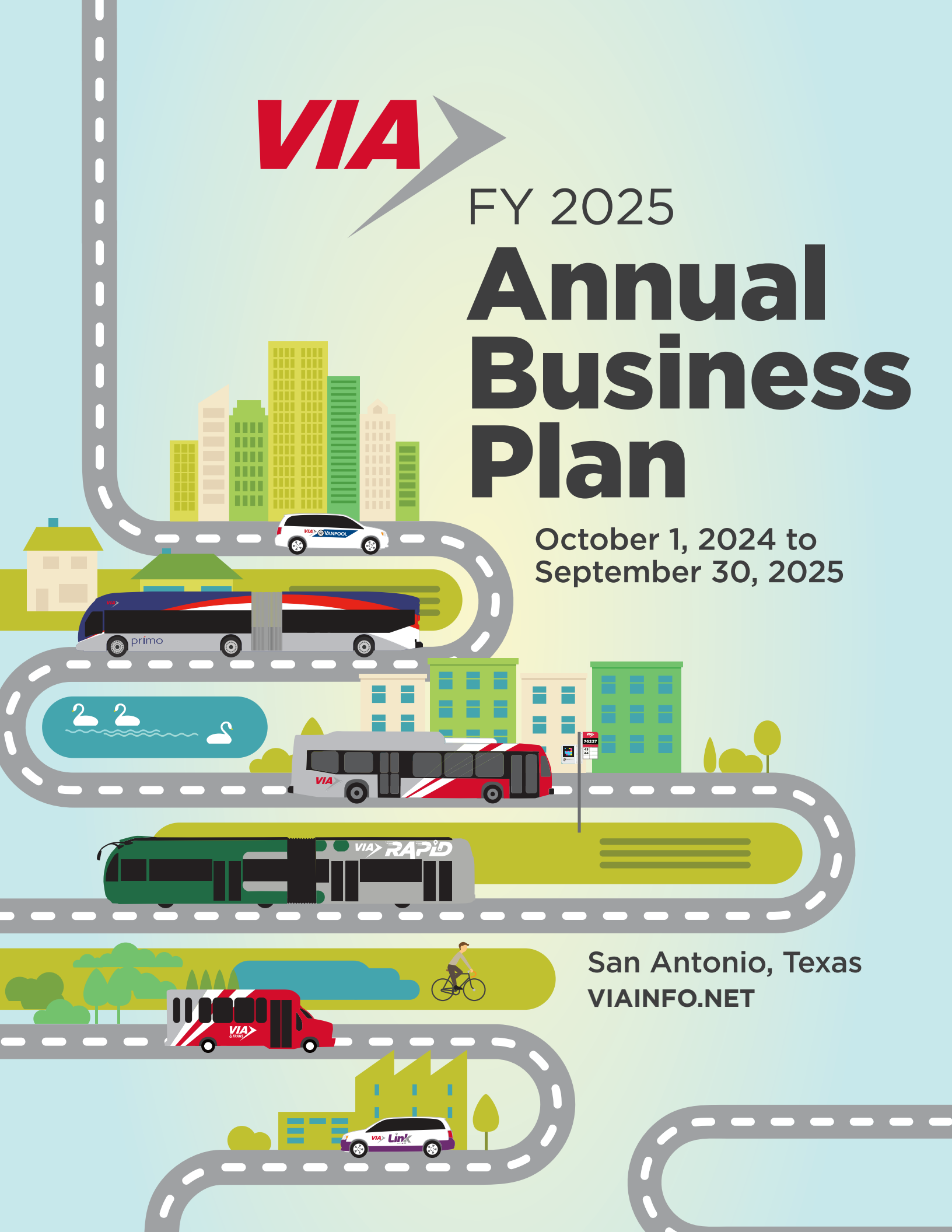




FY 2025

Annual Business Plan

October 1, 2024 to
September 30, 2025



San Antonio, Texas
VIAINFO.NET



FY 2025 ANNUAL BUSINESS PLAN

OCTOBER 1, 2024 – SEPTEMBER 30, 2025

Annual Budget and
Five-Year Financial and Capital Plan

VIA METROPOLITAN TRANSIT
SAN ANTONIO, TEXAS



Our Mission Statement

VIA provides regional multimodal transportation options that connect our community to opportunity, support economic vitality, and enhance quality of life throughout the region.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**VIA Metropolitan Transit
Texas**

For the Fiscal Year Beginning

October 01, 2023

Christopher P. Morill

Executive Director

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to **VIA Metropolitan Transit, Texas**, for its Annual Budget for the fiscal year beginning **October 1, 2023** (fiscal year 2024). In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.



Board of Trustees



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Chair

Elected by VIA Board of Trustees



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City of San Antonio Appointee



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Secretary

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Akeem Brown
Member

Bexar County Appointee



Robert "Bob" Comeaux
Member

City of San Antonio Appointee

**VIA Metropolitan Transit
Board of Trustees FY 2025**

Appointed by:

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Laura Cabanilla (Appointed 01/14/21) Vice Chair (Effective 2023)	City of San Antonio Appointee
Athalie Malone (Appointed 9/12/19) Secretary (Effective 2022)	City of San Antonio Appointee
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Paul Basaldua (Appointed 5/24/22) Member	Bexar County Appointee
Akeem Brown (Appointed 5/8/18) Member	Bexar County Appointee
Robert "Bob" Comeaux (Appointed 6/30/16) Member	City of San Antonio Appointee

VIA METROPOLITAN TRANSIT ORGANIZATIONAL CHART

October 1, 2024 – September 30, 2025

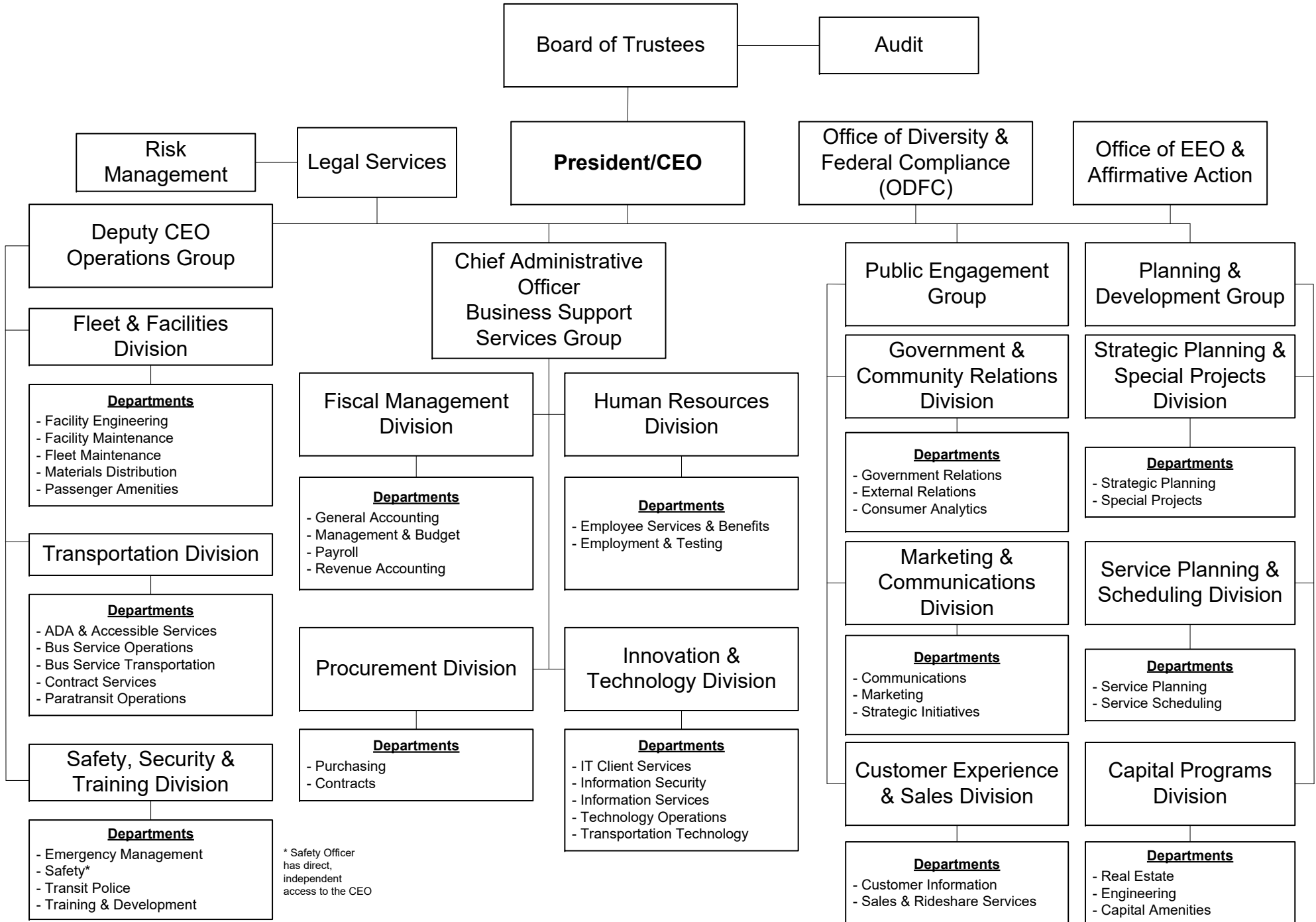


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Comments regarding any of the information contained in this document may be addressed to:

Vice President Fiscal Management/Chief Financial Officer
Fiscal Management Division
VIA Metropolitan Transit
P.O. Box 12489
San Antonio, Texas 78212



Introduction





The future of public transportation is here, with transformative projects and services designed to move the people of the Greater San Antonio Region faster and farther than ever before. Within the next five years, VIA will deliver on our promise to change the way we move in San Antonio and Bexar County, with the realization of several key projects from our Keep SA Moving Plan.

As we look ahead to the next decade of growth and service to our community, we can see beyond the limits of the past to a new, more mobile future.

What we have accomplished as a team and organization in the past decade — and particularly in the past year — has set us on the path to success. With the support of our talented employees and visionary leadership, we have answered the call from our community for more frequent, reliable and affordable transit options.

We will begin to see solutions materialize when construction on the VIA Rapid Green Line begins in 2025. As the first corridor in the region's first Advanced Rapid Transit network, the VIA Rapid Green Line will mark a major milestone when it opens in late 2027/early 2028, and redefine VIA as a multimodal transportation agency, nearly 50 years since the agency was founded.

The new fiscal year begins the fifth year since voters overwhelmingly approved dedicated funding for Keep SA Moving projects in fall 2020. And it's the last year we operate without the additional 1/8-cent of existing sales tax authorized for reallocation beginning in 2026.

It also marks five years since the start of the global pandemic that impacted everything from our service levels and ridership figures to our employment numbers. We have done the hard work to restore these benchmarks to levels that meet the needs of our riders and our system. COVID is no longer the major factor in expanding and improving service. It's our ability to innovate, collaborate, and apply what we've learned to keep moving forward.

We have made significant gains in each key metric with solid upward trajectories. It's important to recognize our wins while looking ahead to even higher goals that will move us closer to delivering new and improved service for our community.

Ridership

- With sustained increases in bus ridership each month of the past fiscal year, we have restored around 70% of pre-pandemic ridership. The steady growth can be attributed to our focus on maintaining safe and reliable transportation options while providing a positive customer experience, implementing ongoing service revisions, and deploying targeted outreach and marketing efforts to maintain existing customers and attract future riders.
- Strategic investments and system improvements continue to be the cornerstones for reaching the agency's goals to increase frequency, grow ridership, strengthen our workforce and innovate.
- Through Q3 of FY24, VIA bus ridership grew by more than 12%, complemented by steady gains for VIAtrans and VIA Link.

- Demand for VIA Link service keeps growing with more than 1 million passenger trips since 2019 and steady gains for ridership in every zone.
- We celebrated the opening of the fifth VIA Link zone in September with the Downtown zone, now in operation. This was the result of a partnership with the University of Texas-San Antonio and Centro San Antonio to offer more trip options to the people who visit, live, work, play, and learn in our Downtown area.
- VIA's continued focus on providing a positive customer experience is reflected in high rankings from riders who participated in a 2024 survey that gave VIA the highest and most improved score in customer satisfaction with a majority of riders saying they would recommend VIA, based on their experience.

Workforce

- VIA's ability to build and maintain a thriving workforce of operators, mechanics and others who support the agency's daily operations are critical to the mission. Recruitment and retention of key staff remains a major focus with referral incentives for employees and increased sign-on incentives for new operators and mechanics.
- Outreach and bonus programs to attract, hire, and train qualified candidates have helped add 38 operators as of September 2024.
- Starting pay for new hires has gone up, along with planned increases in hourly and salary compensations as part of the strategy to continue strengthening our workforce.

Fleet

- We will begin FY25 with our full fleet powered by alternative fuel — a major goal of VIA's alternative fuel program to support a cleaner, greener transit system.
- VIA's new electric bus fleet has completed a year in service with impressive results for performance and range. The move to expand our electric fleet complements our CNG-fueled primary fleet and strengthens VIA's sustainability goals.
- On-board passenger amenities are being improved across VIA's bus fleet, including updated fareboxes, fare cards, app features, and in-bus information systems.

Facilities

- VIA is the first major transit agency in the United States to implement NaviLens, a QR-code based technology, throughout its system. The QR codes are affixed to stops, shelters, vehicles and facilities, and when scanned by any smartphone or device, provide proximity guidance and real-time arrival information for easier trip planning. VIA bus stops have been upgraded systemwide with a new wayfinding technology designed to assist people who are visually impaired or have limited English proficiency. The NaviLens upgrade is part of ongoing efforts to improve the customer experience for all riders.
- A location for VIA's 2nd Operations and Maintenance Facility was selected in 2024, as part of ongoing project plan developments. As VIA continues to grow and the existing maintenance facility continues to age, we must invest in infrastructure that allows for the ongoing maintenance and operations of the fleet, along with the ability to support new vehicle technologies.
- Plans include the reconstruction of the Randolph Transit Center, which began in the summer of 2024, and Phase I is currently near completion. A new Transit Center will be built on the Loop 410/I-35 site to replace a 20-year-old facility. Improvements include a new boarding platform and exterior waiting areas, an interior customer lobby and waiting area, restrooms, customer service, real-time arrival information, public art, landscaping, passenger pick up/drop off, and overall improved site circulation. Construction is anticipated to be completed in the Summer of 2025.

- The I-10 Park & Pool on the far edge of northwest Bexar County, developed in partnership with the Alamo Colleges District, was completed in January 2024 and provides a parking and a meet-up area for car/vanpool users with direct connection to I-10 HOV lanes.

Keep SA Moving: Advanced Rapid Transit (ART)

- Keep SA Moving projects are progressing, with 1/8-cent of existing sales tax set to be reallocated to the Advanced Transportation District to fund Keep SA Moving projects, beginning Jan. 1, 2026.
- A Full Funding Grant Agreement with the Federal Transit Administration, expected by the end of the year, will support the VIA Rapid Green Line — a first for this type of project in San Antonio and an affirmation of VIA’s fiscal stewardship and good standing with our federal partners.
- Plans for an east-to-west running Silver Line have advanced to now include local funding from Bexar County to leverage federal dollars proposed in the President’s budget for the new fiscal year. Robust public outreach on the Green and Silver lines has helped us maintain strong public support for the projects that will put more opportunities within reach for thousands of people throughout the service area.

Awards and Recognition

The excellence of our VIA teams earned the agency multiple awards and honors in 2024, including:

- The Texas Transit Association (TTA) named VIA Metropolitan Transit the Most Outstanding Metropolitan Transit Agency in Texas for 2024.
- TTA presented President and CEO Jeffrey C. Arndt with a Distinguished Service Award in recognition of his tenure and contributions as a transit leader for Texas.
- Paratransit Operator Jesse Rodriguez earned 1st Place at the Community Transportation Association of America’s National Community Transportation Roadeo and was named the paratransit National Roadeo Champion and National Driver of the Year.
- Paratransit Operator Moises Garcia earned 6th Place at the Community Transportation Association of America’s National Community Transportation Roadeo.
- The VIA Maintenance Team earned 1st place in the Texas State Bus Roadeo and 5th in the national competition.
- Bus Operator Marcus White secured 14th place at the International American Public Transportation Association Roadeo and second place in the TTA State Bus Roadeo in 2024.
- VIA is the "Most Popular Agency" according to Transit Apps’ Rider Happiness Benchmarking survey.
- VIA earned the Highest Customer Satisfaction, Highest Net Promoter Score, and most improved Net Promoter Score at the TransPro/TransDASH Summit, demonstrating our commitment to customer service.
- VIA President/CEO Jeffrey C. Arndt was selected for the Texas Diversity Council's 2024 LGBTQA+ Legacy Icon Award, underscoring his commitment to diversity and inclusion.
- VIA President/CEO Jeffrey C. Arndt was selected by the San Antonio Spurs to be honored with a Spurs Leaders and Legacy Award honoring community leaders who create access, inspire belonging and foster healing and wellness in our community.
- Office of Management and Budget received the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association.

- The Department of Employee Services and Benefits received the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association.
- VIA Metropolitan Transit was recognized by the Texas Workforce Commission and “We Hire Vets” program for its commitment to actively recruit and hire veterans of the U.S. Armed Forces (U.S. veterans comprise 19% of VIA’s workforce).
- The San Antonio Business Group on Health, in collaboration with the Mayor’s Fitness Council, has awarded VIA’s THRIVE wellness program with the Platinum-level recognition in the Healthy Workplace Recognition Award Program.
- Multiple Marketing and Communications awards in recognition of information and engagement campaigns to connect with our community.

Looking Forward

Our Fiscal Year 2025 budget comprises \$307.6 million in operations and \$265.9 million in capital projects. The majority of the operating budget — 90% — focuses on service delivery and improvements. Our plan includes furthering four key goals: to sustain ridership recovery and growth, advance the KSAM plan, build strategic partnerships and invest in staff development.

For the ninth year in a row, our fare structure remains one of the most affordable in the U.S. with no increase in rates but more service and amenities offered to our customers. The sales tax forecast shows a growth rate of 3.45%. In the coming fiscal year, we will invest in improvements to our entire network, including a more frequent and reliable fixed-route bus service, and additional VIAtrans service to meet growing demand, and we’ll explore new VIA Link zones to complement the five in service now.

Each year, growing our workforce and ensuring leadership continuity are among our top priorities to support the success of our KSAM plan that’s designed to connect more people to more places in less time by dedicating resources where they’re most needed. Delivering these improvements and growing our services place more opportunities within reach and improve the quality of life in our region.

VIA will make significant progress on new facilities and other projects in FY25. Key projects underway and a continued focus on transit technologies are included in VIA’s Long-Range Comprehensive Transportation Plan that will be updated in the coming year.

Achieving this growth requires a strong, well-supported workforce. We are continuously recruiting new employees, with a focus on frontline employees, including operators and mechanics, to build on the strength of the VIA team today.

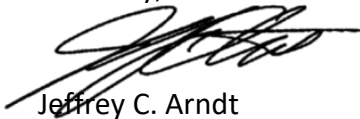
The combined efforts have earned VIA high marks with customers, who ranked the agency top among national transit providers with positive ratings for customer satisfaction. As we continue to focus on improving the customer experience through high-quality programs and services, our department teams are innovating and bringing forth solutions for more convenient and comfortable trips.

Also in the new year, VIA will welcome new leadership as I will retire in January 2025. We begin the fiscal year in October, strong and heading in exciting, new directions that we have worked toward together for many years. Your work has helped ensure that thousands of people on millions of trips in the past year — and every year since 1978 — have been able to reach new opportunities, goods and services, health care,

and friends and family that make everyday life possible. All of us, working toward the same goals, get them there safely and on time.

I am both proud and humbled to have been part of VIA's growth and look forward to continuing to see it develop into the modern mass transit system our city needs and deserves.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey C. Arndt', written in a cursive style.

Jeffrey C. Arndt
President and CEO



FISCAL YEAR 2025 BUDGET

FY 2024: A YEAR IN REVIEW

In FY 2024, VIA continued to take steps to advance the goals outlined in the Keep SA Moving (KSAM) plan:

- Planning and preliminary engineering design for an Advanced Rapid Transit (ART) system to run high-occupancy, high-frequency vehicles in transit-only lanes.
- Building a Better Bus System through improvements to our core transit network.
- Expanding innovative programs like mobility on demand.

The Keep SA Moving Plan was endorsed by more than two-thirds of voters in the Advanced Transportation District who approved Proposition A in November 2020, to advance transit improvements in the region through reallocation of a 1/8-cent local sales tax. The dedicated share of taxes will transfer to the Advanced Transportation District (ATD) starting on January 1, 2026.

Green Line Project

The Green Line Project (also known as the ART N/S Corridor Project) is in the final design stage in the Federal Transit Administration's (FTA's) Capital Investment Grants (CIG) New Starts Program and recently completed 65% engineering design. The project has completed the National Environmental Policy Act (NEPA) documentation with a Categorical Exclusion.

In November 2023, FTA gave the project a Financial Commitment Rating of Medium-High and an Overall New Starts Rating of Medium-High. The project was approved to enter the Engineering phase of FTA's Section 5309 CIG Process on December 6, 2023. The amount of CIG funding for the Project - \$267.8M was fixed at the time of entry into Engineering. The President's FY 2025 budget recommended \$109.7 million in New Starts funding for the project to supplement the previously allocated \$158.1 million in FY 2023 funds.

The Green Line project has undergone reviews by the FTA, and two Project Management Oversight Committee (PMOC) risk workshops have been completed. As a result of a risk refresh workshop in August 2024, the FTA recommended the Green Line project cost estimate to be \$480.3M Year of Expenditure (YOE), an addition of \$34.5M YOE.

Silver Line Project

The Silver Line Project (also known as the ART E/W Corridor Project) is in the second year in the FTA's Small Starts CIG Program. Since entering the Project Development phase of the program, VIA has submitted a Ratings Package to the FTA. The project team developed high-level conceptual plans to serve as the basis for the initial cost estimate included in the Ratings Package. The preliminary project cost for the Silver Line is estimated at \$289.2M YOE. VIA submitted a Small Starts rating package, including an updated financial plan, in August 2023. During this period, staff also began coordinating with the City of San Antonio, developing and kicking off a technical advisory committee, and outreaching to the public and other agency stakeholders to ensure a successful project. Bexar County has allocated VIA \$100.5M

towards the local match of the Silver Line. The project was allocated \$8.1M in the FY 2023 Section 5309 Fixed Guideway CIG and FAST Act Section 3005(B) Expedited Project Delivery Pilot Program. Additionally, The President's FY 2025 budget recommended \$134.7M in Small Starts funding.

2nd Fixed-Route Operations and Maintenance (O&M) Facility

VIA's current maintenance facility, located at 1720 N Flores, supports all VIA's fixed-route buses (over 500) and support vehicles (approximately 200). The facility was built in 1947 for a much different and smaller fleet. While the building has seen many minor modifications over the years, no full-scale renovation has occurred, and many of the original systems remain in place. As VIA continues to grow and the existing facility continues to age, VIA must invest in infrastructure that allows for the continued maintenance and operations of the fleet, along with the ability to support new vehicle technologies most efficiently. In 2020, VIA began studying the feasibility of a 2nd fixed-route O&M facility, looking at preliminary space and site requirements and developing phasing plans that would allow VIA to pursue Federal funding. In 2023 a feasibility study was conducted to identify sites for real estate acquisition. In 2024 after all sites were evaluated, a location was selected to complete due diligence and environmental documentation. That due diligence is expected to be complete by September 2024.

These accomplishments, achieved through teamwork and collaboration, will be foundational for our work in the new fiscal year as we continue driving the region toward recovery.

Highlights

Highlights of FY 2024 include:

KSAM Projects

- Advanced Rapid Transit Green Line
 - Cleared National Environmental Policy Act (NEPA) process
 - Executed interlocal agreement (ILA) with the City of San Antonio
 - Requested to enter engineering (final design phase)
 - Undergoing FTA readiness review to finalize the federal share of funding
 - Goal is to receive Full-Funding Grant Agreement (FFGA)
- Advanced Rapid Transit Green Line
 - Completed advanced project definition
 - Completed 65% design and NEPA documentation
- 2nd Operations & Maintenance Facility
 - Completed property identification, began feasibility and due diligence work on selected sites

VIA Link

- Randolph zone launched on October 23, 2023, and operates every day from 5 a.m. to 10 p.m.
- Extended zones by 30 minutes: Naco Pass, Mainland, and Madla

Continue and/or complete key capital projects

- Completed construction
 - Naco Pass Mobility Hub
 - I-10 Park & Pool
- Completed property acquisition and design
 - Eastside Transit Center
- Awarded construction contract and began construction
 - Randolph Transit Center reconstruction

Key Capital Projects

Key capital projects – designed to provide accessible, comfortable, and reliable transit options, and funded through partnerships with our local, regional, state, and federal partnerships – advanced in FY 2024.

Large-scale projects, including new Park & Pool and Transit Center facilities, renovations, moved ahead, and were substantially completed in FY 2024. Facilities and passenger amenities projects ranged from upgraded bus stops to the design of new facilities connecting growing areas of San Antonio.

Of the capital program highlights in FY 2024, one of the most significant in terms of potential long-term impact for improving the transit system in San Antonio are the KSAM projects. As noted above, significant progress was made in FY 2024. The KSAM ART N/S project has received a Medium-High rating from the Federal Transit Administration, which is considered a very solid rating, and it is in the President's budget.

VIA's slate of projects being pursued is foundational to the modernization of transit in our region. In FY 2025 and beyond, we will continue to work on expanding ART, VIA Link on-demand service, and other innovations that make it easier to choose and use VIA.

Federal Grant Awards

In addition to planning and building new facilities and introducing new transit services, VIA has pursued federal grants to help modernize the system and expand its current services. VIA's current capital program is partly funded by discretionary grant awards, which VIA has successfully secured over the past several years.

Recent funding from awarded discretionary grants includes:

- \$850K through Community Project Funding for planning of the 2nd Operations and Maintenance Facility.
- \$8.1M through the Section 5309 Fixed Guideway Capital Investment Grants (CIG) and FAST Act Section 3005(B) Expedited Project Delivery Pilot Program for the Advanced Rapid Transit (ART) East/West Corridor Project for planning, design, and NEPA activities.
- \$3.2M through the Low and No Emission grant to replace paratransit vans.

The Keep San Antonio Moving (KSAM) project has garnered the support of several entities that share VIA's vision. The Federal Transit Administration (FTA) is providing significant funding in support of the KSAM ART projects – Green Line (North/South Corridor) and Silver Line (East/West Corridor). Additionally, strong community partnerships and funding from the City of San Antonio and Bexar County have helped make the ART projects financially viable.

VIA receives significant funding through formula grants, primarily through the FTA. Annually, VIA receives an apportionment of Section 5307 grant funds from the FTA, which in FY 2024 was slightly over \$46M, after adjusting for the amount allocated to subrecipients. VIA utilizes the FTA Section 5307 grant program funds for various capital and operating expenditures.

VIA is a good steward of the dollars awarded to the organization, dutifully submitting all funding reporting on time without any notable findings. VIA Metropolitan Transit is committed to continuing its legacy of providing reliable public transportation by incorporating best practices and creating new pathways for greater community investment. VIA's grant team works year-round to ensure ongoing success by pursuing grant funding opportunities.

FY 2025: RECOVERING AND GROWING RIDERSHIP AND DELIVERING THE “KEEP SA MOVING” PLAN

Key Budget Objectives

Focus areas for the FY 2025 budget include implementing the Keep SA Moving Plan, continuing work on projects in progress, system rebalancing, and service delivery improvements to retain and recover ridership. VIA's FY 2025 Budget includes the focus/theme:

Advance implementation of KSAM projects

- Green Line: continue with property acquisitions, complete final design, and begin utility relocation and construction
- Silver Line: continue public outreach and complete NEPA study as funding is identified to fill gap
- Begin planning and service changes to implement future network design (Better Bus)
- Finalize NEPA study and acquire property for 2nd fixed route operations & maintenance facility
- Solidify KSAM financial plan for all projects and long-term phases

Continue and/or complete key capital projects

- Fareboxes
- Randolph Transit Center reconstruction
- Centro Plaza paver and lighting reconstruction
- Eastside Transit Center

System recovery

- Employee recruitment, especially front line
- Responsive return of frequency
- Retention and development of staff

The FY 2025-2029 Capital Plan includes the ART projects, new passenger facilities, a 2nd O&M facility, and other projects. Budgeted revenue vehicle purchases in FY 2025-2029 include 240 buses (this includes 30 buses for ART), and 140 vans.

VIA will be accelerating key elements of the KSAM plan, particularly those that enhance mobility for economic opportunity, provide diverse, high-quality transit options, and improve the customer experience. Federal funding and additional ATD sales tax revenue beginning in January 2026 have made funding of the KSAM program possible.

For the past several years, VIA has engaged the community in developing a plan to provide the San Antonio region a truly multimodal transit system. VIA has asked for the public to imagine a different VIA, a VIA that offers a greater variety of transportation choices, a VIA that invests in technology and infrastructure to bring transit into the 21st century. Acceleration of the KSAM plan and a budget that helps build on a more mobile future puts us on that path.

Progress on Key Projects Underway

VIA will make significant progress on new facilities and other projects in FY 2025. Key projects underway are noted in the section below, and the transit technologies included in VIA's Long-Range Comprehensive Transportation Plan will continue to be explored, even as that plan undergoes an update in the coming year.

Randolph Transit Center – The reconstruction of the Randolph Transit Center began in the summer of 2024 and Phase I and significant progress has been made. A brand-new Transit Center will be constructed on the site located at the interchange of Loop 410 and I-35, to replace the 20-year-old facility. Improvements include new boarding platform and exterior waiting areas, interior customer lobby and waiting area, restrooms, customer service, real-time arrival information, public art, landscaping, passenger pick up/drop off and overall improved site circulation. Construction is anticipated to complete in the Summer of 2025.

Eastside Transit Center – This project includes interior passenger waiting area, restrooms, customer service window, and exterior passenger waiting area, public art, landscaping, and an off-street layover and transfer area for two eastside routes as well as future VIA Link services. Final design has been received and bidding is underway. Construction award is anticipated early 2025 with construction starting soon thereafter.

Advanced Rapid Transit (ART) – See summary under the “A Year in Review” section.

Second Operations and Maintenance Facility – See summary under the “A Year in Review” section.

In summary, FY 2025 will be a year of significant progress for VIA, as the vision of a multimodal transit system for the San Antonio region continues to develop, and investments are made in transit system assets and improvements throughout the region. VIA remains fiscally sound with Stabilization Fund (“Rainy Day” Fund) and working capital balances at Board policy levels (60 days each).

FY 2025: BUDGET BIG PICTURE

VIA's FY 2025 Budget, Five-Year Capital Plan, and Five-Year Financial Plan are discussed below under the following sections:

- FY 2025 Income Statement Summary
- Revenues
- Operating Expenses
- Capital Budget
- Five-Year Financial Plan

VIA enters FY 2025 with sound reserves, as both the Stabilization Fund and working capital are at 60 days of expenses (\$43.1M each). VIA's unrestricted cash reserve is projected to have a balance of \$184.0M at the end of FY 2024, and VIA's KSAM project reserve is expected to have a balance of \$175.0M. VIA's balances in these funds have benefitted from the slightly more than \$271M in federal relief funds VIA has received since the COVID epidemic began in FY 2020, including Coronavirus Aid, Relief and Economic Security Act (CARES Act) funds, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds, and American Recovery Plan (ARP) funds. Federal relief funds were drawn down based on operating costs to maintain service during the coronavirus public health emergency. This freed up local funds that had been budgeted to provide service.

As reflected in the FY 2025 Revenues and Expenses Summary below, in the FY 2025 budget, operating revenue is down 0.4% (\$60K) from the FY 2024 forecast. Operating expenses are up 19.6% (\$50.4M) and net non-operating revenue is up 7.9% (\$26.2M). Operating revenue is down to lower expected advertising revenue. For operating expenses, \$24.0M of the increase is due to higher Other Post-Employment Benefit (OPEB) expense, reflecting the impact of a credit in FY 2024 for a plan design change (individuals retiring after January 1, 2023 can no longer remain on VIAcare and are being directed to a Medicare Advantage Plan option). Net non-operating revenue is up due mainly to higher sales tax revenue and grants revenue.

VIA's budgeted FY 2025 net income before depreciation, amortization and capital contributions is \$67.3M, which is \$24.2M lower than in the FY 2024 forecast, due mainly to the impact of the OPEB plan design change (a large credit in FY 2024, and no credit in FY 2025).

Capital contributions are budgeted at \$83.3M in FY 2025, up \$74.1M from the \$9.2M FY 2024 forecast due primarily to timing of capital projects. Capital contributions are funds that VIA receives, primarily from the Federal Transit Administration, for capital projects (rather than for operating expense items). Capital contributions also include state funds received for capital projects, such as those received from the Texas Commission on Environmental Quality (TCEQ).

FY 2025 Revenues and Expenses Summary (\$M)

	Budget 2024	Forecast 2024	Budget 2025	Budget 2025 vs. Forecast 2024 Variance [Better/(Worse)]	% Variance [Better/ (Worse)]
<u>Condensed Statement of Revenues and Expenses</u>					
Operating Revenues	\$ 18.03	17.09	17.03	\$ (0.06)	-0.4%
Operating Expenses	262.53	257.24	307.63	(50.39)	-19.6%
Non-Operating Revenue/(Expense):					
Sales Tax	272.13	265.14	274.35	9.21	3.5%
Investment Income	11.13	22.84	19.40	(3.44)	-15.1%
Interest and Bond Issuance Costs	(5.37)	(7.00)	(9.76)	(2.76)	-39.4%
Grants - VIA	57.38	50.71	63.91	13.20	26.0%
Grants - Pass-Thru In	2.72	2.72	2.75	0.03	1.1%
Grants - Pass-Thru Out	(2.72)	(2.72)	(2.75)	(0.03)	1.1%
Intergovernmental Revenue	5.00	-	10.00	10.00	#DIV/0!
Other	0.13	-	-	-	#DIV/0!
Total Non-Operating Revenue/(Expense)	340.40	331.69	357.90	26.21	7.9%
Net Income before Depreciation, Amortization, and Capital Contributions	95.90	91.54	67.30	(24.24)	-26.5%
<u>Revenue and Expense Summary</u>					
Net Revenues	363.67	355.78	384.69	28.91	8.1%
Net Expenses	267.77	264.24	317.39	(53.15)	-20.1%
Net Income before Depreciation, Amortization, and Capital Contributions	95.90	91.54	67.30	82.06	89.6%
Capital Contributions	43.77	9.22	83.31	74.09	803.6%
Total Revenues and Capital Contributions	\$ 407.44	365.00	468.00	\$ 103.00	28.2%

Revenue Budget

Revenue Summary. The FY 2025 budget includes \$384.7M in revenue, up \$28.9M (8.1%) from the FY 2024 forecast. Revenue and capital contribution comparisons are shown below (in \$M):

	Budget 2024	Forecast 2024	Budget 2025	Budget 2025 vs. Forecast 2024 Variance [Better/(Worse)]	% Variance [Better/ (Worse)]
Sales Taxes	\$ 272.13	265.14	274.35	\$ 9.21	3.5%
Grant Revenue	57.38	50.71	63.91	13.20	26.0%
Farebox Revenue	16.05	15.71	15.91	0.20	1.3%
Investment and Lease Interest Income	11.13	22.84	19.40	(3.44)	-15.1%
CoSA Funding Revenue	5.00	-	10.00	10.00	#DIV/0!
Other Net Revenue	1.98	1.38	1.12	(0.26)	-18.8%
Total Revenue	363.67	355.78	384.69	28.91	8.1%
Capital Contributions	43.77	9.22	83.31	74.09	803.6%
Total Revenue and Capital Contributions	\$ 407.44	365.00	468.00	\$ 103.00	28.2%

Budgeted FY 2025 sales taxes are up 3.5% compared to the FY 2024 forecast. According to Moody's Analytics (in a May 2024 analysis), the San Antonio-New Braunfels economy will match the national performance over the coming year, and that the large military presence will be a source of stability for the local economy. Longer term, the metro area's above-average population gains and low costs of doing business should contribute to above-average performance.

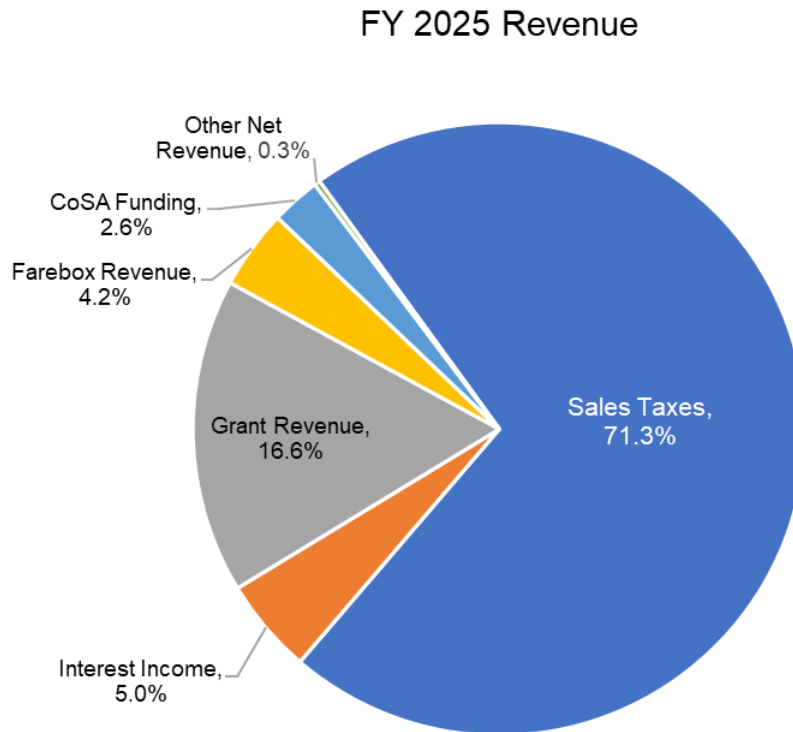
Grant revenue is up in the FY 2025 budget due mainly to timing. Utilization of grant funds is driven in part by progress on capital projects, and capital spending is projected to come in below budget in FY 2024.

Farebox revenue (passenger fare revenue) is projected to be up slightly (\$0.2M) in FY 2025, compared to the FY 2024 forecast, due mainly to higher ridership. Systemwide ridership is projected at 31.1 million passengers in FY 2025, compared to a FY 2024 forecast of 30.1 million passengers (FY 2024 forecast is shown based on APC passenger count for comparability to FY 2025, the year in which a switch from farebox passengers to APC passengers is being made). VIA’s budget includes 2,414,580 hours of service in FY 2025.

Interest income is expected to be down by \$3.4M due to lower forecasted interest rates. VIA is conservative in budgeting for this item, so that the impact of unfavorable market volatility can be absorbed.

Other revenues, which account for approximately 0.3% of VIA’s revenues, are expected to be down slightly (\$0.3M) in FY 2025. Other revenues include bus advertising, real-estate development, asset sales, and other miscellaneous items. The decrease is due mainly to lower bus advertising revenue.

Revenue by Source. Following is a chart depicting VIA’s revenues:



Sales tax receipts account for \$274.4M, or 71.3%, of VIA’s FY 2025 revenue budget. MTA sales taxes are projected to be \$223.7M, and ATD-VIA sales taxes are projected to be \$50.6M. Grant revenues are the second largest category of FY 2025 revenue, with these revenues totaling \$63.9M (16.6% of budgeted revenue). Section 5307 grant funds account for \$51.6M, and various other grants make up the remaining \$12.3M. The third largest revenue category is interest income, accounting for \$19.4M (5.0% of budgeted revenue). Farebox revenue is projected at \$15.9M in FY 2025 (4.1% of budgeted revenue). Funding from the City of San Antonio accounts for \$10.0M (2.6% of budgeted revenue). Remaining items account for \$1.1M (0.3% of budgeted revenue).

Operating Expense Budget

Operating Expense Summary. The FY 2025 operating expense budget before depreciation and amortization expense is \$307.6M, up \$50.4M (19.6%) from the FY 2024 forecast. Other post-employment benefits (OPEB) accounts for 48% of that increase, with the OPEB increase mainly attributable to a large credit in FY 2024 resulting from a plan design change.

Description	\$M	Explanation
FY 2024 Forecast	\$ 257.2	
Reconciliation to FY25 Budget:		
Other Post-Employment Benefits (OPEB)	24.0	Mainly impact of a large credit in FY 2024 for a plan design change
Labor (*)	7.6	Filled vacancies, wage increases, and new positions
Higher bus line service levels	4.9	Service hours increase of 4.1%
KSAM Project	8.8	Mainly planning costs
Purchased Services (Paratransit, VIA Link, Vanpool)	3.6	Mainly higher service levels
Inflation and contracted rates	2.3	Higher prices/rates impacting a variety of spending items
Other	(0.8)	Net of all other items
Total net change	50.4	
FY 2025 Budget	<u>\$ 307.6</u>	

(*) Total on this line excludes the labor that is part of the line service increase figure below.

OPEB is up by \$24.0M in the FY 2025 budget, resulting primarily from a large credit in FY 2024 for an OPEB plan design change. That change was to close prospective access to VIAcare (VIA's self-insured healthcare program) for employees who retire on or after January 1, 2023. Those employees are now being directed to a Medicare Advantage Plan as an option. In accordance with GASB requirements, VIA recognized the impact of that plan design change in FY 2024. Therefore, in FY 2024 VIA received a \$29.4M credit for the plan design change just noted, reflecting cost savings. That impact was partially offset by the \$5.6M impact of VIA's decision to absorb a 14.5% increase in the premium that was incurred beginning January 1, 2023, which results in an explicit subsidy that VIA provided to retiree medical plan participants. An additional \$2.9M offset occurred due to a plan design change in FY 2024, under which VIA began subsidizing retiree premiums for the Aetna Medicare Advantage plan. Other various actuarial projection updates account for a slight year-over-year (YOY) increase.

The projected \$7.6M increase in labor expense results primarily from \$5.5M of wage increases and \$2.1M for new positions. The number of new positions added is 30. The assumed annual wage increase is 4% for all employees for FY 2025. The FY 2025 impact of an additional \$2/hour increase for Fleet & Facilities union workers effective August 1, 2024, is also reflected in the budget.

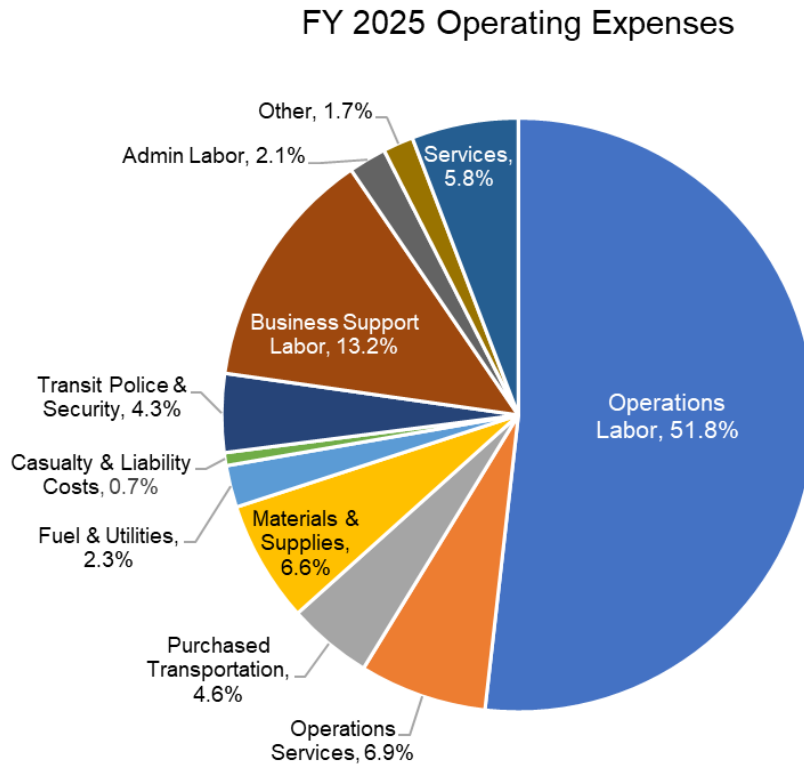
The \$4.9M increase in expense for bus line service is due to a 4.1% increase in service hours. Line service is budgeted at 1,540,959 hours in FY 2025, compared to a FY 2024 forecast of 1,479,639 hours. This line service cost increase includes labor and other variable costs of service not separately captured on other lines of the reconciliation.

The Keep San Antonio Moving (KSAM) project accounts for \$8.8M of the operating expense increase. This increase is mainly for planning costs associated with the ART Silver Line project. Increased service levels for paratransit, VIA Link and Vanpool account for \$3.6M of the higher operating expense. Service hours for paratransit are up 1.8% and service hours for VIA Link are up 39.7% over the FY 2024 forecast.

Inflation and contractual rate increases account for a \$2.3M increase in operating expense. These higher prices are impacting a variety of goods and services that VIA purchases.

All other items account for the remaining \$0.8M decrease. This is the net amount of a wide variety of relatively small variances.

Operating Expenses by Account. In VIA’s FY 2025 budget, total operating expenses are \$307.6M. Operations labor accounts for 51.8% of this amount, and most costs are directly tied to providing service (see chart below).



Other costs of providing service include operations services, purchased transportation, materials and supplies, fuel and utilities, casualty and liability, transit police and security, and business support labor. Together with operations labor, these costs are 90.4% of total projected spending.

Operations services accounts for 6.9% of spending. This category includes professional & technical services in Maintenance, Operations, and Strategic Planning and Project Development, along with contract maintenance services and other services.

Purchased transportation accounts for 4.6% of spending. This category includes some of the costs of purchased VIAtrans service, and VIA Link (mobility-on-demand) service. Taxi service is also included. For VIAtrans and VIA Link, only the expenditures above the guaranteed minimum payments are included, since guaranteed minimum payments come under the new lease accounting standard (GASB 87). Those payments factor into valuation of a right-to-use lease that is calculated using the net present value of payments at the inception of the contract. That cost is then amortized over the term of the contract. Since amortization expense is a non-cash item, similar to depreciation expense, it is not part of VIA’s projected operating spending budget presented in this book.

Materials and supplies account for 6.6% of the FY 2025 budget. This category includes parts used to maintain vehicles, along with supplies for maintaining bus shelters and various other supplies, such as office supplies.

Fuel and utilities accounts for 2.3% of VIA's FY 2025 budget. This category includes fuel, lubricants, fuel taxes and utilities, with utilities accounting for \$4.1M of the \$6.8M total for this category. Budget prices for fuel in FY 2025 are \$4.25/gallon for diesel, \$3.02/gallon for gasoline, \$0.69/gallon for propane, and \$0.45/gallon for CNG. These prices do not take into account an alternative fuels credit of \$0.50/gallon for CNG and propane (after this credit, amounts shown above for CNG and propane are \$0.50/gallon lower). Alternative fuel credits in the FY 2025 budget total \$3.4M.

Of the \$2.7M fuel total (including lubricants), the spending total is \$6.2M prior to alternative fuels credits. Alternative fuel credits are \$3.5M. The \$6.2M is comprised of the following: CNG, \$2.5M; gasoline, \$2.1M; propane, \$0.8M; diesel, \$0.1M; and lubricants \$0.7M. The \$3.5M of alternative fuel credits are from: CNG, \$2.8M; propane, \$0.6M; and RNG \$0.1M.

The remainder of VIA's FY 2025 budget is accounted for by: business support labor, 13.2%; administrative labor, 2.1%; services, 5.8%; transit police & security, 4.3%; casualty & liability costs, 0.7%; and other, 1.7%. The "other" category includes all other spending, such as for advertising, dues and subscriptions, and training.

Capital Budget

Capital Budget Summary – FY 2025. Capital spending for FY 2025 is projected to be \$265.9M. KSAM projects account for 62.4% (\$166.0M) of spending. Revenue vehicles and revenue vehicle replacement components together account for 16.0% (\$42.4M) of spending. Operational facilities account for 10.0% (\$26.5M) of spending, and passenger facilities account for 7.2% (\$19.1M) of spending. The remaining 4.4% (\$11.9M) of spending is accounted for by service vehicles, computer hardware/software, administrative facilities, and maintenance tools and equipment.

Details of capital project amounts by project, including a spending chart, are provided in the "Five-Year Capital Plan" section of this book.

Capital Budget Summary – FY 2025-2029. VIA's capital spending for FY 2025-2029 is projected to be \$1.221B. KSAM accounts for 70.0% (\$854.0M) of the total spending. Of the remaining spending, the largest spending amount is for revenue vehicles and revenue vehicle replacement components, which together account for 22.5% (\$274.2M) of total spending.

Again, capital spending details, including a spending chart, are included in the "Five-Year Capital Plan" section of this book.

Five-Year Financial Plan. VIA’s Five-Year Financial Plan for FY 2025-2029 shows that the agency will have an estimated \$3.0B in sources of funds for that period and about \$3.0B in uses of funds.

SOURCES OF FUNDS

<u>Description</u>	<u>Amount (\$M)</u>
Sales taxes	\$ 1,721.1
Grant funds	786.1
Farebox revenue	87.3
Bond proceeds	185.7
Funding contributions	112.0
Other (mainly investment income)	83.3
Total	<u>\$ 2,975.5</u>

USES OF FUNDS AND RESERVE CHANGES

<u>Description</u>	<u>Amount (\$M)</u>
Operating expenses	\$ 1,679.4
Capital projects	1,221.1
Debt service and fees	139.5
Lease payments	134.9
Other uses (mainly SBITA payments)	5.2
Reserve changes	(204.6)
Total	<u>\$ 2,975.5</u>

The resulting net change in cash and capital reserves is a \$204.6M decrease, as bond proceeds and other funds are used to pay for the projects against which those funds were programmed.

Key assumptions for the Five-Year Financial Plan are listed in the Five-Year Financial Plan section of this document.

The Five-Year Financial Plan shows the Stabilization Fund and working capital at Board policy level amounts of 60 days expense at the end of each year in the five-year period. The unrestricted cash reserve has a projected \$230.3M balance at the end of FY 2029. This higher than usual balance is attributable to funds freed up from federal relief funds (CARES, CRRSAA, and ARP funds). These unrestricted funds will be used to help provide local funding for the KSAM project, along with KSAM reserve funds.

VIA uses debt financing to help fund capital projects. A listing of public debt outstanding as of fiscal year end 2023, and additional bonds projected to be issued in FY 2025-2029 is shown on Schedule 11 in the Five-Year Financial Plan section of this document.

Planned bonds to be issued in FY 2025-2029 will be used to help finance revenue vehicles purchases.

In the FY 2025-2029 planning horizon, VIA will make significant capital investments that will bring important transit benefits to the community and will continue to take steps to ensure that we operate very cost efficiently. VIA is in sound financial position and is focused on working towards bringing the Keep San Antonio Moving plan to fruition. VIA looks forward to continued success as we continue working diligently to improve transportation services in San Antonio.

FORMAT OF THE BUDGET DOCUMENT

Overview

This document is the Annual Business Plan for VIA Metropolitan Transit Authority and the Advanced Transportation District for the period October 1, 2024 - September 30, 2025. VIA's Business Plan is a formal plan of action for a specified time period that is reflected in this document's text and monetary figures. This document details VIA's Business Plan for fiscal year 2025 (FY 2025).

Sections of Budget Document

VIA's budget document is divided into seven sections: Introduction, Budget Overview, Financial Overview, Operating Detail by Group/Division, Five-Year Financial Plan, Five-Year Capital Plan and Appendices. The budget document is organized with the summary information at the beginning and the detailed information toward the back. Each section contains information related to the budget process and/or the Board-approved budget.

Budget Overview

This section presents a profile on the community that VIA serves, an outline of the budget development process, as well as a description of the various assumptions used, and policies that affect the development of the budget.

Financial Overview

This section contains a summary of the annual budget as well as more detailed information including the service levels that drive the budget. Revenues are presented by source. Expenses are detailed by service category and by major account class. The major account classes of expenses are the same as those used by other transit agencies as required by the Federal Transit Administration (FTA) for comparability of expense information among transit systems. Finally, personnel levels required to provide service are presented in this section.

Operating Detail

This section consists of the following information for each group/division: goals/strategies; performance measures; expense budgets; and authorized positions.

Five-Year Financial Plan

This section includes the proposed five-year financial plan which details planned revenues, expenses and capital expenditures over the next five years, along with related financial and statistical information.

Five-Year Capital Plan

The five-year capital plan includes a listing of all projects programmed over the five-year planning horizon, along with a funding plan and other related information.

Appendices

This section includes a copy of the authorizing resolution and lists a glossary of terms used throughout this document.



