



2817 Canal Street
New Orleans, LA 70119

New Orleans Regional Transit Authority
Board of Commissioners
Meeting Agenda - Final-Revised

Tuesday, April 28, 2026

10:00 AM

RTA Board Room

The New Orleans Regional Transit Authority (RTA) Board of Commissioners will hold an in-person public meeting on Tuesday, April 28, 2026, at 10:00 am. The meeting will begin at the scheduled time but may be delayed until a quorum is present and will be live streamed on the RTA website; masks are optional. Written public comments on agenda items may be submitted by 1) completing a speaker card on the day of the meeting; 2) email to rtaboard@rtafoward.org prior to the meeting; 3) U.S. mail to RTA, Office of Board Affairs, 2817 Canal Street, New Orleans, LA 70119. This meeting is accessible to persons with disabilities, and accommodation requests must be made at least 72 hours in advance by contacting the Office of Board Affairs at 504-827-8341 or rtaboard@rtafoward.org.

1. Call to Order

2. Roll Call

3. Consideration of Meeting Minutes

[02.24.26 Board Minutes]

[26-046](#)

4. Informational Reports

A. RTA Chairman's Report

B. Committee Assignments

- Operations Committee
- Executive Committee

C. Executive Committee Chairman's Report

D. Operations & Administration Committee Chairman's Report

E. Finance Committee Chairman's Report

F. RTA General Counsel's Report

G. RTA Chief Executive Officer's Report

H. Paratransit Software Modernization: Software Transition, Operational Impacts and Interim Service

I. ADA Compliance and Customer Service: Performance Overview and Service Enhancements

J. Chief Transit Officer's Report

K. RTA Chief Financial Officer's Report

[January 2026 Financials] **26-048**

[February Financials 2026] **26-049**

5. Consent Agenda (None)

6. Items Requiring Board Action (Public Comment will be taken prior to Board vote on each item in accordance with La. R.S. 42:14 (D))

Contract Award For Paratransit Eligibility Assessment Services [25-171](#)

Adoption of Algiers Service Improvement Plan and Acceptance of Associated Title VI Service Equity Analysis [26-034](#)

Carrollton Double Crossover Widening-Contract Award (IFB2026-004) [26-040](#)

Cooperative Endeavor Agreement with City of New Orleans for Installation and Maintenance of Battery Electric Bus Charging Infrastructure at East New Orleans Regional Library [26-041](#)

7. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)

8. General Public Comment (Informational Items)

Communications Received by the Board

[T. Ramsey Communication] [26-047](#)

9. Executive Session (2/3RDS VOTE TO Consider)

- Briefing from Legal Counsel on Pending or Anticipated Litigation pursuant to La. R.S. 42:17 (A) (2)

- Personnel Matters: Review and Discussion of Employment Agreements and Amendments for Board-Appointed Officials pursuant to La R.S. 42:17 (A)(1) for:

Lona Hankins, Chief Executive Officer

Yolanda Rodriguez, Chief of Board Affairs

10. Adjournment

[04.28.26 Board Presentation]

26-056



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 26-046

Board of Commissioners

[02.24.26 Board Minutes]



2817 Canal Street
New Orleans, LA 70119

New Orleans Regional Transit Authority Board of Commissioners

Meeting Minutes - Draft

Tuesday, February 24, 2026

10:00 AM

RTA Board Room

The New Orleans Regional Transit Authority (RTA) Board of Commissioners will hold an in-person public meeting on Tuesday, February 24, 2026, at 10:00 am. The meeting will begin at the scheduled time but may be delayed until a quorum is present and will be live streamed on the RTA website; masks are optional.

Written public comments on agenda items may be submitted by 1) completing a speaker card on the day of the meeting; 2) email to rtaboard@rtafoward.org prior to the meeting; 3) U.S. mail to RTA, Office of Board Affairs, 2817 Canal Street, New Orleans, LA 70119. This meeting is accessible to persons with disabilities, and accommodation requests must be made at least 72 hours in advance by contacting the Office of Board Affairs at 504-827-8341 or rtaboard@rtafoward.org.

1. Call to Order

2. Roll Call

Commissioners Present: Commissioner Guidry, Commissioner Colin, Commissioner Neal and Commissioner Walton

Commissioners Absent: Commissioner Daniels, Commissioner Moore and Commissioner Sams

Present: Commissioner Louis Colin, and Commissioner Mitchell Guidry

Absent:

3. Consideration of Meeting Minutes

Commissioner Colin moved and Commissioner Guidry seconded to approve the Board Meeting Minutes of January 27, 2026. The motion was approved unanimously.

A motion was made by Commissioner Colin, seconded by Commissioner Guidry and approved. The motion carried by the following vote:

Aye: Neal, Walton, Commissioner Colin, and Commissioner Guidry

Absent: Daniels, Moore, and Sams

[Board Meeting Minutes 01.27.26]

[26-033](#)

4. Informational Reports

A. RTA Chairman's Report

Commissioner Neal stated that the informational reports presented at today's meeting were from the end of FY 2025. The goal of the agency is to have an All-Accessibility System, and the Board is a big proponent for better transit for the City of New Orleans.

B. Operations & Administration Committee Chairman's Report

None.

C. Finance Committee Chairman's Report

Commissioner Walton stated that the items that were approved at the Finance Committee Meeting is being presented under the Consent Agenda.

D. RTA General Counsel's Report

None.

E. RTA Chief Executive Officer's Report

The CEO's Report began with a tribute was given to Freddie Sawyer, the First African American Operator in New Orleans. Councilman Eugene Green along with the Council of the City Of New Orleans gave him a Proclamation honoring him for his accomplishment as the first Black Bus Operator in the New Orleans Transit History. The New Orleans Regional Transit Authority also presented Freddie Sawyer with a Resolution honoring him as the first Black Operator at the Regional Transit Authority.

Commissioner Walton stated that he would like to thank Mr. Sawyer for his success during his service as a bus operator and he overcame many obstacles that were presented to him. Commissioner Colin also commented by stating that he grew up in the 9th Ward and he must have taken the bus with Mr. Sawyer many times when he was younger.

Commissioner Guidry stated that he worked with Mr. Sawyer during his years at the RTA and he remembered a story that Mr. Sawyer told him how the people at the refinery would wait for him and throw rocks at him and the agency had to send police escorts with him to protect him.

Mr. Sawyer thanked everyone for their kind words.

Commissioner Walton moved and Commissioner Guidry seconded to approve the Resolution of Appreciation to Freddie Sawyer. Resolution No. 26-009 was adopted unanimously.

E. RTA Chief Executive Officer's Report

The monthly Chief Executive Officer's Report was given and can be found in the PowerPoint Presentation for the Board Meeting.

Report Highlights - CEO:

The Employees of the month for January were presented to the Board.

Bus Ridership

The bus ridership has surpassed the 2019 numbers with 11.2M riders. These are unaudited numbers.

Paratransit Update

The RTA will implement a Fare Pilot for riders that want to travel outside the 3/4 Mile radius with a Premium Fare. A Premium Fare will also be assessed for rides going to the Airport and the Ferries. The CEA with Jefferson Parish was never going to be terminated.

All of the following projects are roadmaps used to improve accessibility. The RTA is working on the:

Universal Accessibility Study

Stops Inventory

Streetcar Modernization Study

New Algiers Ferry Terminal will be ADA Accessible

All-Stations Accessibility Grant - will make all streetcars stop accessible

Bus Rapid Transit (BRT) Study

The CFO responded to the Jefferson Parish e-mail and offered to meet with Jefferson Parish to discuss their concerns, and a meeting will be scheduled after the Board Meeting. Jefferson Parish does have a Paratransit System. The RTA and Jefferson Parish would coordinate transportation by using drop-off locations, and the CEA eliminated the drop-offs. Since the CEA the RTA serviced the entire region of Jefferson and Orleans and it is unclear how far Jefferson Parish comes into Orleans Parish.

Jefferson Parish has a smaller system, and RTA system is much larger, and both agencies need to work together on the client's behalf. The RTA staff needs to investigate the changes taking place at the different medical facilities around the different parishes and adjust the schedules accordingly to better assist the clients.

There is a total of 11,000 trips that go outside the 3/4-mile radius. The team would like to see how the new software will assist with scheduling before staff investigate a 3rd party vendor.

Intergovernmental Affairs

Congress passed the FY2026 HUD Appropriations Bill - \$21.1 Billion went to public transit and \$3.3 billion went to Capital Investment Grants - \$390 Million in new grants were awarded

The RTA received \$27.2 Million in funding. This grant money will allow the agency to fund around 6 new buses and make the necessary improvements needed to its facilities. The RTA has received a total of \$200 Million in federal grants. The RTA would like to thank its Federal and State Delegation for their assistance with these grants.

F. Chief Transit Officer's Report

The monthly Chief Transit Officer's Report was given and can be found in the PowerPoint Presentation for the Board Meeting

During the report it was stated that early arrivals for Paratransit riders do not have an impact on the schedule in a negative way.

Commissioner Guidry commented that during Mardi Gras there were 562 hours lost to late pull-outs, and 660 hours lost due to operators not showing up for work.

Brian Marshall responded that there was a shortage of operators on the night of Endymion and during the Mardi Gras weekend a total of 62 operators didn't come to work. The union and management have agreed to hire more part-time operators to work on weekends and holidays.

G. RTA Chief Financial Officer's Report

The monthly RTA Chief Financial Officer's Report was given and can be found in the PowerPoint Presentation for the Board Meeting.

[December 2025 Financials]

[26-032](#)

5. La DOTD Annual Report by Kevin Lawson, SSO Program Manager

Kevin Lawson - LA DOTD SSO Program Manager reported that the RTA was in complete compliance, and all the necessary information was submitted to the FTA and the RTA was doing a great job regarding safety.

6. Consent Agenda

Commissioner Walton moved and Commissioner Colin seconded to adopt the Consent Agenda. Resolution No. 26-010 was adopted unanimously.

A motion was made by Vice-Chairman Walton, seconded by Commissioner Colin and adopted. The motion carried by the following vote:

Aye: Neal, Walton, Commissioner Colin, and Commissioner Guidry

Absent: Daniels, Moore, and Sams

Adoption of State of Emergency and Disaster Recovery Policy (SAF7) [25-113](#)

Commissioner Walton moved and Commissioner Colin seconded to adopt the State of Emergency and Disaster Recovery Policy (SAF7). Resolution No. 26-011 was adopted unanimously.

Enactment No: 26-011

Distracted Driving Policy (SAF 2) Amendment #1 [25-163](#)

Commissioner Walton moved and Commissioner Colin seconded to adopt the Award for Vehicle Fluids and Lubricants. Resolution No. 26-013 was adopted unanimously.

Contract Award for Vehicle Fluids and Lubricants [25-174](#)

Enactment No: 26-013

Jury Duty Policy (HR30) Amendment No.1 [26-007](#)

Commissioner Walton moved and Commissioner Colin seconded to adopt the Jury Duty Policy (HR30) Amendment No. 1. Resolution No. 26-014 was adopted unanimously.

Enactment No: 26-014

Smoking & Vape Free Workplace Policy (GEN7) Amendment #1 [26-017](#)

Commissioner Walton moved and Commissioner Colin seconded to adopt the Smoking & Vape Free Workplace Policy (GEN7) Amendment #1. Resolution No. 26-015 was adopted unanimously.

Enactment No: 26-015

Approval of the 2026 RTA Agency Safety Plan [26-018](#)

Commissioner Walton moved and Commissioner Colin seconded to adopt the 2026 RTA Agency Safety Plan. Resolution No. 26-016 was adopted unanimously.

Enactment No: 26-016

RTA1 Drydocking and Maintenance Contract Award [26-020](#)

Commissioner Walton moved and Commissioner Colin seconded to adopt the RTA1 Drydocking and Maintenance Contract Award. Resolution No. 26-017 was adopted unanimously.

Enactment No: 26-017

Change Order for Transit Security Services - SEAL

[26-026](#)

Commissioner Walton moved and Commissioner Colin seconded to adopt the Change Order for Transit Security Services - SEAL. Resolution No. 26-018 was adopted unanimously.

Enactment No: 26-018

7. Items Requiring Board Action

Ratification of the Cooperative Endeavor Agreement (CEA) Between the New Orleans Regional Transit Authority (RTA) and the Orleans Parish Sheriff's Office (OPSO) for the 2026 Mardi Gras Season

[26-027](#)

Commissioner Walton moved and Commissioner Guidry seconded to Ratify the CEA between the RTA and the Orleans Parish Sheriff's Office for the 2026 Mardi Gras Season. Resolution No. 26-019 was adopted unanimously.

A motion was made by Vice-Chairman Walton, seconded by Commissioner Guidry and adopted. The motion carried by the following vote:

Aye: Neal, Walton, Commissioner Colin, and Commissioner Guidry

Absent: Daniels, Moore, and Sams

Enactment No: 26-019

8. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)

None.

9. Audience Questions and Comments

Liljose Marie Tompkins - Thanked staff for correcting the issues that Paratransit had. The routing system has become a lot better. She was glad to find out that the RTA was going to continue its relationship with Jefferson Parish. Commissioner Walton thanked staff for addressing the concerns that the riders had.

Shirani Jayasuriya - - RIDE - Commented on the communication failures that took place during Mardi Gras. There was nothing but confusion, inconsistency, lack of timing and accurate communication about detours and riders were left behind by buses that never showed and service changes were never communicated. These issues could have been resolved by simply communicating in real time. The Service Disruption Communication Standard Operation Procedures stated that this would be in place by Mardi Gras and none of these procedures were followed during Mardi Gras. The RTA needs to use every mode of media to communicate the service disruption during Mardi Gras.

After the speaker, the CEO stated that these complaints from RIDE for the first time when

they are presented to the Board the day of the meeting, staff will respond to these complaints .

Courtney Jackson - RIDE - Collation of Quality Transit, would like to meet with the Communication Department, Operations Department, Outreach and Planning, Supervisors and Operators from the RTA. There has been a lack of communication from all modes of transportation and RIDE is in constant contact with the RTA. RIDE sends correspondence along with pictures notifying the RTA of the issues on the routes and nothing has changed for the riders. The riders can't get to jobs or medical appointments on time.

Alan Drake - Paratransit should have a certification process for riders that need to use the system for a limited time of 6 months or less.

10. Executive Session scheduled pursuant to La. Rev. Stat. § 42:17A(2) to discuss the following litigation (2/3RDS VOTE TO CONSIDER):

Commissioner Walton moved and Commissioner Colin seconded to go into Executive Session. The motion was approved unanimously.

Commissioner Walton moved and Commissioner Colin seconded to come out of Executive Session. The motion was approved unanimously.

A motion was made by Vice-Chairman Walton, seconded by Commissioner Colin and approved. The motion carried by the following vote:

- Aye:** Neal, Walton, Commissioner Colin, and Commissioner Guidry
- Absent:** Daniels, Moore, and Sams

a. Sharrika Bell vs. Progressive Paloverde Ins. Co. CDC 2023-7711

Commissioner Walton moved and Commissioner Colin seconded to approve the recommendation of General Counsel. The motion was approved unanimously.

A motion was made by Vice-Chairman Walton, seconded by Commissioner Colin and approved. The motion carried by the following vote:

- Aye:** Neal, Walton, Commissioner Colin, and Commissioner Guidry
- Absent:** Daniels, Moore, and Sams

b. Jennie Green vs. RTA CDC 2023-11837

Commissioner Walton moved and Commissioner Colin seconded to approve the recommendation of General Counsel. The motion was approved unanimously.

A motion was made by Vice-Chairman Walton, seconded by Commissioner Colin and approved. The motion carried by the following vote:

- Aye:** Neal, Walton, Commissioner Colin, and Commissioner Guidry

Absent: Daniels, Moore, and Sams

[02.24.26 Board Meeting PowerPoint]

26-036

c. Steven A. Manuel vs. RTA CDC 2023-11779

Commissioner Walton moved and Commissioner Guidry seconded to approve the recommendation of General Counsel. The motion was approved unanimously.

11. Adjournment

Commissioner Walton moved and Commissioner Guidry seconded to adjourn the Board of Commissioners Meeting of Tuesday, February 24, 2026. The motion was approved unanimously.

A motion was made by Vice-Chairman Walton, seconded by Commissioner Guidry and adjourned. The motion carried by the following vote:

Aye: Neal, Walton, Commissioner Colin, and Commissioner Guidry

Absent: Daniels, Moore, and Sams



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 26-048

Board of Commissioners

[January 2026 Financials]

**January 2026
Analysis of Financials**

Budget	Actuals	Variances		Explanation of Variance
		Amount	%age	
<u>Passenger Revenue</u>				
1,002,125	865,293	(136,832)	(13.7%)	Passenger Fares were 13.7% (\$136.8K) under projections in January while ridership was 3.4% (38K) under budget.
<u>Other Revenue</u>				
394,037	4,301,292	3,907,255	991.6%	An insurance reimbursement check totaling \$4,177,181.68 was received.
<u>Sales Tax</u>				
7,916,011	9,297,484	1,381,473	17.5%	Sales tax collections were 17.5% over projections in January.
<u>Labor</u>				
5,608,188	5,119,255	488,933	8.7%	Labor was \$489K (8.7%) under budget in January.
<u>Fringe Benefits</u>				
2,052,643	2,066,514	(13,871)	(0.7%)	Fringe Benefits were 0.7% (\$13.9K) over projections in January.
<u>Services</u>				
1,601,442	1,049,479	551,963	34.5%	Most Service line items were well under budget in January. Professional/Technical Services (legal fees, consultants, other outside services, etc.), Contract Maintenance Services and Private Security are the main contributors to these shortfalls.
<u>Materials and Supplies</u>				
1,089,224	717,693	371,531	34.1%	Diesel fuel prices for the month of January were budgeted at \$3.59/gal. (excl. \$0.21/gal. tax). Actual diesel fuel prices for January averaged \$2.23/gal. (before taxes), which was \$1.36/gal. under budget and \$0.06 above the average price for December. Diesel fuel consumption for January was 27,130 gallons under budget.
<u>Taxes</u>				
30,628	3,545	27,083	88.4%	All taxes were under budget in January.
<u>Miscellaneous Expenses</u>				
71,508	45,937	25,571	35.8%	Miscellaneous expenses, including travel and other miscellaneous, were 35.8% under budget in January.

**CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
January 31, 2026
Unaudited**

	Current Month				Year to Date				CY2026 Budget
	Budget	Actual	\$ Var.	%Var.	Budget	Actual	\$ Var.	%Var.	
Operating Revenues									
Passenger Fares	1,002,125	865,293	(136,832)	(13.65%)	1,002,125	865,293	(136,832)	(13.65%)	12,025,496
General Use Sales Tax	6,558,043	8,178,344	1,620,301	24.71%	6,558,043	8,178,344	1,620,301	24.71%	78,696,516
State Motor Vehicle Sales Tax	800,000	454,435	(345,565)	(43.20%)	800,000	454,435	(345,565)	(43.20%)	9,600,000
Hotel/Motel Sales Tax	557,968	664,705	106,737	19.13%	557,968	664,705	106,737	19.13%	6,695,613
Other Revenue	394,037	4,301,292	3,907,255	991.60%	394,037	4,301,292	3,907,255	991.60%	4,728,441
Total Operating Revenues	9,312,173	14,464,069	5,151,896	55.32%	9,312,173	14,464,069	5,151,896	55.32%	111,746,066
Operating Expenses									
Labor	5,608,188	5,119,255	488,933	8.72%	5,608,188	5,119,255	488,933	8.72%	67,298,251
Fringe Benefits	2,052,643	2,066,514	(13,871)	(0.68%)	2,052,643	2,066,514	(13,871)	(0.68%)	24,631,714
Services	1,601,442	1,049,479	551,963	34.47%	1,601,442	1,049,479	551,963	34.47%	19,217,309
Materials and Supplies	1,089,224	717,693	371,531	34.11%	1,089,224	717,693	371,531	34.11%	13,070,685
Utilities	168,005	160,037	7,968	4.74%	168,005	160,037	7,968	4.74%	2,016,065
Casualty & Liability	1,216,375	1,043,953	172,422	14.18%	1,216,375	1,043,953	172,422	14.18%	14,596,500
Taxes	30,628	3,545	27,083	88.43%	30,628	3,545	27,083	88.43%	367,541
Miscellaneous	71,508	45,937	25,571	35.76%	71,508	45,937	25,571	35.76%	858,100
Leases and Rentals	20,076	8,955	11,121	55.39%	20,076	8,955	11,121	55.39%	240,916
Total Oper. Exp. (excl. Depr.)	11,858,089	10,215,368	1,642,721	13.85%	11,858,089	10,215,368	1,642,721	13.85%	142,297,081
Net Operating Revenue	(2,545,916)	4,248,701	6,794,617	(266.88%)	(2,545,916)	4,248,701	6,794,617	(266.88%)	(30,551,015)
TMSEL Legacy Costs									
TMSEL Pension Costs	71,749	0	71,749	0.00%	71,749	0	71,749	0.00%	860,983
TMSEL Health Benefit Costs	6,250	26,527	(20,277)	(324.43%)	6,250	26,527	(20,277)	(324.43%)	75,000
TMSEL All Other Costs	34,256	58,022	(23,766)	(69.38%)	34,256	58,022	(23,766)	(69.38%)	411,075
Total TMSEL Legacy Costs	112,255	84,549	27,706	24.68%	112,255	84,549	27,706	24.68%	1,347,058
Net Rev. (Before Gov't. Asst.)	(2,658,171)	4,164,152	6,822,323	(256.65%)	(2,658,171)	4,164,152	6,822,323	(256.65%)	(31,898,073)
Maritime Operations									
Passenger Fares	100,000	45,772	(54,228)	(54.23%)	100,000	45,772	(54,228)	(54.23%)	1,200,000
Labor and Fringe Benefits	(13,830)	(13,989)	159	(1.15%)	(13,830)	(13,989)	159	(1.15%)	(165,956)
Services	(100,000)	0	(100,000)	100.00%	(100,000)	0	(100,000)	100.00%	(1,200,000)
Materials and Supplies	(47,632)	(6,826)	(40,806)	85.67%	(47,632)	(6,826)	(40,806)	85.67%	(571,580)
Taxes	(661)	(344)	(317)	47.96%	(661)	(344)	(317)	47.96%	(7,933)
Purchased Transportation	(877,148)	(721,806)	(155,342)	17.71%	(877,148)	(721,806)	(155,342)	17.71%	(10,525,778)
Other Operating Expenses	(500)	(483)	(17)	3.40%	(500)	(483)	(17)	3.40%	(6,000)
Preventive Maintenance	57,083	57,083	0	0.00%	57,083	57,083	0	0.00%	685,000
LA State Appropriations	0	0	0	#DIV/0!	0	0	0	#DIV/0!	0
State Subsidy	428,333	428,333	0	0.00%	428,333	428,333	0	0.00%	5,140,000
Total Maritime Operations	(454,355)	(212,260)	(242,095)	(100.00%)	(454,355)	(212,260)	(242,095)	(100.00%)	(5,452,247)
Government Operating Assistance									
Preventive Maintenance	1,905,373	1,905,373	0	0.00%	1,905,373	1,905,373	0	0.00%	22,864,475
State Parish Transportation	150,000	143,505	(6,495)	(4.33%)	150,000	143,505	(6,495)	(4.33%)	1,800,000
ARPA Funding and Other Operating Grants	41,667	0	(41,667)	(100.00%)	41,667	0	(41,667)	(100.00%)	500,000
FEMA Reimbursements	0	0	0	#DIV/0!	0	0	0	#DIV/0!	0
Total Government Oper. Asst.	2,097,040	2,048,878	(48,162)	(2.30%)	2,097,040	2,048,878	(48,162)	(2.30%)	25,164,475
Net Revenue (After Gov't. Asst.)	(1,015,486)	6,000,770	6,532,066	(643.25%)	(1,015,486)	6,000,770	6,532,066	(643.25%)	(12,185,845)

**CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
January 31, 2026
Unaudited**

	Current Month				Year to Date				
	Budget	Actual	\$ Var.	%Var.	Budget	Actual	\$ Var.	%Var.	
Net Revenue (After Gov't. Asst.)	(1,015,486)	6,000,770	6,532,066	-643.25%	(1,015,486)	6,000,770	6,532,066	-643.25%	(12,185,845)
Government Non-Operating Rev. (Exp.)									
Federal - Capital (RTA)	3,164,622	1,748,240	(1,416,382)	(44.76%)	3,164,622	1,748,240	(1,416,382)	(44.76%)	37,975,469
Local - Capital (RTA)	712,366	437,060	(275,306)	(38.65%)	712,366	437,060	(275,306)	(38.65%)	8,548,389
Capital Expenditures (RTA)	(3,876,988)	(2,185,300)	1,691,688	(43.63%)	(3,876,988)	(2,185,300)	1,691,688	(43.63%)	(46,523,857)
Total Federal and State Sources (Ferry)	1,189,723	0	(1,189,723)	(100.00%)	1,189,723	0	(1,189,723)	(100.00%)	14,276,671
Other Local Sources/Restricted Capital Res. (Ferry)	451,459	4,450	(447,009)	(99.01%)	451,459	4,450	(447,009)	(99.01%)	5,417,509
Capital Expenses (Ferry)	(1,641,182)	(4,450)	(1,636,732)	99.73%	(1,641,182)	(4,450)	(1,636,732)	(99.73%)	(19,694,180)
Loss on Valuation of Assets	0	0	0	0.00%	0	0	0	0.00%	0
Total Gov't. Non-Operating Rev. (Exp.)	0	0	0	0.00%	0	0	0	0.00%	0
Total Revenues (Expenses) Before Capital Expenditures and Debt	(1,015,486)	6,000,770	7,016,256	(690.93%)	(1,015,486)	6,000,770	7,016,256	(690.93%)	(12,185,845)
Capital Expenditures									
Interest Income - Capital (bonds)	26,526	34,702	8,176	30.82%	26,526	34,702	8,176	100.00%	318,306
Other Interest Income	76,338	51,540	(24,798)	(32.48%)	76,338	51,540	(24,798)	(32.48%)	916,057
Debt Service	(241,151)	(133,903)	107,248	44.47%	(241,151)	(133,903)	107,248	44.47%	(2,893,806)
Total Capital Expenditures	(138,287)	(47,661)	90,626	65.53%	(138,287)	(47,661)	90,626	65.53%	(1,659,445)
Net Revenue less Capital Expenditures & Principal on Long Term Debt	(1,153,773)	5,953,109	7,106,882	100.00%	(1,153,773)	5,953,109	7,106,882	100.00%	(13,845,290)
Other Funding Sources									
Restricted Oper. / Capital Reserve	1,153,773	(5,953,109)	7,106,882	(100.00%)	1,153,773	(5,953,109)	7,106,882	(100.00%)	13,845,290
Total Other Funding	1,153,773	(5,953,109)	7,106,882	(100.00%)	1,153,773	(5,953,109)	7,106,882	(100.00%)	13,845,290
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%	0
Depreciation - Local	418,945	418,945	0	0.00%	418,945	418,945	0	0.00%	5,027,344
Depreciation - Federal	1,675,781	1,675,782	(1)	(0.00%)	1,675,781	1,675,782	(1)	(0.00%)	20,109,377
Total Depreciation	2,094,727	2,094,727	(0)	0.00%	2,094,727	2,094,727	(0)	(0.00%)	25,136,721

CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
January 31, 2026
Unaudited

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Operating Revenues								
Passenger Fares	687,523	865,293	177,770	25.86%	687,523	865,293	177,770	25.86%
General Use Sales Tax	8,689,843	8,178,344	(511,499)	(5.89%)	8,689,843	8,178,344	(511,499)	(5.89%)
State Motor Vehicle Sales Tax	429,592	454,435	24,843	5.78%	429,592	454,435	24,843	5.78%
Hotel/Motel Sales Tax	613,620	664,705	51,085	8.33%	613,620	664,705	51,085	8.33%
Other Revenue	172,349	4,301,292	4,128,943	2395.69%	172,349	4,301,292	4,128,943	2395.69%
Total Operating Revenues	10,592,927	14,464,069	3,871,142	36.54%	10,592,927	14,464,069	3,871,142	36.54%
Operating Expenses								
Labor	5,151,189	5,119,255	31,934	0.62%	5,151,189	5,119,255	31,934	0.62%
Fringe Benefits	1,709,704	2,066,514	(356,810)	(20.87%)	1,709,704	2,066,514	(356,810)	(20.87%)
Services	623,042	1,049,479	(426,437)	(68.44%)	623,042	1,049,479	(426,437)	(68.44%)
Materials and Supplies	723,640	717,693	5,947	0.82%	723,640	717,693	5,947	0.82%
Utilities	91,515	160,037	(68,522)	(74.88%)	91,515	160,037	(68,522)	(74.88%)
Casualty & Liability	741,519	1,043,953	(302,434)	(40.79%)	741,519	1,043,953	(302,434)	(40.79%)
Taxes	28,782	3,545	25,237	87.68%	28,782	3,545	25,237	87.68%
Miscellaneous	25,873	45,937	(20,064)	(77.55%)	25,873	45,937	(20,064)	(77.55%)
Leases and Rentals	14,078	8,955	14,078	100.00%	14,078	8,955	5,123	36.39%
Total Oper. Exp. (excl. Depr.)	9,109,342	10,215,368	(1,097,071)	(12.04%)	9,109,342	10,215,368	(1,106,026)	(12.14%)
Net Operating Revenue	1,483,585	4,248,701	2,765,117	186.38%	1,483,585	4,248,701	2,765,117	186.38%
TMSEL Legacy Costs								
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%
TMSEL Health Benefit Costs	98,389	26,527	(71,862)	(73.04%)	98,389	26,527	(71,862)	(73.04%)
TMSEL All Other Costs	48,985	58,022	9,037	18.45%	48,985	58,022	9,037	18.45%
Total TMSEL Legacy Costs	147,374	84,549	(62,825)	(42.63%)	147,374	84,549	(62,825)	(42.63%)
Net Rev. (Before Gov't. Asst.)	1,336,211	4,164,152	2,827,942	211.64%	1,336,211	4,164,152	2,827,942	211.64%
Maritime Operations								
Passenger Fares	44,434	45,772	1,338	3.01%	44,434	45,772	1,338	3.01%
Labor and Fringe Benefits	(21,687)	(13,989)	7,698	(35.50%)	(21,687)	(13,989)	7,698	(35.50%)
Services	(29,818)	0	29,818	(100.00%)	(29,818)	0	29,818	(100.00%)
Materials and Supplies	(6,357)	(6,826)	(469)	7.37%	(6,357)	(6,826)	(469)	7.37%
Taxes	(35)	(344)	(309)	891.43%	(35)	(344)	(309)	100.00%
Purchased Transportation	(656,640)	(721,806)	(65,166)	9.92%	(656,640)	(721,806)	(65,166)	9.92%
Other Operating Expenses	(109)	(483)	(374)	341.16%	(109)	(483)	(374)	341.16%
Preventive Maintenance	50,521	57,083	6,562	12.99%	50,521	57,083	6,562	12.99%
LA State Appropriations	0	0	0	0.00%	0	0	0	100.00%
State Subsidy	428,333	428,333	0	0.00%	428,333	428,333	(0)	(0.00%)
Total Maritime Operations	(191,359)	(212,260)	(20,901)	10.92%	(191,359)	(212,260)	(20,901)	10.92%
Government Operating Assistance								
Preventive Maintenance	1,587,525	1,905,373	317,848	20.02%	1,587,525	1,905,373	317,848	20.02%
State Parish Transportation	155,728	143,505	(12,223)	(7.85%)	155,728	143,505	(12,223)	(7.85%)
ARPA Funding and Other Operating Grants	0	0	0	#DIV/0!	0	0	0	#DIV/0!
FEMA Reimbursements	0	0	0	0.00%	0	0	0	0.00%
Total Government Oper. Asst.	1,743,253	2,048,878	305,625	17.53%	1,743,253	2,048,878	305,625	17.53%
Net Revenue (After Gov't. Asst.)	2,888,105	6,000,770	3,112,665	107.78%	2,888,105	6,000,770	3,112,665	107.78%

CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
January 31, 2026
Unaudited

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Net Revenue (After Gov't. Asst.)	2,888,105	6,000,770	3,112,665	107.78%	2,888,105	6,000,770	3,112,665	107.78%
Government Non-Operating Rev. (Exp.)								
Federal - Capital (RTA)	2,138,078	1,748,240	(389,838)	(18.23%)	2,138,078	1,748,240	(389,838)	(18.23%)
Local - Capital (RTA)	534,520	437,060	(97,460)	(18.23%)	534,520	437,060	(97,460)	(18.23%)
Capital Expenditures (RTA)	(2,672,598)	(2,185,300)	487,298	(18.23%)	(2,672,598)	(2,185,300)	487,298	(18.23%)
Total Federal and State Sources (Ferry)	0	0	0	#DIV/0!	0	0	0	#DIV/0!
Other Local Sources/Restricted Cap. Res. (Ferry)	0	4,450	4,450	#DIV/0!	0	4,450	4,450	#DIV/0!
Capital Expenses (Ferry)	0	(4,450)	(4,450)	#DIV/0!	0	(4,450)	(4,450)	#DIV/0!
Loss on Valuation of Assets	0	0	0	0.00%	0	0	0	0.00%
Total Gov't. Non-Operating Rev. (Exp.)	0	0	0	#DIV/0!	0	0	0	#DIV/0!
Total Revenues (Expenses) Before Capital Expenditures and Debt	2,888,105	6,000,770	3,112,665	107.78%	2,888,105	6,000,770	3,112,665	107.78%
Capital Expenditures								
Bond Interest Income	39,811	34,702	(5,109)	(12.83%)	39,811	34,702	(5,109)	(12.83%)
Other Interest Income	63,230	51,540	(11,690)	(18.49%)	63,230	51,540	11,690	18.49%
Debt Service	(5,139,458)	(133,903)	5,005,555	(97.39%)	(5,139,458)	(133,903)	(5,005,555)	97.39%
Total Capital Expenditures	(5,036,417)	(47,661)	4,988,756	(99.05%)	(5,036,417)	(47,661)	4,988,756	(99.05%)
Net Revenue less Capital Expenditures & Principal on Long Term Debt	(2,148,312)	5,953,109	8,101,421	377.11%	(2,148,312)	5,953,109	8,101,421	377.11%
Other Funding Sources								
Restricted Oper. / Capital Reserve	2,148,312	(5,953,109)	(8,101,421)	(377.11%)	2,148,312	(5,953,109)	(8,101,421)	(377.11%)
Total Other Funding	2,148,312	(5,953,109)	(8,101,421)	(377.11%)	2,148,312	(5,953,109)	(8,101,421)	(377.11%)
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%
Depreciation - Local	378,071	418,945	(40,874)	(10.81%)	378,071	418,945	(40,874)	(10.81%)
Depreciation - Federal	1,512,282	1,675,782	(163,500)	(10.81%)	1,512,282	1,675,782	(163,500)	(10.81%)
Total Depreciation Expense	1,890,353	2,094,727	(204,374)	(10.81%)	1,890,353	2,094,727	(204,374)	(10.81%)

Regional Transit Authority
 Financial Performance Indicators
 January 31, 2026
 (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)	1,080,084	1,080,084	810,017	810,017	257,550	257,550	12,517	12,517
Total Platform Hours	65,855	65,855	42,865	42,865	11,943	11,943	11,047	11,047
Passenger Revenue	865,293	865,293	620,856	620,856	217,469	217,469	26,968	26,968
Operating Expenses	10,215,368	10,215,368	6,639,989	6,639,989	2,043,074	2,043,074	1,532,305	1,532,305
Operating Cost Per Platform Hour	155.12	155.12	154.90	154.90	171.07	171.07	138.71	138.71
Annual Budgeted Cost Per Platform Hour		172.55		163.35		205.26		149.04
Farebox Recovery Rate	8.47%	8.47%	9.35%	9.35%	10.64%	10.64%	1.76%	1.76%
Operating Cost Per Unlinked Trip	9.46	9.46	8.20	8.20	7.93	7.93	122.42	122.42
Passenger Revenue Per Unlinked Trip	0.80	0.80	0.77	0.77	0.84	0.84	2.15	2.15
Subsidy per Unlinked Trip	8.66	8.66	7.43	7.43	7.09	7.09	120.27	120.27

**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 January 31 2026	2025	Variance	For the Month Ended January 31 2026	2025	Variance	For the Month Ended January 31 2026	2025	Variance	For the Month Ended January 31 2026	2025	Variance
Ridership (Unlinked Trips)	1,080,084	638,082	442,002	810,017	479,117	330,900	257,550	143,488	114,062	12,517	15,477	(2,960)
Total Platform Hours	65,855	60,475	5,380	42,865	39,452	3,413	11,943	10,767	1,177	11,047	10,256	791
Passenger Revenue	865,293	687,523	177,770	620,856	447,384	173,472	217,469	219,068	(1,599)	26,968	21,072	5,897
Operating Expenses	10,215,368	9,109,342	1,106,026	6,639,989	5,921,072	718,917	2,043,074	1,821,868	221,205	1,532,305	1,366,401	165,904
Operating Cost Per Platform Hour	155.12	150.63	4.49	154.90	150.08	4.82	171.07	169.21	1.86	138.71	133.22	5.49
Annual Budgeted Cost Per Plat. Hour	172.55	157.98	14.57	163.35	141.93	21.42	205.26	188.32	16.94	149.04	143.69	5.35
Farebox Recovery Rate	8.47%	7.55%	0.92%	9.35%	7.56%	1.79%	10.64%	12.02%	-1.38%	1.76%	1.54%	0.22%
Operating Cost Per Unlinked Trip	9.46	14.28	(4.82)	8.20	12.36	(4.16)	7.93	12.70	(4.77)	122.42	88.29	34.13
Passenger Revenue Per Unlinked Trip	0.80	1.08	(0.28)	0.77	0.93	(0.16)	0.84	1.53	(0.69)	2.15	1.36	0.79
Subsidy per Unlinked Trip	8.66	13.20	(4.54)	7.43	11.43	(4.00)	7.09	11.17	(4.08)	120.27	86.93	33.34

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

YEAR-TO-DATE REPORT

	Company-wide			Fixed Route Bus			Streetcar			Paratransit		
	For 1 Month Ending January 31, 2026	2025	Variance	For 1 Month Ending January 31, 2026	2025	Variance	For 1 Month Ending January 31, 2026	2025	Variance	For 1 Month Ending January 31, 2026	2025	Variance
Ridership (Unlinked Trips)	1,080,084	638,082	442,002	810,017	479,117	330,900	257,550	143,488	114,062	12,517	15,477	(2,960)
Total Platform Hours	65,855	60,475	5,380	42,865	39,452	3,413	11,943	10,767	1,177	11,047	10,256	791
Passenger Revenue	865,293	687,523	177,770	620,856	447,384	173,472	217,469	219,068	(1,599)	26,968	21,072	5,897
Operating Expenses	10,215,368	9,109,342	1,106,026	6,639,989	5,921,072	718,917	2,043,074	1,821,868	221,205	1,532,305	1,366,401	165,904
Operating Cost Per Platform Hour	155.12	150.63	4.49	154.90	150.08	4.82	171.07	169.21	1.86	138.71	133.22	5.49
Annual Budgeted Cost Per Plat. Hour	172.55	157.98	14.57	163.35	141.93	21.42	205.26	188.32	16.94	149.04	143.69	5.35
Farebox Recovery Rate	8.47%	7.55%	0.92%	9.35%	7.56%	1.79%	10.64%	12.02%	-1.38%	1.76%	1.54%	0.22%
Operating Cost Per Unlinked Trip	9.46	14.28	(4.82)	8.20	12.36	(4.16)	7.93	12.70	(4.77)	122.42	88.29	34.13
Passenger Revenue Per Unlinked Trip	0.80	1.08	(0.28)	0.77	0.93	(0.16)	0.84	1.53	(0.69)	2.15	1.36	0.79
Subsidy per Unlinked Trip	8.66	13.20	(4.54)	7.43	11.43	(4.00)	7.09	11.17	(4.08)	120.27	86.93	33.34



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 26-049

Board of Commissioners

[February Financials 2026]

**February 2026
Analysis of Financials**

Budget	Actuals	Variances		Explanation of Variance
		Amount	%age	
<u>Passenger Revenue</u>				
2,004,250	1,708,599	(295,651)	(14.8%)	Passenger Fares were 14.8% (\$295.6K) under projections through February while ridership was 5.8% (137K) under budget.
<u>Sales Tax</u>				
15,832,022	18,697,194	2,865,172	18.1%	Sales tax collections were 18.1% over projections through February.
<u>Labor</u>				
11,216,376	11,337,350	(120,974)	(1.1%)	Labor was \$121K (1.1%) over budget through February.
<u>Fringe Benefits</u>				
4,105,286	4,053,713	51,573	1.3%	Fringe Benefits were 1.3% (\$51.6K) under projections through February.
<u>Services</u>				
3,202,884	1,921,745	1,281,139	40.0%	Most Service line items were well under budget through February. Professional/Technical Services (legal fees, consultants, other outside services, etc.), Contract Maintenance Services and Private Security are the main contributors to these shortfalls.
<u>Materials and Supplies</u>				
2,178,448	1,450,958	727,490	33.4%	Diesel fuel prices for the month of February were budgeted at \$3.59/gal. (excl. \$0.21/gal. tax). Actual diesel fuel prices for February averaged \$2.38/gal. (before taxes), which was \$1.21/gal. under budget and \$0.15 above the average price for February. Diesel fuel consumption for February was 5,884 gallons under budget.
<u>Taxes</u>				
61,256	7,218	54,038	88.2%	All taxes were under budget through February.
<u>Miscellaneous Expenses</u>				
143,016	86,300	56,716	39.7%	Miscellaneous expenses, including travel and other miscellaneous, were 39.7% under budget through February.

**CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
February 28, 2026
Unaudited**

	Current Month				Year to Date				CY2026 Budget
	Budget	Actual	\$ Var.	%Var.	Budget	Actual	\$ Var.	%Var.	
Operating Revenues									
Passenger Fares	1,002,125	843,306	(158,819)	(15.85%)	2,004,250	1,708,599	(295,651)	(14.75%)	12,025,496
General Use Sales Tax	6,558,043	8,178,344	1,620,301	24.71%	13,116,086	16,356,688	3,240,602	24.71%	78,696,516
State Motor Vehicle Sales Tax	800,000	556,661	(243,339)	(30.42%)	1,600,000	1,011,096	(588,904)	(36.81%)	9,600,000
Hotel/Motel Sales Tax	557,968	664,705	106,737	19.13%	1,115,936	1,329,410	213,474	19.13%	6,695,613
Other Revenue	394,037	279,680	(114,357)	(29.02%)	788,074	4,580,972	3,792,898	481.29%	4,728,441
Total Operating Revenues	9,312,173	10,522,696	1,210,523	13.00%	18,624,346	24,986,765	6,362,419	34.16%	111,746,066
Operating Expenses									
Labor	5,608,188	6,218,095	(609,907)	(10.88%)	11,216,376	11,337,350	(120,974)	(1.08%)	67,298,251
Fringe Benefits	2,052,643	1,987,199	65,444	3.19%	4,105,286	4,053,713	51,573	1.26%	24,631,714
Services	1,601,442	872,266	729,176	45.53%	3,202,884	1,921,745	1,281,139	40.00%	19,217,309
Materials and Supplies	1,089,224	733,265	355,959	32.68%	2,178,448	1,450,958	727,490	33.39%	13,070,685
Utilities	168,005	209,945	(41,940)	(24.96%)	336,010	369,982	(33,972)	(10.11%)	2,016,065
Casualty & Liability	1,216,375	1,098,674	117,701	9.68%	2,432,750	2,142,627	290,123	11.93%	14,596,500
Taxes	30,628	3,673	26,955	88.01%	61,256	7,218	54,038	88.22%	367,541
Miscellaneous	71,508	40,363	31,145	43.55%	143,016	86,300	56,716	39.66%	858,100
Leases and Rentals	20,076	6,391	13,685	68.17%	40,152	15,346	24,806	61.78%	240,916
Total Oper. Exp. (excl. Depr.)	11,858,089	11,169,871	688,218	5.80%	23,716,178	21,385,239	2,330,939	9.83%	142,297,081
Net Operating Revenue	(2,545,916)	(647,175)	1,898,741	(74.58%)	(5,091,832)	3,601,526	8,693,358	(170.73%)	(30,551,015)
TMSEL Legacy Costs									
Health Benefit Costs	6,250	28,957	(22,707)	(363.31%)	12,500	55,484	(42,984)	(343.87%)	75,000
TMSEL Obligations	71,749	19,806	51,943	0.00%	143,498	37,949	105,549	0.00%	860,983
Other Costs	34,256	39,879	(5,623)	(16.41%)	68,512	79,758	(79,758)	#DIV/0!	411,075
Total TMSEL Legacy Costs	112,255	88,642	23,613	21.04%	224,510	173,191	51,319	22.86%	1,347,058
Net Rev. (Before Gov't. Asst.)	(2,658,171)	(735,817)	1,922,354	(72.32%)	(5,316,342)	3,428,335	8,744,677	(164.49%)	(31,898,073)
Maritime Operations									
Passenger Fares	100,000	118,339	18,339	18.34%	200,000	164,111	(35,889)	(17.94%)	1,200,000
Labor and Fringe Benefits	(13,830)	(15,392)	1,562	(11.29%)	(27,660)	(29,381)	1,721	(6.22%)	(165,956)
Services	(100,000)	0	(100,000)	100.00%	(200,000)	0	(200,000)	100.00%	(1,200,000)
Materials and Supplies	(47,632)	(26,029)	(21,603)	45.35%	(95,264)	(32,855)	(62,409)	65.51%	(571,580)
Taxes	(661)	(505)	(156)	23.60%	(1,322)	(849)	(473)	35.78%	(7,933)
Purchased Transportation	(877,148)	(1,579,508)	702,360	(80.07%)	(1,754,296)	(2,301,314)	547,018	(31.18%)	(10,525,778)
Other Operating Expenses	(500)	(373)	(127)	25.40%	(1,000)	(856)	(144)	14.40%	(6,000)
Preventive Maintenance	57,083	57,083	0	0.00%	114,166	114,166	0	0.00%	685,000
LA State Appropriations	0	0	0	#DIV/0!	0	0	0	#DIV/0!	0
State Subsidy	428,333	428,333	0	0.00%	856,666	856,666	0	0.00%	5,140,000
Total Maritime Operations	(454,355)	(1,018,052)	563,697	(100.00%)	(908,710)	(1,230,312)	321,602	(100.00%)	(5,452,247)
Government Operating Assistance									
Preventive Maintenance	1,905,373	1,905,373	0	0.00%	3,810,746	3,810,746	0	0.00%	22,864,475
State Parish Transportation	150,000	143,505	(6,495)	(4.33%)	300,000	287,010	(12,990)	(4.33%)	1,800,000
ARPA Funding and Other Operating Grants	41,667	0	(41,667)	(100.00%)	83,334	0	(83,334)	(100.00%)	500,000
FEMA Reimbursements	0	0	0	#DIV/0!	0	0	0	#DIV/0!	0
Total Government Oper. Asst.	2,097,040	2,048,878	(48,162)	(2.30%)	4,194,080	4,097,756	(96,324)	(2.30%)	25,164,475
Net Revenue (After Gov't. Asst.)	(1,015,486)	295,009	2,437,889	(240.07%)	(2,030,972)	6,295,779	8,969,955	(441.66%)	(12,185,845)

**CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
February 28, 2026
Unaudited**

	Current Month				Year to Date				
	Budget	Actual	\$ Var.	%Var.	Budget	Actual	\$ Var.	%Var.	
Net Revenue (After Gov't. Asst.)	(1,015,486)	295,009	2,437,889	-240.07%	(2,030,972)	6,295,779	8,969,955	-441.66%	(12,185,845)
Government Non-Operating Rev. (Exp.)									
Federal - Capital (RTA)	3,164,622	762,294	(2,402,328)	(75.91%)	6,329,244	2,510,534	(3,818,710)	(60.33%)	37,975,469
Local - Capital (RTA)	712,366	190,574	(521,792)	(73.25%)	1,424,732	627,634	(797,098)	(55.95%)	8,548,389
Capital Expenditures (RTA)	(3,876,988)	(952,868)	2,924,120	(75.42%)	(7,753,976)	(3,138,168)	4,615,808	(59.53%)	(46,523,857)
Total Federal and State Sources (Ferry)	1,189,723	28,142	(1,161,581)	(97.63%)	2,379,446	28,142	(2,351,304)	(98.82%)	14,276,671
Other Local Sources/Restricted Capital Res. (Ferry)	451,459	7,036	(444,423)	(98.44%)	902,918	11,486	(891,432)	(98.73%)	5,417,509
Capital Expenses (Ferry)	(1,641,182)	(35,178)	(1,606,004)	97.86%	(3,282,364)	(39,628)	3,242,736	(98.79%)	(19,694,180)
Loss on Valuation of Assets	0	0	0	0.00%	0	0	0	0.00%	0
Total Gov't. Non-Operating Rev. (Exp.)	0	0	0	0.00%	0	0	0	0.00%	0
Total Revenues (Expenses) Before Capital Expenditures and Debt	(1,015,486)	295,009	1,310,495	(129.05%)	(2,030,972)	6,295,779	8,326,751	(409.99%)	(12,185,845)
Capital Expenditures									
Interest Income - Capital (bonds)	26,526	17,046	(9,480)	(35.74%)	53,052	51,748	(1,304)	100.00%	318,306
Other Interest Income	76,338	53,615	(22,723)	(29.77%)	152,676	105,155	(47,521)	(31.13%)	916,057
Debt Service	(241,151)	(133,903)	107,248	44.47%	(482,302)	(267,806)	214,496	44.47%	(2,893,806)
Total Capital Expenditures	(138,287)	(63,242)	75,045	54.27%	(276,574)	(110,903)	165,671	59.90%	(1,659,445)
Net Revenue less Capital Expenditures & Principal on Long Term Debt	(1,153,773)	231,767	1,385,540	100.00%	(2,307,546)	6,184,876	8,492,422	100.00%	(13,845,290)
Other Funding Sources									
Restricted Oper. / Capital Reserve	1,153,773	(231,767)	1,385,540	(100.00%)	2,307,546	(6,184,876)	8,492,422	(100.00%)	13,845,290
Total Other Funding	1,153,773	(231,767)	1,385,540	(100.00%)	2,307,546	(6,184,876)	8,492,422	(100.00%)	13,845,290
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%	0
Depreciation - Local	418,945	418,945	0	0.00%	837,891	837,890	1	0.00%	5,027,344
Depreciation - Federal	1,675,781	1,675,782	(1)	(0.00%)	3,351,563	3,351,564	(1)	(0.00%)	20,109,377
Total Depreciation	2,094,727	2,094,727	(0)	0.00%	4,189,454	4,189,454	(0)	(0.00%)	25,136,721

**CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
February 28, 2026
Unaudited**

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Operating Revenues								
Passenger Fares	763,402	843,306	79,904	10.47%	1,450,925	1,708,599	257,674	17.76%
General Use Sales Tax	7,293,192	8,178,344	885,152	12.14%	15,983,035	16,356,688	373,653	2.34%
State Motor Vehicle Sales Tax	526,159	556,661	30,502	5.80%	955,751	1,011,096	55,345	5.79%
Hotel/Motel Sales Tax	282,021	664,705	382,684	135.69%	895,641	1,329,410	433,769	48.43%
Other Revenue	203,900	279,680	75,780	37.17%	376,249	4,580,972	4,204,723	1117.54%
Total Operating Revenues	9,068,674	10,522,696	1,454,022	16.03%	19,661,601	24,986,765	5,325,164	27.08%
Operating Expenses								
Labor	4,941,294	6,218,095	(1,276,801)	(25.84%)	10,092,483	11,337,350	(1,244,867)	(12.33%)
Fringe Benefits	1,640,039	1,987,199	(347,160)	(21.17%)	3,349,743	4,053,713	(703,970)	(21.02%)
Services	718,214	872,266	(154,052)	(21.45%)	1,341,256	1,921,745	(580,489)	(43.28%)
Materials and Supplies	946,787	733,265	213,522	22.55%	1,670,427	1,450,958	219,469	13.14%
Utilities	139,542	209,945	(70,403)	(50.45%)	231,057	369,982	(138,925)	(60.13%)
Casualty & Liability	786,348	1,098,674	(312,326)	(39.72%)	1,527,868	2,142,627	(614,759)	(40.24%)
Taxes	30,950	3,673	27,277	88.13%	59,732	7,218	52,514	87.92%
Miscellaneous	20,981	40,363	(19,382)	(92.38%)	46,854	86,300	(39,446)	(84.19%)
Leases and Rentals	38,220	6,391	38,220	100.00%	52,298	15,346	36,952	70.66%
Total Oper. Exp. (excl. Depr.)	9,262,375	11,169,871	(1,901,105)	(20.53%)	18,371,718	21,385,239	(3,013,521)	(16.40%)
Net Operating Revenue	(193,701)	(647,175)	(453,474)	234.11%	1,289,883	3,601,526	2,311,643	179.21%
TMSEL Legacy Costs								
Health Benefit Costs	311,664	28,957	(282,707)	(90.71%)	410,053	55,484	(354,569)	(86.47%)
TMSEL Obligations	0	19,806	19,806	0.00%	0	37,949	37,949	0.00%
Other Costs	4,521	39,879	35,358	782.08%	53,506	79,758	26,252	49.06%
Total TMSEL Legacy Costs	316,185	88,642	(227,543)	(71.97%)	463,559	173,191	(290,368)	(62.64%)
Net Rev. (Before Gov't. Asst.)	(509,886)	(735,817)	(225,931)	44.31%	826,324	3,428,335	2,602,011	314.89%
Maritime Operations								
Passenger Fares	79,232	118,339	39,107	49.36%	123,666	164,111	40,445	32.71%
Labor and Fringe Benefits	(21,687)	(15,392)	6,295	(29.03%)	(43,374)	(29,381)	13,993	(32.26%)
Services	0	0	0	#DIV/0!	(29,818)	0	29,818	(100.00%)
Materials and Supplies	0	(26,029)	(26,029)	#DIV/0!	(6,357)	(32,855)	(26,498)	416.79%
Taxes	0	(505)	(505)	#DIV/0!	(35)	(849)	(814)	100.00%
Purchased Transportation	(1,320,932)	(1,579,508)	(258,576)	19.58%	(1,977,572)	(2,301,314)	(323,742)	16.37%
Other Operating Expenses	(165)	(373)	(208)	126.06%	(274)	(856)	(582)	211.86%
Preventive Maintenance	50,521	57,083	6,562	12.99%	101,042	114,166	13,124	12.99%
LA State Appropriations	0	0	0	0.00%	0	0	0	100.00%
State Subsidy	428,333	428,333	0	0.00%	856,666	856,666	(0)	(0.00%)
Total Maritime Operations	(784,699)	(1,018,052)	(233,353)	29.74%	(976,057)	(1,230,312)	(254,255)	26.05%
Government Operating Assistance								
Preventive Maintenance	1,587,525	1,905,373	317,848	20.02%	3,175,050	3,810,746	635,696	20.02%
State Parish Transportation	171,139	143,505	(27,634)	(16.15%)	326,867	287,010	(39,857)	(12.19%)
ARPA Funding and Other Operating Grants	0	0	0	#DIV/0!	0	0	0	#DIV/0!
FEMA Reimbursements	0	0	0	0.00%	0	0	0	0.00%
Total Government Oper. Asst.	1,758,664	2,048,878	290,214	16.50%	3,501,917	4,097,756	595,839	17.01%
Net Revenue (After Gov't. Asst.)	464,079	295,009	(169,070)	(36.43%)	3,352,184	6,295,779	2,943,595	87.81%

CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
February 28, 2026
Unaudited

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Net Revenue (After Gov't. Asst.)	464,079	295,009	(169,070)	-36.43%	3,352,184	6,295,779	2,943,595	87.81%
Government Non-Operating Rev. (Exp.)								
Federal - Capital (RTA)	368,726	762,294	393,568	106.74%	2,506,804	2,510,534	3,730	0.15%
Local - Capital (RTA)	92,181	190,574	98,393	106.74%	626,701	627,634	933	0.15%
Capital Expenditures (RTA)	(460,907)	(952,868)	(491,961)	106.74%	(3,133,505)	(3,138,168)	(4,663)	0.15%
Total Federal and State Sources (Ferry)	0	28,142	28,142	#DIV/0!	0	28,142	28,142	#DIV/0!
Other Local Sources/Restricted Cap. Res. (Ferry)	0	7,036	7,036	#DIV/0!	0	11,486	11,486	#DIV/0!
Capital Expenses (Ferry)	(3,897)	(35,178)	(31,281)	802.69%	(3,897)	(39,628)	(35,731)	916.88%
Loss on Valuation of Assets	0	0	0	0.00%	0	0	0	0.00%
Total Gov't. Non-Operating Rev. (Exp.)	(3,897)	0	3,897	(100.00%)	(3,897)	0	3,897	(100.00%)
Total Revenues (Expenses) Before Capital Expenditures and Debt	460,182	295,009	(165,173)	(35.89%)	3,348,287	6,295,779	2,947,492	88.03%
Capital Expenditures								
Bond Interest Income	19,604	17,046	(2,558)	(13.05%)	59,415	51,748	(7,667)	(12.90%)
Other Interest Income	53,138	53,615	477	0.90%	116,368	105,155	(11,213)	9.64%
Debt Service	(259,458)	(133,903)	125,555	(48.39%)	(5,398,916)	(267,806)	(5,131,110)	95.04%
Total Capital Expenditures	(186,716)	(63,242)	123,474	(66.13%)	(5,223,133)	(110,903)	5,112,230	(97.88%)
Net Revenue less Capital Expenditures & Principal on Long Term Debt	273,466	231,767	(41,699)	15.25%	(1,874,846)	6,184,876	8,059,722	429.89%
Other Funding Sources								
Restricted Oper. / Capital Reserve	(273,466)	(231,767)	41,699	(15.25%)	1,874,846	(6,184,876)	(8,059,722)	(429.89%)
Total Other Funding	(273,466)	(231,767)	41,699	(15.25%)	1,874,846	(6,184,876)	(8,059,722)	(429.89%)
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%
Depreciation Expense								
Depreciation - Local	378,071	418,945	(40,874)	(10.81%)	756,141	837,890	(81,749)	(10.81%)
Depreciation - Federal	1,512,282	1,675,782	(163,500)	(10.81%)	3,024,565	3,351,564	(326,999)	(10.81%)
Total Depreciation Expense	1,890,353	2,094,727	(204,374)	(10.81%)	3,780,706	4,189,454	(408,748)	(10.81%)

REGIONAL TRANSIT AUTHORITY
STATEMENT OF NET POSITION
AS OF FEBRUARY 28, 2026

	<u>February 28, 2026</u>
Assets	
Current assets	
Cash and cash equivalents	\$ 51,434,421
Accounts receivable, net	67,307,014
Inventories	1,786,151
Prepaid expenses and other assets	5,831,963
Total current assets	<u>126,359,549</u>
Restricted assets	
Cash and cash equivalents	
2020A series bond trustee accounts	6,694,689
2010 series bond trustee accounts	459,885
Investments	
Self-insurance reserve	1,478,326
Total restricted assets	<u>8,632,900</u>
Noncurrent assets	
Property, buildings and equipment, net	278,808,011
Net pension asset	2,602,463
Total noncurrent assets	<u>281,410,474</u>
Total assets	<u>416,402,922</u>
Deferred Outflows of Resources	
Deferred charges - prepaid bond insurance	230,906
Pension deferrals	11,075,345
Total deferred outflows of resources	<u>11,306,251</u>
Total assets and deferred outflows of resources	<u>\$ 427,709,173</u>
Liabilities	
Current liabilities (payable from current assets)	
Accounts payable, accrued expenses, and deferred credits	\$ 52,013,790
Current portion of compensated absences	2,988,517
Current portion of legal and small claims	2,905,459
Current portion of OPEB liability	745,255
Total current liabilities (payable from current assets)	<u>58,653,021</u>
Current liabilities (payable from restricted assets)	
Current portion of accrued bond interest	477,666
Current portion of bonds payable	866,667
Current portion of bond premium	1,259,159
Total current liabilities (payable from restricted assets)	<u>2,603,492</u>
Long-term Liabilities	
Compensated absences less current portion	2,267,446
Legal and small claims less current portion	9,543,465
Bonds payable less current portion	56,453,333
Bond premium less current portion	10,702,848
Total OPEB liability	2,984,712
Total long-term liabilities	<u>81,951,804</u>
Total liabilities	<u>143,208,317</u>
Deferred Inflows of Resources	
Deferred refunding gain	1,649,686
Total deferred inflows of resources	<u>1,649,686</u>
Net Position	
Net investment in capital assets	207,398,652
Restricted	8,632,900
Unrestricted	66,819,619
Total net position	<u>282,851,170</u>
Total liabilities, deferred inflows of resources, and net position	<u>\$ 427,709,173</u>

Regional Transit Authority
 Financial Performance Indicators
 February 28, 2026
 (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)	1,130,149	2,210,233	897,042	1,707,059	216,398	473,948	16,709	29,226
Total Platform Hours	64,181	130,037	40,248	83,113	10,858	22,801	13,076	24,123
Passenger Revenue	843,306	1,708,599	609,290	1,225,597	210,507	426,529	23,509	56,473
Operating Expenses	11,169,871	21,385,239	7,260,416	13,900,405	2,233,974	4,277,048	1,675,481	3,207,786
Operating Cost Per Platform Hour	174.04	164.46	180.39	167.25	205.75	187.58	128.13	132.98
Annual Budgeted Cost Per Platform Hour		172.55		163.35		205.26		149.04
Farebox Recovery Rate	7.55%	7.99%	8.39%	8.82%	9.42%	9.97%	1.40%	1.76%
Operating Cost Per Unlinked Trip	9.88	9.68	8.09	8.14	10.32	9.02	100.27	109.76
Passenger Revenue Per Unlinked Trip	0.75	0.77	0.68	0.72	0.97	0.90	1.41	1.93
Subsidy per Unlinked Trip	9.13	8.91	7.41	7.42	9.35	8.12	98.86	107.83

**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 February 28 2026	2025	Variance	For the Month Ended February 28 2026	2025	Variance	For the Month Ended February 28 2026	2025	Variance	For the Month Ended February 28 2026	2025	Variance
Ridership (Unlinked Trips)	1,130,149	1,152,258	(22,109)	897,042	916,413	(19,371)	216,398	218,678	(2,280)	16,709	17,167	(458)
Total Platform Hours	64,181	60,881	3,301	40,248	39,710	537	10,858	10,375	483	0	10,795	(10,795)
Passenger Revenue	843,306	763,402	79,904	609,290	507,797	101,493	210,507	232,208	(21,701)	23,509	23,397	112
Operating Expenses	11,169,871	9,262,375	1,907,496	7,260,416	6,020,544	1,239,872	2,233,974	1,852,475	381,499	1,675,481	1,389,356	286,124
Operating Cost Per Platform Hour	174.04	152.14	21.90	180.39	151.61	28.78	205.75	178.55	27.20	128.13	128.70	(0.57)
Annual Budgeted Cost Per Plat. Hour	172.55	157.98	14.57	163.35	141.93	21.42	205.26	188.32	16.94	149.04	143.69	5.35
Farebox Recovery Rate	7.55%	8.24%	-0.69%	8.39%	8.43%	-0.04%	9.42%	12.54%	-3.11%	1.40%	1.68%	-0.28%
Operating Cost Per Unlinked Trip	9.88	8.04	1.84	8.09	6.57	1.52	10.32	8.47	1.85	100.27	80.93	19.34
Passenger Revenue Per Unlinked Trip	0.75	0.66	0.09	0.68	0.55	0.13	0.97	1.06	(0.09)	1.41	1.36	0.05
Subsidy per Unlinked Trip	9.13	7.38	1.75	7.41	6.02	1.39	9.35	7.41	1.94	98.86	79.57	19.29

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

YEAR-TO-DATE REPORT

	Company-wide			Fixed Route Bus			Streetcar			Paratransit		
	For 2 Months Ending February 28, 2026	2025	Variance	For 2 Months Ending February 28, 2026	2025	Variance	For 2 Months Ending February 28, 2026	2025	Variance	For 2 Months Ending February 28, 2026	2025	Variance
Ridership (Unlinked Trips)	2,210,233	2,078,263	131,970	1,707,059	1,695,045	12,014	473,948	362,166	111,782	29,226	21,052	8,174
Total Platform Hours	130,037	121,356	8,680	83,113	79,163	3,950	22,801	21,142	1,659	24,123	21,052	3,071
Passenger Revenue	1,708,599	1,450,925	257,674	1,225,597	974,860	250,737	426,529	431,597	(5,068)	56,473	44,469	12,004
Operating Expenses	21,385,239	18,371,718	3,013,521	13,900,405	11,941,616	1,958,789	4,277,048	3,674,344	602,704	3,207,786	2,755,758	452,028
Operating Cost Per Platform Hour	164.46	151.39	13.07	167.25	150.85	16.40	187.58	173.79	13.79	132.98	130.90	2.08
Annual Budgeted Cost Per Plat. Hour	172.55	157.98	14.57	163.35	141.93	21.42	205.26	188.32	16.94	149.04	143.69	5.35
Farebox Recovery Rate	7.99%	7.90%	0.09%	8.82%	8.16%	0.65%	9.97%	11.75%	-1.77%	1.76%	1.61%	0.15%
Operating Cost Per Unlinked Trip	9.68	8.84	0.84	8.14	7.05	1.09	9.02	10.15	(1.13)	109.76	130.90	(21.14)
Passenger Revenue Per Unlinked Trip	0.77	0.70	0.07	0.72	0.58	0.14	0.90	1.19	(0.29)	1.93	2.11	(0.18)
Subsidy per Unlinked Trip	8.91	8.14	0.77	7.42	6.47	0.95	8.12	8.96	(0.84)	107.83	128.79	(20.96)



Board Report and Staff Summary

File #: 25-171

Board of Commissioners

Contract Award For Paratransit Eligibility Assessment Services

DESCRIPTION: Eligibility Assessments for the RTA's ADA Paratransit Eligibility Certification Program	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 award a one-year contract with two one-year renewal options to ADA Ride Inc. for Paratransit Eligibility Assessment services at a cost not to exceed \$157,373.00 for the first year with a total contract value not to exceed \$443,826.00.

ISSUE/BACKGROUND:

The Americans with Disabilities Act of 1990 and the implementation of federal regulations by the U.S Department of Transportation published in 1991, specifies that public transit systems providing fixed route service must provide paratransit service to individuals with disabilities that is "comparable to the level of service provided to individuals without disabilities who use the fixed route system." This comparable service is known as *complementary paratransit*. This service went out to bid on August 4, 2025, and there were three responsive proposals. The bids were evaluated and it was determined that the vendor was the most responsible and reasonable.

DISCUSSION:

A specialized contractor for paratransit eligibility assessments brings trained professionals such as occupational therapists and other functional assessment experts who are experienced in cognitive, sensory, and functional evaluations and in applying standardized, ADA-compliant assessment tools. These clinicians assess whether individuals can safely and independently use fixed-route transit by examining real-world skills like trip planning, navigation, wayfinding, and problem-solving, rather than relying solely on medical review. Their expertise supports accurate eligibility determinations, ensuring paratransit is reserved for those whose disabilities truly prevent fixed-route use, while avoiding the high cost and complexity of developing this specialized service in-house.

RTA's current eligibility certification model for RTA Paratransit applicants involves a two-step process; first the applicant will submit a completed application. Upon receipt of the completed application, the vendors will verify the functional abilities, disabilities, and/or medical information described and provided by the applicant by evaluating applicants' physical, cognitive, and visual limitations. This in-person interview may include a functional assessment, including an evaluation of the applicant's function and cognitive abilities to perform various skills necessary to take a trip on public transit

independently.

FINANCIAL IMPACT:

Funds for this contract are available within RTA's Operating Budget under account number 01-4800-02-7070-162-05-00-00000-00000. The recommended award is for a one-year contract with two one-year renewal options, for a total contract value of \$443,826.00. The breakdown of cost is listed below:

Year One Annual = \$157,373.00

Year Two Annual = \$141,110

Year Three Annual = \$145,343

NEXT STEPS:

With Board approval, staff will execute the contract and proceed with securing services.

ATTACHMENTS:

1. Resolution
2. Cost Proposal
3. ADA Ride's Proposal
4. RFP 2025-025

Prepared By: Natasha Riley
Title: Senior Customer experience Manager

Reviewed By: Kelder Summers
Title: Chief of External Affairs

Reviewed By: Gizell Banks
Title: Chief Financial Officer




Lona Edwards Hankins

2/11/2026

Date

Chief Executive Officer

ADA Ride.com

RTA  *Regional Transit Authority*

COST PROPOSAL
RFP#2025-025

September 2025

September 23, 2025

To: New Orleans Regional Transit Authority (RTA)

Re: Cost Proposal for RFP #2025-025

ADARide's all-inclusive pricing provides RTA with an exceptional value package, including:

1. Two local assessment offices
2. Local evaluation team
3. A 20-year proven functional eligibility process
4. The industry's leading software platform
5. Expert management, including New Orleans-based staff
6. 24/7 access to ADARide.com
7. The most experienced telephone / online evaluation team in paratransit eligibility
8. Customized implementation with the CEO
9. Digital daily downloads of Rider Profile for easy entry into scheduling software
10. Secure cloud storage and retention of RTA files
11. Ongoing Quality Assurance Program
12. Access to a professionally based training program tailored to paratransit eligibility
13. And much, much more

Year One Annual= \$157,373*

Year Two Annual= \$141,110

Year Three Annual= \$145,343

*One-Time Start Up Cost includes:

- Local Professional Training
- Software Customization
- Legacy Rider Import
- Program Implementation
- Assessment Tools
- Appeals and Travel Training Program

RTA can rely on ADARide's proven performance as a trusted partner for many years to come.

Sincerely,

Arthur Hulscher, CEO
ADARide.com LLC

Bid Response Summary

Bid Number RFP 2025-025
Bid Title ADA Paratransit Eligibility Assessment
Due Date Friday, September 19, 2025 1:00:00 PM [(UTC-06:00) Central Time (US & Canada)]
Bid Status Closed to Bidding
Company adaride.com llc
Submitted By Arthur Hulscher - Wednesday, September 17, 2025 2:24:34 PM [(UTC-06:00) Central Time (US & Canada)]
 art@adaride.com (310) 436-3570

Comments

Question Responses

Group	Reference Number	Question	Response
Default Item Group			
	RFP 2025-025	Please upload proposal.	ADARide's Proposal for NORTA 2025 complete.pdf

Pricing Responses

Group	Reference Number	Description	Type	Unit Of Measure	Quantity	Unit Price	Ext Base Price	Comment
Default Item Group								
	RFP 2025-025	Total Cost Proposal	Base	Each	1.00	\$165.00	\$165.00	
Total Base Bid	\$165.00							



*Proposal For New Orleans
Transit Authority RFP 2025-
025*

September 18th, 2025

*ADA Paratransit Eligibility
Assessment Services*



30 years of Paratransit Eligibility Contracting

QUALIFICATIONS AND EXPERIENCE

ADARide.com LLC (ADARide) brings over 30 years of exclusive expertise in ADA paratransit eligibility, having successfully managed close to hundred eligibility contracts nationwide. From early paper-based applications to today's comprehensive in-person mobility management and advanced online systems, ADARide has led every major evolution in this specialized field.

As industry pioneers, ADARide:

- Introduced the first in-person functional assessments in Los Angeles in 1995.
- Designed and implemented the industry's first paratransit eligibility software in 1996.
- Founded and operate a ADA-focused customer service center in 2002, providing centralized and efficient management for numerous transit agencies.
- Launched the nation's only 100% web-accessible eligibility platform in 2007, now serving thousands of daily users.
- Designed the professional eligibility training program that became the foundation for Project ACTION's national ADA eligibility curriculum back in 1995.

ADARide was the first to reach the one million evaluation benchmark, consistently delivering accurate, fair, and FTA-compliant determinations.

For RTA, ADARide will provide:

- A proven FTA complaint, in-person functional assessment.
- Established evaluation team of New Orleans-based licensed evaluators (physical therapists, occupational therapists, PT / OT Assistants and athletic trainers.).
- Two local evaluation offices for convenient access and capacity.
- Direct oversight by the nation's most experienced management group, supported by two program managers (one local, one corporate), and robust software management.

ADARide has been a trusted partner to transit agencies for three decades, valued for our innovation, responsiveness, and proven results (see testimonials that follow) . We are confident that our unparalleled experience, local infrastructure, and cutting-edge tools will provide RTA with an accurate, compliant, and sustainable eligibility program for many years to come.



“From the beginning, Mr. Hulscher and his staff have been knowledgeable, professional, and responsive to our needs and the needs of our citizens. In the rare event of a problem, Art Hulscher and his staff have been quick to respond, creative in problem solving approaches and diligent with follow through.”

Debbie Ruggles, Former GM of Tulsa Transit

“From start up to the present, I have worked with Mr. Hulscher and his team for the entire contract and I feel that ADAride would be a valuable asset to anyone interested in their services. VVTA has been very satisfied with the working relationship with ADAride.”

Nancie Goff, GM of Victor Valley Transit Authority

“HRT appreciates all the dedication you and your staff have shown in working through the ups and downs we have seen over the past couple years. ADAride’s continued ability to review and process eligibility applications has remained on target and well within ADA guidelines. Also your staff’s responsiveness to any of HRT concerns and/or customer issues are always addressed in a timely manner. Being able to review where an applicant is in the process (with an often-anxious applicant), along with the detailed notes in their history, keeps our conversations with them much more professional. ADAride continues to meet HRT’s needs in this ever-changing environment, and we feel fortunate to have you as a partner for the past ten years.”

Keith Johnson, HRT Paratransit Service Contract Administrator



For detailed information regarding our extensive contract history and past performance, please refer to Tab 1 – Experience and References for a comprehensive overview.



The New Orleans Regional Transit Authority (RTA) is clearly moving away from administrative or phone-based eligibility and requiring a hands-on, clinically structured, in-person functional testing model. Contractors must prove eligibility through direct observation and standardized testing, with full documentation and ADA-compliant determinations. ADARide’s proposal will meet and exceed that goal.

ADARIDE’S IN-PERSON PLAN FOR RTA:

1. Established Local Infrastructure

ADARide will bring RTA an **immediate and reliable local presence**. We will establish two fully accessible evaluation offices in the New Orleans area, supported by our long-term partner Select Physical Therapy, which operates nearly 1,000 rehabilitation clinics nationwide and has 20+ years of experience supporting ADARide contracts.

Each New Orleans office will provide:

- ADA-accessible parking, bathrooms, and waiting areas.
- Licensed physical/occupational therapists on staff five days per week, with weekend availability as needed.
- Rapid scheduling capacity — assessments within 48 hours of referral.
- Covid-safe protocols and facilities already vetted across hundreds of Select PT sites.

Local leadership will be provided by **Sidney Borne, MPT**, an experienced physical therapist and New Orleans-based Program Manager (see Resumes Tab X). He will supervise evaluators, oversee QA, attend local meetings, and support appeals. This ensures RTA has daily on-the-ground accountability in addition to ADARide’s national management team.

2. Comprehensive In-Person Assessment

Since introducing the nation’s first in-person functional assessment in 1995, ADARide has perfected a methodology that balances compliance, fairness, and dignity. What many agencies now call “Mobility Conferences” originated with ADARide’s work alongside Project ACTION, the Braille Institute, and utilizing elements from the FACTS test, the Tinetti Balance, and other professionals driven evaluations. (see attachment: Sample Forms).

Our Mobility Conference protocol:

- Evaluates physical, visual, and cognitive skills needed for independent bus use.
- Uses validated tools (FACTS, Tinetti Balance, Mini Mental Status, orientation and mobility tasks incorporated).
- Prioritizes applicant dignity by starting with “Where do you need to go?” — focusing on goals, not limitations.
- Produces clear, trip-by-trip and conditional eligibility determinations rather than blanket approvals or denials.

After 30 years, ADARide’s in-person approach is consistent, defensible, and FTA-compliant, ensuring that every determination is based on functional ability and not a diagnosis alone.

3. The Most Experienced Management & Evaluation Team

ADARide offers the deepest bench of paratransit eligibility professionals in the nation (see Tab 2 – Resumes).

- Executive Leadership:
 - *Art Hulscher, CEO*: Nationally recognized for his leadership in ADA eligibility, contributor to Project ACTION’s functional eligibility manual, and direct participant in all of contract launches.
 - *Cynthia Gold, COO*: Former Access Services (Los Angeles) leader with decades of experience managing large in-person evaluation teams.
 - *Sydney Bones MPT, OCS, CSCS*, will serve as the New Orleans–based Program Manager, bringing 24 years of experience working with individuals with disabilities and an active practice in Slidell. He will oversee all in-person operations, staff supervision, quality assurance, statistical reporting, and appeals support to ensure RTA’s local program success.

- *Yasmeen Benitez, Customer Service Supervisor*: Oversees data transfers between ADARide and RTA and she does for all other eligibility partners of ADARide.
- **Nations best Paratransit Evaluation Team:**
 - *Dr. Wilfredo Cerrato, MD*: 20+ years as ADARide’s medical director, functional evaluator, and quality assurance reviewer.
 - *Julia F. Thomas* is a highly experienced physical therapist and healthcare leader located in Slidell, Louisiana, with over three decades of service in hospitals, rehabilitation centers, and outpatient settings.
 - *Dr. Omar Sinno, MD*: Neurology and internal medicine specialist with a decade of ADARide assessment experience.
 - *Matt Zacharias, PT*: Licensed PT specializing in orthopedics and ADA travel training.
 - *Colleen Palat, COMS*: Certified Orientation & Mobility Specialist focusing on visual and cognitive impairments.
 - *Shannon Holmes, OT*: Occupational Therapist with deep expertise in TBI and functional transit skills.

This team represents more than 120 years of combined ADA eligibility experience, directly managing and evaluating applicants nationwide. No competitor can match this level of expertise or stability.

4. Industry-Leading Software – Full Access for RTA Staff

ADARide is the only eligibility contractor offering a fully accessible eligibility management system fully accessible to trained RTA staff. Your customer data is safe and encrypted on *ADARide.com*’s platform serving thousands of daily users.

Key advantages for RTA:

- **Real-Time Transparency**: Authorized RTA staff can log in 24/7 to view applicant files, documentation, and determination status.
- **Flexible Access**: Download entire client files or the full database in XML, Excel, PDF, or delimited formats.
- **Notification Management**: RTA could receive a digital file containing FTA complaint notifications letters for RTA customers, and provided on our platform for authorized

access. ADARide software automates eligibility notifications, expirations, and recertifications.

