



2817 Canal Street  
New Orleans, LA 70119

## **New Orleans Regional Transit Authority Finance Committee**

### **Meeting Agenda - Final-Revised**

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**Thursday, December 11, 2025**

**11:00 AM**

**RTA Board Room**

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The New Orleans Regional Transit Authority (RTA) hereby declares that, in accordance with La. R.S. 42:17.1 (A)(2)(a)-(c), a meeting will be held in person on Thursday, December 11, 2025 at 11:00 a.m. Meetings start at the scheduled time, but may be delayed until a quorum of the Commissioners is present. The agency's website will stream the in-person meeting live, and wearing masks in the boardroom is optional.

Written comments on any matter included on the agenda will be accepted in the following ways: 1) Submission of a Speaker Card on meeting day; 2) Electronically by email sent to: [rtaboard@rtaforward.org](mailto:rtaboard@rtaforward.org) prior to the meeting; or 3) By U.S. Mail send to 2817 Canal Street, Attention: Office of Board Affairs, New Orleans, LA 70119.

This meeting is accessible to persons with disabilities. To help assure availability, modifications or accommodations linked to a disability must be requested 72 hours before the meeting or hearing. Please direct requests for public meeting accommodations to the Office of Board Affairs, 2817 Canal Street, NOLA 70119, or call 504-827-8341 or by email ([rtaboard@rtaforward.org](mailto:rtaboard@rtaforward.org)).

#### **1. Call To Order**

#### **2. Roll Call**

#### **3. Consideration of Meeting Minutes**

[Finance Committee Meeting - November 13, 2025]

**[25-167](#)**

#### **4. Committee Chairman's Report**

#### **5. Chief Executive Officer's Report**

#### **6. Chief Financial Officer's Report**

[October 2025 Financials]

**25-172**

## **7. CY 2026 Operating & Capital Budget Report**

RTA CY2026 Operating and Capital Budget

[25-158](#)

## **8. DBE Report**

## **9. Chief Planning and Capital Project Officer's Report**

## **10. Authorizations**

### **A. Reconsiderations:**

Cooperative Endeavor Agreement between the City of New Orleans and The New Orleans Regional Transit Authority for Supporting Unhoused Individuals

[25-016](#)

Fare Policy Amendment No.1 (GEN 11)

[25-142](#)

### **B. Procurements:**

Renewal of Excess Workers' Compensation Insurance for RTA Employees [2025-2027]

[25-159](#)

### **C. Amendments:**

Contract Extension #1 for General Counsel Services with Wright Gray Harris, LLC

[25-156](#)

### **D. Ratifications:**

Ratification: Grant Application Submission for FY26 Section 5339 (Bus and Bus Facilities)

[25-162](#)

## **11. New Business**

## **12. Audience Questions & Comments**

## **13. Adjournment**

[Finance Committee Slides 12.11.25]

**25-179**



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

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**File #:** 25-167

**Finance Committee**

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[Finance Committee Meeting - November 13, 2025]



2817 Canal Street  
New Orleans, LA 70119

## **New Orleans Regional Transit Authority Finance Committee**

### **Meeting Minutes**

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**Thursday, November 13, 2025**

**11:00 AM**

**RTA Board Room**

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### **1. Call To Order**

### **2. Roll Call**

**Commissioners Present:** Commissioner Colin and Commissioner Moore

**Commissioner Absent:** Commissioner Walton

**Other Commissioners Present:** Commissioner Daniels, Commissioner Neal and Commissioner Sams

### **3. Consideration of Meeting Minutes**

Commissioner Moore moved and Commissioner Colin seconded to approve the Finance Committee Meeting of November 13, 2025. The motion was approved unanimously.

approved

[Finance Committee Meeting - October 9, 2025]

[25-152](#)

#### **4. Committee Chairman's Report**

None

#### **5. Chief Executive Officer's Report**

None

#### **6. Chief Financial Officer's Report**

The monthly Chief Financial Officer's Report was presented. This report can be found in the PowerPoint Presentation for the Finance Committee Report.

Highlights from the CFO Report:

- The RTA has submitted an extension of the CEA with the City of New Orleans for the Youth Opportunity Pass and was awaiting approval. Last year at this time Fare Revenue was \$7.5M and during the same time this year it was \$7.8 M. This year the RTA had more free fare days than usual.
- The Chief Financial Officer stated that staff were looking into Fare Capping the Fare Free Days and the Opportunity Youth Passes. Commissioner Moore stated that staff should be aware of how these things will affect the rider's experience.
- Staff need to think of creative ways for riders to invest in the system. The RTA has a system that tracks the money that is given to passengers on the change fare cards.
- Commissioner Colin asked that the Procurement Items presented to the Board be placed in categories.

[September 2025 Financials]

[25-153](#)

#### **7. CY 2026 Operating & Capital Budget Report**

The CY 2026 Operating & Capital Budget Report was presented. This report can be found in the PowerPoint Presentation for the Finance Committee Report.

Commissioner Colin stated that the public should be made aware of all RTA's Capital Projects. The Chief Financial Officer stated that staff should know by the December Board Meeting if the funding is available for the Ferry. The CEO met with the Secretary of Labor to discuss creative ways to fund transportation and to ask to increase the State allocation for the ferry.

Commissioner Colin suggested that staff should include the ferry in the BRT Study. The RTA will use its Reserve Account to balance the 2026 Budget, and this will keep service at the

current level. This Reserve was only going to be used once to fill in the gaps and staff were working on cost saving measures and looking into generating other Revenue Sources. The Capital Projects are in line with the 2026 Budget.

The maintenance repair for the buses is included in the 2026 Budget.

Management is still conducting Labor negotiations regarding part-time operators.

[CY 2026 Draft Budget]

[25-155](#)

## 8. CY 2024 Single & Financial Audit Acceptance Report

The CY 2024 Single & Financial Audit Acceptance Report was presented. This report can be found in the PowerPoint Presentation for the Finance Committee Report.

### Opinion

Independent Auditor's Report - **Unmodified Opinion ("clean")** on the financial statements.  
Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in *Accordance with Government Auditing Standards* - **Several deficiencies in internal control and compliance findings noted.**

Independent Auditor's Report on Compliance for the Major Program and on Internal Controls Over Compliance Required by the Uniformed Guidance - **No deficiencies in internal control or compliance findings noted.**

### Findings

**2024-001** - Material Weakness: Material Adjustments

**2024-002** - Significant Deficiency: Internal Control Over Self-Insurance Case Reserves and Structured Settlements

**2024-003** - Noncompliance: Timely Submission of Audit Report to Legislative auditor

## 9. DBE Report

The monthly DBE Report was presented. This report can be found in the PowerPoint Presentation for the Finance Committee Report.

Highlights from the DBE Report:

- Any projects that is currently on the street, the DBE Goals, must be removed and anything that has already been awarded and in place, the DBE Office must check to make sure that the DBE's are getting paid.
- The RTA has sent out notifications to its DBE's informing them of the new rules and no one can be decertified and anyone that sends their personal narrative will be evaluated. The RTA was working with the Department of Transportation in Baton Rouge. The SBA's qualifications will remain the same. The DBE report that the agency sends to the FTA has changed.

## 10. Chief Planning and Capital Project Officer's Report

The monthly Chief Planning and Capital Project Officer's Report was presented. This report can be found in the PowerPoint Presentation for the Finance Committee Report.

Highlights from the DBE Report:

- The Accessibility Stops Study was looking at different Vehicle Designs and what should be considered as the basis for the stops. Also, this study will give the agency an opportunity to reduce the number of stops along the St. Charles Streetcar Line.

## 11. Procurements

### A. Authorizations:

Cooperative Endeavor Agreement between the City of  
New Orleans and The New Orleans Regional Transit  
Authority for Supporting Unhoused Individuals

[25-016](#)

Commissioner Colin stated that he would like to make sure that the homeless people are being treated fairly.

Commissioner Moore does not care for some of the language used in the CEA. She feels that the language should be more specific. She would like to make sure that the homeless are not being incarcerated and dealt with in a disrespectful way. She would also like to make sure that nothing harmful will happen to them. She has witnessed many homeless people being disrespected. She suggested that this CEA be put off until the December meeting so that staff can present more information to the Board.

Commissioner Neal recommends that this agenda item goes on to the December Agenda while staff bring back more information regarding this CEA to the Board.

The RTA currently has someone on staff that has the correct training to deal with the homeless and makes the correct recommendations for them with other agencies.

Commissioner Moore moved and Commissioner Colin seconded to defer this item to the December Finance Committee Meeting.

withdrawn

Award Contract for East-West Bank Bus Rapid Transit  
(BRT) 30% Preliminary Engineering and NEPA Clearance

[25-131](#)

Commissioner Moore moved and Commissioner Colin seconded to approve the Award of a Contract for East West Bank Bus Rapid Transit (BRT) 30% Preliminary Engineering and NEPA Clearance. The motion

was approved unanimously.

approved

Enactment No: 25-064

Warranty Extension of Hybrid Transmissions

[25-140](#)

**No Audio**

The warranty was for a total of 6 years. Purchasing this warranty was like purchasing insurance because the transmissions would have to be sent out to be repaired without the warranty.

Commissioner Moore moved and Commissioner Colin seconded to approve the Warranty Extension of Hybrid Transmissions. The motion was approved unanimously.

approved

Enactment No: 25-067

Cooperative Endeavor Agreement (CEA) with Audubon Nature Institute, Inc (ANII) for French Market Streetcar Station Improvements

[25-144](#)

There will be other stops upgraded along the route and the improvements are within the RTA guidelines.

Commissioner Moore moved and Commissioner Colin seconded to approve the CEA with Audubon Nature Institute, INC (ANII) for French Market Streetcar Station Improvements. The motion was approved unanimously.

approved

Enactment No: 25-068

**B. Amendments:**

Fare Policy Amendment No.1 (GEN 11)

[25-142](#)

An example of a Fare Cap is when the riders purchase a prepaid fare and reach the allotted amount on the card that was purchased.

Commissioner Moore suggested that some of the free rides that the RTA offers to the public can be combined to save the agency some money. This could be done until the budget issues are resolved.

Commissioner Moore moved and Commissioner Louis deferred the Fare Policy Amendment No. 1 (GEN11) until the December Meeting to clarify the language in the report. The motion was moved unanimously.



## **12. New Business**

None

## **13. Audience Questions & Comments**

Bob Danton stated that the Youth Opportunity Fare Passes were paid in full by the City of New Orleans and not a discounted fare unless the riders reach the allotted amount.

The CFO stated that the RTA does lose revenue with the Youth Opportunity Fare Passes. The Board would like to know on average the amount that the RTA is losing in revenue from this pass.

## **14. Adjournment**

Commissioner Moore moved and Commissioner Colin seconded to adjourn the Finance Committee Meeting on November 13, 2025. The motion was adjourned unanimously.

adjourned



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

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**File #:** 25-172

**Finance Committee**

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[October 2025 Financials]

**October 2025  
Analysis of Financials**

Budget	Actuals	Variances		Explanation of Variance
		Amount	%age	
<b><u>Passenger Revenue</u></b>				
9,922,030	8,616,889	(1,305,141)	(13.2%)	Passenger Fares were 13.2% (\$1.3M) under projections through October while ridership was 8.2% (1.1M) under budget.
<b><u>Sales Tax</u></b>				
91,627,600	85,435,016	(6,192,584)	(6.8%)	Sales tax collections were 6.8% under projections through October.
<b><u>Labor</u></b>				
57,050,560	52,608,888	4,441,672	7.8%	Labor was \$4.4M (7.8%) under budget through October.
<b><u>Fringe Benefits</u></b>				
18,935,350	19,239,883	(304,533)	(1.6%)	Fringe Benefits were 1.6% (\$305K) over projections through October.
<b><u>Services</u></b>				
15,965,240	11,581,721	4,383,519	27.5%	Most Service line items were well under budget through October. Professional/Technical Services (legal fees, consultants, other outside services, etc.), Contract Maintenance Services and Private Security are the main contributors to these shortfalls.
<b><u>Materials and Supplies</u></b>				
11,840,420	9,787,021	2,053,399	17.3%	Diesel fuel prices for the month of October were budgeted at \$3.55/gal. (excl. \$0.21/gal. tax). Actual diesel fuel prices for October averaged \$2.30/gal. (before taxes), which was \$1.25/gal. under budget and \$0.05 below the average price for September. Diesel fuel consumption for October was 11,891 gallons under budget.
<b><u>Taxes</u></b>				
355,030	94,852	260,178	73.3%	All taxes were under budget through October.
<b><u>Miscellaneous Expenses</u></b>				
840,170	601,250	238,920	28.4%	Miscellaneous expenses, including travel and other miscellaneous, were 28% under budget through October.

**CONSOLIDATED INCOME STATEMENT  
BUDGET TO ACTUAL COMPARISON  
October 31, 2025  
Unaudited**

	Current Month Budget	Actual	\$ Var.	%Var.	Year to Date Budget	Actual	\$ Var.	%Var.	CY2025 Budget
<b>Operating Revenues</b>									
Passenger Fares	992,203	919,386	(72,817)	(7.34%)	9,922,030	8,616,889	(1,305,141)	(13.15%)	11,906,432
General Use Sales Tax	7,676,539	7,698,740	22,201	0.29%	76,765,390	74,461,408	(2,303,982)	(3.00%)	92,118,471
State Motor Vehicle Sales Tax	635,906	447,988	(187,918)	(29.55%)	6,359,060	5,300,235	(1,058,825)	(16.65%)	7,630,875
Hotel/Motel Sales Tax	850,315	375,400	(474,915)	(55.85%)	8,503,150	5,673,373	(2,829,777)	(33.28%)	10,203,780
Other Revenue	221,190	393,954	172,764	78.11%	2,211,900	3,229,325	1,017,425	46.00%	2,654,281
<b>Total Operating Revenues</b>	<b>10,376,153</b>	<b>9,835,468</b>	<b>(540,685)</b>	<b>(5.21%)</b>	<b>103,761,530</b>	<b>97,281,230</b>	<b>(6,480,300)</b>	<b>(6.25%)</b>	<b>124,513,839</b>
<b>Operating Expenses</b>									
Labor	5,705,056	4,826,181	878,875	15.41%	57,050,560	52,608,888	4,441,672	7.79%	68,460,671
Fringe Benefits	1,893,535	1,870,411	23,124	1.22%	18,935,350	19,239,883	(304,533)	(1.61%)	22,722,422
Services	1,596,524	1,702,866	(106,342)	(6.66%)	15,965,240	11,581,721	4,383,519	27.46%	19,158,293
Materials and Supplies	1,184,042	1,498,467	(314,425)	(26.56%)	11,840,420	9,787,021	2,053,399	17.34%	14,208,507
Utilities	144,208	153,485	(9,277)	(6.43%)	1,442,080	1,394,837	47,243	3.28%	1,730,500
Casualty & Liability	986,667	1,102,566	(115,899)	(11.75%)	9,866,670	9,579,694	286,976	2.91%	11,840,000
Taxes	35,503	4,737	30,766	86.66%	355,030	94,852	260,178	73.28%	426,030
Miscellaneous	84,017	56,589	27,428	32.65%	840,170	601,250	238,920	28.44%	1,008,205
Leases and Rentals	20,000	13,193	6,807	34.04%	200,000	178,952	21,048	10.52%	240,000
<b>Total Oper. Exp. (excl. Depr.)</b>	<b>11,649,552</b>	<b>11,228,495</b>	<b>421,057</b>	<b>3.61%</b>	<b>116,495,520</b>	<b>105,067,098</b>	<b>11,428,422</b>	<b>9.81%</b>	<b>139,794,628</b>
<b>Net Operating Revenue</b>	<b>(1,273,399)</b>	<b>(1,393,027)</b>	<b>(119,628)</b>	<b>9.39%</b>	<b>(12,733,990)</b>	<b>(7,785,868)</b>	<b>4,948,122</b>	<b>(38.86%)</b>	<b>(15,280,789)</b>
<b>TMSEL Legacy Costs</b>									
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%	0
TMSEL Health Benefit Costs	92,944	26,376	66,568	71.62%	929,440	668,038	261,402	28.12%	1,115,331
TMSEL All Other Costs	33,750	45,982	(12,232)	(36.24%)	337,500	1,185,625	(848,125)	(251.30%)	405,000
<b>Total TMSEL Legacy Costs</b>	<b>126,694</b>	<b>72,358</b>	<b>54,336</b>	<b>42.89%</b>	<b>1,266,940</b>	<b>1,853,663</b>	<b>(586,723)</b>	<b>(46.31%)</b>	<b>1,520,331</b>
<b>Net Rev. (Before Gov't. Asst.)</b>	<b>(1,400,093)</b>	<b>(1,465,385)</b>	<b>(65,292)</b>	<b>4.66%</b>	<b>(14,000,930)</b>	<b>(9,639,531)</b>	<b>4,361,399</b>	<b>(31.15%)</b>	<b>(16,801,120)</b>
<b>Maritime Operations</b>									
Passenger Fares	92,207	55,790	(36,417)	(39.49%)	922,070	651,788	(270,282)	(29.31%)	1,106,479
Labor and Fringe Benefits	(23,873)	(13,915)	(9,958)	41.71%	(238,730)	(213,266)	(25,464)	10.67%	(286,480)
Services	(81,554)	0	(81,554)	100.00%	(815,540)	(29,978)	(785,562)	96.32%	(978,652)
Materials and Supplies	(45,433)	(8,143)	(37,290)	82.08%	(454,330)	(79,071)	(375,259)	82.60%	(545,198)
Taxes	(544)	(411)	(133)	24.45%	(5,440)	(3,701)	(1,739)	31.97%	(6,522)
Purchased Transportation	(1,028,806)	(1,039,880)	11,074	(1.08%)	(10,288,060)	(8,654,226)	(1,633,834)	15.88%	(12,345,667)
Other Operating Expenses	(44,281)	(6,319)	(37,962)	85.73%	(442,810)	(7,258)	(435,552)	98.36%	(531,372)
Preventive Maintenance	52,036	57,083	5,047	9.70%	520,360	57,083	(463,277)	(89.03%)	624,438
LA State Appropriations	250,000	0	(250,000)	(100.00%)	2,500,000	0	(2,500,000)	(100.00%)	3,000,000
State Subsidy	428,333	428,333	0	0.00%	4,283,330	4,283,330	0	0.00%	5,140,000
<b>Total Maritime Operations</b>	<b>(401,915)</b>	<b>(527,462)</b>	<b>125,547</b>	<b>(100.00%)</b>	<b>(4,019,150)</b>	<b>(3,995,300)</b>	<b>(23,850)</b>	<b>(100.00%)</b>	<b>(4,822,974)</b>
<b>Government Operating Assistance</b>									
Preventive Maintenance	1,672,860	1,905,373	232,513	13.90%	16,728,600	16,924,110	195,510	1.17%	20,074,324
State Parish Transportation	191,015	119,074	(71,941)	(37.66%)	1,910,150	1,596,235	(313,915)	(16.43%)	2,292,180
ARPA Funding and Other Operating Grants	478,852	0	(478,852)	(100.00%)	4,788,520	8,306,921	3,518,401	73.48%	5,746,226
FEMA Reimbursements	0	0	0	#DIV/0!	0	(30,529)	(30,529)	#DIV/0!	0
<b>Total Government Oper. Asst.</b>	<b>2,342,727</b>	<b>2,024,447</b>	<b>(318,280)</b>	<b>(13.59%)</b>	<b>23,427,270</b>	<b>26,796,737</b>	<b>3,369,467</b>	<b>14.38%</b>	<b>28,112,730</b>
<b>Net Revenue (After Gov't. Asst.)</b>	<b>540,719</b>	<b>31,600</b>	<b>(258,025)</b>	<b>(47.72%)</b>	<b>5,407,190</b>	<b>13,161,906</b>	<b>7,707,015</b>	<b>142.53%</b>	<b>6,488,636</b>

**CONSOLIDATED INCOME STATEMENT  
BUDGET TO ACTUAL COMPARISON  
October 31, 2025  
Unaudited**

	-1155017.6								
	<b>Current Month</b>				<b>Year to Date</b>				
	<b>Budget</b>	<b>Actual</b>	<b>\$ Var.</b>	<b>%Var.</b>	<b>Budget</b>	<b>Actual</b>	<b>\$ Var.</b>	<b>%Var.</b>	
<b>Net Revenue (After Gov't. Asst.)</b>	<b>540,719</b>	<b>31,600</b>	<b>(258,025)</b>	<b>-47.72%</b>	<b>5,407,190</b>	<b>13,161,906</b>	<b>7,707,015</b>	<b>142.53%</b>	<b>6,488,636</b>
<b>Government Non-Operating Rev. (Exp.)</b>									
Federal - Capital (RTA)	2,690,160	92,242	(2,597,918)	(96.57%)	26,901,600	5,188,935	(21,712,665)	(80.71%)	32,281,920
Local - Capital (RTA)	1,141,840	23,061	(1,118,779)	(97.98%)	11,418,400	1,565,675	(9,852,725)	(86.29%)	13,702,078
Capital Expenditures (RTA)	(3,832,000)	(115,303)	3,716,697	(96.99%)	(38,320,000)	(6,662,033)	31,657,967	(82.61%)	(45,983,998)
Total Federal and State Sources (Ferry)	1,126,534	1,588	(1,124,946)	(99.86%)	11,265,340	11,249	(11,254,091)	(100.00%)	13,518,414
Other Local Sources/Restricted Capital Res. (Ferry)	317,238	397	(316,841)	(99.87%)	3,172,380	3,014	(3,169,366)	(99.90%)	3,806,854
Capital Expenses (Ferry)	(1,443,772)	(1,985)	(1,441,787)	99.86%	(14,437,720)	(140,239)	14,297,481	(99.03%)	3,806,854
Loss on Valuation of Assets	0	0	0	0.00%	0	0	0	0.00%	0
<b>Total Gov't. Non-Operating Rev. (Exp.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>(33,399)</b>	<b>(33,399)</b>	<b>0.00%</b>	<b>17,325,268</b>
<b>Total Revenues (Expenses) Before Capital Expenditures and Debt</b>	<b>540,719</b>	<b>31,600</b>	<b>(509,119)</b>	<b>(94.16%)</b>	<b>5,407,190</b>	<b>13,128,507</b>	<b>7,721,317</b>	<b>142.80%</b>	<b>23,813,904</b>
<b>Capital Expenditures</b>									
Interest Income - Capital (bonds)	1,147	30,370	29,223	2547.78%	11,470	273,459	261,989	100.00%	13,764
Other Interest Income	130,092	77,523	(52,569)	(40.41%)	1,300,920	763,916	(537,004)	(41.28%)	1,561,100
Debt Service	(671,958)	(154,528)	517,430	77.00%	(6,719,580)	(6,647,821)	71,759	1.07%	(8,063,500)
<b>Total Capital Expenditures</b>	<b>(540,719)</b>	<b>(46,635)</b>	<b>494,084</b>	<b>91.38%</b>	<b>(5,407,190)</b>	<b>(5,610,446)</b>	<b>(203,256)</b>	<b>(3.76%)</b>	<b>(6,488,638)</b>
<b>Net Revenue less Capital Expenditures &amp; Principal on Long Term Debt</b>	<b>0</b>	<b>(15,035)</b>	<b>(15,035)</b>	<b>100.00%</b>	<b>0</b>	<b>7,518,061</b>	<b>7,518,061</b>	<b>100.00%</b>	<b>17,325,266</b>
<b>Other Funding Sources</b>									
Restricted Oper. / Capital Reserve	0	15,035	(15,035)	(100.00%)	0	(7,518,061)	7,518,061	(100.00%)	0
<b>Total Other Funding</b>	<b>0</b>	<b>15,035</b>	<b>(15,035)</b>	<b>(100.00%)</b>	<b>0</b>	<b>(7,518,061)</b>	<b>7,518,061</b>	<b>(100.00%)</b>	<b>0</b>
<b>Net Revenue / Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>	<b>17,325,266</b>
<b>Depreciation</b>									
Depreciation - Local	378,071	418,945	(40,874)	(10.81%)	3,780,706	4,043,022	(262,316)	(6.94%)	4,536,847
Depreciation - Federal	1,512,282	1,675,782	(163,500)	(10.81%)	15,122,824	16,172,091	(1,049,267)	(6.94%)	18,147,389
<b>Total Depreciation</b>	<b>1,890,353</b>	<b>2,094,727</b>	<b>(204,374)</b>	<b>10.81%</b>	<b>18,903,530</b>	<b>20,215,113</b>	<b>(1,311,583)</b>	<b>(6.94%)</b>	<b>22,684,236</b>

**CONSOLIDATED INCOME STATEMENT**  
**ACTUAL TO ACTUAL COMPARISON**  
**October 31, 2025**  
**Unaudited**

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
<b>Operating Revenues</b>								
Passenger Fares	753,107	919,386	166,279	22.08%	8,651,617	8,616,889	(34,728)	(0.40%)
General Use Sales Tax	6,534,858	7,698,740	1,163,882	17.81%	72,162,862	74,461,408	2,298,546	3.19%
State Motor Vehicle Sales Tax	567,225	447,988	(119,237)	(21.02%)	5,372,728	5,300,235	(72,493)	(1.35%)
Hotel/Motel Sales Tax	484,988	375,400	(109,588)	(22.60%)	8,972,444	5,673,373	(3,299,071)	(36.77%)
Other Revenue	231,517	393,954	162,437	70.16%	2,164,122	3,229,325	1,065,203	49.22%
<b>Total Operating Revenues</b>	<b>8,571,695</b>	<b>9,835,468</b>	<b>1,263,773</b>	<b>14.74%</b>	<b>97,323,773</b>	<b>97,281,230</b>	<b>(42,543)</b>	<b>(0.04%)</b>
<b>Operating Expenses</b>								
Labor	4,757,514	4,826,181	(68,667)	(1.44%)	50,114,913	52,608,888	(2,493,975)	(4.98%)
Fringe Benefits	1,609,792	1,870,411	(260,619)	(16.19%)	16,966,461	19,239,883	(2,273,422)	(13.40%)
Services	986,136	1,702,866	(716,730)	(72.68%)	8,458,106	11,581,721	(3,123,615)	(36.93%)
Materials and Supplies	1,101,235	1,498,467	(397,232)	(36.07%)	9,931,842	9,787,021	144,820	1.46%
Utilities	116,387	153,485	(37,098)	(31.87%)	1,312,428	1,394,837	(82,409)	(6.28%)
Casualty & Liability	787,916	1,102,566	(314,650)	(39.93%)	7,678,049	9,579,694	(1,901,645)	(24.77%)
Taxes	44,688	4,737	39,951	89.40%	341,021	94,852	246,169	72.19%
Miscellaneous	60,779	56,589	4,190	6.89%	816,175	601,250	214,926	26.33%
Leases and Rentals	16,527	13,193	16,527	100.00%	154,167	178,952	(24,785)	(16.08%)
<b>Total Oper. Exp. (excl. Depr.)</b>	<b>9,480,974</b>	<b>11,228,495</b>	<b>(1,734,328)</b>	<b>(18.29%)</b>	<b>95,773,162</b>	<b>105,067,098</b>	<b>(9,293,936)</b>	<b>(9.70%)</b>
<b>Net Operating Revenue</b>	<b>(909,279)</b>	<b>(1,393,027)</b>	<b>(483,748)</b>	<b>53.20%</b>	<b>1,550,611</b>	<b>(7,785,868)</b>	<b>(9,336,479)</b>	<b>(602.12%)</b>
<b>TMSEL Legacy Costs</b>								
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%
TMSEL Health Benefit Costs	117,556	26,376	(91,180)	(77.56%)	1,011,459	668,038	(343,420)	(33.95%)
TMSEL All Other Costs	192,674	45,982	(146,692)	(76.13%)	1,649,419	1,185,625	(463,794)	(28.12%)
<b>Total TMSEL Legacy Costs</b>	<b>310,230</b>	<b>72,358</b>	<b>(237,872)</b>	<b>(76.68%)</b>	<b>2,660,878</b>	<b>1,853,663</b>	<b>(807,214)</b>	<b>(30.34%)</b>
<b>Net Rev. (Before Gov't. Asst.)</b>	<b>(1,219,509)</b>	<b>(1,465,385)</b>	<b>(245,876)</b>	<b>20.16%</b>	<b>(1,110,267)</b>	<b>(9,639,531)</b>	<b>(8,529,264)</b>	<b>768.22%</b>
<b>Maritime Operations</b>								
Passenger Fares	63,233	55,790	(7,443)	(11.77%)	688,364	651,788	(36,576)	(5.31%)
Labor and Fringe Benefits	(21,793)	(13,915)	7,878	(36.15%)	(454,216)	(213,266)	240,950	(53.05%)
Services	(29,818)	0	29,818	(100.00%)	(2,882,351)	(29,978)	2,852,373	(98.96%)
Materials and Supplies	(74,651)	(8,143)	66,508	(89.09%)	(527,315)	(79,071)	448,243	(85.00%)
Taxes	(584)	(411)	173	(29.65%)	(5,717)	(3,701)	2,017	100.00%
Purchased Transportation	(860,654)	(1,039,880)	(179,226)	20.82%	(7,254,268)	(8,654,226)	(1,399,958)	19.30%
Other Operating Expenses	(72)	(6,319)	(6,247)	8701.60%	(2,161)	(7,258)	(5,098)	235.92%
Preventive Maintenance	50,000	57,083	7,083	14.17%	453,970	57,083	(396,887)	(87.43%)
LA State Appropriations	0	0	0	0.00%	7,000,000	0	(7,000,000)	100.00%
State Subsidy	428,333	428,333	0	0.00%	5,428,331	4,283,330	(1,145,001)	(21.09%)
<b>Total Maritime Operations</b>	<b>(446,005)</b>	<b>(527,462)</b>	<b>(81,457)</b>	<b>18.26%</b>	<b>2,444,637</b>	<b>(3,995,300)</b>	<b>(6,439,936)</b>	<b>(263.43%)</b>
<b>Government Operating Assistance</b>								
Preventive Maintenance	1,288,604	1,905,373	616,769	47.86%	12,700,407	16,924,110	4,223,703	33.26%
State Parish Transportation	168,435	119,074	(49,361)	(29.31%)	1,654,977	1,596,235	(58,742)	(3.55%)
ARPA Funding and Other Operating Grants	0	0	0	#DIV/0!	0	8,306,921	8,306,921	#DIV/0!
FEMA Reimbursements	0	0	0	0.00%	0	(30,529)	(30,529)	0.00%
<b>Total Government Oper. Asst.</b>	<b>1,457,039</b>	<b>2,024,447</b>	<b>567,408</b>	<b>38.94%</b>	<b>14,355,384</b>	<b>26,796,737</b>	<b>12,441,353</b>	<b>86.67%</b>
<b>Net Revenue (After Gov't. Asst.)</b>	<b>(208,475)</b>	<b>31,600</b>	<b>240,075</b>	<b>(115.16%)</b>	<b>15,689,753</b>	<b>13,161,906</b>	<b>(2,527,847)</b>	<b>(16.11%)</b>

**CONSOLIDATED INCOME STATEMENT  
ACTUAL TO ACTUAL COMPARISON  
October 31, 2025  
Unaudited**

	Prior Yr.	Current Month Current Yr.	\$ Var.	%Var.	Prior Yr.	Year to Date Current Yr.	\$ Var.	%Var.
<b>Net Revenue (After Gov't. Asst.)</b>	<b>(208,475)</b>	<b>31,600</b>	<b>240,075</b>	<b>-115.16%</b>	<b>15,689,753</b>	<b>13,161,906</b>	<b>(2,527,847)</b>	<b>-16.11%</b>
<b>Government Non-Operating Rev. (Exp.)</b>								
Federal - Capital (RTA)	919,622	92,242	(827,380)	(89.97%)	22,211,738	5,188,935	(17,022,803)	(76.64%)
Local - Capital (RTA)	229,905	23,061	(206,844)	(89.97%)	7,270,227	1,565,675	(5,704,552)	(78.46%)
Capital Expenditures (RTA)	(1,149,527)	(115,303)	1,034,224	(89.97%)	(29,481,966)	(6,662,033)	22,819,933	(77.40%)
Total Federal and State Sources (Ferry)	580,190	1,588	(578,602)	(99.73%)	3,035,054	11,249	(3,023,805)	(99.63%)
Other Local Sources/Restricted Cap. Res. (Ferry)	(725,237)	397	725,634	(100.05%)	(3,793,818)	3,014	3,796,832	(100.08%)
Capital Expenses (Ferry)	0	(1,985)	(1,985)	#DIV/0!	0	(140,239)	(140,239)	#DIV/0!
Loss on Valuation of Assets	0	0	0	0.00%	0	0	0	0.00%
<b>Total Gov't. Non-Operating Rev. (Exp.)</b>	<b>(145,047)</b>	<b>0</b>	<b>145,047</b>	<b>(100.00%)</b>	<b>(758,764)</b>	<b>(33,399)</b>	<b>725,365</b>	<b>(95.60%)</b>
<b>Total Revenues (Expenses) Before Capital Expenditures and Debt</b>	<b>(353,523)</b>	<b>31,600</b>	<b>385,123</b>	<b>(108.94%)</b>	<b>14,930,990</b>	<b>13,128,507</b>	<b>(1,802,483)</b>	<b>(12.07%)</b>
<b>Capital Expenditures</b>								
Bond Interest Income	11,905	30,370	18,465	155.10%	119,050	273,459	154,410	129.70%
Other Interest Income	54,234	77,523	23,289	42.94%	542,336	763,916	(221,580)	(40.86%)
Debt Service	(521,843)	(154,528)	367,315	(70.39%)	(5,558,186)	(6,647,821)	1,089,635	(19.60%)
<b>Total Capital Expenditures</b>	<b>(455,704)</b>	<b>(46,635)</b>	<b>409,069</b>	<b>(89.77%)</b>	<b>(4,896,800)</b>	<b>(5,610,446)</b>	<b>(713,646)</b>	<b>14.57%</b>
<b>Net Revenue less Capital Expenditures &amp; Principal on Long Term Debt</b>	<b>(809,227)</b>	<b>(15,035)</b>	<b>794,192</b>	<b>98.14%</b>	<b>10,034,190</b>	<b>7,518,061</b>	<b>(2,516,128)</b>	<b>25.08%</b>
<b>Other Funding Sources</b>								
Restricted Oper. / Capital Reserve	809,227	15,035	(794,192)	(98.14%)	(10,034,190)	(7,518,061)	2,516,128	(25.08%)
<b>Total Other Funding</b>	<b>809,227</b>	<b>15,035</b>	<b>(794,192)</b>	<b>(98.14%)</b>	<b>(10,034,190)</b>	<b>(7,518,061)</b>	<b>2,516,128</b>	<b>(25.08%)</b>
<b>Net Revenue / Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>
<b>Depreciation - Local</b>	<b>378,071</b>	<b>418,945</b>	<b>(40,874)</b>	<b>(10.81%)</b>	<b>3,207,728</b>	<b>4,043,022</b>	<b>(835,294)</b>	<b>(26.04%)</b>
<b>Depreciation - Federal</b>	<b>1,512,282</b>	<b>1,675,782</b>	<b>(163,500)</b>	<b>(10.81%)</b>	<b>12,830,913</b>	<b>16,172,091</b>	<b>(3,341,178)</b>	<b>(26.04%)</b>
<b>Total Depreciation Expense</b>	<b>1,890,353</b>	<b>2,094,727</b>	<b>(204,374)</b>	<b>(10.81%)</b>	<b>16,038,641</b>	<b>20,215,113</b>	<b>(4,176,472)</b>	<b>(26.04%)</b>