Budget Overview



The Community VIA Metropolitan Transit Serves

History

VIA is a metropolitan transit authority that was created according to Article 1118X of the revised Texas Civil statutes (superseded by Chapter 451 Texas Transportation Code) to provide public transportation services for Bexar County which includes the City of San Antonio, Texas.

Subchapter O of Chapter 451 authorized an election on November 2, 2004, and the creation of an Advanced Transportation District (ATD) for mobility enhancement and advanced transportation. ATD is a taxing entity created by State of Texas legislation allowing a transit authority to impose a sales tax to fund advanced transportation and mobility enhancement. The ATD was authorized to impose a sales and use tax of one-fourth of one percent to be allocated 50% to the ATD, 25% to the Texas Department of Transportation and 25% to the City of San Antonio. The funds are used for transportation services, operations, transportation amenities, equipment, construction, maintenance and improvements to streets and sidewalks, and, as the local share for state and federal grant funds spent for advanced transportation and mobility enhancement purposes.

According to Census 2020 information, San Antonio, Texas is the twelfth largest city by land area and seventh by population in the United States; and the second largest in Texas in both land area and population. However, in terms of metropolitan areas, San Antonio ranks third in Texas in terms of population, behind the Dallas-Fort Worth area and the Houston-Galveston area. Bexar County is the sixteenth largest county in the United States.

San Antonio's recorded history began in 1691 with the arrival of the first Spanish missionaries and soldiers at Yanaguana, the Native American village at the headwaters of the San Antonio River. In 1718, at an Indian village in a wooded area of spring-fed streams at the southern edge of the Texas Hill Country, Spain established Mission San Antonio de Valero (later called the Alamo). A customary accompanying fort, San Antonio de Bexar, protected the mission. Today's city and county names derive from those 18th-Century Spanish beginnings that predate founding of the United States by over 50 years.

Year	Bexar County Population	Percent Increase	TX County Population Ranking	San Antonio Population	Percent Increase	TX City Population Ranking	Percent of City to County
1910	119,676	72.39%	2	96,614	81.19%	1	80.73%
1920	202,096	68.87%	2	161,379	67.03%	1	79.85%
1930	292,533	44.75%	3	231,542	43.48%	3	79.15%
1940	338,176	15.60%	3	253,854	9.64%	3	75.07%
1950	500,460	47.99%	3	408,442	60.90%	3	81.61%
1960	687,151	37.30%	3	587,718	43.89%	3	85.53%
1970	830,460	20.86%	3	654,153	11.30%	3	78.77%
1980	988,800	19.07%	3	785,940	20.15%	3	79.48%
1990	1,185,394	19.88%	3	935,933	19.08%	3	78.96%
2000	1,392,931	17.51%	4	1,144,646	22.30%	2	82.18%
2010	1,714,773	23.11%	4	1,334,359	16.57%	2	77.82%
2020	2,009,324	17.17%	4	1,434,625	7.51%	2	71.40%

Table Data Source: <https://data.census.gov>; 2020 Decennial Census Data table

Culture

Prominent local cultural and historical attractions include the Alamo and the San Antonio Missions World Heritage Site and the Mission National Historical Park, Market Square area, Arneson River Theatre, Halsell Conservatory and the Botanical Center, the San Antonio Museum of Art, the Witte Museum, the McNay Art Museum, the DoSeum (children's museum), the Mexican Cultural Institute, La Villita, the Spanish Governor's Palace, San Fernando Cathedral, and the King William and Monte Vista Historic Districts.

Education

Institutions of higher learning include the University of Texas at San Antonio (Northwest Campus), the University of Texas at San Antonio (Downtown campus), University of the Incarnate Word, St. Mary's University, Our Lady of the Lake University, Trinity University, Texas A&M University - San Antonio; San Antonio College, St. Phillip's College, Palo Alto College, Northwest Vista College, National University of Mexico, and the University of Texas Health Science Center.

Area Attractions/Recreation

Tourism is an important, multi-billion dollar industry in San Antonio. The millions of tourists who visit San Antonio annually are drawn by the area's rich Southwestern cultural heritage, and historical and cultural sites. San Antonio's allure to visitors has made it one of the top tourist destinations in Texas.

San Antonio offers every attraction one would expect of a world-class city. Fun can be found at the many activities in Brackenridge Park, the San Antonio Zoo, the Paseo del Rio (River Walk), Sea World of Texas, and Fiesta Texas. Sports fans can cheer on the San Antonio Spurs, the San Antonio Missions baseball team and the UTSA Roadrunner football team. Annual events include Fiesta, Livestock Show and Rodeo, Texas Folklife Festival, and the Valero Texas Open (PGA).

Much of the popularity of San Antonio as a destination city may be attributable to its central location. It serves as an excellent hub for day trips to the hill country towns of New Braunfels, Fredericksburg, Kerrville and Boerne and enjoying the sand and surf of the Texas Gulf Coast.

San Antonio Metropolitan Area Economic Profile

Since the late 1980's, the economy of the San Antonio Metropolitan Statistical Area (MSA), which includes Bexar, Comal, Guadalupe and Wilson Counties, has expanded at a steady pace. Significant employment growth in the MSA has occurred in the trade and services industry and the area's military bases. Medical research and higher education also boost the area's economy. Additionally, the presence of leading companies headquartered in San Antonio such as HEB, USAA, and Valero has significantly contributed to the city's economic growth and prosperity

VIA's Service Area

The VIA service area is comprised of approximately 1,210 square miles of which almost all are in Bexar County.

Areas of Bexar County not in the VIA service area are:

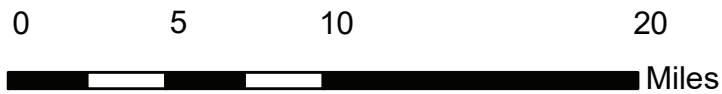
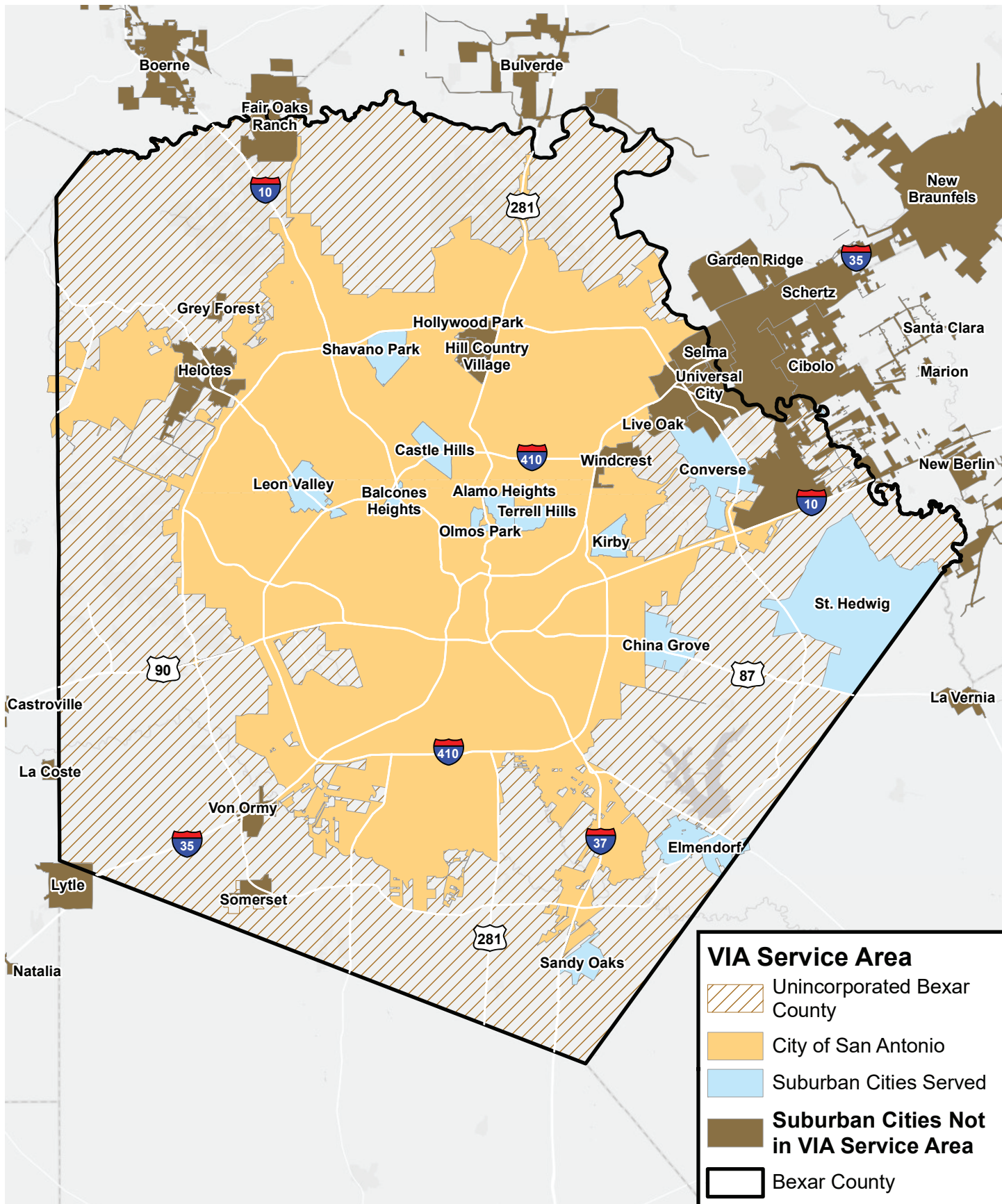
Area	Population
Fair Oaks Ranch	11,406
Grey Forest	488
Helotes	9,952
Hill Country Village	947
Hollywood Park	3,074
Live Oak	15,988
Lytle	3,178
Schertz	43,239
Selma	11,748
Somerset	1,806
Universal City	20,028
Von Ormy	1,194
Windcrest	5,759

Through October 2023 to July 2024, VIA carried 78,314 passengers on weekdays.

Source:

Bureau, US Census. "City and Town Population Totals: 2020-2023." Census.gov, 2021, www.census.gov/data/tables/time-series/demo/popest/2020s-total-cities-and-towns.html. Accessed 13 Sept. 2024.

VIA Service Area



Bexar County Profile

Gender Composition¹

Male	49.6%
Female	50.4%

Age Distribution¹

Under 5 years	6.3%
Age 5 to 19 years	21.0%
Age 20 to 44 years	37.3%
Age 45 to 64 years	22.3%
Age 65 to 85 years and older	13.1%

Ethnic Composition²

Hispanic	59.3%
White	26.7%
Black	7.3%
Other	6.7%

Disability Status - Percent of Bexar County that is Disabled (Civilian Noninstitutionalized)³

Under 5 years	0.3%
5 to 17 years	10.2%
18 to 34 years	16.7%
35 to 64 years	37.8%
65 to 74 years	17.6%
75 years and older	17.4%

Educational Attainment⁴

Less than high school graduate	13.0%
High school graduate (includes equivalency)	26.7%
Some college or associate's degree	30.5%
Bachelor's degree or higher	29.8%

Household Income⁵

Less than \$10,000	5.0%
\$10,000 to \$14,999	3.5%
\$15,000 to \$24,000	6.6%
\$25,000 to \$34,999	8.3%
\$35,000 to \$49,999	11.6%
\$50,000 to \$74,999	18.3%
\$75,000 to \$99,999	13.0%
\$100,000 to \$149,999	17.6%
\$150,000 to \$199,999	7.4%
\$200,000 or more	8.7%

Average Persons per Household⁶

2.7

**Bexar County Profile
(continued)**

Commute Mode⁷

Drove Alone	69.6%
Carpooled	12.2%
Public transportation (excluding taxicab)	1.6%
Walked	0.9%
Taxicab, Motorcycle, Bicycle, or other means	1.8%
Worked at home	13.9%

Climate

Record Highest Temperature ⁸	111° (September 2000)
Record Lowest Temperature ⁸	0° (January 1949)
Average High Max August ⁸	96°
Average Low Min January ⁸	41°
Average First Freeze ⁹	November 24
Average Last Freeze ⁹	March 2
Average Annual Precipitation ¹⁰	30.27"

Civilian Labor Force Information (San Antonio MSA)¹¹

<u>Year</u>	<u>Employment</u>	<u>Average Unemployment Rate</u>
2004	883,892	5.60%
2005	896,886	5.00%
2006	914,917	4.60%
2007	921,968	4.10%
2008	942,671	4.70%
2009	965,670	6.70%
2010	988,724	7.30%
2011	1,011,200	7.70%
2012	1,026,700	6.60%
2013	1,030,300	6.00%
2014	1,058,800	4.70%
2015	1,096,800	3.70%
2016	1,120,579	0.00%
2017	1,157,602	0.00%
2018	1,183,269	0.00%
2019	1,210,947	3.05%
2020	1,201,147	0.00%
2021	1,225,453	5.30%
2022	1,244,094	3.30%
2023	1,297,694	3.10%

**Bexar County Profile
(continued)**

Industrial Composition (San Antonio MSA)¹²

Agriculture, forestry, fishing hunting, and mining	0.68%
Arts, entertainment, recreation, accommodation and food services	10.33%
Construction	8.20%
Educational services, health care and social assistance	24.02%
Finance and insurance, and real estate and rental and leasing	8.04%
Information	1.67%
Manufacturing	6.40%
Other services, except public administration	4.58%
Professional, scientific, management, administrative and waste management services	12.73%
Public Administration	4.41%
Retail trade	11.60%
Transportation warehousing, and utilities	5.65%
Wholesale trade	1.69%

Source:

- 1 U.S. Census Bureau, U.S. Department of Commerce and U.S. Census Bureau. "Age and Sex." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S0101, 2023, [https://data.census.gov/table/ACSST1Y2023.S0101?q=bexar county profile 2023&moe=false](https://data.census.gov/table/ACSST1Y2023.S0101?q=bexar%20county%20profile%202023&moe=false). Accessed on September 12, 2024.
- 2 U.S. Census Bureau, U.S. Department of Commerce and U.S. Census Bureau. "Population 60 Years and Over in the United States." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S0102, 2023, [https://data.census.gov/table/ACSST1Y2023.S0102?q=ethinc 2023&g=050XX00US48029](https://data.census.gov/table/ACSST1Y2023.S0102?q=ethinc%202023&g=050XX00US48029). Accessed on September 12, 2024.
- 3 U.S. Census Bureau, U.S. Department of Commerce and U.S. Census Bureau. "Disability Characteristics." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S1810, 2023, [https://data.census.gov/table/ACSST1Y2023.S1810?q= disability bexar county profile&moe=false](https://data.census.gov/table/ACSST1Y2023.S1810?q=disability%20bexar%20county%20profile&moe=false). Accessed on September 12, 2024.
- 4 U.S. Census Bureau, U.S. Department of Commerce and U.S. Census Bureau. "Educational Attainment." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S1501, 2023, <https://data.census.gov/table/ACSST1Y2023.S1501?g=050XX00US48029>. Accessed on September 12, 2024.
- 5 U.S. Census Bureau, U.S. Department of Commerce and U.S. Census Bureau. "Income in the Past 12 Months (in 2023 Inflation-Adjusted Dollars)." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S1901, 2023, <https://data.census.gov/table/ACSST1Y2023.S1901?g=050XX00US48029&moe=false>. Accessed on September 12, 2024.
- 6 U.S. Census Bureau, U.S. Department of Commerce and U.S. Census Bureau. "Selected Social Characteristics in the United States." American Community Survey, ACS 1-Year Estimates Data Profiles, Table DP02, 2023, <https://data.census.gov/table/ACSDP1Y2023.DP02?g=050XX00US48029&moe=false>. Accessed on September 12, 2024.
- 7 U.S. Census Bureau, U.S. Department of Commerce and U.S. Census Bureau. "Means of Transportation to Work by Vehicles Available." American Community Survey ACS 1-Year Estimates Subject Tables, Table B08141, 2023, <https://data.census.gov/table/ACSDT1Y2023.B08141?q=transportation&g=050XX00US48029&moe=false>. Accessed on September 12, 2024.
- 8 Climate Spy, San Antonio, TX (2022)
- 9 The Old Farmer's Almanac, San Antonio, TX (2022)
- 10 The Edwards Aquifer Website (2022)
- 11 U.S. Census Bureau. "Metropolitan Area Employment and Unemployment."
- 12 U.S. Census Bureau, U.S. Department of Commerce and U.S. Census Bureau. "Industry by Occupation for the Civilian Employed Population 16 Years and Over." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S2405, 2023, [https://data.census.gov/table/ACSST1Y2023.S2405?q=Bexar county](https://data.census.gov/table/ACSST1Y2023.S2405?q=Bexar%20county)

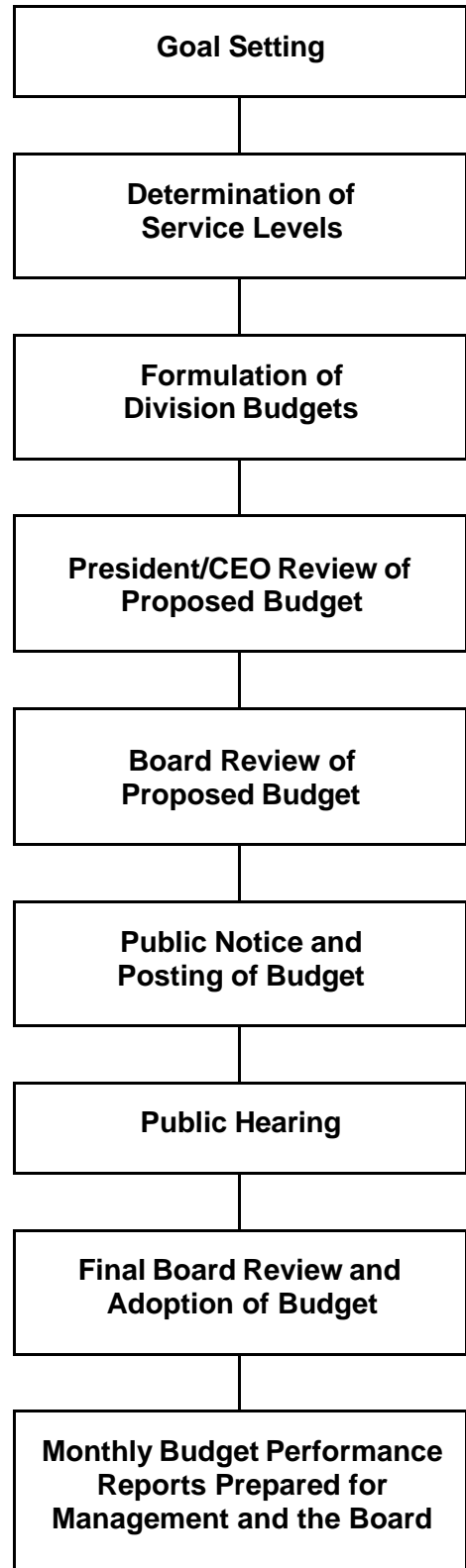
VIA Metropolitan Transit Budget Process

The State of Texas requires that transit authorities, such as VIA Metropolitan Transit, adopt an annual operating budget before the start of a new fiscal year. The fiscal year for VIA Metropolitan Transit begins on October 1 of each year. This year, the Board meeting for budget approval was on Tuesday, September 24, 2024.

VIA's budgeting process involves the VIA Board of Trustees, management, and the public. VIA's Board of Trustees establishes goals for the agency that drive the short-term strategic planning process and the five-year financial plan. The Planning & Development Group is responsible for developing the detailed service plan. With the corporate goals and the estimated service levels in hand, the vice presidents establish division budgets that are sufficient to support the proposed service levels. The proposed operating budget is then drafted and submitted to the Board for their review. Next, there is a required 14-day public review and comment period that includes a public hearing held in conjunction with the Board of Trustees meeting at which adoption of the budget by the Board is to occur. The flow chart of the budget process shows the management, Board, and public involvement in the budget process.

The detailed expenses by group/division are prepared by the vice president and can be found in the operating detail section of this document. Once the vice presidents have completed preparation of the budget information, the Office of Management and Budget Department is able to compile the information electronically and consolidate the group/division budgets into an overall agency budget.

The President/CEO is responsible for enforcing the limits set in the budget. The budget is approved and monitored by the Board at the cost center level. The vice presidents are given monthly financial reports that detail the budget performance. Any significant variances are investigated and explained. The Board of Trustees also receives a budget performance packet monthly. This information is in a summarized format and is provided/reviewed monthly at the Board meeting.



FY 2024-2025 Budget Schedule

May - June	<ul style="list-style-type: none">- Obtain Board input on key plan elements/assumptions- Determine service levels- Begin developing draft annual budget and five-year financial and capital plans
June - July	<ul style="list-style-type: none">- Division vice presidents review/discuss draft operating and capital budgets with President/CEO- Revise budget as needed
August - September	<ul style="list-style-type: none">- Board review of division budgets- Budget made available to public (September 1, 2024 - September 16, 2024)- Public hearing on annual budget (September 16, 2024)- Budget modifications made as needed- Approval of annual budget and five-year capital plan (September 24, 2024)

Budget Amendment Process

VIA may not have operating expenses in excess of the total budgeted expenses for a fiscal year unless the Board amends the operating budget after a public notice and hearing.

The following steps are required to amend the annual operating budget if necessary:

- 1) A presentation is made to the Board detailing the reasons for the budget overruns.
- 2) A proposed budget amendment document is prepared and made available to the public 14 days prior to the scheduled adoption of the budget amendment.
- 3) A public hearing is held prior to the adoption of the budget amendment.
- 4) The Board is requested to vote for the approval of the proposed budget amendment.

Budget Assumptions

The assumptions listed below were used in the development of the approved operating budget.

Reporting Entity

The reporting entity is VIA Metropolitan Transit, which includes all the operations controlled or dependent on VIA. VIA is governed by an eleven-member Board of Trustees. VIA is not included in any other governmental "reporting entity" as defined by GASB codification in section 2100, *Defining the Financial Reporting Entity*. Control and dependence are determined based on financial interdependence, selection of governing authority, designation of management, ability to significantly influence operations and accountability for fiscal matters.

Based on the oversight criteria, no other entities are included in this document. The Board members are appointed by the City of San Antonio, the Bexar County Commissioners Court, and the Suburban Council of Mayors. VIA is not included in the reports of these entities since the organization is not part of these entities and has its own Board. Members of the Board have the authority to make decisions, the power to designate management, the responsibility to significantly influence operations, and primary responsibility for fiscal matters.

The Advanced Transportation District (ATD) is a financing vehicle, designed and existing to support and enhance the operations of and services provided by VIA. ATD was approved by voters in November 2004, and began collecting sales taxes in April 2005. ATD makes payments for VIA employee services rendered but has no employees.

Board of Trustees Governance

The Board of Trustees, an eleven-member group of individuals representing the community VIA serves, works with staff to carry out a leadership vision that is committed to VIA's mission of providing regional multimodal transportation options that connect our community to opportunity, support economic vitality and enhance the quality of life throughout our region. The Board, through standing committees, provides strategic and policy-level direction and oversight. To this end, the Board plays an active role in both the budget preparation process and the monitoring of budget performance.

Basis of Budget and Basis of Accounting

VIA Metropolitan Transit operates as an enterprise fund (specifically, a proprietary fund). VIA applies all applicable GASB pronouncements and presents its financial statements in accordance with the GASB Codification of Governmental Accounting and Financial Reporting Standards. An enterprise fund is used to account for operations (a) that are financed and operated in a manner similar to private business enterprises where the intent of the governing body is that the expenses of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

As an enterprise fund, the budget is prepared on a full accrual basis of accounting. That is, expenses are recognized when incurred and revenues are recognized when earned. The Annual Comprehensive Financial Report (ACFR) is developed in accordance with Governmental Accounting Standards Board (GASB) using the accrual basis of accounting as well.

The goal of VIA's budgeting process is to produce a "balanced budget" - one in which projected expenses are less than, or equal to, the amount of revenues projected. VIA also strives to earn through operations the local funding required to procure capital assets and keep reserves funded at policy levels. The estimated required funding for the fiscal year for these purposes is considered during the budget formulation process.

Best Practices in Budgeting

The National Advisory Council on State and Local Budgeting (NACSLB), formed in the spring of 1995, has issued a paper on "best practices" in state and local budgeting. The Government Finance Officers Association (GFOA) was one of the participants in this process. The GFOA adopted the NACSLB framework for improved state and local budgeting on March 26, 1998, and has recommended that governments look at the NACSLB documents as a model for evaluating and improving their own budget processes. VIA is continuing to review the principles and practices outlined in the paper in order to improve the budget process.

Service Area

There will be no expansion to the service area in FY 2025; however, within the service area, the Eastside Transit Center will open and an innovative solution is being implemented in Downtown San Antonio through VIA Link.

Inflation

From July 2023 through July 2024, the increase in the consumer price index was 2.9%.

Fare Policy

There will be no fare structure change in FY 2025.

Sales Tax Rate

It is assumed the sales tax rate will remain at ½ cent for VIA Metropolitan Transit, and ¼ cent for the Advanced Transportation District. VIA's portion of the ATD tax is 50%, which equates to ⅛ cent.

Service Levels

In FY 2025, VIA's service will improve by increasing frequencies, creating more direct connections, and expanding the first mile and last mile connection through VIA Link.

Debt

Debt is used to help finance capital programs when necessary.

Compensation

The annual wage increase is 4% for all employees for FY 2025. In addition, Fleet & Facilities union workers received a \$2 increase effective August 1, 2024.

Financial Policies

VIA maintains a wide variety of policies and procedures throughout the organization to help ensure that the organization operates efficiently and effectively, and that fiscal resources are prudently managed. VIA's financial policies and procedures include numerous internal controls, such as segregation of duties, multi-approval requirements, physical controls (e.g. a safe for storing petty cash and duplicate keys), and timely reconciliations of financial information. Examples of these policies include Restricted/Unrestricted Funds Policy, Investment Policy, Debt Policy, Fare Policy, Travel Policy, Capital Assets Policy, and Records Management Policy.

VIA's Board of Trustees reviews and approves key financial policies on an annual basis. Each year, they approve the Restricted/Unrestricted Funds Policy, Investment Policy, and Debt Policy. Per requirements noted in these financial policies, in addition to annual review by the Board, VIA's financial advisors review all three policies each year, external bond counsel reviews the Debt Policy, and VIA's external auditors review the Restricted/Unrestricted Funds Policy. VIA's Board reviews and approves VIA's Fare Policy when revisions are made that impact fares.

Some examples of VIA's financial policies and a discussion of the process for balancing the budget appear below:

Restricted/Unrestricted Funds Policy

VIA's Restricted/Unrestricted Funds Policy provides a policy for earmarking VIA's cash and investment balances for various restricted and unrestricted uses in a way that meets the legal and contractual requirements and helps ensure that the agency's funds are managed in a fiscally prudent manner. The policy is updated as needed and is approved by the Board of Trustees at least annually. Funds which are constrained by local or state laws or contractual agreements are categorized as restricted funds. Examples include bond funds and grant funds received from TxDOT. Other funds are considered unrestricted. Examples of unrestricted funds include the Stabilization Fund (or "rainy day fund") and the working capital fund. The Stabilization Fund was created to address temporary cash flow shortages, emergencies, unanticipated economic downturns, and one-time opportunities. The working capital fund serves to provide VIA with sufficient operating funds to pay its day-to-day contracted obligations. The Stabilization Fund and working capital fund are each targeted to equal 60 days of operating expenses. Other unrestricted funds include funds such as a capital grant local share fund (to provide the local match on grants) and an unrestricted cash reserve fund that can be used to cover any operating or capital expenditures of the agency (this fund is used to capture funds remaining after all other reserves are funded at policy levels). VIA is in compliance with this policy. Fund balances are shown on Schedule 6 in the Five-Year Financial Plan section in this document.

Investment Policy

The Investment Policy of VIA is reviewed and approved annually by the Board of Trustees as required by The Public Funds Investment Act of the State of Texas. The investment policy outlines the objectives of the investment program which are: preservation and safety of principal, maintenance of adequate liquidity to meet current obligations, maximization of yield on invested funds within the constraint of preservation and safety of principal, conformance with applicable legal constraints, and diversification of the portfolio to avoid unreasonable risks. The policy delegates responsibility for oversight of the program, defines the standard of prudence to be used in managing the portfolio, outlines the investment strategy, provides for the formulation of a system of internal controls, and defines the investments that are considered allowable under the policy and the parameters of diversification. Quarterly reports on the performance of the portfolio are provided to the Board of Trustees. VIA is in compliance with this policy.

Debt Policy

VIA has a debt policy that is updated as needed and approved by VIA's board on an annual basis. VIA/ATD debt policy guidelines apply to all "Debt Instruments." Debt Instruments may include sales and use tax bonds, sales and use tax contractual obligations, ATD contract revenue bonds, farebox revenue bonds, commercial paper, bank lines, standby purchase agreements or letters of credit, variable rate demand notes, variable rate auction rate notes, capital leases, and grant anticipation notes. Debt included within the period is covered by the five-year financial plan as needed to help fund capital projects. There is no limit on VIA's ability to issue bonds, provided that VIA is in compliance with the law and with debt covenants (debt limit is controlled by debt service coverage ratios and additional bonds test). VIA's Debt Policy has a 1.15x minimum internal debt service coverage ratio (DSCR). VIA's DSCR is 1.5x or higher in each year of the FY 2025-2029 Financial Plan.

Fare Policy

VIA has a Fare Policy that covers the fares that VIA charges for the various types of service that the agency provides. This policy is reviewed annually during the budget cycle.

The fares charged for scheduled bus and demand response van service must be approved by the Local Government Approval Committee (LGAC). This committee includes elected officials representing the County, City and Suburban Mayors. San Antonio has many transit-dependent citizens who have very limited financial resources. The committee and the VIA Board of Trustees recognize the need in the community for transportation services and attempts to keep fare at an attractive level.

Balancing the Operating Budget

VIA is committed to balancing the annual budget and works toward this goal during each budget process. The State of Texas does not have a statutory balanced budget requirement for transit agencies. A "balanced budget" is one in which projected expenses are less than, or equal to, the amount of revenues projected. The budget process as required by the laws of the State of Texas that created the transit authority is described in this document under the section titled "VIA Metropolitan Transit Budget Process". While there is currently no formal balanced budget policy, the Board of Trustees and staff of VIA realize that the community depends on the service provided and that a balanced budget is important in the achievement of long-term goals. Each budgeting cycle, VIA evaluates operating, capital, and cash reserve requirements over a five-year time horizon. Any desired service enhancements and other proposed expenditures are evaluated based on available funding.

Debt

VIA has used long-term debt to finance capital asset purchases. Seven bond issues are currently outstanding. In August 2024, ATD issued \$143,430,000 of Sales Tax Revenue Bonds to fund the ART North/South Corridor project. In December 2020, to take advantage of lower interest rates, VIA and the ATD issued bonds that refunded a portion of the principal amounts of bonds issued in 2013 and 2014. On December 29th, 2020, VIA issued \$28,940,000 of Farebox Revenue Refunding Bonds, Taxable Series 2020. These bonds refunded \$24,875,000 of the \$39,365,000 principal amount of Farebox Revenue Bonds, Series 2013. Also on December 29th, 2020, the ATD issued \$23,790,000 of Sales Tax Revenue Refunding Bonds. These bonds refunded \$19,700,000 of the \$32,925,000 principal amount of ATD Sales Tax Revenue Bonds, Series 2014. VIA's two other outstanding bonds issues are Contractual Obligations, Series 2017, and Contractual Obligations, Series 2020, issued for par amounts of \$81,995,000 and \$11,000,000, respectively.

Bonds issued have been used to help finance various capital projects including the purchase of buses and paratransit vans. VIA's 2013 farebox bond proceeds were spent on high-capacity transit, a new paratransit facility, and buses. The ATD's 2014 sales tax revenue bond proceeds were spent on Centro Plaza, Brooks Transit Center, Stone Oak Park & Ride, Robert Transit Thompson Center, fare collection system purchases, and buses. The 2017 and 2020 contractual obligation bond proceeds were used for revenue vehicle purchases. The other two outstanding bond issues are refunding bonds that refunded a portion of the 2013 farebox revenue bonds and 2014 ATD sales tax revenue bonds, and therefore, funded capital projects already noted.

In May 2023, the long-term rating on VIA's ATD Sales Tax Revenue Bonds and the MTA's Contractual Obligations was increased to AAA from AA+, and the long-term rating on VIA's MTA Farebox Revenue Bonds was increased to AA from AA-.

VIA's bond covenants do not stipulate maintenance of a debt service requirement. However, there are requirements relating to the issuance of new bonds. For sales tax revenue bonds, in order to issue additional parity bonds, the pledged revenue for the preceding fiscal year or any consecutive 12-month period out of the 18-month period preceding the month in which the resolution authorizing such parity bonds is adopted must be at least 200% of the maximum annual debt service on all bonds similarly secured, after giving effect to the issuance of the additional parity bonds. For farebox revenue bonds, the requirement is similar, although there is a 300% requirement for maximum annual debt service coverage, rather than 200%.

Future principal and interest payments on VIA's outstanding bond issues, covering FY 2025 to maturity, are shown below:

Description	Interest Rate on Remaining Bonds Outstanding	Payments Due FY 2025 Through Maturity		
		Principal	Interest	Total Debt Service
Series 2013 MTA Farebox Revenue and Refunding Bonds	5.00% - 5.25%	2,915,000	190,600	3,105,600
Series 2014 ATD Sales Tax Revenue and Refunding Bonds	5.00%	3,780,000	384,000	4,164,000
Series 2017 MTA Sales Tax Revenue Bonds	5.00%	45,035,000	6,982,750	52,017,750
Series 2020 MTA Contractual Obligations	1.05%	2,245,000	23,572	2,268,572
Series 2020 MTA Farebox Revenue and Refunding Bonds	0.72% - 2.81%	27,120,000	5,672,395	32,792,395
Series 2020 ATD Sales Tax Revenue and Refunding Bonds	0.61% - 2.67%	22,230,000	4,600,384	26,830,384
Series 2024 ATD Sales Tax Revenue Bonds	4.00% - 5.00%	143,430,000	129,916,799	273,346,799
Total Bonds		246,755,000	147,770,500	394,525,500

Appropriations

The capital appropriations reflected in the budget include VIA's match for any capital grant received from the Federal Transit Administration (FTA) and the planned purchase of any capital item with VIA funds. See the Capital Budget section for details on the anticipated capital outlays.

Net Position

Net position is the excess amount of assets and deferred outflows over liabilities and deferred inflows (or Fund Balance). An adequate fund balance is necessary to ensure funds are available to provide cash for both current and future operations. VIA accounts for its operations using enterprise (proprietary type) funds.



Financial Overview



Introduction to the Financial Overview Section

The following section gives details of the assumptions used to formulate the fiscal year 2025 budget and an overview of budgeted financial figures including revenues, expenses, and projected net income. Information presented includes details for the Metropolitan Transit Authority (MTA), the Advanced Transportation District (ATD), and the combined totals for VIA. The Operating Budget schedule on the following page summarizes the adopted budget and is presented in cost center format.

VIA's account structure allows for budgeted expenses to be identified by division, department, expense object, expense function, cost center and program. The Federal Transit Administration requires transit systems to use a uniform system of accounts based on object and function elements as required by Federal Transit laws. Use of the uniform system of accounts allows transit systems throughout the nation to compare their performance with the performance of other transit systems.

The expense object class groups the expenses based on the types of goods or services purchased. Examples of object classes include salaries and wages, fringe benefits, services, materials and supplies, and other expenses.

Expense functions group expenses based on the transportation function that the expense supports. Examples of functions include Vehicle Operations, Vehicle Maintenance, Non-Vehicle Maintenance and General Administration.

A transit budget is formulated based on the amount of service that is planned for the fiscal year. The Service Statistics Summary gives a five-year history of the transportation service. Details of the service levels by cost center are also provided.

The Service Passenger Summary shows the passengers related to the service provided by cost center. Summary and detail numbers are shown in the information included.

The Revenue Summary describes the major revenue categories and the method used to estimate the budgeted numbers. This section provides historical actuals and budget by source and cost center. VIA's source of revenues includes Metropolitan Transit Authority sales tax, Advanced Transportation sales tax, grants, fares, and interest and other revenue.

The Expense Summary portion of the document includes analyses that show expenses by service type, cost center, and expense object class.

The final pages of this section give details on personnel budgeted for the upcoming fiscal year and a comparison to recent fiscal years.

**Operating Budget Revenue and Expense Summary
By Cost Center**

	MTA				ATD				Total			
	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Operating Revenues												
Line	\$ 9,915,765	11,319,836	10,946,966	11,017,932	2,562,345	2,709,411	2,814,685	2,836,244	12,478,110	14,029,247	13,761,651	\$ 13,854,176
Robert Thompson Terminal	56,644	41,465	28,866	35,535	-	-	-	-	56,644	41,465	28,866	35,535
Special Events	36,428	42,188	35,685	36,057	-	-	-	-	36,428	42,188	35,685	36,057
Promotion/Charter	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Bus Revenues	10,008,837	11,403,489	11,011,517	11,089,524	2,562,345	2,709,411	2,814,685	2,836,244	12,571,182	14,112,900	13,826,202	13,925,768
VIAtrans	1,663,636	1,858,597	1,817,194	1,890,426	-	-	-	-	1,663,636	1,858,597	1,817,194	1,890,426
VIA Link	49,986	81,246	75,075	103,068	-	-	-	-	49,986	81,246	75,075	103,068
Bus Advertising	1,357,359	1,200,000	700,000	500,000	-	-	-	-	1,357,359	1,200,000	700,000	500,000
Parking Lot Revenue	58,948	51,000	50,000	51,000	-	-	-	-	58,948	51,000	50,000	51,000
Real Estate Development	212,926	222,300	222,300	222,300	-	-	-	-	212,926	222,300	222,300	222,300
Miscellaneous	391,251	502,400	404,250	337,600	-	-	-	-	391,251	502,400	404,250	337,600
Total Operating Revenues	13,742,943	15,319,032	14,280,336	14,193,918	2,562,345	2,709,411	2,814,685	2,836,244	16,305,288	18,028,443	17,095,021	17,030,162
Operating Expenses												
Line	166,523,751	154,117,031	156,208,064	172,478,631	42,330,985	42,736,741	42,216,163	55,650,565	208,854,736	196,853,772	198,424,227	228,129,196
Robert Thompson Terminal	883,836	374,763	459,979	612,741	-	-	-	-	883,836	374,763	459,979	612,741
Other Special Events	351,139	350,010	231,418	365,394	-	-	-	-	351,139	350,010	231,418	365,394
Promotional Service	17,723	4,465	4,744	10,543	-	-	-	-	17,723	4,465	4,744	10,543
Subtotal Bus Expenses	167,776,449	154,846,269	156,904,205	173,467,309	42,330,985	42,736,741	42,216,163	55,650,565	210,107,434	197,583,010	199,120,368	229,117,874
VIAtrans	36,709,332	45,039,740	40,661,307	49,598,562	-	-	-	-	36,709,332	45,039,740	40,661,307	49,598,562
VIA Link	2,172,444	715,101	1,012,810	3,187,343	-	-	-	-	2,172,444	715,101	1,012,810	3,187,343
Vanpool	-	-	-	-	509,564	993,000	653,935	1,128,000	509,564	993,000	653,935	1,128,000
Real Estate Development	14,047	4,985	5,106	4,658	-	-	-	-	14,047	4,985	5,106	4,658
Leases	(147,380)	106,209	38,345	13,912	-	-	-	-	(147,380)	106,209	38,345	13,912
Business Development and Planning	15,847,708	14,839,893	12,969,465	15,599,843	-	3,250,000	2,779,579	8,979,472	15,847,708	18,089,893	15,749,044	24,579,315
Total Operating Expenses (Excl. Depr. & Amort.)	222,372,600	215,552,197	211,591,238	241,871,627	42,840,549	46,979,741	45,649,677	65,758,037	265,213,149	262,531,938	257,240,915	307,629,664
Non-Operating Revenues/(Expenses)												
Sales Tax	211,602,182	222,187,706	216,318,115	223,715,572	47,634,302	49,938,036	48,821,632	50,636,767	259,236,484	272,125,742	265,139,747	274,352,339
Investment Income	14,758,852	10,131,177	20,475,000	17,400,000	1,769,559	1,000,000	2,356,000	2,000,000	16,528,411	11,131,177	22,831,000	19,400,000
Bond Interest and Issuance	(4,326,105)	(4,150,720)	(4,201,884)	(3,214,749)	(584,086)	(1,227,135)	(1,894,255)	(6,541,155)	(4,910,191)	(5,377,855)	(6,096,139)	(9,755,904)
Interest Income	-	131,177	-	-	-	-	-	-	-	131,177	-	-
Gain / (Loss) on Sale of Assets	18,688	-	-	-	-	-	-	-	18,688	-	-	-
Grants	46,464,314	57,391,085	50,706,696	63,908,433	-	-	-	-	46,464,314	57,391,085	50,706,696	63,908,433
CARES Act/ CRRSAA/ ARPA	-	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental Revenue	-	5,000,000	-	10,000,000	-	-	-	-	-	5,000,000	-	10,000,000
Intergovernmental Expense	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Operating Revenues/(Expenses)	268,517,931	290,690,425	283,297,927	311,809,256	48,819,775	49,710,901	49,283,377	46,095,612	317,337,706	340,401,326	332,581,304	357,904,868
Net Income/(Loss) Before Depr. & Amort.	\$ 59,888,274	90,457,260	85,987,025	84,131,547	8,541,571	5,440,571	6,448,385	(16,826,181)	68,429,845	95,897,831	92,435,410	\$ 67,305,366

Service Statistics

VIA Fiscal Year	Actuals					Budget	Forecast	Budget	Forecast			
	2019	2020	2021	2022	2023	2024	2024	2025	2026	2027	2028	2029
Hours												
Bus												
Line - MTA	1,571,666	1,416,262	1,297,039	1,149,695	1,132,994	1,195,572	1,175,765	1,223,623	1,260,946	1,309,733	1,335,015	1,386,871
Line - ATD	306,013	311,514	298,073	286,463	294,244	302,221	303,874	317,336	338,267	356,116	376,237	389,970
Disaster Relief	-	-	-	-	-	-	-	-	-	-	-	-
Special Events	8,153	2,818	324	3,553	7,286	7,546	5,570	7,775	6,675	6,675	6,675	7,775
Charter/Promotional	903	2,590	6,117	1,140	209	120	559	220	310	310	310	310
ART Rapid	-	-	-	-	-	-	-	-	-	9,542	57,076	62,886
Subtotal	1,886,735	1,733,184	1,601,553	1,440,851	1,434,733	1,505,459	1,485,768	1,548,954	1,606,198	1,682,376	1,775,313	1,847,812
Van												
Directly Operated	286,328	189,732	170,463	194,587	256,846	267,972	274,610	280,172	270,111	272,812	275,540	278,296
Purchased	329,606	305,244	261,995	312,485	339,078	380,175	382,299	388,633	406,567	410,632	414,738	418,886
Will Call Taxi	6,859	2,742	3,717	2,659	2,100	2,426	2,308	2,327	2,327	2,327	2,327	2,327
Taxi Subsidy	14,786	10,252	6,161	4,333	2,621	3,500	2,815	2,312	2,312	2,312	2,312	2,312
Taxi ADA	17,987	4,006	14,704	20,420	15,485	1,520	956	1,203	1,203	1,203	1,203	1,203
Disaster Relief	-	630	-	-	-	-	-	-	-	-	-	-
Subtotal	655,566	512,606	457,040	534,484	616,130	655,593	662,988	674,647	682,520	689,286	696,120	703,024
VIA Link												
VIA Link - MTA	12,388	29,455	24,322	52,307	88,530	157,052	136,730	190,979	248,938	48,519	50,071	51,402
VIA Link - ATD	-	-	-	-	-	-	-	-	-	255,704	397,320	411,480
Total	2,554,689	2,275,245	2,082,915	2,027,642	2,139,393	2,318,104	2,285,486	2,414,580	2,537,656	2,675,885	2,918,824	3,013,718
Line Service Total	1,877,679	1,727,776	1,595,112	1,436,158	1,427,238	1,497,793	1,479,639	1,540,959	1,599,213	1,665,849	1,711,252	1,776,841
% Change YoY								2.9%	3.8%	4.2%	2.7%	3.8%
Miles												
Bus												
Line - MTA	21,144,134	19,468,742	18,144,796	15,873,412	15,145,121	16,470,338	15,267,401	15,932,985	16,460,732	17,175,026	17,628,375	18,379,279
Line - ATD	5,070,613	5,134,727	4,934,559	4,920,525	4,908,191	5,192,196	5,020,568	5,229,527	5,547,190	5,819,472	6,211,824	6,402,958
Disaster Relief	-	3,921	-	-	-	-	58	-	-	-	-	-
Special Events	91,572	34,793	3,384	29,215	64,476	63,464	68,058	70,080	56,080	56,080	56,080	70,080
Charter/Promotional	4,523	10,131	21,097	3,025	1,020	600	737	1,100	1,550	1,550	1,550	1,550
ART Rapid	-	-	-	-	-	-	-	-	-	137,927	824,978	908,972
Subtotal	26,310,842	24,652,314	23,103,836	20,826,177	20,118,808	21,726,598	20,356,821	21,233,692	22,065,552	23,190,055	24,722,807	25,762,839
Van												
Directly Operated	5,085,099	3,573,238	3,019,230	3,286,255	4,312,964	4,576,969	4,602,008	4,679,933	4,511,880	4,556,999	4,602,569	4,648,595
Purchased	6,441,020	5,636,732	4,896,190	5,410,086	5,614,553	6,387,760	6,436,059	6,670,110	6,980,528	7,050,334	7,120,837	7,192,045
Will Call Taxi	150,552	62,797	102,612	70,179	57,413	64,695	63,120	63,508	63,508	63,508	63,508	63,508
Taxi Subsidy	146,729	117,850	86,904	63,863	41,913	54,039	45,080	37,201	37,201	37,201	37,201	37,201
Taxi ADA	374,075	103,768	275,084	362,367	255,063	42,927	28,745	36,242	36,242	36,242	36,242	36,242
Subtotal	12,197,475	9,494,385	8,380,020	9,192,750	10,281,906	11,126,390	11,175,011	11,486,994	11,629,359	11,744,284	11,860,357	11,977,591
VIA Link												
VIA Link - MTA	132,697	395,377	317,784	613,799	1,160,743	2,121,037	1,871,348	2,596,252	3,417,452	618,612	638,409	655,377
VIA Link - ATD	-	-	-	-	-	-	-	-	-	3,621,370	5,628,225	5,833,471
Total	38,641,014	34,542,076	31,801,640	30,632,726	31,561,457	34,974,025	33,403,180	35,316,938	37,112,363	39,174,321	42,849,798	44,229,278
Line Service Total	26,214,747	24,603,469	23,079,355	20,793,937	20,053,312	21,662,534	20,287,968	21,162,512	22,007,922	22,994,498	23,840,199	24,782,237
% Change YoY								-2.3%	4.0%	4.5%	3.7%	4.0%
Passengers												
Bus												
Line - MTA*	28,554,607	21,474,087	15,453,346	16,529,681	18,040,296	20,259,649	19,839,273	22,141,540	22,254,648	22,582,526	22,771,743	23,330,906
Line - ATD*	6,309,726	5,546,046	3,996,288	4,570,880	5,497,455	5,680,033	6,021,050	7,197,229	7,541,623	7,768,050	8,069,264	8,303,197
Disaster Relief	-	-	-	-	-	-	-	-	-	-	-	-
Special Events	92,896	24,470	4,678	45,384	109,378	101,573	75,250	89,501	85,593	85,593	85,593	89,501
Charter/Promotional	-	-	-	-	-	-	-	-	-	-	-	-
ART Rapid*	-	-	-	-	-	-	-	-	-	258,007	1,636,876	1,856,326
Subtotal	34,957,229	27,044,603	19,454,312	21,145,945	23,647,129	26,041,255	25,935,573	29,428,270	29,881,864	30,694,176	32,563,476	33,579,930
Van												
Directly Operated	518,184	292,783	237,471	308,316	424,159	428,756	453,896	465,085	448,384	452,868	457,397	461,971
Purchased	499,533	417,598	334,327	452,178	474,765	592,091	567,807	591,926	619,197	625,389	631,643	637,959
Will Call Taxi	16,694	7,346	11,140	7,304	6,273	6,626	6,269	6,226	6,226	6,226	6,226	6,226
Taxi Subsidy	74,487	59,317	36,831	24,249	16,843	20,226	16,831	13,579	13,579	13,579	13,579	13,579
Taxi ADA	32,421	9,185	21,034	32,250	29,668	3,588	2,082	2,423	2,423	2,423	2,423	2,423
Subtotal	1,141,319	786,229	640,803	824,297	951,708	1,051,287	1,046,885	1,079,239	1,089,809	1,100,485	1,111,268	1,122,158
VIA Link												
VIA Link - MTA	48,519	130,186	80,557	124,010	264,658	452,734	450,034	613,969	731,165	177,093	182,760	187,618
VIA Link - ATD	-	-	-	-	-	-	-	-	-	720,261	784,617	826,614
Total	36,147,067	27,961,018	20,175,672	22,094,252	24,863,495	27,545,276	27,432,492	31,121,478	31,702,838	32,692,015	34,642,121	35,716,320
Line Service Total	34,864,333	27,020,133	19,449,634	21,100,561	23,537,751	25,939,682	25,860,323	29,338,769	29,796,271	30,350,576	30,841,007	31,634,103
% Change YoY								13.1%	1.6%	1.9%	1.6%	2.6%

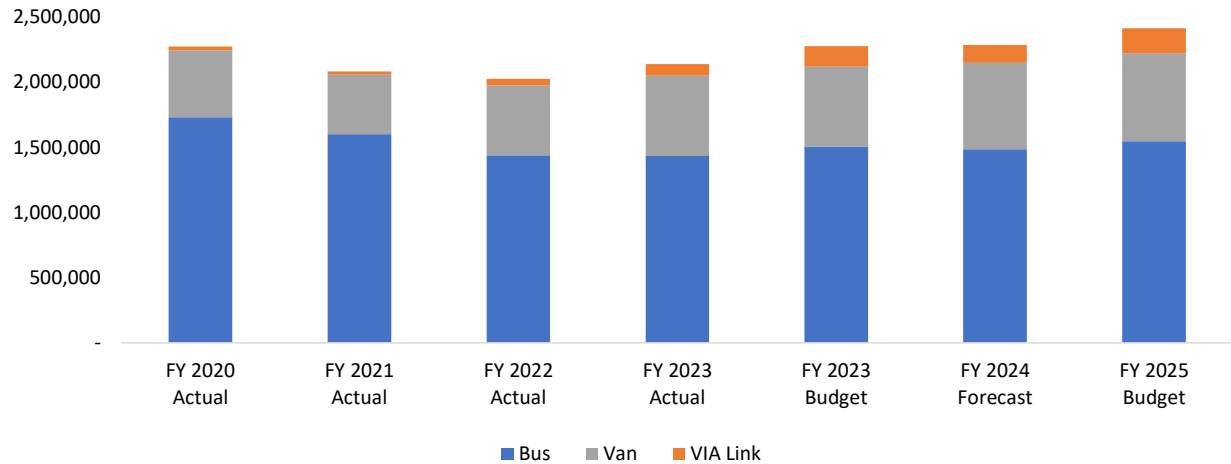
*FY 2025 - FY 2029 service data reflects Automatic Passenger Counters (APC).

