,519,150	\$ 1,615,126	-6%
TOTAL EXPENSES	\$ 825,115	\$ 800,676	3%	\$ 6,787,123	\$ 7,206,084	-6%
NET INCOME/(LOSS)	\$ 87,151	\$ -	-100%	\$ 163,544	\$ -	-100%

CENTRAL VIRGINIA TRANSIT MANAGEMENT CO INC.
COMPARATIVE INCOME STATEMENT
AS OF March 31, 2025

	MONTH TO DATE		YEAR TO DATE	
	FY2025	FY2024	FY2025	FY2024
	MAR	MAR	YTD	YTD
	ACTUAL	ACTUAL	ACTUAL	ACTUAL
REVENUE				
FRT Passenger Revenue	\$ 43,874	\$ 31,400	\$ 365,304	\$ 352,459
DRT Passenger Revenue	7,224	2,278	46,811	26,278
Contracts (CVCC Access)	4,253	4,253	38,277	38,277
Other Contract Revenue	-	-	2,096	-
Non-Operating Revenue	446	622	22,003	45,320
Advertising Revenue	6,879	7,859	61,684	60,219
City Operating Assistance	156,609	143,705	1,409,481	1,293,347
County Operating Assistance	7,080	6,808	63,719	61,268
State Operating Assistance	327,318	239,209	1,729,222	1,602,542
Federal Operating Assistance	358,584	311,977	3,212,072	3,020,361
TOTAL REVENUE	\$ 912,267	\$ 748,111	\$ 6,950,668	\$ 6,500,070
EXPENSES				
FIXED ROUTE				
Operator Labor	\$ 157,069	\$ 146,902	\$ 1,361,683	\$ 1,324,322
Operator-Overtime	9,013	10,716	92,650	106,685
Other Salaries & Wages	47,834	46,712	394,279	403,510
Supervisors-Overtime	856	1,859	10,055	12,031
Fringe Benefits	86,063	66,094	920,082	842,602
Information Technology	3,433	3,213	30,900	30,013
TOTAL FIXED ROUTE	\$ 304,268	\$ 275,494	\$ 2,809,650	\$ 2,719,162
DEMAND RESPONSE				
Operator Labor	\$ 34,625	\$ 29,545	\$ 281,156	\$ 236,425
Operator-Overtime-PTS	381	573	6,560	5,217
Other Salaries & Wages	10,185	11,527	93,916	85,674
Fringe Benefits	18,226	14,128	188,917	149,358
Information Technology	46,290	-	46,290	2,336
TOTAL DEMAND RESPONSE	\$ 109,707	\$ 55,773	\$ 616,839	\$ 479,011
MAINTENANCE				
Other Salaries & Wages	\$ 75,916	\$ 74,890	\$ 624,078	\$ 619,043
Inspection&Maint,Srvc-Overtime	1,403	3,253	25,191	22,092
Fringe Benefits	31,228	26,050	321,402	292,557
Fuel & Lubricants	46,959	61,386	457,117	560,773
Tires & Tubes	20,713	2,829	54,392	64,404
Information Technology	649	1,284	7,231	9,006
Other Materials & Supplies	67,544	20,753	352,073	309,818
TOTAL MAINTENANCE	\$ 244,411	\$ 190,443	\$ 1,841,483	\$ 1,877,692
ADMINISTRATION				
Other Salaries & Wages	\$ 46,748	\$ 47,705	\$ 408,013	\$ 395,434
Fringe Benefits	18,690	15,834	201,975	180,441
Services	44,105	16,345	408,896	383,916
Utilities	18,674	19,760	178,224	152,193
Casualty & Liability Expenses	22,492	21,789	180,199	184,189
Information Technology	3,672	5,512	44,089	51,384
Bad Debt Expense	-	-	1,338	-
Other Materials & Supplies	7,345	14,321	51,680	68,420
Miscellaneous	5,002	7,391	44,736	80,758
TOTAL ADMINISTRATION	\$ 166,730	\$ 148,655	\$ 1,519,150	\$ 1,496,734
TOTAL EXPENSES	\$ 825,115	\$ 670,366	\$ 6,787,123	\$ 6,572,598
NET INCOME/(LOSS)	\$ 87,151	\$ 77,745	\$ 163,544	\$ (72,527)

