



# Board Retreat

MARCH 19<sup>TH</sup>, 2026

Today's Challenge → Outcomes → Implementation

FY26 Budget Review · Funding Strategy · Service Options

# The Three P's

## Purpose

GLTC provides public transit service to the City of Lynchburg, with additional contracted service to Madison Heights, and portions of Bedford and Campbell Counties

## Process

Discussion of the key points, challenges, possible funding and service scenarios, and selection of paths forward

## Payoff

GLTC will determine a path forward based on funding likelihood and total available funds and design service to meet those requirements

**“We’re Here to Get You There!”**

**GLTC’s mission is to provide safe, dependable, affordable, accessible, and high-quality public transportation to the Central Virginia community.**

# Agenda Overview



## Key Points

### 01 Value Story

Who we are; What we do; Why we're here

### 02 History

Review past performance and relationship context

### 03 Challenge

Expiring state grants + flat City funding meet rising operational costs

### 04 Options

Find savings · Improve service · Drive efficiency

# Value Story

## Why

GLTC is a service that provides transportation so that customers can work, shop, and live in Lynchburg without a car or in a single car household.

## What & When

Fixed Route, Paratransit, and Microtransit (Flex)

Weekdays: 5:15am till 10:15pm

Saturdays: 6:15am till 10:15pm

Sundays: 8:15am till 7:15pm

## Who

68% of customers are going to work on fixed route/Flex\*

35% of customers are going to work on paratransit

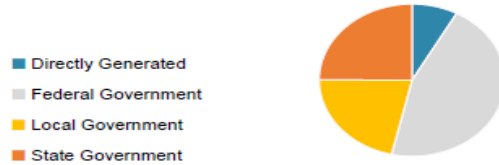
49% of customers are going to medical appointments on paratransit

\*American Community Survey, Feb 2025

# Operating Metrics Breakout

FY 27 Estimated Fixed Route\* Cost per Hour: \$158.93  
 \*Includes paratransit

## Operating Funding Sources

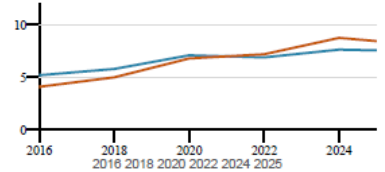


## Capital Funding Sources

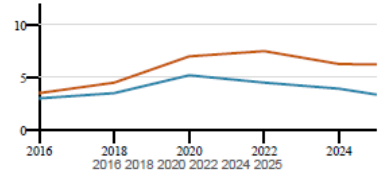


FY27 Estimated Flex Cost per Hour: \$125.82

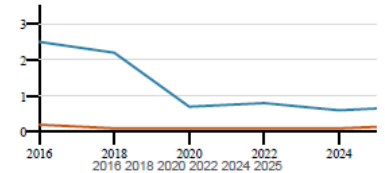
## Operating Expenses per Vehicle Revenue Mile



## Operating Expenses per Passenger Mile



## Unlinked Passenger Trip per Vehicle Revenue Mile



## Unlinked Passenger Trip per Vehicle Revenue Mile

Metrics	Service Efficiency		Service Effectiveness				
	Mode	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per PMT	OE per UPT
Demand Response		\$8.45	\$91.02	0.1	1.5	\$6.23	\$60.44
Microtransit		\$5.91	\$91.19	0.6	2.9	\$8.83	\$31.65
Bus		\$7.57	\$113.10	0.7	9.7	\$3.36	\$11.62
<b>Total</b>		<b>\$7.31</b>	<b>\$98.44</b>	<b>0.5</b>	<b>4.7</b>	<b>\$6.14</b>	<b>\$34.57</b>



# History

## 1880

**Year GLTC was founded**

Serving Lynchburg's community for over 145 years — ferrying riders to work, healthcare, education, and opportunity.

## Our Story



### Why

GLTC has been here since 1880 — an essential public utility for Lynchburg's workforce and community. GLTC was formed by the City in 1974 when the private transit company was acquired by the City.

GLTC started with horse-drawn trolleys, then became one of the first electric streetcar systems in the world, before transitioning to buses



### Where

Coverage across Lynchburg and surrounding areas — GLTC has evolved as Lynchburg has grown to ~49.5 square miles, stretching our service area as the City grew in three directions. For key corridors, you must leave the City then reenter (Enterprise Dr, Graves Mill)

Roanoke is ~43 square miles while Richmond is ~63

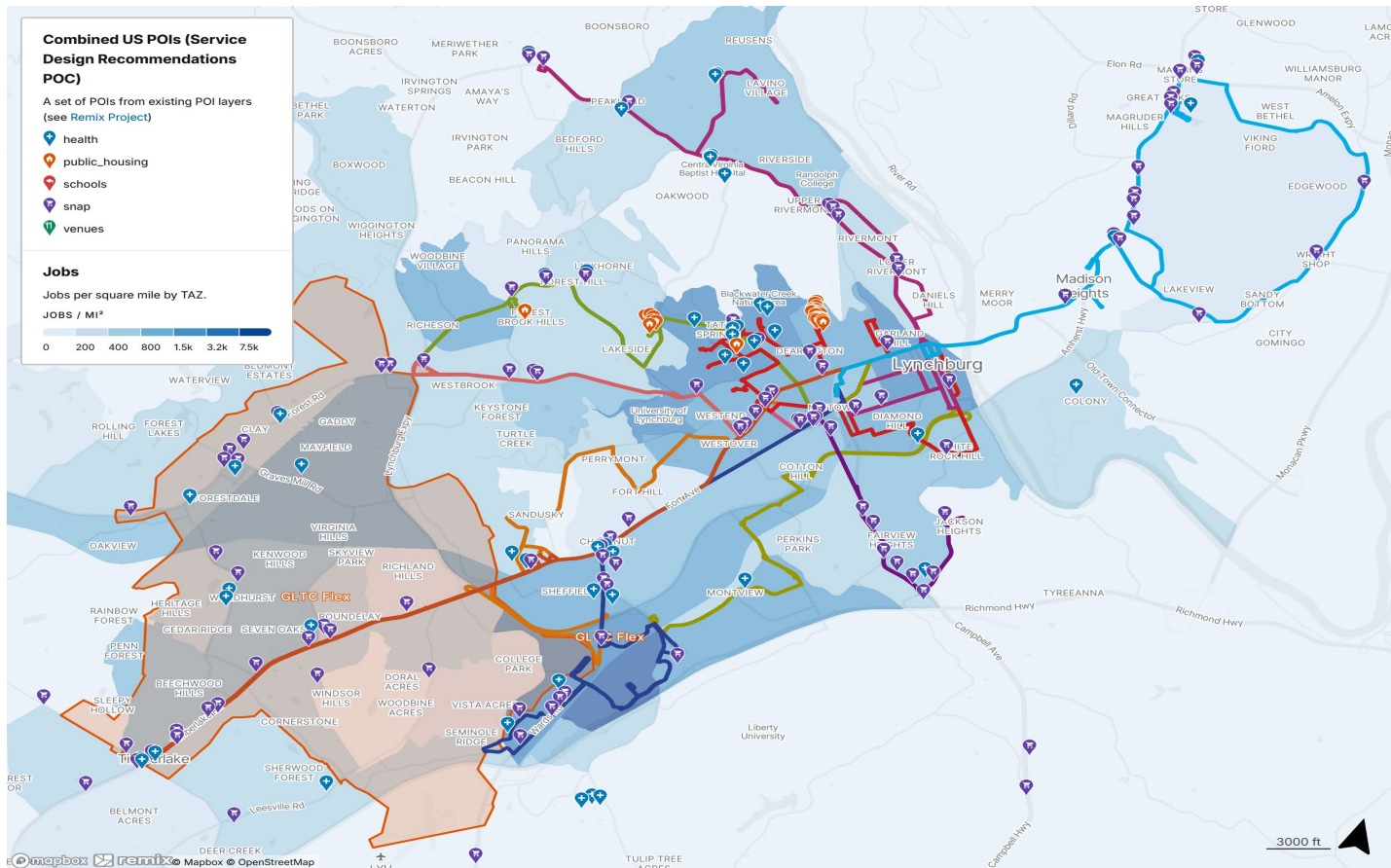


### When

GLTC currently runs 17 hours a day on weekdays, 16 on Saturdays, and 10 on Sundays. Service operations for 359 days a year.

We generally reduce service only 2-3 times a year for extreme weather.

# Service Area – Jobs and POI's



# Today's Challenge

Current pain points and business pressures  
demanding immediate action.

## Three Focus Areas



01

### Today's Challenge

Flat revenues from the City and expiring state grants are not sufficient to meet the local match requirement. Strategic decisions about what GLTC service should look like and funding avenues to pursue.



02

### Funding Overview

Overview of funding needs: Level Service, Median Funding, and Level Funding scenarios.



03

### Options

Options and staff recommendations for the three main scenarios for funding and service levels for FY27

# Challenges Facing GLTC

*Driver recruitment and retention is an industry-wide problem. Intense competition for CDL operators among transit agencies, delivery companies, public schools, trucking, construction, medical, and for-hire companies both contribute to scarcity and require upward wage growth.*

- Operators need to pass stringent DOT medicals, including sleep apnea testing, vision, and medical evaluations.
- Diabetic and heart issues are two of the most common disqualifiers.
- Stringent DOT drug testing excludes any marijuana usage, regardless of state laws.
- Employees have pre-employment, random, post-accident, reasonable suspicion, and return-to-duty tests.
- Drug tests are a “one strike and you’re out” scenario.
- Roughly 1/3 of all pre-employments fail the drug test even when told beforehand that we test.

*Most transit systems in Virginia pursue one-time and limited-term grants for funds to reduce the operational costs to their localities.*

- DASH (Alexandria) has typically paid for all transit service from local funds, but will reduce the depending on their state allocation or any special grants.
- Other systems such as WATA do not pursue any state grants and require the localities to contribute 100% of the operating costs.
- GRTC currently has a TRIP grant similar to GLTC’s for their fare free program which will expire the same time as our TRIP grant (these are limited in scope and to only available to certain agencies).

*Rising Costs are contributing to increasing financial impacts*

- Insurance (primarily health but also liability) increases are being driven by rising medical costs.
- Vehicle replacement costs have increased substantially in the last several years, with a ~25% increase from tariffs.
- Vehicles, parts, and components have become harder to get and now have much longer lead times.
- Previous Toyota method (just-in-time) parts rooms are reverting to keeping larger inventory stocks.

