

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

BOARD MEETING NO. 717

DATE: August 26, 2026

TIME: 5:00PM

PLACE: 1250 Canal Rd. Lafayette, IN. 47904 Conference Room

MEETING CHAIR: Angel Valentín

TEAMS INFORMATION: [Join the meeting now](#)

Meeting ID: 272 994 763 835 96

Passcode: kP7hQ9x5

AGENDA

Item

1. Communications and Announcements
2. Public Comment
 - 2.1. Comments on the Agenda – 5 minutes
3. Review and Approval of Agenda Items and Minutes
 - 3.1. Review and Approval of Agenda of Meeting No. 717 held on August 25, 2026 (pg.1)
 - 3.2. Review and Approval of Minutes of Meeting No. 716 held on July 22, 2026 (pg. 2)
4. Old Business
5. New Business
 - 5.1. Approval of 2027 Budget (Exhibit 1 pg. 6)
 - 5.2. Approval of Resolution #26-02 approving the programming of federal transit administration section 5307 urbanized area formula funds for federal fiscal year 2024 and 2025 (Exhibit 2 pg.8)
 - 5.3. Approval of bulk discount for pass sales (Exhibit 3 pg.11)
 - 5.4. Approval for the CEO to sign Mesmerize Bus Advertising Agreement (Exhibit 4 pg.13)
 - 5.5. Approval for CEO to sign University of Maryland contract pending final legal review. (Exhibit 5 pg.14)
 - 5.6. Authority for CEO to sign Via software contract extension for one year. (Exhibit 6 pg.26)
 - 5.7. Consideration of claims list numbering 42049 through 42126, in the amount of \$458,765.12 (pg.27)
 - 5.8. Consideration of payroll for July 1, 2026, through July 31, 2026, in the amount of \$196,858.17 (pg. 30)
6. Board and Staff Reports
 - 6.1. Chief Executive Officer Report (pg.)
7. Public Comments
 - 7.1. 3 minutes per speaker
8. Adjournment
 - 8.1. Next meeting is Wednesday, September 23, 2026.

**GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
BOARD MEETING NO. 716
MEETING MINUTES**

DATE: July 22, 2026

Present: Mike Gibson, Chair

Board Julie Ginn
Tino Atisso
Ben Murray
Jacques Vanier

Present: Bryan D. Smith: Chief Executive Officer

Staff Emma Cheng: Interim Chief Financial Officer

Ron Peters: Operations Manager

Dusty Sturgeon, Human Resources Administrator

Shelby Yeaman: Customer Experience Manager

Priscila Cornejo: Planning & Business Development Manager

Brian Karle: Attorney

Guests: Stephen Kromkowski (DLZ), Adam Bradley, Elber, Nathan Snyder

Chair, Mr. Mike Gibson, called meeting No. 716 to order at 5:01PM in the GLPTC Board Room, 1250 Canal Road.

COMMUNICATIONS & ANNOUNCEMENTS

Happy Birthday to our Human Resources Manager, Dusty Dawn! She turned 50 today!

Welcome to the team, Priscila Cornejo. She is our new Planning & Business Development Manager. Priscila comes to us from hospitality, where she has had 10 years of experience with a lot of community knowledge. She is excited to get going in her new role.

PUBLIC COMMENT

REVIEW AND APPROVAL OF AGENDA ITEMS AND MINUTES

Ms. Julie Ginn made the motion to approve the agenda of meeting No. 716 held on July 22, 2026. Mr. Ben Murray seconded the motion. The motion was carried by a vote of 5 ayes and 0 nays.

Mr. Tino Atisso made the motion to approve the minutes of meeting No. 715 held on June 24, 2026. Mr. Jacques Vanier seconded the motion. The motion was carried by a vote of 5 ayes and 0 nays.

OLD BUSINESS

NEW BUSINESS

Mr. Adam Bradley gave a brief presentation on how CityBus has been using a simulator at Purdue, with big thanks to board member Mr. Tino Atisso for getting us set up with this. The simulator has pre-programmed scenarios which have been very helpful both for veteran operators and our new hires. This has helped our team develop situational and decision-making skills.

Ms. Julie Ginn made the motion to approve the CEO to sign contract with Mulhaupt for the Fire Panel Procurement pending final legal review. Mr. Ben Murray seconded the motion. The motion was carried by a vote of 4 ayes and 0 nays.

CityBus is needing to upgrade our fire panel for the new hydrogen fueling station. The fire panel we currently have is beyond its useful life and cannot connect to cell, that is how old it is. When looking at all of our systems, we decided we will update every system, which are through different companies and panels, and combine them into one single system. DLZ helped with the procurement and made sure that the project submitted stays within our budget range for this project.

Ms. Julie Ginn made the motion to approve for the CEO to sign contract with Lesman Instrument Company for the H2 Monitoring System Upgrades Procurement pending final legal review. Mr. Tino Atisso seconded the motion. The motion carried by a vote of 5 ayes and 0 nays.

DLZ also assisted in this procurement, making sure the submitted and accepted proposal stays within our budget range for this project. Our current monitoring system does not currently detect Hydrogen, which is why we are needing to make this upgrade. Some of our systems are currently working but past their useful life, so those are being replaced. CityBus has been in constant communication with the fire department to be sure our upgrades are up to code.

Mr. Jacques Vanier made the motion to approve the August 2026 Route Modifications. Ms. Julie Ginn seconded the motion. The motion was carried by a vote of 5 ayes and 0 nays.

CityBus is changing the 32 Schuyler Ave to go back to what 2a 2b used to be, which will now be called the 32A Schuyler Ave route and 32B Union Street route and will have one single bus on both routes operating at a one-hour frequency. The 35 Park East route will be removed from service, but the majority of the route will be serviced by Route 12 South Street. The stops on Park East will be on demand and will operate at a 30-minute frequency.

Route 36 South 18th Street is also being removed from service. We will still service Ivy Tech to Walmart, but it will be serviced on Route 14 Brady Lane. Routes 13 and 14 will be modified for the first two runs of the day to assist in servicing major manufacturers.

We will be starting at 5am for routes 11, 12, 13, and 14. Route 41 Connector is going down to one bus, and the 21 McCormick Road will be getting rid of the 3rd bus during peak service.

Route 34 Teal Road, based on operations and public feedback, will have a slight modification, going all the way to 18th street and then rejoining back on State St. This will allow the bus to go to the front of the high school and also get close to the fairgrounds and all of those stores and Dr. offices in that area.

There is roughly around \$530,000 savings from all of this change. This number is not exact but an estimate on around what we could expect to save.

Mr. Jacques Vanier made the motion to approve the CEO to sign the IFAC Agreement pending final legal review. Mr. Ben Murray seconded the motion. The motion was carried by a vote of 5 ayes and 0 nays.

In October of 2025 we applied, with the help of the Build America Center, and finally got word that we received \$1.2 million in grant funds to do a study on a BRT. \$200,000 is local match and 10% is pulled from the grant funds to cover administrative work. The Build America Center will be the project managers and will hire consultants to plan where the BRT line could be and figure out the assets as well.

Mr. Ben Murray made the motion to approve the CEO to sign Scion Apartment Express Route Service Contract pending final legal review. Mr. Tino Atisso seconded the motion. The motion was carried by a vote of 5 ayes and 0 nays.

This will be a three (3) year contract between Lark and Alight and the Scion apartments. They added the Lodge last year and renamed the route to be the Cumberland Express. The longer the contract, the better rate we can give.

Mr. Bryan Smith and Mr. Brian Karle are working on the wording for Mr. Smith's upcoming contract renewal. When they have that finalized they will present to the board for further discussion and approval.

The board considered approval of claims list numbering 41938 through 42048, in the amount of \$500,065.64. Mr. Mike Gibson made the motion to approve the claims list, and Ms. Julie Ginn seconded the motion. The motion was carried by a vote of 5 ayes and 0 nays.

The board considered approval of payroll for June 1, 2026, through June 30, 2026, in the amount of \$829,161.35. Mr. Mike Gibson made the motion to approve payroll, and Ms. Julie Ginn seconded the motion. The motion was carried by a vote of 5 ayes and 0 nays.

BOARD AND STAFF REPORTS (CEO REPORT)

CityBus will be hosting their first ever Spanish meeting at the end of August. This event has been highly advertised and there is major interest in this. We currently have around 31% of our population that are Hispanic, so hosting a meeting where there is a translator and we can better hit that population in our community is very important to us. We are also working on translating all of our important and public facing documents in multiple languages.

We started work in May of 2025 for the 2024 Low/No grant we received. The FTA is ready to release the money to us so long as we remove all Hydrogen from our submission. We have resubmitted the application and all of the \$10M will go towards buses, which will cover our expenses for the next 3.5 to 4 years. We can use the budgeted dollars that would have gone towards new buses to pay for the hydrogen station now.

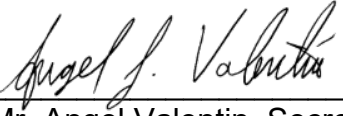
We have hired a new Executive Assistant that started Monday, July 27th. Darla will be in attendance at the next board meeting, and Mrs. Shelby Yeaman will lead her training in this new role.

We are working with Agave to advertise and recruit a new CFO. We have a few board members on the evaluation and hiring committee for this role.

PUBLIC COMMENTS

ADJOURNMENT

With there being no further business to be transacted, Mr. Ben Murray made the motion to adjourn the meeting. Mr. Tino Atisso seconded the motion. The motion was carried by a vote of 5 ayes and 0 nays. The next regular Board Meeting is scheduled for Wednesday, August 26, 2026, at 5:00PM, in the GLPTC Board Room, 1250 Canal Road.



Mr. Angel Valentin, Secretary
CityBus Board of Directors

08/21/2026

Date:

General Fund

Proposed FY2027 Budget

	2026 Budget	2027 Budget	%Δ Budget
Personnel Expenditures	\$ 12,638,502	\$ 12,466,580	-1.4%
Operator Wages	\$ 5,239,313	\$ 4,992,139	-4.7%
Administrative Wages	\$ 2,208,815	\$ 2,252,879	2.0%
Maintenance Wages	\$ 1,015,104	\$ 1,008,157	-0.7%
FICA	\$ 647,437	\$ 631,368	-2.5%
PERF	\$ 1,014,147	\$ 991,942	-2.2%
Life & Health Insurance	\$ 2,189,200	\$ 2,254,876	3.0%
Unemployment Insurance	\$ 70,000	\$ 72,100	3.0%
Work Comp Insurance	\$ 115,526	\$ 118,991	3.0%
Uniform Rental and Cleaning	\$ 50,000	\$ 52,500	5.0%
Tool Allowance/Fringe Benefits	\$ 88,960	\$ 91,629	3.0%
Commodities	\$ 1,285,992	\$ 1,284,208	-0.1%
Diesel Fuel	\$ 81,975	\$ 26,533	-67.6%
Natural Gas Fuel	\$ 368,636	\$ 344,847	-6.5%
Hydrogen Fuel	\$ 200,000	\$ 200,000	0.0%
Gasoline	\$ 23,264	\$ 24,595	5.7%
Oil & Antifreeze	\$ 22,562	\$ 57,030	152.8%
Repair Parts, Revenue Vehicles	\$ 458,969	\$ 439,369	-4.3%
Repair Parts, Fixed Equipment	\$ 3,671	\$ 7,619	107.5%
Tires and Batteries	\$ 20,198	\$ 47,360	134.5%
Cleaning Supplies	\$ 34,444	\$ 44,861	30.2%
Building Materials	\$ 5,000	\$ 5,000	0.0%
Postage & Freight	\$ 5,446	\$ 4,179	-23.3%
Office Supplies	\$ 22,660	\$ 24,000	5.9%
Other Materials, General Business	\$ 38,997	\$ 58,730	50.6%
Other Materials, Billable	\$ -	\$ -	0.0%
Other Materials, Maintenance	\$ 170	\$ 85	-49.9%
Services and Charges	\$ 3,071,597	\$ 2,975,332	-3.1%
Vanpool Subsidy	\$ 43,200	\$ 110,279	155.3%
Attorney & Audit	\$ 100,000	\$ 120,318	20.3%
Contractual Maintenance Svcs	\$ 460,079	\$ 331,514	-27.9%
Custodial Services	\$ 70,000	\$ 59,130	-15.5%
Contractual Services, Administrative	\$ 1,038,872	\$ 963,614	-7.2%
Utilities, Telephone	\$ 18,763	\$ 17,978	-4.2%
Utility Expense, Electric	\$ 75,000	\$ 33,507	-55.3%
Utility Expense, Water & Sewage	\$ 31,482	\$ 32,426	3.0%
Utilities, Natural Gas Heat	\$ 34,785	\$ 35,829	3.0%
Advertising & Promotions	\$ 125,000	\$ 115,000	-8.0%
Exterior Advertising	\$ 10,000	\$ -	-100.0%
Printing	\$ 42,097	\$ 43,360	3.0%
Advertising Fees (Legal Advertising)	\$ 3,000	\$ 3,000	0.0%
Dues & Subscriptions	\$ 56,027	\$ 56,077	0.1%
Travel & Meeting Expenses	\$ 71,610	\$ 85,225	19.0%
Premium on PL & PD	\$ 776,249	\$ 853,874	10.0%
Payouts PL & PD	\$ 100,000	\$ 103,000	3.0%
Premium on Other Insurance	\$ 5,234	\$ 200	-96.2%
Vehicle Registration Fees	\$ 200	\$ 1,000	400.0%
Bad Debt Expense	\$ 2,000	\$ 8,000	300.0%
Misc Expense	\$ 8,000	\$ 2,000	-75.0%
OPERATING EXPENSES:	\$ 16,996,092	\$ 16,726,119	-1.6%