Central VA Transit Management Company Inc.
Balance Sheet
Mar FY 2025

	FY 2025	FY 2024	Difference	%
ASSETS				
Cash	\$ 468,649	\$ 423,557	\$ 45,092	11%
Cash Reserve - City of Lynchburg (BankoftheJames)	\$ 4,760	\$ 250,206	\$ (245,446)	100%
Temporary Cash Investment	\$ -	-	-	N/A
Cash - OPEB	\$ -	1	(1)	-100%
OPEB - CASH -Bank of The James	100,000	100,000	-	100%
OPEB - ICS MMDA (SAV) ACCOUNT	168,170	162,468	5,702	100%
Working Funds	-	-	-	N/A
Working Funds - Transfer Center	75	75	-	0%
Working Funds - Greyhound	-	100	(100)	-100%
Accounts Receivable	443,413	332,642	110,771	33%
Materials and Fuel	303,947	320,602	(16,654)	-5%
TOTAL CURRENT ASSETS	\$ 1,489,014	\$ 1,589,650	\$ (100,636)	-6%
Tangible Property	\$ 36,542	\$ 36,542	\$ -	0%
Accumulated Depreciation	(21,616)	(18,574)	(3,042)	16%
NET FIXED ASSETS	\$ 14,926	\$ 17,968	\$ (3,042)	-17%
Prepayments	227,221	149,685	77,535	52%
TOTAL ASSETS	\$ 1,731,160	\$ 1,757,303	\$ (26,143)	-1%
LIABILITIES AND CAPITAL				
Accounts Payable - Trade	\$ 272,588	499,971	\$ (227,383)	-45%
Wages Payable	208,268	215,198	(6,930)	-3%
Other Payroll Liabilities	595,069	591,104	3,965	1%
Short Term Loan - City of Lynchburg	941,284	500,000	441,284	88%
Line of Credit	-	-	-	N/A
Advance Payments	(449,593)	(743,839)	294,246	-40%
TOTAL LIABILITIES	1,567,616	1,062,434	505,182	48%
Accumulated Income/(Loss) Prior Years	-	-	-	0%
Restricted Reserve	-	250,000	-	-
Accumulated Income/(Loss) Current Year	163,544	444,869	(281,324)	-63%
TOTAL CAPITAL	\$ 163,544	\$ 444,869	\$ (281,324)	-63%
TOTAL LIABILITIES AND CAPITAL	\$ 1,731,160	\$ 1,757,303	\$ (26,143)	-1%

