

REVISED GRTC BOARD PACKET

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. October 27, 2026, 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://www.youtube.com/@ridegrtc>.

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Meeting Date: October 27, 2026

Board of Directors: GRTC Shareholders Meeting Update

UPDATE:

The Annual meeting of GRTC Shareholders was held on October 21, 2026. The following were appointed to the GRTC Board of Directors:

Odie Donald (City of Richmond)
Nicole Jones (City of Richmond)
Ellen Robertson (City of Richmond)

Dave Anderson (County of Chesterfield)
Jim Ingle (County of Chesterfield)
Barb Smith (County of Chesterfield)

Terrell Hughes (County of Henrico)
Tyrone Nelson (County of Henrico)
Daniel Schmitt (County of Henrico)



Meeting Date: October 27, 2026
Board of Directors: GRTC Election of Board Officers

UPDATE:

The GRTC Board of Directors will nominate and elect new Board Officers.

**MINUTES
SEPTEMBER 15, 2026
GRTC BOARD OF DIRECTORS
BOARD MEETING/RETREAT**

Members Present: Tyrone E. Nelson, Chair, Henrico County
Jim Ingle, Vice Chair, Chesterfield County
Ellen Robertson, City of Richmond
Dave Anderson, Chesterfield County
Odie Donald, City of Richmond
Nicole Jones, City of Richmond
Dan Schmitt, Henrico County
Barb Smith, Chesterfield County

Members Absent: Terrell Hughes, Henrico County

Others Present: Neil Gibson, General Counsel
Sheryl Adams, Chief Executive Officer
Adrienne Torres, Chief of Staff
John Zinzarella, Chief Administrative Financial Officer
Kevin Hernandez, Chief Operating Officer
Anthony Carter, Director of Safety & Security
Joe Dillard, Director of Government & External Affairs
Dexter Hurt, Director of Information Systems
Tonya Thompson, Director of Procurement
Lora Toothman, Director of Capital Construction and Facility Improvement
Ashley Potter, Communications Manager
Patricia Robinson, Assistant Director of Planning & Scheduling
Janice Witt, Executive Assistant
Chat Parsons, CVTA
Scudder Wagg, Jarrett Walker & Associates
Kayla Sky, Richmond Citizen

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 September 15, 2026, by Chairman Tyrone 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=PX9ZXNbVMOI>.

II. Public Comments

The public notice, meeting agenda, and agenda attachments for this September 15, 2026 meeting of the Boards of GRTC, RideFinders, and Old Dominion Transit Management Company were posted at rideGRTC.com.

There were no written public comments and one in-person comment.

Kayla Sky, Richmond Citizen (In-Person)

Morning. I'm here today to share a comment about the challenges and may I begin with prayer for those injured in the most recent bus accident which happened at the transfer plaza. Father, may we have a moment of silence. All my life I have to fight now I cast down my burdens God's presence employs us to walk a mile in someone else's shoes. May you find empathy knowing your feet will hurt

too explicitly and deeper in spirit and in truth and our travels we must question when we will enjoy the opportune right to ride as a community. Please provide an adequate GRTC bus stop between Adams and Third Street. Life is surely a journey, may God watch over us and lead us safely in our destinations. Thank you.

III. Approval of August 18, 2026 Board Meeting Minutes

Mr. Anderson motioned to approve the August 18, 2026 Board Meeting minutes. Ms. Jones seconded, and the motion carried unanimously.

IV. Action Items

- A. FY27-FY30 TAM Plan – Ms. Toothman presented the updated Transit Asset Management (TAM) Plan, which outlines asset management, replacement planning, and maintenance of a state of good repair. The required four-year update includes reviewing the asset inventory, assessing facility and fleet conditions, forecasting future needs, prioritizing investments, and updating performance targets. Ms. Toothman noted that annual monitoring supports implementation of the plan. Staff requested authorization for the CEO to sign the updated plan for submission to the appropriate planning organization and the Federal Transit Administration (FTA). Ms. Robertson motioned to approve the updated TAM Plan. Ms. Jones seconded, and the motion carried unanimously.
- B. Change Order – Modeling N/S BRT – Staff requested ratification of a change order for North-South BRT ridership modeling to support the SMART SCALE application submitted on August 3. Following direction from state transportation agencies in June, staff authorized the project consultant to conduct FTA's STOPS ridership modeling within approximately one month, compared with the typical minimum of four months. The modeling was completed and included in the applications and will support ongoing project development. Ms. Smith motioned to ratify staff's action by executing a change order to Kimley-Horn to develop a STOPS ridership model for a not-to-exceed cost of \$105,607. Ms. Jones seconded, and the motion carried unanimously.
- C. Resolution of Support 5339(b) – Downtown Transfer Station – Ms. Toothman presented a request to apply for FTA Section 5339(b) funding to develop a permanent Downtown Transfer Hub to improve passenger amenities, operations, accessibility, safety, and transit connections. Ms. Robertson moved to authorize the application and allow the CEO or designee to execute documents necessary to apply for and administer any resulting grant award. Mr. Schmitt seconded the motion, which carried unanimously.
- D. Resolution of Support 5339(c) – LONO Support – Bus Replacement – Staff requested authorization to apply for FTA Bus and Bus Facilities and Low or No Emission grant funding to replace buses programmed for FY2028 and FY2029 and authorize the CEO to execute documents necessary to apply for and administer any resulting awards. Ms. Smith moved to approve the request. Mr. Ingle supported approval with an amendment to include the backup fueling station, which carried unanimously.
- E. Employee Shuttle Non-Revenue Vans – Mr. Hernandez requested authorization for the CEO to approve the purchase of five new employee shuttle vehicles from ABC Companies through the Georgia State contract. The vehicles would replace retired transit vehicles used for shuttle service seven days a week, with anticipated maintenance savings of approximately \$20,000 annually. Ms. Jones motioned to approve the request, Mr. Anderson seconded, and the motion carried unanimously.
- F. Uniform Rental Services – Mr. Hernandez reported that GRTC is required under its partner agreement to provide uniform cleaning and rental services for the fleet maintenance team. Following a competitive bidding process to replace the expiring contract, UniFirst Cooration for Uniform Rental and Facility Services was selected in the amount not to exceed \$108,838.68, including the authority to exercise available option periods when determined to be in GRTC's best interest. Mr. Donald motioned to approve staff's request. Ms. Jones seconded, and the motion carried unanimously.

V. Board Retreat

Regional Funding and Service

Staff reviewed GRTC's recent accomplishments and identified access, reliable service, regional mobility, financial sustainability, delivery of approved projects, and transparent investment decisions as continuing priorities.

The Central Virginia Transportation Authority (CVTA) executive director described its funding structure: 50% of revenue is distributed to localities, 35% supports regional projects, and 15% is dedicated to regional public transportation through GRTC. Board discussion addressed how transit benefits all nine jurisdictions, including areas where fixed-route service is less practical, and the need to sustain services as pilot programs end.

Ridership and Future Service

A consultant reviewed service investments since 2020, including more frequent service, route extensions, and microtransit zones. The presentation reported that ridership has grown faster than service hours and that regional access to jobs by transit has improved. Members discussed the value of frequent service, capacity on busy routes, and transit needs in growing areas.

The proposed five-year regional transportation planning work includes consultation with jurisdictions and evaluation of future service scenarios. An unconstrained network reflecting regional priorities was described as requiring approximately 45% more service, with a substantial increase in operating costs. The Board discussed the balance between expanding geographic coverage and providing frequent service where demand is strongest. **No service expansion scenario was adopted during the retreat.**

Capital Projects and Finances

Staff gave updates on the North–South and Western BRT projects, transit-oriented development planning, the downtown transfer hub, the 325 Belt Boulevard site, articulated buses, and bus stop and station improvements.

The financial discussion described a planning outlook that grows from an approximately **\$101 million FY 2027 operating budget to \$118 million by 2030, assuming only inflationary increases.** Staff noted that grant awards and other potential revenue sources were not assumed in the conservative projections presented.

Members also discussed a proposed framework for evaluating future investments using regional connectivity, jurisdictional benefit, demand, service need and equity, and the role of a proposed service in the network. Staff will refine the framework based on feedback and bring it to the Development Committee.

Next Steps

- Continue regional consultation and refine service scenarios and the investment framework.
- Develop FY 2028 operating and capital requests and service-hour projections.
- Share information with jurisdictions for their budget planning as pilot programs approach completion.

- Bring grant resolutions and budget materials to the Board according to the budget schedule presented, with budget adoption anticipated by May.

VI. Adjourn

There being no further business, the meeting adjourned at 10:50AM.

APPROVED:

Tyrone E. Nelson, Chair
GRTC Board of Directors

Date



Meeting Date: October 27, 2026
Consent Agenda: BRT Real-Time Information Digital Signs

BACKGROUND:

The GRTC Pulse Bus Rapid Transit (BRT) system represents the Richmond region's most significant transit infrastructure investment in decades. Designed to provide faster, more reliable, and more accessible transit service, Pulse has transformed mobility along the Broad Street corridor and serves as the foundation for future regional transit expansion.

GRTC initiated an initiative to modernize GRTC Pulse BRT stations by replacing static signage and printed passenger information with intelligent digital display kiosks that provide real-time, dynamic customer communications. Building upon the success of the Pulse station network, this project transforms stations from passive information points into connected customer engagement platforms.

HIGHLIGHTS:

- Staff issued a Request for Proposals on Jul 7, 2026. Proposals were received from 4 firms. The evaluation committee identified ETA Phi Systems, Inc. as the highest-ranked proposer. ETA's Best and Final offer is \$1,490,937.38 for project implementation and deployment services. The contract term is to be five (5) years from the date of Notice to Proceed.
- The proposed initiative provides messaging features such as:
 - Real-time bus arrival and departure information
 - Service alerts, detours, and disruptions
 - Emergency and public safety messaging
 - Weather advisories and operational impacts
 - Accessibility enhancements including visual and audio announcements
 - Community information and rider education content
 - Future integration with QR codes, trip planning, and mobile applications
- This initiative converts BRT stations from static infrastructure into intelligent customer communication hubs, improving the rider experience, strengthening safety and operational responsiveness, and positioning GRTC as a leader in innovative and customer-focused public transportation.
- This purchase will be funded with federal, state, and local funds.

Federal (28%)	State (68%)	Local (4%)
\$ 417,462.47	\$ 1,013,837.42	\$ 59,637.49

RECOMMENDATION:

That the Board of Directors authorize the CEO to contract with ETA Phi Systems, Inc. to implement and deliver the BRT Display Sign project for a not-to-exceed price of \$1,490,937.38.

Ellen Robertson, Secretary
GRTC Board of Directors

Date

Meeting Date: October 27, 2026

Consent Agenda: Swiftly Software On-Time Performance & Run Time Renewal

BACKGROUND:

GRTC is dedicated to enhancing service reliability, performance monitoring, and operational efficiency through targeted technology investments. Accurate measurement of on-time performance (OTP) and optimized run times are essential to ensure schedule compliance, maintain customer satisfaction, and support effective resource allocation. In 2025, GRTC implemented Swiftly Software's advanced analytical tools to promote data-driven service planning and improve operational efficiency.

Swiftly, Inc. is a nationally recognized provider of real-time transit data platforms, delivering an integrated suite of modules designed to enhance performance tracking, service planning, and rider communication.

GRTC seeks to procure an annual license and services renewal to continue operating under a software agreement.

HIGHLIGHTS:

- The software renewal encompasses an annual license for two critical modules:
 - On-Time Performance (OTP) Module – This module provides real-time and historical data regarding schedule adherence across the transit system, thereby enabling performance reporting, trend analysis, and enhancements in service reliability.
 - Run Times Module – This module evaluates actual vehicle performance against scheduled times and generates data-driven recommendations for adjusting run times. Such adjustments support more accurate scheduling, alleviate operator stress, and improve the overall rider experience.
- The total estimated cost for this procurement is \$124,045.70 and is funded with federal, state, and local funds.