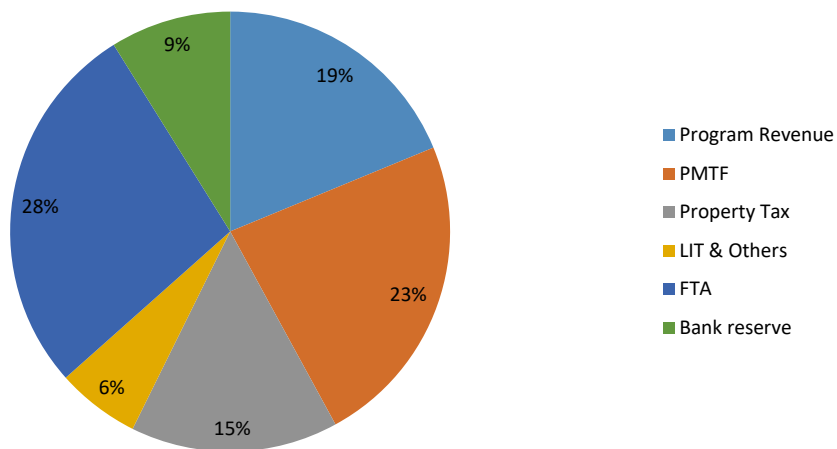
Operating Revenues

Proposed FY2027 Budget

	2026	2027 Budget	%Δ
Program Revenue	\$ 4,141,355	\$ 3,513,005	-15.17%
PMTF	\$ 4,353,657	\$ 4,353,657	0.00%
Property Tax	\$ 2,944,215	\$ 2,853,007	-3.10%
LIT & Others	\$ 930,484	\$ 1,146,779	23.25%
FTA	\$ 5,225,612	\$ 5,185,279	-0.77%
Bank reserve	\$ 1,071,897	\$ 1,657,920	54.67%
Additional capital	\$ (1,671,128)	\$ (1,084,515)	-35.10%
TOTAL OPERATING REVENUE	\$ 16,996,092	\$ 17,625,133	3.70%

\$ (0) \$ (899,014)

GLPTC Sources of Revenue for FY2027



Cumulative Capital Fund

Proposed FY2027 Budget

	2026	2027 Budget	%Δ
Special Transportation Cumulative Capital	\$ 500,000	\$ 475,000	-5.00%
Property tax contribution to Capital	\$ 500,000	\$ 475,000	-5.00%
Other tax contribution to Capital	\$ 1,268,508	\$ 1,084,515	-14.50%

**GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
RESOLUTION #26-02**

***A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GREATER LAFAYETTE
PUBLIC TRANSPORTATION CORPORATION APPROVING THE PROGRAMMING OF
FEDERAL TRANSIT ADMINISTRATION SECTION 5307 URBANIZED AREA FORMULA
FUNDS FOR FEDERAL FISCAL YEARS 2024 AND 2025***

WHEREAS, the Greater Lafayette Public Transportation Corporation (“GLPTC”) is a designated recipient of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program funds; and

WHEREAS, GLPTC has apportioned the remaining \$5,392,783 in Federal Fiscal Year (FFY) 2024 Section 5307 funds and \$6,154,796 in FFY 2025 Section 5307 funds; and

WHEREAS, GLPTC desires to program \$557,000 from FFY 2024 5307 funds for workforce development activities, specifically employee education and training under Activity Line Item (ALI) code 11.7D.02; and

WHEREAS, GLPTC desires to program \$2,800,000 from FFY 2024 5307 funds for the construction of a compressed gas fueling station under Activity Line Item (ALI) code 11.43.02; and

WHEREAS, GLPTC desires to program \$1,953,447 from FFY 2024 5307 funds for preventive maintenance activities under Activity Line Item (ALI) code 11.7A.00; and

WHEREAS, GLPTC desires to program \$82,336 from FFY 2024 5307 funds for the purchase of computer software under Activity Line Item (ALI) code 11.42.08; and

WHEREAS, GLPTC desires to program \$6,154,796 from FFY 2025 5307 funds for operating assistance under Activity Line Item (ALI) code 30.00.09; and

WHEREAS, the amounts set forth above fully utilize each fiscal year’s Section 5307 apportionment, resulting in a remaining balance of \$0 for FFY 2024 and \$0 for FFY 2025; and

WHEREAS, the Board of Directors has reviewed the foregoing program of projects and finds it to be in the best interest of GLPTC to approve the programming of such funds;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE
GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION THAT:

Section 1. Approval of Program of Projects.

The Board hereby approves the programming of the Corporation's remaining FFY 2024 Section 5307 apportionment of \$5,392,783 and its FFY 2025 Section 5307 apportionment of \$6,154,796 for the projects, activities, Activity Line Item (ALI) codes, and amounts set forth in the recitals above, each of which is incorporated herein by reference.

Section 2. Approval of Local Match of FFY 2024 Section 5307 funds.

The Board approves the commitment of a local match from GLPTC of \$1,348,196 (20%) toward the capital projects from the remaining FFY 2024 Section 5307 apportionment of \$5,392,783.

Section 3. Approval of Local Match of FFY 2025 Section 5307 funds.

The Board approves the commitment of a local match from GLPTC of \$6,154,796 (50%) toward the operating expenses project from the remaining FFY 2025 Section 5307 apportionment of \$6,154,796.

Section 4. Authorization.

The Executive Director, or the Executive Director's authorized designee, is hereby authorized and directed to submit the grant application(s), program of projects, and/or budget amendment request(s) necessary to reflect the amounts approved in this Resolution, and to take all actions necessary and appropriate to implement this Resolution.

Section 5. Effective Date.

This Resolution shall take effect immediately upon its adoption.

The designation is effective immediately and shall continue until specifically revoked. Any and all resolutions which conflict with this resolution are hereby rescinded. Adopted by the Board of Directors of Greater Lafayette Public Transportation Corporation this 26th Day of August 2026.

Mr. Michael Gibson
Chairman of the Board of Directors
Greater Lafayette Public Transportation Corporation

ATTEST:

Mr. Angel Valentin
Secretary of the Board of Directors
Greater Lafayette Public Transportation Corporation

Vote: _____ Ayes _____ Nays

August 26, 2026

I hereby certify that the attached is a true and complete copy of a resolution adopted by the Board of Greater Lafayette Public Transportation Corporation of Lafayette, Indiana, at a regular meeting on August 26, 2026, and that public notice of said meeting was given pursuant to and in full compliance with the laws of the state of Indiana.

Mr. Angel Valentin
Secretary of the Board of Directors
Greater Lafayette Public Transportation Corporation

TO: Bryan D. Smith, CEO

FROM: Priscila Cornejo, Planning and Business Development Manager & Shelby Yeaman, Customer Experience Manager

DATE: 08/14/2026

RE: Bulk Discounts

With the recent changes to our fare structure and pricing, we have received numerous inquiries from agencies, camps, and schools regarding bulk discounts for monthly and day pass purchases. We believe these requests are reasonable and represent an opportunity to better support the organizations we partner with and serve throughout our community.

To address this need, we are recommending the implementation of a tiered discount structure based on purchase volume. This approach would provide greater affordability for our community partners while encouraging larger pass purchases and increased transit utilization.

Our recommended discount structure is outlined below:

31-Day Pass Bulk Discount:

Amount:	Discount %	31-Day	31-Day E&D
1 - 9	0%	\$50.00	\$25.00
10 - 25	0%	\$50.00	\$25.00
26 – 50	10%	\$45.00	\$22.50
51 – 99	15%	\$42.50	\$21.50
100 +	20%	\$40.00	\$20.00

Day Pass Bulk Discount:

Amount:	Discount:	Cost:
1 – 9	0%	\$4.00
10 – 25	0%	\$4.00
26 – 50	10%	\$3.60
51 – 99	15%	\$3.40
100 +	20%	\$3.20

The only board-approved discount currently available is the 25% discount on tokens. We are requesting approval of a smaller volume-based discount for bulk purchases of passes. This discount

would not apply to reloadable smartcards, which would remain \$4 per card. We respectfully request the board's approval of this program.



AMENDMENT 1

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION AND MESMERIZE MEDIA, LLC

This amendment (Amendment 1) is made by and between the GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION hereinafter referred to as "Citybus", and MESMERIZE MEDIA, LLC, hereinafter referred to as the "Contractor", and is a party to "Request For Quote – Transit Advertising Services" issued by Citybus on July 28, 2023.

By mutual agreement of the undersigned parties, the Transit Sales Partnership Agreement, effective September 1, 2023, is hereby amended. This amendment authorizes the following:

- Extension of contract terms for first of two possible 12-month extensions to run from 9/1/26 – 8/31/27.
- Payment based on larger total amount over 12 months of sales between a Minimum Annual Guarantee of \$180,000 or 55% of all media revenue.

All other contract terms apply to original revenue contract.

Both parties agree to this amendment.

WITNESS: GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

_____ By: _____

WITNESS: MESMERIZE MEDIA, LLC

_____ By: _____



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July 17, 2026

Bryan D. Smith
Greater Lafayette Public Transportation Corporation (City Bus)
1250 Canal Road
Lafayette, IN 47904

Proposal Title: Value Capture Analysis of the CityBus BRT Corridor
UMD Proposal Number: 102311
UMD Principal Investigator: Qingbin Cui
UEI: NPU8ULVAAS23
EIN: 52-6002033

Dear Bryan D. Smith:

Please find enclosed the above- referenced proposal submitted on behalf of the University of Maryland (UMD) and signed by an Authorized Representative. A UMD Proposal Number has been assigned, which you may use to reference this proposal in any future communication with our office. The budget request is in the amount of \$520,000.

UMD acknowledges that Qingbin Cui is identified by name as the Principal Investigator (PI) at UMD and the PI intends to carry out all responsibilities identified in the attached proposal. UMD believes the proposed project is fundamental research and does not require that we obtain an export license under Export Control Regulations.

UMD Investigators and Key Personnel have disclosed and certified all projects, activities, co-authorships, affiliations, and other activities, including those performed within and outside of UMD (paid and unpaid), as required by the funding agency and applicable requirements at the time of this proposal and will continue to do so through the life of any resultant award. Furthermore, Investigators and Key Personnel have certified that they are not involved in a "malign foreign talent recruitment program" as defined in Section 10638 of Public Law 117-167 (CHIPS and Science Act).

UMD recognizes that any award resulting from this proposal will include terms and conditions required by the sponsor that are appropriate for a State Institution of Higher Education; that are required by applicable law or regulation on the date of execution; and any other mutually acceptable terms and conditions, except those inconsistent with Uniform Guidance (2 CFR Part 200) or those not allowed under Md. Code, State Fin. & Proc. § 2-901 or the Maryland Constitution. UMD reserves the right to negotiate the terms and conditions of any resulting award.

Enclosed is a list of general exceptions and terms for which UMD will require modification prior to the execution of an agreement. UMD reserves the right to negotiate any terms and conditions, even those not specifically referenced herein.

Please direct any technical questions regarding this proposal to Qingbin Cui at cui@umd.edu. Administrative questions should be directed to Sharon Soler, at sasoler@umd.edu.

UMD looks forward to collaborating with Greater Lafayette Public Transportation Corporation on this project.

Sincerely,
Danette Boone
Danette Boone
Assistant Director

FEDERAL GENERAL EXCEPTIONS

Arbitration

Per the Prohibited Provisions Statute (*State Fin. & Proc. § 2-901(B)(2)*), UMD cannot agree to binding arbitration or any other binding extrajudicial dispute resolution process. The Office of the Attorney General of the State of Maryland has sole authority to represent UMD in litigation, as such UMD is prohibited from making litigation decisions on behalf of that Office (*see Maryland Code Annotated, State Government Article, § 6-106*). Agreeing to arbitration is a litigation decision.

Confidentiality

University System of Maryland policy prohibits UMD from entering into any agreement which requires that the name of the sponsor, the existence of the agreement, and the nature of the work be kept confidential (*see IV-2.20 Policy on Classified and Proprietary Work*).

Contract Type

UMD cannot accept time and materials or labor hour contracts. Firm Fixed Price and Cost Reimbursement contracts are acceptable.

Export Control

UMD has many students and faculty who are non-U.S. persons. Unless otherwise certified in writing, UMD researchers are not certified to be a “U.S. person” as defined in U.S. export control laws. Furthermore, UMD information systems are not certified for handling Export Controlled Information or other forms of Government-furnished Controlled Unclassified Information (CUI). The transfer of Export Controlled Information or CUI is prohibited without the prior written approval of an authorized UMD representative or Export Compliance Officer. If there are any questions or concerns, please contact UMD’s Export Compliance Officer, Adam Grant, at researchsecurity@umd.edu.

Governing Law

UMD, as an agency and instrumentality of the state of Maryland, is not authorized to agree to the laws of another state or country. Any agreement must be construed and governed in accordance with the laws of the State of Maryland, without reference to its conflict of laws principles, or must remain silent on governing law (*see Maryland Code Annotated, State Government Article, § 6-106 and Prohibited Provisions Statute (State Fin. & Proc. § 2-901)*).

Hours

As an educational institution, UMD does not formally track or record faculty and professional staff time in terms of hours. Records are maintained by personnel activity reports (effort reports) in accordance with Uniform Guidance and UMD’s Cost Accounting Standards Board (CASB) Disclosure Statement (DS-2). Any reference to hours included with UMD’s proposal are estimates only for project management purposes.

