



TDP Update 2013

January 20th, 2014

Ridership Trends

GRTC’s overall ridership for FY2013 decreased 0.78% over FY2012, excluding the 1.15 million passengers lost with the expiration of the VCU contracted service on June 30, 2012. Including those VCU passengers, GRTC would report an overall ridership decrease of more than 12% from FY2012 to FY2013. The largest ridership gains were in City express route services (Route 64x and 66) at 12.53%, and vanpool services (3.42%). For the most part, other services incurred modest changes, except CVAN (-38.31%), the Petersburg Express (-62.23%), and the Kings Dominion Express (105.97%). The ridership decrease on the Petersburg Express is most likely a result of service cuts made in December, 2012. The ridership increase on the King’s Dominion route could be attributed to King’s Dominion management subsidizing half their workers’ fares and the new partnership with the City of Richmond’s *Mayor’s Youth Academy*.

Figure 1 shows ridership for FY11 through FY13. Each month of FY13 shows a decrease in ridership due to the loss of the VCU transit services contract.

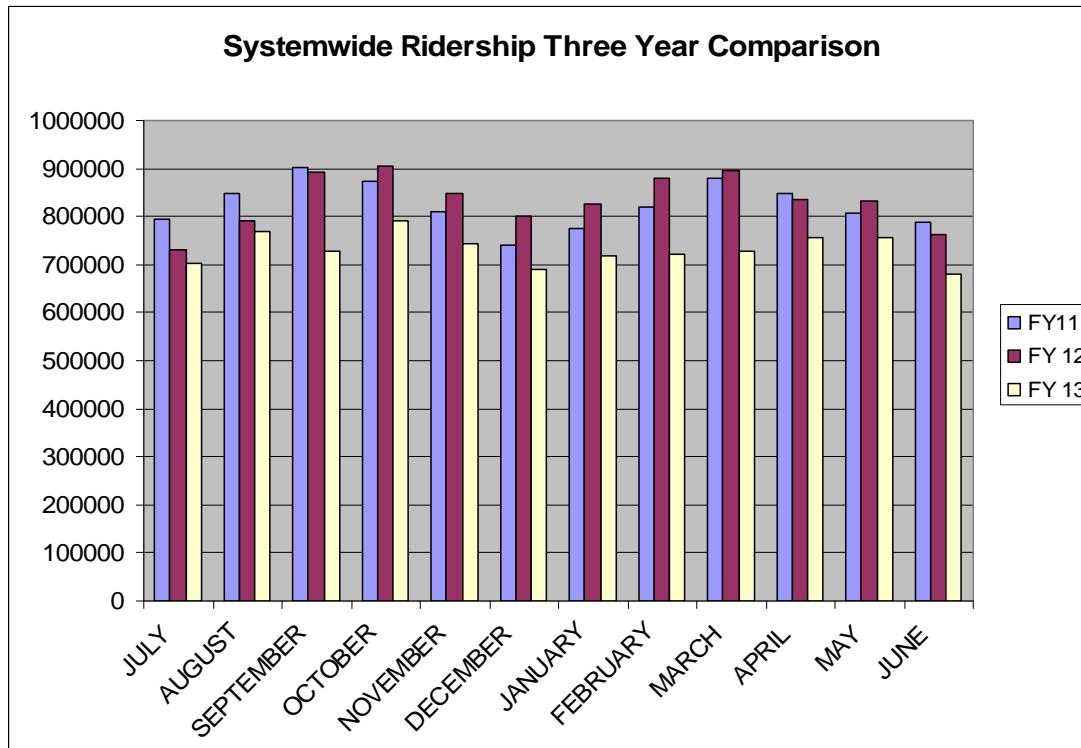


Figure 1 - Three Year Ridership Trends

To date in FY2014 total ridership is up 2.32%. Also significant in the current year is the reduction in service for the Henrico Express routes and additional service to the new Kroger Stonebridge and Virginia College on Midlothian Turnpike.

