



RRTPO TAC | Regional Public Transportation Plan

Patricia Robinson, Assistant Director of Planning & Scheduling

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Overview

- **Background**
 - State legislation directs GRTC to develop a Regional Public Transportation Plan
 - Collaboration with the Richmond Regional Transportation Planning Organization (RRTPO)
 - Annual requirement, identifying how GRTC plans to spend CVTA funds in the upcoming fiscal years
- **Objectives**
 - Provide an update on service adjustments in FY26
 - Provide an update on service plans for FY27
 - Inform the RRTPO TAC of GRTC's CVTA transit funding priorities for FY27
- **Recommendation**
 - Recommends that RRTPO TAC support the GRTC FY27 Regional Public Transportation Plan



FY26 Updates

- Maintain Transit Operations (28.6M)
 - Maintain operations and levels of service
- Planning Studies (250K)
 - Match for federal grant for Downtown Transfer Hub study
- Capital / Technical Assistance - State of Good Repair and Rider Experience (1.2M – matching funds)
 - Fleet Replacement
 - Facilities Improvements
 - Security and Technology Upgrades

FY26 Service Updates

Route/Service	Change	Funding Source
Route 56	Replaced with microtransit	-
Route 88	Replaced with microtransit	-
Broad Rock Microtransit	New Service (Replaced 88)	Route Replacement
Sandston Microtransit	Expansion (Replaced 56)	TRIP DRPT/Route Replacement

FY27 Priorities

- Maintain Transit Operations (31.2M)
 - Restore service levels
- Capital / Technical Assistance - State of Good Repair and Rider Experience (2M – matching funds)
 - Examples:
 - Fleet replacement
 - Facility pavement repair/replacement (SGR)
 - Security technology upgrades
 - Technical studies – ie: Origin and Destination, Operator work preference

Category		FY 2027 Request
Business Improvement	\$	11,229,039.55
Infrastructure/Facility Improvement	\$	12,455,139.74
Safety/Regulatory	\$	1,514,000.00
Service Expansion	\$	44,401,376.00
Service Improvement	\$	660,986.00
Service Sustainability	\$	615,000.00
State of Good Repair	\$	21,101,438.01
Grand Total	\$	91,976,979.30

Next Steps

Oct – Dec

Budget Prep: GRTC evaluated FY27 priorities based on ridership, demand, cost, and jurisdictional feedback

Dec – Feb

Budget Prep: GRTC evaluate FY27 capital priorities and prepare DPRT grant applications

Feb – Mar

Draft Budget and Draft Regional Public Transportation Plan (RPTP)

Feb – April

TPO TAC FY27 RPTP Review and Priority Approval (April 14th)

April

GRTC Board of Directors FY27 RPTP approval (April 21st)

FY27 RPTP Approval

- RRTPO Policy Board (April 23rd)
- CVTA Finance (May)
- CVTA TAC (May)
- CVTA Full Authority (May)

Action Item

FY2027 CVTA TRANSIT FUNDING

- GRTC uses funds accrued in the prior year for the next fiscal year's operations
- Estimated total CVTA transit funding to be accrued by June 30, 2026 is \$35.1M
- \$33.2M of CVTA funds to maintain service levels and capital/grant matches
- \$2M difference in funds to a restricted reserve for future use.
- Projected total CVTA transit funds distributed in FY2027 are \$36.3 million to be put into restricted reserve.

RECOMMENDATION

- GRTC recommends that the RRTPO TAC 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.

1. Clarify the CVTA fund balance and explain how these funds are anticipated to be used and when.

The CVTA fund balance reflects regional transportation funding that has been awarded but not yet fully expended. These funds are programmed for specific approved uses, including transit operations support and capital investments, and are drawn down over time as costs are incurred. This is not uncommitted funding, but rather funding tied to planned and approved projects. At the meeting, we can outline what is committed, what remains available, and the expected timeline for expenditure.

2. Does the FY27 budget include service being provided today or does it assume being fully staffed with drivers?

The FY27 budget reflects the level of service GRTC intends to operate, not just the reduced level currently being delivered due to workforce constraints. The budget aligns with the planned service network and assumes continued progress in hiring and retaining operators to restore service to planned levels.

3. What is the difference in service hours being provided today versus being fully staffed with drivers and assumed in the FY27 budget?

There is currently a gap between service being delivered and the level of service assumed in the FY27 budget due to operator shortages. Current service hours reflect what can be reliably operated with existing staffing levels, while the FY27 budget reflects the full planned service.

4. Is there a maintenance of effort in local funding for Richmond, Henrico, and Chesterfield, or have they reduced their local funding since CVTA funding came into play in FY21?

State legislation establishing CVTA funding does not require a strict maintenance of effort. It allows local partners to reduce their local transit contributions to as low as 50% of their FY2019 funding levels, providing flexibility as regional funding was introduced.

5. Explain general route changes to the system since launch of the new/frequent service in 2018.

Since the 2018 system redesign, GRTC has made targeted adjustments to improve reliability, respond to ridership demand, and adapt to changes in development and travel patterns. These changes have included schedule refinements, route alignments, stop adjustments, and service span updates.

Some changes were part of ongoing service planning and system optimization, while others were made in response to operational realities, including workforce availability. At a high level, the goal has been to maintain a strong frequent network while improving overall system performance and reliability.

GRTC updates their Title VI Program, every 3 years, which includes a service change analysis for each booking. For additional information please review the *Projects* section of GRTC's website:

<https://www.ridegrtc.com/community/projects/>

6. Frequency changes to the system from budget constraints (not due to driver shortages).

GRTC has not implemented frequency reductions due to budget constraints. Any recent frequency adjustments have been driven by operator availability, not funding limitations.

These changes were made to align scheduled service with available workforce capacity and improve reliability for riders. The focus has been on delivering consistent, dependable service rather than scheduling trips that cannot be operated. As staffing levels improve, the intent is to restore frequencies to planned levels reflected in the budget and service plan.

7. Please explain the reason for driver shortage, how it is being addressed, and how long GRTC anticipates having a driver shortage.

GRTC, like many transit agencies nationwide, is experiencing a constrained operator labor market. This is driven by a combination of factors including competition for CDL-qualified workers, the nature of shift-based work, training pipeline limitations, and broader workforce trends impacting transit.

The agency is actively addressing this through recruitment, training classes, and retention efforts. Progress is being made through ongoing hiring and training cycles, but recovery is expected to be gradual rather than immediate. The timeline to fully close the gap depends on both hiring success and retention.

8. What is the status of rural microtransit service? Is it in the FY27 budget or grant funded? Are there driver shortages?

Microtransit service is supported through a mix of funding sources, including grant funding and operating funds, depending on the specific service. For FY27, we can clarify which services are assumed to continue and how they are funded within the budget.

From a staffing perspective, microtransit operators are unaffected by the current workforce challenges.