Regional Transit Authority  
Financial Performance Indicators  
October 31, 2025  
(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)	1,416,011	12,133,838	1,051,487	9,413,720	342,389	2,533,040	22,135	187,078
Total Platform Hours	72,293	669,503	43,772	426,005	11,904	116,699	16,617	126,799
Passenger Revenue	919,386	8,791,492	592,927	5,722,742	298,281	2,793,806	28,178	274,944
Operating Expenses	11,228,495	105,067,098	7,298,522	68,293,614	2,245,699	21,013,420	1,684,274	15,760,065
Operating Cost Per Platform Hour	155.32	156.93	166.74	160.31	188.66	180.07	101.36	124.29
Annual Budgeted Cost Per Platform Hour		157.98		141.93		188.32		143.69
Farebox Recovery Rate	8.19%	8.37%	8.12%	8.38%	13.28%	13.30%	1.67%	1.74%
Operating Cost Per Unlinked Trip	7.93	8.66	6.94	7.25	6.56	8.30	76.09	84.24
Passenger Revenue Per Unlinked Trip	0.65	0.72	0.56	0.61	0.87	1.10	1.27	1.47
Subsidy per Unlinked Trip	7.28	7.94	6.38	6.64	5.69	7.20	74.82	82.77



**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 October 31 2025	2024	Variance	For the Month Ended October 31 2025	2024	Variance	For the Month Ended October 31 2025	2024	Variance	For the Month Ended October 31 2025	2024	Variance
Ridership (Unlinked Trips)	1,416,011	956,256	459,755	1,051,487	546,106	505,381	342,389	391,936	(49,547)	22,135	18,214	3,921
Total Platform Hours	72,293	67,289	5,004	43,772	43,171	601	11,904	12,431	(528)	16,617	11,687	4,930
Passenger Revenue	919,386	753,107	166,279	592,927	432,076	160,851	298,281	308,740	(10,459)	28,178	12,292	15,886
Operating Expenses	11,228,495	9,480,974	1,747,521	7,298,522	6,162,633	1,135,889	2,245,699	1,896,195	349,504	1,684,274	1,422,146	262,128
Operating Cost Per Platform Hour	155.32	140.90	14.42	166.74	142.75	23.99	188.66	152.53	36.13	101.36	121.69	(20.33)
Annual Budgeted Cost Per Plat. Hour	157.98	125.53	32.45	141.93	122.90	19.03	188.32	156.48	31.84	143.69	108.21	35.48
Farebox Recovery Rate	8.19%	7.94%	0.24%	8.12%	7.01%	1.11%	13.28%	16.28%	-3.00%	1.67%	0.86%	0.81%
Operating Cost Per Unlinked Trip	7.93	9.91	(1.98)	6.94	11.28	(4.34)	6.56	4.84	1.72	76.09	78.08	(1.99)
Passenger Revenue Per Unlinked Trip	0.65	0.79	(0.14)	0.56	0.79	(0.23)	0.87	0.79	0.08	1.27	0.67	0.60
Subsidy per Unlinked Trip	7.28	9.12	(1.84)	6.38	10.49	(4.11)	5.69	4.05	1.64	74.82	77.41	(2.59)

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

**YEAR-TO-DATE REPORT**

	Company-wide			Fixed Route Bus			Streetcar			Paratransit		
	For 10 Months Ending October 31, 2025	2024	Variance	For 10 Months Ending October 31, 2025	2024	Variance	For 10 Months Ending October 31, 2025	2024	Variance	For 10 Months Ending October 31, 2025	2024	Variance
Ridership (Unlinked Trips)	12,133,838	10,797,751	1,336,087	9,413,720	7,527,481	1,886,239	2,533,040	3,082,350	(549,310)	187,078	187,920	(842)
Total Platform Hours	669,503	664,909	4,594	426,005	417,744	8,260	116,699	120,799	(4,101)	126,799	126,365	434
Passenger Revenue	8,791,492	8,344,707	446,784	5,722,742	5,249,609	473,133	2,793,806	2,850,136	(56,329)	274,944	244,963	29,981
Operating Expenses	105,067,098	95,556,670	9,510,428	68,293,614	59,759,756	8,533,858	21,013,420	19,347,029	1,666,390	15,760,065	16,449,885	(689,820)
Operating Cost Per Platform Hour	156.93	143.71	13.22	160.31	143.05	17.26	180.07	160.16	19.91	124.29	130.18	(5.89)
Annual Budgeted Cost Per Plat. Hour	157.98	125.53	32.45	141.93	122.90	19.03	188.32	156.48	31.84	143.69	108.21	35.48
Farebox Recovery Rate	8.37%	8.73%	-0.37%	8.38%	8.78%	-0.40%	13.30%	14.73%	-1.44%	1.74%	1.49%	0.26%
Operating Cost Per Unlinked Trip	8.66	8.85	(0.19)	7.25	7.94	(0.69)	8.30	6.28	2.02	84.24	87.54	(3.30)
Passenger Revenue Per Unlinked Trip	0.72	0.77	(0.05)	0.61	0.70	(0.09)	1.10	0.92	0.18	1.47	1.30	0.17
Subsidy per Unlinked Trip	7.94	8.08	(0.14)	6.64	7.24	(0.60)	7.20	5.36	1.84	82.77	86.24	(3.47)



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 25-158

Finance Committee

RTA CY2026 Operating and Capital Budget

DESCRIPTION: RTA CY2026 Operating and Capital Budget	AGENDA NO: Click or tap here to enter text. FILE ID: 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 implement the Operating, Non-Operating, Capital, and Debt Service Budget for the 2026 Calendar Year.

### ISSUE/BACKGROUND:

Submitting the CY2026 Operating, Non-Operating, Capital, and Debt Service Budget for approval.

### DISCUSSION:

The CY2026 Budget includes Operating and Capital expenditures that pursue the agency's mission of providing safe and reliable transit service and a world-class rider experience to its customers. Highlighting this year's budget are the following capital initiatives: (1) Algiers Ferry Buildings Renovation (\$7.9M), (2) Begin design of Downtown Transit Center (\$2.4M), and (3) Bus Rapid Transit (BRT) East-West Bank Corridor (\$7.5M).

### FINANCIAL IMPACT:

The CY2026 Operating Budget includes revenues of \$110,400,240 and expenses of \$142,074,999. Operating revenues for CY2026 are decreasing by 11.3% while operating expenses are increasing by 1.6% from the CY2025 Budget. TMSEL Legacy Costs of \$1,347,058 for CY2026 have decreased by 11.4% from CY2025 budgeted costs. Government operating assistance for CY2026 is expected to offer \$24,664,475 in funding.

### NEXT STEPS:

None.

### ATTACHMENTS:

1. RTA Board Resolution
2. CY2026 Proposed Budget
3. Five Year Capital Investment Program 2026-2030

4. CY2026 Proposed Purple Sheets

Prepared By: Jessica M. Lang  
Title: Business Analyst

Reviewed By: Gizelle Johnson-Banks  
Title: Chief Financial Officer



Lona Edwards Hankins  
Interim Chief Executive Officer

12/4/2025

Date



Regional Transit Authority  
2817 Canal Street  
New Orleans, LA 70119-6307

RESOLUTION NO. \_\_\_\_\_  
STATE OF LOUISIANA  
PARISH OF ORLEANS

---

**RESOLUTION TO APPROVE THE REGIONAL TRANSIT  
AUTHORITY'S ("RTA") OPERATING BUDGET, NON-OPERATING BUDGET,  
CAPITAL BUDGET, AND BOND DEBT FOR THE 2026 CALENDAR YEAR**

---

Introduced by Commissioner \_\_\_\_\_, seconded by Commissioner  
\_\_\_\_\_  
\_\_\_\_\_.

**WHEREAS**, Article VII, Section I of the Regional Transit Authority By-Laws as adopted May 5, 1980, as amended, established that the calendar year of the Authority shall commence on January 1<sup>st</sup>, and end on December 31<sup>st</sup> of each year; and

**WHEREAS**, the RTA is in compliance with provisions of the Louisiana Local Government Budget Act;

**NOW, THEREFORE, BE IT RESOLVED** that that the Board of Commissioners of the Regional Transit Authority approves the Calendar Year 2026 Budget in the amounts of: Operating Revenues \$110,400,240, Operating Expenses \$142,074,999, TMSEL Legacy Cost \$1,347,058, Maritime Funding Deficit \$5,452,247, Government Operating Assistance \$24,664,475, Debt Service \$8,093,806 Net Revenue (Expense) (\$13,809,588), and Restricted Operating/Capital Reserves (\$15,469,031).

**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 \_\_\_\_ DAY OF DECEMBER, 2025.**

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**CHAIRMAN  
RTA BOARD OF COMMISSIONERS**

**REGIONAL TRANSIT AUTHORITY**  
**Proposed 2026 Budget**  
**Statement of Revenues and Expenses**

Operating Revenues	CY2024 Actuals	CY2025 Unaudited Annl. Actuals	Approved CY2025 Budget	Proposed CY2026 Budget	Approved CY25 Budget. Vs Proposed CY26 Budget	
					Amount Var.	%age Var.
Passenger Fares	10,289,046	10,263,337	11,906,432	12,025,496	119,064	1.00%
Charter	105,351	42,411	85,000	68,000	(17,000)	(20.00%)
Advertising	1,538,477	1,320,993	1,428,060	1,750,000	321,940	22.54%
General Use Sales Tax	87,144,921	89,016,891	92,118,471	78,379,516	(13,738,955)	(14.91%)
Hotel/Motel Sales Tax	10,106,711	7,063,964	10,203,780	8,571,175	(1,632,605)	(16.00%)
State Motor Vehicle Sales Tax	6,333,028	6,469,663	7,630,875	6,695,613	(935,262)	(12.26%)
Other Operating Revenue	851,166	2,417,090	1,141,221	2,910,441	1,769,220	155.03%
Total Operating Revenues	116,368,699	116,594,349	124,513,839	110,400,240	(14,113,598.66)	(11.33%)

Operating Expenses	CY2024 Actuals	CY2025 Unaudited Annl. Actuals	Approved CY2025 Budget	Proposed CY2026 Budget	Approved CY25 Budget. Vs Proposed CY26 Budget	
					Amount Var.	%age Var.
Labor	62,456,528	63,710,276	68,460,671	67,263,648	(1,197,023)	(1.75%)
Fringe Benefits	21,387,158	23,159,296	22,722,422	24,664,610	1,942,188	8.55%
Services	9,941,735	13,171,807	19,158,293	19,217,309	59,017	0.31%
Materials and Supplies	11,379,851	11,051,406	14,208,507	13,161,970	(1,046,537)	(7.37%)
Utilities	1,506,167	1,655,136	1,730,500	2,016,065	285,565	16.50%
Casualty and Liability	9,311,753	11,302,837	11,840,000	14,279,500	2,439,500	20.60%
Taxes	412,707	120,153	426,030	372,881	(53,149)	(12.48%)
Miscellaneous	919,211	726,214	1,008,205	858,100	(150,105)	(14.89%)
Leases and Rentals	193,897	221,012	240,000	240,916	916	0.38%
Total Operating Expenses	117,509,007	125,118,137	139,794,627	142,074,999	2,280,372	1.63%

TMSEL Legacy Costs	CY2024 Actuals	CY2025 Unaudited Annl. Actuals	Approved CY2025 Budget	Proposed CY2026 Budget	Approved CY25 Budget. Vs Proposed CY26 Budget	
					Amount Var.	%age Var.
Health Benefits Costs	1,204,501	855,550	1,115,331	860,983	(254,348)	(22.80%)
TMSEL Obligations	1,489,776	0	0	75,000	75,000	0.00%
Other Costs (TPA, legal, C&L, etc.)	546,496	1,519,524	405,000	411,075	6,075	1.50%
Total TMSEL Legacy Costs	3,240,772	2,375,074	1,520,331	1,347,058	(173,273)	(11.40%)

Maritime Operations	CY2024 Actuals	CY2025 Unaudited Annl. Actuals	Approved CY2025 Budget	Proposed CY2026 Budget	Approved CY25 Budget. Vs Proposed CY26 Budget	
					Amount Var.	%age Var.
Passenger Fares	806,215	794,664	1,106,479	1,200,000	93,521	8.45%
Labor and Fringe Benefits	(509,510)	(265,801)	(286,480)	(165,956)	120,524	(42.07%)
Services	(2,941,987)	(39,971)	(978,652)	(1,200,000)	(221,348)	22.62%
Materials and Supplies	(622,911)	(94,571)	(545,198)	(571,580)	(26,382)	4.84%
Taxes	(6,284)	(4,386)	(6,522)	(7,933)	(1,411)	21.63%
Purchased Transportation	(8,916,088)	(10,152,462)	(12,345,667)	(10,525,778)	1,819,889	(14.74%)
Other Operating Expenses	(3,581)	(1,253)	(531,372)	(6,000)	525,372	(98.87%)
Preventive Maintenance	553,970	606,252	624,438	685,000	60,563	9.70%
LA State Appropriations	7,000,000	0	3,000,000	0	(3,000,000)	100.00%
State Subsidy/Other Subsidy	6,284,997	5,139,996	5,140,000	5,140,000	0	0.00%
Total Funding Surplus/(Deficit) for Maritime	1,644,820	(4,017,532)	(4,822,975)	(5,452,247)	(629,272)	13.05%

**REGIONAL TRANSIT AUTHORITY**  
**Proposed 2026 Budget**  
**Statement of Revenues and Expenses**

<b>Surplus / (Deficit) / (Before Govt. Operating Assistance)</b>	(2,736,260)	(14,916,393)	(21,624,094)	(38,474,063)	(16,849,969)	77.92%
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<b>Government Assistance</b>	<b>CY2024 Actuals</b>	<b>CY2025 Unaudited Annl. Actuals</b>	<b>Approved CY2025 Budget</b>	<b>Proposed CY2026 Budget</b>	<b>Approved CY25 Budget. Vs Proposed CY26 Budget Amount Var.</b>	<b>%age Var.</b>
Preventive Maintenance	15,277,615	20,024,983	20,074,324	22,864,475	2,790,151	13.90%
State Parish Transportation Fund	1,992,169	1,969,548	2,292,180	1,800,000	(492,180)	(21.47%)
CARES ACT/ARPA Funding	14,390,553	29,140,264	5,746,226	0	(5,746,226)	(100.00%)
<b>Total Government Assistance</b>	<b>31,660,337</b>	<b>51,134,795</b>	<b>28,112,730</b>	<b>24,664,475</b>	<b>(3,448,255)</b>	<b>(12.27%)</b>

<b>Net Operating Revenue (Expense)</b>	<b>28,924,077</b>	<b>36,218,402</b>	<b>6,488,636</b>	<b>(13,809,588)</b>	<b>(20,298,224)</b>	<b>(312.83%)</b>
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<b>Non-Operating Revenue (Expense)</b>	<b>CY2024 Actuals</b>	<b>CY2025 Unaudited Annl. Actuals</b>	<b>Approved CY2025 Budget</b>	<b>Proposed CY2026 Budget</b>	<b>Approved CY25 Budget. Vs Proposed CY26 Budget Amount Var.</b>	<b>%age Var.</b>
Total Federal Sources (RTA)	25,004,941	6,795,591	32,281,920	37,975,469	5,693,549	17.64%
Other Local Sources/Restricted Capital Res.	7,968,528	2,056,819	13,702,078	7,895,094	(5,806,985)	(42.38%)
Capital Expenditures (RTA)	(32,973,469)	(8,728,973)	(45,983,998)	(45,870,562)	113,436	(0.25%)
Total Federal and State Sources (Ferry)	3,065,464	12,881	13,518,414	14,276,671	758,257	5.61%
Other Local Sources/Restricted Capital Res. (Ferry)	(3,831,830)	3,489	3,806,854	5,217,509	1,410,655	37.06%
Capital Expenditures (Ferry)	(3,831,830)	(184,339)	(17,325,268)	(19,494,180)	(2,168,912)	12.52%
Other Interest Income	7,968,528	915,191	1,561,100	916,057	(645,043)	(41.32%)
Interest Income - Capital (bonds)	7,968,528	324,119	13,764	318,306	304,542	2212.58%
<b>Total Non-Operating Revenue (Expense)</b>	<b>11,338,860</b>	<b>1,194,778</b>	<b>1,574,864</b>	<b>1,234,363</b>	<b>(340,501)</b>	<b>(21.62%)</b>

<b>Net Revenue (Expense) After Operating and Capital Expenses before Debt Services</b>	<b>40,262,937</b>	<b>37,413,179</b>	<b>8,063,500</b>	<b>(12,575,225)</b>	<b>(20,638,725)</b>	<b>(255.95%)</b>
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<b>Debt Service</b>	<b>CY2024 Actuals</b>	<b>CY2025 Unaudited Annl. Actuals</b>	<b>Approved CY2025 Budget</b>	<b>Proposed CY2026 Budget</b>	<b>Approved CY25 Budget. Vs Proposed CY26 Budget Amount Var.</b>	<b>%age Var.</b>
Bond Interest Expense	(3,186,267)	(3,439,085)	(6,638,659)	(2,866,000)	3,772,659	(56.83%)
Bond Principal Debt	(4,835,000)	(5,218,639)	(1,424,841)	(5,200,000)	(3,775,159)	264.95%
Bond Insurance	105,325	24,306	0	(24,306)	(24,306)	0.00%
Bond Fees	2,721	5,250	0	(3,500)	(3,500)	0.00%
<b>Total Debt Service</b>	<b>(7,913,221)</b>	<b>(8,628,168)</b>	<b>(8,063,500)</b>	<b>(2,893,806)</b>	<b>5,169,694</b>	<b>-64.11%</b>

<b>Net Revenue (Expense) After Operating and Capital Expenses and Debt Service</b>	<b>32,349,716</b>	<b>28,785,011</b>	<b>(0)</b>	<b>(15,469,031)</b>	<b>(15,469,031)</b>	<b>10176993620.46%</b>
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<b>Operating Reserve</b>	<b>(32,349,716)</b>	<b>(28,785,011)</b>	<b>0</b>	<b>15,469,031</b>	<b>15,469,031</b>	<b>10176993620.46%</b>
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**Proposed CY2026 RTA Revised Budget**  
**Operating Revenue and Operating Expense Account Explanations**

<b>\$</b>	<b>12,025,496</b>	<b>PASSENGER FARES</b>
\$	1,943,903	Streetcar fares based on projected ridership of 3,568,911 and average fare of \$0.84 based on YTD 2025 actual average fare.
\$	3,258,494	Bus fares based on projected ridership of 12,079,797 and average fare of \$0.66 based on YTD actual average fare
\$	6,468,451	All Pass Sales including 1-day Regional Ride Pass; Ticket Vending Machine; 31-day Jazzy Passes; 1-way ride: Integrated Pass - 1 Day; Integrated Pass - 5 Day; 1-day Jazzy Pass; 3-day Jazzy Pass; and 7-day Jazzy Pass.
\$	354,648	Para fares based on projected ridership of 225,752 and average fare of \$1.46 based on YTD actual average fare.
<b>\$</b>	<b>68,000</b>	<b>CHARTER</b>
\$	68,000	Streetcar charters anticipated based on annualized actuals at \$1,000 per charter
<b>\$</b>	<b>1,750,000</b>	<b>ADVERTISING</b>
\$	1,750,000	Based on 2025 actuals and prior year trends. Company will be working with Vector Media, a third-party advertising vendor who manages the sales and installations of all transit advertising.
<b>\$</b>	<b>93,646,304</b>	<b>SALES TAX</b>
\$	78,379,516	General Use Sales Tax - based on City of New Orleans' projections and historical trends.
\$	8,571,175	Hotel/Motel Sales Tax - based on City of New Orleans' projections and historical trends.
\$	6,695,613	State Motor Vehicle Sales Tax - based on City of New Orleans' projections and historical trends.
<b>\$</b>	<b>3,210,441</b>	<b>OTHER OPERATING REVENUE</b>
\$	3,210,441	Other Revenue - Includes capital investment income, operating investment income, revenues from filming, scrap metal, IDs and other (reimbursements for service disruptions, etc.).



**Proposed CY2026 RTA Revised Budget**  
**Operating Revenue and Operating Expense Account Explanations**

<b>\$</b>	<b>91,928,258</b>	<b>LABOR AND FRINGE BENEFITS</b>
\$	67,263,648	Labor for all RTA positions. ATU-528 contract positions (operators and contract support staff); IBEW- 174 contract positions (mechanics, et al and contract support staff); Administrative-162 positions, and ULU-8 positions. Budgeted increases include 2.5% for ATU effective 7/1; 2.5% for IBEW effective 7/1; and 0% for Administrative.
\$	24,664,610	Fringe Benefits for all RTA positions - payroll taxes, retirement plans, health benefits, long term and short term disability, life Insurance, workers compensation, uniform and tool allowances, and other fringes.

<b>\$</b>	<b>19,217,309</b>	<b>SERVICES</b>
\$	300,000	Legal Fees for board representation.
\$	1,900,000	Legal fees and expenses for outside law firms representing the RTA.
\$	202,181	Auditing and Accounting - general insurance audit(s); RTA annual financial audit(s); and the AUP, and other Statewide audit(s).
\$	2,995,000	Consultants - Board, CEO, Rail consultant, Rideline QAQC program, Advertising, media buys, and website consultants, Risk management, Safety and security - write OSHA compliance, SMS Safety certification, intersection safety/rail, Employee development, IT, Accounting, Finance area, ELT Coaching, On-call engineers for capital planning, Consultants for bus projects, On-call real estate advisors for capital projects, on call engineering for capital projects, consultants for service planning, Federal representation, DBE consultant to aid with the DBE program, Facilities maintenance - general engineering.
\$	430,250	Training - Infrastructure division, agency-wide online training courses and security awareness training, Training consultants for ATU, IBEW and Ops administrative staff development, Fleet technology; Safety and Emergency Management; Chief Financial Officer division; Rail Maintenance, Marketing training; and DBE business development training.
\$	195,000	Medical Exams - employee physicals for pre-employment physicals and drug screening and DOT-required testing for safety-sensitive employees.
\$	20,000	Credit and Employment Verification for the screening process.
\$	15,000	Lubricant Analysis of coolants, diesel fuel, engine oils, hydraulic fluid, etc.
\$	3,143,020	Data Processing Services for the entire agency including services for the Board, Oracle, Clever, the ADP payroll system, the Paratransit Scheduling, Booking, & Eligibility software, VPN and many others.
\$	1,526,250	Other Outside Services - Cost charged by New Orleans Public Belt for maintaining signals on the Riverfront Streetcar Line; printing for all departments; Marketing photoshoots, purchased media, events, etc.; Department of Environmental Quality Disposal/Testing; HR other outside services; cost of electronic withdrawals for payroll; Labor contract negotiations and arbitrations; DBE advertisement; miscellaneous outside services for the Board. Contingency for Emergency Management.
\$	40,000	Environmental Services - disposable of contaminants and hazardous material and substances.
\$	150,000	Temporary Help

**Proposed CY2026 RTA Revised Budget**

**Operating Revenue and Operating Expense Account Explanations**

<b>\$</b>	<b>19,217,309</b>	<b>SERVICES (continued)</b>
\$	1,986,500	Contract Maintenance Services: Transmissions, damages, safety inspections, engines, A/C units, Revenue collection, glass, Fare collection system maintenance , Maintenance - ENO, MOW - control of vegetation along streetcar lines, Maintenance - Algiers Point, outside services for general repairs of buildings, grounds, shelters, and fixtures, cost of outside services for general repairs (lock repairs to revenue facilities, overhead doors, hydraulic fabrication, bus lift repairs, etc), Cost of outside services for general repairs of buildings, grounds, and fixtures for Admin Facilities, Maintenance - automobiles: ENO, office machines and equipment
\$	1,151,000	Other Contract Maintenance Services: Streetcar repairs, Bus simulator, General pest control, Bus towing and fire suppression service, Paratransit other contract maintenance, Cost of outside radio repairs, maintenance and repairs of mobile communication equipment, Inspection and maintenance of substations, Cost of cleaning and maintaining bus and streetcar shelters - CBD area, Facilities maintenance equipment cost, All facility pest control incl. ferry terminal, Garage/bus wash/tire shop/SIS/vault fueling, Admin buildings facility maintenance, Other maintenance, Maintenance Warehouse and ferry terminal, MOW Lavatory facilities for track crews. CAD/AVL Software/hardware maintenance.
\$	667,768	Custodial Services for the entire agency.
\$	1,200,000	Interagency Agreement with City of New Orleans
\$	3,044,340	Security Services; Transit Police Unit: (1) unit commander and (3) patrol officers; police detail for added patrols of the system; private security services for all RTA facilities; card access system service agreement and repairs to surveillance equipment; vehicle security upgrades; armored car service for money counting room, Alarm systems, other security systems
\$	226,000	Other Services - bank charges; public ads, notices and hearings; and the printing of RTA stationary, envelopes, and business cards.
\$	25,000	Outgoing freight charges.
<b>\$</b>	<b>13,161,970</b>	<b>MATERIALS AND SUPPLIES</b>
\$	5,150,222	Bio-diesel Fuel: Fixed Route Bus - \$5,150,222
\$	791,491	Gasoline: Paratransit - \$598,174; Service Vehicles - \$193,317
\$	370,000	Other Lubricants - bus; rail; and paratransit and support vehicles.
\$	546,345	Leased and Purchased Tires - bus, paratransit and support vehicles.
\$	3,342,296	Revenue Vehicle Parts - bus; streetcar; paratransit; fleet technology; fare collection; and other.
\$	174,950	Office Equipment and Supplies for the agency
\$	336,132	Transfers
\$	5,000	Schedules/Maps/Timetables
\$	200,000	Data Processing Supplies
\$	36,300	Training Materials & Supplies including TAPCO New Hire Operator Guides & Curriculum Materials, Rail Curriculum Guides, In - house instruction training video equipment; materials for quarterly safety meetings, campaigns etc.
\$	30,600	Roadway Paving - highway mesh, rods, sand, gravel etc.
\$	559,000	Buildings/Fixtures/Grounds - materials and supplies for general repairs at all facilities.

**Proposed CY2026 RTA Revised Budget**

**Operating Revenue and Operating Expense Account Explanations**

<b>\$</b>	<b>13,161,970</b>	<b>MATERIALS AND SUPPLIES (continued)</b>
\$	53,550	Cost of equipment to inspect and maintain fixed route and service vehicles
\$	1,228,084	Other Materials and Supplies include materials and supplies used to repair and maintain revenue and support vehicles, catenary parts and connectors for the streetcar lines, giveaways and promotional items for marketing and public outreach, onboarding materials, cost of safety materials including PPE, and streetcar MOW improvements, materials for comfort stops/swag items for transportation, materials for communications events, cost of sand for streetcar and tracks, and various other miscellaneous materials and supplies.
\$	65,000	Soaps for use in maintenance of revenue vehicles.
\$	23,000	Freight charges for incoming shipments.
\$	250,000	Equipment and Furniture - includes replacement radios, furniture as a result of office relocations, custodial materials/supplies for grounds, equipment & furniture for Physical Security and contractors, and other equipment used agency-wide.
<b>\$</b>	<b>2,016,065</b>	<b>UTILITIES</b>
\$	480,578	Propulsion Power - St. Charles, UPT, and Canal.
\$	1,535,487	Other Than Propulsion Power - Electricity, Gas, Water & Sewer, office & cell phone service, and internet service for all facilities; and communication systems for the Mobile Command Center.
<b>\$</b>	<b>14,279,500</b>	<b>CASUALTY AND LIABILITY</b>
\$	9,479,500	Premiums - based on the most recent renewal rates as approved by the Board - Excess Liability, Excess Physical Damage, Directors/Officers Liability, Flood Insurance, Property Damage, 3-D Crime.
\$	4,800,000	Insurance reserves; claim payouts.
<b>\$</b>	<b>372,881</b>	<b>TAXES</b>
\$	18,000	Vehicle Licensing and Registration Fees - Cost of vehicle brake tags, licenses and registration fees for buses, paratransit vehicles and service vehicles.
\$	354,881	Fuel and Lubricant Taxes - Bio-diesel fuel and gasoline taxes (\$0.21/gal.).
<b>\$</b>	<b>858,100</b>	<b>MISCELLANEOUS EXPENSES</b>
\$	115,200	Dues and Subscriptions - membership in APTA, SWTA, WTS, LPTA, COMPTO, GFOA; membership for staff attorneys in legal organization; IT-related entities; and procurement related dues.
\$	427,400	Travel and Meetings - auto reimbursement, local and out-of-town travel for the Board and RTA employees, per diems for the Board, refreshments and other amenities for Board meetings.
\$	15,000	Advertising/Promotion/Media for distribution material at ADA events and for RTA and the Board.
\$	75,000	Educational Expenses for staff.
\$	225,500	Other Miscellaneous - an Employee Recognition Program and various expenses for the CEO, the Board and RTA programs.
<b>\$</b>	<b>240,916</b>	<b>LEASES AND RENTALS</b>
\$	125,000	Revenue Vehicle Movement Control Facility for the antenna lease.
\$	115,916	Other General Admin Facilities

**Proposed CY2026 RTA Revised Budget**

**Operating Revenue and Operating Expense Account Explanations**

<b>\$</b>	<b>1,347,058</b>	<b>TMSEL CARRYOVER COSTS</b>
\$	860,983	Health Costs - long term disability payments, hospital/medical costs, prescription benefits, administrative fees, dental plan, and life insurance for TMSEL inactives.
\$	75,000	Workers' Compensation for active TMSEL employees.
\$	411,075	Other Costs - outside legal fees, and fees for the TMSEL program administrator.

<b>MARITIME</b>		
<b>\$</b>	<b>1,200,000</b>	<b>PASSENGER FARES (FERRY)</b>
\$	1,200,000	Passenger Fares increased from 2025 annualized actuals.
<b>\$</b>	<b>165,956</b>	<b>LABOR AND FRINGE BENEFITS (FERRY)</b>
\$	131,016	Labor for one Ferry administrative position
\$	34,940	Fringe Benefits for one Ferry administrative position: Payroll taxes, Retirement plans, Health benefits, Long term and Short term Disability, Life Insurance, Workers compensation, other fringes.
<b>\$</b>	<b>1,200,000</b>	<b>SERVICES (FERRY)</b>
\$	300,000	Consultants for dredging of Lower Algiers Terminal
\$	850,000	Contract Maintenance Services: Fare Collection System and Repairs to communication equipment, drydocking of up to 3 barges
\$	50,000	Cost of other services not covered by O&M agreement
<b>\$</b>	<b>571,580</b>	<b>MATERIALS AND SUPPLIES (FERRY)</b>
\$	570,580	Fuel and Lubricants: Based on a projected cost of \$3.59/gal. and fuel consumption of 158,937 gallons.
\$	1,000	Other Materials and Supplies: Ticketing and fare collection supplies; uniforms for Marine Operations staff.
<b>\$</b>	<b>7,933</b>	<b>TAXES (FERRY)</b>
\$	7,933	Fuel and Lubricant Taxes: Based on a projected cost of \$0.05/gal. and fuel consumption of 158,937 gallons.
<b>\$</b>	<b>10,525,778</b>	<b>PURCHASED TRANSPORTATION (FERRY)</b>
\$	10,525,778	Purchased Transportation: Labmar Contract - Crew Costs, Vessel Insurance, R&M Supplies, Management Fees, G&A Personnel Expense, Insurance, Workmans Comp, Auto Insurance, Misc Office Admin Expenses, Professional Services, Surge Services.
<b>\$</b>	<b>6,000</b>	<b>OTHER OPERATING EXPENSES (FERRY)</b>
\$	6,000	Other Miscellaneous: Travel and meeting expense



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 25-016

### Finance Committee

Cooperative Endeavor Agreement between the City of New Orleans and The New Orleans Regional Transit Authority for Supporting Unhoused Individuals

DESCRIPTION: Authorization to execute a Cooperative Endeavor Agreement between the City of New Orleans and the New Orleans Regional Transit Authority for supporting Unhoused Individuals	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 one-year Cooperative Endeavor Agreement between the City of New Orleans and the Regional Transit Authority for a collaborative partnership aimed at addressing homelessness within the RTA's transit system, promoting outreach, accessibility, and access to housing and support services for unhoused individuals.

### ISSUE/BACKGROUND:

The RTA and the City of New Orleans are committed to enhancing the accessibility of the transit system while ensuring that unhoused individuals have access to supportive services. The Mayor's Office of Homeless Services and Strategies (OHSS) leads the City's outreach and housing response and will provide direct outreach and service connections under this Agreement.

The proposed Cooperative Endeavor Agreement (CEA) establishes a partnership in which RTA supports OHSS's outreach efforts by contributing transit resources in a structured, accountable manner. RTA does not provide direct outreach services but instead focuses on facilitating outreach through notification, data sharing, property access, and provision of in-kind resources. This includes coordination through designated liaisons, ensuring appropriate outreach conditions, and participating in data-driven planning to improve response and service outcomes.

This partnership is designed to ensure that unhoused individuals encountered within the transit system are connected to appropriate City-led services in a coordinated, compassionate, and lawful manner. RTA and OHSS will conduct quarterly joint reviews of outreach activity and service engagement, and all emergency transportation support will be provided only within RTA's operational capacity and in accordance with Federal Transit Administration (FTA) charter service exemptions.

This CEA reflects a compassionate and collaborative approach to supporting unhoused individuals in the transit environment while protecting the integrity of the system for all riders.

### DISCUSSION:

The CEA terms have been reviewed and agreed upon by the RTA's Chief Legal Officer and the City

Attorney's Office. The principal components of the agreement are as follows:

- RTA will provide OHSS with up to 3,000 single-ride transit passes annually, valued at \$1.25 each (an in-kind contribution of up to \$3,750 per year). Unused passes may roll over into the following year's allotment, and OHSS may request additional passes if the annual allocation is fully used.
- OHSS will use these passes exclusively to transport unhoused individuals to shelters, clinics, cooling/warming centers, or other essential services. Outreach staff will access the transit system using RTA-issued identification badges and will comply with RTA rules and Code of Conduct while conducting outreach activities.
- RTA will coordinate with OHSS through its designated Emergency Management liaison, Operations Control Center, and Transit Police to support outreach activities on transit property.
- OHSS will provide monthly summaries to RTA documenting outreach activities conducted on the transit system, including the number of incidents referred, number of responses conducted, and general service outcomes. These summaries will also include pass utilization data to ensure accountability for the in-kind contribution.
- Both parties will participate in quarterly joint reviews of outreach activity, compliance, and program performance to support continuous improvement and ensure resources are being used effectively.
- RTA and OHSS will share aggregated and anonymized data to support planning and reporting, while safeguarding personally identifiable information in accordance with applicable law.
- During declared City emergency activations, RTA may assist OHSS in relocating unhoused individuals to designated shelters, subject to operational capacity and in compliance with Federal Transit Administration (FTA) charter service exemptions.

