



Hillsborough Area Regional Transit Authority

BUILDING A CULTURE OF EXCELLENCE

ADOPTED OPERATING AND CAPITAL BUDGET EXECUTIVE SUMMARY

FISCAL YEAR 2020

Hillsborough Area Regional Transit Authority

TABLE OF CONTENTS

Page #

SECTION I – OPERATING & CAPITAL COMBINED BUDGET SUMMARY

Operating & Capital Revenue by Source.....	1
Operating & Capital Revenue by Mode	2
Operating & Capital Summary of Combined Revenues.....	3
Budget - Five Year Historical Perspective	4
Organizational Structure by Function.....	5
Personnel Highlights	6
Employee Holiday Schedule.....	7
Budget Preparation Calendar.....	8

SECTION II – OPERATING BUDGET SUMMARY

Operating Revenues by Source	10
Estimated Revenues Overview.....	11
Operating Expenses by Category	12
Operating Revenues and Expenses Summary.....	13
Operating Expenses Summary by Mode.....	14

SECTION III – CAPITAL BUDGET SUMMARY

Capital Revenues by Funding Source	15
Capital Expenditures by Category	16
Capital Improvement Plan Revenues and Expenditures.....	17
Capital Improvement Plan Summary of Projects.....	18

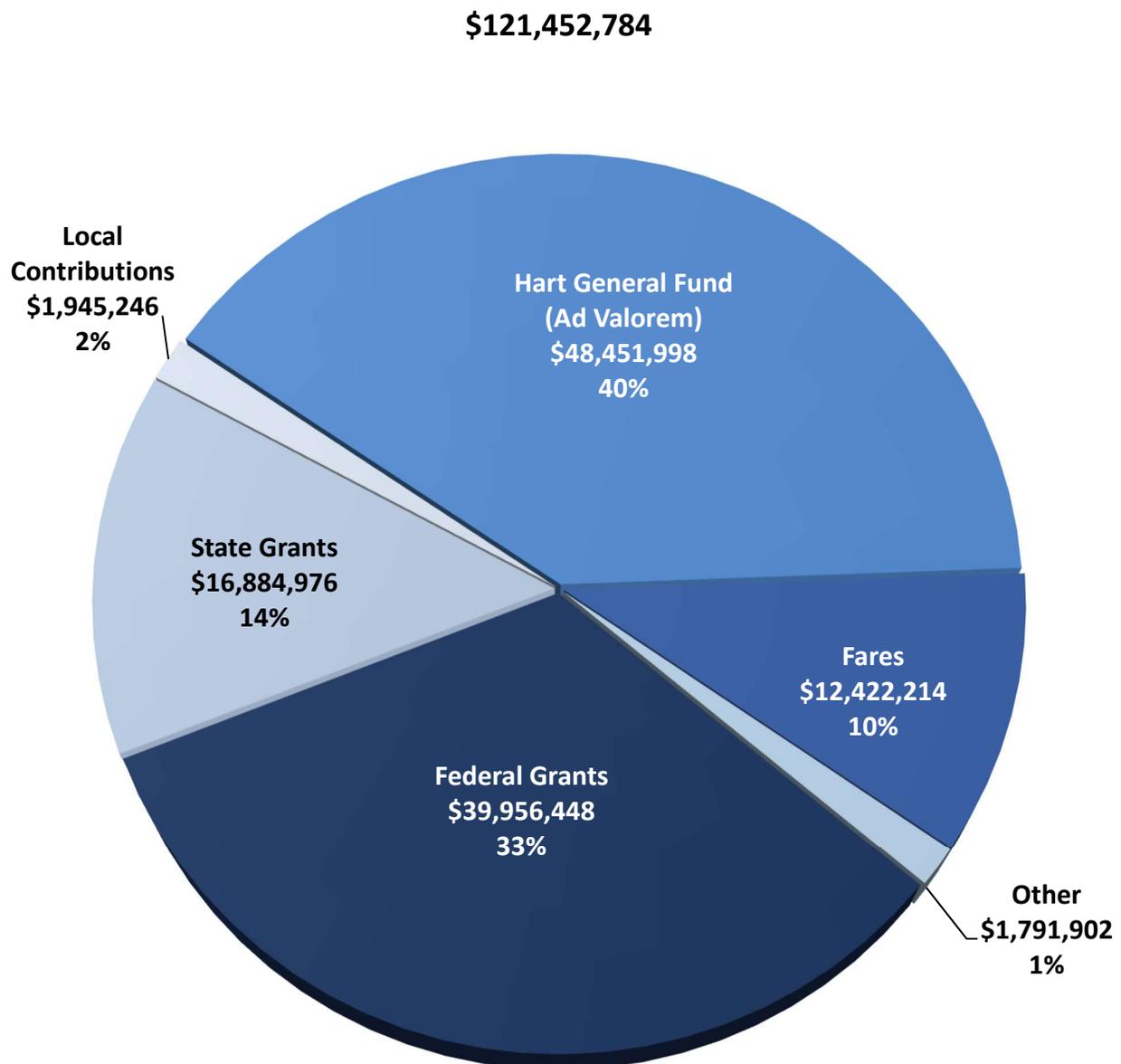
SECTION I

OPERATING AND CAPITAL COMBINED BUDGET EXECUTIVE SUMMARY

COMBINED BUDGET REVENUES

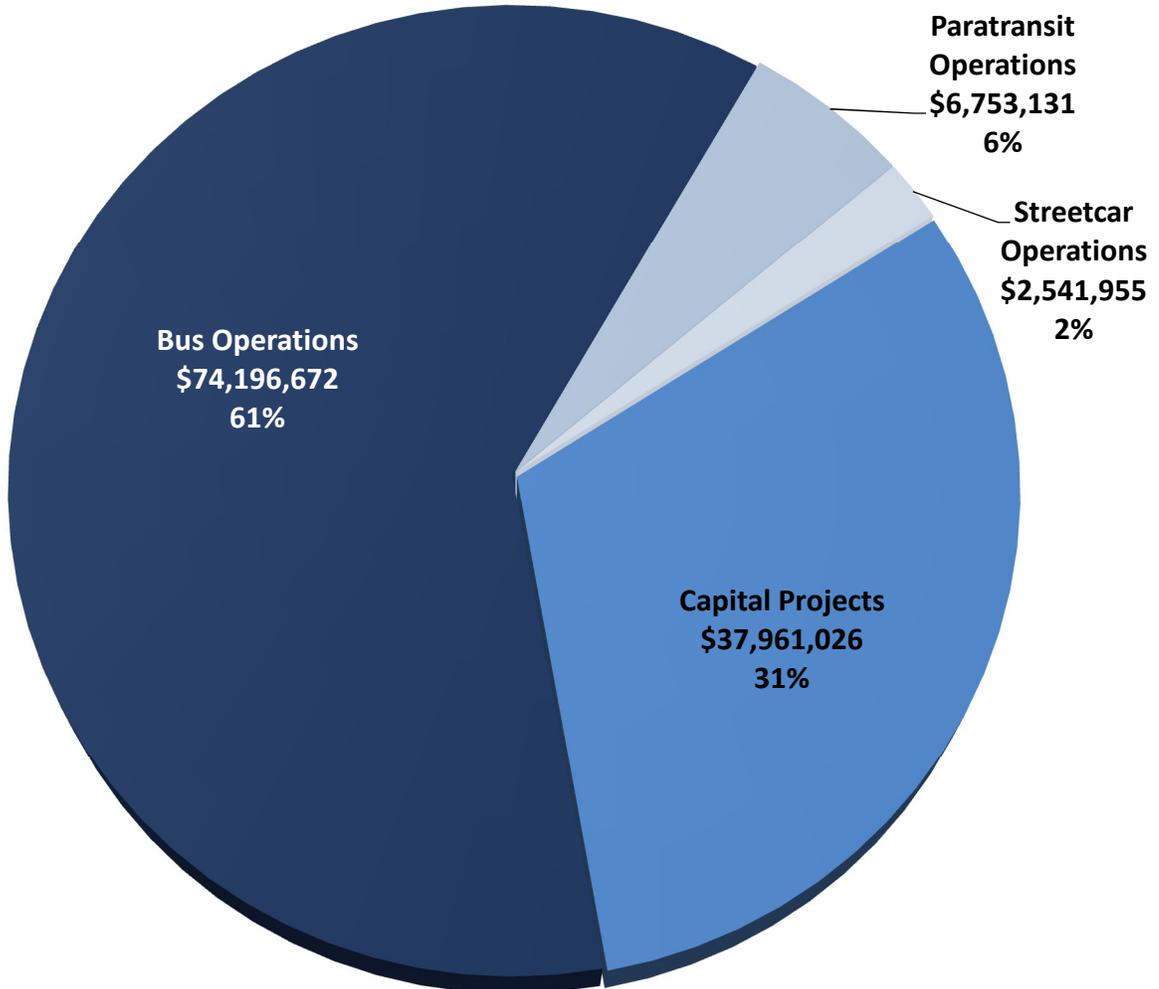
The HART budget is comprised of four major components: Bus Service, Paratransit Service, Streetcar Service and Capital Projects. The FY2020 Budget is balanced, with a total budget amount of \$121,452,784 which is \$9,897,869 greater than the FY2019 Adopted Budget, or an increase of 8.9%.

