



2817 Canal Street  
New Orleans, LA 70119

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

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**Tuesday, December 14, 2021**

**10:00 AM**

**Virtual**

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**Regular Board Meeting**

The New Orleans Regional Transit Authority's Board of Commissioners hereby certifies that it will convene a meeting on Tuesday, December 14, 2021 electronically via Zoom in accordance with the provisions of La. R.S. 42:17.1(A)(2)(a)-(c).

**1. Call to Order**

**2. Roll Call**

**3. Consideration of Meeting Minutes**

[Board Meeting Minutes from November 16, 2021]

[21-214](#)

**4. Reports**

RTA Chairman's Report

Operations & Administration Committee Chairman's Report

Finance Committee Chairman's Report

Jefferson Parish Report

RTA General Counsel's Report

**5. Selection of the Official Journal**

[Selection of the Official Journal]

[21-213](#)

**6. Election of Officers**

A. Chairperson

B. Vice Chairperson

## C. Committee Assignments

**7. RTA Chief Executive Officer's Report****8. DBE Report****9. 2022 Proposed Budget Presentation**

RTA CY2022 Budget

[21-194](#)**10. Review of Proposed RTA Cash Reserve Policy****11. RTA Investment Policy Update****12. RTA Permanent Fare Adjustment**

RTA Permanent Fare Change

[21-191](#)**13. Consent Agenda**

Crowd Control Change Order Canal Street Ferry Terminal

[21-192](#)

Trapeze Software Support Maintenance

[21-197](#)

On-Site Bus Maintenance Service

[21-201](#)**14. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)****15. Audience Questions and Comments****16. Executive Session (2/3RDS VOTE TO Consider)**

Amalgamated Transit Union 1560

**17. Adjournment**



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

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**File #:** 21-214

**Board of Commissioners**

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[Board Meeting Minutes from November 16, 2021]



2817 Canal Street  
New Orleans, LA 70119

## **New Orleans Regional Transit Authority Board of Commissioners**

### **Meeting Minutes**

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**Tuesday, November 16, 2021**

**10:00 AM**

**Virtual**

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The New Orleans Regional Transit Authority does hereby certify that it will convene a meeting on Tuesday, Nov 16, 2021 electronically via Zoom in accordance with provisions of LA R.S. 42:17 1(A)(2)(a)-(c).

**1. Call to Order**

**2. Roll Call**

**3. Consideration of Meeting Minutes**

[Board Meeting Minutes - October 26, 2021]

[21-187](#)

Commissioner Wegner moved and Commissioner Neal seconded to approve the Board Meeting Minutes of September 28, 2021. The motion was unanimously approved.

approved

**4. Reports**

**A. RTA Chairman's Report**

Commissioner Raymond stated that he wanted to thank the Board of Commissioners and staff members that attended the APTA Expo Conference in Orlando, FL.

Commissioner Raymond stated that the Board of Commissioners was having a retreat on Saturday, December 11, 2021 at the Virgin Hotel.

**B. Operations & Administration and Finance Committee Chairman's Report**

**Operations & Administration Committee**

Commissioner Neil stated that the APTA Expo was a great experience and a great way to connect with peers in the Transit Industry.

#### Finance Committee

Commissioner Raymond stated that the RTA received a special recognition at the APTA conference.

#### C. Jefferson Parish Report

Commissioner Wegner stated that at the APTA Conference she learned that other transit agencies were dealing with some of the same issues as the RTA.

Commissioner Wegner stated that JP Transit was working on its new branding and that the new branding will be on all Jefferson Parish kiosks.

Commissioner Wegner stated that a new app was being introduced for iPhones and Androids and they were also working on a new website design. She stated that on November 20, 2021 the installation of Mobile Eye will be on all JP Transit vehicles to improve drivers safety.

#### D. RTA General Counsel's Report

Sundiata Haley stated that there is an Executive Session on the Agenda.

#### E. RTA Chief Executive Officer's Report

Alex Wiggins reported that this was the first in person event for APTA in 2 years and staff that attended was able to experience the new transit technology in the industry.

Alex Wiggins reported that the RTA held the first BRT Stakeholder Advisory Group meeting on Friday November 12, 2021 at Xavier University. This meeting focused on connecting New Orleans East to downtown and beyond and the community stakeholders will be involved in this feasibility study.

Alex Wiggins stated that he wanted to thank Lona Hankins and Dwight Norton for the leadership on this project.

Alex Wiggins stated that the APTA Expo had a lot of new technology for accessibility riders with level boarding's and companies that can retrofit the St. Charles Streetcars.

Alex Wiggins stated that there was new fare technology that would make it easier and faster for passengers to pay by using a variety of different platforms with mobile devices and tap to pay cards.

Alex Wiggins stated that the RTA was awarded the Safety Excellence Certificate of Merit Award from APTA and he wanted to thank the entire Safety Team.

Alex Wiggins stated that Detrich Hebert-Johnson was promoted to the Chief of Diversity, Equity and Inclusion.

Commissioner Wegner congratulated Ms. Hebert on her promotion.

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[CEO PowerPoint 11.16.21]

[21-189](#)

F. DBE Report

Adonis Expose' reported that RTA awarded \$14,607,367 of contracts and out of that \$7,321,457 was awarded to DBE Prime Firms and \$78,902 was awarded to SBE Prime Contractors and the total DBE participation (commitment) was 50%.

Adonis Expose' reported that the East New Orleans Maintenance Building had a DBE goal of 100% and has achieved 7%.

Adonis Expose' reported that currently they are 6 SBE Projects.

Adonis Expose' reported that currently they are 5 solicitations being advertised and all five has SBE/DBE Goals.

Adonis Expose' reported that the DBE/SBE Outreach regarding the Napoleon Facility 25 contractors participated in the outreach.

[DBE PowerPoint 11.16.21]

[21-188](#)

**5. Financial Statements**

Gizelle Banks reported that Ridership - September's ridership of 278k fell short of the budget by 62% or 450k passengers. This is largely due to suspended and limited service due to Hurricane Ida. It represents a 50% decline when compared to August's ridership. Year-to-date comparisons to September actuals show mixed results across the spectrum - when compared to the budget (-13.4%), 2020 actuals (+3.3%) and 2019 pre-COVID actuals (-57.6%).

Gizelle Banks reported that Operating Cost per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID) - The cost per passenger trip for the month of September represents the largest increase this year by far, up by \$14.03 from the prior month. The impacts of Hurricane Ida account for this result.

Gizelle Banks reported that Ferry - Operating Cost per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID) - Ferry cost per passenger trip rose by \$30.41 to \$47.08 in September, making it the largest increase this year. This, too, can be attributed to Hurricane Ida.

Gizelle Banks reported that Farebox Recovery Rates 2021 vs. 2019 (Pre-COVID) - Fare revenue continues to offset a significantly lower percentage of operating expenses. September's farebox recovery, declined by 55% due to the added impacts of Hurricane Ida.

Gizelle Banks reported that - Ferry Farebox Recovery Rates 2021 vs. 2019 (Pre-COVID) - Ferry ridership has dropped dramatically because of the pandemic, causing fare revenue to offset a significantly lower percentage of operating expenses. Hurricane Ida compounded matters, causing the farebox recovery rate for ferry operations to fall by 71% to 2.37% for the month of September.

Gizelle Banks reported that - Operating Revenues (Budget, Actual & Prior Year) - Overall, Operating Revenues display positive results for the month when compared to the prior year. (Note that fare collections were suspended in April 2020.) Passenger Fares especially took a hit in September because of Hurricane Ida, falling short of the budget by \$185k or 43.2%. When compared to August's fare collections, September's actuals fell by 53.9%. CNO sales tax collections through August have been received, exceeding the 8-month projections by \$7.6m or 18.5%.

Gizelle Banks reported that - Operating Revenues (Actual) - Of the \$6.1m in Operating Revenues, 83% or \$5.1m is derived from General Use Sales Taxes.

Gizelle Banks reported that - Operating Expenses - Labor and Fringe Benefits, the largest expenditure at \$5.6M, comprised 74.2% of this month's actual expenses. Staff's massive post-transition payroll analysis and true-up continue. The contrast in 2020 and current year results for Labor and Fringe Benefits and Services is directly related to the transition from the O & M contractual arrangement with Transdev to 100% in-house operations. In total, Operating Expenses for the month compared favorably with the budget with a 23.2% or \$2.3m positive variance.

Gizelle Banks reported that - Net Revenue (Before and After Government Assistance) - Net Revenue (Before Government Assistance) is -\$1.9m for the month of September. This negative position is largely attributable to -\$1.4m in Net Operating Revenue for the month. After applying the month's \$2.6m in Government Operating Assistance, which included \$1.4m in CRSRSAA Act funding, Net Revenue increased to \$757k.

Gizelle Banks reported that - Capital Expenditures and Debt Service - As result of the bond refinancing in September 2020, \$1.3m in proceeds were received. This accounts for the -\$2.1m variance from prior year actuals for the month. The long-term benefits of the bond refinancing are demonstrated by \$2.0m in savings from 2020 actuals through September.

Gizelle Banks reported that - Operating Reserve - The positive variance from Net Revenue (After Government Assistance) fell just short of offsetting the \$774k in Debt Service. This resulted in only \$17k from Restricted Operating/Capital Reserve.

Gizelle Banks reported that - Maritime Operations - Passenger fare revenue for ferry operations decreased by \$45k from the prior month. This drop is largely due to Hurricane Ida. September 2021 operating expenses, however, produced mixed results - over budget by \$204k and down by \$51k from the prior year.

Gizelle Banks reported that for the month of September the total revenue budgeted was \$16.1m and RTA collected \$9.1m and year to date the RTA budgeted \$116.8m and collected \$100m and the RTA was under budget in terms of revenue and expenses and the RTA has a positive reserve of \$7.9m.

In response to Commissioner Neal, Gizelle Banks reported that staff can break out the costs associated with Hurricane Ida.

Gizelle Banks reported that the 2022 Budget Schedule was as follows:

Draft Budget review sessions with Board Members- Open for scheduling.  
Draft Budget presentation- City Council November 16, 2021.  
Budget presentation - December 9th Finance Committee Meeting.  
Advertisement and Notice of Budget hearing- Proposed December 1, 2021.  
Budget Discussion- Board Retreat, December 11, 2021.  
Final Budget presentation for approval - December 14 Board Meeting.

In response to Commissioner Walton, Gizelle Banks reported that the gap between this year and last year was closing.

Commissioner Raymond stated that the RTA needs to have an approved budget by the end of the year.

[Financials PowerPoint 11.16.21] [21-190](#)

[September - 2021 Financials] [21-186](#)

## **6. Procurement Items**

### **A. Authorizations**

Lease Tires and Service [21-156](#)

In response to Commissioner Walton, Alex Wiggins reported that this Goodyear contract was a new for the RTA but this was the same vendor that Transdev used.

Commissioner Wegner moved and Commissioner Walton seconded to adopt the Lease Tires and Service Contract. This Resolution was deferred for approval for later in the meeting.

Commissioner Walton moved and Commissioner Wegner seconded to defer this item until Alex Wiggins could get the necessary answers for Commissioner Walton regarding the Goodyear contract.

After the Canal Street Ferry Project Schedule Recovery was discussed on the agenda the Board came back to this agenda item.

In response to Commissioner Walton, Alex Wiggins reported that this contract was a three year contract with a two one year option and the total contract includes the options if RTA chooses to exercise these options.

In response to Commissioner Walton, Alex Wiggins reported that this was the beginning of a new contract with the RTA.

Commissioner Walton moved and Commissioner Fred seconded to adopt the Lease Tire Service Contract. Resolution 21-085 was adopted

unanimously.

adopted

Enactment No: 21-085

Renewal of Third-Party Administrator ["TPA"] Contract with Hammerman and Gainer, Inc. ["HGI"]

[21-169](#)

In response to Commissioner Walton, Mark Major stated that the price on an annual basis will remain the same at \$198,000 per year.

Commissioner Walton moved and Commissioner Wegner seconded to adopt the Renewal of the Third-Party Administrator ("TPA") Contract with Hammerman and Gainer, Inc. ("HGI"). Resolution No. 21-083 was adopted unanimously.

adopted

Enactment No: 21-083

Excess Workers' Compensation Coverage for RTA Employees

[21-171](#)

In response to Commissioner Walton, Mark Major reported that this was a \$34,000 increase in this contract which was a 19% annual increase over the length of the policy.

In response to Commissioner Walton, Mark Major reported that RTA took this coverage over from Transdev and that expiring premium was \$167,000 the quote that staff was recommending was \$201,000.

Commissioner Neal moved and Commissioner Walton seconded to adopt the Excess Workers' Compensation Coverage for RTA Employees. Resolution No. 21-083 was adopted unanimously.

adopted

Enactment No: 21-084

Heritage Crystal Clean, LLC Contract to remove/dispose of hazardous waste from all facilities (Canal, Carrollton, ENO)

[21-172](#)

Commissioner Wegner moved and Commissioner Walton seconded to adopt the Heritage Crystal Clean, LLC Contract to remove/disposal of hazardous waste from all facilities (Canal, Carrollton and ENO). Resolution 21-085 was adopted unanimously.

adopted

Enactment No: 21-086

CNO Department of Ground Transportation Bureau use of East New Orleans Facility

[21-174](#)

Commissioner Walton moved and Commissioner Wegner seconded to

adopt the CNO Department of Ground Transportation Bureau use of East New Orleans Facility. Resolution No. 21-087 was adopted unanimously, adopted

Enactment No: 21-087

Donation from Broadmoor Improvement Association

[21-175](#)

In response to Commissioner Neal, Lona Hankins reported that staff was working on a template for all donations that the RTA receive. She stated that the RTA will have final approve of what type of shelter that will be installed and the RTA will maintain the shelters.

In response to Commissioner Bryan, Lona Hankins reported that the entities that donate to the RTA has to follow the proper City permitting process and that was explained to the Broadmoor Association.

Commissioner Walton moved and Commissioner Neal seconded to adopt the Donation from Broadmoor Improvement Association. Resolution No. 21-088 was adopted unanimously. adopted

Enactment No: 21-088

St. Charles Streetcar Double Crossover Change Order to Voestalpine Nortrak Inc Contract

[21-176](#)

Commissioner Wegner moved and Commissioner Walton seconded to adopt the St. Charles Streetcar Double Crossover Change Order to Voestalpine Nortrak, Inc. Contract. Resolution No. 21-089 was adopted unanimously. adopted

Canal Street Ferry Terminal Project Amendment Request to Woodward-APC's Contract

[21-180](#)

Commissioner Neal moved and Commissioner Walton seconded to adopt Canal Street Ferry Terminal Project Amendment Request to Woodward-APC's Contract. Resolution No. 21-090 was adopted unanimously. adopted

Enactment No: 21-090

Support Vehicle Purchase

[21-157](#)

Commissioner Bryan moved and Commissioner Walton seconded to adopt the Support Vehicle Purchase Contract. Resolution No. 21-091 was adopted unanimously.

adopted

Enactment No: 21-090

## B. Ratification

## Canal Street Ferry Project Schedule Recovery

[21-181](#)

Lona Hankins reported that Woodward was going to remove the barge and relocate it to the Mardi Gras World site but Labmar and its subcontractor assumed the responsibility for the work because they had the necessary crane to do the work.

In response to Commissioner Bryan, Lona Hankins reported that the cost would be deducted from Woodward contract and the Project Manager and the Third-Party Estimator will conduct a review to make sure it is the correct amount.

In response to Commissioner Raymond, Lona Hankins reported that the credit should be approximately \$44,442.

Commissioner Neal moved and Commissioner Walton seconded to adopt the Canal Street Ferry Project Schedule Recovery. Resolution 21-092 was adopted unanimously.  
adopted

Enactment No: 21-092

**7. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)**

None

**8. Audience Questions and Comments**

PLEASE NOTE: Persons wishing to submit public comments must either enter their full name in the chat sections of the Zoom meeting to provide comments during the meeting or email your comments to [rtaboard@rtaforward.org](mailto:rtaboard@rtaforward.org) to have your comments read aloud at the meeting.

Courtney Jackson stated that Ms. Olivia was a regular rider on the RTA and uses the monthly bus pass and she stated that Walgreens informed her that they were no longer selling the RTA passes and she would like the RTA to better communicate these things to the riding public.

Alex Wiggins reported that this was misinformation, and that Walgreens received a new batch of passes a week ago and there was a breakdown in communications and he will make sure that this misinformation was corrected.

In response to Commissioner Walton, Alex Wiggins reported that all Walgreens in New Orleans are selling the RTA passes.

Commissioner Raymond stated that Robin Western was having issues changing her Paratransit Riders Subscription trip and she was being told that the RTA was not allowing these changes.

Alex Wiggins reported that some changes were being made in Paratransit to better serve the customers riding Paratransit.

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

Commissioner Wegner moved and Commissioner Walton seconded to approve going into Executive Session for

approved

\*Morial Convention Center v. the Regional Transit Authority (RTA)

\*Amalgated Transit Union

**10. Adjournment**

Commissioner Walton moved and Commissioner Wegner seconded to adjourn the Board Meeting of November 16, 2021. The motion was carried unanimously.

adjourned



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

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**File #:** 21-213

**Board of Commissioners**

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[Selection of the Official Journal]



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

504.827.8300

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

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

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**SELECTION OF OFFICIAL JOURNAL**

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

**WHEREAS**, state law requires that each state political subdivision have certain board proceedings and other specified information published in a newspaper, and that each state political subdivision select a newspaper as its official journal at its first meeting in December of each year for a term of one year; and

**WHEREAS**, the Board of Commissioners of the Regional Transit Authority has considered the selection of an official journal for the above-stated purpose and has found that The New Orleans Advocate fulfills those state requirements;

**NOW THEREFORE BE IT RESOLVED** that the Board of Commissioners of the Regional Transit Authority does hereby select The New Orleans Advocate as its official journal.

**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 14th DAY OF DECEMBER 2021**

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**FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS**



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-194

Finance Committee

RTA CY2022 Budget

|   |   |
|---|---|
| DESCRIPTION: Request Approval of the RTA's Operating and Capital Budget for CY2022  | 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 implement the Operating, Non-Operating, Capital, and Debt Service Budget for the 2022 Calendar Year.

### ISSUE/BACKGROUND:

Staff is submitting the CY2022 Operating, Non-Operating, Capital, and Debt Service Budget for approval. The budget meets board adopted requirements for CY2022.

### DISCUSSION:

The CY2022 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 new capital initiatives: (1) the relocation of New Links shelters (\$774,000); (2) surveillance systems for ferries and facilities (\$250,000); (3) Clever Device installation and integration for ferry operations (\$350,000); (4) Clever Device, JD Edwards, Genfare, etc. upgrades (\$1.1M); and Phase II of the Rampart Street/Hard Rock Recovery Project. The primary emphasis of the CY2022 Capital Program is to maintain or improve the agency's assets.

### FINANCIAL IMPACT:

The CY2022 Operating Budget includes revenues of \$96,313,505 and expenses of \$115,761,808. Operating revenues for CY2022 are increasing by 7.8% while operating expenses are increasing by 4.4% from the revised CY2021 Budget. TMSEL Legacy Costs of \$2,124,600 for CY2022 have decreased by 0.21% from CY2021 revised budgeted costs. Government operating assistance for CY2022 is expected to offer \$37,981,735 in funding, offsetting the budget deficit largely created from the impact of COVID-19 on the transit system.

