



2817 Canal Street
New Orleans, LA 70119

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

Tuesday, February 25, 2025

10:00 AM

RTA Board Room

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 Tuesday, February 25, 2025 at 10:00 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 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).

1. Call to Order

2. RTA Chairman's Report

A. Swearing in of Commissioner

B. Assignment of Committees

3. Roll Call

4. Consideration of Meeting Minutes (January 28, 2025)

[Board Meeting Minutes - January 28, 2025]

[25-019](#)

5. Reports

A. Operations & Administration Committee Chairman's Report

B. Finance Committee Chairman's Report

[December 2024 Financials]

[25-020](#)

C. RTA General Counsel's Report

D. RTA Chief Executive Officer's Report

E. Chief Transit Officer's Report

F. RTA Chief Financial Officer's Report

6. Informational Report on the Capital Improvement Program (CIP)

7. Report by the LA DOTD - Mr. Kevin Lawson

8. Consent Agenda

Authorization Resolution to file applications with the Federal Transit Administration

[25-012](#)

9. Authorization

Internal Audit 2025 Annual Report and Audit Plan

[25-013](#)

10 New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)

11. Audience Questions and Comments

12. Executive Session (2/3RDS VOTE TO CONSIDER)

A. Kentrell Leggins v. Transdev Services

B. Keith Morris v. Ernest Skidmore

C. Travis Anthony Peters v. Transdev

D. Stanley Jenkins v. RTA

E. Brandon Gillam v. RTA

F. Personnel Matters

13. Adjournment

[02.25.25 Board Meeting PowerPoint Presentation]

[25-026](#)



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-019

Board of Commissioners

[Board Meeting Minutes - January 28, 2025]



2817 Canal Street
New Orleans, LA 70119

New Orleans Regional Transit Authority Board of Commissioners

Meeting Minutes - Draft

Tuesday, January 28, 2025

10:00 AM

RTA Board Room

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1. Call to Order

2. Roll Call

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

Present: Chairperson Fred Neal, Vice-Chairman Art Walton,
Commissioner Timolyn Sams, Commissioner Flozell Daniels,
Commissioner Louis Colin, and Commissioner Mitchell Guidry

Absent:

3. Consideration of Meeting Minutes

Commissioner Daniels moved and Commissioner Walton seconded to approve the Board Meeting of December 17, 2024. The motion was approved unanimously.

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

Aye: Chairperson Neal, Vice-Chairman Walton, Commissioner Sams, Commissioner Daniels, Commissioner Colin, and Commissioner Guidry

Absent:

[Board Meeting Minutes 12.17.24] [25-010](#)

[Special Board Meeting] [25-011](#)

Commissioner Sams moved and Commissioner Daniels seconded to approve the Special Board Meeting Minutes. The motion was approved unanimously.

4. Reports

A. RTA Chairman's Report

Commissioner Neal stated that he was grateful for staff being able to adjust and assist the City of New Orleans with all the different issues taking place in the City.

B. Operations & Administration Committee Chairman's Report

No Report.

C. Finance Committee Chairman's Report

No Report.

D. RTA General Counsel's Report

No Report.

E. RTA Chief Executive Officer's Report

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

The CEO stated that during the snow storm the RTA staff adjusted bus service and the operators were very safe during this event. She stated that New Orleans saved the region by procuring snow plows. Commissioner Walton added that this snowstorm was a major event and the City of New Orleans handled this storm with great pride. Commissioner Colin agreed and stated that when major events affect the City of New Orleans the RTA employees become first responders.

The CEO mentioned that the signal box for the streetcars was damaged when the copper was stolen. In response to Commissioner Guidry, the streetcars was currently

operating but very cautiously with the signals not working. The RTA has a CEA with the railroad that will cover the repair of the signal box. The City of New Orleans contractor is responsible for the signal repairs for Rampart and Canal Streetcars.

The CEO stated that the RTA was communicating the changes to bus routes on the LePass App and the website during the Super Bowl. It was reported that flyers were placed on the buses and at bus stops to inform riders of changes. The flyers have a QR Code that can be scanned for bus route information. Commissioner Guidry and Commissioner Daniels want to make sure that the Ride Line was properly trained to handle all the calls that they were going to receive during the Super Bowl. It was also mentioned that the RTA will run two ferries during the Super Bowl event. Commissioner Guidry asked about paratransit services to Super Bowl visitors. The CEO responded by saying that paratransit riders from other states would have to make a reservation for services.

Regarding advertising, the CEO reported that the RTA was going to look into trade marking the RTA and taking any opportunity to make money off the streetcars. Commissioner Sams cautioned staff to be aware of the image of the RTA and the City of New Orleans when selling advertisements for streetcar wrapping purposes. The CEO also reported that the RTA has entered an CEA with Ashe Art to create murals at the ferry terminal and RTA's 'contribution to this project is \$25,000 grant funds.

Regarding bus service, Commissioner Guidry stated that the Westbank commuters have to stop at the UPT to transfer to another route that is a long walk for the passengers. He suggested staff revisit this transfer hub, and stated Tulane and Claiborne would be a better location for passengers to transfer.

The CEO also reported that the City of New Orleans was working with the private sector to run a Park-N-Ride Shuttle from New Orleans East and the RTA was working with the City of New Orleans and Ride to make sure that all RTA information will reach the riders.

F. Chief Transit Officer's Report

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

Commissioner Sams suggested that the different trends in ridership should be presented to the Board on a Quarterly Basis with an explanation. She also asked how does the RTA reward operators of the month. The CEO stated that the agency does honor employees and they may be given something from the RTA store. Commissioner Neal added that management needs to get with the Union and come up with some type of reward for the operators.

G. RTA Chief Financial Officer's Report

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

[Financial Statement]

[25-004](#)

5. Consent Agenda

Commissioner Daniels moved and Commissioner Colin seconded to adopt the Consent Agenda Item. Resolution No. 25-002 was adopted unanimously.

A motion was made by Daniels, seconded by Colin and adopted. The motion carried by the following vote:

Aye: Chairperson Neal, Vice-Chairman Walton, Commissioner Sams, Commissioner Daniels, Commissioner Colin, and Commissioner Guidry

Absent:

Swiftly Contract Award for Software Services

[24-116](#)

Commissioner Daniels moved and Commissioner Colin seconded to adopt the Swiftly Contract Award for Software Services. Resolution No. 25-003 was adopted unanimously.

Enactment No: 25-003

Settlement Authorization Policy

[24-133](#)

Commissioner Daniels moved and Commissioner Colin seconded to adopt the Settlement Authorization Policy. Resolution No. 25-004 was adopted unanimously.

FY25 PROTECT Grant Resilience Improvement Application/Bus Shelter Installations

[24-143](#)

Commissioner Daniels moved and Commissioner Colin seconded to adopt the FY25 Protect Grant Resilience Improvement Application/Bus Shelter Installations. Resolution No. 25-005 was adopted.

Enactment No: 25-005

Third-Party Administrator of Automobile/General Liability and Workers' Compensation Claims

[24-147](#)

Commissioner Daniels moved and Commissioner Colin seconded to adopt the Third-Party Administrator of Automobile/General Liability and Workers' Compensation Claims. Resolution No. 25-006 was adopted unanimously.

Enactment No: 25-006

Approval of the 2025 RTA Agency Safety Plan

[24-148](#)

Commissioner Daniels moved and Commissioner Colin seconded to adopt the

2025 RTA Agency Safety Plan. Resolution No. 25-007 was adopted unanimously.

Changes to the Office of Internal Audit and Compliance's Internal Audit Charter

[24-150](#)

Commissioner Daniels moved and Commissioner Colin adopted the Changes to the Office of Internal Audit and Compliance's Internal Audit Charter. Resolution No. 25-008 was adopted unanimously.

Enactment No: 25-008

6. Authorizations

CEA Agreement with Ashe' Cultural Arts Center and the RTA

[25-008](#)

Commissioner Sams moved and Commissioner Daniels seconded to adopt the CEA Agreement with Ashe' Cultural Arts Center and the RTA. Resolution No. 25-009 was adopted unanimously.

A motion was made by Commissioner Sams, seconded by Daniels and adopted. The motion carried by the following vote:

Aye: Chairperson Neal, Vice-Chairman Walton, Commissioner Sams, Commissioner Daniels, Commissioner Colin, and Commissioner Guidry

Absent:

Enactment No: 25-009

Ratification of Payment of CY 2024 Louisiana Second Injury Fund Assessment

[25-009](#)

Commissioner Colin moved and Commissioner Sams seconded to adopt the Ratification of Payment of CY 2024 Louisiana Second Injury Fund Assessment. Resolution No. 25-009 was adopted unanimously.

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

Aye: Chairperson Neal, Vice-Chairman Walton, Commissioner Sams, Commissioner Daniels, Commissioner Colin, and Commissioner Guidry

Absent:

Enactment No: 25-010

7. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)

None.

8. Audience Questions and Comments

Courtney Jackson - RIDE - Asked the RTA for its Communication Policy approved by the Board. The riders need to have more communications from the RTA when unprecedented events occur on the routes. RIDE thanked the RTA for putting transit back on the street that Friday after the Snow Event. Courtney Jackson also mentioned that in the RTA's press release it reference "major routes would be put back on the streets" the riding public was not aware of what were "major routes" and was referred to the website and the RTA's website crashed. The riding public did not receive the necessary information regarding major routes until noon on Friday.

Commissioner Daniels stated that the Board has concerns about the communications that the passengers are receiving. The riding public should be able to sign up to receive text messages from the RTA. Courtney Jackson indicated that the RTA needs to establish a focus group of riders to help them better understand the riding public needs. Courtney Jackson further stated that RIDE has a great relationship with the RTA and is willing to work with the RTA to fill the gaps when needed to communicate to the riding public. Commissioner Sams stated that community engagement is very important to the Board, the agency need to understand that everyone is not on social media and staff need to figure out a way to reach all passengers

Ronald Horn - President of ATU 1560 - State that during the snowstorm there was great communications between management and the Union and he wanted to thank the operators that showed up to work on that Friday. Commissioner Daniels stated that the Board has a great partnership with the Union.

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

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

Commissioner Daniels moved and Commissioner Sams approve to come out of Executive Session. The motion was approved unanimously.

Meeting Reconvened

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

Aye: Chairperson Neal, Vice-Chairman Walton, Commissioner Sams, Commissioner Daniels, Commissioner Colin, and Commissioner Guidry

Absent:

- O.E. By and Through His Parents versus New Orleans Regional Transit Authority

Commissioner Daniels moved and Commissioner Walton seconded to approve the Ratification of the Execution of the Agreement. The motion was approved unanimously.

- Katherine Felton, Former RTA Chief of Staff - Demand/Prospective Litigation.

Commissioner Daniels stated that since Jefferson Parish was no longer a part of the RTA Board the 66% majority does not apply and the votes are equal and the vote passed by a simple majority. The Board agreed to let the vote stand and get a legal opinion on this vote.

Commissioner Sams moved and Commissioner Daniels seconded to proceed as recommended by the attorney. The motion was passed by 3 yeas and 2 nays. A Roll Call Vote was taken as follows:

Sams	Yes
Daniels	Yes
Neal	Yes
Walton	Nay
Guidry	Nay

10. Adjournment

Commissioner Daniels moved and Commissioner Sams seconded to adjourn the Board Meeting of Tuesday, January 28, 2025. The meeting was adjourned unanimously.



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-020

Board of Commissioners

[December 2024 Financials]

**December 2024
Analysis of Financials**

Budget	Actuals	Variances		Explanation of Variance
		Amount	%age	
<u>Passenger Revenue</u>				
11,730,912	10,289,046	(1,441,866)	(12.3%)	Passenger Fares were 12.3% (\$1.4M) under projections through December while ridership was 6.9% (996K) under budget. Bus ridership maintained the significant increase that was partially due to the use of Automatic Passenger Counting beginning in April 2023, while the Streetcar ridership data temporarily remains with GFI.
<u>Sales Tax</u>				
110,298,648	103,584,659	(6,713,989)	(6.1%)	Sales tax collections are 6.1% below projections through December.
<u>Labor</u>				
67,819,860	62,456,528	5,363,332	7.9%	Labor is \$5.3M (7.9%) under budget through December. ATU wages are slightly over budget while IBEW and Non-Contract Administrative wages are under budget for the year.
<u>Fringe Benefits</u>				
22,948,092	21,387,158	1,560,934	6.8%	Fringe Benefits are 6.8% (\$1.6M) under projections through December. Updates in the accounting process of health benefits is the primary reason for this variance. Analysis and projections are more accurate but analysis continues.
<u>Services</u>				
17,920,488	9,941,735	7,978,753	44.5%	Most Service line items are well under budget through December. Professional/Technical Services (legal fees, consultants, other outside services, etc.), Contract Maintenance Services and Private Security are the main contributors to these shortfalls.
<u>Materials and Supplies</u>				
13,198,860	11,379,851	1,819,009	13.8%	Diesel fuel prices for the month of December were budgeted at \$3.15/gal. (excl. \$0.21/gal. tax). Actual diesel fuel prices for December averaged \$2.21/gal. (before taxes), which was \$0.94/gal. under budget and \$0.02/gal. less than the average price for November. Diesel fuel consumption for December was 55,643 gallons under budget.
<u>Taxes</u>				
494,460	412,707	81,753	16.5%	All taxes were under budget through December.
<u>Miscellaneous Expenses</u>				
837,240	919,211	(81,971)	(9.8%)	Miscellaneous expenses, including travel and other miscellaneous, were 9.8% over budget through December.

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
December 31, 2024
Unaudited**

	Current Month Budget	Actual	\$ Var.	%Var.	Year to Date Budget	Actual	\$ Var.	%Var.	CY2024 Budget
Operating Revenues									
Passenger Fares	977,576	792,881	(184,695)	(18.89%)	11,730,912	10,289,046	(1,441,866)	(12.29%)	11,730,909
General Use Sales Tax	7,645,195	7,479,595	(165,600)	(2.17%)	91,742,340	87,144,921	(4,597,419)	(5.01%)	91,742,336
State Motor Vehicle Sales Tax	708,610	429,592	(279,018)	(39.38%)	8,503,320	6,333,028	(2,170,292)	(25.52%)	8,503,325
Hotel/Motel Sales Tax	837,749	571,707	(266,042)	(31.76%)	10,052,988	10,106,711	53,723	0.53%	10,052,985
Other Revenue	194,132	202,340	8,208	4.23%	2,329,584	2,494,994	165,410	7.10%	2,329,579
Total Operating Revenues	10,363,262	9,476,115	(887,147)	(8.56%)	124,359,144	116,368,699	(7,990,445)	(6.43%)	124,359,134
Operating Expenses									
Labor	5,651,655	4,910,237	741,418	13.12%	67,819,860	62,456,528	5,363,332	7.91%	67,819,861
Fringe Benefits	1,912,341	1,906,154	6,187	0.32%	22,948,092	21,387,158	1,560,934	6.80%	22,948,089
Services	1,493,374	755,526	737,848	49.41%	17,920,488	9,941,735	7,978,753	44.52%	17,920,491
Materials and Supplies	1,099,905	800,176	299,729	27.25%	13,198,860	11,379,851	1,819,009	13.78%	13,198,860
Utilities	144,632	83,042	61,590	42.58%	1,735,584	1,506,167	229,417	13.22%	1,735,583
Casualty & Liability	1,002,708	776,092	226,616	22.60%	12,032,496	9,311,753	2,720,743	22.61%	12,032,500
Taxes	41,205	35,775	5,430	13.18%	494,460	412,707	81,753	16.53%	494,454
Miscellaneous	69,770	39,580	30,190	43.27%	837,240	919,211	(81,971)	(9.79%)	837,242
Leases and Rentals	19,622	18,220	1,402	7.14%	235,464	193,897	41,567	17.65%	235,462
Total Oper. Exp. (excl. Depr.)	11,435,212	9,324,802	2,110,410	18.46%	137,222,544	117,509,007	19,713,537	14.37%	137,222,542
Net Operating Revenue	(1,071,950)	151,314	1,223,264	(114.12%)	(12,863,400)	(1,140,308)	11,723,092	(91.14%)	(12,863,408)
TMSEL Legacy Costs									
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%	0
TMSEL Health Benefit Costs	97,836	83,326	14,510	14.83%	1,174,032	1,204,501	(30,469)	(2.60%)	1,174,033
TMSEL Workers' Comp. Costs	21,333	160,995	(139,662)	(654.68%)	255,996	1,489,776	(1,233,780)	(481.95%)	256,000
TMSEL All Other Costs	39,332	44,149	(4,817)	(12.25%)	471,984	546,496	(74,512)	(15.79%)	471,985
Total TMSEL Legacy Costs	158,501	288,470	(129,969)	(82.00%)	1,902,012	3,240,772	(1,338,760)	(70.39%)	1,902,018
Net Rev. (Before Gov't. Asst.)	(1,230,451)	(137,157)	1,093,294	(88.85%)	(14,765,412)	(4,381,080)	10,384,332	(70.33%)	(14,765,426)
Maritime Operations									
Passenger Fares	90,399	61,034	(29,365)	(32.48%)	1,084,788	806,215	(278,573)	(25.68%)	1,084,783
Labor and Fringe Benefits	(25,188)	(22,604)	(2,584)	10.26%	(302,256)	(509,510)	207,254	(68.57%)	(302,261)
Services	(46,231)	(29,818)	(16,413)	35.50%	(554,772)	(2,941,987)	2,387,215	(430.31%)	(554,776)
Materials and Supplies	(52,852)	(43,464)	(9,388)	17.76%	(634,224)	(622,911)	(11,313)	1.78%	(634,228)
Taxes	(668)	(669)	1	(0.09%)	(8,016)	(6,284)	(1,732)	21.60%	(8,018)
Purchased Transportation	(914,843)	(821,122)	(93,721)	10.24%	(10,978,116)	(8,916,088)	(2,062,028)	18.78%	(10,978,119)
Other Operating Expenses	(43,031)	(144)	(42,887)	99.67%	(516,372)	(3,581)	(512,791)	99.31%	(516,372)
Preventive Maintenance	49,470	50,000	530	1.07%	593,640	553,970	(39,670)	(6.68%)	593,640
LA State Appropriations	583,333	0	(583,333)	(100.00%)	6,999,996	7,000,000	4	0.00%	7,000,000
State Subsidy	359,611	428,333	68,722	19.11%	4,315,332	6,284,997	1,969,665	45.64%	4,315,351
Total Maritime Operations	0	(378,454)	378,454	(100.00%)	0	1,644,820	(1,644,820)	(100.00%)	0
Government Operating Assistance									
Preventive Maintenance	1,273,950	1,288,604	14,654	1.15%	15,287,400	15,277,615	(9,785)	(0.06%)	15,287,397
State Parish Transportation	151,527	187,179	35,652	23.53%	1,818,324	1,992,169	173,845	9.56%	1,818,321
COVID/ARPA Funding	470,856	14,390,553	13,919,697	2956.25%	5,650,272	14,390,553	8,740,281	154.69%	5,650,266
Total Government Oper. Asst.	1,896,333	15,866,336	13,970,003	736.69%	22,755,996	31,660,337	8,904,341	39.13%	22,755,984
Net Revenue (After Gov't. Asst.)	665,882	15,350,726	15,441,751	2318.99%	7,990,584	28,924,077	17,643,852	220.81%	7,990,558

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
December 31, 2024
Unaudited**