OPERATING AND CAPITAL REVENUE BY SOURCE



OPERATING AND CAPITAL REVENUE BY MODE

\$121,452,784



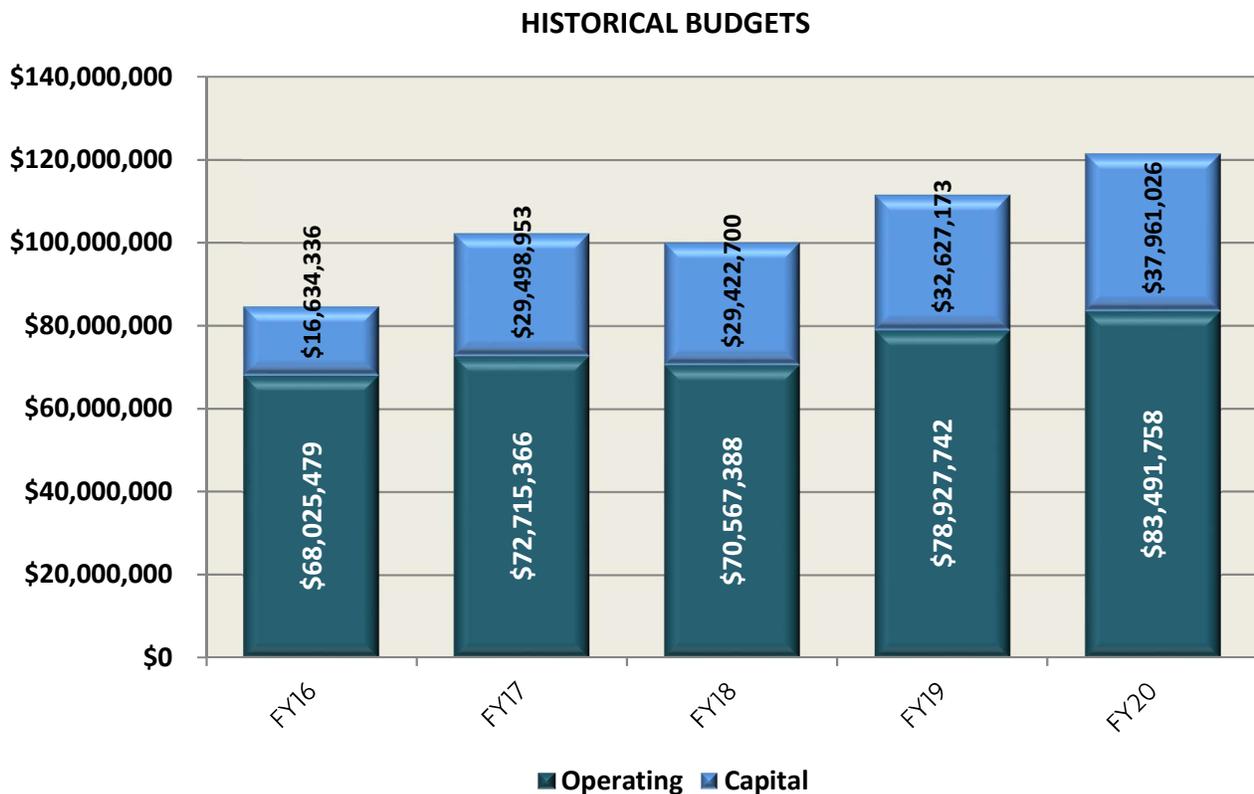
**OPERATING AND CAPITAL
SUMMARY OF COMBINED REVENUES**

Operating Revenues	Budget
Fare Revenues	\$3,009,468
Pass Revenues	\$9,412,746
Advertising Income	\$1,124,677
Interest Income	\$200,000
Other Income	\$467,225
Ad Valorem Tax Revenue	\$48,315,324
Ad Valorem Transfers	(\$80,000)
Federal Operating Grants	\$12,700,415
State Operating Grants	\$6,919,948
Local County Contributions	\$0
Local COT CRA/TIF	\$450,000
Local In-Towner to Streetcar	\$226,000
Local Tampa Historic Streetcar, Inc.	\$745,955
Fund Balance/Reserves	\$0
Total	<u>\$83,491,758</u>
Capital Revenues	Budget
Florida Department of Transportation	\$9,965,028
FHWA Surface Transportation Block Grant	\$9,646,263
FTA Bus and Bus Facilities Formula Grant	\$5,759,259
FTA Discretionary Grants	\$5,516,694
FTA State of Good Repair Formula Grant	\$3,196,671
FTA Urbanized Area Formula Grant	\$3,137,146
Local Impact/Mobility Fees & Other	\$523,291
HART General Fund	\$216,674
Total	<u>\$37,961,026</u>
Total	<u>\$121,452,784</u>

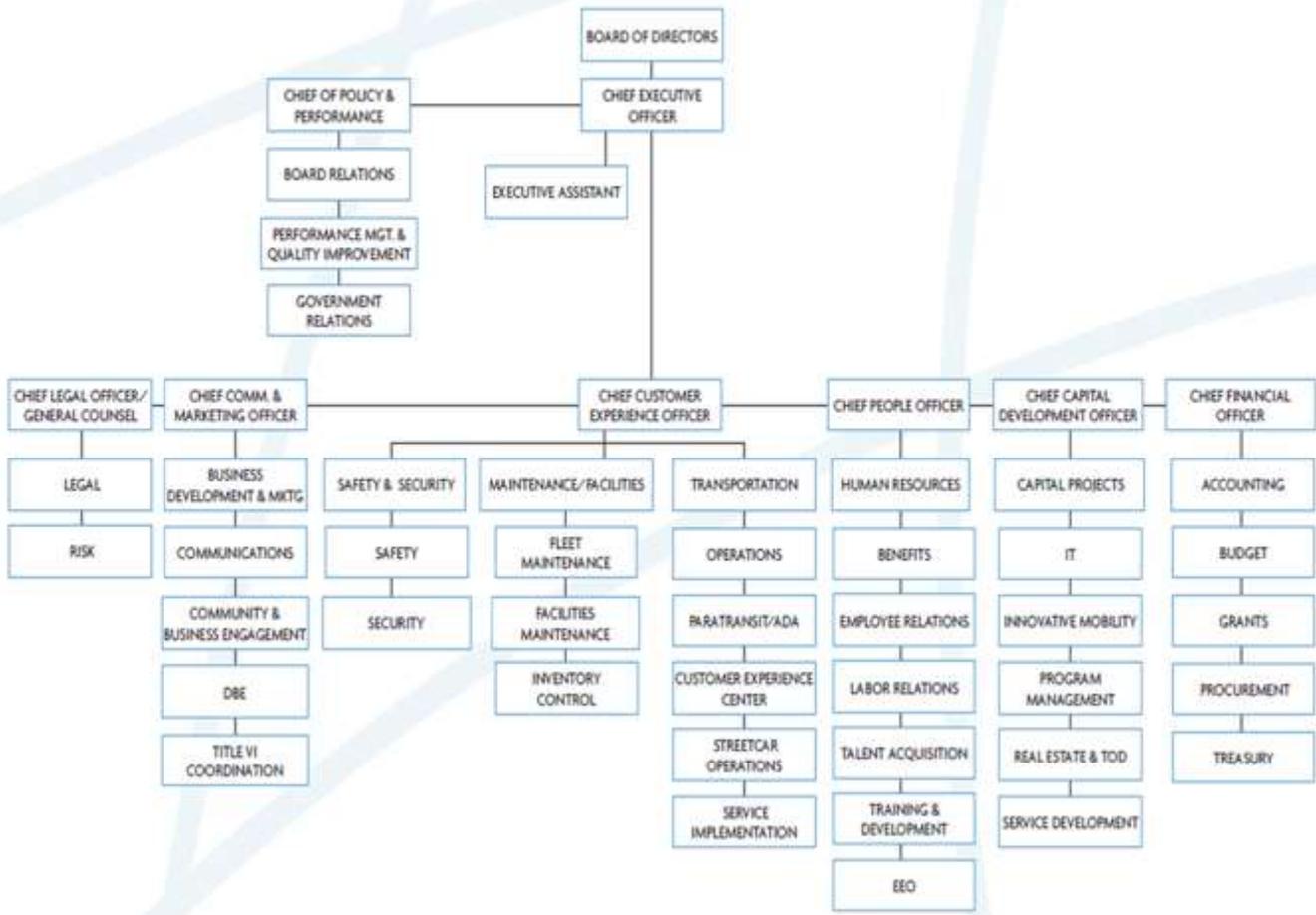
5-YEAR HISTORICAL PERSPECTIVE

The FY2020 Adopted Operating Budget is 5.8% greater than the FY2019 Adopted Operating Budget and the FY2020 Adopted Capital Budget is 16.3% greater than the FY2019 Adopted Capital Budget.