Goals and Objectives

GRTC continues to make progress on the 2011 Transit Development Plan. The original goals and objectives are listed below with accomplishments added in boldface:

Goal 1 Promote GRTC Environmental Efficiency

Objective 1.1: Continue to pursue Green Building and Practices

- Continue Green initiative and pursuit of E3 (Exemplary Environmental Enterprise) designation
 - **Focusing on stormwater pollution prevention processes on site, and planning to gain E3 status in 2014.**
- Convert fleet to CNG fuel
 - **GRTC began service with 8 new CNG buses in the Fall of 2013, with more expected to be added in 2014.**
 - **A CNG fueling station will be constructed at the GRTC facility in 2014 (construction is already underway).**

Goal 2 Promote Safety First, Service Always

All safety-related objectives are ongoing. The Safety First, Service Always program continues.

Objective 2.1 Reduce accident frequency to less than 20 per month

Objective 2.2 Keep Accident Rate per 100,000 miles to less than seven

- Maintain new hire training program
- Continue to require two-year refresher training for all operators
- Continue to recognize operators through Safety Rewards Program
- Conduct quarterly safety meeting

Goal 3 Improve Customer Experience

Objective 3.1 Work to ensure more comfortable, more efficient, and safer operations

- Continue to pursue a downtown transfer center location
 - **GRTC and the City of Richmond are actively working on the location of a downtown transfer center. Working with a steering committee and a consultant team, several possible locations have been identified and must be narrowed down by employing a structured site selection process that compares and scores key criteria such as location relative to system routing, access, operational safety, size, and availability.**
- Implement more efficient route and schedule structure

- **Several routes have been restructured and many schedules have been improved in a plan to systematically review all route structures and schedules.**
- Improve security for customers and employees
 - **Improved security cameras are being installed on buses.**

Objective 3.2 Improve communication with customers

- Provide schedule, route, and bus arrival information at bus stops
 - **Plans are being made to install new signage at bus stops with several kiosks offering bus arrival information and many stops having schedule information. All stops will display route information and the bus stop number to enable use of smartphone application.**
- Incorporate Social Media where appropriate
- Utilize web and smart phone bus arrival information
 - Seek opportunities for GRTC produced information
 - **The GRTC Bus Tracker Web application was rolled out in December 2012 to give customers real-time bus arrival information on their computers and web-enabled smartphones.**
 - Pursue opportunities with Third Party Developers providing applications to smart phones
 - **In January 2013, the GRTC Mobile App, a smartphone app, was introduced for iPhones with an Android app following later.**

Objective 3.3 Diversify fare payment options

- Explore Daily, Weekly, and Monthly Passes
 - **Plans were made to select and procure new bus fareboxes that will allow GRTC to expand its fare payment options. New fareboxes are scheduled be ordered in 2014.**

Objective 3.4 Diversify services provided

- Continue to pursue Bus Rapid Transit on Broad Street Corridor
 - **NEPA work is still under way. Completion of the environmental assessment and alternatives analysis are yet to be determined. GRTC, the State and consultant team are pursuing the local match for construction and the needed additional operating funds from Henrico and City. No decision has been made on funding.**
- Investigate opportunities to provide Neighborhood Circulator service

- Explore E-Z Bus – Deviated Route service potential

Goal 4 Improve Operational Efficiency

Objective 4.1 Develop and maintain an ongoing performance monitoring program

- **Tracking on-time performance using data collected by the CAD/AVL system has been determined to be feasible and will be used instead of the current manual method of reporting. This method was approved by FTA for GRTC’s reporting in Fall of 2013.**

Objective 4.2 Review and assess system performance on a regular basis to determine if any corrective measures should be considered

Objective 4.3 Utilize CAD/AVL to greatest extent possible

- **Run-time data collected by the CAD/AVL system is being used extensively to develop better route schedules**
- **Operations staff uses Clever CAD system to locate buses, to identify and correct bus bunching, to determine detours, to improve schedule adherence, etc.**

Objective 4.4 Create Optimum Ride

- Right-Size Bus Fleet
 - Continue to implement Bus Replacement Program
 - **Bus replacements are continuing as funding allows.**
 - Continue to add mini-buses to fleet
 - **Eight new minibuses were added in FY2012.**
 - Continue to work toward providing Coach buses on long-haul express routes

Goal 5 Improve GRTC Financial Efficiency

Objective 5.1 Reduce operational costs

- Consolidate operations to new GRTC Facility
 - **All operations have been consolidated to GRTC Belt Boulevard Facility. GRTC is negotiating to purchase adjacent property to park paratransit vehicles.**
- Reduce cost of public schedules
 - **Public schedule costs were reduced by changing from color to monochrome. An RFP was issued for printing schedules was and a contract was awarded at a reduced cost from the previous contract. Staff worked with the new printer to reduce costs**

further by making use of alternate printing methods, thus reducing minimum orders.