GLTC CAPITAL GRANTS

FEDERAL GRANT#/PROJECT#	STATE PROJECT#	DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	Balance
VA-95-X120							
Revision in process			\$ 390,157	\$ -	\$ 218,398	\$ 608,555	\$ 0
Revision in process			\$ -	\$ -	\$ -	\$ -	\$ 0
			\$ 390,157	\$ -	\$ 218,398	\$ 608,555	\$ -
VA-2016-022-00 Executed 9/23/16							
VA-2016-022-01-00	73022-25	PURCHASE FARE COLLECTION EQUIPMENT	\$ 1,021,071	\$ 204,214	\$ 51,054	\$ 1,276,339	\$ 872,161
			\$ 1,021,071	\$ 204,214	\$ 51,054	\$ 1,276,339	\$ 872,161
VA-2019-011-00 Executed 3/28/19							
Budget Revision 2 - approved 12/22/22							
VA-2019-011-01	73019-29	Purchase 35FT Replacement Bus	\$ 365,398	\$ -	\$ 91,350	\$ 456,748	\$ (0)
			\$ 365,398	\$ -	\$ 91,350	\$ 456,748	\$ (0)
VA-2020-006-00 Executed 1/2/2020							
Budget Revision 2 - approved 1/3/2023							
VA-2020-006-01-00	73020-22	Purchase 35FT Replacement Bus	\$ 54,406	\$ 10,880	\$ 2,721	\$ 68,007	\$ -
			\$ 54,406	\$ 10,880	\$ 2,721	\$ 68,007	\$ -
VA-2021-014-00 Executed 4/29/2021							
VA-2021-014-01-00	73021-48	Purchase 30FT Replacement Bus	\$ 713,856	\$ 999,398	\$ 71,386	\$ 1,784,640	\$ 304,841
VA-2021-014-01-00	73021-50	Purchase Spare Parts, ACM Items	\$ 120,000	\$ 168,000	\$ 12,000	\$ 300,000	\$ 0
VA-2021-014-01-00	73021-49	Purchase Vehicle Locator System	\$ 201,600	\$ 282,240	\$ 20,160	\$ 504,000	\$ (0)
			\$ 321,600	\$ 450,240	\$ 32,160	\$ 804,000	\$ (0)
VA-2023-015-00 Executed in FTA 4/26/2023							
	73022-26	Purchase 35Ft Buses	\$ 824,972	\$ 5,610,001	\$ 1,815,027	\$ 8,250,000	\$ 3,215,642
			\$ 824,972	\$ 5,610,001	\$ 1,815,027	\$ 8,250,000	\$ 3,215,642
VA-2024-019 Executed in FTA 4/12/2024							
	73023-32	Purchase Replacement Support Vehicle (2	\$ 26,362	\$ 64,022	\$ 3,766	\$ 94,150	\$ 4,917
	73023-33	Purchase Spare Parts/ACM Items	\$ 61,320	\$ 148,920	\$ 8,760	\$ 219,000	\$ 175,708
			\$ 87,682	\$ 212,942	\$ 12,526	\$ 313,150	\$ 180,625
STATE/LOCAL ONLY Executed 10/1/2021							
	73022-27	Purchase Small-size,light duty bus or BOC	\$ -	\$ 299,200	\$ 140,800	\$ 440,000	\$ 23,977
	73022-28	Purchase Medium-size,medium duty bus c	\$ -	\$ 197,200	\$ 92,800	\$ 290,000	\$ 43,366
			\$ -	\$ 496,400	\$ 233,600	\$ 730,000	\$ 67,342
STATE/LOCAL ONLY Executed							
	50054-01	Route 4 Regional Connectivity Improve	\$ -	\$ 489,120	\$ 326,080	\$ 815,200	\$ 574,062
			\$ -	\$ 489,120	\$ 326,080	\$ 815,200	\$ 574,062
STATE/LOCAL ONLY Executed							
	71124-03	Microtransit Demo	\$ -	\$ 785,280	\$ 196,320	\$ 981,600	\$ 523,845
			\$ -	\$ 785,280	\$ 196,320	\$ 981,600	\$ 523,845
STATE/LOCAL ONLY Executed							
	71124-02	Intern	\$ -	\$ 16,640	\$ 4,160	\$ 20,800	\$ 17,851
			\$ -	\$ 16,640	\$ 4,160	\$ 20,800	\$ 17,851
VA-2024-020 Executed in FTA 4/15/2024							
		5307 FY2021 Operating Assistance	\$ 2,390,757	\$ 1,195,379	\$ 1,195,379	\$ 4,781,514	\$ -
		ADP Hardware	\$ 44,800	\$ -	\$ 11,200	\$ 56,000	\$ 50,601
			\$ 2,435,557	\$ 1,195,379	\$ 1,206,579	\$ 4,837,514	\$ 50,601
STATE/LOCAL ONLY Executed 7/12/2024							
	73025-15	Facility Equip-Mechanical (HVAC)	\$ -	\$ 34,000	\$ 16,000	\$ 50,000	\$ 50,000
			\$ -	\$ 34,000	\$ 16,000	\$ 50,000	\$ 50,000
STATE/LOCAL ONLY Executed 7/12/2024							
	73025-14	ADP Hardware - Operations(Servers&Swit	\$ -	\$ 37,400	\$ 17,600	\$ 55,000	\$ 55,000
			\$ -	\$ 37,400	\$ 17,600	\$ 55,000	\$ 55,000
STATE/LOCAL ONLY Executed 7/12/2024							
	73025-17	Replacement Support Vehicle-SUV/Pickup	\$ -	\$ 79,560	\$ 37,440	\$ 117,000	\$ 40,620
			\$ -	\$ 79,560	\$ 37,440	\$ 117,000	\$ 40,620
STATE/LOCAL ONLY Executed 7/16/2024							
	71225-04	Internship	\$ -	\$ 16,000	\$ 4,000	\$ 20,000	\$ 20,000
			\$ -	\$ 16,000	\$ 4,000	\$ 20,000	\$ 20,000



GLTC Board Agenda Detail

Item #: 4c

Item Title: April 2025 Ridership & Operational Statistics

Action: For Your Information

Summary:

Maintenance Activities are summarized below with associated graphs depicting the year-over-year statistics following.

Ridership was up in April 30.89% compared with our monthly average and was up 7.02% from the previous month.

Ridership:

Fixed Route ridership for the month of January was 58,370

Paratransit ridership for January was 1,388

Flex ridership for the month of January was 1,879

For FTA and NTD Ridership statistics, Fixed Route and Flex are reported together

Service Impacts:

System-wide on-time performance was 80.6% in March.

3.62% of the service was lost due to missed trips in March.

Routes not listed have on-time performance greater than 85%.