HART’s Adopted Operating and Capital Budgets 5-year Historical Perspective for FY16-FY20 is as follows:

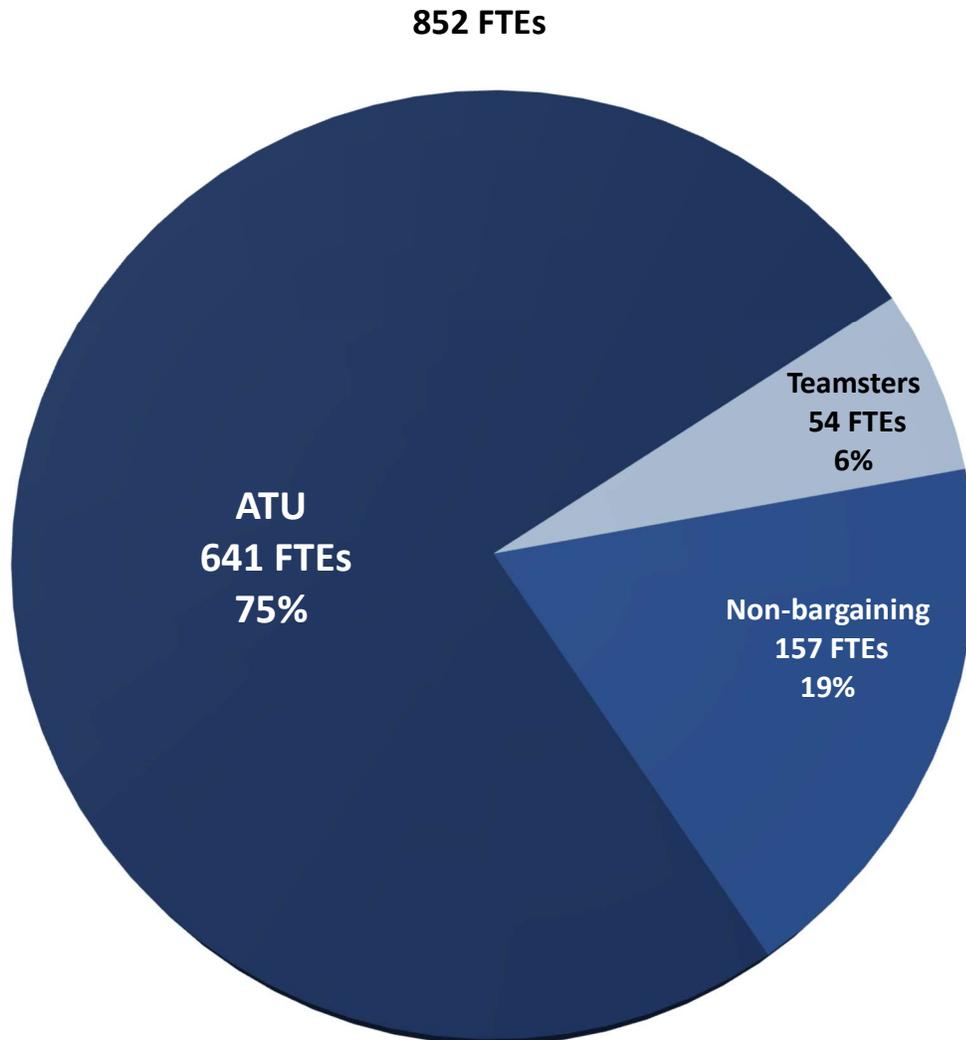


ORGANIZATIONAL STRUCTURE BY FUNCTION



PERSONNEL HIGHLIGHTS

Total Full Time Equivalent (FTE) positions in the FY2020 Adopted Budget are 852. The breakdown by labor category, is as follows:



EMPLOYEE HOLIDAY SCHEDULE

HOLIDAY	TYPE OF SERVICE* BUS	TYPE OF SERVICE* PARATRANSIT	TYPE OF SERVICE* STREETCAR	ATU HOLIDAY	TEAMSTER HOLIDAY	NON-BARGAINING HOLIDAY
Veteran's Day Monday Nov. 11, 2019	Monday Service Schedule	Service as Required (Bus, Streetcar)	Monday Service Schedule	Monday Nov. 11, 2019	Monday Nov. 11, 2019	Monday Nov. 11, 2019
Thanksgiving Day Thursday Nov. 28, 2019	Sunday Service Schedule	Service as Required (Bus, Streetcar)	Sunday Service Schedule	Thursday Nov. 28, 2019	Thursday Nov. 28, 2019	Thursday Nov. 28, 2019
Day After Thanksgiving Friday Nov. 29, 2019	Friday Service Schedule	Service as Required (Bus, Streetcar)	Friday Service Schedule	Friday Nov. 29, 2019	Friday Nov. 29, 2019	Friday Nov. 29, 2019
Christmas Eve Tuesday, Dec. 24, 2019	Tuesday Service Schedule	Service as Required (Bus, Streetcar)	Tuesday Service Schedule	Tuesday, Dec. 24, 2019	Tuesday, Dec. 24, 2019	Tuesday, Dec. 24, 2019
Christmas Day Wednesday Dec. 25, 2019	Sunday Service Schedule	Service as Required (Bus, Streetcar)	Sunday Service Schedule	Wednesday Dec. 25, 2019	Wednesday Dec. 25, 2019	Wednesday Dec. 25, 2019
New Year's Day Wednesday Jan. 1, 2020	Sunday Service Schedule	Service as Required (Bus, Streetcar)	Wednesday Service Schedule	Wednesday, Jan. 1, 2020	Wednesday, Jan. 1, 2020	Wednesday, Jan. 1, 2020
MLK Jr Day Monday Jan. 20, 2020	Monday Service Schedule	Service as Required (Bus, Streetcar)	Monday Service Schedule	Monday Jan. 20, 2020	Monday Jan. 20, 2020	Monday Jan. 20, 2020
Memorial Day Monday May 25, 2020	Sunday Service Schedule	Service as Required (Bus, Streetcar)	Monday Service Schedule	Monday May 25, 2020	Monday May 25, 2020	Monday May 25, 2020
Independence Day Saturday July 4, 2020	Saturday Service Schedule	Service as Required (Bus, Streetcar)	Saturday Service Schedule	Saturday July 4, 2020	Saturday July 4, 2020	Friday July 3, 2020
Labor Day Monday Sept. 7, 2020	Sunday Service Schedule	Service as Required (Bus, Streetcar)	Monday Service Schedule	Monday Sept. 7, 2020	Monday Sept. 7, 2020	Monday Sept. 7, 2020
Floating Holiday Employee's Birthday				N/A	Must be requested 30 days in advance	

(*) When a federal holiday falls on a Saturday, it is usually observed on the preceding Friday. When a federal holiday falls on a Sunday, it is usually observed on the following Monday.

BUDGET PREPARATION CALENDAR
(page 1 of 2)

DATE	MILESTONE
May 1, 2019	Budget kickoff meeting with CFO and Chiefs/Directors for senior level discussion on preparation for the FY2020 Operating Budget Development of two separate budgets: 1) No available sales tax revenue or a delay in availability due to litigation; distributed operating budget scenarios to be used as a reference point(5% over FY19 budget & annualizing 6mos. FY19 actuals); 2) Sales tax infused budget with expansion from projects anticipated to be provided to the IOC.
May 10, 2019	Meetings with CFO and Chiefs/Directors for senior level discussion on Capital Planning for the FY2020 Capital Budget Development.
May 10-May 31, 2019	Development of departmental budgets. Department managers and budget staff meet as necessary.
May 31, 2019	All operating and capital budget requests due in Fin-Budgets SharePoint for Finance/CFO review.
June 3, 2019	Public Hearing FY19 Proposed Program of Projects (POP) FTA Funding Section 5307.
June 17, 2019	Tentative Budget Revenue Overview presented to Finance and Audit Committee by Dir. of Budget.
June 19, 2019	Proposed Tentative FY2020 Streetcar Operating Budget to THS Board of Directors.
July 1, 2019	Tax roll initial values is certified by Property Appraiser on June 25, 2019(step 1 of 6).
July 2, 2019	Proposed FY2020 Streetcar Operating Budget due to City of Tampa.
July 15, 2019	HART Board of Directors resolved to advise the Property Appraiser of its proposed millage rate, the rolled back millage rate, and the date, time and place of a Public Hearing to consider proposed millage rate and tentative budget.
July 17, 2019	Proposed millage certified by principal authority (HART) on July 17, 2019 (step 2 of 6).
August 6, 2019	FY2020 Budget Workshop with CEO/ICFO and Chiefs/Directors for senior level discussion and finalization of the operating budget.
August 19, 2019	Tentative FY2020 Operating and Capital Budgets to Finance and Audit Committee.
August 23, 2019	Hillsborough County Impact Fee Funding CIP Public Hearing Notice AD (published Tampa Bay Times 2 weeks prior to HC-PH).
September 5, 2019	Hillsborough County Impact Fee Funding CIP Public Hearing.
September 5, 2019	Tentative FY2020 Budget published on HART's official website (2 days prior to First Public Hearing on September 9, 2019, where the Board is to adopt a tentative millage and budget.
September 9, 2019	1st Public Hearing was held on the proposed budget and millage. At this hearing, the Board adopted a tentative millage and budget. Advertising for 1st HC Public Hearing, was published by the Property Appraiser.
September 18, 2019	HART advertised its intent to finally adopt the millage rate and budget. HART advertised a NOTICE OF PROPOSED TAX INCREASE if the tentatively adopted millage rate is greater than the rolled-back rate and an adjacent BUDGET SUMMARY ADVERTISEMENT for the final Public Hearing (this is within fifteen (15) days after the first Public Hearing) Notify the public of the date, place and time the final Public Hearing will be held (2 to 5 days in advance of Final PH)
September 23, 2019	2 nd and Final Public Hearing was held (within two to five days after the advertisement appears in the newspaper). At the completion of this Public Hearing, the Board adopted the final millage by resolution prior to adopting the final budget by resolution.
September 25, 2019	HART certified the adopted millage to Property Appraiser and Tax Collector (required within 3 days after the Public Hearing on 9/23/19); filed Forms DR-420MM and DR-487V electronically. HART sent resolutions adopting final millage rate and budget to property appraiser, the tax collector and Department of Revenue.
September 26, 2019	Following the adoption of the millage and budget ordinance or Resolutions, HART completed Certification of Compliance (Form DR-487) to certify compliance with Sections 200.065 and 200.068 F.S., to the Department of Revenue, Property Tax Oversight Program (Within 30 Days of PH)
October 2, 2019	HART completes and certifies DR-422 to Property Appraiser. This shall be completed and returned NO LATER THAN 3 DAYS after receipt of Notice of Final Tax Value from the Property Appraiser.
On or before October 21, 19	HART is to Publish on the official website (Transparency) the FY2020 Adopted Budget (on or before 30 days subsequent to Final Public Hearing on September 23, 2019)