Standard provisions related to termination, indemnification, and insurance apply.

#### FINANCIAL IMPACT:

The RTA's contribution under this CEA is limited to the provision of up to 3,000 single-ride transit passes annually, valued at \$1.25 each, for a total in-kind contribution of up to \$3,750 per year. There is no additional direct financial impact to the RTA.

#### NEXT STEPS:

Upon Board approval, staff will execute the CEA with the City of New Orleans. RTA will begin issuing passes to OHSS, coordinating through its Emergency Management liaison, and OHSS will begin providing monthly reports on outreach activity and pass usage. Both parties will also initiate quarterly program review meetings and implement data sharing as outlined in the agreement.

#### ATTACHMENTS:

1. CEA with the City of New Orleans/OHSS
2. Resolution 025-016

Prepared By: Craig Toomey  
Title: Senior Director, RTA Emergency Management

Reviewed By: Mike Smith  
Title: Chief Safety, Security, and Emergency Management Officer

Reviewed By: Tracy Tyler  
Title: Chief Legal Officer



Lona Edwards Hankins  
Chief Executive Officer

10/31/2025

Date



Regional Transit Authority  
2817 Canal Street  
New Orleans, LA 70119-6301  
504.827.8300  
[www.norta.com](http://www.norta.com)

RESOLUTION NO. \_\_\_\_\_  
FILE ID NO. 25-016

STATE OF LOUISIANA  
PARISH OF ORLEANS

---

**AUTHORIZATION TO EXECUTE A COOPERATIVE ENDEAVOR AGREEMENT BETWEEN  
THE CITY OF NEW ORLEANS AND  
THE NEW ORLEANS REGIONAL TRANSIT AUTHORITY FOR  
SUPPORTING UNHOUSED INDIVIDUALS**

---

Introduced by Commissioner \_\_\_\_\_, seconded  
by Commissioner \_\_\_\_\_.

**WHEREAS**, the City of New Orleans and the Regional Transit Authority (RTA) share a common interest in enhancing the accessibility and overall experience of the RTA's transit system while addressing the challenges of homelessness within the transit environment; and

**WHEREAS**, the Mayor's Office of Homeless Services and Strategies (OHSS) is committed to reducing homelessness through coordinated outreach, support services, and housing solutions; and

**WHEREAS**, the City and RTA recognize the importance of a compassionate, collaborative approach to assist unhoused individuals while ensuring a welcoming transit environment for all users; and

**WHEREAS**, the City and the RTA have mutually agreed on the terms of a Cooperative Endeavor Agreement (CEA) to address the needs of unhoused individuals on RTA's transit system and provide transit assistance to support housing placement; and

**WHEREAS**, under the terms of the CEA, OHSS shall serve as the lead entity responsible for conducting outreach to unhoused individuals within the RTA transit system, and RTA shall support these activities by providing OHSS with up to 3,000 single-ride transit passes annually, valued at \$1.25 per pass (an in-kind contribution of up to \$3,750 per year), to facilitate engagement and transportation to shelters, clinics, and other essential services; and

**WHEREAS**, the CEA will allow both parties to implement strategies and programs aimed at promoting unhoused outreach, connecting unhoused individuals with essential services, and ensuring the dignity of all passengers using the transit system;

RESOLUTION NO. \_\_\_\_\_





Page 2

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Commissioners of the RTA that the Chairman of the Board or his designee is hereby authorized to execute a Cooperative Endeavor Agreement with the City of New Orleans to collaborate on addressing the needs of unhoused individuals within the RTA transit system, enhancing service coordination, and promoting the overall rider experience.

**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 \_\_ DAY OF DECEMBER 2025.**

---

**FRED A. NEAL, JR.  
CHAIRMAN  
BOARD OF COMMISSIONERS**

**COOPERATIVE ENDEAVOR AGREEMENT**  
**BY AND BETWEEN**  
**THE CITY OF NEW ORLEANS**  
**AND**  
**NEW ORLEANS REGIONAL TRANSIT AUTHORITY**

**THIS COOPERATIVE ENDEAVOR AGREEMENT** (the “**Agreement**”) is entered into by and between the City of New Orleans, represented by LaToya Cantrell, 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 is a political subdivision of the State of Louisiana;

**WHEREAS** the RTA is a political subdivision 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**, Article 7, Section 14(B) of the Louisiana Constitution provides for the authorized use “of public funds for programs of social welfare for the aid and support of the needy;”

**WHEREAS**, the RTA is committed to providing accessible and reliable public transportation for all residents and visitors of the City of New Orleans;

**WHEREAS**, the RTA recognizes the complex challenges posed by the presence of unhoused individuals on its transit system and acknowledges the importance of addressing these challenges in a manner that is compassionate, respectful, and effective;

**WHEREAS**, the Mayor’s Office of Homeless Services and Strategies (“**OHSS**”) of the City of New Orleans is dedicated to reducing homelessness through coordinated efforts that include outreach, support services, and housing solutions;

**WHEREAS**, the RTA and the City share a common interest in enhancing the well-being of both unhoused individuals and the general public who utilize the transit system, and in promoting a transit environment that is conducive to the dignity of all passengers; and

**WHEREAS**, both parties believe that a collaborative partnership is essential to addressing the intersection of homelessness and public transit effectively, ensuring that appropriate resources and strategies are employed to mitigate the occurrence of incidents involving unhoused on the transit system.

**NOW THEREFORE**, RTA and the City agree as follows:

#### **ARTICLE I – PURPOSE**

- 1.1** The purpose of this CEA is to establish a collaborative partnership between the City (through OHSS) and RTA to ensure that unhoused individuals at RTA vehicles, facilities, stops, or other transit property are connected to appropriate City-led outreach and services. This partnership recognizes that RTA does not maintain in-house outreach capacity and instead supports OHSS’s role as the City’s lead agency for unhoused services. RTA’s contribution will include coordination through a designated liaison, facilitation of access to RTA property and services, and the provision of a limited pool of transit passes as an in-kind resource for OHSS outreach staff to use in engaging unhoused individuals and supporting their connection to services.
- 1.2** Through this CEA, the parties will collaborate to enhance communication and coordination between RTA, OHSS, and partner stakeholders to effectively address unhoused issues that arise in the transit environment. The City, through OHSS, will provide outreach, support services, and housing referrals. RTA will notify OHSS of unhoused activity on the system, provide data and trend reporting, and ensure appropriate conditions for outreach. Both parties are committed to ensuring that all initiatives under this Agreement comply with applicable local, state, and federal laws and regulations and are carried out with compassion, dignity, and a commitment to compliance for all riders.

#### **ARTICLE II – COLLABORATIVE ACTIVITIES**

- 2.1** Through this CEA, the parties agree to collaborate in addressing unhoused activity within the RTA transit system by aligning RTA’s notification and support functions with the City’s outreach and service delivery functions.
- 2.2** The City, through OHSS and its contracted providers, will conduct outreach to unhoused individuals on or near the RTA’s transit system. RTA will support these efforts by notifying OHSS of incidents involving unhoused individuals reported through RTA staff, by providing a pool of transit passes as an in-kind contribution for OHSS outreach staff to use in service engagement and referrals, by facilitating appropriate conditions for outreach through coordination with RTA, and by sharing data and trend reporting to enhance OHSS’s ability to plan and respond.
- 2.3** During any New Orleans Office of Homeland Security and Emergency Preparedness (“NOHSEP”) emergency activation, RTA will, to the extent resources allow, assist OHSS in transporting unhoused individuals to designated emergency cooling or warming centers or shelters. Such transportation support will be provided only when authorized under Federal Transit Administration (FTA) charter service exemptions and within the limits of RTA’s operational capacity. OHSS will remain responsible for outreach, case management, and service placement during such activations.

#### **ARTICLE III – RTA INDEPENDENT ACTIVITIES**

- 3.1** Through this CEA, the RTA agrees to the following independent activities:
- 3.2** RTA Emergency Management will serve as the administrator of this Agreement and as the liaison between OHSS and other RTA personnel.
- 3.3** RTA will provide OHSS with up to 3,000 single-ride transit passes per year, valued at \$1.25 each (an in-kind contribution not exceeding \$3,750 annually), to support outreach activities on the transit system. These passes are for use by OHSS outreach staff while conducting unhoused engagement and for transporting unhoused individuals to shelters, clinics, or other essential services. Passes are not for unrestricted public distribution and must be used solely for outreach and service referral purposes. Any passes not used within the year may roll over and be added to the following year's distribution of 3,000 passes. If OHSS demonstrates that all passes have been used and additional outreach needs remain, OHSS may submit a written request for additional passes, which RTA may approve subject to available resources, with no obligation for the RTA to exceed the annual in-kind contribution.
- 3.4** During declared City emergency activations led by the New Orleans Office of Homeland Security and Emergency Preparedness ("NOHSEP"), RTA may, subject to operational capacity and in accordance with Federal Transit Administration (FTA) charter service exemptions, provide transportation assistance to OHSS for the relocation of unhoused individuals to designated emergency cooling or warming centers and shelters. Such transportation will be coordinated through RTA and will be contingent upon the availability of RTA resources.
- 3.5** RTA will issue identification badges to OHSS personnel for the purpose of conducting outreach on RTA transit property. These badges will allow outreach staff to identify themselves to RTA personnel when engaging in outreach-related activities.

#### **ARTICLE IV – CITY INDEPENDENT ACTIVITIES**

- 4.1** Through this CEA, the City agrees to the following independent activities:
- 4.2** The City, through OHSS, will administer this Agreement and serve as RTA's partner for unhoused outreach and engagement.
- 4.3** In exchange for the in-kind transit passes provided by RTA under Article III, OHSS will support RTA by responding to and assisting with incidents involving unhoused individuals on the transit system. OHSS will ensure that outreach and service engagement are conducted with appropriate care and sensitivity, minimizing disruptions to transit operations while addressing the needs of the individual involved.
- 4.4** OHSS will provide RTA with monthly summaries of outreach activities conducted on or near the transit system, including the number of incidents referred by RTA, the number of responses conducted by OHSS, and general outcomes. These reports will be used to evaluate the effectiveness of the partnership and ensure accountability for the in-kind contribution provided by RTA.

#### **ARTICLE V –ACCESS, CONTROLS, AND ACCOUNTABILITY**

- 5.1** OHSS shall maintain an up-to-date roster of personnel holding RTA-issued badges and provide such roster to RTA upon request. OHSS shall immediately notify RTA in writing if any badge is lost, stolen, or otherwise unaccounted for. RTA reserves the right to deactivate or revoke badges

at any time for non-compliance with RTA rules, misconduct, or failure to meet the requirements of this Agreement.

- 5.2 All OHSS patrols must be documented, including date, time, locations visited, and names of participating personnel. OHSS shall designate a supervisor responsible for ensuring patrol staff adhere to RTA rules and Code of Conduct.
- 5.3 For OHSS unhoused transportation requests outside of the issuance of passes, the RTA will not hold or dispatch vehicles in advance solely for unhoused transportation requests. If OHSS schedules transportation in advance, OHSS must verify that the individual is present and ready to board before RTA deploys resources. Transportation will only be dispatched once confirmation is provided to RTA to prevent no-shows and ensure resources are used efficiently.
- 5.4 RTA and OHSS will jointly review patrol activity and compliance on a quarterly basis. Corrective actions may be required by RTA where deficiencies are identified.
- 5.5 OHSS shall ensure that any RTA-issued passes obtained under this Agreement are distributed solely for the purpose of connecting unhoused individuals with essential services and support networks. Such passes shall not be used by OHSS personnel or third parties for any other purpose.

#### **ARTICLE VI – DATA SHARING AND PROTECTION**

- 6.1 To facilitate the effective execution of this CEA, the RTA and the City agree to share relevant operational data pertaining to incidents involving unhoused individuals on the transit system. This data sharing will support coordinated efforts to provide services, manage incidents, and improve outreach initiatives.

- 6.2 The data to be shared quarterly may include, but is not limited to:

**Transit Usage Data:** Aggregate information about the use of RTA’s transit services by unhoused individuals, as available through OHSS reporting.

**Incident Reports:** Records maintained by RTA of incidents involving unhoused individuals, including notifications and outcomes.

**Outreach Data:** Summaries provided by OHSS on outreach activities at RTA facilities, including the number of individuals engaged and general service connections.

**HMIS Data:** Aggregate or anonymized HMIS data provided by OHSS, to the extent permissible, for planning and reporting purposes.

- 6.3 Neither party will share personally identifiable client information (PII) except as required by law. Where possible, data will be anonymized or aggregated to protect the privacy of unhoused individuals. All shared data will be transmitted via official email accounts and password-protected files. Any breach of data exchanged under this Agreement will be reported immediately to the City of New Orleans Office of Information Technology and Innovation and the RTA’s Information Technology Department.

#### **ARTICLE VII – PUBLIC LIABILITY/INDEMNIFICATION**

- 7.1** The City shall indemnify and save harmless the RTA, its respective officers, agents, employees, contractors, assigns and insurers against any and all claims, losses, liabilities, demands, suits, penalties, causes of action, damages, and judgments of any sums of money to any party accruing against the RTA, its respective officers, agents, employees, contractors, assigns and insurers, growing out of, resulting from, or by reason of any act or omission of the City, its officers, agents, employees, servants, contractors or assigns while engaged in, upon or about, or in connection with the discharge or performance of the terms of this CEA, and from damages suffered by any other third party, as a result of the benefits derived from this partnership.
- 7.2** RTA shall indemnify and save harmless the City, its officers, agents, employees, contractors and assigns against any and all claims, losses, liabilities, demands, suits, causes of action, damages, and judgments of any sums of money to any party accruing against the City, its officers, agents, employees, and assigns, growing out of, resulting from, or by reason of any act or omission of the RTA, its officers, agents, employees, servants, contractors or assigns while engaged in, upon or about, or in connection with the discharge or performance of the terms of this CEA.
- 7.3** Nothing herein is intended, nor shall be deemed to create a third-party beneficiary to or for any obligation by the RTA or the City herein or to authorize any third person to have any action against the RTA or the City arising out of this CEA.

#### **ARTICLE VIII – TERMINATION**

- 8.1** **Term.** This CEA shall begin on the date all parties have signed and shall remain in effect for a term of one year.
- 8.2** **Termination for Cause.** The RTA or City may terminate this Agreement for cause based upon the failure of the other party to comply with the terms and/or conditions of the Agreement.
- 8.3** **Termination for Convenience.** This Agreement may be terminated at any time for convenience by either party on not less than thirty (30) days written notice.
- 8.4** **Termination for Impossible Performance.** This Agreement may be terminated at any time without notice should any governmental agency prohibit that any party fulfills their respective obligations under this CEA.

#### **ARTICLE IX – LEGAL COMPLIANCE/CONTROLLING LAW**

The validity, interpretation, and performance of this CEA shall be controlled by and construed in accordance with the laws of the State of Louisiana.

#### **ARTICLE X – ASSIGNMENT**

Neither the RTA nor the City shall assign any interest in this Agreement by assignment, transfer, or novation, without prior written consent of the other party.

#### **ARTICLE XI – AMENDMENTS**

Any alteration, variation, modification, or waiver of provisions of this CEA shall be valid only when it has been reduced to writing and executed by both parties.

## **ARTICLE XII – RELATIONSHIP BETWEEN THE PARTIES**

The RTA and the City are engaged solely for the purposes set forth in this CEA. The relationship between the RTA and the City is such that the City shall not be construed to be an employee, agent, partner of, or in joint venture with the RTA, and the RTA shall not be construed to be an employee, agent, partner of, or in joint venture with the City.

## **ARTICLE XIII – SEVERABILITY**

If any term, covenant, condition, or provision of this CEA or the application thereof to any person or circumstances shall, at any time or to any extent, be invalid or unenforceable, the remainder of this CEA, or the application of such term, covenant, condition or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term, covenant, condition, and provision of this CEA shall be valid and be enforced to the fullest extent permitted by law.

## **ARTICLE XIV - ADMINISTRATION AND NOTICE OF THIS CEA**

- 14.1 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:

The City shall provide administration and notice of the CEA through:

Nathaniel Fields, Director  
Office of Homeless Services and Strategies, City of New Orleans

The RTA shall provide administration and notice of the CEA through:

Craig Toomey, Senior Director  
RTA Emergency Management

- 14.2 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.
- 14.3 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.

**IN WITNESS WHEREOF,** the parties hereto, through their duly authorized representatives, have executed this Agreement to be effective as of the date first written above.

**CITY OF NEW ORLEANS**

**NEW ORLEANS REGIONAL TRANSIT  
AUTHORITY**

**By:** \_\_\_\_\_  
**LAYOTA CANTRELL**  
*Mayor, City of New Orleans*

**By:** \_\_\_\_\_  
**LONA E. HANKINS**  
*Chief Executive Officer*

**FORM AND LEGALITY APPROVED:**  
**CITY LAW DEPARTMENT**

**By:** \_\_\_\_\_  
**Printed Name**





## Board Report and Staff Summary

File #: 25-142

Finance Committee

Fare Policy Amendment No.1 (GEN 11)

DESCRIPTION: First set of amendments to the agency's Fare Policy	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:

This is a request to authorize the Chief Executive Officer to implement an amendment to the agency's Fare Policy (GEN 11).

In 2022, the New Orleans Regional Transit Authority adopted its first formal fare policy to establish a framework for transparent decision making on fare elements. Since then, the need for several small changes has emerged to better match policy with better operational practices, to encourage a wider footprint of retail partners, and to offer benefits to riders.

Adopting these recommended amendments would update the Fare Policy to advance these goals.

### ISSUE/BACKGROUND:

In September 2022, the Board of Commissioners adopted the agency's Fare Policy (Resolution 22-071) to outline a comprehensive and holistic approach to governing RTA fare collection elements. The policy provides an over-arching set of objectives to align present and future decision-making while also defining the responsibilities of the RTA in pursuit of informed, coherent fare-related decisions.

However, changes to the fare elements listed below are necessary to ensure RTA staff can conduct fare sales, fare collection, and fare reporting more effectively. Further, new benefits can also be extended to riders in the interest of offering an accessible system of public transport.

### DISCUSSION:

The proposed amendments to the Fare Policy include the following:

- Updates practical definition of a 'Single Fare' to match existing practice, reduce required operator inputs
- Changes requirements for annual fare reporting to reduce staff time required by focusing on feasible elements; affirms context-dependent triggers for Fare Structure Review in place of time-based triggers
- Changes to streamline retail/bulk discounts and U-Pass discounts offered to institutional

purchasers

- Correction of clerical error in definition of Priority Rider and eligibility criterion that included paratransit-eligible riders
- Language that would permit the implementation of a fare-capping/pay-as-you-go account-based fare payment program upon development of a formal fare structure recommendation and financial analysis
- Expands the existing practice of suspending fare collection on city-wide election days to include the suspension of fare collection on Saturdays of early voting periods for city-wide elections. Amended language clarifies which city-wide elections are to be observed with fare-free transit (i.e. those certified by the Louisiana Secretary of State that will elect a candidate for city-wide, state-wide, or federal office).

#### FINANCIAL IMPACT:

The agency should expect to forgo passenger revenue on newly created fare-free days. Based on the policy language in question the financial impact of this policy amendment will vary from year.

In the 12-month period from September 1, 2024 to August 30, 2025, the agency collected approximately \$45,000 of gross passenger revenue per typical service day, including long-term pass products. Gross passenger revenue from at-vehicle or immediate-board fare products totals approximately \$20,425 per typical service day.

The agency could forgo an estimated \$30,000 per fare-free service day between suspended at-vehicle collection and deferred usage of pre-purchased fares.

In 2025, there are **4** Saturdays within early voting periods for qualifying elections that would be fare-free by policy with this amendment.

In 2026, there will be as few as **4** and as many as **8** Saturdays within early voting periods for qualifying elections that would be fare-free by policy with this amendment.

In 2027, there could be as few as **4** and as many as **8** Saturdays within early voting periods for qualifying elections that would be fare-free by policy with this amendment.

Based on the fare revenue collected per typical service day in the last 12 months, current fare prices, and Louisiana election calendars, NORTA could expect to forgo between \$120,000 and \$240,000 of fare revenue per year after expanding fare-free transit to the Saturdays of early voting for qualifying elections.

No other amendments could be reasonably expected to result in a financial impact of note.

#### NEXT STEPS:

Upon RTA Board Approval, staff will implement the fare policy as amended.

#### ATTACHMENTS:

1. Fare Policy Amendment Resolution

2. Fare Policy Document (Clean)
3. Fare Policy Document (Redline)

Prepared By: Jack Duffy  
Title: Manager, Fare Policy and Systems

Reviewed By: Giselle Banks  
Title: Chief Financial Officer



Lona Edwards Hankins  
Chief Executive Officer

10/31/2025

Date



Regional Transit Authority  
2817 Canal Street  
New Orleans, LA 70119-6307

RESOLUTION NO. \_\_\_\_\_  
FILE ID NO. 25-142

STATE OF LOUISIANA  
PARISH OF ORLEANS

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**A RESOLUTION TO ADOPT THE FARE POLICY (GEN 11) AMENDMENT #1  
FOR THE REGIONAL TRANSIT AUTHORITY (RTA)**

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Introduced by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_.

**WHEREAS**, the Board of Commissioners formally adopted an agency Fare Policy in September 2022; and

**WHEREAS**, RTA staff have identified necessary amendments to the Fare Policy to better reflect operational needs and advance Agency goals; and

**WHEREAS**, the Fare Policy will be reviewed bi-annually and automatically updated when the following changes occur temporary or permanent policies are made to simplify fare structures; changes in State and Local Legislation related to fare elements; and changes in fare technology.; and

**WHEREAS**, the amendments contained herein can be expected to see the Agency forgo approximately \$120,000 to \$240,000 per year based on current practice.

**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 amend the Fare Policy.

Resolution No. \_\_\_\_\_

Page 2

**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 \_\_\_<sup>th</sup> DAY OF MONTH, YEAR.**

\_\_\_\_\_  
**FRED A. NEAL, JR.**  
**CHAIRMAN**  
**RTA BOARD OF COMMISSIONERS**

## **Fare Policy**

**(GEN11)**

### **POLICY STATEMENT**

The New Orleans Regional Transit Authority (RTA) is committed to providing high-quality public transportation services for the benefit of the individuals and communities that it serves. This mission is funded by fare revenues from riders across its service area. RTA manages all Fare Elements, including fare structure and pricing, fare marketing and access, fare technology, fare collection, and fare enforcement.

This Fare Policy references RTA's Title VI and Environmental Justice Policy Manual (last revised January 2023).

### **PURPOSE**

This Fare Policy establishes transparent guidance for all Fare Elements and Fare-Related Decisions at RTA. The policy is technology- and solution-agnostic. It establishes RTA's goals, values, and commitments as they relate to fares.

This policy will be reviewed bi-annually and will be automatically reviewed and updated in the event of the following: (1) a change in the fare structure, (2) a Major Fare Technology Change, (3) any changes in State or Local Legislation related to Fare Elements, or (4) changes to any other RTA Policies that impact Fare Elements.

### **APPLICATION**

This policy applies to all RTA employees involved in Fare Elements or Fare-Related Decisions.

### **ADOPTED BY:**

The RTA Board of Commissioners on [DATE], Resolution [XX-XXX].

### **APPROVED BY:**

---

Lona Hankins  
Chief Executive Officer

Effective Date: [DATE]

## 1.0 Fare Policy Objectives

To guide Fare-Related Decisions, RTA has developed the following Fare Policy Objectives. These objectives reflect the complexity of implementing and managing Fare Elements that (1) meet the needs of the RTA and its users, (2) address the social, environmental, and economic goals for public transportation, and (3) fulfil federal civil rights obligations.

All RTA Fare-Related Decisions are guided by the Fare Policy Objectives. Some possible strategies may achieve one objective at the expense of another. These objectives should be carefully weighed in relation to each other whenever changes to Fare Elements are proposed. RTA strives to meet all these objectives, while recognizing that competing objectives must be balanced.

<b>Improve Service</b>	Orient Fare-Related Decisions towards enhancing service reliability and increasing overall speed of service.
<b>Maximize Ridership to Drive Revenue for Service Expansion</b>	Set fare structure and fare pricing to maximize ridership and ensure consistent sales growth for investment into service enhancements.
<b>Advance Diversity, Equity, and Inclusion</b>	Approach Fare Elements and Fare-Related Decisions with a focus on diversity, equity, and inclusion and a commitment to equitable access and outcomes for riders.
<b>Enhance Connectivity</b>	Utilize Fare Elements to enhance regional connectivity and integration across all modes of transportation.
<b>Increase Efficiency and Simplicity</b>	Increase speed and efficiency of rider boarding and simplicity of Fare Elements for customers.
<b>Prioritize Local, Regular Riders</b>	Prioritize regular riders through all Fare Elements, while reducing barriers to entry for new riders.
<b>Minimize Operator Involvement in Fare Collection</b>	Minimize the role of operators in fare collection and fare disputes to allow them to focus on providing safe, reliable, and welcoming service.
<b>Optimize Return on Investment</b>	Optimize the value of capital and operating expenditures on Fare Elements.

## **2.0 Fare Structure Overview**

Section 2.4 summarizes pricing for all RTA Fares. A full definition of each RTA fare product can be found below.

### **2.1 Single-Ride Fares (Bus and Streetcar)**

**Adult Single Fare:** One trip on the bus or streetcar. Upon purchase or validation of a physical ticket at vehicle farebox, passengers may request a physical transfer ticket. Passengers may transfer to or ride any other RTA bus or streetcar within two hours of initial purchase upon presentation of a valid ticket.

**Priority Rider Single Fare:** One trip on the bus or streetcar. Upon purchase or validation of a physical ticket at vehicle farebox, passengers may request a physical transfer ticket. Passengers may transfer to or ride any other RTA bus or streetcar within two hours of initial purchase upon presentation of a valid ticket. The Priority Rider Single Fare is available to passengers who meet the eligibility of 'Priority Riders,' outlined in Section 6.1.

**Youth Single Fare:** One trip on the bus or streetcar. Upon purchase or validation of a physical ticket at vehicle farebox, passengers may request a physical transfer ticket. Passengers may transfer to or ride any other RTA bus or streetcar within two hours of initial purchase upon presentation of a valid ticket. The Youth Single Fare is available to passengers who meet the eligibility of 'Youth,' outlined in Section 6.1.

### **2.2 Single-Ride Fares (Ferries)**

**Adult Ferry Fare:** One-way trip for a single rider on the ferry, including a vehicle weighing less than 10 tons.

**Priority Rider Ferry Fare:** One-way trip for a single rider on the ferry, including a vehicle weighing less than 10 tons. The Priority Rider Ferry Fare is available to riders who meet the eligibility of 'Priority Riders,' outlined in Section 6.1.

**Youth Ferry Fare:** One-way trip for a single rider on the ferry, including a vehicle weighing less than 10 tons. The Youth Ferry Fare is available to riders who meet the eligibility of 'Youth,' outlined in Section 6.1.

**Trailer Ferry Fare:** One-way trip for a single trailer pulled by a vehicle with ticketed driver, with a combined length no greater than 48 feet.

**Vehicle Passenger Ferry Fare:** One-way trip for a passenger within a vehicle.



## **2.3 Pass Products**

**1-Day Jazzy Pass:** Provides rider with use of the RTA bus, streetcar, or ferry for 24 hours after first activation.

**1-Day Jazzy Pass (Priority Rider):** Provides rider with use of the RTA bus, streetcar, or ferry for 24 hours after first activation, available to passengers who meet the eligibility of 'Priority Riders,' outlined in Section 6.1.

**1-Day Jazzy Pass (Youth):** Provides rider with use of the RTA bus, streetcar, or ferry for 24 hours after first activation, available to passengers who meet the eligibility of 'Youth', outlined in Section 6.1.

**1-Day Regional Ride:** Provides riders with unlimited rides on both RTA bus, streetcar, and ferries as well as JP Transit buses for 24 hours after first activation.

**3-Day Jazzy Pass:** Provides rider with use of the RTA bus, streetcar, or ferry for 3 consecutive days after first activation.

**7-Day Jazzy Pass:** Provides rider with use of the RTA bus, streetcar, or ferry for 7 consecutive days after first activation.

**31-Day Jazzy Pass:** Provides rider with use of the RTA bus, streetcar, or ferry for 31 consecutive days after first activation.

**31-Day Jazzy Pass (Priority Rider):** Provides rider with use of the RTA bus, streetcar, or ferry for 31 consecutive days after first activation, available to passengers who meet the eligibility of 'Priority Riders,' outlined in Section 6.1.

**31-Day Jazzy Pass (Youth):** Provides rider with use of the RTA bus, streetcar, or ferry for 31 consecutive days after first activation, available to passengers who meet the eligibility of 'Youth', outlined in Section 6.1.

## 2.4 Fare Table

Current RTA fares are listed in the table below.

<b>Single-Ride Fares (Bus and Streetcar)</b>	
Adult Single Fare	1.25
Priority Rider Single Fare	0.40
Youth Single Fare	0.50
<b>Single-Ride Fares (Ferry)</b>	
Adult Ferry Fare	2.00
Priority Rider Ferry Fare	1.00
Youth Ferry Fare	1.00
Trailer Ferry Fare	3.00
Vehicle Passenger Ferry Fare	1.00
<b>1-Day Pass</b>	
1-Day Jazzy Pass (Adult)	3.00
1-Day Jazzy Pass (Priority Rider)	0.80
1-Day Jazzy Pass (Youth)	1.00
1-Day Regional Ride	6.00
<b>3-Day Pass</b>	
3-Day Jazzy Pass	8.00
<b>7-Day Pass</b>	
7-Day Jazzy Pass	15.00
<b>31-Day Pass</b>	
31-Day Jazzy Pass (Adult)	45.00
31-Day Jazzy Pass (Priority Rider)	14.00
31-Day Jazzy Pass (Youth)	18.00

### **3.0 Change and Refunds**

#### **3.1 Change Policy**

RTA does not provide change on the bus or streetcars. Passengers paying cash shall be provided with a “change card” usable on all RTA buses and streetcars in lieu of cash change. RTA does not provide change or change card on the ferries.

#### **3.2 Refund Policy**

Other than the cases established below, sales of fares and pass products (including Promotional Fares) are non-refundable. Riders shall be eligible for a replacement fare under the following circumstances:

- In the case of a major defect associated with any fare media.
- In the event that fare products are not delivered upon purchase for any reason.
- In the case of exceptional, unexpected service suspensions.

All fare refunds shall be processed through RTA’s customer service center (Rideline). All refunds shall be made at the discretion of RTA for passes purchased within 90 days.

## **4.0 Fare Reporting Requirements**

### **4.1 Annual Fare Report**

RTA is committed to providing its riders and other public stakeholders with accurate, timely information related to all Fare Elements. This information will serve to inform the Board of Commissioners and the public of RTA's performance relative to its Fare Policy Objectives. RTA will complete an Annual Fare Report with the following information:

#### **Fare Revenue**

- Total Fare Revenue (by Mode)
- Fare Revenue by Fare Media
- Fare Revenue by Sales Channel
- Fare Revenue / Rider (by Mode)

#### **Fare Collection Costs**

- Total Fare Collection Costs
- Fare Collection Costs by Mode
- Fare Collection Costs by Fare Media

#### **Marketing / Access**

- Summary of Retail Network and Fare Access Points
- Overview of Pass Sales Programs
- Reporting on special fare programs or fare pilots

The Annual Fare Report shall be provided to the Board of Commissioners in March of each Calendar Year. The Annual Fare Report will use the same reporting standards and methodology as the Federal Transit Administration's National Transit Database (NTD).

## **5.0 Fare Changes**

RTA's mission is funded by fare revenues, and the provision of world-class service is dependent on the collection of fares as operating revenue. As such, it's critical that RTA consistently evaluate its fare structure to determine the extent to which existing pricing provides sufficient funding to meet the Agency's goals.

### **5.1 Fare Review Requirements**

The RTA Finance Department will complete a Fare Structure Review every two years (the first of which was completed in January 2022), as well as at the occurrence of any of the following:

- Implementation of a Major Fare Technology Change
- Completion of a Temporary Fare Structure

The Fare Structure Review will include an analysis of all data reported in Section 4.1 "Annual Fare Report" in addition to the following components, when relevant to the fare elements under review:

- An analysis of the fare pricing and fare structure of peer agencies
- Focus groups with RTA staff (including operators) to determine the extent to which the current fare structure is meeting the Agency's broader objectives
- Surveys with ridership to determine the appropriateness of current fares

The Fare Structure Review will make recommendations to the Board of Commissioners as to whether changes to fare structure or fare pricing would help the RTA better achieve the goals laid out in Section 1.0 Fare Policy Objectives.

### **5.2 Fare Adjustment Requirements**

Adjustments to fare structure or fare pricing (other than Promotional Fares as defined in Section 5.4) shall be approved by the Board of Commissioners.

All adjustments to fare structure or fare pricing (other than Promotional Fares as defined in Section 5.4) shall be approved by the New Orleans City Council as established in Section 12(b) of Article III of the Transit Agreement executed between the City of New Orleans and the RTA on June 28, 1983.

Implementing an adjustment in RTA's fare structure or fare pricing requires satisfying the Agency's Title VI Requirements, including the performance of a Fare Analysis and the development and implementation of a Public Participation Plan. All Title VI Requirements associated with implementing an adjustment in RTA's fare structure or fare pricing are established in the Title VI and Environmental Justice Policy Manual.

### **5.3 Temporary Fare Structure**

RTA is authorized to implement a Temporary Fare Structure without satisfying its Title VI Requirements if the temporary fare reduction lasts less than six months. A Temporary Fare Structure must still be approved by the Board of Commissioners and the New Orleans City Council as defined in Section 5.2.

### **5.4 Promotional Fare Discounts**

Promotional distribution of discounted fares is necessary for the promotion of RTA's transit system. The Chief Executive Officer of the RTA, or their designee, is therefore authorized to approve distribution of discounted or free tickets and passes for the following one-time purposes:

- To provide an individual with an incentive to take their first trip on RTA
- To retain existing riders
- To encourage existing riders to ride the transit system more often and for different trip purposes
- To encourage individuals to use new or different modes
- To shift patrons from over-utilized services and amenities to under-utilized services and amenities of the transit system
- To incentivize the use of new fare media

The justification for such promotional fares must be documented at the time of approval and included in the subsequent Annual Fare Report described in Section 4.1.

RTA retains the ability to offer Fare Free Days when no fare will be required to ride RTA services. Fare Free Days shall be announced at least one week in advance and must be approved by RTA's Executive Leadership Team. Eliminating fares for more than ten consecutive days constitutes either a Temporary Fare Structure (defined in Section 5.3) or a Suspension of Fares (established in Section 5.7).

Fare discounts to be implemented for more than one day, including free fares, will include a written justification and financial analysis when seeking the approval of the CEO or their designee. The justification and analysis will be documented and reported in the subsequent Annual Fare Report.