- Explore other companywide cost saving measures
 - **Explored cost-savings measures with Henrico County and the City of Richmond to reduce costs of CARE service.**

Objective 5.2 Explore new revenue sources

- Examine opportunities for audio at bus stops
- Continue to pursue partnerships for new service

Goal 6 Improve GRTC Public Image

Objective 6.1 Make public aware of GRTC strengths

- Pursue ad campaign
 - **GRTC conducted a “Get Ready to Connect” ad campaign that included several GRTC-produced videos for TV and YouTube.**

Goal 7 Improve Employee Experience

Objective 7.1 Provide opportunities for improving and maintaining health

- Continue regularly scheduled health fairs
 - **At least three health fairs are conducted annually.**
- Investigate and conduct health-related programs

Objective 7.2 Provide opportunities for operator input on schedules

- Provide liaison for operators to communicate with Planning and Schedules Department
 - **A member of the Planning Department held weekly hours in the Operators’ Lounge and is always available to take operators’ comments and suggestions.**
 - **Union reps and operator representatives are included in the process of schedule development.**

Goal 8 Improve Paratransit Operations

Objective 8.1 Utilize technology to operate more efficiently

- **In FY2013 GRTC added two types of automation to increase efficiency and enhance the customer experience. Both use RouteMatch scheduling software technology. Each vehicle is equipped with a tablet that will serve as a Computer Aided Dispatch/Automated Vehicle Location system. Also being implemented is**

an Integrated Voice Response system that will place automated phone calls to customers to notify them of the arrival of their scheduled vehicle.

Objective 8.2 Utilize technology to enhance customer experience

- See 8.1 above

Objective 8.3 Implement strategies to ensure capacity constraints are not encountered

Objective 8.4 Explore opportunities to present fixed-route service as a viable mobility option

Improvements Completed

FY2013

Starting in 2012, GRTC began addressing on-time performance on a route-by-route basis. Changes began by performing a thorough analysis of running times, and then adjusting schedules accordingly. Running time information comes from automated systems and from on-board observations. Also included with schedule changes has been the addition of layover time at the ends of the line outside of the downtown area. To date, Routes 1, 2, 3, 4, 26, 27, 29, 32, 34, 70, and 71 have been evaluated with positive results on run times.

In FY2013 GRTC made plans for upgrading its *HASTUS* scheduling and management software. This is a major initiative that will update the software that is used for comprehensive route and bus scheduling, payroll, and other tasks. This software is essential to GRTC operations and had not been updated since 2004. The updated version will provide more features and options for enhanced analysis and ease of use.

In FY2013 GRTC planned to implement automated NTD data reporting using data obtained from the Computer Aided Dispatch/Automatic Vehicle Location System (CAD/AVL). The current data collection and reporting system uses a Federal Transit Administration stipulated method. This method is labor intensive and requires a staff person (checker) to ride five bus trips every three days, counting passengers boarding and de-boarding. The data is entered into a system that uses FTA supplied formulas to come up with annual numbers. The system requires significant time from one staffer person and also the time of two other staff people in addition to the checker. The coming automated system will be more accurate and require far less manpower.

The Petersburg Express service was adjusted on July 1, 2012 to the funding level supplied by the City of Petersburg. Fares were increased to \$5.00 and trips were decreased to three in the morning and three in the afternoon. Ridership plummeted to half, so in December 2012 the fare was reduced back to \$3.50, and trips were reduced to two in the morning and two in the afternoon to try to make the route operate in a cost-effective manner.

In 2013 a new Ride Guide for CARE service is in development to communicate the current CARE policies and procedures and to enhance the rider's experience.

In FY 2013 work was begun to retrofit the GRTC Maintenance Facility to service CNG vehicles and work will begin to construct a CNG bus fueling station.

