



2817 Canal Street  
New Orleans, LA 70119

**New Orleans Regional Transit Authority**  
**Finance Committee**  
**Meeting Agenda - Final**

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|                               |                 |                |
|-------------------------------|-----------------|----------------|
| <b>Thursday, July 8, 2021</b> | <b>11:00 AM</b> | <b>Virtual</b> |
|-------------------------------|-----------------|----------------|

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The New Orleans Regional Transit Authority does hereby certify that it is unable to hold a committee meeting under regular quorum requirements due to COVID-19. On authority of the Governor under Section 2 of Proclamation Number 84 JBE 2020, the next committee meeting will be held via telephone and/or video conference on Thursday, July 08, 2021 at 11:00 am. All efforts will be made to provide for observation and input by members of the public.

- 1. Call To Order**
- 2. Roll Call**
- 3. Consideration of Meeting Minutes**
- 3a. [Finance Committee Minutes - June 10, 2021] [21-104](#)
- 4. Committee Chairman's Report**
- 5. Chief Executive Officer's Report**
- 6. Chief Financial Officer's Report**
  - 6a. Overview of 2020 Audit Document  
[2020 Audit Documents] [21-105](#)
  - 6b. CY 2021 Budget Update
- 7. Overview of RTA's Organization Chart**
- 8. Infrastructure & Planning Report**
- 8a. July Capital Projects Report [21-102](#)
- 9. DBE Report**

**10. Procurements**

- 10a.** Overhead Catenary System (OCS) Hardware Fabrication and Replacement Award Fabrication Contract [21-099](#)
- 10b.** Rampart Streetcar Line Emergency Recovery Project Award Construction Project [21-100](#)
- 10c.** St. Charles Streetcar Line Downtown Loop Pavement Replacement [21-101](#)

**11. New Business****12. Audience Questions & Comments****13. Adjournment**



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

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**File #:** 21-104

**Board of Commissioners**

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[Finance Committee Minutes - June 10, 2021]



2817 Canal Street  
New Orleans, LA 70119

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

### **Meeting Minutes**

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**Thursday, June 10, 2021**

**11:00 AM**

**RTA Board Room**

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The New Orleans Regional Transit Authority does hereby certify that it is unable to hold a committee meeting under regular quorum requirements due to COVID-19. On authority of the Governor under Section 2 of Proclamation Number 84 JBE 2020, the next committee meeting will be held via telephone and/or video conference on Thursday, June 10, 2021 at 11:00 am. All efforts will be made to provide for observation and input by members of the public.

- 1. Call To Order**
- 2. Roll Call**
- 3. Consideration of Meeting Minutes**

[Finance Committee Minutes - May 13, 2021 ]

[21-091](#)

Commissioner Wegner moved and Commissioner Tillery seconded to approve the minutes of the May 13, 2021 Finance Committee Meeting. The motion was approved unanimously.  
approved

- 4. Committee Chairman's Report**

No Report.

- 5. Chief Executive Officer's Report**

Alex Wiggins reported that staff was working to meet the June 20, 2021, deadline for the return to full service and staff was currently working on the new schedules. There were still some limitations with staffing and staff was working on mitigating any missed trips with overtime and having extra staff on standby. Staff was working aggressively to hire additional operators to meet the needed expectation of the riders.

Alex Wiggins reported that he spoke at the APTA-UITP Conference which focused on "How Agencies Can Bring Riders Back" and the RTA was in line with the rest of the country dealing with the decline in ridership and revenue and a lesson learned from COVID for the transit

industry was how to deal with its customers and to better acknowledge and prioritize the employees.

In response to Commissioner Walton, Alex Wiggins stated that the APTA Annual Conference will be a live event.

## **6. Chief Financial Officer's Report (April Financial Statements)**

[April Financials]

[21-094](#)

Gizelle Banks reported on the April Financials.

Gizelle Banks reported that Ridership - April's ridership of 672K underperformed the budget by 14.8% or 117k passengers. When compared to prior months, April's results modestly exceeded March's total by 6.3% or 40k riders, but outpaced February's ridership by 97k riders, almost 2.5 times the prior month variance. Year-to-date comparisons to April actuals show negative results across the spectrum - when compared to the budget (11.5%), 2020 actuals (29.2%) and 2019 pre-COVID actuals (59.4%).

Gizelle Banks reported that - Operating Cost per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID)

There was a modest increase in the cost per passenger trip for the month of April when compared to March. However, like the prior month, April's cost showed a reduction from January's and February's results.

Gizelle Banks reported that - Ferry - Operating Cost per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID)

Ferry operations have also experienced significantly higher operating costs per passenger trip since the onset of the pandemic. While March marked the most notable decrease in cost per passenger trip so far this year, it is encouraging to note that April yielded only a slight increase from the prior month.

Gizelle Banks reported that - Farebox Recovery Rates 2021 vs. 2019

(Pre-COVID) - Fare revenue continues to offset a significantly lower percentage of operating expenses. However, despite the amount of inclement weather throughout the month, April's farebox recovery rate dipped less than 1% from March's year-high performance and tracked higher than January and February's farebox recovery rates.

Gizelle Banks reported that - Ferry- Farebox Recovery Rates

2021 vs. 2019 (Pre-COVID) - Likewise, ferry ridership has dropped drastically because of the pandemic, causing fare revenue to offset a significantly lower percentage of operating expenses. On a positive note, though, April's farebox recovery rate for ferry operations fell short of March's year-high results by less than 1% and markedly exceeded the results for January and February.

Gizelle Banks reported that - *Operating Revenues (Budget, Actual & Prior Year)*

- Overall, Operating Revenues display positive results for the month when compared to the budget and prior year. (Note that fare collections were suspended in April 2020.) Passenger Fares continued to struggle, falling short of projections by 14.4% for the month. CNO sales tax collections through March have been received, exceeding expectations for the first quarter by \$1.7m or 11.9%.

Gizelle Banks reported that - Operating Revenues (Actual) - Of the \$9.4m in Operating Revenues, 82% or \$7.7m is derived from General Use Sales Taxes.

Gizelle Banks reported that - Operating Expenses - Labor and Fringe Benefits, the largest expenditure at \$4.9M, comprised 67% of this month's actual expenses. Staff's 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 6.7% or 532k positive variance.

Gizelle Banks reported that - Net Revenue (Before and After Government Assistance) - Net Revenue (Before Government Assistance) is \$1.7m for the month of April. This strong position is largely attributable to the \$2.0m in Net Operating Revenue for the month. After applying the month's \$1.2m in Government Operating Assistance, Net Revenue increased to \$2.9m.

Gizelle Banks reported that - Capital Expenditures and Debt Service - As result of the bond refinancing in September 2020, Debt Service was dramatically reduced by \$397k from prior year actuals for the month and by \$2.3m year-to-date.

Gizelle Banks reported that - Operating Reserve - The positive variance that resulted from Net Revenue (After Government Assistance) added \$2.1m to Restricted Operating/Capital Reserve after accounting for the payment of \$783k in Debt Service.

Gizelle Banks reported that - Maritime Operations - Passenger fare revenue for ferry operations increased by \$7k over the prior month. This represents the second straight month of positive results, further indication of possible recovery. Recall that fare collections were suspended in April 2020 system-wide. April 2021 operating expenses reflected positive results as well, down by \$219k from the prior year.

Gizelle Banks reported that the RTA's expenses were approximately \$17m in comparison to the revenue of \$19m there was a \$2.1m Operating Surplus for the month and for the year \$595,000.

Gizelle Banks reported that as the RTA return to full service the expenses will increase so the expenses will start to catch up with the revenues.

Alex Wiggins reported that the RTA has not drawn down the current CARES Act funding. The RTA received \$59m this year to cover operating expenses.

## **7. Infrastructure & Planning Report**

### June Capital Projects Report

Lona Hankins reported that the RTA has about \$35.4m in open contracts and currently there are four projects in various stages of procurement:

1. The Canal Streetcar Restoration
2. Napoleon Facility Renovations
3. St. Charles Streetcar Downtown Loop
4. Rampart Restoration Project

Lona Hankins reported that the Ferry Project was 60% completed with demolition and demolition has started with the arcade wall and 15% of the work was completed on the temporary birthing.

Lona Hankins reported that the RTA was starting to feel the impact of cost escalation due to COVID with the shortage of steel and this was also starting to affect the Maintenance Department.

Lona Hankins reported that the FEMA Grant was submitted to the FTA and staff was anticipating to hear back around September 21, 2021 and the Federal Government has not published when they will award the Low and No Emission Grant.

Lona Hankins reported that regarding the RAISE Grant the RTA was eligible to submit multiple grants so staff was going to submit one to improve Neighborhood Transfer Points with Comfort Stations and the other for Fare Technology Replacements.

Lona Hankins reported that she wanted to change the Scope of the Work on one of the RAISE Grants to study the Safe and Efficient Transit Corridors to make them safe for pedestrian.

## **8. DBE Report**

Keziah Lee reported that contract awards through the month of May increased slightly from \$2.9m to \$4.9m of that amount \$1.7m was awarded to DBE firms and \$1.8m was awarded to both DBE and SBE firms as prime contractors. The DBE and SBE participation was at 37% participation.

Keziah Lee reported that last month two projects were awarded with DBE Participation those projects were Insurance Coverage was awarded \$1.2m and that contract was 100% participation. The other contract was a SBE at 100% was awarded \$78,902.

In response to Commissioner Walton, Keziah Lee reported that A&E Services was On-Call Engineering Services.

Keziah Lee reported that the RTA has ramped up the Outreach and staff was planning to have an event in August.

## **9. Procurements**

### **9a. Egle' Janitorial On-Site COVID Cleaning**

[21-063](#)

Commissioner Walton moved and Commissioner Tillery seconded to approve the Egle' Janitorial On-Site COVID Cleaning. The motion was approved unanimously.

In response to Commissioner Walton, Alex Wiggins stated that the changes were made to clean the buses twice a day.  
approved

Enactment No: 21-042

### **9b. NEOGOV Change Order**

[21-079](#)

Commissioner Wegner moved and Commissioner Walton seconded to approve the NEOGOV Change Order. The motion was approved unanimously.

In response to Commissioner Wegner, Alex Wiggins stated that the number of employees increased so this amendment was to support the additional employees.

approved

Enactment No: 21-043

### **9c. General Bus Parts**

[21-081](#)

Commissioner Tillery moved and Commissioner Wegner seconded to approve the General Bus Parts. The motion was approved unanimously.

In response to Commissioner Raymond, Thomas Stringer stated that this was for parts to maintain the fleet in service.

In response to Commissioner Walton, Thomas Stringer stated that these are existing vendors.

approved

Enactment No: 21-044

### **9d. On-Call Architectural/Engineering Services - Small Business Enterprise**

[21-083](#)

Commissioner Walton moved and Commissioner Wegner seconded to approve the On-Call Architectural/Engineering Services - Small Business Enterprise. The motion was approved unanimously.

In response to Commissioner Walton, Lona Hankins reported that more engineers were needed in the pool for On-Call Architectural/Engineering Services.

approved

Enactment No: 21-045

**9e.** ENO Maintenance Building - Exterior Envelope Repair

[21-084](#)

Commissioner Wegner moved and Commissioner Tillery seconded to approve the ENO Maintenance Building - Exterior Envelope Repair. The motion was approved unanimously.

approved

Enactment No: 21-046

**9f.** Canal Street Ferry Terminal Project Amendment Request to Woodward-APC's Contract

[21-086](#)

Commissioner Tillery moved and Commissioner Wegner seconded to approve the Canal Street Ferry Terminal Project Amendment (Jackson Avenue Barge). The motion was approved unanimously.

approved

Enactment No: 21-047

**9g.** Canal Street Ferry Terminal Project Amendment Requesting Woodward-APC's Contract

[21-087](#)

Commissioner Tillery moved and Commissioner Walton seconded to approve the Canal Street Ferry Terminal Project Amendment (Permanent Barge). The motion was approved unanimously.

approved

Enactment No: 21-048

**9h.** Cintas Uniforms

[21-088](#)

Commissioner Walton moved and Commissioner Tillery seconded to approve the Cintas Uniforms. The motion was approved unanimously.

Alex Wiggins reported that these uniforms are used by the Maintenance Department and these uniforms are cleaned and delivered to the employees for 3 years and the uniforms are specialized uniforms.

approved

Enactment No: 21-049

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CY 2020 Single Audit Acceptance

**21-089**

Deferred.

CY 2020 Financial Audit Acceptance

**21-090**

Deferred.

## **10. New Business**

None.

### **11. Audience Questions & Comments**

Valerie Jefferson stated that the operators appreciate staff cleaning the buses and she also appreciates staff ordering the necessary bus parts to keep the buses running.

Andrew Herbert with Infinity Engineers wanted to know where he could find the list for the On-Call Architectural/Engineering Services - Small Business Enterprise.

Alex Wiggins stated that this information will be posted on the website.

### **12. Adjournment**

Commissioner Wegner moved and Commissioner Sarwar seconded to adjourn the Finance Committee Meeting of June 10, 2021. The motion was approved unanimously.  
adjourned



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

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**File #:** 21-105

**Finance Committee**

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[2020 Audit Documents]

# **Regional Transit Authority**

## **FINANCIAL STATEMENTS**

**DECEMBER 31, 2020 and 2019**



**CRI** CARR  
RIGGS &  
INGRAM

CPAs and Advisors

[CRIcpa.com](http://CRIcpa.com)

**FINANCIAL SECTION**

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**Basic Financial Statements**

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## **INDEPENDENT AUDITORS' REPORT**

To the Board of Commissioners  
Regional Transit Authority  
New Orleans, Louisiana

We have audited the accompanying financial statements of the Regional Transit Authority (the "RTA") as of and for the years ended December 31, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the RTA's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditors' Responsibility***

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in the *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditors consider internal control relevant to the RTA's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the RTA's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the RTA as of December 31, 2020 and 2019, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Other Matters***

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and other required supplementary information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### ***Other Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the RTA's basic financial statements. The Schedules of Changes in Restricted Asset Bond Accounts and Schedule of Compensation, Benefits, and Other Payments to Agency Head are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Schedules of Changes in Restricted Asset Bond Accounts and Schedule of Compensation, Benefits, and Other Payments to Agency Head are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedules of Changes in Restricted Asset Bond Accounts and Schedule of Compensation, Benefits, and Other Payments to Agency Head are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### **Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated June 30, 2021 on our consideration of the RTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the RTA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the RTA's internal control over financial reporting and compliance.

*Caru, Riggs & Ingram, L.L.C.*

June 30, 2020  
Metairie, Louisiana

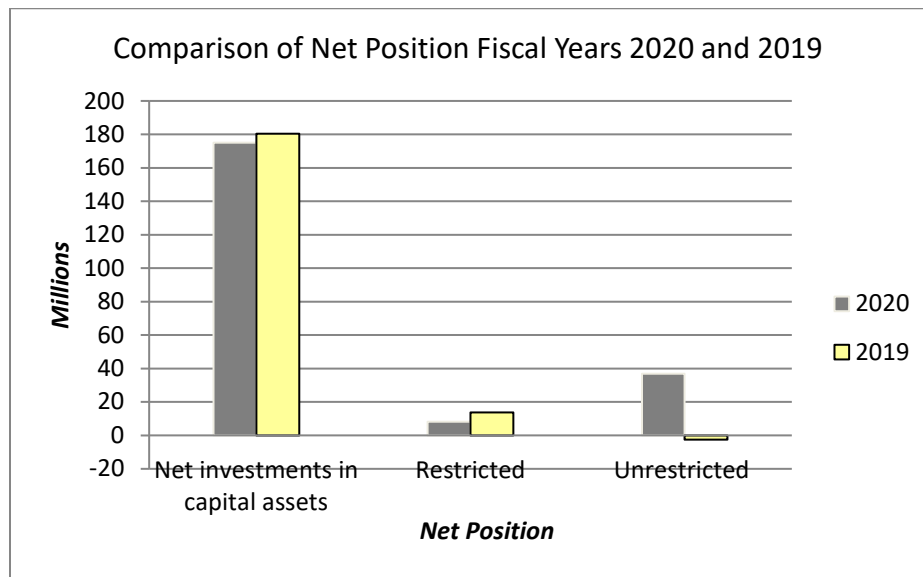
## Regional Transit Authority Management's Discussion and Analysis

This section of the Regional Transit Authority's (the "RTA") annual financial report presents a discussion and analysis of the RTA's financial performance during the fiscal years ended December 31, 2020 and 2019. Please read it in conjunction with the RTA's financial statements, which follow this section.

### FINANCIAL HIGHLIGHTS

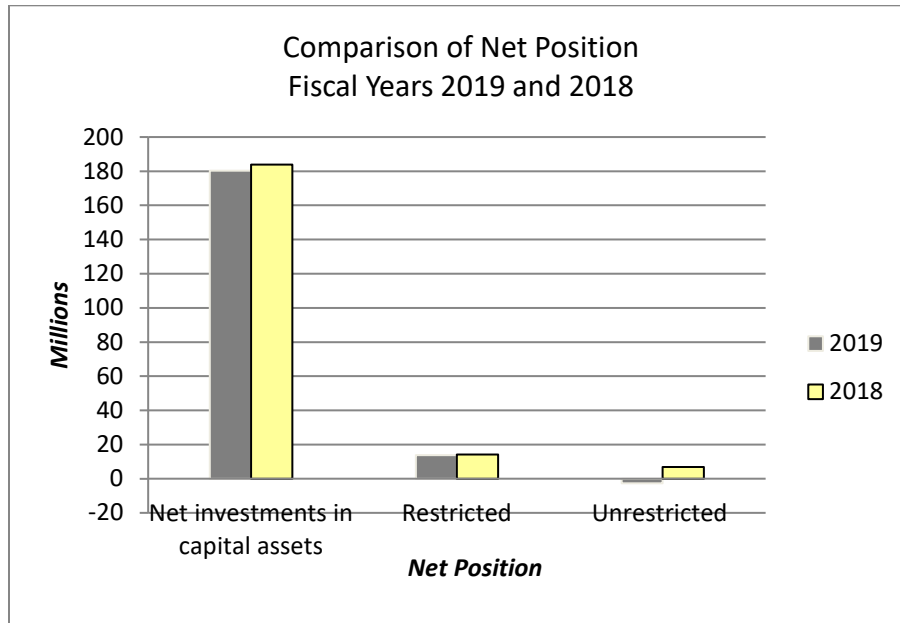
#### 2020

In 2020, the RTA passenger fare revenue decreased over \$11.2 million for the calendar year as compared to 2019. This variance is primarily due to the COVID-19 Pandemic that led to passenger fares being temporarily eliminated from March 29, 2020 to May 18, 2020. As a result of the initial impact of the stay at home order and social distancing measures, the New Orleans Regional Transit Authority experienced a decline in the utilization of RTA services, dramatic declines in RTA public ridership, fare revenues and State Sales Tax revenue. As of December 31, 2020, ridership on RTA buses, paratransit, streetcars, and ferries, continue to be dramatically below 2019 year-to-year levels. The RTA is currently operating at 80% of its normal weekday service level while meeting the public transit needs of customers. In addition to COVID-19, RTA faced hardships with Hurricane Zeta, which caused extreme weather in New Orleans.



#### 2019

In 2019, the RTA passenger fare revenue decreased over \$1.5 million for the calendar year as compared to 2018. This variance was primarily due to the Hard Rock Hotel collapse on October 12<sup>th</sup>, 2019. This collapse caused significant service disruptions especially to streetcar service on Canal Street. While 2019 bus and paratransit ridership was slightly above 2018 levels, streetcar ridership was down almost 2.5 million riders for the year. Also negatively impacting streetcar ridership but to a much lesser degree was the closure of 2 streetcar stops on the Riverfront line due to the construction of the Four Seasons Hotel. This closure was mainly for the last quarter of 2018 and the first 3 quarters of 2019.



## OVERVIEW OF THE FINANCIAL STATEMENTS

This financial report consists of four parts: required supplementary information, including management's discussion and analysis (this section), the basic financial statements, the notes to the financial statements, and other supplementary information.

The financial statements provide both long-term and short-term information about the RTA's overall financial status. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of other supplementary information that further explains and supports the information in the financial statements.

The RTA's financial statements are prepared on the accrual basis in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The basic financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when a liability is incurred, regardless of the timing of related cash flows, expenses are recognized in the period in which they are incurred, and depreciation of assets is recognized in the Statement of Revenues, Expenses, and Changes in Net Position. All assets and liabilities associated with the operation of the RTA are included in the Statement of Net Position.

Net Position, the difference between the RTA's assets and deferred outflows of resources, and liabilities and deferred inflow of resources, is one way to measure the RTA's financial health or position. In 2020, the RTA's Net Position increased by \$28.7 million. The increase in the RTA's net position during 2020 is primarily attributed to a decrease in net pension liabilities as well as the refinancing of existing long-term bonds. The RTA's total liabilities in 2020 decreased by approximately \$43.5 million compared to total liabilities for 2019. In 2020, the RTA received

## Regional Transit Authority Management's Discussion and Analysis

approximately \$72.5 million from the Federal Transit Administration (FTA), the Federal Emergency Management Agency (FEMA) and the State of Louisiana; and approximately \$63.3 million in sales tax revenues from the City of New Orleans.

### **2020 Net Position**

The RTA's total net position at December 31, 2020 increased to approximately \$220.1 million, a 15.0% increase from December 2019 (see Table A-1). Total assets increased 2.3% to approximately \$387.0 million and total liabilities decreased 22% to approximately \$154.4 million. Restricted assets and capital assets decreased from December 31, 2019 values to \$8.3 million and \$276.3 million respectively. The unrestricted net position balance increased approximately \$39.5 million from approximately \$(2.6) million at December 31, 2019 to approximately \$36.9 million at December 31, 2020.

### **2019 Net Position**

The RTA's total net position at December 31, 2019 decreased to approximately \$189.9 million, a 7.3% decrease from December 2018 (see Table A-1). Total assets decreased 3.6% to approximately \$378.3 million and total liabilities increased 9.8% to approximately \$198.8 million. Restricted assets and capital assets decreased from December 31, 2018 values to \$10.19 million and \$285.7 million, respectively. The unrestricted net position balance decreased approximately \$10.96 million from approximately \$6.8 million at December 31, 2018 to approximately \$(4.16) million at December 31, 2019.

**Table A-1  
Regional Transit Authority's Net Position  
(in thousands of dollars)**

|                                                                          | 2020              | 2019              | Increase<br>(Decrease) |
|--------------------------------------------------------------------------|-------------------|-------------------|------------------------|
| Current assets                                                           | \$ 94,273         | \$ 82,405         | 14.4%                  |
| Restricted assets                                                        | 8,352             | 10,197            | (18.1)%                |
| Capital assets                                                           | 276,272           | 285,744           | (3.3)%                 |
| Net pension asset                                                        | 8,144             | -                 | 100.0%                 |
| <b>Total assets</b>                                                      | <b>387,041</b>    | <b>378,346</b>    | <b>2.3%</b>            |
| <b>Deferred outflow of resources</b>                                     | <b>1,557</b>      | <b>11,909</b>     | <b>(86.9)%</b>         |
| <b>Total assets and deferred outflow of resources</b>                    | <b>\$ 388,840</b> | <b>\$ 390,255</b> | <b>(0.4)%</b>          |
| Current liabilities                                                      | \$ 34,752         | \$ 44,132         | (21.3)%                |
| Long-term liabilities                                                    | 119,683           | 153,783           | (22.2)%                |
| <b>Total liabilities</b>                                                 | <b>154,435</b>    | <b>197,915</b>    | <b>(22.0)%</b>         |
| <b>Deferred inflow of resources</b>                                      | <b>14,010</b>     | <b>861</b>        | <b>1527%</b>           |
| Net position:                                                            |                   |                   |                        |
| Investment in capital assets                                             | 175,009           | 180,381           | (3.0)%                 |
| Restricted                                                               | 8,269             | 13,719            | (39.7)%                |
| Unrestricted                                                             | 36,875            | (2,621)           | (1506.9)%              |
| <b>Total net position</b>                                                | <b>220,153</b>    | <b>191,479</b>    | <b>15.0%</b>           |
| <b>Total liabilities, deferred inflow of resources, and net position</b> | <b>\$ 388,598</b> | <b>\$ 390,255</b> | <b>(0.4)%</b>          |

## Regional Transit Authority Management's Discussion and Analysis

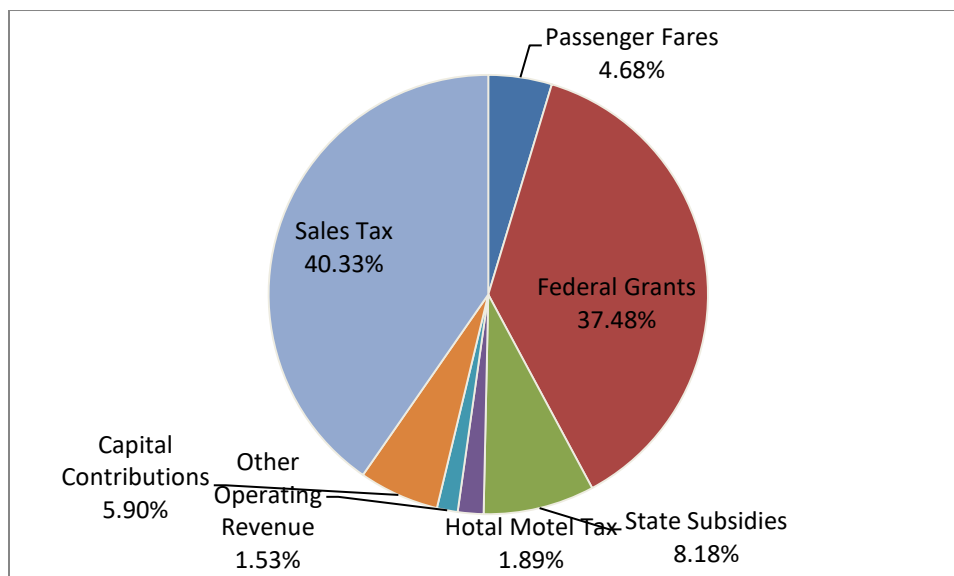
### 2020 Changes in Net Position

The change in net position for the year ended December 31, 2020 was approximately \$28.7 million or 15% more than the year ended December 31, 2019. The RTA's operating revenues decreased 54.8% to approximately \$9.5 million, and total operating expenses decreased 10.1% to approximately \$123.7 million. The changes in net position are detailed in Table A-2; operating expenses are detailed in Table A-3.

Passenger fare revenues decreased 60.5% to approximately \$7.3 million compared to \$18.6 million in 2019. This decrease is attributed to the COVID-19 pandemic.

Non-operating revenues increased 22.7% to approximately \$133.6 million. Federal funding in 2020 was \$58.8 million as compared to \$22.6 million in 2019 and State funding increased to \$12.8 million in 2020 compared to \$9.4 million in 2019.

**2020 Revenue Sources**



### 2019 Changes in Net Position

The change in net position for the year ended December 31, 2019 was approximately \$15 million or 7.3% less than the year ended December 31, 2018. The RTA's operating revenues decreased by 8.2 to approximately \$21 million, and total operating expenses increased 12.1% to approximately \$149.6 million. The changes in net position are detailed in Table A-2; operating expenses are detailed in Table A-3.

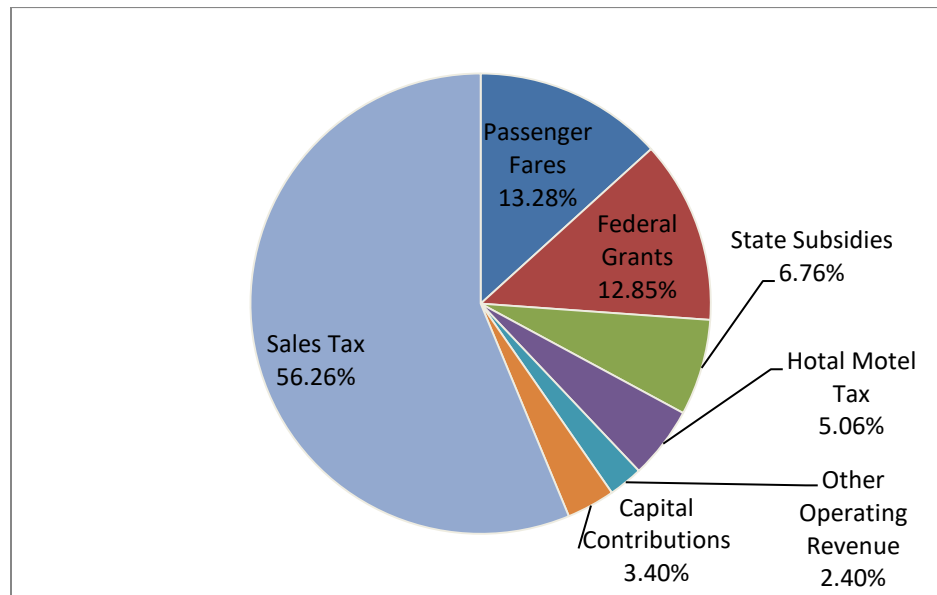
Passenger fare revenues decreased 7.7% to approximately \$18.6 million compared to \$20.1 million in 2018. This decrease is attributed to This variance was primarily due to the Hard Rock Hotel collapse on October 12<sup>th</sup>, 2019. This collapse caused significant service disruptions especially to

## Regional Transit Authority Management's Discussion and Analysis

streetcar service on Canal Street. The Cemeteries segment of the Canal Streetcar line went back in full service in January 2019.

Non-operating revenues increased 3.9% to approximately \$108.9 million. Federal funding in 2019 was \$22.6 million as compared to \$20.1 million in 2018 and State funding increased to \$9.4 million in 2019 compared to \$7.3 million in 2018.

### 2019 Revenue Sources



**Table A-2**  
**Regional Transit Authority's Changes in Net Position**  
(in thousands of dollars)

|                                              | 2020              | 2019              | Increase<br>(Decrease) |
|----------------------------------------------|-------------------|-------------------|------------------------|
| Operating Revenues:                          |                   |                   |                        |
| Passenger fares                              | \$ 7,337          | \$ 18,560         | (60.5)%                |
| Other                                        | 2,114             | 2,418             | (12.6)%                |
| <b>Total operating revenues</b>              | <b>9,481</b>      | <b>20,965</b>     | <b>(54.8)%</b>         |
| Operating Expenses:                          |                   |                   |                        |
| Operating expenses                           | 101,201           | 124,541           | (18.7)%                |
| Depreciation                                 | 22,522            | 23,571            | (4.5)%                 |
| <b>Total operating expenses</b>              | <b>123,723</b>    | <b>148,112</b>    | <b>(16.5)%</b>         |
| Operating loss                               | (114,242)         | (127,134)         | 10.9%                  |
| Non-operating revenues-net                   | 133,650           | 108,952           | 22.7%                  |
| Capital contributions                        | 9,266             | 4,747             | 95.2%                  |
| <b>Change in net position</b>                | <b>28,674</b>     | <b>(13,435)</b>   | <b>313.4%</b>          |
| <b>Total net position, beginning of year</b> | <b>191,479</b>    | <b>204,914</b>    | <b>(6.6)%</b>          |
| <b>Total net position, end of year</b>       | <b>\$ 220,153</b> | <b>\$ 191,479</b> | <b>15.0%</b>           |

## Regional Transit Authority Management's Discussion and Analysis

**Table A-3**  
**Regional Transit Authority's Operating Expenses**  
**(in thousands of dollars)**

|                                                              | 2020              | 2019              | Increase<br>(Decrease) |
|--------------------------------------------------------------|-------------------|-------------------|------------------------|
| Labor and fringe benefits excluding post-retirement benefits | \$ 11,329         | \$ 3,173          | 257.0%                 |
| Post-retirement benefits                                     | (18,198)          | 22,123            | (182.2)%               |
| Depreciation                                                 | 22,522            | 23,571            | (4.5)%                 |
| Contract services                                            | 94,014            | 90,894            | 3.4%                   |
| Insurance and self-insured costs                             | 8,690             | 1,114             | 680.1%                 |
| Materials, fuel, and supplies                                | 3,715             | 5,152             | (27.9)%                |
| Utilities                                                    | 1,355             | 1,425             | (4.9)%                 |
| Taxes, other than payroll                                    | 414               | 458               | (9.6)%                 |
| Leases                                                       | 127               | 16                | 693.8%                 |
| Miscellaneous                                                | (247)             | 186               | (232.8)%               |
| <b>Total operating expenses</b>                              | <b>\$ 123,723</b> | <b>\$ 149,650</b> | <b>(16.5)%</b>         |

### **2020 Capital Assets**

As of December 31, 2020, the RTA had invested approximately \$669.7 million in capital assets. Net of accumulated depreciation, the RTA's capital assets at December 31, 2019 totaled approximately \$656.8 million. Capital additions for the year ended December 31, 2020 included approximately \$4.1 million in completed construction in progress, approximately \$518 thousand in furniture, bus shelters and rail equipment and \$38 thousand in building upgrades and approximately \$8.4 million in transportation vehicles.

### **2019 Capital Assets**

As of December 31, 2019, the RTA had invested approximately \$656.8 million in capital assets. Net of accumulated depreciation, the RTA's capital assets at December 31, 2019 totaled approximately \$285 million. Capital additions for the year ended December 31, 2019 included approximately \$3.2 million in completed construction in progress, approximately \$671 thousand in furniture, bus shelters and rail equipment and \$904 thousand in building upgrades and approximately \$5.8 million in transportation vehicles.

### **2020 Debt Administration**

On September 9, 2020 The RTA refinanced four existing bond issues, including the 1991, 2000, 2000A, 2010 issues and the Debt Service Assistance Fund Loan. These were consolidated to two bond issues which are the 2020A Sales Tax Revenue Refunding Bonds with an interest rate of approximately 5% on current interest term bonds and face value of \$62,815,000, and the 2020B Sales Tax Revenue Refunding Bonds with interest rates between .55% and 1.05% on current interest term bonds. On July 29, 2020, Moody's Investor Service reviewed and assigned a rating of Aa3 to

## **Regional Transit Authority Management's Discussion and Analysis**

the New Orleans Regional Transit Authority Sales Tax Revenue Refunding Bonds. On July 21, 2020, S &P Global Ratings assigned a rating of A+, with a negative outlook to the Regional Transit Authority Sales Tax Revenue Refunding Bonds. On April 9, 2021, S&P Global Ratings revised their rating from A+ with a negative outlook to A+ stable.

### **2019 Debt Administration**

During 2019, there was no unusual bond activity outside of the normal principal and interest payments based on bond amortization. No new debt was issued in the 2019 fiscal year.

### **ECONOMIC FACTORS**

On March 12, 2020, the World Health Organization declared the current novel coronavirus ("COVID-19") outbreak to be a pandemic in the face of the global spread of the virus. By order of Louisiana Governor Edwards and New Orleans Mayor Cantrell, effective March 22, 2020, all non-essential businesses, statewide were required to be closed until Phase I reopening on June 5, 2020. As a result of the initial impact of the stay at home order and social distancing measures, the New Orleans Regional Transit Authority experienced a decline in the utilization of RTA services, dramatic declines in RTA public ridership, fare revenues and Sales Tax revenue. Ridership on all RTA modes of public transit continue to be dramatically below 2019 year-to-year levels. The RTA is currently operating at 80% of its normal weekday service level while meeting the public transit needs of customers, with full return to service scheduled for June 20, 2021.

Furthermore, RTA has experienced a negative financial impact resulting from the effects of the COVID19 outbreak and related stay-at-home orders on the national, state, and local economy, particularly in general use sales tax revenues and passenger fares. In March of 2020, RTA was awarded \$43.8 million in funding under the Coronavirus Aid, Relief, and Economic Security ("CARES") Act for Fiscal Year 2020 with an additional \$26.3 million for Fiscal Year 2021, to partially offset losses in sales tax revenues and other operational and capital costs. Management is also continuing to take various actions to prioritize and reduce costs and mitigate the risks of all its patrons and employees.

However, the Hard Rock Hotel collapse in October 2019, coupled with COVID-19 has continued to negatively impacted businesses and tourism in the area near the collapse and has caused significant service disruptions to City operations in the direct vicinity of the collapse. The COVID-19 pandemic also affected business development in 2020 from mid-March to December 31, 2020.

### **Future Impacts**

As we enter in a post COVID-19 new normal, we anticipate that tourism will begin to flourish again, with a nearly one-billion-dollar new airport terminal that opened in early 2019, the airport expects the number of passengers flying out of the city will be roughly 18 percent greater than was projected for that point in 2013, when the project was first unveiled. Changes in the local landscape, ranging from the planned development of the last piece of an uninterrupted three-mile

## **Regional Transit Authority Management's Discussion and Analysis**

stretch of public riverfront slated for the downriver end of the French Quarter to a slowly-diversifying tourism economy, underscored when one of the world's biggest technology companies unveiled plans to open a 2,000-person office in the iconic Freeport McMoRan building in the Central Business District, the single largest jobs announcement in the state's history.

