



Meeting of the Transportation District Commission of Hampton Roads

Thursday, August 25, 2022, at 1:00 p.m.
509 E. 18th Street, Norfolk, VA – In Person

A meeting of the Transportation District Commission of Hampton Roads will be held on Thursday, August 25, 2022, at 1:00 p.m. 509 E. 18th Street, Norfolk, VA – In Person.

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.

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



Meeting of the Transportation District Commission of Hampton Roads

Thursday, August 25, 2022, at 3400 Victoria Boulevard,
Hampton, VA at 1:00 p.m.

AGENDA

1. Call to Order & Roll Call
2. Transit Management Company Annual Business Meeting
3. Public Comments
4. Approval of July 28, 2022, Meeting Minutes
5. President's Monthly Report - William Harrell
 - A. Board Updates
6. Committee Reports
 - A. Audit & Budget Review Committee - Commissioner Gray/
Conner Burns, Chief Financial Officer
 - July 2022 Financial Reports
 - B. Management/Financial Advisory Committee – Commissioner Gribble/
Conner Burns, Chief Financial Officer
 - C. Operations & Oversight Committee - Commissioner Glover/
Sonya Luther, Director of Procurement
 - **Contract No. 21-00157 Bus Tire Lease and Maintenance Services**

Recommending Commission Approval: Award of a contract to Bridgestone Americas Tire Operations, LLC to provide bus tire lease and maintenance services in the not-to-exceed amount of \$2,730,054.03 for four (4) years.

- **Contract No: 22-00199 Fare Technology Assessment Phase 5 Mobile Fare Collection System Implementation Support**
- **Recommending Commission Approval:** Award of a contract to IBI Group to provide mobile fare collection system implementation support in the not-to-exceed amount of \$289,872.00.
- **Contract No: 21-00164 Fire Suppression Systems Inspection, Testing, Maintenance, and Report Services.**

Recommending Commission Approval: Award of a contract to Johnson Controls Fire Protection, LP to provide fire suppression systems inspections, testing, maintenance, and repair services in the not-to-exceed amount of \$419,473.60 for the five-year period.

- **Contract No: 22-00179R – Hampton Roads Transit Sign Installation**

Recommending Commission Approval: Award of a contract to American Road Markings to provide sign installation services to HRT. The cumulative amount of all Task Orders issued under this Contract will not exceed \$2,122,750 over four (4) years.

- **Contract No: 22-00186 – Naval Station Base Circulator**

Recommending Commission Approval: Award of contract to James River Transportation to provide a Naval Station Norfolk base circulator in the not-to-exceed amount of \$3,765,605.00.

- **Contract No: 22 -00180 – Physical Security System Support Services**

Recommending Commission Approval: Award of contract to Security 101 Holdings, LLC to provide physical security system support services on a Task Order basis in the not-to-exceed amount of \$1,757,646.00 for the five-year period.

- **Contract No: 22-00198 – Procurement of Regional Transit Service Buses**

Recommending Commission Approval: Award of a contract to Gillig to procure six (6) heavy duty 40' low floor diesel buses and six (6) heavy duty 35' low floor buses in the total amount of \$7,210,500.

- **Purchase Order No. PO0008377 Replacement Truck Suspension Legs**

Recommending Commission Approval: Award of a Purchase Order to Knorr Brake Company to provide sixteen (16) replacement truck suspension legs in the not-to-exceed amount of \$106,536.00.

- D. Planning/New Starts Development Committee – Commissioner Ross-Hammond/
Ray Amoruso, Chief Planning & Development Officer
 - E. External/Legislative Advisory Committee - Commissioner Kanoyton/
Alexis Majied, Chief Communications and External Affairs Officer
 - 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
7. Old and New Business
 8. Comments by Commission Members
 9. Closed Session (as necessary)
 10. Adjournment

The next meeting will be held on Thursday, September 22, 2022, at 1:00 p.m.

3400 Victoria Boulevard, Hampton, VA – In Person



HAMPTON ROADS TRANSIT

MEETING OF THE TRANSIT MANAGEMENT COMPANY

Thursday, August 25, 2022

509 E. 18th Street

Norfolk, VA

AGENDA

1. Call to Order
2. Approval of Minutes of August 28, 2021, Annual Meeting
3. President's Financial Report
4. Election of Officers

Proposed Slate:
President William E. Harrell
Vice President Kim Wolcott
Treasurer Conner Burns
Secretary Luis R. Ramos
5. Old Business
6. New Business
7. Adjournment

TRANSIT MANAGEMENT COMPANY

Annual Meeting of Stockholders
&
Directors
of the
Transit Management Company

August 25, 2022

TRANSIT MANAGEMENT COMPANY

NOTICE OF ANNUAL MEETING

OF THE SHAREHOLDERS AND BOARD OF DIRECTORS OF TRANSIT MANAGEMENT COMPANY

Notice is hereby given that the annual meeting of the shareholders and directors of Transit Management Company, a Virginia corporation, will be held at Hampton Roads Transit, 509 E. 18th Street, Norfolk, Virginia, on Thursday, August 25, 2022, immediately following the meeting of the stockholders of Transit Management Company for the purpose of electing directors, officers and transacting such other business as may properly come before the meeting.

Secretary

Exhibit "A"

PROXY STATEMENT

The Transportation District Commission of Hampton Roads does hereby constitute and appoint any one of the following: as its true and lawful attorneys, substitutes and proxies, for it in its name, place and stead to vote at the regular and special meetings of the shareholders of Transit Management Company, and at any adjournment or adjournments thereof.

Aaron Rouse, Patricia Woodbury, Andrea McClellan, Jimmy Gray, Brad Hunter, August B. Bullock, Don Carey, Kirk T. Houston, Gaylene Kanoyton, Jennifer DeBruhl, Amelia Ross-Hammond, Shannon Glover, Lionell Spruill and Shelly Simonds

A majority of the attorneys that may be present and act at the meeting or meetings, or at any adjournment or adjournments thereof in person or by substitute, shall exercise all the powers of the attorneys and agents hereunder; or if any one attorney shall be so present and act, then that one shall have and may exercise all the powers of the attorneys and agents hereunder.

IN WITNESS WHEREOF, Transportation District Commission of Hampton Roads has by its Chairman and Secretary hereunto subscribed its name and affixed its' duly attested seal this 25th day of August 2022.

**TRANSPORTATION DISTRICT COMMISSION
OF HAMPTON ROADS**

Aaron Rouse
Chairman

ATTEST:

Secretary

**THE COMBINED ANNUAL MEETING
OF THE STOCKHOLDERS AND DIRECTORS OF
TRANSIT MANAGEMENT COMPANY**

Thursday, August 26, 2021

MEETING MINUTES

Call to Order

The annual meeting of the Stockholders and Directors of Transit Management Company was called to order at 1:55 p.m. by William E. Harrell, President & CEO.

David Burton, General Counsel, provided a brief history of the Transit Management Company and stated the purpose of the annual meeting.

Upon motion duly made, seconded, and by unanimous vote of all present, the minutes of the combined annual meeting of the stockholders and directors of Transit Management Company held on July 26, 2020, were approved.

Transit Management Company is the employer of all employees in the Collective Bargaining unit on the Southside.

Financial Report

Conner Burns gave the FY20-2021 Financial Report as enclosed in the meeting package.

Election of Officers

The following were recommended as officers for FY2022:

President	William E. Harrell
Vice President	Kim Wolcott
Treasurer	Conner Burns
Secretary	Luis R. Ramos

Upon motion duly made, seconded and by unanimous vote of all present, the following slate of officers was elected to serve for the ensuing year: William E. Harrell, President, Kim Wolcott, Human Resource/Organizational Development Officer as Vice-President, and Conner Burns, as Treasurer and Luis R. Ramos as Secretary.

Upon motion duly made, seconded, and by unanimous vote of all present, the following named persons were elected to serve as Directors of the Company for the ensuing year

or until their successors be duly elected:

Chair McClellan, Vice-Chair Rouse, Commissioners Gray, Fuller, Hamel, Mitchell, Kanoyton, Woodbury, Bullock, Houston, Glover, Ross-Hammond, Spruill and Simonds.

There was no old business to conduct.

Old Business

No old business was discussed.

New Business

No new business was discussed.

Adjournment

No further business was presented, and upon motion, the meeting was adjourned at 2:10 p.m.

Secretary
Luis R. Ramos

APPROVED:

William E. Harrell
President & CEO
August 26, 2021



HAMPTON ROADS
TRANSIT

Draft Financial Statement

TRANSIT MANAGEMENT COMPANY
STATEMENT OF REVENUES AND EXPENSES
FISCAL YEARS 2022 AND 2021

gohrt.com

Statement of Revenues and Expenses

Fiscal Years Ending June 30, 2022 and 2021

REVENUES	2022	2021	Change
Funds Applied by TDCHR	\$42,330,957.42	\$45,922,073.75	(\$3,591,116.33)
EXPENSES			
Wages and Salaries	\$28,986,920.27	\$27,015,436.30	\$1,971,483.97
Fringes:			
FICA	2,430,374.15	2,641,427.98	(211,053.83)
Pension Contribution	2,349,932.21	2,601,986.37	(252,054.16)
Medical & Other Insurance	3,228,640.88	3,440,809.10	(212,168.22)
Health Savings Account	991,440.93	1,094,215.05	(102,774.12)
Sick Pay	795,662.07	851,333.40	(55,671.33)
Holiday Pay	639,352.00	637,813.68	1,538.32
Vacation Pay	2,175,228.07	2,306,781.30	(131,553.23)
COVID19	269,027.42	4,948,495.46	(4,679,468.04)
WORK COMP	68,034.94	42,659.31	25,375.63
Other Paid Absences	55,255.17	35,383.38	19,871.79
Other Paid Absences - Incl Weather	70,371.22	0.00	70,371.22
Other Fringe Benefits	270,718.09	305,732.42	(35,014.33)
Total Fringe Benefits	\$13,344,037.15	\$18,906,637.45	(\$5,562,600.30)
Total Expenses	\$42,330,957.42	\$45,922,073.75	(\$3,591,116.33)
NET INCOME	\$0.00	\$0.00	\$0.00



Meeting Minutes of the Transportation District Commission of Hampton Roads

Thursday, July 28, 2022, • 1:00 p.m. 3400 Victoria Blvd. Hampton, VA, and Hybrid (Zoom) Meeting

Call to Order.

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

Commissioners in attendance:

Chairman Rouse, Virginia Beach
Vice Chair Woodbury, Newport News
Past Chair McClellan, Norfolk
Commissioner Gray, Hampton
Commissioner Carey Chesapeake
Commissioner DeBruhl, VDRPT
Commissioner Kanoyton, Hampton
Commissioner Bullock, Newport News
Commissioner Glover, Portsmouth
Commissioner Ross-Hammond, Virginia Beach
Commissioner Spruill, Senate Representative
Commissioner Simonds, House Representative (Zoom)

Hampton Roads Transit Staff in attendance:

Ray Amoruso, Chief Planning and Development (Zoom)
Debbie Ball, Director of Finance (Zoom)
Marcella Barnes, Senior Executive Assistant to Transit Operations
Keisha Branch, Director of the Office of Program & Project Excellence (Zoom)
Amy Braziel, Director of Contracted Services and Operational Analytics
Conner Burns, Chief Financial Officer (Zoom)
David Burton, General Counsel, Williams Mullen
Juanita Davis, Budget Analysis III (Zoom)
Rodney Davis, Director of Customer Relations
Sheri Dixon, Director of Revenue Services (Zoom)
Jennifer Dove, Civil Rights and Grants Coordinator (Zoom)
Angela Glass, Director of Budget & Financial Analysis
William Harrell, President and CEO
Tom Holden, Media Relations Specialist (Zoom)
Keith Johnson, Paratransit Services Contract Administrator (Zoom)
Ashley Johnson, Capital Improvement Plan Analyst III
Shane Kelly, Manager of Emergency Preparedness
Robert Lee, RTS Program Manager
Sonya Luther, Director of Procurement
Sibyl Pappas, Chief Engineering & Facilities Officer
Noelle Pinkard, Organizational Advancement Officer (Zoom)

John Powell, Telecommunications Specialist
Michael Price, Chief Information Officer/CTO
Luis Ramos, Sr. Executive Administrator/Commission Secretary
Shleaker Rodgers, Quality Assurance Auditor (Zoom)
Dawn Sciortino, Chief Safety Officer
Ben Simms, Chief Transit Operations Officer
Brian Smith, Deputy CEO
Adrian Tate, Finance Manager (Zoom)
Alex Touzov, Director of Technology Services
Robert Travers, Corporate Counsel
Fevrier Valmond, Deputy Director of Procurement (Zoom)
Kim Wolcott, Chief of Human Resources

Others in attendance via phone/(Zoom)/In-Person:

Paul Atkinson, Eggleston Services
Alt. Lisa Cipriano, City of Newport News
Alt. Commissioner Brian DeProfio, City of Hampton, In-Person
Andrew Ennis, Transit Rail Safety & Emergency Management Administrator, DRPT
Terry Garcia Crews, Federal Transit Administration, Regional Administrator Region III
Angela Hopkins, City of Newport News
Denise Johnson, Chair, Transit Rider Advisory Committee
Clara Massaquoi, Citizen
Shelia McAllister, City of Newport News
Evans Poston, Hunton Andrew Kurth LLP
Alt. Commissioner Grant Sparks, DRPT
Janice Taylor, League of Women Voters
Brian Trickler, Chair, Paratransit Advisory Committee
Alt. Commissioner 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 June 23, 2022, Meeting Minutes

A motion to approve the June 23, 2022, minutes was made by Commissioner Kanoyton and properly seconded by Commissioner Bullock. A roll call vote resulted as follows:

Ayes: Commissioner Rouse, Woodbury, McClellan, Gray, Carey, DeBruhl, Kanoyton, Bullock, Glover, Ross-Hammond, Spruill, and Simonds

Nays: None

Abstain: None

Chairman Aaron Rouse presented Past Chair Andria McClellan with a plaque for her dedication and commitment to the Board as Chair for Fiscal Year 2022.

President's Monthly Report

In the interest of time Mr. William Harrell referenced the report materials included in the Commission package, which included the quarterly key performance indicators report. The discussions of the preceding strategic work session were noted, including the plan for Ms. Sibyl Pappas to continue the electrification presentation at a future meeting.

Audit & Budget Review Committee

Commissioner Jimmy Gray stated that the Audit and Budget Committee did not meet in June.

Commissioner Gray called on Mr. Conner Burns to present the preliminary year to date ending June 2022 financial report as enclosed in the meeting package.

Mr. Burns stated that he presented these financials in detail on Monday at the Management and Financial Advisory Committee meeting and will be giving the consolidated statement.

There was discussion regarding the which line item contained details regarding HRT staff bonuses.

Mr. Harrell called upon Ms. Kim Wolcott to provide updates regarding labor and administrative employee bonus. Ms. Wolcott shared information regarding the Attendance bonus given to essential workers who did not telework during the height of the COVID-19 Pandemic.

Management and Financial Advisory Committee (MFAC)

Alt. Commissioner Megan Gribble stated that Commissioner Mark Shea had a prior commitment and, informed the Board that she is the new MFAC Chair, pending Mr. Shea's retirement.

Ms. Gribble stated that during the meeting Mr. Burns did present the full preliminary financial report.

Ms. Gribble called on Alt. Commissioner Lisa Cipriano to give a brief update regarding the plan to establish an operating expense reserve fund.