# Current Fiscal Challenges

*GLTC has operated under the determination that the City wished to maximize DRPT and FTA grants and minimize the local match for as much of both daily operations and capital purchases as possible.*

- Without TRIP and demonstration grants, GLTC would have required additional funds from the City in the FY24, FY25, and FY26 fiscal years.
- GLTC had requested a higher local match in FY26, but reduced it after discussions with City staff on potential cost savings via joining on health insurance

*Prior to Covid, Liberty University provided much more local match to GLTC through its contracted services, allowing for a reduced Federal share match from the City.*

- This also allowed GLTC to take advantage of higher STIC (Small Transit Intensive Cities) funding to increase Federal allocations and increase the DRPT operating assistance.
- The reduction of LU service has decreased the formula 5307 funds that GLTC receives and GLTC will need to eventually require a higher local match or reduce service to meet the annual 5307 allocation.

*Anticipated continued cost increases will contribute to increasing financial pressures.*

- GLTC does not have reserves or long-term funding options to allow for advanced planning. All planning is reactive on a yearly basis. The timing of budget creation means that multiple budgets must be passed to account for each iteration by partner agencies.
- This issue is not only affecting GLTC, but also transit systems around the US.
- GLTC staff have discussed potential predictable funding options with City staff including dedicated funding as a % of the budget or a baseline contribution.
- Many VA systems utilize their 5307 for capital only to receive the higher paired DRPT/FTA ratio of 80% Federal, 16% DRPT, 4% local costs for capital projects.

# Current Fiscal Challenges

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## *GLTC continues to utilize its Federal 5307 at a higher rate than is earned each year*

- This will eventually need to be corrected with either increased local funding or decreased operational expenses in the FY28/29 timeframe
- Current appropriation is ~\$3,600,000

## *GLTC does not have operating reserves and is extremely susceptible to cash flow disruptions and the timing of funds*

- Industry best practice is to keep at least one quarter of expenses as a reserve, ~\$2,500,000 for GLTC
- GLTC has a previous cash flow loan of \$500,000 from the City along with ~\$424,000 from a previous year's surplus which have helped with cash flow in the last year

## *GLTC must return all surplus funds to the City, and the City must make up all operating shortfalls for GLTC*

- This creates a possibility for significant outlays from one or the other party at the end of the fiscal year, which leads to uncertainty for both sides
- As this happens each year, there is no method for “smoothing” any outlays from one year to the next

# Comparable Agencies

Charlottesville is proposing an increase for CAT of \$2.2 million in FY27 for hiring additional operators, support staff, and fare free.

- FY2026      Total Budget: \$15,879,891      Local Contribution: \$7,892,451      Percentage: 49.7%
- FY2025      Total Budget: \$15,101,398      Local Contribution: \$6,271,248      Percentage: 41.5%

<https://www.29news.com/2026/03/03/charlottesville-city-manager-proposes-budget-with-two-cent-real-estate-tax-rate-increase/>

Roanoke is proposing a decrease of \$292,000 to Valley Metro from the previous year.

- Utilized AARP (pandemic) funds until December 2025, now using DRPT pilot grant program for funds.
- FY2026      **Total Budget: ~\$14,700,000**      **Local Contribution: \$2,370,586**      **Percentage: ~16%**
- Local funds also come from City of Salem, Town of Vinton, NEVMPO, Virginia Tech, Carilion, and assorted others.

# Current Step Down and Expiring Grants

*GLTC currently has one Transit Ridership Incentive Program (TRIP) grant for adding an additional bus on Rt 4 to reduce the headway.*

- This grant is a 5-year grant with the state share stepping down each time the funding is exhausted in an 80%, 60%, 30%, 20%, 10% format. GLTC is currently stepping from 60% to 30% near the end of this fiscal year.
- This grant did add new service onto Rt 4.
- Rt 4 accounts for ~20-25% of GLTC's monthly ridership (varies by time of year).

*GLTC has a demonstration grant for microtransit service which will expire this year.*

- This is a single year grant that can be awarded twice based on performance. GLTC has been awarded this grant in FY25 and FY26.
- This grant pays 80% of the cost of microtransit service, including overhead.
- This was a new service type, but replaced existing Rt 6 and 7 service to test whether microtransit would be cheaper to operate than the fixed routes.
- Without this grant, the City would have been required to increase its local match for each of the past two years to fund the fixed route service that previously existed.

*GLTC has a TRIP Safety and Security Grant renewable each year for security officers.*

- This pays for police officers from the City of Lynchburg for security at the Transit Station.
- This grant is 80% DRPT and 20% local.
- While only a year, there are not many current users of TRIP funds although they have a dedicated funding stream, so there is a very high likelihood of receiving the grant year for the near future.

# Current Step Down and Expiring Grants

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GLTC also has an intern grant which must be applied for each year.

- This is a single year grant that GLTC has applied for each year for the last several years.
  - This grant pays 80% of the cost of our current Finance Intern.

# TRIP Grants in FY27

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*\* GLTC has three discretionary TRIP grant requests in for FY27*

**INTERN** - Continuation of our intern grant. This pays 80% up to the grant maximum. This must be applied for each year.

- \$15,862

**MICROTRANSIT (FLEX)** - This will support microtransit service continuation for the next five years for a total of \$1,519,514.22 in State funds and steps down each year.

- Year 1: 80% - \$558,000
- Year 2: 60% - \$454,230
- Year 3: 30% - \$233,928.45
- Year 4: 20% - \$160,630.87
- Year 5: 10% - \$82,724.90

**SAFETY AND SECURITY OFFICERS** - This pays 80% of the costs of the Lynchburg Police Department officers that patrol the Transit Station. This is a single year grant that must be applied for each year

- \$80,000

# Increasing Local Match

**Local match can be compromised of Contracts (CVCC), advertising, and state and local funds and grants.**

- GLTC has benefited from increased advertising in the past several years.
- GLTC has leaned into new advertising partners over the last year, with several contracts with partners that will be unveiled soon.
- Staff are have using new technologies (bus infotainment) as an upsell point, and are exploring additional new advertising avenues such as shelters, smartcards, and other materials.

**Advertising for FY26 will be more than budgeted, allowing for additional local match dollars to be utilized.**

**Advertising for FY27 has been increased based on several contracts for the upcoming year. These have the potential to become multi-year contracts if the advertiser feels there is a significant ROI.**

**Bringing additional agency universal pass contract partners onboard will convert those funds from fares to contract local match revenues. This would change how some agencies purchase passes and would not be as flexible.**

# Fare Collection

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Fares collected can not be used for local match. They must be subtracted “off the top” before calculating for Federal operating assistance.

- GLTC’s fares were last raised in 2011, and then were the highest in the state.
- ~50% of the fixed-route agencies in the state do not charge fares (this is closer to 25% for all transit agencies).

## Fares across the state

- WATA’s fares are cheapest for the fixed-route agencies.
- Northern VA commuter services are highest, although several agencies (DASH, CUE, OmniRide, Loudon Co, and FXBUS) are fare free.
- GLTC’s current fare of \$2 is at the midpoint for current fare prices.

## Simpson-Curtin Rule

- General rule-of-thumb that for every 3% increase in fares, a 1% decrease in ridership is noted (-0.3 elasticity)
- The baseline is a city of 1 million, with smaller cities tending to show higher elasticity (more affected)
- Raising the fare \$.25 would likely cause a drop in ridership of ~28,700
- Revenues would fall from ~\$524,0000 to ~\$503,000
- Raising the fare \$.50 would likely cause a drop in ridership of ~57,400
- Revenues would fall from ~\$524,000 to ~\$482,000

# Major Risk Areas

## ◆ Wages

Largest single expense. Year-over-year comparison. Competitive wages essential to retaining drivers.

## ◆ Health Insurance

Rapidly rising cost. Year-over-year growth in fringe benefit obligations.

## ◆ Fuel/Parts

Volatile commodity. Year-over-year impact of fuel market fluctuations.

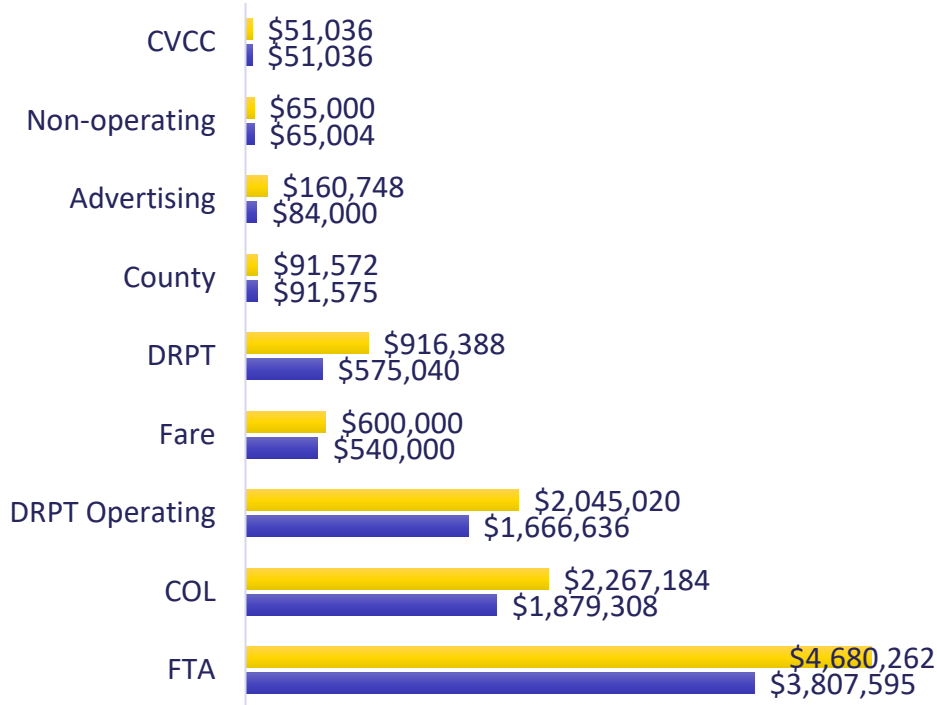
Parts are becoming scarcer and have longer lead times. The just-in-time method is no longer as viable.