Local economic development leaders continue working to diversify New Orleans' tourism-heavy economy, to include a new wave of medical construction projects that are expected to add thousands of health-services jobs over the next decade, potentially helping lift the region's low- and middle-skilled workforce. Ochsner Health System, the state's biggest nonprofit health care company, has added more than 4,400 jobs over the past five years and the \$2 billion investment in the new University Medical Center and Veterans Affairs Medical Center, New Orleans' profile have all contributed to the New Orleans profile as a premier health care destination. As the City begins to recover, the Regional Transit Authority anticipates that the return to full service with increased in ridership, will help to recover passenger fares. Additionally, in April 2021, the Regional Transit Authority was awarded \$59.5 million under the American Rescue Plan (ARP), for the purposes of supporting the struggling transit industry during COVID-19.

The RTA terminated its contract with Transdev Services, Inc on December 20, 2020. As a result, all public transit functions are preformed directly by RTA employees. Consequently, labor and fringe benefit expenses will increase while contract services expenses will decrease in future years.

### **CONTACTING THE RTA'S FINANCIAL MANAGEMENT**

This financial report is designed to provide our bondholders, patrons, and other interested parties with a general overview of the RTA's finances and to do demonstrate the RTA's accountability for the money it receives. If you have questions about this report or need additional financial information, contact Gizelle Johnson-Banks, CFO – Regional Transit Authority at (504) 827-8488.

## Regional Transit Authority Statements of Net Position

| December 31,                                    | 2020           | 2019           |
|-------------------------------------------------|----------------|----------------|
| <b>Assets</b>                                   |                |                |
| Current assets                                  |                |                |
| Cash and cash equivalents                       | \$ 43,188,198  | \$ 42,642,401  |
| Accounts receivable, net                        | 46,467,445     | 36,779,999     |
| Inventories                                     | 841,419        | -              |
| Prepaid expenses and other assets               | 3,775,816      | 2,982,956      |
| Total current assets                            | 94,272,878     | 82,405,356     |
| Restricted assets                               |                |                |
| Cash                                            |                |                |
| 1991 series bond trustee accounts               | -              | 5,965,179      |
| 2000 and 2000A series bond trustee accounts     | -              | 2,422,705      |
| 2020A and 2020B series bond trustee accounts    | 6,541,055      | -              |
| Self-insurance reserve                          | 1,415,000      | 1,415,000      |
| Investments                                     |                |                |
| 2010 series bond trustee accounts               | 396,017        | 394,312        |
| Total restricted assets                         | 8,352,072      | 10,197,196     |
| Noncurrent assets                               |                |                |
| Property, buildings, and equipment, net         | 276,271,863    | 285,743,419    |
| Net pension asset                               | 8,144,429      | -              |
| Total noncurrent assets                         | 284,416,292    | 285,743,419    |
| Total Assets                                    | 387,041,242    | 378,345,971    |
| <b>Deferred Outflows of Resources</b>           |                |                |
| Deferred charges - prepaid bond insurance       | 346,701        | 68,107         |
| Pension deferrals                               | 131,355        | 10,823,831     |
| OPEB deferrals                                  | 1,079,252      | 1,016,927      |
| Total deferred outflows of resources            | 1,557,308      | 11,908,865     |
| Total Assets and Deferred Outflows of Resources | \$ 388,598,550 | \$ 390,254,836 |

(Continued)

*The accompanying notes are an integral part of these financial statements.*

## Regional Transit Authority Statements of Net Position

| December 31,                                                       | 2020           | 2019           |
|--------------------------------------------------------------------|----------------|----------------|
| <b>Liabilities</b>                                                 |                |                |
| Current liabilities (payable from current assets)                  |                |                |
| Accounts payable, accrued expenses, and deferred credits           | \$ 25,747,954  | \$ 14,424,205  |
| Current portion of legal and small claims                          | 2,772,120      | 3,151,243      |
| Current portion of OPEB liability                                  | 1,207,351      | 1,144,409      |
| Due to Transdev                                                    | -              | 14,427,093     |
| Total current liabilities (payable from current assets)            | 29,727,425     | 33,146,950     |
| Current liabilities (payable from restricted assets)               |                |                |
| Current portion of accrued bond interest                           | 1,031,132      | 843,649        |
| Current portion of bonds payable, net                              | 3,993,320      | 7,686,236      |
| Current portion of debt service assistance fund loan               | -              | 2,454,732      |
| Total current liabilities (payable from restricted assets)         | 5,024,452      | 10,984,617     |
| Long-term Liabilities                                              |                |                |
| Accrued bond interest less current portion                         | -              | 7,358,946      |
| Legal and small claims less current portion                        | 16,027,593     | 15,122,432     |
| Bonds payable less current portion, net                            | 97,269,480     | 75,299,133     |
| Debt service assistance fund loan less current portion             | -              | 17,314,081     |
| Net pension liability                                              | 602,932        | 32,519,931     |
| Total OPEB liability                                               | 5,783,026      | 6,168,899      |
| Total long-term liabilities                                        | 119,683,031    | 153,783,422    |
| Total Liabilities                                                  | 154,434,908    | 197,914,989    |
| <b>Deferred Inflows of Resources</b>                               |                |                |
| Pension deferrals                                                  | 11,196,614     | 25,335         |
| OPEB deferrals                                                     | 186,423        | 835,374        |
| Deferred refunding gain                                            | 2,627,278      | -              |
| Total deferred inflows of resources                                | 14,010,315     | 860,709        |
| <b>Net Position</b>                                                |                |                |
| Net investment in capital assets                                   | 175,009,063    | 180,380,768    |
| Restricted                                                         | 8,268,941      | 13,719,751     |
| Unrestricted                                                       | 36,875,323     | (2,621,381)    |
| Total Net Position                                                 | 220,153,327    | 191,479,138    |
| Total Liabilities, Deferred Inflows of Resources, and Net Position | \$ 388,598,550 | \$ 390,254,836 |

(Concluded)

*The accompanying notes are an integral part of these financial statements.*

## Regional Transit Authority

### Statements of Revenues, Expenditures, and Changes in Net Position

| <i>For the years ended December 31,</i>                      | <b>2020</b>           | <b>2019</b>           |
|--------------------------------------------------------------|-----------------------|-----------------------|
| Operating revenues                                           |                       |                       |
| Passenger fares                                              | \$ 7,337,177          | \$ 18,559,988         |
| Other                                                        | 2,143,972             | 2,417,594             |
| Total operating revenues                                     | <b>9,481,149</b>      | <b>20,977,582</b>     |
| Operating expenses                                           |                       |                       |
| Labor and fringe benefits excluding post-retirement benefits | 11,329,399            | 3,173,389             |
| Post-retirement benefits                                     | (18,197,673)          | 22,123,165            |
| Depreciation                                                 | 22,522,136            | 23,571,109            |
| Contract services                                            | 94,014,325            | 90,893,983            |
| Insurance and self-insured costs                             | 8,690,162             | 1,113,813             |
| Materials, fuel, and supplies                                | 3,715,454             | 5,151,859             |
| Utilities                                                    | 1,354,858             | 1,424,558             |
| Taxes, other than payroll                                    | 414,246               | 457,748               |
| Leases                                                       | 126,799               | 16,433                |
| Miscellaneous                                                | (246,912)             | 185,937               |
| Total operating expenses                                     | <b>123,722,794</b>    | <b>148,111,994</b>    |
| Loss from operations                                         | <b>(114,241,645)</b>  | <b>(127,134,412)</b>  |
| Nonoperating revenues (expenses)                             |                       |                       |
| Tax revenues                                                 |                       |                       |
| Sales tax                                                    | 63,298,117            | 78,643,556            |
| Hotel/motel tax                                              | 2,967,939             | 7,072,629             |
| Government operating grants                                  |                       |                       |
| Federal subsidy                                              | 57,848,109            | 14,510,265            |
| Federal Emergency Management Agency                          | (259,960)             | 1,864,128             |
| State ferry subsidy                                          | 10,913,502            | 7,512,360             |
| State Department of Transportation                           | 1,927,905             | 1,931,673             |
| Planning and technical study grants                          | 1,229,875             | 1,589,600             |
| Gain on sale of assets, net                                  | -                     | -                     |
| Investment income                                            | 258,788               | 940,459               |
| Bond issuance costs                                          | (1,045,335)           | -                     |
| Interest expense, net                                        | (3,489,328)           | (5,112,617)           |
| Total nonoperating revenues                                  | <b>133,649,612</b>    | <b>108,952,053</b>    |
| Net loss before capital contributions                        | <b>19,407,967</b>     | <b>(18,182,359)</b>   |
| Capital contributions                                        | <b>9,266,222</b>      | <b>4,747,125</b>      |
| Total capital contributions                                  | <b>9,266,222</b>      | <b>4,747,125</b>      |
| Increase (decrease) in net position                          | <b>28,674,189</b>     | <b>(13,435,234)</b>   |
| Net Position, Beginning of Year                              | <b>191,479,138</b>    | <b>204,914,372</b>    |
| Net Position, End of Year                                    | <b>\$ 220,153,327</b> | <b>\$ 191,479,138</b> |

*The accompanying notes are an integral part of these statements.*

## Regional Transit Authority Statements of Cash Flows

| <i>For the years ended December 31,</i>                         | <b>2020</b>   | <b>2019</b>   |
|-----------------------------------------------------------------|---------------|---------------|
| <b>Cash Flows From Operating Activities</b>                     |               |               |
| Cash received from operations                                   | \$ 7,187,315  | \$ 18,734,470 |
| Cash received from other sources                                | (7,182,824)   | 2,192,790     |
| Cash paid to employees and for related expenses                 | (12,363,606)  | (5,878,625)   |
| Cash paid to suppliers                                          | (104,116,393) | (89,610,977)  |
| Cash paid for insurance, legal claims, and related costs        | (8,164,124)   | (7,314,078)   |
| Net cash flows used in operating activities                     | (124,639,632) | (81,876,420)  |
| <b>Cash Flows from Noncapital Financing Activities</b>          |               |               |
| Cash received from sales tax                                    | 70,484,015    | 71,589,926    |
| Cash received from hotel/motel tax                              | 5,942,307     | 5,616,320     |
| Operating subsidies received from other governments             | 65,874,672    | 17,464,925    |
| Net cash flows provided by noncapital financing activities      | 142,300,994   | 94,671,171    |
| <b>Cash Flows from Capital and Related Financing Activities</b> |               |               |
| Acquisition and construction of capital assets                  | (3,784,358)   | (5,623,481)   |
| Gain on sale of capital assets                                  | -             | -             |
| Capital revenues from federal grants                            | (4,586,295)   | 6,267,373     |
| Deferred refunding gain                                         | 2,627,278     | -             |
| Bond issuance costs                                             | (1,045,335)   | -             |
| Interest paid                                                   | (10,660,791)  | (8,185,288)   |
| Payment on debt service assistance fund                         | (19,768,813)  | (2,345,884)   |
| Repayment of bonds                                              | 17,998,837    | (7,405,095)   |
| Net cash flows used in capital and related financing activities | (19,219,477)  | (17,292,375)  |
| <b>Cash Flows from Investing Activities</b>                     |               |               |
| Interest payments received                                      | 258,788       | 940,459       |
| Net cash flows provided by investing activities                 | 258,788       | 940,459       |
| <b>Net Decrease in Cash and Cash Equivalents</b>                | (1,299,327)   | (3,557,165)   |
| Cash and Cash Equivalents — Beginning of year                   | 52,839,597    | 56,396,762    |
| Cash and Cash Equivalents — End of year                         | \$ 51,540,270 | \$ 52,839,597 |

(Continued)

*The accompanying notes are an integral part of these financial statements.*

## Regional Transit Authority Statements of Cash Flows

| <i>For the years ended December 31,</i>                        | <b>2020</b>             | <b>2019</b>            |
|----------------------------------------------------------------|-------------------------|------------------------|
| Reconciliation of Loss from Operations to                      |                         |                        |
| Net Cash Used in Operations                                    |                         |                        |
| Loss from operations                                           | \$ (114,241,645)        | \$ (127,134,412)       |
| Adjustments to reconcile loss from operations                  |                         |                        |
| to net cash used in operations:                                |                         |                        |
| Depreciation                                                   | 22,522,136              | 23,571,109             |
| Decrease in Pension costs                                      | (18,197,673)            | 22,123,165             |
| Increase in OPEB costs                                         | (1,097,149)             | (1,105,236)            |
| (Increase) decrease in accounts receivable                     | (9,476,658)             | (40,320)               |
| Increase in prepaid assets                                     | (792,860)               | (3,837)                |
| Increase in inventory                                          | (841,419)               | -                      |
| Increase in accounts payable and accrued expenses              | 11,323,749              | 1,042,442              |
| Increase in amounts due to Transdev                            | (14,427,093)            | 7,480,936              |
| Decrease in amounts due to TMSEL                               | 62,942                  | (1,600,000)            |
| Increase in the provision for legal and small claims liability | 526,038                 | (6,200,265)            |
| <b>Net Cash Used in Operating Activities</b>                   | <b>\$ (124,639,632)</b> | <b>\$ (81,866,418)</b> |
| Reconciliation to Statements of Net Position                   |                         |                        |
| Cash and cash equivalents for cash flow statements include:    |                         |                        |
| Cash                                                           | \$ 43,188,198           | \$ 42,642,401          |
| Restricted assets                                              |                         |                        |
| Cash                                                           |                         |                        |
| Ferry operating subsidy                                        | -                       | -                      |
| 1991 series bond trustee accounts                              | -                       | 5,965,179              |
| 1998 series bond trustee accounts                              | -                       | -                      |
| 2000 and 2000A series bond trustee accounts                    | -                       | 2,422,705              |
| 2020A and 2020B series bond trustee accounts                   | 6,541,055               | -                      |
| Self-insurance reserve                                         | 1,415,000               | 1,415,000              |
| Investments                                                    |                         |                        |
| 2010 series bond trustee accounts                              | 396,017                 | 394,312                |
| <b>Total Cash and Cash Equivalents</b>                         | <b>\$ 51,540,270</b>    | <b>\$ 52,839,597</b>   |

(Concluded)

*The accompanying notes are an integral part of these financial statements.*

**Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

***Organization and Reporting Entity***

The Regional Transit Authority (RTA) of New Orleans is an independent political subdivision of the State of Louisiana created in 1979 by Act 439 of the Louisiana Legislature in order to provide mass transportation within its jurisdiction, which comprises the Greater New Orleans area. Effective July 1, 1983 under a transfer agreement among the RTA, the City of New Orleans (the City) and New Orleans Public Service, Inc. (NOPSI), the RTA assumed responsibility for all mass transit operations in Orleans Parish and acquired transit-related assets and assumed certain transit-related liabilities of NOPSI and of the City through purchase, funded by federal and local government grants, and through contributions from the City. Subsequently, the RTA has also assumed responsibility for mass transit operations of the City of Kenner and Ferry services from the State of Louisiana. The RTA's area of service presently comprises Orleans Parish, the City of Kenner in Jefferson Parish, and ferry services in St. Bernard Parish and may ultimately include future transit operations throughout the Greater New Orleans area.

The RTA is governed by an eight-member Board of Commissioners composed of appointees of the participating local governments within the RTA's jurisdiction. The Board of Commissioners establishes policies, approves the budget, controls appropriations and appoints an Executive Director responsible for administering all RTA operations and activities.

The RTA holds title to substantially all assets and controls, or is entitled to, substantially all revenue and funds used to support its operations and is solely responsible for its fiscal affairs. The Board of Commissioners is authorized to issue bonds, incur short-term debt and levy taxes upon approval of the voters in one or more of the parishes or municipalities served by the RTA.

The Regional Transit Authority of New Orleans, on July 1, 2009, approved terms on a delegated management contract with Transdev Services, Inc. (Transdev) (formerly Veolia Transportation Services, Inc). The ten-year contract (five years, with a five-year renewal option) began September 1, 2009. The renewal option of the contract was executed during the year ended December 31, 2015 and expired on September 1, 2019. Under this Delegated Management contract, Transdev was responsible for performing all activities of the transit authority below the Board level. This means that Transdev was responsible for all aspects of the public transportation system in New Orleans, including operations, safety, maintenance, customer care, routes and schedules, capital planning, budgeting, employee salaries and benefits, human resources, marketing, ridership growth, grant administration, as well as all the other typical functions of a transit authority. For the year ended December 31, 2019, the contract required a fixed monthly fee of approximately \$1.82 million, a monthly variable rate fee based on transit hours, and reimbursement of other expenditures as required by the contract.

Effective September 1, 2019, the RTA awarded a revised delegated management contract to Transdev for a three year contract term with two one (1) year options to renew. Under the terms of this contract, Transdev operated and maintained transit service by means of fixed route transit bus services, streetcar transit, ferry service, complementary paratransit service provided in accordance with the requirements of the Americans with Disabilities Act of 1990 (ADA), and special services operating out of facilities owned and provided by the RTA.

**Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

***Organization and Reporting Entity (Continued)***

The contract required a fixed monthly fee and monthly variable rate fee based on service hours and service hour rates. For the period from September 1, 2019 to December 19, 2020, the fixed fee paid to Transdev under this agreement was approximately \$1.32 million. On March 15, 2020, the contract services provided by Transdev related to the operations maintenance of the ferry service were terminated and transitioned to Labmar Ferry Services, LLC as a result of a competitive procurement process.

Effective December 20, 2020, the contract with Transdev was terminated and the RTA assumed full responsibility for the operations and maintenance of transit services and transitioned the personnel providing these transit services to RTA direct management.

The RTA is a stand-alone entity as defined by GASB Codification Section 2100 *Defining the Financial Reporting Entity*. The RTA is neither fiscally dependent on any other local government, nor does it provide specific financial benefits to or impose specific financial burdens on any other government. No other potential component units meet the criteria for inclusion in the financial statements of the RTA.

***Measurement Focus, Basis of Accounting, and Financial Statement Presentation***

The accounting policies of the RTA conform to accounting principles generally accepted in the United States of America as applicable to governments. The basic financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when a liability is incurred, regardless of the timing of related cash flows. The RTA has no governmental or fiduciary funds. The RTA uses fund accounting to report its financial position and results of operations. The RTA's accounts are organized into a single proprietary fund. The enterprise fund (a proprietary fund) is used to account for operations (a) that are operated in a manner similar to private businesses where the intent of the governing body is that the cost (expense, including depreciation) of providing goods and services to the general public is financed or recovered primarily through user charges or (b) where the governing body has decided that the periodic determination of revenues earned, expenses incurred and/or changes in net position is appropriate for capital maintenance. The RTA's principal operating revenues are the fares charged to passengers for service.

***Budgetary Information***

***Budgets and budgetary accounting***

In accordance with Act 186 of the Louisiana Legislature and under authority granted to the Board of Commissioners of the RTA within the Regional Transit Authority Act (Act 439), an annual budget of revenue, expenses, and capital expenditures is prepared under the accrual basis of accounting, consistent with accounting principles generally accepted in the United States of America.

**Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

***Budgetary Information (Continued)***

The budget is adopted by resolution of the Board of Commissioners after public hearings are conducted and public input is received. The RTA, operating as an enterprise fund, utilizes the budget and related budgetary accounting to assure that (1) service objectives are attained, (2) expenditures are properly controlled, and (3) adequate resources will be available to finance current operations, repay long-term liabilities and meet capital outlay requirements. A budget presentation is not required and has not been included in the financial statements.

***Assets, Deferred Outflows, Liabilities, Deferred Inflows, and Net Position or Equity***

***Cash and cash equivalents***

The RTA's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

***Investments***

RTA's investments are considered short-term, reported at amortized cost, and generally consist of commercial paper and U.S. Government and Agency securities. These investments are reported under restricted assets – investments on the Statement of Net Position.

***Prepaid Items***

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both the government-wide and fund financial statements. The cost of prepaid items is recorded as expenditures/expenses when consumed rather than when purchased.

***Restricted Assets***

Certain assets, principally consisting of cash, money market accounts, and short-term investments, are segregated and classified as restricted assets, which may not be used except in accordance with state regulations or contractual terms.

***Property, Buildings, and Equipment, net***

Property, buildings, and equipment are recorded at cost. Depreciation is charged to expense over the estimated useful lives of the assets and is determined using the straight-line method. Expenditures for maintenance and repairs which do not exceed \$5,000 and materially extend the useful life of the asset are charged to expense as incurred.

**Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

The estimated useful lives used in computing depreciation are:

|                                                 |             |
|-------------------------------------------------|-------------|
| Buildings                                       | 5-20 years  |
| Buses and equipment                             | 4-20 years  |
| Streetcars, track system, and related equipment | 20-30 years |
| Furniture and fixtures                          | 3-10 years  |
| Leasehold improvements                          | 5 years     |

*Deferred Outflows and Inflows of Resources*

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, Deferred Outflows of Resources, represents a consumption of net position that applies to a future period and so will not be recognized as an expense until then. The RTA has several items that meet this criterion including deferred charges for prepaid bond insurance, and pension and OPEB related deferrals. In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, Deferred Inflows of Resources, represents an acquisition of net position that applies to a future period and so will not be recognized as revenue until then. The RTA has two items that meet the criterion for this category, pension and OPEB related deferrals.

*Advanced Collections*

Revenue collected more than one year in advance is recognized as a liability within the financial statements.

*Compensated Absences*

The total liability for accrued vacation and sick leave at December 31, 2020 and 2019, included in current liabilities, was approximately \$5,321,775 and \$340,147, respectively.

*Bonds Payable*

Bonds payable are reported net of the applicable bond premium or discount. Bond issuance costs are reported as an expense in the period incurred. Bond premiums and discounts are amortized over the life of the bonds using the effective interest method.

*Claims and Judgments*

The RTA accrues for losses resulting from claims and judgments, including anticipated incremental costs. A liability for such losses is reported when it is probable that a loss has occurred and the amount can be reasonably estimated. Actual losses may differ significantly from RTA's estimates.

**Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

Incurring but not reported claims have been considered in determining the accrued liability. All accident and general liability claims and judgments for dates of loss from September 1, 2009, through July 31, 2012, are the responsibility of Transdev pursuant to the delegated management contract in effect during these periods. For dates of loss subsequent to August 1, 2012 and prior to September 1, 2009, the RTA is responsible.

*Pensions*

The RTA participates in two defined benefit pension plans as described in Note 7. For purposes of measuring the net pension asset and/or liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of each of the plans, and additions to/deductions from each plans' fiduciary net position have been determined on the same basis as they are reported by each of the plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value within each plan.

***Net Position Classifications***

In accordance with GASB Codification, net position is classified into three components - net investment in capital assets, restricted, and unrestricted. These classifications are defined as follows.

- a. *Net Investment in Capital Assets* – This component of net position consists of the historical cost of capital assets, including any restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets, plus deferred outflows of resources, less deferred inflows of resources, related to those assets.
- b. *Restricted* – This component of net position consists of assets that have constraints that are externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation.
- c. *Unrestricted* – This component of net position consists of all other net positions that do not meet the definition of "restricted" or "invested in capital assets, net of related debt", as described above.

**Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

***Federal and State Grants***

Federal and state grants are made available to RTA for the acquisition of public transit facilities, planning studies, buses, and other transit equipment. Unrestricted operating grants and grants restricted as to purpose, but not contingent on the actual expenditures of funds, are recognized at that point in time when the right to the funds becomes irrevocable. Where the expenditure of funds is the prime factor for determining the eligibility for the grant proceeds, the grant is recognized at the time when the expense is incurred.

***Cash Flows***

For the purposes of the statement of cash flows, cash and cash equivalents include investments with an original maturity of less than one year and restricted cash.

***Use of Estimates***

Management of RTA has made a number of estimates and assumptions relating to the reporting of assets and liabilities to prepare these financial statements in conformity with accounting principles generally accepted in the United States of America. Actual results could differ from those estimates.

***Subsequent Events***

Management has evaluated subsequent events through the date that the financial statements were available to be issued, June 30, 2021. See Note 11 for relevant disclosure. No subsequent events occurring after this date have been evaluated for inclusion in these financial statements.

***Recently Issued and Implemented Accounting Pronouncements***

The District has implemented GASB Statement No. 88, Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements. The implementation of this statement did not result in any change in the RTA's financial statements. GASB Statement No. 88 requires that additional essential information related to debt be disclosed in the notes to the financial statements, including unused lines of credit; assets pledged as collateral for the debt; and terms specified in debt agreements related to significant events of default with finance-related consequences, significant termination events with finance-related consequences, and significant subjective acceleration clauses. For notes to the financial statements related to debt, this Statement also requires that existing and additional information be provided for direct borrowings and direct placement of debt separately from other debt. Additional information can be found in Note 5.

**Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

***Recently Issued and Implemented Accounting Pronouncements (continued)***

In May 2020, the Governmental Accounting Standards Board Issued Statement 95 Postponement of the Effective Dates of Certain Authoritative Guidance which was effective as of that date. As a result, previously issued statements that would have become effective in the current or future years have been postponed by a year or more. These statements address:

- Leases
- Disclosures related to debt.
- Section 457 deferred compensation plans

The RTA is evaluating the requirements of the above statements and the impact on reporting.

**Note 2: CASH AND INVESTMENTS**

The RTA's cash and investments consisted of the following as of December 31:

|                                | 2020                |                     | 2019                |                     |
|--------------------------------|---------------------|---------------------|---------------------|---------------------|
|                                | Restricted          | Unrestricted        | Restricted          | Unrestricted        |
| Cash and cash equivalents      | \$ 6,937,072        | \$43,188,198        | \$ 9,802,884        | \$42,642,401        |
| Investments, at amortized cost | 1,415,000           | -                   | 394,312             | -                   |
|                                | <b>\$ 8,352,072</b> | <b>\$43,188,198</b> | <b>\$10,197,196</b> | <b>\$42,642,401</b> |

Custodial Credit Risk

Actual cash in banks and certificates of deposit as of December 31, 2020 and 2019, for restricted and unrestricted bank accounts, before outstanding checks and reconciling items, were \$56,829,686 and \$53,913,440, respectively. Of the total bank balances at December 31, 2020 and 2019, all amounts were covered by federal depository insurance (\$250,000) or by collateral held in the RTA's name by its agent (\$39,275,184 for 2020 and \$37,559,127 for 2019). Actual cash in money market accounts was \$7,359,265 and \$7,329,196 as of December 31, 2020 and 2019, respectively, and is included in cash and cash equivalents above.

Investments

Investments are held in the name of the RTA by its agent. Statutes authorize the RTA to invest in direct U.S. Treasury obligations, bonds, debentures, notes, or other indebtedness issued or guaranteed by U.S. Government instrumentalities which are federally sponsored or federal agencies that are backed by the full faith and credit of the United States; short-term repurchase agreements; and time certificates of deposit at financial institutions, state banks and national banks having their principal offices in Louisiana.

**Note 2: CASH AND INVESTMENTS (CONTINUED)**

As of December 31, 2020 and 2019, approximately \$1,415,000, of restricted assets were pledged as collateral to the Louisiana Office of Workman's Compensation to maintain RTA/TMSEL's self-insurance certificate. This self-insurance certificate applies to all TMSEL employees receiving workman's compensation benefits through August 31, 2009 from the RTA. Transdev was responsible for worker's compensation claims from September 1, 2009 until December 19 2020.

Interest Rate Risk

Interest rate risk is the risk that changes in the market interest rates will adversely affect the fair value of an investment. In general, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in the market interest rates. RTA has a formal investment policy that limits investment maturities to five years, unless specific authority is given to exceed, as a means of managing its exposure to fair value losses arising from increasing interest rates. In addition, the investment portfolio should remain sufficiently liquid to meet all operating requirements that may be reasonable anticipated.

Credit Risk

State law limits investments in securities issued or backed by U.S. Treasury obligations and U.S. Government instrumentalities, which are federally sponsored. RTA's investment policy does not further limit its investment choices, except that financial institutions and brokers/dealers must be authorized and meet minimum creditworthiness standards.

**Note 3: ACCOUNTS RECEIVABLE, NET**

Accounts receivable, net of allowance for uncollectible amounts, consisted of the following as of December 31:

|                                           | 2020          | 2019          |
|-------------------------------------------|---------------|---------------|
| Sales tax                                 | \$ 13,591,434 | \$ 20,777,332 |
| Hotel/motel tax                           | 597,504       | 3,571,872     |
| Federal capital grants                    | 12,619,614    | 5,028,223     |
| State parish transit                      | 627,367       | 733,488       |
| State ferry subsidy                       | 8,355,446     | 1,690,170     |
| Federal Emergency Management Agency       | 3,616,931     | 3,611,449     |
| Passenger (transpass and visitor)         | 790,151       | 640,289       |
| Kenner operating subsidy                  | 126,555       | 101,143       |
| Due from Transdev                         | 5,796,579     | -             |
| Other                                     | 351,615       | 631,784       |
|                                           | 46,473,196    | 36,785,750    |
| Less: allowance for uncollectible amounts | (5,751)       | (5,751)       |
|                                           | \$ 46,467,445 | \$ 36,779,999 |

**Regional Transit Authority**  
**Notes to Financial Statements**

**Note 4: PROPERTY, BUILDINGS, AND EQUIPMENT**

A summary of changes in property, buildings, and equipment is as follows:

|                                                 | January 1,<br>2020 | Additions    | Deletions | December 31,<br>2020 |
|-------------------------------------------------|--------------------|--------------|-----------|----------------------|
| Land                                            | \$ 6,988,812       | -            | -         | 6,988,812            |
| Buildings                                       | 285,973,945        | 38,071       | -         | 286,012,016          |
| Equipment, primarily<br>transportation vehicles | 301,452,062        | 8,408,176    | -         | 309,860,238          |
| Furniture and fixtures                          | 57,503,974         | 517,961      | -         | 58,021,935           |
| Construction in progress                        | 4,768,434          | 4,100,379    | (14,007)  | 8,854,806            |
| Total                                           | 656,687,227        | 13,064,587   | (14,007)  | 669,737,807          |
| Accumulated depreciation                        | (370,943,808)      | (22,522,136) | -         | (393,465,944)        |
|                                                 | \$ 285,743,419     | (9,457,549)  | (14,007)  | 276,271,863          |

At December 31, 2020, construction in progress additions were primarily related to the ferry terminal upgrade project, purchase of busses, and various other construction projects.

**Regional Transit Authority**  
**Notes to Financial Statements**

**Note 5: LONG-TERM DEBT**

Long-term debt consisted of the following as of December 31:

|                                                                                                                                                                                                                                                                                                         | 2020                 | 2019          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------|
| 2020A Sales Tax Revenue Refunding Bonds, interest rate of approximately 5% on current interest term bonds.                                                                                                                                                                                              | <b>\$62,815,000</b>  | \$ -          |
| 2020B Sales Tax Revenue Refunding Bonds, interest rates between .55% and 1.05% on current interest term bonds.                                                                                                                                                                                          | <b>20,190,000</b>    | -             |
| 1991 Series, Sales Tax Revenue Bonds, interest rates between 5.5% and 6.5% on current interest term bonds, and approximate yields of 7.0% and 7.1% on capital appreciation bonds, with annual principal debt service requirements ranging from \$574,277 to \$758,888, final payment due December 2021. | -                    | 1,190,060     |
| 2000 Series, LCDA Revenue Bonds, variable interest rate of approximately 3.26% as of December 31, 2019, due in annual principal debt service requirements ranging from \$405,712 to \$1,616,700, final payment due February 2025.                                                                       | -                    | 11,219,412    |
| 2000A Series, LCDA Revenue Bonds, variable interest rate of 2.81% as of December 31, 2019, due in annual principal debt service requirements ranging from \$1,131,000 to \$1,950,656, final payment due November 2029.                                                                                  | -                    | 16,730,856    |
| 2010 Series, Sales Tax Revenue Bonds, interest rate of 5% as of December 31, 2019, due in annual principal debt service requirements ranging from \$3,080,000 to \$5,755,000, final payment due December 2030.                                                                                          | -                    | 50,505,434    |
| Debt Service Assistance Fund Loan, interest rate of 4.64% as of December 31, 2019, due in semi-annual principal debt service requirements ranging from \$74,762 to \$614,777, final payment due July 2026.                                                                                              | -                    | 19,768,813    |
| Total debt                                                                                                                                                                                                                                                                                              | <b>83,005,000</b>    | 99,414,575    |
| Plus: bond premium                                                                                                                                                                                                                                                                                      | <b>18,257,800</b>    | 3,339,607     |
| Less: current maturities of long-term debt                                                                                                                                                                                                                                                              | <b>(3,993,320)</b>   | (10,140,968)  |
| Long-term debt plus bond premium less current maturities                                                                                                                                                                                                                                                | <b>\$ 97,269,480</b> | \$ 92,613,214 |

**Note 5: LONG-TERM DEBT (CONTINUED)**

1991 Bond Series

On December 26, 1991, the RTA issued \$23,215,733 in Sales Tax Revenue Bonds, Series 1991. These bonds were to be repaid over 30 years. The net proceeds of \$22,968,624 (after original issue discount of \$103,661 and payment of \$143,448 in underwriting fees and costs) received by the RTA on the sale of the bonds were applied as follows: (a) \$19,193,382 was deposited in a reserve fund account designated for capital projects, including, but not limited to, the St. Charles facility renovation and restoration of streetcars used on the St. Charles Avenue Streetcar line, construction of maintenance facilities for the Riverfront streetcar line and the acquisition of buses, (b) \$1,513,528 was deposited in a reserve fund for payment of interest costs, (c) \$1,596,845 was deposited in a reserve fund account to satisfy the reserve fund requirement of the bonds, and (d) the remaining proceeds of \$664,869 were used toward the payment of issuance costs of the bonds.

The current interest and capital appreciation bonds were secured by a pledge and lien upon a portion of the RTA's sales tax revenue (one-half of one percent upon the items and services subject to the sales tax). The interest on the current interest bonds was due and payable on June 1 and December 1 of each year through December 1, 2021. The interest for the capital appreciation bonds is due and payable in series in 2012, 2015, and 2021. Consistent with the terms of the bond agreement, \$1,960,000 was called mandatory redemption against the principal on December 1, 2009. For the 1991 Series, the principal balance as of December 31, 2019 was \$1,190,060, of which \$615,783 was due in 2020.

2000 Series and 2000A Series – LCDA Revenue Bonds

Under agreements with the Louisiana Local Government Environmental Facilities and Community Development Authority (LCDA), RTA may borrow up to \$65,820,000 in funds to finance the local match portion of the costs expected to be incurred in the construction of the Canal Street Streetcar and Desire Street Streetcar Projects. The funds are provided from a portion of the proceeds of a Master Indenture Agreement and the sale of revenue bonds by LCDA. For the 2000 Series, the principal balance as of December 31, 2019 was \$11,219,412, of which \$1,920,500 was due in 2020. For the 2000A Series, the principal balance as of December 31, 2019 was \$16,730,856, of which \$1,278,600 was due in 2020.

**Note 5: LONG-TERM DEBT (CONTINUED)**

2010 Bond Series

On October 14, 2010, the RTA issued \$75,000,000 in Sales Tax Revenue Bonds, Series 2010. These bonds were to be repaid over 20 years. The net proceeds of \$81,118,364, consisting of \$75,000,000 face amount plus an original issue premium of \$6,118,364, received by the RTA on the sale of the bonds were applied as follows: (a) \$79,380,740 was deposited in a reserve fund account designated for capital projects, including, but not limited to, the construction and installation of transit facilities and transit improvements, including buses and other equipment in the City; the proceeds were invested in money market type investments, (b) \$658,294 was deposited in a reserve fund for payment of the bond insurance premium, (c) \$241,724 was utilized to pay bond surety, (d) \$507,031 was utilized for the underwriter's discount, and (e) the remaining proceeds of \$330,575 were used toward the payment of issuance costs of the bonds. For the 2010 Series, the principal balance as of December 31, 2019 was \$50,505,434, of which \$3,565,381 was due in 2020.

Debt Service Assistance Fund Loan (Direct Borrowing)

In October 2006, RTA and the State of Louisiana entered into a Cooperative Endeavor Agreement whereby the State agreed to lend up to \$35,867,738 from State funds on deposit in the Debt Service Assistance Fund, authorized by the Gulf Opportunity Zone Act of 2005 and Act 41 of the First Extraordinary Session of the Louisiana Legislature of 2007, to assist in payment of debt service requirements from 2006 through 2008 due to disruption of tax bases and revenue streams caused by Hurricane Katrina and Rita. Draw downs on the loan were made as debt service payments became due. No principal or interest was payable during the initial five year period of the loan. After the expiration of the initial five year period, the loan shall bear interest at a fixed rate of 4.64%. Principal payments on the bonds began in July 2012 and the loan will mature in July 2026. Interest is payable semi-annually on January 15 and July 15 beginning January 2012. The loan may be prepaid without penalty or premium. The Board has the right to request one extension of its obligation to begin payments under the loan not to exceed an additional five years. As of December 31, 2019, RTA had balances due of \$19,768.