Federal (28%)	State (68%)	Local (4%)
\$ 34,732.80	\$ 84,351.08	\$ 4,961.82

RECOMMENDATION:

That the Board of Directors authorize the procurement of Swiftly Software licenses for On-Time Performance and Run Time modules.

Ellen Robertson, Secretary
GRTC Board of Directors

Date

Meeting Date: October 27, 2026
Consent Agenda: Facility Chiller Replacement

BACKGROUND:

Greater Richmond Transit Company (GRTC) began operations at its current facility at 301 East Belt Boulevard in 2010. Now 16 years old, the facility's chiller is beyond the end of its useful life. Parts and components are becoming increasingly difficult to source. An evaluation by GRTC's HVAC contractor has resulted in a recommendation for full replacement of the equipment.

HIGHLIGHTS:

- GRTC's HVAC contractor, Colonial Webb, proposes to replace the chiller with a unit by the same manufacturer to minimize changes to structural support, hydronic piping, power supply, and utilities connections. The work will include demolition and replacement of the existing chiller and connection to the facility's building automation system (BAS), which controls and monitors the HVAC system. This project will also include installation of fittings so that a portable chiller can be connected to the facility piping in the event of maintenance or repair requiring a total shut down of the chiller, or future equipment failure.
- After the chiller is ordered, manufacturing lead time is estimated to be a minimum of 36 weeks, with the equipment expected in late June or early July 2027. Because this equipment is being manufactured to meet Buy America requirements, this lead time could be extended.
- GRTC received a Virginia Department of Rail and Public Transportation MERIT Minor Enhancement grant for \$447,000 for the chiller replacement for Fiscal Year 2027. GRTC's HVAC contractor submitted a proposal fee of \$417,633.05. After reviewing the proposal and fee, GRTC staff concluded that they were justified, fair, and reasonable.
- This project is funded through a FY2027 MERIT Capital Assistance grant and appears in the draft FY2027-FY2032 Six-Year Improvement Program. The funding breakdown for this grant will be:
 - 28% Federal Share
 - 68% State Share
 - 4% Local Share

RECOMMENDATION:

Staff recommends that the Board of Directors approve a purchase order in the amount of \$417,633.05 and expenditures for this project not to exceed \$447,000.00 for replacement of the chiller at 301 East Belt Boulevard.

Ellen Robertson, Secretary
GRTC Board of Directors

Date

Meeting Date: October 27, 2026

Consent Agenda: Support Vehicles Replacement and Expansion

BACKGROUND:

To improve fleet reliability and support the safe and efficient delivery of transit services, GRTC proposes the acquisition of nine (9) non-revenue vehicles to support supervisory, operational, and public safety functions. One (1) SUV will support the continued growth of LINK service operations. The remaining eight (8) vehicles, including six (6) SUVs and two (2) pickup trucks, will replace aging vehicles used for fixed-route, paratransit, and public safety operations.

HIGHLIGHTS

- The Virginia Sheriffs' Association Vehicle Procurement Program (Contract No. 25-08-0917R) is available for use by public bodies throughout the Commonwealth of Virginia, including GRTC. Staff will purchase vehicles from Sheehy Ford of Richmond under this cooperative procurement contract.
- The purchase will be funded through a combination of federal, state, and local funding sources in an amount not to exceed \$566,557.25, inclusive of vehicles, technology, equipment installations, and a 5% contingency.
- Funding is anticipated as follows:

Federal (28%)	State (68%)	Local (4%)
\$158,636.03	\$385,259.93	\$22,661.29

- The total vehicle procurement cost is \$485,938.33, consisting of:
 - Seven (7) 2027 Ford Explorer Police Interceptor Utility AWD SUVs at \$55,275.92 per vehicle.
 - One (1) 2026 Ford F-150 Regular Cab XL 4x4 at \$47,037.30.
 - One (1) 2026 Ford F-150 Crew Cab XL 4x4 at \$51,969.59.
- Technology packages and related equipment installations for all nine (9) vehicles are estimated at \$53,640.00.
- The project budget includes a 5% contingency to accommodate equipment modifications, upfitting adjustments, unforeseen installation requirements, and potential pricing fluctuations.

- Upon approval, staff will issue a notice to proceed for the production of nine (9) support vehicles.
- Vehicle deliveries are anticipated during the second and third quarters of 2027, subject to manufacturer production schedules and supply chain conditions.

RECOMMENDATION:

That the Board of Directors authorizes the CEO to issue a purchase order to not exceed \$566,557.25 for the purchase of gasoline-powered support vehicles from Sheehy Ford of Richmond.

Ellen Robertson, Secretary
GRTC Board of Directors

Date

Meeting Date: October 27, 2026

Consent Agenda: Thirteen (13) Replacement Paratransit Vehicles

BACKGROUND:

To maintain a safe, reliable, and accessible paratransit fleet, GRTC regularly evaluates vehicle age, condition, and replacement eligibility. Thirteen (13) paratransit vehicles have reached replacement eligibility and are recommended for replacement. Staff propose the purchase of thirteen (13) CNG-powered Ford StarCraft Transit cutaway buses with a staggered delivery schedule to support continued service reliability and fleet sustainability.

HIGHLIGHTS

- The Commonwealth of Virginia, Division of Purchases & Supply (DPS) Contract #CTR017836 with Sonny Merryman, Inc. provides GRTC a competitively solicited purchasing vehicle for Ford StarCraft Transit cutaway buses.
- The purchase will be funded through a combination of federal, state, and local funding sources in an amount not to exceed \$2,678,051.54, inclusive of vehicles, technology, associated equipment installations, and a 5% contingency for pricing fluctuations and unforeseen installation requirements.
- Funding is anticipated as follows

Federal (28%)	State (68%)	Local (4%)
\$749,854.43	\$1,821,075.05	\$107,122.06

- The project includes thirteen (13) CNG-powered 2026/2027 Ford StarCraft Transit cutaway vehicles at a unit cost of \$186,509.56 and a total vehicle procurement cost of \$2,424,624.28. Associated technology integration and vehicle inspection services are estimated at \$125,901.00.
- The vehicles include a three (3) year bumper-to-bumper warranty and a five (5) year/150,000-mile extended drivetrain warranty, helping reduce maintenance risk and lifecycle costs.
- Supports GRTC's long-term commitment to a 100% CNG paratransit fleet by 2030 while replacing aging vehicles with more reliable equipment and reducing maintenance-related service disruptions.
- Upon approval, staff will issue a Notice to Proceed for thirteen (13) vehicles, with deliveries anticipated during the second and third quarters of 2027.

RECOMMENDATION:

That the Board of Directors authorizes the CEO to issue a purchase order to not exceed \$2,678,051.54 for the purchase of 13 CNG-powered paratransit vehicles.

Ellen Robertson, Secretary
GRTC Board of Directors

Date

Meeting Date: October 27, 2026

Action Item: Change Order for Technology/Equipment Enhancements for Pulse 60-Foot Buses

BACKGROUND:

In January 2025, the Board of Directors authorized the purchase of eight (8) articulated compressed natural gas (CNG) buses from New Flyer for use in Pulse service. Following final engineering review, vehicle production activities, and operational evaluation of the initial articulated bus build, staff identified additional technology and equipment enhancements necessary to support the unique operating requirements of the Pulse bus rapid transit system.

HIGHLIGHTS:

The proposed change order includes enhancements totaling \$84,929.26 per bus, or \$679,434.08 for all eight buses. These modifications will improve the buses' ability to accurately dock at Pulse station platforms and incorporate additional technology, accessibility, safety, communications, and operational enhancements identified through final design review and lessons learned from the first four articulated buses.

The enhancements are intended to improve vehicle performance, reliability, maintainability, and customer experience while ensuring the articulated fleet is fully equipped to meet the service requirements of the Pulse corridor.

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to execute a change order with New Flyer of America, Inc. in the amount of **\$679,434.08** for technology and equipment enhancements to eight (8) articulated buses. The enhancements include improvements necessary to support precision docking at Pulse station platforms and other operational, safety, accessibility, and technology upgrades identified during vehicle design, production, and implementation.

Ellen Robertson, Secretary
GRTC Board of Directors

Date

Meeting Date: October 14, 2026

Board Subcommittee: Development

CURRENT STATUS:

The Development Subcommittee met on Wednesday, October 14, 2026 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=BiZnIXPeSig>.

AGENDA:

- Approval of Minutes
- BRT Display Signs RFP Award
- Swiftly Software On-Time Performance Run Time Renewal
- Paratransit Vehicles
- Non-Revenue Support Vehicles
- GRTC Facility Chiller Replacement
- Expansion Allocation Framework
- Quarterly Performance Update
- Quarterly Operations Update
- Project Updates
- Five-Year Regional Plan Update

UPDATES:

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

Meeting Date: October 15, 2026

Board Subcommittee: Finance

CURRENT STATUS:

The Finance Subcommittee met on Thursday, October 15, 2026 at 3PM. 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=8IHDoMsrZjY>.

AGENDA:

- Approval of Minutes
- Action Items
 - BRT Display Signs RFP Award
 - Swiftly Software On-Time Performance Run Time Renewal
 - Paratransit Vehicles
 - Non-Revenue Support Vehicles
 - GRTC Facility Chiller Replacement
 - Expansion Allocation Framework
- Financial Updates
- Operations Quarterly Update
- Full Board Agenda Review

UPDATES:

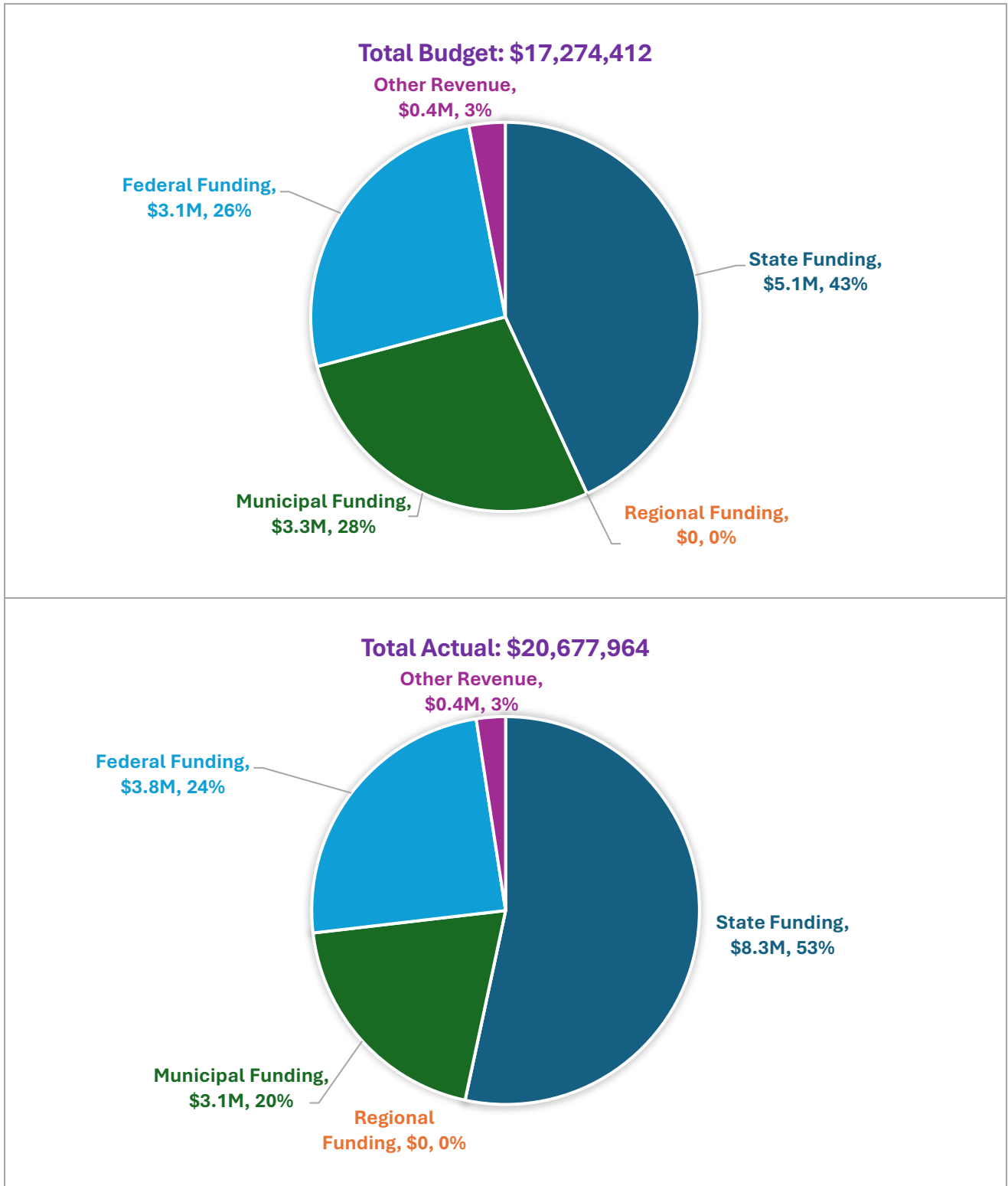
The Chair, Mr. Ingle, will provide an update of the meeting.