Updates to Future Service and Facility Improvements

FY 2014

GRTC is implementing a downtown Temporary Transfer Plaza in 2014. The purpose of the Temporary Transfer Plaza is to serve as a central transfer point for local routes and to provide more efficient service in the downtown area. A total of 25 routes will serve the transfer plaza which will be located along 9th Street between Marshall Street and Leigh Street.

Routes 1, 2, 3, 4, and 6 will be split, with the west portions maintaining their route numbers, and the eastern portions of the routes becoming Routes 41, 51, 44, 43, and 52-53 respectively (from historical route numbers). Routing will not change significantly, except instead of passing through downtown, routes will terminate at the downtown Temporary Transfer Plaza. The riders who previously rode these routes through downtown, will now have to transfer at the transfer plaza.

Local City routes that serve downtown will all have changes to their downtown routing when the Temporary Transfer Plaza goes into effect. The changes were developed internally in order to serve the downtown area and the transfer plaza in an efficient manner while taking into account traffic issues, service coverage, and keeping riders close to the current destinations as much as possible.

Route changes originally proposed for 2014 for Routes 1, 2, and 10 have been completed. Changes on Routes 3 and 4 that were proposed for 2014 will move forward as far as splitting the routes. The possibility of re-routing of the western part of Route 4 to serve more of Carytown and the Cary Street and Main Street/Ellwood Avenue corridors will still be considered in 2014. Analysis will be done for the western portion of Route 3 and Route 10 to determine if they should be combined as per the original recommendation.

Because no additional funding is foreseen for local routes, all modifications are being done with no net increase in costs.

In FY2014 GRTC will also replace all fixed route bus fareboxes , which have reached the end of their useful lives. The new fareboxes will enable additional forms of payment and passes to be accepted. It is yet to be determined which if any new fare media will be accepted.

FY 2015-2018

GRTC, in cooperation with VDRPT, is continuing the Broad Street BRT Study. Currently, the consultant team is working on refining the locally preferred alternative project scenario, and further discussions is needed regarding local funding options. Only when these tasks are complete will a grant application to FTA be made. Therefore, at this point it is considered unrealistic to expect implementation of the BRT route in FY2015. The TDP's BRT and No-BRT scenarios still apply, but the BRT scenario may be pushed back a few years.

Other than stated above, no project changes to the original TDP recommendations are proposed.

Current Year Cost and Funding Sources

GRTC Budget FY 2013-2014

	FY2013 Budget	FY2014 Budget
Operating Revenue:		
Customer Revenue - Fixed Route	9,637,600	9,434,903
Customer Revenue - CARE	618,500	714,876
Charter Revenue	125,000	140,000
Advertising Revenue	390,000	405,000
Other Operating Revenue	32,000	32,000
VCU Shuttle	0	0
VCU Pass Program	375,000	385,000
City Contribution - Senior Fares	175,000	175,000
Total Operating Revenue	11,353,100	11,286,779
Operating Expenses:		
Equipment Maintenance & Garage	6,990,853	7,232,504
Transportation	17,903,744	18,182,111
Schedules & Marketing	759,739	751,676
Insurance & Safety	2,427,178	2,484,338
Administrative and General	9,371,863	9,509,123
Purchase of Service - van pool, CARE	5,328,000	4,795,400
Operating Expenses Before Taxes	42,781,378	42,955,153
Operating Taxes and Licenses	1,472,872	1,626,248
Total Operating Expenses	44,254,250	44,581,400
Net Operating Income (Loss)	(32,901,150)	(33,294,621)
Other Income		
Purchase of Service - Henrico Co.	3,291,422	3,612,038
Purchase of Service - Petersburg	200,000	200,000
Purchase of Service - Henrico Co. CARE	2,232,354	2,618,820
Purchase of Service - Chesterfield	311,925	368,000
Purchase of Service - City of Richmond	36,000	90,000
Purchased Service - CVAN	268,337	167,833
Ridefinders - leased personnel	386,441	432,800
Interest Income	12,600	12,600
Total Other Income	6,739,078	7,502,091
Gross Income (Loss)	(26,162,072)	(25,792,530)
Operating Contributions		
Federal Funds & Other Funds	6,942,991	6,418,108
State Funds	8,269,081	7,424,422
City of Richmond	10,950,000	11,950,000
Total Operating Contributions	26,162,072	25,792,530