Route	1B	3A*	4**	5	8	9	11	12X
On-time	75.2%	75.0%	71.7%	81.7%	83.0%	80.0%	69.2%	80.5%

*Construction

**Liberty Graduation

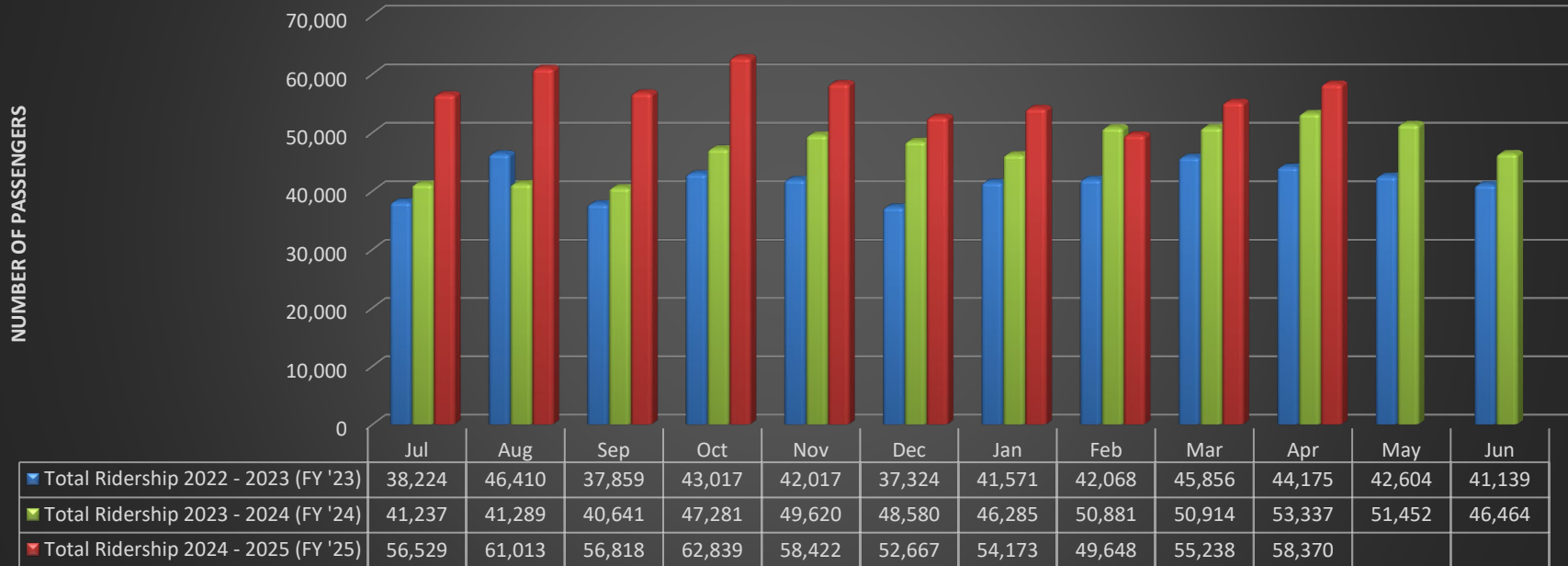
Maintenance:

Maintenance activities are reported as follows for April 2025:

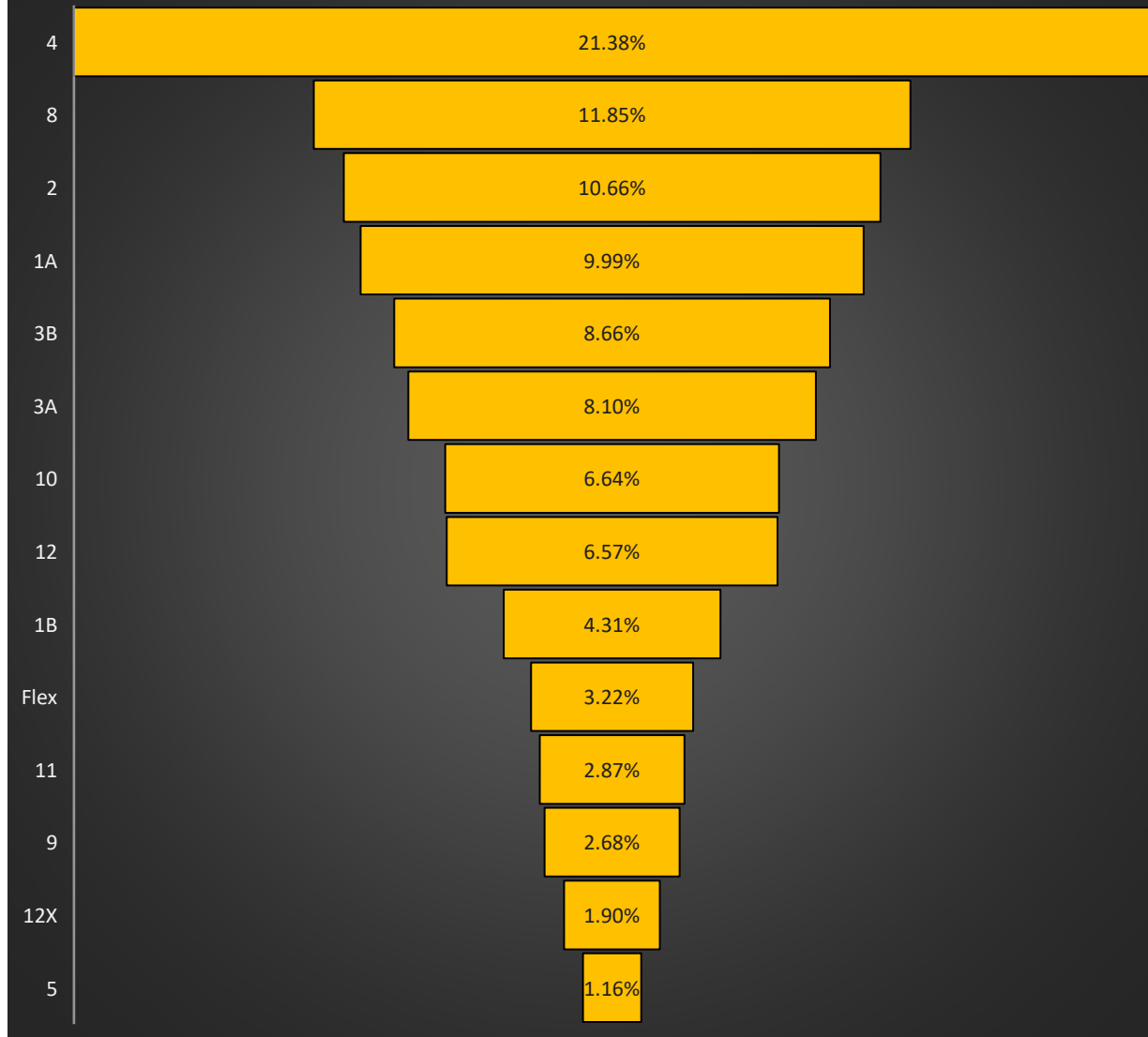
- Total mileage for fixed route – 77,508
- Paratransit total mileage – 11,028
- On-time performance for preventative maintenance activities – 85%
- Fleet downtime – 1.75%