Applicable Financial FAR Clauses:

52.215-2 Audit and Records – Negotiation - Alternate II

52.216-7 Allowable Cost and Payment - Alternate II

52.230-5 Cost Accounting Standards – Educational Institutions

Indemnification

UMD can only indemnify for claims, losses, and damages against it based on the negligent acts or omissions of its personnel acting within the scope of their employment provided the liability will be governed by and limited to that established under the Maryland Tort Claims Act and must be contingent upon an appropriation by the Maryland General Assembly specifically for this purpose (*see Prohibited Provisions Statute (State Fin. & Proc. § 2-901(B)(1), Maryland Code Annotated, State Finance and Procurement Article, § 7-237, and the Maryland Constitution, Article III, § 32*). UMD cannot agree to indemnify against wrongful, reckless, or intentional acts or omissions because, by their very definition, those acts are outside of the scope of employment for UMD personnel.

Insurance

UMD is self-insured pursuant to Annotated Code of Maryland, State Finance and Procurement Article, Title 9 and will be responsible for its own negligence in accordance with the Maryland Tort Claims Act. UMD does not purchase commercial insurance and is unable to name an additional insured. UMD's self insurance certificates are available upon request.

Inspection

UMD requests 52.246-9 Inspection of Research and Development (Short Form).

Intellectual Property

UMD cannot perform "work for hire" due to IRS private use regulations. These IRS regulations impose restrictions on the private use of tax-exempt-bond-funded buildings, and work for hire can constitute "private use" with tax implications and financial requirements that are not possible for UMD to meet. UMD policies allow UMD to retain ownership of any Intellectual Property developed by its personnel (*see IV-3.20(A) University of Maryland Policy on Intellectual Property*).

The Bayh-Dole Act and its implementing regulations (37 CFR 401) grants UMD ownership of its Intellectual Property developed with Federal funds. Subrecipients under a Federal award cannot be required to allow the prime recipient to obtain rights in their subject invention(s) (37 CFR 401.14(g)(1)). UMD will grant the necessary rights to its Intellectual Property developed under and during the period of performance of the Federal award to allow the prime recipient to meet its obligations to the U.S. Government.

UMD requests the following FAR clauses in contracts:

52.227-14 Rights in Data-General - Alternate IV

52.227-11 Patent Rights - Ownership by the Contractor

Jurisdiction

UMD is a public agency and instrumentality of the state of Maryland and is represented in litigation by the Maryland Office of the Attorney General. UMD is not authorized to agree to the jurisdiction of any court outside of the state of Maryland because it is a litigation decision. If the agreement cannot specify the exclusive jurisdiction of any competent court within the state of Maryland, UMD may remain silent on jurisdiction (*see Maryland Code Annotated, State Government Article, § 6-106 and Prohibited Provisions Statute (State Fin. & Proc § 2-901)*).

Patent and Copyright Infringement Indemnification

UMD cannot agree to patent and copyright infringement indemnification provisions because it creates an unfunded liability and is prohibited under Maryland law (*see Prohibited Provisions Statute (State Fin. & Proc. § 2-901(B)(1), Maryland Code Annotated, State Finance and Procurement Article, § 7-237, and the Maryland Constitution, Article III, § 32*). Additionally, as a public university, UMD may not be held liable for monetary damages under a claim of copyright or patent infringement because of judicial interpretation of the 11th Amendment of the U.S. Constitution, as applied to those federal laws.

Publication

UMD cannot agree to publication restrictions or clauses that prohibit the dissemination of information if it is not in accordance with UMD Policy. Permitting a sponsor, or other outside entity, to approve a publication creates a restriction that would cause UMD to lose its "fundamental research exclusion" under export control laws. This would have an immediate negative impact on the majority of UMD's research portfolio. UMD may allow review of manuscripts prior to publication in accordance with and to the extent allowed by IV-2.20 Policy on Classified and Proprietary Work:

<https://www.usmd.edu/regents/bylaws/SectionIV/IV-2.20.pdf>

For Department of Defense:

UMD cannot sign any agreement that contains DFARS 252.204-7000 Disclosure of Information unless a written determination letter from the DoD Contracting Officer is received stating UMD's scope of work is fundamental research in accordance with (a) (3) of this clause.

For Federal Highway Administration:

UMD cannot accept TAR 1252.242-72 Dissemination of Contract Information and; therefore, request TAR 1252.242-70 Dissemination of Information – Educational Institutions.

UMD asserts its right to publish any research results with the exception of limited proprietary information subject to an executed Non-Disclosure Agreement signed by a UMD authorized official.

Termination

UMD requests FAR 52.249-5 Termination for Convenience of the Government (Educational and Other Nonprofit Institutions).

Travel

UMD is not subject to the Federal Travel Regulations or Joint Travel Regulations. UMD requests FAR Subpart 31.3 Contracts with Educational Institutions, which incorporates Uniform Guidance (2 CFR Part 200, Subpart E - Cost Principles).

Warranty

UMD, as both a State governmental agency and a non-profit institution of higher education, does not engage in commercial work and thus cannot provide warranties of merchantability, fitness for a particular purpose, or commercial value; additionally, such provisions create an unfunded liability and are in violation of Maryland law (*see Prohibited Provisions Statute (State Fin. & Proc. § 2-901(B)(1), Maryland Code Annotated, State Finance and Procurement Article, § 7-237, and the Maryland Constitution, Article III, § 32*). By its very nature, research is unpredictable, and success cannot be guaranteed, as such research is unwarrantable. UMD undertakes research (and other efforts) on a "reasonable efforts" basis only.

Value Capture Analysis of the CityBus BRT Corridor

Introduction

CityBus has secured an Innovative Finance and Asset Concession (IFAC) grant to advance an asset concession study centered on the CityBus Transit Center, the 218 Ferry Street site, and opportunity areas along the proposed Lafayette Bus Rapid Transit (BRT) corridor. The effort reflects CityBus's need to pair transit investment with a practical strategy for real estate redevelopment, value capture, and long-term financial sustainability. As outlined in the IFAC work plan, the project is intended to evaluate underutilized public assets, identify Transit Oriented Development (TOD) and affordable housing opportunities, assess concession and revenue options, and prepare a clear implementation roadmap that links these strategies to BRT delivery. CityBus therefore needs a technical partner that can move beyond high-level concepts and provide rigorous market analysis, parcel and station-area assessment, financial modeling, and implementation guidance. Build America Center (BAC) at the University of Maryland is well positioned to meet this need by helping CityBus translate the IFAC award into actionable strategies that strengthen both the BRT corridor and the agency's long-term institutional capacity.

The Build America Center brings nationally recognized expertise in IFAC-related technical assistance, innovative finance, asset concessions, value capture analysis, and public-private partnership structuring. BAC's work for the U.S. Department of Transportation and related federal programs has focused on helping public agencies evaluate transportation assets, identify revenue opportunities, and structure financially sound pathways for implementation. This experience is directly relevant to CityBus's needs under Tasks 2, 3, 4, and 7, including asset scan and market assessment, evaluation of concession and value capture options, P3 and innovative finance structuring, and development of an implementation roadmap. BAC also offers strong supporting capabilities for stakeholder, policy, and business planning tasks by linking transit, land use, and financing considerations into one integrated framework. Drawing on experience in value capture tools, TIFIA-readiness analysis, TOD strategy, and procurement planning, BAC can help CityBus assess which mechanisms are realistic, scalable, and aligned with local market conditions and governance capacity.

BAC is committed to serving as a hands-on, collaborative partner to CityBus throughout implementation of the IFAC grant. Our approach will emphasize technical rigor, practical decision support, and sustained knowledge transfer so that CityBus staff and partners can build internal capacity while advancing near-term project goals. BAC will lead the analytical work needed to evaluate redevelopment potential and financial feasibility, while coordinating closely with CityBus leadership and local stakeholders to ensure that recommendations are grounded in community priorities, institutional realities, and project delivery needs. In supporting Tasks 5 and 6, BAC will also help connect legal readiness, stakeholder engagement, corridor planning, and business strategy to the financial and asset-based analyses, ensuring that the final recommendations are not only innovative but implementable. Through this partnership, BAC will help CityBus produce a credible, phased strategy for asset monetization, TOD advancement, and BRT-supportive development that positions the agency for future funding, financing, and delivery opportunities.

Objective and Tasks

The objective of BAC's study is to help CityBus translate its IFAC award into a practical, finance-ready strategy for leveraging public assets and advancing the Lafayette BRT corridor through innovative financing, value capture, and transit-oriented development. BAC will lead the technical analysis needed to assess redevelopment and concession opportunities at the 218 Ferry Street site and other priority locations along the corridor, evaluate the feasibility and scalability of tools such as joint development, tax increment financing, impact fees, special assessment districts, naming rights, and long-term leases, and develop financial and implementation frameworks that align asset monetization with broader BRT planning goals. The study will identify market-supported opportunities, structure realistic revenue and partnership scenarios, and position CityBus for future funding and credit opportunities, including potential TIFIA and RRIF eligibility. Ultimately, BAC's work will provide CityBus with an actionable roadmap to strengthen financial sustainability, institutional readiness, and community-centered corridor development.

Task 1: Asset Scan, Value Capture, and Readiness Assessment (IFAC Task 2 & 3)

BAC will lead Task 1 by conducting a comprehensive asset scan and value capture assessment for the 218 Ferry Street site, the CityBus Transit Center and Amtrak station area, and other priority locations along the proposed Lafayette BRT corridor. This work will build directly on the IFAC scope for Task 2 and Task 3 by identifying underutilized public assets and adjacent opportunity sites, assessing market conditions and redevelopment feasibility, and evaluating how transit-oriented development, affordable housing, and related land uses can be integrated with corridor investment. BAC will assess the viability of a range of asset concession and value capture mechanisms, including long-term ground leases, joint development, air rights, tax increment financing, special assessment districts, impact fees, naming rights, and other revenue-generating strategies, with attention to financial feasibility, scalability, risk allocation, and fit with local market conditions and long-term transit needs.

In parallel, BAC will review enabling legislation, zoning requirements, and institutional capacity to identify barriers and opportunities for implementation and to support the development of governance structures and policy readiness necessary for successful asset redevelopment and value capture initiatives. The task will produce a set of practical, decision-oriented outputs that inform later financial structuring and implementation activities, including an asset scan and market assessment, a comparative value capture analysis, site and station-area mapping products, and a readiness assessment that highlights regulatory, institutional, and policy actions needed to move forward. BAC will also synthesize findings into recommendations for priority sites, preferred mechanisms, and next steps that can be carried into finance structuring, stakeholder coordination, and the broader implementation roadmap. Relevant BAC experience includes the [MCDOT Flash BRT Asset Scan](#), [MCDOT Flash BRT Value Capture Analysis](#), [MCDOT Flash BRT Value Capture StoryMap](#), which demonstrate the value capture analysis for the BRT project in Montgomery County in Maryland. Key Deliverables for this Task include:

- CityBus BRT Asset Scan and Market Assessment Report. A report modeled on the MCDOT Flash BRT Asset Scan that documents the 218 Ferry Street site, the CityBus Transit Center/Amtrak area, and other priority corridor locations; identifies underutilized public

- assets and adjacent opportunity sites; and assesses market conditions, redevelopment feasibility, TOD potential, and affordable housing opportunities.
- CityBus BRT Value Capture Analysis Report: A report modeled on the MCDOT Flash BRT Value Capture Analysis that evaluates feasible concession and value capture mechanisms—including long-term ground leases, joint development, air rights, tax increment financing, special assessment districts, impact fees, naming rights, and related strategies—and compares them based on financial feasibility, scalability, risk allocation, governance context, and fit with long-term transit needs.
 - CityBus BRT Asset and Value Capture StoryMap / Interactive Mapping Package; A visual product modeled on the MCDOT Flash BRT Value Capture StoryMap that presents site conditions, station-area opportunity locations, redevelopment potential, and recommended value capture and concession strategies in an accessible format for CityBus leadership, local partners, and stakeholders.
 - Enabling Conditions and Readiness Assessment Memorandum: A memorandum reviewing enabling legislation, zoning requirements, institutional capacity, and related governance and policy conditions to identify barriers and opportunities for implementation and to recommend actions needed to support asset redevelopment and value capture initiatives.
 - Priority Sites, Preferred Strategies, and Next-Step Recommendations Memo: A decision-oriented memo identifying priority sites, recommended mechanisms, and near-term actions to inform subsequent P3/innovative finance structuring, stakeholder and legal readiness activities, corridor business planning, and the final CityBus BRT Asset Concession and Strategic Implementation Plan.

Task 2: P3 Innovative Financing (IFAC Task 4)

BAC will lead Task 2 by building on the asset scan, market assessment, and value capture analysis to develop a practical P3 and innovative financing framework for the 218 Ferry Street site, the CityBus Transit Center/Amtrak area, and priority opportunities along the proposed Lafayette BRT corridor. This task will translate site and corridor findings into implementable financing and delivery strategies by preparing concession structures, financial models, and scenario analyses that evaluate revenue potential, cash flow performance, grant matching opportunities, and phased development options. BAC will assess how value capture revenues and asset concession proceeds can support capital investment, reduce long-term reliance on subsidies, and strengthen the financial case for redevelopment and BRT-supportive transit-oriented development.