Financial Plan Update

Updated tables from the 2012 TDP Update's Financials section follow. The tables reflect costs, revenues, expenditures, etc., as provided by the TDP BRT Scenario. Future figures are subject to change, and are based on projections of current information. Changes from previous updates include:

- Addition of FY2019 figures, which are projected to be the same as FY2018 except where incremental changes are assumed
- Costs and revenues associated with VCU shuttle service have been removed starting with FY2013
- Funding from Chesterfield County for express bus service began in FY 2013
- GRTC has assumed a two-year delay in the BRT project implementation, from FY2015 to FY2017
- Mechanicsville Express service has been removed as of FY2014
- Local Jurisdictions' contract revenues have been updated to reflect GRTC's FY2014 budget
- 23 new buses are anticipated to be purchased in FY2019
- Reduced projected revenue starting in FY14 from VCU Pass program due to program changes
- Updated CARE costs:
 - changed cost per hour to 35.61 for FY2013 and FY2014 to reflect current costs, increasing by 3% in FY2015 and again in FY2018
 - Increased the number of service hours by 7% per year from FY14;
 - changed ratio of service hours between the City of Richmond (to 53%, down from 66%) and Henrico County (to 47%, up from 33%) to reflect current hours used
- State funding was increased in FY2014 based on new State Operating Assistance formulas

TDP Financial Plan for:								
Service O&M Costs	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018	FY2019	FY2020
Fixed Route Annual Service-Miles								
Richmond	4,054,242	4,033,654	4,041,757	4,128,947	4,132,786	4,132,786	4,132,786	4,132,786
Henrico	685,202	685,202	685,202	685,202	685,202	685,202	685,202	685,202
VCU	0	0	0	0	0	0	0	0
Chesterfield	135,324	135,324	135,324	135,324	135,324	135,324	135,324	135,324
Petersburg	75,891	61,992	61,992	61,992	61,992	61,992	61,992	61,992
Mechanicsville	12,300	0	0	0	0	0	0	0
Total Fixed Route Transit Service-Miles	4,962,958	4,916,171	4,924,275	5,011,465	5,015,303	5,015,303	5,015,303	5,015,303
Fixed Route Miles Change	(233,151)	(46,787)	8,103	87,190	3,839	0	0	0
Total Fixed Route Costs:	\$ 38,214,779	\$ 39,968,474	\$ 40,434,696	\$ 41,562,145	\$ 42,009,920	\$ 42,430,020	\$ 42,854,320	\$ 43,282,863
BRT Annual Service - Miles								
Broad Street BRT	0	0	0	0	591,058	591,058	591,058	591,058
Total BRT Costs	\$ -	\$ -	\$ -	\$ -	\$ 4,950,907	\$ 5,000,416	\$ 5,050,420	\$ 5,100,924
CARE Annual Service-Hours								
Richmond - CARE	103,071	103,071	110,286	118,006	126,266	135,105	144,562	154,682
Henrico - CARE	91,403	91,403	97,801	104,647	111,973	119,811	128,197	137,171
Total Paratransit Service Hours	194,474	194,474	208,087	222,653	238,239	254,916	272,760	291,853
Total Paratransit Costs	\$ 6,925,219	\$ 6,925,219	\$ 7,928,122	\$ 8,483,090	\$ 9,076,906	\$ 10,392,915	\$ 11,120,419	\$ 11,898,848
Projected Costs	\$ 45,139,998	\$ 46,893,693	\$ 48,362,817	\$ 50,045,235	\$ 56,037,734	\$ 57,823,350	\$ 59,025,159	\$ 60,282,636
GRTC Operating & Maintenance Costs								
Broad Street BRT	\$ -	\$ -	\$ -	\$ -	\$ 4,950,907	\$ 5,000,416	\$ 5,050,420	\$ 5,100,924
Richmond-Fixed	\$ 31,217,660	\$ 32,793,605	\$ 33,188,078	\$ 34,243,062	\$ 34,617,646	\$ 34,963,822	\$ 35,313,461	\$ 35,666,595
Richmond-CARE	\$ 3,670,358	\$ 3,670,358	\$ 4,201,895	\$ 4,496,028	\$ 4,810,750	\$ 5,508,233	\$ 5,893,809	\$ 6,306,376
Henrico - Fixed	\$ 5,276,053	\$ 5,570,690	\$ 5,626,396	\$ 5,682,660	\$ 5,739,487	\$ 5,796,882	\$ 5,854,851	\$ 5,913,399
Henrico - CARE	\$ 3,254,861	\$ 3,254,861	\$ 3,726,226	\$ 3,987,062	\$ 4,266,156	\$ 4,884,682	\$ 5,226,609	\$ 5,592,472
VCU	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Chesterfield	\$ 1,041,995	\$ 1,100,184	\$ 1,111,186	\$ 1,122,298	\$ 1,133,521	\$ 1,144,856	\$ 1,156,305	\$ 1,167,868
Petersburg	\$ 584,361	\$ 503,995	\$ 509,035	\$ 514,125	\$ 519,267	\$ 524,459	\$ 529,704	\$ 535,001
Mechanicsville	\$ 94,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Projected O&M Costs	\$ 45,139,998	\$ 46,893,693	\$ 48,362,817	\$ 50,045,235	\$ 56,037,734	\$ 57,823,350	\$ 59,025,159	\$ 60,282,636

