

We're Here to Get You There!

Greater Lynchburg Transit Company

Board Meeting Packet

October 7th, 2026

8:30 a.m. - 10:00 a.m. | 800 Kemper St. Lynchburg, VA 24501

GLTC Board Meeting Agenda

October 7th, 2026 | 8:30 – 10:00 a.m. | 800 Kemper St, Lynchburg, VA 24501

CALL TO ORDER & APPROVAL OF MINUTES

- Roll call to confirm quorum and remote voting.
- Approval of minutes from the previous board meeting.

COMMITTEE & PARTNER REPORTS

Central Virginia Commuter Services — CVPDC Transportation Planner

GENERAL MANAGER'S REPORT

September was a busy month with training classes in full swing and staff working multiple events for employee recognition, customer engagement, and working with our partners on procurements and projects. GLTC has also been experiencing record fuel prices which are a concern for staff as they do not show any sign of easing in the short or medium term and may possibly rise. We completed the rollout of our new payroll system which gives staff much better control and flexibility than our previous system setup. This will allow us to be more responsive to employee needs and allow for additional features that weren't available previously.

FINANCIAL & RIDERSHIP STATEMENTS

See Attachment.

PUBLIC COMMENT

- Speakers state name for the record; 3-minute limit.
- Group representatives: 5-minute limit; state group name for the record.

NEW BUSINESS

- Staffing Update
- Statewide Bench Contract Vendor Selection
- Bike Storage Canopy and Locker Design

PRESIDENT'S REPORT

See Attachment.

VOTING ITEMS

- **Closed Session —** pursuant to Virginia Code § 2.2-3711(A)(8); consultation with legal counsel employed or retained by a public body regarding specific legal matters requiring the provision of legal advice by such counsel.

ADJOURNMENT

Adjournment by motion of the Chair.

NEXT MEETINGS

Work Session
October 15, 2026 · 8:30 a.m.
800 Kemper St, GLTC Board Room

GLTC Annual Meeting
October 28, 2026 · 6:00 – 7:30 p.m.
800 Kemper St, GLTC Board Room

Board Meeting
November 4, 2026 · 8:30 a.m.
800 Kemper St, GLTC Board Room

BOARD OF DIRECTORS

Cameron Howe — President
Tab Sprouse — Vice President
Ben Blanks — Secretary/Treasurer
Brian Landergan
Gary DuPriest
Andre Miller
Christopher Hackman
Valerie Holmes
Mercedes Braun

Correspondence: GLTC Board of Directors, P O Box 11286, Lynchburg, VA 24506

Greater Lynchburg Transit Company
Board Minutes
September 2nd, 2026
8:30 AM – 10:30 AM

A board meeting of the Board of Directors of Greater Lynchburg Transit Company was held on September 2nd, 2026, 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; Andre Miller; Brian Landergan; Mercedes Braun via Zoom
Staff: Josh Moore; Natalie Wilkins; Chris Poindexter; John Yauger; Steve Overstreet; Donna Klein
Guests: Kyle Trissel of Department of Rail and Public Transportation via Zoom; Kelly Hitchcock of Central Virginia Planning District Commission; Jaida Simone of WSET News 13

CALL TO ORDER

At 8:30 a.m. Ms. Howe called the meeting to order. Ms. Howe reviewed the Board's remote-participation requirements, including the need for an in-person quorum, the requirement that remote members state the reason for remote participation, and applicable Virginia FOIA and bylaw limitations. Ms. Howe asked for a motion to allow remote voting. Ms. Sprouse made a motion to allow remote voting. The motion was seconded by Mr. Landergan, vote carried unanimously. Roll call was conducted by Mr. Poindexter and a quorum was confirmed.

APPROVAL OF MINUTES

Ms. Howe asked for the approval of the following minutes. Mr. Hackman made a motion to approve the presented minutes. Motion was seconded by Mr. Miller and carried unanimously.

- August 2026 Board of Directors Meeting Minutes

COMMITTEE & PARTNER REPORTS Central Virginia Planning District Commission CVPDC

Ms. Hitchcock presented the CVPDC and Central Virginia Commuter Services update. Work wil continue the Timberlake corridor along with outreach and employer survey related to potential service interest in Campbell County. She also reported that the regional long-range transportation plan was nearing completion. CVPDC expected to present the plan to the GLTC Board at the October meeting. The Business for Bikes program was reported as active, with 13 businesses in 15 locations participating. The program may continue beyond its original October end date if participating businesses remain interested. CVPDC/Central Virginia Commuter Services also planned to participate in DRPT's Try Transit Week from September 14th through September 18th, including a September 16th event expected to be held at GLTC.

GENERAL MANAGER'S REPORT

Mr. Moore reported that GLTC hosted several training classes. Senator Peake visited during the month, and an event with Senator Peake and Delegate Walker was planned for mid-September. GLTC held the official opening for the new shelters at Central Virginia Community College and Walmart. These shelters were described as the first two replacements in the broader shelter replacement cycle. GLTC staff worked on

collective bargaining with ATU Local 1493. Due to timing the current agreement was extended until November with the contract expected to return to the Board for review and approval in the following month.

FINANCIALS / RIDERSHIP

Mr. Moore stated that the financial report could not yet be fully produced since GLTC did not have a finalized FY27 budget completed. The year-end budget close had not been completed. Non-operating revenue remained lower, which was associated with fewer insurance claims. Mr. Moore noted that state operating assistance would depend in part on the Board's action regarding the TRIP grant. The federal continuing resolution is extended through December.

Monthly expenses were within normal range with IT and fuel identified as the main exceptions. IT expenses continued a higher trend expected to be addressed in the FY27 budget. Fuel, particularly diesel, rose sharply. Mr. Moore stated that GLTC typically budgets diesel at $4.30 per gallon and usually spends approximately $32,000 to $37,000 per month, but the most recent month was approximately $86,000. Staff will continue monitoring fuel volatility. Mr. Moore also discussed capital and warranty-related issues, including transmission problems affecting body-on-chassis/paratransit and heavy-duty fixed-route vehicles.

PUBLIC COMMENT

Ms. Howe asked for public comment. No comments were made. Ms. Howe noted that written public comments regarding route changes were attached to the agenda packet and asked Board members to review them. No member of the public was present to speak during the meeting, and staff reported no additional emails or voicemails beyond the materials already provided.

NEW BUSINESS

(A) BIKE CANOPY DESIGN

Mr. Moore presented the proposed bike canopy and locker project for the Kemper Street facility. The project is intended to support GLTC customers and customers using Amtrak, FlixBus, Greyhound, and Virginia Breeze. The Department of Rail and Public Transportation is providing funding and will assist with preliminary renderings.

The Board reviewed canopy design options, including a parabola-style design with translucent or solid roof options and a cantilever-style design. Mr. Moore explained that the options would likely have a 15-to-20-year useful life and would be less costly than custom fabrication.

Board discussion included weather protection, heat absorption, roof color, drainage, footprint, aesthetics, bike rack capacity, locker usage, potential fees or access controls, rules for abandoned bikes or improper storage, and sponsorship or advertising opportunities.

Greater Lynchburg Transit Company
Board Minutes
September 2nd, 2026
8:30 AM – 10:30 AM

VOTING ITEMS

(A) TRIP GRANT

Mr. Moore explained the TRIP grant as a significant FY27 budget item. The grant was described as $755K for the year, with an 80% state share of approximately $650K. Mr. Moore stated that the grant supports the existing microtransit program, is eligible for federal/local match purposes, and supports cash flow because eligible expenses can be claimed soon after the prior month closes.

The Board discussed the history and purpose of the microtransit program. The GLTC Flex strong utilization and the grant's multi-year step-down structure. The Board also discussed the absence of written confirmation from the City of Lynchburg regarding future support.

Ms. Howe asked for a motion to accept the TRIP Grant. Ms. Sprouse made a motion to accept the Trip Grant. Mr. Landergan and Mr. Miller seconded the motion. The motion was carried. Mr. Hackman opposed accepting the Trip Grant and voted nay.

(B) FY27 Appropriated Operating and Capital Budget

Mr. Moore reviewed the FY27 budget. He explained that the budget fully funded current operations for the fiscal year, included the $800,000 received from the City of Lynchburg. The budget included incorporated acceptance of the TRIP grant, and federal operating assistance. Revenue items discussed included paratransit revenue, the C.V.C.C. contract, non-operating revenue, advertising revenue, state operating assistance, TRIP funding, police-officer grant funding, Route 4 TRIP funds, and training grants.

Ms. Howe objected to the budget showing $2.6 million as the City of Lynchburg contribution. She stated that the City contribution should be shown as $1.8 million and that the remaining $800K should be shown separately as GLTC reserves/GLTC operating surplus. Mr. Moore stated that the line item could be separated without changing the bottom-line budget total.

Ms. Howe asked for a motion to approve the FY27 appropriated budget with the total revenue unchanged, the City of Lynchburg operating assistance line corrected to $1.8 million, and a separate GLTC reserves line added. Mr. Hackman made a motion to accept and the budget, Mr. Landergan seconded the motion. The motion passed unanimously.

(C) Route Service Update and Flex Fare Discussion

Mr. Moore introduced the route-service update, including proposed route and schedule modifications and the possible Flex fare increase. Board members requested additional information before voting, including updated projections on the effect of a Flex fare increase and available data on unique users and trips per day, while maintaining customer privacy. Staff indicated that the route changes could be moved to a later bid or schedule-change period, and that customer inquiries could be answered by stating that the Board was still examining the issue.

Ms. Howe made a motion to postpone the route-service and Flex fare votes until October board meeting. Mr. Landergan made a motion and Mr. Miller seconded. The motion carried unanimously.

(D) FOIA Request Update

Ms. Howe reported that she and Mr. Moore continued working with legal counsel to obtain documentation from the City of Lynchburg related to multimodal planning and GLTC reserves. The Board discussed concerns

that a number of City Staff produced records had been redacted or withheld under categories such as city-manager working papers, attorney-client privilege, or non-responsive material. Mr. Moore summarized general Virginia FOIA redaction categories and explained that protected information, attorney-client privilege, confidential working papers, and non-responsive material each have specific meanings. The Board discussed concerns that certain records may have been over-redacted, including records in which the City Manager did not appear to be included.

Ms. Howe stated that GLTC's attorney had been permitted to review some records in unredacted form only after signing a confidentiality agreement, which limited what could be reported back to the Board. Ms. Howe re-requested documents using metadata descriptions.

The Board discussed information received regarding the GLTC reserve account, including past transactions, the City's characterization of the reserve, and the FY27 City budget showing a $1.3 million withdrawal from the GLTC reserve, including $800,000 for operations and $500,000 for the multimodal study, leaving a balance slightly above $100,000.

Ms. Howe asked for a motion to continue pursuing the FOIA request. Mr. Miller made a motion and Mr. Lanergan seconded. The motion carried unanimously.

CLOSED SESSION

(E) CLOSED SESSION

At 11:07 a.m. Ms. Howe stated that the Board would enter closed session pursuant to Virginia Code § 2.2-3711(A)(8), for consultation with legal counsel employed or retained by a public body regarding specific legal matters requiring the provision of legal advice by such counsel. A motion was made by Ms. Sprouse and seconded by Mr. Blanks to enter closed session. The motion carried unanimously.

At 12:10 p.m. Ms. Howe made a motion to end closed session. Ms. Sprouse and Mr. Landergan seconded the motion. The motion carried unanimously.

PRESIDENT'S REPORT
No Report available.

ADJOURNMENT
With no further comment, the meeting ended at 12:12 p.m.

Secretary/Treasurer

Next Meeting Dates

Next Board Meeting: October 7th, 2026, at 800 Kemper St. Lynchburg, VA 24501 @ 8:30 a.m.
Next Work Session: October 15th, 2026, at 800 Kemper St., Lynchburg, VA 24501 @ 8:30 a.m.
Annual Meeting: October 28th, 2026, at 800 Kemper St., Lynchburg, VA 24501 @ 6:00 p.m

Greater Lynchburg Transit Company
Work Session Board Minutes
September 17th, 2026
8:30 AM – 10:30 AM

A work session of the Board of Directors of Greater Lynchburg Transit Company was held on September 17th, 2026, at GLTC's Transfer Station, 800 Kemper Street, Lynchburg, Virginia.

Attendance:
Board President: Cameron Howe
Board Vice President: Tab Sprouse via Zoom
Secretary-Treasurer: Ben Blanks
Members: Valerie Holmes; Andre Miller; Brian Landergan via Zoom;
Staff: Josh Moore; Natalie Wilkins; Chris Poindexter; John Yauger; Steve Overstreet; Donna Klein
Guests: Kyle Trissel of Department of Rail and Public Transportation via Zoom

CALL TO ORDER

Ms. Howe asked whether any members of the public were present and whether any new emails or voicemails had been received. No public speakers, new public-comment emails, or new voicemails were reported.

NEW BUSINESS

Mr. Poindexter introduced the draft marketing policy and stated that it covered general communications, permitted advertising, partnerships, sponsorships, intellectual property, the website, logos, and use of GLTC brand assets. He focused first on sections addressing prohibited or restricted advertising categories, including political, religious, ideological, issue-oriented, and advocacy advertising. Mr. Moore explained that GLTC has historically not accepted political advertising. Transit systems that do accept political advertising may require payment up front because campaigns can end quickly, creating collection risk. He also noted potential concerns about perceived endorsement, fairness complaints when inventory is unavailable, and the administrative burden of managing contested advertising requests.

Mr. Moore stated that GLTC advertising space is already approximately 90 percent full, with many large exterior placements sold as longer-term bus wraps. Because available inventory is limited, political or advocacy advertising would likely provide little additional revenue while adding potential legal, administrative, and reputational risk. Several members indicated that they leaned toward not allowing political, religious, ideological, or advocacy advertising at this time.

The Board then discussed shelter and bench advertising, including Section 6.6 of the proposed policy. Ms. Howe said she wanted to consult the City of Lynchburg zoning Administrator and the City of Lynchburg Planner to confirm that shelter and bench advertising would not conflict with zoning rules or off-premise advertising restrictions. Mr. Landergan discussed whether shelter advertising could be appropriate in business areas while avoided or limited in residential areas.

Mr. Landergan raised concerns about aesthetics, maintenance, and the possibility that shelter advertising could look unprofessional or invite flyers, graffiti, peeling graphics, or other maintenance issues. Mr. Moore explained that GLTC could use several approaches, including GLTC-owned notices, partner-managed shelter messages, commercial advertisements placed in purpose-built advertising holders, or limited vinyl panels. Staff indicated a preference for purpose-built advertising holders because they are cleaner, lockable, and clearly separate advertising space from general passenger information.

Mr. Poindexter discussed potential standard sizes, limited implementation at selected shelters, use of anti-graffiti and maintenance practices, and the possibility of a small beta approach before systemwide expansion. The discussion also included advertising rates, governmental partner use, nonprofit/in-kind inside-bus placements, and the importance of treating comparable advertisers consistently regardless of title or affiliation.

Greater Lynchburg Transit Company
Work Session Board Minutes
September 17th, 2026
8:30 AM – 10:30 AM

No vote was taken on the marketing policy. Staff and Board leadership were expected to revise the policy language, obtain legal and zoning feedback as needed, and bring the policy back for future consideration.

B. Route and Fare Policy Update

Mr. Poindexter reviewed public comments regarding the proposed Flex fare change. The proposal under discussion would align Flex with a paratransit-style fare at $4 each way and remove pass options such as day passes, 14-day passes, 30-day passes, and 31-day passes from Flex use.

Public comments were largely opposed to raising the Flex fare to $4, especially because the change would also remove existing pass options. Some comments suggested that if the fare increased, passengers should still be allowed to use existing pass products. Ms. Howe stated that although she had initially been open to the $4 fare, public comments caused her to reconsider because GLTC had removed fixed-route service from the area and riders now rely on Flex as the replacement service. She said she would be more comfortable with a $4 fare if fixed-route service still existed alongside microtransit.

Mr. Blanks suggested waiting for more clarity on Campbell County's potential service direction before changing the fare structure. Mr. Moore noted that TRIP grant funding currently cushions the budget impact and that a fare increase would have limited immediate financial effect, although the financial picture may change as the grant share declines over time. The Board's informal direction was to defer or remove the Flex fare increase from immediate action and bring a formal recommendation back at a later meeting so customers can be clearly informed.

Mr. Miller discussed concepts involving Routes 1A, 1B, 5, 9, 10, 11, 12, and 12X, along with the Flex service area. Route change points included service to Jefferson House, McGirt House, Alcoa Road, the Plaza area, Park Avenue, Memorial Avenue, Wards Road, Fort Hill Village, River Ridge Mall, and changes intended to improve transfer timing, safety, on-time performance, peak-direction travel, and operator/rider efficiency.

Specific concepts discussed included eliminating or adjusting low-ridership trips, shifting some evening service hours, improving Route 10 evening service, avoiding expressway travel for safety/liability reasons, improving Route 9 and Route 10 timing, rerouting Route 12/12X for on-time performance, expanding Flex to Fort Hill Village, and reconsidering how Flex serves River Ridge Mall depending on final route configuration.

Mr. Moore cautioned that some changes could require additional public outreach, equity or impact analysis, public hearings, and further review because of the communities served and the scope of potential service changes. Mr. Moore also noted that upcoming construction around the 221/501 interchange may make schedules more difficult over the next year or more. Several members emphasized that the Board should provide direction and policy priorities without overstepping into day-to-day management decisions.

Mr. Moore reported that GLTC would be bringing forward vendor options for a statewide procurement for paratransit, microtransit, and demand-response software. Because a new vendor could affect microtransit capabilities and service design, staff recommended holding off on major microtransit boundary or service changes until the vendor procurement is resolved. The Board discussed forming a small committee of approximately two to four members to work through route-change concepts with staff and return with a narrower set of recommendations.

No vote was taken on the route or fare items during the work session. The informal direction was to bring back a formal fare recommendation and to establish a small committee to review route-change concepts in more detail before broader action.

PRESIDENTS'S REPORT

Greater Lynchburg Transit Company
Work Session Board Minutes
September 17th, 2026
8:30 AM – 10:30 AM

Ms. Howe reported that the latest documents released by the City of Lynchburg under the Virginia Freedom of Information Act had fewer redactions than prior releases. About 14 documents, drawn from thousands received, appeared improperly redacted. She said those documents neither helped nor hurt GLTC's position but showed that redactions are not being applied properly. The City of Lynchburg is now seeking almost $400 in additional charges, roughly an 88% increase over the original cost. Ms. Howe reported that GLTC paid the original invoice and that she is disputing the additional charge. She expressed concern that nonpayment could allow the City of Lynchburg to decline to respond to future requests. Ms. Howe reported no communication from the City of Lynchburg to her knowledge on moving forward with the Memorandum of Understanding or the $500,000 for the multimodal project. Both matters remain unresolved.

ADJOURNMENT
With no further comment, the meeting ended at 10:13 am

Secretary/Treasurer

Next Meeting Dates

Next Board Meeting: October 7th, 2026, at 800 Kemper St. Lynchburg, VA 24501 @ 8:30 a.m.
Next Work Session: November 19th, 2026, at 800 Kemper St., Lynchburg, VA 24501 @ 8:30 a.m.
Annual Meeting: October 28th, 2026, at 800 Kemper St., Lynchburg, VA 24501 @ 6:00 p.m.

GLTC Board Agenda Detail
Item Title: August 2026 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 down 2.15% compared with the previous year and was up 4.25% from the previous month.

Ridership:

Fixed Route and Flex ridership for the month of August was 57,025
Paratransit ridership for August was 1,665
Flex ridership for the month of August was 1,934

Service Impacts:

On-Time Performance was 77.3 %

2.3% of the service was lost due to missed trips in August.