### NEXT STEPS:

None

### ATTACHMENTS:

1. RTA Board Resolution

2. Proposed CY2022 Budget

Prepared By: Dacia Johnson  
Title: Administrative Analyst

Reviewed By: Mark Major  
Title: Deputy Chief Executive Officer

Reviewed By: Gizelle Banks  
Title: Chief Financial Officer



Alex Wiggins  
Chief Executive Officer

12/8/2021

Date



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

STATE OF LOUISIANA  
PARISH OF ORLEANS

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**RESOLUTION TO APPROVE THE PROPOSED OPERATING BUDGET, NON-  
OPERATING BUDGET, CAPITAL BUDGET, AND BOND DEBT PRINCIPAL FOR THE  
2022 CALENDAR YEAR**

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

**WHEREAS**, the proposed 2022 Budget has been recommended for adoption by the Chief Executive Officer and the Chief Financial Officer; and

**WHEREAS**, Article VII, Section 1 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 the Board of Commissioners of the Regional Transit Authority approves the Calendar Year 2022 Budget in the amounts of: Operating Revenues \$96,313,505, Operating Expenses \$115,761,808, TMSEL Legacy Cost \$2,124,600, Maritime Operations \$8,372,072, Government Operating Assistance \$37,981,735, Net Non-Operating Expenses & Debt Service \$8,036,760, and Restricted Operating/Capital Reserves \$0.

**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 14<sup>th</sup> DAY OF DECEMBER, 2021.**

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

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**FLOZELL DANIELS, JR.**  
**CHAIRMAN**

**RTA BOARD OF COMMISSIONERS**

**REGIONAL TRANSIT AUTHORITY**  
**Proposed CY2022 Budget**  
**Statement of Revenues and Expenses**

| Operating Revenues              | CY2020<br>Actuals | Approved<br>2021<br>Budget | Approved<br>Rev. 2021<br>Budget | Proposed<br>2022<br>Budget | CY21 Annl. Act. vs<br>Proposed CY22 Bgt. |              | Appv. Rev. CY21 Bgt. vs<br>Proposed CY22 Bgt. |              |
|---------------------------------|-------------------|----------------------------|---------------------------------|----------------------------|--|--------------|---|--------------|
|                                 |                   |                            |                                 |                            | Amt. Var.                                | %age Var.    | Amt. Var.                                     | %age Var.    |
| Passenger Fares                 | 6,798,322         | 9,528,536                  | 9,528,536                       | 9,581,381                  | 2,596,504                                | 37.17%       | 52,845  | 0.55%        |
| Charter                         | 10,100            | 6,000                      | 6,000                           | 27,000                     | 8,867                                    | 48.90%       | 21,000  | 350.00%      |
| Advertising                     | 1,152,890         | 1,020,000                  | 1,020,000                       | 1,020,000                  | 40,524                                   | 4.14%        | 0   | 0.00%        |
| General Use Sales Tax           | 57,914,235        | 61,881,115                 | 69,616,254                      | 73,939,458                 | 5,106,236                                | 7.42%        | 4,323,204                                     | 6.21%        |
| Hotel/Motel Sales Tax           | 5,383,882         | 3,330,146                  | 3,330,146                       | 5,380,176                  | 1,180,185                                | 28.10%       | 2,050,030                                     | 61.56%       |
| State Motor Vehicle Sales Tax   | 2,967,939         | 6,056,330                  | 5,302,369                       | 5,806,420                  | (793,477)                                | -12.02%      | 504,051                                       | 9.51%        |
| Other Operating Revenue         | 990,227           | 548,550                    | 548,550                         | 559,070                    | 49,575                                   | 9.73%        | 10,520  | 1.92%        |
| <b>Total Operating Revenues</b> | <b>75,217,594</b> | <b>82,370,677</b>          | <b>89,351,855</b>               | <b>96,313,505</b>          | <b>8,188,414</b>                         | <b>9.29%</b> | <b>6,961,650</b>                              | <b>7.79%</b> |

| Operating Expenses              | CY2020<br>Actuals  | Approved<br>2021<br>Budget | Approved<br>Rev. 2021<br>Budget | Proposed<br>2022<br>Budget | CY21 Annl. Act. vs<br>Proposed CY22 Bgt. |               | Appv. Rev. CY21 Bgt. vs<br>Proposed CY22 Bgt. |              |
|---------------------------------|--------------------|----------------------------|---------------------------------|----------------------------|--|---------------|---|--------------|
|                                 |                    |                            |                                 |                            | Amt. Var.                                | %age Var.     | Amt. Var.                                     | %age Var.    |
| Labor                           | 8,188,052          | 52,027,783                 | 56,757,227                      | 58,071,805                 | 3,400,403                                | 6.22%         | 1,314,578                                     | 2.32%        |
| Fringe Benefits                 | 2,162,990          | 19,963,605                 | 21,906,086                      | 19,843,771                 | 561,481                                  | 2.91%         | (2,062,315)                                   | (9.41%)      |
| Services                        | 84,736,883         | 10,281,940                 | 11,274,722                      | 13,142,656                 | 3,703,412                                | 39.23%        | 1,867,934                                     | 16.57%       |
| Materials and Supplies          | 2,989,303          | 8,670,177                  | 10,497,230                      | 13,309,650                 | 5,950,378                                | 80.86%        | 2,812,420                                     | 26.79%       |
| Utilities                       | 1,354,857          | 1,483,860                  | 1,491,098                       | 1,854,193                  | 519,087                                  | 38.88%        | 363,095                                       | 24.35%       |
| Casualty and Liability          | 9,817,670          | 7,974,400                  | 7,774,400                       | 8,268,000                  | 644,441                                  | 8.45%         | 493,600                                       | 6.35%        |
| Taxes                           | 414,021            | 430,958                    | 439,880                         | 438,803                    | 104,902                                  | 31.42%        | (1,077)                                       | (0.24%)      |
| Miscellaneous                   | 146,936            | 672,205                    | 532,945                         | 584,930                    | 361,808                                  | 162.16%       | 51,985  | 9.75%        |
| Leases and Rentals              | 126,799            | 180,108                    | 223,268                         | 248,000                    | 19,934                                   | 8.74%         | 24,732  | 11.08%       |
| <b>Total Operating Expenses</b> | <b>109,937,511</b> | <b>101,685,036</b>         | <b>110,896,856</b>              | <b>115,761,808</b>         | <b>15,265,846</b>                        | <b>15.19%</b> | <b>4,864,952</b>                              | <b>4.39%</b> |

| TMSEL Legacy Costs                  | CY2020<br>Actuals   | Approved<br>2021<br>Budget | Approved<br>Rev. 2021<br>Budget | Proposed<br>2022<br>Budget | CY21 Annl. Act. vs<br>Proposed CY22 Bgt. |                | Appv. Rev. CY21 Bgt. vs<br>Proposed CY22 Bgt. |                |
|-------------------------------------|---------------------|----------------------------|---------------------------------|----------------------------|--|----------------|---|----------------|
|                                     |                     |                            |                                 |                            | Amt. Var.                                | %age Var.      | Amt. Var.                                     | %age Var.      |
| Retirement Plan / Pension Costs     | (18,197,673)        | 0                          | 0                               | 0                          | 0  | 0.00%          | 0   | 0.00%          |
| Health Benefits Costs               | 544,105             | 1,379,000                  | 1,379,000                       | 1,398,600                  | (44,423)                                 | -3.08%         | 19,600  | 1.42%          |
| Workers' Compensation Costs         | 296,939             | 210,000                    | 210,000                         | 216,000                    | (1,460,687)                              | -87.12%        | 6,000   | 2.86%          |
| Other Costs (TPA, legal, C&L, etc.) | 6,424               | 540,000                    | 540,000                         | 510,000                    | (14,703)                                 | -2.80%         | (30,000)                                      | (5.56%)        |
| <b>Total TMSEL Legacy Costs</b>     | <b>(17,350,206)</b> | <b>2,129,000</b>           | <b>2,129,000</b>                | <b>2,124,600</b>           | <b>(1,519,813)</b>                       | <b>-41.70%</b> | <b>(4,400)</b>                                | <b>(0.21%)</b> |

**REGIONAL TRANSIT AUTHORITY**  
**Proposed CY2022 Budget**  
**Statement of Revenues and Expenses**

| Maritime Operations                                 | CY2020<br>Actuals  | Approved<br>2021<br>Budget | Approved<br>Rev. 2021<br>Budget | Proposed<br>2022<br>Budget | CY21 Annl. Act. vs<br>Proposed CY22 Bgt. |              | Appv. Rev. CY21 Bgt. vs<br>Proposed CY22 Bgt. |                |
|---|--------------------|----------------------------|---------------------------------|----------------------------|--|--------------|---|----------------|
|   |                    |                            |                                 |                            | Amt. Var.                                | %age Var.    | Amt. Var.                                     | %age Var.      |
| Passenger Fares                                     | 538,855            | 651,232                    | 651,232                         | 1,241,890                  | 255,711                                  | 25.93%       | 590,658                                       | 90.70%         |
| Labor and Fringe Benefits                           | (150,763)          | (368,088)                  | (416,416)                       | (462,684)                  | (253,434)                                | 121.12%      | (46,268)                                      | 11.11%         |
| Services  | (10,460,751)       | (4,074,842)                | (9,028,059)                     | (9,887,843)                | (821,488)                                | 9.06%        | (859,784)                                     | 9.52%          |
| Materials and Supplies                              | (330,636)          | (1,049,865)                | (408,081)                       | (731,011)                  | (570,666)                                | 355.90%      | (322,930)                                     | 79.13%         |
| Casualty and Liability                              | 0                  | (1,271,823)                | 0                               | 0                          | 0  | 0.00%        | 0   | 0.00%          |
| Other Operating Expenses                            | (25,323)           | (382)                      | (830)                           | (30,535)                   | (24,583)                                 | 412.99%      | (29,705)                                      | 3578.92%       |
| Capital Expenditures                                | (3,720,562)        | (11,139,306)               | (15,115,278)                    | (18,817,687)               | (10,777,829)                             | 134.05%      | (3,702,409)                                   | 24.49%         |
| Preventive Maintenance                              | 485,000            | 485,000                    | 490,000                         | 499,800                    | (81,245)                                 | -13.98%      | 9,800   | 2.00%          |
| Capital Funding                                     | 1,930,940          | 8,559,739                  | 13,916,252                      | 14,675,998                 | 10,437,088                               | 246.22%      | 759,746                                       | 5.46%          |
| State Subsidy/Other Subsidy                         | 9,091,147          | 8,208,335                  | 7,211,180                       | 5,140,000                  | (6,535,545)                              | -55.98%      | (2,071,180)                                   | (28.72%)       |
| <b>Total Funding Surplus/(Deficit) for Maritime</b> | <b>(2,642,093)</b> | <b>0</b>                   | <b>(2,700,000)</b>              | <b>(8,372,072)</b>         | <b>(8,371,992)</b>                       | <b>0.00%</b> | <b>(5,672,072)</b>                            | <b>214.68%</b> |

|  |              |              |              |              |             |        |             |        |
|--|--------------|--------------|--------------|--------------|-------------|--------|-------------|--------|
| <b>Surplus / (Deficit) / (Before Govt. Operating Assistance)</b> | (20,011,804) | (21,443,359) | (26,374,001) | (29,944,975) | (4,551,695) | 28.42% | (6,973,706) | 26.44% |
|--|--------------|--------------|--------------|--------------|-------------|--------|-------------|--------|

| Government Assistance                | CY2020<br>Actuals | Approved<br>2021<br>Budget | Approved<br>Rev. 2021<br>Budget | Proposed<br>2022<br>Budget | CY21 Annl. Act. vs<br>Proposed CY22 Bgt. |               | Appv. Rev. CY21 Bgt. vs<br>Proposed CY22 Bgt. |                 |
|--------------------------------------|-------------------|----------------------------|---------------------------------|----------------------------|--|---------------|---|-----------------|
|                                      |                   |                            |                                 |                            | Amt. Var.                                | %age Var.     | Amt. Var.                                     | %age Var.       |
| Preventive Maintenance               | 13,157,738        | 13,521,954                 | 12,922,523                      | 13,175,975                 | 994,497                                  | 8.16%         | 253,452                                       | 1.96%           |
| State Parish Transportation Fund     | 0                 | 1,953,576                  | 1,953,576                       | 1,782,493                  | (171,083)                                | -8.76%        | (171,083)                                     | (8.76%)         |
| COVID Funding - RTA                  | 41,209,632        | 13,213,771                 | 36,798,771                      | 14,651,195                 | 3,572,071                                | 32.24%        | (22,147,576)                                  | (60.19%)        |
| COVID Funding - Operating - Maritime | 2,642,093         | 0                          | 2,700,000                       | 4,230,303                  | 4,230,303                                | 0.00%         | 1,530,303                                     | 56.68%          |
| COVID Funding - Capital - Maritime   | 0                 | 0                          | 0                               | 4,141,769                  | 4,141,769                                | 0.00%         | 4,141,769                                     | 0.00%           |
| <b>Total Government Assistance</b>   | <b>57,009,463</b> | <b>28,689,301</b>          | <b>54,374,870</b>               | <b>37,981,735</b>          | <b>12,767,557</b>                        | <b>50.64%</b> | <b>(16,393,135)</b>                           | <b>(30.15%)</b> |

|  |                   |                  |                   |                  |                  |               |                     |                 |
|--|-------------------|------------------|-------------------|------------------|------------------|---------------|---------------------|-----------------|
| <b>Net Operating Revenue (Expense)</b> | <b>36,997,659</b> | <b>7,245,942</b> | <b>28,000,869</b> | <b>8,036,760</b> | <b>8,215,863</b> | <b>89.31%</b> | <b>(23,366,841)</b> | <b>(83.45%)</b> |
|--|-------------------|------------------|-------------------|------------------|------------------|---------------|---------------------|-----------------|

**REGIONAL TRANSIT AUTHORITY**  
**Proposed CY2022 Budget**  
**Statement of Revenues and Expenses**

| Non-Operating Revenue (Expense)              | CY2020<br>Actuals | Approved<br>2021<br>Budget | Approved<br>Rev. 2021<br>Budget | Proposed<br>2022<br>Budget | CY21 Annl. Act. vs<br>Proposed CY22 Bgt. |                 | Appv. Rev. CY21 Bgt. vs<br>Proposed CY22 Bgt. |                |
|--|-------------------|----------------------------|---------------------------------|----------------------------|--|-----------------|---|----------------|
|  |                   |                            |                                 |                            | Amt. Var.                                | %age Var.       | Amt. Var.                                     | %age Var.      |
| Total Federal Sources                        | 8,565,156         | 12,477,693                 | 23,355,419                      | 19,416,339                 | 6,754,592                                | 53.35%          | (3,939,080)                                   | (16.87%)       |
| Other Local Sources/Restricted Capital Res.  | 2,247,779         | 3,994,651                  | 9,541,233                       | 9,830,282                  | 6,574,047                                | 201.89%         | 289,049                                       | 3.03%          |
| Capital Expenditures                         | (10,812,935)      | (16,472,344)               | (32,896,652)                    | (29,246,621)               | (13,328,640)                             | 83.73%          | 3,650,031                                     | (11.10%)       |
| FEMA Funded Project Worksheets               | (259,960)         | 1,058,160                  | 1,058,160                       | 984,562                    | 852,052                                  | 643.01%         | (73,598)                                      | (6.96%)        |
| FEMA Project Worksheets Expenditures         | 259,960           | (1,073,200)                | (1,073,200)                     | (984,562)                  | (852,052)                                | 643.01%         | 88,638  | (8.26%)        |
| Loss on Valuation of Assets                  | 0                 | 0                          | 0                               | 0                          | 604,707                                  | -100.00%        | 0   | 0.00%          |
| Interest Income - Capital (bonds)            | 249,543           | 0                          | 24,000                          | 24,480                     | (24,909)                                 | -50.43%         | 480   | 2.00%          |
| <b>Total Non-Operating Revenue (Expense)</b> | <b>249,543</b>    | <b>(15,040)</b>            | <b>8,960</b>                    | <b>24,480</b>              | <b>579,798</b>                           | <b>-104.41%</b> | <b>15,520</b>                                 | <b>173.21%</b> |

|  |                   |                  |                   |                  |                  |                |                     |                 |
|--|-------------------|------------------|-------------------|------------------|------------------|----------------|---------------------|-----------------|
| <b>Net Revenue (Expense) After Operating and<br/>Capital Expenses before Debt Services</b> | <b>37,247,202</b> | <b>7,230,902</b> | <b>28,009,829</b> | <b>8,061,240</b> | <b>8,795,661</b> | <b>101.76%</b> | <b>(23,351,321)</b> | <b>(83.37%)</b> |
|--|-------------------|------------------|-------------------|------------------|------------------|----------------|---------------------|-----------------|

| Debt Service                  | CY2020<br>Actuals  | Approved<br>2021<br>Budget | Approved<br>Rev. 2021<br>Budget | Proposed<br>2022<br>Budget | CY21 Annl. Act. vs<br>Proposed CY22 Bgt. |              | Appv. Rev. CY21 Bgt. vs<br>Proposed CY22 Bgt. |              |
|-------------------------------|--------------------|----------------------------|---------------------------------|----------------------------|--|--------------|---|--------------|
|                               |                    |                            |                                 |                            | Amt. Var.                                | %age Var.    | Amt. Var.                                     | %age Var.    |
| Bond Interest Expense         | (13,768,662)       | (8,061,240)                | (8,061,240)                     | (8,061,240)                | (129,452)                                | 1.63%        | 0   | 0.00%        |
| 2010 Bond Refinancing Savings | 4,161,217          | 0                          | 0                               | 0                          | 0  | 0.00%        | 0   | 0.00%        |
| <b>Total Debt Service</b>     | <b>(9,607,445)</b> | <b>(8,061,240)</b>         | <b>(8,061,240)</b>              | <b>(8,061,240)</b>         | <b>(129,452)</b>                         | <b>1.63%</b> | <b>0</b>                                      | <b>0.00%</b> |

|  |                   |                  |                   |          |                  |                 |                     |                 |
|--|-------------------|------------------|-------------------|----------|------------------|-----------------|---------------------|-----------------|
| <b>Net Revenue (Expense) After Operating and<br/>Capital Expenses and Debt Service</b> | <b>27,639,758</b> | <b>(830,338)</b> | <b>19,948,589</b> | <b>0</b> | <b>(711,788)</b> | <b>-100.00%</b> | <b>(19,948,589)</b> | <b>-100.00%</b> |
|--|-------------------|------------------|-------------------|----------|------------------|-----------------|---------------------|-----------------|

|                          |                     |                |                     |          |                |                 |                   |                 |
|--------------------------|---------------------|----------------|---------------------|----------|----------------|-----------------|-------------------|-----------------|
| <b>Operating Reserve</b> | <b>(27,639,758)</b> | <b>830,338</b> | <b>(19,948,589)</b> | <b>0</b> | <b>711,788</b> | <b>-100.00%</b> | <b>19,948,589</b> | <b>-100.00%</b> |
|--------------------------|---------------------|----------------|---------------------|----------|----------------|-----------------|-------------------|-----------------|

