

A regular meeting of the Board of Directors of the GRTC, Old Dominion Transit Management Company (ODTMC), and RideFinders will be held concurrently at 8:00 a.m. January 21, 2025, at GRTC, 301 East Belt Boulevard, 3rd Floor Conference Room, Richmond, Virginia. Video and audio of the meeting will be streamed live online and recorded for later viewing at the following web address: <https://youtube.com/live/z7RdpAwZV-Q?feature=share>.

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**MINUTES
DECEMBER 17, 2024
GRTC BOARD OF DIRECTORS
BOARD MEETING**

Members Present: Tyrone E. Nelson, Chair, Henrico County
Jim Ingle, Vice Chair, Chesterfield County
Ellen Robertson, Secretary/Treasurer, City of Richmond
Andreas Addison, City of Richmond
Dave Anderson, Chesterfield County
Lincoln Saunders, City of Richmond
Dan Schmitt, Henrico County
Barb Smith, Chesterfield County

Others Present: Bonnie Ashley, General Counsel
Sheryl Adams, Chief Executive Officer
John Zinzarella, Chief Administrative Financial Officer
Kevin Hernandez, Chief Operating Officer
Frank Adarkwa, Director of Planning & Scheduling
Tim Barham, Director of Transportation
Tony Byrd, Director of Maintenance
Tony Carter, Director of Risk Management
Dexter Hurt, Director of Information Systems
Mike Hurt, Director of Marketing & Communications
Cherika Ruffin, Executive Director of RideFinders
Tonya Thompson, Director of Procurement
Monica Carter, Interim Director of Safety and Security
Rachel Dickerson, Transit Advertising Specialist
Lora Toothman, Capital Improvement Program Manager
Janice Witt, Executive Assistant
Ken Lantz, PlanRVA
Maurice Carter – President Local 1220

I. Call to Order & Introductions

This meeting of the Board of Directors of the GRTC, Old Dominion Transit Management Company (ODTMC), and RideFinders was called to order on December 17, 2024, by Mr. Nelson at 8AM at GRTC, 3rd Floor Conference Room, 301 East Belt Boulevard, Richmond, Virginia. Video and audio of the meeting will be streamed live online and recorded for later viewing at the following web address: <https://www.youtube.com/watch?v=qZmMnYwc4mq>.

II. Public Comments

The public notice, meeting agenda, and agenda attachments for this December 17, 2024 meeting of the Boards of GRTC, RideFinders, and Old Dominion Transit Management Company were posted at rideGRTC.com. There were no written public comments.

Maurice Carter, President, Local 1220 ATU Amalgamated Transit Union

Good Morning Chairman and Members of the Board. My name is Maurice Carter and I represent ATU Local 1220 and represent the Operators here and paratransit and fixed route. I am here to address several issues concerning National Express also known as WeDriveU, the paratransit provider for GRTC. I filed several unfair labor practices against them because they continue to violate the Collective Bargaining Agreement undermining the rights and interests of our employees. They also have an ongoing issue with payroll resulting in employees not receiving their proper pay. This is unacceptable and demoralizing to our workforce. Also, Management is

confused, WeDriveU management team is unfair about who to contact regarding these issues. I know GRTC has paid them over 6 – 7 million dollars for their services but their checks cleared why can't our employees checks clear? My question to the Board "how long will we allow our employees and customers to suffer at the hands of WeDriveU? It is imperative that we address these issues properly and ensure that our employees are treated fairly and our customers receive the quality of service they deserve and we need to stop looking at these for-profit companies to operate our service. Thank you.

III. Board Meeting Minutes – November 19, 2024

Mr. Ingle motioned to approve the November 19, 2024 Board Meeting minutes. Ms. Robertson seconded, and the motion carried unanimously.

IV. Consent Agenda

- A. Additional Funding for the Focal Point Advertising Contract
- B. Support Vehicles
- C. Gillig Bus Parts
- D. Paratransit Vehicles Onboard Camera Equipment
- E. Change Request: GRTC Website Redesign Services and Software
- F. Enterprise Resource Planning "ERP" Implementation Preparation Support Services
- G. Paratransit Service Study
- H. Contract Modification: Microtransit Implementation Plan

Mr. Anderson motioned to approve the Consent Agenda, Mr. Schmitt seconded, and the motion carried unanimously.

V. Operations Updates

A. Operational Performance – Mr. Hernandez gave a presentation on Operations and here are a few of the highlights.

- Transportation
 - There are 317 full-time Operators and 25 trainees that are in various stages of training. We will be reviewing the goal which is 325.
- Microtransit
 - Currently, there are 18 microtransit operators with a goal of 24. Four are in training.
 - On-time performance for November was 82% with a target goal of 80%.
- Safety and Security Department
 - Fixed Route reportable events are below national average and continue to decline year-over-year. Minor increase in reported events within Microtransit; however, remains on annual average of 1-2 events.
 - There were 0 physical assaults reported system-wide and one verbal assault reported for fixed route.
 - Hiring ongoing for safety ambassadors, including peer research and local coordination for training needs. Program launch date targeted for late winter/early spring 2025.
 - Onboarding and coordination ongoing with public safety officers for a soft launch mid-winter.
- Customer Service
 - Complaints on fixed-route service in November were 58 compared to 40 in October. The increase was due to the first full month of new schedules and the holiday season.
 - Complaints have seen a slight decrease for CARE and remain on average for Link.
 - Five commendations were received for the entire system.
- Maintenance
 - Preventative Maintenance (PM) continues to meet our 80% goal on all 247 vehicles, ensuring reliable service and extending fleet longevity.
 - Increased miles between road calls reflect the excellent work of our maintenance team in keeping the fleet reliable and service dependable.

- There were 55 work orders created in Facilities for November and 52 were completed.
 - GRTC Fitness Center Grand Opening was December 9.
 - GRTC participated in the Dominion Energy Holiday Parade held on December 7.
- B. Ridership Performance
- BRT average weekday ridership for November was 6,693, Saturday 4,091, and Sunday 3,205. The Express Routes average ridership for November was 310. The local fixed route average ridership for weekday was 32,009, Saturday 22,683, and Sunday 13,847.
 - The following is the ridership for the five microtransit zones for November:
 - Azalea – 2,698
 - Ashland – 2,531
 - Sandston – 1,176
 - Cloverdale – 585
 - Powhatan - 97

VI. Financial Updates

- A. Mr. Zinzarella reviewed the November 2024 Financial statements.

VII. Chief Executive Officer’s Report

- Ms. Adams announced that GRTC’s Front Desk Receptionist, Jackie Hayes, will be retiring. Jackie has been with GRTC for nearly 15 years. Please stop by and wish her well.
- Ms. Adams congratulated and introduced the Employees of the Month; Fletcher Frazier – Information Systems and not present for the Board meeting Allen Johnson – Maintenance and Darion Carter – Bus Operator.

VIII. Board Chair’s Report

- A. Chairman Nelson announced that this will be Lincoln Saunders last Board meeting and presented Mr. Saunders a Resolution. The Resolution was read by Mr. Ingle and a motion was made to accept the Resolution by the Board and the Resolution was adopted (Resolution attached).

IX. Other Business

X. Adjourn

There being no further business, the meeting adjourned at 8:40AM.

APPROVED:

 Tyrone E. Nelson, Chair
 GRTC Board of Directors

 Date

Meeting Date: January 21, 2025

CONSENT AGENDA ITEMS

- Articulated Buses – Kevin Hernandez
- Medical Insurance Renewal Resolution – John Zinzarella
- Transit Oriented Development Study – Adrienne Torres
- Raise Grant Resolution for Transfer Station – Adrienne Torres
- Support Letter for PlanRVA's Grant Application for Technical Assistance Funding for a Zero Fare Marketing and Promotional Plan – Adrienne Torres



Meeting Date: January 21, 2025
Consent Agenda: Additional Articulated Buses

BACKGROUND:

In 2017, GRTC launched its Bus Rapid Transit (BRT) line, Pulse, to provide an efficient and reliable transit option for the Richmond region. Since its inception, the service has experienced significant ridership growth, far exceeding the capacity of the standard vehicles currently in operation. As a result, passengers frequently encounter standing-room-only conditions and, in some cases, must wait for subsequent buses due to overcrowding.

To address these capacity challenges and enhance the rider experience, GRTC was approved in February 2024 to order an initial four (4) articulated buses, with delivery scheduled for mid-2025. Articulated buses, with their increased passenger capacity, are a critical investment in improving the reliability and efficiency of the Pulse service.

To build on this progress and meet the growing demand, GRTC staff **proposes the purchase of an additional eight (8) articulated buses** to further expand the Pulse fleet. The purchase of these additional articulated buses will position GRTC to better meet current and future ridership demand, aligning with the agency's mission of providing safe, reliable, and efficient transportation services.

HIGHLIGHTS:

- The Washington State Department of Enterprise Services has a cooperative purchasing agreement (Contract # 06719-01) for transit buses with New Flyer of America, Inc. and is authorized to make their contract available to other local or federal government agencies or entities. Staff has reviewed the agreement and determined it complies with all federal laws and requirements and includes the vehicles and options GRTC needs for its fleet.
- GRTC's 40-foot vehicles can seat 38 riders while articulated vehicles seat 54 riders and offer a larger footprint to allow for more standing customers.
- The unit price is \$1,264,102 inclusive of a vehicle warranty for major parts.
- New Flyer anticipates bus delivery by late-2025/early-2026.
- Current pricing excludes radio system and diagnostic equipment. These items will be acquired via a separate procurement.

- This purchase will be funded with federal, state and local funds.

RECOMMENDATION:

That the Board of Directors authorizes the CEO to issue a purchase order to New Flyer of America, Inc. in the amount of \$10,112,816 for the purchase of eight (8) CNG-powered articulated transit vehicles.

Ellen Robertson, Secretary
GRTC Board of Directors

Date



Meeting Date: January 21, 2025
Consent Agenda: Medical Health Insurance Renewal

BACKGROUND

Marsh McLennan is the broker of record for GRTC Transit System’s employee benefits policies (medical, dental, vision, short-term & long-term disability and life insurance). Marsh McLennan working with GRTC leadership and Human Resources developed, marketed and introduced coverage for a Consumer Driven Wellness Plan with an HSA (CDWP hereafter) as an option for active GRTC employees to consider in addition to the traditional Open Access Plan (OAP) in 2021 for the initial plan year March 1, 2022 – February 28, 2023.

For the upcoming benefit year, GRTC intends to offer both options for all eligible employees. The below table highlights the key components of the proposed medical offerings for the upcoming plan year of March 1, 2025 – February 28, 2026.

	OAP	CDWP w HSA
In Network		
Accumulators	Plan Year	Plan Year
Deductible (Ind/Fam)	None	\$3,300/\$6,000
Out of Pocket Max (Ind/Fam)	\$4,500/\$9,000	\$4,000/\$8,000
Embedded or Non Embedded OOP	Embedded	Embedded
Coinsurance	100%	100%
PCP/Specialist Office Visit	\$25/\$50	0% after ded
Preventive Care	No Cost	No Cost
Urgent Care	\$25	0% after ded
Emergency Room	Facility: \$250, Doctor: No charge	0% after ded
Inpatient Hospital	Facility: \$350/day up to 5 day max (\$1750), Doctor: No charge	0% after ded
Outpatient Surgery	Facility: \$300, Doctor: No charge	0% after ded
Labs	Office: \$25/\$50 Outpatient or independent lab: No charge	0% after ded
X-rays	Office: \$25/\$50 Outpatient hospital: No charge	0% after ded
Advanced Diagnostic Imaging	20% coinsurance	0% after ded
Telemedicine	\$25	0% after ded
Vision Exam	\$15	\$15

	OAP	CDWP w HSA
Prescription Drug		
Formulary	Standard	Standard
Deductible	\$150/\$300 tiers 2,3,4	Medical Deductible applies Preventative Main. Meds Covered before ded
Retail (Tier 1,2,3,4)	\$15/\$40/\$75/20% to \$200 Self Administered Injectables: 20%	\$15/\$40/\$75/\$80 after deductible
Mail Order (Tier 1, 2,3,4)	\$38/\$100/\$188 Self Administered injectables: 20%	\$38/\$100/\$188/\$200 after deductible
Out of Network		
Deductible (Ind/Fam)	\$1,000/\$2,000	\$6,000/\$12,000
Out of Pocket Max (Ind/Fam)	\$5,500/\$11,000	\$8,000/\$16,000
Coinsurance	30%	30%

The OAP and CDWP medical plans are fully insured medical plans and pricing is based upon GRTC claims experience. Due to medical claims experience increasing over the preceding plan years, prior plan year renewal projections were increases of 13.0% (January 2023), and 7.5% (January 2024) as actual paid claims exceeded the targeted loss ratio of 85%. During the past year, claims experience has improved in comparison to the prior three plan years and through negotiation with Cigna, a 4.65% increase was set for the medical plan year March 1, 2025 – February 28, 2026.

The below table reflects the impact on coverage premiums by coverage class for monthly premiums.

	Existing			March 2025 - February 2026		
	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP
Employee Only	\$1,399.65	\$849.56	\$120,000	\$1,464.70	\$889.07	\$182,400
Employee + Child(ren)	\$2,386.34	\$1,446.41	\$50,700	\$2,497.22	\$1,513.66	\$66,300
Employee + Spouse	\$2,705.32	\$1,642.13	\$39,000	\$2,831.04	\$1,718.50	\$50,700
Employee + Family	\$4,249.62	\$2,579.56	\$39,000	\$4,447.10	\$2,699.52	\$50,700
Monthly Premium	\$589,232	\$144,038	\$20,725	\$616,615	\$150,736	\$29,175
Annual Premium	\$7,070,784	\$1,728,456	\$248,700	\$7,399,380	\$1,808,832	\$350,100
Combined Annual Premium	\$8,799,240		\$248,700	\$9,208,212		\$350,100
	% Change			4.65%		40.77%
	\$ Change			\$408,972		\$ 101,400

The CDWP is a fully insured medical plan but due to the deductibles and accompanying HSA funded accounts, the premiums for these types of policies are more cost effective to the sponsor but provide the same healthcare network. Accordingly, GRTC Management is recommending the below employee contribution percentages and HSA funding for the active employees who opt for the CDWP:

	Existing			March 2025 - February 2026		
	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP
Employee Only	15.0%	0.0%	\$2,400.00	15.0%	0.0%	\$2,400.00
Employee + Child(ren)	15.0%	10.0%	\$3,900.00	15.0%	10.0%	\$3,900.00
Employee + Spouse	15.0%	10.0%	\$3,900.00	15.0%	10.0%	\$3,900.00
Employee + Family	15.0%	10.0%	\$3,900.00	15.0%	10.0%	\$3,900.00

The employee enrollment assumptions across the two plan periods are as follows which details an increase in the participation in the CDWP:

	Existing			March 2025 - February 2026		
	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP
Employee Only	166	50	\$120,000	170	76	\$182,400
Employee + Child(ren)	52	13	\$50,700	52	17	\$66,300
Employee + Spouse	36	10	\$39,000	40	13	\$50,700
Employee + Family	31	10	\$39,000	28	13	\$50,700
Total	285	83	\$248,700	290	119	\$350,100

It is management’s intention to continue the level of HSA funding noted above in the future renewal periods.

For employees who opt out of the GRTC medical insurance program, GRTC provides funding of \$200 per month (\$2,400 annually) which is equivalent to the funding level of the HSA for an employee only coverage.

RECOMMENDATION

That the Board of Directors authorize the GRTC Chief Executive Officer to execute a contract with Cigna to provide the OAP and CDWP medical plans for the medical benefit period of March 1, 2025 – February 28, 2026, and authorize the HSA GRTC Employer funding contribution levels of Employee only coverage of \$2,400, Employee plus Children, Employee plus spouse and Employee plus family of \$3,900 per year for eligible employees who enroll in the CDWP for the medical benefit period of March 1, 2025 – February 28, 2026 and to provide funding for employees who opt out of GRTC Medical Insurance Coverage \$200 per month (\$2,400 annually).

Ellen Robertson, Secretary
GRTC Board of Directors

Date



Meeting Date: January 21, 2025

Consent Agenda: N/S BRT Transit Oriented Development (TOD) Planning Study

BACKGROUND:

GRTC in partnership with the City of Richmond is seeking consultant services for Transit Oriented Development (TOD) planning along the future N/S Bus Rapid Transit (BRT) line. NEPA and station location for the phase 1 - 13-mile alignment began in spring 2024, with plans for 0-30% design to begin in summer 2025. The phase 1 N/S BRT line is planned to be operational by 2031.

The TOD Plan developed for N/S will be similar to the Pulse Corridor Plan that was developed to complement the current east/west BRT – Pulse line to allow for TOD along the Broad Street corridor. A prioritized selection of N/S BRT station shall be included in a small area plan (SAP) for TOD along the corridor.

HIGHLIGHTS:

GRTC is seeking to contract services with HR&A Advisors, Inc (HR&A).” This study is 100% federally funded as GRTC has been awarded \$750,000 through the FTA Pilot Program for Transit-Oriented Development Planning – Section 20005(b) grant. The study is planned for ten (10) months. Outreach and engagement are included as part of each outlined phase below.

Phase 1: Existing Conditions

- Transportation and other infrastructure conditions
- Land use and zoning conditions
- Equity Assessment
- Real Estate Market Analysis

Phase 2: Station Area Concept Planning

- High-level Site Analysis and Selected Stations for Concept Planning
- Station Area Planning Concepts
- Transit-Supportive Land Use and Economic Development Policies

Phase 3: Recommendations

- Corridor
- Station Area Plans
- Public policy and financing recommendations

RECOMMENDATION:

Staff recommends that the Board of Directors authorizes the CEO to contract HR&A for consultant services for N/S BRT Transit Oriented Development (TOD) Planning Study for total value not to exceed \$750,000.

Ellen Robertson, Secretary
GRTC Board of Directors

Date



Meeting Date: January 21, 2025
Consent Agenda: Approval of Support Letter for RAISE Grant for Permanent Downtown Transfer Station

BACKGROUND:

The Greater Richmond Transit Company (GRTC) is seeking to secure funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the construction of a permanent Downtown Transfer Station (DTS) in Richmond, Virginia. This critical project aims to address a significant gap in the region’s public transit infrastructure by establishing a centralized hub that enhances connectivity, reliability, and accessibility for riders across the Greater Richmond area. Currently, Richmond is one of the few metropolitan regions in the nation without a dedicated permanent transfer station, creating challenges for seamless multimodal transportation and limiting regional mobility.

Beyond serving as a transit hub, the proposed DTS project integrates a mixed-use development model that includes affordable housing and community amenities. This initiative addresses critical regional challenges such as equitable mobility, housing access, and economic development. With the Richmond City Council’s endorsement of the site in December 2024 and \$6.5 million in committed funding from the Central Virginia Transportation Authority (CVTA), the DTS project has strong local support and is poised to make a transformative impact on the community.

RECOMMENDATION:

GRTC staff recommends that the Board of Directors approve the attached letter of support for the RAISE Grant application. By endorsing this initiative, GRTC demonstrates its commitment to advancing regional infrastructure that aligns with its mission of providing clean, safe, and reliable transportation while fostering equitable and sustainable development. This support is critical to securing federal funding and ensuring the successful implementation of the Downtown Transfer Station, a project that promises to benefit all members of the Greater Richmond community.

Ellen Robertson, Secretary
GRTC Board of Directors

Date



January 10, 2025

FTA Office of Infrastructure Finance and Innovation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Application for RAISE Grant

Dear Office of Infrastructure Finance and Innovation:

On behalf of the Greater Richmond Transit Company (GRTC) Board of Directors, I am writing to express our full and enthusiastic support for GRTC's RAISE Grant application to fund the construction of a permanent Downtown Transfer Station (DTS) in Richmond, Virginia. As the governing body overseeing the strategic direction and mission of GRTC, we firmly believe this project is vital to the growth and prosperity of our region.

The Greater Richmond area, home to over 1 million residents, remains one of the few metropolitan regions in the nation without a dedicated permanent transfer station. This lack of infrastructure creates inefficiencies in our transit system and hinders seamless multimodal connections for residents, commuters, and visitors. A permanent DTS will serve as the cornerstone of an integrated and reliable transit network, enhancing the mobility, accessibility, and overall transit experience for everyone in our community.

Moreover, the DTS project represents an unprecedented opportunity to address multiple regional challenges. In addition to its critical transit functionality, the project's vision includes a mixed-use development plan that incorporates much-needed affordable housing and community amenities. As a Board, we recognize the importance of equitable development and support this initiative as a holistic solution that promotes inclusive growth and sustainable urban development. The DTS will also catalyze economic development and strengthen the region's ability to attract investment, fostering a vibrant and resilient community.

This initiative has received widespread local support, reflecting a shared commitment to addressing regional infrastructure needs. In September 2024, the GRTC Board approved the selection of a preferred site in Downtown Richmond for the DTS, and the Richmond City Council endorsed this decision in December 2024. Additionally, GRTC has already secured \$6.5 million in funding from the Central Virginia Transportation Authority (CVTA), demonstrating strong regional collaboration and investment in this transformative project.

As stewards of GRTC's mission to provide clean, safe, and reliable transportation, we urge your office to consider the far-reaching benefits of this initiative. Securing RAISE Grant funding will enable us to realize this critical project's potential and address longstanding gaps in infrastructure that impact our region's mobility and equity.

We thank you for your consideration and look forward to your support in advancing this vital initiative for the Greater Richmond region.

Sincerely,

Tyrone Nelson, Chair
GRTC Board of Directors



Meeting Date: January 21, 2025
Consent Agenda: Support Letter for PlanRVA’s Grant Application for Technical Assistance Funding for a Zero Fare Marketing and Promotional Plan

BACKGROUND:

The Richmond region leads the nation in exceeding pre-pandemic ridership in transit while maintaining zero fare access to all riders. The PlanRVA data team will analyze the data on this growth to demonstrate how important Zero Fare has been to the regional economy and work with a consultant to build a funding strategy that will support its continuation and expansion.

GRTC offered zero fare to riders in the region through the support of the Transit Rider Incentive Program (TRIP) funds over the last four (4) years. More than 50% of respondents on a Fall 2023 rider survey identified that the zero-fare program impacted their use of the GRTC system. More than 70% of GRTC riders identified with family income levels of less than \$40,000, with the primary use of transit being used for going to work. Zero fares have opened up accessibility for travel to and from work and other destinations, by removing the barrier of transportation cost which has been an overall impact to quality of life. GRTC will be able to provide robust rider data to PlanRVA as they analyze the benefits of the zero-fare program for the region and assist in developing a funding sustainability strategy for the program.

RECOMMENDATION:

GRTC staff recommends that the Board of Directors approve the attached letter of support for PlanRVA’s Grant application for the Virginia Department of Rail and Public Transportation MERIT Technical Assistance funding for a Zero Fare Marketing and Promotional Plan.

Ellen Robertson, Secretary
GRTC Board of Directors

Date



January 16, 2025

Tiffany Robinson, Director
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Subject: Letter of Support for PlanRVA's application for the Virginia Department of Rail and Public Transportation MERIT Technical Assistance funding for a Zero Fare Marketing and Promotional Plan

Dear Ms. Robinson:

On behalf of the Greater Richmond Transit Company (GRTC) I am writing to express strong support for PlanRVA in application to the Virginia Department of Rail and Public Transportation (DRPT) MERIT Technical Assistance grant program. PlanRVA seeks to develop and implement a funding sustainability strategy for continuation of Zero Fare on GRTC buses, based on mounting evidence that free transit access is crucial for workforce development, economic growth, and equity across the Richmond region.

The Richmond region leads the nation in exceeding pre-pandemic ridership in transit while maintaining zero fare access to all riders. Over the last four years, GRTC has made significant improvements to operations, coverage and frequency, and innovative service to meet the needs of more and more areas of the region. The PlanRVA data team will analyze the data on this growth to demonstrate how important Zero Fare has been to the regional economy and work with a consultant to build a funding strategy that will support its continuation and expansion.

GRTC has been able to offer zero fare to riders in the region through the support of the Transit Rider Incentive Program (TRIP) funds over the last four (4) years. Greater than 50% of respondents on a Fall 2023 rider survey identified that the zero-fare program impacted their use of the GRTC system. More than 70% of GRTC riders identified with family income levels of less than \$40,000, with the primary use of transit being used for going to work. Zero fares have opened up accessibility for travel to and from work and other destinations, by removing the barrier of transportation cost which has an overall impact to quality of life. GRTC will be able to provide robust rider data to PlanRVA as they analyze the benefits of the zero-fare program for the region and assist in developing a funding sustainability strategy for the program.

PlanRVA provides the Richmond region with expertise and leadership in transportation planning and robust data analysis in support of opportunity rich and inclusive neighborhoods. PlanRVA is respected as a regional convener and maintains robust partnerships across local government and with nonprofits and community-based organizations. Beyond transportation planning, PlanRVA contributes to regional community development and is coordinating the revision of the regional Comprehensive Economic Development Strategy. The intersection of these work areas positions PlanRVA well to direct the design of a Zero Fare funding sustainability strategy that engages the numerous stakeholders and shapes the regional vision for economic mobility and collective flourishing.

GRTC wholeheartedly supports PlanRVA's application for DRPT MERIT funding and will provide ridership and survey data and any other support needed to engage regional stakeholders and to develop a sustainable funding strategy for Zero Fare.

Sincerely,

Tyrone Nelson, Chair
GRTC Board of Directors

Meeting Date: January 21, 2025

Action Item: Board Policy – Virtual Public Meetings

PURPOSE:

The purpose of this policy is to comply with the requirements of the Code of Virginia to allow for and govern participation by one or more Directors in meetings of the Board by electronic communication means and to allow for all-virtual public meetings, and all proceedings pursuant to this policy shall be performed in accordance with the Code of Virginia.

HIGHLIGHTS:

- Application and Limitations
 - C. All-virtual public meetings shall not be convened (i) more than two times per calendar year or ~~25~~ 50 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, or (ii) consecutively with another all-virtual public meeting.
- Participation by Electronic Communication Means
 - Approval Process
 - B. A Director may request to participate in a meeting by electronic communication means if the Director notifies the Chairperson of the Board on or before the day of the meeting that the Director is unable to attend due to (i) a personal matter, provided that the Director identifies with specificity the nature of the personal matter, (ii) a temporary or permanent disability or other medical condition that prevents the Director's physical attendance; for purposes of determining whether a quorum is physically assembled, an individual member of a public body who is a person with a disability as defined in § 51.5-40.1 and uses remote participation counts toward the quorum as if the individual was physically present; (iii) a family member's medical condition that requires the Director to provide care for such family member, thereby preventing the Director's physical attendance or the member is a caregiver who must provide care for a person with a disability at the time the public meeting is being held thereby preventing the member's physical attendance. For purposes of determining whether a quorum is physically assembled, an individual member of a public body who is a caregiver for a person with a disability and uses remote participation counts toward the quorum as if the individual was physically present; or (iv) the member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting. The Director must also notify the Chairperson of the Board of the remote location from which the Director would participate by electronic communication means.
 - Meeting Minutes
 - A. If the Director's participation by electronic communication means is approved, the following shall be recorded in the meeting minutes: (i) the motion; (ii) the vote thereon; (iii) a statement (a) of the specific nature of the personal matter, (b) that a temporary or permanent disability or other medical condition prevents the Director's physical attendance, (c) that a family member's medical condition requires the Director to provide care to such family member, thereby preventing the Director's physical attendance, or (d) that the member participated through electronic communication means due to the distance between the member's

principal residence and the meeting location; and (iv) the remote location from which the Director participated in the meeting.

- All-Virtual Public Meetings
 - Request
 - Requirements for All-Virtual Public Meetings
 - B.** Public access to the all-virtual public meeting shall be provided via electronic communication means.
 - C.** The electronic communication means used shall allow the public to hear all members of the Board participating in the all-virtual public meeting and, when audio-visual technology is available, to see the members of the Board as well.
 - D.** A phone number or other live contact information shall be provided to alert the Board if the audio or video transmission of the meeting provided by the Board fails, the Board shall monitor such designated means of communication during the meeting, and the Board shall take a recess until public access is restored if the transmission fails for the public.
 - E.** A copy of the proposed agenda and all agenda packets and, unless exempt, all materials furnished to Board members for the meeting shall be made available to the public in electronic format at the same time that such materials are provided to Board members.
 - F.** The public shall be afforded the opportunity to comment through electronic means, including by way of written comments, at those public meetings when public comment is customarily received.
 - G.** No more than two members of the Board shall be together in any one remote location unless that remote location is open to the public to physically access it.
 - H.** If a closed session is held during an all-virtual public meeting, transmission of the meeting to the public shall resume before the Board votes to certify the closed meeting.
 - I.** Minutes of all-virtual public meetings held by electronic communication means shall be and shall include the fact that the meeting was held by electronic communication means and the type of electronic communication means by which the meeting was held. If a member's participation from a remote location is disapproved because such participation would violate this policy as it applies to all-virtual public meetings, such disapproval shall be recorded in the minutes with specificity. Additionally, such minutes shall include (1) the identity of the members of the public body who participated in the meeting through electronic communication means, (2) the identity of the members of the public body who were physically assembled at one physical location, and (3) the identity of the members of the public body who were not present at the location identified in clause (2) but who monitored such meeting through electronic communication means.

RECOMMENDATION:

That the Board of Directors adopt the Virtual Public Meetings Policy.

Ellen Robertson, Secretary
GRTC Board of Directors

Date

POLICY REGARDING PARTICIPATION IN MEETINGS BY ELECTRONIC
COMMUNICATION MEANS AND ALL VIRTUAL PUBLIC MEETINGS

1. **Purpose.** The purpose of this policy is to comply with the requirements of section 2.2-3708.3 of the Code of Virginia to allow for and govern participation by one or more Directors in meetings of the Board by electronic communication means and to allow for all-virtual public meetings, and all proceedings pursuant to this policy shall be performed in accordance with section 2.2-3708.3 of the Code of Virginia, as that statute may from time to time be amended.

2. **Application and Limitations.**

A. This policy shall be applied strictly and uniformly, without exception, to all Directors and without regard to the identity of the Director requesting remote participation or the matters that will be voted on at the meeting.

B. Participation by a Director in a meeting by electronic communication means due to a personal matter shall be limited each calendar year to two meetings or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, of the Board of the particular committee of the Board, as applicable.

C. All-virtual public meetings shall not be convened (i) more than two times per calendar year or ~~25~~50 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, or (ii) consecutively with another all-virtual public meeting.

D. This policy shall also apply to any committee of the Board. For purposes of a committee meeting, the term “Board” when used in this policy means the committee holding the meeting in which a Director desires to participate by electronic communication means. For purposes of any committee, the term “Chairperson of the Board” means the Chairperson of the committee.

E. When used in this policy, “electronic communication” has the meaning ascribed to it by section 2.2-3701 of the Code of Virginia.

3. **Participation by Director by Electronic Communication Means.**

3.1 **Approval Process.**

A. No Director may participate in a meeting by electronic communication means unless the Director requests, and the Board approves, the participation in accordance with this section 3.

B. A Director may request to participate in a meeting by electronic communication means if the Director notifies the Chairperson of the Board on or before the day of the meeting

that the Director is unable to attend due to (i) a personal matter, provided that the Director identifies with specificity the nature of the personal matter, (ii) a temporary or permanent disability or other medical condition that prevents the Director's physical attendance; for purposes of determining whether a quorum is physically assembled, an individual member of a public body who is a person with a disability as defined in § 51.5-40.1 and uses remote participation counts toward the quorum as if the individual was physically present; (iii) a family member's medical condition that requires the Director to provide care for such family member, thereby preventing the Director's physical attendance or the member is a caregiver who must provide care for a person with a disability at the time the public meeting is being held thereby preventing the member's physical attendance. For purposes of determining whether a quorum is physically assembled, an individual member of a public body who is a caregiver for a person with a disability and uses remote participation counts toward the quorum as if the individual was physically present; or (iv) the member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting. The Director must also notify the Chairperson of the Board of the remote location from which the Director would participate by electronic communication means.

C. The Board may consider a request for participation by electronic communication means only if a quorum of the Board is physically assembled at the primary or central meeting location.

D. At the meeting, the Chairperson of the Board shall announce the information received pursuant to section 3.1(B) above. If the Director's request is in all other respects compliant with this policy, the Chairperson of the Board shall solicit a motion to approve or disapprove the Director's request from the Directors physically assembled at the primary or central meeting location. Upon adoption of a motion to approve the Director's participation by electronic communication means, the Director shall be allowed to participate in the meeting by electronic communication means.

3.2. Meeting Minutes.

A. If the Director's participation by electronic communication means is approved, the following shall be recorded in the meeting minutes: (i) the motion; (ii) the vote thereon; (iii) a statement (a) of the specific nature of the personal matter, (b) that a temporary or permanent disability or other medical condition prevents the Director's physical attendance, (c) that a family member's medical condition requires the Director to provide care to such family member, thereby preventing the Director's physical attendance, or (d) that the member participated through electronic communication means due to the distance between the member's principal residence and the meeting location; and (iv) the remote location from which the Director participated in the meeting.

B. If the Director's participation by electronic communication means is disapproved, whether by adoption of a motion to disapprove or by rejection of a motion to approve, the following

shall be recorded in the meeting minutes: (i) the motion; (ii) the vote thereon; (iii) a statement (a) of the specific nature of the personal matter identified by the Director, (b) that the Director stated that a temporary or permanent disability or other medical condition prevented the Director's physical attendance, (c) that a family member's medical condition required the Director to provide care for such family member, thereby preventing the Director's physical attendance, or (d) that the Director sought to participate through electronic communication means due to the distance between the member's principal residence and the meeting location; (iv) the remote location from which the Director sought to participate in the meeting; and (v) the specific aspect of this policy that would be violated by the Director's proposed participation by electronic communication means, as summarized by the Chairperson of the Board.

4. **All-Virtual Public Meetings.**

4.1 **Request.** A request to hold an all-virtual meeting may be made to the Chairperson of the Board by staff or by a Director. The Chairperson and the Chief Executive Officer shall approve or disapprove such request and, if such request is approved, the all-virtual meeting must be held in compliance with all other provisions of Chapter 37 of Title 2.2 of the Code of Virginia and must comply with all requirements set forth in section 4.2 below.

4.2 **Requirements for All-Virtual Public Meetings.**

A. An indication of whether the meeting will be an in-person or all-virtual public meeting shall be included in the required meeting notice along with a statement notifying the public that the method by which the Board chooses to meet shall not be changed unless the Board provides a new meeting notice.

B. Public access to the all-virtual public meeting shall be provided via electronic communication means.

C. The electronic communication means used shall the public to hear all members of the Board participating in the all-virtual public meeting and, when audio-visual technology is available, to see the members of the Board as well.

D. A phone number or other live contact information shall be provided to alert the Board if the audio or video transmission of the meeting provided by the Board fails, the Board shall monitor such designated means of communication during the meeting, and the Board shall take a recess until public access is restored if the transmission fails for the public.

E. A copy of the proposed agenda and all agenda packets and, unless exempt, all materials furnished to Board members for the meeting shall be made available to the public in electronic format at the same time that such materials are provided to Board members.

F. The public shall be afforded the opportunity to comment through electronic means, including by way of written comments, at those public meetings when public comment is customarily received.

G. No more than two members of the Board shall be together in any one remote location unless that remote location is open to the public to physically access it.

H. If a closed session is held during an all-virtual public meeting, transmission of the meeting to the public shall resume before the Board votes to certify the closed meeting.

I. Minutes of all-virtual public meetings held by electronic communication means shall be and shall include the fact that the meeting was held by electronic communication means and the type of electronic communication means by which the meeting was held. If a member's participation from a remote location is disapproved because such participation would violate this policy as it applies to all-virtual public meetings, such disapproval shall be recorded in the minutes with specificity. Additionally, such minutes shall include (1) the identity of the members of the public body who participated in the meeting through electronic communication means, (2) the identity of the members of the public body who were physically assembled at one physical location, and (3) the identity of the members of the public body who were not present at the location identified in clause (2) but who monitored such meeting through electronic communication means.