	Current Month				Year to Date				
	Budget	Actual	\$ Var.	%Var.	Budget	Actual	\$ Var.	%Var.	
Net Revenue (After Gov't. Asst.)	665,882	15,350,726	15,441,751	2318.99%	7,990,584	28,924,077	17,643,852	220.81%	7,990,558
Government Non-Operating Rev. (Exp.)									
Federal - Capital (exc. Maritime)	2,399,106	1,343,538	(1,055,568)	(44.00%)	28,789,272	25,004,941	(3,784,331)	(13.14%)	28,789,270
Local - Capital (exc. Maritime)	1,137,474	335,885	(801,589)	(70.47%)	13,649,688	7,968,528	(5,681,160)	(41.62%)	13,649,684
Capital Expenditures (exc. Maritime)	(3,536,580)	(1,679,423)	1,857,157	(52.51%)	(42,438,960)	(32,973,469)	9,465,491	(22.30%)	(42,438,954)
Capital Revenues (Maritime)	360,387	0	(360,387)	(100.00%)	4,324,644	3,065,464	(1,259,180)	(29.12%)	(4,324,649)
Capital Expenses (Maritime)	(360,387)	0	(360,387)	100.00%	(4,324,644)	(3,831,830)	492,814	(11.40%)	4,324,649
FEMA Project Worksheets	0	0	0	0.00%	0	0	0	0.00%	0
FEMA Project Worksheet Expenditure	0	0	0	0.00%	0	0	0	0.00%	0
Loss on Valuation of Assets	0	0	0	0.00%	0	0	0	0.00%	0
Total Gov't. Non-Operating Rev. (Exp)	0	0	0	0.00%	0	(766,366)	(766,366)	0.00%	0
Total Revenues (Expenses) Before Capital Expenditures and Debt	665,882	15,350,726	14,684,844	2205.32%	7,990,584	28,157,711	20,167,127	252.39%	7,990,558
Capital Expenditures									
Interest Income - Capital (bonds)	1,136	11,905	10,769	947.97%	13,632	142,859	129,227	100.00%	13,628
Other Interest Income	5,174	54,234	49,060	948.20%	62,088	650,804	588,716	948.20%	62,082
Debt Service	(672,192)	(521,843)	150,349	22.37%	(8,066,304)	(6,601,872)	1,464,432	18.15%	(8,066,266)
Total Capital Expenditures	(665,882)	(455,704)	210,178	31.56%	(7,990,584)	(5,808,209)	2,182,375	27.31%	(7,990,558)
Net Revenue less Capital Expenditures & Principal on Long Term Debt	0	14,895,021	14,895,021	100.00%	0	22,349,502	22,349,502	100.00%	0
Other Funding Sources									
Restricted Oper. / Capital Reserve	0	(14,895,021)	14,895,021	(100.00%)	0	(22,349,502)	22,349,502	(100.00%)	0
Total Other Funding	0	(14,895,021)	14,895,021	(100.00%)	0	(22,349,502)	22,349,502	(100.00%)	0
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%	0
Depreciation - Local	11,220	378,071	(366,851)	(3269.61%)	134,640	3,963,869	(3,829,229)	(2844.05%)	134,640
Depreciation - Federal	1,887,000	1,512,282	374,718	19.86%	22,644,000	15,855,478	6,788,522	29.98%	22,644,000
Total Depreciation	1,898,220	1,890,353	7,867	(0.41%)	22,778,640	19,819,347	2,959,293	12.99%	22,778,640

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
December 31, 2024
Unaudited**

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Operating Revenues								
Passenger Fares	898,783	792,881	(105,902)	(11.78%)	10,785,395	10,289,046	(496,349)	(4.60%)
General Use Sales Tax	7,158,695	7,479,595	320,900	4.48%	86,616,965	87,144,921	527,956	0.61%
State Motor Vehicle Sales Tax	425,571	429,592	4,021	0.94%	6,163,954	6,333,028	169,074	2.74%
Hotel/Motel Sales Tax	849,752	571,707	(278,045)	(32.72%)	8,957,285	10,106,711	1,149,426	12.83%
Other Revenue	172,517	202,340	29,823	17.29%	2,070,208	2,494,994	424,786	20.52%
Total Operating Revenues	9,505,318	9,476,115	(29,203)	(0.31%)	114,593,807	116,368,699	1,774,892	1.55%
Operating Expenses								
Labor	4,885,875	4,910,237	(24,362)	(0.50%)	60,978,533	62,456,528	(1,477,995)	(2.42%)
Fringe Benefits	1,686,589	1,906,154	(219,565)	(13.02%)	20,239,065	21,387,158	(1,148,093)	(5.67%)
Services	884,072	755,526	128,546	14.54%	10,608,861	9,941,735	667,126	6.29%
Materials and Supplies	909,776	800,176	109,600	12.05%	10,917,313	11,379,851	(462,538)	(4.24%)
Utilities	134,037	83,042	50,995	38.05%	1,608,446	1,506,167	102,279	6.36%
Casualty & Liability	751,733	776,092	(24,358)	(3.24%)	9,020,802	9,311,753	(290,952)	(3.23%)
Taxes	33,125	35,775	(2,650)	(8.00%)	397,501	412,707	(15,206)	(3.83%)
Miscellaneous	35,268	39,580	(4,312)	(12.23%)	47,374	919,211	(871,837)	(1840.34%)
Leases and Rentals	17,278	18,220	(942)	(5.45%)	375,839	193,897	181,943	48.41%
Total Oper. Exp. (excl. Depr.)	9,337,754	9,324,802	12,952	0.14%	114,193,734	117,509,007	(3,315,274)	(2.90%)
Net Operating Revenue	167,564	151,314	(16,251)	(9.70%)	400,073	(1,140,308)	(1,540,381)	(385.02%)
TMSEL Legacy Costs								
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%
TMSEL Health Benefit Costs	81,530	83,326	1,796	2.20%	978,361	1,204,501	226,140	23.11%
TMSEL Workers' Comp. Costs	118,316	160,995	42,679	36.07%	1,419,795	1,489,776	69,981	4.93%
TMSEL All Other Costs	38,373	44,149	5,776	15.05%	460,473	546,496	86,023	18.68%
Total TMSEL Legacy Costs	238,219	288,470	50,251	21.09%	2,858,629	3,240,772	382,143	13.37%
Net Rev. (Before Gov't. Asst.)	(70,655)	(137,157)	(66,502)	94.12%	(2,458,556)	(4,381,080)	(1,922,525)	78.20%
Maritime Operations								
Passenger Fares	92,282	61,034	(31,248)	(33.86%)	1,107,388	806,215	(301,174)	(27.20%)
Labor and Fringe Benefits	(52,775)	(22,604)	30,170	(57.17%)	(633,294)	(509,510)	123,784	(19.55%)
Services	(28,398)	(29,818)	(1,420)	5.00%	(340,777)	(2,941,987)	(2,601,210)	763.32%
Materials and Supplies	(36,555)	(43,464)	(6,910)	18.90%	(438,655)	(622,911)	(184,256)	42.00%
Taxes	(348)	(669)	(321)	92.32%	(6,102)	(6,284)	(182)	100.00%
Purchased Transportation	(608,054)	(821,122)	(213,068)	35.04%	(9,872,259)	(8,916,088)	956,171	(9.69%)
Other Operating Expenses	(137)	(144)	(7)	5.00%	(2,030)	(3,581)	(1,551)	76.43%
Preventive Maintenance	50,000	50,000	0	0.00%	600,000	553,970	(46,030)	(7.67%)
LA State Appropriations	0	0	0	0.00%	0	7,000,000	7,000,000	100.00%
State Subsidy	833,333	428,333	(405,000)	(48.60%)	7,570,000	6,284,997	(1,285,003)	(16.97%)
Total Maritime Operations	249,350	(378,454)	(627,804)	(251.78%)	(2,015,728)	1,644,820	3,660,549	(181.60%)
Government Operating Assistance								
Preventive Maintenance	1,288,604	1,288,604	(0)	(0.00%)	15,463,249	15,277,615	(185,634)	(1.20%)
State Parish Transportation	105,357	187,179	81,822	77.66%	2,046,586	1,992,169	(54,417)	(2.66%)
COVID/ARPA Funding - RTA	379,624	14,390,553	14,010,929	0.00%	4,555,485	14,390,553	9,835,068	0.00%
COVID/ARPA Funding - Ferries	0	0	0	0.00%	0	0	0	0.00%
Total Government Oper. Asst.	1,773,585	15,866,336	14,092,751	794.59%	22,065,320	31,660,337	9,595,017	43.48%
Net Revenue (After Gov't. Asst.)	1,952,280	15,350,726	13,398,446	686.30%	17,591,036	28,924,077	11,333,041	64.43%

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
December 31, 2024
Unaudited**

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Net Revenue (After Gov't. Asst.)	1,952,280	15,350,726	13,398,446	686.30%	17,591,036	28,924,077	11,333,041	64.43%
Government Non-Operating Rev. (Exp.)								
Federal - Capital (exc. Maritime)	1,006,024	1,343,538	337,515	33.55%	12,072,283	25,004,941	12,932,658	107.13%
Local - Capital (exc. Maritime)	477,124	335,885	(141,239)	(29.60%)	5,725,488	7,968,528	2,243,040	39.18%
Capital Expenditures (exc. Maritime)	(1,440,199)	(1,679,423)	(239,224)	16.61%	(17,282,391)	(32,973,469)	(15,691,078)	90.79%
Capital Revenues (Maritime)	99,174	0	(99,174)	(100.00%)	1,190,083	3,065,464	1,875,380	157.58%
Capital Expenses (Maritime)	(341,744)	0	341,744	(100.00%)	(4,100,930)	(3,831,830)	269,100	(6.56%)
FEMA Project Worksheets	0	0	0	0.00%	0	0	0	0.00%
FEMA Project Worksheets Expenditur	0	0	0	0.00%	0	0	0	0.00%
Loss on Valuation of Assets	0	0	0	0.00%	0	0	0	0.00%
Total Gov't. Non-Operating Rev. (Exp)	(199,622)	0	199,622	(100.00%)	(2,395,466)	(766,366)	1,629,100	(68.01%)
Total Revenues (Expenses) Before Capital Expenditures and Debt	1,752,658	15,350,726	13,598,068	775.85%	15,195,570	28,157,711	12,962,141	85.30%
Capital Expenditures								
Bond Interest Income	26,366	11,905	(14,461)	(54.85%)	371,790	142,859	(228,931)	(61.58%)
Other Interest Income	102,781	54,234	(48,547)	(47.23%)	1,177,970	650,804	527,166	44.75%
Debt Service	(447,657)	(521,843)	(74,186)	16.57%	(5,371,887)	(6,601,872)	1,229,985	(22.90%)
Total Capital Expenditures	(318,510)	(455,704)	(137,194)	43.07%	(3,822,127)	(5,808,209)	(1,986,082)	51.96%
Net Revenue less Capital Expenditures & Principal on Long Term Debt	1,434,148	14,895,021	13,460,874	(938.60%)	11,373,443	22,349,502	10,976,059	(96.51%)
Other Funding Sources								
Restricted Oper. / Capital Reserve	(1,434,148)	(14,895,021)	(13,460,874)	938.60%	(11,373,443)	(22,349,502)	(10,976,059)	96.51%
Total Other Funding	(1,434,148)	(14,895,021)	(13,460,874)	938.60%	(11,373,443)	(22,349,502)	(10,976,059)	96.51%
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%
Depreciation - Local	343,356	378,071	(34,715)	(10.11%)	4,189,851	3,963,869	225,982	5.39%
Depreciation - Federal	1,373,424	1,512,282	(138,858)	(10.11%)	16,759,404	15,855,478	903,926	5.39%
Total Depreciation Expense	1,716,780	1,890,353	(173,573)	(10.11%)	20,949,255	19,819,347	1,129,908	5.39%

Regional Transit Authority
Financial Performance Indicators
December 31, 2024
(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)	1,150,295	13,152,516	884,592	9,332,975	250,706	3,601,191	14,997	218,350
Total Platform Hours	64,511	792,185	42,074	501,156	11,501	143,577	10,936	147,451
Passenger Revenue	792,881	10,289,046	518,864	6,206,144	249,717	3,316,368	24,301	278,816
Operating Expenses	9,324,802	117,509,007	6,061,121	74,058,147	1,864,960	23,740,598	1,398,720	19,710,263
Operating Cost Per Platform Hour	144.55	148.34	144.06	147.77	162.16	165.35	127.90	133.67
Annual Budgeted Cost Per Platform Hour		125.53		122.90		156.48		108.21
Farebox Recovery Rate	8.50%	8.76%	8.56%	8.38%	13.39%	13.97%	1.74%	1.41%
Operating Cost Per Unlinked Trip	8.11	8.93	6.85	7.94	7.44	6.59	93.27	90.27
Passenger Revenue Per Unlinked Trip	0.69	0.78	0.59	0.66	1.00	0.92	1.62	1.28
Subsidy per Unlinked Trip	7.42	8.15	6.26	7.28	6.44	5.67	91.65	88.99

**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 2024	Ended December 30 2023	Variance	For the Month 2024	Ended December 30 2023	Variance	For the Month 2024	Ended December 30 2023	Variance	For the Month 2024	Ended December 30 2023	Variance
Ridership (Unlinked Trips)	1,150,295	1,054,467	95,828	884,592	709,818	174,774	250,706	326,152	(75,446)	14,997	12,234	2,763
Total Platform Hours	64,511	69,076	(4,565)	42,074	28,093	13,981	11,501	11,829	(328)	0	8,670	(8,670)
Passenger Revenue	792,881	866,079	(73,198)	518,864	466,234	52,630	249,717	177,225	72,492	24,301	17,478	6,823
Operating Expenses	9,324,802	9,337,754	(12,952)	6,061,121	5,220,722	840,399	1,864,960	2,407,698	(542,738)	1,398,720	1,542,052	(143,332)
Operating Cost Per Platform Hour	144.55	135.18	9.37	144.06	185.84	(41.78)	162.16	203.55	(41.39)	127.90	177.86	(49.96)
Annual Budgeted Cost Per Plat. Hour	125.53	140.47	(14.94)	122.90	132.69	(9.79)	156.48	185.29	(28.81)	108.21	119.88	(11.67)
Farebox Recovery Rate	8.50%	9.28%	-0.77%	8.56%	8.93%	-0.37%	13.39%	7.36%	6.03%	1.74%	1.13%	0.60%
Operating Cost Per Unlinked Trip	8.11	8.86	(0.75)	6.85	7.36	(0.51)	7.44	7.38	0.06	93.27	126.05	(32.78)
Passenger Revenue Per Unlinked Trip	0.69	0.82	(0.13)	0.59	0.66	(0.07)	1.00	0.54	0.46	1.62	1.43	0.19
Subsidy per Unlinked Trip	7.42	8.04	(0.62)	6.26	6.70	(0.44)	6.44	6.84	(0.40)	91.65	124.62	(32.97)

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

YEAR-TO-DATE REPORT

	Company-wide			Fixed Route Bus			Streetcar			Paratransit		
	For 12 Months Ending December 30, 2024	2023	Variance	For 12 Months Ending December 30, 2024	2023	Variance	For 12 Months Ending December 30, 2024	2023	Variance	For 12 Months Ending December 30, 2024	2023	Variance
Ridership (Unlinked Trips)	13,152,516	1,048,204	12,104,312	9,332,975	709,818	8,623,157	3,601,191	326,152	3,275,039	218,350	12,234	206,116
Total Platform Hours	792,185	48,592	743,593	501,156	28,093	473,063	143,577	11,829	131,748	147,451	8,670	138,781
Passenger Revenue	10,289,046	660,936	9,628,110	6,206,144	466,234	5,739,911	3,316,368	177,225	3,139,143	278,816	17,478	261,339
Operating Expenses	117,509,007	9,170,472	108,338,535	74,058,147	5,220,722	68,837,425	23,740,598	2,407,698	21,332,900	19,710,263	1,542,052	18,168,211
Operating Cost Per Platform Hour	148.34	188.72	(40.38)	147.77	185.84	(38.07)	165.35	203.55	(38.20)	133.67	177.86	(44.19)
Annual Budgeted Cost Per Plat. Hour	125.53	140.47	(14.94)	122.90	132.69	(9.79)	156.48	185.29	(28.81)	108.21	119.88	(11.67)
Farebox Recovery Rate	8.76%	7.21%	1.55%	8.38%	8.93%	-0.55%	13.97%	7.36%	6.61%	1.41%	1.13%	0.28%
Operating Cost Per Unlinked Trip	8.93	8.75	0.18	7.94	7.36	0.58	6.59	7.38	(0.79)	90.27	126.05	(35.78)
Passenger Revenue Per Unlinked Trip	0.78	0.63	0.15	0.66	0.66	0.00	0.92	0.54	0.38	1.28	1.43	(0.15)
Subsidy per Unlinked Trip	8.15	8.12	0.03	7.28	6.70	0.58	5.67	6.84	(1.17)	88.99	124.62	(35.63)



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-012

Finance Committee

Authorization Resolution to file applications with the Federal Transit Administration

DESCRIPTION: Authorization Resolution to file applications with the Federal Transit Administration.	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 file applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for Federal transportation assistance authorized by 49 U.S.C. chapter 53, title 23 United States Code, and other Federal statutes administered by the Federal Transit Administration.

ISSUE/BACKGROUND:

The prerequisites to be a recipient of FTA funding is demonstrating legal capacity to carry out the project(s) included in federal assistance awards. This is generally based on the review of the recipient organization's documentation and certification that it has the legal capacity to carry out FTA-funded programs and projects. Specifically, the recipient must be eligible and authorized under state or local law to request, receive, and spend FTA funds to administer FTA-assisted projects.

Each recipient organization must have a resolution or equivalent, from the recipient's Board of Directors or equivalent Authorizing Official, to be responsible for applying for assistance and legally committing the applicant or recipient to compliance with terms of an award.

DISCUSSION:

None

FINANCIAL IMPACT:

None

NEXT STEPS:

Submit Authorizing Resolution in TrAMS, FTA's grants management system of record by March 5, 2025.

ATTACHMENTS:

1. Board Resolution

2. Federal Transit Administration letter

Prepared By: Alisa Maniger
Title: Director of Grants Administration

Reviewed By: Gizelle Banks
Title: Chief Financial Officer



Lona Edwards Hankins
Chief Executive Officer

2/10/2025

Date



U.S. Department
of Transportation

**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue, SE
Washington, DC 20590

December 6, 2024

Dear Colleague:

FTA is pleased to announce the release of a recent enhancement in TrAMS, FTA's grants management system of record, specific to the organization and labeling of recipient documents. As you are aware, one of the prerequisites to be a recipient of FTA funding is demonstrating legal capacity to carry out the project(s) included in federal assistance awards. This is generally based on the review of the recipient organization's documentation and certification that it has the legal capacity to carry out FTA-funded programs and projects. Specifically, the recipient must be eligible and authorized under state or local law to request, receive, and spend FTA funds to administer FTA-assisted projects.

- **Opinion of Counsel:** Each recipient must be legally empowered to carry out the activities specified in the award.
- **Authorizing Resolution:** Each recipient organization must have a resolution or equivalent, from the recipient's Board of Directors or equivalent Authorizing Official, to be responsible for applying for assistance and legally committing the applicant or recipient to compliance with terms of an award.

This enhancement provides updated document labels within the Recipient Document profile module for these two required documents, as well as includes an enhanced search functionality for all users to find important documents that may be uploaded in their profile. In an effort to assist with the rollout of this enhancement, TrAMS has attempted to proactively label any documents that were named using these terms for the recipient. However, all recipients are asked to review and confirm that the correct document was properly labeled by the system. Additionally, if the system was unable to locate a document labeled using these terms, recipients must locate and properly identify both documents within their Recipient profile.

Beginning **March 5, 2025**, TrAMS will prevent any recipients that have not properly identified the Opinion of Counsel and Authorizing Resolution in their Recipient Document profile from transmitting or submitting new applications unless they have correctly labeled and/or uploaded their required legal documents.

To prevent any grant making delays please confirm and/or upload in TrAMS current copies of your Authorizing Resolution and Opinion of Counsel for your organization. This can be completed by selecting your organizations record using your Recipient ID under Recipient Organizations. Once your organization has been selected, next click on Related Actions and select the Recipient Documents field. Finally confirm or upload each document using the Opinion of Counsel and Authorizing Resolution Document Types. Information on this enhancement and a short tutorial video are available on [FTA's TrAMS webpage](#).