Operations and Oversight Committee

Commissioner Glover stated that the Operations and Oversight Committee met on July 14, 2022. Commissioner Glover called on Ms. Sonya Luther to present the contracts for approval.

Ms. Luther presented **Contract No: 22 - 00178 Modification – Heavy Equipment Moving & Relocation Services** to increase the Heavy Equipment Moving and Relocation Services contract by \$88,311, to a not-to-exceed amount of \$141,351.

Ms. Luther presented **Contract No: 22 – 00192 - Information Technology Research & Advisory Service (Renewal)** to award of a sole source contract to Gartner, Inc. to provide information technology research and advisory services in the not-to-exceed amount of \$281,705 for a one (1) year period.

Ms. Luther presented **Contract No: 19-00061 Modification – Newport News Transit Site Reconstruction** award of a modification to increase the Newport News Transit Center Site Reconstruction contract by \$250,000.00, to a not-to-exceed amount of \$2,308,014.80.

A recommendation was made by the Operations and Oversight Committee to approve **Contract No: 22 - 00178 Modification – Heavy Equipment Moving & Relocation Services, Contract No: 22 – 00192 - Information Technology Research & Advisory Service (Renewal)** and **Contract No: 19-00061 Modification – Newport News Transit Site Reconstruction**, which was properly seconded by Commissioner Kanoyton. A roll call vote resulted as follows:

Ayes: Commissioner Rouse, Woodbury, McClellan, Gray, Carey, DeBruhl, Kanoyton, Bullock, Glover, Ross-Hammond, Spruill, and Simonds

Nays: None

Abstain: None

The next Operations and Oversight Committee will be held Thursday August 11, 2022.

Planning and New Starts Committee

Commissioner Amelia Ross-Hammond stated the Committee did not meet in July.

External/Legislative Advisory Committee

Commissioner Gaylene Kanoyton reported that the committee did not meet in July.

Ms. Kanoyton did thank Jennifer Dove, Noelle Pinkard, and Mr. William Harrell for the successful Minority Procurement Fair.

Smart City and Innovation Committee

Commissioner Andria McClellan stated that the committee did not meet in the month of July.

The next meeting is planned for September 8th.

Paratransit Advisory Sub-Committee (PAC)

Mr. Brian Trickler stated that the PAC committee did not meet in July.

Mr. Trickler did share that the PAC Nominations Committee did meet under the leadership of Ms. Janice Taylor.

The next meeting is planned for August 10th at 1pm in Hampton.

Transit Ridership Advisory Sub-Committee

Ms. Denise Johnson stated that the committee met on July 6th and gave a report that is attached to these minutes.

The next Transit Ridership Advisory sub-committee meeting will be held September 7, 2022, in the Hampton Boardroom at 6:00 p.m.

Old and New Business:

Mr. David Burton, read Resolution 01-2022 A Resolution to Demonstrate Support for the SMART SCALE Funding Application for the Naval Station Norfolk Transit Corridor (NSNTC) Project Phase I Initial Recommendation Alternative, Two Mile Extension of The Tide Light Rail.

A motion to adopt Resolution 01-2022 was made by Commissioner Glover and properly seconded by Commissioner McClellan. A roll call vote resulted as follows:

Ayes: Commissioner Rouse, Woodbury, McClellan, Gray, Carey, Kanoyton, Bullock, Glover, Ross-Hammond, Spruill, and Simonds

Nays: None

Abstain: DeBruhl

Adjournment

With no further business to conduct, the meeting adjourned at 1:43 p.m.

**TRANSPORTATION DISTRICT COMMISSION
OF HAMPTON ROADS**

**Aaron Rouse
Chair**

ATTEST:

**Luis Ramos
Commission Secretary
July 28, 2022**



HAMPTON ROADS
TRANSIT

TDCHR Board Meeting July 28, 2022

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President's Report

- Quarterly KPI's Report
- Special Presentation



OUR MISSION IS CLEAR - GROW RIDERSHIP

A clear sense of our vision and mission is essential for the continued success of HRT, and on July 28 we sat down with our key stakeholders to envision how transit in our region will prosper in challenging times. We have a great deal to be excited about.

Our work session offered key insights into the goals and objectives we must articulate to provide high-quality transit that will enhance people's lives with reliable, safe, and desirable services including customer amenities and helpful technology.

Our priorities are clear. We must grow ridership and do it through effective, thoughtful planning and improved service delivery. Additionally, we must enhance our marketing efforts to share our success by expanding outreach and partnerships.

Many transit agencies around the country – the ones that are faring the best – are those that have emphasized faster, more frequent, and more reliable bus service. We want to tell that story.

Technology, too, is critical. Our investments in real time bus and mobile pay technologies demonstrate that we have heard the voices of our customers who want a reliable way to find their rides and pay for them using various options. Those technologies answer that call.

The session brought important presentations from our key funding partners – the Federal Transit Administration and the Virginia Department of Rail and Public Transportation - as well as HRT staff on the current state of transit services.

Transit ridership continues to incrementally recover from the difficult days of COVID restrictions, but further progress is needed to return to pre-pandemic service levels.

DRPT Director Jennifer DeBruhl's presentation made it clear that rebuilding ridership is the primary goal for Virginia transit agencies and that data and data-driven decision-making matter more than ever. It was encouraging to hear that innovation of transportation services will be a key factor in the coming years as HRT is well into its first experiment with micro transit in Newport News and Virginia Beach.

FTA Regional Director Theresa "Terry" Garcia Crews provided insight into the bipartisan infrastructure bill which is providing up to \$108 billion in funding for public transit, new and increased monies for the State of Good Repair and continued support for urban and rural programs. New grant programs include rail vehicle replacement programs, all station accessibility programs, electric or low-emitting pilot programs.

These presentations will help us refine our effort to pursue discretionary funding and position our organization for success in the years to come.

We also heard valuable feedback from the Commission which is an important component in the proper execution of our mission. The session, held at the start of the fiscal year, was jam packed with details that underscored how important the coming years will be for HRT.

As we plan for the phased implementation of the Regional Transit System based on operator availability, the transition to electric buses and so many more capital projects including a new Southside Operating Division, HRT is laser focused on planning for the future. Stay tuned!

Sincerely,

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

William E. Harrell
President and CEO
Hampton Roads Transit



HAMPTON ROADS
TRANSIT

TDCHR Board Meeting August 28, 2022

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President's Report

- Special Presentations





Web Site Analytics

Gohrt.com • July 2021 & July 2022

GOHRT.COM - July 2021

OVERVIEW

Sessions	109,881
Users	160,957
Pageviews	264,187

DEVICE USAGE:

mobile	85.55%
desktop	13.41%
tablet	1.04%

TRAFFIC SOURCE PER SESSION

Organic Search	72.80%
Direct	21.58%
Referral	4.21%
Email	0.00%
(Other)	1.35%
Social	0.06%

PAGEVIEWS BY PAGE (TOP 10)

/index.html	11.906%
/routes/norfolk/index.html	6.009%
/route/20/index.html	4.690%
/routes/virginia-beach/index.html	4.498%
/modes/vb-wave-bayfront-shuttle/index.html	3.083%
/routes/newport-news/index.html	3.071%
/route/1/index.html	2.809%
/routes/light-rail/index.html	2.587%
/route/3/index.html	2.438%
/routes/index.html	2.246%

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OVERVIEW

Sessions	116,787
Users	167,236
Pageviews	270,362

DEVICE USAGE:

mobile	86.08%
desktop	12.79%
tablet	1.13%

TRAFFIC SOURCE PER SESSION

Organic Search	71.17%
Direct	24.12%
Referral	3.93%
Email	0.01%
(Other)	0.72%
Social	0.05%

PAGEVIEWS BY PAGE (TOP 10)

/index.html	12.44%
/route/20/index.html	4.99%
/routes/norfolk/index.html	4.95%
/routes/virginia-beach/index.html	4.05%
/routes/light-rail/index.html	3.04%
/route/1/index.html	2.78%
/routes/newport-news/index.html	2.65%
/modes/vb-wave-bayfront-shuttle/index.html	2.52%
/routes/index.html	2.48%
/fares/index.html	2.28%



HAMPTON ROADS
TRANSIT

Draft Financial Statement

JULY 2022
FISCAL YEAR 2023
FINANCIAL REPORT

gohrt.com

OPERATING FINANCIAL STATEMENTS

July 2022

FISCAL YEAR 2023 Dollars in Thousands	Annual		Month to Date			Year to Date			
	Budget	Budget	Actual	Variance		Budget	Actual	Variance	
Operating Revenue									
Passenger Revenue	\$ 8,694.8	\$ 724.6	\$ 724.7	\$ 0.2	0.0 %	\$ 724.6	\$ 724.7	\$ 0.2	0.0 %
Advertising Revenue	800.0	66.7	63.8	(2.9)	(4.3) %	66.7	63.8	(2.9)	(4.3) %
Other Transportation Revenue	2,158.9	179.9	203.5	23.6	13.1 %	179.9	203.5	23.6	13.1 %
Non-Transportation Revenue	60.0	5.0	10.7	5.7	113.6 %	5.0	10.7	5.7	113.6 %
Total Operating Revenue	11,713.7	976.1	1,002.7	26.6	2.7 %	976.1	1,002.7	26.6	2.7 %
Non-Operating Revenue									
Federal Funding (5307/5337)	26,694.0	2,224.5	1,596.0	(628.4)	(28.3) %	2,224.5	1,596.0	(628.4)	(28.3) %
HRRTF Funding	10,319.0	859.9	281.5	(578.4)	(67.3) %	859.9	281.5	(578.4)	(67.3) %
State Funding	31,464.9	2,622.1	2,622.1	-	- %	2,622.1	2,622.1	-	- %
Local Funding	45,396.5	3,783.0	3,783.0	(0.0)	(0.0) %	3,783.0	3,783.0	(0.0)	(0.0) %
Total Non-Operating Revenue	113,874.4	9,489.5	8,282.7	(1,206.9)	(12.7) %	9,489.5	8,282.7	(1,206.9)	(12.7) %
TOTAL REVENUE	\$ 125,588.1	\$ 10,465.7	\$ 9,285.4	\$ (1,180.2)		\$ 10,465.7	\$ 9,285.4	\$ (1,180.2)	
Personnel Services	\$ 75,105.3	\$ 6,241.9	\$ 6,090.9	\$ 151.0	2.4 %	\$ 6,241.9	\$ 6,090.9	\$ 151.0	2.4 %
Contract Services	12,024.8	1,018.6	446.5	572.2	56.2 %	1,018.6	446.5	572.2	56.2 %
Materials & Supplies	6,166.3	513.9	385.2	128.6	25.0 %	513.9	385.2	128.6	25.0 %
Gas & Diesel	10,265.8	855.5	539.2	316.3	37.0 %	855.5	539.2	316.3	37.0 %
Contractor's Fuel Usage	1,881.0	156.8	44.8	112.0	71.4 %	156.8	44.8	112.0	71.4 %
Utilities	1,308.9	109.1	97.9	11.2	10.3 %	109.1	97.9	11.2	10.3 %
Casualties & Liabilities	4,085.1	340.4	357.2	(16.8)	(4.9) %	340.4	357.2	(16.8)	(4.9) %
Purchased Transportation	13,385.3	1,115.4	893.8	221.7	19.9 %	1,115.4	893.8	221.7	19.9 %
Other Miscellaneous Expenses	1,365.5	114.1	76.0	38.1	33.4 %	114.1	76.0	38.1	33.4 %
TOTAL EXPENSE	\$ 125,588.1	\$ 10,465.7	\$ 8,931.4	\$ 1,534.2		\$ 10,465.7	\$ 8,931.4	\$ 1,534.2	
SURPLUS (DEFICIT)			\$ 354.0				\$ 354.0		

1. Line of Credit balance as of July 31, 2022, is \$3,755,732
 2. Non-Operating COVID Revenue and Expenses YTD - \$18,229

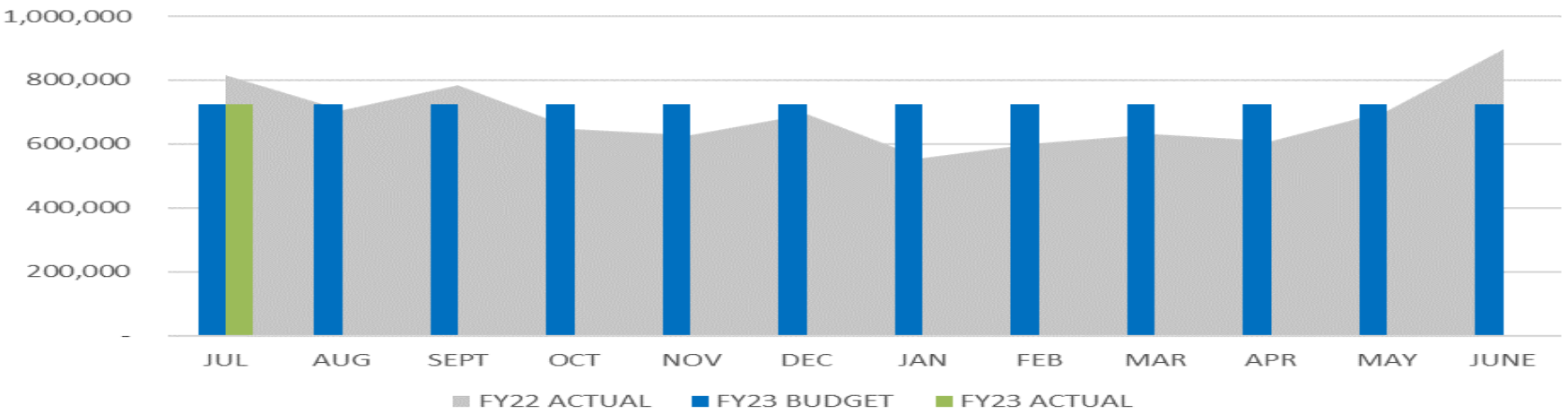
OPERATING FINANCIAL STATEMENTS

July 2022

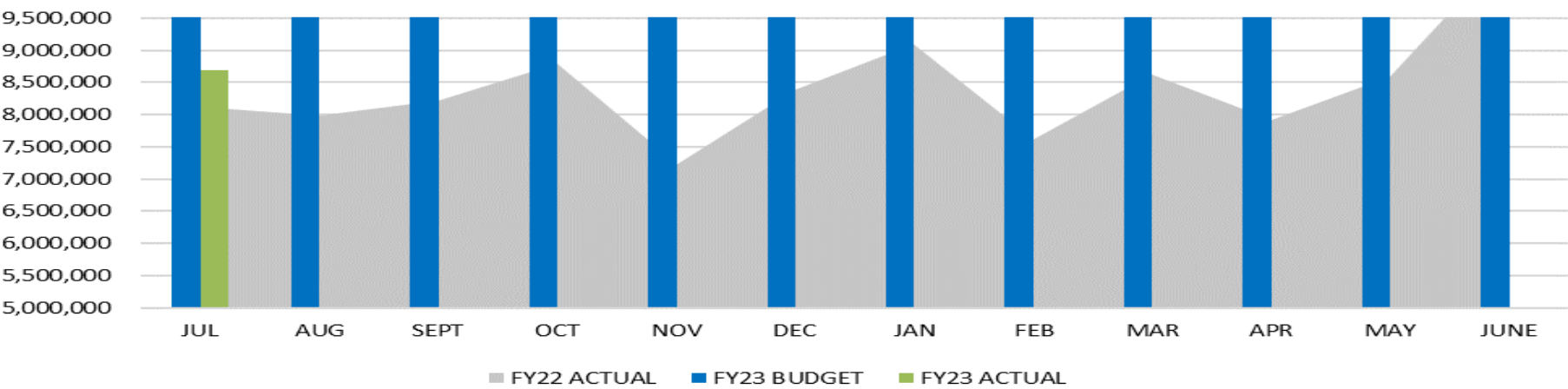
MAX, PCS, 15-MINUTE INCREMENT

FISCAL YEAR 2022	Annual		Month to Date			Year to Date		
	Budget	Budget	Actual	Variance		Budget	Actual	Variance
Dollars in Thousands								
Operating Revenue								
Passenger Revenue	\$ 879.4	\$ 73.3	\$ 39.0	\$ (34.3) (46.7) %		\$ 73.3	\$ 39.0	\$ (34.2) (46.6) %
RTS Program	10,319.0	859.9	281.5	(578.4) (67.3) %		859.9	281.5	(578.4) (67.3) %
TOTAL REVENUE	\$ 11,198.3	\$ 933.2	\$ 320.5	\$ (612.7)		\$ 933.2	\$ 320.5	\$ (612.6)
Personnel Services	\$ 7,997.5	\$ 666.5	\$ 254.0	\$ 412.5 61.9 %		\$ 666.5	\$ 254.0	\$ 412.5 61.9 %
Contract Services	966.9	80.6	13.8	66.7 82.8 %		80.6	13.8	66.7 82.8 %
Materials & Supplies	1,934.3	161.2	41.7	119.5 74.1 %		161.2	41.7	119.5 74.1 %
Utilities	74.3	6.2	1.9	4.2 68.5 %		6.2	1.9	4.2 68.5 %
Casualties & Liabilities	225.4	18.8	9.0	9.8 52.0 %		18.8	9.0	9.8 52.0 %
TOTAL EXPENSE	\$ 11,198.3	\$ 933.2	\$ 320.5	\$ 612.7		\$ 933.2	\$ 320.5	\$ 612.7
SURPLUS (DEFICIT)			\$ -				\$ -	