Meeting Date: January 21, 2025
Item Title: Operational Performance

UPDATES:

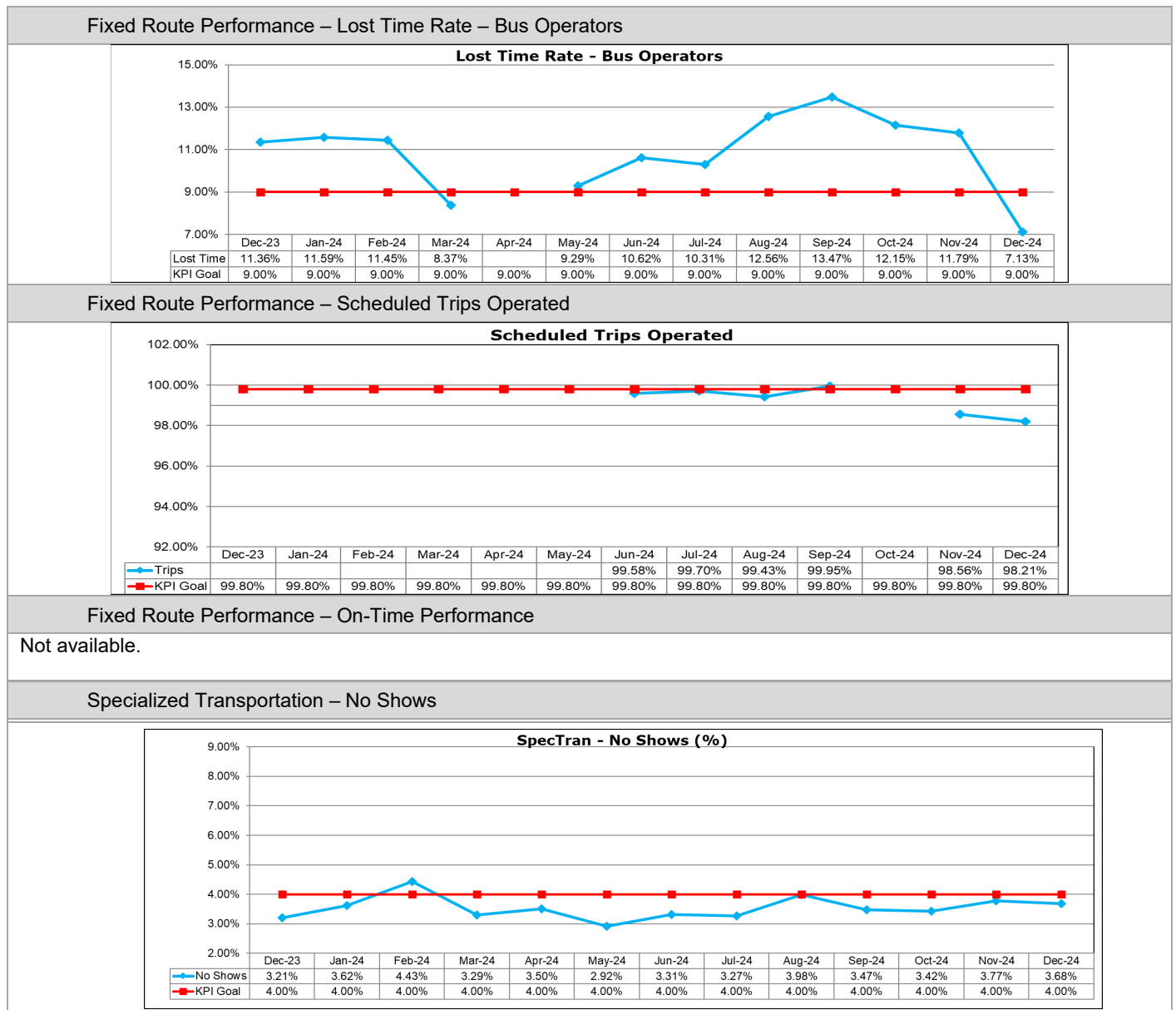
Mr. Hernandez will provide highlights for the Operational Performance for the month of December. The following Departments will be included: Transportation, Risk Management, Maintenance, and Customer Service.

Meeting Date: January 21, 2025
Item Title: Operating Performance

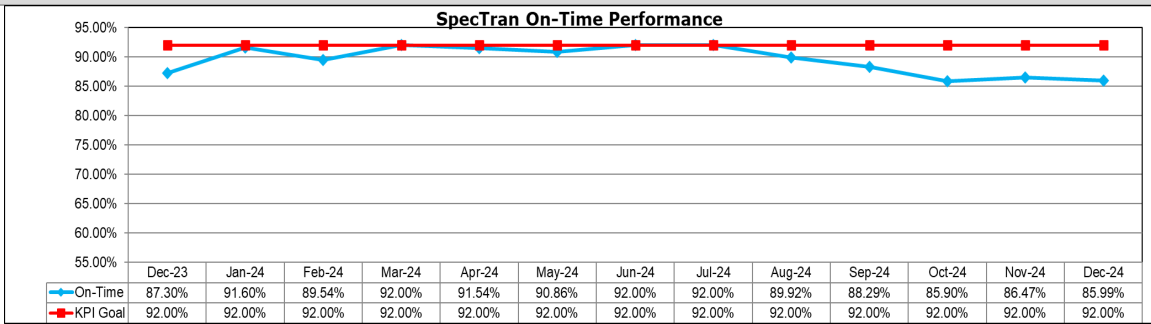
HIGHLIGHTS:

The current staffing is 320 full-time operators and 26 part-time fixed route operators with 19 fixed route operators in training. At the end of November 2024, the operator staffing was 317 full-time and 26 part-time with 25 fixed route operators in training. The result is a net gain of three fixed route operators.

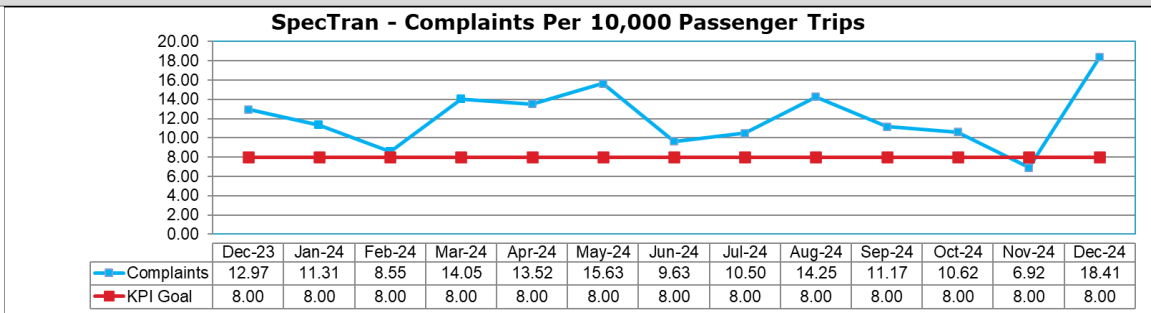
CURRENT STATUS:



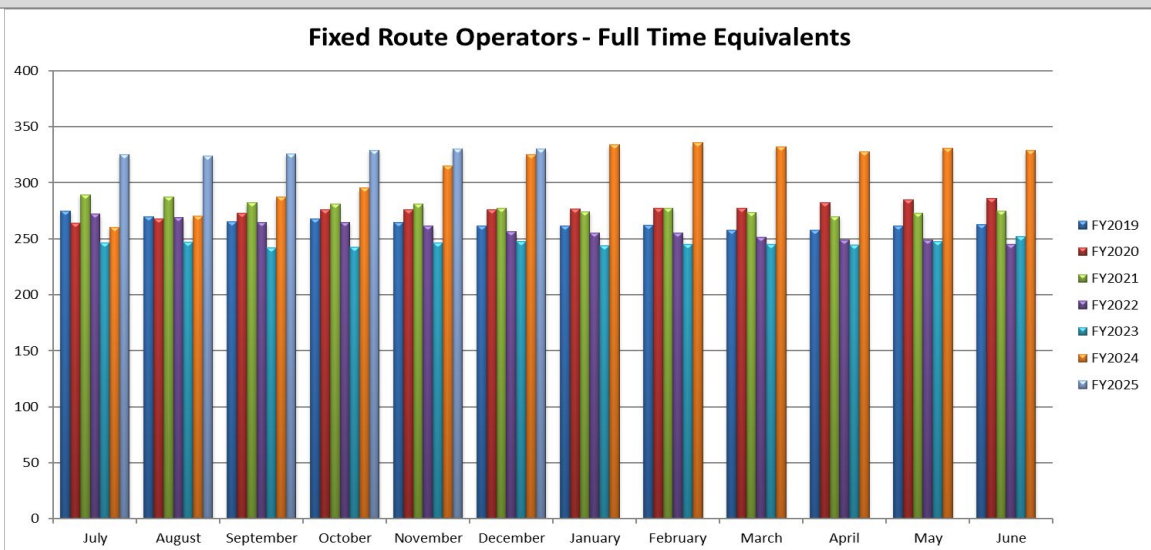
Specialized Transportation – On-Time Performance

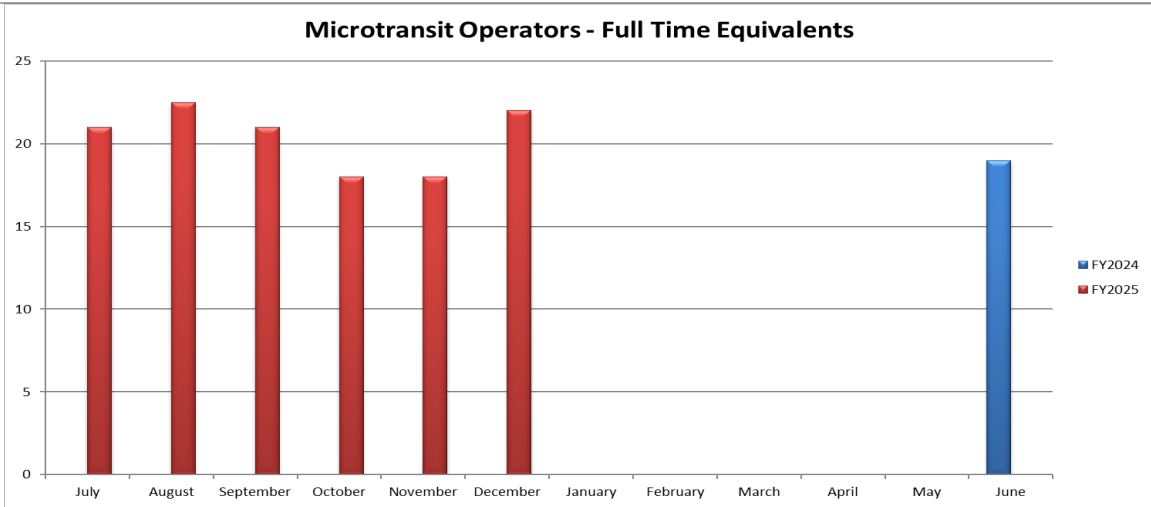


Specialized Transportation – Complaints Per 10,000 Passenger Trips

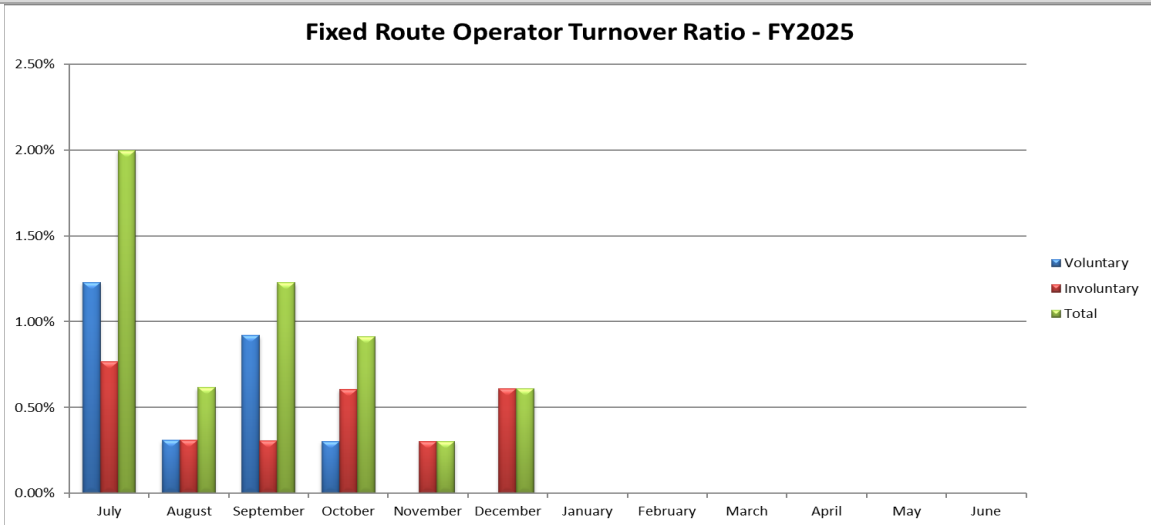


Operators – Full Time Equivalents (Fixed Route and Microtransit)

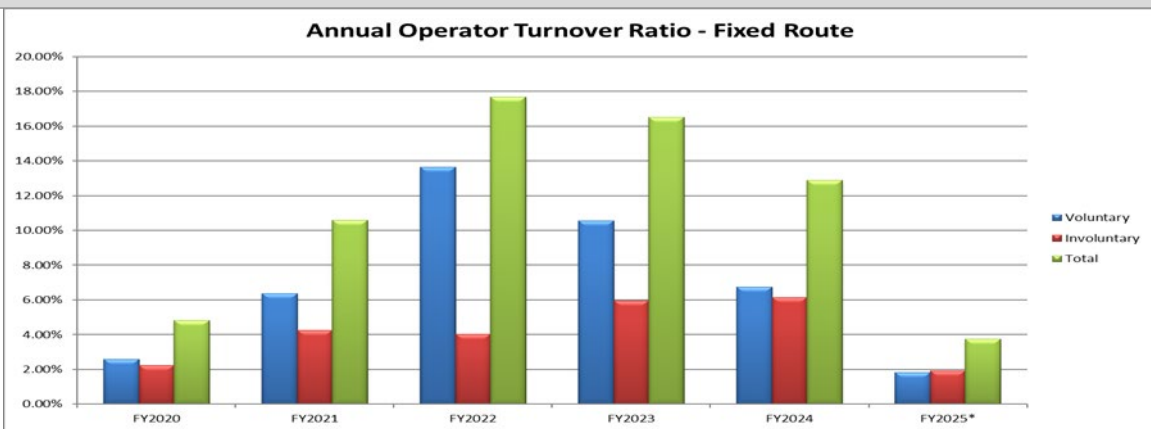




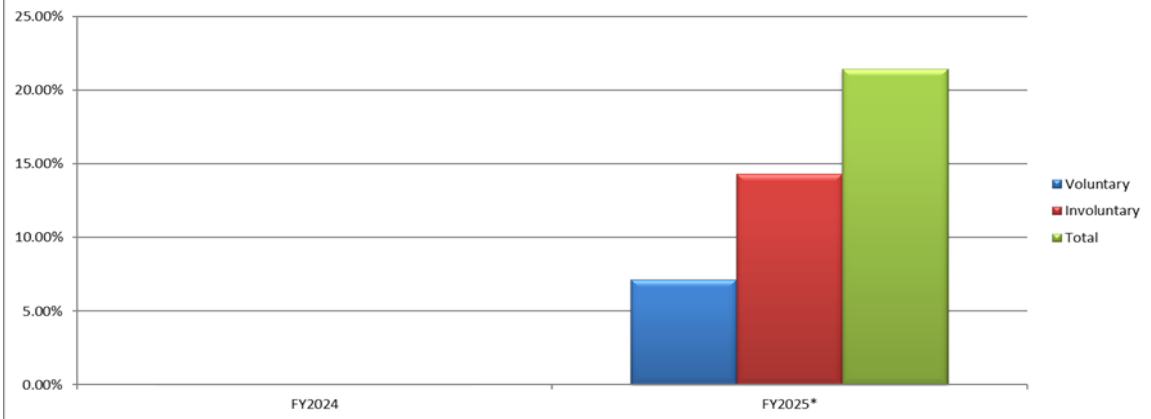
Operator Turnover Ratio – FY2025 (Fixed Route)



Annual Operator Turnover Ratio (Fixed Route and Microtransit)

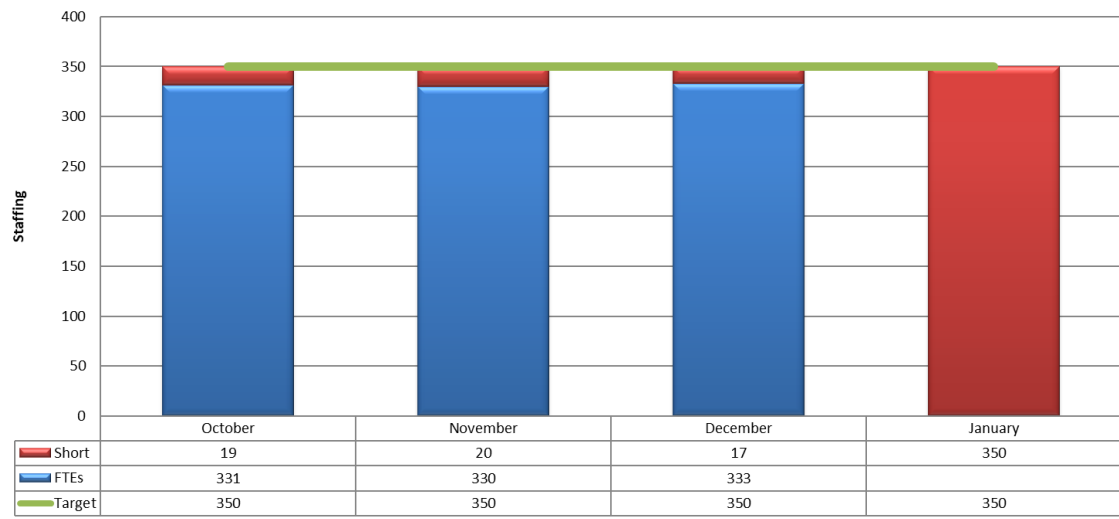


Annual Operator Turnover Ratio - Microtransit

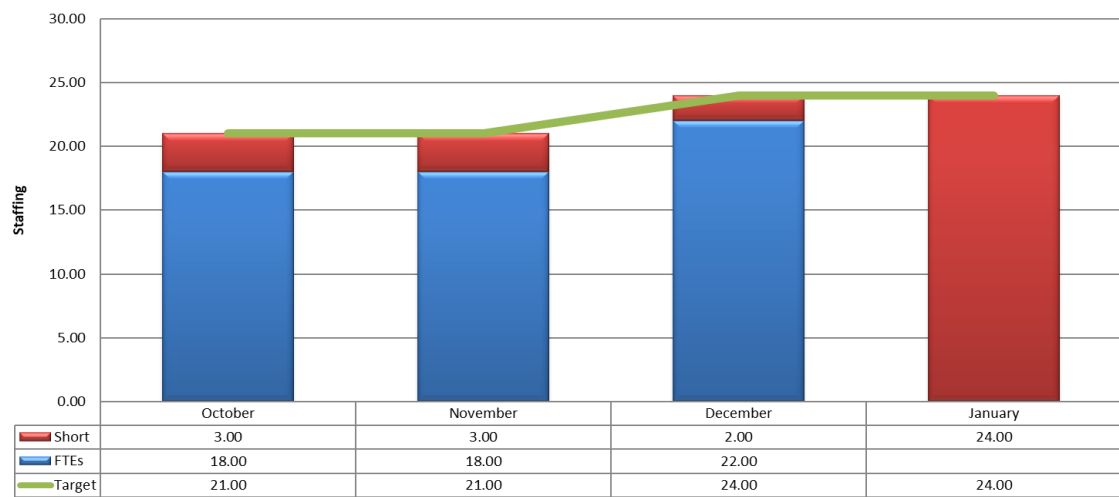


October 2024 Booking – Operator Staffing (Fixed Route and Microtransit)

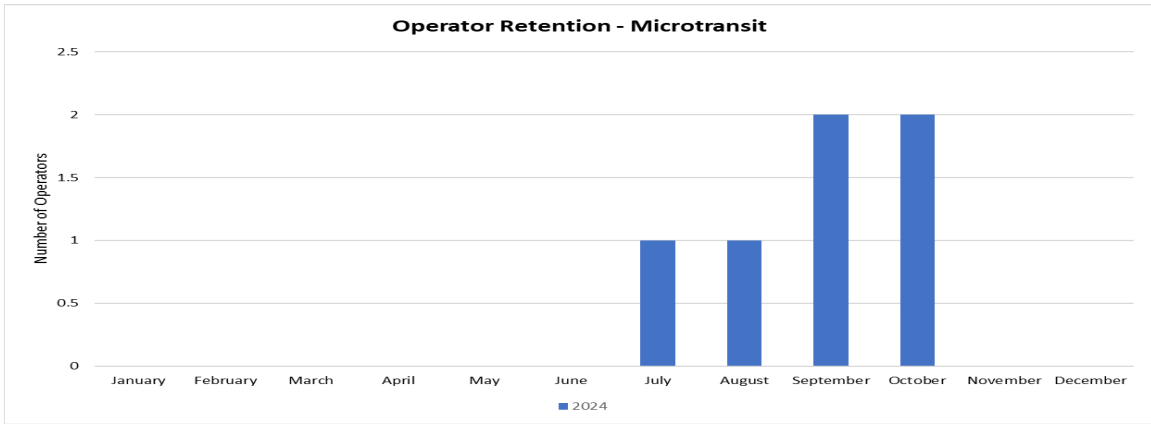
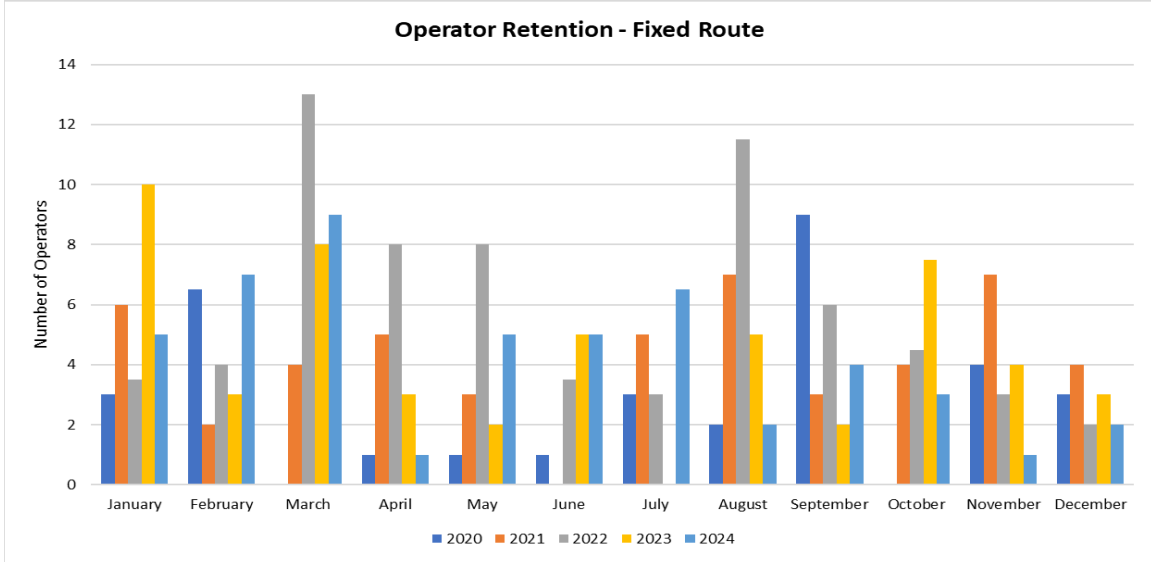
October 2024 Booking - Operator Staffing (Fixed Route)



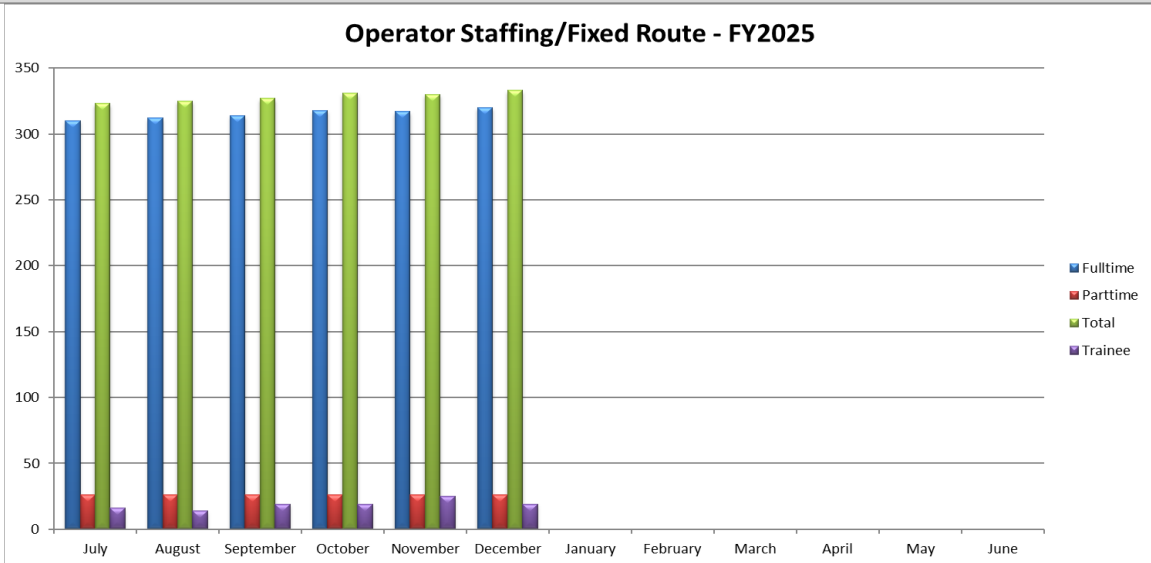
October 2024 Booking - Operator Staffing (Microtransit)



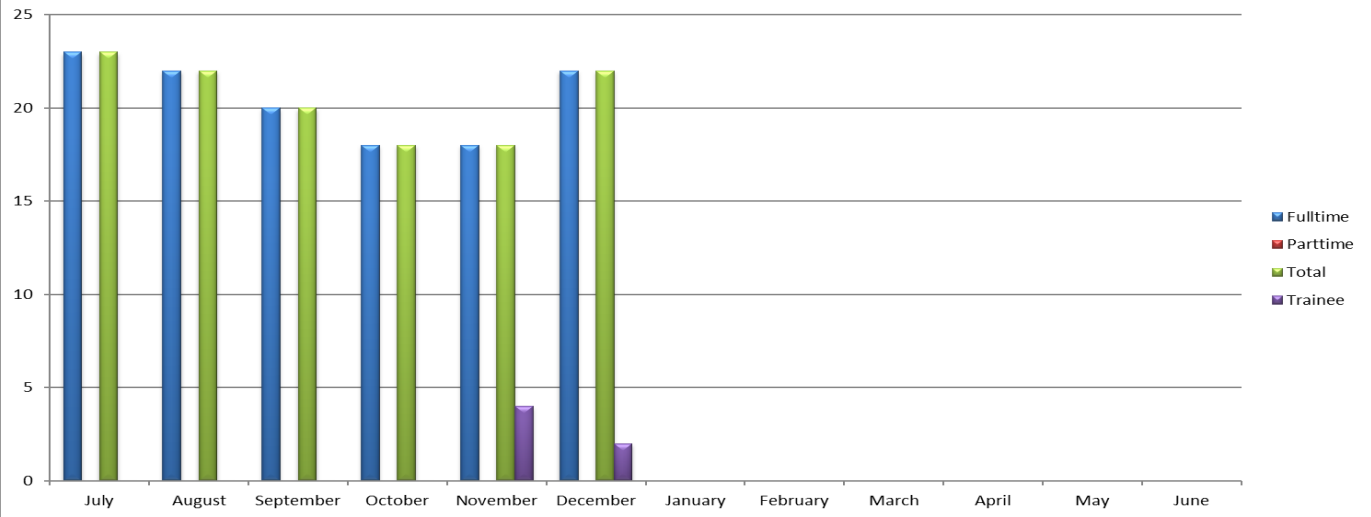
Operator Retention (Fixed Route and Microtransit)



Operator Staffing (Fixed Route)



Operator Staffing/Microtransit - FY2025





Meeting Date: January 21, 2025
Staff Report: Risk Management Performance

CURRENT STATUS:

Performance Indicator	Agency Averages	December (GRTC)
Miles Between Total NTD Defined Events	10,985	10,098
NTD Defined Event Rate Per 1,000,000 miles	3.5	3.1

(Averages taken from other agencies with similar amount of annual VRM to GRTC)

Fixed Route Traffic Incidents – Trend Report

Traffic Incidents	December	January	February	March	April	May	June	July	August	September	October	November	December
Passenger Incident	17	17	15	13	9	10	11	15	17	17	17	19	14
Pedestrian	0	0	0	0	0	0	0	0	0	0	1	0	0
Bicycle	1	0	0	0	0	0	0	1	0	0	0	0	0
Vehicle Rear End	1	3	1	2	3	3	3	2	1	1	2	6	2
Fixed Objects	12	13	16	8	7	9	6	13	9	13	11	9	16
Improper Turning	3	4	7	3	3	2	3	7	4	3	2	2	3
Company Vehicle	2	2	2	3	6	2	1	4	1	2	4	2	0
Bus Rear End Vehicle	1	0	0	1	1	1	0	0	1	1	1	0	0
Bus Hit Parked Vehicle	1	5	6	6	3	2	5	3	5	2	1	0	3
Total	36	44	47	36	32	29	29	49	38	39	39	38	38

Assaults	Bus-Related
Verbal	1
Physical	1

Specialized Related Incidents – Trend Report

Traffic Incidents	December	January	February	March	April	May	June	July	August	September	October	November	December
Passenger Incident	2	1	2	1	1	1	4	2	1	2	3	1	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Rear Ended	0	1	0	1	0	0	1	0	0	0	0	3	0
Fixed Objects	6	2	1	5	3	3	1	3	6	2	2	3	3
Improper Turning	1	2	0	1	1	0	1	1	1	2	1	1	0
Van Rear ended Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Company Vehicle	0	0	0	0	1	0	0	0	0	0	0	0	0
Van Hit Parked Vehicle	1	0	1	0	1	0	1	1	0	0	1	2	1
Total	10	5	4	8	7	4	7	4	9	6	7	10	4

Assaults Specialized-Related

Verbal 0
 Physical 0

Microtransit Related Incidents – Trend Report

<u>Traffic Incidents</u>	December	January	February	March	April	May	June	July	August	September	October	November	December
Passenger Incident	1	0	0	0	0	0	0	0	0	0	0	1	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Rear Ended	0	0	0	0	0	0	0	0	0	0	0	0	0
Fixed Objects	0	1	0	1	0	0	1	0	0	0	0	1	0
Improper Turning	0	0	0	1	0	1	0	0	1	0	0	0	0
Van Rear ended Vehicle	0	0	0	0	0	0	0	0	0	0	1	0	0
Company Vehicle	0	0	0	0	1	0	0	1	0	0	0	0	0
Van Hit Parked Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	2	1	1	1	1	1	0	1	2	0

Assaults Microtransit

Verbal 0
 Physical 0

DEFINITIONS:

Assault: Any act of aggression, verbal or physical, towards an operator or rider which stops operations and in which supervision and/or police are involved in response.

Bicycle Incident: Bicycle comes into contact with the bus.

Incident: An event or occurrence of an accident or impact.

National Transit Database (NTD) Defined Event: Collision involving on a roadway transit vehicle where any (including private) vehicle is towed away or passenger or driver is transported from scene for medical attention.

Non-Preventable Passenger Incident: A passenger trip, slip or fall, while boarding, alighting or on board the bus related to normal operating environment and pathway clearances and unrelated to GRTC vehicle movement.

Non-Preventable Traffic Incident: A motor vehicle collision in which the Operator committed no driving error and reacted reasonably to the error of others.

Passenger Incidents: Any accident involving a passenger's slip, trip or fall while boarding, alighting or on board the bus.

Pedestrian Incident: Pedestrian comes into contact with the bus.

Physical Assault: Any assault involving physical harm or unwanted physical contact towards an operator or between riders and in which supervision and /or police are requested/required to respond.

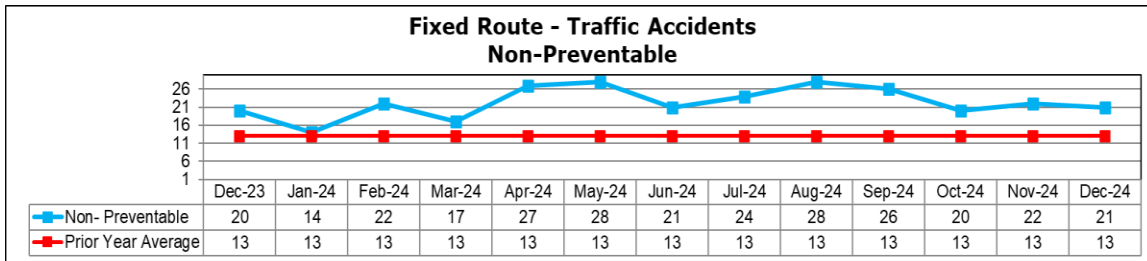
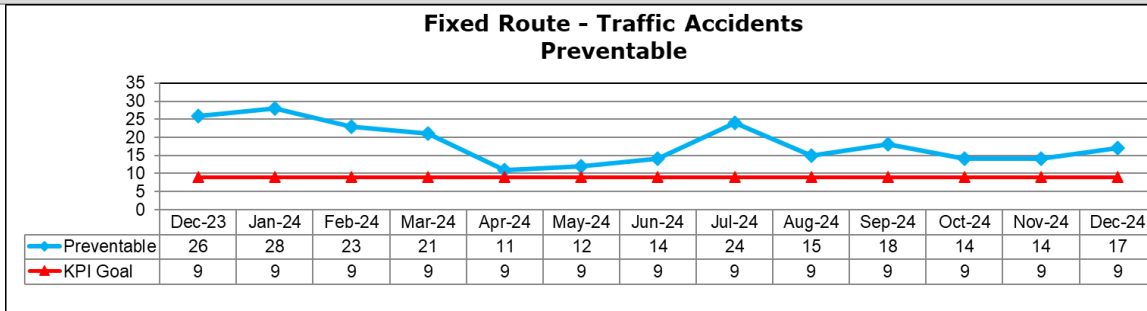
Preventable Passenger Incident: A passenger trip, slip or fall, while boarding, alighting or on board the bus related to normal operating environment and pathway clearances in which the Operator did not do everything reasonable to avoid a collision, committed an error, or failed to react to the errors of others.

Preventable Traffic Incident: A motor vehicle collision in which the Operator did not do everything reasonable to avoid a collision, committed an error, or failed to react to the errors of others.

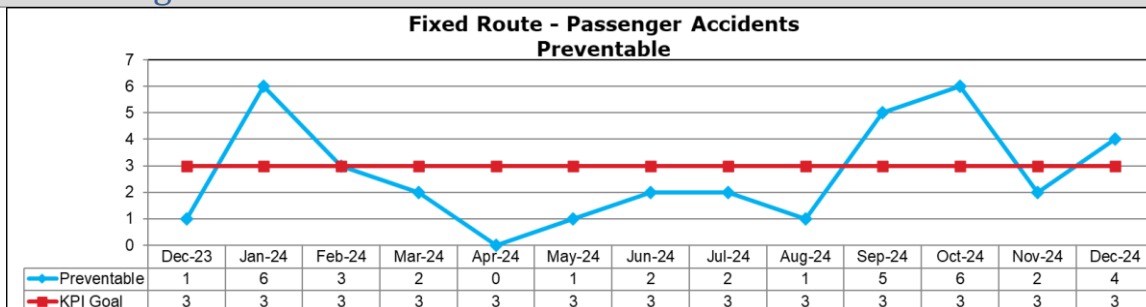
Verbal Assault: – Any assault involving a verbal exchange with harmful and/or threatening content towards an operator or between riders and in which supervision and /or police are requested/required to respond.

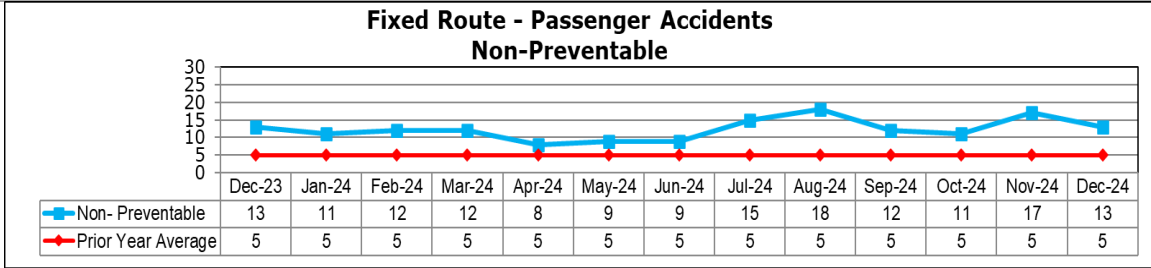
VRM/Vehicle Revenue Miles: The number of miles traveled by transit vehicles in revenue service.

