



2817 Canal Street
New Orleans, LA 70119

New Orleans Regional Transit Authority
Finance Committee
Meeting Agenda - Final-Revised

Thursday, January 13, 2022

11:00 AM

Virtual

The New Orleans Regional Transit Authority's Board of Commissioners hereby certifies that it will convene a meeting on Thursday, January 13, 2022 electronically via Zoom in accordance with the provisions of La. R.S. 42:17.1(A)(2)(a)-(c).

1. Call To Order

2. Roll Call

3. Consideration of Meeting Minutes

[Finance Committee Meeting Minutes - December 9, 2021]

22-004

4. Committee Chairman's Report

5. Chief Executive Officer's Report

6. Chief Financial Officer's Report

[Financial Statements]

22-007

7. DBE Report

8. Infrastructure & Planning Report

9. Procurements

5339 Bus and Bus Facilities: Large urban Areas

[21-216](#)

Crowd Control Change Order Canal Street Ferry

[22-001](#)

10. New Business

11. Audience Questions & Comments

12. Adjournment



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 22-004

Board of Commissioners

[Finance Committee Meeting Minutes - December 9, 2021]



2817 Canal Street
New Orleans, LA 70119

New Orleans Regional Transit Authority Finance Committee

Meeting Minutes

Thursday, December 9, 2021

11:00 AM

Virtual

1. Call To Order

2. Roll Call

Commissioners Present: Chairman Raymond, Commissioner Walton, Commissioner Tillery and Commissioner Wegner

Commissioner Absent: Commissioner Sarwar

3. Consideration of Meeting Minutes

Commissioner Wegner moved and Commissioner Tillery seconded to approve the Meeting Minutes of October 14, 2021. The motion was approved unanimously.
approved

4. Committee Chairman's Report

Commissioner Raymond stated that the entire Board would like to send its condolences to the Oleander Family.

[Finance Meeting Minutes from October 14, 2021]

[21-185](#)

5. Chief Executive Officer's Report

Alex Wiggins reported that staff has made the necessary investments for the 2022 Budget in technology and staffing especially in the Internal Audit Department. The budget reflects a modest increase.

Alex Wiggins reported that Sales Tax Revenue has been very steady and that in 2022 the RTA's revenue sources should be pretty stable.

6. Chief Financial Officer's Report

Mark Major reported that - Ridership - October's ridership of 635k fell short of the budget by 40% or 423k passengers. This is largely due to a slower than expected pandemic recovery. In contrast, the system rebounded favorably from Hurricane Ida with a 128% increase from September's ridership. Year-to-date comparisons to October actual's show mixed results across the spectrum - when compared to the budget (-3.2%), 2020 actual's (+4.5%) and 2019 pre-COVID actual's (-56.4%).

Mark Major reported that - Operating Cost per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID) - The cost per passenger trip for the month of October dropped dramatically from September, down by \$15.78. The recovery from Hurricane Ida account for this result.

Mark Major reported that - Farebox Recovery Rates 2021 vs. 2019 (Pre-COVID) - Fare revenue continues to offset a significantly lower percentage of operating expenses. October's farebox recovery, however, increased to 8.2% from this year's low of 3.4% in the prior month due to the resurgence from Hurricane Ida.

Mark Major reported that - Ferry - Farebox Recovery Rates 2021 vs. 2019 (Pre-COVID) - Ferry ridership has dropped dramatically because of the pandemic, causing fare revenue to offset a significantly lower percentage of operating expenses. The resurgence from Hurricane Ida was apparent in the increase in farebox recovery from this year's low of 2.4% in September to 7.6% in October.

Mark Major reported that - Operating Revenues (Budget, Actual & Prior Year) - Overall, Operating Revenues display positive results for the month when compared to the prior year. (Note that fare collections were suspended in April 2020.) Passenger Fares, however, when compared to the budget, fared unfavorably by \$521k or 46.9%. CNO sales tax collections through August have been received, exceeding the 8-month projections by \$7.6m or 18.5%.

Mark Major reported that - Operating Revenues (Actual) - Of the \$7.9m in Operating Revenues, 72% or \$5.7m is derived from General Use Sales Taxes.

Mark Major reported that - Operating Expenses - Labor and Fringe Benefits, the largest expenditure at \$5.1M, comprised 70.1% of this month's actual expenses. Staff's massive post-transition payroll analysis and true-up continue. The contrast in 2020 and current year results for Labor and Fringe Benefits and Services is directly related to the transition from the O & M contractual arrangement with Transdev to 100% in-house operations. In total, Operating Expenses for the month compared favorably with the budget with a 26.4% or \$2.6m positive variance.

Mark Major reported that - Net Revenue (Before and After Government Assistance) - Net Revenue (Before Government Assistance) is \$481k for the month of October. This positive position is largely attributable to \$658k in Net Operating Revenue for the month. After applying the month's \$1.2m in Government Operating Assistance, Net Revenue increased to \$1.7m.

Mark Major reported that - Capital Expenditures and Debt Service - As result of the bond refinancing in September 2020, \$1.3m in proceeds were received. This accounts for the

-\$2.1m variance from prior year actuals for the month. The long-term benefits of the bond refinancing are demonstrated by \$2.0m in savings from 2020 actuals through September.

Mark Major reported that - Operating Reserve - The strong positive variance from Net Revenue (After Government Assistance) was offset by \$774k in Debt Service, resulting in only \$933k in Restricted Operating/Capital Reserve

Mark Major reported that -Maritime Operations - Passenger fare revenue for ferry operations increased by \$72k from the prior month and by \$21k from the prior year. This increase is largely due to the Hurricane Ida and pandemic recoveries. October 2021 operating expenses, however, produced unfavorable results - over budget by \$408k and up by \$52k from the prior year.

[October 2021 Financials]

[21-202](#)

[CFO PowerPoint Presentation]

[21-207](#)

7. RTA's 2022 Draft Budget

approved

RTA CY2022 Budget

[21-194](#)

Mark Major reported on the following:

Strategic Mobility Plan Goals

Earn Trust

Be Equitable

Prioritize the Rider Experience

Be Reliable

Connect to Opportunities

Support a Sustainable, Healthy Region

CY2022 Goals and Capital Initiatives

Investing in the Customer Experience

Expand number of Bus Shelters

Building Interim Downtown Transit Center

Improving Customer-facing Technology

Substantial Completion on the Canal St. Ferry Terminal Project

Revamping Fare Structure

Implementation of Prioritized New Links Recommendations

Mark Major reported on the following Operating Expenditures:

Total Operating Expenses - \$115 Million

891 Full Time Equivalents in budget (occupied and vacant)

Casualty and Liability insurance include claims reserves

TMSEL Retirement costs - \$2.1 Million

Projected COVID funding for Operating - \$14.6 Million and additional \$8.3 million in Maritime Operating and Capital Expenditures for a total of \$22.9 million in COVID Funding

Mark Major reported on the following Capital and Maritime Expenditures:
Capital Expenditures include projects that are expected to begin or continue in CY2022

Most projects are partially funded (about 80%) with federal and/or state government grants. There is also a projected local match required in CY22 of \$9.8 million.

Maritime Operations exceed the level of State and Federal funding for CY22 Budget by approximately \$8.3 million.

