



Regional Transit Authority Board Meeting

Downtown Regional Transit Center Status Update

October 2021



Locally Preferred Alternative (LPA)

- Based on Alternatives Analysis study
- LPA adopted by Board in March 2021

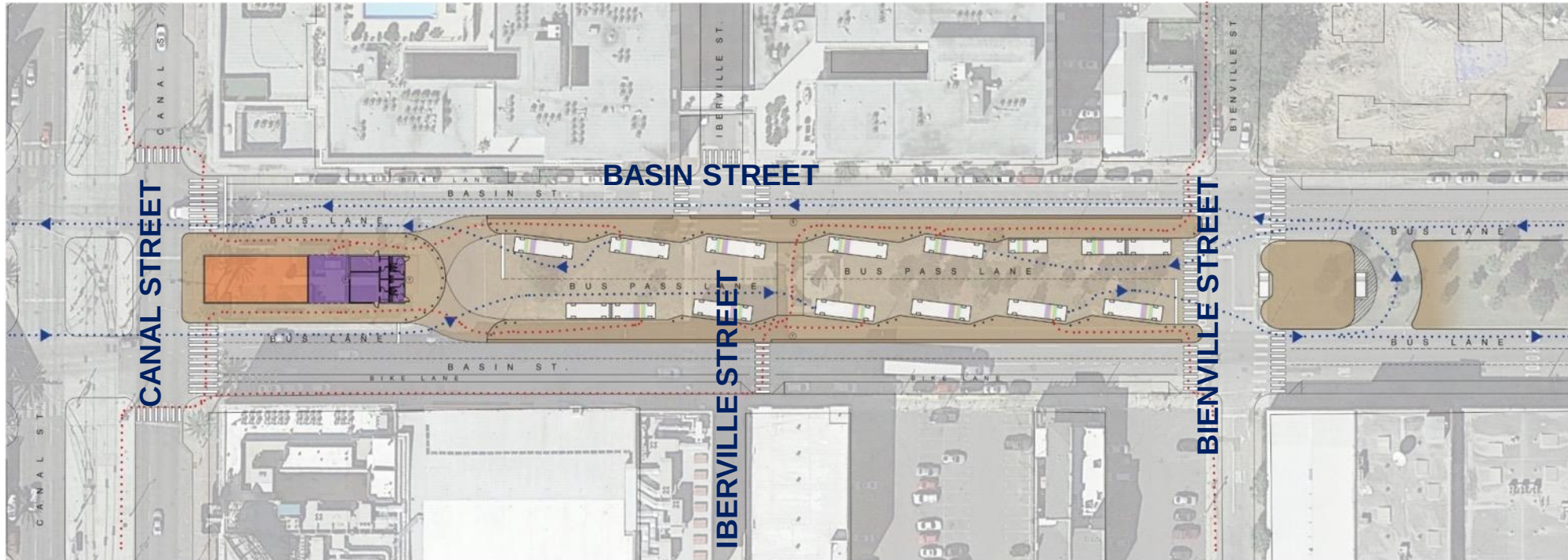
Basin Street at Canal Street



Left: site today
Above: site in 1950's

Basin Street

Layout Concept

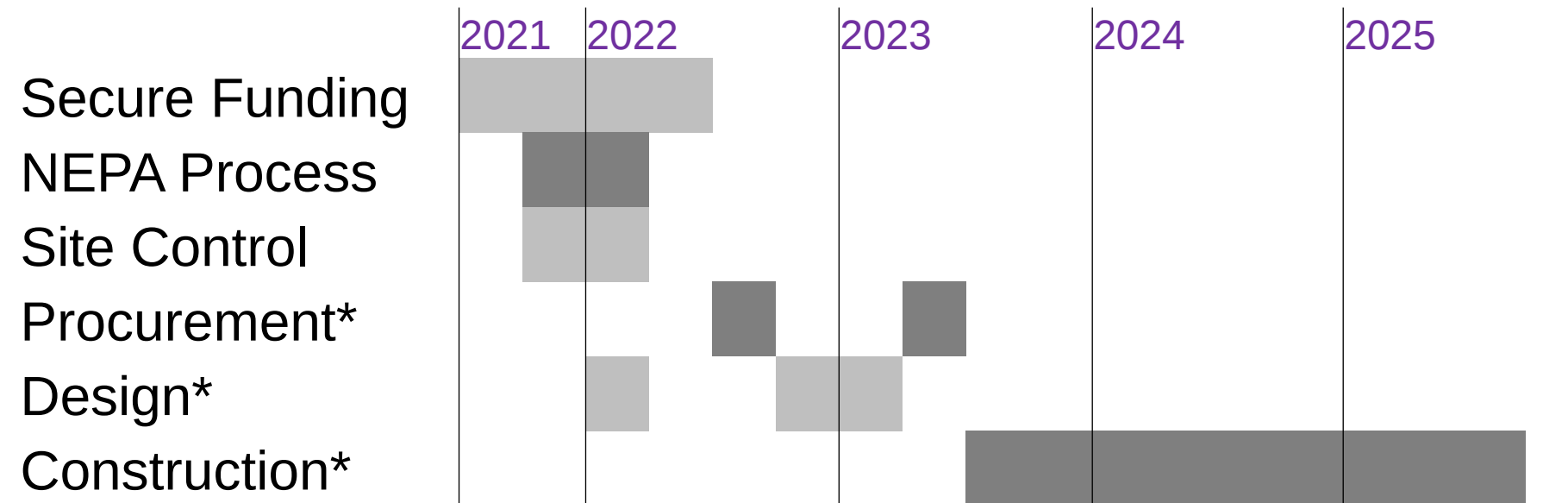




Next Steps

- Grant application (due November 2021)
- Site control
- NEPA process
- Design program

Estimated Timeline



**Assumes successful FTA 5339(b) grant award*

Cost Estimate

Task	Cost	Funding Source	
		Federal	Local
Design/Engineering	\$3,116,047	\$2,492,838	\$623,209
Construction	\$17,311,374	\$13,849,099	\$3,462,275
<i>Subtotal</i>	<i>\$20,427,421</i>	<i>\$16,341,937</i>	<i>\$4,085,484</i>
Contingency	\$2,042,742	\$1,634,194	\$408,548
Escalation	\$1,021,371	\$817,097	\$204,274
Total Estimate	\$23,491,535	\$18,793,228	\$4,698,307

Potential Funding Sources

Grant Sources

- FTA Bus and Bus Facilities FY2021 (5339b) - competitive grant
- Infra Grant – competitive
- RAISE FY2022 Grant – Competitive DOT: Transit, State, Municipalities

Financed Sources

- Bond sale – RTA issue
- Green bonds – Finance New Orleans green bank

RTA Self-Generated Revenue