- **Fraud Prevention:** Automated verification of healthcare licenses, USPS address validation, and audit trails built into every application.
- **Web Accessibility:** Multilingual, WCAG 2.0–compliant interface, ensuring access for all applicants.

Unlike other contractors who treat eligibility systems as internal data gathering tools, ADARide opens our platform to all authorized including RTA staff, ensuring direct oversight and integration with RTA operations. This transparency is unmatched in the industry.

The ADARide Advantage

For 30 years, ADARide has delivered accurate, accessible, and compliant paratransit eligibility for transit agencies nationwide. For RTA, we bring:

1. **Established Local Infrastructure** – Two ADA-compliant New Orleans evaluation centers, staffed with licensed PT/OT professionals and managed locally by Sidney Borne, MPT.
2. **Comprehensive In-Person Assessments** – Mobility Conferences refined over decades, based on functional ability, not diagnosis.
3. **Most Experienced Team** – The largest, most seasoned group of evaluators and managers in the nation, with 120+ years combined experience.
4. **Industry-Leading Software** – A web-based platform with full access for RTA staff, daily updates, integration with scheduling software built-in and unmatched transparency.

With ADARide, RTA gains the nation’s most experienced eligibility partner, delivering local presence, rigorous assessments, proven expertise, and modern technology to serve New Orleans riders with fairness and efficiency.

IN-PERSON ASSESSMENT CENTER(S):



ADARide and Select Physical Therapy have maintained a trusted twenty-four-year partnership delivering comprehensive paratransit eligibility services nationwide. Together, we ensure that a

highly trained professional evaluator is always available to RTA Monday through Friday, supported by two fully ADA-accessible clinics operating weekdays. Each site provides a licensed physical or occupational therapist, accessible parking, bathrooms, and waiting areas, with COVID protocols and CDC guidelines in place to safeguard RTA patrons. Select PT's centralized toll-free scheduling system guarantees appointments, with multiple time slots available across the greater New Orleans region to exceed demand. While the Metairie office is scheduled to open after November 2025, RTA riders will have full access to the existing office location immediately.

OUTPATIENT

Slidell →

[Request an appointment](#)

📍 2132 East Gause Boulevard
Suite 6
Slidell, LA 70461

📞 **PHONE**
(985) 646-2531

FAX
(985) 649-1391



HOURS

Monday: 7:30 AM - 6:00 PM
Tuesday: 7:30 AM - 6:00 PM
Wednesday: 7:30 AM - 6:00 PM
Thursday: 7:30 AM - 6:00 PM
Friday: 7:30 AM - 6:00 PM
Saturday: Closed
Sunday: Closed

FEATURED SERVICES

- Physical Therapy
- Orthopedic Rehabilitation
- Hand Therapy
- Hand Therapy Certified
- Occupational Therapy
- Sports Medicine
- Functional Capacity Evaluations
- Return-to-Work Program
- Work Conditioning
- Upper Extremity Orthotics

OUTPATIENT

Metairie →

[Request an appointment](#)

📍 4650 West Esplanade Avenue
Unit 106
Metairie, LA 70006

📞 **PHONE**
(504) 885-0007

FAX
(504) 455-0605



HOURS

Monday: 7:30 AM - 6:00 PM
Tuesday: 7:30 AM - 3:00 PM
Wednesday: 7:30 AM - 6:00 PM
Thursday: 7:30 AM - 5:00 PM
Friday: 7:30 AM - 5:00 PM
Saturday: Closed
Sunday: Closed

FEATURED SERVICES

- Physical Therapy
- Orthopedic Rehabilitation
- Hand Therapy
- Hand Therapy Certified
- Occupational Therapy
- Sports Medicine
- Functional Capacity Evaluations
- Return-to-Work Program
- Work Conditioning
- Pediatric Physical Therapy

SLIDELL OFFICE PHOTOS

Perfect Pick Up and Drop Off Location



Comfortable waiting Room



All the equipment needed to conduct a safe and accurate functional assessment



METAIRIE OFFICE PHOTOS

Plenty of disabled parking

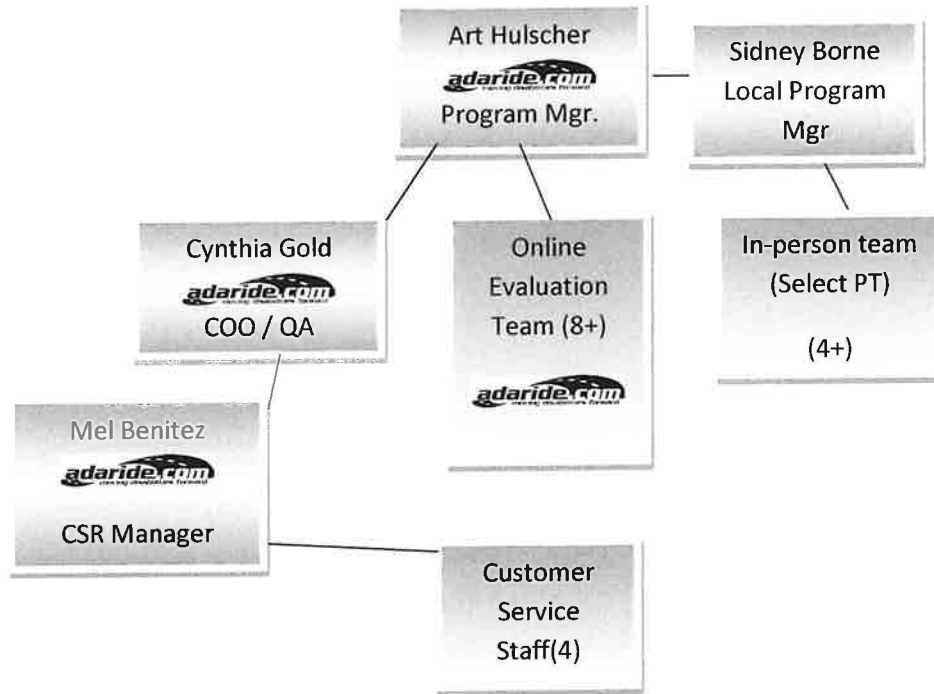


Great visibility to pick up and drop off area



All offices feature accessible restrooms and fully staffed waiting rooms

ORGANIZATION CHART FOR RTA:



Cost Option – ADARide Online Functional Assessments

ADARide affirms full compliance with RTA’s requirement to conduct **in-person functional assessments** as the baseline model. Our evaluation team is prepared to administer structured, ADA-compliant in-person assessments utilizing validated tools such as FACTS, Tinetti, MMSE, and visual screenings.

However, in recognition of Addendum #2, which requests other cost options, ADARide respectfully proposes our online functional assessment model as an innovative, lower-cost, and equally accurate option. Unlike models that rely on medical recommendation or physician notes, ADARide’s determinations are never diagnosis-driven; they are based solely on documented functional capacity to independently navigate transit in all forms, starting with fixed route.

Our database, comprising over a million eligibility determinations dating back to 1994, is the most comprehensive paratransit eligibility database ever assembled. Our database is the largest in the country—demonstrating that online functional assessments achieve a 99%+ accuracy rate, with determinations delivered in an average of 48 hours. This is faster than any in-person model and well below the 21-day FTA requirement. Just as important, the cost per evaluation under our

online model is significantly lower, producing substantial annual savings for transit agencies while maintaining compliance, accuracy, and fairness.

By offering this process, ADARide provides RTA with a future-ready solution: the ability to meet today's in-person requirements while simultaneously accessing the most cost-effective, accurate, and rider-friendly assessment model available nationwide.

ADARide is prepared to deliver **in-person assessments** as RTA requires. At the same time, our program gives RTA the opportunity to achieve equal or better accuracy, faster results, and tens of thousands in annual savings—while reducing administrative burden and improving the applicant experience.

TELEPHONE AND ONLINE FUNCTIONAL EVALUATIONS

RTA can have full confidence that ADARide will ensure thorough and diligent follow-up, making telephonic contact an average of four times before an eligibility determination is made. This commitment to persistent and proactive communication guarantees that all necessary information is obtained, providing a comprehensive and accurate assessment of each application.

The Covid-19 Pandemic had caused ADARide to find use our legacy processes to conduct paratransit eligibility. Our alternative methods included via telephone, tele-health web conferencing, and online assessments. ADARide has conducted tens of thousands of telephone assessments dating back to 1995. Our established procedures have yielded successful results for decades. Our extensive telephone contacts often include outreach to their treating healthcare professionals, advocates, and family members.

The innovations continue with our offer of tele-health evaluations. Seven years ago, ADARide leveraged the available web-based technology and implemented tele-health evaluations. Numerous web conferencing platforms (Zoom / Face Time / M.S. Teams / JoinMe) are used to connect to the applicants and treating healthcare professionals. ADARide has conducted hundreds of tele-health conferences, and the pandemic accelerated the frequency.

A recent example featured an applicant who had "Face Timed" ADARide while in their doctor's office. Together we completed the Professional Verification form online and obtained an extremely accurate picture of their fluctuating condition as it pertained to utilizing a bus. The result was "conditional / trip-by-trip" eligibility and was processed same day. This is one example of the multitude of applicants that have been accurately evaluated during the pandemic. When an appropriate treating professional can articulate their patient's functional abilities, our highly trained team of professionals can clearly determine ADA eligibility on most applications. Due to

the Pandemic most healthcare professionals and customers are online providing the perfect synergy for RTA to deploy ADARide.com technologies. :

Upfront medical verification is crucial to an accurate paratransit eligibility process, saving both time and money while enhancing accuracy through the high-quality information obtained in advance. RTA’s wisdom is shown by including a medical verification in the process. ADARide’s assessment team, with decades of experience conducting both in-person and online evaluations, ensures that fraudulent claims of disability are effectively identified and prevented. Our experience has shown that healthcare professionals do not document falsehoods regarding their patients' functional abilities, maintaining the integrity of the eligibility process and ensuring that only those who truly qualify receive services.

Back in 1994, the prevailing notion was to screen all applicants in person to curb paratransit trip growth, contrasting with the simpler paper application review. It was believed that extensive in-person evaluations would result in denying at least 35% of applicants, thus moderating paratransit expansion. However, three decades of data reveal that paratransit eligibility minimally impacts trip reduction. The outdated "screen everyone in-person" approach is costly and time-consuming. Modern insights into the paratransit customer base and technology render the 100% in-person process obsolete. ADARide's solution enables RTA to implement an improved process rooted in factual evidence and historical trends rather than outdated methodologies.

ADARide’s Hybrid Eligibility Process recommends in-person mobility conferences for those whose ADA eligibility cannot be clearly established with our front-end functional assessment. This online process will be available immediately upon go live.

ONLINE PROCESS OVERVIEW



This doesn't imply that we'll establish online eligibility solely based on a medical diagnosis! Nevertheless, we can all identify at least one medical condition that will inevitably prevent an

individual from using a bus independently, regardless of how accessible RTA's fixed route system is. Consider, for example, individuals with Profound Intellectual Disability, end-stage Alzheimer's, or Autism Level 3. Would they necessitate an in-person assessment to ascertain their functional capacity to utilize a bus even if they are a new applicant? ADARide's technology empowers our professional team to readily infer a client's *functional* abilities from our application and verification forms, eliminating the need for an in-person conference.

RTA will guide ADARide in selecting which applicants to prioritize for in-person mobility conferences, allocating resources effectively. Over three decades, statistics show that most ADA applicants cannot use the bus independently, reflected in the high rate of unrestricted or unconditional eligibility. ADARide's cutting edge process aims to minimize costs per online assessment while maximizing the value of in-person mobility conferences. It's worth remembering that according to FTA regulations, the application process must not impose undue burdens on applicants. When we say "online" we mean an entire eligibility platform with multiple user profiles and functionality, not just an application completion site or a pdf download. We will demonstrate how your customers, their advocates and RTA staff will have access to the same fair and equitable process on ADARide.com 24/7, 365 days a week.

For the first time, RTA customers will have the convenience of completing their application and verification online and **managing the entire process digitally thereafter**. Through ADARide.com, customers can apply, upload ID card photos, expedite verification forms, and track the progress of their application comprehensively. This platform offers complete connectivity to Cert via an import function. Most importantly, ADARide provides transparency, enabling riders to view the outcomes of their mobility conferences, along with both RTA and ADARide.

Additionally, the application process remains accessible through traditional channels such as US Mail via our toll-free customer call center, print, online, and email. Our bilingual Spanish call center staff at ADARide are adept at efficient mailing, conducting outreach calls for missing application information, facilitating relay calls, and providing online assistance. We are committed to supporting your customers throughout the application process and beyond.

1. Vendors shall submit proposals for notification letters

The FTA regulations have installed numerous safeguards to make sure that paratransit eligibility is efficient. Monitoring and meeting these timeframes are one of ADARide software's strengths. After 18 years of online service, we have achieved a 48-hour average processing time, the fastest in the country. ADARide manages the notifications of eligibility and expiration for all our clients and RTA staff with be relieved of this part of the process. It is important in FTA audits to show the dates when notification is processed as it must meet the 21-day requirement and capture

accurate eligibility categories and all other pertinent information. ADARide excels at efficient production of notification letters at our central headquarters. ADARide will prepare these letters for RTA and deliver them days after the evaluations for fast processing times. prepared on behalf of RTA at no additional cost.

QUALITY ASSURANCE PROGRAM:

ADARide has over 30 years in providing Quality Assurance to our paratransit eligibility outcomes. Every applicant denied eligibility will receive a file review conducted by ADARide experienced management. No RTA customer will have their civil right transportation denied without a minimum of one Quality Assurance (QA) review.

Beyond the QA for ineligible applicants, ADARide also reviews random files of every evaluator and provides ongoing feedback. Routinely scheduled in-service training allow for updates to service, policies, and procedures. RTA can be assured that if their service / policies change, our entire eligibility team will be updated efficiently and quickly.

ADARide is offering RTA numerous turnkey appeal processes for RTA appeals that are all FTA complaint. We offer all types of appeals including administrative reviews, In-person appeals processes, telephone and web conferencing, Omission Reviews, An Appeal Panel consisting of professional and seasoned paratransit evaluators (3), and all of the software tracking to support and upload to Cert.

RTA, like all U.S. transit agencies, are subject to the Code of Federal Regulations (49 CFR 37.125) “The process shall include an opportunity to be heard and to present information and arguments, separation of functions (i.e., a decision by a person not involved with the initial decision to deny eligibility), and written notification of the decision, and the reasons for it.” ADARide skillfully navigates the “separation of function” for many of our transit partners today. By ensuring the evaluator who conducts the appeal is bubbled or removed by hierarchy and consequences, it protects the objectivity for the appellant. For RTA, we recommend utilizing our local evaluation team for in-person appeals. This is the most cost effect, complaint and efficient process.

RTA will maintain the ability to download / print an entire client file or the entire RTA database, 24/7, 365 days a year with an authorized login.

ADARide File Retention

ADARide will securely store all complete application and verification forms for RTA for 10 years, as requested. Our data center is secure, routinely backed-up and Cyber Security insured. Authorized RTA Administrative staff can login into ADARide and download any individual client file or the entire database, past and present.

ADARide staff have entered Rider Profiles into Cert software for the last three years. ADARide Rider Profile downloads were programmed for a direct import into Cert software. With a secure Virtual Private Network maintained by RTA, ADARide can enter Rider Profiles into Cert software with specific training from RTA. Our experience has shown that each Cert software is customized specifically for each transit agency and data entry times can vary. ADARide estimates an average of 10 minutes to enter Rider Profile data into the RTA Cert software remotely. We anticipate entering Rider Profiles Monday through Friday, 8 hours a day. Currently, our profiles are entered into Cert on the same day (- the geocoding). Unlike Cert, ADARide.com has U.S.P.S. address confirmation and validation built-in to eliminate non-existent addresses and the need to geocode.

THE ADARIDE ADVANTAGE:

ADARide not only meets but exceeds the experience needed to be a success at RTA. For transit agencies seeking reliable and superior paratransit eligibility services, ADARide emerges as the clear choice, delivering unparalleled expertise, support, software, and training unmatched by any competitor. We have the proven technical expertise to launch RTA's platform within 30 days of contract award and our long history of contracting proves our claim.

ADARide has consistently achieved annual revenues exceeding half a million dollars since 2007, demonstrating our robust financial performance. We take pride in being a registered Disadvantaged Business Enterprise in California and if awarded, plan to apply in the state of Louisiana.

RTA will be working directly with CEO, Art Hulscher, RTA program manager and Key Personnel. He will be conducting the implementation personally along with the customization process, importation of data, staff training and program launch. He will be available to RTA daily along with management staff, Customer service staff, and local program manager and Physical Therapist Sidney Borne. RTA will also have the Select PT professional staff in New Orleans ready for in-persons. RTA can rest assured ADARide will professionally and accurately manage the RTA paratransit eligibility process better than any other vendor and for many years to come.

Thank you for your consideration.

ADA Ride.com

RTA  *Regional Transit Authority*

SAMPLE FORMS
RFP#2025-025

September 2025



MOBILITY CONFERENCE / FUNCTIONAL ASSESSMENT

Thank you for reaching out to New Orleans Regional Transit Authority (RTA) for accessible transportation assistance. There are many accessible transit options available to you and we hope to provide all options that meet your specific needs.

APPLICANT NAME _____ DOB _____ DATE _____

1) Review Application / Verification

YES

NO

- ✓ Orientation to person, place, time and purpose
- ✓ Long Term Memory
- ✓ Ability to communicate
- ✓ Confirm identification and address
- ✓ Confirm disabilities
- ✓ Take photo

NOTES _____

Where do you need to go?

Review RTA / FACTS - provide handout and route maps

2) Mobility Device ADAAG Compliance

YES

NO

- ✓ Device Type _____
- ✓ Combined weight of device and rider _____
- ✓ **Wheelchair scale measurement** ADA compliant

NOTES _____

3) Safety Check

YES

NO

- ✓ Did they identify any anxiety
- ✓ Pulse Oximeter indicated
- ✓ Gait Belt Indicated

- ✓ Ability to communicate

NOTES _____

- | | | |
|--|-----|----|
| 4) Able to Follow Directions | YES | NO |
| <ul style="list-style-type: none"> ✓ Did the customer follow directions ✓ Read a map ✓ Ability to communicate ✓ Ability to plan a trip | | |

NOTES _____

- | | | |
|--|-----|----|
| 5) Identify the correct time | YES | NO |
| <ul style="list-style-type: none"> ✓ Did the customer clearly identify time ✓ Short Term memory ✓ Time Planning | | |

NOTES _____

- | | | |
|---|-----|----|
| 6) Identify the Head Sign | YES | NO |
| <ul style="list-style-type: none"> ✓ Did the customer clearly identify route number ✓ Memory ✓ Locus of control ✓ Maintain focus despite distractions | | |

NOTES _____

- | | | |
|--|-----|----|
| 7) Independently Boarding a Bus | YES | NO |
| <ul style="list-style-type: none"> ✓ Lift / Ramp deployed / Navigate Steps ✓ Balance assessment ✓ Use of handrail ✓ Ability to signal for a stop | | |

NOTES _____

- | | | |
|--|-----|----|
| 8) Independently Navigate Lifts / Steps | YES | NO |
| <ul style="list-style-type: none"> ✓ Move on and off lift independently ✓ Maneuvered into securement area ✓ Mobility Device fits into ADAAG footprint | | |

- ✓ Use of handrail

NOTES _____

- | | | |
|---|-----|----|
| 9) Independently Pay Bus Fare | YES | NO |
| ✓ Place fare into fare box | | |
| ✓ Calculate the correct amount | | |
| ✓ Mobility Device navigated around Fare Box | | |

NOTES _____

- | | | |
|---|-----|----|
| 10) Secure Seating | YES | NO |
| ✓ Identify Senior and Disabled Seating | | |
| ✓ Maneuver Mobility Device into Securement Area | | |
| ✓ Transfers between sitting and standing | | |
| ✓ Judgement and Safety | | |
| ✓ Optional Tether Strap Installation and securement training | | |

NOTES _____

- | | | |
|---|-----|----|
| 11) Independently Disembarking Bus | YES | NO |
| ✓ Lift /Ramp deployed / Navigate Steps | | |
| ✓ Pulled stop indicator | | |
| ✓ Balance assessment | | |
| ✓ Use of handrail | | |

NOTES _____

- | | | |
|--|-----|----|
| 12) Independently Navigate Uneven Surfaces (gravel and grass) | YES | NO |
| ✓ Balance assessed | | |
| ✓ Vision to recognize surface transitions | | |
| ✓ Ability to follow directions | | |
| ✓ Fatigue | | |

NOTES _____

- | | | |
|---|-----|----|
| 13) Independently Cross a Street | YES | NO |
| ✓ Cardinal direction | | |
| ✓ Proper judgement | | |

- ✓ Safe street crossing speed
- ✓ Crossed multiple more than 4 lanes
- ✓ Manually pressed street crossing indicator

NOTES _____

14) Independently Navigate Curb Cuts

YES

NO

- ✓ Navigate a 6" curb
- ✓ Navigated curb cuts
- ✓ Balance on ramp
- ✓ Use of handrail

NOTES _____

15) Independently Navigate Slopes

YES

NO

- ✓ Use of curb cuts and ramps
- ✓ Risk of falls
- ✓ Gait notes _____
- ✓ Document any barriers, both observed and perceived

NOTES _____

16) Independently Loaded the FARE card

YES

NO

- ✓ Picked correct fare
- ✓ Able to navigate fare menus
- ✓ Document any barriers, both observed and perceived

NOTES _____

17) Independently Ambulate and Achieve a distance of ¼ of a mile

YES

NO

- ✓ Document Gait and any ambulation challenges e.g. limping
- ✓ Proper use of mobility device
- ✓ Endurance appears normal
- ✓ Distance ambulated from 660 feet to 2,640
- ✓ Endurance

NOTES _____

18) Overall Balance Assessment

YES

NO

- ✓ Sitting balance
- ✓ Transferring sit to stand
- ✓ Turning 180 degrees
- ✓ Step symmetry and continuity
- ✓ Trunk and walking stance

NOTES

19) Overall Behavioral Assessment

YES

NO

- ✓ Locus of control
- ✓ Distractibility
- ✓ Safety and seek appropriate assistance
- ✓ Problem Solving Skills
- ✓ Ability to clearly communicate and get help

NOTES

20) Environmental / Weather Barriers Overall Assessment

- ✓ Observe interaction with rain / heat / cold / snow
- ✓ Impact on vision due to light conditions
- ✓ Unable to walk / wheel $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$ of a mile
- ✓ Travel path issues
- ✓ Bus stop accessibility issues (need for shade and a bench)
- ✓ Hills / Slopes
- ✓ Street Crossing
- ✓ Strength / Endurance / Fatigue
- ✓ Can only travel Familiar or Travel Trained Routes
- ✓ Identified barriers, both observed and perceived

NOTES

21) Travel Training Candidacy

YES

NO

- ✓ Evaluators notations on applicants abilities to use the bus
- ✓ Customer's motivation is registered
- ✓ Assess Learning disabilities

NOTES

22) Reduced Bus Fare Applied

YES

NO

- ✓ Applicant completed application
- ✓ Customer's motivation is registered

NOTES _____

FACTS TEST INDICATED _____

MINI MENTAL STATUS INDICATED _____

Recommended Eligibility

UNRESTRICTED

TEMPORARY

◇6 MONTHS

◇12 MONTHS


INELIGIBLE

AUTO-RECERT

TRIP-BY-TRIP

- Rain
- Snow
- Heat
- Smog
- Night Blindness
- Hills / Slopes
- Unable to walk further than ¼ mile
- Unable to walk further than ½ mile
- Unable to walk further than ¾ mile
- Inaccessible Bus Stops
- When uneven surfaces are present
- Lack of Sidewalks
- Lack of Curb Cuts
- Street Crossings
- Unable to Transfer
- Hyper Fatigue / Endurance / Good Day / Bad Day
- Unfamiliar Routes

ADA Ride.com

RTA  *Regional Transit Authority*

RESUMES
RFP#2025-025

September 2025

Arthur D. Hulscher, L.C.S.W.

19300 S. Hamilton Ave. Suite #120
Gardena, CA 90248
(310) 436-3570 / art@adaride.com



P R O F E S S I O N A L E X P E R I E N C E

President – CEO , ADARide.com LLC

2007 - present

- Awarded ADA certification contracts for Access Services, Inc 1994 & 1999
- Awarded ADA certification contract with Metropolitan Transit System 1997, 2003, 2013
- Awarded ADA certification contracts with Leisure World Transportation Services 1998 to 2019
- Awarded ADA certification contracts with Riverside Transit Agency 1997 & 2001
- Awarded ADA certification contract with Orange County Transportation Authority 1999
- Awarded ADA certification contract with Santa Cruz Metropolitan Transit District 2002
- Awarded ADA certification contract with Santa Clara Valley Transit Authority 2003
- Awarded ADA certification contract with Victor Valley Transit Authority 2003, 2008, 2015
- Awarded ADA certification contract with San Mateo Transit District 2003
- Awarded ADA certification contract with Long Beach Public Transportation Co. 2003
- Awarded ADA certification contract with North County Transit District 2005 to present
- Awarded ADA certification contract with Butte County Association of Governments 2007
- Awarded ADA certification contract with Mid Ohio Valley Transit Authority 2007 to present
- Awarded ADA eligibility software contract with Riverside Transit Agency 2002
- Awarded ADA eligibility software contract with Santa Cruz Metropolitan Transit District 2002, 2023 to present
- Awarded travel training contract with Regional Center of Orange County 1999
- Awarded ADA certification contract with Metropolitan Tulsa Transit 2010 ,2014, 2020, to present
- Awarded ADA certification contract with LYNX 2010, 2015, 2020, to present
- Awarded ADA certification contract with Sacramento Regional Transit District 2010
- Awarded ADA certification contract with Greater Richmond Transit Commission 2011, 2015, 2020 to present
- Awarded ADA certification contract with Regional Transportation Commission 2012
- Awarded ADA certification contract with San Joaquin Regional Transit District 2013
- Awarded ADA Certification Contract with Merced County Transit 2013, 2014 to 2020
- Awarded ADA certification contract with Lextran 2014, 2019 to present
- Awarded ADA certification contract with Loudoun County Transit 2014 to present
- Awarded ADA certification contract with Hampton Roads Transit 2014, 2018 to present
- Awarded ADA certification contract with Valley Regional Transit 2015 to present
- Awarded ADA certification contract with Hopesource 2017 to present
- Awarded ADA certification contract with OmniRide 2019 to present
- Awarded ADA certification contract with Napa Valley Transportation Authority 2022 to present
- Awarded ADA certification contract with Charlotte Area Transit System 2022 to present
- Awarded ADA eligibility training contracts with Intelitran, San Mateo County Transit District, Sacramento Regional Transit District, CalAct, and Orange County Transportation Authority, etc.
- Designed ADARide.COM website.
- Designed and authored ADARide Professional Eligibility Training Program.
- Designed ADARide Functional Assessment, and Functional Appeals Assessment
- Expert speaker on paratransit eligibility at American Public Transit Association's Paratransit Conference (5/98, 4/99, 5/02. & 5/07)-CalAct Conference (10/99) – Florida Transportation Disadvantaged Conference (7/07) –ADA Roundtable (10/07, 12/08) - (Southwest Transit Association (8/08).

Administrator Disability and Social Services, Orthopaedic Hospital

1998 - 2006

- Responsible for the daily operations of the Social Work and Disability Services Departments.
- Awarded 13 paratransit eligibility contracts throughout California.

- Hired, Trained and managed a staff of 47 paratransit evaluators and ADA program managers.
- Planned and administer department's fiscal budget of \$7.5 million
- Provided clinical supervision for MSWs.
- Chairman of Bioethics Committee.
- Chairman of Suspected Child Abuse/Neglect Team, and Clinical Case Review Team.
- Member of Administrative Quality Council, Utilization Review Board, and Outpatient Services Committee.
- Designed and implemented Employee Assistance Program.
- Developed Sensitivity Training Program, Stress Management, and Drug Free Workplace Seminars.
- Authored Grants for Individuals Program and was awarded over \$1 million in grant dollars.

***Administrator, Social Services & International Children's Program, Orthopaedic Hospital
1993 - 1998***

- Awarded first paratransit eligibility contract
- Responsible for supervising staff, administering \$1.3 million budget, and identifying volunteers for medical program that provides treatment to disadvantaged children in Mexico.
- Designed policy and procedure manual.
- Supervised staff of four
- Coordinated the travel budgets to Medical Doctors, Staff and patients in Mexi-Cali

Clinical Social Worker, Orthopaedic Hospital

1990- 1993

- Providing direct psychotherapeutic therapeutic services to pediatric patients and their families in the following clinics, Spina Bifida, Cerebral Palsy, Muscular Dystrophy, Hemophilia and General pediatrics.
- Providing direct psychotherapeutic services to adult patients and their families in the HIV, Hematology and Oncology Departments.
- Provided & Supervised Suspected Child Abuse and Neglect reviews for the Emergency Room.
- Responsible for discharge planning for adult and pediatric inpatient floors.
- Member of the Orthopaedic Hospital's Foundation fundraising committee.

***Private Practitioner and Owner, Ocean Pacific Counseling
Hermosa Beach, CA***

1994 – 1999

- Founded and managed private mental health counseling center.
- Employed three clinicians.
- Served the California Beach Communities with quality psychotherapeutic services.

E D U C A T I O N

Masters of Social Work, Wayne State University
Bachelor of Arts in Psychology, Michigan State University

1990

1988

L I C E N S E S, C E R T I F I C A T E S, & M E M B E R S H I P S

- Licensed Clinical Social Worker, State of California, 1993, L.C.S.W. #16880.
- Certified Employee Assistance Professional and Substance Abuse Counselor 1992.
- Certified Field Instructor, University of Southern California, School of Social Work
- Certified Sensitivity Trainer
- Certified Aggressive Management Trainer
- Member of the American Public Transit Association / Access Committee
- Member of the ADA Roundtable

References available upon request



OMAR SINNO, M.D.

500 W. Superior St. #1307

Chicago, IL. 60654

Phone: 312-259-5591 E-mail: osinno@amgen.com

PROFESSIONAL EXPERIENCE

Amgen

Chicago, IL

Senior Regional Medical Liaison, Metabolic Bone Therapy

March 2009- Present

- Interface with nationally recognized medical opinion leaders to discuss Amgen's product pipeline and its impact on the clinical landscape in the specialties of endocrinology, geriatrics, orthopedic surgery and family medicine.
- Provide unbiased clinical information to high-level physicians regarding Amgen's drug pipeline in a strictly scientific, non-commercial and FDA compliant manner.
- Independently strengthen the existing client base and harvest new physician/hospital relationships by collaborative effort efforts between the Amgen epidemiology department, major hospitals and new physician groups.

CareLogix (division of Rulester LLC.)

Chicago, IL

Co-Founder and Medical Advisor

January 2009-Present

- Perform risk stratification analysis of patient data to identify high-risk patients who may need additional medical oversight to prevent costly health incidents during hospital stays.
- Recent client pilot trial showed an estimated \$1.2 in million cost savings as a result of the platform's implementation.
- Develop clinical best practices to mitigate costly hospital errors and litigious risk.
- Led strategic effort to penetrate new market segments, resulting in a 300% increase in scope.
- Spearheaded endorsement effort from the North American Thrombosis Forum for CareLogix integrations into over 4000 U.S. hospitals.
- Completed second pilot at Advocate Good Samaritan Hospital (Top 100 Hospital) with the intention of integration into the entire Advocate Hospital network.

Loyola University Medical Center

Maywood, IL

Medical Clerkships

July 2006-June 2008

- Clinical work in neurology, hematology/oncology, radiology, surgery (general, plastic, vascular), cardiac critical care, emergency medicine, internal medicine, ob/gyn, dermatology, and psychiatry.
- Researched current trends in biotechnology specifically related to metabolic bone disorders, breast and prostate cancer, Alzheimer's, Parkinson's, seizure disorder, depression/mental health, coronary artery disease, and diabetes.
- Ongoing medical education through research and participation in seminars regarding evidence-based medicine, pharmaceuticals, biotechnology, and medical devices.

Chicago Board of Trade

Chicago, IL

Treasuries Trader – Henning-Carey Trading Co.

June 2001-July 2004

- Modeled historical trends and theoretical outcomes of calendar events such as unemployment rate, FOMC, CPI, PPI, existing home sales, and consumer confidence.

- Implemented market analysis using CQG, Bollinger Bands, Strong/Weak Stochastics, and volume/open interest statistics.
- Executed trading strategy derived from correlation and trends in the 10-year treasury market as related to the extended U.S. yield curve, German debt markets, and U.S. equity and currency markets.

EDUCATION

Loyola University Chicago, Stritch School of Medicine
Doctor of Medicine

Maywood, IL
July 2004 – June 2008

- Course work in molecular biology, pharmacology, biostatistics and epidemiology, neuroscience, genetics, immunology, behavioral science, physiology and pathophysiology.

Loyola University Chicago
Bachelor of Science – Biology

Chicago, IL
August 1997 – May 2001

ADDITIONAL INFORMATION

- Languages: Arabic. Interests: South American and Middle-Eastern historical and political landscape, art, chess, photography, world history, exercise (strength, boxing, kali.)



Wilfredo A. Cerrato MPH
5906 Southview Dr.
San Jose, CA 95138
Cell (408) 564-1590
willcerrato@sbcglobal.net

QUALIFICATIONS:

As a public health professional and a physician graduated in El Salvador, I have the education and experience to contribute significantly to the paratransit field. My experience in the Santa Clara Valley includes; community health centers, hospitals and also in the paratransit eligibility field. My experience also includes a position as medical instructor at a local college. I am reliable and able to complete assigned duties efficiently and enthusiastically.

EXPERIENCE

08/2013 – Present

Director of Clinical Services

Indian Health Center of Santa Clara County
San Jose, CA.

- Clinical operations and management of four Clinic sites
- Supervise Clinic Managers and provide support in managing clinic areas: Front Desk, Back Office, Medical Records/Referrals, Eligibility & Enrollment, Clinic Support, and Triage Unit
- Liaison with health plans and health insurances
- Assist CMO with the schedules of providers and clinical tracking/reports
- Member of the Clinic's Executive team, Quality Improvement Committee, and PCHH group.
- Supervise the clinic's Outreach and Enrollment efforts to assist new and established patients

02/2008- 07/2013

Ravenswood Family Health Center
East Palo Alto, CA

Family Practice Department Manager (06/12 –07/13)

- Clinical operations and patient flow
- Manage schedule of medical providers
- Supervise, train and evaluate Medical Assistants, Health Coaches, Patient Navigators and Lab Technicians
- Telemedicine: Coordination of the Diabetic Retinopathy Screening program
- Member of the Total Quality Management Clinic's committee

Chronic Disease Management & Health Care for the Homeless Program Manager (02/08 – 07/13)

- Management of health education, outreach and case management
- Member of the Healthcare for the Homeless/Migrant Health Community Advisory Board (San Mateo County)
- Planning, implementing and evaluating various programs:
 - Diabetes prevention/management program
 - Patient Navigation program (awarded by the California State Senate in 2009)
 - Healthcare for the Homeless program
 - Health Care Innovation Project (CMS grant) & Health Promoters program

06/2005- current

ADA Paratransit Eligibility

ADARIDE.com (2009-Current)

- Conduct web-based Paratransit eligibility assessments for various counties in the USA

Orthopaedic Hospital/ADARIDE.com (2005 to 2009)

Paratransit Eligibility Program Manager

- SamTrans, San Mateo County Paratransit eligibility (2006-2008)
- VTA, Santa Clara County Paratransit eligibility (2005-2006)

11/2004-09/2008

Medical Instructor

Medical Assisting Program

Western Career College, San Jose Campus

Training medical assisting students in:

- Anatomy and Physiology
- Medical Office Pharmacology and Drug Administration
- Patient Care and Mobility
- Phlebotomy/EKG
- Other Clinical and Medical Office Procedures

2003-2006

Volunteer

San Jose RotaCare Clinic

San Jose, CA

- Triage duty and screening patients
- Translator and interpreter

Jan-Dec 2001

Medical Director

“Agua Caliente” Health Center

La Union, El Salvador

Management of the health center

- Project design, implementation and evaluation
- Immunization program for children and pregnant women
- Pre-natal care and well child care
- Education and treatment for patients with diabetes and hypertension
- Educational programs re: sexually transmitted diseases, HIV/AIDS prevention, and Hepatitis B prevention
- Tuberculosis education, testing and treatment
- Early detection and prevention of cervical and breast cancer

Jan-Dec 2000

Medical Internship

San Salvador, El Salvador

Clinical areas:

- General Surgery/ Internal Medicine
- Obstetrics and Gynecology
- Pediatrics
- Public Health and Psychiatry

EDUCATION

2016

Healthforce Center at University of California, San Francisco

Clinic Leadership Institute.-Emerging Leaders program

2011

San Jose State University

Master of Public Health

2002

University of El Salvador

Doctor of Medicine

(Verified by the Educational Commission for Foreign Medical Graduates, ECFMG)

Cynthia Gold

SUMMARY OF QUALIFICATIONS

As the Chief Operating Officer of ADARIDE.COM I provide leadership, professionalism and sensitivity. I have demonstrated the ability to work effectively with Paratransit Contractors by phone, fax or email during all hours of the operational day to make decisions or provide any information as necessary. I have a proven track record of developing, maintaining and operating requirements for paratransit certification services with respect to all Americans with Disabilities Act (ADA) mandates. I have 14 years experience supervising certification analysts and 16 years experience conducting ADA paratransit assessments. In all of my time making eligibility determinations and supervising contracts, we have not received any complaints or negative feedback.

QUALIFICATIONS

- Completion of the DS Professional Eligibility Training 2000
- Professional Eligibility Instructor
- Conducted over 35,000 Paratransit Assessments
- Program Manager for Access Services of Los Angeles for 3 years
- Conducted thousands of quality assurance reviews for applicant files
- Competent in evaluating an applicant's physical, visual and mental status.
- Ability to understand applicant's rehabilitation process.
- Ability to professionally document an applicant's condition.
- Excellent interaction skills with applicants and their care providers.
- Knowledge of medical terminology and basic pharmacology

EDUCATION

1995-1996	Certificate of Registered Nursing North Hollywood, CA
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EMPLOYMENT

2007 – Present	ADARIDE.COM Chief Operating Officer
2000 - 2007	Disability Services @ Orthopaedic Hospital, Los Angeles CA Certification Analyst / Certification Supervisor
1997-2000	Healthcare Consulting Group, Rolling Hills CA Certification Analyst



Matthew T. Zacharias
4128 East 42nd Street
Tulsa, OK 74135
(918) 742-1256

matthew.zacharias@sjmc.org

Education: University of Oklahoma Health Sciences Center
Oklahoma City, OK
Bachelor of Science in Physical Therapy, May, 2000

Southeastern Oklahoma State University
Durant, OK
Bachelor of Science in Biology, December, 1997

Licensure: Oklahoma License # PT3049; expires Jan. 31, 2021

Certification: Certification in Mechanical Diagnosis and Therapy

Certified ADA Paratransit Eligibility Evaluator

Orthopedic Certified Specialist
APTA, expires June 2017

Credentialed Clinical Instructor - APTA

Basic Life Support for Healthcare Providers Certification
American Red Cross, expires June 2016

Employment: 6/2000 – 8/2002 HealthSouth Sports Medicine & Rehabilitation
221 East Comanche
McAlester, OK 74501
(918) 423-1181

8/2002 – 3/2003 Physical Rehabilitation Center of Tulsa
5577 South Lewis Ave.
Tulsa, OK 74105
(918) 749-0003

3/2003 – 1/2011 Select Physical Therapy
11055 South Memorial Drive
Tulsa, OK 74133
(918) 369-3350

1/2011 – present St. John Medical Center
1923 South Utica Ave.
Tulsa, OK 74104
(918) 744-2476

Awards: OU Clinical Instructor of the Year 2005
Central ACCE Consortium Clinical Instructor of the Year 2006

EDUCATION

California State University, Los Angeles, CA
Master of Arts in Special Education
December 1998

Point Loma Nazarene College, San Diego, CA
Bachelor of Arts in Psychology
May 1996

CREDENTIALS

**Clinical Rehabilitative Services Credential:
Orientation and Mobility**
January 2015

Certified Orientation and Mobility Specialist:
Academy for Certification of Vision Rehabilitation and
Education Professionals
May 2015

**PROFESSIONAL
ORGANIZATIONS**

**Academy for Certification of Vision Rehabilitation
and Education Professionals:** Member 2015

EMPLOYMENT HISTORY

July 2014 – Present

ADARide.com LLC; Online & San Diego, CA
*ADA Paratransit Evaluator, Travel Trainer, Quality
Assurance Reviewer*

March 2003 – Present

Department of Rehabilitation; San Diego, CA
Orientation and Mobility Specialist

July 1999 - January 2007

Escondido Union School District; Escondido, CA
Orientation and Mobility Specialist

May 2001 – March 2003

San Diego Center for the Blind; Vista, CA
Orientation and Mobility Specialist

January 1999 – September 1999

Department of Rehabilitation; Los Angeles, CA
Orientation and Mobility Specialist

December 1998 – August 1999

Braille Institute; Los Angeles, CA
Orientation and Mobility Specialist

February 1997- November 1998

Covina Unified School District; Covina, CA
Substitute Teacher

REFERENCES AVAILABLE UPON REQUEST

Sidney Borne, MPT, OCS, CSCS

bornes@selectmedical.com

EDUCATION:

LSUHSC MASTERS OF PHYSICAL THERAPY **New Orleans, LA**

- May 2000 - August 2002

UNIVERSITY OF LOUISIANA AT LAFAYETTE **Lafayette, LA**

- August 1996 – May 2000
- B.S. Biology Minor: Chemistry

PROFESSIONAL EXPERIENCE:

ADVANTAGE PHYSICAL THERAPY **Harahan, LA**

- Center Manager: 2002-2005

SELECT PHYSICAL THERAPY **Slidell, LA**

- LA Market Manager: 2007-present
- Center Manager: 2005-2007

ADVANCED CERTIFICATIONS/TRAINING:

CERTIFIED STRENGTH & CONDITIONING SPECIALIST (CSCS): 2004

ORTHOPEDIC CLINICAL SPECIALIST (OCS): 2007

FUNCTIONAL CAPACITY EVALUATIONS: 2007

ASTYM: 2010

TRIGGER POINT DRY NEEDLING: 2015

IMPAIRMENT RATINGS: 2017

MYOFASCIAL DECOMPRESSION: 2018

PRESENTATIONS:

CO-MORBIDITIES AFFECTING OUTCOMES: 2019

DRY NEEDLING: 2018

IMPLICATIONS OF AN AGING WORKFORCE: 2017

**UNDERSTANDING WORK CONDITIONING AND WORK
HARDENING: 2017**

SOFT TISSUE INJURIES: 2016

**SHOULDER INJURIES: CONSERVATIVE AND SURGICAL
TREATMENT OPTIONS: 2016**

INTERPRETING PHYSICAL THERAPY NOTES: 2009

APPLICATION OF PLYOMETRICS IN REHABILITATION: 2002

**COMPARISON OF QUADRICEPS MUSCLE ACTIVITY DURING A
TRADITIONAL AND MODIFIED SQUAT TECHNIQUE: 2003**

Paul Wheeler

Vista, CA 92081



Professional Summary

To understand and address the psychological processes affecting human behavior,
Availability Immediately

Authorized to work in the US for any employer

Work Experience

NCTD Paratransit Eligibility Progroject Manager

ADARide-Escondido, CA

July 2024 to Present

- Lead daily operations and supervise a multidisciplinary team conducting 100% in-person ADA paratransit eligibility assessments, interviews, and functional evaluations.
- Partner with NCTD to design, implement, and continuously refine policies, procedures, and materials for eligibility determinations in alignment with ADA regulatory requirements.
- Oversee end-to-end applicant journey including application intake, functional/cognitive evaluations, eligibility documentation, and final determination letters.
- Ensure compliance with federal ADA paratransit standards and uphold procedural integrity in conditional, temporary, and unconditional eligibility classifications.
- Coordinate directly with NCTD on quality control, training program approval, appeals support, and continuous process improvement initiatives.
- Interface with transportation providers and support resolution of performance issues, delays, or applicant safety concerns during scheduled assessment transports.
- Deliver regular reports on assessment volumes, applicant outcomes, and system performance; respond to media requests and prepare board updates when needed.
- Maintain applicant confidentiality, oversee client file security, and ensure complete and accurate use of Trapeze Certification software for tracking, scheduling, and document storage.
- Support multilingual communication accommodations, including sign language and non-English interpreter services.
- Attend ongoing review meetings with NCTD leadership and manage secure contract close-out procedures, ensuring all property and records are returned in compliance with agreement terms.

Health Care Coordinator - Healthy Connect (Healthy Homes Program)

Community Research Foundation-San Diego, CA

March 2020 to Present

- Assess Health Action Plans and Health Risk Assessments to determine members for Blue Shield Promise Health Plan as it relates to their physical, mental, and social needs.
- Coordinate services for accessing services such as scheduling appointments, completing referrals for medications/services, establishing translation services, arranging for transportation to and from appointments.
- Developing tools for wellness while reducing hospitalizations or complications from chronic conditions.
- Partnering with other service providers to ensure that services are accessible.

- Reducing barriers toward accessing care, advocating for members' needs, ensuring completion of treatment planning.

ARF Program Administrator

Merakey-Escondido, CA

December 2023 to July 2024

- Serve as a liaison to day programs, job sites, and adjunct services for individuals of assigned homes, ensuring seamless coordination and support.
- Assist the Program Director with the management of individual funds, handling requests, expenditures, receipts, reconciliation, and meticulous record-keeping.
- Collaborate in planning and scheduling activities for individuals in the home and the community, actively participating in and facilitating planned activities.
- Ensure the implementation and documentation of individual goals and behavior programs as per established guidelines.
- Attend all required individual-related meetings, providing valuable insights and updates to support individual progress.
- Directly supervise all Lead Direct Support Professionals and Direct Support Professionals, providing guidance and support for optimal performance.
- Coordinate staff schedules with assigned Lead Direct Support Professional, fostering efficient teamwork and coverage.
- Conduct and document monthly house meetings with Direct Support Professionals, fostering open communication and addressing pertinent issues.
- Pursue continued professional growth through engagement with current literature, professional meetings, institutes, and workshops, fulfilling State Regulations requirements of a minimum of 24 hours/year.
- Direct and oversee ongoing daily activities for the home, ensuring a nurturing and supportive environment.
- Ensure the availability of all prescribed medications, remain vigilant to behavioral or medical changes in residents, and monitor staff adherence to medication administration protocols, promptly notifying appropriate personnel of any concerns.
- Maintain the physical site as per regulations, coordinating necessary repairs or purchases through the Program Director and arranging emergency repairs as needed.
- Inspect, operate, and ensure appropriate maintenance of vehicles assigned to the sites, overseeing routine maintenance and ensuring staff compliance with vehicle-related policies.
- Uphold Individual rights/privacy, prioritizing dignity and respect in all interactions and decisions.
- Facilitate individuals' enjoyment of leisure and community activities tailored to their abilities, needs, and desires, arranging transportation as necessary.
- Maintain cleanliness and orderliness of the home, updating cleaning routines as needed and ensuring compliance with standards.
- Report all health concerns promptly to the appropriate authority, recording details in logs for accurate documentation.
- Immediately report any unusual incidents, accidents, problems, or changes in individual programs to the Program Director, taking decisive steps to ensure the safety and well-being of all individuals.
- Foster continued development and growth of family relationships/bonds through regular communication and visits, promoting a sense of belonging and connection.
- Assume/Perform the role of the Lead Direct Support Professional or Direct Support Professional in emergency situations or when coverage is needed, ensuring continuity of care.
- Ensure adequate provision of food and household items in the houses, conducting weekly reconciliation of all Petty Cash with the Program Director.
- Ensure completion of monthly Fire Drills at each house within the required guidelines, prioritizing safety protocols and preparedness.
- Perform other related duties as assigned or required, demonstrating flexibility and dedication to the team's success.

Program and Human Resource Manager, ARF Administrator Licensed

Changing Options SD Inc.-Romana California

January 2023 to October 2023

- **ARF Administrator:** Successfully managed all facets of an Adult Residential Treatment Facility (ARF), leveraging a current ARF license to oversee client admissions, individualized treatment plans, and medication management while upholding client rights and dignity.
- **Quality Assurance & Crisis Resolution:** Implemented robust quality assurance procedures and demonstrated crisis resolution expertise, ensuring the safety and well-being of clients and staff during emergencies while maintaining high service standards.
- **Financial Management:** Skillfully managed the facility's budget, optimizing resource allocation to meet client needs within budgetary constraints, demonstrating financial acumen and responsibility.
- **Community Engagement & Advocacy:** Proactively engaged with the local community, established positive relationships with stakeholders, and advocated for the facility's mission, furthering its reputation and impact.
- **Regulatory Compliance:** Ensured strict adherence to state regulations, continually maintaining compliance with ARF licensing standards and streamlining operational processes to meet regulatory requirements effectively.

Psychosocial Rehabilitation Specialist

Community Research Foundation

July 2014 to March 2020

Funded through the county of San Diego worked as a mental health clinician and part of an intensive mobile psychiatric assertive community treatment (IMPACT) team. Provided intensive case management needs to individuals with co-occurring disorders such as: clinical assessments and interventions, evidence based therapeutic interventions, Cognitive Behavioral Therapy, Dialectical Behavioral Therapy, Motivational Interviewing, development of treatment plans, implementation of treatment plans, coordination of most types of services in San Diego County (i.e. hospitals, ILF's, Board and Care, SNF's, SSI, housing through san Diego housing commission, SNAP benefits, continuing education, rehabilitation, and treatment facilities). Part of a multidisciplinary treatment team of: psychiatrists, psychologists, nurses, social workers, substance abuse specialists, housing specialists, and peer specialists. 8,000 + hours of face-to-face direct client care.

- Conducted initial psychological assessments for clients, utilizing a psychosocial rehabilitation focus and dynamic team-based approach.
- Conducted individual and group counseling/psychotherapy sessions.
- Developed and updated individual treatment service plans for clients.
- Created discharge plans and provided linkage to other support services within the community.
- Participated in interdisciplinary treatment planning.

Graduate Research Investigator

Healthy Aging and Alzheimer's Disease, Life Span and Human Senses at San Diego State University-San Diego, CA

August 2016 to May 2018

Studying The Effects of Odor Memory in Healthy Aging and Alzheimer's Disease, Life Span and Human Senses at San Diego State University, San Diego CA, August 2016 - May 2018. Responsibilities: Research in younger, middle, and older adults, scoring and inputting of data, and running advanced statistical analysis in SPSS and Excel, developing and testing research hypothesis in laboratory experiments and archival data sets. Topics included: olfaction, taste, gestation, mood, and executive functioning. Supervisor: Dr. Claire Murphy

Teaching Assistant

Advanced Research Methods in Psychology at San Diego State University
2016 to 2018

Lead discussions, grade papers, cloud data input and management. Supervisor 2016 - 2018). Run experiments; conduct analysis; lead discussions, grade papers, cloud data input and management. Supervisor: Dr. Claire Murphy

Staffing Manager, Scott Lowther (HR Executive)

Alpine Special Treatment Center Inc-Alpine, CA

October 2013 to July 2014

Promoted to run treatment facility staffing needs for over 100 employees across all departments (i.e. clinical, nursing, transitional aged youth program etc.). Worked in an administrative and HR role. Responsibilities included: Staffing the facility, hiring, scheduling, payroll, trainings, CARF accreditation, ensuring coverage 24/7, adjusting staffing needs as required by treatment professionals.

- Executed administrative functions for a long-term psychiatric facility.
- Managed staff to ensure they have the skills necessary to succeed with a bio-psycho-social model of training and interventions.
- Tracked staff costs to the administration and found the most effective model for best client outcomes.
- Ensured that the facility met proper ratio requirements of staffing for Healthcare positions per regulation (Title IX, State, and CARF).
- On-Call 24/7 to handle staffing-related concerns.

Mental Health Worker

Dr. Kauffman

May 2012 to October 2013

Part of a multi-disciplinary treatment team of professionals in a locked psychiatric treatment setting. Disciplines include: psychologists, psychiatrists, nurses, social workers, and substance abuse counselors. 2,400 hours of direct client care.

- Assisting Clients with daily needs, routine functioning, medication, groups, and rehabilitation
- Clinical documentation of their behaviours and tracking progress for community reintegration
- Helping in stabilization from admission and crisis communication when necessary.
- Psycho-social Rehabilitation for co-occurring disorders

Research Assistant

Dr. Paul Gilbert

August 2011 to June 2012

- Administer clinical batteries to patients assessing psychiatric histories and executive function
- Gaining trust with participants to get accurate responses to personal questions
- Developing research hypothesis into affective and neurological disorders related to cognitive fluency
- Advanced statistical research, hypothesis testing, and reporting

Undergraduate Research Assistant

San Diego State University-San Diego, CA

August 2011 to June 2012

Responsibilities: Administer batteries to undergraduate participants assessing psychiatric histories and executive function, enter data and running advanced statistical analysis in Excel and SPSS, developing research hypothesis into affective and neurological disorders related to cognitive fluency. Supervisor: Dr. Paul Gilbert

Undergraduate Research Assistant

Aggression Study, California State University-Los Angeles, CA

March 2009 to June 2009

Responsibilities: Literary review, assisting in research design, data analysis, writing procedures, and aiding in paper transcription. Supervisor: Dr. Douglas Strongroom.

Education

Masters Degree in Psychology

San Diego State University - San Diego, CA
2016 to 2018

Bachelors Degree in Psychology

San Diego State University - San Diego, CA
2009 to 2012

California State University Los Angeles
June 2009

IGETC in Intersegmental General Education Transfer Curriculum

Palomar Community College - San Marcos, CA
2003 to 2008

High School Diploma

Orange Glen High School - Escondido, CA
1999 to 2003

Skills

- Statistical analysis
- Word
- Microsoft Access
- SharePoint
- Microsoft powerpoint
- Microsoft excel
- Spss
- Documentation review
- Microsoft word
- Cerner
- Excel
- Powerpoint
- Statistics
- Customer service

Languages

- English - Fluent



Shannon Fryer Holmes, MA, OTR/L

4535 Soquel Wharf Road
Soquel, California 95073
831.477.2984

shannonholmes@comcast.net
California OT License # 7736
NBCOT Certification # 1027724

EDUCATION

University of Southern California Los Angeles, California

Master of Arts in Occupational Therapy 1998

George Washington University Washington DC

Bachelor of Arts in Psychology 1993

SUMMARY OF QUALIFICATIONS

- Nineteen years of experience in health care settings with progressively increasing responsibilities in the implementation of direct client care, program development, staff and student supervision, and administrative duties.
- Ten years of practice as a Registered Occupational Therapist providing accurate and efficient assessment, treatment and documentation with varied populations in inpatient, outpatient, and community based settings for individuals with psychiatric and physical disabilities.
- Effectively put into operation a turnkey paratransit certification eligibility program from start-up through ongoing management and maintenance of contract.
- Designed, developed and implemented a comprehensive program of Occupational Therapy services focused on community re-entry and life skills with clearly defined goals and progress indicators.
- Ability to manage complex projects with multiple deadlines while maintaining a high level of communication and flexibility in problem solving.
- Committed to serving the community in a caring, professional, respectful, and well-organized manner with sensitivity to issues of diversity.
- Adept at listening; able to network tactfully with a wide variety of organizations and individuals.

WORK EXPERIENCE AND PROFESSIONAL SKILLS

Dominican Hospital, Behavioral Health Unit and El Dorado Partial Hospitalization & Day Program Santa Cruz, California

Hospital and community based acute and subacute psychiatric care units serving adults with major psychiatric disorders.

Occupational Therapist 07/04-Present

- Evaluation, planning and treatment for individual and group Occupational Therapy (OT) services focused on life skills and community re-entry.
- Documentation of therapy plans and progress; preparation of various reports and logs; use of formal and informal assessments including: ACL, KELS.
- Coordination of OT services as a part of an interdisciplinary team; collaboration and consultation with doctors and unit personnel on progress and programming.
- Recommendation and maintenance of equipment and supplies for OT and unit functions.
- Participation in education and orientation of staff, student interns and the public regarding OT services and community resources.

- Demonstrated ability to meet annual performance expectations and goals.

Orthopaedic Hospital, ParaCruz Eligibility Office Santa Cruz, California

A branch of Disability Services committed to upholding paratransit eligibility standards as mandated by the Americans with Disabilities Act through the provision of fair, thorough and sensitive certification evaluations.

Program Manager/Senior Analyst 06/02-10/04

- Execution and administration of all aspects of the paratransit eligibility screening program under contract with the Santa Cruz Metropolitan Transit District.
- Ongoing development, maintenance and implementation of paratransit certification evaluation services in compliance with the Americans with Disabilities Act.
- Conduct and oversee applicant interviews in a professional and empathetic manner.
- Ensure accuracy, consistency and timeliness with eligibility determinations.
- Participation in continuing contract development, correspondence and negotiation.
- Public speaking, community outreach and education, training and in-service presentations, and ongoing communication with local agencies.
- Maintenance and submission of statistical reports and documentation as requested and required by contractor and employer.
- Responsibility for recruiting, hiring, and training as well as clinical and technical supervision of certification and clerical staff.

Central Coast Center for Independent Living Capitola, California

A private not for profit organization whose purpose is to advance the civil rights and independent living opportunities of people with disabilities.

Interim New Options Traumatic Brain Injury Project Director 11/01-5/02

- Supervision of New Options Traumatic Brain Injury Project staff, Team Leader.
- Completion of monthly statistics for submission to funding sources.
- Maintained communication with community agencies regarding New Options.

New Options Occupational Therapist 11/98-5/02

- Researched, developed and implemented the Personal, Vocational, Social Adjustment (PVSA) program to assist individuals with traumatic brain injuries and mental health diagnoses learn life skills and overcome barriers to employment.
- Management of a caseload of up to 15 Department of Rehabilitation clients: evaluation and assessment of physical and cognitive personal, social and vocational strengths, abilities, interests and barriers; provision of training in individual and/or group settings to assist clients maximize their independent living skills; participation in plans for ongoing services following completion of PVSA program; and creation and utilization of systems for detailed documentation and reporting within the agency and to Department of Rehabilitation.
- Created and facilitated various life skills training courses and workshops.
- Planned and presented information and technical assistance to community agencies.

Daniel Freeman Memorial Hospital Inglewood, California

Occupational Therapy Intern Summer 1998

- Worked on the inpatient and outpatient chronic pain team, the comprehensive rehabilitation unit and the home health department. Incorporated both individual and group treatments. Evaluations utilized included the Functional Independence Measure, the Canadian Occupational Performance Measure, as well as several in house assessments specific to various diagnoses.

Veteran's Administration, Vet's Garden Project Los Angeles, California

Occupational Therapy Intern Summer 1997

- Provided therapy to psychiatric populations with diagnoses of post-traumatic stress, bipolar, depression, antisocial, anxiety, manic and schizophrenic disorders. Conducted intake interviews, evaluations, treatment planning, individual and group treatments, and discharge recommendations.

RoseHill Soquel, California

A residential facility for adults with traumatic brain injuries.

Residential Supervisor, Administrative Assistant and Lead Occupational Therapy Aid 1993-1996

- Evaluated, supervised and monitored individuals with traumatic brain injuries for their safety and behavior, helped clients with their therapy objectives, facilitated groups, assisted clients in their activities of daily living, helped them to spend their leisure time productively and documented their daily progress.
- Coordinated and supervised a staff of seven which included interviewing, training, delegating responsibilities, staff scheduling and organizing and leading meetings.
- Primary responsibility for all aspects of ordering and monitoring medications.
- Attended to various office and administrative duties.

Community Rehabilitation Services Annapolis, Maryland

A community re-entry rehabilitation program for individuals with all types of neurological dysfunctions.

Life Skills Tutor 1991-1993

- Implemented and documented functional therapy objectives as directed by occupational, physical and speech therapists. Assisted clients in their daily activities including: self-care, scheduling, meal planning and preparation, budgeting, education, vocation and leisure skills.

PROFESSIONAL AFFILIATIONS

- American Occupational Therapy Association
- Occupational Therapy Association of California
- Pi Theta Epsilon, Alpha Eta Chapter, OT Honor Society

2025

EXPERIENCE AND REFERENCES










ADA *Ride*.com





















REFERENCE CONTACTS

Greater Richmond Transit Company <i>Angela Allah, Eligibility Coordinator</i> Email: AAllah@RideGRTC.com	2011 - Present (804) 358-3871 ext. 434
Charlotte Area Transit System <i>Brandon Williams, Eligibility Coordinator</i> Email: brandon.williams@charlottenc.gov	2022 - Present (704) 336-5055
Hampton Roads Transit <i>Keith Johnson, Retired Manager of Paratransit Operations</i> Email: kdajohnson@aol.com	2013 - Present (757) 483- 6981
Tulsa Transit Authority <i>Debbie Ruggles, Former General Manager</i> Email: debbrqgl@gmail.com	2009 - Present (918) 403-9803
Merced County Association of Governments <i>Navneet Mattu, Senior Transit Analyst</i> Email: navneet.mattu@mcaaggov	2012 - Present (209) 723-3100 ext 501
Santa Cruz Metro <i>Rina Solorio, Customer Services Manager</i> Email: rsolorio@scmttd.com	2023 - Present (831) 420-5101
Valley Regional Transit <i>Jeannette Ezell Transit Services Manager</i> Email: jezell@ridevrt.org	2015 - Present (208) 258-27110
OmniRide <i>Markesha Smithen, Senior Transportatin Associate</i> Email: msmithen@omniride.com	2019 – Present (703) 580-6177
Mid-Ohio Valley Transit Authority <i>Linda Cannon, Manager</i> Email: lindac@easyriderbus.com	2007 - Present (304) 422-4100

MANY MORE AVAILABLE UPON REQUEST

AGENCY	Assessment Type	Software	Call Center/ Mailing	Travel Training	Eligibility Training	Appeals	Mobile Evaluations
	ONLINE	X	X		X	X	X
	TELEPHONE						
	PAPER						
	100% INPERSON	X	X	Referral	X	X	
	100% INPERSON	X	X		X		X
	100% INPERSON	X	X	Referral	X	X	X
	100% ONLINE	X	X	Referral	X	X	
	PAPER TELEPHONE INPERSON	X	X		X		
	ONLINE	X	X	Staffed Travel Trainings	X		
	TELEPHONE						
	INPERSON						
	ONLINE	X		Referral	X	X	X
	TELEPHONE						
	INPERSON						
	ONLINE	X	X	O&M Travel Training	X		

AGENCY	Assessment Type	Software	Call Center / Mailing	Travel Training	Eligibility Training	Appeals	Mobile Evaluations
	100% INPERSON				X	X	
	ONLINE TELEPHONE INPERSON	X	X	Referral	X		
	ONLINE PAPER	X	X	Referral			
	TELEPHONE INPERSON				X		
	ONLINE & INPERSON	X	X	N/A	X	X	
	INPERSON & TRAVEL TRAINING	X		Staffed Travel Training		X	X
	ONLINE	X	X		X		
	ONLINE	X	X	Referral			
	ONLINE	X	X	Referral	X		

AGENCY	Assessment Type	Software	Call Center / Mailing	Travel Training	Eligibility Training	Appeals	Mobile Evaluations
	ONLINE	X	X	Referral			
	ONLINE	X	X	Referral			
	ONLINE & IN-PERSON	X	X	Referral			
	ONLINE	X	X	Referral	x		
	ONLINE	X	X	Referral	x		
	ONLINE	X	X	Referral	x		
	ONLINE	X	X	Referral	x		
	ONLINE	X	X	Referral			
	ONLINE IN-PERSON	X	X	Referral	x	x	



**Arthur Hulscher
President/CEO
ADAride.com LLC**

Re: Letter of Support

June 16, 2016

To Whom It May Concern:

ADAride has been providing paratransit certification service for Lextran since March of 2014. Their management and staff are consistently professional and dependable. Without a doubt, the efficient online functionality of their service makes our paratransit eligibility process much more manageable. We are also extremely pleased with their secure online platform.

During the past two years, we have been very satisfied with the service ADAride provides and feel they would be an asset to other transit agencies with similar needs. ADAride has improved our eligibility process and they continually work with us to insure future mutual success.

Sincerely,

David T. Goodpaster

***Compliance Officer
Lextran***



Transit Services

100 16th Street
PO. Box 122511
San Diego, CA 92112-2511
(619) 238-0100 • FAX (619) 696-8159

April 7, 2014

Arthur Hulscher
President, ADARIDE.com
6151 West Century Blvd., Suite #304
Los Angeles, CA 90045-5307

SUBJECT: Letter of Recommendation

To Whom It May Concern,

ADARide.com has been providing ADA Paratransit eligibility certification services for the San Diego Metropolitan Transit System (MTS) since “eligibility determination” programs were a regulatory requirement.

ADARide.com staff has consistently provided innovative, efficient and effective management in the design and application of our online eligibility program. In balancing full compliance and awareness within the context of the ADA regulation, excellent customer service, and fiscally responsible program design ADARide.com has proved not just a satisfactory contractual service provider, but a system asset.

In 2013, MTS renewed our contractual relationship with ADARide.com with an award of a 10-year contract (5 base years with 5 option years). This renewal award is a measure of the confidence we have in Art Hulscher and the qualifications of his eligibility team. Please feel free to contact me for a more thorough discussion or additional information. I can be reached at 619-238-0100.

Sincerely,

A handwritten signature in black ink, appearing to read "D. McCaslin".

Daniel McCaslin
Contract Administrator - Paratransit



March 18, 2014

Arthur Hulscher
President, ADARIDE
6151 W. Century Blvd., Ste 304
Los Angeles, CA 90045

RE: Letter of Recommendation

To Whom It May Concern:

Since March 2010 Tulsa Transit has contracted with ADARIDE to make ADA complementary paratransit eligibility certification determinations. ADARIDE handles our entire process including application intake via website and paper copies, customer service support for applicants, application review and ADA paratransit eligibility determinations, written notifications regarding eligibility, in-person assessments in the event of appeal, post-appeal determinations, and reminder letters regarding upcoming recertifications.

From the beginning, Mr. Hulscher and his staff have been knowledgeable, professional, and responsive to our needs and the needs of our citizens. In the rare event of problems, the ADARIDE staff has been quick to respond, creative in problem-solving approaches, and diligent with follow-through.

It is my pleasure to recommend ADARIDE to any agency considering contracting out ADA complementary paratransit eligibility certification determinations. Having them deal with the challenges associated with certification relieves us to do what public transit agencies do best: provide outstanding transportation services to persons with disabilities.

Sincerely,

A handwritten signature in cursive script that reads "Debbie Ruggles".

Debbie Ruggles
Assistant General Manager



San Diego Regional Center

Serving Individuals with Developmental Disabilities in San Diego and Imperial Counties
4355 Ruffin Road, San Diego, California 92123 • (858) 576-2996 • www.sdrc.org

1 August, 2012

ADA Ride
Attn: Art Hulscher, President
6151 W. Century Blvd. Suite #304
Los Angeles, CA 90045

Art:

I just wanted to take a couple minutes and say thanks for all the support and cooperation that not only I receive, but my coworkers, and more importantly, the families that we serve too.

It continues to be a pleasure working with your organization, as it has been over the last 5 years.

One of the more dramatic changes is the turnaround times for applications. What used to take weeks can now be done within the week, in some case 2-3 days. This is great for families who need a service right away.

I also get many comments from many of my co-workers relating to how nice and helpful that Cindy, Maria, and Tanasha are. I always tell my co-workers before I give them the phone number for ADA Ride, and they come back saying nice things about these folks.

Sincerely,

Todd Lordson, B. A.
Assistant Transportation Coordinator
San Diego Regional Center



March 1, 2010

Riverside Transit Agency
1825 Third Street
P.O. Box 59968
Riverside, CA 92517-1968
Phone: (951) 565-5000
Fax: (951) 565-5001

Mr. Art Hulscher
President
ADARide, Inc.
6151 W. Century Boulevard, Ste 304
Los Angeles, CA 90045

To Whom It May Concern:

In October 1997 the Riverside Transit Agency (RTA) began using the services of Orthopedic Hospital, with Art Hulscher as director, for in-person ADA certification processing. In June 2008, RTA moved to the online ADA certification process through ADARide.com. The transition from the in-person process to the online process was seamless and we continued to receive excellent service until October 2009 when RTA made a business decision to bring ADA certification in-house. This eliminated the need for any outside vendor to assist us with the program.

RTA enjoyed a wonderful 12 year relationship with Art and his staff. The decision to conduct in-house ADA certifications had nothing to do with poor service or performance by ADARide. In fact, I found Art and his staff to be professional, courteous and a real asset to our needs. Art's understanding of ADA law and how it applies to ADA paratransit certification is second to none.

Regards,

A handwritten signature in cursive script, appearing to read "Kneepkens", is written in black ink.

James G. Kneepkens
Director of Marketing



BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

2500 Sierra Street, Suite 100, Chico, California 95926-6447 • (530) 879-2468 • FAX: (530) 879-2311 • www.bcag.org

February 4, 2008

Arthur Hulscher
President, ADARIDE
6151 W. Century Blvd., Ste 304
Los Angeles, CA 90045

SUBJECT: Letter of Recommendation

Dear Mr. Hulscher:

ADARIDE has been providing ADA Paratransit eligibility certification services for the Butte County Association of Governments (BCAG) since August of 2007. BCAG has been very satisfied with the services, professionalism and prompt services with you and your entire organization.

As you know, a big concern for BCAG was to pursue a new approach in meeting our Americans with Disabilities Act requirements. These concerns included ensuring meeting the needs of the disabled community in Butte County in an efficient manner, communicating with Trapeze software hosted by our contractor and support for our own limited staff, all at a reasonable cost. To be quite honest, during the interview process of selecting a contractor to provide ADA eligibility certifications for BCAG, we had our reservations regarding the expectations of the services from ADARIDE due to the departure of the industry standard process and your innovative approach in meeting FTA and ADA requirements. However, we are proud to say you have delivered above and beyond BCAG's expectations.

With limited financial and staff resources ADARIDE has proven to be instrumental in meeting BCAG's ADA eligibility certification requirements. Staff has always been professional and dedicated. They have proved knowledgeable and consistent in their understanding of the Americans with Disabilities Act (ADA). BCAG appreciates the flexibility of the web based system, including the easy access to pertinent details of the application process and the reduction of paperwork.

You and your team at ADARIDE would be a valuable asset to anyone interested in your services. As the federally designated Metropolitan Planning Organization (MPO) and state designated Regional Transportation Planning Agency (RTPA) for Butte County, BCAG would be happy to speak to anyone directly concerning our experience with ADARIDE and meeting their respective paratransit requirements.

Sincerely,

Jon Clark
Executive Director



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466, FAX: 619.234.3407

June 19, 2008

Arthur Hulscher
President, ADARIDE
6151 W. Century Blvd., Ste 304
Los Angeles, CA 90045

To Whom It May Concern,

SUBJECT: Letter of Recommendation

Staff with ADA Ride has been providing ADA Paratransit eligibility certification services for the San Diego Metropolitan Transit System (MTS) since "eligibility determination" programs were a regulatory requirement and when the services they perform were managed within Orthopaedic Hospital. MTS seamlessly transitioned through the organizational changes that resulted in ADA Ride, the organization, overseen by Art Hulscher. ADA Ride staff has consistently provided innovative, efficient and effective management in the design and application of our eligibility program. In balancing full compliance and awareness within the context of ADA regulation, excellent customer service and fiscally responsible program design ADA Ride has proved not just a satisfactory contractual service provider, but a system asset.

After the MTS Accessible Services Advisory Committee recommended a web based eligibility system, ADA Ride subsequently solicited the eventual selected proposal to begin July 1, 2008. Disabled representatives on the committee were especially motivated to implement the ability to apply for eligibility on line.

Please feel free to contact me for a more thorough discussion or additional information. I can be reached directly at 619-595-7037.

Sincerely,

A handwritten signature in black ink, appearing to read "Max Calder", is written over the word "Sincerely,".

Max Calder
Senior Transit Operations Specialist





February 4, 2008

Arthur Hulscher
President, ADARIDE
6151 W. Century Blvd., Ste. 304
Los Angeles, CA 90045

SUBJECT: Letter of Recommendation

To Whom It May Concern:

Disabled Services at LA Orthopaedic Hospital has been providing ADA Paratransit eligibility certification services for North County Transit District (NCTD) since 2006. The transition to ADARIDE the organization, took place last year. I am very pleased with the professional, courteous and helpful staff. They are always willing to work with NCTD staff to ensure that our needs are met, and have provided innovative solutions to unique situations that have arisen with our historical database and operational requirements. Even more importantly, I can rest assured knowing that our customers are receiving high-quality, impartial evaluations and assessments in a sensitive, caring environment.

NCTD has not yet converted to the web-based certification program. However, our internal ADA Compliance Committee and external ADA Review Group were both in favor of transitioning to this version. Staff will be bringing a recommendation to convert to ADARIDE's web-based program to the NCTD Board before the end of this fiscal year. I believe that this program will provide a more exact eligibility determination, while being more cost-effective.

Please feel free to contact me if you need additional information. My telephone number is (760) 966-6607.

Sincerely,

A handwritten signature in cursive script that reads "Alane Haynes".

Alane Haynes
Accessible Services Administrator



VICTOR VALLEY TRANSIT AUTHORITY

Representing the Communities of Adelanto, Apple Valley, Hesperia,
Victorville and San Bernardino County

January 29, 2008

Arthur Hulscher
President, ADARIDE
6151 W. Century Blvd., Ste 304
Los Angeles, CA 90045

To Whom It May Concern,

SUBJECT: Letter of Recommendation

Disabled Services at LA Orthopaedic Hospital has been providing ADA Paratransit eligibility certification services for VVTA since 2003. VVTA was happy to continue our association with Mr. Hulscher through the change to ADARIDE.COM last year. The eligibility certification staff has always been professional and dedicated. They have proved knowledgeable and consistent in their understanding of the Americans with Disabilities Act (ADA).

The new web based version of ADARIDE.COM is very effective and useful. VVTA staff appreciates the flexibility of the web based system including the easy access to pertinent details of the application process and the reduction of paperwork. In this past year ADARIDE has also added value to the contract by concluding an electronic transfer of ADARIDE data to our Trapeze reservation system. This has greatly streamlined the process of entering eligibility records into the reservations system.


From start up to the present, I have worked with Mr. Hulscher and his team for the entire contract and I feel that ADARIDE would be a valuable asset to anyone interested in their services. VVTA has been very satisfied with the working relationship with ADARIDE.COM.

Sincerely,

A handwritten signature in black ink that reads "Nancie Goff". The signature is written in a cursive, flowing style.

Nancie Goff,
Assistant General Manager

ADA Ride.com

RTA  *Regional Transit Authority*

REQUIRED FORMS
RFP#2025-025

September 2025

September 17, 2025

To: New Orleans Regional Transit Authority (RTA)

Re: **Letter of Interest for RFP #2025-025**

Dear Evaluation Committee,

Please accept ADARide.com's bid for ADA Paratransit Eligibility Certification Program, RFP #2025-025. ADARide is the nation's only dedicated vendor exclusively managing paratransit eligibility services. ADARide stands ready to implement a complete turnkey paratransit eligibility process immediately upon award. ADARide.com is more than capable of managing the nearly 1500 annual evaluations with our current infrastructure.

RTA customers will be in the expert hands of the nation's largest and most experienced professional evaluation team. Our proposal offers an established team located in New Orleans, as well as on ADARide.com. ADARide's professional evaluation team represents over 120 years of experience conducting ADA paratransit eligibility assessments in every known format; in-person, telephone, online and web conferencing.

RTA will also have the benefit ADARide's president and CEO being identified as the project manager. He will be in New Orleans during the implementation and well beyond. ADARide's bid not only meets the RFP's requirements but exceeds them in experience, processes, accessibility and expertise. No other vendor can offer so much experience and expertise at our competitive pricing.

By signing this Letter of Interest, it is recognized that Mr. Arthur Hulscher, project manager, is authorized to bind ADARide.com LLC to the terms of this proposal. All the information contained in this bid, including the price schedule, is accurate, true and correct to the best of my knowledge.

Sincerely,



Arthur Hulscher,
President and CEO
ADARide.com LLC

1.15 ADDENDA

Proposers shall acknowledge receipt of all addenda to this Request for Proposals. Acknowledged receipt of each addendum shall be clearly established and included with each proposal. The undersigned acknowledges receipt of the following addenda.

Addendum No. 1, dated 8 /18 /25
Addendum No. 2, dated 8 /22 /25
Addendum No. 3, dated 9/02/25

ADARIDE.COM, LLC

Company Name

ARTHUR HULSCHER, PRESIDENT / CEO

Company Representative



RFP 2025-025

13. List all outside subcontractors or subconsultants you intend to employ for this project.

a. Name and address of subconsultant or subcontractor	b. Specific work to be performed on this project	c. Worked with prime firm before?
SELECT PHYSICAL THERAPY 4650 WEST ESPLANDE AVE #106 METAIRIE, LA 70006	IN-PERSON PARATRANSIT FUNCTIONAL EVALUATIONS	YES, 16 YEARS SINCE 2009

14. Brief resumes of key persons anticipated for this project (clearly identify if alternate office location if different than listed in item 3).