**LOCAL GOVERNMENT TRIM TIMETABLE
(STATE GUIDELINES)**

(page 2 of 2)

DAY #	"TYPICAL" DATE*	AGENCY	MILESTONE
1	July 1 or Date of Certification, whichever is Later	Property Appraiser	Property Appraiser certifies interim roll (form DR-420). Delivers an estimate of the total assessed value of nonexempt property for the calendar year to the presiding officer of each taxing authority in county; for budget planning purposes only.
Within 30	July1 - 31	Taxing Authority	Board of County Commissioners budget officer delivers a tentative budget to the board.
35	August 4	Taxing Authority	Taxing authority advises Property Appraiser of prior year millage rate, current year proposed millage, rolled-back rate, and date, time and place of the TENTATIVE BUDGET HEARING with July 1 certification.
55	August 24	Property Appraiser	Property Appraiser prepares notice of proposed property taxes (DR-474, TRIM Notice).
Between 65/80	September 3 – Sept. 18 (Assuming notice is mailed 8/24)	Taxing Authority	Tentative budget and millage hearing. The tentative budget and millage are adopted at this hearing. This hearing cannot be held sooner than 10 days following the mailed notice.
Between 80/95	Sept. 18 – October 3	Taxing Authority	Advertisement of final budget and millage hearing. Advertise this final hearing within 15 days after the tentative budget and millage are adopted. Notice of Proposed Tax Increase and budget Hearing and Budget Summary Advertisement.
Between 97/100 (2-5 Days After Ads)	Sept. 20 – October 8	Taxing Authority	Final budget and millage hearing. The final budget and millage are adopted at this hearing. This hearing CANNOT be held sooner than 2 days nor later than 5 days after it is advertised in the newspaper.
Within 3 Days After Final Hearing (Adoption of Millage)	Sept. 23 – Oct. 11	Taxing Authority	Taxing Authority certifies adopted millage to Property Appraiser and Tax Collector. Send resolution adopting final millage rate to property appraiser, the tax collector and Department of Revenue.
	Typically, After the Value Adjustment Board (VAB)	Property Appraiser	Property Appraiser notifies taxing authority of final adjusted tax roll (DR-422).
	No Later Than 3 Days After Receipt of the Notice of Final Taxable Value	Taxing Authority	Taxing Authority completes and certifies DR-422 to Property Appraiser. This shall be completed and returned NO LATER THAN 3 DAYS after receipt.
	Within 30 Days of the Final Hearing	Taxing Authority	Following the adoption of the millage and budget ordinance or Resolutions, Taxing Authority: -Completes Certification of Compliance (Form DR-487) to certify compliance with Sections 200.065 and 200.068 F. S., to the Department of Revenue, Property Tax Oversight Program. -TRIM compliance package due. -Post final adopted budget on the authority's official website.

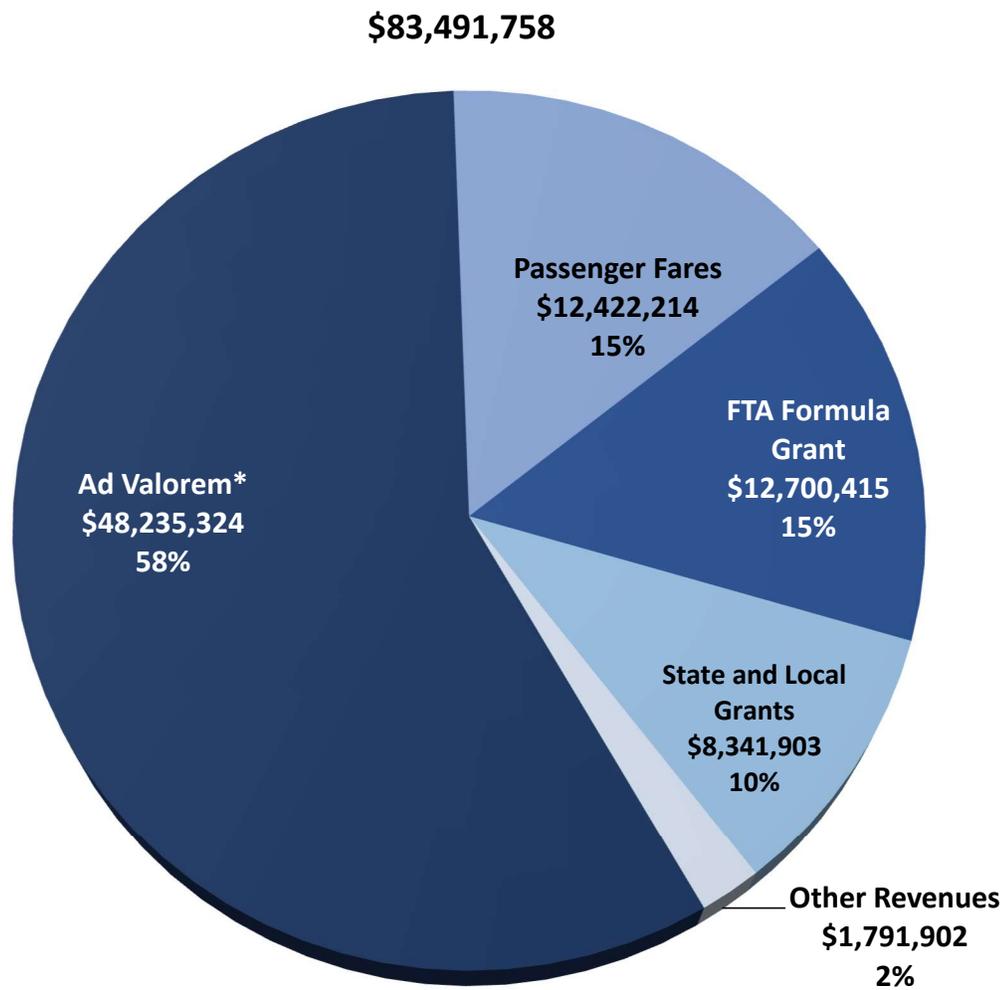
SECTION II

OPERATING BUDGET EXECUTIVE SUMMARY

OPERATING BUDGET REVENUES

The HART FY2020 Operating Budget is composed of a variety of different revenue sources. The major revenue sources for HART are: Ad valorem property taxes, the largest, single source of revenue; fares and passes; Federal Formula; other (Federal/State/Local) Grants; and Other Revenue (e.g. use agreements, advertising, etc.).

OPERATING REVENUES BY SOURCE

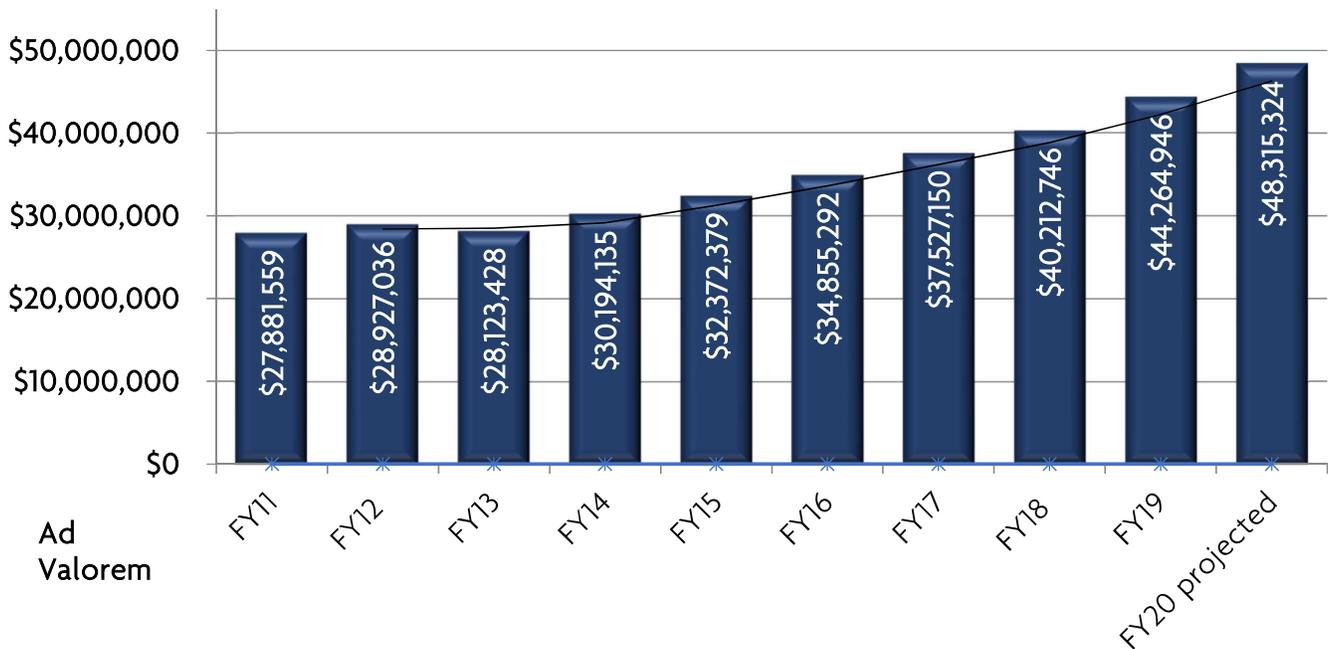


**net of \$80K transferred to Capital*

Overall estimated operating revenues for FY2020 are \$83,491,758, which is \$4,564,016 greater than the FY2019 Adopted Budget, or an increase of 5.8%.