Service Statistics: Service Hours

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Bus							
Line - MTA	1,416,262	1,297,039	1,149,695	1,132,994	1,195,572	1,175,765	1,223,623
Line - ATD	311,514	298,073	286,463	294,244	302,221	303,874	317,336
Disaster Relief - Bus	-	-	-	-	-	7	-
Robert Thompson Terminal	2,078	-	1,471	5,012	3,706	5,007	4,755
Promotional Service	2,590	6,117	1,140	209	120	136	220
Other Community Events	740	324	2,082	2,274	3,840	2,994	3,020
	1,733,184	1,601,553	1,440,851	1,434,733	1,505,459	1,487,783	1,548,954
VIA Link							
VIA Link - MTA	29,455	24,322	52,307	88,530	157,052	136,730	190,979
	29,455	24,322	52,307	88,530	157,052	136,730	190,979
Van							
Paratransit Directly Operated	189,732	170,463	194,587	256,846	267,972	274,610	280,172
Paratransit Purchased Transportation	305,244	261,995	312,485	339,078	380,175	382,299	388,633
Disaster Relief - Van	630	-	-	-	-	-	-
Will Call Taxi	2,742	3,717	2,659	2,100	2,426	2,308	2,327
Taxi Subsidy	10,252	6,161	4,333	2,621	3,500	2,815	2,312
Taxi ADA Flex	4,006	14,704	20,420	15,485	1,520	956	1,203
	512,606	457,040	534,484	616,130	655,593	662,988	674,647
Total Hours	2,275,245	2,082,915	2,027,642	2,139,393	2,318,104	2,287,501	2,414,580

Change from FY 2024 Budget

Total Hours: 4.2%
 Line Hours - MTA: 2.3%
 Line Hours - ATD: 5.0%
 Paratransit DO Hours: 4.6%
 Paratransit PT Hours: 2.2%

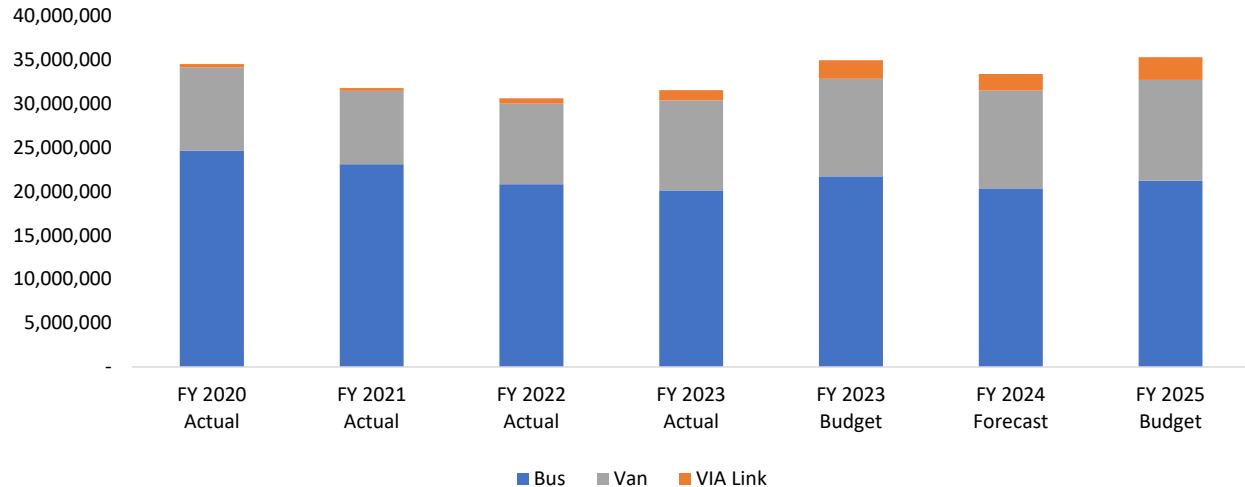


Service Statistics: Service Miles

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Bus							
Line - MTA	19,468,742	18,144,796	15,873,412	15,145,121	16,470,338	15,267,401	15,932,985
Line - ATD	5,134,727	4,934,559	4,920,525	4,908,191	5,192,196	5,020,568	5,229,527
Disaster Relief - Bus	3,921	-	-	-	-	58	-
Robert Thompson Terminal	24,942	-	11,786	41,572	24,314	41,572	43,365
Promotional Service	10,131	21,097	3,025	1,020	600	737	1,100
Other Community Events	9,851	3,384	17,429	22,904	39,150	26,486	26,715
	24,652,314	23,103,836	20,826,177	20,118,808	21,726,598	20,356,821	21,233,692
VIA Link							
VIA Link - MTA	395,377	317,784	613,799	1,160,743	2,121,037	1,871,348	2,596,252
	395,377	317,784	613,799	1,160,743	2,121,037	1,871,348	2,596,252
Van							
Paratransit Directly Operated	3,573,238	3,019,230	3,286,255	4,312,964	4,576,969	4,602,008	4,679,933
Paratransit Purchased Transportation	5,636,732	4,896,190	5,410,086	5,614,553	6,387,760	6,436,059	6,670,110
Will Call Taxi	62,797	102,612	70,179	57,413	64,695	63,120	63,508
Taxi Subsidy	117,850	86,904	63,863	41,913	54,039	45,080	37,201
Taxi ADA Flex	103,768	275,084	362,367	255,063	42,927	28,745	36,242
	9,494,385	8,380,020	9,192,750	10,281,906	11,126,390	11,175,011	11,486,994
Total Miles	34,542,076	31,801,640	30,632,726	31,561,457	34,974,025	33,403,180	35,316,938

Change from FY 2024 Budget

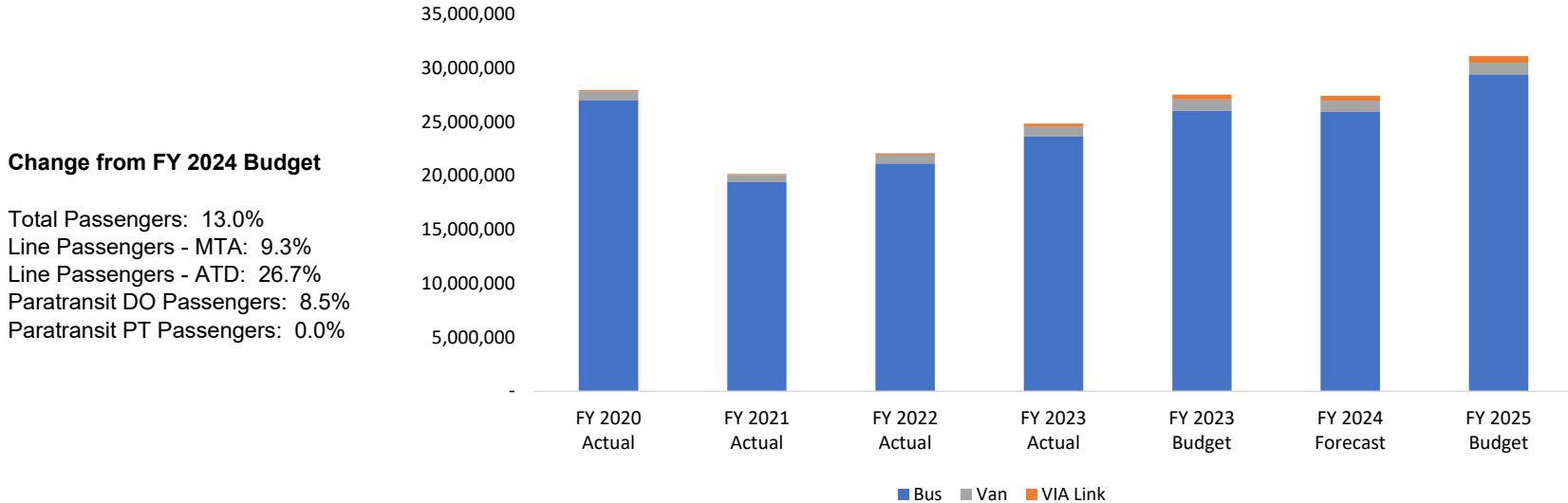
- Total Miles: 1.0%
- Line Miles - MTA: (3.3%)
- Line Miles - ATD: 0.7%
- Paratransit DO Miles: 2.2%
- Paratransit PT Miles: 4.4%



Service Statistics: Service Passengers

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Bus							
Line - MTA*	21,474,087	15,453,346	16,529,681	18,040,296	20,259,649	19,839,273	22,141,540
Line - ATD*	5,546,046	3,996,288	4,570,880	5,497,455	5,680,033	6,021,050	7,197,229
Robert Thompson Terminal	16,158	-	19,224	74,934	52,976	38,744	47,505
Other Community Events	8,312	4,678	26,160	34,444	48,597	36,506	41,996
	27,044,603	19,454,312	21,145,945	23,647,129	26,041,255	25,935,573	29,428,270
VIA Link							
VIA Link - MTA	130,186	80,557	124,010	264,658	452,734	450,034	613,969
	130,186	80,557	124,010	264,658	452,734	450,034	613,969
Van							
Paratransit Directly Operated	292,783	237,471	308,316	424,159	428,756	453,896	465,085
Paratransit Purchased Transportation	417,598	334,327	452,178	474,765	592,091	567,807	591,926
Will Call Taxi	7,346	11,140	7,304	6,273	6,626	6,269	6,226
Taxi Subsidy	59,317	36,831	24,249	16,843	20,226	16,831	13,579
Taxi ADA Flex	9,185	21,034	32,250	29,668	3,588	2,082	2,423
	786,229	640,803	824,297	951,708	1,051,287	1,046,885	1,079,239
Total Passengers	27,961,018	20,175,672	22,094,252	24,863,495	27,545,276	27,432,492	31,121,478

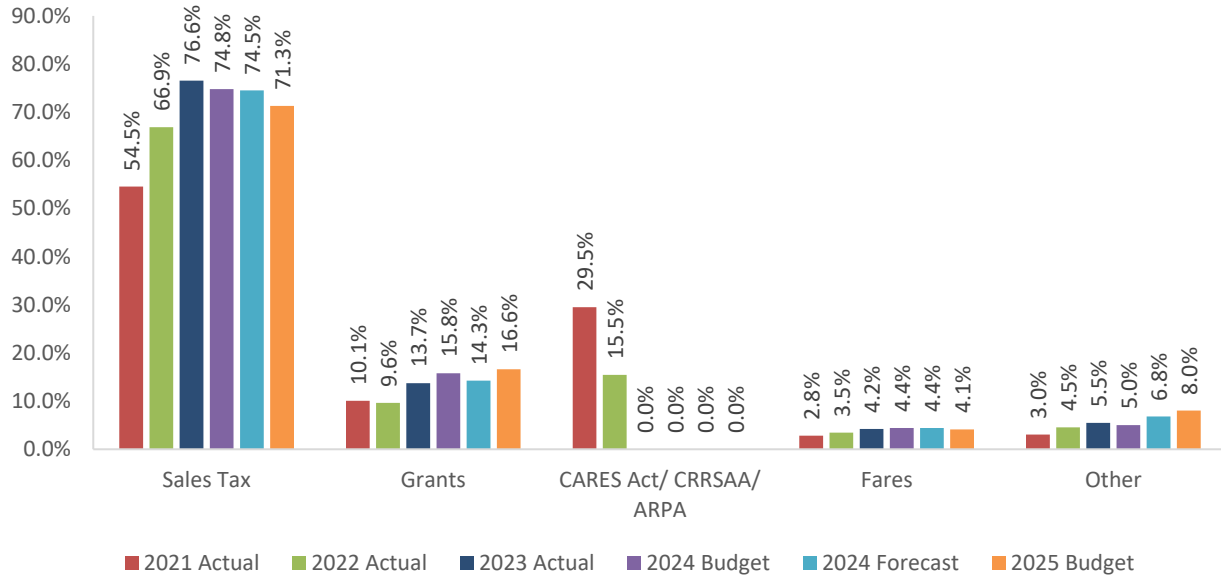
*FY 2025 service data reflects Automatic Passenger Counters (APC).



Revenue Summary

VIA's revenues are received from the following sources: 1) sales tax, 2) grants, 3) fares and 4) interest and other revenue.

MTA and ATD
Percent of Revenue by Source



Note: Revenue figures discussed in this section are total operating revenues plus non-operating revenues. Figures do not include intergovernmental expense and bond interest and issuance.

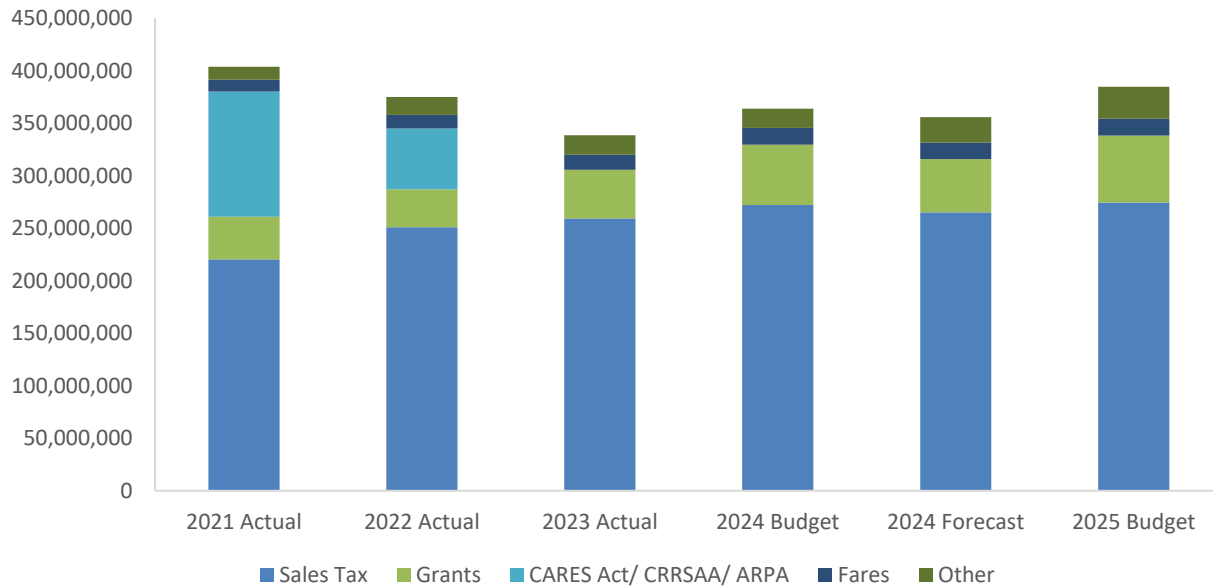
Revenues by Source

Passenger fares account for approximately 4.1% of VIA's total revenues. Fares are collected from cash-paying at time of boarding, and other customer use prepaid passes. The majority of VIA's combined revenue, 71.3%, is received from the ½ cent MTA sales tax and VIA's share of the ¼ cent ATD sales tax. VIA obtains sales tax forecasts from a firm that provides economic consulting services.

Grant revenues are expected to be 16.6% of total combined revenues in FY 2025. Included within grant revenues are: grant funds that will be used to offset expenses incurred in providing maintenance, capital cost of contracting, and ADA paratransit service; CMAQ funds; Section 5310 funds; and planning-related grant funds. Other miscellaneous revenues are 8.0%. Interest revenue is budgeted based on projected cash and investments and related interest earnings.

A graph of the five-year history of revenues is included below. The actual FY 2021, FY 2022, FY 2023, budgeted FY 2024, forecasted FY 2024 and budgeted FY 2025 figures include both MTA and ATD revenues. There has been a decrease in total revenues of approximately 4.7% over the five-year period. This decrease is predominately attributable to Cares Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and American Rescue Plan (ARP). The FY 2025 budgeted MTA and ATD combined revenues are 8.1% higher than FY 2024 budget revenues and 5.7% higher than FY 2024 forecast revenues.

MTA and ATD Revenue by Source

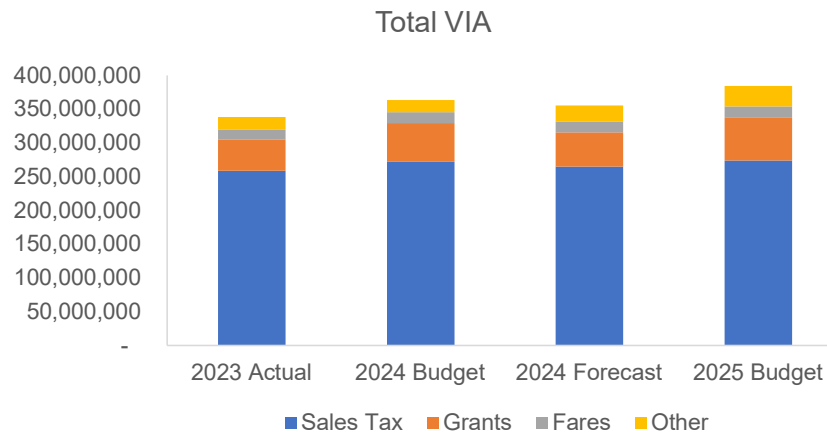
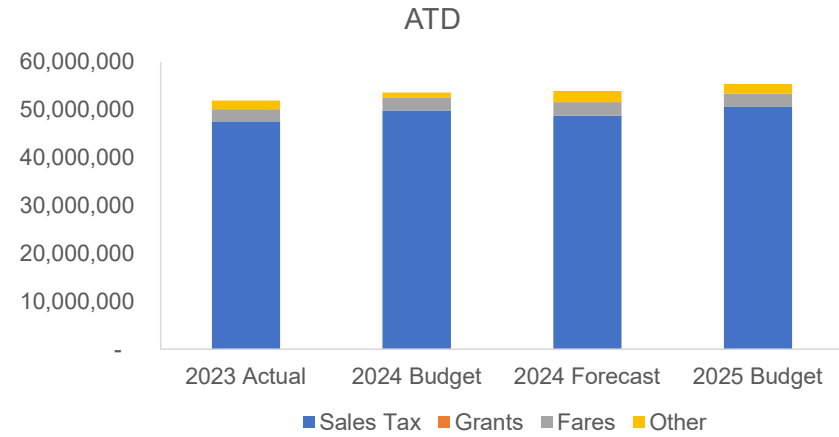
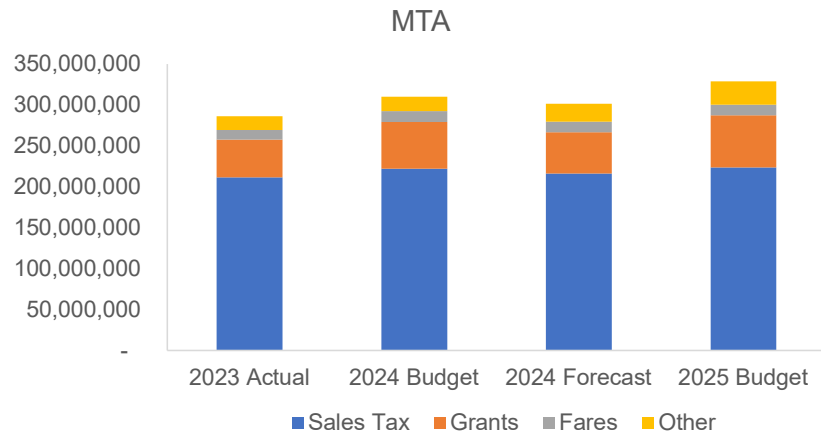


VIA is constantly challenged with obtaining enough revenue to meet the transportation needs of the community. There are constant requests for new service, and VIA has a very robust capital plan. VIA began using debt financing in FY 2012. Historically (until FY 2012), VIA operated on a pay-as-you-go basis. VIA has also received funding support from the Texas Department of Transportation to help fund various capital projects. In addition, VIA monitors and applies for grant opportunities when they become available. VIA is also exploring transit-oriented development opportunities. VIA regularly reviews annual financial reports of other agencies, and keeps in touch with contacts at peer organizations, in order to help identify alternative funding opportunities.

**Operating Budget Revenue Summary
By Cost Center**

	MTA				ATD				Total			
	2023 Actual	2024 Budget	2024 Forecast	2025 Budget	2023 Actual	2024 Budget	2024 Forecast	2025 Budget	2023 Actual	2024 Budget	2024 Forecast	2025 Budget
Operating Revenues												
Line	\$ 9,915,765	11,319,836	10,946,966	11,017,932	2,562,345	2,709,411	2,814,685	2,836,244	12,478,110	14,029,247	13,761,651	\$ 13,854,176
Robert Thompson Terminal	56,644	41,465	28,866	35,535	-	-	-	-	56,644	41,465	28,866	35,535
Special Events	36,428	42,188	35,685	36,057	-	-	-	-	36,428	42,188	35,685	36,057
Promotion/Charter	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Bus Revenues	10,008,837	11,403,489	11,011,517	11,089,524	2,562,345	2,709,411	2,814,685	2,836,244	12,571,182	14,112,900	13,826,202	13,925,768
VIAtrans	1,663,636	1,858,597	1,817,194	1,890,426	-	-	-	-	1,663,636	1,858,597	1,817,194	1,890,426
VIA Link	49,986	81,246	75,075	103,068	-	-	-	-	49,986	81,246	75,075	103,068
Bus Advertising	1,357,359	1,200,000	700,000	500,000	-	-	-	-	1,357,359	1,200,000	700,000	500,000
Ellis Alley Park and Ride	58,948	51,000	50,000	51,000	-	-	-	-	58,948	51,000	50,000	51,000
Real Estate Development	212,926	222,300	222,300	222,300	-	-	-	-	212,926	222,300	222,300	222,300
Miscellaneous	391,251	502,400	404,250	337,600	-	-	-	-	391,251	502,400	404,250	337,600
Total Operating Revenues	13,742,943	15,319,032	14,280,336	14,193,918	2,562,345	2,709,411	2,814,685	2,836,244	16,305,288	18,028,443	17,095,021	17,030,162
Non-Operating Revenues/(Expenses)												
Sales Tax	211,602,182	222,187,706	216,318,115	223,715,572	47,634,302	49,938,036	48,821,632	50,636,767	259,236,484	272,125,742	265,139,747	274,352,339
Investment Income	14,758,852	10,131,177	20,475,000	17,400,000	1,769,559	1,000,000	2,356,000	2,000,000	16,528,411	11,131,177	22,831,000	19,400,000
Bond Interest and Issuance	(4,326,105)	(4,150,720)	(4,201,884)	(3,214,749)	(584,086)	(1,227,135)	(1,894,255)	(6,541,155)	(4,910,191)	(5,377,855)	(6,096,139)	(9,755,904)
Interest Income	-	131,177	-	-	-	-	-	-	-	131,177	-	-
Gain / (Loss) on Sale of Assets	18,688	-	-	-	-	-	-	-	18,688	-	-	-
Grants	46,464,314	57,391,085	50,706,696	63,908,433	-	-	-	-	46,464,314	57,391,085	50,706,696	63,908,433
CARES Act/ CRRSAA/ ARPA	-	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental Revenue	-	5,000,000	-	10,000,000	-	-	-	-	-	5,000,000	-	10,000,000
Intergovernmental Expense	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Operating Revenues/(Expenses)	268,517,931	290,690,425	283,297,927	311,809,256	48,819,775	49,710,901	49,283,377	46,095,612	317,337,706	340,401,326	332,581,304	357,904,868
Total Revenue less Non-Operating (Expenses)	\$ 286,586,979	310,160,177	301,780,147	329,217,923	51,966,206	53,647,447	53,992,317	55,473,011	338,553,185	363,807,624	355,772,464	\$ 384,690,934

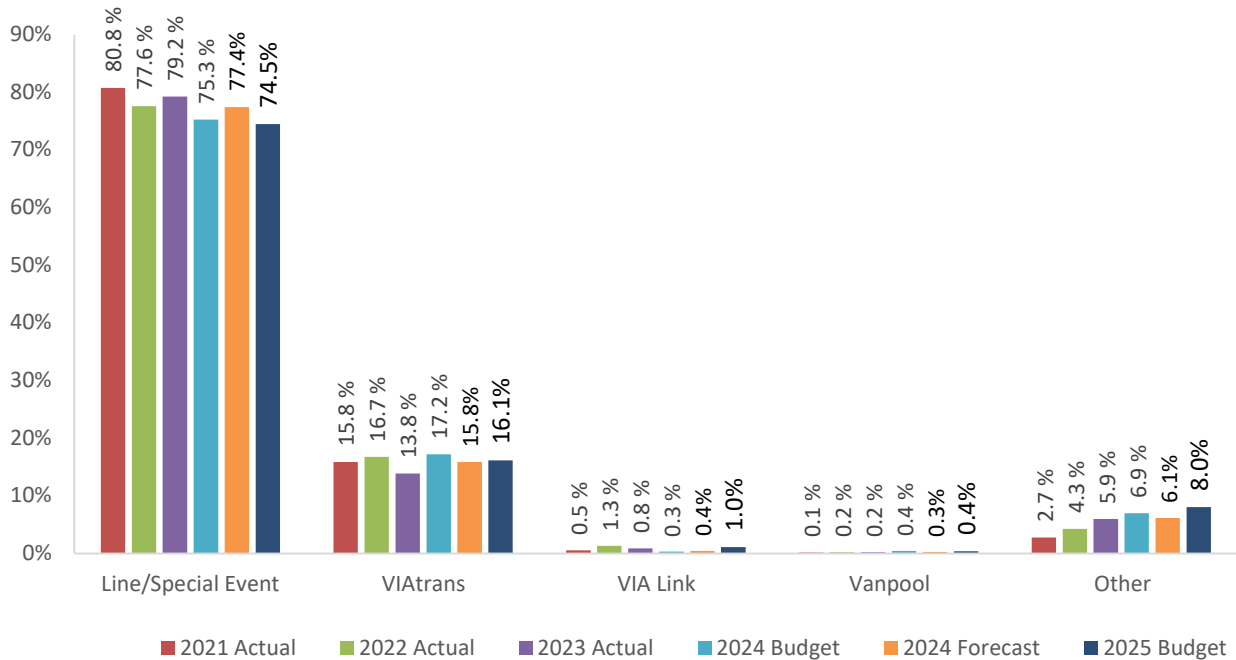
VIA Metropolitan Transit Operating Revenue and Non-Operating Revenue/(Expenses)



Expense Summary

VIA's expenses are classified by cost center, or type of service that VIA provides. Expenses related to Line, Special Event, VIAtrans, VIA Link, Vanpool and Miscellaneous services are directly related to the amount of service provided. The operating expenses related to providing service increase or decrease as the level of service increases or decreases. Each of the cost centers includes the labor, fuel, materials and other expenses related to providing the service. The Real Estate Development expenses are related to maintaining the Sunset Station Depot and Amtrak facilities. Service-related cost centers account for 92.0% of the total combined expenses in the FY 2025 budget.

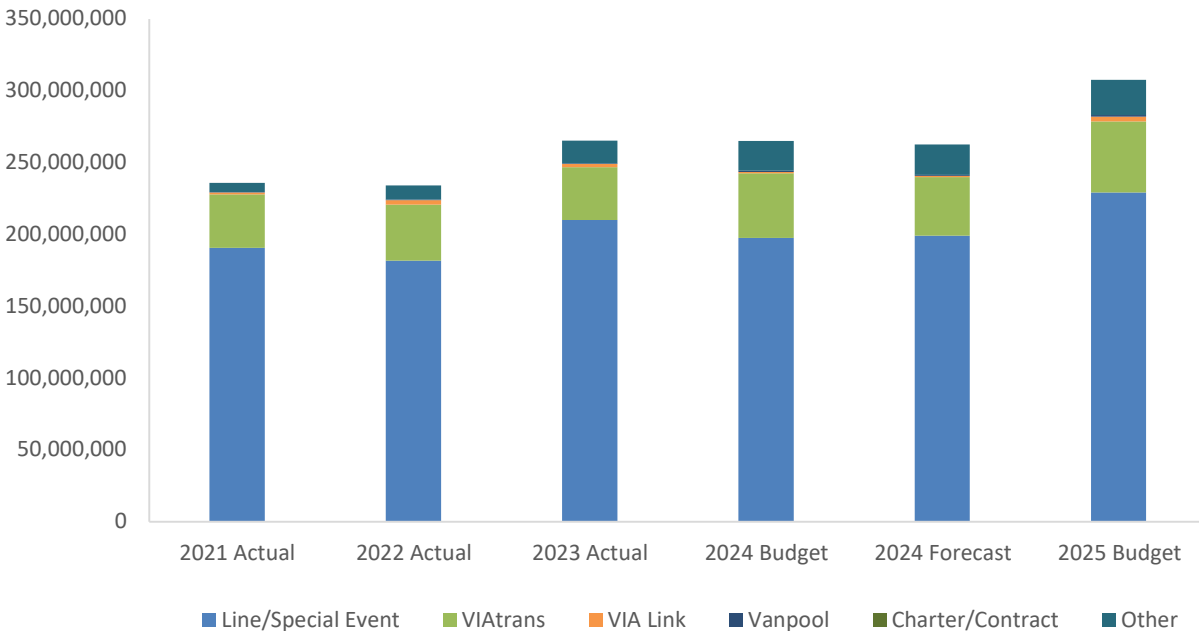
MTA and ATD
Percent of Expense by Service



Expenses by Service Type

The following graph shows a five-year history of operating expenses. The combined operating expenses budgeted for FY 2025 are 30.0% greater than actual five years ago. This is primarily attributable to higher wages, healthcare, parts and supplies used to maintain our fleet and purchased transportation costs associated with VIA Link, a Mobility on Demand (MOD) service. Line service expense has increased by 21.3% over the five-year period, while VIA Link service expense has increased by 220.3% over the same time period. These increases are primarily due to the increased service levels offered over the period as well as many of the operating expense increases mentioned earlier.

MTA and ATD Expense by Service Type



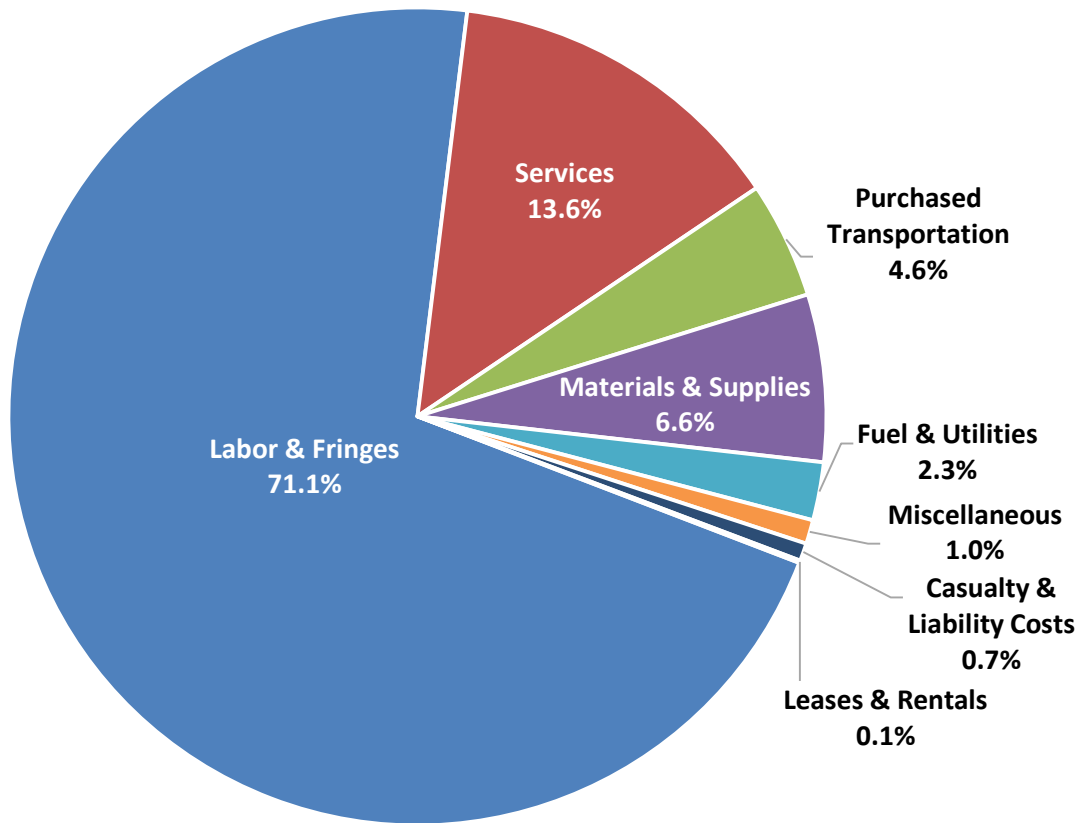
Expenses by Major Category

VIA's expenses can also be summarized by major category. The Federal Transit Administration (FTA) in the Uniform System of Accounts and Records report defines the categories VIA uses to classify expenses. These categories are used by all transit systems in the United States for comparability. VIA's labor and fringe benefits comprise 71.1% of the total combined budgeted expenditures. Materials and Supplies, which include the parts to maintain the buses and vans and tires needed to run the vehicles, are 6.6% of the combined total.

Purchased transportation is 4.6% of the combined budget. This represents the amount paid to private providers to provide supplemental VIAtrans and VIA Link service. VIAtrans service is transportation service to individuals with mobility impairments (accessible or ambulatory). Patrons requiring accessible service are those in wheelchairs, while ambulatory VIAtrans customers are those with greater mobility. Accessible trips require the larger wheelchair lift-equipped vans that are more costly to operate than the ambulatory trips provided through private providers in small passenger vans. VIA has budgeted to contract over half of all VIAtrans service for FY 2025. VIA Link is a mobility-on-demand service implemented in FY 2019.

Services including advertising fees, professional and technical services, contract maintenance, security and other services comprise roughly 13.6% of the combined budget. Fuel and Utilities are 2.3% of the combined budget and other expenses (such as leases and miscellaneous expenses that cannot be classified in one of the other categories described above) are 1.8% of the combined total.

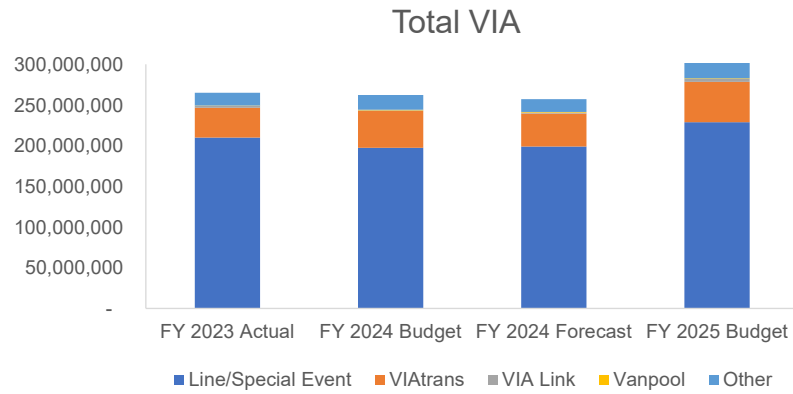
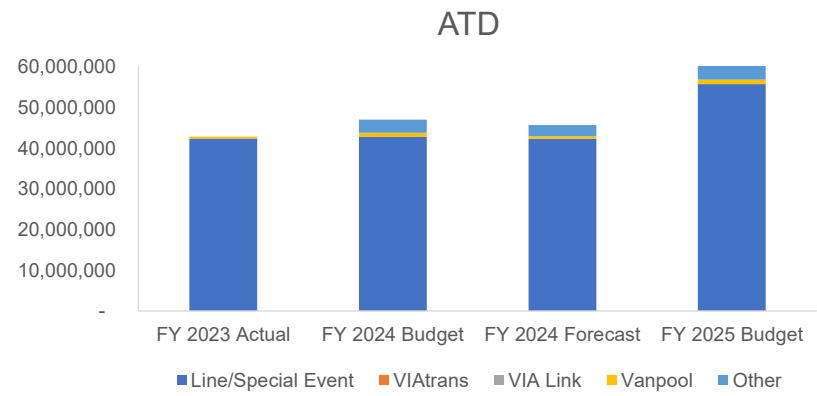
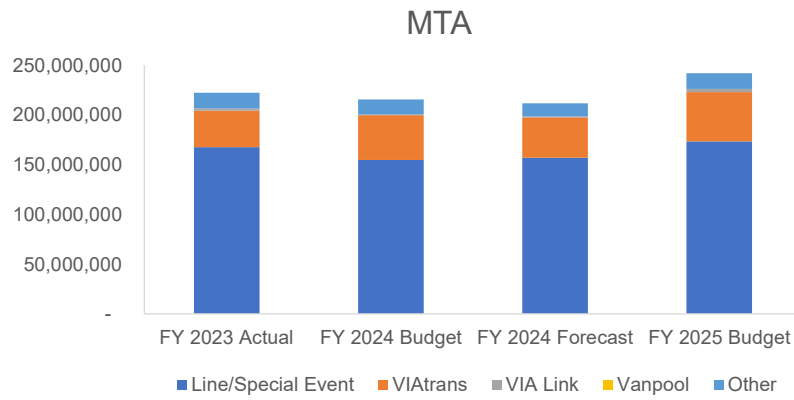
FY 2025 Budget MTA and ATD Expenses by Major Category



**Operating Budget Expense Summary
By Cost Center**

	MTA				ATD				Total			
	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Operating Expenses												
Line	\$ 166,523,751	154,117,031	156,208,064	172,478,631	42,330,985	42,736,741	42,216,163	55,650,565	208,854,736	196,853,772	198,424,227	\$ 228,129,196
Robert Thompson Terminal	883,836	374,763	459,979	612,741	-	-	-	-	883,836	374,763	459,979	612,741
Other Special Events	351,139	350,010	231,418	365,394	-	-	-	-	351,139	350,010	231,418	365,394
Promotional Service	17,723	4,465	4,744	10,543	-	-	-	-	17,723	4,465	4,744	10,543
Subtotal Bus Expenses	167,776,449	154,846,269	156,904,205	173,467,309	42,330,985	42,736,741	42,216,163	55,650,565	210,107,434	197,583,010	199,120,368	229,117,874
VIAtrans	36,709,332	45,039,740	40,661,307	49,598,562	-	-	-	-	36,709,332	45,039,740	40,661,307	49,598,562
VIA Link	2,172,444	715,101	1,012,810	3,187,343	-	-	-	-	2,172,444	715,101	1,012,810	3,187,343
Vanpool	-	-	-	-	509,564	993,000	653,935	1,128,000	509,564	993,000	653,935	1,128,000
Real Estate Development	14,047	4,985	5,106	4,658	-	-	-	-	14,047	4,985	5,106	4,658
Leases	(147,380)	106,209	38,345	13,912	-	-	-	-	(147,380)	106,209	38,345	13,912
Business Development and Planning	15,847,708	14,839,893	12,969,465	15,599,843	-	3,250,000	2,779,579	8,979,472	15,847,708	18,089,893	15,749,044	24,579,315
Subtotal Other Expenses	54,596,151	60,705,928	54,687,033	68,404,318	509,564	4,243,000	3,433,514	10,107,472	55,105,715	64,948,928	58,120,547	78,511,790
Total Operating Expenses	\$ 222,372,600	215,552,197	211,591,238	241,871,627	42,840,549	46,979,741	45,649,677	65,758,037	265,213,149	262,531,938	257,240,915	\$ 307,629,664

VIA Metropolitan Transit Operating Expenses



Expense Summary by Account

	FY 2023 Actual	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget	Budget to Budget	% Difference
Operators Salaries and Wages	\$ 58,375,564	56,310,316	58,239,702	58,327,901	\$ 2,017,585	4%
Other Salaries and Wages	62,337,658	64,165,083	63,121,535	72,216,170	8,051,087	13%
Sick	3,670,026	4,548,266	3,891,906	4,581,088	32,822	1%
Holiday	5,700,287	6,417,522	6,874,593	6,414,416	(3,106)	-%
Vacation	6,272,005	6,775,060	6,767,204	6,674,016	(101,044)	(1%)
Other Paid Absence	225,663	484,177	334,555	492,234	8,057	2%
Total Salaries & Wages	136,581,203	138,700,424	139,229,495	148,705,825	10,005,401	7%
FICA	10,013,622	9,786,297	10,074,346	10,393,778	607,481	6%
Pension Plans	22,166,274	28,458,000	29,501,000	28,857,000	399,000	100%
Hospital, Medical and Surgical Plans	15,267,933	20,295,246	18,501,183	19,535,475	(759,771)	(4%)
Other Post Employment Benefits (OPEB)	7,252,569	(16,413,000)	(16,413,000)	7,651,000	24,064,000	(100%)
Life Insurance Plans	730,365	714,000	725,650	714,000	-	-%
Unemployment Insurance	68,093	100,000	77,196	100,000	-	-%
Worker's Compensation Insurance	870,412	700,000	596,366	700,000	-	-%
Uniform and Work Clothing Allowance	910,335	923,045	1,020,182	1,027,747	104,702	11%
Other Fringe Benefits	1,477,129	1,116,235	1,144,962	1,484,800	368,565	33%
Capital Labor Fringes	(331,038)	(395,537)	(325,618)	(395,537)	-	-%
Total Fringes	58,425,694	45,284,286	44,902,267	70,068,263	24,783,977	55%
Advertising Fees	1,822,017	1,020,400	456,795	1,030,400	10,000	1%
Professional and Technical Services	14,516,008	21,845,006	17,184,463	26,593,065	4,748,059	22%
Temporary Help	485,607	198,000	614,333	769,540	571,540	289%
Contract Maintenance Services	5,293,804	7,360,034	6,864,902	8,143,953	783,919	11%
Security Services	1,322,269	68,046	57,209	80,310	12,264	18%
Other Services	454,834	809,787	138,638	384,978	(424,809)	(52%)
Fuel and Lubricants	7,057,202	2,764,369	2,718,536	2,743,679	(20,690)	(1%)
Tires and Tubes	1,212,395	1,251,691	1,250,705	1,281,930	30,239	2%
Other Materials and Supplies	18,277,204	18,018,481	20,672,312	19,082,451	1,063,970	6%
Utilities Other than Propulsion Power	3,545,607	3,606,828	3,553,616	4,137,130	530,302	15%
Casualty and Liability Costs	2,395,401	2,597,219	2,141,839	2,158,875	(438,344)	(17%)
Fuel and Lubricant Taxes	161,669	145,322	129,771	149,616	4,294	3%
Purchased Transportation	8,317,808	10,558,945	10,642,602	14,213,969	3,655,024	35%
Dues and Subscriptions	372,370	502,094	469,938	479,059	(23,035)	(5%)
IT Licenses and Subscription Services	1,773,712	2,940,782	2,424,762	2,990,090	49,308	2%
Training and Meetings	853,920	1,968,838	1,794,347	1,763,277	(205,561)	(10%)
Employee Recognition	19,382	181,941	247,218	337,000	155,059	85%
Bad Debt Expense	86,106	25,000	13,815	25,000	-	-%
Advertising/Promotion Media	1,482,350	1,672,375	1,049,375	1,872,375	200,000	12%
Other Miscellaneous Expenses	477,157	371,177	332,610	315,577	(55,600)	(15%)
Leases and Rentals	279,430	640,893	351,367	303,302	(337,591)	(53%)
Total Other Expenses	70,206,252	78,547,228	73,109,153	88,855,576	10,308,348	13%
Total Operating Expenses	\$ 265,213,149	262,531,938	257,240,915	307,629,664	\$ 45,097,726	17%

Cost Center Detail Analysis

The following section contains detailed descriptions of the Metropolitan Transit Authority (MTA) and Advanced Transportation District (ATD) cost centers that match revenues with corresponding expenses. All cost centers pertain to the type/function of service provided. Following the descriptions is the Cost Allocation Plan for the MTA and ATD. This shows the related costs centers of the MTA and ATD and the subsequent allocation of fringe and indirect expenses to the various cost centers. Allocations of fringes are based upon labor within each cost center and indirect expenses are then allocated based upon total labor and fringes within each cost center.

VIA has multiple cost centers: Line Service, Special Events Service, Disaster Relief, VIAtrans & Purchased Transportation, VIA Link, Vanpool, Promotional Service, Real Estate Development, Business Development and Planning, Fringe, Indirect, and Leases. Detail on the individual cost centers is located on the following pages preceding the cost allocation plan.

The expenses directly related to providing services are Line, Special Events, VIAtrans, VIA Link, Purchased Transportation and Vanpool. Each of the cost centers includes the labor, fuel, materials, and other expenses related to providing the service. The service-related cost centers account for 91.8% of the total combined MTA and ATD expenses for the FY 2025 budget.

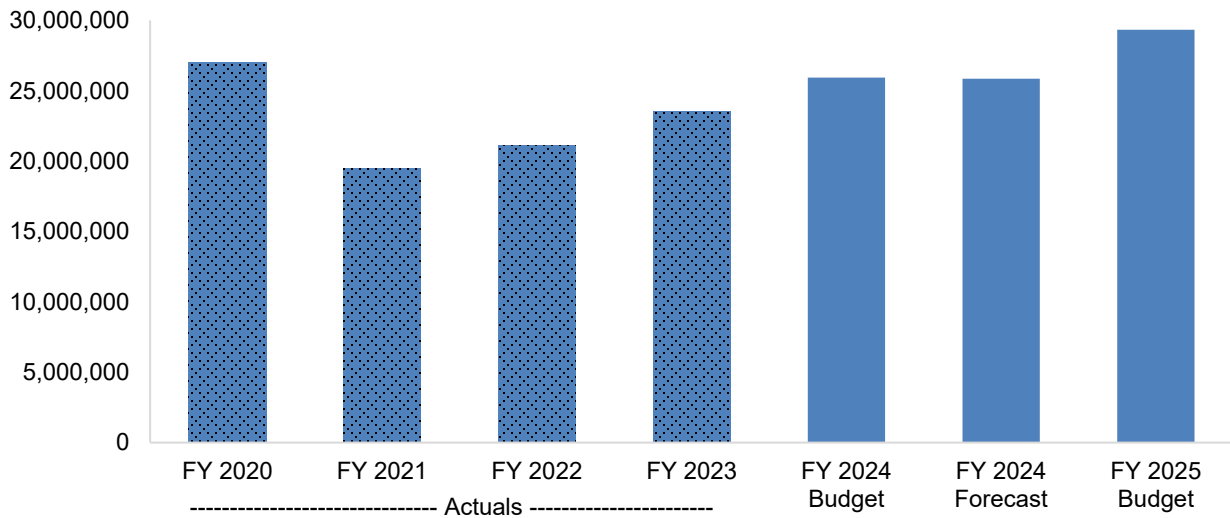
Line Service

Description Regularly scheduled bus routes available to the general public for a fare.

Fare Base one-way \$1.30

Changes Budgeted service hours and passengers increased with the FY 2025 budget. There is a 2.9% increase in line service hours and an 13.1% increase in line passengers over the FY 2024 budget. Line passengers increased from 25.9 million to 29.3 million.

Service Passengers



Revenues and Expenses The combined MTA and ATD total line operating revenues and non-operating revenues/(expenses) are expected to increase by 6.3% from the FY 2024 budget, and the combined total line operating expenses over the same period are expected to increase by 15.9%.

Special Events Service

Description Service provided to various events at the Alamodome and Frost Bank Center (two of San Antonio’s multi-purpose facilities) such as sporting events, concerts and for other community special events, including Fiesta and the Folklife Festival.

Fare Park and Ride \$2.60 roundtrip

Changes FY 2025 service hours are expected to increase by 4.3% over the FY 2024 budget service levels.

Revenues and Expenses The revenues are expected to decrease by 14.4% and expenses are expected to increase in this cost center by 35.6% from the FY 2024 budget.

Disaster Relief

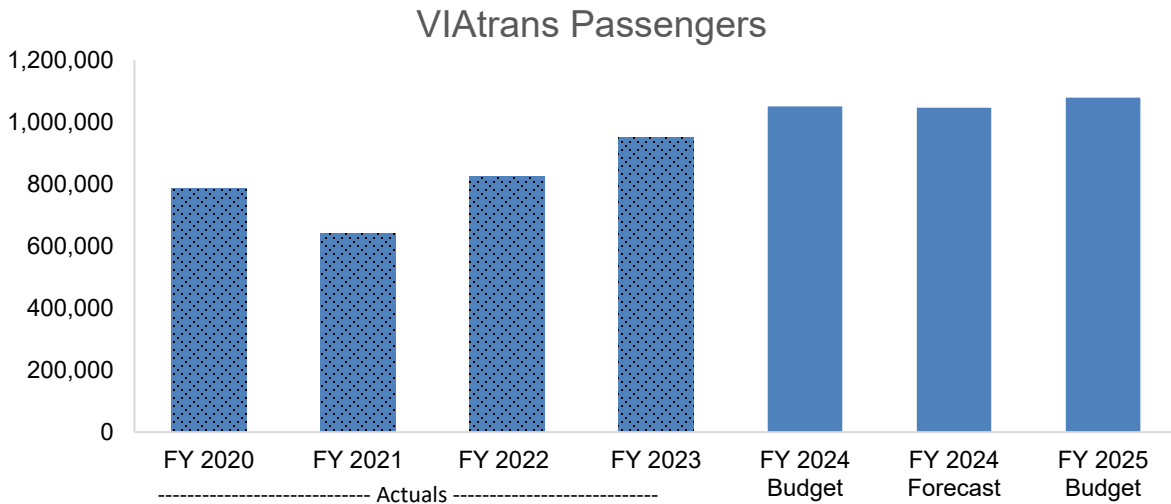
Description San Antonio is located within proximity to Gulf Coast communities that are often impacted by hurricanes. VIA is occasionally requested to transport coastal citizens from these areas to relief centers in San Antonio. VIA does not budget for these infrequent events but maintains a cost center to accumulate actual expense to facilitate cost recovery from the state and federal agencies.

VIATrans & Purchased Transportation

Description Demand responsive service for mobility-impaired persons who are certified through a registration process. The VIATrans cost center reflects the directly operated VIATrans service and Purchased Transportation reflects contracted VIATrans service.

Fare Base one-way \$2.00

Changes An increase of 2.9% in total service hours from the FY 2024 budget service levels is expected for FY 2025. VIA manages the cost of this service by providing a no-cost alternative to registered VIATrans patrons. Mobility-impaired citizens can ride regular line service at no charge, thus reducing demand for the VIATrans service. VIA also contracts a large portion of the service for ambulatory patrons, which can be transported in a standard vehicle. Patrons using wheelchairs are usually carried on VIA's wheelchair lift-equipped vans, which are more expensive to operate.



Revenues and Expenses The revenue is expected to increase by 1.7% over the FY 2024 budget revenues and expenses are projected to increase by 10.1%. VIA will use the service of a private transportation provider for greater than half of all demand response trips.

VIA Link

Description	VIA Link is a mobility-on-demand service provided by a private provider.
Fare	Base one-way \$1.30
Changes	In FY 2019, VIA began offering VIA Link in northeast San Antonio. In FY 2025, VIA plans to expand the service. The FY 2025 budget includes approximately 190,979 service hours provided to 613,969 passengers.
Revenues and Expenses	FY 2025 includes expansion of service with approximately \$103,068 in revenue and \$3.19M in anticipated expenses.

Vanpool

Description	Transportation services provided to individuals interested in joining a shared ride vanpool. Participants in the program will pay for the fuel used and a monthly fee to cover the capital cost of the 7 to 15 passenger van provided by a private car rental agency.
Fare	Will vary based upon number of participants within each vanpool.
Changes	Expenses are projected to increase by 13.6% over the FY 2024 budget.
Revenues and Expenses	VIA does not receive revenue from this service. VIA's expense is limited to marketing and subsidy payments to the individuals participating in the vanpool.

Promotional Service

Description	Service providing limited "free" service for events or programs that are of significance to the local community or region to engage the community in public transportation and create partnerships with those we serve.
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Real Estate Development

Description	The revenues and expenses related to facilities leased to Amtrak are recorded in this cost center. The revenues are primarily received through lease payments. The expenses recorded in this cost center are related to legal fees associated with Real Estate Development.
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Business Development & Planning

Description The expenses in this cost center are for functions such as researching transit technology, conducting hearings and meetings with various interest groups to identify their perceived needs, discussing planning concepts, conducting long-range and regional transit planning and analysis, preparing specifications for purchase or construction of capital assets, and researching transit real estate opportunities.

Fringe Cost Center

Description These expenses include all payments and accruals to others on behalf of employees of the transit agency, such as (but not limited to) insurance premiums, FICA, pension and unemployment. It also includes payments and accruals made directly to employees for something other than performance of a piece of work, such as vacation, holiday and sick leave. These payments arise from the employment relationship but are over and above “labor” costs. The fringe expenses are allocated to the service cost centers based upon the labor within each cost center.

Indirect Cost Center & Leases

Description These costs include all payments and accruals related to providing transportation services that are not easily identifiable, traceable or incurred on behalf of any one specific cost center. The indirect expenses are allocated to the service cost centers based upon the labor (plus fringes) within each cost center. Leases include the cost of indirect leases. These leases are subject to GASB 87.