2020 Bond Series

On September 9, 2020, the RTA issued \$62,815,000 of Sales Tax Revenue Refunding Bonds, Series 2020A (Tax-Exempt) and \$20,190,000 of Sales Tax Revenue Refunding Bonds, Series 2020B (Taxable). The RTA issued the bonds to refund \$89,569,627 of the outstanding Sales Tax Revenue Bonds, Series 1991, maturing December 1, 2021, LCDA Revenue Bonds, Series 2000 maturing February 1 2025 and December 1, 2029, Sales Tax Revenue Bonds, Series 2010, maturing December 1, 2030 and a Debt Service Assistance Fund Loan, maturing July 15, 2026. The net proceeds of \$95.6 million (after payment of \$6.3 million in underwriting fees, insurance, and other issuance costs) were used to purchase U.S. government securities. These securities were deposited in an irrevocable trust with an escrow agent to provide for all future debt service on the refunded portion of the 1991, 2000, 2010 and Debt Service Assistance series bonds. As a result, that portion of the 1991, 2000, 2010 and Debt Service Assistance series bonds are considered defeased, and the RTA has removed the liability from its accounts. At December 30, 2020, the balance of the defeased portion of the refunded bonds is summarized below.

**Note 5: LONG-TERM DEBT (CONTINUED)**

The advance refunding resulted in the recognition of an accounting gain of \$2.6 million for the year ended December 31, 2020, and the RTA in effect reduced its aggregate debt service payments by almost \$6.5 million over the next 15 years and obtained an economic gain (difference between the present values of the old and new debt service payments) of \$1.5 million.

The current interest and principal bonds were secured by a pledge and lien upon a portion of the RTA's sales tax revenue (one percent upon the items and services subject to the sales tax). For the 2020 A&B Series, the principal balance as of December 31, 2020 was \$83,005,000, of which \$1,475,000 is due in 2021.

Debt Service Requirements

The following represents the debt service requirements for the bond issues as of December 31, 2020:

| <b>Year Ending<br/>December 31</b> | <b>Series 2020 A&amp;B<br/>Bond Principal</b> | <b>Series 2020 A&amp;B<br/>Bond Interest</b> |
|------------------------------------|-----------------------------------------------|----------------------------------------------|
| 2021                               | \$ 1,475,000                                  | \$ 1,031,132                                 |
| 2022                               | 4,755,000                                     | 3,306,240                                    |
| 2023                               | 4,790,000                                     | 3,275,333                                    |
| 2024                               | 4,835,000                                     | 3,234,618                                    |
| 2025                               | 4,880,000                                     | 3,186,268                                    |
| 2026-2030                          | 27,355,000                                    | 12,965,500                                   |
| 2031-2035                          | 34,915,000                                    | 5,407,250                                    |
|                                    | <b>\$ 83,005,000</b>                          | <b>\$ 32,406,341</b>                         |

Balances of the defeased portion of bonds as of December 31, 2020 are as follows:

| <b>Bond Issuance</b>                 | <b>Defeased Balance</b> |
|--------------------------------------|-------------------------|
| 1991 Series Sales Tax Revenue Bonds  | \$ 574,276              |
| 2000 Series Sales Tax Revenue Bonds  | 9,290,012               |
| 2000A Series Sales Tax Revenue Bonds | 15,451,256              |
| 2010 Series Sales Tax Revenue Bonds  | 46,940,000              |
| Debt Service Assistance Loan         | 17,314,083              |
|                                      | <b>\$ 89,569,627</b>    |

**Regional Transit Authority**  
**Notes to Financial Statements**

**Note 5: LONG-TERM DEBT (CONTINUED)**

Changes in Long-term Debt

Long-term debt activity for the year ended December 31, 2020 is as follows:

|                                                               | January 1,<br>2020   | Additions            | Deletions               | December<br>31, 2020 | Due Within<br>One Year |
|---------------------------------------------------------------|----------------------|----------------------|-------------------------|----------------------|------------------------|
| 1991 Series, Sales<br>Tax Revenue Bonds                       | \$ 1,190,060         | \$ -                 | \$ (1,190,060)          | \$ -                 | \$ -                   |
| 2000 Series, LCDA<br>Revenue Bonds                            | 11,219,412           | -                    | (11,219,412)            | -                    | -                      |
| 2000A Series, LCDA<br>Revenue Bonds                           | 16,730,856           | -                    | (16,730,856)            | -                    | -                      |
| 2010 Series, Sales<br>Tax Revenue Bonds                       | 50,505,434           | -                    | (50,505,434)            | -                    | -                      |
| 2020 A&B Series<br>Sales Tax Refunding<br>Bonds               | -                    | 83,005,000           | -                       | 83,005,000           | 1,475,000              |
| Direct Borrowing -<br>Debt Service<br>Assistance Fund<br>Loan | 19,768,813           | -                    | (19,768,813)            | -                    | -                      |
| Bond Premium                                                  | 3,339,607            | 18,887,379           | (3,969,186)             | 18,257,800           | 2,518,320              |
|                                                               | <b>\$102,754,182</b> | <b>\$101,892,379</b> | <b>\$ (103,383,762)</b> | <b>\$101,262,800</b> | <b>\$ 3,993,320</b>    |

**Note 6: PENSION PLANS**

The RTA is a participating employer in the cost-sharing multiple-employer defined benefit plan administered by the Louisiana State Employees' Retirement System (LASERS). The RTA is also a non-employer contributing entity to the Transit Management of Southeast Louisiana (TMSEL) Retirement Income Plan, which funds employee and retiree benefits for former employees of TMSEL.

***Plan Descriptions***

**Louisiana State Employees' Retirement System (LASERS)**

Employees of the RTA are provided with pensions through a cost-sharing multiple-employer defined benefit plan administered by the Louisiana State Employees' Retirement System (LASERS). Section 401 of Title 11 of the Louisiana Revised Statutes (La. R.S. 11:401) grants to LASERS Board of Trustees and the Louisiana Legislature the authority to review administration, benefit terms, investments, and funding of the plan. LASERS issues a publicly available financial report that can be obtained at [www.lasersonline.org](http://www.lasersonline.org).

**Note 6: PENSION PLANS (CONTINUED)**

**Transit Management of Southeast Louisiana (TMSEL) Retirement Income Plan**

In 1983, the RTA completed the purchase of the transit system from NOPSI. On that date, the RTA, TMSEL, the City of New Orleans and NOPSI entered into a benefit agreement to fund employee and retiree benefits. At the time this agreement was reached, the RTA was a public entity and TMSEL was a privately owned corporation always fully funded by the RTA. In 2004, TMSEL was designated as a political subdivision by the State of Louisiana; and in 2009, TMSEL ceased operations and the management agreement between TMSEL and RTA was terminated. In January 2012, the RTA became a 100% owner in the stock of TMSEL.

On August 31, 2009, the management contract between RTA and TMSEL expired and was replaced beginning September 1, 2009 with a new delegated management contract with Transdev Services, Inc. (formally Veolia Transportation Services, Inc). Effective September 1, 2009, all active TMSEL employees became employees of Veolia Transportation Services causing a partial termination of the Plan. As a result, TMSEL employees ceased to accrue future benefits in the TMSEL Retirement Income Plan.

The RTA contends that the TMSEL Retirement Plan is a governmental plan not subject to the provisions of ERISA. Although an official ruling is still pending from the Department of Labor as to whether the TMSEL Retirement Plan is an ERISA-governed plan or a governmental plan; the PBGC has not asserted any actions against the RTA or required the RTA to make any minimum quarterly pension funding contributions that would be required by an ERISA-governed plan. In 2014, the RTA entered into a settlement agreement which provided payments to the TMSEL Retirement plan totaling \$18 million (see contributions section below and Note 9 for additional information). This agreement does not render a position on the TMSEL plan's status as a governmental plan.

At December 31, the pension plan membership consisted of the following:

|                                                                  | <b>2020</b>  | <b>2019</b>  |
|------------------------------------------------------------------|--------------|--------------|
| Inactive employees or beneficiaries currently receiving benefits | <b>1,286</b> | <b>1,296</b> |
| Inactive employees entitled to but not yet receiving benefits    | <b>431</b>   | <b>448</b>   |
| Active employees                                                 | -            | -            |
|                                                                  | <b>1,717</b> | <b>1,744</b> |

***Benefits Provided***

The following is a description of the plans and their benefits and is provided for general information purposes only. Participants should refer to the appropriate statutes for more complete information.

**Note 6: PENSION PLANS (CONTINUED)**

**LASERS**

Retirement - The age and years of creditable service required in order for a member to retire with full benefits are established by statute, and vary depending on the member's hire date, employer, and job classification. Rank and file members hired prior to July 1, 2006, may either retire with full benefits at any age upon completing 30 years of creditable service and at age 60 upon completing ten years of creditable service depending on their plan. Those members hired between July 1, 2006 and June 30, 2015, may retire at age 60 upon completing five years of creditable service and those hired on or after July 1, 2015 may retire at age 62 upon completing five years of creditable service. The basic annual retirement benefit for members is equal to 2.5% to 3.5% of average compensation multiplied by the number of years of creditable service. Additionally, members may choose to retire with 20 years of service at any age, with an actuarially reduced benefit.

Average compensation is defined as the member's average annual earned compensation for the highest 36 consecutive months of employment for members employed prior to July 1, 2006. For members hired July 1, 2006 or later, average compensation is based on the member's average annual earned compensation for the highest 60 consecutive months of employment. The maximum annual retirement benefit cannot exceed the lesser of 100% of average compensation or a certain specified dollar amount of actuarially determined monetary limits, which vary depending upon the member's age at retirement. Judges, court officers, and certain elected officials receive an additional annual retirement benefit equal to 1.0% of average compensation multiplied by the number of years of creditable service in their respective capacity. As an alternative to the basic retirement benefits, a member may elect to receive their retirement benefits under any one of six different options providing for reduced retirement benefits payable throughout their life, with certain benefits being paid to their designated beneficiary after their death.

Act 992 of the 2010 Louisiana Regular Legislative Session, changed the benefit structure for LASERS members hired on or after January 1, 2011. This resulted in three new plans: regular, hazardous duty, and judges. The new regular plan includes regular members and those members who were formerly eligible to participate in specialty plans, excluding hazardous duty and judges. Regular members and judges are eligible to retire at age 60 after five years of creditable service and, may also retire at any age, with a reduced benefit, after 20 years of creditable service. Hazardous duty members are eligible to retire with twelve years of creditable service at age 55, 25 years of creditable service at any age or with a reduced benefit after 20 years of creditable service. Average compensation will be based on the member's average annual earned compensation for the highest 60 consecutive months of employment for all three new plans. Members in the regular plan will receive a 2.5% accrual rate, hazardous duty plan a 3.33% accrual rate, and judges a 3.5% accrual rate. The extra 1.0% accrual rate for each year of service for court officers, the governor, lieutenant governor, legislators, House clerk, sergeants at arms, or Senate secretary, employed after January 1, 2011, was eliminated by Act 992. Specialty plan and regular members, hired prior to January 1, 2011, who are hazardous duty employees have the option to transition to the new hazardous duty plan.

**Note 6: PENSION PLANS (CONTINUED)**

Act 226 of the 2014 Louisiana Regular Legislative Session established new retirement eligibility for members of LASERS hired on or after July 1, 2015, excluding hazardous duty plan members. Regular members and judges under the new plan are eligible to retire at age 62 after five years of creditable service and, may also retire at any age, with a reduced benefit, after 20 years of creditable service.

Average compensation will be based on the member's average annual earned compensation for the highest 60 consecutive months of employment. Members in the regular plan will receive a 2.5% accrual rate, and judges a 3.5% accrual rate, with the extra 1.0% accrual rate based on all years of service as a judge.

A member leaving employment before attaining minimum retirement age, but after completing certain minimum service requirements, becomes eligible for a benefit provided the member lives to the minimum service retirement age, and does not withdraw their accumulated contributions. The minimum service requirement for benefits varies depending upon the member's employer and service classification.

Deferred Retirement Benefits - The State Legislature authorized LASERS to establish a Deferred Retirement Option Plan (DROP). When a member enters DROP, their status changes from active member to retiree even though they continue to work and draw their salary for a period of up to three years. The election is irrevocable once participation begins. During DROP participation, accumulated retirement benefits that would have been paid to each retiree are separately tracked. For members who entered DROP prior to January 1, 2004, interest at a rate of one-half percent less than the System's realized return on its portfolio (not to be less than zero) will be credited to the retiree after participation ends. At that time, the member must choose among available alternatives for the distribution of benefits that have accumulated in the DROP account. Members who enter DROP on or after January 1, 2004, are required to participate in LASERS Self-Directed Plan (SDP) which is administered by a third-party provider. The SDP allows DROP participants to choose from a menu of investment options for the allocation of their DROP balances. Participants may diversify their investments by choosing from an approved list of mutual funds with different holdings, management styles, and risk factors.

Disability Benefits - Generally, active members with ten or more years of credited service who become disabled may receive a maximum disability retirement benefit equivalent to the regular retirement formula without reduction by reason of age. Upon reaching age 60, the disability retiree may receive a regular retirement benefit by making application to the Board of Trustees. For injuries sustained in the line of duty, hazardous duty personnel in the Hazardous Duty Services Plan will receive a disability benefit equal to 75% of final average compensation.

Survivor's Benefits - Certain eligible surviving dependents receive benefits based on the deceased member's compensation and their relationship to the deceased. The deceased member hired before January 1, 2011 who was in state service at the time of death must have a minimum of five

**Note 6: PENSION PLANS (CONTINUED)**

years of service credit, at least two of which were earned immediately prior to death, or who had a minimum of twenty years of service credit regardless of when earned in order for a benefit to be paid to a minor or handicapped child. Benefits are payable to an unmarried child until age 18, or age 23 if the child remains a full-time student. The aforementioned minimum service credit requirement is ten years for a surviving spouse with no minor children, and benefits are to be paid for life to the spouse or qualified handicapped child.

The deceased regular member hired on or after January 1, 2011, must have a minimum of five years of service credit regardless of when earned in order for a benefit to be paid to a minor child. The aforementioned minimum service credit requirements for a surviving spouse are 10 years, 2 years being earned immediately prior to death, and active state service at the time of death, or a minimum of 20 years of service credit regardless of when earned. A deceased member's spouse must have been married for at least one year before death.

Permanent Benefit Increases/Cost-of-Living Adjustments - As fully described in Title 11 of the Louisiana Revised Statutes, the System allows for the payment of permanent benefit increases, also known as cost-of-living adjustments (COLAs), that are funded through investment earnings when recommended by the Board of Trustees and approved by the State Legislature.

**TMSEL**

Retirement

All TMSEL and former NOPSI administrative employees and members of the former ATU Division 1611 over the age of 21 (age 25, if hired prior to January 1, 1985) were eligible to participate in the Plan. Effective January 1, 1998, all members of ATU Division 1560 over the age of 21 were eligible to participate in the Plan. Effective July 1, 1998, all members of IBEW Local 1700-4 over the age of 21 were eligible to participate in the Plan. Lift operators and sedan drivers were not participants of the Plan. The Plan was officially closed to new participants effective August 31, 2009. Participants are fully vested in their retirement benefits after completing five years of service (with a minimum 1,000 hours worked per year).

The normal retirement age is sixty-five. Those members who retire at age 65 are entitled to annual retirement benefits for life in an amount equal to 2.1% (multiplier) (unless otherwise specified in the Plan) of their five year average compensation times years of benefit services. The normal retirement benefit is receivable as of the first day of the subsequent month following the date a participant reaches age sixty-five (normal retirement age) and is based on the participant's compensation and years of credited service. The Plan permits early retirement at age fifty-five through sixty-four with five years of vesting service with the pension benefit amount being reduced by 3% for each year of age less than sixty-five. Members of ATU Division 1560 and IBEW Local 1700-4 can retire after 30 years of benefit service pursuant to collective bargaining agreement. Participants may elect to receive their pension benefits in the form of a single election, 50% joint and survivor, 75% joint and survivor, 100% joint and survivor and 10 year certain annuities. The Plan

**Note 6: PENSION PLANS (CONTINUED)**

also provides for postponed retirement. Participants severing employment prior to full vesting forfeit their benefits after incurring a permanent break in service.

If a covered active employee dies before completing the five-year vesting period, a refund of the employee's contributions with interest is made to the beneficiary. If a covered active employee dies before age fifty-five and is fully vested on that date, a survivorship pension is payable to the employee's spouse. The survivorship pension is determined as if the employee had retired on early retirement with 50% joint and survivor benefits and died after the benefits were to commence. The survivorship pension is equal to 50% of the amount the employee would have received and is payable until the death of the participant's spouse. If a covered active employee dies before age fifty-five and is fully vested on that date, but does not have a spouse, no survivorship pension is paid out. Instead, the employee's contributions are paid out to the employee's beneficiary.

On March 13, 2003, the Internal Revenue Service issued a favorable determination letter for the Plan granting approval of a new optional form of payment. The Reduced Annuity Lump Sum (RAWLS) provides a portion of the retirement benefit in a lump sum, plus a reduced monthly benefit. Members of ATU Division 1560 and IBEW 1700-4 are eligible for this form of benefit which is effective retroactively to January 1, 2002.

On May 7, 2008, the Internal Revenue Service issued a favorable determination letter for the Plan granting approval of the amendments proposed on May 15, 2003, May 18, 2006, and January 27, 2007.

Effective March 19, 2015, the Plan was amended to provide unreduced benefits to participants retiring from Transdev, whose combined TMSEL and Transdev service equals 30 or more years of service and who had not previously received any benefits.

On May 16, 2016, the Plan received a signed compliance statement from the Internal Revenue Service agreeing that corrective methods and revised administrative procedures implemented by the Plan as submitted in the Voluntary Correction Program (VCP) are acceptable. In conjunction with the VCP submission, the Plan Sponsor adopted amendments effective retroactive to the effective dates of the specific provisions contained in the amendments to correct all of its nonamender failures. On August 2, 2017 the Internal Revenue Service issued a favorable determination letter for the Plan granting approval for the 2015 and 2016 amendments.

***Contributions***

**LASERS**

Contribution requirements of active employees are governed by Title 11 of the Louisiana Revised Statutes and may be amended by the Louisiana Legislature. Employee contributions are deducted from a member's salary and remitted to LASERS by participating employers along with employer portion of the contribution.

**Note 6: PENSION PLANS (CONTINUED)**

The rates in effect during the years ending June 30, 2020 and 2019 for the various plans follow:

| Plan                                        | Plan Status | Employee Contribution Rate | Employer Contribution Rate 2020 | Employer Contribution Rate 2019 |
|---------------------------------------------|-------------|----------------------------|---------------------------------|---------------------------------|
| Regular State Employee hired before 7/01/06 | Closed      | 7.5%                       | 40.7%                           | 40.1%                           |
| Regular State Employee hired after 7/01/06  | Open        | 8.0%                       | 40.7%                           | 40.1%                           |

The RTA's contractually required composite contribution rate for the period from July 1, 2019 to June 30, 2020 was 40.7%, and for the period from July 1, 2020 to December 31, 2020 was 40.1%, of annual payroll, actuarially determined as an amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any Unfunded Actuarial Accrued Liability. Contributions to the pension plan from the RTA were \$62,813 and \$105,793 for the years ended December 31, 2020 and 2019, respectively.

If a member leaves covered employment or dies before any benefits become payable on their behalf, the accumulated contributions may be refunded to the member or their designated beneficiary. Similarly, accumulated contributions in excess of any benefits paid to members or their survivors are refunded to the member's beneficiaries or their estates upon cessation of any survivor's benefits.

**TMSEL**

TMSEL contributes such amounts as are necessary to provide assets sufficient to meet the benefits to be paid to Plan participants. The contributions of TMSEL are made in amounts, determined by an enrolled actuary, sufficient to fund the Plan's current service costs plus amortization of any unfunded amounts over 25 years. However, the Plan did not make the ERISA minimum required funding contributions for the quarters ended September 30, 2013 through December 31, 2020 due to its assertion that the TMSEL Retirement Plan is a governmental plan not subject to the provisions of ERISA (see Plan Descriptions section above).

In 2014, the RTA entered into an \$18 million settlement to fund the TMSEL Retirement plan, and, accordingly, recorded \$18 million in pension benefits expense, of which \$10 million was funded in 2014, and the remaining \$8 million was scheduled to be paid to the plan in equal installments of \$1.6 million over the next five years. The RTA paid the last installment of \$1.6 million during the year ended December 31, 2019. The agreement also states that this agreement does not limit the RTA's obligations to further fund the TMSEL Plan in the future.

**Note 6: PENSION PLANS (CONTINUED)**

**Pension (Asset) Liability and Pension Expense**

**LASERS**

At December 31, 2020 and 2019, the RTA reported a liability of \$602,932 and \$1,114,557, respectively, for its proportionate share of the net pension liability of LASERS. The net pension liability was measured as of June 30, 2020 and 2019, respectively, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of those dates. The RTA's proportion of the net pension liability was based on a projection of the RTA's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. At June 30, 2020 and 2019, the RTA's proportion was 0.007290% and 0.015384%, respectively, which was an increase of .015380% and .000399% from its proportion measured as of June 30, 2019 and 2018, respectively.

For the years ended December 31, 2020 and 2019, the RTA recognized pension expense of \$77,685 and \$143,710, respectively, plus the RTA's amortization of the change in proportionate share and the difference between employer contributions and proportionate share of contributions of \$(157,493) and \$84,666 respectively.

**TMSEL**

The RTA's net pension (asset) liability was measured as of December 31, 2019 and 2018, respectively, and the total pension liability used to calculate the net pension (asset) liability was determined by an actuarial valuation as of that date.

The components of the net pension (asset) liability at December 31, 2019 and 2018 for TMSEL were as follows:

|                                                                       | <b>2019</b>           | <b>2018</b>    |
|-----------------------------------------------------------------------|-----------------------|----------------|
| Total pension liability                                               | <b>\$ 175,673,739</b> | \$ 199,677,566 |
| Fiduciary net position                                                | <b>183,818,168</b>    | 168,272,192    |
| Net pension (asset) liability                                         | <b>\$ (8,144,429)</b> | \$ 31,405,374  |
|                                                                       |                       |                |
| Fiduciary net position as a percentage of the total pension liability | <b>104.64%</b>        | 84.27%         |

For the years ended December 31, 2020 and 2019, the RTA recognized pension (benefit) expense of \$(18,136,499) and \$21,890,166, respectively.

**Regional Transit Authority**  
**Notes to Financial Statements**

**Note 6: PENSION PLANS (CONTINUED)**

**Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions**

At December 31, 2020, the RTA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

|                                                                                                                   | Deferred Outflows<br>of Resources | Deferred Inflows<br>of Resources |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------|----------------------------------|
| <b>LASERS</b>                                                                                                     |                                   |                                  |
| Differences between expected and actual experience                                                                | \$ -                              | \$ 5,790                         |
| Net difference between projected and actual earnings<br>on pension plan investments                               | 88,137                            | -                                |
| Changes in assumptions                                                                                            | 1,929                             | -                                |
| Changes in proportion and differences between<br>employer contributions and proportion of shared<br>contributions | 9,591                             | 279,368                          |
| Employer contributions subsequent to the<br>measurement date                                                      | 31,698                            | -                                |
| <b>Total LASERS</b>                                                                                               | <b>\$ 131,355</b>                 | <b>\$ 285,158</b>                |
|                                                                                                                   | Deferred Outflows<br>of Resources | Deferred Inflows<br>of Resources |
| <b>TMSEL</b>                                                                                                      |                                   |                                  |
| Net difference between projected and actual earnings<br>on pension plan investments                               | \$ -                              | \$ 10,911,456                    |
| <b>Total TMSEL</b>                                                                                                | <b>\$ -</b>                       | <b>\$ 10,911,456</b>             |

**Regional Transit Authority**  
**Notes to Financial Statements**

**Note 6: PENSION PLANS (CONTINUED)**

At December 31, 2019, the RTA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

|                                                                                                                   | Deferred Outflows<br>of Resources | Deferred Inflows<br>of Resources |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------|----------------------------------|
| <b>LASERS</b>                                                                                                     |                                   |                                  |
| Differences between expected and actual experience                                                                | \$ 6,844                          | \$ 2,316                         |
| Net difference between projected and actual earnings<br>on pension plan investments                               | 38,506                            | -                                |
| Changes in assumptions                                                                                            | 9,551                             | -                                |
| Changes in proportion and differences between<br>employer contributions and proportion of shared<br>contributions | 216,750                           | 23,019                           |
| Employer contributions subsequent to the<br>measurement date                                                      | 50,332                            | -                                |
| <b>Total LASERS</b>                                                                                               | <b>\$ 321,983</b>                 | <b>\$ 25,335</b>                 |

**TMSEL**

|                                                                                     |                      |             |
|-------------------------------------------------------------------------------------|----------------------|-------------|
| Net difference between projected and actual earnings<br>on pension plan investments | \$ 10,501,848        | \$ -        |
| <b>Total TMSEL</b>                                                                  | <b>\$ 10,501,848</b> | <b>\$ -</b> |

As of December 31, 2020, deferred outflows of resources of \$31,698 related to pensions resulting from the RTA's contributions subsequent to the measurement date will be recognized as a reduction of net pension liability in the year ending December 31, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

| Year ending<br>December 31: | LASERS       | TMSEL          | Total          |
|-----------------------------|--------------|----------------|----------------|
| 2021                        | \$ (258,552) | \$ (3,185,244) | \$ (3,443,796) |
| 2022                        | 25,417       | (2,896,910)    | (2,871,493)    |
| 2023                        | 27,237       | (432,376)      | (405,139)      |
| 2024                        | 20,397       | (4,396,926)    | (4,376,529)    |

**Note 6: PENSION PLANS (CONTINUED)**

***Actuarial Assumptions***

LASERS

A summary of the actuarial methods and assumptions used in determining the total pension liability as of June 30, 2020 and 2019 are as follows:

|                                         |                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Valuation Date                          | June 30, 2020 and 2019                                                                                                                                                                                                                                                                            |
| Actuarial Cost Method                   | Entry Age Normal                                                                                                                                                                                                                                                                                  |
| Actuarial Assumptions:                  |                                                                                                                                                                                                                                                                                                   |
| Expected Remaining Service Lives        | 2 years                                                                                                                                                                                                                                                                                           |
| Investment Rate of Return               | 2020: 7.55% per annum, net of investment expenses.<br>2019: 7.60% per annum, net of investment expenses.                                                                                                                                                                                          |
| Inflation Rate                          | 2020: 2.3% per annum<br>2019: 2.5% per annum                                                                                                                                                                                                                                                      |
| Mortality                               | Non-disabled members - Mortality rates based on the RP-2014 Healthy Mortality Table with mortality improvement projected using the MP-2018 Scale.<br>Disabled members – Mortality rates based on the RP-2014-2018 Disabled Retiree Mortality Table, with no projection for mortality improvement. |
| Termination, Disability, and Retirement | Termination, disability, and retirement assumptions were projected based on a five-year (2009-2013) experience study of the System's members.                                                                                                                                                     |
| Salary Increases                        | Salary increases were projected based on a 2009-2013 experience study of the System's members. The salary increase ranges for specific types of members are:                                                                                                                                      |

| <u>Member Type</u> | <u>Lower Range</u> | <u>Upper Range</u> |
|--------------------|--------------------|--------------------|
| Regular            | 3.0%               | 12.8%              |
| Judges             | 2.6%               | 5.1%               |
| Corrections        | 3.6%               | 13.8%              |
| Hazardous Duty     | 3.6%               | 13.8%              |
| Wildlife           | 3.6%               | 13.8%              |

**Note 6: PENSION PLANS (CONTINUED)**

**Cost of Living Adjustments**

The present value of future retirement benefits is based on benefits currently being paid by the System and includes previously granted cost of living increases. The projected benefit payments do not include provisions for potential future increases not yet authorized by the Board of Trustees as they were deemed not to be substantively automatic.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation and an adjustment for the effect of rebalancing/diversification.

The target allocation and best estimates of geometric real rates of return for each major asset class included in the pension plan's target asset allocation as of June 30, 2020 are summarized in the following table:

| Asset Class                | 2020              |                                        | 2019              |                                        |
|----------------------------|-------------------|----------------------------------------|-------------------|----------------------------------------|
|                            | Target Allocation | Long-Term Expected Real Rate of Return | Target Allocation | Long-Term Expected Real Rate of Return |
| Cash                       | 0.24%             | -0.59%                                 | 0.24%             | -0.48%                                 |
| Domestic equity            | 4.83%             | 4.79%                                  | 4.83%             | 4.31%                                  |
| International equity       | 5.83%             | 5.83%                                  | 5.83%             | 5.26%                                  |
| Domestic fixed income      | 2.79%             | 1.76%                                  | 2.79%             | 1.49%                                  |
| International fixed income | 4.49%             | 3.96%                                  | 4.49%             | 2.23%                                  |
| Alternative investments    | 8.32%             | 6.69%                                  | 8.32%             | 7.67%                                  |
| Risk Parity                | 6.09%             | 4.20%                                  | 6.09%             | 4.96%                                  |
| Totals                     | 6.09%             | 5.81%                                  | 6.09%             | 5.40%                                  |

**Note 6: PENSION PLANS (CONTINUED)**

**TMSEL**

A summary of the actuarial methods and assumptions used in determining the total pension liability as of December 31, 2019 and 2018 are as follows:

|                                  |                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Valuation date                   | December 31, 2019 and 2018                                                                                                                                                                                                                                                                                                                     |
| Valuation method                 | Entry age normal cost                                                                                                                                                                                                                                                                                                                          |
| Inflation                        | Not applicable                                                                                                                                                                                                                                                                                                                                 |
| Projected salary increases       | Not applicable                                                                                                                                                                                                                                                                                                                                 |
| Investment rate of return        | 7.25% for 2019, 6.06% for 2018                                                                                                                                                                                                                                                                                                                 |
| Mortality rates                  | RP-2014 separate employee and annuitant healthy tables (sex-specific) reflecting both blue and white collar data, adjusted backward to the base year (2006) using scale MP-2014. Mortality is projected forward using scale MP-2018 generationally for 2019 and MP-2017 generationally for 2018.                                               |
| Expected remaining service lives | 0 years                                                                                                                                                                                                                                                                                                                                        |
| Cost of Living Adjustments       | The present value of future retirement benefits is based on benefits currently being paid by the Fund and includes previously granted cost of living increases. The present values do not include provisions for potential future increases not yet authorized by the Board of Trustees as they were deemed not to be substantively automatic. |

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

**Note 6: PENSION PLANS (CONTINUED)**

Best estimates of arithmetic real rates of return for each major asset class included in the pension plan's target asset allocation as of December 31, 2019 and 2018 are summarized in the following table:

| Asset Class          | 2019              |                                        | 2018              |                                        |
|----------------------|-------------------|----------------------------------------|-------------------|----------------------------------------|
|                      | Target Allocation | Long-Term Expected Real Rate of Return | Target Allocation | Long-Term Expected Real Rate of Return |
| Domestic equity      | 40.00%            | 6.40%                                  | 40.00%            | 6.41%                                  |
| International equity | 10.00%            | 7.05%                                  | 10.00%            | 6.96%                                  |
| International equity | 5.00%             | 9.00%                                  | 5.00%             | 9.86%                                  |
| Global equity        | 7.50%             | 6.69%                                  | 7.50%             | 6.66%                                  |
| Core fixed income    | 20.00%            | 1.15%                                  | 20.00%            | 1.96%                                  |
| Real estate          | 10.50%            | 4.50%                                  | 10.50%            | 4.76%                                  |
| Private equity       | 4.50%             | 10.40%                                 | 4.50%             | 10.41%                                 |
| Cash                 | 2.50%             | 0.65%                                  | 2.50%             | 1.16%                                  |
| Totals               | 100.0%            |                                        | 100.0%            |                                        |

***Discount Rate***

LASERS

The discount rate used to measure the total pension liability was 7.55% and 7.60% for the years ended June 30, 2020 and 2019, respectively. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rates and that employer contributions from participating employers will be made at contractually required rates, actuarially determined. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

TMSEL

The discount rate used to measure the total pension liability was 7.25% and 6.06% for the years ended December 31, 2019 and 2018, respectively. The projection of cash flows used to determine the discount rate assumed contributions will be made at the current contribution level of \$1.6 million per year. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members.

**Note 6: PENSION PLANS (CONTINUED)**

***Changes in Net Pension Liability***

The change in net pension liability for the TMSEL plan for the year ended December 31, 2020 is as follows:

| <b>Change in Net Pension Liability</b>            | <b>Total Pension Liability</b> | <b>Plan Fiduciary Net Position</b> | <b>Net Pension Liability</b> |
|---------------------------------------------------|--------------------------------|------------------------------------|------------------------------|
| Service Cost                                      | \$ -                           | \$ -                               | \$ -                         |
| Interest on total pension liability               | 11,610,357                     | -                                  | 11,610,357                   |
| Net investment income                             | -                              | 33,453,063                         | (33,453,063)                 |
| Changes of assumptions                            | (18,735,380)                   | -                                  | (18,735,380)                 |
| Difference between expected and actual experience | (703,776)                      | -                                  | (703,776)                    |
| Benefit payments, including refunds               | (16,175,028)                   | (16,175,028)                       | -                            |
| Administrative expense                            | -                              | (1,732,059)                        | 1,732,059                    |
| Net Change                                        | (24,003,827)                   | 15,545,976                         | (39,549,803)                 |
| Net Pension Liability, Beginning                  | 199,677,566                    | 168,272,192                        | 31,405,374                   |
| Net Pension Liability, Ending                     | \$ 175,673,739                 | \$ 183,818,168                     | \$ (8,144,429)               |

The change in net pension asset for the TMSEL plan for the year ended December 31, 2019 is as follows:

| <b>Change in Net Pension Liability</b>            | <b>Total Pension Liability</b> | <b>Plan Fiduciary Net Position</b> | <b>Net Pension Liability</b> |
|---------------------------------------------------|--------------------------------|------------------------------------|------------------------------|
| Service Cost                                      | \$ -                           | \$ -                               | \$ -                         |
| Interest on total pension liability               | 12,871,234                     | -                                  | 12,663,909                   |
| Net investment income                             | -                              | (6,677,907)                        | 6,677,907                    |
| Changes of assumptions                            | 18,221,638                     | -                                  | 18,221,638                   |
| Difference between expected and actual experience | (729,745)                      | -                                  | (729,745)                    |
| Benefit payments, including refunds               | (16,439,659)                   | (16,439,659)                       | -                            |
| Administrative expense                            | -                              | (1,743,128)                        | 1,743,128                    |
| Net Change                                        | 13,923,468                     | (24,860,694)                       | 38,784,162                   |
| Net Pension Liability, Beginning                  | 185,754,098                    | 193,132,886                        | (7,378,788)                  |
| Net Pension Liability, Ending                     | \$ 199,677,566                 | \$ 168,272,192                     | \$ 31,405,374                |

**Note 6: PENSION PLANS (CONTINUED)**

***Sensitivity of the RTA's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate***

LASERS

The following presents the RTA's proportionate share of the Net Pension Liability of LASERS using the discount rate of 7.55%, as well as what the RTA's proportionate share of the Net Pension Liability would be if it were calculated using a discount rate that is one percentage-point lower (6.55%) or one percentage-point higher (8.55%) than the current rate:

|                                                           | <b>1.0% Decrease<br/>(6.55%)</b> | <b>Current Discount Rate<br/>(7.55%)</b> | <b>1.0% Increase<br/>(8.55%)</b> |
|-----------------------------------------------------------|----------------------------------|------------------------------------------|----------------------------------|
| RTA's proportionate share<br>of the net pension liability | \$ 740,909                       | \$ 602,932                               | \$ 485,843                       |

TMSEL

The following presents the RTA's Net Pension Liability for TMSEL calculated using the discount rate of 7.25%, as well as what the Net Pension Liability would be if it were calculated using a discount rate that is one percentage-point lower (6.25%) or one percentage-point higher (8.25%) than the current rate:

|                       | <b>1.0% Decrease<br/>(6.25%)</b> | <b>Current Discount Rate<br/>(7.25%)</b> | <b>1.0% Increase<br/>(8.25%)</b> |
|-----------------------|----------------------------------|------------------------------------------|----------------------------------|
| Net pension liability | \$ 6,963,970                     | \$ (8,144,429)                           | \$ (21,176,303)                  |

***Pension Plan Fiduciary Net Position***

Detailed information about the pension plan's fiduciary net position in LASERS is available in the separately issued LASERS 2020 Comprehensive Annual Financial Report at [www.lasersonline.org](http://www.lasersonline.org).

Detailed information about the TMSEL plan's fiduciary net position is available in the separately issued TMSEL financial Report.

**Note 7: DEFERRED COMPENSATION PLAN**

The RTA established the New Orleans Regional Transit Authority 457 Plan (the 457 Plan) effective September 25, 2019 in accordance with Internal Revenue Code Section 457.

The Plan, available to all full-time government employees at their option, permits participants to defer a portion of their salaries until future years. The deferred compensation is not available to participants until termination, retirement, death or unforeseeable emergency. In accordance with GASB Statement No. 32, *Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans*, no assets or liabilities of the 457 Plan are included in the RTA's financial statements.

Employees can contribute up to \$19,000 annually plus additional catch-up contributions for employees age 50 or older. The RTA matches the employee voluntary contributions, limited to 50% of the employees' contributions up to 5% of employees' annual gross wages. The RTA's contributions to the plan for the year ended December 31, 2020 and 2019 were \$765,530 and \$97,606, respectively.

