

NEW ORLEANS REGIONAL TRANSIT AUTHORITY

FIVE-YEAR CAPITAL INVESTMENT PROGRAM

2024 – 2028 DRAFT

November 2023



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1 | INTRODUCTION

OVERVIEW

One of the RTA's key roles is to develop and implement a Capital Investment Program (CIP) – in coordination and in alignment with the federal government, the state legislature, the metropolitan planning organization, regional city and parish governments and the public.

This CIP is a 5-year roadmap that will be update annually in-line with the annual budget process where the next year's expenditures are fully committed. A large portion of funding in the 5-year CIP is anticipated or projected. By outlining program first, the CIP serves as a roadmap for securing funding based on strategic priorities including pursuing grants, financing opportunities and other sources.

The CIP 2024-2028 reflects the needs to make significant investments in greater transit experience including rapid rides across the region (BRT), faster payment methods, and expanded passenger facilities. This expansion also comes with need to grow responsibly and maintain current assets and new ones as they come online.

The investments described in this plan are capital expenditures organized into the following categories:

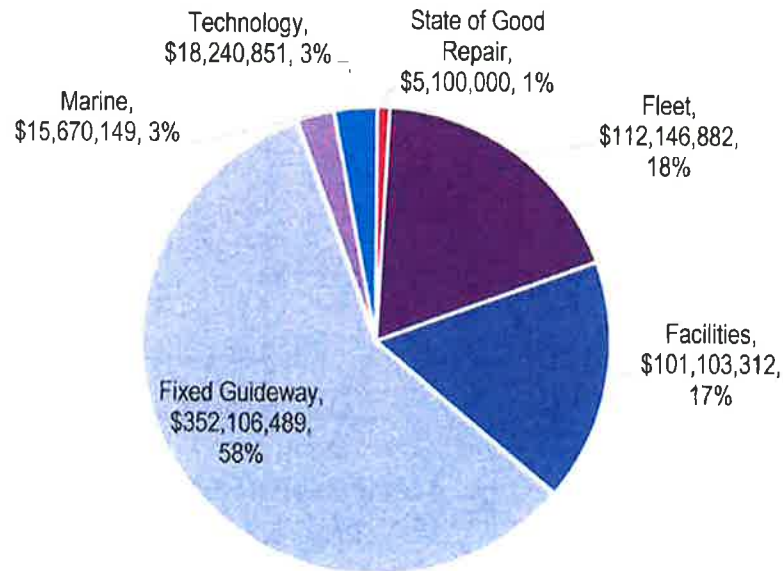
- **State of Good Repair:** Investments in end-of-life asset replacement needs
- **Fleet:** The replacement and addition vehicles for all modes is critical to RTA's needs to maintain and provide reliable service.
- **Facilities:** RTA has several facilities that support operational needs, but is building out a first-ever program of facilities for passengers over the next five years.
- **Fixed-Guideway:** Includes rail (streetcar), dedicated busways, and bus rapid transit (BRT)
- **Technology:** Modernizing and integrating RTA's software and hardware systems continues to be a critical need and includes introduction of rapid payment options, such as tap cards.
- **Marine:** Investments in ferry service, fleet and facilities.

The CIP also includes a number of specific plans and studies identified as essential next steps prior developing projects for evaluation and inclusion in future versions of this CIP.

Program Investments By Category

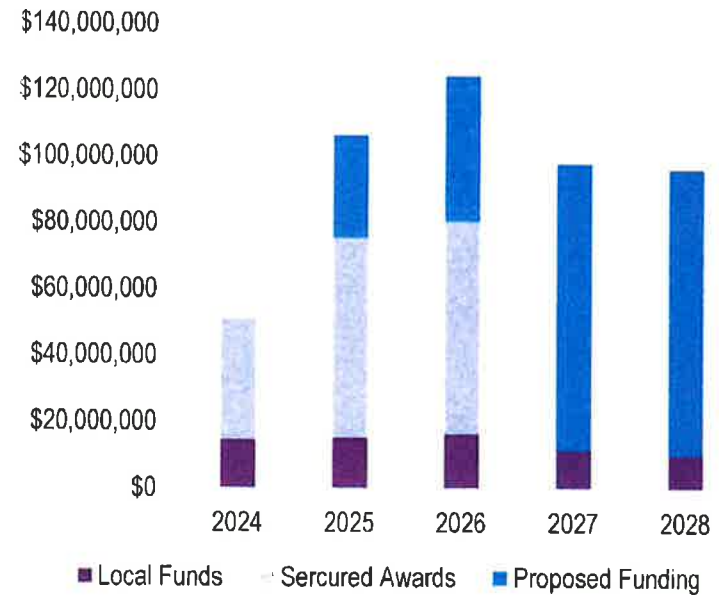
The graphs below provide an overview of project costs by category and the overall funding sources for the program over the next 5 years. Details on CIP projects are in the next section.