**Proposed CY2022 RTA Budget**  
**Operating Revenue and Operating Expense Account Explanations**

|                     |   |
|---------------------|---|
| <b>\$9,581,381</b>  | <b>PASSENGER FARES (9,574,694 total projected ridership)</b>  |
| \$2,803,164         | Streetcar fares based on projected ridership of 2,970,603 and a projected 94.363¢ average fare (2019 actual average fare).  |
| \$4,075,648         | Bus fares based on projected ridership of 5,257,948 and a projected 77.514¢ average fare (2019 actual average fare).  |
| \$2,430,100         | All Pass Sales including 1-day (\$664,000), 3-day (\$270,000), 5-day (\$124,000), and 31-day (\$560,000) passes, one-way rides (\$46,000), employee subsidy passes (\$34,000), TVMs (\$1,000), 1-day regional ride pass (\$691,600), and integrated passes (\$39,500).                    |
| \$272,469           | Paratransit fares based on projected ridership of 153,438 and a projected \$1.77 average fare (prior years' actual average fare and trends).  |
| <b>\$27,000</b>     | <b>CHARTER</b>  |
| \$27,000            | 27 streetcar charters at \$1,000 per charter.   |
| <b>\$1,020,000</b>  | <b>ADVERTISING</b>  |
| \$1,020,000         | Laurel Outdoor Advertising projections for buses, streetcars and shelters.  |
| <b>\$85,126,054</b> | <b>SALES TAX</b>  |
| \$73,939,458        | General Use Sales Tax - based on CNO's 2022 budget projections and historical trends.   |
| \$5,380,176         | Hotel/Motel Sales Tax - same methodology as General Use.  |
| \$5,806,420         | State Motor Vehicle Sales Tax - same methodology as General Use and Hotel/Motel.  |
| <b>\$559,070</b>    | <b>OTHER OPERATING REVENUE</b>  |
| \$559,070           | Other Revenue - Includes budget for Kenner subsidy (\$432,640), capital investment income (\$58,000), operating investment income (\$7,840), revenues from filming (\$30,000), scrap metal (\$15,040), IDs (\$3,550) and other (reimbursements for service disruptions, etc.) (\$12,000). |

**Proposed CY2022 RTA Budget**  
**Operating Revenue and Operating Expense Account Explanations**

|                     |   |
|---------------------|---|
| <b>\$77,915,576</b> | <b>LABOR AND FRINGE BENEFITS</b>  |
| \$58,071,805        | Labor for all RTA positions. ATU-542 contract positions (operators and contract support staff) \$33,069,015; IBEW- 171 contract positions (mechanics, et al and contract support staff) \$10,393,457; ULU-4 contract administrative positions \$252,400; and Non-Contract Administrative-171 positions \$14,356,933. Budgeted increases include 2.5% for ATU effective 7/1; 2.0% for IBEW effective 7/1; and 3% for Non-Contract admin and ULU effective 1/1. |
| \$19,843,771        | Fringe Benefits for all RTA positions - payroll taxes - \$4,521,315, retirement plans - \$4,645,723, health benefits - \$9,648,092 workers compensation \$661,992 uniform and tool allowances \$352,597 and other fringes \$14,052.   |

|                     |  |
|---------------------|--|
| <b>\$13,142,656</b> | <b>SERVICES</b>  |
| \$4,800             | Bond Management Fees - amortized cost of bonds.  |
| \$1,590,625         | Legal fees and expenses for outside law firms.   |
| \$199,000           | Auditing and Accounting - RTA annual financial audit (\$154,000) and the AUP and Statewide audits (\$45,000).  |
| \$2,775,900         | Consultants - \$5,000 for system security; \$1,200 for consultant for support license; \$180,000 for website development and social media promotion; \$12,000 for YouTube for paratransit riders; \$54,000 for transportation consultants (QCS Logistics); \$164,000 for safety and security consultants for training, certifications, etc.; \$198,000 for a third-party administrator to handle the claims and litigation activities (CRI); \$12,500 for a rail safety consultant; \$27,000 for benefits consultants; \$150,000 for employee development and for an intensive compensation study/analysis; \$7,200 for workers' comp cost analysis; \$132,000 for insurance broker to assist with insurance coverages; \$42,000 for PFM financial consultant; \$60,000 for Accounting consultant; \$60,000 for consultant to assist with monitoring the CY2022 Budget and to aid in the development and preparation of the CY2023 Budget; \$636,000 for the Board's financial, legal, contract, transition and contract monitoring consultant services; \$150,000 for the CEO; \$475,000 for Infrastructure: \$215,000 for federal representation; \$30,000 for DBE consultant to aid with the DBE program; \$175,000 for on-call engineering; \$55,000 for safety and security training and risk mitigation consultants; \$45,000 for training consultants for ATU and IBEW staff. |
| \$333,531           | Training consultants for ATU and IBEW staff development (\$211,581) and safety and emergency management (\$121,950).   |
| \$125,000           | Medical Exams - employee physicals for pre-employment physicals and drug screening.  |
| \$25,000            | Credit and Employment Verification for the screening process.  |
| \$25,529            | Lubricant Analysis of coolants, diesel fuel, engine oils, hydraulic fluid, etc.  |
| \$980,165           | Data Processing Services for the entire agency including services for the Board, Clever, the ADP payroll system, the help desk, the AS400, VPN and many others.  |
| \$1,149,500         | Other Outside Services - \$228,000 for Marketing; disposable of contaminants and hazardous material and substances (\$505,000); DOT-required testing for safety-sensitive employees (\$50,000); bio-hazard pickup and disposal (\$3,000); installation of safer fire suppression agent (\$240,000); payroll related electronic withdrawals (\$66,000); labor contract and arbitration (\$50,000); miscellaneous outside services for the Board (\$7,500).  |
| \$45,000            | Temporary Help for the entire agency.  |
| \$1,597,150         | Contract Maintenance Services for transmissions and engines (\$981,661), money counting room machines (\$12,000), accident and glass repairs for revenue vehicles (\$81,875), fire protection and halon system inspections (\$27,000), outside repairs to facilities and shop equipment (\$461,509), support vehicles (\$8,125) and office machines and equipment (\$24,980).  |

**Proposed CY2022 RTA Budget**

**Operating Revenue and Operating Expense Account Explanations**

| <b>\$13,142,656</b> | <b>SERVICES (continued)</b>  |
|---------------------|--|
| \$1,042,434         | Other Contract Maintenance Services - data processing contract maintenance for the entire agency (\$121,000); non-hazardous waste disposal (\$30,000); parts cleaning machine (\$18,750); pest control services, HVAC and elevator maintenance services, etc. (\$197,000); cleaning and disinfecting revenue vehicles (\$311,625); cleaning and maintaining DDD bus and streetcar shelters (\$100,000); catenary repairs (\$40,000); outside repairs on paratransit vehicles (\$2,500); towing services (\$25,000); fire suppression service (\$45,000); outside radio repairs and Motorola contract to maintain communication equipment (\$120,400); maintenance contract for Paratransit's vehicle movement control system (\$63,459); |
| \$240,000           | Custodial Services for the entire agency.  |
| \$2,775,140         | Security Services - \$1,200,000 for Interagency Agreement with the CNO; \$78,830 for the Transit Police Unit ((1) unit commander and (5) patrol officers; police detail for added patrols of the system (\$341,640); private security (\$1,058,920); protective services and alarm systems (\$95,750).   |
| \$1,200             | Express mail services for the agency.  |
| \$222,800           | Other Services - bank charges; public ads, notices and hearings; services for the Mobile Command Center; and the printing of RTA stationary, envelopes, and business cards.  |
| \$5,382             | Outgoing freight charges.  |
| \$4,500             | Vendor commissions for the Pass Sales Program.   |

| <b>\$13,309,650</b> | <b>MATERIALS AND SUPPLIES</b>  |
|---------------------|--|
| \$5,359,646         | Fuel and Lubricants: Fixed route bus (bio-diesel fuel) - \$4,616,775 (\$2.75/gal., 4.2 mpg and 1.7 million gallons to be consumed. (Note: The average price per gallon for bio-diesel for October 2021 was \$2.58/gal. (pre-tax)).<br>Gasoline: Paratransit - \$483,751 (\$2.75/gal., 8.0 mpg and 175,909 gallons to be consumed; Service Vehicles - \$259,120 (\$2.75/gal., 7.0 mpg and 94,226 gallons to be consumed). (Note: The average price per gallon for gasoline for October 2021 was \$2.78/gal. (pre-tax)). |
| \$308,316           | Other Lubricants - bus (\$276,025); rail (\$17,500); and paratransit and support vehicles (\$14,791).  |
| \$795,580           | Leased and Purchased Tires - bus (\$621,580), paratransit (\$120,118) and support vehicles (\$53,882).   |
| \$3,561,940         | Revenue Vehicle Parts - bus (\$2,082,468); streetcar (\$735,132); paratransit (\$389,340) and fare collection/electronic systems (\$355,000).  |
| \$316,669           | Training Materials and Supplies for all employees.   |
| \$36,000            | System Maps, Schedules and Timetables.   |
| \$63,000            | Office Equipment and Supplies for all employees.   |
| \$1,454,020         | Data Processing Supplies for the AS400, voice recorders, backup tapes, Office 365, etc.  |
| \$8,000             | Office Postage   |
| \$5,100             | Photo and Reproduction Supplies  |
| \$22,500            | Roadway Paving   |
| \$226,500           | Buildings/Fixtures/Grounds - materials and supplies for general repairs at all facilities.   |
| \$64,287            | Automobiles and Automobile Damages - materials and parts for repair of support vehicles.   |
| \$780,942           | Other Materials and Supplies include materials and supplies used to repair and maintain revenue and support vehicles (\$231,761) and facilities (\$39,981); catenary parts for the streetcar lines (\$150,000); track maintenance (\$127,500); safety-related materials, campaigns, etc. (\$108,000); and various miscellaneous materials and supplies used agency-wide (\$123,700) .  |

**Proposed CY2022 RTA Budget**

**Operating Revenue and Operating Expense Account Explanations**

|                     |   |
|---------------------|---|
| <b>\$13,309,650</b> | <b>MATERIALS AND SUPPLIES (continued)</b>   |
| \$31,250            | Soaps for use in maintenance of revenue vehicles.   |
| \$28,125            | Freight charges for incoming shipments.   |
| \$247,775           | Equipment and Furniture - includes radios and accessories for new and existing revenue vehicles (\$148,000) and other equipment used agency-wide (\$99,775).  |
| <b>\$1,854,193</b>  | <b>UTILITIES</b>  |
| \$559,243           | Propulsion Power - St. Charles (\$285,772/\$0.58/mi.), Riverfront (\$44,740/\$0.58/mi.), and Canal (\$228,731/\$0.58/mi.).  |
| \$1,294,950         | 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>\$8,268,000</b>  | <b>CASUALTY AND LIABILITY</b>   |
| \$5,268,000         | Premiums - based on the most recent renewal rates - Excess Liability, Excess Physical Damage, Directors/Officers Liability, Flood Insurance, Property Damage, 3-D Crime, Annual LWCC premiums, and Bond Insurance.  |
| \$3,000,000         | Legal reserves.   |
| <b>\$438,803</b>    | <b>TAXES</b>  |
| \$29,520            | Vehicle Licensing and Registration Fees - Cost of vehicle brake tags, licenses and registration fees for buses (\$8,925), paratransit vehicles (\$5,595) and service vehicles (\$15,000).   |
| \$409,283           | Fuel and Lubricant Taxes - Bio-diesel fuel and gasoline taxes (\$0.21/gal.).  |
| <b>\$584,930</b>    | <b>MISCELLANEOUS EXPENSES</b>   |
| \$115,500           | Dues and Subscriptions - membership in APTA, SWTA, LPTA, LABD, UITP; membership for staff attorney in legal organization; IT-related entities; and procurement related dues, AutoCAD, Revit, Community Streetcar Coalition dues; and the OPIS subscription. |
| \$268,680           | Travel and Meetings - auto reimbursement, local and out-of-town travel and training 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.  |
| \$5,000             | Educational Expenses for staff.   |
| \$180,750           | Other Miscellaneous - an Employee Recognition Program and various expenses for the CEO and the Board.   |
| <b>\$248,000</b>    | <b>LEASES AND RENTALS</b>   |
| \$170,000           | Revenue Vehicle Movement Control Facility for the antenna lease.  |
| \$78,000            | Equipment Rental for the printers and the postage machine.  |

**Proposed CY2022 RTA Budget**  
**Operating Revenue and Operating Expense Account Explanations**

|                    |   |
|--------------------|---|
| <b>\$2,124,600</b> | <b>TMSEL CARRYOVER COSTS</b>  |
| <b>\$1,398,600</b> | Health Costs - long term disability payments, hospital/medical costs, prescription benefits, administrative fees, dental plan, and life insurance for TMSEL inactives.            |
| <b>\$216,000</b>   | Workers' Compensation for TMSEL inactives.  |
| <b>\$510,000</b>   | Other Costs - outside legal fees, fees for the TMSEL program administrator, the Workers' Compensation Second Injury Fund and the state's yearly workers' compensation assessment. |

| Proposed CY2022 Budget                               |                     |                    |                       |                     |                      |  |               |   |               |
|--|---------------------|--------------------|-----------------------|---------------------|----------------------|--|---------------|---|---------------|
| Passenger Fares                                      |                     |                    |                       |                     |                      |  |               |   |               |
|  | 2019<br>Actuals     | 2020<br>Actuals    | 2021 Proj.<br>Actuals | 2021 Rev.<br>Budget | 2022 Prop.<br>Budget | 2022 Proposed Budget<br>vs 2021 Revised Budget |               | 2022 Proposed Budget<br>vs 2021 Projected Actuals |               |
| Ridership by Mode:                                   |                     |                    |                       |                     |                      |  |               |   |               |
| Streetcar  | 5,289,326           | 2,014,870          | 2,538,976             | 2,197,366           | 2,970,603            | 773,237  | 35.19%        | 431,627   | 17.00%        |
| Bus  | 9,953,139           | 4,490,088          | 4,609,105             | 6,552,586           | 5,257,948            | (1,294,638)                                    | -19.76%       | 648,843   | 14.08%        |
| <b>Total Fixed Route</b>                             | <b>15,242,465</b>   | <b>6,504,958</b>   | <b>7,148,081</b>      | <b>8,749,952</b>    | <b>8,228,551</b>     | <b>(521,401)</b>                               | <b>-5.96%</b> | <b>1,080,470</b>                                  | <b>15.12%</b> |
| Paratransit  | 229,195             | 134,712            | 142,755               | 180,892             | 153,438              | (27,454)                                       | -15.18%       | 10,683  | 7.48%         |
| <b>Total Ridership</b>                               | <b>15,471,660</b>   | <b>6,639,670</b>   | <b>7,290,836</b>      | <b>8,930,844</b>    | <b>8,381,989</b>     | <b>(548,855)</b>                               | <b>-6.15%</b> | <b>1,091,153</b>                                  | <b>14.97%</b> |
| Prior Year Variance                                  | -18.72%             | -65.12%            | 9.81%                 | 22.49%              | -6.15%               |  |               |   |               |
| Passenger Fares:                                     |                     |                    |                       |                     |                      |  |               |   |               |
| Streetcar  | \$4,991,192         | \$1,536,236        | \$2,000,860           | \$2,073,511         | \$2,803,164          | 729,653  | 35.19%        | \$802,304   | 40.10%        |
| Bus  | \$7,715,079         | \$3,395,840        | \$3,314,616           | \$5,079,173         | \$4,075,648          | (1,003,525)                                    | -19.76%       | \$761,032   | 22.96%        |
| <b>Farebox Total</b>                                 | <b>\$12,706,271</b> | <b>\$4,932,076</b> | <b>\$5,315,476</b>    | <b>\$7,152,684</b>  | <b>\$6,878,812</b>   | <b>(\$273,872)</b>                             | <b>-3.83%</b> | <b>\$1,563,336</b>                                | <b>29.41%</b> |
| Pass Sales   | \$3,963,987         | \$1,649,001        | \$1,795,497           | \$2,061,100         | \$2,430,100          | 369,000  | 17.90%        | \$634,603   | 35.34%        |
| <b>Total Fixed Route</b>                             | <b>\$16,670,258</b> | <b>\$6,581,077</b> | <b>\$7,110,973</b>    | <b>\$9,213,784</b>  | <b>\$9,308,912</b>   | <b>\$95,128</b>                                | <b>1.03%</b>  | <b>\$2,197,939</b>                                | <b>30.91%</b> |
| Paratransit  | \$408,068           | \$217,435          | \$223,147             | \$314,752           | \$272,469            | (\$42,283)                                     | -13.43%       | \$49,322  | 22.10%        |
| <b>Total Passenger Fares</b>                         | <b>\$17,078,325</b> | <b>\$6,798,512</b> | <b>\$7,334,120</b>    | <b>\$9,528,536</b>  | <b>\$9,581,381</b>   | <b>\$52,845</b>                                | <b>0.55%</b>  | <b>\$2,247,261</b>                                | <b>30.64%</b> |
| Prior Year Variance                                  | -7.67%              | -63.24%            | 7.88%                 | 29.92%              | 0.55%                |  |               |   |               |
| Streetcar Avg. Fare                                  | \$0.94363           | \$0.76245          | \$0.78806             | \$0.94363           | \$0.94363            | \$0.94363                                      |               | \$0.15558   | 19.74%        |
| Bus Average Fare                                     | \$0.77514           | \$0.75630          | \$0.71915             | \$0.77514           | \$0.77514            | \$0.77514                                      |               | \$0.05600   | 7.79%         |
| Total Fixed Rte. Avg.<br>Fare (excluding Pass Sales) | \$0.83361           | \$0.75820          | \$0.74362             | \$0.81745           | \$0.83597            | \$0.52526                                      |               | \$0.09235<br>\$0.00000                            | 12.42%        |
| Total Fixed Rte. Avg.<br>Fare (including Pass Sales) | \$1.09367           | \$1.01170          | \$0.99481             | \$1.05301           | \$1.13129            | (\$0.18245)                                    |               | \$0.13649<br>\$0.00000                            | 13.72%        |
| Paratransit Avg. Fare                                | \$1.78044           | \$1.61407          | \$1.56315             | \$1.74000           | \$1.77576            | \$1.54014                                      |               | \$0.21261   | 13.60%        |

## 2022 RTA Budget

### Sales Tax

#### City of New Orleans collections

|                       | CY2016<br>Audited | CY2017<br>Audited | CY2018<br>Audited | CY2019<br>Unaudited | CY2020<br>Unaudited | 2021<br>Budget | 2021<br>Forecast | <b>2022<br/>Budget</b> | Variance vs 2021<br>Budget Forecast |        |
|-----------------------|-------------------|-------------------|-------------------|---------------------|---------------------|----------------|------------------|------------------------|-------------------------------------|--------|
| General Use           | 173,090,817       | 185,269,732       | 196,825,367       | 205,337,639         | 163,882,139         | 205,969,652    | 184,259,016      | <b>202,684,918</b>     | -1.59%                              | 10.00% |
| Prior Column Variance | -0.5753%          | 7.0361%           | 6.2372%           | 4.3248%             | -20.1889%           | 25.6816%       | -10.5407%        |                        |                                     |        |
| Motor Vehicle         | 12,673,370        | 13,532,102        | 12,540,745        | 13,297,964          | 13,687,445          | 12,654,264     | 14,740,847       | <b>14,740,847</b>      | 16.49%                              | 0.00%  |
| Prior Column Variance | -1.7917%          | 6.7759%           | -7.3260%          | 6.0381%             | 2.9289%             | -7.5484%       | 16.4892%         |                        |                                     |        |
| Hotel/Motel           | 17,250,791        | 19,085,311        | 20,995,000        | 22,301,958          | 8,006,155           | 21,739,875     | 12,961,780       | <b>15,554,136</b>      | -28.45%                             | 20.00% |
| Prior Column Variance | 0.5754%           | 10.6344%          | 10.0061%          | 6.2251%             | -64.1011%           | 171.5395%      | -40.3779%        |                        |                                     |        |
| Total                 | 203,014,978       | 217,887,145       | 230,361,112       | 240,937,561         | 185,575,738         | 240,363,793    | 211,961,643      | <b>232,979,901</b>     | -3.07%                              | 9.92%  |
| Prior Column Variance | -0.56%            | 7.33%             | 5.72%             | 4.59%               | -22.98%             | 29.52%         | -11.82%          | <b>9.92%</b>           |                                     |        |