VIA Metropolitan Transit
 Cost Allocation Plan
 Fiscal Year Ending 09/30/2025

Metropolitan Transit Authority										
Expense Account	Line	VIA Link	Robert Thompson Event	Other Special Event	VIAtrans	Purchased Transportation	Promotional Service	Real Estate Development	Leases	Business Development & Planning
Operator Salaries & Wages	\$ 34,665,291	-	101,900	64,621	6,712,738	-	2,392	-	-	\$ -
Other Salaries & Wages	23,562,979	-	51,721	29,130	4,704,611	1,610,178	1,197	-	-	3,125,004
Part-Time Other Salaries & Wages	130,394	-	152	94	53,673	78,068	4	-	-	-
Part-Time Operator Salaries & Wages	1,514,050	-	4,122	2,538	-	-	105	-	-	-
Subtotal Labor	59,872,714	-	157,895	96,383	11,471,022	1,688,246	3,698	-	-	3,125,004
Other Fringe Benefits	12,747,167	-	30,858	19,007	2,695,299	394,007	803	-	-	833,098
Advertising Fees	-	-	-	-	-	-	-	-	-	-
Professional & Technical Services	291,952	-	795	489	325,289	422,229	20	-	-	6,735,268
Temporary Help	-	-	-	-	-	-	-	-	-	-
Contract Maintenance Services	2,573,793	-	81,933	1,736	496,031	316,955	70	4,008	-	389,000
Security Services	-	-	32,460	40,350	-	-	-	-	-	-
Other Services	188,642	-	303	186	29,067	42,282	8	-	-	-
IT Licenses & Subscriptions Services	-	-	-	-	-	-	-	-	-	-
Fuel & Lubricants	642,020	-	1,703	1,097	639,868	1,252,370	40	-	-	-
Tires & Tubes	799,067	-	2,174	1,339	217,024	-	56	-	-	-
Other Materials & Supplies	11,374,433	-	57,172	20,033	811,083	33,591	702	-	-	7,092
Utilities	1,579,252	-	30,514	2,162	288,906	-	69	-	-	-
Premiums for Public Liability & Physical/Property Damage Insurance	122,759	-	251	340	1,156	-	-	650	-	-
Payouts for Uninsured Public Liability	978,193	-	2,662	1,640	213,437	-	68	-	-	-
Fuel & Lubricant Taxes	35,052	-	95	59	18,476	84,427	3	-	-	-
Purchased Transportation	-	3,187,343	-	-	-	10,126,626	-	-	-	-
Dues & Subscriptions	-	-	-	-	326	473	-	-	-	44,745
Training & Meetings	154,542	-	201	124	36,911	41,170	5	-	-	186,040
Employee Recognition	12,001	-	-	-	815	1,185	-	-	-	-
Bad Debt Expense	25,000	-	-	-	-	-	-	-	-	-
Advertising/Promotion Media	-	-	-	-	-	-	-	-	-	-
Other Miscellaneous Expenses	60,030	-	11	7	1,080	-	-	-	-	6,003
Transit Way & Transit Way Structures & Equipment Leases	1,200	-	-	50,000	-	-	-	-	-	-
Engine Houses, Car Shops & Garage Leases	30,915	-	84	51	31,200	-	3	-	-	-
Revenue Vehicle Movement Control Facility Leases	-	-	-	-	-	-	-	-	-	-
Other General & Administration Facility Leases	83,701	-	228	140	-	-	5	-	13,912	-
Subtotal Expenses	31,699,719	3,187,343	241,444	138,760	5,805,968	12,715,315	1,852	4,658	13,912	8,201,246
Total Direct Expenses	91,572,433	3,187,343	399,339	235,143	17,276,990	14,403,561	5,550	4,658	13,912	11,326,250
Full Time Fringe	28,003,565	-	73,881	45,087	5,490,915	774,379	1,726	-	-	1,502,900
Part Time Fringe	178,809	-	465	286	5,836	8,489	12	-	-	-
Total Fringe	28,182,374	-	74,346	45,373	5,496,751	782,868	1,738	-	-	1,502,900
ATD Indirect	-	-	-	-	-	-	-	-	-	-
Total Indirect (Excluding Depreciation & Amortization)	51,872,082	-	136,810	83,507	9,995,489	1,455,700	3,202	-	-	2,726,237
Distribution of Fringe	851,742	-	2,246	1,371	163,186	24,017	53	-	-	44,456
Total Fringe & Indirect	80,906,198	-	213,402	130,251	15,655,426	2,262,585	4,993	-	-	4,273,593
FY 2025 Budget Total	\$ 172,478,631	3,187,343	612,741	365,394	32,932,416	16,666,146	10,543	4,658	13,912	\$ 15,599,843

VIA Metropolitan Transit
 Cost Allocation Plan
 Fiscal Year Ending 09/30/2025

Advanced Transportation District								
Capital Labor	Line	Business Development & Planning	Vanpool	MTA Indirect	ATD Indirect	Fringe	Total	Expense Account
\$ -	13,359,130	-	-	1,361,466	-	-	\$ 56,267,538	Operator Salaries & Wages
798,818	\$5,790,879	-	-	32,427,807	-	585,877	72,688,201	Other Salaries & Wages
-	18,340	-	-	46,062	-	-	326,787	Part-Time Other Salaries & Wages
-	536,663	-	-	2,885	-	-	2,060,363	Part-Time Operator Salaries & Wages
798,818	19,705,012	-	-	33,838,220	-	585,877	131,342,889	<i>Subtotal Labor</i>
-	3,721,976	-	-	7,016,770	-	61,166,569	88,625,554	Other Fringe Benefits
-	21,000	-	35,600	973,800	-	-	1,030,400	Advertising Fees
-	95,825	8,979,472	12,000	8,612,737	79,250	1,037,739	26,593,065	Professional & Technical Services
-	-	-	-	769,540	-	-	769,540	Temporary Help
-	489,374	-	-	3,791,053	-	-	8,143,953	Contract Maintenance Services
-	-	-	-	7,500	-	-	80,310	Security Services
-	36,478	-	-	82,962	5,050	-	384,978	Other Services
-	-	-	-	2,990,090	-	-	2,990,090	IT Licenses & Subscriptions Services
-	206,581	-	-	-	-	-	2,743,679	Fuel & Lubricants
-	262,270	-	-	-	-	-	1,281,930	Tires & Tubes
-	3,508,729	-	-	3,237,254	28,864	3,498	19,082,451	Other Materials & Supplies
-	413,071	-	-	1,823,156	-	-	4,137,130	Utilities
-	39,062	-	180,000	297,594	-	-	641,812	Premiums for Public Liability & Physical/Property Damage Insurance
-	321,063	-	-	-	-	-	1,517,063	Payouts for Uninsured Public Liability
-	11,504	-	-	-	-	-	149,616	Fuel & Lubricant Taxes
-	-	-	900,000	-	-	-	14,213,969	Purchased Transportation
-	-	-	-	431,715	-	1,800	479,059	Dues & Subscriptions
-	24,269	-	400	1,312,815	-	6,800	1,763,277	Training & Meetings
-	-	-	-	261,499	-	61,500	337,000	Employee Recognition
-	-	-	-	-	-	-	25,000	Bad Debt Expense
-	-	-	-	1,872,375	-	-	1,872,375	Advertising/Promotion Media
-	19,986	-	-	228,460	-	-	315,577	Other Miscellaneous Expenses
-	4,287	-	-	4,200	-	-	59,687	Transit Way & Transit Way Structures & Equipment Leases
-	10,147	-	-	-	-	-	72,400	Engine Houses, Car Shops & Garage Leases
-	-	-	-	29,590	-	-	29,590	Revenue Vehicle Movement Control Facility Leases
-	27,473	-	-	16,166	-	-	141,625	Other General & Administration Facility Leases
-	9,213,095	8,979,472	1,128,000	33,759,276	113,164	62,277,906	177,481,130	<i>Subtotal Expenses</i>
798,818	28,918,107	8,979,472	1,128,000	67,597,496	113,164	62,863,783	308,824,019	<i>Total Direct Expenses</i>
384,173	9,209,763	-	-	16,250,185	-	281,764	62,018,338	Full Time Fringe
-	60,349	-	-	5,322	-	-	259,568	Part Time Fringe
384,173	9,270,112	-	-	16,255,507	-	281,764	62,277,906	Total Fringe
-	113,164	-	-	-	(113,164)	-	-	ATD Indirect
-	17,068,860	-	-	(83,853,003)	-	511,116	-	Total Indirect (Excluding Depreciation & Amortization)
11,364	280,322	-	-	-	-	(1,378,757)	-	Distribution of Fringe
395,537	26,732,458	-	-	(67,597,496)	(113,164)	(585,877)	(62,277,906)	<i>Total Fringe & Indirect</i>
\$ 1,194,355	55,650,565	8,979,472	1,128,000	-	-	-	\$ 308,824,019	FY 2025 Budget Total
						(1,194,355)		Less: Capital Labor
							\$ 307,629,664	FY 2025 Budget Total Operating Expenses after Capital Labor (Excluding Depreciation & Amortization)

Personnel Summary

The personnel schedule on the adjacent page shows the personnel levels by category.

In FY 2025, an overall net increase in personnel is predominantly a result of aligning operator workforce with the budgeted service plan and to support service expansion projects.

Full-time employees are defined to include those persons whose hours of work represent full-time employment. Part-time employees are those persons who work less than the standard number of hours for full-time employment. Full-time equivalent (FTE) is a derived statistic that provides an estimate of total full-time employment by converting part-time employees to a full-time amount.

The number of full-time bus operators is expected to increase by 14 positions and the number of part-time bus operators is expected to decrease by 3.50 full-time equivalent positions. These are the employees responsible for operating revenue service buses.

The number of full-time and part-time van operators is expected to increase by 8 positions. These are the employees responsible for operating revenue service (paratransit) vans.

The number of hourly maintenance employees is expected to remain steady. These are the individuals responsible for providing vehicle or facility maintenance services.

The number of full-time operations/maintenance salaried positions is expected to increase by 1 and remain steady for part-time. These are the individuals primarily responsible for providing administration and direct support for the operations and maintenance functions.

The number of full-time administration salaried positions is expected to increase by 16 and remain steady for part-time. These are the individuals primarily responsible for providing general and administrative support services for the agency.

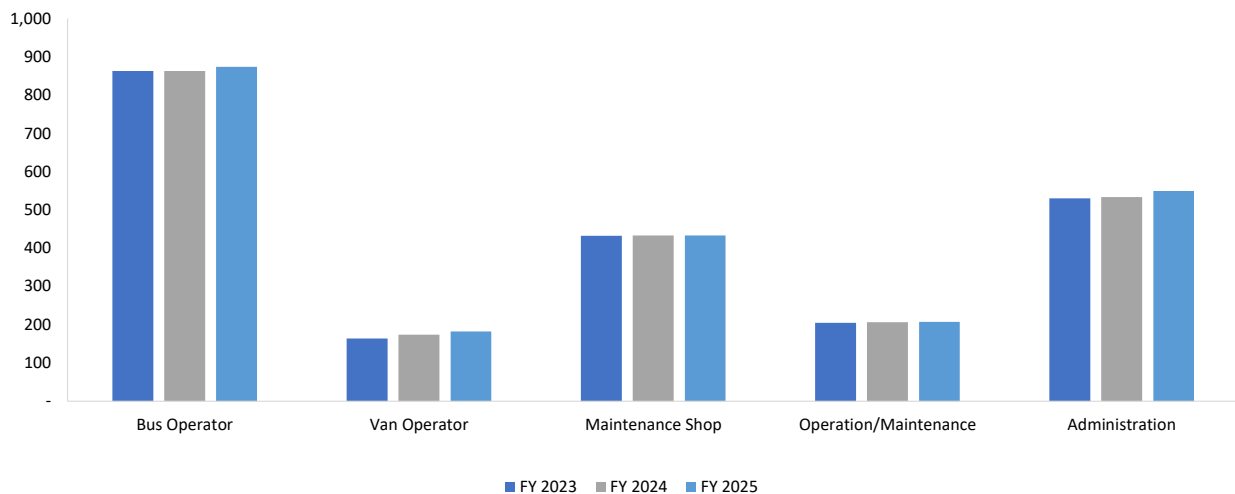
Overall, 10.00 FTEs will be added to support Keep San Antonio Moving (KSAM) objectives, 24.50 for service delivery, and 1.00 for administrative support.

**VIA Metropolitan Transit
Personnel Summary**

	FY 2023 Revised Budget	FY 2024 Budget	FY 2025 Budget	FY 2025 to FY 2024 Variance	FY 2025 to FY 2024 Variance %
<u>FULL-TIME EMPLOYEES (Full-Time Equivalents)</u>					
<u>Category</u>					
Bus Operator	818.00	818.00	832.00	14.00	1.71%
Van Operator	164.00	174.00	182.00	8.00	4.60%
Maintenance Shop	432.00	433.00	433.00	-	-
Salaried					
Operation/Maintenance	203.00	205.00	206.00	1.00	0.49%
Administration*	526.00	527.00	543.00	16.00	3.04%
Subtotal Full-Time Employees (FTE)	2,143.00	2,157.00	2,196.00	39.00	1.81%
<u>PART-TIME EMPLOYEES (Full-Time Equivalents)</u>					
<u>Category</u>					
Bus Operator	45.00	45.00	41.50	(3.50)	(7.78%)
Van Operator	-	-	-	-	-
Maintenance Shop	-	-	-	-	-
Salaried					
Operation/Maintenance	1.50	1.50	1.50	-	-
Administration	4.25	6.50	6.50	-	-
Subtotal Part-Time Employees (FTE)	50.75	53.00	49.50	(3.50)	(6.60%)
<u>GRAND TOTAL</u>					
<u>Category</u>					
Bus Operator	863.00	863.00	873.50	10.50	1.22%
Van Operator	164.00	174.00	182.00	8.00	4.60%
Maintenance Shop	432.00	433.00	433.00	-	-
Salaried					
Operation/Maintenance	204.50	206.50	207.50	1.00	0.48%
Administration	530.25	533.50	549.50	16.00	3.00%
Full-Time Equivalents (FTE) Grand Total	2,193.75	2,210.00	2,245.50	35.50	1.61%

* FY 2023 Revised Budget includes 1 Full-Time FTE added to Administration.

Full-Time Employees by Category





Operating Detail



Introduction to the Detail by Group/Division Section

The following section provides details on the groups, divisions, and departments within VIA Metropolitan Transit. The groups consist of Administrative, Public Engagement, Operations, Business Support Services, and Planning & Development. The table below lists the Groups and Divisions.

Administrative Group

President/CEO & Administration
VIA Board
Operations Administration
Business Support Services Administration
Office of EEO & Affirmative Action
Audit
Legal Services
Office of Diversity & Federal Compliance

Public Engagement Group

Public Engagement Administration
Government & Community Relations
Customer Experience & Sales
Marketing
Communications & Strategic Initiatives

Operations Group

Transportation
Safety, Training, & System Security
Fleet & Facilities

Business Support Services Group

Fiscal Management
Non-Departmental
Human Resources
Innovation & Technology
Procurement

Planning & Development Group

Strategic Planning & Special Projects
Service Planning & Scheduling
Capital Programs

The section includes:

- **Goals and Strategies**
 - The overview section describes the functions and responsibilities of each division.
 - The goals and strategies section describes the key goals to be achieved by each division and how success will be measured.
- **Performance Measures**
 - Departments measured progress toward accomplishing VIA's mission and/or the departments goals and objectives.
- **Group/Division Budget**
 - VIA's budget is shown by expense category including labor, services, supplies, and other expenses.
 - The budgets are presented in six columns for comparison purposes, which includes FY 2023 Actual expenses, the FY 2024 Annual Budget, the FY 2024 Forecast, the FY 2025 Annual Budget, and the dollar and percent variances between the FY 2024 Budget and the FY 2025 Budget.
 - Authorized positions and full-time equivalents.



FY 2025 GOALS AND STRATEGIES

Public transportation plays a critical role in connecting Greater San Antonio Region residents and communities to economic opportunity. According to the census bureau data, between 2022 and 2023, San Antonio reclaimed its number one spot of largest-gaining cities with approximately 22,000 residents, for a total population of nearly 1.5 million, making it the seventh most populous city. By 2045, Bexar County could see more than 900,000 new residents, commuting to more than 560,000 new jobs. A transit network is essential for support of sustainable, healthy, and equitable growth. VIA's Vision and Mission sets our direction, aims and values to meet regional growth needs.

VIA Vision

Connecting our Region.

VIA Mission

VIA Metropolitan Transit provides regional multimodal transportation options that connect our community to opportunity, support economic vitality and enhance quality of life throughout our region.

VIA Goals

VIA's FY 2025 goals are to grow and retain ridership, build strategic partnerships, invest in staff development and retention, and advance the "Keep SA Moving" (KSAM) plan to connect more people to jobs and economic opportunities.

VIA Strategies

VIA's FY 2025 strategies follow the Keep SA Moving plan's three key elements:

- **Improve the Transit System**
 - Planning and public outreach
 - Connect more people to jobs and services
 - Adjusting service to recovery conditions
 - Maintain access and preserve equitable service

- **Expand the Mobility Options**
 - VIA Link system expansion
 - Enhance access for individuals with disabilities or mobility challenges
 - Develop more partnerships for connection, shared and accessible services

- **Focus on Capital and Technology**
 - Improve the customer experience
 - Focus on employee/rider health and safety
 - Focus on service quality and customer experience
 - Continue development projects
 - Design development of facilities
 - Continue shelter installations, including solar
 - Conduct studies and assessments

Operating Expenses by Group/Division Summary

	MTA/ATD Total					
	FY 2023	FY 2024	FY 2024	FY 2025	Budget to	%
	Actual	Budget	Forecast	Budget	Budget	Difference
<u>Administrative Group</u>						
Responsibility: CEO						
President/CEO & Administration	\$ 829,505	876,279	866,550	940,134	\$ 63,855	7%
VIA Board	66,500	109,300	113,375	95,550	(13,750)	(13%)
Operations Administration	-	-	-	381,046	381,046	100%
Business Support Services Administration	539,388	469,827	434,127	538,860	69,033	15%
Office of EEO & Affirmative Action	141,097	267,038	290,324	407,679	140,641	53%
Audit	917,401	1,008,011	984,269	1,103,847	95,836	10%
Legal Services	4,279,223	5,162,518	4,432,798	5,440,873	278,355	5%
Office of Diversity & Federal Compliance	1,034,384	1,198,056	1,155,310	1,077,860	(120,196)	(10%)
Subtotal	7,807,498	9,091,029	8,276,753	9,985,849	894,820	10%
<u>Public Engagement Group</u>						
Responsibility: Senior VP Public Engagement						
Public Engagement Administration	693,349	375,882	906,874	1,550,205	1,174,323	312%
Government and Community Relations	1,228,350	1,948,730	1,719,356	2,006,857	58,127	3%
Customer Experience & Sales	5,185,396	7,024,405	6,441,890	8,378,448	1,354,043	19%
Marketing	3,981,990	4,082,088	2,584,039	4,115,255	33,167	1%
Communications & Strategic Initiatives	1,064,190	1,502,788	1,704,572	1,724,531	221,743	15%
Subtotal	12,153,275	14,933,893	13,356,731	17,775,296	2,841,403	19%
<u>Operations Group</u>						
Responsibility: Deputy CEO						
Transportation	81,846,019	84,363,075	85,183,063	94,685,850	10,322,775	12%
Safety, Training, & System Security	10,251,713	13,507,261	12,356,479	14,016,491	509,230	4%
Fleet & Facilities	60,757,455	55,911,337	57,163,660	60,666,053	4,754,716	9%
Subtotal	152,855,187	153,781,673	154,703,202	169,368,394	15,586,721	10%
<u>Business Support Services Group</u>						
Responsibility: CAO						
Fiscal Management	3,923,719	4,194,451	4,134,832	5,438,032	1,243,581	30%
Non-Departmental	60,976,249	45,911,807	46,709,820	62,998,053	17,086,246	37%
Human Resources	4,601,139	4,973,642	4,960,822	5,020,422	46,780	1%
Innovation & Technology	8,223,319	11,700,925	10,080,278	13,660,234	1,959,309	17%
Procurement	1,624,106	2,001,793	1,801,243	2,361,921	360,128	18%
Subtotal	79,348,532	68,782,618	67,686,995	89,478,662	20,696,044	30%
<u>Planning & Development Group</u>						
Responsibility: Senior Vice President						
Strategic Planning & Special Projects	10,064,436	10,323,199	7,944,665	16,184,540	5,861,341	57%
Service Planning & Scheduling	2,076,900	2,493,102	2,211,071	2,412,205	(80,897)	(3%)
Capital Programs	907,321	3,126,424	3,061,498	2,424,718	(701,706)	(22%)
Subtotal	13,048,657	15,942,725	13,217,234	21,021,463	5,078,738	32%
Total Expenses	\$ 265,213,149	262,531,938	257,240,915	307,629,664	\$ 45,097,726	17%

Administrative Group

General & Administrative Division

The General & Administrative Division consists of the President/CEO, Executive Assistant to the President/CEO, and Executive Assistant/Board Support. In addition, the General & Administrative Division provides oversight to the Office of Equal Employment Opportunity (EEO) & Affirmative Action, Business Support Administration, Operations Administration, VIA Board, Audit, and Legal Services Division. The office is responsible for decision-making and overall direction of the agency, executing policies of the Board of Trustees and supervising/supporting members of the executive management team to achieve agency, division, and departmental goals. The office is responsible for formulating, developing, directing, and implementing various strategies to further the agency's mission throughout the year.

Goals/Strategies

The goals of the General & Administrative Division are the goals of the agency, the Board of Trustees and the President/CEO. Performance will be measured by how successfully the agency achieves the board's strategic plans and policies for the agency. The Board's expectations are reflected in the annual budget/business plan; and by the set of initiatives established by the Board during the President/CEO's annual performance review.

The support staff is responsible for successfully carrying out the preparation of meeting materials and the management/oversight of the monthly Board meetings, Work Sessions and Committee meetings. They are also responsible for coordinating Board of Trustees requests for information, support services and providing on-going administrative support to the President/CEO.

Expense Category and Positions by Group/Division
President/CEO & Administrative

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$579,880	582,879	596,522	648,717	\$65,838	11%
Services	45,291	63,501	52,589	61,818	(1,683)	(3%)
Materials & Supplies	4,294	3,400	1,400	3,400	-	-%
Other	200,040	226,499	216,039	226,199	(300)	-%
Grand Total	<u>\$829,505</u>	<u>876,279</u>	<u>866,550</u>	<u>940,134</u>	<u>\$63,855</u>	<u>7%</u>
Authorized Positions	3	3	3	3	-	-%
Full-Time Equivalents	3.00	3.00	3.00	3.00	-	-%

Expense Category and Positions by Group/Division

VIA Board

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Services	\$21,248	39,950	39,950	39,950	\$-	-%
Materials & Supplies	30	3,000	7,000	3,000	-	-%
Other	45,222	66,350	66,425	52,600	(13,750)	(21%)
Grand Total	<u>\$66,500</u>	<u>109,300</u>	<u>113,375</u>	<u>95,550</u>	<u>\$(13,750)</u>	<u>(13%)</u>
Authorized Positions	-	-	-	-	-	-%
Full-Time Equivalents	-	-	-	-	-	-%

Operations Administration

The Operations Administration department consists of the Deputy CEO and Executive Assistant. The department is responsible for providing direction to VIA's operational divisions and ensuring the policies, targets, procedures of transit operations and management, and development and management of operating and capital budgets are aligned with the agency's mission and vision. The Operations Administration department provides oversight to the following divisions: Transportation, Safety, Training & System Security (STSS), and Fleet & Facilities.

Expense Category and Positions by Group/Division

Operations Administration

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$-	-	-	369,554	\$369,554	100%
Materials & Supplies	-	-	-	1,192	1,192	100%
Other	-	-	-	10,300	10,300	100%
Grand Total	<u>\$-</u>	<u>-</u>	<u>-</u>	<u>381,046</u>	<u>\$381,046</u>	<u>100%</u>
Authorized Positions	-	-	-	2*	2	100%
Full-Time Equivalents	-	-	-	2.00*	2.00	100%

* FY 2025 Reorganization from Business Support Services Administration department.

Business Support Services Administration

The Business Support Services Administration department consists of the Chief Administrative Officer (CAO) and Executive Assistant. The department is responsible for providing executive level oversight and direction to VIA's internal support divisions, to include Fiscal Management, Non-Departmental, Human Resources, Innovation & Technology, and Procurement. The CAO works with each division to provide management oversight of the functions, operations, and performance outcomes as they relate to short and long-term operational impacts of each division, following the agency's direction provided by VIA's Board of Trustees.

Expense Category and Positions by Group/Division
Business Support Services Administration

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$539,149	461,335	393,868	364,397	\$(96,938)	(21%)
Services	-	-	33,939	160,000	160,000	100%
Materials & Supplies	-	1,192	200	1,328	136	11%
Other	239	7,300	6,120	13,135	5,835	80%
Grand Total	<u>\$539,388</u>	<u>469,827</u>	<u>434,127</u>	<u>538,860</u>	<u>\$69,033</u>	<u>15%</u>
Authorized Positions	3	3	4	2*	(1)	(33%)
Full-Time Equivalents	3.00	3.00	4.00	2.00*	(1.00)	(33%)

* FY 2025 Reorganization to Operations Administration department.

Office of EEO & Affirmative Action

VIA Metropolitan Transit's Office of Equal Employment Opportunity & Affirmative Action (EEO & AA) is committed to promoting a work environment that is free from discrimination and that values diversity and inclusion. The Office EEO & AA is responsible for advocating adherence to Title VI and Title VII of the Civil Rights Act of 1964, which are two distinct pieces of legislation with different scopes. Title VI prohibits discrimination based on race, color, or national origin in any program or activity that receives federal funding, this includes transportation services provided by VIA. Meanwhile, Title VII prohibits employment discrimination based on race, color, religion, sex, or national origin.

The Office of EEO & AA conducts training sessions to ensure that VIA employees are aware of their responsibilities with regards to nondiscrimination and equal opportunity. The office also works to promote diversity and inclusion throughout the organization by collaborating with various departments to create a welcoming and inclusive work environment.

Overall, the Office of EEO & AA is dedicated to promoting a culture of inclusivity and equal opportunity at VIA Metro Transit.

Goals/Strategies

The objective of the Office of EEO & AA is to promote a fair and inclusive workplace environment for employees and customers using our system.

The FY 2025 Goals and Strategies for the Office of EEO & AA are as follows:

- Outreach & Education
 - The Office EEO & AA is responsible for conducting outreach and education activities to promote VIA's commitment to diversity and inclusion promoting understanding and respect for differences.
- Effective Title VI & Title VII Investigations
 - The Office of EEO & AA is responsible for investigating and resolving complaints of discrimination or harassment filed by employees (Title VII) and customers (Title VI), the EEO Officer will work closely with management, legal counsel to conduct investigations, provide guidance and implement corrective actions to prevent future incidents.
- Compliance/Monitoring and Reporting
 - The Office of EEO & AA is responsible for monitoring and reporting VIA's compliance with equal employment opportunity laws and regulations; includes collecting and analyzing data on the agency's workforce and employment practices, providing reports and recommendations to agency management and external oversight agencies. The Office of EEO & AA is dedicated to the timely project management of Title VI & EEO deliverables and their submission to the FTA, ensuring regulatory requirements are met.

Budget Initiatives

- Educate and Train Employees on EEO & AA Policy and Practices
 - Purpose: To promote better awareness of modern expectations of workplace behavior, further our mission of creating a diverse, inclusive, and respectful workplace, and maintain compliance with state and federal regulations that require mandatory training.
- EEO & AA Plan Monitoring
 - Purpose: To ensure equitable treatment of women and minority employees and analyze relevant labor market data and employment practices to identify and eliminate potential barriers to the hiring and retention of women and minorities.
- Track EEO Complaints
 - Purpose: To improve the tracking and monitoring of internal Title VI and VII complaints and ensure our customer community can file complaints directly on the portal.

Office of EEO & Affirmative Action (continued)

Performance Measures

Performance Measure	FY 2023 Actual*	FY 2024 Target	FY 2024 Result*	FY 2025 Target
EEO Training Compliance - Average number of days for completion	N/A	90	N/A	90
Complaint Resolution Rate - Average number of days for resolution	N/A	30	N/A	30
Diversity Hire – percent of new hires from underrepresented groups	N/A	85%	N/A	85%

* N/A due to EEO Officer vacancy

Expense Category and Positions by Group/Division
Office of EEO & Affirmative Action

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$139,094	199,828	191,174	268,068	\$68,240	34%
Services	1,828	43,500	75,440	114,726	71,226	100%
Materials & Supplies	-	1,500	1,500	1,500	-	-%
Other	175	22,210	22,210	23,385	1,175	5%
Grand Total	<u>\$141,097</u>	<u>267,038</u>	<u>290,324</u>	<u>407,679</u>	<u>\$140,641</u>	<u>53%</u>
Authorized Positions	2	2	2	2	-	-%
Full-Time Equivalents	2.00	2.00	2.00	2.00	-	-%

Audit Department

The Audit Department (Audit) provides independent assurance and management advisory services designed to mitigate VIA’s risks, add value to the organization, and improve VIA’s operational processes. Audit services also include oversight of procurement protests as well as investigations related to ethics violations and fraud waste and abuse. Working in partnership with management, auditors provide the Board, the Audit Committee, and VIA management with assurance that risks are mitigated and that the VIA governance process is strong and effective.

The department is responsible for planning and implementing a comprehensive program of internal audits of various functions and activities within VIA, while taking into account the available means and resources allocated to the Department. To fulfill these responsibilities, Audit staff are authorized to have full, free, and unrestricted access to all VIA functions, records, property, and personnel.

The department is also responsible for coordinating, facilitating, and monitoring VIA’s annual independent audit as well as other audits, inspections and reviews conducted by external agencies. Serving as VIA’s point of contact on these matters, the department monitors the development and implementation of corrective action plans and provides feedback to VIA’s management and Board of Trustees.

Goals/Strategies

- Provide audits and advisory services to assist management in its initiatives (direct and indirect) to sustain and enhance VIA's bus and paratransit system, create a multimodal network and embrace innovative solutions.
- Selected audits and advisory services are included in the Board approved Audit Plan and will be completed in the fiscal year. Audit results and recommendations will be provided to management and Audit Committee for consideration and/or implementation.
 - Key stakeholders will be identified including staff, management, and Board of Trustees.
 - Interviews and assessments will be conducted to identify potential risks that might adversely impact VIA's operations.
 - Potential risks and vulnerabilities will be assessed for likelihood of occurrence and potential impacts.
 - Risk assessment results will be presented to management and Audit Committee for consideration of potential audit projects.
 - Audit Plan status will be reviewed in quarterly Audit Committee meetings, and as necessary, modifications to the Audit Plan will be considered and/or implemented.

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Percent of Time dedicated to project hours	81.1%	80.0%	80.0%	80.0%
Average Continuing Professional Education (CPE) hours	54.2 hours	40.0 hours	40.0 hours	40.0 hours

Expense Category and Positions by Group/Division

Audit

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$744,067	734,925	714,474	824,593	\$89,668	12%
Services	161,221	253,534	252,190	260,284	6,750	3%
Materials & Supplies	144	3,320	1,710	3,320	-	-%
Other	11,969	16,232	15,895	15,650	(582)	(4%)
Grand Total	<u>\$917,401</u>	<u>1,008,011</u>	<u>984,269</u>	<u>1,103,847</u>	<u>\$95,836</u>	<u>10%</u>
Authorized Positions	7	7	7	7	-	-%
Full-Time Equivalent	7.00	7.00	7.00	7.00	-	-%

Legal Services Division

The Legal Services Division is responsible for providing legal advice and support for VIA Metropolitan Transit and the Advanced Transportation District (ATD). Legal Services provides legal advice and opinions to management and the Board of Trustees, drafts legal documents, and coordinates/supervises the representation for any client Division requiring legal services. Legal Services also provides ethics advisory opinions to members of the Board or employees who require an interpretation of the Code of Ethics.

In an effort to reduce claim/litigation costs, Legal Services assists the Risk Management Department with claims management and provides legal advice and litigation support for tort claims matters. Legal Services also coordinates and supervises the services provided to VIA and the ATD by outside law firms.

Goals/Strategies

- Effectively manage the payments paid to legal firms assisting with VIA legal matters.
 - Closely monitor use of legal firms and spending.
 - Take steps to establish and maintain a cooperative working relationship and proactively maintain payments to legal firms for non-specialized matters at or below the budgeted amount.
- Identify, control, and manage potential public liability risk exposures, related claims and effectively minimize the cost of accidental losses.
 - Work with Safety and other departments to improve and prevent conditions that may increase VIA’s public liability exposure.
 - Analyze various categories of risk and determination of the extent to which each is or can be insured.
 - Maintain effective claims handling and litigation support protocols.

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Public Liability Average Cost of Incurred Loss per Mile for Buses	\$0.08974	≤ \$0.06514	\$0.06939	≤ \$0.06184
Public Liability Average Cost of Incurred Loss per Mile for Vans	\$0.01098	≤ \$0.06138	\$0.06105	≤ \$0.04561

Expense Category and Positions by Group/Division

Legal Services

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$1,257,783	1,332,449	1,352,047	1,507,241	\$174,792	13%
Services	702,607	1,453,979	1,002,984	1,854,179	400,200	28%
Materials & Supplies	2,158	3,446	3,446	3,446	-	-%
Casualty & Liability	2,245,251	2,282,219	1,988,239	1,978,875	(303,344)	(13%)
Other	71,424	90,425	86,082	97,132	6,707	7%
Grand Total	<u><u>\$4,279,223</u></u>	<u><u>5,162,518</u></u>	<u><u>4,432,798</u></u>	<u><u>5,440,873</u></u>	<u><u>\$278,355</u></u>	<u><u>5%</u></u>
Authorized Positions	13	13	13	13	-	-%
Full-Time Equivalents	12.50	12.50	12.50	12.50	-	-%

Office of Diversity & Federal Compliance Department

The Office of Diversity & Federal Compliance (ODFC) is responsible for developing and implementing policies and procedures necessary to ensure that Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs) have the maximum opportunity to bid on all contracts. ODFC is responsible for administering the requirements of the DBE Program on all federally funded contracts.

Goals/Strategies

- Develop and implement a “Targeted Outreach Plan” to ensure DBE & SBE local firms are informed of upcoming contract opportunities
- Provide DBE & SBE certification assistance in completing applications
- Increase availability of certified ready, willing and able DBE firms for:
 - Advanced Rapid Transit (ART) N/S & E/W Corridor
 - Advanced Rapid Transit N/S: Real Estate Support Services
 - Keep San Antonio Moving (KSAM) Public Engagement Support Services
 - VIA Metropolitan Transit Advertising Services
- Mandated Per Final Rule: 49 CFR parts 23 & 26 Airport Concession/Disadvantaged Business Enterprise (ACDBE) Program Changes are implemented
 - Data Collection and submissions to USDOT by expanding recipient reporting requirements to gain greater knowledge of DBE’s bidding/solicitation practices
 - Strengthens monitoring prompt payment and retainage requirements
 - Increases the personal net worth Limit from \$1.32 million to \$2.047 million
 - Removes interstate certification barriers to speed up certification for firms wishing to compete in multiple states
 - Adds a DBE Performance Plan requirement for Design-Build projects
 - Updates rules for counting participation by DBE material suppliers and adds “distributor” as a new subset of DBE suppliers.
- Develop and Implement Minority Business Enterprise local program policy based on Disparity Study
- Continuously monitor DBE participation on all federal funded contracts to assure the goal is met
- Ensure Prime Contractors are compliant with Prompt Payment, Retainage, Commercial Useful Function & Prevailing Wages
- Ensure that all contract language templates are updated with DBE language
- Update DBE Plan to reflect mandated final rule changes
- Meet VIA’s Federal Transit Agency’s (FTA) Triennial DBE goal of 14.52% annually
- Report and track all awards and payments
- Ensure all contracts and payments are entered into the DCRS accurately and promptly
- Implement training for Primes and Subcontractors to help ensure DBE & SBE contract compliance using VIA’s Diversity Compliance Reporting System (DCRS) B2Gnow Platform

Office of Diversity & Federal Compliance Department (continued)

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Meet or exceed the FTA Three Year Annual DBE goal	15.00%	14.52%	15.00%	14.52%
Number of trainings/ workshops provided to DBE vendors	12	10	14	15
Increase number of certified DBE firms	45	40	50	55
Increase number of certified SBE firms	334	210	225	235

Expense Category and Positions by Group/Division
Office of Diversity & Federal Compliance

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$512,910	534,456	522,013	589,260	\$54,804	10%
Services	422,970	499,575	503,915	324,575	(175,000)	(35%)
Materials & Supplies	12,757	11,500	10,382	11,500	-	-%
Other	85,747	152,525	119,000	152,525	-	-%
Grand Total	<u><u>\$1,034,384</u></u>	<u><u>1,198,056</u></u>	<u><u>1,155,310</u></u>	<u><u>1,077,860</u></u>	<u><u>\$(120,196)</u></u>	<u><u>(10%)</u></u>
Authorized Positions	6	6	6	6	-	-%
Full-Time Equivalents	6.00	6.00	6.00	6.00	-	-%

Public Engagement Group

Public Engagement Group

The Public Engagement Group (PEG) develops strategy, manages and coordinates engagement with the public, customers, Board of Trustees, senior executive staff, elected and appointed officials, and other internal/external stakeholders and constituencies. In addition, PEG leads efforts to increase ridership, promote the VIA brand and track consumer data.

PEG staff provides executive oversight of all communications, marketing and promotions activity, community relations, media relations, external relations, governmental relations functions, and leads the overall customer experience for the agency. This includes strategic communications and outreach on major strategic initiatives undertaken by VIA.

The group oversees working relationships and communications with multiple external entities and audiences through public outreach efforts, media relations, public information programs and initiatives, advertising, social media, web content, thought leadership, governmental relations, legislative affairs, passenger information outlets, program sales and adoption, and other activities.

The group is responsible for special projects at the direction of the CEO, coordinates and troubleshoots high-level issues of a sensitive manner, and assists in fulfilling the goals and objectives of the CEO.

Expense Category and Positions by Group/Division

Public Engagement Administration

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$519,423	333,057	514,017	450,380	\$117,323	35%
Services	124,225	-	350,000	1,050,000	1,050,000	100%
Materials & Supplies	2,753	3,600	3,600	8,600	5,000	100%
Other	46,948	39,225	39,257	41,225	2,000	5%
Grand Total	<u>\$693,349</u>	<u>375,882</u>	<u>906,874</u>	<u>1,550,205</u>	<u>\$1,174,323</u>	<u>312%</u>
Authorized Positions	3	2	2	3	1	50%
Full-Time Equivalents	3.00	2.00	2.00	3.00	1.00	50%

Government & Community Relations Division

Government and Community Relations is responsible for all of VIA's government, community relations and public involvement efforts. We are working daily to establish a significant community presence and ensure widespread and inclusive public involvement. This division is the lead on all governmental and community outreach, from the White House and U.S. Senate to Neighborhood Association Presidents, we create strong partnerships and positive working relationships with elected officials, community organizations, public and private sector partners, other key stakeholders and the traveling public to share information and ultimately, foster support for public transportation throughout the region. This division is responsible for creating all our Government Affairs materials and we help create, share, plan and disseminate the agency's Community Relations messages to a variety of audiences using different approaches and mediums. On all projects at VIA, we have been working on close to \$400 Million dollars in new funding over the last year.

Goals/Strategies

- Green Line
 - Continuation of the FFGA for the \$446 Million-dollar Green Line to meet the deadline.
 - Continuation of meetings with our Congressional Delegation to create continuous support for Green Line funding.
 - Continuation of working diligently with planning to ensure accurate up to date information to elected officials on Green Line.
 - Continuation of producing materials and distributing them to businesses.
- Silver Line
 - Continuation of the FFGA expected by 2026.
 - Continuation of working to acquire and close the Silver Line Funding Gap.
- Grant Funding
 - Continue to work with Grants Department on all applications, lobbying and deadline.
- UDC (Transit Oriented Development) Updates
 - Continuation of monthly Stake holder meetings run by the city.
 - Assist Planning/COSA with management of grant dollars and review of all plans, strategies and outreach.
- VIA Link Outreach
 - Continue to push ridership.
- Capital Improvement Outreach
 - Continue to be the voice for VIA on Far North Park and Pool, Randolph, East Side Mobility Hub and Naco Pass.
- Service Changes
 - Continuation of handling all Public Meetings for Service Changes, that includes booking the room, ensuring recording and working with Planning on events.
- Community Events
 - Continue to attend events in small cities, businesses, City Council, County, State and Congressional events where we deliver information about our service.
 - Continue to do outreach as asked.
- Grants
 - Continue meeting monthly with VIA team.
 - Coordinate with City, County, CPS, SAWS, SARA, Brooks, Port SA, Food Bank on who is applying for grants.
 - Pending a \$1.2 million dollar Community Impact Project application to update our phone system for potential award in March of 2025.

Government & Community Relations Division (continued)

- State Legislature
 - Continuation to focus on the ongoings of the State during the session.
 - We are currently working on speaking points for more conservative members.
 - Setting a strategy with our Lobbyists to pursue resources now that TxDOT has a Public Transit Division.

Expense Category and Positions by Group/Division
Government & Community Relations

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$902,830	924,290	893,416	1,149,297	\$225,007	24%
Services	325,616	830,440	631,940	663,560	(166,880)	(20%)
Materials & Supplies	(43,027)	87,500	87,500	87,500	-	-%
Other	42,931	106,500	106,500	106,500	-	-%
Grand Total	<u><u>\$1,228,350</u></u>	<u><u>1,948,730</u></u>	<u><u>1,719,356</u></u>	<u><u>2,006,857</u></u>	<u><u>\$58,127</u></u>	<u><u>3%</u></u>
Authorized Positions	13	11	11	15	4	36%
Full-Time Equivalent	13.00	11.00	11.00	15.00	4.00	36%

Customer Experience & Sales Division

Customer Experience & Sales division is responsible for the direction and management of the agency's interaction with current and future customers. Additionally, the division works at building and maintaining customer relationships. This area of the agency is also responsible for fostering a culture of customer service while preserving and cultivating relationships with transit riders and area businesses that provide transit options to their workforce and at the same time identify and enroll participants in our programs. The division works to raise the profile of the agency's customer experience initiatives and ensures that customers receive transit related customer facing information that is accurate and timely utilizing different channels, including but not limited to on-board passenger notices, printed materials, signage at transit facilities, social media, effective use of technology and contact with the customer information center. This division also works on the development and execution of customer facing fare payment platforms ensuring that the customer's experience is positive and seamless. Customer Experience and Sales executes and utilizes research to better understand the customers' needs, measure satisfaction, and improve the customer journey. Additionally, the division works with area employers, service organizations, educational institutions and non-profit & for-profit agencies to promote the benefits of public transportation in an effort to increase service utilization. The operation and management of the agency's retail windows at the park & rides/transit centers and two customer contact centers, the goLine and Paratransit Reservation Line under the direction of the Customer Relations and Sales Division.

Goals/Strategies

- Continue to grow VIAWorks Program awareness and sales through collaboration with marketing
 - Create an evergreen campaign to enhance the sales pitch of the VIAWorks Program
 - Execute a targeted promotional campaign to support growth
 - Increase VIAWorks sales by 15%.
 - Increase Vanpool participation by 15% with a goal of having a mix of private sector and governmental employer clients.
 - Capturing on the recent success of the Virtual Zoom Meetings and outreach, continue exploring effective use of virtual meetings on other technology to engage with potential customers, employers and organizations with the goal of increasing service utilization.
- Optimize and curate how customer information is placed and displayed at VIA retail and customer point of contact windows/centers.
- Ensure successful implementation of new farebox system and customer adoption of new fare payment platforms.
- Improve the VIA goLine and Paratransit Reservation line experience
 - Procure and implement a Customer Relationship Management (CRM) system to optimize VIA's goLine and customer contact experience
 - Integrate customer databases into one centralized system that is available to user departments and serves as the source of information for the customer's experience and relationship to VIA regarding trip planning, fare platforms used, travel patterns, service alerts, etc.
 - Based on the CRM customization and system variables, will allow for providing our customers with tailored engagement and messaging.

Customer Experience & Sales Division (continued)

- Sustain “right-sized” staffing levels to contact center(s) volume rates to maintain the following the abandon rates:
 - 5% or less abandon rate for Bus Information.
 - 10% or less for VIAtrans Reservation line (without additional staffing this will not be achievable).
 - 10% or less for Customer Concerns line.
 - With the pilot program completed, move towards introduction of shared resource
 - technology between the Bus and VIAtrans call centers to improve efficiencies for the agency.

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
VIA goMobile Sales	\$1,850,000	\$2,250,000	\$2,500,000	\$2,550,000
VIAworks Sales	\$600,000	\$600,000	\$625,000	\$650,000
VIA goLine Customer Service Abandonment Rate	4.6%	4.6%	4.8%	4.8%
Number of Sales and Outreach Customer Contacts/Meetings	1,100	1,100	1,200	1,300

Expense Category and Positions by Group/Division

Customer Experience & Sales

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$4,060,119	4,569,006	4,543,024	5,123,509	\$554,503	12%
Services	391,309	753,415	697,561	1,390,455	637,040	85%
Materials & Supplies	252,290	607,237	513,497	644,737	37,500	6%
Purchased Transportation	241,660	630,000	412,860	900,000	270,000	43%
Casualty & Liability	150,150	315,000	153,600	180,000	(135,000)	(43%)
Other	89,868	149,747	121,348	139,747	(10,000)	(7%)
Grand Total	<u><u>\$5,185,396</u></u>	<u><u>7,024,405</u></u>	<u><u>6,441,890</u></u>	<u><u>8,378,448</u></u>	<u><u>\$1,354,043</u></u>	<u><u>19%</u></u>
Authorized Positions	97	101	101	102	1	1%
Full-Time Equivalents	95.50	98.75	99.00	100.00	1.25	1%

Marketing Division

The Marketing team is responsible for leading VIA's marketing and promotions efforts, including branding, website development, social media, and advertising. As part of a larger creative and content team, marketing will help to develop, shape, direct, and disseminate the agency's messages to a variety of audiences using different approaches and mediums. The division is also responsible for internal support related to VIA's products and services, developing schedules, maps and signage, managing fleet and facilities branding, and collaboratively managing the digital customer experience. Marketing serves as the creative support for the other divisions within the Public Engagement Group and throughout the agency.

Consumer Analytics (CA) team was created in October of 2022 to provide management with recommendations on innovative data tools, techniques, and strategies to maintain the highest standards of data quality. The CA team is tasked with developing insights through advanced analytics, creating consumer studies to gain understanding into behaviors and priorities for VIA and supporting marketing analysis, customer sales and relations, planning activities and related public transportation functions. The team translates feedback and data trends into insights for business application and decision making.

Goals/Strategies Marketing

- Increase Ridership for all our services
 - Create a community value campaign that will focus on VIA's mission and vision which focuses on all VIA services and initiatives. The campaign will reinforce the brand image and focus on maintaining/improving brand awareness with riders, non-riders, and community stakeholders.
 - After analyzing the Community Value survey, CA help marketing re-calibrate to ensure messaging aligns with organizational goals and feedback from community
 - Continue to promote service-specific campaigns that will focus on retention riders and attracting new riders with the following campaigns: "It's So Easy", VIA Link, UPass, Park & Airport
 - Implement strategic advertising spend throughout the year that billboards, TV and radio, YouTube, Social Media, digital campaign, sponsorship
 - Ensure correlation between media spend and ridership activity
 - Enhance Customer Experience with promoting the launch.
 - Return Net Promoter Score to previous high of 65 and maintain a score over 60 with each future survey
 - Promote new service launches and facility improvements such as: VIA Link App, VIA Transit improvement at Randolph, VIA Link Naco Pass opening, Genfare new payment options for fixed services.
- Optimize social media engagement by continuing to introduce new innovative content which will help strengthen our brand image and is a main channel for information. disbursement, 2nd to the website. Platforms include Facebook, Instagram, X (formally Twitter)
 - Increase total Audience by 20% & Engagement by 20%
- Support the launch of our new updated VIAinfo.net website launch (projected Jan. 2025) that will optimize the user experience with real time maps and the ability to access updated information. The new site will allow all departments to enhance how they promote/educate/display information. The website will optimize the user experience and ultimately drive and increase ridership, maintain customer retention, provide a place for stakeholders to understand VIA's impact to the community and reinforce the company culture.
 - Website engagement rate (% of sessions that lasted longer than 10 seconds, had a key event, or had 2 or more screen or page views). A healthy engagement rate is between 60-70%; Raise to 60 by end of fiscal year.

Marketing Division (continued)

- Assist the agency in the goal of increasing new hires/retention.
 - Assist with the reinforcement of a positive culture with strategic programming that engages the employees like the Super Trading cards that had over 50% admin participation assist in the creative enhancement with on-boarding material by attending orientation and reviewing all current material to find ways to create a stronger brand connection.
 - Assist operations with series of internal campaigns designed to educate and reinforce VIA values and brand aimed at creating stronger connections between employees and the brand.
 - Website engagement (% of sessions that lasted longer than 10 seconds, had a key event, or had 2 or more screen or page views)
 - Create programming that maintains over 50% admin participation; Add a question to New Hire evaluation form that tracks how they “feel” about working at VIA.
 - Assist in activation that focuses on a higher application rate by supporting HR’s job fairs by promoting it in print, social, and enhancing the look and feel of the booth and materials being used and obtain better promotional swag.
 - Increase job fair participation by 10%.
 - Continue a strategic campaign and advertising spend throughout the year with tactics that have proven to work such as bus wraps, YouTube, radio, print, social media, digital and increase funding to include TV. The increase in funds will also allow more weeks to promote within the FY. All tactics will direct consumers to employment page on website.
 - Increase recruitment webpage activity by 30%; Obtain a 20% ROI from media investment buying.

Consumer Analytics

- Understand what marketing channels, tactics, and approaches work best to achieve a business goal
 - Create individual campaign specific measurement plans that track performance towards stated campaign goals and objectives.
- Capture data from website sessions to better understand what content customers value.
 - Observe how users interact with website features and objects like buttons, video, and forms.
 - Based on website analytics data, make recommendations to improve user experience
 - Identify and track relevant and pertinent metrics that help identify gaps and improve website performance.
- Collaborate within the organization to accelerate the collection, analysis and dissemination of data as a larger part of the decision-making process
 - Create a data dictionary that identifies data sources and uses, which facilitates the sharing and ensures that every team and department within the organization understand and interpret our data in the same way
 - Invest in new architecture and technology (Advanced data visualization tools and Customer Relationship Management tools)
 - These tools help promote efficiencies within the organization by improving communication at all levels and helping all departments take a more empirical approach to decision making

Marketing Division (continued)

- Create a strategic customer analytics roadmap
 - Map the customer journey to identify key touchpoints, bottlenecks, pain points
 - Identify systems and opportunities for data collection
 - Collect user insights at every customer interaction
 - Create customer personas to inform segmentation-based marketing
 - Engage a vendor to assist in the creation of audience segments for more precise ad and content targeting and personalization.
- Define market share and potential
 - Explore and asses the need for a propensity analysis to
 - Use market share along with long term marketing plan to project ridership across fixed route and VIA Link services
- Revise and refine existing dashboard that is used to communicate the campaign results to organizational leadership, in relationship to our services and products

Expense Category and Positions by Group/Division

Marketing

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$535,898	796,663	648,407	934,830	\$138,167	17%
Services	3,339,627	3,165,425	1,815,632	3,060,425	(105,000)	(3%)
Materials & Supplies	19,697	29,250	29,250	29,250	-	-%
Other	86,768	90,750	90,750	90,750	-	-%
Grand Total	<u>\$3,981,990</u>	<u>4,082,088</u>	<u>2,584,039</u>	<u>4,115,255</u>	<u>\$33,167</u>	<u>1%</u>
Authorized Positions	6	8	8	9	1	13%
Full-Time Equivalents	6.00	8.00	8.00	9.00	1.00	13%

Communications & Strategic Initiatives Division

Communications & Strategic Initiatives (CSI) is responsible for positioning and maintaining VIA's positive standing in the community designing and deploying public engagement and communications strategies that engender and increase support for VIA services and initiatives, as well as its leadership team and staff.

It includes the Project Management arm of the Public Engagement Group that provides oversight of the agency's major strategic initiatives with respect to public/stakeholder engagement and education, contract management and compliance oversight, project office functions and activations. This team is responsible for helping to uphold public support for and delivering the success of keep SA Moving initiatives, including the VIA Rapid Green and Silver lines, Better Bus and others.

CSI staff creates the agency's strategy for public engagement/involvement that guides outreach and other team/stakeholder activity. A unified strategy is maintained by the organization's public engagement functions that work together to develop the larger public relations direction and efforts.

As part of a larger creative and content team, CSI helps to develop and distribute the agency's messages to a variety of audiences using different approaches and mediums. The Department leads VIA's internal and external communication efforts, including messaging to customers and stakeholders, employee programming and outreach, Board relations, public relations/media relations, strategic partnership development and social responsibility programs.

Goals/Strategies

- Grow Strategic Initiatives scope to incorporate direct oversight of outreach strategies and tactics regarding the Green and Silver lines and other SAM/VIA initiatives.
 - Activate programming and events strategy for existing Green Line Project Office.
 - Establish Silver Line Project Offices to include staffing and programming plans.
 - Increase internal staff resources and external contracted support.
- Grow internal communications program to successfully communicate key messaging, critical agency-related information, customer experience priorities, and fosters VIA's company culture through various touchpoints, including print and digital platforms.
 - Complete updated employee communications survey and implement data to inform IC strategy for FY 2025.
 - Develop and deploy at least 18 formal, agency-wide communications per fiscal year.
 - Develop and implement employee engagement strategy for keep San Antonio Moving information/initiatives through multiple touchpoints that consider employee schedules and preferences by segment.
 - Activate at monthly /quarterly direct dialogue opportunities across digital platforms (Employee Briefings via Teams or Zoom).
- Create and execute a strategic thought leadership and communications plan that effectively delivers VIA's brand identity and messages while conveying the value and benefits of VIA's products and services.
 - Identify and support the execution of 8 speaking engagements for VIA leadership for the fiscal year.
 - Publish quarterly Op-Ed, advertorial or other commentary as part of VIA's thought leadership program/efforts.
 - Maintain monthly total media coverage at a 90% positive tone.