In parallel, BAC will review enabling legislation, zoning requirements, institutional capacity, and related governance conditions to identify barriers and opportunities for implementation. This effort will help CityBus understand what policy, regulatory, interagency, and organizational actions are needed to advance innovative delivery and financing strategies. BAC will also examine the eligibility of the BRT corridor and related TOD improvements for TIFIA and/or RRIF assistance, providing CityBus with a finance-ready framework that aligns local, state, federal, and private resources with realistic project delivery pathways and long-term institutional readiness. Key Deliverable for this Task is a study report that includes the following

- P3 and innovative financing framework that summarizes recommended concession and delivery structures, financing approaches, and strategic pathways for the Ferry Street site and priority BRT corridor opportunities;
- Financial modeling and scenario analysis that presents cash flow projections, phased development scenarios, revenue assumptions, funding matches, and comparative financing outcomes for selected implementation options;
- TIFIA/RRIF eligibility and credit readiness memorandum that assesses the applicability of TIFIA and RRIF to corridor and site improvements and identifies requirements, risks, and next steps for future credit readiness;
- Implementation barriers and opportunities Assessment that reviews enabling legislation, zoning, institutional capacity, and governance conditions to identify policy, regulatory, and organizational actions needed for implementation;
- P3 and innovative finance recommendations on preferred structures, priority actions, sequencing, and coordination needs to support subsequent implementation planning.

Task 3: Program Support and Management (IFAC Task 5 & 6)

BAC will provide ongoing program support and management assistance to CityBus to help ensure effective implementation of the IFAC cooperative agreement and strong integration across the technical, legal, financial, and planning activities. This task will include as-needed support for project coordination, federal reporting, grant compliance, schedule and deliverable tracking, and consultant coordination to ensure that all activities remain aligned with IFAC requirements and CityBus's overall project objectives. BAC will also support CityBus in procurement-related activities, including review of scopes of work, development of evaluation criteria, proposal review support, and analysis of consultant qualifications and technical approaches, as needed.

In addition, BAC will assist CityBus in reviewing project requirements, performance measures, and decision criteria to strengthen oversight, accountability, and implementation readiness. This support will extend to coordination with legal, stakeholder, and planning activities related to enabling legislation, zoning, institutional capacity, governance structures, and policy readiness. BAC will also provide technical support for BRT corridor planning and business plan development by helping connect land use, redevelopment strategy, transit operations, governance, and financing considerations. Through this task, BAC will help CityBus maintain a well-managed, compliant, and strategically coordinated process that advances both immediate IFAC deliverables and longer-term BRT implementation goals. While the final deliverables may be revised according to CityBus requirements during the project implementation, it is anticipated the following documents could be developed under this task:

- Program Management and Coordination Memoranda
- Federal Reporting and Compliance Support Materials
- Procurement and Evaluation Support Package
- Performance and Requirements Tracking Matrix
- BRT Planning and Business Plan Technical Support Memorandum
- Meeting Materials and Technical Review Comments

Task 4: Case Study and Implementation Plan (IFAC Task 7)

BAC will lead Task 4 by synthesizing the findings from the asset scan, value capture assessment, P3 and innovative financing analysis, and readiness review into a practical implementation plan for CityBus. This task will translate technical analysis into a phased action strategy for redeveloping the 218 Ferry Street site, advancing TOD opportunities near priority BRT locations, and positioning CityBus to pursue innovative finance and partnership opportunities. BAC will help identify near-, mid-, and long-term actions, recommended procurement approaches, partnership and concession structures, financing tools, and critical decision points needed to move priority opportunities from concept to implementation. The task will also identify areas where additional technical assistance, stakeholder coordination, legal review, or market validation may be needed to support successful delivery. In addition, BAC will document CityBus's IFAC effort as a best-practice case study that captures lessons learned, effective methods, and transferable strategies for other transit agencies pursuing asset concessions and corridor-based value capture. BAC will also provide supporting assistance to CityBus on program reporting and compliance matters related to this task, ensuring that implementation recommendations, case study materials, and final products are well documented, consistent, and aligned with IFAC cooperative agreement requirements. Key deliverables in this task include:

- Case Study
- Implementation Plan
- Program Reporting

Team Qualification

The Build America Center (BAC) brings nationally recognized expertise in innovative finance, public-private partnerships, value capture, and transportation project delivery that is directly aligned with CityBus's IFAC initiative. Housed at the University of Maryland and funded by the U.S. Department of Transportation, BAC supports public agencies in advancing complex infrastructure projects through technical assistance, applied research, capacity building, and practical implementation support. BAC's qualifications are especially relevant to CityBus's goals of assessing underutilized assets, evaluating concession and value capture options, structuring innovative financing approaches, and translating technical findings into an actionable implementation roadmap. BAC's team combines expertise in project finance, transit-oriented development, value capture, procurement, P3 delivery, federal credit programs, and institutional readiness. In addition to the key personnel listed below, the team will be supported by BAC staff and researchers with expertise in GIS, data analysis, mapping, market screening, and innovative financing, providing the technical depth needed to deliver rigorous analysis and decision-ready products.

Qingbin Cui, PhD. is Director of the Build America Center and a Professor at the University of Maryland with extensive experience in project finance, public-private partnerships, procurement, transportation economics, and data analytics. He has led or supported numerous federal and state projects related to alternative delivery, P3 evaluation, transportation economics, and technical assistance for public agencies. His background positions him to oversee BAC's technical approach, ensure analytical rigor, and connect asset concession, value capture, and financing strategies to broader implementation and institutional capacity-building goals.

Sasha Page – Asset Concession Finance Subject Matter Expert. Mr. Page brings more than three decades of experience in finance, real estate development, transit-oriented development, public-private partnerships, and value capture for transit and transportation projects. His work includes bus rapid transit financing, TOD advisory services, TIFIA and RRIF-related analysis, and development of national guidance on value capture and transit-oriented development. He provides deep expertise in assessing concession opportunities, structuring redevelopment strategies, evaluating funding and financing tools, and translating complex asset and corridor opportunities into practical and financeable approaches.

Sam Beydoun, MBA, PMP, DBIA, offers extensive experience in innovative project delivery, P3 development, federal technical assistance, and public-sector capacity building. He previously served in leadership roles at the USDOT Build America Bureau, the Illinois Department of Transportation, and Virginia’s Office of Transportation Public-Private Partnerships, where he advised on project development, procurement strategy, financing, value-for-money analysis, and institutional readiness. He has particular strength in developing procurement processes and requirements for complex public projects, including preparation and review of RFIs, RFQs, RFPs, evaluation frameworks, commercial terms, and implementation requirements. His experience is highly relevant to CityBus’s need to assess implementation barriers, strengthen procurement readiness, and advance practical pathways for innovative financing and project delivery.

Schedule and Budget

The estimated state date is September 1, 2026 and completion date is August 31, 2028. The total duration is 24 months. The estimated budget is \$520,000 plus a match of \$130,000.

BAC Task	IFAC Task	2026			2027												2028											
		S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A			
Task 1: Asset Scan, Value Capture, Readiness Asses.	Task 2 & 3																											
Task 2: P3 Innovative Financing	Task 4																											
Task 3: Program Support and Management	Task 5 & 6																											
Task 4: Case Study and Implementation Plan	Task 7																											

BAC Task	CityBus	Matching	Total	%
Task 1: Asset Scan, Value Capture, Readiness Asses.	\$ 182,000	\$ 52,000	\$ 234,000	36%
Task 2: P3 Innovative Financing	\$ 156,000	\$ 39,000	\$ 195,000	30%
Task 3: Program Support and Management	\$ 104,000	\$ 26,000	\$ 130,000	20%
Task 4: Case Study and Implementation Plan	\$ 78,000	\$ 13,000	\$ 91,000	14%
Total	\$ 520,000	\$ 130,000	\$ 650,000	100%

**University of Maryland
Budget Justification**

PERSONNEL

Qingbin Cui (PI) – 31% summer months effort is requested for Dr. Cui's summer salary of \$58,133. The total requested salary for Dr. Cui's effort for the project is \$38,782.

IT Manager (TBN) – 10% academic year effort is requested for an IT Manager. The total requested salary for an IT Manager will be \$29,955.

Graduate Research Assistant (GRA) (TBN) Funds are requested for one GRA. The GRA will work 20 hours per week during the academic year and 20 hours during the summer. The total requested funds for the GRA is \$76,594.

Sam Beydoun - Hourly Research Assistant– 300 hours per year at \$65 per hour is requested. The total requested salary for Sam is \$39,975.

All salaries include a 5% per year increase which covers both merit and cost of living allowance.

FRINGE BENEFITS

The University of Maryland has federally negotiated fringe rates which are included in this proposal. The total fringe benefits requested for the project is \$28,982. The table below shows UMD's federally negotiated rates as they pertain to this project.

Fringe Benefit Heading	Rate
Faculty Academic and Calendar Year	30.3%
Staff	36.5%
Faculty and GRA Summer	5.7%
GRA Academic Year	21.7%

While Tuition Remission is part of fringe benefits for the Graduate Research Assistant, it is listed separately as other costs (see below) because it is not subject to university overheads/indirect costs.

Travel

Domestic travel costs of \$12,000 is requested.

Supplies

Supplies and materials needed for the project are estimated to total \$1,000.

Subrecipient

There will be one subrecipient on this proposal, Rebel Group Consulting. A detailed statement of work, budget, and budget justification is provided. The total requested for Rebel Group Consulting is \$99,997.

OTHER COSTS

Tuition remission is listed as other costs as it is not subject to university overheads/indirect costs. Funds are requested for 20 credit hours at \$913 per credit hour for the GRA. Tuition Remission is prorated based on the level of GRA effort charged to the award. Inflation at 5% has been added to year two of the budget. The total Tuition Remission requested for the project is \$37,433.

It is anticipated the total direct costs for the project will be \$364,718.

INDIRECT COSTS

The Indirect/Facilities and Administration (F&A) costs are expressed as a percentage of total direct costs, but which exclude tuition remission and subrecipient costs over \$50,000. The Campus calculates its F&A cost rates and negotiates these with the U.S. Health and Human Services Audit Agency acting on behalf of all federal agencies. The current on-campus rate is 56% Modified Total Direct Costs (MTDC). The total F&A requested for the project will be \$155,282.

TOTAL DIRECT AND INDIRECT COSTS

It is anticipated the total direct and indirect costs for the project will be \$520,000

Cost Share (20% Match)

Qingbin Cui (PI) – 10% academic months effort for Dr. Cui. The total requested salary for Dr. Cui's match is \$36,719.

GRA Graduate Research Assistant - 15% academic year effort for a \$8,619 total salary.

Fringe benefit total match of \$12,996 is requested

Rebel Group Consultant services will contribute \$24,999 to the required match

Indirect Costs \$46,667

Total Match \$130,000

Total Project Costs \$650,000

**Extension #3
to the
CityBus of Greater Lafayette Service Order**

Via Mobility LLC (“**Via**”) and **CityBus of Greater Lafayette** (“**CityBus**” or “**Participating Agency**” and, together with Via, the “**Parties**”) have entered into that certain agreement titled Form of Service Order – Participating Agency, dated August 4, 2023 and extended via email on August 16, 2024 from September 1, 2024, until August 31, 2025, and extended via email on August 4, 2025 from September 1, 2025, until August 31, 2026 (together, the “**Agreement**”). Upon execution of this Extension #3 (the “**Extension**”), the Parties agree as follows:

1. **Extension.** The Term of the Agreement is extended for an additional period of 1 year from September 1, 2026 through August 31, 2027 (the “**Additional Term**”). The anticipated fees payable by the Participating Agency during the Additional Term shall be as follows:

Fee Category	Amount	Invoicing Terms
Per-vehicle fees during the Additional Term	As of the date of this Extension, the estimated cost for the 10 vehicles Participating Agency plans to operate is between \$215 - \$280 per vehicle per calendar month. The per-vehicle fee will vary between \$215 and \$280 each month based on the total number of vehicles on the road across all active NEORide participating agencies during the period.	Invoiced monthly by NEORide to Participating Agency
Per-Agency Fees during the Additional Term	\$1,615 per month paid upfront as an annual total at the time of signing this Extension (\$19,380 for 12 months).	Invoiced by NEORide to Participating Agency at signing of this Extension

2. **Conflicts, Use of Terms, Governing Law.** Capitalized terms used but not defined herein have the meanings set forth in the Agreement. Except as expressly provided herein, the terms and conditions of the Agreement remain unchanged. This Extension will be governed by the same law as the Agreement and is effective as of September 1, 2026.