#### RTA collections

|                       | CY2016<br>Audited | CY2017<br>Audited | CY2018<br>Audited | CY2019<br>Audited | CY2020<br>Audited | CY2021<br>Budget | 2021<br>Proj. Act. | <b>2022<br/>Budget</b> | Variance vs 2021<br>Budget Forecast |        |
|-----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|--------------------|------------------------|-------------------------------------|--------|
| General Use           | 63,140,438        | 66,369,767        | 71,048,066        | 73,322,194        | 57,914,235        | 69,616,254       | 70,740,231         | <b>73,939,458</b>      | 6.21%                               | 4.52%  |
| Prior Column Variance | 1.3732%           | 5.1145%           | 7.0488%           | 3.2008%           | -21.0140%         | 20.2058%         | 1.6145%            |                        |                                     |        |
| Motor Vehicle         | 5,129,114         | 5,435,994         | 5,396,812         | 5,321,363         | 5,383,882         | 5,302,369        | 5,723,232          | <b>5,806,420</b>       | 9.51%                               | 1.45%  |
| Prior Column Variance | -0.6339%          | 5.9831%           | -0.7208%          | -1.3980%          | 1.1749%           | -1.5140%         | 7.9373%            |                        |                                     |        |
| Hotel/Motel           | 5,967,472         | 6,404,726         | 6,987,363         | 7,072,629         | 2,967,939         | 3,330,146        | 4,199,991          | <b>5,380,176</b>       | 61.56%                              | 28.10% |
| Prior Column Variance | 0.4065%           | 7.3273%           | 9.0970%           | 1.2203%           | -58.0363%         | 12.2040%         | 26.1203%           |                        |                                     |        |
| Total                 | 74,237,024        | 78,210,487        | 83,432,241        | 85,716,186        | 66,266,056        | 78,248,769       | 80,663,455         | <b>85,126,054</b>      | 8.79%                               | 5.53%  |
| Prior Column Variance | 1.15%             | 5.35%             | 6.68%             | 2.74%             | -22.69%           | 18.08%           | 3.09%              | <b>5.53%</b>           |                                     |        |

#### RTA Collections as a percentage of CNO Collections

|               | CY2016<br>Audited | CY2017<br>Audited | CY2018<br>Audited | CY2019<br>Unaud./Aud. | CY2020<br>Unaud./Aud. | CY2021<br>Budget | 2021<br>Proj. Act. | <b>2022<br/>Budget</b> | Variance vs 2021<br>Budget Forecast |        |
|---------------|-------------------|-------------------|-------------------|-----------------------|-----------------------|------------------|--------------------|------------------------|-------------------------------------|--------|
| General Use   | 36.478%           | 35.823%           | 36.097%           | 35.708%               | 35.339%               | 33.799%          | 38.392%            | <b>36.480%</b>         | 7.93%                               | -4.98% |
| Motor Vehicle | 40.472%           | 40.171%           | 43.034%           | 40.016%               | 39.334%               | 41.902%          | 38.826%            | <b>39.390%</b>         | -5.99%                              | 1.45%  |
| Hotel/Motel   | 34.592%           | 33.558%           | 33.281%           | 31.713%               | 37.071%               | 15.318%          | 35.000%            | <b>34.590%</b>         | 125.81%                             | -1.17% |
| Total         | 36.567%           | 35.895%           | 36.218%           | 35.576%               | 35.708%               | 32.554%          | 38.214%            | <b>36.500%</b>         | 12.12%                              | -4.49% |

The 2022 RTA Proposed Budget use the collection percentage for CY2021 Forecast/Projected Actuals due to the more realized impact of COVID-19 on sales tax collections.

# General Fund Revenue Forecast

(\$)

| Source                               | 2019 Actual | 2020 Actual | 2021 Proposed Forecast | Annual Growth 20-21 | 2022 Preliminary Forecast | Annual Growth 21-22 |
|--------------------------------------|-------------|-------------|------------------------|---------------------|---------------------------|---------------------|
| 1A-Property Tax                      | 150,832,057 | 167,880,124 | 168,192,771            | 0.2%                | 161,465,060               | -4.0%               |
| 1A-1-Real/Current Property - Current | 52,894,196  | 58,609,025  | 59,469,183             | 1.5%                | 57,090,416                | -4.0%               |
| 1A-2-Prior Year Property             | 1,818,655   | 3,410,493   | 2,404,336              | -29.5%              | 2,308,163                 | -4.0%               |
| 1A-3-Police/Fire Dedicated Mills     | 75,520,410  | 84,605,027  | 83,285,998             | -1.6%               | 79,954,558                | -4.0%               |
| 1A-4-Nord Dedicated 1.5 Mills        | 5,290,259   | 5,382,445   | 6,935,923              | 28.9%               | 6,658,486                 | -4.0%               |
| 1A-5-Parkway Dedicated 1.5 Mills     | 5,296,275   | 5,451,602   | 6,485,321              | 19.0%               | 6,225,908                 | -4.0%               |
| 1A-6-Streets Dedicated 1.9 Mills     | 6,709,454   | 7,017,314   | 6,479,761              | -7.7%               | 6,220,571                 | -4.0%               |
| 1A-7-Interest and Penalties          | 3,302,808   | 3,404,218   | 3,132,249              | -8.0%               | 3,005,959                 | -4.0%               |
| 1B-Other Taxes                       | 263,675,967 | 204,839,972 | 232,970,155            | 13.7%               | 254,982,529               | 9.4%                |
| 1B-1-Sales Tax                       | 205,337,639 | 163,882,139 | 184,259,016            | 12.4%               | 202,684,918               | 10.0%               |
| 1B-2-Motor Vehicle Tax               | 13,297,964  | 13,687,445  | 14,740,847             | 7.7%                | 14,740,847                | 0.0%                |
| 1B-3-Hotel and Motel Tax             | 22,301,958  | 8,006,155   | 12,961,780             | 61.9%               | 15,554,136                | 20.0%               |
| 1B-4-Beer Wine and Liquor Tax        | 500,707     | 401,319     | 425,100                | 5.9%                | 450,000                   | 5.9%                |
| 1B-5-Parking Tax                     | 5,277,874   | 2,694,483   | 3,143,552              | 16.7%               | 3,772,262                 | 20.0%               |
| 1B-6-Document Transaction Tax        | 4,083,689   | 5,064,060   | 5,348,441              | 5.6%                | 5,500,000                 | 2.8%                |
| 1B-7-Chain Store Tax                 | 168,311     | 170,244     | 146,250                | -14.1%              | 165,054                   | 12.9%               |
| 1B-8-Off Track Betting/Racing Tax    | 141,559     | 115,675     | 80,444                 | -30.5%              | 120,000                   | 49.2%               |
| 1B-9-Utility Tax                     | 11,084,796  | 9,849,879   | 10,670,667             | 8.3%                | 10,777,374                | 1.0%                |
| 1B-10-Fairground Slot Machine 4% Tax | 1,481,469   | 968,573     | 1,194,057              | 23.3%               | 1,217,938                 | 2.0%                |
| 2-Licenses and Permits               | 75,087,097  | 72,496,691  | 67,734,124             | -6.6%               | 72,837,304                | 7.5%                |
| 2-1-Alcoholic Beverage               | 2,573,392   | 1,295,507   | 2,031,617              | 56.8%               | 2,231,617                 | 9.8%                |
| 2-2-Cable Tv Franchise               | 4,789,318   | 4,369,102   | 4,641,913              | 6.2%                | 4,641,913                 | 0.0%                |
| 2-3-Entergy Franchise                | 30,262,605  | 27,837,496  | 30,653,200             | 10.1%               | 30,653,200                | 0.0%                |
| 2-4-Telephone Franchise              | 527,047     | 376,887     | 451,856                | 19.9%               | 451,856                   | 0.0%                |
| 2-6-Miscellaneous Franchise          | 393,412     | 6,631,822   | 800,000                | -87.9%              | 800,000                   | 0.0%                |
| 2-7-Occupational Licenses            | 11,690,911  | 11,333,408  | 11,840,872             | 4.5%                | 11,840,872                | 0.0%                |
| 2-8-Safety Electrical Mechanical     | 2,240,303   | 1,884,601   | 1,780,596              | -5.5%               | 1,869,626                 | 5.0%                |
| 2-9-Taxi Tourguide Licenses          | 7,231,028   | 3,910,918   | 4,679,702              | 19.7%               | 5,615,643                 | 20.0%               |
| 2-10-Building Permits                | 5,666,688   | 5,121,807   | 6,258,187              | 22.2%               | 6,258,187                 | 0.0%                |
| 2-11-Motor Vehicle Permits           | 2,183,463   | 1,821,617   | 1,849,453              | 1.5%                | 1,886,442                 | 2.0%                |
| 2-12-Streets and Curbs               | 1,128,213   | 456,746     | 681,137                | 49.1%               | 687,948                   | 1.0%                |
| 2-13-Mayorality Permits              | 460,496     | 232,171     | 165,591                | -28.7%              | 400,000                   | 141.6%              |
| 2-14-Other                           | 5,940,223   | 7,224,608   | 1,900,000              | -73.7%              | 5,500,000                 | 189.5%              |

| CY2022 TOTAL POSITION COUNT                        |                    |                   |                    |   |            |  |            |
|--|--------------------|-------------------|--------------------|---|------------|--|------------|
| vs. CY2021 REVISED BUDGET AND CY21 ORIGINAL BUDGET |                    |                   |                    |   |            |  |            |
|  |                    |                   |                    | CY21 REVISED BUDGET vs<br>CY2022 BUDGET |            | CY21 ORIGINAL BUDGET vs<br>CY2022 BUDGET |            |
|  | PROPOSED<br>CY2022 | REVISED<br>CY2021 | ORIGINAL<br>CY2021 | VARIANCE                                | % VARIANCE | VARIANCE                                 | % VARIANCE |
| ATU  | 489.0              | 489.0             | 486.0              | 0.0                                     | 0.00%      | 3.0                                      | 0.62%      |
| ATU ADMIN.   | 53.0               | 52.0              | 53.0               | 1.0                                     | 1.92%      | 0.0                                      | 0.00%      |
| IBEW   | 171.0              | 171.0             | 155.0              | 0.0                                     | 0.00%      | 16.0                                     | 10.32%     |
| NON-CONTRACT ADMIN.                                | 171.0              | 166.5             | 137.0              | 4.5                                     | 2.70%      | 34.0                                     | 24.82%     |
| ULU  | 4.0                | 9.0               | 4.0                | (5.0)                                   | -55.56%    | 0.0                                      | 0.00%      |
| SUBTOTAL   | 888.0              | 887.5             | 835.0              | 0.5                                     | 0.06%      | 53.0                                     | 6.35%      |

|         |       |       |       |     |        |      |         |
|---------|-------|-------|-------|-----|--------|------|---------|
| FERRIES | 3.0   | 2.0   | 1.0   | 1.0 | 50.00% | 2.0  | 200.00% |
| TOTAL   | 891.0 | 889.5 | 836.0 | 1.5 | 0.17%  | 55.0 | 6.58%   |

**PROPOSED CY2022 RTA BUDGET**  
**TOTAL MILES AND HOURS**  
**CY2019 - CY2022**

|                                   | Total Hours<br>CY2019 - CY2022 |          |                     |                      | Total Miles<br>CY2019 - CY2022 |             |                     |                      |
|-----------------------------------|--------------------------------|----------|---------------------|----------------------|--------------------------------|-------------|---------------------|----------------------|
|                                   | 2019                           | 2020     | 2021<br>Rev. Budget | 2022<br>Prop. Budget | 2019                           | 2020        | 2021<br>Rev. Budget | 2022<br>Prop. Budget |
| Bus                               | 509,940                        | 459,320  | 510,026             | 560,047              | 6,387,732                      | 5,628,714   | 6,185,370           | 6,912,818            |
| Column-to-Column Variance         |                                | (50,620) | 50,706              | 50,021               |                                | (759,018)   | 556,656             | 727,448              |
|                                   |                                | -9.93%   | 11.04%              | 9.81%                |                                | -11.88%     | 9.89%               | 11.76%               |
| Rail                              | 182,264                        | 163,604  | 148,319             | 156,498              | 1,030,103                      | 943,519     | 837,176             | 964,206              |
| Column-to-Column Variance         |                                | (18,660) | (15,285)            | 8,179                |                                | (86,584)    | (106,343)           | 127,030              |
|                                   |                                | -10.24%  | -9.34%              | 5.51%                |                                | -8.41%      | -11.27%             | 15.17%               |
| Total Fixed Route                 | 692,204                        | 622,924  | 658,344             | 716,545              | 7,417,835                      | 6,572,233   | 7,022,546           | 7,877,024            |
| Column-to-Column Variance         |                                | (69,280) | 35,420              | 58,201               |                                | (845,602)   | 450,313             | 854,478              |
|                                   |                                | -10.01%  | 5.69%               | 8.84%                |                                | -11.40%     | 6.85%               | 12.17%               |
| Paratransit                       | 146,933                        | 118,110  | 131,127             | 159,135              | 1,371,137                      | 952,493     | 1,268,215           | 1,379,680            |
| Column-to-Column Variance         |                                | (28,823) | 13,017              | 28,008               |                                | (418,644)   | 315,722             | 111,465              |
|                                   |                                | -19.62%  | 11.02%              | 21.36%               |                                | -30.53%     | 33.15%              | 8.79%                |
| TOTAL FIXED ROUTE AND PARATRANSIT | 839,137                        | 741,034  | 789,471             | 875,680              | 8,788,972                      | 7,524,726   | 8,290,761           | 9,256,704            |
| Column-to-Column Variance         |                                | (98,103) | 48,437              | 86,209               |                                | (1,264,246) | 766,035             | 965,942              |
|                                   |                                | -11.69%  | 6.54%               | 10.92%               |                                | -14.38%     | 10.18%              | 11.65%               |
| Ferry                             | 8,239                          | 7,469    | 11,645              | 12,309               | 16,187                         | 14,938      | 23,401              | 24,735               |
|                                   |                                | (770)    | 4,176               | 664                  |                                | (1,249)     | 8,463               | 1,334                |
|                                   |                                | -9.35%   | 55.91%              | 5.70%                |                                | -7.72%      | 56.65%              | 5.70%                |
| TOTAL SYSTEM                      | 839,137                        | 741,034  | 789,471             | 875,680              | 8,788,972                      | 7,524,726   | 8,290,761           | 9,256,704            |
|                                   |                                | (98,103) | 48,437              | 86,209               |                                | (1,264,246) | 766,035             | 965,942              |
|                                   |                                | -11.69%  | 6.54%               | 10.92%               |                                | -14.38%     | 10.18%              | 11.65%               |

**Regional Transit Authority  
Proposed CY2022 Capital Projects Budget**

| Grant/Account Number                   | Grant Description   | Project Manager     | CY2022 Request | Federal/DOTD/CNO |                 |                  | Local Funding Needed/ Projected |
|--|---|---------------------|----------------|------------------|-----------------|------------------|---------------------------------|
|  |   |                     |                | Funding Source   | %age of Funding | Eligible Funding |                                 |
| Prior Year FTA-Funded Capital Projects |   |                     |                |                  |                 |                  |                                 |
| LA2017-011                             | FY17 Capital Grant/STP Flex- Transit Asset Mgmt.          | Dwight Norton       | 23,405         | FTA              | 80.0%           | 18,724           | 4,681                           |
| LA-2021-004                            | BRT Study   | Dwight Norton       | 200,000        | FTA              | 80.0%           | 160,000          | 40,000                          |
| LA-2017-010                            | Downtown Loop Phase 2                                     | Dwight Norton       | 186,175        | FTA              | 80.0%           | 148,940          | 37,235                          |
| LA2019-012                             | NORTA FY 14 5307 Planning COA                             | Dwight Norton       | 100,000        | FTA              | 80.0%           | 80,000           | 20,000                          |
| LA2217-011                             | Planning TOD Guidelines                                   | Dwight Norton       | 60,500         | FTA              | 80.0%           | 48,400           | 12,100                          |
| LA2219-013                             | National Transit Database Support                         | Arionne Edwards     | 20,000         | FTA              | 80.0%           | 16,000           | 4,000                           |
| LA2219-013                             | Economic Impact Study Expansion                           | Dwight Norton       | 68,000         | FTA              | 80.0%           | 54,400           | 13,600                          |
| LA2020-024                             | Mobility for All  | Billie Johnson      | 88,000         | FTA              | 75.0%           | 66,000           | 22,000                          |
| LA2020-028                             | ENO Office Entrance and Concrete Repair                   | Fred Roberts        | 32,500         | FTA              | 80.0%           | 26,000           | 6,500                           |
| LA2020-028                             | Replace Main Parking Gate at Canal                        | Fred Roberts        | 7,500          | FTA              | 80.0%           | 6,000            | 1,500                           |
| LA040045                               | SGR - ENO Facility  | Fred Roberts        | 161,500        | FTA              | 80.0%           | 129,200          | 32,300                          |
| LA2016-019                             | ENO Exterior Repairs                                      | Fred Roberts        | 43,632         | FTA              | 80.0%           | 34,906           | 8,726                           |
| LA2019-016                             | ENO Envelope Repairs                                      | Fred Roberts        | 159,648        | FTA              | 80.0%           | 127,718          | 31,930                          |
| LA2021-31                              | ENO Exterior Envelope                                     | Fred Roberts        | 156,364        | FTA              | 80.0%           | 125,091          | 31,273                          |
| LA2019-019                             | SIS Facility Floor Coating                                | Fred Roberts        | 0              | FTA              | 80.0%           | -                | -                               |
| LA2020-028                             | ENO Shop A/C Replacement                                  | Fred Roberts        | 0              | FTA              | 80.0%           | -                | -                               |
| LA2020-028                             | Replace Main Parking Gate at Canal                        | Fred Roberts        | 0              | FTA              | 80.0%           | -                | -                               |
| LA2018-015                             | Support Equipment   | B. Johnson/D. Young | 19,000         | FTA              | 85.0%           | 16,150           | 2,850                           |
| LA2019-016                             | Acquire ADP Hardware                                      | Sterlin Stevens     | 0              | FTA              | 80.0%           | -                | -                               |
| LA2019-016                             | Acquire ADP Software                                      | Sterlin Stevens     | 0              | FTA              | 80.0%           | -                | -                               |
| LA2019-016                             | 2010 Orion VII Bus Refurbishment                          | Jacques Robichaux   | 375,000        | FTA              | 80.0%           | 300,000          | 75,000                          |
| LA2019-016                             | 2008 Orion VII Bus Refurbishment                          | Jacques Robichaux   | 0              | FTA              | 80.0%           | -                | -                               |
| LA2019-016                             | 2010 Articulated Bus Refurbishment                        | Jacques Robichaux   | 0              | FTA              | 80.0%           | -                | -                               |
| Bus Compart.                           | Bus Compartment Safety Grant                              | Mike Smith          | 300,000        | FTA              | 80.0%           | 240,000          | 60,000                          |
| FTA Competitive                        | Operation Lifesaver Rail Transit Safety Education Program | Mike Smith          | 26,667         | FTA              | 180.0%          | 48,001           | (21,334)                        |
| LA2019-019                             | Carrollton Air Compressor                                 | John Dilosa         | 0              | FTA              | 80.0%           | -                | -                               |
| LA040038                               | SGR - Napoleon/Carrollton                                 | Rose Quezergue      | 1,145,399      | FTA              | 80.0%           | 916,319          | 229,080                         |
| LA2016-011                             | Shelters (previously Kenner grant)                        | Rose Quezergue      | 36,462         | FTA              | 80.0%           | 29,170           | 7,292                           |
| LA900409                               | Construct Bus Shelters (6)                                | Rose Quezergue      | 0              | FTA              | 80.0%           | -                | -                               |
| LA 2018-015                            | 2021 Non Ad Shelters                                      | Rose Quezergue      | 83,651         | FTA              | 80.0%           | 66,921           | 16,730                          |
| LA 2021-031                            | 2021 Non Ad Shelters                                      | Rose Quezergue      | 287,500        | FTA              | 80.0%           | 230,000          | 57,500                          |
| LA2016-00                              | Purchase Security Camera                                  | Sterlin Stevens     | 8,767          | FTA              | 80.0%           | 7,014            | 1,753                           |
| LA2016-011                             | Purchase Security Camera                                  | Sterlin Stevens     | 18,188         | FTA              | 80.0%           | 14,550           | 3,638                           |
| LA2017-011                             | Purchase Mobile Security Camera                           | Sterlin Stevens     | 44,225         | FTA              | 80.0%           | 35,380           | 8,845                           |
| LA900391                               | Acquire Ticket Vending Machines                           | Sterlin Stevens     | 130,353        | FTA              | 80.0%           | 104,282          | 26,071                          |
| LA2019-019                             | Carrollton/Claiborne Double Crossover Design & Fabricate  | Darrell Lafrance    | 300,000        | FTA              | 80.0%           | 240,000          | 60,000                          |
| LA900409                               | Carrollton/Claiborne Double Crossover Design & Fabricate  | Darrell Lafrance    | 474,226        | FTA              | 80.0%           | 379,381          | 94,845                          |
| FTA Competitive                        | No Emission Infrastructure and Bus Procurement            | TBD                 | 400,000        | FTA              | 80.0%           | 320,000          | 80,000                          |
| HOPE Grant                             | BRT from New Orleans East                                 | TBD                 | 305,500        | FTA              | 90.0%           | 274,950          | 30,550                          |