Meeting Date: October 27, 2026
Information Item: August 2026 Financial Report

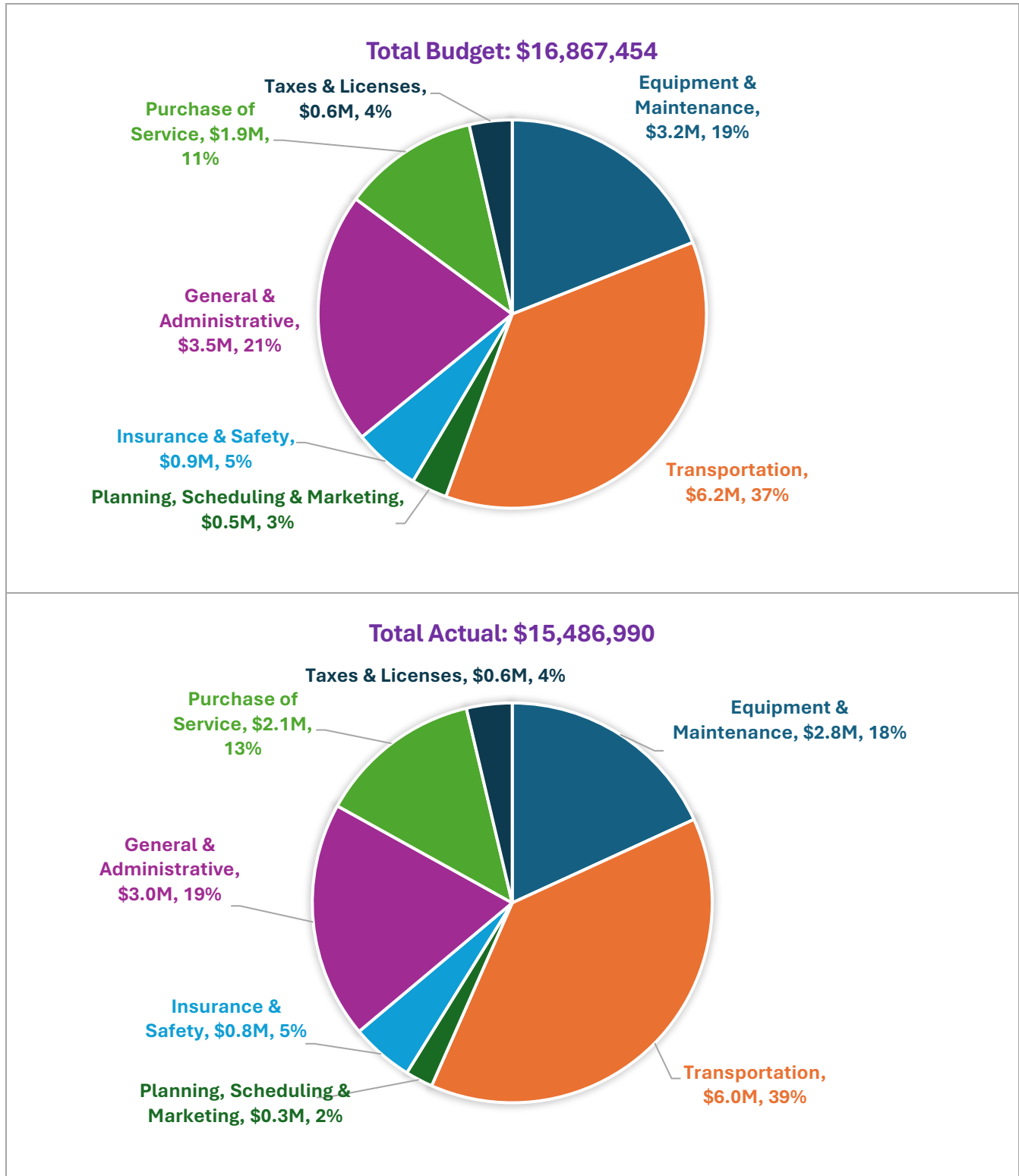
BACKGROUND:

Attached is the Financial Report for the two months ending August 31, 2026. John Zinzarella will highlight the key points.

Revenue Summary



Expense Summary



Financial Performance Overview

Revenues

Description	Amount
Year-to-Date Actual Revenues	\$20,677,964
Year-to-Date Budgeted Revenues	\$17,274,412
Variance to Budget	3,403,552

Key Drivers:

- Local Funds: Unfavorable by \$.6M due to the booking of the local share project match for against operating contributions for Richmond, Henrico and Chesterfield
- State Funds: Favorable by \$3.2M due to the timing of FY26 grant-funded projects grant funded project expense submissions versus budgeted assumptions
- Federal Funds: Favorable by \$.7M due primarily to the timing of FY26 grant-funded projects
- Direct Funds: Favorable by \$23K driven by interest income, charter and advertising revenue, partially offset by lower RideFinders leased personnel revenue due to vacancies

Operating Expenditures

Description	Amount
Year-to-Date Actual Operating Expenditures	\$15,486,990
Year-to-Date Budgeted Operating Expenditures	\$16,867,454
Variance to Budget	1,380,465

Key Drivers:

- Equipment & Facilities Maintenance: \$0.4M favorable variance driven by lower costs in parts, labor, supplies, and other facility services
- Services: \$0.2M favorable variance due to timing of planning consulting projects
- Insurance & Safety: lower-than-budgeted provision for self-insured losses and general lower than expected premiums resulted in a favorable variance of \$0.16M
- General & Administrative expenses: favorable by \$.57M, primarily driven by lower headcount costs
- Purchased Transportation: \$0.14M unfavorable, driven by increased demand for GRTC programs, including CARE and CARE Plus services

Net Operating Position

Surplus: \$5,190,974

Balance Sheet & Cash Flow

Total Cash Position: \$ 4,092,974

Operating Cash Account: \$ 2,770,581

Capital Cash Account: \$ 1,322,393



Statement of Income - Budget Vs. Actual (\$)

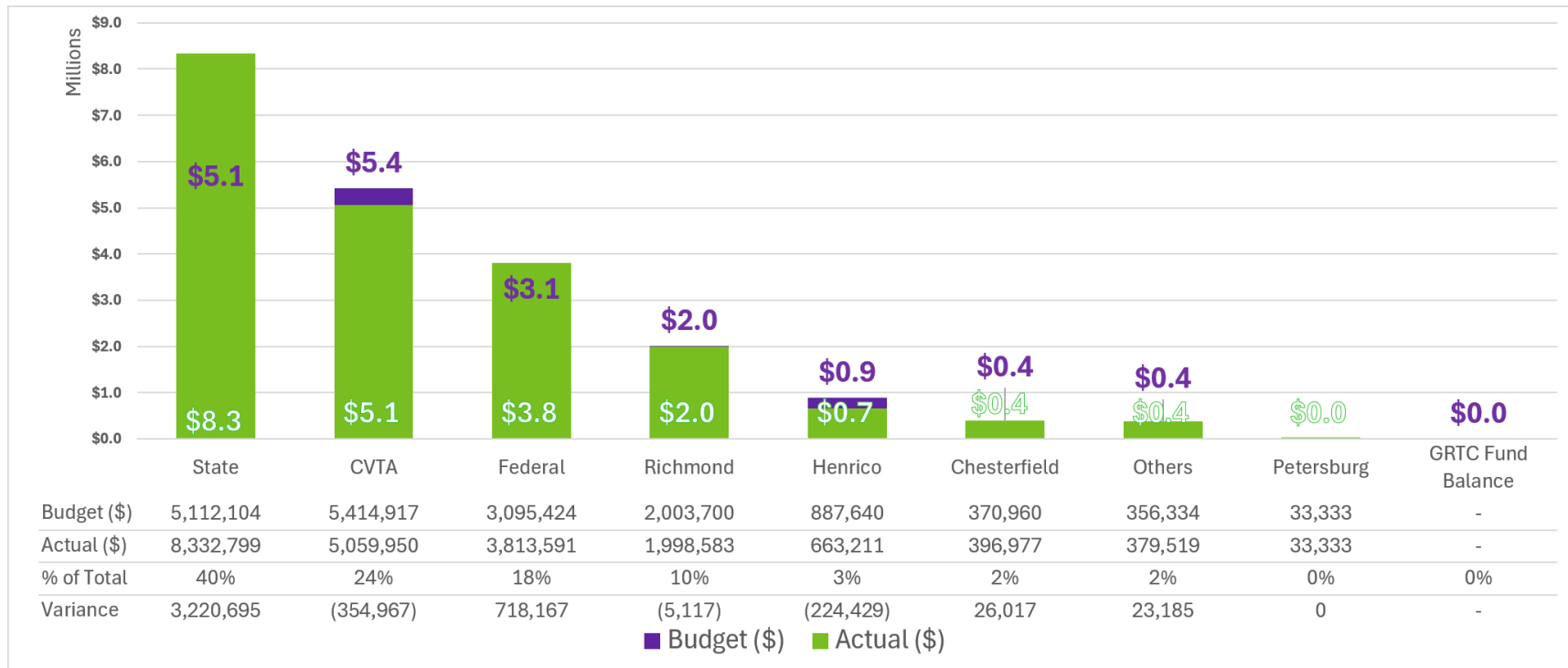
Year to Date August 31, 2026

	Current Month			Fav/ (Unfav)	Year To Date			Fav/ (Unfav)
	Budget	Actual	Variance		Budget	Actual	Variance	
Operating Revenue								
Pass Program Revenue	-	-	-		-	-	-	F
Charter Revenue	-	35,700	35,700	F	-	35,700	35,700	F
Advertising Revenue	83,333	80,685	(2,648)	U	166,666	159,793	(6,874)	U
Other Operating Revenue	-	-	-		-	-	-	
Total Operating Revenue	83,333	116,385	33,052	F	166,666	195,493	28,827	F
Other Income								
Ridefinders	41,667	30,794	(10,873)	U	83,334	76,428	(6,906)	U
Interest Income	52,750	47,940	(4,810)	U	105,500	103,387	(2,113)	U
Non-Transportation Income	417	355	(62)	U	834	4,212	3,378	F
Total Other Income	94,834	79,089	(15,745)	U	189,668	184,027	(5,641)	U
Operating Contributions								
COVID Relief Acts VA2020-023	500,065	-	(500,065)	U	1,000,130	647,170	(352,960)	U
Oper contrib - Federal	1,047,647	2,324,326	1,276,679	F	2,095,294	3,166,421	1,071,127	F
Oper contrib - State	2,556,052	6,017,106	3,461,054	F	5,112,104	8,332,799	3,220,695	F
Oper contrib - CVTA	2,707,459	2,545,543	(161,916)	U	5,414,917	5,059,950	(354,967)	U
Oper contrib - Richmond	1,001,850	1,062,639	60,789	F	2,003,700	1,998,583	(5,117)	U
Oper contrib - Henrico	443,820	312,580	(131,240)	U	887,640	663,211	(224,429)	U
Oper contrib - Petersburg	16,667	16,667	(0)	U	33,333	33,333	0	F
Oper contrib - Chesterfield	185,480	195,011	9,531	F	370,960	396,977	26,017	F
Oper contrib - GRTC Fund Balance	-	-	0	U	-	-	0	U
Total Operating Contributions	8,459,040	12,473,871	4,014,831	F	16,918,078	20,298,444	3,380,366	F
Net Operating Revenue	8,637,207	12,669,345	4,032,138	F	17,274,412	20,677,964	3,403,552	F
Operating Expenses								
Equipment & Facility Maintenance	1,601,259	1,479,342	121,917	F	3,202,518	2,810,665	391,854	F
Transportation	3,083,737	2,961,183	122,554	F	6,167,474	5,955,825	211,649	F
Planning, Scheduling & Marketing	251,904	171,642	80,262	F	503,808	345,456	158,352	F
Insurance & Safety	468,776	419,507	49,269	F	937,552	781,434	156,118	F
General & Administrative	1,764,835	1,487,054	277,781	F	3,542,532	2,969,578	572,954	F
Purchase of Service - Spectran & Van Pool	956,500	1,020,026	(63,526)	U	1,913,000	2,053,376	(140,376)	U
Operating Taxes and Licenses	300,285	281,483	18,802	F	600,570	570,742	29,828	F
Total Operating Expenses	8,427,296	7,820,239	607,058	F	16,867,454	15,487,075	1,380,379	F
Change in Net Position	209,911	4,849,107	4,639,196	F	406,958	5,190,889	4,783,931	F