Sincerely,

Bruce Robinson

Bruce Robinson
Associate Administrator
Office of Program Management
Federal Transit Administration



RESOLUTION NO. 25-012

FILE ID NO. 25-012

STATE OF LOUISIANA

PARISH OF
ORLEANS

**AUTHORIZATION TO FILE APPLICATIONS WITH THE FEDERAL TRANSIT
ADMINISTRATION**

Introduced by Commissioner Colin,

Seconded by Commissioner Sams

WHEREAS, the Federal Transportation Administrator has delegation authority to award Federal financial assistance for a transportation project; and

WHEREAS, Grants and Cooperative Endeavor Agreements may need Federal Financial Assistance and may impose certain obligations upon the New Orleans Regional Transit Authority (NORTA) as the Applicant, and may require NORTA to provide the local share of the project cost; and

WHEREAS, NORTA will provide all annual certifications and assurances to the Federal Transit Administration required for all projects; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority:

1. That the Chairman of the Board, or their designee is authorized to execute and file applications for Federal assistance on behalf of the New Orleans Regional Transit Authority with the Federal Transit Administration for Federal assistance authorized by 49 U.S.C. chapter 53, Title 23, United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration. The Applicant has received authority from the Designated Recipient to apply for Urbanized Area Formula Program assistance.



RESOLUTION NO. 25-012

FILE ID NO. 25-012

Page 2

2. That the Chairman of the Board, or their designee is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transportation Administration requires before awarding a Federal assistance grant or cooperative agreement.
3. That the Chairman of the Board, or their designee is authorized to execute grants and cooperative agreements with the Federal Transit Administration on behalf of the New Orleans Regional Transit Authority.

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

YEAS:	7
NAYS:	0
ABSTAIN:	0
ABSENT:	0

AND THE RESOLUTION WAS ADOPTED ON THE 25TH DAY OF FEBRUARY 2025.

**FREAD A. NEAL
CHAIRMAN
RTA BOARD OF COMMISSIONERS**



Board Report and Staff Summary

File #: 25-013

Board of Commissioners

Internal Audit 2025 Annual Report and Audit Plan

DESCRIPTION: To approve the 2025 Audit Plan for the Office of Internal Audit and Compliance	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

RECOMMENDATION:

Authorization for the Office of Internal Audit and Compliance to conduct internal audits in accordance with the 2025 Audit Plan and Internal Audit Charter.

ISSUE/BACKGROUND:

The purpose of the Office of Internal Audit and Compliance (OIAC) is to provide independent, objective assurance and consulting services designed to add value and improve the organization's operations.

As the governing body of the RTA, the Board of Commissioners determines agency policy and oversees the funding, operation, and expansion of public transportation in the City of New Orleans and the metro area. This oversight function includes establishing accountability for senior management as they seek to accomplish its mission and objectives.

Operating synergistically with the Board's mission is the Office of Internal Audit and Compliance's mission and purpose to provide assurance to the Board that RTA is operating effectively and efficiently in carrying out its mission. Internal Audit provides this assurance by assessing and reporting on the effectiveness of governance, risk management, and control processes designed to help the organization achieve strategic, operational, financial, and compliance objectives.

Per the Internal Audit Charter, the Board of Commissioner must approve the Internal Audit Plan each year. In addition, the Board must receive an Annual Report of the work done by the department. This report and resolution will serve to address both of those mandatory charter elements.

DISCUSSION:

The Office of Internal Audit and Compliance will continue to operate in accordance with the guidelines established in the charter. The charter continues to highlight key areas central to the internal audit activity. They include mission and purpose, auditing standards, authority, independence and objectivity, scope and responsibility, annual audit plan, audit reporting, compliance monitoring, and quality assurance and improvement program.

As a public-facing and public-serving agency, internal and external stakeholders rely on the assurances provided by the internal audit activity to ensure that efficient, effective, and equitable use

is being made of RTA resources and that RTA is operating in the public interest. Adherence to and implementation of the charter provides all stakeholders assurance that the RTA is operating transparently and ethically in carrying out its mission.

The Office of Internal Audit and Compliance (OIAC) is dedicated to assisting the New Orleans Regional Transit Authority (RTA) in meeting its mission. To this end, the assurances provided by the OIAC encompass the examination and evaluation of the adequacy and effectiveness of RTA's governance, risk management, policies, procedures, and internal controls as well as the quality of performance in fulfilling assigned responsibilities to achieve RTA's goals and objectives.

To assess and report on the quality of the internal audit activity, the OIAC will establish and maintain a quality assurance and improvement program that covers internal and external assessments of the internal audit activity. The program will assess the efficiency and effectiveness of the internal audit activity and identify opportunities for improvement.

FINANCIAL IMPACT:

While there is no direct financial impact in approving the 2025 Audit Plan, potential indirect financial and other risks may exist as a result of not approving the plan. These potential risks include but are not limited to the following: reputational risk resulting in loss of integrity and goodwill; noncompliance with regulatory agencies resulting in potential penalties and loss of funding; operational risks of inefficiency resulting in increased labor, maintenance, and other costs; potential for fraud, waste or abuse of RTA resources, and misappropriation of assets.

NEXT STEPS:

With Board approval, the Office of Internal Audit and Compliance will move forward with conducting internal audits in accordance with the 2025 Audit Plan.

ATTACHMENTS:

1. Board Resolution
2. 2025 Annual Report and Audit Plan

Prepared By: Malon Thompson
Title: Manager of Audit and Compliance

Reviewed By: Gizelle Banks
Title: Chief Financial Officer



Lona Edwards Hankins
Chief Executive Officer

2/18/2025

Date



New Orleans Regional Transit Authority

Office of Internal Audit and Compliance 2025 Annual Audit Report & Workplan

January 27, 2025

From: Malon Thompson, Manager of Audit Compliance

To: The RTA Board of Commissioners
Lona Hankins, Chief Executive Officer

CC: Gizelle Banks, Chief Financial Officer

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EXECUTIVE SUMMARY

The Office of Internal Audit and Compliance (OIAC) has prepared this report as an overview of the 2024 audit activity in accordance with IIA (Institute of Internal Auditors) Standards and RTA policies.

Since 2022, the OIAC has continued to undergo personnel shifts, and as positions became vacant, the department has had to undergo restructuring and reprioritization to allow for a greater emphasis on not only internal audit, but on compliance, corrective action monitoring, and consulting activities. Currently the position of Director of Internal Audit Compliance is vacant. However, the internal audit activity has been led by Malon Thompson, who serves as the Manager of Audit Compliance.

Pursuant to the 2024 Audit Work Plan and risk assessment, resources were assigned in the areas of highest risk and vulnerability to assess, and where appropriate, provide recommendations to improve internal controls, operations, and systems.

BACKGROUND

Mission

The Office of Internal Audit and Compliance (OIAC) is an independent, objective assurance and consulting department designed to add value and improve the Regional Transit Authority's (RTA) operations and to help the organization accomplish its objectives. This is done by developing a systematic, disciplined approach to evaluate and improve the efficiency and effectiveness of risk management, control, and governance processes.

Authority

The authority of the OIAC is stated in the Internal Audit Charter. The OIAC is entitled to full, free, and unrestricted access to all records, physical properties, and personnel pertinent to carrying out any engagement at RTA. RTA employees are required to assist in providing the OIAC with the information needed to fulfill its roles and responsibilities.

Independence and Objectivity

Per standards set forth by The Institute of Internal Auditors (IIA), the work performed by the OIAC must be independent and the auditors must be objective¹. To maintain Independence and objectivity the OIAC ensures the following:

- The OIAC is free from interference in matters of audit selection, scope, procedures, frequency, timing, or report content.
- The OIAC maintains no direct responsibility or authority over any of the activities audited, and does not implement internal controls, develop procedures, install systems, prepare records, or engage in any other activity that may impair internal auditor's judgment.

¹ Standard 7.1 – Organizational independence, “the chief audit executive must document in the internal audit charter the reporting relationship and organizational positioning of the internal audit function, as determined by the board”

2024 AUDIT PLAN AND PERFORMANCE

In accordance with the International Standards for the Professional Practice of Internal Auditing (IIA Standards), and RTA's Internal Audit Policy, the OIAC is required to prepare a summary of planned audits for the next calendar year by December of the preceding year.

Due to changes in the organizational structure of the Board of Commissioners and a failure to maintain a quorum for parts of the year, the OIAC was unable to have its 2024 audit plan approved until June 13, 2024.

RISK ASSESSMENT OVERVIEW

Risk Assessment

Risk assessments are the foundations of an effective internal audit department. Internal audit departments use risk assessments to assess the risk of each auditable area within an internal audit universe to help determine the priority and therefore timing of when internal audits should occur. Risk assessments are not only based on current known information within the organization, but also information from the external environment e.g., evolving regulations, emerging risks, laws, and regulations. Risk assessments should be updated as and when new key information becomes available and not simply limited to a once-a-year exercise. As audits are conducted, the information compiled from the audits will have an ongoing effect on the organization's risk assessment.

Risk Assessment Process

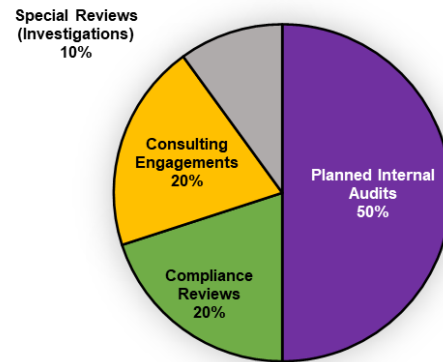
In conducting the risk assessment, the OIAC implemented a six-step process. The process is outlined briefly below:

1. **Understand the Audit Universe**
The audit universe comprises 31 departments, each providing functions and services to the organization.
2. **Identify Risks**
The OIAC created reviewed financial statements, prior audits, relevant articles, and interviewed various managers and directors to identify considerable risk areas.
3. **Identify Risk Assessment Criteria**
The OIAC identified 14 specific risk areas across 4 different risk categories: Financial, Operational, Compliance, and Reputational
4. **Assess Risk and Risk Interactions**
The OIAC used professional judgment and assigned likelihood and impact scores to each of the risk areas based on surveys, interviews, and research.
5. **Prioritize Risk**
The OIAC ranked each entity from the highest risk to the lowest risk.
6. **Develop the Risk Based Work Plan**
The OIAC considered the results of the risk assessment and conducted an internal brainstorming meeting to develop the 2025 audit plan and establish priorities.

OVERVIEW OF AUDIT WORK COMPLETED

As previously stated, the Office of Audit and Compliance was established in 2021. Since then, the OIAC has conducted a total of 20 projects. These projects include planned audits, compliance reviews, consulting engagements, and special requests (investigations).

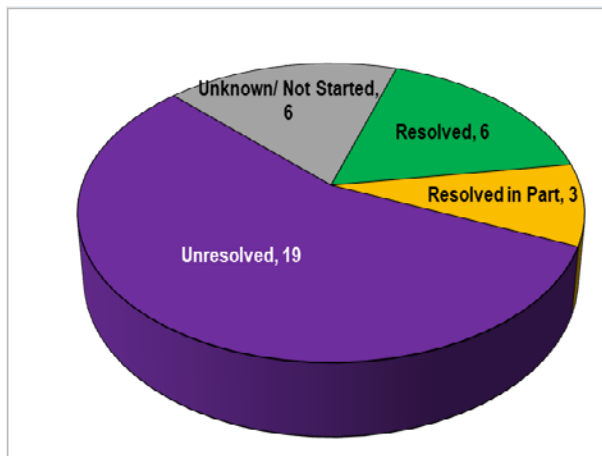
As the OIAC continues to grow and develop, the department anticipates an increase in projects, will work to maintain a similar ratio of planned and unplanned projects.



Corrective Action Monitoring

All planned audits have findings, recommendations, and corrective action plans. However, the other forms of work (i.e., compliance reviews and consulting engagements) will have findings but, depending on the nature of the work conducted, are not required to have specific or detailed recommendations or corrective action plans.

Since the OIAC was created, it has identified 81 findings and observations, and 88 recommendations. While our office tracks all findings and recommendations made, according to the Internal Audit Charter, the OIAC only provides ongoing corrective action monitoring for findings and recommendations derived from planned audits.



Per the Internal Audit Charter, the OIAC is currently monitoring 34 recommendations. As such, the OIAC has noted 6 recommendations as resolved, 3 recommendations as resolved in part, and 19 recommendations as unresolved. Additionally, OIAC had 6 recommendations as unknown/not started, meaning that the OIAC has not reached out to the appropriate employees to determine if the identified risks and recommendations have been appropriately addressed.

Throughout 2024, the OIAC has updated the Chief Executive Officer (CEO) on the corrective status of these audits through interoffice memos issued by the department. The CEO has sent revised deadlines for all corrective actions that have yet to be resolved and tasked the Executive Leadership Team to work diligently to address these outstanding action items. The OIAC will continue to actively monitor the progress of these corrective actions.

OIAC AUDIT PLAN AND PERFORMANCE

Each year, the OIAC issues an audit plan detailing audits the department would like to complete based on risk assessments performed. Below is a table of the 2024 Audit Plan, per our Internal Audit Charter, changes to the audit plan must be communicated to the Board of Commissioners. Two of the planned audits are currently underway but, the OIAC, through research, changes in resources, and the availability of audit staff, has since determined that two audits should be removed from the 2024 Audit Plan. The current status of each audit is listed below.

2024 Audit Plan			
Audit ID	Audit Title	Current Status	Description/Notes
2023-004	ATU Contract Compliance Audit	Currently In Process	The OIAC is currently conducting fieldwork and conducting audit tests based on the OIAC's audit plan.
2024-001	Third-Party and Contract Management Audit	Cancelled ²	This audit was cancelled due to the hiring of a Chief Legal Officer who had been tasked with compiling all active contracts. With limited staffing the OIAC thought it would be more effective to focus on audits that would not be duplicative in effort.
2024-002	Fixed Asset Management Audit	Cancelled ³	This audit was cancelled due to the implementation of Oracle. The software currently has a fixed assets module and the OIAC thinks it may provide more value to the agency to conduct this audit once this module is fully completed and developed.
2024-004	Grant Funded Capital Projects Audit	Currently In Process	The OIAC is currently in the planning phase of this audit. The OIAC is looking to build the audit plan and engage the Director of Capital Projects.

With changes to the 2024 Audit Plan the OIAC has determined that the audit plan for 2025 should include the following:

Union Contract Compliance (from 2023)

As a result of the Timekeeping and Payroll Audit, it became clear that the OIAC needed to look further into the union Contracts of Amalgamated Transit Union Local Division 1560 fixed route and lift employees as well as the International Brotherhood of Electrical Workers Local Union 1700-4. As these contracts are close to expiring, the OIAC will conduct a compliance audit on each existing contract to determine how well both parties complied with the contract, and areas for greater efficiency and effectiveness.

² This audit is cancelled pending board approval of the 2025 Audit Plan

³ This audit is cancelled pending board approval of the 2025 Audit Plan

Capital Project Performance Audit (from 2024)

Given the large amount of Federal and Local funds allocated and budgeted to capital projects, the Capital Projects and Improvements Department scored high within the risk assessment. The OIAC will conduct an audit to determine how the department is performing in accordance with stated policies and procedures, federal regulations, and fiscal guidelines.

Federal Transit Authority (FTA) Triennial Review

Every 3 years the FTA conducts a periodic assessment of the use and management of FTA Funds and seeks to evaluate the performance and adherence to FTA requirements and policies. This comprehensive review covers 23 functional areas within RTA. The OIAC will serve as one of the primary point of contact for the FTA's review and serve as a Liaison between FTA and RTA in the coordination of information.

Customer Experience Departmental Performance Audit

Based on research conducted by the OIAC, the Customer Experience Department is comprised of both Rideline and Transit Information. Rideline is a customer service function dealing primarily with public complaints, issues, and concerns. Transit Information is tasked with ensuring information is reported to the public concerning delays, changes in routes, and other emergency information.

Given the impact this public facing department has on the operations and the reputation of the agency, the OIAC will seek to review the performance of this department in comparison to stated policies and procedures, applicable regulations, and best industry practices.

Rail Maintenance Audit (if resources permit)

Rail Maintenance is a component of Asset Management, primarily tasked with the maintenance of streetcars, the streetcar tracks, and traction power. Permitting time and the availability of audit resources the OIAC would also seek to conduct an audit of the Rail Maintenance function. Ensuring that the Department is acting effectively and efficiently in the performance of their job functions. The OIAC would also like to determine if the department is functioning in line with FTA regulations and best practices.

RESOURCE LIMITATIONS

The OIAC does not currently have the appropriate staffing levels and resources to allow for the audit and consulting coverage of all the organizations' departments and functions. The 2025 Audit Plan reflects these constraints, and it does not intend to provide coverage for all departments and functions. The 2025 Audit Plan focuses on critical risk areas, but it also allows flexibility so that the OIAC can add additional projects in response to changing circumstances, current information, or requests made by management, Executive Leadership, or the Board of Commissioners.

2025 OIAC Staffing Levels		
Job Title	FTE Positions (per '25 Budget)	Current Vacancies
Director of Audit Compliance	1	1
Manager of Audit and Compliance	1	0
Internal Auditor(s)	1	1
Data and Compliance Analyst(s)	1	0
Total	4	2

APPENDIX 1: PREVIOUS AUDIT PLANS

2021 Audit Plan			
Audit ID	Audit Title	Current Status	Notes
N/A	SOP Baseline Assessment	On-going	Though the status of this project is listed as on-going, the OIAC has halted work on this project pending SOP development by a Third-party contract currently in procurement.
2021-001	On-Time Performance Calculation and Reporting Process Audit	Completed	This audit was completed and resulted in 5 findings.
2021-002	Non-Revenue Vehicle Audit	Not Completed	This audit was neither complete nor was it carried over to the following year. Currently the OIAC recognizes this audit as cancelled and void.
2021-003	NTD Process Assessment Audit	Completed	This audit was completed and resulted in 5 findings.

2022 Audit Plan			
Audit ID	Audit Title	Current Status	Description/Notes
2022-001	Fixed Route Service Planning Audit	Completed	This audit was completed and resulted in 3 findings
2022-002	Procurement Audit	Not Completed	This audit was neither complete nor was it carried over to the following year. Currently the OIAC recognizes this audit as cancelled and void.
2022-003	Inventory Management Audit	Not Completed	This audit was not completed, however the scope of the audit was narrowed and added to the 2023 audit plan.
2022-004	Timekeeping & Payroll Management Audit	Completed	This audit was completed and resulted in 6 findings

2023 Audit Plan			
Audit ID	Audit Title	Current Status	Description/Notes
2023-001	Other Post Employment Benefits Audit	Completed	This audit was completed and resulted in 4 findings.
N/A	Self-Insurance & Structured Settlements Audit	Cancelled	This audit was canceled as it was addressed as an observation within the 2023-001 OPEB Audit. Additionally, the OIAC did not have the necessary staffing resources to proceed with this audit.

2025 Audit Work Plan*January 27, 2025*

2023-002	Maintenance Inventory Management Audit	Completed	This audit was completed and resulted in 4 findings.
2023-004	Union Contract Compliance Audit	Not Completed	The OIAC determined that the scope of the audit was too large, resulting in the department choosing to narrow the scope of the audit to just the ATU union.
N/A	Information Technology – Systems & Applications Audit	Cancelled	This audit was cancelled due to the agency implementing Oracle and the “all hands on deck” nature of the implementation. IT did not have the bandwidth to complete this audit, and the OIAC determined that with the changes in the Agency due to the implementation this audit may have more value down the line.

2024 Audit Plan			
Audit ID	Audit Title	Current Status	Description/Notes
2023-004	ATU Contract Compliance Audit	Currently In Process	The OIAC is currently conducting fieldwork and conducting audit tests based on the OIAC's audit plan.
2024-001	Third-Party and Contract Management Audit	Cancelled	This audit was cancelled due to the hiring of a Chief Legal Officer who had been tasked with compiling all active contracts. With limited staffing the OIAC thought it would be more effective to focus on audits the would not be duplicative.
2024-002	Fixed Asset Management Audit	Cancelled	This audit was cancelled due to the implementation of Oracle. The software currently has a fixed assets module and the OIAC thinks it may provide more value to the agency to conduct this audit once this module is fully completed and developed.
2024-004	Grant Funded Capital Projects Audit	Currently In Process	The OIAC is currently in the planning phase of this audit. The OIAC is looking to build the audit plan and engage the Director of Capital Projects.