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

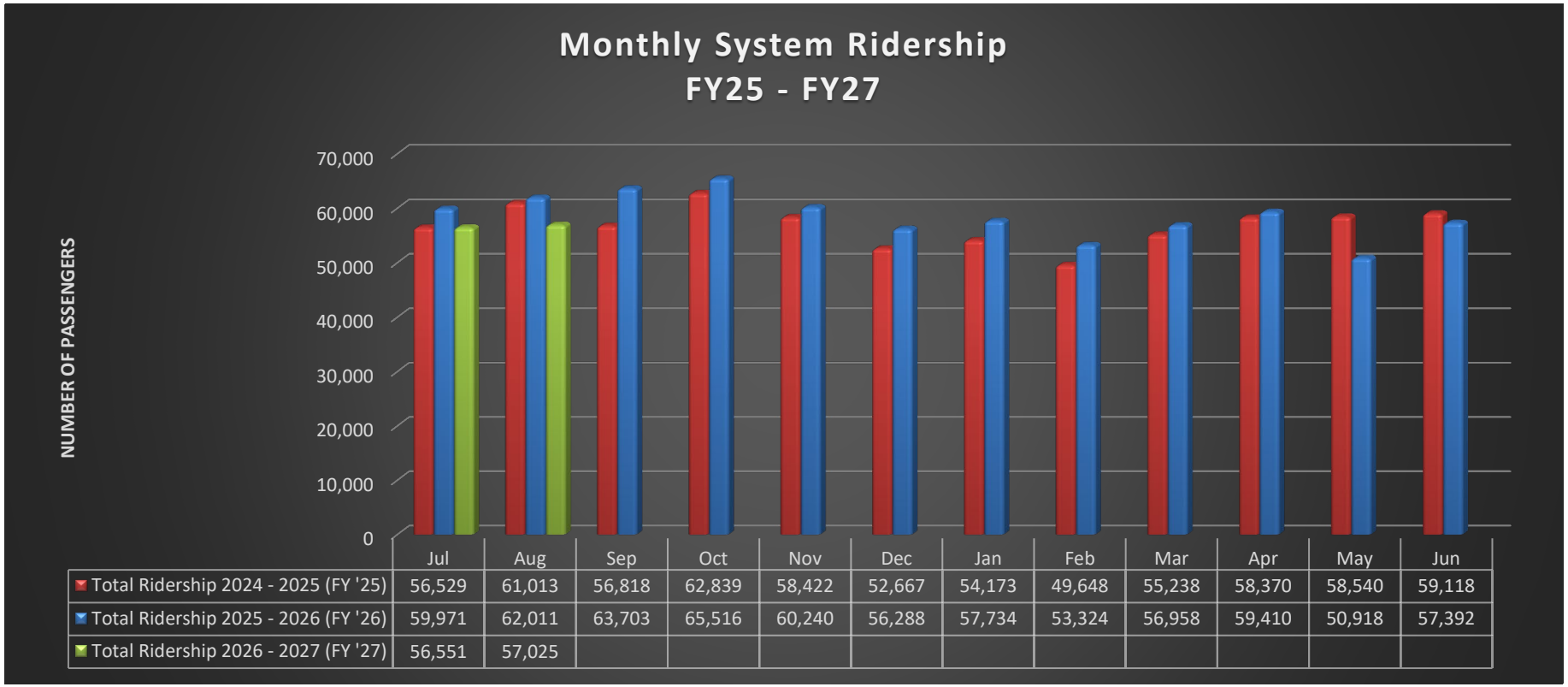
Route	1A	1B*	2	3A	3B	4	5	10	11	12X
On-time	78.1%	58.5%	82.9	76.8%	75.4%	68.0%	72.0%	80.7%	69.6%	74.7%

*Primarily caused by the detour due to water line construction

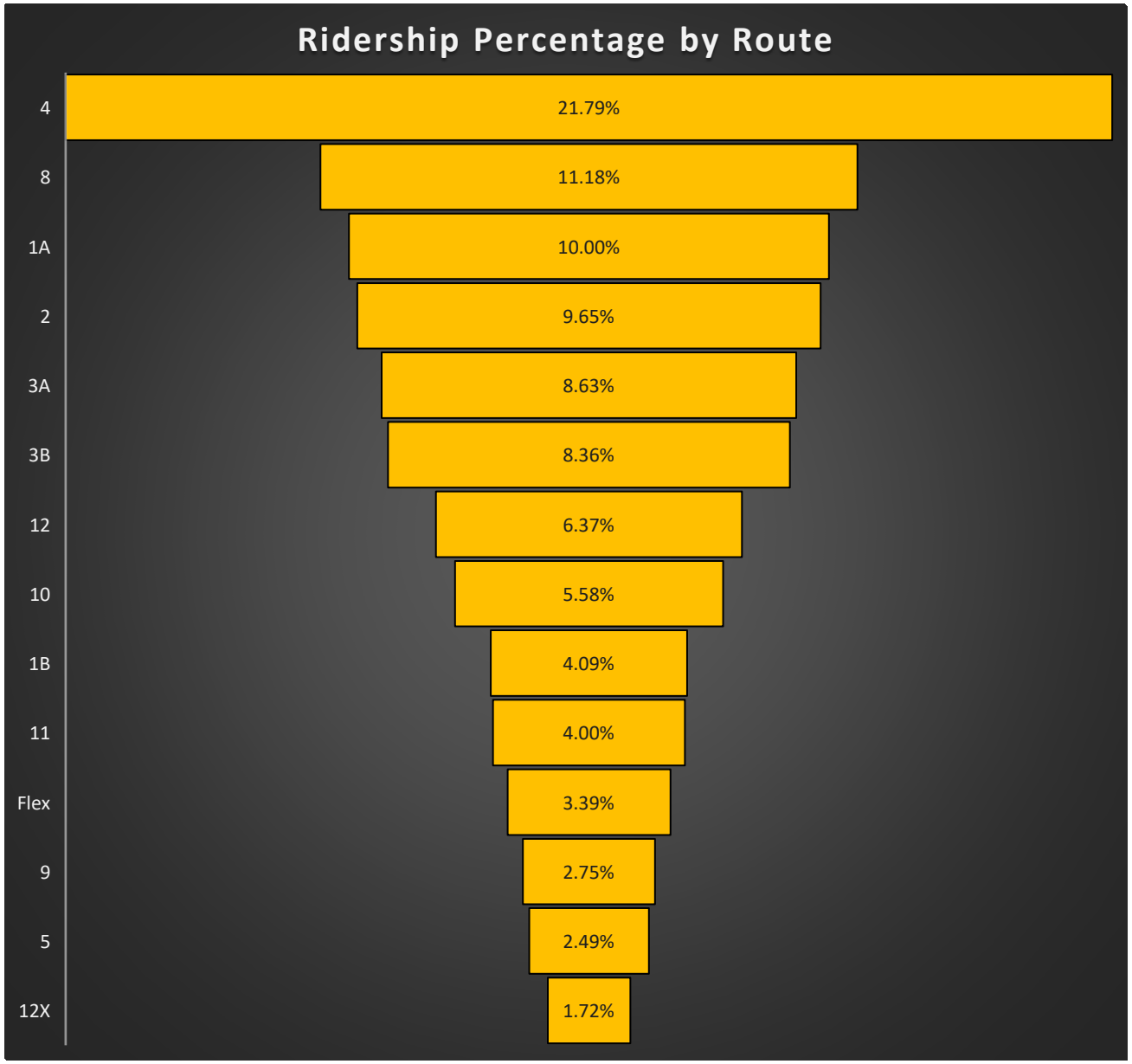
Maintenance:

Maintenance activities are reported as follows for August 2026:

- Total mileage for fixed route – 73,104
- Total mileage for Flex – 11,762
- Paratransit total mileage – 13,462
- On-time performance for preventative maintenance activities – 85%
- Fleet downtime – 3.89%
- Road calls - 11

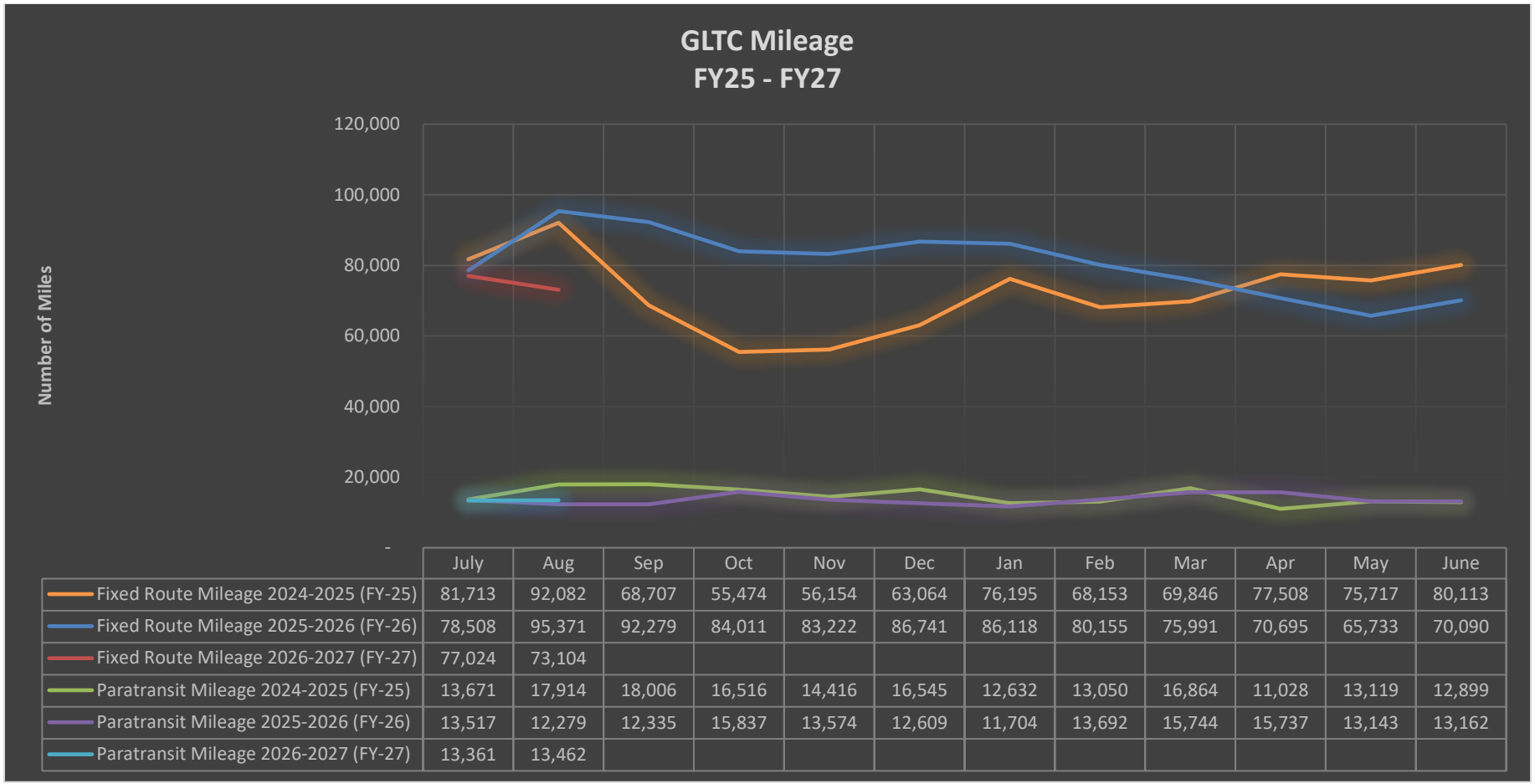


	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Total Ridership 2024 - 2025 (FY '25)	56,529	61,013	56,818	62,839	58,422	52,667	54,173	49,648	55,238	58,370	58,540	59,118
Total Ridership 2025 - 2026 (FY '26)	59,971	62,011	63,703	65,516	60,240	56,288	57,734	53,324	56,958	59,410	50,918	57,392
Total Ridership 2026 - 2027 (FY '27)	56,551	57,025										

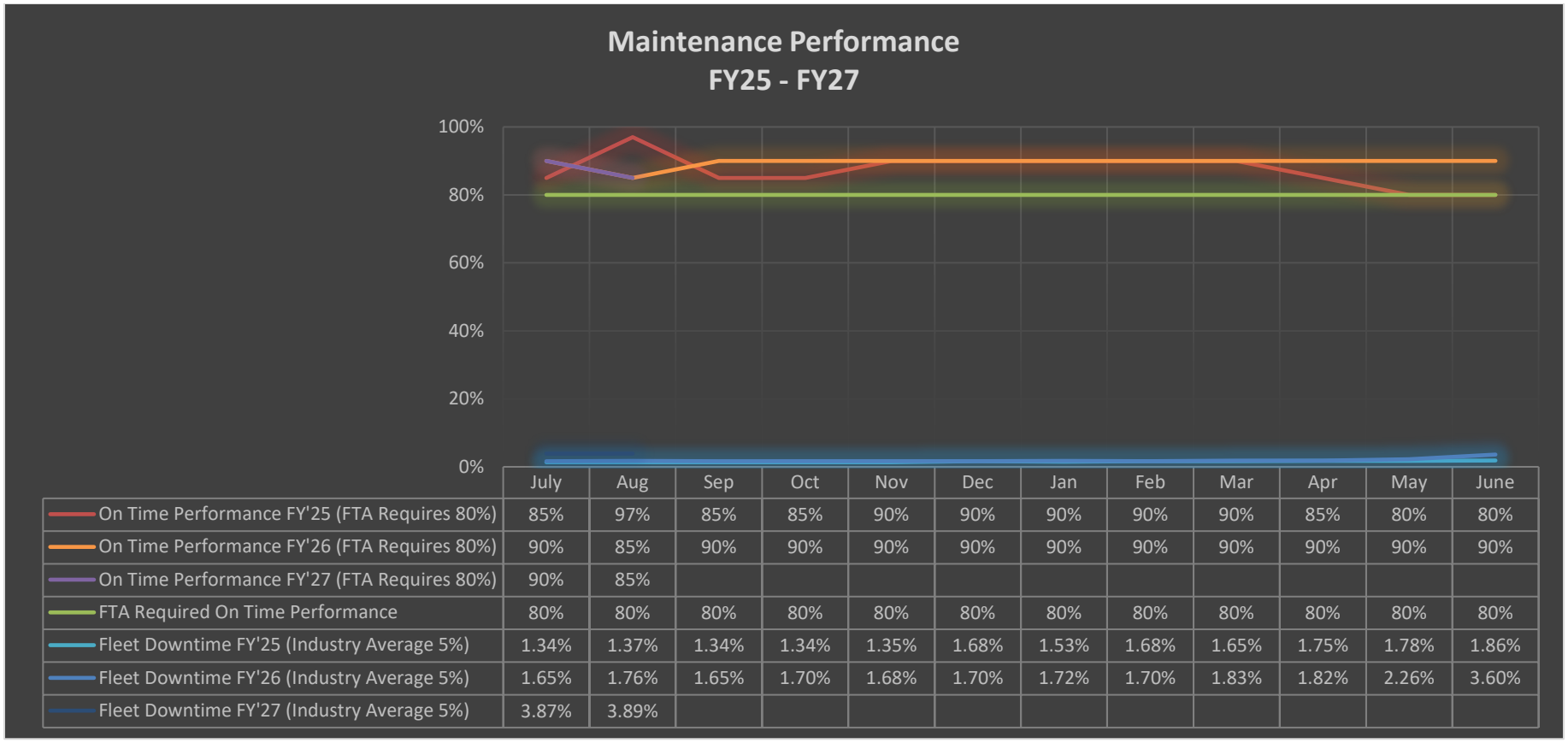


Aug-25

Route	Ridership	Percentage
4	12,426	21.79%
8	6,377	11.18%
1A	5,701	10.00%
2	5,502	9.65%
3A	4,920	8.63%
3B	4,770	8.36%
12	3,633	6.37%
10	3,183	5.58%
1B	2,330	4.09%
11	2,279	4.00%
Flex	1,934	3.39%
9	1,569	2.75%
5	1,421	2.49%
12X	980	1.72%
Total	**57,025**	**100.00%**



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Fixed Route Mileage 2024-2025 (FY-25)	81,713	92,082	68,707	55,474	56,154	63,064	76,195	68,153	69,846	77,508	75,717	80,113
Fixed Route Mileage 2025-2026 (FY-26)	78,508	95,371	92,279	84,011	83,222	86,741	86,118	80,155	75,991	70,695	65,733	70,090
Fixed Route Mileage 2026-2027 (FY-27)	77,024	73,104										
Paratransit Mileage 2024-2025 (FY-25)	13,671	17,914	18,006	16,516	14,416	16,545	12,632	13,050	16,864	11,028	13,119	12,899
Paratransit Mileage 2025-2026 (FY-26)	13,517	12,279	12,335	15,837	13,574	12,609	11,704	13,692	15,744	15,737	13,143	13,162
Paratransit Mileage 2026-2027 (FY-27)	13,361	13,462										



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
On Time Performance FY'25 (FTA Requires 80%)	85%	97%	85%	85%	90%	90%	90%	90%	90%	85%	80%	80%
On Time Performance FY'26 (FTA Requires 80%)	90%	85%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
On Time Performance FY'27 (FTA Requires 80%)	90%	85%										
FTA Required On Time Performance	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%
Fleet Downtime FY'25 (Industry Average 5%)	1.34%	1.37%	1.34%	1.34%	1.35%	1.68%	1.53%	1.68%	1.65%	1.75%	1.78%	1.86%
Fleet Downtime FY'26 (Industry Average 5%)	1.65%	1.76%	1.65%	1.70%	1.68%	1.70%	1.72%	1.70%	1.83%	1.82%	2.26%	3.60%
Fleet Downtime FY'27 (Industry Average 5%)	3.87%	3.89%										

GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

October 2nd, 2026

Re: July and August 2026 Draft Financial Statements

Dear GLTC Board of Directors,

The draft financial statements for July and August 2026 are attached to this report. We will not be able to issue final statements until an official end of the year has been derived from our audit. We operated service normally for the month with the exception of Sundays.

Income:

Farebox revenue is steady but is 8% below budget with paratransit revenues 6% below budget. This

Non-operating revenue was lower with no insurance payments. We have several changeovers in advertising in July and August with several potential large advertisements in negotiations.

State operating assistance is included but does not have figures for the microtransit TRIP grant as we will be drawing those expenses quarterly and have not completed the first draw to have an estimate for additional service months. This will likely be $30,000-50,000 depending on actual expenses for each month.

Federal revenues currently have a conservative "placeholder" number as we are awaiting the approval of our FY27 Federal Operating Assistance which will not be until November likely due to the standard end of the fiscal year shutdown for FTA grant systems. This number will likely be higher when all costs are computed using the final Federal formula, but this will likely add another $30,000-$50,000.

Expenses:

Expenses for fixed route and PTS operators are below budget by 17% and 4% respectively, but wage increases for this year have not been entered as the Collective Bargaining Agreement is still in negotiations. Fixed Route Operator overtime is high as we are still filling open shifts with overtime, so some of the expenses will be shifted to regular operations salaries as new employees come onboard.

Supervisor overtime is up by 15% due to filling current open supervisor shifts with overtime and having supervisors occasionally hold operations shifts if they cannot be filled by any other means.

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434.455.5080 Office • **434.528.4582** Fax • www.GLTConline.com

The Central Virginia Transit Management Company, Inc., *employs all Administrative Staff, Bus Operators and Maintenance Personnel for the Greater Lynchburg Transit Company (GLTC). GLTC is professionally managed by First Transit, a division of First Group America.*

Maintenance overtime is up as we have several open positions that were not filled pending the outcome of the budget. Additionally, non-salary administration wages are up by 13% with staff picking up additional duties for paratransit.

One reason for the higher overtime usage is that our new payroll program is showing all hours over 40 a week as overtime. Our previous system only showed "premium" time and not normal overtime while our new system shows both together.

IT expenses are higher than last year and are 27% over for the two months based on higher than expected renewals for several customer-facing systems. Staff will be conducting an analysis and will be coming back to the board for discussion as the systems with the highest costs are all customer facing systems, but growing costs are a concern for the organization.

Other materials and supplies was over in Administration as a number of small purchases and projects were completed at the start of the fiscal year after funding was secured. This number typically spikes at the start of the fiscal year then falls back into the budget range as the year progresses.

Fuel costs have roughly doubled in July and again in August from previous costs. We are still currently below our budgeted number for fuel for these months, but September's fuel numbers will likely exceed this budget.

This has the potential to be the most disruptive item to GLTC's budget for the next couple of months and possibly for this fiscal year.

Overview:

We are still awaiting hard revenue numbers for these months, but expenses should not change in the future. Fuel is the single largest item of concern but currently cash flow is good for the next couple of months but very dependent on fuel costs.

Anticipated Expenses:

Fuel prices and pricing for fuel surcharges have increased exponentially and do not show any signs of abating in the near term. Long term this may be an issue that will need to be addressed if prices stay elevated or if there are fuel shortages.

Unanticipated Expenses:

We did not have any unanticipated operational expenses during this month.

Capital Projects:

Capital expenditures include replacements for several defective transmissions in both body-on-chassis (Paratransit) as well as fixed route buses. We are working to have as much of this work completed under warranty as possible.

Sincerely,

Joshua A. Moore
General Manager

	JULY 2026	AUGUST 2026	FY 2027 YTD
OPERATING REVENUE			
ADULT FARES	$35,675.68	$40,768.45	$76,444.13
PASSENGER REVENUE-FRT	$35,675.68	$40,768.45	$76,444.13
CONTRACTS (CVCC ACCESS)	$4,066.67	$4,066.67	$8,133.34
FARES - PTS	$4,444.00	$4,528.00	$8,972.00
TRANSPORTATION SERVICES - PTS	$560.00	$440.00	$1,000.00
PASSENGER REVENUE-DRT	$5,004.00	$4,968.00	$9,972.00
TRANSPORTATION SERVICES - FIXED ROUTE	$5,204.00	$352.00	$5,556.00
CONTRACT SERVICE REVENUES	$5,204.00	$352.00	$5,556.00
NON TRANSPORTATION REVENUE OTHER	$30.00	$50.00	$80.00
NON TRANSPORTATION REVENUE INTEREST	$231.46	$233.05	$464.51
ADVERTISING COMMISSIONS	$6,140.00	$3,940.00	$10,080.00
NON-OPERATING REVENUES	$6,401.46	$4,223.05	$10,624.51
CITY OPERATING ASSISTANCE EARNED	$223,275.74	$223,275.74	$446,551.48
OPERATING ASSISTANCE COUNTIES	$7,631.25	$7,631.25	$15,262.50
STATE AID - INTERN			
STATE AID - TRAINING			
STATE AID - Technical Grant - DBE			
STATE AID - DEMONSTRATION GRANT-Circulator			
CITY OPERATING ASSISTANCE - SPECIAL APPROPRIATION			
CITY OPERATING ASSISTANCE RESERVE			
STATE OPERATING ASSISTANCE EARNED	$169,790.47	$169,790.47	$339,580.94
FEDERAL OPERATING ASSISTANCE EARNED	$350,000.00	$350,000.00	$700,000.00
OPERATING ASSISTANCE	$750,697.46	$750,697.46	$1,501,394.92
TOTAL REVENUES FROM ALL SOURCES	$807,049.27	$805,075.63	$1,612,124.90
EXPENSES			
FIXED ROUTE			
Operator Labor	$136,861.36	$139,164.87	$276,026.23
Operator-Overtime	$23,060.92	$23,712.32	$46,773.24
Other Salaries & Wages	$35,977.41	$30,491.22	$66,468.63
Supervisors-Overtime	$2,185.31	$2,236.86	$4,422.17
Fringe Benefits	114375.27	97836.15	212211.42
Information Technology	$31,561.75	$31,561.71	$63,123.46
TOTAL FIXED ROUTE	$344,022.02	$325,003.13	$669,025.15
DEMAND RESPONSE			
Operator Labor	$35,626.52	$34,344.24	$69,970.76
Operator-Overtime-PTS	$1,036.13	$928.17	$1,964.30
Other Salaries & Wages	$11,487.52	$11,192.11	$22,679.63
Fringe Benefits	23575.69	20166.55	43742.24
Information Technology	$3,942.79	$3,942.77	$7,885.56
TOTAL DEMAND RESPONSE	$75,668.65	$70,573.84	$146,242.49
MAINTENANCE			
Other Salaries & Wages	$77,623.12	$69,070.59	$146,693.71
Inspection&Maint,Srvc-Overtime	$6,413.92	$6,477.90	$12,891.82
Fringe Benefits	51366.75	43938.91	95305.66
Fuel & Lubricants	$64,467.38	$73,792.96	$138,260.34
Tires & Tubes	$6,021.65	$13,215.28	$19,236.93
Information Technology	$1,355.21	$1,355.21	$2,710.42
Other Materials & Supplies	$42,282.74	$23,410.67	$65,693.41
TOTAL MAINTENANCE	$249,530.77	$231,261.52	$480,792.29
ADMINISTRATION			
Other Salaries & Wages	$52,675.27	$58,963.84	$111,639.11
Fringe Benefits	34857.62	29817.07	64674.69
Services	$51,826.28	$50,118.39	$101,944.67
Utilities	27552.34	13842.77	41395.11
Casualty & Liability Expenses	24680.88	24254.75	48935.63
Information Technology	$4,078.92	$3,601.97	$7,680.89
Other Materials & Supplies	$13,667.75	$9,422.13	$23,089.88
Miscellaneous	9539.33	2227.81	11767.14
TOTAL ADMINISTRATION	$218,878.39	$192,248.73	$411,127.12
TOTAL EXPENSES	$888,099.83	$819,087.22	$1,707,187.05
NET INCOME/(LOSS)	($81,050.56)	($14,011.59)	($95,062.15)

GLTC STAFFING UPDATE – OCTOBER 2026

Human Resource Manager - John Yauger

Over the past three months, we have been able to gain some traction with our hiring. While we still have positions to fill, a good deal of progress was made this quarter toward getting back to full staffing. We currently have six full-time operators in the training class. They are testing for their CDLs and should be ready to hit the road within the next couple of weeks.