Statement of Income - Budget Vs. Actual (\$), Year to Date August 31, 2026

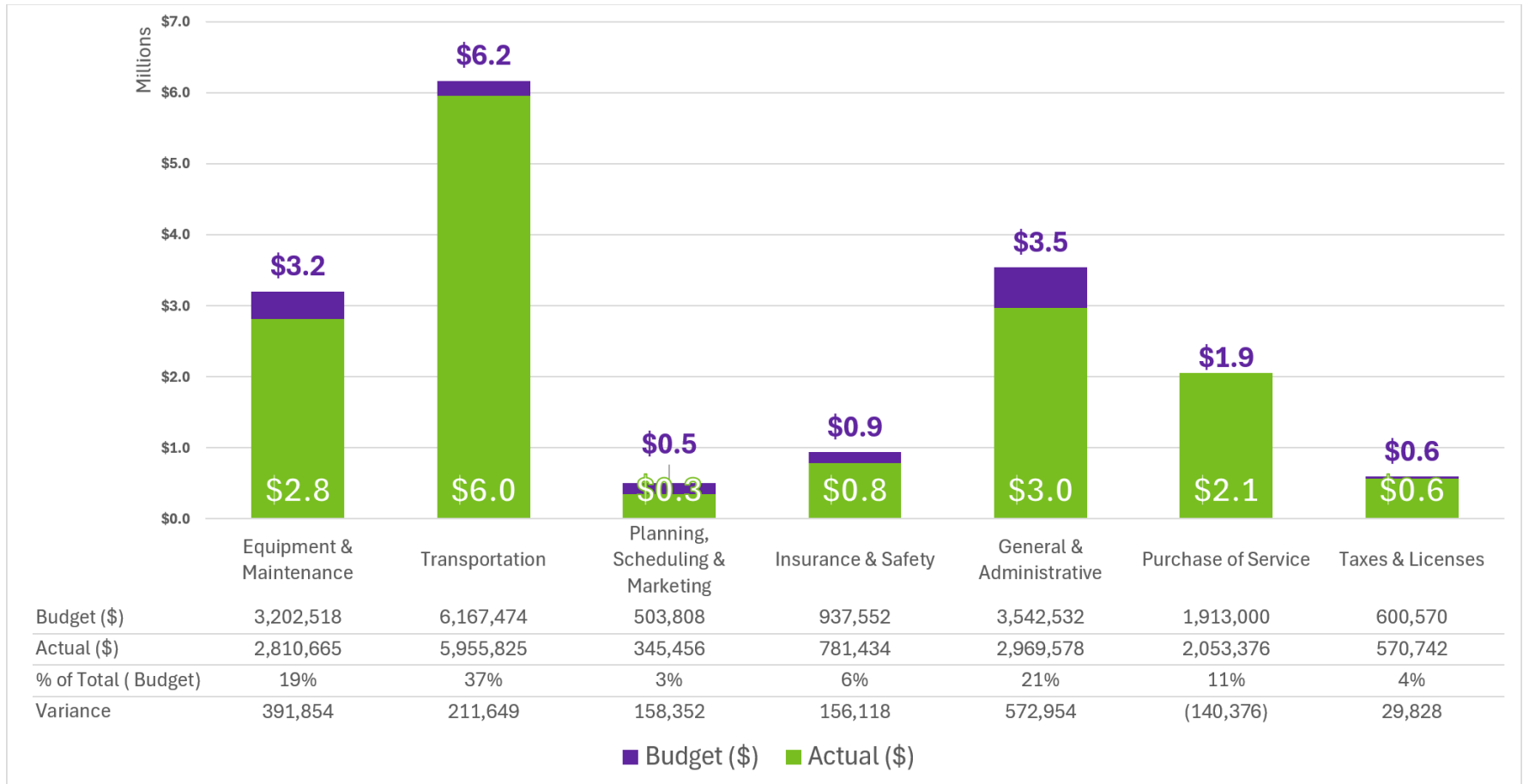
Revenues





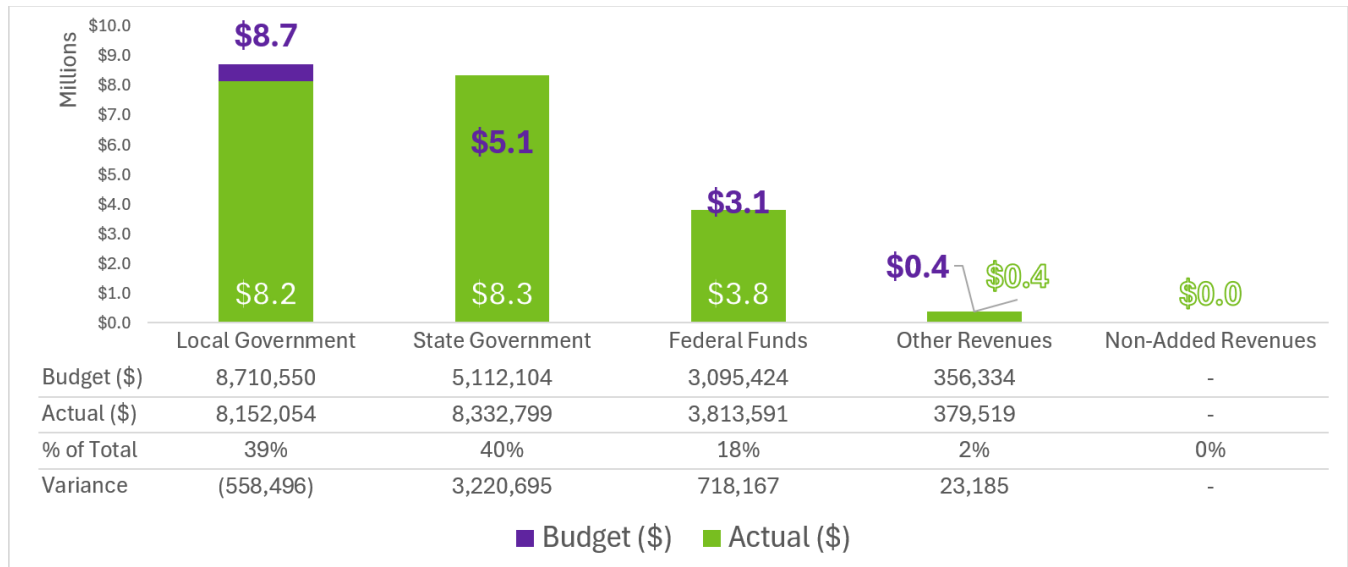
Statement of Income - Budget Vs. Actual (\$), Year to Date August 31, 2026

Expenses



Source of Funds (\$) Year to Date August 31, 2026

	Month Ended August 31, 2026			Year to Date August 31, 2026		
	Actual	Budget	Variance Fav / (Unfav)	Actual	Budget	Variance Fav / (Unfav)
Directly Generated Funds (4100)	195,474	178,167	(18,393)	379,519	356,334	23,185
Organization-Paid Fares (4112)	-	-	-	-	-	-
Non-Public Transportation Revenues (4130)	35,700	-	-	35,700	-	35,700
Auxiliary Transportation Funds - Advertising Revenues (4141)	80,685	83,333	(2,648)	159,793	166,666	(6,874)
Other Agency Revenues (4150)	79,089	94,834	(15,745)	184,027	189,668	(5,641)
General Revenues of the Local Government (4310)	4,132,440	4,355,276	(222,836)	8,152,054	8,710,550	(558,496)
General Revenues of the State Government (4410)	6,017,106	2,556,052	3,461,054	8,332,799	5,112,104	3,220,695
Federal Funds (4500)	2,324,326	1,547,712	776,614	3,813,591	3,095,424	718,167
FTA Urbanized Area Formula Program (5307)	2,324,326	1,047,647	1,276,679	3,166,421	2,095,294	1,071,127
CARES Act Urbanized Area Program Funds (5307)	-	500,065	(500,065)	647,170	1,000,130	(352,960)
Non-Added Revenues (4600)	-	-	-	-	-	-
Sales and Disposals of Assets (4630)	-	-	-	-	-	-
Total Sources of Funds	12,669,345	8,637,207	4,032,138	20,677,964	17,274,412	3,403,552



