

FY 2024, Quarter 2, Requested Durham Transit Work Plan Amendments

REQUESTED MAJOR/MINOR AMENDMENTS

Project ID	Agency	Project Title	FY 24 Original Funding Allocation	FY 24 Requested Funding Allocation	FY 24 Funding Impact	Justification for Major/Minor Amendment
Operating Budget Amendment Requests						
24DCOAD06	Durham County	FAST 2 Study	\$ -	\$ 110,000.00	\$ 110,000.00	Major Amendment: Fund Durham County's financial commitment to the NCDOT Fast 2 Study. This study will be a coordinated effort among regional partners. It is the follow up initiative to the original FAST Study conducted in 2020-2021. One of the primary objectives of this study is to make our freeways and regional boulevards "transit ready".
20GOTCD4	GoTriangle	Mobile Ticketing Technology	\$ -	\$ 75,550.00	\$ 29,550.00	Major Amendment: The purpose of this project is to improve the existing mobile ticketing system by increasing connectivity, reliability, and data accuracy for fare collection, as well as enable open payment technologies. These upgrades are coordinated with GoTriangle's instructions to prepare to return to fares on July 1, 2024. This amendment is proposing to decrease funding by a total of \$46,000 in two other projects (Fare Collection - Project ID # 21GOT002, Youth GoPass - Project ID # 21GOT001), which results in a net overall impact of \$29,550 to the budget.
Total Operating Funding Impact					\$ 139,550.00	

Public Comment Period will Open on 09/21/2023

Public Comments will be Accepted Through 10/12/2023

Submit all comments to Brandi Minor, Senior Administrative Officer, TransitPlan@dconc.gov



Transportation

Date: September 20, 2023
To: Durham Staff Working Group
From: Ellen Beckmann, Transportation Director, Durham County
Subject: FY24 Work Plan Amendment for FAST 2 Study

Purpose

Durham County is requesting a FY24 Work Plan amendment to fund its financial commitment to the NCDOT FAST 2 study. Our financial commitment will be \$110,000.

Background

NCDOT's Integrated Mobility Division will manage the study in conjunction with regional partners. Contributions to the FAST 2 Study will be a coordinated effort among regional partners including Durham County, Orange County, Wake County, Chatham County, Johnston County, Town of Cary, Town of Chapel Hill, City of Durham, City of Raleigh, DCHC MPO, CAMPO, GoTriangle, RDU Airport, RTA (Regional Transportation Alliance) and NCDOT. Durham County is proposing to provide a \$50,000 share representing Durham County, a \$50,000 share representing the City of Durham, and a \$10,000 share representing GoTriangle (20% of \$50,000).

The regional Freeway, Arterial, Street and Tactical (FAST) transit study is a follow up initiative to the original FAST study conducted in 2020-21. FAST is a scalable approach for quickly integrating “transit advantage” infrastructure along the roadway system to support enhanced transit service. The FAST approach prioritizes transit efficiency and reliability while improving mobility for all users.

The objectives of the FAST 2 transit study are to:

- Make our freeways and regional boulevards “transit ready”.
- Elevate and identify one or more BRT corridors that directly link with RDU Airport
- Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors

Additional refinement of the project scope with the selected consultant and project partners is anticipated. This study is focused on infrastructure. Land use, affordable housing, economic development, transit propensity, and service are also critical elements of designing bus rapid transit or speed and reliability improvements. While the FAST 2 study is consistent with the Fast and Reliable Regional Connections goal of the Durham County Transit Plan, it does not replace the need or the funding that has been approved for the DCHC MPO BRT Study. Close coordination between the two efforts will be needed.

Budget Impact

Allocate \$110,000 to Durham County FAST 2 Study Commitment (Project ID 24DCO_AD06)

Requested Action

1. Recommend the Durham Staff Working Group to approve the amendment as stated above; and
2. Recommend the Durham County Board of County Commissioners to adopt this amendment to the FY24 Durham County Annual Work Program as proposed.