On the operations side, we lost a total of three employees this quarter. Two of these employees were full-time operators, and one was a member of our training class. The two operators we lost were terminated because of job abandonment, while the third was a voluntary resignation from the training class due to medical reasons. We also had a part-time member of our maintenance team who voluntarily resigned this quarter to accept a great full-time employment opportunity outside of GLTC.

Based on some of the trends we are seeing in applicant flow, we are hoping next quarter will be even better! We have a couple of hiring events this month that should help get the quarter off to a good start. As long as we keep seeing the great applicant flow we are currently seeing, we should have an awesome quarter ahead! Please reference the chart below for more information on this quarter's staffing numbers.

Staffing as of 7/1/2026	
Full Time Operators	37
Part Time Operators	13
Full Time Maintenance	13
Part Time Maintenance	5

Hired During Period	
Full Time Operators	7
Part Time Operators	0
Full Time Maintenance	0
Part Time Maintenance	0

Terminated During Period	
Full Time Operators	2
Part Time Operators	0
Full Time Maintenance	0
Part Time Maintenance	0

Retired During Period	
Full Time Operators	0
Part Time Operators	0
Full Time Maintenance	0
Part Time Maintenance	0

Resigned During Period	
Full Time Operators	1
Part Time Operators	0
Full Time Maintenance	0
Part Time Maintenance	1

Staffing as of 9/30/2026	
Full Time Operators	41
Part Time Operators	13
Full Time Maintenance	13
Part Time Maintenance	4

Lost In Hiring Process	
Full Time Operator	Did Not Accept Offer (no reason provided)

Notes
Both Operator Terminations were AWOL/Job Abandonment
Operator Resignation for Medical Reasons
Maintenance Resignation For Outside Employment

GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

October 2nd, 2026

Re: Statewide Bench Contract Vendor Selection

Dear GLTC Board of Directors,

Attached is the recommendation letter from Doressa Chilton our Procurement Specialist for the award to four firms for the statewide bench contract that GLTC conducted with our partners at the Department of Rail and Public Transportation (DRPT), JAUNT (Charlottesville), RADAR (Roanoke), and with input from many different agencies across the Commonwealth.

This award will not commit GLTC to a specific vendor for our procurement. That procurement will be brought back to the board at the November meeting for a selection and approval. This bench contract allows for any entity that receives DRPT funding to utilize whichever of the four approved vendors that they choose to avoid the need to complete a separate procurement action.

This also allows agencies, including GLTC, to obtain better pricing and have the option to select the options that are needed for the agency at the time, but with the option to add additional services at a later date without having to complete another procurement.

This was a new type of procurement for GLTC in working with our partners to create a joint procurement led by an individual agency instead of DRPT to allow for a faster process and to test whether new options for procuring these services may be reasonable and viable in the future.

I would like to thank all of the selection committee members who participated and gave a good portion of their time to ensuing that this process was as though as possible.

They include:

Doressa Chilton, Lisa Anderson, Sarah Klein, and Wendell “Gus” Wats II from GLTC.
Mike Mills, Any Steed, and Jason Espie from JAUNT
Tiffany Dubinsky and Kyle Trissel from DRPT
Tab Sprouse from the GLTC Board of Directors

Sincerely,

Joshua A. Moore
General Manager

419 Bradley Drive • Lynchburg, VA 24501 | PO Box 11286 • Lynchburg, VA 24506
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GREATER LYNCHBURG TRANSIT COMPANY

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Date: September 10th, 2026

Subject: Award Selection for Microtransit & Paratransit SaaS RFP

To: Josh Moore, General Manager

On behalf of the committee, I submit our recommended selection for award for the Request for Proposal (RFP) submitted on June 1, 2026 for Microtransit & Paratransit SaaS. We have chosen the following vendors for this Consortium: HBSS Connect, IT Curves, Spare, and Transit Technologies. These vendors were selected based on software usability, customer support, technical experience and qualifications, and references. In addition, many of these vendors have demonstrated they are keeping pace with technological advancements. Pricing and further information regarding our decision can be found below:

All Bids Received:

	First Year (Initial Costs)	Annual Costs	Comments
HBSS Connect	$158,168.39	$47,000	Two-way communication and AI
IT Curves	$108,200	$55,700	Solid product with AI features
Spare	$195,000	$155,000	High annual costs but some of it is optional / solid product
Transit Technologies	$191,150	$140,400	Annual costs include options / prefer TripMaster solution
Via Mobility	$111,320	$76,320	Technology dated / pricing is for 20 active vehicles
TripSpark	$303,386	$57,854	Highest year 1 costs / technology still seems dated
Concourse	n/a	$97,500	Annual subscription only / lack of experience
FSH	n/a	$148,000	Lack of experience
Kevadiya Inc	n/a	n/a	Bid not received on time

Thanks,

Doressa L Chilton
Procurement Specialist
DLovitt@gltconline.com

GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

October 2nd, 2026

Re: Bike Storage Canopy and Locker Options

Dear GLTC Board of Directors,

Attached are renderings of the bike canopy showing three potential color pairing options. The first option does show a translucent bronze roof as an illustrative option, but it can also have a solid metal roof the same as options 2 & 3.

In our previous discussion, the Board had wanted to stay away from a black roof due to concerns about heat. The roof can be any of these colors that are in the renderings, but the architects did want to note that all of the roofing for both the Transit Station as well as Kemper St. Station canopies is black and that aesthetically it would be much more noticeable in this location that others.

For the bike lockers, there are two options presented that show the range of what we would be able to install in the available space. Both of these options offer designs that allow a user to bring their own lock, or a keypad for a digicode that can be obtained either from CSR staff or through an online portal. This would be the cheapest option for a payment system for the lockers and does also allow for other options such as interior cameras if desired.

Additional options include app connectivity for renting locker space and charging connections for eBikes, but each of these options will add additional costs both in one-time usage (electrical connections and hardware) and in ongoing costs for running these services and electrical.

These are for illustrative purposes and allow the Board to think about these options. I will be able to have better pricing and see if there are any additional technologies that may be available after returning from the APTA Expo and viewing the current offerings from vendors.

The bike lockers may be left as the untreated aluminum, zinc coated aluminum (which is more weather resistant) or painted to either match or compliment the bike canopy.

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GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

If the Board is able to select a roof type/color and upright color, then that will allow us to proceed with final renderings and begin the next step in the process to prepare for ordering and planning approvals.

Sincerely,

Joshua A. Moore
General Manager

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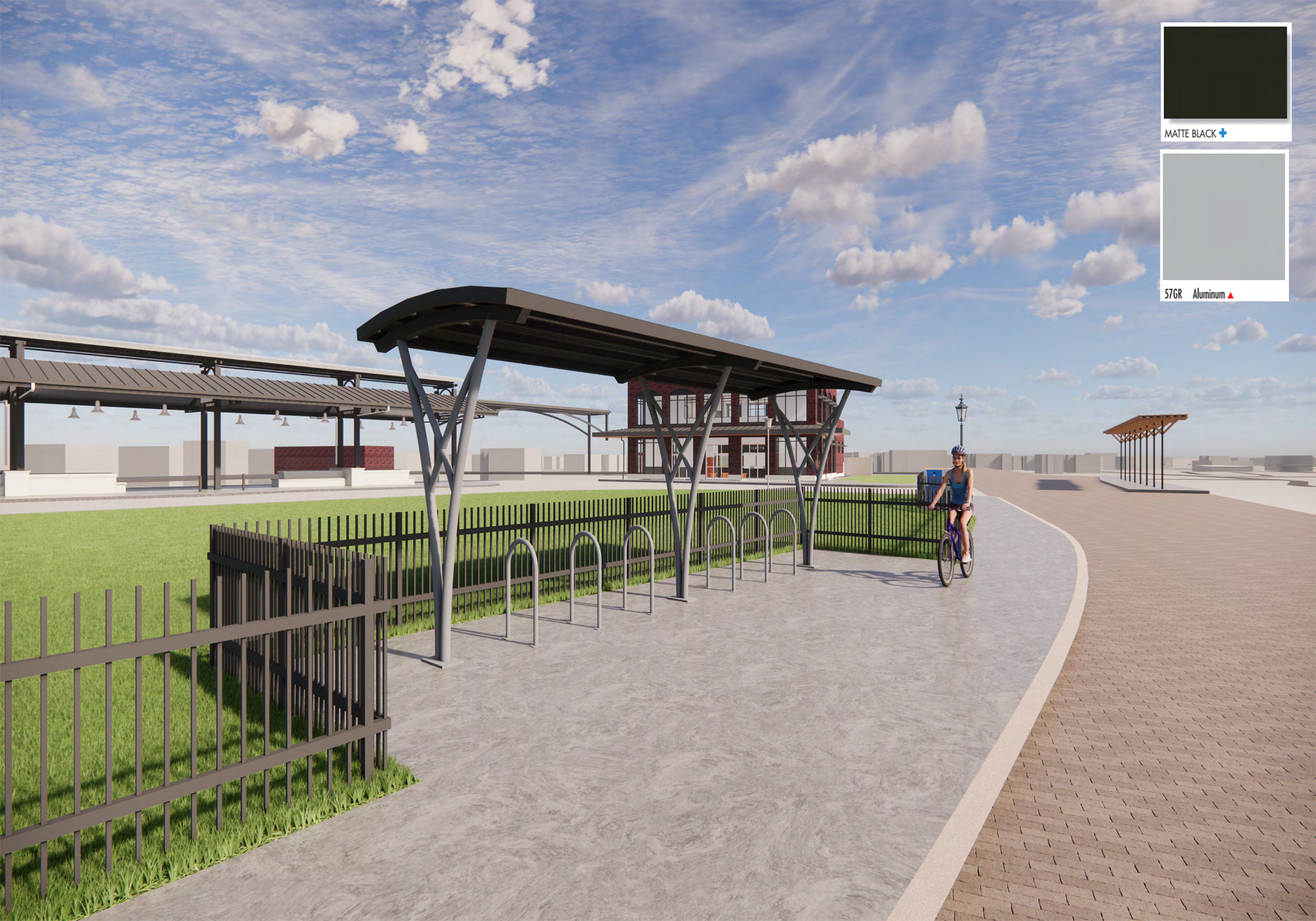
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48GR Moon Shadow


MATTE BLACK
57GR Aluminum


MATTE BLACK
2080 Pond

DERO
A PLAYCORE Company





Smart
Bike Locker

Powered by bikeep

The Smart Bike Locker powered by Bikeep is about more than just security – it's a reflection of our dedication to a smarter, more connected future. With easy smartphone access for users and a robust console for administrators, our app-operated locker does away with lost keys and passcodes to create a seamless, intuitive bike parkling experience. Add optional charging ports to let e-bike riders begin every trip with full power.

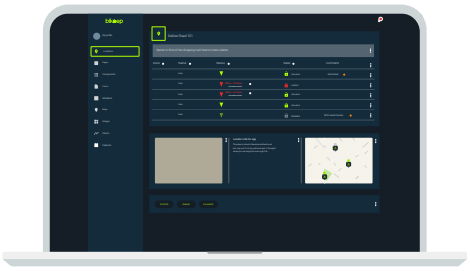
©2023

Smart **Bike Locker** Powered by bikeep









Smartphone Access for Cyclists

The app enables cyclists to join and use the full potential of the integrated network. Cyclists can conveniently plan commutes and reserve their parking spots ahead of time. Through the easy-to-use Bikeep app, responsive customer support is at the cyclists' fingertips.

Advanced Console for Admins

Bikeep's Console gathers real-time and statistical information about locations, parking usage, and cyclists. It allows you (the operator) to remotely manage access, including lock/unlock, payment options, and surveillance.

FINISH OPTIONS

Powder Coat

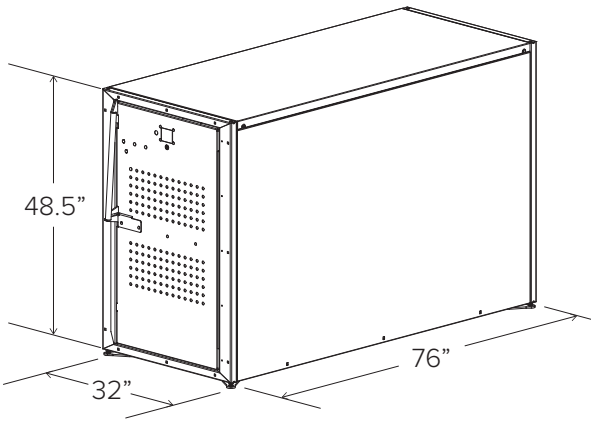
- White
- Black
- Light Gray RAL 7042
- Deep Red RAL 3003
- Orange RAL 2004
- Beige RAL 1001
- Iron Gray RAL 7011
- Hunter Green RAL 6005
- Light Green RAL 6018
- Green RAL 6016
- Blue RAL 5005
- Sky Blue RAL 5015
- Sepia Brown RAL 8014
- Dark Purple
- Wine Red RAL 3005
- Bronze

Camera Surveillance (optional)

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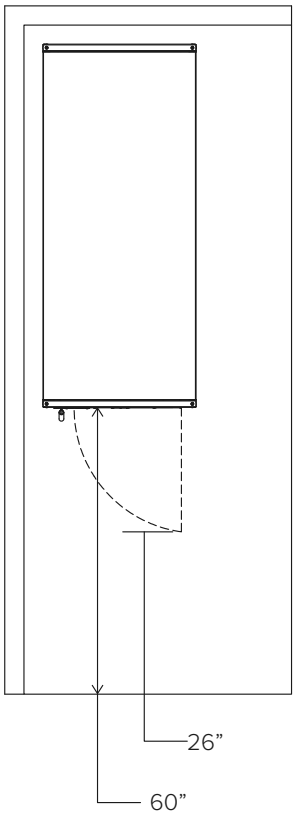
DERO A PLAYCORE Company | bikeep | Smart **Bike Locker** Powered by bikeep

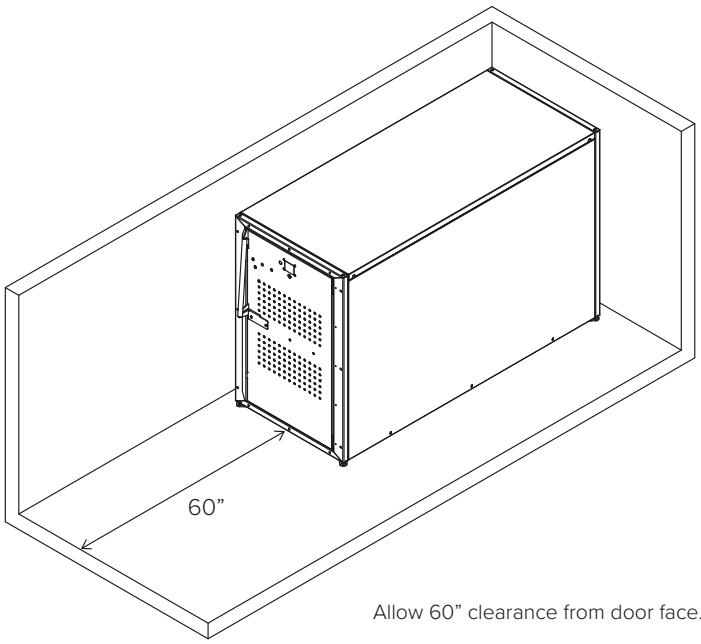
Submittal Sheet



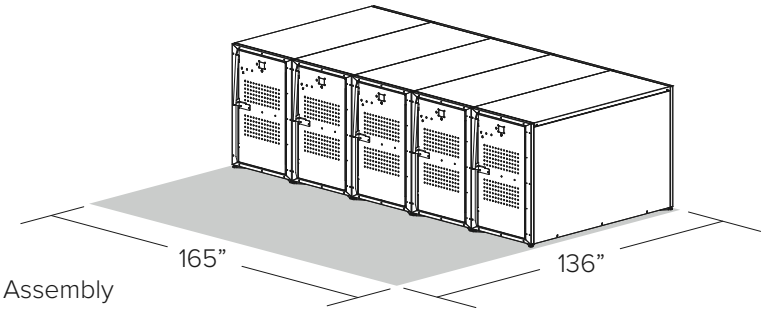
CAPACITY	1 Bike
MATERIALS	**Frame:** 1.50” x 3.00” x 14g tube **Floor:** 18g plate **Sides:** 18g plate **Doors:** 16g plate **Top:** 18g plate
FINISHES	**Locker Frame:** Galvanized **Panels and Doors:** Powder coat over G90 electro plated steel
LOAD DATA	40 psf snow, 90 mph wind exposure B, high seismic
SETBACKS	Allow a 60” clearance from door face.
STANDARD	• Leveling feet • Floor panel • Ventilating window on doors • Graffiti resistant • UV resistant • Numbering • Gear hook • Door closer
E-BIKE CHARGING	☐ **Non-Charging (No Outlets)** ☐ **Add Charging Port with 4-Hour Timer** ** Charging and non-charging lockers both need 110v electrical supply to one locker per connected set (max 10).*
CAMERA	☐ **Optional Security Camera** Motion-captured security images accessible remotely. Captured video available upon request or by accessing the SD card. (1 camera per set of connected lockers).

©2024

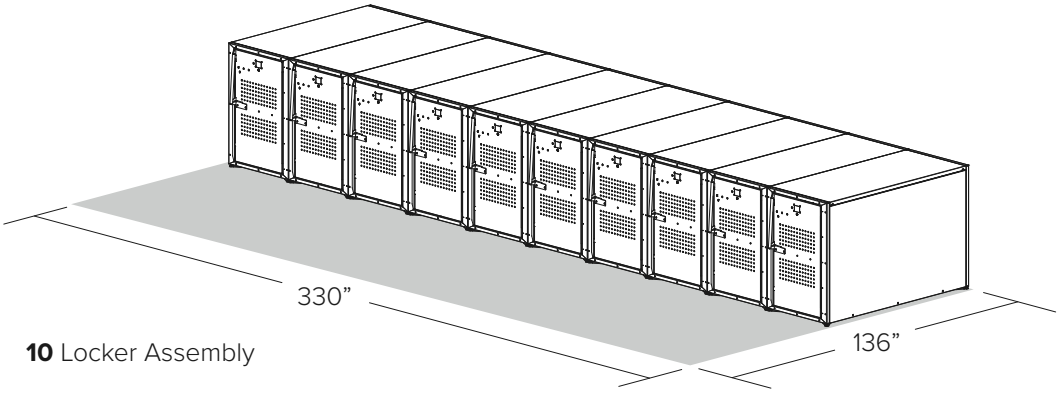




Allow 60” clearance from door face.



5 Locker Assembly



10 Locker Assembly

©2023

Site Validation and Preparation Basics

Selecting the optimal location for a set of lockers is essential for attracting and retaining cyclists, as well as minimizing installation and maintenance costs. This document outlines the guidelines and requirements for selecting, validating, and preparing a locker location.

SMART BIKE LOCKERS POWERED BY BIKEEP

Bikeep smart bike lockers are a complete product solution for safe and seamless personal bicycle parking in city-wide station networks.



Each smart bike Locker location consists of the following:

- A **main controller** in one of the lockers for 4G internet connection and real-time data.
- Up to 10 individual lockers per controller.
- An **electrical connection** to one locker at the end of a row.
- An **optional security camera** for increased security that can be installed anywhere near the station.

Dero provides all parts for assembly. Clients need only to supply electricity to one locker in each connected set.

LOCATION RECOMMENDATIONS

When choosing a location for lockers, consider the following:

- **Visibility:** Place lockers in highly visible locations, such as next to main entrances, to attract attention.
- **Accessibility:** Ensure easy access to the electrical supply and stay within 165 feet of key destinations.
- **Convenience:** Do not obstruct pedestrian paths and avoid stairwells for cyclists.
- **Strategy:** If a building has two or more main entrances on opposite sides, provide lockers at each doorway.
- **Connectivity:** A 4G mobile internet connection must be available at the site to provide real-time data on locations, parking usage, and cyclists.
- **Electricity:** 110VAC power to the location should be handled by a qualified electrician in accordance with local standards and regulations.

GROUND REQUIREMENTS

Bikeep Smart Bike Lockers have been designed to be installable both indoors and outdoors.

They can be installed on any hard surface by one of the two following options:

- **Type 1:** Making use of a **preexisting concrete** surface with a thickness of at least 4 inches
- **Type 2:** Pouring a **new concrete** surface

Lockers cannot be installed on dirt, grass, sand, or similar surfaces. The ground must be solid, flat, and have an incline of no more than 1.5 degrees.

Install lockers within the following slope guidelines

Maximum Ground Slope		
# of Lockers in Assembly	Lockers Level	Lockers at 1º Angle
5	0.6%	3.0%
10	1.3%	1.8%





Lockers bolted to an existing hard surface (Type 1)

Requirement: Concrete pavement thickness at least 4 inches and not cracked





Lockers bolted to the ground with a new concrete surface creation (Type 2)

⚠ **Requirement: Ground removable for concrete base creation (asphalt, cobblestone, dirt, etc)**





ELECTRICAL REQUIREMENTS FOR CHARGING LOCKERS

All connected sets of up to 10 lockers need a **110 VAC** (volts alternating current) power line; standard U.S. power supply. Power is typically sourced from nearby buildings or electrical breaker boxes.

Dero provides all parts for assembly. Clients need only to supply supply a power line with conduit/ fittings into the initial locker for the assembly..

⚠ **110VAC power to the location should be handled by a qualified electrician in accordance with local standards and regulations.**

Input voltage: **110VAC**

# of lockers	Power consumption	Power requirement for e-charging
5-locker station	Peak: **2.2kW** Typical: **.75kW**	**20A @110VAC**
10-locker station	Peak: **4.4kW** Typical: **1.5kW**	**40A @110VAC** *(2 circuits, 20A each)*

Calculations are based on 4 amp chargers that are charging at full load.
The actual power consumption may differ.

ELECTRICAL REQUIREMENTS FOR NON-CHARGING LOCKERS

All connected sets of up to 10 lockers need a **110 VAC** (volts alternating current) power line; standard U.S. power supply. Power is typically sourced from nearby buildings or electrical breaker boxes.

Dero provides all parts for assembly. Clients need only to supply electricity for the station.



110VAC power to the location should be handled by a qualified electrician in accordance with local standards and regulations.