## ◆ The Rest...

General inflation on materials, utilities, and IT expenses — cumulative budget pressure.

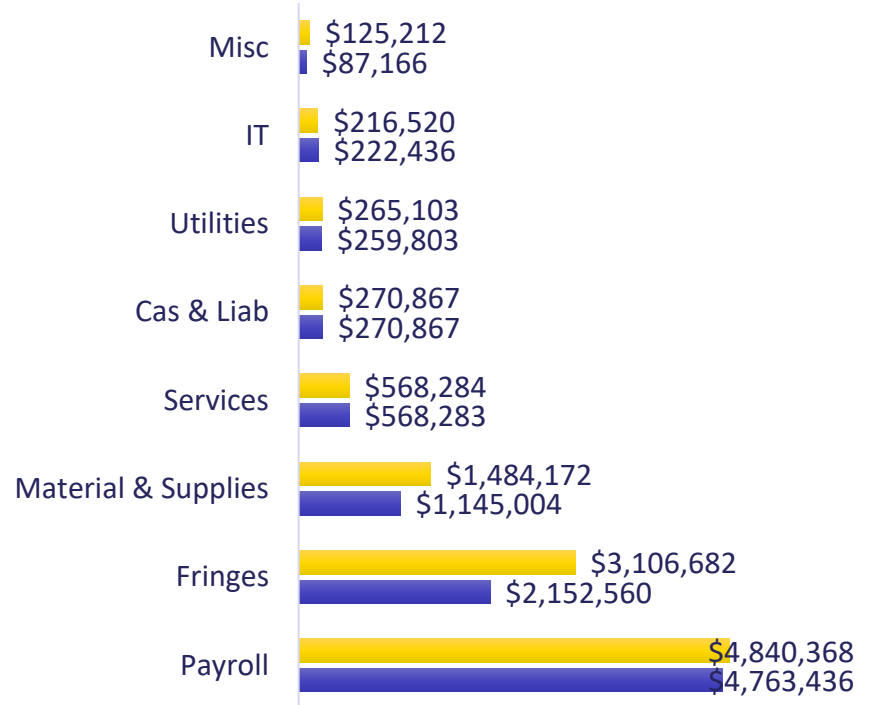
## FY26 vs FY27 Revenue Comparison by Category

■ FY27 ■ FY26



## FY26 vs FY27 Expense Comparison by Category

■ FY27 ■ FY26



# The Funding Flow

Small changes in local match create large downstream effects on federal draw.  
Local match is required for almost all DRPT and FTA grants.

## Strengthening Funding Through Smart Allocation:

### TRIP

TRIP grants are limited to specific use cases and only certain agencies

TRIP for fare-free and regional connectivity are 5-year grants when awarded, with a step-down in funding each year

### Ridership

Ridership affects DRPT Operating Assistance and Small Transit Intensive Cities (STIC) funding from FTA

Higher ridership and competitive costs increase funding. STIC has several distinct tiers that automatically add \$512,505 per tier but have hard criteria.

DRPT funding is on a sliding scale compared with other agencies in the state

### Ridership

Ridership is affected by service levels and consistency and are based on multi-year pattern trends. A drastic change for one year will be felt for several years afterwards

Service cancellations and frequent detours can affect ridership (Rt 1B)

Fare free days can have no impact on ridership (cold weather), but can increase ridership (hot weather and early voting)

### Example

For FTA, the match required is usually 50%, DRPT may be as low as 4%, but generally 20-30%

Example: Security officers are funded for \$50,000 in FY26, with 80% (\$40,000) TRIP funded, and 20% (\$10,000) local. A drop from 20% to 10% (\$10,000 to \$5,000) would decrease the state funding from \$50,000 to \$25,000

# Beyond ROI's

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GLTC provides an infrastructure service akin to roads, water, sewer, police, and fire.

- While GLTC does have a Return on Investment of 1 to 5 for direct dollars spent, indirect benefits are much higher
- In the City's Comprehensive Plan, it notes that, "Transit is an integral part of the transportation network and, much like roads, the City must strike a balance through the coordination of the GLTC route planning and the City's land use planning to provide for the successful growth and development of the City".

68% of GLTC customers are going to work. Flex (microtransit) supports several large industrial parks (Jefferson Ridge, J Crew, Framatone, Tomahawk) allowing better service to these large employers. City employees ride both fixed route and paratransit to work, as well as employees at Cloudflare, CVPDC, and other locations downtown.

- GLTC reduces parking needs, especially downtown
- Allows customers who do not drive due to medical or financial reasons to reach employers who they may not be able to otherwise
- Supports several of the City's goals for housing and land use

GLTC operates fare free service in weather emergencies and for select dates for voting.

- Fare free twice during early voting and on election day
- Operates fare free when the weather is above or below a certain temperature to allow residents to have a warm or cool place to temporarily be and to travel to longer term shelter
- Fare free days generally do not decrease fare collection revenues substantially unless they are more than 3-4 days

# Beyond ROI's

GLTC provides space and support to its partners for training, meetings, events, and emergency response

- GLTC has provided a standby vehicles for VDOT, the City, and other local partners during severe weather, including providing a vehicle for the University of Lynchburg during their recent power outage.
- GLTC has provided shuttle service at no charge during the last several elevator outages at the Court St/Church St elevator.
- GLTC has assisted the Downtown Lynchburg Association and the Hillcats (formerly) with shuttle service for critical events.

LFD, LPD, CoL, BWXTFD, and the State Fire Marshal's Office have conducted training utilizing GLTC's lots and training rooms

- GLTC's Bradley Dr facility has sufficient pavement space for advanced maneuvers with fire trucks and is not damaged by their weight or running the engines and pumping systems for long periods of time.
- Provided a centralized, under-cover location for confined spaces training for area fire departments via the State Fire Marshal's office.
- Provided space to allow LPD's Tactical Response team to practice in the Operations and Maintenance building.
- Provided shuttles for City staff and trainers for critical training for Public Works, including bridge inspections.
- Provide shuttling for the City's Citizen Academy each year.
- Provide space for City training and Council meetings as needed.
- Partner with the Registrar's Office to allow them the use of the O&M facility for training, and the Community Room at the Transit Station for their routine meetings as well as special use during election events.

GLTC supports giving back to the community, driven by employees

- This includes charity events (car show and pool tournament) that raise funds for employee selected local charities as well as clothing and food drives that have benefited:
- Park View Mission, 40 Ways Coalition, Peacemakers, 1 Community 1 Voice, DARS, LCS, Daily Bread, and XXXXX

# Transit with City of Lynchburg Goals

Minimize the cost of living in the City to make it more attractive to residents

Helps the City with scoring for multi-use projects such as the 501/221 interchange, which GLTC has supported for many years with data and letters of support

GLTC has a role in helping the City meet its goals for the Comprehensive Plan and for the Impediments to Fair Housing Choice plan approved by Council in 2020. GLTC reports on metrics to City staff to incorporate into the yearly updates.

- Key items for this plan include:
  - Increased service on the Graves Mill corridor, which was provided by Flex
  - “Expanding the public transit system to higher opportunity areas could increase opportunities for low-and moderate-income residents”
  - Increasing the number of stops, and improving access to routes in higher opportunity areas and employment centers in the City and for individuals working unconventional hours
  - Centralizing service providers in high transit access locations

GLTC also proposed the initiation of work on the 12<sup>th</sup> Street Corridor Transit Oriented Development project which is being managed by CVPDC

- This was viewed both to advance GLTC priorities for additional transit stop replacements and upgrades on 12<sup>th</sup> St, as well as meeting goals set by the GLTC Board and City of Lynchburg for the area, with the intent to utilize funds that are accessible to transit agencies from the Federal Transit Administration

# Turning Funding Into Impact



## FULL FUNDING

**100%**

Maximum service levels. Full operating capacity across all routes and modes.

Current budget held with focused operational efficiency improvements.

May be accomplished with no DRPT grants or DRPT grants and additional City funds



## MEDIAN FUNDING

**~82%**

Core services maintained with selective route optimization.

Level City funding with DRPT grants.

5-Year Grants will step down at 80%, 60%, 30%, 20%, 10% threshold each year



## LEVEL FUNDING – NO DRPT

**~65%**

Critical services maintained with substantial service reductions.

No DRPT grants

# Optimize & Recommend

Three lenses for driving value at GLTC



## Find Savings

Identify service inefficiencies, cost leakages, and untapped opportunities within current operations.

*Optimization and efficiency gains across routes.*



## Improve Service

Options for service improvements and potential minor cost savings.

*A slide for each option during board discussion.*



## Drive Efficiency

Long-term transformation through optimization and What/Does opportunities. Sustainable improvement.

*Reduce operating cost ratios over the long term.*

# What has Worked

GLTC advertising has been strong in FY26 and contracts that extend into FY27 are continuing this growth

- This includes new advertising types (infotainment) as well as new advertisers.

GLTC has been aggressive in pursuing grants to minimize the increasing cost of operations to the City, leveraging TRIP funding and new technologies

- Expanding service on Rt 4 (Wards Rd) with an extra bus funded by TRIP
- This increased ridership ~20% on our most heavily utilized route
- Converting Rt 6 & 7 to microtransit utilizing demonstration funds, and now securing TRIP funding
- This allowed for cost savings to defer more substantial increases in local match
- This allowed GLTC to prove the concept on changing a fixed route to microtransit and obtain detailed financial and operational data

Deploying new technologies and acting as a testbed for the state, allowing GLTC to help drive innovation and position itself to continue to be a leader in both technology and efficiency

- This includes new technology such as eMirrors (digital mirrors, eInk signage, and infotainment)
- GLTC is working with VDOT, DRPT, VSP, and now DASH (Alexandria) to allow for the removal of physical mirrors in a test program that may potentially write new rules for vehicles in the state
- A joint statewide procurement for software allowing for better cost sharing and pricing
- Mobile fare collection systems and modern payment methods allowing for better data and customer transactions

# What has Not Worked

**Flex (microtransit) has been wildly successful, but has also introduced new issues.**

- The service is extremely popular and has now reached the point where operational costs have matched the previous Rt 6 & 7 buses operated in this area, although ridership is ~triple the bus ridership prior to the change.
- Originally it was hoped that microtransit service would be cheaper to operate than fixed route, but it is less efficient and does not scale as easily (smaller vehicles).