APPENDIX 2: AUDIT UNIVERSE AND RISK SCORE

The table below is a depiction of the Audit Universe and Risk Scores compiled based on the 2025 Risk Assessment.

Departmental Breakdown Based on Organizational Hierarchy			
	Risk Score		Risk Score
Human Resources	9.0357	Asset Management	10.7250
Drug & Alcohol Program	8.5000	Rail Maintenance	9.6667
Workforce Development	5.0000	Rail Maintenance	11.2500
Talent Acquisition	9.5000	Traction Power	9.2500
Professional Standards & Training	8.2500	Bus Maintenance	9.5625
Employee Engagement	9.7500	Maintenance	12.2500
Diversity and Inclusion	14.0000	Hostlers	5.5000
Finance	9.9091	Inventory Control	11.5000
Procurements	13.2500	Facility Maintenance	13.3333
Grants	10.2500	Facilities	15.0000
Disadvantage Business Enterprise (DBE)	8.2500	Transit Stops	10.0000
Budget	9.0000	Planning and Capital Projects	10.0208
Accounting	11.7500	Capital Projects	14.3333
General Accounting	13.0000	Capital Projects	14.0000
Accounts Payable	13.2500	Infrastructure Projects	15.0000
Payroll	8.2500	Transportation Planning	11.5000
Revenue Collection	6.0000	Scheduling and Service Planning	10.3333
Fares	7.0000	Planning and Scheduling	10.2500
Transit Operations	10.2083	Service Development	9.5000
Bus & Rail Operations	15.0000	Information Technology	6.9500
Mobility & Alternative Modes	14.2500	CAD/AVL	8.5000
Marine Operations	9.0000	Network Development	6.5000
Operations - Control	9.0000	Systems Engineering	4.0000
Operations - Training	8.2500	Project Management	8.0000
Operations - Support	5.7500	Safety, Security, and Emergency Management	7.5000
Communications	7.1000	System Safety	8.2500
Communications	6.8750	Occupational Safety	7.0000
Digital Content	6.5000	Crisis Intervention	7.0000
Multi-Media Communication	6.5000	Emergency Management	6.7500
Community Outreach	6.5000	Physical Security	8.5000
Marketing	6.1667	Legal	8.9167
Graphic design	4.7500	Employee & Labor Relations	8.2500
Marketing and Sales	5.5000	Risk Management	8.2500
Customer Experience	8.3333		
Transit Information	7.5000		
Rideline	10.2500		

APPENDIX 3: CORRECTIVE ACTION MONITORING UPDATE

2021-001 On-Time Performance Calculation & Reporting Process Audit			
#	Finding Title	CAP Status	Revised Deadline
1	RTA reports OTP to the RTA Board without any guardrails around which the metric is calculated, and without reporting other metrics to contextualize levels of service.	Resolved	
2	RTA lacks any internal, formalized policies or procedures for calculating OTP.	Unresolved	March 31, 2025
3	RTA's process for calculating OTP features several manual data adjustments, introducing risk of inconsistent monthly reporting	Unresolved	March 31, 2025
4	Organizational roles and responsibilities for calculating OTP are non-existent, leading to potential controls and conflict of interest issues.	Unresolved	March 31, 2025
5	RTA lacks any Agency-wide data integrity policies, which introduces risk to RTA and creates potential risks around re-creating or backing up historic calculations.	Unresolved	March 31, 2025

2021-003 NTD Process Assessment			
#	Finding Title	CAP Status	Revised Deadline
1	RTA has minimal centralized project management for submission of the NTD Report.	Resolved	
2	RTA has informal assignment of responsibilities for submitting the data report, leading to reporting gaps or last-minute data requests.	Resolved	
3	RTA does not have any standard operating procedures for the completion of the NTD Report.	Unresolved	March 31, 2025
4	RTA does not have a central data repository for its submission which illustrates responsibilities, data sources, and process for developing data.	Resolved	
5	The completion date for RTA's annual audit has historically caused issues associated with the NTD Report.	Unresolved	March 31, 2025

2022-001 Fixed Route Service Planning Audit			
#	Finding Title	CAP Status	Revised Deadline
1	Roles and responsibilities for service planning and scheduling are undefined, leading to process inefficiency, duplicative efforts, and staff confusion.	Resolved In Part	March 31, 2025
2	RTA does not have the requisite policies, processes, or procedures for service planning and scheduling.	Resolved In Part	March 31, 2025

3	RTA's service scheduling and planning technology is complex and fragmented. RTA may consider conducting a more thorough analysis to determine whether a replacement is appropriate.	Unresolved	March 31, 2025
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2022-004 Timekeeping & Payroll Management Audit			
#	Finding Title	CAP Status	Revised Deadline
1	Lack of Segregation of Duties Between Payroll and Human Resources	Unresolved	June 30, 2025
2	Standard Operating Procedures (SOP) for payroll processing needs to be updated	Resolved	
3	Lack of approval/exception controls	Unresolved	June 30, 2025
4	Inadequate Control over Access to ADP	Resolved	
5	Lack of automated timekeeping processes for all employees	Unresolved	June 30, 2025
6	Lack of policies and procedures to limit and monitor overtime	Unresolved	June 30, 2025

2023-001 Other Postemployment Benefits			
#	Finding Title	CAP Status	Revised Deadline
1	RTA Should Review Its Insurance Practices to Determine if Self-Insurance is Still Within the Organization's Risk Appetite	Unresolved	September 30, 2025
2	RTA Should Seek Ways to Mitigate Its Growing Health Insurance Costs	Unresolved	September 30, 2025
3	Lack of Contract and Data Management	Unresolved	September 30, 2025
4	Failure to Maintain an Accurate Active Employee Roster for Health Insurance Benefits	Unresolved	September 30, 2025
5	Failure to Maintain Accurate Records for Life Insurance	Unresolved	September 30, 2025
6	Lack of Adequate Supporting Documentation to Support the Processing of Payments	Resolved In Part	September 30, 2025

2023-002 Maintenance Inventory Management Audit			
#	Finding Title	CAP Status	Revised Deadline
1	RTA Should Review Its Organizational Structure to Determine if the Inventory Controls Function is Properly Situated	Unknown / Not Started	December 31, 2025
2	Lack of Effective and Efficient Receiving Controls	Unknown / Not Started	December 31, 2025
3	Failure to Accurately Account for Inventory	Unknown / Not Started	December 31, 2025

January 27, 2025

4	Failure to Regularly Conduct and Maintain Reconciliation Records	Unknown / Not Started	December 31, 2025
5	Failure to Utilize Inventory Management System Effectively.	Unknown / Not Started	December 31, 2025



RESOLUTION NO. 25-013
FILE ID NO. 25-013

STATE OF LOUISIANA
PARISH OF ORLEANS

**RESOLUTION FOR THE ADOPTION AND APPROVAL OF THE 2025 INTERNAL AUDIT
CHARTER**

Introduced by Commissioner Sams, seconded by Commissioner
Colin.

WHEREAS, The Board of Commissioners of the Regional Transit Authority governs and sets agency policy for the Regional Transit Authority (RTA); and

WHEREAS, The RTA created the Office of Internal Audit and Compliance to provide independent and objective assurance and consulting services that add value to and improve the operations of RTA; and

WHEREAS, the Office of Internal Audit and Compliance is mandated by the Internal Audit Charter to provide the Board of Commissioners with an Annual report, detailing the work conducted by the Office; and

WHEREAS, the Office of Internal Audit and Compliance is also mandated by the Internal Audit Charter to provide the Board of Commissioners with an Annual Audit Plan, detailing the work the Office is expecting to conducted within the Fiscal Year; and

WHEREAS, the 2025 Annual Report and Audit Plan serves as a formal document between the Board of Commissioners, the Chief Executive Officer, and the Office of Internal Audit and Compliance as required by the Internal Audit Charter that outlines the audit activity the Office of Internal Audit and Compliance has completed and is expected to complete;

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 approve and adopt the 2025 Audit Plan of the Office of Internal Audit and Compliance.

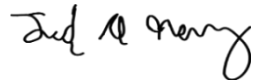
RESOLUTION NO. 25-013

PAGE 2

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

YEAS:	7
NAYS:	0
ABSTAIN:	0
ABSENT:	0

AND THE RESOLUTION WAS ADOPTED ON THE 25th DAY OF FEBRUARY, 2025.



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



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-026


Board of Commissioners

[02.25.25 Board Meeting PowerPoint Presentation]




February 25, 2025

**New Orleans
Regional Transit Authority
Monthly Board Report**



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 Tuesday, February 25, 2025, at 10:00 a.m. Please be aware that wearing masks in the boardroom is encouraged.

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 prior to the meeting; or 3) By U.S. Mail send to 2817 Canal Street, Attention: Office of Board Affairs, New Orleans, LA 70119. Live stream access: norta.legistar.com



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, New Orleans, LA 70119, or call 504-827-8341 or by email (rtaboard@rtaforward.org).



Agenda

1. Call to Order

2. RTA Chairman's Report

- A. Swearing-in of Commissioner
- B. Assignment of Committees

3. Roll Call

4. Consideration of Meeting Minutes

[Board of Commissioners Minutes – January 28, 2025]



Agenda

5. Reports

A. Operations & Administration Committee Chairman's Report

5. Reports

- B. Finance Committee Chairman's Report**
[December 2024 Financials]

25-020



Agenda

5. Reports

C. RTA General Counsel's Report



Agenda

5. Reports

D. RTA Chief Executive Officer's Report



EMPLOYEE RECOGNITION

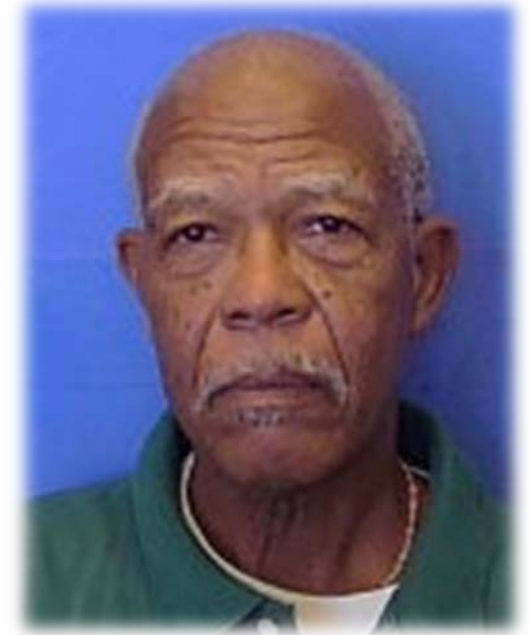
QUARTER OCTOBER – DECEMBER 2024



KEN VON DULLEN
STREETCAR OPERATOR
OPERATIONS



SUSAN LYONS
HUMAN RESOURCES SPECIALISTS
ADMINISTRATION



PAUL BECNEL
BUILDING ENGINEER
MAINTENANCE



EMPLOYEE OF THE MONTH

JANUARY 2025



WADRINA THOMAS
BUS OPERATORS
OPERATIONS



TERON LEWIS
ELECTRONIC ELECTRICIAN
MAINTENANCE



RTA LEAD

2025 COHORT



RTA Board of Commissioners Meeting



SUPERBOWL WRAP-UP





MARDI GRAS 2025

BUS

- DETOURS BEGIN TWO HOURS BEFORE START OF PARADE
- REMAIN IN EFFECT UNTIL PARADE ROUTE IS CLEARED

STREETCAR

- 1ST WEEKEND: DETOURS BEGIN UP TO TWO HOURS BEFORE START OF PARADE
- STARTING THURSDAY 27TH STREETCAR SERVICE WILL BE SUSPENDED UNTIL 3/5/25

FERRY

- ADDITIONAL FERRY WILL BE PLACED INTO SERVICE ON PARADE DAYS
- WE WILL OFFER EXTENDED FERRY OPERATING HOURS.
- BOTH TERMINALS WILL BE MANAGED BY ADDITIONAL STAFF





INTERGOVERNMENTAL AFFAIRS

FEDERAL PRIORITIES

- POLICY SHIFTS AT DOT UNDER NEW ADMINISTRATION

STATE AND LOCAL PRIORITIES

- JOINT TRANSPORTATION, HIGHWAY, AND PUBLIC WORKS COMMITTEE MEETING
WEDNESDAY, FEBRUARY 26, 2025
- 2025 REGULAR LEGISLATIVE SESSION

Questions?

