



## **Meeting of the Transportation District Commission of Hampton Roads**

Thursday, December 9, 2021, at 509 E. 18<sup>th</sup> Street., Norfolk, VA at  
1:00 p.m. via Hybrid Zoom Format

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A meeting of the Transportation District Commission of Hampton Roads will be held on Thursday, December 9, 2021, at 1:00 p.m. in Norfolk.

The meeting is open to the public and in accordance with the Board's operating procedures and in compliance with the Virginia Freedom of Information Act, there will be an opportunity for public comment at the beginning of the meeting.

Anyone who wishes to listen to the meeting can do so via Zoom:  
<https://hrtransit-org.zoom.us/meeting/register/tZUIce-pqj8qG9dczE-Hx-lwvm5Vvhlk0gJx>

The agenda and supporting materials are included in this package for your review.



## Meeting of the Transportation District Commission of Hampton Roads

Thursday, December 9, 2021, • 1:00 p.m. at  
509 E. 18<sup>th</sup> Street, Norfolk, VA – Zoom Hybrid Format

### AGENDA

1. Call to Order & Roll Call
  2. Public Comments
  3. Approval of November 10, 2021, Meeting Minutes
  4. President's Monthly Report - William Harrell
    - A. Board Updates
  5. Committee Reports
    - A. Audit & Budget Review Committee - Commissioner Gray/  
Conner Burns, Chief Financial Office
      - October 2021 Financial Report will be presented at the December 2021 Meeting
      - Acceptance of the Annual Financial Audit
    - B. Management/Financial Advisory Committee – Commissioner Jackson/  
Conner Burns, Chief Financial Officer
    - C. Operations & Oversight Committee - Commissioner Fuller/  
Sonya Luther, Director of Procurement
      - **Contract No: 21-00156 – Audio and Visual Support Services (Renewal)**
- Recommending Commission Approval:** Award of a contract to Dynamic Systems Integration for Audio and Visual Support services at HRT's

various facilities. The cumulative amount of all Task Orders issued under this Contract will not exceed \$350,000 over the five-year period

- **17-76500 – Modification No. 5 – Bus Stop Sign Installation and Maintenance**

**Recommending Commission Approval:** Award modification to increase the Bus Stop Sign Installation and Maintenance contract by \$50,000.00, to a not-to-exceed amount of \$343,802.50.

- **Contract No: 21-00151 Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services (Renewal)**

**Recommending Commission Approval:** Award of a contract to renewal contract to Diversified Building Services, Inc. to provide Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services in the not-to exceed amount of \$4,357,917.00 for three (3) years.

- **Contract No: 21-00152 – Microtransit Pilot Program**

**Recommending Commission Approval:** Award of a contract to River North Transit, LLC to provide a Microtransit pilot program in the not-to-exceed amount of \$1,700,925.

D. Planning/New Starts Development Committee – Commissioner Ross-Hammond/  
Ray Amoruso, Chief Planning & Development Officer

E. External/Legislative Advisory Committee - Commissioner Kanoyton/  
Gene Cavasos, Director of Marketing and Communications

F. Smart Cities & Innovation Committee – Commissioner McClellan/  
Michael Price, Chief Information/Technology Officer

G. Paratransit Advisory Subcommittee – Chair Brian Trickler/  
Keith Johnson, Paratransit Services Contract  
Administrator

H. Transit Ridership Advisory Sub-Committee – Ms. Denise Johnson, Chair/  
Rodney Davis, Director of Customer Relations

6. Old and New Business

- Resolution 02 – 2021 Approving the Transit Strategic Plan Annual Update (FY2023-2032)
  - Resolution 03 – 2021 Approving the Capital Improvement Plan (CIP) for (FY2023-2032)
  - DRPT Annual Status of Safety Report – Rail Fixed Guideway State Safety Oversight Program Performance provided by Andrew Ennis, Transit Rail Safety & Emergency Management Administrator
7. Comments by Commission Members
  8. Closed Session (as necessary)
  9. Adjournment

**The next meeting will be held on Thursday, January 27, 2022, at  
1:00 p.m., 3400 Victoria Boulevard, Hampton, VA.**





## Meeting Minutes of the Transportation District Commission of Hampton Roads

Wednesday November 10, 2021 • 1:00 p.m. Norfolk, VA, and Hybrid Zoom Meeting

### **Call to Order.**

A quorum was attained, and Chair McClellan called the meeting to order at 1:00 p.m.

### **Commissioners in attendance:**

Chairwoman McClellan, Norfolk  
Vice-Chair Rouse, Virginia Beach  
Commissioner Hunter, Portsmouth  
Commissioner Fuller, Chesapeake  
Commissioner Hamel, Chesapeake  
Commissioner Houston, Norfolk  
Alt. Commissioner DeBruhl, DRPT  
Commissioner Kanoyton, Hampton  
Commissioner Woodbury, Newport News  
Commissioner Bullock, Newport News  
Alt. Commissioner Jackson, Portsmouth  
Commissioner Ross-Hammond, Virginia Beach  
Commissioner Spruill, Senate Representative  
Commissioner Simonds, House Representative

### **Hampton Roads Transit Staff in attendance:**

Ray Amoruso, Chief Planning and Development  
Debbie Ball, Director of Finance  
Michele Bacon-Goode, Contract Administrator  
Sam Ballard, Client Technology Engineer  
Keisha Branch, Director of the Office of Program & Project Excellence via Zoom  
Amy Braziel, Manager of Operations Administration via Zoom  
Conner Burns, Chief Financial Officer  
Danielle Burton, Operations Support Technician via Zoom  
David Burton, General Counsel, Williams Mullen  
Gene Cavazos, Director of Marketing & Communications  
Juanita Davis, Budget Analysis III via Zoom  
Rodney Davis, Director of Customer Relations via Zoom  
Scott Demharter, Director of Facilities  
Sheri Dixon, Director of Revenue Services  
Jennifer Dove, Civil Rights and Grants Coordinator  
Angela Glass, Director of Budget & Financial Analysis  
William Harrell, President and CEO  
Danielle Hill, HR Compliance Manager  
Tom Holden, Media Relations Specialist

Ashley Johnson, Capital Improvement Analyst III via Zoom  
Keith Johnson, Paratransit Services Contract Administrator via Zoom  
Shane Kelly, Security Specialist  
Larry Kirk, Assistant Director of Finance  
Sonya Luther, Director of Procurement  
Tracy Moore, Director of Training  
Shanti Mullen, Manager of Internal Audit  
Sibyl Pappas, Chief Engineering & Facilities Officer  
Michael Perez, Operations Contract and Project Administrator via Zoom  
Noelle Pinkard, Organizational Advancement Officer  
John Powell, Telecommunications Specialist  
Michael Price, Chief Information Officer/CTO  
Jim Price, Chief Transit Operations Officer  
Luis Ramos, Sr. Executive Administrator/Commission Secretary  
Ty Reynolds, Human Resources Manager via Zoom  
Dawn Sciortino, Chief Safety Officer via Zoom  
Ben Simms, Director of Transportation (Bus & Rail)  
Alex Touzov, Director of Technology Services  
Michele Trader, Records Management Administrator  
Robert Travers, Corporate Counsel  
Fevrier Valmond, Deputy Director of Procurement  
Nikki Walker, Auditor I  
James Wall, Director of Maintenance  
Kim Wolcott, Chief of Human Resources  
Madeleine Yi, WSP  
Andrew Zalewski, Foursquare, ITP  
Lori Zeller, Foursquare, ITP

**Others in attendance via phone/Zoom:**

Paul Atkinson, Vice Chair of Paratransit Advisory Committee, In Person  
Alt. Commissioner Camras, City of Chesapeake, In Person  
Rob Case, HRTPO  
Alt. Commissioner Cipriano, Newport News  
Judith Brown, Co-President, League of Women Voters of South Hampton Roads  
Brian DeProfio, City of Hampton  
Troy Eisenberger, City of Chesapeake  
Gensib Elyssa, WSP  
Andrew Ennis, Transit Rail Safety & Emergency Management Administrator, DRPT  
Jeff Hathaway, Creative-VA  
Amy Inman, City of Norfolk, In Person  
Demetrius Johnson, Citizen  
Clara Massaquoi, Citizen  
Alt. Commissioner Mark Shea, City of Virginia Beach, In Person  
Janice Taylor, League of Women Voters  
Brian Tricker, Chair of Paratransit Advisory Committee  
Constantinos Velissarios, City of Newport News

The TDCHR meeting package was distributed electronically to all Commissioners in advance of the meeting. The meeting package consisted of:

- Agenda
- Meeting Minutes
- President's Report Presentation
- Social Media Analytics
- Financial Reports
- Committee Reports

### **Public Comments**

There were no public Comments.

### **Approval of October 28, 2021, Meeting Minutes**

A motion to approve the October 28, 2021, minutes, was made by Commissioner Spruill and properly seconded by Commissioner Ross-Hammond. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Hunter, Hamel, DeBruhl, Kanoyton, Woodbury, Bullock, Houston, Jackson, Ross-Hammond, Spruill, and Simonds.

Nays: None

Abstain: None

### **President's Monthly Report**

Mr. William Harrell welcomed everyone to the meeting.

Ms. Kim Wolcott provided an update on COVID vaccinations and staff updates. Ms. Wolcott stated that the vaccination rate is 74.9% for staff.

Ms. Sibyl Pappas provided a RTS Program and Passenger Amenities Update as included in these meeting minutes for reference. There was discussion regarding increased cleaning and quality assurance. There was discussion regarding the increasing number of bus shelters, how to prioritize shelter installations, and the future goals of same.

The shelter amenities policy and public communication regarding amenities was discussed.

The bus stop request process was discussed. There was a comment to involve Virginia Organizing in getting them information regarding bus stop amenities. There was discussion regarding shelter requests and private versus public requests. There was discussion regarding areas that do not want shelters in front of businesses and public perception of bus shelters. Supply chain, materials and the build/delivery of shelters were also discussed.

There was discussion regarding non-RTS shelters and less frequent routes having more customer amenities. Mr. Harrell stated that HRT would like to have shelters located across the entire system.

and depending on future opportunities there could be additional partnerships to get to that goal. HRT needs to move ahead with what it can do now and explore other opportunities over time given the cost considerations.

There was a discussion regarding advertising at shelters based on varying, City policies.

### **Audit & Budget Review Committee**

It was stated that the Audit and Budget Committee did not meet.

There were no financials review due to the timing of the meeting.

### **MFAC**

Alternate Commissioner Carl Jackson stated that the MFAC met on Monday. It was stated that there were no financials presented. There was a review of the Strategic Resolution language and a preview of the CIP Workshop and a TSP update. There was also an update on federal and capital funding.

### **Operations and Oversight Committee**

Commissioner Hamel stated that the Operations and Oversight Committee met on November 4th.

Commissioner Hamel called on Ms. Sonya Luther to present Contract 21-00145 Transit Operator/Supervisor Uniforms (Renewal).

A motion to approve Contract 21-00145 Transit Operator/Supervisor Uniforms – a motion for renewal was made by the Operations and Oversight Committee and properly seconded by Commissioner Spruill

A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Hunter, Hamel, DeBruhl, Kanoyton, Woodbury, Bullock, Houston, Jackson, Ross-Hammond, Spruill, and Simonds.

Nays: None

Abstain: None

Commissioner Hamel provided a briefing on Task Orders that were presented and HRT free ride day.

The next Operations and Oversight Committee will be held next Thursday, December 2nd in Norfolk. This is one week sooner than usual due to the upcoming holiday.

### **Planning and New Starts Committee**

Commissioner Ross-Hammond stated that the committee will be meeting on December 9<sup>th</sup> in Norfolk.

### **External/Legislative Advisory Committee**

Commissioner Kanoyton stated that the committee will meet in December. It was stated that Congressman Bobby Scott and Congresswoman Elaine Luria will be visiting HRT on Friday to preview the electric buses.

### **Smart City and Innovation Committee**

Commissioner McClellan stated that the committee did not meet in November and no report was given. The next meeting will be in January 2022.

### **Paratransit Advisory Sub-Committee**

Mr. Brian Trickler had no report but stated that the next meeting will be December 8<sup>th</sup>.

### **Transit Ridership Advisory Sub-Committee**

Rodney Davis, Director of Customer Relations read the TRAC report, which is affixed to the minutes.

### **Old and New Business**

Commissioner Jackson expressed his thanks for the new passenger shelters in Portsmouth.

Commissioner Spruill congratulated Commissioner Hamel for his new role as Commonwealth Attorney in Chesapeake.

Chairwoman McClellan expressed her appreciation for free fares on Election Day.

### **Closed Session:**

Commissioner Rouse made a motion to convene into closed session to discuss matters involving legal advice in accordance with paragraph 1 of Section 2.2-3711 subsection (A) of the Code of Virginia.

The motion was made by Commissioner Rouse and properly seconded by Commissioner Spruill. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Hunter, Hamel, DeBruhl, Kanoyton, Woodbury, Bullock, Houston, Jackson, Ross-Hammond, Spruill, and Simonds.

Nays: None

Abstain: None

The Chair will entertain a motion of certification that the Board of Commissioners of the TDCHR hereby certifies that, to the best of each member's knowledge:

(i) only public business matters lawfully exempted from open meeting requirements under the Virginia Freedom of Information Act law were discussed in the closed meeting to which this certification resolution applies, and

(ii) only such public business matters as were identified in the motion convening the closed session meeting were heard, discussed, or considered in the closed meeting just concluded.

The motion was made by Commissioner Rouse and properly seconded by Commissioner Bullock. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Hunter, Fuller, Hamel, DeBruhl, Kanoyton, Woodbury, Bullock, Houston, Jackson, Ross-Hammond, Spruill, and Simonds.

Nays: None

Abstain: None

### **Adjournment**

With no further business to conduct, the meeting adjourned at 2:54 p.m.

## **TRANSPORTATION DISTRICT COMMISSION OF HAMPTON ROADS**

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**Andria McClellan**  
Chair

**ATTEST:**

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**Luis Ramos**  
Commission Secretary  
December 9, 2021

## **TRAC Report**

### **November 2021**

HRT's Transit Riders Advisory Committee (TRAC) met at 6pm on Wednesday, November 3, in the board room in Norfolk. TRAC members in attendance were Denise Johnson, Melissa Osborne, Alyson Swett, Tondalaya Thomas, and Robert Neely. The July and September minutes were approved.

Ms. Samantha Sink provided a presentation on the status of the Naval Station Norfolk Transit Corridor Project. Ms. Antoinette White provided a presentation on the November Service Board.

During his Director's Remarks, Mr. Rodney Davis, Director of Customer Relations, discussed the value of the Service Reliability Plan in reducing the number of canceled and delayed trips. He also reviewed actions planned for CY 2022, such as the Microtransit pilot, the initiation of the fielding of electronic fare payment systems, the installation of arrival and departure display screens at the transit centers, and the Regional Transit System.

During her Chair Remarks, Ms. Denise Johnson, thanked TRAC members for their work.

During the Roundtable:

1. Mr. Henry Ryto asked when the doors on the northside of the DNTC would be fixed. Mr. Davis said he had discussed this with Facilities and part of the problem has to do with an issue with the supply chain.
2. Ms. Thomas asked if it was intended that there was no overhead covering on the outside of the DNTC for passengers waiting for their bus at the bays. Mr. Davis said the overhead was designed to enable light and precipitation for the plants.
3. Ms. Swett said she was excited about the light rail expansion.
4. Ms. Laverne McMillan, Supervisor, Operation Department asked if any consideration had been given to establishing dedicated bus lanes. Ms. Sam Sink responded to her question.
5. Ms. Sturm, Supervisor, Operations, said she was interested in seeing how things worked out on the Route 980 once initiated. She said she was also interested in the impact of the fare change on the Route 960.
6. Ms. Osborne commended an operator on the Route 115 and said there were drunken loiterers at the stop on King St. in front of 7-11. Mr. Davis said he would pass this on to Security.
7. Mr. Neely asked when the northside service hours would be expanded. Mr. Davis said the challenge was ensuring HRT had the required number of operators to expand the service hours, but he would pass this concern on to Planning.

The meeting adjourned at 7 P.M. The next TRAC meeting will be on January 5, 2022, in the board room in Hampton at 6pm.



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# TDCHR Board Meeting November 10, 2021

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# President's Report

**[gohrt.com](http://gohrt.com)**



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# RTS Program and Passenger Amenities Update

**gohrt.com**

# HRT System Overview

Bus, trolley, rail, paratransit and ferry operations

FY 19 average weekday (Pre-Covid) boardings

- 45,000 on buses (all bus routes)
- 1,500 on ferries
- 4,900 on light rail
- 1,200 on paratransit





# Bus Stop 101

Shelter placement based on HRT amenity policy:

- Shelters considered at stops with 40 or more daily boardings
- Benches considered at stops with 25 or more daily boardings

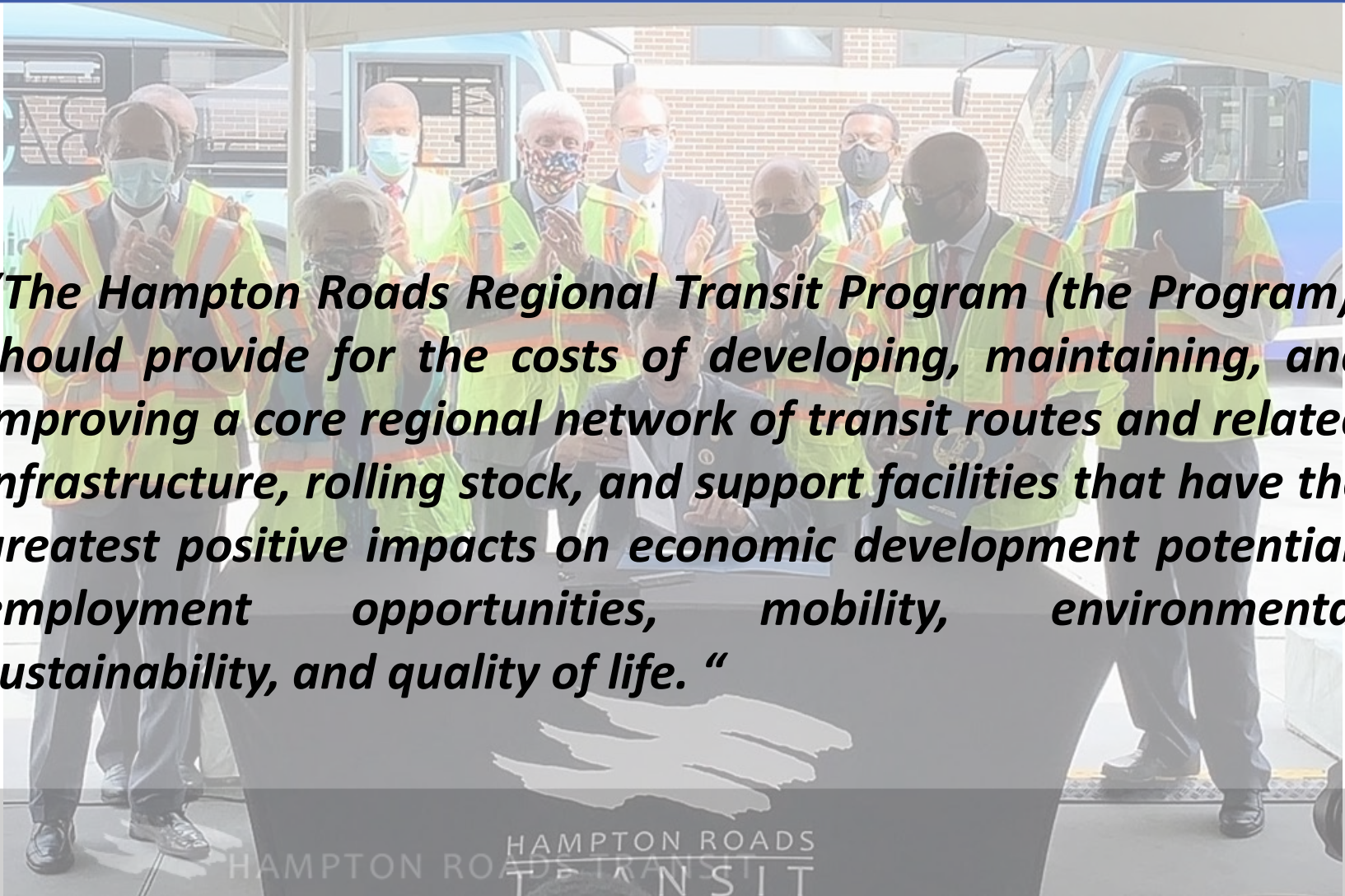
Minimum Space Requirements:

- Tier 1 Shelter: 8' x 16' Pad
- Tier 3 Shelter: 5' x 16' Pad
- Tier 4 Shelter: 3' x 16' Pad

5' min. sidewalk in front



# Regional Transit System (RTS)



***“The Hampton Roads Regional Transit Program (the Program), should provide for the costs of developing, maintaining, and improving a core regional network of transit routes and related infrastructure, rolling stock, and support facilities that have the greatest positive impacts on economic development potential, employment opportunities, mobility, environmental sustainability, and quality of life. ”***

# RTS Program Overview



**Regional Backbone Routes**  
*15 minute service routes*



**Service Times** will start and end the same



**Span of Service**



**Limited or Express Routes**



**Frequency of Service**



| Route # | Route Name                     |
|---------|--------------------------------|
| 1       | Granby Street                  |
| 2       | Hampton Blvd                   |
| 3       | Chesapeake Blvd                |
| 8       | Tidewater Drive                |
| 15      | Military Highway               |
| 20      | Virginia Beach Blvd            |
| 21      | Little Creek Road              |
| 36      | Independence Blvd/Holland Road |
| 45      | Portsmouth Blvd                |
| 47      | High Street/Churchland         |
| 101     | Kecoughtan Road                |
| 112     | Jefferson Avenue               |
| 114     | Mercury Blvd                   |



# RTS Improvements

- Increased Service Frequency
- Technology Investments
- Facility Replacements
- New Passenger Amenities

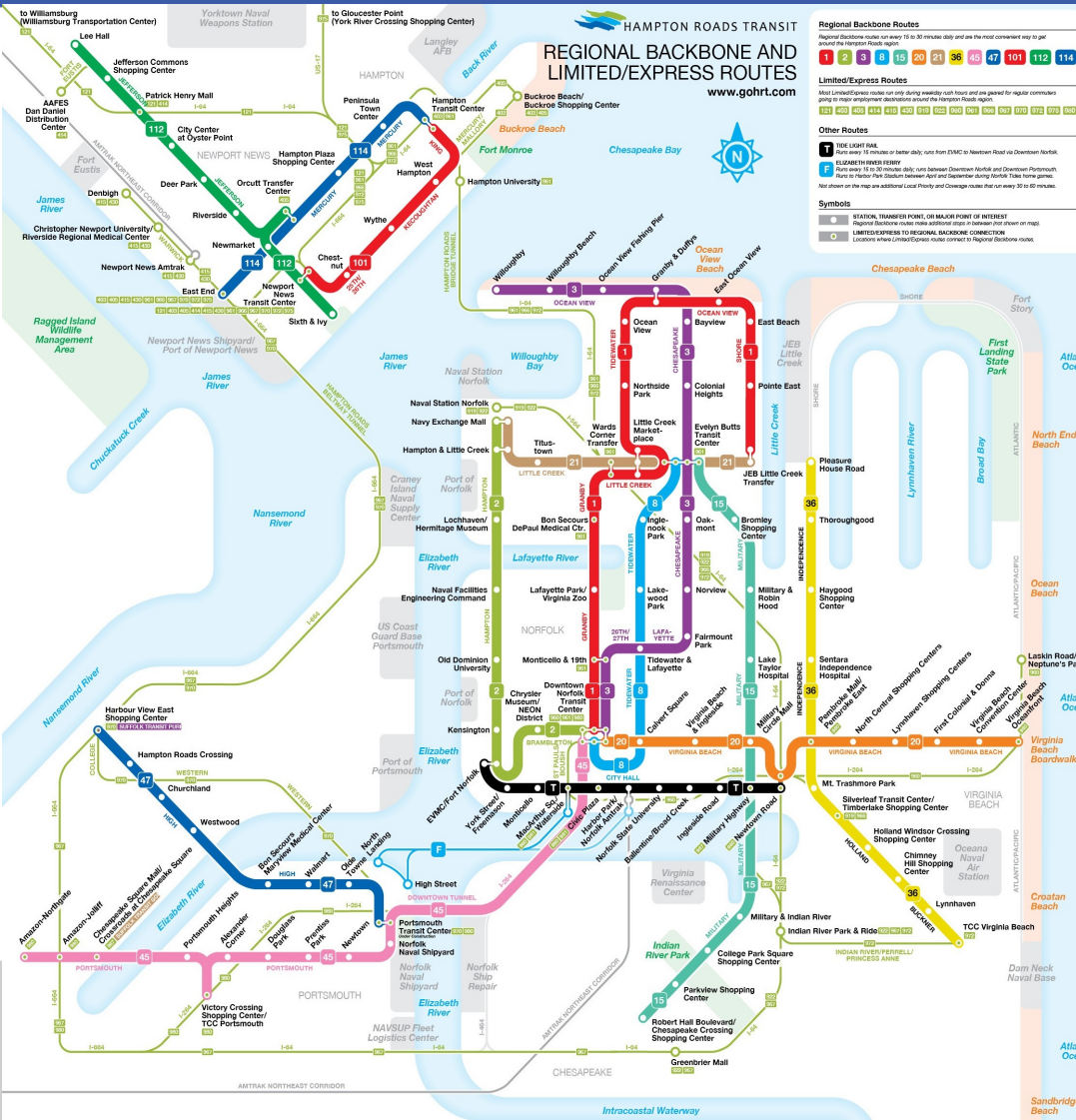


# HRT Passenger Amenity Policy

| Type                  | Standard HRT Bus Stop          | Enhanced HRT Amenity Stop                | Sheltered HRT Amenity Stop                     | Non-HRT Amenity Stop                                     | RTS Eligible Amenity Stop        |
|-----------------------|--------------------------------|--|--|--|----------------------------------|
| Amenities             | HRT signage only in public ROW | HRT bench and/or trash can in public ROW | HRT shelter, bench and trash can in public ROW | Amenities placed in public ROW by parties other than HRT | Bench, trash can, and/or shelter |
| Ridership Requirement | None                           | 25+                                      | 40+  | None   | None                             |



# RTS Impacts



## Regional Backbone Impacts (15-min weekday peak service)

|   | Current HRT System | Change from Current            |
|---|--------------------|--------------------------------|
| No. of Routes with 15-min Weekday Peak Service  | 6                  | 13                             |
| Population Served                               | 181,000            | 487,000<br>169% increase       |
| Jobs Served                                     | 137,500            | 312,500<br>127% increase       |
| Area in Walking Distance                        | 41 sq. miles       | 115 sq. miles<br>180% increase |
| Total System Projected Ridership (Avg. Weekday) | 36,200             | 54,500                         |

# Chesapeake

## Backbone Routes

 **2**

## Total Stops with Shelters

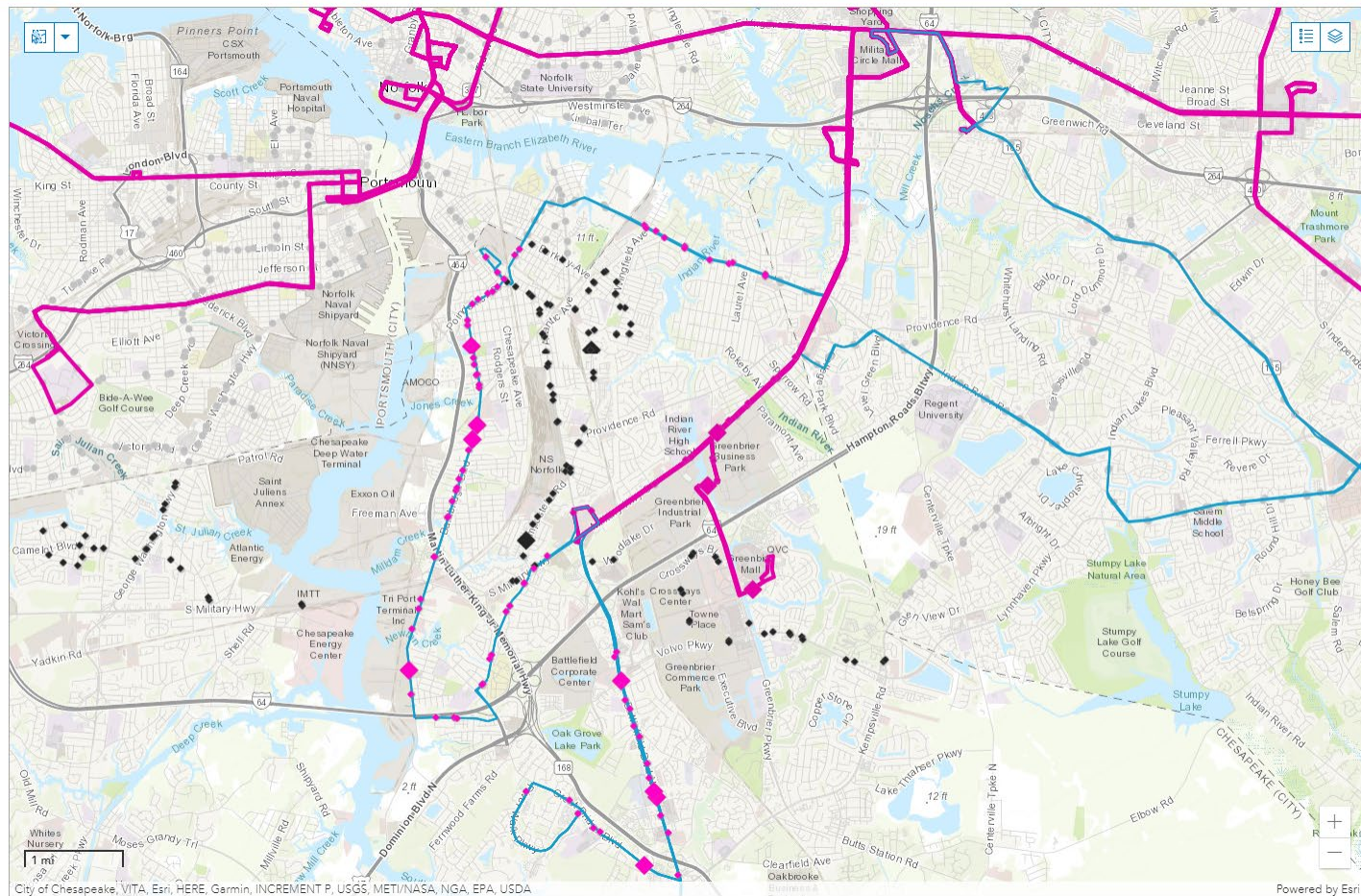
 **17**

## RTS Eligible Stops

 **133**

## Total Stops by City

 **257**





# Hampton

## Backbone Routes

 **3**

## Total Stops with Shelters

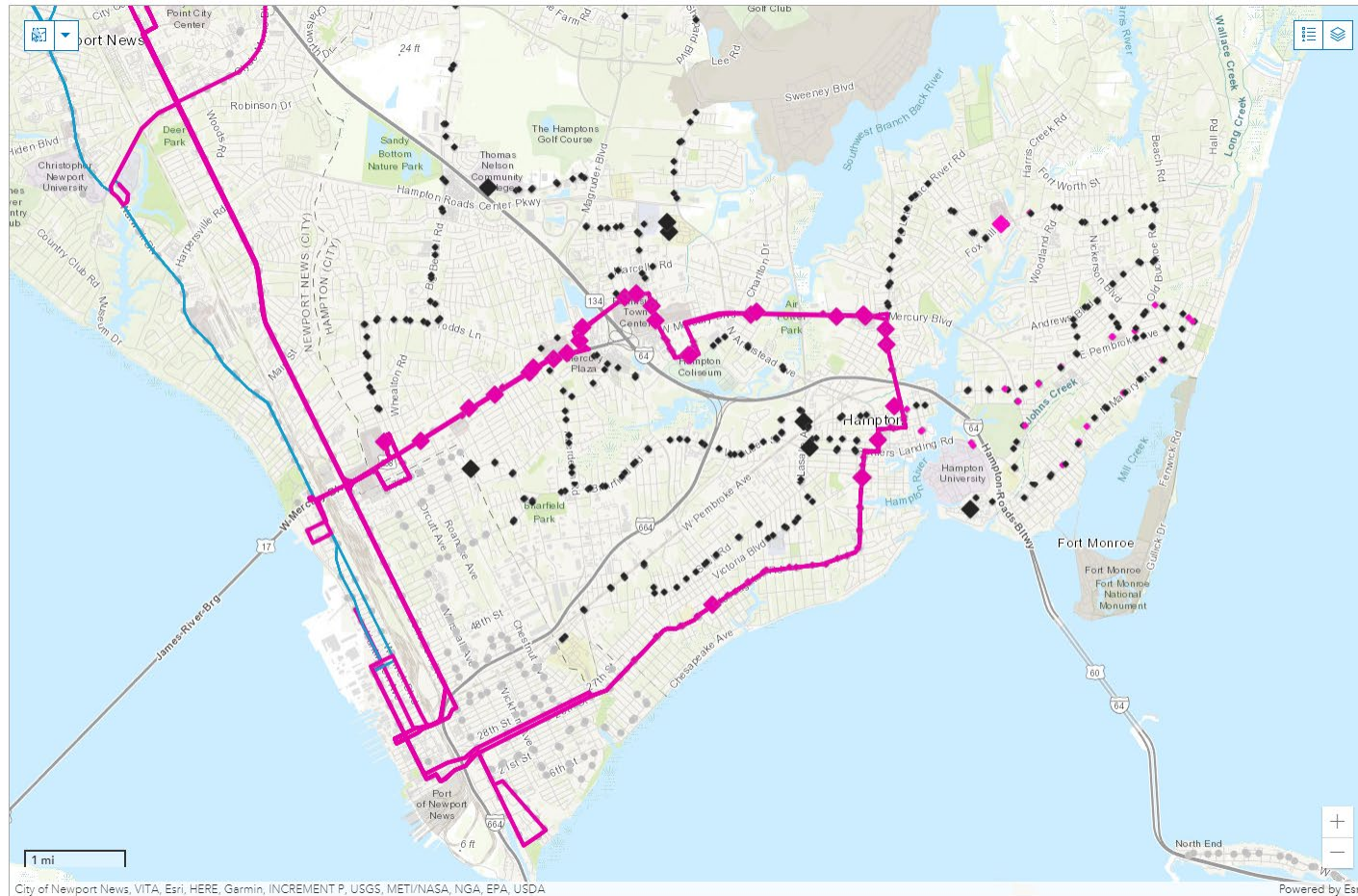
 **38**

## RTS Eligible Stops

 **108**

## Total Stops by City

 **411**



# Newport News

## Backbone Routes

 **3**

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## Total Stops with Shelters

 **47**

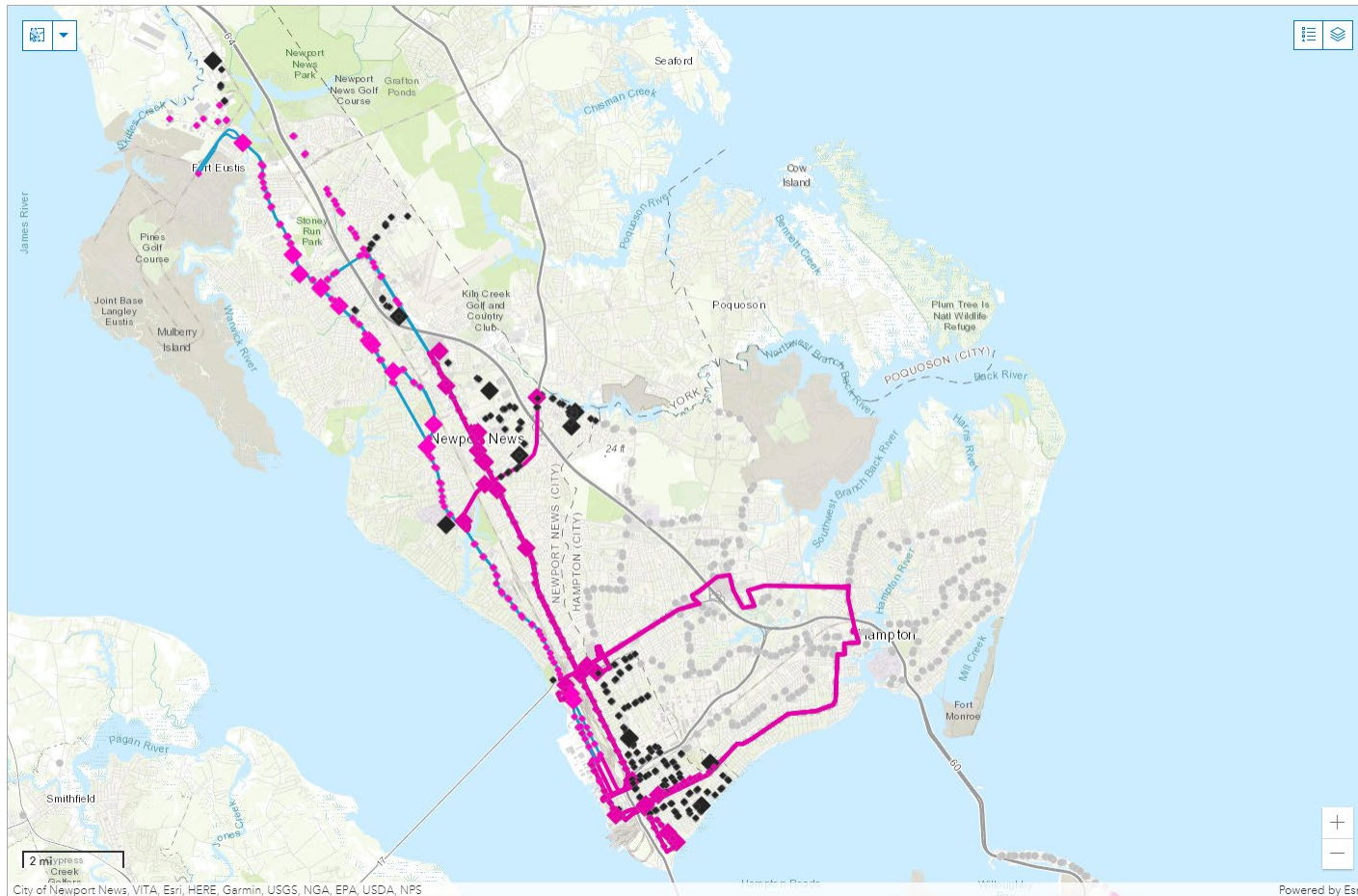
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## RTS Eligible Stops

 **283**

## Total Stops by City

 **470**





# Norfolk

## Backbone Routes

 **8**

## Total Stops with Shelters

 **75**

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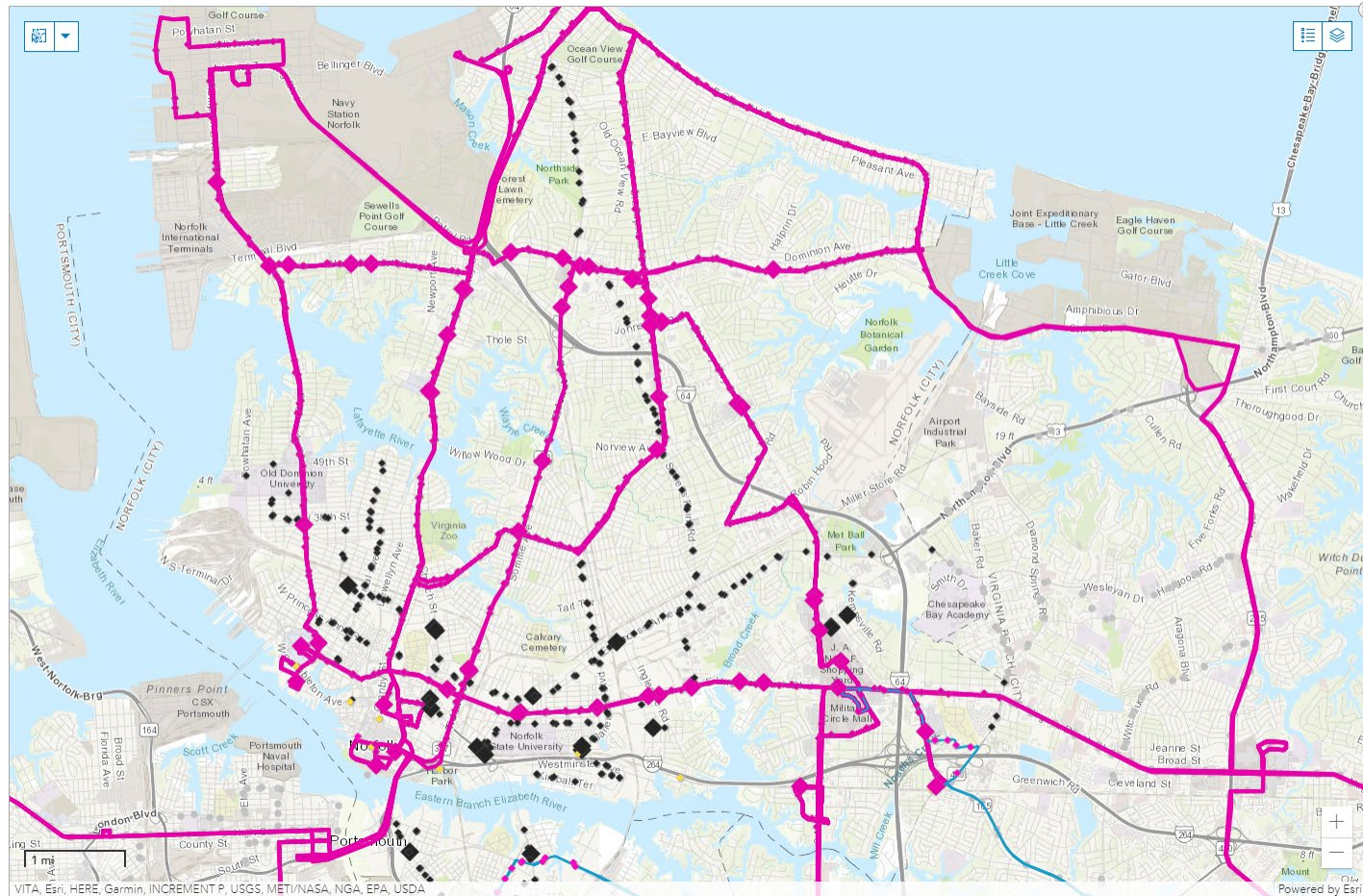
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## RTS Eligible Stops

 **454**

## Total Stops by City

 **744**





# Portsmouth

Backbone  
Routes



Total Stops with  
Shelters

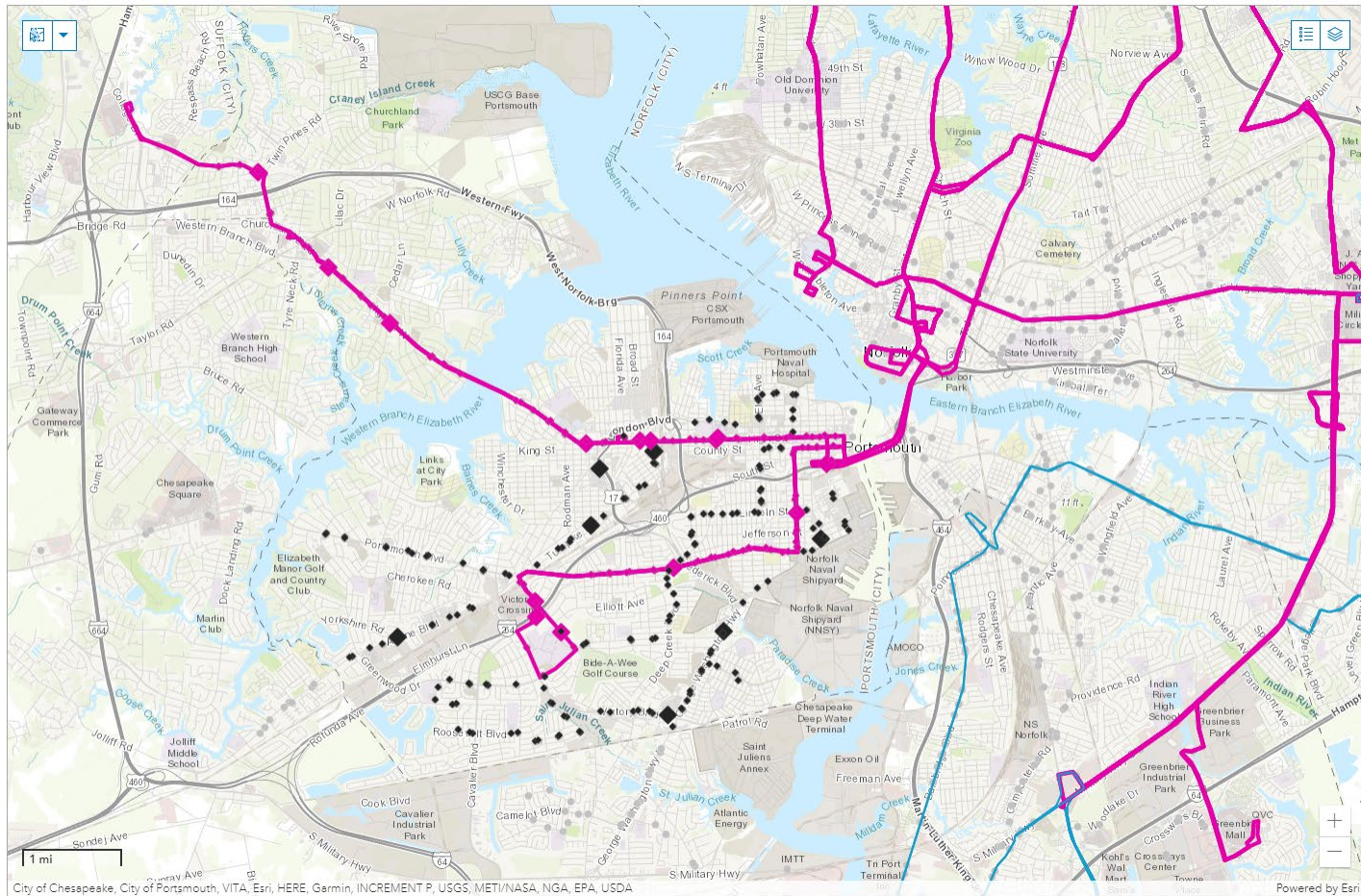


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RTS Eligible  
Stops

Total Stops  
by City



City of Chesapeake, City of Portsmouth, VITA, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

Powered by Esri

# Virginia Beach

## Backbone Routes



## Total Stops with Shelters



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## RTS Eligible Stops



## Total Stops by City





# RTS Program Passenger Amenity Improvements



Victory Crossing (Before and After)



# Bus Stops are the Gateway to the System



# HRT Cleaning Enhancements at Amenity Stops

|                         | Passenger Transit Centers               |                 | Bus Transfer Stations |                   | Single Shelter Stops |                   | Trash Can Only Stops |                 |
|-------------------------|---|-----------------|-----------------------|-------------------|----------------------|-------------------|----------------------|-----------------|
|                         | <i>Original</i>                         | <i>Enhanced</i> | <i>Original</i>       | <i>Enhanced</i>   | <i>Original</i>      | <i>Enhanced</i>   | <i>Original</i>      | <i>Enhanced</i> |
| <b>Shelter Cleaning</b> | 5x/ week                                | 5x/ week        | 2x/ month             | 2x/ month         | 1x/ month            | <u>2x/ month</u>  | N/A                  |                 |
| <b>Trash Removal</b>    | 5x/ week                                | <u>7x/ week</u> | 3x/ week              | <u>5-7x/ week</u> | 1x/ week             | <u>5-7x/ week</u> | 1x/ week             | <u>5x/ week</u> |
| <b>Pressure Washing</b> | DNTC (2x/month)<br>HTC & NNTC (4x/year) |                 | 4x/year               | 4x/year           | 2x/year              | 2x/year           | 1x/year              | 1x/year         |

# HRT Facility Cleaning Contracts



- **Passenger Amenities Cleaning Services**
  - 3 years, \$747,032
- **Passenger Amenities Pressure Washing and Condition Assessment Services**
  - 3 years, \$127,137
- **Passenger Amenities Winter Storm Services**
  - 3 years, \$97,026 (as needed only)
- **Custodial Services**
  - 5 years, \$3,110,032
- **Electrostatic Disinfection Services for COVID-19**
  - 1 year, \$548,345



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# TDCHR Board Meeting November 10, 2021

[gohrt.com](http://gohrt.com)

## INFRASTRUCTURE BILL MARKS A NEW ERA IN TRANSIT FUNDING

The historic \$1.2 trillion infrastructure bill President Biden signed in November provides unprecedented levels of public investment for the critical needs of our nation. From clean water and high-speed internet to roads, bridges and climate concerns, the bill is a once in a generation investment.