Alex Wiggins reported that staff was doing outreach with the Legislators and the State to discuss the Maritime Expenditures.

Commissioner Walton stated that there should be some grant possibilities and the State should have some discretionary funding that they can use.

Mark Major reported on the following Government Assistance and Debt Service
Government Assistance for Preventative Maintenance of \$14.9 million and COVID funding of \$22.9 million, leave a net revenue of \$8 million before debt service

Debt Service Expenditures \$8 million in CY22

RTA will evaluate operational and capital needs prior to spending the additional \$59 million allocated ARP (COVID) funding.

In response to Commissioner Wegner, Mark Major stated that the increase in the Budget from this year to last year is \$5 Million.

Mark Major reported that the Budget has funding for 891 position so that is a growth of one position, a wage increase for union and administration employees, fuel was being budgeted at \$2.75 which does not include taxes and the bus service hours were increasing at 50,000, streetcars were increasing by 8,000 hours and Paratransit were increasing by 25,000 hours.

In response to Commissioner Walton, Alex Wiggins reported that the Omicron COVID was known once the Budget was finalized so now staff have to take all of this into consideration and there is a little flexibility but if there is another surge it will have a significant impact on the ridership, revenue and sales tax revenue.

Alex Wiggins reported that the RTA still has the \$59 Million that was received from the feds which is valid through 2024 and this money would be used for the unknown.

Commissioner Walton moved and Commissioner Wegner seconded to approve the motion for the RTA CY2002 Budget. The motion was approved unanimously.

Enactment No: 21-094

[2022 Budget Presentation 12.09.21]

[21-212](#)

8. Cash Reserve Policy Overview

Mark Major reported on the following:

To update guidelines for prudent management and safeguarding of RTA's Investments (existing policy 1997) Ensure compliance with investment practices as outlined in LA R.S 33:2955 Safely Invest RTA's unrestricted capital

To sustain operations through delays in payments of committed funding and to accept grants and reimbursable contracts without jeopardizing ongoing operations

To ensure the long-term sustainability of the organization by preventing chronic cash flow crises

To create an internal line of credit to manage cash flow and maintain financial flexibility

The targeted amount to be attained and maintained in the Cash Reserve Fund is 25% of the Annual Operating Expenses or 3 months expenses on average

Short-term borrowing from the cash reserve fund shall be for a period of no more than (12) months and a repayment plan must be submitted with request

The designated amount of the cash reserve fund will be calculated yearly and submitted for approval with the annual budget

Working capital lag

Future capital improvements

Federal funding shortfalls

Cash flow challenges (short-term only)

Unplanned and unexpected events

The CFO or designee is responsible for managing the fund

Funds borrowed from reserve for longer than 90 days should be replenished through a re-payment plan

CEO can authorize use of the funds up to \$250K

Deputy CEO and CFO must

Complete Request to Utilize Cash Reserve Funds Form

Include repayment means and schedule

Submit request to Board (if over \$250K)

[Policy Framework Slide 12.09.21]

[21-208](#)

9. Investment Policy Overview

Mark Major reported on the following:

To update guidelines for prudent management and safeguarding of RTA's Investments (existing policy 1997) Ensure compliance with investment practices as outlined in LA R.S 33:2955 Safely Invest RTA's unrestricted capital

Ensure the preservation of capital

Mitigate Credit Risk and Interest Rate Risk in the investment portfolio

Growth of investment portfolio (principal and interest)

Maintain sufficient liquidity

Outline suitable investments guided by LA R.S. 33:2955, (i.e. T-bills, bonds)

Ensure Diversification of portfolio by capping percentage of investment types (i.e. no one

investment type to exceed 10% of portfolio)

Policy Applies to the investment of unrestricted funds not held under any bond resolutions/security agreements

Investment Program to be managed by CEO, CFO, DCEO, with no one person allowed to make investment decisions and carry out transactions

Management will recommend to the Board the amount of contributions necessary for the Investment Portfolio

Board approves management of Investment Portfolio and maintains oversight of investment plans and retention of investment managers

Allow for utilization of external investment management companies and establish minimum professional requirements for advisors

Establish Internal controls to ensure that agency's assets are protected from loss. To include conflicts of interests, separation of duties, written confirmation of transactions (wires, etc.)

CFO shall periodically report the status of the Investment Portfolio to the Finance Committee

Quarterly evaluation of Investment Portfolio in consultation with Investment Manager, Finance Committee, CEO, CFO and DCEO

[Policy Framework Slide 12.09.21]

[21-208](#)

10. RTA's Permanent Fare Change

Single-Fare Rides (Bus and Streetcar)

Single-Ride Fare - \$1.25

Single-Ride Fare w/Transfer - \$1.25

Single-Ride Express Fare -

Single-Ride Express Fare w/Transfer -

Single-Ride Senior/disabled Fare - 0.40

Single-Ride (Youth/K-12) - 0.50

Single-Fare Rides (Ferry)

Single Ride Ferry One Fare - \$ 2.00

Single Ride Senior/Disabled Ferry Only Fare - \$1.00

Single-Ride Ferry Only Vehicle Driver Fare - \$ 2.00

Single-Ride Ferry Only Vehicle Driver Plus Trailer Fare - \$5.00

Single-Ride Senior/Disabled Ferry Only Vehicle Driver Fare - \$1.00

Single-Ride Senior/Disabled Ferry Only Vehicle Driver Plus Trailer - \$4.00

Single-Ride Ferry Only Vehicle Additional Passenger Fare - \$1.00

1-DAY Pass

1-Day Jazzy Pass (*Revised Structure Usable on All Modes*) - \$ 3.00

1-Day Jazzy Pass (Senior/Disabled) - 0.80

1-Day Jazzy Pass (Youth / K-12) - \$1.00

Regional Ride - \$ 6.00

3-DAY PASS

3-Day Jazzy Pass (*Revised Structure Usable on All Modes*) - \$8.00

5-DAY PASS

5-Day Jazzy Pass -

7-DAY PASS

7-Day Jazzy Pass (*Revised Structure Usable on All Modes*) - \$15.00

31-DAY PASS

31-Day Jazzy Pass (*Revised Structure Usable on All Modes*) - \$45.00

31-Day Jazzy Pass (Senior/Disabled) - \$14.00

31-Day Jazzy Pass (Youth / K-12) - \$18.00

Commissioner Wegner stated that this was something was going to work and help the riding public and market these fairs.

Commissioner Wegner moved and Commissioner Tillery moved to approve the motion for the RTA's Permanent Fare Change. The motion was approved unanimously.

approved

RTA Permanent Fare Change

[21-191](#)

Enactment No: 21-095

[Fare Change PowerPoint 12.09.21]

[21-209](#)

11. DBE Report

[DBE PowerPoint 12.09.21]

[21-210](#)

Adonis Expose' reported that a total of \$19,999,770 in contracts were awarded and \$7,321,457 was awarded to DBE Prime Contractors and \$78,902 was awarded to SBE Prime Contracts. The total DBE Participation (Commitment) was 37%.

Adonis Expose' reported that current SBE Projects are the Construction Cost Audits, Temporary Staffing-Surveyors, A&E Services, Repair Broken Sewer Lines, Vegetation Control on Streetcar Lines and On Call A&E Services (Awarded in June).