**Regional Transit Authority  
Proposed CY2022 Capital Projects Budget**

| Grant/Account Number   | Grant Description                                      | Project Manager | CY2022 Request    | Federal/DOTD/CNO |                 |                   | Local Funding Needed/Projected |
|--|--|-----------------|-------------------|------------------|-----------------|-------------------|--------------------------------|
|  |  |                 |                   | Funding Source   | %age of Funding | Eligible Funding  |                                |
| LA2016-012   | Purchase Line Equip. Riverfront                        | Teron Lewis     | 0                 | FTA              | 80.0%           | -                 | -                              |
| LA2016-02  | Transportation Studies - Alternative Analysis          | Dwight Norton   | 0                 | FTA              | 80.0%           | -                 | -                              |
| LA2219-013   | Downtown Transit Center Alternative Analysis           | Dwight Norton   | 35,668            | FTA              | 80.0%           | 28,534            | 7,134                          |
| LA2019-019   | Canal-Riverfront Differential O/H                      | Floyd Bailey    | 55,000            | FTA              | 80.0%           | 44,000            | 11,000                         |
| LA2019-019   | Streetcar Armature Repair/Rebuild                      | Floyd Bailey    | 62,500            | FTA              | 80.0%           | 50,000            | 12,500                         |
| LA2019-019   | Feeder Cable Replacement                               | Floyd Bailey    | 22,700            | FTA              | 80.0%           | 18,160            | 4,540                          |
| LA2020-018   | Canal/Riverfront Converter Rebuild                     | Floyd Bailey    | 268,194           | FTA              | 80.0%           | 214,555           | 53,639                         |
| LA2020-018   | Traction Pwr. Ovrhd. & Underground Elect. Parts        | Floyd Bailey    | 25,000            | FTA              | 80.0%           | 20,000            | 5,000                          |
| LA2020-018   | Canal/Riverfront Differential Overhaul Project         | Floyd Bailey    | 310,000           | FTA              | 80.0%           | 248,000           | 62,000                         |
| LA2020-018   | Track Tools, Parts and Equipment                       | Floyd Bailey    | 90,000            | FTA              | 80.0%           | 72,000            | 18,000                         |
| 1FEDERAL21   | Year 2 - Riverfront Converter                          | Floyd Bailey    | 44,699            | FTA              | 80.0%           | 35,759            | 8,940                          |
| 1FEDERAL21   | Canal Streetcars HVAC Refurbishment                    | Floyd Bailey    | 30,000            | FTA              | 80.0%           | 24,000            | 6,000                          |
| 1FEDERAL21   | Storefront and Breezeway Elevators                     | Fred Roberts    | 90,000            | FTA              | 80.0%           | 72,000            | 18,000                         |
| LA2021-028   | Napoleon Facility: Storm Water Management              | Rose Quezergue  | 75,000            | FTA              | 80.0%           | 60,000            | 15,000                         |
| 1FEDERAL21   | ENO Lifts  | Ryan Moser      | 40,398            | FTA              | 80.0%           | 32,318            | 8,080                          |
| 1FEDERAL21   | Para Transit Support Equipment                         | Ryan Moser      | 40,000            | FTA              | 80.0%           | 32,000            | 8,000                          |
| 1FEDERAL21   | 2 - Service Trucks                                     | Ryan Moser      | 297,268           | FTA              | 80.0%           | 237,814           | 59,454                         |
| 1FEDERAL21   | Tools & Equipment                                      | Ryan Moser      | 23,558            | FTA              | 80.0%           | 18,846            | 4,712                          |
| 1FEDERAL21   | Portable Column Lifts                                  | Ryan Moser      | 0                 | FTA              | 80.0%           | -                 | -                              |
| 1FEDERAL21   | 21 Replace Buses and 21 Para Transit Vehicles          | Ryan Moser      | 13,503,567        | FTA              | 80.0%           | 10,802,854        | 2,700,713                      |
| LA2021-024   | 37 support vehicles (projected to be received in 2022) | Ryan Moser      | 1,633,370         | FTA              | 82.9%           | 1,353,894         | 279,476                        |
| LA2021-025   | Mobile Surveillance/Security Equipment                 | Robert Hickman  | 40,557            | FTA              | 80.0%           | 32,446            | 8,111                          |
| LA2021-025   | Support Vehicles (2)                                   | Robert Hickman  | 49,500            | FTA              | 80.0%           | 39,600            | 9,900                          |
| <b>Total Rollover Projects Budgeted in CY2022</b>                |  |                 | <b>21,999,141</b> |                  |                 | <b>17,700,277</b> | <b>4,298,864</b>               |
|  |  |                 |                   |                  |                 |                   |                                |
|  |  |                 |                   |                  |                 |                   |                                |
| <b>FY2022 New Requests:</b>                                      |  |                 |                   |                  |                 |                   |                                |
| Section 5307   | Security Items   | TBD             | 69,737            | FTA              | 80.0%           | 55,790            | 13,947                         |
| Section 5337   | Streetcar Parts, Tools, etc.                           | TBD             | 1,342,787         | FTA              | 80.0%           | 1,074,230         | 268,557                        |
| Section 5339   | Bus and Bus Facility-related Items                     | TBD             | 732,552           | FTA              | 80.0%           | 586,042           | 146,510                        |
| <b>Total Funding for New Projects Requested in CY2022 Budget</b> |  |                 | <b>2,145,076</b>  |                  |                 | <b>1,716,062</b>  | <b>429,014</b>                 |
|  |  |                 |                   |                  |                 |                   |                                |
| <b>Total Grant-funded Projects Requested in CY2022</b>           |  |                 | <b>24,144,217</b> |                  |                 | <b>19,416,339</b> | <b>4,727,878</b>               |
|  |  |                 |                   |                  |                 |                   |                                |
| <b>Locally-Funded Capital Expenditures</b>                       |  |                 |                   |                  |                 |                   |                                |
| 1.1117   | GenFare farebox (software and TVM support)             | Sterlin Stevens | 57,000            | N/A              | 0.0%            | -                 | 57,000                         |
| 1.1117   | JDEdward service                                       | Sterlin Stevens | 65,000            | N/A              | 0.0%            | -                 | 65,000                         |

**Regional Transit Authority  
Proposed CY2022 Capital Projects Budget**

| Grant/Account Number                                     | Grant Description  | Project Manager   | CY2022 Request    | Federal/DOTD/CNO |                 |                   | Local Funding Needed/Projected |
|--|--|-------------------|-------------------|------------------|-----------------|-------------------|--------------------------------|
|  |  |                   |                   | Funding Source   | %age of Funding | Eligible Funding  |                                |
| 1.11--   | Upgrade St. Charles Streetcars to ADA accessible   | Lona Hankins      | 90,000            | N/A              | 0.0%            | -                 | 90,000                         |
| 1.1126   | Shelters   | Rose Quezergue    | 500,000           | N/A              | 0.0%            | -                 | 500,000                        |
| 1.1117   | Additional upgrades to Clever, Business Intelligence, the Trapeze suite, JDEdwards and Genfare | Sterlin Stevens   | 1,084,000         | N/A              | 0.0%            | -                 | 1,084,000                      |
| 1.1117   | Software licenses for Paratransit scheduling system (Para Route Match)                         |                   | 0                 | N/A              | 0.0%            | -                 | -                              |
| 1.1123   | OCS hardware fabrication and replacement   | Darrell Lafrance  | 303,818           | N/A              | 0.0%            | -                 | 303,818                        |
| 1.1510.109   | Hard Rock Recovery PH2 Rampart Street  | Darrell Lafrance  | 1,028,096         | Self Gen         | 0.0%            | -                 | 1,028,096                      |
| 1.1030.103   | Streetcar and Catenary Parts Inventory   | Floyd Bailey      | 200,000           | Self Gen         | 0.0%            | -                 | 200,000                        |
| 1.1030.103   | Bus Parts Inventory  | Jacques Robichaux | 1,000,000         | Self Gen         | 0.0%            | -                 | 1,000,000                      |
| TBD  | New Links Shelter Relocation   | TBD               | 774,490           | Self Gen         | 0.0%            | -                 | 774,490                        |
| <b>Total Rollover Locally-Funded Projects in CY2022</b>  |  |                   | <b>5,102,404</b>  |                  |                 | <b>-</b>          | <b>5,102,404</b>               |
|  |  |                   |                   |                  |                 |                   |                                |
| <b>TOTAL GRANT AND LOCALLY-FUNDED PROJECTS REQUESTED</b> |  |                   | <b>29,246,621</b> |                  |                 | <b>19,416,339</b> | <b>9,830,282</b>               |

| FEMA Project Worksheets                     |                              |                |                |      |        |                |          |
|---|------------------------------|----------------|----------------|------|--------|----------------|----------|
| PW 4159/E-10                                | Napoleon Facility Renovation | Rose Quezergue | 949,000        | FEMA | 100.0% | 949,000        | -        |
| PW21034                                     | DAC/COI Costs                | Rose Quezergue | 35,562         | FEMA | 100.0% | 35,562         | -        |
|   | FEMA Grant Closeout          | Rose Quezergue | 69,913         | FEMA | 100.0% | 69,913         | -        |
| <b>Total FEMA-Funded Project Worksheets</b> |                              |                | <b>984,562</b> |      |        | <b>984,562</b> | <b>-</b> |

| Ferry Projects  |   |                  |                   |          |        |                   |                  |
|---|---|------------------|-------------------|----------|--------|-------------------|------------------|
| LA2019-005  | Algiers Point Ferry Terminal                          | Rose Quezergue   | 1,211,000         | FTA      | 80.0%  | 968,800           | 242,200          |
| Unknown   | Lower Algiers Barge Replacement                       | Rose Quezergue   | 1,356,200         | FTA      | 80.0%  | 1,084,960         | 271,240          |
| 1FEDERAL21  | Lower Algiers Ferry Rehabilitation                    | Steven Mitchell  | 0                 | FTA      | 80.0%  | -                 | -                |
| LA950006  | 2015 Passenger Ferry Boats/Terminal                   | Darrell Lafrance | 1,904,647         | FTA      | 80.0%  | 1,523,718         | 380,929          |
| LA2017-019  | 2015 TIGER/Passenger Ferry                            | Darrell Lafrance | 8,792,659         | FTA      | 76.0%  | 6,682,421         | 2,110,238        |
| LA900433  | Construct Ferry Terminal                              | Darrell Lafrance | 116,000           | FTA      | 80.0%  | 92,800            | 23,200           |
| LA2016-00   | Construct Ferry Terminal                              | Darrell Lafrance | 116,000           | FTA      | 80.0%  | 92,800            | 23,200           |
| 1FERRY.1047   | Construct Ferry Terminal (cost increase due to COVID) | Darrell Lafrance | 2,453,411         | FTA      | 80.0%  | 1,962,729         | 490,682          |
| TBD   | Levy Drydock  | Craig Toomey     | 1,900,000         | FTA/DOTD | 100.0% | 1,900,000         | -                |
| 1FERRY.1047.101                                       | Fare Collection System                                | Craig Toomey     | 367,770           | FTA/DOTD | 100.0% | 367,770           | -                |
| TBD   | Additional Emergency Drydock                          | Craig Toomey     | 0                 | N/A      | 0.0%   | -                 | -                |
| <b>Total Rollover Ferry Projects in CY2022 Budget</b> |   |                  | <b>18,217,687</b> |          |        | <b>14,675,998</b> | <b>3,541,689</b> |

**Regional Transit Authority  
Proposed CY2022 Capital Projects Budget**

| Grant/Account Number   | Grant Description   | Project Manager | CY2022 Request | Federal/DOTD/CNO |                 |                  | Local Funding Needed/Projected |
|--|---|-----------------|----------------|------------------|-----------------|------------------|--------------------------------|
|  |   |                 |                | Funding Source   | %age of Funding | Eligible Funding |                                |
| FY2022 New Ferry Requests                                      |   |                 |                |                  |                 |                  |                                |
| TBD  | Surveillance system for ferries and facilities                        | Craig Toomey    | 250,000        | N/A              | 0.0%            | -                | 250,000                        |
| TBD  | Install clever devices to ferries and integrate it to agency's system | Craig Toomey    | 350,000        | N/A              | 0.0%            | -                | 350,000                        |
| Total New Locally-Funded Capital Expenditures                  |   |                 | 600,000        |                  |                 | -                | 600,000                        |
|  |   |                 |                |                  |                 |                  |                                |
| CEA CNO Ferry Terminal Funding                                 |   |                 |                |                  |                 | 300,000          | (300,000)                      |
| CNO Westbank Ferry Terminal Funding                            |   |                 |                |                  |                 | 2,279,567        | (2,279,567)                    |
|  |   |                 |                |                  |                 |                  |                                |
| TOTAL GRANT AND LOCALLY-FUNDED PROJECTS REQUESTED - FERRY ONLY |   |                 | 18,817,687     |                  |                 | 14,675,998       | 4,141,689                      |



## Board Report and Staff Summary

File #: 21-191

Finance Committee

### RTA Permanent Fare Change

|   |   |
|---|---|
| DESCRIPTION: Implement Changes to the Fare Structure  | 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 implement permanent changes to the Ridership Incentives which were implemented on July 1, 2021. These adjustments to the RTA Fare Structure included: (1) offering discounts to youth and senior passengers, (2) simplifying RTA's existing fare structure, and (3) reducing the cost of monthly passes for all riders. The Ridership Incentives, implemented through a Temporary Fare Structure, have provided financial relief to RTA's ridership, incented greater purchase of monthly passes, and resulted in operational efficiencies.

The Temporary Fare Structure expires on December 31, 2021. Staff recommends implementing a new Permanent Fare Structure which captures most of the changes associated with the Temporary Fare Structure. This new Permanent Fare Structure would become active on January 1, 2022.

The recommendation to implement the new Permanent Fare Structure is based on a review of the financial and operational impacts of the Temporary Fare Structure. Staff recommends additional changes be studied and potentially implemented after the delivery of new fare technology.

### ISSUE/BACKGROUND:

RTA implemented the Temporary Fare Structure on July 1, 2021. This six-month pilot fare program included the following changes: (1) introduce senior and youth daily passes at a reduced cost; (2) introduce senior and youth monthly passes at a reduced cost; (3) introduce youth single-ride fares, (4) convert all Jazzy Passes to "multi-modal" to allow their use on the ferry system; (5) reduce the cost of the 31-day Jazzy Pass from \$55 to \$45; (6) eliminate the \$0.25 upcharge for transfers; (7) eliminate the \$0.25 upcharge for express service, and (8) temporarily suspend the 3-Day Jazzy Pass and the 5-Day Jazzy Pass.

The changes were implemented to achieve the following goals:

- (1) Simply the Fare Structure:** Reduce the total number of fare products to reduce the complexity of the fare structure, enable an easier ridership experience, and deliver operational efficiencies through simpler fare payment.
- (2) Increase Youth and Senior Ridership:** Introduce youth and senior daily and monthly passes to incent greater ridership by youth and seniors.

**(3) Increase Monthly Pass Purchases:** Drive greater monthly pass purchases and reduce the amount of single-ride fare purchases.

Staff analyzed the financial and operational impacts of each change associated with the Temporary Fare Structure to determine whether the changes should be transitioned into a new Permanent Fare Structure. Staff also utilized the ongoing Fare Study to determine whether additional changes should be made to the fare structure.

DISCUSSION:

**Temporary Fare Structure Adjustments Overview**

Staff analyzed each of the Temporary Fare Structure changes based on the following criteria:

- **Financial Impacts:** A determination of the financial impact of the change based on 2021 ridership and fare revenue (i.e., during a low ridership and revenue period), and a determination of the financial impact in a “normalized” year (i.e., during a normal ridership and revenue period). The financial impact was analyzed based on the gross financial impact and the percentage of the impact of total fare revenue and total operating budget.
- **Operational Impacts:** A determination of the operational impacts associated with the fare change including an assessment of whether a change reduced the amount of time required to pay or whether a change reduced the amount of “wear and tear” on a farebox.
- **Other Impacts:** A determination of any other impacts associated with the fare change such as the change’s impact on equitable outcomes for ridership, or whether the fare change is complimentary to other RTA initiatives.

Staff has summarized the assessment of the Temporary Fare Structure changes below:

**Increased Monthly Pass Purchases:** RTA has experienced a significant increase in fare revenue through the reduction in the cost of the 31-Day Jazzy Pass. RTA has experienced monthly double-digit increases in 31-Day Jazzy Pass revenue since implementation of the Temporary Fare Structure. Increased 31-Day Jazzy Pass adoption has also been a contributing factor to a 10% increase in the proportion of RTA fares purchased prior to boarding the bus and streetcar.

**Increased Youth/Senior Ridership:** RTA has experienced heavy adoption of the Youth and Senior Fare Products. In fact, as of September 2021, 10% of RTA’s fare revenue is now attributable to Youth and Senior fare products, compared to less than 4% prior to the implementation of the Temporary Fare Structure. The introduction of Senior 1-Day Passes has resulted in operational efficiencies for the fixed-route bus and streetcar, as less passengers are utilizing change to pay on a ride-by-ride basis. The introduction of the Youth 31-Day Jazzy Pass has also allowed RTA to engage in discussions with charter schools and local universities to enhance bulk pass sales for students.

**Simplified Fare Structure:** Certain changes associated with the Temporary Fare Structure have resulted in a reduction in RTA’s revenue per rider but have offered benefits in the form of operational efficiencies or simplification. The elimination of the transfer upcharge is critical to RTA as it implements New Links, particularly given New Links’ emphasis on the utilization of transfers to reduce travel time. The elimination of the express service upcharge is consistent with RTA’s recently-adopted Fixed Route Service Standards, which indicate that none of RTA’s currently offered service

should be classified as “express.” The conversion of the Jazzy Pass to multi-modal allows for seamless transition between the ferries and the bus/streetcar. All of these changes result in a reduction in fare revenue but are critical investments by RTA given changes in service through New Links, and the adoption of Service Standards, as RTA seeks to deliver a more streamlined, simpler system.