## Loss of Liberty University service

- The elimination of Liberty University service reduced the amount of local match by ~\$2,000,000 to \$3,000,000 a year (based on service).
- This also reduced the STIC funding from FTA and reduced DRPT operating assistance substantially. GLTC is still recovering from this, although increased ridership and good operational metrics have increased GLTC's apportionment each year.
- Although there is always a possibility of service returning to GLTC, staff does not feel that it is very likely at this time.

## Loss of contracted services

- Local colleges (excepting CVCC) have stopped utilizing GLTC's Universal Pass program which allows all covered students or employees to ride "free at the point of use" with the college paying a contracted rate.
- This program also counts as local match.

# Service Improvements

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GLTC replaced Rt 6 & 7 with microtransit service to reduce costs and provide better service in a suburban environment.

- Ridership tripled the previous fixed route ridership
- Costs have risen to equal fixed route with the need for multiple vehicles
- It requires more employees to operate than fixed route

Staff are continually adjusting routes to keep them on time and allow for fewer delays

- Most changes have reflected timepoints or detour routing
- Changes were made to Rt 8, 11, & 12 last year to improve service

*Additional payment options, ease of payment, and better information systems have all helped increase ridership. A significant jump in ridership was observed after the roll-out of our new vehicle locator system several years ago.*

# SWOT Analysis

## STRENGTH



- Multi-modal access from GLTC to Amtrak, Breeze Bus, Greyhound at Kemper St
- FlexFare (mobile ticketing) and information systems
- Named Best Place to Work in 2023
- Long history of transit in Lynchburg, predating many other community institutions

## WEAKNESS



- Funding and service is dependent on yearly changes in budget, no ability to plan for outyears
- Ongoing operator shortages are affecting on-time performance
- Rising fuel, utility, and insurance costs
- Reliance on 5307 grants to fund operations
  - Possible future fiscal cliff in FY28/29 as current usage exceeds appropriation each year

## OPPORTUNITIES



- Microtransit expansion to low-density corridors (first-mile/last-mile)
- Recruit additional partners for Universal Pass
- Dedicated funding at state and local level
- Growing car-free or single car households/people who don't drive
- Continued cooperative development with partner agencies statewide
- TOD projects can increase ridership and reduce congestion
- More frequent service would increase performance and ridership metrics

## THREATS



- Suburban growth patterns limit transit-oriented density
- Competitive labor market for qualified bus operators
- Performance based funding can be impacted substantially by single year events
- Cuts to service may trigger further erosions of ridership and metrics
  - cuts → ridership drop → less funding

# Scenarios

## \$10.9M

**FY27 Proposed Budget (revenues & expenses)**

Funding gap analysis across three scenarios shows the impact of local match on GLTC's operational viability.

## Scenario Overview



### Yellow - FY27 Proposed

Revenue: \$10.9M Gap: Balanced

*Full proposed budget — revenues match expenses. Increase of \$397,030 need from City*



### Blue – Level Funding

Revenue: \$10.0M Gap: –\$873K

*DRPT Grants Assumes level funding from City.*



### Lilac – Increased City Funding

Revenue: \$10.9M Gap: Balanced

*No DRPT grants scenario. Increases City funding by \$985,030*



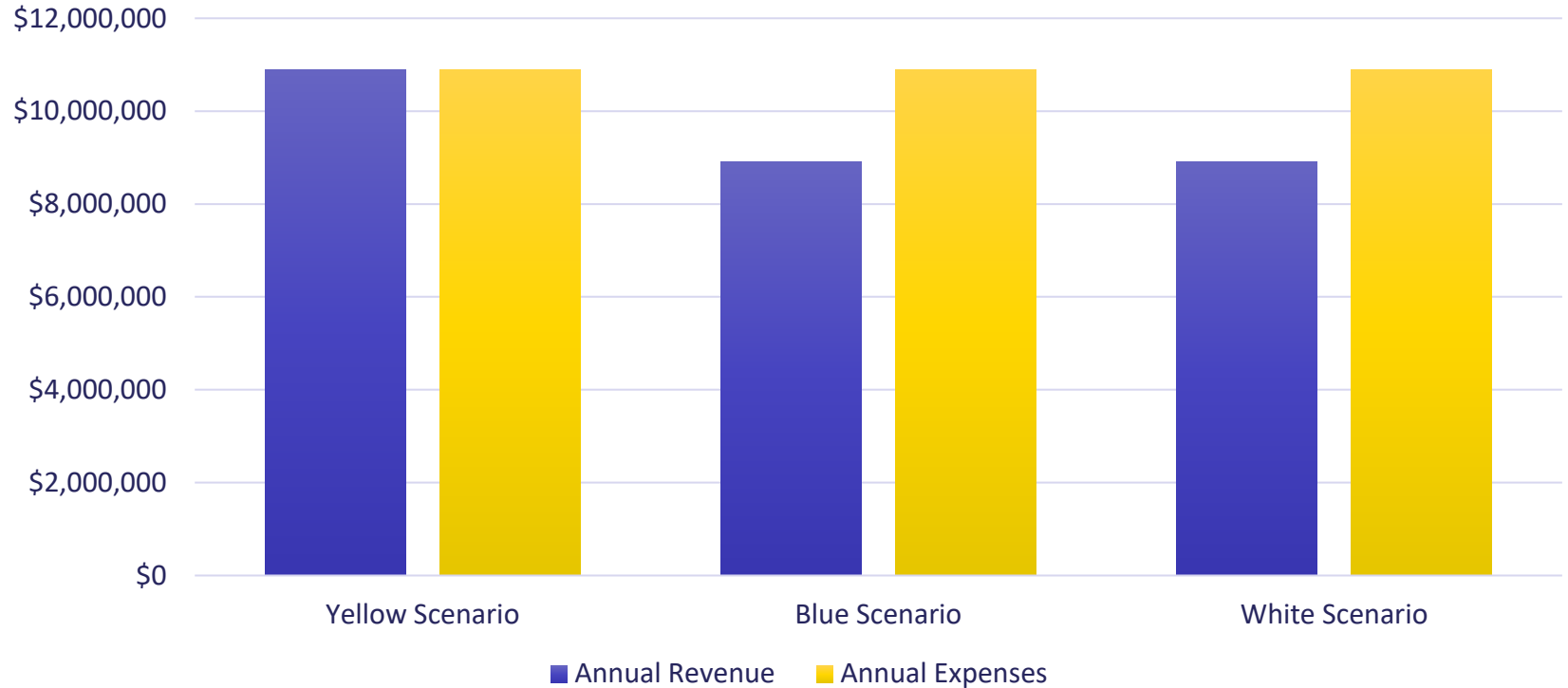
### White – Level Funding NO DRPT

Revenue: \$9.1M Gap: –\$1.7M

*No DRPT grants scenario with level City funding. Significant shortfall.*

# Scenarios

## FY27 Revenue vs Expenses Comparison



# Yellow Scenario

## Proposed Budget

### Service Operates as it currently does with efficiency changes

- Rt 1A and 1B would return to hourly routes, not entering the transit station every 30 minutes
- Rt 1B would not service the Plaza
- Rt 9 would no longer service downtown but would service the Plaza and travel down Oakley Ave to reach Carroll Ave
- Rt 11 would stop one hour earlier
- Rt 5 and Rt 11 will start one hour later
- Flex service would run 1 ½ hours later (to take up the Rt 11 ridership)

# Blue Scenario

**Cost Savings: \$870,132 without Flex; \$841,922 with extra Flex service**

## **Service Operates as it currently does with efficiency changes**

- Rt 1A and 1B would return to hourly routes, not entering the transit station every 30 minutes
- Rt 1B would not service the Plaza
- Rt 9 would no longer service downtown but would service the Plaza and travel down Oakley Ave to reach Carroll Ave
- Rt 11 would end service at 6:15pm on weekdays
- Rt 11 would not operate on Saturdays
- Rt 5 and Rt 11 will start one hour later
- Flex service would run 1 ½ hours later on weekdays

# Lilac Scenario

## Cost Savings: Neutral for GLTC, increased City cost

### Service Operates as it currently does with efficiency changes

- Rt 1A and 1B would return to hourly routes, not entering the transit station every 30 minutes
- Rt 1B would not service the Plaza
- Rt 9 would no longer service downtown but would service the Plaza and travel down Oakley Ave to reach Carroll Ave
- Rt 11 would stop one hour earlier
- Rt 5 and Rt 11 will start one hour later
- Flex service would run 1 ½ hours later (to take up the Rt 11 ridership)

# White Scenario

**Cost Savings: \$1,790,000**

## Service Operates as it currently does with efficiency changes

- Rt 1A and 1B would return to hourly routes, not entering the transit station every 30 minutes
- Rt 1B would not service the Plaza
- Rt 9 would no longer service downtown but would service the Plaza and travel down Oakley Ave to reach Carroll Ave
- No Rt 11 Service on Weekdays or Sundays
- No Sunday Service
- Rt 9 and 5 would be combined; Rt 5 would start one hour later
- No 1B service

# Flex Options

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Flex is ~\$25 cheaper to operate on a per hour basis than fixed route, this spread has been decreasing through the years as the vehicles age. Flex is cheaper as long as the vehicle hours are 1 to 1.26 (3/4 the cost of a standard bus)

Flex vehicles do not require CDL's, but most operators have them

Flex is able to service suburban and smaller residential streets better than traditional fixed routes

- This is extremely helpful for more dispersed housing, or areas inaccessible to buses, and first-mile/last-mile trips
  - Tyreanna/Winston Ridge, Reusens/Old Trents Ferry (Rivermont); Irvington Park; Elmwood/Norfolk (Rivermont)

Most customers prefer Flex trips as they are more akin to an Uber or Lyft trip, and generally single occupancy

- Maximum seating is limited and less efficient
- Changes can be made to make Flex operate more like fixed route with the vehicle only picking up at designated bus stops, but only on request
- Some customers do not like the unpredictability of the service, wait times and rides can vary depending on time of day and usage

# Flex Options

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One option for Flex service include suspending all service in the Timberlake area and replacing with a single fixed route bus for cost and staffing savings

A best practice option for Flex is trimming additional low performing routes and using those resources to increase service on our highest usage spine routes, while eliminating time consuming detours and stops and providing those services with microtransit first-mile/last-mile service

- An example would be to remove the 3A from VES Rd and Cabel St and replace those sections with a microtransit zone
- 3A and 3B would then operate as a single route (3), and provide 30-minute service along Rivermont