Consider these major developments. The bill will:

- Reduce the backlog for major repairs for highways and bridges by almost 20 percent
- Spur the creation of a nation-wide network of 500,000 electric vehicle chargers by 2030, including a special program for smaller and underserved communities
- Fix up to 10 of the most economically significant bridges in the nation, and repair over 15,000 smaller bridges across the country
- Reconnect as many as 20 communities by removing portions of interstates, redesigning rural main streets, and repurposing former rail lines
- End growth in the national transit maintenance backlog and reduce the current backlog by 15 percent. Replace more than 1,700 aging subway, light rail, and commuter rail cars
- Replace over 10,000 fossil-fuel powered transit vehicles with cleaner electric or low emission transit vehicles
- Boost transit funding for communities all over the country by an average of 30 percent – allowing for communities to address maintenance backlogs, modernization, and expansion
- Fund replacement of Amtrak railcars, including ones that are nearly a half-century-old, with state-of-the-art trains on routes that account for nearly half of Amtrak's annual ridership.

We are immensely excited about the opportunities this new funding provides.

All transit agencies need access to federal dollars to leverage state and local funds to advance important projects. Technology, buildings, rail and bus equipment and numerous operational needs are funded in part with federal money.

HRT relied heavily on the Federal Transit Administration, for example, to plan, build, and operate The Tide light rail and it has similarly turned to Washington for major capital expenses linked to improving transit services. Federal support plays a critical role in our daily operational needs as well along with state funding for operating and capital support.

The criterion for accessing the money is not expected to change, but often federal authorities are limited to how many projects to fund because the funding itself is limited while the needs seem only to grow. With expanding funding for the key funds that we use, HRT and other transit agencies will be in a better position to have projects funded.

While we are still working through important studies, I expect the expanded funding will help HRT in its efforts to expand its zero-emission bus fleet, expand The Tide to the Military Circle Mall area and possibly develop Bus Rapid Transit on the Peninsula.

The needs are pressing. Virginians who take public transportation spend an extra 72.2 percent of their time commuting, and non-White households are 1.6 times more likely to commute via public transportation, according to the U.S. Department of Transportation.

Just over 10 percent of transit vehicles in the state are past their useful life. Based on formula funding alone, Virginia would expect to receive about \$1.2 billion over five years under the infrastructure bill. In the first year, this represents about a 31 percent increase over 2021 FAST Act formula transit funding levels.





# President's Report

## December 2021

According to the American Public Transportation Association, the public transportation funding breakdown is as follows: \$69.9 billion in contract authority or formula funding; \$1.225 billion in formula funding for Virginia's transit agencies, an average increase of about 34 percent from their FY 2021 funding.

Among the changes:

- \$15.75 billion in general fund authorizations:
- \$15 billion for Capital Investment Grants.
- \$750 million for WMATA. \$21.25 billion of advance appropriations:
- \$8 billion for § 5309 CIG grants.
- \$250 million for § 5310 Seniors and Individuals with Disabilities grants.
- \$4.75 billion for § 5337 State of Good Repair grants.
- \$5.25 billion for § 5339 Low or No Emission Bus Competitive grants.
- \$1.75 billion for All Stations Accessibility Program Competitive grants.

With the upcoming approvals of the 10-year capital improvements plan and the annual update of the Transit Strategic Plan, HRT is well positioned to pursue strategic funding to opportunities to advance the mission of connecting Hampton Roads with transportation solutions that are reliable, safe, efficient, and sustainable.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Harrell", with a large, sweeping flourish extending from the end.

**William E. Harrell**

President and CEO

Hampton Roads Transit



HAMPTON ROADS  
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**Draft Financial Statement**

# OCTOBER 2021 FISCAL YEAR 2022 FINANCIAL REPORT

**gohrt.com**

# OPERATING FINANCIAL STATEMENTS

## October 2021

### FISCAL YEAR 2022

Dollars in Thousands

|                                    | Annual              |                   | Month to Date     |                   |                | Year to Date       |                    |                   |                |
|------------------------------------|---------------------|-------------------|-------------------|-------------------|----------------|--------------------|--------------------|-------------------|----------------|
|                                    | Budget              |                   | Budget            | Actual            | Variance       | Budget             | Actual             | Variance          |                |
| <b>Operating Revenue</b>           |                     |                   |                   |                   |                |                    |                    |                   |                |
| Passenger Revenue                  | \$ 8,442.0          | \$ 703.5          | \$ 647.1          | \$ (56.4)         | (8.0) %        | \$ 2,814.0         | \$ 2,947.4         | \$ 133.4          | 4.7 %          |
| Advertising Revenue                | 1,075.0             | 89.6              | 229.8             | 140.2             | 156.5 %        | 358.3              | 497.6              | 139.3             | 38.9 %         |
| Other Transportation Revenue       | 2,335.0             | 194.6             | 203.5             | 9.0               | 4.6 %          | 778.3              | 803.7              | 25.4              | 3.3 %          |
| Non-Transportation Revenue         | 60.0                | 5.0               | 10.0              | 5.0               | 99.5 %         | 20.0               | 39.3               | 19.3              | 96.7 %         |
| <b>Total Operating Revenue</b>     | <b>11,912.0</b>     | <b>992.7</b>      | <b>1,090.3</b>    | <b>97.7</b>       | <b>9.8 %</b>   | <b>3,970.7</b>     | <b>4,288.0</b>     | <b>317.4</b>      | <b>8.0 %</b>   |
| <b>Non-Operating Revenue</b>       |                     |                   |                   |                   |                |                    |                    |                   |                |
| Federal Funding (5307/5337)        | 22,053.7            | 1,837.8           | 2,445.9           | 608.1             | 33.1 %         | 7,351.2            | 7,441.5            | 90.3              | 1.2 %          |
| HRRTF Funding                      | 5,730.1             | 477.5             | 320.9             | (156.6)           | (32.8) %       | 1,910.0            | 1,154.3            | (755.8)           | (39.6) %       |
| State Funding                      | 21,438.3            | 1,786.5           | 1,778.2           | (8.3)             | (0.5) %        | 7,146.1            | 7,112.8            | (33.3)            | (0.5) %        |
| Local Funding                      | 44,696.1            | 3,724.7           | 3,724.7           | -                 | - %            | 14,898.7           | 14,898.7           | -                 | - %            |
| <b>Total Non-Operating Revenue</b> | <b>93,918.3</b>     | <b>7,826.5</b>    | <b>8,269.7</b>    | <b>443.2</b>      | <b>5.7 %</b>   | <b>31,306.1</b>    | <b>30,607.3</b>    | <b>(698.8)</b>    | <b>(2.2) %</b> |
| <b>TOTAL REVENUE</b>               | <b>\$ 105,830.2</b> | <b>\$ 8,819.2</b> | <b>\$ 9,360.0</b> | <b>\$ 540.9</b>   |                | <b>\$ 35,276.7</b> | <b>\$ 34,895.3</b> | <b>\$ (381.4)</b> |                |
| <b>Personnel Services</b>          | <b>\$ 68,240.3</b>  | <b>\$ 5,687.5</b> | <b>\$ 6,013.4</b> | <b>\$ (325.9)</b> | <b>(5.7) %</b> | <b>\$ 22,701.9</b> | <b>\$ 22,509.9</b> | <b>\$ 192.0</b>   | <b>0.8 %</b>   |
| Contract Services                  | 12,096.5            | 1,005.7           | 1,039.9           | (34.2)            | (3.4) %        | 4,062.2            | 3,289.1            | 773.1             | 19.0 %         |
| Materials & Supplies               | 5,555.0             | 462.9             | 335.0             | 127.9             | 27.6 %         | 1,851.7            | 1,587.6            | 264.1             | 14.3 %         |
| Gas & Diesel                       | 3,984.7             | 332.1             | 338.3             | (6.2)             | (1.9) %        | 1,328.2            | 1,490.4            | (162.2)           | (12.2) %       |
| Contractor's Fuel Usage            | 597.3               | 49.8              | 44.8              | 5.0               | 10.0 %         | 199.1              | 184.0              | 15.1              | 7.6 %          |
| Utilities                          | 1,298.8             | 108.2             | 95.1              | 13.1              | 12.1 %         | 432.9              | 360.6              | 72.4              | 16.7 %         |
| Casualties & Liabilities           | 3,798.5             | 316.5             | 335.6             | (19.0)            | (6.0) %        | 1,266.2            | 1,448.3            | (182.1)           | (14.4) %       |
| Purchased Transportation           | 8,701.7             | 725.1             | 482.1             | 243.0             | 33.5 %         | 2,900.6            | 2,037.4            | 863.2             | 29.8 %         |
| Other Miscellaneous Expenses       | 1,557.5             | 131.3             | 106.9             | 24.4              | 18.6 %         | 534.0              | 492.7              | 41.2              | 7.7 %          |
| <b>TOTAL EXPENSE</b>               | <b>\$ 105,830.2</b> | <b>\$ 8,819.2</b> | <b>\$ 8,791.1</b> | <b>\$ 28.1</b>    |                | <b>\$ 35,276.7</b> | <b>\$ 33,400.0</b> | <b>\$ 1,876.8</b> |                |
| <b>SURPLUS (DEFICIT)</b>           |                     |                   | <b>\$ 568.9</b>   |                   |                |                    | <b>\$ 1,495.3</b>  |                   |                |

Line of Credit balance as of October 31, 2021, is \$0 or 0% of available funding

CARES Act balance after October 2021 expenses: \$6,122,989



# OPERATING FINANCIAL STATEMENTS

October 2021

MAX, PCS, 15-MINUTE INCREMENT

## FISCAL YEAR 2022

Dollars in Thousands

|                           | Annual            |                 | Month to Date   |                   |          | Year to Date      |                   |                   |          |
|---------------------------|-------------------|-----------------|-----------------|-------------------|----------|-------------------|-------------------|-------------------|----------|
|                           | Budget            |                 | Budget          | Actual            | Variance | Budget            | Actual            | Variance          |          |
| <b>Operating Revenue</b>  |                   |                 |                 |                   |          |                   |                   |                   |          |
| Passenger Revenue         | \$ 611.1          | \$ 50.9         | \$ 27.6         | \$ (23.4)         | (45.9) % | \$ 203.7          | \$ 126.2          | \$ (77.5)         | (38.0) % |
| RTS Program               | 5,730.1           | 477.5           | 320.9           | (156.6)           | (32.8) % | 1,910.0           | 1,154.3           | (755.8)           | (39.6) % |
| <b>TOTAL REVENUE</b>      | <b>\$ 6,341.3</b> | <b>\$ 528.4</b> | <b>\$ 348.5</b> | <b>\$ (180.0)</b> |          | <b>\$ 2,113.8</b> | <b>\$ 1,280.5</b> | <b>\$ (833.2)</b> |          |
| <b>Operating Expenses</b> |                   |                 |                 |                   |          |                   |                   |                   |          |
| Personnel Services        | \$ 4,811.0        | \$ 400.9        | \$ 273.0        | \$ 127.9          | 31.9 %   | \$ 1,603.7        | \$ 984.0          | \$ 619.7          | 38.6 %   |
| Contract Services         | 644.0             | 53.7            | 35.9            | 17.8              | 33.1 %   | 214.7             | 111.5             | 103.1             | 48.0 %   |
| Materials & Supplies      | 699.4             | 58.3            | 27.8            | 30.5              | 52.2 %   | 233.1             | 137.5             | 95.7              | 41.0 %   |
| Utilities                 | 48.7              | 4.1             | 2.4             | 1.6               | 39.7 %   | 16.2              | 8.0               | 8.3               | 50.9 %   |
| Casualties & Liabilities  | 138.2             | 11.5            | 9.3             | 2.2               | 19.3 %   | 46.1              | 39.6              | 6.5               | 14.1 %   |
| <b>TOTAL EXPENSE</b>      | <b>\$ 6,341.3</b> | <b>\$ 528.4</b> | <b>\$ 348.5</b> | <b>\$ 180.1</b>   |          | <b>\$ 2,113.8</b> | <b>\$ 1,280.5</b> | <b>\$ 833.3</b>   |          |
| <b>SURPLUS (DEFICIT)</b>  |                   |                 | <b>\$ -</b>     |                   |          |                   | <b>\$ -</b>       |                   |          |



HAMPTON ROADS TRANSIT

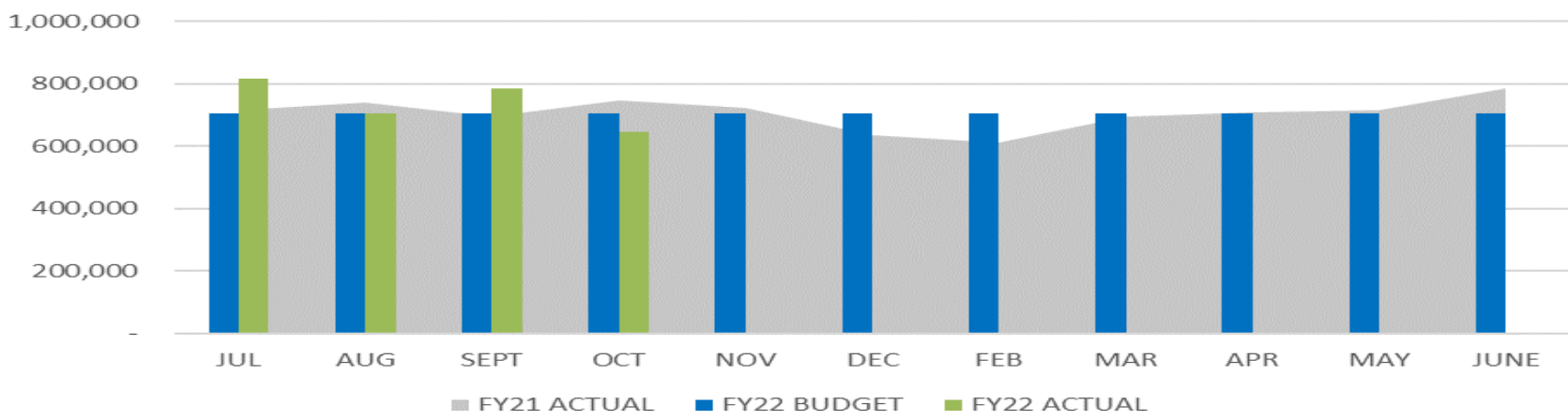
**Draft Financial Statement**

# Non-Operating COVID Revenue and Expenses      Oct 2021

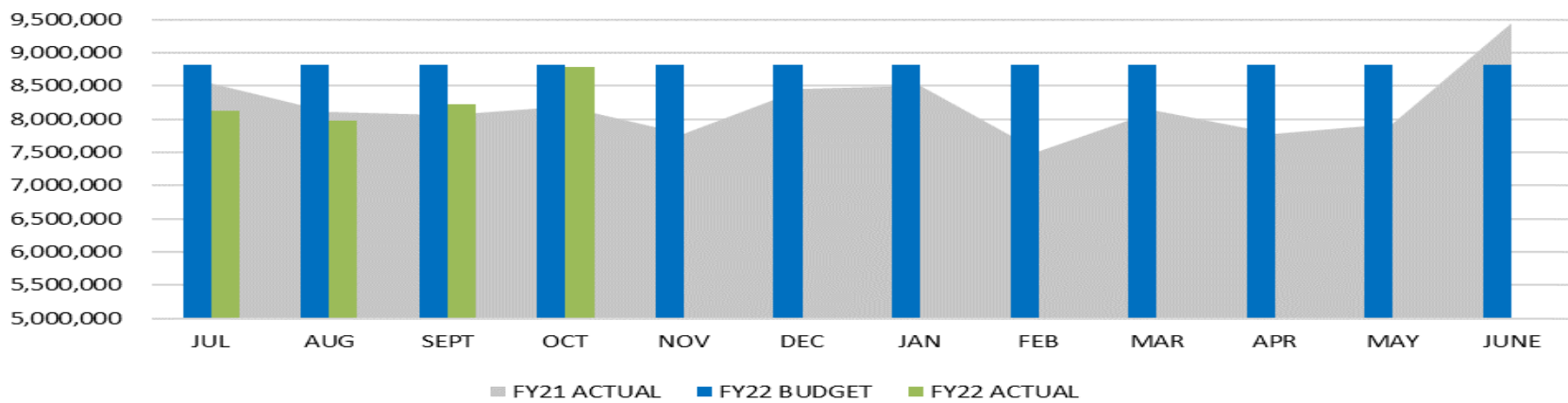
Dollars in Thousands

|                                    | Month to Date   | Year to Date    |
|------------------------------------|-----------------|-----------------|
| Federal Funding (5307/5337)        | \$ 283.2        | \$ 746.4        |
| <b>Total Non-Operating Revenue</b> | <b>\$ 283.2</b> | <b>\$ 746.4</b> |
|                                    |                 |                 |
| Personnel Services                 | \$ 32.7         | \$ 177.8        |
| Contract Services                  | 210.9           | 511.4           |
| Materials & Supplies               | 21.7            | 21.7            |
| Other Miscellaneous Expenses       | 18.0            | 35.6            |
| <b>Total Non-Operating Expense</b> | <b>\$ 283.2</b> | <b>\$ 746.5</b> |
| <b>SURPLUS (DEFICIT)</b>           | <b>\$ (0.0)</b> | <b>\$ (0.0)</b> |

Farebox Revenue



Total Expenses



# OPERATING CROSSWALK

October 2021

| FISCAL YEAR 2022<br>(Dollars in Thousands) | YEAR-TO-DATE       |                    |                        |                        |                     |
|--|--------------------|--------------------|------------------------|------------------------|---------------------|
|  | BUDGET             | ACTUAL<br>LOCALITY | ACTUAL<br>NON-LOCALITY | ACTUAL<br>CONSOLIDATED | VARIANCE<br>+ / (-) |
| <b>REVENUE</b>                             |                    |                    |                        |                        |                     |
| Passenger Revenue                          | \$ 2,814.0         | \$ 2,766.0         | \$ 181.4               | \$ 2,947.4             | \$ 133.4            |
| Advertising Revenue                        | \$ 358.3           | \$ 460.1           | \$ 29.1                | \$ 489.2               | \$ 130.9            |
| Other Transportation Revenue               | \$ 778.3           | \$ -               | \$ 803.7               | \$ 803.7               | \$ 25.4             |
| Non-Transportation Revenue                 | \$ 20.0            | \$ 33.3            | \$ 14.4                | \$ 47.7                | \$ 27.7             |
| Federal Funding (PM 5307/5337)             | \$ 7,351.2         | \$ 7,441.5         | \$ -                   | \$ 7,441.5             | \$ 90.3             |
| HRRTF <sup>1</sup>                         | \$ 1,910.1         | \$ -               | \$ 1,154.3             | \$ 1,154.3             | \$ (755.8)          |
| State Funding                              | \$ 7,146.1         | \$ 7,112.8         | \$ -                   | \$ 7,112.8             | \$ (33.3)           |
| Local Funding                              | \$ 14,898.7        | \$ 14,898.7        | \$ -                   | \$ 14,898.7            | \$ -                |
| <b>TOTAL REVENUE:</b>                      | <b>\$ 35,276.7</b> | <b>\$ 32,712.4</b> | <b>\$ 2,182.9</b>      | <b>\$ 34,895.3</b>     | <b>\$ (381.4)</b>   |
| <b>EXPENSE</b>                             |                    |                    |                        |                        |                     |
| Personnel Services                         | \$ 22,701.9        | \$ 21,067.0        | \$ 1,442.9             | \$ 22,509.9            | \$ 192.0            |
| Services                                   | \$ 4,062.2         | \$ 3,078.3         | \$ 210.8               | \$ 3,289.1             | \$ 773.1            |
| Materials & Supplies                       | \$ 3,378.9         | \$ 3,052.9         | \$ 209.1               | \$ 3,262.0             | \$ 116.9            |
| Utilities                                  | \$ 432.9           | \$ 337.5           | \$ 23.1                | \$ 360.6               | \$ 72.3             |
| Casualties & Liabilities                   | \$ 1,266.2         | \$ 1,355.5         | \$ 92.8                | \$ 1,448.3             | \$ (182.1)          |
| Purchased Transportation                   | \$ 2,900.6         | \$ 1,906.8         | \$ 130.6               | \$ 2,037.4             | \$ 863.2            |
| Other Miscellaneous Expenses               | \$ 534.0           | \$ 461.1           | \$ 31.6                | \$ 492.7               | \$ 41.3             |
| <b>TOTAL EXPENSE:</b>                      | <b>\$ 35,276.7</b> | <b>\$ 31,259.1</b> | <b>\$ 2,140.9</b>      | <b>\$ 33,400.0</b>     | <b>\$ 1,876.7</b>   |
| <b>BUDGET STATUS TO DATE<sup>2</sup>:</b>  | <b>\$ -</b>        | <b>\$ 1,453.3</b>  | <b>\$ 42.0</b>         | <b>\$ 1,495.3</b>      | <b>\$ 1,495.3</b>   |

1. Hampton Roads Regional Transit Funding for MAX, PCS and 15-minute increment.

2. Includes estimated year-to-date Locality Service Reliability Plan credit.



HAMPTON ROADS TRANSIT

**Draft Financial Statement**

# LOCALITY RECONCILIATION

October 2021

| FISCAL YEAR 2022<br>(Dollars in Thousands)    | TOTAL LOCALITY   |              |             |              |
|---|------------------|--------------|-------------|--------------|
|   | ANNUAL<br>BUDGET | YEAR-TO-DATE |             |              |
|   |                  | BUDGET       | ACTUAL      | VARIANCE     |
| Locality Operating Share                      | \$ 44,696.3      | \$ 14,898.7  | \$ 14,898.7 | \$ -         |
| Plus: Local Farebox                           | \$ 7,676.7       | \$ 2,558.8   | \$ 2,766.0  | \$ 207.2     |
| Locality Share - Sub-Total:                   | \$ 52,373.0      | \$ 17,457.5  | \$ 17,664.7 | \$ 207.2     |
| Plus: Federal Aid                             | \$ 22,053.7      | \$ 7,351.5   | \$ 7,441.5  | \$ 90.0      |
| State Aid                                     | \$ 21,438.3      | \$ 7,146.0   | \$ 7,112.8  | \$ (33.2)    |
| Total Revenue Contribution:                   | \$ 95,865.0      | \$ 31,955.0  | \$ 32,219.0 | \$ 264.0     |
| Operating Expenses:                           | \$ 95,865.0      | \$ 31,955.0  | \$ 30,765.7 | \$ (1,189.3) |
| Locality Budget Status to Date <sup>1</sup> : | \$ 1,453.3       |              |             |              |

KPI

|                                |      |      |
|--------------------------------|------|------|
| Farebox Recovery:              | 8.0% | 9.0% |
| Farebox % of Budgeted Expense: |      | 8.7% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

# LOCALITY RECONCILIATION

October 2021

| FISCAL YEAR 2022<br>(Dollars in Thousands)    | CHESAPEAKE       |              |            |           |
|---|------------------|--------------|------------|-----------|
|   | ANNUAL<br>BUDGET | YEAR-TO-DATE |            |           |
|   |                  | BUDGET       | ACTUAL     | VARIANCE  |
| Locality Operating Share                      | \$ 2,684.4       | \$ 894.8     | \$ 894.8   | \$ -      |
| Plus: Local Farebox                           | \$ 415.9         | \$ 138.6     | \$ 131.1   | \$ (7.5)  |
| Locality Share - Sub-Total:                   | \$ 3,100.3       | \$ 1,033.4   | \$ 1,025.9 | \$ (7.5)  |
| Plus: Federal Aid                             | \$ 1,552.6       | \$ 517.6     | \$ 604.0   | \$ 86.4   |
| State Aid                                     | \$ 1,304.2       | \$ 434.7     | \$ 435.4   | \$ 0.7    |
| Total Revenue Contribution:                   | \$ 5,957.1       | \$ 1,985.7   | \$ 2,065.3 | \$ 79.6   |
| Operating Expenses:                           | \$ 5,957.1       | \$ 1,985.7   | \$ 1,923.9 | \$ (61.8) |
| Locality Budget Status to Date <sup>1</sup> : | \$ 141.4         |              |            |           |

## KPI

|                                |      |      |
|--------------------------------|------|------|
| Farebox Recovery:              | 7.0% | 6.8% |
| Farebox % of Budgeted Expense: |      | 6.6% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022<br>(Dollars in Thousands)    | HAMPTON          |              |            |            |
|---|------------------|--------------|------------|------------|
|   | ANNUAL<br>BUDGET | YEAR-TO-DATE |            |            |
|   |                  | BUDGET       | ACTUAL     | VARIANCE   |
| Locality Operating Share                      | \$ 4,648.3       | \$ 1,549.4   | \$ 1,549.4 | \$ -       |
| Plus: Local Farebox                           | \$ 814.9         | \$ 271.6     | \$ 234.1   | \$ (37.5)  |
| Locality Share - Sub-Total:                   | \$ 5,463.2       | \$ 1,821.0   | \$ 1,783.5 | \$ (37.5)  |
| Plus: Federal Aid                             | \$ 2,512.4       | \$ 837.5     | \$ 724.3   | \$ (113.2) |
| State Aid                                     | \$ 2,276.7       | \$ 758.9     | \$ 692.9   | \$ (66.0)  |
| Total Revenue Contribution:                   | \$ 10,252.3      | \$ 3,417.4   | \$ 3,200.7 | \$ (216.7) |
| Operating Expenses:                           | \$ 10,252.3      | \$ 3,417.4   | \$ 3,023.9 | \$ (393.5) |
| Locality Budget Status to Date <sup>1</sup> : | \$ 176.8         |              |            |            |

KPI

|                                |      |      |
|--------------------------------|------|------|
| Farebox Recovery:              | 7.9% | 7.7% |
| Farebox % of Budgeted Expense: |      | 6.9% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022<br>(Dollars in Thousands)    | NEWPORT NEWS     |              |            |            |
|---|------------------|--------------|------------|------------|
|   | ANNUAL<br>BUDGET | YEAR-TO-DATE |            |            |
|   |                  | BUDGET       | ACTUAL     | VARIANCE   |
| Locality Operating Share                      | \$ 7,374.4       | \$ 2,458.1   | \$ 2,458.1 | \$ -       |
| Plus: Local Farebox                           | \$ 1,468.5       | \$ 489.5     | \$ 404.9   | \$ (84.6)  |
| Locality Share - Sub-Total:                   | \$ 8,842.9       | \$ 2,947.6   | \$ 2,863.0 | \$ (84.6)  |
| Plus: Federal Aid                             | \$ 3,790.0       | \$ 1,263.4   | \$ 994.9   | \$ (268.5) |
| State Aid                                     | \$ 3,639.9       | \$ 1,213.3   | \$ 1,087.6 | \$ (125.7) |
| Total Revenue Contribution:                   | \$ 16,272.8      | \$ 5,424.3   | \$ 4,945.5 | \$ (478.8) |
| Operating Expenses:                           | \$ 16,272.8      | \$ 5,424.3   | \$ 4,709.6 | \$ (714.7) |
| Locality Budget Status to Date <sup>1</sup> : | \$ 235.9         |              |            |            |

KPI

|                                |      |      |
|--------------------------------|------|------|
| Farebox Recovery:              | 9.0% | 8.6% |
| Farebox % of Budgeted Expense: |      | 7.5% |

1. Estimated year-to-date Locality Service Reliability Plan credit.



| FISCAL YEAR 2022<br>(Dollars in Thousands)    | NORFOLK          |              |             |            |
|---|------------------|--------------|-------------|------------|
|   | ANNUAL<br>BUDGET | YEAR-TO-DATE |             |            |
|   |                  | BUDGET       | ACTUAL      | VARIANCE   |
| Locality Operating Share                      | \$ 19,408.5      | \$ 6,469.5   | \$ 6,469.5  | \$ -       |
| Plus: Local Farebox                           | \$ 3,320.4       | \$ 1,106.8   | \$ 1,272.7  | \$ 165.9   |
| Locality Share - Sub-Total:                   | \$ 22,728.9      | \$ 7,576.3   | \$ 7,742.2  | \$ 165.9   |
| Plus: Federal Aid                             | \$ 8,592.8       | \$ 2,864.3   | \$ 2,384.6  | \$ (479.7) |
| State Aid                                     | \$ 9,110.2       | \$ 3,036.7   | \$ 2,935.4  | \$ (101.3) |
| Total Revenue Contribution:                   | \$ 40,431.9      | \$ 13,477.3  | \$ 13,062.2 | \$ (415.1) |
| Operating Expenses:                           | \$ 40,431.9      | \$ 13,477.3  | \$ 12,601.9 | \$ (875.4) |
| Locality Budget Status to Date <sup>1</sup> : |                  |              |             | \$ 460.3   |

KPI

|                                |      |       |
|--------------------------------|------|-------|
| Farebox Recovery:              | 8.2% | 10.1% |
| Farebox % of Budgeted Expense: |      | 9.4%  |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022<br>(Dollars in Thousands)    | PORTSMOUTH       |              |            |           |
|---|------------------|--------------|------------|-----------|
|   | ANNUAL<br>BUDGET | YEAR-TO-DATE |            |           |
|   |                  | BUDGET       | ACTUAL     | VARIANCE  |
| Locality Operating Share                      | \$ 2,834.9       | \$ 945.0     | \$ 945.0   | \$ -      |
| Plus: Local Farebox                           | \$ 514.3         | \$ 171.4     | \$ 188.1   | \$ 16.7   |
| Locality Share - Sub-Total:                   | \$ 3,349.2       | \$ 1,116.4   | \$ 1,133.1 | \$ 16.7   |
| Plus: Federal Aid                             | \$ 1,684.1       | \$ 561.4     | \$ 619.7   | \$ 58.3   |
| State Aid                                     | \$ 1,415.5       | \$ 471.8     | \$ 477.5   | \$ 5.7    |
| Total Revenue Contribution:                   | \$ 6,448.8       | \$ 2,149.6   | \$ 2,230.3 | \$ 80.7   |
| Operating Expenses:                           | \$ 6,448.8       | \$ 2,149.6   | \$ 2,103.8 | \$ (45.8) |
| Locality Budget Status to Date <sup>1</sup> : | \$ 126.5         |              |            |           |

KPI

|                                |      |      |
|--------------------------------|------|------|
| Farebox Recovery:              | 8.0% | 8.9% |
| Farebox % of Budgeted Expense: |      | 8.8% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022<br>(Dollars in Thousands)    | VIRGINIA BEACH   |              |            |            |
|---|------------------|--------------|------------|------------|
|   | ANNUAL<br>BUDGET | YEAR-TO-DATE |            |            |
|   |                  | BUDGET       | ACTUAL     | VARIANCE   |
| Locality Operating Share                      | \$ 7,745.8       | \$ 2,581.9   | \$ 2,581.9 | \$ -       |
| Plus: Local Farebox                           | \$ 1,142.7       | \$ 380.9     | \$ 535.1   | \$ 154.2   |
| Locality Share - Sub-Total:                   | \$ 8,888.5       | \$ 2,962.8   | \$ 3,117.0 | \$ 154.2   |
| Plus: Federal Aid                             | \$ 3,921.8       | \$ 1,307.3   | \$ 2,114.0 | \$ 806.7   |
| State Aid                                     | \$ 3,691.8       | \$ 1,230.6   | \$ 1,484.0 | \$ 253.4   |
| Total Revenue Contribution:                   | \$ 16,502.1      | \$ 5,500.7   | \$ 6,715.0 | \$ 1,214.3 |
| Operating Expenses:                           | \$ 16,502.1      | \$ 5,500.7   | \$ 6,402.6 | \$ 901.9   |
| Locality Budget Status to Date <sup>1</sup> : |                  |              |            | \$ 312.4   |

KPI

|                                |      |      |
|--------------------------------|------|------|
| Farebox Recovery:              | 6.9% | 8.4% |
| Farebox % of Budgeted Expense: |      | 9.7% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

|                     |          |               |  |                         |                                       |
|---------------------|----------|---------------|--|-------------------------|---------------------------------------|
| <b>Contract No:</b> | 21-00156 | <b>Title:</b> | Audio and Visual Support Services<br>(Renewal) | <b>Price:<br/>Term:</b> | \$350,000<br>3 yrs. w/2 1-yr. options |
|---------------------|----------|---------------|--|-------------------------|---------------------------------------|

**Acquisition Description:** Enter into a renewal contract with a qualified Contractor to provide Audio and Visual support services at various HRT facilities on a Task Order basis.

**Background:** HRT's current audio/visual systems are deployed at its facilities throughout Hampton Roads, and include flex rooms, conference rooms, boardrooms, training rooms, employee lounges, and operation and security centers. Under the terms of this agreement, the Contractor shall provide all services, equipment, and materials necessary to operate, maintain, modernize, and expand the audio/visual presentation and communication systems, at HRT's request. All work performed by the Contractor will be in accordance with industry standards; software and hardware manufacturer guidelines; and applicable best practices.

**Contract Approach:** An Invitation for Bids was issued on September 29, 2021. Three (3) bids were received on November 3, 2021 from the following firms:

- Creative Office Environments (Creative)
- Dynamic Systems Integration (DSI)
- Eco Tech (dba Infinity Soundz)

In response to the IFB, bidders were required to provide hourly rates for a variety of labor categories listed in the Price Schedule.

After an evaluation of the bids received, the lowest bidder, Creative, was deemed non-responsive and ineligible for award due to an exception made in the Scope of Work requirements as indicated in the IFB. The next lowest bidder, DSI, was deemed responsive (in compliance with submittal requirements). As part of HRT's due diligence, a Qualification Hearing was held with DSI to ensure an adequate work force was available and that the requirements of the Scope of Work were fully understood. At the conclusion of the Qualification Hearing, DSI was deemed responsible (capable to perform); and is therefore eligible for award.

DSI's hourly rates are deemed fair and reasonable based on a price analysis performed utilizing historical data and the fact that the pricing was obtained in a competitive environment. A contractor responsibility review confirmed that DSI is technically and financially capable to perform the work.

DSI is located in Virginia Beach, VA and provides similar services for the Hampton Proton Therapy Institute; the City of Hampton; and Hampton University.

The Contract period of performance is three (3) base years, with two (2) additional one-year options.

|                     |          |               |  |                         |                                       |
|---------------------|----------|---------------|--|-------------------------|---------------------------------------|
| <b>Contract No:</b> | 21-00156 | <b>Title:</b> | Audio and Visual Support Services<br>(Renewal) | <b>Price:<br/>Term:</b> | \$350,000<br>3 yrs. w/2 1-yr. options |
|---------------------|----------|---------------|--|-------------------------|---------------------------------------|

DBE goals will be evaluated during the Task Order assignment phase and HRT has confirmed that DSI is a DBE certified firm.

**Cost/Funding:** This Contract will be funded with Operating and Grant Funds.

**Project Manager:** Alex Touzov, Director of Technology Services

**Contracting Officer:** Jason Petruska, Senior Contract Specialist

**Recommendation:** It is respectfully recommended that the Commission approve the award of a contract to Dynamic Systems Integration to provide Audio and Visual Support services at HRT's various facilities. The cumulative amount of all Task Orders issued under this Contract will not exceed \$350,000 over the five-year period.

|                     |                                 |               |   |               |          |
|---------------------|---------------------------------|---------------|---|---------------|----------|
| <b>Contract No:</b> | 17-76500,<br>Modification No. 5 | <b>Title:</b> | Bus Stop Sign Installation and<br>Maintenance | <b>Price:</b> | \$50,000 |
|---------------------|---------------------------------|---------------|---|---------------|----------|

**Acquisition Description:** Award a contract modification to increase the Bus Stop Sign Installation and Maintenance contract value by an additional \$50,000 for installation and maintenance of bus stop signs while HRT completes the procurement process for a new contract.

**Background:** In November 2017, the Commission approved the award of a contract to American Road Markings, LLC in the not-to-exceed amount of \$235,042.00 to provide bus stop sign installation and maintenance services for HRT over a five-year period. The contract was awarded through the competitive Invitation for Bids process, with a Scope of Work which required services on an as needed basis.

A Modification in the amount of \$58,760.50, which increased the contract value to \$293,802.50, was issued in the third year (2021) of the Contract to accommodate additional services required by HRT over the remaining period of the contract. However, the additional services now required by HRT for the Regional Transit Services (RTS) will exhaust the remaining available funds on the contract.

In order to ensure uninterrupted services for the November service board change, as well as other bus stop sign installation and maintenance issues until a new contract is awarded, the final option year of the Contract was exercised. However, additional funds are required to continue to pay for these services until the procurement process has been completed and a new contract awarded. The current Contract will be terminated upon award of the new Contract.

**Contract Approach:** The estimated amount of \$50,000 is to supplement the remaining balance of the contract in order to cover anticipated costs for bus stop installation and maintenance services required by HRT.

This Modification 5 provides additional funding on the contract for up to four (4) months.

**Cost/Funding:** This contract will be funded with operating funds.

**Project Manager:** Don Lint, Construction Projects Coordinator

**Contracting Officer:** Fevrier Valmond, Assistant Director of Procurement

**Recommendation:** It is respectfully recommended that the Commission approve the award of a modification to increase the Bus Stop Sign Installation and Maintenance contract by \$50,000.00, to a not-to-exceed amount of \$343,802.50.

|                     |          |               |  |                                 |             |
|---------------------|----------|---------------|--|---------------------------------|-------------|
| <b>Contract No:</b> | 21-00151 | <b>Title:</b> | Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services (Renewal) | <b>Base Year Price:</b>         | \$936,110   |
|                     |          |               |  | <b>Two Option Years' Price:</b> | \$3,421,807 |

**Acquisition Description:** Enter into a renewal contract with a qualified Contractor to maintain the appearance and cleanliness of Bus, Light Rail, and Ferry passenger amenity stops throughout Hampton Roads.

**Background:** Hampton Roads Transit (HRT) has a requirement for maintaining the appearance and cleanliness of HRT owned/equipped passenger amenities at bus stops, Light Rail stations, and ferry docks throughout Hampton Roads, which includes cleaning and trash collection. Under the terms of this agreement, the Contractor shall provide all personnel, equipment, tools, materials, means of transportation for staff, supervision, and other items necessary to perform the cleaning and trash services.

**Contract Approach:** A Request for Proposals (RFP) was issued on August 30, 2021. Seven (7) proposals were received on September 30, 2021 from the following firms:

- Allegiant Corporate Cleaning
- TJI21 Holdings, LLC (dba Triple S, LLC)
- ETI Environmental, Inc. (ETI)
- Green Alternatives
- Associated Building Maintenance Co., Inc.
- Diversified Building Services, Inc. (DBS)
- ATALIAN Global Services

In response to the RFP, Proposers were required to provide unit prices for cleaning and trash collection at all HRT bus stops, Light Rail stations, and ferry stops listed in the Price Schedule. The Price Schedule included the 600 future amenity bus stops that will be purchased through the RTS Program and are planned for installation at approximately 200 per contract year, pending the availability of materials and delivery of amenities. The Price Schedule also includes a \$20,000 per year allowance for special services.

Upon review and evaluation of the technical proposals, three (3) firms (DBS, ETI, and Green Alternatives) were deemed technically qualified to meet the Scope of Work requirements. Therefore, the firms were invited to discuss their proposals to provide clarification on their approach to providing these services.

At the conclusion of discussions, DBS and ETI were invited for further discussions and negotiations for the purpose of a possible award. Negotiations focused on clarifying assumptions made in establishing pricing and reducing the proposed unit prices. At the conclusion of negotiations, Best and Final Offers (BAFOs) were requested.



|                     |          |               |  |                                 |             |
|---------------------|----------|---------------|--|---------------------------------|-------------|
| <b>Contract No:</b> | 21-00151 | <b>Title:</b> | Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services (Renewal) | <b>Base Year Price:</b>         | \$936,110   |
|                     |          |               |  | <b>Two Option Years' Price:</b> | \$3,421,807 |

After a review and analysis of the BAFOs received, HRT staff determined that DBS provided the best overall value to HRT based on a combination of technical capability and price. As a result of the negotiations, DBS reduced their total proposed price by \$207,545.00, or approximately 4.5%.

DBS's BAFO pricing is deemed fair and reasonable based on the results of the negotiations, a price analysis performed, and the fact that the pricing was obtained in a competitive environment. A contractor responsibility review performed confirmed that DBS is both technically and financially capable to perform the services.

DBS is located in Chesapeake, VA and has provided similar services for Dollar Tree Corporate Headquarters in Chesapeake; Interstate Corporate Center in Norfolk; and Virginia Eye Center in Norfolk. DBS has also provided similar services to HRT satisfactorily.

The period of performance for this Contract is one (1) base year with two (2) additional one-year options.

A 2% DBE goal was established for this solicitation and DBS has committed to 4% DBE participation.

**Cost/Funding:** This Contract will be funded with Operating and RTS Funds.

**Project Manager:** Scott Demharter, Director of Facilities

**Contracting Officer:** Fevrier Valmond, Assistant Director of Procurement

**Recommendation:** It is respectfully recommended that the Commission approve the award of a renewal contract to Diversified Building Services, Inc. to provide Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services in the not-to exceed amount of \$4,357,917.00 for three (3) years.

|                     |          |               |  |                                 |             |
|---------------------|----------|---------------|--|---------------------------------|-------------|
| <b>Contract No:</b> | 21-00151 | <b>Title:</b> | Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services (Renewal) | <b>Base Year Price:</b>         | \$936,110   |
|                     |          |               |  | <b>Two Option Years' Price:</b> | \$3,421,807 |

### SOLICITATION RESULTS

| OFFEROR                                    | ORIGINAL OFFER        | BEST AND FINAL OFFER  |
|--|-----------------------|-----------------------|
| Allegiant Corporate Cleaning*              | \$1,636,380.00        | N/A                   |
| ETI Environmental, Inc.                    | \$2,254,426.00        | \$4,090,951.60        |
| ATALIAN Global Services                    | \$2,658,299.60        | N/A                   |
| Associated Building Maintenance Co., Inc.  | \$3,578,406.81        | N/A                   |
| <b>Diversified Building Services, Inc.</b> | <b>\$4,565,462.00</b> | <b>\$4,357,917.00</b> |
| Green Alternatives                         | \$5,758,498.00        | N/A                   |
| TJI21 Holdings, LLC (dba Triple S, LLC)    | \$7,712,475.40        | N/A                   |

*\*Deemed non-responsive due to lack of required technical proposal.*

### DIVERSIFIED BUILDING SERVICES' PRICING SUMMARY

| Base Year    | Option Year 1  | Option Year 2  | Total                 |
|--------------|----------------|----------------|-----------------------|
| \$936,110.00 | \$1,419,606.00 | \$2,002,201.00 | <b>\$4,357,917.00</b> |

*Includes the future amenity bus stops to be purchased through the RTS Program, planned for installation at approximately 200 per contract year.*

|                     |          |               |                            |                     |             |
|---------------------|----------|---------------|----------------------------|---------------------|-------------|
| <b>Contract No:</b> | 21-00152 | <b>Title:</b> | Microtransit Pilot Program | <b>Total Price:</b> | \$1,700,925 |
|---------------------|----------|---------------|----------------------------|---------------------|-------------|

**Acquisition Description:** Enter into a contract with a qualified Contractor to provide a Regional Microtransit Demonstration Project.