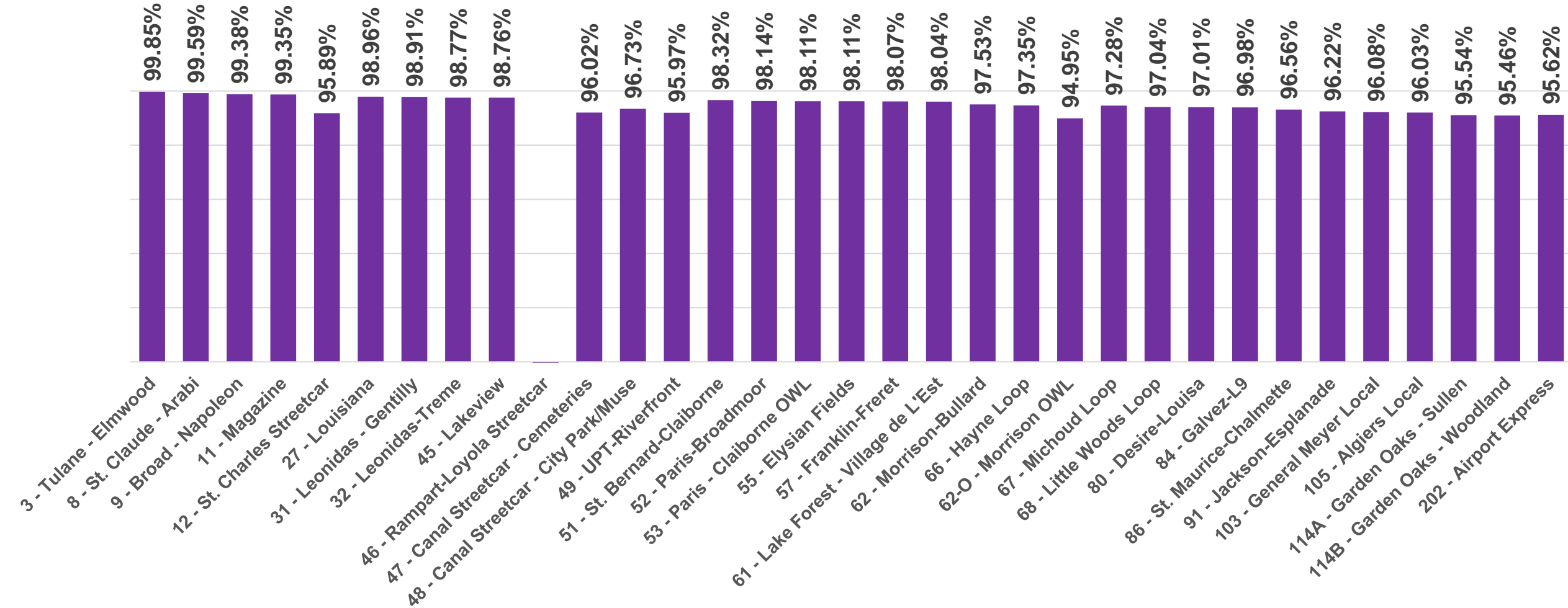


Agenda

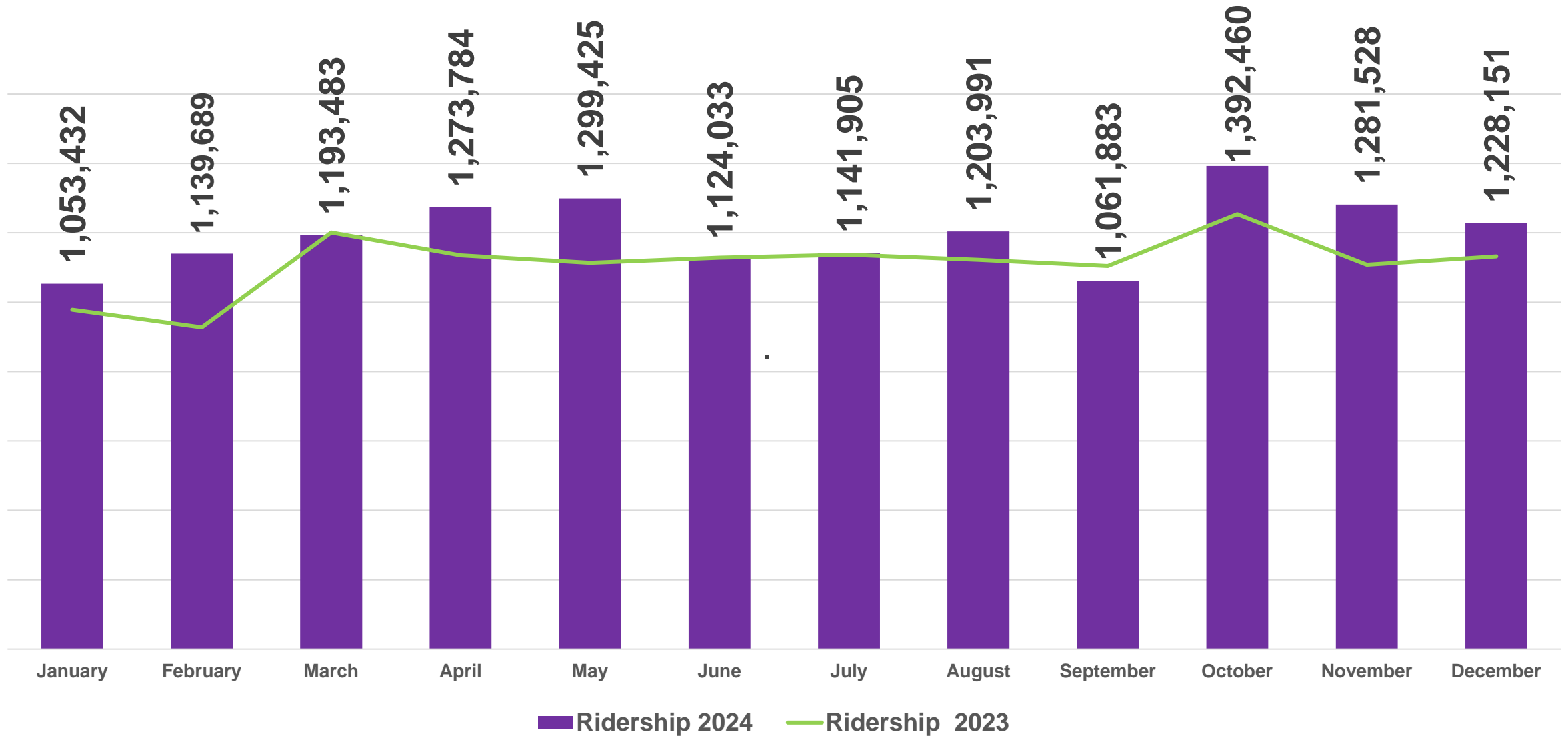
5. Reports

E. RTA Chief Transit Officer's Report

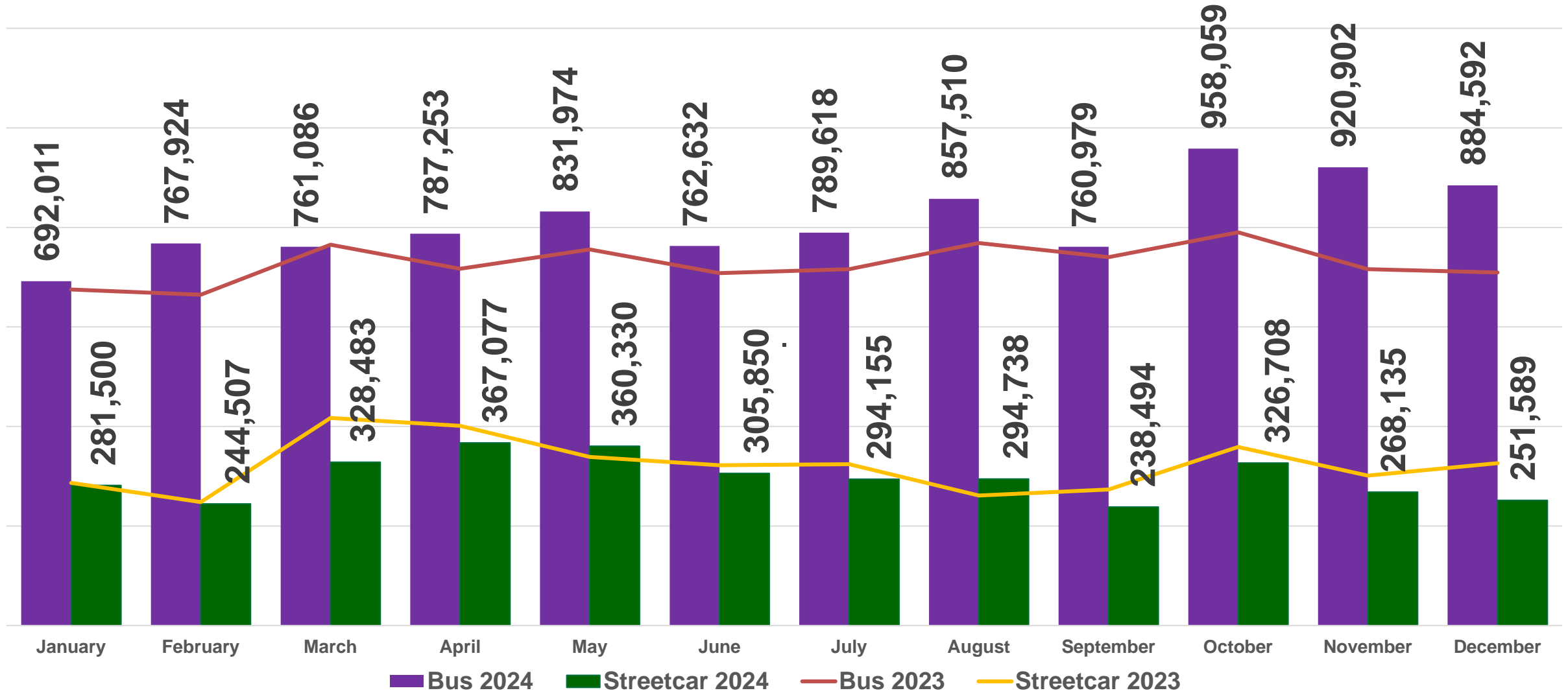
SERVICE DELIVERY | DECEMBER 2024



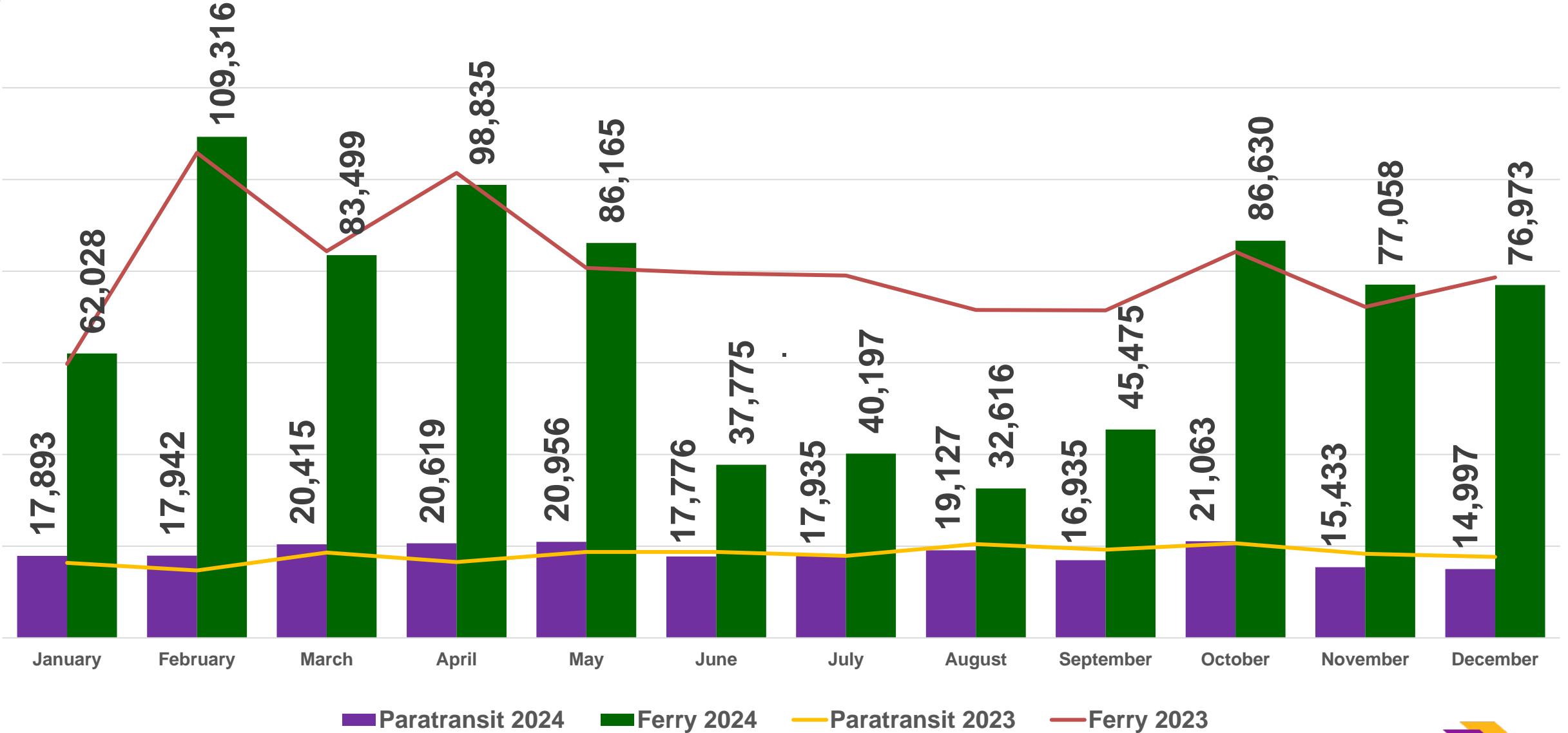
TOTAL RIDERSHIP - BUS, STREETCAR, PARATRANSIT & FERRY



RIDERSHIP – BUS & STREETCAR | DECEMBER 2024



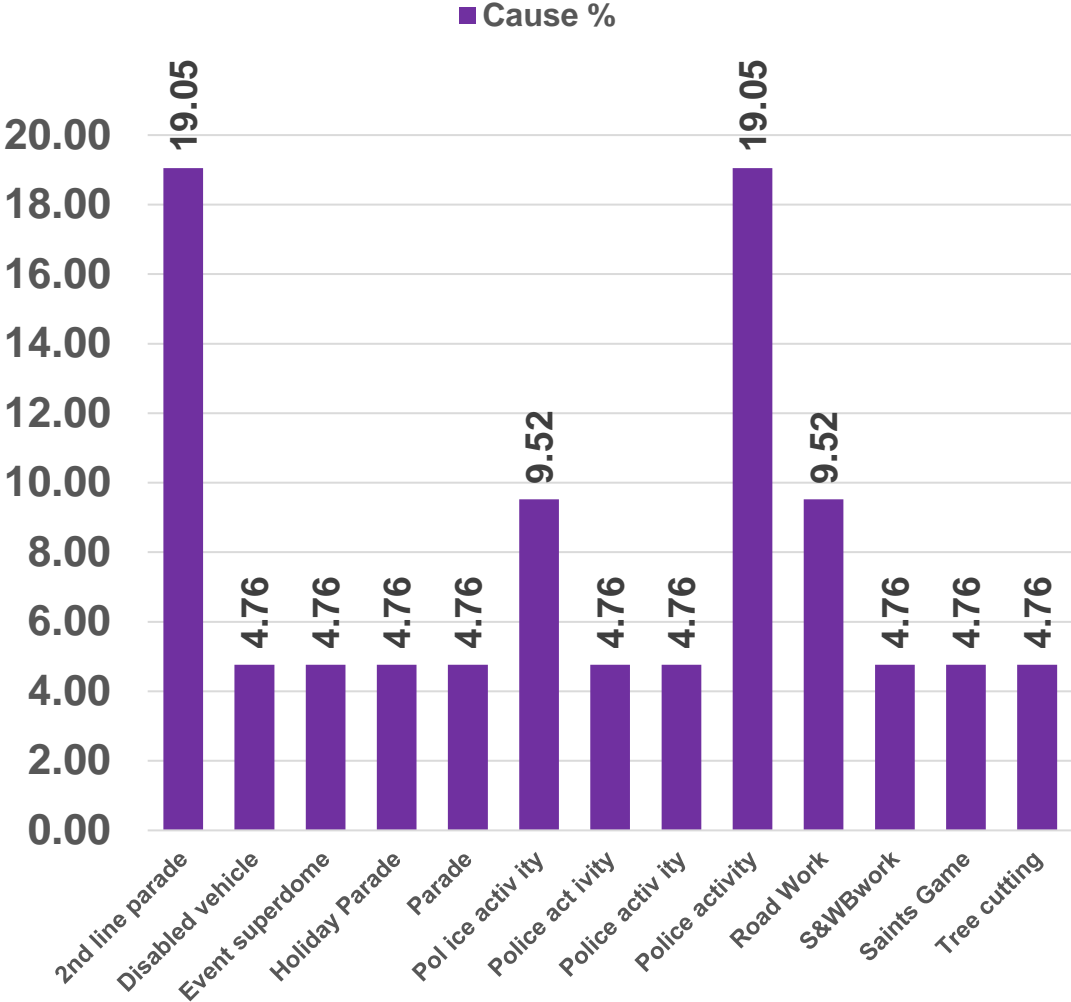
RIDERSHIP – PARATRANSIT & FERRY | DECEMBER 2024



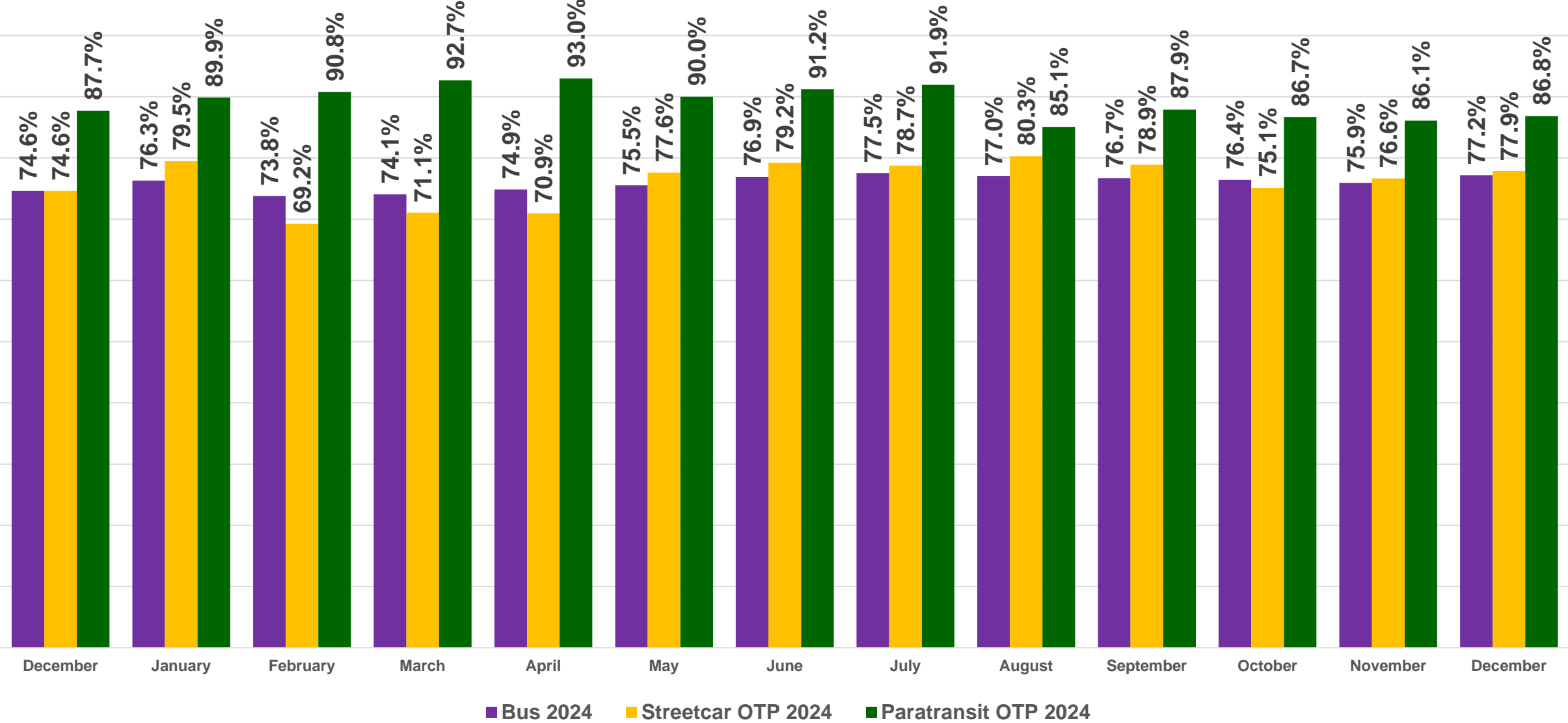
LONG-TERM DETOURS AFFECTING ALL MODES

Routes Affected by Long-Term Detours	Cause
3 – Jefferson/ HwyElmwood	Road Construction
31 & 32 Leake & Carrollton, DeSaix Bridge	Road Construction
55 – Press/Girard	Road Construction
57- Carrollton/Leake Ave	Traffic Controls
91 – Esplanade Ave.	Building Demolition
114B - Woodland	Street Buckling