Adonis Expose' reported that the Upcoming DBE/SBE Projects are Facility Maintenance & Construction Support Services, Leadership & Change Management Training, Classification, Compensation, Health & Retirement Benefits Consultant and Napoleon Facility Renovation & Upgrade.

Adonis Expose' reported that a DBE Outreach Events was going to take place with the Urban League of Louisiana on December 10, 2021 at 9:00 am.

In response to Commissioner Wegner, Adonis Expose' stated that RTA overall DBE Goal was 30%.

12. Infrastructure & Planning Report

Lona Hankins reported that the Canal Streetcar Restoration of Service due to the Hard Rock Hotel Collapse was 100% complete and was going to return to service on December 5, 2021.

Lona Hankins reported that the Rampart Streetcar Restoration of Service due to the Hard

Rock Hotel Collapse was scheduled to return in December 2022. Staff was working on the final design and the long lead items were the poles and they were ordered a few months back.

Lona Hankins reported that the Riverfront Streetcar Track and Pole Painting was going on schedule and construction should wrap up by the end of this month.

Lona Hankins reported that the Downtown Loop to Replace Asphalt Pavement with Concrete was 30% Complete. The project was being done in three phases to have as little as an impact to Mardi Gras.

Lona Hankins reported that the RTA was awarded \$18.5 Million from the Raise Grant and the money will be used for Fare Technology Infrastructure (Hardware & Software), Design Standards for neighborhood/regional transfer points and Build Transfer Points and Comfort Stations.

Lona Hankins reported that the RTA has applied for over \$118 Million in federal grants.

Lona Hankins reported that the RTA was asking the State for \$10.6 Million to replace the two maintenance barges in Lower Algiers.

Commissioner Wegner stated that Lona Hankins was doing a great job.

In response to Commissioner Walton, Lona Hankins reported that she has reached out to the City of New Orleans regarding the repairs on St. Charles during Mardi Gras and she was also awaiting a return call from Roadwork NOLA.

[Infrastructure PowerPoint Presentation 12.09.21]

[21-211](#)

13. Procurements

Crowd Control Change Order Canal Street Ferry Terminal

[21-192](#)

Commissioner Wegner moved and Commissioner Tillery seconded to approve the motion for the Crowd Control Change Order Canal Street Ferry Terminal. The motion was approved unanimously.

approved

Enactment No: 21-097

Trapeze Software Support Maintenance

[21-197](#)

Alex Wiggins reported that unfortunately these invoices were being sent to Transdev and the RTA just recently received the back invoices for processing.

Commissioner Wegner moved and Commissioner Walton seconded to approve the Trapeze Software Support Maintenance. The motion was approved unanimously.

approved

Enactment No: 21-098

On-Site Bus Maintenance Service

[21-201](#)

Commissioner Wegner moved and Commissioner Walton seconded to approve the On-Site Bus Maintenance Service. The motion was approved unanimously.
approved

Enactment No: 21-099

14. New Business

None.

15. Audience Questions & Comments

In response to Alex Posorske, Mark Major reported that \$8.3 Million from subsidy funding was going to fund the ferry for CY22.

In response to Alex Posorske, Alex Wiggins reported that bus service would be a combination of full service during the am and pm peak with adjustment during mid-day and that is based on hiring and retaining operators and mechanics and dealing with the maintenance supply chain.

In response to Alex Posorske, Mark Major reported that there is \$1,274,000 for shelter investment in the CY22 Budget.

In response to Commissioner Wegner, Alex Wiggins reported that the RTA was down 8 mechanics and was having a very difficult time retaining mechanics.

Commissioner Wegner stated that staff need to talk to Workforce Development Program so they can develop a Customize Training Program just for the RTA.

16. Adjournment

Commissioner Tillery moved and Commissioner Wegner seconded to adjourn the Finance Committee Meeting. The motion was adopted unanimously.

adjourned



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 22-007

Board of Commissioners

[Financial Statements]

**November 2021
Analysis of Financials**

Budget	Actuals	Variances		Explanation of Variance
		Amount	%age	
<u>Passenger Revenue</u>				
8,569,460	6,372,265	(2,197,195)	(25.64%)	COVID19 and to a much lesser and waning extent Hurricane Ida and the Hard Rock Hotel Collapse continue to have negative impacts on ridership and therefore revenue in November. For the year, ridership is 19.8% below projections and revenue is under 25.6%. However, as compared to 2020 actuals, ridership is 5.3% higher and revenue 0.9%.
<u>Sales Tax</u>				
70,877,769	73,736,559	2,858,790	4.03%	Actual CNO sales tax collections through September have been received. These collections reflect a \$7m positive variance (14.9%) when compared to the budget. When compared to the same time period of 2020, these collections reflect a \$10m positive variance (21.8%).
<u>Labor and Fringe Benefits</u>				
70,904,824	65,574,772	5,330,052	7.52%	Labor and Fringes are below projections, \$5.3m (7.5%) through November. November was the eleventh full month post-transition for all RTA employees. The analysis continues for these two line items as some, but not all, issues have been resolved. Transactions for retirement, vacation and some fringe benefits appear to be at the forefront of this variance.
<u>Services</u>				
10,247,388	8,350,281	1,897,107	18.51%	Most Services line items are under budget. Professional/Technical Services (legal fees, consultants, other outside services, etc.) contributed \$1.3m to this positive variance and Contract Maintenance Services added another \$715k to the overage.
<u>Materials and Supplies</u>				
9,464,524	6,821,590	2,642,934	27.92%	Diesel fuel prices for the month of November were budgeted at \$2.25/gal. (excl. \$0.21/gal. tax). Actual diesel fuel prices for November averaged \$2.46/gal. (before taxes), which was \$0.21/gal. over budget but \$0.12/gal. less than the average price for October. Diesel fuel consumption for November was 23,600 gallons under budget.
<u>Miscellaneous</u>				
495,475	241,487	253,988	51.26%	All Miscellaneous Expense line items, with the exception of Dues and Subscriptions are under budget through November. Travel and Meetings which includes not only travel but also the training budget contributed \$136k to the positive variance and Other Miscellaneous Expenses added another \$122k.

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
November 30, 2021
Unaudited**