Fixed Route – Traffic Accident Data

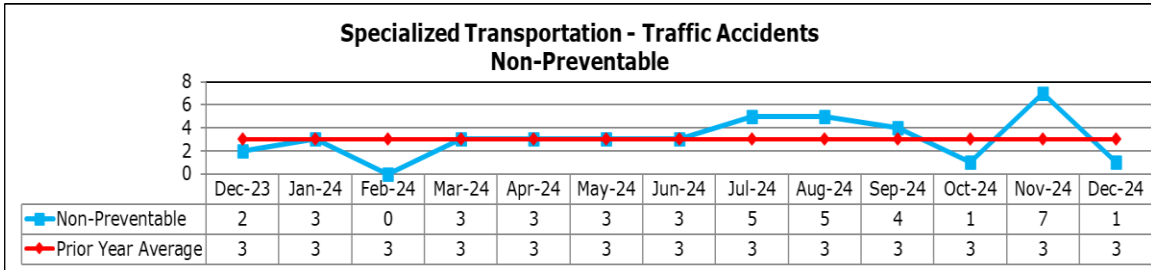
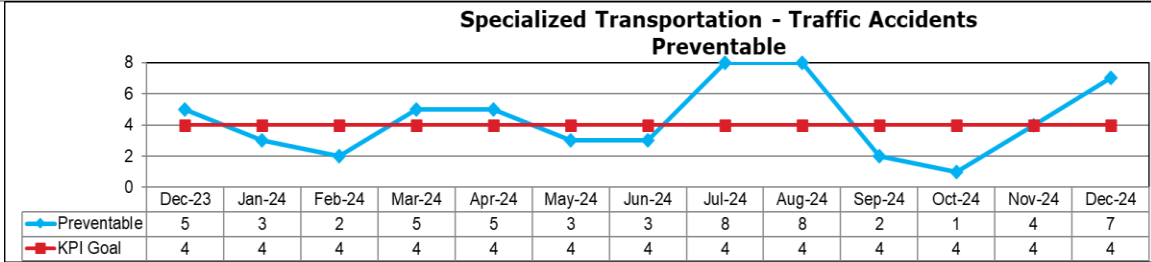


Fixed Route – Passenger Accident Data

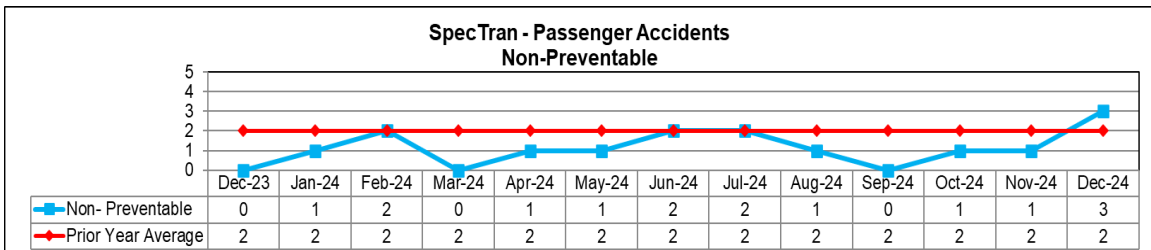
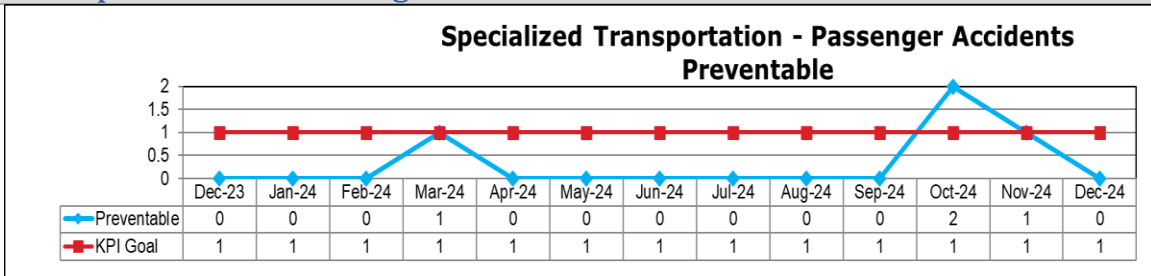




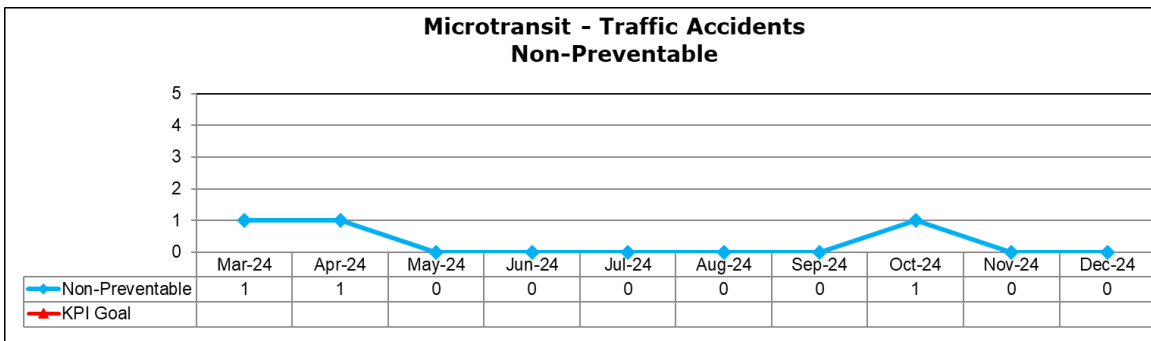
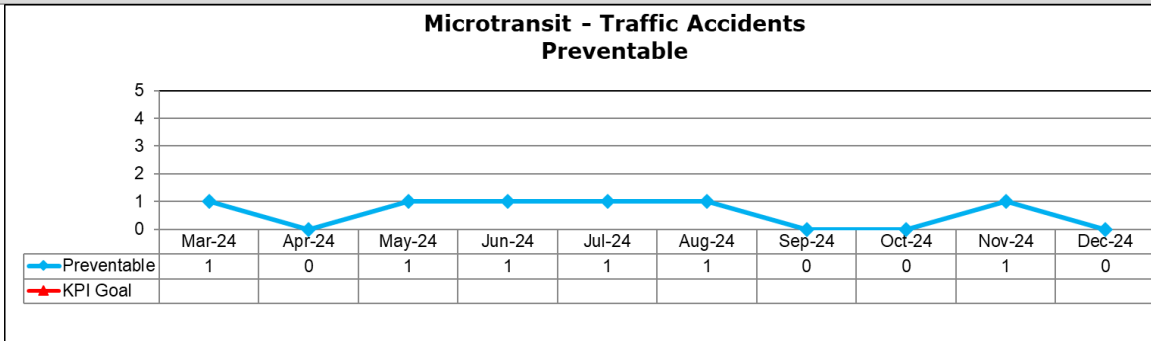
Specialized Transportation – Traffic Accident Data



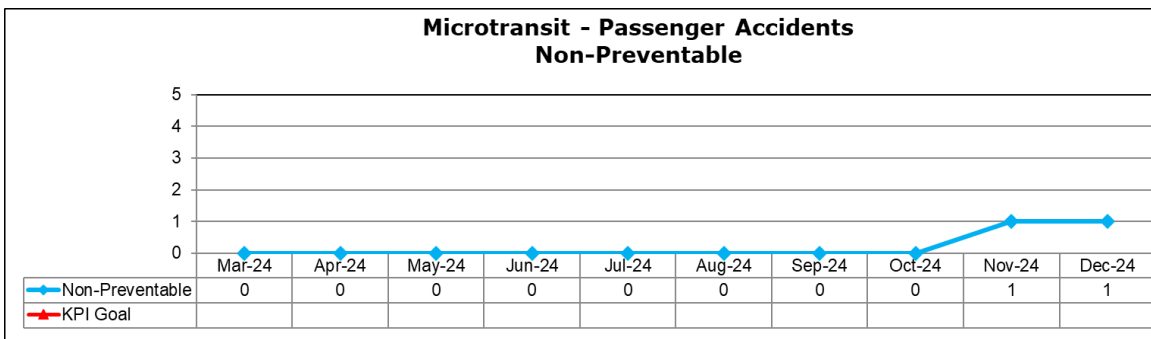
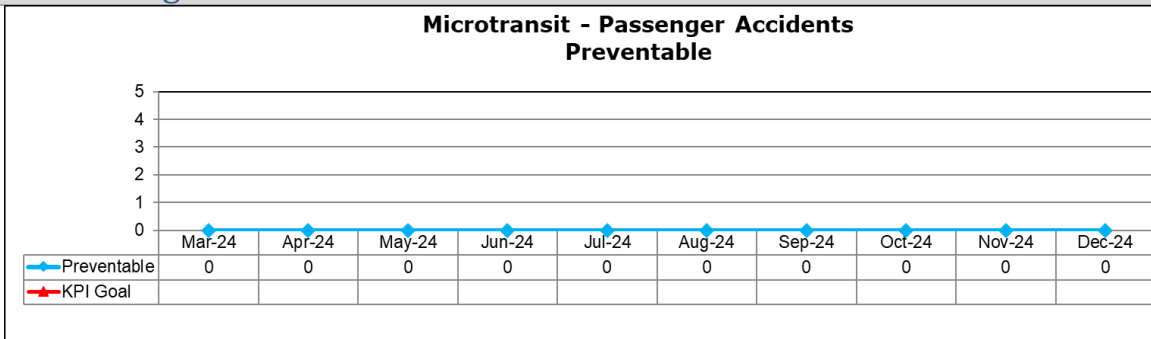
Specialized Transportation – Passenger Accident Data



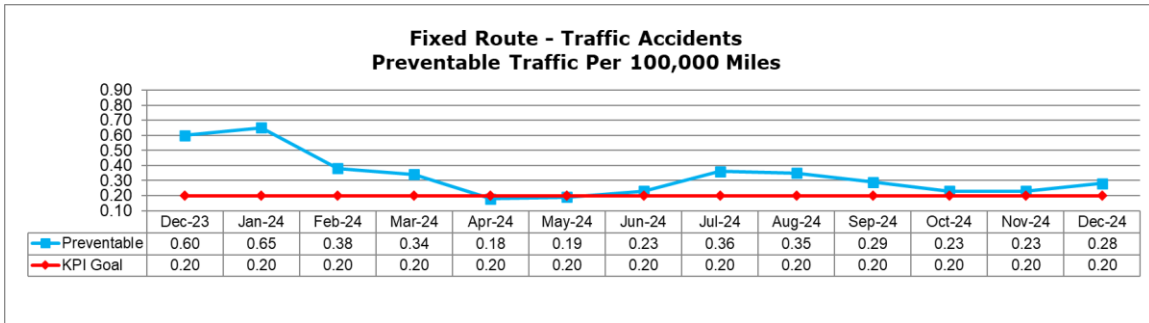
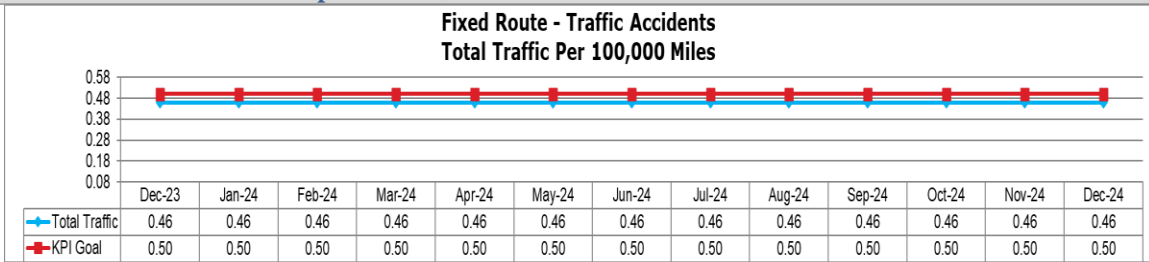
Microtransit – Traffic Accident Data



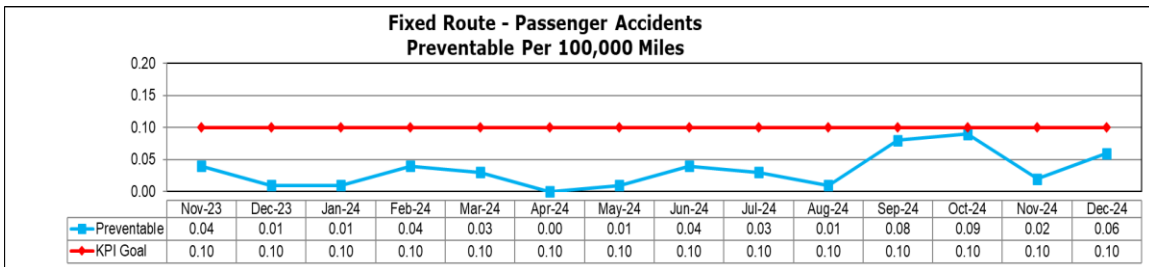
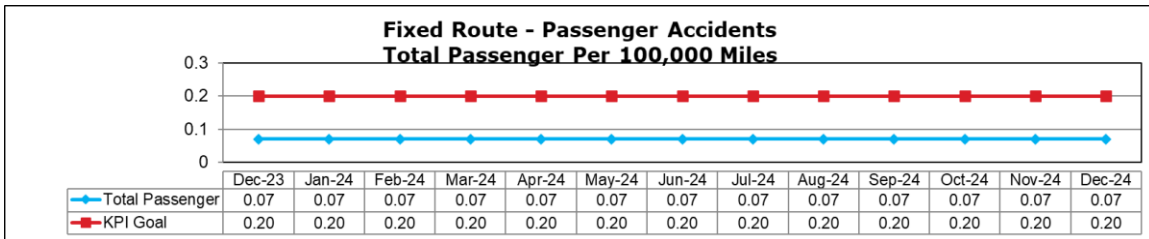
Microtransit – Passenger Accident Data



Fixed Route – Traffic Accidents per 100,000 Miles



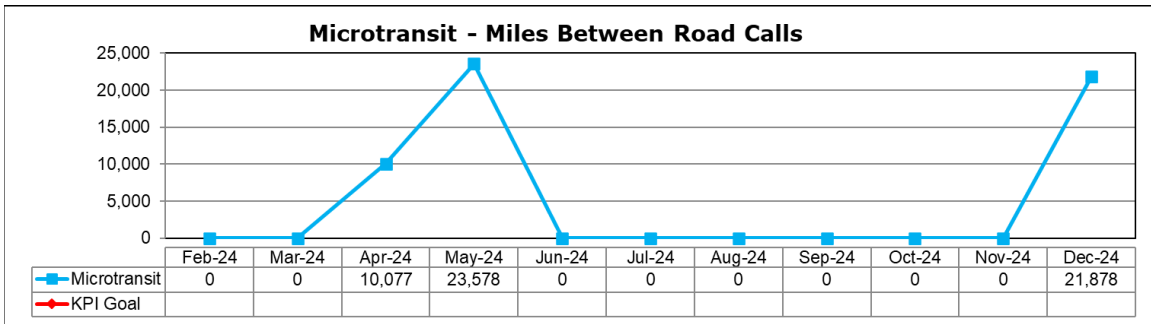
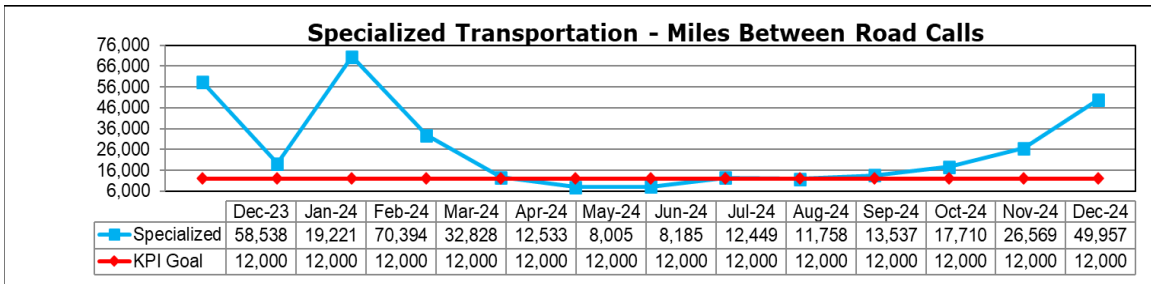
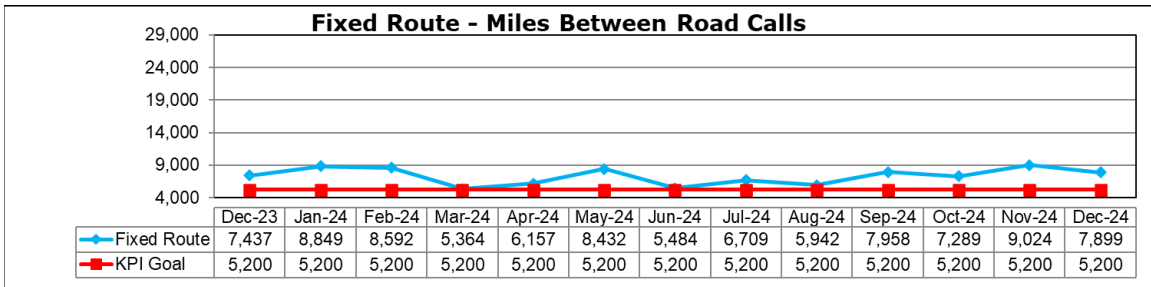
Fixed Route – Passenger Accidents per 100,000 Mile



Meeting Date: January 21, 2025
 Staff Report: Maintenance Performance

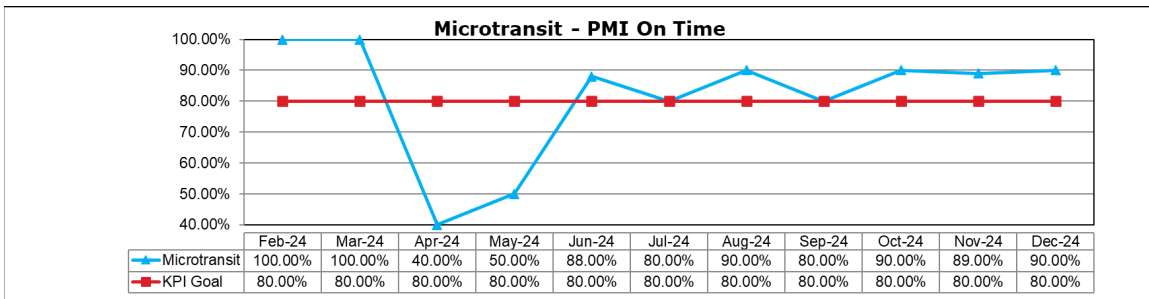
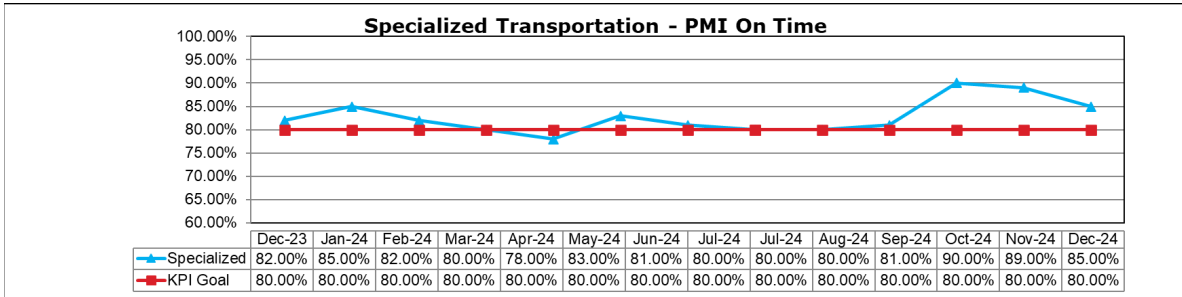
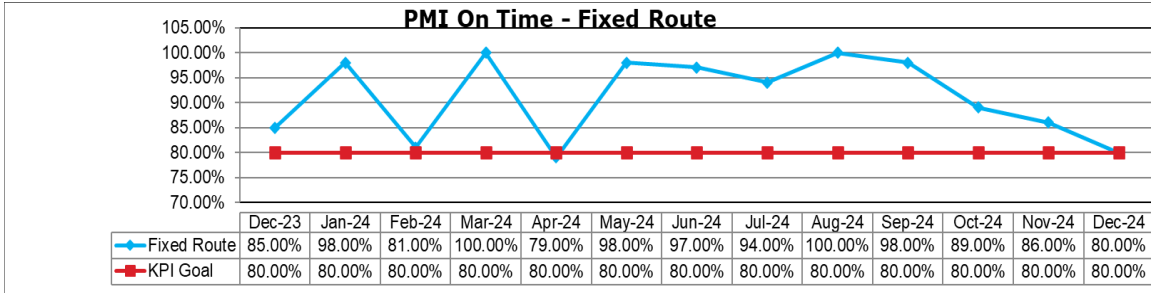
CURRENT STATUS

GRTC maintains a bus fleet of 142 vehicles for our fixed route service and 88 vans for our paratransit service.



PREVENTIVE MAINTENANCE

Preventive Maintenance for the month of December was 80% with a goal of 80%. For the month of December, 13% of the fleet was down for service repairs with a spare ratio of 20%.



CURRENT STAFFING LEVELS

Mechanics Vacancies – 2
 General Utilities Vacancies – 1

We continue to train all new employees to optimize our workflow. We continue to clean and disinfect the entire fleet daily and clean and power wash the bus shelters, bus stops and BRT platforms.



Meeting Date: January 21, 2025

Staff Report: Fixed Route, Microtransit, and Specialized Transportation - Rider Comments

FIXED ROUTE DECEMBER REPORT

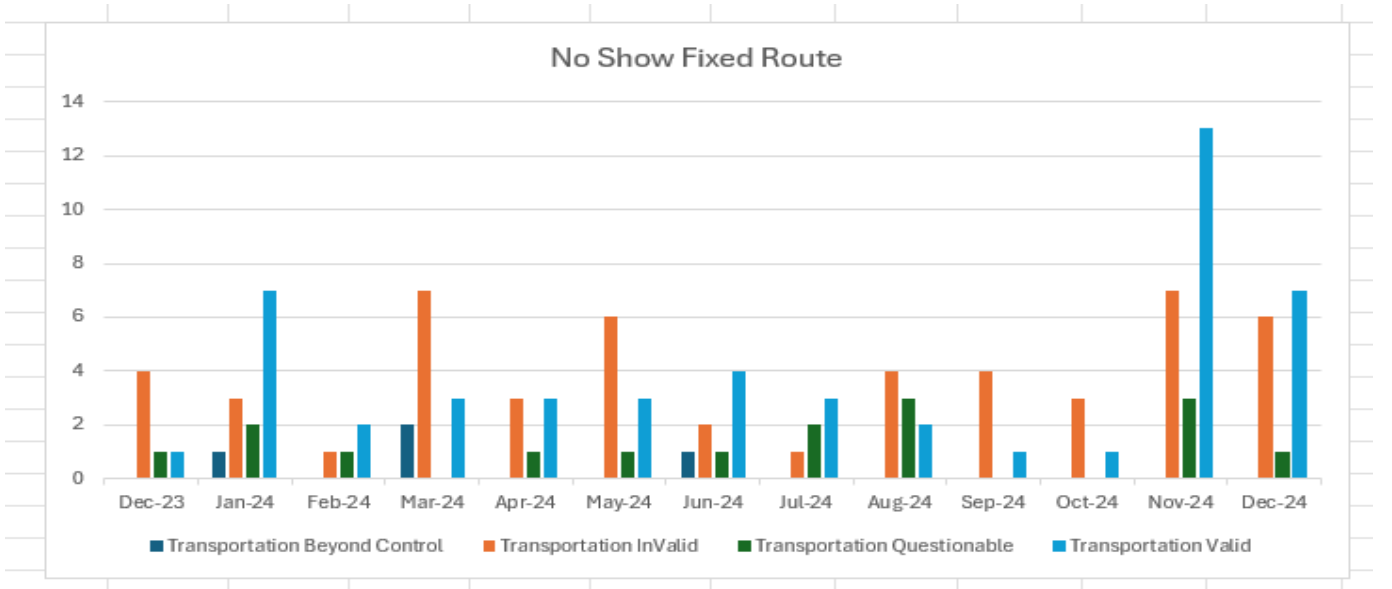
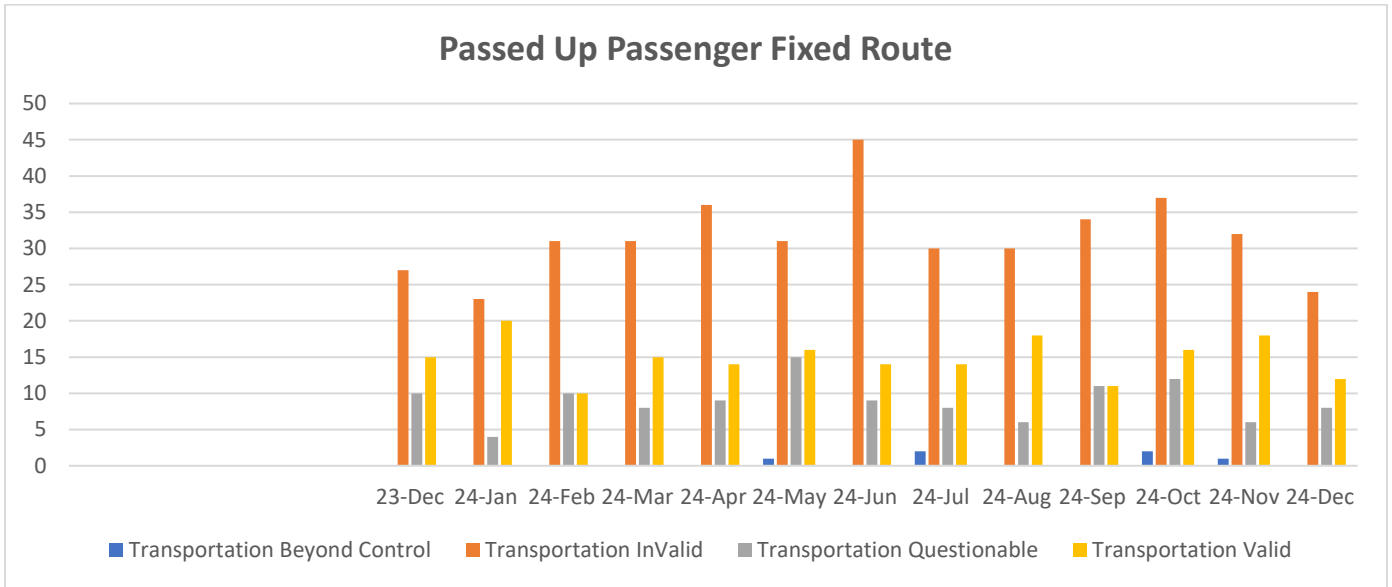
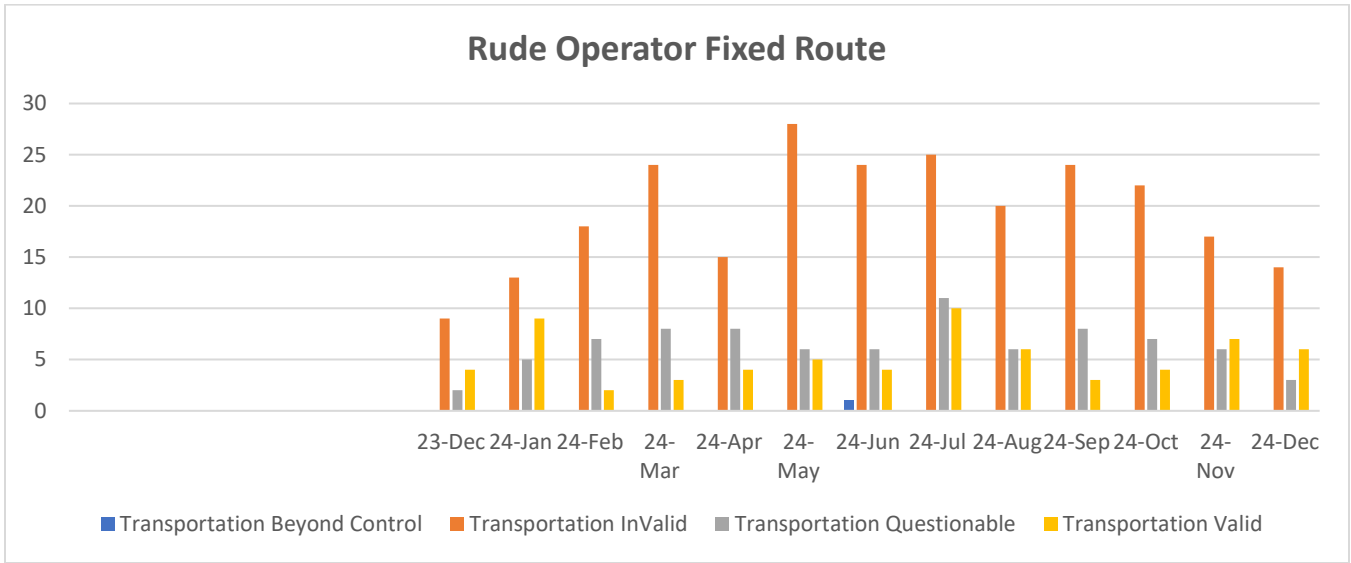
Complaint	Verified	Non-Verified	Questionable	Beyond GRTC Control	Under Investigation	Total
Rude Operator	6	14	6	0	0	26
Passed Up Passenger	12	24	8	0	0	44
No Show	7	6	1	0	0	14
Late Schedule	5	5	1	0	0	11
Improper Operations of Vehicle	2	3	3	0	0	8
Early Schedule	8	9	2	0	0	19
Planning/Scheduling	0	0	0	0	5	5
IT/Mobile App	1	0	0	0	0	1
Other - Miscellaneous	0	20	20	8	0	48
Total	41	81	41	8	5	176

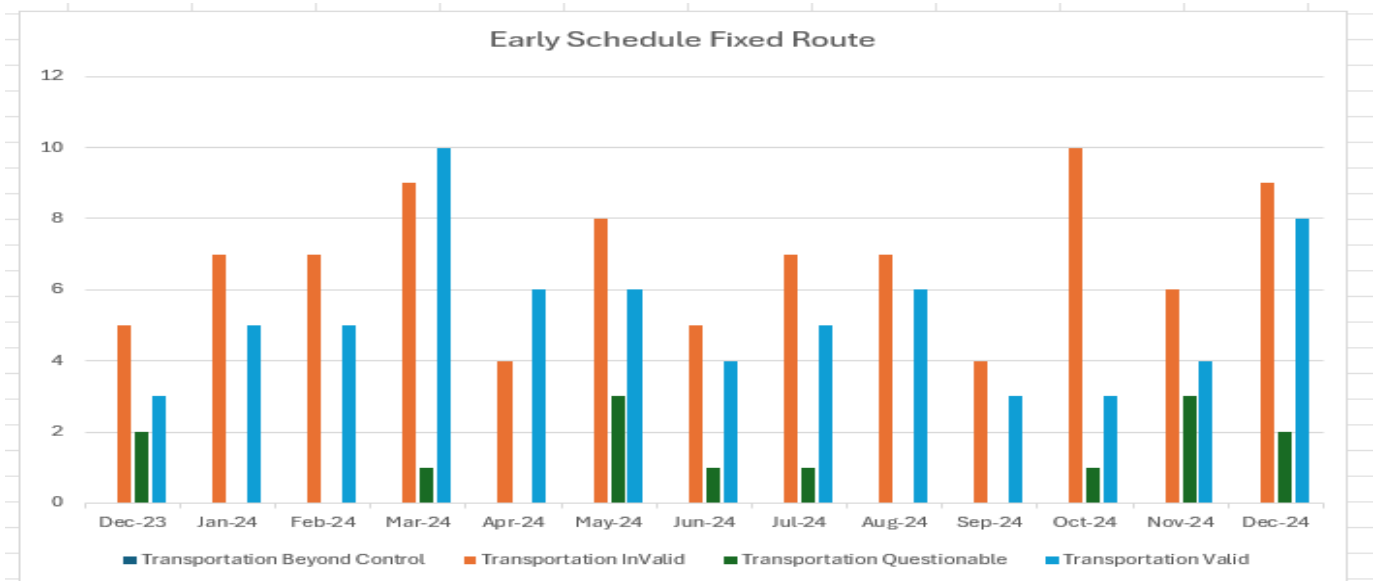
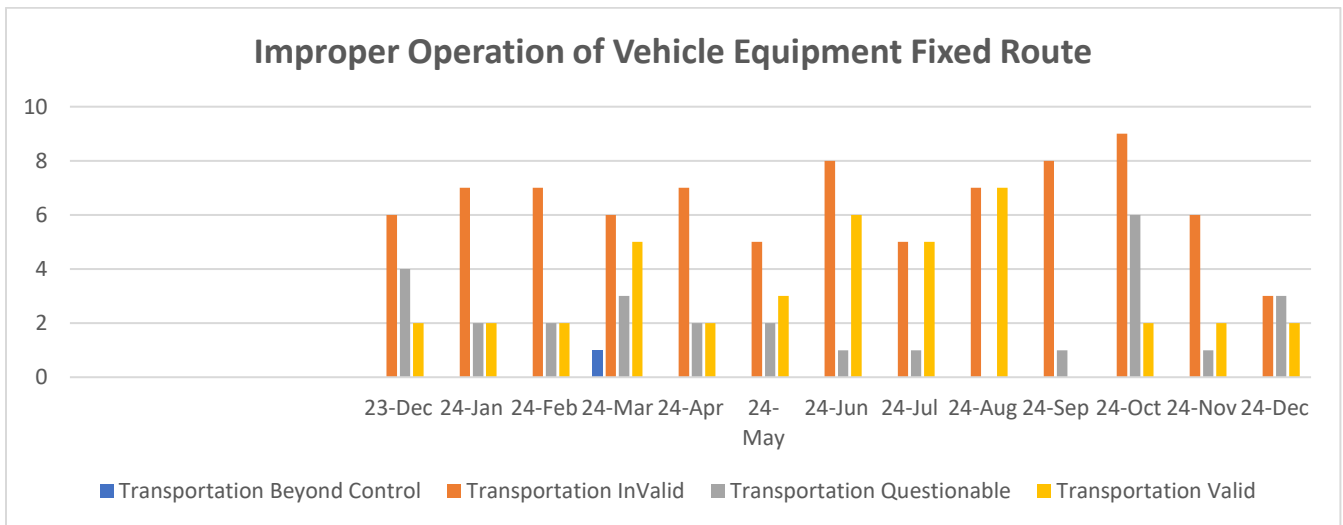
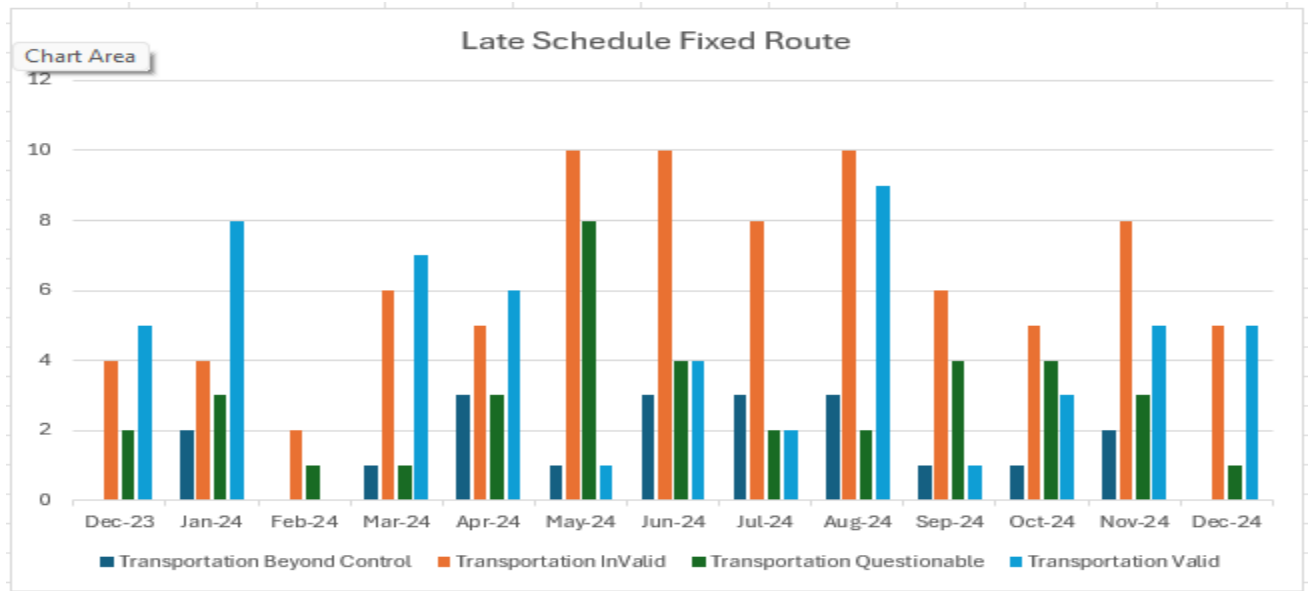
DEFINITIONS FOR COMPLAINTS

