



Update on the FY2028 Regional Public Transportation Plan

PlanRVA TAC

May 12, 2026

ridegrtc.com

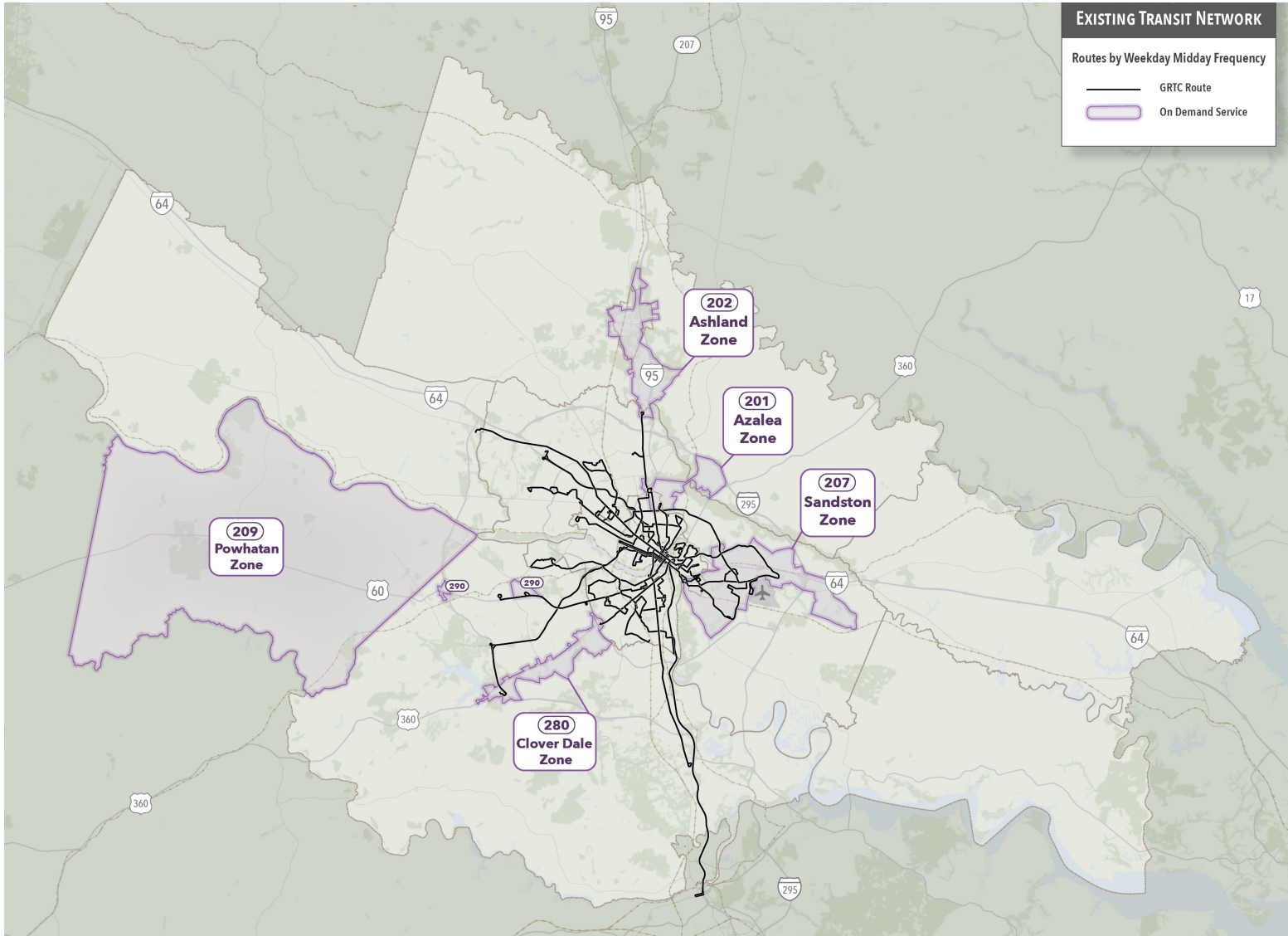


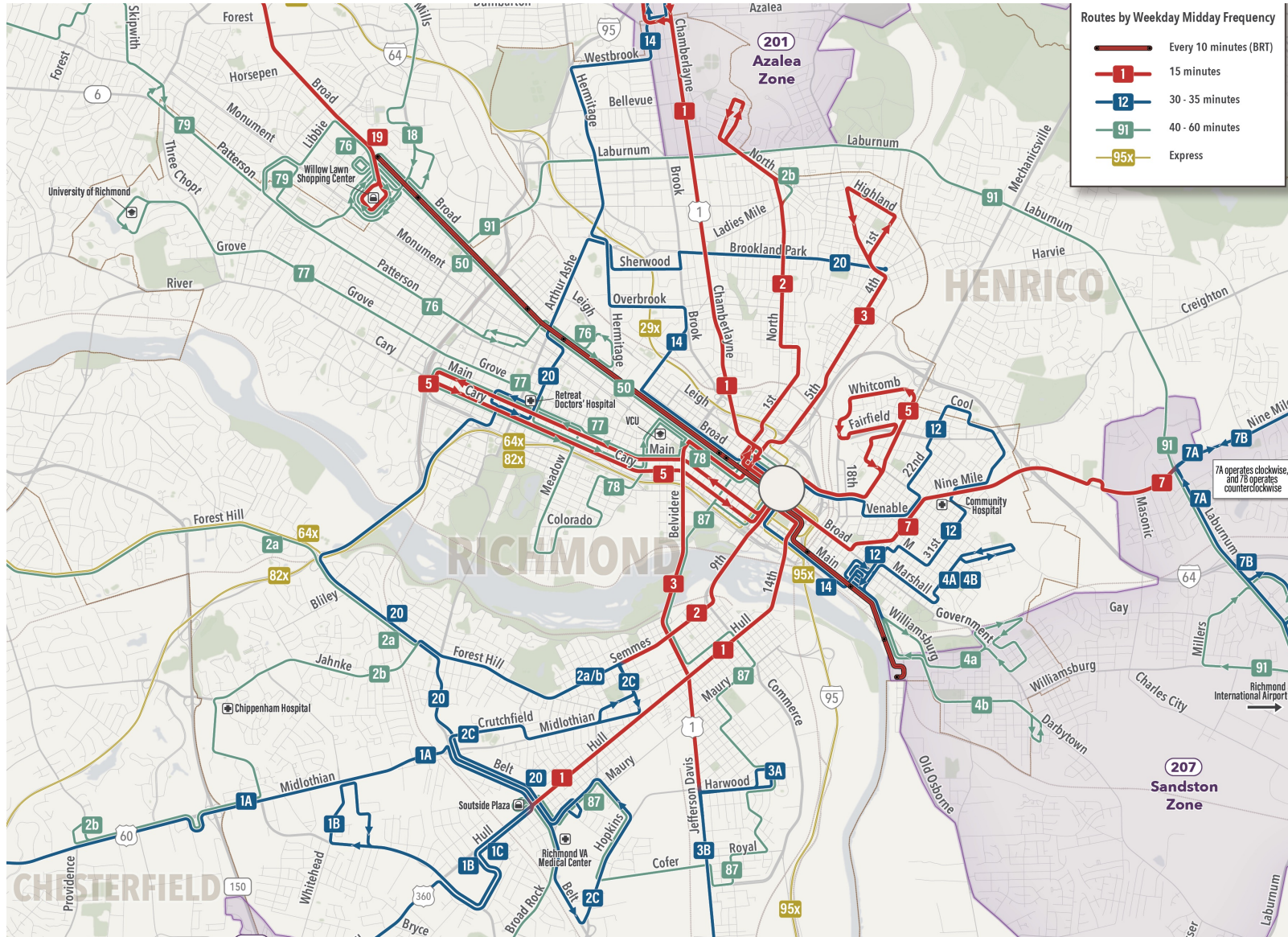
Timeline

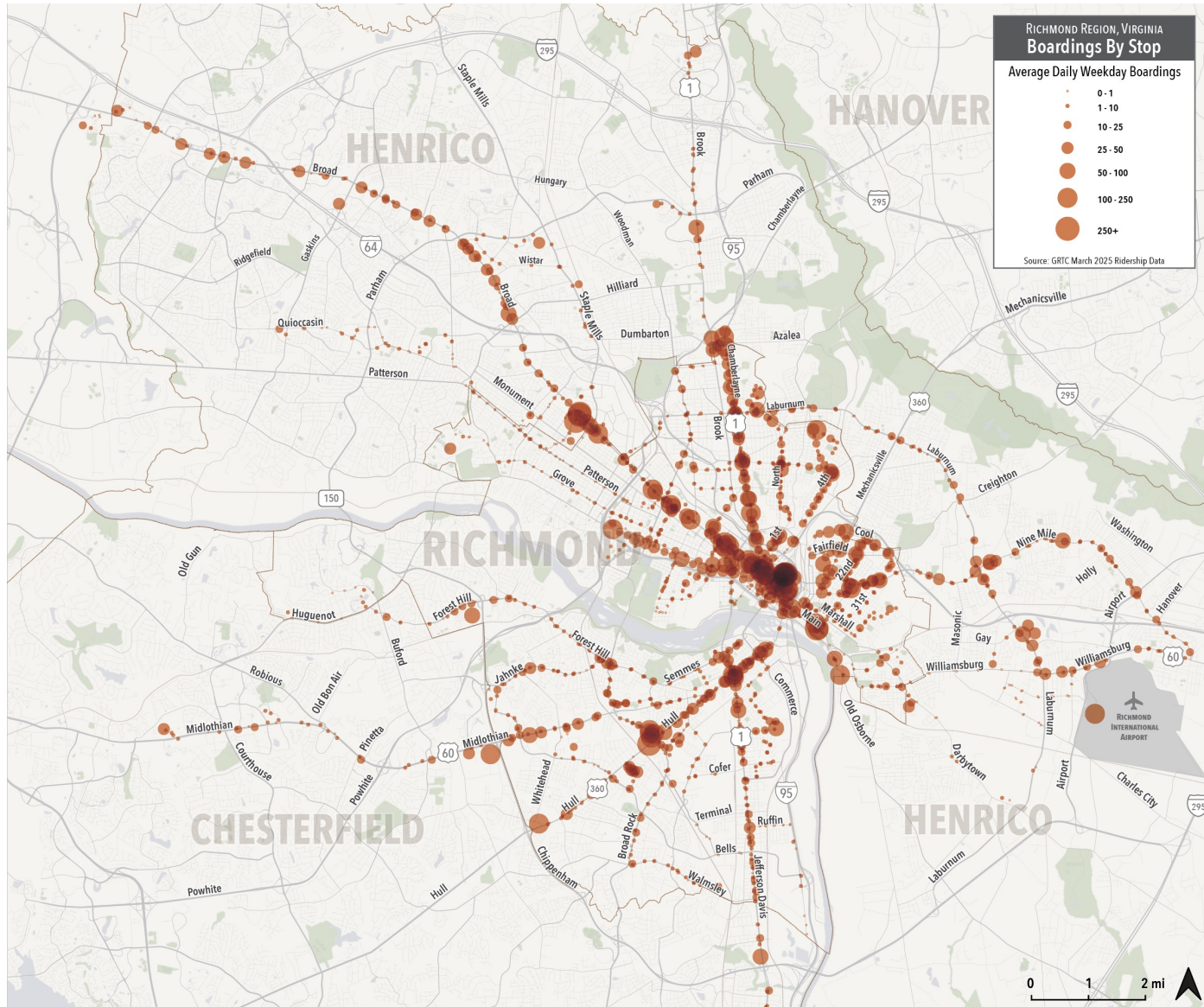
- Spring 2026:
 - Recommend FY2027 maintenance of effort and capital matches
 - Analyze existing transit services and update financial projections
- Summer 2026: Develop future transit scenarios
- Summer 2026: Public consultation
- Fall 2026: Select and refine one scenario for the Plan
- Winter 2026/2027: Define phases for the Plan
- March 2027: FY2028 Regional Transit Plan complete