Via Mobility LLC

CityBus of Greater Lafayette

By:

By:

Name:

Name:

Title:

Title:

Date:

Date:

CITY BUS --- CLAIMS LISTING FOR
July 23, 2026 THROUGH Augsutst 26, 2026

Claims UNDER \$20,000 (For Board to select 5 or more for audit)

CLAIM#	VENDOR NAME	CLAIM REASON	AMOUNT
42049	AGAVE HR PARTNERS	CONTRACTUAL SERVICES	\$7,400.00
42050	** CTE	CAPITAL ITEMS	\$4,750.00
42051	GREGORY & APPEL	INSURANCE	\$9,743.20
42052	RAMP	CREDIT CARD	\$9,687.82
42053	DUKE ENERGY	UTILITIES	\$12,152.92
42054	PRINCIPAL	INSURANCE	\$17,787.53
42055	REPUBLIC SERVICE	UTILITIES	\$179.56
42056	CITY OF LAFAYETTE	UTILITIES	\$386.25
42057	CENTERPOINT ENERGY	UTILITIES	\$197.70
42058	SUPERFLEET	CREDIT CARD- GASOLINE	\$1,927.64
42059	CENTERPOINT ENERGY	UTILITIES	\$4,534.47
42060	AGAVE HR PARTNERS	CONTRACTUAL SERVICES	\$19,320.00
42061	A & R MECHANICAL CONTRACTORS	CONTRACTUAL SERVICES	\$1,140.00
42062	ADECCO EMPLOYMENT SERVICES	TEMP.EMPLOYMENT	\$7,986.17
42063	AL WARREN OIL CO, INC	INVENTORY	\$5,891.29
42064	ALL STAR ELECTRONIC SECURITY SYSTEMS IN	CONTRACTUAL SERVICES	\$196.25
42065	ANDERSON PLUMBING LLC	CONTRACTUAL SERVICES	\$1,552.50
42066	BEST ONE OF INDY	INVENTORY	\$520.04
42067	BETTER MERCHANTS, INC	ADVERTISING/PROMOTIONAL	\$5,298.20
42068	CHEMSTATION OF INDIANA	INVENTORY	\$1,430.00
42069	CINTAS CORPORATION	UNIFORMS- LEASED	\$3,225.31
42070	CORNEJO, PRISCILA	REIMBURSEMENT	\$32.58
42071	CULLIGAN OF LAFAYETTE	INVENTORY	\$837.30
42072	CUMMINS SALES & SERVICE	INVENTORY	\$4,649.81
42073	EJ WARD, INC	SUPPLIES	\$812.99
42074	ELECTRONIC DATA MAGNETICS, INC	PRINTED MATERIAL	\$4,100.00
42075	FAIRMOUNT DOOR CORPORATION	CONTRACTUAL SERVICES	\$1,010.00
42076	FERRELLGAS	INVENTORY	\$39.18
42077	FRANKLIN PEST SOLUTIONS	CONTRACTUAL SERVICES	\$170.00
42078	GILLIG LLC	INVENTORY	\$3,864.37
42079	HERITAGE CRYSTAL CLEAN, LLC	CONTRACTUAL SERVICES	\$5,103.79
42080	HINSHAW ROOFING & SHEET METAL	CONTRACTUAL SERVICES	\$1,504.55
42081	HUSTON ELECTRIC, INC.	CONTRACTUAL SERVICES	\$1,459.31
42082	INDUSTRIAL FINISHES & SYSTEMS, INC	SUPPLIES	\$46.66
42083	JIMS GARAGE, INC	CONTRACTUAL SERVICES	\$475.00
42084	KEVIN VAN GORDER	CUSTODIAL SERVICES	\$4,784.00
42085	KIRKS AUTOMOTIVE INC	INVENTORY	\$5,120.00
42086	L H INDUSTRIAL SUPPLIES	SUPPLIES	\$745.98
42087	LAFAYETTE AUTO SUPPLY	SUPPLIES	\$79.64
42088	** LAFAYETTE FORD LLC	CAPITAL ITEMS	\$7,216.25
42089	MIDWEST NOZZLES LLC	CONTRACTUAL SERVICES	\$4,830.31
42090	MIDWEST TRANSIT EQUIPMENT OF INDIANA	INVENTORY	\$16,309.86
42091	** MULHAUPT'S INC.	CAPITAL ITEMS	\$2,334.15
42092	NAPA AUTO PARTS	SUPPLIES	\$107.03
42093	** NEW FLYER OF AMERICA INC	CAPITAL ITEMS	\$4,905.52
42094	O'REILLY AUTO PARTS	SUPPLIES	\$27.36
42095	PLYMATE INC	SUPPLIES	\$265.75
42096	POUR BOYS CONCRETE	CONTRACTUAL SERVICES	\$7,585.00

CITY BUS --- CLAIMS LISTING FOR
July 23, 2026 THROUGH Augsutst 26, 2026

Claims UNDER \$20,000 (For Board to select 5 or more for audit)

CLAIM#	VENDOR NAME	CLAIM REASON	AMOUNT
42097	QUILL CORPORATION	SUPPLIES	\$92.34
42098	REMINGER CO., L.P.A.	ATTORNEY FEES	\$655.50
42099	RLS & ASSOCIATES	CONTRACTUAL SERVICES	\$2,328.35
42100	ROWE TRUCK EQUIPMENT	INVENTORY	\$1,182.80
42101	SCHEID DIESEL SERVICE CO INC	INVENTORY	\$176.90
42102	** THE AFTERMARKET PARTS CO, LLC	CAPITAL ITEMS	\$19,698.54
42103	THE ETICA GROUP, INC	CONTRACTUAL SERVICES	\$13,236.50
42104	UNITED REFRIGERATION INC	SUPPLIES	\$717.43
42105	** WIERS INTERNATIONAL TRUCKS	CAPITAL ITEMS	\$13,473.96
42106	T- MOBILE	UTILITIES	\$990.48
42107	T- MOBILE	UTILITIES	\$990.48
42108	CONSTELLATION	UTILITIES	\$18,448.96
42110	ENTERPRISE	CONTRACTUAL SERVICE	\$12,000.00
42111	KLOEFFER CONSULTING	CONTRACTUAL SERVICE	\$8,520.00
42112	CORNEJO, PRISCILA	REIMBURSEMENT	\$29.25
42113	TRAVELERS	INSURANCE	\$4,725.00
42114	THE HARTFORD	INSURANCE	\$1,150.00
42115	AGAVE HR PARTNERS	CONTRACTUAL SERVICE	\$3,088.17
42116	IN STATE BOARD OF ACCOUNTS	AUDIT FEES	\$375.00
42117	LEVEL365	UTILITIES	\$1,106.84
42118	GOOGLE	CONTRACTUAL SERVICE	\$121.44
42119	CITY OF LAFAYETTE	UTILITIES	\$183.90
42120	WINTEK	CONTRACTUAL SERVICE	\$69.00
42121	GREGORY & APPEL	INSURANCE	\$9,740.20
42122	CITY OF LAFAYETTE	UTILITIES	\$1,207.86
42123	CITY OF W LAFAYETTE	UTILITIES	\$134.00
42124	QUADIENT	POSTAGE	\$1,059.05
42125	PROXURVE	CONTRACTUAL SERVICE	\$8,880.90
42126	AGAVE HR PARTNERS	CONTRACTUAL SERVICE	\$7,500.00

TOTAL: \$325,606.09

Claims OVER \$20,000 (For Board approval)

42109	AUXIANT	INSURANCE	\$133,159.03
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TOTAL: \$133,159.03

CLAIMS TOTAL: \$458,765.12

- 1) Please sign blue claims form for all vendors listed over \$20,000.00
- 2) Please review the above list of claims. Select 5 or more for review at the following months Board meeting.

Please sign/initial: _____

CITY BUS --- CLAIMS LISTING FOR
July 23, 2026 THROUGH Augsutst 26, 2026

Claims UNDER \$20,000 (For Board to select 5 or more for audit)

CLAIM#	VENDOR NAME	CLAIM REASON	AMOUNT
3)	Reviewing invoices from the prior month:		
	Please sign& date Board Approval line stamped on all invoices under \$20,000.00.		

Payroll Total for**Jul-26****\$826,694.78**

Summary	Pay Date 7/10/2026	Pay Date 7/24/2026	Pay Date	Board Members	Grand Total
Gross Wages	\$292,291.22	\$293,364.69		\$100.00	\$585,755.91
Employer Taxes	\$21,996.80	\$22,083.90			\$44,080.70
Employer Fringe Benefits	\$98,023.57	\$98,834.60			\$196,858.17
Total Payroll	\$412,311.59	\$414,283.19	\$0.00	\$100.00	\$826,694.78

Employer Details	Pay Date 7/10/2026	Pay Date 7/24/2026	Pay Date	Total
Employer Taxes:				
FICA/Medicare	\$21,785.63	\$21,868.47		\$43,654.10
SUTA	\$211.17	\$215.43		\$426.60
	\$21,996.80	\$22,083.90	\$0.00	\$44,080.70
Employer Fringe Benefits:				
PERF Contributions	\$32,442.72	\$32,469.30		\$64,912.02
Health/Dental/Vision/Life	\$63,922.42	\$63,922.42		\$127,844.84
HSA Contributions				\$0.00
Other Fringes	\$1,658.43	\$2,442.88		\$4,101.31
	\$98,023.57	\$98,834.60	\$0.00	\$196,858.17

CEO REPORT TO GLPTC BOARD OF DIRECTORS

MEETING DATE: August 26, 2026

CEO

There are a number of initiatives on the agenda for this Board meeting, with approval of the 2027 budget at the top of list. I have worked with Emma and staff on developing a budget that is fiscally constrained but includes enough flexibility to allow for additional revenue, should it come available. We have budgeted conservatively for open staff positions, ensuring there is sufficient resources to attract good applicants.

Administrative wages have no cost of living increase budgeted, due to our budget constraints. Additionally, we have budgeted for expected increases in liability and health insurance. Those numbers will be known in October and November respectively. Overall, we are presenting a balanced budget with a small projected reserve by the end of 2027.

Also on the agenda is a Transportation Improvement Program (TIP) amendment to allocate federal formula funds to complete existing projects.

We have had several inquiries about discounts for bulk pass purchases. We are proposing the Board approve a discount matrix to incentivize larger purchases to increase fare revenue.

We remain constrained by a shortage of operators, and continue to work on both attraction of new applicants as well as retention of existing operators. We have started a mentorship program in partnership with the ATU and have hired a full-time trainer to run classes throughout the year.

FINANCE

- **NetSuite Implementation:** The implementation workshop is currently on hold due to limited human resources on our side. The planned go-live date 1/1/2027 will be postponed. Weekly touch-base meetings are still scheduled.
- **2027 Budget:** Started drafting the 2027 budget, scheduled to be completed and reviewed by the CEO before 8/21/2026; Budget meeting with the State representative scheduled on 8/21/2026
- **Grant Management:**
 - Our FY2024 Preventive Maintenance grant amendment has been approved, and we made the final drawdown on 8/14/2026. The grant is expected to be closed this quarter.
 - The Q3 2026 grant drawdowns have been completed, totaling \$3.26 million.
 - The IFAC grant was awarded, and the cooperative agreement with USDOT has been signed.

- We are planning to apply for the 2026 Buses and Bus Facilities Competitive Program (Bus Program) and Low or No Emission Grant Program (Low-No Program). Meetings to discuss detailed planning, including buses, replacement CNG compressors and potential procurements. The application draft is scheduled to be prepared before the last week of August, and the application is scheduled to be submitted on 9/11/2026.

HUMAN RESOURCES

- Promoted Bus Operator Jennifer Terrell to Transit Training Specialist. She will begin her new role on August 24, 2026.
- Awaiting an offer response from our prospective new Administrative Assistant.
- Onboarding five new Bus Operators who will begin training on August 24, 2026.
- Continuing the search for a new Chief Financial Officer (CFO).
- Developed the training materials for our annual All-Staff Training and presented the material to employees during the training week.

MAINTENANCE

- 4001 Repaint and rebrand
- 4012 Engine rebuild
- 5005 Transmission replacement
- 4003 Accident repairs
- Hydrogen buses- Fairbox installation

OPERATIONS

- CityBus has welcomed five new trainees into our workforce.
- We anticipate adding one additional trainee by September 1, bringing the total to six new trainees.
- Continued recruitment and training remain important as we work to improve driver staffing levels and maintain reliable service

INFORMATION TECHNOLOGY

- Collaborated with planning and operation to finalize route and schedule changes that will go into effect August 24, 2026.
- Continued implementation of the Oracle NetSuite ERP project.

- Continued implementation of the RTA Fleet vehicle maintenance and service management application. Project work is expected to be completed by October 1, 2026.

CUSTOMER EXPERIENCE

- Collaborated with Priscila Cornejo, Planning and Business Development Manager, to prepare giveaway materials for the Jefferson High School Back-To-School Event, which allowed us to talk with local families on how they could utilize the bus system.
- Worked alongside operations to have one of our operators attend the IBE Back-To-School Expo to pass out free giveaways and interact with the community.
- Been working daily on finalizing bus stop replacement for August 24, 2026.
- Worked with IT to implement front desk auto attendant set up to help with directing calls and minimizing spam calls.
- Assisted in the planning of our All Staff Refresher Training that was planned from August 17 – August 21 at the Junction House.

PLANNING & BUSINESS DEVELOPMENT

- Continued to strengthen CityBus's presence within the community through active participation in Greater Lafayette Commerce and community events, including the July Mix Event, Destination Connection, Marketing Roundtable, GLC Connectors, Steinberger Construction Ribbon Cutting, Small Business of the Month, Rise & Shine Networking Event, and the Pink Team Foundation Lunch.
- Collaborated with Shelby Yeaman, Customer Experience Manager, in preparation for the Jefferson High School Back-to-School Event, supporting community outreach and increasing awareness of CityBus services among local families and students.
- Advanced relationship-building efforts with community organizations, major employers, apartment communities, and workforce development partners to identify opportunities that improve access to transportation and expand strategic partnerships.
- Conducted productive meetings with a diverse range of stakeholders, including Purdue Student Housing, Lafayette Urban Ministry (LUM), Pink Team Cleaning, Express Employment Professionals, CAT, On Demand Staffing, Rambler, Wabash Lofts, Unity, IU Health, The Cottages on Lindberg, Village West, Station 21, The Ivy, The Lodge on the Trail, Redpoint, Lark, and Alight. These conversations focused on transportation access, employee and resident mobility

solutions, partnership opportunities, and increased awareness of CityBus services.

- Key Focus: Building strong community and business partnerships that support ridership growth, improve transportation accessibility, and position CityBus as a valued community partner throughout Greater Lafayette.