RTA temporarily suspended the 3-Day Jazzy Pass and the 5-Day Jazzy Pass as an attempt to further consolidate the fare structure. RTA also sought to utilize this suspension analyze rider behavior to determine whether passengers would convert to a 31-Day Pass or a 1-Day Pass. Largely, passengers who preferred the 3-Day and 5-Day Jazzy Pass converted to a 1-Day Pass rather than engaging with the 31-Day Pass, resulting in lost fare revenue. Focus groups and data analysis revealed that this attempt to further simplify the fare structure resulted in fewer multi-day pass purchases by tourists and locals.

## RTA Fare Study

Prior to implementation of the Temporary Fare Structure on July 1, 2021, Staff conducted an analysis of fifteen peer agencies. This analysis was focused solely on fare pricing and fare structure. Staff analyzed the products that these peer agencies offer to passengers, as well as the relative costs of the products they offered. Staff gave special attention to the discounts these agencies have offered to youth and senior riders, particularly during the COVID-19 pandemic. This peer study formed the basis for all recommended changes within the Temporary Fare Study, including rightsizing pass costs, simplifying the fare structure, and adding youth/senior fare products.

Over the past several months, RTA Staff have been conducting a more thorough, in-depth Fare Study. This Fare Study is a much broader analysis of all fare elements - marketing, sales, collection, validation, and enforcement. The Fare Study goes beyond simply fare pricing and fare structure and analyzes enhancements to RTA’s fare policy and fare technology. RTA plans to present the full findings of the Fare Study - which includes a 5-Year Fare Strategic Plan - in 1Q 2021.

## Recommended Permanent Fare Structure

In the context of the above analyses, Staff recommend RTA implement the changes below. A summary of RTA’s former fare structure, the Temporary Fare Structure, and the recommended new Permanent Fare structure can be found in the table on the next page.

- Retain Elimination of \$0.25 Upcharge for Transfers.
- Retain Elimination of \$0.25 Upcharge for Express Service.
- Retain the Single-Ride Youth Fare for \$0.50.
- Retain the Youth and Senior 1-Day Jazzy Pass for \$1.00 and \$0.80, respectively
- Retain the Youth and Senior 31-Day Jazzy Pass for \$18.00 and \$14.00, respectively
- Bring Back the 3-Day Jazzy Pass and Reduce Cost from \$9.00 to \$8.00

- Bring Back the 5-Day Jazzy Pass as a 7-Day Jazzy Pass at a Cost of \$15.00
- Retain the Reduction in the 31-Day Jazzy Pass Cost from \$55.00 to \$45.00
- Retain the Conversion of all Jazzy Passes to Multi-Modal

| Scenario Description   | Original Fare Structure | Temporary Fare Structure | Permanent Fare Structure |
|--|-------------------------|--------------------------|--------------------------|
| <b>Single-Fare Rides (Bus and Streetcar)</b>                       |                         |                          |                          |
| Single-Ride Fare   | 1.25                    | 1.25                     | 1.25                     |
| Single-Ride Fare w/Transfer  | 1.50                    | 1.25                     | 1.25                     |
| Single-Ride Express Fare   | 1.50                    | -                        | -                        |
| Single-Ride Express Fare w/Transfer                                | 1.75                    | -                        | -                        |
| Single-Ride Senior/Disabled Fare                                   | 0.40                    | 0.40                     | 0.40                     |
| Single-Ride (Youth / K-12)   | -                       | 0.50                     | 0.50                     |
| <b>Single-Fare Rides (Ferry)</b>                                   |                         |                          |                          |
| Single-Ride Ferry Only Fare  | 2.00                    | 2.00                     | 2.00                     |
| Single-Ride Senior/Disabled Ferry Only Fare                        | 1.00                    | 1.00                     | 1.00                     |
| Single-Ride Ferry Only Vehicle Driver Fare                         | 2.00                    | 2.00                     | 2.00                     |
| Single-Ride Ferry Only Vehicle Driver Plus Trailer Fare            | 5.00                    | 5.00                     | 5.00                     |
| Single-Ride Senior/Disabled Ferry Only Vehicle Driver Fare         | 1.00                    | 1.00                     | 1.00                     |
| Single-Ride Senior/Disabled Ferry Only Vehicle Driver Plus Trailer | 4.00                    | 4.00                     | 4.00                     |
| Single-Ride Ferry Only Vehicle Additional Passenger Fare           | 1.00                    | 1.00                     | 1.00                     |
| <b>1-Day Pass</b>  |                         |                          |                          |
| 1-Day Jazzy Pass ( <i>Revised Structure Usable on All Modes</i> )  | 3.00                    | 3.00                     | 3.00                     |
| 1-Day Jazzy Pass (Senior/Disabled)                                 | -                       | 0.80                     | 0.80                     |
| 1-Day Jazzy Pass (Youth / K-12)                                    | -                       | 1.00                     | 1.00                     |
| Regional Ride  | 6.00                    | 6.00                     | 6.00                     |
| <b>3-Day Pass</b>  |                         |                          |                          |
| 3-Day Jazzy Pass ( <i>Revised Structure Usable on All Modes</i> )  | 9.00                    | -                        | 8.00                     |
| <b>5-Day Pass</b>  |                         |                          |                          |
| 5-Day Jazzy Pass ( <i>Revised Structure Usable on All Modes</i> )  | 15.00                   | -                        | -                        |
| <b>7-Day Pass</b>  |                         |                          |                          |

|  |       |       |       |
|--|-------|-------|-------|
| 7-Day Jazzy Pass ( <i>Revised Structure Usable on All Modes</i> )  | -     | -     | 15.00 |
| <b>31-Day Pass</b>   |       |       |       |
| 31-Day Jazzy Pass ( <i>Revised Structure Usable on All Modes</i> ) | 55.00 | 45.00 | 45.00 |
| 31-Day Jazzy Pass (Senior/Disabled)                                | -     | 14.00 | 14.00 |
| 31-Day Jazzy Pass (Youth / K-12)                                   | -     | 18.00 | 18.00 |

**FINANCIAL IMPACT:**

RTA staff have constructed a financial model to evaluate the impact of the changes to passenger fares. Staff have noted that although ridership has been heavily impacted by (1) the emergence of the COVID-19 Delta Variant, (2) Hurricane Ida, and (3) service changes across all modes, RTA's passenger revenue per rider has remained constant. In fact, revenue per rider has only declined by approximately 2.0% since the implementation of the Temporary Fare Structure, despite the loss of higher revenue per passenger riders due to the events noted above. A 2.0% decline in fare revenue would correspond to an approximately 0.5% reduction in the operating budget in a "normal" year, without considering increases in ridership associated with the fare simplification and incentives through better fare pricing.

As noted above, the reduction in monthly pass costs has led to a double-digit percentage increase in monthly pass purchases. Applying such growth to a "normal" year, absent a COVID resurgence, would conservatively result in a fare revenue increase of approximately \$300,000 per year.

**NEXT STEPS:**

Upon Board approval, Staff will begin the process of implementing operational changes associated with the new Permanent Fare Structure.

**ATTACHMENTS:**

Resolution - RTA Permanent Fare Change

Prepared By: Chase Haislip  
Title: Internal Audit and Compliance

Reviewed By: Mark Major  
Title: Deputy CEO Administration & Finance

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



Alex Wiggins  
Chief Executive Officer

12/3/2021

Date



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

STATE OF LOUISIANA  
PARISH OF ORLEANS

---

**AUTHORIZATION TO IMPLEMENT A NEW PERMANENT FARE STRUCTURE AT THE EXPIRATION OF THE TEMPORARY FARE STRUCTURE ON DECEMBER 31, 2021. THE NEW PERMANENT FARE STRUCTURE SHALL MAKE PERMANENT MOST OF THE CHANGES ASSOCIATED WITH THE RIDERSHIP INCENTIVES IMPLEMENTED ON JULY 1, 2021.**

---

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

**WHEREAS**, RTA implemented Ridership Incentives on July 1, 2021 intended to (1) simplify the fare structure, (2) increase youth and senior ridership, and (3) increase monthly pass purchases.

**WHEREAS**, the Ridership Incentives were implemented through a Temporary Fare Structure which included the following changes: (1) introduce senior and youth daily passes at a reduced cost; (2) introduce senior and youth monthly passes at a reduced cost; (3) introduce youth single-ride fares, (4) convert all Jazzy Passes to “multi-modal” to allow their use on the ferry system; (5) reduce the cost of the 31-day Jazzy Pass from \$55 to \$45; (6) eliminate the \$0.25 upcharge for transfers; (7) eliminate the \$0.25 upcharge for express service, and (8) temporarily suspend the 3-Day Jazzy Pass and the 5-Day Jazzy Pass.

**WHEREAS**, the Temporary Fare Structure expires on December 31, 2021.

**WHEREAS**, RTA Staff analyzed each of the changes associated with the Temporary Fare Structure to assess their financial and operational impact, and determined that all changes but the suspension of the 3-Day Jazzy Pass and the 5-Day Jazzy Pass offered RTA and its ridership benefits.

**WHEREAS**, RTA Staff determined that the Agency would benefit from reinstating the 3-Day Jazzy Pass and the 5-Day Jazzy Pass with the following changes: (1) Reduce the 3-Day Jazzy Pass cost from \$9 to \$8; (2) Change the 5-Day Jazzy Pass to a 7-Day Jazzy Pass at the same price of \$15.

**WHEREAS**, the RTA conducted a Public Hearing on December 8, 2021 to receive feedback on proposed changes to the fare structure.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Commissioners of the Regional Transit Authority hereby approves the new Permanent Fare Structure detailed on the next page.

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

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

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

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

**AND THE RESOLUTION WAS ADOPTED ON THE 14th DAY OF DECEMBER,  
2021.**

\_\_\_\_\_  
**FLOZELL DANIELS, JR.**  
**CHAIRMAN**  
**RTA BOARD OF COMMISSIONERS**

| Scenario Description   | Original Fare Structure | New Permanent Fare Structure |
|--|-------------------------|------------------------------|
| <b>Single-Fare Rides (Bus and Streetcar)</b>                       |                         |                              |
| Single-Ride Fare   | 1.25                    | 1.25                         |
| Single-Ride Fare w/Transfer  | 1.50                    | 1.25                         |
| Single-Ride Express Fare   | 1.50                    | -                            |
| Single-Ride Express Fare w/Transfer                                | 1.75                    | -                            |
| Single-Ride Senior/Disabled Fare                                   | 0.40                    | 0.40                         |
| Single-Ride (Youth / K-12)   | -                       | 0.50                         |
| <b>Single-Fare Rides (Ferry)</b>                                   |                         |                              |
| Single-Ride Ferry Only Fare  | 2.00                    | 2.00                         |
| Single-Ride Senior/Disabled Ferry Only Fare                        | 1.00                    | 1.00                         |
| Single-Ride Ferry Only Vehicle Driver Fare                         | 2.00                    | 2.00                         |
| Single-Ride Ferry Only Vehicle Driver Plus Trailer Fare            | 5.00                    | 5.00                         |
| Single-Ride Senior/Disabled Ferry Only Vehicle Driver Fare         | 1.00                    | 1.00                         |
| Single-Ride Senior/Disabled Ferry Only Vehicle Driver Plus Trailer | 4.00                    | 4.00                         |
| Single-Ride Ferry Only Vehicle Additional Passenger Fare           | 1.00                    | 1.00                         |
| <b>1-Day Pass</b>  |                         |                              |
| 1-Day Jazzy Pass <i>(Revised Structure Usable on All Modes)</i>    | 3.00                    | 3.00                         |
| 1-Day Jazzy Pass (Senior/Disabled)                                 | -                       | 0.80                         |
| 1-Day Jazzy Pass (Youth / K-12)                                    | -                       | 1.00                         |
| Regional Ride  | 6.00                    | 6.00                         |
| <b>3-Day Pass</b>  |                         |                              |
| 3-Day Jazzy Pass <i>(Revised Structure Usable on All Modes)</i>    | 9.00                    | 8.00                         |
| <b>5-Day Pass</b>  |                         |                              |
| 5-Day Jazzy Pass <i>(Revised Structure Usable on All Modes)</i>    | 15.00                   | -                            |
| <b>7-Day Pass</b>  |                         |                              |
| 7-Day Jazzy Pass <i>(Revised Structure Usable on All Modes)</i>    | -                       | 15.00                        |
| <b>31-Day Pass</b>   |                         |                              |
| 31-Day Jazzy Pass <i>(Revised Structure Usable on All Modes)</i>   | 55.00                   | 45.00                        |
| 31-Day Jazzy Pass (Senior/Disabled)                                | -                       | 14.00                        |
| 31-Day Jazzy Pass (Youth / K-12)                                   | -                       | 18.00                        |





# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-192

Finance Committee

Crowd Control Change Order Canal Street Ferry Terminal

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

### RECOMMENDATION:

Authorize the Chief Executive Officer to award a contract to Labmar Ferry LLC for crowd control training at the Canal Street Ferry Terminal which is required by the State Fire Marshall at a cost of \$109,200.00.

### ISSUE/BACKGROUND:

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

### DISCUSSION:

Twenty-five crew members are being trained by an approved State Fire Marshall online course which the certificate is valid for 2 years. The cost of the additional deck hand required for crowd control is ~\$240.00 per day or an average of \$7,280.00 per month. The projected timeline is January 2022 through March 2023.

### FINANCIAL IMPACT:

The project is funded through grant number LA95006.1047.123405 in the amount of \$109,200.00.

### NEXT STEPS:

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

### ATTACHMENTS:

1. Resolution
2. Change Order - LabMar

Prepared By: Darrell LaFrance, dlfrance@rtaforward.org

Title: Project Manager III

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

Reviewed By: Gizelle Johnson Banks  
Title: Chief Financial Officer



Alex Wiggins  
Chief Executive Officer

12/8/2021

Date



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

STATE OF LOUISIANA

PARISH OF ORLEANS

---

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

---

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

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

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

**WHEREAS**, twenty-five crew members are being trained by an approved State Fire Marshall online course which the certificate is valid for two (2) years; and

**WHEREAS**, the cost of the additional deck hand required for crowd control is - \$240.00 per day or an average of \$7280.00 per month; and

**WHEREAS**, the projected timeline is January 2022 through March 2023 at a cost of \$109,200.00; and

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

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

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

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

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

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

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

**AND THE RESOLUTION WAS ADOPTED ON THE 14<sup>TH</sup> DAY OF DECEMBER, 2021.**

---

**FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS**



## Regional Transit Authority

### Change Order Routing Sheet

INSTRUCTION: The user department is responsible for providing the information requested below (all parts), securing the requisite signatures, attaching a justification for the change order, and providing a responsibility determination, with pertinent contact information.

A. Department Representative to participate in procurement process:

Darrell LaFrance

Project Manager

8310

Title

Ext.

B. Contract No.: RFQ #2019-006

Contract Title and PO No: Canal Street Ferry Terminal Lamar Ferry Services, LLC.

C. Contract History:

Original Award Value

\$

Previously Executed Change Orders Value

\$

20,000.00

Adjusted Contract Value (Prior to Requested Change Order)

\$

Current Change Order Value

\$

109,200.00

Revised Contract Value (w/current change order)

\$

129,200.00

D. Justification of Change Order: To provide a crowd control manager as required by the State Fire Marshall.

E. This person will be required to be present when there are more than 50 persons onboard the temporary barge at the Canal Street. Crew members will have to be train by an approved State Fire Marshall online course which the certificate is valid for 2 years. The project timeline is November 2021 through March 2023.

F. Ferry Terminal.

G. Type of Change Requested: Administrative Supplemental Termination

H. Responsibility Determination: Price determined fair and reasonable based on

I. Prime firm's DBE/SLDBE Commitment (NOTE: The Prime Firm must be notified by the Project Manager that the DBE Commitment percentage applies to the Total Contract Value after all amendments and change orders.):

10 % DBE

0 % SLDBE

0 % Small Business

Additional Information

[Signature]  
DBE/EEO Compliance Manager

12/8/2021  
Date



J. Certification of Authorized Grant:

Is this item/specification consistent with the Authorized Grant? Yes No

Are there any amendments pending? Yes No

If Yes, please attach the amendment to this Routing Sheet and explain.

\_\_\_\_\_  
Director of Grants/ Federal Compliance

\_\_\_\_\_  
Date

K. Funding Source: Federal State Local Other: \_\_\_\_\_

Funds are specifically allocated in the Department's current fiscal year budget or in a grant to cover this expenditure as follows:

Total Funding Available \$ \_\_\_\_\_

Previous Cost \$ \_\_\_\_\_

Revised Projected Cost \$ \_\_\_\_\_

FTA Grant No.(s) LA95000.1047.123405 \_\_\_\_\_

Line Item(s) \_\_\_\_\_

Operations/Department Code \_\_\_\_\_

Budget Code(s) \_\_\_\_\_

Other \_\_\_\_\_

\_\_\_\_\_  
Budget Analyst

\_\_\_\_\_  
Date

L.

*Michael J. Smith*

*12/8/21*

Safety

\_\_\_\_\_  
Date

M. Authorizations:

*Lina Edwards Hansen*

Department Head

*12/7/2021*

\_\_\_\_\_  
Date

*Lina Edwards Hansen*

Division Manager

*12/7/2021*

\_\_\_\_\_  
Date

\_\_\_\_\_  
Director of Procurement

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief Financial Officer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief Executive Officer

\_\_\_\_\_  
Date

**Independent Cost Estimate (ICE)**

**INDEPENDENT COST ESTIMATE SUMMARY FORM**

Project Name/Number: Canal Street Ferry Terminal RFQ #2019-006

Date of Estimate: 4/16/2021

Description of Goods/Services: Crowd Control Management

☐ New Procurement  
☒ Contract Modification (Change Order)  
☐ Exercise of Option

Method of Obtaining Estimate:

Attach additional documentation such as previous pricing, documentation, emails, internet screen shots, estimates on letterhead, etc.

☐ Published Price List (attach source and date)  
☐ Historical Pricing (attach copy of documentation from previous PO/Contract)  
☐ Comparable Purchases by Other Agencies (attach email correspondence)  
☐ Engineering or Technical Estimate (attach)  
☐ Independent Third-Party Estimate (attach)  
☐ Other (specify) \_\_\_\_\_ attach documentation  
☒ Pre-established pricing resulting from competition (Contract Modification only)

Through the method(s) stated above, it has been determined the estimated total cost of the goods/services is \$ 109,200.00

I have reviewed the estimate documents along with RTA's third-party consultant and agree with the proposal.

The preceding independent cost estimate was prepared by:

\_\_\_\_\_  
Name

Darrell LaFrance

\_\_\_\_\_  
Signature



Regional Transit Authority may, 27, 2021



April 16, 2021

Lona Hankins  
Deputy CEO of Infrastructure - RTA  
2817 Canal St  
New Orleans, LA 70119

Subject: Crowd Control Manager

Following up on our previous emails regarding this subject, LabMar Ferry is pleased to provide a crowd control manager as required by the State Fire Marshall. This person will be required to be present when there are more than 50 persons onboard the temporary barge at the Canal St Terminal. To support this effort, we offer the following:

1. Provision of 1 deckhand on a 12-hour basis
  - a. Cost will be \$240 per day
  - b. Estimated service hours will be from 9:00 am to 9:00 pm
    - i. The hours proposed are based on current ridership levels and peak demand times.
    - ii. Should additional service hours be required, we will invoice on a pro rata basis.
2. Crowd control training course
  - a. Course fee \$19.95 per student via online learning.
  - b. 18 crew required for training
    - i. All Canal St crews will have this training for complete interchangeability.
  - c. Estimated tuition cost \$359.10
  - d. New deckhands hired for the Canal St service will be required to undergo training should we not have sufficient personnel previously trained.
  - e. The online course has been discussed and approved by the state fire marshal. The certificate is valid for 2 years. Should the project last longer than 2 years, we will need to renew the training at current program cost.
3. We will invoice this separately to itemize the charges as necessary in our monthly billing for properly accounting of the charges.