**Background:** Hampton Roads Transit (HRT) is seeking the “turnkey operation” of Microtransit services in two (2) distinct zones in HRT’s service district, identified as Virginia Beach West (Zone A) and Newport News (Zone B). Over recent years, HRT has experienced decreased ridership on other modes as the transportation marketplace is continuously evolving. HRT is committed to exploring new and innovative service models in keeping with its vision and mission. In addition to changing transportation marketplace conditions generally, direct, and lingering impacts related to the COVID-19 pandemic further underscore the need to adapt transit services in order to provide safe, economical, and reliable public transportation to meet a diverse range of commuting needs and contribute effectively to regional economic recovery in the months and years ahead.

HRT’s primary goal is to provide better service for HRT customers, and to understand how Microtransit services should be included in its Regional Backbone planning. To make this decision, HRT must understand how, and if, Microtransit improves mobility for communities, provides an enhanced customer experience, and meets operational and economic requirements. Additionally, HRT seeks to determine the effectiveness and future role of Microtransit in the HRT service area through this Project. Microtransit’s viability requires testing in different use cases to empirically determine how its service characteristics and performance may work as a safe and sustainable new travel option.

Under the terms of this agreement, the Contractor shall provide a plan for service, to include a marketing plan; implementation of the Microtransit services for a period of six (6) months; transit trips based on passenger requests utilizing small- or medium-sized vehicles; a trip reservation system; customer call/complaint center; fare collections; project evaluation data; and any on-going support.

**Contract Approach:** A Request for Proposals was issued on September 10, 2021. One (1) proposal was received on October 21, 2021 from River North Transit, LLC (a wholly owned subsidiary of Via Transportation, Inc.) (River North). A post-solicitation survey of vendors solicited concluded that most were uninterested due to the amount of commitment required to standup the project for six (6) months with no guarantee of future involvement or could not meet the full requirements of the Scope of Work. There was no indication that a re-solicitation to pursue more competition would have resulted in greater participation.

In response to the RFP, Proposers were required to provide a technical proposal as well as pricing for implementation, vehicle fees (including maintenance), and ongoing support. Upon review and evaluation of the technical proposal, River North was deemed qualified to meet the Scope of Work

|                     |          |               |                            |                     |             |
|---------------------|----------|---------------|----------------------------|---------------------|-------------|
| <b>Contract No:</b> | 21-00152 | <b>Title:</b> | Microtransit Pilot Program | <b>Total Price:</b> | \$1,700,925 |
|---------------------|----------|---------------|----------------------------|---------------------|-------------|

requirements, and HRT staff decided that no presentations were necessary. However, in an effort to obtain more favorable pricing, negotiations were held with River North.

Negotiations focused on clarifying assumptions made in establishing pricing, clarifying pricing, and reducing pricing. At the conclusion of negotiations, a Best and Final Offer (BAFO) was requested.

River North provided pricing information for three (3) different service level scenarios entitled “low demand,” “medium demand,” and “high demand.” The demand level was defined by how many vehicles River North would make available within each of the two (2) Microtransit zones. Given that HRT has no experience with Demand Responsive Services, such as Microtransit, and that this is a “demonstration pilot project” in which HRT is trying to determine how successful Microtransit service can be, HRT staff selected the “high demand” vehicle option so as not to limit the quantity of vehicles within each zone. Thus, if the passenger demand is higher than expected, HRT will not be limited by the lack of vehicle availability. The “high demand” scenario provides for six (6) vehicles in Zone A (Virginia Beach) and five (5) vehicles in Zone B (Newport News).

After a review and analysis of the BAFO received, HRT staff determined that River North’s proposed pricing is deemed fair and reasonable based on a price analysis performed utilizing market data. A contractor responsibility review performed confirmed that River North is technically and financially capable to perform the work.

River North is located in New York, NY and has provided similar services to the City of Arlington, VA; King County Metro located in Seattle, WA; and the City of Jersey City, NJ.

The Contract period of performance is eighteen (18) months, with the pilot service not exceeding six (6) months.

No DBE Goal was assigned for this solicitation.

**Cost/Funding:** This contract will be funded with 80% state grant funds and 20% localities match for each zone (Virginia Beach and Newport News).

**Project Manager:** Amy Braziel, Manager of Operations Administration

**Contracting Officer** Sonya Luther, Director of Procurement

**Recommendation:** It is respectfully recommended that the Commission approve the award of a contract to River North Transit, LLC to provide a Microtransit pilot program in the not-to-exceed amount of \$1,700,925.00.



|                     |          |               |                            |                     |             |
|---------------------|----------|---------------|----------------------------|---------------------|-------------|
| <b>Contract No:</b> | 21-00152 | <b>Title:</b> | Microtransit Pilot Program | <b>Total Price:</b> | \$1,700,925 |
|---------------------|----------|---------------|----------------------------|---------------------|-------------|

**RIVER NORTH TRANSIT, LLC'S PRICING SUMMARY**

| <b>Service Level</b> | <b>Original Offer</b> | <b>Best and Final Offer</b> |
|----------------------|-----------------------|-----------------------------|
| Low Demand           | \$1,132,492           | \$1,127,124                 |
| Medium Demand        | \$1,419,271           | \$1,412,543                 |
| <b>High Demand</b>   | <b>\$1,709,025</b>    | <b>\$1,700,925</b>          |



## RESOLUTION 02– 2021

### APPROVING THE TRANSIT STRATEGIC PLAN ANNUAL UPDATE (FY2023-2032)

**Whereas**, the Commonwealth of Virginia requires Hampton Roads Transit, and other agencies operating in urbanized areas across Virginia, to develop a 10-year Transit Strategic Plan (or TSP) to ensure public transportation is planned and implemented in ways that meet the mobility needs of its communities; and

**Whereas**, the TSP replaces the previously required Transit Development Plan and its main goal is to create a strategic blueprint outlining desired changes that will improve the provision of transit services throughout the HRT service area; and

**Whereas**, thousands of customers, stakeholders, employees, and local partners from across the region were involved in the planning process to examine needs and identify improvements for more efficient and effective public transportation to be included in the TSP; and

**Whereas**, the TSP is firmly grounded in guiding principles endorsed by the Transportation District Commission of Hampton Roads, which include: 1) implementing new regional standards to achieve a more effective bus network; 2) prioritizing high-frequency services on a regional backbone system; 3) balancing resources between peak hour and all-day services; 4) prioritizing connections across jurisdictions; 5) providing sufficient transit coverage throughout the region; and 6) leveraging a data-driven approach and factoring of funding and operational constraints to prioritize and phase implementation of service changes over a 10-year planning horizon, as required by state guidelines; and

**Whereas**, the Virginia General Assembly has expressly emphasized the importance of having effective multimodal transportation, which is essential for Hampton Roads' economic growth, vitality, and competitiveness and, to this end, it is also required that HRT's Transit Strategic Plan document the Hampton Roads Regional Transit Program in order to achieve the development and operation of a core regional network of transit routes and related infrastructure, rolling stock, and support facilities, with the goal of achieving a modern, safe, and efficient core network of transit services across the Hampton Roads region; and

**Whereas**, HRT's current TSP was adopted by unanimous approval of HRT's governing board on March 25, 2021, and it is required by state regulation that the TSP undergo a minor update each year and a major update every five years;

**Now therefore be it resolved**, that the Transportation District Commission of Hampton Roads hereby approves the annual update of the Transit Strategic Plan, covering FY2023 through FY2032, and authorizes the President and CEO: to engage with the Hampton Roads Transportation Accountability Commission for the utilization of regional transit funding to implement the Hampton Roads Regional Transit Program of the TSP;

to continue HRT's coordinated work with the Hampton Roads Transportation Planning Organization, Suffolk Transit, and Williamsburg Area Transit Authority on regional planning processes; and, as prescribed in guidelines issued by the Virginia Department of Rail and Public Transportation and approved by the Commonwealth Transportation Board, to transmit copy of this adopting resolution along with the submittal of the complete Transit Strategic Plan annual update to the Virginia Department of Rail and Public Transportation.

***APPROVED and ADOPTED*** by the Transportation District Commission of Hampton Roads at its meeting on the 9<sup>th</sup> day of December 2021.

**TRANSPORTATION DISTRICT COMMISSION  
OF HAMPTON ROADS**

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Hon. Andria McClellan

Chair

---

Luis R. Ramos

Commission Secretary

December 9, 2021



## **Transportation District Commission of Hampton Roads Resolution**

### ***RESOLUTION 03 - 2021***

A Resolution of the Transportation District Commission of Hampton Roads adopting the updated Hampton Roads Transit (HRT) Capital Improvement Plan (CIP) for fiscal years 2023 through 2032.

**WHEREAS**, the Virginia Department of Rail and Public Transportation has required transit agencies in Virginia to complete a ten-year plan for operations and capital improvements, Hampton Roads Transit (HRT) has developed an updated Capital Improvement Plan (CIP) for FY 2023 through FY 2032;

**WHEREAS**, the CIP will serve as a management and guidance document for HRT capital investments over the next ten years;

**WHEREAS**, the CIP will provide the basis for inclusion of HRT's capital and operating needs in programming and planning documents, to include in the agency's ten-year Transit Strategic Plan and related capital investments for the Regional Transit Service;

**WHEREAS**, the CIP will support the development of a fiscally constrained annual capital and operating plan;

**WHEREAS**, the CIP will provide guidance to HRT management to maximize the investment of public funds and improve the efficiency and effectiveness of public transportation;

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation District Commission of Hampton Roads adopts the updated HRT Capital Improvement Plan covering FY 2023 - FY 2032.

**APPROVED and ADOPTED** by the Transportation District Commission of Hampton Roads at its meeting on the 9th day of December 2021.

TRANSPORTATION DISTRICT COMMISSION  
OF HAMPTON ROADS

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The Honorable Andria McClellan  
Chair

ATTEST:

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Luis R. Ramos  
Commission Secretary

# Capital Improvement Plan

## FY2023-FY2032

Draft Final





## Acknowledgements

### Hampton Roads Transit

#### Senior Executive Team

William Harrell – President and CEO

Brian Smith, PhD – Deputy CEO

Ray Amoruso – Chief Planning and Development Officer

Conner Burns – Chief Financial Officer

Kim Wolcott – Chief Human Resource Officer

Michael Price – Chief Information Officer/Chief Technology Officer

Gene Cavasos – Director of Marketing and Communications

Sibyl Pappas – Chief Engineering and Facilities Officer

Jim Price – Chief Transit Operations Officer

Dawn Sciortino – Chief Safety Officer

Robert Travers – Corporate Counsel

#### Key Staff Contributors

Keisha Branch – Director of the Office of Program and Project Excellence

Angela Glass – Director of Budgets & Financial Analysis

Debbie Ball – Director of Finance

Mike Perez – Operations Project and Contract Administrator

Scott Demharter – Director of Facilities

James Wall – Director of Maintenance

### Foursquare Integrated Transportation Planning

Andrew Zalewski – Project Manager / Senior Transportation Planner

Jamie Roberts – Transportation Planner

Jessica Klion – Transportation Planner

Matt Bewley – Transportation Planner

Laura Duke – Junior Transportation Planner

Lora Byala – President & CEO

### WSP

Simon Mosbah, PhD – Consultant, WSP Advisory Services

Elyssa Gensib – Associate Consultant, Advisory Services

Madeleine Yi – Associate Consultant, Advisory Services

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## Acronyms and Definitions

ACC – Advance Capital Contribution

ADA – Americans with Disabilities Act

CIP – Capital Improvement Plan

CMAQ – Congestion Mitigation and Air Quality (grant program)

DRPT – Virginia Department of Rail and Public Transportation

EDO – Extra-Duty Officer

ERC – Elizabeth River Crossing

FMO – Financial Management Oversight

FY – Fiscal Year (HRT and the Commonwealth of Virginia’s Fiscal Year is from July to June)

HRRTF – Hampton Roads Regional Transit Fund

PM – Preventive Maintenance

RSTP – Regional Surface Transportation Program (grant program)

SET – HRT Senior Executive Team

SGR – State of Good Repair

RTS – Regional Transit System

TSP – Transit Strategic Plan

ULB – Useful Life Benchmark

YOE – Year of Expenditure

# 1. Introduction

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## BACKGROUND

The Capital Improvement Plan (CIP) is Hampton Roads Transit's (HRT) blueprint for future capital investments. The Plan outlines how HRT will fund the replacement and expansion of agency infrastructure. It covers a ten-year planning horizon and is updated annually.

Each year an updated CIP is developed collaboratively with input from every HRT department. Capital projects are aligned to the agency's strategic goals and objectives and prioritized based on a range of criteria. This CIP is financially constrained to match anticipated capital revenue over the next ten years, and it also shows the full list of capital needs.

The CIP is a "living document." This means that as needs emerge or external conditions change throughout the year, HRT will adapt its capital investment strategies as needed. The plan is updated annually to capture any new projects and changes to capital funding.

## OVERVIEW OF CIP DEVELOPMENT PROCESS

HRT's CIP is developed in a systematic way. With consultant support, HRT identifies, prioritizes, and develops costs for a full spectrum of capital needs that are programmed for the agency over the ten-year planning horizon.

The CIP approach was developed by agency leadership to be objective and results-driven. Development of the Plan is overseen by HRT's Office of Program and Project Excellence. **Table 1** lists the Senior Executive Team and other key staff who are primary participants in CIP development. A set of pre-determined metrics, derived from the agency's mission statement and related goals and objectives, guide capital investment decisions. The current CIP was developed following the main steps outlined in **Figure 1**. Key priorities that were identified early to help guide this year's CIP development process included:

- Continuing to focus on achieving and maintaining State of Good Repair (e.g., fleet, facilities).
- Maximizing the effect of regional funding to support phased implementation of the Regional Transit System (RTS) and related capital investments.
- Ensuring linkages back to HRT's 10-year Transit Strategic Plan (TSP) and other major initiatives.
- Focusing on new technology, adding passenger shelters, and other projects improving the customer experience.

**Table 1: HRT CIP Development: Key Staff**

|   |  |
|---|--|
| ▪ William Harrell – President and CEO                     | ▪ Scott Demharter – Director of Facilities                           |
| ▪ Brian Smith, PhD – Deputy CEO                           | ▪ Debbie Ball – Director of Finance                                  |
| ▪ Sibyl Pappas – Chief Engineering and Facilities Officer | ▪ James Wall – Director of Maintenance                               |
| ▪ Conner Burns – Chief Financial Officer                  | ▪ Gene Cavasos – Director of Marketing and Communications            |
| ▪ Kim Wolcott – Chief Human Resource Officer              | ▪ Keisha Branch – Director, Office of Program and Project Excellence |
| ▪ Michael Price – Chief Information/Technology Officer    | ▪ Mike Perez – Operations Project and Contract Administrator         |
| ▪ Ray Amoruso – Chief Planning and Development Officer    | ▪ Robert Travers – Corporate Counsel                                 |
| ▪ Dawn Sciortino – Chief Safety Officer                   |  |
| ▪ Jim Price – Chief Transit Operations Officer            |  |
| ▪ Angela Glass – Director of Budgets & Financial Analysis |  |

**Figure 1: Process for Developing the HRT CIP**





## KEY UPDATES AND OBSERVATIONS

Consistent with the process described above, the FY2023-FY2032 CIP is focused on the investments required to both maintain and improve upon HRT's existing and RTS transit network. These are key updates and observations for this year's CIP:

- HRT's ten-year capital program totals **\$382 million**, distributed across 61 projects.
- **HRT consulted closely with the Virginia Department of Rail and Public Transportation (DRPT) so HRT can enhance project applications for potential state funding.** DRPT's Making Efficient and Responsible Investments in Transit (MERIT) grant program is the largest source of capital funding in HRT's CIP. The agency has worked with DRPT to constrain its MERIT funding requests based on anticipated state resources and to gather state input on which types of projects and funding applications are most successful based on MERIT's competitive criteria.
- **HRT plans to aggressively pursue available federal funding opportunities.** This year's CIP includes placeholders for future federal discretionary funding. The bipartisan Infrastructure Investment and Jobs Act (IIJA) was passed and signed into law by President Biden shortly after the completion of this year's CIP funding program. The IIJA will open significant new potential discretionary funding sources for the agency, in addition to formula-based allocations. HRT's success in obtaining future federal grants may help offset the capital program's use of state, HRRTF, and local dollars.
- The CIP includes 10 projects related to RTS implementation that support investments in technology, rolling stock, passenger facilities, bus stop amenities, and operating facilities. **Between FY23 and FY32, HRT plans to allocate \$81.5 million in funds to the RTS network; this amount is in addition to the \$46 million in RTS funds allocated in FY2021 and FY2022.**

## MAJOR PROJECT HIGHLIGHTS

While the CIP consists of 61 individual projects, a handful of major projects represent a large share of the agency's future capital needs. A detailed profile of major projects is presented in the Chapter Four section titled **Major Projects**. These projects are:

- **Parks Avenue Replacement:** This project will replace the existing Parks Avenue bus storage and maintenance facility with a new southside garage and maintenance facility. The new facility will allow for year-round operations, something the current facility cannot handle. This new facility will allow maintenance work to be completed locally in Virginia Beach and accommodate the growing and changing HRT fleet. As detailed on **page 26**, the project will require funding from a wide variety of sources and HRT is seeking a multi-year funding agreement from DRPT to support the project. The replacement facility is required in order to accommodate the expanded RTS fleet at HRT.
- **Fleet Investments:** Bus replacement, repower, and expansion make up the largest share of HRT's capital budget. HRT is expanding service through the RTS program and will procure a total of 48 new buses by FY2025. While the fleet plan today does not include electric vehicles, the agency currently has an active electric vehicle pilot program and is studying how to best integrate battery-electric buses into its future fleet. Future versions of this document will reflect the outcomes of those studies.

- **Light Rail State of Good Repair:** Light rail investments are the second largest investment category. HRT utilizes a separate planning effort to identify light rail capital needs over a 30-year horizon (FY2021-FY2050), which the CIP team relied upon to group State of Good Repair needs into a set of capital projects for the CIP. Over the next 10 years, HRT expects to fully fund all light rail state-of-good repair needs based on projected funding.
- **Human Resource Management System (HRMS):** The current software reached the end of its support in 2018, is outdated, and no longer meets agency needs. This project will replace the aging software with a new system.
- **Bus Stop Amenity Program:** As part of the implementation of RTS, HRT is upgrading over 600 stops with new passenger amenities such as shelters, seating, and lighting. This project represents the single largest investment in bus stop assets in the agency's history.
- **Evelyn T Butts Transfer Center and Robert Hall Transfer Center:** These two facilities, in Norfolk and Chesapeake respectively, are slated to be replaced with larger and higher-quality transfer centers as part of RTS implementation.

## 2. Developing HRT's Capital Project Priorities

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HRT begins the annual CIP update process by inventorying capital needs across the agency. Once the inventory is complete, the agency screens needs and groups them into discrete capital projects. These projects (except for RTS needs, which are determined as part of the 10-year Transit Strategic Plan) are then scored and prioritized. The scores help guide investment decisions by providing an objective basis for allocating limited capital resources.

### IDENTIFYING CAPITAL NEEDS

#### Compiling Capital Needs

The first step is to compile the agency's capital needs into a single inventory. In June 2021, agency staff were provided capital submission instructions that outlined procedures for submitting new projects and the overall schedule for developing the CIP. The CIP pulls capital needs from a range of sources, including:

- **Project Charters:** HRT departments submit a project charter for most types of capital projects included in the CIP.<sup>11</sup> The project charter documents the project scope, cost, existing funding sources, projected operating impacts, and project stakeholders. Each department has an opportunity to meet with the CIP development team to scope out the list of projects they plan to submit for CIP programming. During these meetings, departments review any existing capital needs submitted in past-year CIPs and propose additional capital needs for inclusion.
- **Input from Asset Management Systems/Plans:** The CIP relies on the agency's asset management systems and plans to identify when capital assets need to be replaced. Many CIP projects are identified based on the age of the asset and its recommended useful life. As part of the CIP, the agency's fleet needs are forecasted based on the age, mileage, and condition of the current fleet.
- **Agency Plans:** Agency plans are the final source of capital projects. The CIP relies on existing plans, notably the Transit Strategic Plan (TSP), for any capital needs related to service expansion. Any projects related to new fixed-guideway service will not be incorporated into the CIP until details such as mode, cost, and timing are established in a primary planning document (for example, an Environmental Impact Statement or EIS).

For each capital need, a staff project sponsor is responsible for providing the details on project scope, cost, and timing.

#### Project Screening

The proposed capital needs go through a screening process to determine if a) they are valid capital needs, and b) whether projects should be excluded from the CIP prioritization process.

To be included in the CIP, a project must meet the following criteria:

- 1) Projects that already have fully allocated funding are not considered for the CIP; allocated funding refers to any grant funding that has been awarded to a project, regardless of whether that money is already being spent down.

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<sup>11</sup> Fleet replacement projects needs do not require a charter as they are documented in the agency fleet management plan. A charter is required for any fleet expansion or instances of a non like-for-like replacement.

- 2) A project must be a capital improvement. It should represent a discrete investment that results in a tangible product, be it a system, physical asset, or plan. Ongoing incremental maintenance is considered an operating expense and is not funded through the CIP process.
- 3) The project must include a clearly defined scope to allow assessment under the prioritization criteria. A project must include a cost estimate to be evaluated in the CIP, though a rough estimate is generally acceptable for projects slated for later years of the plan.
- 4) For projects proposed for the upcoming fiscal year (FY23), the submitter must provide a higher degree of information to meet the requirements of federal and state grant applications. These details include, but are not limited to, project sponsors, details on key milestones and timing, and a detailed project scope.
- 5) Only projects valued at over \$100,000 are programmed into the CIP. Projects below this threshold are typically too small to warrant their own stand-alone grants. While these lower-cost needs are retained in the capital inventory and ranked as part of the project prioritization, they may be funded through the agency's SGR Cash Capital or other means that are outside the CIP.

Before finalizing the list of capital needs, the CIP development team will share the draft list of needs with agency leadership for additional review and input. All project sponsors can provide additional comments on their submitted capital needs and confirm details to support the CIP development. The CIP team then reconciles, combines, or removes similarly scoped needs, resulting in a list of capital projects that can be appropriately prioritized and programmed.

### Projects Included in the FY2023-FY2032 CIP

The final capital inventory for FY2023-FY2032 includes 61 capital projects (**Table 2**). Ten of these projects are associated with the RTS network.

Each project is assigned a unique ID (UID). The first part of the UID records the CIP year the project was documented; in this year's CIP all projects start with "FY22." The following two letters document categorize the type of project (e.g. facility, technology). The final two digits are unique to each capital need.

**Table 2: Projects Included in the FY2023 - FY2032 CIP**

| UID              | Name   | Description  | RTS |
|------------------|--|--|-----|
| <b>FY22-EF01</b> | 3400 Victoria Boulevard Renovation: Phase 2                | Project to complete renovations at 3400 Victoria Boulevard. HRT is completing work on Phase I. Phase II will complete renovations to administrative and bus operations buildings.  | No  |
| <b>FY22-EF02</b> | Parks Avenue Operating Division Relocation and Replacement | Project to relocate and replace Virginia Beach's Parks Avenue operating base with new facility that can serve the Southside. This project is critical to meet both existing operating and Regional Transit System (RTS) needs. HRT pursuing additional discretionary funding and earmark opportunities for this project not reflected in the funding schedule. | Yes |
| <b>FY22-EF03</b> | Bus Stop Amenity Program                                   | Project to upgrade over 600 bus stops across the RTS network, including funding for new shelters, benches, trash cans, and lighting.   | Yes |
| <b>FY22-EF04</b> | HRT Paving Program   | This project establishes a fund to repair paved services. HRT is responsible for maintaining hundreds of thousands of square feet of paved area, including parking lots, transit centers, and at maintenance facilities.   | No  |

| UID              | Name   | Description   | RTS |
|------------------|--|---|-----|
| <b>FY22-EF05</b> | Newport News Transit Center Interior Renovations | Project to renovate interior spaces of the transit center. The transit center is a high traffic location. The renovation would remodel the interior, renovate the bathrooms, and replace storefront doors.  | No  |
| <b>FY22-EF06</b> | Hampton Transit Center Interior Renovations      | Project to renovate interior spaces of the transit center. The transit center is a high traffic location. The renovation would remodel the interior, renovate the bathrooms, and replace storefront doors.  | No  |
| <b>FY22-EF07</b> | Wards Corner Restroom and Paving Renovation      | Project provides state of good repair maintenance for the Wards Corner Transfer Center involving renovation of the operator restroom and repairing damaged paved surfaces.  | No  |
| <b>FY22-EF10</b> | Evelyn T Butts Transfer Center Replacement       | Project replaces the existing Evelyn T Butts transit center with a new facility that can meet the needs of an expanded RTS network.   | Yes |
| <b>FY22-EF11</b> | Silverleaf Transfer Center Upgrades              | Project to renovate HRT-owned assets at the Park and Ride to maintain the facility in a state of good repair.   | No  |
| <b>FY22-EF12</b> | Net Center Replacement                           | Project to complete construction of a new on-street transfer center on Orcutt Avenue in Hampton that replaces HRT's previous facility at the Net Center.  | Yes |
| <b>FY22-EF13</b> | Robert Hall Transfer Center Replacement          | Project to construct a new transit center as a hub for HRT service in the City of Chesapeake.   | Yes |
| <b>FY22-EF14</b> | 18th Street Building 1 and 2 Rehab               | This project to rehabilitate the Building 1 and Building 2 facilities at 18th Street to keep the buildings in a state of good repair. It will fund the reconfiguration of space, replace building components at the end of their useful life, and create a dedicated space for customer service in dispatch.  | No  |
| <b>FY22-EF15</b> | Gate Replacement Design Study                    | This study addresses eight faulty gates at HRT campuses including Norfolk, Hampton, and Norfolk Tide Facility (NTF). The project would result in a more detailed design and cost estimate for the gate replacements.  | No  |
| <b>FY22-IT01</b> | HASTUS   | HASTUS, the planning, scheduling, and daily operations system will be upgraded from version 2011 to the latest available version implemented to conform with the labor agreement in effect at the agency with this project. The upgrade will replace the application including server and kiosk infrastructure, interfaces to CAD-AVL, Financials, EAM, and other ancillary systems.                        | No  |
| <b>FY22-IT03</b> | Large Technology Infrastructure                  | Project to help achieve state of good repair in line with FTA recommendations for Technology Infrastructure Systems that have reached the end of their useful life, including servers and storage, networking, wireless, firewalls, uninterruptible power supply (UPS) and power delivery systems, and backup solutions through replacement of the individual hardware component groups and entire systems. | No  |
| <b>FY22-IT05</b> | Client Technology Systems State of Good Repair   | Project to help achieve state of good repair in line with FTA five-year lifecycle recommendations for Client Technology Systems that have reached the end of their useful life including laptops, desktops, workstations, printers, scanners, collaboration and conference systems, and telephony through the replacement of the individual hardware component groups and entire systems.                   | No  |

| UID              | Name  | Description   | RTS |
|------------------|---|---|-----|
| <b>FY22-IT06</b> | Passenger Information Displays - Bus Facilities         | Project to replace passenger information displays being installed as part of the RTS implementation at the end of their useful life.  | Yes |
| <b>FY22-IT07</b> | Passenger Information Displays - Light Rail             | Project to purchase and install digital signs that will display light rail arrival information and system alerts. HRT plans for a total of 22 displays to be located at all existing Tide stations.   | No  |
| <b>FY22-IT12</b> | Onboard Network Infrastructure State of Good Repair     | Project to maintain state of good repair for HRT revenue fleet onboard network equipment through timely replacement at the end of its useful life.  | No  |
| <b>FY22-IT13</b> | Audio Monitoring System (Phone + Control Room)          | State of good repair project to replace HRT's audio voice logger system when it reaches the end of its useful life. HRT is currently replacing its existing system, but it will need to be updated five years after implementation.   | No  |
| <b>FY22-IT17</b> | HRMS Replacement  | Project to implement new Human Resource Management System. The existing system is past its useful life and no longer supported. Software is critical for a range of human resource functions at HRT.  | No  |
| <b>FY22-IT18</b> | Fixed Side CAD/AVL System                               | Project to upgrade HRT's fixed-side CAD/AVL systems five years after initial implementation to maintain a state of good repair.   | No  |
| <b>FY22-IT19</b> | Replace Ticket Vending Machines for Bus Facilities      | Project to replace ticket vending machines (TVMs) at HRT bus transfer centers. Project will include purchase of six TVMs, spare parts, warranties, freight, and installation.   | No  |
| <b>FY22-IT20</b> | Replace Ticket Vending Machines for Light Rail          | Project to replace existing TVMs and installs new TVMs at all 11 Tide stations, with two or three TVMs per station. Project will include purchase of TVMs, spare parts, warranties, freight, and installation.  | No  |
| <b>FY22-IT21</b> | Upgrade TVM PIN Pads                                    | To maintain HRT's light rail TVMs, the agency will need to replace PIN Pad units to ensure the TVMs meet the latest payment standards and security requirements. This project will replace PIN-pads on TVMs currently in procurement five years after initial implementation. | No  |
| <b>FY22-IT22</b> | EAM System (Upgrade)                                    | Project to upgrade the Enterprise Asset Management (EAM) System within five years of the system's initial implementation to ensure the system continues to be supported.  | No  |
| <b>FY22-IT23</b> | EAM Technology Asset Inventory                          | Project to conduct an inventory of technology assets for HRT's EAM system. This inventory would include any technology assets not already captured in the EAM system, including hardware and software assets.   | No  |
| <b>FY22-IT29</b> | INIT Light Rail APC System Fixed Side Hardware Software | Project to upgrade HRT's fixed-side APC systems for Light Rail every five years, per the equipment's useful life.   | No  |
| <b>FY22-IT30</b> | Technology Planning Project                             | Project to fund a range of technology planning activities, including the design and scoping of possible future capital projects.  | No  |
| <b>FY22-IT32</b> | Innovations Initiative                                  | Project to fund a range of innovation initiatives at HRT with the goal of providing dedicated funding to explore and test emerging technology.  | No  |
| <b>FY22-IT35</b> | Transit Center Public Address System                    | Project to upgrade public address system on a five-year cycle to keep the system in a state of good repair.   | No  |



| UID              | Name   | Description  | RTS |
|------------------|--|--|-----|
| <b>FY22-IT36</b> | Internal Digital Signage System                                      | Project to replace and expand existing employee facing Digital Signage System to effectively and consistently communicate to HRT employees.  | No  |
| <b>FY22-IT37</b> | ICS Cyber Security   | Project to fund ongoing investments in HRT's cyber security, including security assessments, implementation of new tools and software, and system testing. The agency's digital assets are critical for business continuity and this project would help address vulnerabilities as they arise.   | No  |
| <b>FY22-IT42</b> | IT Security Systems Upgrade  | This project will support IT security program funding initiated in 2021. This project will acquire and implement next generation process modification, application, and platform and data protection security upgrades to address new and emerging threats, mitigating risk from future unknown cyber threats.   | No  |
| <b>FY22-IT43</b> | Contract and Vendor Management Software Replacement                  | Project to identify and implement new innovative and effective Contract and Vendor Management Software solution.   | No  |
| <b>FY22-LR01</b> | Light Rail Right-of-Way SGR  | Project to fund routine state of good repair investments along HRT's right-of-way such as track structures and overhead power systems. The project scope is based on HRT's 30-year state-of-good repair plan for light rail.   | No  |
| <b>FY22-LR02</b> | Light Rail Vehicle SGR   | This project maintains light rail vehicles by rehabilitating suspension components, conducting body work, repainting of train sets, replacing brakes and powertrain components, conducting upkeep of train interiors, and other maintenance. The project scope is based on HRT's 30-year state-of-good repair plan for Light Rail.                           | No  |
| <b>FY22-LR04</b> | Light Rail Station Upgrades  | Project to rehabilitate light rail stations, including replacing and rehabilitating station assets at the end of their useful life. The project scope is based on HRT's 30-year state-of-good repair plan for light rail.  | No  |
| <b>FY22-LR05</b> | Light Rail Cab Signaling Study                                       | Study of cab signaling for the light rail system.  | No  |
| <b>FY22-LR06</b> | Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade | This project provides regular upgrades to the Tide Supervisory Control and Data Acquisition (SCADA) System. The system upgrade will replace the SCADA system server infrastructure, upgrade Tide Operations Control Center systems, SCADA networking at the Tide facility and along the Light Rail alignment and replace SCADA hardware along the alignment. | No  |
| <b>FY22-LR31</b> | Light Rail Vehicle Paint and Body Shop Study                         | Project to conduct a feasibility study to explore constructing a paint booth and body shop for HRT light rail vehicles. The results of this study will determine the construction of a paint and body shop for light rail vehicles.  | No  |
| <b>FY22-LR48</b> | NTF Foundation Repair  | Project to repair the foundation of the Norfolk Tide Facility. The foundation is subsiding and currently being monitored.  | No  |
| <b>FY22-LR50</b> | Smith Creek Bridge Repair  | Project to fund state of good repair maintenance of bridges/aerial structures along the Tide Light Rail. The project scope is based on HRT's 30-Year Light Rail state-of-good-repair plan.   | No  |
| <b>FY22-LR51</b> | LRT Re-Rail Truck  | Project to procure a high rail truck tooled for Light Rail Vehicle (LRV) re-railing.   | No  |

| UID              | Name   | Description   | RTS |
|------------------|--|---|-----|
| <b>FY22-NR01</b> | Non-Revenue Fleet Replacement                  | Project to replace non-revenue support vehicles at the end of their useful life.  | No  |
| <b>FY22-NR02</b> | RTS Non-Revenue Fleet                          | Project to fund the expansion of the non-revenue vehicle fleet dedicated to HRT's RTS service.  | Yes |
| <b>FY22-OP01</b> | Transit Bus Replacement                        | Project to replace transit buses at the end of the vehicles' useful life.   | No  |
| <b>FY22-OP02</b> | Transit Bus Mid-Life Repower Project           | Project to conduct a repower of HRT's transit passenger buses at roughly half of their useful life to maintain the vehicles' reliability.   | No  |
| <b>FY22-OP03</b> | RTS Transit Buses                              | Project to expand, replace, and mid-life overhaul/repower transit buses that are part of HRT's dedicated RTS fleet.   | Yes |
| <b>FY22-OP11</b> | Paratransit Fleet Replacement                  | Project to replace HRT-owned paratransit vehicles at the end of their useful life.  | No  |
| <b>FY22-OP12</b> | RTS Paratransit                                | Project to expand and replace paratransit vehicles dedicated to HRT's RTS fleet.  | Yes |
| <b>FY22-OP13</b> | Paratransit Vehicle Mid-Life Overhaul/Repowers | Project to conduct mid-life repowers of paratransit vehicles. Repowers will help extend the useful life of HRT's paratransit fleet, enabling the agency to better space out vehicle replacements.   | No  |
| <b>FY22-OP30</b> | Ferry Boat State-of-Good-Repair                | Project to conduct routine state of good repair investments on HRT's ferry fleet. Projects include modification to windows, installing AC in the pilot house, electrical system upgrade, and new pressure release valves.   | No  |
| <b>FY22-PD01</b> | Peninsula Transit Signal Priority Improvements | This project will upgrade traffic signals and crosswalk protection, utilizing Transit Signal Priority (TSP) technology at 83 intersections in the Jefferson Avenue and Mercury Boulevard corridors in Hampton and Newport News.                                       | Yes |
| <b>FY22-SG01</b> | State of Good Repair - Cash Capital            | This project creates a capital reserve to fund unexpected capital expenses that occur off the CIP cycle or capital needs that are too small to qualify as a CIP investment.   | No  |
| <b>FY22-SS01</b> | Upgrade Video Recording Equipment for Buses    | Project to replace video recording equipment on HRT's buses as they reach the end of their recommended useful life.   | No  |
| <b>FY22-SS02</b> | Light Rail Video Recording Equipment           | Project to replace video recording equipment on HRT's light rail trains as they reach the end of their recommended useful life.   | No  |
| <b>FY22-SS15</b> | Enterprise Video Surveillance System Upgrade   | Project to maintain state of good repair through timely replacements of the components comprising the fixed camera video surveillance system. Addresses known gaps in video surveillance monitoring through fixed camera replacement and additions at HRT facilities. | No  |
| <b>FY22-SS16</b> | Enterprise Access Control System Upgrade       | This project seeks to address state of good repair for enterprise access control platform, components, software, and supporting processes.  | No  |
| <b>FY22-SS17</b> | Safety Management System                       | Project to implement an FTA-mandated safety management system to better track a range of safety related data in one centralized system.   | No  |
| <b>FY22-SS18</b> | Light Rail Vehicle Cab Cameras                 | Project to install of one closed circuit television camera with video and audio recording per light rail vehicle operating cab. A total of 22 cameras will be required to provide coverage to the entire trains.  | No  |

## Project Costs

The CIP identified **\$382 million in capital needs over the next ten years**. These costs represent the anticipated costs in the year of expenditure (YOE). Project costs are provided by HRT staff, with the exception of costs that were developed as part of existing plans, and HRT's fleet needs, which are forecasted as part of the annual update of HRT's fleet management plan.

## Major Expansion Projects

At this time, the CIP does not include any projects associated with major expansion projects beyond those associated with the RTS. The agency has several transit corridors studies underway. These include planning for a light rail of The Tide light rail to the Military Circle redevelopment site, planning for a BRT line in Hampton and Newport News, and a corridor study beginning in 2022 that will examine high capacity transit options for connecting Greenbrier to other points in the region. System expansion projects, beyond those associated with the Regional Transit System (RTS) that are included in the CIP, will be added to the CIP once they clear the initial planning phase and have specific modes, alignments, and cost estimates associated with the project.

## PRIORITIZATION OF PROJECTS

HRT has two parallel processes for prioritizing projects that get included in the CIP. The first is for projects directly associated with expansion to support the Regional Transit System (RTS). The second is for all other capital needs.

## Regional Transit System (RTS)

Regional Transit System (RTS) projects are identified and prioritized by HRT's Transit Strategic Plan (TSP). From 2018 through 2020, HRT completed a comprehensive review and regional transit planning effort to improve the design and performance of HRT services. This resulted in HRT's first 10-year Transit Strategic Plan (TSP), which established new service classifications and regional standards. **As required by law, the TSP also documents the Hampton Roads Regional Transit Program (TSP Chapter 6) that will be largely funded through the new Hampton Roads Regional Transit Fund (HRRTF).**<sup>2</sup> The goal of the Program "is to provide a modern, safe, and efficient core network of transit services across the Hampton Roads region." The Program's centerpiece is a new core bus network, the *757 Express*, that will feature higher-frequency bus service connecting cities across Hampton Roads.

The CIP includes \$81.5 million for 10 capital projects that support the regional Program approved in the TSP. HRRTF funds, which account for \$23 million of the \$81.5 million needed, are programmed to leverage \$27 million of Federal and \$31 million of State funding. HRRTF funds are disbursed to HRT through the Hampton Roads Transportation Accountability Commission (HRTAC).

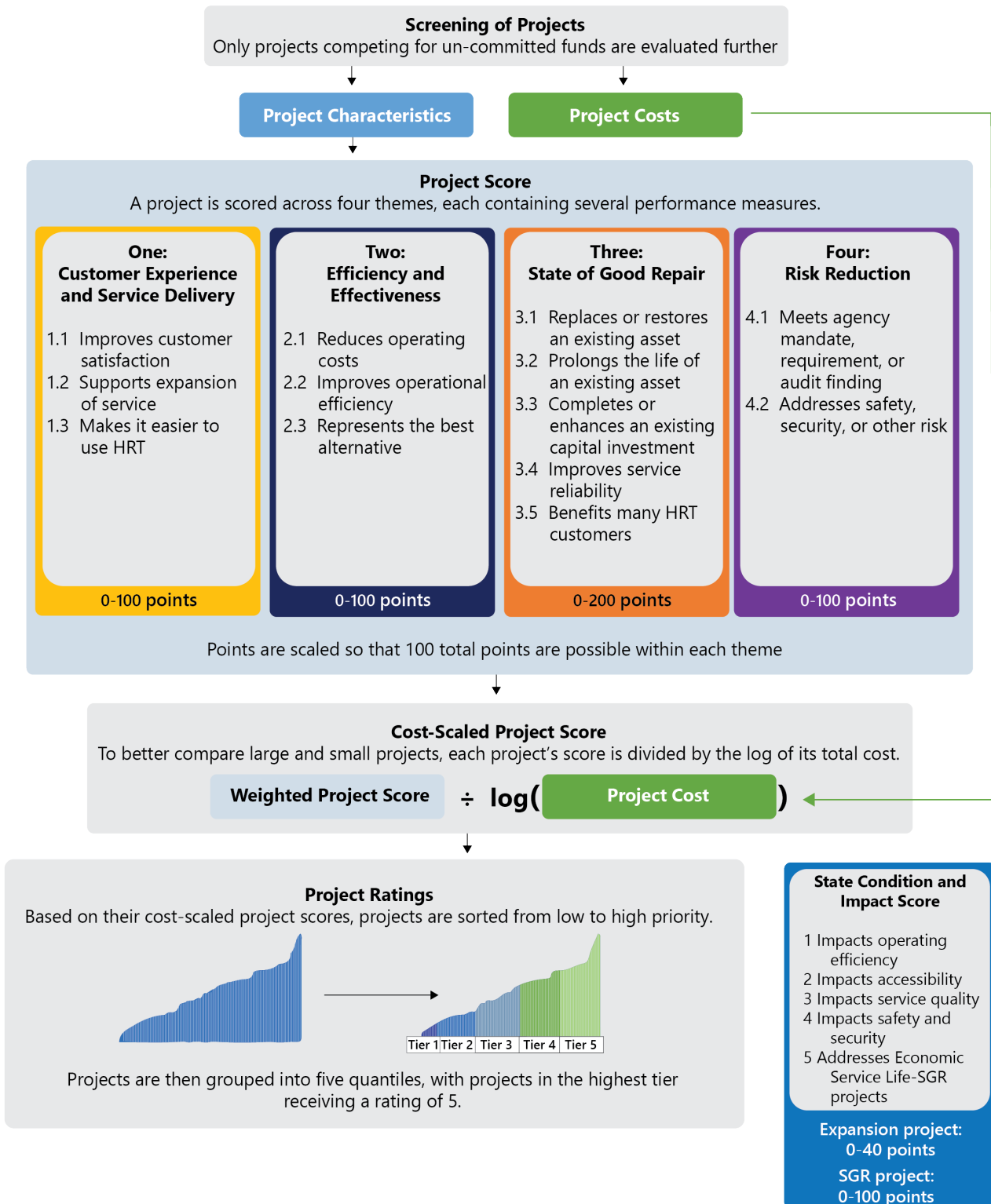
## Other Capital Needs

Other capital needs submitted through the CIP development process are non-RTS projects and largely deal with maintaining or replacing existing assets for existing services. These projects go through a screening, scoring, ranking and prioritization process as shown in **Figure 2**.

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<sup>2</sup> See Virginia Code § 33.2-2600.1. Hampton Roads Regional Transit Program and Fund.

**Figure 2: Overview of Project Selection, Evaluation, and Prioritization Process**



Each project is scored across a range of criteria grouped into four themes that align with agency goals: Passenger Experience, Agency Efficiency and Effectiveness, State of Good Repair, and Risk Reduction. At the conclusion of the scoring process, the raw scores are normalized based on the project cost to compare projects of varying size, cost, and scope more fairly. This normalized score is then translated into a rating of one to five, with five representing the highest scoring projects; 20 percent of the projects are assigned each score of one through five.

This prioritization helps guide the development of a constrained capital plan, however it is not the sole input to prioritizing projects in the plan. For example, certain projects may not achieve a high score but are still necessary to meet regulatory requirements. In other instances, a lower ranked project may be partially or fully funded through a specific grant or funding source and therefore included in the constrained program of investments.

HRT's Senior Executive Team reviews priority rankings and arrives at consensus on what projects to include in the draft CIP. This decision informed by agency goals and objectives adopted by HRT's Board and the priorities discussed above in the **Overview of CIP Development Process** section. The process and results of prioritization for the FY2023-2032 CIP are discussed in more detail below.

## Project Scoring

Each project under consideration for funding was evaluated using the rubric in **Table 3**. Projects received points based on the criteria they meet in each of the 13 measures. These measures are grouped within four themes, and points in these themes are weighted and scaled to reflect HRT's priorities for the CIP. This evaluation process described in detail below led to the prioritization results that follow in **Table 4**.

### Themes

Capital projects were evaluated according to four themes, which are based on HRT's strategic goals and objectives:

1. Customer Experience and Service Delivery
2. Efficiency and Effectiveness
3. State of Good Repair (double weighting)
4. Risk Reduction

### Measures

Within each theme, between two and five measures were used to evaluate the degree to which a project advances the themes. For instance, under Theme Four: Risk Reduction, projects are evaluated on two measures: 4.1 "Meets agency mandate, requirement, or audit finding" and 4.2 "Addresses safety, security, or other risk."

### Criteria

A project received points based on the criteria it meets for each measure. In many cases, projects with quantified benefits received an additional point compared to projects with only qualitative justifications. For instance, a project whose sponsor estimated the actual reduction in operating costs that would be achieved as a result of the project would receive an additional point in measure 2.1, "Reduces Operating Costs," relative to a project whose sponsor only stated that a reduction in operating costs would be likely. In addition, a project that increases the agency's operating costs would receive negative one point in measure 2.1.

### **Weighting by Theme**

To produce a project score, points in each theme were reweighted to account for the different number of measures in each theme to weigh each theme equally. This means that a project that received a perfect score on the three measures in Theme Four would be ranked the same as a project with a perfect score on the five measures in Theme Two, all else being equal. After this weighting, the sum of a project's points across all themes became the project's "raw" score.

### **Scaling by Cost**

The raw score for each project was divided by the logarithm<sup>3</sup> of each project's cost (in current year dollars) to produce a cost-scaled score that is comparable across large and small projects. Without this re-scaling, a multi-million-dollar project would likely have a higher score than a project that costs a few hundred thousand dollars due to the larger impact of the costlier project. However, on a dollar-by-dollar basis, the lower cost project may represent the best return on investment. Because the distribution of project costs is many times greater than distribution of project scores, a log-based normalization was selected. This had the effect of condensing the range of project costs to be comparable to the range of raw scores.