ESTIMATED REVENUES OVERVIEW

PROPERTY TAX REVENUE AND MILLAGE - .5 since FY13



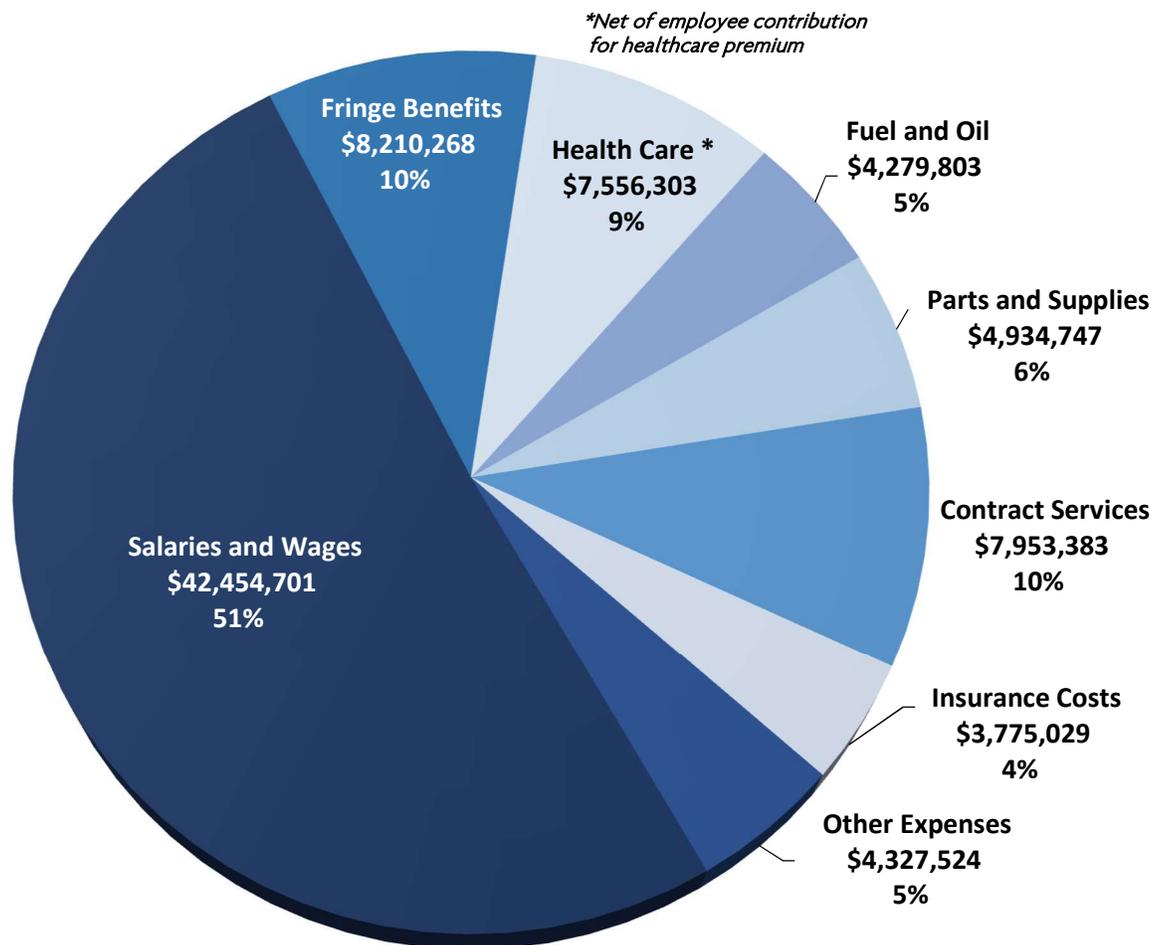
- Ad Valorem Property Tax:
 - Final certified property valuation of \$101,716,472,120
 - 9.15% increase in property values from FY2019
 - Proposed (not to exceed) millage rate of 0.5000 same as FY2013-FY2020
 - \$50,858,236 of revenue generated
 - Budgeted at 95% = \$48,315,324, \$4,050,378 increase in revenue over FY2019
- Fares/Passes - Estimated revenue of \$12,442,214 is \$56,944 greater than FY2019 Adopted Budget based on projected ridership flat to FY2019.
- Urbanized Area Formula Funding Program (Federal Transit Administration Section 5307)- Estimated revenue of \$12,700,415 is \$318K greater than the FY2019 Adopted Budget.
- State and Local contributions expected in FY2020 are \$8,341,903, which is \$3,146,993 less than the FY2019 Adopted Budget, or a decrease of 27.39%. Primarily attributed to accumulated FDOT funding for 275LX (Wesley Chapel and Tampa International Airport) being fully expended in FY2019 and local contribution of \$2.3M for existing service not being renewed in FY2020.

OPERATING BUDGET EXPENSES

The HART FY2020 Operating Budget expenditures is classified by various categories. The major expense categories for HART are: contract/professional services, with the largest expense category being salaries/fringe (includes health care) benefits, which constitutes 70% of the Operating Budget.

OPERATING EXPENSES BY CATEGORY

\$83,491,758



The estimated operating expenses for FY2020 are \$83,491,758, which is \$4,564,016 greater than the FY2019 Adopted Budget, or an increase of 5.8%.

OPERATING REVENUES AND EXPENSES SUMMARY
FY2018 to FY2020

Operating Revenues	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Variance FY20 vs. FY19
Fare Revenues	\$3,126,387	\$5,743,494	\$3,009,468	(\$2,734,025)
Pass Revenues	\$9,482,820	\$6,621,777	\$9,412,746	\$2,790,969
Advertising Income	\$1,089,898	\$936,472	\$1,124,677	\$188,205
Interest Income	\$288,658	\$199,180	\$200,000	\$820
Other Income	\$791,857	\$301,468	\$467,225	\$165,757
Ad Valorem Tax Revenue	\$40,801,680	\$44,264,946	\$48,315,324	\$4,050,378
Ad Valorem Transfers	(\$196,990)	\$0	(\$80,000)	(\$80,000)
Federal Operating Grants	\$12,038,587	\$12,382,352	\$12,700,415	\$318,063
State Operating Grants	\$6,041,652	\$7,894,318	\$6,919,948	(\$974,370)
Local Operating Grants	\$2,984,170	\$2,976,000	\$676,000	(\$2,300,000)
Tampa Historic Streetcar, Inc.	\$496,219	\$618,578	\$745,955	\$127,377
Fund Balance/Reserves		(\$3,010,842)	\$0	\$3,010,842
Total	\$76,944,939	\$78,927,742	\$83,491,758	\$4,564,016
Operating Expenses	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Variance FY20 vs. FY19
Salaries and Wages	\$39,567,600	\$38,125,205	\$42,454,701	\$4,329,496
Fringe Benefits*	\$17,058,093	\$15,523,756	\$15,766,571	\$242,815
Fuel and Oil	\$4,262,223	\$4,622,781	\$4,279,803	(\$342,978)
Parts and Supplies	\$4,545,674	\$4,401,503	\$4,934,747	\$533,244
Operational Contract Services	\$5,062,512	\$5,945,309	\$6,765,333	\$820,024
Administrative Contract Services	\$1,675,255	\$1,281,311	\$1,188,050	(\$93,261)
Legal Services	\$400,465	\$652,931	\$608,430	(\$44,501)
Marketing and Printing	\$364,060	\$753,442	\$638,289	(\$115,154)
Insurance Costs	\$2,566,926	\$3,756,386	\$3,775,029	\$18,643
Utilities	\$997,017	\$1,073,150	\$852,967	(\$220,183)
Taxes and Fees	\$127,586	\$129,187	\$126,730	(\$2,457)
Other Administrative Expenses	\$1,974,979	\$2,662,781	\$2,101,108	(\$561,673)
Total	\$78,602,391	\$78,927,742	\$83,491,758	\$4,564,016
<i>Revenues over Expenses</i>	<i>(\$1,657,451)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>* net of employee contribution for healthcare premium</i>				