Flex has a higher per passenger cost but generally is perceived more favorably by choice riders and new riders due to the use of an app interface and the direct routing of the vehicle. This may be the direction that we need to continue to increase new and non-urban core service to attract new riders

A staff recommendation is to change the Flex fare from utilizing the unlimited ride passes the same as fixed route to charging a fare per ride. For simplicity, staff would recommend \$4 which would be equal to paratransit

# Public Comment

Speakers should state their name for the official record

Speakers will be allotted a maximum of 3 minutes

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

# From Challenge to Strategy



01

## Today's Challenge

This is not a dispute about funding for GLTC, but a strategic realignment for transit in Lynchburg



02

## Secure Outcomes

Action from the Board on a recommended strategy and implementation plan for each of the main funding and service scenarios to present to City Council at the joint meeting



03

## Implementation

Staff will prepare the Boards recommended strategies for presentation to Council at the joint meeting. The Board will then be prepared to select a final course of action in April

# 2025 Annual Agency Profile - Greater Lynchburg Transit Company (NTD ID 30008)

**Mailing Address:** 419 BRADLEY DR  
LYNCHBURG, VA

**Website:** <http://www.gltconline.com/>

### Geographic Coverage

Primary Urbanized Area	Lynchburg, VA
Square Miles	72
Population	125,596
Other Areas Served:	

Service Area Population	80,846
Service Area Sq. Miles	72

### Assets

Revenue Vehicles	43
Service Vehicles	12
Facilities	2
Lane Miles	
Track Miles	

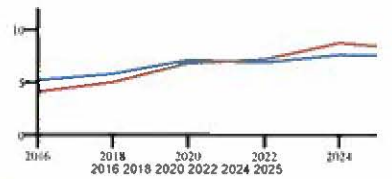
### Service Consumed

Annual Passenger Miles Traveled (PMT)	2,541,721
Annual Unlinked Trips (UPT)	701,121
Average Weekday UPT	2,211
Average Saturday UPT	1,578
Average Sunday UPT	821

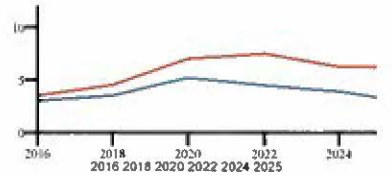
### Service Supplied

Annual Vehicle/Passenger Car Revenue Miles (VRM)	1,183,041
Annual Vehicle/Passenger Car Revenue Hours (VRH)	82,742
Vehicles Operated in Maximum Service (VOMS)	19
Vehicles Available for Maximum Service (VAMS)	43

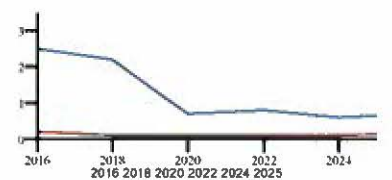
Operating Expenses per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trip per Vehicle Revenue Mile



### Modal Characteristics

	Directly Operated VOMS	Purchased Transportation VOMS	Annual Passenger Miles Traveled	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles
Demand Response	7	0	184,905	19,049	136,176	12,649	0.00
Bus	19	0	2,356,816	682,072	1,046,865	70,093	0.00
<b>Total</b>	<b>19</b>	<b>0</b>	<b>2,541,721</b>	<b>701,121</b>	<b>1,183,041</b>	<b>82,742</b>	<b>0.00</b>

### Metrics

Mode	Service Efficiency				Service Effectiveness	
	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per PMT	OE per UPT
Demand Response	\$8.45	\$91.02	0.1	1.5	\$6.23	\$80.44
Bus	\$7.57	\$113.10	0.7	9.7	\$3.36	\$11.62
<b>Total</b>	<b>\$7.67</b>	<b>\$109.73</b>	<b>0.6</b>	<b>6.5</b>	<b>\$3.57</b>	<b>\$12.95</b>

# 2025 Annual Agency Profile - Greater Lynchburg Transit Company (NTD ID 30008)

## 2025 Funding Breakdown

### Summary of Operating Expenses (OE)

Labor	\$6,654,112	73.3%
Materials and Supplies	\$1,150,179	12.7%
Purchased Transportation	\$0	0.0%
Other Operating Expenses	\$1,274,749	14.0%
<b>Total Operating Expenses</b>	<b>\$9,079,040</b>	<b>100.0%</b>
<i>Reconciling OE Cash Expenditures</i>	<i>\$1,989,773</i>	

### Sources of Operating Funds Expended

Directly Generated	\$723,468
Federal Government	\$4,137,743
Local Government	\$1,954,557
State Government	\$2,263,272
<b>Total Operating Funds Expended</b>	<b>\$9,079,040</b>

### Operating Funding Sources



### Sources of Capital Funds Expended

Directly Generated	\$0
Federal Government	\$1,382,881
Local Government	\$1,266,720
State Government	\$3,757,688
<b>Total Capital Funds Expended</b>	<b>\$6,407,289</b>

### Capital Funding Sources



### Operating Expense Detail

Mode	Operating Expenses	Fare Revenues	Revenue Vehicles	Systems and Guideway	Facilities and Stations	Other
Demand Response	\$1,151,334	\$61,543	\$875	\$0	\$0	\$0
Bus	\$7,927,706	\$549,235	\$5,989,828	\$401,247	\$0	\$227,685
<b>Total</b>	<b>\$9,079,040</b>	<b>\$610,778</b>	<b>\$5,990,703</b>	<b>\$401,247</b>	<b>\$0</b>	<b>\$227,685</b>

## 2025 Asset Management

Transit Asset Management (TAM) Tier

Tier II

### Metrics

TAM Sponsor NTD ID

	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	% Spare Vehicles
Demand Response	7	10	30.0%
Bus	19	33	42.4%

# 2024 Annual Agency Profile - Greater Lynchburg Transit Company (NTD ID 30008)

**Mailing Address:** 419 BRADLEY DR  
LYNCHBURG, VA

**Website:** <http://www.gltconline.com/>

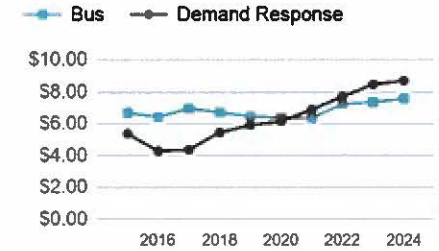
## Geographic Coverage

<b>Primary Urbanized Area</b>	Lynchburg, VA
<b>Square Miles</b>	92
<b>Population</b>	125,596
<b>Other Areas Served:</b>	
<b>Service Area Population</b>	80,846
<b>Service Area Sq. Miles</b>	72

## Service Consumed

<b>Annual Passenger Miles Traveled (PMT)</b>	2,182,920
<b>Annual Unlinked Trips (UPT)</b>	585,759
<b>Average Weekday UPT</b>	1,960
<b>Average Saturday UPT</b>	1,101
<b>Average Sunday UPT</b>	600

## Operating Expenses per Vehicle Revenue Mile



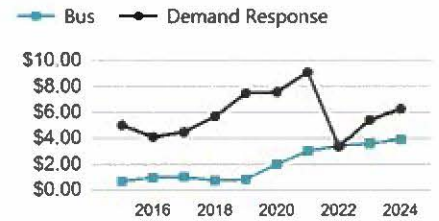
## Assets

<b>Revenue Vehicles</b>	36
<b>Service Vehicles</b>	12
<b>Facilities</b>	2
<b>Lane Miles</b>	
<b>Track Miles</b>	

## Service Supplied

<b>Annual Vehicle/Passenger Car Revenue Miles (VRM)</b>	1,158,314
<b>Annual Vehicle/Passenger Car Revenue Hours (VRH)</b>	79,684
<b>Vehicles Operated in Maximum Service (VOMS)</b>	22
<b>Vehicles Available for Maximum Service (VAMS)</b>	42

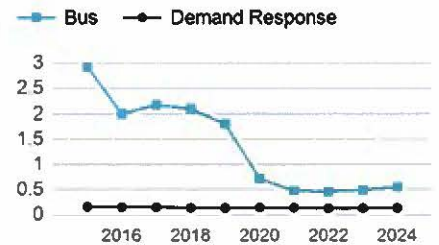
## Operating Expenses per Passenger Mile



## Modal Characteristics

Mode	Directly Operated VOMS	Purchased Transportation VOMS	Annual Passenger Miles Traveled	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles
Demand Response	7	0	187,736	17,778	134,418	12,661	0.00
Bus	15	0	1,995,184	567,981	1,023,896	67,023	0.00
<b>Total</b>	<b>22</b>	<b>0</b>	<b>2,182,920</b>	<b>585,759</b>	<b>1,158,314</b>	<b>79,684</b>	<b>0.00</b>

## Unlinked Passenger Trip per Vehicle Revenue Mile



## Metrics

### Service Efficiency

### Service Effectiveness

Mode	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per PMT	OE per UPT
Demand Response	\$8.76	\$93.02	0.1	1.4	\$6.27	\$66.25
Bus	\$7.64	\$116.75	0.6	8.5	\$3.92	\$13.78
<b>Total</b>	<b>\$7.77</b>	<b>\$112.98</b>	<b>0.5</b>	<b>7.4</b>	<b>\$4.12</b>	<b>\$15.37</b>

# 2024 Annual Agency Profile - Greater Lynchburg Transit Company (NTD ID 30008)

## 2024 Funding Breakdown

### Summary of Operating Expenses (OE)

Labor	\$6,251,290	69.4%
Materials and Supplies	\$1,389,032	15.4%
Purchased Transportation	\$0	0.0%
Other Operating Expenses	\$1,362,642	15.1%
<b>Total Operating Expenses</b>	<b>\$9,002,964</b>	<b>100.0%</b>
<i>Reconciling OE Cash Expenditures</i>	<i>\$1,801,799</i>	

### Sources of Operating Funds Expended

Directly Generated	\$710,847
Federal Government	\$4,057,968
Local Government	\$2,059,454
State Government	\$2,174,695
<b>Total Operating Funds Expended</b>	<b>\$9,002,964</b>

### Operating Funding Sources



### Sources of Capital Funds Expended

Directly Generated	\$0
Federal Government	\$504,881
Local Government	\$252,789
State Government	\$863,914
<b>Total Capital Funds Expended</b>	<b>\$1,621,584</b>