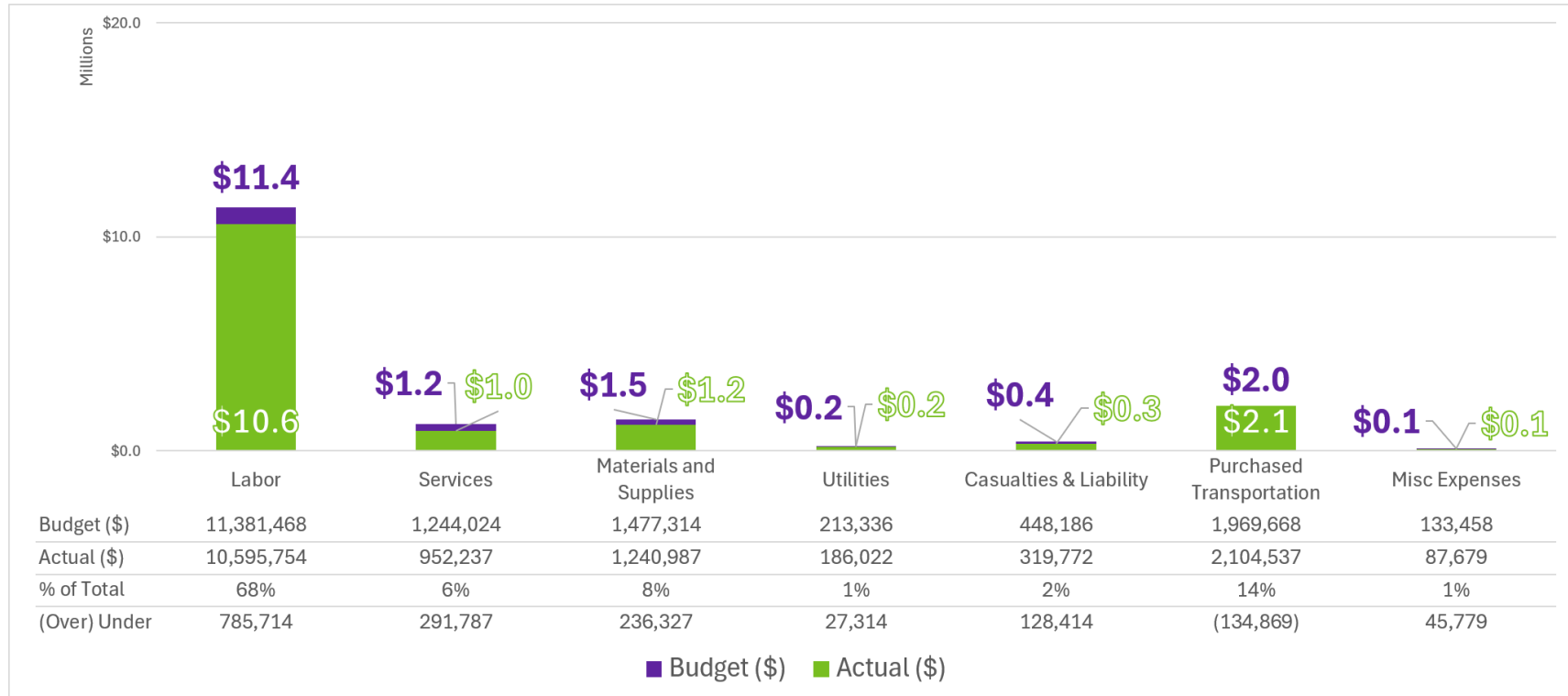


Operating Expenses (\$) Year to Date August 31, 2026

Total Operating Costs	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)
Labor (5010)	7,382,286	7,875,346	493,060	902,888	1,046,264	143,376	415,571	479,965	64,394	1,895,010	1,979,893	84,884	10,595,754	11,381,468	785,714
Operators' Salaries and Wages (5011)	4,247,839	4,876,024	628,185	-	-	-	-	-	-	-	-	-	4,247,839	4,876,024	628,185
Operators' Paid Absences (5012)	567,472	-	(567,472)	-	-	-	-	-	-	-	-	-	567,472	-	(567,472)
Other Salaries and Wages (5013)	265,988	404,197	138,209	517,117	585,846	68,729	274,709	310,216	35,507	1,137,373	1,151,694	14,320	2,195,187	2,451,953	256,766
Other Paid Absences (5014)	46,939	71,329	24,390	91,256	103,385	12,129	48,478	54,744	6,266	200,713	203,240	2,527	387,386	432,698	45,312
Fringe Benefits (5015)	2,254,047	2,523,796	269,749	294,515	357,034	62,519	92,384	115,005	22,620	556,923	624,959	68,036	3,197,870	3,620,794	422,924
Services (5020)	11,402	16,000	4,599	-	-	-	314,679	343,630	28,951	626,157	884,394	258,237	952,237	1,244,024	291,787
Materials and Supplies (5030)	505,641	632,158	126,517	657,227	676,292	19,065	40,351	88,586	48,235	37,769	80,278	42,509	1,240,987	1,477,314	236,327
Fuels and Lubricants (5031)	411,871	489,072	77,201	14,064	13,632	(432)	-	-	-	-	-	-	425,935	502,704	76,769
Tires and Tubes (5032)	93,770	143,086	49,316	4,979	3,546	(1,433)	-	-	-	-	-	-	98,748	146,632	47,884
Other Materials and Supplies (5039)	-	-	-	638,184	659,114	20,930	40,351	88,586	48,235	37,769	80,278	42,509	716,304	827,978	111,674
Utilities (5040)	-	-	-	-	-	-	-	-	-	186,108	213,336	27,228	186,108	213,336	27,228
Casualty and Liability Costs (5050)	-	-	-	-	-	-	-	-	-	319,772	448,186	128,414	319,772	448,186	128,414
Purchased Transportation (5100)	1,684,881	1,595,984	(88,898)	103,842	92,466	(11,375)	13,483	12,006	(1,477)	302,331	269,212	(33,119)	2,104,537	1,969,668	(134,869)
Purchased Transportation In Report (5101)	1,452,048	1,292,982	(159,066)	103,842	92,466	(11,375)	13,483	12,006	(1,477)	302,331	269,212	(33,119)	1,871,704	1,666,666	(205,038)
Purchased Transportation: VanPool & Other	232,834	303,002	70,168	-	-	-	-	-	-	-	-	-	232,834	303,002	70,168
Miscellaneous Expenses (5090)	33,496	24,666	(8,830)	-	-	-	-	-	-	54,183	108,792	54,609	87,679	133,458	45,779
Total Expenses	9,617,705	10,144,154	526,449	1,663,957	1,815,022	151,066	784,084	924,187	140,103	3,421,329	3,984,091	562,762	15,487,075	16,867,454	1,380,379



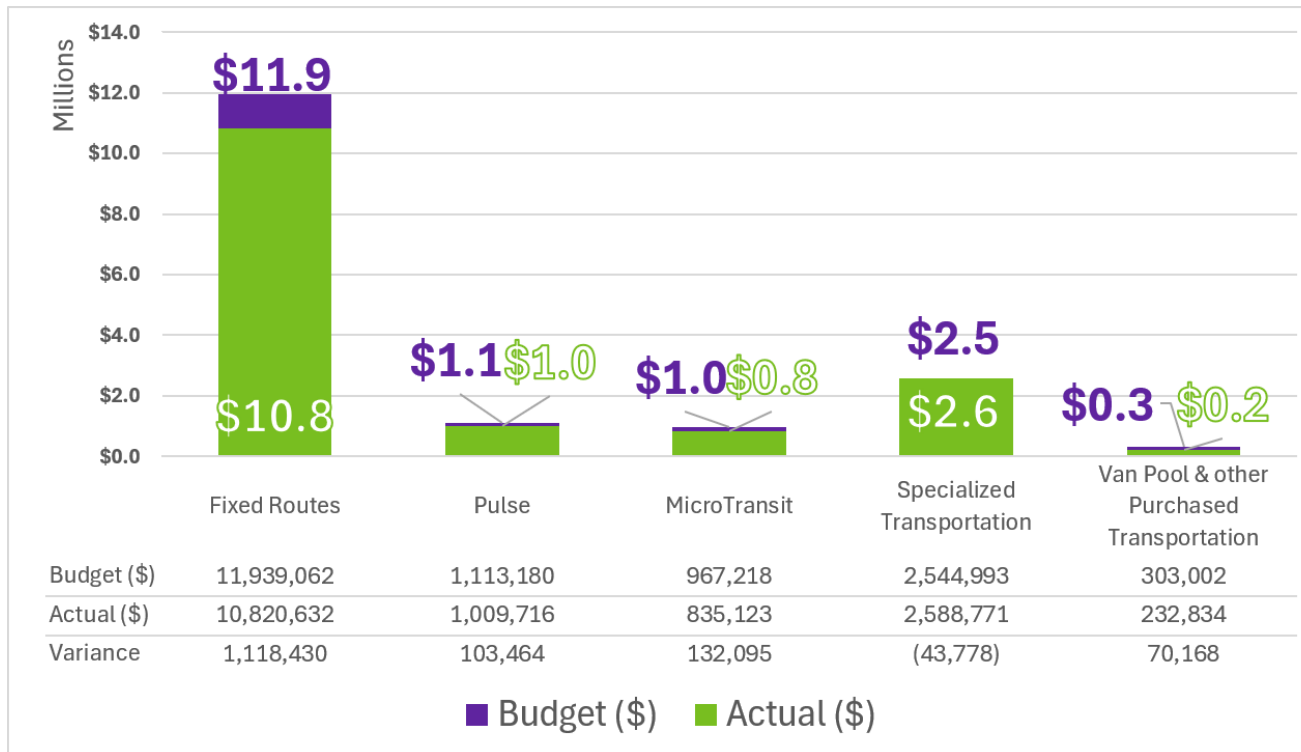
Operating Expenses (\$) Year to Date August 31, 2026





Operating Expenses (\$), Year to Date August 31, 2026

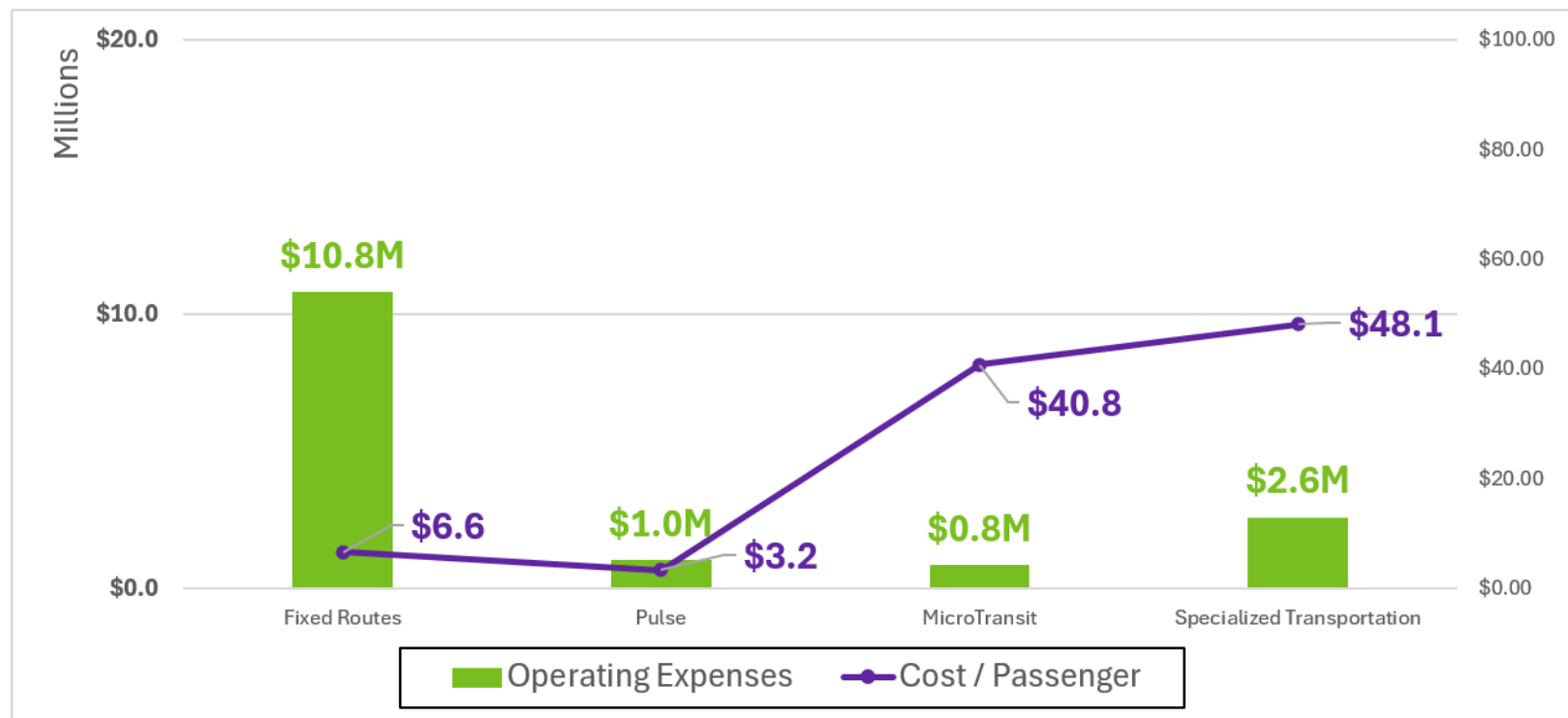
Operating Expenses per service (\$)	Actual (\$)	Budget (\$)	Variance	% Fav. / Unfav.
Fixed Routes	10,820,632	11,939,062	1,118,430	9%
Pulse	1,009,716	1,113,180	103,464	9%
MicroTransit	835,123	967,218	132,095	14%
Specialized Transportation	2,588,771	2,544,993	(43,778)	-2%
Van Pool & other Purchased Transportation	232,834	303,002	70,168	23%
Total cost	15,487,075	16,867,454	1,380,379	





Operating Expenses (\$), Year to Date August 31, 2026

Passengers - Cost per service	Operating Expenses	Passengers	Cost / Passenger
Fixed Routes	10,820,632	1,649,582	\$6.56
Pulse	1,009,716	313,273	\$3.22
MicroTransit	835,123	20,484	\$40.77
Specialized Transportation	2,588,771	53,832	\$48.09
Total	15,254,241	2,037,171	





Operating Expenses (\$) Year to Date August 31, 2026

Miles - Cost per service:

	Actual VRM	Actual Cost / VRM	Budgeted Cost / VRM	Variance	% Fav. / Unfav.
Fixed Routes	901,348	\$12	\$14	-\$1.5	11%
Pulse	74,042	\$14	\$15	-\$1.6	11%
MicroTransit	90,528	\$9	\$9	\$0.0	0%
Specialized Transportation	491,437	\$5	\$6	-\$0.3	6%
Total	1,557,355				

Hours - Cost per service:

	Actual VRH	Actual Cost / VRH	Budgeted Cost / VRH	Variance	% Fav. / Unfav.
Fixed Routes	85,448	\$127	\$143	-\$16	11%
Pulse	8,250	\$122	\$137	-\$15	11%
MicroTransit	5,981	\$140	\$142	-\$2	2%
Specialized Transportation	30,092	\$86	\$98	-\$11	12%
Total	129,771				

Year to Date vs. FY24, FY25, FY26:

Cost per Passenger	FY24	FY25	FY26	YTD FY27
Fixed Routes	\$6.6	\$6.9	\$6.8	\$6.6
Pulse	\$3.0	\$2.9	\$2.8	\$3.2
MicroTransit	\$35.0	\$47.5	\$49.2	\$40.8
Specialized Transportation	\$41.7	\$43.2	\$56.2	\$48.1

Cost per Revenue Mile	FY24	FY25	FY26	YTD FY27
Fixed Routes	\$12	\$12	\$12	\$12.0
Pulse	\$12	\$12	\$13	\$13.6
MicroTransit	\$11	\$12	\$11	\$9.2
Specialized Transportation	\$4.3	\$4.6	\$6	\$5.3

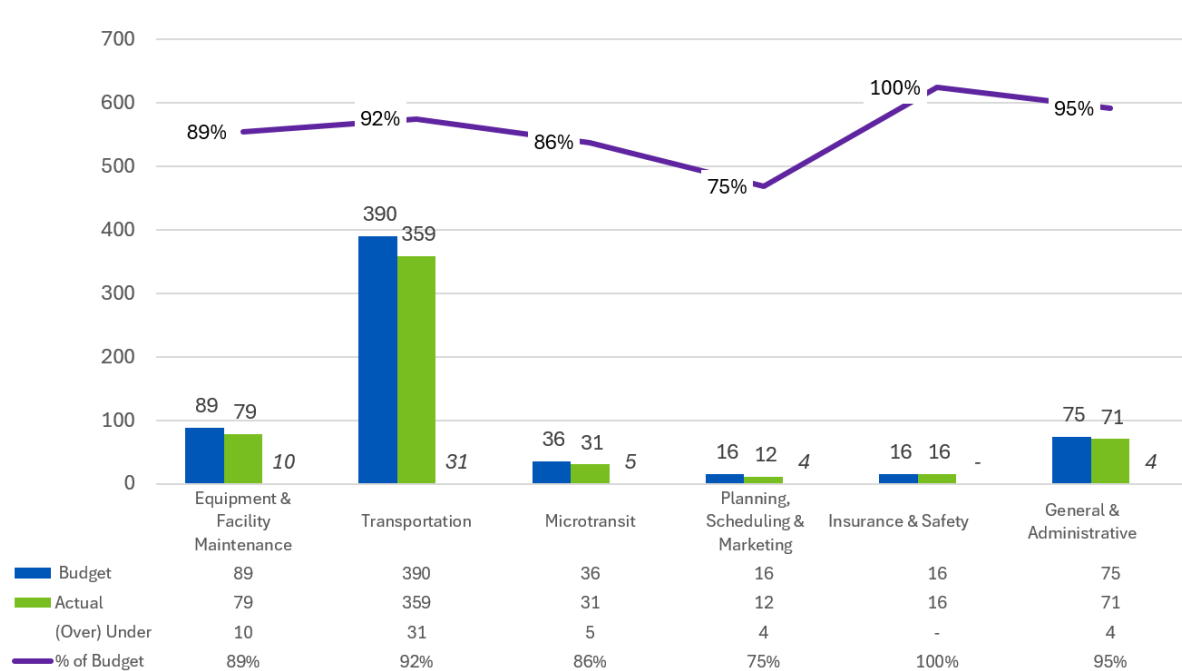
Cost per Revenue Hour	FY24	FY25	FY26	YTD FY27
Fixed Routes	\$131	\$133	\$127	\$127
Pulse	\$110	\$112	\$118	\$122
MicroTransit	\$125	\$164	\$157	\$140
Specialized Transportation	\$75	\$77	\$97	\$86



Headcount

Year to Date August 31, 2026

Headcount @ August 31, 2026	Budget	Actual	(Over) Under	% of Budget
Equipment & Facility Maintenance	89	79	10	89%
Transportation	390	359	31	92%
Microtransit	36	31	5	86%
Planning, Scheduling & Marketing	16	12	4	75%
Insurance & Safety	16	16	-	100%
General & Administrative	75	71	4	95%
<i>Reflects Actual Total Heads (Not FTEs, No in training)</i>	622	568	54	91%

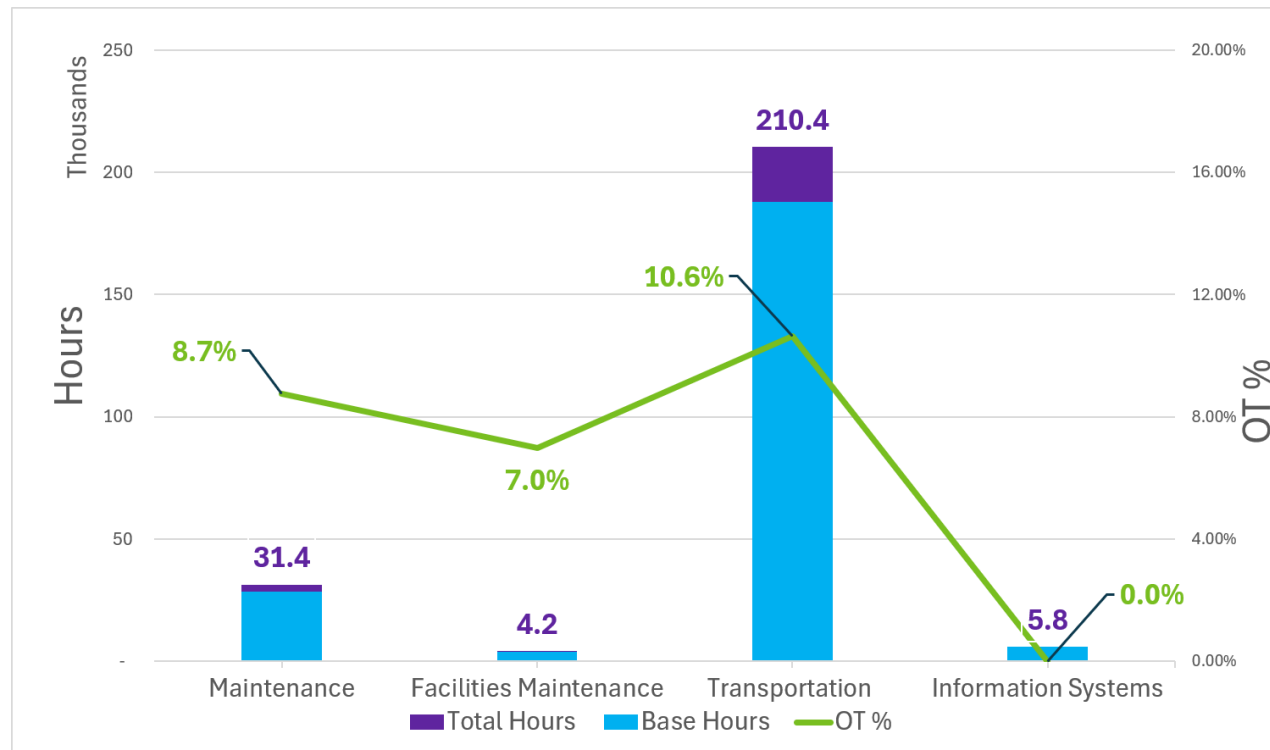




Overtime

Year to Date August 31, 2026

Hours & Overtime (6/28/2026 - 10/03/2026)	Total Hours	Base Hours	Overtime Hours	OT %
Maintenance	31,395	28,649	2,746	8.75%
Facilities Maintenance	4,164	3,874	291	6.98%
Transportation	210,372	187,974	22,398	10.65%
Information Systems	5,781	5,781	-	0.00%
<i>Total</i>	251,712	226,277	25,435	10%





Cash Flow Projection (\$) As of October 1, 2026

	Actual (\$)								Expected (\$)		
	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Beginning Balance	3,291,473	5,661,932	7,556,948	2,551,223	6,108,138	2,357,413	4,157,127	10,193,082	2,794,173	4,036,633	1,933,373
Revenues											
Advertising & Charter Revenue	36,540	56,584	165,880	53,685	5,140	35,813	153,446	26,190	73,359	57,939	58,648
CVTA	-	7,150,038	-	1,718,329	-	7,789,527	-	357,304	8,455,225		
Federal	-	870,340	-	1,028,645	427,477	-	327,084	9,322,905	310,187	416,791	7,428,006
Operating Assistance	2,553,544	1,825,915	1,911,524	2,072,758	1,820,966	2,008,001	1,832,413	100,734	1,939,816	1,939,816	1,939,816
Capital	212,612	188,279	272,068	902,928	218,698	394,454	4,051,569	2,309,781	6,059,250	5,298,751	4,690,395
Route extensions	480,305	633,791	335,052	1,665,844	141,256	304,767	141,260	398,379		1,040,000	260,000
Local - Chesterfield	145,593	-	67,318	610,997	211,163	236,051	166,642	180,936	248,941	180,000	180,000
Local - Richmond	4,775,690	-	-	-	-	-	4,890,784	-			
Local - Henrico	1,122,385	-	-	1,122,385	-	1,149,434	-	-	1,149,434		
Local - Petersburg	16,667	-	33,333	16,666	16,667	16,667	16,667	16,667	16,667	16,667	16,667
Ridefinders	30,371	30,279	30,279	30,442	30,576	45,634	30,794	-	30,000	30,000	30,000
LGP/ Capital transfers	-	-	-	1,500,000	2,500,000	-	2,000,000	(5,000,000)		4,500,000	
Other Income	23,196	78,658	48,434	26,265	46,764	34,424	126,312	43,319	30,000	30,000	30,000
Cash Receipts	9,396,902	10,833,885	4,022,172	10,748,943	5,418,708	12,014,771	13,736,971	7,756,215	18,312,878	13,509,964	14,633,531
Expenses											
Wages & Benefits	4,374,218	5,058,660	5,399,327	4,726,938	4,963,155	6,322,850	5,241,759	5,142,752	5,250,000	5,250,000	5,250,000
SGR / Maintenance	462,561	532,398	641,313	521,432	638,103	608,436	548,480	676,228	605,665	599,724	612,773
Fuel & Lubricants	240,320	213,335	287,332	172,367	47,985	333,744	-	326,125	230,148	232,950	223,887
Materials & Supplies	8,463	5,496	7,019	1,383	58,531	55,540	48,582	39,005	35,010	39,675	46,057
Casualty & Insurance	178,383	504,718	574,308	275,357	74,562	725,653	54,121	119,517	303,920	258,855	256,105
Services	135,612	107,776	81,487	96,305	47,952	165,298	114,374	137,173	107,098	111,367	113,877
Purchased Services	908,715	927,216	964,980	1,035,650	984,907	908,172	993,336	1,063,830	1,050,000	1,050,000	1,050,000
Utilities	8,662	64,342	82,242	46,223	120,438	9,090	72,886	68,681	66,594	63,985	66,946
Travel & Training	2,936	17,699	14,447	2,453	1,223	13,423	7,227	5,411	7,364	6,183	6,805
Miscellaneous	1,551	8,312	1,417	3,444	50,568	15,300	4,769	13,281	14,797	17,027	19,290
Capital	705,021	1,498,917	974,026	310,474	2,185,505	1,062,021	629,049	7,574,781	9,399,823	7,983,458	7,088,815
Cash Disbursements	7,026,443	8,938,870	9,027,897	7,192,027	9,172,930	10,219,527	7,714,583	15,166,784	17,070,418	15,613,225	14,734,555
Cash Position	5,661,932	7,556,948	2,551,223	6,108,138	2,357,413	4,157,127	10,193,082	2,794,173	4,036,633	1,933,373	1,832,348