### **5.5 Election Days**

City-wide elections certified by the Louisiana Secretary of State on which candidates for city-wide, statewide, or federal office appear are to be observed with fare-free transit, on all modes operated by the RTA, by resolution of the RTA Board of Commissioners, to help the riding public get to their designated polling places.



Additionally, the RTA will provide fare-free transit on all modes on any Saturday during early voting periods for election days defined above.

### **5.6 Rosa Parks Day and Claudette Colvin Day**

Rosa Parks Day shall be observed each year on Rosa Parks' February 4 birthday. Claudette Colvin Day shall be observed each year on Claudette Colvin's September 5 birthday. To honor their courageous assertions of equal rights for African Americans and to commemorate their historic roles in America's Civil Rights movement, those days are to be observed with fare-free transit, on all modes operated by the RTA.

### **5.7 Suspension of Fares**

The RTA provides emergency transportation to the public when called upon to assist by the City of New Orleans in accordance with the RTA's All Hazards Plan. The Chief Executive Officer has been authorized via a formal Cooperative Endeavor Agreement with the City of New Orleans to suspend fare collection for those resources providing emergency transportation as emergency protective measures.

Additionally, under the RTA's All Hazards Plan, the RTA may receive formal requests outside of a mandatory City-wide evacuation for emergency transportation. The CEO is also authorized to suspend the collection of fares for these specific requests.

The RTA Incident Management Team (if activated) or the RTA's Emergency Management Department will notify the CEO when fares will be suspended, for how long, and for what specific assets.

### **5.8 'Pay-as-you-go' / Fare Capping**

RTA is authorized to implement a 'pay as you go' policy, fare capping, to simplify the choice of fare and eliminate cost barriers for frequent riders. Riders using account-based fare media will be able to purchase certain time-based passes in increments of single-ride fares.

## **6.0 Fare Categories**

### **6.1 Fare Categories and Eligibility**

RTA is committed to providing equitable transit access to all our riders via fares in three categories—Adult, Priority Riders, and Youth—where:

“Adult” riders are those aged 19 to 64 years of age, or who do not otherwise match one of the categories below.

“Priority Rider” is defined as any of the following:

- Any person 65 years of age and older.
- Any person who is a Veteran of the United States Armed Forces
- Any person who qualifies as disabled through the following: (1) any person registered legally blind by the Commission for the Blind; (2) any person registered disabled by the Social Security Administration; (3) any person certified 100% disabled by the Veterans Administration;; (4) any person receiving Medicare with a Medicare Card.

“Youth” is defined as (1) any person under 19 years of age; or (2) any person who is a Kindergarten through Grade 12 student.

The discounted fares offered to Priority Riders and Youth are defined within Table 1 Current RTA Fare Pricing in Section 2.4.

### **6.2 Free Fare Eligibility**

The individuals and members of groups listed below are eligible to ride RTA for free:

- Children five years of age and younger when accompanied by an adult
- Uniformed and badged Law Enforcement Officers as defined by Louisiana Revised Statute 40:2402
- Uniformed and badged Fire Fighters as defined by Louisiana Revised Statute 39:1991(A)

Any person qualifying as Temporarily Disabled or Disabled through RTA’s Paratransit Service Eligibility Criteria and carrying an RTA Paratransit Card.

Per RTA Policy HC19, RTA also issues transportation passes to eligible individuals. Transportation passes are valid as fare media on all RTA transit services. Individuals travelling with a badged RTA employee, for the express purpose of agency business, may also board for free at the employee’s direction.

Full definitions of eligible parties and guidelines for transportation passes can be found in RTA Policy HC19.



## 7.0 Pass Sales Programs

### 7.1 Retail Sales

RTA partners with select retailers to provide additional cost-effective distribution outlets for RTA passes. By expanding RTA's sales network, RTA is helping drive local retail sales through small businesses. RTA discounts the fares sold to retailers as identified in the table below. By selling RTA passes, retailers agree to sell the passes at the prices listed in Section 2.4. If a retail outlet is found to be in violation of this policy, RTA reserves the right to limit or suspend retail sales to that establishment.

Pass Type	Discount 50 or more
1-Day	10%
1-Day Youth	10%
1-Day Priority	10%
3-Day	10%
7-Day	10%
31-Day Youth	10%
31-Day Priority	10%
31-Day	10%

*\*50 applies to total passes in one transaction, regardless of pass type*

### 7.2 Non-Retail Bulk Discount

Bulk Discounts are offered to any organizations looking to purchase 50 or more multi-day passes in a single transaction. Organizations may not re-sell Bulk Discount passes. If an organization is found to be in violation of this policy, RTA reserves the right to limit or suspend future bulk discounts to that organization.

Pass Type	50 or more	500 or more	1,500 or more	2,500 or more
3-Day	5%	10%	15%	20%
7-Day	5%	10%	15%	20%
31-Day	5%	10%	15%	20%

### **7.3 University Pass**

Colleges and universities in the Greater New Orleans Region can offer their students discounted RTA fare media through the University Pass Program. RTA offers Colleges and Universities semester passes at a rate of \$85 per Academic Term per student. Academic Terms are defined as following:

- Fall
- Spring
- Summer

University Passes are only offered to students at colleges, universities, and post-secondary educational institutions who have opted into RTA's University Pass Program.

## **8.0 Fare Media and Accessibility Commitments**

### **8.1 Fare Media Diversity**

RTA is committed to offering fares across diverse media, giving riders the opportunity to purchase fares in the format that best suits their needs. Even as RTA enhances its fare technology, it is committed to meeting the needs of its riders who use physical passes and pay for fares with cash. Further, RTA is committed to providing equal fares regardless of point of sale.

RTA's Title VI Policy identifies the responsibility of the agency to avoid service and policy changes that will result in discriminatory or disparate impacts on the communities it serves. In this spirit, RTA recognizes that its fare offerings must meet the diverse needs of its ridership. As RTA implements new fare technology, it will ensure that equitable access and mobility are offered to all riders. No group of riders should bear an unfair or disproportionate burden of RTA Fare-Related Decisions.

### **8.2 Equal Access Commitments**

RTA is committed to ensuring equitable geographic access to fare products throughout its service area. Distribution of RTA fare media points of purchase should support the Agency's Title VI objective to provide a level and quality of service sufficient to provide equal access and mobility for any person, regardless of race, color, national origin, English-language proficiency, or access to non-cash payments.

RTA will affirmatively improve access for minority and low-income riders to purchase fares in the media that best suit their needs. Riders across RTA's service area will enjoy similar access to fares in the media of their choosing. RTA commits to appropriately informing riders of upcoming changes in fares, fare media, and available fare products. RTA will effectively communicate changes to the communities in its service area.

RTA is committed to training riders on relevant fare technology as the Agency updates its technology but believes that training riders on the utilization of fare technology is not a substitute for equity-led fares media offerings and fare product accessibility.

As RTA expands eligibility criteria for its Priority Rider Program, RTA commits that all elements related to access for enrollment, sign-up, and utilization require specific review by the Board of Commissioners. RTA is committed to ensuring low barriers to entry to these programs.

## **9.0 Fare Validation**

### **9.1 Fare Validation Requirements**

Although RTA will not seek criminal punishments for fare evasion, passengers must purchase a fare (or confirm their eligibility for a free fare in accordance with Section 6.2) to board any RTA bus, streetcar, or ferry.

Prior to boarding an RTA bus, streetcar, or ferry, passengers must provide evidence of fare payment (or evidence of eligibility for a free fare in accordance with Section 6.2) to an Operator or Authorized Fare Validation Personnel.

Passengers must be able to provide evidence of fare payment (or evidence of eligibility for a free fare in accordance with Section 6.2) upon request from an Operator or Authorized Fare Validation Personnel at the following times:

- While on-board an RTA bus, streetcar, and ferry
- While in designated fare zones
- When exiting an RTA bus, streetcar, and ferry

Passengers who are using a Youth Fare or Priority Rider Fare must be able to provide evidence of eligibility upon request from an Operator or Authorized Fare Validation Personnel while on-board an RTA bus, streetcar, or ferry.

## 10.0 Glossary of Terms

<b>Adult</b>	A fare category for all riders aged 19 to 64 years of age, or who do not otherwise meet the eligibility for 'Priority Rider' or 'Youth'
<b>Authorized Fare Validation Personnel</b>	Any RTA employee or contractor with the authority to check the presence and validity of a passenger's fare
<b>Boarding Time</b>	The time a vehicle spends at a scheduled stop for the purpose of passenger boarding
<b>Bulk Discounts / Bulk Discount Program</b>	Price reductions on fares when sold in quantities of 50 or more as defined in Section 7.2
<b>Dwell Time</b>	The time a vehicle spends at a scheduled stop without moving
<b>Fare-Related Decisions</b>	Internal RTA decisions or decisions made by the RTA Board of Commissioners associated with Fare-Related Elements
<b>Fare Access Points</b>	All points, geographical or otherwise, where passengers can purchase fares
<b>Fare Elements</b>	All components of the fare process, including but not limited to policy, pricing, fare media, technology, and service
<b>Fare Free Days</b>	Days on which no fares will be collected for RTA service
<b>Fare Media</b>	The physical or electronic means by which a fare purchase is represented
<b>Fare Policy</b>	This Fare Policy establishes transparent guidance for all Fare Elements and Fare-Related Decisions at RTA. The policy is technology and solution agnostic. It establishes RTA's goals, values, and commitments as it relates to fares
<b>Fare Revenue</b>	Money collected in exchange for fares
<b>Fare Structure</b>	The overall set of fares and prices offered to riders

<b>Fare Structure Review</b>	Requirements associated with review of the Fare Structure as defined in Section 5.1
<b>Major Fare Technology Change</b>	Change in the technology associated with the sale, validation, or enforcement of fares whereby the total capital cost associated with the improvements exceeds \$10 million
<b>National Transit Database (NTD)</b>	Database of financial, operating, and asset conditions of public transit providers, maintained by the Federal Transit Authority
<b>New Orleans Regional Transit Authority (RTA)</b>	Public transportation agency serving the New Orleans region
<b>Operator</b>	Employees and/or contractors responsible for the safe operation of RTA service vehicles
<b>Priority Rider</b>	<p>A fare category for all riders who meet one of the following eligibility criteria:</p> <ul style="list-style-type: none"> <li>• (1) Any person 65 years of age and older.</li> <li>• (1) any person under 65 years of age registered legally blind by the Commission for the Blind; (2) any person under 65 years of age registered disabled by the Social Security Administration; (3) any person under 65 years of age certified 100% disabled by the Veterans Administration.</li> <li>• (1) any person who is a Veteran of the United States Armed Forces</li> <li>• (1) any person who shows a valid Medicare Card</li> </ul>
<b>Retail Network</b>	The collective retail partners who sell RTA passes
<b>RTA Board of Commissioners</b>	The governing body of the Regional Transit Authority, consisting of publicly appointed representatives from the communities served by RTA
<b>Temporary Fare Structure</b>	A fare reduction implemented for less than six months

<b>Time-Based Ticket</b>	A fare that allows the holder to board multiple eligible RTA services within a given timeframe
<b>Title VI and Environmental Justice Policy Manual</b>	Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin to ensure nondiscriminatory transportation. The Title VI and Environmental Justice Policy Manual outlines RTA's commitments
<b>Youth</b>	A fare category for any rider who is under 19 years of age or who is a Kindergarten through Grade 12 student

## 11.0 POLICY HISTORY

Date	Revision No.	Resolution No.	Comments
09/27/2022	Board Adoption	22-071	

## 12.0 REFERENCES

- Title VI and Environmental Justice Policy Manual (last revised January 2023)
- Transportation Policy (HC 19)
- 2024 Fare Annual Report

## 13.0 SPONSORING DEPARTMENT

- Finance

## 14.0 NEXT REVIEW DATE

- On or before November 2027

# Fare Policy

(GEN11)

## POLICY STATEMENT

The New Orleans Regional Transit Authority (RTA) is committed to providing high-quality public transportation services for the benefit of the individuals and communities that it serves. This mission is funded by fare revenues from riders across its service area. RTA manages all Fare Elements, including fare structure and pricing, fare marketing and access, fare technology, fare collection, and fare enforcement.

This Fare Policy references RTA's Title VI and Environmental Justice Policy Manual (last revised January 2023).

## PURPOSE

This Fare Policy establishes transparent guidance for all Fare Elements and Fare-Related Decisions at RTA. The policy is technology- and solution-agnostic. It establishes RTA's goals, values, and commitments as they relate to fares.

This policy will be reviewed bi-annually and will be automatically reviewed and updated in the event of the following: (1) a change in the fare structure, (2) a Major Fare Technology Change, (3) any changes in State or Local Legislation related to Fare Elements, or (4) changes to any other RTA Policies that impact Fare Elements.

## APPLICATION

This policy applies to all RTA employees involved in Fare Elements or Fare-Related Decisions.

## ADOPTED BY:

The RTA Board of Commissioners on [DATE], Resolution [XX-XXX].

## APPROVED BY:

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Lona Hankins  
Chief Executive Officer

Effective Date: [DATE]  
Date of Last Review: [DATE]



## 1.0 Fare Policy Objectives

To guide Fare-Related Decisions, RTA has developed the following Fare Policy Objectives. These objectives reflect the complexity of implementing and managing Fare Elements that (1) meet the needs of the RTA and its users, (2) address the social, environmental, and economic goals for public transportation, and (3) fulfil federal civil rights obligations.

All RTA Fare-Related Decisions are guided by the Fare Policy Objectives. Some possible strategies may achieve one objective at the expense of another. These objectives should be carefully weighed in relation to each other whenever changes to Fare Elements are proposed. RTA strives to meet all these objectives, while recognizing that competing objectives must be balanced.

<b>Improve Service</b>	Orient Fare-Related Decisions towards enhancing service reliability and increasing overall speed of service.
<b>Maximize Ridership to Drive Revenue for Service Expansion</b>	Set fare structure and fare pricing to maximize ridership and ensure consistent sales growth for investment into service enhancements.
<b>Advance Diversity, Equity, and Inclusion</b>	Approach Fare Elements and Fare-Related Decisions with a focus on diversity, equity, and inclusion and a commitment to equitable access and outcomes for riders.
<b>Enhance Connectivity</b>	Utilize Fare Elements to enhance regional connectivity and integration across all modes of transportation.
<b>Increase Efficiency and Simplicity</b>	Increase speed and efficiency of rider boarding and simplicity of Fare Elements for customers.
<b>Prioritize Local, Regular Riders</b>	Prioritize regular riders through all Fare Elements, while reducing barriers to entry for new riders.
<b>Minimize Operator Involvement in Fare Collection</b>	Minimize the role of operators in fare collection and fare disputes to allow them to focus on providing safe, reliable, and welcoming service.
<b>Optimize Return on Investment</b>	Optimize the value of capital and operating expenditures on Fare Elements.

## **2.0 Fare Structure Overview**

Section 2.4 summarizes pricing for all RTA Fares. A full definition of each RTA fare product can be found below.

### **2.1 Single-Ride Fares (Bus and Streetcar)**

**Adult Single Fare:** One trip on the bus or streetcar. Upon purchase or validation of a physical ticket at vehicle farebox, passengers may request a physical transfer ticket. Passengers may transfer to or ride any other RTA bus or streetcar within two hours of initial purchase upon presentation of a valid ticket.

**Priority Rider Single Fare:** One trip on the bus or streetcar. Upon purchase or validation of a physical ticket at vehicle farebox, passengers may request a physical transfer ticket. Passengers may transfer to or ride any other RTA bus or streetcar within two hours of initial purchase upon presentation of a valid ticket. The Priority Rider Single Fare is available to passengers who meet the eligibility of 'Priority Riders,' outlined in Section 6.1.

**Youth Single Fare:** One trip on the bus or streetcar. Upon purchase or validation of a physical ticket at vehicle farebox, passengers may request a physical transfer ticket. Passengers may transfer to or ride any other RTA bus or streetcar within two hours of initial purchase upon presentation of a valid ticket. The Youth Single Fare is available to passengers who meet the eligibility of 'Youth,' outlined in Section 6.1.

### **2.2 Single-Ride Fares (Ferries)**

**Adult Ferry Fare:** One-way trip for a single rider on the ferry, including a vehicle weighing less than 10 tons.

**Priority Rider Ferry Fare:** One-way trip for a single rider on the ferry, including a vehicle weighing less than 10 tons. The Priority Rider Ferry Fare is available to riders who meet the eligibility of 'Priority Riders,' outlined in Section 6.1.

**Youth Ferry Fare:** One-way trip for a single rider on the ferry, including a vehicle weighing less than 10 tons. The Youth Ferry Fare is available to riders who meet the eligibility of 'Youth,' outlined in Section 6.1.

**Trailer Ferry Fare:** One-way trip for a single trailer pulled by a vehicle with ticketed driver, with a combined length no greater than 48 feet.

**Vehicle Passenger Ferry Fare:** One-way trip for a passenger within a vehicle.

## 2.3 Pass Products

**1-Day Jazzy Pass:** Provides rider with use of the RTA bus, streetcar, or ferry for 24 hours after first activation.

**1-Day Jazzy Pass (Priority Rider):** Provides rider with use of the RTA bus, streetcar, or ferry for 24 hours after first activation, available to passengers who meet the eligibility of 'Priority Riders,' outlined in Section 6.1.

**1-Day Jazzy Pass (Youth):** Provides rider with use of the RTA bus, streetcar, or ferry for 24 hours after first activation, available to passengers who meet the eligibility of 'Youth,' outlined in Section 6.1.

**1-Day Regional Ride:** Provides riders with unlimited rides on both RTA bus, streetcar, and ferries as well as JP Transit buses for 24 hours after first activation.

**3-Day Jazzy Pass:** Provides rider with use of the RTA bus, streetcar, or ferry for 3 consecutive days after first activation.

**7-Day Jazzy Pass:** Provides rider with use of the RTA bus, streetcar, or ferry for 7 consecutive days after first activation.

**31-Day Jazzy Pass:** Provides rider with use of the RTA bus, streetcar, or ferry for 31 consecutive days after first activation.

**31-Day Jazzy Pass (Priority Rider):** Provides rider with use of the RTA bus, streetcar, or ferry for 31 consecutive days after first activation, available to passengers who meet the eligibility of 'Priority Riders,' outlined in Section 6.1.

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Current RTA fares are listed in the table below.

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Youth Ferry Fare	1.00
Trailer Ferry Fare	3.00
Vehicle Passenger Ferry Fare	1.00
<b>1-Day Pass</b>	
1-Day Jazzy Pass (Adult)	3.00
1-Day Jazzy Pass (Priority Rider)	0.80
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<b>3-Day Pass</b>	
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## **3.0 Change and Refunds**

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### **3.2 Refund Policy**

Other than the cases established below, sales of fares and pass products (including Promotional Fares) are non-refundable. Riders shall be eligible for a replacement fare under the following circumstances:

- In the case of a major defect associated with any fare media.
- In the event that fare products are not delivered upon purchase for any reason.
- In the case of exceptional, unexpected service suspensions.

All fare refunds shall be processed through RTA’s customer service center (Rideline). All refunds shall be made at the discretion of RTA for passes purchased within 90 days.

## **4.0 Fare Reporting Requirements**

### **4.1 Annual Fare Report**

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#### **Marketing / Access**

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- Overview of Pass Sales Programs
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- Surveys with ridership to determine the appropriateness of current fares

The Fare Structure Review will make recommendations to the Board of Commissioners as to whether changes to fare structure or fare pricing would help the RTA better achieve the goals laid out in Section 1.0 Fare Policy Objectives.

### **5.2 Fare Adjustment Requirements**

Adjustments to fare structure or fare pricing (other than Promotional Fares as defined in Section 5.4) shall be approved by the Board of Commissioners.

All adjustments to fare structure or fare pricing (other than Promotional Fares as defined in Section 5.4) shall be approved by the New Orleans City Council as established in Section 12(b) of Article III of the Transit Agreement executed between the City of New Orleans and the RTA on June 28, 1983.

Implementing an adjustment in RTA's fare structure or fare pricing requires satisfying the Agency's Title VI Requirements, including the performance of a Fare Analysis and the development and implementation of a Public Participation Plan. All Title VI



Requirements associated with implementing an adjustment in RTA's fare structure or fare pricing are established in the Title VI and Environmental Justice Policy Manual.

### **5.3 Temporary Fare Structure**

RTA is authorized to implement a Temporary Fare Structure without satisfying its Title VI Requirements if the temporary fare reduction lasts less than six months. A Temporary Fare Structure must still be approved by the Board of Commissioners and the New Orleans City Council as defined in Section 5.2.

### **5.4 Promotional Fare Discounts**

Promotional distribution of discounted fares is necessary for the promotion of RTA's transit system. The Chief Executive Officer of the RTA, or their designee, is therefore authorized to approve distribution of discounted or free tickets and passes for the following one-time purposes:

- To provide an individual with an incentive to take their first trip on RTA
- To retain existing riders
- To encourage existing riders to ride the transit system more often and for different trip purposes
- To encourage individuals to use new or different modes
- To shift patrons from over-utilized services and amenities to under-utilized services and amenities of the transit system
- To incentivize the use of new fare media

The justification for such promotional fares must be documented at the time of approval and included in the subsequent Annual Fare Report described in Section 4.1.

RTA retains the ability to offer Fare Free Days when no fare will be required to ride RTA services. Fare Free Days shall be announced at least one week in advance and must be approved by RTA's Executive Leadership Team. Eliminating fares for more than ten consecutive days constitutes either a Temporary Fare Structure (defined in Section 5.3) or a Suspension of Fares (established in Section 5.7).

Fare discounts to be implemented for more than one day, including free fares, will include a written justification and financial analysis when seeking the approval of the CEO or their designee. The justification and analysis will be documented and reported in the subsequent Annual Fare Report.

### **5.5 Election Days**

City-wide elections certified by the Louisiana Secretary of State on which candidates for city-wide, statewide, or federal office appear are to be observed with fare-free transit, on





all modes operated by the RTA, by resolution of the RTA Board of Commissioners, to help the riding public get to their designated polling places.

Additionally, the RTA will provide fare-free transit on all modes on any Saturday during early voting periods for election days defined above.

### **5.6 Rosa Parks Day and Claudette Colvin Day**

Rosa Parks Day shall be observed each year on Rosa Parks' February 4 birthday. Claudette Colvin Day shall be observed each year on Claudette Colvin's September 5 birthday. To honor their courageous assertions of equal rights for African Americans and to commemorate their historic roles in America's Civil Rights movement, those days are to be observed with fare-free transit, on all modes operated by the RTA.

### **5.7 Suspension of Fares**

The RTA provides emergency transportation to the public when called upon to assist by the City of New Orleans in accordance with the RTA's All Hazards Plan. The Chief Executive Officer has been authorized via a formal Cooperative Endeavor Agreement with the City of New Orleans to suspend fare collection for those resources providing emergency transportation as emergency protective measures.

Additionally, under the RTA's All Hazards Plan, the RTA may receive formal requests outside of a mandatory City-wide evacuation for emergency transportation. The CEO is also authorized to suspend the collection of fares for these specific requests.

The RTA Incident Management Team (if activated) or the RTA's Emergency Management Department will notify the CEO when fares will be suspended, for how long, and for what specific assets.

### **5.8 'Pay-as-you-go' / Fare Capping**

RTA is authorized to implement a 'pay as you go' policy, fare capping, to simplify the choice of fare and eliminate cost barriers for frequent riders. Riders using account-based fare media will be able to purchase certain time-based passes in increments of single-ride fares.

## **6.0 Fare Categories**

### **6.1 Fare Categories and Eligibility**

RTA is committed to providing equitable transit access to all our riders via fares in three categories—Adult, Priority Riders, and Youth—where:

“Adult” riders are those aged 19 to 64 years of age, or who do not otherwise match one of the categories below.

“Priority Rider” is defined as any of the following:

- Any person 65 years of age and older.
- Any person who is a Veteran of the United States Armed Forces
- Any person who qualifies as disabled through the following: (1) any person registered legally blind by the Commission for the Blind; (2) any person registered disabled by the Social Security Administration; (3) any person certified 100% disabled by the Veterans Administration;; (4) any person receiving Medicare with a Medicare Card.

“Youth” is defined as (1) any person under 19 years of age; or (2) any person who is a Kindergarten through Grade 12 student.

The discounted fares offered to Priority Riders and Youth are defined within Table 1 Current RTA Fare Pricing in Section 2.4.

### **6.2 Free Fare Eligibility**

The individuals and members of groups listed below are eligible to ride RTA for free:

- Children five years of age and younger when accompanied by an adult
- Uniformed and badged Law Enforcement Officers as defined by Louisiana Revised Statute 40:2402
- Uniformed and badged Fire Fighters as defined by Louisiana Revised Statute 39:1991(A)

Any person qualifying as Temporarily Disabled or Disabled through RTA’s Paratransit Service Eligibility Criteria and carrying an RTA Paratransit Card.

Per RTA Policy HC19, RTA also issues transportation passes to eligible individuals. Transportation passes are valid as fare media on all RTA transit services. Individuals travelling with a badged RTA employee, for the express purpose of agency business, may also board for free at the employee’s direction.

Full definitions of eligible parties and guidelines for transportation passes can be found in RTA Policy HC19.

## 7.0 Pass Sales Programs

### 7.1 Retail Sales

RTA partners with select retailers to provide additional cost-effective distribution outlets for RTA passes. By expanding RTA's sales network, RTA is helping drive local retail sales through small businesses. RTA discounts the fares sold to retailers as identified in the table below. By selling RTA passes, retailers agree to sell the passes at the prices listed in Section 2.4. If a retail outlet is found to be in violation of this policy, RTA reserves the right to limit or suspend retail sales to that establishment.

Pass Type	Discount 50 or more
1-Day	10%
1-Day Youth	10%
1-Day Priority	10%
3-Day	10%
7-Day	10%
31-Day Youth	10%
31-Day Priority	10%
31-Day	10%

*\*50 applies to total passes in one transaction, regardless of pass type*

### 7.2 Non-Retail Bulk Discount

Bulk Discounts are offered to any organizations looking to purchase 50 or more multi-day passes in a single transaction. Organizations may not re-sell Bulk Discount passes. If an organization is found to be in violation of this policy, RTA reserves the right to limit or suspend future bulk discounts to that organization.

Pass Type	50 or more	500 or more	1,500 or more	2,500 or more
3-Day	5%	10%	15%	20%
7-Day	5%	10%	15%	20%
31-Day	5%	10%	15%	20%

### 7.3 University Pass



Colleges and universities in the Greater New Orleans Region can offer their students discounted RTA fare media through the University Pass Program. RTA offers Colleges and Universities semester passes at a rate of \$85 per Academic Term per student. Academic Terms are defined as following:

- Fall
- Spring
- Summer

University Passes are only offered to students at colleges, universities, and post-secondary educational institutions who have opted into RTA's University Pass Program.

## **8.0 Fare Media and Accessibility Commitments**

### **8.1 Fare Media Diversity**

RTA is committed to offering fares across diverse media, giving riders the opportunity to purchase fares in the format that best suits their needs. Even as RTA enhances its fare technology, it is committed to meeting the needs of its riders who use physical passes and pay for fares with cash. Further, RTA is committed to providing equal fares regardless of point of sale.

RTA's Title VI Policy identifies the responsibility of the agency to avoid service and policy changes that will result in discriminatory or disparate impacts on the communities it serves. In this spirit, RTA recognizes that its fare offerings must meet the diverse needs of its ridership. As RTA implements new fare technology, it will ensure that equitable access and mobility are offered to all riders. No group of riders should bear an unfair or disproportionate burden of RTA Fare-Related Decisions.

### **8.2 Equal Access Commitments**

RTA is committed to ensuring equitable geographic access to fare products throughout its service area. Distribution of RTA fare media points of purchase should support the Agency's Title VI objective to provide a level and quality of service sufficient to provide equal access and mobility for any person, regardless of race, color, national origin, English-language proficiency, or access to non-cash payments.

RTA will affirmatively improve access for minority and low-income riders to purchase fares in the media that best suit their needs. Riders across RTA's service area will enjoy similar access to fares in the media of their choosing. RTA commits to appropriately informing riders of upcoming changes in fares, fare media, and available fare products. RTA will effectively communicate changes to the communities in its service area.

RTA is committed to training riders on relevant fare technology as the Agency updates its technology but believes that training riders on the utilization of fare technology is not a substitute for equity-led fares media offerings and fare product accessibility.

As RTA expands eligibility criteria for its Priority Rider Program, RTA commits that all elements related to access for enrollment, sign-up, and utilization require specific review by the Board of Commissioners. RTA is committed to ensuring low barriers to entry to these programs.

## **9.0 Fare Validation**

### **9.1 Fare Validation Requirements**

Although RTA will not seek criminal punishments for fare evasion, passengers must purchase a fare (or confirm their eligibility for a free fare in accordance with Section 6.2) to board any RTA bus, streetcar, or ferry.

Prior to boarding an RTA bus, streetcar, or ferry, passengers must provide evidence of fare payment (or evidence of eligibility for a free fare in accordance with Section 6.2) to an Operator or Authorized Fare Validation Personnel.

Passengers must be able to provide evidence of fare payment (or evidence of eligibility for a free fare in accordance with Section 6.2) upon request from an Operator or Authorized Fare Validation Personnel at the following times:

- While on-board an RTA bus, streetcar, and ferry
- While in designated fare zones
- When exiting an RTA bus, streetcar, and ferry

Passengers who are using a Youth Fare or Priority Rider Fare must be able to provide evidence of eligibility upon request from an Operator or Authorized Fare Validation Personnel while on-board an RTA bus, streetcar, or ferry.

## 10.0 Glossary of Terms

<b>Adult</b>	A fare category for all riders aged 19 to 64 years of age, or who do not otherwise meet the eligibility for 'Priority Rider' or 'Youth'
<b>Authorized Fare Validation Personnel</b>	Any RTA employee or contractor with the authority to check the presence and validity of a passenger's fare
<b>Boarding Time</b>	The time a vehicle spends at a scheduled stop for the purpose of passenger boarding
<b>Bulk Discounts / Bulk Discount Program</b>	Price reductions on fares when sold in quantities of 50 or more as defined in Section 7.2
<b>Dwell Time</b>	The time a vehicle spends at a scheduled stop without moving
<b>Fare-Related Decisions</b>	Internal RTA decisions or decisions made by the RTA Board of Commissioners associated with Fare-Related Elements
<b>Fare Access Points</b>	All points, geographical or otherwise, where passengers can purchase fares
<b>Fare Elements</b>	All components of the fare process, including but not limited to policy, pricing, fare media, technology, and service
<b>Fare Free Days</b>	Days on which no fares will be collected for RTA service
<b>Fare Media</b>	The physical or electronic means by which a fare purchase is represented
<b>Fare Policy</b>	This Fare Policy establishes transparent guidance for all Fare Elements and Fare-Related Decisions at RTA. The policy is technology and solution agnostic. It establishes RTA's goals, values, and commitments as it relates to fares
<b>Fare Revenue</b>	Money collected in exchange for fares
<b>Fare Structure</b>	The overall set of fares and prices offered to riders

<b>Fare Structure Review</b>	Requirements associated with review of the Fare Structure as defined in Section 5.1
<b>Major Fare Technology Change</b>	Change in the technology associated with the sale, validation, or enforcement of fares whereby the total capital cost associated with the improvements exceeds \$10 million
<b>National Transit Database (NTD)</b>	Database of financial, operating, and asset conditions of public transit providers, maintained by the Federal Transit Authority
<b>New Orleans Regional Transit Authority (RTA)</b>	Public transportation agency serving the New Orleans region
<b>Operator</b>	Employees and/or contractors responsible for the safe operation of RTA service vehicles
<b>Priority Rider</b>	<p>A fare category for all riders who meet one of the following eligibility criteria:</p> <ul style="list-style-type: none"> <li>• (1) Any person 65 years of age and older.</li> <li>• (1) any person under 65 years of age registered legally blind by the Commission for the Blind; (2) any person under 65 years of age registered disabled by the Social Security Administration; (3) any person under 65 years of age certified 100% disabled by the Veterans Administration.</li> <li>• (1) any person who is a Veteran of the United States Armed Forces</li> <li>• (1) any person who shows a valid Medicare Card</li> </ul>
<b>Retail Network</b>	The collective retail partners who sell RTA passes
<b>RTA Board of Commissioners</b>	The governing body of the Regional Transit Authority, consisting of publicly appointed representatives from the communities served by RTA
<b>Temporary Fare Structure</b>	A fare reduction implemented for less than six months



<b>Time-Based Ticket</b>	A fare that allows the holder to board multiple eligible RTA services within a given timeframe
<b>Title VI and Environmental Justice Policy Manual</b>	Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin to ensure nondiscriminatory transportation. The Title VI and Environmental Justice Policy Manual outlines RTA's commitments
<b>Youth</b>	A fare category for any rider who is under 19 years of age or who is a Kindergarten through Grade 12 student

## **11.0 FLOW CHART**

N/A

## **12.0 REFERENCES**

Title VI and Environmental Justice Policy Manual (last revised January 2023).

## **13.0 ATTACHMENTS**

N/A

## **14.0 PROCEDURE HISTORY**

N/A

## **15.0 SPONSOR DEPARTMENT**

General Administration



## Board Report and Staff Summary

File #: 25-159

Finance Committee

Renewal of Excess Workers' Compensation Insurance for RTA Employees [2025-2027]

DESCRIPTION: Renewal of Excess Workers' Compensation Insurance Coverage for RTA Employees [2025-2027]	AGENDA NO: Click or tap here to enter text.
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ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other
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### RECOMMENDATION:

Authorize the Chief Executive Officer to proceed with renewal of Excess Workers' Compensation insurance coverage for all RTA employees for the policy period of 12/20/2025-12/20/2027 at a total cost of \$635,234.00.

### ISSUE/BACKGROUND:

Under Louisiana law, every employer is required to carry workers' compensation insurance or must be approved for self-insurance. All employees, full- or part-time, must be covered. Until 2020, RTA employees, all classified as administrative, were covered under a first-dollar workers' compensation program through LWCC, the Louisiana Workers' Compensation Corporation, with a corresponding minimal cost in premium. However, with the transition of Transdev employees to the RTA in late 2020, the bulk of whom were operational, the cost of such a program with LWCC became prohibitive. As such, in December 2020, RTA moved to a self-insurance program managed by a third-party administrator, with excess workers' compensation insurance in place for only the most severe or catastrophic claims.

With Board approval, this coverage was initially placed with Safety National Casualty Company for policy period 2020-2021, and again, for policy period 2021-2022. For policy periods 2022-2023, and 2023-2025, respectively, the Board approved Midwest Employers Casualty Company for optimal coverage.

Request for approval is sought today for renewal of this excess workers' compensation insurance coverage with incumbent Midwest Employers Casualty Company, to cover another two-year term extending from 2025-2027. This is a highly competitive two-year quote, which the RTA insurance broker of record, Relation Insurance Services, Inc., has strongly recommended.

### DISCUSSION:

In seeking renewal coverage, Relation Insurance Services, Inc., only received two quotes from Midwest. Although the RTA insurance broker of record approached all potential Excess Workers' Compensation carriers writing in Louisiana, the three other carriers in the market declined to quote based upon either their current evaluation of the risk or a change in their operations.