**Note 8: OTHER POST EMPLOYMENT RETIREMENT BENEFITS**

***Plan Description***

The Regional Transit Authority provides certain continuing health care and life insurance benefits for certain retired former NOPSI employees. The Transit Management of Southeast Louisiana (TMSEL) Welfare Benefit Plan (the OPEB Plan) is a single-employer defined benefit OPEB plan administered by the Regional Transit Authority. The authority to establish and/or amend the obligation of the employer, employees and retirees rests with the Regional Transit Authority. No assets are accumulated in a trust that meets the criteria in paragraph 4 of Governmental Accounting Standards Board (GASB) Statement No. 75.

***Benefits Provided***

Medical and dental benefits are provided through a comprehensive medical plan and are made available to employees upon actual retirement. Contract employees are eligible to retire at age 55 and completion of 5 years of service. Non-contract employees are eligible to retire at completion of 30 years of service. The Regional Transit Authority has several active members participating in the OPEB Plan which are former NOPSI and TMSEL members for whom the Regional Transit Authority is still responsible for retiree medical care benefit costs. The employer does not pay for retiree medical benefits after Medicare eligibility (normally age 65).

Life insurance coverage is provided to a closed group of 466 retirees (no future retirees will be eligible) and paid by the employer. The employer pays 100% of the cost of the retiree benefit payments as they become due.

**Note 8: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)**

*Employees covered by benefit terms* – At January 1, 2019, the following employees were covered by the medical benefit terms:

|                                                                          |     |
|--------------------------------------------------------------------------|-----|
| Inactive employees or beneficiaries currently receiving benefit payments | 46  |
| Inactive employees entitled to but not yet receiving benefit payments    | -   |
| Active employees                                                         | 57  |
| <hr/>                                                                    |     |
| Total                                                                    | 103 |
| <hr/>                                                                    |     |

**Total OPEB Liability**

The Regional Transit Authority's total OPEB liability of \$7,313,308 was measured as of December 31, 2020 and was determined by an actuarial valuation as of January 1, 2020.

*Actuarial Assumptions and other inputs* – The total OPEB liability in the January 1, 2020 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

|                             |                                                     |
|-----------------------------|-----------------------------------------------------|
| Inflation                   | 2.5%                                                |
| Salary increases            | 4.0% annually                                       |
| Discount rate               | 2.74% annually (as of end of year measurement date) |
| Healthcare cost trend rates | Flat 5.5% annually                                  |
| Mortality rates             | SOA RP-2000 Table                                   |

The discount rate was based on the Bond Buyers' 20 Year General Obligation municipal bond index over the 52 weeks immediately preceding the applicable measurement dates.

The actuarial assumptions used in the January 1, 2020 valuation were based on the results of ongoing evaluations of the assumptions from January 1, 2009 to December 31, 2019.

**Note 8: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)**

**Changes in the Total OPEB Liability**

|                                                    |              |
|----------------------------------------------------|--------------|
| Balance at December 31, 2019                       | \$ 7,313,308 |
| Changes for the year:                              |              |
| Service cost                                       | 11,083       |
| Interest                                           | 184,706      |
| Differences between expected and actual experience | 215,614      |
| Change in assumptions                              | 410,075      |
| Benefit payments and administrative expenses       | (1,144,409)  |
| Net changes                                        | (322,931)    |
| Balance at December 31, 2020                       | \$ 6,990,377 |

*Sensitivity of the total OPEB liability to changes in the discount rate* – The following presents the total OPEB liability of the Regional Transit Authority, as well as what the Regional Transit Authority's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (1.12%) or 1-percentage-point higher (3.12%) than the current discount rate:

|                      | <b>1.0% Decrease<br/>(1.12%)</b> | <b>Current Discount<br/>Rate (2.12%)</b> | <b>1.0% Increase<br/>(3.12%)</b> |
|----------------------|----------------------------------|------------------------------------------|----------------------------------|
| Total OPEB liability | \$ 7,550,204                     | \$ 6,990,377                             | \$ 6,440,931                     |

*Sensitivity of the total OPEB liability to changes in the healthcare cost trend rates* – The following presents the total OPEB liability of the Regional Transit Authority, as well as what the Regional Transit Authority's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower (4.5%) or 1-percentage-point higher (6.5%) than the current healthcare trend rates:

|                      | <b>1.0% Decrease<br/>(4.5%)</b> | <b>Current Discount<br/>Rate (5.5%)</b> | <b>1.0% Increase<br/>(6.5%)</b> |
|----------------------|---------------------------------|-----------------------------------------|---------------------------------|
| Total OPEB liability | \$ 6,867,453                    | \$ 6,990,377                            | \$ 7,122,158                    |

**Note 8: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)**

**OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB**

For the year ended December 31, 2020, the Regional Transit Authority recognized OPEB expense of \$59,997. At December 31, 2020, the Regional Transit Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

|                                                    | Deferred Outflows<br>of Resources | Deferred Inflows<br>of Resources |
|----------------------------------------------------|-----------------------------------|----------------------------------|
| Differences between expected and actual experience | \$ 365,603                        | \$ -                             |
| Change in assumptions and other inputs             | 713,649                           | 186,423                          |
| <b>Total</b>                                       | <b>\$ 1,079,252</b>               | <b>\$ 186,423</b>                |

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

|                           |         |
|---------------------------|---------|
| Years ending December 31: |         |
| 2021                      | 470,152 |
| 2022                      | 266,256 |
| 2023                      | 156,421 |

**Note 9: COMMITMENTS AND CONTINGENCIES**

***Commitments***

**TMSEL Retirement Plan** – To prevent the termination of the TMSEL Retirement Plan, which was partially terminated in 2009, the RTA entered into discussions with the PBGC for the continued funding of the plan. The ability of the RTA to control the Board of Trustees of the TMSEL Retirement Plan was a condition precedent to the negotiation of this funding agreement (See Note 6). The TMSEL Retirement Plan Board is responsible for the administration, management, and proper operation of the TMSEL Retirement Plan. The RTA was in litigation with the Board of Trustees of the TMSEL Retirement Plan, certain of the individual board members, and former counsel for the TMSEL Retirement Plan in Orleans Parish relating to the composition of the TMSEL Retirement Plan Board of Trustees as it relates to control over the TMSEL Retirement Plan. A settlement agreement between the parties was reached on December 23, 2014 and is described in Note 6. This agreement does not render a position on the TMSEL plan's status as a governmental plan. Per the agreement, the TMSEL Plan Board consists of six administrative trustees, of which four will be appointed by RTA and two will be appointed by the TMSEL Board of Directors.

**Note 9: COMMITMENTS AND CONTINGENCIES (CONTINUED)**

***TMSEL Retirees Medical and Dental Benefits*** – The RTA was also a defendant in on-going litigation with former employees of NOPSI and retirees of TMSEL with respect to retiree medical and dental benefits. The RTA has asserted that the TMSEL health and welfare benefit plan is a governmental plan; and therefore, is exempt from the ERISA framework which is the basis for subject matter jurisdiction of this case. The RTA's motion to dismiss this case was granted by the trial court, specifically, the United States District Court, Eastern District of Louisiana. The trial court agreed with the RTA's assertion that the plan is exempt from ERISA and granted the RTA's motion to dismiss. The United States Court of Appeals for the Fifth Circuit affirmed that ruling upon appeal as of June 28, 2016.

***Grant Commitments*** – As of December 31, 2020, the RTA is committed to funding local matching requirements under grants for which a contractual obligation existed at the end of each year. As of December 25, 2010, the RTA is required to match 20% of all new funding. The outstanding federal share of grants at December 31, 2020 and 2019 totals \$15,772,997 and \$14,865,940, respectively.

On August 29, 2005, the New Orleans region suffered significant damage to property and lives when Hurricane Katrina struck the Gulf Coast area. The RTA sustained significant damage to RTA owned facilities, buses, streetcars, other revenue vehicles, and inventory, which were flooded and/or wind damaged. The RTA recovered damages from Katrina from the Federal Emergency Management Agency (FEMA). The audits of these funds and claims recovered from FEMA are still subject to final audit and close out of the respective projects. Any costs that would be disallowed would be recognized in the period agreed upon by the grantor agency and the RTA. During the years ended December 31, 2020 and 2019, RTA received cash reimbursements from FEMA totaling \$ - and \$1,635,938, respectively. Included in accounts receivable at December 31, 2020 and 2019 are \$3,616,931 and \$3,611,449, respectively, of reimbursements due from FEMA.

***Contingencies***

***Regulatory*** – The RTA receives financial assistance directly from Federal agencies, which is subject to audit and final acceptance by these agencies. In the opinion of management, amounts that may be subject to disallowance upon final audit, if any, would not have a material effect on the RTA's financial position.

***COVID-19 Uncertainties*** – In March 2020, the World Health Organization made the assessment that the outbreak of a novel coronavirus (COVID-19) can be characterized as a pandemic. As a result, uncertainties have arisen that may have a significant negative impact on the operating activities and results of the RTA. The occurrence and extent of such an impact will depend on future developments, including (i) the duration and spread of the virus, (ii) government quarantine measures, (iii) voluntary and precautionary restrictions on travel or meetings, (iv) the effects on the financial markets, and (v) the effects on the economy overall, all of which are uncertain.

**Note 10: SELF INSURANCE AND LEGAL CLAIMS**

The RTA is from time to time involved in lawsuits arising in the ordinary course of its business. Management provides for a provision for claims when such amounts are known or can be estimated. All accident and general liability claims and judgments for dates of loss from September 1, 2009, through July 31, 2012, are the responsibility of Transdev pursuant to the delegated management contract in effect during these periods. For dates of loss subsequent to August 1, 2012, and prior to September 1, 2009, the RTA is responsible. Claim expenses and liabilities are reported when it is probable that the loss has occurred and the amount of the loss can be reasonably estimated. These losses include an estimate of claims that have been incurred but not reported.

At December 31, 2020 and 2019, \$18,799,713 and \$18,273,675 of accrued general liability and small claim estimates were recorded to cover such claims. The long-term portion of this accrual at December 31, 2020 and 2019 was \$16,027,593 and \$15,122,432, respectively. The accruals, which are based upon experience with previous claims, the advice of counsel, and actuarial evaluation, are, in the opinion of management, sufficient to provide for all probable and reasonably estimable claim liabilities at December 31, 2020. It is the opinion of management, after conferring with legal counsel for the RTA, that several potential claims against the RTA have the reasonable possibility of an unfavorable outcome, with an estimated maximum possible liability to the RTA of \$14,095,703.

Changes in legal and small claims liability during the years ended December 31, 2019 and 2018 were as follows:

|      | Beginning<br>of year<br>liability | Current year<br>claims and<br>changes in<br>estimates | Claim<br>payments | Balance at<br>year end |
|------|-----------------------------------|-------------------------------------------------------|-------------------|------------------------|
| 2020 | \$ 18,273,675                     | \$ 4,870,379                                          | \$ (4,344,341)    | \$ 18,799,713          |
| 2019 | \$ 24,473,940                     | \$ (2,757,874)                                        | \$ (3,442,391)    | \$ 18,273,675          |

**Note 11: RELATED PARTIES**

The RTA has a standing agreement with the City of New Orleans to provide mutually beneficial services (interagency agreement). The RTA offset \$1,200,000 in police and other services provided by the City against state parish transportation fund proceeds appropriated by the State of Louisiana in 2020 and 2019.

The members of the Board of Commissioners who were paid a per diem for the attendance at board meetings in calendar years 2020 and 2019 are listed below. Some commissioners elect not to receive a per diem.

**Regional Transit Authority**  
**Notes to Financial Statements**

**Note 11: RELATED PARTIES (CONTINUED)**

The amounts received by each commissioner for the year ended December 31, 2020 were as follows:

| <b>2020</b>          | <b>Per Diem</b>  | <b>Expense Reimbursement</b> | <b>Total</b>     |
|----------------------|------------------|------------------------------|------------------|
| Flozell Daniels, Jr. | \$ 1,650         | \$ -                         | \$ 1,650         |
| Mark Raymond, Jr.    | 2,325            | -                            | 2,325            |
| Arthur Walton        | -                | -                            | -                |
| Fred Neal, Jr.       | 2,475            | -                            | 2,475            |
| Laura Bryan          | -                | -                            | -                |
| Walter Tillery       | 2,400            | -                            | 2,400            |
| Mostofa Sarwar       | -                | -                            | -                |
| Sharon Wegner        | 2,550            | -                            | 2,550            |
|                      | <b>\$ 11,400</b> | <b>\$ -</b>                  | <b>\$ 11,400</b> |

The amounts received by each commissioner for the years ended December 31, 2019 were as follows:

| <b>2019</b>          | <b>Per Diem</b> | <b>Expense Reimbursement</b> | <b>Total</b>     |
|----------------------|-----------------|------------------------------|------------------|
| Flozell Daniels, Jr. | \$ 1,200        | \$ 228                       | \$ 1,428         |
| Mark Raymond, Jr.    | 1,500           | 456                          | 1,956            |
| Arthur Walton        | -               | 380                          | 380              |
| Fred Neal, Jr.       | 1,950           | 304                          | 2,254            |
| Laura Bryan          | -               | -                            | -                |
| Walter Tillery       | 1,950           | -                            | 1,950            |
| Mostofa Sarwar       | -               | 1,904                        | 1,904            |
| Sharon Wegner        | 1,800           | 2,803                        | 4,603            |
| Earline Roth         | 150             | -                            | 150              |
|                      | <b>\$ 8,550</b> | <b>\$ 6,076</b>              | <b>\$ 14,626</b> |

**Note 12: SUBSEQUENT EVENTS**

Management has evaluated subsequent events through the date that the financial statements were available to be issued, June 30, 2020 and determined there were no events that occurred that required disclosure.

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## **REQUIRED SUPPLEMENTARY INFORMATION**

**Regional Transit Authority**  
**Schedule of Changes in OPEB Liability and Related Ratios**  
**Last Three Fiscal Years**

| <i>For the year ended December 31,</i>                           | <b>2020</b>         | <b>2019</b>         | <b>2018</b>         |
|------------------------------------------------------------------|---------------------|---------------------|---------------------|
| <b>TOTAL OPEB LIABILITY</b>                                      |                     |                     |                     |
| Service cost                                                     | \$ 11,083           | \$ 8,670            | \$ 21,186           |
| Interest                                                         | 184,706             | 293,338             | 313,400             |
| Change of benefit term                                           |                     | -                   | -                   |
| Differences between expected and actual experience               | 215,614             | (372,845)           | (1,667,222)         |
| Change of assumptions                                            | 410,075             | 812,187             | -                   |
| Benefit payments, including refunds of member contributions      | (1,144,409)         | (1,165,233)         | (1,095,299)         |
| <b>Net Change in Total OPEB Liability</b>                        | <b>(322,931)</b>    | <b>(423,883)</b>    | <b>(2,427,935)</b>  |
| <b>Total OPEB Liability - Beginning</b>                          | <b>7,313,308</b>    | <b>7,737,191</b>    | <b>10,165,126</b>   |
| <b>Total OPEB Liability - Ending (a)</b>                         | <b>\$ 6,990,377</b> | <b>\$ 7,313,308</b> | <b>\$ 7,737,191</b> |
| <br>Covered-employee payroll                                     | <br>\$ 3,683,463    | <br>\$ 3,541,791    | <br>N/A             |
| Total OPEB liability as a percentage of covered-employee payroll | 190%                | 206%                | N/A                 |

**Notes to Schedule:**

*Benefit Changes.* There were no changes of benefit terms for the year ended December 31, 2018, 2019, or 2020.

4.10% as of December 31, 2018, 2.74% as of December 31, 2019 and 2.12% as of December 31, 2020. The mortality table used for December 31, 2019 was changed from 1994 GAR table to the RP-2000 table.

This schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

*See accompanying independent auditors' report.*

**Regional Transit Authority**  
**Schedule of Changes in Net Pension (Asset) Liability and Related Ratios**  
**Last Six Fiscal Years**

**SCHEDULE OF CHANGES IN NET PENSION (ASSET) LIABILITY FOR TRANSIT MANAGEMENT OF SOUTHEAST LOUISIANA RETIREMENT INCOME PLAN**

| <i>For the years ended December 31,</i>                               | <b>2020*</b>   | <b>2019*</b>   | <b>2018*</b>   | <b>2017*</b>   | <b>2016*</b>   | <b>2015*</b>    |
|-----------------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| <b>TOTAL PENSION LIABILITY</b>                                        |                |                |                |                |                |                 |
| Service cost                                                          | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            |
| Interest                                                              | 11,610,357     | 12,871,234     | 12,663,909     | 12,756,532     | 13,457,817     | 13,417,600      |
| Change of benefit term                                                | -              | -              | -              | -              | -              | 5,066,266       |
| Differences between expected and actual experience                    | (703,776)      | (729,745)      | 193,679        | (26,948)       | (648,029)      | (2,886,065)     |
| Change of assumptions                                                 | (18,735,380)   | 18,221,638     | 3,249,732      | (3,454,577)    | 10,254,242     | 285,567         |
| Benefit payments, including refunds of member contributions           | (16,175,028)   | (16,439,659)   | (16,934,533)   | (16,756,577)   | (16,877,431)   | (13,816,843)    |
| Net Change in Total Pension Liability                                 | (24,003,827)   | 13,923,468     | (827,213)      | (7,481,570)    | 6,186,599      | 2,066,525       |
| Total Pension Liability - Beginning                                   | 199,677,566    | 185,754,098    | 186,581,311    | 194,062,881    | 187,876,282    | 185,809,757     |
| Total Pension Liability - Ending (a)                                  | \$ 175,673,739 | \$ 199,677,566 | \$ 185,754,098 | \$ 186,581,311 | \$ 194,062,881 | \$ 187,876,282  |
| <b>PLAN FIDUCIARY NET POSITION</b>                                    |                |                |                |                |                |                 |
| Contributions - employer                                              | -              | -              | -              | -              | -              | 18,000,000      |
| Contributions - employee                                              | -              | -              | -              | -              | -              | -               |
| Net investment income                                                 | 33,453,063     | (6,677,907)    | 25,289,174     | 14,589,683     | 1,257,989      | 17,955,244      |
| Benefit payments, including refunds of member contributions           | (16,175,028)   | (16,439,659)   | (16,934,533)   | (16,756,577)   | (16,877,431)   | (13,816,843)    |
| Administrative expense                                                | (1,732,059)    | (1,743,128)    | (1,818,134)    | (1,710,340)    | (1,826,776)    | (1,481,038)     |
| Net Change in Plan Fiduciary Net Position                             | 15,545,976     | (24,860,694)   | 6,536,507      | (3,877,234)    | (17,446,218)   | 20,657,363      |
| Plan Fiduciary Net Position - Beginning                               | 168,272,192    | 193,132,886    | 186,596,379    | 190,473,613    | 207,919,831    | 187,262,468     |
| Plan Fiduciary Net Position - Ending (b)                              | \$ 183,818,168 | \$ 168,272,192 | \$ 193,132,886 | \$ 186,596,379 | \$ 190,473,613 | \$ 207,919,831  |
| <b>NET PENSION (ASSET) LIABILITY - ENDING (a)-(b)</b>                 | \$ (8,144,429) | \$ 31,405,374  | \$ (7,378,788) | \$ (15,068)    | \$ 3,589,268   | \$ (20,043,549) |
| Fiduciary net position as a percentage of the total pension liability | 104.64%        | 84.27%         | 103.97%        | 100.01%        | 98.15%         | 110.67%         |
| Covered payroll                                                       | N/A            | N/A            | N/A            | N/A            | N/A            | N/A             |
| Net pension liability as a percentage of covered payroll              | N/A            | N/A            | N/A            | N/A            | N/A            | N/A             |

**Notes to Schedule:** 2015 change of assumptions reflects increase in projected mortality improvement in statutory funding mortality tables. 2016 change of assumptions reflects change in discount rate from 7.50% to 6.87% and increase in projected mortality improvement in statutory funding mortality tables. 2015 plan change reflects plan amendment to extend availability of unreduced service pension to participants with 30 years of combined service with TMSEL and Transdev. 2018 change of assumptions reflects increase in investment rate of return from 7.11% blended rate to 7.25%. The 2019 change of assumption reflects the change in discount rate from 7.25% to 6.06% and a change in the statutory funding mortality projection scale. The 2020 change of assumptions reflects the change in discount rate from 6.06% to 7.25% and a change in the statutory funding mortality projection scale.

\* The amounts presented were determined as of the measurement date (prior year)

*See accompanying independent auditors' report.*

**Regional Transit Authority**  
**Schedule of Proportionate Share of**  
**Net Pension Liability for Retirement Systems**  
**Last Six Fiscal Years**

| For the<br>Year Ended<br>June 30,                   | Agency's<br>proportion of<br>the net pension<br>liability (asset) | Agency's<br>proportionate share<br>of the net pension<br>liability (asset) | Agency's<br>covered<br>payroll | Agency's<br>Proportionate share<br>of the net pension<br>liability (asset) as a<br>percentage of its<br>covered<br>payroll | Plan fiduciary<br>net position<br>as a percentage<br>of the total<br>pension liability |
|-----------------------------------------------------|-------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| <b>Louisiana State Emoloyees' Retirement System</b> |                                                                   |                                                                            |                                |                                                                                                                            |                                                                                        |
| 2020*                                               | 0.007290%                                                         | \$ 602,932                                                                 | \$ 200,117                     | 301.00%                                                                                                                    | 58.00%                                                                                 |
| 2019*                                               | 0.015384%                                                         | \$ 1,114,557                                                               | \$ 291,333                     | 383.00%                                                                                                                    | 62.90%                                                                                 |
| 2018*                                               | 0.014990%                                                         | \$ 1,021,966                                                               | \$ 137,950                     | 741.00%                                                                                                                    | 64.30%                                                                                 |
| 2017*                                               | 0.006160%                                                         | \$ 433,592                                                                 | \$ 114,855                     | 378.00%                                                                                                                    | 62.50%                                                                                 |
| 2016*                                               | 0.006109%                                                         | \$ 479,712                                                                 | \$ 109,987                     | 436.00%                                                                                                                    | 57.70%                                                                                 |
| 2015*                                               | 0.005539%                                                         | \$ 376,736                                                                 | \$ 105,119                     | 358.00%                                                                                                                    | 62.70%                                                                                 |

\* The amounts presented were determined as of the measurement date  
(year ended June 30 for LASERS).

Schedule is intended to show information for 10 years. Additional years will be  
presented as they become available.

*See accompanying independent auditors' report.*

# Regional Transit Authority

## Schedule of Contributions

### Last Seven Fiscal Years

| For the<br>Year Ended<br>December 31,               | (a)<br>Contractually or<br>Actuarially<br>Required<br>Contribution | (b)<br>Contributions<br>in relation to the<br>contractually or actuarially<br>required contribution | (a-b)<br>Contribution<br>Deficiency (Excess) | Agency's<br>covered<br>payroll | Contributions<br>as a percentage of<br>covered<br>payroll |
|-----------------------------------------------------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------------------------------------|--------------------------------|-----------------------------------------------------------|
| <b>Louisiana State Employees' Retirement System</b> |                                                                    |                                                                                                     |                                              |                                |                                                           |
| 2020                                                | \$ 62,813                                                          | \$ 62,813                                                                                           | \$ -                                         | \$ 155,498                     | 40.4%                                                     |
| 2019                                                | \$ 105,793                                                         | \$ 105,793                                                                                          | \$ -                                         | \$ 270,000                     | 39.2%                                                     |
| 2018                                                | \$ 85,425                                                          | \$ 85,425                                                                                           | \$ -                                         | \$ 225,522                     | 37.9%                                                     |
| 2017                                                | \$ 42,324                                                          | \$ 42,324                                                                                           | \$ -                                         | \$ 114,855                     | 36.9%                                                     |
| 2016                                                | \$ 41,922                                                          | \$ 41,922                                                                                           | \$ -                                         | \$ 114,885                     | 36.5%                                                     |
| 2015                                                | \$ 38,999                                                          | \$ 38,999                                                                                           | \$ -                                         | \$ 105,403                     | 37.0%                                                     |
| 2014                                                | \$ 37,730                                                          | \$ 37,730                                                                                           | \$ -                                         | \$ 101,973                     | 37.0%                                                     |

**Transit Management of Southeast Louisiana, Inc.**

|      |                |         |               |     |     |
|------|----------------|---------|---------------|-----|-----|
| 2020 | \$ 9,955,481   | \$ -    | \$ 9,955,481  | N/A | N/A |
| 2019 | \$ 12,552,446  | \$ - ** | \$ 12,552,446 | N/A | N/A |
| 2018 | \$ 11,229,807  | \$ - ** | \$ 11,229,807 | N/A | N/A |
| 2017 | \$ 9,250,439 * | \$ - ** | \$ 9,250,439  | N/A | N/A |
| 2016 | \$ 5,799,714 * | \$ - ** | \$ 5,799,714  | N/A | N/A |
| 2015 | \$ 8,349,665 * | \$ - ** | \$ 8,349,665  | N/A | N/A |

\*Related to multiple plan years; includes adjustments for actual contribution timing required by ERISA for meeting the minimum funding requirements; does not include additional interest for late payment

\*\*Contributions of \$1.6 million paid in fiscal year 2015, 2016, 2017, 2018 and 2019 were applied to actuarially determined contributions for the 2013 fiscal year.

**Notes to Schedule - LASERS**

**Changes of Benefit Terms**

For LASERS, a 1.5% COLA, effective July 1, 2016, provided by Acts 93 and 512 of the 2016 Louisiana Regular Legislative Session, and, added benefits for members of the Harbor Police Retirement System which was merged with LASERS effective July 1, 2015 by Act 648 of 2014.

**Changes of Assumptions**

For LASERS, the investment rate of return was decreased from 7.75% to 7.70% and the inflation rate was decreased from 3.00% to 2.75% for the valuation dated June 30, 2017.

The investment rate of return was decreased from 7.50% to 7.65% for the valuation dated June 30, 2018.

**Notes to Schedule - TMSEL**

Valuation date: January 1, 2019

Methods and assumptions used to determine contribution rates:

Actuarial cost method Unit Credit, for actuarially determined contributions

Amortization method Level dollar

Remaining amortization period All new bases are amortized over 7 years

Effective period of 5 years remaining as of January 1, 2020

Asset valuation method Assets are determined by averaging the market value as of the valuation date and the adjusted market values as of the preceding two years. The resulting value is limited to between 90% and 110% of market value of assets. Legislation provides that the averaging method is to be adjusted for expected earnings. The expected earnings are based on an assumed rate of return of 7.50%, not to exceed the applicable PPA third segment rate of 7.16% in 2013, 6.99% in 2014, 6.81% in 2015, 6.65% in 2016, 6.48% in 2017, 6.29% in 2018, and 6.11% in 2019.

Investment rate of return 7.25%, used only for developing the actuarial value of assets, Effective interest rate of 5.28% for liabilities.

Inflation 2.00% used for review of investment rate of return

Salary increases N/A

Cost of living adjustments N/A

*See accompanying independent auditors' report.*

**Regional Transit Authority**  
**Schedule of Changes in Restricted Asset Bond Accounts**  
**For the Year Ended December 31, 2020**

The following summarizes the activity in the 1991 Series bond trustee accounts:

|                                      | Capital Projects and<br>Contingency | Capital    | Debt Service | Revenue    | Total        |
|--------------------------------------|-------------------------------------|------------|--------------|------------|--------------|
| BEGINNING BALANCE - January 1, 2020  | \$ 468,761                          | \$ 121,246 | \$ 5,082,872 | \$ 292,300 | \$ 5,965,179 |
| Cash receipts                        |                                     |            |              |            |              |
| Transfer for principal and interest  | -                                   | -          | 9,043,935    | -          | 9,043,935    |
| Sales tax receipts                   | -                                   | -          | -            | 66,499,782 | 66,499,782   |
| Investment income                    | -                                   | 400        | 4,608        | 9,143      | 14,151       |
| Transfer                             | -                                   | -          | -            | -          | -            |
| Total cash receipts                  | -                                   | 400        | 9,048,543    | 66,508,925 | 75,557,868   |
| Cash disbursements                   |                                     |            |              |            |              |
| Principal and interest payments      | -                                   | -          | 4,635,059    | -          | 4,635,059    |
| Transfer for debt service and excess | -                                   | -          | -            | 66,793,525 | 66,793,525   |
| Transfer to bond revenue             | 468,761                             | 121,646    | 386,262      | -          | 976,669      |
| Expense payments                     | -                                   | -          | 9,110,094    | 7,700      | 9,117,794    |
| Total disbursements                  | 468,761                             | 121,646    | 14,131,415   | 66,801,225 | 81,523,047   |

**Regional Transit Authority**  
**Schedule of Changes in Restricted Asset Bond Accounts**  
**For the Year Ended December 31, 2020**

The following summarizes the activity in the 2000 Series trustee accounts:

|                                     | Sales Tax Capital | Debt Service | Total        |
|-------------------------------------|-------------------|--------------|--------------|
| BEGINNING BALANCE - January 1, 2020 | \$ -              | \$ 2,422,705 | \$ 2,422,705 |
| Cash receipts                       |                   |              |              |
| Transfer for principal and interest | -                 | -            | -            |
| Investment income                   | -                 | 8,780        | 8,780        |
| Total cash receipts                 | -                 | 8,780        | 8,780        |
| Cash disbursements                  |                   |              |              |
| Principal and interest payments     | -                 | -            | -            |
| Transfers to debt service           | -                 | 11,359       | 11,359       |
| Transfers to bond revenue           | -                 | 2,420,126    | 2,420,126    |
| Total disbursements                 | -                 | 2,431,485    | 2,431,485    |
| ENDING BALANCE - December 31, 2020  | \$ -              | \$ -         | \$ -         |

**Regional Transit Authority**  
**Schedule of Changes in Restricted Asset Bond Accounts**  
**For the Year Ended December 31, 2020**

The following summarizes the activity in the 2010 Series trustee accounts:

|                                     | <b>Sales Tax Capital</b> | <b>Debt Service</b> | <b>Total</b> |
|-------------------------------------|--------------------------|---------------------|--------------|
| Beginning Balance - January 1, 2020 | \$ (3,198,476)           | \$ 3,592,788        | \$ 394,312   |
| Cash receipts                       |                          |                     |              |
| Transfer for principal and interest | -                        | -                   | -            |
| Investment income                   | -                        | 1,705               | 1,705        |
| Total cash receipts                 | -                        | 1,705               | 1,705        |
| Cash disbursements                  |                          |                     |              |
| Streetcar Projects                  |                          | -                   | -            |
| Unrealized loss                     | -                        | -                   | -            |
| Realized loss                       | -                        | -                   | -            |
| Expense payments                    | -                        | -                   | -            |
| Total disbursements                 | -                        | -                   | -            |
| Ending Balance - December 31, 2020  | \$ (3,198,476)           | \$ 3,594,493        | \$ 396,017   |

**Regional Transit Authority**  
**Schedule of Changes in Restricted Asset Bond Accounts**  
**For the Year Ended December 31, 2020**

The following summarizes the activity in the 2020 Series trustee accounts:

|                                     | Reserve      | Debt Service | Total        |
|-------------------------------------|--------------|--------------|--------------|
| Beginning Balance - January 1, 2020 | \$ -         | \$ -         | \$ -         |
| Cash receipts                       |              |              |              |
| Bond Sale                           | 96,406,313   | -            | 96,406,313   |
| Receipts 2020A/2020B Bonds          | 4,034,809    | -            | 4,034,809    |
| Sales Tax Receipts                  | -            | 1,253,066    | 1,253,066    |
| Transfer for principal and interest | 4,476,158    | 1,253,066    | 5,729,224    |
| Investment income                   | 91           | 23           | 114          |
| Total cash receipts                 | 104,917,371  | 2,506,155    | 107,423,526  |
| Cash disbursements                  |              |              |              |
| Streetcar Projects                  | -            | -            | -            |
| Unrealized loss                     | -            | -            | -            |
| Realized loss                       | -            | -            | -            |
| Prior bond payments                 | 96,406,313   | -            | 96,406,313   |
| Expense payments                    | 4,476,158    | -            | 4,476,158    |
| Total disbursements                 | 100,882,471  | -            | 100,882,471  |
| Ending Balance - December 31, 2020  | \$ 4,034,900 | \$ 2,506,155 | \$ 6,541,055 |

**Regional Transit Authority**  
**Schedule of Compensation, Benefits, and Other Payments to Agency Head**  
**For the Year Ended December 31, 2020**

**Agency Head Name:** Flozell Daniels, Chairman of Board of Commissioners

| <b>PURPOSE</b>                 | <b>AMOUNT</b> |
|--------------------------------|---------------|
| Salary                         | \$ -          |
| Benefits-health insurance      | -             |
| Benefits-retirement            | -             |
| Deferred compensation          | -             |
| Workers comp                   | -             |
| Benefits-life insurance        | -             |
| Benefits-long term disability  | -             |
| Benefits-Fica & Medicare       | -             |
| Car allowance                  | -             |
| Vehicle provided by government | -             |
| Cell phone                     | -             |
| Dues                           | -             |
| Vehicle rental                 | -             |
| Per diem                       | 1,650         |
| Reimbursements                 | -             |
| Travel                         | -             |
| Registration fees              | -             |
| Conference travel              | -             |
| Unvouchered expenses           | -             |
| Meetings & conventions         | -             |
| Other                          | -             |
|                                | \$ 1,650      |

**REGIONAL TRANSIT AUTHORITY**

**SINGLE AUDIT REPORT**

**DECEMBER 31, 2020**



**CRI** CARR  
RIGGS &  
INGRAM

CPAs and Advisors

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**REPORT**

|                                                                                                                                                                                                                           |    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i> | 1  |
| Independent Auditors' Report on Compliance for Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance                                                                                | 3  |
| Schedule of Expenditures of Federal Awards                                                                                                                                                                                | 6  |
| Notes to Schedule of Expenditures of Federal Awards                                                                                                                                                                       | 7  |
| Schedule of Findings and Questioned Costs                                                                                                                                                                                 | 8  |
| Summary Schedule of Prior Audit Findings                                                                                                                                                                                  | 10 |

**Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards**

To the Board of Commissioners of  
Regional Transit Authority  
New Orleans, Louisiana

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Regional Transit Authority (the "RTA"), which comprise the statements of financial position as of December 31, 2020 and 2019, and the related statements of activities, and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated June 30, 2021.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the RTA's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the RTA's internal control. Accordingly, we do not express an opinion on the effectiveness of the RTA's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the RTA's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the RTA's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the organization's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Caru, Riggs & Ingram, L.L.C.*

June 30, 2021  
Metairie, Louisiana

**Independent Auditors' Report on Compliance for Each  
Major Program and on Internal Control over  
Compliance Required by The Uniform Guidance**

To the Board of Commissioners of  
Regional Transit Authority  
New Orleans, Louisiana

**Report on Compliance for Each Major Federal Program**

We have audited the Regional Transit Authority's (the "RTA") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect of each of the RTA's major federal programs for the year ended December 31, 2020. The RTA's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

**Management's Responsibility**

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

**Auditor's Responsibility**

Our responsibility is to express an opinion on compliance for each of RTA's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U. S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the RTA's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of RTA's compliance.

## **Opinion on Each Major Federal Program**

In our opinion, RTA complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal programs for the year ended December 31, 2020.

## **Report on Internal Control over Compliance**

Management of the RTA is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the RTA's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of RTA's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

## **Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance**

We have audited the financial statements of the RTA as of and for the years ended December 31, 2020 and 2019, and have issued our report thereon dated June 30, 2021, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial

statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

*Cam, Riggs & Ingram, L.L.C.*

June 30, 2021

Metairie, Louisiana

**Regional Transit Authority**  
**Schedule of Expenditures of Federal Awards**  
**For the Year Ended December 31, 2020**

| <b>Federal Grantor/Program or Cluster Title</b>                              | <b>CFDA<br/>Number</b> | <b>Pass-Through<br/>Identification<br/>Number</b> | <b>Pass-Through to<br/>Sub-Recipients</b> | <b>Expenditures</b> |
|------------------------------------------------------------------------------|------------------------|---------------------------------------------------|-------------------------------------------|---------------------|
| U.S. Department of Transportation Direct Awards                              |                        |                                                   |                                           |                     |
| Federal Transit Administration –                                             |                        |                                                   |                                           |                     |
| Federal Transit Cluster:                                                     |                        |                                                   |                                           |                     |
| Federal Transit Capital Investment Grants                                    | 20.500                 |                                                   | \$ -                                      | \$ 16,200           |
| Federal Transit Formula Grants                                               | 20.507                 |                                                   | -                                         | 18,204,196          |
| COVID-19 - Federal Transit Formula Grants                                    | 20.507                 |                                                   | -                                         | 43,858,683          |
| State of Good Repair Grants Program                                          | 20.525                 |                                                   | -                                         | 4,818,676           |
| Bus and Bus Facilities Formula Program                                       | 20.526                 |                                                   | -                                         | 262,417             |
| Total Federal Transit Cluster                                                |                        |                                                   | -                                         | 67,160,172          |
| National Infrastructure Investments                                          | 20.933                 |                                                   | -                                         | 1,230,142           |
| Total National Infrastructure Investments                                    |                        |                                                   | -                                         | 1,230,142           |
| Total U.S. Department of Transportation                                      |                        |                                                   | -                                         | 68,390,314          |
| U.S. Department of Homeland Security                                         |                        |                                                   |                                           |                     |
| Federal Emergency Management Agency, passed through the State of Louisiana - |                        |                                                   |                                           |                     |
| Disaster Grants – Public Assistance (Presidentially Declared Disasters)      | 97.036                 | 071-UXQ34-00                                      | -                                         | 25,603              |
| Total U.S. Department of Homeland Security                                   |                        |                                                   | -                                         | 25,603              |
| Total Expenditures of Federal Awards                                         |                        |                                                   | \$ -                                      | \$ 68,415,917       |

The accompanying notes are an integral part of this statement.

