

Transportation Fund

Fiscal Year 2025 Operating Budget

Fund Overview

ADOPTED BUDGET		ADOPTED BUDGET
	FY2024	FY2025
Estimated Revenues		
Revenue-Use Money/Property	\$14,500	\$14,500
Charges for Services	\$330,000	\$350,000
Miscellaneous Revenue	\$20,000	\$40,000
Recovered Cost	\$0	–
Non-Revenue Receipts	\$670,580	\$781,760
Categorical Aid Federal	\$3,123,210	\$2,898,073
Categorical Aid State	\$1,052,930	\$1,135,705
ESTIMATED REVENUES TOTAL	\$5,211,220	\$5,220,038
Operating Expenses		
Personnel Services	\$1,967,890	\$2,099,059
Employee Benefits	\$295,880	\$326,850
Purchased Services	\$375,040	\$402,980
Internal Service	\$82,930	\$104,260
Other Operating Expense	\$600,200	\$634,395
Cost Allocation	\$670,580	\$781,760
Depreciation	\$618,260	\$419,310
Labor Expense Cross	\$72,600	\$72,600
OPERATING EXPENSES TOTAL	\$4,683,380	\$4,841,214
Net Operating Income (Loss)	\$527,840	\$378,824
Less Depreciation:		
Depreciation	\$618,260	\$470,340
LESS DEPRECIATION: TOTAL	\$618,260	\$470,340
Net Operating Income (Loss) less depreciation	\$1,146,100	\$849,164
Less Debt Service:	–	–
Net Operating Income (Loss) less debt service	\$1,146,100	\$849,164
Less Capital Expenditures:	\$1,580,790	\$1,333,684
Net Operating Income (Loss) less capital expenditures	(\$434,690)	(\$484,520)
Less Cont. to General Fund:	–	–
Calculation of Contribution to(from) Fund Balance/General Fund	(\$434,690)	(\$484,520)

Major Revenue Sources

REVENUE – USE OF MONEY/PROPERTY: This revenue provides for Interest on Investments and Rental Income.
CHARGES FOR SERVICES: This revenue source is generated from the \$1 base fare and half fare for fixed route service, \$2 one-way trip fare for the Handivan service and \$4 one-way trip fare for the Reserve-a-Ride service.

NON-REVENUE RECEIPTS: This is a contra-revenue which represents the cost allocation for administrative services. Since the Transportation Fund requires a General Fund subsidy, the allocation of administrative expenses is budgeted both as a revenue and as an expenditure. This provides a method to report and receive state and federal operating aid for these expenditures.

CATEGORIAL AID STATE: This revenue stream represents the state share of operating and capital expenses for the transit system. **CATEGORIAL AID FEDERAL:** This revenue stream represents the federal share of operating and capital expenses for the transit system.

TRANSFER IN FROM GENERAL FUND: This revenue reflects the differential between cash fares, federal and state aid for the operation of the mass transit system.

OTHER: This revenue includes advertising revenues and gain on disposal of property.

ACTUAL		ADOPTED BUDGET		ADOPTED BUDGET	
	FY2022	FY2023	FY2024	FY2025	Increase/ (Decrease)
Revenues					
Revenue-Use Money/Property	\$20,891	\$32,519	\$14,500	\$14,500	\$0
Charges for Services	\$295,743	\$335,237	\$330,000	\$350,000	\$20,000
Miscellaneous Revenue	(\$59,651)	\$31,874	\$78,779	\$40,000	(\$38,779)
Recovered Cost	\$2,475	\$10,006	\$0	–	\$0
Non-Revenue Receipts	\$533,720	\$534,610	\$670,580	\$781,760	\$111,180
Categorical Aid Federal	\$1,967,937	\$1,679,082	\$3,123,210	\$2,898,073	(\$225,137)
Categorical Aid State	\$1,241,372	\$885,945	\$1,052,930	\$1,135,705	\$82,775
Not Applicable	(\$10,964)	(\$9,051)	\$0	–	\$0
REVENUES TOTAL	\$3,991,524	\$3,500,221	\$5,269,999	\$5,220,038	(\$49,961)

Mass Transit Capital

Description

For FY2024, Danville Transit intends to obtain federal and state capital aid to replace six vehicles used in reservation-based operations and to replace one bus used for fixed route service. Danville Transit typically purchases buses via the state contract. After submission of the FY23 grant application to the Virginia Department of Rail and Public Transportation to purchase buses the state contract price increased over \$60,000 per unit, which is the primary reason for the capital outlay increase identified below. In addition, due to the state contract situation only two buses could be purchased during FY23. Therefore, additional buses were requested for FY24 to offset the reduction in buses that could be ordered during FY23. The capital budget also includes \$60,000 to purchase and erect a bus shelter located adjacent to Hardees on Riverside Drive. A significant portion of the related cost to install the shelter pertains to ADA requirements that call for the site to be accessible since no sidewalk exists in this area.

Expenditures

ACTUAL		ADOPTED BUDGET		ADOPTED BUDGET	
	FY2022	FY2023	FY2024	FY2025	Increase/(Decrease)
Expenses					
Personnel Services	\$0	–	\$0	–	\$0
Purchased Services	–	\$99,700	\$106,000	\$306,500	\$200,500
Other Operating Expense	\$0	\$27,436	\$0	\$0	\$0
Capital Outlay	\$610	\$141,756	\$1,474,790	\$976,154	(\$498,636)
Depreciation	–	–	–	\$51,030	\$51,030
EXPENSES TOTAL	\$610	\$268,892	\$1,580,790	\$1,333,684	(\$247,106)

Mass Transit Services

Description

The Danville Transit System strives to provide safe, reliable, courteous public transportation through its fixed route and reservation-based operations. During FY23, fixed route ridership continued to increase compared to FY22 figures, however passenger activity remains much lower than prior to the pandemic. Also, during FY23 reservation-based ridership statistics are consistent with FY22 ridership data for the first 6 months of the fiscal year, but service hours provided decreased by 17% for this timeframe. The increase in trips completed per hour for reservation-based operations is primarily due to workforce training trips completed for the Institute's Defense Manufacturing program. FY24's operating budget includes expenditures that have not been incurred in the past in the amount of \$74,000 for off-duty police to monitor the Transfer Center.

Expenditures

	ACTUAL	ADOPTED BUDGET		ADOPTED BUDGET	
	FY2022	FY2023	FY2024	FY2025	Increase/(Decrease)
Expenses					
Personnel Services	\$1,557,438	\$1,596,205	\$1,967,890	\$2,099,059	\$131,169
Employee Benefits	\$166,470	\$192,091	\$295,880	\$326,850	\$30,970
Purchased Services	\$228,515	\$275,542	\$375,040	\$402,980	\$27,940
Internal Service	\$82,664	\$85,004	\$82,930	\$104,260	\$21,330
Other Operating Expense	\$470,454	\$548,357	\$600,200	\$634,395	\$34,195
Cost Allocation	\$533,720	\$534,610	\$670,580	\$781,760	\$111,180
Depreciation	\$725,566	\$618,256	\$618,260	\$419,310	(\$198,950)
Debt Service	\$1	—	\$0	—	\$0
Labor Expense Cross	\$42,198	\$44,610	\$72,600	\$72,600	\$0
EXPENSES TOTAL	\$3,807,026	\$3,894,674	\$4,683,380	\$4,841,214	\$157,834

Personnel

Position Title	FY2022	FY2023	FY2024	FY2025
FTEs				
ACCOUNT CLERK	2	2	2	2
AIRPORT MAINTEN/SECURTY TCH II	0.1	0.1	0.5	0.5
AIRPORT MNTNC/SECURITY TCH I	0.2	0.6	0.4	0.2
DIR OF TRANSPORTATION SRVCS	0.5	0.5	0.5	0.5
DIVISION DIR OF TRANS SERV	0	1	0	0
GRANTS SPECIALIST	1	0	0	0
SENIOR ACCOUNT CLERK	1	1	1	1
SENIOR ADMINISTRATIVE ASSISTNT	1.57	1.57	1.5	1.5
TRANSIT DRIVER I	8	8	20.83	14
TRANSIT DRIVER II	28.48	22	15	16
TRANSPORTATION BLD & GRDS SUPT	0.5	0.1	0.25	0.3
TRANSPORTATION DISPATCHER	1	1	2	2
TRANSPORTATION GRANT SPEC	0	1	1	1
TRANSPORTATION SUPERVISOR	1	1	3	3
FTEs	45.35	39.87	47.98	42

Mass Transit Debt Service

Description

This operation provides for principal payments for Mass Transit debt.

Expenditures

	ACTUAL	ADOPTED BUDGET		ADOPTED BUDGET	
	FY2022	FY2023	FY2024	FY2025	Increase/(Decrease)
Expenses					
Debt Service	\$0	–	\$0	–	\$0
EXPENSES TOTAL	\$0	–	\$0	–	\$0