CIP Uses by Category



Note: Fixed Guideway includes \$282 million for Bus Rapid Transit (BRT) East-West Bank

CIP Funding Sources by Year

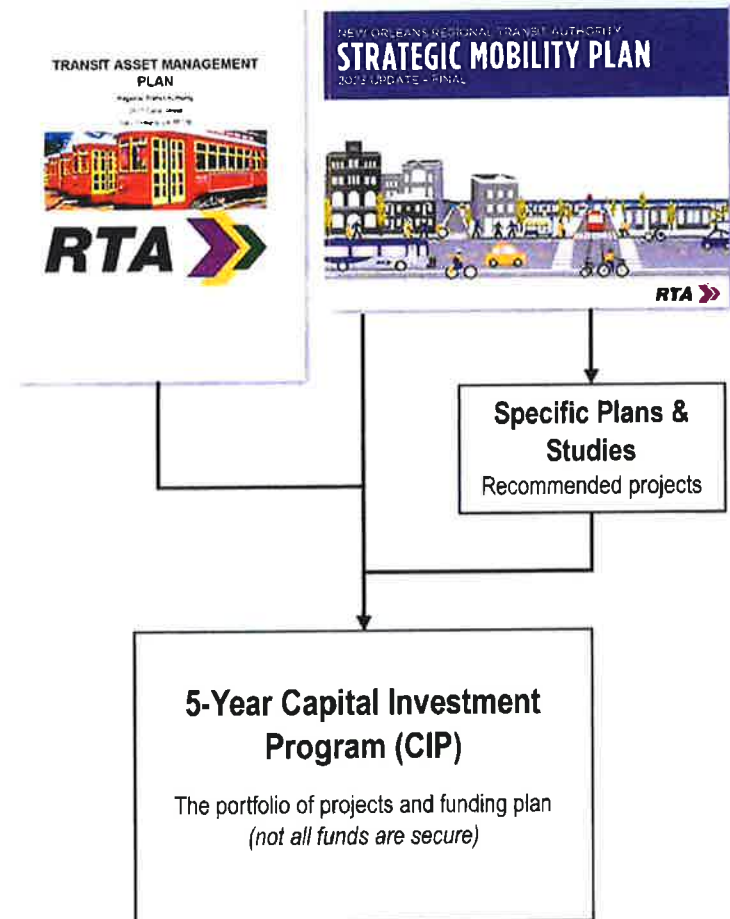


PLANS → PROGRAM → PROJECTS

This CIP continues to be informed by two major plans: the Strategic Mobility Plan and the Transit Asset Management Plan.

The **Strategic Mobility Plan (SMP)** is a strategic vision directed by public and stakeholder input collected throughout the original development process in 2018 and as part of its recent 2023 update. RTA organizational priorities are built around funding programs within which projects are selected based on objective and comparative evaluation that meet the goals and strategies identified in the SMP. Some of the specific actions in the SMP are specific plans and studies as a necessary first step to further understand a need or challenge and develop solutions that may include detailed projects for evaluation into the CIP.

The **Transit Asset Management Plan (TAM)** is a federally required plan that is updated at minimum every four years, most recently in 2023. The TAM includes condition assessments on all systems including fleet, rail, power systems, and facilities. Based on the expended useful life of each of the components and their current assessment rating, a program of improvements are developed for maintaining RTA assets in a "State of Good Repair" (SGR). Projects are then connected to grants from FTA dedicated to SOGR. Improvements that are of significant size or effort are considered capital projects.



SMP Implementation Priorities

The following summary from the SMP 2023 Update highlights key activities over the next 5 years that directly inform strategic direction for investment.

2 YEARS	5 YEARS
<p>In the next 2 years...</p> <p>STRENGTHEN THE FOUNDATION</p> <ul style="list-style-type: none"> • Improve public information and customer service • Improve transit stops through stop rebalancing and expanding stop amenities including benches, shelters, art, and information • Speed up travel times by offering more pay-before-boarding fare media options • Increase reliability with study and plan for transit priority elements, such as traffic signal priority, dedicated lanes • Introduce and expand low- or no-emission vehicles into the fleet • Pilot emerging mobility options 	<p>In the next 2 to 5 years...</p> <p>BUILD THE SYSTEM</p> <ul style="list-style-type: none"> • Construct Bus Rapid Transit corridor connecting New Orleans East to West Bank • Begin introducing new service types, including Bus Rapid Transit, High-Capacity Transit, Select Service, and regional express service • Speed up travel times and improve on-time performance by adding dedicated transit lanes, signal priority improvements, and other transit priority treatments • Construct transit centers in Downtown, New Orleans East, and Algiers and smaller hubs at major transfer points • Improve ADA accessibility of service, including making all transit stops ADA accessible by 2030 • Identify and secure additional funding sources • Introduce streetcar corridor modernization to enable safer and more accessible streetcar service

Investment Priorities

The three priorities for new CIP are, in order of importance: Reliability, Modernization, and Expansion. These priorities express the broadest goals for RTA Investments.