Farebox Revenue



Total Expenses



OPERATING CROSSWALK

July 2022

FISCAL YEAR 2023 (Dollars in Thousands)	YEAR-TO-DATE				
	BUDGET	ACTUAL LOCALITY	ACTUAL NON-LOCALITY	ACTUAL CONSOLIDATED	VARIANCE + / (-)
REVENUE					
Passenger Revenue	\$ 724.6	\$ 673.0	\$ 51.7	\$ 724.7	\$ 0.1
Advertising Revenue	\$ 66.7	\$ 60.3	\$ 3.6	\$ 63.9	\$ (2.8)
Other Transportation Revenue	\$ 179.9	\$ -	\$ 203.5	\$ 203.5	\$ 23.6
Non-Transportation Revenue	\$ 5.0	\$ 8.8	\$ 1.9	\$ 10.7	\$ 5.7
Federal Funding (PM 5307/5337)	\$ 2,224.5	\$ 1,596.0	\$ -	\$ 1,596.0	\$ (628.5)
HRRTF ¹	\$ 859.9	\$ -	\$ 281.5	\$ 281.5	\$ (578.4)
State Funding	\$ 2,622.1	\$ 2,622.1	\$ -	\$ 2,622.1	\$ -
Local Funding	\$ 3,783.0	\$ 3,783.0	\$ -	\$ 3,783.0	\$ -
TOTAL REVENUE:	\$ 10,465.7	\$ 8,743.2	\$ 542.2	\$ 9,285.4	\$ (1,180.3)
EXPENSE					
Personnel Services	\$ 6,241.9	\$ 5,766.0	\$ 324.9	\$ 6,090.9	\$ 151.0
Services	\$ 1,018.7	\$ 422.6	\$ 23.8	\$ 446.4	\$ 572.3
Materials & Supplies	\$ 1,526.1	\$ 917.5	\$ 51.7	\$ 969.2	\$ 556.9
Utilities	\$ 109.1	\$ 92.7	\$ 5.2	\$ 97.9	\$ 11.2
Casualties & Liabilities	\$ 340.4	\$ 338.1	\$ 19.1	\$ 357.2	\$ (16.8)
Purchased Transportation	\$ 1,115.4	\$ 846.1	\$ 47.7	\$ 893.8	\$ 221.6
Other Miscellaneous Expenses	\$ 114.1	\$ 71.9	\$ 4.1	\$ 76.0	\$ 38.1
TOTAL EXPENSE:	\$ 10,465.7	\$ 8,454.9	\$ 476.5	\$ 8,931.4	\$ 1,534.3
BUDGET STATUS TO DATE²:	\$ -	\$ 288.3	\$ 65.7	\$ 354.0	\$ 354.0

1. Hampton Roads Regional Transit Funding for MAX, PCS and 15-minute increment.
 2. Includes estimated year-to-date Locality Service Reliability Plan credit.

Draft Financial Statement

LOCALITY RECONCILIATION

July 2022

FISCAL YEAR 2023 (Dollars in Thousands)	TOTAL LOCALITY			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	\$ 45,396.5	\$ 3,783.0	\$ 3,783.0	\$ -
Plus: Local Farebox	\$ 7,647.8	\$ 637.2	\$ 673.0	\$ 35.8
Locality Share - Sub-Total:	\$ 53,044.3	\$ 4,420.2	\$ 4,456.0	\$ 35.8
Plus: Federal Aid	\$ 26,694.1	\$ 2,224.4	\$ 1,596.0	\$ (628.4)
State Aid	\$ 31,464.9	\$ 2,622.1	\$ 2,622.1	\$ -
Total Revenue Contribution:	\$111,203.3	\$ 9,266.7	\$ 8,674.1	\$ (592.6)
Operating Expenses:	\$111,203.3	\$ 9,266.7	\$ 8,385.8	\$ (880.9)
Locality Budget Status to Date¹:				\$ 288.3

KPI

Farebox Recovery:	6.9%	8.0%
Farebox % of Budgeted Expense:		7.3%

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

LOCALITY RECONCILIATION

July 2022

FISCAL YEAR 2023 (Dollars in Thousands)	CHESAPEAKE			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	\$ 2,723.7	\$ 227.0	\$ 227.0	\$ -
Plus: Local Farebox	\$ 455.0	\$ 37.9	\$ 32.5	\$ (5.4)
Locality Share - Sub-Total:	\$ 3,178.7	\$ 264.9	\$ 259.5	\$ (5.4)
Plus: Federal Aid	\$ 2,007.6	\$ 167.3	\$ 123.4	\$ (43.9)
State Aid	\$ 1,993.8	\$ 166.1	\$ 157.5	\$ (8.6)
Total Revenue Contribution:	\$ 7,180.1	\$ 598.3	\$ 540.4	\$ (57.9)
Operating Expenses:	\$ 7,180.1	\$ 598.3	\$ 512.4	\$ (85.9)
Locality Budget Status to Date¹:				\$ 28.0

KPI

Farebox Recovery:	6.3%	6.3%
Farebox % of Budgeted Expense:		5.4%

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

LOCALITY RECONCILIATION

July 2022

FISCAL YEAR 2023 (Dollars in Thousands)	HAMPTON			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	\$ 4,722.4	\$ 393.5	\$ 393.5	\$ -
Plus: Local Farebox	\$ 672.7	\$ 56.1	\$ 58.4	\$ 2.3
Locality Share - Sub-Total:	\$ 5,395.1	\$ 449.6	\$ 451.9	\$ 2.3
Plus: Federal Aid	\$ 3,265.3	\$ 272.1	\$ 208.8	\$ (63.3)
State Aid	\$ 3,387.3	\$ 282.3	\$ 279.7	\$ (2.6)
Total Revenue Contribution:	\$ 12,047.7	\$ 1,004.0	\$ 940.4	\$ (63.6)
Operating Expenses:	\$ 12,047.7	\$ 1,004.0	\$ 899.2	\$ (104.8)
Locality Budget Status to Date¹:				\$ 41.2

KPI

Farebox Recovery:	5.6%	6.5%
Farebox % of Budgeted Expense:		5.8%

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

FISCAL YEAR 2023 (Dollars in Thousands)	NEWPORT NEWS			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	\$ 7,492.8	\$ 624.4	\$ 624.4	\$ -
Plus: Local Farebox	\$ 1,111.7	\$ 92.6	\$ 103.0	\$ 10.4
Locality Share - Sub-Total:	\$ 8,604.5	\$ 717.0	\$ 727.4	\$ 10.4
Plus: Federal Aid	\$ 4,917.0	\$ 409.7	\$ 284.8	\$ (124.9)
State Aid	\$ 5,337.1	\$ 444.8	\$ 435.1	\$ (9.7)
Total Revenue Contribution:	\$ 18,858.6	\$ 1,571.5	\$ 1,447.3	\$ (124.2)
Operating Expenses:	\$ 18,858.6	\$ 1,571.5	\$ 1,391.6	\$ (179.9)
Locality Budget Status to Date¹:				\$ 55.7

KPI

Farebox Recovery:	5.9%	7.4%
Farebox % of Budgeted Expense:		6.6%

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

LOCALITY RECONCILIATION

July 2022

FISCAL YEAR 2023 (Dollars in Thousands)	NORFOLK			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	\$ 19,709.4	\$ 1,642.5	\$ 1,642.5	\$ -
Plus: Local Farebox	\$ 3,560.9	\$ 296.7	\$ 289.2	\$ (7.5)
Locality Share - Sub-Total:	\$ 23,270.3	\$ 1,939.2	\$ 1,931.7	\$ (7.5)
Plus: Federal Aid	\$ 9,763.3	\$ 813.6	\$ 339.5	\$ (474.1)
State Aid	\$ 13,163.5	\$ 1,097.0	\$ 1,000.4	\$ (96.6)
Total Revenue Contribution:	\$ 46,197.1	\$ 3,849.8	\$ 3,271.6	\$ (578.2)
Operating Expenses:	\$ 46,197.1	\$ 3,849.8	\$ 3,182.1	\$ (667.7)
Locality Budget Status to Date¹:				\$ 89.5

KPI

Farebox Recovery:	7.7%	9.1%
Farebox % of Budgeted Expense:		7.5%

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

LOCALITY RECONCILIATION

July 2022

FISCAL YEAR 2023 (Dollars in Thousands)	PORTSMOUTH			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	\$ 2,880.2	\$ 240.0	\$ 240.0	\$ -
Plus: Local Farebox	\$ 559.6	\$ 46.6	\$ 47.9	\$ 1.3
Locality Share - Sub-Total:	\$ 3,439.8	\$ 286.6	\$ 287.9	\$ 1.3
Plus: Federal Aid	\$ 1,942.8	\$ 161.9	\$ 101.3	\$ (60.6)
State Aid	\$ 2,072.7	\$ 172.7	\$ 162.3	\$ (10.4)
Total Revenue Contribution:	\$ 7,455.3	\$ 621.2	\$ 551.5	\$ (69.7)
Operating Expenses:	\$ 7,455.3	\$ 621.2	\$ 527.5	\$ (93.7)
Locality Budget Status to Date¹:				\$ 24.0

KPI

Farebox Recovery:	7.5%	9.1%
Farebox % of Budgeted Expense:		7.7%

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

Draft Financial Statement

LOCALITY RECONCILIATION

July 2022

FISCAL YEAR 2023 (Dollars in Thousands)	VIRGINIA BEACH			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	\$ 7,868.0	\$ 655.6	\$ 655.6	\$ -
Plus: Local Farebox	\$ 1,287.9	\$ 107.3	\$ 142.0	\$ 34.7
Locality Share - Sub-Total:	\$ 9,155.9	\$ 762.9	\$ 797.6	\$ 34.7
Plus: Federal Aid	\$ 4,798.1	\$ 399.8	\$ 538.2	\$ 138.4
State Aid	\$ 5,510.5	\$ 459.2	\$ 587.1	\$ 127.9
Total Revenue Contribution:	\$ 19,464.5	\$ 1,621.9	\$ 1,922.9	\$ 301.0
Operating Expenses:	\$ 19,464.5	\$ 1,621.9	\$ 1,873.0	\$ 251.1
Locality Budget Status to Date¹:				\$ 49.9

KPI

Farebox Recovery:	6.6%	7.6%
Farebox % of Budgeted Expense:		8.8%

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

Contract No.: 21-00157	Title: Bus Tire Lease and Maintenance Services (Renewal)	Contract Amount:	
		Base Year:	\$ 658,211.69
		Three Option Years:	\$2,071,842.34
		Total:	\$2,730,054.03

Acquisition Description: Enter into a renewal contract with a qualified Contractor to provide bus tire lease and maintenance services.

Background: Hampton Roads Transit (HRT) is required to maintain the tires on its fleet of over 300 buses utilizing five (5) different tire sizes. Each vehicle is equipped with six (6) tires that require various services including mounting, balancing, inspecting, repairing, regrooving, and recapping. Under the terms of this agreement, the Contractor is required to staff the tire shops at the Northside and Southside Bus Operation and Maintenance facilities to provide ongoing tire services on HRT's bus fleet. The Contractor shall also document daily inspections and provide monthly reports to HRT regarding all services provided.

Contract Approach: A Request for Proposals was issued on February 4, 2022. Two (2) proposals were received on March 25, 2022, from the following firms:

- Bridgestone Americas Tire Operations, LLC (Bridgestone)
- The Goodyear Tire & Rubber Company (Goodyear)

Upon review and evaluation of the technical proposals, both firms were deemed qualified to meet the Scope of Work requirements and were subsequently invited to provide technical clarifications on their approach to the Scope of Work.

At the conclusion of discussions, negotiations were held with both firms for the purpose of a possible award. Negotiations focused on reducing tire/mile rates proposed, escalation rates for the option years, and exceptions to the terms and conditions. At the conclusion of negotiations, Best and Final Offers (BAFOs) were requested.

After an analysis of the BAFOs received, HRT Staff determined that Bridgestone's proposal provided the best value to HRT based on a combination of technical capability and price. As a result of the negotiations, a price analysis conducted, and the fact that pricing was obtained in a competitive environment, Bridgestone's BAFO is deemed fair and reasonable. A contractor responsibility review confirmed that Bridgestone is both technically and financially capable to perform the work.

Bridgestone is headquartered in Nashville, TN and has provided similar services for Dallas Area Rapid Transit in Dallas, TX; King County Transit in Seattle, WA; and Metro St. Louis in St. Louis, MO.

Contract No.: 21-00157	Title: Bus Tire Lease and Maintenance Services (Renewal)	Contract Amount:	
		Base Year:	\$ 658,211.69
		Three Option Years:	\$2,071,842.34
		Total:	\$2,730,054.03

The contract will be awarded for a base period of one (1) year, with three (3) additional one-year options.

No DBE goal was assigned for this solicitation.

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

Project Manager: John Nason, Director of Bus Maintenance

Contracting Officer: Fevrier Valmond, Assistant Director of Procurement

Recommendation: It is respectfully recommended that the Commission approve the award of a contract to Bridgestone Americas Tire Operations, LLC to provide bus tire lease and maintenance services in the not-to-exceed amount of \$2,730,054.03 for four (4) years.

SOLICITATION RESULTS

OFFEROR	OFFER	BEST AND FINAL OFFER
Bridgestone Americas Tire Operations, LLC	\$2,742,478.72	\$2,730,054.03
The Goodyear Tire & Rubber Company	\$3,890,101.82	\$3,890,101.82

BRIDGESTONE AMERICAS TIRE OPERATIONS, LLC'S PROPOSAL SUMMARY

Base Year	Option Year 1	Option Year 2	Option Year 3	Total Bid Price
\$658,211.69	\$677,427.92	\$697,207.21	\$697,207.21	\$2,730,054.03

Contract No.: 22-00199	Title: Fare Technology Assessment, Phase 5 – Mobile Fare Collection System Implementation Support	Contract Amount: \$289,872.00
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Acquisition Description: Enter into a sole source contract with IBI Group (IBI) to provide Mobile Fare Collection System implementation support.