<p>a. Name and title: ARTHUR HULSCER, PRESIDENT /CEO</p> <p>b. Position or assignment for this project: PROJECT MANAGER</p> <p>c. Years of professional experience with this firm: 17 With other firms: 12</p> <p>d. Education: College or University/ Degree / Year / Specialization MICHIGAN STATE; BA 1990 PSYCH MAJOR WAYNE STATE UNIVERSITY; MSW 1990</p>	<p>a. Name and title: SIDNEY BORNE, MPT, OCS, CSCS</p> <p>b. Position or assignment for this project: PROGRAM MANAGER</p> <p>c. Years of professional experience with this firm: With other firms:</p> <p>d. Education: College or University/ Degree / Year / Specialization UNIVERSITY OF LOUISIANA AT LAFAYETTE-2000 B.S. BIOLOGY LSUHSC MASTERS OF PHYSICAL THERAPY 2002</p>
<p>e. Active registration or applicable certifications: State / Discipline/ License number / First year registered LCSW CALIFORNIA LICENSE NUMBER 16880, RECEIVED IN 1994</p> <p>f. Experience and qualifications relevant to this project: ADA PARATRANSIT MANAGEMENT CONTRACT ADMIN 1994 ADA PARATRANSIT INSTRUCTOR 1994 LICENSED CLINICAL SOCIAL WORKER (LCSW) 1994 DISABLED SERVICE ADMINISTRATOR 1997 ENVIRONMENTAL ANALYSIS FOR PARATRANSIT 1997 FUNCTIONAL APPEALS ASSESSMENTS 1997 EXPERT SPEAKER ON PARATRANSIT ELIGIBILITY 1998 PRESIDENT/ CEO OF ADARIDE.COM 2007</p>	<p>e. Active registration or applicable certifications: State / Discipline/ License number / First year registered PHYSICAL THERAPIST LICENSE NUMBER 1255448734 FUNCTIONAL MOBILITY EVALUATIONS 2002 CERTIFIED STRENGTH CONDITIONING SPECIALIST 2004 ORTHOPEDIC CLINICAL SPECIALIST (OCS) 2007 FUNCTIONAL CAPACITY EVALUATIONS 2007</p> <p>f. Experience and qualifications relevant to this project: FUNCTIONAL EVALUATIONS MANAGEMENT POSITION EVALUATING DISABILITIES FUNCTIONAL CAPACITY EVALUATIONS ORTHOPEDIC CLINICAL SPECIALIST SOFT TISSUE INJURIES SHOULDER INJURIES AND SURGICAL TREATMENT INTERPRETING THERAPY NOTES</p>

15. List work by firm and the firm's personnel to be assigned to this project which best illustrates current qualifications relevant to this project (limit 15 projects).

a. Project name, location, and owner's name	b. Reference contact name, telephone number, and e-mail	c. Project description	d. Nature of firm's responsibilities	e. Completion date (actual or estimate)	f. Estimated fees (000's)	
					Entire project	Firm's work
VICTOR VALLEY TRANSIT AUTHORITY	NANCIE GOFF, GENERAL MANAGER 760-948-2362 NGOFF@VTA.ORG	ADA PARATRANSIT ELIGIBILITY CERTIFICATION	PRIME COMPLETE TURNKEY ADA ELIGIBILITY	2026	VARIES	SAME
HAMPTON ROADS TRANSIT	BERRY BLAND MANAGER OF PARATRANSIT OPERATIONS	ADA PARATRANSIT ELIGIBILITY CERTIFICATION	PRIME COMPLETE TURNKEY ADA ELIGIBILITY	2029	VARIES	SAME
CHARLOTTE AREA TRANSIT SYSTEM	BRANDON WILLIAMS ADA CERTIFICATION MANAGER	ADA PARATRANSIT ELIGIBILITY CERTIFICATION	PRIME ADA UNCTIONAL ASSESSMENTS AND CUSTOMER SUPPORT	2029	\$1.2 MILL	
GREATER RICHMOND TRANSIT COMPANY	ANGELA ALLAH ELIGIBILITY COORDINATOR	ADA PARATRANSIT ELIGIBILITY CERTIFICATION	PRIME COMPLETE TURNKEY ADA ELIGIBILITY	2028	\$47,231	
TULSA TRANSIT	DEBBIE RUGGLES, FORMER GENERAL MANAGER	ADA PARATRANSIT ELIGIBILITY CERTIFICATION	PRIME COMPLETE TURNKEY ADA ELIGIBILITY	2025	93K	
VALLEY REGIONAL TRANSIT	JEANNETTE EZELL TRANSIT SERVICE MANAGER	ADA PARATRANSIT ELIGIBILITY CERTIFICATION	PRIME COMPLETE TURNKEY ADA ELIGIBILITY	2026	Varies	

16. List all projects currently under contract or under contract negotiations that are being (or will be) performed by the firm's office as listed in item 3.

a. Project name, location, and owner's name	b. Nature of firm's responsibility	c. Indicate whether work completed as prime, subconsultant or joint venture	d. Percent complete	e. Estimated fees (000's)	
				Total fee	Fee remaining
LYNX	MARIA NUMPE PARATRANIST ELIGIBILITY & COMPLIANCE REPORTING SUPERVISOR	PRIME ADA FUNCTIONAL ASSESSMENT	75%	Jarvis	TBD
NAPA VALLEY TRANSPORTATION AUTHORITY (NAPA)	LIBBY PAYAN SENIOR PROGRAM PLANNER / ADMINISTRATOR	PRIME ADA FUNCTIONAL ASSESSMENT	15%	"	"
CHARLOTTE AREA TRANSIT SYSTEM (CATS)	EDWIN JOHNSON SR. MANAGER OF BUS & PARATRANIST OPERATIONS	PRIME ADA FUNCTIONAL ASSESSMENTS	20%	"	"
SANTA CRUZ METRO	RINA SOLORIO ASSISTANT OPERATIONS MANAGER, PARACRUZ	PRIME ADA FUNCTIONAL ASSESSMENTS	10%	"	"
OMNIRIDE	MARKESHA SMITHEN SCHEDULING TECHNICIAN/SR TRANSPORTATION ASSOCIATE	PRIME ADA FUNCTIONAL ASSESSMENTS	75%	"	"
TRANSIT JOINT POWERS AUTHORITY FOR MERCED COUNTY	NAVNETT MATTU STAFF SERVICES ANALYST II	PRIME ADA FUNCTIONAL ASSESSMENTS	75%	"	"
MID OHIO VALLEY TRANSIT AUTHORITY (MOVTA)	LINDA CANNON GRANT MANAGER/ACCOUNTS PAYABLE	PRIME ADA FUNCTIONAL ASSESSMENTS	50%	"	"

* MORE AVAILABLE UPON REQUEST *

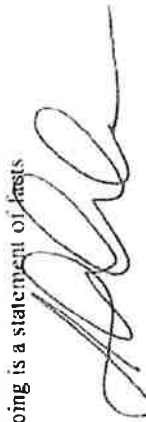
17. Use this space to provide any additional information or description of resources supporting your firm's qualifications for the proposed project.

ADARide is the only dedicated vender exclusively for ADA paratransit eligibility. ADARide is offering the largest and most experienced evaluation team in New Orleans and beyond. Our accurate online and in-person processes, led by the nation's top project manager, with our advanced online platform ensure the most accessible and accurate evaluations. Our bid exceeds RFP requirements and is by far the most cost-effective. We understand RTA's need for a reliable ADA eligibility process that enhances customer connectivity and efficiency. Thank you for considering ADARide for RTA's Paratransit Eligibility Service.

18. Ethics Questionnaire: If any owner, officer, or employee of respondent or any of the respondent's subcontractors (whether identified in the submittal or not) is currently an officer, employee, or board member of the City of New Orleans or of any of its departments, boards, or commissions, committees, authorities, agencies, public trusts, or public benefit corporations, please state the name or names of said owner, officer or employee, the relationship to respondent and/or respondent's subcontractor(s), the relationship with City board, agency, department, commission, authority, public trust, or public benefit corporation; if respondent or person(s) identified believe that the relationship is not or would not be a violation of applicable ethics laws, fully explain why not. If applicable, please complete ethics questionnaire on company letterhead attached to the back of this form. By signing below, you have completed the ethics questionnaire or you have not identified any ethical conflict at this time.

19. Pursuant to Louisiana Revised Statute 42:6.1, I hereby authorize the Regional Transit Authority to discuss the character and professional competence of this firm in Executive Session.

20. The forgoing is a statement of facts



Signature:

ARTHUR HULSCHER

Date: 9/17/2025

Title: PRESIDENT / CEO

RTA Regional Transit Authority

DBE FORM 4 --DBE PARTICIPATION PLAN (For RFPs and RFQs)

RESPONDENTS TO RFPs AND RFQs: This completed form must be furnished with your proposal. You must complete every section of the form or your proposal will be deemed non-responsive. If a section is not applicable to your proposal, you must explain why it is not applicable or your proposal will be deemed non-responsive. You must submit your response on the DBE Responsiveness Form 4 or your proposal will be deemed non-responsive. You may use additional pages as warranted.

RF/RFO/Solicitation # RFP 2025-025 Date: 09/17/2025

Description ADA PARATRANSIT ELIGIBILITY PROGRAM

Name of Respondent: ARTHUR HULSCER, PRESIDENT / CEO

Please check the appropriate space:

- The proposer is committed to the contract goal of % DBE utilization on this contract. (If selected, you must complete and submit DBE Compliance Form 1 and 2 in order to be awarded a contract.)
- The proposer is unable to meet the DBE contract goal, however is committed to a minimum of % DBE utilization on this contract and will submit documentation demonstrating good faith efforts. (If selected, you must complete and submit DBE Compliance Forms 1 and 3 and DBE Compliance Form-2 if applicable along with all required supporting documentation in order to be awarded a contract.)

SECTION I - DBE COMMITMENT TO CONTRACT GOAL: You must list all DBE firms that you have identified to participate on the contract. PLEASE NOTE: Every DBE firm listed MUST be utilized on the project. To remove and/or replace a DBE firm you must submit a request for removal and substitution and you must receive approval from the DBELO to remove and/or replace the firm.

DBE FIRM & NAME of DBE	PHONE	SOURCE OF CERTIFICATION (SLDBE or LAUCP)	SCOPE OF WORK TO BE PERFORMED BY THE DBE	VALUE of PROPOSED CONTRACT with DBE (If Known)	ESTIMATED % OF TOTAL CONTRACT
1. ADARIDE.COM, LLC	877-232-7433	ELIGIBILITY CERTI	PARATRANSIT CERTIFICATION	\$ TBD	%
2.				\$	%
3.				\$	%
4.				\$	%
5.				\$	%
6.				\$	%
7.				\$	%
8.				\$	%
TOTALS				\$	%

RTA  *Regional Transit Authority*
DBE FORM 4 --DBE PARTICIPATION PLAN (For RFPs and RFQs)

SECTION II - DBE AFFIRMATIONS: For the DBE firms listed above, please provide the name and signature of the firm's authorized representative.

NAME OF DBE FIRM	PRINT NAME OF DBE FIRM'S AUTHORIZED REPRESENTATIVE	SIGNATURE OF DBE FIRM'S AUTHORIZED REPRESENTATIVE	DATE
ADARIDE.COM, LLC	ARTHUR HULSCHER		9/17/2025

SECTION III - SPECIFIC PORTIONS OF WORK IDENTIFIED FOR DBE SUBCONTRACTOR: If you have not identified DBE firms for attainment of the DBE goal and have not listed a commitment to specific DBE firms for participation in Section I that equals the total contract goal for this project, you must list all selected scopes or portions of work that you identified to be performed by DBE(s) and the estimated percentage value of each scope of work identified in order to increase the likelihood of meeting the contract goal for this project.

SCOPE OR PORTIONS OF WORK IDENTIFIED FOR DBE PARTICIPATION	ESTIMATED % OF CONTRACT VALUE
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
TOTAL	

**CERTIFICATION REGARDING DEBARMENT
SUSPENSION, INELIGIBILITY AND VOLUNTARY
EXCLUSION - LOWER TIER COVERED TRANSACTION**

- 1. The prospective lower tier participant certifies, by submission of this offer, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.**
- 2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this offer.**
- 3. The Lower-Tier participant (Potential Contractor under a major Third Party Contract), certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C., 3801 ET SEQ are applicable thereto.**

COMPANY ADARIDE.COM, LLC

ADDRESS 19300 SOUTH HAMILTON AVE #120 GARDENA CA 90248

DATE 9/17/25



Signature of Offeror's Authorized Representative

PARTICIPANT INFORMATION FORM

All offerors are required to submit the information contained on this form. This information is a condition of submitting an offer to the RTA. Offerors must insure that **ALL** sub-contractors, sub-contractors or others at all tiers, which are proposed to be used or used under any agreement issued by RTA have submitted an executed copy of this form. RTA is required to maintain this information by the Federal Transit Administration and it is not subject to waiver.

Firm Name ADARIDE.COM, LLC

Firm Address 950 EAST DOVLEN PLACE #D CARSON CA 90746

Telephone Number (877) 232-7433

Fax Number (310) 410-0239

E-Mail Address ART@ADARIDE.COM

Firm's status as Disadvantaged Business Enterprise (DBE) or Non- DBE YES- DBE

I certify to the best of my knowledge that the above information is true and correct:

Signature 

Title PRESIDENT/ CEO

Date 9/17/2025

FAILURE TO PROVIDE AN EXECUTED COPY OF THIS FORM AS STIPULATED HEREIN MAY PRECLUDE YOUR OFFER FROM CONSIDERATION FOR AWARD.

Age of the firm 19 YEARS


**CERTIFICATION REGARDING DEBARMENT
SUSPENSION, INELIGIBILITY AND VOLUNTARY
EXCLUSION - LOWER TIER COVERED TRANSACTION**

- 1. The prospective lower tier participant certifies, by submission of this offer, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.**
- 2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this offer.**
- 3. The Lower-Tier participant (Potential Contractor under a major Third Party Contract), certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C., 3801 ET SEQ are applicable thereto.**

ADArider.com LLC

950 E. Dohlen Place #D

Carson, CA 90746

 9/17/25

Signature of Offeror's Authorized Representative

**CERTIFICATION ON PRIMARY PARTICIPANT
REGARDING DEBARMENT, SUSPENSION, AND
OTHER RESPONSIBILITY MATTERS**

The Primary Participant (Potential Contractor for a major third party contract), certifies to the best of its knowledge and belief, that it and its principles:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal Department or agency;
2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, State, or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and
4. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(If the primary participant is unable to certify to any of the statements in this certification, the participants shall attach an explanation to this certification.)

THE PRIMARY PARTICIPANT, (POTENTIAL CONTRACTOR FOR A MAJOR THIRD PARTY CONTRACT, CERTIFIES OR AFFIRMS THAT TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C. SECTION 3801 ET SEQ ARE APPLICABLE HERETO.

adaride.com llc

950 E. Dovlen Place, #D

Carson, CA 90746


Signature of Offeror's Authorized Representative

9/17/25

NON-COLLUSION AFFIDAVIT

STATE OF California

PARISH OF City of Los Angeles

Arthur Hulscher, being first duly sworn, deposes and says that:

- (1) He is (Owner) (Partner) (Officer) (Representative) or (Agent), of ADARide.com LLC, the Contractor that has submitted the attached bid;
- (2) Such Bid is genuine and is not a collusive or sham Bid.
- (3) The attached bid is not made in the interest of or on behalf of any undisclosed person, partnership, company association, organization or corporation; that such bid is genuine and not collusive or sham; that said bidder has not, directly or indirectly, induced or solicited any other bidder to put in a false or sham bid, and has not, directly or indirectly colluded, conspired connived or agreed with any bidder or anyone else to put on a sham bid, or refrain from bidding; that said bidder has not in any manner, directly or indirectly, sought by agreement, communication or conference with anyone to fix the bid price of said bidder or any other bidder, or to fix any overhead, profit, or cost element of such bid price or that of any other bidder, or to secure any advantage against RTA or anyone interested in the proposed contract; that all statements contained in such bid are true; that said bidder has not, directly or indirectly, submitted his bid price or any breakdown thereof or the contents thereof, or divulged information or data relative thereto, or paid or agreed to pay, directly or indirectly, any money or other valuable consideration for assistance or aid rendered or to be rendered in procuring or attempting to procure the contract above referred to, to any corporation, partnership, company, association, organization or to any member or agent thereof, or to any other individual; and further that said bidder will not pay or agree to pay directly or indirectly, any money or other valuable consideration to any corporation, partnership, company, association, organization or to any member or agent thereof, or to any individual, for aid or assistance in securing contract above referred to in the event the same is awarded to said bidder.

Signed: [Signature]

Title: Chief Executive Officer

Sworn to me and subscribed in my presence this 25 day of June, A.D.,

[Signature]
NOTARY PUBLIC



CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Arthur Hulscher hereby certify on
(Name and Title of Offeror Official)
behalf of ADAride.com LLC that
(Name of Offeror)

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit standard Form-LIL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this Tuesday day June 25th, 2024

BY Arthur Hulscher

Witnesses: [Signature]
(Signature of Authorized Official)

Chief Executive Officer
(Title of Authorized Official)

Sworn to and subscribed before me on this 25 day of June, 2024

Notary Public In and For Hedy Santos, Los Angeles County Parish/County

State of California

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

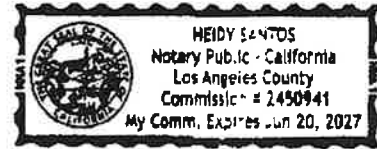
State of California
County of Los Angeles

On June 25, 2024 before me, Heidy Santos, Notary Public
(insert name and title of the officer)

personally appeared Arthur Daniel Holscher
who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she~~/~~they~~ executed the same in his/~~her~~/~~their~~ authorized capacity~~(ies)~~; and that by his/~~her~~/~~their~~ signature~~(s)~~ on the instrument the person~~(s)~~ or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Heidy Santos (Seal)

PUBLIC NOTICE
REGIONAL TRANSIT AUTHORITY
ADA PARATRANSIT ELIGIBILITY ASSESSMENT
REQUEST FOR PROPOSALS (RFP) #2025-025

Project Description: The New Orleans Regional Transit Authority (RTA) seeks proposals from qualified firms to provide ADA Paratransit Eligibility Assessment services per specifications in RFP 2024-025.

How to Obtain a copy of the RFP: Scope of Work and further information concerning the RFP may be obtained beginning August 4, 2025, from the RTA's Procurement website at <https://norta.procurement.com/home>. You will be required to first register on this website. The RFP can also be obtained at Regional Transit Authority's website at <http://www.norta.com>.

Clarifications: Any questions or further information concerning this RFP must be submitted through <https://norta.procurement.com/home> by 1:00PM on Aug 22, 2025. Only written questions submitted through Procurement site shall be considered official. All answers to questions shall be by formal addenda posted to the website under RFP 2025-025.

Responding to RFP: Proposals shall be submitted through RTA's Procurement website on or before 1:00 P.M., Tuesday, September 2, 2025.

RTA in accordance with 49 Code of Federal Regulations (CFR) Part 26 has an obligation to ensure nondiscrimination of Disadvantaged Business Enterprises (DBEs) and to comply with all federal, state and local regulations relative to utilization of DBEs on publicly funded projects. The RTA is committed to utilization of DBEs on all federally funded projects toward attainment of the agency's established overall goal of 32%. **No DBE goal has been established for this project as there are no subcontracting opportunities on this project.**

Notice to all offerors is hereby provided that in accordance with all applicable federal, state and local laws the RTA will ensure that DBEs are afforded full opportunity to submit offers and responses to this solicitation and to participate in any contract consummated pursuant to this advertisement. Additionally, no offeror will be discriminated against on the basis of age, sex, race, color, religion, national origin, ethnicity or disability. For additional information contact the RTA's Small Business Office at 504-827-8301.

The RTA reserves the right to accept or reject any and all submittals.

Lona Hankins
Chief Executive Officer
Regional Transit Authority

**REQUEST FOR PROPOSALS
FROM
REGIONAL TRANSIT AUTHORITY**

SUBJECT: ADA Paratransit Eligibility Assessment

REQUEST FOR PROPOSALS NO. 2025-025

DATE: August 4, 2025

PROPOSAL RECEIPT DEADLINE: Friday, August 22, 2025 at 1:00 pm

The Regional Transit Authority invites Qualifications Submittals for the services set forth above in accordance with the specifications enclosed herewith.

Proposals **MUST** be received at the RTA's Offices by date and time set as the Proposal Receipt Deadline.

Enclosures ("X" indicates item enclosed)

- X Instructions to Proposers
- X General Provisions
- X Evaluation
- X Attachments

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ATTACHMENTS	Attachment I – Supplier Submission Checklist
	Attachment II – Scope of Work

I. INSTRUCTIONS TO PROPOSERS

1.1 PROPOSALS

Each submittal must include a Letter of Interest that addresses the suggested structure or organization of the proposed team (prime and sub-consultants), a detailed description of your team's approach and capability to handle project-specific issues, a schedule of the proposed work, and any other information that may assist the RTA in making a selection. Letters of Interest should be concise and limited to three (3) pages.

Proposals shall provide a straightforward, concise delineation of the proposer's capability to satisfy the requirements of the Request for Proposals. Each proposal shall be submitted in the requested format and provide all pertinent information including but not limited to information relevant to personnel assignments, specifications/scope of work, work completion, schedules, etc., as provided in this Request for Proposals. Each proposal shall be signed in ink by a duly authorized officer of the company.

1.2 PROPOSAL SUBMISSIONS

Proposals can be sent electronically through RTA's Procureware system and uploaded through our electronic system <https://norta.procureware.com/home> until 1:00 P.M., on the date established as the submittal receipt deadline or upon request a hardcopy may be mailed to: Regional Transit Authority, Attn: Leah LeBlanc - Procurement Department, 2817 Canal Street, New Orleans, LA 70119. Proposals received after the specified date shall be considered late and, therefore, shall not be considered for award. Each proposal shall be in the form specified in this Request for Proposals and shall be in a sealed envelope with the name of the Proposer, the date scheduled as the proposal receipt deadline, and the title of the Request for Proposals marked on the outside.

1.3 PROPOSER REVIEW PROCEDURE

For the purposes of this paragraph, all submissions must be received by the RTA no later than 1:00 p.m. (Central time) on the date specified as the clarification deadline.

A. Request for Modification or Clarification

This section establishes procedures for proposers to seek review of this Request for Proposals and any addenda. A proposer may discuss this Request for Proposals and any addenda with the RTA. Such discussions do not, however, relieve proposers from the responsibility of submitting written, documented requests.

Proposers may submit to the RTA requests for interpretations, clarifications or modifications concerning any term, condition and/or specification included in this Request for Proposals and/or in any addendum hereto. Any such request must be received by the RTA, in writing, by the date of the scheduled proposal clarification deadline. All requests

must be accompanied by all relevant information supporting the request for modification, interpretation, clarification or addendum of this solicitation.

All questions or further information concerning this RFP must be submitted through <https://norta.procureware.com/home>. Only written questions submitted through Procureware site shall be considered official. RTA will issue a written determination relating to received requests pursuant to this procedure. The written determination shall be by formal addenda posted to the website.

B. Protest Procedures

The following is an explanation of the RTA protest procedures which must be followed completely before all administrative remedies are exhausted.

Any person who is aggrieved in connection with the solicitation or award of a contract may protest to the Director of Procurement/RTA. Protests shall be submitted in writing specifically identifying the area of protest and containing any support data, test results, or other pertinent information substantiating the appeal. A protest with respect to a solicitation must be submitted in writing to the RTA at least seven (7) calendar days prior to proposal receipt deadline. A protest with regard to the award of a contract shall be submitted, in writing, within seven (7) calendar days after award of the contract.

Prior to any action in court, the Director of Procurement/RTA shall have the authority to settle or resolve a protest from an aggrieved person concerning the solicitation or award of a contract.

If the protest is not resolved by mutual agreement, the Director of Procurement/RTA or his designee shall within thirty (30) calendar days of protest issue a decision in writing. The decision shall:

1. State the reasons for the action taken; and
2. Inform the protestor of his/her right to administrative and judicial review.

A copy of this decision shall be mailed or otherwise furnished immediately to the protestant and any other party intervening. This decision shall be final and conclusive unless:

1. The decision is fraudulent; or
2. The person adversely affected by the decision has submitted a timely administrative appeal to the CEO/RTA.

In the event of a timely protest under these regulations, the RTA shall not proceed further with the solicitation or with the award of the contract unless the Director of Procurement/RTA makes a written determination that the award of the contract is necessary without delay to protect the substantial interests of the RTA.

The CEO/RTA shall have the authority to review and determine any appeal by an aggrieved person from a determination by the Director of Procurement/RTA or his designee.

The aggrieved person must file an appeal within five (5) calendar days of receipt of a decision from the Director of Procurement/RTA.

On any appeal of the decision of the Director of Procurement/RTA, the CEO/RTA shall decide within thirty (30) calendar days whether the solicitation or award was made in accordance with the constitution, statutes, regulations, and the terms and conditions of the solicitation. Any prior determination by the Director of Procurement/RTA or his designee shall not be final or conclusive.

A copy of the CEO's/RTA decision shall be mailed or otherwise furnished immediately to the protestant or any other party intervening.

The decision of the CEO/RTA shall be final and conclusive unless:

1. The decision is fraudulent; or
2. The person adversely affected by the decision has timely appealed to FTA after having exhausted the local protest procedures stated above.

The RTA reserves the right to designate any person(s) other than the CEO/RTA or the Director of Procurement/RTA to perform the duties provided for in this Paragraph.

Any appeal to FTA under these protest procedures will be made pursuant to Circular 4220.1F, as amended.

1.4 CONTRACT DOCUMENTATION

Any contract resulting from this solicitation shall contain the terms and conditions included in this Request for Proposals and any addenda issued pursuant hereto.

Confidential Information, Trade Secrets, and Proprietary Information

The designation of certain information as trade secrets and/or privileged or confidential proprietary information shall only apply to the technical portion of the proposal. The financial proposal will not be considered confidential under any circumstance. Any proposal copyrighted or marked as confidential or proprietary in its entirety may be rejected without further consideration or recourse.

For the purposes of this procurement, the provisions of the Louisiana Public Records Act (La. R.S. 44.1 et. seq.) shall be in effect. Pursuant to this Act, all proceedings, records, contracts, and other public documents relating to this procurement shall be open to public inspection.

You are reminded that while trade secrets and other proprietary information you submit in conjunction with this procurement may not be subject to public disclosure, you

must claim such protections at the time of submission of your technical proposal. You should refer to the Louisiana Public Records Act for further clarification.

The City will not credit any blanket exemption claims lacking specific justification.

You shall clearly designate the part of the proposal that contains a trade secret and/or privileged or confidential proprietary information as “confidential” to claim protection, if any, from disclosure. You shall mark the cover sheet of the proposal with the following legend, specifying the specific section(s) of the proposal sought to be restricted in accordance with the conditions of the legend:

“The data contained in pages ____ of the proposal have been submitted in confidence and contain trade secrets and/or privileged or confidential information and such data shall only be disclosed for evaluation purposes, provided that if a contract is awarded to this Respondent as a result of or in connection with the submission of this proposal, the RTA of New Orleans shall have the right to use or disclose the data therein to the extent provided in the contract. This restriction does not limit the RTA of New Orleans’s right to use or disclose data obtained from any source, including the Respondent, without restrictions.”

Further, to protect such data, each page containing such data shall be specifically identified and marked “**CONFIDENTIAL**”.

1.5 COST OF PROPOSAL

Any costs incurred by proposers responding to this Request for Proposals in anticipation of receiving a contract award will not be reimbursed by the RTA. Payments will only be made pursuant to a contract between the RTA and the successful proposer.

1.6 PROPOSAL POSTPONEMENT AND ADDENDA

The RTA reserves the right to amend the instructions, general conditions, special conditions, plans, scope of work, and specifications of this solicitation up to the deadline date for proposal receipt. Copies of such addenda shall be made available to all prospective proposers via posting to RTA’s procureware website. Where such addenda require changes in the services or prices quoted, the final date set for proposal receipt may be postponed by such number of days as in the opinion of the RTA shall enable prospective proposers to revise proposals.

1.7 CANCELLATION OF REQUEST FOR PROPOSALS

The RTA reserves the right to cancel this Request for Proposals in whole or in part upon written determination by the Director of Procurement/RTA that such cancellation is in the best interest of the RTA.

1.8 PROPOSAL REJECTION

The RTA reserves the right to accept or reject any and all proposals submitted.

1.9 SINGLE PROPOSAL RESPONSE

If only one proposal is received in response to this Request for Proposals, a detailed cost proposal may be requested of the single proposer. A cost/price analysis and evaluation and/or audit may be performed in order to determine if the offer is fair and reasonable. Award of a contract to the proposer submitting the only proposal received in response to this Request for Proposals may be subject to approval by the FTA.

1.10 PROPOSAL WITHDRAWAL

Prior to the date and time set for the Proposal Receipt Deadline, proposals may be modified or withdrawn by the proposer's authorized representative in person, or by written, facsimile or electronic notice. If proposals are modified or withdrawn in person, the authorized representative shall make his identity known and shall sign a receipt for the proposal. Written, facsimile or electronic notices shall be received in the RTA Canal St. offices no later than the date scheduled as the proposal receipt deadline. After the Proposal Deadline, proposals may not be withdrawn for sixty (60) calendar days.

1.11 ACCEPTANCE OF PROPOSALS

Each proposal shall be submitted with the understanding that it is subject to negotiation at the option of RTA. Upon acceptance in writing by RTA of the final offer to furnish any and all of the services described herein, the parties shall promptly execute the final contract documents. The written contract shall bind the Proposer to furnish and deliver all services as specified herein in accordance with the conditions of said accepted proposal and this Request for Proposals, as negotiated.

1.12 EVALUATION OF PROPOSALS

The evaluation criteria are provided in this Request for Proposals. The proposer receiving the highest point total during the evaluation phase of the selection process may be called in for negotiations. The contract will be awarded based on the Best Value to the RTA. RTA reserves have the right to conduct any reviews it deems necessary and audit the business records of any and all proposers to determine the fairness and reasonableness of the offer. RTA reserves the right to award this contract without conducting negotiations.

1.13 AWARD PROCEDURE

Within a reasonable time after the proposal receipt deadline, the RTA will transmit the contract documents to the Contractor. The contract documents will, at a minimum, consist of this Request for Proposals and any addenda thereto, the Contractor's proposal, RTA's standard contract provisions and provisions required by FTA.

1.14 OFFERS

Each proposal submitted shall include all labor, materials, tools, equipment, and other costs necessary to fully complete the scope of services pursuant to the specifications provided herein. Any omissions derived from such specifications which are clearly necessary for the completion of the work specified herein shall be considered a portion of this Request for Proposals.

1.15 ADDENDA

Proposers shall acknowledge receipt of all addenda to this Request for Proposals. Acknowledged receipt of each addendum shall be clearly established and included with each proposal. The undersigned acknowledges receipt of the following addenda.

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Company Name

Company Representative

RFP 2025-025

II. GENERAL PROVISIONS

2.1 WRITTEN CHANGE ORDERS/AMENDMENTS

This contract may be changed/ amended in any particular allowed by law upon the written mutual agreement of both parties.

2.2 CHANGE ORDER/AMENDMENT PROCEDURE

Within ten (10) calendar days after receipt of the written change order to modify the contract, the Contractor shall submit to the RTA a detailed price and schedule proposal for the work to be performed. This proposal shall be accepted or modified by negotiations between the Contractor and the RTA. At that time, a detailed modification shall be executed in writing by both parties. In the event that federal funds are used in this procurement, the FTA may reserve the right to concur in any change order or any dispute arising under such change order. Disagreements that cannot be resolved by negotiation shall be resolved in accordance with the contract disputes clauses. Regardless of any disputes, the Contractor shall proceed with the work ordered, if the RTA has obtained the concurrence of FTA, should such concurrence be required. Regardless of any other requirement herein, RTA shall negotiate profit as a separate element of cost for any change order or amendment to any contract awarded pursuant to this solicitation.

2.3 OMISSIONS

Notwithstanding the provision of drawings, technical specifications or other data by the RTA, the Contractor shall supply all resources and details required to make the supplies complete and ready for utilization even though such details may not be specifically mentioned in the drawings and specifications.

2.4 PRIORITY

In the event of any conflicts between the description of the supplies and/or services in the Technical Specifications and drawings and other parts of this Request For Proposals, the Technical Specifications and drawings shall govern.

2.5 COMMUNICATIONS

All official communications in connection with this contract shall be in writing. Respondents to this solicitation or persons acting on their behalf may not contact, between the release of the solicitation and award, any employee or officer of RTA or the Regional Transit Authority, including the Board of Commissioners, concerning any aspect of this solicitation, except in writing to the procurement officer or as provided in the solicitation documents. Violation of this provision may be grounds for rejecting a response.

2.6 INTEREST OF MEMBERS OF, OR DELEGATES TO CONGRESS

In accordance with 18 U.S.C. Subsection 431, no member of, or delegates to, the Congress of the United States shall be admitted to a share or part of this contract or to any benefit arising there from.

2.7 CONFLICT OF INTEREST

No Board Member, employee, officer or agent, or employee of such agent of the RTA shall participate in the selection or in the award or administration of a contract if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:

- a. The Board Member, employee, officer or agent, or employee of such agent;
- b. Any member of his immediate family;
- c. His or her partner; or
- d. An organization that employs, or is about to employ any of the above, has a direct or indirect, present or future financial or other interest in the firm selected for award.

The RTA's Board Members, officers, employees or agents shall neither solicit nor accept gratuities, favors or anything of monetary value from contractors, potential contractors or parties of sub agreements.

Each entity that enters into a contract with the RTA is required, prior to entering into such contract, to inform the RTA of any real or apparent organizational conflicts of interest. An organizational conflict of interest exists when the contractor is unable or potentially unable to provide objective assistance or advice to the RTA due to other activities, relationships, contracts, or circumstances; when the contractor has an unfair competitive advantage through obtaining access to nonpublic information during the performance of an earlier contract; and during the conduct of an earlier procurement, the contractor has established the ground rules for a future procurement by developing specifications, evaluation factors, or similar documents, in accordance with Chapter VI, 2.a.(4)(h) of FTA C 4220.1F.

2.8 EQUAL EMPLOYMENT OPPORTUNITY

The Contractor shall comply with Executive Order No. 11246 as amended, entitled "Equal Employment Opportunity" as supplemented in Department of Labor Regulations (41 C.F.R. Paragraph 60). In connection with the execution of this Agreement, the Contractor shall not discriminate against any employees or applicant for employment because of race, religion, color, sex, age, or national origin. The Contractor shall take affirmative action to ensure that applicants are employed and that employees are treated during their employment without regard to their race, religion, color, sex, age, or national origin. Such actions shall include, but not be limited to, the following: employment,

upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Contractor further agrees to insert a similar provision in all subcontracts, except subcontracts for standard commercial supplies or raw materials.

2.9 PRIVACY REQUIREMENTS

The following requirements apply to the Contractor and its employees that administer any system of records on behalf of the Federal Government under any contract:

(1) The Contractor agrees to comply with, and assures the compliance of its employees with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C. § 552a. Among other things, the Contractor agrees to obtain the express consent of the Federal Government before the Contractor or its employees operate a system of records on behalf of the Federal Government. The Contractor understand that the requirements of the Privacy Act, including the civil and criminal penalties for violation of that Act, apply to those individuals involved, and that failure to comply with the terms of the Privacy Act may result in termination of the underlying contract.

(2) The Contractor also agrees to include these requirements in each subcontract to administer any system of records on behalf of the Federal Government financed in whole or in part with Federal assistance provided by FTA.

2.10 INDEMNIFICATION

The Contractor covenants and agrees to fully defend, protect, indemnify and hold harmless the RTA, and RTA, their directors, officers, employees, agents, and assigns from and against all liability, including strict liability, claims, demands, and causes of action brought by others against RTA, and/or RTA, and expenses, including but not limited to reasonable attorney's fees; and expense incurred in defense of RTA, and/or RTA arising out of, or in any way incidental to, or in connection with the work hereunder, and other activities by contractor; provided, however, that such indemnification shall apply only to the extent permitted by applicable law, and except and to the extent such liability, claim, demand or cause of action results from RTA's negligence.

2.11 PERFORMANCE

Contractor shall perform all work diligently, carefully and in a good and workmanlike manner and shall furnish all labor, supervision, machinery, equipment, material and supplies necessary, therefore. Contractor shall obtain and maintain all permits and licenses required by public authorities in connection with performance of the work, and, if permitted to subcontract, shall be fully responsible for all work performed by subcontractors. Contractor shall conduct all operations in Contractor's own name and as an independent contractor, and not in the name of, or agent for RTA.

2.12 STATUS OF CONTRACTOR AND ITS EMPLOYEES

For all purposes specified under the terms of this Agreement the Contractor shall be considered an independent contractor as defined in R.S. 23:1021 (5), and as such, the RTA shall not be liable to the Contractor for benefits or coverage provided by the Workers' Compensation Law of the State of Louisiana (R.S. 23:1021 et seq.), and further, under the provisions of R.S. 23:1034, no person employed by the Contractor shall be considered an employee of the RTA for the purpose of Workers' Compensation coverage.

2.13 INSURANCES

The contractor shall, upon request by the RTA, submit a copy of their standard insurance certificates for this project. During the term of this Agreement, the Contractor shall obtain and maintain the following types and amounts of insurance naming the Regional Transit Authority as an additional insured. The Contractor shall furnish to the RTA certificates showing types, amounts, class of operations covered, effective dates and dates of expiration of policies:

- A) Worker's Compensation Insurance as required by Louisiana Law;
- B) Vehicle Liability Insurance in the amount of \$1,000,000.00; and
- C) General Liability Insurance in the amount of \$1,000,000.

2.14 SUBCONTRACTORS

No portion of this contract may be, reassigned, transferred, or sublet without the written approval of the RTA. If allowed to subcontract, no subcontractor may be replaced without the written approval of the RTA.

2.15 ASSUMPTION OF RISK OF LOSS

Prior to acceptance, Contractor shall bear the risk of loss of the supplies, except that upon delivery, as defined in this Request For Proposals, the RTA will bear the risk of loss due to the negligence of the RTA.

2.16 ACCEPTANCE

Within seven (7) days after delivery, the RTA, its agents or assigns, will conduct an acceptance inspection. Acceptance shall be conditioned upon satisfactory results of such inspection, promptly communicated in writing to the Contractor, subject however, to revocation upon discovery of defects.

2.17 QUALITY INSPECTION

All goods and services installed and supplied shall be good quality and free from any defects and shall at all times be subject to RTA's inspection; but neither RTA's inspection nor failure to inspect shall relieve Contractor of any obligation hereunder. If, in RTA's opinion, any goods or service (or component thereof) fails to conform to specifications or is otherwise defective, Contractor shall promptly replace or correct same

at Contractor's sole expense. No acceptance or payment by RTA shall constitute a waiver of the foregoing, and nothing herein shall exclude or limit any warranties implied by law.

2.18 CORRECTION BY CONTRACTOR

After non-acceptance of the work, the Contractor shall begin implementing correction procedures within five (5) calendar days after receiving notification from the RTA. The RTA will make the site timely with Contractor's correction schedule. The Contractor shall bear all expense incurred to complete correction of the work after non-acceptance, and Contractor shall diligently implement correction procedures.

2.19 UNAVOIDABLE DELAYS

If completion of the work furnished under this contract should be unavoidably delayed, the RTA may extend the time for satisfaction of the Contractor's obligations pursuant thereto for a number of days determined by RTA to be excusable due to unavoidability. A delay is unavoidable only if the delay was not reasonably expected to occur in connection with or during the Contractor's performance, and was not caused directly or substantially by acts, omissions, negligence or mistakes of the Contractor, the Contractor's suppliers or their agents and was substantial and in fact caused the Contractor to miss completion dates and could not adequately have been guarded against by contractual or legal means.

2.20 NOTIFICATION OF DELAY

The Contractor shall notify the RTA as soon as the Contractor has, or should have, knowledge that an event has occurred or will occur which will delay progress or completion. Within five (5) days there from, the Contractor shall confirm such notice in writing furnishing as much detailed information as is available.

2.21 REQUESTS FOR EXTENSION

The Contractor agrees to supply, as soon as such data are available, any/all reasonable proof required by the RTA to make a decision relative to any request for extension. The RTA shall examine the request and any documents supplied by the Contractor, and RTA shall determine if the Contractor is entitled to an extension and the duration of such extension. The RTA shall notify the Contractor of this decision in writing. It is expressly understood and agreed that the Contractor shall not be entitled to damages or compensation and shall not be reimbursed for losses on account of delays resulting from any cause under this provision.

2.22 ACCESS REQUIREMENTS FOR INDIVIDUALS WITH DISABILITIES

During the performance of this contract, the contractor, for itself, its assignees and successors in interest agree to comply with all applicable requirements of the Americans with Disabilities Act of 1990 (ADA), 42 U.S.C. sections 12101 et seq.; section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. section 794; section 16 of the Federal

Transit Act, as amended, 49 U.S.C. app. section 1612; and the following regulations and any amendments thereto:

- (a) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37;
- (b) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27;
- (c) U.S. DOT regulations, "American With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 49 C.F.R. Part 38;
- (d) Department of Justice (DOJ) regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35;
- (e) DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36;
- (f) General Services Administration regulations, "Accommodations for the Physically Handicapped," 41 C.F.R. Subpart 101-19;
- (g) Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provision of the Americans with Disabilities Act," 29 C.F.R. Part 1630;
- (h) Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F; and
- (i) FTA regulations, "Transportation of Elderly and Handicapped Persons," 49 C.F.R. Part 609.

2.23 APPLICATION OF FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS

(a) Federal Laws and Regulations

The Federal requirements (laws, regulations policies, and related administratively) contained in this contract may change (from time to time) after the date the contract has been executed. Any changes in federal requirements shall apply to this contract and be incorporated therein.

(b) State or Territorial Law and Local Law

This contract shall be entered into in the State of Louisiana and shall be governed and/or construed in accordance with the laws and jurisprudence of the State of Louisiana, except to the extent that a Federal Statute or regulation preempts State or territorial law.

2.24 CONTRACT PERIOD

THE TERM OF THIS CONTRACT SHALL BE SET FORTH IN THE CONTRACT AGREEMENT.

2.25 NO OBLIGATION BY THE FEDERAL GOVERNMENT

- (1) The Purchaser and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.
- (2) The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

2.26 FEDERAL CHANGES

Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Agreement (Form FTA MA (2) dated October, 1995) between RTA and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

2.27 INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any RTA requests which would cause RTA to be in violation of the FTA terms and conditions":<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/third-party-contracting-guidance>

2.28 EXCLUSIONARY OR DISCRIMINATORY SPECIFICATIONS

Apart from inconsistent requirements imposed by federal statute or regulations, the RTA will comply with the requirements of 49 U.S.C. § 5323(h) (2) by refraining from using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

2.29 GEOGRAPHIC RESTRICTIONS

Except as expressly mandated, encouraged or permitted by FTA or Federal statute, RTA will refrain from using state or local geographic preferences.

2.30 PROMPT PAYMENT

Payment shall be made thirty (30) days from date of approved and accepted invoice unless changed in the contract agreement. The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than five (5) days from the receipt of each payment the prime contractor receives from the RTA. The prime contractor further agrees to return retainage payment to each subcontractor within five (5) days after the subcontractor's work is satisfactorily completed and accepted by RTA, and all lien delay's under applicable laws have expired. Any delay or postponement of payment from the above-referenced time frame may occur only for good cause following written approval of the RTA. This clause applies to both DBE and non-DBE subcontractors.

Identification of subcontractors: All prime contractors submitting offers in response to this Request For Proposals must provide the following information for All subcontractors whether the firm is identified as a Disadvantaged Business Enterprise or not. The required information is:

- (1) Firm Name
- (2) Firm Address
- (3) Firm's status as a DBE or non DBE
- (4) The age of the firm
- (5) The annual gross receipts of the firm

Additionally, each contract RTA enters into with a contractor (and each subcontract) the prime contractor signs with a subcontractor shall include the following assurance:

The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the RTA deems appropriate.

Further, each contract RTA enters into with a contractor (and each subcontract the prime contractor signs with a subcontractor shall include the following assurance:

The contractor, sub recipient or subcontractor shall make prompt payments for all satisfactory work performed under this agreement. The contractor shall within thirty (30) days of receipt of payment from RTA make all payments due subcontractors and suppliers. This requirement shall flow down to all levels including subcontractors making payments to sub subcontractors and suppliers, etc. Additionally, upon release of retainage(s) by RTA, Contractor shall in turn within thirty (30) days release retainage(s) it holds. The requirement for release of retainage(s) within thirty (30) days shall flow down to all subcontractors, etc. performing under this contract. Contractor or any of its subcontractors, etc. may not delay or postpone payments or release of retainage without prior RTA written approval. RTA may delay, or withhold up to twenty-five percent of Contractor's payments, retainage, etc. if there is evidence that Contractor is not complying with any provision hereunder. RTA may withhold monies due Contractor until such time as Contractor by its actions or assurances has, to RTA satisfaction, proven that it will or has complied with all the requirements hereunder.

2.31 CONFIDENTIALITY

Contractor agrees that any and all information, in oral or written form, whether obtained from RTA, its agents or assigns, or other sources, or generated by Contractor pursuant to this contract shall not be used for any purpose other than fulfilling the requirements of this contract. Contractor further agrees to keep in absolute confidence all data relative to the business of RTA and RTA, their agents or assigns. No news release, including but not limited to photographs and film, public announcement, denial or confirmation of any part of the subject matter of any phase of any program hereunder shall be made by Contractor without written approval of RTA.

2.32 DISPUTES

Disputes arising in the performance of this Contract which are not resolved by agreement of the parties shall be decided in writing by the Director of Procurement. The decision of the Director of Procurement shall be final and conclusive unless within [seven (7)] days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the Vice President-RTA. In connection with any such appeal, the Contractor may be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the Vice President-RTA shall be binding upon the Contractor and the Contractor shall abide by the decision.

Performance During Dispute – Unless otherwise directed by RTA, Contractor shall continue performance under this contract while matters in dispute are being resolved.

Claims for Damages – Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of his employees, agents or others for whose acts he is legally liable, a claim for damages therefore shall be

made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies – Unless this contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the RTA and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State of Louisiana.

Rights and Remedies – The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the RTA, (its agents or assigns) or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

2.33 OWNERSHIP OF DOCUMENTS

Any documents, drawings, specifications, reports or data generated by the Contractor in connection with this project shall become the sole property of the RTA, subject to any rights asserted by FTA of the U.S. Department of Transportation. The Contractor may retain copies of such items for its files. The Contractor shall not release any documents, reports or data from this project without prior written permission from the RTA.

2.34 STATE AND LOCAL LAW DISCLAIMER

The use of many of the Clauses herein are not governed by federal law, many of the clauses contained herein contain FTA suggested language in certain instances these clauses may be affected by State Law.

2.35 PARTICIPANT INFORMATION FORM

All participants and their subcontractors are required to submit a completely executed, Participant Information Form available on <http://www.norta.com>.

2.36 NON-COLLUSION AFFIDAVIT

The Non-Collusion Affidavit is a required submittal. The necessary form is available on <http://www.norta.com>.

2.37 REGIONAL TRANSIT AUTHORITY GENERAL PROVISIONS

The Regional Transit Authority's General Provisions shall apply to this solicitation and resulting contract.

III. EVALUATION CRITERIA

3.1 ADMINISTRATIVE EVALUATION

Prior to the distribution of submittals to the Technical Evaluation Committee, the RTA shall perform an administrative evaluation of each submittal to determine completeness and responsiveness to this RFP.

3.2 EVALUATION CRITERIA

The following evaluation criteria will be used by the Technical Evaluation Committee. The criteria and the weighted values (in parentheses) to be used by the Technical Evaluation Committee in evaluating responses for the selection of a firm(s) to perform this service(s) are listed below:

1. Overall Qualifications – 30 Points

Evaluation will consider the proposer's demonstrated qualifications, including but not limited to:

- Technical experience performing work of similar scope and complexity;
- Experience with transit agencies or other public sector clients;
- Record of completing projects on schedule and within budget;
- Firm's financial stability and organizational capacity;
- Qualifications and stability of any proposed subcontractors;
- Quality of references provided by previous clients.

2. Project Organization and Staffing – 25 Points

Evaluation will focus on the proposed team structure and the qualifications of assigned personnel:

- Experience and qualifications of key staff, particularly the Project Manager;
- Team organization and clarity of roles and responsibilities;
- Appropriateness and sufficiency of staffing levels and commitment of personnel;
- Proposer's agreement to limit changes in key personnel without prior approval.

3. Project Understanding and Work Plan – 15 Points

Assessment will be based on the proposer's demonstrated understanding of the scope and approach to delivering services:

- Awareness of project requirements and key issues;
- Soundness and clarity of the proposed methodology and work plan;
- Identification of potential risks or challenges and proposed mitigation strategies.

4. Cost Proposal – 10 Points

Evaluation of cost proposals will consider:

- Overall cost competitiveness and value to the RTA;
- Alignment of cost with scope and proposed work plan;
- Reasonableness and clarity of pricing structure.

5. References – 10 Points

Evaluation of relevant prior performance based on:

- Similarity in scope, size, and complexity of past projects;
- Demonstrated outcomes and client satisfaction;
- Responsiveness and reliability.

6. Accessibility and Responsiveness – 10 Points

Assessment of the proposer's ability to provide ongoing support and collaboration with RTA staff:

- Availability of key personnel for meetings, communications, and project updates;
- Proximity or responsiveness to RTA's operational needs.

3.3 CONTRACT AWARD

(1) The RTA intends to award a contract or contracts resulting from this solicitation to the responsible offeror(s) whose proposal(s) represents the best value after evaluation in accordance with the factors and sub-factors in the solicitation.

(2) The RTA may reject any or all proposals if such action is in the RTA's interest.

(3) The RTA may waive informalities and minor irregularities in proposals received.

(4) The RTA intends to evaluate proposals and award contracts without discussions with offerors. Therefore, the offeror's initial proposal should contain the offeror's best terms from a cost or price and technical standpoint. The RTA reserves the right to conduct discussions if the Contracting Officer later determines them to be necessary. If the Contracting Officer determines that the number of proposals that would otherwise be in the competitive range exceeds the number at which an efficient competition can be conducted, the Contracting Officer may limit the number of proposals in the competitive range to the greatest number that will permit an efficient competition among the most highly rated proposals.

(5) The RTA reserves the right to make an award on any item for a quantity less than the quantity offered, at the unit cost or prices offered, unless the offeror specifies otherwise in the proposal.

(6) The RTA reserves the right to make multiple awards if, after considering the additional administrative costs, it is in the RTA's best interest to do so.

(7) Exchanges with offerors after receipt of a proposal do not constitute a rejection or counteroffer by the RTA.

(8) The RTA may determine that a proposal is unacceptable if the prices proposed are materially unbalanced between line items or subline items. Unbalanced pricing exists when, despite an acceptable total evaluated price, the price of one or more line items is significantly overstated or understated as indicated by the application of cost or price analysis techniques. A proposal may be rejected if the Contracting Officer determines that the lack of balance poses an unacceptable risk to the RTA.

(9) If a cost realism analysis is performed, cost realism may be considered by the source selection authority in evaluating performance or schedule risk.

(10) A written award or acceptance of proposal mailed or otherwise furnished to the successful offeror within the time specified in the proposal shall result in a binding contract without further action by either party.

(11) If a post-award debriefing is given to requesting offerors, the RTA shall disclose the following information, if applicable:

(i) The agency's evaluation of the significant weak or deficient factors in the debriefed offeror's offer.

(ii) The overall evaluated cost or price and technical rating of the successful and the debriefed offeror and past performance information on the debriefed offeror.

(iii) The overall ranking of all offerors, when any ranking was developed by the agency during source selection.

(iv) A summary of the rationale for award.

(v) For acquisitions of commercial items, the make and model of the item to be delivered by the successful offeror.

(vi) Reasonable responses to relevant questions posed by the debriefed offeror as to whether source-selection procedures set forth in the solicitation, applicable regulations, and other applicable authorities were followed by the agency.

RTA shall score and rank all proposals based upon the evaluation criteria contained herein. An interview and/or presentation may be required. Award of this contract shall be to a properly licensed, responsible offeror deemed the most qualified, for which fair and reasonable compensation can be determined.

Proposers are reminded that price/cost shall not be used as an evaluation factor during the initial evaluation. However, price proposals will be evaluated and proposers are required to submit cost data separately with their proposal. Proposals which do not contain cost/price information may be considered non-responsive to the administrative requirements of the RFP.

PROPOSAL PRICING RESTRICTIONS

Any proposed overhead rate which exceeds 75% of approved categories (e.g., “labor”) shall be substantiated by a current audit performed by an independent Certified Public Accounting Firm. Any proposed overhead rate which exceeds 100% of the approved categories shall be substantiated by a current audit conducted by a federal or state agency. Labor rates for all individuals who may perform any work associated with this project shall be identified in the proposal. The individuals will be identified by name and job category. This requirement extends to all individuals whether classified as professional or non-professional. Any changes in labor rates and/or additions or changes to personnel providing work on this project must be pre-approved by RTA in writing.

3.4 OVERHEAD RATES

Contractor will be required to submit an audited overhead rate.

3.5 PLACE OF PERFORMANCE

(a) The offeror or respondent, in the performance of any contract resulting from this solicitation, ____ **intends**, ____ **does not intend** [**check applicable block**] to use one or more plants or facilities located at a different address from the address of the offeror or respondent as indicated in this proposal or response to request for information.

(b) If the offeror or respondent checks “intends” in paragraph (a) of this provision, it shall insert in the following spaces the required information:

Place of Performance (Street Address, City,
State, County, ZIP Code)

Name and Address of Owner and Operator of the
Plant or Facility if Other than Offeror or
Respondent

ATTACHMENT I
SUPPLIER SUBMISSION CHECKLIST

The following items must be submitted as noted in order to be considered responsive.

Letter of Interest

Non-Collusion Affidavit

Certificate on Primary Debarment

Certificate Regarding Debarment– Lower Tier

Certification of Restrictions on Lobbying

Participant Information Form

To be determined responsive, all forms are due on the proposal submittal date.

INSTRUCTIONS FOR OBTAINING FORMS

Go to RTA’s official web site at:

[New Orleans Regional Transit Authority - Procurements and Contracts \(norta.com\)](https://www.norta.com/get-to-know-us/doing-business-with-us/procurements-contracts)

(<https://www.norta.com/get-to-know-us/doing-business-with-us/procurements-contracts>)

Click on “Vendor Form Library”

ATTACHMENT II
SCOPE OFWORK

SCOPE OF WORK

REGIONAL TRANSIT AUTHORITY (RTA) REQUEST FOR PROPOSALS 2025-025 ADA PARATRANSIT ELIGIBILITY ASSESSMENT

Objective:

The New Orleans Regional Transit Authority (RTA) is soliciting proposals from qualified firms to provide Paratransit Eligibility Assessment (PEA) Services in support of RTA's complementary paratransit program, which operates in accordance with the Americans with Disabilities Act (ADA). RTA provides fixed-route and paratransit transportation services to residents of Orleans Parish.

Goal:

To secure a highly qualified and experienced contractor to administer, manage, and perform in-person ADA-compliant paratransit eligibility assessments for new applicants and existing riders requiring recertification. The selected contractor shall support RTA's goal of ensuring that eligibility determinations are consistent with federal regulations and based on functional, cognitive, and visual assessments.

Scope of Work:

1. General Requirements

- a. The Contractor shall conduct in-person ADA Paratransit Eligibility Assessments for both new applicants and current riders seeking recertification. Evaluations shall determine the individual's ability—physical, cognitive, and/or visual—to utilize RTA's fixed-route services, in accordance with ADA eligibility criteria.
- b. Paratransit eligibility is subject to periodic renewal. The recertification process must remain flexible and consider changes in an individual's functional abilities, even if their underlying disability is permanent.
- c. RTA's eligibility process includes the following components:
 - A completed application submitted by the individual or their authorized representative;
 - A professional verification form completed and signed by a licensed healthcare provider;
 - A structured in-person functional assessment and interview conducted by the Contractor.
- d. The Contractor shall:
 - Review and evaluate submitted applications;
 - Conduct follow-up interviews as needed to clarify or verify information;
 - Assess applicants' ability to use fixed-route transit, including simulated tasks when appropriate;
 - Validate third-party-submitted responses with the applicant to ensure accuracy and consent.
- e. The Contractor shall base all eligibility determinations on the individual's functional and/or cognitive abilities to utilize RTA's fixed-route services—not on medical diagnoses alone. Decisions must be compliant with ADA regulations and made using a consistent, objective framework.

2. American With Disabilities Act Requirements

- a. All eligibility determinations shall adhere to ADA guidelines, specifically 49 CFR Part 37, Subpart F (§37.123). The assessment process must ensure that only those who meet the federal criteria are deemed eligible.
- b. Per ADA regulations, eligible individuals fall under the following categories:
 - *Category 1:* Individuals who, due to physical or mental impairments, cannot independently board, ride, or disembark from an accessible fixed-route vehicle.
 - *Category 2:* Individuals who require accessible vehicles and seek to travel at times or locations when such vehicles are not available.
 - *Category 3:* Individuals with a specific impairment-related condition that prevents them from reaching transit boarding or disembarking locations.
- c. The Contractor's assessments shall:
 - Confirm the existence and relevance of the individual's disability;
 - Evaluate their ability to complete transit-related tasks;
 - Recommend the most appropriate mode of transit based on functional capacity.
- d. Tasks assessed must include the applicant's ability to:
 - Travel to/from bus stops or transit stations;
 - Wait independently at stops or stations;
 - Board, ride, and disembark from RTA buses;
 - Navigate the system and understand its use;
 - Follow directions and maintain orientation.

3. In-Person Mobility Assessments Section

- a. The Contractor shall submit proposed assessment tools and procedures during the proposal phase for RTA review and approval. Final tools and procedures will be developed collaboratively during contract startup.
- b. Approved assessment methods may include, but are not limited to:
 - Physical Functional Assessments (e.g., strength, balance, mobility simulation);
 - Cognitive Skills Assessments (e.g., FACTS—Functional Assessment for Cognitive Transit Skills);
 - Tinetti Mobility and Balance Tests;
 - Mini-Mental State Examination (MMSE);
 - Visual ability evaluations for fixed-route use.

Contractors may propose alternative or supplemental tools, subject to RTA approval.

4. Evaluation Process and Documentation:

- a. The Transit Mobility Evaluator shall
 - Conduct structured, uniform assessments;
 - Document all findings with legible, detailed notes;

- Observe behaviors, gait, responsiveness, and safety concerns;
 - Ask follow-up questions and record all responses;
 - Provide an objective summary of eligibility determination.
- b. If an applicant is unable to complete the assessment due to medical or cognitive concerns, observations must still be documented in full. In cases of risk or distress, evaluators must halt assessments and document the reason.
- c. All documentation provided by the applicant (e.g., physician notes, care provider letters) must be reviewed, attached to the file, and considered in RTA's final determination.
- d. The assessment at a minimum shall include:
- Explain limitations using clear, non-technical language;
 - Be sufficiently detailed to support eligibility status, including trip-by-trip and conditional eligibility;
 - Address mobility across cognitive, visual, physical, and psychological domains.

5. Functional Criteria for Assessment: .

- a. The assessment must address the applicant's ability to:
- Navigate to/from bus stops;
 - Pay fare independently;
 - Maintain balance and ambulate across various terrains;
 - Use a mobility device;
 - Understand and communicate effectively;
 - Recognize landmarks and route signage;
 - Perform basic orientation and navigation tasks;
 - Cross intersections, including those with traffic signals;
 - Physically manage curbs, stairs, and inclines;
 - Demonstrate behavioral and safety-related competency.

Each competency shall be noted as a strength or limitation on either a temporary or permanent basis.

REGIONAL TRANSIT AUTHORITY

PUBLIC NOTICE

RFP 2025-025 ADA PARATRANSIT ELIGIBILITY ASSESSMENT

Addendum I

Acknowledge receipt of this addendum in the bid submission. This addendum is a part of the Contract Documents and shall be included in the Contract Documents. Changes made by the addenda take precedence over information published at an earlier date.

This addendum serves to extend the clarification deadline, extend the proposal submission deadline, and answer vendor inquiries/clarifications.

Clarification Deadline is extended to Friday, August 22, 2025, 1:00 pm CST.
Proposal Submission Deadline is extended to Friday, September 5, 2025, 1:00 pm CST.

1. Please confirm that proposals are due Tuesday, September 2 at 1pm as outlined in the Public Notice, not Friday, August 22 at 1pm as noted on the RFP Cover Page as "Proposal Receipt Deadline."

Response: Proposal submission deadline is Tuesday, September 2, 2025, 1:00 pm CST.

2. Will RTA please consider allowing a second round of questions from bidders so that any follow-up questions can be submitted regarding answers received in the first round?

Response: Vendors can submit questions/clarifications until the Clarification Deadline of 1pm cst., August 22, 2025.

3. Does a third-party contractor currently perform paratransit eligibility assessments, or does RTA complete these assessments in-house?

Response: RTA currently reviews applications for eligibility, not assessments.

4. If a third-party contractor currently performs paratransit eligibility assessments, which company is the current provider for these services? How long has this company been performing paratransit eligibility assessments for RTA?

Response: RTA does not have a third-party contractor at this time.

5. The first paragraph in Section 1.1 (Proposals) on page 1 states that each submittal should include a Letter of Interest no longer than three pages that "addresses the suggested structure or organization of the proposed team (prime and sub-consultants), a detailed

description of your team’s approach and capability to handle project-specific issues, a schedule of the proposed work, and any other information that may assist the RTA in making a selection.” Is this the only deliverable RTA will accept with details on the bidder’s qualifications and approach? Or will RTA allow bidders to submit a separate Technical Proposal with more detail on their project understanding and approach, including the items detailed in the second paragraph in this section (“all pertinent information including but not limited to information relevant to personnel assignments, specifications/scope of work, work completion, schedules, etc., as provided in this Request for Proposals”)? Attachment I (Supplier Submittal Checklist) only lists the Letter of Interest with the required forms; there is no separate line item for a required Technical Proposal.

Response: Yes, bidders shall submit a separate technical proposal that includes more in-depth details on the criteria requested.

6. If bidders are allowed to submit a separate Technical Proposal along with their Letter of Interest and required forms outlined in Attachment I (Supplier Submittal Checklist), please confirm that the Technical Proposal should follow the six sections outlined in section 3.2 (Evaluation Criteria) on page 18 (Overall Qualifications, Project Organization and Staffing, Project Understanding and Work Plan, Cost Proposal, References, and Accessibility and Responsiveness). Is this the “requested format” mentioned in the second paragraph in Section 1.1 (Proposals) on page 1?

Response: Yes, Section 3.2 is the “requested format” mentioned in Section 1.1.

7. If bidders are not permitted to submit a separate Technical Proposal and must instead include all items outlined in section 3.2 (Evaluation Criteria) on page 18 in their Letter of Interest (Overall Qualifications, Project Organization and Staffing, Project Understanding and Work Plan, Cost Proposal, References, and Accessibility and Responsiveness), will RTA please increase the page limit for the Letter of Interest to ensure bidders can properly outline their proposal within this letter?

Response: Please refer to responses to questions 5 & 6.

8. The second paragraph in Section 1.1 (Proposals) on page 1 states, “Each proposal shall be signed in ink by a duly authorized officer of the company.” Will RTA accept electronic signatures on proposals, letters of interest, and forms?

Response: Electronic signatures are accepted except for documents that require witnesses or a notary.

9. Is there a Pricing Form that bidders should complete for their cost proposal? Or are bidders required to only submit their pricing in the Procurement site under the Response/Pricing tab?

Response: Vendors must submit a detailed cost proposal in their proposal submission package.

10. If bidders are required to submit their pricing on the Procurement site under the Response/Pricing tab only, please confirm what the Unit Price should include. Is the Unit

Price the total cost for the first year of the contract, an hourly rate, a per assessment rate, etc.?

Response: If vendors choose to enter a price in ProcureWare, it should reflect the total proposed cost. Please note that evaluations will be based solely on the detailed cost proposal included within the proposal package.

11. When does RTA plan to award this contract?

Response: The RTA will issue a contract award upon completion of the technical evaluations and, if required, subsequent Board approval. The anticipated timeframe for contract award is approximately 30 to 60 days from the submission deadline.

12. What is RTA’s anticipated contract start date?

Response: The contract start date is tentative and will be confirmed upon completion of evaluations and approvals.

13. What is the contract term length (base term and options)?

Response: Contract term length will be three (3) years.

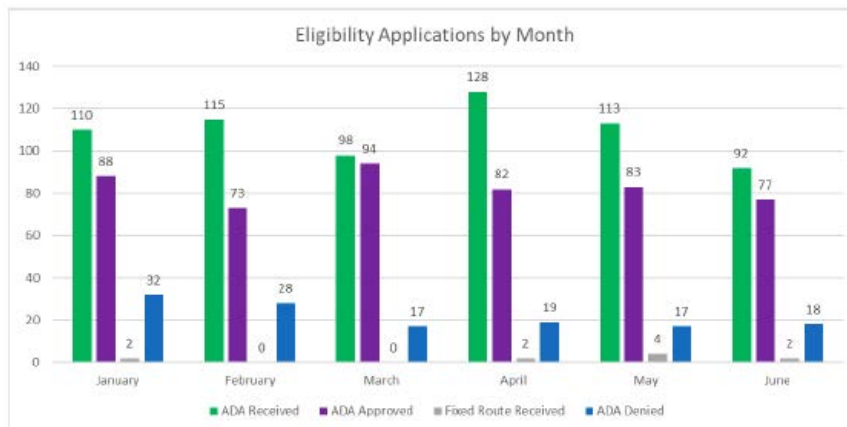
14. Are all paratransit eligibility assessments currently done in-person for new applicants and existing riders requiring recertification?

Response: No, riders currently obtain their own assessments from their physician.

15. Please provide three years’ worth of eligibility data, including number of new applicants, number of recertifications, number of assessments completed, and determination results (unconditional, conditional, temporary, denied, etc.).

Response: At this time, RTA can only provide the most recent Monthly Paratransit Eligibility Report (July 29, 2025). Please see the graph below:

MONTHLY PARATRANSIT ELIGIBILITY ACTIVITY REPORT



16. How are applications currently received (online, mail, email, fax, etc.)?

Response: RTA currently accepts paper applications delivered via mail or in person.

17. How are professional verification forms currently received (online, mail, email, fax, etc.)?

Response: Verification forms are received by mail or delivered to the office in person.

18. How often are riders required to renew their eligibility certification?

Response: Anywhere from 6 months to 3 years.

19. Does RTA have an expedited recertification process in place for riders whose condition does/will not change? If not, is RTA interested in an expedited recertification process for these individuals with consistent eligibility statuses who do not need an in-person assessment each time their eligibility is up for renewal?

Response: No, RTA does not have an expedited recertification process, and yes, we are interested.

20. Is an indoor or outdoor assessment course currently used as part of the eligibility certification process? If not, is it the desire of RTA to establish an indoor or outdoor assessment course?

Response: No, RTA does not currently use an assessment course. Yes, we are interested in establishing one.

21. Please provide any published customer guides, standard operating procedures, etc. that outline the paratransit eligibility assessment process and requirements.

Response: Please see Attachment A – Paratransit Policies & Procedures and Attachment B – Rider’s Guide.

22. How many staff members (and what titles) are involved in the paratransit eligibility assessment today?

Response: There are currently three (3) RTA employees involved with paratransit eligibility assessments. Their names and titles are not available at this time.

23. Does RTA or the contractor currently handle the eligibility appeals process?

Response: RTA handles the appeal process.

24. Please outline the eligibility appeals process.

Response: Please reference Attachment A – Paratransit Policies & Procedures for appeals process details.

25. Does RTA or the contractor mail final eligibility determination packets to applicants?

Response: RTA mails out the final determination letter to the applicants.

26. Is any software currently used to manage the paratransit eligibility certification process? If so, who provides this software (RTA or the contractor)? If not, does RTA expect the proposers to propose software in their proposals to manage the eligibility certification process?

Response: Yes, RTA currently uses Trapeze to manage paratransit eligibility; however, the contractor is not required to use software. The contractor will only be responsible for performing assessments.

27. Does RTA have a facility that the chosen contractor will use for this program? If so, please provide the address and details of the facility.

Response: No RTA does not have a facility to conduct assessments.

28. Does RTA currently have a travel training program in place for applicants who may be able to use fixed route services and want personalized instruction? If not, is RTA interested in more information about this type of program?

Response: No, RTA does not currently have a travel training program, but we are interested.

29. If the contractor is responsible for mailing eligibility determination letters, will RTA provide postage, envelopes, and other mailing materials, or is the contractor expected to supply these items?

Response: The Contractor will not be responsible for mailing out letters.

30. Will RTA please consider delaying the due date by at least two weeks from when the final answers to questions are published, to allow vendors time to review the answers to questions and revise responses accordingly?

Response: Clarification Deadline extended to Friday, August 22, 2025, 1:00 pm CST.
Proposal Submission Deadline extended to Friday, September 5, 2025, 1:00 pm CST.

31. RFP page 24, Section 3.4 3.4 OVERHEAD RATES states “Contractor will be required to submit an audited overhead rate.” What specifically does RTA want submitted in order to satisfy this requirement?

Response: The following parts of the solicitation are being removed:

(3.3) PROPOSAL PRICING RESTRICTIONS Any proposed overhead rate which exceeds 75% of approved categories (e.g., “labor”) shall be substantiated by a current audit performed by an independent Certified Public Accounting Firm. Any proposed overhead rate which exceeds 100% of the approved categories shall be substantiated by a

current audit conducted by a federal or state agency. Labor rates for all individuals who may perform any work associated with this project shall be identified in the proposal. The individuals will be identified by name and job category. This requirement extends to all individuals whether classified as professional or non-professional. Any changes in labor rates and/or additions or changes to personnel providing work on this project must be pre-approved by RTA in writing.

3.4 OVERHEAD RATES Contractor will be required to submit an audited overhead rate.

Please refer to the requirements outlined in Part 3.2 – Evaluation Criteria for guidance on preparing your cost proposal.

- 32.** Does RTA have space for the contractor to use to conduct in-person ADA eligibility assessments? If so, please provide the address, dimensions, layout and available onsite resources (computer, phone etc) of the facility. Pictures would be helpful as well.

Response: No, RTA does not have space for the contractor to conduct in-person assessments.

- 33.** Will the contractor be responsible for receiving and reviewing applications for completeness prior to conducting functional assessments or will RTA provide the contractor with completed applications that are ready to be scheduled for in-person eligibility assessments?

Response: RTA will provide the contractor with completed applications.

- 34.** Will the contractor be responsible for calling and scheduling eligibility assessments?

Response: No, RTA will coordinate with the contractor to schedule assessments.

- 35.** Will RTA be providing courtesy transportation for applicants that need a ride to and/or from the eligibility assessment? Who is arranging for courtesy transportation and how will that information be communicated to RTA?

Response: RTA will provide courtesy rides and arrange transportation.

- 36.** Confirm that all eligibility assessments will be in-person only and that no phone-based assessments are required with this RFP.

Response: Contractor will not perform phone-based assessments, only in-person assessments.

- 37.** Provide the annual number of ADA paratransit applications received by RTA for 2022, 2023, 2024 and breakdown the number of new versus recertification applications.

Response: Please refer to the response to question #15 regarding the only available information RTA can provide at this time.

38. In the pricing section of the online bid, there is a place for “Total Cost Proposal”, with a Quantity of 1.00 and a blank space for “Unit Price”, are proposers submitting their Unit Price to conduct one (1) In-person functional assessment or is this the Total Cost of the entire proposal? Please elaborate on what RTA wants submitted for cost/price information.

Response: Based on information provided in response to question #15, RTA receives approximately 100-130 ADA requests a month. Please use this estimate to establish cost proposals.

39. Please elaborate on page 20, “Proposal Pricing Restrictions”

Response: Please refer to the response to question #31.

40. Confirm if subcontractors will be allowed to be utilized on this contract, as there is conflicting information within the RFP.

Response: Yes, subcontractors are permitted.

41. Please elaborate on Page 20, Section “3.4 Overhead Rates”

Response: Please refer to the response to question #31.

42. Will RTA accept “Start-Up Costs” in the pricing proposal?

Response: No.

43. Will RTA accept a “Cancellation / No Show Fee” in pricing proposals?

Response: No.

44. Is there a current contract in place? If so, who is the incumbent provider and how many annual assessments were performed in 2022, 2023, 2024?

Response: No, there isn't a current contract in place.

45. Does the vendor have any primary responsibilities working a customer service phone line? If so, please provide the following stats, if applicable: Call Volume, Average Handling Time.

Response: No, the contractor will not be responsible for operating a customer service phone line. RTA will handle all customer service needs before scheduling/requesting an assessment.

46. What options does RTA utilize for submitting applications? Online and/or paper

Response: RTA currently utilizes paper applications.

47. Who is responsible for creating the application?

Response: RTA creates and handles the application process.

48. Who supplies office space, equipment, and supplies?

Response: The contractor will be responsible for all materials, supplies, office space, and equipment required to perform assessments.

49. How will the historical data be transferred to Contractor?

Response: If available, historical data will be provided to the contractor post-award.

50. Will RTA or Contractor mail out expiration renewal notices?

Response: RTA will mail out renewal notices.

51. What is the current staffing for this contract?

Response: There is no current contract in place for the requested services.

52. What is the transition schedule for incoming contractors?

Response: RTA projects the transition schedule to be up to two (2) months.

53. Who is responsible for providing ride guides to approved riders?

Response: RTA provides ride guides for approved riders.

54. Who is responsible for the cost of printing ride guides?

Response: RTA handles all costs associated with ride guides.

Attachment A
Paratransit Policies & Procedures

Policies and Procedures

(Please keep for your records)

A. Introduction

The Regional Transit Authority (RTA) and its private provider(s) of paratransit transportation services are required to comply with all applicable requirements of the Americans with Disabilities Act (ADA) of 1990, including the Federal Transit Administration's ADA regulations (49 CFR Parts 37 & 38), the regulations of the Department of Justice implementing Titles II and III of the ADA (28 CFR Parts 35 and 36), and the regulations of the Equal Employment Opportunity Commission implementing Title I of the ADA (29 CFR Part 1630). Accordingly, the Regional Transit Authority must adopt procedures that incorporate appropriate due process standards and provide for the prompt and equitable resolution of complaints alleging any action prohibited in the regulations.

B. Policy Statement

It is the policy of the Regional Transit Authority (RTA) to not discriminate against an individual with a disability in connection with the provision of transportation services. Notwithstanding the provision of any special transportation service to individuals with disabilities, the Regional Transit Authority (RTA) shall not, on the basis of disability, deny to any individual with a disability the opportunity to use transportation services provided by the Regional Transit Authority (RTA) for the general public, if the individual is capable of using the service.

C. Description of the Eligibility Process

1. Availability of Application Material

Applications are available for pickup at the RTA Administrative office and at various social service agencies within the service area. Related materials are available in all accessible formats (large print, Braille, and audio tape upon request). Additionally, applications are mailed upon request.

2. Description of Determination Process

All applications for ADA eligibility will be reviewed by RTA staff. The application requires the opinion of a licensed health care provider (physician, rehabilitation counselor, etc.) licensed by the State of Louisiana. Eligibility will be determined by the information provided by the applicant and his/her health care provider. ADA eligibility will not be based upon medical diagnosis or prognosis per se but rather upon the individual's ability or inability to utilize the RTA fixed route system.

If any information contained within the application is omitted, or if information is questionable, the licensed health care provider and/ or the applicant will be contacted for clarification. If afterward, eligibility is uncertain, the ADA Compliance Officer will consult with other health care providers.

Within twenty-one (21) days of receiving a completed application, the RTA shall inform the applicant in writing of its decision. If approved, the applicant will bring the approval letter and State ID or Driver's license to the RTA ID Center in order to obtain the RTA ID card. If denied, the applicant will receive a letter of denial with an explanation of reasons for the finding of ineligibility. This letter of denial will be accompanied by instructions on filing of an administrative appeal. The RTA will require re-certification of ADA paratransit eligible individuals at reasonable intervals.

3. Timetable for Processing Applications and the Presumptive Eligibility Process

The RTA will process applications within twenty-one (21) days of submission. Applicants who are not processed (either granted or denied certification) will be granted presumptive eligibility.

4. Documentation of ADA Paratransit Eligibility.

Those persons granted eligibility shall be issued the RTA photo ID card to present to the RTA operators. The card includes: 1.) Name of the eligible individual 2.) Name of the transit provider (RTA) 3.) The client's ID number 4.) Expiration date 5.) The use of a personal care attendant.

5. Administrative Appeals Process.

The RTA has established administrative appeals processes through which individuals who are denied eligibility can obtain review of their denial. The RTA requires that an appeal be filed within sixty (60) days of denial. As noted above, if an individual has been determined ineligible for RTA paratransit service, the letter of denial forwarded to the individual will include instructions on filing an appeal.

The administrative appeals process shall include a hearing where the applicant can be heard and present information and arguments. The appeal board will be comprised of three (3) persons not involved in the initial decision to deny eligibility and will be appointed by the General Manager of Transit Management of Southeast Louisiana Inc. or his or her designee. Written notification of the appeals board decision shall be tendered to the appellant in the appropriate accessible format. Written notification of the appeals board decision shall include reasons for its finding.

6. Visitor Policy.

All ADA eligible clients may use paratransit services nationwide for twenty-one (21) days. Your RTA ID card verifies your ADA eligibility. Contact the paratransit provider well in advance of visiting another city and inform them that you plan to use their service as a visitor. Determine if they require anything other than your RTA ID card. Inform RTA eligibility of their requirements so that RTA may provide any additional information needed.

7. Suspension of Service

The RTA will establish an administrative process to suspend, for a reasonable period of time, the provision of complementary paratransit service to ADA-eligible individuals who establish a pattern or practice of missing scheduled trips.

However, before suspending service, the RTA shall take the following steps:

1. Notify the individual in writing that it proposes to suspend service, citing with specificity the basis of the proposed suspension and setting forth the proposed sanction;
2. Provide the individual an opportunity to be heard and to present information and arguments; and
3. Provide the individual with written notification of the decision in an accessible format and the reasons for the decision.

Moreover the RTA shall reserve the right to invoke sanctions and/or suspensions for violent, seriously disruptive or illegal conduct. Sanctions and/or suspensions may also be for a pattern or practice of missed trips involving intentional, repeated or regular actions that are isolated, accidental, or singular. Trips missed by an individual for reasons beyond his or her control (including, but not limited to trips which are missed due to operator error) shall not be a basis for determining that such a pattern or practice of missing scheduled trips exists. Sanctions and/or suspension will be for a reasonable time period only, and individuals shall be notified in writing of reasons for actions taken by the RTA as well as the date a suspension, if applicable, becomes effective. An individual shall have an opportunity to appeal the decision to impose sanctions prior to sanctions being imposed.

Attachment B
Rider's Guide

ADA RIDER'S GUIDE

Paratransit and Fixed-Route
Accessible Services



ADA RIDER'S GUIDE

**PARATRANSIT AND FIXED-ROUTE
ACCESSIBLE SERVICES**

**IN COMPLIANCE WITH THE AMERICANS
WITH DISABILITIES ACT (ADA)**

Dear Rider:

Welcome to RTA! This Rider's Guide introduces you to RTA Paratransit and Fixed-Route Accessible Services and provides information you need to use these services. This guide describes the policies, procedures, rules and regulations that are designed to enhance accessibility for seniors and persons with disabilities.

RTA is committed to providing all riders the highest level of safety, comfort and service possible. It is important that RTA riders understand what transportation services are available and how to best use these services. Please read this guide carefully to become familiar with the type and level of services that RTA provides and refer to it whenever questions arise.

Don't hesitate to call the ADA Compliance Office at (504) 827-8345 or call the Telecommunication Device for the Deaf (TDD) at (504) 827-7833.