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<sup>3</sup> A logarithm in mathematics is the inverse of an exponent. It is used to scale and visualize data that span a wide range of values. For this plan, project costs vary from \$100,000 to nearly \$100 million. A logarithm is needed to ensure the range of costs are comparable to the range of prioritizations scores.



**Table 3 : Evaluation Criteria and Scoring Rubric**

| Theme  | Measure  | Criteria  |
|--|--|---|
| Theme One:<br>Customer Experience and Service Delivery | 1.1 Project improves customer satisfaction               | <ul style="list-style-type: none"> <li>2 points: Directly addresses a documented complaint</li> <li>1 point: Indirectly addresses customer demand</li> </ul>  |
|  | 1.2 Supports expansion of service                        | <ul style="list-style-type: none"> <li>2 points: Directly supports expansion of service</li> <li>1 point: Indirectly supports expansion of service</li> </ul>   |
|  | 1.3 Makes it easier to use HRT                           | <ul style="list-style-type: none"> <li>2 points: Improves accessibility by making the system easier to use and/or addressing mobility barriers</li> <li>1 point: Indirect benefit to accessibility</li> </ul>   |
| Theme Two:<br>Efficiency and Effectiveness             | 2.1 Reduces operating costs                              | <ul style="list-style-type: none"> <li>2 points: Quantified decrease in costs</li> <li>1 point: Expected decrease in costs but no analysis conducted to quantify</li> <li>-1 points: Increase in costs</li> </ul>   |
|  | 2.2 Improves operational efficiency                      | <ul style="list-style-type: none"> <li>2 points: Quantified increase in efficiency</li> <li>1 point: Expected increase in efficiency but no analysis conducted to quantify</li> <li>-1 points: Decrease in efficiency</li> </ul>  |
|  | 2.3 Represents the best alternative                      | <ul style="list-style-type: none"> <li>2 points: Project has been subject to an existing assessment or documented in an agency plan. Examples includes a cost benefit analysis (CBA), the TSP, or Asset Management Plans.</li> <li>1 point: Project likely represents only viable alternative</li> <li>-1 points: Proposed project is documented as worse than possible alternatives</li> </ul> |
| Theme Three:<br>State of Good Repair                   | 3.1 Replaces or rehabilitates an existing asset          | <ul style="list-style-type: none"> <li>2 points: replaces or rehabilitates a capital asset AND ensures maintenance of HRT's operational capacity</li> <li>1 point: Replaces and rehabilitates an existing asset OR ensures maintenance of HRT's operational capacity</li> </ul>   |
|  | 3.2 Prolongs the life of an existing asset               | <ul style="list-style-type: none"> <li>1 point: Prolongs life of another asset</li> </ul>   |
|  | 3.3 Completes or enhances an existing capital investment | <ul style="list-style-type: none"> <li>2 points: Completes an existing capital investment</li> <li>1 point: Enhances an existing capital investment</li> </ul>  |
|  | 3.4 Protects against service disruption                  | <ul style="list-style-type: none"> <li>0-3 points: Metrics evaluated together based on the severity and system scale of disruption averted by investment</li> </ul>   |
|  | 3.5 Benefits many HRT customers                          |   |
| Theme Four:<br>Risk Reduction                          | 4.1 Meets agency mandate, requirement, or audit finding  | <ul style="list-style-type: none"> <li>2 points: Project meets mandate, audit finding or compliance requirement. Full 2 points only award if failure to implement project could lead to loss of state or federal funding.</li> </ul>  |
|  | 4.2 Addresses safety, security, or other risk            | <ul style="list-style-type: none"> <li>3 points: Project reduces risk of loss of life or serious injury on HRT service</li> <li>2 points: Project addresses security or safety risk to HRT customers and employees; project closes security vulnerability at agency</li> <li>1 point: Project addresses any other security impacts</li> </ul>   |

## Prioritization Results

Once the scores are scaled by cost, each project is assigned a rating based on the quintile within which the project score falls. For example, projects that scored at the top 20th percentile or better received a rating of 5, projects within the 21st to 40th percentiles a rating of 4, and so forth. **Table 4** provides a list of each project (by project family), and rating.

**Table 4: Prioritization Results and Year of Expenditure Cost (\$ thousands)**

| ID        | Project Name   | Priority Score |
|-----------|--|----------------|
| FY22-EF15 | Gate Replacement Design Study  | 5              |
| FY22-IT20 | Replace Ticket Vending Machines for Light Rail                       | 5              |
| FY22-IT37 | ICS Cyber Security   | 5              |
| FY22-LR50 | Light Rail Aerial Structures   | 5              |
| FY22-OP01 | Transit Bus Replacement  | 5              |
| FY22-OP02 | Transit Bus Mid-Life Repower Project                                 | 5              |
| FY22-SS02 | Light Rail Video Recording Equipment                                 | 5              |
| FY22-SS15 | Enterprise Video Surveillance System Upgrade                         | 5              |
| FY22-SS16 | Enterprise Access Control System Upgrade                             | 5              |
| FY22-EF01 | 3400 Victoria Boulevard Renovation: Phase 2                          | 4              |
| FY22-IT01 | HASTUS   | 4              |
| FY22-IT03 | Large Technology Infrastructure                                      | 4              |
| FY22-IT17 | HRMS Replacement   | 4              |
| FY22-LR04 | Light Rail Station Upgrades  | 4              |
| FY22-LR06 | Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade | 4              |
| FY22-OP11 | Paratransit Fleet Replacement  | 4              |
| FY22-OP13 | Paratransit Vehicle Mid-Life Overhaul/Repowers                       | 4              |
| FY22-SS01 | Upgrade the Video Recording Equipment for Buses                      | 4              |
| FY22-SS18 | Light Rail Vehicle Cab Cameras                                       | 4              |
| FY22-EF05 | Newport News Transit Center Interior Renovations                     | 3              |
| FY22-EF06 | Hampton Transit Center Interior Renovations                          | 3              |
| FY22-IT05 | Client Technology Systems State of Good Repair                       | 3              |
| FY22-IT19 | Replace Ticket Vending Machines for Bus Facilities                   | 3              |
| FY22-IT22 | EAM System (Upgrade)   | 3              |
| FY22-IT42 | IT Security Systems Upgrade  | 3              |
| FY22-IT43 | Contract and Vendor Management Software Replacement                  | 3              |
| FY22-LR01 | Light Rail Right-of-Way SGR  | 3              |
| FY22-LR02 | Light Rail Vehicle SGR   | 3              |
| FY22-LR31 | Light Rail Vehicle Paint and Body Shop Study                         | 3              |
| FY22-EF07 | Wards Corner Restroom and Paving Renovation                          | 2              |
| FY22-EF14 | 18th Street Building 1 and 2 Rehab                                   | 2              |
| FY22-IT18 | Fixed Side CAD/AVL System  | 2              |

| ID               | Project Name  | Priority Score |
|------------------|---|----------------|
| <b>FY22-IT21</b> | Upgrade TVM PIN Pads                                    | 2              |
| <b>FY22-IT23</b> | EAM Technology Asset Inventory                          | 2              |
| <b>FY22-IT29</b> | INIT Light Rail APC System Fixed Side Hardware Software | 2              |
| <b>FY22-LR48</b> | NTF Foundation Repair                                   | 2              |
| <b>FY22-LR51</b> | LRT Re-Rail Truck                                       | 2              |
| <b>FY22-NR01</b> | Non-Revenue Fleet Replacement                           | 2              |
| <b>FY22-OP30</b> | Ferry Boat State-of-Good-Repair                         | 2              |
| <b>FY22-EF04</b> | HRT Paving Program                                      | 1              |
| <b>FY22-EF11</b> | Silverleaf Transfer Center Upgrades                     | 1              |
| <b>FY22-IT07</b> | Passenger Information Displays - Light Rail             | 1              |
| <b>FY22-IT12</b> | Onboard Network Infrastructure State of Good Repair     | 1              |
| <b>FY22-IT13</b> | Audio Monitoring System (Phone + Control Room)          | 1              |
| <b>FY22-IT30</b> | Technology Planning Project                             | 1              |
| <b>FY22-IT32</b> | Innovations Initiative                                  | 1              |
| <b>FY22-IT36</b> | Internal Digital Signage System                         | 1              |
| <b>FY22-LR05</b> | Light Rail Cab Signaling Study                          | 1              |
| <b>FY22-SS17</b> | Safety Management System                                | 1              |

### 3. Funding for Capital Improvements

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To develop a fiscally constrained plan, HRT must estimate how much capital funding will be available to the agency between FY2023 and FY2032. HRT utilizes the financial model devised for the TSP to forecast future revenue. The agency estimates there is \$382 million in capital revenue available for programming between FY2023 and FY2032. This figure assumes HRT's overall funding mix will remain unchanged over the next 10 years. These projections are updated annually to reflect any changes to funding or new revenue trends.

#### FUNDING AVAILABLE FOR CAPITAL PROJECTS

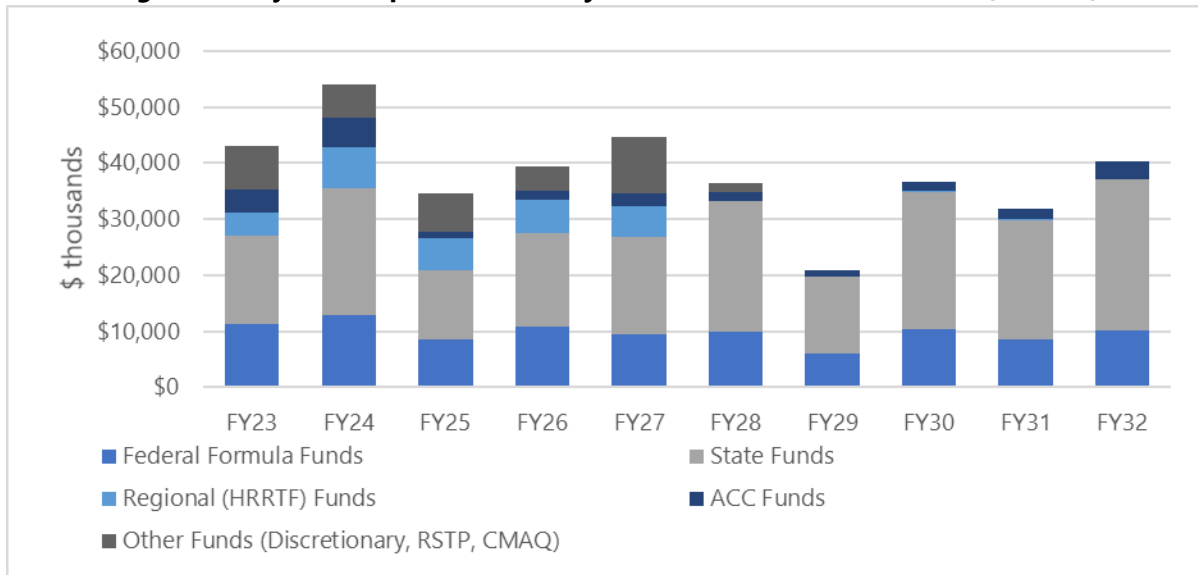
HRT relies primarily on five sources of funding for capital projects for the CIP:

- **Local Funding:** HRT relies on advanced capital contributions (ACC) to fund the local share of capital project costs. ACC funds provide only a modest funding stream but are necessary to meet state and federal matching requirements. The agency receives a total of \$2 million annually in ACC from its six member cities.
- **Hampton Roads Regional Transit Fund (HRRTF):** This funding source for HRT, administered through HRTAC, is for HRT to develop and implement the Hampton Roads Regional Transit Program (TSP Chapter 6), or "Regional Transit System," consisting of a core network of higher-frequency routes and related infrastructure, rolling stock, and support facilities. HRRTF funds can be combined with other funds (e.g., state and federal grants) and qualify to be used as a project's local match requirement when utilizing state grants.
- **State Funding:** Under its statewide funding program titled MERIT (Making Efficient and Responsible Investments in Transit), the Commonwealth prioritizes projects and allocates limited state resources to projects and investments identified as the "most critical." Projects are classified, scored, and prioritized separately in the following categories:
  - State of Good Repair (SGR) – Refers to projects to replace or rehabilitate an existing asset. Project assessed by "condition" of asset based on age and mileage (if applicable) and an impact score determined solely based on the type of asset (predefined by the Commonwealth). (State match = up to 68%)
  - Minor Expansion (Non-SGR) – Refers to projects that add capacity, new technology, or customer enhancements costing less than \$2 million or, for expansion vehicles, an increase of five percent or less of fleet size. Project scored based on impact score (same impact score as SGR projects). (State match = up to 68%)
  - Major Expansion – Refers to projects to add, expand, or improve service with a cost exceeding \$2 million or, for expansion vehicles, an increase greater than five vehicles or five percent fleet expansion (whichever is greater). Projects in this category are evaluated on factors related to congestion mitigation, economic development, accessibility, safety, environmental quality, and land use. (State match = up to 50%)

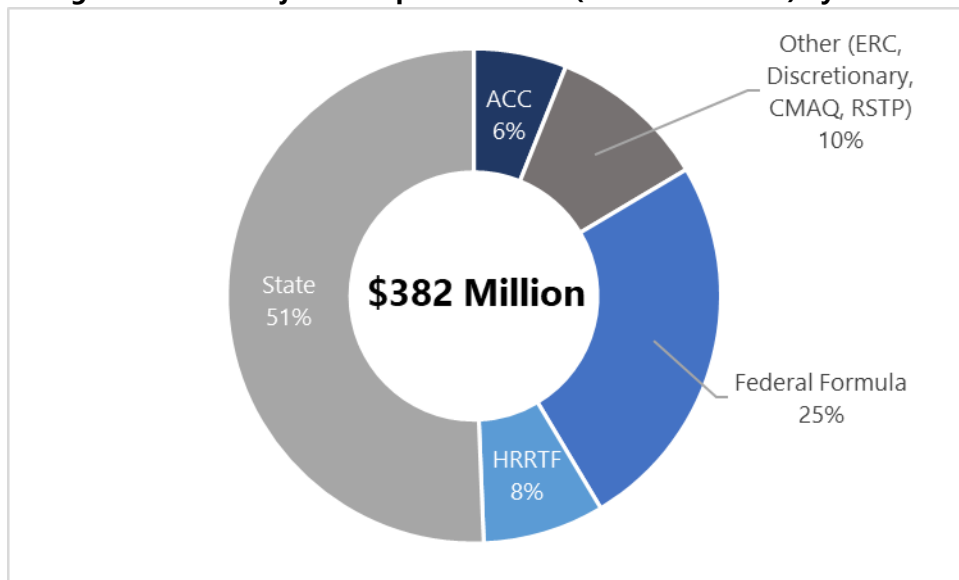
- Technical Assistance – Refers to funding for studies, design, and engineering. For many construction-related capital needs, HRT will pursue technical assistance funds to support planning and design, which must be completed before the agency can pursue other state funds for construction. (State match = up to 50%)
- **Federal Formula Funds:** Formula funds are the most vital component of federal capital funding and provide eligible transit agencies a fixed amount of capital funds each year. These funds have several spending restrictions based on the formula program to which they belong. Federal formula funds in some cases can be utilized, rather than for capital expenditures, to fund certain expenses such as preventive maintenance and Americans with Disabilities Act (ADA) programs. Formula funds require a minimum 20 percent match that is funded through a mix of local and state funding.
- **Other Grants:** HRT benefits from a range of other funding sources, notably discretionary grants. The agency receives grants that are assigned to specific projects and cannot be reallocated to another project without prior permission. The two most common grant sources for HRT are federal Congestion Mitigation and Air Quality (CMAQ) grants and Regional Surface Transportation Program (RSTP) grants. In addition to these Federal Grants, the agency receives funding through the Elizabeth River Crossing (ERC) concession to fund specific transit services. Finally, HRT frequently competes for federal and state discretionary grants. Discretionary funds are indicated in the CIP where the agency anticipates discretionary grant participation to complete a project.

**Figure 3, Figure 4, and Table 6** show HRT’s projected capital revenue, by source, from FY2023 to FY2032.

**Figure 3: Projected Capital Revenue by Source and Year of Allocation (\$1,000s)**



**Figure 4: Total Projected Capital Revenue (FY23-FY32 Total) by Source**





**Table 5** provides a summary of HRT's federal formula funding allocation in Federal Fiscal Year (FFY) 2022 and each program's spending restrictions. Not all the federal allocation is ultimately assigned to the capital budget as these funds support other needs such as preventive maintenance.

**Table 5: Federal Formula Funding Programs**

| Formula Funding Program                    | Description  | Limitations  | HRT Federal Fiscal Year 2022 Allocation |
|--|--|--|---|
| <b>5307 – Urbanized Area Formula Funds</b> | This is the largest and most flexible source of federal formula funds. 5307 funds can be used for any capital expense. 5307 funds can be used for operating expenses such as preventive maintenance and some ADA programs. | One percent of funds must be spent on security projects.   | \$18,651,000                            |
| <b>5337 – State of Good Repair</b>         | This funding source is for maintaining the assets of fixed guideway and "high intensity" bus systems that operate in high-occupancy vehicle (HOV) lanes.   | At HRT, funds can only be used for projects that help to maintain light rail, ferry, and certain bus assets in a state of good repair. | \$3,237,000                             |
| <b>5339 – Bus and Bus Facilities</b>       | This funding program is for replacing and expanding bus fleets and bus facilities.   | Funds may be only used on bus-related capital projects.  | \$2,017,000                             |

**Table 6** depicts the sources of revenue that HRT utilizes from federal, state, local and other sources to fund projects identified in the constrained Capital Improvement Plan by year of allocation. Note that while HRT obtains \$2 million a year in ACC from jurisdictions, not all of that balance may be spent in a given year. In years where ACC use exceeds \$2 million, the additional funding is reflective of prior year balances of unallocated ACC.

**Table 6: Capital Funding by Source, Year of Allocation (in \$1,000s)**

| Source                | FY23     | FY24     | FY25     | FY26     | FY27     | FY28     | FY29     | FY30     | FY31     | FY32     |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Federal 5307          | \$5,888  | \$8,333  | \$5,380  | \$6,319  | \$4,750  | \$4,634  | \$1,919  | \$3,772  | \$2,355  | \$4,360  |
| Federal 5337          | \$982    | \$788    | \$1,014  | \$2,362  | \$3,723  | \$1,958  | \$1,935  | \$4,601  | \$3,929  | \$3,587  |
| Federal 5339          | \$4,363  | \$3,756  | \$2,037  | \$2,047  | \$880    | \$3,245  | \$2,078  | \$1,979  | \$2,209  | \$2,110  |
| ACC                   | \$4,180  | \$5,364  | \$975    | \$1,496  | \$2,256  | \$1,648  | \$1,062  | \$1,523  | \$2,011  | \$3,151  |
| State Grants          | \$15,940 | \$22,603 | \$12,422 | \$16,758 | \$17,390 | \$23,285 | \$13,801 | \$24,533 | \$21,388 | \$27,039 |
| RSTP Funding          | \$2,000  |          | \$6,893  | \$3,114  | \$9,158  | \$1,744  |          |          |          |          |
| CMAQ Funding          | \$5,740  | \$2,978  |          | \$1,268  | \$732    |          |          |          |          |          |
| ERC Funding           |          |          |          |          | \$3,878  |          |          |          |          |          |
| HRRTF                 | \$4,028  | \$7,315  | \$5,807  | \$6,013  | \$1,805  | \$21     |          | \$170    | \$60     | \$17     |
| Federal Discretionary |          | \$2,983  |          |          |          |          |          |          |          |          |
| Total                 | \$43,121 | \$54,120 | \$34,528 | \$39,377 | \$44,572 | \$36,535 | \$20,795 | \$36,578 | \$31,952 | \$40,264 |

## CAPITAL FUNDING UNCERTAINTIES

Most of the revenues allocated in this plan have yet to be awarded to HRT. As with any funding projection, there is a range of risks and uncertainties that HRT's capital program faces. The CIP is a dynamic, living document. Programming of funds will evolve based on actual funding conditions and strategic agency needs.

### Operating Budget Needs

HRT's capital and operating budgets are inextricably linked. The 5307 Urbanized Area funding program, the largest of the federal funding programs, allows transit agencies to allocate capital funding to operating budget items that qualify as preventive maintenance or expenses related to Americans with Disabilities Act compliance. Any federal funding used to cover eligible operational expenses reduces the amount of funding available for capital projects.

### Potential Changes to Matching Funds and Discretionary Grant Programs

HRT's CIP relies on state matching funds, federal discretionary grants (such as CMAQ and RSTP), and federal formula funds for the majority of its funding. The recently passed Infrastructure Investment and Jobs Act provides HRT some stability in federal funding by reauthorizing federal formula and discretionary grant programs from FFY2022 to FFY2026. Any future changes to these funding programs would impact HRT's ability to fund its capital program.

### Future Revenues Tied to HRRTF

HRRTF funds are tied to tax revenues that are subject to economic conditions within the Commonwealth and Hampton Roads region. The CIP relies on revenue projections supplied by the Virginia Department of Taxation, however economic conditions could result in actual tax receipts over- or under-performing these projections. The CIP is updated annually as new information, including actual deposits into the HRRTF, becomes available.

## 4. Capital Program

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**HRT forecasts it will be able to fund up to \$382 million in new capital needs over the period from FY2023 to FY2032**, assuming the agency receives its maximum state match for eligible projects. This revenue will be spent on the most critical capital needs, namely the replacement and mid-life overhaul/repower of HRT's aging bus fleet, light rail state of good repair investments, the replacement and improvement of critical technology software and hardware, and replacement of the agency's Virginia Beach operating base (Parks Avenue). The capital program includes \$81 million in investments related to the implementation of the RTS.

### PROGRAMMING PROJECTS

The agency's constrained capital program is built around the following strategies:

1. Meet the agency's highest priorities first – HRT's capital project prioritization process helps the agency identify and rank its most critical needs. With a focus on investments essential to daily operations in the agency's fleet, maintenance facilities, and major technology systems, HRT is pragmatic in developing its constrained capital plan.
2. Maximize federal and state funding – HRT is intent on tapping funding sources to their full potential. The agency has worked to prioritize projects with the highest state matches. HRT has optimized its allocation of federal funds to projects to ensure each available dollar is effectively leveraged.
3. Meet HRT's funding requirements – Meet existing funding obligations and fulfill funding requirements to ensure the agency is in full compliance with federal, state, and local requirements.

### RESULTS OF THE PROGRAMMING PROCESS

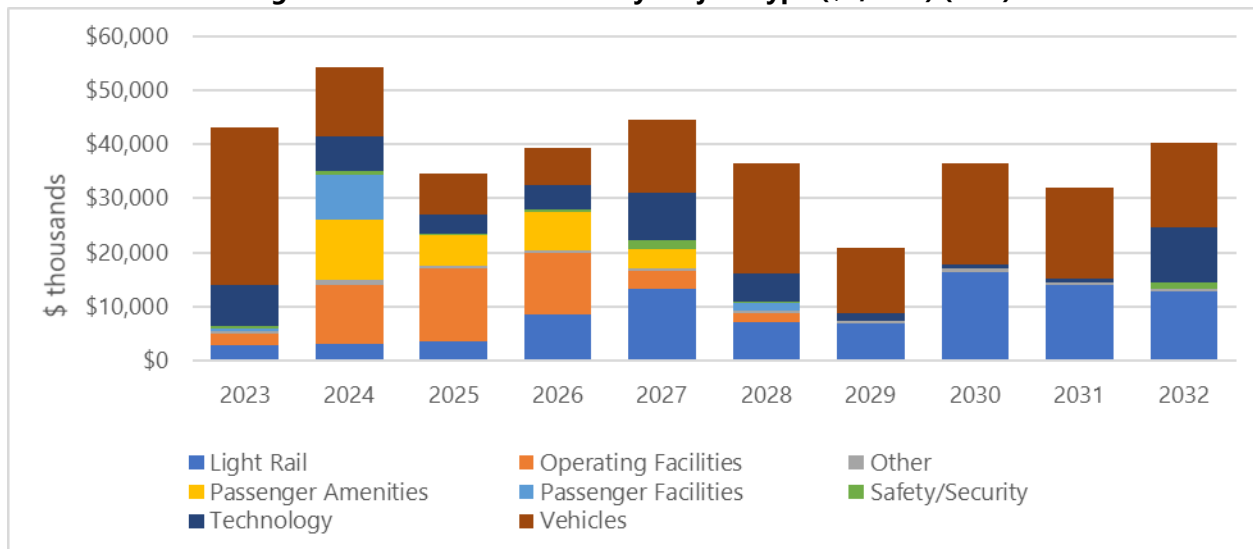
**Table 8**, following the descriptions of the major capital projects in this year's CIP, lists each individual project that is programmed to receive any capital funding over the ten years of the CIP and shows when the funding is expected to be made available. Some highlights of the constrained capital plan are:

- Implement the Regional Transit System (RTS) through investments in new passenger amenities, an expanded bus fleet, and the infrastructure to support significant service expansion.
- A fleet replacement program that will result in HRT replacing 161 buses over the next ten years. These investments will lower HRT's average fleet age below the federal benchmark of 7.5 years by 2025.
- Ongoing investment in light rail state of good repair, including a midlife overhaul for all light rail trains, station renovations, and maintenance of tracks and structures.
- Modernization of HRT's technology systems, including a range of software, hardware, and IT infrastructure.

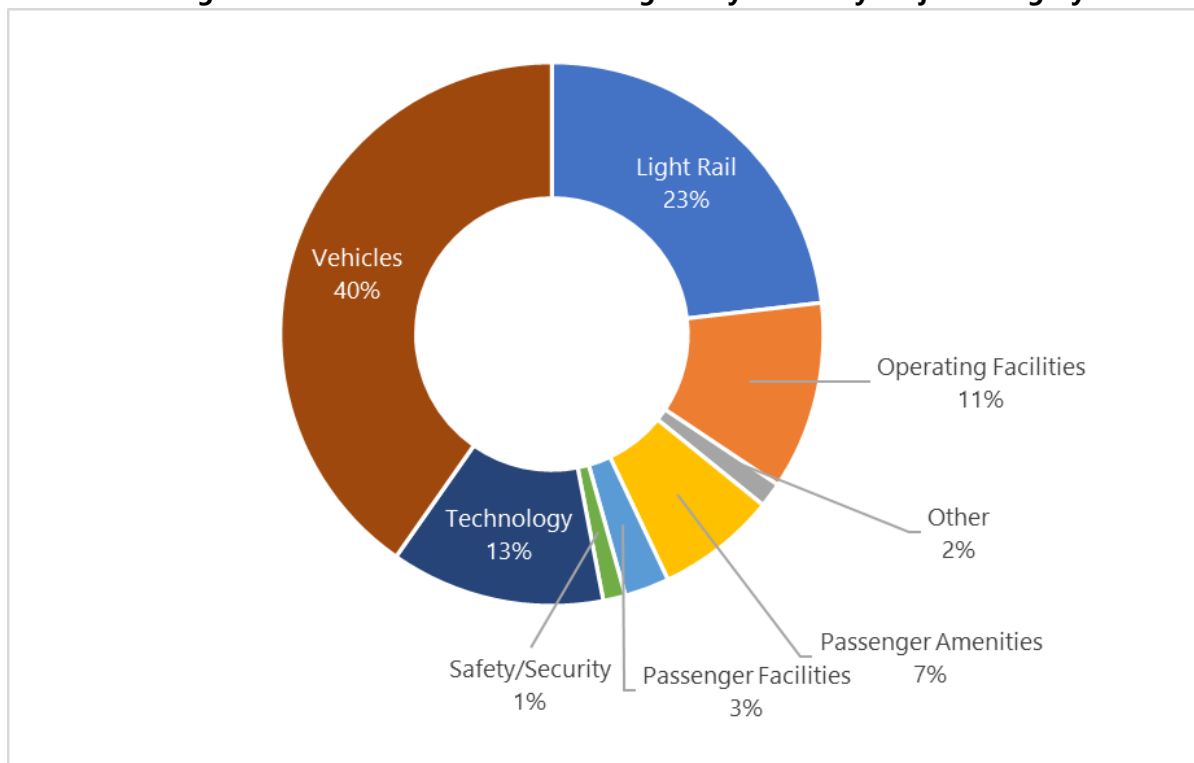
- Continued investment in agency safety and security, including new cameras, an upgraded access control system, and cyber-security investments.

**Figure 5** shows the breakdown of projects by type and year. Fleet investments represent the largest share of HRT’s capital investments, followed by light rail SGR, operating facilities, and technology. **Figure 6** summarizes the distribution of funding over the next ten years into high level categories.

**Figure 5: Allocation of Funds by Project Type (\$1,000s) (YOE)**



**Figure 6: Breakdown of Ten-Year Program by Summary Project Category**



## PROGRAM HIGHLIGHTS

The following section describes a few significant projects HRT plans to undertake over the next few years. These needs account for the largest share of the agency's capital budget over the short-term.

### Fleet Investments

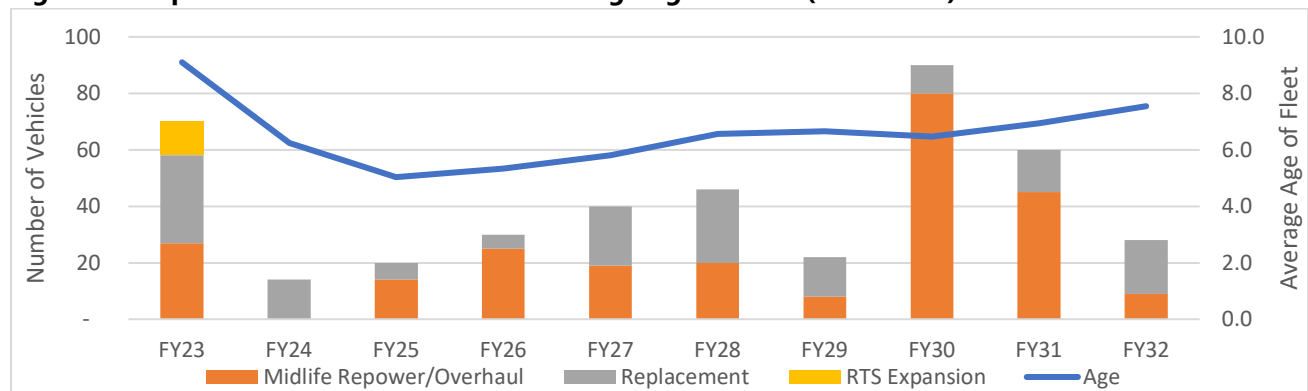
First and foremost, HRT continues to invest in its bus fleet. Bus vehicle replacement, rehabilitation, and expansion make up the largest share of HRT's FY2023-FY2032 CIP.

Replacement and rehabilitation needs are identified using useful life benchmarks for vehicle miles and age. **Figure 8** shows the projected average fleet age over the next ten years and number of replacement buses, expansion buses, and mid-life overhauls/repowers funded in each year. Note that fleet age projections are based on funding allocation year and the timing of grant programming and procurement lead times may impact how soon HRT reaches its average useful life target of 7.5 years. HRT typically sees a two-year lead time between allocation of funds and delivery of buses. The TSP identifies vehicle needs for the implementation of the RTS service, which are reflected in the first few years of the CIP.

**Figure 7: Passenger Boarding HRT Bus**



**Figure 8: Proposed Fleet Investments and Average Age of Fleet (FY23-FY32)**



The current CIP does not make any assumptions around the adoption of battery-electric buses (BEBs) and other alternative propulsion bus technologies. HRT is still actively evaluating the adoption of BEBs, through a pilot project launched in 2020 utilizing six Proterra vehicles. HRT is also conducting a comprehensive study to evaluate potential future electrification of bus operations. While BEBs have significantly higher upfront capital costs, they are expected to have lower long-term maintenance and operating costs. Based on outcomes of the pilot project and ongoing study, HRT will solidify a strategy for BEBs and update future year CIPs.

## Parks Avenue Relocation and Replacement (New Southside Bus Operating Division, FY22-EF02)

One of the largest regional investments to be made as part of the RTS Program is a **New Southside Bus Operating Division (Figure 9)** that will relocate maintenance activities that are currently housed at the Parks Avenue facility in Virginia Beach. The Parks Avenue facility currently houses trolley operations during the summer months. The new Southside Operating Division will address state of good repair issues and expansion needs that support RTS Group B and Group C<sup>4</sup>, as well as enhance operational efficiency by reducing deadhead miles. The new facility will accommodate year-round operations and be large enough to support the storage, maintenance, and operation of related Group B and Group C regional backbone routes, in addition to trolley operations.

HRT has identified a parcel of land in the vicinity of Dam Neck Road and General Booth Boulevard for the new operating facility. The City of Virginia Beach's Economic Development Authority has approved a resolution for the sale and purchase of the property by HRT. HRT is now working with the City to obtain a conditional use permit and site plan approval. It is anticipated that it will take six to eight months before the actual sale of the property can occur.

In addition to the base scope of the project, HRT has pursued \$17.1 million in competitive federal funding as well as a \$5 million special federal appropriation to support potential battery-electric bus infrastructure at the new Southside facility. Additional funding of this kind, including potential funding that is specifically targeted in the new federal infrastructure bill (IIJA) for "Low/No Emission" projects, would expand the scope of the project.

**Table 7: FY22-EF02 Parks Avenue Project Funding Breakdown**

| Year           | State Funds         | HRRTF/Federal Formula Funds | Total               | Additional Discretionary Funding (To be Determined) |
|----------------|---------------------|-----------------------------|---------------------|---|
| <b>FY21/22</b> | \$100,000           | \$15,416,000                | \$15,516,000        |   |
| <b>FY23</b>    | \$1,000,000         | \$1,000,000                 | \$2,000,000         | \$17,100,000  |
| <b>FY24</b>    | \$4,980,000         | \$4,980,000                 | \$9,960,000         |   |
| <b>FY25</b>    | \$4,980,000         | \$4,980,000                 | \$9,960,000         |   |
| <b>FY26</b>    | \$4,980,000         | \$4,980,000                 | \$9,960,000         |   |
| <b>Total</b>   | <b>\$16,040,000</b> | <b>\$31,356,000</b>         | <b>\$47,396,000</b> |   |

<sup>4</sup> The RTS program has three planned phases of service expansion/optimization. The cohorts of expansion buses related to those phases are referred to as Group A, Group B, and Group C.



**Figure 9: Rendering of Proposed New Southside Facility**



### **Evelyn T Butts Transfer Center and Robert Hall Transfer Center**

HRT will replace two outdated and underperforming on-street transfer centers to accommodate the increase in services from the RTS program and to provide a better customer experience. These transfer center improvements will bring the transfer centers off of the public right-of-way, expand capacity, and provide upgraded passenger and bus operator amenities.

The existing Evelyn T Butts and Robert Hall transfer centers facilitate buses in on-street bus bays/pull-offs and provides passengers with simple amenities like shelters, lights, and trashcans. Each transfer center can accommodate up to 8 buses at a time. The proposed RTS service improvements would strain capacity at these facilities, with up to 34 buses arriving an hour at Evelyn T Butts and 13 buses an hour arriving at Robert Hall. The proposed facility at Evelyn T Butts would bring bus operations off-street, increase the bus capacity, and provide modern upgraded passenger amenities. The proposed facility at Robert Hall would take bus boardings and alightings out of moving traffic with bus pull offs and upgraded passenger amenities. These upgrades would elevate these transfer centers to the standard of other HRT facilities like the Wards Corner Transit Center (**Figure 10**).



**Figure 10: Wards Corner Transit Center (View from Entrance)**

### Light Rail Capital Needs

Light rail investments make up 23 percent of the CIP's programmed capital projects over the next ten years. This makes it the second largest investment category, following bus vehicle and non-revenue vehicle investments. HRT utilizes a separate planning effort to identify light rail capital needs over a 30-year horizon (FY2021-FY2050) which the CIP team relied upon to group State of Good Repair needs into a set of capital projects for the CIP. The team focused on compiling capital needs that carry large dollar values or occur at a predictable investment schedule. Smaller or unpredictable expenses are expected to be covered by either HRT's SGR- Cash Capital funds or other preventive maintenance funding, and are therefore not included in a CIP project. **Appendix 1** outlines specifically what investments are grouped into each light rail project. Major investments planned over the next ten years include:

- Mid-life overhaul of the entire LRT Fleet
- Renovations to the LRT right-of-way, notably replacement of track infrastructure and systems
- Maintenance and repair of LRT aerial structures
- State of good repair renovations to station structures
- Upgrades to the LRT SCADA system

### Human Resources Management System (FY22-IT17)

An important investment to ensure that HRT runs efficiently and effectively is the replacement of the agency's existing human resources management system (HRMS), Oracle's PeopleSoft HRMS. The existing HRMS is past its useful life and no longer supported. HRMS software is crucial to HRT's operations. The system impacts the operations of all departments by managing and automating key human resources functions like time reporting and payroll. HRT's future HRMS will fulfill a variety of requirements, including, but not limited to: applicant tracking, onboarding, workforce management, talent management, performance management, benefits administration, time and attendance, absence and leave management, payroll management, learning and professional development, HRT analytics, workflow management, employee self-service, secure mobility, and ad hoc user reporting.

### Bus Stop Amenity Program (FY22-EF03)

One of the key customer-facing components of the RTS is a new Bus Stop Amenity Program. When fully implemented, the program includes more than new amenities at over 600 bus stops across the system including new shelters, benches, trash receptacles, and solar lighting. As part of the amenity program, HRT may make improvements in the public right of way across six cities, acquire property rights, and improve existing stops to enhance compliance with the Americans with Disabilities Act. In addition, informational and wayfinding signage including real-time bus arrival at key locations is also included in the amenity program. HRT intends to maximize the number of amenities at each stop while working within given right of way constraints at each location.

**Table 8: Capital Investment Schedule (proposed, \$1,000s, Year of Expenditure)**

| UID  | Name   | Programmed Funding (\$ thousands) |         |         |         |         |         |         |       |       |       |         |
|------|--|-----------------------------------|---------|---------|---------|---------|---------|---------|-------|-------|-------|---------|
|      |  | Total                             | FY 23   | FY 24   | FY 25   | FY 26   | FY 27   | FY 28   | FY 29 | FY 30 | FY 31 | FY 32   |
| EF01 | 3400 Victoria Boulevard Renovation                         | \$10,000                          |         |         | \$3,500 | \$1,506 | \$3,250 | \$1,744 |       |       |       |         |
| EF02 | Parks Avenue Operating Division Relocation and Replacement | \$31,880                          | \$2,000 | \$9,960 | \$9,960 | \$9,960 |         |         |       |       |       |         |
| EF03 | Bus Stop Amenity Program                                   | \$21,457                          |         | \$5,326 | \$5,506 | \$7,045 | \$3,580 |         |       |       |       |         |
| EF04 | HRT Paving Program   | \$623                             |         | \$623   |         |         |         |         |       |       |       |         |
| EF05 | Newport News Transit Center Interior Renovations           | \$1,147                           |         | \$1,147 |         |         |         |         |       |       |       |         |
| EF06 | Hampton Transit Center Interior Renovations                | \$903                             |         | \$903   |         |         |         |         |       |       |       |         |
| EF07 | Wards Corner Restroom and Paving Renovation                | \$164                             |         |         | \$164   |         |         |         |       |       |       |         |
| EF10 | Evelyn T Butts Transfer Center Replacement                 | \$6,121                           |         | \$6,121 |         |         |         |         |       |       |       |         |
| EF11 | Silverleaf Transfer Center Upgrades                        | \$1,356                           |         |         |         |         |         | \$1,356 |       |       |       |         |
| EF12 | Net Center Replacement                                     | \$500                             | \$500   |         |         |         |         |         |       |       |       |         |
| EF13 | Robert Hall Transfer Center Replacement                    | \$5,809                           |         | \$5,809 |         |         |         |         |       |       |       |         |
| EF14 | 18th Street Building 1 and 2 Rehab                         | \$893                             |         | \$893   |         |         |         |         |       |       |       |         |
| EF15 | Gate Replacement Design Study                              | \$100                             | \$100   |         |         |         |         |         |       |       |       |         |
| IT01 | HASTUS   | \$5,940                           |         | \$1,757 |         |         |         | \$1,972 |       |       |       | \$2,211 |
| IT03 | Large Technology Infrastructure                            | \$6,574                           | \$711   | \$1,765 | \$151   |         | \$956   | \$1,166 | \$621 | \$165 |       | \$1,039 |
| IT05 | Client Technology Systems State of Good Repair             | \$4,438                           | \$304   | \$860   | \$477   | \$222   | \$278   | \$1,036 | \$197 | \$519 | \$242 | \$303   |
| IT06 | Passenger Information Displays - Bus Facilities            | \$794                             |         |         |         |         | \$380   |         |       |       |       | \$414   |
| IT07 | Passenger Information Displays - Light Rail                | \$9,068                           |         |         |         |         | \$4,346 |         |       |       |       | \$4,722 |
| IT12 | Onboard Network Infrastructure State of Good Repair        | \$2,161                           |         | \$196   |         | \$135   |         | \$828   | \$94  |       | \$154 | \$754   |
| IT13 | Audio Monitoring System (Phone + Control Room)             | \$476                             |         |         |         |         |         |         | \$476 |       |       |         |
| IT17 | HRMS Replacement   | \$5,253                           | \$5,253 |         |         |         |         |         |       |       |       |         |
| IT18 | Fixed Side CAD/AVL System                                  | \$1,883                           |         |         | \$1,883 |         |         |         |       |       |       |         |
| IT19 | Replace Ticket Vending Machines for Bus Facilities         | \$1,175                           | \$544   |         |         |         |         |         |       |       |       | \$631   |

| UID  | Name   | Programmed Funding (\$ thousands) |          |         |         |         |          |          |         |          |         |          |
|------|--|-----------------------------------|----------|---------|---------|---------|----------|----------|---------|----------|---------|----------|
|      |  | Total                             | FY 23    | FY 24   | FY 25   | FY 26   | FY 27    | FY 28    | FY 29   | FY 30    | FY 31   | FY 32    |
| IT20 | Replace Ticket Vending Machines for Light Rail                       | \$2,633                           |          |         |         |         |          |          |         |          |         | \$2,633  |
| IT21 | Upgrade TVM PIN Pads   | \$351                             |          |         |         | \$351   |          |          |         |          |         |          |
| IT22 | EAM System (Upgrade)   | \$2,618                           |          |         |         | \$2,618 |          |          |         |          |         |          |
| IT23 | EAM Technology Asset Inventory                                       | \$361                             |          | \$361   |         |         |          |          |         |          |         |          |
| IT29 | INIT Light Rail APC System Fixed Side Hardware Software              | \$222                             |          |         |         |         | \$106    |          |         |          |         | \$116    |
| IT30 | Technology Planning Project  | \$1,464                           |          | \$472   | \$488   | \$504   |          |          |         |          |         |          |
| IT32 | Innovations Initiative   | \$372                             |          | \$114   | \$124   | \$134   |          |          |         |          |         |          |
| IT35 | Transit Center Public Address System                                 | \$49                              |          |         |         |         |          | \$49     |         |          |         |          |
| IT36 | Internal Digital Signage System                                      | \$249                             |          | \$121   |         |         |          | \$128    |         |          |         |          |
| IT37 | ICS Cyber Security   | \$1,739                           |          |         |         |         | \$1,739  |          |         |          |         |          |
| IT42 | IT Security Systems Upgrade  | \$1,832                           |          |         |         | \$908   | \$924    |          |         |          |         |          |
| IT43 | Contract and Vendor Management Software Replacement                  | \$326                             | \$101    |         |         |         | \$108    |          |         |          | \$117   |          |
| LR01 | Light Rail Right-of-Way SGR  | \$34,472                          | \$318    | \$328   | \$347   | \$1,552 | \$3,468  | \$3,572  | \$3,679 | \$10,919 | \$9,861 | \$428    |
| LR02 | Light Rail Vehicle SGR   | \$25,856                          | \$2,101  | \$2,157 | \$2,177 | \$2,234 | \$2,409  | \$2,432  | \$3,215 | \$4,902  | \$3,227 | \$1,002  |
| LR04 | Light Rail Station Upgrades  | \$4,390                           |          | \$31    | \$607   | \$1,097 | \$73     | \$989    | \$17    | \$256    | \$576   | \$744    |
| LR05 | Light Rail Cab Signaling Study                                       | \$180                             |          | \$180   |         |         |          |          |         |          |         |          |
| LR06 | Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade | \$14,424                          |          |         |         |         | \$6,914  |          |         |          |         | \$7,510  |
| LR31 | Light Rail Vehicle Paint and Body Shop Study                         | \$50                              | \$50     |         |         |         |          |          |         |          |         |          |
| LR48 | NTF Foundation Repair  | \$3,063                           |          |         | \$181   | \$2,882 |          |          |         |          |         |          |
| LR50 | Light Rail Aerial Structures   | \$2,351                           |          | \$299   | \$307   | \$317   | \$326    |          |         | \$356    | \$368   | \$378    |
| LR51 | LRT Re-Rail Truck  | \$432                             | \$432    |         |         |         |          |          |         |          |         |          |
| NR01 | Non-Revenue Fleet Replacement  | \$1,902                           | \$353    | \$89    | \$164   | \$107   |          | \$278    | \$232   | \$143    | \$389   | \$147    |
| NR02 | RTS Non-Revenue Fleet  | \$1,104                           |          |         |         |         |          |          |         |          | \$1,104 |          |
| OP01 | Transit Bus Replacement  | \$97,098                          | \$17,868 | \$8,025 | \$3,393 | \$2,875 | \$12,182 | \$15,859 | \$8,784 | \$6,384  | \$9,509 | \$12,219 |
| OP02 | Transit Bus Mid-Life Repower Project                                 | \$25,905                          | \$2,986  | \$1,872 | \$2,733 | \$2,294 | \$736    | \$1,747  | \$1,016 | \$5,807  | \$5,514 | \$1,200  |
| OP03 | RTS Transit Buses  | \$11,401                          | \$6,749  |         |         |         |          |          |         | \$4,258  | \$394   |          |
| OP11 | Paratransit Fleet Replacement  | \$14,305                          |          | \$2,593 | \$1,199 | \$1,381 | \$743    | \$2,015  | \$1,964 | \$2,257  |         | \$2,153  |
| OP12 | RTS Paratransit  | \$514                             |          |         |         |         |          | \$514    |         |          |         |          |
| OP13 | Paratransit Vehicle Mid-Life Overhaul/Repowers                       | \$1,299                           | \$1,028  |         |         | \$271   |          |          |         |          |         |          |

| UID          | Name  | Programmed Funding (\$ thousands) |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
|--------------|---|-----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|              |   | Total                             | FY 23           | FY 24           | FY 25           | FY 26           | FY 27           | FY 28           | FY 29           | FY 30           | FY 31           | FY 32           |
| OP30         | Ferry Boat State-of-Good-Repair                 | \$254                             | \$254           |                 |                 |                 |                 |                 |                 |                 |                 |                 |
| PD01         | Peninsula Transit Signal Priority Improvements  | \$1,940                           | \$598           | \$777           | \$565           |                 |                 |                 |                 |                 |                 |                 |
| SG01         | State of Good Repair - Cash Capital             | \$5,000                           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           |
| SS01         | Upgrade the Video Recording Equipment for Buses | \$1,474                           |                 |                 |                 |                 | \$706           |                 |                 |                 |                 | \$768           |
| SS02         | Light Rail Video Recording Equipment            | \$254                             |                 |                 |                 |                 | \$122           |                 |                 |                 |                 | \$132           |
| SS15         | Enterprise Video Surveillance System Upgrade    | \$1,274                           | \$321           |                 | \$104           |                 | \$185           | \$348           |                 | \$114           |                 | \$202           |
| SS16         | Enterprise Access Control System Upgrade        | \$970                             |                 |                 |                 | \$481           | \$489           |                 |                 |                 |                 |                 |
| SS17         | Safety Management System                        | \$843                             |                 | \$843           |                 |                 |                 |                 |                 |                 |                 |                 |
| SS18         | Light Rail Vehicle Cab Cameras                  | \$152                             | \$47            |                 |                 |                 | \$50            |                 |                 |                 |                 | \$55            |
| <b>Total</b> |   | <b>\$381,838</b>                  | <b>\$43,118</b> | <b>\$54,122</b> | <b>\$34,530</b> | <b>\$39,374</b> | <b>\$44,570</b> | <b>\$36,533</b> | <b>\$20,795</b> | <b>\$36,580</b> | <b>\$31,955</b> | <b>\$40,261</b> |

## 5. Next Steps

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### INCORPORATING FUTURE UPDATES

As previously emphasized, this Capital Improvement Plan (CIP) is a “living document” that evolves over time. As with the agency’s Transit Strategic Plan, HRT updates the CIP on an annual basis to ensure the distribution of funds meets current priorities, changes in funding, and other environmental conditions. As HRT completes evaluations of new technologies and plans for expanded service, these needs will also be incorporated in the updated CIP.