	Current Month				Year to Date				Rev. CY2021 Annual Budget
	Budget	Actual	\$ Var.	%Var.	Budget	Actual	\$ Var.	%Var.	
Operating Revenues									
Passenger Fares	960,223	542,569	(417,654)	(43.50%)	8,569,460	6,372,265	(2,197,195)	(25.64%)	9,528,536
General Use Sales Tax	6,471,852	8,154,963	1,683,111	26.01%	62,383,008	63,559,376	1,176,368	1.89%	69,616,254
State Motor Vehicle Sales Tax	514,788	514,788	0	0.00%	5,480,979	5,480,979	0	0.00%	6,056,330
Hotel/Motel Sales Tax	283,062	884,315	601,253	212.41%	3,013,782	4,696,204	1,682,422	55.82%	3,330,146
Other Revenue	141,112	178,014	36,902	26.15%	1,434,439	1,535,698	101,259	7.06%	1,574,550
Total Operating Revenues	8,371,037	10,274,650	1,903,613	22.74%	80,881,668	81,644,523	762,855	0.94%	90,105,816
Operating Expenses									
Labor and Fringe Benefits	6,779,259	5,231,383	1,547,876	22.83%	70,904,824	65,574,772	5,330,052	7.52%	78,663,313
Services	1,027,402	657,113	370,289	36.04%	10,247,388	8,350,281	1,897,107	18.51%	11,274,722
Materials and Supplies	985,563	667,003	318,560	32.32%	9,464,524	6,821,590	2,642,934	27.92%	10,497,230
Utilities	103,723	183,973	(80,250)	(77.37%)	1,360,188	1,289,477	70,711	5.20%	1,491,098
Casualty & Liability	639,750	660,685	(20,935)	(3.27%)	7,134,650	6,996,314	138,336	1.94%	7,774,400
Taxes	36,421	27,775	8,646	23.74%	401,337	310,015	91,322	22.75%	439,880
Miscellaneous	36,968	57,880	(20,912)	(56.57%)	495,475	241,487	253,988	51.26%	532,945
Leases and Rentals	23,569	(2,387)	25,956	110.13%	199,699	182,486	17,213	8.62%	223,268
Total Operating Expenses (excl. Depr.)	9,632,655	7,483,424	2,149,231	22.31%	100,208,085	89,766,421	10,441,664	10.42%	110,896,856
Net Operating Revenue	(1,261,618)	2,791,225	4,052,843	(321.24%)	(19,326,417)	(8,121,898)	11,204,519	(57.98%)	(20,791,040)
TMSEL Legacy Costs									
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%	0
TMSEL Health Benefit Costs	114,750	131,209	(16,459)	(14.34%)	1,264,250	1,275,878	(11,628)	(0.92%)	1,379,000
TMSEL Workers' Compensation Costs	17,500	98,084	(80,584)	(460.48%)	192,500	1,426,967	(1,234,467)	(641.28%)	210,000
TMSEL All Other Costs	45,100	37,191	7,909	17.54%	494,900	474,075	20,825	4.21%	540,000
Total TMSEL Legacy Costs	177,350	266,484	(89,134)	(50.26%)	1,951,650	3,176,921	(1,225,271)	(62.78%)	2,129,000
Net Revenue (Before Gov't. Asst.)	(1,438,968)	2,524,741	3,963,709	(275.46%)	(21,278,067)	(11,298,819)	9,979,248	(46.90%)	(22,920,040)
Maritime Operations									
Passenger Fares	47,893	71,684	23,791	49.68%	601,314	882,885	281,571	46.83%	651,232
Labor and Fringe Benefits	(28,356)	(17,176)	(11,180)	39.43%	(339,769)	(209,529)	(130,240)	38.33%	(368,088)
Services	(349,338)	(411,986)	62,648	(17.93%)	(3,753,384)	(8,058,419)	4,305,035	(114.70%)	(4,074,842)
Materials and Supplies	(90,862)	(34,096)	(56,766)	62.47%	(968,625)	(215,897)	(752,728)	77.71%	(1,049,865)
Casualty and Liability	(105,986)	0	(105,986)	100.00%	(1,165,846)	0	(1,165,846)	100.00%	(1,271,823)
Other Operating Expenses	(33)	(189)	156	(473.45%)	(351)	(5,722)	5,371	(1530.15%)	(382)
Grant Expenses	(930,777)	(2,818,554)	1,887,777	(202.82%)	(10,208,547)	(10,373,776)	165,229	(1.62%)	(11,139,306)
Preventive Maintenance	0	0	0	0.00%	0	435,784	435,784	0.00%	0
Grant Revenues	715,314	2,060,255	1,344,941	188.02%	7,844,454	6,417,468	(1,426,986)	(18.19%)	8,559,739
State Subsidy	742,145	1,150,062	407,917	54.96%	7,990,754	11,127,205	3,136,451	39.25%	8,693,335
Total Maritime Operations	0	0	0	0.00%	0	0	0	0.00%	0
Government Operating Assistance									
Preventive Maintenance	1,026,924	961,648	(65,276)	(6.36%)	11,895,598	13,767,292	1,871,694	15.73%	12,922,523
State Parish Transportation	162,798	162,798	0	0.00%	1,790,778	1,790,778	0	0.00%	1,953,576
COVID Funding - RTA	5,031,981	0	(5,031,981)	(100.00%)	31,766,790	8,309,183	(23,457,607)	(73.84%)	36,798,771
COVID Funding - Ferries	0	0	0	100.00%	0	5,707,949	5,707,949	100.00%	0
Total Government Operating Assistance	6,221,703	1,124,446	(5,097,257)	(81.93%)	45,453,166	29,575,203	(15,877,963)	(34.93%)	51,674,870
Net Revenue (After Gov't. Asst.)	4,782,735	3,649,187	(1,133,548)	(23.70%)	24,175,099	18,276,384	(5,898,715)	(24.40%)	28,754,830

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
November 30, 2021
Unaudited**

	Current Month				Year to Date				CY2021 Annual Budget
	Budget	Actual	\$ Var.	%Var.	Budget	Actual	\$ Var.	%Var.	
Net Revenue (After Gov't. Asst.)	4,782,735	3,649,187	(1,133,548)	-23.70%	24,175,099	18,276,384	(5,898,715)	-24.40%	28,754,830
Government Non-Operating Rev. (Exp.)									
Federal - Capital	983,002	230,877	(752,125)	(76.51%)	17,049,220	9,983,867	(7,065,353)	(41.44%)	23,355,419
Local - Capital	318,427	67,538	(250,889)	(78.79%)	5,965,233	2,573,884	(3,391,349)	(56.85%)	9,541,233
Capital Expenditures	(1,301,429)	(298,415)	1,003,014	(77.07%)	(23,014,453)	(12,557,751)	10,456,702	(45.44%)	(32,896,652)
FEMA Project Worksheets	122,554	5,651	(116,903)	(95.39%)	935,608	226,306	(709,302)	(75.81%)	1,058,160
FEMA Project Worksheet Expenditures	(127,567)	(5,651)	121,916	(95.57%)	(945,634)	(226,307)	719,327	(76.07%)	(1,073,200)
Loss on Valuation of Assets	0	0	0	0	0	(453,530)	(453,530)	(100.00%)	0
Total Gov't. Non-Operating Rev. (Exp.)	(5,013)	0	5,013	(100.00%)	(10,026)	(463,531)	(443,506)	4423.54%	(15,040)
Total Revenues (Expenses) Before Capital Expenditures and Debt	4,777,722	3,649,187	(1,128,535)	(23.62%)	24,165,073	17,822,853	(6,342,220)	(26.25%)	28,739,790
Capital Expenditures									
Interest income - Capital (bonds)	4,000	2,562	(1,438)	(35.96%)	20,000	42,076	22,076	110.38%	24,000
Debt Service	(671,770)	(776,700)	(104,930)	(15.62%)	(7,389,470)	(7,882,691)	(493,221)	(6.67%)	(8,061,240)
Total Capital Expenditures	(667,770)	(774,138)	(106,368)	(15.93%)	(7,369,470)	(7,840,616)	(471,146)	(6.39%)	(8,037,240)
Net Revenue less Capital Expenditures and Principal on Long Term Debt	4,109,952	2,875,049	(1,234,903)	30.05%	16,795,603	9,982,239	(6,813,364)	40.57%	20,702,550
Other Funding Sources									
Restricted Operating / Capital Reserve	(4,109,952)	(2,875,049)	(1,234,903)	30.05%	(16,795,603)	(9,982,239)	(6,813,364)	40.57%	(20,702,550)
Total Other Funding	(4,109,952)	(2,875,049)	(1,234,903)	30.05%	(16,795,603)	(9,982,239)	(6,813,364)	40.57%	(20,702,550)
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%	0
Prior Year CARES Act Funding	0	0	0	0.00%	0	6,370,005	6,370,005	100.00%	0
Depreciation - Local	110,000	94,172	15,828	14.39%	1,210,000	942,643	267,357	22.10%	1,320,000
Depreciation - Federal	1,850,000	1,781,397	68,603	3.71%	20,350,000	17,734,283	2,615,717	12.85%	22,200,000
Total Depreciation	1,960,000	1,875,569	84,431	4.31%	21,560,000	18,676,927	2,883,073	13.37%	23,520,000