OPERATING EXPENSES BY MODE				
Operating Revenues	Streetcar	Paratransit	Bus	Total
Fare Revenues		\$216,095	\$2,793,373	\$3,009,468
Pass Revenues	\$30,000	\$597,001	\$8,785,745	\$9,412,746
Advertising Income			\$1,124,677	\$1,124,677
Interest Income			\$200,000	\$200,000
Other Income		\$441	\$466,784	\$467,225
Ad Valorem Tax Revenue		\$2,974,316	\$45,341,008	\$48,315,324
Ad Valorem Transfers			(\$80,000)	(\$80,000)
Federal Operating Grants	\$200,000	\$3,020,415	\$9,480,000	\$12,700,415
State Operating Grants	\$890,000		\$6,029,948	\$6,919,948
Local Operating Grants	\$676,000		\$0	\$676,000
Tampa Historic Streetcar, Inc.	\$745,955		\$0	\$745,955
Fund Balance			\$0	\$0
Total	\$2,541,955	\$6,808,268	\$74,141,535	\$83,491,758
Operating Expenses	Streetcar	Paratransit	Bus	Total
Salaries and Wages	\$1,509,007	\$3,925,503	\$37,020,191	\$42,454,701
Fringe Benefits *	\$422,522	\$751,511	\$14,592,538	\$15,766,571
Fuel and Oil		\$342,048	\$3,937,755	\$4,279,803
Parts and Supplies	\$146,215	\$422,726	\$4,365,806	\$4,934,747
Operational Contract Services	\$31,915	\$1,281,711	\$5,451,707	\$6,765,333
Administrative Contract Services	\$2,586	\$4,494	\$1,180,970	\$1,188,050
Legal Services			\$608,430	\$608,430
Marketing and Printing	\$167,686		\$470,603	\$638,289
Insurance Costs	\$80,416		\$3,694,613	\$3,775,029
Utilities	\$144,811		\$708,156	\$852,967
Taxes and Fees			\$126,730	\$126,730
Other Administrative Expenses	\$36,796	\$80,275	\$1,984,037	\$2,101,108
Total	\$2,541,955	\$6,808,268	\$74,141,535	\$83,491,758
<i>% each mode represents of budget</i>	3%	8%	89%	100%
<i>* net of employee contribution for healthcare premium</i>				

SECTION III

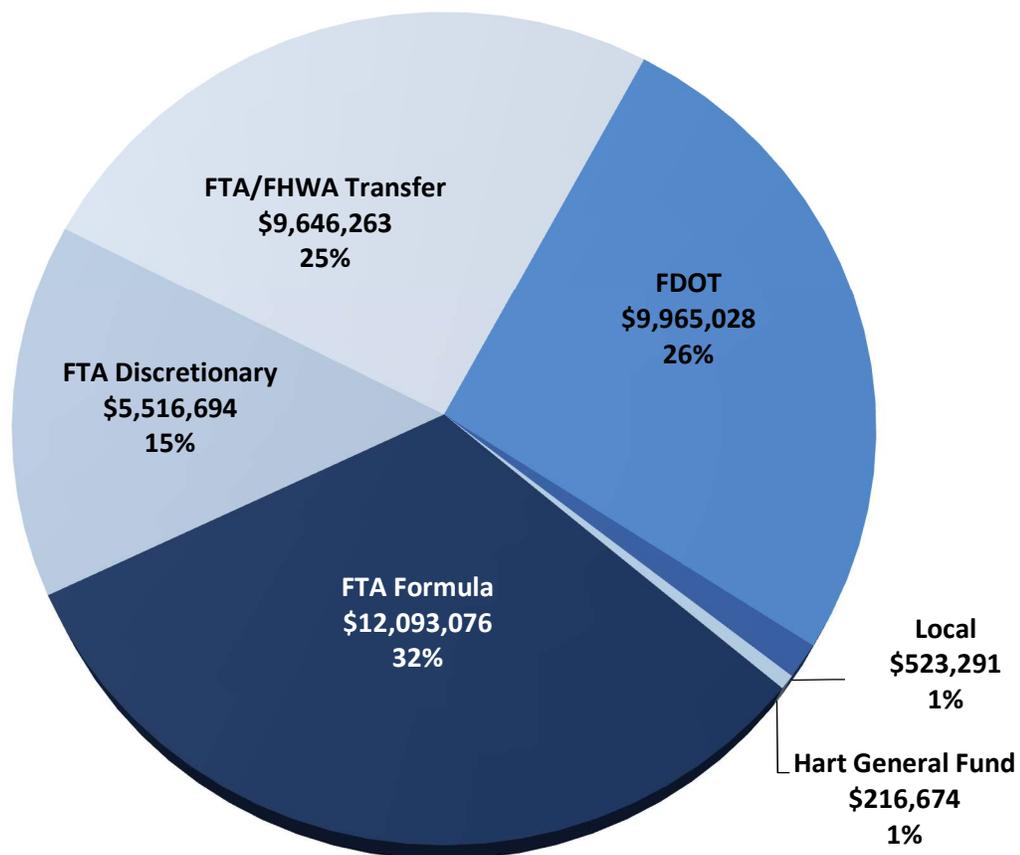
CAPITAL BUDGET EXECUTIVE SUMMARY

CAPITAL BUDGET

The FY2020 Capital Improvement Projects (CIP) Budget includes projects and services to implement new infrastructure; update and expand facilities; maintain the fleet, technology and equipment in a good state of repair; enhance security of the system; and undertake important transit studies. The ability to undertake capital projects each year is based largely on the amount of Federal grant revenues available to HART. In FY2020, Federal funding constitutes 72% of the CIP Budget.

CAPITAL REVENUES BY FUNDING SOURCE

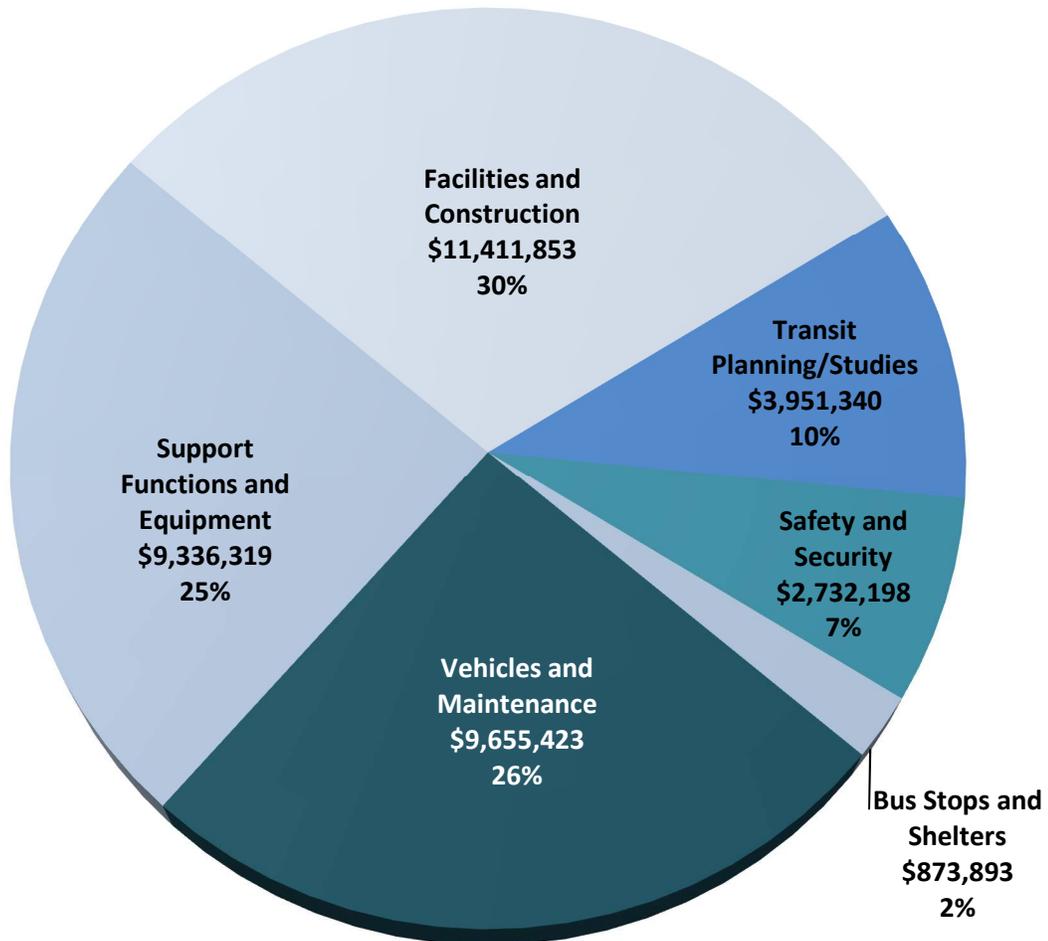
\$37,961,026



The HART FY2020 CIP Revenue Budget is \$37,961,026, which is \$5,333,853 greater than the FY2019 Adopted CIP Budget, or an increase of 16.3%.

CAPITAL EXPENDITURES BY CATEGORY

\$37,961,026



The HART FY2020 CIP Expenditure Budget is \$37,961,026, which is \$5,333,853 greater than the FY2019 Adopted CIP Budget, or an increase of 16.3%.