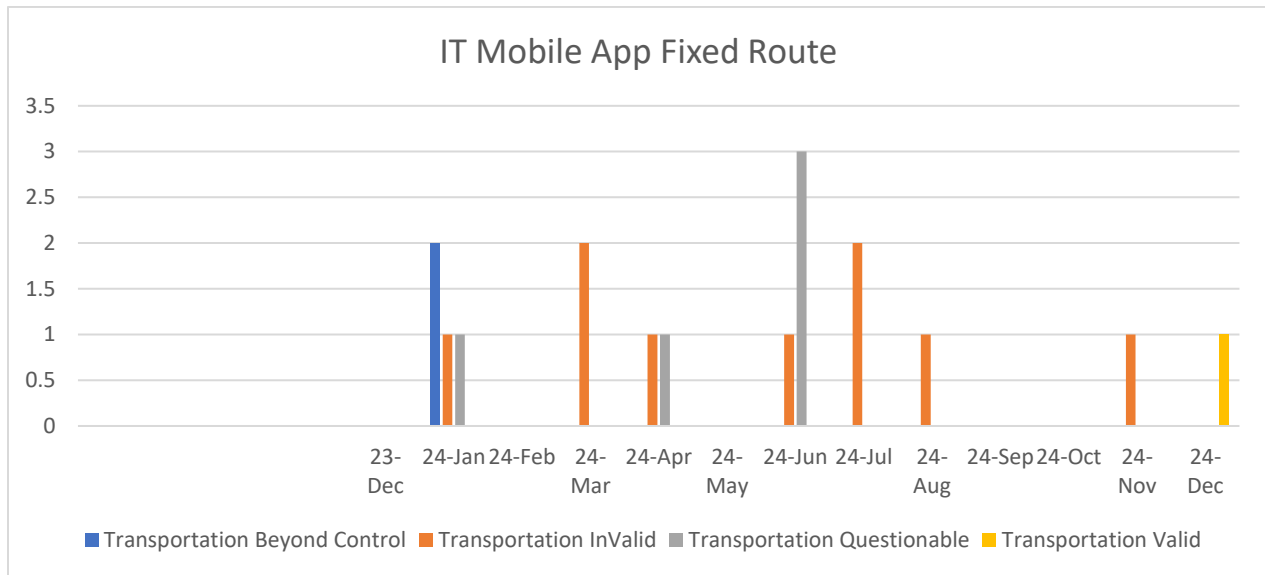
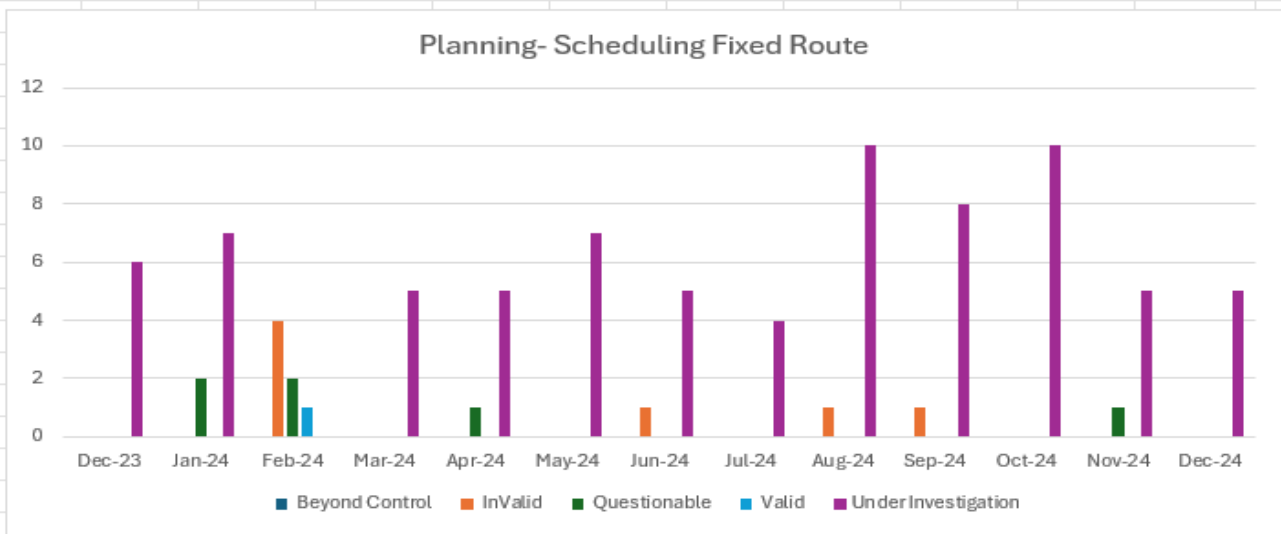
Verified – complaint was able to be verified
Non-Verified – complaint could not be verified based on the information provided
Questionable – complaint could not be confirmed or absolutely denied based on the information provided
Beyond Our Control – complaint is out of GRTC’s control
Under Investigation – more research is needed based on information provided

FIXED ROUTE TREND REPORT

Complaint	December	January	February	March	April	May	June	July	August	September	October	November	December
Rude Operator	4	9	2	3	4	5	4	10	6	3	4	7	6
Passed Up Passenger	15	20	10	15	14	16	14	14	18	11	16	18	12
No Show	1	7	2	3	3	3	4	3	2	1	1	13	7
Late Schedule	5	8	0	7	6	1	4	2	9	1	3	5	5
Improper Operations of Vehicle	2	2	1	5	2	3	6	5	7	0	2	2	2
Early Schedule	3	5	3	10	6	6	4	5	6	3	3	4	8
Planning/Scheduling	0	0	1	0	0	0	0	0	0	0	10	0	0
IT/Mobile App	0	0	0	0	0	0	0	0	0	0	0	0	1
Other – Misc.	4	4	13	13	11	7	6	0	5	6	11	9	0
Total	34	55	32	56	46	41	42	39	53	25	40	58	41
Commendations	4	4	10	6	6	8	6	7	10	11	9	3	3







SPECIALIZED TRANSPORTATION DECEMBER REPORT

Complaint	Verified	Non-Verified	Questionable	Beyond GRTC Control	Under Investigation	Total
Rude Operator	2	2	1	0	0	5
Passed Up Passenger	0	0	0	0	0	0
No Show	2	3	0	0	0	5
Late Schedule	8	1	0	0	0	9
Improper Operations of Vehicle	0	0	3	0	0	3
3Early Schedule	0	0	0	0	0	0
Planning/Scheduling	0	0	0	0	0	0
IT/Mobile App	0	0	0	1	0	1
Other - Miscellaneous	9	1	1	0	0	11
Total	21	7	5	1	0	34

DEFINITIONS FOR COMPLAINTS

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Non-Verified – complaint could not be verified based on the information provided
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Beyond Our Control – complaint is out of GRTC’s control
Under Investigation – more research is needed based on information provided

SPECIALIZED TRANSPORTATION TREND REPORT

Complaint	December	January	February	March	April	May	June	July	August	September	October	November	December
Rude Operator	2	0	0	4	2	4	0	2	2	1	1	0	2
Passed Up Passenger	0	0	0	2	0	0	0	0	0	0	0	0	0
No Show	2	2	3	3	5	4	0	0	2	0	2	0	2
Late Schedule	9	5	1	1	5	8	4	4	10	8	9	6	8
Improper Operations of Vehicle	3	4	0	0	3	4	3	0	0	0	0	2	0
Early Schedule	0	0	0	1	0	0	0	0	0	0	0	0	0
Planning/Scheduling	0	0	2	18	0	0	0	0	0	0	0	0	0
IT/Mobile App	0	1	10	32	1	1	0	0	0	0	1	0	0
Other – Misc.	9	12	18	0	13	14	13	5	4	5	3	3	9
Total	25	24	34	61	29	35	20	11	18	14	16	11	21
Commendations	5	3	6	7	7	7	3	2	3	1	1	1	2

MICROTRANSIT DECEMBER REPORT

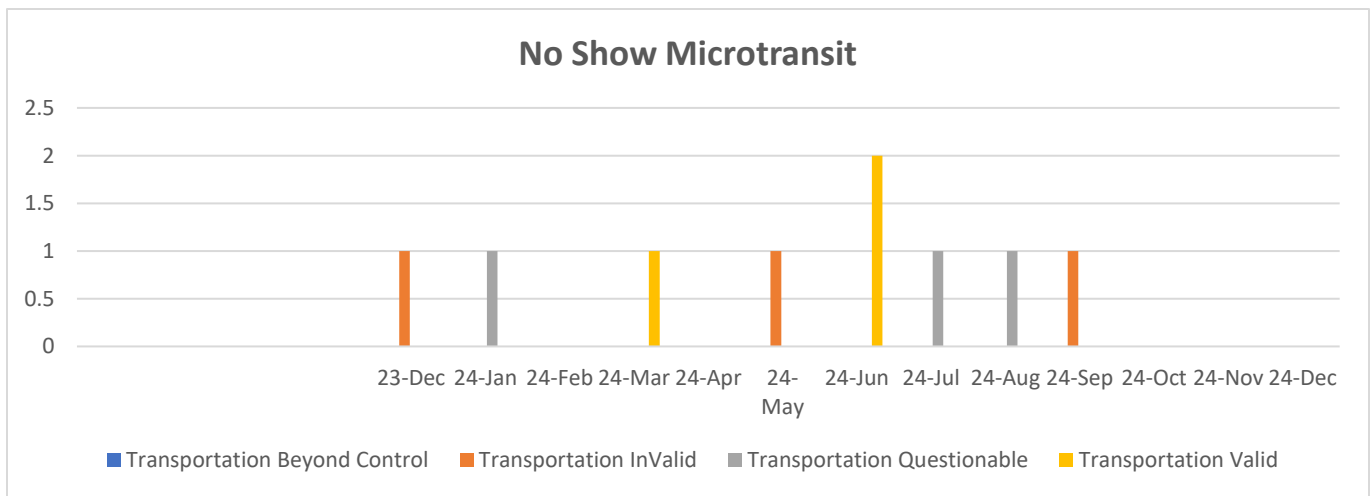
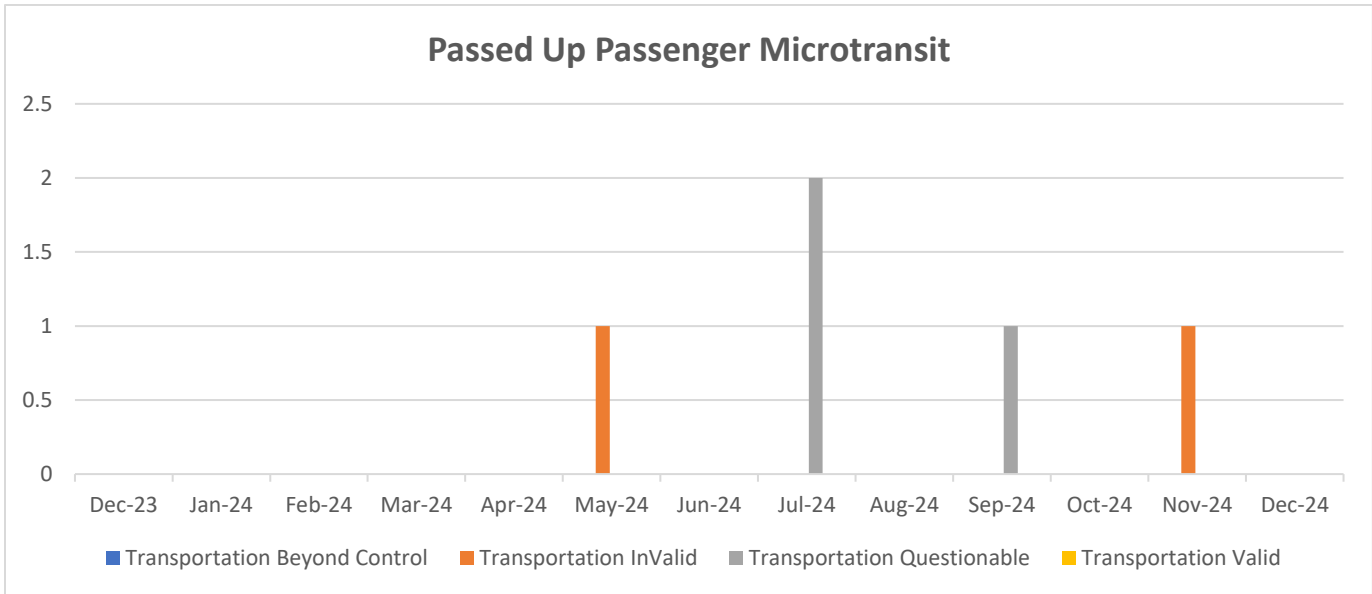
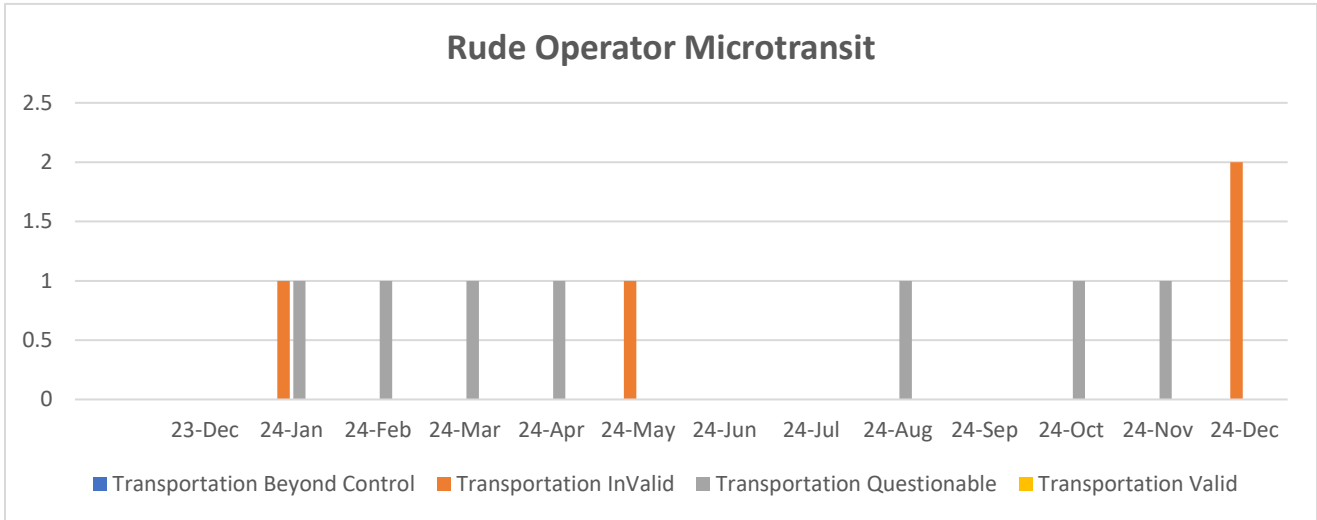
Complaint	Verified	Non-Verified	Questionable	Beyond GRTC Control	Under Investigation	Total
Rude Operator	0	2	0	0	0	2
Passed Up Passenger	0	0	0	0	0	0
No Show	0	0	0	0	0	0
Late Schedule	0	0	0	0	0	0
Improper Operations of Vehicle	0	0	0	0	0	0
Early Schedule	0	0	0	0	0	0
Planning/Scheduling	2	2	0	1	0	5
IT/Mobile App	0	0	0	0	0	0
Other - Miscellaneous	0	0	2	2	0	4
Total	2	4	2	3	0	11

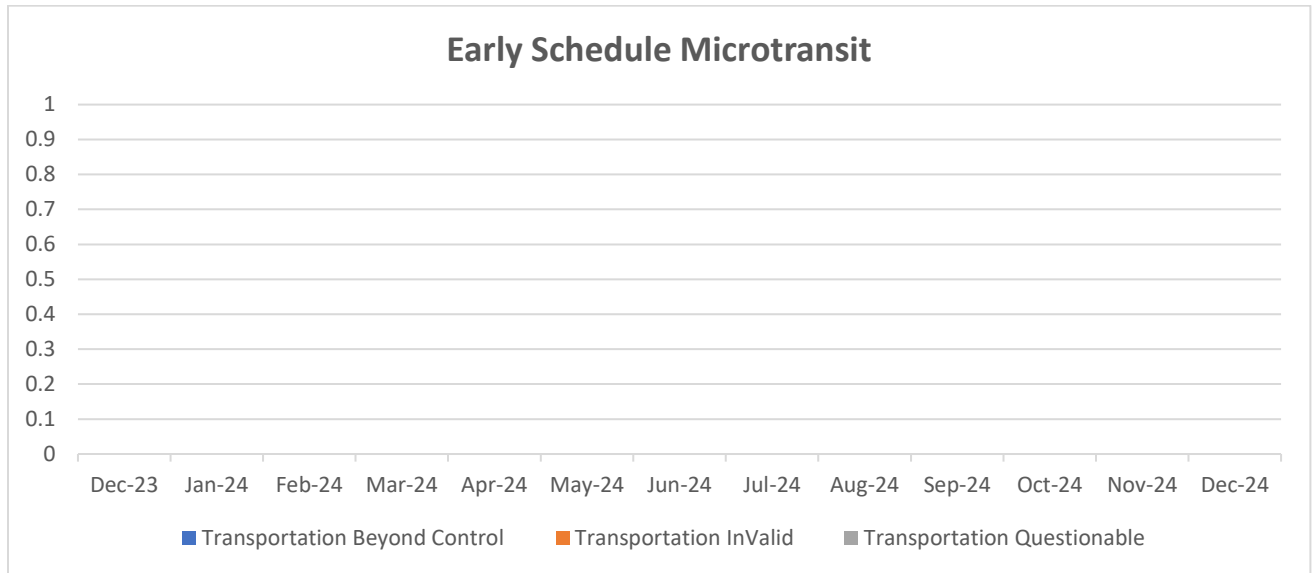
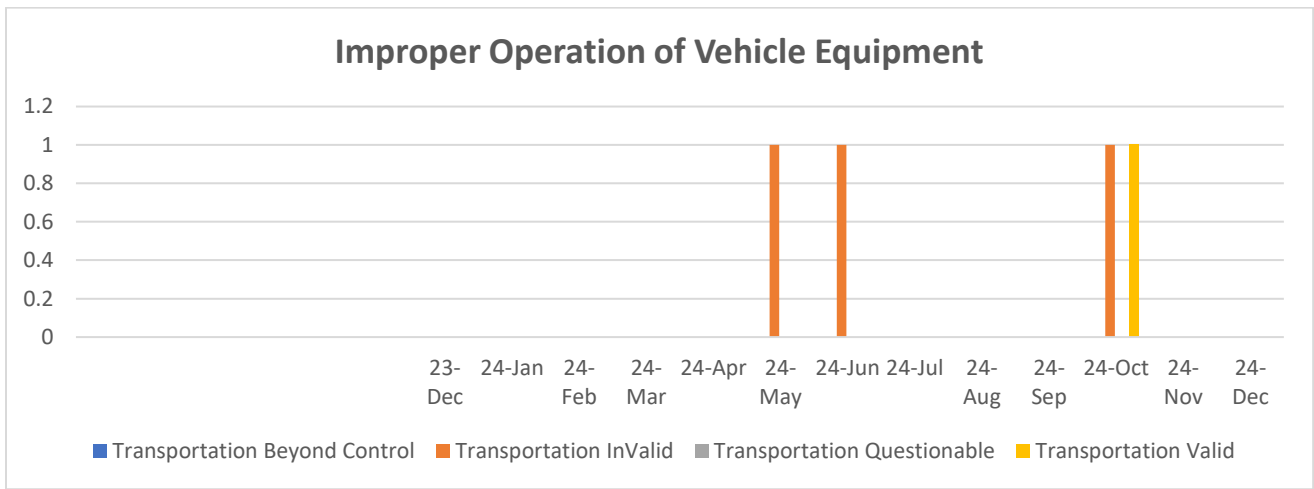
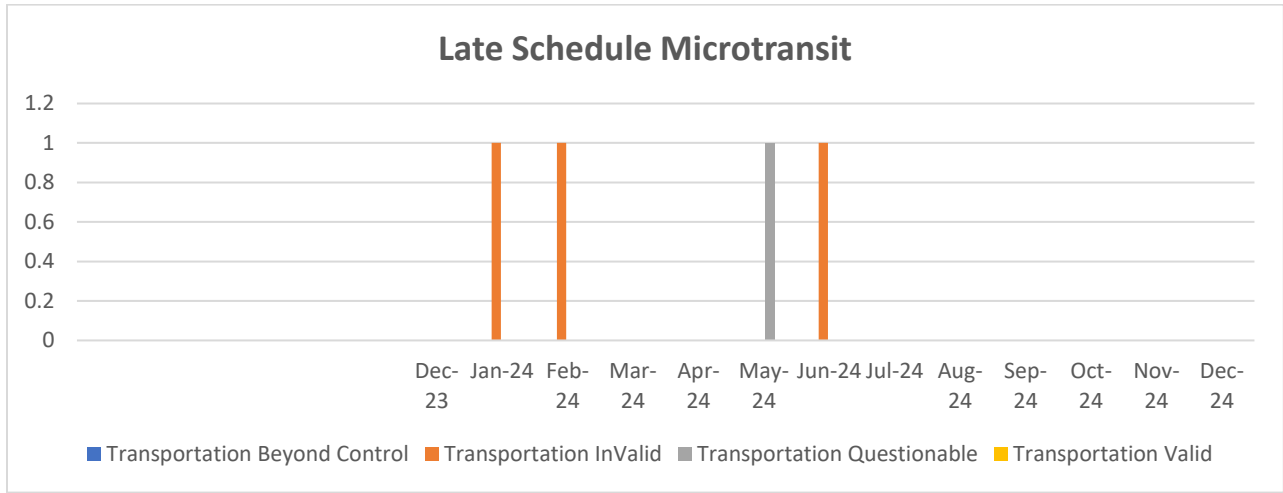
DEFINITIONS FOR COMPLAINTS

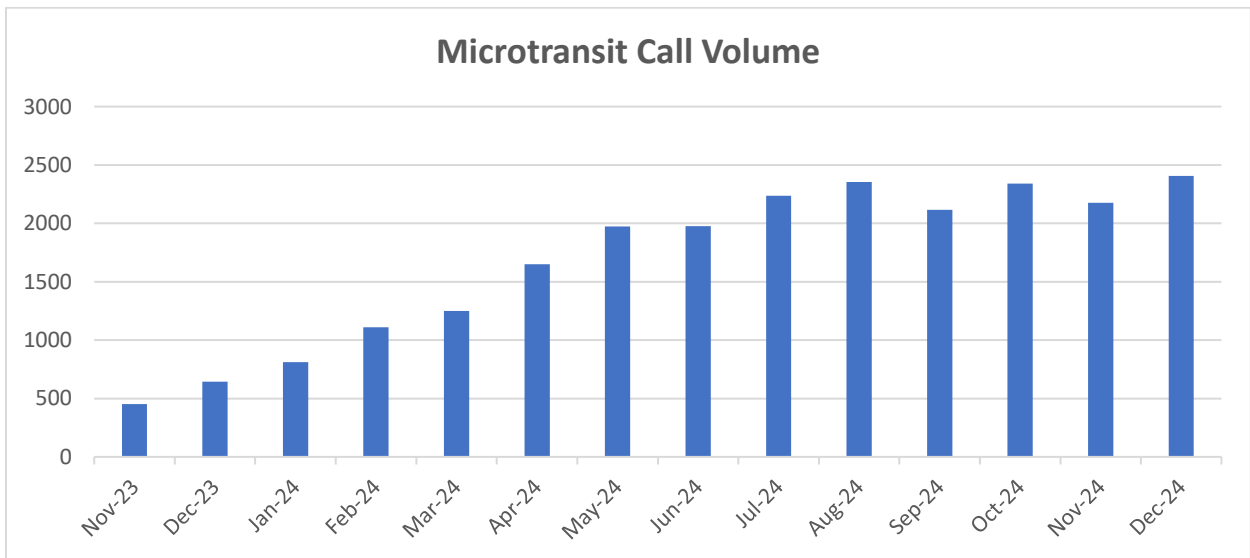
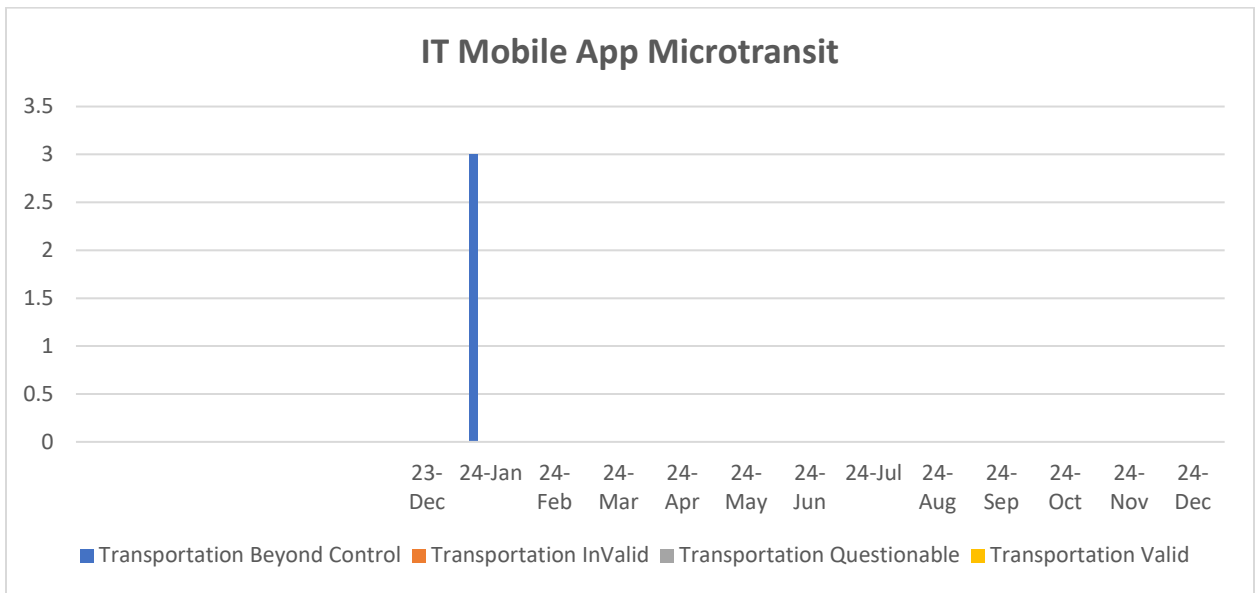
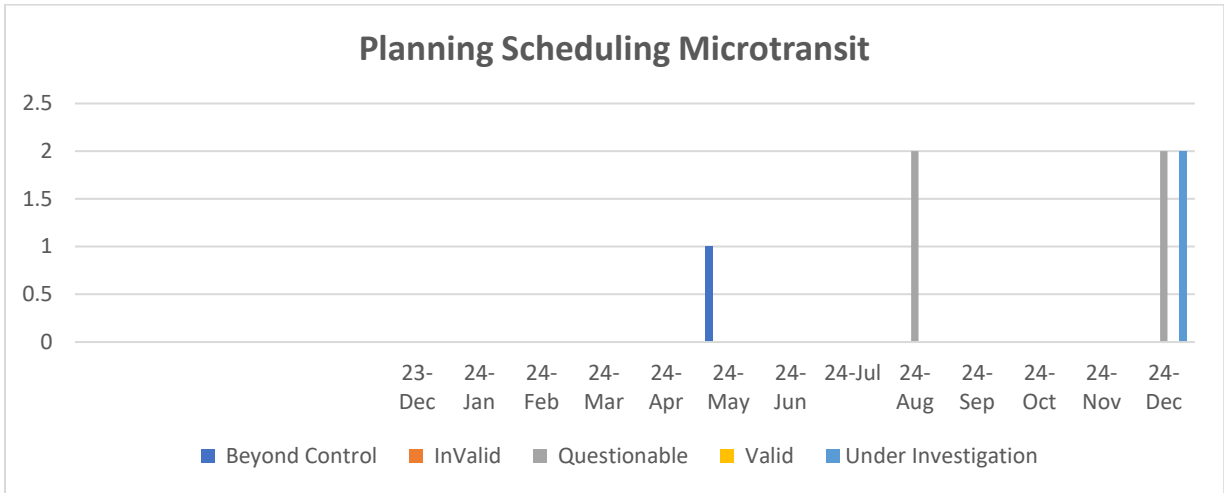
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MICROTRANSIT TREND REPORT

Complaint	December	January	February	March	April	May	June	July	August	September	October	November	December
Rude Operator	0	0	0	0	0	0	0	0	0	0	0	0	0
Passed Up Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0
No Show	0	0	0	1	0	0	2	0	0	0	0	0	0
Late Schedule	0	0	0	0	0	0	0	0	0	0	0	0	0
Improper Operations of Vehicle	0	0	0	0	0	0	0	0	0	0	1	0	0
Early Schedule	0	0	0	0	0	0	0	0	0	0	0	0	0
Planning/Scheduling	0	0	0	0	0	0	0	0	0	0	0	0	2
IT/Mobile (VIA)	0	0	0	0	0	0	0	0	0	0	0	0	0
Other – Misc.	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	1	0	0	2	0	0	0	1	1	2
Commendations	0	0	0	0	0	0	1	0	0	2	0	1	0









Meeting Date: January 21, 2025
Staff Report: Monthly Ridership Report

BACKGROUND:

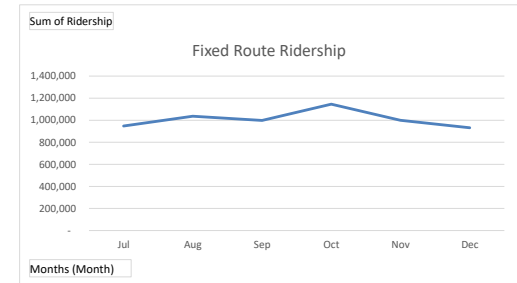
The “Monthly Ridership Report” (MRR) includes comparisons between the ridership of the current month, prior month, year prior to allow for a broad understanding of overall ridership trends. The MRR includes ridership data for all services GRTC provides including fixed route (local, express, and Pulse), specialized transportation (CARE, CARE Plus, and CARE On-Demand), and Van Pool. Fixed route and specialized transportation data is shown as system-wide totals as well as broken down by mode, route, and jurisdiction; each of which has an accompanying supplemental graph to aid in visualizing trends.

UPDATES:

Ridership update for the month of December 2024 will be provided by Frank Adarkwa.

MONTHLY RIDERSHIP REPORT December 2024

	(December 2024)	(November 2024)	MoM%	(December 2023)	YoY % (FY2024)	(December 2022)	YoY % (FY2023)
Fixed Route							
Local-Fixed Route	773,794	822,821	-5.96%	669,616	15.56%	554,052	39.66%
- Richmond (fixed)	613,165	653,818	-6.22%	554,062	10.67%	455,305	34.67%
-Henrico (fixed)	160,629	169,002	-4.95%	115,553	39.01%	98,747	62.67%
Local-Pulse	151,007	170,344	-11.35%	124,647	21.15%	123,567	22.21%
Express Routes (total)	6,729	6,201	8.51%	6,463	4.11%	5,630	19.51%
Total Fixed Route	931,530	999,366	-6.79%	800,726	16.34%	683,249	36.34%
Specialized Transportation							
CARE/CARE Plus	21,609	21,688	-0.36%	18,361	17.69%	18,717	15.45%
CARE On-Demand	3,632	3,746	-3.04%	3,411	6.48%	4,302	-15.57%
Total Specialized	25,241	25,434	-0.76%	21,772	15.93%	23,019	9.65%
Microtransit							
Total Microtransit	7,874	7,087	11.10%	481	1537.01%		
				**Microtransit service began 11/17/2023			
TOTAL Fixed Route, Specialized, & Micro	964,645	1,031,887	-6.52%	822,979	17.21%	706,268	36.58%



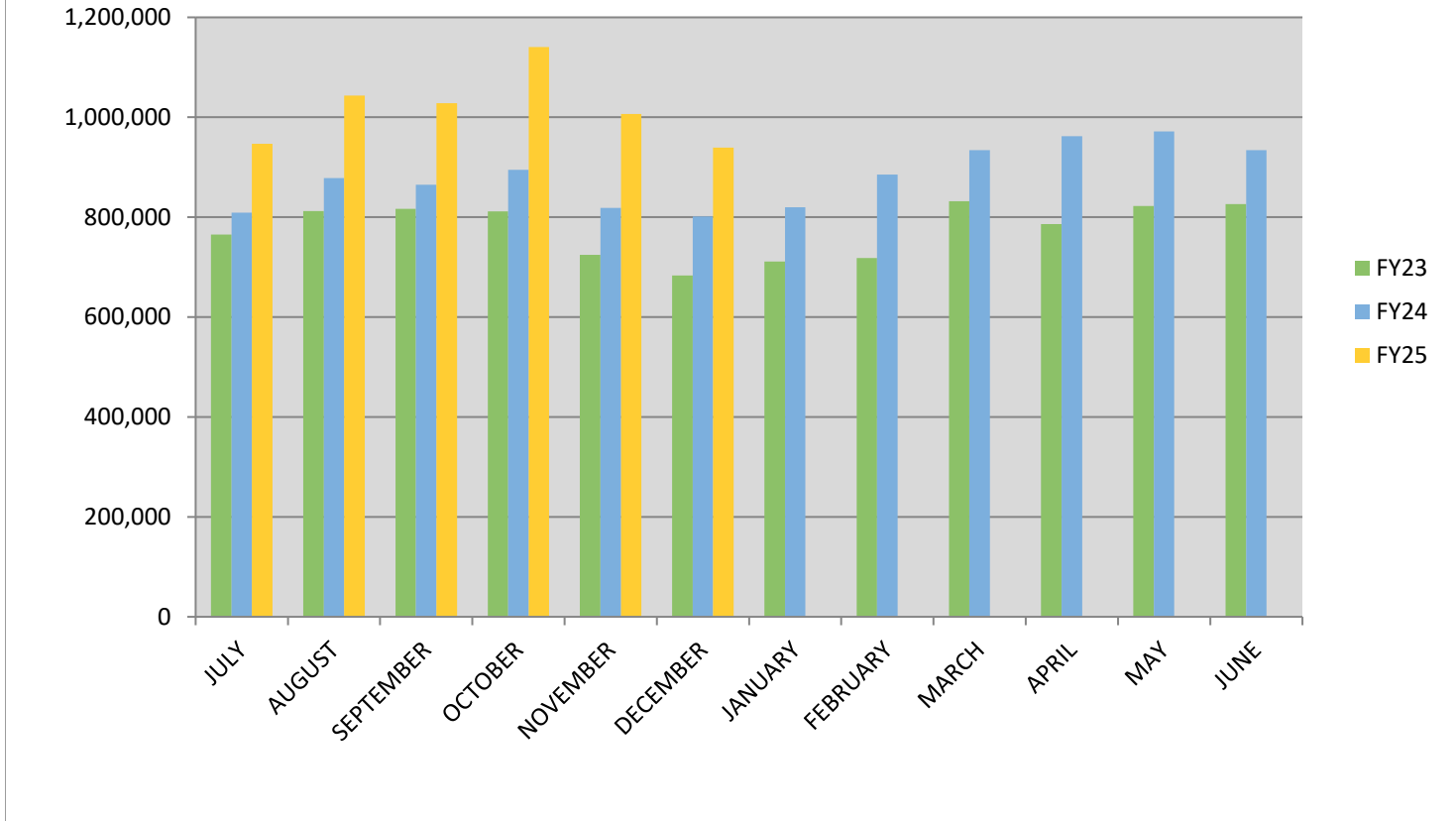
	2025 FYTD	2024 FYTD (July '23 - Dec '23)	YoY % (FY2024)	2023 FYTD (July '22 - Dec '22)	YoY % (FY2023)
Fixed Route					
Local- Fixed Route	4,980,903	4,154,338	19.90%	3,709,734	34.27%
Local- Pulse	1,040,739	866,672	20.08%	853,313	21.96%
Express Routes (total)	48,028	45,104	6.48%	49,472	20.64%
Total Fixed Route	6,069,670	5,066,114	19.81%	4,612,519	31.59%
Specialized Transportation					
CARE/CARE Plus	133,615	112,386	18.89%	121,573	9.91%
CARE On-Demand	22,686	21,541	5.32%	24,968	-9.14%
Total Specialized	156,301	133,927	16.71%	146,541	6.66%
Microtransit					
Total Microtransit	41,931	561	7374.33%		
		**Microtransit service began 11/17/2023			
TOTAL FIXED ROUTE, SPECIALIZED & MICROTRANSIT	6,267,902	5,200,041	20.54%	4,759,060	31.70%

	(Nov '24)	YoY % (FY2024)	YoY % (FY2023)
Van Pool			
Van Pool		13,806 -100.00%	12,506 -100.00%

***Vanpool data is received a month behind*

Systemwide Ridership Three Year Comparison

Source: RideCheck Plus APC Data



* includes BRT, local, express, and microtransit (starting 11/13/2023)

Meeting Date: January 21, 2025

Board Subcommittee: Development

CURRENT STATUS:

The Development Subcommittee met on Thursday, January 9, 2025 at 1:30PM. Video and audio of the meeting was streamed live online and can be viewed at the following web address: <https://www.youtube.com/watch?v=9o1fEO6SGso>.