PERCENTAGE OF TEMPORARY DETOURS BY CAUSE

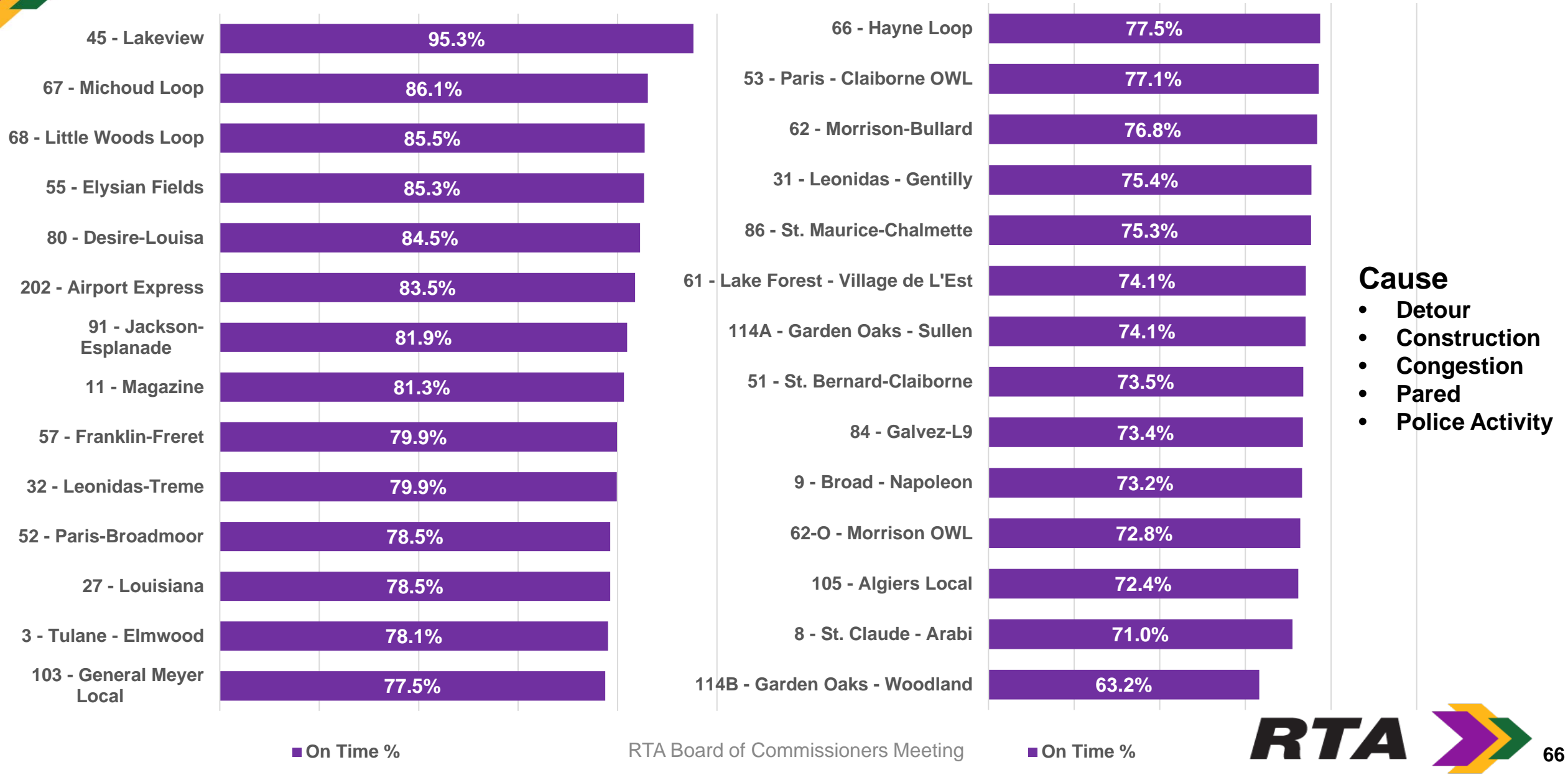


ON-TIME PERFORMANCE – BUS, STREETCAR & PARATRANSIT | DECEMBER 2024



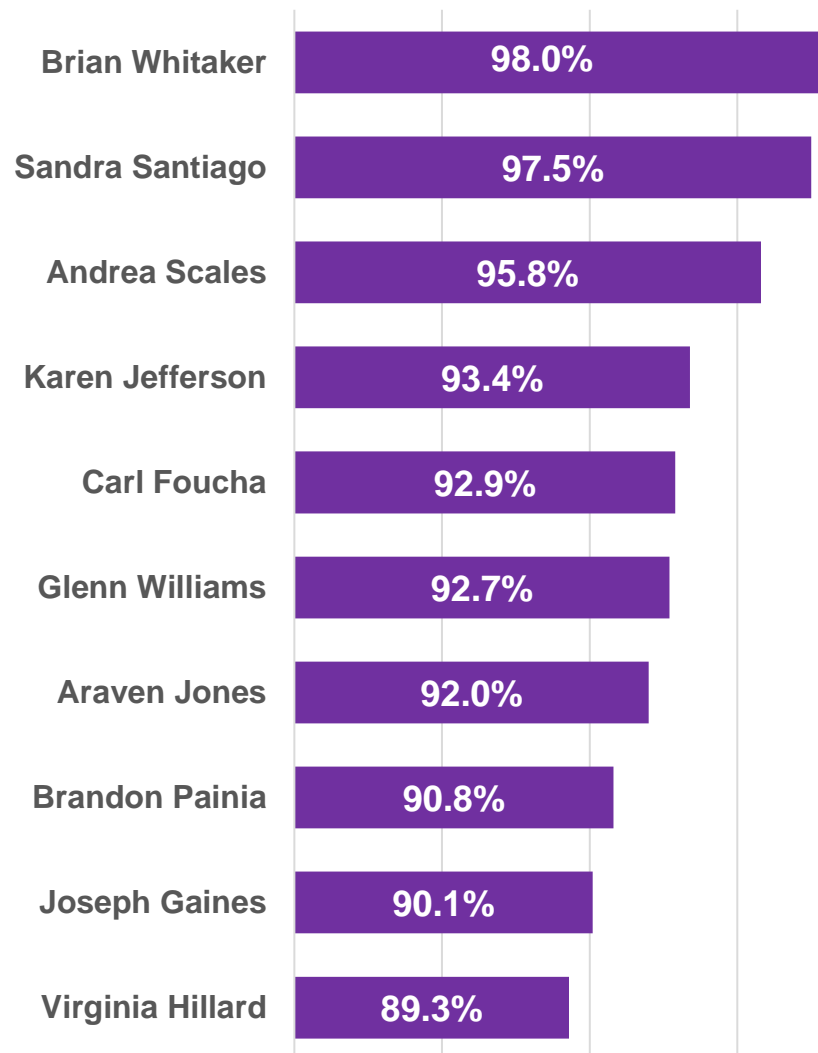


BUS ON-TIME PERFORMANCE BY ROUTE | DECEMBER 2024

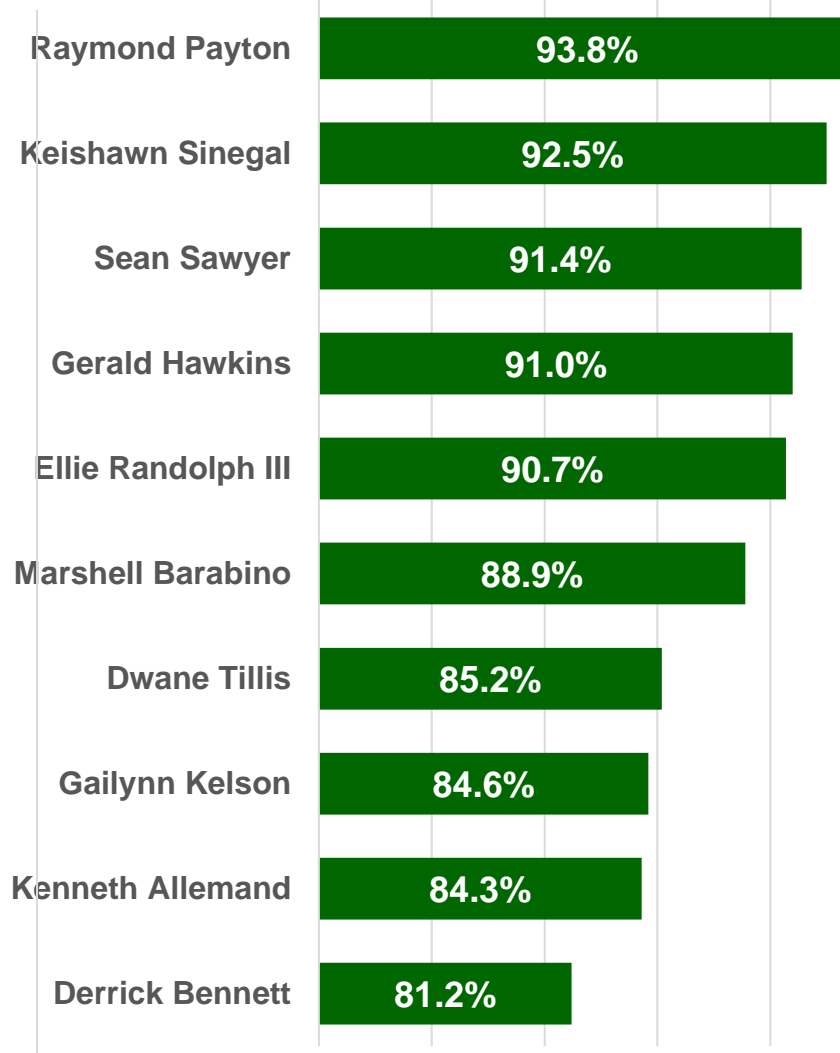


TOP ON-TIME PERFORMER BY MODE | DECEMBER 2024

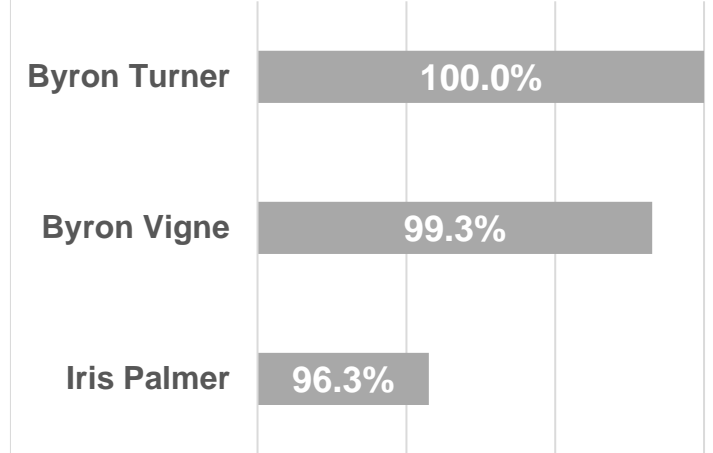
Bus Operators



Streetcar Operators



Paratransit Operators



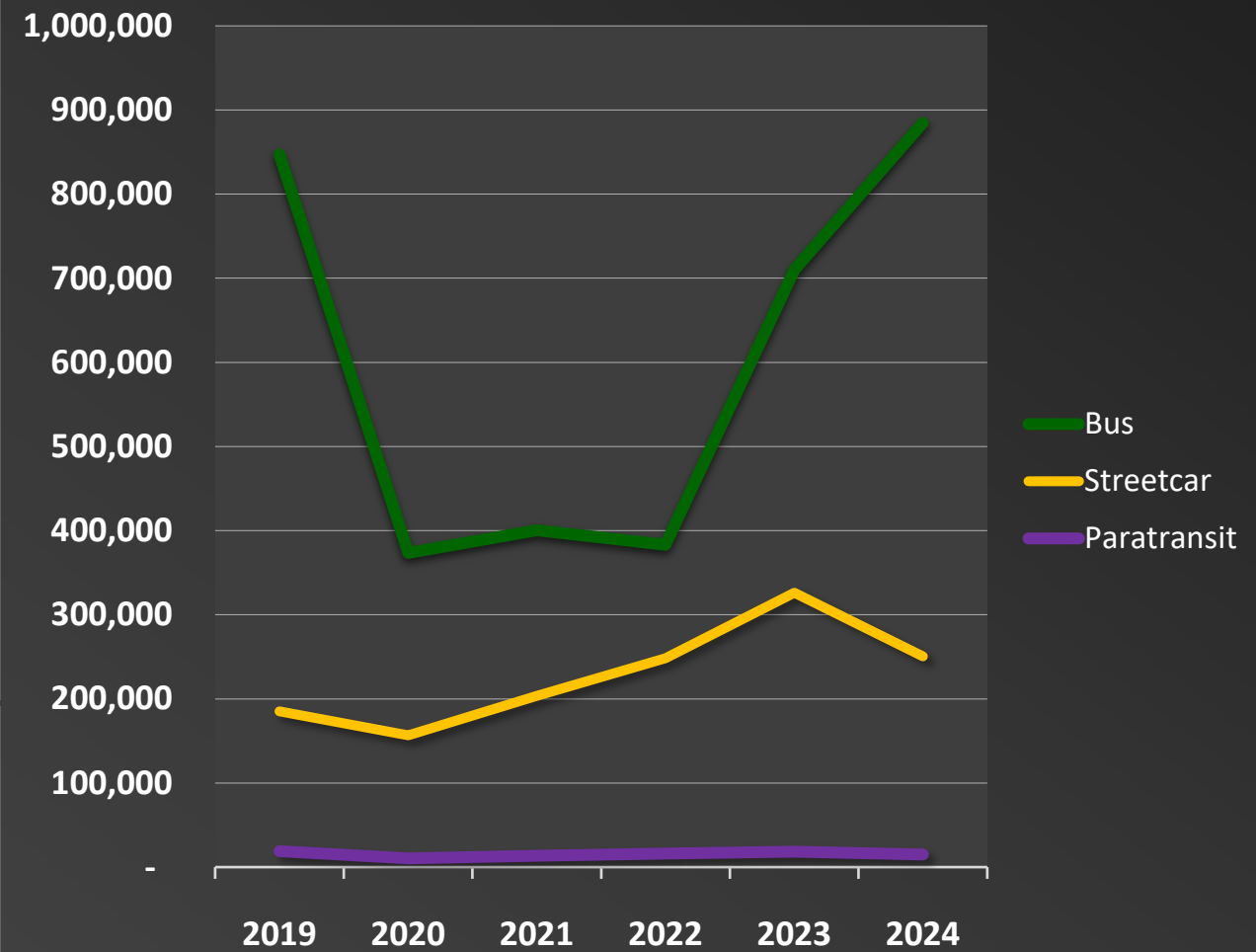
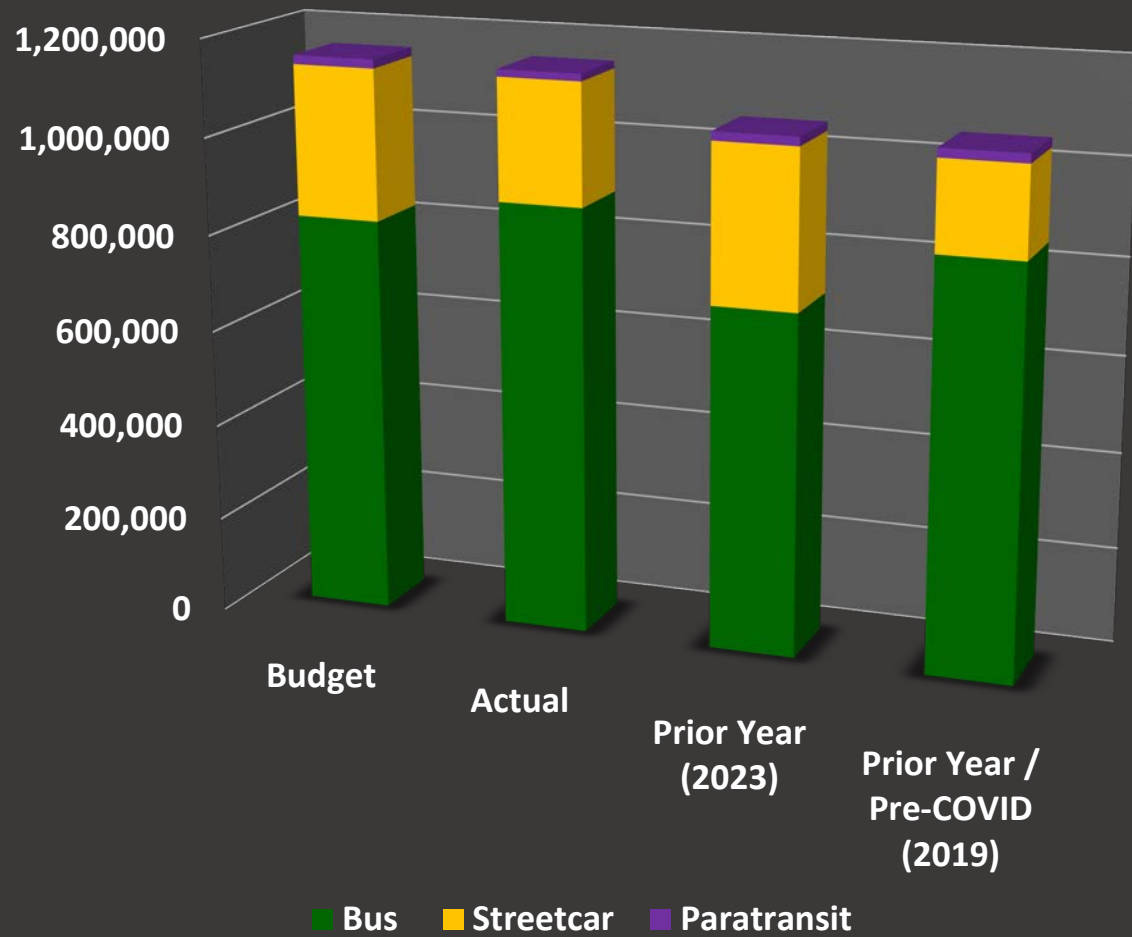
Questions?



Agenda

5. Reports

F. RTA Chief Financial Officer's Report



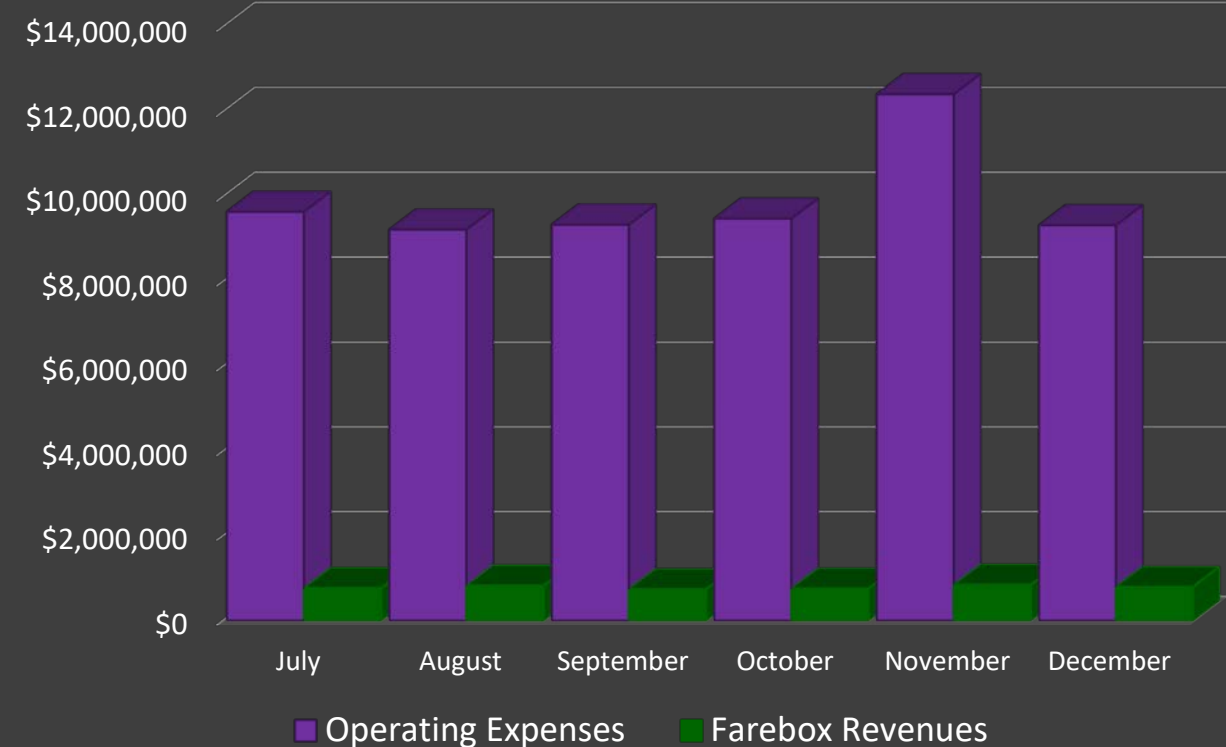
Ridership

Ridership in December decreased by 4.5% when compared to November 2024 actuals. In December, total system ridership (bus, streetcar and paratransit) was 1.15M, compared to 1.2M for the previous month of November.

FAREBOX RECOVERY RATES 2024 vs 2023



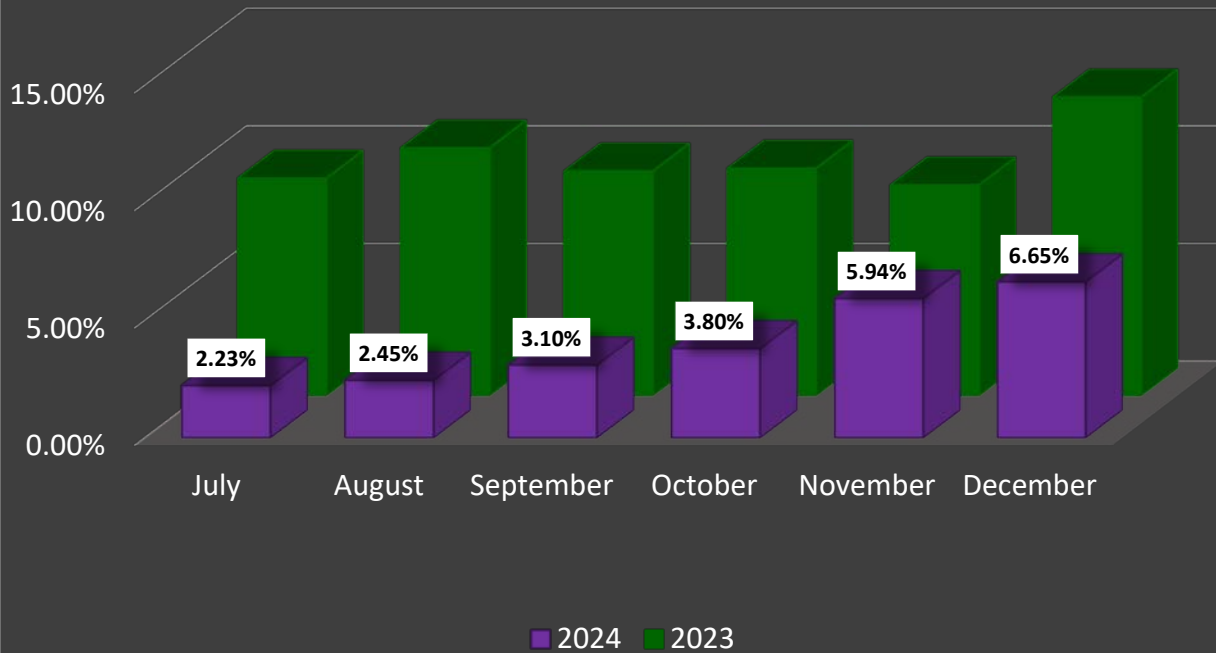
TOTAL OPERATING EXPENSES, FAREBOX REVENUE & FAREBOX RECOVERY



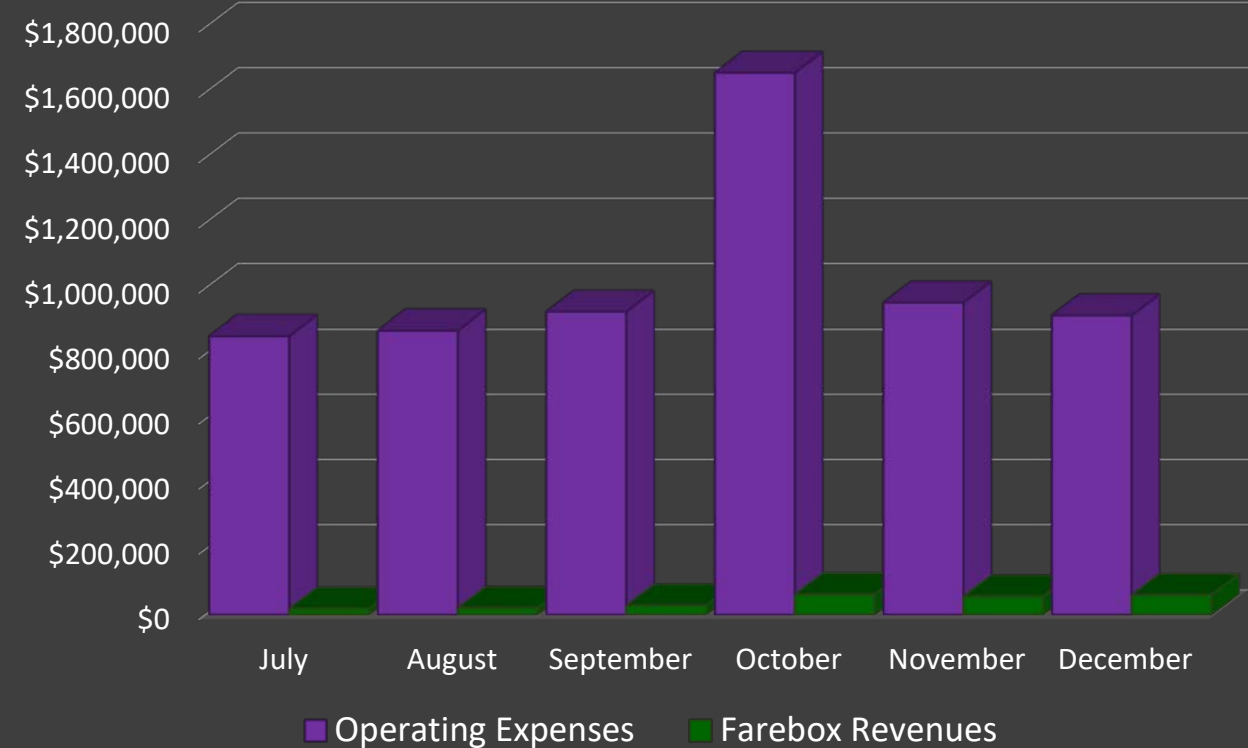
Farebox Recovery Rates 2024 vs. 2023

Fare revenue continues to offset a modest percentage of operating expenses as ridership continues to rebound. December's farebox recovery rate increased from 6.8% to 8.5%, an increase of 1.7%