CAPITAL IMPROVEMENTS PLAN REVENUES AND EXPENDITURES	
Capital Revenues	Budget
Florida Department of Transportation	\$9,965,028
FHWA Surface Transportation Block Grant	\$9,646,263
FTA Bus and Bus Facilities Formula Grant	\$5,759,259
FTA Discretionary Grants	\$5,516,694
FTA State of Good Repair Formula Grant	\$3,196,671
FTA Urbanized Area Formula Grant	\$3,137,146
Local Impact/Mobility Fees & Other	\$523,291
HART General Fund	\$216,674
Total	<u>\$37,961,026</u>
Projects/Expenditures	Budget
HM Building Renovation/Reconstruction	\$8,242,925
Intelligent Transportation System Replacement	\$5,220,000
Replacement of Paratransit/Flex Vans (44)	\$4,425,000
Regional Revenue Collection - Flamingo	\$3,080,972
Tampa Arterial Corridor (BRT) Study	\$2,471,340
Streetcar Overhauls (4)	\$1,727,000
Marion Transit Center Infrastructure Improvements	\$1,560,000
Bus Driver Safety Barriers	\$1,187,182
Streetcar Vehicle Maintenance	\$1,176,355
Security Surveillance on Vehicles	\$1,015,345
Stormwater Mitigation 21st Ave.	\$1,000,000
Autonomous Vehicle Pilot	\$938,000
IT Hardware and Software Upgrades	\$935,597
Transit Oriented Development (TOD) Pilot Study	\$880,000
Bus Stops and Shelters	\$873,893
Comprehensive Operations Analysis/TDP	\$600,000
CNG Duplex Compressor	\$575,000
Security Surveillance System on Facilities	\$529,671
Replacement of Support Vehicles (16)	\$498,610
Streetcar ROW Infrastructure Upgrades	\$330,006
Engine and Transmission Replacements	\$241,892
Operator Breakroom - Northwest	\$158,922
Streetcar Substation Upgrade	\$120,000
Transit Asset Management Consultant	\$99,750
Streetcar Shop Equipment	\$73,566
Total	<u>\$37,961,026</u>

CAPITAL IMPROVEMENTS PLAN - SUMMARY OF PROJECTS

1. HM Building Renovation - \$8,242,925

The current Heavy Maintenance (HM) facility located at HART'S 21st Ave location, is almost 40 years old and no longer serves the functional requirements of HART. The facility no longer meets current building code requirements for wind loading, accessibility, mechanical and ventilation, and other structural elements essential for building support. Several of the bus inspection pits have been closed due to environmental reasons and the structure is such that very significant upgrades would be required just to add additional mechanical equipment. Additionally, the entire roof is in need or replacing. Taken together, the cost to upgrade the facility is greater than replacing it with a new facility. This new direction would support the design and construction of a new facility and provide HART with a 40year building life to maintain its fleet operations. Currently the Design portion of this undertaking is fully funded.

2. Intelligent Transportation System (ITS) Replacement Program - \$5,220,000

- a. **CAD/AVL** -HART needs to replace the Intelligent Transportation System (ITS) technology on the fleet. Currently, the Orbital Computer Aided Dispatch (CAD) and Automatic Vehicle Location (AVL), OrbCAD/AVL system, hereafter referred to as (CAD/AVL) is used to support day-to-day bus operations, including OneBusAway, regional fare collection efforts, and cellular/Wi-Fi technologies. The CAD/AVL system at HART was first installed in 2007. Spare parts for many components are no longer available except from used sources and all of the hardware components will reach the end of useful life in 2019. The CAD/AVL system allows "closed microphone" communication channels between the vehicle and central dispatch to ensure privacy. In addition to this feature, the CAD/AVL system tracks the vehicle location in real time, records the vehicle routes, monitors vehicle health, provides an emergency alarm, displays the correct route on bus reader board signs, counts the passengers, has in-vehicle security cameras, provides ADA in-vehicle announcements, and feeds real-time arrival information to OneBusAway and Google for each vehicle that is part of the CAD/AVL system. In 2020, HART will be fully deploying Flamingo, the regional fare collection solution. It is extremely critical that the CAD/AVL system is stable in order to collect fares in operations, which could result in loss of revenue. The CAD/AVL system at HART is the core of day-to-day operations for all bus, van, and streetcar operations. The risk of a CAD/AVL system failure would directly impact day-to-day operations and cause associated applications such as OneBusAway and the regional fare collection systems to fail or be highly impacted. Additionally, the quality of ADA announcements has been hindered by limitations of the obsolete announcement system. The current CAD/AVL system no longer meets the needs and requirements for HART operations, security and cybersecurity, nor in providing the best customer service while taking people to places that enhance their lives. The estimated project cost is \$9,834,159 and phasing of the CAD/AVL project can be deployed as follows: FY2020 \$2,458,540 and FY2021 \$7,375,619.

- b. **Radio Communications** - This project will upgrade the analog communication systems for its voice and data communication to digital communications (P25). The communications equipment will provide the mobile, portable and commercial cellular data radios to the CAD/AVL solution for daily operations and security. Additionally, upgrading HART's radio communications is integral to continuity of operations during an emergency/disaster situation. The estimated project cost is \$3,591,889 and the phasing of the Radio Communications project can be deployed as follows: FY2020 \$2,514,322 and FY2021 \$1,077,567.
- c. **Paratransit Scheduling and Dispatch Software Solution** - This project will upgrade the existing CAD/AVL solution for management of paratransit services that no longer meets the agency's requirements. The objective of the new automated system being procured will provide customers with better information and a better experience via self-service capabilities, while also providing ways for HART operators and managers to operate the system more efficiently and include future demand response transportation options with real-time schedule optimization. The estimated project cost is \$750,000 for FY2020 and of this amount, \$502,862 will be obtained from other funding sources.

3. **Paratransit Van Replacements (44) - \$4,425,000**

In order to support HART operations, forty-four (44) 23-foot Paratransit cutaway vans with mobility lifts are required to replace vehicles that have outlived their useful life (five years). The replacements are necessary to support paratransit service and provide a reliable fleet. The Florida Department of Transportation (FDOT) Transit Research Inspection and Procurement Services (TRIPS), conducted a procurement to establish to a statewide purchasing agreement for transit agencies in Florida, including HART, in accordance with the public procurement policies and procedures.

4. **Regional Revenue Collection Flamingo - \$3,080,972**

Flamingo Fares is a regional account-based electronic fare collection system that will allow interoperability within Hillsborough, Pinellas, Pasco, Hernando, and Sarasota counties, by providing a seamless common fare media for its passengers throughout the Tampa Bay region. This system will not only modernize the process of fare collection by allowing riders pay electronically, but also enhance the mobility of passengers between its respective jurisdictions by alleviating the need for customers to carry agency specific fare medias with county specific products on them.

5. **Tampa Arterial Corridor (BRT) Study - \$2,471,340**

The Tampa Arterial Bus Rapid Transit Study (BRT) will evaluate the Florida, Nebraska, and Fowler corridors between the USF and Downtown Tampa areas. This study will evaluate the needs and potential for improved safety, connectivity, and operational improvements in these corridors with the goal of developing short-term and long-term BRT improvements. The study is comprised of 6 phases from Planning and Design through more than 75% Engineering. At 30% Engineering (the third phase),

HART will have the option of entering into the Federal Transit Administration (FTA) small starts application process. Tindale Oliver was selected in early 2019 and have proceeded with successful launch of the project as of Summer 2019.

6. Streetcar Overhauls (4) - \$1,727,000

This project focuses on the complete depot level rebuild of four replica trolley cars to a “new” condition suitable for operation on the current HART streetcar system. The four cars supplied to the contractor by HART for renewal will be complete cars formerly used in revenue service. HART will supply a number of new components for installation. The cars are solid-framed (non-articulated) double ended, double-trucked, four motor replica trolley cars using original running gear. The primary requirement of this project will be a complete teardown and rebuild on the streetcars to a standard of new condition while also meeting all applicable rules, codes and standards as outlined in the Technical Specifications in an effort to meet their 25year revenue service life.

7. Marion Transit Center Infrastructure Improvements - \$1,560,000

The pavement surrounding three sides of the Marion Transit Center are in need of repair and replacement. Laurel Street was repaired in 2014 due to curb, asphalt and concrete degradation. The repair was curb to curb and full concrete street replacement, this has been extremely effective. Morgan Street has substantial pavement issues especially surrounding a City of Tampa storm water vault which has movement when buses transverse it. Marion and Fortune streets are showing signs of pavement cracking lifting in various sections. Curb to Curb full and thicker concrete restoration with a complete regrading for proper storm water flow of the busways and bays is the best method of repair to ensure another 15 years of useful service life of the center.

8. Bus Driver Safety Barriers - \$1,187,182

In the interest of the safety of our employees, HART will be installing security barriers in the operators compartment throughout the entire fleet. This installation will mitigate potential bus operator assaults on HART buses. The barriers will be customized to meet the needs of HART fleet as well as take into account bus operator input within the design specifications.

9. Streetcar Vehicle Maintenance - \$1,176,355

In order to support HART operations and maintain a state of good repair of the streetcar fleet, up to four streetcars will be sent to a contract shop for overhaul and updating of systems as part of a separate project. The remainder of the fleet will receive upgrades performed by HART staff. The updates will include new air conditioners, new air compressors, rebuilt trucks and propulsion equipment as well as interior and exterior refurbishment.

10. Security Surveillance on Vehicles - \$1,015,345

HART has completed the first phase of the Security Surveillance System. This second phase includes security camera installation throughout the Marion Transit Center and University Area Transit Center. The installation of the cameras will provide additional security for HART ridership and the Tampa community. Over half of all HART daily ridership passes through the Marion Transit Center and University Area Transit Center. The enhanced security infrastructure assists with coordination between HART, law enforcement and contract security.

11. Stormwater Mitigation 21st Ave. - \$1,000,000

This project will expand and build on the available study to identify causes for flooding and recommend solutions for the on-site flooding conditions. The study conducted in 2018 identified the cause of both major flooding events and more common 'nuisance' flooding events. This proposed project will provide HART with a new parking facility for buses, vans and non-revenue vehicles that are at risk for flooding due to sub-standard storm water infrastructure. These funds will be used for the construction of the rehabilitation of the stormwater infrastructure on property as well as just outside of the fence line in the public right of way. This undertaking includes the complete replacement of base material and asphalt throughout the campus. This will also include the maximizing of parking spaces for HART's vehicles.

12. Autonomous Vehicle Pilot - \$938,000

In early 2016, the City of Tampa with as many as 40 letters of support from major public and private institutions, submitted an application for the U.S. DOT Smart Cities Initiative. The application included provisions for a downtown Autonomous Mobility Service. HART has taken the lead to identify, operate, and deploy this service to connect parking and transit while demonstrating safety through the use of autonomous and connected vehicle technology.