July 2026

PROFIT AND LOSS STATEMENT

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

OPERATING REVENUE	Jul-26	Jul-25	%DIFF/MO	YTD2026	YTD2025	%DIFF
PASSENGER FARES	\$ 203,319	\$ (2,209)	-9303.95%	\$ 1,636,282	\$ 2,246,579	-27.17%
ADVERTISING INCOME	\$ 15,236	\$ 13,750	10.81%	\$ 93,304	\$ 95,833	-2.64%
INTEREST INCOME	\$ 17,915	\$ 17,364	3.17%	\$ 93,472	\$ 118,853	-21.35%
MISC. INCOME	\$ 8,060	\$ 17,164	-53.04%	\$ 138,785	\$ 104,840	32.38%
	\$ 244,529	\$ 46,069	430.79%	\$ 1,961,844	\$ 2,566,106	-23.55%

OPERATING EXPENSE	Jul-26	Jul-25	%DIFF/MO	YTD2026	YTD2025	%DIFF
PERSONNEL						
OPERATOR WAGES	\$ 414,373	\$ 420,373	-1.43%	\$ 3,030,200	\$ 3,312,154	-8.51%
ADMINISTRATIVE WAGES	\$ 153,736	\$ 179,893	-14.54%	\$ 1,142,769	\$ 1,188,470	-3.85%
MAINTENANCE WAGES	\$ 88,683	\$ 85,671	3.52%	\$ 588,484	\$ 561,400	4.82%
FICA TAX	\$ 50,529	\$ 50,714	-0.36%	\$ 358,860	\$ 379,479	-5.43%
PERF	\$ 72,566	\$ 77,966	-6.93%	\$ 526,565	\$ 572,324	-8.00%
LIFE & HEALTH INSURANCE	\$ 136,502	\$ 141,180	-3.31%	\$ 1,017,348	\$ 1,090,090	-6.67%
UNEMPLOYMENT INSURANCE	\$ 478	\$ 297	61.18%	\$ 10,809	\$ 15,306	-29.38%
WORK COMP INSURANCE	\$ 7,643	\$ 9,614	-20.51%	\$ 39,454	\$ 64,335	-38.67%
UNIFORMS	\$ 2,155	\$ 3,194	-32.53%	\$ 23,379	\$ 25,066	-6.73%
FRINGE BENEFITS	\$ 5,750	\$ 7,962	-27.78%	\$ 36,160	\$ 46,239	-21.80%
	\$ 932,415	\$ 976,864	-4.55%	\$ 6,774,028	\$ 7,254,862	-6.63%

COMMODITIES						
DIESEL FUEL	\$ 4,777	\$ 767	522.65%	\$ 29,822	\$ 50,727	-41.21%
CNG FUEL	\$ 27,195	\$ 27,674	-1.73%	\$ 241,816	\$ 226,452	6.78%
HYDROGEN FUEL	\$ -	\$ -	0.00%	\$ -	\$ -	0.00%
GASOLINE	\$ 1,975	\$ 1,778	11.05%	\$ 11,777	\$ 11,050	6.58%
LUBRICANTS	\$ 2,190	\$ 5,729	-61.77%	\$ 29,466	\$ 16,519	78.37%
REPAIR PARTS--STOCK	\$ 34,233	\$ 68,240	-49.83%	\$ 225,290	\$ 208,708	7.94%
REPAIR PARTS--FIXED EQUIP	\$ 790	\$ (10)	-7997.40%	\$ 4,434	\$ 1,746	154.00%
TIRES & BATTERIES	\$ 1,311	\$ 1,014	29.35%	\$ 23,962	\$ 10,674	124.49%
CLEANING SUPPLIES	\$ 3,623	\$ 1,752	106.75%	\$ 25,078	\$ 18,225	37.60%
BUILDING MATERIALS	\$ -	\$ -	0.00%	\$ 6,151	\$ -	0.00%
POSTAGE & FREIGHT	\$ 258	\$ 95	171.35%	\$ 2,256	\$ 2,700	-16.42%
OFFICE SUPPLIES	\$ 1,447	\$ 2,545	-43.14%	\$ 14,384	\$ 11,995	19.91%
MAT & SUPP--GENERAL	\$ 17,676	\$ 8,249	114.29%	\$ 80,765	\$ 49,321	63.75%
MAT & SUPPLIES--BILLABLE	\$ -	\$ -	0.00%	\$ -	\$ 59	-100.00%
MAT & SUPPLIES--VEHS	\$ 206	\$ 1,243	-83.46%	\$ 247	\$ 1,327	-81.35%
	\$ 95,681	\$ 119,075	-19.65%	\$ 695,447	\$ 609,502	14.10%

SERVICES & CHARGES						
VANPOOL SUBSIDY	\$ 4,800	\$ 2,400	100.00%	\$ 25,600	\$ 12,996	96.98%
VANPOOL RENTAL	\$ 7,200	\$ 1,600	350.00%	\$ 39,020	\$ 1,600	2338.75%
ATTORNEY & AUDIT FEES	\$ 12,983	\$ 1,242	945.29%	\$ 77,350	\$ 45,007	71.86%
CONTRACT MAINTENANCE	\$ 35,523	\$ 37,838	-6.12%	\$ 243,827	\$ 257,877	-5.45%
CUSTODIAL SERVICES	\$ 4,784	\$ 4,784	0.00%	\$ 33,488	\$ 33,089	1.20%
CONTRACTUAL SERVICES	\$ 155,114	\$ 42,750	262.84%	\$ 573,996	\$ 348,298	64.80%
UTILITIES--TELEPHONE	\$ 2,434	\$ 1,157	110.35%	\$ 7,279	\$ 10,131	-28.15%
UTILITIES--ELECTRIC	\$ 5,087	\$ 5,451	-6.68%	\$ 21,112	\$ 25,762	-18.05%
UTILITIES--WATER & SEWAGE	\$ 1,650	\$ 2,074	-20.45%	\$ 16,096	\$ 17,130	-6.04%
UTILITIES--GAS HEAT	\$ 5,442	\$ 4,693	15.97%	\$ (24,982)	\$ 19,696	-226.84%
ADVERTISING & PROMOTION	\$ 5,498	\$ 2,694	104.11%	\$ 52,018	\$ 32,516	59.98%
EXTERIOR ADVERTISING	\$ -	\$ -	0.00%	\$ -	\$ -	0.00%
PRINTING	\$ 4,319	\$ -	0.00%	\$ 4,488	\$ 5,566	-19.38%
ADVERTISING FEES	\$ 15	\$ -	0.00%	\$ 4,453	\$ 1,707	160.91%
DUES & SUBSCRIPTIONS	\$ -	\$ 750	-100.00%	\$ 30,457	\$ 26,229	16.12%
TRAVEL & MEETINGS	\$ 2,432	\$ 2,141	13.61%	\$ 42,616	\$ 35,051	21.58%
PREMIUM PL & PD INSURANCE	\$ 42,371	\$ 70,094	-39.55%	\$ 299,114	\$ 417,720	-28.39%
PAYOUTS--PL & PD INS.	\$ (36,455)	\$ 5,995	-708.13%	\$ 22,420	\$ 41,962	-46.57%
RECOVERY/PHYSICAL DAMAGE	\$ -	\$ (4,246)	-100.00%	\$ (125)	\$ (22,221)	-99.44%
OTHER CORPORATE INS.	\$ -	\$ -	0.00%	\$ 2,300	\$ 2,503	-8.11%
VEHICLE REGISTRATION	\$ -	\$ -	0.00%	\$ -	\$ 90	-100.00%
INTEREST--SHORT TERM	\$ -	\$ -	0.00%	\$ 1,000	\$ -	0.00%
BAD DEBT EXPENSE	\$ -	\$ -	0.00%	\$ 1,572	\$ 1,000	57.20%
MISC. EXPENSE	\$ -	\$ -	0.00%	\$ -	\$ 75	-100.00%
CASH (OVER)/SHORT	\$ -	\$ -	0.00%	\$ (156)	\$ 142	-210.42%
	\$ 253,197	\$ 181,415	39.57%	\$ 1,472,942	\$ 1,313,783	12.11%

TOTAL EXPENSES	\$ 1,281,293	\$ 1,277,353	0.31%	\$ 8,942,417	\$ 9,178,148	-2.57%
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OTHER INCOME	Jul-26	Jul-25	%DIFF/MO	YTD2026	YTD2025	%DIFF
COUNTY PROPERTY TAX	\$ 262,400	\$ 252,189	4.05%	\$ 1,836,799	\$ 1,765,323	4.05%
LOCAL INCOME TAX	\$ 78,649	\$ 73,466	7.05%	\$ 711,793	\$ 644,390	10.46%
STATE OPERATING GRANT	\$ 362,805	\$ 362,805	0.00%	\$ 2,539,633	\$ 2,539,633	0.00%
FEDERAL OPERATING GRANT	\$ -	\$ -	0.00%	\$ -	\$ -	0.00%
FEDERAL PLANNING ASSISTANCE	\$ -	\$ -	0.00%	\$ -	\$ -	0.00%
FEDERAL PLANNING ASSISTANCE	\$ -	\$ -	0.00%	\$ 3,663,924	\$ 825,784	343.69%
ALTERNATIVE FUEL TAX CREDIT	\$ -	\$ -	0.00%	\$ -	\$ -	0.00%
STATE/LOCAL CONTRIBUTION	\$ 7,200	\$ -	0.00%	\$ 39,020	\$ -	0.00%
TOTAL OTHER INCOME	\$ 711,054	\$ 688,460	0%	\$ 8,791,170	\$ 5,775,130	52.22%

OTHER EXPENSES	Jul-26	Jul-25	YTD2026	YTD2025
(GAIN)/LOSS--ASSET DISPOSAL	\$ -	\$ -	\$ -	\$ 418
INTERGOVERNMENTAL FUNDS XFE	\$ -	\$ -	\$ -	\$ -
DEPRECIATION EXPENSE	\$ 343,847	\$ 339,591	\$ 2,474,910	\$ 2,390,379
TOTAL OTHER EXPENSES	\$ 343,847	\$ 339,591	\$ 2,474,910	\$ 2,390,798

	Jul-26	Jul-25	YTD2026	YTD2025
NET PROFIT/(LOSS)	\$ (669,557)	\$ (882,416)	\$ (664,314)	\$ (3,227,709)

REVENUE COMPARISON

July 2026

	July 2026	July 2025	% DIFF	YTD2026	YTD2025	YTD2026
NON-CONTRACT REVENUE						
CASH FARES	\$ 18,114.47	\$ 19,578.81	-7.48%	\$ 117,809.08	\$ 123,558.56	-4.65%
TOKENS	-	6,686.00	-100.00%	-	27,629.15	-100.00%
REGULAR PASS	22,220.00	21,199.50	4.81%	125,622.75	102,944.50	22.03%
DAY PASS	34,142.00	7,260.00	370.28%	222,978.80	38,210.00	483.56%
ELDERLY/DISABLED	1,565.00	2,948.00	-46.91%	16,341.54	17,784.50	-8.11%
SEMESTER PASS	990.00	346.00	186.13%	308,370.00	335,176.35	-8.00%
TOTAL NON-CONTRACT	\$ 77,031.47	\$ 58,018.31	32.77%	\$ 791,122.17	\$ 645,303.06	22.60%
TOTAL WITH ACCESS	\$ 82,402.86	\$ 62,851.66	31.11%	\$ 831,491.39	\$ 682,939.60	21.75%
CONTRACT REVENUE						
CAMPUS	\$ -	\$ (167,838.70)	-100.00%	\$ -	\$ 839,193.50	-100.00%
IVY TECH	15,000.00	-	0.00%	15,000.00	5,000.00	200.00%
WLSC	-	-	0.00%	-	-	0.00%
APARTMENTS	105,916.00	102,778.00	3.05%	780,179.00	719,446.00	8.44%
WABASH NATIONAL	-	-	0.00%	-	-	0.00%
TRIPPERS	-	-	0.00%	9,612.00	-	0.00%
SUPPLEMENTAL SVC.	-	-	0.00%	-	-	0.00%
TOTAL CONTRACT	\$ 120,916.00	\$ (65,060.70)	-285.85%	\$ 804,791.00	\$ 1,563,639.50	-48.53%
AUXILIARY REVENUE						
EXTERIOR ADVER.	\$ 15,000.00	\$ 13,750.00	9.09%	\$ 90,000.00	\$ 95,833.27	-6.09%
MISC / CONCESSIONS	8,295.77	17,163.76	-51.67%	142,088.78	104,840.25	35.53%
TOTAL AUXILIARY	\$ 23,295.77	\$ 30,913.76	-24.64%	\$ 232,088.78	\$ 200,673.52	15.65%
INTEREST REVENUE						
INTEREST	\$ 17,914.84	\$ 17,364.40	3.17%	\$ 93,472.45	\$ 118,853.35	-21.35%
	\$ 17,914.84	\$ 17,364.40	3.17%	\$ 93,472.45	\$ 118,853.35	-21.35%
TOTAL REVENUE WITHOUT ACCESS						
	July 2026	July 2025	% DIFF	YTD2026	YTD2025	YTD2026
NON-CONTRACT	\$ 77,031.47	\$ 58,018.31	32.77%	\$ 791,122.17	\$ 645,303.06	22.60%
CONTRACT	120,916.00	(65,060.70)	-285.85%	804,791.00	1,563,639.50	-48.53%
AUXILIARY	23,295.77	30,913.76	-24.64%	232,088.78	200,673.52	15.65%
INTEREST	17,914.84	17,364.40	3.17%	93,472.45	118,853.35	-21.35%
	\$ 239,158.08	\$ 41,235.77	479.98%	\$ 1,921,474.40	\$ 2,528,469.43	-24.01%
TOTAL REVENUE WITH ACCESS						
	July 2026	July 2025	% DIFF	YTD2026	YTD2025	YTD2026
ALL SOURCES	\$ 239,158.08	\$ 41,235.77	479.98%	\$ 1,921,474.40	\$ 2,528,469.43	-24.01%
ACCESS	5,371.39	4,833.35	11.13%	40,369.22	37,636.54	7.26%
TOTAL REVENUE	\$ 244,529.47	\$ 46,069.12	430.79%	\$ 1,961,843.62	\$ 2,566,105.97	-23.55%