TDP Financial Plan for:								
Fleet Replacement and Expansion	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018	FY2019	FY2020
Number of Vehicles								
Replacement Fixed Route	8	44	36	0	0	0	0	21
Replacement Fixed Route - Mini	6						8	0
Replacement Paratransit	15	15	15	15	15	15	15	15
Replacement Coach Buses								
Expansion	0	0	0	4	5	5	0	0
Service/Pool Vehicles	0	0	0	0	0	0	0	0
Total Vehicles	29	59	51	19	20	20	23	36
Vehicle Costs								
Replacement Fixed Route	\$ 4,203,938	\$ 18,564,172	\$ 16,846,917	\$ -	\$ -	\$ -	\$ 1,898,664	\$ 10,834,677
Replacement Paratransit	\$ 1,236,000	\$ 1,273,080	\$ 1,311,272	\$ 1,350,611	\$ 1,391,129	\$ 1,391,129	\$ 1,391,130	\$ 1,391,130
Replacement Coach Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion	\$ -	\$ -	\$ -	\$ 1,965,474	\$ 2,579,684	\$ 2,579,684	\$ -	\$ -
Service/Pool Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1	\$ -	\$ -
Total Projected Vehicle Costs	\$ 5,439,938	\$ 19,837,252	\$ 18,158,189	\$ 3,316,084	\$ 3,970,813	\$ 3,970,814	\$ 3,289,794	\$ 12,225,807
Anticipated Funding Sources								
FTA 5307 (80%)	\$ 6,601,939	\$ 2,408,266	\$ 2,418,737	\$ 2,778,549	\$ 2,828,191	\$ 2,837,811	\$ 2,922,945	\$ 3,010,633
State (Capital Assistance Grant) (15%)	\$ 1,237,864	\$ 361,240	\$ 362,811	\$ 416,782	\$ 424,229	\$ 425,672	\$ 438,442	\$ 451,595
Federal State of Good Repair	\$ 3,376,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO -RSTP	\$ 7,339,130	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local/Other Grants (5%)	\$ 330,097	\$ 120,413	\$ 120,937	\$ 138,927	\$ 141,410	\$ 141,891	\$ 146,147	\$ 150,532
Total Vehicle Revenues	\$ 18,885,659	\$ 2,889,920	\$ 2,902,485	\$ 3,334,259	\$ 3,393,829	\$ 3,405,373	\$ 3,507,534	\$ 3,612,760