Background: Hampton Roads Transit (HRT) has contracted with Bytemark, Inc. for its mobile fare collection system and requires the services of a consultant to support the deployment through project management, design and documentation review, testing, final acceptance, and operations support. IBI Group possesses intimate knowledge of HRT’s fare collection and the mobile fare project background, vision, and requirements for its implementation. This critical knowledge has been gained through work completed on previous fare assessment phases beginning in 2016, and through subsequent efforts supporting mobile fare workshops, requirements development, and serving as advisors through the procurement process. Under the terms of this agreement, IBI Group will provide the following:

- Support to HRT through all project management activities, providing additional expertise and support to HRT’s internal fare technology and project resources.
- Critical design and documentation review support and facilitate a requirements compliance matrix review workshop with the aim of creating final detailed requirements which would then be used for all subsequent project tracking.
- Testing and acceptance support as implementation proceeds and be onsite to witness the execution of formal test and document the results.
- Serve the critical role of independent verification and validation throughout implementation to ensure that all solutions and systems meet HRT and its customer’s needs and are well engineered and perform as expected.
- Training support as implementation nears completion, to include oversight ensuring that training is satisfactorily carried out and training material is adequate.
- Monitor the system once operational ensuring accurate data and reconciliation and provide oversight and review of the implementation of Key Performance Indicator (KPI) reporting.
- Identify issues to ensure Bytemark resolves issues in accordance with the service level agreement.
- On-going operations support through development of concept of operations and standard operating procedures to help support identifying user groups, roles and responsibilities, system constraints, and operational and maintenance procedures to ensure continued success of the mobile fare collection system after implementation support is completed.

Contract Approach: FTA and Virginia Public Procurement Act guidelines allow non-competitive procurements when only one source is available, and the award of a contract is infeasible under small purchase procedures, sealed bids, or competitive proposals. Due to the specific requirements of this solicitation, full and open competition was not a feasible method of Procurement. IBI Group

Contract No.: 22-00199	Title: Fare Technology Assessment, Phase 5 – Mobile Fare Collection System Implementation Support	Contract Amount: \$289,872.00
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are industry experts with a team to support analysis, testing, documentation review, and provide critical details on similar deployments. Sole Source procurements are accomplished through solicitation and acceptance of a proposal from only one source.

A solicitation was issued on July 29, 2022, and IBI provided a responsive offer on August 4, 2022. The offer included fully loaded hourly rates for an estimated number of hours over the two (2) year contract term.

Based on the result of a price analysis performed using historical data and the Independent Cost Estimate, the proposed pricing is deemed fair and reasonable.

IBI is headquartered in Alexandria, VA and has provided these services for the Northern Virginia Transportation Commission in Arlington, VA; Blacksburg Transit in Blacksburg, VA; and Regional Transportation District in Denver, CO. IBI has also provided similar services to HRT satisfactorily.

The Contract period of performance is two (2) years.

Cost/Funding: This contract will be funded with Federal 5307, state, and ACC grant funds.

Project Manager: Steven Florian, Fare Technology Operations Administrator

Contracting Officer: Sonya Luther, Director of Procurement

Recommendation: It is respectfully recommended that the Commission approve the award of a contract to IBI Group to provide mobile fare collection system implementation support in the not-to-exceed amount of \$289,872.00.



HAMPTON ROADS
TRANSIT

Fare Technology Assessment, Phase 5

Mobile Fare Collection System Implementation Support

RFP 22-00199 – Operations and Oversight Committee 8/11/2022

gohrt.com

AGENDA

- **Background: HRT Fare Technology Assessment Phases & IBI Group**
- **Phase 5: Mobile Fare Collection System Implementation Support**
- **Timeline**

IBI Group: HRT Fare Technology Assessment

IBI Group has been supporting HRT's efforts to upgrade its fare collection through the Fare Technology Assessment:

- Phase 1 (2016 – 2017): Fare Technology Assessment
- Phase 2 (2017 – 2018): Procurement Support for Mobile Ticketing Pilot
- Phase 3 (2018 – 2020): Mobile Ticketing Pilot System Implementation Support and Analysis
- Phase 4 (2021 – 2022): Fleetwide Mobile Fare System Procurement Support





IBI GROUP

FULL RANGE OF EXPERTISE AND EXPERIENCE

- **Fare Collection Systems** – 25 years of fare collection system experience and expertise with:
 - Planning, design, implementation, integration, and operation of new fare collection systems and technologies.
- **In Addition to Fare Experience** – IBI Group brings an extensive team with experience in:
 - Business Process Engineering, Requirements Development, Implementation Management, Transit Planning, Policy and Operations Advice.

RELEVANT EXPERIENCE

- Northern Virginia Transportation Commission (Arlington, VA) – **SmarTrip Deployment Project & DASH Mobile Ticketing App Procurement project**
- Metropolitan Transportation Commission (San Francisco Bay Area, CA) – **Next Generation Clipper Program**
- Spokane Transit Authority (Spokane, WA) – **Next Gen Account-based System Deployment**

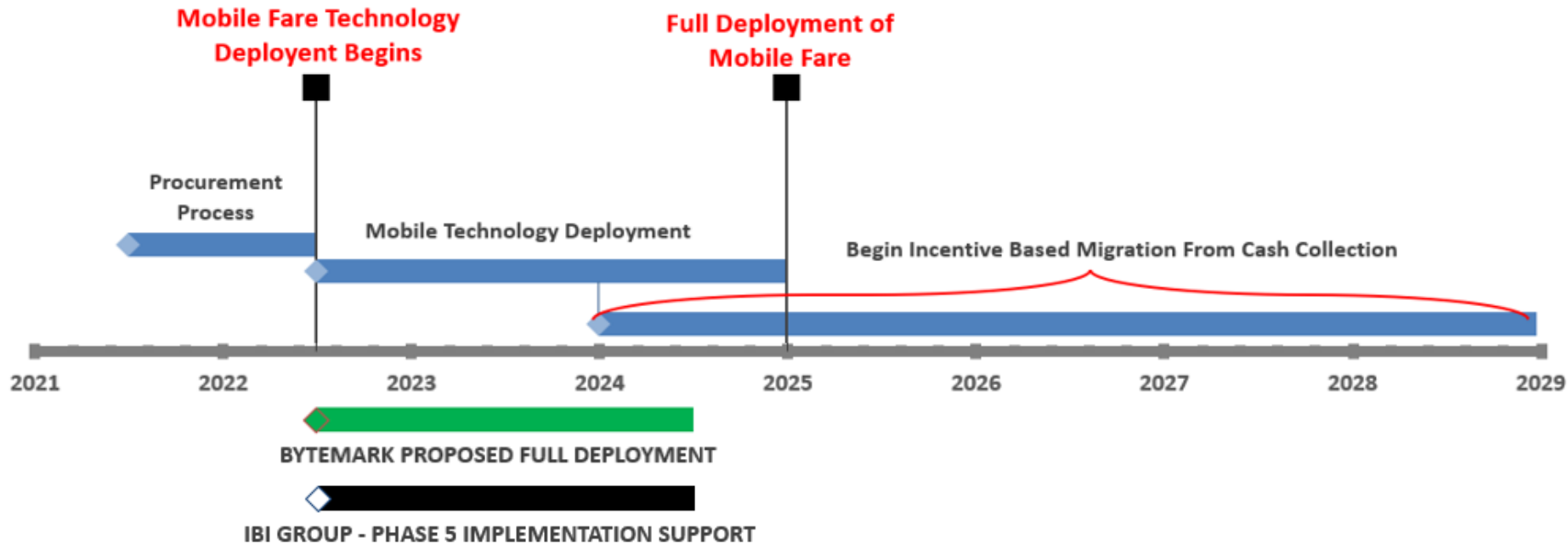
UNIQUE UNDERSTANDING OF HRT & MOBILE FARE VISION

Phase 5: Mobile Fare Collection System - Implementation Support

- **Project Management**
- **Design and Documentation Review**
- **Testing and Acceptance**
 - Independent verification and validation (IV&V)
- **Training Support**
- **Final Acceptance and Operations Support**

Mobile Fare Systems: Timeline Estimates

HRT's Target Schedule



Bytemark's Implementation Plan

- Bytemark's projected timeline for full implementation is sooner than our original estimate.

IBI Group - Phase 5 Implementation Support

- Will coincide with mobile fare full deployment; projected completion timeline is 2 years.

Questions?



Contract No.: 21-00164	Title: Fire Suppression Systems Inspections, Testing, Maintenance, and Repair Services	Contract Amount: Base Year: \$ 98,135.00 Four Option Years: <u>\$321,338.60</u> Total: \$419,473.60
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Acquisition Description: Enter into a contract with a qualified Contractor to provide inspections, testing, maintenance, and repair services for Hampton Roads Transit’s (HRT’s) fire suppression system.

Background: HRT owns or occupies multiple facilities in various locations in its service area in which fire suppression systems are installed. In order to maintain a state of good repair and under the terms of this agreement, the Contractor shall provide scheduled inspections, testing, maintenance, and repair services for HRT’s backflow prevention systems, standpipes and fire hoses, automatic fire pumps, fire sprinkler systems, fire detection and alarm systems, emergency lighting, special hazard fire suppression systems, and portable fire extinguishers. Additionally, the Contractor will provide on-call emergency response within two (2) hours of a request as well as portable fire extinguisher sales to replace units that are no longer serviceable, or to supplement existing units where needed.

Contract Approach: An Invitation for Bids was issued on April 19, 2022. Two (2) bids were received on July 26, 2022, from the following firms:

- Hiller Systems
- Johnson Controls Fire Protection, LP (Johnson Controls)

In response to the IFB, bidders were required to provide pricing for scheduled inspections, testing, and maintenance for each location listed in the Price Schedule. After an evaluation of the bids received, HRT staff determined that Johnson Controls was the lowest responsive (in compliance with submittal requirements) and responsible (capable to perform) bidder; and therefore, eligible for award.

Johnson Controls’ bid price, which includes a \$50,000.00 annual allowance for emergencies, on-call services, and new fire extinguisher purchases is deemed fair and reasonable based on a price analysis performed and the fact that the pricing was obtained in a competitive environment. A contractor responsibility review confirmed that Johnson Controls is technically and financially capable to perform the work.

Johnson Controls is headquartered in Boca Raton, FL, with a local office in Norfolk, VA and provides similar services for the Portsmouth Naval Medical Center; Virginia Beach Public Schools; and the City of Hampton.

The Contract period of performance is one (1) base year, with four (4) additional one-year options.

Contract No.: 21-00164	Title: Fire Suppression Systems Inspections, Testing, Maintenance, and Repair Services	Contract Amount:	
		Base Year:	\$ 98,135.00
		Four Option Years:	<u>\$321,338.60</u>
		Total:	\$419,473.60

No DBE goal was established for this solicitation.

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

Project Manager: William Collins, Facilities Maintenance Manager

Contracting Officer: Jason Petruska, Senior Contract Specialist

Recommendation: It is respectfully recommended that the Commission approve the award of a contract to Johnson Controls Fire Protection, LP to provide fire suppression systems inspections, testing, maintenance, and repair services in the not-to-exceed amount of \$419,473.60 for the five-year period.

SOLICITATION RESULTS

FIRM	TOTAL BID PRICE
Johnson Controls Fire Protection, LP	\$419,473.60
Hiller Systems	\$653,971.00

JOHNSON CONTROLS FIRE PROTECTION'S BID SUMMARY

Base Year	Option Year 1	Option Year 2	Option Year 3	Option Year 4	Total
\$98,135.00	\$78,222.75	\$79,569.00	\$81,028.85	\$82,518.00	\$419,473.60

Contract No.: 22-00179R	Title: Hampton Roads Transit Sign Installation	Contract Amount:	
		Base Year:	\$ 457,875.00
		Three Option Years:	<u>\$1,664,875.00</u>
		Total:	\$2,122,750.00

Acquisition Description: Enter into a contract with a qualified Contractor to provide sign installation and maintenance services on a Task Order basis.

Background: Hampton Roads Transit (HRT) requires a qualified Contractor to install, replace, and remove its service signs throughout the Hampton Roads service region. The maintenance of bus stop signs, and installation, relocation, and replacement of signs in a timely manner, is a high priority to HRT. The types of signs vary from lollipop, flag style, combination flags, route blades, information panels, and other miscellaneous types as required. Under the terms of this Agreement, the Contractor shall provide all labor, materials, equipment, and transportation necessary for the installation of agency signs.

Contract Approach: An Invitation for Bids (IFB) was issued on July 8, 2022. Four (4) bids were received on July 21, 2022, from the following firms:

- American Road Markings
- Eure, Inc. (Eure)
- QC General Construction, LLC
- The Graphics Shop, LLC

In response to the IFB, bidders were required to provide unit prices to install, modify, relocate, and remove bus stop signs, at estimated quantities, as described in the Scope of Work, and as indicated in the Price Schedule.

After an evaluation of the bids received, the lowest bidder, Eure, was deemed non-responsive and ineligible for award due to failure to submit all of the required documents indicated in the IFB. Therefore, American Road Markings was deemed responsive (in compliance with submittal requirements) and responsible (capable to perform) and is therefore eligible for award.

American Road Markings' total bid price includes an annual allowance for miscellaneous sign installation not indicated in the Price Schedule and to support annual light rail track access training. Based on the price analysis performed utilizing historical data, and the fact that pricing was obtained in a competitive environment, American Road Markings' bid is deemed fair and reasonable. A contractor responsibility review performed confirmed that American Road Markings is both technically and financially capable to perform the services.

Contract No.: 22-00179R	Title: Hampton Roads Transit Sign Installation	Contract Amount:	
		Base Year:	\$ 457,875.00
		Three Option Years:	\$1,664,875.00
		Total:	\$2,122,750.00

American Road Markings is located in Norfolk, VA and provides similar services to Curtis Contracting in West Point, VA and Virginia Paving in Norfolk, VA. American Road Markings also currently performs similar services for HRT satisfactorily.

The period of performance for this Contract is one (1) base year, with three (3) additional one-year options.

No DBE goal was established for this solicitation.

Cost/Funding: This Contract will be funded with operating, Regional HRRTF, and grant funds, depending upon the work being requested.

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 contract to American Road Markings to provide sign installation services to HRT. The cumulative amount of all Task Orders issued under this Contract will not exceed \$2,122,750.00 over four (4) years.

SOLICITATION RESULTS

Bidder	Bid Price
Eure, Inc.	\$2,027,757.50
American Road Markings	\$2,122,750.00
The Graphics Store, LLC	\$2,514,750.00
QC General Construction, LLC	\$3,853,489.75

AMERICAN ROAD MARKING'S BID SUMMARY

Base Year	Option Year 1	Option Year 2	Option Year 3	Total Bid Price
\$457,875.00	\$457,875.00	\$603,500.00	\$603,500.00	\$2,122,750.00

Contract No.: 22-00186	Title: Naval Station Norfolk Base Circulator	Contract Amount: \$3,765,605.00
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Acquisition Description: Enter into a contract with a qualified Contractor to provide a turnkey base circulator.