Reliability

Maintain and improve the overall condition, safety and reliability of the transportation system. (7% of all investments, without BRT increases to 13%)

- Necessary routine and capital maintenance and ensuring safety of the system
- State of good repair projects designed primarily to bring asset condition up to an acceptable level
- Asset management and system preservation projects

Modernization

Modernize the transportation system to make it safer, more accessible, more resilient, more sustainable and accommodate growth. (26% of all investments)

- Compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements
- Projects that go beyond state of good repair and substantially modernize existing assets, including for resilience and sustainability benefits
- Projects that result in improved performance and quality of transit service (e.g. transit priority treatments)

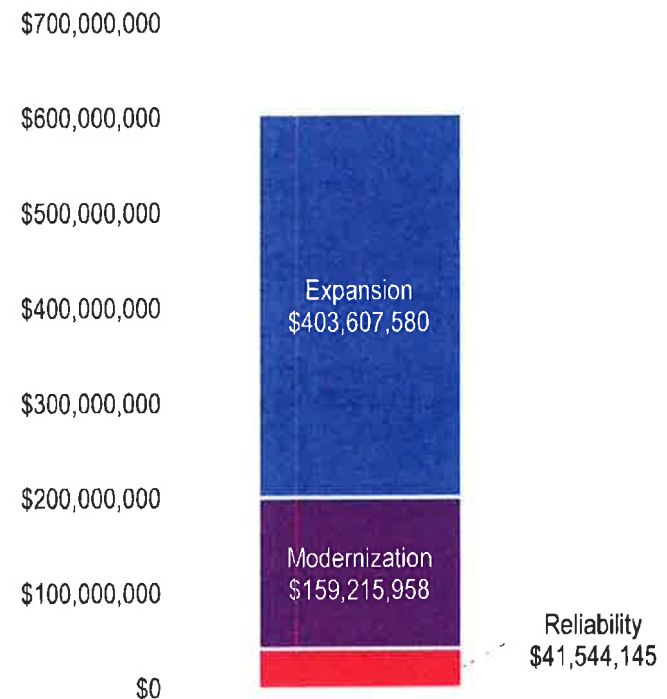
Expansion

Expand diverse transportation options for communities throughout the region. (67% of all investments - without BRT, drops to 38%)

- Projects that introduce new modes of service
- Projects that expand fixed-guideway (BRT, streetcar and dedicated busways) network and/or services
- Projects that expand passenger and operations facilities

The remaining investments support plans and studies necessary to further develop future service, programs and projects.

CIP Uses by Priority



Note: Expansion includes \$282 million for Bus Rapid Transit (BRT) East-West Bank Corridor

MAJOR FUNDING SOURCES

RTA General Fund

A portion RTA's annual budget includes funds dedicated to the capital program. This annual allocation includes matching funds for grants and other direct local funding for projects.

Federal Transit Administration (FTA)

FTA is the primary sponsor of the majority of RTA's capital program and State of Good Repair (SOG) projects. This funding category a mix of formula funding grants and competitive grants the agency involves MassDOT drawing down obligated amounts to reimburse the Commonwealth for Rail & Transit Division project spending. The spending by source tables do not include FTA funds available to Regional Transit Authority partners.

Bonds

RTA has full authority to issue revenue bonds. Bonds are historically backed by a portion of the agency's sales tax revenue. The agency has two bond issues that were refinancing of early bond issues, most recently for streetcar expansion, and have a repayment balance of \$101 million with debt service payments through 2036.

A new bond issue is central to the funding strategy for BRT East-West Bank corridor project.

State of Louisiana

There are several funding sources from the State of Louisiana for the CIP. One of the main ones includes the State Capital Outlay

which entities submit request for project for review and evaluation annually for funding. The state also has several state highway improvement programs for rehabilitation, safety and other enhancement. Historically, RTA has not received significant capital funding from the State.