Between annual CIP updates, new needs will arise and others will change. HRT’s Senior Executive Team collectively discusses any changes needed to the CIP over the course of the year. When assessing whether a project should receive funding outside of an annual CIP update, the following factors are examined:

- Severity: Is the project necessary to make the system safe and secure?
- Urgency: Does the project need to be completed as soon as possible?
- Completeness: Is the suggested investment a complete solution to a need, or will additional funds be needed to address the need?
- Funding Alternatives: Can the project be completed with present funding allocations?
- Service Delivery: Is the project critical for service delivery?

### DEVELOPING THE ANNUAL CAPITAL BUDGET

The capital plan identified in this plan for FY2023 is the basis for HRT’s FY2023 capital budget. In January 2022, the CIP will be submitted to DRPT as required for participating in the statewide MERIT transit capital program. Shortly following that submission, HRT will prepare its grant applications for the FY2023 cycle. The list of projects outlined in the CIP, along with their proposed programming, is critical to these grant applications.



## Appendix A: Light Rail Project Details

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### Notes:

- All investments identified in this list are programmed for funding in the fiscally constrained CIP.
- Major investments planned over the next ten years include:
  - Mid-life overhaul of the entire LRT Fleet
  - Renovations to the LRT right-of-way, notably replacement of rails and renovation of aerial structures at recommended intervals
  - State of good repair renovations to station structures
  - Upgrades to the LRT SCADA system

**Table 9: All LRT Projects with CIP Funding, \$ thousands (YOE)**

| UID                | Description  | 2023  | 2024  | 2025  | 2026  | 2027   | 2028  | 2029  | 2030   | 2031   | 2032   | Total  |
|--------------------|--|-------|-------|-------|-------|--------|-------|-------|--------|--------|--------|--------|
| <b>FY22-IT20</b>   | Replace Ticket Vending Machines for Light Rail                       |       |       |       |       |        |       |       |        |        | 2,634  | 2,634  |
| <b>FY22-IT21</b>   | Upgrade TVM PIN Pads   |       |       |       | 352   |        |       |       |        |        |        | 352    |
| <b>FY22-IT29</b>   | INIT Light Rail APC System Fixed Side Hardware Software              |       |       |       |       | 106    |       |       |        |        | 116    | 222    |
| <b>FY22-LR01</b>   | Light Rail Right-of-Way SGR  | 318   | 328   | 348   | 1,552 | 3,468  | 3,572 | 3,679 | 10,919 | 9,862  | 428    | 34,474 |
| <b>FY22-LR02</b>   | Light Rail Vehicle SGR   | 2,101 | 2,157 | 2,177 | 2,234 | 2,409  | 2,433 | 3,215 | 4,901  | 3,227  | 1,001  | 25,855 |
| <b>FY22-LR04</b>   | Light Rail Station Upgrades  |       | 31    | 607   | 1,098 | 73     | 988   | 16    | 256    | 576    | 744    | 4,387  |
| <b>FY22-LR05</b>   | Light Rail Cab Signaling Study                                       |       | 181   |       |       |        |       |       |        |        |        | 181    |
| <b>FY22-LR06</b>   | Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade |       |       |       |       | 6,913  |       |       |        |        | 7,511  | 14,424 |
| <b>FY22-LR31</b>   | Light Rail Vehicle Paint and Body Shop Study                         | 50    |       |       |       |        |       |       |        |        |        | 50     |
| <b>FY22-LR48</b>   | NTF Foundation Repair  |       |       | 181   | 2,883 |        |       |       |        |        |        | 3,064  |
| <b>FY22-LR50</b>   | Light Rail Aerial Structures   |       | 299   | 307   | 317   | 326    |       |       | 356    | 367    | 378    | 2,351  |
| <b>FY22-LR51</b>   | LRT Re-Rail Truck  | 432   |       |       |       |        |       |       |        |        |        | 432    |
| <b>Grand Total</b> |  | 2,901 | 2,995 | 3,621 | 8,435 | 13,295 | 6,993 | 6,911 | 16,432 | 14,032 | 12,811 | 88,426 |

**Table 10: LRT CIP Funding: LRT Vehicles SGR (LR02), \$ thousands (YOE)**

| Description  | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total      |
|--|------|------|------|------|------|------|------|------|------|------|------------|
| "C" Wheelset & Axle (1202) / Wheel Bearings (Overhaul)       | -    | -    | -    | -    | -    | -    | -    | 160  | -    | -    | <b>160</b> |
| APS-LVPS (0900) / Battery (CMOS)                             | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -          |
| APS-LVPS (0900) / Contacts                                   | -    | -    | 5    | -    | -    | -    | -    | -    | -    | -    | <b>5</b>   |
| APS-LVPS (0900) / Fan Bearings                               | -    | -    | 3    | -    | -    | -    | -    | -    | -    | -    | <b>3</b>   |
| APS-LVPS (0900) / Overhaul                                   | -    | -    | -    | -    | -    | -    | -    | 395  | -    | -    | <b>395</b> |
| Carbody (0200) / Articulation Bearings (Remove and Overhaul) | -    | -    | -    | -    | -    | -    | -    | 222  | -    | -    | <b>222</b> |
| Carbody (0200) / Floor Replacement                           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -          |
| Carbody (0200) / Repaint and Graphics Replacement            | 8    | 9    | 9    | 9    | 9    | 10   | 10   | 10   | 10   | 11   | <b>95</b>  |
| Carbody (0200) / Seat Replacement I                          | 56   | -    | -    | -    | -    | 105  | 66   | -    | -    | -    | <b>226</b> |
| CT Spring, Cone, Primary Suspension                          | -    | -    | -    | -    | 67   | -    | -    | -    | -    | -    | <b>67</b>  |
| Doors (0400) / Door Control Unit (Reprogram Eprom/VCURAM)    | -    | -    | -    | -    | -    | -    | -    | 10   | -    | -    | <b>10</b>  |
| Doors (0400) / Rod Ends & Bearings (Replacement), Re-Torque. | -    | -    | -    | -    | -    | -    | -    | 39   | -    | -    | <b>39</b>  |
| Friction Bks - Lvling (1300) / Brake Calipers (Overhaul)     | -    | -    | -    | -    | -    | -    | 586  | -    | -    | -    | <b>586</b> |

| Description   | 2023  | 2024  | 2025  | 2026  | 2027  | 2028  | 2029  | 2030  | 2031  | 2032 | Total        |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|--------------|
| Friction Bks - Lvling (1300) / Discs (Overhaul)           | -     | -     | -     | -     | -     | -     | -     | -     | -     | 573  | <b>573</b>   |
| Friction Bks - Lvling (1300) / EHU Hose Replacement       | -     | -     | -     | -     | -     | -     | -     | -     | -     | -    | <b>1</b>     |
| Friction Bks - Lvling (1300) / EHU (Overhaul)             | -     | -     | -     | -     | -     | -     | -     | -     | 371   | -    | <b>371</b>   |
| Friction Bks - Lvling (1300) / Hand Pump (Overhaul)       | -     | -     | -     | -     | -     | -     | 3     | -     | -     | -    | <b>3</b>     |
| Friction Bks - Lvling (1300) / Selector Valves (Overhaul) | -     | -     | -     | -     | -     | -     | 7     | -     | -     | -    | <b>7</b>     |
| HSCB Overhaul & Calibration                               | -     | 35    | -     | -     | -     | -     | 40    | -     | -     | -    | <b>75</b>    |
| LRV Mid-Life Overhaul 1                                   | 2,000 | -     | -     | -     | -     | -     | -     | -     | -     | -    | <b>2,000</b> |
| LRV Mid-Life Overhaul 2                                   | -     | 2,060 | -     | -     | -     | -     | -     | -     | -     | -    | <b>2,060</b> |
| LRV Mid-Life Overhaul 3                                   | -     | -     | 2,122 | -     | -     | -     | -     | -     | -     | -    | <b>2,122</b> |
| LRV Mid-Life Overhaul 4                                   | -     | -     | -     | 2,185 | -     | -     | -     | -     | -     | -    | <b>2,185</b> |
| LRV Mid-Life Overhaul 5                                   | -     | -     | -     | -     | 2,251 | -     | -     | -     | -     | -    | <b>2,251</b> |
| LRV Mid-Life Overhaul 6                                   | -     | -     | -     | -     | -     | 2,319 | -     | -     | -     | -    | <b>2,319</b> |
| LRV Mid-Life Overhaul 7                                   | -     | -     | -     | -     | -     | -     | 2,388 | -     | -     | -    | <b>2,388</b> |
| LRV Mid-Life Overhaul 8                                   | -     | -     | -     | -     | -     | -     | -     | 2,460 | -     | -    | <b>2,460</b> |
| LRV Mid-Life Overhaul 9                                   | -     | -     | -     | -     | -     | -     | -     | -     | 2,534 | -    | <b>2,534</b> |
| Pantograph (0800) / Complete Overhaul                     | -     | -     | -     | -     | 82    | -     | -     | -     | -     | -    | <b>82</b>    |

| Description   | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total      |
|---|------|------|------|------|------|------|------|------|------|------|------------|
| Pantograph (0800) / Friction Bearings (Replace)                         | -    | -    | -    | -    | -    | -    | -    | -    | 1    | -    | <b>1</b>   |
| Propulsion (0700) / Lithium Battery                                     | -    | 2    | -    | -    | -    | -    | 3    | -    | -    | -    | <b>5</b>   |
| PT Journal Bearings   | -    | -    | -    | -    | -    | -    | -    | -    | 118  | -    | <b>118</b> |
| Replace Axle Pads   | -    | -    | -    | -    | -    | -    | -    | -    | 177  | -    | <b>177</b> |
| Tire Replacement  | -    | -    | -    | -    | -    | -    | -    | 349  | -    | -    | <b>349</b> |
| Track Brake (1301) / Track Brake (Replacement)                          | -    | -    | -    | -    | -    | -    | -    | 462  | -    | -    | <b>462</b> |
| Traction Motor (1203) / Ductile Iron Bearing                            | -    | -    | -    | -    | -    | -    | -    | 40   | -    | -    | <b>40</b>  |
| Trucks (1200) / Bolster (Overhaul) (Carbody Slide Plates /King Bearing) | -    | 13   | -    | -    | -    | -    | -    | -    | 16   | -    | <b>30</b>  |
| Trucks (1200) / CT Traction Links                                       | -    | -    | -    | -    | -    | -    | -    | 75   | -    | -    | <b>75</b>  |
| Trucks (1200) / Lateral Shocks (PT / CT)                                | -    | -    | -    | -    | -    | -    | 113  | -    | -    | -    | <b>113</b> |
| Trucks (1200) / PT and CT Grounding Assemblies                          | -    | -    | -    | -    | -    | -    | -    | 111  | -    | -    | <b>111</b> |
| Trucks (1200) / PT Traction Links                                       | -    | -    | -    | -    | -    | -    | -    | 377  | -    | -    | <b>377</b> |
| Trucks (1200) / Truck Chevron Springs                                   | -    | -    | -    | -    | -    | -    | -    | 191  | -    | -    | <b>191</b> |
| Trucks (1200) / Truck Secondary Suspension 1                            | -    | -    | -    | -    | -    | -    | -    | -    | -    | 47   | <b>47</b>  |
| Trucks (1200) / Truck Secondary Suspension 2                            | 36   | -    | -    | -    | -    | -    | -    | -    | -    | -    | <b>36</b>  |

| Description  | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total |
|--|------|------|------|------|------|------|------|------|------|------|-------|
| Trucks (1200) / Truck<br>Secondary<br>Suspension 3 | -    | 37   | -    | -    | -    | -    | -    | -    | -    | -    | 37    |
| Trucks (1200) / Truck<br>Secondary<br>Suspension 4 | -    | -    | 39   | -    | -    | -    | -    | -    | -    | -    | 39    |
| Trucks (1200) / Truck<br>Secondary<br>Suspension 5 | -    | -    | -    | 40   | -    | -    | -    | -    | -    | -    | 40    |

**Table 11: LRT CIP Funding: INIT Light Rail APC System Fixed Side Hardware (IT29), \$ thousands (YOE)**

| Description         | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total |
|---------------------|------|------|------|------|------|------|------|------|------|------|-------|
| APC Server/Hardware |      |      |      |      | 106  |      |      |      |      | 116  | 228   |

**Table 12: LRT CIP Funding: Light Rail Aerial Structures (LR50), \$ thousands (YOE)**

| Description       | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total |
|-------------------|------|------|------|------|------|------|------|------|------|------|-------|
| Aerial Structures |      | 299  | 307  | 317  | 326  |      |      | 356  | 367  | 278  | 2,351 |

**Table 13: LRT CIP Funding: Light Rail Systems SGR (LR01), \$ thousands (YOE)**

| Description   | 2023 | 2024 | 2025 | 2026  | 2027  | 2028  | 2029  | 2030  | 2031  | 2032 | Total  |
|---|------|------|------|-------|-------|-------|-------|-------|-------|------|--------|
| Ballast and Embedded Track  | 328  | 338  | 348  | 358   | 369   | 380   | 391   | 403   | 415   | 428  | 3,758  |
| Expansion Joists  |      |      |      |       | 148   | 152   | 157   | 161   | 166   |      | 784    |
| OTM (Other Track Materials)   |      |      |      | 119   | 123   | 127   | 130   | 134   |       |      | 634    |
| Rail Replacement  |      |      |      |       | 1,722 | 1,773 | 1,827 | 1,881 | 1,938 |      | 9,141  |
| Tie Renewal   |      |      |      | 1,075 | 1,107 | 1,140 | 1,174 | 1,210 |       |      | 5,705  |
| Track Structure 0 Open Deck Track; Replacement<br>of all aerial structure timber ties |      |      |      |       |       |       |       | 7,129 | 7,343 |      | 14,471 |



**Table 14: LRT CIP Funding: Light Rail Station Upgrades (LR04), \$ thousands (YOE)**

| Description  | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total |
|--|------|------|------|------|------|------|------|------|------|------|-------|
| Elevator 1 - Refurbishment                             |      |      |      |      |      | 457  |      |      |      |      | 457   |
| Elevator 2 - Refurbishment                             |      |      |      |      |      | 457  |      |      |      |      | 457   |
| Park n Ride (repave)                                   |      |      | 394  | 400  |      |      |      |      |      |      | 794   |
| Platform Structures                                    |      |      |      | 638  |      |      |      |      |      |      | 638   |
| Cameras  |      |      | 189  |      |      | 23   |      | 219  |      |      | 431   |
| Emergency Phones                                       |      |      |      |      |      |      |      |      | 48   |      | 48    |
| Electrical Panel                                       |      |      |      | 28   |      |      |      |      |      |      | 28    |
| Communications Cabinet (UPS/PLC/Electrical)            |      |      |      |      |      |      |      |      | 160  |      | 160   |
| Platform (Tactile strip Concrete work) - Repair        |      |      |      |      | 64   |      |      |      |      |      | 64    |
| Platform (Tactile strip Concrete work) - Refurbishment |      |      |      |      |      |      |      |      |      | 705  | 705   |
| Platform Railings                                      |      | 23   |      | 24   |      | 25   |      | 27   |      | 28   | 127   |
| Lighting   |      |      |      |      |      |      |      |      | 15   |      | 15    |
| Benches/Shelters                                       |      |      |      |      |      |      |      |      | 320  |      | 320   |
| Painting   |      |      | 16   |      |      | 17   |      |      | 19   |      | 51    |
| Elevator 1 - Repair                                    | 4    | 4    | 4    | 4    | 4    | 5    | 5    | 5    | 5    | 5    | 45    |
| Elevator 2 - Repair                                    | 4    | 4    | 4    | 4    | 4    | 5    | 5    | 5    | 5    | 5    | 45    |
| Badge Readers (Includes OCC)                           |      |      |      |      |      |      | 7    |      |      |      | 7     |
| Restrooms  |      |      |      |      |      |      |      |      | 4    |      | 4     |

**Table 15: LRT CIP Funding: Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade (LR06), \$ thousands (YOE)**

| Description          | 2023 | 2024 | 2025 | 2026 | 2027  | 2028 | 2029 | 2030 | 2031 | 2032  | Total  |
|----------------------|------|------|------|------|-------|------|------|------|------|-------|--------|
| SCADA System upgrade |      |      |      |      | 6,362 |      |      |      |      | 6,362 | 12,724 |

## Appendix B: Project Sheets

*See attached document*

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**Project Name: 3400 Victoria Boulevard Renovation: Phase 2**

UID FY22- EF01

RTS Project: No

Type of Project: State of Good Repair

**Summary Information****Sponsoring Dept.:** Facilities**Asset Type:** Operating Facility**Description:**

Project to complete renovations at 3400 Victoria Boulevard, HRT's Northside operating base, to address state of good repair needs. HRT is currently completing work on Phase I, which has covered significant interior work at the administrative building and garage. Phase II will cover outstanding needs, such as the roof, building envelope, reconfiguring the Daily Services Building that includes an up-to-date cash vaulting system, and addressing safety and technology needs not addressed in Phase I.

**Scoring Summary****Prioritization Score (1-5)**

4

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 14**SGR** 167**Agency Efficiency** 60**Risk Management** 100**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

|                |               |                |                |                |                          |
|----------------|---------------|----------------|----------------|----------------|--------------------------|
| <b>FY2023</b>  | <b>FY2024</b> | <b>FY2025</b>  | <b>FY2026</b>  | <b>FY2027</b>  | <b>FY2023-2032 Total</b> |
| FY2028 \$1,744 | FY2029        | FY2030 \$3,500 | FY2031 \$1,506 | FY2032 \$3,250 |                          |
|                |               |                |                |                | <b>\$10,000</b>          |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           | RSTP (FY25)  |        | \$3,500   | RSTP (FY26)  |        | \$1,506   |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        | \$3,500   | <b>Total</b> |        | \$1,506   |

| Source       | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| RSTP (FY27)  |        | \$3,250   | RSTP (FY28)  |        | \$1,744   |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        | \$3,250   | <b>Total</b> |        | \$1,744   | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           |

**Project Name:** Parks Avenue Operating Division Relocation and Replacement

**UID** FY22- EF02      **RTS Project:** Yes      **Type of Project:** Major Expansion

**Sponsoring Dept.:** Facilities

**Asset Type:** Operating Facility

**Description:**

Project to relocate and replace the Parks Avenue operating and maintenance base with a new facility that can serve the Southside. This project is critical to meet both existing operating needs and future Regional Transit System (RTS) needs. A new facility will address operating shortcomings at Parks Avenue and accommodate an expanded bus fleet. The existing facility has several deficiencies: it is past its useful life, lacks space for additional vehicles, cannot accommodate most bus maintenance functions, and lacks the facilities to operate outside the peak summer season. A new facility will allow for all-year operations and will be large enough to accommodate maintenance work locally.

The full cost of the project is \$47.4 million, with \$15.5 million already allocated. This project sheet reflects additional funding needed to complete construction. HRT is pursuing additional discretionary funding opportunities for this project.

### Prioritization Score (1-5)

RTS

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** - **SGR** - **Agency Efficiency** - **Risk Management** -

### Project funding needs from FY2023 through FY2032

|               |         |               |         |               |         |               |         |               |  |                          |
|---------------|---------|---------------|---------|---------------|---------|---------------|---------|---------------|--|--------------------------|
| <b>FY2023</b> | \$2,000 | <b>FY2024</b> | \$9,960 | <b>FY2025</b> | \$9,960 | <b>FY2026</b> | \$9,960 | <b>FY2027</b> |  | <b>FY2023-2032 Total</b> |
| <b>FY2028</b> |         | <b>FY2029</b> |         | <b>FY2030</b> |         | <b>FY2031</b> |         | <b>FY2032</b> |  | <b>\$31,880</b>          |

| Source            | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY23)      |        | \$1,000   | State (FY24)      |        | \$4,980   | State (FY25)      |        | \$4,980   | State (FY26)      |        | \$4,980   |
| HRRTF (FY23)      |        | \$597     | HRRTF (FY24)      |        | \$2,490   | HRRTF (FY25)      |        | \$2,490   | HRRTF (FY26)      |        | \$2,490   |
| Fed. 5339 (FFY21) |        | \$403     | Fed. 5307 (FFY21) |        | \$1,397   | Fed. 5307 (FFY23) |        | \$1,554   | Fed. 5307 (FFY24) |        | \$1,547   |
|                   |        |           | Fed. 5339 (FFY23) |        | \$1,093   | Fed. 5339 (FFY24) |        | \$936     | Fed. 5339 (FFY25) |        | \$943     |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| Total             |        | \$2,000   | Total             |        | \$9,960   | Total             |        | \$9,960   | Total             |        | \$9,960   |

|       | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
| Total |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name: Bus Stop Amenity Program**

UID FY22- EF03

RTS Project: Yes

Type of Project: Major Expansion

**Summary Information**

Sponsoring Dept.: Facilities

Asset Type: Amenities

**Description:**

Project to support the delivery of bus shelter amenities throughout the RTS network, including funding for new shelters, buses, trash cans, and lighting. The largest component of the project will be over 600 new bus shelters across the network. This project is critical to meet the goals of RTS and deliver an enhanced experience for HRT riders.

**Scoring Summary**

Prioritization Score (1-5)

RTS

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience -

SGR -

Agency Efficiency -

Risk Management -

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|-------------------|
|                  | \$5,326          | \$5,506          | \$7,045          | \$3,580          | <b>\$21,457</b>   |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
|              |        |           | Fed. 5307 (FFY21) |        | \$4,261   | HRRTF (FY25)      |        | \$2,753   | HRRTF (FY26)      |        | \$3,523   |
|              |        |           | HRRTF (FY24)      |        | \$1,065   | Fed. 5307 (FFY23) |        | \$1,725   | Fed. 5307 (FFY25) |        | \$3,006   |
|              |        |           |                   |        |           | Fed. 5307 (FFY24) |        | \$628     | Fed. 5307 (FFY24) |        | \$516     |
|              |        |           |                   |        |           | Fed. 5307 (FFY22) |        | \$400     |                   |        |           |
|              |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$5,326   | <b>Total</b>      |        | \$5,506   | <b>Total</b>      |        | \$7,045   |

| Source            | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| Fed. 5307 (FFY26) |        | \$1,790   |              |        |           |              |        |           |              |        |           |
| HRRTF (FY27)      |        | \$1,790   |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>      |        | \$3,580   | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           |





Project Name: Newport News Transit Center Interior Renovations

UID FY22- EF05

RTS Project: No

Type of Project: State of Good Repair

Summary Information

Sponsoring Dept.: Facilities

Asset Type: Passenger Facility

Description:

This project will renovate the interior spaces at the Newport News Transit Center and will include a remodel of the interior of the building, renovations to the bathrooms, and replacement of storefront doors. The transit center is one of the busiest transfer hubs on the Peninsula and renovations will enhance the customer experience.

Scoring Summary

Prioritization Score (1-5)

3

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

|                     |    |     |     |                   |    |                 |   |
|---------------------|----|-----|-----|-------------------|----|-----------------|---|
| Customer Experience | 50 | SGR | 133 | Agency Efficiency | 40 | Risk Management | 0 |
|---------------------|----|-----|-----|-------------------|----|-----------------|---|

Future Project Costs (\$1,000)

|  |         |        |        |        |                   |
|--|---------|--------|--------|--------|-------------------|
| Project funding needs from FY2023 through FY2032 |         |        |        |        |                   |
| FY2023   | FY2024  | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028   | FY2029  | FY2030 | FY2031 | FY2032 |                   |
|  | \$1,147 |        |        |        | \$1,147           |

Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           | State (FY24)      |        | \$780     |        |        |           |        |        |           |
|        |        |           | Fed. 5307 (FFY22) |        | \$321     |        |        |           |        |        |           |
|        |        |           | ACC (FY24)        |        | \$46      |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        | \$1,147   | Total  |        |           | Total  |        |           |
| Source | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        |           | Total  |        |           | Total  |        |           |
| Source | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        |           |        |        |           |        |        |           |



Project Name: Wards Corner Restroom and Paving Renovation

UID FY22- EF07

RTS Project: No

Type of Project: State of Good Repair

Summary Information

Sponsoring Dept.: Facilities

Asset Type: Passenger Facility

Description:

This project will fund state of good repair maintenance at the Wards Corner Transfer Center. This includes renovating the operator restroom and repairing damaged paved surfaces. These needs are identified in HRT's TAM system as having a condition rating of 3 or lower.

Scoring Summary

Prioritization Score (1-5)

2

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

|                     |    |     |     |                   |    |                 |    |
|---------------------|----|-----|-----|-------------------|----|-----------------|----|
| Customer Experience | 44 | SGR | 100 | Agency Efficiency | 20 | Risk Management | 20 |
|---------------------|----|-----|-----|-------------------|----|-----------------|----|

Future Project Costs (\$1,000)

Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|-------------------|
|                  |                  | \$164            |                  |                  | \$164             |

Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|-------------------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           | State (FY25)      |        | \$111     |        |        |           |
|        |        |           |        |        |           | Fed. 5307 (FFY24) |        | \$46      |        |        |           |
|        |        |           |        |        |           | ACC (FY25)        |        | \$7       |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total             |        | \$164     | Total  |        |           |
| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total             |        |           | Total  |        |           |
| Source | FY2031 | Amount \$ | Source | FY2032 | Amount \$ |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
| Total  |        |           | Total  |        |           |                   |        |           |        |        |           |



**Project Name:** Silverleaf Transfer Center Upgrades

**UID** FY22- EF11      **RTS Project:** No      **Type of Project:** State of Good Repair

**Sponsoring Dept.:** Facilities

**Asset Type:** Passenger Facility

### Description:

Renovations to the existing Silverleaf Transfer Center to maintain the facility in a state of good repair. Upgrades to the existing facility will include replacement of bus lanes and bays with concrete pads, improvements to the existing lighting to make it more energy efficient, and enhancements to the aesthetic appearance of the site. TRAFFIX vanpools and MAX service will benefit from these improvements, as there is minimal local bus activity at this site. These upgrades may require a new agreement with the Virginia Department of Transportation or the City of Virginia Beach for HRT to proceed with improvements.

### Prioritization Score (1-5)

1

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 0      **SGR** 33      **Agency Efficiency** 40      **Risk Management** 0

### Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|-------------------|
| \$1,356          |                  |                  |                  |                  | \$1,356           |

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|

|       |  |       |  |       |  |       |  |
|-------|--|-------|--|-------|--|-------|--|
|       |  |       |  |       |  |       |  |
|       |  |       |  |       |  |       |  |
|       |  |       |  |       |  |       |  |
|       |  |       |  |       |  |       |  |
|       |  |       |  |       |  |       |  |
|       |  |       |  |       |  |       |  |
| Total |  | Total |  | Total |  | Total |  |

|       | FY2027 | Amount \$ | Source            | FY2028  | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|-------------------|---------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           | State (FY28)      | \$922   |           |        |        |           |        |        |           |
|       |        |           | Fed. 5307 (FFY27) | \$380   |           |        |        |           |        |        |           |
|       |        |           | ACC (FY28)        | \$54    |           |        |        |           |        |        |           |
|       |        |           |                   |         |           |        |        |           |        |        |           |
|       |        |           |                   |         |           |        |        |           |        |        |           |
|       |        |           |                   |         |           |        |        |           |        |        |           |
|       |        |           |                   |         |           |        |        |           |        |        |           |
| Total |        |           | Total             | \$1,356 | Total     |        | Total  |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name: Net Center Replacement**

UID FY22- EF12

RTS Project: Yes

Type of Project: Minor Enhancement

**Summary Information**

Sponsoring Dept.: Facilities

Asset Type: Passenger Facility

**Description:**

This project will replace the former Net Center transfer location with a new on-street facility in Hampton. The project includes construction of a multibay, on-street transfer facility to replace the existing operation in an inadequate location, and includes passenger amenities (shelters, benches, trash cans, and solar lighting). This project is part of the RTS program.

**Scoring Summary**

Prioritization Score (1-5)

RTS

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience -

SGR -

Agency Efficiency -

Risk Management -

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

FY2023 \$500  
FY2028FY2024  
FY2029FY2025  
FY2030FY2026  
FY2031FY2027  
FY2032FY2023-2032 Total  
\$500**Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| Fed. 5307 (FFY21) |        | \$400     |              |        |           |              |        |           |              |        |           |
| HRRTF (FY23)      |        | \$100     |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>      |        | \$500     | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           |

**Project Name:** Robert Hall Transfer Center Replacement

**UID** FY22- EF13

**RTS Project:** Yes

**Type of Project:** Major Expansion

## Summary Information

**Sponsoring Dept.:** Facilities

**Asset Type:** Passenger Facility

**Description:**

This project will replace the current curb-side bus stops at Robert Hall Boulevard with a transit center on a scale similar to Wards Corner in order to create a new hub for HRT in the City of Chesapeake. Chesapeake currently lacks a suitable transit center to provide a hub for services in the city, and the current facility is too small for the number of routes and buses serving the area. The new multibay facility will include new concrete bus pull offs and passenger amenities, such as shelters, benches, trash cans, solar lighting, and an operator restroom facility. Costs and phasing will likely change once a site is selected and initial design commences. Site evaluation and acquisition are eligible expenses and will be coordinated with the City of Chesapeake.

## Scoring Summary

### Prioritization Score (1-5)

RTS

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** - **SGR** - **Agency Efficiency** - **Risk Management** -

## Future Project Costs (\$1,000)

### Project funding needs from FY2023 through FY2032

|        |        |        |        |        |                   |
|--------|--------|--------|--------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | \$5,809           |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source                    | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|---------------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           | State (FY24)              |        | \$2,905   |        |        |           |        |        |           |
|        |        |           | Fed. Discretionary (FY24) |        | \$1,452   |        |        |           |        |        |           |
|        |        |           | HRRTF (FY24)              |        | \$1,452   |        |        |           |        |        |           |
|        |        |           |                           |        |           |        |        |           |        |        |           |
|        |        |           |                           |        |           |        |        |           |        |        |           |
| Total  |        |           | Total                     |        | \$5,809   | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031 |           | FY2032 |           |
|--------|-----------|--------|-----------|
| Source | Amount \$ | Source | Amount \$ |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
| Total  |           | Total  |           |



**Project Name: 18th Street Building 1 and 2 State of Good Repair**

UID FY22- EF14

RTS Project: No

Type of Project: State of Good Repair

**Summary Information****Sponsoring Dept.:** Facilities**Asset Type:** Operating Facility**Description:**

This project will rehabilitate the Building 1 and Building 2 facilities at 18th Street to keep the facilities in a state of good repair. The project will fund the reconfiguration of space, including new furniture. Other key aspects of the rehabilitation include replacement of building components at the end of their useful life and the creation of a dedicated space for customer service within Operations central dispatch area.

**Scoring Summary****Prioritization Score (1-5)**

2

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 28**SGR** 100**Agency Efficiency** 40**Risk Management** 40**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|-------------------|
|                  | \$893            |                  |                  |                  | \$893             |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           | ACC (FY24)        |        | \$643     |              |        |           |              |        |           |
|              |        |           | Fed. 5307 (FFY22) |        | \$250     |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$893     | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           |

Project Name: Gate Replacement Design Study

|                |                 |                                       |
|----------------|-----------------|---------------------------------------|
| UID FY22- EF15 | RTS Project: No | Type of Project: State of Good Repair |
|----------------|-----------------|---------------------------------------|

Summary Information

Sponsoring Dept.: Facilities

Asset Type: Safety

**Description:**

This study will address eight gates at HRT campuses in Norfolk and Hampton that may warrant replacement or repair. The project will result in a more detailed design and cost estimate for any gate replacement, including an examination of the appropriate gate style, use, and compatible technology for each location. Gates may be replaced with different style gates, new gate operators, and/or updated controls to improve efficiencies of movement of vehicles.

Scoring Summary

|                                   |   |   |     |                          |    |                        |    |
|-----------------------------------|---|---|-----|--------------------------|----|------------------------|----|
| <b>Prioritization Score (1-5)</b> | 5 | Score by Criteria (out of 100, except for State of Good Repair which is out of 200) |     |                          |    |                        |    |
| <b>Customer Experience</b>        | 8 | <b>SGR</b>  | 183 | <b>Agency Efficiency</b> | 80 | <b>Risk Management</b> | 40 |

Future Project Costs (\$1,000)

|  |        |        |        |        |                   |
|--|--------|--------|--------|--------|-------------------|
| Project funding needs from FY2023 through FY2032 |        |        |        |        |                   |
| FY2023 \$100                                     | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028   | FY2029 | FY2030 | FY2031 | FY2032 | \$100             |

Future Funding Programmed (\$1,000)

| Source            | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
| ACC (FY23)        |        | \$54      |        |        |           |        |        |           |        |        |           |
| Fed. 5307 (FFY21) |        | \$46      |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
| Total             |        | \$100     | Total  |        |           | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| Source | FY2031 | Amount \$ | Source | FY2032 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |
|        |        |           |        |        |           |
|        |        |           |        |        |           |
|        |        |           |        |        |           |
|        |        |           |        |        |           |
| Total  |        |           | Total  |        |           |

**Project Name: HASTUS**

UID FY22- IT01

RTS Project: No

Type of Project: State of Good Repair

**Summary Information****Sponsoring Dept.:** Technology**Asset Type:** Technology**Description:**

This project upgrades the HASTUS software from the outdated 2011 version to the latest available version. HASTUS software is essential for the planning, scheduling, and daily operations of fixed route transit services including bus, rail, and ferry. The upgrade will replace the application including server and kiosk infrastructure, interfaces to CAD-AVL, financials, EAM, and other ancillary systems. The upgrade of HASTUS will also include an assessment of the existing system, an upgrade of computing resources like software, hardware, printers, accessories, licenses, professional services, passenger information systems, map systems, additional supporting software, and interfaces with any other systems.

**Scoring Summary****Prioritization Score (1-5)**

4

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 17**SGR** 183**Agency Efficiency** 60**Risk Management** 40**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023         | FY2024         | FY2025 | FY2026 | FY2027         | FY2023-2032 Total |
|----------------|----------------|--------|--------|----------------|-------------------|
| FY2028 \$1,972 | FY2029 \$1,757 | FY2030 | FY2031 | FY2032 \$2,211 | \$5,940           |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           | State (FY24)      |        | \$1,195   |              |        |           |              |        |           |
|              |        |           | ACC (FY24)        |        | \$320     |              |        |           |              |        |           |
|              |        |           | Fed. 5307 (FFY22) |        | \$242     |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$1,757   | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           | State (FY28)      |        | \$1,341   |              |        |           |              |        |           |
|              |        |           | Fed. 5307 (FFY27) |        | \$552     |              |        |           |              |        |           |
|              |        |           | ACC (FY28)        |        | \$79      |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$1,972   | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|
|              |        |           | State (FY32)      |        | \$1,504   |
|              |        |           | Fed. 5307 (FFY31) |        | \$619     |
|              |        |           | ACC (FY32)        |        | \$88      |
|              |        |           |                   |        |           |
|              |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$2,211   |

**Project Name: Large Technology Infrastructure**

UID FY22- IT03

RTS Project: No

Type of Project: State of Good Repair

**Summary Information****Sponsoring Dept.:** Technology**Asset Type:** Technology**Description:**

This project will help HRT achieve and maintain a state of good repair in line with the FTA's recommendations for Technology Infrastructure Systems that reached the end of their useful life. This includes services and storage, networking wireless, firewalls, UPS and Power Delivery Systems, and BCDR solutions through replacement of individual hardware component groups and entire systems. This will allow the agency to achieve a five-year replacement cycle for all technology infrastructure assets and systems to keep them in line with FTA recommendations and industry best practices.

**Scoring Summary****Prioritization Score (1-5)**

4

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 17**SGR** 167**Agency Efficiency** 80**Risk Management** 40**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

|                       |                       |                     |               |                       |                          |
|-----------------------|-----------------------|---------------------|---------------|-----------------------|--------------------------|
| <b>FY2023</b> \$711   | <b>FY2024</b> \$1,765 | <b>FY2025</b> \$151 | <b>FY2026</b> | <b>FY2027</b> \$956   | <b>FY2023-2032 Total</b> |
| <b>FY2028</b> \$1,166 | <b>FY2029</b> \$621   | <b>FY2030</b> \$165 | <b>FY2031</b> | <b>FY2032</b> \$1,039 | <b>\$6,574</b>           |

**Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|
| State (FY23)      |        | \$484     | ACC (FY24)        |        | \$1,271   | State (FY25)      |        | \$103     |              |        |           |
| Fed. 5307 (FFY21) |        | \$199     | Fed. 5307 (FFY22) |        | \$494     | Fed. 5307 (FFY24) |        | \$42      |              |        |           |
| ACC (FY23)        |        | \$28      |                   |        |           | ACC (FY25)        |        | \$6       |              |        |           |
|                   |        |           |                   |        |           |                   |        |           |              |        |           |
|                   |        |           |                   |        |           |                   |        |           |              |        |           |
| <b>Total</b>      |        | \$711     | <b>Total</b>      |        | \$1,765   | <b>Total</b>      |        | \$151     | <b>Total</b> |        |           |

| Source            | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY27)      |        | \$650     | State (FY28)      |        | \$793     | State (FY29)      |        | \$422     | State (FY30)      |        | \$112     |
| Fed. 5307 (FFY26) |        | \$268     | Fed. 5307 (FFY27) |        | \$326     | Fed. 5307 (FFY28) |        | \$174     | Fed. 5307 (FFY28) |        | \$46      |
| ACC (FY27)        |        | \$38      | ACC (FY28)        |        | \$47      | ACC (FY29)        |        | \$25      | ACC (FY30)        |        | \$7       |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$956     | <b>Total</b>      |        | \$1,166   | <b>Total</b>      |        | \$621     | <b>Total</b>      |        | \$165     |

| Source       | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|
|              |        |           | State (FY32)      |        | \$706     |
|              |        |           | Fed. 5307 (FFY31) |        | \$291     |
|              |        |           | ACC (FY32)        |        | \$42      |
|              |        |           |                   |        |           |
|              |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$1,039   |

**Project Name: Client Technology Systems State of Good Repair**

UID FY22- IT05

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Technology

Asset Type: Technology

**Description:**

Project to support a state of good repair for Client Technology Systems that have reached the end of their useful life, including laptops, desktops, workstations, Apple MAC Systems, printers, MFDs, Scanners, Collaboration and Conference Systems, and telephony through the replacement of individual hardware component groups and entire systems. This project aligns HRT with FTA five-year lifecycle recommendations for technology assets.

**Scoring Summary**

Prioritization Score (1-5)

3

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 50

SGR 100

Agency Efficiency 60

Risk Management 40

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

FY2023 \$304

FY2024 \$860

FY2025 \$477

FY2026 \$222

FY2027 \$278

FY2023-2032 Total

FY2028 \$1,036

FY2029 \$197

FY2030 \$519

FY2031 \$242

FY2032 \$303

**\$4,438****Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY23)      |        | \$207     | State (FY24)      |        | \$585     | State (FY25)      |        | \$324     | State (FY26)      |        | \$151     |
| Fed. 5307 (FFY21) |        | \$85      | Fed. 5307 (FFY22) |        | \$241     | Fed. 5307 (FFY24) |        | \$134     | Fed. 5307 (FFY25) |        | \$62      |
| ACC (FY23)        |        | \$12      | ACC (FY24)        |        | \$34      | ACC (FY25)        |        | \$19      | ACC (FY26)        |        | \$9       |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$304     | <b>Total</b>      |        | \$860     | <b>Total</b>      |        | \$477     | <b>Total</b>      |        | \$222     |

| Source            | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY27)      |        | \$189     | State (FY28)      |        | \$705     | State (FY29)      |        | \$134     | State (FY30)      |        | \$353     |
| Fed. 5307 (FFY26) |        | \$78      | Fed. 5307 (FFY27) |        | \$290     | Fed. 5307 (FFY28) |        | \$55      | Fed. 5307 (FFY29) |        | \$145     |
| ACC (FY27)        |        | \$11      | ACC (FY28)        |        | \$41      | ACC (FY29)        |        | \$8       | ACC (FY30)        |        | \$21      |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$278     | <b>Total</b>      |        | \$1,036   | <b>Total</b>      |        | \$197     | <b>Total</b>      |        | \$519     |

| Source            | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY31)      |        | \$164     | State (FY32)      |        | \$206     |
| Fed. 5307 (FFY29) |        | \$68      | Fed. 5307 (FFY31) |        | \$85      |
| ACC (FY31)        |        | \$10      | ACC (FY32)        |        | \$12      |
|                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$242     | <b>Total</b>      |        | \$303     |



**Project Name:** Passenger Information Displays - Light Rail

**UID** FY22- IT07      **RTS Project:** No      **Type of Project:** Minor Enhancement

## Summary Information

**Sponsoring Dept.:** Technology **Asset Type:** Technology

### Description:

Purchase and install digital signs that will display light rail arrival information as well as system alerts. HRT plans a total of 22 displays to be located at all existing Tide stations.

## Scoring Summary

**Prioritization Score (1-5)** **1** Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

|                     |    |     |    |                   |     |                 |    |
|---------------------|----|-----|----|-------------------|-----|-----------------|----|
| Customer Experience | 44 | SGR | 67 | Agency Efficiency | -20 | Risk Management | 20 |
|---------------------|----|-----|----|-------------------|-----|-----------------|----|

### Future Project Costs (\$1,000)

### Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032   | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|--------------------|-------------------|
|                  |                  |                  |                  | \$4,346<br>\$4,722 | \$9,068           |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| Source            | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
| State (FY27)      |        | \$2,173   |        |        |           |        |        |           |        |        |           |
| ACC (FY27)        |        | \$1,112   |        |        |           |        |        |           |        |        |           |
| Fed. 5307 (FFY26) |        | \$1,061   |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
| Total             |        | \$4,346   | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032            |           |
|--------------|-----------|-------------------|-----------|
| Source       | Amount \$ | Source            | Amount \$ |
|              |           | State (FY32)      | \$3,211   |
|              |           | Fed. 5307 (FFY31) | \$1,322   |
|              |           | ACC (FY32)        | \$189     |
|              |           |                   |           |
|              |           |                   |           |
|              |           |                   |           |
| <b>Total</b> |           | <b>Total</b>      | \$4,722   |



**Project Name: Onboard Network Infrastructure State of Good Repair**

UID FY22- IT12

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Technology

Asset Type: Technology

**Description:**

This project will replace onboard Wi-Fi network equipment for HRT's revenue fleet at the end of the equipment's useful life to maintain a state of good repair. Revenue vehicle connectivity is a cornerstone of the HRT "always on" and "always connected" strategy, a foundational technology that enables other systems to share data in real time with requesting parties.