BALANCE SHEET

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

ASSETS	Dec-25	Current	LIABILITIES	Dec-25	Current
CASH & CASH ITEMS			PAYABLES		
CASH IN BANK-GENERAL FUND	3,076,295.92	4,506,015.57	TRADE PAYABLES	-	-
CASH IN PAYROLL ACCOUNT-GEN FD	101,895.09	83,626.44	ACCOUNTS PAYABLE	1,898,435.68	40,702.42
LEVY EXCESS FUND	-	-	ACCOUNTS PAYABLE - CNG UTILITIES	-	-
WORKING FUNDS	-	-	TOTAL PAYABLES	1,898,435.68	40,702.42
UNITED HEALTHCARE HRA IMPREST-GEN FD	-	-			
HEALTHCARE IMPREST-GEN FD	-	-	ACCRUED PAYROLL LIABILITIES		
RAINY DAY FUND	256,256.66	256,256.66	ACCRUED WAGES PAYABLE	177,262.45	188,317.27
TOTAL CASH & CASH ITEMS	3,434,447.67	4,845,898.67	ACCR COMPENSATED ABSENCES PAYABLE	360,758.26	360,758.26
			DEDUCTIONS-AUTO	-	-
RECEIVABLES			UNION DUES WITHHELD	1,702.00	1,743.04
ACCOUNTS RECEIVABLE	95,959.65	137,375.61	DEDUCTION-FICA/MEDICARE EE	-	-
SHOP INVENTORY	-	-	DEDUCTION-UNION DUES	-	-
A/R - CITY OF LAFAYETTE	-	-	DEDUCTION-WELLNESS	-	-
CONTRACT RECEIVABLE-PURDUE	-	-	DEDUCTION-HEALTH INSURANCE	30,913.02	98,714.66
A/R-TICKET VENDING MACHINE COLLECTIONS	-	-	DEDUCTION-HEALTH INS - COBRA	-	-
A/R - OFF-SITE PASS SALES COLLECTIONS	20,746.81	68,274.68	DEDUCTION - CHARITABLE DONATIONS	-	-
ACCTS RECV-EMPLOYEE P/R WASH	20,702.96	11,942.99	DEDUCTION - LIFE DISABILITY INS	4,256.85	1,140.65
A/R CAPITAL GRANTS-FTA	5,761,549.00	5,761,549.00	DEDUCTION-GARNISHMENTS	-	-
A/R OPERATING ASSISTANCE-FTA	-	-	DEDUCTION-UNITED WAY	133.57	528.58
A/R TAX DRAW-COUNTY/LOCAL	-	262,399.92	DEDUCTION-CABLE	-	-
A/R GRANTS-STATE	-	362,804.75	DEDUCTION-PERF EE	8,428.14	6,663.63
A/R PLANNING ASSISTANCE-FTA	-	-	DEDUCTION-SUPPORT	-	-
A/R OPERATNG ASSISTANCE-STATE	-	-	DEDUCTION-EE LOANS	599.65	873.03
A/R FEDERAL TAX CREDITS	-	-	DEDUCTION-BOSTON MUTUAL	71.38	85.49
PROPERTY TAX RECEIVABLE	3,483,616.62	3,483,616.62	DEFERRED COMPENSATION	3,285.26	2,930.49
TOTAL RECEIVABLES	9,382,575.04	10,087,963.57	ACCRUED PERF PAYABLE ER	30,106.02	30,842.00
			TOTAL PAYROLL LIABILITIES	617,516.60	692,597.10
MATERIALS & SUPPLIES INVENTORY					
BUS PARTS INVENTORY	485,050.30	532,976.41	ACCRUED TAX LIABILITIES		
PARTS INVENTORY-CLEARING ACCT	-	-	FIT TAXES	70,308.34	70,323.85
DIESEL & GASOLINE INVENTORY	20,650.29	32,010.34	FICA/MEDICARE	-	-
OIL, LUBE, ANTIFREEZE INVENTORY	-	1,389.00	STATE TAX	-	-
TIRES, TUBES, BATTERIES INVENTORY	1,713.07	2,309.90	STATE UNEMPLOYMENT TAX	-	-
FACILITIES PARTS INVENTORY	7,934.19	7,934.19	COUNTY TAX	-	-
TOTAL MATERIALS & SUPPLIES INVENTORY	515,347.85	576,619.84	TOTAL TAX LIABILITIES	70,308.34	70,323.85
TANGIBLE PROPERTY TRANSIT OPS			SHORT TERM DEBT		
REVENUE EQUIPMENT	38,367,246.43	38,587,144.24	SHORT TERM DEBT	-	-
SUPPORT VEHICLES	724,215.30	735,174.45	AUTO INSURANCE PAYOUT LIABILITY	-	-
BUILDING & STRUCTURE	22,561,258.87	22,592,103.39	WORKERMAN COMP INSURANCE PAYOUT LIABILITY	-	-
EQUIPMENT SHOP & GARAGE	1,056,053.88	1,056,053.88	INSURANCE PAYOUT LIABILITY	-	-
REVENUE COLLECTION FAREBOX	1,680,594.51	1,680,594.51	ACCRUED INTEREST PAYABLE - BANK OF AMERICA-CNG	-	-
COMMUNICATIONS EQUIPMENT	1,853,923.45	1,864,482.45	TOTAL SHORT TERM DEBT	-	-
OFFICE EQUIPMENT & FURNISHINGS	493,051.35	494,487.11			
CONSTR. IN PROGRESS-SHOP	-	31,705.18	OTHER CURRENT LIABILITIES		
CONST. IN PROGRESS - HYDROGEN	6,892,179.16	9,799,336.06	UNREDEEMED TOKENS	-	-
CONSTR. IN PROGRESS - PROJECTS	-	22,274.10	UNREDEEMED REGULAR PASSES	-	-
CONST. IN PROGRESS - SHELTERS	-	-	UNREDEEMED DAY PASSES	-	-
LAND	926,471.26	926,471.26	UNREDEEMED E & D PASSES	-	-
TOTAL PROPERTY COST	74,554,994.21	77,789,826.63	UNREDEEMED SEMESTER PASSES	-	15,842.00
			UNREDEEMED LOOP PASSES	-	-
ACC			DEFERRED REVENUE-COUNTY/LOCAL	-	1,239,536.58
ACC DEPR-REVENUE EQUIPMENT	(27,218,118.45)	(28,880,924.71)	DEFERRED REVENUE-ADVERTISING & PAINTED TRANSIT	-	-
ACC DEPR-SUPPORT VEHICLES	(536,358.31)	(565,982.35)	FEDERAL TAX PAYABLE	-	-
ACC DEPR-BUILDING & STRUCTURE	(12,592,663.57)	(13,146,985.19)	UNREDEEMED 50 FARESAVERS	-	-
ACC DEPR-EQUIPMENT SHOP & GARAGE	(583,056.07)	(634,681.01)	UNREDEEMED PASS STUDENT	-	-
ACC DEPR-REVENUE COLLECTION FAREBOX	(1,301,530.34)	(1,352,914.57)	UNREDEEMED REVENUE	171,600.00	132,580.00
ACC DEPR-COMMUNICATIONS EQUIPMENT	(1,273,332.05)	(1,372,504.95)	UNREDEEMED TVM CHG/STRD VALUE CARDS	10,527.19	6,953.74
ACC DEPR-OFFICE EQUIPMENT & FURNISHINGS	(331,033.52)	(357,009.68)	NET PENSION LIABILITY	3,894,913.00	3,894,913.00
ACC DEPR-CONSTR IN PROGRESS-WLAF	-	-	TOTAL OTHER CURRENT LIABILITIES	4,077,040.19	5,289,825.32
ACC DEPR-CONSTR IN PROGRESS-LAF	-	-			
TOTAL ACCUMULATED DEPRECIATION	(43,836,092.31)	(46,311,002.46)	LONG-TERM DEBT		
TOTAL PROPERTY LESS DEPRECIATION	30,718,901.90	31,478,824.17	BANK OF AMERICA LONG-TERM PAYABLE-CNG	-	-
			TOTAL LONG-TERM DEBT	-	-
SPECIAL FUNDS					
SPECIAL FUNDS	-	-	ESTIMATED LIABILITIES		
BONDS & INTEREST CASH ACCT	-	-	FTA EST RES FOR ENCUMBRANCES	-	-
INVESTMNTS-BON & INTEREST FUND	-	-	TOTAL ESTIMATED LIABILITIES	-	-
ACA MLR PREMIUM REBATE	-	-			
BUS AUTO INS CASH FUND	400,000.00	400,000.00	DEFERRED CREDITS		
PAYROLL ACCRUAL	-	-	DEFERRED CR - MYERS PED BRIDGE PROJECT	-	-
DIRECTOR & OFFICERS SPEC CASH	74,870.36	74,870.36	TOTAL DEFERRED CREDITS	-	-
ELTF DEDUCTIBLE FUNDS	15,000.00	15,000.00			
INVESTMENTS	-	-	DEFERRED INFLOWS		
CUMULATIVE CAPITAL FUND	-	293,491.94	DEFERRED INFLOW - EXPECTED AND ACTUAL EXPERIENCE	243,607.00	243,607.00
CAPITAL IMPROV RESERVE FUND	-	-	DEFERRED INFLOW - EXPECTED AND ACTUAL INV EARNINGS	55,941.00	55,941.00
CAPITAL IMPROV. INVESTMENTS	-	-	DEFERRED INFLOW - PROPORTIONATE SHARE	120,104.00	120,104.00
TOTAL SPECIAL FUNDS	489,870.36	783,362.30	DEFERRED INFLOW - ASSUMPTIONS	-	-
			DEFERRED INFLOW FROM PROPERTY TAXES	3,483,616.62	3,483,616.62
OTHER ASSETS			TOTAL DEFERRED INFLOWS	3,903,268.62	3,903,268.62
PRE-PAID INSURANCE	378,215.50	145,037.13			
PRE-PAID EXPENSES	100,825.97	215,894.36	CONTRIBUTIONS		
PRE-PAID PAYOUT INSURANCE	25,000.00	11,732.68	INVESTMENTS IN TRANSIT SYS-LAF	24,682.75	24,682.75
OTHER ACCRUALS	200,236.00	200,236.00	FED GOVERN CAP GRANT SEC 3 (5309)	23,056,883.82	23,056,883.82
TOTAL OTHER ASSETS	704,277.47	572,900.17	FED GOVERN CAP GRANT SEC 5	2,633,996.56	2,633,996.56
			FED GOVERN CAP GRANT SEC 9 (5307)	43,879,641.65	48,196,679.65
DEFERRED OUTFLOWS			STATE CAP GRANT CONTRIBUTION	788,343.85	788,343.85
DEFERRED OUTLOW - PERF EMPLOYER CONTRIBUTIONS	457,656.00	457,656.00	STATE CAP GRANT SEC 9	657,682.35	657,682.35
DEFERRED OUTFLOW - PROPORTIONATE SHARE	56,614.00	56,614.00	STATE CAP GRANT SEC 5	601,488.98	601,488.98
DEFERRED OUTFLOW - EXPECTED AND ACTUAL EXPERIENCE	544,530.00	544,530.00	CONTRIBUTIONS NON GOVERNMENTAL	-	-
DEFERRED OUTFLOW - EXPECTED AND ACTUAL INV EARNINGS	-	-	ACCUMULATED EARNINGS/LOSSES	(35,825,556.10)	(36,472,593.55)
DEFERRED OUTFLOW - UNPAID TAXES	79,513.00	79,513.00	TOTAL CONTRIBUTIONS	35,817,163.86	39,487,164.41
TOTAL DEFERRED OUTFLOWS	1,138,313.00	1,138,313.00			
TOTAL ASSETS	46,383,733.29	49,483,881.72	TOTAL LIABILITIES & CONTRIBUTIONS	46,383,733.29	49,483,881.72

July 2026
EXPENDITURES TO DATE AND REMAINING BUDGET
 GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