Background: Hampton Roads Transit (HRT) is seeking the “turnkey operation” of a circulator service that provides last-mile accessibility for Naval Station Norfolk employees and visitors who wish to arrive on foot, bicycle, scooter, transit, or by parking in the Naval Exchange area outside the gate. This improvement in accessibility via the circulator has the potential to reduce congestion at security gates, which in turn could reduce traffic and congestion on local streets and the region’s highways. This last-mile connection would reduce dependency on automobile travel within the base while also helping to limit parking turnover, which in turn has equity benefits by making NSN jobs more accessible to the region’s residents who lack access to automobiles.

Under the terms of this agreement, the Contractor shall provide a plan for service, to include a marketing plan; implementation of two (2) circulators for a period of three (3) years; all necessary personnel, including drivers, mechanics, and administrative staff; customer call/complaint center; performance metrics; and any on-going support.

Contract Approach: A Request for Proposals was issued on May 16, 2022. Three (3) proposals were received on June 29, 2022, from the following firms:

- Blue Duck
- James River Transportation (James River)
- Ride Source, LLC

Upon review and evaluation of the technical proposals, James River Transportation was rated best to meet the Scope of Work requirements and, as a result, was subsequently invited to discuss their proposal and provide technical clarifications on their approach to the Scope of Work.

At the conclusion of discussions, negotiations were held with James River for the purpose of a possible award. Negotiations focused on clarifying assumptions made in establishing pricing, reducing the proposed pricing, and providing clarification regarding the proposed schedule, software, and marketing plan. At the conclusion of negotiations, a Best and Final Offer (BAFO) was requested.

James River’s BAFO included a request to provide pricing for software and hardware that was not previously provided by James River. The software and hardware include three (3) years of TransLoc, which is used for GPS and automatic vehicle locator (AVL) for the tracking of vehicles, a Realtime Passenger Information system via the Internet and mobile app, and in-vehicle tablets.

Contract No.: 22-00186	Title: Naval Station Norfolk Base Circulator	Contract Amount: \$3,765,605.00
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The pricing also includes the cellular service and all training. HRT will have access to the data provided.

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

James River is located in Richmond, VA and has provided similar services to Dominion Energy in Richmond, VA; Norfolk Airport Authority in Norfolk, VA; and Old Dominion University in Norfolk, VA.

The Contract period of performance is three (3) years.

No DBE Goal was assigned for this solicitation.

Cost/Funding: This Contract will be funded with state TRiP Program and Regional HRRTF funds.

Project Manager: Amy Braziel, Director of Contracted Services and Operational Analytics

Contracting Officer: Sonya Luther, Director of Procurement

Recommendation: It is respectfully recommended that the Commission approve the award of a contract to James River Transportation to provide a Naval Station Norfolk base circulator in the not-to-exceed amount of \$3,765,605.00.

SOLICITATION SUMMARY

Offeror	Original Offer	Best and Final Offer
Blue Duck	\$1,620,000.00	N/A
James River Transportation	\$3,727,260.00	\$3,765,605.00
Ride Source, LLC	\$5,114,653.00	N/A



HAMPTON ROADS

TRANSIT

Naval Station Norfolk Circulator Operations & Oversight Committee August 11, 2022

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TRIP Grant

- New funding opportunity from Virginia Department of Rail & Public Transportation (VDRPT)
- Program Goals
 1. Improving regional connectivity of urbanized areas
 2. Supporting zero-fare and low-income pilot programs
- *HRT was awarded a grant under the improving regional connectivity portion of the program for an internal circulator on Naval Station Norfolk*



Circulator Overview

- Route(s) developed in coordination with Naval Station Norfolk staff
- State grant funds three years of service. HRRTF provides the match to state dollars over the three years
- Turnkey operation with HRT administering the contract
- This service will be FREE to customers.



Circulator Schedule

Operating days and hours anticipated service schedules

- Blue Route (internal circulator): (15-minute service frequencies)
 - Monday-Friday 6:00 AM- 6:00 PM.
- Gold Route (connecting circulator): (30-minute service frequencies)
 - Monday-Friday 6:00 AM-6:00 PM
 - Saturday and Sunday 9:00 AM-6:00 PM

Performance Metrics

Performance Indicators will be required under this contract to include, but not limited to:

- Standard NTD Reporting
- On-time performance
- Ridership
- Boarding/Alighting passenger counts at stops
- Mean Distance Between Service Interruptions
- Accident/Incident Reporting & Metrics
- Customer Complaints

Contract No.: 22-00180	Title: Physical Security System Support Services	Contract Amount: Three Base Years: \$1,041,770.00 Two Option Years: \$ 715,876.00 Total: \$1,757,646.00
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Acquisition Description: Enter into a contract with a qualified contractor to provide physical security system support services on a Task Order basis.

Background: Hampton Roads Transit (HRT) requires the services of a Virginia Department of Criminal Justice (DCJS) licensed private security service contractor in order to maintain, modernize, and expand HRT’s physical security systems. Under the terms of this agreement, the Contractor shall provide all labor and material required for bi-annual software and firmware maintenance, access control hardware support, camera hardware support, Genetec software renewals, and physical security system deployment services. Additionally, the Contractor will provide emergency response labor and equipment to all of HRT’s facilities.

Contract Approach: A Request for Proposal (RFP) was issued on April 19, 2022. One (1) proposal was received on June 21, 2022, from Security 101 Holdings, LLC (Security 101). A post-solicitation survey of vendors solicited concluded that most were not interested in submitting a proposal due to not being able to meet the requirements of the Scope of Work, including response times, and not being able to take on additional clients due to work loads. 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 and a Price Proposal that included rates for the services described in the Scope of Work. The Price Schedule included annual allowances for access control hardware support, Genetec Software renewals, and physical security system deployment services.

Upon review and evaluation of the proposal received, HRT staff determined that Security 101 was technically qualified to meet the requirements of the Scope of Work based on information provided in regard to the firm’s overall approach and experience, and as such, was invited for discussions and negotiations. Discussions and negotiations focused on reducing proposed labor rates and clarifying any assumptions to the Scope of Work. At the conclusion of negotiations, a Best and Final Offer (BAFO) was requested. The BAFO included a \$35,556.89 increase in the total allowances in the Price Schedule based on the observed market conditions.

As a result of the negotiation, Security 101’s proposed total price decreased by \$2,500.00; however due to the allowance increase, the total price proposed increased by \$30,366.89. Based on the results of the negotiations, and a price analysis performed utilizing the independent cost estimate, Security 101’s BAFO is deemed fair and reasonable. A contractor responsibility review confirmed that Security 101 is technically and financially capable to perform the work.

Contract No.: 22-00180	Title: Physical Security System Support Services	Contract Amount:	
		Three Base Years:	\$1,041,770.00
		Two Option Years:	\$ 715,876.00
		Total:	\$1,757,646.00

Security 101 is headquartered in West Palm Beach, FL with an office located in Norfolk, VA and provides similar services for the City of Newport News; Sentara Healthcare in Norfolk, VA; and Eastern Virginia Medical School in Norfolk, VA.

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

No DBE goal was established for this solicitation.

Cost/Funding: This Contract will be funded with grant and operating funds, depending upon the work being provided.

Project Manager: Jack Sherman, IT Security Administrator

Contracting Officer: Jason Petruska, Senior Contract Specialist

Recommendation: It is respectfully recommended that the Commission approve the award of a contract to Security 101 Holdings, LLC to provide physical security system support services on a Task Order basis in the not-to-exceed amount of \$1,757,646.00 for the five-year period.

SOLICITATION RESULTS

Firm	Original Offer	Best and Final Offer
Security 101 Holdings, LLC	\$1,724,579.11	\$1,757,646.00

Security 101 Holdings, LLC Pricing Summary					
Base Year 1	Base Year 2	Base Year 3	Option Year 1	Option Year 2	Total
\$344,100.00	\$346,800.00	\$350,870.00	\$355,120.00	\$360,756.00	\$1,757,646.00



RFP 22-00180

Physical Security System

Support Services

Technology

Coverage Area



Proposed Services

- Modernize/State of Good Repair (SGR)
- Maintenance
- Expand Coverage

Current Environment

Access Control

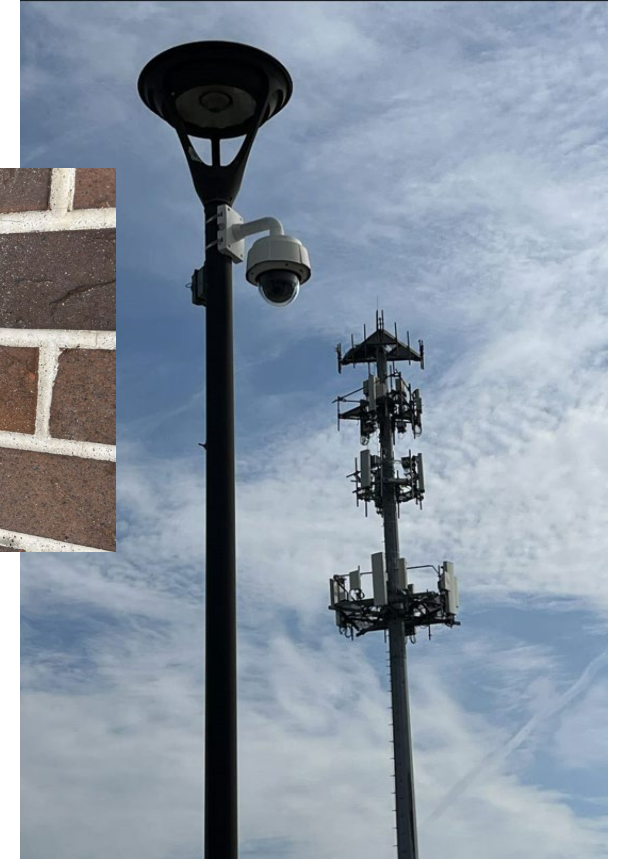
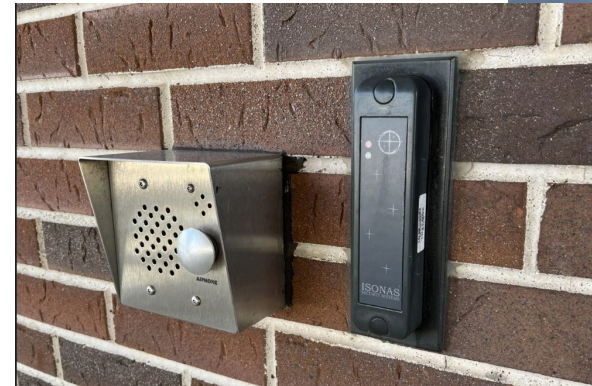
- Badging, electronic lock, door and motion sensors, vehicle detection

Intercoms

- Gate Control, Audio Communication

Surveillance

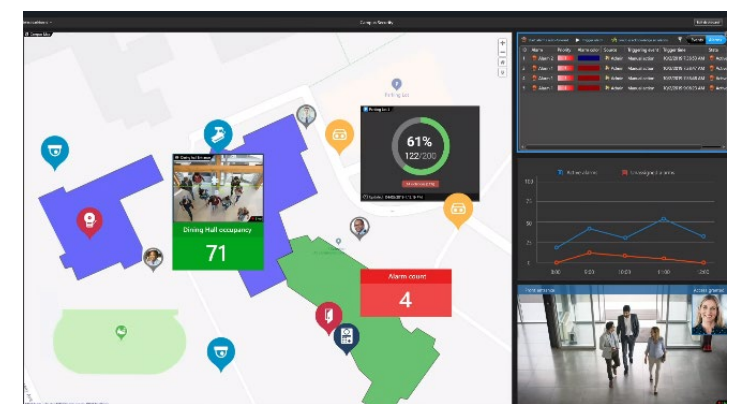
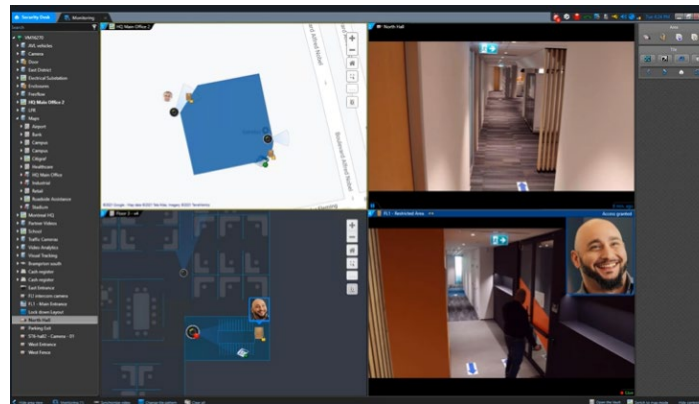
- Video recording across operational facilities and Transit Centers



Enterprise Access Control Upgrade

Badge Readers, Pin Pads, Electronic Locks, Vehicle IDs

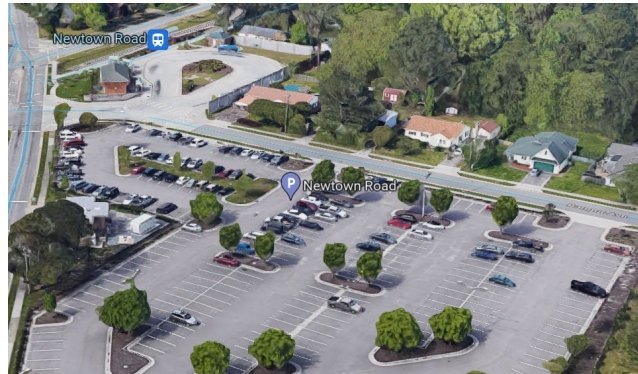
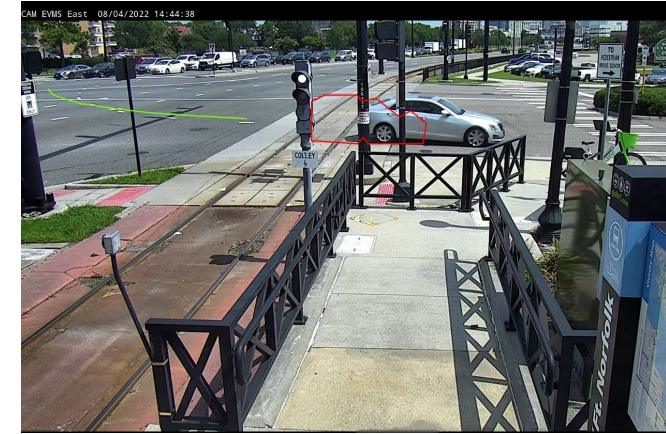
- Replaces End of Life Hardware/Software
- Deploys next generation architecture