**Scoring Summary****Prioritization Score (1-5)**

1

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 33

SGR 100

Agency Efficiency 0

Risk Management 0

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
|--------|--------|--------|--------|--------|-------------------|
| \$828  | \$196  |        | \$135  |        |                   |
|        | \$94   | FY2030 | FY2031 | FY2032 |                   |
|        |        |        | \$154  | \$754  | <b>\$2,161</b>    |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           | State (FY24)      |        | \$133     |              |        |           | State (FY26) |        | \$92      |
|              |        |           | Fed. 5307 (FFY22) |        | \$55      |              |        |           | ACC (FY26)   |        | \$43      |
|              |        |           | ACC (FY24)        |        | \$8       |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
|              |        |           |                   |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$196     | <b>Total</b> |        |           | <b>Total</b> |        | \$135     |

| Source       | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|
|              |        |           | State (FY28)      |        | \$563     | State (FY29)      |        | \$64      |              |        |           |
|              |        |           | Fed. 5307 (FFY27) |        | \$232     | Fed. 5307 (FFY28) |        | \$26      |              |        |           |
|              |        |           | ACC (FY28)        |        | \$33      | ACC (FY29)        |        | \$4       |              |        |           |
|              |        |           |                   |        |           |                   |        |           |              |        |           |
|              |        |           |                   |        |           |                   |        |           |              |        |           |
|              |        |           |                   |        |           |                   |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$828     | <b>Total</b>      |        | \$94      | <b>Total</b> |        |           |

| Source            | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY31)      |        | \$105     | State (FY32)      |        | \$513     |
| Fed. 5307 (FFY29) |        | \$43      | Fed. 5307 (FFY31) |        | \$211     |
| ACC (FY31)        |        | \$6       | ACC (FY32)        |        | \$30      |
|                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$154     | <b>Total</b>      |        | \$754     |

## Project Name: Audio Monitoring System (Phone + Control Room)

**UID** FY22- IT13      **RTS Project:** No      **Type of Project:** State of Good Repair

**Sponsoring Dept.:** Technology

**Asset Type:** Technology

### Description:

Project will replace HRT's existing out-of-date voice logger system for recording light rail radio communications and recording of phone lines for the Light Rail Operations Control Center at the end of useful life. A new system was implemented in FY 2022 and will require regular updates.

### Prioritization Score (1-5)

1

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 33      **SGR** 67      **Agency Efficiency** 40      **Risk Management** 40

### Project funding needs from FY2023 through FY2032

|        |        |        |        |        |                   |
|--------|--------|--------|--------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | \$476             |

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|-------------------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           | State (FY29)      |        | \$324     |        |        |           |
|        |        |           |        |        |           | Fed. 5307 (FFY28) |        | \$133     |        |        |           |
|        |        |           |        |        |           | ACC (FY29)        |        | \$19      |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total             |        | \$476     | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name:** HRMS Replacement

**UID** FY22-IT17      **RTS Project:** No      **Type of Project:** State of Good Repair

**Sponsoring Dept.:** Technology **Asset Type:** Technology

### Description:

Project to replace Oracle's PeopleSoft Human Resources Management System (HRMS) with a new system. The existing HRMS is past its useful life and is no longer supported. The software is crucial, as HRMS impacts the operations of all departments by managing and automating key human resources functions like time reporting and payroll. This project includes a study to assess HRT's HRMS business requirements in order to identify an innovative and effective HRMS solution that will meet the agency's current and future needs in a cost effective and scalable manner.

**Prioritization Score (1-5)** 1 **Score by Criteria (out of 100, except for State of Good Repair which is out of 200)**

|                     |    |     |     |                   |    |                 |    |
|---------------------|----|-----|-----|-------------------|----|-----------------|----|
| Customer Experience | 17 | SGR | 167 | Agency Efficiency | 80 | Risk Management | 40 |
|---------------------|----|-----|-----|-------------------|----|-----------------|----|

### Project funding needs from FY2023 through FY2032

|               |         |               |               |               |               |                          |
|---------------|---------|---------------|---------------|---------------|---------------|--------------------------|
| <b>FY2023</b> | \$5,253 | <b>FY2024</b> | <b>FY2025</b> | <b>FY2026</b> | <b>FY2027</b> | <b>FY2023-2032 Total</b> |
| <b>FY2028</b> |         | <b>FY2029</b> | <b>FY2030</b> | <b>FY2031</b> | <b>FY2032</b> | <b>\$5,253</b>           |

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|

| Source            | Amount         | Source       | Amount | Source       | Amount | Source       | Amount |
|-------------------|----------------|--------------|--------|--------------|--------|--------------|--------|
| State (FY23)      | \$2,032        |              |        |              |        |              |        |
| ACC (FY23)        | \$2,000        |              |        |              |        |              |        |
| Fed. 5307 (FFY21) | \$1,221        |              |        |              |        |              |        |
|                   |                |              |        |              |        |              |        |
|                   |                |              |        |              |        |              |        |
| <b>Total</b>      | <b>\$5,253</b> | <b>Total</b> |        | <b>Total</b> |        | <b>Total</b> |        |

| FY2027 |           | FY2028 |           | FY2029 |           | FY2030 |           |
|--------|-----------|--------|-----------|--------|-----------|--------|-----------|
| Source | Amount \$ | Source | Amount \$ | Source | Amount \$ | Source | Amount \$ |
|        |           |        |           |        |           |        |           |
|        |           |        |           |        |           |        |           |
|        |           |        |           |        |           |        |           |
|        |           |        |           |        |           |        |           |
|        |           |        |           |        |           |        |           |
|        |           |        |           |        |           |        |           |
| Total  |           | Total  |           | Total  |           | Total  |           |

| FY2031 |           | FY2032 |           |
|--------|-----------|--------|-----------|
| Source | Amount \$ | Source | Amount \$ |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
|        |           |        |           |
| Total  |           | Total  |           |

## Project Name: Fixed Side CAD/AVL System

**UID** FY22- IT18      **RTS Project:** No      **Type of Project:** State of Good Repair

## Summary Information

**Sponsoring Dept.:** Technology **Asset Type:** Technology

### Description:

Project to upgrade HRT's fixed-side CAD/AVL systems five years after initial implementation to maintain a state of good repair. Fixed-side CAD/AVL equipment includes software and hardware necessary to maintain communication with on-board CAD/AVL systems. This project will maintain critical functions like real-time information on bus fleet movements to support HRT operations and customer experience.

## Scoring Summary

|                                   |   |   |
|-----------------------------------|---|---|
| <b>Prioritization Score (1-5)</b> | 2 | Score by Criteria (out of 100, except for State of Good Repair which is out of 200) |
|-----------------------------------|---|---|

|                               |                |                             |                          |
|-------------------------------|----------------|-----------------------------|--------------------------|
| <b>Customer Experience</b> 67 | <b>SGR</b> 100 | <b>Agency Efficiency</b> 60 | <b>Risk Management</b> 0 |
|-------------------------------|----------------|-----------------------------|--------------------------|

### Future Project Costs (\$1,000)

### Project funding needs from FY2023 through FY2032

|        |        |        |         |        |        |                   |
|--------|--------|--------|---------|--------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | \$1,883 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028 | FY2029 | FY2030 |         | FY2031 | FY2032 | \$1,883           |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|-------------------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           | State (FY25)      |        | \$1,281   |        |        |           |
|        |        |           |        |        |           | Fed. 5307 (FFY24) |        | \$527     |        |        |           |
|        |        |           |        |        |           | ACC (FY25)        |        | \$75      |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
|        |        |           |        |        |           |                   |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total             |        | \$1,883   | Total  |        |           |

|       | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
| Total |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name:** Replace Ticket Vending Machines for Bus Facilities

**UID** FY22- IT19      **RTS Project:** No      **Type of Project:** State of Good Repair

**Sponsoring Dept.:** Technology **Asset Type:** Technology

### Description:

Project to replace existing ticket vending machines (TVMs) and install new TVMs at key bus transfer locations. HRT will purchase six TVMs, spare parts, warranties, freight, and installation. Locations for the TVMs include: Hampton Transit Center (1), Newport News Transit Center (1), Naval Station Norfolk (1), 18th Street Facility (1), and Downtown Norfolk Transit Center (2).

**Prioritization Score (1-5)** 3 Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 56      **SGR** 100      **Agency Efficiency** 40      **Risk Management** 40

### Project funding needs from FY2023 through FY2032

|               |       |               |  |               |  |               |  |               |  |               |  |               |  |               |  |               |  |               |       |                          |                |
|---------------|-------|---------------|--|---------------|--|---------------|--|---------------|--|---------------|--|---------------|--|---------------|--|---------------|--|---------------|-------|--------------------------|----------------|
| <b>FY2023</b> | \$544 | <b>FY2024</b> |  | <b>FY2025</b> |  | <b>FY2026</b> |  | <b>FY2027</b> |  | <b>FY2028</b> |  | <b>FY2029</b> |  | <b>FY2030</b> |  | <b>FY2031</b> |  | <b>FY2032</b> | \$631 | <b>FY2023-2032 Total</b> | <b>\$1,175</b> |
|---------------|-------|---------------|--|---------------|--|---------------|--|---------------|--|---------------|--|---------------|--|---------------|--|---------------|--|---------------|-------|--------------------------|----------------|

| Source            | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
| State (FY23)      |        | \$370     |        |        |           |        |        |           |        |        |           |
| Fed. 5307 (FFY21) |        | \$152     |        |        |           |        |        |           |        |        |           |
| ACC (FY23)        |        | \$22      |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
| Total             |        | \$544     | Total  |        |           | Total  |        |           | Total  |        |           |

|       | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
| Total |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032            |           |
|--------------|-----------|-------------------|-----------|
| Source       | Amount \$ | Source            | Amount \$ |
|              |           | State (FY32)      | \$429     |
|              |           | Fed. 5307 (FFY31) | \$177     |
|              |           | ACC (FY32)        | \$25      |
|              |           |                   |           |
|              |           |                   |           |
|              |           |                   |           |
| <b>Total</b> |           | <b>Total</b>      | \$631     |

**Project Name:** Replace Ticket Vending Machines for Light Rail

**UID** FY22- IT20      **RTS Project:** No      **Type of Project:** State of Good Repair

**Sponsoring Dept.:** Technology **Asset Type:** Light Rail

### Description:

This project will fund 25 new TVMs, spare equipment, extended warranties, freight, installation, and configuration at 11 light rail stations.

|                                   |   |   |
|-----------------------------------|---|---|
| <b>Prioritization Score (1-5)</b> | 5 | Score by Criteria (out of 100, except for State of Good Repair which is out of 200) |
|-----------------------------------|---|---|

**Customer Experience** 44      **SGR** 167      **Agency Efficiency** 60      **Risk Management** 40

### Project funding needs from FY2023 through FY2032

|        |        |        |        |                |                   |
|--------|--------|--------|--------|----------------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027         | FY2023-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 \$2,633 | \$2,633           |

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

|       | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
| Total |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032                 |           |
|--------------|-----------|------------------------|-----------|
| Source       | Amount \$ | Source                 | Amount \$ |
|              |           | State (FY32)           | \$1,791   |
|              |           | Fed. 5337-HIMB (FFY30) | \$737     |
|              |           | ACC (FY32)             | \$105     |
|              |           |                        |           |
|              |           |                        |           |
|              |           |                        |           |
| <b>Total</b> |           | <b>Total</b>           | \$2,633   |

## Project Name: Upgrade TVM PIN Pads

**UID** FY22- IT21      **RTS Project:** No      **Type of Project:** State of Good Repair

**Sponsoring Dept.:** Technology

**Asset Type:** Light Rail

**Description:**

To maintain HRT's light rail TVMs, the agency must replace PIN Pad units to ensure the TVMs meet the latest payment standards and security requirements. This project will replace PIN-pads on TVMs five years after their initial installation when they reach the end of their useful life. The project will fund the procurement and installation of payment card device upgrade kits (new device and physical modifications to TVM), spare devices, tech support, configuration modifications, and freight.

### Prioritization Score (1-5)

2

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 33      **SGR** 100      **Agency Efficiency** 20      **Risk Management** 40

### Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026 \$351<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------------|------------------|-------------------|
|                  |                  |                  |                        |                  | \$351             |

| Source       | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source                 | FY2026 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|------------------------|--------|-----------|
|              |        |           |              |        |           |              |        |           | State (FY26)           |        | \$239     |
|              |        |           |              |        |           |              |        |           | Fed. 5337-FG (FFY23)   |        | \$72      |
|              |        |           |              |        |           |              |        |           | Fed. 5337-HIMB (FFY23) |        | \$26      |
|              |        |           |              |        |           |              |        |           | ACC (FY26)             |        | \$14      |
|              |        |           |              |        |           |              |        |           |                        |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b>           |        | \$351     |

|       | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
| Total |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |



Project Name: EAM System (Upgrade)

|                |                 |                                       |
|----------------|-----------------|---------------------------------------|
| UID FY22- IT22 | RTS Project: No | Type of Project: State of Good Repair |
|----------------|-----------------|---------------------------------------|

Summary Information

|  |                        |
|--|------------------------|
| Sponsoring Dept.: Technology   | Asset Type: Technology |
| Description:<br>Project will upgrade HRT's existing Enterprise Asset Management System five years after the system's initial implementation to ensure the system maintains a state of good repair and continues to be supported. |                        |

Scoring Summary

|                            |         |   |                    |
|----------------------------|---------|---|--------------------|
| Prioritization Score (1-5) | 3       | Score by Criteria (out of 100, except for State of Good Repair which is out of 200) |                    |
| Customer Experience 17     | SGR 100 | Agency Efficiency 40  | Risk Management 80 |

Future Project Costs (\$1,000)

|  |                  |                  |                  |                  |                   |
|--|------------------|------------------|------------------|------------------|-------------------|
| Project funding needs from FY2023 through FY2032 |                  |                  |                  |                  |                   |
| FY2023<br>FY2028                                 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|  |                  |                  | \$2,618          |                  | \$2,618           |

Future Funding Programmed (\$1,000)

|        |        |           |        |        |           |        |        |           |                   |        |           |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|-------------------|--------|-----------|
| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|        |        |           |        |        |           |        |        |           | State (FY26)      |        | \$1,780   |
|        |        |           |        |        |           |        |        |           | Fed. 5307 (FFY25) |        | \$733     |
|        |        |           |        |        |           |        |        |           | ACC (FY26)        |        | \$105     |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total             |        | \$2,618   |
| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total             |        |           |
| Source | FY2031 | Amount \$ | Source | FY2032 | Amount \$ |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
|        |        |           |        |        |           |        |        |           |                   |        |           |
| Total  |        |           | Total  |        |           |        |        |           |                   |        |           |

**Project Name:** EAM Technology Asset Inventory

**UID** FY22- IT23      **RTS Project:** No      **Type of Project:** Minor Enhancement

## Summary Information

**Sponsoring Dept.:** Technology

**Asset Type:** Technology

### Description:

Project to conduct an agency-wide inventory of technology assets for HRT's Enterprise Asset Management (EAM) System to review legacy and current data sources, to plan and facilitate agency-wide information management. This inventory will include any technology assets not already captured in the EAM system, including software and hardware assets. The inventory will equip the agency with the tools to make data driven decisions.

## Scoring Summary

### Prioritization Score (1-5)

2

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

|                     |   |     |    |                   |    |                 |    |
|---------------------|---|-----|----|-------------------|----|-----------------|----|
| Customer Experience | 0 | SGR | 67 | Agency Efficiency | 60 | Risk Management | 60 |
|---------------------|---|-----|----|-------------------|----|-----------------|----|

### Future Project Costs (\$1,000)

### Project funding needs from FY2023 through FY2032

|        |        |        |        |        |                   |
|--------|--------|--------|--------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | \$361             |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           | State (FY24)      |        | \$246     |        |        |           |        |        |           |
|        |        |           | Fed. 5307 (FFY22) |        | \$101     |        |        |           |        |        |           |
|        |        |           | ACC (FY24)        |        | \$14      |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        | \$361     | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name:** INIT Light Rail APC System Fixed Side Hardware Software

**UID** FY22- IT29

RTS Project: No

**Type of Project:** State of Good Repair

## Summary Information

**Sponsoring Dept.:** Technology

**Asset Type:** Light Rail

**Description:**

This project will upgrade the automatic passenger counting (APC) system used by HRT for counting passenger boardings and alightings on light rail vehicles. This fixed-side APC system needs to be upgraded every five years to ensure the equipment does not surpass its useful life and is maintained in a state of good repair. This system is used for light rail ridership analysis by the Planning department. This project will include an upgrade of the existing fixed-side hardware (servers, network equipment, wireless access point) and software (OS, database, and Init MobileStatistics) to the latest available version. This project does not include upgrade of the APC equipment installed on the light rail vehicles.

## Scoring Summary

### Prioritization Score (1-5)

2

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

## Customer Experience 0

SGR 67

Agency Efficiency 60

Risk Management 60

### Future Project Costs (\$1,000)

Project funding needs from FY2023 through FY2032

|        |        |        |        |        |                   |
|--------|--------|--------|--------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |                   |
|        |        |        |        | \$106  |                   |
|        |        |        |        | \$116  |                   |
|        |        |        |        |        | \$222             |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| Source               | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|----------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
| State (FY27)         |        | \$72      |        |        |           |        |        |           |        |        |           |
| Fed. 5337-FG (FFY25) |        | \$30      |        |        |           |        |        |           |        |        |           |
| ACC (FY27)           |        | \$4       |        |        |           |        |        |           |        |        |           |
|                      |        |           |        |        |           |        |        |           |        |        |           |
|                      |        |           |        |        |           |        |        |           |        |        |           |
|                      |        |           |        |        |           |        |        |           |        |        |           |
|                      |        |           |        |        |           |        |        |           |        |        |           |
|                      |        |           |        |        |           |        |        |           |        |        |           |
| Total                |        | \$106     | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032                 |           |
|--------------|-----------|------------------------|-----------|
| Source       | Amount \$ | Source                 | Amount \$ |
|              |           | State (FY32)           | \$79      |
|              |           | Fed. 5337-HIMB (FFY30) | \$32      |
|              |           | ACC (FY32)             | \$5       |
|              |           |                        |           |
|              |           |                        |           |
|              |           |                        |           |
| <b>Total</b> |           | <b>Total</b>           | \$116     |

**Project Name: Technology Planning Project**

UID FY22- IT30

RTS Project: No

Type of Project: Minor Enhancement

**Summary Information**

Sponsoring Dept.: Technology

Asset Type: Technology

**Description:**

This project funds a range of technology planning activities to support integrated and useful real-time data across enterprises at HRT. This project will provide the funding for resources to: fill the shortages in manpower; provide the ability to bring on subject matter experts; and provide effective management of all active projects under the supervision of HRT staff from the CIP effort.

**Scoring Summary****Prioritization Score (1-5)**

1

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 8

SGR 33

Agency Efficiency 80

Risk Management 40

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|-------------------|
|                  | \$472            | \$488            | \$504            |                  | <b>\$1,464</b>    |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           | ACC (FY24)   |        | \$236     | ACC (FY25)   |        | \$244     | ACC (FY26)   |        | \$252     |
|              |        |           | State (FY24) |        | \$236     | State (FY25) |        | \$244     | State (FY26) |        | \$252     |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        | \$472     | <b>Total</b> |        | \$488     | <b>Total</b> |        | \$504     |

| Source       | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           |

**Project Name:** Innovations Initiative

**UID** FY22- IT32      **RTS Project:** No      **Type of Project:** Minor Enhancement

## Summary Information

**Sponsoring Dept.:** Technology

**Asset Type:** Technology

### Description:

Provides funding to perform research and development of innovative products and services to assist HRT in better defining and meeting the needs of customers using emerging technology. Specific activities under this initiative include: research, development, demonstration and deployment of projects, and evaluation of technology pertinent to advancing HRT's innovative, mobility, connectivity, and transit transformation programs.

## Scoring Summary

### Prioritization Score (1-5)

1

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

|                     |    |     |   |                   |    |                 |    |
|---------------------|----|-----|---|-------------------|----|-----------------|----|
| Customer Experience | 33 | SGR | 0 | Agency Efficiency | 60 | Risk Management | 20 |
|---------------------|----|-----|---|-------------------|----|-----------------|----|

### Future Project Costs (\$1,000)

### Project funding needs from FY2023 through FY2032

|        |        |        |        |        |                   |
|--------|--------|--------|--------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | \$372             |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|--------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|        |        |           | ACC (FY24)   |        | \$57      | ACC (FY25)   |        | \$62      | ACC (FY26)   |        | \$67      |
|        |        |           | State (FY24) |        | \$57      | State (FY25) |        | \$62      | State (FY26) |        | \$67      |
|        |        |           |              |        |           |              |        |           |              |        |           |
|        |        |           |              |        |           |              |        |           |              |        |           |
|        |        |           |              |        |           |              |        |           |              |        |           |
| Total  |        |           | Total        |        | \$114     | Total        |        | \$124     | Total        |        | \$134     |

| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

## Project Name: Transit Center Public Address System

**UID** FY22- IT35      **RTS Project:** No      **Type of Project:** Minor Enhancement

**Sponsoring Dept.:** Technology

**Asset Type:** Technology

### Description:

Project to install and upgrade public address system every five years at HRT Transit Centers (DNTC, NNTC, HTC, and Silverleaf) to maintain a state of good repair on the system. The public address system is used to communicate service-related information to the general public.

### Prioritization Score (1-5)

N/A

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

|                               |               |                            |                           |
|-------------------------------|---------------|----------------------------|---------------------------|
| <b>Customer Experience</b> 44 | <b>SGR</b> 33 | <b>Agency Efficiency</b> 0 | <b>Risk Management</b> 40 |
|-------------------------------|---------------|----------------------------|---------------------------|

### Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|-------------------|
| \$49             |                  |                  |                  |                  | \$49              |

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source     | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           | ACC (FY28) | \$49   |           |        |        |           |        |        |           |
|        |        |           |            |        |           |        |        |           |        |        |           |
|        |        |           |            |        |           |        |        |           |        |        |           |
|        |        |           |            |        |           |        |        |           |        |        |           |
|        |        |           |            |        |           |        |        |           |        |        |           |
|        |        |           |            |        |           |        |        |           |        |        |           |
| Total  |        |           | Total      | \$49   | Total     |        | Total  |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

Project Name: Internal Digital Signage System

|     |            |              |    |                  |                   |
|-----|------------|--------------|----|------------------|-------------------|
| UID | FY22- IT36 | RTS Project: | No | Type of Project: | Minor Enhancement |
|-----|------------|--------------|----|------------------|-------------------|

Summary Information

|                   |  |             |            |
|-------------------|--|-------------|------------|
| Sponsoring Dept.: | Technology   | Asset Type: | Technology |
| Description:      | This project replaces and expands the existing employee facing digital signage system to effectively and consistently communicate to HRT employees. Signs are located in high-traffic locations like break rooms, providing agency-wide messaging and communication. |             |            |

Scoring Summary

|                                   |               |   |                          |  |  |
|-----------------------------------|---------------|---|--------------------------|--|--|
| <b>Prioritization Score (1-5)</b> | 1             | Score by Criteria (out of 100, except for State of Good Repair which is out of 200) |                          |  |  |
| <b>Customer Experience</b> 0      | <b>SGR</b> 67 | <b>Agency Efficiency</b> 40   | <b>Risk Management</b> 0 |  |  |

Future Project Costs (\$1,000)

|  |                 |        |        |        |                   |
|--|-----------------|--------|--------|--------|-------------------|
| Project funding needs from FY2023 through FY2032 |                 |        |        |        |                   |
| FY2023   | FY2024          | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028 \$128                                     | \$121<br>FY2029 | FY2030 | FY2031 | FY2032 | \$249             |

Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           | State (FY24)      |        | \$82      |        |        |           |        |        |           |
|        |        |           | Fed. 5307 (FFY22) |        | \$34      |        |        |           |        |        |           |
|        |        |           | ACC (FY24)        |        | \$5       |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        | \$121     | Total  |        |           | Total  |        |           |
| Source | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|        |        |           | State (FY28)      |        | \$87      |        |        |           |        |        |           |
|        |        |           | Fed. 5307 (FFY27) |        | \$36      |        |        |           |        |        |           |
|        |        |           | ACC (FY28)        |        | \$5       |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        | \$128     | Total  |        |           | Total  |        |           |
| Source | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        |           |        |        |           |        |        |           |





**Project Name: IT Security Systems Upgrade**

UID FY22- IT42

RTS Project:

Type of Project: State of Good Repair

**Summary Information****Sponsoring Dept.:** Technology**Asset Type:** Technology**Description:**

This project will address the efficacy of security software, hardware, and operational protections through assessment, and planning. It will culminate in acquisition and implementation of security control mitigation solutions that improve upon or replace existing security systems to address IT security gaps found against new threats, to support emergent industry technologies, and support rapid adoption of next generation technologies. In addition, the project will incorporate several detailed projects including architecture planning and industry best practice controls evaluation. Assessment and controls mapping activities to support solution selection and project implementation activities to level set HRT's cybersecurity profile against updated threat models. The project will scope and implement applicable tool controls while updating or replacing disparate reactive security response processes. Finally, the project will increase visibility of overall network security threat and vulnerability landscape through development of key internal metrics.

**Scoring Summary****Prioritization Score (1-5)**

3

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 0**SGR** 167**Agency Efficiency** 60**Risk Management** 40**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|-------------------|
|                  |                  |                  | \$908            | \$924            | <b>\$1,832</b>    |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|-------------------|--------|-----------|
|              |        |           |              |        |           |              |        |           | State (FY26)      |        | \$618     |
|              |        |           |              |        |           |              |        |           | ACC (FY26)        |        | \$221     |
|              |        |           |              |        |           |              |        |           | Fed. 5307 (FFY25) |        | \$69      |
|              |        |           |              |        |           |              |        |           |                   |        |           |
|              |        |           |              |        |           |              |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b>      |        | \$908     |

| Source            | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| State (FY27)      |        | \$628     |              |        |           |              |        |           |              |        |           |
| Fed. 5307 (FFY26) |        | \$259     |              |        |           |              |        |           |              |        |           |
| ACC (FY27)        |        | \$37      |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>      |        | \$924     | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           |

**Project Name: Contract and Vendor Management Software Replacement**

UID FY22- IT43

RTS Project: No

Type of Project:

**Summary Information****Sponsoring Dept.:** Finance**Asset Type:** Technology**Description:**

Project to implement a contract and vendor management software solution capable of improving HRT's ability to manage procurement activities more effectively by ensuring timely review and renewal of existing and future contracts and recording of vendor data. The selected contractor will provide a commercially available contract and vendor management software solution (Solution) to replace HRT's current contract management tool (Lextree) utilized since 2016. HRT wishes to enter into a licensing agreement with a contractor capable of providing data migration support of the existing contract information into a configurable, software solution that integrates seamlessly into the current work processes. Software maintenance, upgrades, and user documentation are required. Continued support shall be provided on an as needed basis.

**Scoring Summary****Prioritization Score (1-5)**

3

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 0**SGR** 133**Agency Efficiency** 60**Risk Management** 40**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

**FY2023** \$101  
**FY2028****FY2024**  
**FY2029****FY2025**  
**FY2030****FY2026**  
**FY2031** \$117**FY2027** \$108  
**FY2032****FY2023-2032 Total**  
**\$326****Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| State (FY23)      |        | \$69      |              |        |           |              |        |           |              |        |           |
| Fed. 5307 (FFY21) |        | \$28      |              |        |           |              |        |           |              |        |           |
| ACC (FY23)        |        | \$4       |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>      |        | \$101     | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source            | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| State (FY27)      |        | \$74      |              |        |           |              |        |           |              |        |           |
| Fed. 5307 (FFY26) |        | \$30      |              |        |           |              |        |           |              |        |           |
| ACC (FY27)        |        | \$4       |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>      |        | \$108     | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source            | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|
| State (FY31)      |        | \$79      |              |        |           |
| Fed. 5307 (FFY30) |        | \$33      |              |        |           |
| ACC (FY31)        |        | \$5       |              |        |           |
|                   |        |           |              |        |           |
|                   |        |           |              |        |           |
| <b>Total</b>      |        | \$117     | <b>Total</b> |        |           |

**Project Name: Light Rail Right-of-Way State of Good Repair**

UID FY22- LR01

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Operations

Asset Type: Light Rail

**Description:**

Project to fund routine state of good repair investments along HRT's right-of-way for light rail. This includes a range of investments to repair or replace assets at the end of their useful life, including aerial structures, ballast track, track structures, expansion joints, OTM, and rail ties. In later years of the CIP, this project will cover major upgrades to track structures, as dictated by HRT's maintenance plan. The scope for this project is based on HRT's 30-year Light Rail State of Good Repair Plan.

**Scoring Summary**

Prioritization Score (1-5)

3

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 33

SGR 133

Agency Efficiency 60

Risk Management 60

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

|                       |                       |                        |                       |                       |                          |
|-----------------------|-----------------------|------------------------|-----------------------|-----------------------|--------------------------|
| <b>FY2023</b> \$318   | <b>FY2024</b> \$328   | <b>FY2025</b> \$347    | <b>FY2026</b> \$1,552 | <b>FY2027</b> \$3,468 | <b>FY2023-2032 Total</b> |
| <b>FY2028</b> \$3,572 | <b>FY2029</b> \$3,679 | <b>FY2030</b> \$10,919 | <b>FY2031</b> \$9,861 | <b>FY2032</b> \$428   | <b>\$34,472</b>          |

**Future Funding Programmed (\$1,000)**

| Source               | FY2023 | Amount \$ | Source                 | FY2024 | Amount \$ | Source                 | FY2025 | Amount \$ | Source                 | FY2026 | Amount \$ |
|----------------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|
| State (FY23)         |        | \$216     | State (FY24)           |        | \$223     | State (FY25)           |        | \$236     | State (FY26)           |        | \$1,056   |
| ACC (FY23)           |        | \$54      | Fed. 5337-HIMB (FFY21) |        | \$92      | Fed. 5337-HIMB (FFY22) |        | \$80      | Fed. 5337-FG (FFY22)   |        | \$320     |
| Fed. 5337-FG (FFY21) |        | \$48      | ACC (FY24)             |        | \$13      | Fed. 5337-HIMB (FFY21) |        | \$17      | Fed. 5337-HIMB (FFY22) |        | \$114     |
|                      |        |           |                        |        |           | ACC (FY25)             |        | \$14      | ACC (FY26)             |        | \$62      |
|                      |        |           |                        |        |           |                        |        |           |                        |        |           |
| <b>Total</b>         |        | \$318     | <b>Total</b>           |        | \$328     | <b>Total</b>           |        | \$347     | <b>Total</b>           |        | \$1,552   |

| Source                 | FY2027 | Amount \$ | Source                 | FY2028 | Amount \$ | Source                 | FY2029 | Amount \$ | Source                 | FY2030 | Amount \$ |
|------------------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|
| State (FY27)           |        | \$2,358   | State (FY28)           |        | \$2,429   | State (FY29)           |        | \$2,502   | State (FY30)           |        | \$7,425   |
| Fed. 5337-HIMB (FFY23) |        | \$676     | Fed. 5337-HIMB (FFY25) |        | \$800     | Fed. 5337-HIMB (FFY26) |        | \$899     | Fed. 5337-HIMB (FFY27) |        | \$1,127   |
| Fed. 5337-HIMB (FFY24) |        | \$295     | Fed. 5337-FG (FFY25)   |        | \$200     | ACC (FY29)             |        | \$147     | Fed. 5337-HIMB (FFY28) |        | \$1,039   |
| ACC (FY27)             |        | \$139     | ACC (FY28)             |        | \$143     | Fed. 5337-FG (FFY26)   |        | \$131     | Fed. 5337-FG (FFY27)   |        | \$891     |
|                        |        |           |                        |        |           |                        |        |           | ACC (FY30)             |        | \$437     |
|                        |        |           |                        |        |           |                        |        |           |                        |        |           |
| <b>Total</b>           |        | \$3,468   | <b>Total</b>           |        | \$3,572   | <b>Total</b>           |        | \$3,679   | <b>Total</b>           |        | \$10,919  |

| Source                 | FY2031 | Amount \$ | Source                 | FY2032 | Amount \$ |
|------------------------|--------|-----------|------------------------|--------|-----------|
| State (FY31)           |        | \$6,706   | State (FY32)           |        | \$291     |
| Fed. 5337-HIMB (FFY29) |        | \$1,766   | Fed. 5337-HIMB (FFY30) |        | \$120     |
| Fed. 5337-FG (FFY28)   |        | \$538     | ACC (FY32)             |        | \$17      |
| Fed. 5337-FG (FFY29)   |        | \$457     |                        |        |           |
| ACC (FY31)             |        | \$394     |                        |        |           |
|                        |        |           |                        |        |           |
| <b>Total</b>           |        | \$9,861   | <b>Total</b>           |        | \$428     |

**Project Name: Light Rail Vehicle State of Good Repair**

UID FY22- LR02

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Operations

Asset Type: Light Rail

**Description:**

Project to maintain light rail vehicles by rehabilitating suspension components, conducting body work and repainting of train sets, replacing brakes and powertrain components, conducting upkeep of train interiors, and other maintenance. This project also includes light rail vehicle mid-life overhauls spread out over nine years. The scope for this project is based on HRT's 30-year Light Rail State of Good Repair Plan.

**Scoring Summary**

Prioritization Score (1-5)

3

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 33

SGR 133

Agency Efficiency 60

Risk Management 60

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

|               |         |               |         |               |         |               |         |               |         |                          |
|---------------|---------|---------------|---------|---------------|---------|---------------|---------|---------------|---------|--------------------------|
| <b>FY2023</b> | \$2,101 | <b>FY2024</b> | \$2,157 | <b>FY2025</b> | \$2,177 | <b>FY2026</b> | \$2,234 | <b>FY2027</b> | \$2,409 | <b>FY2023-2032 Total</b> |
| <b>FY2028</b> | \$2,432 | <b>FY2029</b> | \$3,215 | <b>FY2030</b> | \$4,902 | <b>FY2031</b> | \$3,227 | <b>FY2032</b> | \$1,002 | <b>\$25,856</b>          |

**Future Funding Programmed (\$1,000)**

| Source               | FY2023 | Amount \$ | Source                 | FY2024 | Amount \$ | Source                 | FY2025 | Amount \$ | Source                 | FY2026 | Amount \$ |
|----------------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|
| State (FY23)         |        | \$1,429   | State (FY24)           |        | \$1,467   | State (FY25)           |        | \$1,480   | State (FY26)           |        | \$1,519   |
| Fed. 5337-FG (FFY21) |        | \$588     | Fed. 5337-HIMB (FFY21) |        | \$326     | Fed. 5337-HIMB (FFY21) |        | \$610     | Fed. 5337-HIMB (FFY22) |        | \$626     |
| ACC (FY23)           |        | \$84      | Fed. 5337-FG (FFY21)   |        | \$278     | ACC (FY25)             |        | \$87      | ACC (FY25)             |        | \$89      |
|                      |        |           | ACC (FY24)             |        | \$86      |                        |        |           |                        |        |           |
|                      |        |           |                        |        |           |                        |        |           |                        |        |           |
| <b>Total</b>         |        | \$2,101   | <b>Total</b>           |        | \$2,157   | <b>Total</b>           |        | \$2,177   | <b>Total</b>           |        | \$2,234   |

| Source                 | FY2027 | Amount \$ | Source                 | FY2028 | Amount \$ | Source                 | FY2029 | Amount \$ | Source                 | FY2030 | Amount \$ |
|------------------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|
| State (FY27)           |        | \$1,638   | State (FY28)           |        | \$1,654   | State (FY29)           |        | \$2,186   | State (FY30)           |        | \$3,333   |
| Fed. 5337-HIMB (FFY23) |        | \$675     | Fed. 5337-HIMB (FFY25) |        | \$681     | Fed. 5337-HIMB (FFY26) |        | \$601     | Fed. 5337-FG (FFY26)   |        | \$751     |
| ACC (FY27)             |        | \$96      | ACC (FY28)             |        | \$97      | Fed. 5337-FG (FFY25)   |        | \$299     | Fed. 5337-HIMB (FFY27) |        | \$622     |
|                        |        |           |                        |        |           | ACC (FY29)             |        | \$129     | ACC (FY30)             |        | \$196     |
|                        |        |           |                        |        |           |                        |        |           |                        |        |           |
|                        |        |           |                        |        |           |                        |        |           |                        |        |           |
| <b>Total</b>           |        | \$2,409   | <b>Total</b>           |        | \$2,432   | <b>Total</b>           |        | \$3,215   | <b>Total</b>           |        | \$4,902   |

| Source                 | FY2031 | Amount \$ | Source                 | FY2032 | Amount \$ |
|------------------------|--------|-----------|------------------------|--------|-----------|
| State (FY31)           |        | \$2,194   | State (FY32)           |        | \$681     |
| Fed. 5337-HIMB (FFY28) |        | \$547     | Fed. 5337-FG (FFY29)   |        | \$179     |
| Fed. 5337-FG (FFY28)   |        | \$357     | Fed. 5337-HIMB (FFY30) |        | \$102     |
| ACC (FY31)             |        | \$129     | ACC (FY32)             |        | \$40      |
|                        |        |           |                        |        |           |
|                        |        |           |                        |        |           |
| <b>Total</b>           |        | \$3,227   | <b>Total</b>           |        | \$1,002   |

**Project Name: Light Rail Station Upgrades**

UID FY22- LR04

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Facilities

Asset Type: Light Rail

**Description:**

Project to rehabilitate light rail stations at key maintenance intervals to ensure they are in a state of good repair. This includes replacing and rehabbing station assets, such as platform structures, elevators, and park and ride lots, at the end of their useful life. The largest costs will occur in FY 2026, when HRT's stations are scheduled for a state-of-good repair overhaul. The scope for this project is based on HRT's 30-year Light Rail State of Good Repair Plan.

**Scoring Summary**

Prioritization Score (1-5)

4

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 44

SGR 183

Agency Efficiency 20

Risk Management 60

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

|               |               |               |               |               |                          |
|---------------|---------------|---------------|---------------|---------------|--------------------------|
| <b>FY2023</b> | <b>FY2024</b> | <b>FY2025</b> | <b>FY2026</b> | <b>FY2027</b> | <b>FY2023-2032 Total</b> |
| \$989         | \$31          | \$607         | \$1,097       | \$73          |                          |
|               | \$17          | \$256         | \$576         | \$744         | <b>\$4,390</b>           |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source                 | FY2024 | Amount \$ | Source                 | FY2025 | Amount \$ | Source               | FY2026 | Amount \$ |
|--------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|----------------------|--------|-----------|
|              |        |           | State (FY24)           |        | \$21      | State (FY25)           |        | \$413     | State (FY26)         |        | \$746     |
|              |        |           | Fed. 5337-HIMB (FFY21) |        | \$9       | Fed. 5337-HIMB (FFY22) |        | \$170     | Fed. 5337-FG (FFY22) |        | \$307     |
|              |        |           | ACC (FY24)             |        | \$1       | ACC (FY25)             |        | \$24      | ACC (FY26)           |        | \$44      |
|              |        |           |                        |        |           |                        |        |           |                      |        |           |
|              |        |           |                        |        |           |                        |        |           |                      |        |           |
| <b>Total</b> |        |           | <b>Total</b>           |        | \$31      | <b>Total</b>           |        | \$607     | <b>Total</b>         |        | \$1,097   |

| Source                 | FY2027 | Amount \$ | Source               | FY2028 | Amount \$ | Source               | FY2029 | Amount \$ | Source                 | FY2030 | Amount \$ |
|------------------------|--------|-----------|----------------------|--------|-----------|----------------------|--------|-----------|------------------------|--------|-----------|
| State (FY27)           |        | \$50      | State (FY28)         |        | \$672     | State (FY29)         |        | \$11      | State (FY30)           |        | \$174     |
| Fed. 5337-HIMB (FFY24) |        | \$20      | Fed. 5337-FG (FFY25) |        | \$277     | Fed. 5337-FG (FFY26) |        | \$5       | Fed. 5337-HIMB (FFY28) |        | \$72      |
| ACC (FY27)             |        | \$3       | ACC (FY28)           |        | \$40      | ACC (FY29)           |        | \$1       | ACC (FY30)             |        | \$10      |
|                        |        |           |                      |        |           |                      |        |           |                        |        |           |
|                        |        |           |                      |        |           |                      |        |           |                        |        |           |
|                        |        |           |                      |        |           |                      |        |           |                        |        |           |
| <b>Total</b>           |        | \$73      | <b>Total</b>         |        | \$989     | <b>Total</b>         |        | \$17      | <b>Total</b>           |        | \$256     |

| Source               | FY2031 | Amount \$ | Source                 | FY2032 | Amount \$ |
|----------------------|--------|-----------|------------------------|--------|-----------|
| State (FY31)         |        | \$392     | State (FY32)           |        | \$506     |
| Fed. 5337-FG (FFY29) |        | \$161     | Fed. 5337-HIMB (FFY30) |        | \$208     |
| ACC (FY31)           |        | \$23      | ACC (FY32)             |        | \$30      |
|                      |        |           |                        |        |           |
|                      |        |           |                        |        |           |
| <b>Total</b>         |        | \$576     | <b>Total</b>           |        | \$744     |

Project Name: Light Rail Cab Signaling Study

|     |            |              |    |                  |                      |
|-----|------------|--------------|----|------------------|----------------------|
| UID | FY22- LR05 | RTS Project: | No | Type of Project: | Technical Assistance |
|-----|------------|--------------|----|------------------|----------------------|

Summary Information

|                   |   |             |            |
|-------------------|---|-------------|------------|
| Sponsoring Dept.: | Operations  | Asset Type: | Light Rail |
| Description:      | Project to fund a study of light rail cab signaling systems to inform long-term decision making on the status of light rail system signaling for The Tide Light Rail. |             |            |

Scoring Summary

|                                   |    |   |    |                          |    |                        |    |
|-----------------------------------|----|---|----|--------------------------|----|------------------------|----|
| <b>Prioritization Score (1-5)</b> | 1  | Score by Criteria (out of 100, except for State of Good Repair which is out of 200) |    |                          |    |                        |    |
| <b>Customer Experience</b>        | 11 | <b>SGR</b>  | 33 | <b>Agency Efficiency</b> | 20 | <b>Risk Management</b> | 60 |

Future Project Costs (\$1,000)

|  |        |        |        |        |                   |
|--|--------|--------|--------|--------|-------------------|
| Project funding needs from FY2023 through FY2032 |        |        |        |        |                   |
| FY2023   | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028   | FY2029 | FY2030 | FY2031 | FY2032 |                   |
|  | \$180  |        |        |        | \$180             |

Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           | ACC (FY24)   |        | \$90      |        |        |           |        |        |           |
|        |        |           | State (FY24) |        | \$90      |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
| Total  |        |           | Total        |        | \$180     | Total  |        |           | Total  |        |           |
| Source | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
| Total  |        |           | Total        |        |           | Total  |        |           | Total  |        |           |
| Source | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
|        |        |           |              |        |           |        |        |           |        |        |           |
| Total  |        |           | Total        |        |           |        |        |           |        |        |           |

## Project Name: Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade

**UID** FY22- LR06      **RTS Project:** No      **Type of Project:** State of Good Repair

**Sponsoring Dept.:** Technology

**Asset Type:** Light Rail

**Description:**

Project to upgrade the Tide Supervisory Control and Data Acquisition (SCADA) hardware and software components when they reach the end of their useful life in order to maintain a state of good repair. The SCADA system is a key component of the safe operation of the Norfolk Tide Light Rail and is responsible for monitoring of all the light rail systems as well as train movement along the corridor. OCC directs train movements on the alignment and at the light rail yard based on the information provided by the SCADA system. SCADA also monitors and controls power to the delivery system. The uninterrupted and robust operation of this system is necessary to reduce risk and operate the system safely. To assure the desired up-time, system components must be periodically replaced as they reach the end of their useful life. Upgrades funded under this project include replacement of the SCADA system service infrastructure, upgrades to the Tide OCC systems, SCADA networking at the Tide facility and along the light rail alignment, and replacement of SCADA hardware along the alignment.

### Prioritization Score (1-5)

4

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 14      **SGR** 167      **Agency Efficiency** 80      **Risk Management** 60

### Project funding needs from FY2023 through FY2032

|        |        |        |        |        |         |                   |
|--------|--------|--------|--------|--------|---------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | \$6,914 | FY2023-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | \$7,510 | \$14,424          |

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| Source                 | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|------------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
| State (FY27)           |        | \$4,701   |        |        |           |        |        |           |        |        |           |
| Fed. 5337-HIMB (FFY24) |        | \$1,022   |        |        |           |        |        |           |        |        |           |
| Fed. 5337-FG (FFY24)   |        | \$844     |        |        |           |        |        |           |        |        |           |
| ACC (FY27)             |        | \$277     |        |        |           |        |        |           |        |        |           |
| Fed. 5337-FG (FFY25)   |        | \$70      |        |        |           |        |        |           |        |        |           |
|                        |        |           |        |        |           |        |        |           |        |        |           |
|                        |        |           |        |        |           |        |        |           |        |        |           |
|                        |        |           |        |        |           |        |        |           |        |        |           |
| Total                  |        | \$6,914   | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032                 |           |
|--------------|-----------|------------------------|-----------|
| Source       | Amount \$ | Source                 | Amount \$ |
|              |           | State (FY32)           | \$5,107   |
|              |           | Fed. 5337-FG (FFY30)   | \$904     |
|              |           | Fed. 5337-FG (FFY31)   | \$729     |
|              |           | Fed. 5337-HIMB (FFY30) | \$470     |
|              |           | ACC (FY32)             | \$300     |
|              |           |                        |           |
| <b>Total</b> |           | <b>Total</b>           | \$7,510   |

## Project Name: Light Rail Vehicle Paint and Body Shop Study

|                       |                        |  |
|-----------------------|------------------------|--|
| <b>UID</b> FY22- LR31 | <b>RTS Project:</b> No | <b>Type of Project:</b> Technical Assistance |
|-----------------------|------------------------|--|

**Sponsoring Dept.:** Operations

**Asset Type:** Light Rail

**Description:**

This study will explore the feasibility of constructing a paint booth and body shop for HRT's light rail vehicles. The facility could greatly expand the agency's ability to conduct light rail maintenance in-house. The study will include a cost-benefit analysis of an in-house facility, basic technical requirements of such a facility, and planning-level cost estimates.