FAREBOX RECOVERY RATES 2024 vs 2023



TOTAL OPERATING EXPENSES, FAREBOX REVENUE & FAREBOX RECOVERY



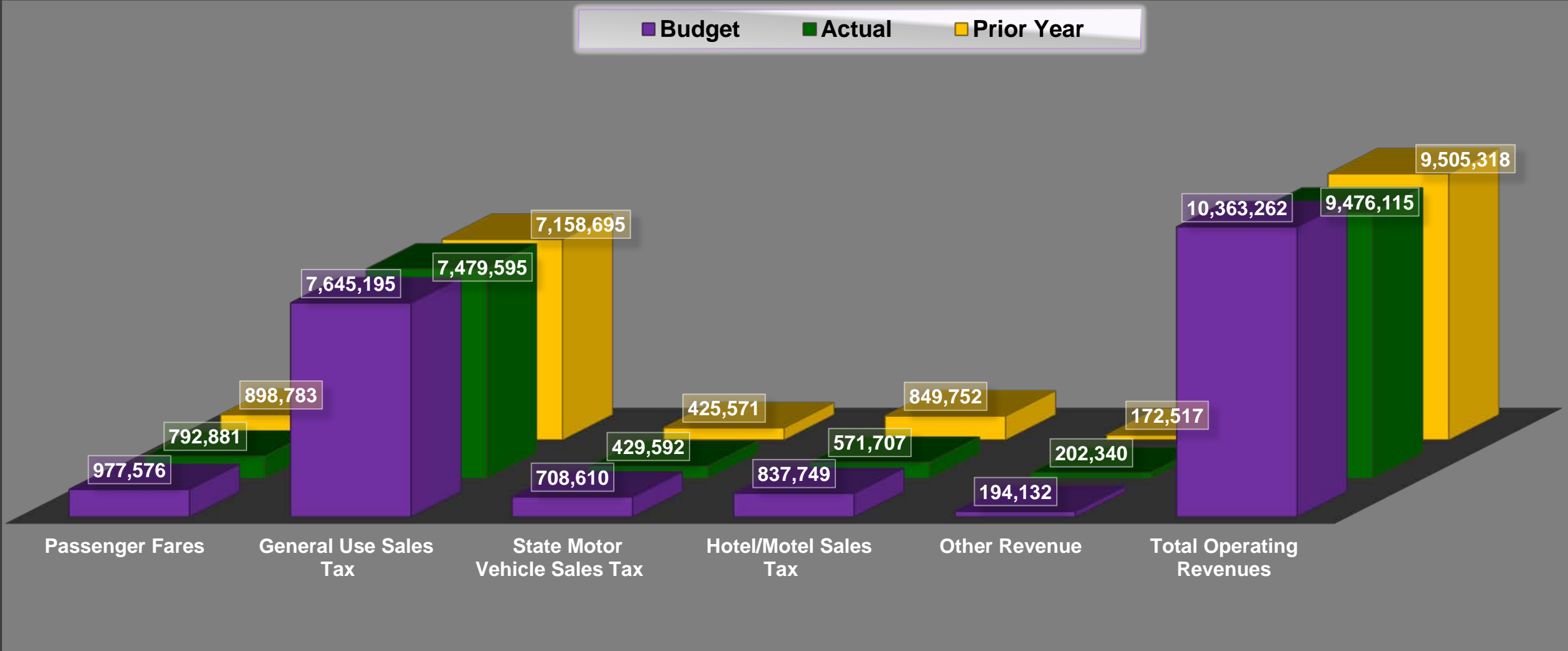
FERRY- Farebox Recovery Rates 2024 vs. 2023

The increase in farebox recovery to 6.6% in December from 5.9% in November is the result of a decrease in operating expenses and an increase in fare revenues from the prior month. Fare revenues continue to offset a small percentage of operating costs.



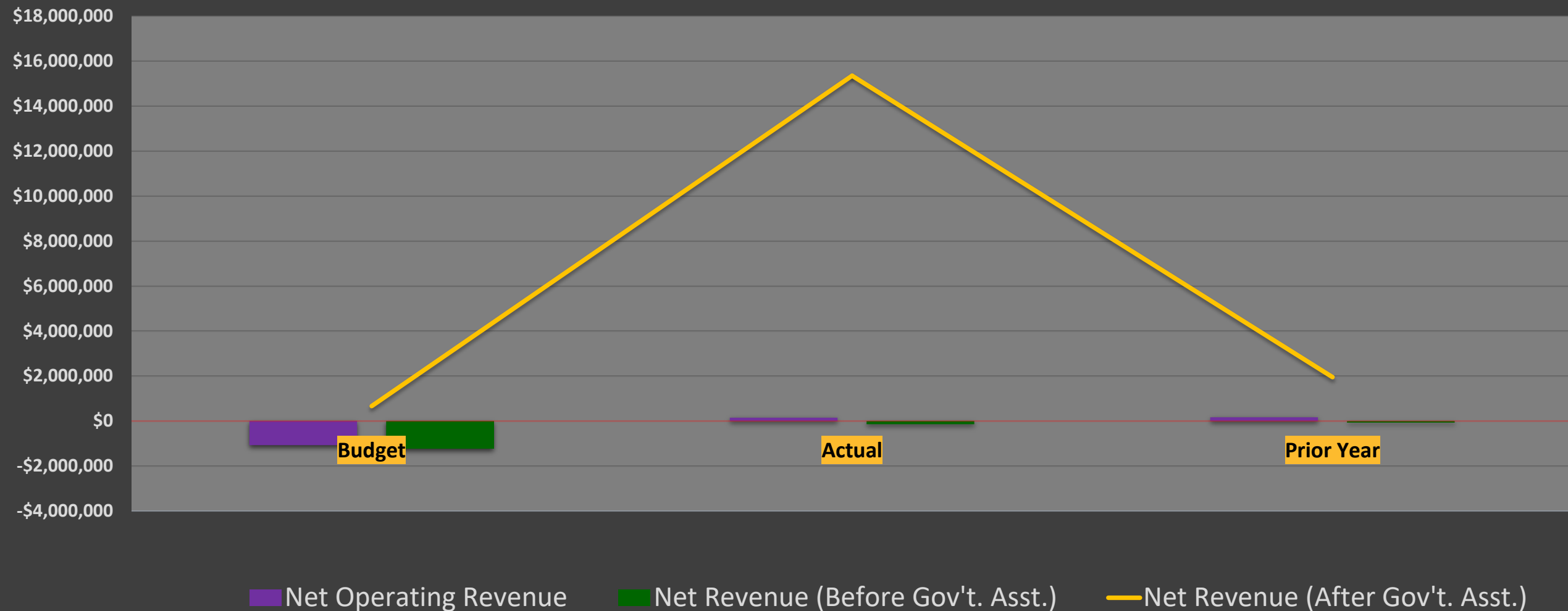
December 2024 Summary of Sources

SUMMARY OF SOURCES						
	Budget	Actuals	\$ Change	% Change	YTD Budget	YTD Actuals
Sales Tax	9,191,554	8,480,894	(710,660)	-7.73%	110,298,648	103,584,659
Government Assistance	1,896,333	15,866,336	13,970,003	736.69%	22,755,996	31,660,337
Sales Tax and Government Assistance	11,087,887	24,347,230	13,259,343	119.58%	133,054,644	135,244,996
Passenger Fares	977,576	792,881	(184,695)	-18.89%	11,730,912	10,289,046
Other Operating Revenues	194,132	202,340	8,208	4.23%	2,329,584	2,494,994
Subtotal Transit Operations	1,171,708	995,221	(176,487)	-15.06%	14,060,496	12,784,040
Total Operating Revenues	12,259,595	25,342,451	13,082,856	106.72%	147,115,140	148,029,036
Federal Capital Funding	3,896,967	1,679,423	(2,217,544)	-56.90%	46,763,604	36,038,932
Investment Income	6,310	66,139	59,829	100.00%	75,720	793,663
Subtotal Capital and Bond Resources	3,903,277	1,745,562	(2,157,715)	-55.28%	46,839,324	36,832,595
Total Revenue	16,162,872	27,088,013	10,925,141	67.59%	193,954,464	184,861,632
Operating Reserve	0	(14,895,021)	(14,895,021)	-100.00%	0	(22,349,502)
Total Sources	16,162,872	12,192,992	(3,969,880)	-24.56%	193,954,464	162,512,130



Operating Revenues (Budget, Actual & Prior Year)

RTA's two largest revenue sources are General Use Sales Tax (\$7.5M) and Passenger Fares (\$793K). The two combined make up 87.3% or \$8.3M of total revenue. Overall, total operating revenues for the month of December are \$9.5M.



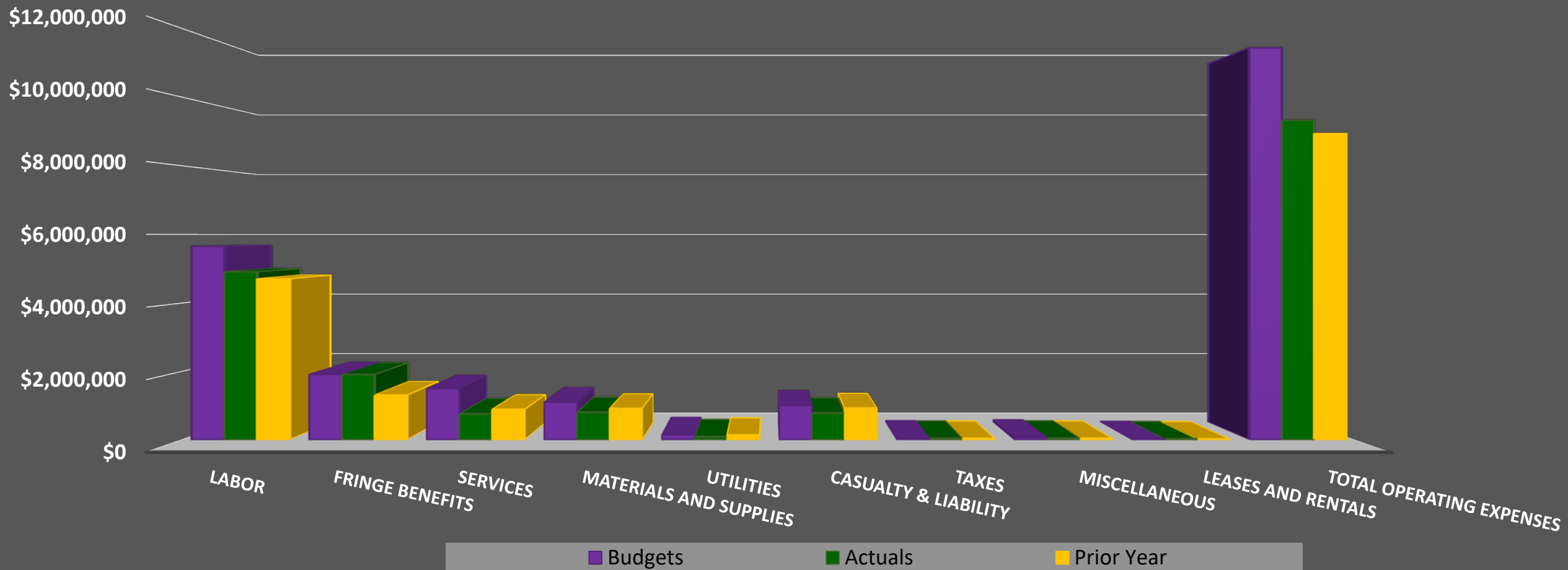
Net Revenues (Before and After Government Assistance)

Net Revenue (Before Government Assistance) is -\$137K for the month of December. After applying the month's \$15.9M in Government Operating Assistance, Net Revenue is \$15.4M for the month of December.

December 2024 Summary of Uses

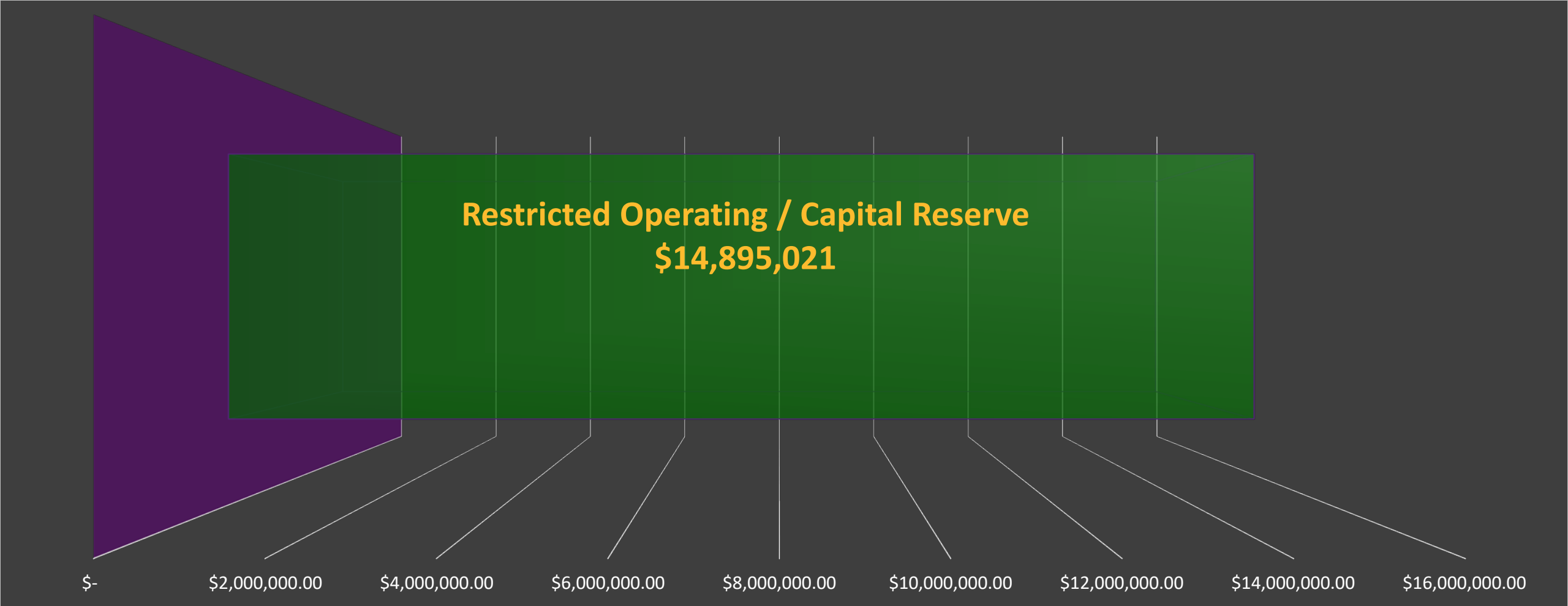
Summary of Uses						
	Budget	Actuals	\$ Change	% Change		
Transit Operations	11,435,212	9,324,802	2,110,410	18.46%		
TMSEL Legacy Costs	158,501	288,470	(129,969)	-82.00%		
Maritime Costs	0	378,454	(378,454)	0.00%		
Capital Expenditures	3,896,967	1,679,423	2,217,544	56.90%		
FEMA Project Worksheet Expenditures	0	0	0	0.00%		
Debt Service	672,192	521,843	150,349	22.37%		
Total Expenditures	16,162,872	12,192,992	3,969,880	24.56%		
Operating Reserve	0	0	0	0.00%		
Total Uses	16,162,872	12,192,992	3,969,880	24.56%		

Operating Expenses (Actual - \$9,324,802)



Operating Expenses

Operating Expenses for the month of December are roughly \$9.3M. Labor and Fringe Benefits, the largest expenditure at \$6.8M, comprised 73.1% of this month's actual expenses. In total, Operating Expenses for the month of December show a decrease of 24.9% from \$12.4M in November.



Operating Reserve

The positive variance that resulted from Net Revenue (After Government Assistance of approximately \$15.9M) added \$14.9M to the Restricted Operating/Capital Reserve, after the offset of \$522K in Debt Service.



Questions?



Agenda

6. Informational Report on the Capital Improvement Program (CIP)

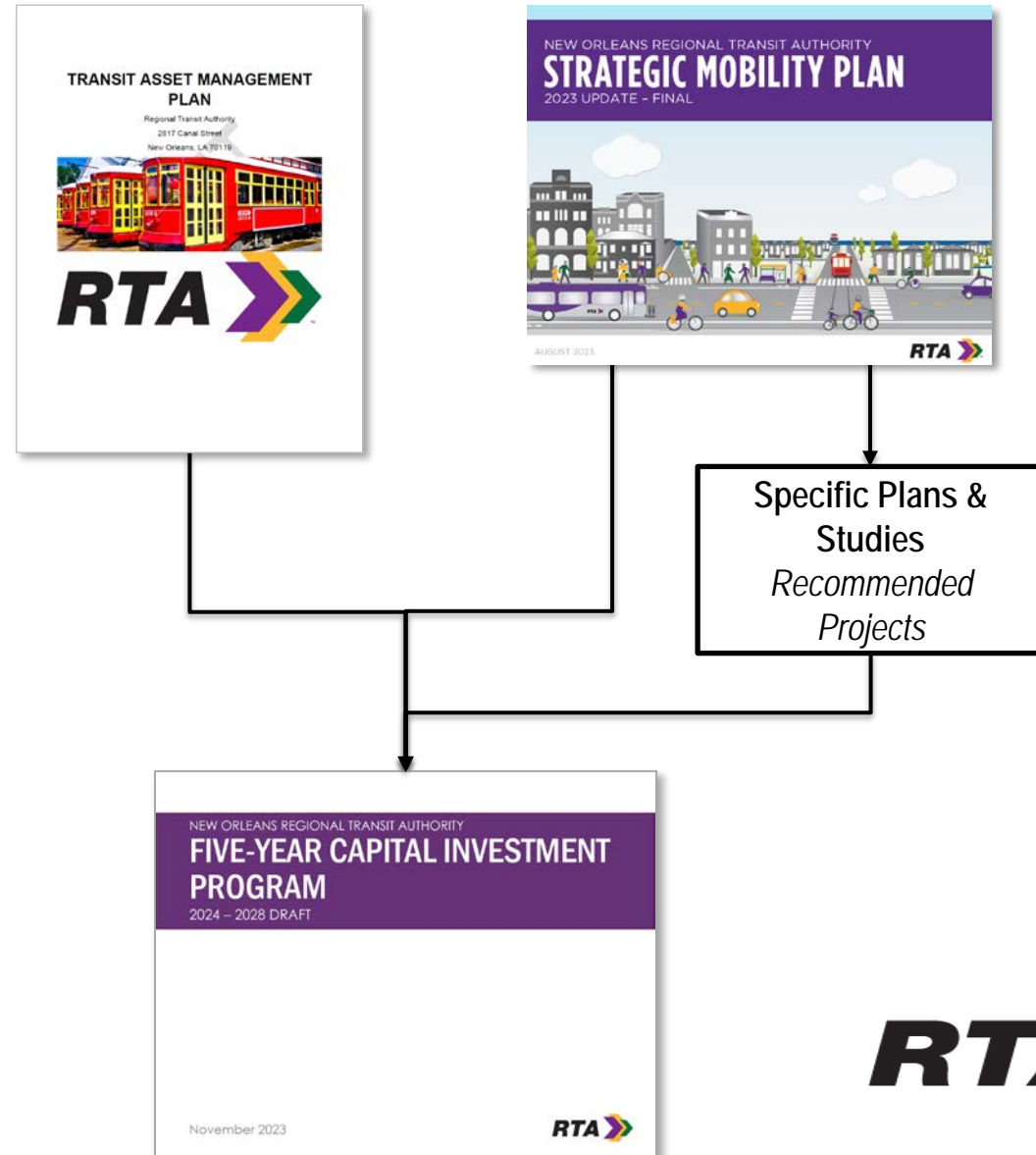


CIP Development

The CIP is a **5-year roadmap** that is **updated annually** in-line with the annual budget process where the next year's expenditures are fully committed.