Monthly System Ridership FY23 - FY25



Ridership Percentage by Route

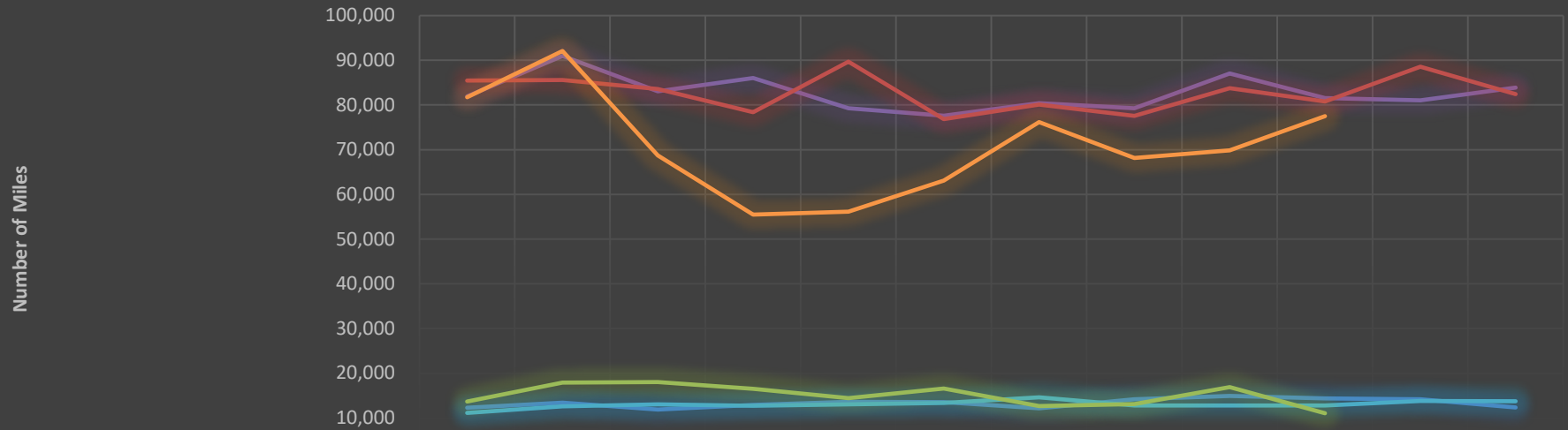


Apr-25

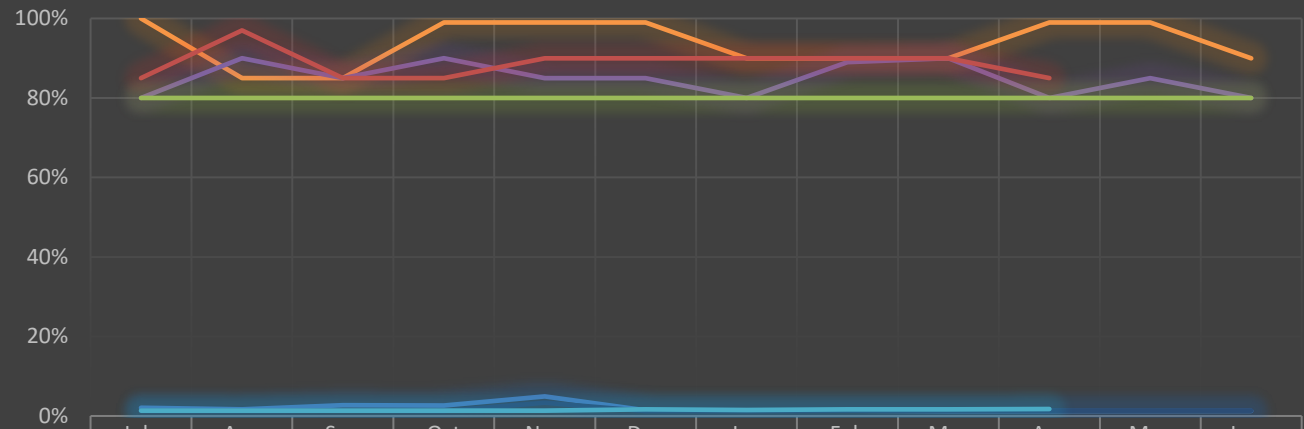
Route	Ridership	Percentage
4	12,481	21.38%
8	6,919	11.85%
2	6,222	10.66%
1A	5,832	9.99%
3B	5,056	8.66%
3A	4,727	8.10%
10	3,873	6.64%
12	3,837	6.57%
1B	2,513	4.31%
Flex	1,879	3.22%
11	1,676	2.87%
9	1,566	2.68%
12X	1,111	1.90%
5	678	1.16%
Total	58,370	100.00%



GLTC Mileage FY23, FY24, FY25



Maintenance Performance FY23, FY24, FY25





GLTC Board Agenda Detail

Item #: 4d

Item Title: Capital Projects

Action: For Your Information

Summary:

The March 2025 Capital Report is attached with the March Financial Statements.

Contacts: Josh Moore

Attachments: March 2025 Capital Report

Action Required: None





GLTC Board Agenda Detail

Item #: 5a

Item Title: Old Business

Action: Discussion

No Old Business

Contacts: None

Attachments: None

Action Required: None





GLTC Board Agenda Detail

Item #: 6a

Item Title: New Business

Action: Discussion and Approval

Discussion of City of Lynchburg Funding Reduction Request

The Board will discuss the funding reduction request from the City of Lynchburg. Due to the short timeline of the request, staff submitted an explanation of what the proposed funding reduction in discussion with the President and Vice President.

GLTC will have an additional opportunity to present to City Council at its meeting on June 10th.

Contacts: Josh Moore

Attachments: FY26 Proposed Budget Draft with Proposed 40% Reduction

Action Required: Discussion and Approval



June 3, 2025

City of Lynchburg

Wynter Benda, *City Manager*

Donna Witt, *Chief Financial Officer*

Mayor Larry Taylor, *City Council*