**Regional Transit Authority**  
**Notes to Schedule of Expenditures of Federal Awards**  
**For the Year Ended December 31, 2020**

**Note 1: GENERAL**

The accompanying Schedule of Expenditures of Federal Awards presents the activity of the federal awards of the Regional Transit Authority (RTA) and is presented on the accrual basis of accounting. The RTA's reporting entity is defined in Note A to the RTA's financial statements for the year ended December 31, 2020. All federal awards received from federal agencies are included on the schedule.

**Note 2: BASIS OF ACCOUNTING**

The accompanying Schedule of Expenditures of Federal Awards is presented using the accrual basis of accounting, which is described in Note A to the RTA's financial statements for the year ended December 31, 2020. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements. RTA did not elect to use the 10 percent (10%) de minimis indirect cost rate.

**Note 3: LOANS**

The RTA did not expend federal awards related to loans or loan guarantees during the year.

**Note 4: FEDERALLY FUNDED INSURANCE**

The RTA has no federally funded insurance.

**Note 5: NONCASH ASSISTANCE**

The RTA did not receive any federal noncash assistance for the year ended December 31, 2020.

**Regional Transit Authority**  
**Schedule of Findings and Questioned Costs**  
**For the Year Ended December 31, 2020**

**A. SUMMARY OF AUDITORS' RESULTS**

*Financial Statements*

- |                                                                                  |            |
|----------------------------------------------------------------------------------|------------|
| 1. Type of auditors' report issued                                               | Unmodified |
| 2. Internal control over financial reporting:                                    |            |
| a. Material weaknesses identified?                                               | No         |
| b. Significant deficiencies identified not considered to be material weaknesses? | None Noted |
| c. Noncompliance material to the financial statements noted?                     | No         |

*Federal Awards*

- |                                                                                                     |             |
|-----------------------------------------------------------------------------------------------------|-------------|
| 1. Type of auditors' report issued on compliance for major programs                                 | Unmodified  |
| 2. Internal control over major programs:                                                            |             |
| a. Material weaknesses identified?                                                                  | No          |
| d. Significant deficiencies identified not considered to be material weaknesses?                    | None Noted  |
| 3. Any audit findings that are required to be reported in accordance with 2 CFR Section 200.516(a)? | No          |
| 4. The major programs tested for the year ended December 31, 2020 were:                             |             |
| Federal Transit Administration – Federal Transit Cluster:                                           |             |
| Capital Investment Grants                                                                           | 20.500      |
| Formula Grants                                                                                      | 20.507      |
| State of Good Repair Grants                                                                         | 20.525      |
| Bus and Bus Facilities Formula                                                                      | 20.526      |
| 5. Dollar threshold used to distinguish between type A and type B programs:                         | \$2,052,478 |
| 6. Auditee qualified as a low-risk auditee?                                                         | Yes         |

**Regional Transit Authority**  
**Schedule of Findings and Questioned Costs**  
**For the Year Ended December 31, 2020**

**B. FINDINGS AND QUESTIONED COSTS – FINANCIAL STATEMENTS**

There were no findings related to the financial statements reported for the year ended December 31, 2020.

**C. FINDINGS AND QUESTIONED COSTS – MAJOR FEDERAL AWARD PROGRAM**

There were no findings related to major federal award programs reported for the year ended December 31, 2020.

**D. FINDINGS RELATED TO COMPLIANCE AND OTHER MATTERS**

There were no findings related to compliance and other matters reported for the year ended December 31, 2020.

**Regional Transit Authority**  
**Schedule of Prior Year Findings and Questioned Costs**  
**For the Year Ended December 31, 2020**

**A. FINDINGS AND QUESTIONED COSTS – FINANCIAL STATEMENTS**

There were no findings related to the financial statements reported for the year ended December 31, 2019.

**B. FINDINGS AND QUESTIONED COSTS – MAJOR FEDERAL AWARD PROGRAM**

There were no findings related to the major federal award program reported for the year ended December 31, 2019.

**C. FINDINGS REALTED TO COMPLIANCE AND OTHER MATTERS**

There were no findings related to compliance and other matters reported for the year ended December 31, 2019.



Required Communications for  
Members of

**Regional Transit Authority**

June 30, 2021

June 30, 2021

To the Board of Commissioners  
Regional Transit Authority

Dear Commissioners:

We are pleased to present the results of our audit of the 2020 financial statements of Regional Transit Authority ("the Authority").

This report to the Commissioners summarizes our audit, the report issued and various analyses and observations related to the Authority's accounting and reporting. The document also contains the communications required by our professional standards.

The audit was designed, primarily, to express an opinion on the Authority's 2020 financial statements. We considered the Authority's current and emerging business needs, along with an assessment of risks that could materially affect the financial statements, and aligned our audit procedures accordingly. We conducted the audit with the objectivity and independence that you, the Commissioners, expect. We received the full support and assistance of the Authority's personnel.

At Carr, Riggs & Ingram, LLC (CRI), we are continually evaluating the quality of our professionals' work in order to deliver audit services of the highest quality that will meet or exceed your expectations. We encourage you to provide any feedback you believe is appropriate to ensure that we do not overlook a single detail as it relates to the quality of our services.

This report is intended solely for the information and use of the Commissioners, management and others within the Authority and should not be used by anyone other than these specified parties.

We appreciate this opportunity to work with you. If you have any questions or comments, please contact Becky Hammond at 985-629-5558 or [bhammond@cricpa.com](mailto:bhammond@cricpa.com).

Very truly yours,



Becky Hammond, CPA, CISA, CITP, CGAP

As discussed with the Commissioners and management during our planning process, our audit plan represented an approach responsive to the assessment of risk for the Authority. Specifically, we planned and performed our audit to:

- Perform audit services, as requested by the Commissioners, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, in order to express an opinion on the Authority's financial statements for the year ended December 31, 2020;
- Perform federal and state single audit services as required by Title U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance");
- Communicate directly with the Commissioners and management regarding the results of our procedures;
- Address with the Commissioners and management any accounting and financial reporting issues;
- Anticipate and respond to concerns of the Commissioners and management; and
- Other audit-related projects as they arise and upon request.

We have audited the financial statements of Regional Transit Authority (“the Authority”) for the year ended December 31, 2020, and have issued our report thereon dated June 30, 2021. Professional standards require that we provide you with the following information related to our audit:

| MATTER TO BE COMMUNICATED                                                                  | AUDITOR’S RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Auditor’s responsibility under Generally Accepted Auditing Standards</b>                | <p>As stated in our engagement letter dated December 2, 2019, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America (GAAP) and <i>Government Auditing Standards</i> issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, <i>Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)</i>. Our audit of the financial statements does not relieve you or management of your responsibilities.</p> <p>As part of our audit, we considered the internal control of the Authority. Such considerations were solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.</p> |
| <b>Client’s responsibility</b>                                                             | <p>Management, with oversight from those charged with governance, is responsible for establishing and maintaining internal controls, including monitoring ongoing activities; for the selection and application of accounting principles; and for the fair presentation in the government-wide and fund financial statements in conformity with the applicable framework. Management is responsible for the design and implementation of programs and controls to prevent and detect fraud.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Planned scope and timing of the audit</b>                                               | <p>Our initial audit plan was not significantly altered during our fieldwork.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Management judgments and accounting estimates</b>                                       | <p>Please see the following section titled “Accounting Policies, Judgments and Sensitive Estimates and CRI Comments on Quality.”</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Potential effect on the financial statements of any significant risks and exposures</b> | <p>No such risks or exposures were noted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| MATTER TO BE COMMUNICATED                                                                                                                                                                                                              | AUDITOR'S RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Significant accounting policies, including critical accounting policies and alternative treatments within generally accepted accounting principles and the auditors' judgment about the quality of accounting principles</b></p> | <p>The significant accounting policies used by the RTA are described in Note 1 to the financial statements. No new accounting policies were adopted during the fiscal year as a result of the following recently issued accounting pronouncements:</p> <p>We noted no transactions entered into by the RTA during the fiscal year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.</p> <p>Further, the disclosures in the RTA's financial statements are neutral, consistent, and clear.</p> |
| <p><b>Required Supplementary Information</b></p>                                                                                                                                                                                       | <p>We applied certain limited procedures to the required supplementary information (RSI) that supplements the financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.</p>                                                                    |
| <p><b>Significant difficulties encountered in the audit</b></p>                                                                                                                                                                        | <p>We encountered no significant difficulties in dealing with management in performing and completing our audit.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Disagreements with management</b></p>                                                                                                                                                                                            | <p>We are pleased to report that no such disagreements arose during the course of our audit.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>Other findings or issues</b></p>                                                                                                                                                                                                 | <p>None noted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Matters arising from the audit that were discussed with, or the subject of correspondence with, management</b></p>                                                                                                               | <p>None noted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| MATTER TO BE COMMUNICATED                                                     | AUDITOR'S RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Corrected and uncorrected misstatements</b>                                | Please see the following section titled "Summary of Adjustments."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Major issues discussed with management prior to retention</b>              | Discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Consultations with other accountants</b>                                   | To our knowledge, there were no such consultations with other accountants.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Written representations</b>                                                | See "Management Representation Letter" section.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Internal control deficiencies</b>                                          | None noted                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Fraud and illegal acts</b>                                                 | We are unaware of any fraud or illegal acts involving management or causing material misstatement of the financial statements.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Other information in documents containing audited financial statements</b> | <p>Our responsibility related to documents (including annual reports, websites, etc.) containing the financial statements is to read the other information to consider whether:</p> <ul style="list-style-type: none"> <li>• Such information is materially inconsistent with the financial statements; and</li> <li>• We believe such information represents a material misstatement of fact.</li> </ul> <p>We have not been provided any such items to date and are unaware of any other documents that contain the audited financial statements.</p> |
| <b>Significant unusual accounting transactions</b>                            | No significant unusual accounting transactions were noted during the year.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## Accounting Policies, Judgments and Sensitive Estimates and CRI Comments on Quality

We are required to communicate our judgments about the quality, not just the acceptability, of the Authority's accounting principles as applied in its financial reporting. We are also required to communicate critical accounting policies and sensitive accounting estimates. The Commissioners may wish to monitor throughout the year the process used to compute and record these accounting estimates. The table below summarizes our communications regarding these matters.

| AREA                                 | ACCOUNTING POLICY                                                                                                | CRITICAL POLICY? | JUDGMENTS & SENSITIVE ESTIMATE                                                                                                                                                                                                                                 | COMMENTS ON QUALITY OF ACCOUNTING POLICY & APPLICATION                                         |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| Annual Depreciation Expense          | The Authority's depreciation expense is based on the useful life of the assets and their respective book values. | X                | CRI calculates the depreciation expense using the depreciation schedule obtained from client in determining that it is reasonable in relation to the financial statements taken as a whole.                                                                    | The Authority's policies appear to be in accordance with all applicable accounting guidelines. |
| Other postemployment benefits (OPEB) | The Authority is required to report its estimated share of the OPEB liability per GASB 75.                       | X                | The disclosure of OPEB benefits, which describes the Authority's actuarial assumptions, OPEB benefits, and employment history, is required to be reported. We evaluated the key factors and assumptions used to develop management's estimate of OPEB benefit. | The Authority's policies appear to be in accordance with all applicable accounting guidelines. |

## Accounting Policies, Judgments and Sensitive Estimates and CRI Comments on Quality (Continued)

|                  |                                                                                               |   |                                                                                                                                                                                                                                                                         |                                                                                                |
|------------------|-----------------------------------------------------------------------------------------------|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| Litigation       | The Authority is required to report the nature and amount of accrued loss contingencies.      | X | The disclosure of loss contingencies, which describes the Authority's assumptions, is required to be reported. We evaluated the key factors and assumptions used to develop management's estimate of loss contingency.                                                  | The Authority's policies appear to be in accordance with all applicable accounting guidelines. |
| Pension Benefits | The Authority is required to report its estimated share of the pension liability per GASB 68. | X | The disclosure of pension benefits, which describes the Authority's actuarial assumptions, pension benefits, and employment history, is required to be reported. We evaluated the key factors and assumptions used to develop management's estimate of pension benefit. | The Authority's policies appear to be in accordance with all applicable accounting guidelines. |

## Summary of Adjustments

During the course of our audit, we accumulate differences between amounts recorded by the Authority and amounts that we believe are required to be recorded under GAAP reporting guidelines. Those adjustments are either recorded (corrected) by the Authority or passed (not corrected). See Schedule A for a summary of uncorrected misstatements at December 31, 2020 and Schedule B for a summary of recorded adjustments at December 31, 2020.

### Schedule A - Schedule of Uncorrected Misstatements

#### 2020-01

To correct excess accrued audit fees in prior years

|                        |    |               |    |               |
|------------------------|----|---------------|----|---------------|
| Est. Liabilities Other | \$ | 82,600        | \$ | -             |
| Net Assets             |    | -             |    | 82,600        |
|                        | \$ | <u>82,600</u> | \$ | <u>82,600</u> |

### Schedule B - Summary of Recorded Adjustments

#### 2020-01

To correct unaccrued PM A/R and Revenue based on estimates

|                        |    |                  |    |                  |
|------------------------|----|------------------|----|------------------|
| Rec Cap Grants Federal | \$ | 1,130,272        | \$ | -                |
| Federal - Preventative |    |                  |    | 283,140          |
| Account Receivable     |    | -                |    | 847,132          |
|                        | \$ | <u>1,130,272</u> | \$ | <u>1,130,272</u> |

#### 2020-02

Nonattest entry - To correct recording of Bond Refunding

|                       |    |                  |    |                  |
|-----------------------|----|------------------|----|------------------|
| Accrued Interest Paya | \$ | 950,409          | \$ | -                |
| Bond Issuance Costs   |    | 241,327          |    |                  |
| Bond Issuance Costs   |    | 804,008          |    |                  |
| Interest Expense      |    | 3,135,662        |    |                  |
| Acc Int Pay-Capital A |    | 3,146,823        |    |                  |
| 98 Sales Tx Rev-Debt  |    |                  |    | 1                |
| BNY Mellon Trust #613 |    |                  |    | 1                |
| BNY Mellon Trust #813 |    |                  |    | 1                |
| Bond Issuance Cost- 2 |    |                  |    | 608,065          |
| Bond Issuance Cost- 2 |    |                  |    | 195,143          |
| LT-Bonds Pay 2020A/B  |    |                  |    | 282,661          |
| Bond Refunding Gain   |    |                  |    | 2,427,023        |
| Loss on Assets-Invest |    |                  |    | 135,888          |
| Cash-Bond Revenue Fun |    |                  |    | 1                |
| Cash-Debt Service Fun |    | -                |    | 4,629,445        |
|                       | \$ | <u>8,278,229</u> | \$ | <u>8,278,229</u> |

## Summary of Adjustments

### **2020-03**

Nonattest entry: To record current year changes in OPEB

|                       |                     |                     |
|-----------------------|---------------------|---------------------|
| Net OPEB Assets       | \$ 322,931          | \$ -                |
| OPEB-Deferred Outflow | 62,325              | -                   |
| Legacy Retiree Life I | 189,950             | -                   |
| OPEB-Deferred Inflows | 648,951             | -                   |
| Hospital/Medical      | 110,202             | -                   |
| Other Miscellaneous   | -                   | 417,007             |
| Prescripti            | -                   | 231,246             |
| on                    | -                   | 69,503              |
| Admin Service         | -                   | 16,603              |
| Dental & Vision       | -                   | 600,000             |
| Life Insurance        | -                   | -                   |
|                       | <b>\$ 1,334,359</b> | <b>\$ 1,334,359</b> |

### **2020-04**

Nonattest entry: To record GASB 68 entry for 12/31/20

|                              |                      |                      |
|------------------------------|----------------------|----------------------|
| Net Pension Liability        | \$ 31,916,999        | \$ -                 |
| Net Pension Asset            | 8,144,429            | -                    |
| Pension Deferrals - Outflows | -                    | 10,692,476           |
| Pension Deferrals - Inflows  | -                    | 11,171,279           |
| Pension                      | -                    | 18,197,673           |
| Plan                         | -                    | -                    |
|                              | <b>\$ 40,061,428</b> | <b>\$ 40,061,428</b> |

### **2020-05**

Nonattest entry: To correct starting OPEB and Pension Liability

|                       |                   |                   |
|-----------------------|-------------------|-------------------|
| Net OPEB Assets       | \$ 423,883        | \$ -              |
| Net Pension Liability | -                 | 423,883           |
|                       | <b>\$ 423,883</b> | <b>\$ 423,883</b> |

### **2020-06**

Nonattest entry - To correct recording of self insurance liabilities for 2020

|                             |                     |                     |
|-----------------------------|---------------------|---------------------|
| Est. Liab. Structure        | \$ 1,826,421        | \$ -                |
| Insurance Reserve P/O & P/I | 2,177,175           | -                   |
| Incurred Not Reported       | -                   | 3,304,513           |
| Est. Liability Prop. Damage | -                   | 699,083             |
|                             | <b>\$ 4,003,596</b> | <b>\$ 4,003,596</b> |

## Summary of Adjustments

### **2020-07**

Nonattest entry - To record current portion of liabilities

|                                                         |                     |                     |
|---------------------------------------------------------|---------------------|---------------------|
| Est. Liab. Structure                                    | \$ 2,482,910        | \$ -                |
| Est. Liab. Prop. Dama                                   | 289,210             | -                   |
| Current Portion of Structured Settlements, Liab. & Prop |                     | 2,772,120           |
|                                                         | <u>\$ 2,772,120</u> | <u>\$ 2,772,120</u> |

### **2020-08**

To record December 2020 bond premium amortization

|                  |                   |                   |
|------------------|-------------------|-------------------|
| Bond Premium     | \$ 209,860        | \$ -              |
| Interest Expense |                   | 209,860           |
|                  | <u>\$ 209,860</u> | <u>\$ 209,860</u> |

### **2020-09**

Nonattest entry - To adjust deferred refunding gain

|                     |                   |                   |
|---------------------|-------------------|-------------------|
| Interest Expense    | \$ 200,255        | \$ -              |
| Bond Refunding Gain |                   | 200,255           |
|                     | <u>\$ 200,255</u> | <u>\$ 200,255</u> |

### **2020-10**

Nonattest entry -To adjust Worker's Comp to true amount

|                      |                   |                   |
|----------------------|-------------------|-------------------|
| Worker's Comp        | \$ 255,993        | \$ -              |
| Legacy Worker's Comp |                   | 255,993           |
|                      | <u>\$ 255,993</u> | <u>\$ 255,993</u> |

### **2020-11**

Nonattest entry - To adjust managment fees for overpayment

|                         |                   |                   |
|-------------------------|-------------------|-------------------|
| A/R Transdev            | \$ 734,576        | \$ -              |
| Management Service Fees |                   | 734,576           |
|                         | <u>\$ 734,576</u> | <u>\$ 734,576</u> |

### **2020-12**

To record expenses and related revenue for Ferry boat maintenance

|                     |                   |                   |
|---------------------|-------------------|-------------------|
| Ferry Maintenance   | \$ 459,156        | \$ -              |
| Ferry State Subsidy |                   | 459,156           |
|                     | <u>\$ 459,156</u> | <u>\$ 459,156</u> |

### QUALITATIVE MATERIALITY CONSIDERATIONS

In evaluating the materiality of adjustments when they do arise, we consider both quantitative and qualitative factors, for example:

- Whether the difference arises from an item capable of precise measurement or whether it arises from an estimate, and, if so, the degree of imprecision inherent in the estimate.
- Whether the difference masks a change in earnings or other trends.
- Whether the difference changes a net decrease in assets to addition, or vice versa.
- Whether the difference concerns an area of the Authority's operating environment that has been identified as playing a significant role in the Authority's operations or viability.



June 30, 2021

Carr, Riggs, & Ingram, LLC  
111 Veterans Boulevard  
Suite 350  
New Orleans, LA 70005

This representation letter is provided in connection with your audits of the financial statements of the Regional Transit Authority (the RTA), which comprise the respective financial position as of December 31, 2020 and 2019, and the respective changes in financial position and, where applicable, cash flows for the years then ended, and the disclosures (collectively, the "financial statements"), for the purpose of expressing an opinion as to whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, as of June 30, 2021, the following representations made to you during your audit.

### **Financial Statements**

- 1) We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated December 2, 2019, including our responsibility for the preparation and fair presentation of the financial statements in accordance with U.S. GAAP and for preparation of the supplementary information in accordance with the applicable criteria.
- 2) The financial statements referred to above are fairly presented in conformity with U.S. GAAP and include all properly classified funds and other financial information of the primary government and all component units required by generally accepted accounting principles to be included in the financial reporting entity.
- 3) We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- 4) We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.
- 5) Significant assumptions we used in making accounting estimates, including those measured at fair value, are reasonable.

- 6) Related party relationships and transactions, including revenues, expenditures/expenses, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties have been appropriately accounted for and disclosed in accordance with U.S. GAAP.
- 7) Adjustments or disclosures have been made for all events, including instances of noncompliance, subsequent to the date of the financial statements that would require adjustment to or disclosure in the financial statements.
- 8) The effects of uncorrected misstatements are immaterial, both individually and in the aggregate, to the financial statements as a whole for each opinion unit. A list of the uncorrected misstatements is attached to the representation letter. We are also in agreement with the adjusting journal entries you have proposed, and they have been posted to the accounts.
- 9) The effects of all known actual or possible litigation, claims, and assessments have been accounted for and disclosed in accordance with U.S. GAAP.
- 10) Guarantees, whether written or oral, under which the RTA is contingently liable, if any, have been properly recorded or disclosed.

### Information Provided

- 11) We have provided you with:
  - a) Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, and other matters.
  - b) Additional information that you have requested from us for the purpose of the audit.
  - c) Unrestricted access to persons within the RTA from whom you determined it necessary to obtain audit evidence.
  - d) Minutes of the meetings of RTA or summaries of actions of recent meetings for which minutes have not yet been prepared.
- 12) All material transactions have been recorded in the accounting records and are reflected in the financial statements and the schedule of expenditures of federal awards.
- 13) We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- 14) We have no knowledge of any fraud or suspected fraud that affects the RTA and involves—
  - Management,
  - Employees who have significant roles in internal control, or
  - Others where the fraud could have a material effect on the financial statements.
- 15) We have no knowledge of any allegations of fraud or suspected fraud affecting the RTA's financial statements communicated by employees, former employees, regulators, or others.
- 16) We have no knowledge of instances of noncompliance or suspected noncompliance with provisions of laws, regulations, contracts, or grant agreements, or waste or abuse, whose effects should be considered when preparing financial statements.

- 17) We have disclosed to you all known actual or possible litigation, claims, and assessments whose effects should be considered when preparing the financial statements.
- 18) We have disclosed to you the names of the RTA's related parties and all the related party relationships and transactions, including any side agreements.

**Government-specific**

- 19) There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.
- 20) We have identified to you any previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
- 21) The RTA has no plans or intentions that may materially affect the carrying value or classification of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and fund balance or net position.
- 22) We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits and debt contracts, and legal and contractual provisions for reporting specific activities in separate funds.
- 23) We have identified and disclosed to you all instances that have occurred or are likely to have occurred, of fraud and noncompliance with provisions of laws and regulations that we believe have a material effect on the financial statements or other financial data significant to the audit objectives, and any other instances that warrant the attention of those charged with governance.
- 24) We have identified and disclosed to you all instances that have occurred or are likely to have occurred, of noncompliance with provisions of contracts and grant agreements that we believe have a material effect on the determination of financial statement amounts or other financial data significant to the audit objectives.
- 25) There are no violations or possible violations of budget ordinances, laws and regulations, provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements, or as a basis for recording a loss contingency, or for reporting on noncompliance.
- 26) As part of your audit, you assisted with preparation of the financial statements and disclosures and schedule of expenditures of federal awards and related notes, preparation of closing entries related to pension, OPEB, case reserves and debt refunding, and assistance with the FAC filing. We acknowledge our responsibility as it relates to those nonaudit services, including that we assume all management responsibilities; oversee the services by designating an individual, preferably within senior management, who possesses suitable skill, knowledge, or experience; evaluate the adequacy and results of the services performed; and accept responsibility for the results of the services. We have reviewed, approved, and accepted responsibility for those financial statements and disclosures and schedule of expenditures of federal awards.
- 27) The RTA has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.
- 28) The RTA has complied with all aspects of contractual agreements that would have a material effect on the financial statements in the event of noncompliance.

- 29) The financial statements properly classify all funds and activities in accordance with GASBS No. 34 , as amended, and GASBS No. 84 .
- 30) Components of net position (net investment in capital assets; restricted; and unrestricted) are properly classified and, if applicable, approved.
- 31) Investments are properly valued.
- 32) Provisions for uncollectible receivables have been properly identified and recorded.
- 33) Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.
- 34) Revenues are appropriately classified in the statement of activities within program revenues and general revenues.
- 35) Deposits and investment securities are properly classified as to risk and are properly disclosed.
- 36) Capital assets, including intangible assets, are properly capitalized, reported, and, if applicable, depreciated or amortized.
- 37) We have appropriately disclosed the RTA's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available and have determined that net position is properly recognized under the policy.
- 38) We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.
- 39) With respect to the Schedule of Changes in Restricted Asset Bond Accounts and Schedule of Compensation, Benefits, and Other Payments to Agency Head:
  - a) We acknowledge our responsibility for presenting the Schedule of Changes in Restricted Asset Bond Accounts and Schedule of Compensation, Benefits, and Other Payments to Agency Head in accordance with accounting principles generally accepted in the United States of America, and we believe the Schedule of Changes in Restricted Asset Bond Accounts and Schedule of Compensation, Benefits, and Other Payments to Agency Head, including its form and content, is fairly presented in accordance with accounting principles generally accepted in the United States of America. The methods of measurement and presentation of the Schedule of Changes in Restricted Asset Bond Accounts and Schedule of Compensation, Benefits, and Other Payments to Agency Head have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.
  - b) If the Schedule of Changes in Restricted Asset Bond Accounts and Schedule of Compensation, Benefits, and Other Payments to Agency Head is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the supplementary information no later than the date we issue the supplementary information and the auditor's report thereon.

40) With respect to federal award programs:

- a) We are responsible for understanding and complying with and have complied with, the requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), including requirements relating to preparation of the schedule of expenditures of federal awards.
- b) We acknowledge our responsibility for preparing and presenting the schedule of expenditures of federal awards (SEFA) and related disclosures in accordance with the requirements of the Uniform Guidance, and we believe the SEFA, including its form and content, is fairly presented in accordance with the Uniform Guidance. The methods of measurement or presentation of the SEFA have not changed from those used in the prior period and we have disclosed to you any significant assumptions and interpretations underlying the measurement or presentation of the SEFA.
- c) If the SEFA is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the SEFA no later than the date we issue the SEFA and the auditor's report thereon.
- d) We have identified and disclosed to you all of our government programs and related activities subject to the Uniform Guidance compliance audit, and have included in the SEFA, expenditures made during the audit period for all awards provided by federal agencies in the form of federal awards, federal cost-reimbursement contracts, loans, loan guarantees, property (including donated surplus property), cooperative agreements, interest subsidies, insurance, food commodities, direct appropriations, and other direct assistance.
- e) We are responsible for understanding and complying with, and have complied with, the requirements of federal statutes, regulations, and the terms and conditions of federal awards related to each of our federal programs and have identified and disclosed to you the requirements of federal statutes, regulations, and the terms and conditions of federal awards that are considered to have a direct and material effect on each major program.
- f) We are responsible for establishing and maintaining, and have established and maintained, effective internal control over compliance for federal programs that provides reasonable assurance that we are managing our federal awards in compliance with federal statutes, regulations, and the terms and conditions of federal awards that could have a material effect on our federal programs. We believe the internal control system is adequate and is functioning as intended.
- g) We have made available to you all federal awards (including amendments, if any) and any other correspondence with federal agencies or pass-through entities relevant to federal programs and related activities.
- h) We have received no requests from a federal agency to audit one or more specific programs as a major program.
- i) We have complied with the direct and material compliance requirements (except for noncompliance disclosed to you), including when applicable, those set forth in the *OMB Compliance Supplement*, relating to federal awards and confirm that there were no amounts

questioned and no known noncompliance with the direct and material compliance requirements of federal awards.

- j) We have disclosed any communications from federal awarding agencies and pass-through entities concerning possible noncompliance with the direct and material compliance requirements, including communications received from the end of the period covered by the compliance audit to the date of the auditor's report.
- k) We have disclosed to you the findings received and related corrective actions taken for previous audits, attestation engagements, and internal or external monitoring that directly relate to the objectives of the compliance audit, including findings received and corrective actions taken from the end of the period covered by the compliance audit to the date of the auditor's report.
- l) Amounts claimed or used for matching were determined in accordance with relevant guidelines in OMB's Uniform Guidance (2 CFR part 200, subpart E), and OMB Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments*, if applicable.
- m) We have disclosed to you our interpretation of compliance requirements that may have varying interpretations.
- n) We have made available to you all documentation related to compliance with the direct and material compliance requirements, including information related to federal program financial reports and claims for advances and reimbursements.
- o) We have disclosed to you the nature of any subsequent events that provide additional evidence about conditions that existed at the end of the reporting period affecting noncompliance during the reporting period.
- p) There are no such known instances of noncompliance with direct and material compliance requirements that occurred subsequent to the period covered by the auditor's report.
- q) No changes have been made in internal control over compliance or other factors that might significantly affect internal control, including any corrective action we have taken regarding significant deficiencies or material weaknesses in internal control over compliance, subsequent to the period covered by the auditor's report.
- r) Federal program financial reports and claims for advances and reimbursements are supported by the books and records from which the financial statements have been prepared.
- s) The copies of federal program financial reports provided you are true copies of the reports submitted, or electronically transmitted, to the respective federal agency or pass-through entity, as applicable.
- t) We have charged costs to federal awards in accordance with applicable cost principles.
- u) We are responsible for and have accurately prepared the summary schedule of prior audit findings to include all findings required to be included by the Uniform Guidance, and we have provided you with all information on the status of the follow-up on prior audit findings by federal awarding agencies and pass-through entities, including all management decisions.
- v) We are responsible for and have ensured the reporting package does not contain protected personally identifiable information.

## Management Representation Letter

- w) We are responsible for and have accurately prepared the auditee section of the Data Collection Form as required by the Uniform Guidance.
- x) We are responsible for taking corrective action on each audit finding of the compliance audit and have developed a corrective action plan that meets the requirements of the Uniform Guidance.

  
\_\_\_\_\_  
Alex Wiggins  
Chief Executive Officer

  
\_\_\_\_\_  
Mark Major  
Deputy Chief Executive Officer

  
\_\_\_\_\_  
Gizelle Banks  
Chief Financial Officer

  
\_\_\_\_\_  
Ron Baptiste  
Director of Grants and Procurement

**REGIONAL TRANSIT AUTHORITY**

**MEMORANDUM OF ADVISORY COMMENTS**

**For the Year Ending December 31, 2020**



**CRI** CARR  
RIGGS &  
INGRAM

CPAs and Advisors

[CRIcpa.com](http://CRIcpa.com)

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### **OBSERVATION, RECOMMENDATION, AND CORRECTIVE ACTION PLAN**

1. Monitoring of Changes to the Self-Insurance Case Reserves and Structured Settlements

June 30, 2021

To the Board of Commissioners  
Regional Transit Authority  
New Orleans, Louisiana

In planning and performing our audit of the financial statements of the Regional Transit Authority (the "RTA") as of and for the year ended December 31, 2020, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States, we considered the RTA's internal control over financial reporting (internal control) as a basis for designing auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the RTA's internal control. Accordingly, we do not express an opinion on the effectiveness of the RTA's internal control.

However, during our audit we became aware of a deficiency in internal control other than a significant deficiency and material weakness and a matter that has opportunities for strengthening internal controls and operating efficiency. The memorandum that accompanies this letter summarizes our comments and suggestions regarding this matter. This letter does not affect our report dated June 30, 2021, on the financial statements of the RTA.

We will review the status of these comments during our next audit engagement. We have already discussed these comments and suggestions with various RTA personnel, and we will be pleased to discuss them in further detail at your convenience, to perform any additional study of this matter or to assist you in implementing the recommendations.

This communication is intended solely for the information and use of management, commissioners of the Board of Commissioners of the RTA, and others within the RTA, and is not intended to be, and should not be, used by anyone other than those specified parties.

Sincerely,

**REGIONAL TRANSIT AUTHORITY  
OBSERVATION, RECOMMENDATION, AND  
CORRECTIVE ACTION PLAN  
December 31, 2019**

**1. Timely Communication and Monitoring of Changes to the Self-Insurance Case Reserves and Structured Settlements**

Observation:

During the year ended December 31, 2020, RTA management did not properly monitor the self-insurance case reserves and structured settlement liabilities throughout the fiscal year to ensure the self-insurance case reserves and structured settlement liabilities were accurately stated at the estimated ultimate loss of settlement as of December 31, 2020.

Recommendation:

We recommend that RTA management monitor the changes to self-insurance case reserves and structured settlement liabilities provided by the third party administrator and outside attorneys, and review and record these changes to the financial statements on a quarterly basis. This will ensure the proper recording of changes to self-insurance case reserves and structured settlements.



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-102

Board of Commissioners

### July Capital Projects Report

|                                                                                                                                                                               |                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| DESCRIPTION: A summary of the capital project portfolio                                                                                                                       | AGENDA NO: Click or tap here to enter text. |
| ACTION REQUEST: <input type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Other |                                             |

### RECOMMENDATION:

This is an informational report. No Board action is requested.

### ISSUE/BACKGROUND:

This report provides a brief discussion of the status of the capital projects and the activities that occurred during the period of May 15 - June 15, 2021.

### DISCUSSION:

The RTA has \$35.911 million in open contracts for the capital program after issuing the \$289K in new contracts, \$266K new change orders or amendments and closing no contracts during this period. The contractor continues with demolition work at the Canal Street Ferry Terminal, is focused on the delivering the temporary berthing and the permanent barge to mitigate rising steel prices. The environmental assessment on the Lower Algiers Ferry project has been sent to the FTA regional office for review. The notice to proceed has been issued on the Canal Streetcar Recovery projects, and the bid opening is July 9<sup>th</sup> for the building on Napoleon Avenue.

### FINANCIAL IMPACT:

The portfolio of projects is funded from multiple funding sources, FTA Formula and Competitive Grants, along with State, City and RTA local funds.

### NEXT STEPS:

Continue to progress projects until completion.

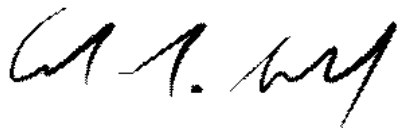
**ATTACHMENTS:**

1. Capital Projects Report July 2021

Prepared By: Lona Edwards Hankins, lhankins@rtaforward.org  
Title: Chief of Infrastructure and Planning

Reviewed By: Lona Edwards Hankins, lhankins@rtaforward.org  
Title: Chief of Infrastructure and Planning

Reviewed By: Gizelle Johnson Banks  
Title: Chief Financial Officer



Alex Wiggins  
Chief Executive Officer

7/2/2021

Date

**Capital Projects Report**  
**Submitted to**  
**Finance Committee**  
**July 2021**



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## Financial Overview

The RTA has \$35,910,825 million in open contracts for the capital program after issuing \$289,000 in new contracts and \$265,938 in change orders or amendments. No contracts were closed during the period of May 15 through June 15, 2021.

## Community Meetings

## Bid Openings

### **Bids Opened during May 15 – June 15**

- Canal Streetcar Line Recovery (Rampart Phase 1)

### **The following projects are scheduled to bid in the next 60 days:**

- Napoleon Facility Renovation and Rebuild
- St. Charles Streetcar Line: Downtown Loop Pavement Replacement Project Phase 2
- Rampart Streetcar Line Recovery
- OCS Pole Replacement
- Preplaced Construction Contractor for Emergency Purposes
- Facility Maintenance and Construction Support Services
- Transit Stop Amenities Shelter Maintenance Support Services

## Project Status

(Forecasted dates only include the next project phase)

### NORTA Shelter Program

*Citywide*

Scope of work: Installation of Public Shelters

Funding Source: FTA Formula Grants, RTA Match

Professional Services– Vector Media Transit, LLC

Contractor – Vector Media Transit, LLC

#### Construction Phase

- Phase 1 - Completed 24 Shelters
- Phase 2 - 17 Shelters
  - Installation Completed - 12
  - On Hold -
    - \* Locations- 5
    - \* 4 - Hard Rock Location
    - \* 1 - Location to be determined
- Staff is reviewing the locations of the shelters that are on hold as part of the return to service plan.