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
November 30, 2021
Unaudited**

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Operating Revenues								
Passenger Fares	536,722	542,569	5,847	1.09%	6,317,383	6,372,265	54,882	0.87%
General Use Sales Tax	4,799,801	8,154,963	3,355,162	69.90%	52,121,729	63,559,376	11,437,648	21.94%
State Motor Vehicle Sales Tax	397,440	514,788	117,348	29.53%	4,919,823	5,480,979	561,156	11.41%
Hotel/Motel Sales Tax	295,785	884,315	588,530	198.97%	2,831,935	4,696,204	1,864,269	65.83%
Other Revenue	76,450	178,014	101,564	132.85%	2,013,967	1,535,698	(478,269)	(23.75%)
Total Operating Revenues	6,106,199	10,274,650	4,168,451	68.27%	66,204,837	81,644,523	13,439,686	19.70%
Operating Expenses								
Labor and Fringe Benefits	635,671	5,231,383	(4,595,712)	(722.97%)	7,427,812	65,574,772	(58,146,960)	(782.83%)
Services	7,710,801	657,113	7,053,688	91.48%	77,748,643	8,350,281	69,398,363	89.26%
Materials and Supplies	186,671	667,003	(480,332)	(257.31%)	2,521,791	8,821,590	(4,299,798)	(170.51%)
Utilities	108,915	183,973	(75,058)	(68.91%)	1,211,005	1,289,477	(78,472)	(6.48%)
Casualty & Liability	569,306	660,685	(91,379)	(16.05%)	6,984,043	6,996,314	(12,271)	(0.18%)
Taxes	26,427	27,775	(1,348)	(5.10%)	352,372	310,015	42,357	12.02%
Miscellaneous	8,605	57,880	(49,275)	(572.61%)	112,610	241,487	(128,877)	(114.45%)
Leases and Rentals	9,886	(2,387)	12,073	124.65%	117,309	182,486	(65,177)	(55.56%)
Total Operating Expenses (excl. Depr.)	9,256,083	7,483,424	1,772,658	19.15%	96,475,585	89,766,421	6,709,164	6.95%
Net Operating Revenue	(3,149,884)	2,791,225	5,941,109	(188.61%)	(28,270,748)	(8,121,898)	20,148,850	(71.27%)
TMSEL Legacy Costs								
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%
TMSEL Health Benefit Costs	114,429	131,209	16,780	14.68%	1,260,868	1,275,878	15,010	1.19%
TMSEL Workers' Compensation Costs	16,068	98,084	82,016	510.44%	186,950	1,426,967	1,240,017	663.29%
TMSEL All Other Costs	59,041	37,191	(21,849)	(37.01%)	470,134	474,075	3,941	0.84%
Total TMSEL Legacy Costs	189,538	266,484	76,946	40.60%	1,917,953	3,176,921	1,258,968	65.64%
Net Revenue (Before Gov't. Asst.)	(3,339,422)	2,524,741	5,864,163	(175.80%)	(30,188,701)	(11,298,819)	18,889,882	(62.57%)
Maritime Operations								
Passenger Fares	72,563	71,684	(879)	(1.21%)	473,262	882,885	409,623	86.55%
Labor and Fringe Benefits	(14,886)	(17,176)	(2,290)	15.38%	(108,813)	(209,529)	(100,716)	92.56%
Services	(677,212)	(411,986)	265,226	(39.16%)	(8,981,235)	(8,058,419)	922,815	(10.27%)
Materials and Supplies	(10,165)	(34,096)	(23,931)	235.42%	(206,308)	(215,897)	(9,589)	4.65%
Casualty and Liability	0	0	0	0.00%	0	0	0	0.00%
Other Operating Expenses	(35)	(189)	(154)	443.17%	(25,288)	(5,722)	19,566	(77.37%)
Grant Expenses	(1,384,036)	(2,818,554)	(1,434,518)	103.65%	(2,940,019)	(10,373,776)	(7,433,757)	252.85%
Preventive Maintenance	0	0	0	0.00%	485,000	435,784	(49,216)	(10.15%)
Grant Revenues	1,009,537	2,060,255	1,050,718	104.08%	1,418,212	6,417,468	4,999,256	352.50%
State Subsidy	1,004,234	1,150,062	145,828	14.52%	9,885,189	11,127,205	1,242,016	12.56%
Total Maritime Operations	0	0	0	0.00%	0	0	0	0.00%
Government Operating Assistance								
Preventive Maintenance	1,595,722	961,648	(634,074)	(39.74%)	12,409,575	13,767,292	1,357,718	10.94%
State Parish Transportation	162,798	162,798	0	0.00%	1,797,921	1,790,778	(7,143)	(0.40%)
COVID Funding - RTA	0	0	0	0.00%	34,727,001	8,309,183	(26,417,818)	(76.07%)
COVID Funding - Ferries	0	0	0	0.00%	0	5,707,949	5,707,949	100.00%
Total Government Operating Assistance	1,758,520	1,124,446	(634,074)	(36.06%)	48,934,497	29,675,203	(19,359,294)	(39.56%)
Net Revenue (After Gov't. Asst.)	(1,580,902)	3,649,187	5,230,089	(330.83%)	18,745,796	18,276,384	(469,412)	(2.50%)

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
November 30, 2021
Unaudited**