REQUEST #
24DCOAD06

FY 2024
Durham Transit Work Plan
Request Form
Operating and/or Capital

FY START DATE	
Jul	2023
Total Project Cost	
\$	110,000

Project Name	Requesting Agency	Project Contact	Durham Transit Estimated Operating Cost	
FAST 2 Study	Durham County	Ellen Beckmann	FY 2024 / Base Year*	\$ 110,000
			FY 2025	\$ -
			Cumulative	\$ 110,000
Estimated Start Date	Estimated Completion	Notes	Durham Transit Estimated Capital Cost	
Jul-23	N/A		FY 2024 / Base Year*	\$ 110,000
			Cumulative	\$ 110,000
Project Description/Scope	Enter below a summary of the project that may later be used as the project description in the FY 2024 Work Plan.			
Durham County financial commitment to the NCDOT FAST 2 study				
Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as fully as possible. Enter Not Applicable (N/A) as appropriate.			

1. Is this a New Project, Scope Change or Financial Change? New Scope Financial

See Instructions for definitions

1a. If Scope Change or Financial Change - Indicate previous project ID

2. Is this project Operating, Capital or Both? Operating Capital Both

3. Is this a one-time request? Yes No

4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

Full year of funding in FY24. Durham County expects to enter into a municipal agreement with NCDOT and use the funds for a portion of the project costs. The timing is dependent on the NCDOT process and invoices.

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Durham Transit Plan?

This project will improve transit operations and services to the residents of Durham County. The study will include analysis that is supportive of the Fast and Reliable Regional Service goal of the Durham County Transit Plan and the funding in the plan to study Bus Rapid Transit and Bus Speed and Reliability in the County.

6. Is this project programmed in the adopted Transit Plan FYs 2024-2030 Multi-Year Operating Program or CIP? Yes No

8. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

This study will accelerate the implementation of FAST transit priority infrastructure on freeways and other major roadways across our region.

10. For bus operating projects, please provide:

a) Target Start Date				
b) Assets Used (Vehicles, etc.)				
c) Geographic Termini				
d) Major Destinations Served				
e) Annualized Revenue Hours				
f) Span of Service		Weekday	Saturday	Sunday
g) Frequency	<u>TIME PERIOD</u>	Weekday	Saturday	Sunday
	AM Peak			
	Midday			
	PM Peak			
	Evening			

11. If this is a bus operating project, which organization will operate the service?

12. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

13. List any other relevant information not addressed.

14. Please enter estimated revenues below. If there are other revenues besides Durham County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Tax Revenue							
Durham County Transit Tax Revenue	110,000	-	-	-	-	-	-
Other Revenue							
Federal	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	110,000	-	-	-	-	-	-

16. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS (If Applicable)	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts		-	-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour							
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

17. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations
 Transit Plan Administration
 Tax District Administration

18. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design	110,000						
Construction							
Equipment							
Land - Right of Way							
Other	-						
TOTAL CAPITAL COSTS	110,000	-	-	-	-	-	-

20. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Transit Infrastructure
 Vehicle Acquisition
 BRT
 CRT
 Other

Assumptions for Costs and Revenues Above:

21. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Durham County's contribution to this study represents \$50,000 from Durham County, \$50,000 from the City of Durham, and \$10,000 from GoTriangle (20% of \$50,000).

Background/Scope info provided to consultants

Introduction

The North Carolina Department of Transportation (NCDOT), the regional business community, area public transit, and regional transportation planning agencies recognize that an increasingly effective, equitable, and exceptional regional transit system will be transformational for the metropolitan Research Triangle region and our state. An enhanced transit system will expand accessibility, increase opportunity, and improve economic mobility and sustainability.

Given the expanding size, dispersion, and growth of the Research Triangle extended metropolitan area, which increasingly includes nearby portions of central, southern, and eastern North Carolina, the urgency for enhanced transit infrastructure is clear. The partners recognize that the most time- and cost-effective method of quickly creating an interconnected, enhanced transit network will be to leverage the existing and proposed freeway and regional boulevard network.

This project/study will focus on ways to quickly leverage, expand, and link major transit investments – including the region’s proposed BRT corridors – in a meaningful, actionable, and scalable manner. A component of this effort is accelerating the implementation of Freeway, Arterial, Street, and Tactical (FAST) transit priority infrastructure on freeways and other major roadways across our region. In other words, to make our freeways and regional boulevards “transit ready”.