Other and Emerging Sources

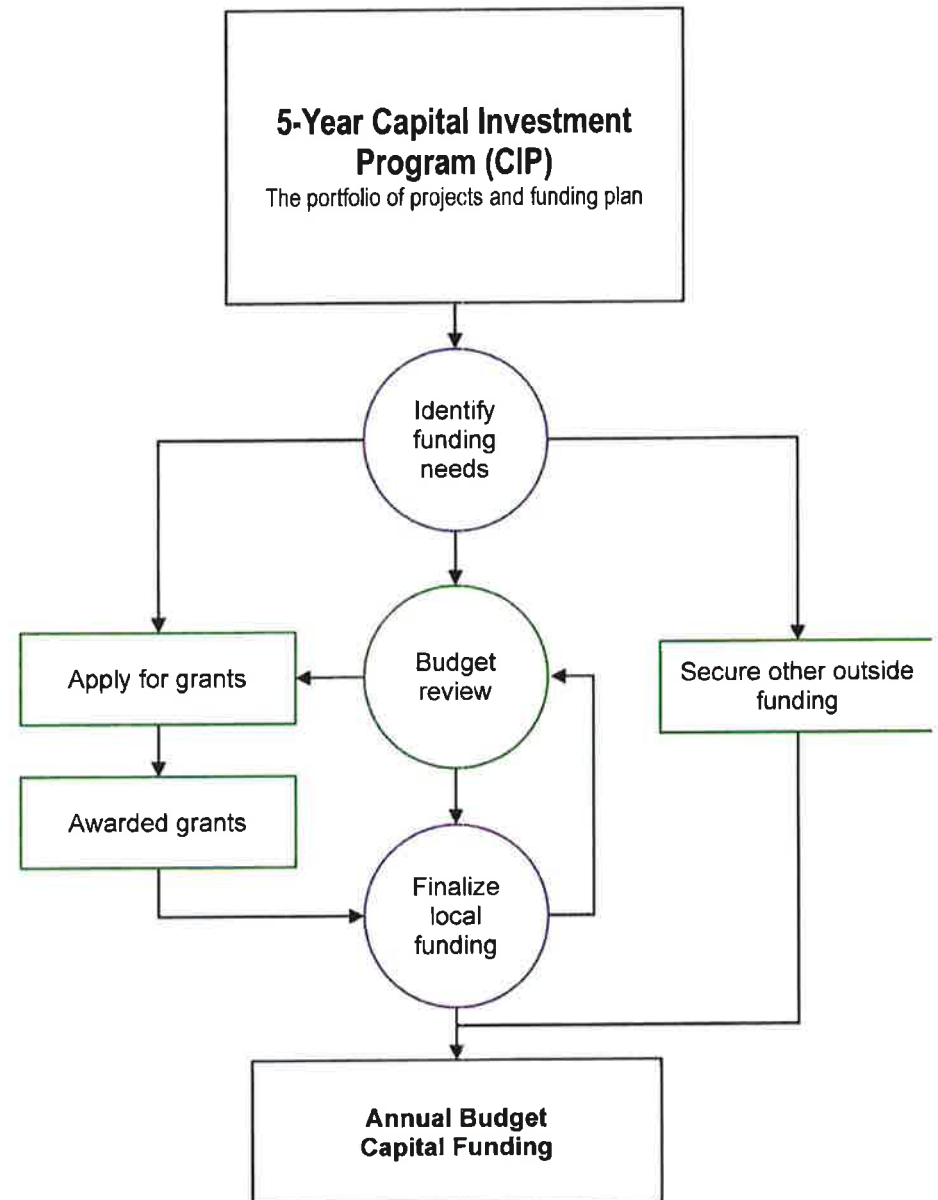
Several other federal opportunities exist such as from U.S. DOT for general transportation opportunities and FEMA for disaster recovery and hazard mitigation. RTA has also partnered with other government entities for joint investments including the City of New Orleans and the Audubon Commission.

Undeveloped sources include value capture opportunities such as through tax-increment financing (TIF) or infrastructure improvement districts. Property-based value capture is needed to fund infrastructure due to its higher revenue and direct benefit potential to real-estate development. Due to a heavily restricted property millage, the New Orleans region has historically only used sale-tax based TIFs.

Newer financing opportunities in development include emerging products from Finance New Orleans for low-interest loans to enhance infrastructure resilience and expanded eligibility for projects from the U.S. Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program.

CIP IMPLEMENTATION PROCESS

With this program of projects identified in the next section, funding needs that are not already secured are reviewed and refined on an annual basis. Funding needs then inform a strategy that includes identification and pursuit of grant funding, other 3rd party sources such as governmental partnerships, financing opportunities and local funding. Secured funding is finalized through the annual budget process for the next year. All projects for 2024 are fully funded. The chart at right illustrates the process.



2 | PROGRAM DETAILS

MAJOR PROJECTS

This section includes funding details for selected strategically significant projects in the CIP. Remaining projects listed in the next section.

All amounts shown are in 2023 dollars and not adjusted for year-of-expenditure; however, all budgets do include progressive contingencies based on the duration of the project.

Downtown Transit Center

Programming, design and construction of the Downtown Transit Center as the main transfer point between local bus service in neutral ground of Basin St at Canal St with connections to streetcars and future Bus Rapid Transit. Project includes improving corridor along Loyla/Basin St to improve safety and comfort for all users including transit, bicycling and walking.

Project #: 2015-FA-01

Project Category: FA - Facilities

SMP Action: PR21

Project Type: Expansion

Project Budget:

Task	Amount
Administration (internal)	\$132,061
Planning/Study	\$0
PM/CM (3rd party)	\$235,824
Design/Engineering	\$4,003,692
Construction	\$28,662,054
Equipment/Materials	\$0
Vehicles	\$0
Other	\$0
Total	\$33,033,631



Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$6,680,005	\$2,130,431	\$1,751,250	\$2,798,324		
Secured Grants/Other Sources	\$26,353,626	\$948,563	\$7,005,000	\$18,400,063		
Proposed Grants/Other Sources	\$0	\$0	\$0	\$0		
Total	\$33,033,631	\$3,078,994	\$8,756,250	\$21,198,387		

Algiers Ferry Buildings Renovation

Renovation of the Algiers Point Ferry Terminal and improvement to surrounding areas and access, and renovate Maintenance Facility

Project #: 2019-MA-01

SMP Action: UP4

Project Category: FA - Facilities

Project Type: Modernization

Project Budget:

Task	Amount
Administration (internal)	\$0
Planning/Study	\$0
PM/CM (3rd party)	\$0
Design/Engineering	\$901,803
Construction	\$8,116,227
Equipment/Materials	\$558,306
Vehicles	\$0
Other	\$0
Total	\$9,576,336



Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$1,915,268	\$180,361	\$811,623	\$923,284		
Secured Grants/Other Sources	\$7,661,069	\$721,442	\$3,246,491	\$3,693,136		
Proposed Grants/Other Sources	\$0	\$0	\$0	\$0		
Total	\$9,576,337	\$901,803	\$4,058,114	\$4,616,420		