Vice Mayor Curt Diemer, *City Council*

Sterling Wilder, *City Council*

Chris Faraldi, *City Council*

Stephanie Reed, *City Council*

Marty Misjuns, *City Council*

Jacqueline Timmer, *City Council*

900 Church Street

Lynchburg, VA 24503

Re: FY2026 Greater Lynchburg Transit Company (GLTC) Budget

Dear City Manager Benda; Chief Financial Officer Witt; Mayor Taylor; Vice Mayor Diemer; and Members of Council,

As the Chair of the GLTC Board of Directors, I feel compelled to express serious concern regarding the proposed reduction in funding allocation for GLTC in the FY2026 budget. The Greater Lynchburg Transit Company provides a vital and indispensable service to the residents of the City of Lynchburg - a city that, for many, remains largely unwalkable without accessible public transportation.

In recognition of the City's fiscal challenges, Council's priorities, and economic uncertainty, GLTC proactively reduced its original budget request by 17.61%. This was achieved through a strategic proposal to join the City's insurance plan, an initiative that would generate savings for both entities substantially. While the insurance plan proposal has been in discussion since last year, it has still not yet been confirmed by the City. The current situation creates further challenges for GLTC's budget and cash flow concerns until the proposal is finalized.

Despite this good-faith effort of initial reduction in our budget request, GLTC was informed on May 29, 2025, of a request for additional reduction of at least 10%. Upon further clarification, the effective request appears to be closer to a reduction of \$750,000 (or ~40%) cut in GLTC's funding from Lynchburg City.