TDP Financial Plan for:																
Service O&M Revenues	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018	FY2019	FY2020								
Anticipated Funding Sources																
Federal	\$	6,942,991	\$	6,418,108	\$	6,482,289	\$	6,547,112	\$	6,612,583	\$	6,678,709	\$	6,745,496	\$	6,812,951
Federal Funds & Prior Surplus	\$	6,857,991	\$	6,418,108	\$	6,482,289	\$	6,547,112	\$	6,612,583	\$	6,678,709	\$	6,745,496	\$	6,812,951
CMAQ (Mechanicsville Express)	\$	85,000														
State	\$	8,269,081	\$	9,826,715	\$	9,900,000	\$	9,900,000	\$	9,900,000	\$	9,900,000	\$	9,900,000	\$	9,900,000
State Funds	\$	8,269,081	\$	9,826,715	\$	9,900,000	\$	9,900,000	\$	9,900,000	\$	9,900,000	\$	9,900,000	\$	9,900,000
Farebox Revenues	\$	10,256,099	\$	10,149,779	\$	10,265,574	\$	10,382,956	\$	10,658,449	\$	10,813,415	\$	10,937,641	\$	11,063,592
Farebox Revenues - Fixed Route	\$	9,637,600	\$	9,434,903	\$	9,529,252	\$	9,624,545	\$	8,662,090	\$	8,748,711	\$	8,836,198	\$	8,924,560
Farebox Revenues - BRT	\$	-	\$	-	\$	-	\$	-	\$	1,215,195	\$	1,260,105	\$	1,272,706	\$	1,285,433
Farebox Revenues - CARE	\$	618,500	\$	714,876	\$	736,322	\$	758,412	\$	781,164	\$	804,599	\$	828,737	\$	853,599
Other Operating Revenues	\$	2,108,462	\$	1,750,233	\$	1,501,856	\$	1,526,676	\$	1,552,094	\$	1,578,123	\$	1,604,780	\$	1,632,081
Richmond Contribution - Senior Fare	\$	175,000	\$	175,000	\$	190,000	\$	190,000	\$	190,000	\$	190,000	\$	190,000	\$	190,000
Charter Revenue	\$	125,000	\$	140,000	\$	141,400	\$	142,814	\$	144,242	\$	145,685	\$	147,141	\$	148,613
Advertising Revenue	\$	390,000	\$	405,000	\$	413,100	\$	421,362	\$	429,789	\$	438,385	\$	447,153	\$	456,096
Other Operating Revenue	\$	32,000	\$	32,000	\$	32,000	\$	32,000	\$	32,000	\$	32,000	\$	32,000	\$	32,000
Other Interest/Non Transportation Income	\$	125,000	\$	12,600	\$	12,726	\$	12,853	\$	12,982	\$	13,112	\$	13,243	\$	13,375
VCU Shuttle Revenue	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
VCU Pass Program	\$	375,000	\$	385,000	\$	155,000	\$	155,000	\$	155,000	\$	155,000	\$	155,000	\$	155,000
Purchase of Service - CVAN	\$	500,022	\$	167,833	\$	171,190	\$	174,613	\$	178,106	\$	181,668	\$	185,301	\$	189,007
Ridefinders	\$	386,441	\$	432,800	\$	386,441	\$	398,034	\$	409,975	\$	422,274	\$	434,942	\$	447,991
Local Contributions for O&M	\$	16,985,701	\$	18,748,858	\$	18,863,543	\$	18,980,946	\$	22,836,854	\$	22,964,517	\$	23,346,342	\$	23,475,383
Broad Street BRT	\$	-	\$	-	\$	-	\$	-	\$	3,735,712	\$	3,740,311	\$	3,996,124	\$	3,996,124
Richmond-Fixed/CARE	\$	10,950,000	\$	11,950,000	\$	11,950,000	\$	11,950,000	\$	11,950,000	\$	11,950,000	\$	11,950,000	\$	11,950,000
Henrico - Fixed	\$	3,291,422	\$	3,612,038	\$	3,648,158	\$	3,684,640	\$	3,721,486	\$	3,758,701	\$	3,796,288	\$	3,834,251
Henrico - CARE	\$	2,232,354	\$	2,618,820	\$	2,697,385	\$	2,778,306	\$	2,861,655	\$	2,947,505	\$	3,035,930	\$	3,127,008
Chesterfield	\$	311,925	\$	368,000	\$	368,000	\$	368,000	\$	368,000	\$	368,000	\$	368,000	\$	368,000
Petersburg	\$	200,000	\$	200,000	\$	200,000	\$	200,000	\$	200,000	\$	200,000	\$	200,000	\$	200,000
Mechanicsville	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Local Funds/Other Grants Need	\$	-	\$	0	\$	1,349,555	\$	2,707,544	\$	4,477,754	\$	5,888,586	\$	6,490,899	\$	7,398,628
Total Projected Operating Revenues	\$	44,562,334	\$	46,893,693	\$	48,362,817	\$	50,045,235	\$	56,037,734	\$	57,823,350	\$	59,025,159	\$	60,282,636