Input voltage: **110 VAC**

# of Docks	Power consumption	Power requirement
5-locker station	**15W**	**Less than 1A @110VAC**
10-locker station	**20W**	

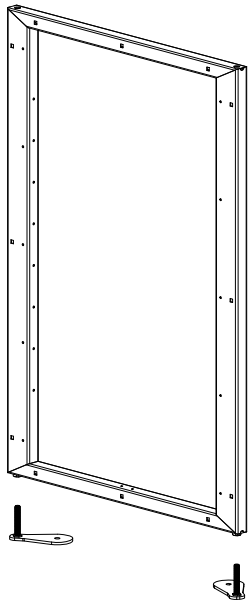
TOOLS NEEDED

Hammer drill with 3/8” masonry bit
Hammer
Bubble level
Tape measure
3/8”, 7/16”, ½”, 9/16” wrenches
Socket wrench
3/8”, 7/16”, ½”, 9/16” sockets
Power drill
#3 Phillips screwdriver bit
Needle-nose pliers
Socket Extension
Small side-cutter pliers

RECOMMENDED BASE MATERIAL

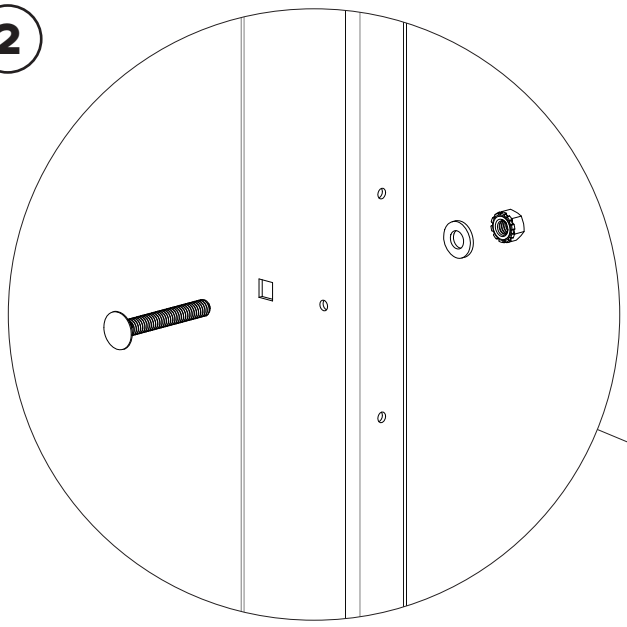
Solid concrete is the best base material for installation. To ensure the proper anchors are shipped with your locker, ask your Dero representative which anchor is appropriate for your application. Be sure nothing is underneath the base material that could be damaged by drilling.

1

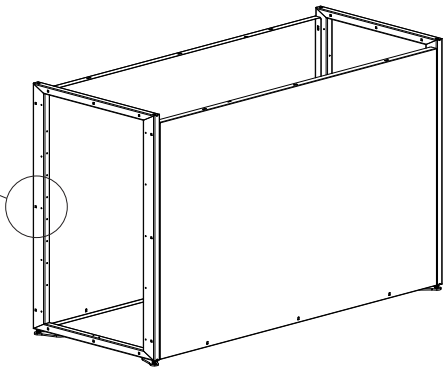


Thread (2) leveling feet into each door frame.

2

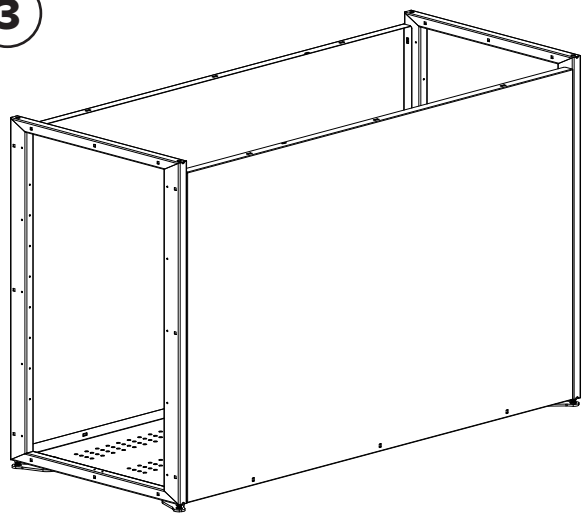


Attach (2) side panels to the (2) door frames with (12) 5/16” x 2.25” carriage bolts, washers, and nuts. Omit the (4) bottom bolts for now. Leave nuts finger-tight



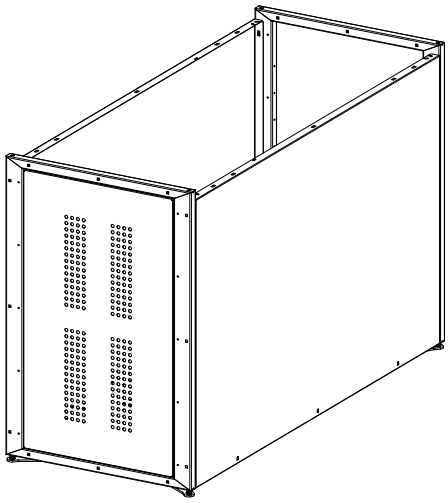
©2024

3



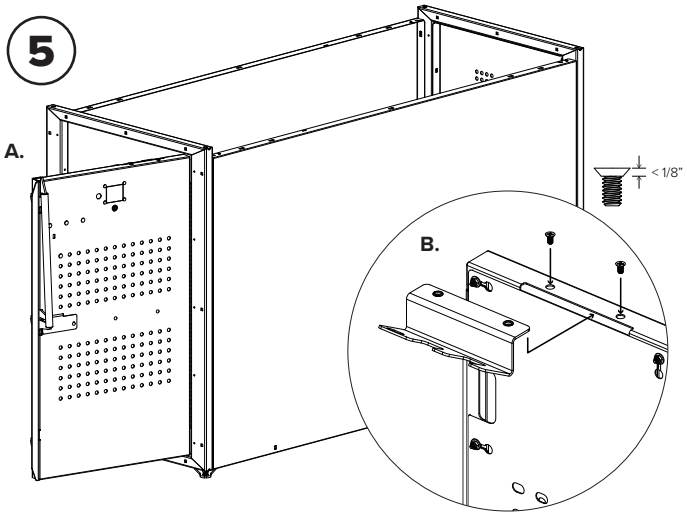
Place the floor panel in the locker and attach to the side panels with (6) 5/16” x .75” carriage bolts, washers, and nuts. Attach to the door frames with (6) 5/16” x 2.25” carriage bolts, washers, and nuts. Add the remaining (4) 5/16” x 2.25” carriage bolts, washers, and nuts that attach the side panels to the door frames. Leave all nuts finger-tight.

4



Attach the back panel to the rear door frame with (10) #12 x ¾” self-drilling screws. Pilot holes are present but may be partially filled with zinc. Screwing is done from inside the locker. Set the power drill clutch to a high setting but not locked. The final tightening should be done by hand with a #3 Phillips driver. **Do not use an impact drill** or the threads will be stripped.

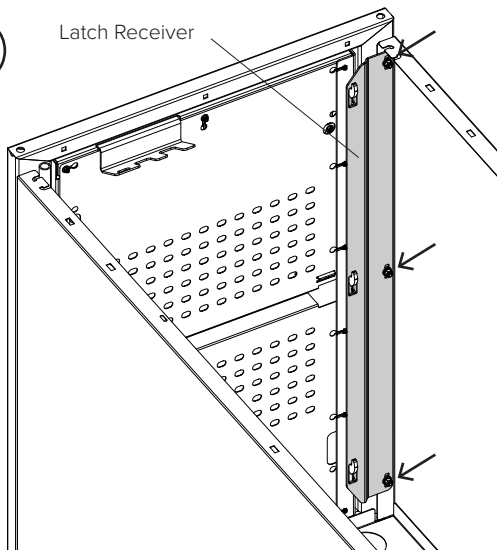
5



A. Attach the door assembly with (8) #12 x ¾” self-drilling screws. Pilot holes are present but may be partially filled with zinc. Set the power drill clutch to a high setting but not locked. The final tightening should be done by hand with a #3 Phillips driver. **Do not use an impact drill** or the threads will be stripped.

B. Attach the door spring/gear hook to the door with (2) ¼” x ½” undercut screws.

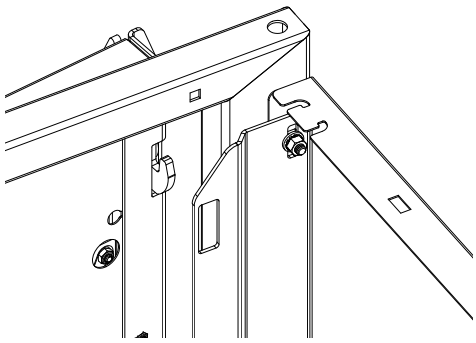
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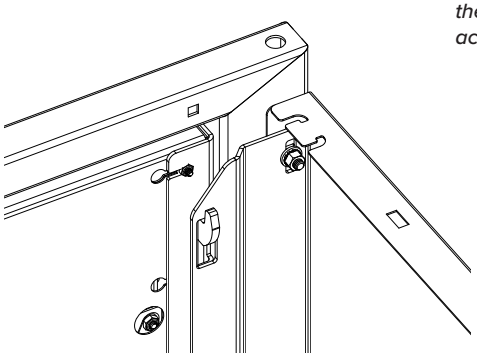
Attach the latch receiver by removing the (3) nuts on the inside-left of the door frame (these are the nuts that hold the side panel on). Place the latch receiver on the (3) bolts and fasten with the (3) nuts finger-tight.

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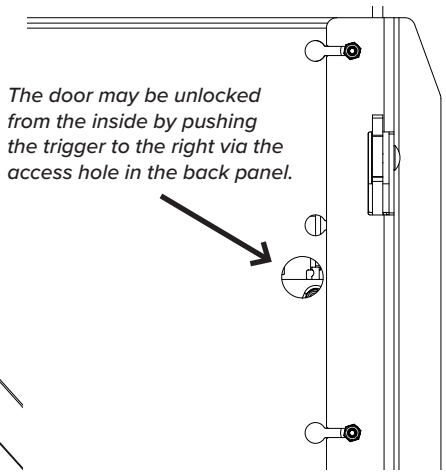
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A



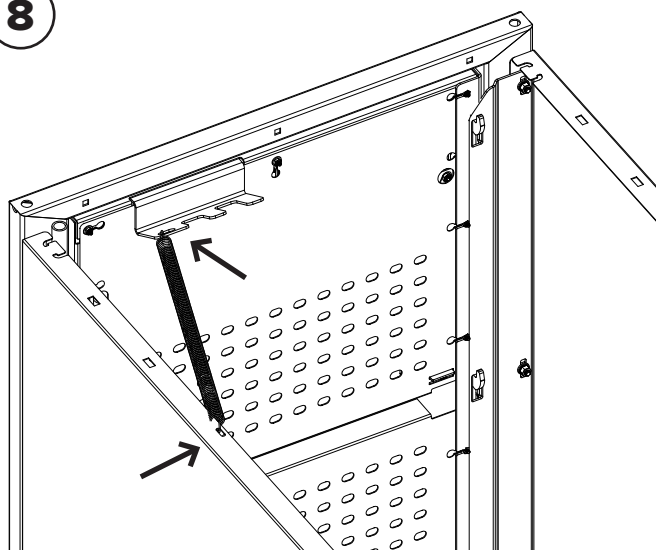
B



C

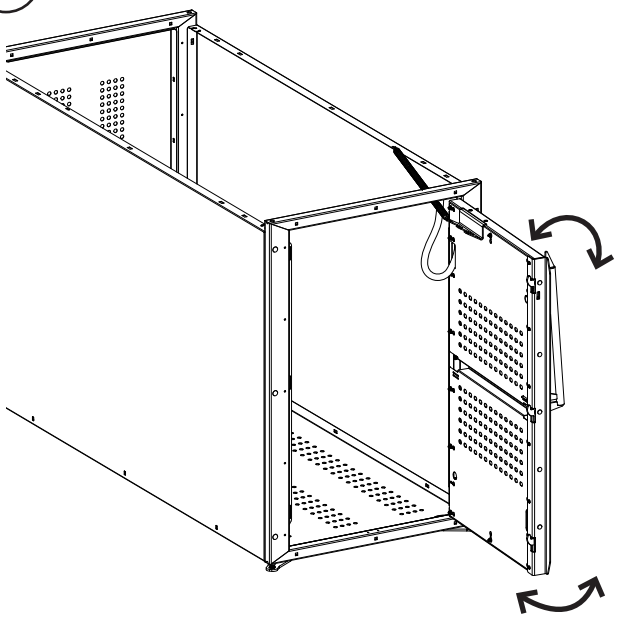
Unlock the door so the latch is lowered and shut the door. Confirm the latch hooks can pass through the slots in the latch receiver. Lift the door handle and confirm the latch locks without interference from the receiver. Tighten the (3) nuts attaching the latch receiver. Confirm the unlock and lock procedure one final time.

8



Attach the door closing spring to the door spring/gear hook bracket and side panel. A needle-nose pliers is helpful.

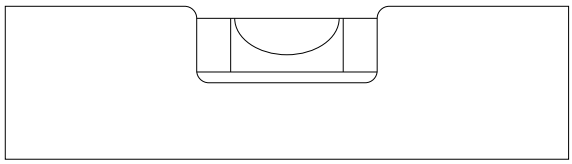
9



If any twist needs to be taken out of the door, loosen the #10 locknuts, set the door, and re-tighten.

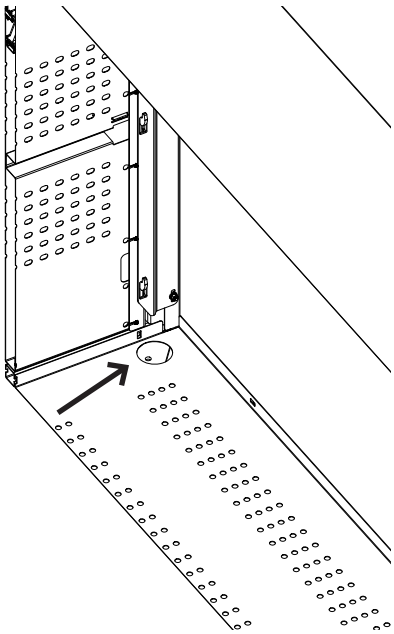
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10



Level the locker with the leveling feet, check squareness, and tighten all the 5/16” nuts attaching the side panels, door frames, and floor.

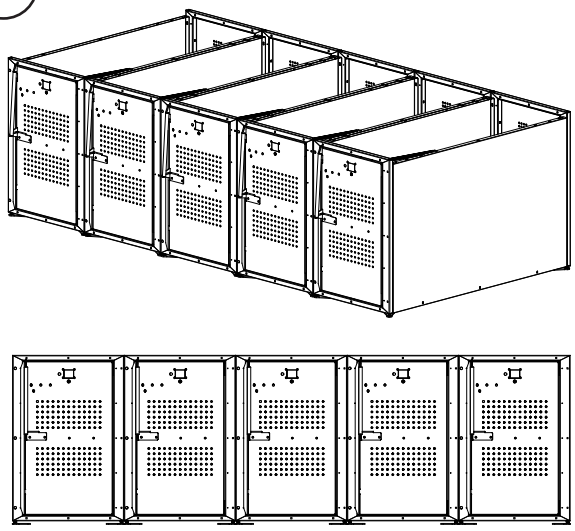
11



Secure the locker to the ground with (4) anchors. The leveling feet anchor holes should line up with the large holes in the locker floor.

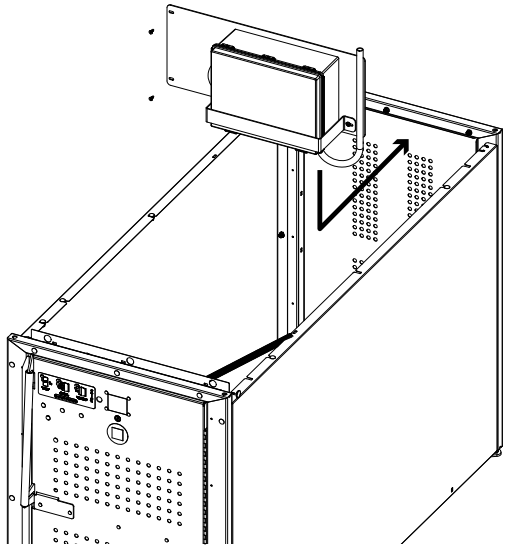
Use wedge anchors for installation on concrete, or Titen anchors for asphalt surfaces. Contact Dero if you do not have the appropriate anchors for your installation surface.

12



If a row of lockers is to be installed, build the others in the same way and position them directly next to each other with all lockers in a row at the same height. None of the lockers have roofs at this point.

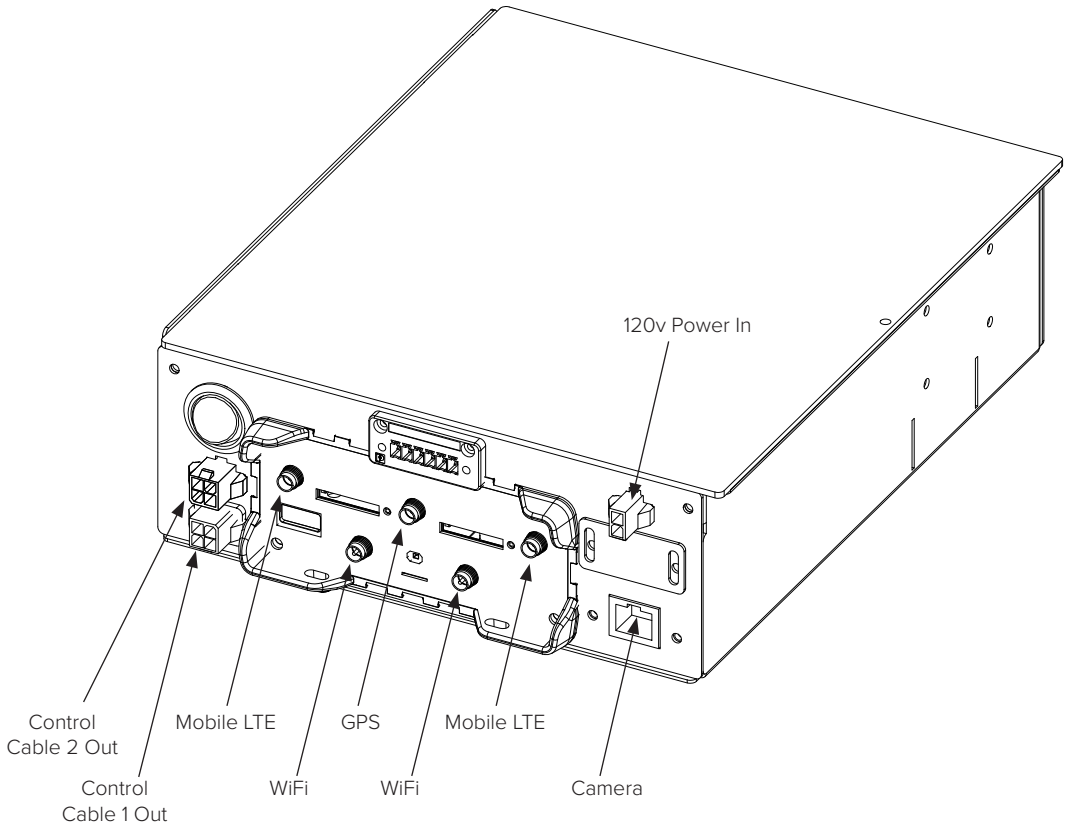
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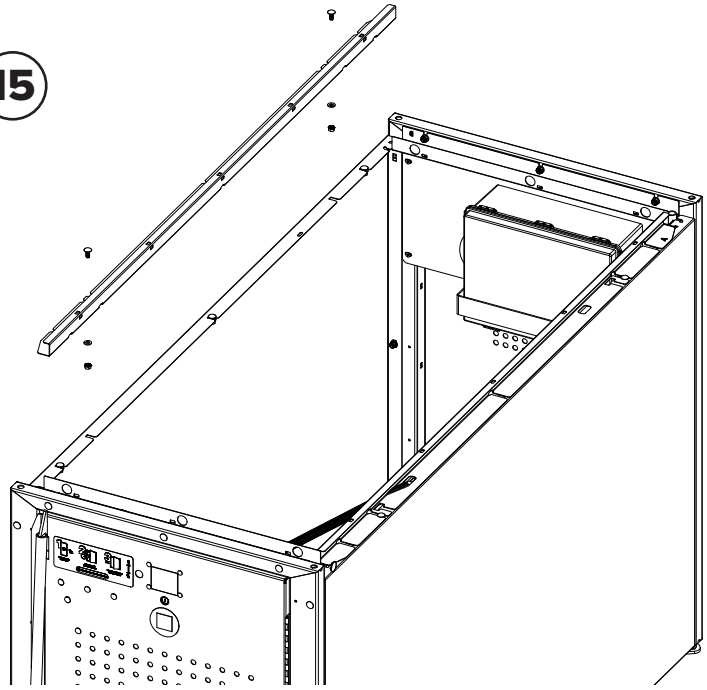
The first locker will contain the Bikeep main control unit (MCU). Place the MCU holder against the back frame and secure with (4) #12 x ¾” self-drilling screws and washers. Pilot holes are present but may be partially filled with zinc. Screwing is done from inside the locker. Set the power drill clutch to a high setting but not locked. The final tightening should be done by hand with a #3 Phillips driver. Do not use an impact drill or the threads will be stripped.

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14



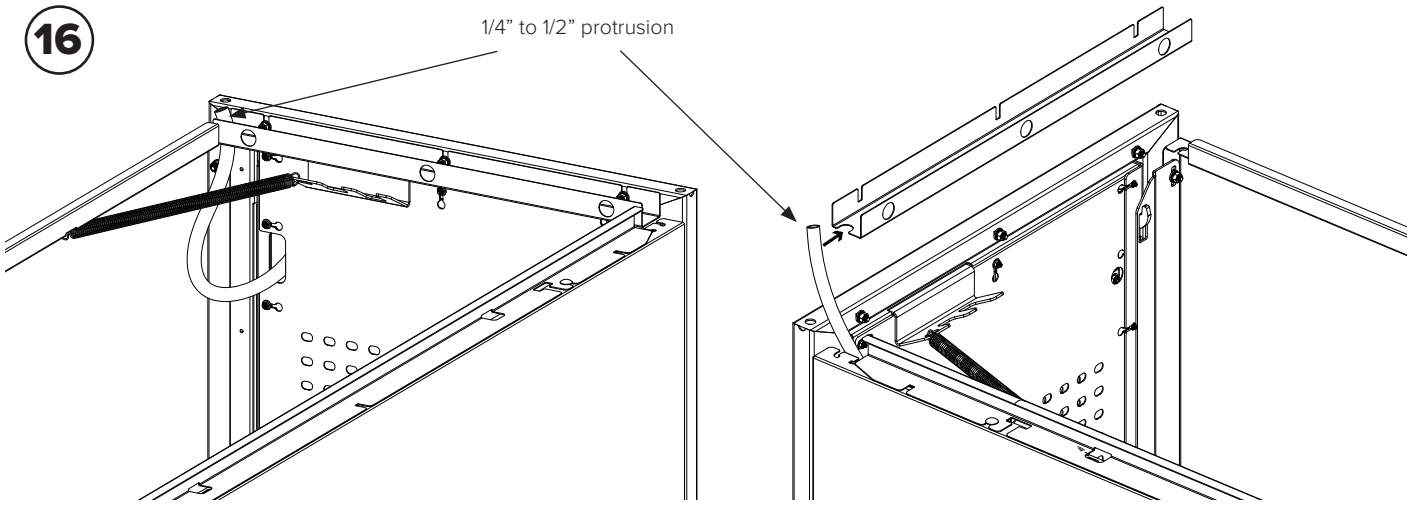
15



Attach the (2) side cable guards and secure with (2) 5/16” x ¾” carriage bolts, washers, and lock nuts. Note the specific holes.