Surveillance Security Equipment

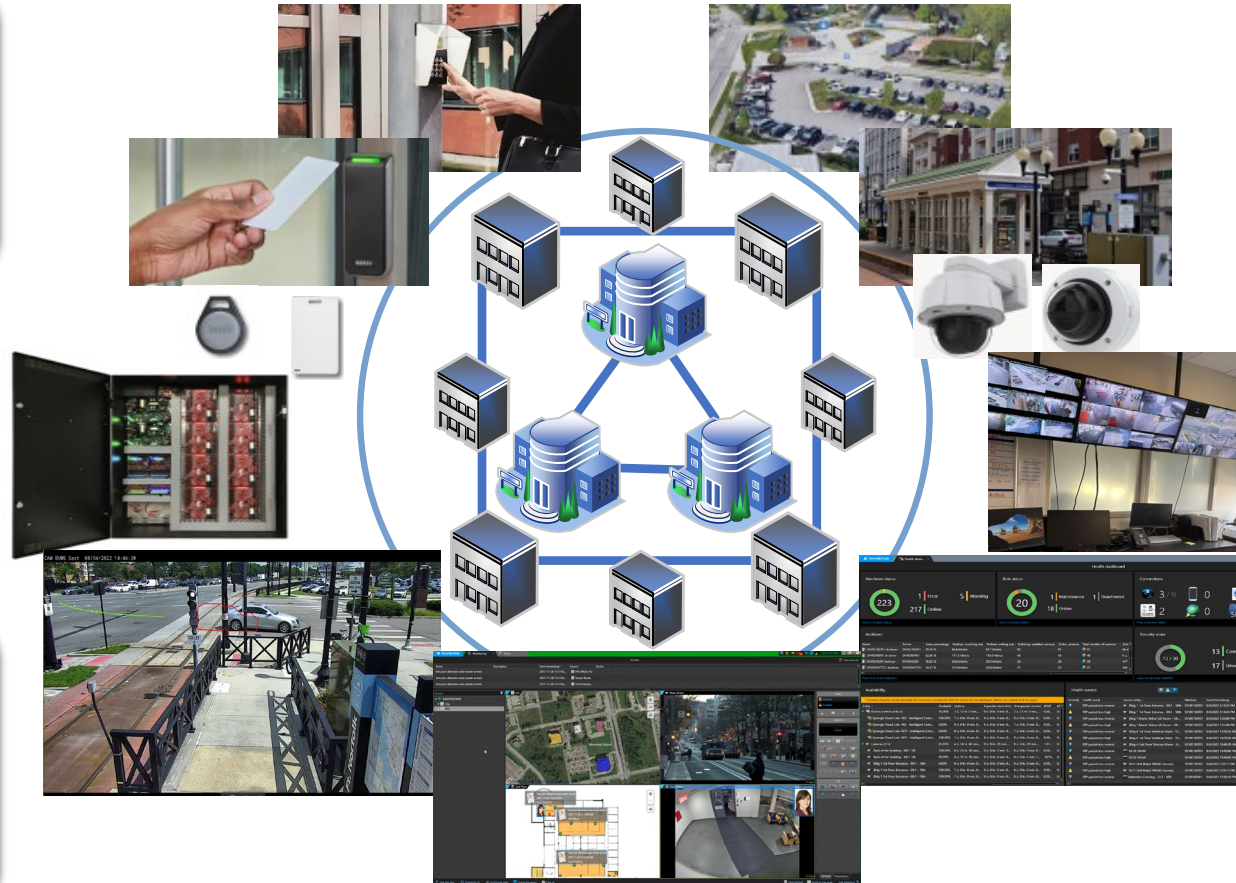
Cameras, Mounting hardware, Video Walls

- Capitalizes on Next-Gen Software
- Replaces End of Life Hardware
- Monitors administrative buildings, work bays, transfer centers, park and rides, railway alignment



Maintenance & Support Services

- Pin, Badge, & Vehicle Readers
- Door/Motion Sensors
- Logic Control Panels



- Cameras
- Video Walls
- Recording systems

- Software Support
- Video Event Recording
- Alerting & Reporting

- Preventative Maintenance
- Engineering Services
- Hardware Installation

Contract No.: 22-00198	Title: Procurement of Regional Transit Service Buses	Total Amount: \$7,210,500.00
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Acquisition Description: Enter into a cooperative procurement contract on an existing Washington State Transit Bus Cooperative Contract (No. 06719-01) to procure six (6) 40' Low Floor Diesel Buses and six (6) 35' Low Floor Diesel Buses (State Contract).

Background: Using the competitive procurement process, in April 2021, the State of Washington awarded Contract No. 06719-01 to Gillig to purchase a number of different style buses during a base term of two (2) years with three (3) additional one-year options. Under the terms of the Contract, the Transportation District Commission of Hampton Roads dba Hampton Roads Transit (HRT) is authorized as a participant in the Contract. This procurement is to utilize the Gillig contract to purchase six (6) 40' heavy duty low floor buses and six (6) 35' heavy duty low floor buses for use in HRT's Regional Transit Service (RTS) operations. It should be noted that a cooperative procurement contract is a contract between a state and one (1) or more vendors under which the vendors agree to provide the ability to purchase rolling stock and related equipment to multiple participants. The Fixing America's Surface Transportation (FAST) Act allows agencies to participate in cooperative procurement contracts without regard to whether the agency is located in the same state as the parties to the contract.

Contract Approach: The original State Contract was competitively procured with a base unit price of \$414,828.00 for a standard 40' bus and \$410,601.00 for a standard 35' bus. Unit prices for additional features/options were also established at the time of award of the State Contract. Gillig's unit price to HRT, including HRT selected options, is \$603,899.00 for the 40' bus and \$597,851.00 for the 35' bus. HRT's options include passenger information stations, upgraded passenger windows with bonded frames, side turn signal guards, Trapeze TransitMaster Automatic Vehicle Locator (AVL), Twin Vision amber LED destination and rear run signs, Genfare FastFare fareboxes, farebox guards, Apollo video surveillance systems, bike racks, electrically assisted power steering and a number of other additional upgrades.

Based on a price analysis conducted by the State of Washington at the time of award of the State Contract, and the fact that the pricing was obtained in a competitive environment, Gillig's unit price of \$603,899.00 and \$597,851.00 are deemed fair and reasonable.

All Federal Transit Administration required pre-award audits and certifications confirming Buy America, final assembly, and motor vehicle safety standards have been received and verified.

Cost/Funding: This Contract will be funded with state and Regional HRRTF funds.

Project Manager: Michael Perez, Operations Project and Contract Administrator

Contracting Officer: Sonya Luther, Director of Procurement

Contract No.: 22-00198	Title: Procurement of Regional Transit Service Buses	Total Amount: \$7,210,500.00
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Recommendation: It is respectfully recommended that the Commission approve the award of a contract to Gillig to procure six (6) heavy duty 40' low floor diesel buses and six (6) heavy duty 35' low floor buses in the total amount of \$7,210,500.00.

Purchase Order No: PO0008377	Title: Replacement Truck Suspension Legs	Total Price: \$106,536.00
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Acquisition Description: Award a Purchase Order to a qualified supplier to provide sixteen (16) replacement truck suspension legs for the Powered and Unpowered Trucks for two (2) Light Rail Vehicles.

Background: Hampton Roads Transit (HRT) currently owns and operates nine (9) Light Rail Vehicles. Each Light Rail Vehicle has two (2) Power Trucks with two (2) suspension legs each, and a Center Truck containing four (4) suspension legs. Each suspension leg is designed to support its portion of the Light Rail Vehicle’s suspended weight and provides for accurate leveling adjustment for side-to-side weight differences and matching platform heights. Each leg has a gas charged accumulator for spring compression and rebound. Suspension legs provide a higher level of control for the suspension system with the addition of vehicle level control. The total system supports ride quality for the LRV. The original equipment manufacturer recommends replacement every 250,000 miles to maintain a state of good repair and operational reliability.

RFQ Approach: A Request for Quote (RFQ) was issued on July 7, 2022. Two (2) quotes were received on July 19, 2022, from the following firms:

- Knorr Brake Company
- Siemens Mobility

After a review and evaluation of the quotes received, Knorr Brake Company (Knorr) was deemed the lowest priced offeror and is therefore eligible for award. Knorr’s pricing was deemed fair and reasonable based on a price analysis performed and the fact that the pricing was obtained in a competitive environment. A contractor responsibility review performed confirmed that Knorr, headquartered in Westminster, MD, is technically and financially capable to perform the work.

No DBE goal was assigned for this solicitation.

Cost/Funding: This purchase will be funded with Federal 5337, state, and ACC grant funds.

Project Manager: Wayne Groover, Senior Manager of Materials and Rail Vehicle Maintenance

Contracting Officer: La’Toya Elliott, Buyer II

Recommendation: It is respectfully recommended that the Commission approve the award of a Purchase Order to Knorr Brake Company to provide sixteen (16) replacement truck suspension legs in the not-to-exceed amount of \$106,536.00.

Purchase Order No: PO0008377	Title: Replacement Truck Suspension Legs	Total Price: \$106,536.00
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SOLICITATION RESULTS

OFFEROR	QUOTE
Knorr Brake Company	\$106,536.00
Siemens Mobility	\$129,936.00



HAMPTON ROADS
TRANSIT

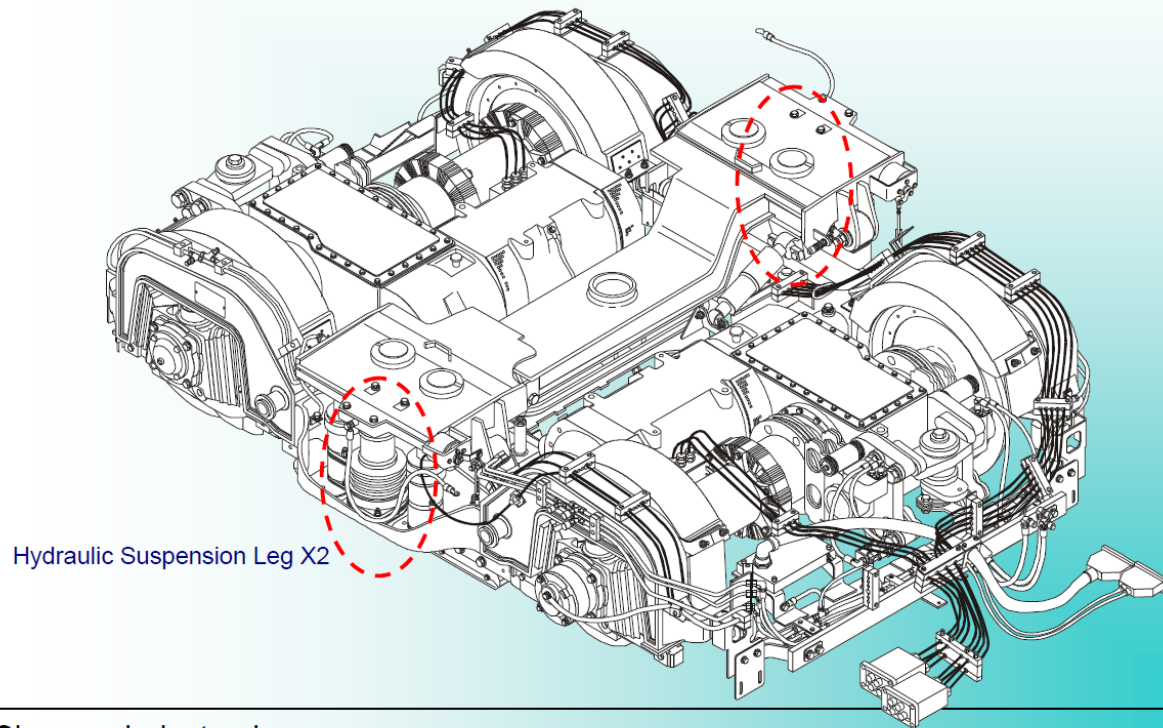
Replacement Truck Suspension Legs Purchase Order P00008377

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Power Trucks have two Suspension Legs.

SIEMENS

Power Truck Configuration



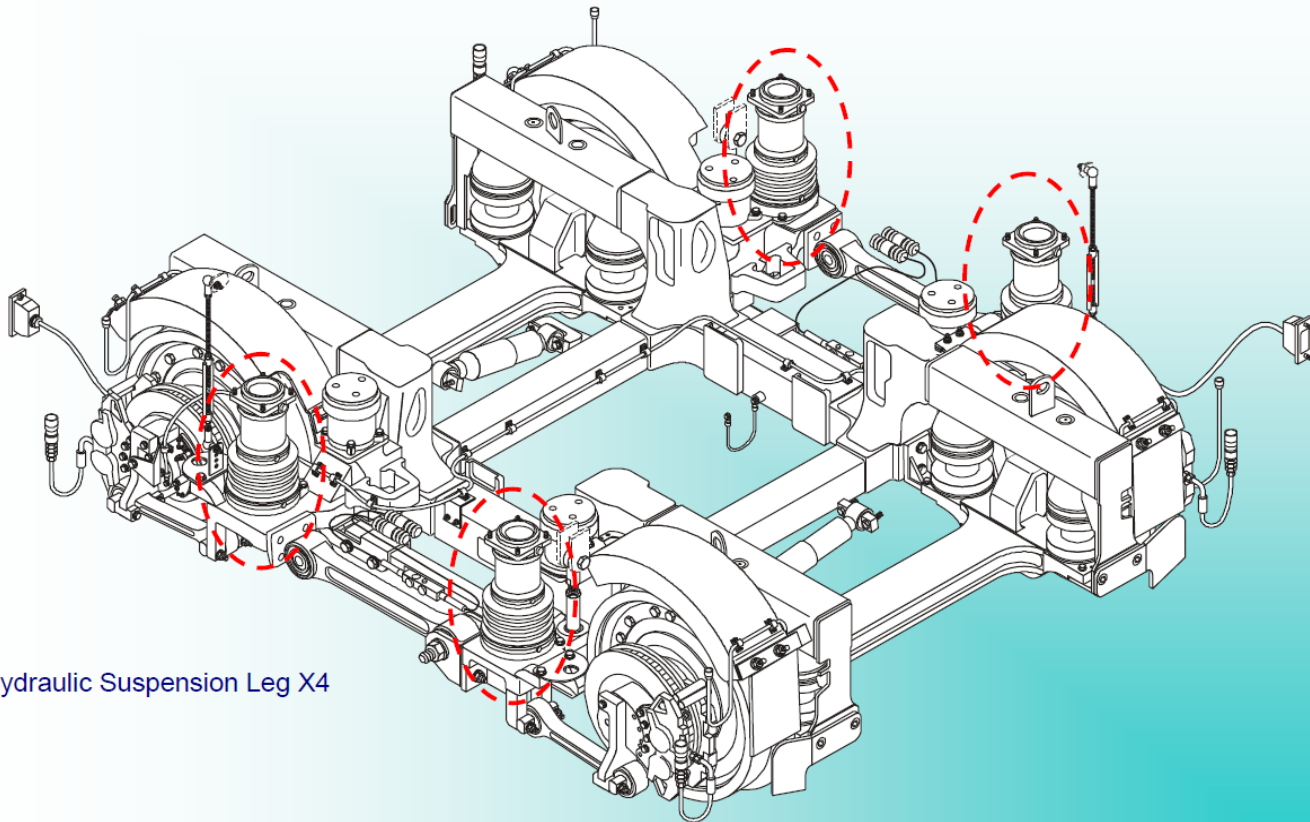
Siemens Industry, Inc.

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Center Trucks have four Suspension Legs.