A large portion of funding is anticipated or projected.

By outlining program first, the CIP serves as a **guide for securing funding** based on strategic priorities





Progress on SMP Implementation Priorities

In the 2023 SMP, by 2025 RTA would:

ACTIVITY	STATUS	PROGRESS
Improve public information and customer service	●	New "see-say" launched in LePass New alert tools in development
Improve transit stops through stop rebalancing and expanding stop amenities including benches, shelters, art, and information	●	Stops inventory underway
Speed up travel times by offering more pay-before-boarding fare media options	●	Fare technology RFP to release in late 2025
Increase reliability with study and plan for transit priority elements, such as traffic signal priority, dedicated lanes	●	Inhouse analysis framework started
Introduce and expand low- or no-emission vehicles into the fleet	●	14 hybrid buses in service Batter electric buses will be ordered in 2025
Pilot emerging mobility options	●	Procurement of software for on-demand underway

LEGEND:

● On pace ● Getting on track ● Behind schedule



Progress on SMP Implementation Priorities

In the 2023 SMP, by 2028 RTA would:

ACTIVITY	STATUS	PROGRESS
Construct Bus Rapid Transit corridor connecting New Orleans East to West Bank	●	Design starting in 2025; target launch 2029
Begin introducing new service types, including Bus Rapid Transit, High-Capacity Transit, Select Service, and regional express service	●	Planning underway
Speed up travel times and improve on-time performance by adding dedicated transit lanes, signal priority improvements, and other transit priority treatments	●	Transit priority corridor inhouse assessment underway
Construct transit centers in Downtown, New Orleans East, and Algiers and smaller hubs at major transfer points	●	\$46 million secured for transit centers; Design to begin in 2025
Improve ADA accessibility of service, including making all transit stops ADA accessible by 2030	●	Accessibility study underway; Awarded \$6.9M for ADA streetcar stops
Identify and secure additional funding sources	●	In development
Introduce streetcar corridor modernization to enable faster safer and more accessible streetcar service	●	Streetcar Modernization master plan to start in 2025

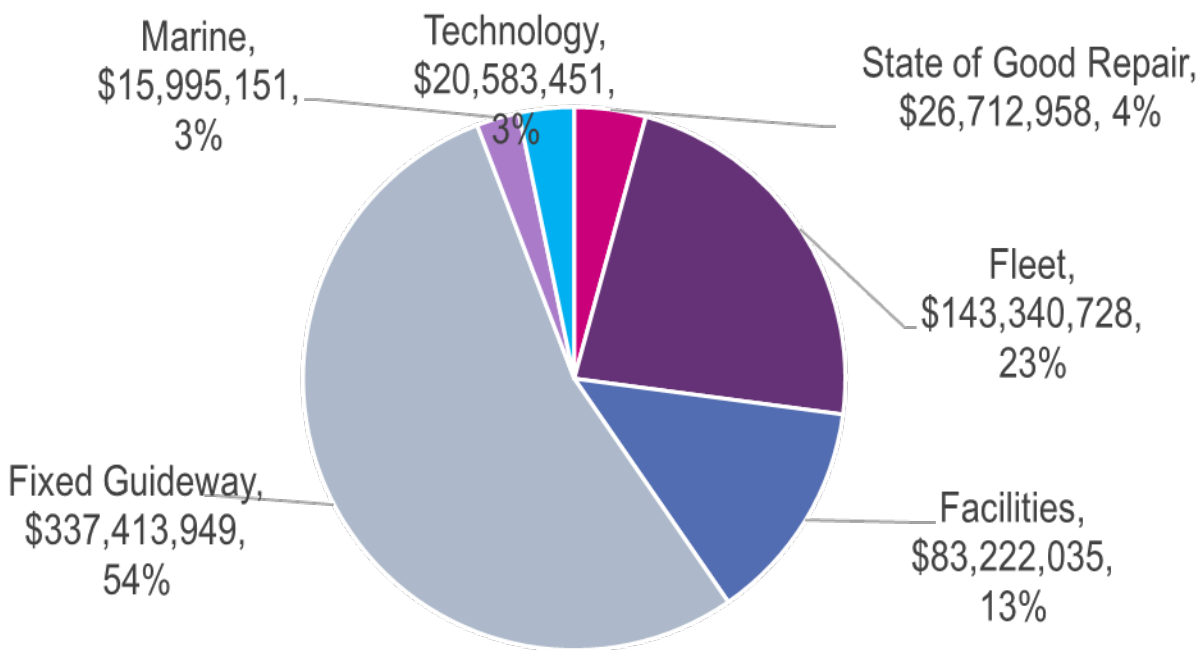
LEGEND:

● On pace ● Getting on track ● Behind schedule

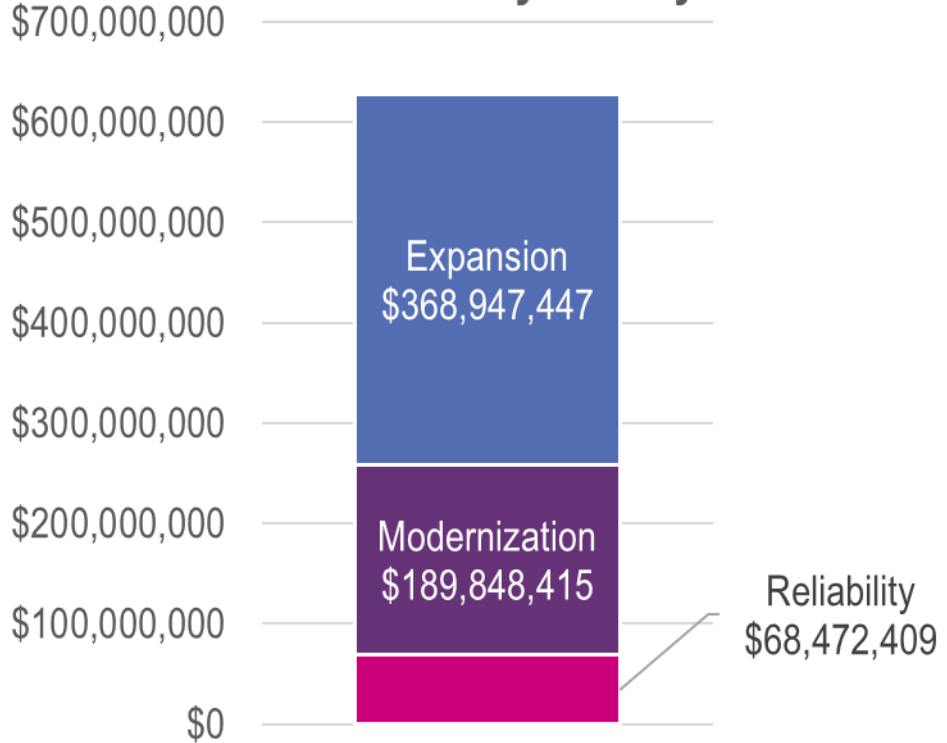


Program Investment Overview

CIP Uses by Category



CIP Uses by Priority

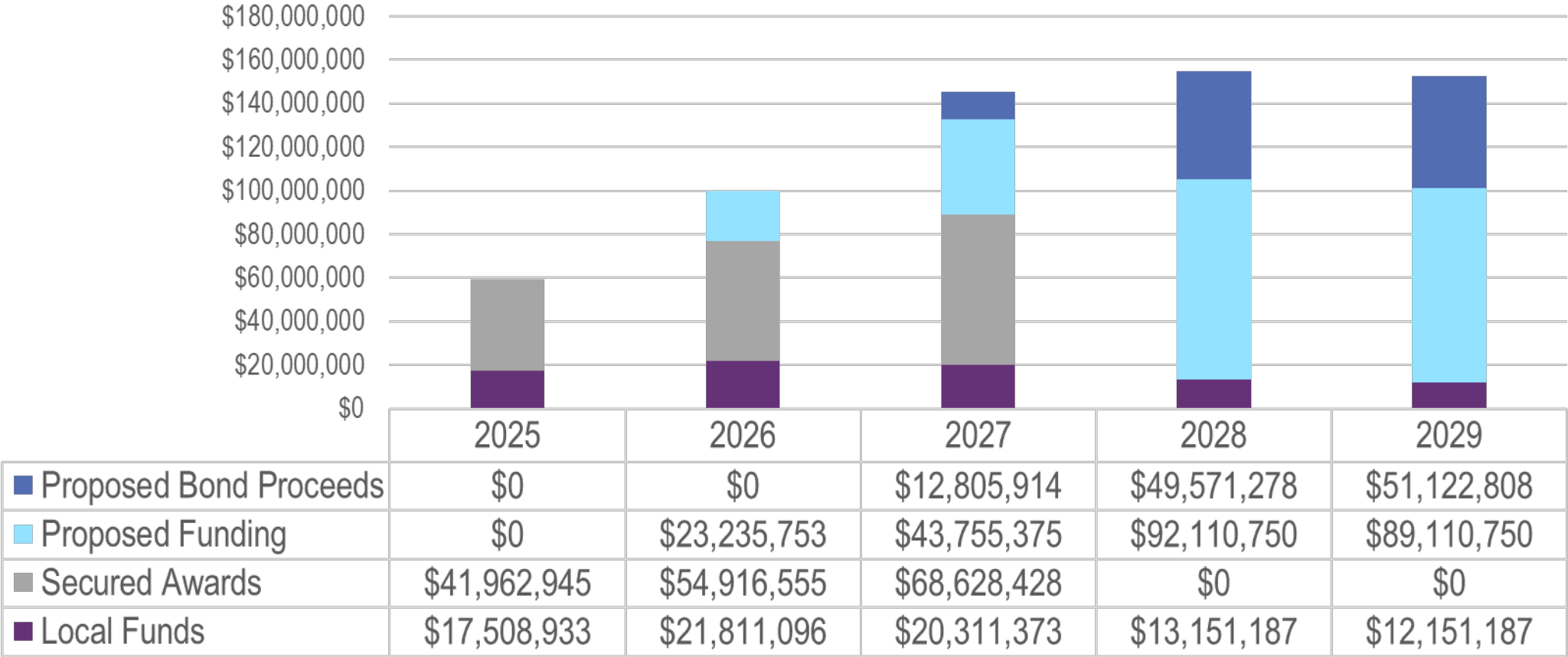


Notes:
1. Fixed Guideway and Expansion include \$282 million for Bus Rapid Transit (BRT) East-West Bank Corridor
2. All amounts in 2023 dollars and do not account for year of expenditure



Program Investment Overview

CIP Funding Sources by Year



Notes:
1. All amounts in 2023 dollars and do not account for year of expenditure



Questions?



Agenda

7. Report by the LA DOTD – Mr. Kevin Lawson



Agenda

8. Consent Agenda

Authorization Resolution to file applications with the Federal Transit
Administration 25-012



Agenda

9. Authorization

Internal Audit 2025 Annual Report and Audit Plan

25-013



Past OIAC Audit Activity

2022 Audit Activity		
Audit	Status	Description
Fixed-Route Service Planning Audit	Completed	OIAC conducted an audit of processes and procedures relating to fixed-route service planning resulting in 3 findings.
Timekeeping and Payroll Management Audit	Completed	OIAC conducted an audit of timekeeping and payroll processes and procedures resulting in 6 findings.

2023 Audit Activity		
Audit	Status	Description
OPEB Benefits Plan Audit	Completed	OIAC conducted a performance audit of OPEB resulting in 4 findings.
Maintenance Inventory Management Audit	Completed	OIAC conducted an audit of Maintenance Inventory. The audit resulted in 1 observation and 4 findings



2024 Audit Plan

Audits From Prior Year - 2023		
Audit	Status	Description
ATU Contract Performance & Compliance Audit	Record Gathering/ Fieldwork & Testing	An audit to assess the performance and compliance of ATU contracts.
2024 Audit Plan		
Audit	Status	Description
Grant Funded, Capital Project Performance	Audit Planning	An audit to assess effectiveness and efficiency and compliance with grant regulations and applicable laws.
Third-Party/ Contract Management of Professional Services	Cancelled	An audit to determine how the organization manages its third-party contracted services and relationships.
Fixed Assets Management Audit	Cancelled	An audit to assess how fixed assets are maintained, accounted for, tagged, and how repairs and maintenance are documented.



2025 Audit Plan

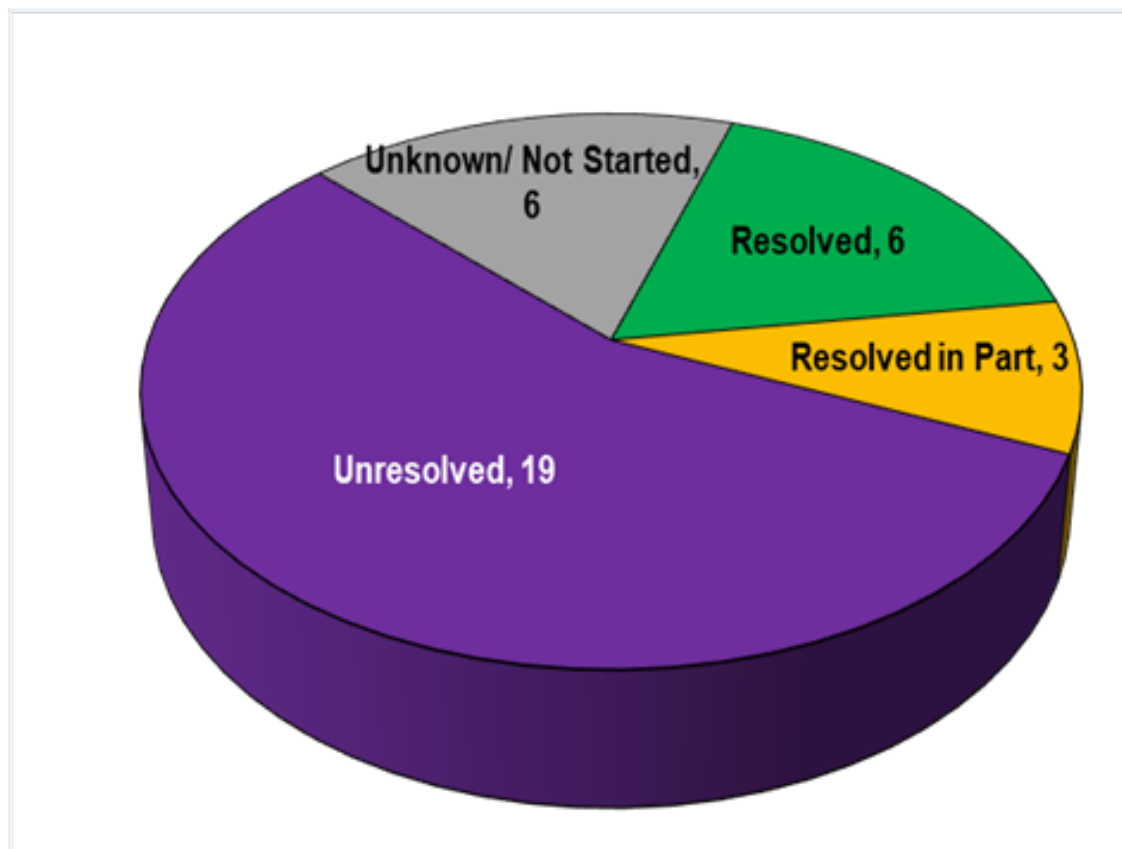
Audits From Prior Year - 2024

Audit	Status	Description
ATU Contract Performance & Compliance Audit	Record Gathering/ Fieldwork & Testing	An audit to assess the performance and compliance of ATU contracts.
Grant Funded, Capital Project Performance	Audit Planning	An audit to assess effectiveness and efficiency and compliance with grant regulations and applicable laws.

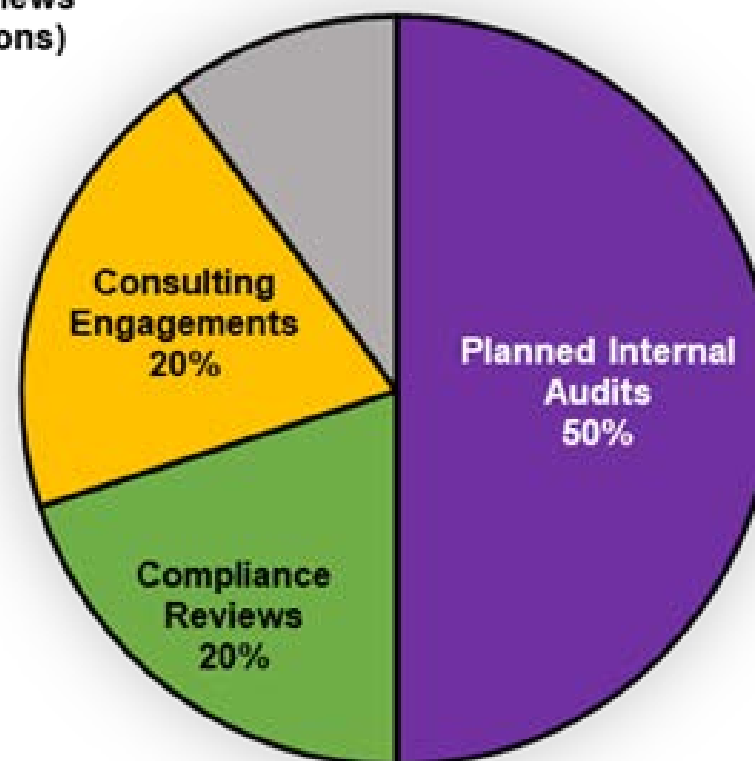
2025 Audit Plan

Audit	Status	Description
Customer Experience Departmental Performance Audit	Planned for Q2/Q3	An audit to determine how this public facing department is operating in accordance with policies and procedures, applicable regulations, and best industry practices.
Information Technology – Systems & Applications Audit	Planned for Q3/Q4	From the 2023 audit plan, to determine how RTA is managing its systems and applications, and how the applications work/integrate with each other across RTA.
Rail Maintenance Audit	Planned for Q4 *if Resources permit	An audit of the Rail Maintenance function to ensure that the dept. is acting effectively and efficiently in the performance of this job function.

Findings & Corrective Actions



Special Reviews
(Investigations)
10%





Other 2025 Engagements/Projects

Next Steps:

- **2024 NTD Report**
 - **Due to FTA 4/30/2025**
- **FTA's 2025 Triennial Review**
- **Continuous Corrective Action Monitoring**
- **Other Advisory Services**
 - **Consulting Engagements, Compliance Reviews, Special Requests**



Questions?



Agenda

10. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)



Agenda

11. Audience Questions and Comments



Agenda

12. Executive Session (2/3rds VOTE TO Consider)

- A. Kentrell Leggings v. Transdev Services
- B. Keith Morris v. Ernest Skidmore
- C. Travis Anthony Peters v. Transdev
- D. Stanley Jenkins v. RTA
- E. Brandon Gillam v. RTA
- F. Personnel Matters



Agenda

13. Adjournment