CVTA Special Fund Quarterly Report

For the Quarter Ended September 30, 2026 (Data through September 30, 2026)

Beginning Balance @ June 30, 2026	\$66,100,188
Receipts:	
July 30, 2026, GRTC 15% Funds Distribution - Month of June 2026	\$3,288,447
August 28, 2026, GRTC 15% Funds Distribution – Month of July 2026	\$3,126,064
GRTC 15% Funds Distribution – Month of August 2026	
July 1, 2026, Interest Income WF Treasury Sweep June 2026	\$106,938
July 31, 2026, Interest Income LGIP EM- July 2026	\$85,500
July 31, 2026, July 2026 LGIP EM Share unrealized gain/(loss)	\$(25,742)
August 1, 2026 Interest Income WF Treasury Sweep July 2026	\$97,137
August 31, 2026 Interest Income LGIP EM- August 2026	\$85,931
August 31, 2026 August 2026 LGIP EM Share unrealized gain/(loss)	\$(25,827)
September 1, 2026 Interest insome WF Treasury Sweep August 2026	\$106,699
September 30, 2026 Interest Income LGIP EM- September 2026	\$86,477
September 30, 2026 September 2026 LGIP EM Share unrealized gain/(loss)	
Total Receipts:	\$6,802,060
Uses:	
Costs incurred in preparing GRTC Regional Public Transportation Plan:	
Michael Baker International Invoice 1287342	\$(35,724.12)
Michael Baker International Invoice 1290081	\$(20,500.24)
Michael Baker International Invoice 1292098	\$(32,544.07)
City of Richmond Downtown Core Transformation Plan Project US DOT Grant	\$(250,000.00)
Total:	\$(338,768.43)
Costs incurred in preparing GRTC Micromobility Plan	
Four Square Invoice 10250 Microtransit Implementation Plan	\$(10,851.28)
Four Square Invoice 10369 Microtransit Implementation Plan	\$(7,684.27)
Total:	\$(18,535.55)
GRTC Operating and Capital Expense	
GRTC Operating Expense Qtr. 1 FY2027 Draw	\$(7,789,527)
GRTC Capital Expense Qtr. 1 FY2027 Local Share Draw	\$(332,849)
Total:	\$(8,122,376)
Ending Balance @ September 30, 2026	\$64,422,568.05
Fund Balance Composition @ July 31, 2026	
Unrestricted Funds	
Restricted Funds: GRTC FY2023 Regional Public Transportation Plan preparation	\$15,745
Restricted Funds: GRTC FY2024 Regional Public Transportation Plan preparation	\$125,000
Restricted Funds: GRTC FY2024 On Demand Micromobility Study	\$86,620
Restricted Funds: GRTC FY2026 Regional Public Transportation Plan preparation	\$125,000
Restricted Funds: GRTC FY2026 On Demand Micromobility Study	\$125,000
Restricted Funds: GRTC FY2027/2028 GRTC Operating and Capital Expenses	\$63,945,203
Total:	\$64,422,568
CVTA Funds	
Balance @ July 31, 2026, in Wells Fargo	\$100,000
Balance @ July 31, 2026, in Wells Fargo Treasury Sweep	\$38,400,898
Balance @ July 31, 2026, in LGIP EM	\$25,921,670
Total:	\$61,432,956



Wells Fargo Balance on September 30, 2026	\$38,500,898
Restricted Funds: GRTC FY2023 Regional Public Transportation Plan preparation	\$15,745
Restricted Funds: GRTC FY2024 Regional Public Transportation Plan preparation	\$125,000
Restricted Funds: GRTC FY2024 On Demand Micromobility Study	\$86,619.90
Restricted Funds: GRTC FY2026 Regional Public Transportation Plan preparation	\$125,000
Restricted Funds: GRTC FY2026 On Demand Micromobility Study	\$125,000
Surplus - Available for Investment - Treasury Sweep or LGIP	\$38,023,533

Meeting Date: October 27, 2026
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 following is a list of 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.

Date	Purchase Order #	Vendor	Purpose	Amount	Requested by	Approved by
09/02/26	121553	TSI Video	Turtle Top Cameras	\$91,720.00	Ernesto Leon	Sheryl Adams/ Board Chair
09/10/26	121140	Waco, Inc	Change Order #1	\$6,675.00	Steve McNally	Sheryl Adams/ Board Chair
09/10/26	121140	Waco, Inc	Change Order #2	\$9926.56	Steve McNally	Sheryl Adams/ Board Chair
10/15/26	121921	GIRO Inc	Task Order-Hastus Employee Payroll	\$92,187.50	Sindhu Gandavarapu	Sheryl Adams/ Board Chair
10/15/26	121878	Mythics	Oracle Integration Cloud Software	\$61,119.00	Gajender Sharma	Sheryl Adams/ Board Chair

Meeting Date: October 27, 2026
Action Item: Regional Service Expansion Cost Allocation Framework and Project Scoring Methodology

Purpose and Need

As GRTC and its regional partners continue to evaluate transit investments across the region, a consistent, transparent, and data-informed methodology is needed to evaluate proposed service enhancements and determine the extent to which those investments provide regional and local benefits.

Historically, transit investments have been supported through a combination of local operating contributions, state and federal funding, CVTA transit revenues, pilot programs, and grant-funded initiatives. As regional mobility needs continue to evolve, the Board has expressed a desire for a repeatable framework that can support future discussions regarding:

- Service expansion opportunities;
- Regional and local funding participation;
- Grant applications and matching requirements;
- Project prioritization;
- Long-range transit planning; and
- Future mobility investments identified through the Regional Public Transportation Plan (RPTP).

The Regional Service Allocation Framework is intended to provide a consistent methodology for evaluating the regional benefit generated by a transit investment and to support future discussions regarding funding responsibility and project prioritization.

Background

Following the creation of the Central Virginia Transportation Authority (CVTA), GRTC expanded its regional planning and mobility efforts through a variety of pilot projects, microtransit initiatives, and service enhancements intended to better understand regional mobility needs and travel patterns.

Many of these investments were implemented as pilot projects or demonstration initiatives designed to evaluate market demand, service viability, and operational performance before establishing long-term funding approaches.

At the same time, GRTC initiated development of the Regional Public Transportation Plan, which is currently evaluating regional travel demand, growth patterns, mobility needs, service opportunities, and future transit scenarios throughout Planning District 15.

As these efforts mature, the Board has recognized the need for a framework that can objectively evaluate future investments and support transparent discussions regarding regional and local benefit.

Over the past year, the Board Development Committee and Finance Committee have considered multiple framework concepts and alternatives. Following review and discussion, the Finance Committee recommended advancing the proposed framework to the full Board for consideration.

Methodology

The Regional Service Allocation Framework evaluates proposed projects using five weighted factors intended to measure the level of regional benefit generated by a service enhancement or expansion.

Evaluation Factors

Factor	Weight	Example Considerations
Regional Connectivity	25%	Major activity centers, regional destinations, transfer opportunities, intermodal connections
Jurisdictional Benefit	20%	Number of jurisdictions served, cross-boundary travel, regional access improvements
Regional Demand	20%	Population density, employment density, zero-vehicle households, poverty rates
Service Need & Equity	20%	Minority population, low-income population, senior population, disability population, existing ridership
Network Importance	15%	Route connections, service frequency, span of service, overall network role

Each factor receives a weighted score that contributes to an overall project score on a 100-point scale.

Higher scores indicate a greater degree of regional benefit and may support a greater level of regional funding participation when future projects are considered.

Frequency Enhancement Methodology

In order to distinguish frequency improvements from entirely new service expansions, projects involving service frequency enhancements receive an adjustment within the scoring model. For frequency enhancement projects:

- Regional Demand scores are reduced to 50 percent of the calculated value.
- Service Need & Equity scores are reduced to 50 percent of the calculated value.

This adjustment recognizes that frequency improvements continue to provide meaningful mobility benefits while reducing the likelihood that existing demographic and ridership characteristics disproportionately influence project outcomes.

Framework Application

The framework is intended to serve as a planning and evaluation tool.

Approval of the framework:

- Establishes a methodology for evaluating future transit investments.
- Provides a consistent basis for discussions regarding regional and local benefit.
- Supports future grant applications and project prioritization efforts.

Approval of the framework does **not**:

- Establish final cost-sharing assignments for specific services.
- Determine which existing services will remain grandfathered.
- Establish future funding obligations for any jurisdiction.
- Commit the Board to future service expansions or funding decisions.

Several implementation questions remain under evaluation and will be informed by ongoing planning efforts, including:

- Completion of the Regional Public Transportation Plan;
- Five-year financial projections;
- Evaluation of existing service expansions using the adopted methodology;
- Assessment of pilot projects transitioning to permanent service;
- Identification of grandfathered services;
- Evaluation of future expansion-related ADA obligations; and
- Future regional funding discussions.

Staff anticipates returning to the Board with additional recommendations regarding framework application and implementation as these efforts are completed.

Fiscal Impact

There is no immediate fiscal impact associated with approval of the Regional Service Allocation Framework.

Approval of the framework establishes a methodology for evaluating future investments and does not authorize:

- New operating expenditures;
- New capital expenditures;
- Service expansions;
- Cost-sharing agreements; or
- Funding commitments.

Future implementation of the framework, including application to specific services, projects, or funding responsibilities, will be subject to:

- Board review and approval;

- Available revenues;
- Annual budget adoption;
- Results of the Regional Public Transportation Plan; and
- Future policy direction established by the Board.

Staff Recommendation

Staff recommends that the Board of Directors approve the Regional Service Allocation Framework, including the frequency enhancement methodology and expanded framework glossary, as the Board's guiding methodology for evaluating future transit investments, service enhancements, regional funding discussions, grant applications, and project prioritization efforts.

Staff further recommends that the Board direct staff to continue refinement and application of the framework through ongoing planning efforts and to return with recommendations regarding:

- Grandfathered services;
- Expansion-related service evaluations;
- Regional and local funding responsibilities;
- ADA and mobility service considerations;
- Project prioritization; and
- Future implementation strategies.

Proposed Motion

Staff recommends that the Board of Directors approve the Regional Service Allocation Framework, including the frequency enhancement methodology and expanded framework glossary, as the Board's guiding methodology for evaluating future transit investments, service enhancements, regional funding discussions, grant applications, and project prioritization efforts; and direct staff to return with recommendations regarding framework implementation, application to existing and future services, grandfathered service considerations, funding responsibilities, and future investment priorities.

Implementation of the framework shall remain subject to future Board review and approval, available funding resources, annual budget adoption, and any modifications the Board may determine appropriate based on operational experience, Regional Public Transportation Plan outcomes, or future policy considerations.

Attachments:

Glossary

Regional Connectivity	
Airport, Hospital, University/College	Major destinations that attract trips from throughout the region. Counted within 0.75 miles of the project area.
Transfer Hubs:	Any convergence of four (4) or more bus routes at a singular point along the route. System transfer hubs include: Southside Plaza, Willow Lawn, 23rd & Franklin, and the Downtown Transfer Center.
Jurisdictional Benefit	
Jurisdiction connectivity:	Count of jurisdictions are serviced by the project being scored.
Regional Demand	
Transit Supportive Demand Index:	This index encompasses the following factors: Population Density, Employment Density, Poverty Rate, and No Vehicle Households. These statistics are obtained through Remix utilizing US Census data
Service Need & Equity	
Mobility Need Index:	This index encompasses the following factors: Disability Rate, Senior (65+) Population, and Boardings by Route. Population with Disability status and Senior Population are also obtained through Remix utilizing US Census data. Boardings by Route are pulled from APC reporting by GRTC.
Network Importance	
Network Function Classification Score:	This is a scoring of how a service change functions in relation to the service network as a whole and considers three factors of Routes Connected (routes touched by the route or service change in question), Local Frequency (how frequent the bus service is in relation to the systemwide average), and Local Span (how long each day the bus route operates in relation to the systemwide average).

