



**Meeting Date:** April 21, 2026  
**Consent Agenda:** FY2027 Regional Public Transportation Plan

**BACKGROUND:**

In the Spring of 2020, the Virginia General Assembly passed House Bill 1541, which created the Central Virginia Transportation Authority (CVTA) and enacted dedicated sales and fuel taxes to support transportation improvements within the Greater Richmond Region (Planning District 15). The legislation includes a provision that 15% of the new revenues from the CVTA should be directed to public transportation through GRTC. The legislation directs GRTC to develop, in collaboration with the Richmond Regional Transportation Planning Organization (RRTPO), a regional public transportation plan for Planning District 15.

“The GRTC shall develop a plan for regional public transportation within Planning District 15 in collaboration with the Richmond Regional Transportation Planning Organization in conformance with the guidelines required by §33.2-286.”

The plan is an annual requirement that identifies how GRTC plans to spend CVTA funds in the upcoming fiscal year. The FY2027 plan addresses the following priorities.

- Ensure the stability and maintenance of transit operations.
  - Restore service levels.
- Prioritize capital requirements to maintain assets in good repair and provide targeted rider and business efficiencies and improvements.
- Advance planning studies for operational and capital mobility priorities and needs in the RVA region.

In FY2026, GRTC focused on low performing route replacement with microtransit zones. Table 1 below summarizes the FY2026 service priorities.

**Table 1: FY2026 Service Priorities**

FY2026 Service Priorities		
Route/Service	Change	Funding Source
Route 56	Eliminated – Replaced with microtransit	-
Route 88	Eliminated – Replaced with microtransit	-
Broad Rock-Cherry Gardens Microtransit	New Service (Replaced 88)	Route Replacement
Sandston Microtransit	Expansion (Replaced 56)	TRIP – DRPT/Route Replacement

For FY2027, GRTC coordinated with PlanRVA and its regional partners to review the priorities for the fiscal year, which primarily are to maintain current service levels.

GRTC's proposed FY2027 operational expenses are \$96 million, and its proposed capital plan expenses are \$86 million. The operational and capital costs will be funded through revenues from federal, state, local, and self-generated sources. Table 3 below summarizes the GRTC FY2027 funding request from the CVTA.

Table 3: FY2027 GRTC Funding Request

FY2027 Budget Needs	
Category	Total
Maintenance of Transit Operations	\$31.2M
Capital/Grant Matches	\$2M

### **FY2027 CVTA TRANSIT FUNDING**

GRTC continues the practice of utilizing funds accrued in the prior year for the next fiscal year's operations. The estimated total CVTA transit funding to be accrued by June 30, 2026, is \$35.1 million based on VDOT projections. Of that total, GRTC will spend \$33.2M on the FY2027 budget expenses. GRTC recommends restricting the \$2 million difference in funds to a restricted reserve for future use. The projected total CVTA transit funds GRTC would receive in FY2027 are \$36.3 million, of which the entire amount would be placed in the FY2027 reserve.

### **RECOMMENDATION:**

Staff recommends that the Board of Directors approve the GRTC FY2027 Regional Public Transportation Plan to spend \$33.2M on maintenance of transit operations and capital/grant matches and place the accrued balance and FY2027 distributions into a restricted reserve for future approval.

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Ellen Robertson, Secretary  
GRTC Board of Directors

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Date