Substantial Completion Date: TBD

Grant Expiration Date: Extension to be requested

### Riverfront Streetcar Line: Track Replacement and Pole Painting Project

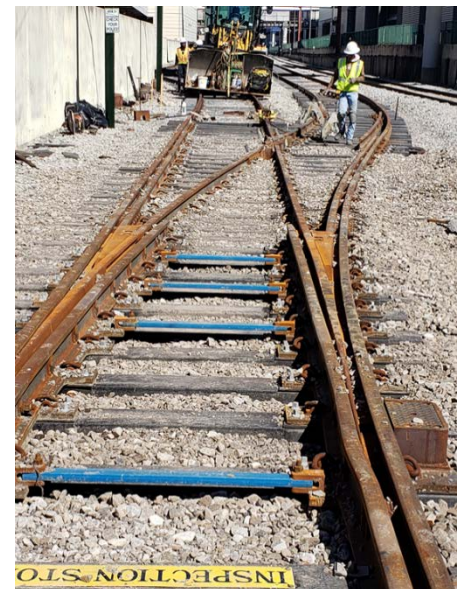
*Riverfront New Orleans, LA 70119*

Scope of work: Replace the number 6 turnout at John Churchill Chase and Painting of 108 poles along the Riverfront

The Project is split into two phases to mitigate impacts to streetcar service:

- Phase 1 will occur between Canal St. to Convention Center Blvd., encompassed track installation and OCS pole painting, and is complete.
- Phase 2 will occur between Canal St. To French Market., will encompass pole painting and rail tampering, start in July/August 2021, and is expected to take 60 Days to complete.

As the project is under budget, RTA Staff are working with Pointer Smith to include painting of the Riverfront Shelters and repairing the damaged Poydras station.



## **Riverfront Streetcar Line: Track Replacement and Pole Painting Project (Con't)**

Funding Source: FTA Formula, RTA Match

Professional Services: Infinity Engineering

Special Trackwork Fabricator: - Nortrak

Contractor: – Pointer Smith

### Construction Phase

- Pointer Smith Mobilized to the site on February 1<sup>st</sup> and are 60% complete. Phase 1 is complete.
- Phase 2 Start Date: July 1<sup>st</sup>, 2021.

Substantial Completion: Anticipated November 2021

Grant Expiration Date: N/A

## **Canal Street Ferry Terminal**

*1 Canal Street, New Orleans, LA 70130*

Scope of work: Construct new ferry terminal and associated infrastructure.

Funding Source – FTA Competitive and TIGER Grants, State, City, RTA Match

Professional Services – Infinity Engineering, Royal Engineers

Contractor – Woodward-APC JV

### Construction Phase

- Construction NTP – September 10, 2020
- Construction is expected to take 2 years.

### Demolition Phase (80% Complete)

- Demolition of the Arcade wall is ongoing and will be 100% last week of June 2021. The permanent power service for the ferry building coordination continues with Entergy regarding electric underground service inquiry and the installation of metering, 100A, 208A shore power, transformer for fire pump, building, and special events have been finalized and is expected to start soon.

### Opening of Temporary Ferry Berthing (70% Complete) – September 2021

- Gangway materials are being delivered as well still waiting on a variety of materials, but fabrication has started and is on schedule. Also, Gangway gates are being priced.
- Temporary Barge refurbishment and additional repairs are 80% complete and overtime cost (OT) cost has been approved.
- Due to the long lead times for the gangway fabrication, as well as the additional repairs, the opening of the Temporary berthing is expected to be opened in September 2021.

Substantial Completion Date – June 2022 Contractual

Grant Expiration Date – September 2022



## **Broken Sewer Line at Randolph Building**

2817 Canal St. New Orleans, LA 70119

Scope of work: Repair broken oily waste water lines and lube oil lines located under the concrete slab.

Funding Source: Katrina Insurance

Professional Services: Infinity Engineering

Contractor: – Industrial and Mechanical Contractors, Inc



### Construction Phase

- Project began on May 24, 2021.
- During excavation waste oil was discovered in the removed soil.
- Environmental samples are being analyzed in a lab to determine disposal methods.
- The below grade piping has been replaced for the first two bays north of the breezeway.
- Compaction and cement replacement for these two bays will begin in early July.

Substantial Completion Date: Anticipated September 11, 2021.

Grant Expiration Date: Not Applicable

## **ENO Phase II- Exterior Envelope Repair**

3900 Desire Parkway New Orleans, LA 70126

Scope of work: Waterproofing of the exterior of the maintenance building.

Funding Source: FTA Formula

Professional Services: CDM Smith

Contractor: – TBD



### Procurement Phase

- At the June's Board Meeting, approval was granted to award a contract to CDW Services, Inc. A purchase order will be produced. Once a signed contract is received, Notice to Proceed (NTP) will be conveyed to CDW Services, Inc.

### Construction Phase

- Anticipated Start Date: August 2021

Substantial Completion: Six months

Grant Expiration Date: TBD

## **Napoleon Facility Renovation and Rebuild**

*403 Napoleon Ave, New Orleans, LA*

Scope of work: Renovate and Upgrade the Historic Napoleon Ave. Building.

Funding Source: FTA, FEMA

Professional Services: Landmark Consulting

- 100% Construction Documents Received – November 12, 2020
- Documents are being reviewed for compliance with grant requirements.

Contractor – TBD

Procurement Phase

- Advertisement – May 20, 2021
- Anticipated Bid Opening – July 9, 2021

Construction Phase

- Anticipated NTP ---September 2021
  - Anticipated Substantial Completion Date: December 2022
  - Grant Expiration Date: Grant Extension will be requested once bids received per FEMA.



## **Algiers Ferry Terminal Rehabilitation and Modernization**

*138 Morgan Street, New Orleans, LA 70114*

Scope of work: Renovate and Upgrade the 40-year-old Algiers Ferry Terminal which will include upgrading its barge to accommodate the new catamaran ferries.

Funding Source: FTA Competitive, RTA Match

Professional Services: Infinity Engineering

- Barge Assessment Report - November 2020
- Staff is currently working with FTA to determine the next steps based upon the recommendation to execute this project in two phases.

Contractor: – TBD



## **Algiers Ferry Terminal Rehabilitation and Modernization (Con't)**

### Procurement Phase

- Anticipated advertisement dates -- TBD
- Anticipated Bid Opening – TBD

### Construction Phase

- Anticipated NTP --TBD

Substantial Completion Date: TBD

Grant Expiration Date: March 30, 2022

## **FEMA Emergency Response**

Scope of work: – Reimbursement for Category B Expenses

### Funding Source – FEMA

- COVID-19
- Hurricane Laura
- Hurricane Sally
- Hurricane Zeta



# FEMA

## **Rampart Streetcar Line: Recovery Project**

Scope of work: To rehabilitate portions of the Rampart Streetcar Line and Canal Streetcar line that were impacted by the Hard Rock Hotel Collapse.

Funding Source: RTA Self-Generated

Professional Services: AECOM

Contractor: – Barnes Electric

### Damage Inspections and Assessments:

- AECOM completed inspections of the Rampart Line on April 23<sup>rd</sup>.

### Rampart Streetcar Line: Repair Plans Design Phase

- AECOM has completed their inspection of the Rampart Streetcar Line. AECOM to provide RTA final package delivery dates.

### Procurement Phase

#### Canal Streetcar Line

- Canal Streetcar Line Repair bid received May 24, 2021. Approved by Board on May 25; however lowest bid exceeded \$270k threshold and will return to Board in July to approve adjusted amount.

## **Rampart Streetcar Line: Recovery Project (Con't)**

### Rampart Streetcar Line

- Anticipated OCS Pole Procurement Dates: June 2021 – October 2021
- Anticipated OCS Procurement Bid Opening: July 2021
- Anticipated Construction advertisement: August 2021

### Construction Phase

- Anticipated NTP to Repair Canal Line: July 2, 2021
- Canal Streetcar Line: Revenue Service: August 2021
- Rampart Streetcar line: November 2021

Substantial Completion Date: TBD

Grant Expiration Date: N/A

## **St. Charles Streetcar Line: Double Crossover Replacement Project**

Scope of work: The Double Crossover at the intersection of S. Carrollton and S. Claiborne is past its useful life and needs to be replaced.

Funding Source: FTA and RTA Self-Generated

Trackwork Procurement: voestalpine Nortrak

Professional Services: Infinity Engineering

Contractor: – TBD

### Trackwork Procurement Phase:

- Procurement has been placed on hold to revise the trackwork to improve ADA compliance. Infinity submitted the revised procurement package on 3/15, which has been approved by RTA. Package to be sent to Nortrak for repricing on 3/29.

### Design Phase:

- RTA has selected a plan which brings the adjacent streetcar station into further ADA compliance. Infinity was given then NTP to complete the design on February 15<sup>th</sup>.
- Infinity will be coordinating with stakeholders at the City of New Orleans on the design to minimize the impact on traffic during construction.

### Construction Phase:

- Due to lack of funding, and long lead times for trackwork, Anticipated Construction Start date is 4<sup>th</sup> Quarter 2022

## **St. Charles Streetcar Line: Downtown Loop Pavement Replacement Project Phase 2**

Scope of work: The project objective is to remove deteriorating asphalt pavement along the tracks throughout the entire downtown loop of St. Charles Streetcar Line and replace it with concrete in order to improve driving conditions and eliminate constantly required asphalt repairs. Due to resources limitations, the project was split into two phases. Phase 1 (which is complete) encompasses pavement replacement along both St. Charles Ave. and Carondelet St. from Julia St. to Poydras St., while Phase 2 encompass pavement replacement along the rest of the loop.

Funding Source: RTA Self-Generated

Professional Services: Infinity Engineering

Contractor: – TBD



### Phase 2 Design Phase:

- 100% Design has been completed. RTA Staff to meet with DPW on 4/27 to discuss project timing, permitting, and traffic control plans.

### Procurement Phase:

- As the project will require a shutdown of service in this corridor, RTA Staff have determined that a July start date, or when the Canal Streetcar Line fully reopens.
- Bid Phase Dates: May 25 2021 – June 7 2021
- Anticipated Contract Award Date: August 2021

### Construction Repair Plan:

- Anticipated Construction Start Date: August 2021
- Anticipated Construction Completion Dates: 5 Months from receipt of Notice to Proceed

## **East to West Bank Bus Rapid Transit Feasibility Study**

Scope of work: This project will develop the first Bus Rapid Transit (BRT) corridor for the RTA. The first phase will develop design standards to be used for all BRT corridors. The next phase will develop several corridor alignment alternatives and identify a preferred alternative based on performance potential and community feedback. The project will include 15% conceptual design of the preferred alignment and stations and provide preliminary environmental survey and funding analysis for FTA grant funding.

Funding Source: FTA and RTA Self-Generated

Professional Services: Integrated Logistical Support Inc.

Contractor: – TBD

Feasibility Phase:

- NTP anticipated early July 2021
- 15% Design estimated for April 2022

Detailed Design Phase:

- Estimated late 2022, contingent on grant funding.

Procurement Phase: N/A

Construction Phase: N/A

## **Lower Algiers Car Ferry Landing Barge Environmental Assessment**

*7320 N. Patterson Dr.; New Orleans, LA 70131*

Scope of Work:

The RTA has been awarded a Federal Grant to rehabilitate the Car Ferry Terminal and Maintenance Barge located in Lower Algiers Neighborhood, New Orleans, LA. As part of the grant requirements by FTA associated with the proposed facility rehabilitation, the RTA has contracted with an On-Call Engineering firm to assist with the Section 106 review process, including but not limited to the completion of a Cultural Resources Assessment Survey (CRAS) of the Lower Algiers Ferry Terminal and Maintenance Facility.

Funding Source: FTA Competitive Grant

Professional Services: Integrated Logistical Support, Inc. (ISLI)

Schedule: July 2021 – Deliverables: Cultural Resources Report, FTA Region 6 Categorical Exclusion Worksheet, and FTA Initiation Letter

## **Installation of New Non-Advertising Bus Shelters**

*Various locations*

### Scope of Work:

The purchase and installation of approximately 16 new non- advertising bus shelters.

Funding Source: FTA funded.

Professional Services: Infinity Engineering

### Next Steps:

Staff identified 42 possible bus stop locations for installation of shelters. The A/E firm with the RTA staff will establish a selection criterion that has the engagement of RTA riders. The A/E firm will prepare a construction package for shelter installation.

### Schedule:

March 2021 - Request of Proposal from On-Call A/E Firm

April 2021 - RFP responses due; Procurement evaluation

May 2021 - Notice to Proceed to A/E Firm

December 2021 - A/E Firm 100% Documents Due

January 2022 - Advertise for Construction

April 2022 - NTP to Construction Company

| Open Projects ( as of June 28, 2021)                                                             |                                            |                   |                 |                          |                         |                       |
|--------------------------------------------------------------------------------------------------|--------------------------------------------|-------------------|-----------------|--------------------------|-------------------------|-----------------------|
| Project                                                                                          | Contractor/Professional Service            | Funding Sources   | % Local Revenue | Original Contract Amount | Change Order Amendments | Total Contract Amount |
| <b>Fixed Guideway</b>                                                                            |                                            |                   |                 |                          |                         |                       |
| Hard Rock Hotel Collapse                                                                         | AECOM                                      |                   |                 | \$ 63,890                | \$ 126,680              | \$ 190,569            |
|                                                                                                  | Barnes Electric                            |                   |                 | \$ 289,000               | \$ -                    | \$ 289,000            |
| Hard Rock Hotel Collapse Total                                                                   |                                            | RTA               | 100%            |                          |                         | \$ 479,569            |
| Downtown Loop Track Replacement (St. Charles)                                                    | Infinity Engineering (Ph1 &2)              |                   |                 | \$ 96,419                | \$ 7,317                | \$ 103,736            |
|                                                                                                  | Ph2 Contractor (TBD)                       |                   |                 | \$ -                     | \$ -                    | \$ -                  |
| Downtown Loop Track Replacement (St. Charles) Total                                              |                                            | FTA Formula       | 20%             |                          |                         | \$ 103,736            |
| Carrolton-Claiborne Double Crossover (St. Charles)                                               | Infinity Engineering                       |                   |                 | \$ 29,810                | \$ 81,948               | \$ 111,758            |
|                                                                                                  | CDM Smith                                  |                   |                 | \$ 34,840                | \$ -                    | \$ 34,840             |
|                                                                                                  | Nortrak                                    |                   |                 | \$ 1,294,680             | \$ -                    | \$ 1,294,680          |
| Carrolton-Claiborne Double Crossover (St. Charles) Total                                         |                                            | FTA Formula       | 20%             |                          |                         | \$ 1,441,278          |
| Special Trackwork Replacement, Tamping Rail Line and Repaint OCS Poles & Arms (Riverfront)       | Infinity Engineering                       |                   |                 | \$ 123,182               | \$ 18,031               | \$ 141,213            |
|                                                                                                  | Nortrak                                    |                   |                 | \$ 376,969               | \$ -                    | \$ 376,969            |
|                                                                                                  | Pointer Smith                              |                   |                 | \$ 650,000               | \$ 114,269              | \$ 764,269            |
| Special Trackwork Replacement, Tamping Rail Line and Repaint OCS Poles & Arms (Riverfront) Total |                                            | FTA Formula       | 20%             |                          |                         | \$ 1,282,450          |
| ADA Modification (St. Charles)                                                                   | Infinity Engineering                       |                   |                 | \$ 161,200               |                         | \$ 161,200            |
|                                                                                                  | CEA with City                              |                   |                 | \$ -                     | \$ -                    | \$ -                  |
| ADA Modification (St. Charles)                                                                   |                                            | RTA               | 100%            |                          |                         | \$ 161,200            |
| BRT Feasibility Study                                                                            | Professional Services - ISLI, Inc.         |                   | 8%              | \$ 599,949               | \$ -                    | \$ 599,949            |
|                                                                                                  |                                            |                   |                 |                          |                         |                       |
|                                                                                                  |                                            | FTA Competitive   |                 |                          |                         | \$ 599,949            |
| <b>Facilities</b>                                                                                |                                            |                   |                 |                          |                         |                       |
| Napoleon Avenue Building Renovation and Upgrade                                                  | Landmark Consulting                        |                   |                 | \$ 281,461               | \$ 170,356              | \$ 451,817            |
|                                                                                                  | Contractor (TBD)                           |                   |                 | \$ -                     | \$ -                    | \$ -                  |
| Napoleon Avenue Building Renovation and Upgrade Total                                            |                                            | FEMA, FTA Formula | 0%              |                          |                         | \$ 451,817            |
| Broken Sewer Line (Randolph Bldg.)                                                               | Professional Service - Infinity            |                   |                 | \$ 19,000                |                         | \$ 19,000             |
|                                                                                                  | Industrial and Mechanical Contractors, Inc |                   |                 | \$ 238,795               |                         | \$ 238,795            |
| Broken Sewer Line (Randolph Bldg.) Total                                                         |                                            | RTA - Insurance   | 100%            |                          |                         | \$ 257,795            |
| ENO Exterior Envelope Repairs Phase 2                                                            | Professional Service - CDM Smith           |                   |                 | \$ 49,888                |                         | \$ 49,888             |
|                                                                                                  | Contractor (TBD)                           |                   |                 | \$ -                     |                         | \$ -                  |
| ENO Exterior Envelope Repairs Phase 2 Total                                                      |                                            | FTA Formula       | 20%             |                          |                         | \$ 49,888             |
| <b>Ferry</b>                                                                                     |                                            |                   |                 |                          |                         |                       |
|                                                                                                  | Infinity Engineering                       |                   |                 | \$ 447,000               | \$ 889,598              | \$ 1,336,598          |

| Open Projects ( as of June 28, 2021)                                            |                                                             |                                   |                 |                          |                         |                       |
|---------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------|-----------------|--------------------------|-------------------------|-----------------------|
| Project                                                                         | Contractor/Professional Service                             | Funding Sources                   | % Local Revenue | Original Contract Amount | Change Order Amendments | Total Contract Amount |
| Canal St. Ferry Terminal (Design-Bid-Build)                                     | Manning Architect                                           |                                   |                 | \$ 928,100               | \$ (45,801)             | \$ 882,299            |
|                                                                                 | GOTECH Inc.                                                 |                                   |                 | \$ 246,500               | \$ (12,741)             | \$ 233,759            |
|                                                                                 | Kenall                                                      |                                   |                 | \$ 390,342               | \$ (215,028)            | \$ 175,314            |
| Canal St. Ferry Terminal (CMAR)                                                 | Infinity Engineering                                        |                                   |                 | \$ 996,200               | \$ 652,682              | \$ 1,648,882          |
|                                                                                 | Royal Engineering                                           |                                   |                 | \$ 496,242               | \$ 1,732,618            | \$ 2,228,860          |
|                                                                                 | Nortrak                                                     |                                   |                 | \$ 2,059,388             | \$ -                    | \$ 2,059,388          |
|                                                                                 | Woodward                                                    |                                   |                 | \$ 180,000               | \$ -                    | \$ 180,000            |
|                                                                                 | APC                                                         |                                   |                 | \$ 61,000                | \$ 61,000               | \$ 122,000            |
|                                                                                 | Contractor: Woodward                                        |                                   |                 | \$ 22,928,688            | \$ 784,622              | \$ 23,713,310         |
|                                                                                 | WGI                                                         |                                   |                 | \$ 9,500                 | \$ -                    | \$ 9,500              |
| Canal St. Ferry Terminal Total                                                  |                                                             | FTA Competitive, State, City, RTA | 20%             |                          |                         | \$ 29,961,940         |
| Algiers Ferry Terminal Rehabilitation and Modernization                         | Professional Service - Infinity Engineering                 |                                   |                 | \$ 254,200               |                         | \$ 254,200            |
|                                                                                 | Contractor (TBD)                                            |                                   |                 |                          |                         | \$ -                  |
| Algiers Ferry Terminal Rehabilitation and Modernization Total                   | TBD                                                         | FTA Competitive                   |                 |                          |                         | \$ 254,200            |
| Lower Algiers Car Ferry Terminal and Maintenance Barge Environmental Assessment | Professional Services - ISLI, Inc.                          | FTA                               |                 | \$ 44,855                |                         | \$ 44,855             |
| A/E for Non-Ad Bus Shelters                                                     | Professional Service - Infinity Engineering                 |                                   |                 | \$ 55,484                | \$ -                    | \$ 55,484             |
|                                                                                 | Contractor - TBD                                            |                                   |                 |                          |                         |                       |
|                                                                                 |                                                             | RTA                               |                 |                          |                         | \$ 55,484             |
| Installation of Bus Shelters                                                    | Vector Media Transit, LLC (previously Laura Communications) |                                   |                 | \$ 766,663               | \$ -                    | \$ 766,663            |
|                                                                                 |                                                             |                                   |                 |                          |                         |                       |
| Bus Shelters Phase 1 and 2 Total                                                |                                                             | FTA                               | 20%             |                          |                         | \$ 766,663            |
| Studies                                                                         |                                                             |                                   |                 |                          |                         |                       |
|                                                                                 |                                                             |                                   |                 |                          |                         |                       |
|                                                                                 |                                                             |                                   |                 |                          |                         |                       |
|                                                                                 |                                                             |                                   |                 |                          |                         |                       |
|                                                                                 |                                                             |                                   |                 | \$ 34,173,246            | \$ 4,365,550            | \$ 35,910,825         |

| <b>REGIONAL TRANSIT AUTHORITY</b><br><b>FEMA Applicant I.D. #: 071-UXQ34-00</b><br><b>Disaster: 1603</b><br><b>Total Number: 117</b><br><b>Date: 6/24/2021</b> |             |             |      |                                  |                        |                             |              |                                                       |             |                             |                              |                             |                    |                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|------|----------------------------------|------------------------|-----------------------------|--------------|-------------------------------------------------------|-------------|-----------------------------|------------------------------|-----------------------------|--------------------|-----------------------------|
| PW No.                                                                                                                                                         | Version No. | PW Ref. No. | Cat. | Total Estimated Amount of Repair | FEMA Estimated Portion | Estimated Insurance Portion | Project Size | Brief Description                                     | Location    | Total Reimbursement to Date | Reimbursement Money Received | Administrative Fee Received | PW No. (Roll Up's) | Close Status                |
| 3784                                                                                                                                                           | 4           | E-12        | E    | \$242,452.28                     | \$242,452.28           |                             | L            | Park N Ride Lot and Facility                          | Park N Ride | \$191,983.61                | \$190,757.05                 | \$1,226.56                  | 3784               | Pending FEMA                |
| 4159                                                                                                                                                           | 4           | E-10        | E    | \$949,383.00                     | \$949,383.00           |                             | L            | Napoleon Facility (Historic)                          | Napoleon    | \$0.00                      | \$0.00                       | \$0.00                      | 4159               | Open                        |
| 20328                                                                                                                                                          | 1           | IP1687      | E    | \$7,407,526.84                   | \$6,237,938.13         | \$1,169,588.71              | L            | Contents Roll Up (Contents Roll Up)                   | General     | \$6,269,127.82              | \$6,237,938.13               | \$31,189.69                 | 20328              | Open - All funds reimbursed |
| 21034                                                                                                                                                          |             | DAC/COI     | 0    | \$221,666.99                     | \$221,666.99           |                             | L            | DAC/COI Costs                                         | General     | \$222,743.38                | \$221,635.21                 | \$1,108.17                  | 21034              | Open                        |
| 697                                                                                                                                                            | 3           | E-09        | E    | \$15,119.28                      | \$15,119.28            |                             | S            | Napoleon Facility (New)                               | Napoleon    | \$15,244.87                 | \$15,119.28                  | \$125.59                    | 697                | Closed                      |
| 734                                                                                                                                                            | 2           | UH-RTA1     | B    | \$0.00                           | \$0.00                 |                             | L            | Interim Commercial Housing                            | Housing     | \$10,755.46                 | \$0.00                       | \$10,755.46                 | 734                | Closed                      |
| 770                                                                                                                                                            | 2           | B-07        | B    | \$32,155.00                      | \$32,155.00            |                             | L            | Temp Fencing and Security Contract                    | General     | \$32,930.27                 | \$32,155.00                  | \$775.27                    | 770                | Closed                      |
| 1023                                                                                                                                                           | 5           | E-13        | E    | \$86,216.90                      | \$86,216.90            |                             | L            | Carrolton Station                                     | Carrollton  | \$86,697.99                 | \$86,216.90                  | \$481.09                    | 1023               | Closed                      |
| 1143                                                                                                                                                           | 1           | B-04        | B    | \$46,500.00                      | \$46,500.00            |                             | S            | Bus Towing                                            | General     | \$46,965.00                 | \$46,500.00                  | \$465.00                    | 1143               | Closed                      |
| 1151                                                                                                                                                           | 1           | B-12        | B    | \$22,890.25                      | \$22,890.25            |                             | S            | St. Charles Catenary Measures                         | St. Charles | \$23,119.15                 | \$22,890.25                  | \$228.90                    | 1151               | Closed                      |
| 1167                                                                                                                                                           | 1           | B-10        | B    | \$10,860.47                      | \$10,860.47            |                             | S            | Canal Janitorial                                      | Canal       | \$10,969.08                 | \$10,860.47                  | \$108.61                    | 1167               | Closed                      |
| 1178                                                                                                                                                           | 1           | B-11        | B    | \$8,600.00                       | \$8,600.00             |                             | S            | Canal Mold Remediation                                | Canal       | \$8,686.00                  | \$8,600.00                   | \$86.00                     | 1178               | Closed                      |
| 1319                                                                                                                                                           | 3           | B-16        | B    | \$0.00                           | \$0.00                 |                             | L            | Plaza Admin Mold                                      | Plaza       | \$5.00                      | \$0.00                       | \$5.00                      | 1319               | Closed                      |
| 2004                                                                                                                                                           | 5           | B-15        | B    | \$34,680.62                      | \$34,680.62            |                             | S            | Desire Mold                                           | ENO         | \$35,027.42                 | \$34,680.61                  | \$346.81                    | 2004               | Closed                      |
| 2063                                                                                                                                                           | 4           | E-17        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Site Work (Rolled Up to 3704)                  | ENO         | \$179.78                    | \$0.00                       | \$179.78                    | 3704               | Closed                      |
| 2223                                                                                                                                                           | 2           | B-14        | B    | \$0.00                           | \$0.00                 |                             | S            | Canal Duct Seal (Rolled Up to 10026)                  | Canal       | \$0.00                      | \$0.00                       | \$0.00                      | 10026              | Closed                      |
| 2254                                                                                                                                                           | 4           | E-07        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Street Facilities (Rolled Up to 10026)          | Canal       | \$103.64                    | \$0.00                       | \$103.64                    | 10026              | Closed                      |
| 2263                                                                                                                                                           | 3           | E-71        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Chassis Wash Building (Rolled Up to 3704)      | ENO         | \$82.41                     | \$0.00                       | \$82.41                     | 3704               | Closed                      |
| 2265                                                                                                                                                           | 1           | B-17        | B    | \$14,079.16                      | \$14,079.16            |                             | S            | Canal Parking Lot Cleanup                             | Canal       | \$14,219.95                 | \$14,079.16                  | \$140.79                    | 2265               | Closed                      |
| 2722                                                                                                                                                           | 4           | E-73        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Vault/Guard Shack Building (Rolled Up to 3704) | ENO         | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed                      |
| 2731                                                                                                                                                           | 3           | E-70        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Bus Wash Station Building (Rolled Up to 3704)  | ENO         | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed                      |

| REGIONAL TRANSIT AUTHORITY<br>FEMA Applicant I.D. #: 071-UXQ34-00<br>Disaster: 1603<br>Total Number: 117<br>Date: 6/24/2021 |             |             |      |                                  |                        |                             |              |                                                                        |           |                             |                              |                             |                    |              |
|-----------------------------------------------------------------------------------------------------------------------------|-------------|-------------|------|----------------------------------|------------------------|-----------------------------|--------------|------------------------------------------------------------------------|-----------|-----------------------------|------------------------------|-----------------------------|--------------------|--------------|
| PW No.                                                                                                                      | Version No. | PW Ref. No. | Cat. | Total Estimated Amount of Repair | FEMA Estimated Portion | Estimated Insurance Portion | Project Size | Brief Description                                                      | Location  | Total Reimbursement to Date | Reimbursement Money Received | Administrative Fee Received | PW No. (Roll Up's) | Close Status |
| 2735                                                                                                                        | 5           | B-18        | B    | \$149,207.93                     | \$149,207.93           |                             | L            | Canal Electric Power Temp                                              | Canal     | \$150,922.07                | \$149,207.93                 | \$1,714.14                  | 2735               | Closed       |
| 2738                                                                                                                        | 3           | E-72        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Fuel Building<br>(Rolled Up to 3704)                            | ENO       | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 3161                                                                                                                        | 2           | A-1         | A    | \$32,544.03                      | \$32,544.03            |                             | S            | Desire Parking Lot Cleanup                                             | ENO       | \$32,762.02                 | \$32,544.03                  | \$217.99                    | 3161               | Closed       |
| 3704                                                                                                                        | 9           | E-57        | E    | \$13,720,667.92                  | \$13,587,689.32        | \$132,978.60                | L            | ENO Repairs<br>(ENO Roll Up)                                           | ENO       | \$13,660,143.28             | \$13,587,689.32              | \$72,453.96                 | 3704               | Closed       |
| 3714                                                                                                                        | 4           | B-21        | B    | \$250,570.27                     | \$250,570.27           |                             | L            | Canal Streetcar Temp Substation                                        | Canal     | \$252,625.03                | \$250,570.27                 | \$2,054.76                  | 3714               | Closed       |
| 3758                                                                                                                        | 3           | E-61        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Chassis Wash System<br>(Rolled Up to 3704)                      | ENO       | \$311.50                    | \$0.00                       | \$311.50                    | 3704               | Closed       |
| 3766                                                                                                                        | 3           | E-42        | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Bus Frame Straightener system<br>(Rolled Up to 10026)            | Canal     | \$37.73                     | \$0.00                       | \$37.73                     | 10026              | Closed       |
| 3787                                                                                                                        | 4           | E-33        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Air Compressors<br>(Rolled Up to 10026)                          | Canal     | \$351.87                    | \$0.00                       | \$351.87                    | 10026              | Closed       |
| 4039                                                                                                                        | 4           | E-29        | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Shop Fans<br>(Rolled Up to 20328)                                | Canal     | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 4047                                                                                                                        | 5           | E-35        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Shop Lathe<br>(Rolled Up to 20328)                               | Canal     | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 4062                                                                                                                        | 5           | E-08        | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Bus Lifts<br>(Rolled Up to 10026)                                | Canal     | \$1,136.50                  | \$0.00                       | \$1,136.50                  | 10026              | Closed       |
| 4093                                                                                                                        | 4           | E-14        | E    | \$0.00                           | \$0.00                 |                             | L            | Desire Maintenance Building<br>(Rolled Up to 3704)                     | ENO       | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 4101                                                                                                                        | 4           | E-16        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Office Building<br>(Rolled Up to 3704)                          | ENO       | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 4102                                                                                                                        | 1           | B-05        | B    | \$0.00                           | \$0.00                 |                             | S            | RTA Security                                                           | General   | \$0.00                      | \$0.00                       | \$0.00                      | 4102               | Closed       |
| 4181                                                                                                                        | 5           | E-15        | E    | \$96,320.00                      | \$96,320.00            |                             | L            | Desire Maintenance Doors                                               | ENO       | \$96,801.60                 | \$96,320.00                  | \$481.60                    | 4181               | Closed       |
| 4454                                                                                                                        | 3           | E-85        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Maintenance Pit Leak<br>(Rolled Up to 3704)                     | ENO       | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 4472                                                                                                                        | 5           | E-75        | E    | \$2,098,113.08                   | \$2,098,113.08         |                             | L            | Canal Rectifier Permanent                                              | Canal     | \$2,118,229.23              | \$2,098,113.08               | \$20,116.15                 | 4472               | Closed       |
| 4543                                                                                                                        | 5           | B-22        | B    | \$816,880.44                     | \$816,880.44           |                             | L            | Desire Temporary Power                                                 | ENO       | \$821,475.79                | \$816,880.44                 | \$4,595.35                  | 4543               | Closed       |
| 4616                                                                                                                        | 4           | B-23        | B    | \$143,094.21                     | \$143,094.21           |                             | L            | SIS Temporary Power                                                    | Canal/SIS | \$144,093.72                | \$143,094.21                 | \$999.51                    | 4616               | Closed       |
| 4623                                                                                                                        | 1           | E-78        | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Cement Slab                                                      | Canal     | \$0.00                      | \$0.00                       | \$0.00                      | 4623               | Closed       |
| 4777                                                                                                                        | 4           | E-79        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Shop Fans<br>(Rolled Up to 20328)                               | ENO       | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 4863                                                                                                                        | 3           | E-83        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Street - 350kW Diesel Generator Assembly<br>(Rolled Up to 10026) | Canal/SIS | \$424.69                    | \$0.00                       | \$424.69                    | 10026              | Closed       |
| 4864                                                                                                                        | 3           | E-36 (E-86) | E    | \$0.00                           | \$0.00                 |                             | L            | Desire Brake Lathe<br>(Rolled Up to 3704)                              | ENO       | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |

| <b>REGIONAL TRANSIT AUTHORITY</b><br><b>FEMA Applicant I.D. #: 071-UXQ34-00</b><br><b>Disaster: 1603</b><br><b>Total Number: 117</b><br><b>Date: 6/24/2021</b> |             |             |      |                                  |                        |                             |              |                                                                       |                 |                             |                              |                             |                    |              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|------|----------------------------------|------------------------|-----------------------------|--------------|-----------------------------------------------------------------------|-----------------|-----------------------------|------------------------------|-----------------------------|--------------------|--------------|
| PW No.                                                                                                                                                         | Version No. | PW Ref. No. | Cat. | Total Estimated Amount of Repair | FEMA Estimated Portion | Estimated Insurance Portion | Project Size | Brief Description                                                     | Location        | Total Reimbursement to Date | Reimbursement Money Received | Administrative Fee Received | PW No. (Roll Up's) | Close Status |
| 4953                                                                                                                                                           | 5           | E-31        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Emergency Generator<br>(Rolled Up to 10026)                     | Canal           | \$1,693.26                  | \$0.00                       | \$1,693.26                  | 10026              | Closed       |
| 5238                                                                                                                                                           | 4           | E-84        | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Air Regulator<br>(Rolled Up to 10026)                           | Canal           | \$9.55                      | \$0.00                       | \$9.55                      | 10026              | Closed       |
| 5266                                                                                                                                                           | 6           | B-24        | B    | \$177,830.40                     | \$177,830.40           |                             | L            | Canal Complex - Generators for parking lights and Money Center        | Canal           | \$179,161.52                | \$177,830.40                 | \$1,331.12                  | 5266               | Closed       |
| 5270                                                                                                                                                           | 3           | E-82        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Money Room<br>(Rolled Up to 10026)                              | Canal           | -\$0.01                     | \$0.00                       | -\$0.01                     | 10026              | Closed       |
| 5454                                                                                                                                                           | 3           | G-1         | G    | \$27,702.42                      | \$27,702.42            |                             | S            | Riverfront Streetcar Line                                             | Riverfront Line | \$27,979.45                 | \$27,702.42                  | \$277.03                    | 5454               | Closed       |
| 5645                                                                                                                                                           | 3           | E-88        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Compressors<br>(Rolled Up to 3704)                             | ENO             | \$375.93                    | \$0.00                       | \$375.93                    | 3704               | Closed       |
| 5672                                                                                                                                                           | 3           | E-89        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Crack<br>(Rolled Up to 3704)                                   | ENO             | \$12.86                     | \$0.00                       | \$12.86                     | 3704               | Closed       |
| 5738                                                                                                                                                           | 2           | E-87        | E    | \$2,490.00                       | \$2,490.00             |                             | S            | Canal Temp Office                                                     | Canal           | \$2,514.90                  | \$2,490.00                   | \$24.90                     | 5738               | Closed       |
| 6875                                                                                                                                                           | 5           | G-3         | G    | \$306,125.17                     | \$306,125.17           |                             | L            | St. Charles Catenary                                                  | St. Charles     | \$307,897.18                | \$306,125.17                 | \$1,772.01                  | 6875               | Closed       |
| 6886                                                                                                                                                           | 3           | E-91        | E    | \$0.00                           | \$0.00                 |                             | L            | Desire Generator<br>(Rolled Up to 3704)                               | ENO             | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 7303                                                                                                                                                           | 3           | E-34        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Passenger Elevators<br>(Rolled Up to 10026)                     | Canal           | \$0.00                      | \$0.00                       | \$0.00                      | 10026              | Closed       |
| 7336                                                                                                                                                           | 4           | E-80        | E    | \$0.00                           | \$0.00                 |                             | L            | Desire Dynamometer<br>(Rolled Up to 20328)                            | ENO             | \$51.27                     | \$0.00                       | \$51.27                     | 20328              | Closed       |
| 7342                                                                                                                                                           | 3           | E-55        | E    | \$0.00                           | \$0.00                 |                             | L            | Desire Elevators<br>(Rolled Up to 3704)                               | ENO             | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 7358                                                                                                                                                           | 4           | E-32        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Facility Dissolved Air Flotation System<br>(Rolled Up to 10026) | Canal           | \$107.66                    | \$0.00                       | \$107.66                    | 10026              | Closed       |
| 7370                                                                                                                                                           | 4           | E-36B       | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Miscellaneous Tools (SIS) (Rolled Up to 20328)                  | Canal/SIS       | \$104.29                    | \$0.00                       | \$104.29                    | 20328              | Closed       |
| 7427                                                                                                                                                           | 3           | E-59        | E    | \$0.00                           | \$0.00                 |                             | L            | Desire Bus Wash System<br>(Rolled Up to 3704)                         | ENO             | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 7496                                                                                                                                                           | 3           | E-20        | E    | \$0.00                           | \$0.00                 |                             | S            | Carrollton Contents<br>(Rolled Up to 20328)                           | Carrollton      | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 7577                                                                                                                                                           | 3           | E-92        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Air Regulator<br>(Rolled Up to 3704)                           | ENO             | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 7667                                                                                                                                                           | 3           | G-4         | G    | \$0.00                           | \$0.00                 |                             | S            | Riverfront Streetline Repairs (Rolled to 17764)                       | Riverfront Line | \$98.89                     | \$0.00                       | \$98.89                     | 17764              | Closed       |
| 7677                                                                                                                                                           | 4           | E-40        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Paint Booth<br>(Rolled Up to 10026)                             | Canal           | \$0.00                      | \$0.00                       | \$0.00                      | 10026              | Closed       |
| 7735                                                                                                                                                           | 4           | E-90        | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Part Washer<br>(Rolled Up to 20328)                            | ENO             | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 7755                                                                                                                                                           | 4           | E-50        | E    | \$0.00                           | \$0.00                 |                             | L            | Plaza Elevators                                                       | Plaza           | \$0.00                      | \$0.00                       | \$0.00                      | 7755               | Closed       |
| 7842                                                                                                                                                           | 4           | E-2A        | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Bus Wash Rack<br>(Rolled Up to 10026)                           | Canal           | -\$0.01                     | \$0.00                       | -\$0.01                     | 10026              | Closed       |