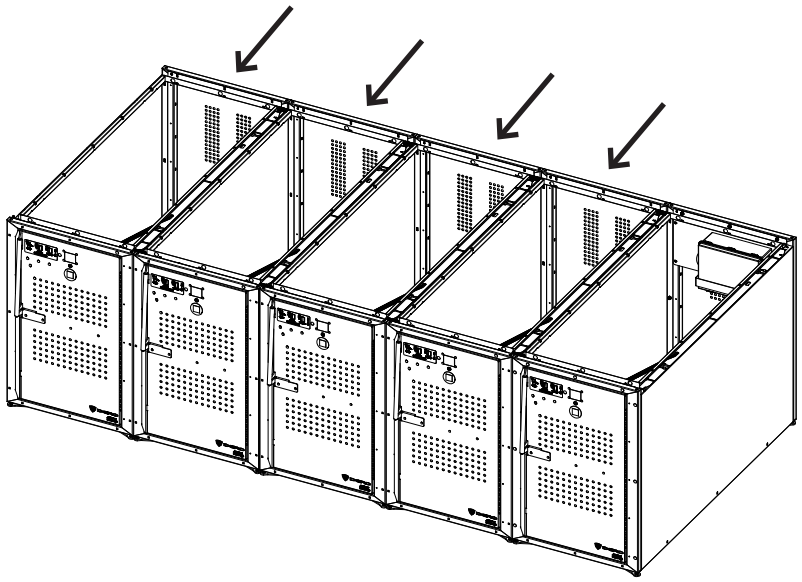
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16



Attach the front cable guard and secure with (3) 5/16” x 2.25” carriage bolts, washers, and nuts. Before placing the front cable guard, slide the flexible conduit from the door into the side slot of the cable guard. When the cable guard is secured, the flexible conduit should be held captive. Give it a tug to confirm.

17

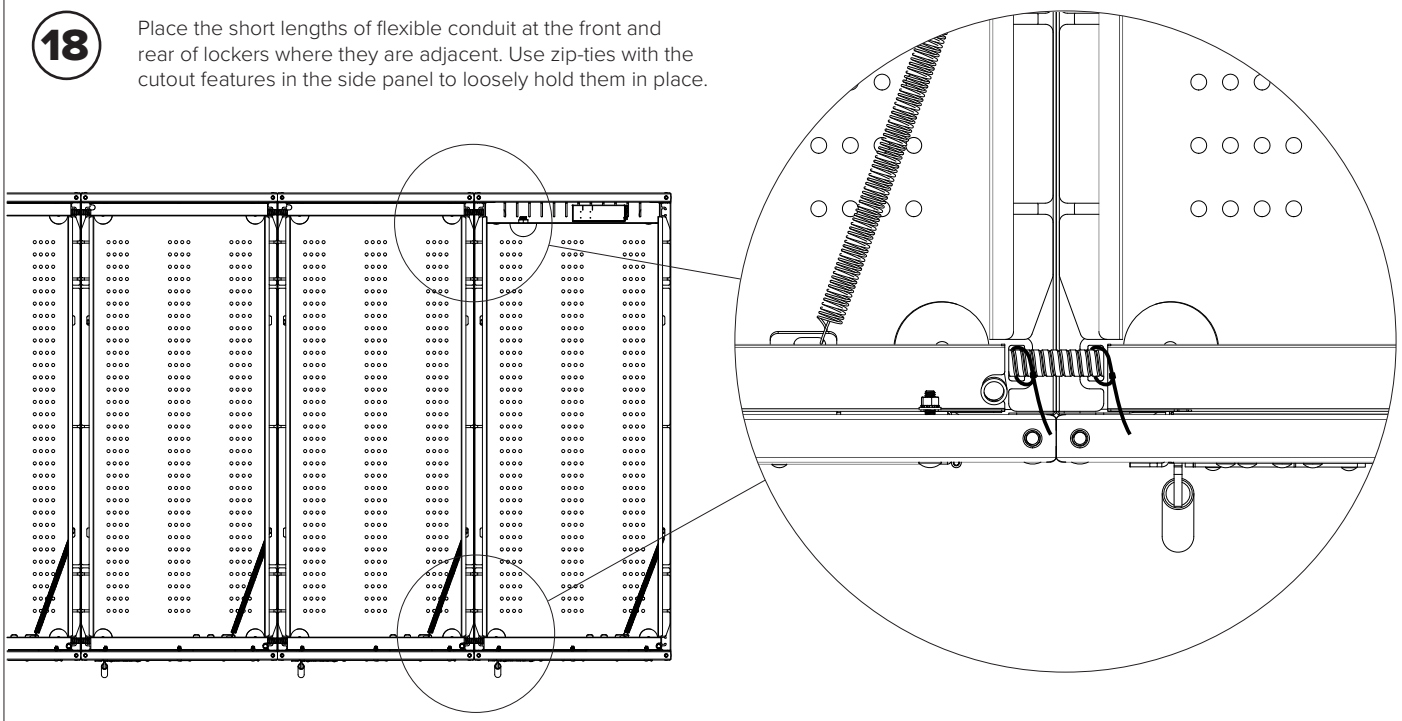


Repeat steps 15-16 for the remaining lockers in the set. In addition, a front cable guard is secured to the top of each rear frame. Before placing the initial rear cable guard, slide the flexible conduit from the MCU box into the side slot of the cable guard. When the cable guard is secured, the flexible conduit should be held captive. Give it a tug to confirm.

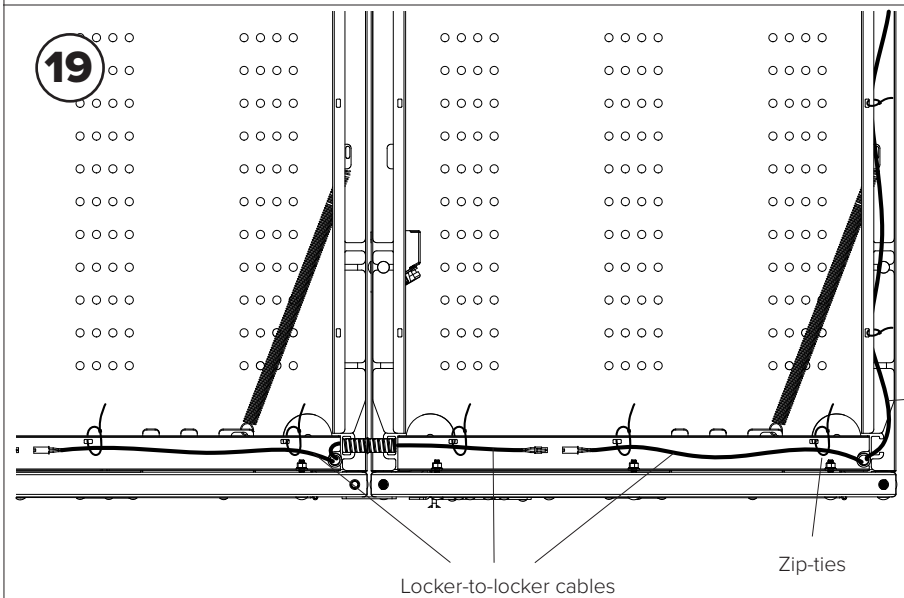
©2024

18

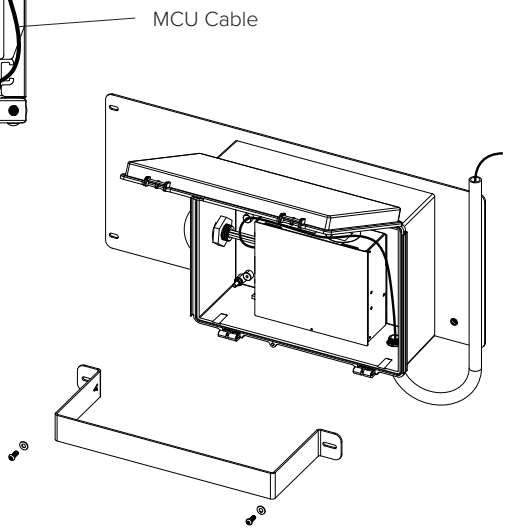
Place the short lengths of flexible conduit at the front and rear of lockers where they are adjacent. Use zip-ties with the cutout features in the side panel to loosely hold them in place.



19



Remove the MCU box security strap by removing the (2) ¼" tamper-resistant screws with a 5/32" pin-in-hex security bit (included). Route the long cable from the door to the MCU via the side cable guard and the flexible conduit into the MCU box. Connect the cable to the MCU plug labeled "CAN 1." Zip-ties should be used along the cable guard with the provided slots to hold the cables out of the way. Trim zip-tie tails.

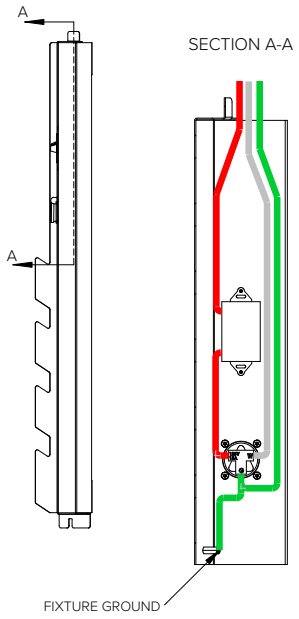


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20 Run the locker-to-locker cable from the next locker through the short length of conduit and connect it to the cable from the previous locker. Repeat this for the remaining locker cables.

21 Connect the MCU to 120V power, turn the MCU on with the toggle switch, wait a few minutes, and test each locker to confirm Bikeep functions. Test each door with the mechanical key to confirm the mechanical override functions.

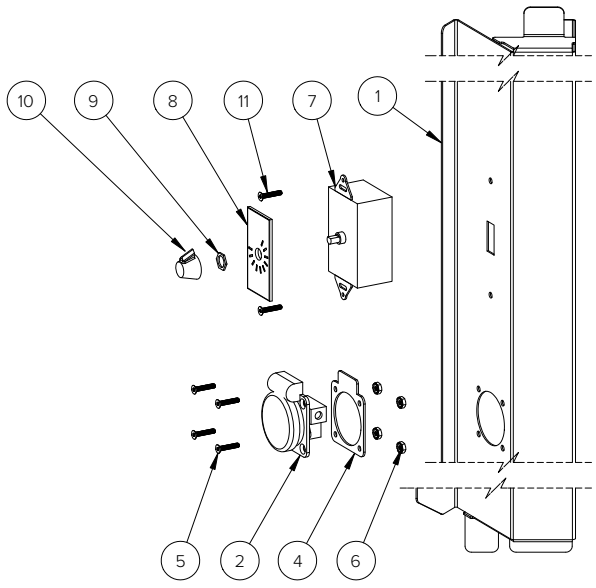
22 If the lockers include e-bike charging, a licensed electrician will install the receptacle and timer.



ALL ELECTRICAL WIRING TO BE PERFORMED BY A LICENSED ELECTRICIAN IN ACCORDANCE WITH NEC OR THE LOCAL CODE

ALL WIRES AND CONDUIT SUPPLIED BY INSTALLER

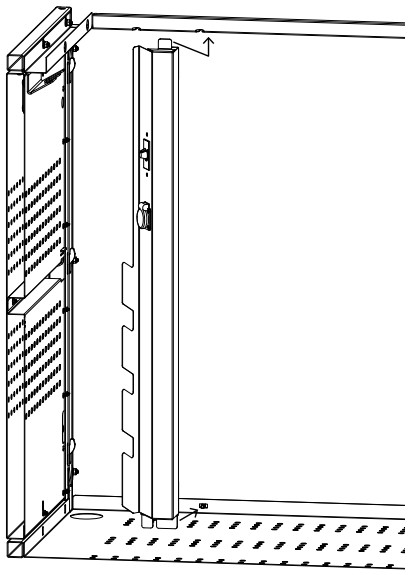
1. ROUTE ELECTRICAL WIRES THROUGH THE LOCKER FIXTURE.
2. FASTEN THE ELECTRICAL TIMER TO THE FIXTURE WITH (2) SCREWS.
3. ROUTE THE POSITIVE WIRE THROUGH THE TIMER AND THEN TO THE RECEPTACLE.
4. CONNECT ELECTRICAL WIRES TO THE RECEPTACLE.
5. FASTEN THE RECEPTACLE AND GASKET TO THE FIXTURE WITH (4) SCREWS AND NUTS.
6. ATTACH THE GROUND WIRE WITH #10 RING LUG TO FIXTURE GROUND WITH A #10-24 SCREW + TOOTH WASHER.
7. CONNECT POWER AND NEUTRAL WIRES TO GCFI CIRCUIT BREAKER 125V/15A MAX.



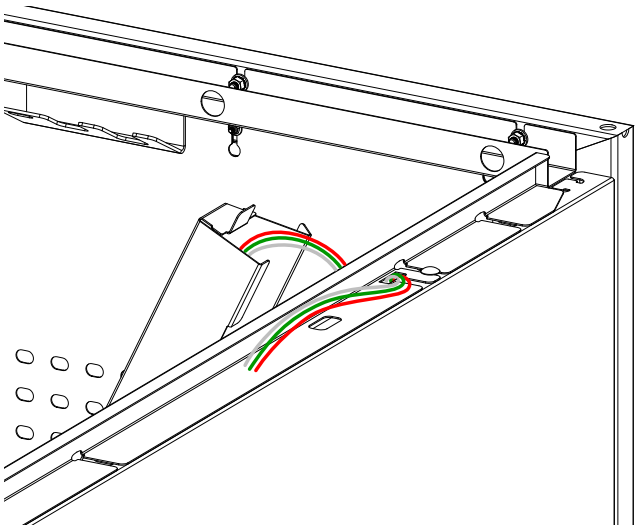
ITEM NO.	PART NUMBER	QTY.
1	LOCKER CHARGING BOX 600112-A	1
2	INTERNATIONAL CONFIGURATIONS 15 Amp, 125 Volt, NEMA 5-15R, Single Receptacle, 70020	1
4	INTERNATIONAL CONFIGURATIONS 15 Amp, 125 Volt, NEMA 5-15R, Single Receptacle, 70020, Gasket	1
5	BOLT 6-32 X .75, FLAT, PIN-IN-TORX	4
6	NUT 6-32, TOOTHED WASHER	4
7	ELECTRICAL TIMER	1
8	ELECTRICAL TIMER FACE PLATE	1
9	ELECTRICAL TIMER NUT	1
10	ELECTRICAL TIMER KNOB	1
11	BOLT 6-32 X .75, FLAT, PIN-IN-TORX	2

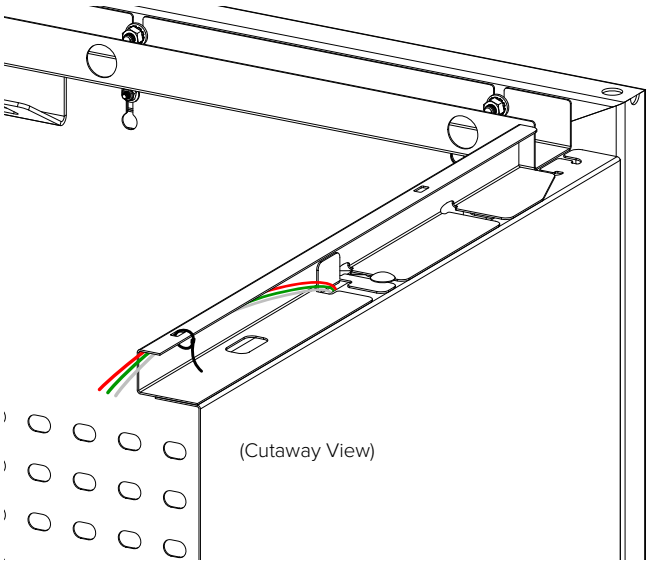
©2024

23



Remove the 5/16” nut and washer at the bottom of the left side panel, nearest the door. Feed the power wires through the slot in the cable guard and fit the tab on the charging fixture into the same slot. Lower the bottom of the charging fixture so the bottom slot meets the 5/16” carriage bolt at the panel bottom. Note the power wires aren’t pinch and tighten the 5/16” nut and washer. Zip-ties should be used along the cable guard with the provided slots to hold the wires out of the way. Trim zip-tie tails.

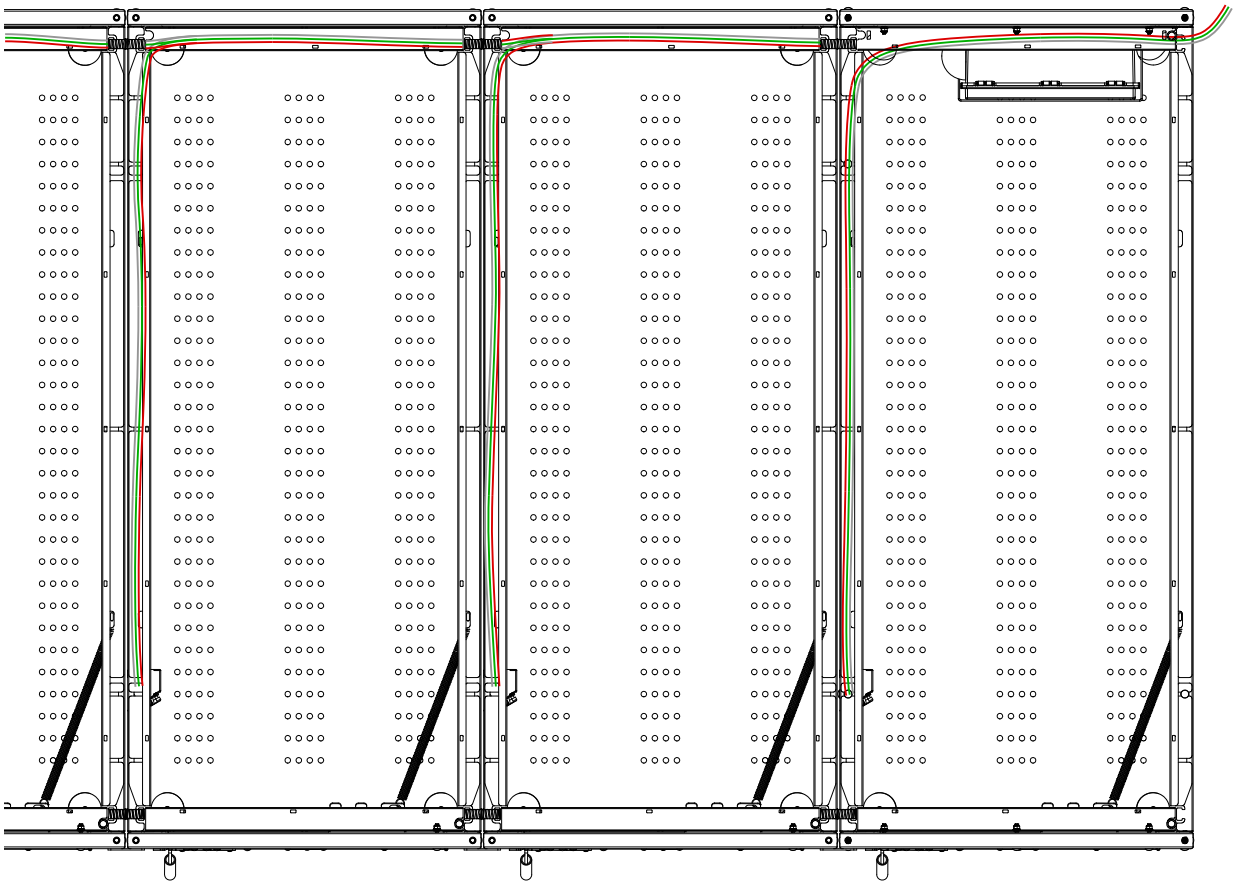




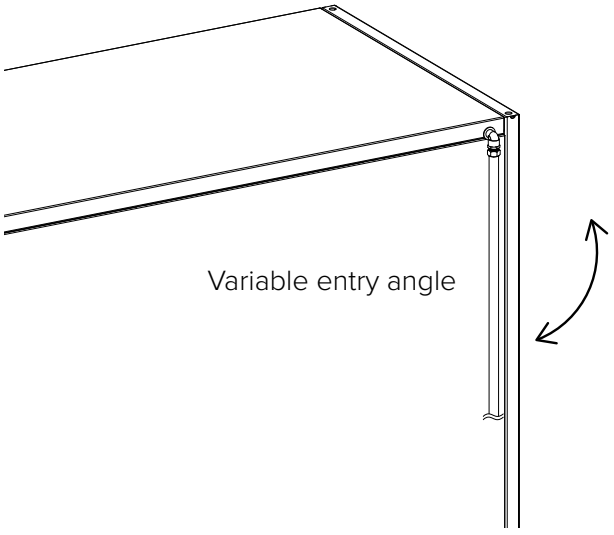
(Cutaway View)

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24

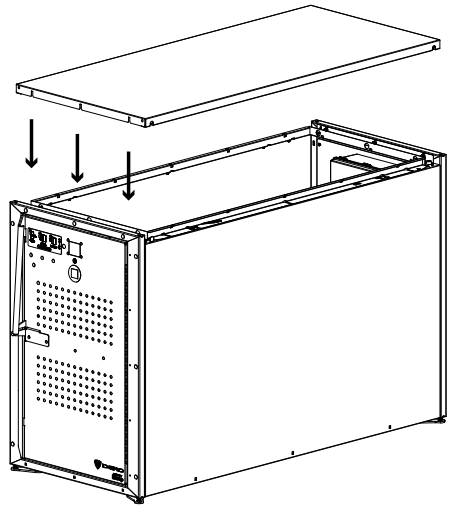


Repeat for remaining e-bike charging outlets and run power wires to the rear of the lockers, through the short flexible conduit, and to the power entry point.