Let me say this in no uncertain terms, a reduction of ~40% of the GLTC funding by the City would be catastrophic and have a devastating impact on our operations. Although we could maintain some level of service, we would be forced to implement major reductions, such as cutting multiple routes, consolidating others, and reducing staff. Moreover, the loss of such a significant portion

of local funding would trigger a reduction of funding at the state and federal levels as much of that funding is dependent on local matching contributions. If this funding gap persists, it could ultimately lead to the collapse of our public transit system. We are doing everything we can to avoid that, but it is critical to recognize the gravity of this situation.

Even a 10% reduction would have immediate consequences, including the discontinuation of Sunday service. This would directly impact those who rely on public transit for work, worship, and essential activities.

GLTC's local funding request represents less than 1% of the City of Lynchburg's overall budget, and yet, this modest allocation is critical to the GLTC's ability to serve the community. Importantly, this service provides the City a 1 to 4 return on investment. For every one (\$1) dollar the City invests, it receives four (\$4) dollars of service. This service allows people to access jobs, education, shopping, medical services, and other vital components of our community. Fundamentally, reliable public transportation is an indispensable requirement for a thriving City.

With the utmost respect, I strongly urge Council to reconsider any further reductions to the GLTC budget. I hope you will share in our commitment to ensuring continued access to transit for the people of Lynchburg.

Sincerely,

A handwritten signature in dark ink that reads "Cameron Howe". The script is cursive and fluid, with the first name "Cameron" being larger and more prominent than the last name "Howe".

Cameron E. Craddock Howe
President, *Board of Directors*
Greater Lynchburg Transit Company

CC: Alicia Finney, *Clerk of Council*



GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

June 2nd, 2025

Re: FY26 Proposed Budget with 40% City Reduction

Dear Donna Witt,

GLTC Staff have prepared a proposed budget for FY 2026 showing a further reduction of the City's Operating Assistance from the originally requested \$2,280,887 to \$1,129,308, cutting in half the originally proposed GLTC operating request.

Revenues:

GLTC's original request for operating assistance was revised by City staff to \$1,879,308 following proactive discussions between GLTC and Senior City staff regarding GLTC employees joining the Lynchburg City Schools and City employees on their joint health insurance program. This would have been a positive savings for all parties and allowed GLTC to reduce its request for funding to the City by \$421,000.

This further request to reduce City funding by \$750,000 (40%) brings the operating assistance amount to \$1,129,308. This will also reduce the amount of Federal Operating Assistance that GLTC will be able to utilize as the Federal operating assistance requires a local match percentage for utilization. The reduction in local match requires GLTC to reduce its Federal Operating Assistance by \$1,812,135, for a total reduction in revenues of \$2,963,714 from GLTC's original request, or \$2,562,135 from the amended request.

Expenses:

GLTC staff had discussed with City staff joining the City's health insurance plans in a bid to both reduce the amount of funding needed by GLTC, thereby saving taxpayer funds, and to reduce GLTC's expenses and mitigate one of the hazards that a mid-sized employer has in the current health insurance market. For each dollar that the City gives to GLTC, more than four dollars in service is provided, resulting in a 300% return on investment.

Summary:

With this reduction in funding, GLTC will have to enact several strategies to reduce expenses to these levels. This would include:

- Joining the CoL/LCS Health Insurance plan
- Elimination of all Sunday Service, including paratransit and Flex service





GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

- Eliminating the 1B Monday through Saturday
 - This will also necessitate changes to the 1A to ensure service to the Health Department, including not servicing the Transit Station both directions, the elimination of stops at Jefferson and McGurk House, and the elimination of the deviated stop at the Lynchburg Housing Authority
- This will also require a Reduction in Force of:
 - 4 FT Operators
 - 6 PT Operators
 - 2 PT Paratransit/Flex Operators
 - 2 Maintenance/Utility
 - 1 PT Technician Helper

GLTC staff would like to note that these reductions in service will also likely affect the State Operating Assistance received by GLTC by reducing the expenses and ridership, which will likely result in a decrease in funding beginning FY27. The exact effect is not able to be calculated at this time, as it will also depend on the audited financial statements of the other thirty-seven transit systems in the Commonwealth.

Due to the potential significant fluctuation in local funding, GLTC staff were required to inform both the Federal Transit Administration (FTA) and the Virginia Department of Rail and Public Transportation (DRPT) that there may be significant service disruptions. Additionally, the FTA is now requiring GLTC staff to provide a three-year proposed operating assistance plan for their review. The next three years of operating assistance from the City is needed by June 5th, 2025, to allow staff to submit this information to the FTA by the deadline of June 6th, 2025.

Finally, the reduction in funding from the City will have an impact on GLTC's cash flow and its ability to pay bills. All Federal and most State funding operates on a reimbursement basis which requires GLTC to outlay for expenses as they occur and then submit reimbursement requests after the end of the month or quarter.