BRT East-West Bank Corridor

Bus Rapid Transit (BRT) linking New Orleans East and Algiers to downtown through 13.5 mile alignment over 50% in dedicated lanes and other transit priority along 15 stations spaced 1/2 - 1 mile apart

Project #: 2021-FG-01

SMP Action: CO3

Project Category: FG - Fixed Guideway

Project Type: Expansion



Project Budget:

Task	Amount
Administration (internal)	\$0
Planning/Study	\$599,949
PM/CM (3rd party)	\$20,760,000
Design/Engineering	\$26,814,000
Construction	\$194,000,000
Equipment/Materials	\$0
Vehicles	\$39,000,000
Other	\$0
Total	\$282,473,949

Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$20,037,000	\$0	\$1,166,825	\$4,375,593	\$6,563,390	\$7,931,192
Secured Grants/Other Sources	\$7,500,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0
Proposed Grants/Other Sources	\$140,836,999	\$0	\$8,201,433	\$30,755,375	\$46,133,062	\$55,747,129
Total						

UPT Admin Office Renovation

Design and construction of administrative offices at the Union Passenger Terminal 2nd Floor

Project #: 2022-FA-01
Project Category: FA - Facilities

SMP Action: UP3
Project Type: Modernization

Project Budget:

Task	Amount
Administration (internal)	\$100,000
Planning/Study	\$100,000
PM/CM (3rd party)	\$0
Design/Engineering	\$240,000
Construction	\$4,560,000
Equipment/Materials	\$0
Vehicles	\$0
Other	\$0
Total	\$5,000,000



Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$976,000	\$324,000	\$652,000			
Secured Grants/Other Sources	\$3,904,000	\$1,296,000	\$2,608,000			
Proposed Grants/Other Sources	\$0	\$0	\$0			
Total	\$4,880,000	\$1,620,000	\$3,260,000			

Comprehensive Fare Modernization Initiative

Introduce re-chargable tap cards and other modern fare collection technologies to reduce boarding times, lower maintenance costs and increase fare recovery rate.

Project #: 2022-IT-02

Project Category: IT - Technology

SMP Action: PR4

Project Type: Modernization

Project Budget:

Task	Amount
Administration (internal)	\$0
Planning/Study	\$561,588
PM/CM (3rd party)	\$0
Design/Engineering	\$850,000
Construction	\$0
Equipment/Materials	\$7,225,000
Vehicles	\$0
Other	\$0
Total	\$8,636,588



Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$1,727,318	\$112,318	\$1,615,000			
Secured Grants/Other Sources	\$6,909,270	\$449,270	\$6,460,000			
Proposed Grants/Other Sources	\$0	\$0	\$0			
Total	8,636,588	\$561,588	8,075,000			

Passenger Facilities, Phase 1

Design of six transfer hubs as recommended by transfer hub study (2023-PS-01) and construction of 2-3 based on available funds; design of new transit shelter an include throughout locations

Project #: 2023-FA-03

SMP Action: PR23

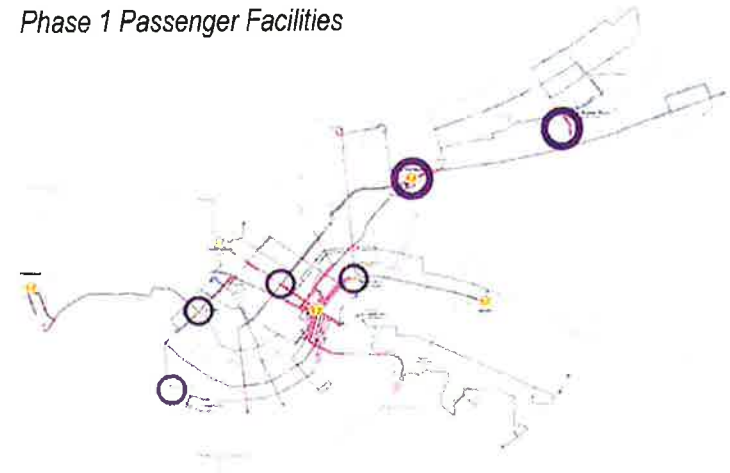
Project Category: FA - Facilities

Project Type: Expansion

Project Budget:

Task	Amount
Administration (internal)	\$0
Planning/Study	\$0
PM/CM (3rd party)	\$0
Design/Engineering	\$2,000,000
Construction	\$8,000,000
Equipment/Materials	\$0
Vehicles	\$0
Other	\$0
Total	\$10,000,000

Phase 1 Passenger Facilities



Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$2,000,000	\$400,000	\$800,000	\$800,000		
Secured Grants/Other Sources	\$8,000,000	\$1,600,000	\$3,200,000	\$3,200,000		
Proposed Grants/Other Sources	\$0	\$0	\$0	\$0		
Total	\$10,000,000	\$2,000,000	\$4,000,000	\$4,000,000		

Zero-Emission, Resilient Fleet

This transformational initiative will build on RTA's zero-emission pilot with 20 additional battery-electric buses, in-route charging infrastructure, and a 5MW solar-powered backup charging system. The project also include significant workforce development