It is also important to advance the complementary activation of SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors in our area to improve travel for all users in a cost-effective, impact-minimizing fashion.

The FAST 2.0 Study will build upon the efforts of the Phase 1 study, completed in 2021. Additional details on the Phase 1 study can be found on the project webpage:

- <https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/Pages/fast-study.aspx>

Scope of work requirements

The primary objectives of this study include creating a vision and brand for multimodal transportation in the Triangle Region and developing an actionable plan, including specific funding/project recommendations for the accelerated implementation of FAST transit priority infrastructure along existing roadways and/or in ongoing, upcoming, or potential roadway projects. The study also has the complementary objective of an actionable plan for SMART freeway corridor activation in concert with targeted roadway improvements that would benefit all users, including transit.

While this study has a primary objective of prioritizing and enhancing transit, it also focuses on ways to improve roadways for all users including operational and targeted congestion relief, reducing barriers to access and improving safety for bicyclists and pedestrians, with transit as an important but not exclusive beneficiary of those efforts.

Geographic area – The primary focus of this study is Durham, Wake, eastern Orange, western Johnston, and eastern Chatham counties. However, for the purposes of this study, North Carolina counties that are

within 40 miles of RDU Airport are part of the study area, and the project team can make recommendations for freeways and regional boulevards in those counties.

The scope of work for this study will include evaluating and recommending actions for the region and priority corridors related to the below focus areas and strategies:

- Developing a vision and brand for multimodal transportation in the region.
- Dynamic transit priority shoulders adjacent to freeway medians, including potential toll opportunities – includes evaluation along multiple freeways and highways/boulevards in the region and evaluation of existing bus on shoulder deployment
- Express lanes with transit priority.
- Identification of one or more direct BRT linkages to RDU International airport, which will link multiple downtowns (i.e., Raleigh, Durham, Cary, Chapel Hill) to the interconnected transit priority network of dynamic transit priority shoulders and/or express lanes.
- BRT or FAST transit priority linkages between freeways and proposed BRT corridors.
- BRT or FAST transit linkage between I-40 and the proposed relocated regional transit center in Research Triangle Park.
- On-ramp signals and freeway connector ramp signals for area freeways, with transit priority measures.
- Variable speed limits along area freeways.
- Enhancements to Bus On Shoulder System (BOSS) installations, so that buses traveling on outside shoulders are not required to ride along rumble strips.
- Transit signal priority standardization.
- Example bus stop/station designs or layouts for various transit priority shoulder or lane options.
- Example bicycle and pedestrian access improvements to complement bus stop/station designs.
- Mobility-as-a-service and single digital ticketing solutions.
- Mobility Hubs, complete streets, and micromobility solutions as a part of a robust regional multimodal transportation network.

Many of the focus strategies listed above are described in the Triangle *FAST Network Implementation Playbook* ([PDF](#)). Selected strategies shall be evaluated along and/or in connection with the proposed FAST corridors that are displayed in the *FAST Network Study* ([PDF](#)).

Optional Considerations - Responsive firms may also choose to include some, all, or none of the following in their scope of work:

- Through/regional lane separation options for existing freeways.
- Selected tactical transit opportunities for freeways and arterials, e.g., short busway segments or linkages.
- Additional BRT corridors, extensions, or linkages, e.g., to major athletic or community facilities.
- Selected operational or other low-cost improvements that may improve travel for transit and/or all users.
- Concept of operations for example FAST transit corridors.
- Concept of operations for example SMART freeway and SMART arterial deployment.
- How to institutionalize the prioritization of transit within the highway project planning and design process.

- Methods to institutionalize the prioritization of transit within operations and maintenance activities, e.g., improved cycle time for cleaning outside or inside shoulders and potential funding partnerships.

Deliverables - This study envisions two groups of deliverables, for complementary audiences and purposes, informed by appropriate and sufficient analysis and levels of design for all recommendations. For both technical analysis and deliverables, the responsive firm will strike an effective balance between quick, believable, and realistic implementation and an attractive, viable vision.

- Deliverables shall include developing a regional vision, goals, and brand for multimodal mobility in the metropolitan Triangle.
- Deliverable group 1: Actionable materials for planners and other transit and transportation professionals.
- Deliverable group 2: Accessible marketing materials for the public to gain understanding and support for a regional multimodal vision and FAST transit network, particularly along SMART freeway and arterial corridors.
- Deliverables should include completing feasibility analyses and high-level design concepts on some specific project ideas.