Specifically, Midwest Employers Casualty Company, the incumbent, is quoting for both a one-year

and two-year term, with a Self-Insured Retention ["SIR"] of \$1,000,000 and limit of \$1,000,000 commensurate with RTA's risk and exposure. Midwest Employers is quoting an annual premium of \$317,617.00, with the option of a two-year quote of \$635,234.00 [\$317,617.00 for 2025-2026; \$317,617.00 for 2026-2027] with no increase in the premium cost for year two [2026-2027] of coverage. Given the current insurance market, it is highly advisable that RTA secure this quote and elect this two-year option.

The significant increase of 39% in premiums from the prior two-year term is primarily due to a 25% increase in RTA payroll from CY 2023 to CY 2025. Other reasons for the increase include a limited workers' compensation market, increases in accident severity throughout the industry yielding higher indemnity and medical costs, and medical inflation.

**Therefore, staff and broker hereby recommend selection of Midwest Employers Casualty Company for renewal of RTA excess workers' compensation coverage for a two-year term [2025-2027] for optimal cost savings.**

FINANCIAL IMPACT:

**\$635,234.00**

Funds for this contract are available from the RTA operational budget [Account # 01-8300-02-9135-169-89-00-00000-00000] for year one [2025-2026] and will be available from the operational budget for year two [2026-2027].

NEXT STEPS:

Proceed with this renewal of excess workers' compensation insurance coverage with Midwest Employers Casualty Company.

ATTACHMENTS:

1. Resolution for Renewal of Workers' Compensation Insurance for RTA Employees [2025-2027]
2. Excess Workers' Compensation Insurance Options: Midwest Employers Casualty Company

Prepared By: Marc Popkin  
Title: Risk Management Counsel

Reviewed By: Tracy Tyler  
Title: Chief Legal Officer

Reviewed By: Gizelle Banks  
Title: Chief Financial Officer



Lona Edwards Hankins  
Chief Executive Officer

12/5/2025

Date



RESOLUTION NO. \_\_\_\_\_

FILE ID. 25-159

STATE OF LOUISIANA

PARISH OF ORLEANS

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**RESOLUTION FOR RENEWAL OF  
EXCESS WORKERS' COMPENSATION INSURANCE  
FOR RTA EMPLOYEES [2025-2027]**

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Introduced by Commissioner \_\_\_\_\_,  
seconded by Commissioner \_\_\_\_\_.

**WHEREAS**, the Board of Commissioners of the Regional Transit Authority (RTA) has considered the matter of renewal of contract award for Excess Workers' Compensation insurance coverage for all employees; and

**WHEREAS**, the RTA insurance broker, Relation Insurance Services, Inc., has approached all four (4) insurance carriers writing Excess Workers' Compensation insurance coverage in the State of Louisiana; and

**WHEREAS**, only one (1) of these carriers, Midwest Employers Casualty Company, an admitted carrier in the State of Louisiana and highly rated by A.M. Best, has quoted for this coverage with both a one-year [2025-2026] and two-year [2025-2027] quote; and

**WHEREAS**, staff received and reviewed these options to provide the insurance coverage required, and has determined the most appropriate insurance carrier by quality and premium cost to be the two-year quote [2025-2027] from Midwest Employers Casualty Company, with no increase in premium cost for the second year of coverage; and

**WHEREAS**, the Board of Commissioners has determined that the Excess Workers' Compensation insurance coverage offered by Midwest Employers Casualty Company meets the



RESOLUTION NO. \_\_\_\_\_

PAGE TWO

requirements of the Regional Transit Authority in providing adequate and sufficient coverage to its employees; and

**WHEREAS**, funds for this contract are available for 2025-2026, and will be available for 2026-2027, from the operational budget, RTA Budget Account #01-8300-02-9135-169-89-00-00000-00000.

**NOW THEREFORE BE IT RESOLVED** by the Board of Commissioners of the Regional Transit Authority that the Chief Executive Officer, or her designee, is authorized to execute a two-year contract with Midwest Employers Casualty Company for Excess Workers' Compensation insurance coverage with a premium of **SIX HUNDRED THIRTY-FIVE THOUSAND TWO HUNDRED THIRTY-FOUR AND 00/100 DOLLARS (\$635,234.00)**.

**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 \_\_\_\_\_ DAY OF DECEMBER, 2025.**

---

**FRED A. NEAL, JR.**  
**CHAIRMAN**  
**RTA BOARD OF COMMISSIONERS**



## Regional Transit Authority

### Excess Workers Compensation 12/20/2025-2027

Terms	Expiring	Option 1	Option 2
Carrier	Midwest Employers	Midwest Employers	Midwest Employers
Payroll Reporting Period	Annual	Annual	Two Year Term
Policy Term	12/20/2023-2024 12/20/2024-2025	12/20/2025-2026	12/20/2025-2026 12/20/2026-2027
Estimated Annual Payroll	\$51,176,132	\$62,672,326	\$62,672,326
Pay Plan	Annual Payment	Annual Payment	Annual Payments
Audit Type	Voluntary	Voluntary	Voluntary
Self-Insured Retention	\$1,000,000	\$1,000,000	\$1,000,000
Specific Limit	Statutory	Statutory	Statutory
Employers Liability Limit Per Occurrence/Aggregate	\$1,000,000	\$1,000,000	\$1,000,000
Total Estimated Policy Premium includes terrorism	\$455,742	\$317,617	\$635,234 *

\*Midwest is offering a two-year term with no renewal submission materials needed if you elect the two-year option when you bind the 2025-2026 renewal.

An annual payroll audit will be required at the end of 2025-2026 and 2026-2027.

If the RTA elects the two-year renewal terms, the 12/20/2026-2027 policy term invoice \$317,617 will be issued in December 2026.

#### Market Responses:

ACE/Chubb	Declined, based on their current evaluation of the risk
Arch	Declined, Insured's operations are outside of appetite
Midwest Employers	Incumbent, offered renewal terms
Safety National	Declined, pricing would be higher than Incumbent's renewal offer





# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

**File #:** 25-156

**Finance Committee**

Contract Extension #1 for General Counsel Services with Wright Gray Harris, LLC

DESCRIPTION: Authorization to Extend Agreement for General Counsel Services with Wright Gray Harris, LLC	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 execute a one-year extension with Wright Gray Harris, LLC for General Counsel Services.

### ISSUE/BACKGROUND:

On January 9, 2025, the Board of Commissioners of the Regional Transit Authority authorized a six-month emergency contract with Wright Gray Harris, LLC to provide interim General Counsel services. The Board of Commissioners of the Regional Transit Authority requires continued legal representation.

### DISCUSSION:

To ensure continuity of operation and continued General Counsel services, the Board of Commissioners of the Regional Transit Authority desires to extend the term of the contract with Wright Gray Harris, LLC for one year.

### FINANCIAL IMPACT:

Additional funding in the amount of \$500,000 is available from the RTA Operational Budget. Budget Code: 01-1100-02-7050-168-00-00.

### NEXT STEPS:

Proceed with execution of the amendment with Wright Gray Harris, LLC as set forth above.

### ATTACHMENTS:

1. Resolution
2. Original Contract

Prepared By: Tracy L. Tyler  
Title: Chief Legal Officer

Reviewed By: Gizelle Banks  
Title: Chief Financial Officer

A handwritten signature in black ink, appearing to read "Lona Edwards Hankins". The signature is fluid and cursive, with the first name "Lona" being the most prominent.

Lona Edwards Hankins  
Chief Executive Officer

12/3/2025

Date



RESOLUTION NO. \_\_\_\_\_

FILE ID NO. \_\_\_\_\_

STATE OF LOUISIANA

PARISH OF ORLEANS

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**AUTHORIZATION TO EXTEND CONTRACT WITH WRIGHT GRAY HARRIS, LLC  
TO PROVIDE GENERAL COUNSEL SERVICES**

---

Introduced by Commissioner \_\_\_\_\_, seconded by Commissioner

\_\_\_\_\_.

**WHEREAS**, on January 9, 2025, the Board of Commissioners of the Regional Transit Authority authorized a six-month emergency contract with Wright Gray Harris, LLC to provide General Counsel services; and

**WHEREAS**, the Board of Commissioners of the Regional Transit Authority requires continued legal representation; and

**WHEREAS**, to ensure continuity of operation and continued General Counsel services, the Board of Commissioners of the Regional Transit Authority desires to extend the term of the contract with Wright Gray Harris, LLC for one year and to increase the not to exceed amount to \$500,000; and

Click or tap here to enter text.



RESOLUTION NO. \_\_\_\_\_

Page 2

**NOW, THEREFORE, BE IS RESOLVED**, by the Board of Commissioners of the Regional Transit Authority (RTA) that an agreement to extend the term by one year and increase the compensation of the contract to \$500,000 with Wright Gray Harris, LLC for General Counsel services is hereby approved.

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

**YEAS:** \_\_\_\_\_

**NAYS:** \_\_\_\_\_

**ABSTAIN:** \_\_\_\_\_

**ABSENT:** \_\_\_\_\_

**AND THE RESOLUTION WAS ADOPTED ON THE** Choose an item. **DAY OF DECEMBER, 2025.**

\_\_\_\_\_  
**FRED A. NEAL, JR.**  
**CHAIRMAN**  
**RTA BOARD OF COMMISSIONERS**

# **PROFESSIONAL SERVICES AGREEMENT**

**BY AND BETWEEN**

**THE REGIONAL TRANSIT AUTHORITY**

**AND**

**WRIGHT GRAY HARRIS, LLC**

This Professional Services Agreement ("Agreement") is entered into by and between the Regional Transit Authority (hereinafter referred to as the "RTA"), a political subdivision of the State of Louisiana, herein represented by its Chairman, Fred Neal, Jr. and Wright Gray Harris, LLC (hereinafter referred to as "Consultant"), a Limited Liability Company, herein represented by its Partner, Eric A. Wright. The RTA and the Consultant are sometimes each referred to as a "Party" and collectively, as the "Parties." The Agreement is effective as of January 10, 2025 (the "Effective Date").

## **RECITALS**

WHEREAS, the RTA is a political subdivision of the State of Louisiana, charged with the responsibility of providing, maintaining, and administering a transit system in the areas within its jurisdiction; and

WHEREAS, by Resolution dated January 9, 2025, the Board of Commissioners approved Wright Gray Harris, LLC to provide interim General Counsel services.

NOW, THEREFORE, IN CONSIDERATION of the promises and mutual covenants and agreements herein contained, the Parties hereto agree as follows:

### **I.**

#### **SUPERSEDING EFFECT**

This Agreement supersedes all prior oral or written Agreements, if any, between the Parties and constitutes the entire Agreement between the Parties relative to the work to be performed under this Agreement. Any changes or modifications to this Agreement shall be by mutual consent expressed in writing.

### **II.**

#### **SCOPE OF SERVICES**

**A. Services.** The Consultant will:

1. Perform the following legal services, as requested by the RTA Board of Commissioners and/or the Chief Executive Officer in a professional and timely manner:

- Act as an advisor and counselor to the RTA Board, assist the Board in

Page 1 of 16

conducting legal analyses of specific matters, and render legal opinions to all Board Members regarding state and federal laws and regulations that affect the Board.

- Assist with drafting legal documents, resolutions, contracts and other legal and/or quasi-legal documents.
  - Review legal documents, documents in response to public record requests, rules and regulations, resolutions, contracts and all other legal and /or quasi-legal documents to be adopted or executed by the Board.
  - Advise the RTA Board on procurement laws and all other public bid matters as it relates to bid awards and contracts.
  - Review Board policies for compliance with state and federal laws and for efficiency, recommending revisions as necessary.
  - Attend Board meetings and provide advice to ensure compliance with open meeting laws and conflict of interest statutes, including review of agenda items, meeting notices, and agendas.
  - Advises on evolving best practices as required by federal, state, and local regulators.
  - Represent the Board on state and federal litigation and on other legal matters that may arise, as assigned.
  - Conduct and manage litigation as necessary.
  - Assist and coordinate legal matters with the Chief Legal Officer.
  - Provide other legal services as needed.
2. Submit complete and accurate invoices, maintain records, submit to audits and inspections, maintain insurance, and perform all other obligations of the Consultant as set forth in this Agreement;
  3. Promptly correct any errors or omissions and any work deemed unsatisfactory or unacceptable by the RTA, all at no additional compensation;
  4. Monitor, supervise, and otherwise control and be solely responsible for all persons performing work on its behalf;
  5. Cooperate with the RTA and any person performing work for the RTA.

**B. Compliance with Laws.** The Consultant, and any person performing work on its behalf, will comply with all applicable federal, state, and local laws, and regulations.

**C. Invoices.** The Consultant must submit invoices monthly (unless agreed otherwise between the Parties to this Agreement) to the RTA no later than 10 calendar days following the end of the period covered by the invoice. Untimely invoices may result in delayed payment for which the RTA is not liable. At a minimum, each invoice must include the following information:

1. Name of Consultant;
2. Date of Invoice;
3. Invoice Number;
4. The identity, hourly rate and total hours of services rendered for each lawyer or paralegal whose work is reflected in the bill;
5. A chronological description, by date and task, of the services performed by each lawyer; and
6. A separate itemization of reimbursable costs and expenses, including the date and nature of the expense and the recipient of the payment.

All invoices must be signed by an authorized representative of the Consultant under penalty of perjury attesting to the validity and accuracy of the invoice.

The RTA may require changes to the form of the invoice and may require additional supporting documentation to be submitted with invoices.

**D. Records.**

The Consultant will maintain all books, documents, papers, accounting records, invoices, materials records, payrolls, work papers, personnel records, and other evidence pertaining to the performance of services under this Agreement, including, without limitation, of costs incurred through the later of 3 years from: (a) the completion of this Agreement (including any renewal or extension periods); or (b) from the resolution of any disputes relating to the Agreement. If this Agreement is terminated for any reason, the Consultant will deliver to the RTA all records of work compiled through the date of termination.

The Consultant is solely responsible for the relevance and accuracy of all items and details included in any reports relating to the work performed under this Agreement, regardless of any review by the RTA.

### **III. REPRESENTATIONS AND WARRANTIES**

**A.** The Consultant represents and warrants to the RTA that:

1. The Consultant, through its duly authorized representative, has the full power and authority to enter into and execute this Agreement;

Page 3 of 16

2. The Consultant has and will maintain the requisite expertise, qualifications, staff, materials, equipment, licenses, permits, consents, registrations, and certifications in place and available for the performance of all work required under this Agreement;

3. The Consultant is fully and adequately insured for any injury or loss to its employees and any other person resulting from the actions or omissions of the Consultant, its employees, or its subcontractors in the performance of this Agreement;

4. The Consultant is not under any obligation to any other person that is inconsistent or in conflict with this Agreement, or that could prevent, limit, or impair the Consultant's performance of this Agreement;

5. The Consultant has no knowledge of any facts that could prevent, limit, or impair the performance of this Agreement, except as otherwise disclosed to the RTA and incorporated into this Agreement;

6. The Consultant is not in breach of any federal, state, or local statute, regulation, or code applicable to the Consultant or its operations;

7. Any rate of compensation charged for the performance of services under this Agreement are no higher than those charged to the Consultant's most favored customer for the same or substantially similar services;

8. The Consultant has read and fully understands this Agreement, and is executing this Agreement willingly and voluntarily; and

9. All of the representations and warranties in this Article and elsewhere in this Agreement are true and correct as of the date of execution of this Agreement by the Consultant, and the execution of this Agreement by the Consultant's representative constitutes a sworn statement, under penalty of perjury, by the Consultant as to the truth of the foregoing representations and warranties.

**B. Conflict Of Interest.** The Consultant expressly acknowledges that this Agreement is for the performance of professional legal services on behalf of the Client, the RTA. Therefore, Consultant further acknowledges that it is bound by the Louisiana Rules of Professional Conduct. Consultant represents that it has performed a conflicts check and affirms that no actual, perceived, or potential conflicts exist. Consultant acknowledges that it has an ongoing obligation to identify potential conflicts and to decline representation which presents a conflict. Any request for a conflict waiver must be presented to the Chairman of the Board of Commissioners, with a copy to the Chief Legal Officer, in writing, in accordance with the Louisiana Rules of Professional Conduct. Nevertheless, the RTA is under no obligation to approve conflict waiver requests.

**C.** The Consultant acknowledges that the RTA is relying on these representations, warranties, expertise, skill, and knowledge, and that the Consultant's obligations and liabilities will not be diminished by reason of any approval by the RTA.

Page 4 of 16



#### IV. RTA's Obligations

**A. The RTA will:**

1. Provide the Consultant with documents necessary for the Consultant's performance of any work required under this Agreement;
2. Provide reasonable access to personnel to discuss the required services during normal working hours, as requested by the Consultant

**B. Payment.** The RTA will make payments to the Consultant at the rate of compensation established in this Agreement based upon the Consultant's certified invoices, except:

1. The RTA's obligation to pay is contingent upon the Consultant's: (a) submission of complete and accurate invoices; and (b) satisfactory performance of the services and conditions required by this Agreement;
2. The RTA, in its discretion, may withhold payment of any disputed amounts, and no interest shall accrue on any amount withheld pending the resolution of the dispute;
3. The RTA may set-off any amounts due to the Consultant with any amount deemed by the RTA to be owed to the RTA by the Consultant pursuant this Agreement; and
4. All compensation owed to the Consultant under this Agreement is contingent upon the appropriation and allocation of funds for work under this Agreement by the RTA.
5. The RTA is not obligated, under any circumstances, to pay for any work performed or costs incurred by the Consultant that: exceed the maximum aggregate amount payable established by this Agreement; are beyond the scope or duration of this Agreement; arise from or relate to any unauthorized change order within the scope of the Agreement; are for services performed on days on which services were suspended due to circumstances beyond the control of the RTA, and no work has taken place; arise from or relate to the correction of errors or omissions of the Consultant or its subcontractors; or the RTA is not expressly obligated to pay under this Agreement.
6. Unless otherwise agreed by the RTA, payment terms are NET 30 days upon providing that services described under this Agreement have been rendered and/or accepted and upon receipt by the RTA of a properly submitted invoice.
7. If this Agreement is terminated for any reason, the RTA will pay the Consultant only for the work requested by the RTA and satisfactorily performed by the Consultant through the date of termination, except as otherwise provided in this Agreement.

#### V.

## COMPENSATION

The RTA shall pay the Consultant for legal services rendered pursuant to this Agreement at the following hourly rate consistent with the Louisiana Attorney General Fee Schedule:

\$350	Per hour for attorneys having experience of ten years or more in the practice of law
\$275	Per hour for attorneys having experience of five to ten years in the practice of law
\$225	Per hour for attorneys having experience of three to five years in the practice of law
\$175	Per hour for attorneys having experience of less than three years in the practice of law
\$80	Per hour for paralegal services

The RTA shall also reimburse the Consultant for all direct expenses incurred pursuant to this Agreement. Direct costs may be billed at actual cost and include but are not necessarily limited to, the following: photocopying, postage, telex, local or out-of-town travel, depositions, service fees, filing fees, recording fees, witness fees, expert fees, court runs and local deliveries.

This Agreement does not guarantee any amount of work or compensation except as specifically authorized by the RTA in accordance with the terms and conditions of this Agreement.

The stated compensation is inclusive, and includes no additional amounts for, the Consultant's costs, including, without limitation, all expenses relating to overhead, administration, subcontractors, employees, scheduling, invoicing, insurance, records retention, reporting, inspections, audits, the correction of errors and omissions, or minor changes within the scope of this Agreement. The RTA will not consider or be obligated to pay or reimburse the Consultant any other charges or fees, and the Consultant will not be entitled to any additional compensation or reimbursement, except as otherwise specifically provided in the Agreement.

The Consultant will immediately provide written notification to the RTA of any reduction to the rate of compensation for its most favored customer, and the rate of compensation established by this Agreement will automatically adjust to the reduced rate effective as of the effective date of the reduction for the most favored customer.

The amount payable by the RTA under this Agreement is **\$150,000**. This Agreement may be amended to increase funding in accordance with the RTA's policies. No federal funds, whether direct or indirect, are to be used for the payment of the services rendered pursuant to this Agreement.

## VI. DURATION AND TERMINATION

- A. The term of this Agreement shall be for 6 months beginning on the Effective Date.
- B. This Agreement may be extended at the option of the RTA provided that the extension of the Agreement facilitates the continuity of services provided herein.

- C. **Termination for Convenience.** The RTA may terminate this Agreement at any time by giving the Consultant at least 30 calendar days written notice of the termination.
- D. **Termination for Cause.** The RTA may terminate this Agreement immediately for cause by sending written notice to the Consultant. "Cause" includes, without limitation, any failure to perform any obligation, 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 the original written notice of termination for cause was sent to the challenging Party; no further notice will be required.

## VII. PERFORMANCE MEASURES

**A. Factors.** The RTA will measure the performance of the Consultant 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 Consultant fails to perform according to the Agreement, the RTA will notify the Consultant. If there is a continued lack of performance after notification, the RTA may declare the Consultant in default and pursue any appropriate remedies available under the Agreement and/or any applicable law. In the event of a notification of default, the RTA will invoice the defaulting Consultant for any increase in costs and other damages sustained by the RTA. Further, the RTA will seek full recovery from the defaulting Consultant.

## VIII. STATUS OF CONSULTANT AND ITS EMPLOYEES

The Consultant agrees and expressly acknowledges that it is an independent contractor as defined in LSA-R.S. 23:1021 (6) and as such it is expressly agreed by and between the parties hereto that the RTA shall not be liable to the Consultant for any benefits or coverages as provided by the Worker's Compensation Law of the State of Louisiana, and further, in accordance with the provisions of LSA-R.S. 23:1034, no person employed by the Consultant shall be considered an employee of the RTA for the purposes of Worker's Compensation coverage.

It is further understood and mutually agreed by the parties to this Agreement that neither the Consultant nor anyone employed by the Consultant pursuant to this Agreement shall be considered an employee of the RTA for the purposes of unemployment compensation coverage (see LSA-R.S. 23:1471 et seq.) the said coverage being hereby expressly waived and excluded by the parties to this Agreement.

The Consultant, as an independent contractor, will not receive from the RTA any sick or annual leave benefits, medical insurance, life insurance, paid vacations, paid holidays, sick

Page 7 of 16

leave, pension, or Social Security for any services rendered to the RTA under this Agreement.

## **IX. AUDIT AND INSPECTION OF RECORDS**

The Consultant shall permit the authorized representatives of the RTA to inspect and audit all data and records of the Consultant relating to its performance and/or that of its subconsultant's (if any) with respect to this Agreement.

The rights of audit and inspection set forth above shall commence as of the date of this Agreement and shall continue until three years have elapsed from the date that this Agreement is terminated.

The Consultant shall require any subconsultant that it might engage with respect to the to the services to be performed under this Agreement to agree to the same rights of audit and inspection by the RTA as set forth above.

## **X. NON-DISCRIMINATION**

**A. Equal Employment Opportunity.** In all hiring or employment made possible by, or resulting from this Agreement, the Consultant (1) will not discriminate against any employee or applicant for employment because of race, color, religion, sex, gender, age, physical or mental disability, national origin, sexual orientation, creed, culture, or ancestry, and (2) where applicable, will take affirmative action to ensure that the Consultant's employees are treated during employment without regard to their race, color, religion, sex, gender, age, physical or mental disability, national origin, sexual orientation, creed, culture, or ancestry. This requirement shall apply to, 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. All solicitations or advertisements for employees shall state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, gender, age, physical or mental disability, national origin, sexual orientation, creed, culture, or ancestry.

**B. Non-Discrimination.** In the performance of this Agreement, the Consultant will not discriminate on the basis, whether in fact or perception, of a person's race, color, creed, religion, national origin, ancestry, age, sex, gender, sexual orientation, gender identity, domestic partner status, marital status, physical or mental disability, or AIDS- or HIV-status against (1) any employee of the RTA working with the Consultant in any of Consultant's operations or (2) any person seeking accommodations, advantages, facilities, privileges, services, or membership in all business, social, or other establishments or organizations operated by the Consultant. The Consultant agrees to comply with and abide by all applicable federal, state, and local laws relating to non-discrimination, including, without limitation, Title VI of the Civil Rights Act of 1964, Section V of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990.

**C. Incorporation into Subcontracts.** The Consultant will incorporate the terms and

Page 8 of 16

conditions of this Article into all subcontracts, by reference or otherwise, and will require all subcontractors to comply with these provisions.

**D. Termination for Breach.** The RTA may terminate this Agreement for cause if the Consultant fails to comply with any obligation in this Article, which failure is a material breach of this Agreement.

## **XI. PROHIBITED INTERESTS**

No member, officer, or commissioner of the RTA during his or her tenure or one year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

## **XII. INDEMNIFICATION**

**A.** To the fullest extent permitted by law, the Consultant will indemnify, defend, and hold harmless the RTA, 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 Consultant, its agents, subconsultants, or employees while engaged in or in connection with the discharge or performance of any work under this Agreement; and for any and all claims and/or liens for labor, services, or materials furnished to the Consultant in connection with the performance of work under this Agreement.

**B. Limitation.** The Consultant’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 Consultant nor any of its agents, subconsultants, or employees contributed to such gross negligence or willful misconduct.

**C. Independent Duty.** The Consultant has an immediate and independent obligation to, at the RTA’s option: (a) defend the RTA from or (b) reimburse the RTA for its costs incurred in the defense of any claim that actually or potentially falls within this indemnity, even if: (a) the allegations are or may be groundless, false, or fraudulent; or (b) the Consultant is ultimately absolved from liability.

**D. Expenses.** Notwithstanding any provision to the contrary, the Consultant shall bear the expenses including, but not limited to, the RTA’s reasonable attorney fees and expenses incurred by the RTA in enforcing this indemnity.

## **XIII. INSURANCE**

To protect RTA against liability in connection with, or resulting from the carrying out of this contract, Consultant shall provide, before the work is commenced hereunder, and shall at all

Page 9 of 16

time during the life of the contract carry at the expense of the Consultant, with a reliable insurance company, and approved to do business in the State of Louisiana, all insurance required by local, state or federal laws should there be any such requirement(s). Any subconsultant employed by the Consultant shall be governed by the same insurance requirements as stated herein. The Consultant shall deliver to RTA a Certificate of Insurance.

During the term of this Agreement the Consultant shall obtain and maintain the following types and amounts of insurance. The Consultant shall furnish to RTA Certificates showing types, amounts, class of operations covered, effective dates and dates of expiration of policies:

- Worker's Compensation Insurance as required by applicable Louisiana Law.
- Vehicle Liability Insurance in the amount of \$1,000,000.00.
- General Liability Insurance in the amount of \$1,000,000.00.

#### **XIV. OWNERSHIP OF WORK PRODUCT**

Any work product produced by the Consultant under this Agreement, whether in the form of documents, memoranda, or otherwise, shall be deemed the property of the RTA. The Consultant shall have the right, however, to retain a copy of any work product arising under this Agreement. The Consultant shall not use any such documents, reports, or data for any purpose other than to perform services under the Agreement.

#### **XV. INTEREST OF CONSULTANT**

Consultant covenants that it currently has no interest and shall acquire no interest, direct or indirect, which would conflict in any manner or degree with the delivery of the goods called for under this Agreement. RTA and Consultant further covenant that in the performance of this Agreement no persons having any such interest shall be employed.

#### **XVI. APPLICABLE LAW**

This Agreement shall be deemed made and 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. Any dispute with regard to this agreement if not resolved amongst the parties shall be resolved in Civil District Court for the Parish of Orleans.

#### **XVII. MEDIA COVERAGE**

The Consultant shall be prohibited from participating in or directing any third-party media coverage, in any form, of this Agreement without first submitting a written request to the Chairman Board of Commissioners.

**XVIII.  
ASSIGNABILITY**

The Consultant shall not assign any interest in this Agreement and shall not transfer any interest in the same without prior written consent of the RTA.

**XIX.  
NON-EXCLUSIVITY**

This Agreement is non-exclusive and the Consultant may provide services to other clients, subject to the RTA's approval of any potential conflicts with the performance of this Agreement and the RTA may engage the services of others for the provision of some or all of the work to be performed under this Agreement.

**XX.  
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.

**XXI.  
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.

**XXII.  
SURVIVAL OF CERTAIN PROVISIONS**

All representations and warranties and all obligations concerning record retention, inspections, audits, ownership, indemnification, payment, remedies, jurisdiction, and choice of law shall survive the expiration, suspension, or termination of this Agreement and continue in full force and effect.

**XXIII.  
TERMS BINDING**

The terms and conditions of this Agreement are binding on any heirs, successors, transferees, and assigns.

**XXIV.**  
**RTA'S RIGHT TO APPROVE PERSONNEL**

The RTA reserves the right to approve or reasonably disapprove all attorneys, paralegals, and other personnel performing work under this Agreement.

**XXV.**  
**NOTICES**

Any notice required or permitted under this Agreement shall be either hand-delivered to the party to whom said notice is being directed or sent to that party by certified mail, return receipt requested, and addressed to that party as follows:

RTA:           Regional Transit Authority  
                  2817 Canal Street  
                  New Orleans, LA 70119I  
                  Attn: Fred Neal, Jr. Chairman Board of Commissioners

&

Regional Transit Authority  
2817 Canal Street  
New Orleans, LA 70119I  
Attn: Chief Legal Officer

Consultant:   Eric A. Wright  
                  Wright, Gray, Harris, LLC  
                  201 St. Charles Avenue, Suite 2710  
                  New Orleans, LA 70170

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.

Each Party is responsible for notifying the other in writing, that references this Agreement, of any changes in its address(es) set forth above.

**XXVI.**  
**FORCE MAJEURE**

Neither party to this Agreement shall be responsible to the other party hereto for any delays or failure to perform caused by any circumstances beyond the immediate control of the party prevented from performing, including but not limited to delays of manufactures or suppliers; shipping or transportation delays; strikes; acts of God; economic unfeasibility; fuel, power, labor, or material shortages.

Page 12 of 16



**XXVII.  
CONFLICT OF INTEREST**

The Consultant expressly acknowledges that this Agreement is for the performance of professional legal services on behalf of the client, the RTA. Therefore, Consultant further acknowledges that it is bound by the Louisiana Rules of Professional Conduct. Consultant represents that it has performed a conflicts check and affirms that no actual, perceived, or potential conflicts exists. Consultant acknowledges that it has an ongoing obligation to identify potential conflicts and to decline representation which presents a conflict. Any request for a conflict waiver must be presented to the Chief Legal Officer, in writing, in accordance with the Louisiana Rules of Professional Conduct. Nevertheless, the Chief Legal Officer is under no obligation to approve conflict waiver requests.

**XXVIII.  
PERFORMANCE MEASURES**

A. The RTA will measure the performance of the Consultant 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. If the Consultant fails to perform according to the Agreement, the RTA will notify the Consultant. If there is a continued lack of performance after notification, the RTA may declare the Consultant 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 RTA will invoice the defaulting Consultant for any increase in costs and other damages sustained by the RTA. Further, the RTA will seek full recovery from the defaulting consultant.

**XXIX.  
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.

**XXX.  
NON-EXCLUSIVITY**

This Agreement is non-exclusive and the Consultant may provide services to other clients, subject to the RTA's approval of any potential conflicts with the performance of this Agreement, and the RTA may engage the services of others for the provision of some or all of the work to be performed under this Agreement.

**XXXI.  
NON-WAIVER**

Page 13 of 16

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.

#### **XXXII. CONSTRUCTION OF AGREEMENT**

Neither Party will be deemed to have drafted this Agreement. This Agreement has been reviewed by all 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 all Parties. No term of this Agreement shall be construed or resolved in favor of or against the RTA or the Consultant 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.

#### **XXXIII.**

No amendment of or modification of this Agreement shall be valid unless and until executed in writing by the duly authorized representatives of both Parties to this Agreement.

#### **XXXIIIIV. 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.

#### **XXXV. ELECTRONIC SIGNATURE**

The Parties agree that this Agreement and any other document(s) to be delivered in connection herewith and therewith may be electronically signed, that any digital or electronic signatures (including pdf, facsimile or electronically imaged signatures provided by DocuSign or any other digital signature provider) appearing on this Agreement or such other documents are the same as handwritten signatures for the purposes of validity, enforceability and admissibility, and that delivery of any such electronic signature to, or a signed copy of, this Agreement and such other documents may be made by facsimile, email or other electronic transmission.


**[The remainder of this page is intentionally left blank]**

**[SIGNATURES CONTAINED ON NEXT PAGE]**



IN WITNESS WHEREOF, the RTA and Consultant, through their duly authorized representatives, executed this Agreement.

**NEW ORLEANS REGIONAL TRANSIT AUTHORITY**



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**FRED NEAL, JR.**  
**CHAIRMAN, BOARD OF COMMISSIONERS**

**WRIGHT GRAY AND HARRIS, LLC**



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**ERIC A. WRIGHT**  
**PARTNER**



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 25-162

Finance Committee

Ratification: Grant Application Submission for FY26 Section 5339 (Bus and Bus Facilities)

DESCRIPTION: Application for grant funding to replace aging bus engines and transmissions in RTA's fixed-route fleet to enhance reliability, reduce maintenance costs, and extend vehicle useful life.	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:

Ratify the Chief Executive Officer's decision to apply for federal funds not to exceed \$2,299,250 under the FY2026 FTA Section 5339 (Bus and Bus Facilities) Large & Small Urban Call for Projects for the replacement of aging engines and transmissions in fixed-route vehicles.

The total project cost is \$2,705,000, with a required local match not to exceed \$405,750 (15%) to be provided through RTA's 2025-2029 Capital Investment Program (CIP).

### ISSUE/BACKGROUND:

RTA's fixed-route fleet includes vehicles that are due for engine and transmission replacements in 2027 and beyond. Without the necessary overhauls of these components, the RTA fleet will face increased maintenance costs, reliability challenges, and reduced fuel efficiency.

To address these issues, RTA is focused on the replacement of engines and transmissions for its fixed-route buses that are due for this major service. This investment will significantly improve vehicle performance, reduce downtime, and extend useful life, thereby aligning with FTA's intent for State of Good Repair and Bus and Bus Facilities funding. The RTA has already secured funding for engine and transmission replacement for eight buses. The FTA Section 5339 grant funding that RTA has recently applied for in December 2025 would cover these replacement costs for another twenty buses.

This application aligns with RTA's Strategic Mobility Plan (Major Action Area 8), which prioritizes modernization of rolling stock, operational efficiency, and environmental sustainability.

The FTA Section 5339 (Bus and Bus Facilities) program, administered through the Louisiana Department of Transportation and Development (LADOTD), provides capital assistance to transit systems for bus and facility investments that maintain and improve public transportation service across the state. The grant application for these funds was submitted to LADOTD on December 5, 2025. The notice of funding availability from LADOTD for these funds was issued too close to the application deadline for staff to present this item to the RTA Board prior to the grant application

deadline. Thus, staff is requesting that the Board ratify the decision to apply for these funds.

DISCUSSION:

RTA's FY2026 Section 5339 application has two components: funding for the aforementioned engine and transmission replacements for twenty buses and limited funding for cost escalation/contingency.