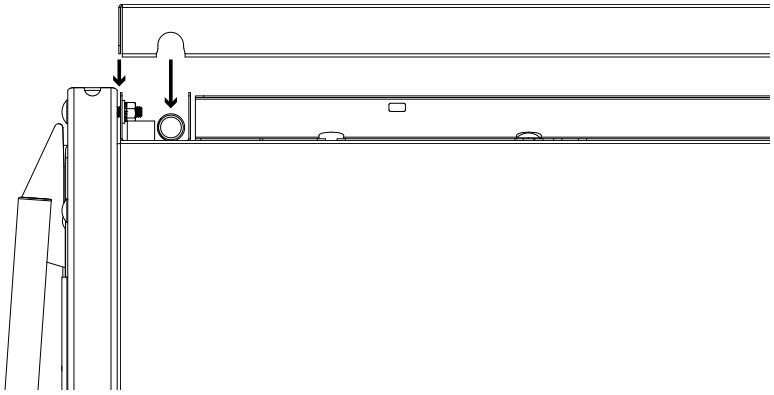


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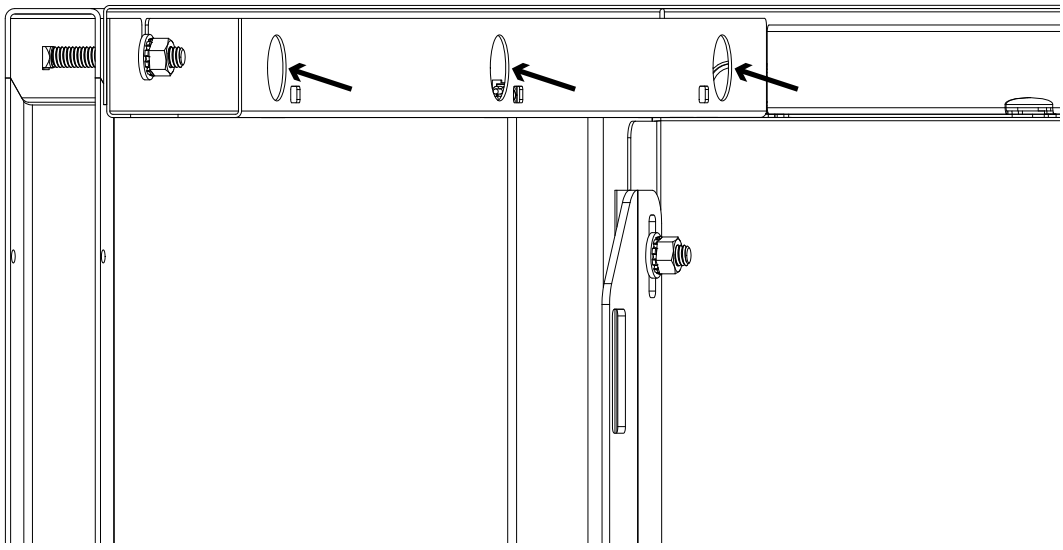
25



Loosen the (3) 5/16” nuts holding the front cable guard on and lower the roof panel into place. The front flange of the roof panel will fit between the door frame and front cable guard. If flexible conduit between lockers is present, the cutouts in the roof panel will fit over it and hold it captive.



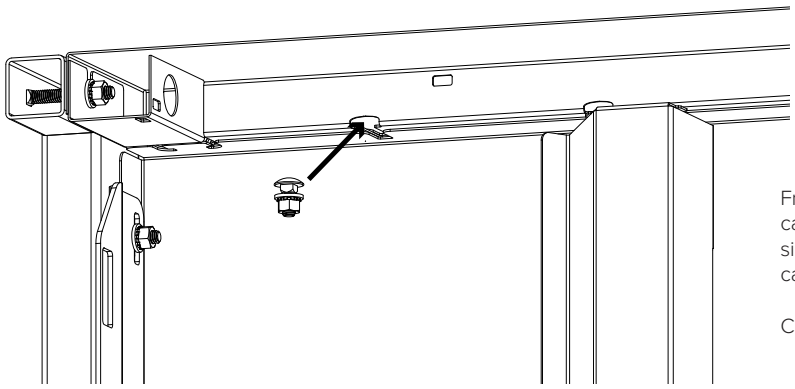
26



From inside the locker, the (3) 5/16” nuts in front, and (3) in back, can tightened with a 1/2” extension socket through the holes in the cable guards. Note to be careful of the cables.

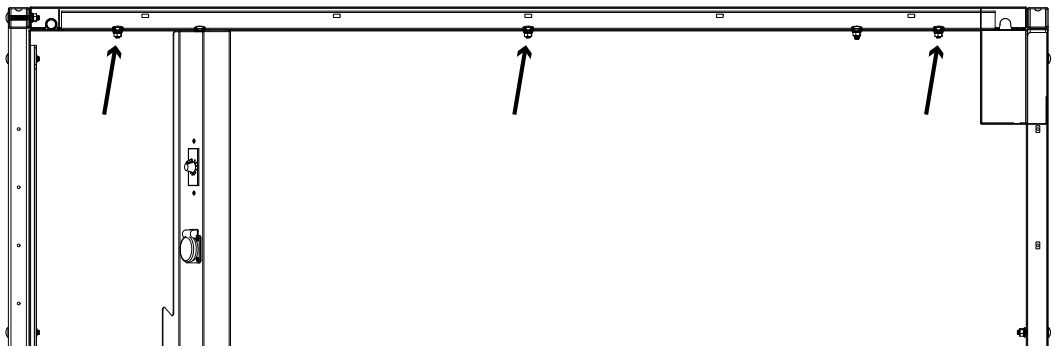
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27



From inside the locker, place (3) assembled 5/16” x ¾” carriage bolts, washers, and nuts in the slots on each side of the roof panel. Tighten all nuts. Note to be careful of the cables and wires.

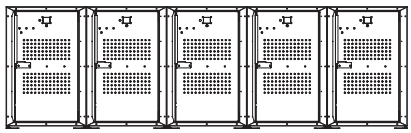
Confirm all cables and wires are behind the guards.

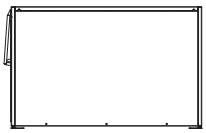


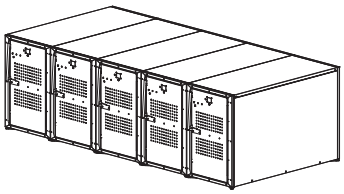
28

Confirm all locker assembly hardware is tight and that door locks operate properly.

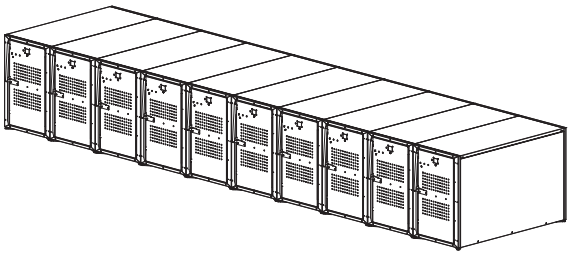
5-LOCKER ASSEMBLY

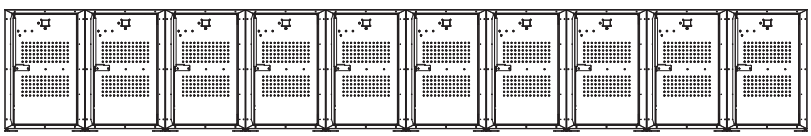


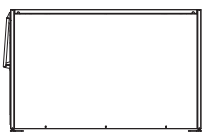




10-LOCKER ASSEMBLY







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Smart Bike Locker Powered by Bikeep

SLA Comparison

	Standard **Station SLA** (Station SLA 1)	**Premium** **Station SLA** (Station SLA 2)
Monthly cost per set of connected lockers (max. 10)	**$84.00**	**$139.00**
Internet connectivity[1]		
4G SIM card	✓	✓
Additional 4G SIM card for dual redundancy		✓
Parking method		
Bikeep app	✓	✓
Bikeep RFID contactless cards *(Must be registered via the Bikeep app prior to usage)*	✓	✓
Whitelist access		✓
Online management and monthly parking reports via Bikeep Console	✓	✓
Station access		
Public	✓	✓
Private (phone-based whitelist)		✓
Security camera integration[2] *(1 per set of connected lockers)*		✓
Reliability notifications		
Bikeep internal monitoring	✓	✓
External Slack or custom webhook notifications		✓
API		
Real-time parking report API		✓
Whitelisted API		✓

[1] Internet connection signal (4G) must be validated at the station location by the client.
[2] Camera is sold separately.

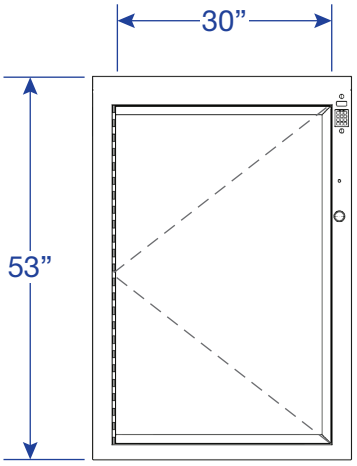
DERO A PLAYCORE Company | bikeep

01/10/25

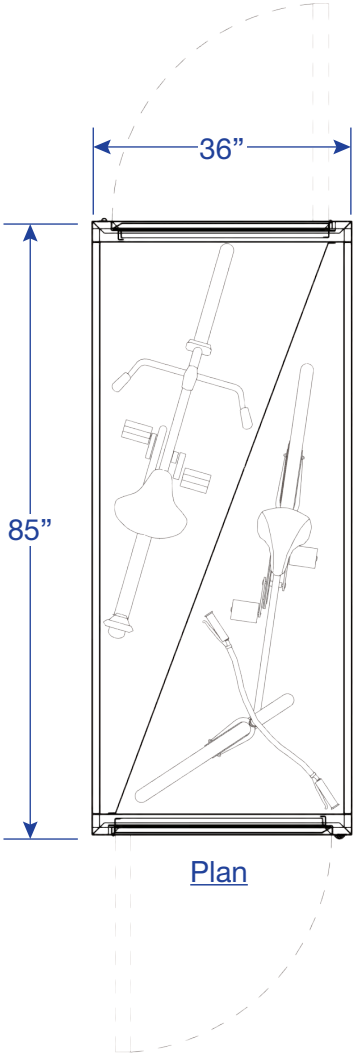
G7 eLocker

Overview





Front Elevation



Plan

Security & Construction

- All steel construction
- Rectangular, oversized, wedge, and stacked configurations
- High security dual wall door resists prying and cutting
- Dual heavy duty stainless steel automotive rotary latches
- Beveled door edge reduces pry tool leverage
- Internal hardened steel security chain for user-supplied lock
- Door, vibration, and latch state sensors enable security alerts
- Leveling system provides for up to 3.5” drop corner-to-corner as well as a continuous barrier to prevent wind-blown debris from getting trapped inside

Electronics

- 10 year battery life
- -30 C to +80 C temperature range
- No line power or solar exposure required
- Interior camera enables remote monitoring
- Internally mounted triple sealed electronics

Access & Wayfinding

- iOS and Android smartphone app access
- High security axial tumbler override lock
- Stainless steel keypad enables PIN access for police, lost phone, lost card
- Option for Bikelink Contactless card and regional transit card access
- High contrast status indicator
- High contrast riveted stainless steel identification plate

G7 eLocker

Highlighted Features



Heavy-Duty Hinge

- 14 gauge stainless steel continuous piano hinge
- 1/4” diameter hinge fasteners at 3” O.C. for extreme pry resistance



Security Chain

- Hardened steel security chain for optional additional security with user supplied lock



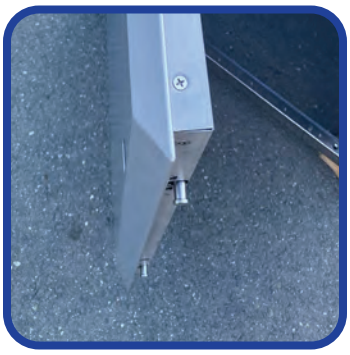
Keypad

- Vandal resistant stainless steel keypad



Automotive Latches

- Dual stainless steel automotive rotary latches with latch position sensors



Beveled Door Edge

- Beveled door edge resists pry tool attack



Panic Release

- Emergency interior lock release



Heavy-Duty Strikers

- Dual 1/2” diameter stainless steel strikers



Interior Camera

- Enables remote contents monitoring

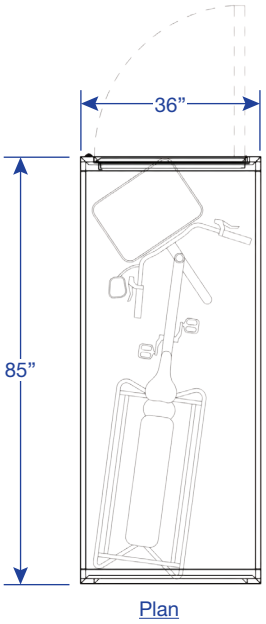


Override Lock

- Recessed high security lock
- Axial pin tumbler mechanism
- Camlock.com, also compatiable with Medeco Lock Systems

G7 eLocker

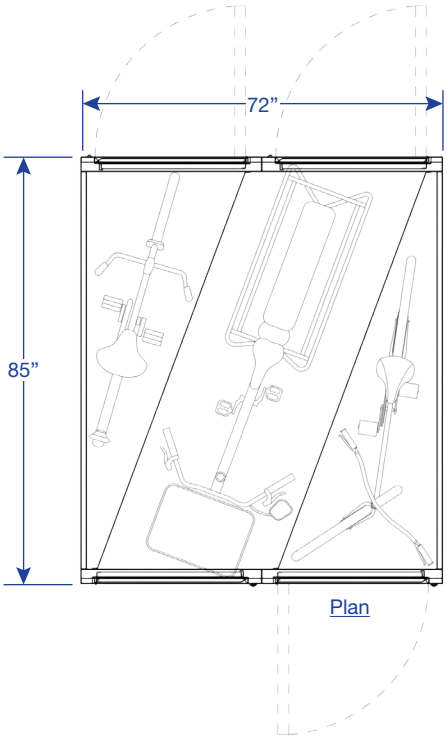
Modularity



Plan

Large

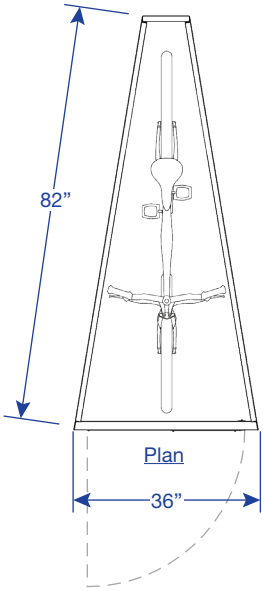
- Door on one side
- Center divider omitted



Plan

Extra-Large

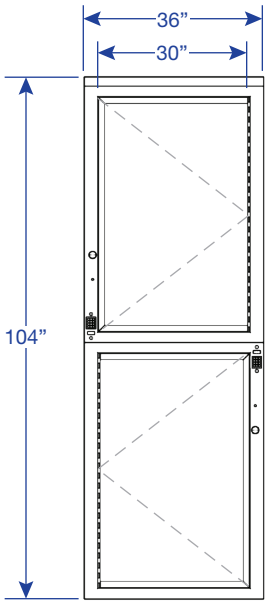
- Converts two double capacity standard lockers into two standard sized spaces and one “XL” space



Plan

Wedge

- Uses the same door frame and electronics module as the rectangular G7 eLocker
- Can be configured in pie-shaped and half-round groupings
- Can stack two G7 wedge eLockers to create a two-tier wedge using all the same component parts



Front Elevation

Two-Tier

- The G7 Two-Tier eLocker stacks two G7 eLockers, using all the same component parts
- The bottom level has one space available from both sides, but can be configured to have access from only one side
- The top level comes with a list-assist mechanism allowing users to effortlessly load their bikes into the top level
- The top level is accessed from one side and holds only one bicycle

G7 eLocker

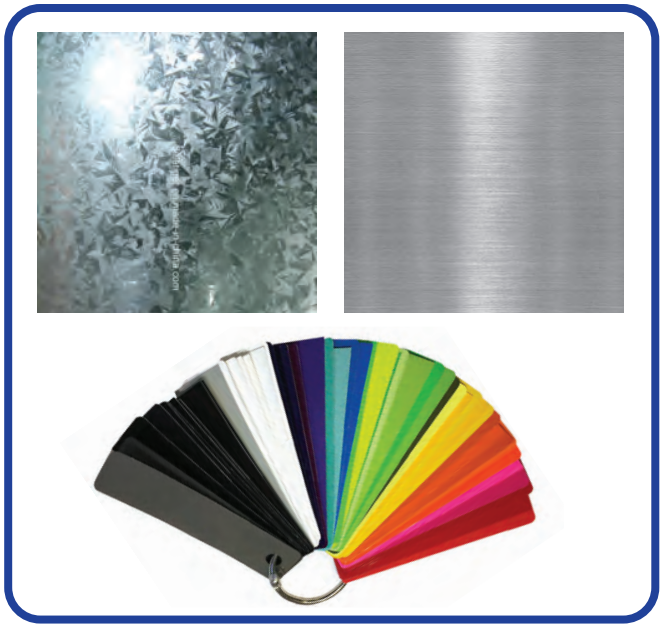
Materials and Options



Optional door perforations and bicycle logo perforation in side panels



Optional eBike charging: Standard 120 VAC outlets can be installed in any G7 eLocker. Line Power is required.



Materials and Finishes:

- Standard: 304 #4 Directional Grain Stainless Steel with welded corners for all exterior elements and G90 Galvanized for interior partitions and party walls
- Optional Exterior Finish: TGIC Powder Coat



Leveling system provides for up to 3.5” drop corner-to-corner as well as a continuous barrier to prevent wind-blown debris from getting trapped inside

G7 eLocker

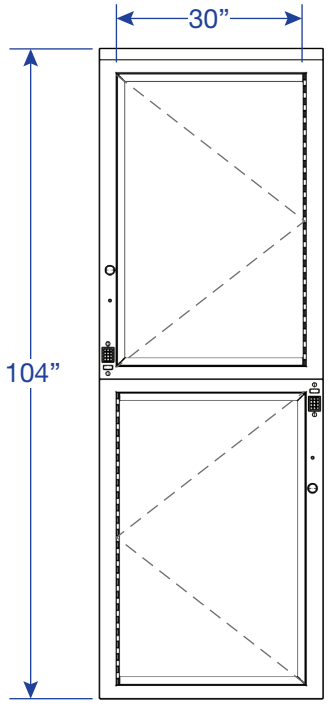
Two-Tier with Lift-Assit

BIKE LINK®

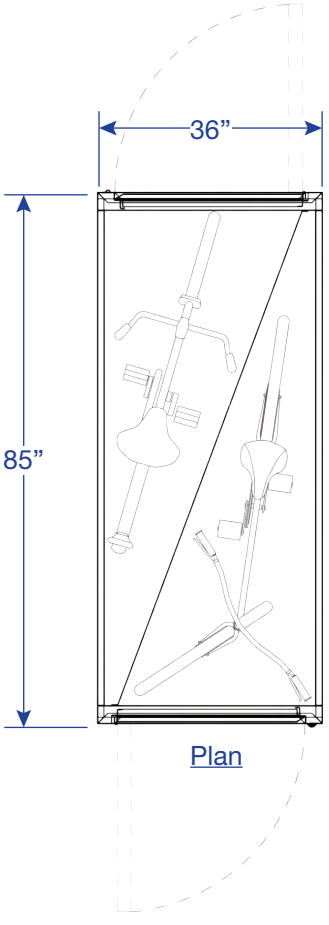








Front Elevation



Plan

Features

- The G7 Two-Tier eLocker stacks two G7 eLockers, using all the same component parts
- The bottom level has one space available from both sides, but can be configured to have access from only one side
- The top level comes with a list-assist mechanism allowing users to effortlessly load their bikes into the top level
- The top level is accessed from one side and holds only one bicycle
- Lift-assist for upper-tier lockers:
  - Accommodates bikes up to 78” long
  - Accommodates tire widths up to 3.5”
  - The BikeLiink Lift-Assist provides actual lift assistance of approximately 20 lbs of lifting force, not just damped fall assistance

GLTC Board Briefing – City of Lynchburg FOIA R000380-082026
Fee Dispute, Exemption Issues, and Broader Record Production Concerns

Decision requested: Direction on (1) how to respond to the City's inconsistent redactions and (2) how to close the open fee balance.

1. **The redactions are inconsistent.**
    - Many of the same records that were requested twice, in April (Request #1) and August (Request #2), show the August versions are far less redacted. See the comparison pages for examples *(sample selection only as the April request resulted in 91+ documents and over 1,000 pages)*.
    - Many records withheld as "working papers" are council docket schedules for meetings that have already occurred.
        - Under Va. Code § 2.2-3705.7(2), the exemption covers records prepared for one official's personal use. A public body cannot invoke the exemption on behalf of more than one official at once (*Citizens for Fauquier County v. Town of Warrenton*).
        - Since September 3, 2026, the City has not answered the request to identify the single official behind each working-papers claim.
        - Exemption lapses once the deliberative process concludes (FOIA Advisory Council AO-12-00). *Docket schedules for meetings that have already taken place no longer qualify.*
2. **Immediate Fee Dispute**
    - August 20, 2026 FOIA request for 14 specific records (many previously produced under earlier requests and previously shared with GLTC counsel).
    - City's written estimate (August 27 / September 1): **$404.03**.
    - Payments made: $200 deposit (Sep 4) + $204.03 (Sep 15) = **$404.03** (full amount of the City's own estimate).
    - Final invoice: **$761.97** → disputed balance **$357.94** (88% increase from the estimate).
    - The City provided no notice that the estimate had been reached or exceeded while work was underway. **Records and the new invoice were provided at the same time**.
        - *While there is no legal cap for how much the actual vs estimate may be, the lack of notice is a problem as it relates to the reliability of the good-faith estimate that is required.*

- Time log supplied by the City contains two unresolved problems:
  – Internal arithmetic inconsistency on the August 21 entries,

  – 60 minutes attributed to Deputy City Manager Greg Patrick billed at Assistant City Manager Kent White's rate ($88.45)* *(invoice attached).*

  Importantly, the emails that were redacted by Greg and Kent (highest paid officials) were emails they personally received or sent, and many of the redactions included agenda items from meetings that already happened at time of request.

- The final invoice had 400 minutes of Assistant City Manager time ($589.66 of the $761.97) and the "review and redaction" label on the invoice is questionable whether that can be charged at all and it shows the City's estimate of City Manager time was for 3 hours, but they ended up billing 6.7 hours.

- City has declined the offer to accept the $404.03 already paid as full satisfaction and has offered $300 to resolve; that offer was rejected pending Board direction.