I understand that there are a lot of unusual components to GLTC's funding due to the mixture of Federal, State, and local funds. Please do not hesitate to reach out if you have any questions or wish to have a more detailed explanation of any of these items.

Sincerely,

Joshua A. Moore
General Manager



GREATER LYNCHBURG TRANSIT COMPANY**CENTRAL VIRGINIA TRANSIT MANAGEMENT CO, INC.****Draft Proposed Fiscal 2026 Operating Budget**

REVENUE	FY2026		FY2025	
	Draft (-40%)		ADOPTED	
	BUDGET		BUDGET	
FRT Passenger Revenue	\$	481,000	\$	438,500
DRT Passenger Revenue	\$	37,500	\$	36,120
Contracts (CVCC Access)	\$	51,036	\$	51,036
Non-Operating Revenue	\$	65,000	\$	65,000
Advertising Revenue	\$	85,000	\$	70,000
City Operating Assistance	\$	1,129,308	\$	1,879,308
County Operating Assistance	\$	91,575	\$	84,958
State Operating Assistance	\$	2,501,984	\$	2,690,305
Federal Operating Assistance	\$	3,254,431	\$	4,292,885

TOTAL REVENUE	\$	7,696,834	\$	9,608,112
	\$	-		-

EXPENSES**FIXED ROUTE**

Operator Labor	\$	1,514,290	\$	1,813,862
Operator-Overtime	\$	223,968	\$	235,802
Other Salaries & Wages	\$	482,886	\$	464,313
Supervisors-Overtime	\$	21,500	\$	22,999
Fringe Benefits	\$	342,240	\$	1,246,487

TOTAL FIXED ROUTE	\$	2,584,884	\$	3,783,463
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DEMAND RESPONSE

Operator Labor	\$	400,091	\$	389,961
Operator-Overtime-PTS	\$	11,698	\$	11,699
Other Salaries & Wages	\$	115,100	\$	110,673
Fringe Benefits	\$	55,200	\$	257,241

TOTAL DEMAND RESPONSE	\$	582,089	\$	769,574
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MAINTENANCE

Other Salaries & Wages	\$	870,588	\$	870,186
Inspection&Maint,Srvc-Overtime	\$	53,899	\$	54,802
Fringe Benefits	\$	99,360	\$	464,434
Fuel & Lubricants	\$	900,201	\$	900,201
Tires & Tubes	\$	100,000	\$	100,000
Other Materials & Supplies	\$	370,000	\$	370,000

TOTAL MAINTENANCE	\$	2,394,048	\$	2,759,623
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ADMINISTRATION

Other Salaries & Wages	\$	506,588	\$	487,104
Fringe Benefits	\$	55,200	\$	244,574
Services	\$	568,283	\$	568,283
Utilities	\$	259,803	\$	252,236
Casualty & Liability Expenses	\$	270,867	\$	268,185
Information Technology	\$	200,050	\$	200,050
Other Materials & Supplies	\$	131,676	\$	131,676
Miscellaneous	\$	143,346	\$	143,346

TOTAL ADMINISTRATION	\$	2,135,813	\$	2,295,454
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TOTAL EXPENSES	\$	7,696,834	\$	9,608,112
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NET INCOME/(LOSS)	\$	-	\$	-
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Pending HI Pricing



GLTC Board Agenda Detail

Item #: 7

Item Title: Presidents Report

Action: Discussion

-- Optional Report/Comments by GLTC Board President --





GLTC Board Agenda Detail

Item #: 8

Item Title: Next Meeting & Adjournment

Action: Adjournment

-- Opportunity for any final Board Member Comments or Remarks --

The next GLTC Board Meeting is scheduled for June 2nd, 2025, at 8:30 am

The next GLTC Work Session is scheduled for June 19th, 2025, is Tentatively Canceled

All meetings will be held at the GLTC Transfer Station, 800 Kemper Street, Lynchburg, VA

Consider Adjournment





GLTC Board Agenda Detail

Item #: N/A

Item Title: Board Roster and Attendance Log

Action: None

GLTC BOARD OF DIRECTORS MEMBERSHIP ROSTER

Ben Blanks	bblanks@gltconline.com
Gary DuPriest	
Christopher Hackman	chackman@gltconline.com
Valarie Holmes	vholmes@gltconline.com
Cameron Howe	chowe@gltconline.com
Brian Landergan	blandergan@gltconline.com
Andre Miller	amiller@gltconline.com
Greg Patrick	gpatrick@gltconline.com
Tab Sprouse	tsprouse@gltconline.com

Members may be reached by mail by addressing items to:

[Board Member]
GLTC Board of Directors
PO Box 11286
Lynchburg, VA 24506