This project will:

- Improve system reliability and service quality for riders.
- Reduce unplanned maintenance costs and service disruptions.
- Maintain the fleet in a state of good repair and extend overall fleet longevity.

A detailed project budget is included as an Attachment.

FINANCIAL IMPACT:

The total project cost is estimated at \$2,705,000, with federal funding of \$2,299,250 (85%) and a local match not to exceed \$405,750 (15%). The local share will be funded through RTA's FY2026-2027 capital budgets and is included in the 2026-2030 5-Year Capital Investment Program (CIP).

NEXT STEPS:

FY26 Section 5339 (Bus and Bus Facilities) Grant Application was due **on December 5, 2025**. RTA submitted the application in time. Once RTA receives notice of an award, RTA will work to obligate the funds as quickly as possible and commence procurement of replacement engines and transmissions for its fixed route fleet.

ATTACHMENTS:

1. Resolution FY26 Section 5339 (Bus and Bus Facilities) Grant Application
2. Proposed budget

Prepared By: Rafe Rabalias, [rrabalais@rtaforward.org](mailto:rrabalais@rtaforward.org)  
Title: Director of Capital Projects

Reviewed By: Ryan Moser, [rmoser@rtaforward.org](mailto:rmoser@rtaforward.org)  
Title: Click or tap here to enter text.

Reviewed By: Gizelle Johnson Banks  
Title: Chief Financial Officer



12/3/2025

Lona Edwards Hankins  
Interim Chief Executive Officer

Date



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

504.827.8300

[www.norta.com](http://www.norta.com)

RESOLUTION NO. \_\_\_\_\_

FILE ID NO. 25-162

STATE OF LOUISIANA

PARISH OF ORLEANS

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**RATIFICATION FOR THE SUBMISSION OF A GRANT APPLICATION FOR FY2026 FTA  
SECTION 5339 (BUS AND BUS FACILITIES) LARGE AND SMALL URBAN CALL FOR  
PROJECTS**

---

Introduced by Commissioner \_\_\_\_\_,  
seconded by Commissioner \_\_\_\_\_.

**WHEREAS**, the RTA remains committed to maintaining and modernizing its bus fleet to ensure safe and reliable service as outlined in its Strategic Mobility Plan (Major Action Area 8); and

**WHEREAS**, the RTA has identified the need to replace aging engines and transmissions in its fixed route buses to enhance reliability, reduce maintenance costs, and extend the useful life of existing assets; and

**WHEREAS**, staff prepared and submitted a grant application on December 5, 2025 to the Louisiana Department of Transportation and Development (LADOTD) under the Federal Transit Administration's (FTA) Section 5339 FY2026 Large & Small Urban Call for Projects for the replacement of aging bus engines and transmissions; and

**WHEREAS**, staff requested federal funds not to exceed \$2,299,250 for this purpose through the FTA Section 5339 program; and





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

504.827.8300

[www.norta.com](http://www.norta.com)

RESOLUTION NO. \_\_\_\_\_

Page 2

**WHEREAS**, the RTA will be responsible for a local match not to exceed \$405,750 to be paid from its capital budget as part of the 2026–2030 Capital Investment Program, if the entire grant amount is awarded; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Commissioners that the Board ratifies the CEO's or designee's submission of a grant application to LADOTD for the FY2026 FTA Section 5339 (Bus and Bus Facilities) Grant Program.

**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 \_\_\_\_ OF DECEMBER 2025.**

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**FRED NEAL, JR.**  
**CHAIRMAN**  
**BOARD OF COMMISSIONERS**

Proposed Preliminary Budget					
Project Type	quantity	Unit Cost	Total cost	Federal cost 85%	Local Cost 15%
Bus Purchase (11.12.01) Engine and transmission	20	\$ 130,000	\$ 2,600,000	\$ 2,210,000	\$ 390,000
Project Admin contingency/escalation	1		\$ 105,000	\$ 89,250	\$ 15,750
<b>Total</b>			<b>\$ 2,705,000</b>	<b>\$ 2,299,250</b>	<b>\$ 405,750</b>

#### Fixed Route Vehicle List for Replacement

<u>283</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV12LF074066</u>	<u>288791</u>
<u>284</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV14LF074067</u>	<u>286616</u>
<u>285</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV16LF074068</u>	<u>261159</u>
<u>286</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV18LF074069</u>	<u>310678</u>
<u>287</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV14LF074070</u>	<u>267388</u>
<u>288</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV16LF074071</u>	<u>295115</u>
<u>289</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV18LF074072</u>	<u>322743</u>
<u>290</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV1XLF074073</u>	<u>261180</u>
<u>291</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV11LF074074</u>	<u>276060</u>
<u>292</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV13LF074075</u>	<u>316748</u>
<u>293</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV15LF074076</u>	<u>304183</u>
<u>294</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV17LF074077</u>	<u>222091</u>
<u>295</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV19LF074078</u>	<u>284761</u>
<u>296</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV10LF074079</u>	<u>231452</u>
<u>297</u>	<u>Fixed Route</u>	<u>2020</u>	<u>NEW FLYER</u>	<u>D40LF</u>	<u>CUMMINS</u>	<u>5FYD8FV17LF074080</u>	<u>307069</u>
<u>298</u>	<u>Fixed Route</u>	<u>2021</u>	<u>NEW FLYER</u>	<u>XD35</u>	<u>CUMMINS</u>	<u>5FYD8KV12MF075700</u>	<u>289577</u>
<u>299</u>	<u>Fixed Route</u>	<u>2021</u>	<u>NEW FLYER</u>	<u>XD35</u>	<u>CUMMINS</u>	<u>5FYD8KV14MF075701</u>	<u>243236</u>

<u>300</u>	<u>Fixed Route</u>	<u>2021</u>	<u>NEW FLYER</u>	<u>XD35</u>	<u>CUMMINS</u>	<u>5FYD8KV16MF075702</u>	<u>281719</u>
<u>301</u>	<u>Fixed Route</u>	<u>2021</u>	<u>NEW FLYER</u>	<u>XD35</u>	<u>CUMMINS</u>	<u>5FYD8KV18MF075703</u>	<u>260590</u>
<u>302</u>	<u>Fixed Route</u>	<u>2021</u>	<u>NEW FLYER</u>	<u>XD35</u>	<u>CUMMINS</u>	<u>5FYD8KV1XMF075704</u>	<u>300770</u>



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

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**File #:** 25-179

**Finance Committee**

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[Finance Committee Slides 12.11.25]



*December 11, 2025*


# **Regional Transit Authority**

## **Finance Committee**



The New Orleans Regional Transit Authority (RTA) hereby declares that, in accordance with La. R.S. 42:17.1 (A)(2)(a)-(c), a meeting will be held on Thursday, December 11, 2025, at 11:00 a.m. The agency's website streams the in-person meeting live, and mask-wearing is encouraged inside the boardroom.

This meeting is accessible to persons with disabilities. To help assure availability, modifications or accommodations linked to a disability must be requested 72 hours before the meeting or hearing. Please direct requests for public meeting accommodations to the Office of Board Affairs, 2817 Canal Street, NOLA 70119, or call 504-827-8341 or by email ([rtaboard@rtaforward.org](mailto:rtaboard@rtaforward.org)).



Written comments on any matter included on the agenda will be accepted in the following ways: 1) Submission of a Speaker Card on meeting day; 2) Electronically by email sent to: [rtaboard@rtaforward.org](mailto:rtaboard@rtaforward.org) prior to the meeting; or 3) By U.S. Mail send to 2817 Canal Street, Attention: Office of Board Affairs, New Orleans, LA 70119.



# ***Agenda***

- 1. Call to Order**
- 2. Roll Call**





# ***Agenda***

## **3. Consideration of Meeting Minutes**

[Finance Committee Meeting – November 13, 2025]

25-167



# ***Agenda***

## **4. Committee Chairman's Report**



# ***Agenda***

## **5. Chief Executive Officer's Report**

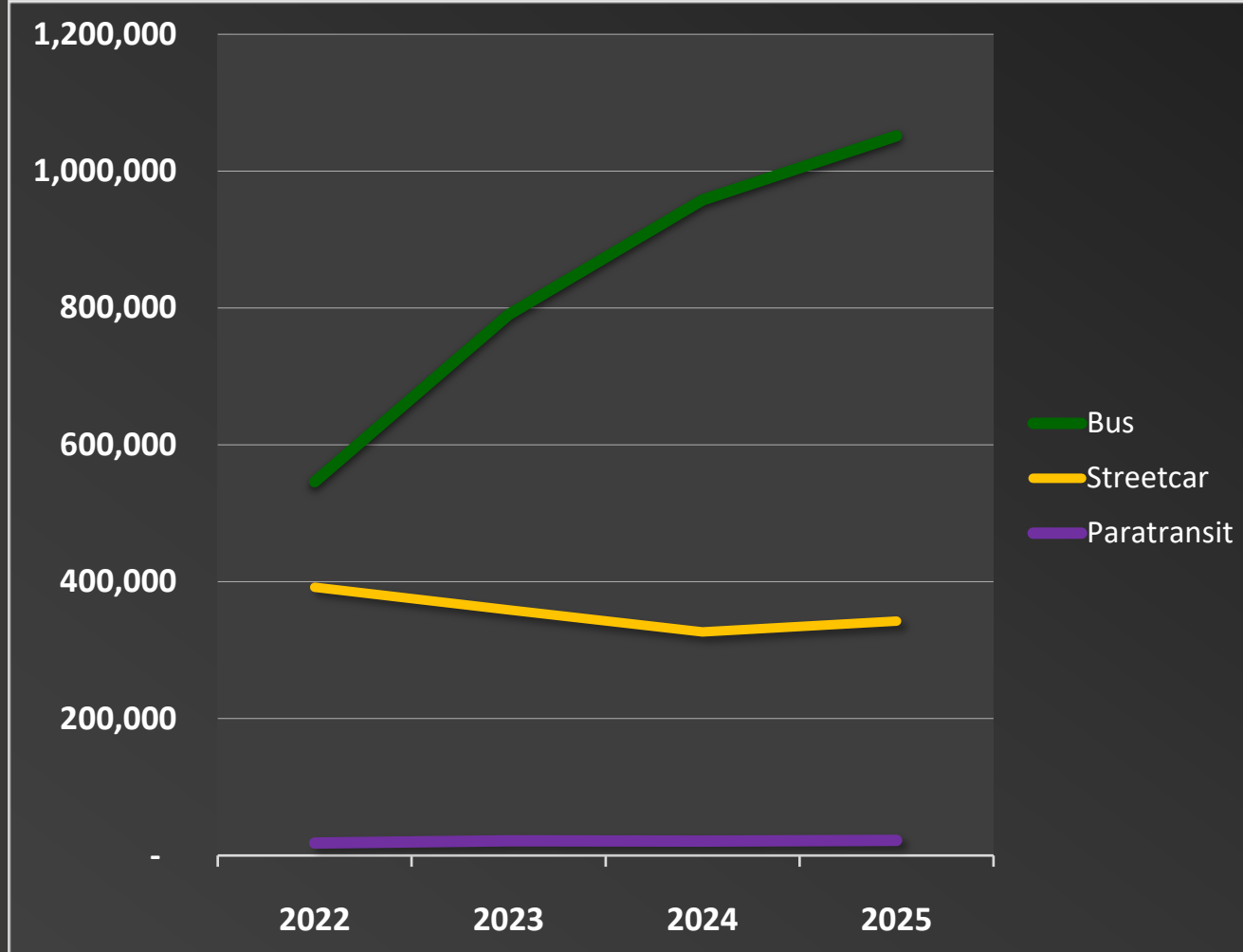
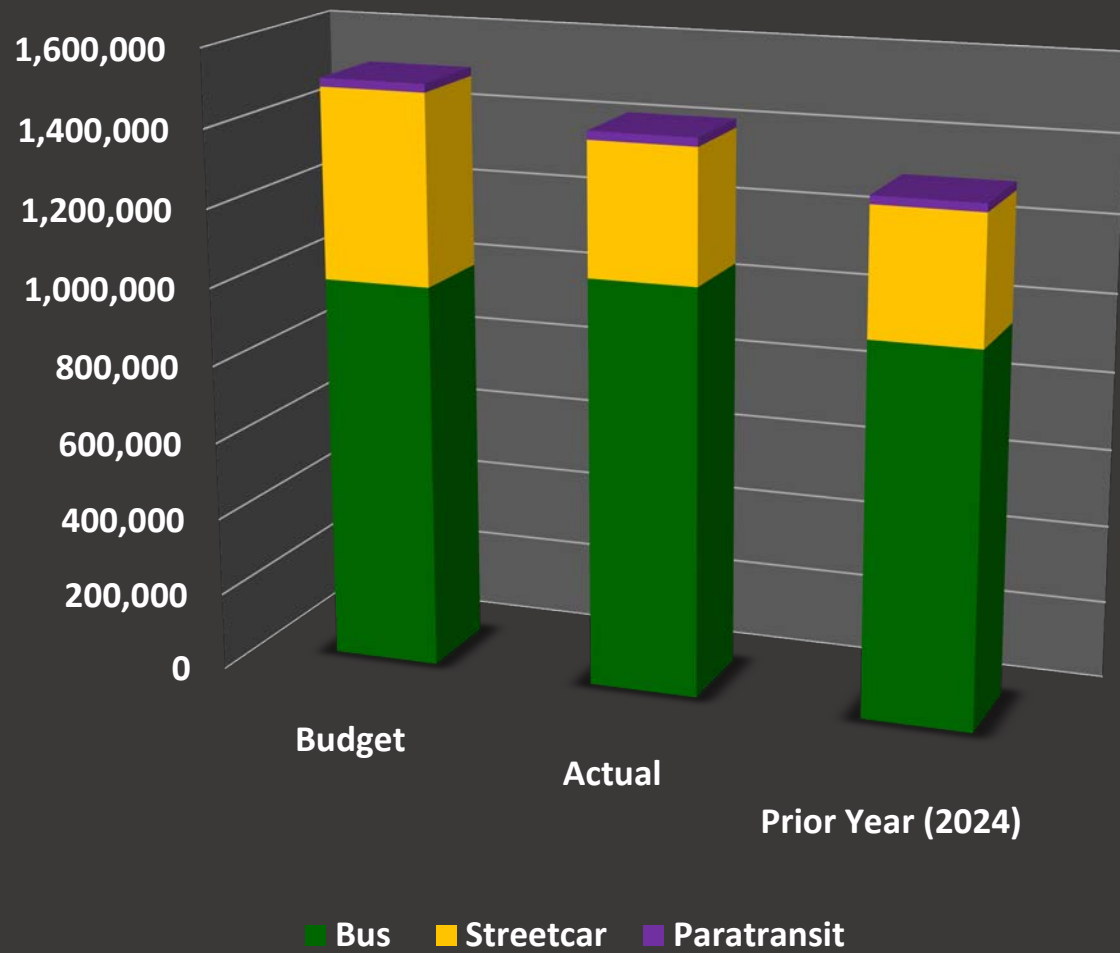


# ***Agenda***

## **6. Chief Financial Officer's Report**

[Finance Committee Meeting – October 9, 2025]

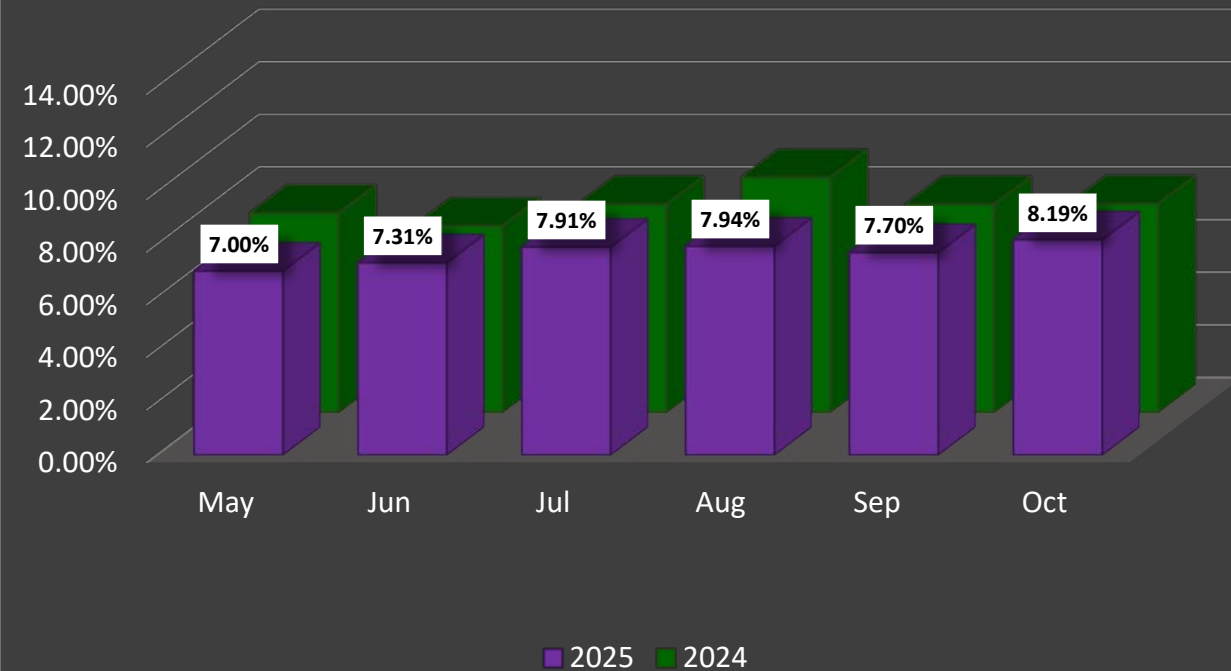
25-152



# Ridership

Ridership in October increased 9.5% when compared to September actuals. In October, total system ridership (bus, streetcar and paratransit) was 1.4M, compared to 1.3M for the previous month of September.

### FAREBOX RECOVERY RATES 2025 vs 2024



### TOTAL OPERATING EXPENSES, FAREBOX REVENUE & FAREBOX RECOVERY

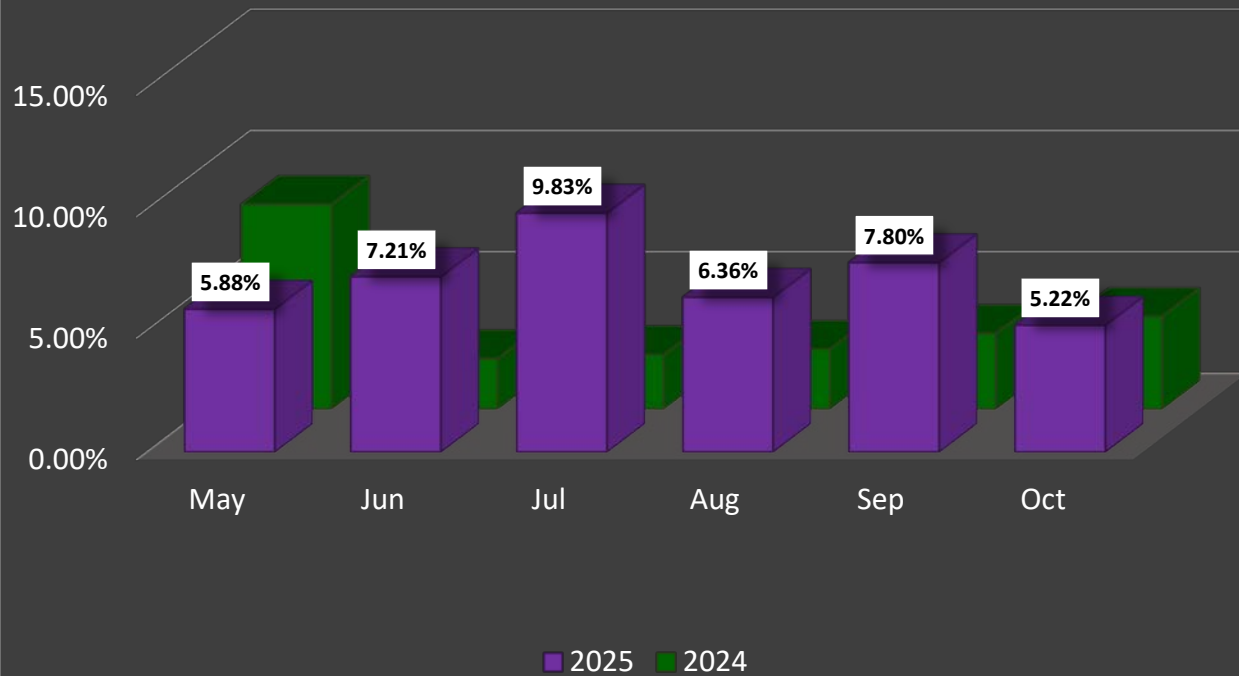


### ***Farebox Recovery Rates 2025 vs. 2024***

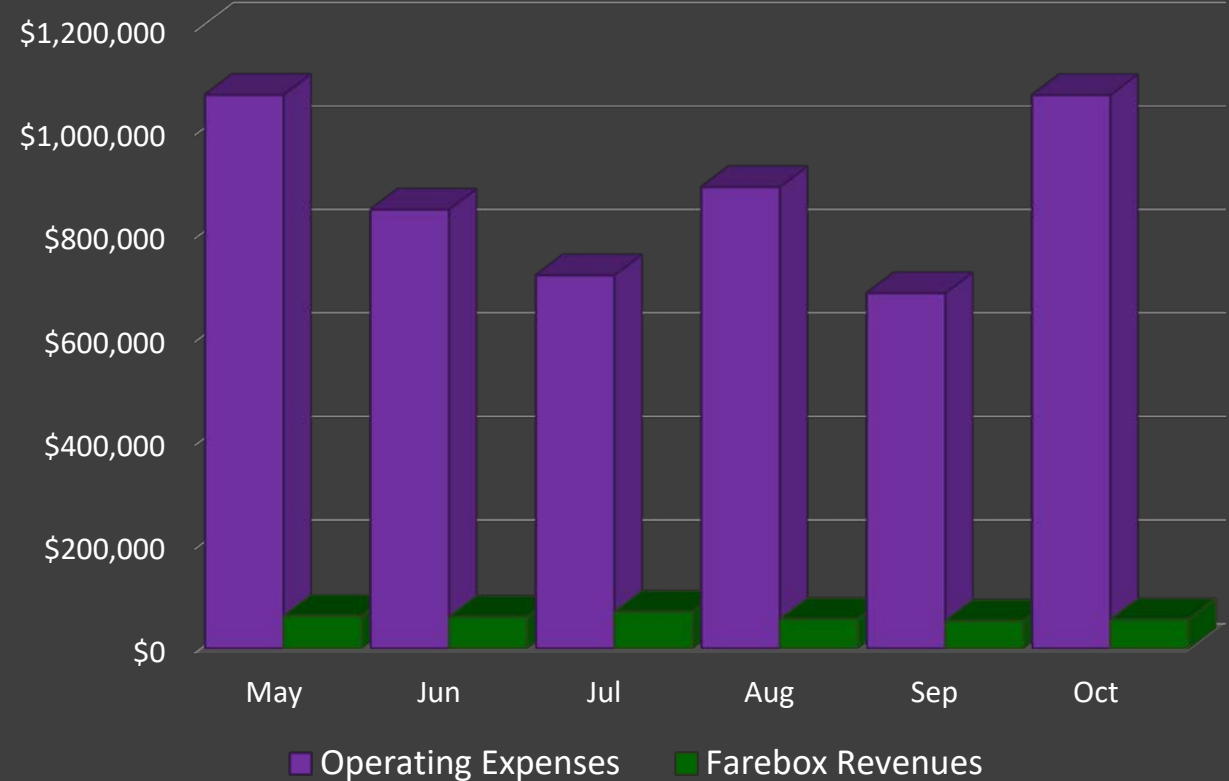
Fare revenue continues to offset a modest percentage of operating expenses as ridership continues to rebound. October's farebox recovery rate increased slightly from 7.7% to 8.2%, an increase of 0.5%.



## FAREBOX RECOVERY RATES 2025 vs 2024



## TOTAL OPERATING EXPENSES, FAREBOX REVENUE & FAREBOX RECOVERY



## ***FERRY- Farebox Recovery Rates 2025 vs. 2024***

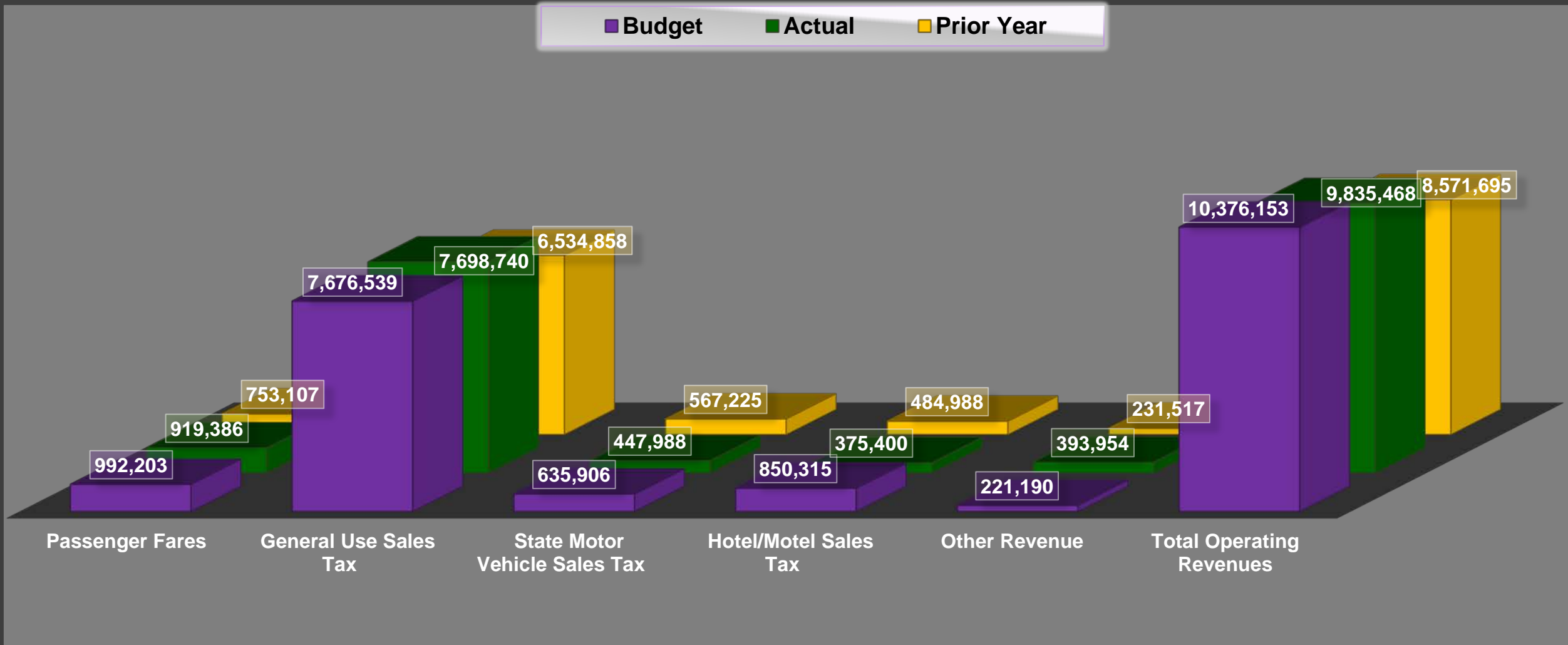
The decrease in farebox recovery to 5.2% in October from 7.8% in September is the result of a greater increase in operating expenses than the increase in farebox revenues. Fare revenues continue to offset a small percentage of operating costs.



# October 2025 Summary of Sources

<b>SUMMARY OF SOURCES</b>						
	Budget	Actuals	\$ Change	% Change	YTD Budget	YTD Actuals
Sales Tax	9,162,760	8,522,128	(640,632)	-6.99%	91,627,600	85,435,016
Government Assistance	2,342,727	2,024,447	(318,280)	-13.59%	23,427,270	26,796,737
<b>Sales Tax and Government Assistance</b>	<b>11,505,487</b>	<b>10,546,575</b>	<b>(958,912)</b>	<b>-8.33%</b>	<b>115,054,870</b>	<b>112,231,753</b>
Passenger Fares	992,203	919,386	(72,817)	-7.34%	9,922,030	8,616,889
Other Operating Revenues	221,190	393,954	172,764	78.11%	2,211,900	3,229,325
<b>Subtotal Transit Operations</b>	<b>1,213,393</b>	<b>1,313,340</b>	<b>99,947</b>	<b>8.24%</b>	<b>12,133,930</b>	<b>11,846,214</b>
<b>Total Operating Revenues</b>	<b>12,718,880</b>	<b>11,859,915</b>	<b>(858,965)</b>	<b>-6.75%</b>	<b>127,188,800</b>	<b>124,077,967</b>
Federal Capital Funding	5,275,772	117,288	(5,158,484)	-97.78%	52,757,720	6,768,873
Investment Income	131,239	107,893	(23,346)	100.00%	1,312,390	1,037,375
<b>Subtotal Capital and Bond Resources</b>	<b>5,407,011</b>	<b>225,181</b>	<b>(5,181,830)</b>	<b>-95.84%</b>	<b>54,070,110</b>	<b>7,806,248</b>
<b>Total Revenue</b>	<b>18,125,891</b>	<b>12,085,096</b>	<b>(6,040,795)</b>	<b>-33.33%</b>	<b>181,258,910</b>	<b>131,884,215</b>
Operating Reserve	0	15,035	15,035	-100.00%	0	(7,518,061)
<b>Total Sources</b>	<b>18,125,891</b>	<b>12,100,131</b>	<b>(6,025,760)</b>	<b>-33.24%</b>	<b>181,258,910</b>	<b>124,366,154</b>

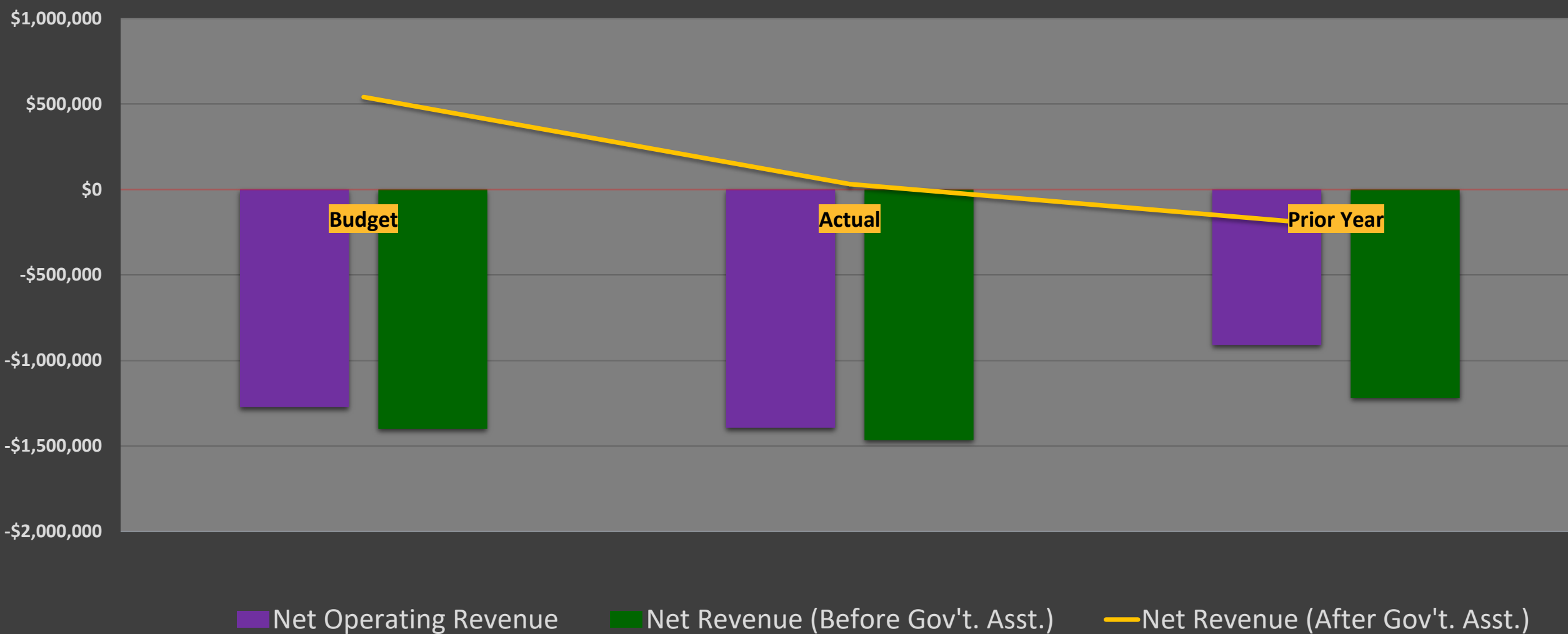




# Operating Revenues (Budget, Actual & Prior Year)

RTA's two largest revenue sources are General Use Sales Tax (\$7.7M) and Passenger Fares (\$919K). The two combined make up 87.6% or \$8.6M of total revenue. Overall, total operating revenues for the month of October are \$9.8M.





## ***Net Revenues (Before and After Government Assistance)***

Net Revenue (Before Government Assistance) is -\$1.5M for the month of October. After applying the month's \$2M in Government Operating Assistance, Net Revenue is \$32K for the month of October.