Thank you and happy riding.

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CONTACT INFORMATION

Fixed Route/Services:

Rideline/General Information	(504) 248-3900
ID Cards	(504) 827-8345
Discount Fare Applications	(504) 827-8345
Telecommunication Device for the Deaf	(504) 827-7833

Paratransit Services:

ADA Eligibility	(504) 827-8345
ADA Eligibility/Applications	(504) 827-8345
Paratransit Applications	(504) 827-8345
Temporary Visitor Status	(504) 827-8345
Trip Reservations/Cancellations	(504) 827-7433
Where's My Ride	(504) 827-7433
ADA Compliance/Appeals	(504) 827-8323

Complaints/Concerns:

Paratransit/Fixed Route Service	(504) 248-3900
Telecommunication Device for the Deaf	(504) 827-7833

For life threatening emergencies, always call 911.

CUSTOMER SERVICE MAILING ADDRESS

PARATRANSIT/FIXED ROUTE

2817 Canal Street
New Orleans, LA 70119
Office: (504) 827-7433 • Rideline: (504) 248-3900

ID CENTER/ADA OFFICE

2817 Canal Street
New Orleans, LA 70119
(504) 827-8345

WELCOME ABOARD

The Americans with Disabilities Act (ADA) was enacted in 1990 so that individuals with disabilities would be afforded the same opportunities for life, liberty, and the pursuit of happiness as those without disabilities. RTA is committed to being ADA compliant!

What Exactly is Fixed-Route Service & How Does It Work?

The Regional Transit Authority (RTA) provides public transit within Orleans Parish and the City of Kenner in Jefferson Parish. Buses that are accessible to clients with disabilities serve all regularly scheduled routes. For your convenience, the Riverfront and Canal Street streetcars are also fully accessible to persons with disabilities.

RTA fixed-route buses are accessible to persons with disabilities. Features such as kneeling capability, lifts, wheelchair securement areas and priority seating areas, ensure equal access on fixed-route buses. Our buses are equipped with a kneeling feature that allows the vehicles to be lowered to enable easier access for ambulatory riders with disabilities, or those using devices such as walkers, canes and crutches. To use the kneeling feature or the lift assist, please ask the operator to deploy one of these devices.

In addition to the mechanical devices, fixed routes provide the flexibility to travel at any time during RTA's regular hours of operation without first having to make a reservation. Riders must pay with exact cash, ticket, or token.

Reasonable Modification Accommodations of Service

RTA's Reasonable Modification Policy provides for reasonable modifications/accommodations to its policies, practices and services to ensure accessibility for all riders. Upon request, individuals with disabilities will be considered for modifications and/or accommodations. To view the full policy please visit our website at www.norta.com.

How Can I Qualify for RTA's Discounted Fare Program?

By utilizing the RTA Discounted Fare Program, senior citizens and individuals with disabilities who use fixed-route service also enjoy a monetary incentive—the fare is only 40 cents and transfers are free. To get your discount if you are a senior, show the driver your RTA Senior Citizen ID card, State ID or a Driver's License. The RTA Senior Citizen ID card is optional; any person 65 years of age or older may obtain an RTA senior citizen ID card by simply bringing proof of age and a picture ID to the:

RTA ID Center
2817 Canal Street
New Orleans, LA 70119

Medicare Card recipients must bring their Medicare Card and a State ID or Driver's License to receive a RTA Reduced Fare Card.

To have your picture taken for your RTA ID, please come to the RTA ID Center between the hours of 8:30 AM – 4:30 PM, Monday through Friday.

Individuals with disabilities who are interested in utilizing the Discounted Fare Program and do not receive Medicare, need to complete an easy, one-page application and have a doctor fill out the required medical form to verify the disability. Applications may be picked up at the:

RTA Eligibility Department
RTA ID Center
2817 Canal Street
New Orleans, LA 70119

You may also write to this address or call one of the telephone numbers below for an application or for additional information:

Phone: 827-8345

Telecommunication Device for the Deaf (TDD): 827-7833

Please inform the staff if an application is needed in an alternative accessible format. Accessible formats available include TDD, large print, braille, audiotape or pdf.

The first picture ID is free. The first replacement ID is \$2.00; subsequent replacements are \$5.00. All ID cards will have an expiration date of three years from the date of issuance.

Riders from another city can use their Medicare card and a picture ID on RTA vehicles.

What are the Operating Hours of Fixed Route Service?

The RTA fixed-route service operates seven days a week, including on all federally recognized holidays. RTA fixed-route schedules can be picked up Monday through Friday between 8:00 AM and 4:30 PM at the following location:

Regional Transit Authority
2817 Canal Street
New Orleans, LA 70119

Schedules may also be viewed and/or downloaded from our website at <http://www.norta.com>.

You may also write to the RTA Customer Service, 2817 Canal Street, New Orleans, LA 70119 or call (504) 248-3900 to obtain a schedule.

A bus schedule explains when the bus arrives at major stops or time points along the route. The schedule for weekdays may differ from the weekend schedule. Please use the proper schedule for the day of the week on which you are riding. RTA's schedules change three times annually: summer, winter and fall. Please remember to obtain the latest schedule to ensure that it is current.

How Can I Plan My Ride?

A Customer Service Representative can advise a rider about their trip - which buses to board and transfer to as well as if a transfer is necessary to reach a destination.

For this service, please call the Rideline at (504) 248-3900 with the following information:

- Present location (major cross street or address)
- Destination
- Time of departure and/or arrival
- Travel date and day of week

Simple Steps for Riding Fixed-Route Vehicles:

Ambulatory Riders

- Arrive at the bus stop at least five minutes early
- Have exact fare ready, along with the RTA ID or a picture ID
- Step aboard the bus, or request that the operator “lower the bus”
- Show the operator the proper discount fare card
- Place the fare in the farebox
- Ask for a transfer if changing buses

- Ring the bell, or the bus chime, just before the desired stop
- Exit through the rear door, unless the lift or kneeling feature of the bus is required

WHEELCHAIR AND SCOOTER RIDERS

- Arrive at the bus stop at least five minutes early
- Have exact fare ready, along with RTA ID or a picture ID
- Position the wheelchair or scooter to board the lift
- Show the operator the proper discount fare card
- Place the fare in the farebox
- Ask for a transfer if changing buses
- Follow the directions of the operator *(To ensure your safety and the welfare of other riders, you must be properly secured in the tie-down area; your refusal may result in a denied ride)*
- Ring the bell, or the bus chime, just before the desired stop
- Exit vehicle on the lift

What are the Responsibilities of the Operator?

- Operate vehicle safely
- Be on time
- Be in uniform with a visible ID
- Treat riders with courtesy
- Allow riders time to get on and off vehicle
- Announce transfer points, major intersections, points of interest and any stop requested by the rider
- Adhere to the same standards of common courtesy and personal hygiene as those required of a rider
- Ensure that rider seat belts and other safety/security devices are properly fastened
- Transport riders with oxygen supplies and/or service animals

What are My Responsibilities as a Rider?

- Read all sections of the Rider's Guide
- Be at pick-up location on time
- Pay fare with exact cash, ticket or token
(Operators do not make change)
- Carry bags or packages on and off the vehicle
- Avoid distracting the operator
- Maintain wheelchairs or other mobility aids in accordance with manufacturer's specifications
- Maintain acceptable standards of personal hygiene
- Follow these common rules of courtesy:
 - No eating, drinking or smoking on board
 - No verbal or physical abuse of other riders, operators and/or transportation staff
 - No littering in the vehicle
 - No radios or other sound-generating equipment are to be played aloud on board (*headphones are required*)
 - No pets (*except service animals*)

RTA's Transportation Department reserves the right to suspend or terminate transit privileges of riders who threaten the health and/or safety of other riders, operators or transportation staff.

Seating

The usual seating area for senior citizens or individuals with disabilities is in the front of the vehicle. However, these are not reserved seats. If the seats are taken, the operators can only ask that nondisabled riders move from the seats. The operator cannot order non-disabled riders to move from the seats.

Non-Working Lift

Should the lift mechanism fail on a route and that bus is unable to accommodate riders:

- The operator will notify the RTA dispatch about the reason why the rider could not ride in that vehicle.
- The next vehicle on that line should be able to provide service.
- Should the wait exceed 30 minutes, the Communication Dispatcher will send a service supervisor to call for one of the Paratransit buses that are equipped to transport individuals with disabilities.
- This vehicle will transport the rider to their desired destination, or to another fixed-route bus to complete the next part of their trip.

If a rider cannot be accommodated because the bus has a standing load, or another problem arises (passenger refuses to leave the tie-down seat area), the operator will notify the dispatcher that he or she was not able to accommodate an individual with a disability and make arrangements for the next bus on that route to accommodate.

How Can I Provide RTA with My Comments?

If you have any suggestions, comments or complaints about service or an employee, please note the time and the date, vehicle number, vehicle location, and then call:

RTA Rideline/Customer Service

6:00 AM – 8:00 PM Monday through Friday

8:00 AM – 5:00 PM Saturday, Sunday and Holidays

(504) 248-3900

You may also write to:

RTA Rideline/Customer Service

Attn: Rideline/Customer Service

2817 Canal Street

New Orleans, LA 70119

ADA related matters should be addressed to:

ADA Compliance Officer

Regional Transit Authority

Attn: Compliance Officer

2817 Canal Street

New Orleans, LA 70119

(504) 827-8323

We appreciate and value your input. Your comments will help our staff improve service and will be treated confidentially.

RTA (PARATRANSIT SERVICE)

What is RTA Paratransit Service & How Does It Work?

Paratransit Service operated by the RTA provides origin-to-destination public transportation service for individuals with disabilities that prevent them from boarding, riding, or disembarking from a fixed-route bus, even if that bus is equipped with a wheelchair lift.

The RTA uses modern wheelchair lift-equipped or ramp-equipped vehicles to provide paratransit transportation. A vehicle appropriate for the individual's disability will provide service. The RTA determines the type of vehicle used for transport.

A vehicle will pick up and drop off a rider at a safe location—one that is as close as possible to the rider's point of origin and destination. Due to safety reasons, our drivers are not permitted to escort riders into buildings. They will, however, provide limited assistance, including helping into and out of the vehicles, to and from the curb and door-to-door if requested. Our drivers are not allowed to leave their vehicles to assist riders into and out of buildings. Any rider that needs more than limited assistance should make arrangements with his or her own caretakers to receive additional aid at pick up and drop off locations. RTA will make reasonable modifications and/or accommodations to ensure accessibility for riders upon request from an individual with a disability.

Paratransit is a shared ride service, meaning that a rider will be in the vehicle as the operator drops off and picks up other passengers along the route until the vehicle reaches the designated destination. Shared ride service offers the most

efficient service for the greatest number of riders. Please remember to allow sufficient time to stop, for pick up and drop off of other riders. The duration of your trips may vary, and direct service to your destination may not be available. A maximum of 90 minutes travel time should be allowed for a trip. Riders are asked to advise the scheduler of appointment times, thus aiding the RTA in getting you to your appointment on time.

A turnaround time of an hour is required between trips and between your drop-off locations. For example, a rider cannot book a pickup from a previous drop off location within the same hour.

If a rider is unable to be left unattended (based on age, diminished mental capacity or special request of the responsible party), arrangements must be made to have someone meet the paratransit vehicle at each location. The driver will wait five minutes for the attendant to meet the vehicle. If no one arrives, the driver will notify RTA and continue his/her route. The RTA will attempt to reach the emergency contact person. If the rider is not met by the end of the route, the police will be notified to assist in locating the responsible party. Riders who must continue a route beyond their scheduled destination because of the failure to be met by a responsible party will be subject to suspension and/or termination of service.

For the safety of RTA riders and operators, RTA reserves the right to refuse transportation or service to anyone whose conduct is or has been known to be offensive, intimidating, violent, or hazardous, or otherwise could result or has resulted in the disruption of transit operations or compromised the safety of others.

Who is Eligible and What is the Certification Process?

Individuals interested in using RTA Paratransit services need to complete and submit an eligibility form for certification. Please complete your personal information on the form, including your signature. Your doctor or licensed healthcare professional must complete and sign the medical eligibility form. *Remember, the actual processing of your application does not begin until RTA receives the eligibility forms completed in their entirety.*

DO NOT separate the application forms. The sooner you can deliver to RTA all the necessary information, the more expediently RTA is able to process your application.

An eligibility review considers each applicant's functional ability to use fixed-route bus service. Applicants become paratransit eligible on a "conditional" or "unconditional" basis. If a disability or health condition prevents a rider from using fixed-route buses under any condition, that individual will have "unconditional eligibility" to use paratransit services. Should a person be able to use fixed-route buses some of the time, but not at other times, the rider will be "conditionally eligible" for those trips which he or she cannot take by fixed-route service.

Applications can be picked up in person at the:

RTA Eligibility Department
2817 Canal Street
New Orleans, LA 70119

You may also call 504-827-8345 (Telecommunication Device for the Deaf (TDD): 504-827-7833) and ask that an eligibility form be mailed.

The Eligibility Department office hours are 8:30 AM - 4:30 PM, Monday through Friday. Please inform the staff if an application is needed in an alternative format. Riders should expect to receive an application within 14 days of a written or telephone request.

Decisions regarding eligibility will be furnished in writing within 21 days, provided the RTA has received the completed application and the information from your doctor or healthcare professional.

An ID card will be issued once the rider is certified to use the paratransit service. To have your picture taken for your RTA ID card, please come to the:

RTA ID Center
2817 Canal Street
New Orleans, LA 70119
8:30 AM – 4:30 PM Monday through Friday

All cards will have an expiration date of one to three years from the date of issuance. Please remember to apply for recertification prior to the expiration date.

Eligibility Appeals Process

Should you wish to appeal an eligibility decision, please do so within 60 days of receiving the determination by filing a written appeal with the ADA Compliance Officer at 2817 Canal Street, New Orleans, LA 70119.

What is the Service Area and what are the Operating Hours?

Complimentary paratransit service is provided 7 days a week, 24 hours a day.

You can use paratransit service to travel within Orleans Parish, and Jefferson Parish.

The RTA paratransit service operates the same as our fixed route service seven days a week, including all federally recognized holidays.

RTA reserves the right to suspend, modify or cancel service during times of hazardous weather conditions.

What is the Fare?

- \$2.00 (Local trips scheduled at least 24 hours in advance)
- \$5.00 Service to the Union Passenger Terminal (Amtrak - Greyhound)
- \$15.00 Service to Armstrong International Airport

All fares are for one-way trips per person. Eligible riders and companions must pay with exact cash. On local trips only, Personal Care Attendants (PCAs) traveling with an eligible rider and children under three years of age ride free.

Companions And Personal Care Attendants (PCA)

Eligible riders may travel with one companion. Eligible riders may travel with an additional companion on a space-available basis. Riders planning to travel with a companion should notify the Reservations Agent when calling to reserve a trip.

A PCA is a person who has been designated or employed specifically to care for and to travel with an eligible rider. The PCA will ride free. Another paratransit-certified rider cannot be considered a PCA and will be requested to pay the appropriate fare.

At the time the eligibility determination is made, riders who travel with a PCA will be certified as requiring a PCA, and this requirement will be noted on the rider's ID card. Companions and PCAs must get on and off the vehicle at the same location as the eligible rider.

The eligible rider is responsible for any individual and/or approved apparatus brought aboard the vehicle.

Wheelchairs and Other Mobility Devices

Riders will be transported provided that the lift and vehicle can physically accommodate them, unless doing so is inconsistent with legitimate safety requirements. Additionally, RTA can accommodate mobility devices that meet the following minimum standards:

- *Wheelchair* means a mobility aid belonging to any class of three or more wheels, usable indoors, designed or modified for and used by individuals with mobility impairments, whether manually operated or powered.
- Walkers must be collapsible and able to be stored between seats or in the vehicle's trunk.
- The mobility device must be in good working order; with batteries charged, tires inflated, footrests attached, and all parts secured. (49 CFR 37.3)

How Do I Make a Reservation?

To schedule a trip, please call the reservations telephone number: 504-827-7433 between the hours of 8:00 AM- 5:00 PM, Monday through Friday and 7:00 AM- 4:00 PM on Saturday, Sunday and Holidays.

Riders may reserve a trip from one to seven days in advance, up to 5:00 PM weekdays the night before the requested trip and 4:00 PM weekends and Holidays.

Same day service may be requested; however, it is based on service availability. Due to prior scheduled trips, service may or may not be available for times requested.

You may schedule trips up to five days in advance. The ADA allows RTA to negotiate a revised pick-up time with riders, which may be up to one hour before or one hour after the requested pick-up time.

If you want a return trip, you must book a scheduled time for your return. We understand that hospital, clinic and doctor's trips may be difficult for you to schedule, so please allow for extra time when booking those trips. If you find that you are going to be late for your scheduled time, please call our office at least one hour before your scheduled time so that adjustments can be made.

When calling to reserve a ride, please have the following information available:

- Rider's full name and ID#
- Date of travel
- Pick-up address, number, street, suite number, city, zip and entry code for any security entrances
- Requested pick-up and drop off times
- Requested return time if round trip
- Appointment time
- Destination address, number, street, suite number, city, zip and entry code for any security entrances
- Wheelchair or other mobility device requirement
- PCA and/or companion, including children, traveling with rider
- Notification of a companion or PCA who also uses a wheelchair
- Service animal traveling with rider
- Any other information the paratransit operator should know to provide transportation

Please record the name of the reservations agent who scheduled the trip, as well as the confirmed dates and times of the trip reservations.

Does RTA Offer Subscription Trip Service?

Subscription trip service is available to those riders traveling frequently from the same location to the same destination at the same time on a regular long-term basis—for example: to work, to dialysis appointments, etc. Once instituted, subscription users no longer need to call the reservation line.

Should you need to change the time or the location of a subscription reservation, please cancel the previous subscription, and make a new subscription.

Please cancel, in advance, any trips you will not be using. Subscriptions can be placed on hold for short intervals—for example, for vacations, hospital stays, etc. Please call RTA should you need to place your subscription on hold for any reason. Remember to state the date you would like your service resumed. Should you not place your subscription ride on hold, it will be canceled, and you will need to book a new one.

How Do I Change a Reservation?

Riders changing a trip reservation should do the following:

- Call (504) 827-7433 for a reservations agent
- Call by at least 4:00 PM the day before the scheduled trip to make a change

Same day reservations changes will be based on availability of service and subject to the \$4.00 fare.

How do I Cancel a Reservation?

Please cancel reservations at least three hours before the trip; otherwise, the trip will be marked a Late Cancellation.

To cancel a scheduled trip reservation, please do the following:

- Call (504) 827-7433 to speak to a reservationist.

Cancellation Penalties

- All cancellations are monitored.
- Cancellations in excess of 20 percent of an individual rider's scheduled trips in any calendar month are considered excessive.
- Cancellations of a subscription trip reservations in excess of 20 percent will result in the cancellation of subsequent trips.
- Late cancellations in excess of five percent of an individual rider's scheduled trips in any calendar month are considered excessive.
- Excessive cancellations in any calendar month will be cause for a warning letter.
- Excessive cancellations in two consecutive months will be cause for a (7) seven day suspension in service.
- Any actions taken by RTA with respect to paratransit service will be communicated to the rider by registered mail to ensure delivery.

No-Show Policy

RTA understands that because the LIFT service requires trips to be scheduled in advance, riders may sometimes miss scheduled rides or forget to cancel rides they no longer need. The RTA also understands that riders may sometimes miss scheduled trips or be unable to cancel trips in a timely manner for reasons that are beyond their control. However, repeatedly missing scheduled trips or failing to cancel trips in a timely manner can lead to suspension of service. The RTA has an administrative policy to suspend for a reasonable amount of

time any ADA eligible individual who establishes a pattern or practice of missing scheduled trips. All potential suspensions will be reviewed on a case-by-case basis. Riders will be notified in writing that the RTA has reviewed their trips and plans to issue a suspension. *(See Attached No Show Policy Below)*

Definitions: No-Show, Pickup Window, and Late Cancellation

No-show

A rider is given a no-show when the vehicle arrives within the window time and the rider fails to board the vehicle within five minutes of the arrival. If the rider is not present for boarding, the driver will request the dispatcher make a good faith effort to call the rider before authorizing the driver to proceed to the next destination.

Pickup Window

The pickup window is defined as the time beginning 15 minutes before the scheduled pick-up time to 15 minutes after the scheduled pick-up time. Riders must be ready to board a vehicle that arrives within the pick-up window. The driver will wait for a maximum of five minutes within the pick-up window for the rider to appear.

Late Cancellation

A late cancellation is defined as either: a cancellation made less than one hour before the scheduled pick-up time or as a cancellation made at the door or a refusal to board a vehicle that has arrived within the pickup window.

Definition: No-Shows Due to Operator Error or to Circumstances Beyond a Rider's Control

The RTA does not count as no-shows or late cancellations any missed trips due to our error, such as:

- Trips placed on the schedule in error
- Pickups scheduled at the wrong pick-up location
- Drivers arriving and departing before the pick-up window begins
- Drivers arriving late (after the end of the pick-up window)
- Drivers arriving within the pick-up window, but departing without waiting the required five minutes

The RTA does not count as no-shows or late cancellations situations beyond a rider's control that prevent the rider from notifying that the trip cannot be taken, such as:

- Medical emergency
- Family emergency
- Sudden illness or change in condition
- Appointment that runs unexpectedly late without sufficient notice

Hospital, Clinic, Doctor's Office

We understand that you may be delayed on these trips and have established the following policy:

- If you will be late, please call and we can adjust your pick-up time.
- If your driver arrives and you are not ready, we will reschedule your pick-up for one hour later and you will not be charged with a No Show.
- If you are not ready for your adjusted time, we will charge you with a No-Show.
- If you call for a later pick up, we will pick you up and the trip will be reclassified as fare.

Riders should contact the paratransit office when experiencing no-shows or late cancellations due to circumstances beyond their control.

Policy for Handling Subsequent Trips Following No-shows

When a rider is a no-show for one trip, all subsequent trips on that day remain on the schedule unless the rider specifically cancels the trips. To avoid multiple no-shows on the same day, riders are strongly encouraged to cancel any subsequent trips they no longer need that day.

Suspension Policies for a Pattern or Practice of Excessive No-shows and Late Cancellations

The RTA reviews all recorded no-shows and late cancellations to ensure accuracy before recording them in a rider's account.

Each verified no-show or late cancellation consistent with the abovementioned definitions counts. Any rider who has booked ten trips or more in a calendar month and has no showed at 30% of those trips will receive a suspension notice. A rider will be subject to suspension only if both the minimum number of trips booked and the minimum number of penalty points are reached during the calendar month.

If the no-show is beyond the rider's control, please contact the Paratransit office to explain the circumstance and request that the no-show be removed from their record.

A rider will be subject to suspension only if both the minimum number of trips booked and the minimum number of penalty points are reached during the calendar month. The RTA will notify riders by telephone after they have accumulated 20% of their trips and would be subject to suspension should they accumulate the additional 10% of no-shows and late cancellations that month consistent with the criteria listed in this section of the policy above.

All suspension notices include a copy of this policy, information on disputing no-shows or late cancellations, and how to appeal suspensions.

Suspensions begin on Mondays. The first violation in a calendar year triggers a warning letter but no suspension. Subsequent violations result in the following suspensions:

- Second violation: 5-day suspension
- Third violation: 10-day suspension
- Fourth violation: 15-day suspension
- Fifth and subsequent violations: 30-day suspension

Policy for Disputing Specific No-Shows or Late Cancellations

Riders wishing to dispute specific no-shows or late cancellations must do so in writing within 10 business days of receiving a suspension letter. Letters should be addressed to the RTA's Director of Paratransit Service at 2817 Canal Street, New Orleans, LA 70119. The letter must explain the circumstances for the no-show or late cancellation infraction and request the removal of the no-show or late cancellation(s) from their record. A complete investigation will be conducted and written notification forwarded to the rider after receipt of the written appeal.

Service Suspension/Termination Appeal Process

If a rider wishes to appeal after receiving notice of an action by the RTA with respect to paratransit service, the rider has ten days in which to file a written appeal to the RTA Director of Paratransit. A complete investigation will be made, and written notification forwarded to the rider within five working days after receipt of the written appeal request.

Pick-up and Drop-Off Procedures

RTA provides curb-to-curb paratransit service. This means that operators wait for riders at the curb of a public street, in front of (or as close as possible to) the rider's house, apartment building, or other designated pick-up location. Riders should be waiting at the sidewalk or another safe waiting area in front of (or as close as possible to) the entrance of the pick-up location. Operators are not allowed to enter a house or other building to pick up riders, or to escort riders from the curb to the door of the drop off location.

Operators shall position the bus to make boarding and de-boarding as easy as possible, minimize the slope of the ramp, and use the kneeling option as needed. Bus operators shall provide assistance to riders upon request. Individuals with disabilities shall be allowed adequate time to board and disembark the vehicle.

Some areas such as dead-end streets, narrow streets with parking on both sides and gated communities present unsafe or difficult areas to service. If the operator deems that the rider cannot safely get in and out of an area, they will attempt to get as close as safely possible. If the operator is not provided with the security code for a gated community, the rider can be dropped off at the gate.

The paratransit vehicle may arrive as early as 15 minutes before or up to 15 minutes after the reserved trip time. This is the "On-Time Window." If the vehicle arrives any time during this period, it is considered on time. Riders must be ready to travel anytime within the thirty-minute "On-Time Window."

If more than 15 minutes have passed after the reservation time, the rider may call (504) 827-7433 to get an update on the estimated arrival time of the vehicle.

Riders are transported to destinations as scheduled on the operator's manifest. A destination may not be changed once the rider has boarded the vehicle. Please do not request an operator to change your destination.

What are the Responsibilities of the Operator?

Operators are responsible for the following:

- Operate vehicle safely
- Be in uniform with a visible ID
- Announce that they are an RTA operator and give their name
- Be at pick-up locations on time and wait for at least five minutes
- Announce arrival at pick-up location
- Treat riders with courtesy
- Assist riders in a limited manner when boarding and alighting a vehicle, and to and from the curb
- Maintain the assigned service schedule (manifest) for the convenience of all clients
- Ensure rider's seat belts and other securement devices are properly fastened and operational

Operators cannot assist riders to their door or into houses, medical facilities or other buildings. A companion or a PCA must accompany riders who need such assistance.

What are My Responsibilities As A Rider?

Riders are responsible for the following:

- Read all sections of the Rider's Guide
- Make reservations one to five days in advance

- Provide security code for, or access to, gated community (if the vehicle is unable to enter the pick-up area and the client fails to meet the vehicle, the rider will be considered a No-Show for the trip)
- Be at pick-up location on time
- Call “Where’s My Ride” line if vehicle does not arrive 15 minutes after the scheduled pick-up time
- Call to cancel unnecessary trips, avoid Late Cancellations and No-Shows
- Pay fare with exact cash, ticket or token (Operators do not make change)
- Wear seat belts
- Provide car seats for children in accordance with state law
- Carry bags or packages on and off the vehicle (a limit of two bags)
- Avoid distracting the operator or other riders with inappropriate behavior
- Maintain acceptable standards of personal hygiene
- When necessary, have someone available at drop-off location to assist you in disembarking from the vehicle (failure to do so may result in suspension of service)
- Follow these common rules of courtesy:
 - No eating, drinking or smoking on board
 - No riding under the influence of alcohol or illegal drugs
 - No verbal or physical abuse of other riders, operators and/or other staff
 - No littering in the vehicle
 - No radios, cassette tape players, compact players or other sound generating equipment is to be played aloud on board

RTA’s Paratransit Department reserves the right to suspend or terminate riding privileges of riders who threaten the health and/or safety of other riders, operators, or paratransit staff. Any rider who physically abuses or causes physical injury to another passenger or any RTA staff person will be immediately and permanently terminated.

Transporting Oxygen Supplies, Packages and Service Animals

You may bring a respirator, portable oxygen and/or other life-support equipment if it does not violate law or rules related to transportation of hazardous materials. Equipment should be small enough to fit in paratransit vehicles. You are responsible for oxygen equipment while traveling on RTA paratransit vehicles.

You may bring no more than two bags or packages on board the paratransit vehicle. The operators are not allowed to carry bags or packages.

You may travel with a service animal. Service animals are trained to work or perform tasks for persons with disabilities. Riders must notify the reservations agent when reserving a trip that they will travel with a service animal.

Out-of-Town Riders

RTA provides ADA paratransit service to visitors with disabilities who do not live in the New Orleans RTA service area. To ride with RTA's LIFT service visitors must, present documentation that they are ADA eligible for paratransit service in the jurisdiction in which they reside. To arrange for temporary visitor status for LIFT services, riders who are ADA eligible should contact RTA's ID Center at (504) 827-8345 or TTY (504) 827-7833. Visiting riders should be prepared to provide:

- The dates of travel
- The specific destination addresses
- Emergency contact information
- Mobility devices to be used if applicable

If a visitor is unable to present this documentation, RTA will require documentation of residency and disability. RTA must

receive documentation of eligibility for paratransit service for out-of-town riders prior to the first desired day of travel.

Out-of-town riders are encouraged to call three days in advance. Out-of-town riders should also be prepared to provide information regarding mobility devices to be used and emergency contact information for the trip.

RTA will provide eligible out-of-town riders with LIFT service for any combination of 21 days during any 365-day period starting with the rider's first use of the service during that period. Out-of-town riders who wish to receive service beyond this 21-day period must apply for eligibility with RTA's ADA Eligibility Department.

How Do I Get to and from the Airport?

RTA paratransit services will provide premium service to Louis Armstrong International Airport. This service will be provided by paratransit lifts buses and mini-vans.

A \$15.00 one-way fee will apply to riders, companions and Personal Care Attendants (PCA).

Reservations must be made five days in advance for this service. When calling to schedule a return pickup, please let the reservationist know if you are an out-of-town rider.

Each rider, companion and PCA will be allowed two bags each weighing no more than 30 pounds per bag.

Please make certain that you, and anyone traveling with you, are at the curb with all bags. The rider, all companions and PCA's are responsible for placing their bags on the vehicle. Each rider, companion and PCA will be dropped off with the bags at the curb nearest to your departure airline's designated

area. Please make arrangements for Sky Cap service at your own expense or with the airline for further assistance.

For return trip pick-ups from the airport, RTA paratransit services will place a vehicle on standby for the approximate time of your arrival. However, please remember to call dispatch upon arrival at the airport. Paratransit services will then dispatch the standby vehicle to pick you up.

The designated pick-up point for paratransit service (see map) is on the lower level across the drive-through in the parking area. The paratransit driver will wait there for you. The driver will place your bags on the vehicle and assist you in boarding the vehicle.

You must have Sky Cap service at your expense (or other assistance) to escort you and your luggage to the designated pick-up location.

All other paratransit procedures apply to this premium service, to and from Louis Armstrong International Airport.

Use the following number to book trips or to notify paratransit services about your return pick-up when you arrive at the airport:

Paratransit
504-827-7433

Paratransit Complaints

If you have any suggestions, comments or complaints about the service or an employee, please note the time and the date, vehicle number, vehicle location, and then call:

RTA Rideline: 5 am – 8 pm daily (504) 248-3900

You may also write to:

Attn: Customer Service
2817 Canal Street
New Orleans, LA 70119

We appreciate and value your input. Your comments are confidential and can help our staff improve service.

Please be specific and provide the following information:

- Your name, ID #, address and phone number
- Date, time, and location of the incident
- Vehicle number or operator's name
- Suggestion, commendation or complaint

ADA Complaint Procedures

(REVISED 7/12/2018)

RTA is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of an individual's disability under Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. Any person who believes they have been subjected to discrimination on the basis of disability by the Regional Transit Authority (hereinafter referred to as "RTA") may file a complaint under this procedure. It is against the law to retaliate against anyone who files a complaint or cooperates in the investigation of a complaint. The RTA investigates complaints received no more than 180 days after the alleged incident.

The ADA Compliance Officer or designee shall be responsible for overseeing investigations and responses to complaints of discrimination based on disability.

How to File a Complaint

Fill out an ADA Discrimination Complaint Form. Forms and process information are available online at the agency's website www.norta.com or by request at RTA, 2817 Canal St., New Orleans, LA 70119, (504) 827-8345.

Complaints can be filed orally or in writing and should contain:

- 1) The name, address and telephone number of the individual or representative filing the complaint; complaints filed on behalf of third parties must describe or identify the alleged victims of the discrimination;
- 2) An explanation of the discrimination or denial of service;
- 3) The date the alleged violation(s) occurred; and
- 4) Signature of the person filing the complaint.

Complaints may be submitted to RTA as follows:

1. Mail completed form to RTA, Attn: Customer Experience Manager, Canal St, New Orleans, LA 70119;
2. Complaints may also be faxed to (504) 827-8428;

3. In person at RTA's main office, 2817 Canal St. New Orleans, LA 70119. Hours of Operation: Monday – Friday 8:30 AM – 4:30 PM.
4. The complaint may be submitted over the telephone by calling (504) 827-8323.

If assistance is needed in filling out the complaint form or information is needed in another language or other accessible format, call RTA Administration at (504) 827-8345. The ADA Compliance Officer or RTA staff member will offer instructions on how to file a written complaint or provide other accessible format as requested.

Once the complaint is received, the RTA will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office.

Eligibility

All complaints are considered formal and shall be investigated unless:

- The complaint is withdrawn;
- The complainant fails to provide required information after numerous requests;
- The complaint is not filed within the 180-day time frame of the incident or event;
- The basis of the complaint is not covered by ADA Title II.

Complaint Review and Investigation

The RTA has 60 days to investigate the complaint from the receipt of the complaint. If more information is needed to resolve the case, the RTA may contact the complainant. The complainant has 30 business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 30 business days, the RTA can administratively close

the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

If the decision is made not to investigate the complaint, the complainant will be notified in writing within 20 calendar days and the notification shall state the specific reasons the complaint was deemed to not have investigative merit.

The investigation process will include review of any and all relevant documents, reports, video, etc. Focused interviews with key contacts will be conducted as applicable to obtain facts and evidence regarding the allegations in the complaint. The investigator will elicit information from all contacts and witnesses that can provide firsthand information about the incident, event or action specified in the complaint. All relevant documentation, including interview notes and/or recordings will be dated. Additionally, a chronological contact sheet will be maintained in the case file throughout the investigation.

The investigation will address only those issues relevant to the allegations of the complaint and confidentiality will be maintained to the maximum extent feasible.

Resolution

After the investigator reviews the complaint, they will be issued one of two letters: a closure letter or a letter of finding. A closure letter summarizes the allegations and states that there was not a Title II violation and that the case will be closed. A letter of finding summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member, or other action will occur. If the complainant wishes to appeal the decision, they have 60 days after the date of the letter or the letter of finding to do so.

A person may also file a complaint directly with the Federal

Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590

File Retention

The ADA Compliance Office shall maintain the files and records relating to the complaints filed, for a period of seven (7) years.

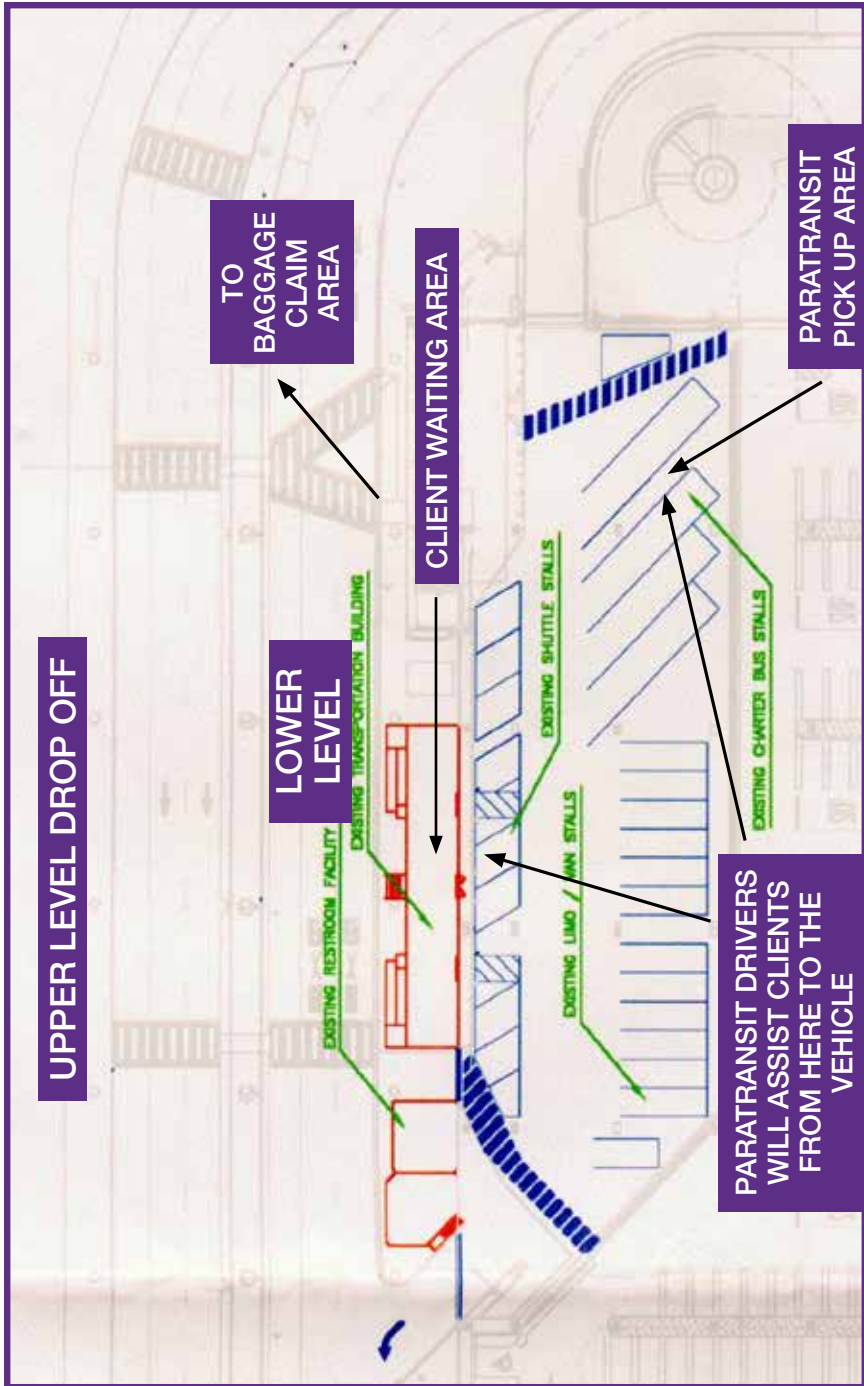
Premium Service to Louis Armstrong International Airport

Paratransit Services

RTA provides Premium Service to Louis Armstrong International Airport. This service is provided by Paratransit Lifts and Vans.

- A \$15.00 fee one way will apply to Riders, all companions and Personal Care Attendants (PCA).
- Reservations must be made five (5) days in advance for this service. When calling to schedule a return pick-up the Rider should let the Reservationist know when they are calling long distance.
- The Riders, companions and PCAs will be allowed two bags each weighing no more than 30 pounds per bag.
- The Rider and anyone traveling with the rider must be at the curb with all bags. The Riders, all companions and PCAs are responsible for placing their bags on the vehicle.
- The Rider, companions and PCAs will be dropped off with their bags at the curb nearest to their departure airline's designated area. The Rider must make arrangements for Sky Cap service at their expense or with the airline for further assistance if needed.

- For return trip pick-ups from the airport, the Paratransit Services of RTA will place a vehicle on standby for the approximate time of the Rider's arrival. However, it is the Rider's responsibility to call dispatch upon arrival at the airport. Paratransit Services will then dispatch the standby vehicle to pick up the Rider.
- The designated pick-up point for Paratransit Service (see map on reverse side) is on the lower level across the drive through in the parking area. The Paratransit driver will wait there for the Rider. The driver will place the Rider's bags on the vehicle and assist the Rider in boarding the vehicle.
- The Rider must have Sky Cap service at their expense or other assistance to escort them and their luggage to the designated pick-up location.



RTA



REGIONAL TRANSIT AUTHORITY

PUBLIC NOTICE

RFP 2025-025 ADA PARATRANSIT ELIGIBILITY ASSESSMENT

Addendum II

Acknowledge receipt of this addendum in the bid submission. This addendum is a part of the Contract Documents and shall be included in the Contract Documents. Changes made by the addenda take precedence over information published at an earlier date.

This addendum serves to amend bid details from Addendum I as it relates to paratransit eligibility software, and respond to questions/clarifications:

RTA currently uses Trapeze to manage paratransit eligibility. The selected Contractor shall utilize the current and future paratransit eligibility management software. RTA will be responsible for providing access to the software at no additional cost to the Contractor.

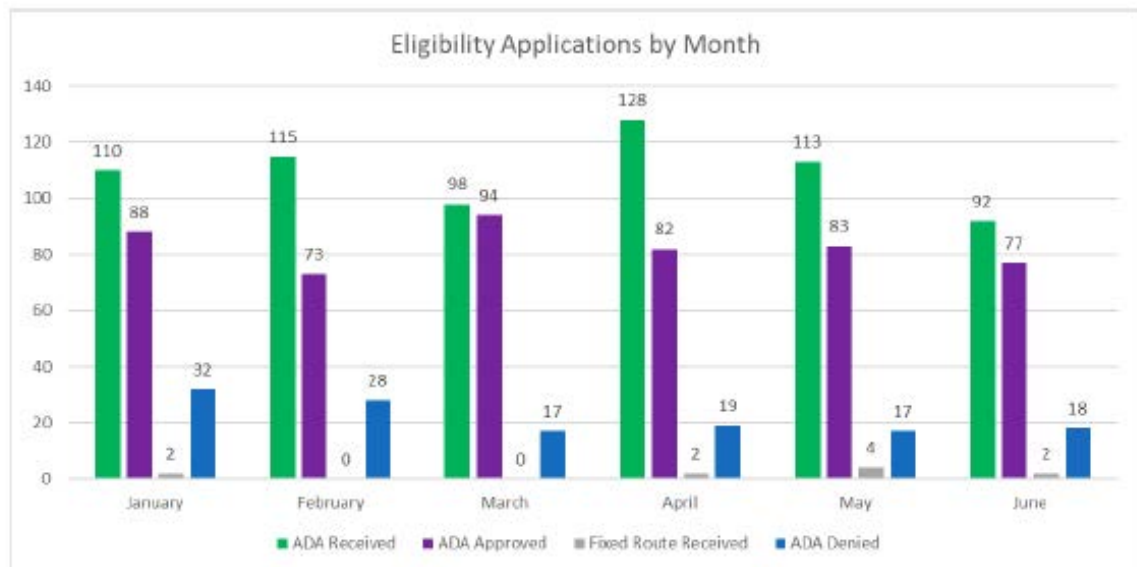
1. What is RTA's primary impetus/goal for outsourcing the ADA eligibility program?

Response: RTA is not outsourcing the ADA Eligibility program. The selected vendor will only be responsible for assessing Paratransit's new applicants and those requiring recertification.

2. What is the total volume of applications/evaluations in 2024 and 2025?

Response: At this time, RTA can only provide the most recent Monthly Paratransit Eligibility Report (dated July 29, 2025), which displays a monthly average of approximately 100-130 requests per month. Please see the graph below:

MONTHLY PARATRANSIT ELIGIBILITY ACTIVITY REPORT



3. Were any in-person assessments conducted in 2025? If yes, by what entity/person?

Response: No. RTA has only conducted phone assessments.

4. What are the eligibility results/ratios for 2024 and 2025 (% unrestricted, % denied, etc.)?

Response: Please refer to the graph in response to question #2.

5. What is the cost of RTA paratransit trip to RTA, not the fare, but the expense of a one-way paratransit trip to the agency?

Response: Expenses vary depending on distance and duration of the trip.

6. What paratransit scheduling software platform is utilized by RTA?

Response: RTA currently uses Trapeze to manage paratransit eligibility. The selected Contractor shall utilize the current and future paratransit eligibility management software. RTA will be responsible for providing access to the software at no additional cost to the Contractor.

7. Will RTA accept a primary bid that offers a mix of in-person evaluations AND features more current methodologies like telephone interviews, online functional assessments, and web conferences, not as an alternative bid, but primary?

Response: Yes. All additional features/services shall be submitted as a cost option in the proposal.

8. Why does RTA choose to implement an outdated, 100% in-person process, overlooking the benefits of more accessible, efficient, and equally accurate methodologies?

Response: RTA is open to accepting bids that offer a mix of in-person evaluations, such as telephone interviews and online functional assessments. Pricing shall be included as a cost option in the proposal.

9. What is the current plan for how RTA will transmit/deliver completed applications to the contractor? In what format...paper vs scanned PDF, etc.?

Response: RTA will deliver paper/or scanned completed applications

10. What are all the zip codes that RTA paratransit services cover? Of those zip codes, which 3 contain the highest volume of paratransit applicants/clients?

Response: 70112-70119, 70122, 70124-70131

11. While the Cost Proposal is worth 10 points and given the RTA's interest as addressed in Addendum 1, please clarify if a bidder will be penalized for proposing a larger facility capable of incorporating an indoor course (and the subsequent cost of that build out), and also travel training services as these items will increase bidders cost. Or would the RTA prefer these as a cost option?

Response: Any additional features/services shall be submitted as a cost option.

12. Please clarify if the RTA has any facility location requirements or if there is a recommended area that bidders should be looking at.

Response: RTA Paratransit services are offered in Orleans Parish, so we prefer the facility to be located/based in Orleans

13. What are the three biggest challenges that the RTA faces regarding the services being procured?

Response: Please refer to the scope.

14. What are the RTA's main goals for the next contract term?

Response: Please refer to the scope.

15. What does the RTA wish to accomplish over the next decade for these services?

Response: Please refer to the scope.

16. Please clarify if the current eligibility process includes conditional eligibility.

Response: Yes, the process includes condition eligibility.

REGIONAL TRANSIT AUTHORITY

PUBLIC NOTICE

RFP 2025-025 ADA PARATRANSIT ELIGIBILITY ASSESSMENT

Addendum III

Acknowledge receipt of this addendum in the bid submission. This addendum is a part of the Contract Documents and shall be included in the Contract Documents. Changes made by the addenda take precedence over information published at an earlier date.

This addendum serves to establish a new proposal deadline:

Proposals deadline is Friday, September 19, 2025, at 1:00 p.m. cst.



RESOLUTION NO. _____

FILE ID NO. 25-171

STATE OF LOUISIANA
PARISH OF ORLEANS

**A RESOLUTION AUTHORIZING THE AWARD OF A CONTRACT FOR
PARATRANSIT ELIGIBILITY ASSESSMENT SERVICES TO ADA RIDE, INC.**

Introduced by Commissioner _____, seconded by Commissioner
_____.

WHEREAS, the New Orleans Regional Transit Authority (“RTA”) is required under the Americans with Disabilities Act of 1990 (ADA) and its implementing regulations to provide complementary paratransit service and to administer an ADA Paratransit Eligibility Certification Program for individuals whose disabilities prevent them from independently using fixed-route transit; and

WHEREAS, accurate, timely, and ADA-compliant eligibility determinations are essential to ensuring equitable access to transportation, maintaining program integrity, managing paratransit demand and costs, and minimizing legal and regulatory risk to the Authority; and

WHEREAS, RTA issued Request for Proposals (RFP) No. 2025-025 for Paratransit Eligibility Assessment Services in accordance with applicable procurement policies, and three (3) responsive proposals were received and evaluated; and

WHEREAS, following evaluation, ADA Ride was determined to be the most responsible and responsive proposer, offering the best overall value to the Authority based on qualifications, experience, approach, and cost; and

WHEREAS, the proposed contract provides for a one-year term with two (2) one-year renewal options, at a cost not to **exceed One Hundred Fifty-Seven Thousand Dollars (\$157,373) for the initial year and a total contract value not to exceed Four Hundred Forty-Three Thousand Eight Hundred Twenty-Six Dollars (\$443,826)**, subject to funding availability and satisfactory performance. The contract will be funded through the Agency’s operating funds budget code 01-4800-02-7070-162-05-00-00000-0; 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 execute a contract for paratransit services with ADA Ride, Inc. The Chief Executive Officer is authorized to negotiate and execute the contract and any related documents, provided that the total contract value does not exceed the amounts authorized herein and that all actions are taken in accordance with applicable procurement policies and legal requirements.

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 _24th DAY OF FEBRUARY 2026.

**FRED A. NEAL
CHAIRMAN
RTA BOARD OF COMMISSIONERS**



Board Report and Staff Summary

File #: 26-034

Board of Commissioners

Adoption of Algiers Service Improvement Plan and Acceptance of Associated Title VI Service Equity Analysis

DESCRIPTION: Requesting approval the Algiers Service Improvement Plan (ASIP), and acceptance of the associated Title VI Service Equity Analysis.	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:

Approve the implementation of the Algiers Service Improvement Plan (ASIP) as part of the Fall 2026 Service Change, effective in September of 2026, and accept the Title VI Service Equity Analysis finding of no disparate impact on minority populations and no disproportionate burden on low-income populations.

ISSUE/BACKGROUND:

The Regional Transit Authority (RTA) implements three systemwide service changes per year as part of its regular planning and scheduling cycle. The Planning & Scheduling Dept. recommends that the Fall 2026 Service Change include implementation of the Algiers Service Improvement Plan (ASIP), a major service planning initiative focused on improving frequency, reliability, and travel times for bus riders in Algiers.

The ASIP was initiated following rider complaints and internal performance analysis of the four fixed routes operating in Algiers: 103 General Meyer, 105 Algiers Local, 114A Garden Oaks-Sullen, 114B Garden Oaks-Woodland.

The Recommended Network restructures these routes using the same number of buses to provide more frequent and faster service to downtown while maintaining coverage across Algiers. In the January 2026 Operations & Administration Committee, staff presented the draft Recommended Network that has since been finalized following a final round of public review, discussed further below.

The proposed changes include the following elements that meet RTA’s definition of a **Major Service Change** under its Title VI Environmental Justice and Social Equity Policy (2023), requiring a Title VI Service Equity Analysis:

- Changes exceeding 25% of route miles and/or revenue hours,
- The introduction of new route configurations, and

- The discontinuation of service on certain segments,

The Planning & Scheduling Department conducted a Title VI analysis in accordance with FTA Circular 4702.1B and RTA policy.

DISCUSSION:

Summary of Proposed Changes

The Algiers Service Improvement Plan (ASIP) restructures the existing four fixed bus routes in Algiers into a newly designed four-route network. For a full description of changes, please view the Title VI Report, attached to the Agenda Item. A summary is presented here:

Currently, Routes 103 General Meyer, 105 Algiers Local, 114A Garden Oaks-Sullen, and 114B Garden Oaks-Woodland all operate on 40-minute headways. The three routes that serve downtown New Orleans are routed first to Wilty Terminal in Gretna before continuing toward downtown New Orleans. This routing pattern adds travel time for riders whose primary destination is downtown.

Under the Recommended Network, the four existing routes will be restructured into four new routes. Key structural changes include:

- All bus routes traveling to downtown will operate every 30 minutes instead of every 40 minutes.
- The route serving General Meyer Avenue (Currently Route 103) will no longer serve the entire length of General Meyer on a single continuous alignment.
- The proposed Routes 114 and 115 will no longer serve Wilty Terminal in Gretna, while the proposed 103 and 105 will maintain service to Wilty.
- A new transfer location will be established at the intersection of MacArthur Boulevard and Holiday Drive.
- Additional direct service will be provided to Walmart on Behrman Highway.

Based on an analysis of Algiers ridership by stop, this will improve travel times to downtown for about 70% of Algiers riders.

Public Engagement

In order to maximize opportunities for public input, the ASIP project was structured as a three-phase public engagement process, lasting from July 2025 through January 2026, including:

- Phase 1: Five in-person open-house style events, tabling and handing out flyers at major hubs, and consultant-assisted on-board survey collection (327 responses received),
- Phase 2: Three workshops presenting multiple service “options” in Phase 2,
- Phase 3: A monthlong draft Recommended Network review period, Title VI public hearing, and online Webinar recorded live and posted for later viewing.

Phase 1 public comments shaped the four major service goals for the network redesign: More frequent bus service, faster trips to downtown, better service to local grocery stores and Walmart,

and maintaining access to Wilty Terminal.

In Phase 2, the team presented two service “options” to the public for discussion. Concerns from riders about connections to Algiers Point prompted adjustments and introduced new ideas that ultimately led to the creation of a “Recommended Network” that was different from both of the options presented.

During Phase 3, the team presented the draft Recommended Network during a Title VI hearing (publicized in alignment with the RTA’s Title VI Public Engagement Plan, and an online Webinar. While minor concerns were raised during these sessions regarding specific neighborhoods and infrastructure conditions, overall feedback was supportive of the changes and riders were eager for the improvements in frequency and travel time.

Title VI Equity Analysis Findings

According to FTA Circular 4702.1B, “The typical measure of disparate impact involves a comparison between the proportion of persons in the protected class who are adversely affected by the service or fare change and the proportion of persons not in the protected class who are adversely affected.”

The RTA conducted a Title VI Analysis for the Algiers Service Improvement Plan changes and finds:

- No **disparate impact** to minority communities and
- No **disproportionate burden** for low-income communities.

The Title VI analysis conducted by the RTA is done by comparing the number of trips available to the population within ¼ mile of an RTA route currently and after the service change. In cases where service is being reduced, the change is deemed to be not a disparate impact if the percentage of trips reduced for low-income or minority populations is **less than** the percentage of low-income and minority population in the service area. However, this analysis framework is still usable for major service expansion changes.

Distribution of Impact of Algiers Service Improvement Plan Changes

	Low-Income	Minority
Change Borne By	18.2%	46.4%
Service Area Average	22.6%	69.9%
Difference	-4.5%	-23.5%

The RTA found that the increased trips in Algiers benefit low-income and minority populations more than other populations. Therefore, there is no finding of disparate impact or disproportionate burden for minority groups or low-income communities.

FINANCIAL IMPACT:

The changes were designed with the current resources in mind. No additional vehicles are required, but there is a recommendation for slightly increased service overnight, which could require eight (8)

additional service hours and one additional operator.

A small capital cost is anticipated to assist with the installation or relocation of approximately ten (10) shelters in order to enhance stop amenities at locations that will likely see increased transfer activity. Two of those shelters will be moved to accommodate passengers transferring near Algiers Plaza, which will see more activity than currently. It is strongly recommended that the shelters being installed at Algiers Plaza also see associated ADA improvements and lighting.

Over the long term, the changes are expected to lead to an increase in ridership and corresponding fare revenue.

NEXT STEPS:

Upon Board approval,

1. An internal Working Group or Steering Committee will be formed to oversee the implementation
2. Stop removals, relocations, and signage updates will be coordinated with Operations, Infrastructure and the Stops Management Team, including the development of a plan budget for amenity improvements around the Algiers Plaza transfer location.
3. Final schedules and operator assignments will be prepared for the Fall 2026 Service Change.
4. Public information and marketing materials will be finalized and distributed.
5. Implementation will occur in September 2026.
6. Post-implementation performance monitoring will evaluate ridership, travel time, reliability and customer sentiment outcomes. The P&S team will produce a 1-year performance report.

ATTACHMENTS:

1. Resolution
2. Title VI Report

Prepared By: Elisabeth Stancioff , estancioff@rtaforward.org
Title: Sr. Mgr. Planning & Scheduling

Reviewed By: Dwight Norton
Title: [Click or tap here to enter text.](#) Chief Planning & Capital Projects Officer

Reviewed By: Gizelle Banks
Title: Chief Financial Officer



3/13/2026

Lona E. Hankins
Chief Executive Officer

Date

RESOLUTION NO. Click or tap here to enter text.

FILE ID NO. 26-034

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO ADOPT THE ALGIERS SERVICE IMPROVEMENT PLAN AND ACCEPT
THE ASSOCIATED TITLE VI SERVICE EQUITY ANALYSIS**

Introduced by Commissioner Click or tap here to enter text., seconded by Commissioner Click or tap here to enter text..

WHEREAS, the Regional Transit Authority (RTA) implements three systemwide service changes per year as part of its regular planning and scheduling cycle; and

WHEREAS, the Planning & Scheduling Department developed the Algiers Service Improvement Plan (ASIP) to address rider concerns and improve frequency, routing efficiency, and access to key destinations in Algiers; and

WHEREAS, the ASIP restructures the four existing Algiers bus routes into a redesigned four-route network, including increased downtown frequency, revised alignments, a new transfer location at MacArthur Boulevard and Holiday Drive, continued service to Wilty Terminal on select routes, and enhanced access to Walmart on Behrman Highway; and

WHEREAS, the proposed changes meet the RTA's definition of a Major Service Change under its Title VI Environmental Justice and Social Equity Policy (2023); and

RESOLUTION NO.

PAGE 2

WHEREAS, in accordance with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B, the RTA conducted a Title VI Service Equity Analysis; and

WHEREAS, the Title VI Service Equity Analysis determined that the proposed service changes will not result in a disparate impact on minority populations nor a disproportionate burden on low-income populations; and

WHEREAS, the ASIP was informed by a three-phase public engagement process conducted between July 2025 and January 2026, including an official Title VI Public Hearing in January 2026,

WHEREAS, the Planning & Scheduling Team will provide the Board with a review of service performance and rider sentiment approximately one year after implementation,

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Regional Transit Authority (RTA) that the Algiers Service Improvement Plan (ASIP) is hereby adopted for implementation as part of the Fall 2026 Service Change, effective in September 2026; and

BE IT FURTHER RESOLVED, that the Board accepts the findings of the Title VI Service Equity Analysis; and

BE IT FURTHER RESOLVED, that Chairman of the Board , or her designee, is authorized to take all necessary actions to implement the approved service changes.

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

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

RESOLUTION NO.

PAGE 3

AND THE RESOLUTION WAS ADOPTED ON THE Choose an item. **DAY OF** Choose an item., **2026.**

CHAIRMAN
BOARD OF COMMISSIONERS



New Orleans Regional Transit Authority

TITLE VI EQUITY ANALYSIS

Algiers Service Improvement Plan

Enacted: September 2026

Prepared for Algiers Service Improvement Plan
By the Department of Planning and Scheduling

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EXECUTIVE SUMMARY

Background

The New Orleans Regional Transit Authority (RTA) operates 5 streetcar lines, 26 daytime bus routes, 2 dedicated Owl (Late Night) routes and paratransit service. The RTA implements three service changes per year as part of its regular service planning cycle, and uses these opportunities to adjust service to improve reliability, maintain alignment with the Agency’s Fixed-Route Service Standards and, on occasion, implement other major service planning projects. Each service pick requires an assessment to evaluate whether any of the changes constitute a “Major Service Change” as defined in the RTA’s Title VI Environmental Justice Policy Manual (2023). If a change is found to meet this definition, then the RTA must conduct a Service Equity Analysis.

The Fall 2026 Service Change, scheduled for September 2026, will include the implementation of the Algiers Service Improvement Plan (ASIP). The ASIP project stemmed from a series of rider complaints and an internal RTA analysis of service in Algiers. After kicking off an extensive public engagement process in August 2025, the Planning and Scheduling Team have developed a Recommended Network for Algiers bus service. With the implementation of the Recommended Network, the RTA will be making major changes to routes in Algiers. The proposed changes will impact routes 103 General Meyer, 105 Algiers Local, 114A Garden Oaks-Sullen, and 114B Garden Oaks-Woodland. As these changes would change more than 25% of the route miles on a given transit route, would discontinue service of a route or portion of a route with no alternative service within ¼ of a mile, and/or would be the introduction of a new transit line, this is considered a Major Service Change and requires a Title VI Service Equity Analysis.

Table 1: Title VI Thresholds by Route

Route	Change in more than 25% of revenue hours or route miles	Change of service span of more than 2 hours	Introduction of a new transit route	Discontinuation of a route or portion, no alternative within ¼ mile
103 General Meyer	✓			
105 Algiers Local	✓			✓
114A Garden Oaks-Sullen	✓			
114B Garden Oaks-Woodland	✓			

Equity Analysis Findings & Conclusion

A Service Equity Analysis was performed to assess the proposed changes to Algiers bus service and resulted in a finding of **no disparate impact** to minority communities and **no disproportionate burden** on low-income communities. This means that the population bearing an adverse effect from the changes has a lower minority percentage and a lower low-income percentage than the service area as a whole.

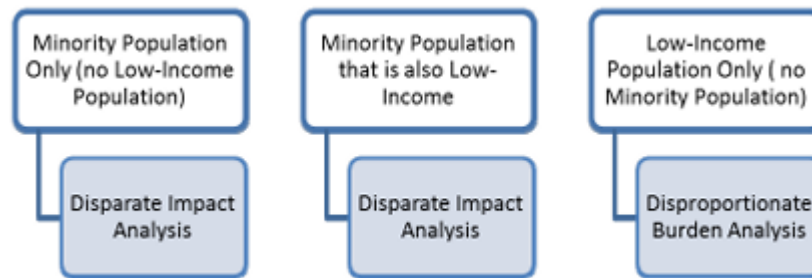
The proposed changes were targeted at achieving the service goals set by Algiers transit riders during Phase 1 of public engagement for this service planning process. The changes result in increased frequencies for all routes traveling to downtown from service every 40 minutes to service every 30 minutes; this will result in an additional 26 roundtrips per day in total. These changes will enable faster trips to downtown, better access to destinations in Algiers, and facilitate easier transfers between routes in Algiers.

RTA TITLE VI PROGRAM

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Title VI provides that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance from the U.S. Department of Transportation.

Title VI requires that an equity analysis be conducted for all major service changes and all fare changes impacting minority and low-income transit routes in the system. Changes impacting minority routes must be examined for disparate impact to minority communities, and changes impacting routes designated low-income routes and not minority routes be analyzed for disproportionate burden to low-income communities (see Figure 1).

Figure 1: Type of analysis required for Major Service Changes, from FTA Circular 4702.1B



The RTA has established a Title VI Program the *Environmental Justice and Social Equity Policy (2023)* in accordance with Title VI of the Civil Rights Act of 1964; 49 CFR Part 21; FTA Circular 4702.1B; related statutes and regulations to ensure compliance with Title VI, to the end that no person is excluded from participation in, or denied the benefits of, services on the basis of race, color, or national origin.

Policy Thresholds for Title VI and Environmental Justice Methodology

Factors for compliance with Title VI of the Civil Rights Act of 1964 addressed in this equity analysis are:

- Major Service and Fare Change Policy
- Disparate Impact Policy

RTA Major Service and Fare Change Policy

Title VI prohibits intentional discrimination, as well as actions that result in unintentional discrimination or disproportionate adverse impacts to communities of color and low-income communities. As such, to ensure that changes to services and fares are equitable the RTA will conduct a Service and Fare Equity Analysis for all Major Service Changes, where a major service change meets the following threshold:

- Any change of more than 25% of the revenue hours or route miles on a given transit route (bus or streetcar) or a branch of a route for an individual day (weekday, Saturday or Sunday) measured as happening at one time or within a single year. Route Branch is defined as one of the two or more route segments served by a single route.
- Any change to the span of service on a given transit route (bus or streetcar) of 2 hours or more for an individual day (weekday, Saturday or Sunday). A span of service is defined as the time from the start of the first trip to the start of the last trip on a given route.
- The introduction of any new transit route (bus or streetcar) with the exception of supplemental services designed to reduce potential overcrowding on regular (scheduled) transit routes.
- The discontinuation of a route or portion of a route with no alternative service within ¼ mile.

For all routes with proposed changes that meet the major service change threshold, RTA will conduct a social equity analysis to:

- Determine the benefits to and potential negative impacts on minority and low-income populations.
- Quantify expected effects (positive or negative); and
- Determine the appropriate course of action to prevent, minimize or mitigate the impacts as warranted.

RTA Disparate Impact Policy

To determine whether a disparate impact exists as the result of a proposed major service change, RTA will compare existing service to proposed service, and calculate the absolute change as well as the percent of change in travel time. If it is determined that the increase in travel time from the proposed service change is more than 15 minutes for any minority or low-income transit route, then the change will be deemed to have a disparate impact.

Additionally, all new routes featuring the presence of new route numbers, new route alignments, new service types or new service configurations will require an equity analysis with the exception of supplemental services designed to reduce potential overcrowding on regular transit routes. For a new route, the methodology for analysis requires determining if the new route causes a major service change in an existing route. If it is determined that the new service causes an increase in travel time of more than 15 minutes for any minority or low-income transit route that is affected by the new service, then the change will be deemed to have a disparate impact.

For the discontinuation of a minority or low-income transit route or portion of a route, the analysis will determine the availability of an alternative route or service within one-quarter mile. If there is no alternative within one-quarter mile, then the route or service discontinuation will be deemed to have a disparate impact.

Minority and Low-Income Thresholds

Minority

According to the FTA Circular 4702.1B, "minority persons" include those classified as (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, and (5) Native Hawaiian and Other Pacific Islander.

RTA defines a minority Transit Route as one in which at least one-third of the revenue miles are located in a Census block or block group, or traffic analysis zone where the percentage minority population is equal to or greater than the percentage minority population in the service area.

Low-Income

According to the FTA Circular 4702.1B, "Low-income" means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. These guidelines are based on household income and household size.

RTA defines a low-income transit route as one in which at least one-third of the revenue miles are located in a Census block or block group, or traffic analysis zone where the percentage low-income population is equal to or greater than the percentage low-income population in the service area.

Local Threshold

The RTA operates routes in Orleans Parish. The population of Orleans Parish is sixty-nine percent (69%) minority and twenty-four percent (24%) of the population in Orleans Parish is below the Census defined poverty level. The RTA Title VI policy does not specify a threshold above which a disparate impact or disproportionate burden would be found for a service change. Therefore, the threshold is assumed to be 0%. This means that if the population bearing an adverse effect has a higher minority percentage than the service area, then the change will be deemed to have a **disparate impact**. If the population bearing an adverse effect does not have a higher minority percentage than the service area, but does have a higher percentage of persons in poverty than the service area as a whole, then the change will be deemed to have a **disproportionate burden**.

SUMMARY OF SERVICE CHANGES

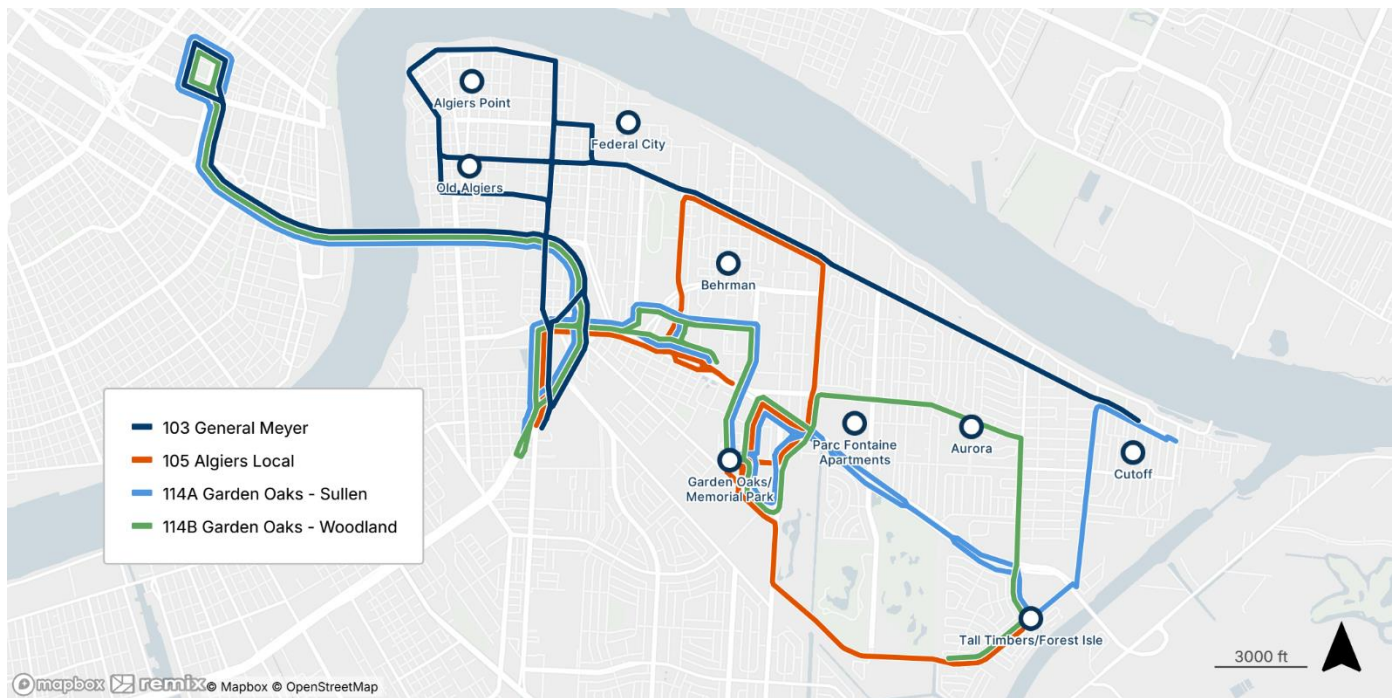
Background

The RTA currently operates 4 fixed-route bus lines in Algiers. The agency has adjusted bus service in Algiers several times since the implementation of the RTA’s network redesign in 2022. Changes have included a service decrease in early 2024, reducing the number of vehicles on routes 114A and 114B, and a modification to the route 103 to extend the bus route to downtown. As shown in *Table 2* and *Figure 2*, all 4 routes in Algiers currently provide service to Wilty Terminal in Gretna and arrive every 40 minutes. After a series of rider complaints and an internal RTA analysis of service in Algiers, the RTA engaged in a major service planning process, called the Algiers Service Improvement Plan (ASIP). As these changes would change more than 25% of the route miles on a given transit route, would discontinue service of a route or portion of a route with no alternative service within ¼ of a mile, and would be the introduction of a new transit line, this is considered a Major Service Change and requires a Title VI Service Equity Analysis.

Table 2: Service Information for RTA's Current Algiers Bus Routes

Route	Current frequency	Weekday ridership (2025 Q4)	Daily service hours	Passengers per hour (2025 Q4)	Roundtrips per day
103 General Meyer	Every 40 mins.	1,025	55	18.5	28
105 Algiers Local	Every 40 mins.	294	27	10.9	21
114A Garden Oaks-Sullen	Every 40 mins.	1,495	63	23.6	32
114B Garden Oaks-Woodland	Every 40 mins.	1,379	55	25.3	28
TOTAL	--	4,193	200	21.0	109

Figure 2: Current RTA Bus System in Algiers



Summary of Public Engagement

The RTA has undertaken an extensive public engagement process, starting in August 2025, to shape route changes for Algiers bus riders. The following tables show the in-person engagement opportunities of the project, but online opportunities were also available to riders and community members at each phase.

In total, the RTA held 11 events with an in-person attendance of 58 people, and received over 300 responses to its rider survey. With emails, online survey participation, and multiple rounds of flyer distribution, the RTA estimates that approximately 7,000 people were reached and informed about the project.

Phase 1

This phase consisted of providing riders with a short survey that aimed to determine priorities for improving service for Algiers transit riders. 327 responses were collected, with 93% of surveys coming from respondents who reported riding Algiers transit at least once a week. The link to the survey was provided on signs at 80 bus stops in Algiers; however, the majority of respondents were reached at stops and on buses by RTA staff or outreach consultants. The survey remained open for a total of 52 days.

The respondents to the survey provided four main service goals for transit service in Algiers. Those goals included: more frequent bus service, quicker trips to downtown, better service to grocery stores, and maintaining access to Wilty Terminal. Table 3 shows the in-person public engagements during this phase, all of which lasted 2 hours.

Table 3: In-Person Public Engagements for Phase 1

Location	Date	Time
Algiers Regional Library	August 14	4:30 PM
Wilty Terminal	August 19	2:00 PM
Main Library	August 27	3:30 PM
RTA Administration Building	September 3	5:30 PM
Morris FX Jeff, Sr. Rec Center	September 6	12:00 PM
Heroes of New Orleans (<i>stakeholder – not public</i>)	September 11	5:00 PM

Phase 2

In this phase, riders were presented with two concept maps for new bus service in Algiers. Riders were asked to rank the two concepts compared to the current system. Riders also were asked to provide dealbreakers and most desirable aspects of service based on the two concepts and existing service. An online poll was made available to riders from November through December, with project information and QR codes posted on temporary signs placed at all 250+ bus stops in Algiers.

Table 4: In-Person Public Engagements for Phase 2

Location	Date	Time
DePaul Community Health Center – Algiers	November 18	5:00 PM
Heroes of New Orleans	November 20	5:30 PM
RTA Administration Building	December 4	5:30 PM

Phase 3

The final phase of public engagement for ASIP was based on the Recommended Network developed and presented by the Planning and Scheduling Team. Riders and community members were encouraged to ask questions and provide feedback on the Recommended Network. This phase also served as the public review period for Title VI, and a **Title VI Public Hearing** was held at the Algiers Regional Library on January 24, 2026. The RTA hosted an **online webinar** on January 28 at 6 PM to maximize reach during the final phase of public engagement.

Table 5: In-Person Public Engagements for Phase 3

Location	Date	Time
Algiers Regional Library (Title VI Hearing)	January 24	12:00 PM
Live Webinar – online	January 28	6:00 PM

Summary of Title VI Hearing Public Comments

Multiple members of the public engaged with the presentation and raised comments, focused primarily on service reliability, accessibility, and the potential trips on the proposed network. Concerns were raised about the September implementation timeline, with some residents expressing that the changes felt distant given current service challenges. A significant portion of feedback centered on infrastructure and safety conditions rather than the routing design. Attendees raised concerns about bus stop amenities, including the availability of shelters, lighting, trash cans, and safe pedestrian access near high-use stop locations. Operational issues such as bus pass-ups and driver behavior along Loyola Avenue were also mentioned.

Overall, while participants raised detailed and practical concerns, the general tone of the feedback was positive. Some attendees expressed cautious support for the proposal and requested clearer neighborhood-level maps and information to help communicate the changes within their communities.

Summary of Service Changes

As a result of the new routes in the Recommended Network:

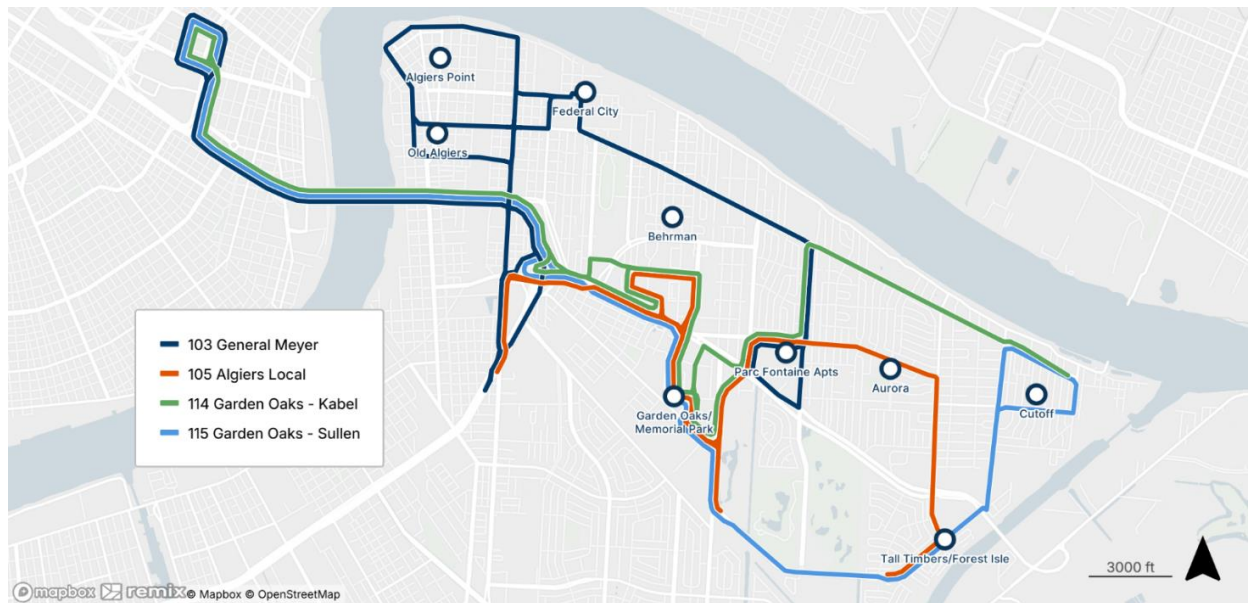
- all bus routes traveling to downtown will arrive every 30 minutes instead of every 40 minutes,
- bus service on General Meyer Ave will be divided between two routes at Kabel Dr,
- two routes, the 114 and 115, will not service Wilty Terminal in Gretna,
- there will be a transfer location established at the intersection of MacArthur Blvd and Holiday Dr, and
- there will be additional service directly to Walmart on Behrman.

Table 6: Projected Service Information for Algiers Bus Routes after Implementation of Recommended Network

Proposed Route	Projected frequency	(Projected) Daily service hours	(Projected) Roundtrips per day
103 General Meyer	Every 30 mins.	72	40
105 Algiers Local	Every 60 mins.	18	18
114 Garden Oaks-Kabel	Every 30 mins.	63	41
115 Garden Oaks-Sullen	Every 30 mins.	55	36
TOTAL	--	208	135

As shown in *Table 6*, the proposed routes will provide an additional 26 trips per day for Algiers riders with a similar number of service hours. In addition to more service, riders on new routes 114 Garden Oaks-Kabel and 115 Garden Oaks-Sullen can expect travel times to downtown to be 10-15 minutes faster than currently. Based on an analysis of Algiers ridership by stop, this will improve travel times to downtown for about 70% of Algiers riders.

Figure 3: RTA's Recommended Network for Algiers Bus Service



The proposed network largely meets the service goals set by Algiers transit riders during Phase 1 of public engagement. Table 7, below, shows the improvements and trade-offs of service in Algiers neighborhoods, sorted from highest ridership neighborhoods to lowest ridership neighborhoods.