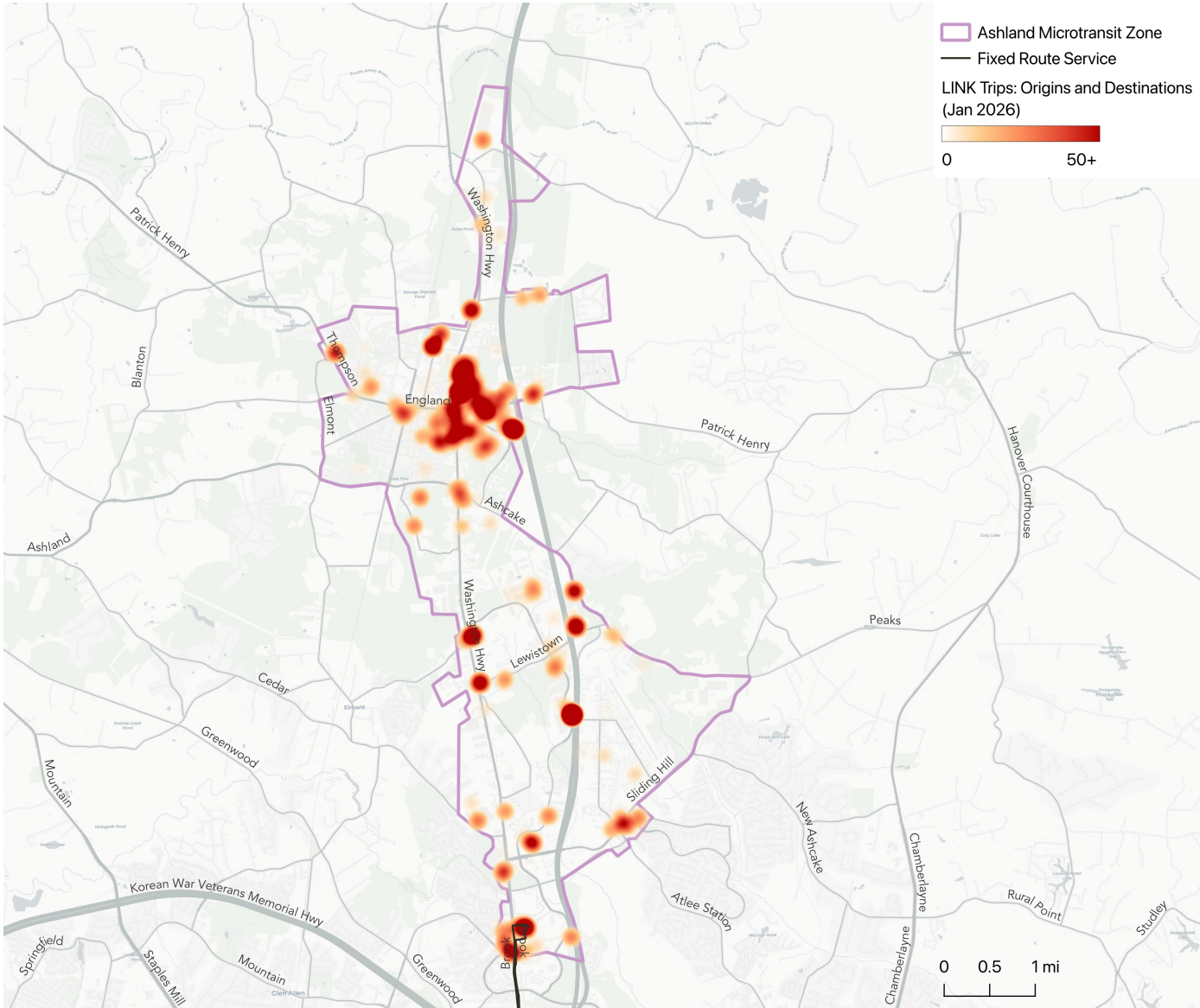


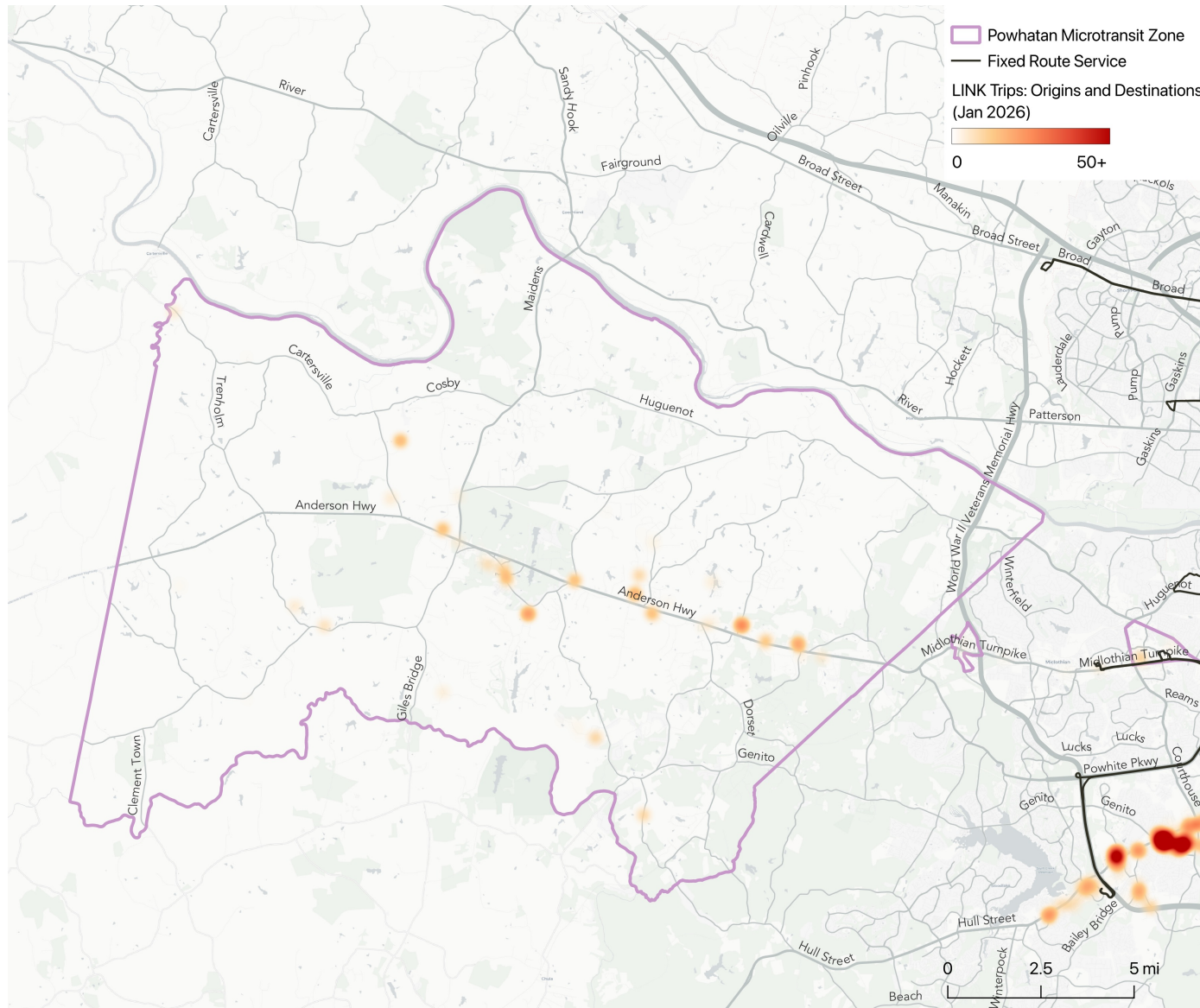
Analyzing Existing Services

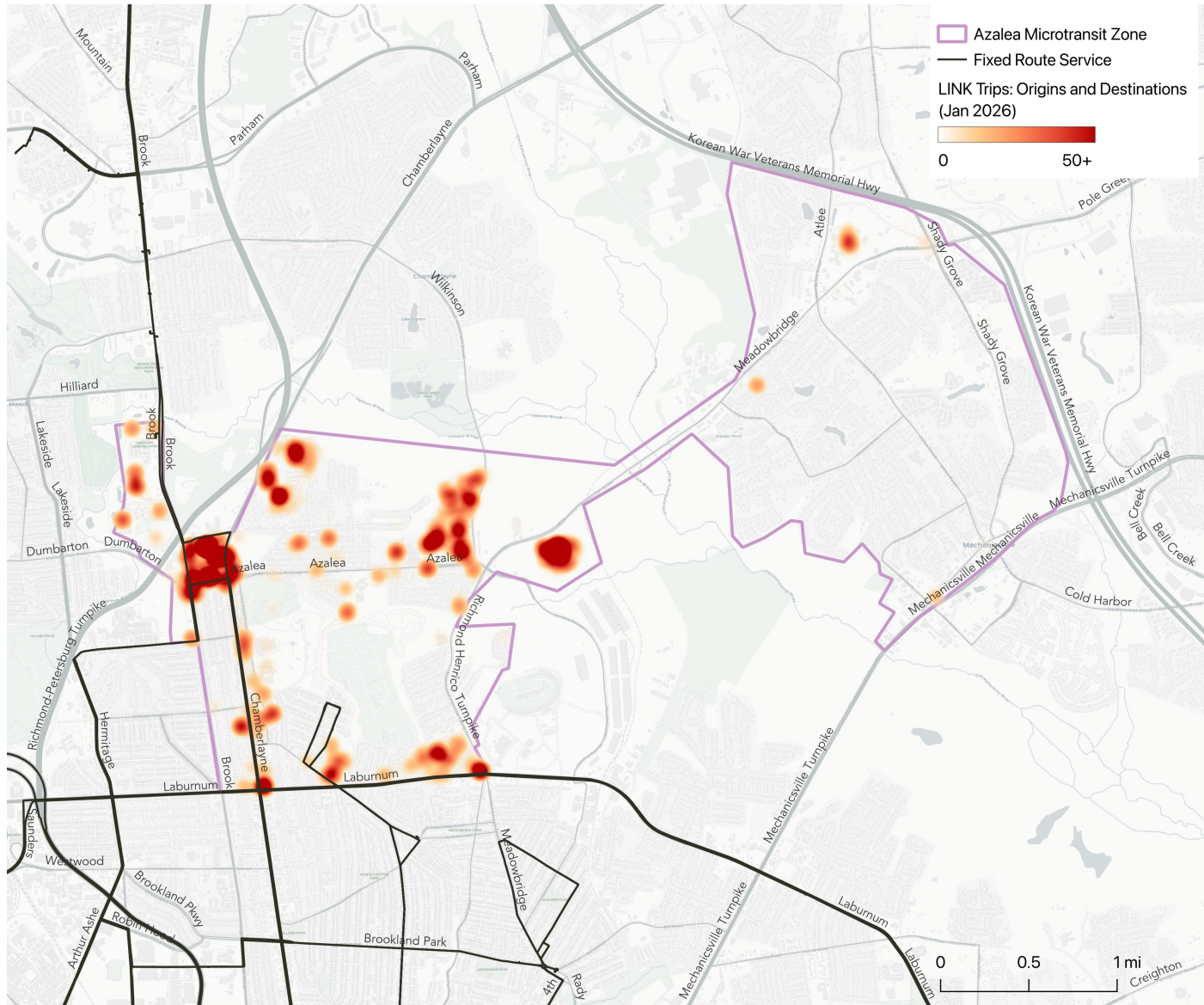


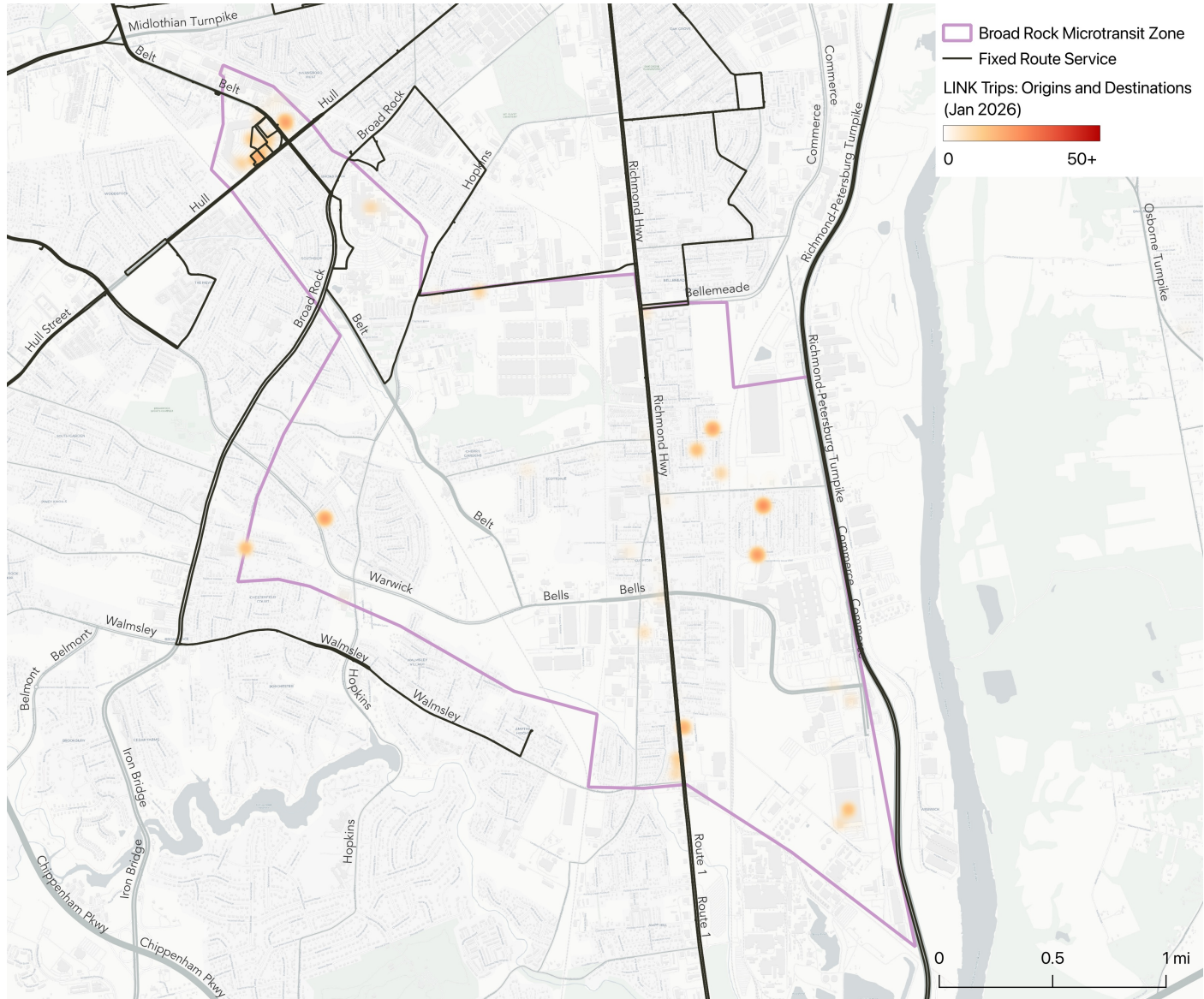


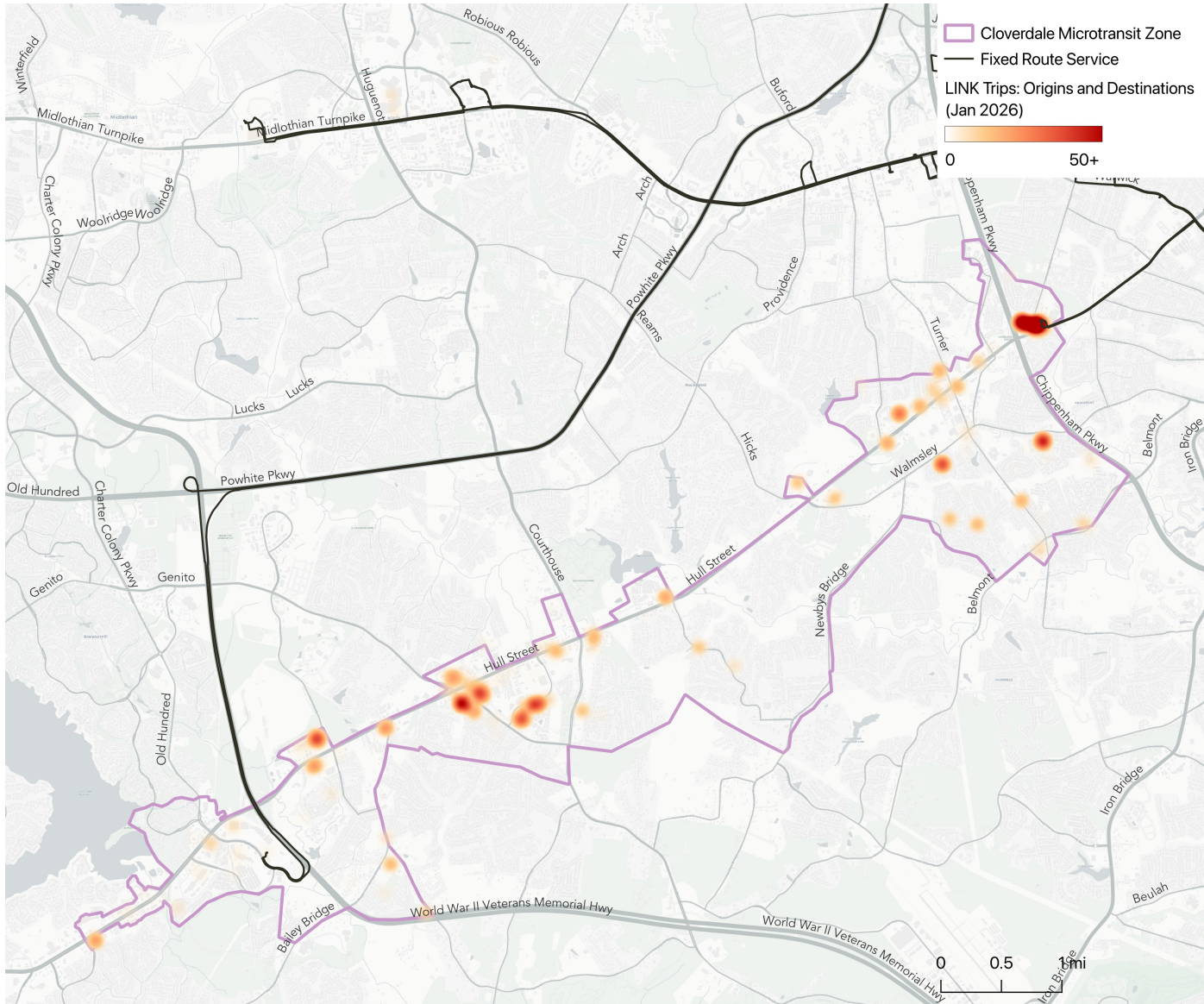


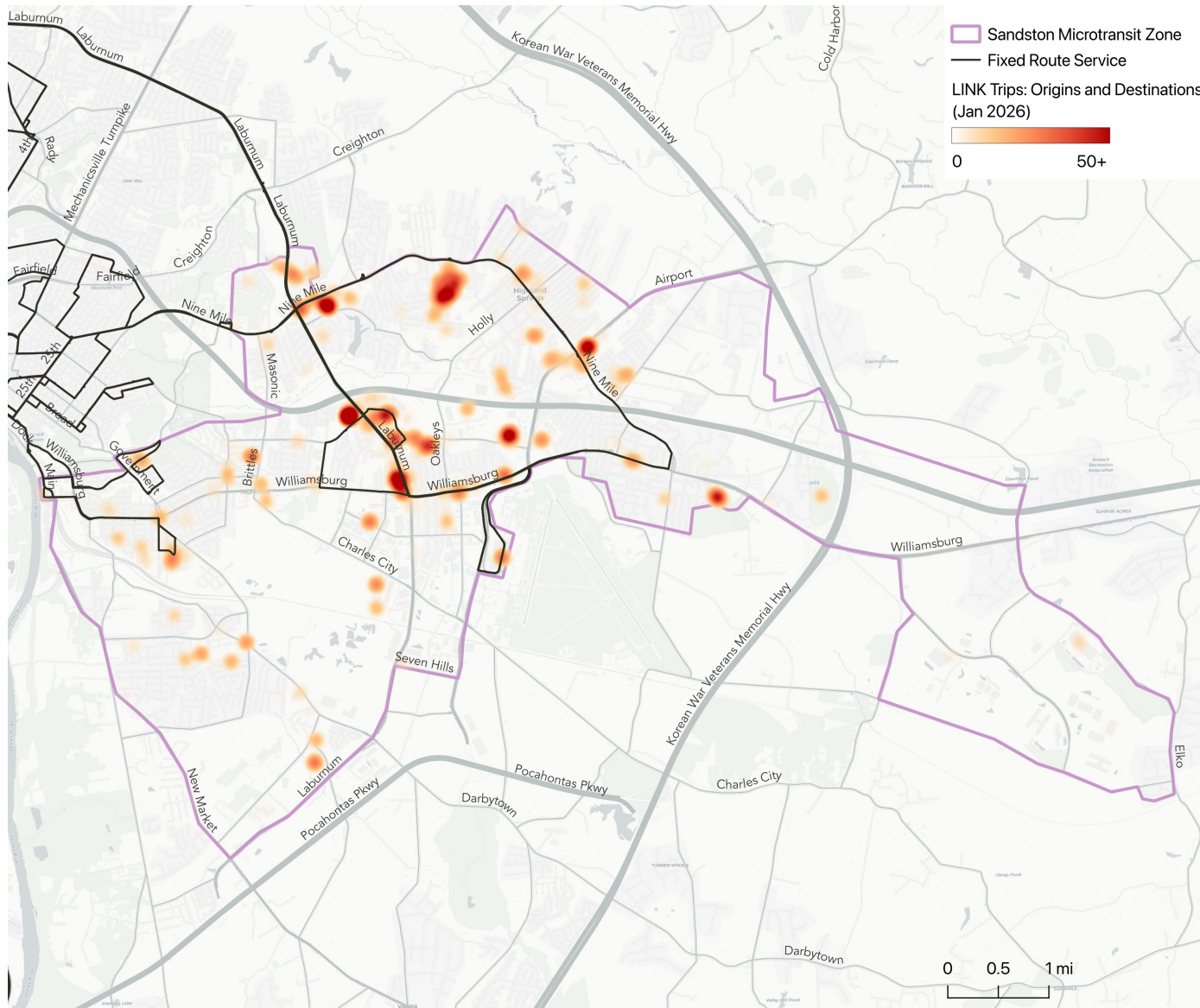






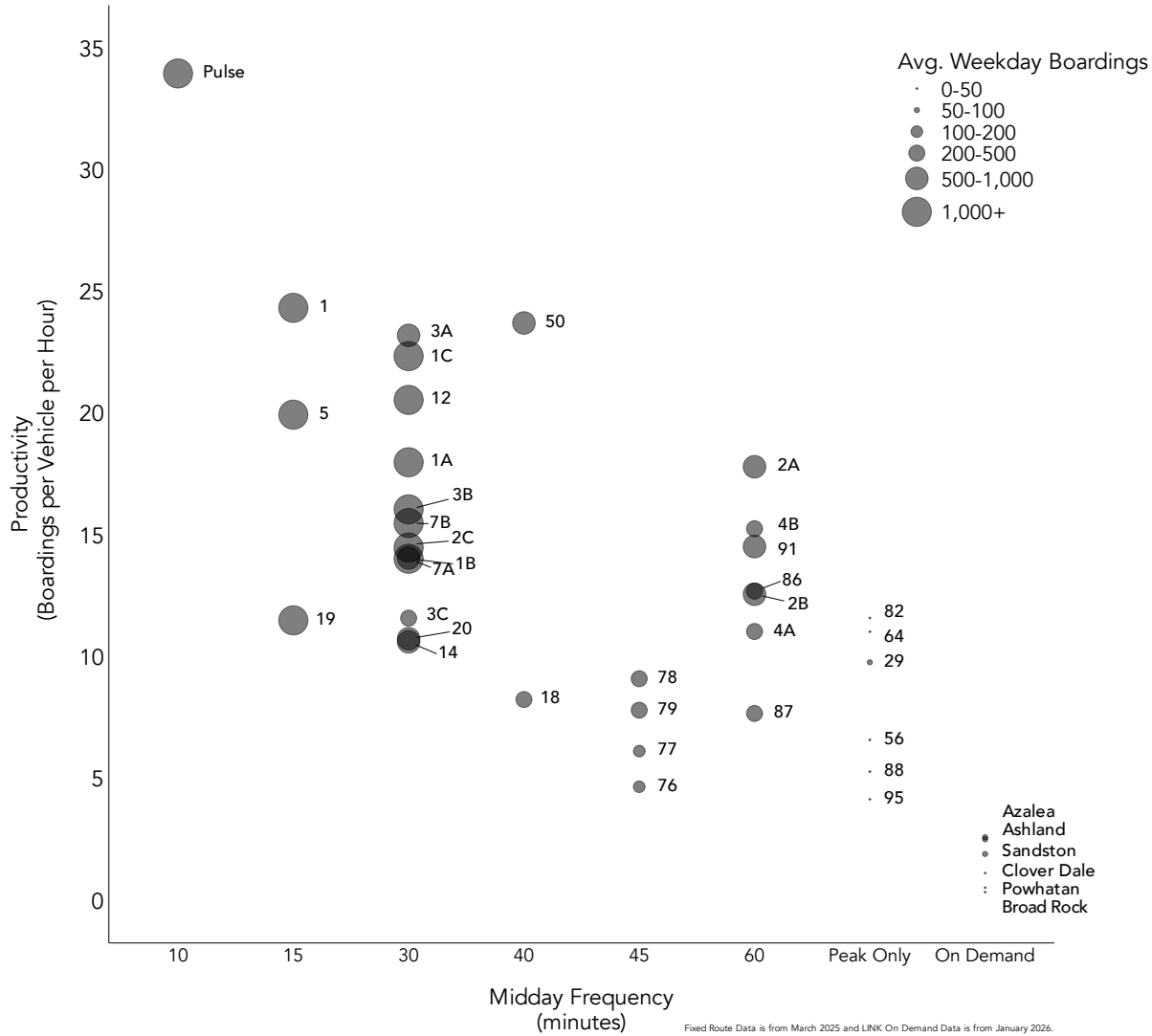







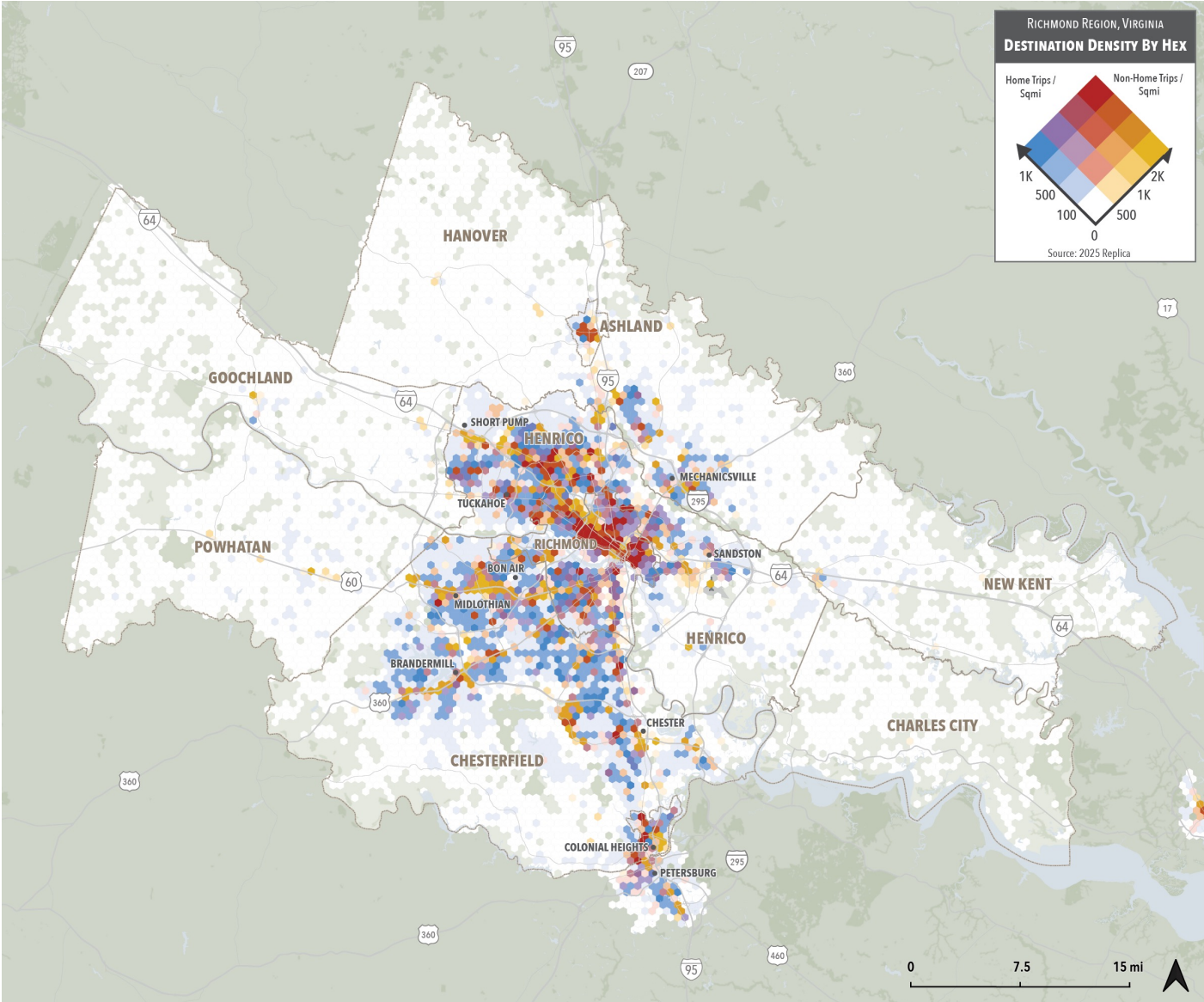
GRTC Route Frequency and Productivity (March 2025)

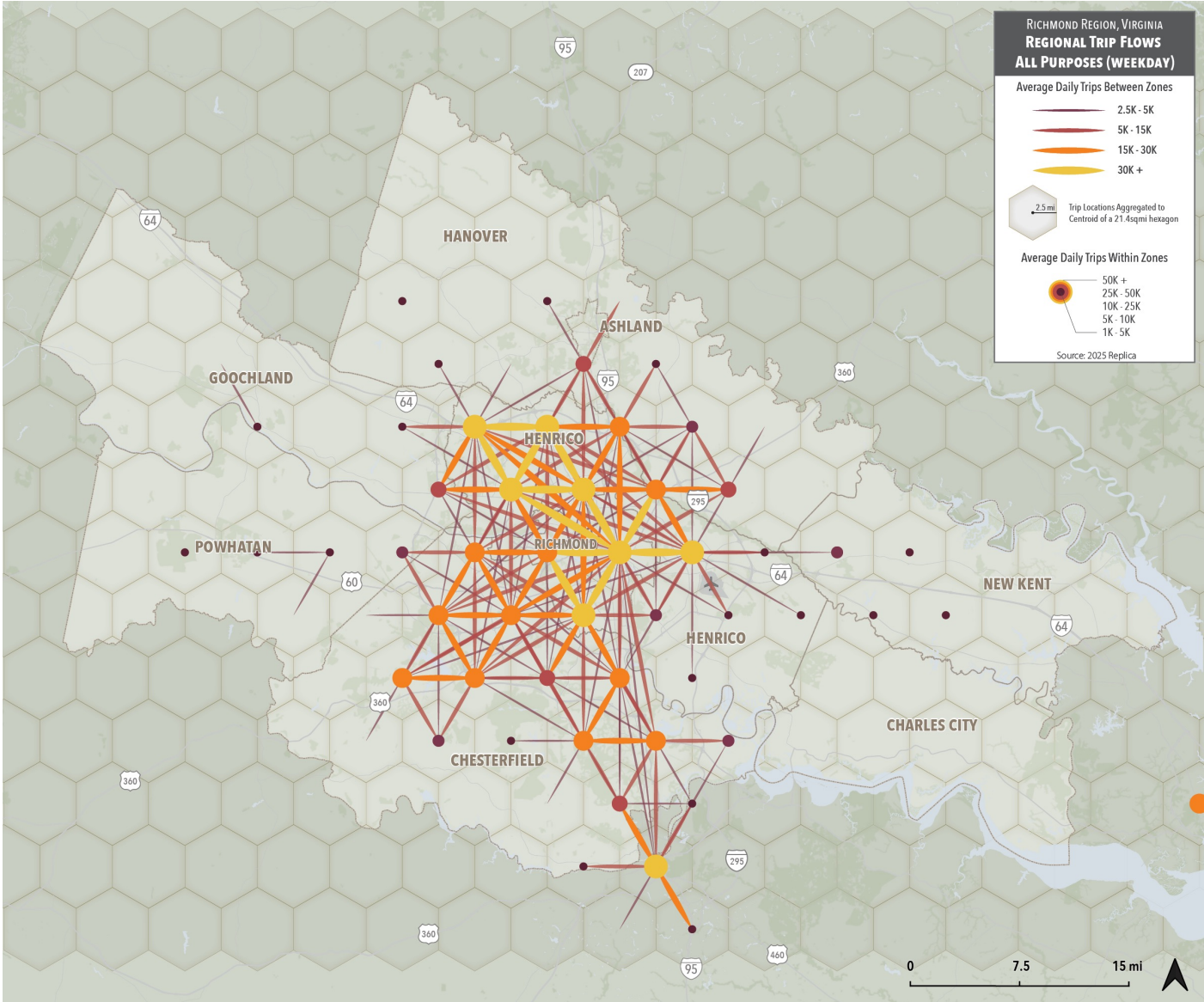
Average Weekday Ridership and Service Level





Understanding Potential Transit Ridership and Needs through Analysis

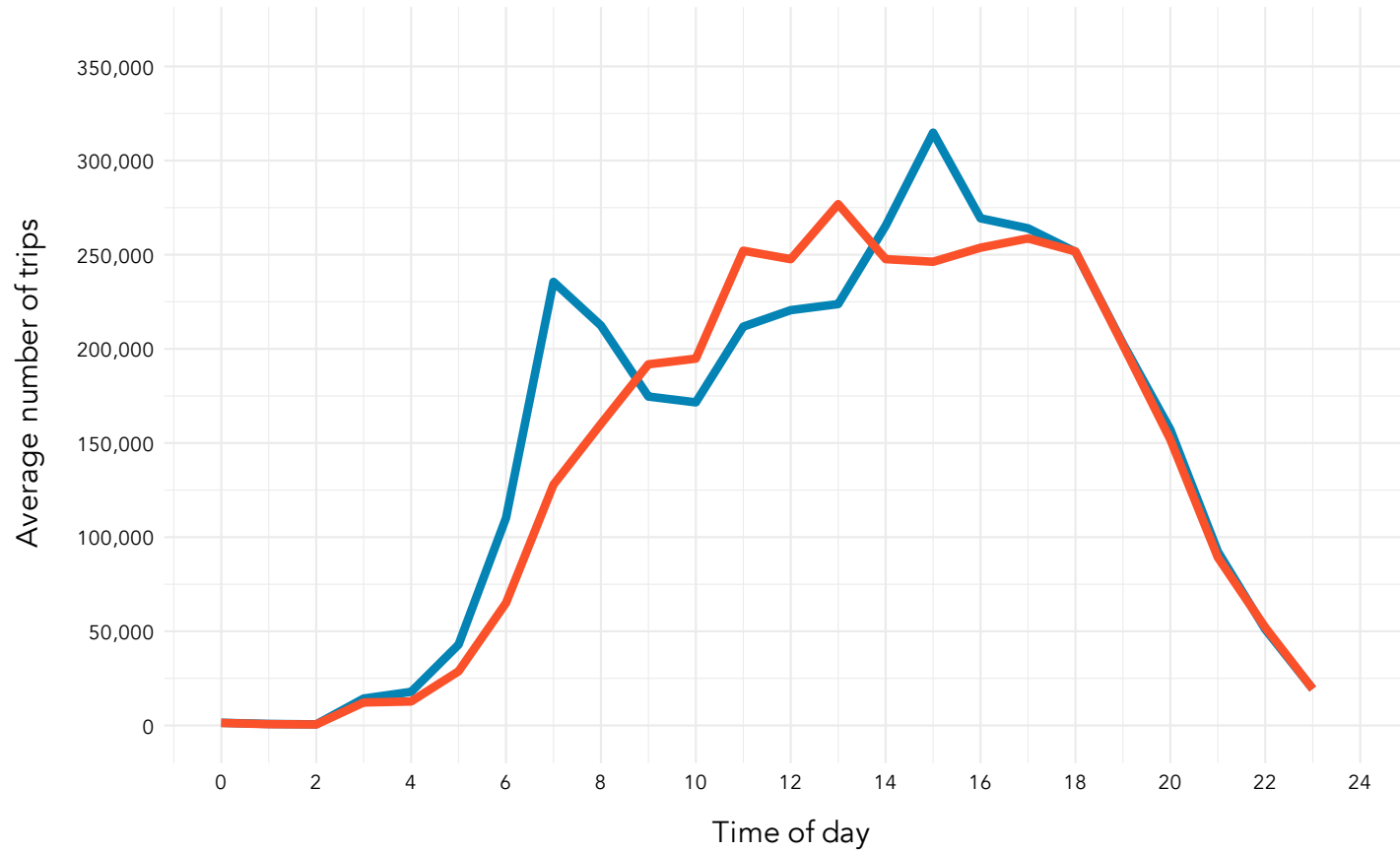




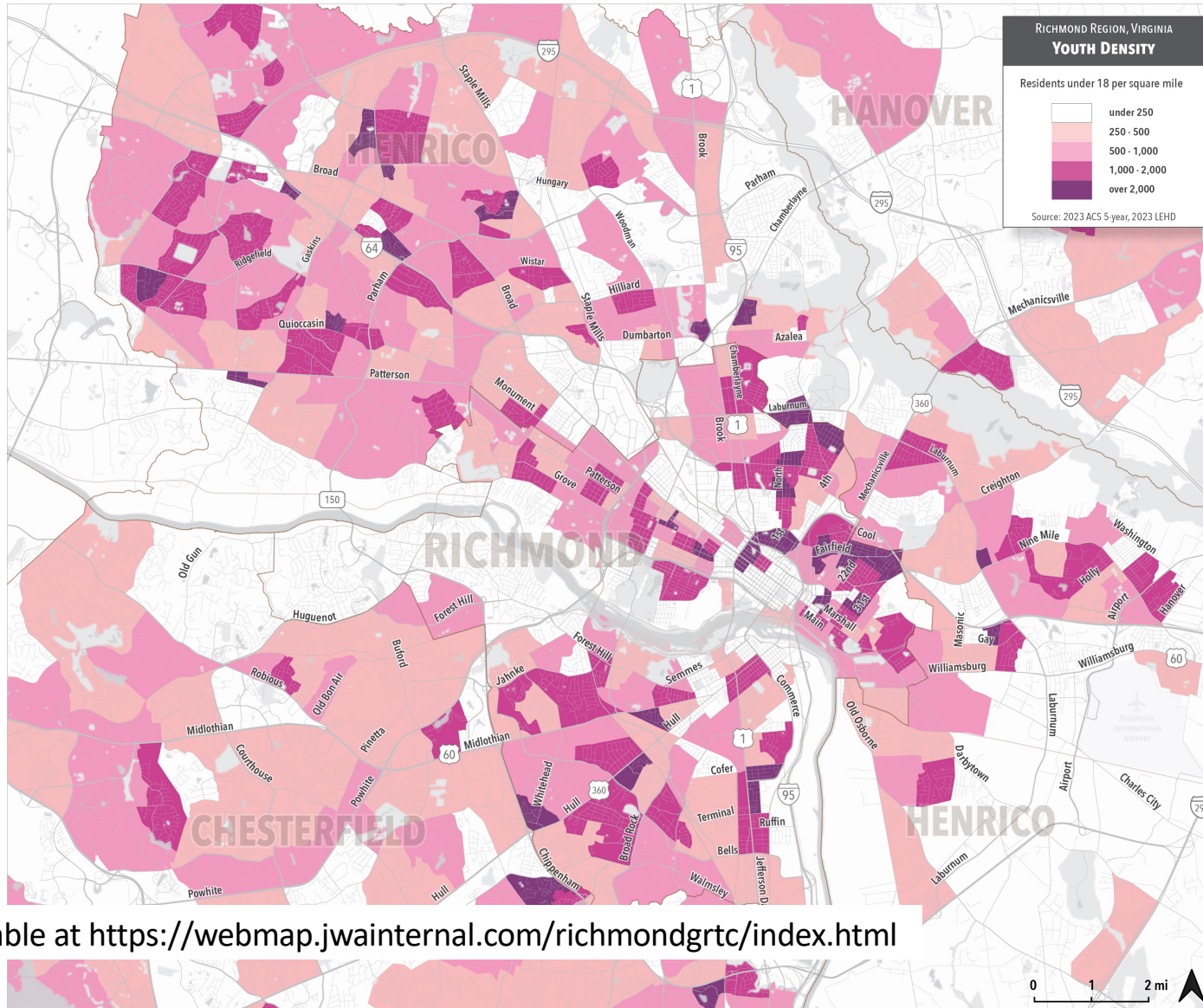
Trips by hour and day

By all modes, for all purposes
PlanRVA Region

Weekdays Weekends



Source: Replica 2025 derived from cell phone location-based services



More maps available at <https://webmap.jwainternal.com/richmondgrtc/index.html>



Financial Projections



Baseline Financials

- FY 2027 Budget is not yet passed, so full financial projection updates are not yet completed.
- The next few slides outline last year's projection through 2031.
- We are currently updating FY27-FY32
 - The big picture is largely the same.

Revenue Buckets in the Funding Puzzle

Federal	State	Regional	Local
<ul style="list-style-type: none">• Formula 5307: Capital and Operating• Formula 5339: Capital Only• Other Discretionary Programs	<ul style="list-style-type: none">• Formula: MERIT Operating• Formula: MERIT Capital• Discretionary: DEMO, TRIP, etc.	<ul style="list-style-type: none">• Formula: CVTA 15%	<ul style="list-style-type: none">• Formula: Minimum contributions from Richmond, Henrico, Chesterfield• Discretionary: Pay for service (Petersburg)

FY 2026 Revenue Buckets

Federal	State	Regional	Local
<ul style="list-style-type: none">• \$18 Million• 19% of budget	<ul style="list-style-type: none">• \$25.8 Million• 27% of revenues<ul style="list-style-type: none">• 7% is in short-term grants	<ul style="list-style-type: none">• \$28.4 Million• 30% of revenues• Only using the direct funding.	<ul style="list-style-type: none">• \$16.5 Million• 17% of revenues

Revenue Buckets in the Funding Puzzle

Ongoing

- Annual appropriations from Fed, State, Regional, etc
- 84% of FY26 Revenues

Directly Generated

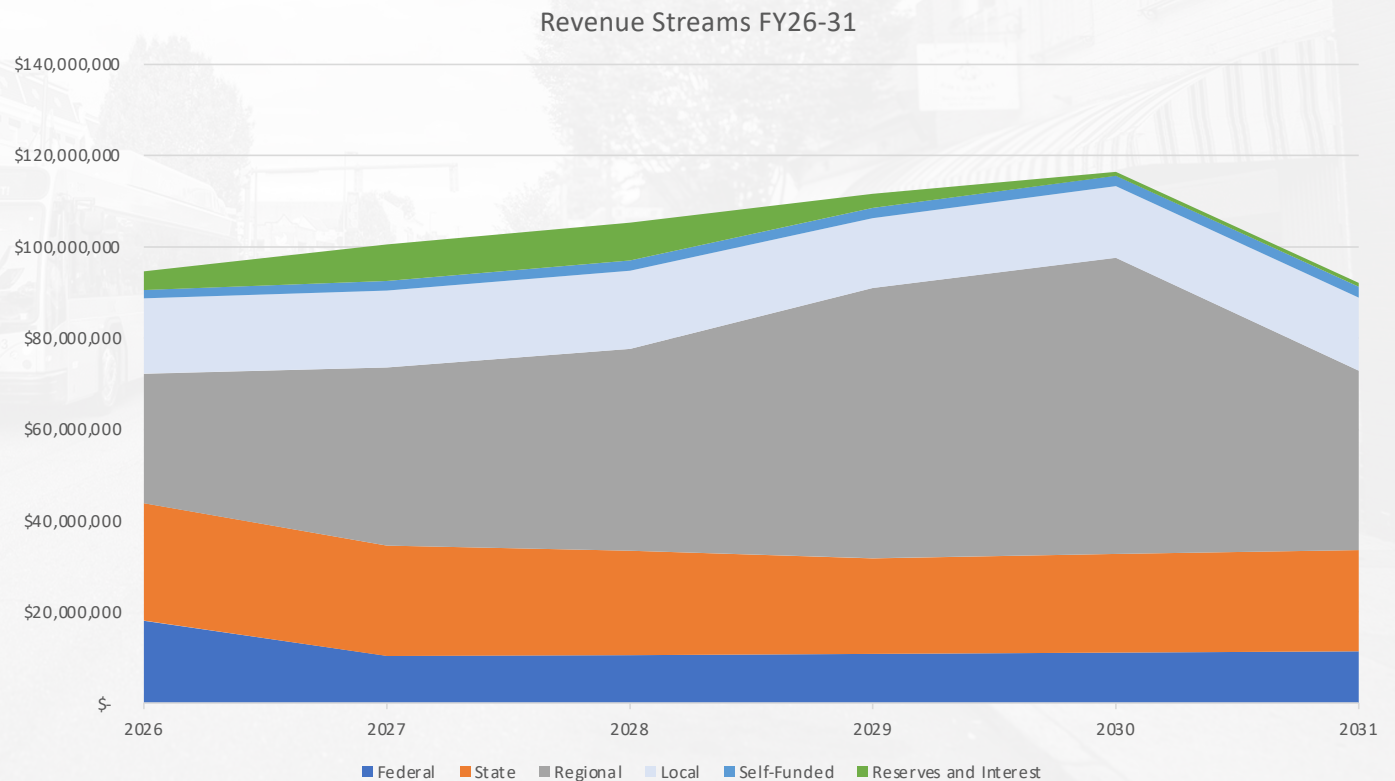
- Advertising, Operating Revenue, etc
- 2% of FY26 Revenues

One-Time and Limited Grants

- Prior Year Reserves
 - 4% of FY26 Revenues
- CVTA Reserves
- Time Limited Grants
 - 10% of FY26 Revenues

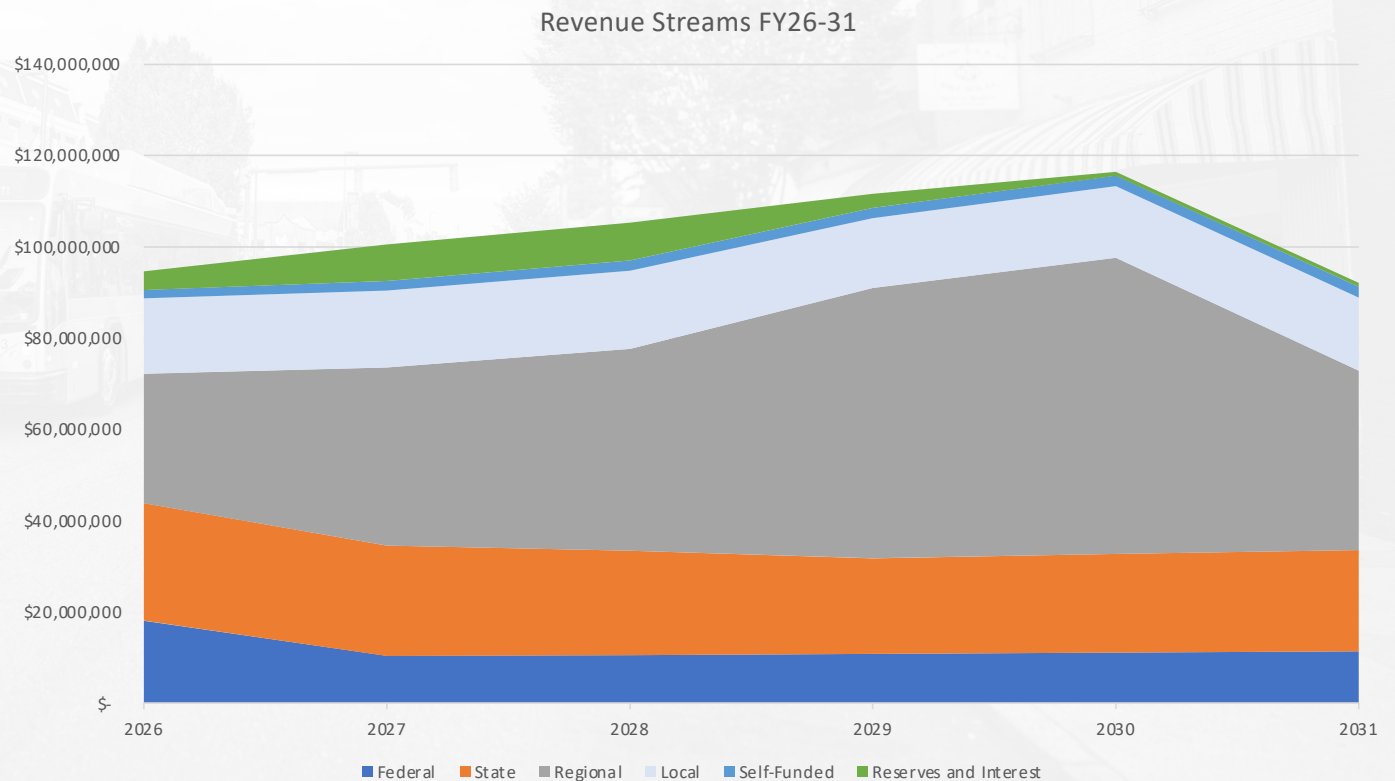
Revenues Forecast

- Federal declines as PM Flex options are limited.
- State declines as short-term grants expire.
 - Recent service expansions on Routes 1, 1A, 7A/B are largely state funded
- Regional increases as CVTA reserve is spent down.



Revenues Forecast

- Local declines once Route 1A grant expires then grows slower than expenses.
- Self-funded is minimal.
- Use of reserves grows and then declines as reserves are exhausted.

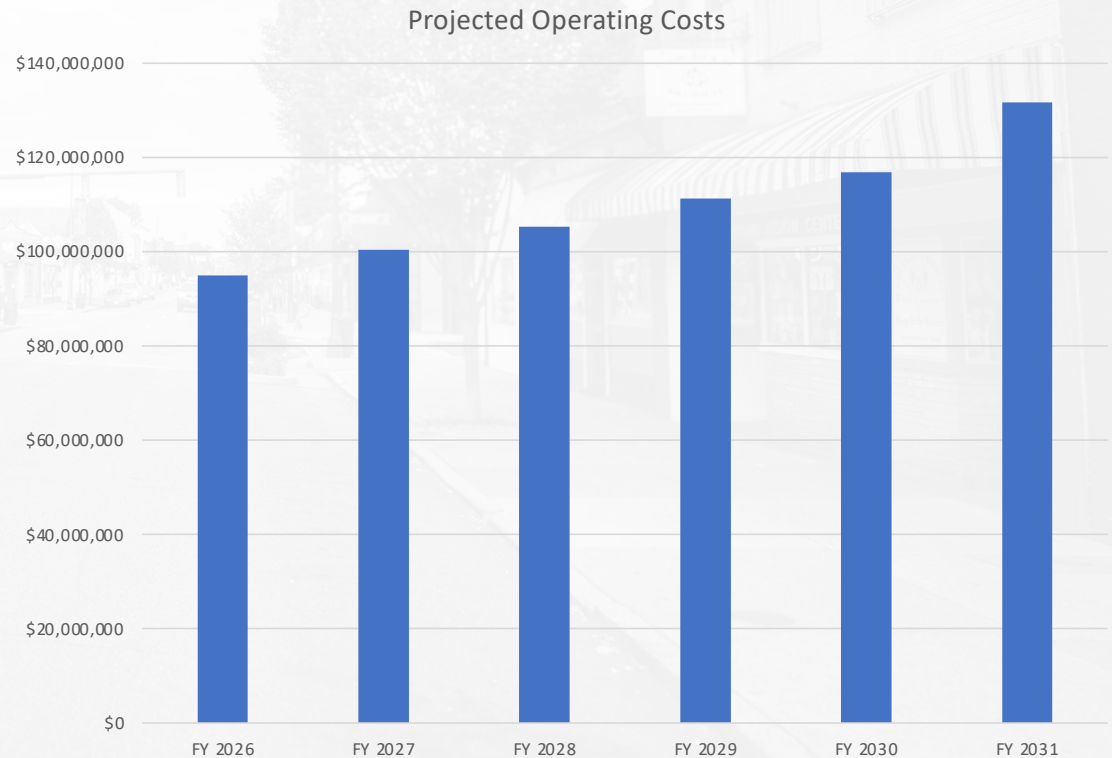


5 YEAR REVENUE PROJECTION

Operating Revenue		2026	2027	2028	2029	2030	2031
Category							
Federal	Federal - 5307 PM Flex	\$ 11,961,212	\$ 6,820,048	\$ 7,024,650	\$ 7,235,389	\$ 7,452,451	\$ 7,676,025
Federal	Federal - 5307 ADA Flex	\$ 1,444,127	\$ 1,487,451	\$ 1,532,074	\$ 1,578,037	\$ 1,625,378	\$ 1,674,139
Federal	Federal Grants for IT Improvements	\$ 848,045					
Federal	Fed CMAQ Grant (Zero Fare)	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Federal	ARPA Funding to Support State Grants	\$ 1,769,008	\$ -	\$ -	\$ -	\$ -	\$ -
State	VADRPT Formula Operating Contribution	\$ 19,149,752	\$ 19,724,245	\$ 20,315,972	\$ 20,925,451	\$ 21,553,215	\$ 22,199,811
State	VDOT Operating Grants	\$ 2,919,178	\$ 2,900,000	\$ 1,744,537	\$ -	\$ -	\$ -
State	Special State Operating Grants (TRIP & DEMO)	\$ 3,725,038	\$ 1,636,415	\$ 789,832	\$ -	\$ -	\$ -
Regional	CVTA Direct Funding to Operations	\$ 28,410,527	\$ 39,288,410	\$ 45,428,062	\$ 60,265,904	\$ 62,201,881	\$ 39,335,938
Local	City of Richmond	\$ 9,349,018	\$ 9,582,743	\$ 9,798,355	\$ 10,018,818	\$ 10,244,242	\$ 10,474,737
Local	County of Henrico	\$ 4,489,539	\$ 4,601,777	\$ 4,705,317	\$ 4,811,187	\$ 4,919,439	\$ 5,030,126
Local	County of Chesterfield	\$ 269,274	\$ 276,006	\$ 282,216	\$ 288,566	\$ 295,059	\$ 301,697
Local	County of Chesterfield TRIP Grant to Route 1a	\$ 2,190,522	\$ 2,190,522	\$ 2,196,245			
Local	Petersburg	\$ 200,000	\$ 206,000	\$ 212,180	\$ 218,545	\$ 225,102	\$ 231,855
Self-Funded	VCU TRIP Grant Match	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Self-Funded	Advertising Revenue	\$ 600,000	\$ 968,000	\$ 997,040	\$ 1,026,951	\$ 1,057,760	\$ 1,089,493
Self-Funded	Other Operating Revenue	\$ 1,117,342	\$ 1,150,862	\$ 1,185,388	\$ 1,220,950	\$ 1,257,578	\$ 1,295,306
Self-Funded	Prior Year Surpluses and Interest	\$ 4,100,000	\$ 750,000	\$ 772,500	\$ 795,675	\$ 819,545	\$ 844,132
TOTAL	TOTAL Baseline	\$ 94,642,582	\$ 93,582,480	\$ 98,984,369	\$ 110,385,474	\$ 113,651,649	\$ 92,153,257
Self-Funded	From Reserves	\$ -	\$ 7,200,000	\$ 7,600,000	\$ 2,200,000		

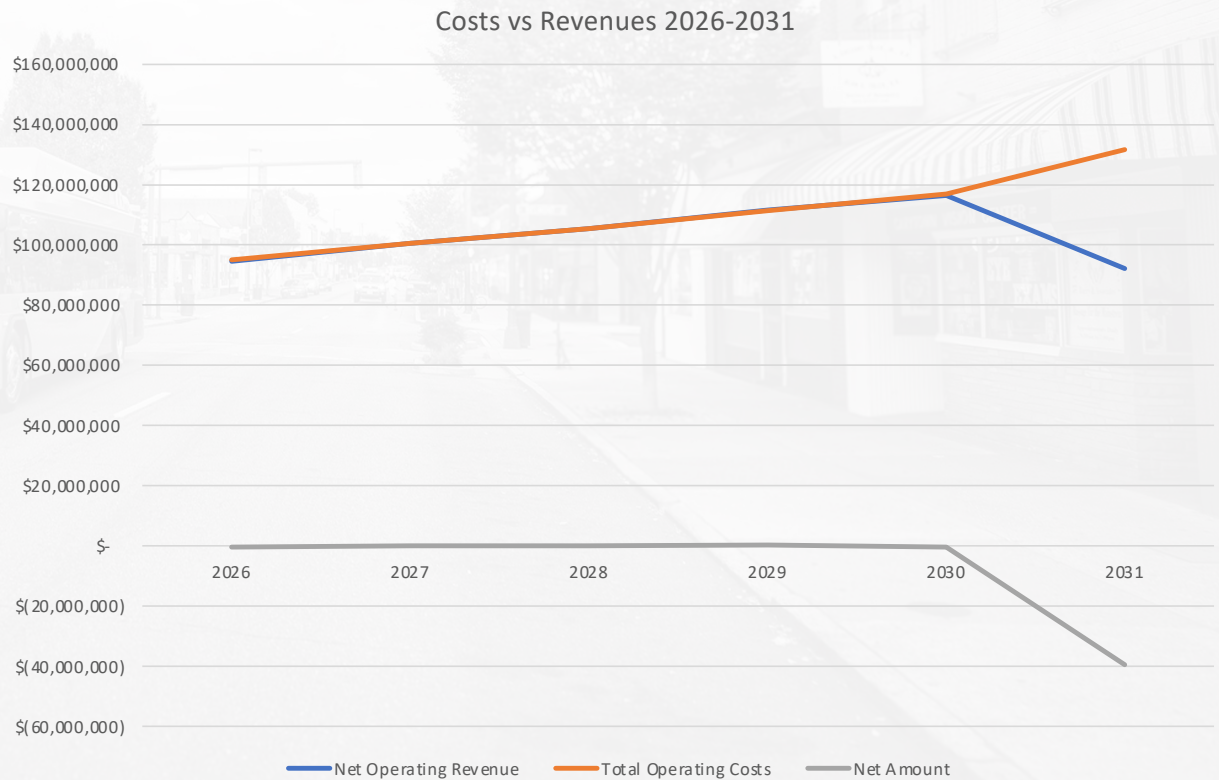
Projected Operating Costs

- Presumes 5.4% annual cost growth per unit of service.
- Presumes additional services:
 - NS BRT
 - Western BRT Extension
- Presumes capital contributions for BRT are primarily from Federal and State discretionary programs.
- In 2031, baseline operating costs are \$131.7 million.



Costs and Revenues Forecast

- Forecasts of Costs and Revenues show a major gap starting in 2030.
- \$39.5 Million (30%) gap in 2031
- Maintaining this path requires
 - Spending down Prior Year Surpluses to only \$5 million
 - Spending down CVTA reserve entirely





Baseline Financial Updates for FY27

- BRT projects are expected to move to FY32, delaying some cost increases.
- Future year cost increases are less substantial than previous forecasts, delaying "the gap" a bit.
 - Future year costs increases average 3-4% instead of 4-5%.
- Initial projections still show a fiscal gap appearing in FY32 after exhausting most reserves.
 - It would be fiscally unwise to exhaust reserves fully.
- IF there are no significant new revenues, GRTC would **need to reduce service by about 20%** by 2031 to be financially stable.
- The Baseline Service Scenarios drawn during our Core Design Retreat will be about 20% less service than GRTC runs today.

Core Design Retreat Scenarios

- We will develop 2 Service Concepts under the Baseline Financial Scenario.
 - A Ridership Concept that emphasizes frequent service in the busiest places.
 - A Coverage Concept that emphasizes maintaining service everywhere it is today.
 - Both concepts using a 20% reduction in service compared to today.
- We will develop a 3rd Service Concept under an Expanded Financial Scenario
 - Likely to represent a 20% increase in service compared to today.
 - May go higher than this depending on priorities and preferences of the partners.