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Net Revenue (After Gov't. Asst.)	(1,580,902)	3,649,187	5,230,089	-330.83%	18,745,796	18,276,384	(469,412)	-2.50%
Government Non-Operating Rev. (Exp.)								
Federal - Capital	273,985	230,877	(43,107)	(15.73%)	7,892,333	9,983,867	2,091,534	26.50%
Local - Capital	(88,805)	67,538	156,343	(176.05%)	1,727,097	2,573,884	846,787	49.03%
Capital Expenditures	(185,179)	(298,415)	(113,236)	61.15%	(9,619,430)	(12,557,751)	(2,938,321)	30.55%
FEMA Project Worksheets	0	5,651	5,651	100.00%	(259,960)	228,306	486,266	(187.05%)
FEMA Project Worksheets Expenditures	0	(5,651)	(5,651)	100.00%	259,960	(226,307)	(486,267)	(187.05%)
Loss on Valuation of Assets	0	0	0	0.00%	0	(453,530)	(453,530)	100.00%
Total Gov't. Non-Operating Rev. (Exp.)	0	0	0	0.00%	1	(453,531)	(453,531)	0.00%
Total Revenues (Expenses) Before Capital Expenditures and Debt	(1,580,902)	3,649,187	5,230,089	(330.83%)	18,745,797	17,822,853	(922,943)	(4.92%)
Capital Expenditures								
Interest Income - Capital (bonds)	9,477	2,562	(6,916)	(72.97%)	104,927	42,078	(62,851)	(59.90%)
Debt Service	(626,533)	(776,700)	(150,167)	23.97%	(9,182,508)	(7,882,691)	(1,299,817)	14.16%
Total Capital Expenditures	(617,056)	(774,138)	(157,083)	25.46%	(9,077,581)	(7,840,615)	1,236,966	(13.63%)
Net Revenue less Capital Expenditures and Principal on Long Term Debt	(2,197,957)	2,875,049	5,073,006	230.81%	9,668,216	9,982,239	314,023	(3.25%)
Other Funding Sources								
Restricted Operating / Capital Reserve	2,197,957	(2,875,049)	(5,073,008)	(230.81%)	(9,668,216)	(9,982,239)	(314,023)	3.25%
Total Other Funding	2,197,957	(2,875,049)	(5,073,008)	(230.81%)	(9,668,216)	(9,982,239)	(314,023)	3.25%
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%
Prior Year CARES Act Funding	0	0	0	0.00%	0	6,370,005	6,370,005	100.00%
Depreciation - Local	94,288	94,172	116	0.12%	1,037,164	942,643	94,520	9.11%
Depreciation - Federal	1,730,040	1,781,397	(51,357)	(2.97%)	19,653,991	17,734,283	1,919,708	9.77%
Total Depreciation Expense	1,824,328	1,875,569	(51,241)	(2.81%)	20,691,155	18,676,927	2,014,228	9.73%

REGIONAL TRANSIT AUTHORITY
STATEMENT OF NET POSITION
AS OF NOVEMBER 30, 2021 AND 2020

	2021	2020
ASSETS AND DEFERRED OUTFLOW OF RESOURCES		
CURRENT ASSETS:		
Cash	\$ 46,048,745	56,839,296
Accounts Receivable (net)	41,437,704	34,100,975
Prepaid Expenses and other assets	3,527,664	3,335,999
Inventory	657,668	
Total Current Assets	91,671,782	94,276,270
Restricted assets, cash and investments		
Ferry Operating Subsidy	0	0
1991 series bond trustee accounts	-1	9,262,393
2020 series bond trustee accounts	9,771,902	5,914,483
2000 series bond trustee accounts	0	0
2010 series bond trustee accounts	396,045	396,017
Self-Insurance Reserve	1,415,000	1,415,000
Total restricted assets	11,582,946	16,987,893
Net Pension Assets	7,541,497	0
Net OPEB Assets	0	0
Property, buildings and equipment, net	279,967,619	276,509,319
Total noncurrent assets	287,509,116	276,509,319
TOTAL ASSETS	390,763,843	387,773,480
DEFERRED OUTFLOW OF RESOURCES		
Deferred charges - prepaid bond	364,588	1,149,909
Pension deferrals	131,355	10,823,831
OPEB deferrals	1,079,252	1,016,927
Total Deferred Outflows of Resources	1,575,195	12,990,667
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	\$ 392,339,039	\$ 400,764,150

REGIONAL TRANSIT AUTHORITY
STATEMENT OF NET POSITION
AS OF NOVEMBER 30, 2021 AND 2020

	2021	2020
LIABILITIES, DEFERRED INFLOW OF RESOURCES AND NET POSITION		
CURRENT LIABILITIES (PAYABLE FROM CURRENT ASSETS)		
Accounts payable, accrued expenses, and deferred credits	\$ 28,628,456	30,235,040
Current portion of legal and small claims	2,772,120	3,151,243
Current portion of OPEB Liability	1,207,351	
Due to Transdev	235,614	235,615
	<u>32,843,541</u>	<u>33,621,897</u>
Total Current Liabilities (payable from current assets)	32,843,541	33,621,897
CURRENT LIABILITIES (PAYABLE FROM RESTRICTED ASSETS)		
Current portion of accrued bond interest	1,377,600	1,981,541
Current portion of bonds payable net	4,358,750	1,475,000
Current portion of debt service assistance fund loan		0
	<u>5,736,350</u>	<u>3,456,541</u>
Total Current Liabilities (payable from restricted assets)	5,736,350	3,456,541
LONG-TERM LIABILITIES		
Accrued bond interest less current portion	-	7,781,882
Legal and small claims less current portion	15,085,303	14,677,351
Bonds-Payable less current portion net	95,953,699	99,714,999
Net Pension Liability		32,096,048
Total OPEB Liability	5,783,026	7,737,191
Debt service assistance fund loan less current portion	-	
	<u>116,822,028</u>	<u>162,007,469</u>
Total long-term liabilities	116,822,028	162,007,469
TOTAL LIABILITIES	155,401,918	199,085,906
DEFERRED INFLOW OF RESOURCES		
Pension Deferrals	11,196,614	25,335
OPEB Deferrals	186,423	835,374
Deferred Refunding Gain	2,627,278	
TOTAL DEFERRED INFLOWS OF RESOURCES	14,010,315	860,709
NET POSITION		
Invested in capital assets, net of related debt	178,277,570	165,555,898
Restricted for Debt Service	11,582,946	16,987,893
Unrestricted	33,066,290	18,273,744
	<u>222,926,806</u>	<u>200,817,535</u>
Total net position	222,926,806	200,817,535
TOTAL LIABILITIES, DEFERRED INFLOW OF RESOURCES, AND NET POSITION	\$ 392,339,039	\$ 400,764,150

Regional Transit Authority
 Financial Performance Indicators
 November 30, 2021
 (Excludes Ferry Operations)

	Company-wide		Fixed Route Bus		Streetcar		Paratransit	
	Current Mo.	Year-to-date	Current Mo.	Year-to-date	Current Mo.	Year-to-date	Current Mo.	Year-to-date
Ridership (Unlinked Trips)	593,048	6,435,616	406,436	4,116,108	172,996	2,190,079	13,616	129,429
Total Platform Hours	66,163	683,761	43,509	439,003	13,581	136,100	9,073	108,658
Passenger Revenue	542,569	6,372,265	388,394	3,977,596	133,937	2,193,784	20,238	200,885
Operating Expenses	7,483,424	89,766,421	4,373,220	50,455,998	1,991,602	24,493,497	1,118,602	14,816,926
Operating Cost Per Platform Hour	113.11	131.28	100.51	114.93	146.65	179.97	123.29	136.36
Annual Budgeted Cost Per Platform Hour		140.47		132.69		185.29		119.88
Farebox Recovery Rate	7.25%	7.10%	8.88%	7.88%	6.73%	8.96%	1.81%	1.36%
Operating Cost Per Unlinked Trip	12.62	13.95	10.76	12.26	11.51	11.18	82.15	114.48
Passenger Revenue Per Unlinked Trip	0.91	0.99	0.96	0.97	0.77	1.00	1.49	1.55
Subsidy per Unlinked Trip	11.71	12.96	9.80	11.29	10.74	10.18	80.66	112.93