Table 7: Service Goals Achieved by Neighborhood

Neighborhood/Area	Quicker Trips to Downtown	More Frequent Service	One-seat ride to Grocery Stores	One-seat ride to Wilty Terminal	One-seat ride to Algiers Point Ferry
Garden Oaks/Memorial Park	+	+	○	○	○
Tall Timbers/Forest Isle	+	+	○	○	○
Cutoff	+	+	+	-	-
Parc Fontaine Apartments	+	+	○	○	+
Behrman	○	+	○	○	○
Old Algiers	○	+	+	○	○
Algiers Point	○	+	+	○	○
Federal City	○	+	+	○	○
Aurora	-	-	○	○	○

 Improved
  Maintained
  Not achieved
  Decreased

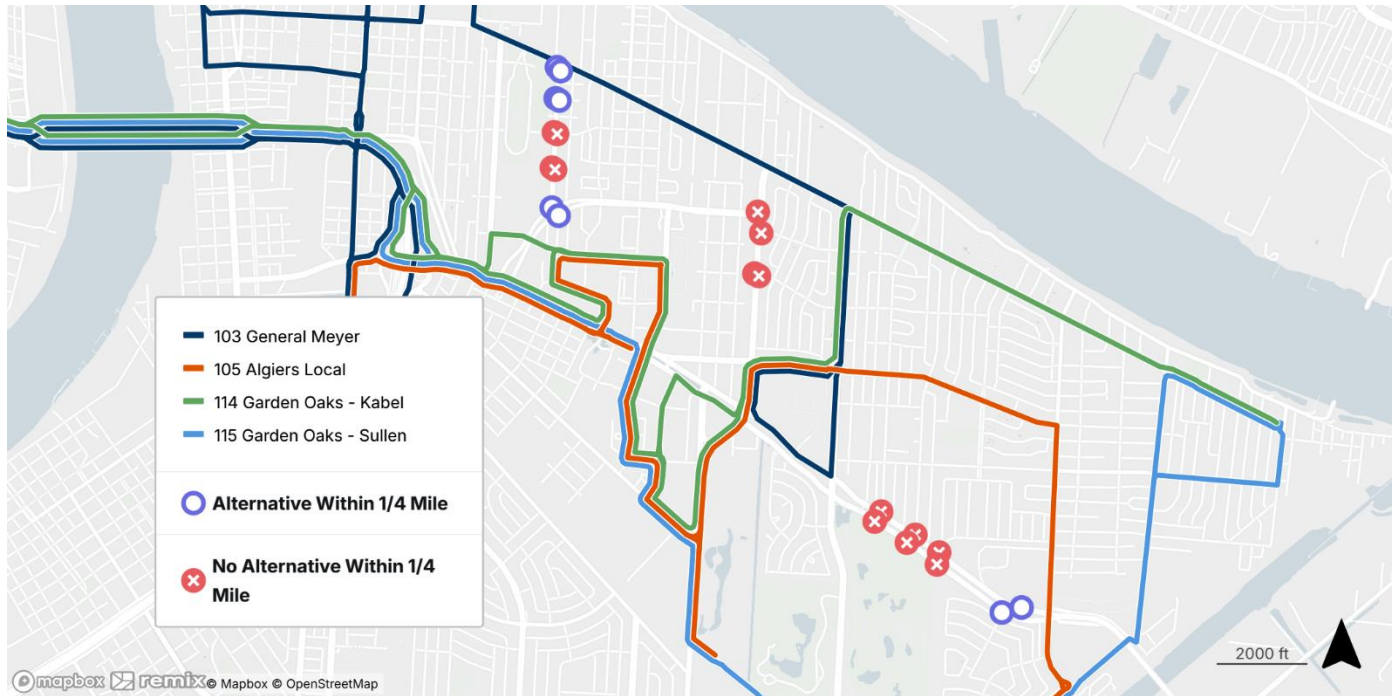
Stop Closures

As part of the redesign of routes in Algiers, the RTA is proposing to remove service on some portions of corridors with low ridership and low commercial and residential density, resulting in the closure of 23 stops. These closures will allow the remaining service to be more efficient and productive, benefiting a greater number of riders with the same number of service hours. These 23 stops represent about 9% of 247 stop locations in Algiers, but the stop closures will only affect approximately 35 riders, less than 1% of the daily ridership in Algiers. Additionally, alternative stop locations within ¼ mile are available for 8 of the stops proposed to be closed. Stop closures are summarized in Table 8 and mapped in Figure 4.

Table 8: Proposed Stop Closures

Corridor	Portion	Number of Stops Closing	Daily Ridership of Stops
Pace Blvd	Between Vespasian Blvd and Gen Meyer	10 stops	10.4 riders per day
Gen. de Gaulle Dr	Between Kabel Dr and Woodland Dr	8 stops	15.4 riders per day
Holiday Dr	Between MacArthur Blvd and Gen. Meyer Ave	4 stops	9.0 riders per day
--	--	23 stops	34.8 riders per day

Figure 4: Stops Closing with Implementation of Recommended Network



EQUITY ANALYSIS

The requirement for a Title VI Service Equity Analysis is triggered when a service change meets one or more of the following thresholds:

- Any change of more than 25% of the revenue hours or route miles on a given transit route (bus or streetcar) or a branch of a route for an individual day (weekday, Saturday or Sunday) measured as happening at one time or within a single year. Route Branch is defined as one of the two or more route segments served by a single route.
- Any change to the span of service on a given transit route (bus or streetcar) of 2 hours or more for an individual day (weekday, Saturday or Sunday). A span of service is defined as the time from the start of the first trip to the start of the last trip on a given route.
- The introduction of any new transit route (bus or streetcar) with the exception of supplemental services designed to reduce potential overcrowding on regular (scheduled) transit routes.
- The discontinuation of a route or portion of a route with no alternative service within ¼ mile.

As the proposed service change for ASIP meets the threshold by significantly changing route miles on all transit routes and would discontinue service on a portion of a route with no alternative within ¼ mile, this change is classified as a Major Service Change and triggers a Service Equity Analysis. Technically, the plan also introduces new routes, as some of the route names and numbers will be changed, which also would trigger the Equity Analysis.

The Title VI Analysis conducted by RTA for the ASIP changes and **does not** find a **disparate impact** or **disproportionate burden** for minority groups or low-income communities. According to FTA Circular 4702.1B, “The typical measure of disparate impact involves a comparison between the proportion of persons in the protected class who are adversely affected by the service or fare change and the proportion of persons not in the protected class who are adversely affected.”

The Title VI Analysis conducted by the RTA compares the number of trips available to the population within ¼ mile of an RTA route before and after the service change. In cases where service is being reduced, the change is deemed to not be a disparate impact if the percentage of trips reduced for low-income or minority populations is **less than** the percentage of low-income and minority population in the service area. However, this analysis framework is still applicable in instances like ASIP where service is added.

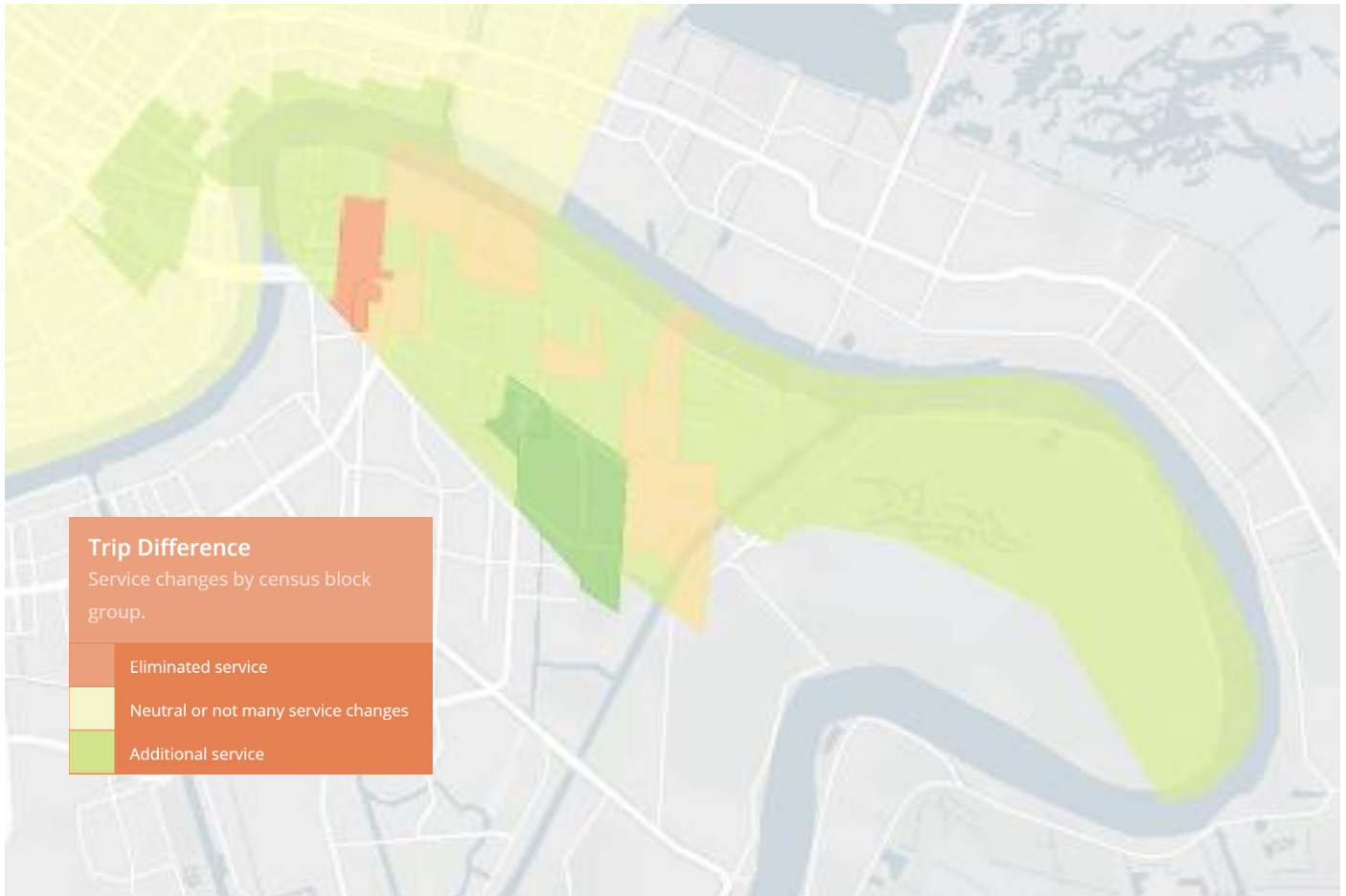
Table 9 shows the distribution of impacts on the population being affected by the changes. In order to not be a disparate impact or disproportionate burden, negative impacts should not be borne disproportionately by minorities or low-income people. This means that the **change borne** by these groups **should be less than the percentage** of the population these groups make up in the **service area as a whole** (Service Area Average).

Table 9: Distribution of Impact of Algiers Service Improvement Plan Changes

	Low-Income	Minority
Change Borne By	18.2%	46.4%
Service Area Average	22.6%	69.9%
Difference	-4.5%	-23.5%

The RTA found that the increased trips in Algiers benefit low-income and minority populations more than other populations. Therefore, there is no finding of disparate impact or disproportionate burden for minority groups or low-income communities.

Figure 5: Trip difference compared to existing service



The only area census block group with a considerable decrease in service is adjacent to Wilty Terminal. The map indicates a decrease in service because of the routes that are no longer servicing Wilty Terminal at some stops on the periphery, but the majority of the census block group is serviced by route 103 General Meyer. Route 103 General Meyer has improved frequency from every 40 minutes to every 30 minutes.

CONCLUSIONS

A Title VI equity analysis of the Recommended Network for the Algiers Service Improvement Plan (ASIP) resulted in a finding of **no disproportionate burden** or **disparate impact** for low-income and minority communities. The changes will result in more service minority and low-income populations. The changes will result in a projected 26 additional trips for Algiers residents because of increased frequencies on most Algiers routes.

In addition to more trips for Algiers transit riders, the RTA expects that transit trips to downtown will be approximately 10-15 minutes faster for about 70% of riders in Algiers. However, the RTA does not take lightly that this is a major disruption for a small group of riders at stops who will not have service. The RTA must reconcile this with the needs of the majority of riders in Algiers who will have increased service.

APPENDIX A: EQUITY ANALYSIS TABLE

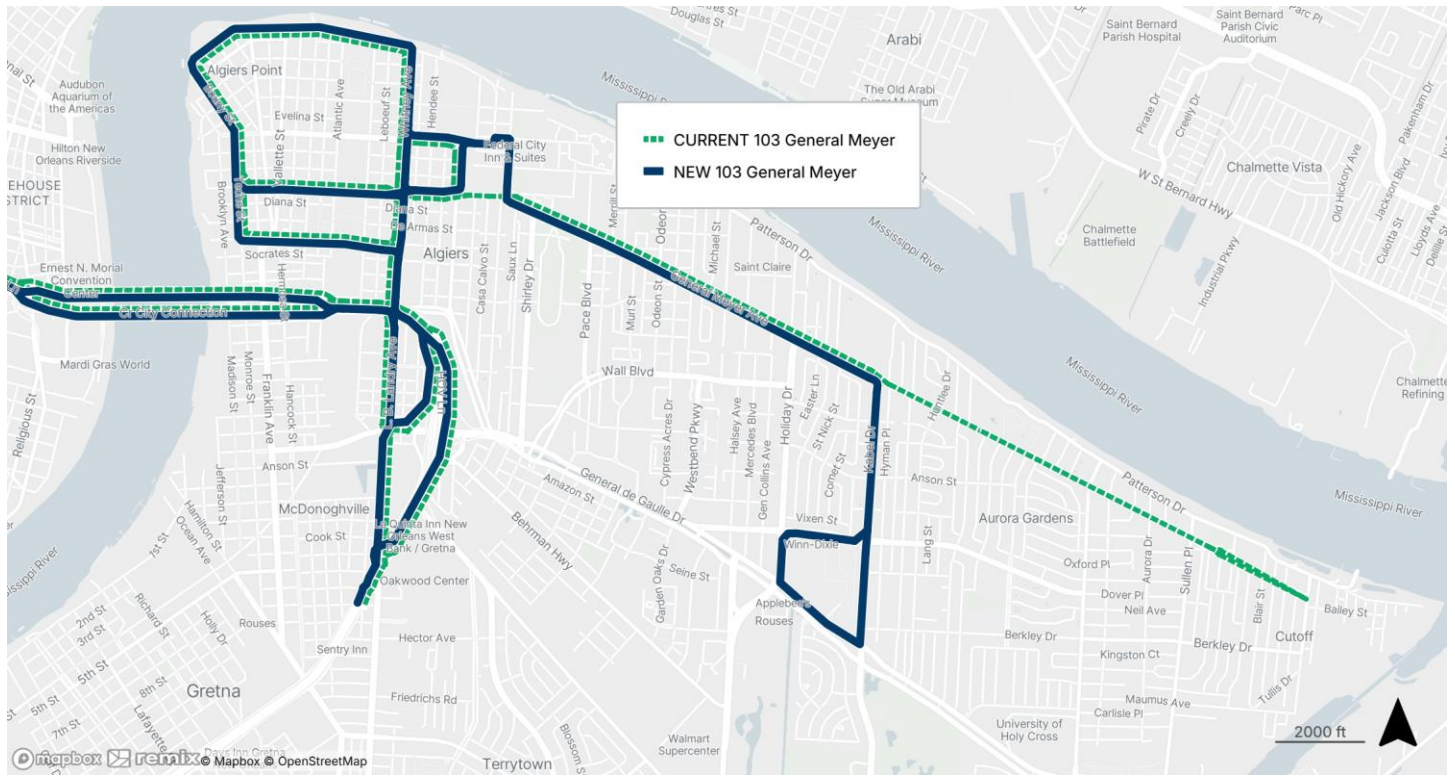
Route	Before (Outbound)				After (Inbound)				After (Outbound)				Difference			Borne By Low Income	Borne by Minorities
	Low Income	Minority	(Annual lg)	(within 1/4 mi)	Low Income	Minority	(Annual lg)	(within 1/4 mi)	Low Income	Minority	(Annual lg)	(Population * Trips)	People-Trips	Minority People-Trips			
1 Algiers Point Ferry	6.9%	26.9%	11,924	710	6.9%	26.9%	11,924	710	6.9%	26.9%	11,924	0	0	0	0.0%	0.0%	
3 Tulane - Elmwood (A)	28.9%	73.4%	15,470	16,386	29.5%	72.9%	15,105	16,258	28.9%	73.4%	15,470	0	0	0	0.0%	0.0%	
3 Tulane - Elmwood (B)	28.9%	73.4%	4,380	16,386	29.5%	72.9%	4,745	16,258	28.9%	73.4%	4,380	0	0	0	0.0%	0.0%	
4 Chalmette Ferry	22.7%	100.0%	10,950	335	22.7%	100.0%	10,950	335	22.7%	100.0%	10,950	0	0	0	0.0%	0.0%	
8 St. Claude - Arabi	26.5%	52.2%	23,645	14,162	26.9%	53.3%	23,645	14,579	26.5%	52.2%	23,645	0	0	0	0.0%	0.0%	
9 Broad - Napoleon	22.1%	72.6%	20,325	39,661	21.3%	72.3%	19,450	39,017	22.1%	72.6%	20,325	0	0	0	0.0%	0.0%	
11 Magazine	11.7%	36.7%	13,140	21,479	14.3%	40.4%	12,775	19,311	11.7%	36.7%	13,140	0	0	0	0.0%	0.0%	
12 St. Charles Streetcar (A)	13.8%	39.9%	32,485	27,747	13.9%	40.0%	31,755	27,684	13.8%	39.9%	32,485	0	0	0	0.0%	0.0%	
12 St. Charles Streetcar (B)			0	24,729	13.5%	39.2%	730	0			0	0	0	0	0.0%	0.0%	
27 Louisiana	26.8%	69.2%	10,655	23,314	26.4%	68.8%	10,510	21,552	26.8%	69.2%	10,655	0	0	0	0.0%	0.0%	
31 Leonidas - Gentilly	20.3%	59.4%	5,950	33,682	20.6%	59.3%	5,950	33,655	20.3%	59.4%	5,950	0	0	0	0.0%	0.0%	
32 Leonidas - Tremé	23.3%	54.7%	6,205	32,538	23.8%	55.5%	6,205	33,380	23.3%	54.7%	6,205	0	0	0	0.0%	0.0%	
45 Lakeview			0	13,514	7.1%	27.3%	8,030	0			0	0	0	0	0.0%	0.0%	
46 Rampart - Loyola Streetcar	30.4%	49.9%	13,505	7,990	30.3%	49.7%	13,505	8,014	30.4%	49.9%	13,505	0	0	0	0.0%	0.0%	
47 Canal Streetcar - Cemetery	25.0%	57.0%	20,075	12,039	25.0%	57.0%	20,805	12,025	25.0%	57.0%	20,075	0	0	0	0.0%	0.0%	
47 Canal Streetcar - Cemetery	33.9%	68.3%	1,460	6,115	34.0%	68.4%	730	6,147	33.9%	68.3%	1,460	0	0	0	0.0%	0.0%	
47 Canal Streetcar - Cemetery	10.5%	37.7%	730	0			0	3,861	10.5%	37.7%	730	0	0	0	0.0%	0.0%	
48 Canal Streetcar - City Park (A)	25.1%	55.0%	17,520	12,707	25.1%	55.0%	17,885	12,709	25.1%	55.0%	17,520	0	0	0	0.0%	0.0%	
48 Canal Streetcar - City Park (B)			0	4,616	13.3%	35.3%	365	0			0	0	0	0	0.0%	0.0%	
49 Riverfront Streetcar	10.7%	18.2%	16,905	2,467	10.7%	18.4%	16,905	2,484	10.7%	18.2%	16,905	0	0	0	0.0%	0.0%	
51 St. Bernard - Claiborne	31.8%	67.6%	11,790	30,968	31.6%	67.8%	11,535	31,548	31.8%	67.6%	11,790	0	0	0	0.0%	0.0%	
52 Paris - Broadmoor	32.7%	79.4%	9,235	33,377	32.1%	79.2%	9,490	31,464	32.7%	79.4%	9,235	0	0	0	0.0%	0.0%	
53-O Paris - Claiborne O/WL	29.3%	68.9%	1,095	36,667	29.2%	69.5%	730	36,780	29.3%	68.9%	1,095	0	0	0	0.0%	0.0%	
55 Ellysian Fields (A)	26.8%	72.9%	12,045	22,847	26.3%	73.2%	12,775	22,551	26.8%	72.9%	12,045	0	0	0	0.0%	0.0%	
55 Ellysian Fields (B)	26.2%	69.5%	2,555	18,387	26.8%	70.9%	2,555	19,102	26.2%	69.5%	2,555	0	0	0	0.0%	0.0%	
57 Franklin-Frere	29.1%	68.5%	10,950	43,182	29.4%	68.5%	10,950	41,468	29.1%	68.5%	10,950	0	0	0	0.0%	0.0%	
61 Lake Forest - Village de L'Es	29.3%	96.0%	15,365	16,403	27.3%	90.7%	16,240	19,558	29.3%	96.0%	15,365	0	0	0	0.0%	0.0%	
61 Lake Forest - Village de L'Es	28.7%	96.1%	255	0			0	19,985	28.7%	96.1%	255	0	0	0	0.0%	0.0%	
62 Morrison - Bullard	32.7%	96.0%	12,990	22,521	31.9%	92.9%	13,100	19,289	32.7%	96.0%	12,990	0	0	0	0.0%	0.0%	
62-O Morrison O/WL	33.4%	95.8%	2,920	22,497	31.9%	92.9%	2,920	27,384	33.4%	95.8%	2,920	0	0	0	0.0%	0.0%	
66 Hayne Loop	29.8%	96.4%	5,475	14,279	22.0%	95.0%	5,840	13,170	29.8%	96.4%	5,475	0	0	0	0.0%	0.0%	
67 Michoud Loop	29.4%	98.2%	6,205	7,437	26.7%	98.6%	6,205	5,015	29.4%	98.2%	6,205	0	0	0	0.0%	0.0%	
68 Little Woods Loop			0	16,896	29.4%	96.2%	15,695	0			0	0	0	0	0.0%	0.0%	
80 Desire - Louisa	31.5%	66.7%	10,950	10,305	31.3%	66.8%	11,315	10,061	31.5%	66.7%	10,950	0	0	0	0.0%	0.0%	
84 Galvez - L3	37.4%	82.6%	11,385	21,115	39.6%	83.5%	11,385	21,624	37.4%	82.6%	11,385	0	0	0	0.0%	0.0%	
86 St. Maurice - Chalmette	42.7%	95.0%	6,205	5,002	29.9%	90.6%	6,205	1,325	42.7%	95.0%	6,205	0	0	0	0.0%	0.0%	
91 Jackson - Esplanade	23.3%	52.0%	13,575	26,786	23.3%	51.6%	13,320	26,956	23.3%	52.0%	13,575	0	0	0	0.0%	0.0%	
103 General Meyer			0	16,174	20.6%	76.6%	12,775	18,769	22.8%	77.0%	12,775	446,396,825	97,311,682	342,714,825	21.8%	76.8%	
103 General Meyer Local (A)	22.8%	76.4%	5,075	0			0	0			0	-224,369,495	-51,325,705	-171,180,870	22.9%	76.3%	
103 General Meyer Local (B)	23.6%	76.5%	3,105	0			0	0			0	-55,213,110	-13,049,861	-42,240,420	23.6%	76.5%	
103 General Meyer Local (C)	22.7%	76.3%	1,020	0			0	0			0	-33,039,840	-7,437,871	-25,505,100	22.5%	77.2%	
103 General Meyer Local (D)	23.6%	76.5%	1,020	0			0	0			0	-30,695,880	-7,153,472	-23,448,780	23.3%	76.4%	
105 Algiers Local	25.3%	90.7%	6,640	16,178	24.7%	85.2%	6,130	16,082	24.1%	85.3%	6,130	-8,629,695	-3,767,739	-18,506,310	43.7%	214.4%	
114 Garden Oaks - Kabel			0	13,235	29.3%	80.3%	12,775	14,672	30.7%	81.0%	12,775	356,511,925	107,041,851	287,744,100	30.0%	80.7%	
114A Garden Oaks - Sullen (A)	30.7%	85.3%	6,680	0			0	0			0	-234,616,880	-71,628,175	-199,390,560	30.5%	85.0%	
114A Garden Oaks - Sullen (B)	31.3%	85.1%	5,000	0			0	0			0	-144,492,080	-44,670,076	-122,739,440	30.9%	84.9%	
114B Garden Oaks - Woodland	25.5%	82.0%	5,220	0			0	0			0	-267,115,230	-69,169,225	-219,325,500	25.9%	82.1%	
114B Garden Oaks - Woodland	26.3%	82.0%	5,000	0			0	0			0	-88,390,000	-23,235,077	-72,480,000	26.3%	82.0%	
115 Garden Oaks - Sullen			0	11,656	28.1%	83.0%	15,330	11,547	28.2%	84.5%	15,330	355,701,990	100,166,717	297,769,920	28.2%	83.7%	
202 Airport Express	33.2%	54.0%	6,935	2,016	18.1%	43.8%	7,300	3,161	33.2%	54.0%	6,935	0	0	0	0.0%	0.0%	
All Changes (both directions)				312,686	23.5%	69.7%	848,803					72,048,530	13,083,049	33,411,965	18.2%	46.4%	

APPENDIX B: MINORITY, HISPANIC/LATINO, AND LOW-INCOME ROUTE DESIGNATIONS

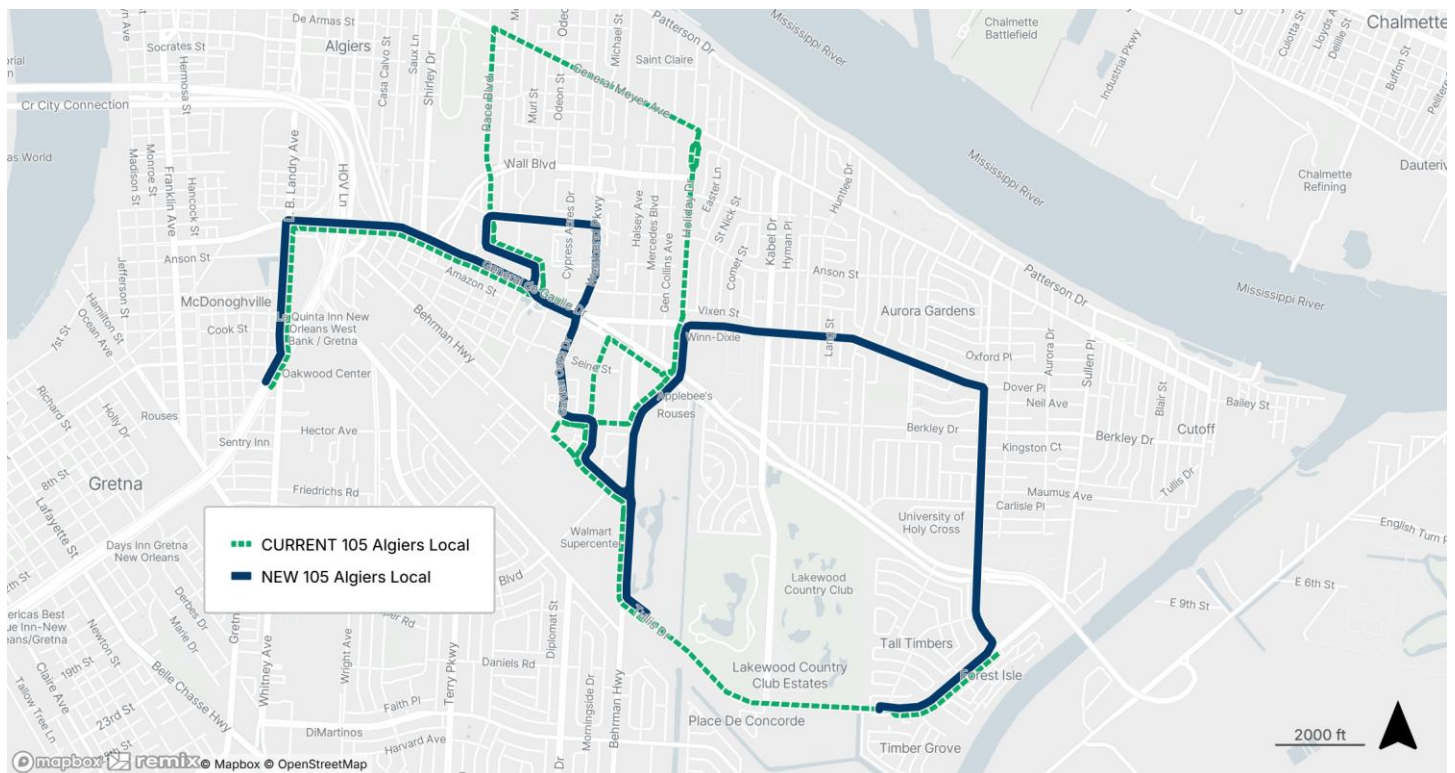
route_long_name	route_id	RtePerMin	RtePerHis	RtePerPov	RtePerPovH	FlagMin	FlagHisLa	FlagLowInc
Algiers Point Ferry	1	14.54%	11.76%	5.69%	7.75%		Orl Hisp/Lat Rte	
General Meyer Local	103	73.88%	4.92%	21.41%	20.29%	Orl Minority Rte		
Algiers OWL	103-O	67.38%	5.01%	23.11%	23.14%	Orl Minority Rte		
Algiers Local	105	86.18%	4.87%	24.60%	28.00%	Orl Minority Rte		Orl Low-Inc Rte
Magazine	11	31.51%	5.52%	13.88%	14.51%			
Garden Oaks - Sullen	114A	77.94%	4.92%	28.98%	29.33%	Orl Minority Rte		Orl Low-Inc Rte
Garden Oaks - Woodland	114B	75.30%	5.52%	27.09%	29.08%	Orl Minority Rte		Orl Low-Inc Rte
St. Charles Streetcar	12	34.08%	7.22%	15.25%	14.31%		Orl Hisp/Lat Rte	
Airport Express	202	68.21%	6.04%	30.68%	32.61%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Louisiana	27	65.26%	5.68%	25.14%	25.17%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Tulane - Elmwood	3	68.25%	6.97%	26.86%	28.89%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Leonidas - Gentilly	31	57.31%	5.21%	20.22%	20.75%			
Leonidas-Treme	32	49.63%	5.88%	22.49%	21.74%		Orl Hisp/Lat Rte	
Chalmette Ferry	4	99.84%	13.00%	9.07%	10.90%	Orl Minority Rte	Orl Hisp/Lat Rte	
Lakeview	45	19.19%	12.06%	6.87%	8.78%		Orl Hisp/Lat Rte	
Canal Streetcar - Cemeteries	47	48.21%	13.69%	27.33%	28.71%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Canal Streetcar - City Park/Muse	48	46.44%	12.35%	26.56%	27.65%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
UPT-Riverfront	49	54.38%	11.81%	34.54%	34.90%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
St. Bernard-Claiborne	51	64.03%	6.03%	31.06%	32.09%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Paris-Broadmoor	52	77.60%	5.06%	32.01%	34.43%	Orl Minority Rte		Orl Low-Inc Rte
Paris - Claiborne OWL	53-O	66.30%	6.09%	29.87%	32.02%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Elysian Fields	55	70.54%	6.26%	27.44%	25.74%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Franklin-Freret	57	65.81%	6.30%	29.54%	29.64%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Lake Forest - Village de L'Est	61	88.45%	6.87%	33.61%	34.24%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Morrison-Bullard	62	89.05%	3.43%	35.94%	35.60%	Orl Minority Rte		Orl Low-Inc Rte
Morrison OWL	62-O	89.98%	3.11%	36.23%	35.13%	Orl Minority Rte		Orl Low-Inc Rte
Hayne Loop	66	96.13%	1.68%	30.95%	33.24%	Orl Minority Rte		Orl Low-Inc Rte
Michoud Loop	67	98.63%	6.69%	24.22%	31.40%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Little Woods Loop	68	96.31%	1.26%	33.43%	33.76%	Orl Minority Rte		Orl Low-Inc Rte
St. Claude - Arabi	8	50.52%	5.50%	27.82%	25.73%			Orl Low-Inc Rte
Desire-Louisa	80	66.51%	4.39%	31.68%	25.67%			Orl Low-Inc Rte
Galvez-L9	84	81.51%	4.43%	39.17%	38.95%	Orl Minority Rte		Orl Low-Inc Rte
St. Maurice-Chalmette	86	89.94%	0.48%	30.15%	32.97%	Orl Minority Rte		Orl Low-Inc Rte
Broad - Napoleon	9	69.97%	4.86%	22.79%	23.34%	Orl Minority Rte		
Jackson-Esplanade	91	46.18%	7.46%	21.53%	21.27%		Orl Hisp/Lat Rte	
Kenner Loop	201	43.63%	27.74%	16.88%	17.19%	Ken Minority Rte	Ken Hisp/Lat Rte	Ken Low-Inc Rte
Airport Express	202	58.96%	41.90%	21.04%	22.47%	Ken Minority Rte	Ken Hisp/Lat Rte	Ken Low-Inc Rte

APPENDIX C: ROUTE-BY-ROUTE CHANGES

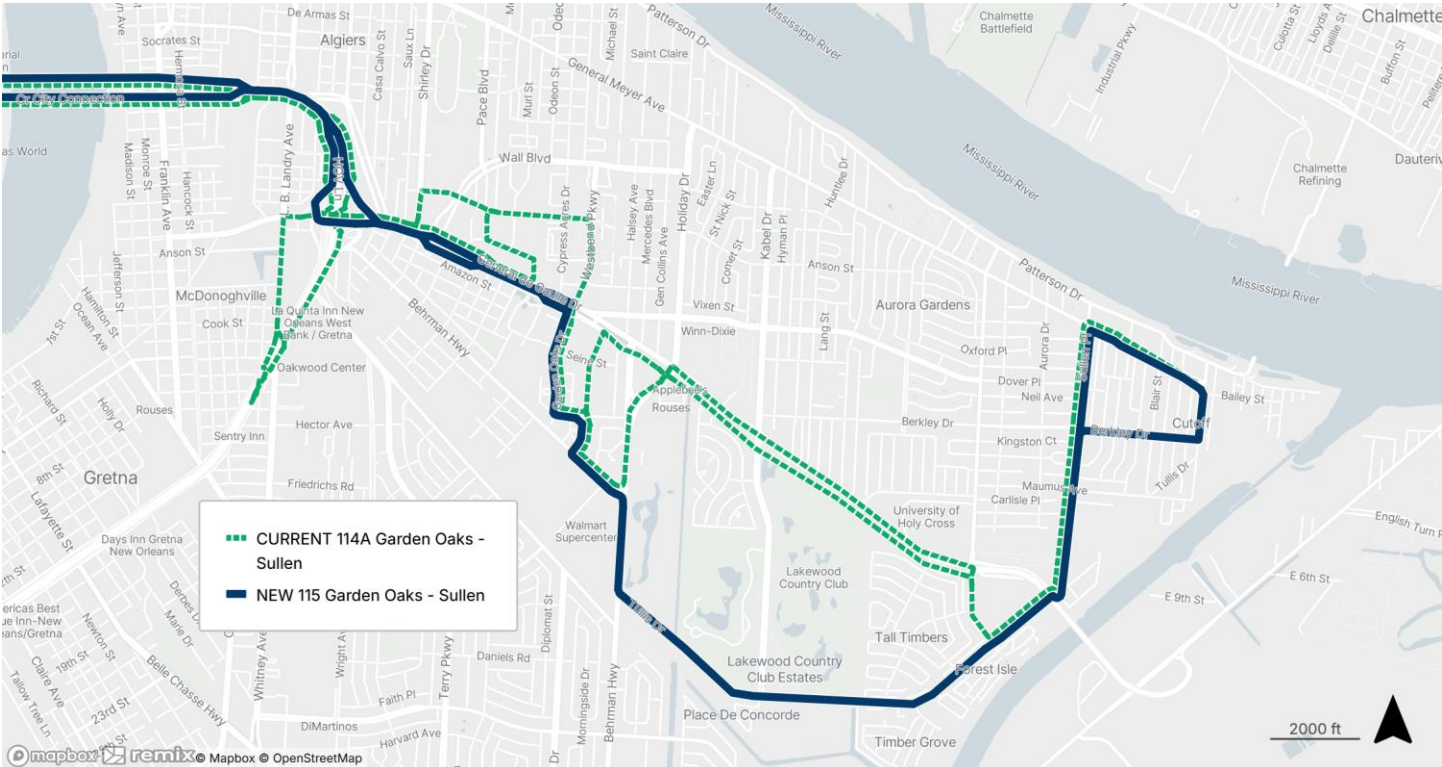
103 General Meyer



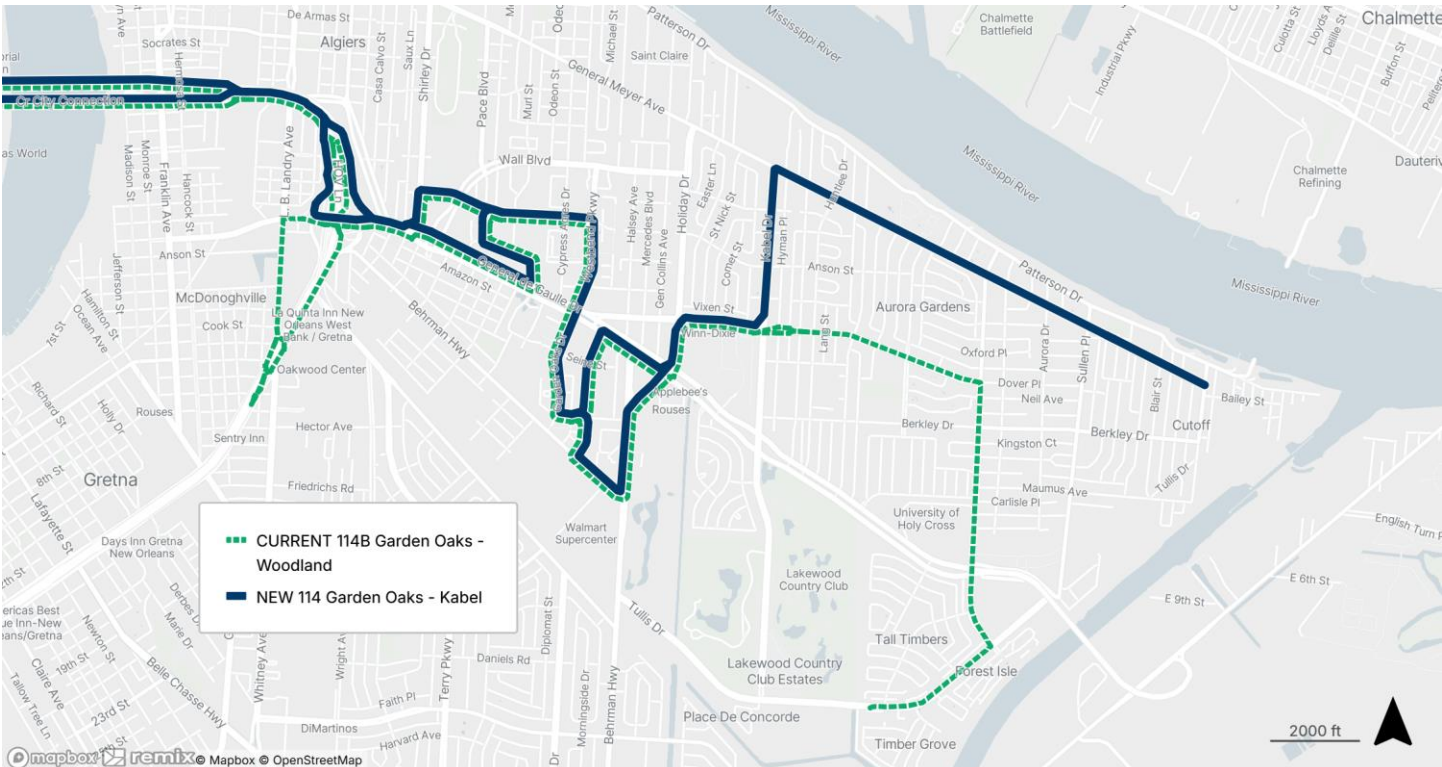
105 Algiers Local



114A Garden Oaks-Sullen -> 115 Garden Oaks-Sullen



114B Garden Oaks-Woodland -> 114 Garden Oaks-Kabel





Board Report and Staff Summary

File #: 26-040

Board of Commissioners

Carrollton Double Crossover Widening-Contract Award (IFB2026-004)

DESCRIPTION: : Requesting Board authorization to award a construction contract for the Carrollton Double Crossover Widening project to Pointer Smith Contracting Corporation	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:

Authorize the Chief Executive Officer to execute a contract with Pointer Smith Contracting Corporation in an amount not to exceed \$3,038,738 as the lowest responsive and responsible bidder for the Carrollton Double Crossover Widening project (IFB 2026-004).

ISSUE/BACKGROUND:

The Carrollton Double Crossover is a critical component of the St. Charles Avenue Streetcar that allows for operational flexibility and provides rider comfort at the terminus of the line. Improvements to this infrastructure are necessary to enhance accessibility in conformance with the Americans with Disabilities Act (ADA). The current geometry of the terminus is inadequate for wheelchair lifts to be deployed while two streetcars are at the Claiborne Avenue terminus of the line. Once the Double Crossover improvements are implemented, wheelchair lifts will be able to be deployed, and the stop will be considered an ADA accessible stop.

This project includes widening of the tracks and platform as well as associated track and OCS improvements to extend the useful life of the rail infrastructure at the Claiborne Avenue terminus of the line.

The project is aligned with the Agency's *Strategic Mobility Plan*, Major Action Area 11-*Complete ADA Accessibility upgrades throughout the system*.

DISCUSSION:

The project was publicly advertised through an Invitation for Bids (IFB 2026-004) in accordance with RTA procurement policies and federal requirements. The design process, led by Infinity Engineering Consultants, was completed in 2025. The bid documents were issued on January 22, 2026, and the bids were opened on March 10, 2026.

Two bids were received and evaluated for responsiveness and responsibility. Pointer Smith Contracting Corporation submitted the lowest bid at \$3,038,738 and was determined to be both responsive and responsible by Procurement. This cost compares favorably with the Independent Cost Estimate prepared by RTA Capital Projects in December 2025, which was \$3,300,000.

The IFB method was utilized as the appropriate procurement method, allowing for award to the lowest responsive and responsible bidder without negotiations. The project is ready to proceed to contract award upon Board approval. The expected duration of construction is six months. RTA and the selected contractor will work with the City to minimize impacts to traffic, and RTA will mitigate impacts to streetcar service by terminating service at the closest stop, Sycamore Street.

FINANCIAL IMPACT:

The total cost for the Carrollton Double Crossover project is \$3,038,738. A portion of the project will be funded through grant LA2023-001 (\$1,208,944 in grant funds and \$302,236 in local match). The remainder of the project cost (\$1,527,056) will be from local capital dollars. Insurance proceeds from the Hard Rock Hotel collapse will cover this local amount. These funds are in account 01-0000-00-1501-000-00-00-00000-00000.

NEXT STEPS:

Upon Board approval, staff will execute the contract with Pointer Smith Contracting Corporation for the Carrollton Double Crossover Widening Project, issue the Notice to Proceed (NTP), and commence construction activities.

ATTACHMENTS:

1. Resolution
2. Procurement Summary IFB 2026-004
3. Independent Cost Estimate
4. Administrative Review Form IFB 2026-004
5. Invitation to Bid (IFB) 2026-004
6. Bid Submission - Pointer Smith Contracting Corporation

Prepared By: Rafe Rabalais, rralalais@rtaforward.org
Title: Director of Capital projects

Reviewed By: Dwight Norton, dnorton@rtaforward.org
Title: Chief Planning and Capital Projects Officer

Reviewed By: Gizelle Johnson-Banks
Title: Chief Financial Officer



Lona Edwards Hankins
Chief Executive Officer

4/7/2026

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 AWARD CONTRACT TO POINTER SMITH CONTRACTING
CORPORATION FOR CARROLLTON DOUBLE CROSSOVER WIDENING (IFB 2026-004)**

Introduced by Commissioner _____, seconded by
Commissioner _____.

WHEREAS, the Regional Transit Authority (RTA) operates and maintains critical streetcar infrastructure necessary to provide safe, reliable, and efficient public transportation service; and

WHEREAS, the Carrollton Double Crossover is a key component of the St. Charles Streetcar line that supports operational flexibility and rider comfort; and

WHEREAS, improvements to the Carrollton Double Crossover are necessary to enhance accessibility consistent with the Americans with Disabilities Act and long-term system resilience; and

WHEREAS, a design package was prepared and released for public bid on January 22, 2026, Invitation to Bid (IFB) No. 2026-004; and

WHEREAS, two (2) bids were received and evaluated, and the bid from Pointer Smith Contracting Corporation in the amount of **\$3,038,738** was determined to be the lowest responsive and responsible bid; and

WHEREAS, this bid is below the engineer's Opinion of Probable Cost and the Independent Cost Estimate prepared by RTA Capital Projects staff; and



RESOLUTION NO. _____

Page 2

WHEREAS, \$1,208,944 from FTA grant LA2023-001 will be allocated for the cost of the project, with the balance of funding totaling \$1,829,794 coming from local match funds and insurance proceeds from account 01-0000-00-00-1501-000-00-00-00000-00000; and

NOW, THEREFORE, BE IT RESOLVED the Chairman of the RTA Board of Commissioners or her designee is authorizes to award a contract to Pointer Smith Contracting Corporation in the amount of \$3,038,738 for the Carrollton Double Crossover Widening project.

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 28th DAY OF APRIL 2026.

TBD
CHAIRMAN
BOARD OF COMMISSIONERS

PROCUREMENT SUMMARY - IFB 2026-004

REQUIREMENTS

Board approval is required for this solicitation for Carrollton Double Crossover Widening. There was no DBE goal of established for this solicitation per the RTA Routing Sheet.

Procurement Policy:

The Independent Cost Estimate for this procurement is \$1,200,000.00, which exceeds the Small Purchase threshold of \$25,000.00 therefore in compliance with the Regional Transit Authority of New Orleans Procurement Policies and Procedures Manual, Section VII.B. This procurement shall be conducted through formal advertising (competitive means).

Procurement Method:

More than one responsive and responsible offeror can meet the solicitation requirements. Specifications furnished by the user department are complete, adequate, precise and realistic. No discussions or negotiations will be needed to address technical requirements; an award will be made on lowest responsible/responsive bidder. Therefore, the IFB method of solicitation is selected as the method of procurement.

SOLICITATION

Invitation for Bids (IFB) No. 2026-004 Public Notice was published in The Advocate, on RTA's website, & RTA's Procurement site beginning 1/22/2026.

RFP SUBMITTAL

The IFB submittal deadline was 3/10/2026 at 2:00pm.

Briana Howze handled the receipt of all submissions received. Two (2) proposals were received.

DETERMINATION

Two (2) responsible proposals were received. Two (2) proposal received was determined responsive.

SUBMITTAL ANALYSIS

RESPONDENTS

Pointer Smith
Cycle Construction

RESPONSIVENESS

\$3,038,738.00
\$3,369,767.00

SUMMARY

An Administrative Review Form was prepared by Briana Howze, Senior Contract Administrator.

Project Manager, Adolph Bynum, determined that the only responsive vendor, Pointer Smith, can fulfill the request. Senior Contract Administrator, Briana Howze, deemed Pointer Smith responsive and responsible and recommended Pointer Smith for award.

Independent Cost Estimate (ICE)

INDEPENDENT COST ESTIMATE SUMMARY FORM

Project Name:	Carrollton Double Crossover
Project Number:	2019-FG-01
Date of Estimate:	12-9-2025
Description of Goods/Services:	Replacement of track and related infrastructure at the Carrollton/Claiborne terminus of the St. Charles Avenue Streetcar to allow for ADA accessibility.

- New Procurement
 Contract Modification (Change Order – task order for on-call contract)
 Exercise of Option

Method of Obtaining Estimate:

- Published Price List (attach source and date)
 Historical Pricing (attach copy of documentation from previous PO/Contract)
 Comparable Purchases by Other Agencies (attach email correspondence)
 Engineering or Technical Estimate (attach)
 Independent Third-Party Estimate (attach)
 Other (specify) **typical market value of A&E contracts in relation to capital costs** _____ attach documentation
 Pre-established pricing resulting from competition (Contract Modification only)

Attach additional documentation such as previous pricing, documentation, emails, internet screen shots, estimates on letterhead, etc.

Summary of Method: The basis for the estimate is two Opinions of Probable Cost—one that was prepared by the Engineer of Record, Infinity Engineering Consultants. The estimate was completed in November, 2025 based on the 100% construction documents. This Opinion of Probable Cost, excluding a 20% construction contingency, comes to \$3,676,548.

The second Opinion of Probable Cost was prepared by engineering firm Linfield, Hunter, and Junius and was completed in August 2024. That cost estimate came to \$2,789,172. RTA inflated this estimate by 4% to account for construction related inflation from 2024 to 2025. This yields an adjusted total of \$2,900,739.

RTA took the average of these two numbers to arrive at \$3,288,644. Rounding up, we arrive at a total of \$3,300,000.

Through the method(s) stated above, it has been determined the estimated total cost of the goods/services is \$3,300,000

The preceding independent cost estimate was prepared by:

Rafe Rabalais, Director of Capital Projects

Name

A handwritten signature in black ink, appearing to read 'Rafe Rabalais', written over a horizontal line.

Signature

Project No. 2019-FG-01 Carrollton Double Crossover Widening
Opinion of Probable Construction Cost
August 30, 2024

Civil Items					
LINE No.	Item Description	Unit	Quantity	Unit Price	Extension
0001	Mobilization and Demobilization	Lump Sum	1	\$350,000.00	\$350,000.00
0002	Maintenance of Traffic	Lump Sum	1	\$25,000.00	\$25,000.00
0003	Removal of Streetcar Stop, Sidewalks & Incidental Pavements	Square Yard	322	\$25.00	\$8,050.00
0004	Removal of Concrete / Asphalt Roadway Pavements	Square Yard	200	\$30.00	\$6,000.00
0005	Removal of Unknown Structures and Obstructions (Regardless of Size and Depth)	Lump Sum	1	\$75,000.00	\$75,000.00
0006	Removal of Existing Rail Ties	Track Foot	582	\$25.00	\$14,550.00
0007	Removal of 12" Perforated Corrugated Polyethylene Tubing and Fittings	Linear Foot	70	\$20.00	\$1,400.00
0008	6" Bature Dirt	CY	147	\$55.00	\$8,085.00
0008	Temporary Erosion Control	Lump Sum	1	\$10,000.00	\$10,000.00
0010	Construction Layout	Lump Sum	1	\$25,000.00	\$25,000.00
0011	Furnish and Install Geogrid	Square Yard	615	\$5.00	\$3,075.00
0012	Furnish and Install Geotextile Fabric	Square Yard	1148	\$3.00	\$3,444.00
0013	Class II Base Course or Subballast (Vehicular Measurement)	Cubic Yard	35	\$120.00	\$4,200.00
0014	Lining, Surfacing and Tamping of Ballasted Track	Lump Sum	1	\$25,000.00	\$25,000.00
0015	No. 4 Ballast	Ton	500	\$105.00	\$52,500.00
0016	Installation of Composite Ties Furnished by RTA	Each	154	\$150.00	\$23,100.00
0017	Installation of New Composite Ties	Each	100	\$270.00	\$27,000.00
0018	Ballasted Track Double Crossover Including Connecting Track Sections	Lump Sum	1	\$215,000.00	\$215,000.00
0019	Modifications to Existing S-Curve Track	Lump Sum	1	\$26,260.00	\$26,260.00
0020	Full Depth Pavement Saw-Cutting	Linear Foot	450	\$5.00	\$2,250.00
0021	9" Portland Cement Concrete Roadway Pavement	Square Yard	200	\$150.00	\$30,000.00
0022	9" Streetcar Station Tacile / Detectable Tiles	Linear Foot	140	\$60.00	\$8,400.00
0023	6" Concrete Streetcar Stop, Sidewalks, and U-Turn Improvements Pavements	Square Yard	500	\$120.00	\$60,000.00
0024	Tree Protection	Linear Foot	600	\$80.00	\$48,000.00
0025	Tree Trimming	Each	6	\$2,000.00	\$12,000.00
0026	Handicap Ramp (ADA) (6" Thick)	Each	1	\$3,000.00	\$3,000.00
0027	Slab Sodding	Square Yard	600	\$15.00	\$9,000.00
0028	Hydro-Seeding	Acre	0.15	\$5,000.00	\$750.00
0029	4" PVC Drain Line including Fittings	Linear Foot	70	\$50.00	\$3,500.00
0030	6" PVC Drain Line including Fittings	Linear Foot	110	\$90.00	\$9,900.00
0031	Install 12" Perforated Corrugated Polyethylene Tubing and Fittings	Linear Foot	70	\$120.00	\$8,400.00
0032	Installation of Bumper Post Furnished by RTA	Each	2	\$10,000.00	\$20,000.00
0033	Traffic Maintenance Aggregate (Vehicular Measurement)	Cubic Yard	65	\$90.00	\$5,850.00
0034	OCS Foundation (3' Diameter)	Each	5	\$54,000.00	\$270,000.00
0035	Painting of New and Existing OCS Poles (8" & 10" Diameter), Cantilever Arms, Brackets and Braces	Each	12	\$3,000.00	\$36,000.00
Subtotal:					\$1,429,714.00

Electrical Items					
LINE No.	Item Description	Unit	Quantity	Unit Price	Extension
0101	Disconnection and Removal of OCS Pole.	Each	4	\$1,780.00	\$7,120.00
0102	Reinstallation of Existing OCS Pole.	Each	3	\$2,650.00	\$7,950.00
0103	Disconnection and Removal of OCS Pole Cantilever Arms	Each	10	\$1,780.00	\$17,800.00
0104	OCS Trolley Wire Disconnection and Removal from Cantilever Arms/Poles	Each	19	\$1,780.00	\$33,820.00
0105	4/0 Trolley Wire	Linear Foot	5000	\$15.50	\$77,500.00
0106	New OCS Pole	Each	2	\$19,600.00	\$39,200.00
0107	TA-1 Cross-Span	Each	1	\$3,214.00	\$3,214.00
0108	TA-1J Cross-Span Connections	Each	1	\$3,222.00	\$3,222.00
0109	TA-1H Cross-Span Connections	Each	1	\$3,154.00	\$3,154.00
0110	TA-4A Cantilever Connections	Each	2	\$5,084.00	\$10,168.00
0111	TA-5 Thru TA-5C Crossover Connections	Each	4	\$3,100.00	\$12,400.00
0112	TA-5D and TA-5E Crossover Connections	Each	1	\$3,100.00	\$3,100.00
0113	TA-6 Guy	Each	4	\$3,858.00	\$15,460.00
0114	TA-6A Guy	Each	2	\$3,858.00	\$7,716.00
0115	TA-7 and TA-7A Guy	Each	1	\$2,350.00	\$2,350.00
0116	TA-8 Backbone	Each	2	\$3,218.00	\$6,436.00
0117	TA-12 Surge Arrestor Arrangement	Each	18	\$4,363.00	\$78,534.00
0118	TA-16 Cross-Span	Each	1	\$3,158.00	\$3,158.00
0119	TA-17 Line Taps	Each	5	\$3,420.00	\$17,100.00
0120	TA-17A and 17B Line Taps	Each	6	\$3,420.00	\$20,520.00
0121	TA-18 Wire Terminations	Each	6	\$3,162.00	\$18,972.00
0122	TA-18A Wire Terminations	Each	2	\$3,162.00	\$6,324.00
0123	Trolley Pole Grounding	Each	5	\$308.00	\$1,540.00
0124	500 KCMIL Cable and Bonds	Each	152	\$160.00	\$24,320.00
0125	3#6 Signal Wire	Linear Foot	80	\$14.85	\$1,188.00
0126	3#10 Power Conductors and Conduit	Linear Foot	70	\$13.50	\$945.00
0127	Trolley Contactor	Each	1	\$25,000.00	\$25,000.00
0128	Controller #1	Each	1	\$218,250.00	\$218,250.00
0129	Controller #2	Each	1	\$218,250.00	\$218,250.00
0130	Lightning Arrestors at Controllers	Each	3	\$850.00	\$2,550.00
0131	Controller Utility Power (20A Circuit)	Linear Foot	120	\$7.50	\$900.00
0132	#14 Twister Pair and Conduit	Linear Foot	50	\$9.90	\$495.00
0133	6#14 Signal Wire and Conduit	Linear Foot	200	\$29.70	\$5,940.00
Subtotal:					\$894,596.00
Specialized Equipment, Material Transportation & Complexity Factor (20%)					\$464,862.00
Total:					\$2,789,172.00

**Regional Transit Authority
Administrative Review Form**

Project Name: Carrollton Double Crossover Widening

Type of Solicitation: IFB 2026-004

DBE/SBE Participation Goal: 0 %

Number of Respondents: 2

Prime, Primary Contact and Phone Number	DBE and non-DBE Subconsultants	DBE Commitment Percentage	Price (RFP and ITB ONLY)
Pointer Smith	N/A	N/A	\$3,038,738.00
Cycle Construction	N/A	N/A	\$3,369,767.00

*Indicates certified DBE or SLDBE firm that will contribute to the project's participation goal

Prime Firm	Required Forms												
	Letter of Interest	Debarment Prime	Debarment Lower	Restrictions on Lobbying	Buy America Compliance	Non-Collusion Affidavit	Participant Info	Consultant Questionnaire Form	DBE 1	DBE 2	DBE 3	DBE 4	Addenda
Pointer Smith	Y	Y	Y	Y	N/A	Y	Y	Y	N/A	N/A	N/A	N/A	Y
Cycle Construction	Y	Y	Y	Y	N/A	Y	Y	Y	N/A	N/A	N/A	N/A	Y

Review and verification of the above required forms, the below listed vendor is hereby found responsive to this procurement.

Vendor Name: Pointer Smith

Procurement Personnel Only

Prime Firm Name	Bid Bond	Insurance	Responsiveness Determination	Responsible Determination					
				Certifications /Licenses	Facilities/ Personnel	SAM.Gov	Previous Experience	Years in Business	Financial Stability
Pointer Smith	N/A	N/A	N/A	Y	Y	Y	15	N/A	N/A

Cycle Construction	N/A	N/A	N/A	Y	Y	Y	23	Y	N/A
--------------------	-----	-----	-----	---	---	---	----	---	-----

Review and verification of the above "checked" forms, the below listed vendor is hereby found responsible for award of this procurement.

Vendor Name: Pointer Smith

Certified by: Name and Title: Briana Howze, Senior Contract Administrator

PUBLIC NOTICE

**REGIONAL TRANSIT AUTHORITY
CARROLLTON DOUBLE CROSSING WIDENING
INVITATION FOR BID (IFB) #2026-004**

Project Description: The Regional Transit Authority of New Orleans invites qualified vendors to provide Carrollton Crossover Widening per specifications in IFB 2026-004.

How to obtain a copy of the IFB: Specifications and further information concerning the IFB may be obtained January 22, 2026, from the RTA's Procurement website at <https://norta.procurement.com/home>. You will be required to first register on this website. The IFB can also be obtained at Regional Transit Authority's website at <http://www.norta.com>

Any questions or further information concerning this IFB must be submitted through <https://norta.procurement.com/home> by 2:00PM on Thursday, February 26, 2026. Only written questions submitted through Procurement site shall be considered official website under IFB 2026-004.

Responding to IFB: Bids shall be submitted through the RTA's Procurement website on or before 2:00 P.M., Thursday, February 26, 2026.

A Bid Opening will be held in the RTA Board Room located at 2817 Canal Street, New Orleans, LA 70119, on Thursday, February 26, 2026, at 2:00 PM. Any questions or further information concerning the IFB may be submitted Via <https://norta.procurement.com/home>, beginning on January 22, 2026.

RTA in accordance with 49 Code of Federal Regulations (CFR) Part 26 has an obligation to ensure nondiscrimination of Disadvantaged Business Enterprises (DBEs) and to comply with all federal, state and local regulations relative to utilization of DBEs on publicly funded projects. The RTA is committed to utilization of DBEs on all federally funded projects toward attainment of the agency's established overall goal of 32%.

No DBE goal has been established for this project as there are no subcontracting opportunities on this project.

Notice to all offerors is hereby provided that in accordance with all applicable federal, state and local laws the RTA will ensure that DBEs are afforded full opportunity to submit offers and responses to this solicitation and to participate in any contract consummated pursuant to this advertisement. Additionally, no offeror will be discriminated against on the basis of age, sex, race, color, religion, national origin, ethnicity or disability. For additional information contact the RTA's Small Business Office at 504-827-8301.

The RTA reserves the right to accept or reject any and all proposals submitted.

**Lona Hankins
Chief Executive Officer
Regional Transit Authority**

**INVITATION FOR BIDS
FROM
REGIONAL TRANSIT AUTHORITY**

SUBJECT: CARROLLTON DOUBLE CROSSING WIDENING

DATE: JANUARY 22, 2026

INVITATION
FOR BIDS NO. 2026-004

BID OPENING: THURSDAY, FEBRUARY 26, 2026, 2:00 P.M.

The Regional Transit Authority invites bids for supplies and/or services set forth above in accordance with the specifications enclosed herewith.

Bids MUST be received at the RTA Office by the date and time set for bid opening.

Enclosures MUST include ("X" indicates item enclosed)

- X Instruction to Bidders
- X General Provisions
- X Federal Requirements
- X Technical Specifications
- X Bid Form

BIDDER SUBMISSION CHECKLIST

The following items must be submitted in order to be considered responsive and are due on the bid submittal date:

Louisiana Uniform Public Work Bid Form (Attachment I)

Certificate on Primary Debarment

Buy America Certificate for Compliance or Buy America Certificate for Non-Compliance

Non-Collusion Affidavit

Certificate Regarding Debarment-Lower Tier

Certification of Restrictions on Lobbying

Participant Information Form

Certificates of Insurance

INSTRUCTIONS FOR OBTAINING FORMS

Go to RTA's official web site at:

[New Orleans Regional Transit Authority - Procurements and Contracts \(norta.com\)](http://norta.com)

Click on "Vendor Form Library"

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ATTACHMENTS

LA Uniform Public Work Bid Form – Attachment I

I INSTRUCTIONS TO BIDDERS

1.1 SCOPE

New Orleans Regional Transit Authority wishes to procure Carrollton double crossover widening. Specifications are on the bid attachment

1.2 CONTRACT DOCUMENTATION

Any contract resulting from this solicitation shall contain the terms and conditions included in this Invitation for Bids and any addenda issued pursuant hereto.

1.3 BID REQUIREMENTS (ELECTRONIC BID SUBMITTAL)

Electronic bids will be uploaded through our electronic bidding system at <https://norta.procureware.com/home>. Until 2:00 PM on the date established as the bid receipt deadline. Bids received after the date and time shall be considered late. All necessary and appropriate resources, including but not limited to labor, equipment, and materials, supplies, etc. shall be furnished in strict accordance with the project schedule and terms and conditions contained in this Invitation for Bids.

1.4 PRICING

The bidder shall complete and execute the Louisiana Uniform Public Work Bid Form (Attachment II). The bidder shall quote prices in the unit of measure specified and shall include all applicable taxes in the bid price. The RTA is exempt from all taxes; however, only Louisiana State Sales Tax Exemption for materials incorporated into the final product will be transferable to the Contractor. The Contractor shall pay all other sales, use, and other similar taxes that are enacted as of the Contract execution or subsequently revised or added. The Regional Transit Authority will pay no sales taxes or for any increase in sales taxes, unless such increase in sales tax is due to a change in the interpretation of the Louisiana Tax Code by the Louisiana State Tax Commission and such increase in sales tax is the subject of an authorized change order. Whenever there is a discrepancy between a unit price and any extension, the unit price shall govern. Bidders are hereby notified that discount terms shall not be used in the determination of award of this contract.

1.5 BRAND NAMES

Wherever in the specifications the name of a certain brand, make, manufacturer, or definite specification is utilized, these specifications are used only to denote the quality standard of product, style type, and character of product desired and do not restrict bidders to the specific brand, make, manufacturer or specification named. Equivalent products, which have been designated "approved equals" by RTA or its agents, shall be acceptable.

1.6 QUALIFICATIONS FOR AWARD

Award of this contract shall be made to the lowest responsible bidder, provided the bid is responsive in all respects to the terms and conditions of the contract, and the requirements, conditions, specifications as provided in this Invitation for Bids. To be responsible the Contractor shall be a person, firm, or corporation that:

Has in operation, or has the capability to have in operation, or has access to a manufacturing plant adequate to ensure delivery of all services, goods and supplies within the time specified under this contract.

Has adequate engineering and service personnel, or has the capability to obtain such personnel, to satisfy any engineering or service problems that may arise during the contract period.

Has adequate construction management and construction craft personnel, or has the capability to obtain such personnel, to satisfy any construction or service problems that may arise during the contract period.

Has the necessary facilities and financial resources, or has the capability to obtain such facilities and financial resources, to complete the contract in a satisfactory manner within the required time.

The RTA shall have the right to conduct a pre-award survey of each bidder and to conduct a cost/price analysis and/or audit to determine if the prices bid are fair and reasonable.

1.7 BIDDER REVIEW PROCEDURES

FOR THE PURPOSES OF THIS PARAGRAPH, SUBMISSION DEADLINES SHALL BE 2:00 P.M. (CENTRAL TIME).

a. Request for Modification or Clarification

This section establishes procedures for bidders to seek review of this Invitation for Bids and any addenda. A bidder may discuss this Invitation for Bids and any addenda with the RTA. Such discussions do not, however, relieve bidders from the responsibility of submitting written, documented requests. Bidders may submit to the RTA requests for interpretations, clarifications or modifications concerning any term, condition and/or specification included in this Invitation for Bids and/or in any addendum hereto. Any such request, questions, etc. must be received by the RTA, in writing. RTA will entertain questions etc. submitted at the pre-bid conference on the attached pre-bid conference form, or requests submitted in writing not less than seven (7) calendar days before the date of scheduled bid opening. All requests must be accompanied by all relevant information supporting the request for modification, interpretation, clarification or addendum of this solicitation. All requests for clarification and/ or modification should be submitted through the RTA Procurement E-Bid website at <https://norta.procurement.com/home>.

RTA will issue a written determination relative to each request made pursuant to this procedure. The written determination must be posted for all bidders to view through the E-Bid website or otherwise furnished to all bidders at least three (3) calendar days (72 hours) before the date scheduled as the bid opening date.

b. Protest Procedures

The following is an explanation of the RTA protest procedures which must be followed completely before all administrative remedies are exhausted.

Any person who is aggrieved in connection with the solicitation or award of a contract may protest to the Director of Procurement. Protests shall be submitted in writing specifically identifying the area of protest and containing any support data, test results, or other pertinent information substantiating the appeal. A

protest with respect to a solicitation must be submitted in writing to the RTA at least five (5) calendar days prior to bid opening. A protest with regard to contract award shall be submitted, in writing, within seven (7) calendar days after award of the contract.

Prior to any action in court, the Director of Procurement shall have the authority to settle or resolve a protest from an aggrieved person concerning the solicitation or award of a contract.

If the protest is not resolved by mutual agreement, the Director of Procurement or his designee shall within thirty (30) calendar days of protest issue a decision in writing. The decision shall:

1. State the reasons for the action taken; and
2. Inform the protestor of his/her right to administrative review.

A copy of this decision shall be mailed or otherwise furnished immediately to the protestant and any other party intervening. This decision shall be final and conclusive unless:

1. The decision is fraudulent; or
2. The person adversely affected by the decision has submitted a timely administrative appeal to the Chief Executive Officer.

In the event of a timely protest under these regulations, the RTA shall not proceed further with the solicitation or with the award of the contract unless the Director of Procurement makes a written determination that the award of the contract is necessary without delay to protect the substantial interests of the RTA.

The Chief Executive Officer shall have the authority to review and determine any appeal by an aggrieved person from a determination by the Director of Procurement or his designee.

The aggrieved person must file an appeal within seven (7) calendar days of receipt of a decision from the Director of Procurement.

On any appeal of the decision of the Director of Procurement, the Chief Executive Officer shall decide within thirty (30) calendar days whether the solicitation or award was made in accordance with the constitution, statutes, regulations, and the terms and conditions of the solicitation. Any prior determination by the Director of Procurement or his designee shall not be final or conclusive.

A copy of the Chief Executive Officer decision shall be mailed or otherwise furnished immediately to the protestant or any other party intervening. The decision of the Chief Executive Officer shall be final and conclusive unless:

1. The decision is fraudulent; or
2. The person adversely affected by the decision has timely appealed to FTA after having exhausted the local protest procedures stated above.

The RTA reserves the right to designate any person(s) other than the Chief Executive Officer or the Director of Procurement to perform the duties provided for in this Paragraph.

Any appeal to FTA under these protest procedures will be made pursuant to FTA Circular 4220.1F, as amended.

1.8 BID PREPARATION

Each offer shall be made on the Invitation for Bids Form which shall be enclosed in a sealed envelope with the name and address of the bidder, the required contractor's licensing number, the advertised date and time of the bid opening, and the title of the bid marked on the outside. All blank spaces on the bid form must be filled in and no changes shall be made in the wording. Bidder's wishing to submit an electronic bid are directed to, Section I. Instruction to Bidder's, Paragraph 1.3 BID REQUIREMENTS (ELECTRONIC BID SUBMITTAL) of this IFB.

1.9 BID POSTPONEMENT AND AMENDMENT

The RTA reserves the right to amend the instructions, general conditions, special conditions, plans, scope of work, and specifications of this solicitation up to the time set for bid opening. Copies of such amendments shall be furnished to all prospective bidders.

1.10 CANCELLATION OF THE INVITATION FOR BIDS

The RTA reserves the right to cancel this Invitation for Bids in whole or in part upon written determination by the Director of Procurement that such cancellation is in the best interest of the RTA.

1.11 PUBLIC BID OPENING

Bids shall be publicly opened at the time specified herein. The content of all bids, including documents marked proprietary, shall be made public for the information of bidders and other interested parties. Bidders are required to submit all administrative submittals being requested by RTA. This does not supersede the requirement for a fully executed Invitation for Bid LA Public Bid Form, note Attachment II, and DBE Forms at the time of the Bid Opening.

1.12 BID REJECTION

The RTA reserves the right to waive any minor informality or irregularities in the bids received which do not prejudice other bidders. The RTA also reserves the right to reject any and all bids in whole or in part, and to award by items, parts of items, or by any group of items specified. Conditional bids, or those which take exception to the specifications, shall be considered non-responsive and shall be rejected.

1.13 SINGLE BID RESPONSE

If only one bid is received in response to this Invitation for Bids, a detailed cost proposal may be requested of the single bidder. A cost/price analysis and evaluation and/or audit may be performed in order to determine if the price is fair and reasonable. Award of a contract to the bidder submitting the only bid received in response to this Invitation for Bids may be subject to approval by the FTA.

1.14 BID WITHDRAWAL

Prior to the date and time set for bid opening, bids may be modified or withdrawn by the bidder's authorized representative in person, or by written or telegraphic notice. After the bid opening, bids may not be withdrawn for ninety (90) calendar days.

1.15 AWARD PROCEDURE

Within a reasonable time after the bid opening, the RTA will transmit the contract documents to the successful bidder. The contract documents will, at a minimum, consist of this Invitation for Bids, the Contractor's bid, RTA's standard contract provisions and provisions required by FTA.

1.16 UTILIZATION OF MINORITY AND WOMEN OWNED BANKS

All bidders are hereby encouraged to utilize the services of minority and women owned banks. The RTA's DBE Specialist is knowledgeable about such services. Any questions or concerns should be directed to the DBE Specialist at RTA's offices, 2817 Canal St., New Orleans, LA. (504) 827-8362.

1.7 ADDENDA

Bidders shall acknowledge receipt of all addenda to this invitation for Bids. Acknowledged receipt of each addendum must be clearly established and included with the offer. The undersigned acknowledges receipt of the following addenda.

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

IFB NO. 2026-004

Company Name

Company Representative

II. TERMS AND CONDITIONS

2.1 WRITTEN CHANGE ORDERS/AMENDMENTS

This contract may be changed/ amended in any particular allowed by law upon the written mutual agreement of both parties.

2.2 CHANGE ORDER/AMENDMENT PROCEDURE

Within ten (10) calendar days after receipt of the written change order to modify the contract, the Contractor shall submit to the RTA a detailed price and schedule proposal for the work to be performed. This

proposal shall be accepted or modified by negotiations between the Contractor and the RTA. At that time, a detailed modification shall be executed in writing by both parties. In the event that federal funds are used in this procurement, the FTA may reserve the right to concur in any change order or any dispute arising under such change order. Disagreements that cannot be resolved by negotiation shall be resolved in accordance with the contract disputes clauses. Regardless of any disputes, the Contractor shall proceed with the work ordered, if the RTA has obtained the concurrence of FTA, should such concurrence be required. Regardless of any other requirement herein, RTA shall negotiate profit as a separate element of cost for any change order or amendment to any contract awarded pursuant to this solicitation.

2.3 OMISSIONS

Notwithstanding the provision of drawings, technical specifications or other data by the RTA, the Contractor shall supply all resources and details required to make the supplies complete and ready for utilization even though such details may not be specifically mentioned in the drawings and specifications.

2.4 PRIORITY

In the event of any conflicts between the description of the supplies and/or services in the Technical Specifications and drawings and other parts of this Invitation for Bids, the Technical Specifications and drawings shall govern.

2.5 COMMUNICATIONS

All official communications in connection with this contract shall be in writing. Solicitation or persons acting on their behalf may not contact, between the release of the solicitation and award, any employee or officer of Transdev or the Regional Transit Authority, including the Board of Commissioners, concerning any aspect of this solicitation, except in writing to the procurement officer or as provided in the solicitation documents. Violation of this provision may be grounds for rejecting a response.

2.6 INTEREST OF MEMBERS OF, OR DELEGATES TO CONGRESS

In accordance with 18 U.S.C. Subsection 431, no member of, or delegates to, the Congress of the United States shall be admitted to a share or part of this contract or to any benefit arising there from.

2.7 CONFLICT OF INTEREST

No Board Member, employee, officer or agent, or employee of such agent of the RTA shall participate in the selection or in the award or administration of a contract if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:

- a. The Board Member, employee, officer or agent, or employee of such agent;
- b. Any member of his immediate family;
- c. His or her partner; or

- d. An organization that employs, or is about to employ any of the above, has a direct or indirect, present or future financial or other interest in the firm selected for award.

The RTA's Board Members, officers, employees or agents shall neither solicit nor accept gratuities, favors or anything of monetary value from contractors, potential contractors or parties of sub agreements.

Each entity that enters into a contract with the RTA is required, prior to entering into such contract, to inform the RTA of any real or apparent organizational conflicts of interest. An organizational conflict of interest exists when the contractor is unable or potentially unable to provide objective assistance or advice to the RTA due to other activities, relationships, contracts, or circumstances; when the contractor has an unfair competitive advantage through obtaining access to nonpublic information during the performance of an earlier contract; and during the conduct of an earlier procurement, the contractor has established the ground rules for a future procurement by developing specifications, evaluation factors, or similar documents, in accordance with Chapter VI, 2.a.(4)(h) of FTA C 4220.1F.

2.8 EQUAL EMPLOYMENT OPPORTUNITY

The Contractor shall comply with Executive Order No. 11246 as amended, entitled "Equal Employment Opportunity" as supplemented in Department of Labor Regulations (41 C.F.R. Paragraph 60). In connection with the execution of this Agreement, the Contractor shall not discriminate against any employees or applicant for employment because of race, religion, color, sex, age, or national origin. The Contractor shall take affirmative action to ensure that applicants are employed and that employees are treated during their employment without regard to their race, religion, color, sex, age, or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Contractor further agrees to insert a similar provision in all subcontracts, except subcontracts for standard commercial supplies or raw materials.

2.9 PRIVACY REQUIREMENTS

The following requirements apply to the Contractor and its employees that administer any system of records on behalf of the Federal Government under any contract:

(1) The Contractor agrees to comply with, and assures the compliance of its employees with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C. § 552a. Among other things, the Contractor agrees to obtain the express consent of the Federal Government before the Contractor or its employees operate a system of records on behalf of the Federal Government. The Contractor understand that the requirements of the Privacy Act, including the civil and criminal penalties for violation of that Act, apply to those individuals involved, and that failure to comply with the terms of the Privacy Act may result in termination of the underlying contract.

(2) The Contractor also agrees to include these requirements in each subcontract to administer any system of records on behalf of the Federal Government financed in whole or in part with Federal assistance provided by FTA.

2.10 INDEMNIFICATION

The Contractor covenants and agrees to fully defend, protect, indemnify and hold harmless the RTA, their directors, officers, employees, agents, and assigns from and against all liability, including strict liability, claims, demands, and causes of action brought by others against RTA, and expenses, including but not limited to reasonable attorney's fees; and expense incurred in defense of RTA, arising out of, or in any way incidental to, or in connection with the work hereunder, and other activities by contractor; provided, however, that such indemnification shall apply only to the extent permitted by applicable law, and except and to the extent such liability, claim, demand or cause of action results from RTA's negligence.

2.11 PERFORMANCE

Contractor shall perform all work diligently, carefully and in a good and workmanlike manner and shall furnish all labor, supervision, machinery, equipment, material and supplies necessary therefore. Contractor shall obtain and maintain all permits and licenses required by public authorities in connection with performance of the work, and, if permitted to subcontract, shall be fully responsible for all work performed by subcontractors. Contractor shall conduct all operations in Contractor's own name and as an independent contractor, and not in the name of, or agent for RTA.

2.12 STATUS OF CONTRACTOR AND ITS EMPLOYEES

For all purposes specified under the terms of this Agreement the Contractor shall be considered an independent contractor as defined in R.S. 23:1021 (5), and as such, the RTA shall not be liable to the Contractor for benefits or coverage provided by the Workers' Compensation Law of the State of Louisiana (R.S. 23:1021 et seq.), and further, under the provisions of R.S. 23:1034, no person employed by the Contractor shall be considered an employee of the RTA for the purpose of Workers' Compensation coverage.

2.13 INSURANCES AND LICENSES

The contractor shall, upon request by the RTA, submit a copy of their standard insurance certificates for this project.

2.14 SUBCONTRACTORS

No portion of this contract may be, reassigned, transferred, or sublet without the written approval of the RTA. If allowed to subcontract, no subcontractor may be replaced without the written approval of the RTA.

2.15 ASSUMPTION OF RISK OF LOSS

Prior to acceptance, Contractor shall bear the risk of loss of the supplies, except that upon delivery, as defined in this Invitation for Bids, the RTA will bear the risk of loss due to the negligence of the RTA.

2.16 SHIPPING

The goods shall be delivered by the Contractor to the RTA's selected project site located in New Orleans. The RTA's Project Manager will coordinate the delivery address with the Contractor prior to the shipment. The goods shall be delivered in excellent condition ready for utilization and/or installation. Contractor shall be responsible for unloading the goods at the specified location and assume all responsibility and liability incident to said delivery.