13. IT Hardware and Software Upgrades (10 projects)- \$935,597

- a. Demilitarized zone (DMZ) Server Environment - Security Requirement: A DMZ (sometimes referred to as a perimeter network) is a physical or logical subnetwork that contains and exposes an organization's external-facing services to an untrusted network, usually a larger network such as the Internet. This server hardware will support the following projects: a. Work Place Mobility (Requisitions approval via your phone), b. External facing applications (gohart.org website, Street Car Website, Cisco Jabber (Expressways) and HART's FTP site), c. Any new applications requiring external access. **Cost \$70,187**
- b. Security Software: Cisco Identity Services Engine (ISE) is a next-generation identity and access control policy platform that enables HART's Technology Infrastructure Division (IT) to enforce compliance and enhance infrastructure security. Cisco ISE allows HART's enterprise to gather real-time contextual information from networks, users, and devices. **Cost \$90,000**

- c. Universal Serial Bus (USB) Secure Devices: This is to satisfy an IT audit finding, the overriding goal of this new hardware policy is to protect the integrity of the private and confidential data that resides within HART's technology infrastructure. This policy intends to prevent this data from being deliberately or inadvertently moved outside the agency network and/or the physical premises where it can potentially be accessed by unsanctioned resources. A breach of this type could result in loss of information, damage to critical applications, loss of revenue, and damage to HART's public image. **Cost \$8,500**
- d. Internet Router Replacement for HART'S 21st Ave location: This would replace our existing End of Life (EOL) internet routers and give us hardware redundancy if one device fails in the future. **Cost \$74,000**
- e. Internet Router Replacement for HART'S 7th Ave YBOR location: This would replace our existing End of Life (EOL) internet routers and give us hardware redundancy if one device fails in the future at our YBOR location. **Cost \$74,000**
- f. Core Distribution Layer for the 21st Ave location: This would replace our End of Life Local Area Network (LAN) based routers and layer 3 switches. This layer ensures that packets are properly routed between subnets and Virtual Local Area Networks (VLANs) in our enterprise. **Cost \$71,000**
- g. Core Distribution Layer for YBOR location: This would replace our End of Life LAN-based routers and layer 3 switches. This layer ensures that packets are properly routed between subnets and Virtual Local Area Networks (VLANs) in our enterprise. **Cost \$71,000**
- h. Wide Area Network (WAN) routers for 21st Ave and YBOR locations: This would replace our End of Life wide area network (WAN) are called border routers at our 21st Ave and YBOR locations. **Cost \$60,000**
- i. Access Switches at our 21st Ave location: This would replace our End of Life access layer is responsible for providing end user devices with a connection to network resources. This layer is sometimes referred to as the desktop layer, because it focuses on connecting staff computers to the network and phones. **Cost \$336,235**
- j. Access Switches at our YBOR location: This would replace our End of Life access layer is responsible for providing end user devices with a connection to network resources. This layer is sometimes referred to as the desktop layer, because it focuses on connecting staff computers to the network and phones. **Cost \$80,675**

14. Transit Oriented Development (TOD) Pilot Study - \$880,000

The study will include four primary tasks evaluating Landuse, Policy, Station Area Design, and Implementation within the study area. The goals of the study are as follows:

- Establish consistent methodology to assist in the development of a sound, feasible policy and regulatory framework for the future creation of Station Area Plans and TOD regulations.
- Establish a viable path for the determination, approval, and adoption of specific Station Ara Plan boundaries, typologies, and baseline site and building orientation, placement and form characteristics, for each station type.

If successful, this transformative planning technique can be accomplished with a consistent and repeatable methodology, which can then be replicated throughout Tampa, Hillsborough and to location throughout the Tampa Bay region. The project is scheduled to kick off in early 2020 and continue through late 2021.

15. Bus Stops and Shelters - \$873,893

This program is for the improvement of bus stops and of transit facilities to ADA compliance for new and existing service at various locations. As well as to provide accessible means to and from the bus stops, including sidewalks, benches, trash cans, lighting, bike racks and other passenger amenities.

16. Comprehensive Operations Analysis/TDP - \$600,000

The COA is undertaken in the wake of the AFT surtax referendum passed in November 2018. In 2017, a COA was completed to realign the HART network with the goal of maximizing efficiency and cost savings within a constrained budget scenario to save several million dollars. The need for a new COA is required to undertake a similar look at the network, however, with the consideration of an additional \$130m in revenue and the opportunity to expand bus services. While a Major 5-year TDP was completed in conjunction with the last COA in 2017, new Major TDP would be required because of the dramatic impact of the surtax as well and to set the stage for a 30year long range plan.

17. CNG Duplex Compressor - \$575,000

The purchase and installation of an additional compressor skid for our Compressed Natural Gas station. HART currently operates seventy (70) CNG 40-foot transit buses. The current CNG station includes four compressors and is near capacity for our current fleet size. With the scheduled expansion of new CNG buses, we will need to expand the capacity of the CNG station. An additional CNG skid was included in the design phase but not purchased during original construction based upon funding and fleet size. The FDOT has set aside 575K in funding for a new CNG compressor skid in the year 2023. Due to the planned expansion of the fleet, the skid will need to be purchased sooner. The additional CNG skid will reduce our fill times per bus.

18. Security Surveillance Systems on Facilities - \$529,671

HART has completed the first phase of the Security Surveillance System. This second phase includes security camera installation throughout the Marion Transit Center and University Area Transit Center. The installation of the cameras will provide additional security for HART ridership and the Tampa community. Over half of all HART daily ridership passes through the Marion Transit Center and University Area Transit Center. The enhanced security infrastructure assists with coordination between HART, law enforcement and contract security.

19. Replacement of Staff Support Vehicles (16) - \$498,610

In order to support HART operations, sixteen (16) light duty vehicles are required to replace vehicles that have outlived their useful life of four years or 100K miles. The replacements are necessary to support all operations and services including transit supervision, safety and security, fleet and facilities maintenance. HART procures its non-revenue vehicles by leveraging the Florida Sheriffs Association Cooperative Purchasing Program or the Sourcewell Cooperative Purchasing Program (formerly called the National Joint Power Alliance or NJPA). By leveraging the buying power of these two entities that specialize in competitive solicitations, HART is assured the acquisition is fair, reasonable and below market price.

20. Streetcar ROW Infrastructure Upgrades - \$330,006

In an effort to extend the state of good repair for the street car rail system, HART will be replacing wood cross ties on the ballasted track sections of the streetcar line, to keep up with the demands of the extended service. This work is necessary due to drainage issues that have shortened the life of the wood ties in these sections. The City of Tampa is concurrently working to correct the drainage problems along the track. The replacement of the cross ties is necessary and will allow for 20 more years of safe and useful service in these sections.

21. Engine and Transmission Replacements - \$241,892

HART maintenance department will be replacing the remaining engines and transmissions on an aging Gillig bus fleet to keep up with the demands and service requirements. Best practices suggest a midlife overhaul between 250K and 350K miles or seven years. This will greatly reduce mechanical failures that lead to loss of service and costly tows.

22. Operator Breakroom Northwest - \$158,922

This project will provide an operator breakroom, addition to the existing layout of the Northwest Transfer Center located at Waters Ave and Sheldon road. This addition will provide operators a room to rest and be able to have meals out of the public's view.

23. Streetcar Substation Upgrade - \$120,000

In order to support HART operations and maintain a state of good repair of the streetcar system, the two substations on the line require maintenance and upgrading. The DC feeder breakers will be rebuilt by the original manufacturer. The project will also replace the old analog equipment such as the AC Overcurrent relay, DC Overcurrent relays and the Recloser relays. The system will provide a digital rather than analog assessment of the current and voltage readings.

24. Transit Asset Management (TAM) Professional services - \$99,750

In 2012, the U.S. Department of Transportation identified an \$89.8 billion State of Good Repair (SGR) backlog for the transportation industry nationally. In response to this finding, it mandated the Federal Transit Administration (FTA) to develop a rule requiring transit agencies to create and maintain a Transit Asset Management (TAM) Plan. On July 26, 2016, the FTA published its Transit Asset Management Final Rule (49 CFR Part 625) requiring federal formula grant recipients to develop a TAM Plan detailing their ongoing asset management planning process and providing accountability through annual reporting to the National Transit Database (NTD). HART certified its TAM Plan to the FTA on September 30, 2018. HART is operating various administrative, maintenance, and passenger facilities at various locations in its service area. For all these facilities, HART does not have a detailed asset inventory. The 2018 facility condition assessment did not develop an asset inventory and was limited in scope to only provide cost for items that need replacement or repair within a 20-year time frame. Based on this data it was not possible to determine total replacement cost for all facility assets. HART will engage with industry experts to develop a specific asset hierarchy for facility assets, in cooperation with HART's Facility Maintenance department, to be able to comply with FTA's requirement to have all facilities undergo a condition assessment not later than 2022.

25. Streetcar Shop Equipment - \$73,556

In order to support HART operations and maintain a state of good repair of the streetcar fleet, the streetcar shop requires modification and upgrading to better service the fleet. The folding access ramps require modification to fully deploy on the top of a streetcar that has received the new style air conditioners. Repair the yard aprons and recoat asphalt. Shop equipment that has reached the end of life will be replaced with more efficient equipment, this equipment includes but is not limited to, the compressed air system and the heating and ventilating equipment in the shop