Partner and public outreach - The partners recognize that this study is multipronged and multifaceted. The project team shall propose a partner and public outreach framework that complements ongoing and upcoming communications by the various study partners.

- Purposeful outreach to key governmental partners is the highest engagement priority.
- Project teams can propose targeted outreach for specific elements, a more comprehensive approach, or a combination.
- Much of the initial analysis may be performed without significant public engagement. However, the study teams are encouraged to propose specific public outreach recommendations to facilitate understanding, improvement, and ultimate acceptance of study findings including both specific project recommendations and regional vision and branding.

Contributing Partners

The following list of stakeholders have indicated interest in providing a financial contribution to this study:

- NCDOT
- Regional Transportation Alliance (RTA)
- CAMPO
- DCHC MPO
- GoTriangle
- City of Durham
- City of Raleigh
- Town of Cary
- Town of Chapel Hill
- Durham County
- Orange County
- Wake County

- Research Triangle Foundation

Questions from initial consultant solicitation (July 19 to August 7)

1. What experience does your firm have with developing regional transit implementation studies?
2. What is your organization's experience in working with regional transportation/transit initiatives in the Triangle region?
3. What do you expect are the primary project phases that will allow you to successfully meet the stated deliverable requirements?
4. What is your approach for developing a regional vision, goals, and brand for multimodal mobility in the Triangle region?
5. What is your proposed timeline for this project to be completed?
6. Please provide an approximate estimation of what you believe this project will cost overall.

Questions for consultant interviews (September 19 and September 22)

For your presentation, you are free to present any information that you feel is relevant. We do, however, ask that you address the below questions as part of your presentation.

1. What is your process/outline for the study overall? Feel free to expand on the information you provided in the initial survey.
2. What approach(s) will your firm take to define a regional vision and brand for multimodal mobility in the Triangle?
3. Please demonstrate your firm's understanding and experience with evaluating and recommending some of the suggested focus areas/strategies listed in the supporting document (attached) and the *FAST Network Implementation Playbook* ([PDF](#)).
4. Through the study process, we hope for the region to be another step closer towards deployment of some of the identified strategies. Please provide some input around potential effective implementation strategies and tools that may be provided as project deliverables.
5. How does your firm approach project management recognizing there are many state, regional and local stakeholders involved in this study? Feel free to highlight key points which may differentiate your team.



To: Durham - SWG
From: GoTriangle
Subject: Durham County FY24 Workplan Amendment

1. Background

GoTriangle manages the Mobile Ticketing Technology project (20GOTCD4). GoTriangle is planning to improve our existing mobile ticketing system to increase connectivity/reliability and data accuracy for fare collection, as well as enable open payment technologies (riders could tap on to the bus with a credit card / debit card, or credit card stored on their smart phone). These upgrades are coordinated with GoTriangle's instructions to prepare to return to fare on July 1, 2024. If hardware is not upgraded, riders will not be able to use credit cards to tap on, and the system may face connectivity/accuracy issues for mobile payments data.

This request would result in a net increase of \$29,550 for the FY24 budget, including a \$46,000 decrease across two projects which are not currently active as GoTriangle is not currently collecting fare, and a \$75,550 increase for mobile ticketing.

Note: This request was originally submitted as a \$69,000 increase to Mobile Ticketing Technology, but has been changed to \$75,550 due to an error in the original vendor quote. The net budget impact is \$6,550 above the original request (Previously \$23,000. Now \$27,000)

Summary of Project Requests

Project ID: 20GOTCD4 – Mobile Ticketing Technology - Increase original FY24 budget by \$75,550.

Project ID: 21GOTO02 – Fare Collection - Decrease original FY23 budget by \$22,000.

Project ID: 21GOTO01 – Youth GoPass - Decrease original FY23 budget by \$24,000.