### Prioritization Score (1-5)

3

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 11      **SGR** 117      **Agency Efficiency** 60      **Risk Management** 0

### Project funding needs from FY2023 through FY2032

|               |               |               |               |               |                          |
|---------------|---------------|---------------|---------------|---------------|--------------------------|
| <b>FY2023</b> | <b>FY2024</b> | <b>FY2025</b> | <b>FY2026</b> | <b>FY2027</b> | <b>FY2023-2032 Total</b> |
| \$50          |               |               |               |               |                          |
| <b>FY2028</b> | <b>FY2029</b> | <b>FY2030</b> | <b>FY2031</b> | <b>FY2032</b> | <b>\$50</b>              |

| Source       | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
| ACC (FY23)   |        | \$25      |        |        |           |        |        |           |        |        |           |
| State (FY23) |        | \$25      |        |        |           |        |        |           |        |        |           |
|              |        |           |        |        |           |        |        |           |        |        |           |
|              |        |           |        |        |           |        |        |           |        |        |           |
|              |        |           |        |        |           |        |        |           |        |        |           |
| Total        |        | \$50      | Total  |        |           | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |



**Project Name:** NTF Foundation Repair

**UID** FY22- LR48      **RTS Project:** No      **Type of Project:** State of Good Repair

## Summary Information

**Sponsoring Dept.:** Operations **Asset Type:** Light Rail

### Description:

Project to repair the foundation at the Norfolk Tide Facility (NTF). Currently, the foundation at the NTF is unstable due to sinking subsidence. HRT is monitoring the situation and if the subsidence continues, the foundation will need remediation.

## Scoring Summary

**Prioritization Score (1-5)** 2 Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

|                     |   |     |     |                   |    |                 |    |
|---------------------|---|-----|-----|-------------------|----|-----------------|----|
| Customer Experience | 0 | SGR | 100 | Agency Efficiency | 40 | Risk Management | 80 |
|---------------------|---|-----|-----|-------------------|----|-----------------|----|

### Future Project Costs (\$1,000)

Project funding needs from FY2023 through FY2032

|        |        |        |        |        |                   |
|--------|--------|--------|--------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | \$3,063           |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source                 | FY2025 | Amount \$ | Source               | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|------------------------|--------|-----------|----------------------|--------|-----------|
|        |        |           |        |        |           | State (FY25)           |        | \$123     | State (FY26)         |        | \$1,960   |
|        |        |           |        |        |           | Fed. 5337-HIMB (FFY22) |        | \$51      | Fed. 5337-FG (FFY23) |        | \$741     |
|        |        |           |        |        |           | ACC (FY25)             |        | \$7       | ACC (FY26)           |        | \$115     |
|        |        |           |        |        |           |                        |        |           | Fed. 5337-FG (FFY22) |        | \$66      |
|        |        |           |        |        |           |                        |        |           |                      |        |           |
| Total  |        |           | Total  |        |           | Total                  |        | \$181     | Total                |        | \$2,882   |

|       | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
| Total |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name: Light Rail Aerial Structures**

UID FY22- LR50

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Facilities

Asset Type: Light Rail

**Description:**

Project to fund state of good repair maintenance of bridges/arial structures along the Tide Light Rail. Project scope includes any repairs to light rail bridges and overpasses that are identified during regular structural inspections. The scope of this project is based on HRT's 30-Year Light Rail State of Good Repair plan.

**Scoring Summary**

Prioritization Score (1-5)

5

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 11

SGR 200

Agency Efficiency 40

Risk Management 80

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
|--------|--------|--------|--------|--------|-------------------|
| \$299  | \$307  | \$317  | \$326  |        |                   |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |                   |
|        | \$356  | \$368  | \$378  |        | \$2,351           |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source                 | FY2024 | Amount \$ | Source                 | FY2025 | Amount \$ | Source               | FY2026 | Amount \$ |
|--------------|--------|-----------|------------------------|--------|-----------|------------------------|--------|-----------|----------------------|--------|-----------|
|              |        |           | State (FY24)           |        | \$203     | State (FY25)           |        | \$209     | State (FY26)         |        | \$215     |
|              |        |           | Fed. 5337-HIMB (FFY21) |        | \$84      | Fed. 5337-HIMB (FFY22) |        | \$86      | Fed. 5337-FG (FFY22) |        | \$89      |
|              |        |           | ACC (FY24)             |        | \$12      | ACC (FY25)             |        | \$12      | ACC (FY26)           |        | \$13      |
|              |        |           |                        |        |           |                        |        |           |                      |        |           |
|              |        |           |                        |        |           |                        |        |           |                      |        |           |
| <b>Total</b> |        |           | <b>Total</b>           |        | \$299     | <b>Total</b>           |        | \$307     | <b>Total</b>         |        | \$317     |

| Source                 | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source                 | FY2030 | Amount \$ |
|------------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|------------------------|--------|-----------|
| State (FY27)           |        | \$222     |              |        |           |              |        |           | State (FY30)           |        | \$242     |
| Fed. 5337-HIMB (FFY24) |        | \$91      |              |        |           |              |        |           | Fed. 5337-HIMB (FFY28) |        | \$100     |
| ACC (FY27)             |        | \$13      |              |        |           |              |        |           | ACC (FY30)             |        | \$14      |
|                        |        |           |              |        |           |              |        |           |                        |        |           |
|                        |        |           |              |        |           |              |        |           |                        |        |           |
|                        |        |           |              |        |           |              |        |           |                        |        |           |
| <b>Total</b>           |        | \$326     | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b>           |        | \$356     |

| Source               | FY2031 | Amount \$ | Source                 | FY2032 | Amount \$ |
|----------------------|--------|-----------|------------------------|--------|-----------|
| State (FY31)         |        | \$250     | State (FY32)           |        | \$257     |
| Fed. 5337-FG (FFY29) |        | \$103     | Fed. 5337-HIMB (FFY30) |        | \$106     |
| ACC (FY31)           |        | \$15      | ACC (FY32)             |        | \$15      |
|                      |        |           |                        |        |           |
|                      |        |           |                        |        |           |
| <b>Total</b>         |        | \$368     | <b>Total</b>           |        | \$378     |

**Project Name: LRT Re-Rail Truck**

UID FY22- LR51

RTS Project: No

Type of Project:

**Summary Information****Sponsoring Dept.:** Operations**Asset Type:** Light Rail**Description:**

Project to procure a high rail truck tooled for light rail vehicle rerailling. The vehicles would expand HRT's track maintenance capabilities.

**Scoring Summary****Prioritization Score (1-5)**

2

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 11**SGR** 67**Agency Efficiency** 60**Risk Management** 60**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

**FY2023** \$432  
**FY2028****FY2024**  
**FY2029****FY2025**  
**FY2030****FY2026**  
**FY2031****FY2027**  
**FY2032****FY2023-2032 Total**  
**\$432****Future Funding Programmed (\$1,000)**

| Source               | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|----------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| Fed. 5337-FG (FFY21) |        | \$346     |              |        |           |              |        |           |              |        |           |
| ACC (FY23)           |        | \$86      |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>         |        | \$432     | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |
| Source               | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>         |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |
| Source               | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
|                      |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>         |        |           | <b>Total</b> |        |           |              |        |           |              |        |           |

**Project Name: Non-Revenue Fleet Replacement**

UID FY22- NR01

RTS Project: No

Type of Project: State of Good Repair

**Summary Information****Sponsoring Dept.:** Operations**Asset Type:** Vehicles**Description:**

Project to replace non-revenue support vehicles across the agency that have reached the end of their useful life. Non-revenue fleet are needed to help maintain the system, supervise operations, and ensure agency staff can quickly respond to issues as they arise. HRT has an aging non-revenue fleet, which significantly hampers operations. Project would replace vehicles that exceed the state's useful life benchmarks for support vehicles.

**Scoring Summary****Prioritization Score (1-5)**

2

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 33**SGR** 67**Agency Efficiency** 80**Risk Management** 60**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

**FY2023** \$353**FY2024** \$89**FY2025** \$164**FY2026** \$107**FY2027****FY2023-2032 Total****FY2028** \$278**FY2029** \$232**FY2030** \$143**FY2031** \$389**FY2032** \$147**\$1,902****Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|
| State (FY23)      |        | \$240     | State (FY24)      |        | \$60      | State (FY25)      |        | \$111     | State (FY26) |        | \$73      |
| Fed. 5307 (FFY21) |        | \$99      | Fed. 5307 (FFY22) |        | \$25      | Fed. 5307 (FFY24) |        | \$46      | ACC (FY26)   |        | \$34      |
| ACC (FY23)        |        | \$14      | ACC (FY24)        |        | \$4       | ACC (FY25)        |        | \$7       |              |        |           |
|                   |        |           |                   |        |           |                   |        |           |              |        |           |
|                   |        |           |                   |        |           |                   |        |           |              |        |           |
| <b>Total</b>      |        | \$353     | <b>Total</b>      |        | \$89      | <b>Total</b>      |        | \$164     | <b>Total</b> |        | \$107     |

| Source       | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
|              |        |           | State (FY28)      |        | \$189     | State (FY29)      |        | \$158     | State (FY30)      |        | \$97      |
|              |        |           | Fed. 5307 (FFY27) |        | \$78      | Fed. 5307 (FFY28) |        | \$65      | Fed. 5307 (FFY29) |        | \$40      |
|              |        |           | ACC (FY28)        |        | \$11      | ACC (FY29)        |        | \$9       | ACC (FY30)        |        | \$6       |
|              |        |           |                   |        |           |                   |        |           |                   |        |           |
|              |        |           |                   |        |           |                   |        |           |                   |        |           |
|              |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$278     | <b>Total</b>      |        | \$232     | <b>Total</b>      |        | \$143     |

| Source            | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY31)      |        | \$264     | State (FY32)      |        | \$100     |
| Fed. 5307 (FFY29) |        | \$109     | Fed. 5307 (FFY31) |        | \$41      |
| ACC (FY31)        |        | \$16      | ACC (FY32)        |        | \$6       |
|                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$389     | <b>Total</b>      |        | \$147     |

**Project Name:** RTS Non-Revenue Fleet

**UID** FY22- NR02      **RTS Project:** Yes      **Type of Project:** Minor Enhancement

## Summary Information

**Sponsoring Dept.:** Operations **Asset Type:** Vehicles

### Description:

This project funds the replacement of non-revenue vehicles dedicated to the RTS network. These vehicles are needed for street supervisors, security, vehicle maintenance, and facility maintenance. HRT programmed funds in FY 2022 to purchase 26 vehicles for RTS operations as part of the approved 10-Year Transit Strategic Plan. The agency predicts that these 26 vehicles will reach the end of their useful life by FY 2031 based on typical utilization of support vehicles at the agency.

## Scoring Summary

**Prioritization Score (1-5)** **BTS** Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience - SGR - Agency Efficiency - Risk Management -**

### Future Project Costs (\$1,000)

## Project funding needs from FY2023 through FY2032

|        |        |        |                |        |                   |
|--------|--------|--------|----------------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026         | FY2027 | FY2023-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 \$1,104 | FY2032 | \$1,104           |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

|       | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
| Total |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031            |                | FY2032       |           |
|-------------------|----------------|--------------|-----------|
| Source            | Amount \$      | Source       | Amount \$ |
| State (FY31)      | \$751          |              |           |
| Fed. 5307 (FFY29) | \$309          |              |           |
| HRRTF (FY31)      | \$44           |              |           |
|                   |                |              |           |
|                   |                |              |           |
|                   |                |              |           |
| <b>Total</b>      | <b>\$1,104</b> | <b>Total</b> |           |

**Project Name: Transit Bus Replacement**

UID FY22- OP01

RTS Project: No

Type of Project: State of Good Repair

**Summary Information****Sponsoring Dept.:** Operations**Asset Type:** Vehicles**Description:**

Project to replace buses at the end of their useful life with new vehicles. This project includes a range of bus models, all of which will be equipped with the necessary fare collection and communication equipment. Project developed through HRT's annual fleet planning process. Vehicles are identified for replacement based on their age and mileage. Replacement of HRT's fleet in a timely manner is critical for service quality and reliability.

**Scoring Summary****Prioritization Score (1-5)**

5

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 100**SGR** 133**Agency Efficiency** 80**Risk Management** 100**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

**FY2023** \$17,868**FY2024** \$8,025**FY2025** \$3,393**FY2026** \$2,875**FY2027** \$12,182**FY2023-2032 Total****FY2028** \$15,859**FY2029** \$8,784**FY2030** \$6,384**FY2031** \$9,509**FY2032** \$12,219**\$97,098****Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$       | Source            | FY2024 | Amount \$      | Source       | FY2025 | Amount \$      | Source       | FY2026 | Amount \$      |
|-------------------|--------|-----------------|-------------------|--------|----------------|--------------|--------|----------------|--------------|--------|----------------|
| State (FY23)      |        | \$6,887         | CMAQ (FY24)       |        | \$2,978        | RSTP (FY25)  |        | \$3,393        | RSTP (FY25)  |        | \$1,607        |
| CMAQ (FY23)       |        | \$5,740         | ACC (FY24)        |        | \$2,000        |              |        |                | CMAQ (FY26)  |        | \$1,268        |
| Fed. 5339 (FFY20) |        | \$2,066         | State (FY24)      |        | \$1,634        |              |        |                |              |        |                |
| RSTP (FY22)       |        | \$2,000         | Fed. 5339 (FFY22) |        | \$1,413        |              |        |                |              |        |                |
| ACC (FY23)        |        | \$2,000         |                   |        |                |              |        |                |              |        |                |
| <b>Total</b>      |        | <b>\$17,868</b> | <b>Total</b>      |        | <b>\$8,025</b> | <b>Total</b> |        | <b>\$3,393</b> | <b>Total</b> |        | <b>\$2,875</b> |

| Source            | FY2027 | Amount \$       | Source            | FY2028 | Amount \$       | Source            | FY2029 | Amount \$      | Source            | FY2030 | Amount \$      |
|-------------------|--------|-----------------|-------------------|--------|-----------------|-------------------|--------|----------------|-------------------|--------|----------------|
| RSTP (FY26)       |        | \$3,955         | State (FY28)      |        | \$10,785        | State (FY29)      |        | \$5,974        | State (FY30)      |        | \$4,341        |
| ERC (FY27)        |        | \$3,878         | Fed. 5339 (FFY27) |        | \$2,068         | Fed. 5339 (FFY28) |        | \$2,078        | Fed. 5339 (FFY29) |        | \$1,788        |
| RSTP (FY27)       |        | \$1,953         | Fed. 5307 (FFY27) |        | \$1,195         | Fed. 5307 (FFY28) |        | \$381          | ACC (FY30)        |        | \$255          |
| State (FY27)      |        | \$1,131         | Fed. 5339 (FFY26) |        | \$1,177         | ACC (FY29)        |        | \$351          |                   |        |                |
| CMAQ (FY26)       |        | \$732           | ACC (FY28)        |        | \$634           |                   |        |                |                   |        |                |
| Fed. 5339 (FFY26) |        | \$466           |                   |        |                 |                   |        |                |                   |        |                |
| ACC (FY27)        |        | \$67            |                   |        |                 |                   |        |                |                   |        |                |
| <b>Total</b>      |        | <b>\$12,182</b> | <b>Total</b>      |        | <b>\$15,859</b> | <b>Total</b>      |        | <b>\$8,784</b> | <b>Total</b>      |        | <b>\$6,384</b> |

| Source            | FY2031 | Amount \$      | Source            | FY2032 | Amount \$       |
|-------------------|--------|----------------|-------------------|--------|-----------------|
| State (FY31)      |        | \$6,466        | State (FY32)      |        | \$8,309         |
| Fed. 5339 (FFY30) |        | \$2,099        | Fed. 5339 (FFY31) |        | \$2,110         |
| ACC (FY31)        |        | \$944          | ACC (FY32)        |        | \$1,800         |
|                   |        |                |                   |        |                 |
|                   |        |                |                   |        |                 |
| <b>Total</b>      |        | <b>\$9,509</b> | <b>Total</b>      |        | <b>\$12,219</b> |

**Project Name: Transit Bus Mid-Life Repower Project**

UID FY22- OP02

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Operations

Asset Type: Vehicles

**Description:**

Project to conduct a mid-life repower of HRT's bus fleet roughly six years into a vehicle's life. A repower includes a major overhaul of a vehicle's powertrain, helping to increase vehicle reliability and ensure that HRT buses reach their maximum useful life.

**Scoring Summary**

Prioritization Score (1-5)

5

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 67

SGR 167

Agency Efficiency 100

Risk Management 100

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

FY2023 \$2,986

FY2024 \$1,872

FY2025 \$2,733

FY2026 \$2,294

FY2027 \$736

FY2023-2032 Total

FY2028 \$1,747

FY2029 \$1,016

FY2030 \$5,807

FY2031 \$5,514

FY2032 \$1,200

**\$25,905****Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY23)      |        | \$2,031   | State (FY24)      |        | \$1,273   | State (FY25)      |        | \$1,859   | State (FY26)      |        | \$1,560   |
| Fed. 5339 (FFY21) |        | \$836     | Fed. 5339 (FFY22) |        | \$316     | Fed. 5339 (FFY24) |        | \$765     | Fed. 5339 (FFY25) |        | \$642     |
| ACC (FY23)        |        | \$119     | Fed. 5339 (FFY23) |        | \$208     | ACC (FY25)        |        | \$109     | ACC (FY26)        |        | \$92      |
|                   |        |           | ACC (FY24)        |        | \$75      |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$2,986   | <b>Total</b>      |        | \$1,872   | <b>Total</b>      |        | \$2,733   | <b>Total</b>      |        | \$2,294   |

| Source            | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY27)      |        | \$501     | State (FY28)      |        | \$1,188   | State (FY29)      |        | \$690     | State (FY30)      |        | \$3,949   |
| Fed. 5339 (FFY26) |        | \$206     | Fed. 5307 (FFY27) |        | \$489     | Fed. 5307 (FFY28) |        | \$147     | Fed. 5307 (FFY28) |        | \$1,435   |
| ACC (FY27)        |        | \$29      | ACC (FY28)        |        | \$70      | Fed. 5307 (FFY27) |        | \$138     | ACC (FY30)        |        | \$232     |
|                   |        |           |                   |        |           | ACC (FY29)        |        | \$41      | Fed. 5339 (FFY29) |        | \$191     |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$736     | <b>Total</b>      |        | \$1,747   | <b>Total</b>      |        | \$1,016   | <b>Total</b>      |        | \$5,807   |

| Source            | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY31)      |        | \$3,749   | State (FY32)      |        | \$816     |
| Fed. 5307 (FFY29) |        | \$1,544   | Fed. 5307 (FFY31) |        | \$336     |
| ACC (FY31)        |        | \$221     | ACC (FY32)        |        | \$48      |
|                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$5,514   | <b>Total</b>      |        | \$1,200   |

**Project Name: RTS Transit Buses**

UID FY22- OP03

RTS Project: Yes

Type of Project: Major Expansion

**Summary Information**

Sponsoring Dept.: Operations

Asset Type: Vehicles

**Description:**

Project to procure new buses for system expansion as well as funding for replacement and mid-life overhauls of these buses. This project will support the implementation of HRT's Regional Transit System. The need is split between three "Groups." Group A required 24 buses (20 for operation, 4 spares), Group B will require 12 buses (10 for operation, 2 spares), and Group C will require 12 buses (10 for operation, 2 spares). HRT has already allocated funds for Group A and Group B in FY 2021 and FY 2022, respectively.

**Scoring Summary**

Prioritization Score (1-5)

RTS

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience -

SGR -

Agency Efficiency -

Risk Management -

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023  | FY2024 | FY2025  | FY2026 | FY2027 | FY2023-2032 Total |
|---------|--------|---------|--------|--------|-------------------|
| \$6,749 |        |         |        |        |                   |
| FY2028  | FY2029 | FY2030  | FY2031 | FY2032 |                   |
|         |        | \$4,258 | \$394  |        | <b>\$11,401</b>   |

**Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| Fed. 5307 (FFY21) |        | \$3,246   |              |        |           |              |        |           |              |        |           |
| HRRTF (FY23)      |        | \$2,733   |              |        |           |              |        |           |              |        |           |
| Fed. 5339 (FFY21) |        | \$770     |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
|                   |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b>      |        | \$6,749   | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|-------------------|--------|-----------|
|              |        |           |              |        |           |              |        |           | State (FY30)      |        | \$2,896   |
|              |        |           |              |        |           |              |        |           | Fed. 5307 (FFY28) |        | \$1,192   |
|              |        |           |              |        |           |              |        |           | HRRTF (FY30)      |        | \$170     |
|              |        |           |              |        |           |              |        |           |                   |        |           |
|              |        |           |              |        |           |              |        |           |                   |        |           |
|              |        |           |              |        |           |              |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b>      |        | \$4,258   |

| Source            | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|
| State (FY31)      |        | \$268     |              |        |           |
| Fed. 5339 (FFY29) |        | \$110     |              |        |           |
| HRRTF (FY31)      |        | \$16      |              |        |           |
|                   |        |           |              |        |           |
|                   |        |           |              |        |           |
| <b>Total</b>      |        | \$394     | <b>Total</b> |        |           |



**Project Name: Paratransit Fleet Replacement**

UID FY22- OP11

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Operations

Asset Type: Vehicles

**Description:**

Project to replace HRT-owned paratransit vehicles that have reached the end of their useful life in order to maintain a state of good repair. HRT maintains an annual fleet plan that forecasts replacement needs based on existing utilization and state useful life benchmarks.

**Scoring Summary****Prioritization Score (1-5)**

4

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 67

SGR 100

Agency Efficiency 60

Risk Management 80

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

|               |               |               |               |               |                          |
|---------------|---------------|---------------|---------------|---------------|--------------------------|
| <b>FY2023</b> | <b>FY2024</b> | <b>FY2025</b> | <b>FY2026</b> | <b>FY2027</b> | <b>FY2023-2032 Total</b> |
| \$2,015       | \$2,593       | \$1,199       | \$1,381       | \$743         |                          |
| <b>FY2028</b> | <b>FY2029</b> | <b>FY2030</b> | <b>FY2031</b> | <b>FY2032</b> |                          |
| \$2,015       | \$1,964       | \$2,257       |               | \$2,153       | <b>\$14,305</b>          |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
|              |        |           | State (FY24)      |        | \$1,763   | State (FY25)      |        | \$815     | State (FY26)      |        | \$939     |
|              |        |           | Fed. 5339 (FFY23) |        | \$726     | Fed. 5339 (FFY24) |        | \$336     | Fed. 5339 (FFY25) |        | \$387     |
|              |        |           | ACC (FY24)        |        | \$104     | ACC (FY25)        |        | \$48      | ACC (FY26)        |        | \$55      |
|              |        |           |                   |        |           |                   |        |           |                   |        |           |
|              |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$2,593   | <b>Total</b>      |        | \$1,199   | <b>Total</b>      |        | \$1,381   |

| Source            | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| State (FY27)      |        | \$505     | State (FY28)      |        | \$1,370   | State (FY29)      |        | \$1,335   | State (FY30)      |        | \$1,535   |
| Fed. 5339 (FFY26) |        | \$208     | Fed. 5307 (FFY27) |        | \$564     | Fed. 5307 (FFY28) |        | \$550     | Fed. 5307 (FFY29) |        | \$325     |
| ACC (FY27)        |        | \$30      | ACC (FY28)        |        | \$81      | ACC (FY29)        |        | \$79      | Fed. 5307 (FFY28) |        | \$307     |
|                   |        |           |                   |        |           |                   |        |           | ACC (FY30)        |        | \$90      |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$743     | <b>Total</b>      |        | \$2,015   | <b>Total</b>      |        | \$1,964   | <b>Total</b>      |        | \$2,257   |

| Source       | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|
|              |        |           | State (FY32)      |        | \$1,464   |
|              |        |           | Fed. 5307 (FFY31) |        | \$603     |
|              |        |           | ACC (FY32)        |        | \$86      |
|              |        |           |                   |        |           |
|              |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$2,153   |

**Project Name:** RTS Paratransit

**UID** FY22- OP12      **RTS Project:** Yes      **Type of Project:** Minor Enhancement

## Summary Information

**Sponsoring Dept.:** Operations **Asset Type:** Vehicles

### Description:

Project to maintain paratransit vehicles associated with the RTS network. Implementation of the RTS network will generate additional paratransit operating requirements. HRT allocated funds in FY 2022 to purchase six additional paratransit vans to meet these operating needs. This project will fund the replacement of these vehicles as dictated by their useful life benchmarks on regular intervals.

## Scoring Summary

| Prioritization Score (1-5) | RTS | Score by Criteria (out of 100, except for State of Good Repair which is out of 200) |
|----------------------------|-----|---|
|----------------------------|-----|---|

**Customer Experience** - **SGR** - **Agency Efficiency** - **Risk Management** -

### Future Project Costs (\$1,000)

### Project funding needs from FY2023 through FY2032

| FY2023       | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
|--------------|--------|--------|--------|--------|-------------------|
| FY2028 \$514 | FY2029 | FY2030 | FY2031 | FY2032 | \$514             |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           | State (FY28)      |        | \$349     |        |        |           |        |        |           |
|        |        |           | Fed. 5307 (FFY27) |        | \$144     |        |        |           |        |        |           |
|        |        |           | ACC (FY28)        |        | \$21      |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        | \$514     | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name:** Paratransit Vehicle Mid-Life Overhaul/Repowers

**UID** FY22- OP13      **RTS Project:** No      **Type of Project:**

**Sponsoring Dept.:** Operations

**Asset Type:** Vehicles

**Description:**

Project to conduct mid-life repowers of paratransit vehicles. Repowers will help extend the useful life of HRT's paratransit fleet, enabling the agency to better space out vehicle replacements. HRT plans to initiate mid-life repowers in FY 2023, with the goal to utilize repowers to extend the life of vehicles by two years. The utilization of mid-life repowers in select years will result in less fluctuation in vehicle replacement needs year-to-year.

### Prioritization Score (1-5)

4

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 67      **SGR** 100      **Agency Efficiency** 60      **Risk Management** 80

### Project funding needs from FY2023 through FY2032

|               |         |               |  |               |  |               |       |               |  |                          |
|---------------|---------|---------------|--|---------------|--|---------------|-------|---------------|--|--------------------------|
| <b>FY2023</b> | \$1,028 | <b>FY2024</b> |  | <b>FY2025</b> |  | <b>FY2026</b> | \$271 | <b>FY2027</b> |  | <b>FY2023-2032 Total</b> |
| <b>FY2028</b> |         | <b>FY2029</b> |  | <b>FY2030</b> |  | <b>FY2031</b> |       | <b>FY2032</b> |  | <b>\$1,299</b>           |

| Source            | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|-------------------|--------|-----------|
| State (FY23)      |        | \$699     |        |        |           |        |        |           | State (FY26)      |        | \$184     |
| Fed. 5339 (FFY22) |        | \$288     |        |        |           |        |        |           | Fed. 5339 (FFY25) |        | \$76      |
| ACC (FY23)        |        | \$41      |        |        |           |        |        |           | ACC (FY26)        |        | \$11      |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
| Total             |        | \$1,028   | Total  |        |           | Total  |        |           | Total             |        | \$271     |

|       | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
|       |        |           |        |        |           |        |        |           |        |        |           |
| Total |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name:** Ferry Boat State-of-Good-Repair

**UID** FY22- OP30      **RTS Project:** No      **Type of Project:**

**Sponsoring Dept.:** Operations

**Asset Type:** Vehicles

### Description:

Project to conduct routine state of good repair investments on HRT's ferry fleet. This includes modifications to windows, installing air conditioning in the pilot house, electrical system upgrades, and new pressure release valves on two ferry boats. This project includes engineering for ferry boat modifications as well as funding to transport, haul, and dry dock the ferry boats.

### Prioritization Score (1-5)

2

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

|                     |   |     |     |                   |    |                 |    |
|---------------------|---|-----|-----|-------------------|----|-----------------|----|
| Customer Experience | 8 | SGR | 150 | Agency Efficiency | 20 | Risk Management | 20 |
|---------------------|---|-----|-----|-------------------|----|-----------------|----|

### Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|-------------------|
| \$254            |                  |                  |                  |                  | \$254             |

| Source            | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
| ACC (FY23)        |        | \$183     |        |        |           |        |        |           |        |        |           |
| Fed. 5307 (FFY21) |        | \$71      |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
| Total             |        | \$254     | Total  |        |           | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name: Peninsula Transit Signal Priority Improvements**

UID FY22- PD01

RTS Project: Yes

Type of Project: Minor Enhancement

**Summary Information****Sponsoring Dept.:** Planning and Development**Asset Type:** Technology**Description:**

Project to upgrade traffic signals and crosswalk protection, using Transit Signal Priority (TSP) technology at 83 intersections in the Jefferson Avenue and Mercury Boulevard corridors in Hampton and Newport News, VA. These upgrades will support existing planned and funded bus service improvements in the corridors to provide reliable, frequent, and efficient transit service on the Peninsula. The project scope includes design, signal system upgrades, signal retiming, bus detection, side street detection, utility relocation, right-of-way purchases, site preparation, and on-vehicle equipment purchase and installation. This project will be implemented in three phases: Phase 1 - South Jefferson and Mercury Intersections; Phase 2 - North Jefferson; and Phase 3 - Mercury Boulevard.

This project is contingent on HRT receiving a federal earmark in the latest transportation bill, which this project would match at 20 percent of total project cost.

**Scoring Summary****Prioritization Score (1-5)**

RTS

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** -**SGR** -**Agency Efficiency** -**Risk Management** -**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

|               |       |               |       |               |       |               |  |               |  |                          |
|---------------|-------|---------------|-------|---------------|-------|---------------|--|---------------|--|--------------------------|
| <b>FY2023</b> | \$598 | <b>FY2024</b> | \$777 | <b>FY2025</b> | \$565 | <b>FY2026</b> |  | <b>FY2027</b> |  | <b>FY2023-2032 Total</b> |
| <b>FY2028</b> |       | <b>FY2029</b> |       | <b>FY2030</b> |       | <b>FY2031</b> |  | <b>FY2032</b> |  | <b>\$1,940</b>           |

**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| HRRTF (FY23) |        | \$598     | HRRTF (FY24) |        | \$777     | HRRTF (FY25) |        | \$565     |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        | \$598     | <b>Total</b> |        | \$777     | <b>Total</b> |        | \$565     | <b>Total</b> |        |           |

| Source       | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        |           |

**Project Name: State of Good Repair - Cash Capital**

UID FY22- SG01

RTS Project: No

Type of Project: State of Good Repair

**Summary Information**

Sponsoring Dept.: Finance

Asset Type: Other

**Description:**

Activities funded under State of Good Repair-Cash Capital include activities needed to maintain rolling stock, support facilities, structures, and equipment in a state of good repair as well as small dollar value capital investments that otherwise would not be captured in the operating budget or warrant stand-alone CIP grants.

**Scoring Summary**

Prioritization Score (1-5)

N/A

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 0

SGR 0

Agency Efficiency 0

Risk Management 0

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

|                     |                     |                     |                     |                     |                          |
|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------------|
| <b>FY2023</b> \$500 | <b>FY2024</b> \$500 | <b>FY2025</b> \$500 | <b>FY2026</b> \$500 | <b>FY2027</b> \$500 | <b>FY2023-2032 Total</b> |
| <b>FY2028</b> \$500 | <b>FY2029</b> \$500 | <b>FY2030</b> \$500 | <b>FY2031</b> \$500 | <b>FY2032</b> \$500 | <b>\$5,000</b>           |

**Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| ACC (FY23)        |        | \$250     | ACC (FY24)        |        | \$250     | ACC (FY25)        |        | \$250     | ACC (FY26)        |        | \$250     |
| Fed. 5307 (FFY21) |        | \$250     | Fed. 5307 (FFY22) |        | \$131     | Fed. 5307 (FFY24) |        | \$250     | Fed. 5307 (FFY25) |        | \$250     |
|                   |        |           | Fed. 5307 (FFY21) |        | \$119     |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$500     | <b>Total</b>      |        | \$500     | <b>Total</b>      |        | \$500     | <b>Total</b>      |        | \$500     |

| Source            | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source            | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|-------------------|--------|-----------|
| ACC (FY27)        |        | \$250     | ACC (FY28)        |        | \$250     | ACC (FY29)        |        | \$250     | ACC (FY30)        |        | \$250     |
| Fed. 5307 (FFY26) |        | \$250     | Fed. 5307 (FFY27) |        | \$250     | Fed. 5307 (FFY28) |        | \$250     | Fed. 5307 (FFY29) |        | \$250     |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$500     | <b>Total</b>      |        | \$500     | <b>Total</b>      |        | \$500     | <b>Total</b>      |        | \$500     |

| Source            | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|
| ACC (FY31)        |        | \$250     | ACC (FY32)        |        | \$250     |
| Fed. 5307 (FFY30) |        | \$250     | Fed. 5307 (FFY31) |        | \$250     |
|                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |
|                   |        |           |                   |        |           |
| <b>Total</b>      |        | \$500     | <b>Total</b>      |        | \$500     |



**Project Name: Light Rail Video Recording Equipment**

UID FY22- SS02

RTS Project: No

Type of Project:

**Summary Information****Sponsoring Dept.:** Security**Asset Type:** Safety**Description:**

Project to replace video recording equipment on HRT's light rail vehicles as they reach the end of their recommended useful life. Upgrades will include electrical and structured cabling upgrades and replacement of network and wireless equipment, as well as video storage systems.

**Scoring Summary****Prioritization Score (1-5)**

5

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 11**SGR** 100**Agency Efficiency** 80**Risk Management** 80**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

| FY2023<br>FY2028 | FY2024<br>FY2029 | FY2025<br>FY2030 | FY2026<br>FY2031 | FY2027<br>FY2032 | FY2027 \$122<br>FY2032 \$132 | FY2023-2032 Total |
|------------------|------------------|------------------|------------------|------------------|------------------------------|-------------------|
|                  |                  |                  |                  |                  |                              | \$254             |

**Future Funding Programmed (\$1,000)**

| Source | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| Source            | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
| State (FY27)      |        | \$83      |        |        |           |        |        |           |        |        |           |
| Fed. 5307 (FFY26) |        | \$34      |        |        |           |        |        |           |        |        |           |
| ACC (FY27)        |        | \$5       |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
|                   |        |           |        |        |           |        |        |           |        |        |           |
| Total             |        | \$122     | Total  |        |           | Total  |        |           | Total  |        |           |

| Source | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|--------|--------|-----------|-------------------|--------|-----------|
|        |        |           | State (FY32)      |        | \$90      |
|        |        |           | Fed. 5307 (FFY31) |        | \$37      |
|        |        |           | ACC (FY32)        |        | \$5       |
|        |        |           |                   |        |           |
|        |        |           |                   |        |           |
|        |        |           |                   |        |           |
| Total  |        |           | Total             |        | \$132     |



**Project Name: Enterprise Video Surveillance System Upgrade**

UID FY22- SS15

RTS Project: No

Type of Project: State of Good Repair

**Summary Information****Sponsoring Dept.:** Security**Asset Type:** Safety**Description:**

Project to upgrade HRT's Enterprise Video Surveillance System to maintain a state of good repair. This project will replace Enterprise Video Surveillance System server hardware and software at various locations and address known gaps in video surveillance monitoring through fixed camera replacement and additions at HRT facilities. Specific activities include physical server hardware replacement and surveillance camera replacement at DNTC, 18th Street, NTF, VB Trolley, HTC, NNTC, and HRT Headquarters. In addition, this project will add new cameras to cover blind spots at 18th Street and NTF, as well as install new cameras at future facilities.

**Scoring Summary****Prioritization Score (1-5)**

5

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 50**SGR** 117**Agency Efficiency** 100**Risk Management** 60**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

**FY2023** \$321  
**FY2028** \$348**FY2024**  
**FY2029****FY2025** \$104  
**FY2030** \$114**FY2026**  
**FY2031****FY2027** \$185  
**FY2032** \$202**FY2023-2032 Total**  
**\$1,274****Future Funding Programmed (\$1,000)**

| Source            | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source            | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|
| State (FY23)      |        | \$218     |              |        |           | State (FY25)      |        | \$71      |              |        |           |
| Fed. 5307 (FFY21) |        | \$90      |              |        |           | Fed. 5307 (FFY24) |        | \$29      |              |        |           |
| ACC (FY23)        |        | \$13      |              |        |           | ACC (FY25)        |        | \$4       |              |        |           |
|                   |        |           |              |        |           |                   |        |           |              |        |           |
|                   |        |           |              |        |           |                   |        |           |              |        |           |
| <b>Total</b>      |        | \$321     | <b>Total</b> |        |           | <b>Total</b>      |        | \$104     | <b>Total</b> |        |           |

| Source            | FY2027 | Amount \$ | Source            | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
|-------------------|--------|-----------|-------------------|--------|-----------|--------------|--------|-----------|-------------------|--------|-----------|
| State (FY27)      |        | \$126     | State (FY28)      |        | \$237     |              |        |           | State (FY30)      |        | \$77      |
| Fed. 5307 (FFY26) |        | \$52      | Fed. 5307 (FFY27) |        | \$97      |              |        |           | Fed. 5307 (FFY28) |        | \$32      |
| ACC (FY27)        |        | \$7       | ACC (FY28)        |        | \$14      |              |        |           | ACC (FY30)        |        | \$5       |
|                   |        |           |                   |        |           |              |        |           |                   |        |           |
|                   |        |           |                   |        |           |              |        |           |                   |        |           |
| <b>Total</b>      |        | \$185     | <b>Total</b>      |        | \$348     | <b>Total</b> |        |           | <b>Total</b>      |        | \$114     |

| Source       | FY2031 | Amount \$ | Source            | FY2032 | Amount \$ |
|--------------|--------|-----------|-------------------|--------|-----------|
|              |        |           | State (FY32)      |        | \$137     |
|              |        |           | Fed. 5307 (FFY31) |        | \$57      |
|              |        |           | ACC (FY32)        |        | \$8       |
|              |        |           |                   |        |           |
|              |        |           |                   |        |           |
| <b>Total</b> |        |           | <b>Total</b>      |        | \$202     |

Project Name: Enterprise Access Control System Upgrade

|     |            |              |    |                  |                      |
|-----|------------|--------------|----|------------------|----------------------|
| UID | FY22- SS16 | RTS Project: | No | Type of Project: | State of Good Repair |
|-----|------------|--------------|----|------------------|----------------------|

Summary Information

|                   |   |             |        |
|-------------------|---|-------------|--------|
| Sponsoring Dept.: | Security  | Asset Type: | Safety |
| Description:      | Project to upgrade and/or replace aging physical access control system components to maintain a state of good repair. The project includes an assessment of the access system to determine necessary replacements and upgrades. |             |        |

Scoring Summary

|                                   |    |   |     |                          |    |                        |    |
|-----------------------------------|----|---|-----|--------------------------|----|------------------------|----|
| <b>Prioritization Score (1-5)</b> | 5  | Score by Criteria (out of 100, except for State of Good Repair which is out of 200) |     |                          |    |                        |    |
| <b>Customer Experience</b>        | 17 | <b>SGR</b>  | 167 | <b>Agency Efficiency</b> | 60 | <b>Risk Management</b> | 60 |

Future Project Costs (\$1,000)

|  |        |        |        |        |                   |
|--|--------|--------|--------|--------|-------------------|
| Project funding needs from FY2023 through FY2032 |        |        |        |        |                   |
| FY2023   | FY2024 | FY2025 | FY2026 | FY2027 | FY2023-2032 Total |
| FY2028   | FY2029 | FY2030 | FY2031 | FY2032 |                   |
|  |        |        |        |        | \$970             |

Future Funding Programmed (\$1,000)

| Source            | FY2023 | Amount \$ | Source | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source            | FY2026 | Amount \$ |
|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|-------------------|--------|-----------|
|                   |        |           |        |        |           |        |        |           | State (FY26)      |        | \$327     |
|                   |        |           |        |        |           |        |        |           | Fed. 5307 (FFY25) |        | \$135     |
|                   |        |           |        |        |           |        |        |           | ACC (FY26)        |        | \$19      |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
| Total             |        |           | Total  |        |           | Total  |        |           | Total             |        | \$481     |
| Source            | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source            | FY2030 | Amount \$ |
| State (FY27)      |        | \$332     |        |        |           |        |        |           |                   |        |           |
| Fed. 5307 (FFY26) |        | \$137     |        |        |           |        |        |           |                   |        |           |
| ACC (FY27)        |        | \$20      |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
| Total             |        | \$489     | Total  |        |           | Total  |        |           | Total             |        |           |
| Source            | FY2031 | Amount \$ | Source | FY2032 | Amount \$ |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
|                   |        |           |        |        |           |        |        |           |                   |        |           |
| Total             |        |           | Total  |        |           |        |        |           |                   |        |           |

**Project Name:** Safety Management System

**UID** FY22- SS17      **RTS Project:** No      **Type of Project:** Minor Enhancement

## Summary Information

**Sponsoring Dept.:** Safety

**Asset Type:** Safety

### Description:

Project to acquire and implement a safety data management software that allows for automation and effective management of accident/incident, safety led inspection, hazard analysis/risk assessment, safety concern/suggestion tracking, and safety training tracking. This safety data management software is FTA-mandated and will allow HRT to better track safety related data in one centralized location.

## Scoring Summary

### Prioritization Score (1-5)

1

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

**Customer Experience** 17      **SGR** 0      **Agency Efficiency** 40      **Risk Management** 80

### Future Project Costs (\$1,000)

### Project funding needs from FY2023 through FY2032

|        |        |        |        |        |                   |
|--------|--------|--------|--------|--------|-------------------|
| FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028-2032 Total |
| FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | \$843             |

### Future Funding Programmed (\$1,000)

| Source | FY2023 | Amount \$ | Source            | FY2024 | Amount \$ | Source | FY2025 | Amount \$ | Source | FY2026 | Amount \$ |
|--------|--------|-----------|-------------------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           | State (FY24)      |        | \$573     |        |        |           |        |        |           |
|        |        |           | Fed. 5307 (FFY22) |        | \$236     |        |        |           |        |        |           |
|        |        |           | ACC (FY24)        |        | \$34      |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
|        |        |           |                   |        |           |        |        |           |        |        |           |
| Total  |        |           | Total             |        | \$843     | Total  |        |           | Total  |        |           |

| Source | FY2027 | Amount \$ | Source | FY2028 | Amount \$ | Source | FY2029 | Amount \$ | Source | FY2030 | Amount \$ |
|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|--------|--------|-----------|
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
|        |        |           |        |        |           |        |        |           |        |        |           |
| Total  |        |           | Total  |        |           | Total  |        |           | Total  |        |           |

| FY2031       |           | FY2032       |           |
|--------------|-----------|--------------|-----------|
| Source       | Amount \$ | Source       | Amount \$ |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
|              |           |              |           |
| <b>Total</b> |           | <b>Total</b> |           |

**Project Name: Light Rail Vehicle Cab Cameras**

UID FY22- SS18

RTS Project: No

Type of Project: Minor Enhancement

**Summary Information**

Sponsoring Dept.: Safety

Asset Type: Safety

**Description:**

Project to procure and install a closed circuit television camera with video and audio recordings on light rail vehicles in line with guidance from the FTA. In total, HRT will procure 22 cameras and associated equipment (one for each light rail vehicle plus four spares). Cameras will be installed in the light rail vehicle operator cabs. These cameras will aid in the investigative process and provide additional evidence to reduce liability claims, more accurately determine the root cause leading to accidents and incidents, and provide materials for lessons learned/trainings.