Please let me know of any questions you may have on this proposal.

Sincerely:

Accepted by:

Richard Heausler  
General Manager

\_\_\_\_\_  
Name:

## Crowd Control Manager

| Project Duration | days |       |               |
|------------------|------|-------|---------------|
| January          | 2022 | 31    | \$ 7,440.00   |
| February         | 2022 | 28    | \$ 6,720.00   |
| March            | 2022 | 31    | \$ 7,440.00   |
| April            | 2022 | 30    | \$ 7,200.00   |
| May              | 2022 | 31    | \$ 7,440.00   |
| June             | 2022 | 30    | \$ 7,200.00   |
| July             | 2022 | 31    | \$ 7,440.00   |
| August           | 2022 | 31    | \$ 7,440.00   |
| September        | 2022 | 30    | \$ 7,200.00   |
| October          | 2022 | 31    | \$ 7,440.00   |
| November         | 2022 | 30    | \$ 7,200.00   |
| December         | 2022 | 31    | \$ 7,440.00   |
| January          | 2023 | 31    | \$ 7,440.00   |
| February         | 2023 | 28    | \$ 6,720.00   |
| March            | 2023 | 31    | \$ 7,440.00   |
|                  |      | total | \$ 109,200.00 |

|                                  |               |
|----------------------------------|---------------|
| Tuition Cost                     | \$ 19.95      |
| Crew required                    | 25            |
| Total Tuition Cost               | \$ 498.75     |
| Total Crowd Control Manager Cost | \$ 109,698.75 |

## Crowd Control Manager

| Project Duration | days |    |            |
|------------------|------|----|------------|
| November 2021    | 30   | \$ | 7,200.00   |
| December 2021    | 31   | \$ | 7,440.00   |
| January 2022     | 31   | \$ | 7,440.00   |
| February 2022    | 28   | \$ | 6,720.00   |
| March 2022       | 31   | \$ | 7,440.00   |
| April 2022       | 30   | \$ | 7,200.00   |
| May 2022         | 31   | \$ | 7,440.00   |
| June 2022        | 30   | \$ | 7,200.00   |
| July 2022        | 31   | \$ | 7,440.00   |
| August 2022      | 31   | \$ | 7,440.00   |
| September 2022   | 30   | \$ | 7,200.00   |
| October 2022     | 31   | \$ | 7,440.00   |
| November 2022    | 30   | \$ | 7,200.00   |
| December 2022    | 31   | \$ | 7,440.00   |
| January 2023     | 31   | \$ | 7,440.00   |
| February 2023    | 28   | \$ | 6,720.00   |
| March 2023       | 31   | \$ | 7,440.00   |
| total            |      | \$ | 123,840.00 |

|                    |    |        |
|--------------------|----|--------|
| Tuition Cost       | \$ | 19.95  |
| Crew required      |    | 25     |
| Total Tuition Cost | \$ | 498.75 |

Total Crowd Control Manager Cost      \$ 124,338.75

## LaFrance, Darrell

---

**From:** Richard Heausler <rHeausler@labmarferry.com>  
**Sent:** Tuesday, November 2, 2021 2:55 PM  
**To:** Hankins, Lona  
**Cc:** Ruiz-Garcia, Jose; LaFrance, Darrell; Toomey, Craig; Ginny Hootsell; John Peter Laborde  
**Subject:** RE: Crowd Control Change Order  
**Attachments:** LabMar Crowd Control Manager.pdf; crowd control budget.xlsx

Lona, please find our previous proposal on this.

Also attached is a rough cost for the project.

I am adding extra training tuition costs to cover potential attrition of mariners down the road from our previous proposal.

We will invoice you as per our standard Labmar Terms.

Let me know if you have any questions or comments on this service.

**From:** Hankins, Lona <lhankins@rtaforward.org>  
**Sent:** Tuesday, November 2, 2021 1:57 PM  
**To:** Richard Heausler <rHeausler@labmarferry.com>  
**Cc:** Ruiz-Garcia, Jose <jruizgarcia@rtaforward.org>; LaFrance, Darrell <dlafrance@rtaforward.org>; Toomey, Craig <ctoomey@rtaforward.org>; Ginny Hootsell <ghootsell@labmarine.com>; John Peter Laborde <johnpeter@labmarine.com>  
**Subject:** Crowd Control Change Order

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Richard,

Did you ever send the complete cost expected for Crowd Control? Training and Staffing cost from November 2021-March 2023. I would like to try to get ahead of the game on this item.

Thanks

Lona Edwards Hankins  
Deputy CEO of Planning and Infrastructure  
Regional Transit Authority



2817 Canal Street | New Orleans, LA 70119  
Office: 504-827-8393 | Cell: 504-508-4389  
[lhankins@rtaforward.org](mailto:lhankins@rtaforward.org)

World Class Service. Treat Each Other Well. Operate Safely. Operate On Time

## Board Report and Staff Summary

|   |            |
|---|------------|
| SUBJECT: Crowd Control Change Order Canal Street Ferry Terminal   | AGENDA NO: |
| DESCRIPTION: Award contract with Labmar Ferry LLC. for crowd control training and services at Canal Street Ferry Terminal                                     | FILE #:    |
| 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 award a contract to Labmar Ferry LLC. for crowd control training a Canal Street Ferry Terminal which is required by the State Fire Marshall at a cost of \$124,388.75.

ISSUE/BACKGROUND: In accordance with the required State Fire Marshall guidelines for crowd control a person will be required to be present when there are more than 50 persons onboard the ferry barge at Canal Street Terminal.

DISCUSSION: Crew members will have to be trained by an approved State Fire Marshall online course which the certificate is valid for 2 years. Twenty-five crew members will be trained at a cost of 19.95 per member with a total of \$498.75. The projected timeline is Nov. 2021 through March 2023 at a cost of \$123,840.00.

FINANCIAL IMPACT: The project is funded through grant number LA95000.1047.123405 in the amount of \$124,338.75.

NEXT STEPS: Upon RTA Board approval, Staff will issue a Notice to Proceed (NTP) on training to LabMar.

### ATTACHMENTS:

1. Board Resolution
2. Labmar Proposal

Prepared By: Darrell LaFrance, Infrastructure Project Manager III  
Infrastructure Department  
dlafrance@rtaforward.org

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

---

Gizelle Johnson Banks  
Chief Financial Officer

---

Date

---

Alex Wiggins  
Chief Executive Officer

---

Date



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-197

Finance Committee

### Trapeze Software Support Maintenance

|   |   |
|---|---|
| DESCRIPTION: Support Maintenance for Trapeze Suite of Products  | 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 approve a maintenance contract for Trapeze software. The request is a not to exceed amount of \$310,000 for the 2021 and 2022 calendar year.

### ISSUE/BACKGROUND:

The software is used for generating fix route schedules and paratransit scheduling and reservations in addition to hosting paratransit rider data.

### DISCUSSION:

This software subscription starts at various months. They are prepaid in advanced and \$144,316 is to pay for past due invoices that were sent to either an entity or individual who is no longer employed by the agency. The anticipated amount for the 2022 subscription is expected to be less than \$165,630, as the team is vetting the actual need.

### FINANCIAL IMPACT:

The project will be funded from the following funding source; 1290002.7140.02113 in the amount of \$310,000.

### NEXT STEPS:

Upon RTA Board approval, a purchase order will be issued to Trapeze.

### ATTACHMENTS:

1. Resolution

Prepared By: Sterlin Stevens, [sstevens@rtaforward.org](mailto:sstevens@rtaforward.org)  
Title: Director of Information Technology

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

Reviewed By: Gizelle Johnson Banks  
Title: Chief Financial Officer



Alex Wiggins  
Chief Executive Officer

12/8/2021

Date



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

504.827.8300

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

STATE OF LOUISIANA

PARISH OF ORLEANS

---

**REQUEST AUTHORIZATION TO AWARD CONTRACT TO TRAPEZE FOR SUPPORT  
SOFTWARE MAINTENANCE**

---

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

**WHEREAS**, the software is used for generating fix route schedules and paratransit scheduling and reservations in addition to hosting paratransit rider data; and

**WHEREAS**, this software subscription starts at various months. They are prepaid in advanced and \$144,316 is to pay for past due invoices that were sent to either an entity or individual who is no longer employed by the agency; and

**WHEREAS**, the anticipated amount for the 2022 subscription is expected to be less than \$165,639.00 as the team is vetting the actual need egress; and

**WHEREAS**, the project will be funded from the following funding source: 1290002.7140.02113 in the amount of \$310,000.00; and



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

Page 2

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorization to award a contract to Trapeze for Software Maintenance Support.

**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 14<sup>TH</sup> DAY OF DECEMBER, 2021.**

---

**FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS**



## Software Support Invoice

New Orleans RTA  
 Attn: Sterlin Stevens (Nortait@norta.com)  
 2817 Canal Street  
 New Orleans, LA 70119  
 US

Invoice **TPMAG09828**  
 Date **January 28, 2021**  
 Customer ID  
 Contract No. **0000000981**  
 Due date **February 27, 2021**  
 Contract type **895MAIN**  
 Project No **5492-342**

### Purchase Order No :

**Trapeze PASS-MON**  
 Up to 36 Paratransit Vehicles  
 Coverage period 4/1/2021 - 3/31/2022

\$14,217.00

Subtotal

\$14,217.00

State Tax -

\$0.00

Total payable in USD

\$14,217.00

Please make payment to following:

**Lockbox**  
 Trapeze Software Group  
 P.O.Box 202528  
 Dallas, TX 75320-2528  
 USA

**For billing inquiries contact:**  
 trapezebilling@trapezegroup.com  
 Toll Free: 1-800-265-3617 Ext. #5  
 Local: 905-629-8727

Interest may be charged on overdue amounts  
 not paid by the specified due date.



## Software Support Invoice

New Orleans RTA  
 Attn: Sterlin Stevens (Nortait@norta.com)  
 2817 Canal Street  
 New Orleans, LA 70119  
 US

Invoice **TPMAG09829**  
 Date **January 28, 2021**  
 Customer ID  
 Contract No. **0000000982**  
 Due date **February 27, 2021**  
 Contract type **125MAIN**  
 Project No **5492-222**

### Purchase Order No :

**Trapeze INFO-IVR Server - PASS (cc/tb)**  
 Up to 793 Booked Trips  
 Coverage period 4/1/2021 - 3/31/2022

\$22,003.00

Subtotal

\$22,003.00

State Tax -

\$0.00

Total payable in USD

\$22,003.00

Please make payment to following:

**Lockbox**  
 Trapeze Software Group  
 P.O.Box 202528  
 Dallas, TX 75320-2528  
 USA

**For billing inquiries contact:**  
 trapezebilling@trapezegroup.com  
 Toll Free: 1-800-265-3617 Ext. #5  
 Local: 905-629-8727

Interest may be charged on overdue amounts  
 not paid by the specified due date.



## Software Support Invoice

New Orleans RTA  
 Attn: Sterlin Stevens (Nortait@norta.com)  
 2817 Canal Street  
 New Orleans, LA 70119  
 US

Invoice **TPMAG09831**  
 Date **January 28, 2021**  
 Customer ID  
 Contract No. **0000000984**  
 Due date **February 27, 2021**  
 Contract type **835MAIN**  
 Project No **5492-100B**

| Purchase Order No :   |             |             |
|---|-------------|-------------|
| <b>Trapeze FX</b><br>Up to 85 Peak Vehicles<br>Coverage period 4/1/2021 - 3/31/2022 | \$33,850.00 |             |
| Subtotal  | \$33,850.00 |             |
| State Tax -   | \$0.00      |             |
| Total payable in USD  |             | \$33,850.00 |

Please make payment to following:

**Lockbox**  
 Trapeze Software Group  
 P.O.Box 202528  
 Dallas, TX 75320-2528  
 USA

**For billing inquiries contact:**  
 trapezebilling@trapezegroup.com  
 Toll Free: 1-800-265-3617 Ext. #5  
 Local: 905-629-8727

Interest may be charged on overdue amounts not paid by the specified due date.



## Software Support Invoice

New Orleans RTA  
Attn: Sterlin Stevens (Nortait@norta.com)  
2817 Canal Street  
New Orleans, LA 70119  
US

Invoice **TPMAG09832**  
Date **January 28, 2021**  
Customer ID  
Contract No. **0000000985**  
Due date **February 27, 2021**  
Contract type **865MAIN**  
Project No **4220-1**

### Purchase Order No :

**Trapeze PASS**  
Number of Workstations : 7  
Up to 793 Booked Trips  
Coverage period 4/1/2021 - 3/31/2022

\$27,081.00

Subtotal

\$27,081.00

State Tax -

\$0.00

Total payable in USD

\$27,081.00

Please make payment to following:

**Lockbox**  
Trapeze Software Group  
P.O.Box 202528  
Dallas, TX 75320-2528  
USA

**For billing inquiries contact:**  
trapezebilling@trapezegroup.com  
Toll Free: 1-800-265-3617 Ext. #5  
Local: 905-629-8727

Interest may be charged on overdue amounts  
not paid by the specified due date.



## Software Support Invoice

New Orleans RTA  
Attn: Sterlin Stevens (Nortait@norta.com)  
2817 Canal Street  
New Orleans, LA 70119  
US

Invoice **TPMAG09833**  
Date **January 28, 2021**  
Customer ID  
Contract No. **0000000986**  
Due date **February 27, 2021**  
Contract type **835MAIN**  
Project No **4007-2**

### Purchase Order No :

**Trapeze PLAN - RID**  
Up to 85 Peak Vehicles  
Coverage period 4/1/2021 - 3/31/2022

\$8,531.00

Subtotal

\$8,531.00

State Tax -

\$0.00

Total payable in USD

\$8,531.00

Please make payment to following:

**Lockbox**  
Trapeze Software Group  
P.O.Box 202528  
Dallas, TX 75320-2528  
USA

**For billing inquiries contact:**  
trapezebilling@trapezegroup.com  
Toll Free: 1-800-265-3617 Ext. #5  
Local: 905-629-8727

Interest may be charged on overdue amounts  
not paid by the specified due date.



## Software Support Invoice

New Orleans RTA  
 Attn: Sterlin Stevens (Nortait@norta.com)  
 2817 Canal Street  
 New Orleans, LA 70119  
 US

|               |                   |
|---------------|-------------------|
| Invoice       | TPMAG09833        |
| Date          | January 28, 2021  |
| Customer ID   |                   |
| Contract No.  | 0000000986        |
| Due date      | February 27, 2021 |
| Contract type | 835MAIN           |
| Project No    | 4007-2            |

### Purchase Order No :

**Trapeze PLAN - RID**  
 Up to 85 Peak Vehicles  
 Coverage period 4/1/2021 - 3/31/2022

\$8,531.00

Subtotal

\$8,531.00

State Tax -

\$0.00

Total payable in USD

\$8,531.00

Please make payment to following:

**Lockbox**  
 Trapeze Software Group  
 P.O.Box 202528  
 Dallas, TX 75320-2528  
 USA

**For billing inquiries contact:**  
 trapezebilling@trapezegroup.com  
 Toll Free: 1-800-265-3617 Ext. #5  
 Local: 905-629-8727

Interest may be charged on overdue amounts  
 not paid by the specified due date.



## Software Support Invoice

New Orleans RTA  
 Attn: Sterlin Stevens (Nortait@norta.com)  
 2817 Canal Street  
 New Orleans, LA 70119  
 US

Invoice **TPMAG09834**  
 Date **January 28, 2021**  
 Customer ID  
 Contract No. **0000001784**  
 Due date **February 27, 2021**  
 Contract type **885MAIN**  
 Project No **5492-115**

### Purchase Order No :

**Trapeze Google Export**  
 Up to 87 Peak Vehicles  
 Coverage period 4/1/2021 - 3/31/2022

\$3,882.00

Subtotal

\$3,882.00

State Tax -

\$0.00

Total payable in USD

\$3,882.00

Please make payment to following:

**Lockbox**  
 Trapeze Software Group  
 P.O.Box 202528  
 Dallas, TX 75320-2528  
 USA

**For billing inquiries contact:**  
 trapezebilling@trapezegroup.com  
 Toll Free: 1-800-265-3617 Ext. #5  
 Local: 905-629-8727

Interest may be charged on overdue amounts  
 not paid by the specified due date.



## Software Support Invoice

New Orleans RTA  
 Attn: Sterlin Stevens (Nortait@norta.com)  
 2817 Canal Street  
 New Orleans, LA 70119  
 US

Invoice **TPMAG09835**  
 Date **January 28, 2021**  
 Customer ID  
 Contract No. **0000003523**  
 Due date **February 27, 2021**  
 Contract type **835MAIN**  
 Project No **5492-226**

### Purchase Order No :

**Trapeze TSDE**  
 Up to 150 Peak Vehicles  
 Coverage period 4/1/2021 - 3/31/2022

\$12,865.00

Subtotal

\$12,865.00

State Tax -

\$0.00

Total payable in USD

\$12,865.00

Please make payment to following:

**Lockbox**  
 Trapeze Software Group  
 P.O.Box 202528  
 Dallas, TX 75320-2528  
 USA

**For billing inquiries contact:**  
 trapezebilling@trapezegroup.com  
 Toll Free: 1-800-265-3617 Ext. #5  
 Local: 905-629-8727

Interest may be charged on overdue amounts  
 not paid by the specified due date.



## Software Support Invoice

New Orleans RTA  
 Attn: Sterlin Stevens (Nortait@norta.com)  
 2817 Canal Street  
 New Orleans, LA 70119  
 US

|               |                   |
|---------------|-------------------|
| Invoice       | TPMAG09836        |
| Date          | January 28, 2021  |
| Customer ID   |                   |
| Contract No.  | 0000003865        |
| Due date      | February 27, 2021 |
| Contract type | 125MAIN           |
| Project No    | 5492-348          |

### Purchase Order No :

**Trapeze PASS - Trip Broker**  
 Up to 199 Booked Trips  
 Coverage period 4/1/2021 - 3/31/2022

\$5,946.00

Subtotal

\$5,946.00

State Tax -

\$0.00

Total payable in USD

\$5,946.00

Please make payment to following:

**Lockbox**  
 Trapeze Software Group  
 P.O.Box 202528  
 Dallas, TX 75320-2528  
 USA

**For billing inquiries contact:**  
 trapezebilling@trapezegroup.com  
 Toll Free: 1-800-265-3617 Ext. #5  
 Local: 905-629-8727

Interest may be charged on overdue amounts  
 not paid by the specified due date.



## Software Support Invoice

Regional Transit Authority  
Attn:Accounts Payable  
2817 Canal Street  
New Orleans, LA 70019  
US

Invoice **TPMAG10101**  
Date **March 28, 2021**  
Customer ID  
Contract No. **0000002722**  
Due date **April 27, 2021**  
Contract type **835MAIN**  
Project No **5492-101**

### Purchase Order No :

**Trapeze BlockBuster**  
Up to 90 Peak Vehicles  
Coverage period 6/1/2021 - 5/31/2022

\$9,216.00

Subtotal

\$9,216.00

State Tax -

\$0.00

Total payable in USD

\$9,216.00

Please make payment to following:

**Lockbox**  
Trapeze Software Group  
P.O.Box 202528  
Dallas, TX 75320-2528  
USA

**For billing inquiries contact:**  
trapezebilling@trapezegroup.com  
Toll Free: 1-800-265-3617 Ext. #5  
Local: 905-629-8727

Interest may be charged on overdue amounts  
not paid by the specified due date.