**Regional Transit Authority
Financial Performance Indicators
Current to Prior Year Comparison**

REPORT FOR THE MONTH

	Company-wide			Fixed Route Bus			Streetcar			Paratransit		
	For the Month Ended November 30, 2021	2020	Variance	For the Month Ended November 30, 2021	2020	Variance	For the Month Ended November 30, 2021	2020	Variance	For the Month Ended November 30, 2021	2020	Variance
Ridership (Unlinked Trips)	593,048	513,035	80,013	406,436	333,659	72,777	172,996	169,039	3,957	13,616	10,337	3,279
Total Platform Hours	66,163	64,745	1,418	43,509	40,137	3,372	13,581	16,156	(2,575)	9,073	8,452	621
Passenger Revenue	542,569	536,722	5,847	388,394	344,836	43,558	133,937	175,532	(41,594)	20,238	16,355	3,884
Operating Expenses	7,483,424	9,256,083	(1,772,658)	4,373,220	5,508,350	(1,135,130)	1,991,602	2,481,819	(490,217)	1,118,602	1,265,914	(147,312)
Operating Cost Per Platform Hour	113.11	142.96	(29.85)	100.51	137.24	(36.73)	146.65	153.62	(6.97)	123.29	149.77	(26.48)
Annual Budgeted Cost Per Plat. Hour	140.47	123.38	17.09	132.69	123.89	8.80	185.29	137.82	47.47	119.88	100.14	19.74
Farebox Recovery Rate	7.25%	5.80%	1.45%	8.88%	6.26%	2.62%	6.73%	7.07%	-0.35%	1.81%	1.29%	0.52%
Operating Cost Per Unlinked Trip	12.62	18.04	(5.42)	10.76	16.51	(5.75)	11.51	14.68	(3.17)	82.15	122.46	(40.31)
Passenger Revenue Per Unlinked Trip	0.91	1.05	(0.14)	0.96	1.03	(0.07)	0.77	1.04	(0.27)	1.49	1.58	(0.09)
Subsidy per Unlinked Trip	11.71	16.99	(5.28)	9.80	15.48	(5.68)	10.74	13.64	(2.90)	80.66	120.88	(40.22)

**Regional Transit Authority
Financial Performance Indicators
Current to Prior Year Comparison**

YEAR-TO-DATE REPORT

	Company-wide			Fixed Route Bus			Streetcar			Paratransit		
	For 11 Months Ending November 30, 2021	2020	Variance	For 11 Months Ending November 30, 2021	2020	Variance	For 11 Months Ending November 30, 2021	2020	Variance	For 11 Months Ending November 30, 2021	2020	Variance
Ridership (Unlinked Trips)	6,435,616	6,105,079	330,537	4,116,108	4,122,558	(6,450)	2,190,079	1,858,192	331,887	129,429	124,329	5,100
Total Platform Hours	683,761	712,799	(29,038)	439,003	448,479	(9,476)	136,100	156,063	(19,964)	108,658	108,256	402
Passenger Revenue	6,372,265	6,317,383	54,882	3,977,596	4,198,606	(221,010)	2,193,784	1,918,668	275,116	200,885	200,109	775
Operating Expenses	89,766,421	96,475,585	(6,709,164)	50,455,998	59,275,762	(8,819,764)	24,493,497	23,753,008	740,489	14,816,926	13,446,816	1,370,110
Operating Cost Per Platform Hour	131.28	135.35	(4.07)	114.93	132.17	(17.24)	179.97	152.20	27.77	136.36	124.21	12.15
Annual Budgeted Cost Per Plat. Hour	140.47	123.38	17.09	132.69	123.89	8.80	185.29	137.82	47.47	119.88	100.14	19.74
Farebox Recovery Rate	7.10%	6.55%	0.55%	7.88%	7.08%	0.80%	8.96%	8.08%	0.88%	1.36%	1.49%	-0.13%
Operating Cost Per Unlinked Trip	13.95	15.80	(1.85)	12.26	14.38	(2.12)	11.18	12.78	(1.60)	114.48	108.16	6.32
Passenger Revenue Per Unlinked Trip	0.99	1.03	(0.04)	0.97	1.02	(0.05)	1.00	1.03	(0.03)	1.55	1.61	(0.06)
Subsidy per Unlinked Trip	12.96	14.77	(1.81)	11.29	13.36	(2.07)	10.18	11.75	(1.57)	112.93	106.55	6.38



Board Report and Staff Summary

File #: 21-216

Finance Committee

5339 Bus and Bus Facilities: Large urban Areas

DESCRIPTION: Grant application for federal funds to replace non-revenue vehicles	AGENDA NO: Click or tap here to enter text.
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

RECOMMENDATION:

To authorize the Chief Executive Officer to seek federal funds in the amount of \$1,687,728, to purchase non-revenue vehicles that has been utilized beyond industry standard service life and beyond the years required by the FTA. Additionally, the total number of vehicles in the non-revenue fleet is increasing as the agency focuses its efforts on being reliable and improving the customer experience. The local match is \$411,432 and the total project amount will be \$2,099,160.

ISSUE/BACKGROUND:

The State of Louisiana DOTD is receiving applications from the large urban areas for FTA 5339 Bus and Bus Facilities grants. If awarded, the applicant would be direct grantee to the FTA and not LA DOTD.

DISCUSSION:

The New Orleans Regional Transit Authority (RTA) is requesting \$1,687,728 to fund the replacement of 4 SUV's, 2 passenger vans, 1 utility van, 10 half-ton pickup trucks, 11 one-ton pickup trucks, 2 one-ton welding truck, and a midsized wrecker. These non-revenue vehicles are to replace vehicles that, surpass the Federal Transit Authority (FTA) minimum required years of use and will be retired, and increase the fleet to efficiently support the agency's continuous improvement efforts.

The non-revenue fleet plays a critical role in the success of any agency. Daily supervision, critical support staff all require vehicles that are safe and reliable to support the daily operations and ensure the rider experience is premium. The ability to respond timely and reliable to mechanical problems that occur when the buses are on the route is a requirement of any transit agency. 19 vehicles that are part of this request have surpassed the number of years of service required by the Federal Transit Authority (FTA) and will be retired once the replacements are placed into service.

The 4 SUVs would be hybrid vehicles, in addition to helping to meet many of the Federal, State and Local government environmental initiatives, these vehicles are best suited for weather and road conditions of New Orleans. The City of New Orleans is undergoing a major roads reconstruction program and the frequent rainstorms often lead to street flooding so a vehicle that suited for this environment is best. The hybrid technology has the potential to save the agency roughly \$3,500 per year, per vehicle due to the savings from not idling the gas engine and miles per gallon savings of a

hybrid.

Additionally, as we move to increase our On-Time Performance (OTP) and service reliability across all modes our fleet of trucks that mechanics use to respond to road calls, rail track maintenance and safety conditions need to be reliable. Although RTA staff adhere strictly to OEM-recommended preventive maintenance schedules, breakdowns and road calls for the bus fleet have gradually risen in past years as the fleet ages. The ability to respond to field repairs in the shortest amount of time will greatly reduce the downtime and increase the OTP.

FINANCIAL IMPACT:

The RTA will be responsible for the local match if the grant is awarded. That amount is expected to be \$411,432.

NEXT STEPS:

Submission of the grant application to LA DOTD. The submission deadline is February 1, 2022.