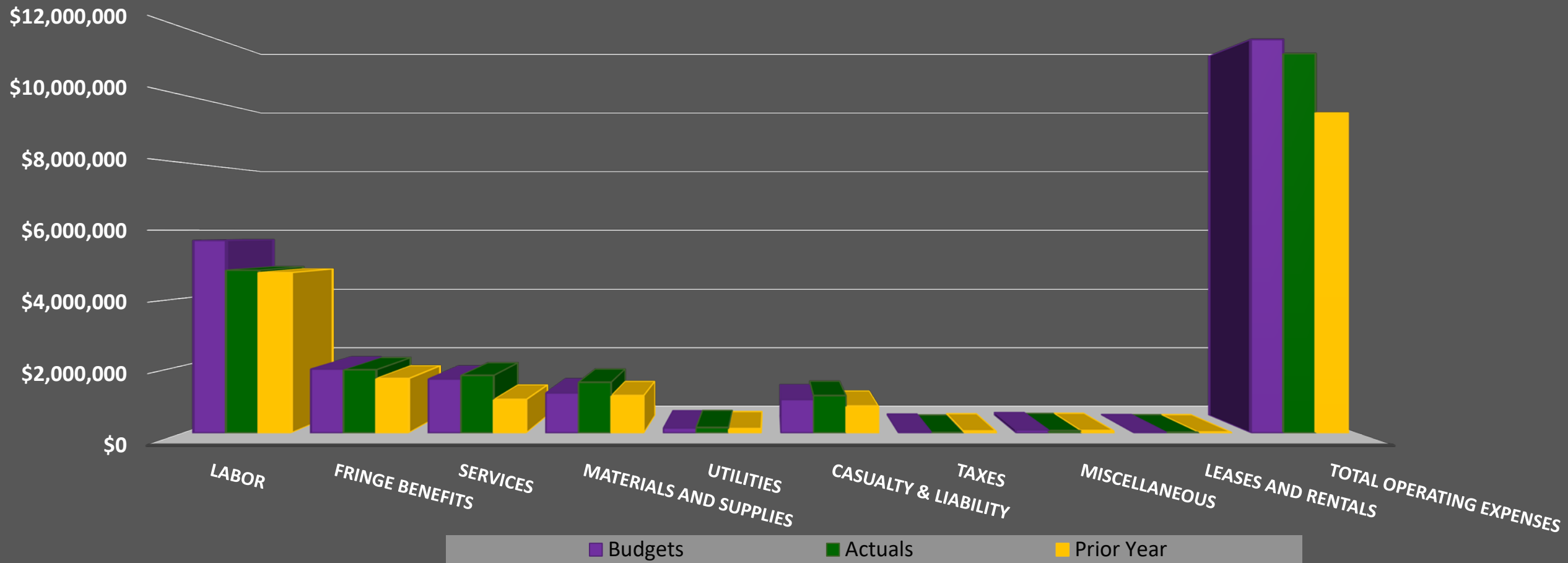




# October 2025 Summary of Uses

<b>Summary of Uses</b>						
	<b>Budget</b>	<b>Actuals</b>	<b>\$ Change</b>	<b>% Change</b>	<b>YTD Budget</b>	<b>YTD Actuals</b>
Transit Operations	11,649,552	11,228,495	421,057	3.61%	116,495,520	105,067,098
TMSEL Legacy Costs	126,694	72,358	54,336	42.89%	1,266,940	1,853,663
Maritime Costs	401,915	527,462	(125,547)	0.00%	4,019,150	3,995,300
Capital Expenditures	5,275,772	117,288	5,158,484	97.78%	52,757,720	6,802,272
FEMA Project Worksheet Expenditures	0	0	0	0.00%	0	0
Debt Service	671,958	154,528	517,430	77.00%	6,719,580	6,647,821
<b>Total Expenditures</b>	<b>18,125,891</b>	<b>12,100,131</b>	<b>6,025,760</b>	<b>33.24%</b>	<b>181,258,910</b>	<b>124,366,154</b>
Operating Reserve	0	0	0	0.00%	0	0
<b>Total Uses</b>	<b>18,125,891</b>	<b>12,100,131</b>	<b>6,025,760</b>	<b>33.24%</b>	<b>181,258,910</b>	<b>124,366,154</b>

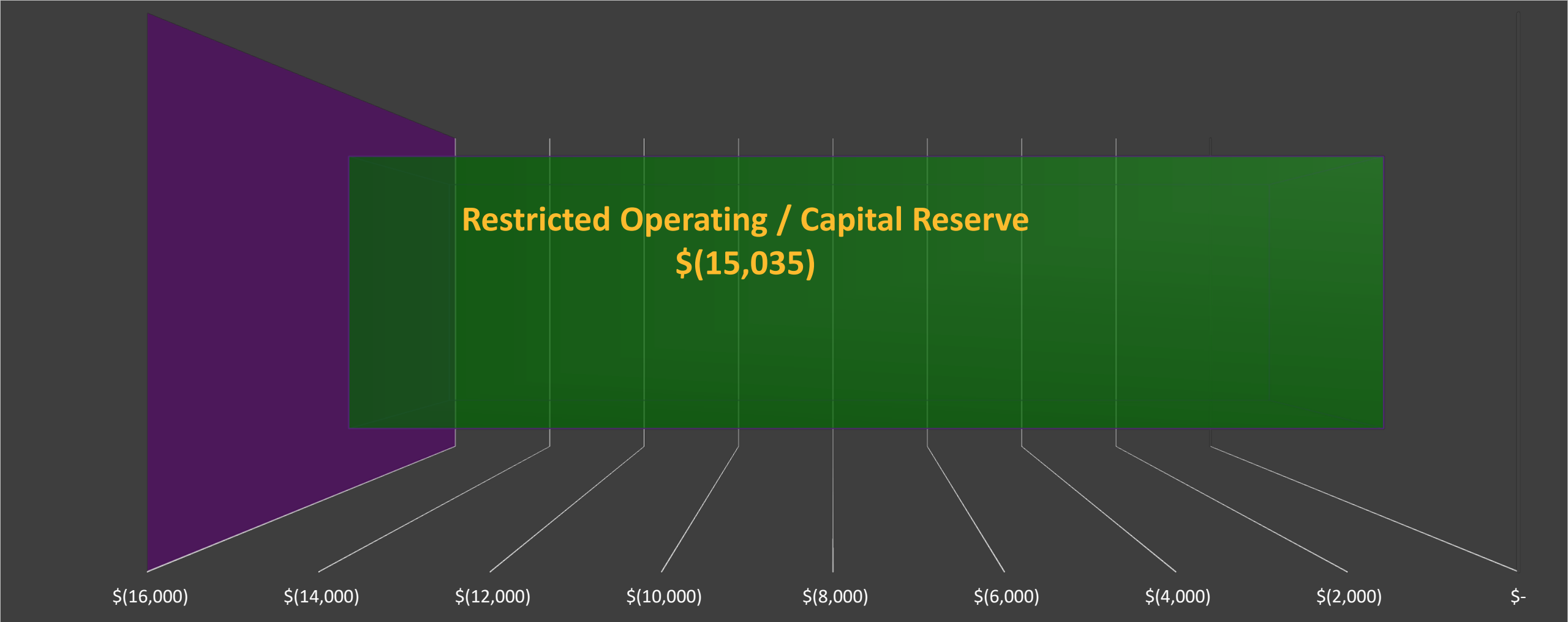
## Operating Expenses (Actual - \$11,228,495)



## Operating Expenses

Operating Expenses for the month of October are roughly \$11.2M. Labor and Fringe Benefits, the largest expenditure at \$6.7M, comprised 59.6% of this month's actual expenses. In total, Operating Expenses for the month of October show an increase of 1.6% from \$11.1M in September.





## ***Operating Reserve***

The positive variance that resulted from Net Revenue (After Government Assistance of approximately \$2M) left a net loss of approximately \$15k after the \$155K in Debt Service expense.





# Procurement

Purchase Orders Less than \$100K  
(November 1, 2025 – November 30, 2025)

Order	Supplier	Cost Center Code	Cost Center Description	Account	Creation Date	Description	Purchase Order Amount
RTAP_01959	RICHIE'S PLUMBING LLC	2843	Infrastructure	01-2843-99-7610-127-89-00-00000-00000	11/5/25	Backflow Replacement & Inspection	\$6,300.36
RTAP_01962	GRAINGER (2)	2843	Infrastructure	01-2843-99-8620-125-00-00-00000-00000	11/5/25	Materials & Supplies	\$5,374.47
RTAP_01966	TAYLOR POWER SYSTEMS	2843	Infrastructure	01-2843-99-7610-127-89-00-00000-00000	11/6/25	System Repairs	\$3,226.00
RTAP_01971	OVERHEAD DOOR COMPANY OF NEW ORLEANS	2843	Infrastructure	01-2843-99-7570-125-00-00-00000-00000	11/7/25	Infrastructure Repairs	\$12,606.71
RTAP_01974	ECONOMIC JANITORIAL SUPPLIES	2843	Infrastructure	01-2843-99-8620-123-00-00-00000-00000	11/7/25	Materials & Supplies	\$741.53
RTAP_01993	AIR NU INC	2843	Infrastructure	01-0000-00-1302-000-00-00-00000-00000	11/13/25	Materials & Supplies	\$396.00
RTAP_01995	ROSS & WHITE COMPANY	2843	Infrastructure	01-2843-99-8620-125-00-00-00000-00000	11/14/25	Materials & Supplies	\$9,259.20
RTAP_02000	PROFESSIONAL MECHANICAL SERVICES, LLC	2843	Infrastructure	01-2843-99-7570-125-00-00-00000-00000	11/18/25	Infrastructure Repairs	\$2,650.00
RTAP_02002	OVERHEAD DOOR COMPANY OF NEW ORLEANS	2843	Infrastructure	01-2843-99-7670-127-00-00-00000-00000	11/18/25	Infrastructure Repairs	\$17,050.00
RTAP_02004	GRAINGER (2)	2843	Infrastructure	01-2843-99-8620-123-00-00-00000-00000	11/18/25	Materials & Supplies	\$2,084.36
RTAP_02006	GRAINGER (2)	2843	Infrastructure	01-2843-99-8620-125-00-00-00000-00000	11/18/25	Materials & Supplies	\$6,199.38
RTAP_02010	JF PETROLEUM GROUP	2843	Infrastructure	01-2843-99-7570-125-00-00-00000-00000	11/19/25	Sensor Replacements - Fuel Tanks 5 & 6 @ Canal	\$2,426.02
RTAP_02011	UNITED RENTALS	2843	Infrastructure	01-2843-99-9771-181-00-00-00000-00000	11/20/25	Concrete Grinder Rental	\$1,785.55
RTAP_02030	ULINE INC	2843	Infrastructure	01-2843-99-8620-123-00-00-00000-00000	11/26/25	Materials & Supplies	\$2,114.90
RTAP_02031	STAR LOCK & KEY COMPANY INC	2843	Infrastructure	01-2843-99-8620-127-00-00-00000-00000	11/26/25	Materials & Supplies	\$900.00
			Infrastructure				\$73,114.48
RTAP_01977	CAPITOL SOURCE GROUP LLC.	2900	Information Technology	01-2900-02-7590-170-00-00-00000-00000	11/7/25	Software Licenses	\$5,850.00
RTAP_02012	CONVERGINT TECHNOLOGIES	2900	Information Technology	01-2900-02-7140-161-00-00-00000-00000	11/20/25	Milestone Professional Device Software Licenses	\$9,232.00
RTAP_02015	SPROUT SOCIAL INC.	2900	Information Technology	01-2900-02-7140-163-00-00-00000-00000	11/20/25	Software Licenses	\$33,300.00
RTAP_02024	BENECOM TECHNOLOGIES	2900	Information Technology	01-2900-02-7140-170-00-00-00000-00000	11/21/25	Essi On-Site Service Agreement For Printer (2/1/25 - 1/31/26)	\$1,478.04
RTAP_01990	GRAINGER (2)	2943	Information Technology	01-2943-99-8640-061-89-00-00000-00000	11/13/25	Materials & Supplies	\$1,267.65
RTAP_02032	ULINE INC	2943	Information Technology	01-2943-99-8640-011-00-00-00000-00000	11/26/25	Materials & Supplies	\$1,444.98
RTAP_02013	CARAHSOFT TECHNOLOGY CORP.	7500	Budget	01-7500-02-7080-171-89-00-00000-00000	11/20/25	Opengov Budget And Planning Services (03/03/2017 - 09/15/2026)	\$86,201.14
			Information Technology				\$138,773.81



# Procurement

Purchase Orders Less than \$100K  
(November 1, 2025 – November 30, 2025)

Order	Supplier	Cost Center Code	Cost Center Description	Account	Creation Date	Description	Purchase Order Amount
RTAP_01973	CONVERGINT TECHNOLOGIES	3300	SSEM	01-3300-99-7660-161-00-00-00000-00000	11/7/25	Security Infrastrure	\$65,000.00
RTAP_02028	SPECIALIST ID INC	3300	SSEM	01-3300-02-8640-161-00-00-00000-00000	11/25/25	Materials & Supplies	\$2,288.20
			System Security & Emergency Preparedness				\$67,288.20
RTAP_01955	BLUEWATER RUBBER & GASKET COMPANY	4300	Maintenance	01-4300-99-8640-051-03-00-00000-00000	11/4/25	Vehicle Parts And Supplies	\$2,436.00
RTAP_01957	AIRGAS USA LLC	4300	Maintenance	01-4300-99-9771-181-89-00-00000-00000	11/5/25	Compressed Gas (Ifb 2025-035)	\$53,833.92
RTAP_01958	MULLET JR, WILBERT J	4300	Maintenance	01-4300-99-7070-041-03-00-00000-00000	11/5/25	Railtech Solution Consulting	\$9,400.00
RTAP_01961	VEHICLE PARTS & EQUIPMENT	4300	Asset Management	01-0000-00-1513-000-00-00-00000-00000	11/5/25	Security Vehicle Lighting	\$73,568.52
RTAP_01964	DIXIE INDUSTRIES INC	4300	Maintenance	01-0000-00-1302-000-00-00-00000-00000	11/5/25	Vehicle Parts And Supplies	\$24,076.00
RTAP_01967	JM TEST SYSTEMS LLC	4300	Maintenance	01-4300-99-7610-141-03-00-00000-00000	11/7/25	Revenue Vehicle Repairs	\$2,079.75
RTAP_01968	JM TEST SYSTEMS LLC	4300	Maintenance	01-4300-99-7610-141-03-00-00000-00000	11/7/25	Revenue Vehicle Repairs	\$2,900.50
RTAP_01969	JM TEST SYSTEMS LLC	4300	Maintenance	01-4300-99-8640-141-03-00-00000-00000	11/7/25	Revenue Vehicle Repairs	\$2,166.00
RTAP_01970	RUDY SMITH SERVICE INC	4300	Maintenance	01-4300-02-7610-061-01-00-00000-00000	11/7/25	Revenue Vehicle Repairs	\$2,072.00
RTAP_01972	KENWORTH OF LOUISIANA LLC	4300	Maintenance	01-4300-02-7310-061-01-00-00000-00000	11/7/25	Revenue Vehicle Repairs	\$10,584.38
RTAP_01978	GRAINGER (2)	4300	Maintenance	01-4300-99-8640-125-00-00-00000-00000	11/10/25	Materials & Supplies	\$739.37
RTAP_01979	4 ACE LOGISTICS LLC	4300	Maintenance	01-4300-16-8640-121-03-00-00000-00000	11/10/25	Vehicle Parts And Supplies	\$15,248.00
RTAP_01980	FASTENAL COMPANY	4300	Maintenance	01-4300-02-8640-051-01-00-00000-00000	11/10/25	Shop Supplies	\$14,467.93
RTAP_01982	AMERICAN TRACTION SYSTEMS INC	4300	Maintenance	01-4300-04-7610-061-03-00-00000-00000	11/11/25	Revenue Vehicle Repairs	\$10,367.00
RTAP_01983	KENWORTH OF LOUISIANA LLC	4300	Maintenance	01-4300-02-7310-061-01-00-00000-00000	11/11/25	Revenue Vehicle Repairs	\$9,586.72
RTAP_01984	BROOKVILLE EQUIPMENT CORPORATION	4300	Maintenance	01-4300-04-8510-061-03-00-00000-00000	11/11/25	Vehicle Parts And Supplies	\$1,824.84
RTAP_01985	MSC INDUSTRIAL SUPPLY	4300	Maintenance	01-4300-04-8640-061-03-00-00000-00000	11/11/25	Vehicle Parts And Supplies	\$592.01
RTAP_01986	NULITE ELECTRICAL WHOLES	4300	Maintenance	01-4300-04-8640-061-03-00-00000-00000	11/11/25	Vehicle Parts And Supplies	\$301.93
RTAP_01987	NEW FLYER OF AMERICA (2)	4300	Maintenance	01-4300-02-8510-062-01-00-00000-00000	11/11/25	Vehicle Parts And Supplies	\$8,811.00
RTAP_01988	BLUEWATER RUBBER & GASKET CO	4300	Maintenance	01-4300-04-8510-061-03-00-00000-00000	11/12/25	Vehicle Parts And Supplies	\$1,240.80
RTAP_01989	KENWORTH OF LOUISIANA LLC	4300	Maintenance	01-4300-02-7360-061-01-00-00000-00000	11/12/25	Revenue Vehicle Repairs	\$2,884.71
RTAP_01991	KENNER EQUIPMENT CO INC	4300	Maintenance	01-4300-06-7580-091-00-00-00000-00000	11/13/25	Revenue Vehicle Repairs	\$1,877.03
RTAP_01994	TRI-STATE REFRIGERATION	4300	Maintenance	01-4300-02-7410-061-01-00-00000-00000	11/14/25	Revenue Vehicle Repairs	\$696.57
RTAP_01997	KENWORTH OF LOUISIANA LLC	4300	Maintenance	01-4300-02-7360-061-01-00-00000-00000	11/18/25	Engine/Oil Repair #301	\$8,576.50
RTAP_01998	SCHINDLER SPRING CO INC	4300	Maintenance	01-4300-04-8510-061-03-00-00000-00000	11/18/25	Revenue Vehicle Repairs	\$1,125.00
RTAP_01999	RICON	4300	Maintenance	01-4300-04-8510-061-03-00-00000-00000	11/18/25	Revenue Vehicle Repairs	\$1,535.77
RTAP_02001	AIRGAS USA LLC	4300	Maintenance	01-4300-04-8640-061-03-00-00000-00000	11/18/25	Vehicle Parts And Supplies	\$10,363.56
RTAP_02003	DIXIE SUPPLY LLC	4300	Maintenance	01-0000-00-1302-000-00-00-00000-00000	11/18/25	Materials & Supplies	\$3,007.90
			Vehicle Maintenance				



# Procurement

Purchase Orders Less than \$100K  
(November 1, 2025 – November 30, 2025)

Order	Supplier	Cost Center Code	Cost Center Description	Account	Creation Date	Description	Purchase Order Amount
RTAP_02005	SCHUNK CARBON TECHNOLOGY	4300	Maintenance	01-0000-00-1302-000-00-00-00000-00000	11/18/25	Vehicle Parts And Supplies	\$10,722.24
RTAP_02008	KENWORTH OF LOUISIANA LLC	4300	Maintenance	01-4300-02-7310-061-01-00-00000-00000	11/18/25	Revenue Vehicle Repairs	\$18,840.07
RTAP_02009	ROCKMOUNT RESEARCH & ALLOYS INC	4300	Maintenance	01-4300-16-8640-121-03-00-00000-00000	11/19/25	Welding Rods (Polaris Aaa)	\$756.36
RTAP_02014	HCRCnow	4300	Maintenance	01-4300-06-8630-091-00-00-00000-00000	11/20/25	Hydraulic Pump Replacement	\$851.64
RTAP_02016	A & H ARMATURE WORKS INC	4300	Maintenance	01-4300-04-7610-061-03-00-00000-00000	11/21/25	Revenue Vehicle Repairs	\$22,500.00
RTAP_02017	GRAINGER (2)	4300	Maintenance	01-4300-99-8640-061-03-00-00000-00000	11/21/25	Materials & Supplies	\$1,694.86
RTAP_02018	TRI-STATE REFRIGERATION	4300	Maintenance	01-4300-04-7610-061-03-00-00000-00000	11/21/25	Ac Repairs - Streetcar 2015	\$1,569.30
RTAP_02019	GRAINGER (2)	4300	Maintenance	01-4300-99-8640-051-03-00-00000-00000	11/21/25	Arbor Press & Electric Drum Pump	\$1,079.28
RTAP_02020	ALLIED HAMCO	4300	Maintenance	01-4300-04-8640-125-03-00-00000-00000	11/21/25	Materials & Supplies	\$2,448.07
RTAP_02021	NAPA	4300	Maintenance	01-4300-16-8510-062-03-00-00000-00000	11/21/25	Paint Supplies	\$2,121.34
RTAP_02022	GAR-REN TOOL & MACHINE CO INC	4300	Maintenance	01-4300-04-8510-061-03-00-00000-00000	11/21/25	Saddle Screw & Streetcar Supplies	\$1,143.50
RTAP_02023	HELM PAINT & SUPPLY INC	4300	Maintenance	01-4300-04-8640-061-03-00-00000-00000	11/21/25	Paint & Supplies	\$1,236.48
RTAP_02026	RUDY SMITH SERVICE INC	4300	Maintenance	01-4300-02-7610-061-01-00-00000-00000	11/25/25	Revenue Vehicle Repairs	\$3,220.00
RTAP_02027	GRAINGER (2)	4300	Maintenance	01-4300-02-8640-051-01-00-00000-00000	11/25/25	Materials & Supplies	\$2,928.90
RTAP_01965	LESON CHEVEROLET	4500	Paratransit Services	01-4500-06-8510-061-05-00-00000-00000	11/6/25	Vehicle Parts And Supplies	\$3,351.43
RTAP_01975	LAMARQUE FORD	4500	Paratransit Services	01-4500-06-8510-061-05-00-00000-00000	11/7/25	Revenue Vehicle Repairs	\$1,489.92
RTAP_01981	LAMARQUE FORD	4500	Paratransit Services	01-4500-06-7610-061-05-00-00000-00000	11/10/25	Revenue Vehicle Repairs	\$7,534.57
RTAP_01992	GRAINGER (2)	4500	Paratransit Services	01-4500-06-8640-061-05-00-00000-00000	11/13/25	Vehicle Parts And Supplies	\$943.32
RTAP_02007	LAMARQUE FORD	4500	Paratransit Services	01-4500-06-8510-061-05-00-00000-00000	11/18/25	Vehicle Parts And Supplies	\$6,306.75
RTAP_02025	LAMARQUE FORD	4500	Paratransit Services	01-4500-06-8510-061-05-00-00000-00000	11/25/25	Vehicle Parts (Units 7513 & 7415)	\$1,773.58
			Vehicle Maintenance cont.				\$368,875.32
RTAP_01996	SPROUT SOCIAL INC.	8400	Chief Executive Office	01-8400-02-7140-162-89-00-00000-00000	11/14/25	Professional Services	\$33,300.00
			Chief Executive Office				\$33,300.00
						Total:	\$ 681,351.81





# *Questions?*



# ***Agenda***

## **7. CY 2026 Operating & Capital Budget Report**



# Regional Transit Authority Goals

## CY2025 Goals and Capital Initiatives

### Investing in the Customer Experience

- Replace and modernize aging fleet
- Improve service reliability
- Investment in infrastructure and capital projects (Permanent Downtown Transit Center and Algiers Ferry Terminal Design)
- Advance transit system through fare technology, process improvements
- Integrate equity practices in agency (Universal Accessibility Study, DBE/SBE Mentor/Protégé Program)





# Regional Transit Authority Goals

## CY2026 Goals and Capital Initiatives

### Investing in the Customer Experience

- Implement Algiers Service Improvement Plan and complete plan for N.O. East service improvement
- Begin design of Downtown Transit Center and Bus Rapid Transit (BRT)
- Begin construction of Algiers Ferry Terminal (Building on 2025 Design Work)
- Complete Fare Technology Improvement Study
- Complete Universal Accessibility Study



## Operating Expenditures

- ❑ Total Operating Expenses- \$142.2 Million
- ❑ 871 Full Time Equivalents (occupied and vacant)
- ❑ Casualty and Liability insurance and claims reserves increase
- ❑ TMSEL Retirement costs- \$1.3 Million
- ❑ Maritime deficit of \$5.5M after applying the State Subsidy of \$5.1M



# Government Assistance and Debt Service

- ❑ Government Assistance for Preventative Maintenance \$22.9M, State funding of \$1.8M, for a total of \$24.7M, leaving net deficit of \$12.7M before debt service.
- ❑ CY26 Debt Service is \$8.1M (principle and interest).

# Revenue Projections- CY2026

Revenue Estimates	CY24 Actuals	CY25 Budget	CY25 Forecast	Draft CY26 Budget
Passenger Fares	\$10,289,046	\$11,906,432	10,263,337	\$12,025,496
Charter Revenue	105,351	\$85,000	\$42,411	\$68,000
General Use Sales Tax	87,144,921	\$92,118,471	\$89,016,891	\$78,379,516
Hotel/Motel Sales Tax	\$10,106,711	\$10,203,780	\$7,063,964	\$8,571,175
State Motor Vehicle Sales Tax	\$6,333,028	\$7,630,875	\$6,469,663	\$6,695,613
Advertising Revenue	1,538,477	\$1,428,060	\$1,320,993	\$1,750,000
Other Operating Revenue	\$851,166	\$1,141,221	\$2,417,090	\$2,910,441
<b>Total</b>	<b>\$116,368,699</b>	<b>\$124,513,839</b>	<b>\$116,594,349</b>	<b>\$110,400,240</b>

City of New Orleans Revenue Collections  
For the Period Ending June 30, 2025 (As Of July 29, 2025)

Source	2024	% of Budget	2025	% of Budget
1B - Other Taxes	135,127,948	41%	139,740,416	41%
1B-1 - Sales Tax	106,154,002	41%	110,414,708	42%
1B-2 - Motor Vehicle Tax	6,454,692	37%	5,242,659	31%
1B-3 - Hotel and Motel Tax	12,125,330	44%	12,972,839	39%

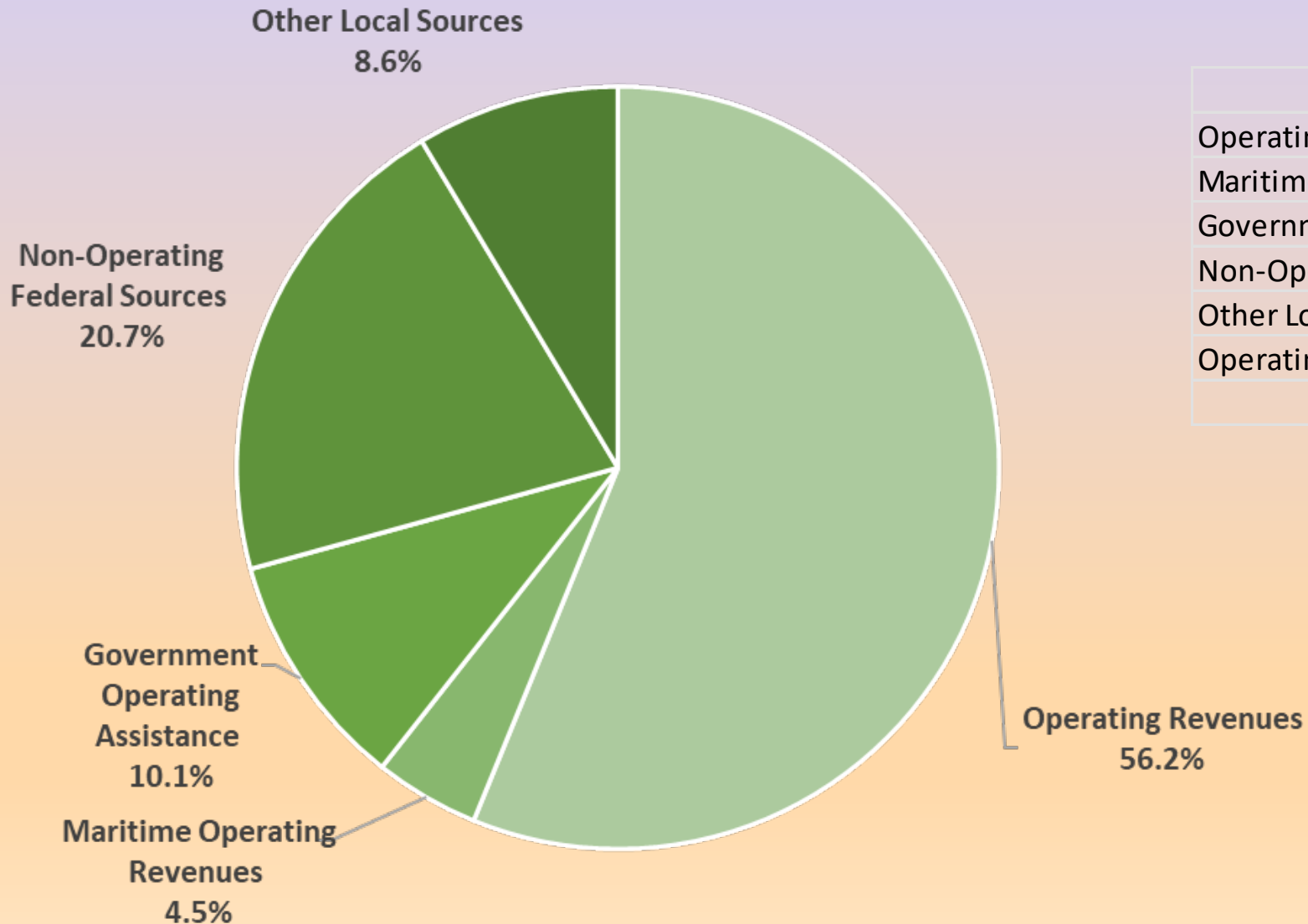
# Assumptions: Ridership and Passenger Fares

Ridership by Mode	CY24 Actuals	CY25 Budget	CY25 Forecast	Draft CY26 Budget	Percentage Change from 2025 Actual
Streetcar	3,535,963	4,665,779	2,920,868	3,568,911	22%
Bus	9,744,928	10,941,492	11,149,644	12,079,797	8%
<b>Total Fixed Route</b>	13,280,891	15,607,271	14,070,512	15,648,708	11%
Paratransit	221,199	237,634	219,924	208,928	-5%
<b>Total Ridership</b>	<b>13,502,090</b>	<b>15,844,905</b>	<b>14,290,436</b>	<b>15,857,636</b>	<b>11%</b>
<b>Average Passenger Fare</b>					
Streetcar Average Fare	\$0.90	\$0.93	\$0.84	\$0.84	0%
Bus Average Fare	\$0.73	\$0.75	\$0.66	\$0.66	0%
<b>Total Fixed Route Avg Fare</b>					
	\$0.78	\$0.80	\$0.70	\$0.70	0%
Paratransit	\$1.38	\$1.46	\$1.46	\$1.46	0%





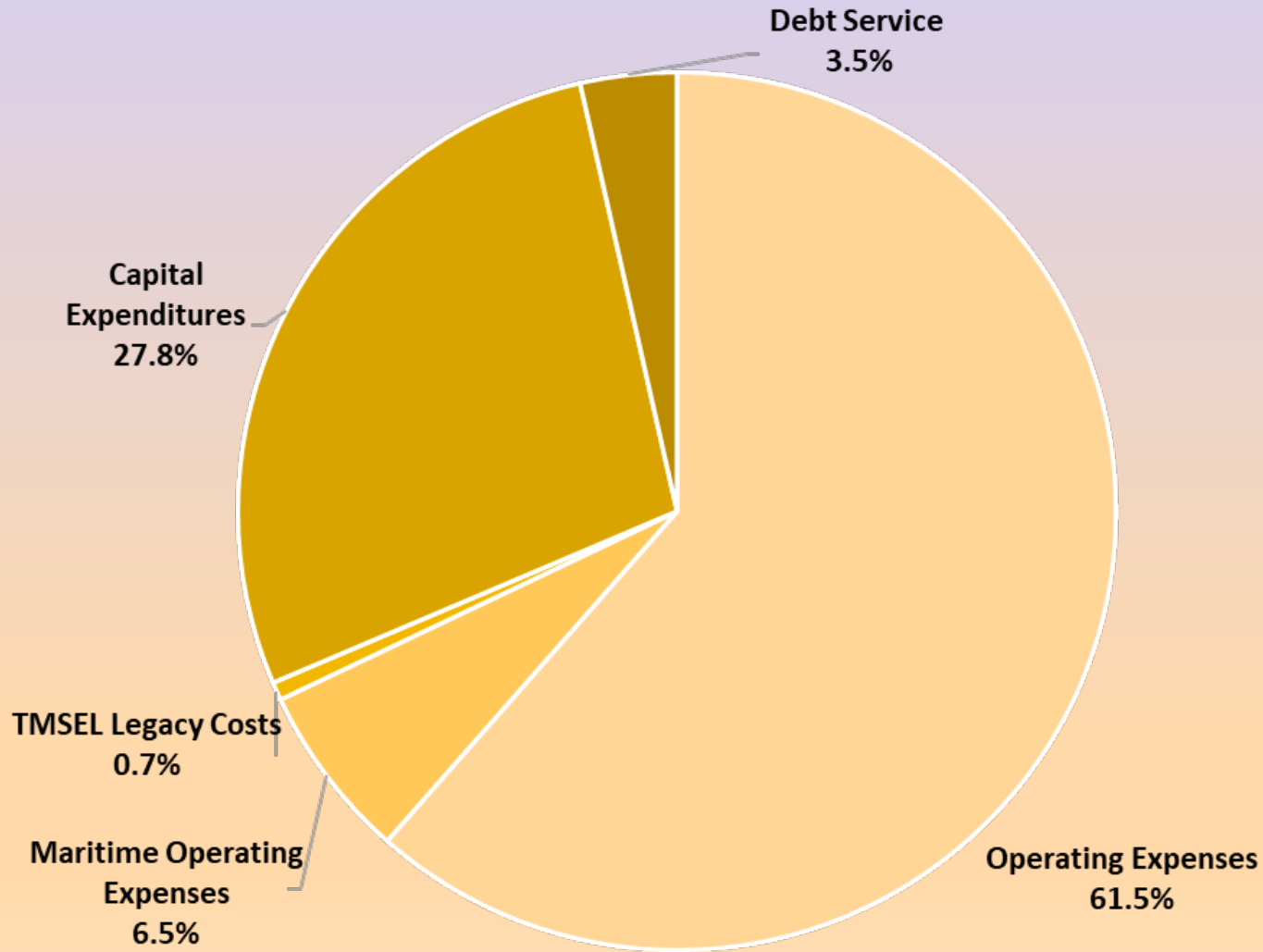
# RTA Proposed 2026 Budget Sources



2026 Sources	
Operating Revenues	\$ 110,400,240
Maritime Operating Revenues	\$ 7,025,000
Government Operating Assistance	\$ 24,664,475
Non-Operating Federal Sources	\$ 52,252,140
Other Local Sources	\$ 14,346,966
Operating Reserve	\$ 15,573,526
<b>TOTAL SOURCES</b>	<b>\$ 224,262,347</b>



# RTA Proposed 2026 Budget Uses



2026 Uses	
Operating Expenses	\$ 142,179,494
Maritime Operating Expenses	\$ 12,477,247
TMSEL Legacy Costs	\$ 1,347,058
Capital Expenditures	\$ 65,364,742
Debt Service	\$ 2,893,806
TOTAL USES	\$ 224,262,347



## Capital and Maritime Expenditures

- ❑ Capital Expenditures include projects that are on-going or anticipated to begin in 2026 at a percentage of revenue and expenditure and that align with the estimated project completion for the year.
- ❑ Most projects are partially funded (approx 80%) with Federal and/or State government grants, but there is a local match required - \$13.1 million in CY26 (\$17.5 million in 2025).
- ❑ Maritime Operations and Capital projects are partially funded by State and Federal funding allocated for CY26.



# *Questions?*



# ***Agenda***

## **8. DBE Report**

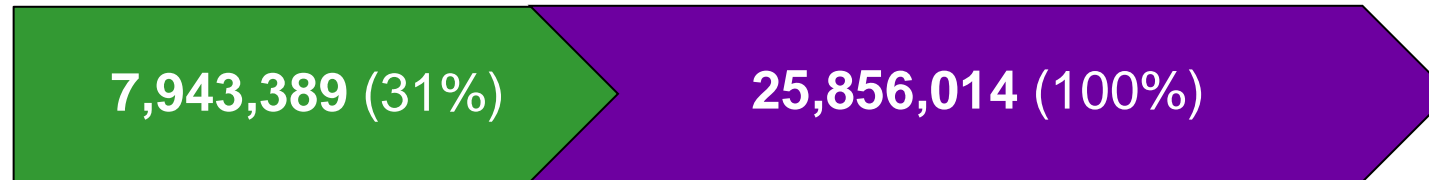


## ***Contract Awards November 2025***

\$25,856,014 in contracts were awarded

- \$7,943,389 was awarded to DBE firms.
- Of the DBE contracts \$7,943,389 was awarded to DBE/SBE Prime Contractors.