### Capital Funding Sources



### Operating Expense Detail

Mode	Operating Expenses	Fare Revenues
Demand Response	\$1,177,742	\$37,593
Bus	\$7,825,222	\$531,953
<b>Total</b>	<b>\$9,002,964</b>	<b>\$569,546</b>

### Uses of Capital

	Revenue Vehicles	Systems and Guideway	Facilities and Stations	Other
Demand Response	\$789,452	\$0	\$0	\$0
Bus	\$118,795	\$401,247	\$0	\$312,090
<b>Total</b>	<b>\$908,247</b>	<b>\$401,247</b>	<b>\$0</b>	<b>\$312,090</b>

## 2024 Asset Management

### Transit Asset Management (TAM) Tier

Tier II

### TAM Sponsor NTD ID

### Metrics

Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	%Spare Vehicles	Avg. Fleet Age (yrs)
Demand Response	7	13	85.7%	4.2
Bus	15	29	93.3%	8.5



# 2020 ANALYSIS OF IMPEDIMENTS TO FAIR HOUSING CHOICE

Lynchburg, Virginia

Adopted by City Council Resolution

June 23, 2020



Figure 34 Contributing Factors Impeding Housing Choice in Lynchburg, VA

Factor	Priority	Responsible Parties	Discussion
Access to community assets and opportunities	High	City	Community assets such as public transit and jobs can improve access to opportunities, especially for lower income households and persons with disabilities. While the City has good coverage regarding public transit in R/ECAPs, these areas have poor access to the City's employment centers and higher performing schools. Expanding the public transit system to higher opportunity areas could increase opportunities for low- and moderate-income residents.
Location and type of affordable housing	High	City, LRHA, Private Sector	Providing more housing choices in more areas across the City could increase the accessibility and affordability of housing in Lynchburg. While households in Lynchburg are almost evenly split between renters and homeowners, most of the housing stock consists of single-family homes at 65.6% of all housing stock. Multifamily housing is typically more affordable than single-family housing in the same area as a result of increased housing supply and efficient land use. However, multifamily housing options are limited in both the highest opportunity areas and lowest opportunity areas. Additionally, areas with a high concentration of multifamily units are in close proximity to the universities, creating high competition for housing. While the City has shown to be investing funds, such as CDBG and HOME, in higher opportunity areas, the lack of public transit access and landlords to accept HCVs are barriers in locating affordable housing options in higher opportunity areas.
Discriminatory behavior toward members of the protected class	Low	Private Sector	Lending discrimination exists within the City of Lynchburg. Because this lending primarily occurs in the private sector, the City has little direct control. However, the City could continue to provide education and outreach to lenders and borrowers regarding fair housing and lending discrimination, in addition to the organizations advocating for fair housing. Black and Hispanic households are more likely to have their mortgage application denied than White households. Black households were also more likely to receive high-cost loans compared to other races/ethnicities. High cost loans have higher interest rates, making housing less affordable and contributes to both segregation and cost burden. Households receiving high cost loans will seek more affordable housing in lower quality housing stock and be more cost-burdened due to high interest rates.

## Fair Housing Action Plan

The following chart includes recommendations based on the identified factors impeding fair housing choice:

Impediment	Action	Measurable Benchmarks	Timeframe
Barriers to housing choices for members of the protected class	The City should specify procedures, training, and monitoring process for implementing the Language Access Plan (LAP) to streamline services and better accommodate persons with limited English proficiency (LEP). This is especially important for when the LEP Spanish-speaking population reaches the safe harbor threshold.	Percent of current and number of new staff members trained in accordance with LAP procedures	2020-2024
Location and type of affordable housing	LRHA should expand Section 8 HCV Program to higher opportunity areas.	Number of landlords recruited to participate in Section 8 program, especially in higher opportunity areas	Ongoing
	The City and other local organizations should address the diverse housing needs for the City's various subpopulation, including low- and moderate-income households, persons with disabilities, and elderly persons.	Continue investing in housing in a wide geographic area throughout the City.  Number of accessible units created/rehabilitated.	Ongoing
Location of community assets	The City should collaborate with GLTC to improve access to GLTC routes in higher opportunity areas and employment centers in the City and for individuals working unconventional hours.	Number of transit stops added	Ongoing
	The City and local service providers should centralize public services in locations with good transit access and high concentration of members of protected classes	Increase in number of service users	Ongoing

Impediment	Action	Measurable Benchmarks	Timeframe
Discriminatory behavior toward members of the protected class	The City should continue supporting fair housing services, such as housing counseling from Lyn-CAG and legal counseling from VLAS, to reduce rates of eviction, mortgage application denials, high-cost lending, and other discriminatory practices.	Number of program participants	Ongoing

5. Impediment/Action - Location of community assets - The City should collaborate with GLTC to improve access to GLTC routes in higher opportunity areas and employment centers in the City and for individuals working unconventional hours.

- **Program Year 2025 Accomplishments** - As a component of the Fair Housing Plan, the City of Lynchburg has committed to helping GLTC increase the breadth of service options by increasing service levels and expanding system reach to increase access to community assets including employment centers and higher performing schools. GLTC deployed its Flex Microtransit service to replace the Route 6, 7, and weekend 6/7X fixed routes which allowed for expansion of service to areas previously unable to be serviced by traditional fixed routes due to low density, low demand, or inability to navigate the road network in the first quarter of Fiscal Year (FY) 2025.
- During the most current year of the plan, GLTC has not undertaken any new stop additions in the system. Currently GLTC has 561 stops throughout the system, while comparable systems have ~300 stops. As such, in the Transit Strategic Plan (TSP), the addition of new system stops was not proposed unless required due to new or substantially altered service.
- As a component of the Transportation Strategic Plan (TSP), GLTC has focused on bringing currently existing stops, benches, and shelters up to the current Americans with Disabilities Act (ADA) standards. This will require upgrades to:
  - 11 GLTC owned shelters;
  - Additional shelters will also need to be upgraded, but are not owned by GLTC;
  - 250 stops to meet ADA accessibility requirements; and
  - 286 requiring ADA accessible sidewalks improvements.
- GLTC has been awarded funds for the installation of up to a dozen Simmi-Seats throughout the system as well as the construction of a bike shelter canopy and lockers at the Transit Station which will service multimodal riders in the area.
- GLTC helped CVPDC and City of Lynchburg staff to initiate the process to begin a Transit Oriented Development study on the 12th Street Corridor. As GLTC moves forward with the strategic goals set by the Board of Directors and the TSP, a focus on increased connections and improvements to existing infrastructure will be the key focus for FY 2026.

## **Additional Comparable Agency Budget Prioritization**

### **Mobile, Alabama**

The City has demolished its old civic center and begun constructing a \$300 million entertainment venue. To accommodate the long-term financing and cash flow needs of the project, the City's FY25 budget implements "tightening" across departmental budgets, including transit. Consequently, the city has capped its annual investment in transit for the next five years, forcing a departure from fixed-route investment toward less efficient on-demand service.

- **Service Reduction:** This shift to "micro-transit" has resulted in the elimination of several core fixed routes. Reliable 30-minute bus frequencies have been replaced by a system where riders must "book" a ride and wait for available vans, which lack the capacity and consistency of a standard bus fleet.
- **Rider Impact:** Working-class residents who rely on the bus for shift work at the port or local hospitals now face unpredictable commute times. The five-year investment cap effectively freezes the system in a state of "managed decline," making it nearly impossible to expand service to the city's growing outskirts.

### **Chattanooga, Tennessee**

Chattanooga spent the past decade reinventing its downtown and riverfront, pouring money into tourism-driven projects that reshaped the city's image. But as the waterfront blossomed, the city's transit agency, CARTA, found itself increasingly sidelined. Funding stagnated, and the electric shuttle system—once a national model—was scaled back because the city no longer had the financial flexibility to support it.

- **Service Reduction:** The Downtown Electric Shuttle, which once ran every 5–7 minutes, saw its frequency slashed to 15–20 minutes during non-peak hours. Additionally, several neighborhood "feeder" routes were consolidated, significantly increasing the walking distance to the nearest stop for elderly residents.
- **Rider Impact:** The "last mile" connectivity that made Chattanooga a transit leader has frayed. While tourists enjoy the revitalized core, local commuters often wait twice as long in the summer heat, frequently missing vital connections to jobs located outside the downtown "prestige zone."

### **Savannah, Georgia**

Savannah's new arena and waterfront revitalization became the crown jewels of the city's capital agenda. But behind the scenes, Chatham Area Transit (CAT) struggled. Local funding flattened, even as operating costs rose, and the agency was forced to trim routes and reduce frequency. Fleet replacement was repeatedly delayed because the city's capital dollars were tied up in entertainment infrastructure.

- **Service Reduction:** CAT was forced to trim Sunday services on multiple routes and reduce weekday frequency on several outer-ring lines—such as the Port Wentworth route—to as little as once every two hours.
- **Rider Impact:** For hospitality workers in the booming tourism sector, the lack of late-night and Sunday service has created a "transit desert." Many are forced to spend a significant portion of their wages on rideshares just to return home after a shift because the aging bus fleet is frequently pulled for emergency maintenance.

### **Shreveport, Louisiana**

Shreveport's push to revive its downtown and riverfront came with a price. As the city funneled resources into redevelopment, SporTran faced tightening budgets. Service hours were reduced, and some routes were trimmed to keep the system afloat. While federal grants helped fill some gaps, local support remained constrained by the city's focus on redevelopment ambitions.

- **Service Reduction:** SporTran was forced to suspend Sunday service on almost all routes to remain within budget. Saturday service was also curtailed, with many buses stopping as early as 7:00 PM, effectively cutting off weekend mobility for a large portion of the city.
- **Rider Impact:** The loss of Sunday service has limited the ability of residents to attend church, visit family, or work weekend retail shifts.

### **Baton Rouge, Louisiana**

In Baton Rouge, commitments to road expansions and drainage improvements dominated the city's budget priorities. These projects left little room for increasing support to the Capital Area Transit System (CATS). As a result, CATS endured years of stagnant funding, forcing service cuts and fare increases while the city's financial bandwidth was consumed by its large-scale infrastructure agenda.

- **Service Reduction:** CATS has undergone aggressive "route optimization," resulting in the removal of several underperforming lines. This has left entire neighborhoods in

North Baton Rouge with wait times that now frequently exceed 60 minutes between buses.