2.17 DELIVERY

Delivery shall constitute the transfer of the supplies from the possession of the contractor to the possession of the RTA, as provided in this Invitation for Bids. Delivery shall be evidenced by a signed receipt issued by an authorized agent of the RTA. Items are to be delivered no later than 30 calendar days after the receipt of the executed contract and purchase order.

2.18 CERTIFICATE OF CONFORMANCE

The Contractor shall submit with each shipment a Certificate of Conformance signed by an authorized Contractor's Representative, stating that the materials furnished to Regional Transit Authority (RTA) are in conformance with applicable requirements of the Contract, drawings and specifications, and that supporting documentation is on file and will be made available to RTA or Federal Transit Representatives upon request. Certifications shall include name of Contractor for materials being supplied, quantity shipped, lot number, and Contract Number. An example of an acceptable statement of conformance is as follows:

“This is to certify that all items are noted in conformance with the Contract, drawings, specifications, and other applicable documentation.”

2.19 ACCEPTANCE

Within 7 days after delivery, the RTA, its agents or assigns will conduct acceptance inspection. Acceptance shall be conditioned upon satisfactory results of such inspection, promptly communicated in writing to the Contractor, subject however, to revocation upon discovery of defects.

2.20 QUALITY INSPECTION

All goods and services installed and supplied shall be good quality and free from any defects, and shall at all times be subject to RTA's inspection; but neither RTA's inspection nor failure to inspect shall relieve Contractor of any obligation hereunder. If, in RTA's opinion, any goods or service (or component thereof) fails to conform to specifications or is otherwise defective, Contractor shall promptly replace or correct same at Contractor's sole expense. No acceptance or payment by RTA shall constitute a waiver of the foregoing, and nothing herein shall exclude or limit any warranties implied by law.

2.21 CORRECTION BY CONTRACTOR

After non-acceptance of the work, the Contractor shall begin implementing correction procedures within five (5) calendar days after receiving notification from the RTA. The RTA will make the site timely with Contractor's correction schedule. The Contractor shall bear all expense incurred to complete correction of the work after non-acceptance, and Contractor shall diligently implement correction procedures.

2.22 MATERIALS/ACCESSORIES RESPONSIBILITY

The Contractor shall provide and warranty all parts materials, equipment and workmanship associated with the supplies and related materials and equipment used, whether the same are manufactured by the Contractor or purchased from suppliers.

2.23 UNAVOIDABLE DELAYS

If completion of the work furnished under this contract should be unavoidably delayed, the RTA may extend the time for satisfaction of the Contractor's obligations pursuant thereto for a number of days determined by RTA to be excusable due to unavoidability. A delay is unavoidable only if the delay was not reasonably expected to occur in connection with or during the Contractor's performance, and was not caused directly or substantially by acts, omissions, negligence or mistakes of the Contractor, the Contractor's suppliers or their agents and was substantial and in fact caused the Contractor to miss completion dates and could not adequately have been guarded against by contractual or legal means.

2.24 NOTIFICATION OF DELAY

The Contractor shall notify the RTA as soon as the Contractor has, or should have, knowledge that an event has occurred or will occur which will delay progress or completion. Within five (5) days there from, the Contractor shall confirm such notice in writing furnishing as much detailed information as is available.

2.25 REQUESTS FOR EXTENSION

The Contractor agrees to supply, as soon as such data are available, any/all reasonable proof required by the RTA to make a decision relative to any request for extension. The RTA shall examine the request and any documents supplied by the Contractor, and RTA shall determine if the Contractor is entitled to an extension and the duration of such extension. The RTA shall notify the Contractor of this decision in writing. It is expressly understood and agreed that the Contractor shall not be entitled to damages or compensation, and shall not be reimbursed for losses on account of delays resulting from any cause under this provision.

2.26 ACCESS REQUIREMENTS FOR INDIVIDUALS WITH DISABILITIES

During the performance of this contract, the contractor, for itself, its assignees and successors in interest agree to comply with all applicable requirements of the Americans with Disabilities Act of 1990 (ADA), 42 U.S.C. sections 12101 et seq.; section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. section 794; section 16 of the Federal Transit Act, as amended, 49 U.S.C. app. section 1612; and the following regulations and any amendments thereto:

- (a) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37;
- (b) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27;

- (c) U.S. DOT regulations, "American With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 49 C.F.R. Part 38;
- (d) Department of Justice (DOJ) regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35;
- (e) DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36;
- (f) General Services Administration regulations, "Accommodations for the Physically Handicapped," 41 C.F.R. Subpart 101-19;
- (g) Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provision of the Americans with Disabilities Act," 29 C.F.R. Part 1630;
- (h) Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F; and
- (i) FTA regulations, "Transportation of Elderly and Handicapped Persons," 49 C.F.R. Part 609.

2.27 APPLICATION OF FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS

(a) Federal Laws and Regulations

The Federal requirements (laws, regulations policies, and related administratively) contained in this contract may change (from time to time) after the date the contract has been executed. Any changes in federal requirements shall apply to this contract and be incorporated therein.

(b) State or Territorial Law and Local Law

This contract shall be entered into in the State of Louisiana and shall be governed and/or construed in accordance with the laws and jurisprudence of the State of Louisiana, except to the extent that a Federal Statute or regulation preempts State or territorial law.

2.28 CONTRACT PERIOD

THE OF THIS CONTRACT SHALL BE FROM THE DATE THE CONTRACT IS ISSUED UNTIL ALL GOODS AND ITEMS ARE RECEIVED AND APPROVED BY RTA, UNLESS THE CONTRACT PERFORMANCE PERIOD IS EXTENDED BY WRITTEN AMENDMENT/CHANGE ORDER AND EXECUTED BY THE PARTIES.

2.29 NO OBLIGATION BY THE FEDERAL GOVERNMENT

- (1) The Purchaser and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.
- (2) The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

2.30 FEDERAL CHANGES

Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Agreement (Form FTA MA (2) dated October, 1995) between RTA and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

2.31 INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any RTA requests which would cause RTA to be in violation of the FTA terms and conditions":<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/third-party-contracting-guidance>

2.32 EXCLUSIONARY OR DISCRIMINATORY SPECIFICATIONS

Apart from inconsistent requirements imposed by federal statute or regulations, the RTA will comply with the requirements of 49 U.S.C. § 5323(h) (2) by refraining from using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

2.33 GEOGRAPHIC RESTRICTIONS

Except as expressly mandated, encouraged or permitted by FTA or Federal statute, RTA will refrain from using state or local geographic preferences.

2.34 PROMPT PAYMENT

The prime contractor payment terms will be set forth in the contract agreement. The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than five (5) days from the receipt of each payment the prime contractor receives from the RTA. The prime contractor further agrees to return retainage payment to each subcontractor within five (5) days after the subcontractors work is satisfactorily completed and accepted by RTA, and all lien delay's under applicable laws have expired. Any delay or postponement of payment from the above-referenced time frame may occur only for good cause following written approval of the RTA. This clause applies to both DBE and non-DBE subcontractors.

Identification of subcontractors: All prime contractors submitting offers in response to this Invitation for Bids must provide the following information for All subcontractors whether the firm is identified as a Disadvantaged Business Enterprise or not. The required information is:

- (1) Firm Name
- (2) Firm Address
- (3) Firm's status as a DBE or non DBE
- (4) The age of the firm
- (5) The annual gross receipts of the firm

Additionally, each contract RTA enters into with a contractor (and each subcontract) the prime contractor signs with a subcontractor shall include the following assurance:

The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the RTA deems appropriate.

Further, each contract RTA enters into with a contractor (and each subcontract the prime contractor signs with a subcontractor shall include the following assurance:

The contractor, sub recipient or subcontractor shall make prompt payments for all satisfactory work performed under this agreement. The contractor shall within thirty (30) days of receipt of payment from RTA make all payments due subcontractors and suppliers. This requirement shall flow down to all levels including subcontractors making payments to sub subcontractors and suppliers, etc. Additionally, upon release of retainage(s) by RTA, Contractor shall in turn within thirty (30) days release retainage(s) it holds. The requirement for release of retainage(s) within thirty (30) days shall flow down to all subcontractors, etc. performing under this contract. Contractor or any of its subcontractors, etc. may not delay or postpone payments or release of retainage without prior RTA written approval. RTA may delay, or withhold up to twenty-five percent of Contractor's payments, retainage, etc. if there is evidence that Contractor is not complying with any provision hereunder. RTA may withhold monies due Contractor until such time as Contractor by its actions or assurances has, to RTA satisfaction, proven that it will or has complied with all the requirements hereunder.

2.35 CONFIDENTIALITY

Contractor agrees that any and all information, in oral or written form, whether obtained from RTA, its agents or assigns, or other sources, or generated by Contractor pursuant to this contract shall not be used for any purpose other than fulfilling the requirements of this contract. Contractor further agrees to keep in absolute confidence all data relative to the business of RTA and Transdev, their agents or assigns. No news release, including but not limited to photographs and film, public announcement, denial or confirmation of any part of the subject matter of any phase of any program hereunder shall be made by Contractor without written approval of RTA.

2.36 DISPUTES

Disputes arising in the performance of this Contract which are not resolved by agreement of the parties shall be decided in writing by the Director of Procurement. The decision of the Director of Procurement shall be final and conclusive unless within [seven (7)] days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the Vice President-Transdev. In connection with any such appeal, the Contractor may be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the Vice President-Transdev shall be binding upon the Contractor and the Contractor shall abide by the decision.

Performance During Dispute. Unless otherwise directed by RTA, Contractor shall continue performance under this contract while matters in dispute are being resolved.

Claims for Damages. Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of his employees, agents or others for whose acts he is legally liable, a claim for damages therefore shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies. Unless this contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the RTA and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State of Louisiana.

Rights and Remedies. The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the RTA, (its agents or assigns) or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

2.37 OWNERSHIP OF DOCUMENTS

Any documents, drawings, specifications, reports or data generated by the Contractor in connection with this project shall become the sole property of the RTA, subject to any rights asserted by FTA of the U.S. Department of Transportation. The Contractor may retain copies of such items for its files. The Contractor shall not release any documents, reports or data from this project without prior written permission from the RTA.

2.38 STATE AND LOCAL LAW DISCLAIMER

The use of many of the Clauses herein are not governed by federal law, many of the clauses contained herein contain FTA suggested language in certain instances these clauses may be affected by State Law.

2.39 PARTICIPANT INFORMATION FORM

All participants and their subcontractors are required to submit a completely executed, Participant Information Form available on <http://www.norta.com>.

2.40 NON-COLLUSION AFFIDAVIT

The Non-Collusion Affidavit is a required submittal. The necessary form is available on <http://www.norta.com>.

2.41 REGIONAL TRANSIT AUTHORITY GENERAL PROVISIONS

The Regional Transit Authority's General Provisions shall apply to this solicitation and resulting contract.

3.1 ACCESS TO RECORDS

The following access to records requirements apply to this Contract:

- (1) RTA is a grantee of the FTA and as such in accordance with 49 C.F.R. 18.36(I), the Contractor agrees to provide the RTA, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Contractor also agrees, pursuant to 49 C.F.R. 633.17 to provide the FTA Administrator or his authorized representatives including any PMO Contractor access to Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311.
- (2) Where the Purchaser is a State and is the RTA or a subgrantee of RTA in accordance with 49 C.F.R. 633.17, Contractor agrees to provide the Purchaser, the FTA Administrator or his authorized representatives, including PMP Contractor, access to Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a) 1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311. By definition, a major capital project excludes contracts of less than the simplified acquisition threshold currently set at \$100,000.
- (3) Where the RTA enters into a negotiated contract for other than a small purchase or under the simplified acquisition threshold and is an institution of higher education, an hospital or other non-profit organization and is the FTA grantee or a subgrantee of the RTA in accordance with 49 C.F.R. 19.48, Contractor agrees to provide the RTA, FTA Administrator, the Comptroller General of the United States or any of their duly authorized representatives with access to any books, documents, papers and record of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions.
- (4) Where RTA or a subgrantee of the RTA in accordance with 49 U.S. C. 5325(a) enters into a contract for a capital project or improvement (defined at 49 U.S. C. 5302(a) 1) through other than competitive bidding, the Contractor shall make available records related to the contract to the RTA, the Secretary of Transportation and the Comptroller General or any authorized officer or employee of any of them for the purposes of conducting an audit and inspection.
- (5) The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
- (6) The Contractor agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three (3) years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until the RTA, the FTA

Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions thereto. Reference 49 CFR 18.39(i) (11).

3.2 BUY AMERICA

This Contract is subject to the Federal Transit Administration Buy America Requirements in 49 CFR 660. The bidder is required to submit a signed Buy America certification with the bid. If the bidder takes exception to the Buy America requirements a certificate of non-compliance must be signed and submitted with the bid as it applies to the IFB request. The necessary forms are available on <http://www.norta.com>. A waiver from the Buy America Provision may be sought by the RTA if grounds for the waiver exist. Section 165(a) of the Surface Transportation Act of 1982 permits FTA participation on this contract only if steel, and manufactured products used in the contract are produced in the United States.

3.3 PRE-AWARD AND POST-DELIVERY AUDITS

Federal funds may not be obligated unless steel, iron, and manufactured products used in the projects are produced in the United States, unless FTA has granted a waiver, or the product is subject to a general waiver. Rolling stock must have sixty-five percent domestic content and final assembly must take place in the United States. Metropolitan Transportation Services 15 Dec. 09 v. 2 3 2 1 4. Buy America 5 6 9 8 7 12 10 13 11 FTA Requirement Subrecipient Responsibility Final assembly. The final assembly of rolling stock must take place in the United States. The Buy America Requirements, 49 CFR Part 661.11(r), define final assembly as “the creation of the end product from individual elements brought together for that purpose through application of manufacturing processes.”

3.4 CARGO PREFERENCE

The Contractor Agrees:

- a. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners and tankers) involved, whenever shipping any equipment, materials, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels;
- b. To furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of-lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, D.C. 20590 and to the RTA (through the prime contractor in the case of subcontractor's bills-of-lading).
- c. To include these requirements in all subcontracts issued pursuant to this contract when the contract may involve the transportation of equipment, material or commodities by ocean vessel.

3.5 CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

- (1) The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. The Contractor agrees to report each violation to the RTA and understands and agrees that the RTA will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.
- (2) The Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.
- (3) The Contractor agrees to comply with applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The Contractor agrees to report each violation to the RTA and understands and agrees that the RTA will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.
- (4) The Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.
- (5) **14 CFR § 1274.926 Clean Air-Water Pollution Control Acts.**
 If this contract or supplement thereto is in excess of \$100,000, the Recipient agrees to notify the Agreement Officer promptly of the receipt, whether prior or subsequent to the Recipient's acceptance of this agreement, of any communication from the Director, Office of Federal Activities, Environmental Protection Agency (EPA), indicating that a facility to be utilized under or in the performance of this agreement or any subcontract thereunder is under consideration to be listed on the EPA "List of Violating Facilities" published pursuant to 40 CFR 15.20. By acceptance of agreement in excess of \$100,000, the Recipient
 - (a) Stipulates that any facility to be utilized thereunder is not listed on the EPA "List of Violating Facilities" as of the date of acceptance;
 - (b) Agrees to comply with all requirements of section 114 of the Clean Air Act, as amended (42 U.S.C. 1857et seq. as amended by Public Law 91-604) and section 308 of the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251et seq. as amended by Public Law 92-500) relating to inspection, monitoring, entry, reports and information, and all other requirements specified in the aforementioned sections, as well as all regulations and guidelines issued thereunder after award of and applicable to the contract; and
 - (c) Agrees to include the criteria and requirements of this clause in every subcontract hereunder in excess of \$100,000, and to take such action as the Contracting or Grant Officer may direct to enforce such criteria and requirements.

3.6 CIVIL RIGHTS ACT

The following requirements apply to the underlying contract:

(1) Nondiscrimination. In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) Equal Employment Opportunity: The following equal employment opportunity requirements apply to the underlying contract:

(a) Race, Color, Creed, National Origin, Sex. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U. S. Department of Labor (U.S. DOL) regulations, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor,” 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, “Equal Employment Opportunity,” as amended by Executive Order No. 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” 42 U.S. C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, disability or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(b) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. §§ 623 and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(c) Disabilities. In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S. C. § 12112, the Contractor agrees that it will comply with the requirements of U. S. Equal Employment Opportunity Commission, “Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act”, 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(3) The Contractor also agrees to include these requirements in each Subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

3.7 EMPLOYEE PROTECTION

Construction Activities. The Recipient agrees to comply, and assures the compliance of each subrecipient, lessee, third party contractor, and other participant at any tier of the Project, with the following Federal laws and regulations providing protections for construction employees: (1) Davis-Bacon Act, as amended, 40 U.S.C. §§ 3141 et seq., pursuant to FTA enabling legislation requiring compliance with the Davis-Bacon Act at 49 U.S.C.

§ 5333(a), and implementing U.S. DOL regulations, “Labor Standards Provisions Applicable to Contracts Governing Federally Financed and Assisted Construction (also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act),” 29 C.F.R. Part 5; (2) Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. §§ 3701 et seq., specifically, the wage and hour requirements of section 102 of that Act at 40 U.S.C. § 3702, and implementing U.S. DOL regulations, “Labor Standards Provisions Applicable to Contracts Governing Federally Financed and Assisted Construction (also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act),” 29 C.F.R. Part 5; and the safety requirements of section 107 of that Act at 40 U.S.C. § 3704, and implementing U.S. DOL regulations, “Safety and Health Regulations for Construction,” 29 C.F.R. Part 1926; and (3) Copeland “Anti-Kickback” Act, as amended, 18 U.S.C. § 874 and 40 U.S.C. § 3145, and implementing U.S. DOL regulations, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in part by Loans or Grants from the United States,” 29 C.F.R. Part 3. b. Activities Not Involving Construction. The Recipient agrees to comply, and assures the compliance of each subrecipient, lessee, third party contractor, and other participant at any tier of the Project, with the employee protection requirements for nonconstruction employees of the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. §§ 3701 et seq., in FTA Master Agreement MA(17), 10-1-2010 58 particular with the wage and hour requirements of section 102 of that Act at 40 U.S.C. § 3702, and with implementing U.S. DOL regulations, “Labor Standards Provisions Applicable to Contracts Governing Federally Financed and Assisted Construction (also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act),” 29 C.F.R. Part 5. c. Activities Involving Commerce. The Recipient agrees to comply with the Fair Labor Standards Act, 29 U.S.C. §§ 201 et seq., to the extent that it applies to employees performing Project work involving commerce. d. Public Transportation Employee Protective Arrangements. If the Contract Agreement for the Project indicates that public transportation employee protective arrangements required by U.S. DOL apply to public transportation operations performed in connection with the Project, the Recipient agrees to comply with the following requirements:

(1) Standard Public Transportation Employee Protective Arrangements. To the extent that the Project involves public transportation operations and to the extent required by Federal law, the Recipient agrees to implement the Project in accordance with the terms and conditions that the U.S. Secretary of Labor has determined to be fair and equitable to protect the interests of any employees affected by the Project and that comply with the requirements of 49 U.S.C. § 5333(b), in accordance with U.S. DOL guidelines, “Section 5333(b), Federal Transit Law,” 29 C.F.R. Part 215, and any amendments thereto.

3.8 ENERGY CONSERVATION

The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6321 et seq.).

3.9 FLY AMERICA

Contractor and all subcontractors at every tier shall comply with the requirements of 49 U.S.C. 40118 and 4 CFR Part 52. Specifically, whenever work under this agreement may involve international transportation of goods, equipment or personnel by air, only U.S. flag air carriers shall be utilized, to the extent service by these carriers is available. Additionally, Contractor and any subcontractors at every tier shall include this requirement in all subcontracts. Further, in every instance where Contractor or any subcontractor(s) cannot comply with the requirements herein, a certification, in proper form, stating the reasons for non-compliance shall accompany the request for reimbursement or payment.

3.10 GOVERNMENT WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

Certification Regarding Debarment, Suspension, and other Responsibility Matters - Lower Tier Covered Transactions (Third Party Contracts over \$100,000)

The following language and Debarment certificates (<http://www.norta.com>) must be completed and submitted as a prerequisite for consideration for award. This language and certification must also be included for all sub-contracts issued pursuant to any contract awarded hereunder.

Instructions for Certification

1. By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transactions was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, RTA may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to RTA if at any time the prospective lower tier participant learns that it certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms “covered transaction”, “debarred”, “suspended”, “ineligible”, “lower tier covered transaction”, “participant”, “persons”, “lower tier covered transaction”, “principal”, “proposal”, and “voluntarily excluded”, as used in this clause, have meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29].
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by RTA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction”, without modification, in all lower tier covered transactions and in all solicitation for lower tier covered transaction.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List issued by U.S. General Service Administration.
8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended,

debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, RTA may pursue available remedies including suspension and/or Debarment.

3.11 RESTRICTIONS ON LOBBYING

Byrd Anti-Lobbying Amendment, 31 U.S.C. 1352, as amended by the Lobbying Disclosure Act of 1995, P.L. 104-65 [to be codified at 2 U.S.C. § 1601, et seq.] Contractors who apply or bid for an award of \$100,000 or more shall file the certification required by 49 CFR parts 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the RTA. The necessary form is available on <http://www.norta.com>.

3.12 NO FEDERAL GOVERNMENT OBLIGATIONS TO THIRD PARTIES

The federal government shall not be subject to any obligations or liabilities to any third-party Contractor, or any other person not a party to the Grant Agreement or Cooperative Agreement in connection with the performance of this contract. Notwithstanding any concurrence provided by the federal government in or approval of any solicitation, subagreement, or third-party contract, the federal government continues to have no obligations or liabilities to any party, including the third-party Contractor.

3.13 PATENT AND RIGHTS IN DATA

These following requirements apply to each contract involving experimental, developmental or research work: 1. The term "subject data" used in this clause means recorded information, whether or not copyrighted, that is delivered or specified to be delivered under the contract. The term includes graphic or pictorial delineation in media such as drawings or photographs; text in specifications or related performance or design-type documents; machine forms such as punched cards, magnetic tape, or computer memory printouts; and information retained in computer memory. Examples include, but are not limited to: computer software, engineering drawings and associated lists, specifications, standards, process sheets, manuals, technical reports, catalog item identifications, and related information. The term "subject data" does not include financial reports, cost analyses, and similar information incidental to contract administration. 2. The following restrictions apply to all subject data first produced in the performance of the contract to which this Attachment has been added: a. Except for its own internal use, the Contractor may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may the Contractor authorize others to do so, without the written consent of the Federal Government, until such time as the Federal Government may have either released or approved the release of such data to the public; this restriction on publication, however, does not apply to any contract with an academic institution. b. In accordance with 49 C.F.R. § 18.34 and 49 C.F.R. § 19.36, the Federal Government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use, for "Federal Government purposes," any subject data or copyright described in subsections (2)(b)1 and (2)(b)2 of this clause below. As used in the previous sentence, "for Federal Government purposes," means use only for the direct purposes of the Federal Government. Without the copyright owner's consent, the Federal Government may not extend its Federal license to any other party. (1). Any subject data developed under that contract, whether or not a copyright has been obtained; and (2). Any rights of copyright purchased by the Contractor using Federal assistance in whole or in part provided by FTA. c. When FTA awards Federal assistance for experimental,

developmental, or research work, it is FTA's general intention to increase transportation knowledge available to the public, rather than to restrict the benefits resulting from the work to participants in that work. Therefore, unless FTA determines otherwise, the Contractor performing experimental, developmental, or research work required by the underlying contract to which this Attachment is added agrees to permit FTA to make available to the public, either FTA's license in the copyright to any subject data developed in the course of that contract, or a copy of the subject data first produced under the contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of the underlying contract, is not completed for any reason whatsoever, all data developed under that contract shall become subject data as defined in subsection (a) of this clause and shall be delivered as the Federal Government may direct. This subsection (c), however, does not apply to adaptations of automatic data processing equipment or programs for the Contractor's use whose costs are financed in whole or in part with Federal assistance provided by FTA for transportation capital projects. d. Unless prohibited by state law, upon request by the Federal Government, the Contractor agree to indemnify, save, and hold harmless the Federal Government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Contractor of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under that contract. Contractor shall not be required to indemnify the Federal Government for any such liability arising out of the wrongful act of any employee, official, or agents of the Federal Government. e. Nothing contained in this clause on rights in data shall imply a license to the Federal Government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the Federal

Government under any patent. f. Data developed by Contractor and financed entirely without using Federal assistance provided by the Federal Government that has been incorporated into work required by the underlying contract to which this Attachment has been added is exempt from the requirements of subsections (b), (c), and (d) of this clause, provided that the Contractor identifies that data in writing at the time of delivery of the contract work. g. Unless FTA determines otherwise, the Contractor agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance provided by FTA. 3. Unless the Federal Government later makes a contrary determination in writing, irrespective of the Contractor's status (i.e., a large business, small business, state government or state instrumentality, local government, nonprofit organization, institution of higher education, individual, etc.), Contractor agrees to take the necessary actions to provide, through FTA, those rights in that invention due the Federal Government as described in U.S. Department of Commerce regulations, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," 37 C.F.R. Part 401. 4. The Contractor also agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance provided by FTA.

3.14 PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS UPPER AND LOWER TIER TRANSACTIONS

- (1) The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. §§3801 et. seq. and U.S. DOT regulations, "Program Fraud Civil Remedies", 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification,

the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

- (2) The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S. C. §5307, the Government reserves the right to impose the penalties of 18 U.S.C. §1001 and 49 U.S.C. §5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.
- (3) The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

3.15 RECYCLED PRODUCTS

Recovered Materials. The contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR Part 247.

3.16 SAFE OPERATION OF MOTOR VEHICLE

The Recipient agrees as follows: a. Seat Belt Use. In accordance with the provisions of Executive Order No. 13043, "Increasing Seat Belt Use in the United States," April 16, 1997, 23 U.S.C. § 402 note, the Recipient is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned, rented, or personally operated vehicles, and to include this provision in any subagreements, leases, third party contracts, or other similar documents in connection with the Project. b. Distracted Driving, Including Text Messaging While Driving. In accordance with Executive Order No. 13513, "Federal Leadership on Reducing Text Messaging While Driving," October 1, 2009, and DOT Order 3902.10, "Text Messaging While Driving," December 30, 2009, the Recipient is encouraged to comply with the terms of the following Special Provision: (1) Definitions. As used in this Special Provision: (a) "Driving" means operating a motor vehicle on a roadway, including while temporarily stationary because of traffic, a traffic light, stop sign, or otherwise. "Driving" does not include being in your vehicle (with or without the motor running) in a location off the roadway where it is safe and legal to remain stationary. (b) "Text Messaging" means reading from or entering data into any handheld or other electronic device, including for the purpose of short message service texting, e-mailing, instant messaging, obtaining navigational information, or engaging in any other form of electronic data retrieval or electronic data communication. The term does not include the use of a cell phone or other electronic device for the limited purpose of entering a telephone number to make an outgoing call or answer an incoming call, unless the practice is prohibited by State or local law. (2) Safety. The Recipient is encouraged to: (a) Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving— (b) Recipient-owned or Recipient-rented vehicles or Government-owned, leased or rented vehicles; (c) Privately-owned vehicles when on official Project related business or when performing any work for or on behalf of the Project; or (d) Any vehicle, on or off duty, and using an employer supplied electronic device. (3) Recipient Size. The Recipient is encouraged to conduct workplace safety initiatives in a manner commensurate with the Recipient's size, such as: (a) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and (b) Education, awareness, and other outreach to employees about the safety risks associated

with texting while driving. (4) Extension of Provision. The Recipient is encouraged to include this Special Provision in its subagreements with its subrecipients, its leases, and its third party contracts, and also encourage its subrecipients, lessees, and third party contractors to comply with the terms of this Special Provision, and include this Special Condition in each subagreement, lease, and third party contract at each tier financed with Federal assistance provided by the Federal Government.

3.17 SUBSTANCE ABUSE REQUIREMENTS

To the extent applicable, the Recipient agrees to comply with the following Federal regulations and guidance: a. Drug-Free Workplace. U.S. OMB guidance, “Governmentwide Requirements for Drug-Free Workplace (Financial Assistance),” 2 C.F.R. Part 182, and U.S. DOT regulations, “Governmentwide Requirements for Drug-Free Workplace (Financial Assistance),” 49 C.F.R. Part 32, that implement the Drug-Free Workplace Act of 1988, as amended, 41 U.S.C. §§ 702 et seq., including any amendments to these U.S. DOT regulations when they are promulgated. b. Alcohol Misuse and Prohibited Drug Use. FTA regulations, “Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations,” 49 C.F.R. Part 655, that implement 49 U.S.C. § 5331.

3.18 TERMINATION

a. Termination for Convenience (General Provision) The RTA may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the RTA’s and/or the Government’s best interest. The Contractor shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to RTA to be paid the Contractor. If the Contractor has any property in its possession belonging to the RTA, the Contractor will account for the same, and dispose of it in the manner the RTA directs.

b. Termination for Default [Breach or Cause] (General Provision) If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or, if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the RTA may terminate this contract for default. Termination shall be affected by serving a notice of termination on the contractor setting forth the manner in which the Contractor is in default. The contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by the RTA that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the RTA, after setting up a new delivery or performance schedule, may allow the Contractor to continue work, or treat the termination as a termination for convenience.

c. Opportunity to Cure (General Provision) The RTA in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions. If Contractor fails to remedy to RTA’s satisfaction the breach or default or any of the terms, covenants, or conditions of this Contract within [ten (10) days] after receipt by Contractor of written notice from RTA setting forth the nature of said breach or default, (RTA) shall have the right to terminate the Contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude (RTA) from also pursuing all available remedies against Contractor and its sureties for said breach or default.

- d. Waiver of Remedies for any Breach. In the event that RTA elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this Contract, such waiver by RTA shall not limit RTA's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Contract.

3.19 CONTRACT WORK HOURS AND SAFETY STANDARD ACT

The Contract Work Hours and Safety Standards Act is codified at 40 USC 3701, et seq. The Act applies to grantee contracts and subcontracts "financed at least in part by loans or grants from ... the [Federal] Government." 40 USC 3701(b) (1) (B) (iii) and (b) (2), 29 CFR 5.2(h), 49 CFR 18.36(i) (6). The Act applies to construction contracts and, in very limited circumstances, non-construction projects that employ "laborers or mechanics on a public work" with a value greater than \$100,000. These nonconstruction applications do not generally apply to transit procurements because transit procurements (to include rail cars and buses) are deemed "commercial items." 40 USC 3707, 41 USC 403 (12) Flow down Requirements: Applies to third party contractors and sub-contractors. (1) Overtime requirements - No contractor or sub-contractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty (40) hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half (1.5) times the basic rate of pay for all hours worked in excess of forty (40) hours in such workweek. (2) Violation; liability for unpaid wages; liquidated damages - In the event of any violation of the clause set forth in paragraph (1) of this section the contractor and any sub-contractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and sub-contractor shall be liable to the United States for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty (40) hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section. (3) Withholding for unpaid wages and liquidated damages - NCTD shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or sub-contractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or sub-contractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section. (4) Subcontracts - The Contractor or sub-contractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) of this section and also a clause requiring the sub-contractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any sub-contractor or lower tier sub-contractor with the clauses set forth in paragraphs (1) through (4) of this section. overtime wages required by the clause set forth in paragraph (1) of this section. (3) Withholding for unpaid wages and liquidated damages - NCTD shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or sub-contractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or sub-contractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section. (4) Subcontracts - The Contractor or sub-contractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) of this section and also a clause requiring the sub-contractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance

by any sub-contractor or lower tier sub-contractor with the clauses set forth in paragraphs (1) through (4) of this section.

Attachments

- **RTA Carrollton DXO Widening - Bid Form**
- **RTA Carrollton DXO Widening - Specifications SOP**
- **RTA Carrollton Crossover Widening - Plans SOP**
 - **Wage rates**

Pointer Smith Contracting Corporation

35023 Terminal Court

Geismar, LA 70734

LA Contractor #29598

Regional Transit Authority of New Orleans

Carrollton Double Crossing Widening (IFB) #2026-004

Bid Opening: 03/10/26 at 2:00PM

LOUISIANA UNIFORM PUBLIC WORK BID FORM

TO: REGIONAL TRANSIT AUTHORITY
ATTN: PROCUREMENT DEPARTMENT
2817 CANAL ST.
NEW ORLEANS, LA 70119
(Owner to provide name and address of owner)

BID FOR: CARROLLTON DOUBLE CROSSOVER
WIDENING
PROJECT NO. IFB 2026-004
NEW ORLEANS, LA
(Owner to provide name of project and other identifying information)

The undersigned bidder hereby declares and represents that she/he: a) has carefully examined and understands the Bidding Documents, b) has not received, relied on, or based his bid on any verbal instructions contrary to the Bidding Documents or any addenda, c) has personally inspected and is familiar with the project site, and hereby proposes to provide all labor, materials, tools, appliances and facilities as required to perform, in a workmanlike manner, all work and services for the construction and completion of the referenced project, all in strict accordance with the Bidding Documents prepared by: INFINITY ENGINEERING CONSULTANTS and dated: January 22, 2026

Bidders must acknowledge all addenda. The Bidder acknowledges receipt of the following ADDENDA: (Enter the number the Designer has assigned to each of the addenda that the Bidder is acknowledging) ADDENDA #1, #2, #3, #4, #5

TOTAL BASE BID: For all work required by the Bidding Documents (including any and all unit prices designated "Base Bid" * but not alternates) the sum of:

Three million thirty eight thousand seven hundred thirty eight Dollars (\$ 3,038,738.00)

ALTERNATES: For any and all work required by the Bidding Documents for Alternates including any and all unit prices designated as alternates in the unit price description.

Alternate No. 1 (Owner to provide description of alternate and state whether add or deduct) for the lump sum of: THERE ARE NO ALTERNATES Dollars (\$ NA)

Alternate No. 2 (Owner to provide description of alternate and state whether add or deduct) for the lump sum of: NA Dollars (\$ NA)

Alternate No. 3 (Owner to provide description of alternate and state whether add or deduct) for the lump sum of: NA Dollars (\$ NA)

NAME OF BIDDER: Pointer Smith Contracting Corporation
ADDRESS OF BIDDER: 35023 Terminal Court
Geismar, LA 70734

LOUISIANA CONTRACTOR'S LICENSE NUMBER: 29598
NAME OF AUTHORIZED SIGNATORY OF BIDDER: Andrew Wilson
TITLE OF AUTHORIZED SIGNATORY OF BIDDER: President

SIGNATURE OF AUTHORIZED SIGNATORY OF BIDDER **: [Signature]
DATE: 3/10/26

THE FOLLOWING ITEMS ARE TO BE INCLUDED WITH THE SUBMISSION OF THIS LOUISIANA UNIFORM PUBLIC WORK BID FORM:

* The Unit Price Form shall be used if the contract includes unit prices. Otherwise it is not required and need not be included with the form. The number of unit prices that may be included is not limited and additional sheets may be included if needed.

** A CORPORATE RESOLUTION OR WRITTEN EVIDENCE of the authority of the person signing the bid for the public work as prescribed by LA R.S. 38:2212(B)(5).

BID SECURITY in the form of a bid bond, certified check or cashier's check as prescribed by LA R.S. 38:2218(A) attached to and made a part of this bid.

**LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM**

TO: REGIONAL TRANSIT AUTHORITY
ATTN: PROCUREMENT DEPARTMENT
2817 CANAL ST.
NEW ORLEANS, LA 70119
(Owner to provide name and address of owner)

BID FOR: CARROLLTON DOUBLE CROSSOVER WIDENING
PROJECT NO. RFP 2026-004
NEW ORLEANS, LA
(Owner to provide name of project and other identifying information)

UNIT PRICES: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	MOBILIZATION AND DEMOBILIZATION		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
01505.01	1	LUMP SUM	\$328,900.00	\$328,900.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	MAINTENANCE OF TRAFFIC		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
01570.01	1	LUMP SUM	\$70,800.00	\$70,800.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	REMOVAL OF EXISTING CONTAMINATED BALLAST		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02070.01	400	CUBIC YARDS	\$64.00	\$25,600.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	REMOVAL OF OCS POLES AND FOUNDATIONS		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02070.02	4	EACH	\$2,120.00	\$8,480.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	OCS POLES (SALVAGED)		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02070.03	4	EACH	\$2,800.00	\$11,200.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	REMOVAL OF SIDEWALKS, STREETCAR STOP PAVEMENT & INCIDENTAL PAVEMENTS		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02202.01	260	SQUARE YARD	\$42.00	\$10,920.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	REMOVAL OF CONCRETE / ASPHALT ROADWAY PAVEMENT		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02202.02	200	SQUARE YARD	\$40.00	\$8,000.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	REMOVAL OF UNKNOWN STRUCTURES AND OBSTRUCTIONS (REGARDLESS OF SIZE AND DEPTH)		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02202.03	75,000	DOLLAR	1.00	75,000

Wording for "DESCRIPTION" is to be provided by the Owner.
All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.

LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM

TO: REGIONAL TRANSIT AUTHORITY
ATTN: PROCUREMENT DEPARTMENT
2817 CANAL ST.
NEW ORLEANS, LA 70119
(Owner to provide name and address of owner)

BID FOR: CARROLLTON DOUBLE CROSSOVER WIDENING
PROJECT NO. RFP 2026-004
NEW ORLEANS, LA

(Owner to provide name of project and other identifying information)

UNIT PRICES: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	TEMPORARY EROSION CONTROL		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
2204.01	1	LUMP SUM	\$2,790.00	\$2,790.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	CLASS II BASE COURSE (VEH. MEASUREMENT)		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02303.01	35	CUBIC YARD	\$381.00	\$13,335.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	LINING, SURFACING AND TAMPING OF BALLASTED TRACK		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02451.01	1	LUMP SUM	\$27,400.00	\$27,400.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	No. 4 BALLAST		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02451.02	600	TON	\$156.00	\$93,600.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	OAK FOUNDATION BOARDS		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02451.03	10,900	BOARD FOOT	\$2.50	\$27,250.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	CONTRACTOR FURNISHED COMPOSITE TIES		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02451.04	100	EACH	\$436.00	\$43,600.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	RTA FURNISHED COMPOSITE TIES		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02451.05	1	LUMP SUM	\$34,400.00	\$34,400.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	RTA FURNISHED COMPOSITE SWITCH TIES		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02451.06	1	LUMP SUM	\$6,800.00	\$6,800.00

Wording for "DESCRIPTION" is to be provided by the Owner.

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.

**LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM**

TO: REGIONAL TRANSIT AUTHORITY
ATTN: PROCUREMENT DEPARTMENT
2817 CANAL ST.
NEW ORLEANS, LA 70119
(Owner to provide name and address of owner)

BID FOR: CARROLLTON DOUBLE CROSSOVER WIDENING
PROJECT NO. RFP 2026-004
NEW ORLEANS, LA

(Owner to provide name of project and other identifying information)

UNIT PRICES: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	RTA FURNISHED BUMPING POSTS		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02451.07	1	LUMP SUM	\$3,500.00	\$3,500.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	TRACKWORK REMOVAL AND SALVAGE		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02454.01	1	LUMP SUM	\$34,000.00	\$34,000.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	RTA FURNISHED DOUBLE CROSSOVER INCLUDING CONNECTING TRACK SECTIONS		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02454.02	1	LUMP SUM	\$20,400.00	\$20,400.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	BALLASTED TRACK DOUBLE CROSSOVER INCLUDING CONNECTING TRACK SECTIONS		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02454.03	1	LUMP SUM	\$82,400.00	\$82,400.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	MODIFICATIONS TO EXISTING S-CURVE TRACK		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02454.04	1	LUMP SUM	\$20,600.00	\$20,600.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	RAIL WELDING		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02457.01	16	EACH	\$2,600.00	\$41,600.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	500 KCMIL AWG POWER & CROSS BOND CABLES (NEGATIVE TRACTION RETURN JUMPERS)		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
02459.01	1	LUMP SUM	\$127,000.00	\$127,000.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	FULL DEPTH PAVEMENT SAW CUTTING		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
2601.01	380	LINEAR FOOT	\$6.50	\$2,470.00

Wording for "DESCRIPTION" is to be provided by the Owner.

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.

LOUISIANA UNIFORM PUBLIC WORK BID FORM UNIT PRICE FORM

TO: REGIONAL TRANSIT AUTHORITY
 ATTN: PROCUREMENT DEPARTMENT
 2817 CANAL ST.
 NEW ORLEANS, LA 70119
(Owner to provide name and address of owner)

BID FOR: CARROLLTON DOUBLE CROSSOVER WIDENING
 PROJECT NO. RFP 2026-004
 NEW ORLEANS, LA

(Owner to provide name of project and other identifying information)

UNIT PRICES: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# 9" PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT				
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)	
02601.02	200	SQUARE YARD	\$189.00	\$37,800.00	
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# STREETCAR STATION TACTILE / DETECTABLE TILES				
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)	
02615.01	140	LINEAR FOOT	\$87.00	\$12,180.00	
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# 4" AND 6" PVC TRACK SWITCH MACHINE DRAINAGE				
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)	
02701.01	1	LUMP SUM	\$44,300.00	\$44,300.00	
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# REMOVE AND REPLACE 12" CPET BALLAST DRAIN				
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)	
02701.02	1	LUMP SUM	\$15,625.00	\$15,625.00	
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# 6" CONCRETE STREETCAR STOP, SIDEWALKS, SWITCH, AND U-TURN IMPROVEMENT PAVEMENTS				
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)	
02706.01	440	SQUARE YARD	\$170.00	\$74,800.00	
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# TEMPORARY TERMINATION AND SELECTIVE REMOVAL OF OVERHEAD CONTACT SYSTEM (OCS)				
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)	
17201.01	1	LUMP SUM	\$110,400.00	\$110,400.00	
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# OVERHEAD CONTACT SYSTEM (OCS)				
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)	
17201.02	1	LUMP SUM	\$340,500.00	\$340,500.00	
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# OCS FOUNDATION (3' DIAMETER)				
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)	
17215.01	5	EACH	\$37,100.00	\$185,500.00	

Wording for "DESCRIPTION" is to be provided by the Owner.
 All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.

**LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM**

TO: REGIONAL TRANSIT AUTHORITY
ATTN: PROCUREMENT DEPARTMENT
 2817 CANAL ST.
 NEW ORLEANS, LA 70119
(Owner to provide name and address of owner)

BID FOR: CARROLLTON DOUBLE CROSSOVER WIDENING
PROJECT NO. RFP 2026-004
NEW ORLEANS, LA

(Owner to provide name of project and other identifying information)

UNIT PRICES: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	OCS POLES (10" DIAMETER)		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
17221.01	5	EACH	\$17,800.00	\$89,000.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	PAINING OF NEW AND EXISTING OCS POLES (8" & 10" DIAMETER), CANTILEVER ARMS, BRACKETS AND BRACES		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
17222.01	1	LUMP SUM	\$69,000.00	\$69,000.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	OCS TESTING, TRAINING, AND MANUALS		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
17291.01	1	LUMP SUM	\$23,500.00	\$23,500.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	POWER AND SPRING SWITCH MACHINES (INCLUDING TESTING AND TRAINING)		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
17311.01	1	LUMP SUM	\$58,550.28	\$58,550.28
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	TRAIN CONTROL CIRCUITS AND CONTROLLERS		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
17325.01	1	LUMP SUM	\$836,120.00	\$836,120.00
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	TREE PROTECTION AND TREATMENT		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
01-56-39	548	LINEAR FOOT	\$2.89	\$1,583.72
DESCRIPTION:	<input type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	SLAB SODDING		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
32-92-23	2110	SQUARE YARD	\$9.40	\$19,834.00

Wording for "DESCRIPTION" is to be provided by the Owner.
 All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.



AIA Document A310™ – 2010

Bid Bond

CONTRACTOR:

(Name, legal status and address)

Pointer Smith Contracting Corporation
35023 Terminal Court
Geismar, LA 70734

SURETY:

(Name, legal status and principal place of business)

Swiss Re Corporate Solutions America Insurance Corporation
1200 Main St. Suite 800
Kansas City, MO 64105-2478

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

OWNER:

(Name, legal status and address)

Regional Transit Authority, Attn: Procurement Department
2817 Canal St.
New Orleans, LA 70119

BOND AMOUNT: Five Percent (5%) of the Amount Bid

PROJECT:

(Name, location or address, and Project number, if any)

Carrollton Double Crossover Widening,
Project No. IFB 2026-004, New Orleans, LA

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this **10th** day of **March, 2026**

(Witness)

Pointer Smith Contracting Corporation

(Contractor as Principal)

(Seal)

(Title)

Swiss Re Corporate Solutions America Insurance Corporation

(Surety)

(Seal)

(Title) Pamela K. Tucker, Attorney-in-Fact

(Witness)

Countersigned, Louisiana Resident Agent:

By:
Pamela K. Tucker, Metairie, LA

CAUTION: You should sign an original AIA Contract Document, on which this text appears in RED. An original assures that changes will not be obscured.



Init.

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ACD43070810

SWISS RE CORPORATE SOLUTIONS

SWISS RE CORPORATE SOLUTIONS AMERICA INSURANCE CORPORATION ("SRCSAIC")
SWISS RE CORPORATE SOLUTIONS PREMIER INSURANCE CORPORATION ("SRCSPIC")
WESTPORT INSURANCE CORPORATION ("WIC")

GENERAL POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, THAT SRCSAIC, a corporation duly organized and existing under laws of the State of Missouri, and having its principal office in the City of Kansas City, Missouri, and SRCSPIC, a corporation organized and existing under the laws of the State of Missouri and having its principal office in the City of Kansas City, Missouri, and WIC, organized under the laws of the State of Missouri, and having its principal office in the City of Kansas City, Missouri, each does hereby make, constitute and appoint:

STEPHEN L. CORY, PAMELA K. TUCKER, BERT A. GUIBERTEAU, JR., MICHAEL C. SEAMAN,

MARY CLAIRE BUCKLEY AND RONALD CHASE ZUMO

JOINTLY OR SEVERALLY

Its true and lawful Attorney(s)-in-Fact, to make, execute, seal and deliver, for and on its behalf and as its act and deed, bonds or other writings obligatory in the nature of a bond on behalf of each of said Companies, as surety, on contracts of suretyship as are or may be required or permitted by law, regulation, contract or otherwise, provided that no bond or undertaking or contract or suretyship executed under this authority shall exceed the amount of:

TWO HUNDRED MILLION (\$200,000,000.00) DOLLARS

This Power of Attorney is granted and is signed by facsimile under and by the authority of the following Resolutions adopted by the Boards of Directors of both SRCSAIC and SRCSPIC at meetings duly called and held on the 18th of November 2021 and WIC by written consent of its Executive Committee dated July 18, 2011.

"RESOLVED, that any two of the President, any Managing Director, any Senior Vice President, any Vice President, the Secretary or any Assistant Secretary be, and each or any of them hereby is, authorized to execute a Power of Attorney qualifying the attorney named in the given Power of Attorney to execute on behalf of the Corporation bonds, undertakings and all contracts of surety, and that each or any of them hereby is authorized to attest to the execution of any such Power of Attorney and to attach therein the seal of the Corporation; and it is

FURTHER RESOLVED, that the signature of such officers and the seal of the Corporation may be affixed to any such Power of Attorney or to any certificate relating thereto by facsimile, and any such Power of Attorney or certificate bearing such facsimile signatures or facsimile seal shall be binding upon the Corporation when so affixed and in the future with regard to any bond, undertaking or contract of surety to which it is attached."



By Erik Janssens
Erik Janssens, Senior Vice President of SRCSAIC & Senior Vice President
of SRCSPIC & Senior Vice President of WIC

By Gerald Jagrowski
Gerald Jagrowski, Vice President of SRCSAIC & Vice President of SRCSPIC
& Vice President of WIC



IN WITNESS WHEREOF, SRCSAIC, SRCSPIC, and WIC have caused their official seals to be hereunto affixed, and these presents to be signed by their authorized officers

this 10 day of NOVEMBER, 20 22

State of Illinois
County of Cook

Swiss Re Corporate Solutions America Insurance Corporation
Swiss Re Corporate Solutions Premier Insurance Corporation
Westport Insurance Corporation

On this 10 day of NOVEMBER, 20 22, before me, a Notary Public personally appeared Erik Janssens, Senior Vice President of SRCSAIC and Senior Vice President of SRCSPIC and Senior Vice President of WIC and Gerald Jagrowski, Vice President of SRCSAIC and Vice President of SRCSPIC and Vice President of WIC, personally known to me, who being by me duly sworn, acknowledged that they signed the above Power of Attorney as officers of and acknowledged said instrument to be the voluntary act and deed of their respective companies.



Christina Manisco
Christina Manisco, Notary

I, Jeffrey Goldberg, the duly elected Senior Vice President and Assistant Secretary of SRCSAIC and SRCSPIC and WIC, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney given by said SRCSAIC and SRCSPIC and SRCSPIC and WIC, which is still in full force and effect. IN WITNESS WHEREOF, I have set my hand and affixed the seals of the Companies this 10th day of March, 20 26.

Jeffrey Goldberg
Jeffrey Goldberg, Senior Vice President &
Assistant Secretary of SRCSAIC and
SRCSPIC and WIC



**CERTIFICATION ON PRIMARY PARTICIPANT
REGARDING DEBARMENT, SUSPENSION, AND
OTHER RESPONSIBILITY MATTERS**

The Primary Participant (Potential Contractor for a major third party contract), certifies to the best of its knowledge and belief, that it and its principles:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal Department or agency;
2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, State, or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and
4. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(If the primary participant is unable to certify to any of the statements in this certification, the participants shall attach an explanation to this certification.)

THE PRIMARY PARTICIPANT, (POTENTIAL CONTRACTOR FOR A MAJOR THIRD PARTY CONTRACT, CERTIFIES OR AFFIRMS THAT TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C. SECTION 3801 ET SEQ ARE APPLICABLE HERETO.

COMPANY Pointer Smith Contracting Corporation

ADDRESS 35023 Terminal Ct.; Gretna, LA 70734

DATE March 10, 2026


Signature of Offeror's Authorized Representative

BUY AMERICA

CERTIFICATE OF COMPLIANCE WITH SECTION 165(a)

The bidder or proposer hereby certifies that it will comply with the requirements of section 165(a) of the Surface Transportation Assistance Act of 1982, as amended, and the applicable regulations in 49 CFR part 661.

Date 3/10/26

Signature 

Company Name Pointer Smith Contracting

Title President

RTA Project No. IFB 2026-004

NON-COLLUSION AFFIDAVIT

STATE OF Louisiana

PARISH OF Ascension

Andrew Wilson, being first duly sworn, deposes and says that:

- (1) He is (Owner) (Partner) (Officer) (Representative) or (Agent), of Pointer Smith Contracting the Contractor that has submitted the attached bid;
- (2) Such Bid is genuine and is not a collusive or sham Bid.
- (3) The attached bid is not made in the interest of or on behalf of any undisclosed person, partnership, company association, organization or corporation; that such bid is genuine and not collusive or sham; that said bidder has not, directly or indirectly, induced or solicited any other bidder to put in a false or sham bid, and has not, directly or indirectly colluded, conspired connived or agreed with any bidder or anyone else to put on a sham bid, or refrain from bidding; that said bidder has not in any manner, directly or indirectly, sought by agreement, communication or conference with anyone to fix the bid price of said bidder or any other bidder, or to fix any overhead, profit, or cost element of such bid price or that of any other bidder, or to secure any advantage against RTA or anyone interested in the proposed contract; that all statements contained in such bid are true; that said bidder has not, directly or indirectly, submitted his bid price or any breakdown thereof or the contents thereof, or divulged information or data relative thereto, or paid or agreed to pay, directly or indirectly, any money or other valuable consideration for assistance or aid rendered or to be rendered in procuring or attempting to procure the contract above referred to, to any corporation, partnership, company, association, organization or to any member or agent thereof, or to any other individual; and further that said bidder will not pay or agree to pay directly or indirectly, any money or other valuable consideration to any corporation, partnership, company, association, organization or to any member or agent thereof, or to any individual, for aid or assistance in securing contract above referred to in the event the same is awarded to said bidder.

Signed: 

Title: President

Sworn to me and subscribed in my presence this 9 day of March, A.D., 2020


NOTARY PUBLIC

BRIANNA DEVAUX
NOTARY ID # 205970
COMMISSION IS FOR LIFE

**CERTIFICATION REGARDING DEBARMENT
SUSPENSION, INELIGIBILITY AND VOLUNTARY
EXCLUSION - LOWER TIER COVERED TRANSACTION**

- 1. The prospective lower tier participant certifies, by submission of this offer, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.**
- 2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this offer.**
- 3. The Lower-Tier participant (Potential Contractor under a major Third Party Contract), certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C., 3801 ET SEQ are applicable thereto.**

COMPANY Cycle Construction Company, Co.

ADDRESS 6 E 3rd St., Kenner, LA 70062

DATE 3/10/2026


Jonathan N. Reunion, Jr.
Signature of Offeror's Authorized Representative

**CERTIFICATION REGARDING DEBARMENT
SUSPENSION, INELIGIBILITY AND VOLUNTARY
EXCLUSION - LOWER TIER COVERED TRANSACTION**

- 1. The prospective lower tier participant certifies, by submission of this offer, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.**
- 2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this offer.**
- 3. The Lower-Tier participant (Potential Contractor under a major Third Party Contract), certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C., 3801 ET SEQ are applicable thereto.**

COMPANY LaMay Group LLC

ADDRESS PO Box 279 Livonia, LA 70755

DATE 3/10/26

Allyson Hunt

Signature of Offeror's Authorized Representative

**CERTIFICATION REGARDING DEBARMENT
SUSPENSION, INELIGIBILITY AND VOLUNTARY
EXCLUSION - LOWER TIER COVERED TRANSACTION**

- 1. The prospective lower tier participant certifies, by submission of this offer, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.**
- 2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this offer.**
- 3. The Lower-Tier participant (Potential Contractor under a major Third Party Contract), certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C., 3801 ET SEQ are applicable thereto.**

COMPANY Delta Coatings, Inc.

ADDRESS 1909 Engineers Rd, Belle Chasse, LA 70037

DATE 3/10/26

Jamie M. Rabalais Jamie M. Rabalais

Signature of Offeror's Authorized Representative

**CERTIFICATION REGARDING DEBARMENT
SUSPENSION, INELIGIBILITY AND VOLUNTARY
EXCLUSION - LOWER TIER COVERED TRANSACTION**

- 1. The prospective lower tier participant certifies, by submission of this offer, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.**

- 2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this offer.**

- 3. The Lower-Tier participant (Potential Contractor under a major Third Party Contract), certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C., 3801 ET SEQ are applicable thereto.**

COMPANY Walter J. Barnes Electric Co Inc.

ADDRESS 400 Dakin St. Jefferson, LA. 70121

DATE March 10, 2026



Signature of Offeror's Authorized Representative

CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Andrew Wilson, President hereby certify on
(Name and Title of Offeror Official)

behalf of Pointer Smith Contracting Corporation that:
(Name of Offeror)

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this 10th day atn March, 2026.

BY [Signature]

Witnesses: [Signature]
(Signature of Authorized Official)

Operation Manager
(Title of Authorized Official)

Sworn to and subscribed before me on this 9 day of March, 2020.

Notary Public In and For Ascension Parish/County

State of Louisiana [Signature]

BRIANNA DEVAUX
NOTARY ID # 205970
COMMISSION IS FOR LIFE

PARTICIPANT INFORMATION FORM

All offerors are required to submit the information contained on this form. This information is a condition of submitting an offer to the RTA. Offerors must insure that **ALL** sub-contractors, sub-contractors or others at all tiers, which are proposed to be used or used under any agreement issued by RTA have submitted an executed copy of this form. RTA is required to maintain this information by the Federal Transit Administration and it is not subject to waiver.

Firm Name Pointer Smith Contracting Corporation

Firm Address 35023 Terminal Court, Geismar, LA 70734

Telephone Number (225) 744-4211

Fax Number N/A

E-Mail Address awilson@pointersmith.com

Firm's status as Disadvantaged Business Enterprise (DBE) or Non-DBE Non - DBE

Age of the firm 30 Years

Annual gross receipts of the firm \$22M

Prime or Sub-Contractor Prime

NAICS code (s) 237990

I certify to the best of my knowledge that the above information is true and correct:

Signature 

Title President

Date 3/10/26

RTA Project No. IFB 2026-004

FAILURE TO PROVIDE AN EXECUTED COPY OF THIS FORM AS STIPULATED HEREIN MAY PRECLUDE YOUR OFFER FROM CONSIDERATION FOR AWARD.

CORPORATE RESOLUTION

BE IT RESOLVED by the Board of Directors of **POINTER SMITH CONTRACTING CORPORATION**, a Texas corporation (the "Corporation"), acting by unanimous written consent in lieu of a meeting in accordance with the Corporation's Bylaws and Tex. Bus. Orgs. Code §6.201, that, as of October 8, 2024 ("Effective Date"), (i) **ANDREW WILSON**, President and CEO of the Corporation, and (ii) **ZACHARY SCHILLING**, Operations Manager of the Corporation, and (iii) **TYLER RUTLEDGE**, Operations Manager of the Corporation, are hereby authorized, empowered, and directed for and on the Corporation to negotiate for and sign any and all bid proposals and/or contracts which this Corporation might enter into for the furnishing of services for the Corporation under such terms, conditions and stipulations, and for such consideration as they might deem to be in the best interest of the Corporation. Further, as of the Effective Date, **CHARLES M. SMITH**, Vice President and Director of Preconstruction Services of the Corporation, is no longer authorized to negotiate for or sign any and all bid proposals and/or contracts on behalf of the Corporation.

* * * * *

I, Andrew M. Wilson, Sole Director of Pointer Smith Contracting Corp, a Texas corporation ("Corporation"), do hereby certify that the above and foregoing is a true and correct copy of a Corporate Resolution unanimously approved by unanimous written consent in lieu of a meeting by the Board of Directors of the Corporation held on the 8th day of October, 2024, and that said Corporate Resolution has been spread upon the minute books of the Corporation, and same is now in full force and effect.

WITNESS MY SIGNATURE, this 8th day of October 2024,



Andrew M. Wilson, Sole Director of Pointer Smith Contracting Corporation, a Texas corporation

State of Louisiana



State Licensing Board for Contractors

POINTER SMITH CONTRACTING CORPORATION
31093 Terminal Court
Geismar, LA 70734

This is to Certify that:

is duly licensed and entitled to practice the following classifications

HEAVY CONSTRUCTION; RAILROADS



Witness our hand and seal of the Board dated,
Baton Rouge, LA 17th day of October 2024

See attached

Chairman

Director

Expiration Date: October 16, 2027

License No: 29598

This License Is Not Transferrable

Treasurer



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 26-041

Board of Commissioners

Cooperative Endeavor Agreement with City of New Orleans for Installation and Maintenance of Battery Electric Bus Charging Infrastructure at East New Orleans Regional Library

<p>DESCRIPTION: Request Board authorization for the Chief Executive Officer to execute a Cooperative Endeavor Agreement (CEA) between New Orleans Regional Transit Authority (RTA) and City of New Orleans (CNO) to allow the RTA to construct and maintain a battery electric bus charger and related infrastructure at the East New Orleans Regional Library</p>	<p>AGENDA NO: Click or tap here to enter text.</p>
<p>ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other</p>	

RECOMMENDATION:

Authorize the Chief Executive Officer to execute a Cooperative Endeavor Agreement with the City of New Orleans to allow the RTA to construct and maintain a battery electric bus charger and related infrastructure at the East New Orleans Regional Library.

ISSUE/BACKGROUND:

In November 2024, the RTA Board adopted Resolution No. 24-055 which authorized the RTA to enter into a contract with New Flyer for the purchase of three battery electric buses and related charging infrastructure. This program, referred to as the RTA’s battery electric bus pilot program, was funded largely by an FTA FY2021 Low/No Emissions grant. Since then, New Flyer has delivered the three buses; RTA is currently commissioning the buses and training bus operators on the new buses; temporary bus charging infrastructure is in use at RTA’s Randolph facility at 2817 Canal Street; and permanent “depot” charging infrastructure is nearing completion at 2817 Canal as well.

The final component of this project is the installation of a single “on-route” bus charger and related infrastructure at the East New Orleans Regional Library, located at the intersection of Read Boulevard and Lake Forest Boulevard. The on-route charger, electrical equipment, and bus pull out lane will allow the RTA to efficiently run battery electric bus service serving the residents and neighborhoods of New Orleans East. RTA had previously determined that the bus routes serving New Orleans East would be ideal routes for deploying its three new battery electric buses. The on-route charger will allow the buses to maintain a continuous charge throughout the day, ensuring reliable service for riders.

Because the charging infrastructure is located on City property (both right of way and the City-owned parcel that the library is situated on), a Cooperative Endeavor Agreement is needed to formalize the relationship between the RTA and City regarding the placement of the infrastructure on City property

and ongoing maintenance responsibilities, among other subjects.

The draft CEA is included here as an attachment. RTA and the City are advancing the draft CEA through both parties' legal review process. The final version of the CEA will look largely similar to the draft version included here. The resolution adopted by the Board would give RTA's CEO the authority to execute a final version of the CEA with the prior review and approval of RTA's Legal department.

DISCUSSION:

The principal components of the CEA are as follows:

- Describing the scope of RTA's proposed improvements as well as the ownership and maintenance responsibilities of the respective parties.
- RTA's obligations to fully pay for installation of the improvements.
- Authorizing the RTA to use the City property for the purpose of battery electric charging infrastructure; RTA will not owe the City any payment for use of the property.
- Provisions for terminating the agreement, whether by RTA or the City.
- Standard indemnification and insurance provisions.
- Other standard CEA provisions such as jurisdiction, choice of law, and non-assignment clauses.

Through the generous cooperation of the City, the CEA enables the RTA to use City property with no payment to the City for installation and use of essential battery electric charging infrastructure.

FINANCIAL IMPACT:

There is minimal financial impact to the RTA, as the CEA allows RTA to utilize City property at the designated location with no payment due to the City. If at the end of the use period (defined as the greater of 25 years or the Federal Transit Administration's interest in the project) the City decided not to extend RTA's use of the site, RTA would be responsible for returning the site to its previous condition.

NEXT STEPS:

The final construction drawings for the on-route charger were recently completed, and bids are currently being sought for construction of this project. Upon Board approval of this resolution, staff will finalize the CEA with the City; both parties will execute the document; and the selected general contractor will secure permits and commence construction.

ATTACHMENTS:

1. Resolution
2. Draft CEA with the City of New Orleans

Prepared By: Rafe Rabalais, rralalais@rtaforward.org
Title: Director of Capital Projects

Reviewed By: Dwight Norton, dnorton@rtaforward.org
Title: Chief Planning and Capital Projects Officer

Reviewed By: Gizell Johnson-Banks
Title: Chief Financial Officer



4/20/2026

Lona Edwards Hankins
Chief Executive Officer

Date



RESOLUTION NO. 26-

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO EXECUTE A COOPERATIVE ENDEAVOR AGREEMENT
BETWEEN THE NEW ORLEANS REGIONAL TRANSIT AUTHORITY AND CITY OF NEW
ORLEANS FOR BUS CHARGING INFRASTRUCTURE AT THE EAST NEW ORLEANS
REGIONAL LIBRARY**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, the New Orleans Regional Transit Authority (“RTA”) Board of Commissioners adopted Resolution No. 24-055 in November 2024, authorizing RTA to contract with New Flyer for the purchase of three battery electric buses and the purchase and installation of related charging infrastructure, a project known as RTA’s Battery Electric Bus Pilot Program (“Pilot Program”); and

WHEREAS, the final component of the Pilot Program is for RTA to install an “on-route” battery electric bus charger and related infrastructure (“Improvements”) so that battery electric buses may maintain a battery charge and provide reliable service to customers; and

WHEREAS, RTA has determined that fixed bus routes operating in New Orleans East are optimal for deploying the three battery electric buses procured under the Pilot Program; and

WHEREAS, RTA has determined that a location on Lake Forest Boulevard near the intersection of Read Boulevard in front of the East New Orleans Regional Library (“Site”) is the optimal location for the Improvements; and

WHEREAS, the Site consists of right-of-way and a parcel owned by the City of New Orleans (“City”); and



RESOLUTION NO. _____

Page 2

WHEREAS, pursuant to Article 7, Section 14(C) of the Louisiana Constitution of 1974, and related statutes, the RTA may enter cooperative endeavors with the State of Louisiana, its political subdivisions and corporations, and any public or private corporation, association, or individual for, among other public purposes, joint planning and implementation of public works; and

WHEREAS, the RTA and City have mutually agreed on the preliminary terms of a Cooperative Endeavor Agreement (“CEA”) that will allow RTA to design, permit, and construct the Improvements and utilize the Site with no payment due to the City; and

WHEREAS, the CEA contains other customary provisions including continued coordination between RTA and City, indemnification language, and termination language; and

WHEREAS, the final terms of the CEA will be reviewed and approved by the respective legal departments of RTA and City prior to signature; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority that the Chair of the Board or her designee is authorized to execute a Cooperative Endeavor Agreement with the City of New Orleans, subject to the prior review and approval of RTA’s legal department, for installation, maintenance, and use of battery electric bus charging infrastructure on Lake Forest Boulevard adjacent to the East New Orleans Regional Library.



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

504.827.8300
www.norta.com

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 28th DAY OF APRIL 2026.

**ANN D. DUPLESSIS
CHAIR
BOARD OF COMMISSIONERS**

COOPERATIVE ENDEAVOR AGREEMENT

BY AND BETWEEN

THE CITY OF NEW ORLEANS

AND

NEW ORLEANS REGIONAL TRANSIT AUTHORITY

NORTA NEW ORLEANS EAST LIBRARY CHARGING STATION

THIS COOPERATIVE ENDEAVOR AGREEMENT (the “**Agreement**”) is entered into by and between the City of New Orleans, represented by Helena N. Moreno, Mayor (the “**City**”), and New Orleans Regional Transit Authority, represented by Lona E. Hankins, Chief Executive Officer (the “**RTA**”). The City and the **RTA** may sometimes each be referred to as a “**Party**,” and collectively, as the “**Parties**.” The Agreement is effective as of the date of execution by the City (the “**Effective Date**”).

RECITALS

WHEREAS, the City and RTA are both independent political subdivisions of the State of Louisiana;

WHEREAS, pursuant to Article 7, Section 14(C) of the Louisiana Constitution of 1974, and related statutes, and Section 9-314 of the Home Rule Charter of the City of New Orleans, the City may enter into cooperative endeavors with the State of Louisiana, its political subdivisions and corporations, the United States and its agencies, and any public or private corporation, association, or individual with regard to cooperative financing and other economic development activities, the procurement and development of immovable property, joint planning and implementation of public works, the joint use of facilities, joint research and program implementation activities, joint funding initiatives, and other similar activities in support of public education, community development, housing rehabilitation, economic growth, and other public purposes;

WHEREAS, the RTA was awarded a 2021 Low-No grant from the Federal Transit Administration to purchase three battery electric buses and to build associated charging infrastructure;

WHEREAS, the RTA has deemed a number of routes that are serving New Orleans East would be ideally suited for the three new battery electric buses. In order to function optimally, these buses should have access to an “on-route” charger that allows for charging of the vehicle batteries during the day and away from the RTA’s bus operations facilities;

WHEREAS, the RTA currently operates a major transfer and passenger waiting facility in front of the New Orleans East Regional Library at Read and Lake Forest. Due to spatial and bus operations reasons, the RTA has determined that the best location for the on-route charger and associated bus pull out lane is on the south side of Lake Forest Boulevard, east of Read Boulevard, and directly in front of the New Orleans East Public Library;

WHEREAS, the RTA has already had extensive conversations with the City’s Department of Public Works (“**DPW**”), Parks and Parkways Department, New Orleans Public Library, and Sewerage and Water Board about the design of this facility, and all of the entities have been involved to date in discussions, site visits, and reviews of draft design documents.

WHEREAS, the RTA is seeking authorization to build and operate a single on-route charger for an electric bus, along with associated electric infrastructure and a bus pull out area off of Lake Forest Boulevard.

WHEREAS, the City and the RTA desire to accomplish a valuable public purpose of providing a more efficient and environmentally friendly public transportation for the citizens of New Orleans;

NOW THEREFORE, the City and the RTA, each having the authority to do so, agree as follows:

ARTICLE I – THE RTA’S OBLIGATIONS

A. Obligations.

1. The RTA will be responsible for:

i. And is authorized to undertake the design, construction, ownership, and maintenance of the bus driveway/pull out area, the on-route charger, any signage associated with the bus charger, and the associated electrical infrastructure (the area denoted Improvements in Exhibit A).

ii. RTA is further responsible for, and is authorized to undertake the design and construction of all other aspects of the work completed by RTA for this 2021 Low-No grant funded on-route bus charger project (the area denoted construction area in Exhibit A) (including any incidental or accessory improvements, alterations, or additions) that will be owned and maintained by other parties (*example: minor landscape work, curb and sidewalk modifications, and any paving work done to Lake Forest Boulevard that is appurtenant to the new pull-out area*).

2. A replacement catch basin will be owned and maintained by the Sewage and Water Board. Electrical drops and any transformers on power poles will be owned and maintained by Entergy New Orleans. RTA will not be responsible in any respect for these matters.

3. RTA will continue to coordinate with relevant City departments—DPW, Parks and Parkways, and the New Orleans Public Library —through final design.

4. RTA’s cooperation under this Agreement does not supersede formal permit review by the City or any other public entity, which the RTA must obtain to construct these Improvements along with all other aspects of the work undertaken pursuant to the 2021 Low-No grant funded on-route bus charger project.

ARTICLE II - THE CITY’S OBLIGATIONS

A. Administration. The City will:

1. Administer this Agreement through DPW;

2. Provide the RTA with any and all documents deemed necessary for the RTA’s performance of any work required under this Agreement;

3. Provide access to City department personnel to discuss the required services during normal working hours, as requested by the RTA; and

4. The City of New Orleans will own and maintain a replacement streetlight, trees and all other landscaping, a replacement sidewalk, and new curbs and roadway pavement adjacent to, but excluding, the bus pull-out area;

5. The City grants the RTA, along with its contractors and subcontractors, continuous access to and use of the City's right-of-way and City property in accordance with the Agreement in order for RTA to execute their obligations under this Agreement; and

6. The City acknowledges the RTA's separate ownership of the Improvements for this Agreement at no cost to RTA.

7. The provisions of subsections 5 and 6 above shall survive this Agreement pursuant to Art. XIV(S).

ARTICLE III – FUNDING OR COMPENSATION

RTA will be fully and solely responsible for all cost associated with the Improvements under this Agreement. No funding will be provided to RTA by the City.

ARTICLE IV - DURATION AND TERMINATION

A. Term. The term of this agreement shall be for twenty-five (25) years from the Effective Date or the expiration of any federal or state interest, whichever is later.

B. Extension. The City can extend the term of this Agreement, provided that the City Council approves it as a multi-term cooperative endeavor agreement and that additional funding, if required, is allocated by the City Council.

C. Termination for Convenience. Either Party shall have the right to terminate this Agreement without cause by giving the other Party written notice of its intent to terminate at least one (1) year prior to the date of termination. In the event that the City elects to terminate for convenience before the term has expired, then the City shall pay RTA the remaining value of any federal, state, or local funds or interests remaining in the Project. Should the City terminate early, RTA shall bear no further expenses relating to the Project, including, without limitation, costs to restore the site to its previous condition, demolition, or remediation. If RTA terminates early, the RTA will be solely responsible for returning the site to its previous condition, and the cost of restoration will be solely borne by the RTA.

D. Termination for Cause. The City may terminate this Agreement immediately for cause by sending written notice to the RTA. "Cause" includes without limitation any failure to perform any obligation or abide by any condition of this Agreement or the failure of any representation or warranty in this Agreement. If a termination for cause is subsequently challenged in a court of law and the challenging party prevails, the termination will be deemed to be a termination for convenience effective 30 days from the date of the original written notice of termination for cause was sent to the challenging party; no further notice will be required. The RTA will be solely responsible for returning the site to its previous condition, and the cost of restoration will be solely borne by the RTA. The RTA would also be solely responsible for any demolition and site remediation activities and would fully bear the costs of those activities. Furthermore, RTA's failure to use the system for regular revenue service for a consecutive period of 1 year or 365 days after the effective date of the Agreement would be cause for termination.

E. Upon Expiration. The City shall not be held liable for any cost upon the expiration of this Agreement. Subject to subsection (C) above, the RTA will be solely responsible for returning the site to its previous condition, and the cost of restoration will be solely borne by the RTA. The RTA would also be solely responsible for any demolition and site remediation activities and would fully bear the costs of those activities.

ARTICLE V - INDEMNITY

A. In General. To the fullest extent permitted by law, the RTA will indemnify, defend, and hold harmless the City, its agents, employees, officials, insurers, self-insurance funds, and assigns (collectively, the “**Indemnified Parties**”) from and against any and all claims, demands, suits, and judgments of sums of money accruing against the Indemnified Parties: for loss of life or injury or damage to persons or property arising from or relating to any act or omission or the operation of the RTA, its agents or employees while engaged in or in connection with the discharge or performance of its ownership and maintenance of the Improvements or for the design and construction of other aspects of the work undertaken pursuant to the 2021 Low-No grant funded on-route bus charger project for which it is responsible; and for any and all claims and/or liens for labor, services, or materials furnished to the RTA in connection with the performance of work under this Agreement.

B. Limitation. The RTA's indemnity does not extend to any loss arising from the negligence, gross negligence or willful misconduct of any of the Indemnified Parties, provided that neither the RTA nor any of its agents or employees contributed to such negligence, gross negligence, or willful misconduct. Furthermore, after completion and turnover of those portions of the project owned by City, RTA will have no indemnity obligations for any claims, demands, suits, judgments, and sums of money arising from or relating to those portions.

C. Independent Duty. The RTA has an immediate and independent obligation to, at the City's option: (a) defend the City from or (b) reimburse the City for its costs incurred in the defense of any claim that actually or potentially falls within this indemnity, even if: (1) the allegations are or may be groundless, false, or fraudulent; or (2) the RTA is ultimately absolved from liability.

D. Expenses. Notwithstanding any provision to the contrary, the RTA shall bear the expenses including, but not limited to, the City's reasonable attorney fees and expenses, incurred by the City in enforcing this indemnity.

ARTICLE VI – INSURANCE

A. Acknowledgment of Self-Insurance/Insurance. For the duration of this Agreement, the Parties acknowledge that RTA maintains self-insurance or umbrella/excess coverage as stated below. The Parties further acknowledge that RTA’s self-insurance or umbrella/excess coverage is solely for RTA’s benefit and shall provide no coverage or benefit to the City.

B. Insurance:

1. Workers' Compensation & Employers Liability Insurance in compliance with the Louisiana Workers' Compensation Act(s). Statutory and Employers Liability Insurance with limits of not less than \$1,000,000. All employers must provide this coverage or be registered as a “Self- Insured” entity with the State.

2. **Commercial General Liability Insurance** includes contractual liability insurance, products and completed operations, personal & advertising injury, bodily injury, property damage, with limits of liability of not less than \$1,000,000 each occurrence / \$2,000,000 policy aggregate.

3. **Business Automobile Insurance** with a combined single limit of liability of not less than \$1,000,000 per accident for bodily injury and property damage. Insurance includes all owned, non-owned and hired vehicles.

ARTICLE VII - PERFORMANCE MEASURES

A. Factors. The City will measure the performance of the RTA according to the following non-exhaustive factors: work performed in compliance with the terms of the Agreement; staff availability; staff training; staff professionalism; staff experience; customer service; communication and accessibility; prompt and effective correction of situations and conditions; timeliness and completeness of submission of requested documentation (such as records, receipts, invoices, insurance certificates, and computer-generated reports).

B. Failure to Perform. If the RTA fails to perform according to the Agreement, the City will notify the RTA. If there is a continued lack of performance after notification, the City may declare the RTA in default and may pursue any appropriate remedies available under the Agreement and/or any applicable law. In the event of a notification of default, the City will invoice the defaulting contractor for any increase in costs and other damages sustained by the City. Further, the City will seek full recovery from the defaulting contractor.

ARTICLE XI - INDEPENDENT CONTRACTOR

A. Independent Contractor Status. The RTA is an independent contractor and shall not be deemed an employee, servant, agent, partner, or joint venture of the City and will not hold itself or any of its employees, subcontractors or agents to be an employee, partner, or agent of the City.

B. Exclusion of Worker's Compensation Coverage. The City will not be liable to the RTA, as an independent contractor as defined in La. R.S. 23:1021(6), for any benefits or coverage as provided by the Workmen's Compensation Law of the State of Louisiana. Under the provisions of La. R.S. 23:1034, any person employed by the RTA will not be considered an employee of the City for the purpose of Worker's Compensation coverage.

C. Exclusion of Unemployment Compensation Coverage. The RTA, as an independent contractor, is being hired by the City under this Agreement for hire and defined in La. R.S. 23:1472(12)(E) and neither the RTA nor anyone employed by it will be considered an employee of the City for the purpose of unemployment compensation coverage, which coverage same being hereby expressly waived and excluded by the parties, because: (a) the RTA has been and will be free from any control or direction by the City over the performance of the services covered by this contract; (b) the services to be performed by the RTA are outside the normal course and scope of the City's usual business; and (c) the RTA has been independently engaged in performing the services required under this Agreement prior to the date of this Agreement.

D. Waiver of Benefits. The RTA, as an independent contractor, will not receive from the City any sick and annual leave benefits, medical insurance, life insurance, paid vacations, paid holidays, sick leave, pension, or Social Security for any services rendered to the City under this Agreement.

ARTICLE XIII - NOTICE

A. In General. Except for any routine communication, any notice, demand, communication, or request required or permitted under this Agreement will be given in writing and delivered in person or by certified mail, return receipt requested as follows:

1. To the City:

Director, Department of Public Works
City of New Orleans
1300 Perdido Street, Suite 6W03
New Orleans, LA 70112

&

City Attorney
City of New Orleans
1300 Perdido Street, Suite 5E03
New Orleans, LA 70112

2. To the RTA:

Lona Hankins, Chief Executive Officer
New Orleans Regional Transit Authority
2817 Canal Street
New Orleans, LA 70119

B. Effectiveness. Notices are effective when received, except any notice that is not received due to the intended recipient's refusal or avoidance of delivery is deemed received as of the date of the first attempted delivery.

C. Notification of Change. Each party is responsible for notifying the other in writing that references this Agreement of any changes in its address(es) set forth above.

ARTICLE XIV - ADDITIONAL PROVISIONS

A. Amendment. No amendment of or modification to this Agreement shall be valid unless and until executed in writing by the duly authorized representatives of both parties to this Agreement.