AGENDA:

- Approval of Minutes
- Capital Projects Update
 - Pulse North-South BRT Project
 - Pulse Western Extension
 - Church Demolition Project
 - Pulse Station Modification
 - Paving Repairs at Downtown Transfer Station
- Service Updates
 - Fixed Routes – January Service Changes
 - Microtransit Updates – January Service Changes
 - Ridership Performance Report

UPDATES:

The Chair, Barb Smith, will provide an update of the meeting.



Development Committee

Planning & Scheduling Updates

January 9, 2025

Agenda



SERVICE UPDATE

01



MICROTRANSIT UPDATE

02



PARATRANSIT UPDATE

03



SERVICE PRIORITIES

04



CAPITAL PROJECTS UPDATE

05



FLEET UPDATE

06



SERVICE UPDATE

OCTOBER 2025 SERVICE CHANGE UPDATES

- FIXED ROUTE

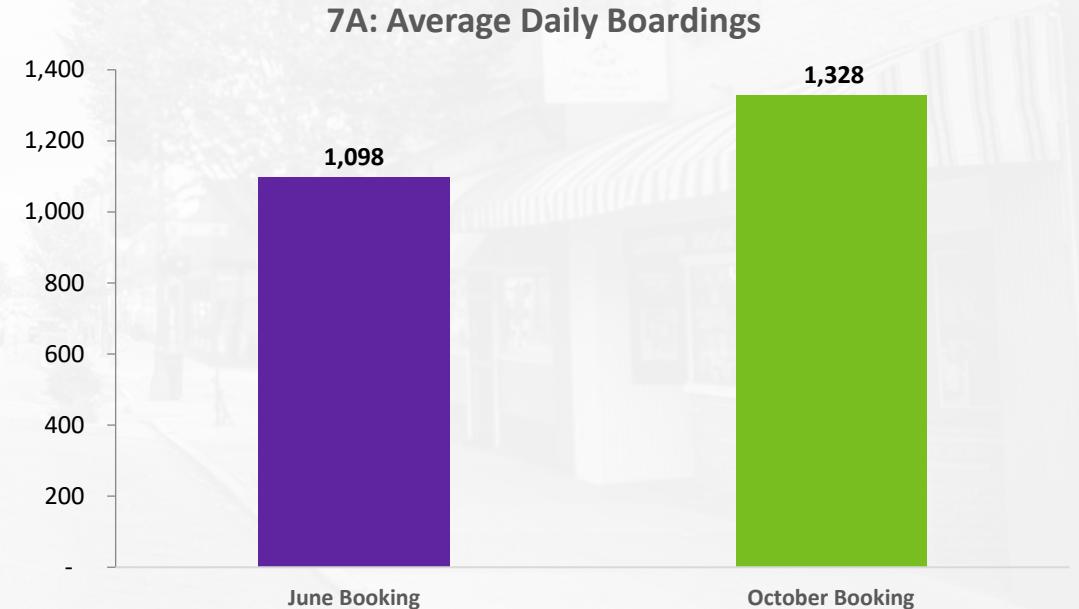
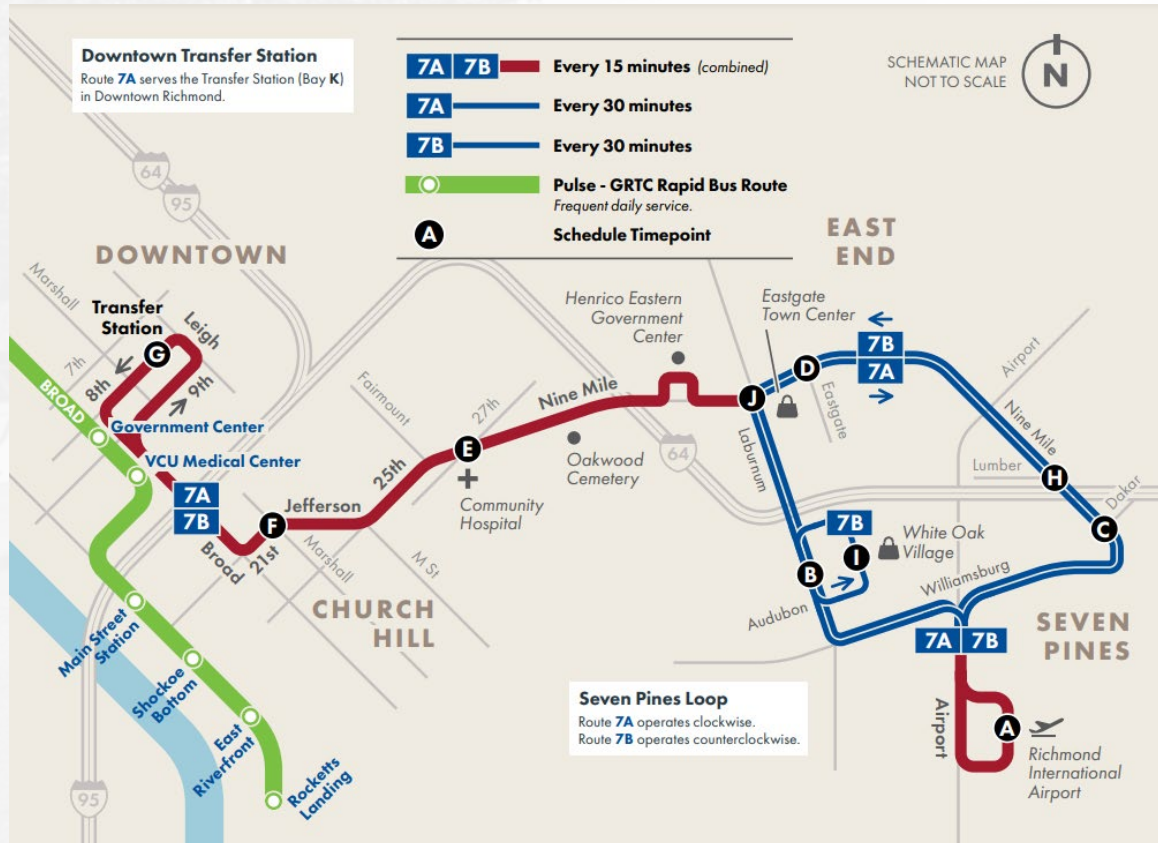
- 7A
- 7B
- 1A
- 1

- LINK

- AZALEA
- CLOVERDALE
- ASHLAND

7A: Nine Mile/Airport

Frequency Increase & Average Daily Ridership



Weekday Trip Increase

per Day
 36 → 73

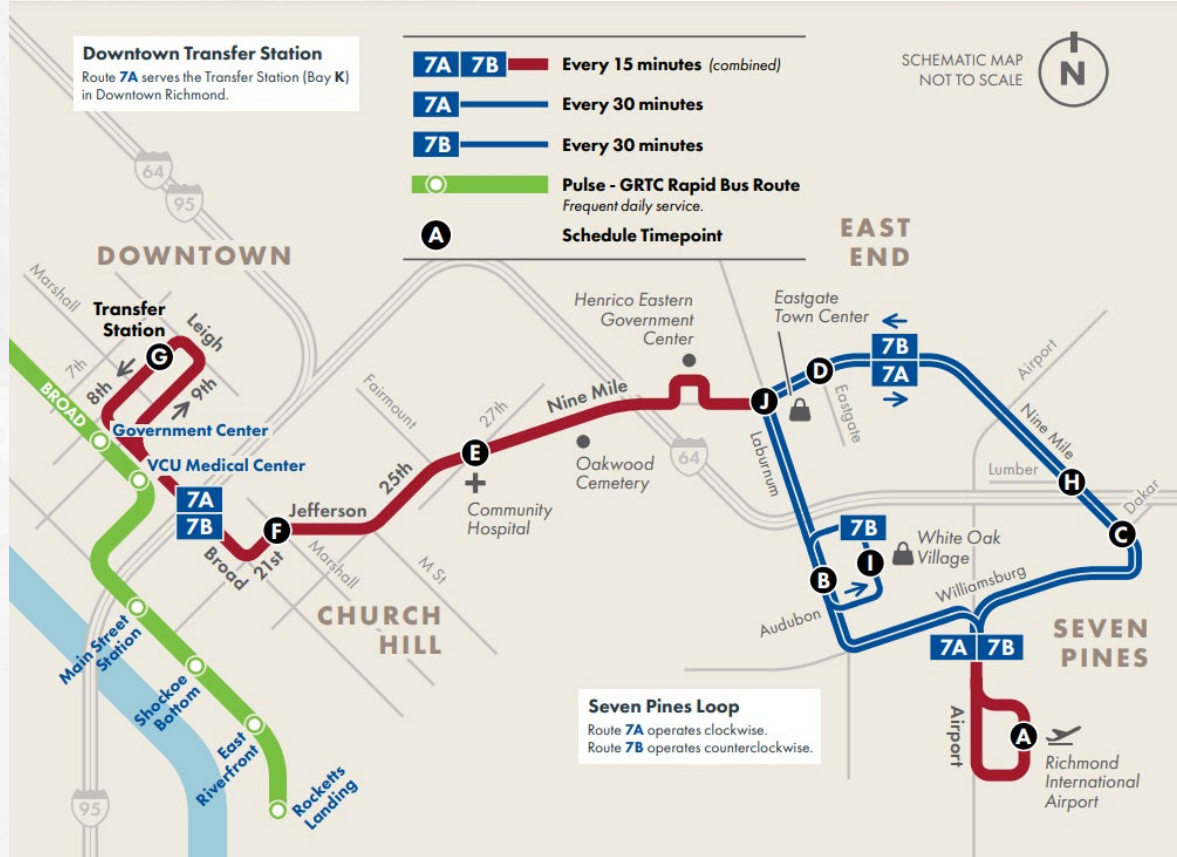
7A: Nine Mile/Airport

Total Ridership - MoM

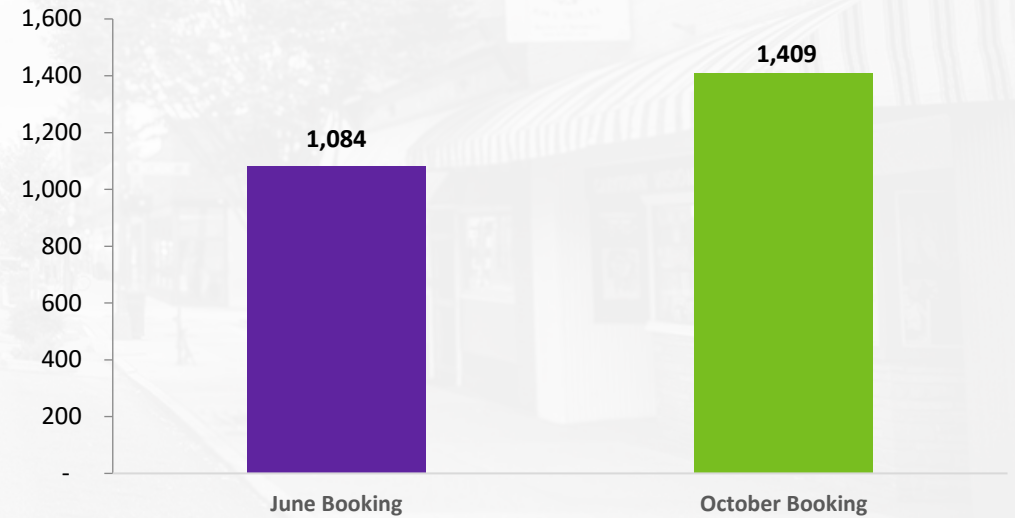


7B: Nine Mile/Laburnum/Airport

Frequency Increase & Average Daily Ridership



7B: Average Daily Boardings



Weekday Trip Increase

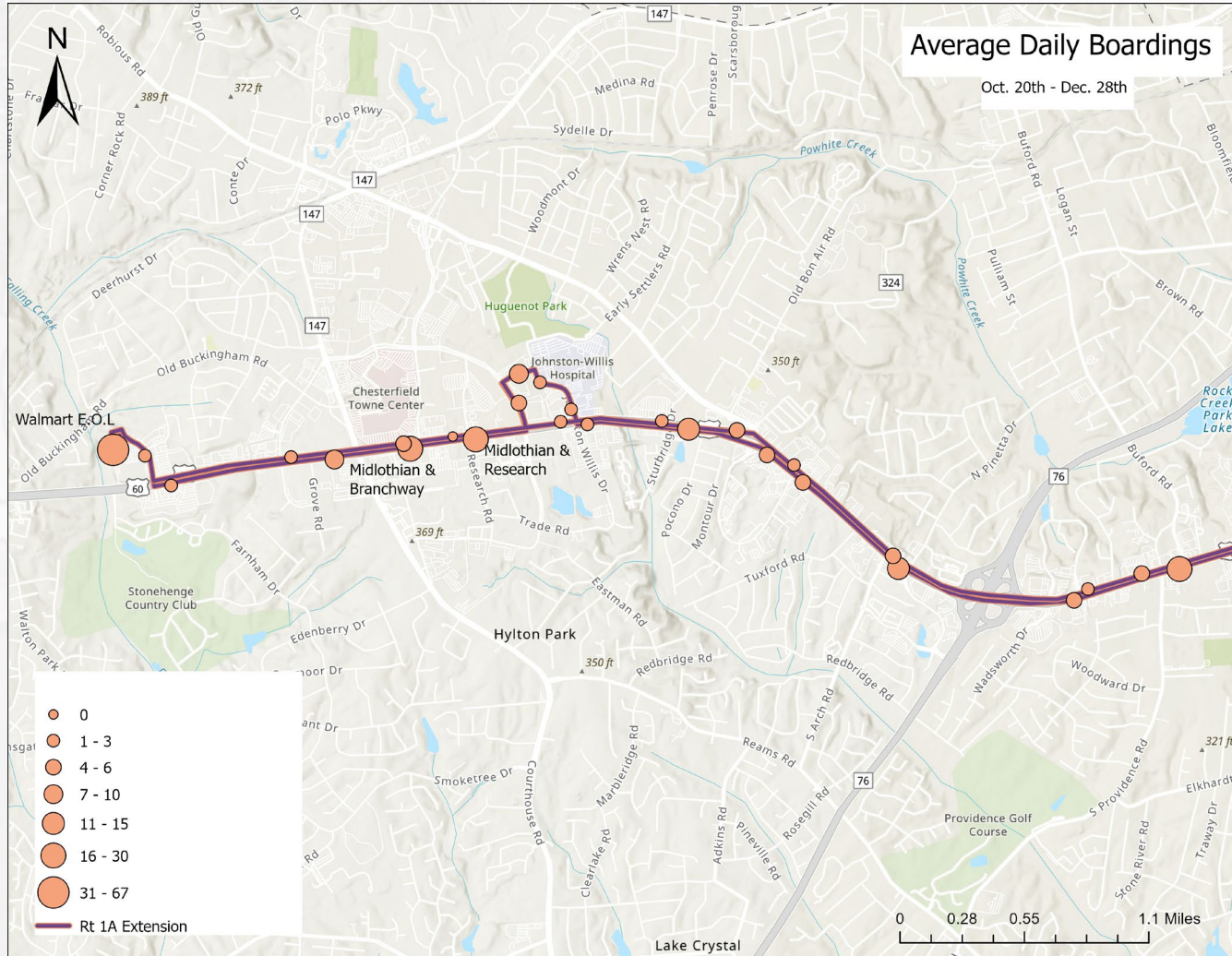
per Day
35 → 75

7B: Nine Mile/Laburnum/Airport

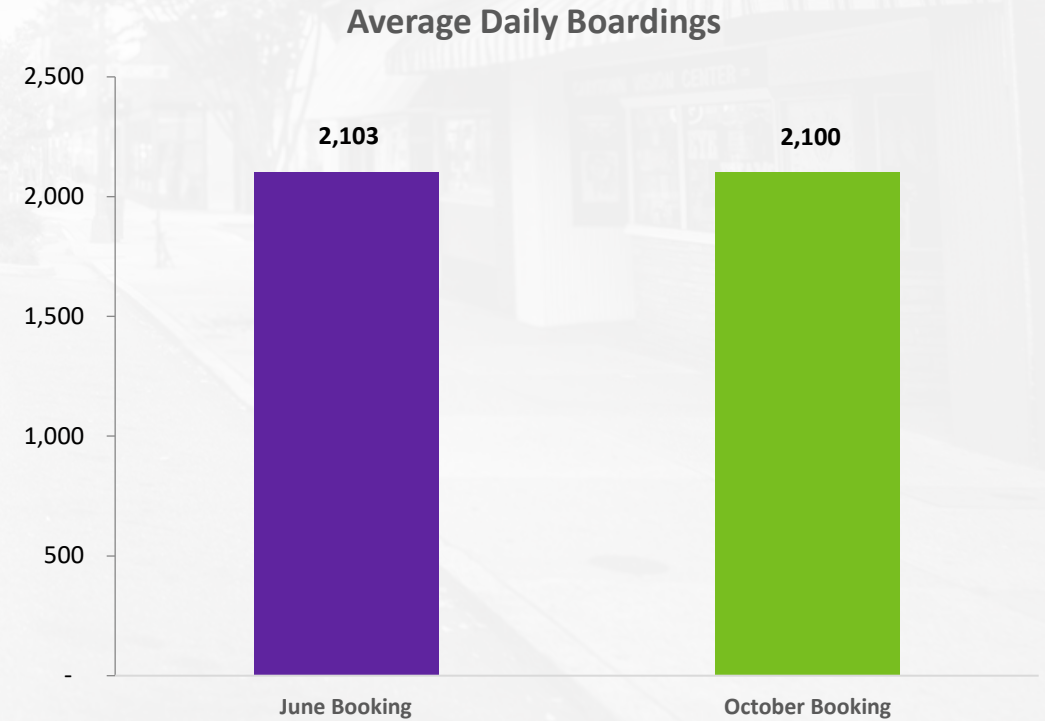
Total Ridership - MoM



1A: Hull/Midlothian via Southside Plaza



- Improved to 30-minute service in evenings in Oct24 Service Update



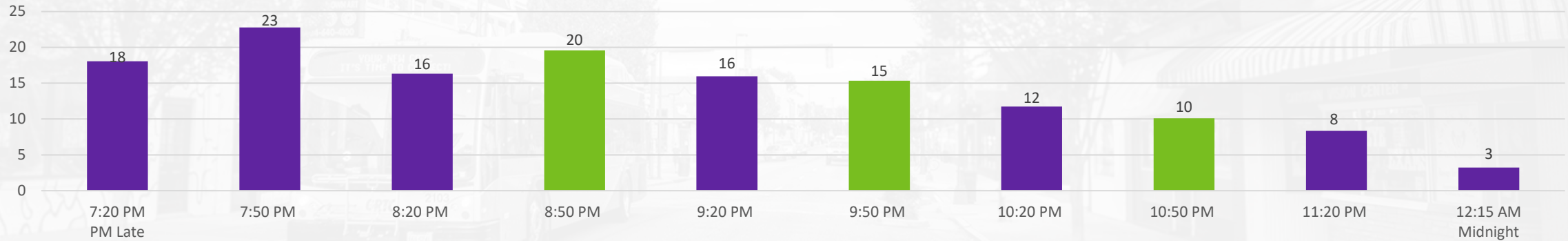
1A: Hull/Midlothian via Southside Plaza

Average Daily Ridership by Trip

Previously Existing Newly Added

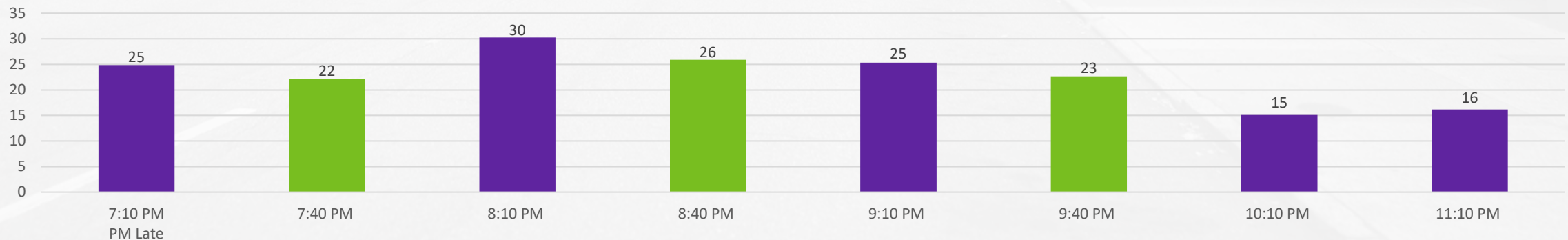
1A (North) : Late Trips

October 2024 Booking

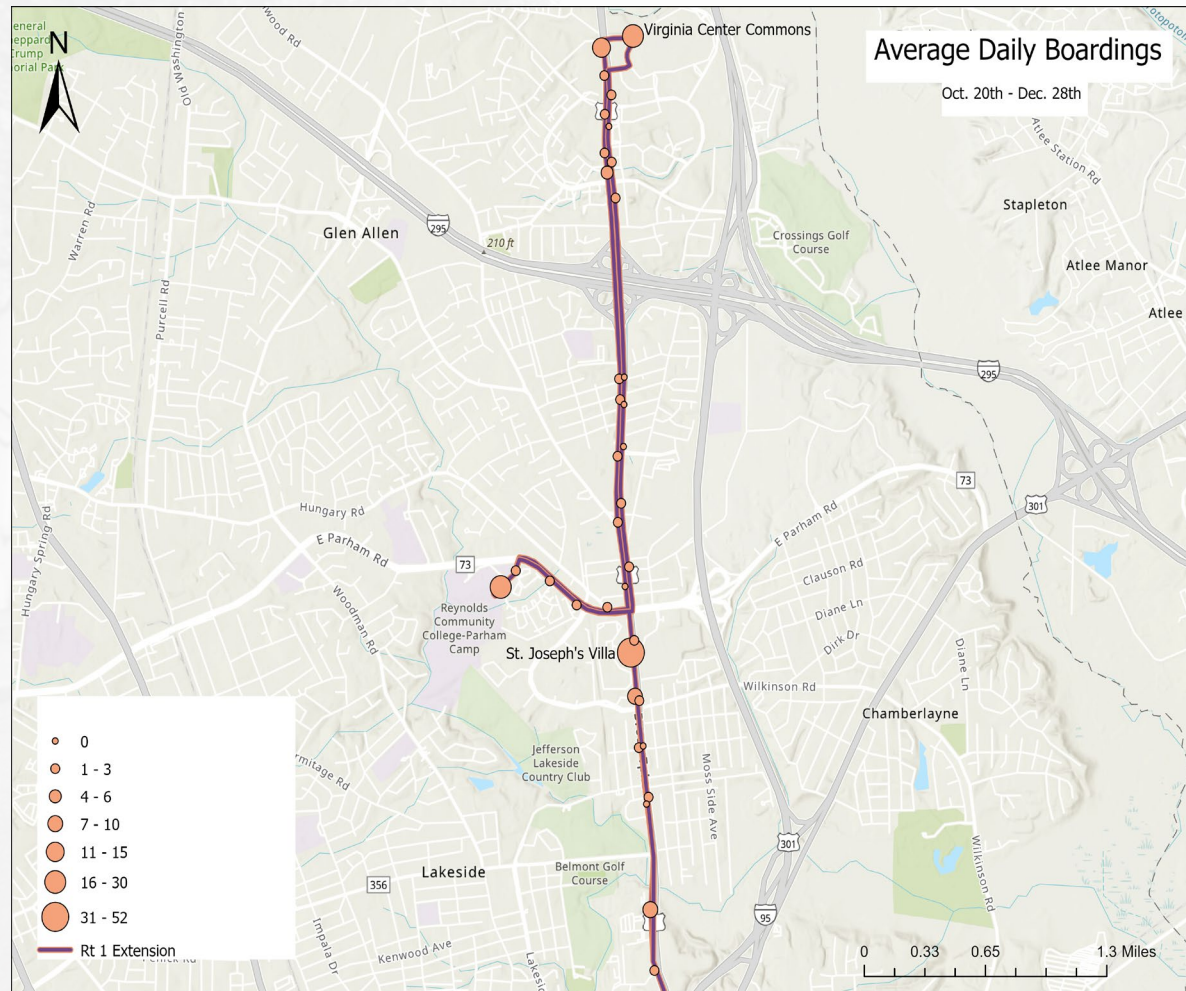


1A (South) : Late Trips

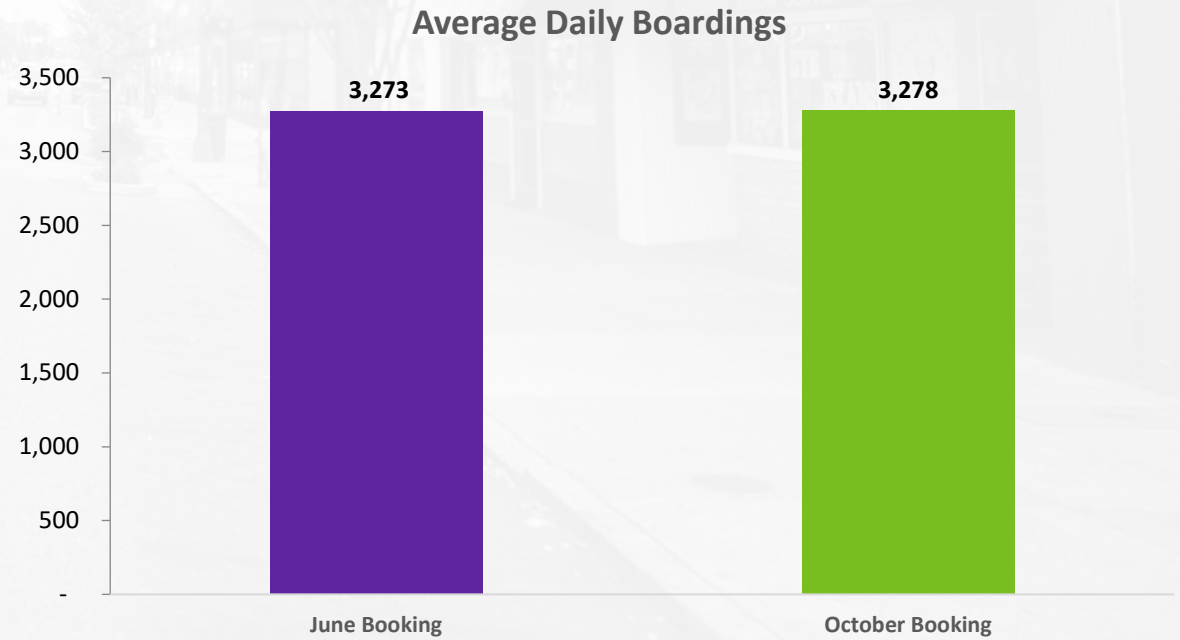
October 2024 Booking



1: Chamberlayne/Downtown

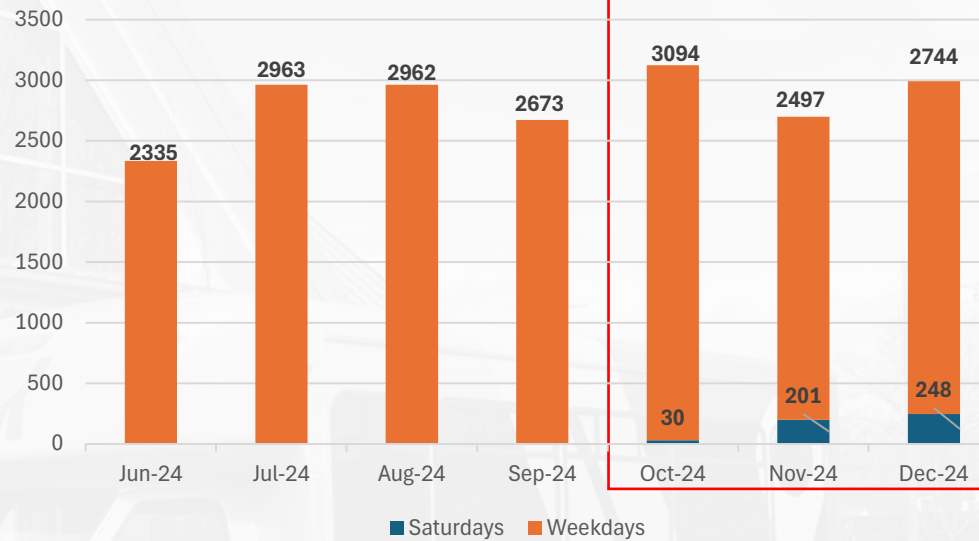


- 20 new stops added in Oct24 Service Update
- Extension provides service from Downtown Richmond to Virginia Center Commons via Reynolds Community College.
- Top performing local route

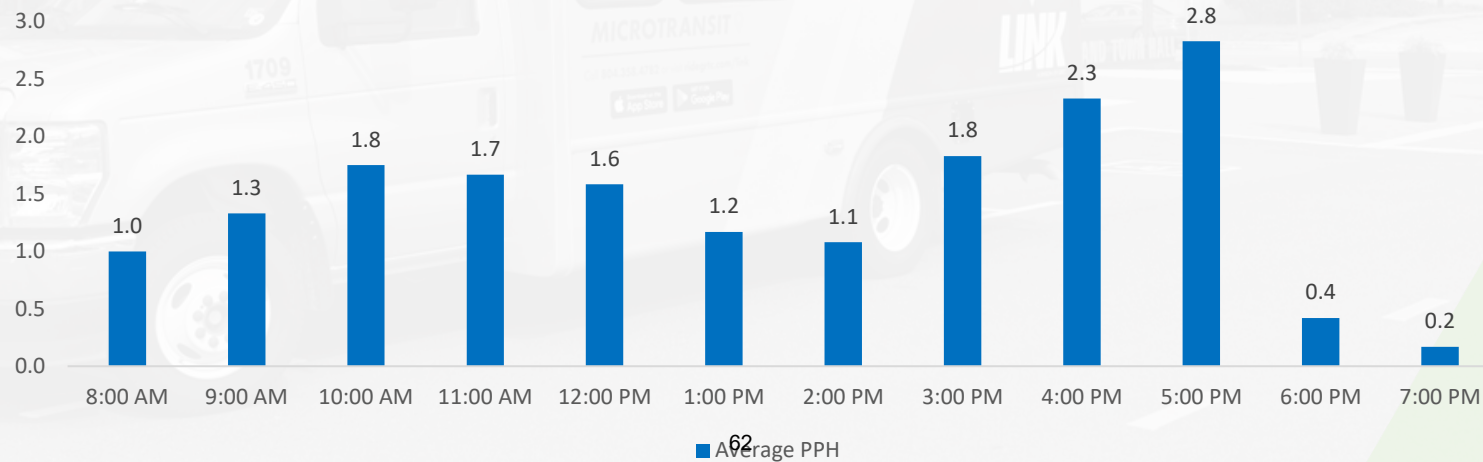


Azalea LINK Service Extension

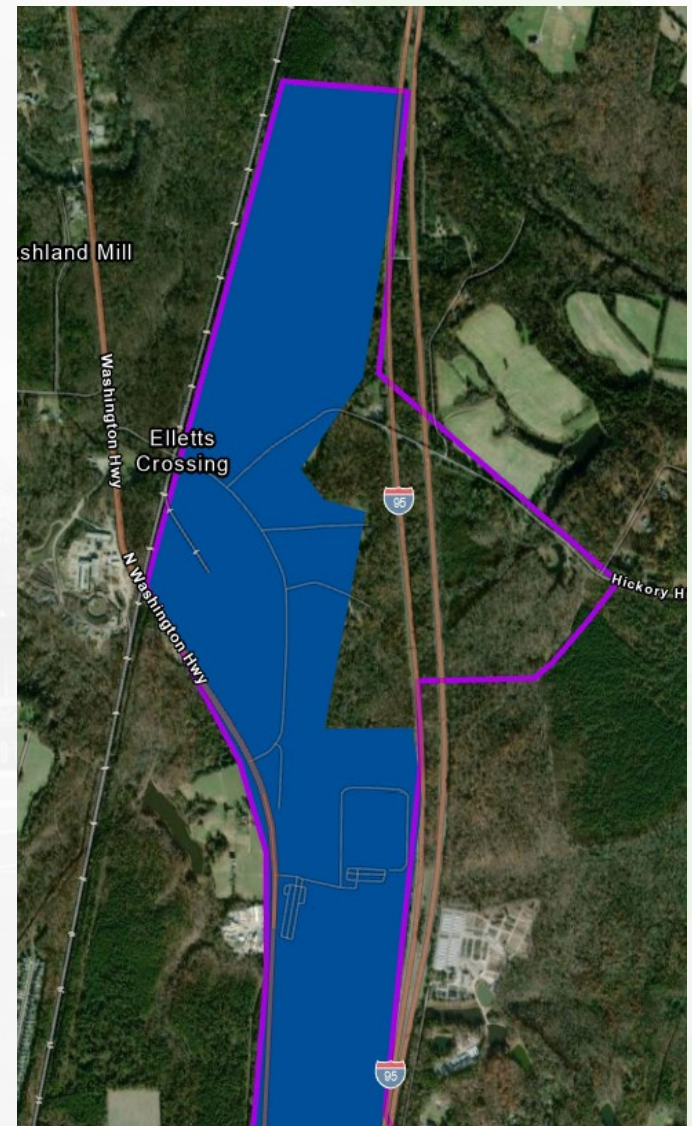
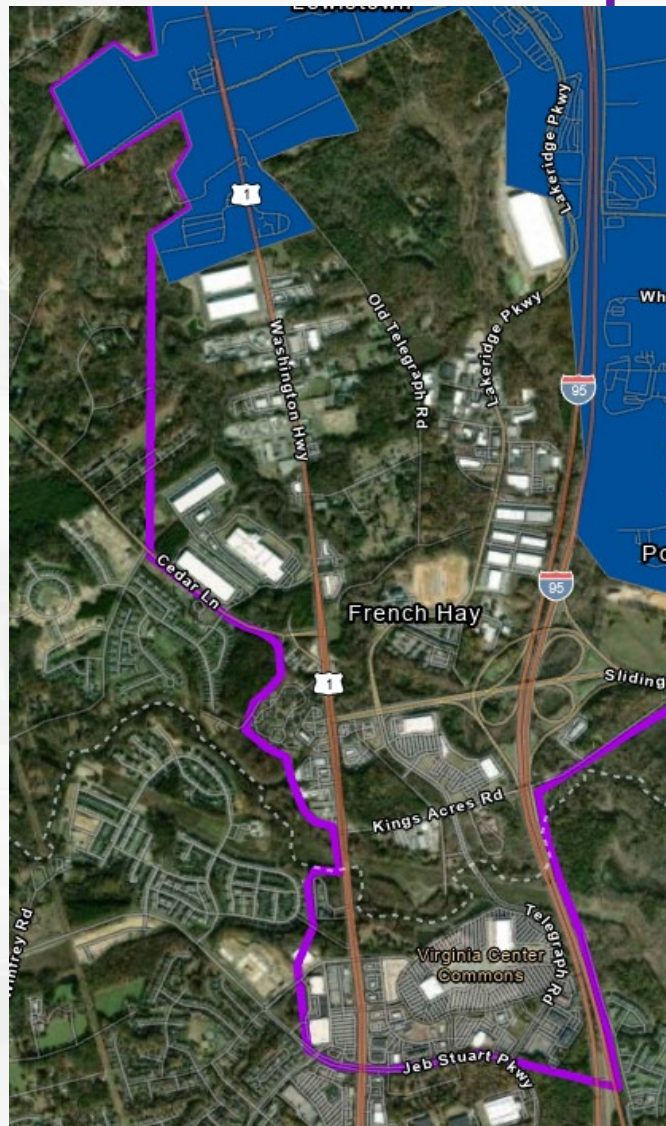
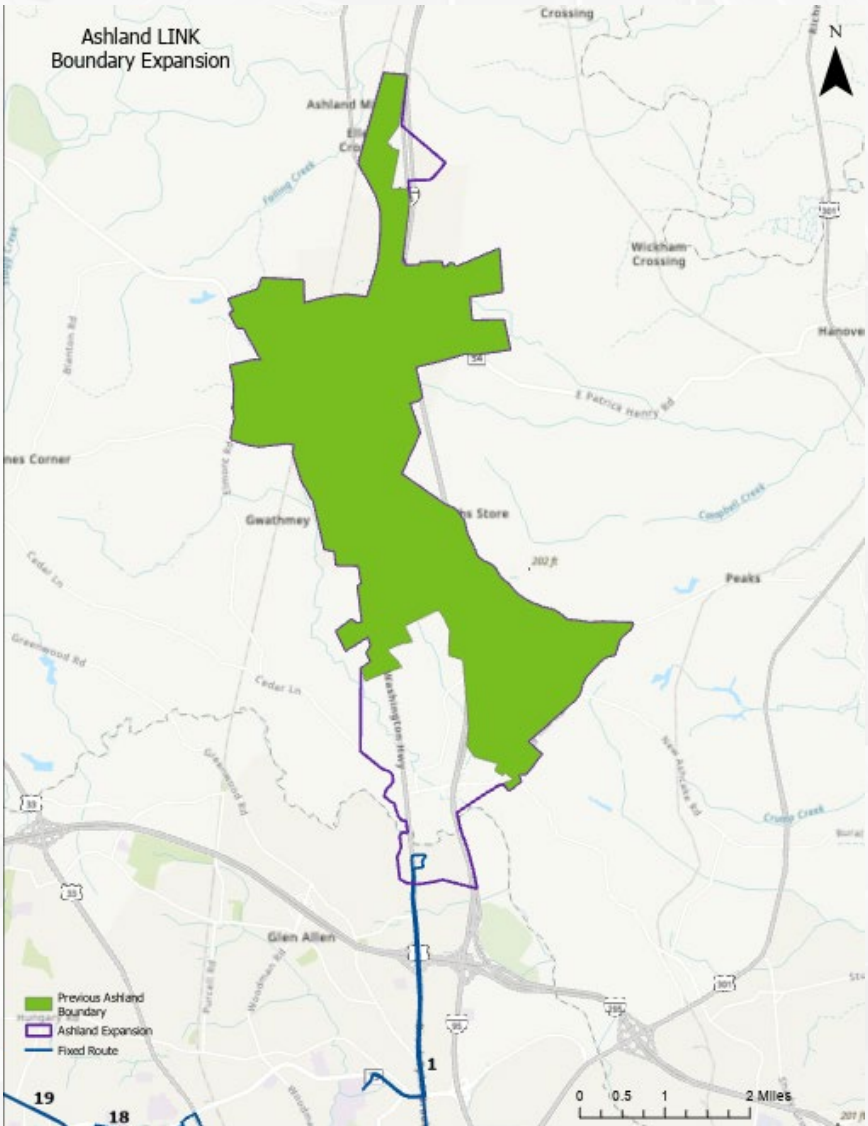
Azalea Total Ridership