Expense Category and Positions by Group/Division
Communications & Strategic Initiatives

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$611,560	970,783	756,926	1,060,527	\$89,744	9%
Services	127,829	268,400	110,807	246,400	(22,000)	(8%)
Materials & Supplies	24,581	94,300	400,000	244,300	150,000	100%
Other	300,220	169,305	436,839	173,304	3,999	2%
Grand Total	<u>\$1,064,190</u>	<u>1,502,788</u>	<u>1,704,572</u>	<u>1,724,531</u>	<u>\$221,743</u>	<u>15%</u>
Authorized Positions	9	9	9	9	-	-%
Full-Time Equivalents	9.00	9.00	9.00	9.00	-	-%

Operations Group

Transportation Division

The Transportation Division is responsible for providing safe, courteous, reliable, efficient, and effective transportation to the public. The division directs a large group of vehicle operators, supervisors, management, and administrative personnel to support and provide the highest quality service.

The Transportation Division is responsible for fixed-route and paratransit service and related budgets. VIA's paratransit system "VIAtrans" includes both directly operated and contract resources, and also provides a taxi subsidy program for eligible VIAtrans customers. The ADA and Accessible Services department is also under the supervision of the Transportation Division.

The division is also responsible for developing service standards, safety protocols, operator rules, policies, and procedures to ensure performance quality and a culture of safety. The division works closely with labor union representatives and employees to maintain positive labor relations, providing recommendations of working conditions terms affecting operations, and responding to grievances and personnel disciplinary action appeals.

The primary focus of the Transportation Division is to provide high quality transportation to the community with special attention to safety, security, reliability, customer service, efficiencies, and compliance with Federal Transit Administration rules and regulations. This requires close and continuous coordination of operational activities; frequent interaction with other VIA divisions and stakeholders; communication with community stakeholders and customers; monitoring of federal, state, and local laws and regulations; continuous awareness of system safety and security; accident prevention and deterrents; operator and supervisor customer service training, and implementation of technologies and programs to improve customer satisfaction.

Goals/Strategies

- Improve Bus and Van on-time performance and attendance and decrease complaints and accidents
- Increase engagement, morale, and retention within operator group.
- Develop comprehensive ADA Plan.
- Launch Travel Training program focused on enhancing independence for older adults and people with disabilities.
- Implement paratransit operations and services recommendations for more effective and efficient operation and service.
- Implement modernized paratransit software.
- Conduct VIAtrans customer and agency outreach.
- Strengthen relationships with contractors and improve individual and team performance.

Transportation Division (continued)

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
On-Time Performance Percentage - Bus	78.00%	80.00%	78.00%	80.00%
Bus Complaint Rate (per 10,000 Passengers)	4.60	4.25	3.90	4.00
Average Weekday Ridership - Bus	80,058*	72,000*	87,500*	89,600
Reduction of ADA CAFs through enhanced ADA training programs	300	240	195	156
ADA Percent Complaint Resolution within 30 days	NA	NA	60%	95%
Paratransit On-Time Performance Percentage	88.80%	90.00%	88.50%	90.00%
Paratransit Complaint Rate (per 1,000 passengers)	3.08	3.40	3.40	3.40
Paratransit Average Weekday Ridership	3,159	3,200	3,300	3,400
VIA Link On-Time Performance Percentage	97.00%	90.00%	97.00%	93.00%
VIA Link Complaint Rate (per 1,000 passengers)	4.81	4.80	4.80	4.80
VIA Link Average Monthly Ridership	20,055	20,000	28,000	31,000

**Previous ridership performance measures used farebox data; beginning in FY 2025, Automatic Passenger Counter (APC) data will be used.*

Expense Category and Positions by Group/Division

Transportation

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$73,074,864	71,605,208	73,797,394	79,818,198	\$8,212,990	11%
Services	433,267	2,372,656	762,734	1,077,824	(1,294,832)	(55%)
Materials & Supplies	156,661	173,284	153,595	253,202	79,918	46%
Purchased Transportation	8,076,148	9,928,945	10,229,742	13,313,969	3,385,024	34%
Leases & Rentals	(405)	1,200	700	1,200	-	-%
Other	105,484	281,782	238,898	221,457	(60,325)	(21%)
Grand Total	<u><u>\$81,846,019</u></u>	<u><u>84,363,075</u></u>	<u><u>85,183,063</u></u>	<u><u>94,685,850</u></u>	<u><u>\$10,322,775</u></u>	<u><u>12%</u></u>
Authorized Positions	1,193	1,204	1,205	1,220	16	1%
Full-Time Equivalents	1,148.00	1,159.00	1,160.00	1,178.00	19.00	2%

Safety, Training, & System Security Division

The Safety, Training, & System Security (STSS) Division is responsible for management of the agency’s safety and security in normal conditions and during times of emergencies.

STSS is responsible for the day-to-day management of the agency’s safety, security and the training and development of VIA operators and Fleet and Facilities employees. The division has the responsibility to develop, implement and maintain the VIA Emergency Management Plan. The division oversees all emergency response activities, as well as develops and implements specific emergency response procedures of the Emergency Management Plan.

Training and Development Department is responsible for managing and coordinating all training programs, sessions, methods, materials, and resources on a company-wide basis. The functions of the department include evaluating the training needs of the company; developing training curriculum and materials; facilitating classes to qualify new employees for their positions and/or enhancing the skills of current employees; procuring training from external sources; evaluating the success of the training programs; and conducting developmental projects and studies.

Goals/Strategies

- Retention
 - Continuously strengthen, analyze and improve qualification training program retention measures/opportunities for active trainees; to increase safe operator graduation totals for each class.

- ART/KSAM
 - KSAM Station/Platform Readiness/Response Team: (Safety, Transit Police, Transportation, Maintenance & Emergency Mgmt.) Align themselves with industry best practices of safety/security oversight, inspections, checklists, compliance and service quality assurance measures/programs.

- Customer Experience
 - Increased Transit Police visibility during our monthly safe spaces sweeps at hot spots, transit corridors and high-volume transit spaces to demonstrate VIA’s commitment to safe ridership and customer experiences.

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Major Bus Accidents/ Incidents per 100,000 miles	0.10	0.12	0.12	0.12
Major VIAtrans Collisions per 100,000 miles	0.01	0.05	0.05	0.07

Expense Category and Positions by Group/Division

Safety, Training, & System Security

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$8,275,304	11,451,728	10,669,580	12,406,449	\$954,721	8%
Services	1,566,765	828,607	737,976	758,428	(70,179)	(8%)
Materials & Supplies	367,545	1,093,371	815,367	641,963	(451,408)	(41%)
Leases & Rentals	-	-	-	(9,626)	(9,626)	(100%)
Other	42,099	133,555	133,556	219,277	85,722	64%
Grand Total	<u>\$10,251,713</u>	<u>13,507,261</u>	<u>12,356,479</u>	<u>14,016,491</u>	<u>\$509,230</u>	<u>4%</u>
Authorized Positions	190	190	190	190	-	-%
Full-Time Equivalents	190.00	190.00	190.00	190.00	-	-%

Fleet & Facilities Division

The Fleet & Facilities Division, also known as the Maintenance Division, is responsible for ensuring VIA's fleet, facilities, and passenger amenities meet or exceed the maintenance standards necessary to provide safe, reliable, and cost-effective services to both our internal and external customers. All maintenance employees are committed to providing the highest quality of service and support around the clock, every day, to ensure VIA is recognized and valued by its patrons and community as an essential public service.

Goals/Strategies

Fleet Administration

- Fill 95% of all current open positions
- Achieve 0% past due vehicle registrations
- Ensure 100% on-time reporting and compliance with FTA and NTD
- Update TAM Plan & complete Condition Assessment & Performance Targets
- Maintain <8% claim denials and aged claims 0% beyond 80 days
- Conduct quarterly inspection audits on MV & Ztrips
- Implement 2 scheduled TMTP Programs for Fleet Maintenance

Storeroom

- Service Needs
 - Achieve 100% fill rate of PMI-related items
- Conduct quarterly cycle counts on items over \$100
 - FY 2024 resulted in a 99.7% accuracy
- Reduction in inventory of Obsolete items

Fleet Maintenance

- Road Calls / MDBF (for Board & NTD Reporting Definition)
 - Bus – sustain 20,000 Miles
 - Vans – 56,000 Miles (combined Paratransit and MV)
- Fleet – achieve 100% on-time performance of all PMI's
- Bus Details – achieve 100% of all scheduled detailed cleanings

Facility Maintenance & Engineering

- Facility Maintenance
 - Achieve 100% on-time performance of all Facility Related PMI's
 - Resolve 90% of Facility Maintenance work orders in <72 hours
 - Enter 80% of Facility requisitions within 3 days of service
- Facility Engineering
 - Complete 100% of on-time engineering projects
- Facility Engineering
 - Achieve Zero (0) Notice of Enforcement
 - Maintain ISO 14000 Certification

Passenger Amenities

- Passenger Station Maintenance
 - Achieve 100% on time performance of Passenger Amenities PMI's
 - Resolve 100% of passenger amenities work orders in <72 hours or approved target date
- Passenger Station Services
 - Achieve 100% on-time cleaning/servicing of all Bus Stops and Shelters
 - Achieve 100% Shelter Power Washing Schedule

Fleet & Facilities Division (continued)

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Mechanical Reliability - Bus	18,238	17,000	20,830	20,000
Mechanical Reliability – VIAtrans	41,712	49,414	56,934	56,000

Expense Category and Positions by Group/Division

Fleet & Facilities

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$32,194,741	31,175,124	31,075,773	35,280,907	\$4,105,783	13%
Services	2,277,524	3,985,028	2,979,410	4,437,645	452,617	11%
Materials & Supplies	17,957,595	16,176,231	18,961,970	16,628,680	452,449	3%
Fuel & Utilities	8,001,291	3,723,219	3,633,403	3,795,521	72,302	2%
Leases & Rentals	155,546	228,400	153,269	78,400	(150,000)	(66%)
Other	170,758	623,335	359,835	444,900	(178,435)	(29%)
Grand Total	<u>\$60,757,455</u>	<u>55,911,337</u>	<u>57,163,660</u>	<u>60,666,053</u>	<u>\$4,754,716</u>	<u>9%</u>
Authorized Positions	516	518	518	518	-	-%
Full-Time Equivalents	516.00	518.00	518.00	518.00	-	-%

Business Support Services Group

Fiscal Management Division

The Fiscal Management Division is responsible for processing and recording VIA's financial transactions and handling related financial reporting. Fiscal Management handles all treasury functions, including management of cash, investments and debt financing-related activity. The division's key activities by department are noted below:

- The Office of Management and Budget Department is responsible for the development and management of the agency's budget, performance measures, and capital improvement plan while providing treasury management, records management, and grant administration services.
- The Payroll Department provides payroll services for all active and retired employees; key services include check preparation, tax deduction deposits, and payroll deduction maintenance.
- The Revenue Accounting Department processes daily revenue receipts and tracks revenue and passenger statistics.
- The General Accounting Department collects and codes all VIA's receipts, processes all vendor checks, administers fare accounting, maintains the general ledger and the fixed assets sub-ledger, prepares monthly financial statements, and coordinates year end audit-related work.

Goals/Strategies

The FY 2025 Goals and Strategies for the Fiscal Management Division are:

- Sound financial stewardship to ensure clean audits, facilitate informed decision-making, and maintain community support of the agency.
- Support organizational initiatives such as Keep San Antonio Moving (KSAM), implementation of fare technology-related changes (e.g., open payment options), and transition to the new financial system.
 - Develop and implement revised procedures to efficiently and effectively meet FTA reporting requirements for Advanced Rapid Transit (ART) projects.
 - Align division staffing based on increased workload to meet KSAM initiatives and other mandated requirements.
 - Update processes and procedures based on new Infor functionality and any fare technology changes.
- Maintain financial statement accuracy.
 - Ensure accurate financial closes and keep prior period adjustments to a minimum.
 - Continue strong communication regarding importance of year end cutoffs and closely review year end accruals.
 - Proactively address accounting implications of any new Governmental Accounting Standards Board (GASB) standards, operational or other changes that impact VIA's financial statements.
 - Maintain account analysis schedules for key accounts, conduct a sound journal entry review process, and ensure accurate and consistent accounting treatment.
- Develop and manage VIA's annual budget and Capital Improvement Plan (CIP).
 - Configure budget development software, Questica to Infor and build capital budgeting module.
 - Identify and develop policy, procedures and tracking system for all non-capital assets.

Fiscal Management Division (continued)

- Develop and manage VIA's annual budget and Capital Improvement Plan (CIP).
 - Review and implement budget process improvements for capital and operating budget requests.
 - Continue quarterly financial reviews and project status updates with division stakeholders.
- Successfully administer VIA's grants, ensuring that funds are utilized in a timely manner and that attractive funding opportunities are pursued.
 - Develop and implement revised grant policy and procedures.
 - Continue monthly grant meetings.
- Manage VIA's banking relationships, cash position, and investments.
 - Obtain attractive borrowing rates.
 - Review current processes and task responsibilities and align based on current staffing capacity.
 - Maintain working capital and stabilization funds at 60 days.
- Provide timely and accurate financial reports and publications, such as the National Transit Database (NTD) reports, the Annual Comprehensive Financial Report (ACFR) and the Annual Business Plan submitted to the Government Finance Officers Association (GFOA).
- Assist in the development of key performance measures to ensure accountability and transparency.
 - Develop a plan and schedule to work with departments on identifying performance measures for their areas.
- Automate and improve processes, procedures, and training to enhance departmental efficiency and effectiveness.
 - Develop agency-wide training on Fiscal Management processes and procedures.
 - Coordinate project management training for project sponsors.
 - Review and revise allocation process and align direct costs to departments where appropriate.
- Improve the implementation of the Records Management Program (RPM).
 - Review RPM policy and procedures and revise as needed (policy is board approved).
 - Develop and implement agency-wide training for records management responsibility utilizing MODE.
 - Train all end-users/administrators on upgraded Electronic Document Management System (EDMS) – Docuware.
 - Develop procedures and implementation schedule for records inventory.
 - Improve the process for RPM requests for next fiscal year.

Fiscal Management Division (continued)

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Operating revenue variance as percentage of budget	+3%	+/- 5%	-5%	+/- 5%
Operating expense variance as percentage of budget	-3%	+/- 5%	-2%	+/- 5%
Maintain the stabilization fund at 60 days*	60 days	60 days	60 days	N/A
Maintain working capital at 60 days*	60 days	60 days	60 days	N/A

* This metric will not be reported beginning in FY 2025, since VIA is projected to be able to routinely meet this policy target for the indefinite future.

Expense Category and Positions by Group/Division

Fiscal Management

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$3,081,379	3,485,871	3,180,023	4,095,483	\$609,612	17%
Services	509,102	469,741	710,240	952,233	482,492	100%
Materials & Supplies	234,460	176,790	228,500	326,994	150,204	85%
Other	98,778	62,049	16,069	63,322	1,273	2%
Grand Total	<u><u>\$3,923,719</u></u>	<u><u>4,194,451</u></u>	<u><u>4,134,832</u></u>	<u><u>5,438,032</u></u>	<u><u>\$1,243,581</u></u>	<u><u>30%</u></u>
Authorized Positions	44	44	44	48	4	9%
Full-Time Equivalents	44.00	44.00	44.00	48.00	4.00	9%

Non-Departmental

The Non-Departmental expenditures refer to a group of activities funded independently of any specific department. This includes costs such as utilities (e.g., San Antonio Water System, CPS Energy), pension contributions, and Other Post-Employment Benefits (OPEB).

Expense Category and Positions by Group/Division

Non-Departmental

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$57,367,062	42,438,850	43,284,413	60,760,657	\$18,321,807	43%
Services	758,820	339,150	458,739	283,171	(55,979)	(17%)
Materials & Supplies	3,958	186,147	109,157	186,197	50	-%
Fuel & Utilities	2,763,186	2,793,300	2,768,520	1,823,322	(969,978)	(35%)
Leases & Rentals	10,171	12,000	(58,116)	(198,334)	(210,334)	(1,753%)
Other	73,052	142,360	147,107	143,040	680	-%
Grand Total	<u><u>\$60,976,249</u></u>	<u><u>45,911,807</u></u>	<u><u>46,709,820</u></u>	<u><u>62,998,053</u></u>	<u><u>\$17,086,246</u></u>	<u><u>37%</u></u>
Authorized Positions	-	-	-	-	-	-%
Full-Time Equivalents	-	-	-	-	-	-%

Human Resources Division

VIA's Human Resources Division is aimed at finding highly qualified personnel through outreach, engagement, recruitment and retention strategies that attract and retain a dedicated and diverse workforce that supports the organization's vision, mission, and goals.

Human Resources remains focused on utilizing best practices and innovations to optimize its recruiting process that directly impact service to the community. With a greater emphasis placed on engaging essential workers who directly provides service to our community, specifically operators and mechanics, HR's recruitment plan is set to amplify and sustain VIA's personnel with a dedicated and diverse workforce.

Goals/Strategies

- **Recruitment and Retention**
 - Recruit and hire bus/van operators and mechanics/CDL shop attendants to meet KSAM and Better Bus service requirements
 - Continue to enhance VIA's visibility within the community and online to create a pipeline
 - Leverage partnership with marketing to target operational and difficult to fill positions
- **Training and Development**
 - Enhance VIA Leadership Training and Development programs as well as Succession and Career Planning opportunities
 - Enhance focus for supervisors and managers to increase their subject matter knowledge and skills
- **Wellness Engagement**
 - Enhance targeted Wellness initiatives, programs, and events to: increase awareness of risk factors and ways to mitigate and improve them
 - Grow employee Wellness participation and engagement to assist with improving employees' quality of life
- **Employee/Labor Relations**
 - Foster an engaged and motivated workplace culture by continuing to collaborate across departments within VIA
 - Enhance the employee relations experience and visibility throughout the agency
 - Continue to survey active and separated employees to gauge experiences for improvements

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Bus Operator FTE count	818	863	885	992
Bus Operator exit survey	N/A*	21%	21%	30%
Leadership and development trainings	3	3	3	3
MODE campaigns	9	11	11	11
VIA Wellness platform participation	12%	22%	18%	22%
Unique VIA gym usage %	N/A*	20%	20%	25%

*New performance measure in FY 2024.

Expense Category and Positions by Group/Division
Human Resources

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$3,364,305	3,074,606	3,045,158	2,746,915	\$(327,691)	(11%)
Services	1,190,153	1,698,735	1,713,367	2,070,262	371,527	22%
Materials & Supplies	10,100	13,326	11,054	13,710	384	3%
Leases & Rentals	-	2,010	2,010	2,010	-	-%
Other	36,581	184,965	189,233	187,525	2,560	1%
Grand Total	<u>\$4,601,139</u>	<u>4,973,642</u>	<u>4,960,822</u>	<u>5,020,422</u>	<u>\$46,780</u>	<u>1%</u>
Authorized Positions	28	28	28	28	-	-%
Full-Time Equivalents	28.00	28.00	28.00	28.00	-	-%

Innovation & Technology Division

The Innovation & Technology (IT) Division has responsibility for information, technology and communications systems that support all functional areas of VIA including service development, operations, maintenance, finance, and administration. IT supports all on-vehicle and off-vehicle advanced technology systems, creates applications, implements fare technologies, and creates and enhances customer facing innovative technologies to enhance the rider experience. In addition, cybersecurity is always top of mind and is an important function of IT that is growing in threat size, detection methodology, and prevention complexity.

Goals/Strategies

- Continued support across all divisions for Project MOVE
- Integrate TransTrack Reporting and Dashboards throughout VIA
- Progression on installation and implementation of the fare system
- Assess and review solutions for Customer Relationship Management (CRM), upgraded VIA Call Center, and enterprise-wide Project Management
- Development of IT Roadmap
- Cybersecurity Improvements
 - Implement a managed Security Operation Center as a Service (SOCaaS) to gain more visibility into VIA's network
 - 100% of employees complete 2025 cybersecurity training

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Percentage of Internet Connectivity Uptime	99.5%	99.9%	99.9%	99.9%
Percentage of Service Desk Customer Satisfaction	99.9%	100.0%	98.0%	100.0%
Percentage of Cybersecurity Training Completion	100.0%	100.0%	100.0%	100.0%
Percentage of Employees Phish-Prone (8% industry average)	2.6%	2.0%	2.6%	3.0%

Expense Category and Positions by Group/Division
Innovation & Technology

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$2,996,209	3,443,615	2,944,026	3,756,946	\$313,331	9%
Services	4,728,521	7,457,314	6,406,120	7,111,306	(346,008)	(5%)
Materials & Supplies	413,438	581,196	548,430	1,162,000	580,804	100%
Fuel & Utilities	-	-	-	1,411,582	1,411,582	100%
Other	85,151	218,800	181,702	218,400	(400)	-%
Grand Total	<u>\$8,223,319</u>	<u>11,700,925</u>	<u>10,080,278</u>	<u>13,660,234</u>	<u>\$1,959,309</u>	<u>17%</u>
Authorized Positions	39	39	39	39	-	-%
Full-Time Equivalents	39.00	39.00	39.00	39.00	-	-%

Procurement Division

The Procurement Division is responsible for soliciting bids and proposals, and contracting for the purchase of all materials, parts, supplies, and services required by VIA, in accordance with all Federal, State and Local Procurement Laws and VIA's Procurement Policies and Procedures. Goods and services are procured in a manner that maximizes full and open competition.

The Division processes and analyzes bids and proposals; conducts negotiations; works with the Office of Diversity and Federal Compliance (ODFC) staff to achieve Disadvantaged Business Enterprise and Small Business Enterprise goals; issues Purchase Orders and awards formal contracts; monitors contractor performance and adherence to contract provisions; settles contract disputes; and maintains procurement and contract files. Additionally, the Procurement staff attends networking functions and meets with vendors to encourage competition and maintain awareness of new and emerging products and services.

VIA's Procurement Division issues approximately 15,000 purchase orders, 64 informal contracts and 60 formal contract awards annually.

Goals/Strategies

- Maximize the utilization of features available in the new Enterprise Resource Planning (ERP) System to improve efficiencies.
 - Staff to dedicate at least one hour each day updating the system and reviewing files to identify room for improvement.
- Continue to collaborate with ODFC to promote opportunities for doing business with VIA.
 - Weekly meeting with Procurement and ODFC to discuss goal achievement, outreach events and other items.
- Provide one-on-one Contracts Administration training to VIA's new hires of managers and above regarding Procurement Policies and Procedures.
 - Compile a binder with Customer Procurement Manual and other relevant documents to facilitate the one-on-one training on an as needed basis.
- Monthly meetings with Fleet & Facilities, and Innovation & Technology Divisions to identify expiring contracts and track current solicitations.
- Weekly meetings with Fleet & Facilities Managers to review inventory ordering thresholds, purchasing activity, etc.
- Track invoices paid on Task Orders for Indefinite Delivery, Indefinite Quantity (IDIQ) Contracts to ensure that subcontractors are being paid by prime contractors on time.
 - Provide weekly report to Project Managers of invoices processed through the Contracts Department.

Procurement Division (continued)

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Number of days to update Procurement information on VIA's Website (Days)	35	30	35	30
Number of days to establish a tentative Procurement Schedule after a requisition is assigned (Days)	1	1	5	3
Prepare Board memos in advance of Contract Expiration (Days)	45	90	30	90
Notify Project Managers when Contracts are due to expire (Days)	90	180	90	180
Number of days to award a contract after Board Approval (Days)	15	5	15	10

Expense Category and Positions by Group/Division

Procurement

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$1,531,550	1,880,148	1,696,297	2,209,426	\$329,278	18%
Services	12,481	69,200	39,050	105,850	36,650	53%
Materials & Supplies	38,651	8,390	26,458	7,990	(400)	(5%)
Other	41,424	44,055	39,438	38,655	(5,400)	(12%)
Grand Total	<u>\$1,624,106</u>	<u>2,001,793</u>	<u>1,801,243</u>	<u>2,361,921</u>	<u>\$360,128</u>	<u>18%</u>
Authorized Positions	28	28	28	28	-	-%
Full-Time Equivalent	28.00	28.00	28.00	28.00	-	-%

Planning & Development Group

Planning & Development Group

The Planning & Development Group provides executive leadership and strategic vision for VIA's short-and long-range plans and capital programs. On a day-to-day basis, this Group is responsible for transit service planning and scheduling, strategic planning, capital programs and development, passenger amenities, and real estate acquisition and management. All of the projects identified under the Keep San Antonio Moving Plan are managed by Planning & Development to include a comprehensive look at the transit system network design; planning and implementation for Advanced Rapid Transit projects and a second operations and maintenance facility; and innovations including the VIA Link service. Planning & Development provides strategic oversight and preparation for most of VIA's federal discretionary grant programs. In addition, this Group proactively manages VIA's real estate assets and assesses opportunities for joint development.

Strategic Planning & Special Projects Division

Goals/Strategies

- **Create a Multimodal Network**
 - Enter and progress the Advanced Rapid Transit (ART) Green Line (N/S) project through the Capital Investment Grant (CIG) Engineering Phase
 - Negotiate Guaranteed Maximum Price Construction Manager at Risk (CMAR) Pre-Construction Services
 - Begin Construction by completing final design
 - Achieve Full Funding Grant Agreement (FFGA) by end of calendar year 2024
 - Complete the Advanced Project Definition study of the ART Silver Line (E/W) project and continue through the Project Development phase of the CIG Small Starts Program
 - Substantial progress towards 40% design and NEPA (Environmental) Study
 - Utilize existing and new contracts to support staff initiatives
 - General Engineering and Planning Consultant
 - Project Management and Construction Management Consultant
 - ART Green Line (N/S) Construction Manager at Risk Contractor
 - ART Green Line (N/S) Final Design Consultant
 - Financial Planning Support
 - General Planning Consultant
 - Continue to collaborate with the partner agencies
- **Develop a 2nd Operations and Maintenance Facility**
 - Complete NEPA (Environmental) Study
 - Begin Preliminary Engineering
 - Land Acquisition
- **Transit Oriented Communities**
 - Substantially complete 2018 FTA Transit-Oriented Development Planning Pilot Project
 - Start work with the City of San Antonio on 2022 FTA Transit-Oriented Development Planning Pilot Project
- **Strategic Planning Studies**
 - Substantial progress on Mobility Hubs Study

Expense Category and Positions by Group/Division

Strategic Planning & Special Projects

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$987,496	1,480,610	1,380,103	1,858,271	\$377,661	26%
Services	8,929,720	8,714,000	6,425,571	14,200,939	5,486,939	63%
Materials & Supplies	25,397	2,400	2,222	2,680	280	12%
Other	121,823	126,189	136,769	122,650	(3,539)	(3%)
Grand Total	<u>\$10,064,436</u>	<u>10,323,199</u>	<u>7,944,665</u>	<u>16,184,540</u>	<u>\$5,861,341</u>	<u>57%</u>
Authorized Positions	13	15	15	17	2	13%
Full-Time Equivalents	13.00	15.00	15.00	17.00	2.00	13%

Service Planning & Scheduling Division

Goals/Strategies

- **Rebalance VIA’s fixed route system**
 - Maintain service levels to allow time for the bus operator workforce to recover.
 - Add resources to areas that are recovering.
 - Reduce 60-minute service frequency routes to 30-minutes frequency or better.
 - Increase access to service through VIA Link expansion.
 - Improve reliability.
 - Improve on-time performance.

Five Year Goals and Objectives

- **Rebalance VIA’s fixed route system**
 - Implement structural changes to support improved network connections and efficiency.
 - Consolidate routes.
 - Create more direct connections.
 - Replace low-performing fringe routes with VIA Link
 - Implement structural changes to establish ridership in anticipation of ART Green Line (N/S)
 - Review and consolidate stops.
 - Implement ART Green Line (N/S) in July 2027.
 - Implement Innovative zones.
- **Connect core area with new mobility options**
 - Explore Partnerships with TNCs to expand local and regional connections.
 - Explore Partnerships for accessible services, non-medical emergency transport providers, carshare, bikeshare and rideshare services.
 - Explore expanded access for individuals with disabilities.
 - Explore Innovative technologies to improve efficiency.
 - Explore SaaS to improve and integrate on-demand and paratransit service.

Performance Measures

Performance Measure	FY 2023 Actual	FY 2024 Target	FY 2024 Result	FY 2025 Target
Fixed routes with ≤30-minute peak headways	34	36	36	40
Number of in-service VIA Link zones (including pilot zones)	3	4	4	5
Percentage of fixed routes with productivity >50% within a given service category	97%	97%	92%	95%
Percentage of fixed routes with average passengers per hour >9	85%	88%	80%	85%

Expense Category and Positions by Group/Division

Service Planning & Scheduling

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$1,150,631	1,280,720	1,264,202	1,523,069	\$242,349	19%
Services	888,910	1,141,680	877,411	820,201	(321,479)	(28%)
Materials & Supplies	5,243	8,640	5,960	4,340	(4,300)	(50%)
Other	32,116	62,062	63,498	64,595	2,533	4%
Grand Total	<u><u>\$2,076,900</u></u>	<u><u>2,493,102</u></u>	<u><u>2,211,071</u></u>	<u><u>2,412,205</u></u>	<u><u>\$(80,897)</u></u>	<u><u>(3%)</u></u>
Authorized Positions	17	17	17	18	1	6%
Full-Time Equivalents	17.00	17.00	17.00	18.00	1.00	6%

Capital Programs Division

Goals/Strategies

- Implement Capital Program and Infrastructure Improvements
 - Direct, support, facilitate, coordinate, and manage the execution of the capital program and enhancements to the passenger experience as outlined in the long-range plan.
- Manage Consultant Work
 - Oversee the work of outside consultants to support the Division's projects and objectives.
- Follow Planning and Design Processes
 - Adhere to the Planning, Project Development & Design Process to effectively deliver the capital program.
- Real Estate Management
 - Address real estate needs for the Division and other VIA Divisions.
 - Build and maintain relationships within the San Antonio real estate community.
 - Stay informed on market trends and manage facility rentals, short-term, and long-term leases.
- Enhance Partnerships
 - Strengthen internal and external partnerships to support the capital program and long-range planning efforts.
- Advance Capital Program Implementation
 - Work towards the full implementation of VIA's Capital Program.

FY 2025 Initiatives

- Advance Capital Projects
 - Continue construction of the Randolph Transit Center.
 - Begin construction of the Eastside Transit Center.
- Review and Collaboration
 - Participate in reviewing and commenting on the Advanced Rapid Transit North/South Corridor Project.
 - Collaborate with other VIA Groups and Divisions to advance Centro Plaza repairs.
 - Work with other VIA Groups and Divisions on the Transit Oriented Community Policy and related objectives.
- Partnerships and Multimodal Initiatives
 - Partner with public agencies and private developers to plan, develop, and engineer multimodal transportation initiatives and infrastructure.
 - Focus on supporting transit mobility, economic development, and sustainable land development patterns.
- Joint Development Projects
 - Implement joint development projects that support VIA's transit-oriented community policy, including ground leasing, partnerships, Public-Private Partnerships (P3s), or adjacent communities.
- City Bond and TxDOT Review Processes
 - Fully participate in the City Bond Project scoping and review process, TxDOT Design Committee Review process, and other similar capital project processes.
- Real Property Acquisition
 - Acquire real property through fee simple purchases, easements, leases, or other means.

Expense Category and Positions by Group/Division

Capital Programs

<u>Expense Category</u>	<u>FY 2023 Actual</u>	<u>FY 2024 Budget</u>	<u>FY 2024 Forecast</u>	<u>FY 2025 Budget</u>	<u>Budget to Budget</u>	<u>% Difference</u>
Labor & Fringes	\$580,637	728,559	668,905	1,027,394	\$298,835	41%
Services	191,572	1,966,600	2,112,912	820,480	(1,146,120)	(58%)
Materials & Supplies	877	1,152	819	93,552	92,400	100%
Leases & Rentals	114,119	397,283	253,504	429,652	32,369	8%
Other	20,116	32,830	25,358	53,640	20,810	63%
Grand Total	<u>\$907,321</u>	<u>3,126,424</u>	<u>3,061,498</u>	<u>2,424,718</u>	<u>\$(701,706)</u>	<u>(22%)</u>
Authorized Positions	11	10	10	11	1	10%
Full-Time Equivalents	11.00	10.00	10.00	11.00	1.00	10%



Five-Year Financial Plan





FIVE-YEAR FINANCIAL PLAN (FISCAL YEARS 2025-2029)

OVERVIEW AND BACKGROUND INFORMATION

Financial Plan Summary

VIA's Five-Year Financial Plan shows that VIA has a sustainable plan that includes approximately \$3.0B in sources of funds over FY 2025-2029, and a commensurate amount in uses of funds plus net changes in reserves. The Stabilization Fund and Working Capital reserve are both fully funded throughout the five-year period. Board policy level is to have 60 days of operating expenses in each of those reserves.

Information in this Overview section includes: Financial Plan Summary; Five-Year Financial Planning Process; Key Assumptions and Forecast Methodology; and, Capital Spending. This section is followed by the VIA Five-Year Financial Plan and ATD Financial Plan sections, which provide summary information and commentary on VIA and ATD financial schedules that appear at the back of this document.

Five-Year Financial Planning Process

VIA's Five-Year Financial Plan is based on an evaluation of information including service levels, revenues, expenses, capital project funding, and organizational priorities. At the outset of the budgeting process, VIA's Planning Division uses historical data, trends and planned service changes for the next five years to calculate hours and miles of service by service type. Fiscal Management evaluates all sources and uses of funds, and coordinates development of a budget that balances available resources and provides desired service levels.

The Five-Year Financial Plan is driven by Board priorities. VIA's budget focuses on retaining and returning ridership and delivering VIA's "Keep SA Moving" (KSAM) plan. In November 2020, San Antonio voters approved the reallocation of 1/8-cent of the local sales tax to transit, to support KSAM. VIA will begin receiving the additional tax in January 2026. Implementation of the KSAM plan will enhance mobility for economic opportunity, provide diverse and high-quality options, and improve the customer experience. A key priority in the Five-Year Financial Plan is working on planning and implementing high-capacity transit options. The capital project program that was included in the Five-Year Financial Plan was largely driven by the Long-Range Comprehensive Transportation Plan (LRCTP) which was adopted by VIA's Board in FY 2011; this plan was recently updated through 2040 and is now referred to as VIA's "Vision 2040" plan.

VIA does not officially adopt a Five-Year Financial Plan, but that plan and longer-range projections are developed to help assess the financial sustainability of VIA's planned service levels and future operations.

Key Assumptions and Forecast Methodology

For the Five-Year Financial Plan, key assumptions are the following:

- Systemwide service levels are up 31.9% when comparing the FY 2029 forecast to the FY 2024 forecast. Bus service is up 24.4%, paratransit service is up 6.0%, and VIA Link service is up 238.5%.
- FY 2025 spending budgets were compiled based on divisional and departmental input, input from consultants, and known/projected changes. For instance, actuarial estimates were used for pension and Other Post-Employment Benefits (OPEB), VIAcare costs are based on expected medical cost inflation, and service cost changes are based on service hours changes.
- Inflation figures used in operating expense projections were 3.0% in FY 2026 and thereafter. Inflation figures for capital spending were 3.5%. These figures reflect input from KSAM consultants.
- A potential \$0.10 fare increase to the base bus fare is included in FY 2027, along with commensurate increases for other fares (in terms of percentage increase).
- Sales taxes, VIA's key source of revenue, are assumed to increase by an average of 5.1%/year in the FY 2025-2029 timeframe, excluding the FY 2026 bump from the start of ATD II sales tax in January 2026. The annual increases range from 3.5% to 5.8%.
- VIA's Section 5307 grant fund awards are assumed to grow modestly in the FY 2025-2029 timeframe, at 2.0%/year.
- Except for KSAM, no new discretionary grant fund awards, although funding for FY 2025-2029 expenditures includes some discretionary grant funds already awarded.
- Assumed a CIG New Starts program grant of \$267.8M for ART N/S, a \$142.9M CIG Small Starts program grant for ART E/W, and a \$25M federal grant for a 2nd O&M facility.
- The assumed annual wage increase is 4% for all employees for FY 2025. The FY 2025 impact of an additional \$2/hour increase for Fleet & Facilities union workers effective August 1, 2024, is also reflected in the budget.
- For fuel, assumed that the alternative fuels credits would continue for both CNG and propane. The credit is \$0.50/gallon, which equates to approximately \$3.5M/year.
- Any staffing needed in connection with the capital program is included in the budget.

In VIA's Five-Year Financial Plan, revenues are projected based on known factors including current and projected fare revenues and increases, and estimates based on historical data and trends for other revenue categories. VIA's grant revenues typically come primarily from the FTA's Section 5307 apportionment to the agency. However, in the current five-year projections VIA included the assumed award of two CIG grants (for ART N/S and ART E/W) and a federal grant for the 2nd O&M facility.

Sales taxes, which account for 71.3% of VIA's revenues in FY 2025, are forecasted by an economic consulting firm that is very familiar with the San Antonio economy. FY 2024 sales tax revenue is forecast to be up by \$5.9M (2.3%) compared to the prior year, and FY 2025 sales taxes are budgeted at 3.5% higher than the FY 2024 forecast. As noted earlier, sales tax growth rates in FY 2025-2029 average 5.1%/year.

Sales tax receipts are impacted by variables outside the control of VIA, including the local and national economy, major corporation business relocations into or out of the VIA service area, the rate of population growth, and pandemics such as COVID. If service is

added based on sales tax estimates that are too optimistic, when actual tax receipts fall short of projections it is very difficult to curtail service to the citizens that have begun to rely on the service.

VIA has saved a significant amount on fuel costs due to the replacement of diesel-powered buses in their fleet with CNG-powered vehicles. Currently, approximately 97% of VIA's buses are CNG vehicles. CNG prices are significantly lower than diesel prices. Budgeted prices for fuel in FY 2025 are \$0.45/gallon for CNG, \$4.25/gallon for diesel, \$0.69/gallon for propane, and \$3.02/gallon for gasoline. VIA receives a \$0.50/gallon credit for alternative fuels, which includes CNG and propane. These credits are not included in the above prices. Budgeted prices in the prior year were \$0.48/gallon for CNG, \$2.89/gallon for diesel, \$0.73/gallon for propane, and \$3.70/gallon for gasoline.

Capital Spending

VIA's \$1.2B of capital spending in the Five-Year Financial Plan is dominated by spending for KSAM (70.0% of capital spending) and revenue vehicles and revenue vehicles replacement components (22.5%). All other categories account for the remaining 7.5% of spending. The KSAM projects in the current Five-Year Capital Plan include the Advanced Rapid Transit (ART) North/South project, the ART East/West project, the 2nd Operations and Maintenance Facility, and capital for mobility hub support. Revenue vehicles included in the five-year capital plan include 240 buses and 140 paratransit vans. For bus purchases, 210 buses are in the revenue vehicle category, and the other 30 buses are Primo buses for the ART project, which are included in the KSAM category. The remaining 7.5% of capital spending is accounted for by passenger facilities, operational facilities, administrative facilities, maintenance tools & equipment, service vehicles, and computer hardware/software.

VIA uses debt to help fund capital expenditures. In FY 2024, VIA issued a par amount of \$143.4M of ATD Sales Tax Revenue Bonds to help finance the ART Green Line project. Until FY 2012, when VIA issued some private placement bonds, VIA had always been a "pay-as-you-go" agency. VIA made their first two public bond issuances in FY 2014: MTA Farebox Revenue Bonds (issued in November 2013) and ATD Sales Tax Revenue Bonds (issued in July 2014). In February 2017, VIA issued MTA Contractual Obligation bonds to help fund the purchase of 270 buses, and in May 2020, VIA issued MTA Contractual Obligation bonds to help fund the purchase of 139 paratransit vans. VIA refunded a portion a portion of the FY 2013 and FY 2014 bond issuances in December 2020 in order to take advantage of lower interest rates, and was able to realize \$6.1M in present value savings.

In the FY 2025-2029 timeframe, VIA has bonds included new bond issues in the funding mix to help finance revenue vehicles purchases. Additionally, proceeds from the August 2024 issuance of ATD Sales Tax Revenue Bonds will be used to help fund the ART Green Line project.

For a complete picture of VIA's capital spending plan, refer to the Five-Year Capital Plan section of this document.

VIA FIVE-YEAR FINANCIAL PLAN

VIA's Five-Year Financial Plan is summarized on the following schedules (included at the back of this section): Condensed Statement of Revenues and Expenses; Operating Revenue; Operating Expenses; Non-Operating Revenue/(Expenses); Sales Tax Revenue; Reserve Balances, Statement of Cash Flows; Sources of Cash; Uses of Cash and Net Reserves Change; Capital Contributions; Capital Spending Summary; Service Hours and Passengers; and, Bond Issuances and Debt Service. Key observations from these schedules are noted below:

Schedule 1: Condensed Statement of Revenues and Expenses. This schedule shows that VIA forecasts having a total of \$93M of operating revenue over the next five years, \$1.694B of operating expenses, and \$2.151B of net non-operating revenue. This results in net income (before depreciation, amortization and capital contributions) of \$550M.

Schedule 2: Operating Revenue. VIA is projected to have \$93.0M of total operating revenue in the five-year plan, with \$76.5M (82%) coming from bus service. Bus revenue comes primarily from line service, with a relatively small amount coming from special events. VIAtrans (paratransit service) revenue accounts for \$10.0M of revenue, and remaining operating revenue comes from bus advertising, VIA Link service (mobility-on-demand service) and "other" items ("other" consists of various items such as property rentals and facility fees).

Schedule 3: Operating Expenses. VIA's operating expenses are projected to total \$1.694B over the five-year plan period, with bus expenses accounting for \$1.282B (76%) of that total. VIAtrans service accounts for \$264.4M (16%) of expenses, with VIA Link and miscellaneous other items accounting for the remaining 8% of expenses. Although VIAtrans accounts for 16% of expenses, VIAtrans only accounts for about 3.3% of ridership over the five-year period.

Schedule 4: Non-Operating Revenue/(Expense). VIA's non-operating revenue/(expense) is projected to total a net of \$2.151B in the five-year plan. Sales taxes account for 81.2% of net non-operating revenue/(expense) over the five-year period. Sales taxes are projected to increase by an average of 5.1%/year in FY 2025-2029 (excluding new ATD tax). The additional 1/8-cent ATD sales tax from the November 2020 election is included beginning in January 2026.

FTA Section 5307 grant funds are the next largest non-operating revenue/(expense) line item, accounting for \$272.5M of revenue over the five-year period. Section 5307 grant funds are the FTA's Urbanized Area Formula Program grant funds, and those funds are apportioned to urban area transit agencies based on formulas driven mainly by overall funding available, bus revenue vehicle miles, population and population density (operating costs also factor into calculations). Section 5340 apportionments are for the FTA's Growing States and High-Density States Formula Program, and the FTA publishes the 5307 and 5340 apportionments as a combined amount.

VIA uses most of the FTA's Section 5307/5340 grant program funds for operating items. This generally allows VIA to draw grant funds down more quickly than if they were used for capital projects. The FTA allows a portion of Section 5307 capital grant funds to be used for operating expense reimbursements in the following areas: 1) up to 10% of the total grant allocation each year can be used to help defray the expense of paratransit service; 2) agencies are also allowed to cover a portion of purchased paratransit service expense with capital grant dollars; and, 3) preventative maintenance on revenue vehicles

– the use of funds in this manner encourages the maintenance of the fleet acquired with federal funds and helps to lengthen the service life of vehicles.

Schedule 5: Sales Tax. VIA projects \$1.245B of MTA sales tax revenue in the five-year plan and \$501M of ATD-VIA sales tax revenue, for a total of \$1.746B. The ATD sales tax figures include ATD I and ATD II taxes. The ATD-VIA I figures reflect VIA’s 50% share of the current 1/4-cent ATD sales tax – the other 50% share is currently being split by the City of San Antonio and Bexar County. For the 1/8-cent ATD sales tax starting in January 2026 (ATD II), the full amount is reflected as going to VIA. The MTA sales tax is 1/2-cent. Combined, the MTA and ATD-VIA taxes total 5/8-cent up until January 2026, at which time the combined taxes are ¾-cent.

Schedule 6: Reserve Balances. The total expected reserve balance change over FY 2025-2029 is a \$204.6M decrease, due mainly to the spending down of bond construction funds, TxDOT funds, and KSAM reserve funds to pay for expenses of the projects against which those funds were programmed. The bond construction funds and the KSAM reserve are being used to help cover KSAM project costs. The TxDOT funds are funding various projects, and are expected to be spent by the end of FY 2025. Working capital and stabilization fund balances increase by \$17.3M each over FY 2025-2029. These fund balances are each kept at 60 days of budgeted operating expenses, per Board policy.

The unrestricted cash reserve increases by \$46.4M over the FY 2025-2029 period, due to sales tax and other cash inflows exceeding cash outflows, after taking into consideration the activity in other reserves. This reserve balance is currently higher than usual due to government stimulus funds that VIA received following the inception of COVID-19 (those federal funds freed up local funds).

Schedule 7: Statement of Cash Flows. This statement shows that VIA’s projected cash flow over the five-year planning horizon is as follows (in \$M):

<u>Net Cash Generated/(Used)</u>	<u>Amount (\$M)</u>
Operating Activities	\$ (1,586.3)
Non-Capital Financing Activities	1,995.0
Capital and Related Financing Activities	(690.9)
Investing Activities	77.6
Net Change in Cash	<u>\$ (204.6)</u>

Operating activities include operating revenue (mainly farebox revenue) and operating expenses. Non-capital financing activities includes sales taxes, grant revenues used for operating expense reimbursements, and intergovernmental contributions used to help cover operating expenses, all of which are reported as non-operating revenues. Capital and related financing activities include the following: capital grant funds used for capital expenditures; the purchase and sale of capital assets; bond proceeds, costs of bond issuance, debt service; lease and subscription-based information technology (SBITA) payments; and, intergovernmental capital contributions.

Schedule 7A: Sources of Cash. VIA’s sources of cash total \$2.975B over the next five years. The largest source of funds is sales taxes, which account for nearly 58% of total sources of cash. Other key sources of cash include grant funds, farebox revenue, bond proceeds, and funding contributions. The largest items on the grants line include VIA’s Section 5307 grant funds apportionment, Capital Investment Grants (CIG program grants), Section 5339 apportionments, TxDOT grant funds, and various discretionary grant awards. The funding contributions line includes CoSA funding to support KSAM, and other

partnership contributions associated with the KSAM project. The “Other” line captures a variety of relatively small funding sources as listed on the cash flow statement (“other” operating revenue, such as from property rentals; advertising; an Alamodome facility fee; and investment income).

Schedule 7B: Uses of Cash and Net Reserves Change. VIA’s uses of cash total \$3.180B over the next five years. Most of these funds are used for operating expenses, which account for \$1.679B (53%) of the total. Other key uses include capital projects (\$1.221B) and debt service (\$136M).

The net reserves change section shows that total sources of cash are less than total uses of cash, resulting in a \$205M decrease in cash balances. The decrease is due to the spending down of bond funds, TxDOT grant funds, and KSAM reserve funds that were already on hand at the beginning of the five-year planning period (FY 2025-2029).

Schedule 8: Capital Contributions. This schedule shows \$497.8M of capital contributions for FY 2025-2029. Capital contributions are grant funds that VIA receives for capital projects. Most of VIA’s contributed capital is from federal grants, although contributed capital has also been received from state grants and TxDOT grants in past years.

The FTA’s CIG program grants for the ART North/South and ART East/West projects are the largest capital contribution in the FY 2025-2029 timeframe. The projected CIG New Starts grant for ART N/S is \$267.8M, and the CIG Small Starts grant for ART E/W is \$142.9M (of which \$134.7M will be used for capital costs).

Other than for the CIG grant, for the sake of conservatism, no future discretionary grant awards were assumed, other than a \$25M federal grant for the 2nd O&M facility, although VIA has been very successful in receiving discretionary awards in the past.

Schedule 9: Capital Spending Summary. VIA’s capital spending program for 2025-2029 includes \$1.221B of capital projects. The largest spending categories are the following: KSAM, \$854.0M (70.0% of spending); Revenue Vehicles and Revenue Vehicle Replacement Components, \$274.1M (22.5%); Operational Facilities, \$38.4M (3.1%); and Passenger Facilities, \$34.5M (2.8%). Remaining categories account for 1.6% of total capital spending. For a more thorough discussion of the Capital Spending Summary, please refer to the Five-Year Capital Plan section of this book.

Schedule 10: Service Hours and Passengers. Projected FY 2029 systemwide ridership of 35.7 million passengers reflects an increase of approximately 18.5% compared to the FY 2024 forecast of 30.1 million passengers (FY 2024 forecast is shown based on APC passenger count for comparability to FY 2025, the year in which a switch from farebox passengers to APC passengers is being made). VIA will be continuing to focus on retaining and growing ridership in FY 2025. VIA projects that a total of 13.5 million hours of transportation service will be provided during the upcoming five-year period (FY 2025-2029).

Schedule 11: Bond Issuances and Debt Service. VIA has seven outstanding bond issuances, with a projected bonds payable balance of \$246.8M as of 9/30/24 (par amount of these bonds total \$317.5M). Bond issues currently outstanding include: MTA Farebox Revenue and Refunding Bonds, Series 2013; ATD Sales Tax Revenue and Refunding Bonds, Series 2014; MTA Contractual Obligation Bonds, Series 2017; MTA Contractual Obligation Bonds, Series 2020; 2020 Farebox Revenue Refunding Bonds; 2020 ATD Sales Tax Revenue Refunding Bonds; and ATD Sales Tax Revenue Bonds, Series 2024.

VIA issued refunding bonds in FY 2021 in order to take advantage of lower interest rates, and was thereby able to achieve over \$6M in present value savings. Additional bonds are projected to be issued in the FY 2025-2029 timeframe, to help fund bus purchases. In FY 2025-2029, debt service ranges from \$15.2M/year to \$38.8M/year, and averages \$27.2M/year.

ATD FIVE-YEAR FINANCIAL PLAN

The ATD's Five-Year Financial Plan is summarized on the following schedules (included at the back of this section): Condensed Statement of Revenues and Expenses; Operating Revenue; Operating Expenses; Net Non-Operating Revenue/(Expenses); Cash and Reserves Summary; Reserve Changes and Balances; Statement of Cash Flows; Sources of Cash; Uses of Cash and Net Reserves Change; Operating Revenue; Operating Expenses Non-Operating Revenue/(Expense); Sales Tax Revenue; Stabilization Fund and Working Capital Reserves; and, Service Hours and Passengers. Key observations from these schedules are noted below:

Schedule 1: Condensed Statement of Revenues and Expenses. This schedule shows that the ATD has an estimated total of \$17.6M in operating revenue over the next five years, \$405.1M in operating expenses, and \$495.6M in net non-operating revenue. This results in net income (before depreciation, amortization and capital contributions) of \$108.1M.

Schedule 2: Operating Revenue. The ATD is projected to have \$17.6M of total operating revenue in the five-year plan, with 98% of that coming from bus service. ART North/South has revenue beginning in FY 2028.

Schedule 3: Operating Expenses. The ATD's operating expenses are projected to total \$405.1M in the five-year plan, with bus expenses accounting for \$341.8M (84.4%) of that total. VIA Link, the 2nd O&M facility, vanpool, and business development expenses make up the remaining 15.6%.

Schedule 4: Non-Operating Revenue/(Expense). The ATD's net non-operating revenue/(expense) is projected to total \$495.6M in the five-year plan, growing from \$48.4M in FY 2024 to \$126.9M in FY 2029. ATD Sales Tax I (existing ATD sales tax) is the largest component of non-operating revenue. That tax is projected to grow at an average rate of 5.2%/year, with the annual growth rate ranging from 3.7% to 5.8%. The ATD Sales Tax II line reflects the reallocated 1/8-cent ATD sales tax that begins going to VIA in January 2026. Investment income totals \$28.9M over the five-year period. The ATD bond interest shown reflects interest on the ATD's Series 2014 bonds, the Series 2020 refunding bonds, and the ATD's Series 2024 bonds.

Schedule 5: Sales Tax. The ATD's sales tax revenue is projected to total \$500.7M in the five-year plan. The total ATD-VIA line reflects VIA's 50% share of the 1/4-cent ATD sales tax, plus the 1/8-cent ATD II sales tax. The other 50% of the ATD I sales tax is currently being split by the City of San Antonio and Bexar County.