Project #: 2023-FL-02

Project Category: FL - Fleet

SMP Action: BR28

Project Type: Modernization



Project Budget:

Task	Amount
Administration (internal)	\$0
Planning/Study	\$120,000
PM/CM (3rd party)	\$610,000
Design/Engineering	\$0
Construction	\$13,586,879
Equipment/Materials	\$31,702,718
Vehicles	\$31,283,086
Other	\$4,500,000
Total	\$81,802,684



Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$10,243,422	\$521,427	\$3,443,203	\$6,278,792		
Secured Grants/Other Sources	\$67,768,416	\$0	\$28,944,827	\$38,823,589		
Proposed Grants/Other Sources	\$0	\$0	\$0	\$0		
Total	\$81,802,284	\$521,427	\$32,388,030	\$45,102,381		

Uptown-Downtown Streetcar Connector (Howard Av)

Extend streetcar track 0.2 miles from Loyola Av down Howard Av 2.5 blocks to connect to St Charles line with complete street elements and redesign Julia St Station

Project #: CIP-2016-01

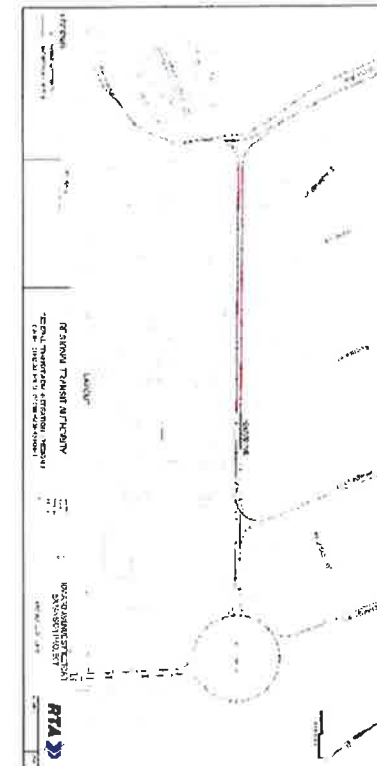
SMP Action: UP2

Project Category: FG - Fixed Guideway

Project Type: Expansion

Project Budget:

Task	Amount
Administration (internal)	\$500,000
Planning/Study	\$0
PM/CM (3rd party)	\$0
Design/Engineering	\$1,000,000
Construction	\$6,000,000
Equipment/Materials	\$2,500,000
Vehicles	\$0
Other	\$0
Total	\$10,000,000



Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$0	\$0	\$0	\$0	\$0	\$0
Secured Grants/Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
Proposed Grants/Other Sources	\$10,000,000	\$0	\$1,000,000	\$4,000,000	\$5,000,000	\$0
Total	\$10,000,000	\$0	\$1,000,000	\$4,000,000	\$5,000,000	\$0

BRT Extension, River District

Extention of BRT route from Caliope 0.8 miles through River District with 1 add stop before crossing CCC Bridge

Project #: CIP-2023-03

SMP Action: CO3

Project Category: FG - Fixed Guideway

Project Type: Expansion

Project Budget:

Task	Amount
Administration (internal)	\$500,000
Planning/Study	\$0
PM/CM (3rd party)	\$0
Design/Engineering	\$1,500,000
Construction	\$8,000,000
Equipment/Materials	\$0
Vehicles	\$0
Other	\$0
Total	\$10,000,000

Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$0	\$0	\$0	\$0	\$0	\$0
Secured Grants/Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
Proposed Grants/Other Sources	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Total	\$10,000,000	\$0	\$0	\$0	\$5,000,000	\$5,000,000

Riverfront Streetcar Extention

Extension of Riverfront Streetcar 0.7 miles into River District

Project #: CIP-2023-04

SMP Action: UP2

Project Category: FG - Fixed Guideway

Project Type: Expansion

Project Budget:

Task	Amount
Administration (internal)	\$900,000
Planning/Study	\$0
PM/CM (3rd party)	\$0
Design/Engineering	\$1,800,000
Construction	\$9,000,000
Equipment/Materials	\$6,300,000
Vehicles	\$0
Other	\$0
Total	\$18,000,000

Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$0	\$0	\$0	\$0	\$0	\$0
Secured Grants/Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
Proposed Grants/Other Sources	\$ 8,000,000	\$0	\$1,000,000	\$6,000,000	\$11,000,000	\$0
Total	\$18,000,000	\$0	\$1,000,000	\$6,000,000	\$11,000,000	\$0

Streetcar Corridor Modernization

Safety, accessibility, and transit priority improvements to streetcar corridors to reduce crashes, improve speed and rider convenience

Project #: CIP-2023-05

SMP Action: UP2

Project Category: FG - Fixed Guideway

Project Type: Modernization

Project Budget:

Task	Amount
Administration (internal)	\$287,500
Planning/Study	\$0
PM/CM (3rd party)	\$0
Design/Engineering	\$575,000
Construction	\$2,875,000
Equipment/Materials	\$2,012,500
Vehicles	\$0
Other	\$0
Total	\$5,750,000

Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0
Secured Grants/Other Sources	\$750,000	\$250,000	\$500,000	\$0	\$0	\$0
Proposed Grants/Other Sources	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$0
Total	\$5,750,000	\$250,000	\$500,000	\$0	\$5,000,000	\$0

Select Bus Corridor Improvements

Safety, stops, and transit priority improvements to high-frequency bus corridors to increase speed, reliability and comfort

Project #: CIP-2023-06

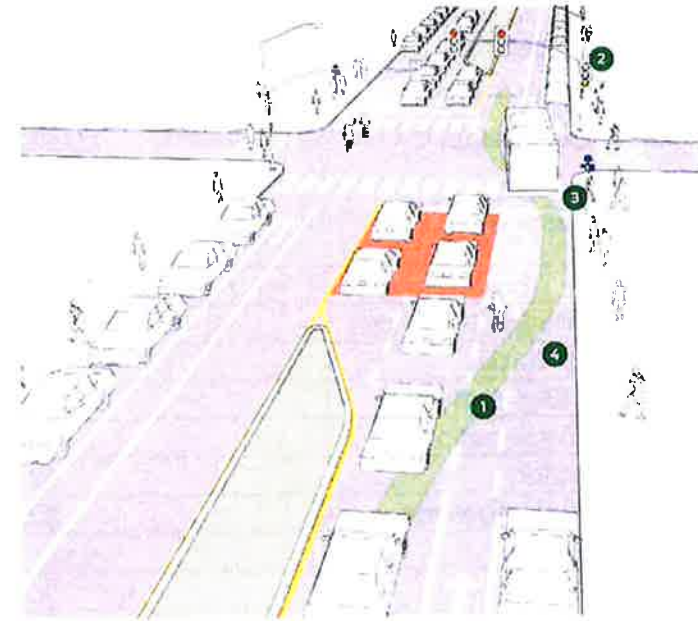
SMP Action: CO1

Project Category: FG - Fixed Guideway

Project Type: Modernization

Project Budget:

Task	Amount
Administration (internal)	\$537,500
Planning/Study	\$0
PM/CM (3rd party)	\$0
Design/Engineering	\$1,075,000
Construction	\$6,987,500
Equipment/Materials	\$2,150,000
Vehicles	\$0
Other	\$0
Total	\$10,750,000



Project Funding Sources:

Source	Total Cost	2024	2025	2026	2027	2028
RTA Local Funds		\$0	\$1,000,000	\$0	\$1,000,000	\$0
Secured Grants/Other Sources		\$550,000	\$200,000	\$0	\$0	\$0
Proposed Grants/Other Sources		\$0	\$4,000,000	\$0	\$4,000,000	\$0
Total	\$10,750,000	\$550,000	\$5,200,000	\$0	\$5,000,000	\$0

ALL PROJECTS BY CATEGORY

Project Name	Project Number	Plan Ref	Project Type	Total Budget	Budget by Year				
					2024	2025	2026	2027	2028
State of Good Repair									
Facilities Improvement Projects 2024	2024-FA-01	PR23	Reliability	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$0
Streetcar System PM	PM-2024-01	TAM	Reliability	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0
Tamping Machine	2024-FL-01	TAM	Reliability	\$900,000	\$900,000	\$0	\$0	\$0	\$0
Asset Management Inventory FY24	OP-2024-01	BR27	Reliability	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0
Fleet									
Service Trucks (2)	2022-FL-02	TAM	Reliability	\$495,000	\$495,000	\$0	\$0	\$0	\$0
Non-Revenue Vehicles (31)	2022-FL-03	TAM	Reliability	\$2,109,660	\$2,000,000	\$0	\$0	\$0	\$0
Support Vehicles (37)	2022-FL-04	TAM	Reliability	\$1,300,000	\$9,840,000	\$0	\$0	\$0	\$0
Zero-Emission Bus Pilot	2023-FL-01	BR28	Modernization	\$5,865,938	\$560,000	\$5,105,938	\$0	\$0	\$0
Fixed-Route Fleet Diversification	2023-FL-03		Reliability	\$3,317,000	\$3,317,000	\$0	\$0	\$0	\$0
FY24 Fleet Replacement (CDBG)	2022-FL-01	TAM	Reliability	\$5,387,600	\$5,387,600	\$0	\$0	\$0	\$0
Zero-Emission, Resilient Fleet	2023-FL-02	BR28	Modernization	\$81,802,684	\$521,427	\$32,388,031	\$45,102,381	\$0	\$0
Paratransit Fleet Replacement FY23	2023-FL-02	TAM	Reliability	\$2,405,000	\$0	\$0	\$0	\$0	\$0
Paratransit Fleet Replacement 2026	CIP-2023-02	TAM	Reliability	\$2,664,000	\$0	\$0	\$2,664,000	\$0	\$0
Airport Express Fleet	CIP-2023-07	CO2	Expansion	\$6,800,000	\$0	\$6,800,000	\$0	\$0	\$0