November Average Passenger per Hour (Azalea: Saturday)



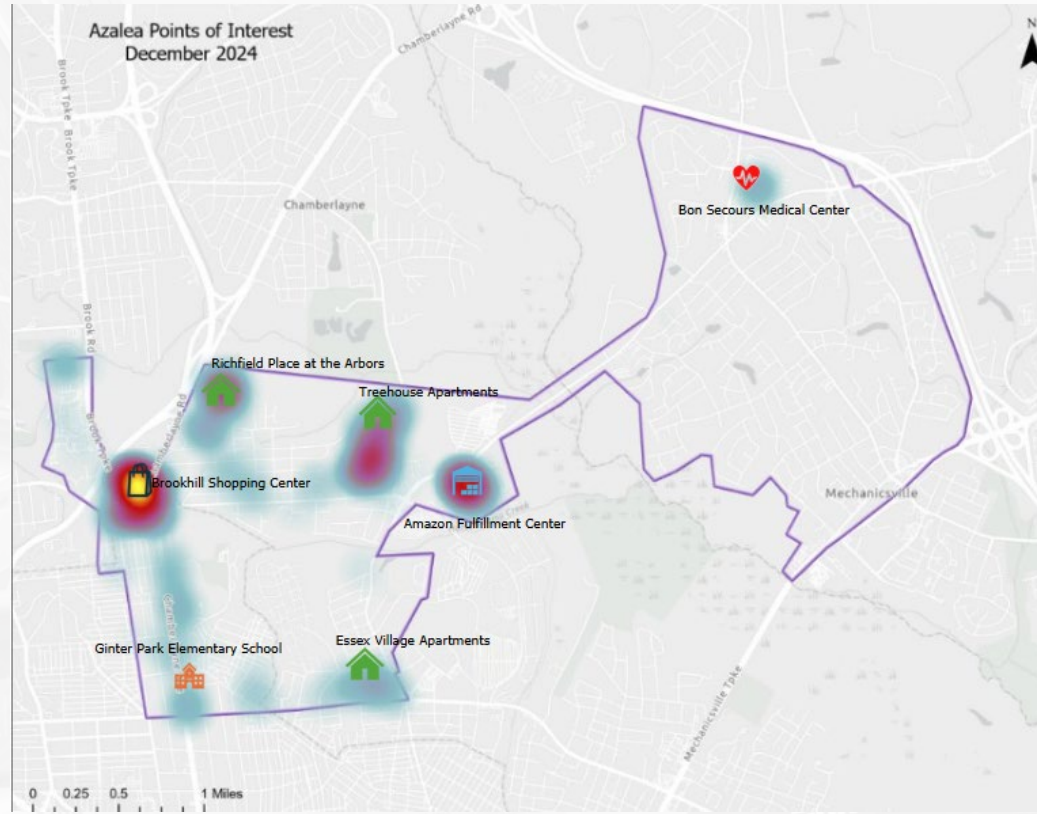
Ashland LINK Expansion





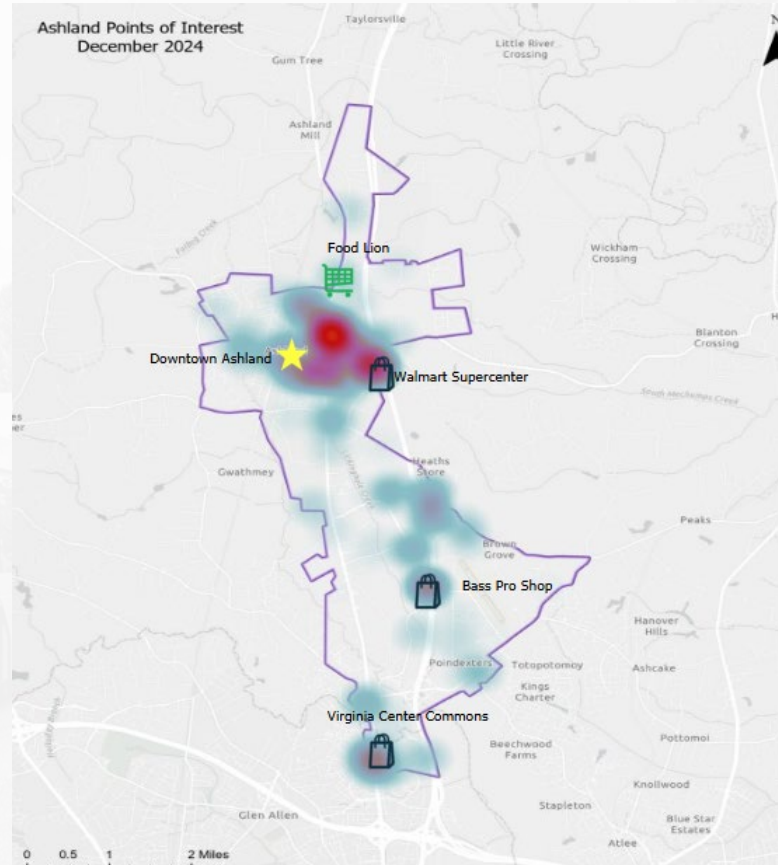
MICROTRANSIT UPDATE

Azalea LINK Zone



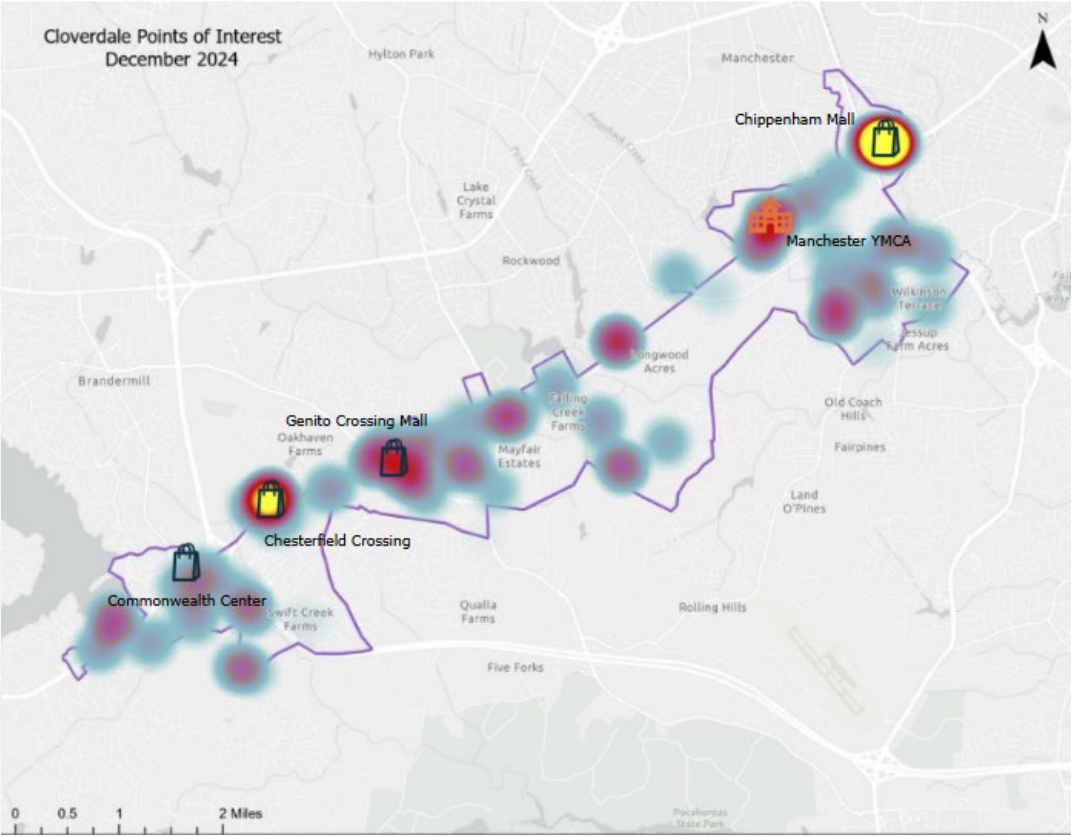
Azalea	Oct-24	Nov-24	Dec-24	% Change	Total
Brookhill Shopping Center	1981	1750	1763	1%	5494
Amazon Fulfillment Center	778	634	735	16%	2147
Richfield Place/Village at the Arbors	469	500	581	16%	1550
Treehouse Apartments	974	898	989	10%	2861
Essex Village Apartments	240	225	290	29%	755
Bon Secours Memorial Regional Medical Center	87	93	114	23%	294
Ginter Park Elementary	292	226	194	-14%	712

Ashland LINK Zone



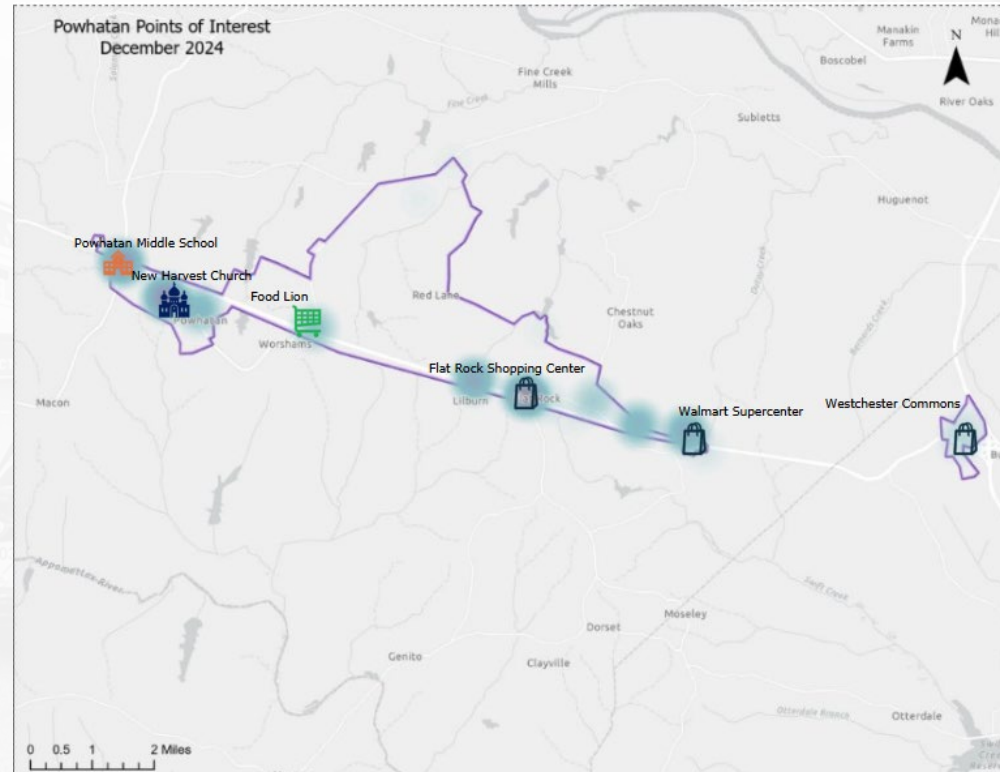
Ashland	Oct-24	Nov-24	Dec-24	% Change	Total
Food Lion	318	279	268	-4%	865
Walmart	291	373	346	-7%	1010
Downtown Ashland	209	154	133	-14%	496
Bass Pro Shop	207	187	206	10%	600
Virginia Center Commons	67	258	384	49%	642

Cloverdale LINK Zone



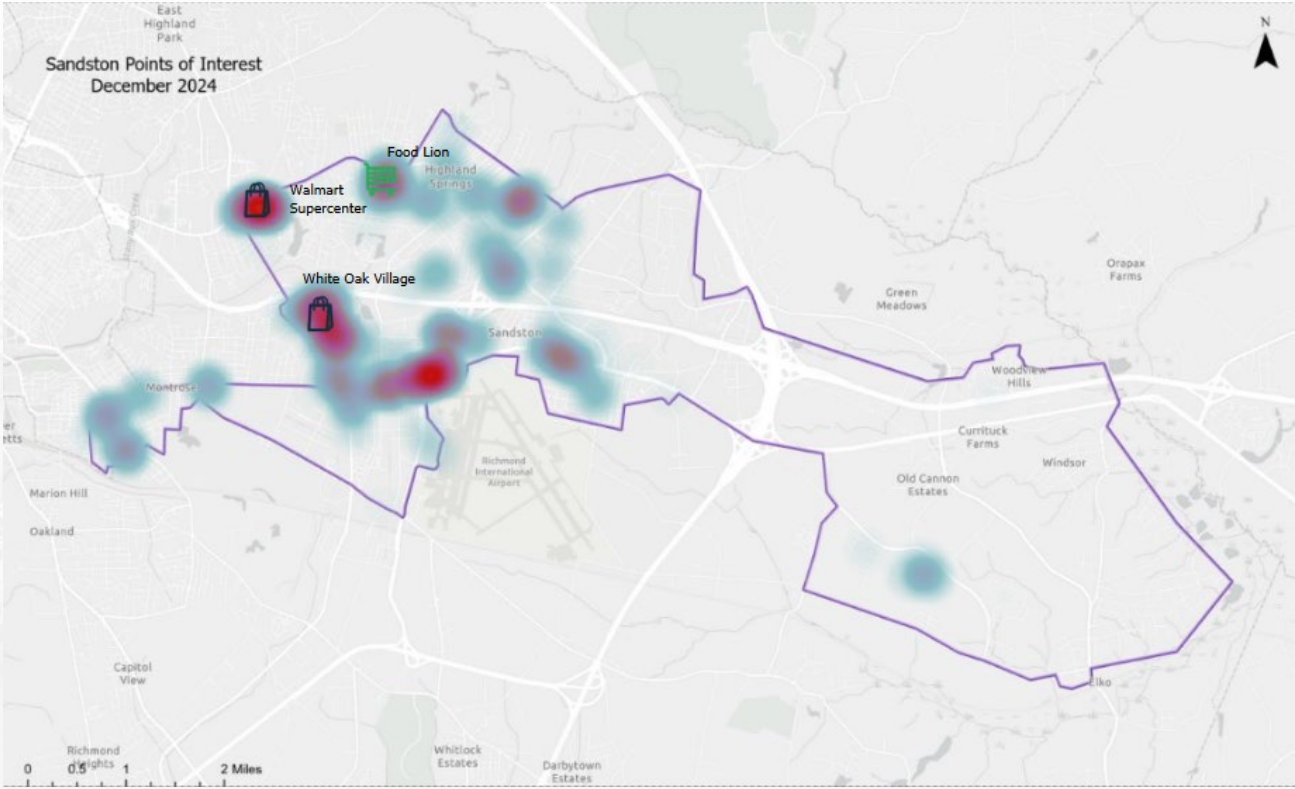
Cloverdale	Oct-24	Nov-24	Dec-24	% Change	Total
Chippenham Mall Shopping Center	303	248	302	22%	853
Chesterfield Crossing	82	128	141	10%	351
Manchester YMCA	76	69	107	55%	252
Genito Crossing Mall	86	130	132	2%	348
Commonwealth Center	54	55	74	35%	183

Powhatan LINK Zone



Powhatan	Oct-24	Nov-24	Dec-24	% Change	Total	
Powhatan Middle School	32	33	39	18%	104	
New Harvest Church	62	52	61	17%	175	
Food Lion	27	16	17	6%	60	
Flat Rock Shopping Center	25	23	45	96%	93	
Walmart Supercenter	24	19	31	63%	74	
Westchester Commons	18	69	12	11	-8%	41

Sandston LINK Zone



Sandston	Oct-24	Nov-24	Dec-24	% Change	Total
Walmart	194	192	254	32%	640
White Oak Village	268	341	352	3%	961
Food Lion	113	145	188	30%	446

Next Steps

- LINK Rider Survey
 - Launching 1/13/2025
 - Demographics
 - Utilizations and trip purpose
 - Satisfaction
 - Ranking of priorities

- FY26 Zones
 - Zone refinement with jurisdictions
 - Regional Public Transportation Plan (RRTPO TAC)
 - Comments due to GRTC by 1/14/2025

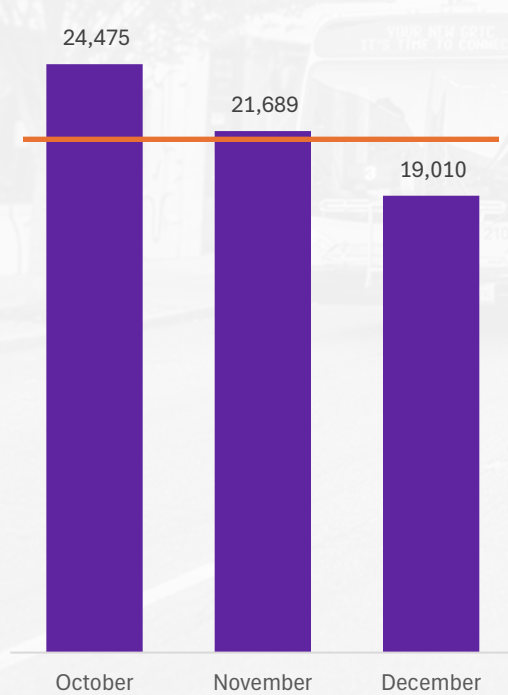


A purple-tinted photograph of a city street. In the center, a white bus is driving away from the camera. The bus has a sign on its front that reads "YOUR NEW GRTC IT'S TIME TO CONNECT!". The bus number "2103" is visible on the front. To the left of the bus, there is a sign for "CHINART" with the phone number "4-640-0000". To the right, there is a building with a striped awning and a sign that says "CARRINGTON WISDOM CENTER". The street is lined with trees and buildings. The overall scene is a typical urban street.

PARATRANSIT UPDATE

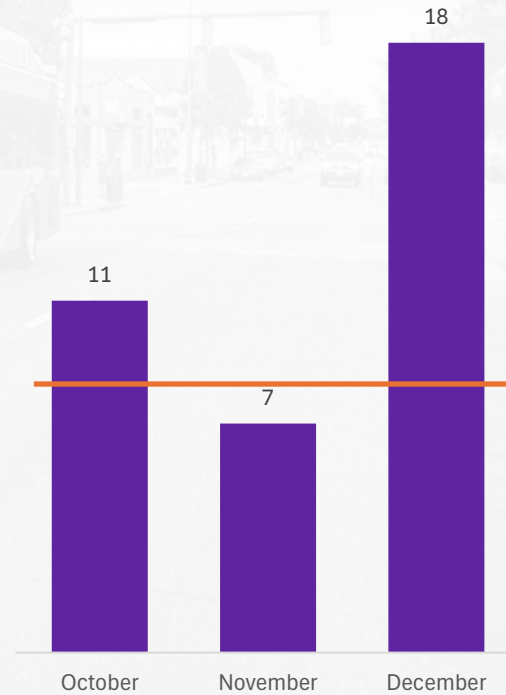
Paratransit Performance

Ridership



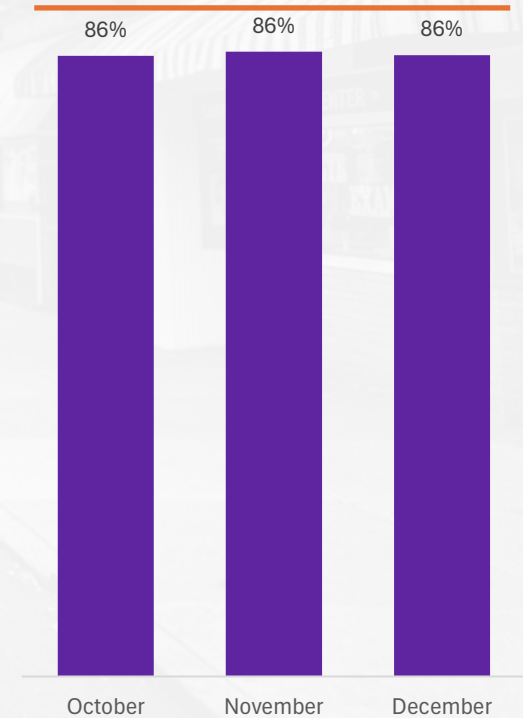
FY24 Avg. Ridership: 21,498

Complaints per 10,000 Riders



Goal: 8.0

On-Time Performance



Goal: 92%



SERVICE PRIORITIES

FY 2025 Service Priorities

Routes/Service	Fiscal Year	Routing	Span	Headway
Route 1	FY25	✓	✓	✓
Route 7A	FY25			✓
Route 7B	FY25			✓
Ashland Microtransit	FY25		New LINK zone	
North Chesterfield Microtransit	FY25		New LINK zone	
Powhatan Microtransit	FY25		New LINK zone	
Sandston Microtransit	FY25		New LINK zone	

FY 2026 Service Priorities

Routes/Service	Fiscal Year	Routing	Span	Headway
Pulse BRT	FY26		✓	
Route 3B	FY26	✓		
Route 5	FY26	✓	✓	
Route 12	FY26		✓	✓
Route 19	FY26			✓
Route 50	FY26		✓	✓
Route 56	FY26	Route replaced by microtransit		
Route 77	FY26	Route replaced by microtransit		
Route 78	FY26		✓	
Route 82x	FY26	✓		
Route 86	FY26	Route replaced by microtransit		
Route 87	FY26	✓	✓	✓
Route 88	FY26	✓	✓	✓
Broad Rock-Cherry Gardens Microtransit	FY26	New LINK zone		
Montrose-White Oak Village Microtransit	FY26	New LINK zone		

A purple-tinted photograph of a city street. In the center, a white bus is driving away from the camera. The bus has a sign on its front that reads "YOUR NEW GRTC IT'S TIME TO CONNECT!". The bus number "2103" is visible on the front. To the left of the bus, there is a sign for "CHINART" with a phone number "4-640-0000". To the right, there is a building with a striped awning and a sign that says "CARRINGTON WISDOM CENTER". The street is lined with trees and buildings. The overall scene is a city street with a bus and various signs.

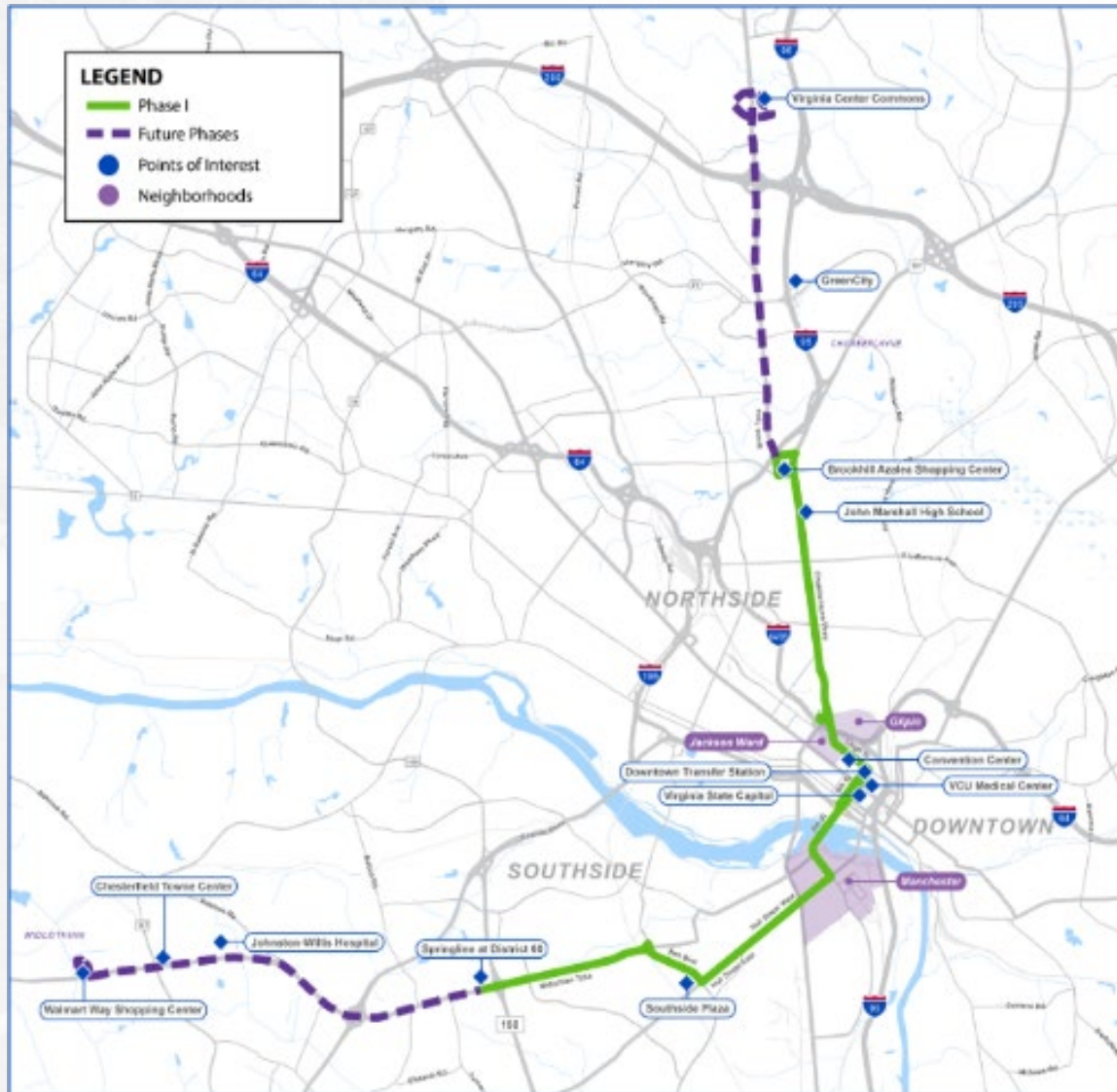
CAPITAL PROJECTS UPDATE



Capital Projects Updates

- N/S BRT
- N/S BRT TOD
- BRT Western Extension
- Park and Ride Acquisition
- Pulse Station Modifications
- 325 E. Belt Blvd. Remediation, Demo, and Construction
- Permanent Downtown Transfer Station Study and TOD
- Essential Transit Infrastructure Stop Improvements- ADA, Shelter, Benches, Trash Can
- New Vehicles

North-South BRT Project



- **Project Status:** In Progress
- **Project Kickoff:** March 27, 2024
- **Contractor:** Kimley-Horn
- **Scope of Services:**
 - Downtown Routing Dedicated Lanes
 - Station Locations
 - NEPA Analysis
 - Public Participation
- **Phase 1 Est. Completion Date:** May 2031
- **Phase 2 Est. Completion Date:** October 2032



North-South BRT TOD

- GRTC and the City of Richmond were awarded \$750,000 by the FTA
- Plan for TOD on Chamberlayne & Wilmer to Stonebridge Plaza Ave in advance of the North-South BRT
- Partner with the City of Richmond to rezone land uses in the BRT corridor
- Identify TOD opportunities after station locations have been determined

Pulse Western Extension



- **Project Status:** In Progress
- **Project Kickoff:** April 10, 2024
- **Contractor:** STV
- **Scope of Services:**
 - Conceptual Design
 - Preliminary Engineering
 - Transportation Safety and Security
 - NEPA Analysis
 - Public Involvement
- **Est. Project Completion Date:** August 2029

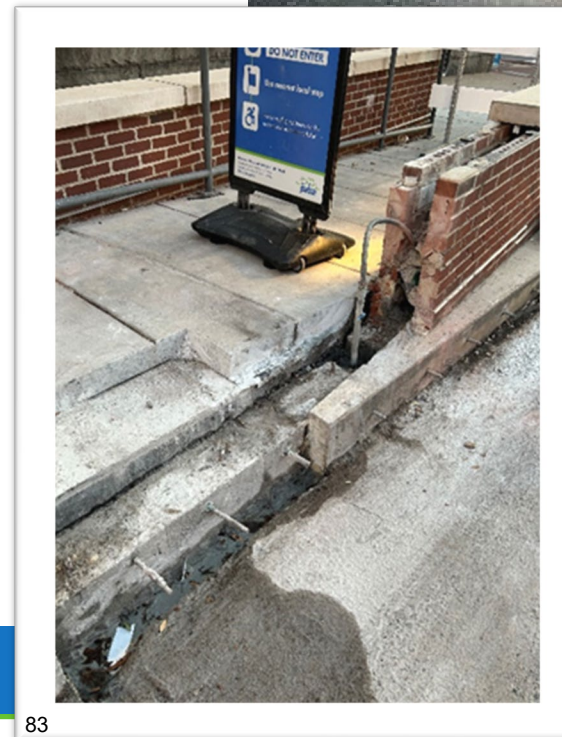
Park-and-Ride Acquisition

- Henrico County to acquire parcel
- NEPA for Park-and-Ride has been combined with Pulse Western Extension
- Site will also include BRT station



Pulse Station Modifications

- **Project Status:** In Progress
- **Pre-Construction Meeting:** June 17, 2024
- **Contractor:** Waco Inc. General Contractors
 - RKK (CEI)
- **Scope of Services:**
 - Demolishing station platform knee walls and reconfiguring platform details
 - Extending station rub rails
 - Restoring station platform surfaces
 - Replacing tactile warning strip
 - Management of traffic
- **Est. Project Completion Date:** April 2025



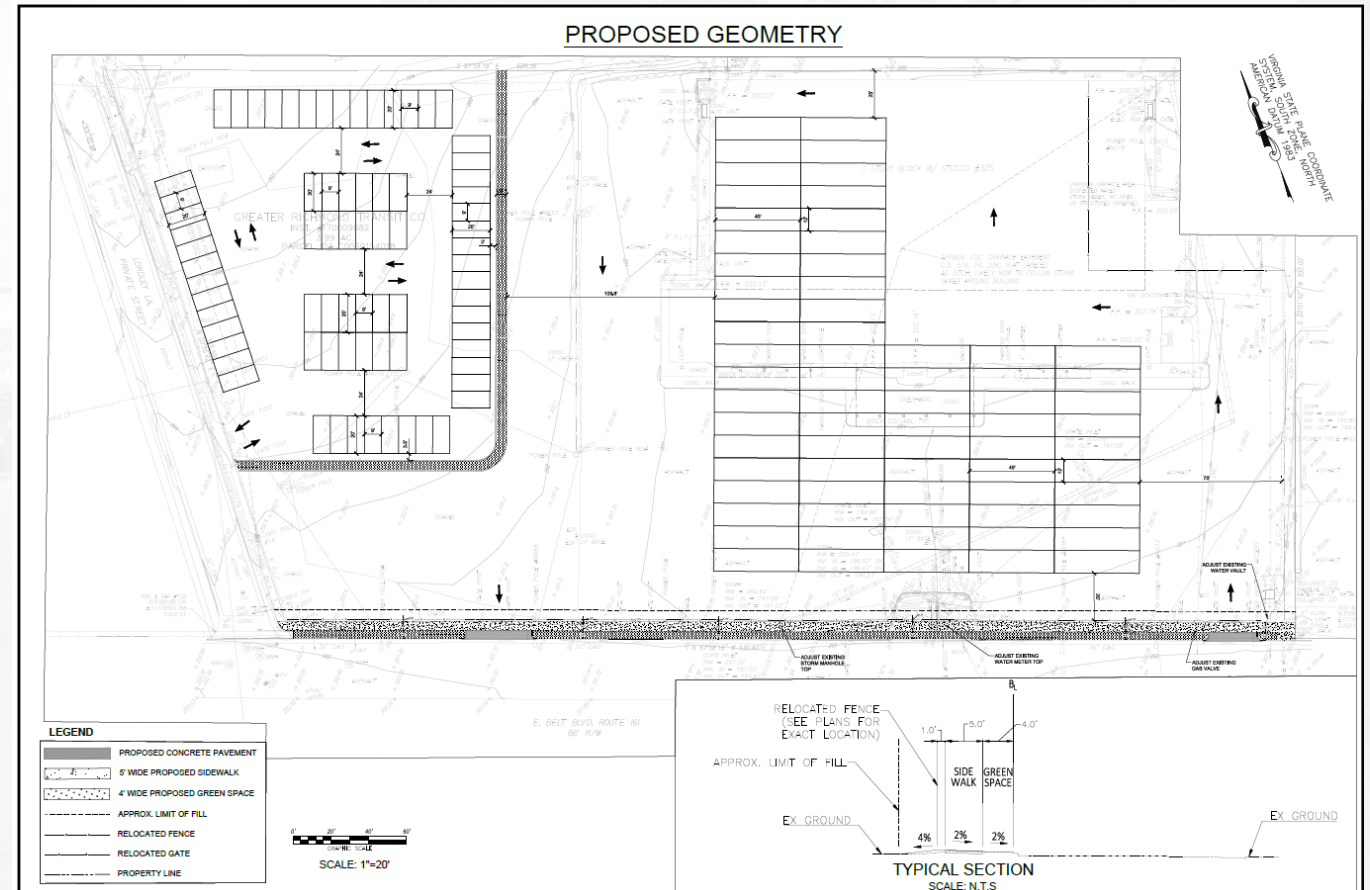


Pulse Station Modifications

- **Project Status:** In Progress
- **Pre-Construction Meeting:** June 17, 2024
- **Contractor:** Waco Inc. General Contractors
 - RKK (CEI)
- **Scope of Services:**
 - Demolishing station platform knee walls and reconfiguring platform details
 - Extending station rub rails
 - Restoring station platform surfaces
 - Replacing tactile warning strip
 - Management of traffic
- **Est. Project Completion Date:** April 2025

325 E. Belt Blvd. Fleet Storage

- **Project Status:** In Progress
 - NEPA completed
 - Construction plans 100% complete
- **Scope of Services:**
 - Hazardous material abatement
 - Building demolition
 - Site demolition
 - Site improvements
- **Project Schedule:**
 - PO Issued: 11/24/2024
 - Asbestos abatement begins: 1/6/2025
 - Demolition begins: 2/17/2025
 - Site restoration begins: 3/17/2025
 - Electrical service for GRTC sign installation begins: 3/17/2025
 - Project closeout begins: 3/31/2025
 - Final inspection: 4/15/2025



Permanent Downtown Transfer Station and TOD Study



Recent Progress:

- GRTC Board of Directors selects preferred location for Downtown Transfer Station: August 2024
- Ordinance for MOU between City and GRTC authorizing use of site: expected January 13, 2025

Next Steps:

- Apply for State and Federal Grants to support the transit infrastructure component of the project.
 - Initiate outreach to developers to build additional interest in the project
 - Coordinate with FTA to conduct NEPA review and document potential significant environmental impacts
 - Follow FTA requirements for preliminary engineering, final design, and construction

Transit Stop Improvements

Essential Transit Infrastructure (ETI) Implementation Plan:

- Wendell and Kimley-Horn are developing a 1-3 year implementation plan, and an ongoing maintenance plan
- Design for installation of shelters in Richmond and Henrico to be complete by July 2025
- System-wide ADA bus stop assessment: 50% complete as of January 8, 2025

Shelters:

- First order of 60 shelters delivered in last quarter of 2024
- 69 shelter locations identified in Henrico and City of Richmond as of January 8, 2025
- Second order of shelters to be placed in first quarter of 2025

Funding:

- Currently 10 Million in funding



FLEET UPDATE





New Vehicles

- 14 - 40 ft buses
- 5 - 29 ft buses
- 4 - 60 ft articulated Pulse buses
- 12 - gasoline mini vans (LINK)
- 5 - electric vans (LINK)
- 13 - paratransit vehicles





Meeting Date: January 21, 2025
Staff Report: November 2024 Financial Report

BACKGROUND

Attached is the Financial Report for the five months ended November 30, 2024.