Budget to date 58.3%

	BUDGET FY2026	Budget to Date	Expenditures to Date	Expenditures to Date %	Remaining Budget
PERSONNEL					
Operator Wages	5,239,313	3,056,266	3,030,200	57.8%	2,209,114
Administrative Wages	2,208,815	1,288,475	1,142,769	51.7%	1,066,047
Maintenance Wages	1,015,104	592,144	588,484	58.0%	426,620
FICA	647,437	377,672	358,860	55.4%	288,578
PERF	1,014,147	591,585	526,565	51.9%	487,582
Life & Health Insurance	2,189,200	1,277,033	1,017,348	46.5%	1,171,852
Unemployment Insurance	70,000	40,833	10,809	15.4%	59,191
Work Comp Insurance	115,526	67,390	39,454	34.2%	76,072
Uniforms	50,000	29,167	23,379	46.8%	26,621
Tool Allowance/Fringe Benefits	88,960	51,893	36,160	40.6%	52,800
Affordable Care Act Fees	-	-	-	0.0%	-
	12,638,502	7,372,460	6,774,028	53.6%	5,864,475
COMMODITIES					
Diesel Fuel	81,975	47,819	29,822	36.4%	52,153
Natural Gas Fuel	368,636	215,038	241,816	65.6%	126,821
Hydrogen Fuel	200,000	-	-	0.0%	-
Gasoline	23,264	13,571	11,777	50.6%	11,487
Oil & Antifreeze	22,562	13,161	29,466	130.6%	(6,903)
Repair Parts, Revenue Vehicles	458,969	267,732	225,290	49.1%	233,679
Repair Parts, Fixed Equipment	3,671	2,141	4,434	120.8%	(763)
Tires and Batteries	20,198	11,782	23,962	118.6%	(3,764)
Cleaning Supplies	34,444	20,092	25,078	72.8%	9,366
Building Materials	5,000	2,917	6,151	123.0%	(1,151)
Postage & Freight	5,446	3,177	2,256	41.4%	3,190
Office Supplies	22,660	13,218	14,384	63.5%	8,276
Other Materials, General Busines	38,997	22,748	80,765	207.1%	(41,768)
Other Materials, Billable	-	-	-	0.0%	-
Other Materials, Vehicles	170	99	247	145.1%	(77)
	1,285,992	633,496	695,447	54.1%	390,545
SERVICES & CHARGES					
Vanpool Subsidy	43,200	25,200	25,600	59.3%	(25,600)
Vanpool Rental	-	-	39,020	0.0%	(39,020)
Attorney & Audit	100,000	58,333	77,350	77.4%	22,650
Contract Maintenance	460,079	268,380	243,827	53.0%	216,252
Custodial Services	70,000	40,833	33,488	47.8%	36,512
Contractual Services	1,038,872	606,009	573,996	55.3%	464,876
Utilities, Telephone	18,763	10,945	7,279	38.8%	11,484
Utility Expense, Electric	75,000	43,750	21,112	28.1%	53,888
Utility Expense, Water & Sewage	31,482	18,365	16,096	51.1%	15,386
Utilities, Natural Gas Heat	34,785	20,291	(24,982)	-71.8%	59,767
Advertising & Promotions	125,000	72,917	52,018	41.6%	72,982
Exterior Advertising	10,000	5,833	-	0.0%	10,000
Printing	42,097	24,557	4,488	10.7%	37,609
Advertising Fees (Legal Ads)	3,000	1,750	4,453	148.4%	(1,453)
Dues & Subscriptions	56,027	32,682	30,457	54.4%	25,570
Travel & Meeting Expenses	71,610	41,773	42,616	59.5%	28,994
Premium on PL & PD	776,249	452,812	299,114	38.5%	477,135
Payouts PL & PD	100,000	58,333	22,420	22.4%	77,580
Recovery/physical Damage	-	-	(125)	0.0%	125
Other Corporate Ins	5,234	3,053	2,300	43.9%	2,934
Vehicle Registration	200	117	-	0.0%	200
Interest - Short Term	-	-	1,000	0.0%	(1,000)
Bad Debt Expense	2,000	1,167	1,572	78.6%	428
Misc. Expense	8,000	4,667	-	0.0%	8,000
	-	-	(156)	0.0%	156
	3,071,597	1,791,765	1,472,942	48.0%	1,555,455
TOTAL OPERATING EXPENSE	16,996,092	9,797,720	8,942,417	52.6%	7,810,475
(GAIN)/LOSS--ASSET DISPOSAL	-	-	-	0.0%	-
TOTAL EXPENSES	16,996,092	9,797,720	8,942,417	52.6%	7,810,475



July 2026

Route	RouteName	Passengers	Total Miles	Total Hours	P/Mi	%DIFF FROM 2025	P/Hrs	%DIFF FROM 2025
11	Creasy Lane	10,133	10,377.66	798.34	0.98		12.69	
12	South Street	8,734	7,778.55	782.55	1.12		11.16	
13	Main Street	10,367	9,005.55	776.63	1.15		13.35	
14	Brady Lane	8,500	12,671.85	902.41	0.67		9.42	
21	McCormick Road	19,700	14,571.51	1,075.38	1.35		18.32	
22	Salisbury Street	14,134	9,289.89	793.77	1.52		17.81	
23	Sagamore West	6,584	6,047.11	402.06	1.09		16.38	
31	North 9th Street	1,597	2,286.93	115.29	0.70		13.85	
32	Schuyler Avenue	5,760	3,556.57	297.66	1.62		19.35	
33	Ferry Street	1,823	2,381.65	192.03	0.77		9.49	
34	Teal Road	2,044	3,538.19	294.96	0.58		6.93	
35	Park East Boulevard	1,174	4,862.92	300.27	0.24		3.91	
36	South 18th Street	3,961	8,512.39	603.49	0.47		6.56	
41	The Connector	1,978	3,157.19	297.97	0.63		6.64	
42	Happy Hollow Road	3,616	3,427.13	306.84	1.06		11.78	
43	Northwestern	5,227	4,083.80	328.84	1.28		15.90	
Sub Total:		105,332	105,548.89	8,268.49	1.00	▼-27.62%	12.74	▼-30.21%
51E	Lark & Alight Express							
52E	Cumberland Express							
53E	Lindberg Express							
Sub Total:								
MB Total:		105,332	105,548.89	8,268.49	1.00	▼-27.62%	12.74	▼-30.21%
DR	Paratransit	2,698	13,679.19	1,051.68	0.20	▼ -7.28%	2.57	▼ -2.44%
Demand Response Total:		2,698	13,679.19	1,051.68	0.20	▼-7.28%	2.57	▼-2.44%
VP	Vanpool	2,304	9,768.00	234.00	0.24	▼ -48.89%	9.85	▼ -34.07%
Vanpool Total:		2,304	9,768.00	234.00	0.24	▼-48.89%	9.85	▼-0.34066
Grand Total:		110,334	128,996.08	9,554.17	0.86	▼-31.72%	11.55	▼-30.34%



July 2026

Route	Route Name	Passengers
11	Creasy Lane	10,133
12	South Street	8,734
13	Main Street	10,367
14	Brady Lane	8,500
21	McCormick Road	19,700
22	Salisbury Street	14,134
23	Sagamore West	6,584
31	North 9th Street	1,597
32	Schuyler Avenue	5,760
33	Ferry Street	1,823
34	Teal Road	2,044
35	Park East Boulevard	1,174
36	South 18th Street	3,961
41	The Connector	1,978
42	Happy Hollow Road	3,616
43	Northwestern	5,227

Sub Total: 105,332

51E	Lark & Alight Express	0
52E	Cumberland Express	0
53E	Lindberg Express	0

Sub Total: -

MB Total: 105,332

DR	Paratransit	2,698
Demand Response Total:		2,698

VP	Vanpool	2,304
Vanpool Total:		2,304

Grand Total: 110,334

July 2025

	Route Name	Passengers
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All Regular Routes 157,182

Sub Total: 157,182

	Campus Routes	-
Sub Total:		-

	Express/Apt Routes	-
Sub Total:		-

MB Total: 157,182

DR	ACCESS/FLEX	2,705
Demand Response Total:		2,705

VP	Vanpool	672
Vanpool Total:		672

Grand Total: 160,559

OPERATIONS REPORT

Jul-26

	2026 MONTH	2025 MONTH	2026 YTD	2025 YTD
MILES	128,996	128,174	989,768	1,017,933
PAID HOURS	12,498	13,108	103,002	108,039

	2026	2025	YTD 2026	YTD 2025	% DIFF MO	% DIFF YTD
ACCIDENTS	3	0	23	25	#DIV/0!	▼ -8.00%
PER 100,000 MILES	2.33	0.00	2.32	2.46	#DIV/0!	▼ -5.38%
PREVENTABLE	2	0	10	16	#DIV/0!	▼ -37.50%
PER 100,000 MILES	1.55	0.00	1.01	1.57	#DIV/0!	▼ -35.72%
NON-PREVENTABLE	1	0	13	10	#DIV/0!	▲ 30.00%
PER 100,000 MILES	0.78	0.00	1.31	0.98	#DIV/0!	▲ 33.70%
OVERTIME IN HOURS	1,415	918	14,558	14,008	▲ 54.16%	■ 3.92%
% OF OVERTIME HOURS	11.3%	7.0%	14.1%	13.0%	▲ 61.69%	■ 9.01%
SAFETY MEETINGS	1	1	7	4		

NO PAY HOURS: 1487.62

ROADCALLS 2026

	Jul-26	Jul-25	% DIFF
MECHANICAL	3	5	12.00%
OTHER	0	0	#DIV/0!
DELAYS	0	0	#DIV/0!
TOTAL-MONTH	3	5	12.00%
TOTAL-YTD	19	19	5.26%

BUS#	PROBLEM	DATE	MECH OR OTHER
4010	Not Charging	7/13/2026	M
450	AC Compressor	7/22/2026	M
5001	Wheel Hub	7/28/2026	M

DIESEL COST COMPARISON FOR 2026 (CURRENT YEAR VS LAST YEAR)

Month	Total Gallons 2026	Total Gallons 2025	% Difference	Avg Cost Gallon 2026	Avg Cost Gallon 2025	Different per Gallon	Total Diesel spend 2026	Total Diesel spend 2025
JAN	1,889	2,700	-30.04%	\$2.4200	\$2.2800	\$0.1400	\$4,571	\$6,156
FEB	3,070	1,824	68.31%	\$2.4200	\$2.1800	\$0.2400	\$7,429	\$3,976
MAR	2,400	2,648	-9.37%	\$3.3300	\$2.1800	\$1.1500	\$7,992	\$5,773
APR	1,800	3,330	-45.95%	\$3.3200	\$2.1300	\$1.1900	\$5,976	\$7,093
MAY	426	1,349	-68.42%	\$3.3200	\$2.1300	\$1.1900	\$1,414	\$2,873
JUN	0	2,918	-100.00%	\$4.4000	\$2.1300	\$2.2700	\$0	\$6,215
JUL	1,365	424	221.93%	\$4.4100	\$2.4930	\$1.9170	6019.65	1057.032
AUG			#DIV/0!			\$0.0000		
SEP			#DIV/0!			\$0.0000		
OCT			#DIV/0!			\$0.0000		
NOV			#DIV/0!			\$0.0000		
DEC			#DIV/0!			\$0.0000		
TOTAL	10,950	15,193	-27.93%	\$3.3743	\$2.2176	\$1.1567	\$33,403	\$33,144

CNG ACCESS BUSES (CURRENT YEAR VS LAST YEAR)

Month	Total DGE Used 2026	Total DGE Used 2025	% Difference	Avg Cost CNG per DGE 2026	Avg Cost CNG per DGE 2025	Different per Gallon	Total CNG DGE spend 2026	Total CNG DGE spend 2025
JAN	1,838	1,140	61.2281%	\$0.9870	\$1.5100	-\$0.5230	\$1,814	\$1,721
FEB	1,859	1,480	25.6506%	\$1.0790	\$0.9063	\$0.1727	\$2,006	\$1,341
MAR	2,181	1,878	16.1342%	\$1.2000	\$1.1100	\$0.0900	\$2,617	\$2,085
APR	2,226	2,108	5.5977%	\$1.2400	\$1.1600	\$0.0800	\$2,760	\$2,445
MAY	2,001	1,845	8.4553%	\$0.9700	\$0.9063	\$0.0637	\$1,941	\$1,672
JUN	2,006	1,925	4.2078%	\$0.9900	\$0.8600	\$0.1300	\$1,986	\$1,656
JUL	2,039	2,071	-1.5451%	\$0.9100	\$0.8500	\$0.0600	\$1,855.49	\$1,760.35
AUG			#DIV/0!			\$0.0000		
SEP			#DIV/0!			\$0.0000		
OCT			#DIV/0!			\$0.0000		
NOV			#DIV/0!			\$0.0000		
DEC			#DIV/0!			\$0.0000		
TOTAL	14,150	12,447	13.6866%	\$1.0537	\$1.0432	\$0.0105	14,980	12,680

CNG FIXED ROUTE (CURRENT YEAR VS LAST YEAR)

Month	Total DGE Used 2026	Total DGE Used 2025	% Difference	Avg Cost CNG per DGE 2026	Avg Cost CNG per DGE 2025	Different per Gallon	Total CNG DGE spend 2026	Total CNG DGE spend 2025
JAN	28,516	27,620	3.2438%	\$0.9868	\$1.5100	-\$0.5232	\$28,140	\$41,706
FEB	29,251	31,886	-8.2632%	\$1.0790	\$0.9063	\$0.1727	\$31,562	\$28,898
MAR	39,326	37,045	6.1574%	\$1.2000	\$1.1100	\$0.0900	\$47,191	\$41,120
APR	39,749	39,151	1.5274%	\$1.2400	\$1.1600	\$0.0800	\$49,289	\$45,415
MAY	32,846	32,722	0.3789%	\$0.9700	\$0.9063	\$0.0637	\$31,861	\$29,656
JUN	33,164	34,861	-4.8679%	\$0.9900	\$0.8600	\$0.1300	\$32,832	\$29,980
JUL	31,749	28,201	12.5811%	\$0.9100	\$0.8500	\$0.0600	\$28,891.59	\$23,970.85
AUG			#DIV/0!			\$0.0000		
SEP			#DIV/0!			\$0.0000		
OCT			#DIV/0!			\$0.0000		
NOV			#DIV/0!			\$0.0000		
DEC			#DIV/0!			\$0.0000		
TOTAL	234,601	231,486	1.3457%	\$1.0537	\$1.0432	\$0.0105	\$249,766	\$240,747

Numbers for Average and Total Cost CNG are based on current invoices for prior month's consumptions