ATTACHMENTS:

None.

Prepared By: Lona Edwards Hankins, lhankins@rtaforward.org
Title: Deputy CEO Planning, Infrastructure and Information Technology

Reviewed By: Lona Edwards Hankins, lhankins@rtaforward.org
Title: Deputy CEO Planning, Infrastructure and Information technology

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial Officer

Signed By: Mark A. Major
Deputy CEO Administration & Finance (for)

1/4/2022

Alex Wiggins
Chief Executive Officer

Date



Regional Transit Authority
2817 Canal Street
New Orleans, LA 70119-6301

504.827.8300

www.norta.com

RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO ALLOW STAFF TO SUBMIT A GRANT APPLICATION FOR
FEDERAL FUNDS TO REPLACE NON-REVENUE VEHICLES**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, the State of Louisiana DOTD is receiving applications from the large urban areas for FTA 5339 Bus and Bus Facilities grants. If awarded, the applicant would be direct grantee to the FTA and not LA DOTD; and

WHEREAS, the New Orleans Regional Transit Authority (RTA) is requesting \$1,687,728 to fund the replacement of 4 SUV's, 2 passenger vans, 1 utility van, 10 half-ton pickup trucks, 11 one-ton pick-up trucks, 11 one-ton pickup trucks, 2 one-ton welding truck, and a midsize wrecker; and

WHEREAS, these non-revenue vehicles are to replace vehicles that, surpass the Federal Transit Authority (FTA) minimum required years of use and will be retired, and increase the fleet to efficiently support the agency's continuous improvement efforts; and

WHEREAS, the non-revenue fleet plays a critical role in the success of any agency. Daily supervision, critical support staff all require vehicles that are safe and reliable to support the daily operations and ensure the rider experience is premium; and



RESOLUTION NO. _____

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WHEREAS, the ability to respond timely and reliable to mechanical problems that occur when the buses are on the route is a requirement of any transit agency; and

WHEREAS, the nineteen 19 vehicles that are part of this request have surpassed the number of years of service required by the Federal Transit Authority (FTA) and will be retired once the replacements are placed into service; and

WHEREAS, the 4 SUVs would be hybrid vehicles, in addition to helping to meet many of the Federal, State and Local government environmental initiatives, these vehicles are best suited for weather and road conditions of New Orleans; and

WHEREAS, the City of New Orleans is undergoing a major roads reconstruction program and the frequent rainstorms often lead to street flooding so a vehicle that is suited for this environment is best; and

WHEREAS, the hybrid technology has the potential to save the agency roughly \$3,500 per year, per vehicle due to the savings from not idling the gas engine and miles per gallon savings of a hybrid; and

WHEREAS, additionally, as we move to increase our On-Time Performance (OTP) and service reliability across all modes our fleet of trucks that mechanics use to respond to road calls, rail track maintenance and safety conditions need to be reliable; and

WHEREAS, although RTA staff adhere strictly to OEM-recommended preventive maintenance schedules, breakdowns and road calls for the bus fleet have gradually risen in past years as the fleet ages; and



RESOLUTION NO. _____

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WHEREAS, the ability to respond to field repairs in the shortest amount of time will greatly reduce the downtime and increase the OTP; and

WHEREAS, the RTA will be responsible for the local match if the grant is awarded. That amount is expected to be \$411,432.00; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, is authorized to allow staff to submit a Grant Application for Federal Funds to replace non-revenue vehicles.

THE FOREGOING WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREOF AND RESULTED AS FOLLOWS:

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 25TH DAY OF JANUARY, 2022.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



Board Report and Staff Summary

File #: 22-001

Finance Committee

Crowd Control Change Order Canal Street Ferry

DESCRIPTION: Ratify administrative action taken to award contract with LabMar Ferry LLC. for crowd control training and services at Canal Street Ferry Terminal	AGENDA NO: Click or tap here to enter text.
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

RECOMMENDATION:

To ratify the Chief Executive Officer’s action for Crowd Control services with LabMar Ferry LLC in the not to exceed amount of \$129,200.00.

ISSUE/BACKGROUND:

The Board previously approved a contract in the amount \$109,200.00 for the period of January 2022 through March 2023 at their December 14, 2021 meeting. Additionally, staff entered a requisition in the amount of \$20,000 to cover crowd control training and staffing for November and December of 2021.

In accordance with the State Fire Marshall’s guidelines for crowd control, a person is required to be present when there are more than 50 persons onboard the ferry barge at Canal Street Terminal. Crowd control is only required at the temporary facility because there is no secondary egress.

DISCUSSION:

The ratification is requested in an abundance of caution and to avoid any appearance of a split procurement.

Twenty-Five crew members are being trained by an approved State Fire Marshall online course which the certificate is valid for 2 years. The cost of the additional deck hand required for crowd control is ~\$240.00 per day or an average of \$7280.00 per month. The projected timeline is November 2021 through March 2023.

FINANCIAL IMPACT:

The project is funded through grant number LA95006.1047.123405 in the amount of \$129,200.00.

NEXT STEPS:

UPON RTA Board approval, staff will issue a Notice to Proceed (NTP) on training to LabMar.

ATTACHMENTS:

1. Resolution

Prepared By: Darrell LaFrance, lfrance@rtaforward.org
Title: Project Manager, III

Reviewed By: Lona Edwards Hankins, lhankins@rtaforward.org
Title: Deputy CEO of Planning, Infrastructure and Information Technology

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial Officer



1/10/2022

Alex Wiggins
Chief Executive Officer

Date



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2817 Canal Street
New Orleans, LA 70119-6301

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RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**REQUEST AUTHORIZATION TO RATIFY ADMINISTRATIVE ACTION TAKEN TO
AWARD CONTRACT TO LABMAR FERRY LLC FOR CROWD CONTROL TRAINING
AND SERVICES AT CANAL STREET FERRY TERMINAL (CSFT)**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, the Board previously approved a contract in the amount of \$109,200.00 for the period of January 2022 through March 2023 at the December 2021 meeting; and

WHEREAS, additionally, staff entered a requisition in the amount of \$20,000 to cover crowd control training and staffing for November and December of 2021; and

WHEREAS, the crowd control is required to follow the State Fire Marshall guidelines for crowd control, a person will be required to be present when there are more than fifty (50) persons on board the ferry barge at Canal Street Terminal; and

WHEREAS, crowd control is only required at the temporary facility because there is no secondary egress; and

WHEREAS, the ratification is being requested in an abundance of caution and to avoid any appearance of a split procurement; and



RESOLUTION NO. _____

Page 2

WHEREAS, twenty-five (25) crew members are being trained by an approved State Fire Marshall online course which the certificate is valid for two (2) years. The cost of the additional deck hand required for crowd control is ~\$240.00 per day or an average of \$7280.00 per month; and

WHEREAS, the projected timeline is November 2021 through March 2023; and

WHEREAS, the project is funded by grant funds LA95006.1047.123405 in the amount of \$109,200.00; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorization to ratify administrative action taken to award contract with LabMar Ferry LLC. for Crowd Control training and services at Canal Street Ferry Terminal.

THE FOREGOING WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREOF AND RESULTED AS FOLLOWS:

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 25TH DAY OF JANUARY, 2022.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



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