- **Rider Impact:** With over 90% of CATS riders having no other transportation option, these delays are a direct threat to their employment. Riders frequently report leaving two hours early for a five-mile trip—a "time tax" paid by the city's most vulnerable citizens while millions are poured into road widening for suburban commuters.

### **Fayetteville, North Carolina**

Fayetteville's decision to build a new minor-league baseball stadium reshaped its downtown, but it also reshaped its budget. As construction costs mounted, the Fayetteville Area System of Transit (FAST) found itself operating with fewer resources. Fleet upgrades were postponed, and service reductions followed as the stadium diverted both political attention and financial support.

- **Service Reduction:** FAST struggled with a driver shortage exacerbated by stagnant wages, leading to "ghost buses"—scheduled runs that never arrive—and the suspension of several evening routes that previously served the city's outskirts.
- **Rider Impact:** Students and low-income workers have reported being stranded after dark due to unreliable evening schedules.

**DRPT Additional Operating Funds**

	FY25	FY26	FY27	FY28	FY29	TOTALS
Microtransit Demo	392,640.00	392,640.00				785,280.00
Security		40,000.00	64,000.00	64,000.00	64,000.00	232,000.00
Intern	16,000.00	16,000.00	16,000.00	16,000.00	16,000.00	80,000.00
Drug & Alcohol Conf.	1,200.00	1,321.00	1,611.00	1,611.00	1,611.00	7,354.00
Rt. 4 TRIP	652,160.00	489,120.00	244,560.00	163,040.00	81,520.00	1,630,400.00
Microtransit TRIP			588,800.00	454,230.00	233,928.00	1,276,958.00
<b>TOTALS</b>	<b>1,062,000.00</b>	<b>939,081.00</b>	<b>914,971.00</b>	<b>698,881.00</b>	<b>397,059.00</b>	<b>4,011,992.00</b>

not awarded (possible future funding)

## Scenario YELLOW

	Accrued Monthly Funds										FTA Match
	Fare Revenue	DRPT Operating	COL Operating	County Operating	CVCC Contract	Advertising Income	Non-operating Revenue	DRPT Grants	FTA Operating	Funding Totals	
July	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
August	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
September	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
October	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
November	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
December	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
January	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
February	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
March	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
April	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
May	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
June	50,000.00	162,085.00	199,555.25	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	389,258.33	907,960.83	407,869.17
<b>Totals</b>	<b>600,000.00</b>	<b>1,945,020.00</b>	<b>2,394,663.00</b>	<b>91,575.00</b>	<b>51,036.00</b>	<b>160,748.00</b>	<b>65,000.00</b>	<b>916,388.00</b>	<b>4,671,100.00</b>	<b>10,895,530.00</b>	<b>4,894,430.00</b>

Enter funding and expenses in shaded cells.

DRPT Total	2,861,408.00
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<b>MAX FTA funds equals lessor of:</b>		
expenses	453,980.42	per month
awards	389,258.33	per month
match	407,869.17	per month

FY2026 FTA Award      4,671,100.00

**223,330.00**

	Average Monthly Estimated Expenses												
	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Accrued Funds	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	10,895,530.00
Labor	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	4,858,689.00
Fringe Benefits	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	3,106,682.00
Services	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	568,283.00
Mat & Supplies	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	1,484,174.00
Utilities	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	265,103.00
Liability Ins	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	270,867.00
IT	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	216,520.00
Misc,	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	125,212.00
Expenses	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	10,895,530.00
Difference	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>WITH MICROTRANSIT TRIP</b>	<b>INCREASE CITY FUNDING \$515,355</b>	<b>*FULL SERVICE*</b>
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## Scenario BLUE

	Accrued Monthly Funds										FTA Match
	Fare Revenue	DRPT Operating	COL Operating	County Operating	CVCC Contract	Advertising Income	Non-operating Revenue	DRPT Grants	FTA Operating	Funding Totals	
July	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
August	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
September	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
October	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
November	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
December	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
January	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
February	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
March	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
April	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
May	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
June	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	76,365.67	364,922.92	840,679.17	364,922.92
<b>Totals</b>	<b>600,000.00</b>	<b>1,945,020.00</b>	<b>1,879,308.00</b>	<b>91,575.00</b>	<b>51,036.00</b>	<b>160,748.00</b>	<b>65,000.00</b>	<b>916,388.00</b>	<b>4,379,075.00</b>	<b>10,088,150.00</b>	<b>4,379,075.00</b>

Enter funding and expenses in shaded cells.

DRPT Total	2,861,408.00
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<b>MAX FTA funds equals lessor of:</b>		
expenses	453,980.42	per month
awards	389,258.33	per month
match	364,922.92	per month

FY2026 FTA Award      4,671,100.00  
  
**(292,025.00)**

	Average Monthly Estimated Expenses												
	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Accrued Funds	840,679.17	840,679.17	840,679.17	840,679.17	840,679.17	840,679.17	840,679.17	840,679.17	840,679.17	840,679.17	840,679.17	840,679.17	10,088,150.00
Labor	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	4,858,689.00
Fringe Benefits	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	3,106,682.00
Services	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	568,283.00
Mat & Supplies	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	1,484,174.00
Utilities	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	265,103.00
Liability Ins	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	270,867.00
IT	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	216,520.00
Misc,	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	125,212.00
Expenses	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	10,895,530.00
Difference	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(67,281.67)	(807,380.00)

<b>WITH MICROTRANSIT TRIP</b>	<b>"LEVEL" CITY FUNDING</b>	<b>*REDUCE SERVICE*</b>
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**Scenario LILAC**

	Accrued Monthly Funds										FTA Match
	Fare Revenue	DRPT Operating	COL Operating	County Operating	CVCC Contract	Advertising Income	Non-operating Revenue	DRPT Grants	FTA Operating	Funding Totals	
July	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
August	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
September	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
October	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
November	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
December	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
January	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
February	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
March	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
April	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
May	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
June	50,000.00	162,085.00	248,555.25	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	389,258.33	907,960.83	407,869.17
<b>Totals</b>	<b>600,000.00</b>	<b>1,945,020.00</b>	<b>2,982,663.00</b>	<b>91,575.00</b>	<b>51,036.00</b>	<b>160,748.00</b>	<b>65,000.00</b>	<b>328,388.00</b>	<b>4,671,100.00</b>	<b>10,895,530.00</b>	<b>4,894,430.00</b>

Enter funding and expenses in shaded cells.

DRPT Total	2,273,408.00
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<i>MAX FTA funds equals lessor of:</i>		
<i>expenses</i>	453,980.42	per month
<i>awards</i>	389,258.33	per month
<i>match</i>	407,869.17	per month

FY2026 FTA Award 4,671,100.00

**223,330.00**

	Average Monthly Estimated Expenses												
	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Accrued Funds	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	10,895,530.00
Labor	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	4,858,689.00
Fringe Benefits	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	3,106,682.00
Services	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	568,283.00
Mat & Supplies	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	1,484,174.00
Utilities	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	265,103.00
Liability Ins	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	270,867.00
IT	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	216,520.00
Misc,	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	125,212.00
Expenses	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	10,895,530.00
Difference	-	-	-	-	-	-	-	-	-	-	-	-	-

<b>NO MICROTRANSIT TRIP</b>	<b>INCREASE CITY FUNDING \$1,103,355</b>	<b>*FULL SERVICE*</b>
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## Scenario WHITE

	Accrued Monthly Funds										FTA Match
	Fare Revenue	DRPT Operating	COL Operating	County Operating	CVCC Contract	Advertising Income	Non-operating Revenue	DRPT Grants	FTA Operating	Funding Totals	
July	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
August	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
September	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
October	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
November	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
December	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
January	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
February	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
March	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
April	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
May	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
June	50,000.00	162,085.00	156,609.00	7,631.25	4,253.00	13,395.67	5,416.67	27,365.67	315,922.92	742,679.17	315,922.92
<b>Totals</b>	<b>600,000.00</b>	<b>1,945,020.00</b>	<b>1,879,308.00</b>	<b>91,575.00</b>	<b>51,036.00</b>	<b>160,748.00</b>	<b>65,000.00</b>	<b>328,388.00</b>	<b>3,791,075.00</b>	<b>8,912,150.00</b>	<b>3,791,075.00</b>

Enter funding and expenses in shaded cells.

DRPT Total	2,273,408.00
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<b>MAX FTA funds equals lessor of:</b>		
expenses	453,980.42	per month
awards	389,258.33	per month
match	315,922.92	per month

FY2026 FTA Award      4,671,100.00

**(880,025.00)**

	Average Monthly Estimated Expenses												
	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Accrued Funds	742,679.17	742,679.17	742,679.17	742,679.17	742,679.17	742,679.17	742,679.17	742,679.17	742,679.17	742,679.17	742,679.17	742,679.17	8,912,150.00
Labor	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	404,890.75	4,858,689.00
Fringe Benefits	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	258,890.17	3,106,682.00
Services	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	47,356.92	568,283.00
Mat & Supplies	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	123,681.17	1,484,174.00
Utilities	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	22,091.92	265,103.00
Liability Ins	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	22,572.25	270,867.00
IT	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	18,043.33	216,520.00
Misc,	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	10,434.33	125,212.00
Expenses	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	907,960.83	10,895,530.00
Difference	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(165,281.67)	(1,983,380.00)

<b>NO MICROTRANSIT TRIP</b>	<b>"LEVEL" CITY FUNDING</b>	<b>*REDUCE SERVICE*</b>
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**GLTC and City Annual True Up**