Durham County FY24 Workplan budget impact = \$29,550

REQUEST #	FY 2024	FY START DATE	
20GOTCD4	Durham Transit Work Plan Project Amendment Request Form Operating and/or Capital	Nov	2023

Type of Amendment Minor Major

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$250,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Program that does not have a significant impact on the overall revenue or expenditure forecast, which is defined to be no more than a one percent (1%) over the life of the plan;
- c. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Program;
- d. Changes in funding amounts less than \$250,000 for implementation elements programmed in future fiscal years;
- e. Any other change that does not meet any of the criteria of a Minor Amendment is a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Changes to any adopted financial assumptions supporting the applicable Work Program that does have a significant impact on the overall revenue or expenditure forecast, which is defined to be over one percent (1%) over the life of the plan;
- d. Changes in scope for implementation elements programmed in current and future fiscal years;
- e. Any amendment that requires a transfer of funds between capital or operating funding categories
- f. Any change that requires a change in budgeted reserves or fund balance.

These definitions are based on the Durham County Transit Work Plan Amendment Policy Update, which gives more clarity to the definitions without changing their meaning.

New/Amended Project Name	Requesting Agency	Project Contact	Durham Transit Estimated Operating Cost	
Mobile Ticketing Technology	GoTriangle	Austin Stanion astanion@gotriangle.org	Base Year	\$ (46,000)
			FY 2025	\$ -
			Cumulative	
Estimated Start Date	Estimated Completion	Notes	Durham Transit Estimated Capital Cost	
In Progress		Majority of project will be funded using previously adopted funds to be transferred to this project. We are requesting an additional \$27,000 to fund these upgrades	Base Year	\$ 75,550
				\$ -
			Cumulative	
Project Description/Scope				
Enter below a summary of the project amendment and impact on approved plan.				
Additional funds requested for hardware to enable Open Payment technology for fare collection. The request is to subtract \$46,000 of unused funds from existing projects (Fare Collection and Youth GoPass) to be transferred to Mobile Ticketing Technology, as well as request an additional \$27,000 to Mobile Ticketing Technology, for a total of \$75,550 in funding for Mobile Ticketing Technology. The net impact is \$29,550 beyond the currently adopted plan.				
1. Enter Durham Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
20GOTCD4	Mobile Ticketing Technology		75,550	0	Adding \$69,000 to existing project
TOTAL			\$ 75,550	\$ -	

2. Durham Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
21GOTO02 21GOTO01			\$ (46,000)		Subtracting \$46,000 from existing projects.
			\$ (46,000)	\$ -	

3. Impact on Transit Plan Project Costs				
From above, indicate whether amounts impact operating or capital budgets in Durham Transit Plan.		Estimated Operating Cost	Current Year	\$ (46,000)
		Estimated Capital Cost	Recurring	\$ -
			Base Year	\$ 75,550
			Cumulative	\$ -

4. Is this New/Amended project Operating, Capital or Both? Operating Capital Both

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Goal: to be completed in FY 24

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

This hardware upgrade would increase connectivity/reliability and data accuracy for fare collection, as well as enable open payment technologies (riders could tap on to the bus with a credit card / debit card). If hardware is not upgraded, riders will not be able to use credit cards to tap on, and the system may face connectivity/accuracy issues for mobile payments data.

7. List any other relevant information not addressed.

N/A

8. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS (If Applicable)	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Administration			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Maintenance			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Operating Fare Collection	(22,000)						
Operating Youth GoPass	(24,000)						
TOTAL OPERATING COSTS	(46,000)	-	-	-	-	-	-

9. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning							
Design							
Construction							
Equipment	75,550						
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	75,550	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

10. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above. (include details)

This request is part of a larger \$425,443.85 mobile payments hardware upgrade bundle. The bundle includes:
 \$209,593.85 for modems/routers (Connects on-vehicle hardware to mobile internet. Necessary to prevent loss of connectivity and data loss for mobile ticketing. Will increase reliability of mobile ticketing system and other on-board technology)
 \$20,910.00 for switch / Power over ethernet (Necessary upgrade for Umo Validators)
 \$33,065.00 for Antenna connecting Routers to mobile networks
 \$8,075.00 for Cables (Power AC)
 \$114,800.00 for Umo Open Payment-Enabled Validators (Umo Reader upgrade/replacement to accept credit card payments (open payments))
 \$39,000.00 for Umo Mobile Devices for Paratransit (For Mobile Payments on Paratransit Vehicles)