Financial Report
For the Five Months Ending November 30, 2024
Key Highlights

Revenues

Year to date Revenues favorable to budget	\$ 372,881.55
Year to Date Actual Revenues	\$ 39,434,668.98
Year to Date Budgeted Revenues	\$ 39,061,787.43

Favorable Federal Funds \$1.321M due to the use of ARPA funds for qualifying expenses offset by the timing of grant funded projects versus budgetary assumptions, favorable local share match \$0.274M due to the timing of grant funded projects versus budgetary assumptions (offsets budgetary assumption of TRIP Match contribution from GRTC Fund Balance (\$0.433M YTD)) and due to favorable Directly Generated Funds \$57.697k due to favorable interest income relative to budget offset by unfavorable State Funds (\$1.710M) due to the timing grant funded projects versus budgeted expectations.

Operating Expenditures

Year to date Operating Expenditures lower than budgeted amounts	\$ 2,347,101.86
Year to date Actual Operating Expenditures	\$ 34,782,026.92
Year to Date Budgeted Operating Expenditures	\$ 37,129,128.78

Favorable labor \$0.566M as a result of lower than budgeted FTEs in General & Administrative functions, favorable services \$2.934M due timing of planning consulting projects and advertising, slightly favorable utilities \$26.249k, offset by unfavorable insurance premium expense (\$0.646M) due to the booking of the provision for self insured losses, and purchased transportation (\$0.558M) due to higher demand for GRTC programs (CARE and CARE on demand).

Net Operating Position - Surplus / (Deficit) \$ 4,612,159.30

Balance Sheet and Cash Flow

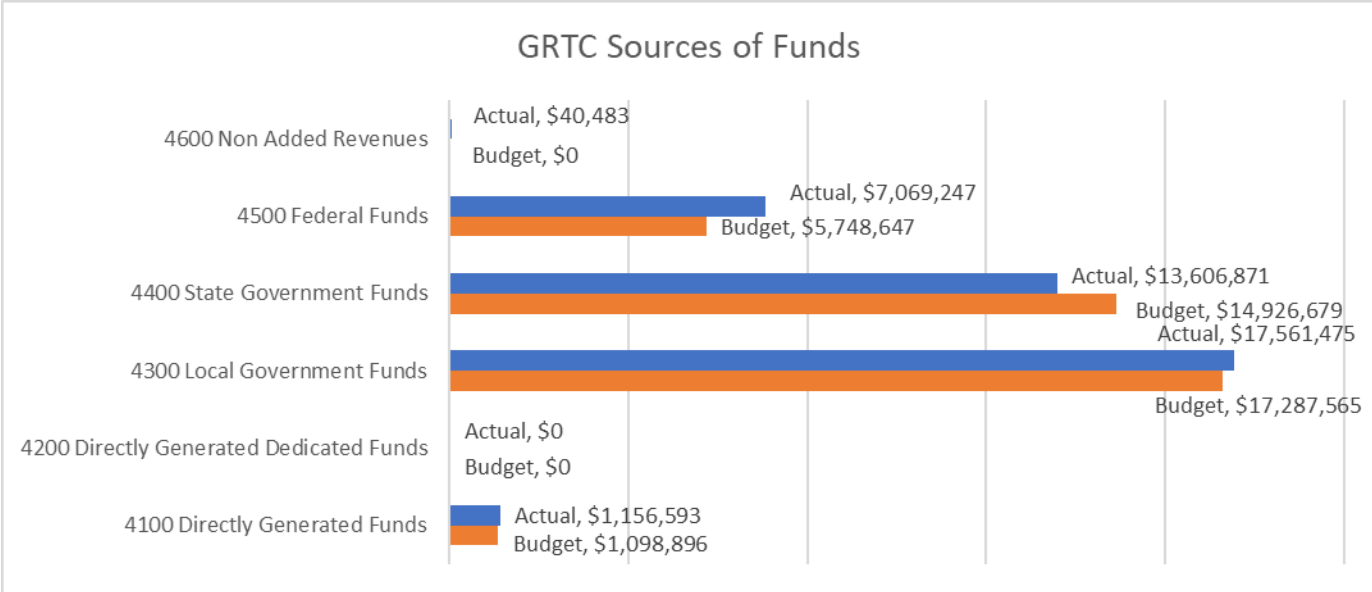
Balance sheet with cash position of		\$7,654,322
Operating Cash Account	\$3,425,406	
Capital Cash Account	\$4,228,916	

**GRTC Transit System
Source of Funds
Year to Date November 30, 2024**

	Month Ended November 30, 2024			Year to Date November 30, 2024		
	Actual	Budget	Variance Fav / (Unfav)	Actual	Budget	Variance Fav / (Unfav)
4100 Directly Generated Funds	\$ 228,250.42	\$ 266,075.67	\$ (37,825.25)	\$ 1,156,593.01	\$ 1,098,896.29	\$ 57,696.72
4110 Total Passenger Fares	100,000.00	100,000.00	-	500,000.00	500,000.00	-
4120 Park and Ride Parking Revenues	-	-	-	-	-	-
4130 Non Public Transportation Revenue	2,250.00	-	2,250.00	37,650.00	-	37,650.00
4140 Auxiliary Transportation Revenue	9,900.00	65,000.00	(55,100.00)	16,605.00	105,000.00	(88,395.00)
4150 Other Agency Revenues	116,100.42	101,075.67	15,024.75	602,338.01	493,896.29	108,441.72
4160 Revenues Accrued Through a Purchased Transportation Agreement	-	-	-	-	-	-
4170 Subsidy from Other Sectors of Operations	-	-	-	-	-	-
4180 Extraordinary or Special Items	-	-	-	-	-	-
4190 Total Recoveries	-	-	-	-	-	-
4200 Directly Generated Dedicated Funds						
4300 Local Government Funds	\$ 3,268,207.71	\$ 3,457,513.10	\$ (189,305.39)	\$ 17,561,475.27	\$ 17,287,565.46	\$ 273,909.81
4310 General Revenues of the Local Government	3,268,207.71	3,457,513.10	(189,305.39)	17,561,475.27	17,287,565.46	273,909.81
4400 State Government Funds	\$ 2,738,546.98	\$ 3,017,388.20	\$ (278,841.22)	\$ 13,606,871.12	\$ 14,926,679.14	\$ (1,319,808.02)
4410 General Revenues of the State Government	2,738,546.98	3,017,388.20	(278,841.22)	13,606,871.12	14,926,679.14	(1,319,808.02)
4500 Federal Funds	\$ 1,632,399.19	\$ 1,255,268.04	\$ 377,131.15	\$ 7,069,246.82	\$ 5,748,646.54	\$ 1,320,600.28
5307 FTA Urbanized Area Formula Program	481,262.00	1,205,364.24	(724,102.24)	4,110,737.29	5,543,717.50	(1,432,980.21)
5307 CARES Act Urbanized Area Program Funds	1,151,137.19	49,903.80	1,101,233.39	2,958,509.53	204,929.04	2,753,580.49
4600 Non Added Revenues	\$ 39,982.76	\$ -	\$ 39,982.76	\$ 40,482.76	\$ -	\$ 40,482.76
4630 Sales and Disposals of Assets	39,982.76	-	39,982.76	40,482.76	-	40,482.76
Total Sources of Funds	\$ 7,907,387.06	\$ 7,996,245.01	\$ (88,857.95)	\$ 39,434,668.98	\$ 39,061,787.43	\$ 372,881.55

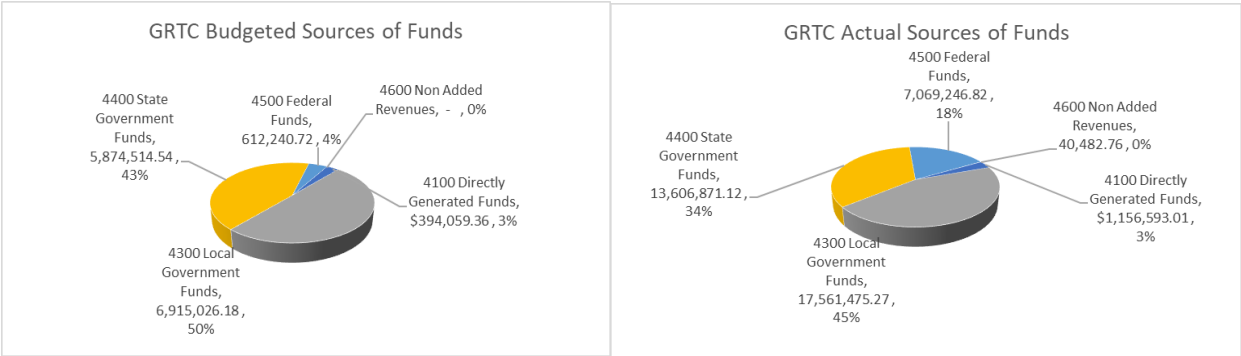
GRTC Transit System Year to Date November 30, 2024

Source of Funds	Budget	Actual	Over (Under)	% of Budget
4100 Directly Generated Funds	\$ 1,098,896.29	\$ 1,156,593.01	\$ 57,696.72	5.25%
4200 Directly Generated Dedicated Funds	-	-	-	n/a
4300 Local Government Funds	17,287,565.46	17,561,475.27	273,909.81	1.58%
4400 State Government Funds	14,926,679.14	13,606,871.12	(1,319,808.02)	-8.84%
4500 Federal Funds	5,748,646.54	7,069,246.82	1,320,600.28	22.97%
4600 Non Added Revenues	-	40,482.76	40,482.76	n/a
	<u>\$ 39,061,787.43</u>	<u>\$ 39,434,668.98</u>	<u>\$ 372,881.55</u>	<u>0.95%</u>



Revenues are favorable versus budget by \$0.373M or 0.95% as a result of:

- Favorable Federal Funds \$1.321M due to the use of ARPA funds for qualifying expenses offset by the timing of grant funded projects versus budgetary assumptions, favorable local share match \$0.274M due to the timing of grant funded projects versus budgetary assumptions (offsets budgetary assumption of TRIP Match contribution from GRTC Fund Balance (\$0.433M YTD)) and due to favorable Directly Generated Funds \$57.697k due to favorable interest income relative to budget offset by unfavorable State Funds (\$1.710M) due to the timing grant funded projects versus budgeted expectations.



**GRTC Transit System
Operating Expenses
Year to Date November 30, 2024**

	Vehicle Operations			Vehicle Maintenance			Facility Maintenance			General Administration			Total GRTC		
	Actual	Budget	Variance Fav / (Unfav)	Actual	Budget	Variance Fav / (Unfav)	Actual	Budget	Variance Fav / (Unfav)	Actual	Budget	Variance Fav / (Unfav)	Actual	Budget	Variance Fav / (Unfav)
Total Operating Costs															
5010. LABOR	\$ 16,870,600.26	\$ 16,819,021.08	\$ (51,579.18)	\$ 2,380,875.80	\$ 2,391,213.94	\$ 10,338.14	\$ 694,534.75	\$ 779,653.45	\$ 85,118.69	\$ 3,650,014.02	\$ 4,172,512.52	\$ 522,498.51	\$ 23,596,024.83	\$ 24,162,400.99	\$ 566,376.16
01. Operator Salaries and Wages	9,752,269.86	10,440,626.33	688,356.47	-	-	-	-	-	-	-	-	-	9,752,269.86	10,440,626.33	688,356.47
02. Operator's Paid Absences	1,143,769.45	-	(1,143,769.45)	-	-	-	-	-	-	-	-	-	1,143,769.45	-	(1,143,769.45)
Operator Vacation	406,516.04	-	(406,516.04)	-	-	-	-	-	-	-	-	-	406,516.04	-	(406,516.04)
Operator Sick	255,767.32	-	(255,767.32)	-	-	-	-	-	-	-	-	-	255,767.32	-	(255,767.32)
Holiday	481,486.09	-	(481,486.09)	-	-	-	-	-	-	-	-	-	481,486.09	-	(481,486.09)
Operator FMLA or other leave	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03. Other Salaries and Wages (Non revenue vehicle operator personnel)	847,960.00	1,180,174.10	332,214.10	1,517,996.96	1,616,852.35	98,855.39	492,315.94	596,150.05	103,834.11	2,548,354.41	2,896,223.31	347,868.90	5,406,627.31	6,289,399.81	882,772.50
Dispatch	84,369.67	130,009.34	45,639.67	-	-	-	-	-	-	-	-	-	84,369.67	130,009.34	45,639.67
Operations Supervision	763,590.33	1,050,164.76	286,574.43	-	-	-	-	-	-	-	-	-	763,590.33	1,050,164.76	286,574.43
Maintenance	-	-	-	1,517,996.96	1,616,852.35	98,855.39	492,315.94	596,150.05	103,834.11	-	-	-	2,010,312.90	2,213,002.40	202,689.50
Administration	-	-	-	-	-	-	-	-	-	2,548,354.41	2,896,223.31	347,868.90	2,548,354.41	2,896,223.31	347,868.90
04. Other Paid Absences (Non revenue vehicle operator personnel)	-	-	-	78,487.46	-	(78,487.46)	40,308.51	-	(40,308.51)	-	-	-	118,795.97	-	(118,795.97)
Vacation	-	-	-	37,720.16	-	(37,720.16)	14,654.16	-	(14,654.16)	-	-	-	52,374.32	-	(52,374.32)
Sick	-	-	-	13,304.90	-	(13,304.90)	8,702.67	-	(8,702.67)	-	-	-	22,007.57	-	(22,007.57)
Holiday	-	-	-	27,462.40	-	(27,462.40)	16,951.68	-	(16,951.68)	-	-	-	44,414.08	-	(44,414.08)
FMLA or other leave	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05. Fringe Benefits	5,126,600.95	5,198,220.65	71,619.70	784,391.38	774,361.59	(10,029.79)	161,910.30	183,503.40	21,593.09	1,101,659.61	1,276,289.21	174,629.61	7,174,562.24	7,432,374.85	257,812.61
Employment Taxes	831,897.35	898,974.03	67,076.69	119,131.16	125,078.16	5,947.00	38,636.55	46,117.60	7,481.05	199,992.76	224,049.07	24,056.31	1,189,657.82	1,294,218.86	104,561.04
Health and Welfare Expenses	2,399,320.04	2,511,655.95	112,335.91	343,592.60	349,457.58	5,864.98	111,433.76	128,848.60	17,414.83	576,809.93	625,973.79	49,163.87	3,431,156.33	3,615,935.92	184,779.59
Retirement Costs/Pension Plans	1,527,725.57	1,541,382.64	13,657.07	251,838.30	253,418.13	1,579.83	-	-	-	263,570.07	384,790.81	121,220.74	2,043,133.94	2,179,591.58	136,457.64
Workers Compensation	255,681.57	166,416.37	(89,265.19)	36,614.66	23,154.23	(13,460.43)	11,874.85	8,537.20	(3,337.64)	61,467.28	41,475.54	(19,991.73)	365,638.35	239,583.35	(126,055.00)
Other Fringe Benefits	111,976.42	79,791.65	(32,184.77)	33,214.66	23,253.49	(9,961.17)	(34.86)	180.43	215.29	(180.43)	180.43	-	144,975.80	103,045.14	(41,930.66)
5020. SERVICES	\$ 29,172.50	\$ 33,333.35	\$ 4,160.85	\$ -	\$ -	\$ -	\$ 497,564.11	\$ 405,208.30	\$ (92,355.81)	\$ 582,470.59	\$ 3,605,080.26	\$ 3,022,609.67	\$ 1,109,207.20	\$ 4,043,621.91	\$ 2,934,414.71
03. Professional and Technical Services	-	-	-	-	-	-	-	-	-	443,324.93	3,293,584.01	2,850,259.08	443,324.93	3,293,584.01	2,850,259.08
BRT Fare Collection and Security Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Audit Fees	-	-	-	-	-	-	-	-	-	65,872.00	60,000.00	(5,872.00)	65,872.00	60,000.00	(5,872.00)
Legal Fees	-	-	-	-	-	-	-	-	-	11,300.40	62,500.00	51,199.60	11,300.40	62,500.00	51,199.60
Human Resources Consulting	-	-	-	-	-	-	-	-	-	17,130.00	29,166.65	12,036.65	17,130.00	29,166.65	12,036.65
Planning and Scheduling Consulting	-	-	-	-	-	-	-	-	-	187,336.59	2,121,584.86	1,934,248.27	187,336.59	2,121,584.86	1,934,248.27
Computer Consulting	-	-	-	-	-	-	-	-	-	-	2,500.00	2,500.00	-	2,500.00	2,500.00
Advertising and Promotion	-	-	-	-	-	-	-	-	-	161,685.94	1,017,832.50	856,146.56	161,685.94	1,017,832.50	856,146.56
05. Contract Maintenance Services	-	-	-	-	-	-	497,564.11	405,208.30	(92,355.81)	61,966.58	187,500.00	125,533.42	559,530.69	592,708.30	33,177.61
Vehicle Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Computer Maintenance	-	-	-	-	-	-	-	-	-	61,966.58	187,500.00	125,533.42	61,966.58	187,500.00	125,533.42
BRT Station Maintenance	-	-	-	-	-	-	41,520.72	91,666.65	50,145.93	-	-	-	41,520.72	91,666.65	50,145.93
Building Maintenance	-	-	-	-	-	-	456,043.39	313,541.65	(142,501.74)	-	-	-	456,043.39	313,541.65	(142,501.74)
09. Other Services	29,172.50	33,333.35	4,160.85	-	-	-	-	-	-	77,179.08	123,996.25	46,817.17	106,351.58	157,329.60	50,978.02
Advertising	-	-	-	-	-	-	-	-	-	4,890.84	20,416.65	15,525.81	4,890.84	20,416.65	15,525.81
Ad commission Lottery Updates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ADA Ride	-	-	-	-	-	-	-	-	-	37,853.55	37,853.75	0.20	37,853.55	37,853.75	0.20
Drug and Alcohol Testing	11,657.50	14,583.35	2,925.85	-	-	-	-	-	-	-	-	-	11,657.50	14,583.35	2,925.85
Medical Exam Testing	17,515.00	18,750.00	1,235.00	-	-	-	-	-	-	-	-	-	17,515.00	18,750.00	1,235.00
Misc	-	-	-	-	-	-	-	-	-	34,434.69	65,725.85	31,291.16	34,434.69	65,725.85	31,291.16
5030. MATERIALS AND SUPPLIES CONSUMED	\$ 1,066,555.52	\$ 1,449,300.77	\$ 382,745.25	\$ 1,658,344.85	\$ 1,324,444.43	\$ (333,900.42)	\$ 116,603.86	\$ 110,156.30	\$ (6,447.56)	\$ 846,351.47	\$ 762,815.45	\$ (83,536.02)	\$ 3,687,855.70	\$ 3,646,716.95	\$ (41,138.75)
01. Fuel and Lubricants	777,094.73	1,233,300.77	456,206.04	60,307.55	35,319.43	(24,988.12)	-	-	-	4,462.27	-	(4,462.27)	841,864.55	1,268,620.20	426,755.65
02. Tires and Tubes	289,460.79	216,000.00	(73,460.79)	-	-	-	-	-	-	-	-	-	289,460.79	216,000.00	(73,460.79)
09. Other Materials and Supplies	-	-	-	1,598,037.30	1,289,125.00	(308,912.30)	116,603.86	110,156.30	(6,447.56)	841,889.20	762,815.45	(79,073.75)	2,556,530.36	2,162,096.75	(394,433.61)
Vehicle Equip. and Parts Supplies (inc Cares Act)	-	-	-	1,598,037.30	1,289,125.00	(308,912.30)	-	-	-	93,660.20	-	(93,660.20)	1,691,697.50	1,289,125.00	(402,572.50)
Other Equipment and Supplies	-	-	-	-	-	-	116,603.86	110,156.30	(6,447.56)	252,229.15	260,416.65	8,187.50	368,833.01	370,572.95	1,739.94
Office Equipment	-	-	-	-	-	-	-	-	-	472,085.71	485,882.95	13,797.24	472,085.71	485,882.95	13,797.24
Admin. Supplies	-	-	-	-	-	-	-	-	-	23,914.14	16,515.85	(7,398.29)	23,914.14	16,515.85	(7,398.29)
5040. UTILITIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 410,625.55	\$ 436,875.00	\$ 26,249.45	\$ 410,625.55	\$ 436,875.00	\$ 26,249.45
Telecommunication	-	-	-	-	-	-	-	-	-	144,222.21	112,500.00	(31,722.21)	144,222.21	112,500.00	(31,722.21)
Utilities	-	-	-	-	-	-	-	-	-	266,403.34	324,375.00	57,971.66	266,403.34	324,375.00	57,971.66
5050. CASUALTIES AND LIABILITY COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491,672.84	\$ 845,208.35	\$ (646,464.49)	\$ 1,491,672.84	\$ 845,208.35	\$ (646,464.49)
General Liability	-	-	-	-	-	-	-	-	-	490,860.35	456,250.00	(34,610.35)	490,860.35	456,250.00	(34,610.35)
Auto Liability	-	-	-	-	-	-	-	-	-	26,734.15	25,000.00	(1,734.15)	26,734.15	25,000.00	(1,734.15)
Physical Damage	-	-	-	-	-	-	-	-	-	1,000,627.27	260,416.65	(740,210.62)	1,000,627.27	260,416.65	(740,210.62)
All Other	-	-	-	-	-	-	-	-	-	(26,548.93)	103,541.70	130,090.63	(26,548.93)	103,541.70	130,090.63
5060. TAXES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5100. PURCHASED TRANSPORTATION SERVICE	\$ 4,167,289.69	\$ 3,609,359.33	\$ (557,930.36)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,167,289.69	\$ 3,609,359.33	\$ (557,930.36)
01. Purchased Transportation - SpecTran	3,671,824.23	3,077,576.54	(594,247.69)	-	-	-	-	-	-	-	-	-	3,671,824.23	3,077,576.54	(594,247.69)
02. Purchased Transportation VanPool	495,465.46	531,782.79	36,317.33	-	-	-	-	-	-	-	-	-	495,465.46	531,782.79	36,317.33
5090. MISCELLANEOUS EXPENSES	\$ 57,334.35	\$ 45,833.35	\$ (11,501.00)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,016.76	\$ 339,112.90	\$ 77,096.14	\$ 319,351.11	\$ 384,946.25	\$ 65,595.14
02. Travel and Meetings	-	-	-	-	-	-	-	-	-	40,933.75	64,630.80	23,697.05	40,933.75	64,630.80	23,697.05
08. Advertising/Promotion Media	-	-	-	-	-	-	-	-	-	1,137.50	17,043.75	15,906.25	1,137.50	17,043.75	15,906.25
09. Other Miscellaneous Expenses	57,334.35	45,833.35	(11,501.00)	-	-	-	-	-	-	219,945.51	257,438.35	37,492.84	277,279.86	303,271.70	25,991.84
5120. LEASES AND RENTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5900 ADA Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenses	\$ 22,190,952.32	\$ 21,956,847.88	\$ (234,104.44)	\$ 4,039,220.65	\$ 3,715,658.37	\$ (323,562.28)	\$ 1,308,702.72	\$ 1,295,018.05	\$ (13,684.68)	\$ 7,243,151.23	\$ 10,161,604.48	\$ 2,918,453.26	\$ 34,782,026.92	\$ 37,129	

GRTC Transit System Year to Date November 30, 2024

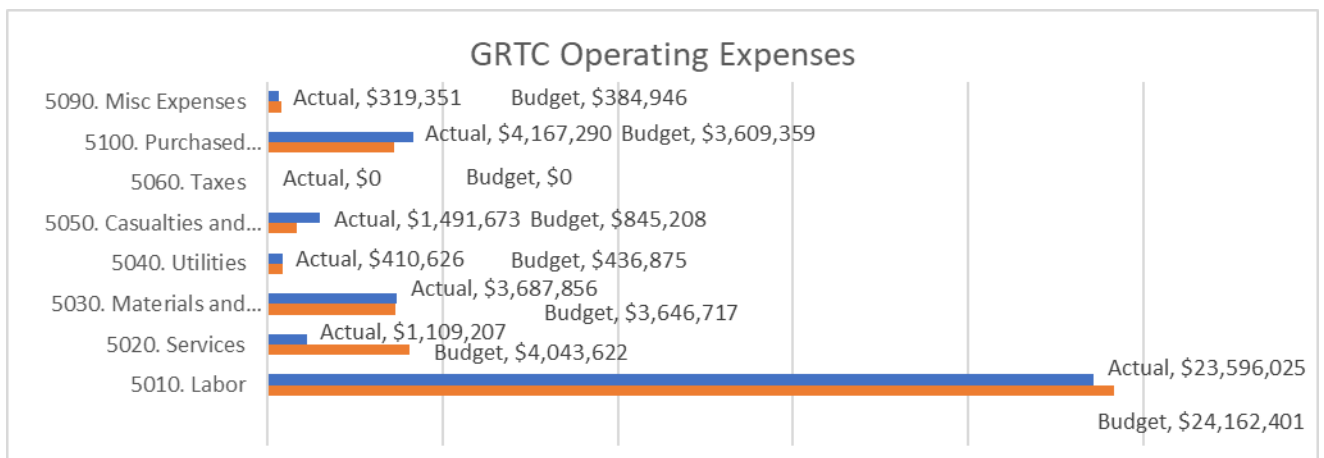
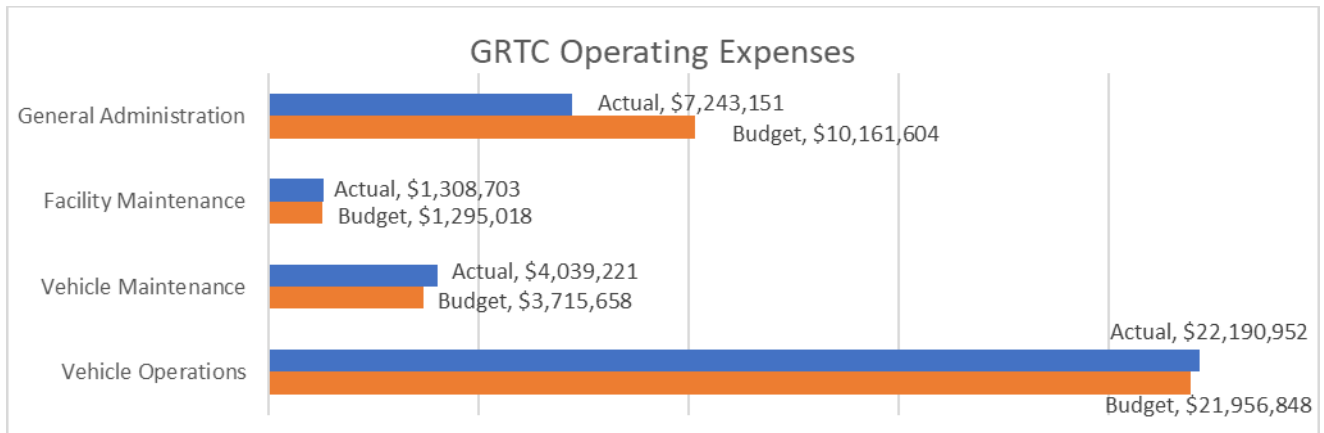
Operating Expenses

	Budget	Actual	(Over) Under	% of Budget
Vehicle Operations	\$ 21,956,847.88	\$ 22,190,952.32	\$ (234,104.44)	101.07%
Vehicle Maintenance	3,715,658.37	4,039,220.65	(323,562.28)	108.71%
Facility Maintenance	1,295,018.05	1,308,702.72	(13,684.68)	101.06%
General Administration	<u>10,161,604.48</u>	<u>7,243,151.23</u>	<u>2,918,453.26</u>	<u>71.28%</u>
Total GRTC	\$ 37,129,128.78	\$ 34,782,026.92	\$ 2,347,101.86	93.68%

	Budget	Actual	(Over) Under	% of Budget
5010. Labor	\$ 24,162,400.99	\$ 23,596,024.83	\$ 566,376.16	97.66%
5020. Services	4,043,621.91	1,109,207.20	2,934,414.71	27.43%
5030. Materials and Supplies Consumed	3,646,716.95	3,687,855.70	(41,138.75)	101.13%
5040. Utilities	436,875.00	410,625.55	26,249.45	93.99%
5050. Casualties and Liability Costs	845,208.35	1,491,672.84	(646,464.49)	176.49%
5060. Taxes	-	-	-	0.00%
5100. Purchased Transportation Service	3,609,359.33	4,167,289.69	(557,930.36)	115.46%
5090. Misc Expenses	<u>384,946.25</u>	<u>319,351.11</u>	<u>65,595.14</u>	<u>82.96%</u>
Total GRTC	\$ 37,129,128.78	\$ 34,782,026.92	\$ 2,347,101.86	93.68%

Total Fleet Service Miles	2,807,824.04	2,787,240.46
Operating Expense per Mile	\$ 13.22	\$ 12.48

Total Fleet Service Hours	242,785.53	241,776.17
Operating Expense per Hour	\$ 152.93	\$ 143.86



Operating Expenses are favorable versus budget by \$2.347M or 6.32% as a result of:

- Favorable labor expenses of \$566.376k due to higher than budgeted vacancy factor in the general and administrative groups.
- Favorable purchased services of \$2.934M due to the timing of consulting services versus budget.
- Slight unfavorable materials and supplies of \$41.139k due to timing of purchases versus budget assumptions.
- Favorable Utilities expenses of \$26.249k.
- Unfavorable casualties and liability expense of \$646.464k is due to the timing of the booking of the self-insured liability.
- Unfavorable purchased transportation services of \$0.558M due to actual demand differing from budgetary assumptions for CARE and CARE on demand services.
- Favorable Miscellaneous expense of \$65.595k due to timing of travel expense versus budget.