| REGIONAL TRANSIT AUTHORITY<br>FEMA Applicant I.D. #: 071-UXQ34-00<br>Disaster: 1603<br>Total Number: 117<br>Date: 6/24/2021 |             |                 |      |                                  |                        |                             |              |                                                                     |             |                             |                              |                             |                    |              |
|-----------------------------------------------------------------------------------------------------------------------------|-------------|-----------------|------|----------------------------------|------------------------|-----------------------------|--------------|---------------------------------------------------------------------|-------------|-----------------------------|------------------------------|-----------------------------|--------------------|--------------|
| PW No.                                                                                                                      | Version No. | PW Ref. No.     | Cat. | Total Estimated Amount of Repair | FEMA Estimated Portion | Estimated Insurance Portion | Project Size | Brief Description                                                   | Location    | Total Reimbursement to Date | Reimbursement Money Received | Administrative Fee Received | PW No. (Roll Up's) | Close Status |
| 7929                                                                                                                        | 4           | E-48            | E    | \$0.00                           | \$0.00                 | \$131,268.61                | L            | Canal Telephone System                                              | Canal       | \$0.00                      | \$0.00                       | \$0.00                      | 7929               | Closed       |
| 8066                                                                                                                        | 6           | E-23A           | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Money Counting Inventory (Rolled Up to 20328)                 | Canal       | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 8331                                                                                                                        | 6           | E-36A           | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Miscellaneous Tools (Randolph) (Rolled Up to 20328)           | Canal       | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 8694                                                                                                                        | 4           | G-2             | G    | \$0.00                           | \$0.00                 |                             | S            | St Charles Streetcar Repairs / Rail Bed                             | St. Charles | \$0.00                      | \$0.00                       | \$0.00                      | 8694               | Closed       |
| 8862                                                                                                                        | 3           | E-49            | E    | \$0.00                           | \$0.00                 |                             | L            | Plaza Telephone System                                              | Plaza       | \$0.00                      | \$0.00                       | \$0.00                      | 8862               | Closed       |
| 8876                                                                                                                        | 5           | E-39            | E    | \$57,472.00                      | \$57,472.00            |                             | L            | Canal Fire Alarm System                                             | Canal       | \$57,759.36                 | \$57,472.00                  | \$287.36                    | 8876               | Closed       |
| 8891                                                                                                                        | 5           | E-19B           | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Electrical Repairs - SIS (Rolled Up to 10026)                 | Canal/SIS   | \$0.00                      | \$0.00                       | \$0.00                      | 10026              | Closed       |
| 10026                                                                                                                       | 8           | E-19            | E    | \$17,625,146.11                  | \$17,339,990.68        | \$285,155.43                | L            | Canal Electrical Repairs - Site (Canal Roll Up)                     | Canal       | \$17,426,690.64             | \$17,339,990.68              | \$86,699.96                 | 10026              | Closed       |
| 10038                                                                                                                       | 3           | E-19C           | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Electrical Repairs - Money Counting Bldg (Rolled Up to 10026) | Canal       | \$0.00                      | \$0.00                       | \$0.00                      | 10026              | Closed       |
| 10110                                                                                                                       | 4           | E-52            | E    | \$0.00                           | \$0.00                 |                             | S            | Plaza HVAC System                                                   | Plaza       | \$0.00                      | \$0.00                       | \$0.00                      | 10110              | Closed       |
| 10206                                                                                                                       | 5           | E-02C           | E    | \$5,553,721.27                   | \$5,553,721.27         |                             | L            | Riverfront Streetcar Repair / Replacement                           | Streetcar   | \$5,581,489.88              | \$5,553,721.27               | \$27,768.61                 | 10206              | Closed       |
| 10464                                                                                                                       | 5           | E-02            | E    | \$17,588,966.49                  | \$17,588,966.49        |                             | L            | Canal Streetcar Repair / Replacement                                | Streetcar   | \$17,910,730.66             | \$17,821,622.56              | \$89,108.10                 | 10464              | Closed       |
| 10596                                                                                                                       | 5           | E-26            | E    | \$0.00                           | \$0.00                 |                             | S            | Napoleon Inventory Replacement (Rolled Up to 20328)                 | Napoleon    | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 10660                                                                                                                       | 4           | E-23B           | E    | \$0.00                           | \$0.00                 |                             | S            | Canal SIS Contents (Rolled Up to 20328)                             | Canal/SIS   | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 10677                                                                                                                       | 5           | E-24A           | E    | \$0.00                           | \$0.00                 |                             | L            | Plaza Wind Contents (Rolled Up to 20328)                            | Plaza       | \$0.02                      | \$0.00                       | \$0.02                      | 20328              | Closed       |
| 10681                                                                                                                       | 3           | E-68            | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Fire Safety Equipment (Rolled Up to 3704)                    | ENO         | \$0.00                      | \$0.00                       | \$0.00                      | 3704               | Closed       |
| 10704                                                                                                                       | 4           | PW E-25 (E-25A) | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Maintenance Contents (Rolled Up to 20328)                    | ENO         | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 10744                                                                                                                       | 3           | E-19A           | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Electrical Repairs - Randolph (Rolled Up to 10026)            | Canal       | \$0.00                      | \$0.00                       | \$0.00                      | 10026              | Closed       |
| 10754                                                                                                                       | 3           | E-60            | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Bus Fuel Pump System (Rolled Up to 3704)                     | ENO         | -\$0.01                     | \$0.00                       | -\$0.01                     | 3704               | Closed       |
| 10771                                                                                                                       | 3           | E-43            | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Fuel Pump System (Rolled Up to 10026)                         | Canal       | \$0.01                      | \$0.01                       | \$0.00                      | 10026              | Closed       |

| REGIONAL TRANSIT AUTHORITY<br>FEMA Applicant I.D. #: 071-UXQ34-00<br>Disaster: 1603<br>Total Number: 117<br>Date: 6/24/2021 |             |             |      |                                  |                        |                             |              |                                                            |                 |                             |                              |                             |                    |              |
|-----------------------------------------------------------------------------------------------------------------------------|-------------|-------------|------|----------------------------------|------------------------|-----------------------------|--------------|------------------------------------------------------------|-----------------|-----------------------------|------------------------------|-----------------------------|--------------------|--------------|
| PW No.                                                                                                                      | Version No. | PW Ref. No. | Cat. | Total Estimated Amount of Repair | FEMA Estimated Portion | Estimated Insurance Portion | Project Size | Brief Description                                          | Location        | Total Reimbursement to Date | Reimbursement Money Received | Administrative Fee Received | PW No. (Roll Up's) | Close Status |
| 11711                                                                                                                       | 6           | E-23C       | E    | \$0.00                           | \$0.00                 |                             | L            | Randolph Building Contents (Rolled Up to 20328)            | Canal           | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 12069                                                                                                                       | 6           | E-25C       | E    | \$0.00                           | \$0.00                 |                             | S            | Desire Administration Bldg - Contents (Rolled Up to 20328) | ENO             | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 12099                                                                                                                       | 5           | E-27        | E    | \$384,910.00                     | \$0.00                 | \$384,910.00                | S            | Vehicle Replacement                                        | Vehicles        | \$0.00                      | \$0.00                       | \$0.00                      | 12099              | Closed       |
| 12673                                                                                                                       | 6           | E-1A        | E    | \$44,163,383.18                  | \$41,163,383.18        | \$3,000,000.00              | L            | Damaged Flooded Buses                                      | Buses           | \$41,394,652.98             | \$41,188,709.42              | \$205,943.56                | 12673              | Closed       |
| 12757                                                                                                                       | 5           | E-27A       | E    | \$900,245.43                     | \$0.00                 | \$900,245.43                | S            | RTA Specialty Vehicles                                     | Vehicles        | \$0.00                      | \$0.00                       | \$0.00                      | 12757              | Closed       |
| 13058                                                                                                                       | 4           | E-11        | E    | \$804,558.00                     | \$0.00                 | \$804,558.00                | S            | Plaza Administrative Building                              | Plaza           | -\$0.01                     | \$0.00                       | -\$0.01                     | 13058              | Closed       |
| 13082                                                                                                                       | 4           | E-24        | E    | \$0.00                           | \$0.00                 |                             | L            | Plaza Flood Contents (Rolled Up to 20328)                  | Plaza           | \$0.01                      | \$0.00                       | \$0.01                      | 20328              | Closed       |
| 13249                                                                                                                       | 3           | E-93        | B    | \$0.00                           | \$0.00                 |                             | S            | Plaza Document Restoration                                 | Plaza           | \$0.00                      | \$0.00                       | \$0.00                      | 13249              | Closed       |
| 13256                                                                                                                       | 5           | E-1B        | E    | \$5,058.85                       | \$5,058.85             |                             | L            | Bus Salvage and Tires                                      | Buses           | \$5,084.14                  | \$5,058.85                   | \$25.29                     | 13256              | Closed       |
| 13508                                                                                                                       | 4           | E-05        | E    | \$662,590.32                     | \$662,590.32           |                             | L            | Bus Shelters                                               | Bus Stops       | \$665,903.27                | \$662,590.32                 | \$3,312.95                  | 13508              | Closed       |
| 13733                                                                                                                       | 3           | E-46        | E    | \$62,056.00                      | \$62,056.00            |                             | L            | Canal Dispatch System                                      | Canal           | \$62,366.28                 | \$62,056.00                  | \$310.28                    | 13733              | Closed       |
| 13736                                                                                                                       | 1           | B-03        | B    | \$560,654.84                     | \$560,654.84           |                             | L            | Public Evacuation Costs                                    | Emergency       | \$563,458.12                | \$560,654.84                 | \$2,803.28                  | 13736              | Closed       |
| 15820                                                                                                                       | 3           | G-05        | G    | \$0.00                           | \$0.00                 |                             | S            | Canal Street Car System Repair (Reduced to 10026 & 17764)  | Canal Line      | \$0.00                      | \$0.00                       | \$0.00                      | 10026              | Closed       |
| 16283                                                                                                                       | 2           | E-95        | E    | \$0.00                           | \$0.00                 |                             | S            | Canal SIS HVAC (Rolled Up to 10026)                        | Canal/SIS       | \$0.00                      | \$0.00                       | \$0.00                      | 10026              | Closed       |
| 16428                                                                                                                       | 3           | E-94        | E    | \$1,156,230.80                   | \$1,156,230.80         |                             | L            | Canal SIS Substation                                       | Canal/SIS       | \$1,162,011.95              | \$1,156,230.80               | \$5,781.15                  | 16428              | Closed       |
| 16494                                                                                                                       | 2           | G-6         | G    | \$0.00                           | \$0.00                 |                             | S            | Bus Towing Operations                                      | General         | \$0.00                      | \$0.00                       | \$0.00                      | 16494              | Closed       |
| 17168                                                                                                                       | 2           | E-99        | E    | \$0.00                           | \$0.00                 |                             | S            | Canal Station Lights (Rolled to 17764)                     | Riverfront Line | \$0.00                      | \$0.00                       | \$0.00                      | 17764              | Closed       |
| 17748                                                                                                                       | 2           | PM-3        | E    | \$0.00                           | \$0.00                 |                             | L            | ENO Design & Const. Mang. Fees                             | Engineering     | \$0.00                      | \$0.00                       | \$0.00                      | 17748              | Closed       |
| 17749                                                                                                                       | 2           | PM-1        | E    | \$0.00                           | \$0.00                 |                             | L            | Canal Complex Design & Const. Mang. Fees                   | Engineering     | \$0.00                      | \$0.00                       | \$0.00                      | 17749              | Closed       |
| 17764                                                                                                                       | 3           | F-01        | F    | \$3,235,511.34                   | \$3,235,511.34         |                             | L            | Canal Line Splices and Switches                            | Canal Line      | \$3,257,858.47              | \$3,241,650.24               | \$16,208.23                 | 17764              | Closed       |
| 18175                                                                                                                       | 4           | E-99A       | E    | \$0.00                           | \$0.00                 |                             | S            | Tools & Equipment (Rolled Up to 20328)                     | ENO             | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 18374                                                                                                                       | 5           | ENO-TF-1    | TF   | \$60,456.48                      | \$60,456.48            |                             | L            | Temporary Office Trailers                                  | ENO             | \$60,758.76                 | \$60,456.48                  | \$302.28                    | 18374              | Closed       |
| 18700                                                                                                                       | 3           | ENOTP       | B    | \$357,543.66                     | \$357,543.66           |                             | L            | ENO Interim Power                                          | ENO             | \$359,331.38                | \$357,543.66                 | \$1,787.72                  | 18700              | Closed       |
| 18828                                                                                                                       | 2           | E-110       | E    | \$1,724,377.00                   | \$1,724,377.00         |                             | L            | Randolph 2nd Floor                                         | Office          | \$1,732,998.88              | \$1,724,377.00               | \$8,621.88                  | 18828              | Closed       |
| 19007                                                                                                                       | 2           | E-111       | E    | \$17,027.98                      | \$17,027.98            |                             | S            | Canal UST Clean-out                                        | Canal           | \$17,113.12                 | \$17,027.98                  | \$85.14                     | 19007              | Closed       |
| 19167                                                                                                                       | 4           | E-115       | E    | \$666,910.00                     | \$666,910.00           |                             | L            | Fareboxes                                                  | General         | \$670,244.55                | \$666,910.00                 | \$3,334.55                  | 19167              | Closed       |

| REGIONAL TRANSIT AUTHORITY<br>FEMA Applicant I.D. #: 071-UXQ34-00<br>Disaster: 1603<br>Total Number: 117<br>Date: 6/24/2021 |             |             |      |                                  |                        |                             |              |                                                  |          |                             |                              |                             |                    |              |
|-----------------------------------------------------------------------------------------------------------------------------|-------------|-------------|------|----------------------------------|------------------------|-----------------------------|--------------|--------------------------------------------------|----------|-----------------------------|------------------------------|-----------------------------|--------------------|--------------|
| PW No.                                                                                                                      | Version No. | PW Ref. No. | Cat. | Total Estimated Amount of Repair | FEMA Estimated Portion | Estimated Insurance Portion | Project Size | Brief Description                                | Location | Total Reimbursement to Date | Reimbursement Money Received | Administrative Fee Received | PW No. (Roll Up's) | Close Status |
| 19296                                                                                                                       | 1           | AP912       | AP   | \$5,581,772.00                   | \$0.00                 | \$5,581,772.00              | L            | Plaza/Randolph                                   | Plaza    | \$0.00                      | \$0.00                       | \$0.00                      | 19296              | Closed       |
| 19441                                                                                                                       | 2           | E-130       | E    | \$0.00                           | \$0.00                 |                             | L            | Randolph 2nd Floor Contents (Rolled Up to 20328) | Canal    | \$0.00                      | \$0.00                       | \$0.00                      | 20328              | Closed       |
| 19653                                                                                                                       | 5           | B-30        | B    | \$1,154,227.09                   | \$1,154,227.09         |                             | L            | Fuel for Generators                              | ENO      | \$1,159,998.21              | \$1,154,227.09               | \$5,771.12                  | 19653              | Closed       |
| 20552                                                                                                                       | 1           | B-01        | B    | \$140,900.00                     | \$140,900.00           |                             | L            | Desire Portable Compressor & Bus Washers         | ENO      | \$141,604.50                | \$140,900.00                 | \$704.50                    | 20552              | Closed       |
|                                                                                                                             |             |             |      |                                  |                        |                             |              |                                                  |          |                             |                              |                             |                    |              |
|                                                                                                                             |             |             |      | \$129,377,395.50                 | \$117,118,187.33       | \$12,390,476.78             |              |                                                  |          | \$116,998,217.77            | \$116,381,198.53             | \$617,019.24                |                    |              |
| Open PW Status:                                                                                                             |             |             |      |                                  |                        |                             |              |                                                  |          |                             |                              |                             |                    |              |
| PW's:                                                                                                                       |             |             |      |                                  |                        |                             |              |                                                  |          |                             |                              |                             |                    |              |
| 3784 Park and Ride: Since Phase 2 is currently on hold, an alternate Project was requested. Pending FEMA.                   |             |             |      |                                  |                        |                             |              |                                                  |          |                             |                              |                             |                    |              |
| 4159 Napoleon Facility: Received 100% Engineering Package for RTA's review 11/12/2020.                                      |             |             |      |                                  |                        |                             |              |                                                  |          |                             |                              |                             |                    |              |
| 20328 Contents: Uploading expenses for GOHSEP's approval.                                                                   |             |             |      |                                  |                        |                             |              |                                                  |          |                             |                              |                             |                    |              |
| 21034 DAC/COI: Ongoing FEMA closeout consultant.                                                                            |             |             |      |                                  |                        |                             |              |                                                  |          |                             |                              |                             |                    |              |



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-099

Board of Commissioners

Overhead Catenary System (OCS) Hardware Fabrication and Replacement Award Fabrication Contract

|                                                                                                                                                                               |                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| DESCRIPTION: Requesting Board Authorization to Award Fabrication Contract                                                                                                     | 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 fabrication contract to the lowest responsive bidder to fabricate replacement OCS Hardware for the Rampart, Canal and Riverfront Streetcar lines. The estimate received from AECOM and RTA Staff is expected not to exceed \$250,000.

### ISSUE/BACKGROUND:

As a result of the Hard Rock Hotel collapse in the fall of 2019, several of OCS poles were damage or cut in order by the developer of the hotel to demolish the semi-collapsed hotel. In order to restore the Rampart Streetcar line these items need to be replaced.

### DISCUSSION:

The bid opening date is July 7, 2021, the day before the July committee meeting. To be efficient staff is proposing to request Board authorization to proceed with the contract fabricate hardware. The hardware is a long lead item, to minimize the length of the construction duration for the Rampart Streetcar Line Restoration project. Staff is requesting to procure and provide these components to the construction contractor once selected.

Additionally, to attract competitive pricing Staff is recommending the procurement spare OCS hardware that will be used on the Canal and Riverfront lines. These poles are often damaged due to vehicular accidents.

|                                                                     |    |   |
|---------------------------------------------------------------------|----|---|
| Purchase and Paint Rampart Streetcar Line OCS Hardware              |    |   |
| 12" Futed Poles                                                     | EA | 4 |
| Decorative base plate covers                                        | EA | 6 |
| Replica Light (Attachment and Luminaires)                           | EA | 6 |
| Purchase and Paint Canal and Riverfront Streetcar Line OCS Hardware |    |   |
| 10.75" Tubular Poles                                                | EA | 8 |

The estimate is expected not to exceed \$250,000.

FINANCIAL IMPACT:

This project is funded by self-generated funds and a portion is expected to be recovered in the loss claims. The amount \$250,000 will be funded by account 1.1123. All cost associated with this work will be tracked for financial recovery purposes.

NEXT STEPS:

Upon Board approval, staff will issue a contract to the lowest responsible and responsive bidder.

If the lowest bid is deemed responsive but exceeds the Engineer's Estimated cost of \$250,000, staff will request Board Authorization at the August Board Meeting to ratify award of the construction contract.

During the performance of this contract, staff will conduct ongoing dialogue to the Board during the project development.

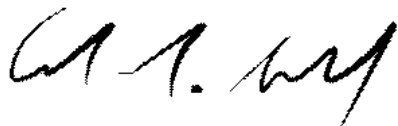
ATTACHMENTS:

1. Board Resolution
2. Cost Estimate

Prepared By: Lona Edwards Hankins, lhankins@rtaforward.org  
Title: Chief of Infrastructure & Planning

Reviewed By: Lona Edwards Hankins, lhankins@rtaforward.org  
Title: Chief of Infrastructure & Planning

Reviewed By: Gizelle Johnson Banks  
Title: chief Financial Officer



Alex Wiggins  
Chief Executive Officer

7/2/2021

Date



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

STATE OF LOUISIANA

PARISH OF ORLEANS

---

**REQUEST AUTHORIZATION TO AWARD CONTRACT FOR OVERHEAD CATENARY  
SYSTEM (OCS) HARDWARE FABRICATION AND REPLACEMENT**

---

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

**WHEREAS**, a result of the Hard Rock Hotel collapse in the fall of 2019, several of OCS poles were damaged or cut in order to demolish the semi-collapsed hotel by the developer of the hotel; and

**WHEREAS**, in order to restore the Rampart Streetcar line these items need to be replaced; and

**WHEREAS**, the bid opening date is July 7, 2021, the day before the July committee meeting. To be efficient staff is proposing to request Board authorization to proceed with the contract fabricate hardware; and

**WHEREAS**, the hardware is a long lead item, to minimize the length of the construction duration for the Rampart Streetcar Line Restoration project, Staff is requesting to procure and provide these components to the construction contractor once selected; and

**WHEREAS**, additionally, to attract competitive pricing Staff is recommending the procurement spare OCS hardware that will be used on the Canal and Riverfront lines. These poles are often damaged due to vehicular accidents; and



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

Page 2

|                                                                     |    |   |
|---------------------------------------------------------------------|----|---|
| Purchase and Paint Rampart Streetcar Line OCS Hardware              |    |   |
| <i>12" Futed Poles</i>                                              | EA | 4 |
| <i>Decorative base plate covers</i>                                 | EA | 6 |
| <i>Replica Light (Attachment and Luminaires)</i>                    | EA | 6 |
| Purchase and Paint Canal and Riverfront Streetcar Line OCS Hardware |    |   |
| <i>10.75" Tubular Poles</i>                                         | EA | 8 |

The estimate is expected not to exceed \$250,000.

;

**WHEREAS**, this project is funded by self-generated funds and a portion is expected to be recovered in the loss claims. The amount \$250,000 will be funded by account 1.1123. All cost associated with this work will be tracked for financial recovery purposes; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorization to award contract for Overhead Catenary System (OCS) Hardware Fabrication and Replacement.

**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 27<sup>th</sup> DAY OF JULY 2021.**

---

**FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS**



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

504.827.8300

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| Purchase of New OCS Poles<br>Opinion of Probable Cost |                                                                        |      |          |                |               |
|-------------------------------------------------------|------------------------------------------------------------------------|------|----------|----------------|---------------|
| #                                                     | Item                                                                   | Unit | Quantity | 2014 Unit Cost | Extended      |
| 1                                                     | Purchase and Paint Rampart Streetcar Line OCS Hardware                 |      |          |                |               |
|                                                       | <i>12" Futed Poles</i>                                                 | EA   | 4        | \$15,557.00    | \$ 62,228.00  |
|                                                       | <i>Decorative base plate covers</i>                                    | EA   | 6        | \$2,913.00     | \$ 17,478.00  |
|                                                       | <i>Replica Light (Attachment and Luminaires)</i>                       | EA   | 6        | \$7,174.00     | \$ 43,044.00  |
| 2                                                     | Purchase and Paint Canal and Riverfront Streetcar Line OCS Hardware    |      |          |                |               |
|                                                       | <i>10.75" Tubular Poles</i>                                            | EA   | 8        | \$5,292.23     | \$ 42,337.85  |
| 3                                                     | Deliver Poles to RTA's East New Orleans Facility (3900 Desire Parkway) | LS   | 1        | \$15,000.00    | \$ 15,000.00  |
|                                                       |                                                                        |      |          |                |               |
|                                                       |                                                                        |      |          |                |               |
| Subtotal Cost                                         |                                                                        |      |          |                | \$ 180,087.85 |
| Mobilization / Demobilization (3%)                    |                                                                        |      |          |                | \$ 5,402.64   |
| 10% Profit                                            |                                                                        |      |          |                | \$ 18,549.05  |
| 20% Contingency                                       |                                                                        |      |          |                | \$ 36,017.57  |
| Estimated Total Cost =                                |                                                                        |      |          |                | \$ 240,057.10 |

NOTES:

6/24/2021



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-100

Board of Commissioners

### Rampart Streetcar Line Emergency Recovery Project Award Construction Project

DESCRIPTION: Requesting Board Authorization to Ratify Award of Construction Contract to Walter J. Barnes Electric Company, Inc.

AGENDA NO: Click or tap here to enter text.

ACTION REQUEST: ☒ Approval ☐ Review Comment ☐ Information Only ☐ Other

#### RECOMMENDATION:

Ratify a construction contract awarded to Barnes Electric by the Chief Executive Officer to repair sections of the Canal Streetcar Line impacted by the collapse of the Hard Rock Hotel.

#### ISSUE/BACKGROUND:

As the lowest responsive bid is over the Board Approved not-to-exceed cost of \$270,000.00, RTA staff is requesting Board authorization to ratify award of the construction contract to Barnes Electric for \$289,000.00.

#### DISCUSSION:

RTA Staff previously presented a Board agenda item at the May Board to award a contract to repair sections of the Canal Streetcar Line impacted by the Hard Rock Hotel Collapse. As cost are greater than the approved amount, staff is requesting the Board ratify to award the contract to Barnes Electric.

RTA Staff requested Board authorization at the May meeting in order to complete repairs quickly and comply with the Mayor of New Orleans's Emergency Repair Decree.

#### FINANCIAL IMPACT:

Barnes Electric's cost to complete this work \$289,000.00, which will be funded through local account 1.1510.109. All cost associated with this work will be tracked for financial recovery purposes.

#### NEXT STEPS:

Upon Board approval, staff will continue to manage the construction contract with Barnes Electric to repair the Canal Streetcar Line between South Liberty St. to Baronne St.

During the performance of this contract, staff will conduct ongoing dialogue to the Board during the project development.

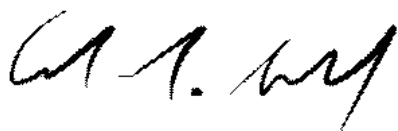
ATTACHMENTS:

1. Board Resolution
2. May Board Approval
3. Walter J. Barnes Electric's Bid
4. Administrative Review Form - IFB 2021-009
5. Procurement Summary - IFB 2021-009

Prepared By: Dwight Norton, [dhorton@rtaforward.org](mailto:dhorton@rtaforward.org)  
Title: Sr. Director of Strategic Planning

Reviewed By: Lona Edwards Hankins, [lhankins@rtaforward.org](mailto:lhankins@rtaforward.org)  
Title: Chief of Infrastructure & Planning

Reviewed By: Gizelle Johnson Banks  
Title: Chief Financial Officer



Alex Wiggins  
Chief Executive Officer

7/2/2021

Date



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

STATE OF LOUISIANA

PARISH OF ORLEANS

---

**REQUEST AUTHORIZATION TO RATIFY AWARD OF THE CONSTRUCTION  
CONTRACT TO WALTER J. BARNES ELECTRIC COMPANY, INC.**

---

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

**WHEREAS**, the lowest responsive bid is over the Board Approved not-to-exceed cost of \$270,000.00, and

**WHEREAS**, RTA staff are requesting Board authorization to ratify award of the construction contract to Walter J. Barnes Electric Company, Inc. for \$289,000.00; and

**WHEREAS**, RTA Staff previously presented a Board agenda item at the May Board to award a contract to, repair sections of the Canal Streetcar Line impacted by the Hard Rock Hotel Collapse. As cost are greater than the approved amount, staff is requesting the Board ratify to award the contract to Barnes Electric; and

**WHEREAS**, RTA Staff requested Board authorization at the May meeting to complete repairs quickly and comply with the Mayor of New Orleans's Emergency Repair Decree; and

**WHEREAS**, Barnes Electric's cost to complete this work \$289,000.00, which will be funded through local account 1.1510.109. All cost associated with this work will be tracked for financial recovery purposes; and



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

504.827.8300

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**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 ratify award of the construction contract to Walter J. Barnes Electric Company, Inc.

**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 27<sup>th</sup> DAY OF JULY 2021.**

---

**FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS**



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-062

Finance Committee

Rampart Streetcar Line: Emergency Recovery Project Award Construction Project

|                                                                                                                                                                               |                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| DESCRIPTION: Requesting Board Authorization to Award a Construction Contract to the Lowest Responsive Bidder                                                                  | 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 construction contract to the lowest responsive bidder to repair sections of the Canal Streetcar Line impacted by the collapse of the Hard Rock Hotel. According to AECOM's opinion of probable cost, the total estimated cost to restore Canal St, excluding the Rampart connector, is \$270,000.00.

### ISSUE/BACKGROUND:

As decreed by Mayor LaToya Cantrell in March of 2020, the RTA was directed to restore the infrastructure impacted by the Hard Rock Hotel collapse as quickly as possible. However, as the Hard Rock Hotel Developer (hereby referred to as the "Developer") has obstructed RTA's infrastructure along Canal Street until recently, the RTA is working to restore the Canal Streetcar Line by the end of July.

### DISCUSSION:

In February 2021, the Developer removed demolition equipment and crane mats along Canal Street, allowing RTA's engineer, AECOM to complete damage assessments of the Canal Streetcar Line. The repair package was completed on April 16<sup>th</sup>. The RTA is now working to solicit a contractor to complete the repairs. As the City has reopened lake bound Canal Street, the RTA is requesting Board Authorization to award a Construction Contract early to meet the schedule to restore the Canal Streetcar line by the end of July. As the developer is still obstructing the Rampart Streetcar Line, as well as the long lead times for damaged materials, restoration of the Rampart Streetcar Line will be handled as a separate project to be completed later this year.

### FINANCIAL IMPACT:

AECOM's Opinion of Construction Cost to restore the Canal Streetcar Line is not expected to exceed \$270,000.00, which will be funded through local account 1.1510.109. All cost associated with this work will be tracked for financial recovery purposes.

### NEXT STEPS:

Upon Board approval, staff will award a construction contract to the lowest responsive bidder to repair the Canal Streetcar Line between South Liberty St. to Barone St.

If the lowest bid is deemed responsive but exceeds the Engineer's Estimated cost of \$270,000.00, staff will request Board Authorization at the June Board Meeting to ratify award of the construction contract.

During the performance of this contract, staff will conduct ongoing dialogue to the Board during the project development.

ATTACHMENTS:

1. Board Resolution
2. AECOM's Opinion of Probable Construction Cost

Prepared By: Stephen Mitchell, sm@rtaforward.org  
Title: Project Manager

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

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



Alex Wiggins  
Chief Executive Officer

5/5/2021

Date



RESOLUTION NO. 21-029

STATE OF LOUISIANA

PARISH OF ORLEANS

---

**AUTHORIZATION TO AWARD A CONSTRUCTION CONTRACT TO THE LOWEST  
RESPONSIVE BIDDER**

---

Introduced by Commissioner Raymond,  
seconded by Commissioner Sarwar.

**WHEREAS**, as decreed by Mayor LaToya Cantrell in March of 2020, RTA staff have been directed to restore RTA infrastructure impacted by the Hard Rock Hotel collapse as quickly as possible; and

**WHEREAS**, the Hard Rock Hotel Developer (hereby referred to as the “Developer” has obstructed RTA’s infrastructure along Canal Street until recently, RTA staff are working to restore the Canal Streetcar line by the end of July; and

**WHEREAS**, in February 2021, the Developer removed demolition equipment and crane mats along Canal Street, allowing RTA’s engineer AECOM to complete damage assessments of the Canal Streetcar Line; and

**WHEREAS**, the repair package was completed on April 16, 2021. RTA staff are now working to solicit for a contractor to complete the repairs; and

**WHEREAS**, the City has reopened lake bound Canal Street. RTA staff are requesting Board Authorization to award a Construction contract early in order to meet the schedule to restore the Canal Streetcar Line by the end of July; and



RESOLUTION NO. 21-029

Page 2

**WHEREAS**, the Developer is still obstructing the Rampart Streetcar Line, as well as the long lead times for damaged materials restoration of the Rampart Streetcar Line will be handled as a separate project to be completed later this year; and

**WHEREAS**, AECOM's Opinion of Construction Cost to restore the Canal Streetcar Line is not-to-exceed fee \$270,000.00, which will be funded through local account 1.1510.109. All cost associated with this work will be tracked for financial recovery purposes; and.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, is authorize to award a Construction Contract to the Lowest Responsive Bidder.

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

|                 |          |
|-----------------|----------|
| <b>YEAS:</b>    | <u>7</u> |
| <b>NAYS:</b>    | <u>0</u> |
| <b>ABSTAIN:</b> | <u>0</u> |
| <b>ABSENT:</b>  | <u>1</u> |

**AND THE RESOLUTION WAS ADOPTED ON THE 25th DAY OF MAY, 2021.**

---

**FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS**



| Rampart Streetcar Line: Emergency Recovery Project<br>Opinion of Probable Cost |                                                                                                                                                                                                                                        |                     |                |                                           |                                             |
|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------|-------------------------------------------|---------------------------------------------|
| #                                                                              | Item                                                                                                                                                                                                                                   | Unit                | Quantity       | 2021 Unit Cost                            | Extended                                    |
| 1                                                                              | Tensioning and Alignment of Canal Streetcar Line OCS from Roosevelt Way to S. Liberty Street <sup>1,2</sup><br>Misc. equipment rental (JLG 34 ft. articulated lifts) (weekly rental)<br>Light tower w/diesel generator (weekly rental) | LF-wire<br>EA<br>EA | 2200<br>6<br>3 | \$22.00<br>\$975.00<br>\$350.00           | \$ 48,400.00<br>\$ 5,850.00<br>\$ 1,050.00  |
| 2                                                                              | Purchase of replacement trolley wire: S. Liberty to Roosevelt Way<br>Trolley Wire Conductor - 4/0 Grooved H.D. Copper                                                                                                                  | FT                  | 2200           | \$40.00                                   | \$ 88,000.00                                |
| 3                                                                              | Testing of reinstallations and retensioning <sup>2</sup><br>Labor (8 Elec. @ \$38/mh)<br>Labor (8 Elec. @ \$38/mh x 1.5)                                                                                                               | LS<br>DAY<br>WKEND  | 1<br>4<br>1    | <br>\$2,432.00<br>\$10,944.00             | \$ 20,672.00<br>\$ 9,728.00<br>\$ 10,944.00 |
| 4                                                                              | Install new trolley pole anchor bolt (downriver side of Canal Street @ Rampart)<br>Labor (2 Elec. @ \$38/mh)<br>Misc. tools & materials                                                                                                | DAY<br>EA           | 1<br>1         | \$608.00<br>\$50.00                       | \$ 608.00<br>\$ 50.00                       |
| 5                                                                              | Install new trolley poles and power conduits<br>Labor (4 Elec. @ \$38/mh)<br>Misc. equipment rental (JLG 34 ft. articulated lifts) (daily rental)                                                                                      | DAY<br>EA           | 2<br>2         | \$1,216.00<br>\$425.00                    | \$ 2,432.00<br>\$ 850.00                    |
| 6                                                                              | Maintenance and Protection of Traffic <sup>3</sup>                                                                                                                                                                                     | DAY                 | 12             | \$1,200.00                                | \$ 14,400.00                                |
| 7                                                                              | New Streetcar Detection system at Elks/Canal Street (Estimate provided by RTA Staff)<br>Purchase and install Streetcar Detection system and one (1) New traffic signal                                                                 | LS                  | 1              | \$20,000.00                               | \$ 20,000.00                                |
|                                                                                |                                                                                                                                                                                                                                        |                     |                | <b>Subtotal Cost</b>                      | <b>\$ 202,312.00</b>                        |
|                                                                                |                                                                                                                                                                                                                                        |                     |                | <b>Mobilization / Demobilization (3%)</b> | <b>\$ 6,069.36</b>                          |
|                                                                                |                                                                                                                                                                                                                                        |                     |                | <b>10% Profit</b>                         | <b>\$ 20,838.14</b>                         |
|                                                                                |                                                                                                                                                                                                                                        |                     |                | <b>20% Contingency</b>                    | <b>\$ 40,462.40</b>                         |
|                                                                                |                                                                                                                                                                                                                                        |                     |                | <b>Estimated Total Cost =</b>             | <b>\$ 269,681.90</b>                        |

**NOTES:**

- 1 Alignment Burgundy to S. Liberty is 1,100 LF of route x 2 wires = 2,200 LF-wire
- 2 Work costs assumes
  - "straight" alignment : 6-8 man crew; 3 JLG trucks; 8-10 hour shifts + equipment (3-JLG lifts, truck)
  - HGU: 8 men x 3 @ 12 hour weekend shifts (\$38/hr on premium time) + equipment (3-JLG lifts, truck, lights, etc.)
- 3 Assume duration of two weeks (10 week days) plus 1 weekend = 14 days
- 4 Bacon-Davis rates for Electrician in New Orleans = \$28.50 +\$9.24 fringes = \$37.74/MH
- 5 The cost for trolley wire has risen significantly since the original 2014 installation.