Project Name	Project Number	Plan Ref	Project Type	Total Budget	Budget by Year				
					2024	2025	2026	2027	2028
Facilities									
Downtown Transit Center	2015-FA-01	PR21	Expansion	\$33,033,631	\$3,078,994	\$8,756,250	\$21,198,387	\$0	\$0
Mobile Security Camera	2016-IT-01	UP9	Modernization	\$10,000	\$10,000	\$0	\$0	\$0	\$0
Algiers Ferry Buildings Renovation	2019-MA-01	UP4	Modernization	\$9,576,336	\$901,803	\$4,058,114	\$4,616,420	\$0	\$0
UPT Admin Office Renovation	2022-FA-01	UP3	Modernization	\$5,000,000	\$1,620,000	\$3,260,000	\$0	\$0	\$0
Interim Downtown Transit Hub Phase 2	2022-FA-04	PR21	Expansion	\$800,000	\$750,000	\$0	\$0	\$0	\$0
Transit Shelter Program 2024-28	2023-FA-01	PR15	Expansion	\$2,500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Passenger Facilities, Phase 1	2023-FA-03	PR23	Expansion	\$10,000,000	\$1,000,000	\$4,000,000	\$4,000,000	\$0	\$0
Security Enhancement Items	2024-FA-02	TAM	Reliability	\$183,345	\$183,345	\$0	\$0	\$0	\$0
All Stops Accessible Program	2024-FA-03	BE7	Modernization	\$10,000,000	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Passenger Facilities, Phase 2	CIP-2023-01	PR23	Expansion	\$30,000,000	\$0	\$0	\$1,500,000	\$9,000,000	\$4,500,000
Fixed Guideway									
Carrollton Double Crossover	2019-FG-01	TAM	Reliability	\$1,692,540	\$722,352	\$0	\$0	\$0	\$0
BRT East-West Bank Corridor	2021-FG-01	CO3	Expansion	\$282,473,949	\$3,500,000	\$13,368,258	\$35,130,968	\$52,696,452	\$63,678,321
St. Charles Downtown Loop - Phase 3	2022-FG-01	TAM	Reliability	\$440,000	\$440,000	\$0	\$0	\$0	\$0
St Charles Downtown Loop - Phase 4	2023-FG-01	TAM	Reliability	\$13,000,000	\$2,000,000	\$12,600,000	\$0	\$0	\$0
Uptown-Downtown Streetcar Connector (Howard Av)	CIP-2016-01	UP2	Expansion	\$10,000,000	\$0	\$1,000,000	\$4,000,000	\$5,000,000	\$0

Project Name	Project Number	Plan Ref	Project Type	Total Budget	Budget by Year				
					2024	2025	2026	2027	2028
BRT Extension, River District	CIP-2023-03	CO3	Expansion	\$10,000,000	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Riverfront Streetcar Extension	CIP-2023-04	UP2	Expansion	\$18,000,000	\$0	\$1,000,000	\$6,000,000	\$11,000,000	\$0
Streetcar Corridor Modernization	CIP-2023-05	UP2	Modernization	\$5,750,000	\$250,000	\$500,000	\$0	\$5,000,000	\$0
Select Bus Corridor Improvements	CIP-2023-06	CO1	Modernization	\$10,750,000	\$550,000	\$5,200,000	\$0	\$5,000,000	\$0
Technology									
Comprehensive Fare Modernization Initiative	2022-IT-02	PR4	Modernization	\$8,636,588	\$561,588	\$8,075,000	\$0	\$0	\$0
EPM Cloud Software	2023-IT-04	UP7	Modernization	\$400,000	\$20,000	\$0	\$0	\$0	\$0
Handheld Radio Replacements	2023-IT-05	UP9	Reliability	\$1,200,000	\$258,000	\$0	\$0	\$0	\$0
Computer Equipment Replacement	2023-IT-06	UP9	Modernization	\$173,265	\$173,265	\$0	\$0	\$0	\$0
Radio Infrastructure Modernization	2023-IT-07	UP9	Modernization	\$1,230,998	\$1,230,998	\$0	\$0	\$0	\$0
Real-time Passenger Displays	2024-IT-01	BR7	Modernization	\$150,000	\$150,000	\$0	\$0	\$0	\$0
Cellular Modem Replacement	2024-IT-02	TAM	Reliability	\$250,000	\$250,000	\$0	\$0	\$0	\$0
Service Delivery Software Modernization	2023-IT-03	BR1	Modernization	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0
Marine									
Algiers Ferry Barges Replacement	2022-MA-01	UP4	Modernization	\$13,670,149	\$1,367,015	\$0	\$0	\$0	\$0
Marine Vessel Repair 2024 Contingency	2024-MA-01	TAM	Reliability	\$500,000	\$500,000	\$0	\$0	\$0	\$0
TJ - USCG Drydock Exam & Overhaul	2024-MA-02	TAM	Reliability	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0

				Total Budget	Budget by Year				
					2024	2025	2026	2027	2028
Summary									
Total Capital Investment Program (CIP)				\$604,367,682	\$51,438,387	\$106,611,590	\$124,712,156	\$98,196,452	\$96,664,254
Secured Awards				\$161,114,120	\$36,748,264	\$60,249,069	\$64,116,788	\$0	\$0
Proposed Funding				\$229,848,200		\$31,081,433	\$44,086,575	\$86,333,062	\$86,333,062
Local (RTA) Funds				\$68,674,586	\$14,690,123	\$15,281,088	\$16,508,794	\$11,863,390	\$10,331,192