Total DBE participation (commitment) is 31%.





# ***Current DBE Projects***

<b>Project</b>	<b>Contract Amount</b>	<b>DBE Contract Commitment</b>	<b>Payments Made to DBE</b>	<b>Tentative Completion Date</b>
Transit Ferry Services	\$8,442,843	\$842,442	\$1,459,324	1/2026
OSHA Program Development and Training	\$203,800	\$203,800	\$136,008	5/2026
Universal Accessibility Study	\$258,221	\$87,588	\$35,325	5/2026
On Call Technical Safety Support	\$545,572	\$545,572	\$531,687	3/2026
Drug and Alcohol Testing Services	\$250,000	\$250,000	\$115,583	9/2026



# Current DBE Projects

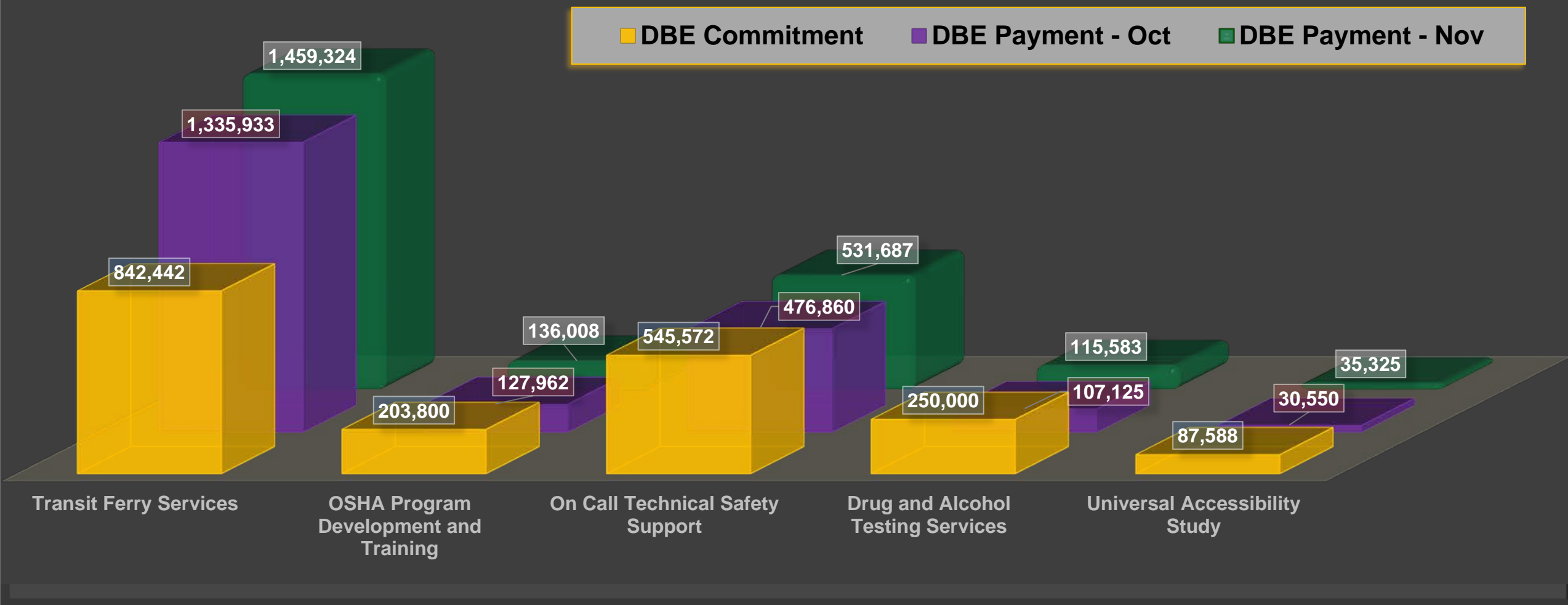
Project	Contract Amount	DBE Contract Commitment	Payments Made to DBE	Tentative Completion Date
Pest Control Services	\$178,568	\$178,568	\$27,703	5/2029
Climate Adaptive Transit Shelter Design	\$650,000	\$117,000	\$0	12/2026
Fare Collection System Upgrade Consultant	\$500,000	\$111,500	\$0	7/2027
Streetcar System Modernization Master Plan	\$1,200,000	\$444,000	\$0	9/2026
Standard Operating Procedure (SOP) Development	\$300,000	\$150,000	\$0	3/2026





# Current DBE Projects

Project	Contract Amount	DBE Contract Commitment	Payments Made to DBE	Tentative Completion Date
Algiers Ferry Terminal & Maintenance Building Renovation	\$9,538,000	\$3,554,812	\$0	12/2026



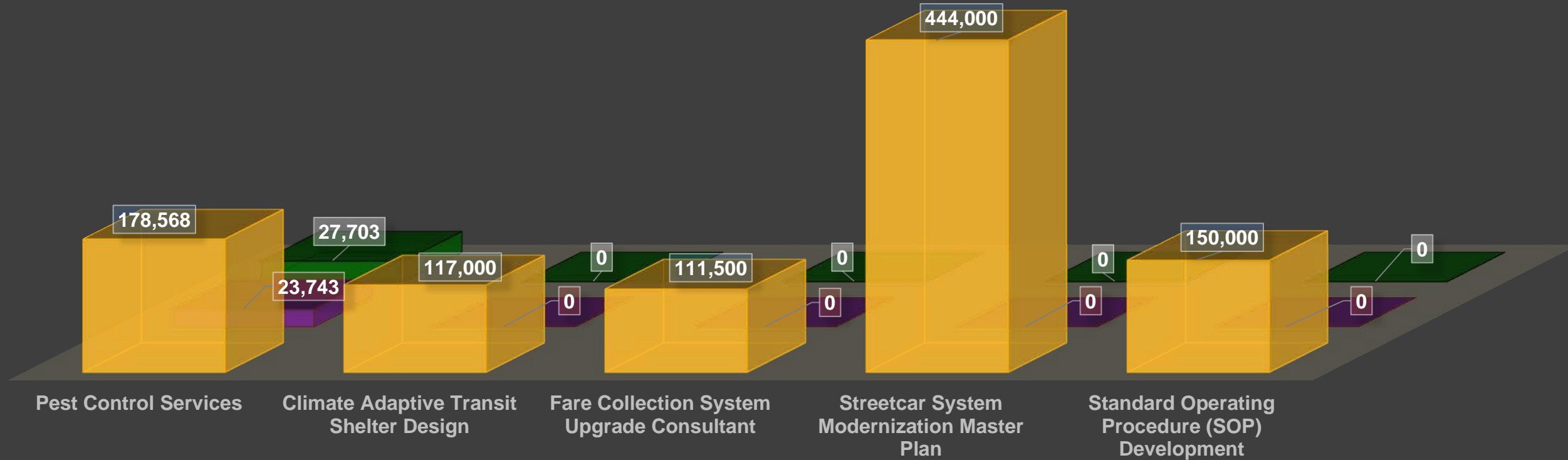
## ***Current DBE Projects***

Payments made to DBEs compares October 2025 to November 2025

■ DBE Commitment

■ DBE Payment - Oct

■ DBE Payment - Nov



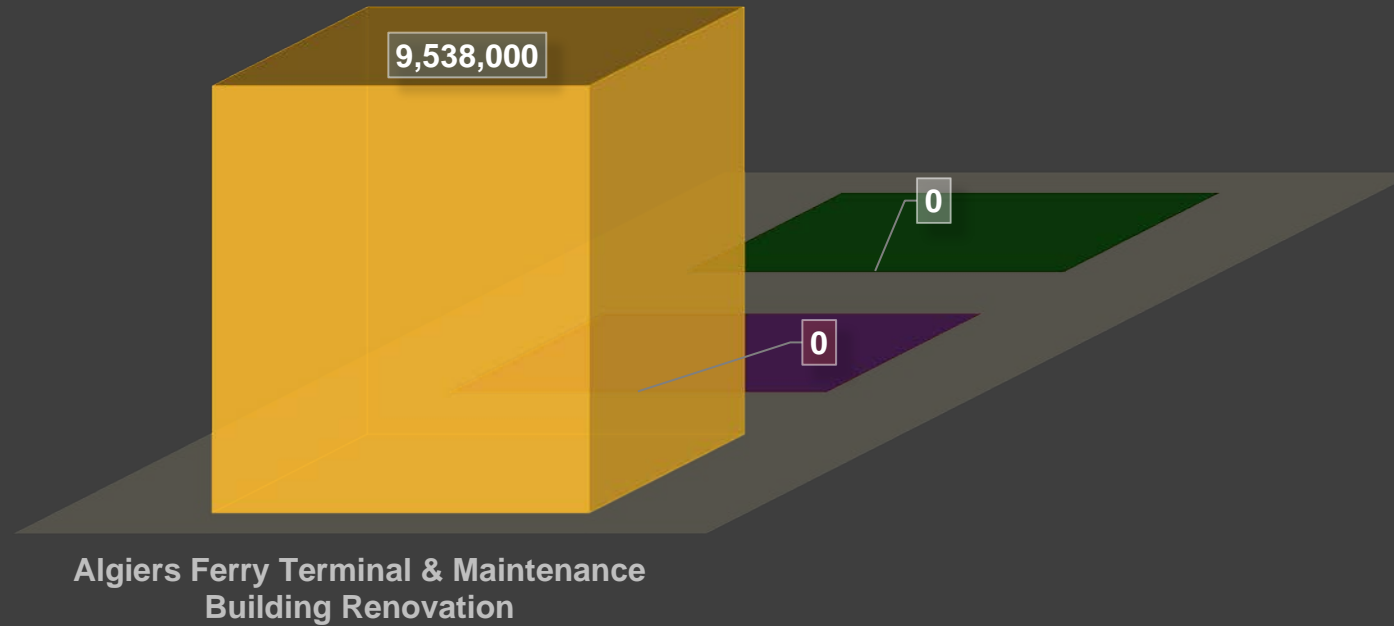
## Current DBE Projects

Payments made to DBEs compares October 2025 to November 2025

■ DBE Commitment

■ DBE Payment - Oct

■ DBE Payment - Nov



## ***Current DBE Projects***

Payments made to DBEs compares October 2025 to November 2025

# Current SBE Projects

Project	Contract Amount	SBE Goal	Payments Made to SBE	SBE Goal	% Goal Achieved Oct 2025	% Goal Achieved Nov 2025	Tentative Completion Date
Advertising Campaigns & Media Buying Services	\$600,000	\$600,000	\$467,285	100%	75%	78%	2/2028
Algiers Ferry Buildings Renovation	\$1,100,000	\$1,100,000	\$627,950	100%	57%	57%	11/2026
Algiers Ferry Barges Replacement	\$1,365,265	\$1,365,265	\$582,117	100%	43%	43%	9/2026
Website Services	\$300,000	\$300,000	\$183,326	100%	58%	61%	5/2026
Transit Stops Inventory Improvement	\$493,430	\$493,430	\$280,600	100%	55%	57%	1/2026

SBE goal achieved compares October 2025 to November 2025

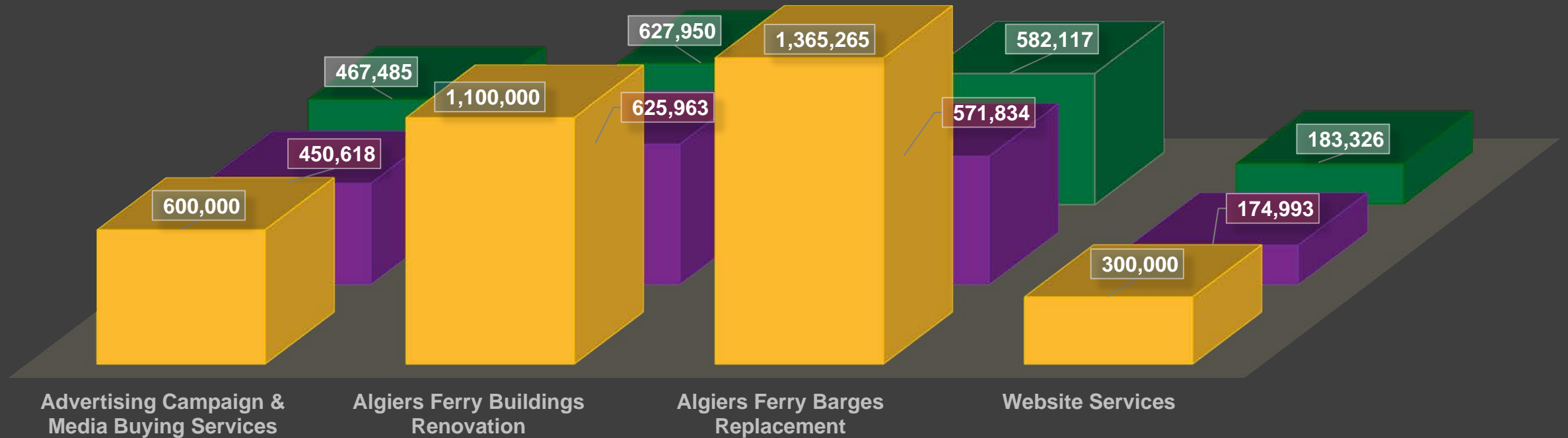


# Current SBE Projects

Project	Contract Amount	SBE Goal	Payment Made to SBE	SBE Goal	% Goal Achieved Oct 2025	% Goal Achieved Nov 2025	Tentative Completion Date
Rampart/Loyola Streetcar Electrical Feeder Repair	\$72,000	\$72,000	\$29,478	100%	39%	41%	5/2026
Transit Shelter Permitting for Broad and Canal Street	\$39,831	\$39,831	\$0	100%	0%	0%	12/2025
Opportunity Pass Marketing & Outreach Services	\$96,450	\$96,450	\$7,325	100%	0%	7%	2/2026
All Stations Accessibility Program – St Charles Streetcar	\$1,300,000	\$1,300,000	\$0	100%	0%	0%	12/2026

SBE goal achieved compares October 2025 to November 2025





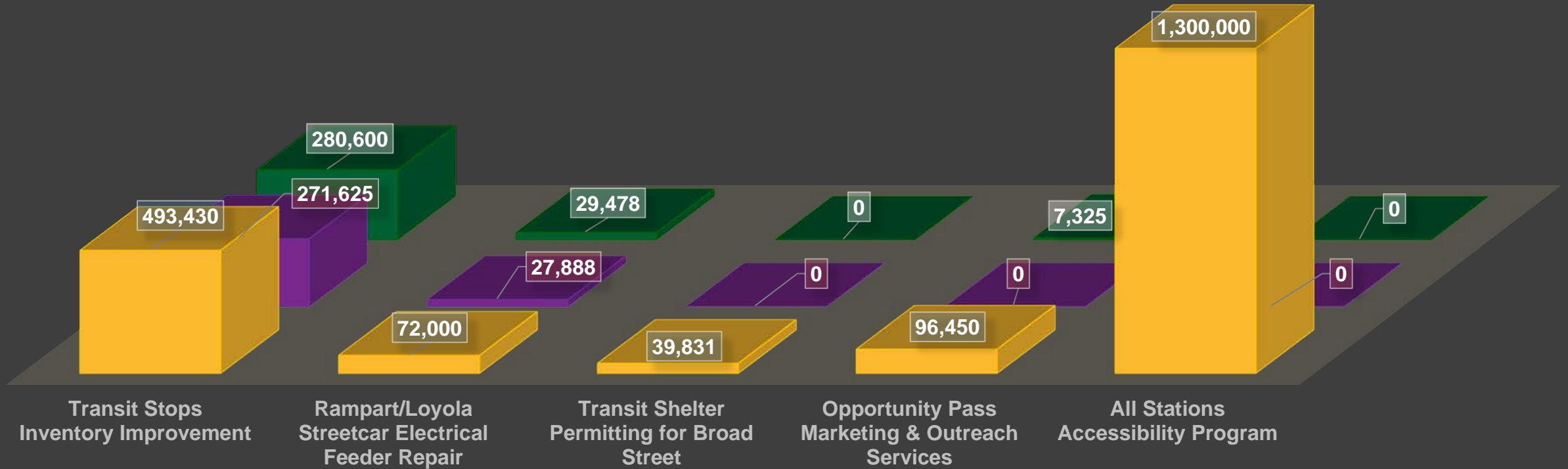
## Current SBE Projects

Payments made to SBEs compares October 2025 to November 2025

■ SBE Goal

■ SBE Payment - Oct

■ SBE Payment - Nov



## Current SBE Projects

Payments made to SBEs compares October 2025 to November 2025



# DBE/SBE Outreach Events



The City of New Orleans  
Proudly Presents the  
2026 Cohort

**2<sup>ND</sup> ANNUAL**  
**MEET THE MENTOR-PROTÉGÉ EVENT**



Office of Supplier Diversity  
Mentor-Protégé Program

**December 4, 2025**  
**11:30am - 1:30pm**

**1340 POYDRAS ST. STE. 2140**  
**NEW ORLEANS, LA 70112**

[CLICK HERE TO RSVP](#)



# ***DBE/SBE Business Development Trainings***

## **DBE Workshop: Marketing Trends and Strategies for Small Businesses**

The learning objective of this workshop is to teach small and disadvantaged firms how to market through email marketing.

**Tuesday, November 25<sup>th</sup> 5:30 PM to 7:00 PM**

RTA Board Room, 2nd Floor  
2817 Canal Street, New Orleans



# *Questions?*



## 9. Chief Planning and Capital Project Officer's Report



# Open Projects: Construction

## Algiers Ferry Buildings Renovation

Rehabilitate and modernize the 40-year-old Algiers Ferry Terminal for modern vessels and access, add Marine administrative offices, develop concessions/public space. Renovate Lower Algiers Maintenance Facility.

### Contracting:

Engineer: Batture

Contractor: CDW Services

Contracting Strategy: D/B/B

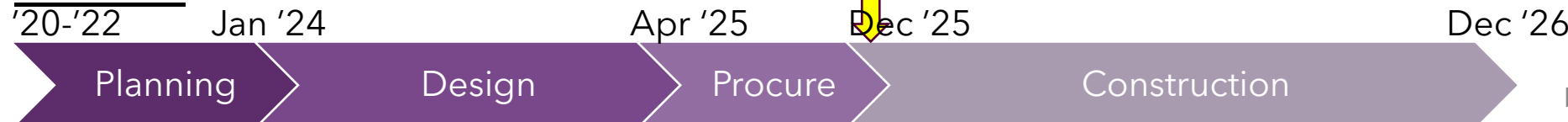
### Project Budget:

Total: \$11,407,000 (70% grant funded)

### Status:

- Planning Groundbreaking event 12/8
- Contractor mobilization

### Schedule:



### Board Action:

None currently



# Open Projects: Construction

## Zero Emission Bus Pilot

Purchase of three (3) electric buses and charging infrastructure. Engineering is included in the purchase.

### **Contracting:**

Engineer: Kimley Horn

Contractor: New Flyer

Contracting Strategy: Named partner (turnkey)

### **Project Budget:**

Total: \$6,791,092 (85% grant funded)

### **Status:**

- Buses arrive in Q1 2026
- Depot construction [underway](#)
- N.O. East Hub construction in January 2026

### **Schedule:**

- Construction NTP: November (Depot) January 2026 (N.O. East hub)
- Electric Bus Roll Out: Fall 2026



### **Board Action:**

None currently





# Open Projects: Design

## Algiers Ferry Barges Modernization

Replace landing barges at Algiers Point and Lower Algiers with new, standardized design for interoperability between ferry landing locations.

### Contracting:

Engineer: Infinity Engineering (On-Call A&E)

Contractor: TBD

Contracting Strategy: D/B/B

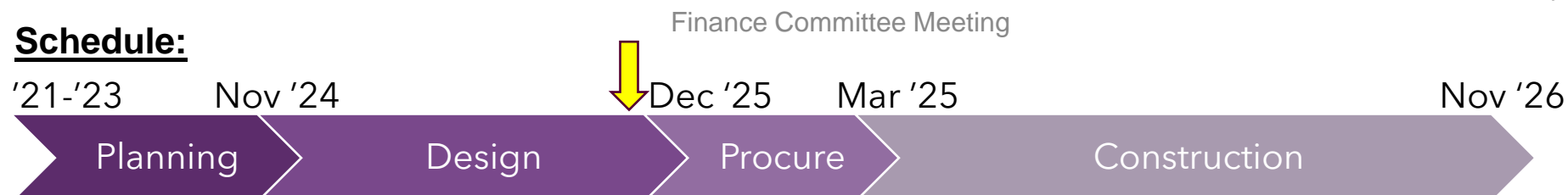
### Project Budget:

Total: \$13,670,000 (80% grant funded)

### Status:

- 3<sup>rd</sup> party design review complete
- [Release bid package for construction \(December\)](#)

### Schedule:



### Board Action:

None currently



# Open Projects: Design

## Resilient, Zero-Emission Fleet

Advance the conversion of bus fleet to zero emissions with 20 vehicles, resilient charging infrastructure, investment in workforce transition.

### Contracting:

PM:	CTE (Named partner)
Design:	Jacobs (Named partner)
Charging Equipment:	Heliox (Named partner)
Construction:	TBD
Vehicles:	TBD
Workforce Dev:	Delgado, IBEW (Named partners)

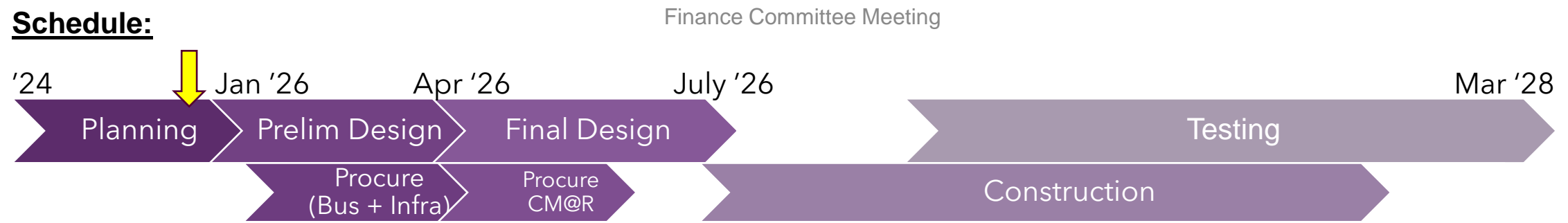
### Project Budget:

Total: \$81,832,687

### Status:

- Evaluating propulsion technology alternate
- Finalize Grant Agreement and Scope

### Schedule:



ON HOLD



### Board Action:

Bus order (TBD)

Key equipment order (TBD)





# Open Projects: Design

## BRT: East-West Bank Corridor

Replace landing barges at Algiers Point and Lower Algiers with new, standardized design for interoperability between ferry landing locations

### Contracting:

Prelim. Engineer: [AECOM](#)

Final Engineer: TBD

CMAR Contractor: TBD

Contracting Strategy: CMAR

### Project Budget:

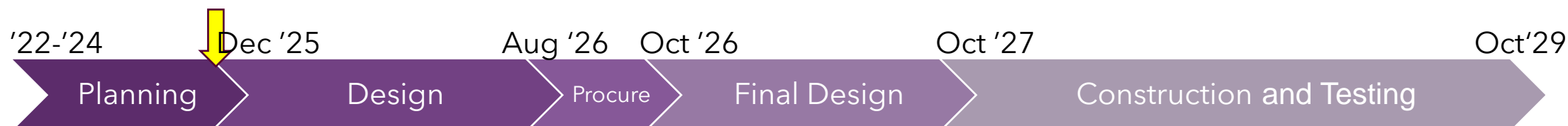
Total: \$250-350 million

### Status:

- Execute contract and issue NTP
- [Scheduling kickoff for early January](#)

### Schedule:

Finance Committee Meeting



### Board Action:

None currently



# Open Projects: Planning

## Streetcar System Modernization Masterplan

- Detailed condition assessment of power, electrical, track, guideway and vehicles.
- Develop modernization scenarios for all systems that includes 100% full ADA-compliant fleet.
- Support community engagement of process and selection of preferred scenario and final plan.

### Contracting:

Consultant: HDR

### Schedule:

- NTP: November 2025
- Modernization Scenarios: September 2026
- Board-adopted Alternative: October 2026

### Status:

- Data collection / existing conditions underway
- Developing community engagement plan



### Board Action:

None currently



# Open Projects: Plans/Studies

Plan/Study	Scope	Status	Budget	Funding Source
Universal Accessibility Study	Roadmap for access to all RTA services regardless of ability, implementation plan and evaluation framework	Finalizing Framework with FTA / Advisory Cte	\$250,000	Local (Operating)
Transit Stop Inventory Update & Assessment	Update transit stops inventory and ADA compliance; develop improvement program;	<ul style="list-style-type: none"><li>• 100% stops surveyed</li><li>• Design guide draft</li><li>• Drafting capital improvement</li></ul>	\$600,000	Local (Operating)
Fare Modernization Initiative Consultant	Service related to: <ul style="list-style-type: none"><li>• fare modernization plan;</li><li>• technology procurement;</li><li>• Implementation support</li></ul>	Draft fare study (industry scan + existing conditions) under review	NTE \$876,000	Capital (80% Fed)



# Open Projects: In Procurement

Name	Number	Solicitation	Status	Budget
All Stops Accessible, St Charles Streetcar	2023-FL-04	Upgrade 40 streetcar stops for ADA-compliance	Environmental review underway NTP following Env	\$6,900,000 (total project)
St Charles Downtown Loop Phase 4	2023-FG-01	Replace track around Harmony Circle	Award Design in December	\$26,300,000 (total project)
Program Management Services (BRT + CIP)	n/a	PM/CM Support for Capital Program	Evaluating RFQ responses	On-call
Carrollton Double Crossover Replacement	2019-FG-01	Installation of special trackwork at end of St Charles streetcar	Re-bid for Dec 2025	\$2,000,000



# Open Projects: In Development

Name	Number	Scope	Status	Budget
Paratransit Software Modernization	2023-IT-03	Replace paratransit booking, routing, scheduling and eligibility software	Using State Contract Award for 1/2026	\$1.4 million
Downtown Transit Center	2015-FA-01	100% Design	RFQ released 10/29; due 12/22	\$33 million (total project)
Major Transit Hubs	2024-FA-04	100% Design of 2 Major Hubs (NO East + Gentilly)	RFQ released 11/11 due 12/17	\$13.8 million (total project)



# Grants / Funding Request

Grant Program	Funding Request	Status	Federal Amount Awarded	Scope Request
FY25 Low/No + Bus & Bus Facilities	\$27.2 million Fed \$6.8 million RTA	Not Awarded	-	8 fixed-route buses ENO ad Canal Facility Improvements



# *Questions?*



# Agenda

## 10. Authorizations

### A. Reconsiderations:

Cooperative Endeavor Agreement between the City of New Orleans 25-016  
and the New Orleans Regional Transit Authority for Supporting  
Unhoused Individuals

Fare Policy Amendment No. 1 (GEN 11) 25-142



# Cooperative Endeavor Agreement between the City of New Orleans and RTA for Supporting Unhoused Individuals

**#25-016**



# Benefits of Cooperative Endeavor Agreement

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**Fulfills Social Welfare Mandate:** Establishes a formal, lawful Cooperative Endeavor Agreement (CEA) to connect unhoused individuals at RTA property with essential City-led social services and support, aligning with the authorized use of funds for programs of social welfare.

**Leverages High-Capacity Partner:** The RTA lacks in-house outreach capacity and relies on one dedicated RTA liaison (RTA Emergency Management) for coordination

**Accesses Massive Resource Pool:** OHSS provides 13 dedicated outreach specialists, plus full access to the Homeless Network (HINS) and non-profit support (Unity, etc.).

**Focuses RTA on Core Operations:** RTA's role is limited to coordination, notification, and minimal resources, allowing us to maintain focus on transit operations.

**Emergency Response Capability:** Authorizes RTA to assist OHSS during declared City emergencies (e.g., cooling centers), subject to operational capacity.

# Benefits of Cooperative Endeavor Agreement

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**Minimal Financial Impact:** RTA contribution is capped at an in-kind value of \$3,750 per year (up to 3,000 transit passes).

**High Accountability:** OHSS must provide RTA with monthly summaries documenting outreach activities, incidents referred, responses conducted, and detailed pass utilization.

**Data-Driven Review:** RTA ensures effectiveness through mandatory quarterly joint reviews with OHSS to assess compliance, program performance, and areas for continuous improvement.

**Enhanced Planning Data:** RTA gains aggregated and anonymized data on incidents and outreach, supporting better planning and resource deployment without violating privacy laws.

# Summary of Changes

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- Board Report
  - Removed “and Enhancing Transit Safety” from title.
  - Removed or edited content mentioning “Safety” or “safe” throughout.
- Resolution
  - Removed “and Enhancing Transit Safety” from title.
  - Removed terms “safe”, “the safety (of)”, and “promoting safety”.
- CEA
  - Removed “safe” from “providing safe, accessible, and reliable public transportation...”
  - Changed “safe conditions” to “appropriate conditions”.
  - Added term “compliance” to *Article I – Purpose* in lieu of “safety”.



# *Questions?*



# Agenda

## 10. Authorizations

### A. Reconsiderations:

Cooperative Endeavor Agreement between the City of New Orleans 25-016  
and the New Orleans Regional Transit Authority for Supporting  
Unhoused Individuals

Fare Policy Amendment No. 1 (GEN 11) 25-142

# Fare Policy Amendments

## Fare Policy

Seeking recommendation on language to include in drafted fare policy amendment.

## Fare-Free Days in Focus

Chosen wording will specify the **number** and **occasions** for fare-free transit days observed in a calendar year.



# Fare-Free Days—Currently Recognized

## Election Days

- ‘All future City-Wide Elections in Orleans Parish’
- Board Resolution 20-049

## Civil Rights Pioneers

- Rosa Parks Day
  - February 4
- Claudette Colvin Day
  - September 5

# Fare-Free Days—Assumptions

## Election Days

LA Secretary of State identifies four such election days in a typical year

- In practice the number depends on election qualifying, special elections

CY 2025: two (2) election days in Orleans Parish (*out of 4 on original calendar*)

*CY 2026: four (4) election days on calendar*

*CY 2027: four (4) election days on calendar*

## Fare Revenue Foregone

\$25,000 – \$35,000 in foregone revenue per average service day

*(actual will vary by day of week, weather, season, holidays/special events, etc.)*

# Election Days—Policy Language

## Option A

### *Election Days w/ definition*

“City-wide elections certified by the Louisiana Secretary of State on which candidates for city-wide, statewide, or federal office appear are to be observed with fare-free transit, on all modes operated by the RTA, by resolution of the RTA Board of Commissioners, to help the riding public get to their designated polling places.”

## Option B

### *Election Days plus One Early Voting Saturday*

“City-wide elections certified by the Louisiana Secretary of State on which candidates for city-wide, statewide, or federal office appear are to be observed with fare-free transit, on all modes operated by the RTA, by resolution of the RTA Board of Commissioners, to help the riding public get to their designated polling places.

Additionally, the RTA will provide fare-free transit on all modes at the discretion of the CEO on one Saturday during early voting periods for election days defined above.”

## Option C

### *Election Days plus Two Early Voting Saturdays*

“City-wide elections certified by the Louisiana Secretary of State on which candidates for city-wide, statewide, or federal office appear are to be observed with fare-free transit, on all modes operated by the RTA, by resolution of the RTA Board of Commissioners, to help the riding public get to their designated polling places.

Additionally, the RTA will provide fare-free transit on all modes at the discretion of the CEO on all Saturdays during early voting periods for election days defined above.”

# Fare-Free Elections—Est. Annual Financial Impact

Scenario	Policy Option A Election Days only	Policy Option B Election Days + 1	Policy Option C Election Days + 2
1 Election Day	\$ 30,000 foregone <i>Existing policy</i>	\$ 60,000 foregone <i>- \$ 30,000 net</i>	\$ 90,000 foregone <i>- \$ 60,000 net</i>
2 Election Days	Est. \$ 60,000 foregone <i>Existing policy</i>	\$ 120,000 foregone <i>- \$ 60,000 net</i>	\$ 180,000 foregone <i>- \$ 120,000 net</i>
4 Election Days	Est. \$ 120,000 foregone <i>Existing policy</i>	Est. \$ 240,000 foregone <i>- \$ 120,000 net</i>	\$ 360,000 foregone <i>- \$ 240,000 net</i>

# Fare-Free Holidays—Equity Recognition

## Option A

### *Existing Policy*

Continue to observe **two days a year**—February 4 and September 5—with fare-free transit separately, in recognition of Rosa Parks and Claudette Colvin.

## Option B

### *Transit Equity Day*

Observe a singular **Transit Equity Day on February 4** in recognition of the contributions of Rosa Parks, Claudette Colvin, Martha White, and all other civil rights pioneers who have sacrificed to make transit more equitable.

# Fare-Free Holidays—Policy Language

## Option A

### *Existing Policy*

“Rosa Parks Day shall be observed each year on Rosa Parks’ February 4 birthday. Claudette Colvin Day shall be observed each year on Claudette Colvin’s September 5 birthday. To honor their courageous assertions of equal rights for African Americans and to commemorate their historic roles in America’s Civil Rights movement, those days are to be observed with fare-free transit, on all modes operated by the RTA.”

## Option B

### *Transit Equity Day*

“Transit Equity Day shall be observed each year on Rosa Parks’ February 4 birthday. To honor the courageous actions of Rosa Parks, Claudette Colvin, Martha White, and all other pioneers who strove to assert equal rights for African Americans, this day will be observed with fare-free transit, on all modes operated by the RTA.”

# Fare-Free Holidays—Estimated Financial Impact

## Option A

### *Existing Policy*

RTA observes **two days of fare-free transit** for the recognition of Civil Rights pioneers each year

The agency forgoes an estimated \$60,000\* in total (\$30,000 per day).

## Option B

### *Transit Equity Day*

RTA observes **one day of fare-free transit** in recognition of Civil Rights Pioneers each year

The agency would forgo an estimated \$30,000\* in total (**net +\$30,000 from existing policy**).

# Next Steps

- Amend fare policy board item with today's recommendations
- Present full set of amendments to Fare Policy at Board of Commissioners meeting on 12/16







# *Questions?*



# Agenda

## 10. Authorizations (cont'd)

### B. Procurements:

Renewal of Excess Workers' Compensation Insurance for RTA Employees (2025-2027)	25-159
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### C. Amendments:

Contract Extension #1 for General Counsel Services with Wright Gray Harris, LLC	25-156
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### D. Ratifications:

Ratification: Grant Application Submission for FY26 Section 5339 (Bus and Bus Facilities)	25-162
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# ***Agenda***

## **11. New Business**



# ***Agenda***

## **12. Audience Questions & Comments**



# ***Agenda***

## **13. Adjournment**