Examples

Route 7A/B Frequency Improvement

October of 2024 - Routes 7A & 7B saw a Weekday frequency increase from 60-minutes on each route (30-minutes on overlapping service corridors) to 30-minutes on each route (15-minutes on overlapping service corridors).

Factor	Weight	Specific Metric	Data Attributes	Score 0	Score 5	Score 10	Score 0	Score 5	Score 10	Final Score
Regional Connectivity	25%	Regional Destinations Served	Activity Center Name; Airport Flag; Hospital Flag; University/College Flag; Transfer Hub Flag (4+ routes)	0-1 destinations	2-3 destinations	4+ destinations			5	10
Jurisdictional Benefit	20%	Number of Jurisdictions Crossed	Jurisdiction connectivity		1	2	3	2		5
Regional Demand	20%	Transit Supportive Demand Index	Population Density	Less than 2500	2500-3500	Higher than 3500	1516.7			1.25
			Employment Density	Less than 2000	2000-3000	Higher than 3000		2001.9		
			Poverty Rate	Less than 12%	12-16%	17% or higher	10.55%			
			No Veh HH	Less than 9%	9-13%	13% or higher	8.45%			
Service Need & Equity	20%	Mobility Need Index	Disability Rate	Less than 12%	12-15%	15% or higher	7.90%			1.67
			Senior Pop	Less than 13%	13-16%	16% or higher	6.10%			
			Boardings by route	Less than 15,000	15000-35000	Higher than 35,000		21445.5		
Network Importance	15%	Network Function Classification	Routes Connected	0-4	5-9	10+			15+	10
			Local Freq (system avg w/ BRT = 38 min, w/out BRT = 39 min)	45+ mins	30-44 mins	0-29 mins			15	
			Local Span (system avg w/ or w/out BRT = 17 hrs)	0-11 hrs	12-17 hrs	18-24 hrs			19	

Route 1A Extension

January 2024 – Route 1A saw a route extension, extending fixed-route service further South on Midlothian Turnpike to Walmart Way.

Factor	Weight	Specific Metric	Data Attributes	Score 0	Score 5	Score 10	Score 0	Score 5	Score 10	Final Score
Regional Connectivity	25%	Regional Destinations Served	Activity Center Name; Airport Flag; Hospital Flag; University/College Flag; Transfer Hub Flag (4+ routes)	0-1 destinations	2-3 destinations	4+ destinations	2			5
Jurisdictional Benefit	20%	Number of Jurisdictions Crossed	Jurisdiction connectivity	1	2	3	2			5
Regional Demand	20%	Transit Supportive Demand Index	Population Density	Less than 2500	2500-3500	Higher than 3500	1963.0			1.25
			Employment Density	Less than 2000	2000-3000	Higher than 3000		2888.9		
			Poverty Rate	Less than 12%	12-16%	17% or higher	9.50%			
			No Veh HH	Less than 9%	9-13%	13% or higher	4.80%			
Service Need & Equity	20%	Mobility Need Index	Disability Rate	Less than 12%	12-15%	15% or higher		13.20%		8.33
			Senior Pop	Less than 13%	13-16%	16% or higher			17.50%	
			Boardings by route	Less than 15,000	15000-35000	Higher than 35,000			66,623	
Network Importance	15%	Network Function Classification	Routes Connected	0-4	5-9	10+			15	8.33
			Local Freq (system avg w/ BRT = 38 min, w/out BRT = 39 min)	45+ mins	30-44 mins	0-29 mins	30			
			Local Span (system avg w/ or w/out BRT = 17 hrs)	0-11 hrs	12-17 hrs	18-24 hrs		20		

Route 19 Extension

January 2024 – Route 19 saw a fixed-route extension, extending service further west on Broad Street, into Goochland County, to Wilkes Ridge Drive and Sheltering Arms Institute, servicing Wilkes Ridge Loop every other trip.

Factor	Weight	Specific Metric	Data Attributes	Score 0	Score 5	Score 10	Score 0	Score 5	Score 10	Final Score
Regional Connectivity	25%	Regional Destinations Served	Activity Center Name; Airport Flag; Hospital Flag; University/College Flag; Transfer Hub Flag (4+ routes)	0-1 destinations	2-3 destinations	4+ destinations			4	10
Jurisdictional Benefit	20%	Number of Jurisdictions Crossed	Jurisdiction connectivity	1	2	3	1			0
Regional Demand	20%	Transit Supportive Demand Index	Population Density	Less than 2500	2500-3500	Higher than 3500		3009.4		3.75
			Employment Density	Less than 2000	2000-3000	Higher than 3000			3995.9	
			Poverty Rate	Less than 12%	12-16%	17% or higher	9.60%			
			No Veh HH	Less than 9%	9-13%	13% or higher	4.60%			
Service Need & Equity	20%	Mobility Need Index	Disability Rate	Less than 12%	12-15%	15% or higher	9.70%			3.33
			Senior Pop	Less than 13%	13-16%	16% or higher	12.90%			
			Boardings by route	Less than 15,000	15000-35000	Higher than 35,000			58,093	
Network Importance	15%	Network Function Classification	Routes Connected	0-4	5-9	10+	6			8.33
			Local Freq (system avg w/ BRT = 38 min, w/out BRT = 39 min)	45+ mins	30-44 mins	0-29 mins		15		
			Local Span (system avg w/ or w/out BRT = 17 hrs)	0-11 hrs	12-17 hrs	18-24 hrs		18		

Route 1 Extension

June 2024 – Route 1 saw a route extension, extending fixed-route service further North on Brook Rd to Reynolds Community College Parham Rd. Campus, every other trip will be extended to the campus.

October 2024 - Route 1 saw a route extension, extending fixed-route service further North on Brook Rd to Virginia Center Commons, every other trips EOL will be extended up to VCC.

Factor	Weight	Specific Metric	Data Attributes	Score 0	Score 5	Score 10	Score 0	Score 5	Score 10	Final Score
Regional Connectivity	25%	Regional Destinations Served	Activity Center Name; Airport Flag; Hospital Flag; University/College Flag; Transfer Hub Flag (4+ routes)	0-1 destinations	2-3 destinations	4+ destinations	2			5
Jurisdictional Benefit	20%	Number of Jurisdictions Crossed	Jurisdiction connectivity	1	2	3	2			5
Regional Demand	20%	Transit Supportive Demand Index	Population Density	Less than 2500	2500-3500	Higher than 3500	1636.2			0
			Employment Density	Less than 2000	2000-3000	Higher than 3000	1453.3			
			Poverty Rate	Less than 12%	12-16%	17% or higher	6.50%			
			No Veh HH	Less than 9%	9-13%	13% or higher	5.00%			
Service Need & Equity	20%	Mobility Need Index	Disability Rate	Less than 12%	12-15%	15% or higher		12.20%		8.33
			Senior Pop	Less than 13%	13-16%	16% or higher			18.60%	
			Boardings by route	Less than 15,000	15000-35000	Higher than 35,000			95,855	
Network Importance	15%	Network Function Classification	Routes Connected	0-4	5-9	10+			15+	8.33
		*entire route	Local Freq (system avg w/ BRT = 38 min, w/out BRT = 39 min)	45+ mins	30-44 mins	0-29 mins	30			
			Local Span (system avg w/ or w/out BRT = 17 hrs)	0-11 hrs	12-17 hrs	18-24 hrs		20		

Cloverdale LINK

Cloverdale (North Chesterfield) LINK Microtransit Zone was implemented in Fall 2024.

Factor	Weight	Specific Metric	Data Attributes	Score 0	Score 5	Score 10	Score 0	Score 5	Score 10	Final Score
Regional Connectivity	25%	Regional Destinations Served	Activity Center Name; Airport Flag; Hospital Flag; University/College Flag; Transfer Hub Flag (4+ routes)	0-1 destinations	2-3 destinations	4+ destinations	1			0
Jurisdictional Benefit	20%	Number of Jurisdictions Crossed	Jurisdiction connectivity	1	2	3		2		5
Regional Demand	20%	Transit Supportive Demand Index	Population Density	Less than 2500	2500-3500	Higher than 3500		2698.4		1.25
			Employment Density	Less than 2000	2000-3000	Higher than 3000	713			
			Poverty Rate	Less than 12%	12-16%	17% or higher	11.70%			
			No Veh HH	Less than 9%	9-13%	13% or higher	3.80%			
Service Need & Equity	20%	Mobility Need Index	Disability Rate	Less than 12%	12-15%	15% or higher		13.50%		5
			Senior Pop	Less than 13%	13-16%	16% or higher			23.90%	
			Boardings by route	Less than 15,000	15000-35000	Higher than 35,000	714			
Network Importance	15%	Network Function Classification	Routes Connected	0-4	5-9	10+	2			2.5
			Local Span (system avg w/ or w/out BRT = 17 hrs)	0-11 hrs	12-17 hrs	18-24 hrs		14		

Azalea LINK

The pilot microtransit zone, Azalea LINK microtransit zone was implemented in January 2024 and replaced the peak only fixed-route service, Route 93.

Factor	Weight	Specific Metric	Data Attributes	Score 0	Score 5	Score 10	Score 0	Score 5	Score 10	Final Score
Regional Connectivity	25%	Regional Destinations Served	Activity Center Name; Airport Flag; Hospital Flag; University/College Flag; Transfer Hub Flag (4+ routes)	0-1 destinations	2-3 destinations	4+ destinations		1		5
Jurisdictional Benefit	20%	% Cross-Jurisdiction Trips	Jurisdiction connectivity	1	2	3		2		5
Regional Demand	20%	Transit Supportive Demand Index	Population Density	Less than 2500	2500-3500	Higher than 3500	660.5			1.25
			Employment Density	Less than 2000	2000-3000	Higher than 3000	1307.8			
			Poverty Rate	Less than 12%	12-16%	17% or higher		15%		
			No Veh HH	Less than 9%	9-13%	13% or higher	3.70%			
Service Need & Equity	20%	Mobility Need Index	Disability Rate	Less than 12%	12-15%	15% or higher	10.90%			3.33
			Senior Pop	Less than 13%	13-16%	16% or higher			19.90%	
			Boardings by route	Less than 15,000	15000-35000	Higher than 35,000	2936			
Network Importance	15%	Network Function Classification	Routes Connected	0-4	5-9	10+	1			2.5
			Local Span (system avg w/ or w/out BRT = 17 hrs)	0-11 hrs	12-17 hrs	18-24 hrs		17		

Powhatan LINK

Implemented in Fall 2024 and expanded to encompass the entire Powhatan jurisdiction in June 2025.

Factor	Weight	Specific Metric	Data Attributes	Score 0	Score 5	Score 10	Score 0	Score 5	Score 10	Final Score
Regional Connectivity	25%	Regional Destinations Served	Activity Center Name; Airport Flag; Hospital Flag; University/College Flag; Transfer Hub Flag (4+ routes)	0-1 destinations	2-3 destinations	4+ destinations		2		5
Jurisdictional Benefit	20%	Number of Jurisdictions Crossed	Jurisdiction connectivity	1	2	3		2		5
Regional Demand	20%	Transit Supportive Demand Index	Population Density	Less than 2500	2500-3500	Higher than 3500	129.5			0
			Employment Density	Less than 2000	2000-3000	Higher than 3000	59.5			
			Poverty Rate	Less than 12%	12-16%	17% or higher	4.70%			
			No Veh HH	Less than 9%	9-13%	13% or higher	2.10%			
Service Need & Equity	20%	Mobility Need Index	Disability Rate	Less than 12%	12-15%	15% or higher	11.80%			3.33
			Senior Pop	Less than 13%	13-16%	16% or higher			19.70%	
			Boardings by route	Less than 15,000	15000-35000	Higher than 35,000	274			
Network Importance	15%	Network Function Classification	Routes Connected	0-4	5-9	10+	1			2.5
			Local Span (system avg w/ or w/out BRT = 17 hrs)	0-11 hrs	12-17 hrs	18-24 hrs		13		