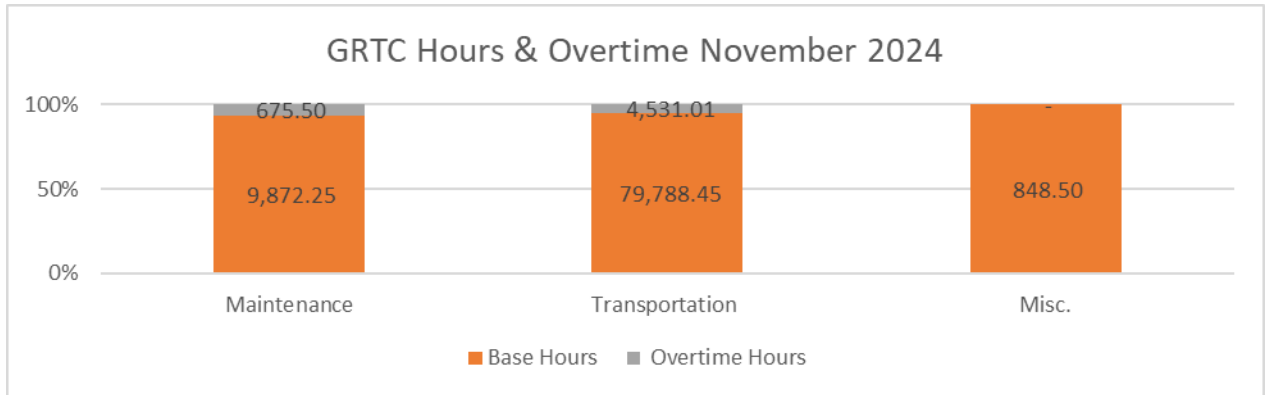
<u>Operating Expense per Mile</u>	Budget	Actual
Vehicle Operations	\$ 7.82	\$ 7.96
Vehicle Maintenance	1.32	1.45
Facility Maintenance	0.46	0.47
General Administration	3.62	2.60
Total GRTC	\$ 13.22	\$ 12.48

<u>Operating Expense per Mile</u>	Budget	Actual
5010. Labor	\$ 8.61	\$ 8.47
5020. Services	1.44	0.40
5030. Materials and Supplies Consumed	1.30	1.32
5040. Utilities	0.16	0.15
5050. Casualties and Liability Costs	0.30	0.54
5060. Taxes	-	-
5100. Purchased Transportation Service	1.29	1.50
5090. Misc Expenses	0.14	0.11
Total GRTC	\$ 13.22	\$ 12.48

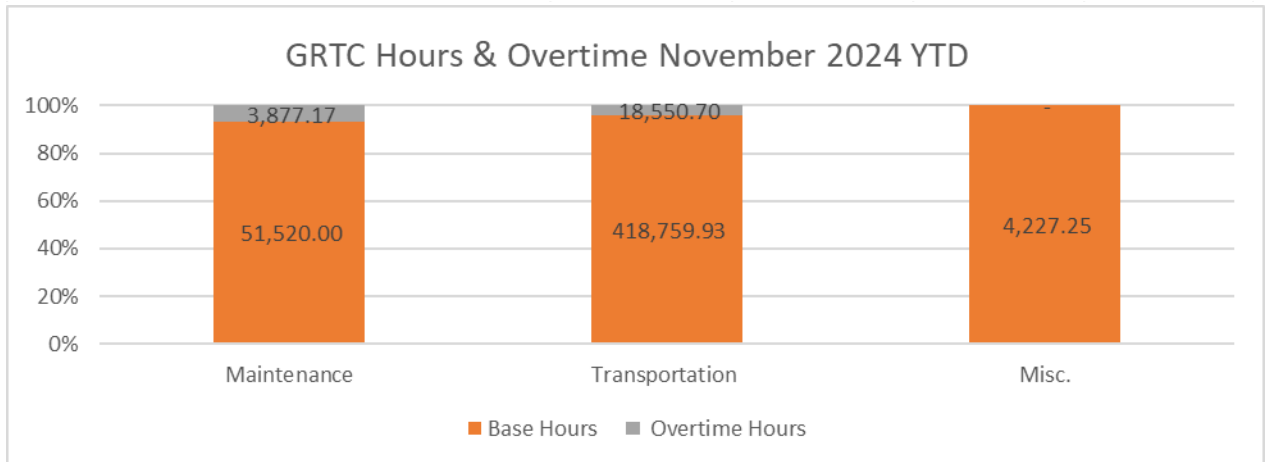
<u>Operating Expense per Hour</u>	Budget	Actual
Vehicle Operations	\$ 90.44	\$ 91.78
Vehicle Maintenance	15.30	16.71
Facility Maintenance	5.33	5.41
General Administration	41.85	29.96
Total GRTC	\$ 152.93	\$ 143.86

<u>Operating Expense per Hour</u>	Budget	Actual
5010. Labor	\$ 99.52	\$ 97.59
5020. Services	16.66	4.59
5030. Materials and Supplies Consumed	15.02	15.25
5040. Utilities	1.80	1.70
5050. Casualties and Liability Costs	3.48	6.17
5060. Taxes	-	-
5100. Purchased Transportation Service	14.87	17.24
5090. Misc Expenses	1.59	1.32
Total GRTC	\$ 152.93	\$ 143.86

GRTC Headcount @ November 30, 2024	Budget	Actual	(Over) Under	% of Budget
Equipment & Facility Maintenance	78	74	4	94.87%
Transportation	416	408	8	98.08%
Planning, Scheduling & Marketing	23	20	3	86.96%
Insurance & Safety	10	10	-	100.00%
General & Administrative	63	52	11	82.54%
Reflects Actual Total Heads (Not FTEs)	590	564	26	95.59%



GRTC Hours & Overtime (11/2/24-11/30/2024)	Total Hours	Base Hours	Overtime Hours	OT %
Maintenance	10,547.75	9,872.25	675.50	6.84%
Transportation	84,319.46	79,788.45	4,531.01	5.68%
Misc.	848.50	848.50	-	0.00%
	<u>95,715.71</u>	<u>90,509.20</u>	<u>5,206.51</u>	<u>5.75%</u>



GRTC Hours & Overtime (6/30/24-11/30/2024)	Total Hours	Base Hours	Overtime Hours	OT %
Maintenance	55,397.17	51,520.00	3,877.17	7.53%
Transportation	437,310.63	418,759.93	18,550.70	4.43%
Misc.	4,227.25	4,227.25	-	0.00%
	<u>496,935.05</u>	<u>474,507.18</u>	<u>22,427.87</u>	<u>4.73%</u>

GRTC Transit System
STATEMENT OF INCOME
BUDGET VS. ACTUAL

For the Five Months Ending November 30, 2024

	Current Month			Fav/ (Unfav)	Year To Date			Fav/ (Unfav)	FY 2025 Annual Budget
	Budget	Actual	Difference		Budget	Actual	Difference		
Operating Revenue:									
Customer Revenue - Fixed Route	\$ -	\$ -	\$ -	F	\$ -	\$ -	\$ -	F	\$ -
Pass Program Revenue	100,000	100,000	-	F	500,000	500,000	-	F	1,200,000
Charter Revenue	-	2,250	2,250	F	-	37,650	37,650	F	-
Advertising Revenue	65,000	9,900	(55,100)	U	105,000	16,605	(88,395)	U	605,000
Other Operating Revenue	-	-	-	F	-	-	-	F	-
Total Operating Revenue	\$ 165,000	\$ 112,150	\$ (52,850)	U	\$ 605,000	\$ 554,255	\$ (50,745)	U	\$ 1,805,000
Other Income:									
Ridefinders	44,384	29,337	(15,047)	U	226,356	155,680	(70,676)	U	540,000
Interest Income	56,275	86,758	30,483	F	265,457	446,453	180,996	F	500,000
Non-Transportation Income	417	5	(412)	U	2,083	205	(1,878)	U	5,000
Total Other Income	\$ 101,076	\$ 116,100	\$ 15,025	F	\$ 493,896	\$ 602,338	\$ 108,442	F	\$ 1,045,000
Operating Contributions:									
COVID Relief Acts VA2020-023	49,904	1,151,137	1,101,233	F	204,929	2,958,510	2,753,580	F	346,554
FFCRA Credit	-	-	-	F	-	-	-	F	-
Oper contrib - Federal	1,205,364	481,262	(724,102)	U	5,543,718	4,110,737	(1,432,980)	U	9,023,680
Oper contrib - State	3,017,388	2,740,653	(276,735)	U	14,926,679	13,611,094	(1,315,585)	U	37,651,002
Oper contrib - CVTA	2,045,587	2,045,587	-	F	10,227,935	10,227,935	-	F	24,547,044
Oper contrib - Richmond	757,717	865,626	107,909	F	3,788,586	4,841,011	1,052,425	F	9,092,606
Oper contrib - Henrico	363,867	363,867	-	F	1,819,336	1,819,336	-	F	4,366,407
Oper contrib - Petersburg	16,667	16,667	-	F	83,333	83,333	-	F	200,000
Oper contrib - Chesterfield	187,008	(25,645)	(212,654)	U	935,042	585,637	(349,405)	U	1,252,994
Oper Contrib Local	-	-	-	F	-	-	-	F	-
Oper contrib - GRTC Fund Balance	86,667	-	(86,667)	U	433,333	-	(433,333)	U	1,040,000
Total Operating Contributions:	\$ 7,730,169	\$ 7,639,154	\$ (91,015)	U	\$ 37,962,891	\$ 38,237,593	\$ 274,702	F	\$ 87,520,287
Net Operating Revenue	\$ 7,996,245	\$ 7,867,404	\$ (128,841)	U	\$ 39,061,787	\$ 39,394,186	\$ 332,399	F	\$ 90,370,287
Operating Expenses:									
Equipment & Facility Maintenance	1,226,135	2,313,847	1,087,712	U	6,447,714	6,323,195	(124,519)	F	15,776,609
Transportation	2,677,838	2,853,883	176,045	U	13,323,752	13,529,276	205,524	U	32,243,249
Planning, Scheduling & Marketing	829,606	141,165	(688,441)	F	3,865,804	1,043,324	(2,822,479)	F	9,381,004
Insurance and Safety	282,556	1,133,222	850,665	U	1,418,734	2,192,330	773,596	U	3,400,596
General and Administrative	1,419,658	1,261,473	(158,185)	F	7,169,547	6,336,761	(832,787)	F	17,310,026
Purchase of Service - Spectran & Van Pool	665,964	833,701	167,737	U	3,609,359	4,167,290	557,930	U	9,135,771
Operating Taxes and Licenses	258,794	248,779	(10,015)	F	1,294,219	1,189,852	(104,367)	F	3,123,032
Total Operating Expenses	\$ 7,360,551	\$ 8,786,070	\$ 1,425,519	U	\$ 37,129,129	\$ 34,782,027	\$ (2,347,102)	F	\$ 90,370,288
Change in Net Postion	\$ 635,694	\$ (918,666)	\$ (1,554,360)	U	\$ 1,932,659	\$ 4,612,159	\$ 2,679,501	F	\$ (1)
Operating Ratio	11.33%	6.64%	98.69%		10.60%	10.48%	-0.12%		
Farebox Recovery Ratio	1.49%	1.26%	-0.24%		1.49%	1.63%	0.14%		

GRTC Transit System
Balance Sheet
As of November 30, 2024

	Current Month November 30, 2024	Prior Month October 31, 2024	Prior Year End June 30, 2024
ASSETS			
Current Assets:			
Cash	\$7,654,322	\$8,808,476	\$3,362,190
Working Funds	8,272	15,081	64,522
Capital Funds	7,629,589	7,562,093	7,266,566
Accounts Receivable, net	10,930,505	7,296,973	9,659,338
Motor Bus Parts Inventory	1,287,304	2,194,148	1,037,453
Gasoline Inventory	7,123	12,484	10,821
Diesel Fuels Inventory	14,023	38,159	27,372
Lubricants Inventory	49,354	93,196	70,306
Prepayments	<u>768,080</u>	<u>1,035,234</u>	<u>374,605</u>
Total Current Assets	\$28,348,571	\$27,055,846	\$21,873,172
Tangible Property:			
Property and Equipment	191,110,397	191,042,052	189,720,996
Accumulated Depreciation	<u>(105,479,627)</u>	<u>(105,079,627)</u>	<u>(103,879,627)</u>
Net Property	\$85,630,770	\$85,962,425	\$85,841,369
Other Assets:			
Restricted Funds (LGIP)	8,492,752	8,492,752	8,492,752
Restricted Funds (CVTA Special Fund)	49,658,779	43,765,554	47,175,056
Intangible Asset - Software, net of amortization	4,936,681	4,936,681	4,240,773
Right of Use Asset	1,226,431	1,226,431	1,226,431
Deferred Outflows GASB 28	17,446,444	17,446,444	17,446,444
Deferred Outflows GASB 75	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Assets	<u>81,761,087</u>	<u>75,867,862</u>	<u>78,581,456</u>
TOTAL ASSETS	<u>\$195,740,428</u>	<u>\$188,886,132</u>	<u>\$186,295,996</u>
LIABILITIES AND CAPITAL			
Current Liabilities:			
Accounts Payable	4,433,388	6,007,885	3,651,295
Wages Payable	2,783,708	2,564,366	2,729,823
Taxes Accrued	83,936	64,828	82,878
Deferred Revenues CVTA	49,889,868	46,042,130	45,360,458
Other Current Liabilities	<u>1,206,651</u>	<u>4,905,657</u>	<u>3,017,911</u>
Total Current Liabilities	\$58,397,552	\$59,584,866	\$54,842,365
Non-current Liabilities:			
N/P City, OPEB and GASB 68	\$ 82,035,776	\$ 82,035,776	\$ 82,035,776
Reserves:			
Injuries, Loss, and Damage	<u>2,011,295</u>	<u>1,304,295</u>	<u>1,320,700</u>
Total Reserves	<u>\$2,011,295</u>	<u>\$1,304,295</u>	<u>\$1,320,700</u>
TOTAL LIABILITIES	142,444,623	142,924,937	138,198,841
Capital:			
Common Stock	50,005	50,005	50,005
Paid-In Capital	116,815,439	115,509,746	134,151,299
Fund Balance - Accumulated Depreciation	(98,204,669)	(97,804,669)	(96,204,669)
Fund Balance - GASB 68	(36,089,951)	(36,089,951)	(36,089,951)
Fund Balance	<u>70,724,981</u>	<u>64,296,064</u>	<u>46,190,471</u>
Total Capital	\$ 99,532,958	\$ 45,961,195	\$ 48,097,155
TOTAL LIABILITIES AND CAPITAL	<u>\$ 195,740,428</u>	<u>\$ 188,886,132</u>	<u>\$ 186,295,996</u>

Greater Richmond Transit Company
Cash Flow Projection
January 21, 2025

	Actual						Expected		
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Beginning Balance	\$ 3,507,441	\$ 4,709,835	\$ 2,759,740	\$ 1,084,403	\$ 3,154,919	\$ 1,638,674	\$ 1,635,285	\$ 7,612,640	\$ 8,053,930
Revenue									
Advertising & Charter Revenue				15,600	5,040	9,900			
CVTA	6,136,761			6,136,761			6,136,761		
Federal State			3,581,558			3,379,314	1,880,435	437,054	375,652
Operating Assistance	1,695,693	1,689,179	1,689,179	1,689,179	1,689,179	1,689,179	1,689,179	1,689,179	1,689,179
Capital	4,066,009	2,150,641	1,008,951	1,524,840	610,518	917,951	234,481	1,268,730	1,268,730
Zero Fare					1,000,000	209,862	2,246,020	1,050,000	1,050,000
Route Extensions								1,822,248	300,000
Local - Chesterfield	373,984	65,472	177,424	246,124			118,442	100,000	100,000
LOCAL - COR		2,322,505			2,322,355			2,273,152	
LOCAL - HNCO	1,091,602				1,091,602		1,091,602		
LOCAL - Peterburg		33,333		33,333	16,667		33,334	16,667	16,667
LOCAL -Bon Secours									
Ridefinders	32,402	27,558	40,971	57,814		29,337	35,000	35,000	35,000
Other Income	85,670	18,679	167,588	58,012	53,150	36,945			
VCU			600,000				600,000		
	\$ 13,482,120.41	\$ 6,307,367.04	\$ 7,265,671.06	\$ 9,761,662.28	\$ 6,788,510.03	\$ 6,272,487.52	\$ 14,065,252.95	\$ 8,692,029.50	\$ 4,835,228.00
Expenses									
Wages & Benefits	4,295,361	5,325,375	5,128,315	3,818,535	4,566,712	4,702,299	4,362,516	4,543,842	4,536,219
SGR / Maintenance	769,062	555,933	843,359	648,986	811,991	560,184	698,253	686,451	708,204
Materials and Supplies	209,758	421,729	94,267	176,437	182,755	164,994	208,323	208,084	172,477
Casualty & Insurance	339,373	429,815	507,594	71,464	62,600	144,757	259,267	245,916	215,266
Services	95,769	187,008	146,027	108,264	54,674	139,826	121,928	126,288	116,168
Purchased Services	26,718	68,550	765,107	1,614,276	787,746	130,844	800,000	800,000	800,000
Utilities	72,132	103,847	65,504	134,420	128,659	80,969	97,589	101,831	101,495
Travel & Training	7,582	15,976	16,400	25,646	1,391	9,189	12,697	13,550	13,146
Miscellaneous	42,619	13,414	23,369	26,891	49,514	8,143	27,325	24,776	26,670
Capital	6,421,352	1,135,813	1,351,066	1,066,226	1,658,713	334,671	1,500,000	1,500,000	1,500,000
	\$ 12,279,726.70	\$ 8,257,462.09	\$ 8,941,007.72	\$ 7,691,146.01	\$ 8,304,755.08	\$ 6,275,876.55	\$ 8,087,897.93	\$ 8,250,739.24	\$ 8,189,644.70
Cash Position	\$ 4,709,834.67	\$ 2,759,739.62	\$ 1,084,402.96	\$ 3,154,919.23	\$ 1,638,674.18	\$ 1,635,285.15	\$ 7,612,640.17	\$ 8,053,930.43	\$ 4,699,513.73

GRTC Transit System
CVTA Special Fund Quarterly Report
For the Quarter Ended December 31, 2024

Beginning Balance @ September 30, 2024 **\$ 47,398,455.45**

Receipts:

October 2, 2024 GRTC 15% Funds Distribution - Month of August 2024	\$ 2,639,793.68	
November 4, 2024 GRTC 15% Funds Distribution - Month of September 2024	\$ 2,862,122.33	
November 26, 2024 GRTC 15% Funds Distribution - Month of October 2024	\$ 2,847,177.14	
December 30, 2024 GRTC 15% Funds Distribution - Month of November 2024	\$ 2,896,830.91	
October 1, 2024 Interest Income WF Treasury Sweep September 2024	\$ 94,737.60	
October 31, 2024 Interest Income LGIP EM- October 2024	\$ 84,380.61	
October 31, 2024 October 2024 LGIP EM Share unrealized gain/(loss)	\$ (72,134.14)	
November 1, 2024 Interest Income WF Treasury Sweep October 2024	\$ 78,331.71	
November 30, 2024 Interest Income LGIP EM- November 2024	\$ 81,565.05	
November 30, 2024 November 2024 LGIP EM Share unrealized gain/(loss)	\$ 24,129.10	
December 1, 2024 Interest Income WF Treasury Sweep November 2024	\$ 83,980.74	
December 31, 2024 Interest Income LGIP EM- December 2024	\$ 81,885.66	
December 31, 2024 December 2024 LGIP EM Share unrealized gain/(loss)	<u>\$ (24,210.58)</u>	
		\$ 11,678,589.81

Uses:

Costs incurred in preparing GRTC Regional Public Transportation Plan \$ -

Costs incurred in preparing GRTC Micromobility Plan \$ -

GRTC Operating and Capital Expense

GRTC Operating Expense Qtr 2 FY2025 Draw	\$ (6,136,761.00)	
GRTC Capital Expense Qtr 2 FY2025 Local Share Draw	<u>\$ (242,918.25)</u>	
Subtotal GRTC Operating and Capital Expense		\$ (6,379,679.25)

Ending Balance @ December 31, 2024 **\$ 52,697,366.01**

Fund Balance Composition @ December 31, 2024

Unrestricted Funds	\$ -	
Restricted Funds: GRTC FY2021 Regional Public Transportation Plan preparation	\$ 22,250.69	
Restricted Funds: GRTC FY2022 Regional Public Transportation Plan preparation	\$ 200,000.00	
Restricted Funds: GRTC FY2022 Regional On Demand Micromobility Study	\$ -	
Restricted Funds: GRTC FY2023 Regional Public Transportation Plan preparation	\$ 200,000.00	
Restricted Funds: GRTC FY2023 On Demand Micromobility Study	\$ 99,312.65	
Restricted Funds: GRTC FY2024 Regional Public Transportation Plan preparation	\$ 125,000.00	
Restricted Funds: GRTC FY2024 On Demand Micromobility Study	\$ 125,000.00	
Restricted Funds: GRTC FY2025/FY2026 GRTC Operating and Capital Expenses	<u>\$ 51,925,802.67</u>	
	<u>\$ 52,697,366.01</u>	

CVTA Funds:

Balance @ December 31, 2024 in Wells Fargo	\$ 100,000.00	
Balance @ December 31, 2024 in Wells Fargo Treasury Sweep	\$ 28,304,902.43	
Balance @ December 31, 2024 in LGIP EM	<u>\$ 24,292,463.58</u>	
	<u>\$ 52,697,366.01</u>	

Wells Fargo Balance at December 31, 2024 **\$ 28,404,902.43**

Restricted Funds: GRTC FY2021 Regional Public Transportation Plan preparation	\$ 22,250.69	
Restricted Funds: GRTC FY2022 Regional Public Transportation Plan preparation	\$ 200,000.00	
Restricted Funds: GRTC FY2022 Regional On Demand Micromobility Study	\$ -	
Restricted Funds: GRTC FY2023 Regional Public Transportation Plan preparation	\$ 200,000.00	
Restricted Funds: GRTC FY2023 On Demand Micromobility Study	\$ 99,312.65	
Restricted Funds: GRTC FY2024 Regional Public Transportation Plan preparation	\$ 125,000.00	
Restricted Funds: GRTC FY2024 On Demand Micromobility Study	\$ 125,000.00	
Surplus - Available for Investment - Treasury Sweep or LGIP	<u>\$ 27,633,339.09</u>	



Meeting Date: January 21, 2025
Information Item: Recent and Upcoming Procurements

BACKGROUND:

The Board Chair is authorized to sign contracts on behalf of the full GRTC Board for contracts valued over \$50,000 and under \$100,000. Any contract signed by the Board Chair shall be reported at the next full Board Meeting.

The Procurement Department maintains a rolling list of upcoming procurement items anticipated for the coming year. At least three months prior to initiation of the procurement process, staff will update the Board prior to releasing requests for proposals, quotes, invitations for bids, or other methods of procurement.

The Recent and Upcoming Procurement report ensures full transparency in contracting.

This month there were no procurements approved by GRTC’s board chair falling below the \$100,000 threshold requiring majority approval by GRTC’s Board of Directors but above the CEO’s authority of \$50,000.

CURRENT STATUS:

Upcoming Procurements

TITLE	DEPT	BUDGET	ANTICIPATED AWARD DATE	INCLUDED IN BUDGET (YES/NO)	GRANT STATUS (EXISTING/PENDING/PLANNED)
General Printing Services	Marketing	TBD	Summer 2025	Y	Planned
Occupational Health Services	Human Resources	\$225,000	Q1-2025	Y	Ready
Hastus Training for Schedulers	Planning	\$91,000	2025	TBD	Pending
Paratransit Parts	Maintenance	\$300,000	FY-2025	Y	Planned
Motorized Entrance Gates	Risk Management	\$500,000	Q3-2025	Y	Planned
Fleet Fixed Route Passenger Awareness Monitor	IT	\$750,000	Summer 2025	Y	Existing
BRT Station Real Time Passenger Information Upgrade	IT	\$1,560,000	Q2-2025	Y	Pending

Conference Room Redesign Project	IT	\$100,000	Q1-2025	Y	Ready
ERP Implementation Services	IT	\$1,500,000	Spring 2025	Y	Pending
Refuse Collection Services	Facilities	\$150,000	Fall 2024	Y	Ready
ESRI License Expansion Services	Planning	\$45,000	Q1 - 2025	Y	Ready
GRTC Facility Furniture	Capital Improvement	\$450,000	Q1 2025	Y	Planned
Reclaim Pump for Bus Wash	Facilities	\$62,150	Jan 2025	Y	Ready
Radios for Fleet Vehicles	IT	\$181,600	Q1-2025	Y	Ready
Operator Barrier Shields	Maintenance	\$100,000	Q1-2025	Y	Ready

Ready	Project approved and funds are available.
Existing	Project approved and funds to be applied to federal grant.
Pending	Awaiting approval of funds.
Planned	Project is in planning phase and funding to be applied for in future.



Meeting Date: January 21, 2025
Information Item: Proposed FY2026 Annual Operating & Capital Budget Briefing

Mr. Zinzarella will give a brief presentation on the Proposed FY26 Annual Operating & Capital Budget Briefing.

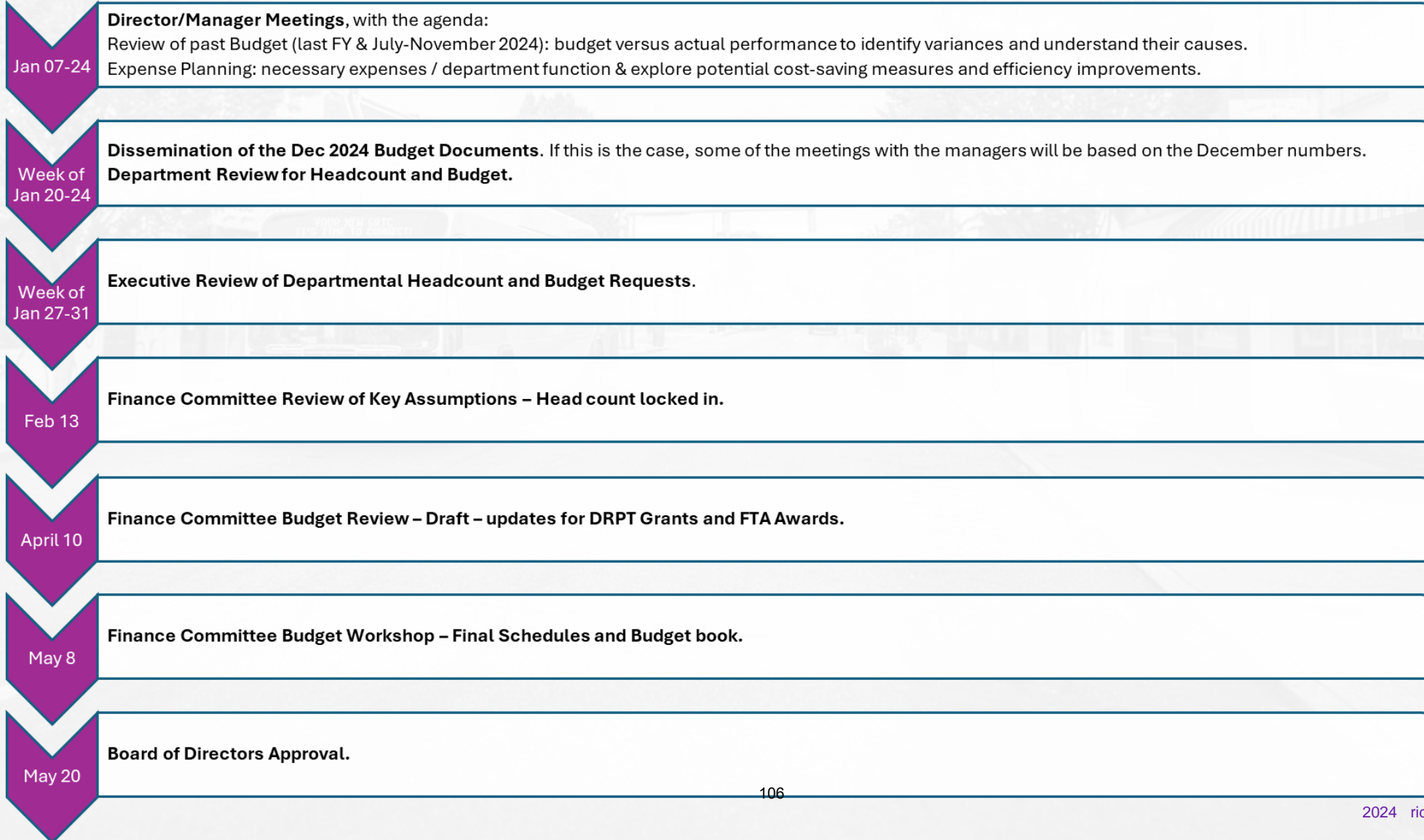


Proposed FY2026 Annual Operating & Capital Budget Briefing

John Zinzarella - January 20, 2025 Board of Directors Meeting

FY2026 Proposed Baseline Budget

Timeline of Key Events



FY2026 Proposed Baseline Budget Operating Expense Assumptions

- Collective Bargaining Unit
 - Current contract through September 30,2026
 - Q1 FY2026 top wage rate \$32.91
 - Q2 – Q4 FY2026 top wage rate \$34.06 } 3.5% Increase
 - FY 2026 Projected staffing levels:
 - Transportation: (15 CBU position increase)
 - 340 fixed route operators vs 325 FY2025 fixed route operators
 - 30 micro transit operators vs 30 FY2025 micro transit operators
 - 26 PT operators vs 22 FY2025 PT operators
 - 383 FTEs vs 366 FTEs

FY2026 Proposed Baseline Budget Operating Expense Assumptions

- Collective Bargaining Unit
 - FY 2026 Projected staffing levels:
 - Maintenance: (2 CBU position increase)
 - 54 mechanics vs 52 FY2025 mechanics
- Non CBU Headcount:
 - Update at February 13, 2025 Finance Committee Meeting

FY2026 Proposed Baseline Budget Operating Expense Assumptions

- FY2026 Revenue Miles Projection 7,059,809 miles (preliminary estimate)
- FY2025 Revenue Miles Projection 7,084,866 miles (FY25 Trend 6.75M miles)
- FY2024 Revenue Miles Projection 6,064,870 miles

- FY2026 Revenue Hours Projection 611,034 (preliminary estimate)
- FY2025 Revenue Hours Projection 610,765 hours (FY25 Trend 584.5k hours)
- FY2024 Revenue Hours Projection 542,260 hours

FY2026 Proposed Baseline Budget Operating Expense Assumptions

- Medical Benefits premiums increasing 4.65% due to claims experience and maintaining same contribution allocation between GRTC and employee

	Existing			March 2025 - February 2026		
	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP
Employee Only	\$1,399.65	\$849.56	\$120,000	\$1,464.70	\$889.07	\$182,400
Employee + Child(ren)	\$2,386.34	\$1,446.41	\$50,700	\$2,497.22	\$1,513.66	\$66,300
Employee + Spouse	\$2,705.32	\$1,642.13	\$39,000	\$2,831.04	\$1,718.50	\$50,700
Employee + Family	\$4,249.62	\$2,579.56	\$39,000	\$4,447.10	\$2,699.52	\$50,700
Monthly Premium	\$589,232	\$144,038	\$20,725	\$616,615	\$150,736	\$29,175
Annual Premium	\$7,070,784	\$1,728,456	\$248,700	\$7,399,380	\$1,808,832	\$350,100
Combined Annual Premium	\$8,799,240		\$248,700	\$9,208,212		\$350,100
	% Change		4.65%	40.77%		
	\$ Change		\$408,972	\$ 101,400		

	Existing			March 2025 - February 2026		
	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP
Employee Only	15.0%	0.0%	\$2,400.00	15.0%	0.0%	\$2,400.00
Employee + Child(ren)	15.0%	10.0%	\$3,900.00	15.0%	10.0%	\$3,900.00
Employee + Spouse	15.0%	10.0%	\$3,900.00	15.0%	10.0%	\$3,900.00
Employee + Family	15.0%	10.0%	\$3,900.00	15.0%	10.0%	\$3,900.00
	Existing			March 2025 - February 2026		
	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP	Cigna OAP National Network	Cigna CDWP	GRTC HSA Funding for CDWP
Employee Only	166	50	\$120,000	170	76	\$182,400
Employee + Child(ren)	52	13	\$50,700	52	17	\$66,300
Employee + Spouse	36	10	\$39,000	40	13	\$50,700
Employee + Family	31	10	\$39,000	28	13	\$50,700
Total	285	83	\$248,700	290	119	\$350,100

FY2026 Proposed Baseline Budget Operating Revenue Assumptions

- Zero Fare continues through June 30, 2026
- DRPT Zero Fare Grant
 - \$1.2M VCU Contribution
 - \$5.5M Zero Fare Contributions – To be determined
- DRPT Operating Contribution \$23.108M for FY2026 (30% of FY2024 Operating Expense \$86.99M less \$9.965M Depreciation)
- CVTA FY2026
 - Operating Contribution – based approved RPTP \$26.234M
 - Studies – 2025 RPTP, Micro Transit \$0.100M
 - Capital - local share match funding **\$1.000M (estimate)**

FY2026 Proposed Baseline Budget

Operating Revenue Assumptions

- Operating Contributions – City of Richmond, Henrico and Chesterfield Counties
- Assumption of 1.70% CPI-U indexing (growth as of December 2024 vs February 2024 CPI-U index) in compliance with Code of Virginia § 33.2-3712. “Continued responsibilities for local transit funding”
- Increase in Operating Contributions of \$236,601

FY2026 Proposed Baseline Budget Operating Revenue Assumptions

CPI for All Urban Consumers (CPI-U) Original Data Value

Series Id: CUUR0000SA0
 Not Seasonally Adjusted
 Series Title: All items in U.S. city average, all urban consumers,
 Area: U.S. city average
 Item: All items
 Base Period: 1982-84=100
 Years: 2013 to 2023

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	HALF1	HALF2
2019	251.712	252.776	254.202	255.548	256.092	256.143	256.571	256.558	256.759	257.346	257.208	256.974	254.412	256.903
	0.19%	0.42%	0.56%	0.53%	0.21%	0.02%	0.17%	-0.01%	0.08%	0.23%	-0.05%	-0.09%		
2020	257.971	258.678	258.115	256.389	256.394	257.797	259.101	259.918	260.280	260.388	260.229	260.474	257.557	260.065
	0.39%	0.27%	-0.22%	-0.67%	0.00%	0.55%	0.51%	0.32%	0.14%	0.04%	-0.06%	0.09%		
2021	261.582	263.014	264.877	267.054	269.195	271.696	273.003	273.567	274.310	276.589	277.948	278.802	266.236	275.703
	0.43%	0.55%	0.71%	0.82%	0.80%	0.93%	0.48%	0.21%	0.27%	0.83%	0.49%	0.31%		
2022	281.148	283.716	287.504	289.109	292.296	296.311	296.276	296.171	296.808	298.012	297.711	296.797	288.347	296.963
	0.84%	0.91%	1.34%	0.56%	1.10%	1.37%	-0.01%	-0.04%	0.22%	0.41%	-0.10%	-0.31%		
2023	299.170	300.840	301.836	303.363	304.127	305.109	305.691	307.026	307.789	307.671	307.051	306.746	302.408	
	0.80%	0.56%	0.33%	0.51%	0.25%	0.32%	0.19%	0.44%	0.25%	-0.04%	-0.20%	-0.10%		
2024	308.417	310.326	312.332	313.548	314.069	314.175	314.54	314.796	315.301	315.664	315.493	315.605		
Change per month	0.54%	0.62%	0.65%	0.39%	0.17%	0.03%	0.12%	0.08%	0.16%	0.12%	-0.05%	0.04%		

Actual Change Feb 2024 to Dec 2024 1.70%

FY2026 Operating Budget will utilize December 2024 vs February 2024 to determine local operating contributions

Historical CPI-U Adjustments	
June 2021 - June 2022	9.06% Fiscal 2023 Adjustment
June 2022 - February 2023	1.53% Fiscal 2024 Adjustment
February 2023 - February 2024	3.15% Fiscal 2025 Adjustment

FY2026 Proposed Baseline Budget

Operating Revenue Assumptions

<u>City of Richmond</u>	Operating	Capital	Total
City of Richmond FY2019/20 Appropriation	\$ 15,915,367.00	\$ 344,493.00	\$ 16,259,860.00
50% of FY 2019/20 Appropriation	\$ 7,957,683.50	\$ 172,246.50	\$ 8,129,930.00
CPI -U Index Adjustment June 2021 to June 2022 Actual	9.10%	9.10%	
CPI- Adjustment	<u>\$ 724,149.20</u>	<u>\$ 15,674.43</u>	<u>\$ 739,823.63</u>
City of Richmond FY2022/23 Commitment per VA 33.2-3712	\$ 8,681,832.70	\$ 187,920.93	\$ 8,869,753.63
CPI-U Index Adjustment June 2022 to February 2023 Actual	1.53%	1.53%	
CPI- Adjustment	<u>\$ 132,832.04</u>	<u>\$ 2,875.19</u>	<u>\$ 135,707.23</u>
City of Richmond FY2023/24 Commitment per VA 33.2-3712	<u>\$ 8,814,664.74</u>	<u>\$ 190,796.12</u>	<u>\$ 9,005,460.86</u>
CPI-U Index Adjustment February 2023 to February 2024 Actual	3.15%	3.15%	
CPI- Adjustment	<u>\$ 277,941.46</u>	<u>\$ 6,016.13</u>	<u>\$ 283,957.59</u>
City of Richmond FY2024/25 Commitment per VA 33.2-3712	<u>\$ 9,092,606.20</u>	<u>\$ 196,812.25</u>	<u>\$ 9,289,418.45</u>
CPI-U Index Adjustment February 2024 to December 2024 Actual	1.70%	1.70%	
CPI- Adjustment	<u>\$ 154,574.31</u>	<u>\$ 3,345.81</u>	<u>\$ 157,920.11</u>
City of Richmond FY2025/26 Commitment per VA 33.2-3712	<u>\$ 9,247,180.51</u>	<u>\$ 200,158.06</u>	<u>\$ 9,447,338.57</u>

FY2026 Proposed Baseline Budget

Operating Revenue Assumptions

<u>County of Henrico</u>	Operating	Capital	Total
County of Henrico FY2019/20 Appropriation	\$ 7,642,800.00	\$ -	\$ 7,642,800.00
50% of FY 2019/20 Appropriation	\$ 3,821,400.00	\$ -	\$ 3,821,400.00
CPI -U Index Adjustment June 2021 to June 2022 Actual	9.10%	9.10%	
CPI- Adjustment	<u>\$ 347,747.40</u>	<u>\$ -</u>	<u>\$ 347,747.40</u>
County of Henrico FY2022/23 Commitment per VA 33.2-3712	\$ 4,169,147.40	\$ -	\$ 4,169,147.40
CPI-U Index Adjustment June 2022 to February 2023 Actual	1.53%	1.53%	
CPI- Adjustment	<u>\$ 63,787.96</u>	<u>\$ -</u>	<u>\$ 63,787.96</u>
County of Henrico FY2023/24 Commitment per VA 33.2-3712	\$ 4,232,935.36	\$ -	\$ 4,232,935.36
CPI-U Index Adjustment February 2023 to February 2024 Actual	3.15%	3.15%	
CPI- Adjustment	<u>\$ 133,471.70</u>	<u>\$ -</u>	<u>\$ 133,471.70</u>
County of Henrico FY2024/25 Commitment per VA 33.2-3712	\$ 4,366,407.05	\$ -	\$ 4,366,407.05
CPI-U Index Adjustment February 2024 to December 2024 Actual	1.70%	1.70%	
CPI- Adjustment	<u>\$ 74,228.92</u>	<u>\$ -</u>	<u>\$ 74,228.92</u>
County of Henrico FY2025/26 Commitment per VA 33.2-3712	\$ 4,440,635.97	\$ -	\$ 4,440,635.97

FY2026 Proposed Baseline Budget

Operating Revenue Assumptions

<u>County of Chesterfield</u>	Operating	Capital	Total
County of Chesterfield FY2019/20 Appropriation	\$ 458,400.00	\$ -	\$ 458,400.00
50% of FY 2019/20 Appropriation	\$ 229,200.00	\$ -	\$ 229,200.00
CPI -U Index Adjustment June 2021 to June 2022 Actual	9.10%	9.10%	
CPI- Adjustment	\$ 20,857.20	\$ -	\$ 20,857.20
County of Chesterfield FY2022/23 Commitment per VA 33.2-3712	\$ 250,057.20	\$ -	\$ 250,057.20
CPI-U Index Adjustment June 2022 to February 2023 Actual	1.53%	1.53%	
CPI- Adjustment	\$ 3,825.88	\$ -	\$ 3,825.88
County of Chesterfield FY2023/24 Commitment per VA 33.2-3712	\$ 253,883.08	\$ -	\$ 253,883.08
CPI-U Index Adjustment February 2023 to February 2024 Actual	3.15%	3.15%	
CPI- Adjustment	\$ 8,005.37	\$ -	\$ 8,005.37
County of Chesterfield FY2024/25 Commitment per VA 33.2-3712	\$ 261,888.44	\$ -	\$ 261,888.44
CPI-U Index Adjustment February 2024 to December 2024 Actual	1.70%	1.70%	
CPI- Adjustment	\$ 4,452.10	\$ -	\$ 4,452.10
County of Chesterfield FY2025/26 Commitment per VA 33.2-3712	\$ 266,340.55	\$ -	\$ 266,340.55

FY2026 Proposed Baseline Budget

Proposed Capital Plan

- DRPT Grant Applications are due February 1, 2025
 - GRTC plans to submit the following capital requests for DRPT Grant consideration: