

Adopted Budget - FY 2022

Transportation

Calculation of Contribution to(from) Fund Balance/General Fund

	Adopted Budget FY 2021	Adopted Budget FY 2022
Estimated Revenue		
Rev-Use Money/Property	15,500	15,000
Charges for Services	342,000	342,000
Miscellaneous Revenue	4,800	4,800
Non-Revenue Receipts	479,680	533,720
Cat Aid State	687,990	617,440
Cat Aid Federal	2,015,630	2,197,120
Total Estimated Revenue	3,545,600	3,710,080
Operating Expenses		
Mass Transit Services	3,933,810	4,138,410
Total Operating Expenses	<u>3,933,810</u>	<u>4,138,410</u>
Net Operating Income (Loss)	-388,210	-428,330
Add:		
Depreciation	797,220	871,760
Deduct:		
Debt Service Principal	40	40
Capital Expenditures from Current Operating Funds	775,920	752,120
Calculation of Contribution to(from) Fund Balance/General Fund	<u>(366,950)</u>	<u>(308,730)</u>

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 are 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.

Surplus Federal operating assistance was received for the mass transit system during FY21 due to CARES Act funding. As a result, there is no anticipated requirement for the TRANSFER IN FROM THE GENERAL FUND for FY22.

Revenues

	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Adopted	Increase/ (Decrease)
Revenues:					
Revenue Use Money & Property	\$ 17,026	\$ 21,779	\$ 15,500	\$ 15,000	\$ (500)
Charges for Services	355,916	305,355	342,000	342,000	-
Misc Revenue	6,278	(26,330)	4,800	4,800	-
Non-Revenue Receipts	379,730	471,980	479,680	533,720	54,040
Cat Aid State	593,341	622,101	687,990	617,440	(70,550)
Cat Aid Federal	2,007,389	1,504,640	2,015,630	2,197,120	181,490
Transfer In	282,900	264,630	-	-	-
Totals	\$ 3,642,580	\$ 3,164,155	\$ 3,545,600	\$ 3,710,080	\$ 164,480

Description

For FY2022, Danville Transit intends to obtain federal and state capital aid to replace four vehicles used in reservation-based operations and to replace one bus for fixed route service. In addition, federal and state funding is desired to install automated voice announcement systems in all existing and new fixed route buses to assist visual impaired persons with using the transit system.

Expenditures

	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Adopted	Increase/ (Decrease)
Expenditures:		.			
Purchased Services	\$ 121,987	\$ 153,458	\$ 12,000	\$ -	\$ (12,000)
Other Operating Exp	3,269	13,468	-	-	-
Capital Outlay	595,854	329,214	763,920	752,120	(11,800)
Totals	\$ 721,110	\$ 496,140	\$ 775,920	\$ 752,120	\$ (23,800)

Description

The Danville Transit System strives to provide safe, reliable, courteous public transportation through its fixed route and reservation based operations. During FY21, fixed route service levels were maintained relative to the previous fiscal year. Also, during FY21 reservation based operational constraints decreased significantly due to improved driver availability that allowed the transit system to increase passenger service levels and enhance flexibility for customers through the initiation of same day service.

Expenditures

	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Adopted	Increase/ (Decrease)
Expenditures:					
Personnel Services	\$ 1,132,678	\$ 1,093,994	\$ 1,604,710	\$ 1,679,210	\$ 74,500
Employee Benefits	162,259	120,198	215,290	207,630	(7,660)
Purchased Services	248,097	287,291	282,920	291,500	8,580
Internal Service	113,007	101,524	144,410	158,820	14,410
Other Operating Exp	355,139	267,082	409,570	395,760	(13,810)
Cost Allocation	379,730	471,980	479,680	533,720	54,040
Depreciation	676,873	730,610	797,220	871,760	74,540
Debt Service	14	8	10	10	-
Totals	\$ 3,067,797	\$ 3,072,687	\$ 3,933,810	\$ 4,138,410	\$ 204,600

Personnel

Airport staff assist with mass transit grounds keeping duties such as maintaining bus shelters and bus stops, transporting vehicles to outside contractors for scheduled and unscheduled maintenance activities and completing bank deposits. The budget identifies that 10% of staff's time is dedicated to support these activities.

Salary for the Director of Transportation Services is allocated 50% to Airport operations in the General Fund. Also, Transit Drivers are used in the Expanded Paratransit operation.

Position Title	FY 2019 FTEs	FY 2020 FTEs	FY 2021 FTEs	FY 2022 FTEs
SENIOR ADMINISTRATIVE ASSISTNT	0.570	0.570	0.570	0.570
AIRPORT MNTNC/SECURITY TCH I	0.100	0.100	0.100	0.200
AIRPORT MAINTEN/SECURTY TCH II	0.100	0.100	0.100	0.100
TRANSPORTATION BLD & GRDS SUPT	0.100	0.100	0.100	0.500
SENIOR ADMINISTRATIVE ASSISTNT	-	-	-	1.000
ACCOUNT CLERK	1.500	1.500	2.000	2.000
GRANTS SPECIALIST	-	0.700	-	-
SENIOR ACCOUNT CLERK	1.000	1.000	1.000	1.000
TRANSIT DRIVER I	-	-	-	8.000
TRANSIT DRIVER II	30.240	32.200	35.500	28.480
TRANSPORTATION DISPATCHER	1.000	1.000	1.000	1.000
TRANSPORTATION SUPERVISOR	2.000	2.000	2.000	1.000
DIVISION DIR OF TRANS SERV	1.000	1.000	1.000	-
DIR OF TRANSPORTATION SRVCS	0.500	0.500	0.500	0.500
TRANSP GRANT SPECIALIST	-	-	1.000	1.000
Total	38.110	40.770	44.870	45.350

Description

This operation provides for principal payments for Mass Transit debt.

Expenditures

	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Adopted	Increase/ (Decrease)
Expenditures:					
Debt Service	\$ 96	\$ 101	\$ 40	\$ 40	\$ -
Totals	\$ 96	\$ 101	\$ 40	\$ 40	\$ -

Description

Since October 2012, Danville Transit has directly operated bus service for the city’s Senior Transportation program. This operation is a coordinated effort with the Southern Area Agency on Aging due to shared resources including the use of vehicles and manpower. Federal transit funding levels for this service have remained consistent through FY2021, however state transit funding through the New Freedom grant program was eliminated during FY2018. In addition, the city is not eligible to obtain state Senior Transportation Assistance Program aid through the Virginia Department of Rail and Public Transportation since funding from this grant program was received previously for three consecutive years. The state also informed the city to include expenses related to the senior transportation service with other transit services beginning in FY2021 due to the loss of state funds.

Expenditures

	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Adopted	Increase/ (Decrease)
Expenditures:					
Personnel Services	\$ 157,667	\$ 138,042	\$ -	\$ -	\$ -
Employee Benefits	26,009	18,080	-	-	-
Purchased Services	26,846	17,875	-	-	-
Internal Service	8,575	7,611	-	-	-
Other Operating Exp	25,581	19,402	-	-	-
Totals	\$ 244,678	\$ 201,010	\$ -	\$ -	\$ -

Personnel

Prior year’s personnel service expenditures related to driver wages and part-time staff who completed dispatch and administrative duties. Personnel as shown in Mass Transit Services were shared with the Expanded Paratransportation Service and charged based upon hours of service provided.