- Specific requests that the City identify the single official for each claim for each working papers exemption and questions related to justifying the costs have not been answered.

3. Broader Context – Why it Matters

Only 14 documents were re-requested. These were drawn from a much larger body of material previously redacted or withheld across earlier FOIA responses. The same cost practices and exemption justifications may be shielding a substantially larger set of records. The principle at stake is whether the City is producing records at actual lowest cost under properly applied exemptions, or whether incomplete production and unsupported charges are being normalized.

These records concern the multimodal plan and GLTC reserves, which bear on our funding dispute with the City. The MOU prohibits the City from spending down GLTC's reserves without board approval, and yet the City's FY2027 budget drains the GLTC reserves by $500,000, to conduct a multi-modal study, when the GLTC is already participating in a multi-modal study. The documents sought by FOIA hoped to gain insight into the City's multimodal plans and GLTC's reserves that the City holds, but we were given a lot of pages of documents that were completely or mostly redacted in the set of 91 (*as a reminder, only 14 of those 91 documents have been re-requested).*

Based on the sample of this new FOIA request, we know that the **City has redacted records that were responsive and not exempt.** How GLTC obtains information from the City and whether to hold the City accountable for the disclosure of GLTC-related records is a GLTC governance decision, whatever the dollar amount.

4. Board Options

A. Pay the $357.94 (or $300.00 if accepted by the City at time payment is offered), while reserving all rights; **OR**

B. Continue to hold the $357.94 unpaid and formally disputed and settle the current fee dispute on principle terms the Board defines (including the option of accepting the $404.03 already paid as full and final**); **OR**

C. Continue to hold the $357.94 unpaid and formally disputed and seek guidance from GLTC's attorney with recommendations brought to a follow-up board meeting for next steps.

The modest dollar amount is secondary to the principle of complete, properly justified production at actual cost. Board direction is requested so that any further steps reflect the GLTC's Board's position rather than an individual determination.

Please note that I, Cameron Howe, requested the FOIA and the charges were associated with my individual account using my personal mailing address with the City. GLTC reimbursed me for the $404.03 as the Board had directed the payment for these records but the City would not accept a GLTC credit card over the phone so I paid in person via check. The City has not confirmed or denied whether it will send the balance to collections despite my request to withhold it from collections and keep the amount as an open dispute. ***Question for the board: Will the Board authorize GLTC to cover any consequence of the holding of the balance?***

To view the records provided by the City for the September FOIA please scan the QR code or visit https://shorturl.at/u504N.

Please see the FOIA comparison of the April 2026 and August 2026 productions sample attached. The full April production exceeded 1,000 pages. There remain dozens of items that are completely or partially redacted that have not been re-requested.

Below are samples from different FOIA requests from the City of Lynchburg regarding the Greater Lynchburg Transit Company

FOIA Request #1: Terms (“Multi-modal” & “GLTC Reserves”)
Date: April 2026*
Number of Documents: 91 (*over 1,000 pages)*
Estimated Cost: N/A
Final Cost: $0
*This request was submitted numerous times as after the first time the city said these communication documents did not exist and only provided copies of the ledger and a handful of other accounting items related to GLTC. After several attempts and GLTC retained counsel, the communication-related documents were ultimately provided (sample below).

From: Jennings, Hollie
To: White, Kent; Steele, Samantha
Cc: Patrick, Greg
Subject: CM WORKING
Date: Wednesday, November 19, 2025 2:40:18 PM
Attachments: image002.png

CM WORKING PAPERS

Thanks,

Hollie G. Jennings Ed.D.
SPECIAL ASSISTANT TO THE CITY MANAGER
CITY MANAGER'S OFFICE
O 434.455.3990

From: White, Kent <kent.white@lynchburgva.gov>
Sent: Friday, November 14, 2025 4:16 PM
To: Steele, Samantha <sam.steele-smith@lynchburgva.gov>; Jennings, Hollie <hollie.jennings@lynchburgva.gov>
Cc: Patrick, Greg <Greg.Patrick@lynchburgva.gov>
Subject: CM WORKING PAPERS

CM WORKING PAPERS

From: Steele, Samantha <sam.steele-smith@lynchburgva.gov>
Sent: Friday, November 14, 2025 2:56 PM
To: Braun, Metchi <metchi.braun@lynchburgva.gov>; Patrick, Greg <Greg.Patrick@lynchburgva.gov>; White, Kent <kent.white@lynchburgva.gov>; Jennings, Hollie <hollie.jennings@lynchburgva.gov>; Bentson, Anna <anna.bentson@lynchburgva.gov>; Witt, Donna <donna.witt@lynchburgva.gov>; Hart, Gaynelle <gaynelle.hart@lynchburgva.gov>; Martin, Tom <tom.martin@lynchburgva.gov>; Mitchell, Timothy <timothy.mitchell@lynchburgva.gov>; Finney, Alicia <Alicia.Finney@lynchburgva.gov>; Freedman, Matthew <Matthew.Freedman@lynchburgva.gov>; Guest, Darrion <darrion.guest@lynchburgva.gov>
Subject: CM WORKING PAPERS

FOIA Request #2: Specific emails (Sender, date, time, etc.)**
Date: August 2026
Number of Documents: 14 (l*ess than 100 pages*)
Estimated Cost: $404.03
Final Cost: $761.97
**These emails were selected out of the documents received from the April 2026 FOIA. The request was specific to 14 documents, some chosen by random and others specifically selected.

From: Jennings, Hollie
To: White, Kent; Steele, Samantha
Cc: Patrick, Greg
Subject: CM WORKING
Date: Wednesday, November 19, 2025 2:40:18 PM
Attachments: image002.png

Thanks Kent, I added it to CM WORKING PAPERS

Thanks,

Hollie G. Jennings Ed.D.
SPECIAL ASSISTANT TO THE CITY MANAGER
CITY MANAGER'S OFFICE
O 434.455.3990

From: White, Kent <kent.white@lynchburgva.gov>
Sent: Friday, November 14, 2025 4:16 PM
To: Steele, Samantha <sam.steele-smith@lynchburgva.gov>; Jennings, Hollie <hollie.jennings@lynchburgva.gov>
Cc: Patrick, Greg <Greg.Patrick@lynchburgva.gov>
Subject: CM WORKING PAPERS

Thanks, Sam. CM WORKING PAPERS is the "Multimodal Plan and Central Virginia Safety Action Plan" (2 different plans but only one Council item -they would be presented together). I believe the Central Virginia Planning District Commission needs to present these in early 2026 to each governing body as a requirement for their grant. The next CVPDC meeting is Thursday so we can confirm then if that timeframe is correct.

Sorry I didn't think of this yesterday!

From: Steele, Samantha <sam.steele-smith@lynchburgva.gov>
Sent: Friday, November 14, 2025 2:56 PM
To: Braun, Metchi <metchi.braun@lynchburgva.gov>; Patrick, Greg <Greg.Patrick@lynchburgva.gov>; White, Kent <kent.white@lynchburgva.gov>; Jennings, Hollie <hollie.jennings@lynchburgva.gov>; Bentson, Anna <anna.bentson@lynchburgva.gov>; Witt, Donna <donna.witt@lynchburgva.gov>; Hart, Gaynelle <gaynelle.hart@lynchburgva.gov>; Martin, Tom <tom.martin@lynchburgva.gov>; Mitchell, Timothy <timothy.mitchell@lynchburgva.gov>; Finney, Alicia <Alicia.Finney@lynchburgva.gov>; Freedman, Matthew <Matthew.Freedman@lynchburgva.gov>; Guest, Darrion <darrion.guest@lynchburgva.gov>
Subject: CM WORKING PAPERS

FOIA Request #1

[redacted]

Sam

From: Braun, Metchi
Sent: Friday, August 8, 2025 1:40 PM
To: Braun, Metchi <metchi.braun@lynchburgva.gov>; Patrick, Greg <Greg.Patrick@lynchburgva.gov>; White, Kent <kent.white@lynchburgva.gov>; Jennings, Hollie <hollie.jennings@lynchburgva.gov>; Bentson, Anna <anna.bentson@lynchburgva.gov>; Steele, Samantha <sam.steele-smith@lynchburgva.gov>; Witt, Donna <donna.witt@lynchburgva.gov>; Hart, Gaynelle <gaynelle.hart@lynchburgva.gov>; Martin, Tom <tom.martin@lynchburgva.gov>; Mitchell, Timothy <timothy.mitchell@lynchburgva.gov>; Finney, Alicia <Alicia.Finney@lynchburgva.gov>; Freedman, Matthew <Matthew.Freedman@lynchburgva.gov>; Guest, Darrion <darrion.guest@lynchburgva.gov>
Subject: [redacted]
When: Thursday, November 13, 2025 11:00 AM-12:00 PM.
Where: CMO Large Conference Room

[redacted]

From: Guest, Darrion
To: Braun, Metchi; Patrick, Greg; White, Kent; Jennings, Hollie; Bentson, Anna; Steele, Samantha; Witt, Donna; Hart, Gaynelle; Martin, Tom; Mitchell, Timothy; Finney, Alicia; Freedman, Matthew
Subject: [redacted]
Date: Monday, February 2, 2026 5:24:05 PM
Attachments: [redacted]
Outlook-qysvp4bv.png

Good afternoon team,

[redacted]

Thank you,

Darrion Guest
DATA ANALYST
CITY MANAGER'S OFFICE
C 434.209.2864

FOIA Request #2

[redacted]

Attached are the dockets for Dec 25-Jan26!

Again, I appreciate your patience!
Sam

From: Braun, Metchi
Sent: Friday, August 8, 2025 1:40 PM
To: Braun, Metchi <metchi.braun@lynchburgva.gov>; Patrick, Greg <Greg.Patrick@lynchburgva.gov>; White, Kent <kent.white@lynchburgva.gov>; Jennings, Hollie <hollie.jennings@lynchburgva.gov>; Bentson, Anna <anna.bentson@lynchburgva.gov>; Steele, Samantha <sam.steele-smith@lynchburgva.gov>; Witt, Donna <donna.witt@lynchburgva.gov>; Hart, Gaynelle <gaynelle.hart@lynchburgva.gov>; Martin, Tom <tom.martin@lynchburgva.gov>; Mitchell, Timothy <timothy.mitchell@lynchburgva.gov>; Finney, Alicia <Alicia.Finney@lynchburgva.gov>; Freedman, Matthew <Matthew.Freedman@lynchburgva.gov>; Guest, Darrion <darrion.guest@lynchburgva.gov>
Subject: [redacted]
When: Thursday, November 13, 2025 11:00 AM-12:00 PM.
Where: CMO Large Conference Room

This is the hold for now. After our initial meeting, I'll add the rest of the people to the invite and erase this message and the hold. Metchi

---

From: Guest, Darrion
To: Braun, Metchi; Patrick, Greg; White, Kent; Jennings, Hollie; Bentson, Anna; Steele, Samantha; Witt, Donna; Hart, Gaynelle; Martin, Tom; Mitchell, Timothy; Finney, Alicia; Freedman, Matthew
Subject: [redacted]
Date: Monday, February 2, 2026 5:24:05 PM
Attachments: Feb 10 2026.pdf
Feb 12 2026.pdf
Feb 24 2026.pdf
Mar 10 2026.pdf
Mar 24 2026.pdf
Apr 14 2026.pdf
Outlook-qysvp4bv.png

Good afternoon team,

Please see the docket items for the next few months.

Thank you,

Darrion Guest
DATA ANALYST
CITY MANAGER'S OFFICE
C 434.209.2864

FOIA Request #1







FOIA Request #2

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
2/10/2026	PDC	Information Items	Community Development	Minute for Planning	Tom Martin
			Public Works	All things street lights	Gaynelle/AEP
			Community Development / CVDPDC	CVDPC: Multimodal Plan	Kelly Hitchcock
		General Business	Community Development / CVDPDC	CVDPC: Safety Action Plan	Kelly Hitchcock
2/10/2026	Work Session	Work Session Items	CMO / Guests - COC	COC Present (Sheltering)	Multiple
		Business Item Briefings	City Attorney	Procurement Code	Matt Freedman
			Police	Curfew	Ken Edwards
			Fire	Baby Box	Jonathan Wright
			City Council	Cooperating with Federal Authorities	Chris Faraldi
2/10/2026	Formal	Public Hearing	Community Development	Leesville Rd Store Rezone	Rachel Frischelsen
		General Business	Schools	School Security Equip Grant	School Staff
			Schools	School Construction Grant	School Staff
			Community Development / CVDPDC	CVDPC: Safety Action Plan	Kelly Hitchcock
			City Council	2A	Faraldi / Diemer

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
2/12/2026	Formal	Public Hearing	Community Development	CDBG Home	Melva Walker
			Community Development	Abortion Clinic Zoning	Tom Martin
			Registrar	Polling Place Change	Dan Pense

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
2/24/2026	Finance	Information Items	Finance	2nd Qtr FY26 Report	Donna Witt
			Finance	Contingency and Revenue	Donna Witt
2/24/2026	Work Session	Business Item Briefings	Community Development	VUL - CUP	Rachel Frischelsen
				CM WORKING PAPERS	
			Clerk of Council	Boards & Commisions	Alicia Finney
		Work Session Items	Finance	Budget Calendar	Donna Witt
			Fire	EOC	Jonathan Wright
2/24/2026	Formal	General Business	City Attorney	Procurement Code	Matt Freedman
			Fire	Baby Box	Jonathan Wright
			Police	Cooperating with Federal Authorities	Ken Edwards / Matt Freedman

FOIA Request #1







FOIA Request #2

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
3/10/2026	PDC	Information Items	Community Development	Minute for Planning	Tom Martin
			Community Development	Comprehensive Plan (CD)	Rachel Frischelsen
			CM WORKING PAPERS		
		General Business	Economic Development	Property Sale: Business Development Center	Marjette Upshur
			Economic Development	Property Sale: West Bldg.	Marjette Upshur
			CM WORKING PAPERS		
3/10/2026	Work Session	Business Item Briefings			
		Work Session Items	Finance	CIP	Donna Witt
			Police	Vape Enforcement	Ken Edwards
		Closed			
3/10/2026	Formal	Public Hearing	Community Development	VUL - CUP	Rachel Frischelsen
			Economic Development	Property Sale: Business Development Center	Marjette Upshur
			Economic Development	Property Sale: West Bldg.	Marjette Upshur
			CM WORKING PAPERS		
		General Business	CM WORKING PAPERS		

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
3/24/2026	Finance	General Business			
		Information Items			
3/24/2026	Work Session	Business Item Briefings	Community Development	Concord TPK Rezone	Rachel Frischelsen
			Community Development	Data Center Ordinance	Rachel Frischelsen
			Community Development	Dunbar / 12th Rezone	Rachel Frischelsen
			Community Development	Miller Home - CUP	Rachel Frischelsen
		Work Session Items	Police / Flock	Flock Cameras	Ken Edwards / Flock
			Finance	Budget	Donna Witt
		Closed	Clerk of Council	Boards & Commisions	Alicia Finney
3/24/2026	Formal	Public Hearing			
		General Business			
		Closed			

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
4/14/2026	PDC	Information Items	Community Development	A time for planning	Tom Martin
			Water/ Public Works	Major Projects Updates	Tim/ Gaynelle
		General Business			
4/14/2026	Work Session	Business Item Briefings	Community Development	Jubilee Rezone	Rachel Frischelsen
		Work Session Items	Water Resources	H20, Sewer, Storm Water Bud	Tim Mitchell
		Closed			
4/14/2026	Formal	Public Hearing	Community Development	Concord TPK Rezone	Rachel Frischelsen
			Community Development	Data Center Ord.	Rachel Frischelsen
			Community Development	Dunbar / 12th Rezone	Rachel Frischelsen
			Community Development	Miller Home - CUP	Rachel Frischelsen
		General Business			

FOIA Request #1

From: Jennings, Hollie
To: Braun, Metchi; Patrick, Greg; White, Kent; Bentson, Anna; Steele, Samantha; Witt, Donna; Hart, Gaynelle; Martin, Tom; Mitchell, Timothy; Finney, Alicia; Freedman, Matthew; Guest, Darrion
Subject: [redacted]
Date: Wednesday, December 3, 2025 1:07:39 PM
Attachments: [redacted]
image001.png

[redacted]

Thanks,

Hollie G. Jennings Ed.D.
SPECIAL ASSISTANT TO THE CITY MANAGER
CITY MANAGER'S OFFICE
O 434.455.3990

From: Braun, Metchi <metchi.braun@lynchburgva.gov>
Sent: Wednesday, December 3, 2025 12:41 PM
To: Patrick, Greg <Greg.Patrick@lynchburgva.gov>; White, Kent <kent.white@lynchburgva.gov>; Jennings, Hollie <hollie.jennings@lynchburgva.gov>; Bentson, Anna <anna.bentson@lynchburgva.gov>; Steele, Samantha <sam.steele-smith@lynchburgva.gov>; Witt, Donna <donna.witt@lynchburgva.gov>; Hart, Gaynelle <gaynelle.hart@lynchburgva.gov>; Martin, Tom <tom.martin@lynchburgva.gov>; Mitchell, Timothy <timothy.mitchell@lynchburgva.gov>; Finney, Alicia <Alicia.Finney@lynchburgva.gov>; Freedman, Matthew <Matthew.Freedman@lynchburgva.gov>; Guest, Darrion <darrion.guest@lynchburgva.gov>
Subject: [redacted]

Good afternoon,

[redacted]

[redacted]

Page 5

FOIA Request #2

From: Jennings, Hollie
To: Braun, Metchi; Patrick, Greg; White, Kent; Bentson, Anna; Steele, Samantha; Witt, Donna; Hart, Gaynelle; Martin, Tom; Mitchell, Timothy; Finney, Alicia; Freedman, Matthew; Guest, Darrion
Subject: Agenda/Docs for Next Week
Date: Wednesday, December 3, 2025 1:07:39 PM
Attachments: 3 month outlook.pdf
Docket Items Jan. 13.pdf
Docket Items Jan. 27th.pdf
[redacted] Dec. 11.pdf
image001.png

Attached are the documents for next week's [redacted] meeting. (I had to update a few changes that I left off.)

Thanks,

Hollie G. Jennings Ed.D.
SPECIAL ASSISTANT TO THE CITY MANAGER
CITY MANAGER'S OFFICE
O 434.455.3990

From: Braun, Metchi <metchi.braun@lynchburgva.gov>
Sent: Wednesday, December 3, 2025 12:41 PM
To: Patrick, Greg <Greg.Patrick@lynchburgva.gov>; White, Kent <kent.white@lynchburgva.gov>; Jennings, Hollie <hollie.jennings@lynchburgva.gov>; Bentson, Anna <anna.bentson@lynchburgva.gov>; Steele, Samantha <sam.steele-smith@lynchburgva.gov>; Witt, Donna <donna.witt@lynchburgva.gov>; Hart, Gaynelle <gaynelle.hart@lynchburgva.gov>; Martin, Tom <tom.martin@lynchburgva.gov>; Mitchell, Timothy <timothy.mitchell@lynchburgva.gov>; Finney, Alicia <Alicia.Finney@lynchburgva.gov>; Freedman, Matthew <Matthew.Freedman@lynchburgva.gov>; Guest, Darrion <darrion.guest@lynchburgva.gov>
Subject: [redacted]

Good afternoon,

Sorry for the late notice but we are cancelling [redacted] for today. We will meet at our regularly scheduled time next week.

[redacted]

Metchi

January 27th		February 10th		February 24th		March 10th	
Finance	Airport Parking Fees CVACL 1st Qtr FY26 Report Contingency and Revenue	PDC	Minute for Planning Comprehensive Plan (CD) Major Projects Update	Finance		PDC	
WS-BIBS	[redacted] Concord Tpk Rezone Data Centers Zoning Amend Leesville Rd. Conv Store	WS-BIBS		WS BIBS		WS-BIBS	
WS--General	Bright Nights Data	WS--General	Budget Calendar	WS-General	CIP	WS-General	Budget
Formal-Public Hearing	Abort. Clinic Zone Ord Amd	Formal-Public Hearing	Concord Tpk Rezone Data Centers Zoning Amend	Formal – Public Hearing		Formal – Public Hearing	
Formal-General Business	Recog: Retirement CVACL	Formal-General Business	[redacted]	Formal – General Business		Formal – General Business	
Closed		Closed		Closed		Closed	

[redacted]
[redacted]
- Police – Bullet Proof Grant

[redacted]
[redacted]
- Airport Grant
- ~~Budget Calendar~~
- CIP

- ~~Comp Plan~~

[redacted]
[redacted]
- 2nd Qtr FY26 Report (Finance)
- Procurement Code

[redacted]
- ~~Update on sheltering~~

[redacted]

- ~~Procurement Process~~
- Post Bright Nights Info/ data

[redacted]
- Derelict Dashboard
- Multimodal Plan and Central Virginia Safety Action Plan
- School Security Equipment Grant
- School Construction Assistance Program Grant

[redacted]
- ~~Deer~~

[redacted]
- Horizon Ministries House/ Salvation Army

[redacted]

FOIA Request #1

CM WORKING PAPERS

CM WORKING PAPERS

FOIA Request #2

January 2026 Docket Items					
Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
1/13/2026	PDC	Information Items	Community Development	Minute for Planning	Tom Martin
			Police	Citywide Deer Management	Ken Edwards/ Ryan Ball
			Water Resources	Water Annual Report	Tim Mitchell
		General Business	Public Works	VDOT Lane Miles	Lee Newland
1/13/2026	Work Session	Business Item Briefing	Community Development	Abortion Clinic Zone Ord Amd	Tom Martin
		General Business	Finance	FY25 Year End & Budget Outlook	Donna Witt
		CM WORKING PAPERS			
1/13/2026	Formal	Public Hearing	Community Development	Rezone: Storage Shed Lot	Rachel Frischeisen
		General Business	Public Works	VDOT Lane Miles	Lee Newland

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
1/27/2026	Finance	Information Items	Airport	Airport Parking Fees	Cedric Simon
			Finance	CVACL	Donna Witt
			Finance	1st Q FY26 Report	Donna Witt
			Finance	Contingency and Revenue	Donna Witt
1/27/2026	Work Session	BIBS	CM WORKING PAPERS		
			Community Development	Concord TPK Rezone	Rachel Frischeisen
			Community Development	Data Center Rezone	Rachel Frischeisen
			Community Development	Leesville Rd Convenience Store	Rachel Frischeisen
		General Business	DLA	Bright Nights Data	Stacy Garrett
1/27/2026	Formal	Recognitions	Communications	Retirement Recognition	Anna Bentson
		Public Hearing	Community Development	Abortion Clinic Zone ord	Tom Martin
		General Business	Finance	CVACL	Donna Witt

FOIA Request #1



From: Guest, Darrion
To: Braun, Metchi; Patrick, Greg; White, Kent; Jennings, Hollie; Bentson, Anna; Steele, Samantha; Witt, Donna; Hart, Gaynelle; Martin, Tom; Mitchell, Timothy; Finney, Alicia; Freedman, Matthew
Subject: CM WORKING PAPERS
Date: Monday, February 2, 2026 5:24:05 PM
Attachments: CM WORKING PAPERS
Outlook-qvsvp4bv.png

Good afternoon team,

CM WORKING PAPERS

Thank you,

Darrion Guest
DATA ANALYST
CITY MANAGER'S OFFICE
C 434.209.2864

FOIA Request #2

THE CITY OF LYNCHBURG

CM WORKING PAPERS
Thursday, December 11, 2025
City Manager's Office, Large Conference Room

I.	**Welcome**	**11:00 – 11:05**
	a. Opening comments/expectations	*Greg/Hollie*
II.	**Agenda Run-through – Jan. 13th**	**11:05 – 11:25**
	a. See attached	
III.	**Agenda Run-through – Jan. 27th**	**11:25 – 11:35**
	a. See attached	
IV.	**Looking Forward** (See attached)	**11:35 – 11:45**
	a. February 10th – PDC/Council	
	b. February 24th – Finance/Council	
	c. March 10th – PDC/Council	
V.	CM WORKING PAPERS	**11:45 – 12:00**

From: Guest, Darrion
To: Braun, Metchi; Patrick, Greg; White, Kent; Jennings, Hollie; Bentson, Anna; Steele, Samantha; Witt, Donna; Hart, Gaynelle; Martin, Tom; Mitchell, Timothy; Finney, Alicia; Freedman, Matthew
Subject: CM WORKING PAPERS
Date: Monday, February 2, 2026 5:24:05 PM
Attachments: Feb 10 2026.pdf
Feb 12 2026.pdf
Feb 24 2026.pdf
Mar 10 2026.pdf
Mar 24 2026.pdf
Apr 14 2026.pdf
Outlook-qvsvp4bv.png

Good afternoon team,

Please see the docket items for the next few months.