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Beginning Balance</b>	\$15,936.00	\$48,971.00	(\$16,716.00)	(\$184,254.00)	(\$242,582.00)	(\$219,843.00)	\$27,011.00	(\$153,780.00)	(\$506,496.00)	\$43,860.00	\$746,724.00	\$360,431.00	\$43,702.00	\$6,765.00	\$1,035,547.00	\$324,742.00	\$137,689.00	\$420,922.00	\$625,319.00	\$404,975.00	\$441,284.00	\$0.42	\$16,036.00
<b>True up Surplus (Deficit)</b>	\$33,035.00	(\$65,687.00)	(\$167,538.00)	(\$231,341.00)	\$22,739.00	\$246,854.00	(\$180,791.00)	(\$352,716.00)	\$43,860.00	\$746,724.00	\$360,431.00	\$43,702.00	\$6,765.00	\$1,035,547.00	\$324,742.00	\$137,689.00	\$420,922.00	\$625,319.00	\$404,975.00	\$441,284.00	\$0.42	\$16,036.00	\$3,912,551.42
<b>Reallocation of funds from GLTC Capital to Operating</b>				\$173,013.00																			
<b>Payment To (From GLTC)</b>									\$506,496.00	(\$43,860.00)	(\$746,724.00)	(\$360,431.00)	(\$43,702.00)	(\$6,765.00)	(\$1,035,547.00)	(\$324,742.00)	(\$137,689.00)	(\$420,922.00)	(\$625,319.00)	(\$404,975.00)	(\$441,284.00)	(\$0.42)	
<b>(Due to) Due From GLTC</b>	<b>\$48,971.00</b>	<b>(\$16,716.00)</b>	<b>(\$184,254.00)</b>	<b>(\$242,582.00)</b>	<b>(\$219,843.00)</b>	<b>\$27,011.00</b>	<b>(\$153,780.00)</b>	<b>(\$506,496.00)</b>	<b>\$43,860.00</b>	<b>\$746,724.00</b>	<b>\$360,431.00</b>	<b>\$43,702.00</b>	<b>\$6,765.00</b>	<b>\$1,035,547.00</b>	<b>\$324,742.00</b>	<b>\$137,689.00</b>	<b>\$420,922.00</b>	<b>\$625,319.00</b>	<b>\$404,975.00</b>	<b>\$441,284.00</b>	<b>\$0.42</b>	<b>\$16,036.00</b>	<b>\$16,036.00</b>

**Analysis of City Contribution to GLTC**

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020**	2021*	2022	2023	2024	2025	2026
<b>Contribution from City (Amount Budgeted)</b>	\$497,522	\$623,394	\$749,334	\$945,972	\$1,053,327	\$1,128,884	\$1,128,884	\$1,128,884	\$1,143,714	\$1,369,262	\$1,194,239	\$1,394,038	\$1,394,038	\$1,675,805	\$1,775,805	\$1,728,785	\$1,728,785	\$500,000	\$1,642,346	\$1,266,454	\$1,724,463	\$1,879,308	\$1,879,308
<b>Additional Contribution from City</b>	\$150,803	\$39,919	\$0	\$75,000	\$215,879	\$0	\$0	\$283,000													\$250,000		
<b>True up (Surplus) Deficit</b>	\$33,035	\$65,687	\$167,538	\$231,339	(\$22,739)	(\$246,854)	\$180,791	\$352,716	(\$43,860)	(\$746,724)	(\$360,431)	(\$43,702)	(\$6,765)	(\$1,035,547)	(\$324,742)	(\$137,689)	(\$420,922)	(\$625,319)	(\$404,975)	(\$441,284)	(\$0)	(\$16,036)	\$0
<b>Total Contribution from the City</b>	<b>\$681,360</b>	<b>\$729,000</b>	<b>\$916,872</b>	<b>\$1,252,311</b>	<b>\$1,246,467</b>	<b>\$882,030</b>	<b>\$1,309,675</b>	<b>\$1,764,600</b>	<b>\$1,099,854</b>	<b>\$622,538</b>	<b>\$833,808</b>	<b>\$1,350,336</b>	<b>\$1,387,273</b>	<b>\$640,258</b>	<b>\$1,451,063</b>	<b>\$1,591,096</b>	<b>\$1,307,863</b>	<b>(\$125,319)</b>	<b>\$1,237,371</b>	<b>\$825,170</b>	<b>\$1,974,463</b>	<b>\$1,863,272</b>	<b>\$1,879,308</b>
CPI Annual Average	188.9	195.3	201.60	207.34	215.30	214.54	218.06	224.94	229.59	232.96	236.74	237.02	240.01	245.12	251.11	255.66	258.81	270.97	292.66	304.70	314.18	320.20	325.25
CPI 2026 (Jan)	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25	325.25
<b>Total Contribution (2026 Dollars)</b>	<b>\$1,173,173</b>	<b>\$1,214,067</b>	<b>\$1,479,229</b>	<b>\$1,964,456</b>	<b>\$1,882,990</b>	<b>\$1,337,206</b>	<b>\$1,953,497</b>	<b>\$2,551,519</b>	<b>\$1,558,087</b>	<b>\$869,175</b>	<b>\$1,145,563</b>	<b>\$1,853,018</b>	<b>\$1,879,989</b>	<b>\$849,559</b>	<b>\$1,879,510</b>	<b>\$2,024,212</b>	<b>\$1,643,603</b>	<b>(\$150,423)</b>	<b>\$1,375,186</b>	<b>\$880,816</b>	<b>\$2,044,064</b>	<b>\$1,892,658</b>	<b>\$1,879,308</b>

\*\*Loss of Liberty Service  
\*Due to Covid funding, we returned more to the City than we were given

## Virginia Transit Agency Fare Comparison — Current Fares

*Source: Agency websites, DRPT. As of March 2026.*

Fare-Charging Transit Agencies						
Agency	Service Area	Mode	Single Ride (\$)	Monthly Pass (\$)	Notes	Source
Valley Metro (Roanoke)	Roanoke, Salem, Vinton	Fixed-route bus	<b>\$1.75</b>	<b>\$56.00</b>	31-day V-Pass; Smart Way regional bus \$4.00/ride, \$120/31-day	valleymetro.com/fares-passes
WATA (Williamsburg)	Williamsburg, James City C	Fixed-route bus	<b>\$1.50</b>	<b>\$45.00</b>	All-day pass \$3.00	gowata.org/101/Fares
GLTC (Lynchburg)	City of Lynchburg, Madison	Fixed-route bus	<b>\$2.00</b>	<b>\$50.00</b>	Day pass \$4.00;	gltconline.com/gltc-fares
HRT (Hampton Roads)	Norfolk, VA Beach, Newport	Bus, light rail, ferry	<b>\$2.00</b>	<b>\$70.00</b>	No traditional monthly pass; \$70/mo cap via GoMobile app; 1-day GoPass \$4.50	gohrt.com/fares
ART (Arlington Transit)	Arlington County	Fixed-route bus	<b>\$2.25</b>	N/A	No standalone monthly pass; covered by WMATA 7-Day Regional Bus Pass	arlingtontransit.com/fares
Metrobus (WMATA)	Northern VA (Arlington, Fair	Fixed-route bus	<b>\$2.25</b>	<b>\$216.00</b>	Covered by WMATA Monthly Unlimited Pass (rail+bus); 7-Day Regional Bus Pass available	wmata.com/fares
Fairfax Connector	Fairfax County	Fixed-route bus	<b>\$2.25</b>	N/A	Express routes \$4.80; covered by WMATA 7-Day Regional Bus Pass	fairfaxcounty.gov/connector/fares-and-policies
VRE — Base Zone (Zones 1–3)	Northern VA to DC (inner zone)	Commuter rail	<b>\$5.00</b>	<b>\$138.00</b>	Flat fare for travel within/between Zones 1–3 (Union Station, Crystal City, Franconia)	vre.org/service/fares-and-tickets
VRE — Max Zone (Spotsylvania–DC)	Spotsylvania to Union Station	Commuter rail	<b>\$12.80</b>	<b>\$354.00</b>	Highest zone-pair fare; monthly = 42 single rides minus 34%	vre.org/assets/1/6/FY_2025_Fare_Charts.pdf
OmniRide Express**	Prince William Co., Stafford	Commuter bus	<b>\$11.00</b>	<b>\$285.00</b>	I-66 routes \$5.50/ride; monthly covers all OmniRide Express routes	omniride.com/services/fares
Loudoun County Transit (Commuter)**	Loudoun County to DC/Pen	Commuter bus	<b>\$12.00</b>	N/A	SmarTrip fare; cash fare \$13; local routes are fare-free; WMATA Regional Pass	loudoun.gov/2472/Fares

Fare-Free Transit Agencies (Zero-Fare Service)						
Agency	Service Area	Mode	Single Ride	Monthly Pass	Status / Notes	Source
GRTC (Richmond)	Richmond, Henrico, Chester	Bus (incl. Pulse BRT)	FREE	FREE	Zero Fare since 2020; funded through July 2026; ~11M riders/year	ridegrtc.com
DASH (Alexandria)	City of Alexandria	Fixed-route bus	FREE	FREE	Fare-free since Sept 2021; funded by City of Alexandria	dashbus.com/free
Blacksburg Transit	Town of Blacksburg	Fixed-route bus	FREE	FREE	Permanently fare-free since 2023; fares were only ~\$50K/year revenue	blacksburg.gov/transit
Charlottesville Area Transit (CAT)	City of Charlottesville	Fixed-route bus	FREE	FREE	Zero Fare via DRPT Transit Ridership Incentive Program	charlottesville.gov/cat
Fredericksburg Regional Transit (FXBus)	Fredericksburg region	Fixed-route bus	FREE	FREE	Fare-free since Feb 2022; program reviewed annually	fredericksburgva.gov/1684/Fares
CUE Bus (City of Fairfax)	City of Fairfax	Fixed-route bus	FREE	FREE	Fare-free; covered by WMATA 7-Day Regional Bus Pass for transfers	fairfaxva.gov/cue
Bluefield Transit*	Bluefield area	Fixed-route bus	FREE*	N/A	*Considering fare-free; fares ~\$0.25/ride generating ~\$8K/year — costs more to collect	drpt.virginia.gov
Loudoun County Transit (Local)**	Loudoun County	Fixed-route bus	N/A	N/A	Local routes are fare-free	loudoun.gov/2472/Fares
Petersburg Area Transit (PAT)	City of Petersburg	Fixed-route bus	FREE	FREE	Zero Fare service	petersburg-va.gov
OmniRide Local**	Prince William Co. / Manassas	Local & metro connect	FREE	FREE	Fare-free through June 2026 via DRPT program; Express routes still charge	omniride.com

Key Statistics	
Total VA transit agencies (DRPT)	40
Agencies in this report (fare-charging)	11
Agencies in this report (fare-free)	10
Lowest single ride (fare-charging)	\$1.50 — WATA
Highest single ride	\$12.80 — VRE max zone / Loudoun Commuter \$12.00
Lowest monthly pass	\$50.00 — WATA
Highest monthly pass	\$354.00 — VRE max zone