SIEMENS

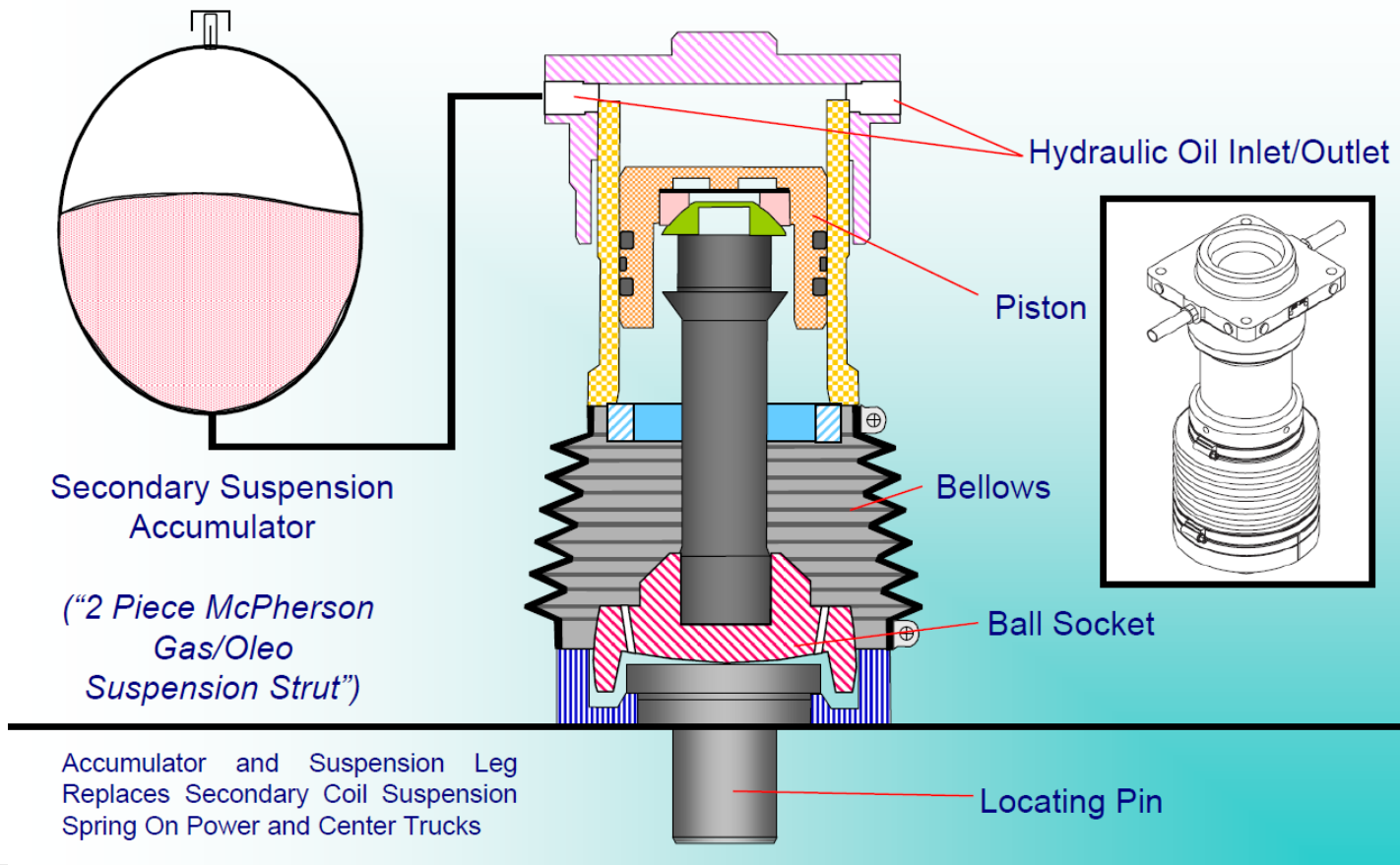
Center Truck Configuration



Hydraulic Suspension Leg X4

The hydraulic fluid lifts the top of the leg to the correct height for platforms and travel.

SIEMENS SECONDARY SUSPENSION SYSTEM





HAMPTON ROADS

TRANSIT

Questions?

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Technology

Technology drives the modern transit industry. A customer interacts with HRT technology even before they start their trip. Mobile schedule and arrival information is made possible by a bevy of systems, from onboard Automatic Vehicle Locators (AVLs) that pinpoint where our buses are in real-time, to the network hardware and software that ensures that information makes it to the phones of our customers. Once aboard an HRT vehicle, a suite of technology supports operations, such as fare collection equipment that allows riders to pay for their trip, and various hardware and software systems that allow dispatch to monitor operations. Just as important, are the technology systems that support back-end operations. Systems help automate several critical administrative functions, from asset management and maintenance to payroll and HR.

Investing in HRT’s technology allows the agency to be more responsive to our customers and more efficient in our operations. Much of our technology capital budget is focused on maintaining the systems we currently rely on; most of our hardware and software systems need to be regularly updated and replaced at least every five to ten years. Outdated systems reduce our overall efficiency as an agency and expose HRT to security and safety vulnerabilities. In addition to state of good repair, HRT is constantly investing in new systems to keep up with our changing needs. Many of the critical systems we rely on today, did not exist 10 or 15 years ago. Trends like the widespread adoption of mobile ticketing and trip planning tools, the transition toward battery-electric buses, and emergence of autonomous vehicles, will only accelerate the pace of technological change at HRT.

Technology Capital Projects by the Numbers

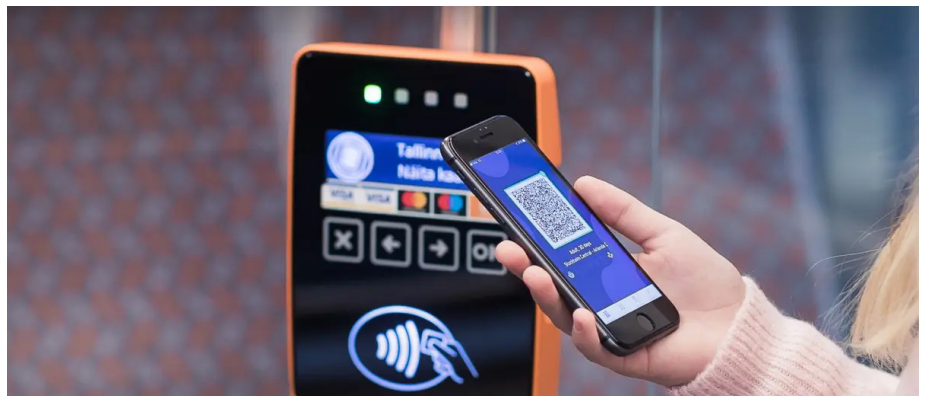
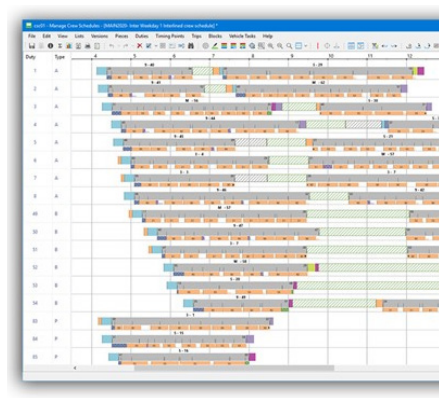
18

Technology Projects (excludes safety technology projects)

\$61.5 million*

in capital needs (current year dollars) from FY2023 to FY2033

*Draft (current year) amounts will be updated in the Final (FY24-33) CIP to reflect Year of Expenditure dollar amounts.



August, 2022

Draft, capital project information subject to change

Project List

Technology Projects (FY2023 to FY2033)

UID	Project Name	Cost (\$ thousands)*
IT01	HASTUS	\$6,257
IT03	Large Technology Infrastructure	\$6,082
IT05	Client Technology Systems State of Good Repair	\$3,783
IT06	Passenger Information Displays State of Good Repair - Bus Facilities	\$350
IT07	Passenger Information Displays State - Light Rail	\$8,346
IT12	Onboard Network Infrastructure State of Good Repair	\$1,992
IT16	Financial Software System (FSS) Implementation	\$1,000
IT17	HRMS Replacement	\$5,250
IT18	Fixed Side CAD/AVL System	\$3,584
IT22	EAM System State-of-Good-Repair	\$8,000
IT29	INIT Light Rail APC System Fixed Side Hardware Software	\$196
IT32	Innovations Initiative	\$352
IT35	Transit Center Public Address System	\$88
IT36	Internal Digital Signage System	\$232
IT37	ICS Cyber Security	\$1,200
IT42	IT Security Systems Upgrade	\$1,700
IT43	Contract and Vendor Management Software Replacement	\$346
LR06	Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade	\$12,723
	Total	\$61,481

*Draft (current year) amounts will be updated in the Final (FY24-33) CIP to reflect Year of Expenditure dollar amounts.

Project Highlights

HASTUS:

HASTUS is the software system used to manage the planning, scheduling, and operations off HRT’s fixed-route bus network. The system is essential for the day to day operations of the agency but has not been updated since 2011. The agency plans to fund its full upgrade in 2024 and continue to refresh the system on a five-year cycle. HASTUS is just one of many key IT systems that require ongoing refresh and maintenance.

Innovations Initiative:

This project would provide HRT’s Technology Department funding to research, develop, and test innovative software solutions. The agency sees this project as an opportunity to be less-reactive to technological change and provide the funding capacity to explore new innovations.

Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade

SCADA describes a system of hardware and software that helps HRT oversee and monitor the Tide Light Rail network. SCADA impacts nearly every part of Tide Operations, from the ability to remotely monitor trains to the correct functioning of signal systems. This complex network of hardware and software needs to be regularly maintained to ensure safe operation.

Safety & Security

The safety of HRT’s customers and employees drives everything we do. Safety and security assets ensure our vehicles are being properly monitored, secure our facilities from trespassers, allow security officers to better respond to threats, and protect the public and employees from harm and injury. One of the security challenges facing HRT is simply our sheer scale of operations. Our services cover six cities and 1.3 million residents. Safety and security related systems are essential to allow us to rapidly respond to issues as they arise. Many of HRT’s safety and security needs are technology related, such as cameras, card readers, and software systems. Like any technology asset, these systems need ongoing maintenance and upgrades to remain in working order and protected from cyber-security threats.

Safety & Security Capital Projects by the Numbers

10
safety and security projects

\$11.6 million*

in capital needs (current year dollars) from FY2023 to FY2033

*Draft (current year) amounts will be updated in the Final (FY24-33) CIP to reflect Year of Expenditure dollar amounts.

Project List

Safety & Security Projects (FY2023 to FY2033)

UID	Project Name	Cost (\$ thousands)*
SS01	Upgrade the Video Recording Equipment for Buses	\$1,300
SS02	Light Rail Video Recording Equipment	\$224
SS15	Enterprise Video Surveillance System Upgrade	\$1,320
SS16	Enterprise Access Control System Upgrade	\$2,840
SS17	Safety Management System	\$815
SS19	*Mobile Telescoping and Surveillance Tower	\$1,045
SS20	*Mobile Electromagnetic Security Screening Systems and Support Equipment	\$102
SS21	*Rail System Surveillance Enhancement	\$3,031
SS22	*Emergency Alert Beacons, Sirens, and Strobes	\$500
SS23	*NTF Fall Protection Project	\$455
	Total	\$11,632

*Projects new to the CIP
*Draft (current year) amounts will be updated in the Final (FY24-33) CIP to reflect Year of Expenditure dollar amounts.

Project Highlights

Safety Management System (SMS):

HRT is looking to acquire a safety data management software system that would help monitor and track safety risks at the agency. This system would track accidents/incidents, safety-led inspections, hazard analysis, risk assessments, safety concerns/suggestions, and safety training. SMS is FTA-manadated and will allow HRT to better monitor safety related data in one centralized location.

Mobile Telescoping and Surveillance Tower:

HRT has a need for mobile surveillance equipment that can monitor places where permanent cameras cannot be easily installed. These cameras would be deployed as needed to improve surveillance and monitoring at HRT passenger facilities. The equipment can be re-assigned as needed, for example providing coverage.



August, 2022

Draft, capital project information subject to change



HAMPTON ROADS

TRANSIT

TDCHR
CIP Work Session:
Safety, Security, and Technology
August 25, 2022

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Agenda

- Recap from July (Priorities, Goals and Objectives)
- Capital Improvement Plan (CIP)
 - Safety
 - Security
 - Technology
- Upcoming Work Sessions



HAMPTON ROADS
TRANSIT

Recap of Priorities, Goals and Objectives

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Priorities Summary – Key Themes:

- **Growing ridership**
- **Effective planning and improved service delivery**
- **Enhanced marketing**
- **Expanding outreach and partnerships**
- **Technology upgrades**
- **Long-range planning and effective financial stewardship**
- **Agency-wide workforce recruitment and retention**
- **Outreach for travel training (P. Woodbury)**
- **Protect and expand sustainable funding sources (A. McClellan)**
- **Emphasis on safety (A. Bullock)**
- **“Think outside the box and be creative” (J. DeBruhl)**
- **Continue exploring BRT on Peninsula (J. Gray)**
- **Emphasis on equity (G. Kanoyton and A. Ross-Hammond)**

2022 Board Survey and 07/28 work session

Goals and Objectives

A. Provide a high-quality service that is easy to use and enhances people's lives.

1. Provide reliable, safe, equitable, and desirable service, amenities, and information.
2. Serve people where and when they need to travel.
3. Achieve and maintain a high rate of customer satisfaction.

B. Foster regional quality of life and economic vitality.

1. Contribute to regional congestion mitigation and environmental health and sustainability.
2. Maximize access for residents, employees, and visitors to and between regional activity centers, job centers, and workforce development opportunities.
3. Build community trust as a valuable partner in a thriving region.

Goals and Objectives

C. Ensure financial stewardship and cost-effective operations.

1. Provide cost-efficient transit service that leverages all available resources to offer the best value for the investment.
2. Perform asset management that achieves and maintains a state of good repair and sustainability and maximizes investment impacts.
3. Effectively align and manage resources and processes to maximize workplace productivity, achieve agency goals, and demonstrate safe and sustainable business practices to ensure long-term viability.

D. Build a culture for innovation and workforce success to ensure HRT remains relevant to the dynamic needs of the region.

1. Continue to progress and innovate collaboratively with our partners and stakeholders to improve service to customers.
2. Support a diverse and empowered workforce to strengthen core competencies and support an inclusive and productive workplace.
3. Be an employer of choice and inspire and invest in our workforce and develop future leaders.