**Scoring Summary**

Prioritization Score (1-5)

4

Score by Criteria (out of 100, except for State of Good Repair which is out of 200)

Customer Experience 11

SGR 100

Agency Efficiency 60

Risk Management 80

**Future Project Costs (\$1,000)**

Project funding needs from FY2023 through FY2032

FY2023 \$47  
FY2028FY2024  
FY2029FY2025  
FY2030FY2026  
FY2031FY2027 \$50  
FY2032 \$55FY2023-2032 Total  
\$152**Future Funding Programmed (\$1,000)**

| Source       | FY2023 | Amount \$ | Source       | FY2024 | Amount \$ | Source       | FY2025 | Amount \$ | Source       | FY2026 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| State (FY23) |        | \$32      |              |        |           |              |        |           |              |        |           |
| ACC (FY23)   |        | \$15      |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        | \$47      | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2027 | Amount \$ | Source       | FY2028 | Amount \$ | Source       | FY2029 | Amount \$ | Source       | FY2030 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|--------------|--------|-----------|
| State (FY27) |        | \$34      |              |        |           |              |        |           |              |        |           |
| ACC (FY27)   |        | \$16      |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
|              |        |           |              |        |           |              |        |           |              |        |           |
| <b>Total</b> |        | \$50      | <b>Total</b> |        |           | <b>Total</b> |        |           | <b>Total</b> |        |           |

| Source       | FY2031 | Amount \$ | Source       | FY2032 | Amount \$ |
|--------------|--------|-----------|--------------|--------|-----------|
|              |        |           | State (FY32) |        | \$37      |
|              |        |           | ACC (FY32)   |        | \$18      |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
|              |        |           |              |        |           |
| <b>Total</b> |        |           | <b>Total</b> |        | \$55      |



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## CAPITAL PROJECTS PLAN FY23-FY32

| UID  | Name   | Programmed Funding (\$ thousands) |         |         |         |         |         |         |       |       |       |         |
|------|--|-----------------------------------|---------|---------|---------|---------|---------|---------|-------|-------|-------|---------|
|      |  | Total                             | FY 23   | FY 24   | FY 25   | FY 26   | FY 27   | FY 28   | FY 29 | FY 30 | FY 31 | FY 32   |
| EF01 | 3400 Victoria Boulevard Renovation                         | \$10,000                          |         |         | \$3,500 | \$1,506 | \$3,250 | \$1,744 |       |       |       |         |
| EF02 | Parks Avenue Operating Division Relocation and Replacement | \$31,880                          | \$2,000 | \$9,960 | \$9,960 | \$9,960 |         |         |       |       |       |         |
| EF03 | Bus Stop Amenity Program                                   | \$21,457                          |         | \$5,326 | \$5,506 | \$7,045 | \$3,580 |         |       |       |       |         |
| EF04 | HRT Paving Program   | \$623                             |         | \$623   |         |         |         |         |       |       |       |         |
| EF05 | Newport News Transit Center Interior Renovations           | \$1,147                           |         | \$1,147 |         |         |         |         |       |       |       |         |
| EF06 | Hampton Transit Center Interior Renovations                | \$903                             |         | \$903   |         |         |         |         |       |       |       |         |
| EF07 | Wards Corner Restroom and Paving Renovation                | \$164                             |         |         | \$164   |         |         |         |       |       |       |         |
| EF10 | Evelyn T Butts Transfer Center Replacement                 | \$6,121                           |         | \$6,121 |         |         |         |         |       |       |       |         |
| EF11 | Silverleaf Transfer Center Upgrades                        | \$1,356                           |         |         |         |         |         | \$1,356 |       |       |       |         |
| EF12 | Net Center Replacement                                     | \$500                             | \$500   |         |         |         |         |         |       |       |       |         |
| EF13 | Robert Hall Transfer Center Replacement                    | \$5,809                           |         | \$5,809 |         |         |         |         |       |       |       |         |
| EF14 | 18th Street Building 1 and 2 Rehab                         | \$893                             |         | \$893   |         |         |         |         |       |       |       |         |
| EF15 | Gate Replacement Design Study                              | \$100                             | \$100   |         |         |         |         |         |       |       |       |         |
| IT01 | HASTUS   | \$5,940                           |         | \$1,757 |         |         |         | \$1,972 |       |       |       | \$2,211 |
| IT03 | Large Technology Infrastructure                            | \$6,574                           | \$711   | \$1,765 | \$151   |         | \$956   | \$1,166 | \$621 | \$165 |       | \$1,039 |
| IT05 | Client Technology Systems State of Good Repair             | \$4,438                           | \$304   | \$860   | \$477   | \$222   | \$278   | \$1,036 | \$197 | \$519 | \$242 | \$303   |
| IT06 | Passenger Information Displays - Bus Facilities            | \$794                             |         |         |         |         | \$380   |         |       |       |       | \$414   |
| IT07 | Passenger Information Displays - Light Rail                | \$9,068                           |         |         |         |         | \$4,346 |         |       |       |       | \$4,722 |
| IT12 | Onboard Network Infrastructure State of Good Repair        | \$2,161                           |         | \$196   |         | \$135   |         | \$828   | \$94  |       | \$154 | \$754   |
| IT13 | Audio Monitoring System (Phone + Control Room)             | \$476                             |         |         |         |         |         |         | \$476 |       |       |         |
| IT17 | HRMS Replacement   | \$5,253                           | \$5,253 |         |         |         |         |         |       |       |       |         |
| IT18 | Fixed Side CAD/AVL System                                  | \$1,883                           |         |         | \$1,883 |         |         |         |       |       |       |         |

\*highlighting denotes RTS projects

## HRT Draft CIP FY23-FY32

| UID  | Name   | Programmed Funding (\$ thousands) |          |         |         |         |          |          |         |          |         |          |
|------|--|-----------------------------------|----------|---------|---------|---------|----------|----------|---------|----------|---------|----------|
|      |  | Total                             | FY 23    | FY 24   | FY 25   | FY 26   | FY 27    | FY 28    | FY 29   | FY 30    | FY 31   | FY 32    |
| IT19 | Replace Ticket Vending Machines for Bus Facilities                   | \$1,175                           | \$544    |         |         |         |          |          |         |          |         | \$631    |
| IT20 | Replace Ticket Vending Machines for Light Rail                       | \$2,633                           |          |         |         |         |          |          |         |          |         | \$2,633  |
| IT21 | Upgrade TVM PIN Pads   | \$351                             |          |         |         | \$351   |          |          |         |          |         |          |
| IT22 | EAM System (Upgrade)   | \$2,618                           |          |         |         | \$2,618 |          |          |         |          |         |          |
| IT23 | EAM Technology Asset Inventory                                       | \$361                             |          | \$361   |         |         |          |          |         |          |         |          |
| IT29 | INIT Light Rail APC System Fixed Side Hardware Software              | \$222                             |          |         |         |         | \$106    |          |         |          |         | \$116    |
| IT30 | Technology Planning Project  | \$1,464                           |          | \$472   | \$488   | \$504   |          |          |         |          |         |          |
| IT32 | Innovations Initiative   | \$372                             |          | \$114   | \$124   | \$134   |          |          |         |          |         |          |
| IT35 | Transit Center Public Address System                                 | \$49                              |          |         |         |         |          | \$49     |         |          |         |          |
| IT36 | Internal Digital Signage System                                      | \$249                             |          | \$121   |         |         |          | \$128    |         |          |         |          |
| IT37 | ICS Cyber Security   | \$1,739                           |          |         |         |         | \$1,739  |          |         |          |         |          |
| IT42 | IT Security Systems Upgrade  | \$1,832                           |          |         |         | \$908   | \$924    |          |         |          |         |          |
| IT43 | Contract and Vendor Management Software Replacement                  | \$326                             | \$101    |         |         |         | \$108    |          |         |          | \$117   |          |
| LR01 | Light Rail Right-of-Way SGR  | \$34,472                          | \$318    | \$328   | \$347   | \$1,552 | \$3,468  | \$3,572  | \$3,679 | \$10,919 | \$9,861 | \$428    |
| LR02 | Light Rail Vehicle SGR   | \$25,856                          | \$2,101  | \$2,157 | \$2,177 | \$2,234 | \$2,409  | \$2,432  | \$3,215 | \$4,902  | \$3,227 | \$1,002  |
| LR04 | Light Rail Station Upgrades  | \$4,390                           |          | \$31    | \$607   | \$1,097 | \$73     | \$989    | \$17    | \$256    | \$576   | \$744    |
| LR05 | Light Rail Cab Signaling Study                                       | \$180                             |          | \$180   |         |         |          |          |         |          |         |          |
| LR06 | Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade | \$14,424                          |          |         |         |         | \$6,914  |          |         |          |         | \$7,510  |
| LR31 | Light Rail Vehicle Paint and Body Shop Study                         | \$50                              | \$50     |         |         |         |          |          |         |          |         |          |
| LR48 | NTF Foundation Repair  | \$3,063                           |          |         | \$181   | \$2,882 |          |          |         |          |         |          |
| LR50 | Light Rail Aerial Structures   | \$2,351                           |          | \$299   | \$307   | \$317   | \$326    |          |         | \$356    | \$368   | \$378    |
| LR51 | LRT Re-Rail Truck  | \$432                             | \$432    |         |         |         |          |          |         |          |         |          |
| NR01 | Non-Revenue Fleet Replacement  | \$1,902                           | \$353    | \$89    | \$164   | \$107   |          | \$278    | \$232   | \$143    | \$389   | \$147    |
| NR02 | RTS Non-Revenue Fleet  | \$1,104                           |          |         |         |         |          |          |         |          | \$1,104 |          |
| OP01 | Transit Bus Replacement  | \$97,098                          | \$17,868 | \$8,025 | \$3,393 | \$2,875 | \$12,182 | \$15,859 | \$8,784 | \$6,384  | \$9,509 | \$12,219 |
| OP02 | Transit Bus Mid-Life Repower Project                                 | \$25,905                          | \$2,986  | \$1,872 | \$2,733 | \$2,294 | \$736    | \$1,747  | \$1,016 | \$5,807  | \$5,514 | \$1,200  |
| OP03 | RTS Transit Buses  | \$11,401                          | \$6,749  |         |         |         |          |          |         | \$4,258  | \$394   |          |



## HRT Draft CIP FY23-FY32

| UID          | Name  | Programmed Funding (\$ thousands) |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
|--------------|---|-----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|              |   | Total                             | FY 23           | FY 24           | FY 25           | FY 26           | FY 27           | FY 28           | FY 29           | FY 30           | FY 31           | FY 32           |
| OP11         | Paratransit Fleet Replacement                   | \$14,305                          |                 | \$2,593         | \$1,199         | \$1,381         | \$743           | \$2,015         | \$1,964         | \$2,257         |                 | \$2,153         |
| OP12         | RTS Paratransit                                 | \$514                             |                 |                 |                 |                 |                 | \$514           |                 |                 |                 |                 |
| OP13         | Paratransit Vehicle Mid-Life Overhaul/Repowers  | \$1,299                           | \$1,028         |                 |                 | \$271           |                 |                 |                 |                 |                 |                 |
| OP30         | Ferry Boat State-of-Good-Repair                 | \$254                             | \$254           |                 |                 |                 |                 |                 |                 |                 |                 |                 |
| PD01         | Peninsula Transit Signal Priority Improvements  | \$1,940                           | \$598           | \$777           | \$565           |                 |                 |                 |                 |                 |                 |                 |
| SG01         | State of Good Repair - Cash Capital             | \$5,000                           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           | \$500           |
| SS01         | Upgrade the Video Recording Equipment for Buses | \$1,474                           |                 |                 |                 |                 | \$706           |                 |                 |                 |                 | \$768           |
| SS02         | Light Rail Video Recording Equipment            | \$254                             |                 |                 |                 |                 | \$122           |                 |                 |                 |                 | \$132           |
| SS15         | Enterprise Video Surveillance System Upgrade    | \$1,274                           | \$321           |                 | \$104           |                 | \$185           | \$348           |                 | \$114           |                 | \$202           |
| SS16         | Enterprise Access Control System Upgrade        | \$970                             |                 |                 |                 | \$481           | \$489           |                 |                 |                 |                 |                 |
| SS17         | Safety Management System                        | \$843                             |                 | \$843           |                 |                 |                 |                 |                 |                 |                 |                 |
| SS18         | Light Rail Vehicle Cab Cameras                  | \$152                             | \$47            |                 |                 |                 | \$50            |                 |                 |                 |                 | \$55            |
| <b>Total</b> |   | <b>\$381,838</b>                  | <b>\$43,118</b> | <b>\$54,122</b> | <b>\$34,530</b> | <b>\$39,374</b> | <b>\$44,570</b> | <b>\$36,533</b> | <b>\$20,795</b> | <b>\$36,580</b> | <b>\$31,955</b> | <b>\$40,261</b> |

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## 2021 Annual Status of Safety Report

### Rail Fixed Guideway State Safety Oversight Program Performance

Commonwealth of Virginia

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## Program Background and Overview

In 1996, the Federal Transit Administration (FTA) issued the Rail Fixed Guideway Systems State Safety Oversight Rule, 49 Code of Federal Regulations (CFR) Part 659. Under this rule, each state with rail fixed guideway systems not subject to the regulatory authority of the Federal Railroad Administration was responsible for overseeing the safety and security program implementation of these systems. Pursuant to Subdivision 16 of § 33.2-285 of the Code of Virginia, the designated Rail State Safety Oversight Agency (SSOA) is the Department of Rail and Public Transportation (DRPT) in the Commonwealth of Virginia. DRPT oversees the Hampton Roads Transit (HRT) Tide light rail system in Norfolk, Virginia.

The FTA certified DRPT's State Safety Oversight (SSO) program under 49 CFR Part 674 on April 4, 2018. This regulation directs eligible states to strengthen significantly their authority to oversee and enforce safety requirements to prevent and mitigate accidents and incidents on rail fixed guideway systems subject to oversight. Additionally, it mandates eligible states to demonstrate legal and financial independence from these rail transit systems, as well as provide the necessary financial and human resources for overseeing the number, size, and complexity of rail transit systems within their jurisdictions. While the regulation does not mandate oversight of security practices at the rail transit system, DRPT maintains this authority over HRT security and emergency preparedness programs as authorized by the Code of Virginia. This report will address State Safety Oversight as it pertains to the HRT Tide light rail system only<sup>1</sup>.

## State Safety Oversight Responsibilities

DRPT's SSO program activities are intended to ensure that the rail transit agency (RTA) places safety considerations over operational expediency in all decision making. An important distinction should be made in delineating the role of the SSOA versus the role of the RTA in maintaining and improving rail safety. The SSOA's role is that of the regulator ensuring that all of the mechanisms in place at the RTA are sound and unconditionally applied. The state does not perform day-to-day functions at the RTA. Alternatively, the RTA's role is to perform all necessary programmatic, procedural, technical, engineering, and operational activities that it has formally adopted in order to maintain safety in rail operations.

DRPT's oversight mission is to continuously verify that the RTA is carrying out its documented programs to ensure the safety of its passengers and employees. DRPT's oversight efforts are fully transparent to HRT. All of the DRPT's actions, including those that denote various deficiencies at HRT, are communicated objectively with the goal of improving HRT's rail safety posture and without assigning fault. Although HRT's Safety and Security Departments are the custodians of HRT's safety and security programs, the entire HRT organization, including its senior executives, middle managers, supervisors, and frontline personnel, is empowered and responsible for upholding its safety goals.

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<sup>1</sup> An interstate compact was enacted on August 22, 2017, creating the Washington Metrorail Safety Commission (WMSC). Effective March 18, 2019, the WMSC is the designated State Safety Oversight Agency for WMATA Metrorail. To learn more about WMSC's oversight role, please visit <https://wmsc.gov/oversight/>.

The entirety of this oversight effort is called the “Program.” The activities of the DRPT oversight program are described in a document titled the Safety and Security Program Standard (SSPS). As mandated by federal regulation, the SSPS contains a description of DRPT’s organizational structure and lines of authority that support the oversight program. It also lists DRPT’s protocols for operating a federally-compliant SSO program. The SSPS is a dynamic document that undergoes annual review and updates to reflect enhancements to the program. This document and the practices it represents are subject to FTA review.

## Key Program Activities

Key program activities include:

- Conduct regular work sessions with HRT rail safety, security, operations, and maintenance personnel.
- Conduct audits, inspections, and special assessments of HRT’s light rail operations.
- Review and approval of primary HRT rail safety, security, and emergency preparedness plans.
- Conduct or adopt rail investigations for accidents, incidents, and hazards occurring on the HRT light rail system.
- Track and verify HRT’s progress in correcting safety and security gaps on its light rail system.

## Staffing

The Transit Rail Safety and Emergency Management Administrator (Administrator) oversees DRPT’s SSO program and reports directly to the DRPT Director. The Administrator, Andrew Ennis, performs all programmatic decision making and supervisory tasks with the support of contracted consultants. The contracted consultants include experts in the fields of train signaling, engineering, track and structures, rail vehicles, and rail operations. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), published July 6, 2012, and 49 CFR Part 672 directed FTA to establish a more comprehensive and standardized certification and training program for designated state and RTA personnel who conduct rail safety reviews and examinations and that have direct rail safety oversight responsibility. This regulation places greater emphasis on SSO staff obtaining certain certifications and competencies as well as a specific knowledge base of the rail system they oversee. The DRPT Administrator and consultant staff are compliant with the above-mentioned regulations.

## Program Response to the Coronavirus Disease 2019 (COVID-19) Global Pandemic

The COVID-19 pandemic impacted both the operations of the Tide light rail system and DRPT’s oversight activities. Commencing with Executive Order 51 in March 2020, the Governor of Virginia issued several executive orders concerning the COVID-19 pandemic. In response, the DRPT Administrator implemented the *DRPT State Safety Oversight Program Interim Coronavirus Disease 2019 (COVID-19) Response Plan*. The first plan was released in early April 2020, followed by revisions in January and July 2021. The most recent revision captured the expiration of Executive Order 51, which allowed many of DRPT’s typical safety and security oversight

activities to resume on-site and in-person after suspension or virtual substitute since the onset of the pandemic.

The plan outlines how the oversight program will conduct its oversight responsibilities under current restrictions. The Administrator continues to monitor the situation and will update or suspend the plan according to public health guidance and any changes to the Commonwealth's response to the ongoing pandemic and mass vaccination efforts. Per the July revision, if pandemic conditions allow, the plan will cease to be effective at 12:00 a.m. on January 1, 2022.

## Program Highlights from 2021

All of the SSO program components command equal significance. These program components are designed to be symbiotic, with information and intelligence gathered in one program element informing another. For instance, information gathered in a triennial audit might inform an accident investigation. In the same manner, a finding of cause discovered during an accident investigation might spur closer scrutiny of a certain practice at the RTA, prompting frequent inspections by SSO staff.

### Approval of Program Documents

Federal regulation mandates that the SSOA annually review and approve key documents associated with safety and security at the rail transit system. Accordingly, in 2021 DRPT reviewed and approved HRT's Security and Emergency Preparedness Plan Version 7.5.

MAP-21 has numerous implications for SSOAs and RTA safety programs. In July 2018, the FTA published rules under the MAP-21 requirements. The Public Transportation Agency Safety Plan (PTASP) Final Rule, 49 CFR Part 673, requires certain operators of public transportation systems that receive federal funds to develop safety plans that include the processes and procedures to implement safety management systems and safety performance targets. The PTASP rule became effective July 19, 2019, and transit operators like HRT were required to certify they had a safety plan in place meeting the rule's requirements by July 20, 2020. Once approved by its SSOA, HRT's PTASP would replace its predecessor, the System Safety Program Plan. DRPT formally approved HRT's initial PTASP on July 20, 2020.

49 CFR Part 673 also requires an annual review and update of each RTA's PTASP. The 2021 update of HRT's PTASP began in September 2021. DRPT formally approved the 2021 update of HRT's PTASP on November 4, 2021.

### Triennial Audits

One of the mechanisms DRPT utilizes to assess the ongoing health of HRT's rail safety performance is the triennial audit process. Triennial audits gauge the level to which safety is integrated into rail operations, maintenance, training, human resources, procurement, engineering, quality assurance departments, and management structure. All of these separate departments, and the organization as a whole, support the safe operation of the rail system. The methodology associated with the triennial audits is the continuous and robust assessment of all of these departments and their documented efforts at ensuring safety of HRT's passengers and employees. Instead of a single audit of the entire program being conducted once every three years, DRPT conducts this audit on a continual three-year cycle. During these audits, if DRPT concludes that

any aspects of HRT's documented programs related to rail safety are not being executed as officially described, DRPT will record these as findings.

Findings are classified as either Findings of Non-Compliance (FNCs) or Findings of Compliance with Recommendations (FCRs). FNCs generally relate to those areas where the RTA is not following federal or state requirements or its own established plans, policies, procedures, or where such documents are nonexistent. FCRs are deficiencies where the RTA has practices or plans that do not rise to the level of non-compliance with established policies, procedures, or industry standards. Further, they are a preemptive attempt at preventing a low hazard condition from progressing to a situation where it could result in a non-compliance/safety critical issue if unchecked. The RTA is required to address such findings through corrective action plans (CAPs). These CAPs can take the form of recalibrating a program or procedure to better match their practical applications, reinstruction, or instituting new procedures or programs. DRPT reviews and approves all CAPs proposed by HRT and monitors these CAPs to ensure completion within established timeframes.

DRPT conducted two triennial audits of HRT in March and October 2021. Due to the ongoing COVID-19 pandemic, the March triennial audit was conducted virtually, utilizing the remote platform Microsoft Teams. The October audit was completed on-site. HRT submitted documents subject to audit early for review, and interviews with HRT personnel were pre-scheduled and conducted.

The March 2021 triennial audit assessed HRT's light rail operations. This audit resulted in the following FNCs and FCRs:

- FNC-1: HRT's PTASP does not accurately capture Rail Transportation's current practices related to collection, analysis, and reporting.
- FNC-2: The matrix detailing the Safety/safety management system (SMS)-related tasks of Transportation personnel on Pages 34 through 39 of HRT's PTASP, Version 1, does not accurately capture all safety responsibilities assigned to Rail Transportation.
- FCR-1: HRT does not have a formalized timeline or threshold that dictates its review and revision of the Rail Operations Rulebook.
- FCR-2: A number of event-related definitions contained in HRT's Rail Operations Rulebook have not been updated to match those in the PTASP as updated by the FTA in the transition to SMS.
- FCR-3: Rail Transportation management does not conduct in-person, independent, and documented observations of controller/dispatcher activities, both in the field and in the operations control center (OCC) by which it can verify compliance with policies and procedures.
- FCR-4: HRT's controller/dispatchers occasionally fill out performance efficiency forms in a manner that lists no corrective action on the front of the form, but denotes noncompliance with specific rules on the back of the form or vice versa.
- FCR-5: HRT light rail operators do not always sign Operator Pre-Departure Checklist/Defects Cards when they are not the operator conducting the pre-departure inspection for the light rail vehicle (LRV) that day and/or record operating faults in the pre-departure inspection section of the form.



- FCR-6: HRT's compilation and analysis of safety-related Rail Transportation data is limited, restricting HRT's ability to make data-driven decisions to enhance the Tide's safety, which is a key element of an SMS.

The October 2021 triennial audit focused on the HRT Training Department's implementation of its safety responsibilities outlined in the PTASP and its supporting plans, policies, and procedures. At the time of this report, any potential FNCs or FCRs from this audit were still pending. The final report from this audit will be provided upon request once it is completed. At this time, DRPT anticipates the final report will be provided to HRT in mid-December 2021.

DRPT approved CAPs for all of the findings listed for the March 2021 audit. One of the requirements for a CAP is the RTA must provide an estimated completion date that is both realistic and practical. The estimated completion date should be based on the severity and complexity of the finding the CAP is designed to address. Because of this, it is understood that some CAPs may have a short estimated completion period while others may have estimated completion plans that could span several months or years. CAPs with long-term estimated completion dates are acceptable as long as they are accompanied with regular milestones and updates to the Administrator. A final completion date is assigned when a CAP is verified by the SSO program as ready for closure. As of this writing, the following audit finding and associated corrective action remains open:

- FCR-3 (March 2020): HRT does not have documented thresholds for when maintenance or an inspection is considered to be completed on time. Recommended action: HRT should define thresholds for the completion of maintenance including the number or percentage of days by which and before which an inspection must be completed to be considered on time.

This corrective action is actively monitored by DRPT, which will continue to work collaboratively with HRT on resolving open corrective actions.

### Inspection Program

The DRPT oversight program introduced a routine inspection program in 2019. The inspection program is intended as a cooperative effort with HRT to assess the safety and security of operations and maintenance practices. Additionally, it is used to verify overall compliance with federal rules and standards as well as all relevant HRT rules, standards, and procedures on an ongoing basis. The program allows DRPT to:

- Evaluate topics of heightened risk based on recent information, trends, or incidents.
- Identify potential problem areas requiring further investigation and solution development.
- Assist HRT by providing independent evaluations of procedural and rules compliance.
- Gain consistent involvement in HRT operations, maintenance, and safety programs.

Inspections will typically last one to two days and involve multiple topics and types of observations or reviews, some of them simultaneous. Inspections will be based on both a regular rotation of subject matter areas and areas of heightened risk based on recent information, trends, or incidents. The evaluation of safety risks is based on HRT data presented at agency meetings and/or regularly



submitted to DRPT. Such metrics may include individual occurrences of or a trend (in location or overall number) related to:

- Injuries (customers, employees, and the public).
- Rail Vehicles.
- Vehicle Maintenance Facilities and Yards.
- Track Access/Roadway Worker Protection.
- Traction Power System.
- Signal System.
- Stations.
- Rail-Highway Grade Crossings.
- Operations Control Center.
- Rule compliance results provided by HRT.

Inspections may be announced or unannounced. For announced inspections, DRPT may provide notice to HRT up to 24 hours before the inspection occurs accompanied by an agenda of inspection activities. If DRPT anticipates an inspection will require the scheduling of specific personnel or preparation from HRT, it will provide further advance notice with the potential for rescheduling certain inspection activities depending on personnel availability. For unannounced inspections, DRPT personnel will arrive on property without advanced notice to HRT. The inspection program is intended to observe conditions and activities as they are already occurring. There will occasionally be some sessions involving interviews or records reviews that may require some time dedicated to DRPT's inspection. Inspections are conducted from public areas as well as on the Tide right-of-way. Inspections taking place from public areas, such as onboard trains, in stations, or from the street, will not be announced to the HRT personnel performing the operations or maintenance being observed. For any inspections performed on the Tide right-of-way, DRPT will coordinate with HRT to ensure compliance with all HRT right-of-way access and permitting requirements. DRPT oversight program representatives will abide by all HRT safety rules and regulations while on HRT property, including roadway worker protection requirements.

DRPT will publish the inspection report after conclusion of the inspection activities. Each report will contain a description of every activity performed. For each inspection, the report will document any observations, violations, potential hazards, deficiencies, and areas for improvement. Unlike the triennial audits detailed above, HRT is not required to develop CAPs in response to the identified items unless it is specifically noted in an inspection report. However, DRPT strongly encourages HRT to respond to the report and develop CAPs.

During the COVID-19 pandemic, the entire inspection program was suspended from March 2020 through December 2020. The inspection program began a phased return starting in February 2021 with virtual inspections. DRPT resumed on-site activities at HRT in July 2021 with an in-person inspection. The 2021 inspections completed to date are as follows:

- February 2021: Systems Maintenance, Track Maintenance, and Track Access and Allocation (virtual)
- April 2021: Security Program (virtual)
- June 2021: Drug and Alcohol Program and LRV Maintenance and Inspections (virtual)

- July 2021: Rules Compliance Inspection (on-site)

Of these inspections, the only three safety critical deficiencies identified came from the February 2021 inspection, related to track access and allocation:

- Finding 1: HRT's right-of-way work permits, both for HRT employee and contracted work, are routinely missing information, contain incorrect information, or contain contradictory information that should be corrected prior to the approval of the permit.
- Finding 2: HRT's on-site briefing forms are routinely missing information, contain incorrect information, or contain contradictory information.
- Finding 3: HRT's extra duty officers are not receiving track access training as required by SAF-117 *Hampton Roads Transit Light Rail Safety Training Plan*.

Even if no deficiencies are identified during an inspection, DRPT provides observations, comments, and suggestions to strengthen the HRT safety program. HRT often proactively addresses these items by generating corrective actions or mitigations.

#### Safety Event Notification and Investigation

Federal regulation requires rail transit agencies subject to SSO to notify the SSOA and the FTA of accidents that occur on the rail system. FTA defines accidents as "an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision involving a rail transit vehicle; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause." Further, DRPT requires HRT to provide additional notification of safety events that do not meet the requirements for an accident. 49 CFR 674 defines these events as "incidents," events that involve any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency, and "occurrences," events without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency. Examples are events involving signal and train system failures, security incidents, non-serious injuries to employees or passengers, and rule violations by employees on the rail system. Notifications of these types of events are reported directly to the Administrator within the timeframes prescribed in the SSPS.

DRPT is required to investigate all accidents. In conducting these investigations, DRPT may authorize HRT to conduct an investigation on its behalf, or DRPT can conduct its own independent investigation. In the event the National Transportation Safety Board (NTSB), FTA, or other federal entity launches an investigation into a HRT light rail accident, DRPT can join the investigative process. DRPT is ultimately responsible for the sufficiency and thoroughness of all investigations, whether conducted by DRPT or HRT. DRPT closely scrutinizes the conduct of accident investigations carried out by HRT, evaluates all of the investigation reports prepared by HRT for completeness and accuracy, and adopts each report as its own official investigative report once all DRPT requirements have been met. DRPT requires investigations of additional safety events as described in the SSPS.

During the period covered by this annual report, January 1 through November 30, 2021, there were six collisions involving light rail vehicles and privately owned vehicles (POVs), objects, or

pedestrians; one serious employee injury; seven reportable fires; several rule violations by rail Tide operators; and a number of service disruptions and other events. The investigations into these accidents concluded:

- The only collision resulting in substantial damage was due to a POV violating a red traffic signal.
- All three collisions with objects were attributed to operating rule violation/human factors.
  - Two occurred on yard tracks.
  - One occurred when a light rail vehicle contacted an electric scooter on the right-of-way.
- The only preventable fire was an electrical fire at the yard traction power substation and was assigned a probable cause of poor maintenance. The CAP generated from this event remains open, with an anticipated closure date of March 31, 2022.

Of these events, the substantial damage collision with the POV that violated a red light and the serious employee injury met the criteria for reporting accidents to the FTA. HRT properly reported these events to the FTA. All investigation reports and identified corrective actions were reviewed and adopted by the DRPT Administrator.

## FTA Actions

On June 8-11, 2021, the FTA conducted its triennial audit of the DRPT SSO program. DRPT submitted all requested documents and participated in audit interview sessions over the four days of audit activities. As of this report, DRPT awaits the FTA's report from this audit.

On October 29, 2021, the FTA issued Safety Advisory 21-1, which required SSOAs to report information from their respective RTAs to the FTA in response to a derailment on the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system. The FTA advised SSOAs to require RTAs to submit, within 30 days, information on their wheel gauge inspection protocols and any inspection failures recorded in the past year. The FTA also requested that, within 60 days, the RTAs conduct fleet-wide inspections of wheel gauge on all rail transit rolling stock in revenue service. DRPT coordinated the request and submitted HRT's completed 30- and 60-day information on November 10, 2021.

## Federal and State Legislative Changes

As previously mentioned, MAP-21 has numerous implications for SSOAs and RTA safety programs. In July 2018, FTA published rules under the MAP-21 requirements. The Public Transportation Safety Certification Training Program Final Rule, 49 CFR Part 672, establishes a uniform curriculum for safety training that consists of minimum requirements to enhance the technical proficiency of rail transit safety personnel. The original compliance deadline for this rule was August 20, 2021. In December 2020, the FTA issued a Notice of Enforcement Discretion for the Public Transportation Safety Certification Training Program, which delayed the compliance deadline to August 20, 2022. The Administrator and key consultant staff are fully certified under this rule or actively pursuing certification in accordance with the compliance deadline.

Throughout 2021 to date, FTA continued to provide unprecedented financial support of HRT operations during the COVID-19 pandemic through both the Consolidated Appropriations Act, which included emergency stimulus funds for transit agencies, and an additional \$30.5 billion dollars to support transit agencies from the American Rescue Plan Act. Despite the ongoing COVID-19 pandemic and the difficulties it continued to bring in 2021, DRPT's oversight program continued to provide robust oversight and support to HRT, highlighted by the resumption of on-site safety and security activities. DRPT looks forward to monitoring HRT's continued implementation of the PTASP in 2022.

# **DRPT State Safety Oversight (SSO) 2021 Annual HRT Board Presentation**

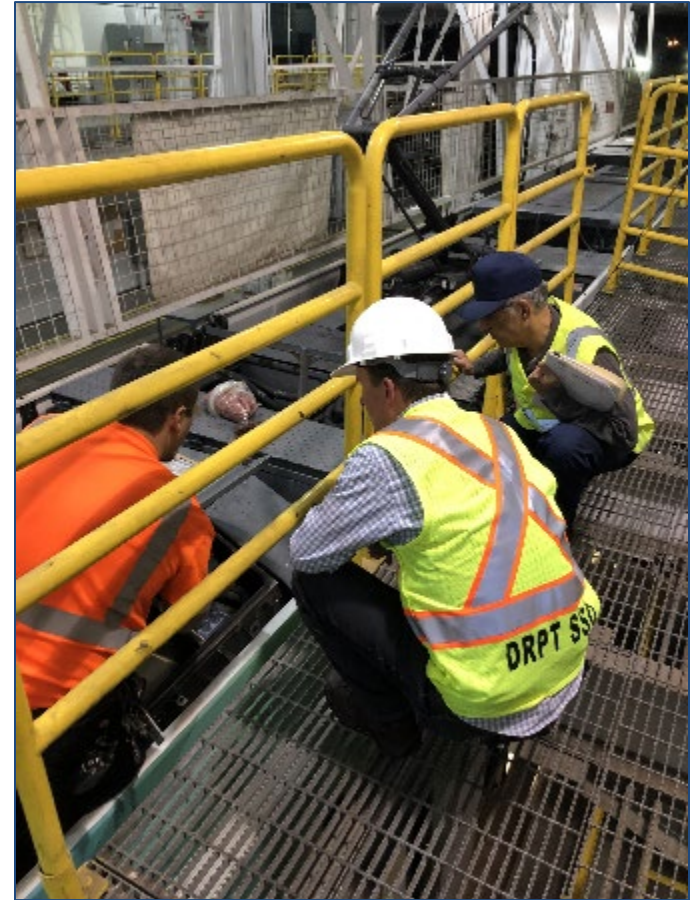
**December 9, 2021**

**Andrew Ennis**  
**State Safety Oversight Program Manager**  
**Department of Rail and Public Transportation**



# State Safety Oversight Responsibilities and Activities

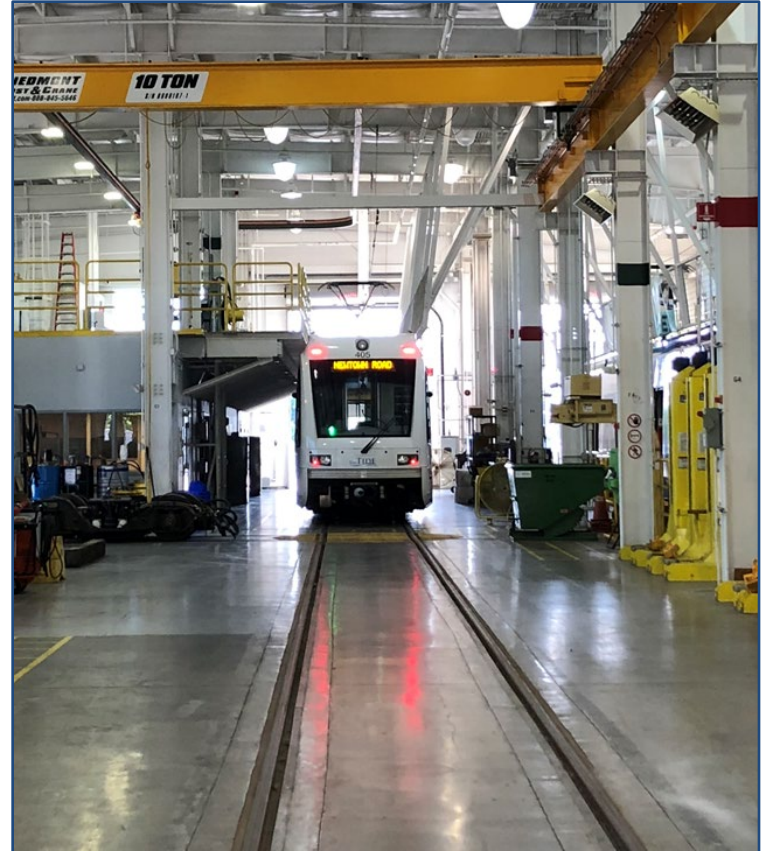
- Audits, inspections, and assessments
- Investigate (or delegate investigation of) rail accidents, incidents, and hazards
- Track and verify progress in correcting safety and security gaps
- Approval of program documents
- Process improvements
- COVID-19 response





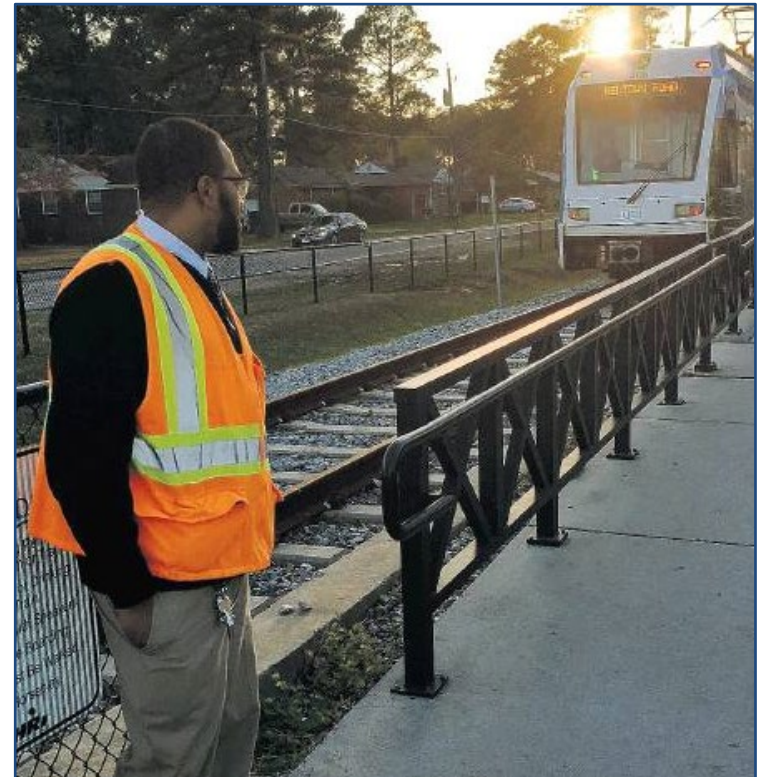
# Triennial Audits

- Typically 2-3 days of employee interviews, document review, and field review
- March 2021 – Operations
  - Conducted virtually; no field review
  - 2 findings of non-compliance
  - 6 findings of compliance with recommendation
- October 2021 – Training
  - Conducted on-site
  - Findings pending



# Inspections

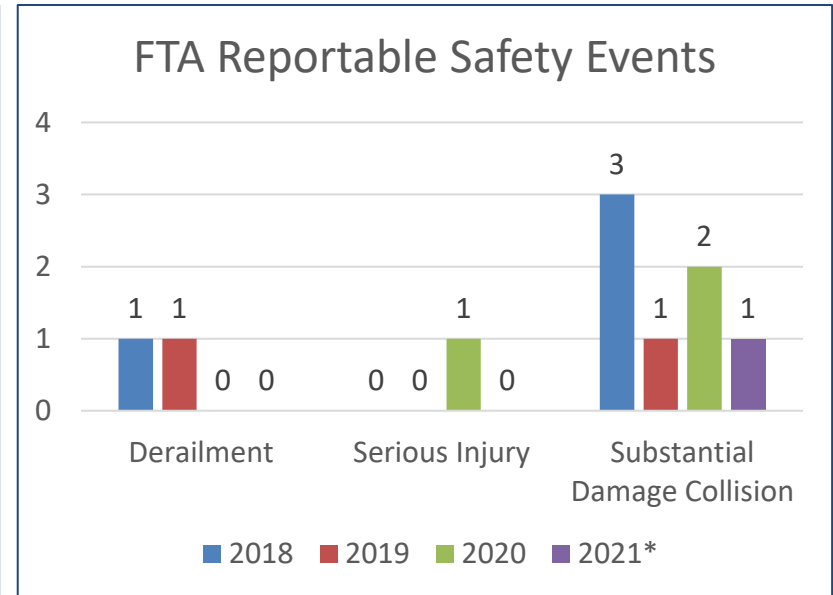
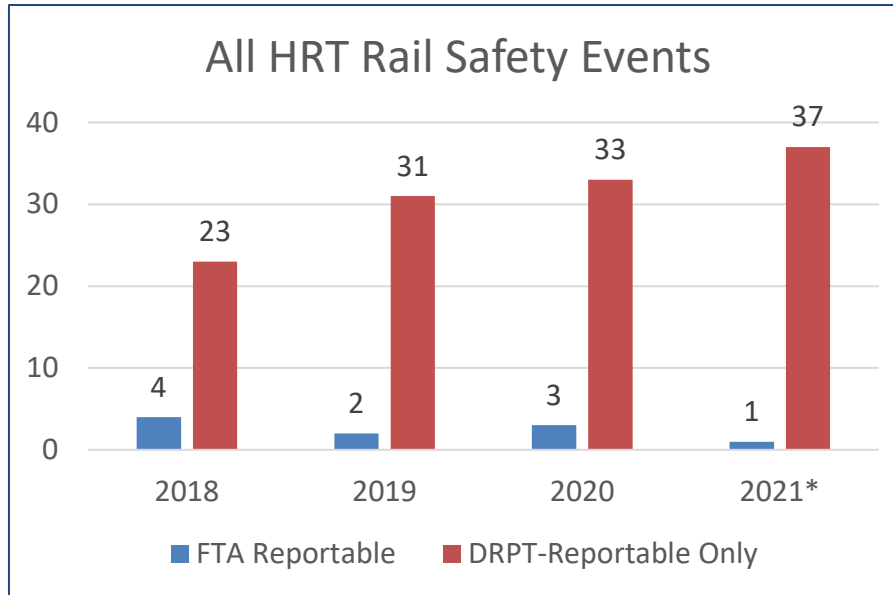
- **February:**
  - Systems and Track Maintenance
  - Track Access and Allocation
- **April:**
  - Security Program
- **June:**
  - Drug and Alcohol Program
  - LRV Maintenance and Inspections
- **July:**
  - Grade Crossing Observations
  - Station Inspections
  - Riding Observations



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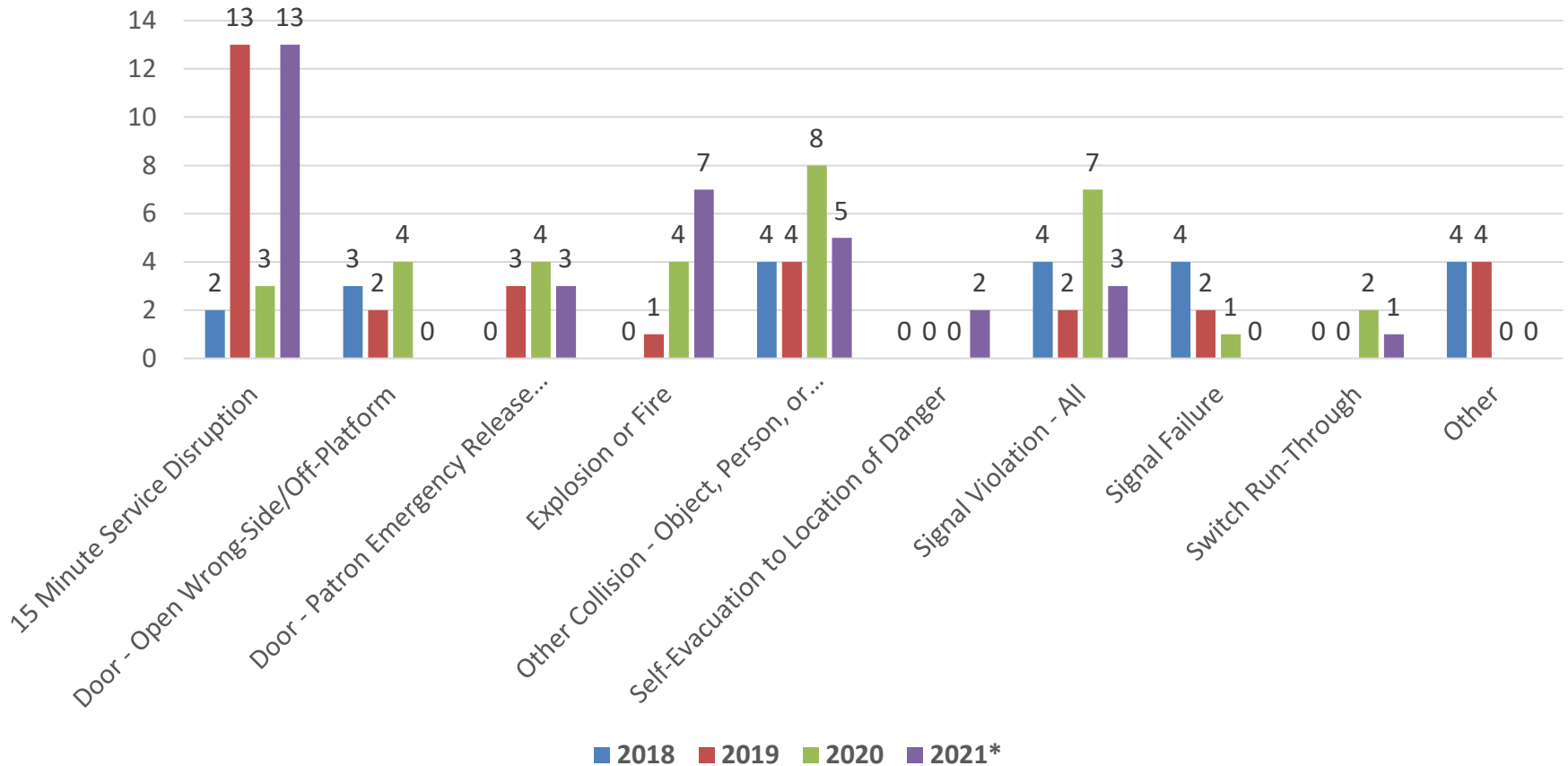
# Safety Events



- Total events remain on pace to exceed pre-pandemic levels
- FTA-reportable events continue to decrease
- The only FTA reportable event in 2021: a collision with privately-owned vehicle that violated a red light\*

# Safety Events

Most Frequent Non-FTA Reportable  
Safety Events 2018-21

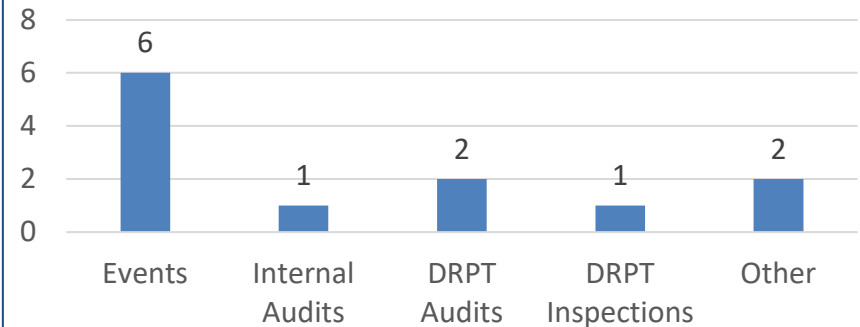


# Corrective Action Plans (CAPs)

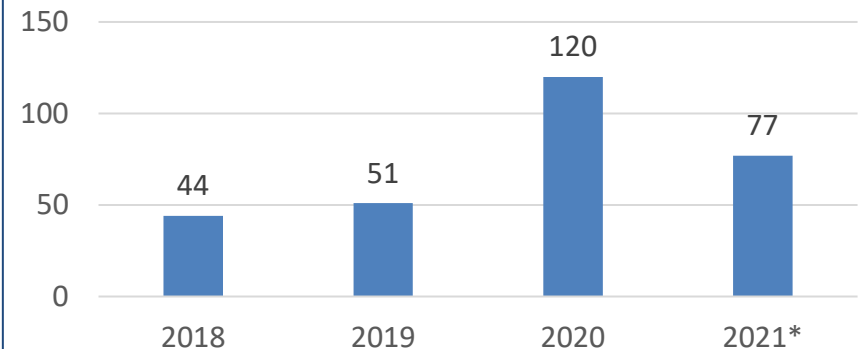
- CAPs are developed for identified deficiencies and safety risks
- Currently 9 open CAPs (11/24)\*
- Proposed implementation dates through 6/30/22



Open CAPs by Source



CAPs Closed 2018-21



# State Safety Oversight 2021

## Recap and Final Thoughts

- HRT's Safety Department is very well-equipped and well-positioned
- Incremental progress continues to be seen in routine and unannounced checks
- Early challenges of system maturation



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# Questions?



**Andrew Ennis**

**State Safety Oversight Program Manager**

**Department of Rail and Public Transportation**

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