Schedule 6: Cash and Reserves Balances. The expected increase of \$74.5M over the next five years is primarily attributable to a \$184.0M increase in the Unrestricted Cash Reserve, which captures remaining funds after other reserves have been fully funded. The Unrestricted Cash Reserve balance increases in part due to the timing of ATD capital expenditures and related reimbursements made to the MTA. The Stabilization Fund and Working Capital reserve each increase by \$9.4M over the five-year planning horizon, keeping those reserves at Board policy level.

Schedule 7: Statement of Cash Flows. This statement shows that the ATD's projected cash flow over the next five-year plan horizon is as follows (in \$M):

<u>Net Cash Generated/(Used)</u>	<u>Amount (\$M)</u>
Operating Activities	\$ (395.0)
Non-Capital Financing Activities	496.8
Capital and Related Financing Activities	(56.1)
Investing Activities	28.9
Net Change in Cash	<u>\$ 74.6</u>

Operating activities include operating revenue (ATD farebox revenue) and operating expenses. Non-capital financing activities include sales taxes and intergovernmental contributions used to help cover operating expenses. Capital and related financing activities include the following: purchase of capital assets; bond proceeds, bond refunds, debt service and intergovernmental capital contributions. Although the ATD does not own any capital assets, it has helped purchase some assets (through the ATD's 2014 bond issue) that are on the MTA's ledger. Also, the ATD sales tax revenue bonds issued in 2024 will be used to help fund Advanced Rapid Transit (ART) Green Line Project asset purchases, which will reside on the MTA's ledger.

Schedule 7A: Sources of Cash. The ATD's sources of cash total \$1.089B over the next five years. The largest source of funds in FY 2025-2029 is ATD sales tax, which accounts for \$487.2M (this is the net amount to VIA, after passing a portion of ATD I sales taxes to the City of San Antonio and Bexar County). The sales tax total of \$487.2M is comprised of \$279.9M of ATD I sales tax receipts, and \$207.3M of ATD II sales tax receipts. The ATD II sales tax starts in January 2026. Grant funds are the next largest source of cash, totaling \$443.8M, followed by funding contributions, which total \$112.0M. This funding contribution total consists of \$102M from Bexar County, for the ATD Green Line Project, and \$10.0M from the City of San Antonio. Farebox revenue totals \$17.6M. "Other" sources of cash total \$28.9M (mainly from investment income).

Schedule 7B: Uses of Cash and Net Reserves Change. The ATD's uses of cash total \$1.015B over the next five years. The largest use of cash is for capital projects (\$552.6M), as the ATD will transfer CIG grant funds, other federal grant funds (for the 2nd O&M facility), bond proceeds, and other local funds to the MTA to cover KSAM capital expenditures. The ATD cannot own any assets. The next largest use of funds is for operating expenses, which account for \$412.7M of the total, and debt service, which accounts for \$49.6M of the total. The net reserves change section shows that reserves increase by \$74.5M, as sources of funds (\$1.089B) exceeds uses (\$1.015B). Total uses of cash plus the net reserves change equals total sources of cash.

Schedule 8: Service Hours and Passengers. Projected FY 2029 ridership reflects an increase of 65.2% over FY 2024 forecasted ridership, growing from 6.65 million to 10.99 million. The projected ATD bus transportation service to be provided for FY 2025-2029 totals 2.97 million hours.



VIA Metropolitan Transit
Five-Year Financial Plan (2025-2029)

**VIA Metropolitan Transit
Five-Year Financial Plan Schedules**

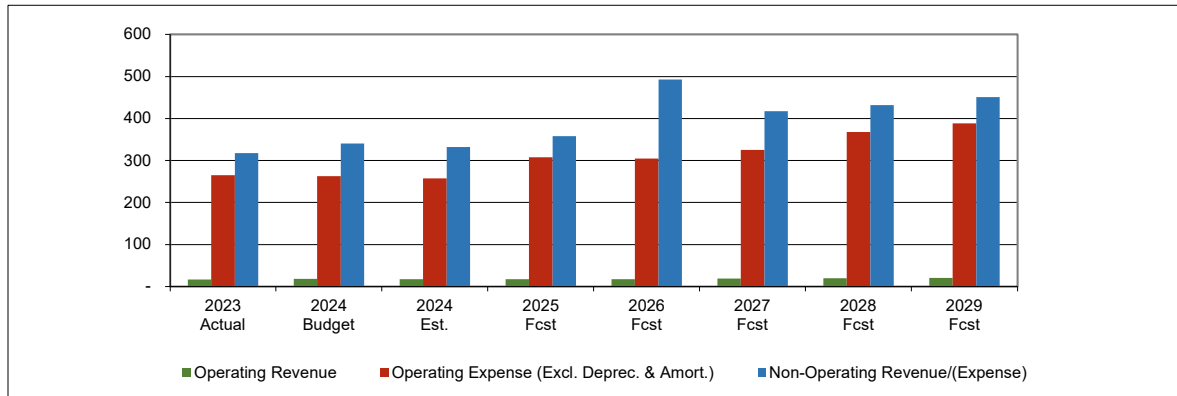
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**VIA Metropolitan Transit
Condensed Statement of Revenues and Expenses
(\$ Millions)**

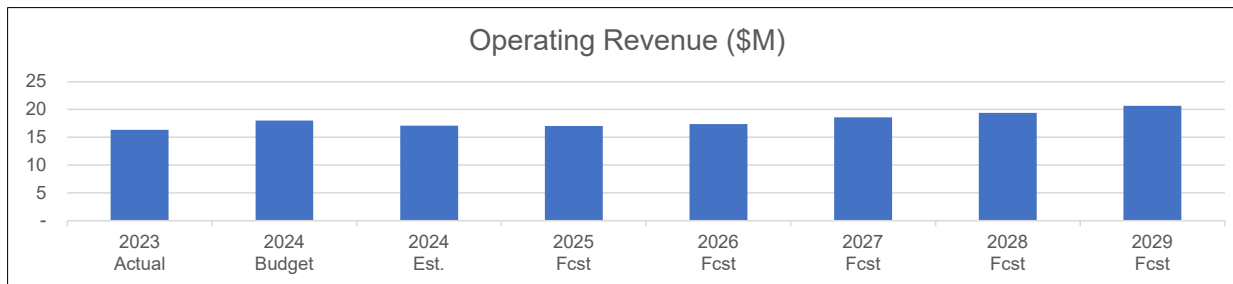
	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total
				2025	2026	2027	2028	2029	
Operating Revenues									
Total Operating Revenues	\$ 16.31	18.03	17.09	17.03	17.38	18.57	19.39	20.67	\$ 93.04
Operating Expenses									
Total Operating Expenses	265.21	262.53	257.24	307.63	304.95	325.12	367.58	388.57	1,693.85
Non-Operating Revenue/(Expense)									
Sales Tax	259.23	272.13	265.14	274.35	327.40	360.15	380.85	402.94	1,745.69
Grants	46.46	57.38	50.71	63.91	57.63	51.76	49.39	49.77	272.46
Investment Income	16.52	11.13	22.84	19.40	15.58	15.72	13.89	12.97	77.56
Interest Exp., Issuance Costs and Fees	(4.89)	(5.37)	(7.00)	(9.76)	(9.61)	(10.13)	(12.37)	(14.67)	(56.54)
Intergovernmental Revenue	-	5.00	-	10.00	102.00	-	-	-	112.00
Intergovernmental Expense	-	-	-	-	-	-	-	-	-
Other	0.02	0.13	-	-	-	-	-	-	-
Total Non-Operating Revenue/(Expense)	317.34	340.40	331.69	357.90	493.00	417.50	431.76	451.01	2,151.17
NI before Depreciation, Amortization and Capital Contributions									
	\$ 68.44	95.90	91.54	67.30	205.43	110.95	83.57	83.11	\$ 550.36

Note: Operating expenses shown are before depreciation and amortization.



**VIA Metropolitan Transit
Operating Revenue
(\$ Millions)**

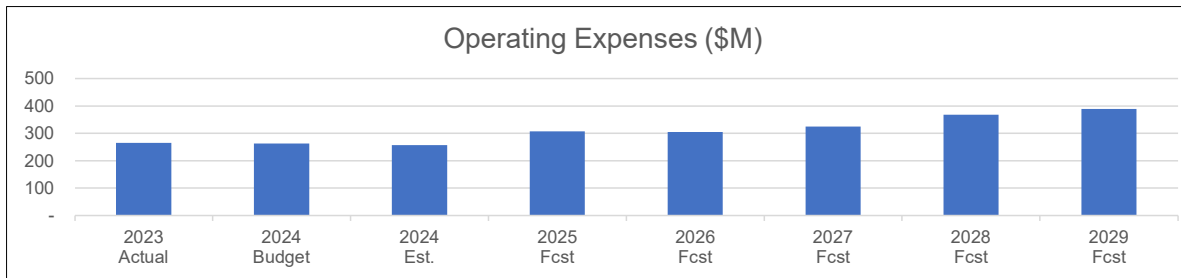
	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Line - MTA	\$ 9.92	11.32	10.95	11.02	11.15	11.89	12.13	12.71	\$ 58.90
Line - ATD	2.56	2.71	2.81	2.84	3.00	3.26	3.48	3.60	16.18
Special Events	0.09	0.08	0.06	0.07	0.07	0.07	0.08	0.08	0.37
ART N/S - Rapid	-	-	-	-	-	-	0.26	0.79	1.05
ART E/W - Rapid	-	-	-	-	-	-	-	-	-
Subtotal Bus Revenue	12.57	14.11	13.82	13.93	14.22	15.22	15.95	17.18	76.50
VIATrans	1.66	1.86	1.82	1.89	1.91	2.04	2.09	2.11	10.04
VIA Link - MTA	0.05	0.08	0.08	0.09	0.11	0.04	0.05	0.05	0.34
VIA Link - ATD	-	-	-	-	-	0.10	0.11	0.12	0.33
Innovation Zones - MTA			-	0.01	0.01	-	-	-	0.02
Innovation Zones - ATD			-	-	-	0.01	0.01	0.01	0.03
Unplanned			-	-	-	-	-	-	-
Total Farebox Revenue	14.28	16.05	15.72	15.92	16.25	17.41	18.21	19.47	87.26
Bus Advertising	1.36	1.20	0.70	0.50	0.51	0.52	0.53	0.54	2.60
Other	0.67	0.78	0.67	0.61	0.62	0.64	0.65	0.66	3.18
Total Operating Revenues	\$ 16.31	18.03	17.09	17.03	17.38	18.57	19.39	20.67	\$ 93.04



**VIA Metropolitan Transit
Operating Expenses
(\$ Millions)**

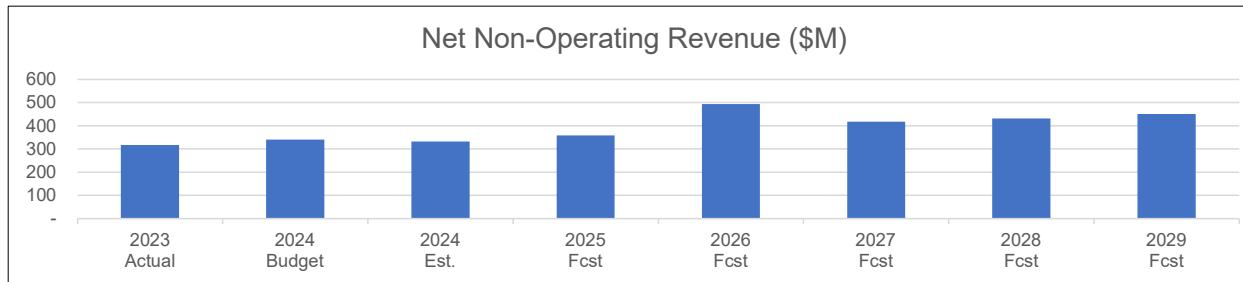
	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Line - MTA	\$ 166.38	154.12	156.21	172.48	174.89	185.66	195.04	206.97	\$ 935.04
Line - ATD	42.33	42.74	42.22	55.65	58.20	62.32	66.91	70.80	313.88
ART N/S	-	-	-	-	-	2.00	12.18	12.54	26.72
ART E/W	-	-	-	-	-	-	-	1.16	1.16
Special Events	1.23	0.72	0.69	0.98	0.86	0.89	0.92	1.10	4.75
Disaster Relief	-	-	-	-	-	-	-	-	-
Promotional	0.02	-	-	0.01	0.02	0.02	0.02	0.02	0.09
Subtotal Bus Expenses	209.96	197.58	199.12	229.12	233.97	250.89	275.07	292.59	1,281.64
VIATrans	36.71	45.04	40.66	49.60	50.73	52.67	54.68	56.76	264.44
VIA Link - MTA	2.17	0.72	1.01	3.19	3.03	0.71	0.76	0.80	8.49
VIA Link - ATD	-	-	-	-	-	3.21	3.63	3.95	10.79
VIA Link - MTA Innovation Zones	-	-	-	-	0.72	-	-	-	0.72
VIA Link - ATD Innovation Zones	-	-	-	-	-	0.70	0.74	0.79	2.23
VIA Link - MTA Unplanned	-	-	-	-	0.88	-	-	-	0.88
VIA Link - ATD Unplanned	-	-	-	-	-	0.84	6.06	6.24	13.14
VIA Transit Service Improvements	-	-	-	-	-	-	-	-	-
2nd O&M Facility	-	-	-	-	-	-	10.06	10.36	20.42
Vanpool	0.51	0.99	0.65	1.13	1.16	1.20	1.23	1.27	5.99
Leases (Unallocated)	-	0.11	0.04	0.01	0.01	0.01	0.02	0.02	0.07
Business Development/Real Estate - MTA	15.86	14.84	12.97	15.60	11.45	11.80	12.15	12.51	63.51
Business Development/Real Estate - ATD	-	3.25	2.78	8.98	3.00	3.09	3.18	3.28	21.53
Other	-	-	0.01	-	-	-	-	-	-
Total Operating Expenses	\$ 265.21	262.53	257.24	307.63	304.95	325.12	367.58	388.57	\$ 1,693.85

Note: Operating expenses shown are before depreciation and amortization.



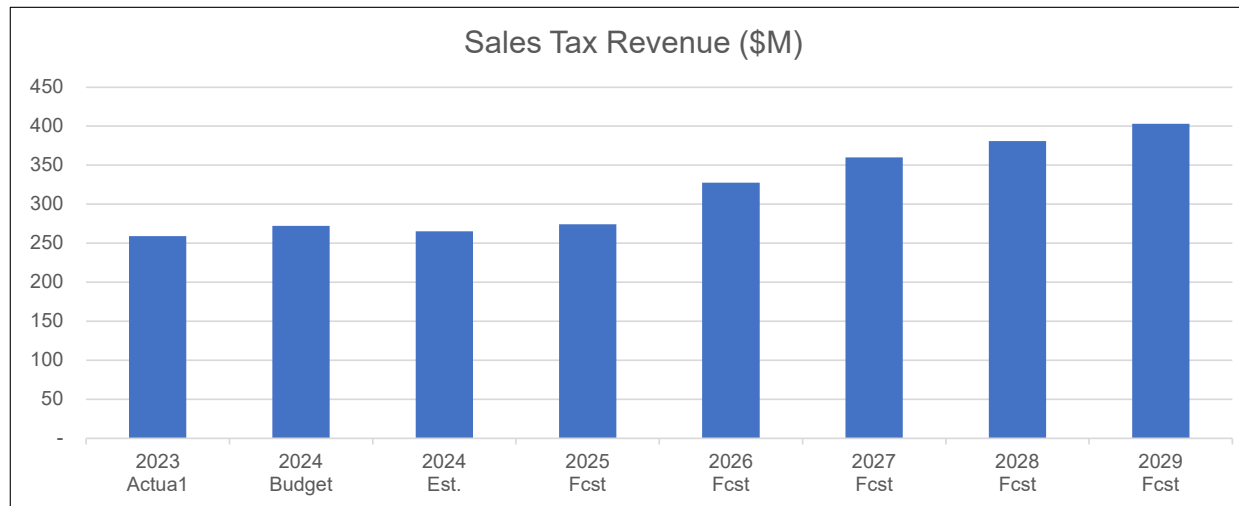
**VIA Metropolitan Transit
Non-Operating Revenue/(Expense)
(\$ Millions)**

	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Sales Tax - MTA	\$ 211.60	222.19	216.32	223.71	234.61	247.67	261.91	277.10	\$ 1,245.00
Sales Tax - ATD I - VIA's Share	47.63	49.94	48.82	50.64	53.27	56.24	59.47	62.92	282.54
Sales Tax - ATD I CoSA & Bexar County - In	47.63	49.94	48.82	50.64	53.27	56.24	59.47	62.92	282.54
Sales Tax - ATD I CoSA & Bexar County - Out	(47.63)	(49.94)	(48.82)	(50.64)	(53.27)	(56.24)	(59.47)	(62.92)	(282.54)
Sales Tax - ATD II	-	-	-	-	39.52	56.24	59.47	62.92	218.15
Investment Income - MTA	14.75	10.13	20.48	17.40	10.75	9.05	6.41	5.06	48.67
Investment Income - ATD	1.77	1.00	2.36	2.00	4.83	6.67	7.48	7.91	28.89
Lease Interest Income	-	-	-	-	-	-	-	-	-
Intergovernmental Revenue - CoSA	-	5.00	-	10.00	-	-	-	-	10.00
Intergovernmental Revenue - Bexar County	-	-	-	-	102.00	-	-	-	102.00
Federal Stimulus Grants Pass-Through Funds In	0.27	-	-	-	-	-	-	-	-
Federal Stimulus Grants Pass-Through Funds Out	(0.27)	-	-	-	-	-	-	-	-
Grants Revenue - VIA	46.46	57.38	50.71	63.91	57.63	51.76	49.39	49.77	272.46
Grants Revenue - Pass-Through Funds In	1.47	2.72	2.71	2.75	2.80	2.84	2.88	2.91	14.18
Grants Revenue - Pass-Through Funds Out	(1.47)	(2.72)	(2.71)	(2.75)	(2.80)	(2.84)	(2.88)	(2.91)	(14.18)
Bond Interest Expense - MTA	(2.58)	(2.24)	(2.25)	(1.85)	(1.38)	(1.07)	(2.20)	(5.03)	(11.53)
Bond Interest Expense - ATD - Excluding KSAM	(0.56)	(0.53)	(0.53)	(0.47)	(0.40)	(0.39)	(0.59)	(0.57)	(2.42)
Bond Interest Expense - ATD - KSAM	-	-	(1.01)	(6.07)	(6.41)	(6.41)	(6.41)	(6.28)	(31.58)
Lease Interest Expense	(1.71)	(1.88)	(1.91)	(1.29)	(1.33)	(1.37)	(1.41)	(1.45)	(6.85)
SBITA Interest Expense	(0.04)	(0.02)	(0.06)	(0.08)	(0.09)	(0.09)	(0.09)	(0.10)	(0.45)
Debt - Cost of Issuance - MTA Bonds	-	-	-	-	-	(0.80)	(1.67)	(1.24)	(3.71)
Debt - Cost of Issuance - ATD - ART N/S	-	(0.70)	(1.24)	-	-	-	-	-	-
Gain/(Loss) on Sale of Assets	0.02	-	-	-	-	-	-	-	-
Other	-	0.13	-	-	-	-	-	-	-
Total	\$ 317.34	340.40	331.69	357.90	493.00	417.50	431.76	451.01	\$ 2,151.17



**VIA Metropolitan Transit
Sales Tax Revenue
(\$ Millions)**

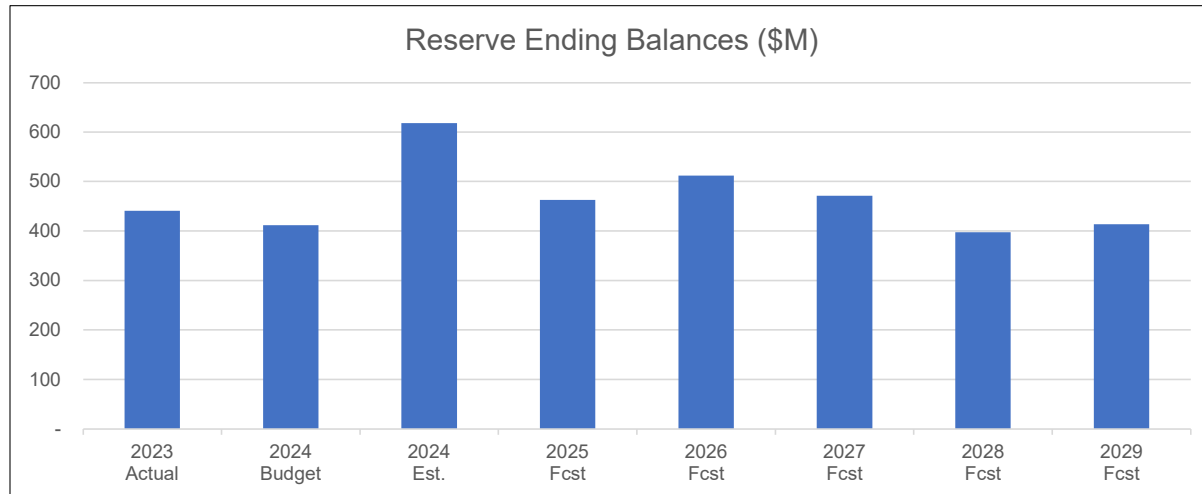
	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total
				2025	2026	2027	2028	2029	
MTA Sales Tax	\$ 211.60	222.19	216.32	223.71	234.61	247.67	261.91	277.10	\$ 1,245.00
% Growth			2.2%	3.4%	4.9%	5.6%	5.7%	5.8%	
ATD-VIA I Sales Tax	47.63	49.94	48.82	50.64	53.27	56.24	59.47	62.92	282.54
% Growth			2.5%	3.7%	5.2%	5.6%	5.7%	5.8%	
ATD-VIA II Sales Tax	-	-	-	-	39.52	56.24	59.47	62.92	218.15
% Growth							5.7%	5.8%	
Total Sales Tax	\$ 259.23	272.13	265.14	274.35	327.40	360.15	380.85	402.94	\$ 1,745.69



Note: ATD II sales tax growth % shown above in FY27 is higher than 4% due to ATD II sales tax beginning in January 2026 (taxes shown for FY26 are for a partial year).

**VIA Metropolitan Transit
Reserve Balances
(\$ Millions)**

	Actual	Budget	Estimated	Forecast					Total FY25- FY29 Change
	2023	2024	2024	2025	2026	2027	2028	2029	
<u>Reserve Ending Balances</u>									
Bond Construction Fund	\$ -	-	128.17	52.42	-	-	-	-	\$ (128.17)
Bond Debt Service Fund	5.91	5.77	5.91	5.91	5.91	5.91	5.91	5.91	-
TxDOT Grant Funds	15.11	8.88	11.07	-	-	-	-	-	(11.07)
Stabilization Fund	43.15	43.15	43.15	42.28	50.57	50.13	53.45	60.42	17.27
Working Capital	43.15	43.15	43.15	42.28	50.57	50.13	53.45	60.42	17.27
Retainage	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	-
KSAM Reserve	177.12	119.79	175.01	137.30	59.87	55.46	41.55	28.72	(146.29)
TIFIA Loan Reserve	-	-	-	-	-	-	-	-	-
TIFIA Debt Service Reserve	-	-	-	-	-	-	-	-	-
Capital Grant Local Share	27.72	9.38	27.72	27.72	27.72	27.72	27.72	27.72	-
Unrestricted Cash Reserve	128.63	181.32	183.99	154.79	317.21	282.09	215.43	230.34	46.35
Total	440.82	411.47	618.20	462.73	511.88	471.47	397.54	413.56	(204.64)
 Change in Reserves	 \$ 25.16	 (32.43)	 177.38	 (155.47)	 49.15	 (40.41)	 (73.93)	 16.02	 \$ (204.64)



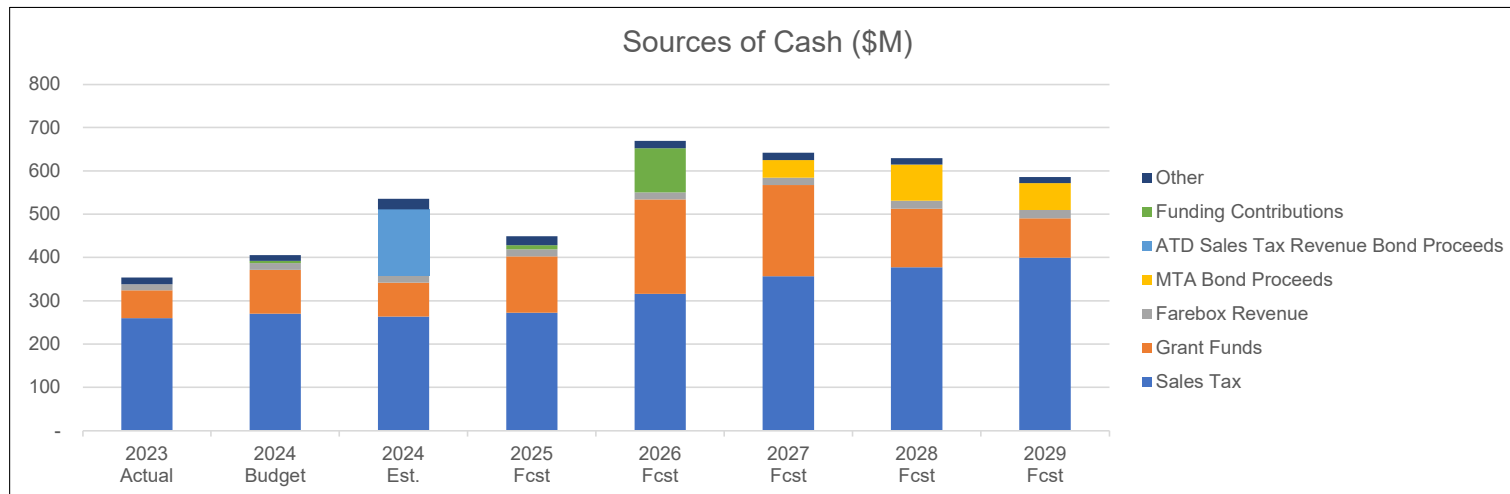
**VIA Metropolitan Transit
Statement of Cash Flows
(\$ Millions)**

	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total
				2025	2026	2027	2028	2029	
Cash Flows from Operating Activities									
Farebox Revenue	\$ 14.28	16.05	15.72	15.92	16.25	17.42	18.21	19.47	\$ 87.27
Other Operating Revenue	0.91	1.98	1.38	1.11	1.13	1.16	1.18	1.20	5.78
Operating Expenses	(257.03)	(273.40)	(267.51)	(293.20)	(304.95)	(325.12)	(367.57)	(388.56)	(1,679.40)
Net Cash Used in Operating Activities	(241.84)	(255.37)	(250.41)	(276.17)	(287.57)	(306.54)	(348.18)	(367.89)	(1,586.35)
Cash Flows from Non-Capital Financing Activities									
Sales Taxes: MTA	211.89	220.41	215.21	222.00	232.51	245.37	259.46	274.50	1,233.84
Sales Taxes: ATD I	95.13	99.06	97.09	100.42	105.58	111.42	117.82	124.65	559.89
Sales Tax Pymnts to CoSA, TxDOT, Bxr Co.	(47.56)	(49.53)	(48.55)	(50.21)	(52.79)	(55.71)	(58.91)	(62.33)	(279.95)
Sales Taxes: ATD II	-	-	-	-	30.33	55.71	58.91	62.33	207.28
Grant Revenue	45.70	57.39	68.84	63.91	57.63	51.76	49.39	49.77	272.46
Bexar County Funding	-	-	-	-	1.50	-	-	-	1.50
Other	-	-	-	-	-	-	-	-	-
Net Cash Provided by Non-Capital Financing Activities	305.16	327.33	332.59	336.12	374.76	408.55	426.67	448.92	1,995.02
Cash Flows from Capital and Related Fin. Activities									
Capital Grant Funds	18.83	43.77	9.22	66.39	161.10	158.47	86.27	41.37	513.60
Purchase of Capital Assets	(42.41)	(128.34)	(53.41)	(265.92)	(268.63)	(307.01)	(272.43)	(107.09)	(1,221.08)
Sales of PP&E	0.06	-	-	-	-	-	-	-	-
City of San Antonio Funding	-	5.00	-	10.00	-	-	-	-	10.00
Bexar County Funding	-	-	-	-	100.50	-	-	-	100.50
Bond Proceeds	-	-	-	-	-	40.33	83.43	61.98	185.74
Bond Refunds	-	-	-	-	-	-	-	-	-
Costs of Debt Issuance	-	-	(1.24)	-	-	(0.80)	(1.67)	(1.24)	(3.71)
Debt-Related Transaction Fee	-	(0.70)	-	-	-	-	-	-	-
Debt Service	(14.64)	(15.22)	(15.22)	(23.64)	(21.96)	(21.95)	(29.41)	(38.84)	(135.80)
Lease Payments	(15.95)	(19.49)	(19.64)	(20.68)	(23.64)	(26.14)	(31.45)	(33.04)	(134.95)
SBITA Payments	(0.58)	(0.68)	(1.00)	(0.96)	(1.00)	(1.03)	(1.07)	(1.10)	(5.16)
Interest Income from Leases	-	0.13	-	-	-	-	-	-	-
ATD Bond Proceeds	-	-	153.66	-	-	-	-	-	-
Other	-	0.01	-	(0.01)	0.01	(0.01)	0.02	(0.02)	(0.01)
Net Cash Used in Capital and Related Fin. Activities	(54.69)	(115.52)	72.37	(234.82)	(53.62)	(158.14)	(166.31)	(77.98)	(690.87)
Cash Flows from Investing Activities									
Sale of Investment Securities (*)	537.97	-	-	-	-	-	-	-	-
Purchase of Investment Securities (*)	(508.18)	-	-	-	-	-	-	-	-
Investment Income	14.44	11.13	22.83	19.40	15.58	15.72	13.89	12.97	77.56
Net Cash Provided by Investing Activities	44.23	11.13	22.83	19.40	15.58	15.72	13.89	12.97	77.56
Total Change in Cash	52.86	(32.43)	177.38	(155.47)	49.15	(40.41)	(73.93)	16.02	(204.64)
Total Change in Cash, Cash Equivalents, and Investments									
Change in Cash	52.86	(32.43)	177.38	(155.47)	49.15	(40.41)	(73.93)	16.02	(204.64)
Incr./(Decr.) in U.S. Agency Secs Excl. FMV Change	(29.79)	-	-	-	-	-	-	-	-
Incr./(Decr.) in FMV of Investments	0.46	-	-	-	-	-	-	-	-
Amortized Discount Change on Investments	1.63	-	-	-	-	-	-	-	-
Total Change (= Net Change in Reserves)	25.16	(32.43)	177.38	(155.47)	49.15	(40.41)	(73.93)	16.02	(204.64)
Beginning Reserves	415.66	443.90	440.82	618.20	462.73	511.88	471.47	397.54	
Ending Reserves	440.82	411.47	618.20	462.73	511.88	471.47	397.54	413.56	
Change in Reserves	25.16	(32.43)	177.38	(155.47)	49.15	(40.41)	(73.93)	16.02	
Total Sources and Uses of Funds									
Total Sources of Funds	353.68	405.39	535.40	448.94	669.32	641.65	629.65	585.91	2,975.47
Total Uses of Funds	(330.61)	(437.82)	(358.02)	(604.41)	(620.17)	(682.06)	(703.58)	(569.89)	(3,180.11)
Incr./(Decr.) in FMV of Investments	0.46	-	-	-	-	-	-	-	-
Amortized Discount Change on Investments	1.63	-	-	-	-	-	-	-	-
Total Net Change in Reserves	\$ 25.16	(32.43)	177.38	(155.47)	49.15	(40.41)	(73.93)	16.02	\$ (204.64)

(*) For budget and estimated/forecasted figures, assumed that purchases and sales will net to zero.

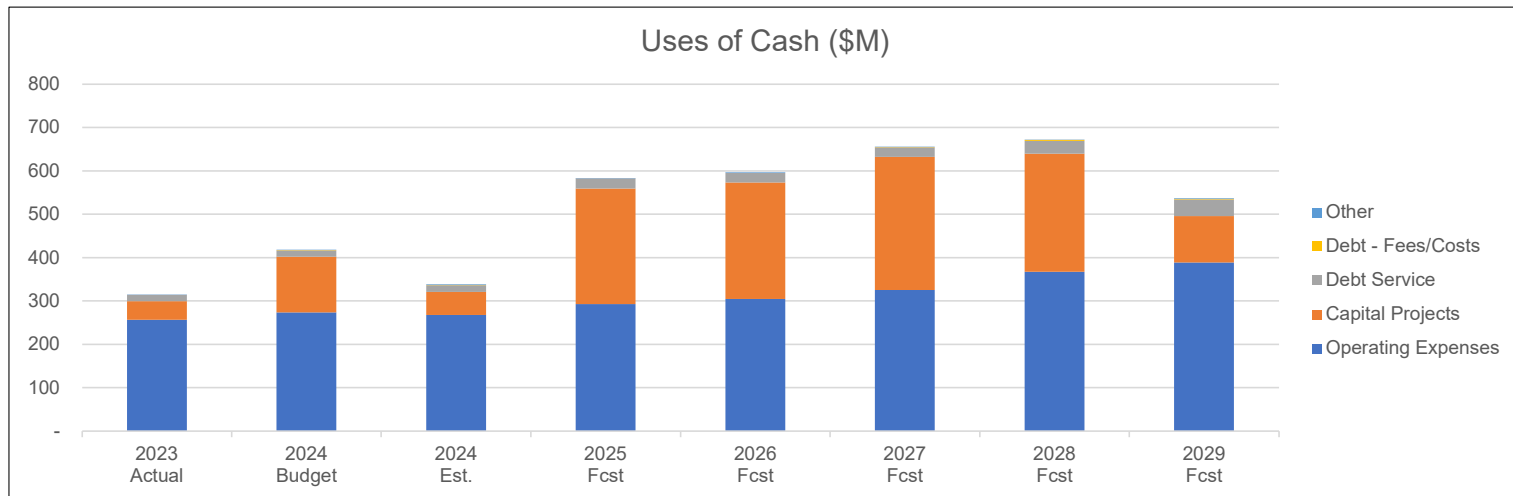
VIA Metropolitan Transit Sources of Cash (\$ Millions)

Sources of Cash	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Sales Tax	\$ 259.46	269.94	263.75	272.21	315.63	356.79	377.28	399.15	\$ 1,721.06
Grant Funds	64.53	101.16	78.06	130.30	218.73	210.23	135.66	91.14	786.06
Farebox Revenue	14.28	16.05	15.72	15.92	16.25	17.42	18.21	19.47	87.27
MTA Bond Proceeds	-	-	-	-	-	40.33	83.43	61.98	185.74
ATD Sales Tax Revenue Bond Proceeds	-	-	153.66	-	-	-	-	-	-
Funding Contributions	-	5.00	-	10.00	102.00	-	-	-	112.00
Other	15.41	13.24	24.21	20.51	16.71	16.88	15.07	14.17	83.34
Total	\$ 353.68	405.39	535.40	448.94	669.32	641.65	629.65	585.91	\$ 2,975.47



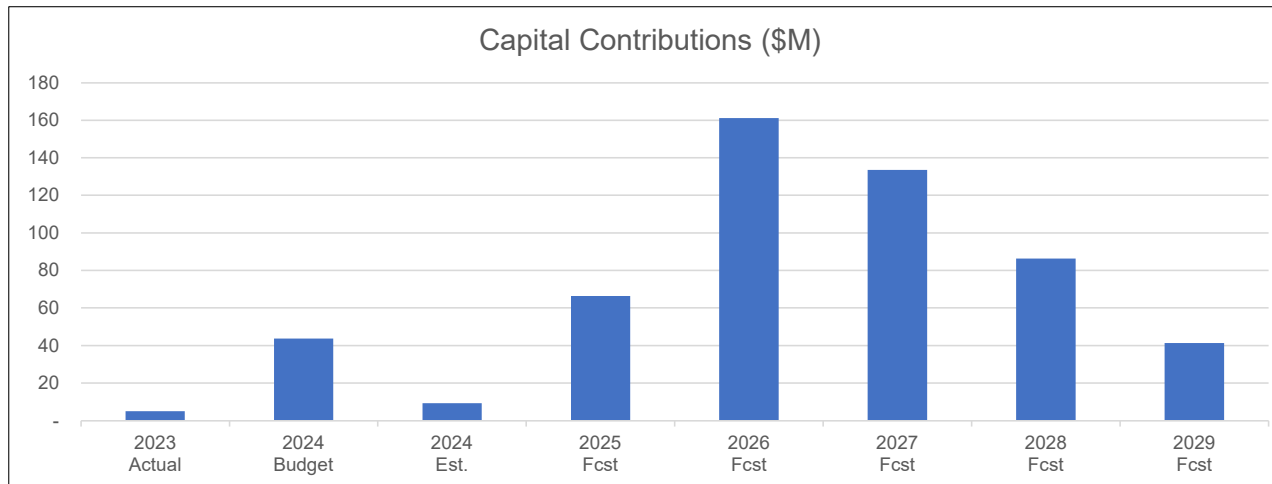
**VIA Metropolitan Transit
Uses of Cash, and Net Reserves Change
(\$ Million)**

Uses of Cash	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Operating Expenses	\$ 257.03	273.40	267.51	293.20	304.95	325.12	367.57	388.56	\$ 1,679.40
Capital Projects	42.41	128.34	53.41	265.92	268.63	307.01	272.43	107.09	1,221.08
Debt Service	14.64	15.22	15.22	23.64	21.96	21.95	29.41	38.84	135.80
Debt - Fees/Costs	-	0.70	1.24	-	-	0.80	1.67	1.24	3.71
Lease Payments	15.95	19.49	19.64	20.68	23.64	26.14	31.45	33.04	134.95
Other	0.58	0.67	1.00	0.97	0.99	1.04	1.05	1.12	5.17
Total	330.61	437.82	358.02	604.41	620.17	682.06	703.58	569.89	3,180.11
Net Reserves Change									
Total Sources of Funds	353.68	405.39	535.40	448.94	669.32	641.65	629.65	585.91	2,975.47
Total Uses of Funds	(330.61)	(437.82)	(358.02)	(604.41)	(620.17)	(682.06)	(703.58)	(569.89)	(3,180.11)
Incr./(Decr.) in FMV of Invest.	0.46	-	-	-	-	-	-	-	-
Amortized Discount Change	1.63	-	-	-	-	-	-	-	-
Total (Reserves Change)	25.16	(32.43)	177.38	(155.47)	49.15	(40.41)	(73.93)	16.02	(204.64)
Total Uses & Reserves Change	\$ 355.77	405.39	535.40	448.94	669.32	641.65	629.65	585.91	\$ 2,975.47



**VIA Metropolitan Transit
Capital Contributions
(\$ Millions)**

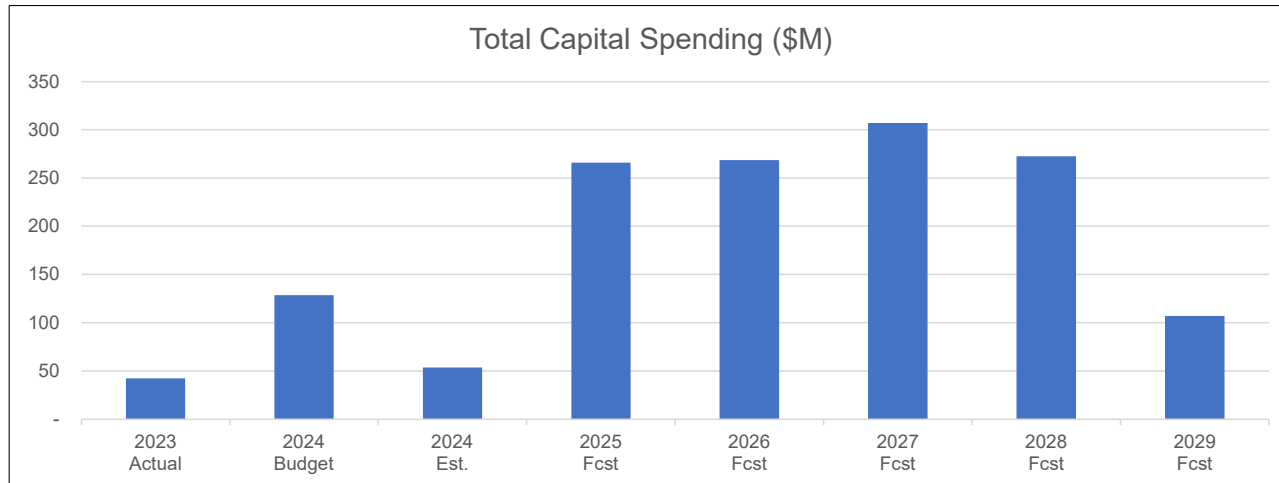
	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Capital Contributions									
MPO FY23-27 Call for Projects - Capital	\$ -	19.56	-	12.45	-	18.19	-	-	\$ 30.64
Section 5307 for Capital	1.06	-	-	-	-	-	-	-	-
Section 5307 CARES Act - Capital	-	-	-	-	-	-	-	-	-
Section 5339 Grant	-	3.95	-	-	3.95	8.15	8.47	4.37	24.94
Section 5339 Grant Carryover	-	-	0.45	13.33	1.35	0.55	-	-	15.68
No-Low Grant	3.75	3.19	-	3.19	-	-	-	-	3.19
Toyota Grant	0.13	-	-	-	-	-	-	-	-
CMAQ Funds - Capital	-	5.49	5.49	-	-	-	-	-	5.49
TCEQ Grant	-	-	0.04	0.11	-	-	-	-	0.15
TxDOT (UTP)	-	-	3.20	3.30	-	-	-	-	6.50
Capital Investment Grant - ART N/S	-	-	-	33.45	155.80	63.73	14.80	-	267.78
Capital Investment Grant - ART E/W	-	-	-	-	-	42.85	63.00	37.00	142.85
Carryover Grant Funds	-	11.57	0.04	0.56	-	-	-	-	0.60
Other	-	-	-	-	-	-	-	-	-
Total Capital Contributions	\$ 4.94	43.76	9.22	66.39	161.10	133.47	86.27	41.37	\$ 497.82



Note: This schedule details contributed capital, which is FTA and other grant funds used for capital projects.

**VIA Metropolitan Transit
Capital Spending Summary
(\$ Millions)**

	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total
				2025	2026	2027	2028	2029	
Revenue Vehicles	\$ 8.95	43.68	9.53	31.57	-	65.86	90.23	65.10	\$ 252.76
Service Vehicles	0.30	3.76	3.08	4.13	0.57	1.46	-	-	6.16
Passenger Facilities	14.79	2.35	4.64	19.10	6.89	2.90	4.42	1.22	34.53
Operational Facilities	2.76	10.36	1.85	26.55	10.85	1.00	-	-	38.40
Administrative Facilities	-	1.60	0.19	1.66	1.60	0.70	-	-	3.96
Maintenance Tools & Equipment	1.90	2.70	0.19	3.04	0.52	0.09	-	-	3.65
Replacement Components for Rev Vehicles	2.40	14.93	4.80	10.77	5.30	5.30	-	-	21.37
Computer Hardware/Software	9.44	4.73	1.65	3.07	1.28	1.15	0.38	0.38	6.26
ART N/S Corridor	1.87	33.77	27.48	154.01	176.60	68.14	28.71	-	427.46
ART E/W Corridor	-	3.47	-	-	39.17	83.78	107.88	36.96	267.79
2nd Maintenance Facility	-	7.00	-	12.00	22.76	73.43	37.49	-	145.68
KSAM Support Capital/Facility Mobility Hub	-	-	-	-	3.09	3.20	3.32	3.43	13.04
Miscellaneous	-	-	-	0.02	-	-	-	-	0.02
Total Capital Spending	\$ 42.41	128.35	53.41	265.92	268.63	307.01	272.43	107.09	\$ 1,221.08



**VIA Metropolitan Transit
Service Hours and Passengers**

	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Hours									
Bus									
Line - MTA	1,132,994	1,195,572	1,175,765	1,223,623	1,260,946	1,304,014	1,300,873	1,345,554	6,435,010
Line - ATD	294,244	302,221	303,874	317,336	338,267	356,116	376,237	389,970	1,777,926
ART - N/S - Green - Local	-	-	-	-	-	4,700	28,112	28,350	61,162
ART - E/W - Silver - Local	-	-	-	-	-	-	-	6,782	6,782
ART - N/S - Green - Reliability	-	-	-	-	-	1,019	6,030	6,185	13,234
ART - N/S - Green - Rapid	-	-	-	-	-	9,542	57,076	57,558	124,176
ART - E/W - Silver - Rapid	-	-	-	-	-	-	-	5,328	5,328
Disaster Relief	-	-	-	-	-	-	-	-	-
Special Events	7,286	7,546	5,570	7,775	6,675	6,675	6,675	7,775	35,575
Promotional	209	120	559	220	310	310	310	310	1,460
Subtotal	1,434,733	1,505,459	1,485,768	1,548,954	1,606,198	1,682,376	1,775,313	1,847,812	8,460,653
Van									
Directly Provided	256,846	267,972	274,610	280,172	270,111	272,812	275,540	278,296	1,376,931
Purchased	339,078	380,175	382,299	388,633	406,567	410,632	414,738	418,886	2,039,456
Will Call Taxi	2,100	2,426	2,308	2,327	2,327	2,327	2,327	2,327	11,635
Taxi Subsidy	2,621	3,500	2,815	2,312	2,312	2,312	2,312	2,312	11,560
Taxi ADA	15,485	1,520	956	1,203	1,203	1,203	1,203	1,203	6,015
Subtotal	616,130	655,593	662,988	674,647	682,520	689,286	696,120	703,024	3,445,597
VIA Link - MTA	88,530	157,052	136,730	175,125	212,667	48,519	50,071	51,402	537,784
VIA Link - ATD	-	-	-	-	-	218,992	240,143	253,862	712,997
Innovation Zones - MTA	-	-	-	15,854	16,271	-	-	-	32,125
Innovation Zones - ATD	-	-	-	-	-	16,712	17,177	17,618	51,507
Unplanned - MTA	-	-	-	-	20,000	-	-	-	20,000
Unplanned - ATD	-	-	-	-	-	20,000	140,000	140,000	300,000
Total	2,139,393	2,318,104	2,285,486	2,414,580	2,537,656	2,675,885	2,918,824	3,013,718	13,560,663
Passengers									
Bus									
Line - MTA*	18,040,296	20,259,649	21,909,442	22,141,540	22,254,648	22,427,506	21,790,357	22,111,875	110,725,926
Line - ATD*	5,497,455	5,680,033	6,649,329	7,197,229	7,541,623	7,768,050	8,069,264	8,303,197	38,879,363
ART - N/S - Green - Local*	-	-	-	-	-	127,078	806,224	839,110	1,772,412
ART - E/W - Silver - Local*	-	-	-	-	-	-	-	194,319	194,319
ART - N/S - Green - Reliability*	-	-	-	-	-	27,942	175,162	185,602	388,706
ART - N/S - Green - Rapid*	-	-	-	-	-	258,007	1,636,876	1,703,648	3,598,531
ART - E/W - Silver - Rapid*	-	-	-	-	-	-	-	152,678	152,678
Disaster Relief	-	-	-	-	-	-	-	-	-
Special Events	109,378	101,573	75,250	89,501	85,593	85,593	85,593	89,501	435,781
Promotional	-	-	-	-	-	-	-	-	-
Subtotal	23,647,129	26,041,255	28,634,021	29,428,270	29,881,864	30,694,176	32,563,476	33,579,930	156,147,716
Van									
Directly Provided	424,159	428,756	453,896	465,085	448,384	452,868	457,397	461,971	2,285,705
Purchased	474,765	592,091	567,807	591,926	619,197	625,389	631,643	637,959	3,106,114
Will Call Taxi	6,273	6,626	6,269	6,226	6,226	6,226	6,226	6,226	31,130
Taxi Subsidy	16,843	20,226	16,831	13,579	13,579	13,579	13,579	13,579	67,895
Taxi ADA	29,668	3,588	2,082	2,423	2,423	2,423	2,423	2,423	12,115
Subtotal	951,708	1,051,287	1,046,885	1,079,239	1,089,809	1,100,485	1,111,268	1,122,158	5,502,959
VIA Link - MTA	264,658	452,734	450,034	557,894	673,212	177,093	182,760	187,618	1,778,577
VIA Link - ATD	-	-	-	-	-	660,326	722,589	762,600	2,145,515
Innovation Zones - MTA	-	-	-	56,075	57,953	-	-	-	114,028
Innovation Zones - ATD	-	-	-	-	-	59,935	62,028	64,014	185,977
Unplanned - MTA	-	-	-	-	-	-	-	-	-
Unplanned - ATD	-	-	-	-	-	-	-	-	-
Total	24,863,495	27,545,276	30,130,940	31,121,478	31,702,838	32,692,015	34,642,121	35,716,320	165,874,772

* Beginning in FY 2024 Forecast, figures are based on Automatic Passenger Counters (APC).

**VIA Metropolitan Transit
Bond Issuances and Debt Service
(\$ Millions)**

OUTSTANDING BONDS

Description	Issuing Entity	Bond Term (Years)	Projected Bonds Payable		Use of Funds
			as of 9/30/24	(\$M)	
Projected Bonds Outstanding as of 9/30/24					
2013 Farebox Revenue Bonds	MTA	25	\$	2.91	Passenger facilities and misc. other items
2014 ATD Sales Tax Bonds	ATD	25		3.78	Passenger facilities and misc. other items
2017 Contractual Obligation Bonds	MTA	12		45.04	Revenue vehicles: buses
2020 Contractual Obligation Bonds	MTA	5		2.24	Revenue vehicles: vans
2020 Farebox Revenue Refunding Bonds	MTA	18		27.12	Refunding bonds
2020 ATD Sales Tax Refunding Bonds	ATD	18		22.23	Refunding bonds
2024 ATD Sales Tax Refunding Bonds	ATD	30		143.43	
Total			\$	246.76	

Additional Bonds Projected to be Issued in FY25-29

Description	Issuing Entity	Par Amount (\$M)
2025 Contractual Obligation Bonds - Buses	MTA	\$ 17.50
2027 Contractual Obligation Bonds - Buses	MTA	22.83
2027 Contractual Obligation Bonds - Vans	MTA	14.21
2028 Contractual Obligation Bonds - Buses	MTA	80.70
2028 Contractual Obligation Bonds - Vans	MTA	14.70
2029 Contractual Obligation Bonds - Buses	MTA	54.00
2029 Contractual Obligation Bonds - Vans	MTA	\$ 15.22

DEBT SERVICE

Description	2024	2025	2026	2027	2028	2029
2013 Farebox Revenue Bonds	\$ 1.55	1.55	1.55	-	-	\$ -
2014 ATD Sales Tax Bonds	1.39	1.39	1.39	1.39	-	-
2017 Contractual Obligation Bonds - Buses	8.17	10.34	10.42	10.42	10.42	10.42
2020 Contractual Obligation Bonds - Vans	2.27	2.27	-	-	-	-
2020 Farebox Revenue Refunding Bonds	1.01	1.01	1.01	2.56	2.56	2.56
2020 ATD Sales Tax Refunding Bonds	0.83	0.83	0.83	0.83	2.21	2.21
2024 ATD Sales Tax Revenue Bonds	-	6.25	6.75	6.75	9.39	9.39
2027 Contractual Obligation Bonds - Buses	-	-	-	-	3.82	3.82
2027 Contractual Obligation Bonds - Vans	-	-	-	-	1.00	1.00
2028 Contractual Obligation Bonds - Buses	-	-	-	-	-	8.40
2028 Contractual Obligation Bonds - Vans	-	-	-	-	-	1.03
2029 Contractual Obligation Bonds - Buses	-	-	-	-	-	-
2029 Contractual Obligation Bonds - Vans	-	-	-	-	-	-
Rounding to Tie to Schedule 7	-	-	0.01	-	0.01	0.01
Total	\$ 15.22	23.64	21.96	21.95	29.41	\$ 38.84

Note: On new bonds, assumed first payment is made in year following debt issuance.