# LOUISIANA UNIFORM PUBLIC WORK BID FORM

TO: New Orleans Regional Transit Authority  
2817 Canal Street  
New Orleans, LA 70119

BID FOR: Rampart Streetcar Line – Emergency Recovery Project  
Restoration of Canal St. Streetcar Line

The undersigned bidder hereby declares and represents that she/he: a) has carefully examined and understands the Bidding Documents, b) has not received, relied on, or based his bid on any verbal instructions contrary to the Bidding Documents or any addenda, c) has personally inspected and is familiar with the project site, and hereby proposes to provide all labor, materials, tools, appliances and facilities as required to perform, in a workmanlike manner, all work and services for the construction and completion of the referenced project, all in strict accordance with the Bidding Documents prepared by: New Orleans Regional Transit Authority and dated: May 24, 2021.

(Owner to provide name of entity preparing bidding documents.)

Bidders must acknowledge all addenda. The Bidder acknowledges receipt of the following **ADDENDA**:

No. 1 Dated: 4/30/2021 No. 2 Dated: 5/20/2021 No. 3 Dated: 5/24/2021  
No. \_\_\_\_\_ Dated: \_\_\_\_\_ No. \_\_\_\_\_ Dated: \_\_\_\_\_ No. \_\_\_\_\_ Dated: \_\_\_\_\_

**TOTAL BASE BID:** For all work required by the Bidding Documents (including any and all unit prices designated "Base Bid" \* but not alternates) the sum of:

Two hundred eighty-nine thousand Dollars (\$ 289,000.00)

**ALTERNATES:** For any and all work required by the Bidding Documents for Alternates including any and all unit prices designated as alternates in the unit price description.

**Alternate No. 1** (Owner to provide description of alternate and state whether add or deduct) for the lump sum of:

N/A Dollars (\$ N/A)

**Alternate No. 2** (Owner to provide description of alternate and state whether add or deduct) for the lump sum of:

N/A Dollars (\$ N/A)

**Alternate No. 3** (Owner to provide description of alternate and state whether add or deduct) for the lump sum of:

N/A Dollars (\$ N/A)

NAME OF BIDDER: Walter J Barnes Electric Co Inc

ADDRESS OF BIDDER: 400 Dakin St. Jefferson, LA. 70121

LOUISIANA CONTRACTOR'S LICENSE NUMBER: 448

NAME OF AUTHORIZED SIGNATORY OF BIDDER: Michael Ellis

TITLE OF AUTHORIZED SIGNATORY OF BIDDER: Executive Vice-President

SIGNATURE OF AUTHORIZED SIGNATORY OF BIDDER \*\*: 

DATE: 6/3/2021

## **THE FOLLOWING ITEMS ARE TO BE INCLUDED WITH THE SUBMISSION OF THIS LOUISIANA UNIFORM PUBLIC WORK BID FORM:**

\* The Unit Price Form shall be used if the contract includes unit prices. Otherwise it is not required and need not be included with the form. The number of unit prices that may be included is not limited and additional sheets may be included if needed.

\*\* A **CORPORATE RESOLUTION OR WRITTEN EVIDENCE** of the authority of the person signing the bid for the public work as prescribed by LA R.S. 38:2212(B)(5).

**BID SECURITY** in the form of a bid bond, certified check or cashier's check as prescribed by LA R.S. 38:2218(A) attached to and made a part of this bid.

# LOUISIANA UNIFORM PUBLIC WORK BID FORM

## UNIT PRICE FORM

TO: New Orleans Regional Transit Authority  
 2817 Canal Street  
 New Orleans, LA 70119

BID FOR: Rampart Streetcar Line – Emergency Recovery Project  
 Restoration of Canal St. Streetcar Line

UNIT PRICES: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.  
 Mobilization & Demobilization (including pick-up and delivery of Pole #AV21 and RTA-owned materials to the project site)

|              |                                                                                                                                                                        |                  |            |                                                  |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------|--------------------------------------------------|
| DESCRIPTION: | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                                         |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                              | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 1            | 1                                                                                                                                                                      | LS               | 10,000.00  | 10,000.00                                        |
| DESCRIPTION: | Furnish and install 4/0 grooved trolley wire, connections and appurtenances on both Canal St. Streetcar tracks from Elk Place to Roosevelt Way                         |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                              | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 2            | 1                                                                                                                                                                      | LS               | 48,000.00  | 48,000.00                                        |
| DESCRIPTION: | Furnish and install trolley wire splices to connect existing trolley wires on both Canal S. Streetcar tracks at Elk Place and at Roosevelt Way into new trolley wires. |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                              | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 3            | 4                                                                                                                                                                      | EA               | 500.00     | 2,000.00                                         |
| DESCRIPTION: | Reinstall trolley wire frog                                                                                                                                            |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                              | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 4            | 1                                                                                                                                                                      | EA               | 1,000.00   | 1,000.00                                         |
| DESCRIPTION: | Re-tension the Canal St. Streetcar Line trolley wires on both tracks from approximately S. Liberty Street to approximately Roosevelt Way.                              |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                              | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 5            | 1                                                                                                                                                                      | LS               | 14,000.00  | 14,000.00                                        |
| DESCRIPTION: | Realign and re-tension trolley wires and appurtenances of the connection from river-bound the Loyola St. Streetcar Line tracks to the Canal St. Streetcar Line tracks  |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                              | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 6            | 1                                                                                                                                                                      | LS               | 11,000.00  | 11,000.00                                        |

# LOUISIANA UNIFORM PUBLIC WORK BID FORM

## UNIT PRICE FORM

TO: New Orleans Regional Transit Authority **BID FOR:** Rampart Streetcar Line -- Emergency Recovery Project

2817 Canal Street Restoration of Canal St. Streetcar Line

New Orleans, LA 70119

|              |                                                                                                                                                       |                  |            |                                                  |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------|--------------------------------------------------|
| DESCRIPTION: | Perform select demolition of existing foundation of OCS pole #AV21 location                                                                           |                  |            |                                                  |
|              | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                        |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                             | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 7            | 1                                                                                                                                                     | LS               | 9,000.00   | 9,000.00                                         |
| DESCRIPTION: | Form and pour new foundation and anchor bolts for new OCS pole #AV21                                                                                  |                  |            |                                                  |
|              | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                        |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                             | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 8            | 1                                                                                                                                                     | LS               | 6,000.00   | 6,000.00                                         |
| DESCRIPTION: | Prepare existing conduits at pole #AV21 location for installation of new OCS pole, new traction power conduits and electrical connections.            |                  |            |                                                  |
|              | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                        |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                             | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 9            | 1                                                                                                                                                     | LS               | 2,000.00   | 2,000.00                                         |
| DESCRIPTION: | Install a new OCS pole #AV21, complete, including new conduits, cross span contact wires, pole-mounted street lighting and attachments.               |                  |            |                                                  |
|              | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                        |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                             | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 10           | 1                                                                                                                                                     | LS               | 28,000.00  | 28,000.00                                        |
| DESCRIPTION: | Furnish and install new electrical traction power and lighting cables and electrical connections to new OCS pole #AV21 and pole-mounted street light. |                  |            |                                                  |
|              | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                        |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                             | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 11           | 1                                                                                                                                                     | LS               | 114,000.00 | 114,000.00                                       |
| DESCRIPTION: | Reinstall traction power disconnect switches at new OCS pole #AV21.                                                                                   |                  |            |                                                  |
|              | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                        |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                             | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 12           | 1                                                                                                                                                     | LS               | 2,000.00   | 2,000.00                                         |

# LOUISIANA UNIFORM PUBLIC WORK BID FORM

## UNIT PRICE FORM

TO: New Orleans Regional Transit Authority  
2817 Canal Street  
New Orleans, LA 70119

BID FOR: Rampart Streetcar Line – Emergency Recovery Project  
Restoration of Canal St. Streetcar Line

|              |                                                                                                                                                                                        |                  |            |                                                  |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------|--------------------------------------------------|
| DESCRIPTION: | Perform all electrical traction power, trolley power and lighting testing and safety certifications.<br><input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.# |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                                              | REF. NO.         | QUANTITY:  | REF. NO.                                         |
| 13           | 1                                                                                                                                                                                      | 13               | 1          | 13                                               |
|              |                                                                                                                                                                                        |                  | 12,000.00  | 12,000.00                                        |
| DESCRIPTION: | Maintenance and protection of pedestrian and vehicular traffic for all project work.                                                                                                   |                  |            |                                                  |
|              | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                                                         |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                                              | REF. NO.         | QUANTITY:  | REF. NO.                                         |
| 14           | 1                                                                                                                                                                                      | 14               | 1          | 14                                               |
|              |                                                                                                                                                                                        |                  | 22,000.00  | 22,000.00                                        |
| DESCRIPTION: | Addendum No. 1 : : Detection Equipment in Roadway: Canal St. & Elk Place                                                                                                               |                  |            |                                                  |
|              | <input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#                                                                                                         |                  |            |                                                  |
| REF. NO.     | QUANTITY:                                                                                                                                                                              | UNIT OF MEASURE: | UNIT PRICE | UNIT PRICE EXTENSION (Quantity times Unit Price) |
| 15           | 1                                                                                                                                                                                      | LS               | 8,000.00   | 8,000.00                                         |

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner

# Document A310™ – 2010

Conforms with The American Institute of Architects AIA Document 310

## Bid Bond

### CONTRACTOR:

(Name, legal status and address)

Walter J. Barnes Electric Company, Inc.  
400 Dakin Street  
Jefferson, LA 70121

### OWNER:

(Name, legal status and address)

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

### SURETY:

(Name, legal status and principal place of business)

Hartford Fire Insurance Company  
One Hartford Plaza  
Hartford, CT 06155-0001  
Mailing Address for Notices  
111 Veterans Blvd., Suite 1130  
Metairie, LA 70005

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

**BOND AMOUNT:** 5% Five Percent of Amount Bid

### PROJECT:

(Name, location or address, and Project number, if any)

Rampart Streetcar Line-Emergency Repair Project Restoration of Canal St. Streetcar Line IFB 2021-009

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 3rd day of June, 2021.

  
(Witness)

Walter J. Barnes Electric Company, Inc.  
(Principal) (Seal)

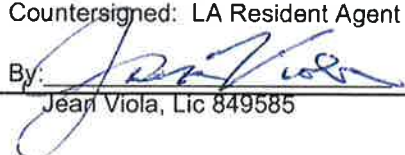
By:   
(Title) EXECUTIVE VICE-PRESIDENT

  
(Witness) Elizabeth Hamrick

Hartford Fire Insurance Company  
(Surety) (Seal)

By:   
(Title) Jean Viola, Attorney-in-Fact

Countersigned: LA Resident Agent

By:   
Jean Viola, Lic 849585

# POWER OF ATTORNEY

Direct Inquiries/Claims to:

THE HARTFORD

BOND, T-12

One Hartford Plaza

Hartford, Connecticut 06155

[Bond.Claims@thehartford.com](mailto:Bond.Claims@thehartford.com)

call: 888-266-3488 or fax: 860-757-5835

KNOW ALL PERSONS BY THESE PRESENTS THAT:

Agency Name: ARTHUR J GALLAGHER RISK MGMT SVCS

Agency Code: 43-483339

- ☒ Hartford Fire Insurance Company, a corporation duly organized under the laws of the State of Connecticut
- ☒ Hartford Casualty Insurance Company, a corporation duly organized under the laws of the State of Indiana
- ☒ Hartford Accident and Indemnity Company, a corporation duly organized under the laws of the State of Connecticut
- ☐ Hartford Underwriters Insurance Company, a corporation duly organized under the laws of the State of Connecticut
- ☐ Twin City Fire Insurance Company, a corporation duly organized under the laws of the State of Indiana
- ☐ Hartford Insurance Company of Illinois, a corporation duly organized under the laws of the State of Illinois
- ☐ Hartford Insurance Company of the Midwest, a corporation duly organized under the laws of the State of Indiana
- ☐ Hartford Insurance Company of the Southeast, a corporation duly organized under the laws of the State of Florida

having their home office in Hartford, Connecticut, (hereinafter collectively referred to as the "Companies") do hereby make, constitute and appoint, **up to the amount of Unlimited** :

George V. Baus Jr., Kathleen L. Berni, Patricia Byerley, Eric Copple, Elizabeth Hamrick, Karen A Moser, Edward J. Murphy III, Myriam Victoria, Jean Viola, Gregory R. Weston of METAIRIE, Louisiana

their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign its name as surety(ies) only as delineated above by ☒, and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on May 6, 2015 the Companies have caused these presents to be signed by its Senior Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.



*John Gray*

John Gray, Assistant Secretary

*M. Ross Fisher*

M. Ross Fisher, Senior Vice President

STATE OF CONNECTICUT

COUNTY OF HARTFORD

ss. Hartford

On this 5th day of January, 2018, before me personally came M. Ross Fisher, to me known, who being by me duly sworn, did depose and say: that he resides in the County of Hartford, State of Connecticut; that he is the Senior Vice President of the Companies, the corporations described in and which executed the above instrument; that he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that he signed his name thereto by like authority.



CERTIFICATE

*Kathleen T. Maynard*

Kathleen T. Maynard  
Notary Public

My Commission Expires July 31, 2021

I, the undersigned, Assistant Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of June 3, 2021

Signed and sealed at the City of Hartford.



*Kevin Heckman*

Kevin Heckman, Assistant Vice President

**BUY AMERICA**

**CERTIFICATE OF COMPLIANCE WITH SECTION 165(a)**

The bidder or proposer hereby certifies that it will comply with the requirements of section 165(a) of the Surface Transportation Assistance Act of 1982, as amended, and the applicable regulations in 49 CFR part 661.

Date 06/03/2021

Signature  *Walter J Barnes*

Company Name Walter J Barnes Electric Co Inc

Title Executive Vice-President

RTA Project No. 2021-009

NON-COLLUSION AFFIDAVIT

STATE OF Louisiana

PARISH OF Orleans

Michael Ellis, being first duly sworn, deposes and says that:  
**Walter J Barnes**

(1) He is (Owner) (Partner) (Officer) (Representative) or (Agent), of Electric Co Inc, the Contractor that has submitted the attached bid;

(2) Such Bid is genuine and is not a collusive or sham Bid.

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

Signed: [Signature]

Title: EXECUTIVE VICE-PRESIDENT

Sworn to me and subscribed in my presence this 25 day of May, A.D., 2004

Kelly C. Ellis  
NOTARY PUBLIC



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

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

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


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

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

COMPANY Walter J Barnes Electric Co Inc

ADDRESS 400 Dakin St. Jefferson, LA. 70121

DATE 06/03/2021

 MICHAEL LEWIS  
Signature of Offeror's Authorized Representative

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

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

**COMPANY** \_\_\_\_\_ **N/A**

**ADDRESS** \_\_\_\_\_ **N/A**

**DATE** \_\_\_\_\_ **N/A**

\_\_\_\_\_ **N/A**

**Signature of Offeror's Authorized Representative**

CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Michael Ellis Executive Vice-President hereby certify on  
(Name and Title of Offeror Official)

behalf of Walter J Barnes Electric Co Inc that:  
(Name of Offeror)

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

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

Executed this 25 day of May, 2021

BY [Signature]

Witnesses: [Signature]  
(Signature of Authorized Official)

PRESIDENT  
(Title of Authorized Official)

Sworn to and subscribed before me on this 25 day of May, 2021

Notary Public In and For Orleans Parish/County

State of Louisiana

Kelly C. Ellis



## PARTICIPANT INFORMATION FORM

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

Firm Name Walter J Barnes Electric Co Inc

Firm Address 400 Dakin St. Jefferson, LA. 70121

Telephone Number 504-832-1756

Fax Number 504-834-2611

E-Mail Address estimating@wjbe.com

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

Age of the firm 89

Annual gross receipts of the firm \$22,810,000

Prime or Sub-Contractor Prime

NAICS code (s) 238210

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

Signature 

Title Executive Vice-President

Date 06/03/2021

RTA Project No. 2021-009

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

materials bonds shall apply to the Warranty Bond. Upon expiration of the warranty the Warranty Bond shall be released.

#### 1.20 ADDITIONAL BOND REQUIREMENTS

Each bond shall be written by a surety or insurance company currently on the U.S. Department of the Treasury Financial Management Service List of approved bonding companies, which is published annually in the Federal Register. No surety or insurance company shall write a surety bond, which is in excess of the amount indicated as approved by the U.S. Department of the Treasury Financial Management Service List. The surety or insurance company shall be currently licensed to do business in the State of Louisiana.

#### 1.21 ADDENDA

Bidders shall acknowledge receipt of all addenda to this Invitation for Bids. Acknowledge receipt of each addendum must be clearly established and included with offer. The undersigned acknowledges receipt of the following addenda.

Addendum No. 1, dated 4/30/2021

Addendum No. 2, dated 5/20/2021

Addendum No. 3, dated 5/24/2021

Addendum No. \_\_\_\_\_, dated \_\_\_\_\_

Addendum No. \_\_\_\_\_, dated \_\_\_\_\_

Addendum No. \_\_\_\_\_, dated \_\_\_\_\_

IFB NO. 2021-009

Walter J. Barnes Electric Co. Inc.

Company Name



MICHAEL G. LUIS

Company Representative



# CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)  
05/24/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION** IS **WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

|                                                                                                                      |                                              |                                       |
|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------------------------------|
| <b>PRODUCER</b><br>Aon Risk Services Central, Inc.<br>Chicago IL Office<br>200 East Randolph<br>Chicago IL 60601 USA | <b>CONTACT NAME:</b>                         |                                       |
|                                                                                                                      | <b>PHONE (A/C. No., Ext):</b> (866) 283-7122 | <b>FAX (A/C. No.):</b> (800) 363-0105 |
| <b>INSURED</b><br>Walter J. Barnes Electric Co., Inc.<br>PO Box 10458<br>Jefferson LA 70181 USA                      | <b>E-MAIL ADDRESS:</b>                       |                                       |
|                                                                                                                      | <b>INSURER(S) AFFORDING COVERAGE</b>         |                                       |
|                                                                                                                      | <b>NAIC #</b>                                |                                       |
|                                                                                                                      | <b>INSURER A:</b> Zurich American Ins Co     | 16535                                 |
|                                                                                                                      | <b>INSURER B:</b> American Zurich Ins Co     | 40142                                 |
|                                                                                                                      | <b>INSURER C:</b>                            |                                       |
|                                                                                                                      | <b>INSURER D:</b>                            |                                       |
| <b>INSURER E:</b>                                                                                                    |                                              |                                       |
| <b>INSURER F:</b>                                                                                                    |                                              |                                       |

Holder Identifier :

**COVERAGES**      **CERTIFICATE NUMBER:** 570087393590      **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS,

Limits shown are as requested

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                                                                              | ADDL INSD                                                        | SUBR WVD | POLICY NUMBER  | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                         |             |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|----------|----------------|-------------------------|-------------------------|--------------------------------------------------------------------------------|-------------|
| A        | <input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b><br><br><input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br><br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC<br>OTHER: |                                                                  |          | GLO980964806   | 04/01/2021              | 04/01/2022              | EACH OCCURRENCE                                                                | \$2,000,000 |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | DAMAGE TO RENTED PREMISES (Ea occurrence)                                      | \$500,000   |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | MED EXP (Any one person)                                                       | \$10,000    |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | PERSONAL & ADV INJURY                                                          | \$1,000,000 |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | GENERAL AGGREGATE                                                              | \$4,000,000 |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | PRODUCTS - COMPI/OP AGG                                                        | \$4,000,000 |
| A        | <input checked="" type="checkbox"/> <b>AUTOMOBILE LIABILITY</b><br><br><input type="checkbox"/> ANY AUTO<br><input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS<br><input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY                                      |                                                                  |          | BAP 9809649-06 | 04/01/2021              | 04/01/2022              | COMBINED SINGLE LIMIT (Ea accident)                                            | \$2,000,000 |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | BODILY INJURY (Per person)                                                     |             |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | BODILY INJURY (Per accident)                                                   |             |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | PROPERTY DAMAGE (Per accident)                                                 |             |
|          | <input type="checkbox"/> <b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR<br><input type="checkbox"/> <b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE<br><input type="checkbox"/> DED <input type="checkbox"/> RETENTION                                                                                            |                                                                  |          |                |                         |                         | EACH OCCURRENCE                                                                |             |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | AGGREGATE                                                                      |             |
| B        | <input checked="" type="checkbox"/> <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br><br>ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER (Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                                | <input checked="" type="checkbox"/> Y <input type="checkbox"/> N | N/A      | WC980964706    | 04/01/2021              | 04/01/2022              | <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER |             |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | E.L. EACH ACCIDENT                                                             | \$1,000,000 |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | E.L. DISEASE-EA EMPLOYEE                                                       | \$1,000,000 |
|          |                                                                                                                                                                                                                                                                                                                                |                                                                  |          |                |                         |                         | E.L. DISEASE-POLICY LIMIT                                                      | \$1,000,000 |

Certificate No : 570087393590

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Certificate Holder is included as Additional Insured in accordance with the policy provisions of the General Liability and Automobile Liability policies where required by written contract. General Liability and Automobile Liability policies evidenced herein are Primary and Non-Contributory to other insurance available to an Additional Insured, but only in accordance with the policy's provisions where required by written contract. A waiver of subrogation is granted in favor of Certificate Holder in accordance with the policy provisions of the General Liability, Automobile Liability and Workers' Compensation policies where required by written contract.

**CERTIFICATE HOLDER****CANCELLATION**

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

New Orleans Regional Transit Authority  
2817 Canal Street  
New Orleans LA 70119 USA*Aon Risk Services Central, Inc.*



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

5/24/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

|                                                                                                                                  |                                                      |                                       |
|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|---------------------------------------|
| <b>PRODUCER</b><br>Arthur J. Gallagher Risk Management Services, Inc.<br>111 Veterans Boulevard, Suite 1130<br>Metairie LA 70005 | <b>CONTACT NAME:</b> William Hughes                  |                                       |
|                                                                                                                                  | <b>PHONE</b><br>(A/C, No, Ext): 504-888-1100         | <b>FAX</b><br>(A/C, No): 504-888-1299 |
| <b>INSURED</b><br>Walter J Barnes Electric Co. Inc<br>P. O. Box 10458<br>Jefferson LA 70181-0458                                 | <b>E-MAIL:</b> William_Hughes@ajg.com                |                                       |
|                                                                                                                                  | <b>ADDRESS:</b> William_Hughes@ajg.com               |                                       |
|                                                                                                                                  | <b>INSURER(S) AFFORDING COVERAGE</b>                 |                                       |
|                                                                                                                                  | <b>INSURER A:</b> Westchester Fire Insurance Company |                                       |
|                                                                                                                                  | <b>INSURER B:</b>                                    |                                       |
|                                                                                                                                  | <b>INSURER C:</b>                                    |                                       |
| <b>INSURER D:</b>                                                                                                                |                                                      |                                       |
| <b>INSURER E:</b>                                                                                                                |                                                      |                                       |
| <b>INSURER F:</b>                                                                                                                |                                                      |                                       |
| <b>NAIC #</b><br>10030                                                                                                           |                                                      |                                       |

**COVERAGES****CERTIFICATE NUMBER:** 860356332**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                | ADDL INSD | SUBR WVD | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                                                                                                                                   |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|---------------|-------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <b>COMMERCIAL GENERAL LIABILITY</b><br><input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR<br><br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC<br>OTHER: |           |          |               |                         |                         | EACH OCCURRENCE \$<br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$<br>MED EXP (Any one person) \$<br>PERSONAL & ADV INJURY \$<br>GENERAL AGGREGATE \$<br>PRODUCTS - COMP/OP AGG \$<br>\$ |
|          | <b>AUTOMOBILE LIABILITY</b><br><input type="checkbox"/> ANY AUTO<br><input type="checkbox"/> OWNED AUTOS ONLY<br><input type="checkbox"/> HIRED AUTOS ONLY<br><input type="checkbox"/> SCHEDULED AUTOS<br><input type="checkbox"/> NON-OWNED AUTOS ONLY          |           |          |               |                         |                         | COMBINED SINGLE LIMIT (Ea accident) \$<br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$<br>\$                                    |
| A        | <b>UMBRELLA LIAB</b> <input checked="" type="checkbox"/> OCCUR<br><b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE<br>DED <input type="checkbox"/> RETENTION \$                                                                                           |           |          | G71506538003  | 4/1/2021                | 4/1/2022                | EACH OCCURRENCE \$ 10,000,000<br>AGGREGATE \$ 10,000,000<br>\$                                                                                                                           |
|          | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y/N<br>(Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                    |           | N/A      |               |                         |                         | PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/><br>E.L. EACH ACCIDENT \$<br>E.L. DISEASE - EA EMPLOYEE \$<br>E.L. DISEASE - POLICY LIMIT \$                         |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Coverage under this policy will follow the terms, definitions, conditions and exclusions of SCHEDULED UNDERLYING INSURANCE, subject to the Policy Period, Limits of Insurance, premium and all other terms, definitions, conditions and exclusions of this policy. Provided, however, that coverage provided by this policy will be no broader than the coverage provided by SCHEDULED UNDERLYING INSURANCE.

Underlying Policy Information:  
See Attached...

**CERTIFICATE HOLDER****CANCELLATION**

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

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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AGENCY CUSTOMER ID: \_\_\_\_\_

LOC #: \_\_\_\_\_

**ADDITIONAL REMARKS SCHEDULE**Page 1 of 1

|                                                              |           |                                                                                                 |
|--------------------------------------------------------------|-----------|-------------------------------------------------------------------------------------------------|
| AGENCY<br>Arthur J. Gallagher Risk Management Services, Inc. |           | NAMED INSURED<br>Walter J Barnes Electric Co. Inc<br>P. O. Box 10458<br>Jefferson LA 70181-0458 |
| POLICY NUMBER                                                |           |                                                                                                 |
| CARRIER                                                      | NAIC CODE | EFFECTIVE DATE:                                                                                 |

**ADDITIONAL REMARKS****THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,****FORM NUMBER:** 25 **FORM TITLE:** CERTIFICATE OF LIABILITY INSURANCE

## Policy Period:

April 1, 2021 to April 1, 2022

## Issuing Companies:

Zurich American Insurance Company (Auto/General Liability)

American Zurich Insurance Company (Workers' Compensation)

## Policy Number (s):

Auto - BAP 9809649-07

General Liability - 9809648-07

Workers Compensation - 9809647-07

**Regional Transit Authority**  
Administrative Review Form

Project Name: Rampart Streetcar Line: Emergency Repair

Type of Solicitation: IFB 2021-009 DBE/SBE Participation Goal: 0% Number of Respondents: 3

| Prime, Primary Contact and Phone Number                                         | DBE and Non-DBE Subconsultants | DBE Commitment Percentage | Price (RFP and ITB ONLY) |
|---------------------------------------------------------------------------------|--------------------------------|---------------------------|--------------------------|
| Prime Walter J Barnes Electric<br>Contact: Michael Ellis<br>Phone: 205-661-4400 | N/A                            | 0%                        | \$289,000.00             |
| Prime: All Star Electric<br>Contact: Harold Bodyston<br>Phone:                  | N/A                            | 0%                        | \$303,000.00             |
| Prime: L. M. Comstock<br>Contact: William Heavin<br>Phone:                      | N/A                            | 0%                        | \$601,800.00             |

\*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 |
| Walter J Barnes Electric | Y                          | Y             | Y               | Y               | Y                        | Y                      | Y                | N/A                          | Y       |
| All Star Electric        | Y                          | Y             | Y               | Y               | Y                        | Y                      | Y                | N                            | Y       |
| L. M. Comstock           | Y                          | Y             | Y               | Y               | Y                        | Y                      | Y                | N                            | Y       |

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

Vendor Name: Walter J Barnes Electric

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 |
| Walter J Barnes Electric | Y        | Y         | Y                            | N/A                       | Y       | Y                   |                   | Y                   | N/A                        |
| All Star Electric        | Y        | N         | Y                            | N                         | N       | N                   | N                 | N                   | Y                          |
| L. M. Comstock           | Y        | N         | Y                            | N                         | N       | N                   | N                 | N                   | Y                          |

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

Vendor Name: Walter J Barnes Electric.

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

## **PROCUREMENT SUMMARY IFB 2021-009**

### **REQUIREMENTS**

A Solicit Request Routing Sheet for Rampart Streetcar Line: Emergency Repair Project with attached scope of work was received by Procurement from Executive Office on April 13, 2021.

There was no DBE goal for this solicitation.

#### **Procurement Policy:**

The Independent Cost Estimate for this procurement is \$243,021.90, 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. 2021-009 Public Notice was published in the The Advocate. The Public Notice and the IFB 2021-009 were posted on the RTA website beginning 4/27/2021. The IFB submittal deadline was 6/3/2021 at 2:00pm.

### **IFB SUBMITTAL**

Bid Opening was held on 6/3/2021 at 2:00pm. Briana Howze handled the receipt of all submissions received. Three (3) bids were received.

### **DETERMINATION**

Three (3) bids were determined responsive and provided all required documents.

### **SUBMITTAL ANALYSIS**

|                                |              |
|--------------------------------|--------------|
| Walter J. Barnes Electric      | \$289,000.00 |
| All Star Electric              | \$303,000.00 |
| L.K. Comstock National Transit | \$601,800.00 |

### **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.

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



# New Orleans Regional Transit Authority

2817 Canal Street  
New Orleans, LA 70119

## Board Report and Staff Summary

File #: 21-101

### Board of Commissioners

#### St. Charles Streetcar Line Downtown Loop Pavement Replacement

|                                                                                                                                                                               |                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| DESCRIPTION: Requesting Board Authorization to Award Construction Project                                                                                                     | 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 Construction Contract to the lowest responsive bidder to remove the asphalt pavement along the downtown loop of the St. Charles Streetcar line and replace it with concrete. The estimate received from Infinity Engineering is expected not to exceed \$1,250,000.

#### ISSUE/BACKGROUND:

The asphalt pavement throughout the entire downtown loop of St. Charles is at the end of life. This project was split into two phases, phase one completed in winter of 2020. Phase 2 will include both St. Charles and Carondelet, Julia to the Circle and Poydras to Canal St. This work is expected to begin in August 2021 and continue until January 2022.

#### DISCUSSION:

The bid opening date is July 7, 2021, the day before the July committee meeting. To be efficient staff is proposing to request Board authorization to proceed with the contract complete the scope of work required to restore the St. Charles Streetcar Line to a state of good repair. This will allow the work to complete prior to and minimize the impact, if any on the Carnival Season and Mardi Gras 2022.

The estimate received from Infinity Engineering is expected not to exceed \$1,250,000.

#### FINANCIAL IMPACT:

This project is funded by formula grant funds and self-generated funds. \$646,209 will be funded by account LA2017-010.7570.122403 and the balance will be a local account.

#### NEXT STEPS:

Upon Board approval, staff will issue a contract to the lowest responsible and responsive bidder.

If the lowest bid is deemed responsive but exceeds the Engineer's Estimated cost of \$1,250,000, staff will request Board Authorization at the August Board Meeting to ratify award of the construction

contract.

During the performance of this contract, staff will conduct ongoing dialogue to the Board during the project development.

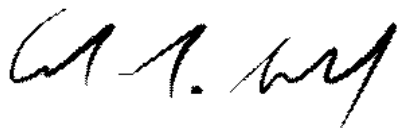
ATTACHMENTS:

1. Board Resolution
2. Cost Estimate

Prepared By: Lona Edwards Hankins, lhankins@rtaforward.org  
Title: Chief of Infrastructure and Planning

Reviewed By: Lona Edwards Hankins, lhankins@rtaforward.org  
Title: Chief of Infrastructure and Planning

Reviewed By: Gizelle Johnson Banks  
Title: Chief Financial Officer



Alex Wiggins  
Chief Executive Officer

7/2/2021

Date



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

STATE OF LOUISIANA

PARISH OF ORLEANS

---

**REQUEST AUTHORIZATION TO AWARD CONSTRUCTION CONTRACT FOR THE ST.  
CHARLES STREETCAR LINE DOWNTOWN LOOP PAVEMENT REPLACEMENT  
PROJECT**

---

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

**WHEREAS**, the asphalt pavement throughout the entire downtown loop of St. Charles is at the end of life This project was split into two phases, phase one completed in winter of 2020; and.

**WHEREAS**, Phase 2 will include both St. Charles and Carondelet, Julia to the Circle and Poydras to Canal St. This work is expected to begin in August and continue until January 2022; and.

**WHEREAS**, the bid opening date is July 7, 2021, the day before the July committee meeting. To be efficient staff is proposing to request Board authorization to proceed with the contract complete the scope of work required to restore the St. Charles Streetcar Line to a state of good repair; and

**WHEREAS**, this will allow the work to complete prior to and minimize the impact, if any on the Carnival Season and Mardi Gras 2022 The estimate received from Infinity Engineering is expected not to exceed \$1,250,000; and

**WHEREAS**, this project is funded by formula grant funds and self-generated funds \$646,209 will be funded by account LA2017-010.7570.122403 and the balance with be a local account. All cost associated with this work will be tracked for financial recovery purposes; 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 construction contract for the St. Charles Streetcar Line Downtown Loop Pavement Replacement Project.

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

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

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

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

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

**AND THE RESOLUTION WAS ADOPTED ON THE 27<sup>th</sup> DAY OF JULY 2021.**

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**FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS**

ST. CHARLES STREETCAR LINE - DOWNTOWN LOOP PAVEMENT REPLACEMENT - PROJECT BUDGET

| NO. | SUB-CATEGORIES                                   | ORIGINAL<br>FUNDING<br>ALLOCATION | CURRENT<br>FUNDING<br>ALLOCATION | GRANT/SOURCE OF FUNDING<br>BREAKDOWN  | SPENT<br>TO DATE | AS OF (DATE) | FUNDING<br>REMAINING |
|-----|--------------------------------------------------|-----------------------------------|----------------------------------|---------------------------------------|------------------|--------------|----------------------|
| 1   | PROFESSIONAL SERVICES<br>INFINITY ENGINEERING    | \$ -                              | \$ 107,836.05                    | LA2017-010.7570.122403 = \$107,836.05 | \$ 88,225.51     | 6/25/2020    | \$ 19,610.54         |
| 2   | PROFESSIONAL SERVICES UNALLOCATED                | \$ 116,419.00                     | \$ 8,582.95                      | LA2017-010.7570.122403 = \$8,582.95   | \$ -             | 6/24/2020    | \$ 8,582.95          |
| 3   | CONSTRUCTION<br>HARD ROCK (PHASE 1 CONSTRUCTION) | \$ -                              | \$ 462,372.00                    | LA2017-010.7570.122403 = \$462,372    | \$ 462,372.00    | 6/25/2020    | \$ -                 |
| 4   | CONSTRUCTION UNALLOCATED                         | \$ 1,108,581.00                   | \$ 646,209.00                    | LA2017-010.7570.122403 = \$646,209.00 | \$ -             | 6/26/2020    | \$ 646,209.00        |
| 5   | CONSTRUCTION UNALLOCATED                         | \$ -                              | \$ 850,000.00                    |                                       | \$ 1.00          | 6/27/2020    | \$ 849,999.00        |
|     | TOTAL                                            | \$ 1,225,000.00                   | \$ 2,075,000.00                  |                                       | \$ 550,597.51    |              | \$ 674,402.49        |

|                        |                 |                 |
|------------------------|-----------------|-----------------|
| BREAKDOWN              | SUB TOTAL       | \$ 1,496,209.00 |
| FUNDING AVAILBLE       | \$ 1,225,000.00 |                 |
| REQUESTED 2021 FUNDING | \$ 850,000.00   |                 |
| TOTAL:                 | \$ 2,075,000.00 |                 |

REVISED: 1/13/2020