B. Federal State, or Local Request. The Parties agree that should any federal, state, or local entity (i.e. FTA or another City department) need any additional documentation, permits, or authorizations signed that are in line with this Agreement, that such are authorized by the CEA and the respective party will act in good faith to execute such document, permit, or authorization.

C. Choice of Law. This Agreement will be construed and enforced in accordance with the laws of the State of Louisiana without regard to its conflict of laws provisions.

D.

E. Construction of Agreement. Neither party will be deemed to have drafted this Agreement. This Agreement has been reviewed by the Parties and shall be construed and interpreted according to the ordinary meaning of the words used so as to fairly accomplish the purposes and intentions of the Parties. No term of this Agreement shall be construed or resolved in favor of or against the City or the RTA on the basis of which party drafted the uncertain or ambiguous language. The headings and captions of this Agreement are provided for convenience only and are not intended to have effect in the construction or interpretation of this Agreement. Where appropriate, the singular includes the plural and neutral words and words of any gender shall include the neutral and other gender.

F. Cost Recovery. In accordance with Section 2-8.1 of the Municipal Code entitled “Cost recovery in contracts, cooperative endeavor agreements, and grants,” to the maximum extent permitted by law, the RTA shall reimburse the City or disgorge anything of value or economic benefit received from the City if the RTA fails to meet its contractual obligations.

G. Entire Agreement. This Agreement, including all incorporated documents, constitutes the final and complete agreement and understanding between the parties. All prior and contemporaneous agreements and understandings, whether oral or written, are superseded by this Agreement and are without effect to vary or alter any terms or conditions of this Agreement.

H. Exhibits. The following exhibits will be and are incorporated into this Agreement: Exhibit A.

I. Jurisdiction. The RTA consents and yields to the jurisdiction of the State Civil Courts of the Parish of Orleans and formally waives any pleas or exceptions of jurisdiction on account of the residence of the RTA.

J. Limitations of the City’s Obligations. The City has no obligations not explicitly set forth in this Agreement or any incorporated documents or expressly imposed by law.

K. No Third-Party Beneficiaries. This Agreement is entered into for the exclusive benefit of the parties and the parties expressly disclaim any intent to benefit anyone not a party to this Agreement.

L. Non-Exclusivity. This Agreement is non-exclusive and the RTA may provide services to other clients, subject to the City’s approval of any potential conflicts with the performance of this Agreement and the City may engage the services of others for the provision of some or all of the work to be performed under this Agreement.

M. Non-Solicitation Statement. The RTA has not employed or retained any company or person, other than a bona fide employee working solely for it, to solicit or secure this Agreement. The RTA has not paid or agreed to pay any person, other than a bona fide employee working for it, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from this Agreement.

N. Non-Waiver. The failure of either Party to insist upon strict compliance with any provision of this Agreement, to enforce any right or to seek any remedy upon discovery of any default or breach of the other Party at such time as the initial discovery of the existence of such noncompliance, right, default or breach shall not affect or constitute a waiver of either Party’s right to insist upon such compliance, exercise such right or seek such remedy with respect to that default

or breach or any prior contemporaneous or subsequent default or breach.

O. Order of Documents. In the event of any conflict between the provisions of this Agreement any incorporated documents, the terms and conditions of the documents will apply in this order: This Agreement, Exhibit A.

P. Prohibition on Political Activity. None of the funds, materials, property, or services provided directly or indirectly under the terms of this Agreement shall be used in the performance of this Agreement for any partisan political activity, or to further the election or defeat of any candidate for public office.

Q. Remedies Cumulative. No remedy set forth in the Agreement or otherwise conferred upon or reserved to any party shall be considered exclusive of any other remedy available to a party. Rather, each remedy shall be deemed distinct, separate and cumulative and each may be exercised from time to time as often as the occasion may arise or as may be deemed expedient.

R. Severability. Should a court of competent jurisdiction find any provision of this Agreement to be unenforceable as written, the unenforceable provision should be reformed, if possible, so that it is enforceable to the maximum extent permitted by law or, if reformation is not possible, the unenforceable provision shall be fully severable and the remaining provisions of the Agreement remain in full force and effect and shall be construed and enforced as if the unenforceable provision was never a part the Agreement.

S. Survival of Certain Provisions. All representations and warranties and all obligations concerning record retention, inspections, audits, ownership, indemnification, payment, remedies, jurisdiction, choice of law, and any designated provision stated above shall survive the expiration, suspension, or termination of this Agreement and continue in full force and effect.

T. Terms Binding. The terms and conditions of this Agreement are binding on any heirs, successors, transferees, and assigns.

ARTICLE XV – COUNTERPARTS

This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original copy of this Agreement, but all of which, when taken together, shall constitute one and the same agreement.

ARTICLE XVI - ELECTRONIC SIGNATURE AND DELIVERY

The Parties agree that a manually signed copy of this Agreement and any other document(s) attached to this Agreement delivered by email shall be deemed to have the same legal effect as delivery of an original signed copy of this Agreement. No legally binding obligation shall be created with respect to a Party until such Party has delivered or caused to be delivered a manually signed copy of this Agreement.

[SIGNATURES CONTAINED ON THE NEXT PAGE]

[The remainder of this page is intentionally left blank.]

IN WITNESS WHEREOF, the City and the RTA, through their duly authorized representatives, execute this Agreement.

CITY OF NEW ORLEANS

BY: _____
HELENA N. MORENO, MAYOR

Executed on this _____ of _____, 202__.

FORM AND LEGALITY APPROVED:
Law Department

By: _____

Printed Name: _____

CITY OF NEW ORLEANS, CITY COUNCIL

BY: _____
CITY COUNCIL PRESIDENT

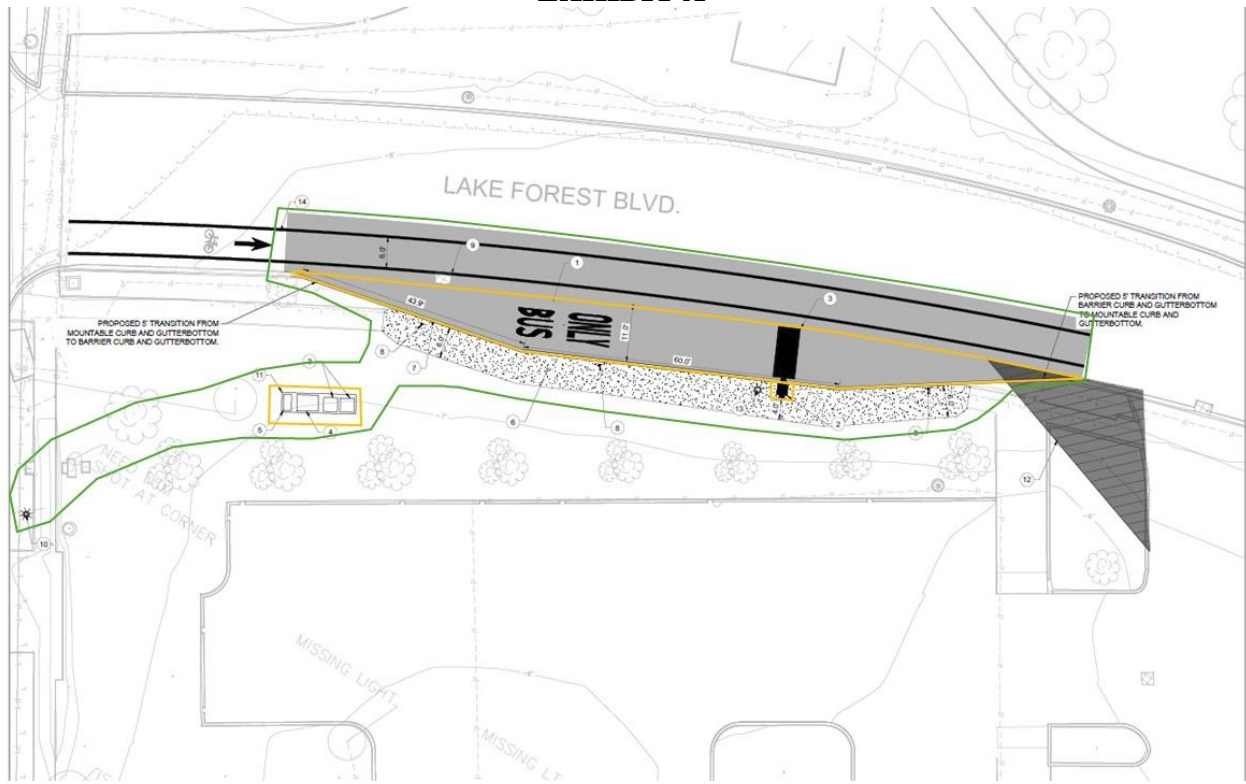
NEW ORLEANS REGIONAL TRANSIT AUTHORITY

BY: _____
LONA E. HANKINS, CHIEF EXECUTIVE OFFICER

FEDERAL TAX I.D.

[EXHIBIT A CONTAINED ON NEXT PAGE]

EXHIBIT A



Note: Improvements are outlined in orange, construction area is outlined in green.



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 26-047

Board of Commissioners

[T. Ramsey Communication]

Rodriguez, Yolanda

From: Tom Ramsey <tom@tomramsey.com>
Sent: Thursday, April 9, 2026 11:21 AM
To: Rodriguez, Yolanda
Cc: RTA Board; Hankins, Lona; Freddie King
Subject: Formal Request for Agenda Placement – April 28, 2026, Regular Board Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

 External email >

 First time sender >

Date: April 9, 2026

TO:
New Orleans Regional Transit Authority (RTA)
Office of Board Affairs
Attn: Yolanda Rodriguez, Director
yrodriguez@rtforward.org / rtaboard@rtforward.org

CC:
Lona Edwards Hankins, CEO (lhankins@rtforward.org)
The Honorable Freddie King III, Councilmember, District C (freddie.king@nola.gov)

RE: Formal Request for Agenda Placement - April 28, 2026, Regular Board Meeting
Topic: CZO Violations at Algiers Point RTA Facility (Ref #2026-1250360)

Dear Ms. Rodriguez and the RTA Board of Commissioners,

I am writing to formally request a dedicated slot on the agenda for the **Regular Board Meeting scheduled for Tuesday, April 28, 2026**, to address ongoing lighting violations at the RTA facility located behind the 200 block of Pelican Avenue.

In just one hour, 17 residents of Algiers Point signed a petition demanding that the RTA bring this facility into compliance with **New Orleans Comprehensive Zoning Ordinance (CZO) Section 21.5**. As this is a documented violation of city law that directly impacts the health and quality of life of tax-paying citizens, we believe it warrants a formal discussion before the Board rather than being relegated to general public comment.

We intend to present the following to the Board:

- **Evidence of Non-Compliance:** Photos and data showing light trespass exceeding the 0.5 footcandle limit set by CZO 21.5.B.2.
- **Community Impact:** The formal petition signed by affected residents.
- **Request for Action:** A demand for the complete replacement of unshielded LED fixtures with code-compliant, fully-shielded luminaires.

We respectfully request that this matter be listed as a "**New Business**" or "**Discussion Item**" to allow for a productive dialogue between the Board, RTA leadership, and the community.

Please confirm by April 15th whether this item will be included on the published agenda so that we may coordinate the attendance of the undersigned residents.

Respectfully,

Tom Ramsey
210 Pelican Ave.
New Orleans, LA 70114
601-624-7267



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 26-056


Board of Commissioners

[04.28.26 Board Presentation]




April 28, 2026

**New Orleans
Regional Transit Authority
Monthly Board Report**



The New Orleans Regional Transit Authority (RTA) Board of Commissioners will hold an in-person public meeting on Tuesday, April 28, 2026, at 10:00 am. The meeting will begin at the scheduled time but may be delayed until a quorum is present.



Agenda related material is accessible on the agency's website, along with recordings of previous meetings. Written public comments on agenda items may be submitted by 1) completing a speaker card on the day of the meeting; 2) email to rtaboard@rtaforward.org prior to the meeting; 3) U.S. mail to RTA, Office of Board Affairs, 2817 Canal Street, New Orleans, LA 70119.

This meeting is accessible to persons with disabilities, and accommodation requests must be made at least 72 hours in advance by contacting the Office of Board Affairs at 504-827-8341 or rtaboard@rtaforward.org.



Agenda

1. Call to Order

2. Roll Call

3. Consideration of Meeting Minutes

[02.24.26 Board Minutes]

26-048

4. Informational Reports

A. RTA Chairman's Report

4. Informational Reports

B. Committee Assignments

- **Operations Committee**
- **Executive Committee**



Agenda

4. Informational Reports

C. Executive Committee Chairman's Report



Agenda

4. Informational Reports

D. Operations & Administration Committee Chairman's Report

4. Informational Reports

E. Finance Committee Chairman's Report

4. Informational Reports

F. RTA General Counsel's Report

4. Informational Reports

G. RTA Chief Executive Officer's Report



EMPLOYEE OF THE MONTH

FEBRUARY 2026



ANDREA SCALES
BUS OPERATOR
OPERATIONS



MAURICE STEWART
MECHANIC
MAINTENANCE



EMPLOYEE *RECOGNITION*

Employee of the Month and Employee of the Quarter



CHARLES CADET
STREETCAR OPERATOR
OPERATIONS



IRAENZA WILLIAMS
HOSTLER
MAINTENANCE



ROLANDA SANDERS
ADMINISTRATIVE EMPLOYEE OF THE
QUARTER
DISPATCH OPERATOR





FESTIVAL SEASON

- ADDITIONAL SERVICES ADDED
- UPDATES AND LESSONS





INTERGOVERNMENTAL AFFAIRS

- FEDERAL PRIORITIES
 - FERRY FUNDING
 - BUS AND BUS FACILITY GRANT

- STATE AND LOCAL PRIORITIES
 - HB 685
 - HB 375

Questions?

4. Informational Reports

- H. Paratransit Software Modernization: Software Transition, Operational Impacts and Interim Service**
- I. ADA Compliance and Customer Service: Performance Overview and Service Enhancements**

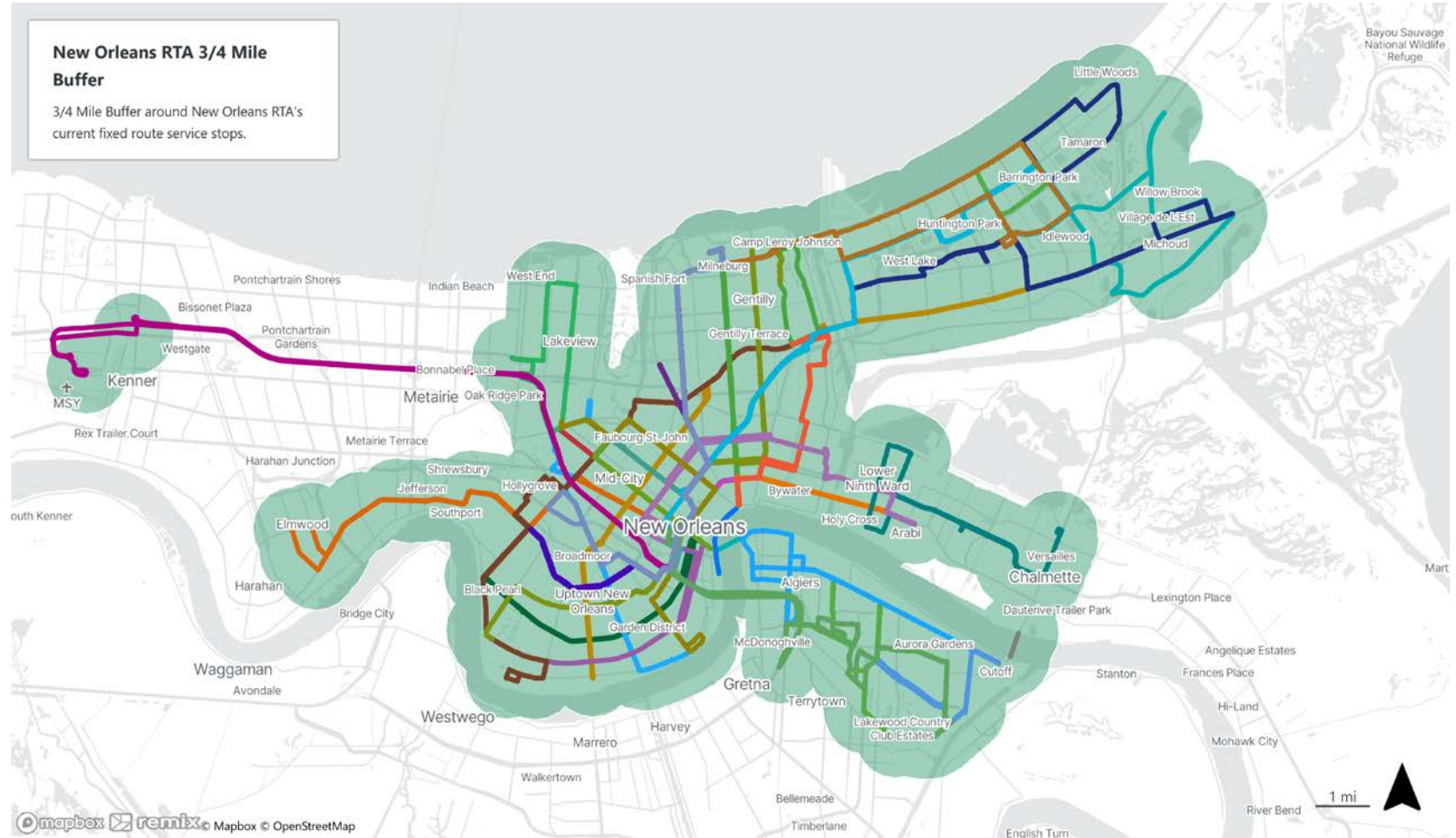
RTA



PARATRANSIT AT RTA

WHAT IS PARATRANSIT SERVICE

Paratransit Service, also referred to as LIFT is a complementary service to fixed route. FTA guidance is 3/4 miles of fixed route but RTA does go beyond FTA guidance.

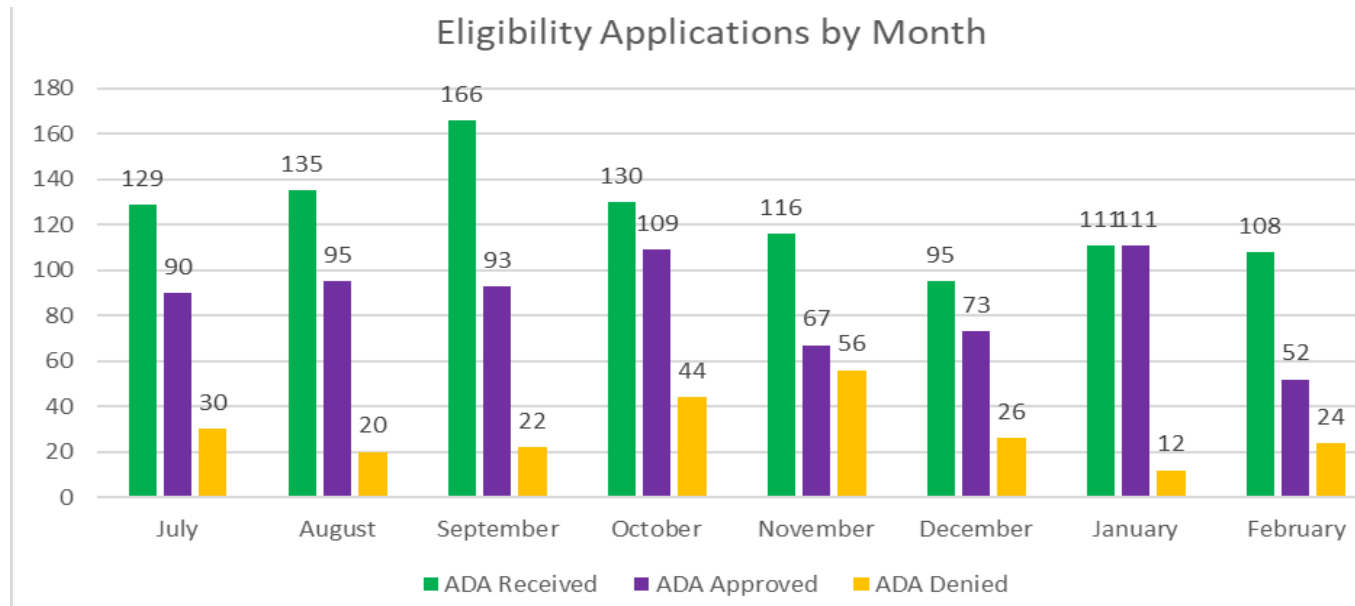
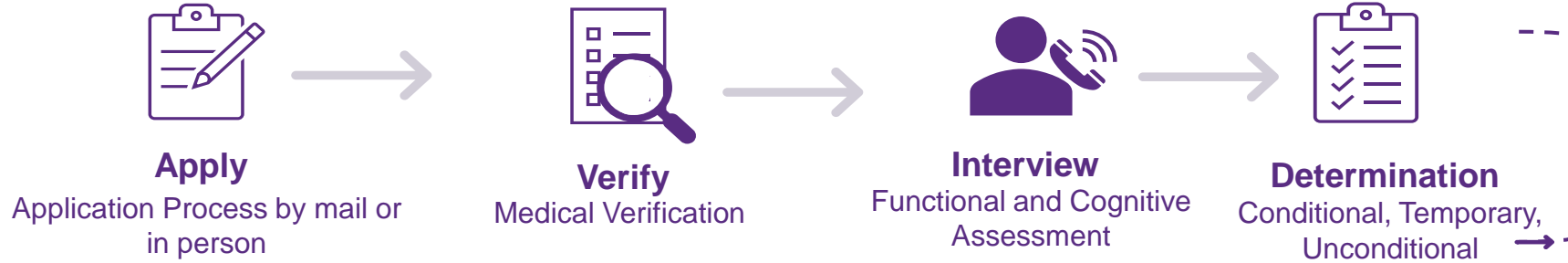


SERVICE AREA MAP:
Orleans Parish Fixed route with 3/4 Mile Complementary Service Area denoted

PARATRANSIT ELIGIBILITY: APPLICATIONS AND ASSESSMENTS

How to become a paratransit rider?

1. APPLICATION AND ASSESSMENT (ACCESS TO THE SYSTEM)



PARATRANSIT RIDER EXPERIENCE

How Trips are Reserved, Routed and Executed

2. RESERVATION (BOOKING A TRIP)



Call
504-827-7433



Request Trip



Negotiate Time



Receive Window



3. DAY BEFORE YOUR TRIP

DAY BEFORE OF TRIP



Trip Placed in the
System for Routing



Trip is Assigned to a
Manifest



Operator Arrives Within
the Pick-Up Window



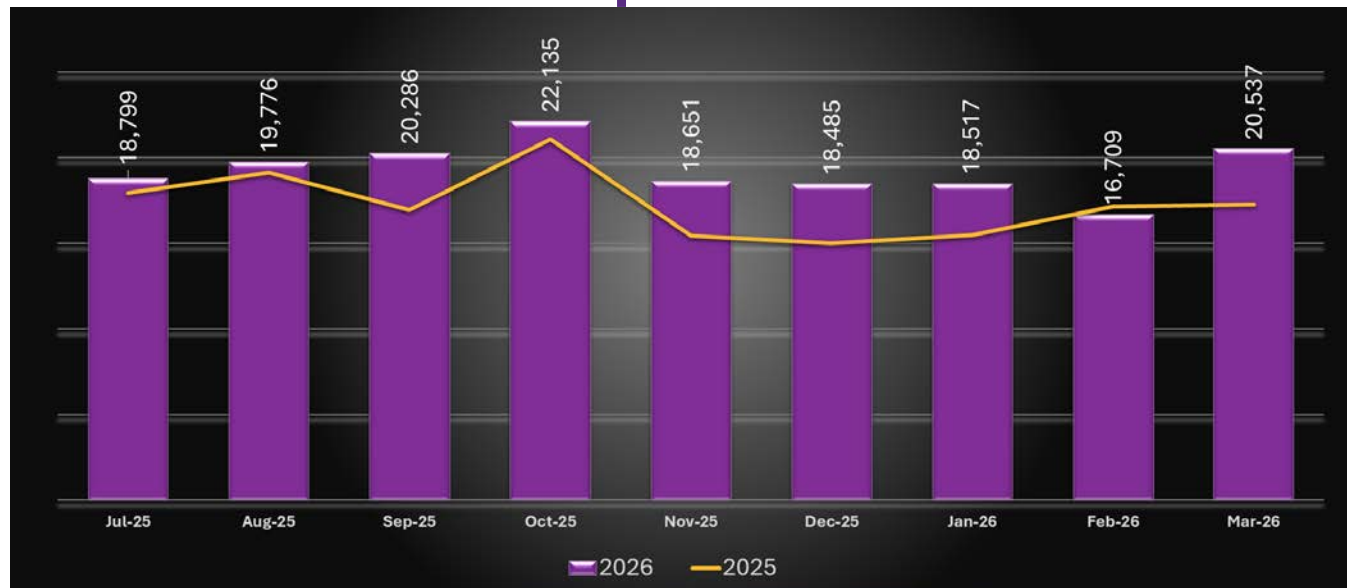
The Client is Picked Up
and Transported to the
Destination

PARATRANSIT RIDERSHIP

Who We Serve and How Often They Ride

Total Active Ridership		
Eligible Clients	Subscriptions	Active Riders
3,128	306	1,200

Trips Data



PARATRANSIT CALL CENTER DATA

Calls Received Jul '25 to Mar '26

TOTAL CALLS RECEIVED, ANSWERED

Total Calls Received: 116,210

Total Calls Answered: 111,878

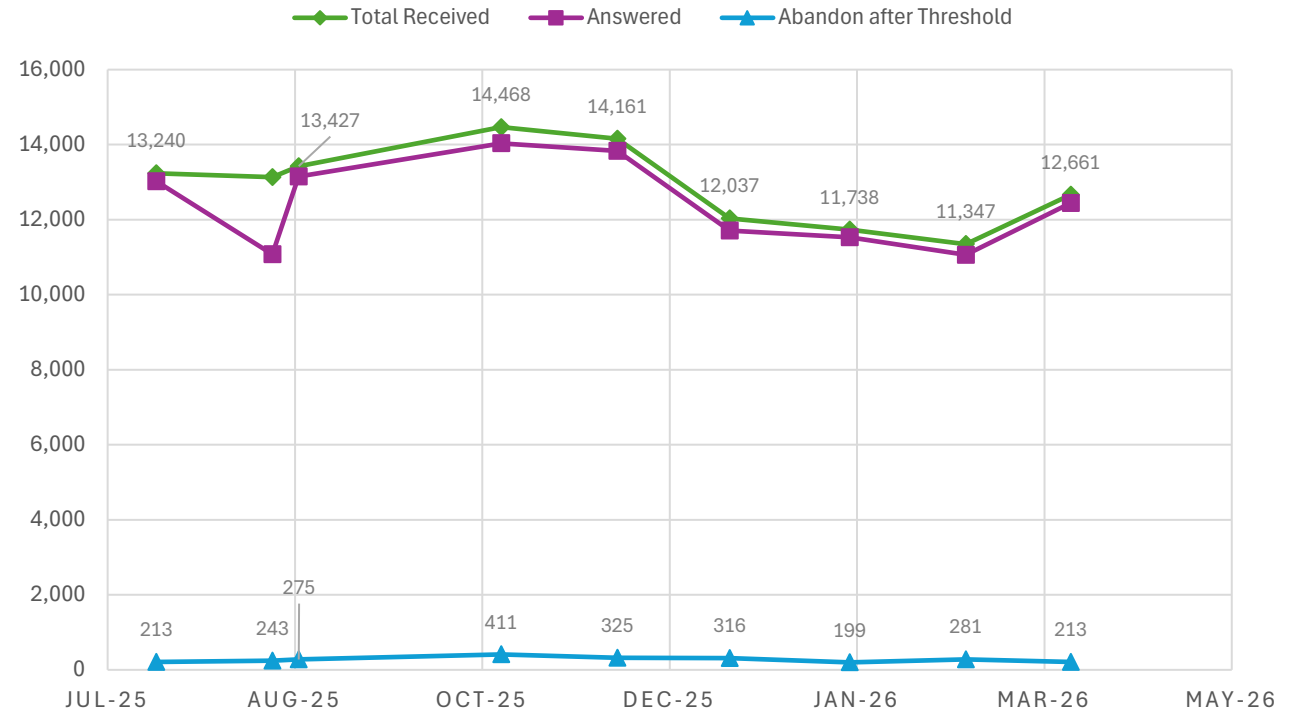
Average # of Calls Abandoned after threshold: 275

Average % of Abandoned Calls: 2.13%

Average Hold before Answered: 0:00:29

Service Level: 85.94%

MONTH-TO-MONTH CALL VOLUME



Threshold: Call answered within 120 seconds (2 mins)
Service Level Goal 85%

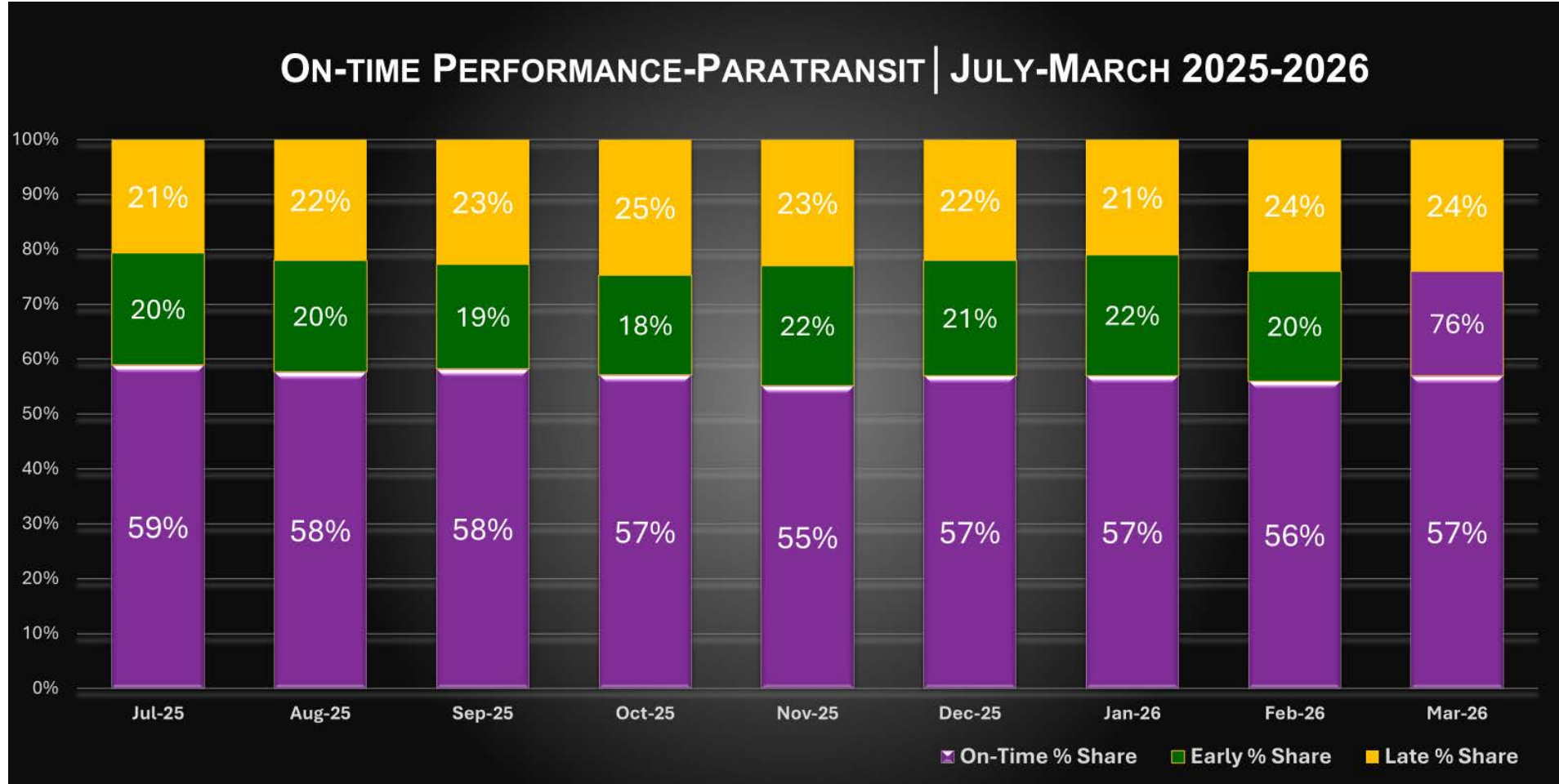
ON-TIME PERFORMANCE (OTP)

Comparison and Calculation: Past vs. Current Methodology

Previous / Standard Methodology (Trapeze/MITS)	Measure: Early On-Time	Focus: Did we meet the service window?	Accountability: Simple, clear, and aligned with industry practice	Compliance: Consistent with ADA/FTA compliance expectations	Transparency: The %s did not accurately represent the quality of service at that time.
Current Methodology (Power BI)	Measure: Late Early On time No Show Cancel at Door Missed Booking But transported	Focus: How precisely did we arrive within the window?	Complexity: Incorporates additional variables beyond standard OTP	Impact: Results show 10% lower OTP than actual performance	Operational advantages: Designed more for internal analysis and accountability

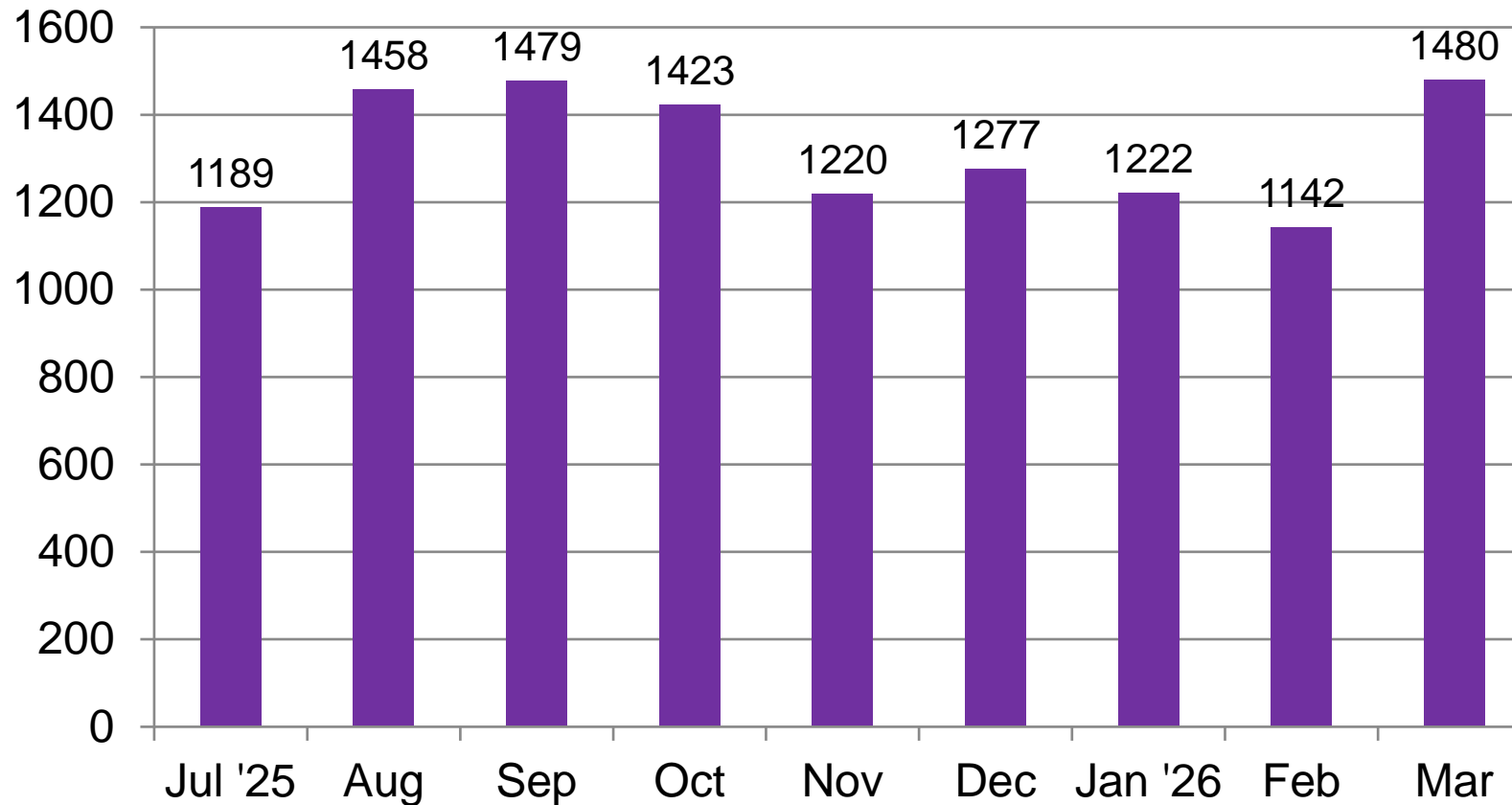
ON-TIME PERFORMANCE (OTP) BY THE NUMBERS

What the Data Shows By Month (Jul 25 – Mar 26)



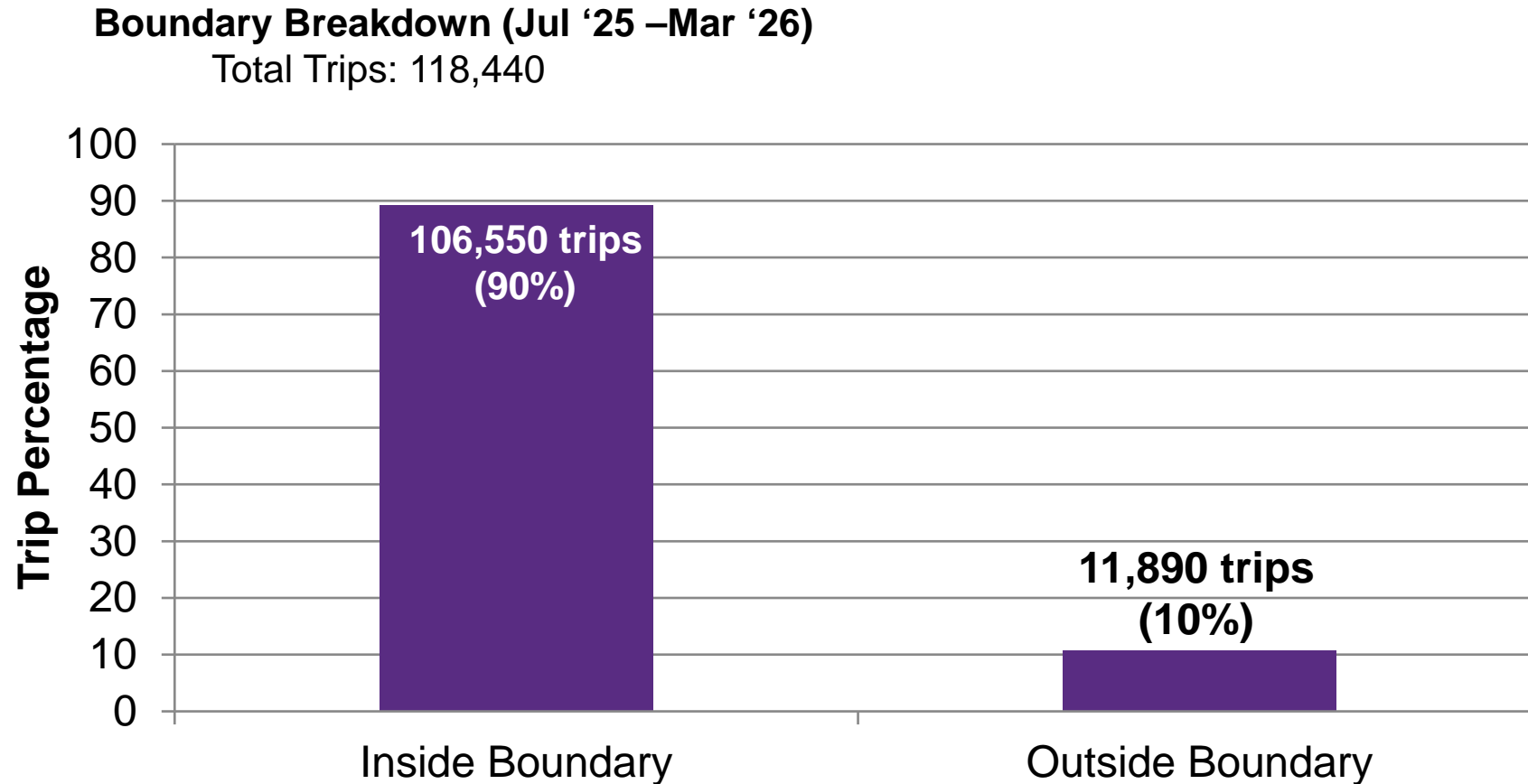
PERFORMANCE: BEYOND $\frac{3}{4}$ OF A MILE

What the Data Shows By Month (Jul 25 – Mar 26)



PERFORMANCE: BEYOND $\frac{3}{4}$ OF A MILE (continued)

What the Data Shows Totals (Jul 25 – Mar 26)



Data Source: RTA Paratransit Operations Data (July 2025–March 2026; Power BI Dashboard).

Benchmarks: Federal Transit Administration (NTD) and American Public Transportation Association (APTA) peer system data.

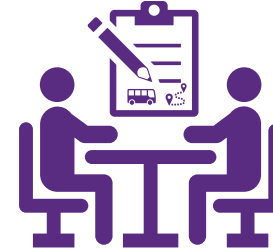
WHAT WE'RE DOING ABOUT IT NOW

Stabilizing and Strengthening Paratransit Service



Stabilizing Now (Immediate Actions)

- **Daily trail checks by supervisors**
 - Monitoring on-time performance (OTP) and arrival windows
 - Oversight of driving behavior, safety, customer interactions
- Focus on high-volume locations (dialysis, senior centers, hospitals, etc.)
- Real-time coordination between dispatch and field supervisors



Strengthening Daily Operations

- Daily route reviews by Dispatch and Manager
- Adjusting and redistributing trips as needed
- Documenting all changes for accountability and transparency
- Evaluating routing patterns and workload balance

WHATS NEXT?

Transition from Legacy Platform to Spare

Building What's Next (Future State)

- Transition from legacy platform to Spare to modernize operations
- Real-time data and dynamic scheduling to improve service delivery
- Improved reporting and data integrity across the system
- More proactive and responsive operations that reduce delays and improve customer experience



ITEMS FOR CONSIDERATION

Solutions-Based Approach to Paratransit Improvements

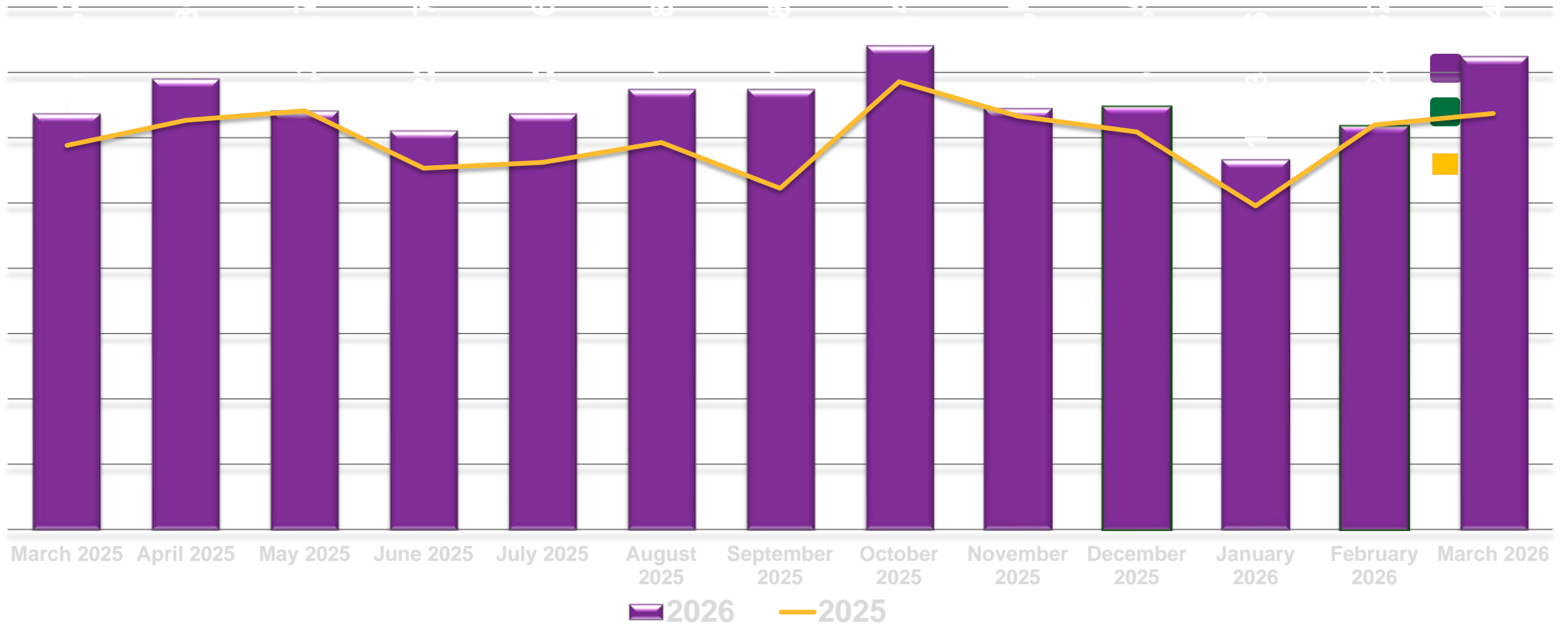
ITEMS CONSIDERED / IMPLEMENTED	PROS	CONS
★ Outsourcing (Taxi/Van Service)	Improve reliability, Minimize capacity constraints	Length of time to outsource (minimum 4 months) Potential Risk: Proper Management Controls Union Implications
★ Scheduling Optimization and Training (Trapeze)	Scheduling performance improves	Due to the complex parameter settings, this resulted in more confusion than efficiency Time to deliver is at least 4 months
★ Customer Service Training Since November 2025 74 Drivers, 6 Dispatchers, 2 Routers, 4 Supervisors, 1 manager, 1 Teller, and 1 Director So far, 29 staff members have completed Session 1.	Improves our internal and external communications while fostering a greater awareness of sensitivity.	The limited number of Workforce Development staff is extending the timeline for completion.
★ Leadership Change	Internal and external for operational experience Culture of continuous improvement	Staff resistance to change imposed by new personnel; New personnel inherited a legacy system with the same issues within the software
★ ¾ Mile Boundary Limitation (Potential Premium Fare Pilot)	Could improve OTP; Improved routing, shorter trip length	It reduces regionalism, rider may be inconvenienced, and rider may become confused on service area
★ Rider Communications and Outreach (Rider Education Campaigns, IVR updates, etc.)	No surprises for riders Service Provider Onboarding Improves Clear and easy to understand	Rider anxiety if not launched in a phased approach Uncertainty at the point of launch

★ Considered
 ★ Implemented
 ★ Planned

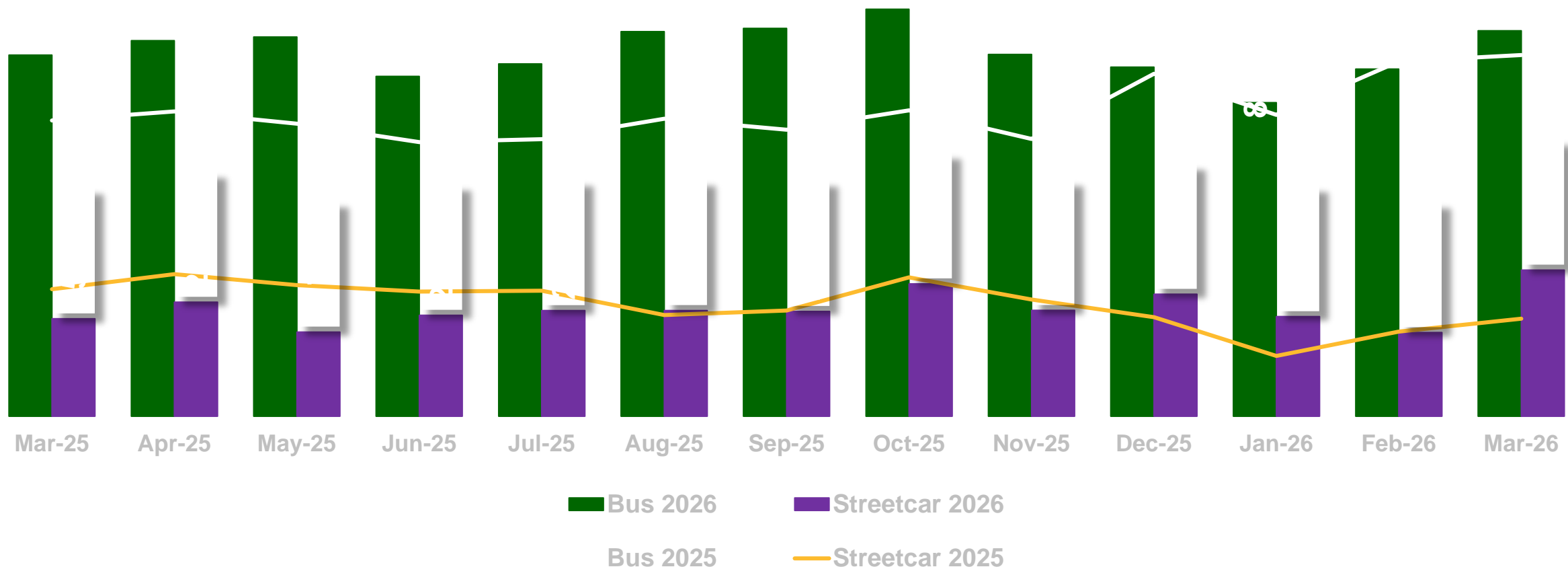
Questions?

4. Reports

J. Chief Transit Officer's Report



****Total Increase from 2025 (+174,605)**



****Increase 188,885 from 2025
Bus(+62,945) Streetcar (+125,940)**

LONG-TERM DETOURS

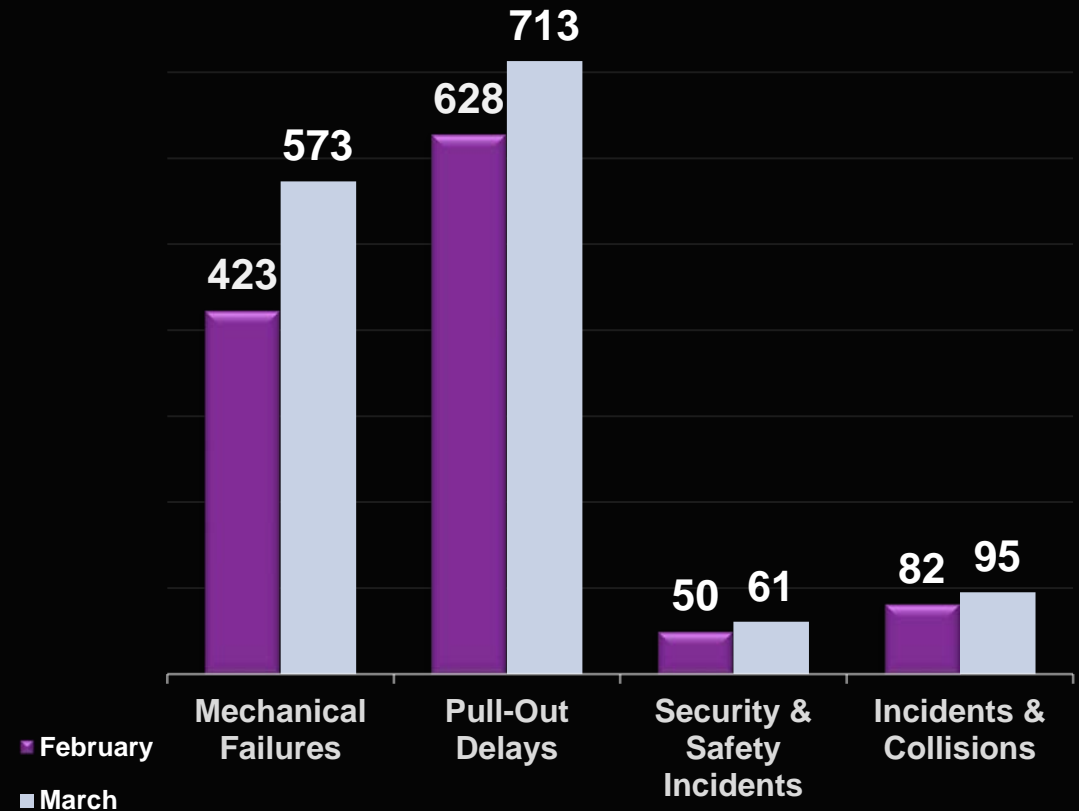
ROUTES AFFECTED BY LONG-TERM DETOURS	CAUSE
11-Magazine	Utility Company Work
31 & 32 Gentilly/Treme	Road Construction
57-Franklin/Freret	Road Construction
61 & 62- Lake Forest/Morrison	Road Construction
80 – Desire/Louisia	Road Construction
84 - Galvez	Bridge Malfunction
91 – Esplanade	Road Blocked
103 – General Meyer	Hole in Street
114A & 114B Sullen/Woodland	Road Blocked

BUS AND STREETCAR SERVICE DISRUPTIONS BY CAUSE

TOTAL CAUSES

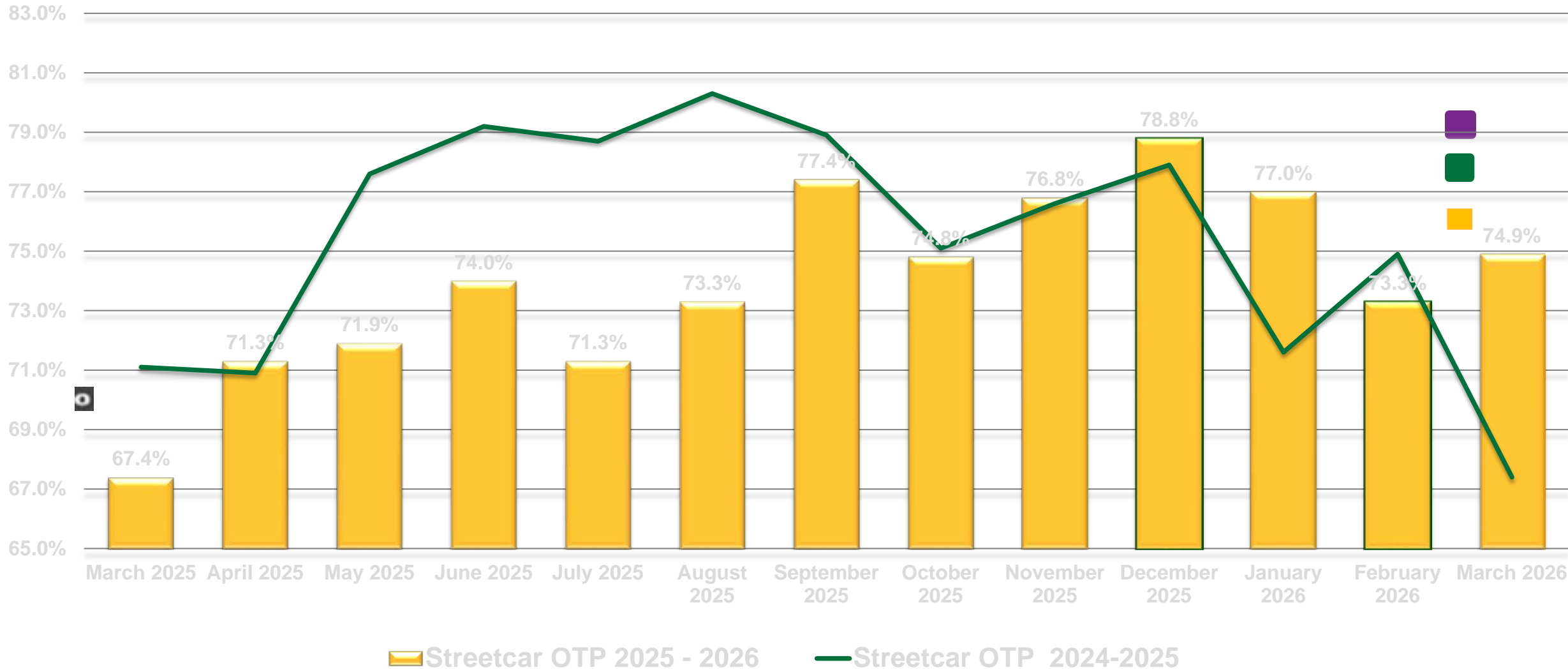
February= 1,358

March =1,270

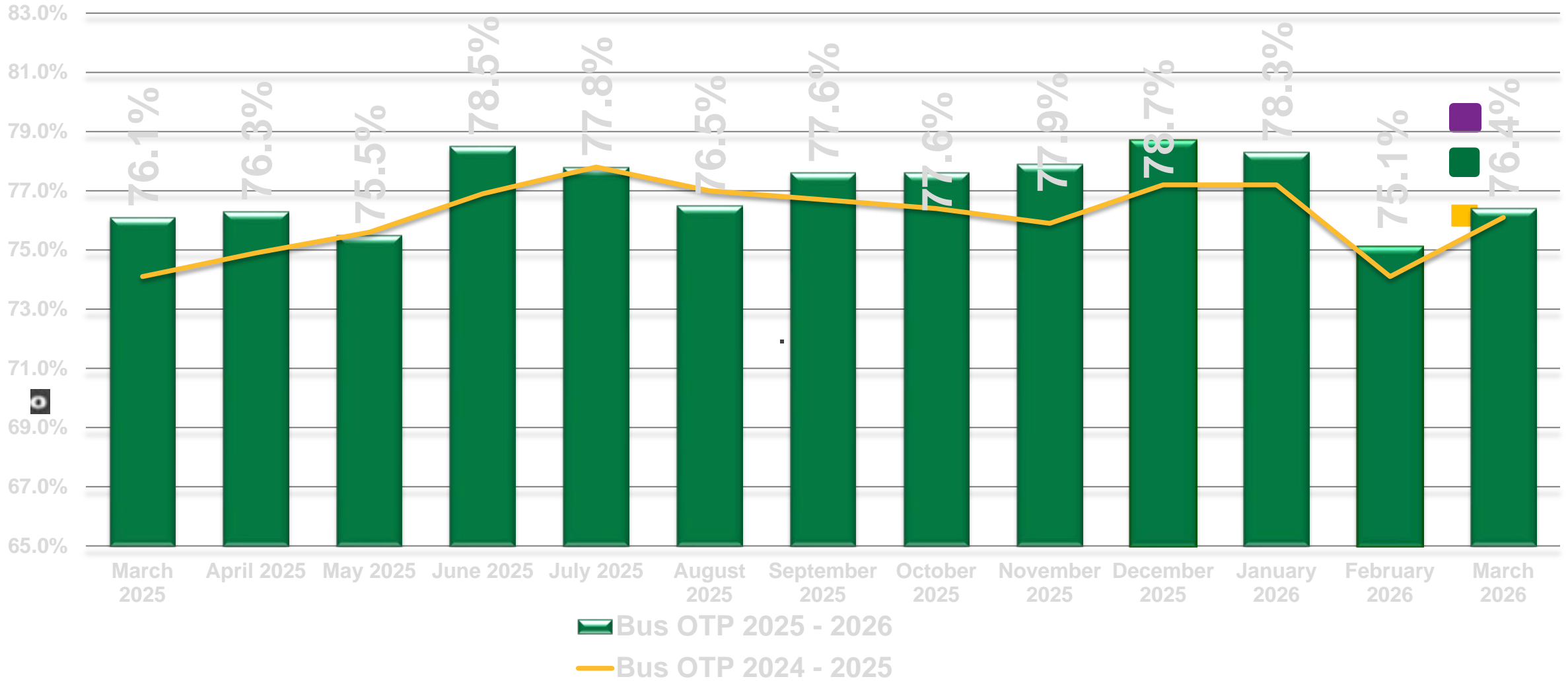


**Top Causes of Pull-Out Delays:

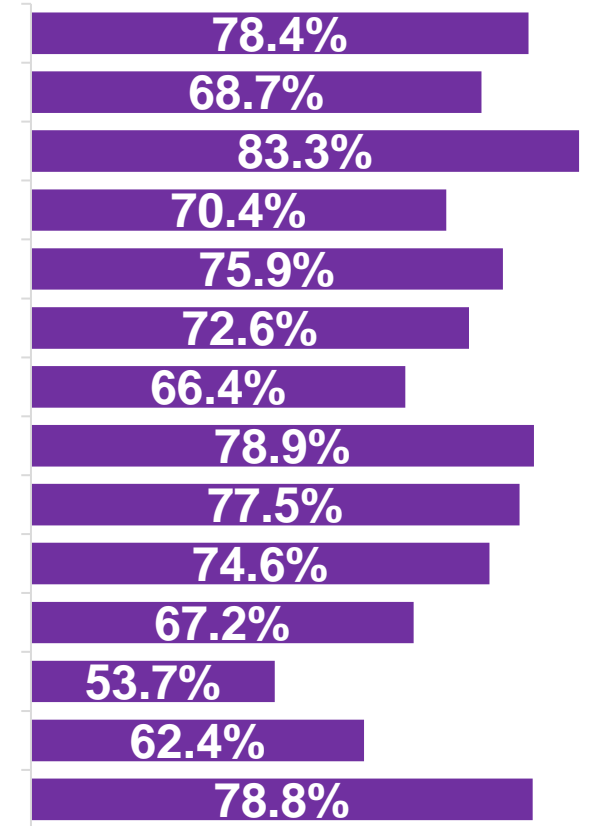
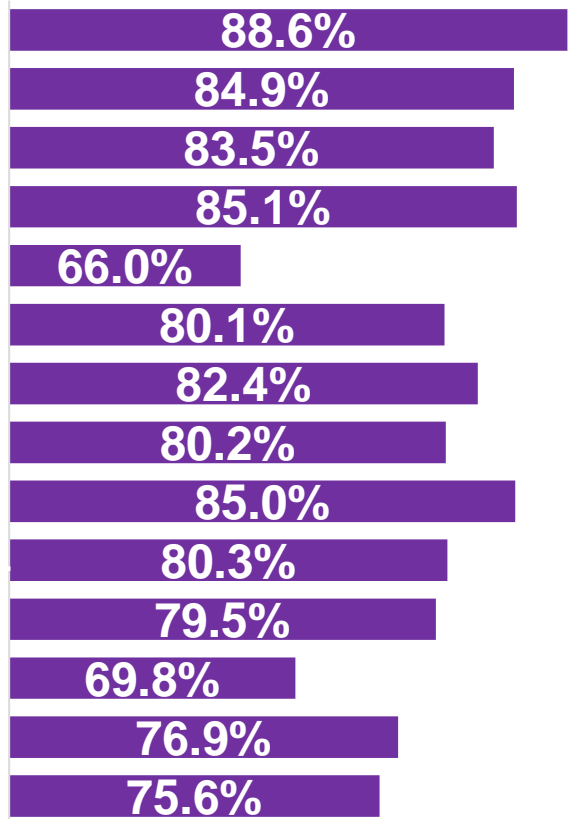
- 1.Operator Availability- 57%
- 2.No Vehicle Available- 36%
- 3.Lot Defect 7%



****+7.5% Year over Year**



****+1.3% over last month**



TOP ON-TIME PERFORMER BY MODE | JANUARY 2026

BUS OPERATORS

Karen Jefferson	95.7%
Brian Whitaker	94.6%
Sean Sawyer	94.2%
Gen B White	94.1%
Denise Davies	93.9%
Mark Phillips	93.8%
Nikell Fortia	93.7%
Andrea Scales	93.3%
Mary Lewis	93.1%
Charles Washington	92.8%

STREETCAR OPERATORS

Ken Von Dullen	94.0%
Charles Cadet	93.5%
Dwane Tillis	92.7%
Raymond Peyton	91.6%
Keishawn Sinegal	88.6%
Treva Butler	87.5%
Robin Morris	87.4%
Errol Broussard	86.5%
Shawntika Baptiste	86.3%
Oliver Armstrong	84.6%

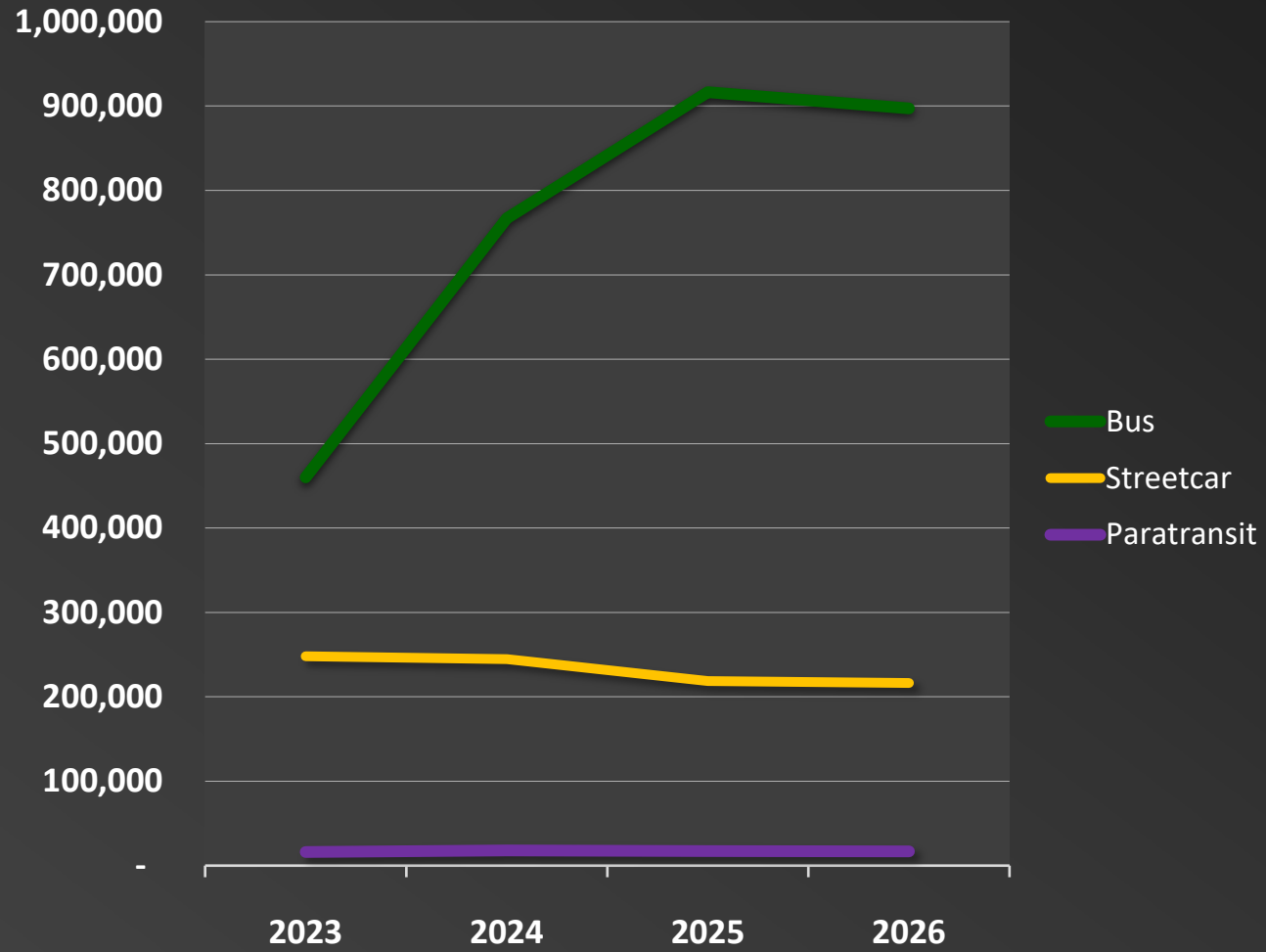
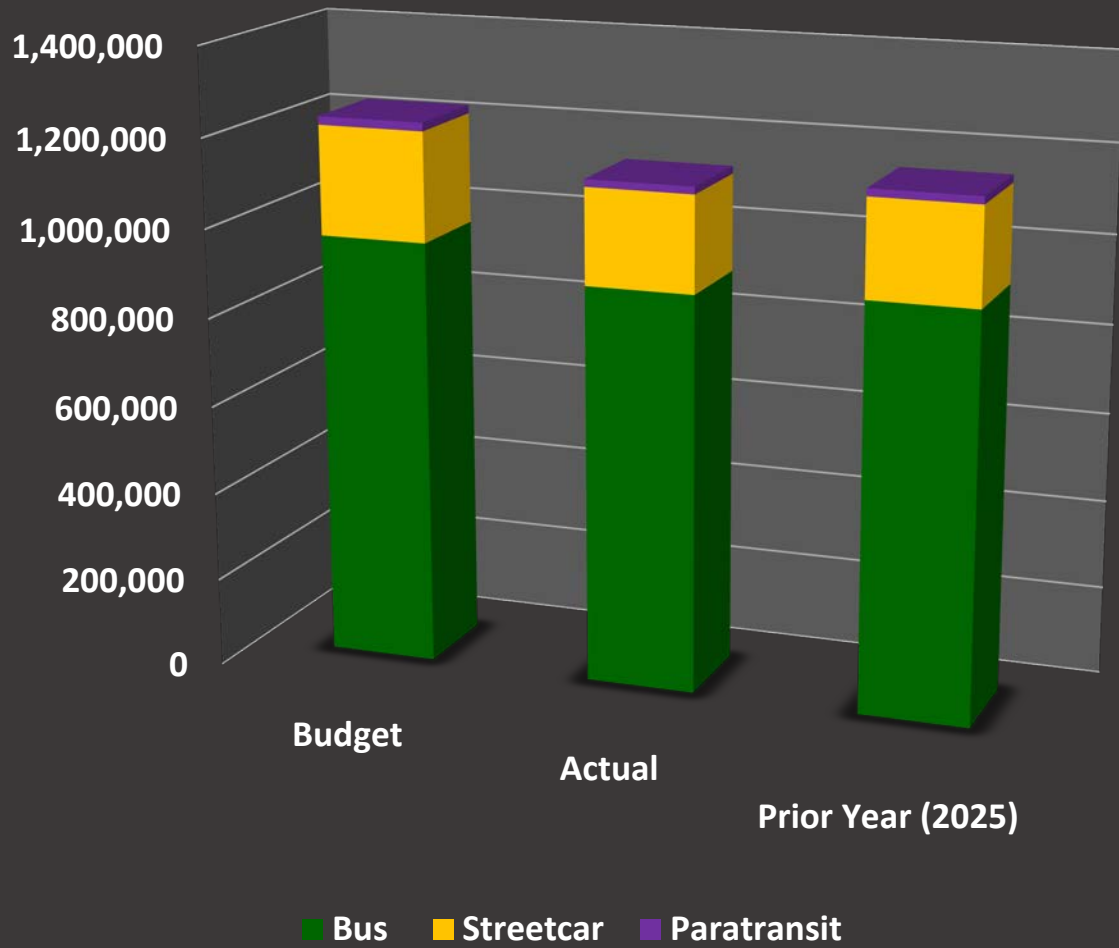
PARATRANSIT OPERATORS

Jessica James	98.2%
Tammy Franklin	94.4%
Shermette Bazley	94.4%

Questions?

4. Reports

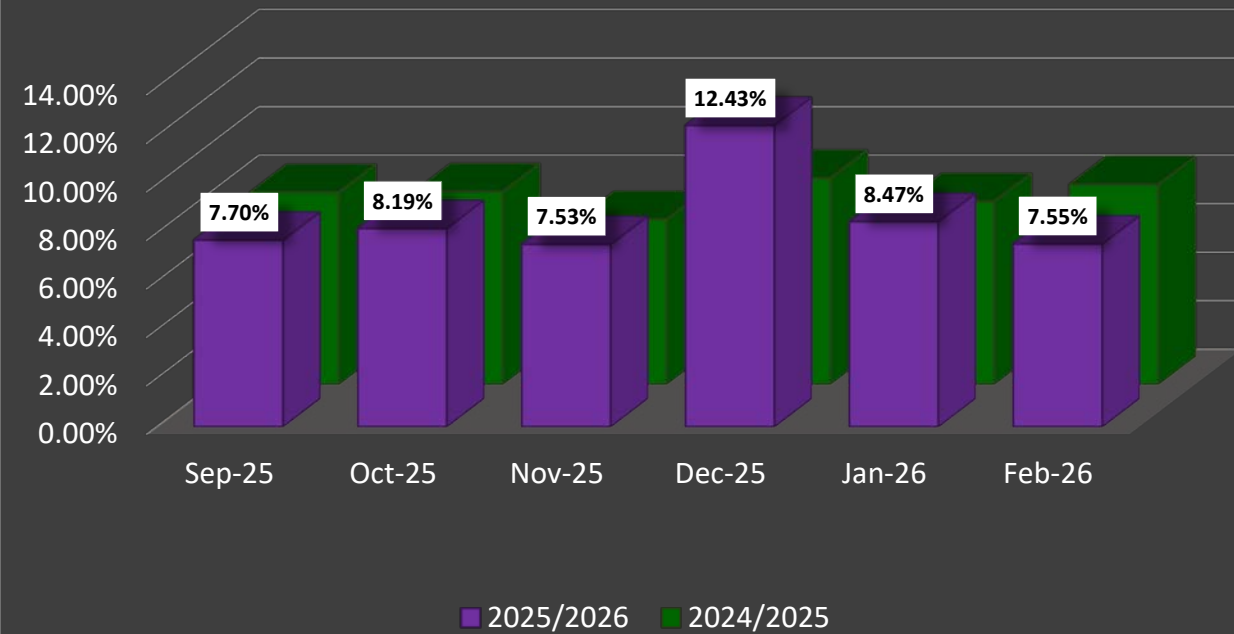
- K. RTA Chief Financial Officer's Report**
 - [January 2026 Financials] 26-048
 - [February 2026 Financials] 26-049



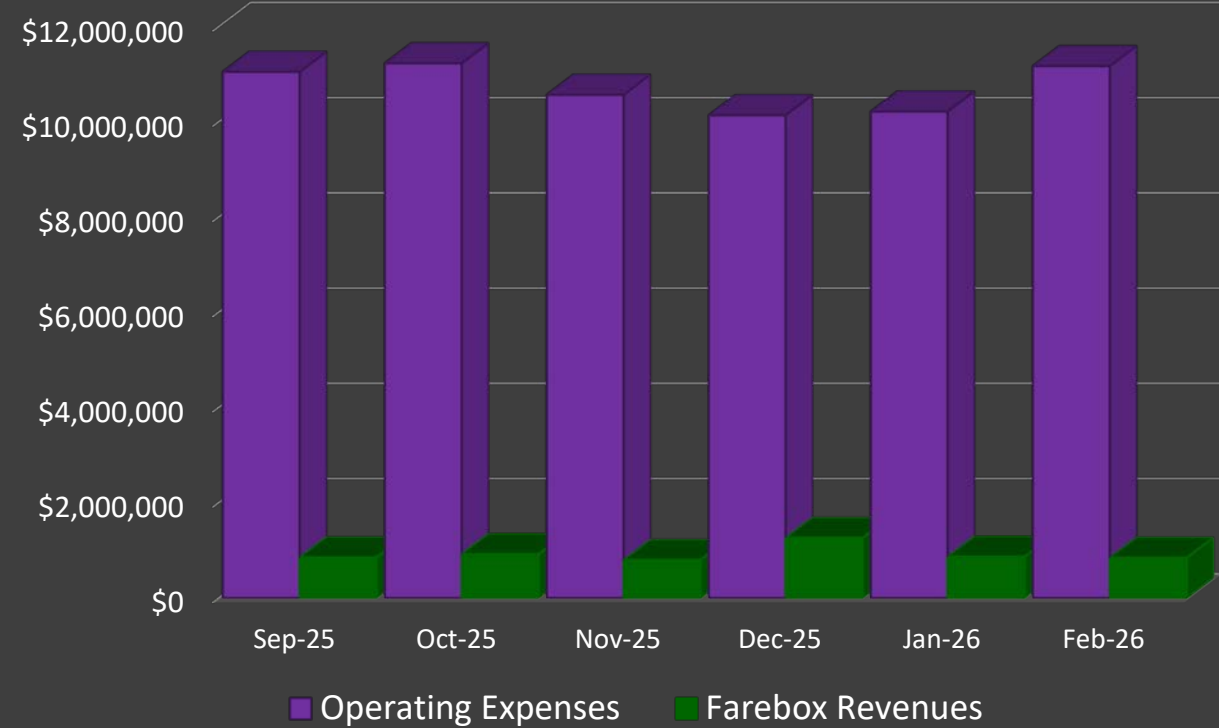
Ridership

Ridership in February increased 4.6% when compared to January actuals. In February, total system ridership (bus, streetcar and paratransit) was 1.13M, compared to 1.08M for the previous month of January.