Thank you,

Darrion Guest
DATA ANALYST
CITY MANAGER'S OFFICE
C 434.209.2864

FOIA Request #1







FOIA Request #2

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
2/10/2026	PDC	Information Items	Community Development	Minute for Planning	Tom Martin
			Public Works	All things street lights	Gaynelle/AEP
			Community Development / CVDPDC	CVDPC: Multimodal Plan	Kelly Hitchcock
		General Business	Community Development / CVDPDC	CVDPC: Safety Action Plan	Kelly Hitchcock
2/10/2026	Work Session	Work Session Items	CMO / Guests - COC	COC Present (Sheltering)	Multiple
		Business Item Briefings	City Attorney	Procurement Code	Matt Freedman
			Police	Curfew	Ken Edwards
			Fire	Baby Box	Jonathan Wright
			City Council	Cooperating with Federal Authorities	Chris Faraldi
2/10/2026	Formal	Public Hearing	Community Development	Leesville Rd Store Rezone	Rachel Frischeisen
		General Business	Schools	School Security Equip Grant	School Staff
			Schools	School Construction Grant	School Staff
			Community Development / CVDPDC	CVDPC: Safety Action Plan	Kelly Hitchcock
			City Council	2A	Faraldi / Diemer

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
2/12/2026	Formal	Public Hearing	Community Development	CDBG Home	Melva Walker
			Community Development	Abortion Clinic Zoning	Tom Martin
			Registrar	Polling Place Change	Dan Pense

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
2/24/2026	Finance	Information Items	Finance	2nd Qtr FY26 Report	Donna Witt
			Finance	Contingency and Revenue	Donna Witt
2/24/2026	Work Session	Business Item Briefings	Community Development	VUL - CUP	Rachel Frischeisen
			CM WORKING PAPERS		
			Clerk of Council	Boards & Commisions	Alicia Finney
		Work Session Items	Finance	Budget Calendar	Donna Witt
			Fire	EOC	Jonathan Wright
2/24/2026	Formal	General Business	City Attorney	Procurement Code	Matt Freedman
			Fire	Baby Box	Jonathan Wright
			Police	Cooperating with Federal Authorities	Ken Edwards / Matt Freedman

FOIA Request #1

CM WORKING PAPERS

CM WORKING PAPERS

CM WORKING PAPERS

FOIA Request #2

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
3/10/2026	PDC	Information Items	Community Development	Minute for Planning	Tom Martin
			Community Development	Comprehensive Plan (CD)	Rachel Frischeisen
			CM WORKING PAPERS		
		General Business	Economic Development	Property Sale: Business Development Center	Marjette Upshur
			Economic Development	Property Sale: West Bldg.	Marjette Upshur
			CM WORKING PAPERS		
3/10/2026	Work Session	Business Item Briefings			
		Work Session Items	Finance	CIP	Donna Witt
			Police	Vape Enforcement	Ken Edwards
		Closed			
3/10/2026	Formal	Public Hearing	Community Development	VUL - CUP	Rachel Frischeisen
			Economic Development	Property Sale: Business Development Center	Marjette Upshur
			Economic Development	Property Sale: West Bldg.	Marjette Upshur
			CM WORKING PAPERS		
		General Business	CM WORKING PAPERS		

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
3/24/2026	Finance	General Business			
		Information Items			
3/24/2026	Work Session	Business Item Briefings	Community Development	Concord TPK Rezone	Rachel Frischeisen
			Community Development	Data Center Ordinance	Rachel Frischeisen
			Community Development	Dunbar / 12th Rezone	Rachel Frischeisen
			Community Development	Miller Home - CUP	Rachel Frischeisen
		Work Session Items	Police / Flock	Flock Cameras	Ken Edwards / Flock
			Finance	Budget	Donna Witt
		Closed	Clerk of Council	Boards & Commisions	Alicia Finney
3/24/2026	Formal	Public Hearing			
		General Business			
		Closed			

Council Date	Category	Sub- Category	Department	Agenda Item	Presenter
4/14/2026	PDC	Information Items	Community Development	A time for planning	Tom Martin
			Water/ Public Works	Major Projects Updates	Tim/ Gaynelle
		General Business			
4/14/2026	Work Session	Business Item Briefings	Community Development	Jubilee Rezone	Rachel Frischeisen
		Work Session Items	Water Resources	H20, Sewer, Storm Water Bud	Tim Mitchell
		Closed			
4/14/2026	Formal	Public Hearing	Community Development	Concord TPK Rezone	Rachel Frischeisen
			Community Development	Data Center Ord.	Rachel Frischeisen
			Community Development	Dunbar / 12th Rezone	Rachel Frischeisen
			Community Development	Miller Home - CUP	Rachel Frischeisen
		General Business			

FOIA Request #1

From: Patrick, Greg
To: Braun, Metchi
Subject: FW: GLTC Information Ahead of Tuesday Joint Work Session
Date: Friday, April 10, 2026 8:23:00 PM
Attachments: GLTC BOD Response Letter to COL.pdf
image001.png

NONRESPONSIVE



Greg Patrick
DEPUTY CITY MANAGER
CITY MANAGER'S OFFICE
O 434.455.3990

From: Cameron Howe <cameronhowegltc@gmail.com>
Sent: Friday, April 10, 2026 7:22 PM
To: Patrick, Greg <Greg.Patrick@lynchburgva.gov>
Cc: Moore, Josh <JMoore@gltconline.com>; City Council <City_Council@lynchburgva.gov>
Subject: GLTC Information Ahead of Tuesday Joint Work Session

CAUTION: External Sender

Dear Mr. Patrick,

Thank you for the time you and your staff dedicated to addressing the GLTC Board's questions.

In light of that discussion, several Board members have prepared a response that includes additional details and items for your consideration. Please let me know if you have any questions or need further information.

The GLTC Board of Directors looks forward to continuing to strengthen our partnership and collaboration with the City of Lynchburg.

With kind regards,

Cameron Howe, *Chair GLTC BOD*

From: Patrick, Greg <Greg.Patrick@lynchburgva.gov>
Sent: Thursday, April 9, 2026 5:25:38 PM
To: City Council <City_Council@lynchburgva.gov>; Josh Moore <JMoore@gltconline.com>
Cc: Witt, Donna <donna.witt@lynchburgva.gov>; Braun, Metchi <metchi.braun@lynchburgva.gov>;

FOIA Request #2

From: Patrick, Greg
To: Braun, Metchi
Subject: FW: GLTC Information Ahead of Tuesday Joint Work Session
Date: Friday, April 10, 2026 8:23:00 PM
Attachments: GLTC BOD Response Letter to COL.pdf
image001.png

I'm not going to read this in detail but it seems like a bunch of NOT to me



Greg Patrick
DEPUTY CITY MANAGER
CITY MANAGER'S OFFICE
O 434.455.3990

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Cc: Witt, Donna <donna.witt@lynchburgva.gov>; Braun, Metchi <metchi.braun@lynchburgva.gov>;

Good evening, members of City Council. My name is Push Colbert, and I've spent _____ years driving buses for GLTC. I'm a proud member of ATU, the union that represents the GLTC's workers. And I'm here tonight not just as an employee, but as someone who talks to Lynchburg riders every single day.

Over 100 of those riders signed onto a petition in support of stable funding for our transit system. Because we don't need another one-time fix year after year, but instead a real, long-term commitment to fund this transit system.

Here's why that matters. Ridership is up 40 percent since 2023 — we gave over 700,000 rides last fiscal year. People need us more than ever, to get to work, to run errands, and for all of their other needs. But the city's base level of support has stayed flat for years, while the cost of running buses has only gone up. Factor in inflation, and that funding buys about 15 percent less than it did in 2019. Every year we get by on one-time grants and short-term patches. This leaves our agency in the position of not being able to plan for the long term, and that really hurts us.

I see what that instability costs. 68% percent of our fixed-route riders are going to work. About half our paratransit riders are on their way to medical appointments. These aren't optional trips. When we had to suspend Sunday service to cover a driver shortage, I watched riders lose the only way they had to get to church, to a second job, to see family, or just to run errands on the one day they had time. Route 11 and reduced service on Routes 5 and 9 are still at risk the moment short-term funding runs dry.

I'm not asking you to solve everything tonight. I'm asking you to do what our petition asks: adopt a predictable, recurring local funding plan that grows with inflation and ridership, instead of scrambling every budget cycle to patch a shortfall. That stability is what lets GLTC hire and keep drivers, plan routes with confidence, and unlock the state and federal dollars waiting on our local match.

Lynchburg needs a strong transit system, and the riders who depend on us are counting on this Council to provide it. On behalf of the drivers who show up every day and the riders who signed that petition, I'm asking you: make long-term transit funding a permanent part of how this city invests in its people.

Thank you very much for your time.

John Ertl
Collective Bargaining Administrator
Amalgamated Transit Union
10000 New Hampshire Avenue
Silver Spring, MD 20903
Mobile: (202) 826-4845

PETITION TO LYNCHBURG CITY COUNCIL:

KEEP LYNCHBURG MOVING!

We, the undersigned, ask Lynchburg City Council to adopt long-term, stable local funding for GLTC bus service and transit jobs. Ridership is growing, but recurring local support has not kept pace with inflation or the rising cost of providing service — and one-time fixes can't solve a recurring problem.

700,000+
FY 2026 TRIPS
Up 40% since 2023

$1.879M
CITY BASE SUPPORT
Flat budget for years

~15% Less
BUYING POWER
Compared with 2019

~$400K
FEDERAL FUNDS AT RISK
Unavailable without local matching funds

Local dollars help unlock additional state and federal transit funding — a one-time grant cannot replace a dependable, long-term local funding plan.

WHY LONG-TERM FUNDING MATTERS

- Sunday service, Route 11, and reduced Routes 5 and 9 remain at risk once short-term funding runs out.
- Operator and supervisor positions stay vulnerable year to year without dependable support.
- One-time fixes can't unlock the recurring state and federal dollars that require a stable local match.

WHAT WE'RE ASKING FOR

- Adopt a permanent, recurring local funding commitment for GLTC — not another one-time fix.
- Build predictable annual funding that grows with inflation and ridership.
- Establish a stable local match to unlock state TRIP and federal transit dollars for the long-term.
- Give GLTC riders and employees certainty year after year, not year-to-year uncertainty.

68% of fixed-route and Flex riders are traveling to work

~1/2 of paratransit riders are traveling to medical appointments

Lynchburg Transit is working to stretch local dollars and maintain service through grants, partnerships, advertising, and outside funding. Thanks to short-term funding, GLTC operations are covered for now — but temporary funding only delays the underlying problem. We ask Lynchburg City Council to adopt a long-term, dependable local funding plan so GLTC can plan, hire, and serve riders with confidence year after year.

Printed Name	Address or ZIP Code	Signature
X MARY St John	X 1528 Liggales Rd	X Mary C. St John
X Alphonso Wright	1721 Monview Place, #101 Lynchburg VA	Alphonso Wright
Rachel Crouch	7612 Timberlake Rd. #121	Rachel Crouch
Debra Delaoter	2309 Gills St	Debra Delaoter
X Gabriela Ubiñas	X 42 Sleepy Hollow Lynchburg VA 24502	X

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Printed Name	Address or ZIP Code	Signature
Raspberry Hill ADC	1381 Crossings Centre Drive Suite A Forest VA 24551	
X Carolyn Baldwin	623 Wyndhurst Dr. # 106	X Carolyn Baldwin
X Joyce Price	909 Randolph Ln Lyn, 24502	X Joyce Price
X Irene Clarke X	7613 Timberlake Rd	X Irene Clarke

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Printed Name	Address or ZIP Code	Signature
Eric J. Welfare	403 Warren Ave L'burg 24501	Eric J Welfare
Pushall E Colbert	505 Buena Vista St, Lynchburg Va 24504	Pushall E. Colbert
Lafayette Lovelace	89 Belle Terre Dr Lynchburg Va.	Lafayette Lovelace
Troy Revely	1048 Izaak Walton Rd Madison Hight V.A 24572	Troy Revely
David Powell	6312 Rawna Drive Lyn. Va 24502	David Powell

PETITION TO LYNCHBURG CITY COUNCIL:

KEEP LYNCHBURG MOVING!

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Printed Name	Address or ZIP Code	Signature
Kaela Wilson	633 Sherman dr. Lynchburg VA	
Anne Marie Caylor	2450 Madison St H05	
Larry Caylor	24504 Lynchburg	
Cerise Huggins	1302 Blane DR	
Roma Fuqua	1302 Blane Dr	
X Jonathan N Burks	1126 Lakeview Dr	X

PETITION TO LYNCHBURG CITY COUNCIL:

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Printed Name	Address or ZIP Code	Signature
Shalita Marshall	810 Lynchburg VA	
K L Payne		
Kat Ally	2419 Tazewell Ave 24501	
Robert Brady	2023 Lakeside Dr	

PETITION TO LYNCHBURG CITY COUNCIL:

KEEP LYNCHBURG MOVING!

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Printed Name	Address or ZIP Code	Signature
Shannon M. Ray	24501	Shannon M Ray
Sandy Miller	24501	Sandy Miller
Gerald Jones	24504	Gerald Jones
Christina Graves	24501	Christina Graves
M.W. Grant	24551	M.W. Grant

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700,000+	$1.879M	~15% Less	~$400K
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68% of fixed-route and Flex riders are traveling to work

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Printed Name	Address or ZIP Code	Signature
Ayun Jones	408 Federal St #23	
Patricia Ogaba	125 PAGE STREET LYNCHBURG VA 24501	
Emma Williams	605 Harrison St	
Kenyetta Jones	605 Harrison	
Jeremy Branham	805 carriage pkwy	

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Kecia Walker	24502	Kecia Walker
Anthony Bookert	24501	Anthony Bookert
Kenny Patterson	24502	Kenny Patterson
Eugenia Waynes-Torres	24501	Eugenia Waynes-Torres
Hayden Leeper	24501	Hayden Leeper

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Judy Smith		Judy Smith
Laticia Lovelace-Hall		Laticia Lovelace-Hall
Randy Nesbitt		
Robert Willings		

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Troy Wright	N/A	Troy Wright
Brenda Johnson	N/A	Brenda Johnson
Elliott Brady	N/A	Elliott Brady
Columbus	24504	Columbus
Latisa Hubbard	24501 Lynchburg VA 2316 Yukon	Latisa Hubbard

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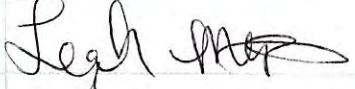
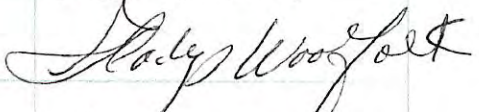
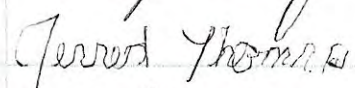
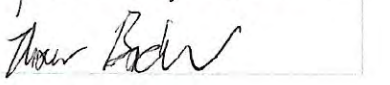
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Printed Name	Address or ZIP Code	Signature
China Williams	605 Harrisson St	
Leah Meyers	3003 Winchester St	
Gladys Woolfolk	7420 Richland DR.	
Jerrod Thomas	1301 Park Avenue #54	
Thomas Bachna	710 Taylor St.	

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Linda H. Payne	701 Hollins ST APT 301 24504	Linda H Payne
William Jackson	1803 Taylor St Apt 13 24504	William Jackson
Leonard Aubrey Dawson	390 Buena Vista St Lynchburg	Leonard A. Dawson
Marsha Crawford	1217 apt 12 Lynchburg 24501	Marsha Crawford
DIANE DONIGAN	5301 FORT AVE APT 3	Diane Donigan

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Violet Stephen	2404 Tate Springs Rd	VS
Steve Moan	24501	SM
Reginald Johnson	1923 Kemper St. #202 Lybg, VA 24501	RJ
Louis Hogue	901 Ward Ferry Rd Apt #2	LH
Rebecca Lewis	708 7th Courtland	RL

C

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Printed Name	Address or ZIP Code	Signature
Simone Reedy	24501	
Justin Metcalf	24502	
Nathan Harris	24522	
	24501	
Sandra Silby	24501	

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John Laprade	24501	John Laprade
JOSEPH C. CREWS	1808 GRACE ST.	Joseph C. Crews
Phillip Bowling	24572	Phillip Bowling
Mike Evans	24504	Mike Evans
Betty Cooke	24504	B. Cooke

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Samuel Lawson	24501	
Ben Blants	24501	
Deborah White	701 Hollins St #102	
Theodore Steed Wike	1201 24502 24502	

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Autumn Trent	594 Averon Rd 24572	Autumn Trent
Carl Brandon	1201 Long Meadows Rd	Carl Brandon
Kimberly Campbell	24501	K
Jacquelyn Brown	217 Charlotte St	Jacquelyn Brown
Leslie M. & Culpeper	911 Jackson St. 245	Leslie Culpeper

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Elain Dawson	1630 Shaffer st 24501	Elain Dawson
Edward Robinson	24502 7159 Leesville R	E J R
William Co	24504	William Co
Michael Jeter	24502	Michael Jeter

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Printed Name	Address or ZIP Code	Signature
Kristen Bradley	1021 Rockbridge	
Jackie Clark	407 hunt st Lynchburg	
Victoria Smoot	24503 Lynchburg, VA.	
Jennifer Ward	24514 Monroe	
Janis Myers	24522 1343 Rosemill Rd	

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We, the undersigned, ask Lynchburg City Council to adopt long-term, stable local funding for GLTC bus service and transit jobs. Ridership is growing, but recurring local support has not kept pace with inflation or the rising cost of providing service — and one-time fixes can't solve a recurring problem.

700,000+	$1.879M	~15% Less	~$400K
FY 2026 TRIPS	**CITY BASE SUPPORT**	**BUYING POWER**	**FEDERAL FUNDS AT RISK**
Up 40% since 2023	*Flat budget for years*	*Compared with 2019*	*Unavailable without local matching funds*

Local dollars help unlock additional state and federal transit funding — a one-time grant cannot replace a dependable, long-term local funding plan.

WHY LONG-TERM FUNDING MATTERS

- Sunday service, Route 11, and reduced Routes 5 and 9 remain at risk once short-term funding runs out.
- Operator and supervisor positions stay vulnerable year to year without dependable support.
- One-time fixes can't unlock the recurring state and federal dollars that require a stable local match.

68% of fixed-route and Flex riders are traveling to work

WHAT WE'RE ASKING FOR

- Adopt a permanent, recurring local funding commitment for GLTC — not another one-time fix.
- Build predictable annual funding that grows with inflation and ridership.
- Establish a stable local match to unlock state TRIP and federal transit dollars for the long-term.
- Give GLTC riders and employees certainty year after year, not year-to-year uncertainty.

~1/2 of paratransit riders are traveling to medical appointments

Lynchburg Transit is working to stretch local dollars and maintain service through grants, partnerships, advertising, and outside funding. Thanks to short-term funding, GLTC operations are covered for now — but temporary funding only delays the underlying problem. We ask Lynchburg City Council to adopt a long-term, dependable local funding plan so GLTC can plan, hire, and serve riders with confidence year after year.

Printed Name	Address or ZIP Code	Signature
Jessica F.	2453[illegible]	
Julie Grooms	24501	
Thomas Wyche	24501	
Demetre Wade	24504	
Eddie Malloy	24501	

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Printed Name	Address or ZIP Code	Signature
Brandon Tedder	1000 Buchanan Rd	Brandon Tedder
Anthony Thompson	n/a	Anthony Thompson
James Stewart	2912 Jasmine road	James Stewart
Vincent Fleshman		Vincent Fleshman
Keith McDaniel		Keith A McDaniel

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Printed Name	Address or ZIP Code	Signature
Billy Blankenship	24551	Billy Blankenship
Jabari Hanif	24503	Jabari Hanif
Jeremiah Gardner Jr	24550	
Leroy Bradshaw	24501	Leroy Bradshaw
Matt Thompson	24501	Matt Thompson

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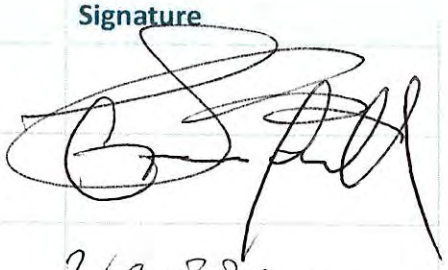
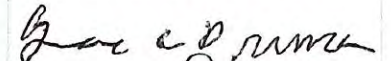
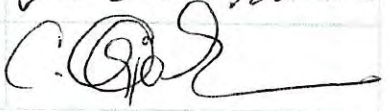
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Printed Name	Address or ZIP Code	Signature
L. Powell George Powell	24501 24502	
William Wells Jr	24504	
[illegible]	24501	
Crystal L. Gardner	24550	

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Patrick	24504	