TDP Financial Plan for:									
Capital Improvements	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY2020	
Major Capital Improvements									
CNG Retrofit Maintenance Facility	\$ 1,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CNG Fueling Facility	\$ 6,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox Replacement		\$ 2,822,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Modification of GRTC Facility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Broad Street BRT (Includes BRT Vehicles)	\$ -	\$ -	\$ -	\$ -	\$ 70,000,000	\$ -	\$ -	\$ -	\$ -
DT Transfer Center	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -
Total Major Capital Expenses	\$ 7,650,000	\$ 2,822,340	\$ -	\$ -	\$ 100,000,000	\$ -	\$ -	\$ -	\$ -
Anticipated Funding Sources									
Federal	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -
5309 (Small Starts)	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -
Other Federal	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Assistance Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local/Other Grants	\$ 7,650,000	\$ 2,822,340	\$ -	\$ -	\$ 65,000,000	\$ -	\$ -	\$ -	\$ -
Total Major Capital Revenues	\$ 7,650,000	\$ 2,822,340	\$ -	\$ -	\$ 100,000,000	\$ -	\$ -	\$ -	\$ -
Projected Facility, Equipment, and Other Capital Improvements									
Preventive Maintenance	\$ 5,700,000	\$ 6,032,242	\$ 6,092,564	\$ 6,153,490	\$ 6,215,025	\$ 6,277,175	\$ 6,339,947	\$ 6,403,346	\$ 6,464,692
ADA Administration	\$ 1,236,000	\$ 1,267,278	\$ 1,279,950	\$ 1,292,750	\$ 1,305,677	\$ 1,318,734	\$ 1,331,922	\$ 1,345,241	\$ 1,358,560
Capital Cost of Contracting *	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Project Administration	\$ 250,946	\$ 253,456	\$ 255,990	\$ 258,550	\$ 261,135	\$ 263,747	\$ 266,384	\$ 269,048	\$ 271,712
ADP Hardware *	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
ADP Software *	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000
Miscellaneous Support Equipment *	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Transit Enhancements *	\$ 125,473	\$ 126,728	\$ 127,995	\$ 129,275	\$ 130,568	\$ 131,873	\$ 133,192	\$ 134,524	\$ 135,839
Transit Security *	\$ 125,473	\$ 126,728	\$ 127,995	\$ 129,275	\$ 130,568	\$ 131,873	\$ 133,192	\$ 134,524	\$ 135,839
Management Training	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Shop Tools & Equipment *	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
CNG Facility - Payment to City									
Total Projected Capital Expenses	\$ 8,622,892	\$ 8,991,431	\$ 9,069,495	\$ 8,798,340	\$ 8,877,973	\$ 8,958,403	\$ 9,039,637	\$ 9,121,683	\$ 9,203,325
Anticipated Capital Funding Sources									
Federal	\$ 6,931,579	\$ 7,070,211	\$ 7,211,615	\$ 7,355,847	\$ 7,502,964	\$ 7,653,023	\$ 7,729,554	\$ 7,806,849	\$ 7,884,124
FTA 5307	\$ 6,931,579	\$ 7,070,211	\$ 7,211,615	\$ 7,355,847	\$ 7,502,964	\$ 7,653,023	\$ 7,729,554	\$ 7,806,849	\$ 7,884,124
CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Freedom	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
JARC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State**	\$ 633,747	\$ 615,729	\$ 650,562	\$ 674,005	\$ 698,294	\$ 698,294	\$ 698,294	\$ 698,294	\$ 698,294
Capital Assistance Grant	\$ 633,747	\$ 615,729	\$ 650,562	\$ 674,005	\$ 698,294	\$ 698,294	\$ 698,294	\$ 698,294	\$ 698,294
Local/Other Grants	\$ 1,057,566	\$ 1,305,491	\$ 1,207,318	\$ 768,487	\$ 676,715	\$ 607,086	\$ 611,789	\$ 616,540	\$ 620,861
Total Other Capital Revenues	\$ 8,622,892	\$ 8,991,431	\$ 9,069,495	\$ 8,798,340	\$ 8,877,973	\$ 8,958,403	\$ 9,039,637	\$ 9,121,683	\$ 9,203,325