ADVANCED TRANSPORTATION
D I S T R I C T

Advanced Transportation District Five-Year Financial Plan (2025-2029)

**Advanced Transportation District
Five-Year Financial Plan Schedules**

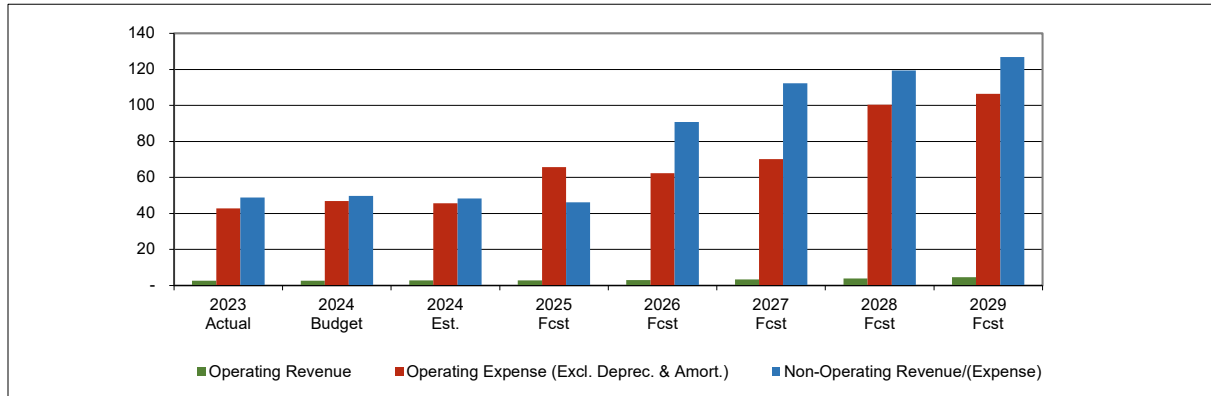
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**Advanced Transportation District
Condensed Statement of Revenues and Expenses
(\$ Millions)**

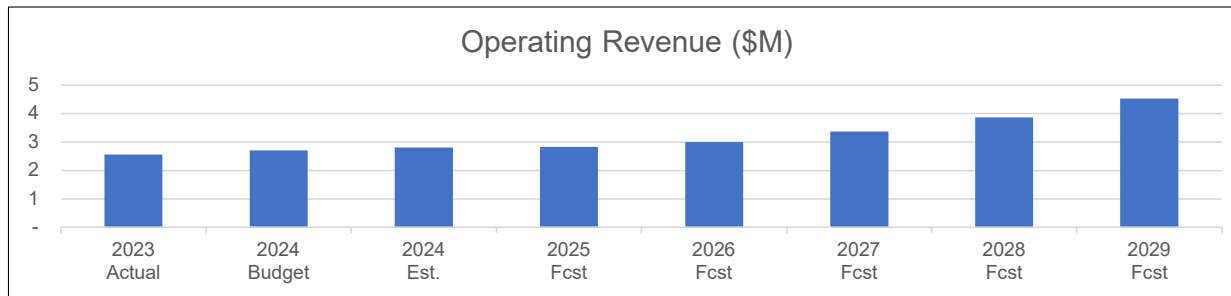
	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total
				2025	2026	2027	2028	2029	
<u>Operating Revenues</u>									
Total Operating Revenues	\$ 2.56	2.70	2.81	2.83	3.00	3.37	3.86	4.52	\$ 17.58
<u>Operating Expenses</u>									
Total Operating Expenses	42.84	46.98	45.65	65.76	62.36	70.15	100.36	106.44	405.07
<u>Non-Operating Revenue/(Expense)</u>									
Sales Tax	47.63	49.94	48.82	50.64	92.79	112.48	118.94	125.84	500.69
Investment Income	1.77	1.00	2.36	2.00	4.83	6.67	7.48	7.91	28.89
Debt - Interest Exp., Issuance Costs and Fees	(0.58)	(1.23)	(2.78)	(6.54)	(6.81)	(6.80)	(7.01)	(6.85)	(34.01)
Other	-	-	-	-	0.01	0.01	0.01	0.01	0.04
Total Non-Operating Revenue/(Expense)	48.82	49.71	48.40	46.10	90.82	112.36	119.42	126.91	495.61
NI before Depreciation, Amortization, and Capital Contributions									
	\$ 8.54	5.43	5.56	(16.83)	31.46	45.58	22.92	24.99	\$ 108.12

Note: Operating expenses shown are before depreciation and amortization.



Advanced Transportation District Operating Revenue (\$ Millions)

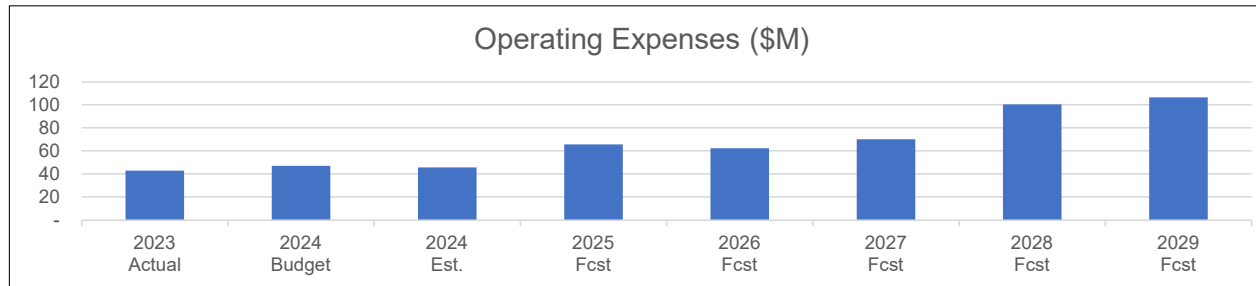
	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Line - ATD	\$ 2.56	2.70	2.81	2.83	3.00	3.26	3.48	3.60	\$ 16.17
ART N/S - Rapid	-		-	-	-	-	0.26	0.79	1.05
ART E/W - Rapid	-		-	-	-	-	-	-	-
Subtotal Bus Revenue	2.56	2.70	2.81	2.83	3.00	3.26	3.74	4.39	17.22
VIA Link - ATD	-	-	-	-	-	0.10	0.11	0.12	0.33
Innovation Zones - ATD			-	-	-	0.01	0.01	0.01	0.03
Unplanned - ATD			-	-	-	-	-	-	-
Total Operating Revenues	\$ 2.56	2.70	2.81	2.83	3.00	3.37	3.86	4.52	17.58



**Advanced Transportation District
Operating Expenses
(\$ Millions)**

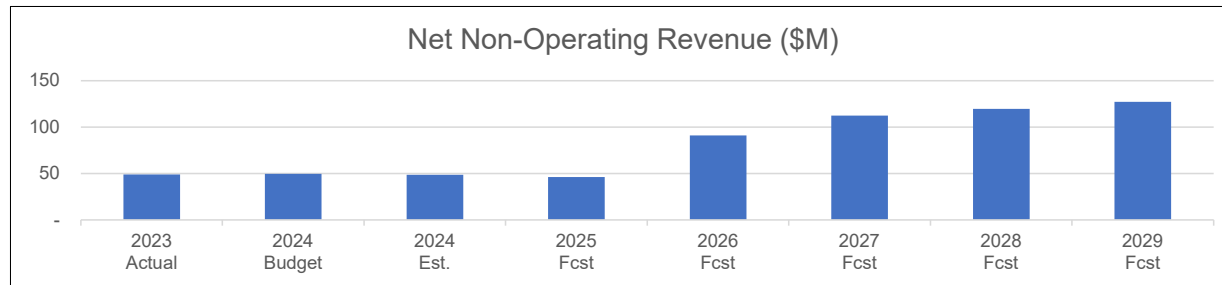
	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total
				2025	2026	2027	2028	2029	
Line - ATD	\$ 42.33	42.74	42.22	55.65	58.20	62.32	66.91	70.80	\$ 313.88
ART N/S - Rapid	-	-	-	-	-	2.00	12.18	12.54	26.72
ART E/W - Rapid	-	-	-	-	-	-	-	1.16	1.16
Subtotal Bus Expenses	42.33	42.74	42.22	55.65	58.20	64.32	79.09	84.50	341.76
VIA Link - ATD Innovation Zones	-	-	-	-	-	0.70	0.74	0.79	2.23
VIA Link - ATD Unplanned	-	-	-	-	-	0.84	6.06	6.24	13.14
2nd O&M Facility	-	-	-	-	-	-	10.06	10.36	20.42
Vanpool	0.51	0.99	0.65	1.13	1.16	1.20	1.23	1.27	5.99
Business Development/Real Estate - ATD	-	3.25	2.78	8.98	3.00	3.09	3.18	3.28	21.53
Other	-	-	-	-	-	-	-	-	-
Total Operating Expenses	\$ 42.84	46.98	45.65	65.76	62.36	70.15	100.36	106.44	\$ 405.07

Note: Operating expenses shown are before depreciation and amortization.



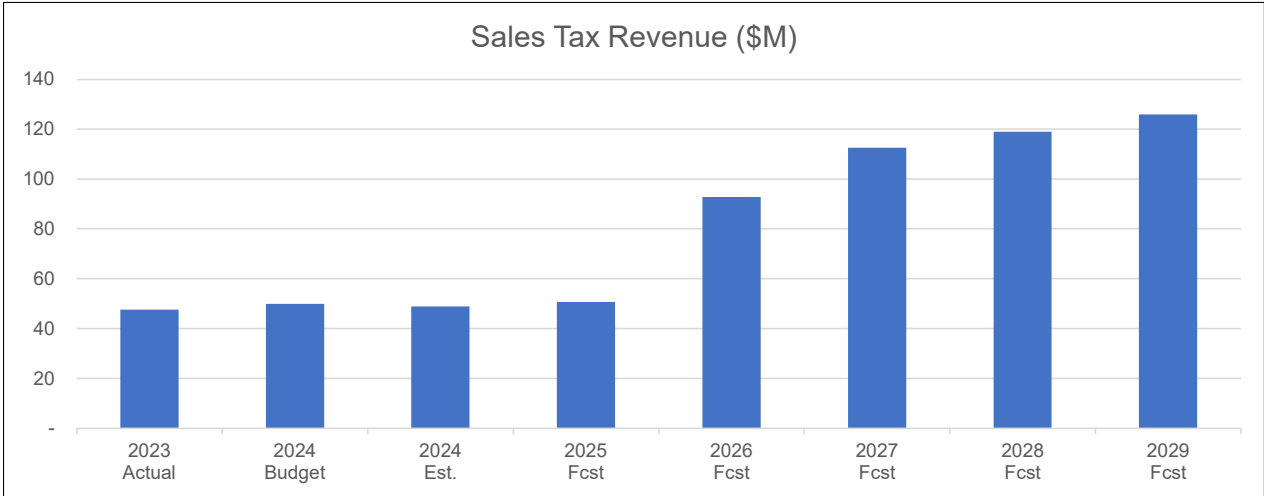
**Advanced Transportation District
Non-Operating Revenue/(Expense)
(\$ Millions)**

	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Sales Tax - ATD I - VIA's Share	\$ 47.63	49.94	48.82	50.64	53.27	56.24	59.47	62.92	\$ 282.54
Sales Tax - ATD I CoSA & Bexar County - In	47.63	49.94	48.82	50.64	53.27	56.24	59.47	62.92	282.54
Sales Tax - ATD I CoSA & Bexar County - Out	(47.63)	(49.94)	(48.82)	(50.64)	(53.27)	(56.24)	(59.47)	(62.92)	(282.54)
Sales Tax - ATD II	-	-	-	-	39.52	56.24	59.47	62.92	218.15
Investment Income - ATD	1.77	1.00	2.36	2.00	4.83	6.67	7.48	7.91	28.89
Bond Interest Expense - ATD	(0.58)	(0.53)	(1.54)	(6.54)	(6.81)	(6.80)	(7.01)	(6.85)	(34.01)
Debt - Cost of Issuance	-	(0.70)	(1.24)	-	-	-	-	-	-
Other	-	-	-	-	0.01	0.01	0.01	0.01	0.04
\$	48.82	49.71	48.40	46.10	90.82	112.36	119.42	126.91	\$ 495.61



**Advanced Transportation District
Sales Tax Revenue
(\$ Millions)**

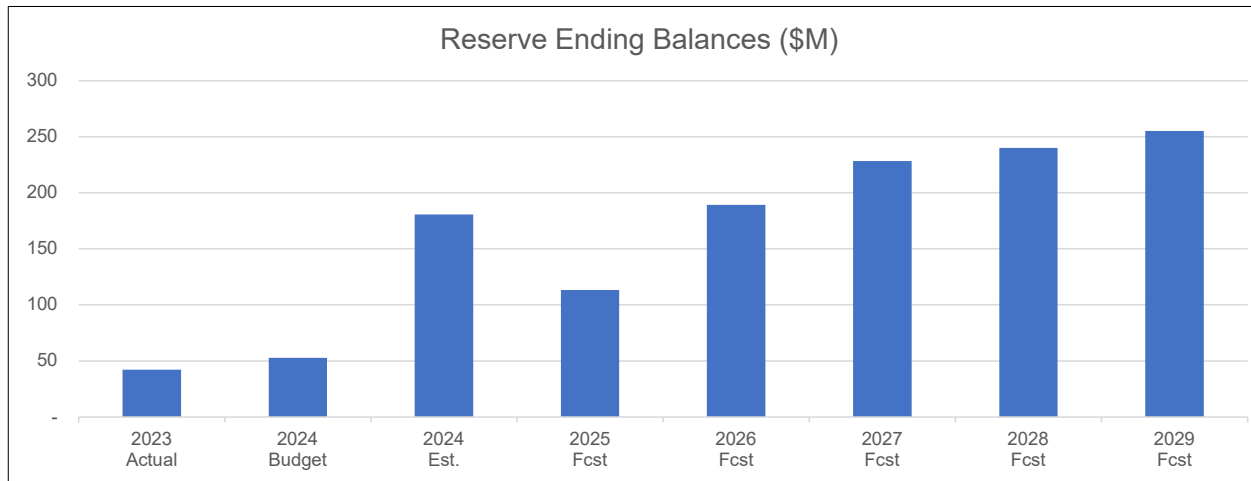
	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Sales Tax I - ATD	\$ 95.26	99.88	97.64	101.28	106.54	112.48	118.94	125.84	\$ 565.08
Sales Tax I to CoSA & Bexar County	(47.63)	(49.94)	(48.82)	(50.64)	(53.27)	(56.24)	(59.47)	(62.92)	(282.54)
Sales Tax II - ATD	-	-	-	-	39.52	56.24	59.47	62.92	218.15
Sales Tax - ATD-VIA	\$ 47.63	49.94	48.82	50.64	92.79	112.48	118.94	125.84	\$ 500.69
% Growth	-1.2%	4.8%	2.5%	3.7%	83.2%	21.2%	5.7%	5.8%	



Note: ATD II sales tax growth % shown above in FY 2027 is higher than 4% due to ATD II sales tax beginning in January 2026 (taxes shown for FY 2026 are for a partial year).

**Advanced Transportation District
Reserve Balances
(\$ Millions)**

	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total FY25- FY29 Change
				2025	2026	2027	2028	2029	
Reserve Ending Balances									
Bond Construction Fund	\$ -	-	128.17	52.42	-	-	-	-	\$ (128.17)
Bond Debt Service Fund	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	-
Stabilization Fund	7.72	7.72	7.72	7.50	10.81	10.25	12.06	17.09	9.37
Working Capital	7.72	7.72	7.72	7.50	10.81	10.25	12.06	17.09	9.37
Unrestricted Cash Reserve	26.27	37.00	36.46	45.46	167.03	207.29	215.40	220.43	183.97
Other	-	-	-	-	-	-	-	-	-
Total	42.08	52.81	180.44	113.25	189.02	228.16	239.89	254.98	74.54
Change in Reserves	\$ 6.71	9.64	138.36	(67.19)	75.77	39.14	11.73	15.09	\$ 74.54



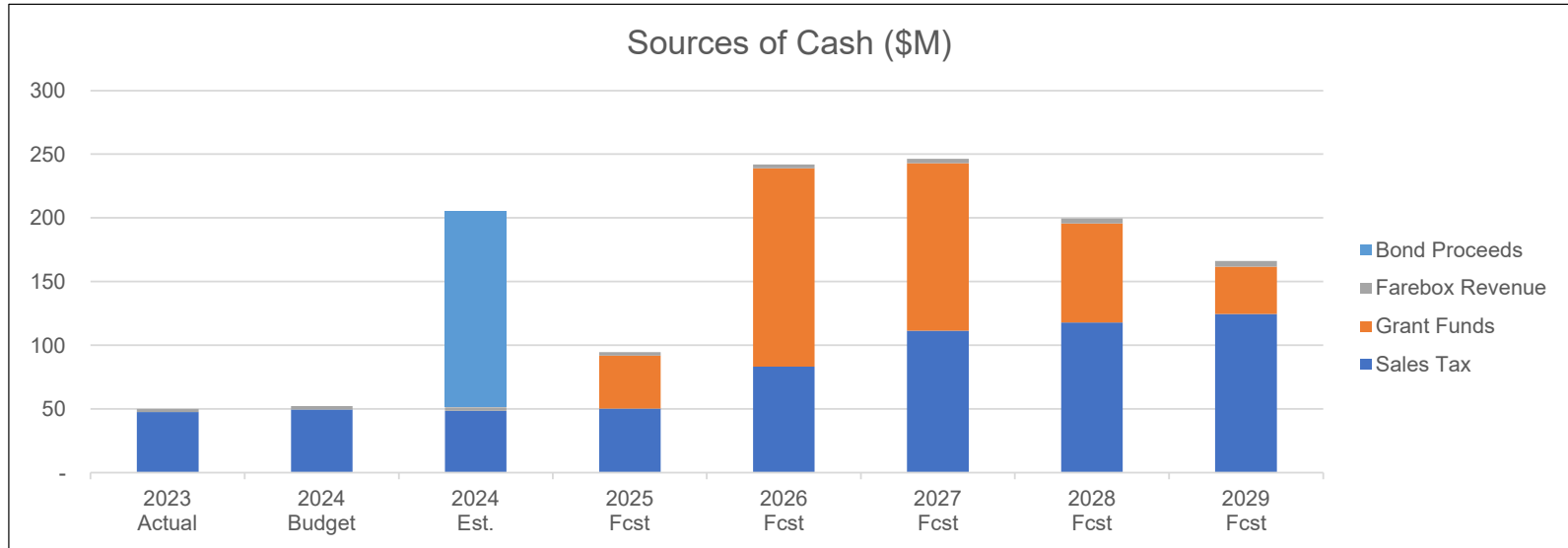
**Advanced Transportation District
Statement of Cash Flows
(\$ Millions)**

	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total
				2025	2026	2027	2028	2029	
Cash Flows from Operating Activities									
Farebox Revenue	\$ 2.55	2.71	2.81	2.84	3.00	3.38	3.87	4.52	\$ 17.61
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Operating Expenses	(42.96)	(49.37)	(47.91)	(62.58)	(62.36)	(73.36)	(103.99)	(110.38)	(412.67)
Net Cash Used in Operating Activities	(40.41)	(46.66)	(45.10)	(59.74)	(59.36)	(69.98)	(100.12)	(105.86)	(395.06)
Cash Flows from Non-Capital Financing Activities									
Sales Taxes: MTA	-	-	-	-	-	-	-	-	-
Sales Taxes: ATD I	95.12	99.06	97.09	100.42	105.58	111.42	117.82	124.65	559.89
Sales Tax Pymnts to CoSA, TxDOT, Bxr Co.	(47.56)	(49.53)	(48.55)	(50.21)	(52.79)	(55.71)	(58.91)	(62.33)	(279.95)
Sales Taxes: ATD II	-	-	-	-	30.33	55.71	58.91	62.33	207.28
Grant Revenue	-	-	-	8.13	-	-	-	-	8.13
Bexar County Funding	-	-	-	-	1.50	-	-	-	1.50
CoSA Funding	-	-	-	-	-	-	-	-	-
Interfund Cash Transfer	-	3.68	-	-	-	-	-	-	-
Contributions: MyLink Program	-	-	-	-	-	-	-	-	-
Net Cash Provided by Non-Capital Financing Activities	47.56	53.21	48.54	58.34	84.62	111.42	117.82	124.65	496.85
Cash Flows from Capital and Related Fin. Activities									
Capital Grant Funds	-	-	-	33.45	155.80	131.58	77.80	37.00	435.63
Purchase of Capital Assets	-	-	-	-	-	-	-	-	-
Bexar County Funding	-	-	-	-	100.50	-	-	-	100.50
Interfund Cash Transfer - Inflows	-	-	-	-	-	-	-	-	-
Interfund Cash Transfer - Outflows	-	-	(17.66)	(102.77)	(201.65)	(131.58)	(79.64)	(37.00)	(552.64)
Sales of PP&E	-	-	-	-	-	-	-	-	-
Bond Refunds	-	-	-	-	-	-	-	-	-
CoSA Funding	-	5.00	-	10.00	-	-	-	-	10.00
Costs of Debt Issuance	-	-	(1.24)	-	-	-	-	-	-
Debt-Related Transaction Fee	-	(0.70)	-	-	-	-	-	-	-
Debt Service	(2.21)	(2.21)	(2.21)	(8.46)	(8.97)	(8.96)	(11.60)	(11.60)	(49.59)
Lease Payments	-	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	153.66	-	-	-	-	-	-
Other	-	-	0.01	(0.01)	-	(0.01)	(0.01)	(0.01)	(0.04)
Net Cash Used in Capital and Related Fin. Activities	(2.21)	2.09	132.56	(67.79)	45.68	(8.97)	(13.45)	(11.61)	(56.14)
Cash Flows from Investing Activities									
Sale of Investment Securities (*)	49.72	-	-	-	-	-	-	-	-
Purchase of Investment Securities (*)	(56.41)	-	-	-	-	-	-	-	-
Investment Income	1.63	1.00	2.36	2.00	4.83	6.67	7.48	7.91	28.89
Net Cash Provided by Investing Activities	(5.06)	1.00	2.36	2.00	4.83	6.67	7.48	7.91	28.89
Total Change in Cash	(0.12)	9.64	138.36	(67.19)	75.77	39.14	11.73	15.09	74.54
Total Change in Cash, Cash Equivalents, and Investments									
Change in Cash	(0.12)	9.64	138.36	(67.19)	75.77	39.14	11.73	15.09	74.54
Incr./(Decr.) in U.S. Agency Secs Excl. FMV Change	6.69	-	-	-	-	-	-	-	-
Incr./(Decr.) in FMV of Investments	0.14	-	-	-	-	-	-	-	-
Total Change (= Net Change in Reserves)	6.71	9.64	138.36	(67.19)	75.77	39.14	11.73	15.09	74.54
Beginning Reserves	35.37	43.12	42.08	180.44	113.25	189.02	228.16	239.89	
Ending Reserve	42.08	52.76	180.44	113.25	189.02	228.16	239.89	254.98	
Change in Reserves	6.71	9.64	138.36	(67.19)	75.77	39.14	11.73	15.09	
Total Sources and Uses of Funds									
Total Sources of Funds	51.74	61.92	207.37	106.63	348.75	253.05	206.97	174.08	1,089.48
Total Uses of Funds	(45.17)	(52.28)	(69.01)	(173.82)	(272.98)	(213.91)	(195.24)	(158.99)	(1,014.94)
Incr./(Decr.) in FMV of Investments	0.14	-	-	-	-	-	-	-	-
Total Net Change in Reserves	\$ 6.71	9.64	138.36	(67.19)	75.77	39.14	11.73	15.09	\$ 74.54

(*) For budget and estimated/forecasted figures, assumed that purchases and sales will net to zero.

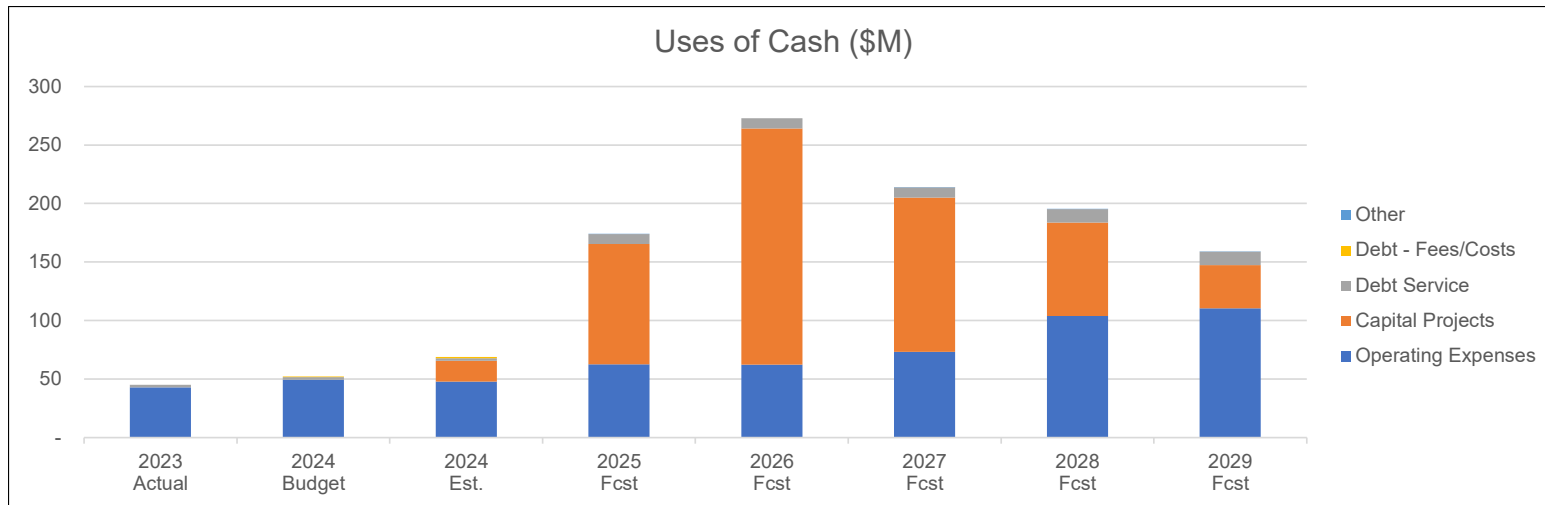
Advanced Transportation District Sources of Cash (\$ Millions)

Sources of Cash	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Sales Tax	\$ 47.56	49.53	48.54	50.21	83.12	111.42	117.82	124.65	\$ 487.22
Grant Funds	-	-	-	41.58	155.80	131.58	77.80	37.00	443.76
Farebox Revenue	2.55	2.71	2.81	2.84	3.00	3.38	3.87	4.52	17.61
Bond Proceeds	-	-	153.66	-	-	-	-	-	-
Funding Contributions	-	5.00	-	10.00	102.00	-	-	-	112.00
Other	1.63	4.68	2.36	2.00	4.83	6.67	7.48	7.91	28.89
Total	\$ 51.74	61.92	207.37	106.63	348.75	253.05	206.97	174.08	\$ 1,089.48



**Advanced Transportation District
Uses of Cash, and Net Reserves Change
(\$ Million)**

Uses of Cash	Actual	Budget	Estimated	Forecast					Total
	2023	2024	2024	2025	2026	2027	2028	2029	
Operating Expenses	\$ 42.96	49.37	47.91	62.58	62.36	73.36	103.99	110.38	\$ 412.67
Capital Projects	-	-	17.66	102.77	201.65	131.58	79.64	37.00	552.64
Debt Service	2.21	2.21	2.21	8.46	8.97	8.96	11.60	11.60	49.59
Debt - Fees/Costs	-	0.70	1.24	-	-	-	-	-	-
Other	-	-	(0.01)	0.01	-	0.01	0.01	0.01	0.04
Total	45.17	52.28	69.01	173.82	272.98	213.91	195.24	158.99	1,014.94
Net Reserves Change									
Total Sources of Funds	51.74	61.92	207.37	106.63	348.75	253.05	206.97	174.08	1,089.48
Total Uses of Funds	(45.17)	(52.28)	(69.01)	(173.82)	(272.98)	(213.91)	(195.24)	(158.99)	(1,014.94)
Incr./.(Decr.) in FMV of Invest.	0.14	-	-	-	-	-	-	-	-
Total (Reserves Change)	6.71	9.64	138.36	(67.19)	75.77	39.14	11.73	15.09	74.54
Total Uses & Reserves Change	\$ 51.88	61.92	207.37	106.63	348.75	253.05	206.97	174.08	\$ 1,089.48



**Advanced Transportation District
Service Hours and Passengers**

	Actual 2023	Budget 2024	Estimated 2024	Forecast					Total
				2025	2026	2027	2028	2029	
Hours									
Bus									
Line - ATD	294,244	302,221	303,874	317,336	338,267	356,116	376,237	389,970	1,777,926
ART - N/S - Green Line - Rapid	-	-	-	-	-	9,542	57,076	57,558	124,176
ART - N/S - Silver Line - Rapid	-	-	-	-	-	-	-	5,328	5,328
Subtotal	294,244	302,221	303,874	317,336	338,267	365,658	433,313	452,856	1,907,431
VIA Link									
VIA Link - ATD	-	-	-	-	-	218,992	240,143	253,862	712,997
Innovation Zones - ATD	-	-	-	-	-	16,712	17,177	17,618	51,507
Unplanned - ATD	-	-	-	-	-	20,000	140,000	140,000	300,000
Subtotal	-	-	-	-	-	255,704	397,320	411,480	1,064,504
Total	294,244	302,221	303,874	317,336	338,267	621,362	830,633	864,336	2,971,935
Passengers									
Bus									
Line - ATD*	5,497,455	5,680,033	6,649,329	7,197,229	7,541,623	7,768,050	8,069,264	8,303,197	38,879,363
ART - N/S - Green Line - Rapid*	-	-	-	-	-	258,007	1,636,876	1,703,648	3,598,531
ART - N/S - Silver Line - Rapid*	-	-	-	-	-	-	-	152,678	152,678
Subtotal	5,497,455	5,680,033	6,649,329	7,197,229	7,541,623	8,026,057	9,706,140	10,159,523	42,630,572
VIA Link									
VIA Link - ATD	-	-	-	-	-	660,326	722,589	762,600	2,145,515
Innovation Zones - ATD	-	-	-	-	-	59,935	62,028	64,014	185,977
Unplanned - ATD	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	720,261	784,617	826,614	2,331,492
Total	5,497,455	5,680,033	6,649,329	7,197,229	7,541,623	8,746,318	10,490,757	10,986,137	44,962,064

* Beginning in FY 2024 Forecast, figures are based on Automatic Passenger Counters (APC).



Five-Year Capital Plan



FIVE-YEAR CAPITAL PLAN (FISCAL YEARS 2025-2029)

OVERVIEW AND BACKGROUND INFORMATION

Information in this Overview section includes: Capital Plan Summary; Capital Planning Process; Capital Project Funding; Key Capital Projects; Grant Funding; and, Impact of Capital Expenditures on Operating Budget.

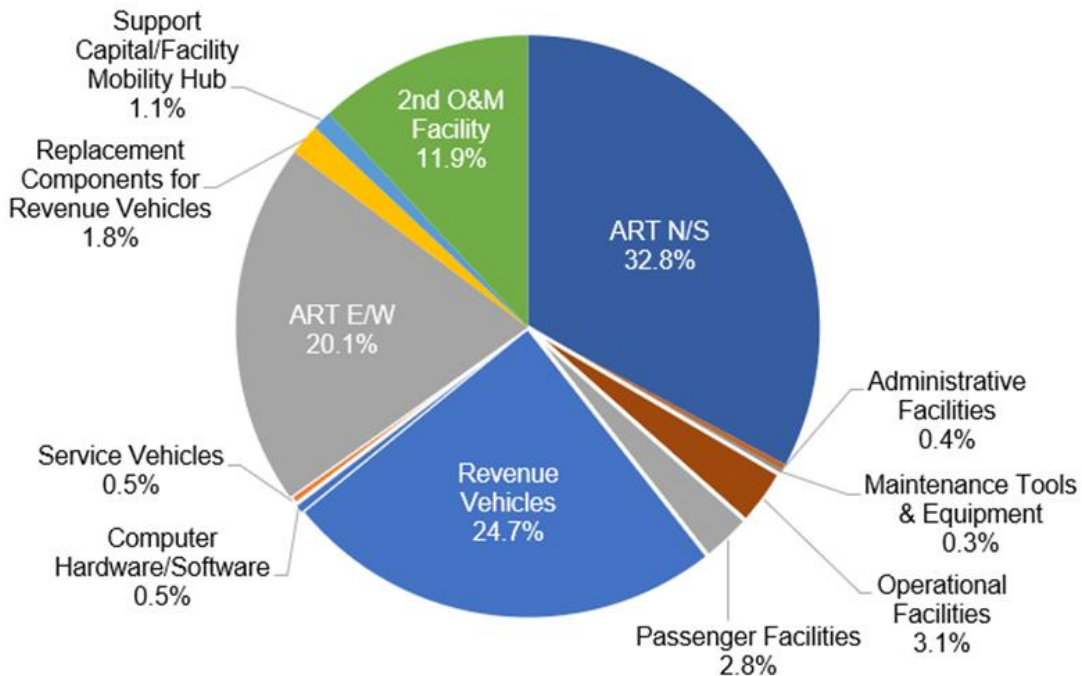
Capital Plan Summary

VIA'S capital spending for FY 2025-2029 is projected to be \$1,221.1M. VIA is pursuing a variety of important transportation projects that will benefit the community. Programmed spending by year is the following (in \$M):

<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>Total</u>
265.9	268.6	307.0	272.5	107.1	1,221.1

The projects accounting for the largest portion of spending are the Keep San Antonio Moving (KSAM) Advanced Rapid Transit (ART) North-South project (32.8%), the ART East-West project (20.1%), revenue vehicles (24.7%), a second operations and maintenance facility (11.9%), and operational facilities (3.1%). Together, these categories account for 92.6% of planned capital spending during FY 2025-2029. Passenger facility projects include a variety of transit and transfer centers, mobility hubs and other passenger amenities. Descriptions and details of key passenger facility projects were provided in the “Progress on Key Projects Underway” section at the beginning of this book. Remaining spending is made of various other categories shown below, each of which are 2.8% or less of total spending:

FY 2025-2029 Capital Spending Plan



The Five-Year Capital Plan is discussed in more detail in a separate section below, following discussion of the FY 2025 Capital Plan. In addition, included at the back of this document are the following documents: Five-Year Capital Spending Plan, Capital Spending Plan Comparison by Project Category, and Transportation Improvement Program, including spending and funding figures by year.

Capital Planning Process

VIA's development of the Five-Year Capital Plan (for FY 2025-2029) was driven by VIA's Vision 2040 plan. Vision 2040 reflects a 2016 update to the Long-Range Comprehensive Transportation Plan (LRCTP) that was adopted by VIA's Board in July 2011. The Five-Year Capital Plan addresses priorities for the next five years of the Vision 2040 plan.

Vision 2040 is a plan that outlines a network of high-capacity corridors, innovative services and technology, and increased frequency of bus service. This plan is a living document and will be updated every five years, complementary to the Metropolitan Planning Organization's Long-Range Plan updates.

The Keep San Antonio Moving (KSAM) plan is an element of the long-range plan that is designed to improve the transit system by expanding trip options, investing in capital projects, exploring new technology, and putting resources where they are needed. VIA received voter approval on November 3, 2020, to permanently reallocate a 1/8-cent sales tax to the Advanced Transportation District, for transit purposes. The tax will be used to fund the KSAM plan.

Developing an updated capital plan for VIA was accomplished through a process that began in March 2024 with a request for Division vice-presidents to submit a list of their capital spending needs. Projects were then reviewed by executive/senior management to develop the final list. VIA used FTA's Transit Asset Management (TAM) capital prioritization ranking tool to objectively evaluate and prioritize projects submitted for approval. Projects were scored based on five key attributes: safety, compliance, operational impact, enhancement, and cost savings.

Any ongoing operating costs associated with the projects are also taken into consideration and included in operating expense projections as appropriate. Fiscal Management compiled the capital projects list, reviewed projects to make sure that submitted projects met VIA's capitalization policy and updated the agency's financing plan.

VIA staff has kept the Board of Trustees updated on the progress on key capital projects such as KSAM, bus purchases and passenger facilities. The updated Five-Year Capital Plan was presented to the Board for review in August and September 2024 and was adopted in September 2024. The listing of projects included in the capital plan is used to update the Transportation Improvement Program (TIP). The TIP is a program of projects that is approved by the local Metropolitan Planning Organization (MPO). After approval by the MPO, the TIP is then submitted for inclusion in the State Transportation Improvement Program (STIP). When VIA files the annual federal grant application, the projects must be included in the STIP to receive federal funding. This process ensures that coordination with other governmental entities occurs and provides a mechanism for community review and input into the overall capital plan for the local area.

Capital Project Funding

VIA usually funds the capital projects with a combination of federal and local funds. In VIA's 2025-2029 Capital Plan, funding sources include grants, Texas Department of Transportation (TxDOT) funds, bond funds, TIFIA loans, and VIA capital. The federal grant funds that VIA uses for capital projects include FTA Section 5307 "Urbanized Area Formula Program" grant funds, FTA Section 5339 Bus and Bus Facilities apportionments, and various competitively awarded discretionary funds. For these grants, the FTA generally pays 80 percent of the total project cost and VIA matches the grant funds by paying 20 percent of the total project cost. The local match funds for any projected grant awards are included in VIA's budget, along with the federal grant funds.

In the 2025-2029 capital project funding plan, VIA has included two New Starts grants. The applications are for the ART North-South project and the ART East-West project. The projects were accepted into the project development (PD) phase in July 2021 and October 2022, respectively. Grant funding is addressed in more detail below under "Grant Funding".

Key Capital Projects

In the Five-Year Capital Plan, VIA has a robust slate of projects that includes acceleration of KSAM plan elements, the purchase of new revenue vehicles, and many other projects. Over FY 2025-2029, VIA's \$302.0M revenue vehicles spending total includes \$252.3M for 236 CNG buses, \$6.0M for 4 electric buses, and \$43.7M for 140 paratransit vans.

The objective of VIA's passenger facility capital projects is to build a better transit system to benefit the community. VIA's spending plan for this infrastructure includes the following key projects: KSAM, Randolph Park & Ride, Eastside Mobility Hub, Alamo Ranch Park & Ride, Centro Plaza.

Grant Funding

VIA obtains a significant amount of grant funding, primarily through the Federal Transit Administration (FTA). Each year, VIA receives an apportionment of Section 5307 grant funds from the FTA, which in FY 2024 was slightly over \$46M, after adjusting for the amount going to subrecipients. The current legislation under which transit funding is provided is the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act. The BIL was signed into law on November 15, 2021. The legislation reauthorizes surface transportation programs for FY 2022-2026.

VIA has utilized FTA Section 5307 grant program funds for various capital and operating expenditures. These are funds that are referred to as the FTA's "Urbanized Area Formula Program grant funds" and are driven by apportionment formulas that consider factors such as population, population density, revenue vehicle miles, passenger miles, and operating costs. Additionally, VIA receives grant fund apportionments under the Section 5339 Grants for Buses and Bus Facilities Program. Discretionary grant awards have also played an important role in funding various projects. In 2023 VIA was awarded \$8.1M through the Section 5309 Fixed Guideway Capital Investment Grants (CIG) and FAST Act Section 3005(B) Expedited Project Delivery Pilot Program for the Advanced Rapid Transit (ART) East/West Corridor Project for planning, design and NEPA activities.

Other grants awarded in recent years include a Community Project Funding grant of \$850K for the planning of the 2nd Operations and Maintenance Facility, \$780K under the Route Planning Restoration Program to support our network redesign efforts, a Transit Oriented Development grant of \$760K for the ART E/W Corridor, and a Texas Clean Fleet Program grant of \$4M for vehicle replacements.

Impact of Capital Expenditures on Operating Budget

Capital projects can have an impact on VIA's operating costs as they are completed, and these incremental operating costs need to be identified and quantified so that they can be properly budgeted. For instance, new transit centers typically require staffing for ticket windows, maintenance, and security, and have utility costs as well. VIA's five-year operating expense projections include operating expenses for any new facilities scheduled to open.

Facilities scheduled to open during the five-year planning horizon include the Randolph Park & Ride, and Eastside Mobility Hub. Each has some combination of waiting areas, shelters, landscaping, parking lots and/or lighting. The operating costs for these facilities should be somewhat minimal and should be easily covered with a combination of general inflationary increases in the budget projections, along with efforts to reduce/control costs.

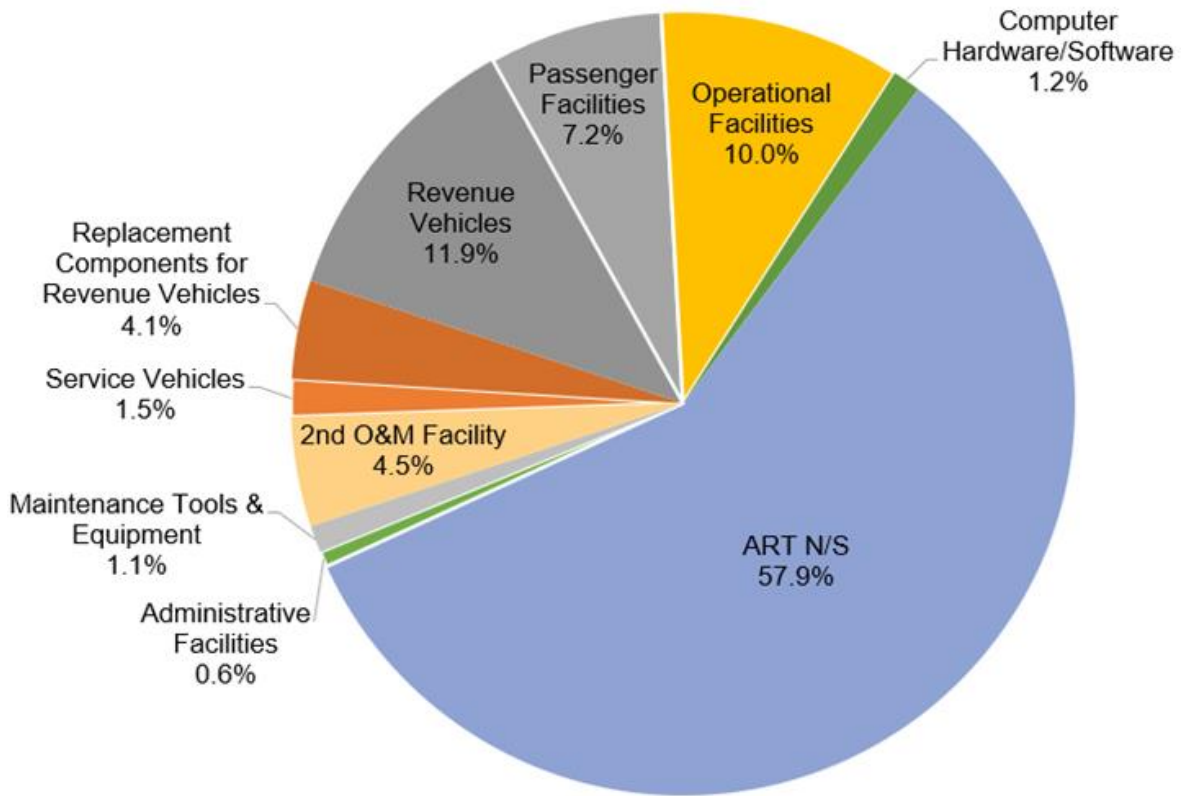
For the ART North-South and East-West projects and 2nd O&M facility that are in the five-year capital plan. Operating expenses for ART North-South begin in FY 2027, for the 2nd O&M facility operating expenses begin in FY 2028, and for ART East-West operating expenses begin in FY 2029. VIA has utilized a team of consultants to develop detailed operating expense projections for these KSAM project elements. Long-term spending projections (through FY 2041) associated with the New Starts grant application were submitted to the Federal Transit Administration for review, and those projections are periodically updated.

VIA will continue to evaluate the capital plan each year to ensure that appropriate incremental operating expenses are included in expense projections.

FY 2025 CAPITAL SPENDING PLAN

Capital spending for FY 2025 is projected to be \$265.9M. A detailed Capital Spending Plan is included at the back of this document. Project categories accounting for the largest percentage of capital spending in FY 2025 are the following, as shown in the graph below: ART North/South (57.9%); Revenue Vehicles (11.9%); Operational Facilities (10.0%); and Passenger Facilities (7.2%). Together, these categories account for 87.0% of spending. Other spending makes up the remainder (13.0%).

FY 2025 Capital Spending Plan



Project Category	\$M	%
ART N/S	\$ 154.0	57.9%
Revenue Vehicles	31.6	11.9%
Operational Facilities	26.5	10.0%
Passenger Facilities	19.1	7.2%
2nd O&M Facility	12.0	4.5%
Replacement Components for Revenue Vehicles	10.8	4.1%
Service Vehicles	4.1	1.5%
Computer Hardware/Software	3.1	1.2%
Maintenance Tools & Equipment	3.0	1.1%
Administrative Facilities	1.7	0.6%
Total	\$ 265.9	100.0%

A detailed listing of the specific projects that comprise each of the above line items appears in the Capital Spending Plan at the back of this document. FY 2025 capital spending accounts for 19.5% of the Five-Year Capital Plan total.

Budgeted revenue vehicles spending in FY 2025 totals \$31.6M and includes spending of \$26.7M for 19 Primo buses and \$4.9M for 17 paratransit vans. A total of \$15.6M of these purchases is being covered by various grant funds, with bonds making up the remaining \$16.0M.

Of the \$19.1M budgeted for passenger facility projects in FY 2025, the projects with the largest spending totals are Randolph Park & Ride (\$9.3M), Eastside Mobility Hub (\$4.7M), and Centro Plaza (\$2.8M).

Of the \$3.1M budgeted for computer hardware/software projects in FY 2025, the projects with the largest spending totals are for paratransit scheduling software (\$0.8M), 10GB end switch network upgrade (\$0.8M), and a new customer contact center system (\$0.5M).

For the \$10.8M budgeted in the replacement components for revenue vehicles category in FY 2025, the largest projects are for farebox replacement (\$8.8M) and engines and transmissions (\$2.0M).

Of the \$26.5M of operational facility project spending in FY 2025, the projects with the largest spending totals are rehabilitation of existing facilities (\$12.5M), VIAtrans improvements and equipment (\$6.3M), and maintenance shop spot cooling system (\$2.7M). Remaining operational facility projects all have less than \$0.9M of spending in FY 2025.

Other significant capital projects are the ART North/South project (\$154.0M) and the 2nd operations and maintenance facility (\$12.0M).

Remaining spending programmed for FY 2025 includes: Administrative Facilities (\$1.7M), Service Vehicles (\$4.1M), and Maintenance Tools & Equipment (\$3.0M).

FIVE YEAR CAPITAL SPENDING PLAN

Capital spending for funded projects in the five-year period 2025-2029 is projected to be \$1,221.1M. Keep San Antonio Moving (KSAM) projects – the ART N/S project, 2nd O&M Facility, ART E/W, and Mobility Hubs Capital – account for 65.9% of total spending. Revenue Vehicles and Revenue Vehicle Replacement Components together account for 26.5% of spending. All other categories account for the remaining 7.6% of spending.

Five-Year Capital Plan total spending consists of the following:

Project Category	\$M	%
ART N/S	\$ 400.4	32.8%
Revenue Vehicles	302.0	24.7%
ART E/W	245.6	20.1%
2nd O&M Facility	145.7	11.9%
Operational Facilities	38.4	3.1%
Passenger Facilities	34.5	2.8%
Replacement Components for Revenue Vehicles	21.4	1.8%
Support Capital/Facility Mobility Hub	13.0	1.1%
Computer Hardware/Software	6.3	0.5%
Service Vehicles	6.2	0.5%
Administrative Facilities	4.0	0.3%
Maintenance Tools & Equipment	3.6	0.3%
Total	\$ 1,221.1	100.0%

Spending Plan Detail

The KSAM projects dominate spending, as they will be a significant focus for VIA in coming years. VIA has obtained funding for the ART North/South project including issuing Advanced Transportation District (ATD) sales tax revenue bonds. In the five-year horizon, ART North/South accounts for \$400.4M (32.8%) of spending, ART East/West accounts for \$245.6M (20.1%), the 2nd O&M Facility accounts for \$145.7M (11.9%), and Mobility Hubs Capital for \$13.0M (1.1%).

The next largest spending category is Revenue Vehicles, which accounts for \$302.0M (24.7%) of total spending. This spending is for 220 CNG buses, 4 electric buses, 30 buses for the new ART routes, and 140 paratransit vans. Revenue Vehicle Replacement Components account for \$21.4M (1.8%) of spending, which is higher than normal due to farebox replacement.

The Passenger Facilities category accounts for \$34.5M (2.9%) of spending. Projects in that category include: Randolph Park & Ride (\$10.5M); Eastside Mobility Hub (\$9.2M); bus stop improvements (\$4.9M); Alamo Ranch Park & Ride (\$4.0M); Centro Plaza (\$3.5M) and restroom upgrades (\$2.4M).

Spending on Replacement Components for Revenue Vehicles is \$21.4M (1.8%) of the 5-year budget. Spending consists of engines and transmissions (\$12.6M) and farebox replacement (\$8.8M).

The Computer Hardware and Software category accounts for \$6.3M (.5%) of total capital spending. Projects with the largest spending amounts are a new paratransit scheduling software system (\$1.3M); data center server and storage refresh (\$1.2M); 10GB end switch upgrade (\$1.1M); and customer contact center system (\$1.0M). The remaining spending is accounted for by various projects less than or equal to \$0.4M each.

The remaining capital spending categories each account for less than or equal to 0.5% of capital spending.

Spending Plan Changes

The change in spending plans can be highlighted by comparing last year’s Five-Year Capital Plan (2024-2028), approved in September 2023, to the common period in the September 2024 Five-Year Capital Plan (2025-2029), adjusted to include 2024 forecasted spending and exclude 2029 spending:

	<u>Spending Plan</u>		<u>Variance</u>	<u>Variance Comments</u>
	<u>2023</u>	<u>2024</u>		
Total FY 2024 - FY 2028				
Revenue Vehicles	\$ 201,720,000	197,205,056	\$ (4,514,944)	Mainly changes to the spending plan
Service Vehicles	8,494,274	9,238,750	744,476	Higher prices and modified spending plan
Passenger Facilities	44,552,560	37,955,010	(6,597,549)	Reductions to Randolph P&R, Alamo Ranch P&R, and Centro Plaza
Operational Facilities	20,869,636	40,251,561	19,381,925	Add existing facility rehab, bus washer upgrade, and VIAtrans improvements offset by decreases in waste water treatment and bus yard improvements
Administrative Facilities	3,055,942	4,147,542	1,091,600	Increase spend on backup generators
Maintenance Tools & Equipment	2,780,551	3,826,179	1,045,628	Added safe fleet to FY 2025
Replace Components for Revenue Vehicles	39,036,850	26,170,728	(12,866,122)	Decrease on engines/transmissions replacement
Computer Hardware/Software	12,534,546	7,522,190	(5,012,356)	Decrease spend on security, cloud migration and mobility platform, offset by increase in paratransit scheduling software and customer contact system
Miscellaneous (Facilities, Equipment, Other)	-	19,000	19,000	Lactation pod
KSAM	789,140,774	841,066,886	51,926,112	Mainly timing and higher budgeted cost as a result of FTA risk assessment
Total	\$ 1,122,185,133	1,167,402,903	\$ 45,217,770	

As shown in the above summary, there is a \$45.2M overall increase in capital spending.

Projected KSAM spending is up \$51.9M, due to timing and higher budgeted cost as a result of the FTA risk assessment. The next largest increase is in the Operational Facilities category, which is up \$19.4M due to spending on the bus washer upgrade and existing facility rehab projects.

The above summary shows five-year totals. A Capital Project Comparison by Project Category and year is available at the back of this document.

Transportation Improvement Program

The Transportation Improvement Program (TIP) summary at the end of this document summarizes the capital spending plan and includes grant funds used for operations. Related capital project funding sources are also shown at the bottom of the document.

The TIP is a plan that must be approved by the Metropolitan Planning Organization (MPO), and then incorporated into the State Transportation Improvement Program (STIP). The MPO uses a four-year TIP period, although VIA submits five-year projections to the MPO, to match VIA’s five-year financial planning horizon. VIA’s capital spending plan forms the basis of the TIP.

Under the “Other Programs” heading of the Transportation Improvement Program schedule, three of the line items shown are considered “capitalized expenses” – Preventative Maintenance, Capital Cost of Contracting, and Paratransit Expenses. The FTA allows transit agencies to use capital funds for certain operating costs and refers to this practice as capitalization of expenses. The expenses are not capitalized, but the federal legislation uses this title to distinguish these costs from the cost of capital acquisitions. The program of capitalization of expenses replaces earlier federal legislation which granted amounts for operating expense recovery.

Preventative Maintenance, which is VIA’s largest line item under the currently allowed capitalization of expense programs, is for facility and vehicle maintenance. These expenses can be partially funded with capital funds. A good maintenance program extends the useful life of assets, which expands the time between replacement grants and in the end saves tax money.

The Capital Cost of Contracting is another category of cost allowed under capitalization of expenses. These costs are related to the expense of contracting portions of transit service with the private sector. These costs include the cost of revenue vehicles used by the private provider VIA Metropolitan Transit

to run the service and are paid for by the transit agency as part of the hourly rate charged by the contractor.

The FTA also allows transit agencies to draw up to 10% of the total grant amount to help defray the unfunded mandate created by the ADA through the ADA Complementary Paratransit Service category.