## Software Support Quote

New Orleans RTA  
Attn: Sterlin Stevens (sstevens@rtaforward.org)  
2817 Canal Street  
New Orleans, LA  
70019  
US

Quote PRO-21-105-136  
Date November 30, 2021  
Customer ID  
Contract No.  
Due date Upon Receipt  
Contract type  
Project No

| Purchase Order No : Request for PO   |              |              |
|--|--------------|--------------|
| <b><u>Coverage period 4/1/2022 - 3/31/2023</u></b>   |              |              |
| PASS MON   | \$14,644.00  |              |
| INFO IVR Server - PASS   | \$22,663.00  |              |
| PASS CERT  | \$6,973.00   |              |
| FX   | \$34,866.00  |              |
| PASS   | \$27,893.00  |              |
| PLAN RID   | \$8,787.00   |              |
| Google FX  | \$3,998.00   |              |
| TSDE   | \$13,508.00  |              |
| PASS TripBroker  | \$6,125.00   |              |
| <b><u>Coverage period 1/1/2022 - 12/31/2022</u></b>  |              |              |
| PASS WEB<br>(invoice TPMAG11367 - posted October 2021)   | \$14,457.00  |              |
| <b><u>Coverage period 6/1/2022 - 5/31/2023</u></b>   |              |              |
| BLOCKBUSTER<br>(invoice TPMAG10101 - posted March 2021 for 6/1/2021-5/31/2022<br>remains outstanding for \$9,216.00) | \$9,493.00   |              |
| Subtotal   | \$163,407.00 |              |
| State Tax  |              |              |
| Total Payable in USD   |              | \$163,407.00 |

Please make payment to following:

**Lockbox**  
Trapeze Software Group  
P.O.Box 202528  
Dallas, TX 75320-2528  
USA

**For billing inquiries contact:**  
[trapezebilling@trapezegroup.com](mailto:trapezebilling@trapezegroup.com)  
Toll Free: 1-800-265-3617 Ext. #5  
Local: 905-629-8727

Interest may be charged on  
overdue amounts not paid by the  
specified due date.



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-201

Finance Committee

### On-Site Bus Maintenance Service

|   |   |
|---|---|
| DESCRIPTION: On-site Bus Maintenance Repairs  | AGENDA NO: Click or tap here to enter text. |
| ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other |   |

### RECOMMENDATION:

To authorize the Chief Executive Officer to award a contract to Kenworth of Southeast Louisiana for on-site bus repair services.

### ISSUE/BACKGROUND:

The bus maintenance department currently has excessive vacancies and individuals out on long-term medical leave. The reduction in labor has created a need to put out a solicitation for additional maintenance support.

### DISCUSSION:

The RTA is currently working to hire qualified mechanics; however, finding qualified individuals takes time in our current post-pandemic environment. At the time of writing this document, the agency has five mechanic vacancies and three out for medical leave. The agency is actively engaging in recruiting and trying to fill these positions.

Skilled labor shortages have become much more frequent since the pandemic, which is the case for these mechanic positions. Through a competitive bid process, the RTA has solicited services to supply on-site maintenance technicians to assist with bus repairs.

### FINANCIAL IMPACT:

The estimated cost for this procurement is \$178,000. The contract period is for two years, supplying services as needed. Funding is available from the local Fixed Route Account: 143002.7360.06101

### NEXT STEPS:

Upon RTA Board approval, staff will assign a purchase order.

### ATTACHMENTS:

1. Board Resolution
2. Administrative review

- 3. Procurement summary
- 4. Solicitation request

Prepared By: Ryan Moser  
Title: Fleet Technology Manager

Reviewed By: Gerard Guter  
Title: Interim Chief Executive Officer

Reviewed By: Gizelle Banks  
Title: Chief Financial Officer



Alex Wiggins  
Chief Executive Officer

12/8/2021

Date

**Regional Transit Authority**  
Administrative Review Form

Project Name: OUT OF SHOP REPAIRS

Type of Solicitation: IFB 2021-030 DBE/SBE Participation Goal: 0% Number of Respondents: 1

| Prime, Primary Contact and Phone Number | DBE and Non-DBE Subconsultants | DBE Commitment Percentage | Price (RFP and ITB ONLY) |
|---|--------------------------------|---------------------------|--------------------------|
| Prime KENWORTH                          | N/A                            | 0%                        | \$138 Hourly Rate        |

\*Indicates certified DBE or SLDBE firm that will contribute to the project's participation goal

| Prime Firm Name              | Required Items             |               |                 |                 |                          |                        |                  |                              |         |
|------------------------------|----------------------------|---------------|-----------------|-----------------|--------------------------|------------------------|------------------|------------------------------|---------|
|                              | LA Uniform Public Work Bid | Non Collusion | Debarment Prime | Debarment Lower | Restrictions on Lobbying | Buy America Compliance | Participant Info | Affidavit of Fee Disposition | Addenda |
| The McPherson Companies, Inc | Y                          | Y             | Y               | Y               | Y                        | N/A                    | Y                | N/A                          | Y       |

**Review and verification of the above required forms, the below listed vendor is hereby found responsive to this procurement.**

Vendor Name: KENWORTH

Certified by: Name and Title      Briana Howze, Contract Administrator I

### Procurement Personnel Only

| Prime Firm Name | Bid Bond | Insurance | Responsiveness Determination | Responsible Determination |         |                     |                   |                     |                            |
|-----------------|----------|-----------|------------------------------|---------------------------|---------|---------------------|-------------------|---------------------|----------------------------|
|                 |          |           | Certifications /Licenses     | Facilities/ Personnel     | SAM.Gov | Previous Experience | Years in Business | Financial Stability | LA License No. if required |
| KENWORTH        | N/A      | Y         | Y                            | N/A                       | Y       | Y                   | 50                | Y                   | N/A                        |

**Review and verification of the above "checked" forms, the below listed vendor is hereby found responsible for award of this procurement.**

Vendor Name: KENWORTH

Certified by: Name and Title      Briana Howze, Contract Administrator I

## **PROCUREMENT SUMMARY IFB 2021-030**

### **REQUIREMENTS**

A Solicit Request Routing Sheet for Out of Shop Repairs with attached scope of work was received by Procurement from Executive Office on August 24, 2021.

There was no DBE goal for this solicitation.

#### **Procurement Policy:**

The Independent Cost Estimate for this procurement is \$178,000.00, which exceeds the Small Purchase threshold, therefore in compliance with the Regional Transit Authority of New Orleans Procurement Policies and Procedures Manual, Section VII.B. This procurement shall be conducted through formal advertisement (competitive means).

#### **Procurement Method:**

More than one responsive and responsible offeror can meet the solicitation requirements. Specifications furnished by the user department are complete, adequate, precise and realistic. No discussions or negotiations will be needed to address technical requirements, award will be made on lowest responsible/responsive bidder. Therefore, the IFB method of solicitation is selected as the method of procurement.

### **SOLICITATION**

Invitation for Bids (IFB) No. 2021-030 Public Notice was published in the The Advocate. The Public Notice and the IFB 2021-030 were posted on the RTA website beginning 10/07/2021. The IFB submittal deadline was 11/2/2021 at 2:30pm.

### **IFB SUBMITTAL**

Bid Opening was held on 11/2/2021 at 2:30pm. Briana Howze handled the receipt of all submissions received. One (1) bids was received.

### **DETERMINATION**

One (1) bid was determined responsive and provided all required documents. One (1) bid was determined non-responsive due to not submitting any of the required documents.

### **SUBMITTAL ANALYSIS**

Kenworth

\$138 Hourly Rate

### **SUMMARY**

Based on the information above the Bids received were prepared and sent to Procurement Director for further review. An Administrative Review Form was prepared by Briana Howze. Market research determined that the hourly rate of \$138 is fair and reasonable.

Procurement Department: Recommend award be made to lowest responsive/responsible bidder, Kenworth is the lowest responsible bidder and it is in the best interest of RTA to award this contract to Kenworth.



## Regional Transit Authority Solicitation Request Routing Sheet

INSTRUCTION: The user department is responsible for providing all information requested below and securing the requisite signatures.

### Attachments

(\*Indicates Required Items)

\* Scope of Work

Technical Specifications

DBE/SBE Goal Calculation

Project Schedule/Delivery Date \*

Selection Criteria (RFQ/RFP Only)

- A. I have reviewed this form and the attachments provided and by signing below I give authority to the below stated Department Representative to proceed as lead in the procurement process.

Raymundo Delgadillo

Director of Bus Maintenance

8359

Name

Title

Ext.

- B. Name of Project, Service or Product: Outside Bus Maintenance Service

- C. Justification of Procurement:

Our Bus Maintenance Department currently has multiple open vacancies, along with 5 people out on Short Term Disability or Workers Compensation. This reduction in labor has made it difficult to keep up with our aging fleet, and while we are getting newer buses, large majority of our fleet is still from 2008, or 2010.

Whit the intent to go back into full service soon, it has escalated our bus out of service situation to one that warrants emergency action to get outside assistance to get our fleet up and running. This short-term measure will help get our out-of-service buses reduced to where we will be able to fulfill our increasing demand.

- D. Certification of Authorized Grant:

Is this item/specification consistent with the Authorized Grant?

[Signature]  
Director of Grants/ Federal Compliance

Date

Yes 8/19/21 No (circled)

- E. Safety: Include Standard Safety Provisions Only

Additional Safety Requirements Attached

[Signature]  
Safety Director

Date

8/19/21



Risk Management: Include Standard Insurance Provisions Only? ☒ Yes ☐ No

Include Additional Insurance Requirements Attached N/A

Risk Management Analyst [Signature]

Date 8/24/2021

F. Funding Source: Federal State Local Other: \_\_\_\_\_

Funds are specifically allocated in the Department's current fiscal year budget or in a grant to cover this expenditure as follows:

Total Available Funding: \$ \_\_\_\_\_

Estimated Cost: \$ \$178,000

FTA Grant No.(s) \_\_\_\_\_

Line Item(s) \_\_\_\_\_

Operations/Department Code \_\_\_\_\_

Budget Code(s) 1430002.7360.06101

Budget Analyst [Signature]

Date 8/24/2021

G. DBE/SBE Goal: 0 % DBE

☒ % Small Business

Director of Small Business Development [Signature]

Date 8/19/2021

DBE/EEO Compliance Manager [Signature]

Date 8/19/2021

H. Authorizations: I have reviewed and approved the final solicitation document.

Department Head [Signature]

Date 8-19-2021

Division Manager [Signature]

Date 8/24/21

Director of Procurement [Signature]

Date 8/24/21

#### FOR PROCUREMENT USE ONLY

Type of Procurement Requested: (circle one)

**IFB**

**RFQ**

**RFP**

**SS**

**TWO-STEP**

**Invitation for Bid (IFB)** This competitive method of awarding contracts is used for procurements of more than \$25,000 in value. The agency knows exactly what and how many of everything it needs in the contract, as well as when and how the products and services are to be delivered. The award is generally based on price.

**Request for Quote (RFQ)** This type of solicitation is often used to determine current market pricing.

**Request for Proposal (RFP)** This approach to contracting occurs when the agency isn't certain about what it wants and is looking to you to develop a solution and cost estimate.



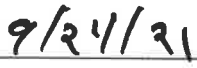
**Sole Source (SS)** this procurement can be defined as any contract entered into without a competitive process, based on a justification that only one known source exists or that only one single supplier can fulfill the requirements.

**Two-step Procurement - request for qualifications** step-one used in the formal process of procuring a product or service, It is typically used as a screening step to establish a pool of vendors that are then qualified, and thus eligible to submit responses to a request for price proposal (RFP). In this two-step process, the response to the RFQ will describe the company or individual's general qualifications to perform a service or supply a product, and RFP will describe specific details or price proposals.

  
\_\_\_\_\_  
Chief Financial Officer

  
\_\_\_\_\_  
Chief Executive Officer

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Date

**Independent Cost Estimate (ICE)**

**INDEPENDENT COST ESTIMATE SUMMARY FORM**

Project Name/Number:

Date of Estimate:

Description of Goods/Services:

On-site Maintenance Services

☒ New Procurement

☐ Contract Modification (Change Order)

☐ Exercise of Option

Method of Obtaining Estimate:

Attach additional documentation such as previous pricing, documentation, emails, internet screen shots, estimates on letterhead, etc.

☐ Published Price List (attach source and date)

☒ Historical Pricing (attach copy of documentation from previous PO/Contract)

☒ Comparable Purchases by Other Agencies (attach email correspondence)

☐ Engineering or Technical Estimate (attach)

☐ Independent Third-Party Estimate (attach)

☐ Other (specify) \_\_\_\_\_ attach documentation

☐ Pre-established pricing resulting from competition (Contract Modification only)

Through the method(s) stated above, it has been determined the estimated

total cost of the goods/services is \$ \$ 178,000 Per Year

The preceding independent cost estimate was prepared by:

Name

Raymundo Delgadillo

Signature

\_\_\_\_\_

## **TECHNICAL SPECIFICATIONS ON-SITE MAINTENANCE SERVICES**

### **1. SCOPE**

The RTA requires on-site mechanical vehicle services diagnostic and repair services of their bus fleet. This service is on an as-needed basis; this includes but is not limited to the following vehicle systems; engines, transmissions, steering, suspension, A/C, air systems, brakes, and electrical, wheelchair ramps, drive train, doors.

The contractor will provide maintenance technicians to perform maintenance repairs on our bus fleet. The mechanics/contractor must supply their own tools. The RTA has diagnostic laptops that the contractor can use while at the facility.

The number of mechanics and hours required working hours will be determined by the service/maintenance demands at the time of the request. Durations will be at a minimum of two weeks. The contractor must be able to supply no less than four mechanics if required by service demands.

The term of the contract will be two years with a one-year option to renew if needed.

### **2. APPLICATION AND SIZE**

Vehicles include 2008-2012 Orion VII buses (35ft and 40ft buses). New Flyer 60ft Articulated buses. 2019-2021 New Flyer Xcelcior (35ft and 40ft buses).

All units are equipped with Allison Transmissions, Thermo King A/C units, and Cummins ISL engines, Meritor and Man Axles, both disc and drum brakes.

### **3. PERFORMANCE/QUALITY**

The specified component shall perform to all Cummins, Tristate, Or Allison OEM standards and specifications upon completion of diagnostics or repairs.

Technicians should be competent and efficient in repairs, including the removal or replacement of parts, and maintains Company vehicles. Performs repairs on diesel power plants, drive trains, suspension, steering and air brakes systems, and HVAC systems. Performs preventative maintenance procedures and maintains records or logs on Company vehicles and other related duties in keeping with the goals of the RTA.

Work is primarily performed indoors by mechanics; however, they are sometimes required to go into the weather to maintain Company vehicles. Must be able to lift at least sixty (60) pounds. The job requires walking, stooping, bending, standing, kneeling, crawling, and climbing.

### **5. DOCUMENTATION**

All bidders shall furnish the Regional Transit Authority with their bid, complete with descriptive literature covering and identifying the items to be supplied, including specification sheets and performance data.

Failure to submit the required information and to complete the attachment incorrectly shall render a bid non-responsive and shall cause its rejection.

9. PRICING

The price rate shall be an all-inclusive rate. The RTA will not provide transportation, tools, food, hotel/motel costs. Etc.

Hourly rate total: \_\_\_\_\_

Cost per hour \$ 89.00

Work week is based on 50 hours a week

|             | Week 1       | Week 2       | Week 3       | Week 4       | Week 5       | week 6        | week 7        | Week 8        |
|-------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| One Tech    | \$ 4,450.00  | \$ 8,900.00  | \$ 13,350.00 | \$ 17,800.00 | \$ 22,250.00 | \$ 26,700.00  | \$ 31,150.00  | \$ 35,600.00  |
| Two Techs   | \$ 8,900.00  | \$ 17,800.00 | \$ 26,700.00 | \$ 35,600.00 | \$ 44,500.00 | \$ 53,400.00  | \$ 62,300.00  | \$ 71,200.00  |
| Three Techs | \$ 13,350.00 | \$ 26,700.00 | \$ 40,050.00 | \$ 53,400.00 | \$ 66,750.00 | \$ 80,100.00  | \$ 93,450.00  | \$ 106,800.00 |
| Four Techs  | \$ 17,800.00 | \$ 35,600.00 | \$ 53,400.00 | \$ 71,200.00 | \$ 89,000.00 | \$ 106,800.00 | \$ 124,600.00 | \$ 142,400.00 |
|             |              |              |              |              |              |               |               | \$ 1,600.00   |
|             |              |              |              |              |              |               |               | 178000        |

defficit

40

# INVOICE



PO Box 697  
Beaumont, Ca 92223  
(951) 897-6704

**INVOICE TO:** TransDev  
5505 Hill Road  
Powder Springs, GA 30127  
Attn: Mark Nicholson

**INVOICE #:** 9069  
**DATE:** 9/3/2020  
**CUSTOMER PO #:** N/A  
**SHIP VIA:** N/A  
**TERMS:** Net 30

| Qty.<br>Ordered | Qty.<br>Shipped | Qty.<br>Backorder | Part # | Description                                       | Unit Cost | Ext. Cost    |
|-----------------|-----------------|-------------------|--------|---|-----------|--------------|
| 233.25          | 233.25          | 0                 | N/A    | Mechanic Labor - New Orleans, LA - Jeremy Morales | \$ 89.00  | \$ 20,759.25 |
| 114             | 114             | 0                 | N/A    | Mechanic Labor - New Orleans, LA - Mike Hollins   | \$ 89.00  | \$ 10,146.00 |
| 176.25          | 176.25          | 0                 | N/A    | Mechanic Labor - New Orleans, LA - Aaron Morales  | \$ 89.00  | \$ 15,686.25 |

|                                 |    |           |
|---------------------------------|----|-----------|
| <b>SUBTOTAL:</b>                | \$ | 46,591.50 |
| <b>TAX:</b>                     |    | N/A       |
| <b>SHIPPING &amp; HANDLING:</b> |    | N/A       |
| <b>TOTAL:</b>                   | \$ | 46,591.50 |



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

504.827.8300

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

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

STATE OF LOUISIANA

PARISH OF ORLEANS

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**AUTHORIZATION TO AWARD A CONTRACT TO KENWORTH OF SOUTHEAST  
LOUISIANA FOR ON-SITE BUS REPAIRS**

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

**WHEREAS**, the Chief Executive Officer of the RTA has the need for on-site bus repair services;  
and

**WHEREAS**, the on-site repair services program will enable the RTA to effectively carry out its  
day to day operations; and

**WHEREAS**, staff has evaluated and determined that purchase of repair services from Kenworth  
of Southeast Louisiana through local funding is the most cost-effective way to maintain revenue vehicles;  
and

**WHEREAS**, RTA's Disadvantage Business Compliance Manager determined that there was no  
DBE goal set for this project since there are no subcontracting opportunities; and

**WHEREAS**, staff evaluated all cost components submitted by vendor and determined the price to  
be fair and reasonable; and



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**WHEREAS**, it is the opinion of the RTA Board of Commissioners that the purchase on-site bus repair services critical to maintaining the function, reliability, and support of the Bus revenue service on behalf of the Regional Transit Authority; and

**WHEREAS**, funding for the above-stated project is made available through local funding in the amount of value of ONE HUNDRED SEVENTY-EIGHT THOUSAND DOLLARS.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Commissioners of the RTA that the Chairman of the Board, or his designee, is authorized to execute a contract with Kenworth of Southeast Louisiana.

**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 \_\_\_\_.**

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**FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS**



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