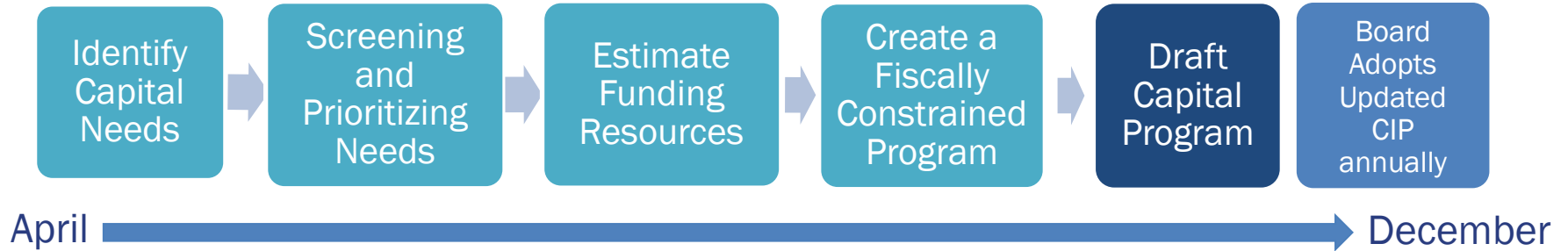


HAMPTON ROADS
TRANSIT

10-Year Capital Improvement Plan

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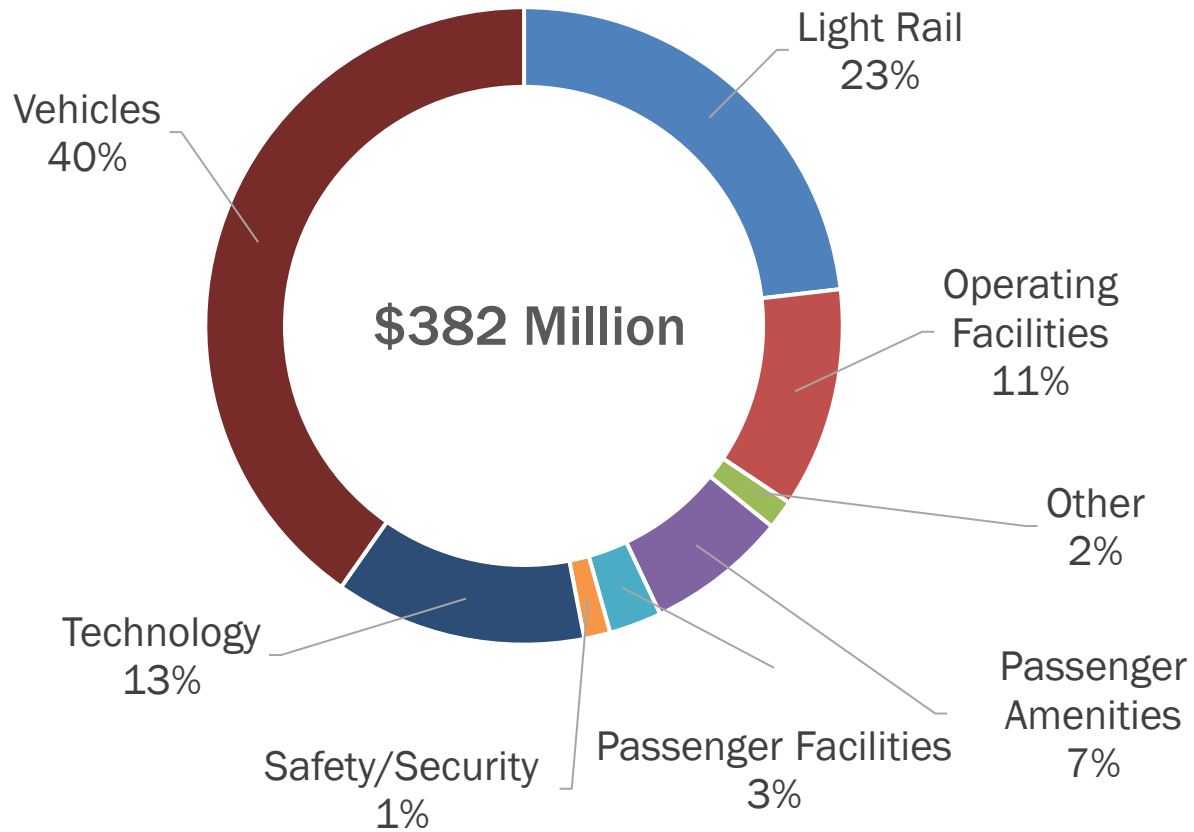
Process



Current 10-Year CIP (FY23-32)

- \$382M programmed for 61 projects
- Prioritize and fund highest rated projects
- Factor criteria of Customer Experience & Service Delivery, Efficiency & Effectiveness, State of Good Repair, Risk Reduction
- Leverage matching funds
- Meet regulatory and eligibility requirements

Funding Distribution (FY23-32)





HAMPTON ROADS
TRANSIT

Focus Topics: Safety, Security, Technology

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Safety and Security Projects

- Safety and Security projects are critical to a safe and secure environment for our customers, employees and communities
- Safety and Security capital projects are based on data driven decision making and strategic planning
- Safety and Security capital projects based in regulatory compliance requirements

Safety & Security
Capital Projects

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Safety/Security Project List

Project ID	Project Name
SS01	Upgrade the Video Recording Equipment for Buses
SS02	Light Rail Video Recording Equipment
SS15	Enterprise Video Surveillance System Upgrade
SS16	Enterprise Access Control System Upgrade
SS17	Safety Management System
SS19	* Mobile Telescoping and Surveillance Tower
SS20	* Mobile Electromagnetic Security Screening Systems and Support Equipment
SS21	* Rail System Surveillance Enhancement
SS22	* Emergency Alert Beacons, Sirens, and Strobes
SS23	* NTF Fall Protection Project

* denotes new project

Safety Management System (SMS)

- This project will acquire and implement a safety data management software system that allows for automation, effective management, and analysis of safety and risk data in a centralized location.
- Would assist HRT in meeting FTA reporting and documentation requirements.
- The safety data management software will bring multiple benefits:
 - Meeting regulatory requirements
 - Improving safety decision making
 - Enhancing safety programs
 - Providing a structured approach to managing safety and risk processes through continuous improvement



Mobile Telescoping and Surveillance Tower

- Mobile surveillance equipment allows monitoring places where permanent cameras cannot be easily installed.
- Cameras would be deployed as needed to improve surveillance and monitoring at HRT passenger facilities.
- The equipment can be re-assigned as needed, providing coverage across HRT facilities as events dictate.



Technology Integration

Many safety and security needs are technology related.

- For example, cameras, card readers, software systems.
- Ongoing maintenance and upgrades required for systems to remain in working order and protected from cyber-security threats.

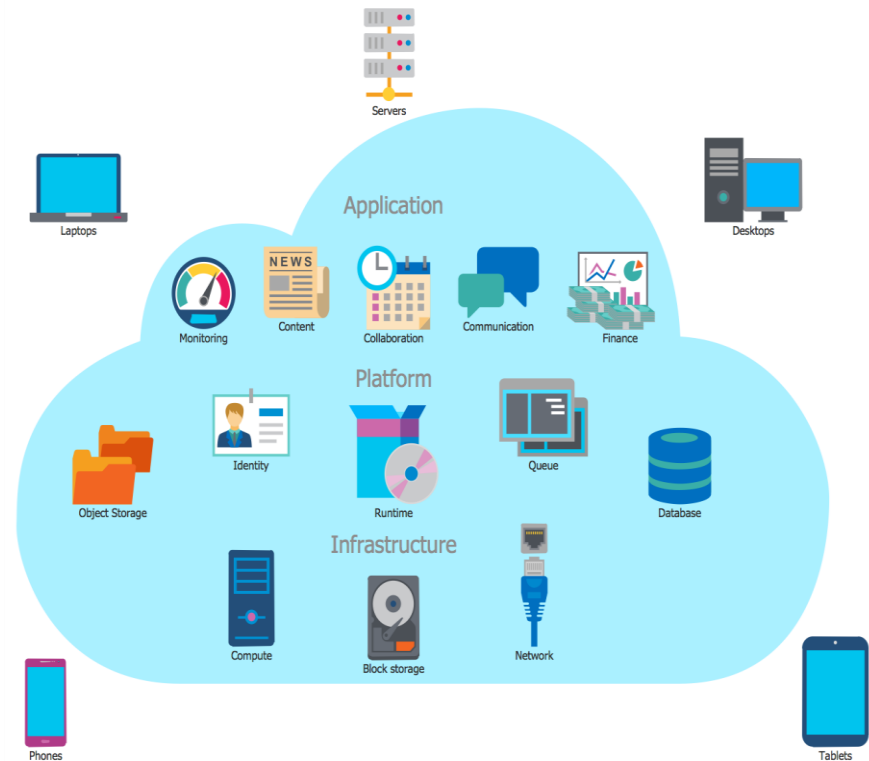
Technology Overview

- Original Technology Ego System
- The Future Technology Ego System (The Goal)
- Guiding Principles for Technology Evaluation
- Key Initiatives Highlights

HRT Original Technology EGO-System

Conglomerate of Independent Systems:

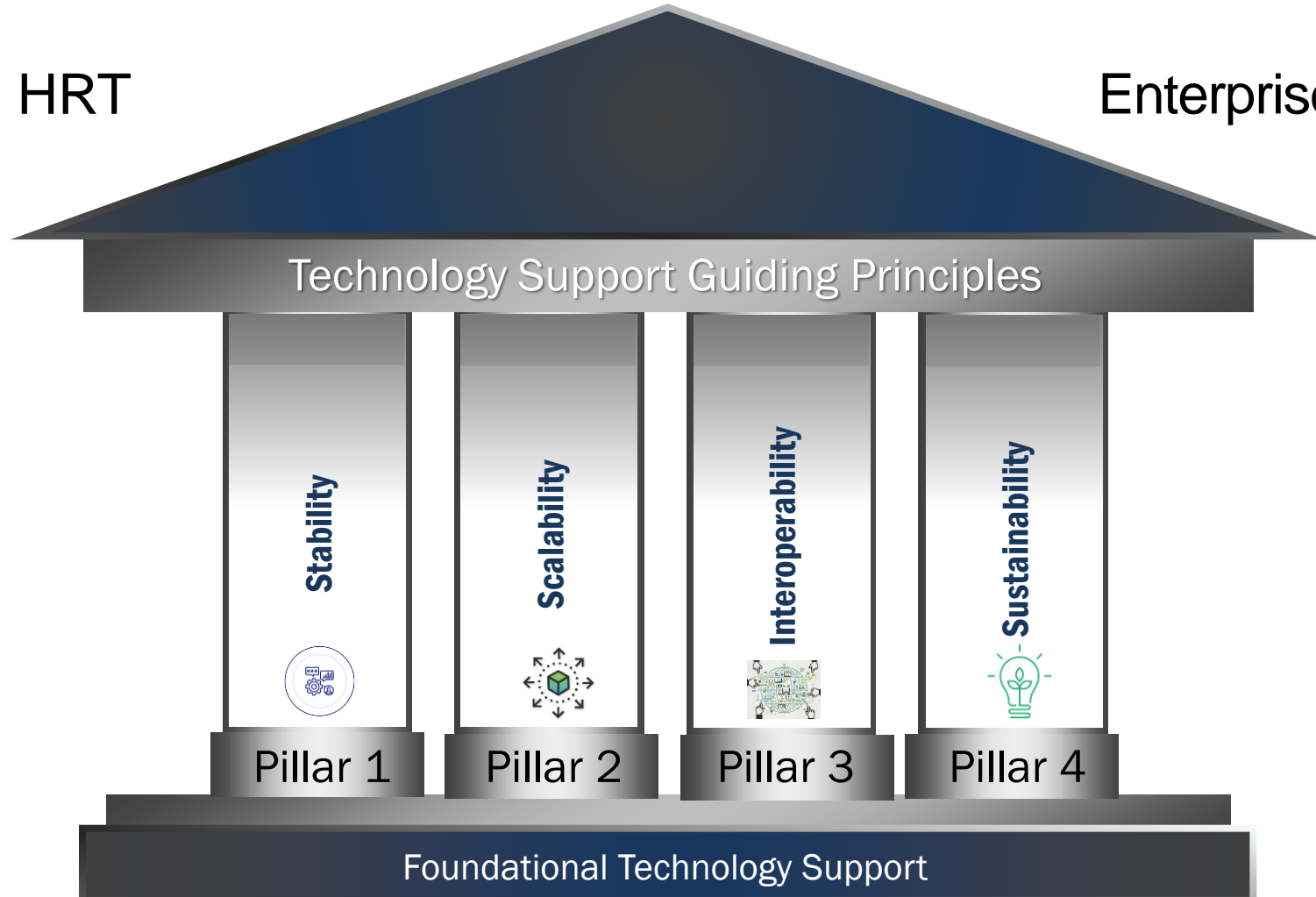
- Silos
- Little to no Integration
- Little to no formal documented processes
- Manual Processes
- Critical Systems Lacking Support



Homogeneous “CORE”

HRT

Enterprise Sys



Technology Migration Road

Homogenous Set of Enterprise
“CORE” Systems



Conglomerate Group of
Independent Systems

Technology

- **Transit is increasingly a technology-driven industry**
 - Technology is essential to HRT’s customer-facing and back-end operations.
 - Technology investments allow the agency to be more responsive to our customers and more efficient in our operations.
 - Outdated systems reduce efficiency and cause security and safety vulnerabilities
- **Technology assets need frequent updates and replacement.**
 - Typical Technology Assets Useful Life runs 3 to 5 years.
- **Research and Investment of new technologies**
 - HRT and Industry needs are constantly evolving
 - Many of HRT’s critical systems did not exist 10 or 15 years ago.
 - Actively evaluate new technologies via Proof of Concepts.
- **New investment allows HRT to keep up with technology change:**
 - Widespread adoption of mobile fare options and trip planning tools
 - Transition toward battery-electric buses
 - Emergence of autonomous vehicles

Technology Capital Projects

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Major Initiatives

- Building the Next Generation Network
- Cyber Health
- Operation & Customer Focus
- Administrative Support
- RTS



Project Highlights

- Mobile Fare Collection System
- Hastus Upgrade
- SCADA Upgrade
 - (The Tide - Light Rail)

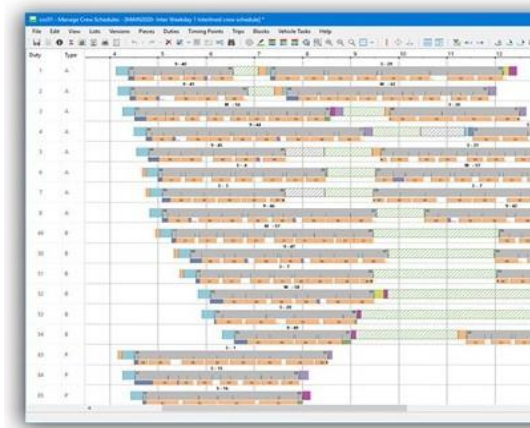
Mobile Fare Collection System (MFCS)

- Research and Investment of new technologies
 - Mobile Ticketing Proof of Concept Utilized
 - Now – MFCS
- Now - New investment that allows HRT to keep up with changing technology
- Now MFCS is in the Implementation Phase



HASTUS (Bus Operations Software)

- HASTUS is the software system used to manage the planning, scheduling, and operations of HRT's fixed-route bus network.
- HASTUS is essential for day-to-day operations.
 - Not updated since 2011
 - Agency plans to fund its full upgrade in 2024 and continue to refresh the system on a five-year cycle
- HASTUS is just one of many key IT systems that require ongoing refresh and maintenance.



SCADA Upgrade

The TIDE Light Rail

- SCADA – Supervisory Control and Data Acquisition
- SCADA describes a system of hardware and software that helps HRT oversee and monitor the Tide Light Rail network.
- SCADA impacts nearly every part of Tide operations
 - Remote train monitoring
 - Proper functioning of signal systems
- Safe operations depend on regular SCADA maintenance.



Technology Project List

Project ID	Project Name
IT01	HASTUS
IT03	Large Technology Infrastructure
IT05	Client Technology Systems State of Good Repair
IT06	Passenger Information Displays State of Good Repair - Bus Facilities
IT07	Passenger Information Displays State - Light Rail
IT12	Onboard Network Infrastructure State of Good Repair
IT16	Financial Software System (FSS) Implementation
IT17	HRMS Replacement
IT18	Fixed Side CAD/AVL System
IT22	EAM System State-of-Good-Repair
IT29	INIT Light Rail APC System Fixed Side Hardware Software
IT32	Innovations Initiative
IT35	Transit Center Public Address System
IT36	Internal Digital Signage System
IT37	ICS Cyber Security
IT42	IT Security Systems Upgrade
IT43	Contract and Vendor Management Software Replacement
LR06	Tide Supervisory Control and Data Acquisition (SCADA) System Upgrade

Upcoming Work Sessions

- September 22 (Hampton) – Facilities, Light Rail, **Electrification**
- October 27 (Norfolk) – Operations (Fleet Plan), **Complete Draft FY24-32 CIP**
- December 8 (Norfolk) – CIP Adoption vote



HAMPTON ROADS

TRANSIT

TDCHR
CIP Work Session
Safety, Security, and Technology
August 25, 2022

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