Capitalization of expense categories discussed above use expenses paid by the agency as the local match and do not require additional set asides in the cash reserve accounts. In developing the five-year plan, the determination of how to allocate use of federal funds – for operating expenses or capital purchases – is driven by the organization’s spending projections in these areas and the availability of other funds.

The remaining line item in the “Other Programs” section of the TIP is Section 5310 (Elderly and Disabled) grant funds. This spending is partially funded by the FTA (50% federal, 50% local). Section 5310 funds are allocated to urbanized areas to provide services to the elderly and disabled. VIA serves as the Section 5310 grant funds designated recipient for the San Antonio area. Therefore, VIA conducts calls for projects and handles other administrative responsibilities for those funds. VIA can use Section 5310 funds to pay for those administrative costs. VIA has also included some Section 5310 funds in their five-year plan to help pay for VIA’s taxi programs.

A summary of funding sources for the capital plan is shown at the bottom of the TIP document. Funding for the \$1,221.1M of funded projects programmed in FY 2025-2029 comes from grant funds (\$510.3M), TxDOT grant funds (\$3.3M), bonds (\$297.8M), and cash/reserves (\$409.7M). For the grant funds amount shown, \$410.6M is to come from the FTA’s New Starts Capital Investments Grant (CIG) program.

As shown in the TIP funding sources detail, along with New Starts funds, VIA has programmed other grant funds to help fund the slate of capital projects for FY 2025-2029. Those grant funds include the FTA Section 5339 Bus and Bus Facilities grants, CMAQ funds (which includes FY 2023-2027 MPO Call for Projects funds), Texas Clean Fleet program funds, No-Low grant funds, and miscellaneous carryover grant funds. The carryover grant funds line shown captures various grant funds already awarded but not yet used.

**VIA Metropolitan Transit
Five-Year Capital Spending Plan (FY 2025 - FY 2029) & FY 2024 Forecast (\$)**

Category	Project No.	Five-Year Capital Spending Plan						Total 2025-2029
		Forecast 2024	2025	2026	2027	2028	2029	
<u>Revenue Vehicles</u>								
Regular Buses Ordered [14]	211102	\$ 9,534,056	-	-	-	-	-	\$ -
Paratransit Vans [17,41,41,41]	211101	-	4,845,000	-	12,517,000	12,955,000	13,409,000	43,726,000
60' Primo Bus [19]	NEW	-	26,729,000	-	-	-	-	26,729,000
Compressed Natural Gas (CNG) Bus [52,82,53]	NEW	-	-	-	47,348,000	77,278,000	51,696,000	176,322,000
Electric Bus [4]	NEW	-	-	-	5,999,000	-	-	5,999,000
Total Revenue Vehicles		9,534,056	31,574,000	-	65,864,000	90,233,000	65,105,000	252,776,000
<u>Service Vehicles</u>								
Non-Revenue Support Vehicles	181201	2,531,951	3,905,000	552,225	1,463,194	-	-	5,920,419
Non-Revenue Support Equipment	181202	544,380	220,000	22,000	-	-	-	242,000
Total Service Vehicles		3,076,331	4,125,000	574,225	1,463,194	-	-	6,162,419
<u>Passenger Facilities</u>								
Centro Plaza	161300	251,438	2,805,000	700,000	-	-	-	3,505,000
IH10 Park & Pool	161304	386,319	-	-	-	-	-	-
Alamo Ranch Park & Ride	161305	-	-	-	200,000	3,500,000	300,000	4,000,000
Bus Stop Improvements (BSI)	161310	188,869	1,070,000	1,070,000	920,000	920,000	920,000	4,900,000
Restroom Upgrades	231702	-	1,235,782	575,304	575,304	-	-	2,386,390
Randolph Park & Ride	161400	3,411,151	9,270,000	1,250,000	-	-	-	10,520,000
Eastside Mobility Hub	191301	405,844	4,720,000	3,300,000	1,200,000	-	-	9,220,000
Total Passenger Facilities		4,643,621	19,100,782	6,895,304	2,895,304	4,420,000	1,220,000	34,531,390
<u>Operational Facilities</u>								
Switch/Breaker/Transfer/Gear Evaluation & Update	171600	54,065	900,002	-	-	-	-	900,002
Paratransit Facility Gym Equipment	221602	12,000	9,000	-	-	-	-	9,000
Fuel/Fresh Oil/Waste Underground Storage Tanks (USTs)	161618	644,479	22,650	-	-	-	-	22,650
Replace VIA Metropolitan Center (VMC) Roof	191600	-	585,000	-	-	-	-	585,000
Waste Water Treatment Upgrade	191601	75,470	323,911	116,600	-	-	-	440,511
Replace VIA Metropolitan Center (VMC) Carpet	181604	100,000	400,000	-	-	-	-	400,000
Warehouse Material Handling Equipment	181607	145,000	589,000	200,000	-	-	-	789,000
VIAtrans Improvements & Equipment	231604	65,716	6,343,720	109,076	1,000,000	-	-	7,452,796
Bus Yard Improvements & Upgrades	241633	-	-	2,824,148	-	-	-	2,824,148
Maintenance Shop Spot Cooling	231606	333,750	2,680,000	-	-	-	-	2,680,000
Training Classroom	231603	-	390,031	-	-	-	-	390,031
Maintenance Building Elevator	241634	-	250,000	-	-	-	-	250,000
A/C Replacement	231605	118,942	45,000	-	-	-	-	45,000
Gas Detection Monitoring System	231600	50,000	699,000	-	-	-	-	699,000
Existing Facility Rehab	NEW	160,000	12,530,000	5,000,000	-	-	-	17,530,000
Bus Washer Upgrade	NEW	-	-	2,600,000	-	-	-	2,600,000
Pollution Prevention and Foundation Improvements	NEW	45,000	455,000	-	-	-	-	455,000
Service Station Roof	NEW	-	325,000	-	-	-	-	325,000
Kelly-Lackland (KEL-LAC) Lighting Upgrade	NEW	50,000	-	-	-	-	-	-
Total Operational Facilities		\$ 1,854,423	26,547,314	10,849,824	1,000,000	-	-	\$ 38,397,138

**VIA Metropolitan Transit
Five-Year Capital Spending Plan (FY 2025 - FY 2029) & FY 2024 Forecast (\$)**

Category	Project No.	Forecast 2024	Five-Year Capital Spending Plan					Total 2025-2029
			2025	2026	2027	2028	2029	
<u>Administrative Facilities</u>								
Fitness Center Buildout	161702	\$ 9,000	6,500	-	-	-	-	\$ 6,500
Operating Facilities Backup Generators	181700	178,000	1,654,042	1,600,000	700,000	-	-	3,954,042
Admin Bldg. Patio Improvements	161703	-	-	-	-	-	-	-
Total Administrative Facilities		187,000	1,660,542	1,600,000	700,000	-	-	3,960,542
<u>Maintenance Tools & Equipment</u>								
Shop Tools and Equipment	161800	188,978	299,000	481,000	85,000	-	-	865,000
Zonar Electronic Inspection System	231905	-	1,617,201	-	-	-	-	1,617,201
Safe Fleet	NEW	-	1,119,000	36,000	-	-	-	1,155,000
Total Maintenance Tools & Equipment		188,978	3,035,201	517,000	85,000	-	-	3,637,201
<u>Replace Components for Revenue Vehicles</u>								
Engines and Transmissions	161900	4,723,500	2,000,000	5,298,344	5,298,344	-	-	12,596,688
Hybrid Bus Major Components	171900	80,000	-	-	-	-	-	-
Farebox Replacement	211900	-	8,770,540	-	-	-	-	8,770,540
Total Replace Components for Revenue Vehicles		4,803,500	10,770,540	5,298,344	5,298,344	-	-	21,367,228
<u>Technology & Innovation</u>								
10GB End Switch Network Upgrade	172100	-	750,000	-	100,000	150,000	100,000	1,100,000
Data Center Server and Storage Refresh	162105	-	250,000	100,000	750,000	100,000	-	1,200,000
Enterprise resource planning (ERP) financial software system	172102	1,497,190	-	-	-	-	-	-
Security (Cameras, Doors, Network, Storage)	162118	-	100,000	-	100,000	-	100,000	300,000
Wireless Network	162131	-	250,000	25,000	25,000	25,000	-	325,000
Digital Signage/Kiosks	182100	75,000	75,000	75,000	75,000	75,000	75,000	375,000
Other Vehicle Hardware	212100	-	25,000	25,000	25,000	25,000	25,000	125,000
Mobility Payment Platform	213105	-	250,000	-	-	-	-	250,000
VIA Transit Police Radios	243106	75,000	125,000	-	75,000	-	75,000	275,000
Paratransit Scheduling Software Replacement	NEW	-	750,000	550,000	-	-	-	1,300,000
Total Computer Hardware/Software		1,647,190	3,075,000	1,275,000	1,150,000	375,000	375,000	6,250,000
<u>Miscellaneous (Facilities, Equipment, Other)</u>								
Total Miscellaneous		-	19,000	-	-	-	-	19,000
Total Capital Before KSAM		25,935,099	99,907,379	27,009,697	78,455,842	95,028,000	66,700,000	367,100,918
<u>KSAM</u>								
Advanced Rapid Transit N/S Corridor	213100	27,478,880	154,008,282	149,516,156	68,144,581	28,712,942	-	400,381,961
Advanced Rapid Transit E/W Corridor	214100	-	-	39,174,508	83,778,884	85,699,367	36,961,418	245,614,177
2nd Operational Maintenance Facility	213101	-	12,000,000	22,757,495	73,432,044	37,490,490	-	145,680,029
KSAM ART Vehicle Purchases [17,13]	NEW	-	-	27,080,000	-	22,180,000	-	49,260,000
KSAM Support Capital/Facility Mobility Hub	NEW	-	-	3,094,836	3,203,155	3,315,266	3,431,300	13,044,557
Total KSAM		27,478,880	166,008,282	241,622,995	228,558,664	177,398,065	40,392,718	853,980,724
Total Capital		\$ 53,413,979	265,915,661	268,632,692	307,014,506	272,426,065	107,092,718	\$ 1,221,081,642

VIA Metropolitan Transit

Capital Spending Comparison: FY 2024 - FY 2028 By Project Category (\$) (Common 5-Year Period in 6-Year Spending Projections)

	Spending Plan		Variance	Variance Comments
	2023	2024		
Total FY 2024- FY 2028				
Revenue Vehicles	201,720,000	197,205,056	(4,514,944)	Mainly changes to the spending plan
Service Vehicles	8,494,274	9,238,750	744,476	Higher prices and modified spending plan
Passenger Facilities	44,552,560	37,955,010	(6,597,549)	Reductions to Randolph P&R, Alamo Ranch P&R, and Centro Plaza
Operational Facilities	20,869,636	40,251,561	19,381,925	Add existing facility rehab, bus washer upgrade, and VIAtrans improvements offset by decreases in waste water treatment and bus yard improvements
Administrative Facilities	3,055,942	4,147,542	1,091,600	Increase spend on backup generators
Maintenance Tools & Equipment	2,780,551	3,826,179	1,045,628	Added safe fleet to FY 2025
Replace Components for Revenue Vehicles	39,036,850	26,170,728	(12,866,122)	Decrease on engines/transmissions replacement
Computer Hardware/Software	12,534,546	7,522,190	(5,012,356)	Decrease spend on security, cloud migration and mobility platform, offset by increase in paratransit scheduling software and customer contact system
Miscellaneous (Facilities, Equipment, Other)	-	19,000	19,000	Lactation pod
KSAM	789,140,774	841,066,886	51,926,112	Mainly timing and higher budgeted cost as a result of FTA risk assessment
Total	1,122,185,133	1,167,402,903	45,217,770	
FY 2024				
Revenue Vehicles	43,680,000	9,534,056	(34,145,944)	Revised fleet purchase plan, with spending deferred into FY 2025 & FY 2027
Service Vehicles	3,764,730	3,076,331	(688,399)	Modified spending plan/timing
Passenger Facilities	2,347,250	4,643,621	2,296,371	Modified construction schedule for Randolph P&R drove increase, offset by cost reductions in restroom upgrades, Centro Plaza, and Alamo Ranch P&R
Operational Facilities	10,355,702	1,854,423	(8,501,280)	Largest changes come from moving VIAtrans improvements & equip, spot cooling, and gas detection to FY 2025; other spending deferred to FY 2025 also
Administrative Facilities	1,595,400	187,000	(1,408,400)	Deferred spend on backup generators to FY 2025
Maintenance Tools & Equipment	2,695,551	188,978	(2,506,573)	Deferred spend on Zonar inspection system to FY 2025
Replace Components for Revenue Vehicles	14,928,850	4,803,500	(10,125,350)	Deferred spend on farebox replacement to FY 2025
Computer Hardware/Software	4,734,546	1,647,190	(3,087,356)	Reduced spend on mobility platform, data center, and network security
KSAM	44,238,094	27,478,880	(16,759,214)	Mainly timing
FY 2024 Total	128,340,123	53,413,979	(74,926,144)	
FY 2025				
Revenue Vehicles	28,230,000	31,574,000	3,344,000	Revised fleet purchase plan, with spending deferred into FY 2025 & FY 2027
Service Vehicles	2,714,125	4,125,000	1,410,875	Modified spending plan/timing
Passenger Facilities	18,645,719	19,100,782	455,063	Modified construction schedule for Randolph P&R drove increase, offset by cost reductions on Alamo Ranch P&R and Centro Plaza
Operational Facilities	10,513,934	26,547,314	16,033,381	Largest change from moving VIAtrans improvements, spot cooling, and gas detection spending from FY 2024; other spending deferred from FY24 also
Administrative Facilities	1,454,042	1,660,542	206,500	Increased spend on backup generators
Maintenance Tools & Equipment	85,000	3,035,201	2,950,201	Deferred spend on Zonar inspection system to FY 2025 & addition of safe fleet project
Replace Components for Revenue Vehicles	3,308,500	10,770,540	7,462,040	Deferred spend on farebox replacement to FY 2025
Computer Hardware/Software	5,090,000	3,075,000	(2,015,000)	Decreased spend on network security and cloud migration, offset by spending on customer contact system and paratransit scheduling software
Miscellaneous (Facilities, Equipment, Other)	-	19,000	19,000	Lactation pod
KSAM	206,169,900	166,008,282	(40,161,618)	Mainly timing
FY 2025 Total	276,211,220	265,915,661	(10,295,559)	
FY 2026				
Service Vehicles	552,225	574,225	22,000	Modified spending plan and increase on support equipment purchases
Passenger Facilities	19,907,494	6,895,304	(13,012,190)	Modified construction schedule for Randolph P&R, Alamo Ranch P&R, eastside mobility hub, and bus stop improvements (BSI)
Operational Facilities	-	10,849,824	10,849,824	Bus yard improvements deferred from prior periods, addition of bus washer upgrade project and increase in existing facility rehab
Administrative Facilities	6,500	1,600,000	1,593,500	Increased spend on backup generators
Maintenance Tools & Equipment	-	517,000	517,000	Increased shop equipment purchases
Replace Components for Revenue Vehicles	3,145,500	5,298,344	2,152,844	Modified spending plan for engines and transmissions
Computer Hardware/Software	550,000	1,275,000	725,000	Contact center system and paratransit scheduling software
KSAM	239,325,831	241,622,995	2,297,164	Mainly timing
FY 2026 Total	263,487,550	268,632,692	5,145,142	
FY 2027				
Revenue Vehicles	36,300,000	65,864,000	29,564,000	Revised fleet purchase plan, with spending deferred from earlier periods
Service Vehicles	1,463,194	1,463,194	-	No change
Passenger Facilities	3,652,097	2,895,304	(756,793)	Modified construction schedule for Randolph P&R, Eastside Mobility Hub and bus stop improvements (BSI)
Operational Facilities	-	1,000,000	1,000,000	Decrease on existing facility rehab spending, offset by VIAtrans improvements
Administrative Facilities	-	700,000	700,000	Increased spend on backup generators
Maintenance Tools & Equipment	-	85,000	85,000	Increased shop equipment purchases
Replace Components for Revenue Vehicles	8,670,000	5,298,344	(3,371,656)	Modified spending plan for engines and transmissions
Computer Hardware/Software	1,025,000	1,150,000	125,000	Increased spending on network security and VIA PD radios
KSAM	181,737,435	228,558,664	46,821,229	Mainly timing and higher budgeted ART N/S cost as a result of FTA risk assessment
FY 2027 Total	232,847,726	307,014,506	74,166,780	
FY 2028				
Revenue Vehicles	93,510,000	90,233,000	(3,277,000)	Purchase of CNG buses instead of 40' regular buses and lower cost of paratransit vans
Passenger Facilities	-	4,420,000	4,420,000	Alamo Ranch project spending deferred from prior periods
Replace Components for Revenue Vehicles	8,984,000	-	(8,984,000)	Modified spending plan for engines and transmissions
Computer Hardware/Software	1,135,000	375,000	(760,000)	Decrease spend on cloud migration, security, and fiber build out
KSAM	117,669,514	177,398,065	59,728,551	Mainly timing and higher budgeted ART N/S cost as a result of FTA risk
FY 2028 Total	221,298,514	272,426,065	51,127,551	

**VIA Metropolitan Transit
Five-Year Capital Spending Plan (FY 2025 - FY 2029)
Transportation Improvement Program (TIP)**

CAPITAL PROJECTS SPENDING:

	Fiscal Year					Total
	2025	2026	2027	2028	2029	
Revenue Vehicles	\$ 31,574,000	-	65,864,000	90,233,000	65,105,000	\$ 252,776,000
Service Vehicles	4,125,000	574,225	1,463,194	-	-	6,162,419
Passenger Facilities	19,100,782	6,895,304	2,895,304	4,420,000	1,220,000	34,531,390
Operational Facilities	26,547,314	10,849,824	1,000,000	-	-	38,397,138
Administrative Facilities	1,660,542	1,600,000	700,000	-	-	3,960,542
Maintenance Tools & Equipment	3,035,201	517,000	85,000	-	-	3,637,201
Replacement Components for Revenue Vehicles	10,770,540	5,298,344	5,298,344	-	-	21,367,228
Computer Hardware/Software	3,075,000	1,275,000	1,150,000	375,000	375,000	6,250,000
Miscellaneous (Facilities, Equipment, Other)	19,000	-	-	-	-	19,000
Keep San Antonio Moving (KSAM)	166,008,282	241,622,995	228,558,664	177,398,065	40,392,718	853,980,724
TIP Capital Projects	265,915,661	268,632,692	307,014,506	272,426,065	107,092,718	1,221,081,642

Other Programs ^(a):

Section 5310 (Elderly & Disabled)	994,486	889,836	748,736	771,198	794,334	4,198,590
Preventative Maintenance	52,561,616	55,132,937	51,434,854	49,256,250	50,466,250	258,851,907
Capital Costs of Contracting	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	37,500,000
Paratransit Expenses	4,500,000	3,750,000	3,750,000	3,750,000	3,750,000	19,500,000

Total TIP Projects

331,471,763 335,905,465 370,448,096 333,703,513 169,603,302 1,541,132,139

CAPITAL PROJECTS FUNDING SOURCES:

Sources:

MTA Contractual Obligation Bonds	-	-	39,526,416	81,759,000	60,740,000	182,025,416
ATD Sales Tax Revenue Bonds	69,891,892	45,854,824	-	-	-	115,746,716
TxDOT Grant Funds	3,296,545	-	-	-	-	3,296,545
Section 5339 Grant	13,332,614	5,302,280	8,697,000	8,474,000	4,365,000	40,170,894
MPO FY 2023-FY 2027 Call for Projects	12,448,800	-	18,192,584	-	-	30,641,384
CMAQ Funds - Capital	-	-	-	-	-	-
No-Low Grant	3,187,200	-	-	-	-	3,187,200
MPO STPM - Bus Stop Improvements	110,162	-	-	-	-	110,162
CIG Grant - Green Line	33,452,939	155,800,119	63,729,941	14,800,199	-	267,783,198
CIG Grant - Silver Line	-	-	42,851,000	63,000,000	37,000,000	142,851,000
Federal Grant for 2nd O&M Facility	-	-	25,000,000	-	-	25,000,000
Carryover Grant Funds	560,000	-	-	-	-	560,000
Local	129,635,509	61,675,469	109,017,565	104,392,866	4,987,718	409,709,127
Total Capital Projects Funding	265,915,661	268,632,692	307,014,506	272,426,065	107,092,718	1,221,081,642

Subtotals by Source:

Grant Funds	63,091,715	161,102,399	158,470,525	86,274,199	41,365,000	510,303,838
TxDOT Grant Funds	3,296,545	-	-	-	-	3,296,545
Bonds	69,891,892	45,854,824	39,526,416	81,759,000	60,740,000	297,772,132
VIA Cash/Capital ^(b)	129,635,509	61,675,469	109,017,565	104,392,866	4,987,718	409,709,127
Total	265,915,661	268,632,692	307,014,506	272,426,065	107,092,718	1,221,081,642

Detail of Section 5307/5340 Total:

Section 5307/5340 Grant	64,561,617	66,382,937	62,684,854	60,506,250	61,716,250	315,851,908
Less JARC Included in 5307/5340	-	-	-	-	-	-
Operating Expense Reimbursements	(64,561,617)	(66,382,937)	(62,684,854)	(60,506,250)	(61,716,250)	(315,851,908)
Total 5307/5340 for Capital Projects	\$ -	-	-	-	-	\$ -

(a) Funding for these operating items is as follows: Section 5310, 50% federal / 50% local, other items listed, 80% federal / 20% local.

(b) This line captures all remaining costs that need to be funded by VIA.



Appendices





September 24, 2024

TO: VIA Board of Trustees

FROM: Steve Lange, Vice President Fiscal Management/CFO

THROUGH: John Clamp, Chief Administrative Officer
Jeffrey C. Arndt, President and CEO

RE: Proposed FY25 Operating Budget

PURPOSE:

To present the recommended Fiscal Year 2025 Operating Budget for adoption by the Board.

BACKGROUND:

The FY25 budget process began in March 2024 with the preliminary formulation of the Five-Year Capital Plan. In April 2024, a preliminary hours and miles service plan was developed, and in May through July 2024, the FY25 Operating Budget was developed.

Plan elements evaluated in building the budget include: the Board's strategic priorities, including KSAM; service levels; customer service improvements; capital requirements; available grant funding and other funding sources, including debt; operating expenses; and cash reserve requirements.

VIA's proposed FY25 Operating Budget is \$307,629,664. The proposed FY25 Operating Budget was reviewed with the Board at a Budget Workshop on August 6, 2024, and subsequent briefings were made available to Board members.

A public hearing to present the proposed FY25 Operating Budget was held on Monday, September 16, 2024, at 5:30 p.m. at the VIA Metro Center Board Room. There have been six comments received. One comment requested more lighted crosswalks at busy intersections and another requested additional pay for van operators. Four comments requested more funding for maintenance and cleaning for the Deco District bus stops by HEB. The public comment period ended Friday, September 20, 2024.

The Budget Notice for the public hearing was published on September 1st and 11th. A dedicated webpage was also launched the week of August 26th (viainfo.net/fy25budget) and has had 142 views. The notice of public hearing was distributed to elected officials and copies of the proposed budget book and notice of public hearing were also distributed to all Transit Centers and Park & Rides on August 29 and 30, 2024.

The Budget Public Hearing notice was also provided via social media channels on August 30 and September 13 resulting in - Facebook (1367 impressions), Instagram (583 impressions), and X (208 impressions).

ANALYSIS:

Key budget goals include recovering and growing ridership, advancing the KSAM Plan, building strategic partnerships, and investing in staff development. VIA will be pursuing a robust program of strategic investments including KSAM and other projects/initiatives, as reflected in the budget document reviewed with the Board in August. These investments will serve to significantly improve the transit system in San Antonio.

The proposed FY25 Operating Budget is \$307,629,664, up \$50,388,749 (19.6%) from the FY24 Forecast of \$257,240,915. A reconciliation of the FY25 Budget to the FY24 Forecast is summarized below:

<u>Description</u>	<u>\$M</u>	<u>Explanation</u>
FY24 Forecast	257.2	
Reconciliation to FY25 Budget:		
Other Post-Employment Benefits (OPEB)	24.0	Mainly impact of a large credit in FY24 for a plan design change
Labor (*)	7.6	Filled vacancies, wage increases, and new positions
Higher bus line service levels	4.9	Service hours increase of 4.1%
KSAM Project	8.8	Mainly planning costs
Purchased Services (Paratransit, VIA Link, Vanpool)	3.6	Mainly higher service levels
Inflation and contracted rates	2.3	Higher prices/rates impacting a variety of spending items
Other	(0.8)	Net of all other items
Total net change	50.4	
FY25 Budget	<u>307.6</u>	

(*) Total on this line excludes the labor that is part of the line service increase figure below.

The FY25 operating budget includes the following budget revisions made subsequent to the budget figure presented to the Board on August 6, 2024:

<u>Description</u>	<u>\$M</u>	<u>Explanation</u>
Draft FY25 Operating Budget - 8/6/24	303.8	
Budget Revisions:		
OPEB	2.9	Update received from GRS on 8/8/24
VIA Link Service Plan	0.3	Incremental amount to cover added service
Local Initiatives Support Corporation (LISC) Equitable TOD	0.1	Reflects request made subsequent to Budget Workshop
Organizational Assessment & Compensation Study	0.5	Additional funds to address potential recommendations
Total revisions	3.8	
FY25 Operating Budget - Current	<u>307.6</u>	

FY25 Budget to FY24 Forecast Comparison – OPEB is up by \$24.0M in the FY25 budget, resulting primarily from a large credit in FY24 for an OPEB plan design change. That change was to close prospective access to VIAcare (VIA's self-insured healthcare program) for employees who retire on or after January 1, 2023. Those employees are now being directed to a Medicare Advantage Plan as an option. In accordance with GASB requirements, VIA recognized the impact of that plan design change in FY24. Therefore, in FY24 VIA received a \$29.4M credit for the plan design change just noted, reflecting cost savings. That impact was partially offset by the \$5.6M impact of VIA's decision to absorb a 14.5% increase in the premium that was incurred beginning January 1, 2023, which results in an explicit subsidy that VIA provided to retiree medical plan participants. An additional \$2.9M offset occurred due to a plan design change in FY24, under which VIA began subsidizing retiree premiums for the Aetna Medicare Advantage plan. Other various actuarial projection updates account for a slight year-over-year (YOY) increase.

The projected \$7.6M increase in labor expense results primarily from \$5.5M of wage increases and \$2.1M for new positions. The number of new positions added is 30. The assumed annual wage increase is 4% for all employees for FY25. In addition, Fleet & Facilities union workers will receive a \$2 increase effective August 1, 2024.

The \$4.9M increase in expense for bus line service is due to a 4.1% increase in service hours. Line service is budgeted at 1,540,959 hours in FY25, compared to a FY24 forecast of 1,479,639 hours. This line service cost increase includes labor and other variable costs of service not separately captured on other lines of the reconciliation.

The Keep San Antonio Moving (KSAM) project accounts for \$8.8M of the operating expense increase. This increase is mainly for planning costs associated with the ART Silver Line project. Increased service levels for paratransit, VIA Link and Vanpool account for \$3.6M of the higher operating expense. Service hours for paratransit are up 1.8% and service hours for VIA Link are up 39.7% over the FY24 forecast.

Inflation and contractual rate increases account for a \$2.3M increase in operating expense. These higher prices are impacting a variety of goods and services that VIA purchases.

All other items account for the remaining \$0.8M decrease. This is the net amount of a wide variety of relatively small variances.

Explanation of Budget Revisions subsequent to August 6 – The \$2.9M increase in Other Post-Employment Benefits (OPEB) expense is due to a plan design change reflected in the updated valuation report and related projections received from VIA's actuarial consulting firm subsequent to the August 6th Board Budget Workshop. The plan design change is that VIA began subsidizing retiree premiums for the Aetna Medicare Advantage Plan effective on January 1, 2024. In accordance with GASB requirements, for financial reporting purposes, VIA has to recognize the impact of that change in FY25. That plan design change had no impact on VIA's funding contribution for FY25.

The VIA Link service plan expense added is to cover incremental costs associated with new/additional VIA Link service, above the placeholder amount incorporated into figures presented at the Budget Workshop on August 6. Budgeted service now fully includes the VIA Link service updates presented to the Board on August 6, just prior to the Budget Workshop.

The LISC amount added reflects a commitment to continue our Thriving Communities Program, in an effort to integrate affordable housing with transit improvements via transit-oriented development (TOD).

The organizational assessment and compensation study expense added was to provide additional dollars to address potential implementation of any recommendations that result from the organizational assessment and compensation study currently underway. The total set aside is now \$4.0M (it was previously \$3.5M).

The resulting \$307.6M budget is balanced, with sufficient funds to cover expenses. Year-end reserves are fully funded, with the Stabilization Fund and Working Capital funded at 60 days each.

RECOMMENDATION:

Approve the proposed FY25 Operating Budget.

FINANCE/BUDGET IMPACT:

The proposed FY25 Operating Budget is \$307,629,664.

BUSINESS DIVERSITY:

Not applicable.

ACTION REQUESTED:

Forward to the Board of Trustees with a recommendation to approve the proposed FY25 Operating Budget.

Attachments: Resolution

FY25 Proposed Operating Budget PowerPoint



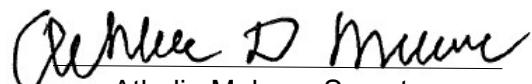
RESOLUTION: 9-24-24-10

SUBJECT: FISCAL MANAGEMENT – Adoption of the Fiscal Year 2025 MTA and ATD Operating Budgets

RESOLVED, that the October 1, 2024 – September 30, 2025 Budget as presented below be adopted by the VIA Metropolitan Transit Board of Trustees.

Operating Expenses by Cost Center (Excluding Depreciation)	MTA FY25 Budget	ATD FY25 Budget	Combined FY25 Budget
Line	\$ 172,478,631	55,650,565	\$ 228,129,196
Robert Thompson	612,741	-	612,741
Special Events	365,394	-	365,394
Promotional Service	10,543	-	10,543
VIAtrans: DO	32,932,416	-	32,932,416
VIAtrans: PT	16,666,146	-	16,666,146
VIA Link	3,187,343	-	3,187,343
Vanpool	-	1,128,000	1,128,000
Real Estate Development	4,658	-	4,658
Leases	13,912	-	13,912
Business Development and Planning	15,599,843	8,979,472	24,579,315
Total Operating Expenses (less Amort. Exp)	<u>\$ 241,871,627</u>	<u>65,758,037</u>	<u>\$ 307,629,664</u>

I, the undersigned officer of VIA Metropolitan Transit, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted at the meeting of the VIA Metropolitan Transit Board of Trustees on September 24, 2024.


 Athalie Malone, Secretary



ADVANCED TRANSPORTATION
D I S T R I C T

September 24, 2024

TO: Advanced Transportation District Board of Trustees

FROM: Steve Lange, Vice President Fiscal Management/CFO

THROUGH: John Clamp, Chief Administrative Officer
Jeffrey C. Arndt, President and CEO

RE: Proposed FY25 Operating Budget

PURPOSE:

To present the recommended Fiscal Year 2025 Operating Budget for adoption by the Board.

BACKGROUND:

The FY25 budget process began in March 2024 with the preliminary formulation of the Five-Year Capital Plan. In April 2024, a preliminary hours and miles service plan was developed, and in May through July 2024, the FY25 Operating Budget was developed.

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ANALYSIS:

Key budget goals include recovering and growing ridership, advancing the KSAM Plan, building strategic partnerships, and investing in staff development. VIA will be pursuing a robust program of strategic investments including KSAM and other projects/initiatives, as reflected in the budget document reviewed with the Board in August. These investments will serve to significantly improve the transit system in San Antonio.

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wage increase is 4% for all employees for FY25. In addition, Fleet & Facilities union workers will receive a \$2 increase effective August 1, 2024.

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The resulting \$307.6M budget is balanced, with sufficient funds to cover expenses. Year-end reserves are fully funded, with the Stabilization Fund and Working Capital funded at 60 days each.

RECOMMENDATION:

Approve the proposed FY25 Operating Budget.

FINANCE/BUDGET IMPACT:

The proposed FY25 Operating Budget is \$307,629,664.

BUSINESS DIVERSITY:

Not applicable.

ACTION REQUESTED:

Forward to the ATD Board of Trustees with a recommendation to approve the proposed FY25 Operating Budget.

Attachments: Resolution
FY25 Proposed Operating Budget PowerPoint




RESOLUTION: 9-24-24-02

SUBJECT: FISCAL MANAGEMENT – Adoption of the Fiscal Year 2025 MTA and ATD Operating Budgets

RESOLVED, that the October 1, 2024 – September 30, 2025 Budget as presented below be adopted by the Advanced Transportation District Board of Trustees.

Operating Expenses by Cost Center (Excluding Depreciation)	MTA FY25 Budget	ATD FY25 Budget	Combined FY25 Budget
Line	\$ 172,478,631	55,650,565	\$ 228,129,196
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VIA Link	3,187,343	-	3,187,343
Vanpool	-	1,128,000	1,128,000
Real Estate Development	4,658	-	4,658
Leases	13,912	-	13,912
Business Development and Planning	15,599,843	8,979,472	24,579,315
Total Operating Expenses (less Amort. Exp)	\$ 241,871,627	65,758,037	\$ 307,629,664

I, the undersigned officer of VIA Metropolitan Transit, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted at the meeting of the Advanced Transportation District Board of Trustees on September 24, 2024.


 Athalie Malone, Secretary



September 24, 2024

TO: VIA Board of Trustees

FROM: Steve Lange, Vice President Fiscal Management/CFO

THROUGH: John Clamp, Chief Administrative Officer
Jeffrey C. Arndt, President and CEO

RE: FY25-29 Capital Program and FY25 Intangible Assets Spending Plan (GASB 87 and 96)

PURPOSE:

To request approval of VIA's proposed FY25-29 Capital Program and FY25 Intangible Assets Spending Plan.

BACKGROUND:

2025-2029 Capital Program – VIA develops a Five-Year Capital Program that reflects projected spending for capital asset projects, as part of the annual budgeting process. In order for VIA to apply for grant funds for these projects, they must be included in the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) and the State of Texas's TIP. The proposed Five-Year Capital Program, along with the proposed FY25 operating budget, were reviewed with the Board at a Budget Workshop on August 6, 2024. Subsequent briefings were also made available to the Board members.

Current TIP – In order for VIA to apply for the FY25 grants, projects included in the application must be in the TIP. The current TIP covers FY23 through FY26. The next TIP will cover FY25 through FY28. The MPO's TIP is updated every two years and amended quarterly. VIA will submit TIP revisions to the MPO to reflect figures in the current Five-Year Capital Program.

Intangible Assets – FY25 is the second year in which VIA's budget reflects the two new Governmental Accounting Standards Board (GASB) statements covering leases (Statement No. 87) and Subscription-Based Information Technology Arrangements (SBITAs – Statement No 96). Under these new standards, intangible assets are recorded at the present value of future payments associated with the related contracts. The payments do not hit operating expenses (instead, they reduce the liability associated with the intangible asset). The cash outflows appear under the capital section of the Statement of Cash Flows. Since they are a component of capital-related outflows, and are not in the operating expense budget, the intangible assets spending plan is being included here to complete the spending picture for FY25. Total operating and capital spending includes operating expenditures, expenditures for capital projects, and expenditures associated with intangible lease and SBITA assets.

ANALYSIS:

Five-Year Capital Program

VIA's Five-Year Capital Program for FY25-29 is attached. This document shows all the projects that comprise the programmed \$1,221,081,642 capital spending total for FY25-29. The capital spending total for FY25 is \$265,915,661. Other attachments include: VIA's updated TIP summary; a capital spending plan comparison by project category which provides explanations of spending plan changes

compared to the prior plan; a capital spending plan comparison by project that shows changes compared to the prior plan; and a FY25 intangible assets spending plan which summarizes payments associated with intangible lease and SBITA assets covered under GASB 87 and 96.

FY25 Intangible Assets Spending Plan

In addition to the capital spending plan for asset purchases, VIA's FY25 budget includes \$21,646,418 of payments associated with intangible assets covered under the GASB Statement No. 87 (Leases) and GASB Statement No. 96 (Subscription-Based Information Technology Arrangements, or SBITAs). Payments associated with intangible right-to-use lease assets are budgeted at \$20,684,901 in FY25, and payments associated with intangible SBITA assets are budgeted at \$961,517. See attached summary for details.

Under GASB 87, a lease is defined as a contract that conveys control of the right to use another entity's nonfinancial asset (the underlying asset) as specified in the contract for a period of time in an exchange or exchange-like transaction. Examples of nonfinancial assets include buildings, land, vehicles, and equipment. Most of VIA's lease payments under GASB 87 are for vehicles used for purchased transportation (VIATrans and VIA Link).

Leases include contracts that, although not explicitly identified as leases, meet the definition of a lease. This definition excludes contracts for services except those that contain both a lease component and a service component.

Under GASB 96, a SBITA is a contract that conveys control of the right to use another party's (a SBITA vendor's) IT software, alone or in combination with intangible capital assets (the underlying IT assets), as specified in the contract for a period of time in an exchange or exchange-like transaction.

RECOMMENDATION:

Staff recommends approval of VIA's FY25-29 Capital Program and the FY25 Intangible Assets Spending Plan. After Board approval, staff will then file the related Transportation Improvement Program updates with the MPO.

FINANCE/BUDGET IMPACT:

Total FY25 budgeted capital projects spending is \$265,915,661 and five-year (FY25-29) spending is \$1,221,081,642. The FY25 intangible assets spending plan is \$21,646,418.

BUSINESS DIVERSITY:

Not applicable.

ACTION REQUESTED:

Board approval of the Five-Year Capital Program for FY25-29 and the FY25 intangible assets spending plan.

- Attachments: Resolution
Five-Year Capital Spending Plan
Capital Spending Plan Comparison by Project Category
Capital Spending Plan Comparison by Project
Transportation Improvement Program
FY25 Intangible Assets Spending Plan



RESOLUTION: 9-24-24-02

SUBJECT: FISCAL MANAGEMENT – FY25-29 Capital Program and FY25 Intangible Assets Spending Plan

WHEREAS, the VIA Metropolitan Transit President/CEO and staff reviews, reassesses and updates the scope, content, and cost of projects contained in the Five-Year Capital Program and Transportation Improvement Program (TIP) as needed; and;

WHEREAS, the Proposed Five-Year Capital Projects Plan for FY25-29 needs to be adopted by VIA's Board so that an updated approved budget will be in place for spending, and the corresponding TIP can be updated; and;

WHEREAS, in addition to capital asset purchases, VIA makes cash payments for intangible lease assets and subscription-based information technology arrangements (covered under recently-adopted new GASB statements 87 and 96, respectively), and those items are reportable as capital-related outflows on VIA's Statement of Cash Flows;

NOW THEREFORE, BE IT RESOLVED, that the VIA Board of Trustees adopts the FY25-29 Capital Projects Plan and the FY25 Intangible Assets Spending Plan, included as VIA documents 9-24-24-01D and 9-24-24-02D, respectively.

I, the undersigned officer of VIA Metropolitan Transit, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted at the meeting of the Board of Trustees, VIA Metropolitan Transit, on September 24, 2024.

A handwritten signature in black ink, appearing to read "Athalie D Malone". The signature is written in a cursive, flowing style.

Athalie Malone, Secretary

Glossary of Terms

100% VIA Capital Funds	VIA funds used to purchase fixed assets without federal assistance.
Accessible	As defined by Federal Transit Administration (FTA), a site, building, facility, or portion thereof that complies with defined standards and that can be approached, entered, and used by persons with disabilities.
Accrual Basis of Accounting	The process of relating the financial effects of transactions to the period in which they occur. In this case, revenue is recognized when earned and expenses are recognized when incurred.
Administration Related Salaried Employees	Salaried employees that perform functions identified as administrative in the National Transit Database (NTD) chart of accounts.
Advanced Transportation District (ATD)	A taxing entity created by State of Texas legislation allowing a transit authority to impose a sales tax to fund advanced transportation and mobility enhancement.
Americans with Disabilities Act (ADA)	The Americans with Disabilities Act of 1990. This federal act requires many changes to ensure that people with disabilities have access to jobs, public accommodations, telecommunications, and public services, including public transit. Examples of these changes include mandating that all new buses and rail lines are wheelchair accessible, and that alternative transportation be provided to customers unable to access the transit system.
Amortization	The action or process of gradually writing off the initial cost of an asset.
Amtrak	Facility built and owned by VIA and leased to Amtrak for operations.
ARP	American Recovery Plan is a coronavirus rescue package to help recover from the economic fallout of the COVID-19 pandemic.
Audit	Independent assurance and management advisory services designed to mitigate VIA's risks, add value to the organization, and improve Operational processes.
Authorized Positions	Employee positions that have been authorized in the budget and will be filled during the year.

Glossary of Terms (continued)

Automated Vehicle Locator (AVL) System	A data processing system that monitors actual running times of the bus fleet for adherence to schedules and provides computer-aided dispatch for the vehicle fleet.
Balanced Budget	A budget in which revenues equal or exceed expenses.
Budget Basis	Rules for preparation of the budget. The Budget of the Enterprise Fund are prepared on a full accrual basis, meaning revenues are recognized when they are earned, and expenses are recognized when they are incurred.
Budget Document	A formal plan of action for a specified time period that is expressed in monetary terms.
Budget Resolution	The official enactment by the Board establishing the legal authority for VIA to spend resources.
Budget Schedule	A list of key events that VIA follows in the preparation and adoption of the budget.
Capital Budget	A formal plan of action for a specified time period for purchases of fixed assets that is expressed in monetary terms.
Capital Grant	Monies received from a grantor (for VIA, primarily the Federal Transit Administration (FTA)) used to acquire fixed assets.
Capital Grant Local Share	Represents assets to provide for VIA's matching share of Federal Transit Administration (FTA) grants.
CARES Act	The Coronavirus Aid, Relief, and Economic Security Act, signed into law in response to the economic fallout of the COVID-19 pandemic in the United States.
Charter Service	Service provided to private providers that do not have a fleet large enough to provide service to conventions or other meetings.
Circulator Routes	Circulator routes are those designed to complement the local bus network by featuring specialized services to smaller markets. Circulators are most often used where larger buses may be impractical, due to street patterns, building access, densities, or operating cost. Most circulator services are designed to connect to one or more transit centers where customers can transfer to local and regional transit services.

Glossary of Terms (continued)

Consumer Price Index (CPI)	A statistical description of price levels provided by the U.S. Department of Labor. The index is used as a measure of the increase in the cost of living (i.e. economic inflation).
Contract Service	Service provided for schools that cannot provide transportation for all children who require these services.
CRRSAA	The Coronavirus Response and Relief Supplemental Appropriations Act is a federal relief fund in response to the COVID-19 pandemic.
Cost Center	A unit of a business that incurs expenses and may or may not generate revenue. Line, Contract and VIAtrans are examples of cost centers.
Debt Service Coverage Ratio (DSCR)	A measure of the cash flow available to pay current debt obligations
Demand-Response	A type of transit service where an individual passenger can request transportation from a specific location to another specific location at a certain time.
Department	A unit of a division that indicates overall management responsibility for an operation of a group of related operations within a functional area.
Depreciation	The allocation of the acquisition cost of a fixed asset to each period benefited by the asset based on a limited useful life of the fixed asset.
Distinguished Budget Presentation Awards Program	A voluntary awards program administered by the Government Finance Officers Association (GFOA) to encourage governments to prepare effective budget documents.
Division	A unit of VIA that indicates overall management responsibility for an operation of a group of related operations within a functional area.
Enterprise Fund	Fund established to account for operations financed and conducted in a manner similar to the operations of private business enterprises.
Expense	Charges incurred during a period through activities that constitute VIA's ongoing operations.

Glossary of Terms (continued)

Express Service	Express routes are typically designed as “point-to-point” services, serving a very limited number of stops and offering faster trip times for customers. Express routes are often designed to serve employees working traditional Monday-Friday, 8-5 shifts, and as such may only operate during the peak periods (a.m. and p.m.) on weekdays. With more dispersed activity centers and job locations, opportunities now exist for express routes to connect people to jobs in both directions of travel.
Fixing America’s Surface Transportation Act (FAST Act)	On December 4, 2015, President Obama signed into law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs including, but not limited to, Federal aid highways at over \$305 billion for fiscal years 2016 through 2020.
Federal Transit Administration (FTA)	The FTA is the federal agency which helps cities and communities provide mobility to their citizens. Through its grant programs, FTA provides financial and planning assistance to help plan, build, and operate rail, bus and paratransit systems.
Fiscal Year (FY)	The fiscal year for VIA is October 1 through September 30.
Five-Year Financial Plan	A five-year projection of revenues, expenses, cash flow, reserve balances and related financial information as well as projected service levels upon which the plan is based.
Fixed Asset (Capital Assets)	A long-lived asset acquired for use in the operation of the business and not intended for resale to customers. Examples of fixed assets include office equipment, vehicles, computer equipment, phone equipment and land. This includes all expenditures reasonable and necessary in acquiring or building the asset.
Fixed Route Service	Buses that operate according to fixed schedules and routes.
Fringe Benefits	Contributions made by VIA to meet commitments or obligations for employee fringe benefits. Some examples include VIA’s share of Social Security, pension, medical and life insurance.
Full-Time Equivalent Position (FTE)	The number of positions based on 2,080 hours per year, with part-time positions converted to the decimal equivalent of a full-time. For example, a part-time position working 20 hours per week would be equivalent of .5 of a full-time position.

Glossary of Terms (continued)

Fund Balance	The excess amount of assets over liabilities.
Generally Accepted Accounting Principles (GAAP)	The term used to describe broadly the body of principles governing the accounting for financial transactions underlying the preparation of a set of financial statements.
Goal	A statement of broad direction, purpose or intent.
Government Financial Officers Associations (GFOA)	Represents public finance officials throughout the United States and Canada.
Governmental Accounting Standards Board (GASB)	An independent, professional body to establish standards of accounting and financial reporting applicable to state and local governmental entities.
Grants	A contribution by a government or other organization to support a function. A grant may be classified as operational or capital depending on the purpose for which the funds are used.
Headway	The time span between service vehicles on specified routes, sometimes called frequency.
Income	Compensation for services, interest, rents, royalties, etc.
Indirect Cost	A cost necessary for the functioning of the organization as a whole but which cannot be directly assigned to one service.
Intangible Asset	Economic resources characterized by a lack of physical existence.
Interactive Voice Response (IVR) System	A system that allows access to data (i.e., schedule information) through the use of the touch-tone pad on a telephone.
Internal Controls	Methods and measures implemented to safeguard assets, provide for accuracy of accounting data, and encourage compliance with policies.
Investments	Securities purchased for the generation of income in the form of interest.
JARC	Job Access Reverse Commute (JARC) is a grant provided by the FTA to provide transportation services between employment sites and low-income residential areas.

Glossary of Terms (continued)

Keep San Antonio Moving (KSAM)	Designed to improve the public transportation system throughout our region and make getting ahead easier. In other words, they help make economic mobility possible by increasing access to actual mobility.
Line Service	Service that is scheduled and runs on a fixed route.
Materials and Supplies	Expendable materials and operating supplies necessary to conduct operations.
National Advisory Council on State and Local Budgeting (NACSLB)	Council providing “Best Practices” in state and local budgeting. GFOA has recommended that governments use NACSLB documents as a model for evaluating and improving their budget processes.
National Environmental Policy Act (NEPA)	The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.
National Transit Database (NTD)	An annual report to the FTA of financial and statistical information. The report is used by the FTA in calculating the annual grant apportionment.
Net Assets	Total Assets minus Total Liabilities.
Net Income	The total amount of revenue earned in a period of time, minus expenses, taxes and interest.
Net Position	The excess amount of assets over liabilities.
NTD Chart of Accounts	The National Transit Database system of accounts used by all transit agencies which facilitates comparison of all transit agencies reporting to the FTA.
Non-Revenue Vehicle	Vehicles that do not carry fare paying passengers that are used to support transit operations.
Off-Peak	Non rush hour time periods.
Operating Budget	A budget of essential income and expenses for a given period (usually on year) excluding capital outlays.
Operating Expense	Operating costs incurred in order to generate operating revenue. Examples of operating expenses include fuel, maintenance supplies, administrative labor, professional fees and office supplies.

Glossary of Terms (continued)

Operating Revenues	Revenues generated from the provision of service and from other activities directly related to the provision of service.
Operations Related Salaried Employees	Salaried employees that perform functions related to the provision of transit operations. Functions are identified in the NTD chart of accounts.
Paratransit Service	Non-fixed route service utilizing vans to provide pre-arranged trips to and from specific locations within the service area to certified participants in the program. Most often refers to wheelchair-accessible, demand-response van service.
Park and Rides	Facilities that provide ample parking spaces, transit information centers and amenities for transit users. Usually used for commute to work, school or shopping trips.
Pass	Type of discounted media for fare payment which offers unlimited rides for a specified period of time. Examples include 30-day pass and visitor's pass.
Passenger Miles	The cumulative sum of the distances traveled by passengers.
Peak	Rush hour time periods, typically defined as 6:00 a.m. through 9:00 p.m., Monday through Friday.
Performance Measures	Data collected to determine how effective or efficient a program is in achieving its objectives.
Platform Time	The period of time in which a transit vehicle is in operation. Platform time contains time that buses are in revenue service and time required to support revenue service, for example time from a garage to the beginning of a route.
Records Management Program	A program to support the intention of the State of Texas to establish, promote, and support an active continuing program for the efficient and economical management of local government records.
Recovery Ratio	One of the key performance indicators, measuring the amount of operating expense that was recovered from operating revenues. The ratio is calculated as system generated revenues divided by operating expenses.

Glossary of Terms (continued)

Reserve	An account used to indicate that a portion of previous earnings is restricted for a specific purpose.
Retained Earnings	The accumulation of prior year earnings.
Revenue	Receipts from the sale of a product or provision of service.
Revenue Bond	A certificate of debt issued by an organization in order to raise revenue. It guarantees payment of the original investment plus interest by specified date. Debt service payment is secured by a specific revenue source.
Revenue Equipment	Includes vehicles that carry fare-paying passengers and equipment used for the collection of fares.
Ride Ridership	A trip taken by passengers on the bus or rail system. Each passenger counted each time that person boards a vehicle.
Service Levels	The amount of hours and miles provided in order to serve customers.
Special event Service	Service to regularly scheduled but relatively infrequent events (sporting events, annual festivals) that is open to the public, with routes and schedules set by VIA.
Stabilization Fund	Represents assets to provide a level of financial resources to protect against revenue shortfalls or unpredicted one-time expenditures.
Starlight Service	Demand response service between the hours of 1 a.m. and 4 a.m. The target market for this service is medical and hospitality industry employees.
Sunset Depot	Facility owned by VIA and leased by the Sunset Station Group, LLC to promote economic development in the Alamodome area.
Texas Commission on Environmental Quality (TCEQ)	The Texas Commission on Environmental Quality strives to protect our state's public health and natural resources consistent with sustainable economic development.
Transguide	An Intelligent Transportation System that provides information to motorists about traffic conditions, such as accidents, congestion and construction.

Glossary of Terms (continued)

Transit Centers	Facilities that offer limited parking, transit information centers and passenger amenities. These facilities are transfer hubs for numerous routes which provide shelter for transit passengers waiting to make connections between routes.
Transportation Improvement Program (TIP)	A capital improvement program developed cooperatively by local and state transportation entities. VIA and other transit systems must have their projects in the state TIP before federal funds can be awarded for those projects.
Uniform System of Accounts and Records	The uniform accounting structure required by the FTA allowing comparability between all transit systems in the United States.
Unlinked Passenger trip	Each boarding of a transit vehicle by a passenger is defined as an unlinked passenger trip. A single journey by one passenger, consisting of one or more unlinked boardings is considered a linked trip.
User Charges	The payment of a fee for direct receipt of a public service by the party benefiting from the service.
Vanpool	A transit service that links patrons making commuter trips to the same location using 12 – 15 passengers vans. The patrons pay a fee for the use of the van.
VIA Link	A transit service designed to provide on-demand transit through a ride-sharing program, where people may reserve a van to take a trip with as many as three people going to various destinations.
Vehicle Revenue Hours	The hours that vehicles travel while in revenue service. Vehicle revenue hours include layover/recovery time but exclude travel to and from storage facilities, training operators prior to revenue service, road test and deadhead travel, as well as school bus and charter services.
Vehicle Revenue Miles	The miles that vehicles travel while in revenue service. Vehicle revenue miles exclude travel to and from storage facilities, training operators prior to revenue service, road tests and deadhead travel, as well as school bus and charter services.
Warranty & Credits	Reimbursement for repairs covered by manufacturers' warranty agreements.
Working Capital	Represents assets designated to provide VIA with sufficient operating funds to pay its day-to-day operational obligations.