FAREBOX RECOVERY RATES 2026 vs 2025



TOTAL OPERATING EXPENSES, FAREBOX REVENUE & FAREBOX RECOVERY

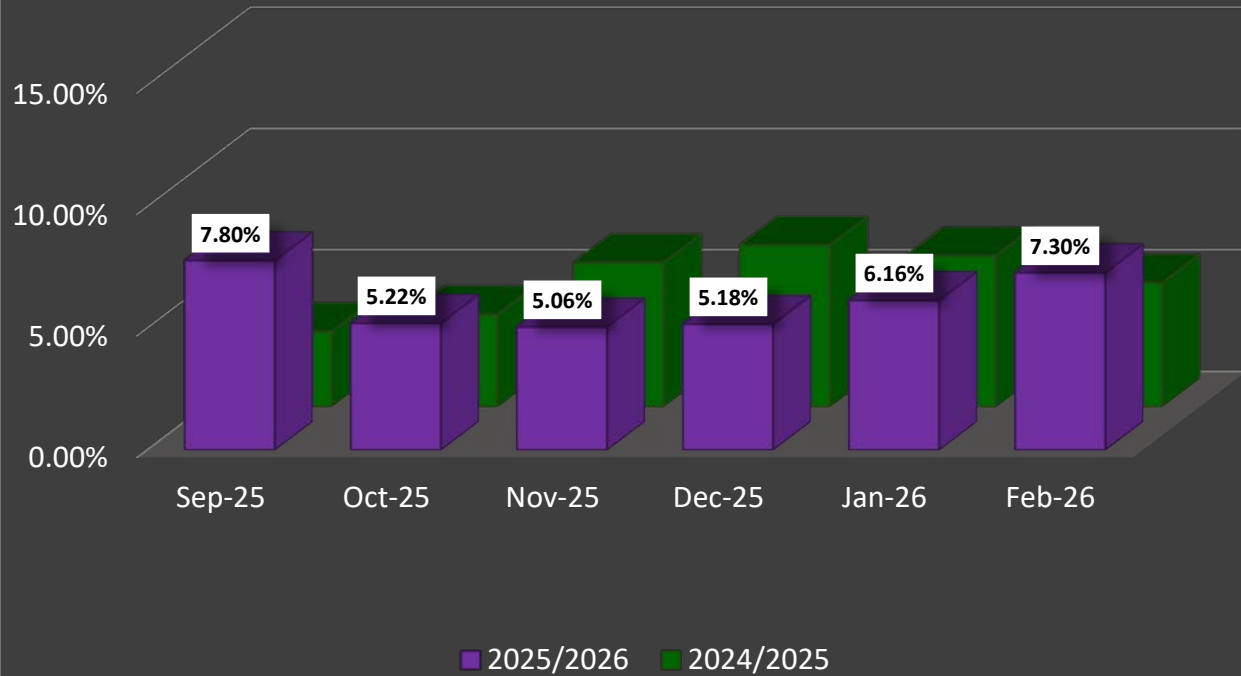


Farebox Recovery Rates 2026 vs. 2025

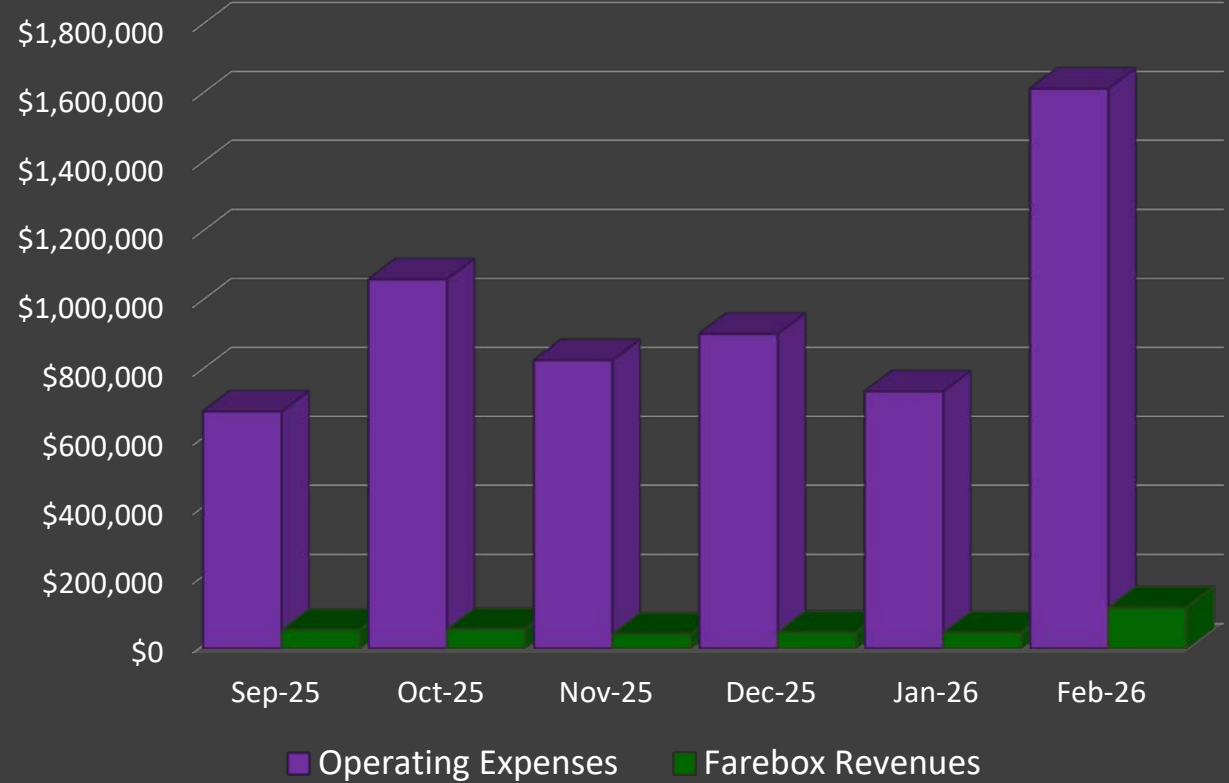
Fare revenue continues to offset a modest percentage of operating expenses as ridership continues to rebound. February’s farebox recovery rate decreased slightly from 8.5% to 7.6%, a decrease of about 0.9%.



**FAREBOX RECOVERY RATES
2026 vs 2025**



TOTAL OPERATING EXPENSES, FAREBOX REVENUE & FAREBOX RECOVERY



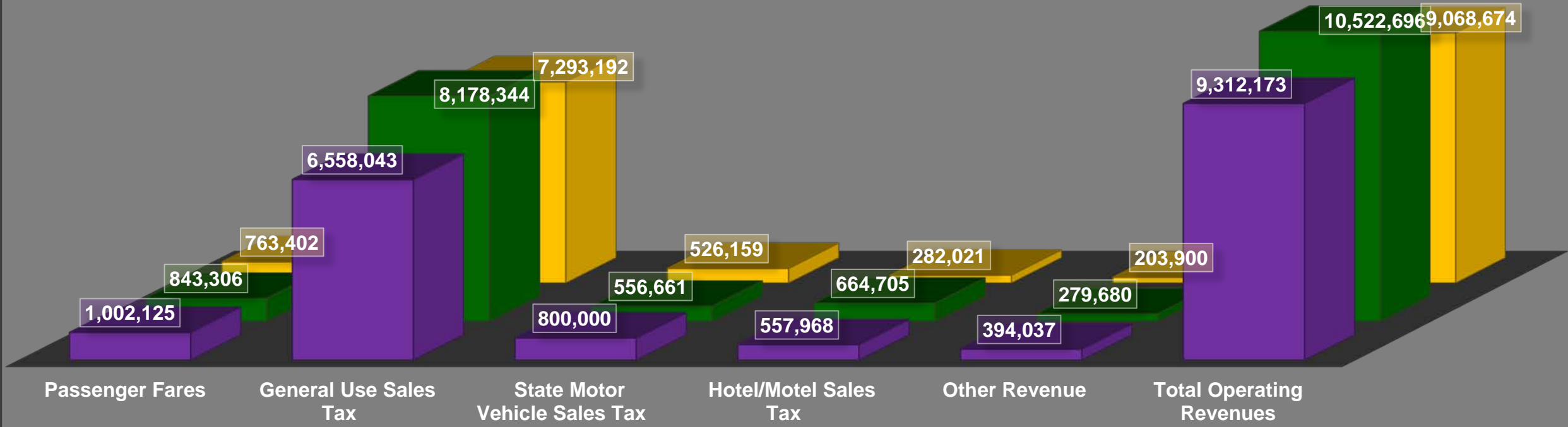
***FERRY- Farebox Recovery Rates
2026 vs. 2025***

The increase in farebox recovery from 6.2% in January to 7.3% in February was driven by an increase in both operating expenses and farebox revenues. Fare revenues continue to offset a small percentage of operating costs.

February 2026 Summary of Sources

SUMMARY OF SOURCES						
	Budget	Actuals	\$ Change	% Change	YTD Budget	YTD Actuals
Sales Tax	7,916,011	9,399,710	1,483,699	18.74%	15,832,022	18,697,194
Government Assistance	2,097,040	2,048,878	(48,162)	-2.30%	4,194,080	4,097,756
Sales Tax and Government Assistance	10,013,051	11,448,588	1,435,537	14.34%	20,026,102	22,794,950
Passenger Fares	1,002,125	843,306	(158,819)	-15.85%	2,004,250	1,708,599
Other Operating Revenues	394,037	279,680	(114,357)	-29.02%	788,074	4,580,972
Subtotal Transit Operations	1,396,162	1,122,986	(273,176)	-19.57%	2,792,324	6,289,571
Total Operating Revenues	11,409,213	12,571,574	1,162,361	10.19%	22,818,426	29,084,521
Federal Capital Funding	5,518,170	988,046	(4,530,124)	-82.09%	11,036,340	3,177,796
Investment Income	102,864	70,661	(32,203)	100.00%	205,728	156,903
Subtotal Capital and Bond Resources	5,621,034	1,058,707	(4,562,327)	-81.17%	11,242,068	3,334,699
Total Revenue	17,030,247	13,630,281	(3,399,966)	-19.96%	34,060,494	32,419,220
Operating Reserve	1,153,773	(231,767)	(1,385,540)	-100.00%	2,307,546	(6,184,876)
Total Sources	18,184,020	13,398,514	(4,785,506)	-26.32%	36,368,040	26,234,344

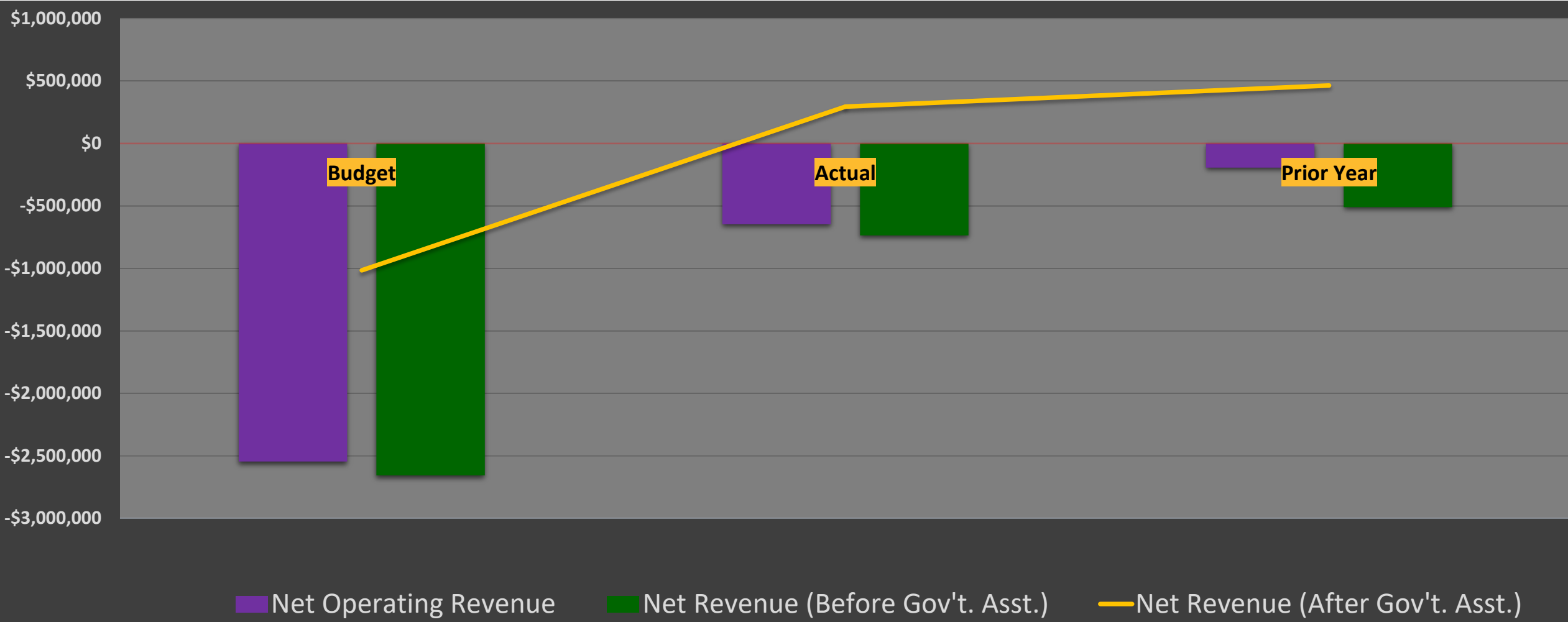
■ Budget ■ Actual ■ Prior Year



Operating Revenues (Budget, Actual & Prior Year)

RTA’s two largest revenue sources are General Use Sales Tax (\$8.2M) and Passenger Fares (\$843K). The two combined make up 85.7% or \$9M of total revenue. Overall, total operating revenues for the month of February are \$10.5M.





Net Revenues (Before and After Government Assistance)

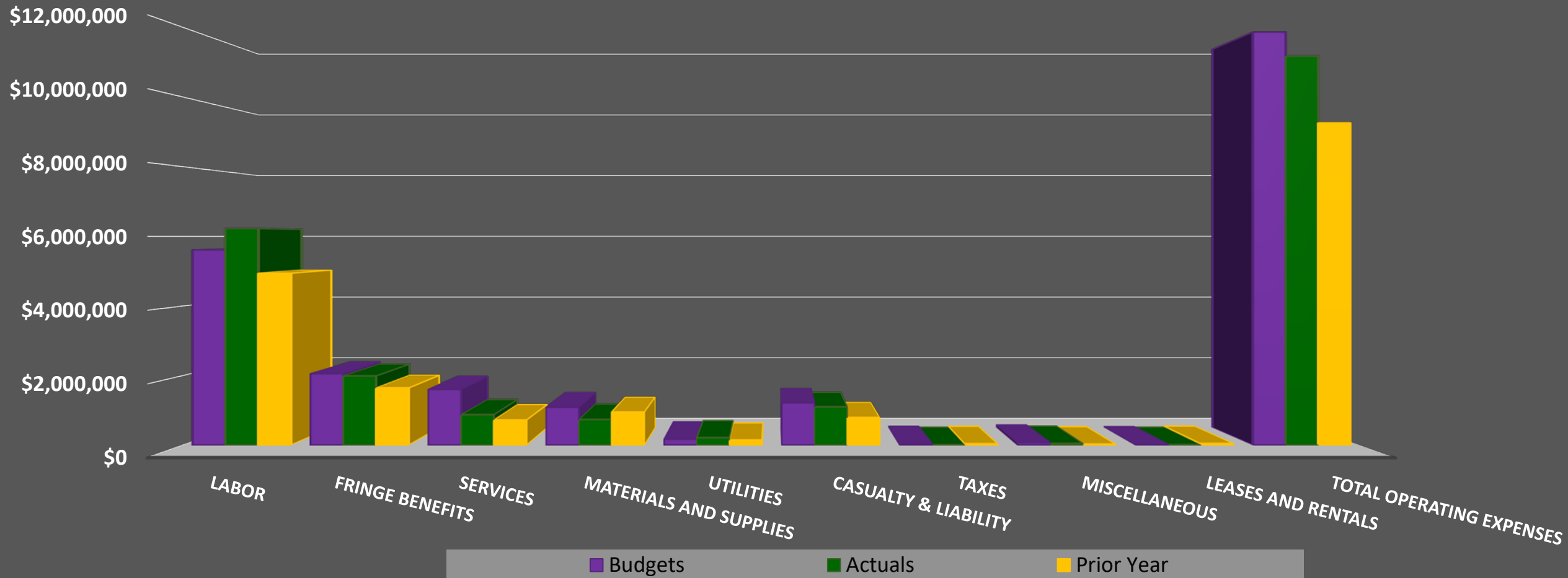
Net Revenue (Before Government Assistance) is -\$736K for the month of February. After applying the month's \$2M in Government Operating Assistance, Net Revenue is \$295K for the month of February.



February 2026 Summary of Uses

SUMMARY OF USES						
	Budget	Actuals	\$ Change	% Change	YTD Budget	YTD Actuals
Transit Operations	11,858,089	11,169,871	688,218	5.80%	23,716,178	21,385,239
TMSEL Legacy Costs	112,255	88,642	23,613	21.04%	224,510	173,191
Maritime Costs	454,355	1,018,052	(563,697)	-124.07%	908,710	1,230,312
Capital Expenditures	5,518,170	988,046	4,530,124	82.09%	11,036,340	3,177,796
FEMA Project Worksheet Expenditures	0	0	0	0.00%	0	0
Debt Service	241,151	133,903	107,248	44.47%	482,302	267,806
Total Expenditures	18,184,020	13,398,514	4,785,506	26.32%	36,368,040	26,234,344
Operating Reserve	0	0	0	0.00%	0	0
Total Uses	18,184,020	13,398,514	4,785,506	26.32%	36,368,040	26,234,344

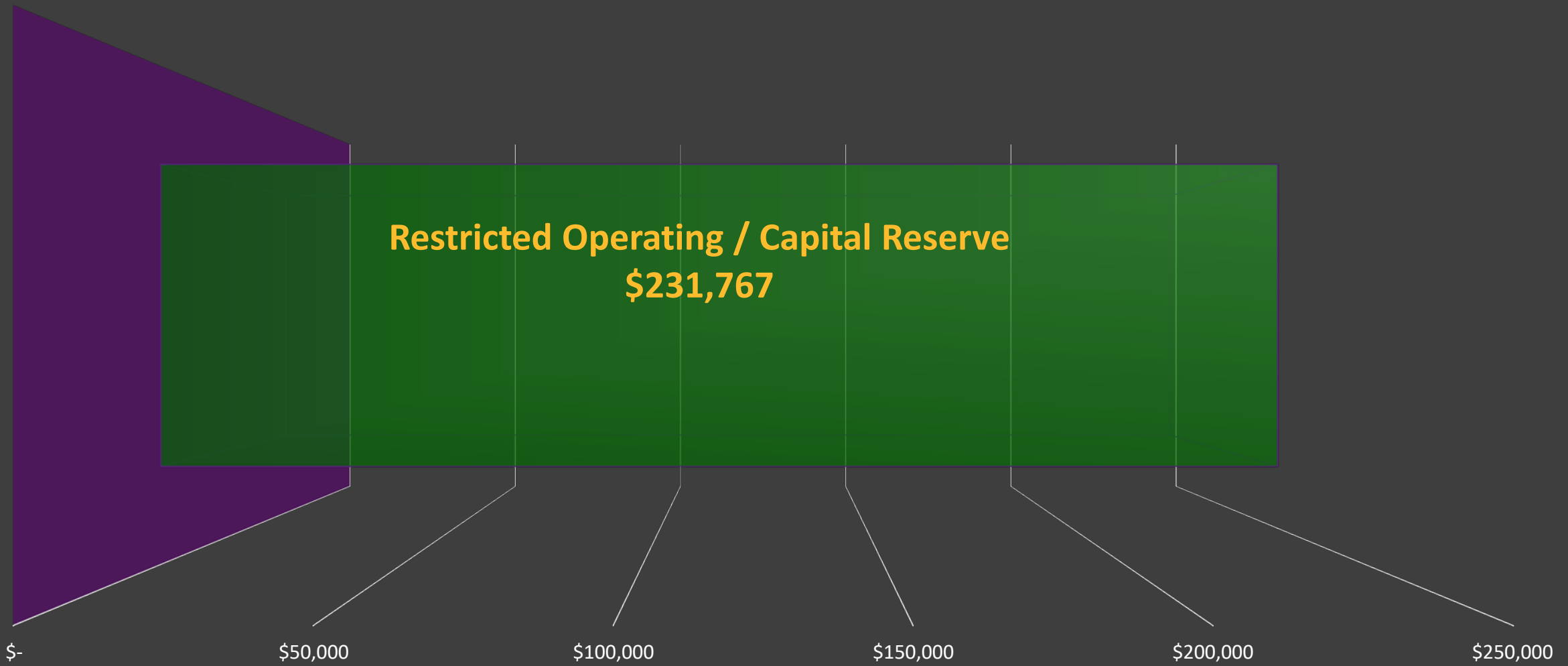
Operating Expenses (Actual - \$11,169,871)



Operating Expenses

Operating Expenses for the month of February are roughly \$11.2M. Labor and Fringe Benefits, the largest expenditure at \$8.2M, comprised 73.5% of this month's actual expenses. In total, Operating Expenses for the month of February show an increase of 9% from \$10.2M in January.





Operating Reserve

The positive variance that resulted from Net Revenue (After Government Assistance of approximately \$2M) added approximately \$232K to the Restricted Operating/Capital Reserve, after the offset of \$134K in Debt Service.



Procurement

Purchase Orders Less than \$100K
(March 1, 2026 – March 31, 2026)

Order	Supplier	Cost Center Code	Cost Center Description	Account	Creation Date	Description	Purchase Order Amount
RTAP_02260	GLORY GLOBAL SOLUTIONS INC	2600	Revenue Collection	01-2600-02-7460-111-00-00-00000-00000	3/12/26	Coin Sorter Maintenance	\$1,120.74
RTAP_02267	CONTROLTEK	2600	Revenue Collection	01-2600-02-8640-175-00-00-00000-00000	3/13/26	Materials & Supplies	\$2,945.96
			Finance				\$4,066.70
RTAP_02244	HI PRESSURE CLEANING SYSTEMS	2843	Infrastructure	01-2843-99-8620-123-00-00-00000-00000	3/5/26	Materials & Supplies	\$1,085.04
RTAP_02248	G & M ELECTRIC COMPANY	2843	Infrastructure	01-2843-99-8620-127-00-00-00000-00000	3/6/26	Materials & Supplies	\$1,414.00
RTAP_02251	ULINE	2843	Infrastructure	01-2843-99-8620-123-00-00-00000-00000	3/10/26	Materials & Supplies	\$1,585.57
RTAP_02253	GRAINGER (2)	2843	Infrastructure	01-2843-99-8620-125-00-00-00000-00000	3/10/26	Ice Machine	\$5,095.72
RTAP_02255	CCS INDUSTRIAL SERVICES INC	2843	Infrastructure	01-2843-99-7570-125-00-00-00000-00000	3/10/26	Boiler Repair @Eno/Canal	\$3,715.00
RTAP_02261	UNITED RENTALS	2843	Infrastructure	01-2843-99-9771-181-00-00-00000-00000	3/12/26	Compressor Rental	\$634.18
RTAP_02270	HELM PAINT & SUPPLY INC	2843	Infrastructure	01-2843-99-8620-127-00-00-00000-00000	3/16/26	Materials & Supplies	\$605.88
RTAP_02271	ECONOMIC JANITORIAL SUPPLIES	2843	Infrastructure	01-2843-99-8620-123-00-00-00000-00000	3/16/26	Materials & Supplies	\$912.49
RTAP_02272	CUMMINS SALES AND SERVICE	2843	Infrastructure	01-2843-99-8640-141-00-00-00000-00000	3/16/26	Materials & Supplies	\$1,069.69
RTAP_02273	JOHNSTONE SUPPLY	2843	Infrastructure	01-2843-99-8640-125-00-00-00000-00000	3/16/26	Materials & Supplies	\$357.25
RTAP_02278	NOTOCO INDUSTRIES	2843	Infrastructure	01-2843-99-8620-125-00-00-00000-00000	3/18/26	Materials & Supplies	\$400.57
RTAP_02295	CHILLCO	2843	Infrastructure	01-2843-99-7570-127-00-00-00000-00000	3/27/26	Troubleshoot It Cooling System	\$1,293.00
RTAP_02296	JOHNSTONE SUPPLY	2843	Infrastructure	01-2843-99-8620-127-00-00-00000-00000	3/27/26	Refrigerant	\$1,124.00
RTAP_02297	HELM PAINT & SUPPLY INC	2843	Infrastructure	01-2843-99-8620-123-00-00-00000-00000	3/27/26	Paint (French Market Restrooms)	\$311.96
			Infrastructure				\$19,604.35
RTAP_02258	CDWG	2900	Information Technology	01-2900-02-7140-170-89-00-00000-00000	3/11/26	Cradlepoint Subscription Dates: 1/23/2026 - 1/22/2029	\$5,744.04
RTAP_02284	KASEYA US LLC	2900	Information Technology	01-2900-02-7140-161-00-00-00000-00000	3/19/26	Kaseya - Vsa Professional Edition - Cloud, Vorex, Vsa 3Rd Party Patching And Vsa Review 360	\$25,221.72
RTAP_02285	CONNECTRIA LLC	2900	Information Technology	01-2900-02-7140-170-00-00-00000-00000	3/19/26	Equipment Repairs	\$31,921.80
RTAP_02304	CDWG	2900	Information Technology	01-2900-02-8580-170-00-00-00000-00000	3/31/26	Ups Replacement Battery	\$411.24
RTAP_02305	CONTRUENT LLC	2900	Information Technology	01-2900-02-7140-171-00-00-00000-00000	3/31/26	Procureware (5/13/26-5/12/27)	\$17,325.00
RTAP_02239	HANOVER DISPLAYS, INC.	2943	Information Technology	01-2943-99-8510-061-89-00-00000-00000	3/2/26	Key Fob	\$125.00
			Information Technology				\$80,748.80
RTAP_02238	COASTAL TRUCK DRIVING SCHOOL	4100	Operations	01-4100-02-7080-011-00-00-00000-00000	3/2/26		\$1,780.00
			Operations	RTA Board of Commissioners Meeting			\$1,780.00

Procurement

Purchase Orders Less than \$100K
(March 1, 2026 – March 31, 2026)

Order	Supplier	Cost Center Code	Cost Center Description	Account	Creation Date	Description	Purchase Order Amount
RTAP_02240	DIXIE SUPPLY LLC	4300	Maintenance	01-0000-00-1302-000-00-00-00000-00000	3/3/26	Vehicle Parts	\$2,800.00
RTAP_02246	AMSTED RAIL	4300	Maintenance	01-0000-00-1302-000-00-00-00000-00000	3/6/26	Rail Supplies	\$3,956.75
RTAP_02254	SCHINDLER SPRING COMPANY INC	4300	Maintenance	01-0000-00-1302-000-00-00-00000-00000	3/10/26	Brake Valve Handles	\$4,920.00
RTAP_02293	BALTHAZAR ELECTRIKS	4300	Maintenance	01-0000-00-1302-000-00-00-00000-00000	3/24/26	Vehicle Parts	\$940.00
RTAP_02241	COASTAL TRUCK DRIVING SCHOOL	4300	Maintenance	01-4300-02-7080-041-01-00-00000-00000	3/3/26	Entry Level Driver Training	\$13,860.00
RTAP_02245	KENWORTH OF LOUISIANA LLC	4300	Maintenance	01-4300-02-7310-061-01-00-00000-00000	3/6/26	Revenue Vehicle Repairs	\$4,459.33
RTAP_02247	TRUCK & TRANSPORTATION EQUIPMENT CO INC	4300	Maintenance	01-4300-06-7580-091-00-00-00000-00000	3/6/26	Revenue Vehicle Repairs	\$1,955.36
RTAP_02249	DIXIE SUPPLY LLC	4300	Maintenance	01-4300-04-8510-061-03-00-00000-00000	3/6/26	Vehicle Parts	\$2,140.00
RTAP_02252	GOODYEAR TIRE & RUBBER COMPANY	4300	Maintenance	01-4300-06-8120-081-00-00-00000-00000	3/10/26	Vehicle Parts	\$596.06
RTAP_02257	LESON CHEVEROLET	4300	Maintenance	01-4300-06-8631-091-00-00-00000-00000	3/11/26	Vehicle Parts	\$1,242.52
RTAP_02262	FASTENAL COMPANY	4300	Maintenance	01-4300-99-8640-141-03-00-00000-00000	3/12/26	Watering Cart	\$1,570.83
RTAP_02263	JM TEST SYSTEMS LLC	4300	Maintenance	01-4300-99-8640-141-03-00-00000-00000	3/12/26	Rail Meter Calibration & Certification	\$2,102.25
RTAP_02265	UNITED RENTALS	4300	Maintenance	01-4300-06-7580-091-00-00-00000-00000	3/13/26	Revenue Vehicle Repairs	\$1,267.09
RTAP_02274	BIG SKY DISTRIBUTORS LLC	4300	Maintenance	01-4300-04-8510-061-03-00-00000-00000	3/17/26	Vehicle Parts	\$951.22
RTAP_02275	NEW FLYER OF AMERICA (2)	4300	Maintenance	01-4300-02-8510-062-01-00-00000-00000	3/17/26	Vehicle Parts	\$6,638.28
RTAP_02276	AMERICAN TRACTION SOLUTIONS INC	4300	Maintenance	01-4300-04-7610-061-03-00-00000-00000	3/17/26	Revenue Vehicle Repairs	\$9,052.35
RTAP_02277	GRAINGER (2)	4300	Maintenance	01-4300-04-8640-061-03-00-00000-00000	3/18/26	Ac Equipment	\$15,686.08
RTAP_02280	TRI-STATE REFRIGERATION	4300	Maintenance	01-4300-02-7410-061-01-00-00000-00000	3/18/26	Ac Repairs (328, 340 & 344)	\$2,616.10
RTAP_02281	NAPA	4300	Maintenance	01-4300-04-8640-061-03-00-00000-00000	3/18/26	Materials & Supplies	\$820.52
RTAP_02287	BROOKVILLE EQUIPMENT CORPORATION	4300	Maintenance	01-4300-04-8640-061-03-00-00000-00000	3/23/26	Waterproof Connectors	\$6,168.98
RTAP_02289	STAR GLASS INC	4300	Maintenance	01-4300-06-7580-091-00-00-00000-00000	3/24/26	Revenue Vehicle Repairs	\$1,228.05
RTAP_02292	TENNANT SALES & SERVICE COMPANY	4300	Maintenance	01-4300-99-7570-125-00-00-00000-00000	3/24/26	Revenue Vehicle Repairs	\$383.29
RTAP_02294	SOUTHEAST SAFETY & SUPPLY CO	4300	Maintenance	01-4300-02-8640-051-01-00-00000-00000	3/24/26	Vehicle Parts	\$513.50
RTAP_02298	GRAINGER (2)	4300	Maintenance	01-4300-99-8640-061-03-00-00000-00000	3/27/26	Vehicle Parts	\$1,115.65
RTAP_02299	KENWORTH OF LOUISIANA LLC	4300	Maintenance	01-4300-02-8510-061-01-00-00000-00000	3/27/26	Vehicle Parts	\$1,644.76
RTAP_02302	DIXIE SUPPLY LLC	4300	Maintenance	01-4300-04-8640-061-03-00-00000-00000	3/31/26	Metal Tubing	\$2,664.00
RTAP_02303	KENWORTH OF LOUISIANA LLC	4300	Maintenance	01-4300-02-7360-061-01-00-00000-00000	3/31/26	In-Frame Overhaul (Bus 268)	\$18,009.10
RTAP_02300	VEHICLE PARTS & EQUIPMENT	9900	Capital Projects Non-Operating	01-9900-99-8690-127-89-00-00000-00000	3/30/26	Vehicle Mounting Brackets	\$2,533.00
			Maintenance				\$111,835.07

Procurement

Purchase Orders Less than \$100K
(March 1, 2026 – March 31, 2026)

Order	Supplier	Cost Center Code	Cost Center Description	Account	Creation Date	Description	Purchase Order Amount
RTAP_02243	LESON CHEVEROLET	4500	Paratransit Services	01-4500-06-8510-061-05-00-00000-00000	3/5/26	Vehicle Parts	\$251.83
RTAP_02250	MODEL1	4500	Paratransit Services	01-4500-06-8510-061-05-00-00000-00000	3/9/26	Vehicle Parts	\$663.58
RTAP_02290	LESON CHEVEROLET	4500	Paratransit Services	01-4500-06-8510-061-05-00-00000-00000	3/24/26	Vehicle Parts	\$367.10
RTAP_02291	LAMARQUE FORD	4500	Paratransit Services	01-4500-06-8510-061-05-00-00000-00000	3/24/26	Vehicle Parts	\$316.12
			Paratransit Services				\$1,598.63
RTAP_02259	CINTAS FIRST AID AND SAFETY	4600	Safety and Claims	01-4600-99-7701-181-00-00-00000-00000	3/11/26	Materials & Supplies	\$60,000.00
			Safety				\$60,000.00
RTAP_02242	4IMPRINT INC	7400	Benefits & Employee Administration	01-7400-02-9496-181-89-00-00000-00000	3/3/26	Socks	\$2,903.95
RTAP_02279	CRESCENT CITY CLASSIC	7400	Benefits & Employee Administration	01-7400-02-9496-181-89-00-00000-00000	3/18/26	Crescent City Classic 2026	\$2,100.00
RTAP_02286	PARRAN'S CATERING & BANQUET HALL	7400	Benefits & Employee Administration	01-7400-02-9496-181-89-00-00000-00000	3/20/26	Employee Morale	\$9,500.00
			Human Resources				\$14,503.95
RTAP_02256	RELATION INSURANCE SERVES INC	8300	Risk Management	01-8300-02-9135-169-89-00-00000-00000	3/10/26	Benefit Services	\$53,037.00
			Human Resources				\$53,037.00
60							\$ 347,174.50

Questions?



Agenda

5. Consent Agenda (None)



Agenda

6. Items Requiring Board Action (Public Comment will be taken prior to Board vote on each item in accordance with La. R.S. 42:14 (D))

- Contract Award For Paratransit Eligibility Assessment Services 25-171
- Adoption of Algiers Service Improvement Plan and Acceptance of Associated Title VI Service Equity Analysis 26-034
- Carrollton Double Crossover Widening-Contract Award (IFB 2026-004) 26-040
- Cooperative Endeavor Agreement with City of New Orleans for Installation and Maintenance of Battery Electric Bus Charging Infrastructure at East New Orleans Regional Library 26-041



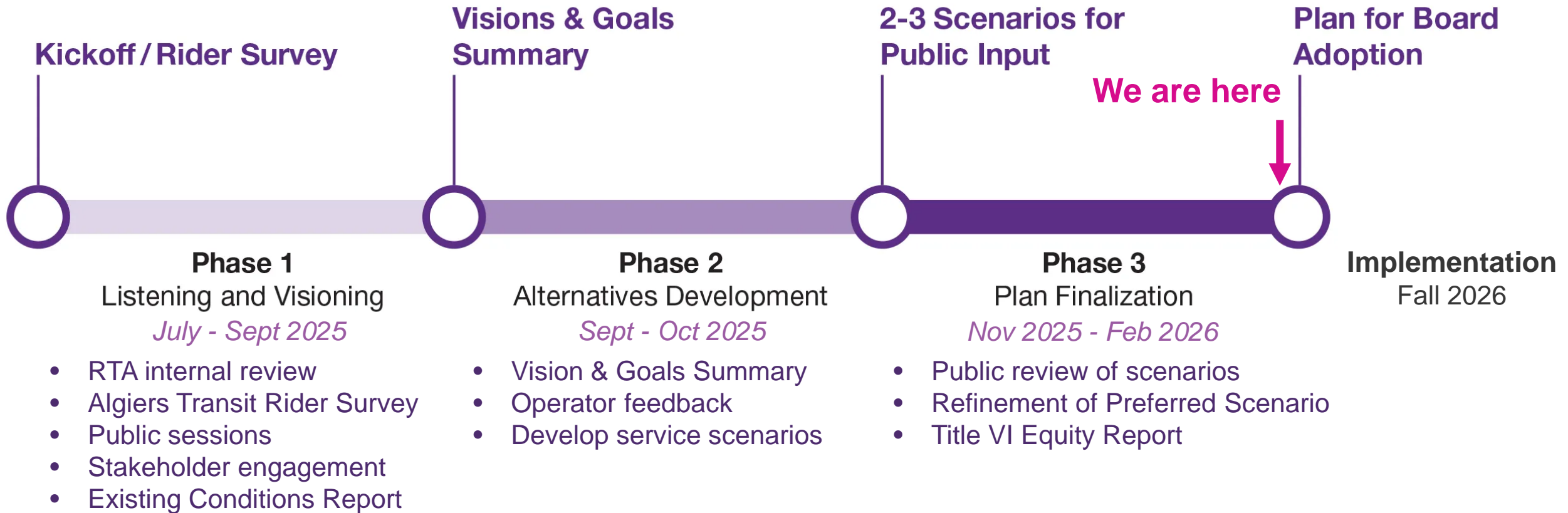
RTA



Algiers Service Improvement Plan

Recommended Network

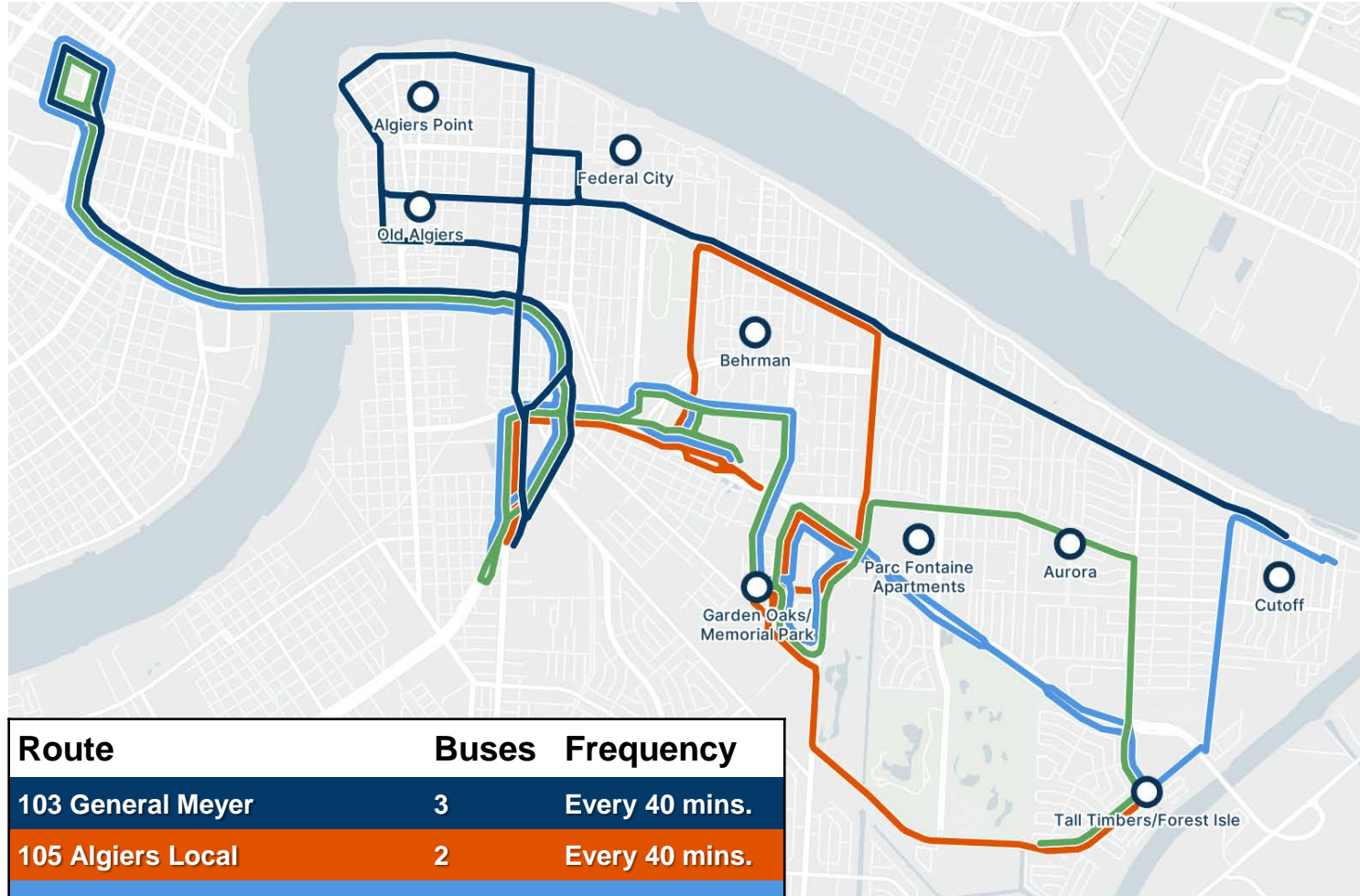
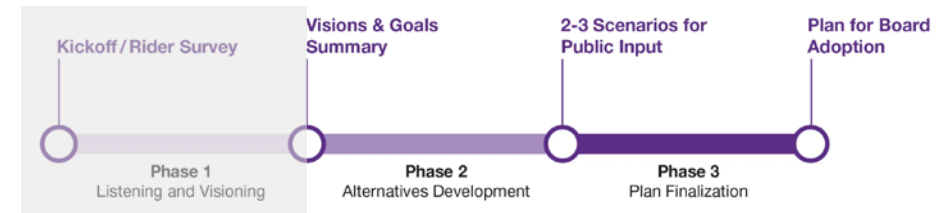
Project Timeline



Phase 1 Summary

Service Vision and Goals

Existing Service

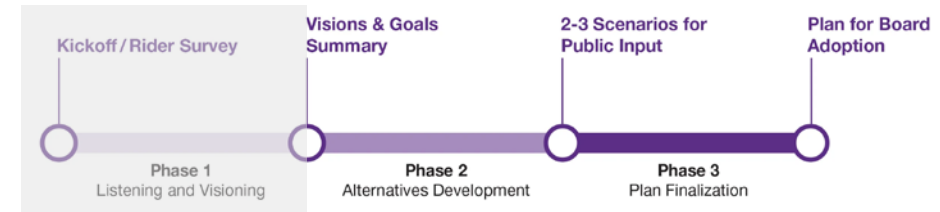


Route	Buses	Frequency
103 General Meyer	3	Every 40 mins.
105 Algiers Local	2	Every 40 mins.
114A Garden Oaks-Sullen	3	Every 40 mins.
114B Garden Oaks-Woodland	3	Every 40 mins.

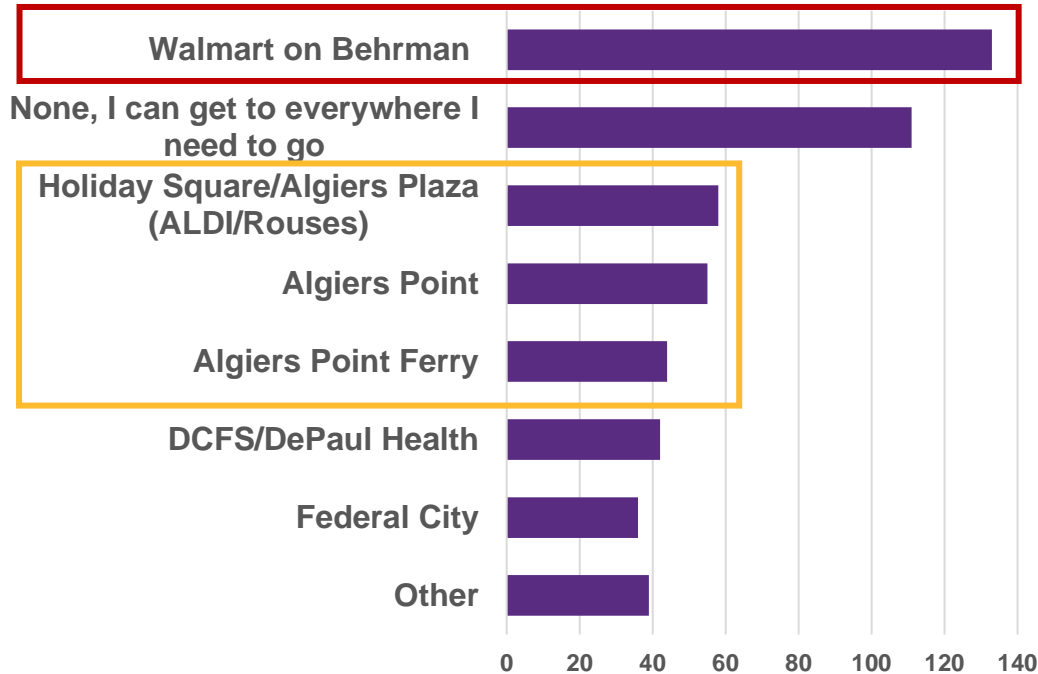
Key points for existing service

- All 4 routes arrive every 40 minutes
- All 4 routes service Wilty Terminal in Gretna
- 3 routes travel to downtown

Phase 1 Engagement Summary



Are there any places on the Westbank you wish were easier to reach by bus?



Riders identified key areas for improvement:

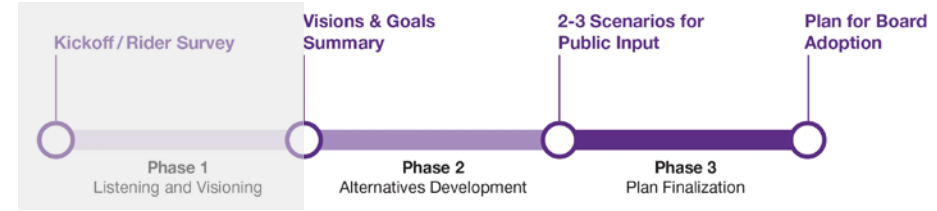
- More frequent service
- Quicker trips to downtown, especially for far-out neighborhoods
- Many neighborhoods lack one-seat to reach grocery store
- More late-night/early morning service

Survey respondents

- 327 total respondents, 93% reported riding RTA in Algiers at least once a week



Ridership Analysis



High ridership areas

- Garden Oaks / Memorial Park
- Gen De Gaulle at Holiday
- Tall Timbers / Forest Isle
- Cutoff

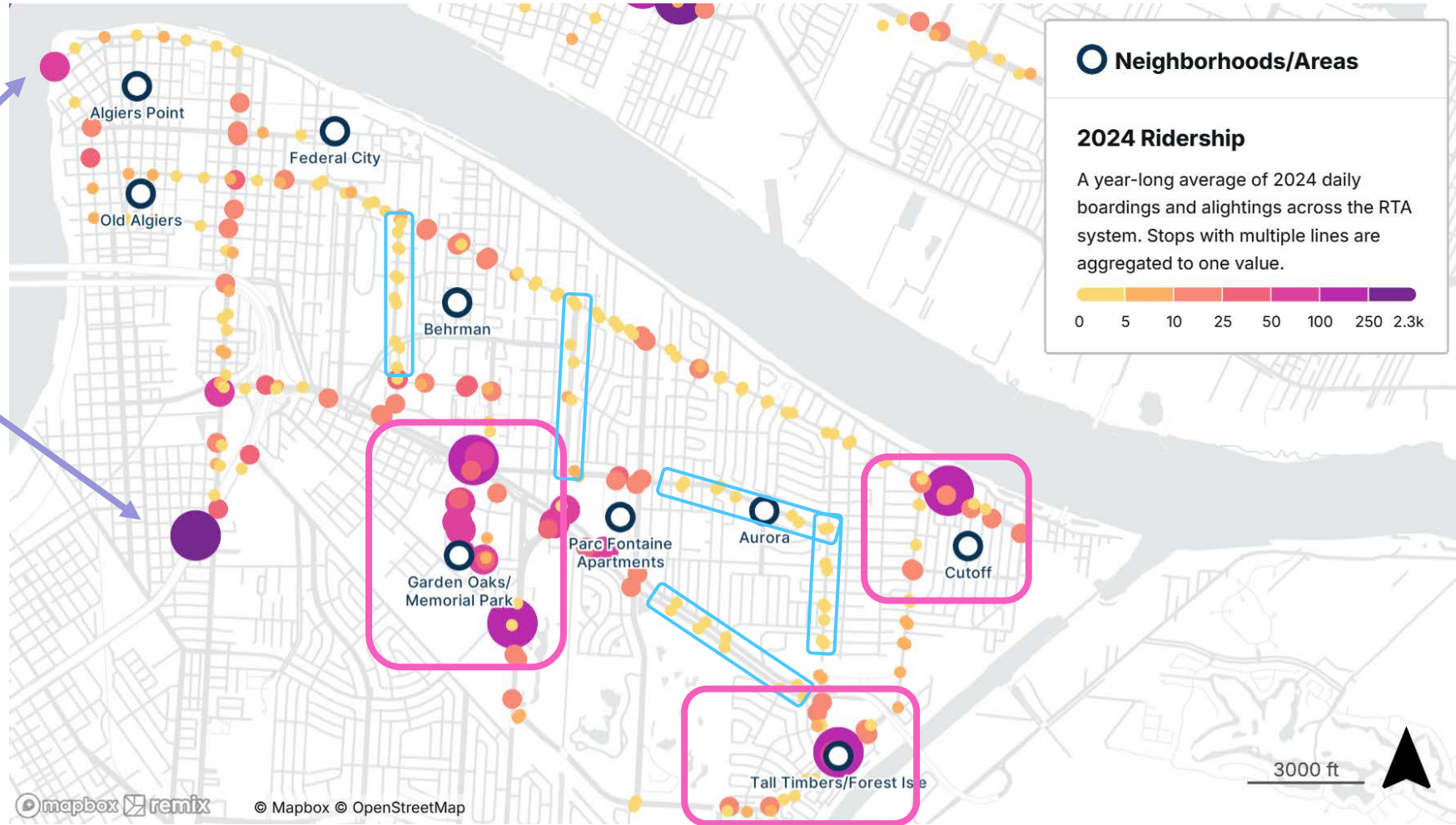
Key transfer facilities

- Algiers Point Ferry
- Wilty Terminal

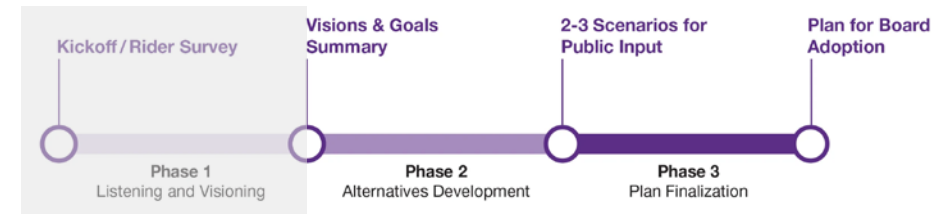
Low ridership segments

- Behrman:
- Pace Blvd
 - Holiday Dr – between MacArthur and Gen Meyer

- Aurora:
- Gen. de Gaulle – between Kabel and Woodland
 - MacArthur - between Kabel and Woodland
 - Woodland Dr – between MacArthur and de Gaulle



Service Goals and Constraints



Service Goals



More frequent bus service



Quicker trips to downtown



Better service to grocery stores



Maintain access to Wilty Terminal

Service Constraints



11 available buses



Road conditions



Operating budget

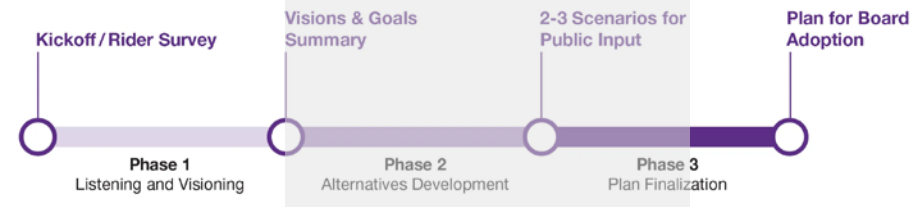


Traffic congestion on the CCC

Phase 2 Summary

Alternatives Development

Phase 2 Process



Use Feedback from Phase 1

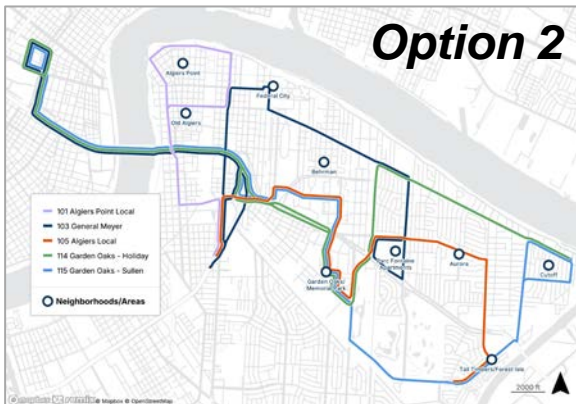
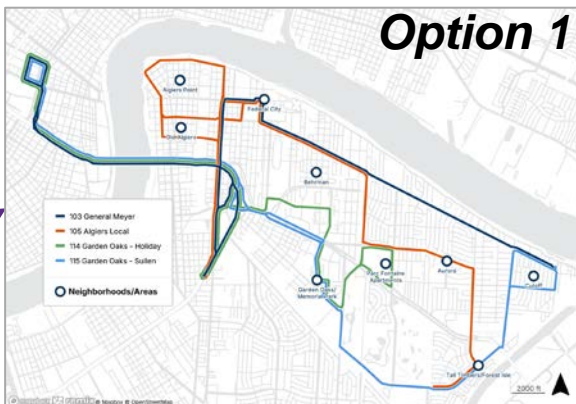
Develop Service Options

Gather Feedback on Options

Refine and Synthesize based on Feedback

Goals & Constraints

Existing Service

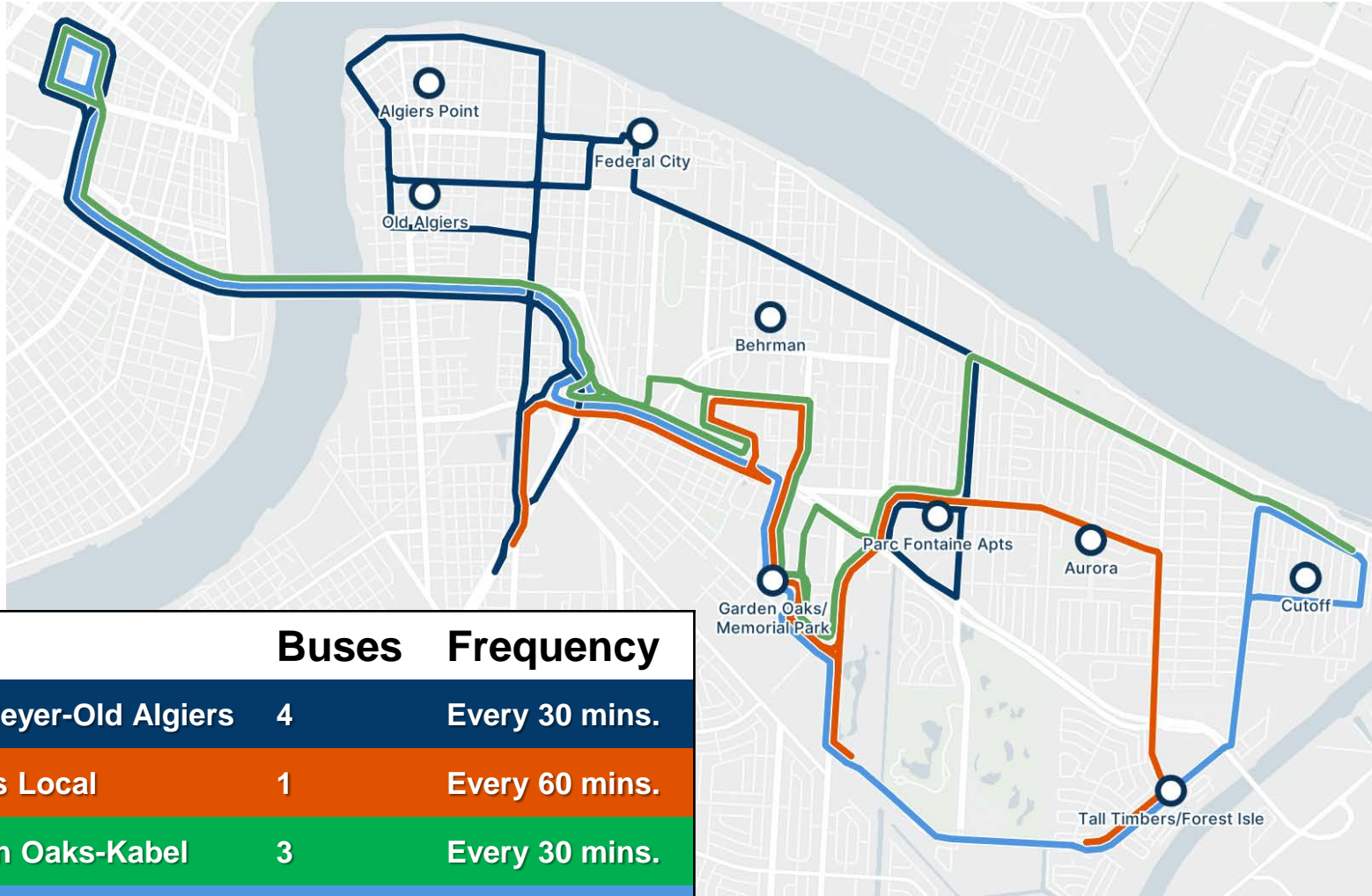
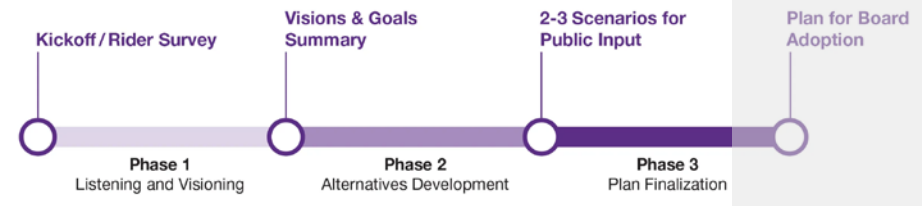


Recommended Network

Recommended Network

Service Goals Assessment and Title VI Analysis

Recommended Network

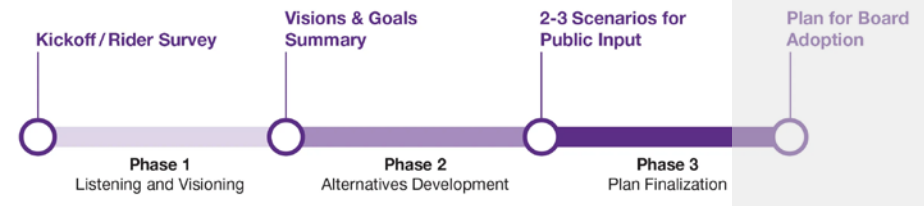


Key changes

- All three routes traveling to downtown come every 30 mins
- Gen. Meyer/Old Algiers bus terminates at Algiers Plaza
- Quicker trips to downtown on 114 and 115 by not stopping at Wilty Terminal
- Route 115 resumes direct service to Walmart
- 105 provides basic local coverage to key Algiers destinations

Route	Buses	Frequency
103 Gen Meyer-Old Algiers	4	Every 30 mins.
105 Algiers Local	1	Every 60 mins.
114 Garden Oaks-Kabel	3	Every 30 mins.
115 Garden Oaks-Sullen	3	Every 30 mins.

Meeting Service Goals



(Neighborhoods sorted by ridership)

Neighborhood/Area	Quicker Trips to Downtown	More Frequent Service	One-seat ride to Grocery Stores	One-seat ride to Willy Terminal	One-seat ride to Algiers Point Ferry
Garden Oaks/Memorial Park	+	+	○	○	○
Tall Timbers/Forest Isle	+	+	○	○	○
Cutoff	+	+	+	-	-
Parc Fontaine Apartments	+	+	○	○	+
Behrman	○	+	○	○	○
Old Algiers	○	+	+	○	○
Algiers Point	○	+	+	○	○
Federal City	○	+	+	○	○
Aurora	-	-	○	○	○

+ Improved
 ○ Maintained
 ○ Not achieved
 - Decreased

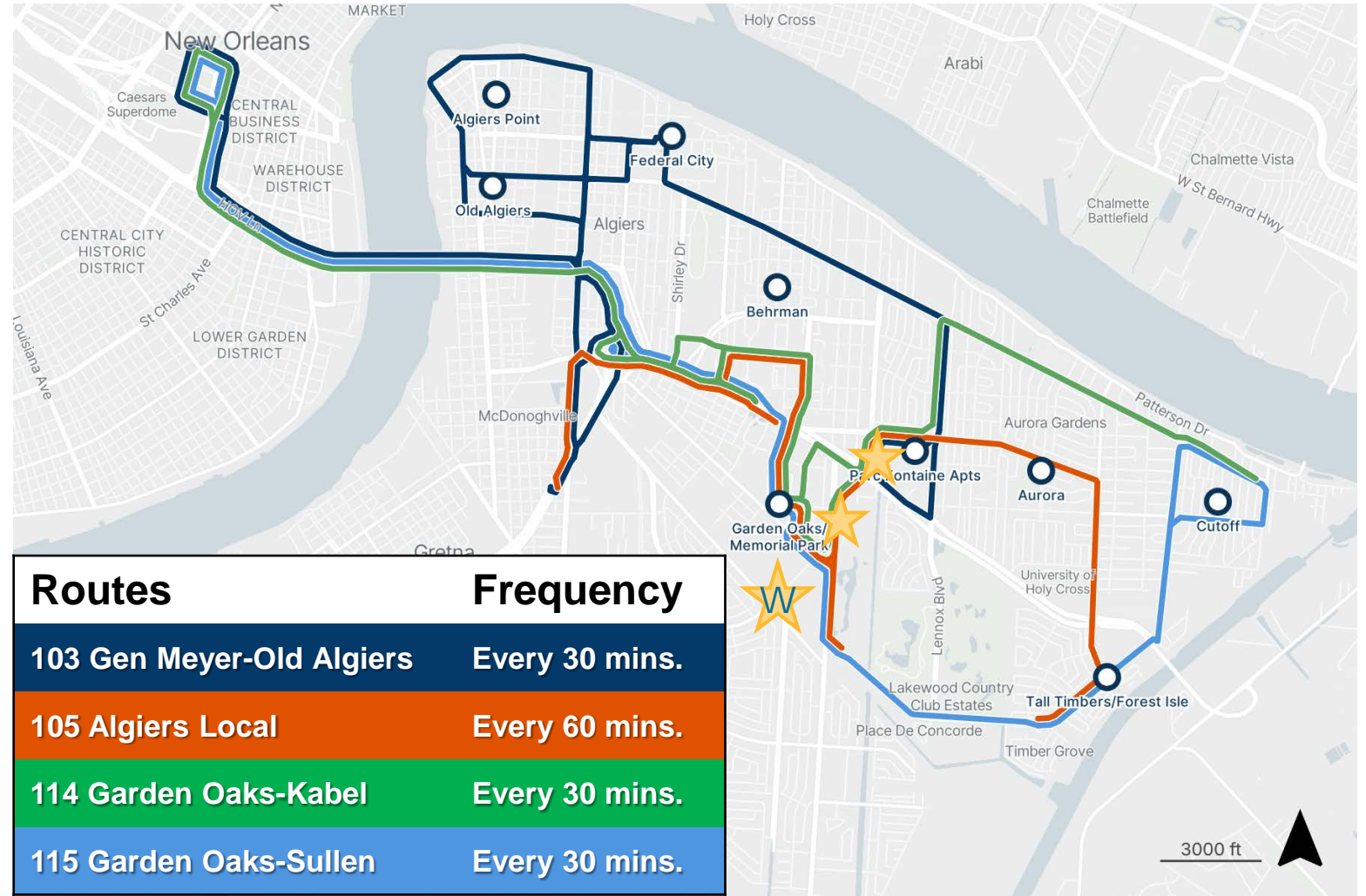
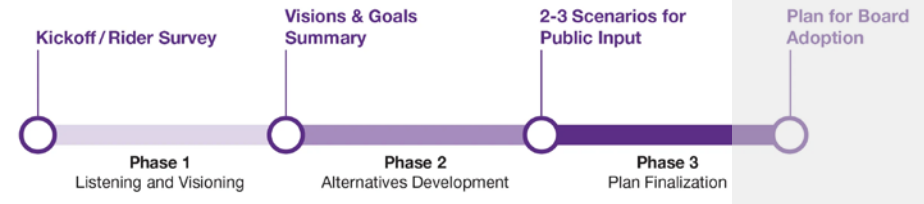
Meeting Service Goals

Direct Service to Grocery Stores

(Neighborhoods sorted by ridership)

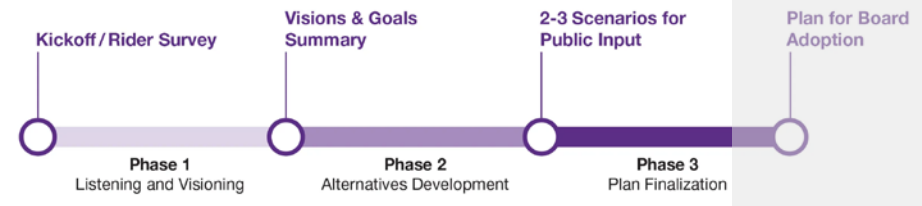
Neighborhood/Area	One-seat ride to Grocery Stores
Garden Oaks/Memorial Park	○
Tall Timbers/Forest Isle	○
Cutoff	+
Parc Fontaine Apartments	○
Behrman	○
Old Algiers	+
Algiers Point	+
Federal City	+
Aurora	○

- + Improved
- Maintained
- Decreased
- Not achieved

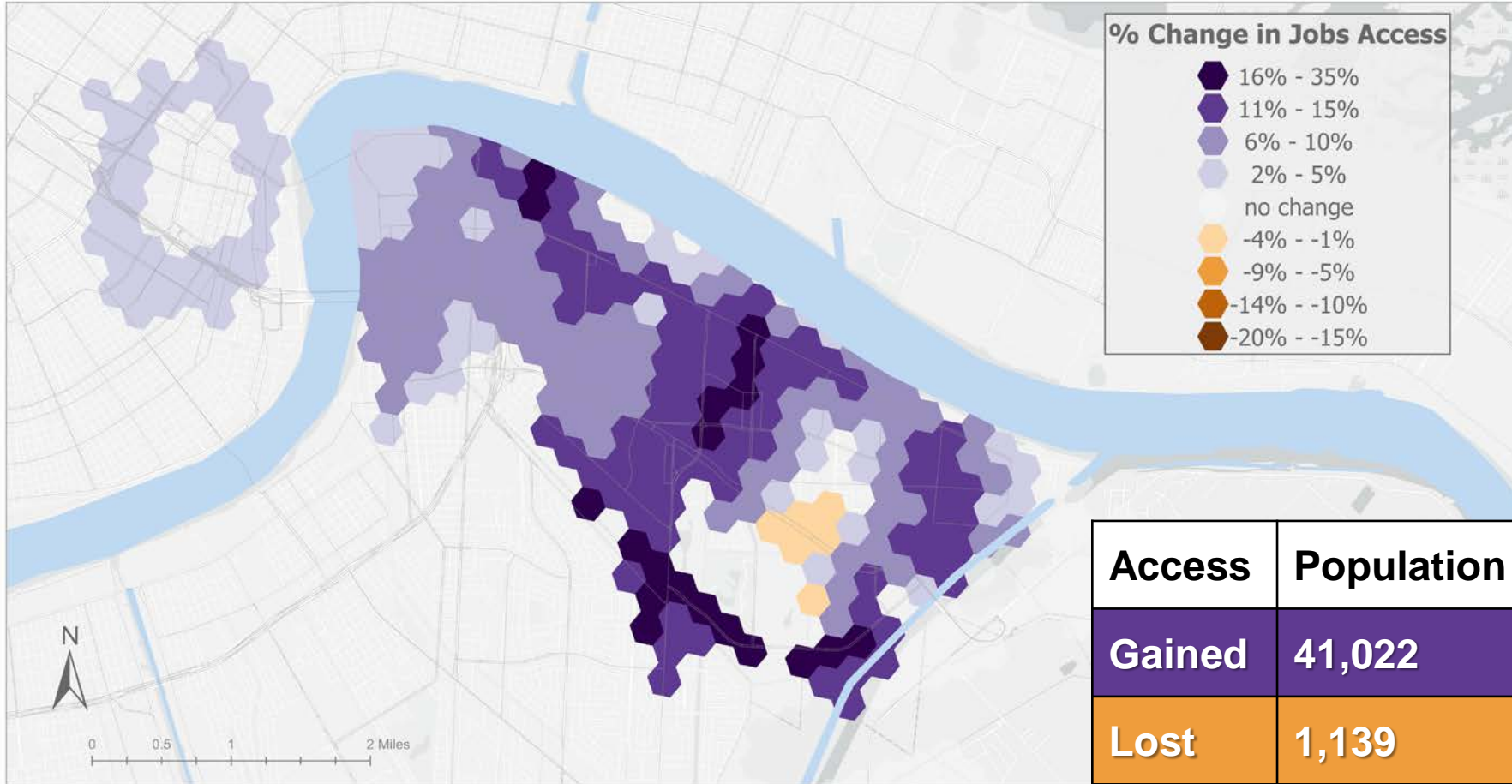


Meeting Service Goals

60-minute Job Access (Quicker trips to Downtown)



Change in Job Access at 7:00 AM – Today vs Recommended

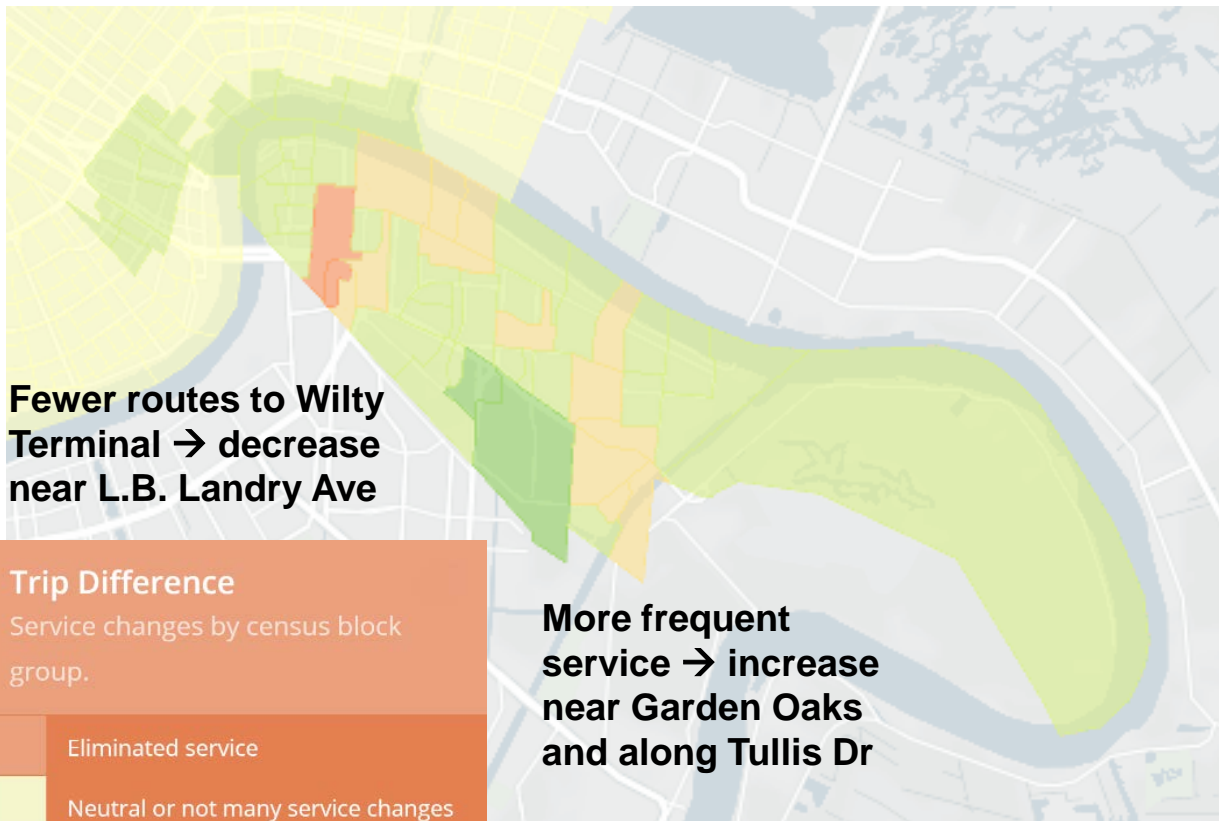
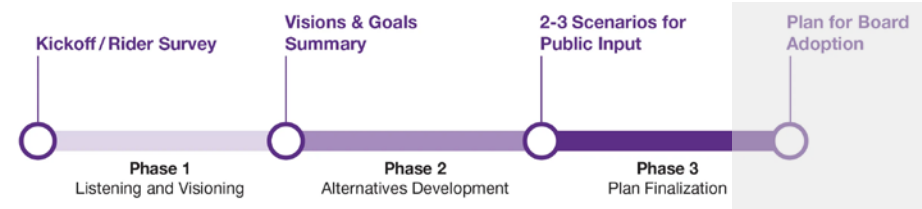


- Purple = gains in job access
- Orange = losses in job access

More frequent bus service
+
More direct routes
=
Better job access for Algiers

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, NORTA, Remix by Via

Title VI Service Equity Analysis Summary



Trip Difference
Service changes by census block group.

- Eliminated service
- Neutral or not many service changes
- Additional service

Why Title VI?	<p>Title VI triggered by RTA’s Major Service Change Policy</p> <ul style="list-style-type: none"> Change of more than 25% of the revenue hours or route miles for any given route discontinuation of a route or portion of a route with no alternative service within ¼ mile
Outreach	<ul style="list-style-type: none"> In-person hearing Live webinar with recording available after
Findings	<p>No disparate impact or disproportionate burden on low-income or minority communities</p>
Reception	<p>Positive reception of changes from community, some concerns regarding existing stop amenities, lighting, trash cans, and pedestrian infrastructure</p>

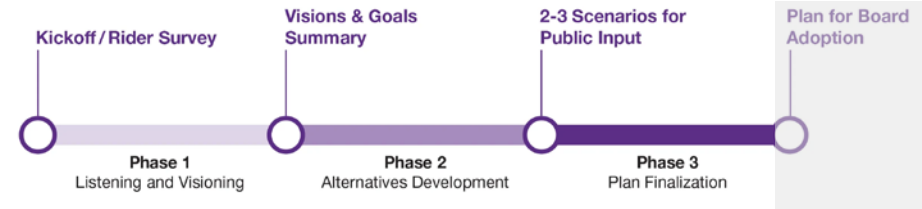
For further questions or comments, visit norta.com/algiers or email algiersservice@norta.com.

Next Steps

Implementation Timeline and Activities

Implementation Timeline

Major milestones and Public-facing activities

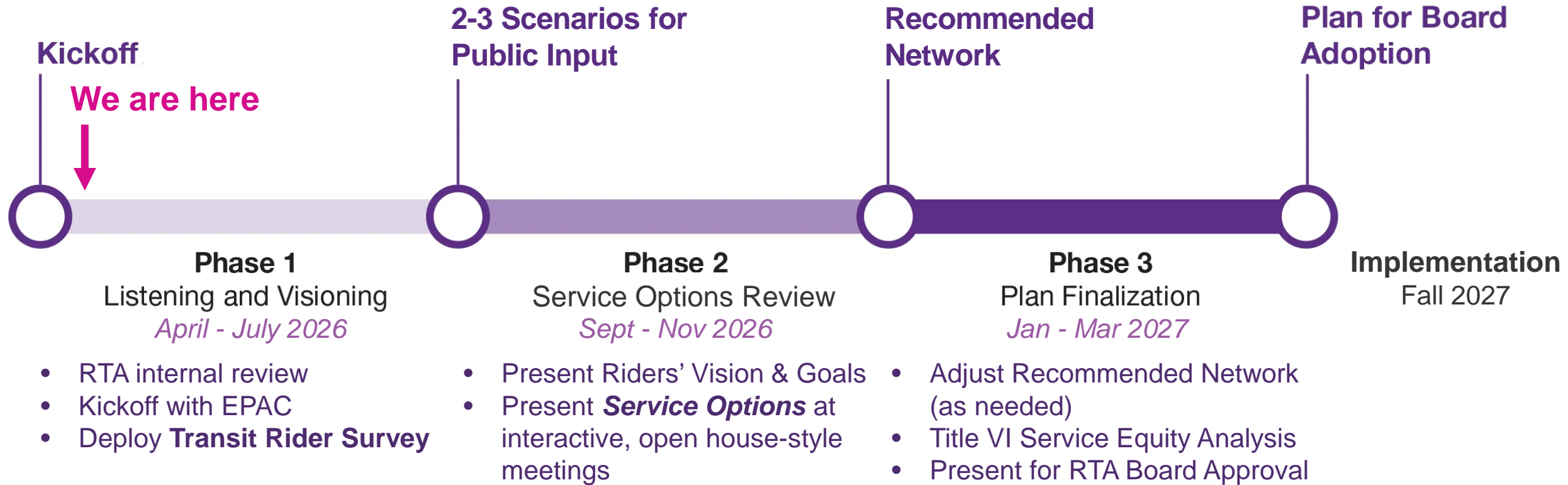


Track	Task / Activity	Key Deliverable	Apr	May	Jun	Jul	Aug	Sep	Oct+
Governance & Planning	Board Approval of ASIP & Title VI Report	Approved resolution	★						
	Meet with CNO/DPW	Clarify expectations for stop permitting, new service segments							
Service Design & Scheduling	Route reviews and final stop placement	Finalized route alignments & stop list							
	Scheduling (timetables, blocking, runcut) in Trapeze	Draft runcut / headways / paddles							
Communications & Outreach	Finalize Communications Plan	Comms plan							
	Coordinate with Councilperson & neighborhood groups	Stakeholder outreach documentation							
	Rider outreach kickoff	Rider outreach materials							
	Printed timetables / maps for changed routes	Timetables, maps, rack cards							
	Ramp up rider communications (posters, alerts, social)	Public materials distributed							
	Transit ambassador deployment at key stops	Ambassadors deployed							
Data & IT	GTFS Export from Trapeze; launch future trip planner	Future Trip Planner live							
Infrastructure & Stops	New Stop Site Improvements	ADA connections and shelters where feasible							
	Build out infrastructure improvements at Algiers Plaza	Shelters, ROW modifications, lighting							
	Relocate shelters per shelter relocation plan	Shelters relocated							
	New stop installations (pole and "stop coming soon" sign)	New stop poles installed							
	Stop Closure Notices posted on closing stops	Stop closure signs posted							
	Installation of all transit stop signs (updated and new)	All signs installed							
Go-Live	FALL 2026 PICK IN SERVICE	Fall 2026 pick effective							
	Post-implementation performance monitoring	Performance reports							

Up Next!

New Orleans East Service Improvement Plan

NO East Service Improvements – Project Timeline



Questions?



Agenda

6. Items Requiring Board Action (Public Comment will be taken prior to Board vote on each item in accordance with La. R.S. 42:14 (D))

Contract Award For Paratransit Eligibility Assessment Services	25-171
Adoption of Algiers Service Improvement Plan and Acceptance of Associated Title VI Service Equity Analysis	26-034
Carrollton Double Crossover Widening-Contract Award (IFB 2026-004)	26-040
Cooperative Endeavor Agreement with City of New Orleans for Installation and Maintenance of Battery Electric Bus Charging Infrastructure at East New Orleans Regional Library	26-041



Agenda

7. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)

8. **General Public Comment** (Informational Items)

Communications Received by the Board

[T. Ramsey Communication]

26-047



Agenda

9. Executive Session (2/3rds VOTE TO Consider)

- Briefing from Legal Counsel on Pending or Anticipated Litigation pursuant to La. R.S. 42:17 (A) (2)
- Personnel Matters: Review and Discussion of Employment Agreements and Amendments for Board-Appointed Officials pursuant to La. R.S. 42:17 (A)(1) for:
 - Lona Hankins, Chief Executive Officer
 - Yolanda Rodriguez, Chief of Board Affairs



Agenda

10. Adjournment