



2817 Canal Street
New Orleans, LA 70119

New Orleans Regional Transit Authority

Board of Commissioners

Meeting Agenda - Final

Tuesday, May 27, 2025

10:00 AM

RTA Board Room

The New Orleans Regional Transit Authority (RTA) hereby declares that, in accordance with La. R.S. 42:17.1 (A)(2)(a)-(c), a meeting will be held in person on Tuesday, May 27, 2025 at 10:00 a.m. Meetings start at the scheduled time, but may be delayed until a quorum of the Commissioners is present. The agency's website will stream the in-person meeting live, and wearing masks in the boardroom is optional.

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

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

1. Call to Order

2. Roll Call

3. Consideration of Meeting Minutes From April 22, 2025

[Board Meeting Minutes 04.22.25]

[25-066](#)

4. Reports

A. RTA Chairman's Report

B. Operations & Administration Committee Chairman's Report

C. Finance Committee Chairman's Report

D. RTA General Counsel's Report

E. RTA Chief Executive Officer's Report

F. Chief Transit Officer's Report

G. RTA Chief Financial Officer's Report

5. Informational Report: Proposed Service Changes For June 2025

Summer 2025 Service Change Title VI Analysis [25-065](#)

6. Consent Agenda

Purchase of Paratransit Vehicles [24-126](#)

Change Order for Transit Security Services [25-048](#)

Purchase of Handheld Radios [25-051](#)

7. Authorizations

Various RTA Insurance Coverages 2025-2026 [25-056](#)

8. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)

9. Audience Questions and Comments

[Public Comment Handouts] [25-070](#)

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

A. Karen Samuels v. RTA, Civil District Court No.: 2024-4846

B. Jose L. Davilafalu v. Regional Transit Authority, et al CDC, Orleans Parish, Docket No. 2020-3623 cc/w 2020-2609 et seq.

11. Adjournment

[Board Meeting PowerPoint Presentation] [25-071](#)



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-066

Board of Commissioners

[Board Meeting Minutes 04.22.25]



2817 Canal Street
New Orleans, LA 70119

New Orleans Regional Transit Authority Board of Commissioners

Meeting Minutes - Draft

Tuesday, April 22, 2025

10:00 AM

RTA Board Room

The New Orleans Regional Transit Authority (RTA) hereby declares that, in accordance with La. R.S. 42:17.1 (A)(2)(a)-(c), a meeting will be held in person on Tuesday, April 22, 2025 at 10:00 a.m. Meetings start at the scheduled time, but may be delayed until a quorum of the Commissioners is present. The agency's website will stream the in-person meeting live, and wearing masks in the boardroom is optional.

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1. Call to Order

2. Roll Call

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

Commissioner Absent: Commissioner Moore

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

Absent: Commissioner Mariah Moore

3. Consideration of Meeting Minutes

Commissioner Daniels moved and Commissioner Sams seconded to approve the Board

Meeting Minutes of March 25, 2025. The motion was approved unanimously.

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

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

Absent: Commissioner Moore

[Board Meeting minutes from 03.25.25]

[25-049](#)

4. Reports

A. RTA Chairman's Report

Commissioner Neal stated that the Board of Commissioners conducted a Retreat on April 11, 2025, and he thanked the staff for their participation.

B. Operations & Administration Committee Chairman's Report

No Report.

C. Finance Committee Chairman's Report

No Report.

D. RTA General Counsel's Report

No Report.

E. RTA Chief Executive Officer's Report

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

CEO Announcement-Employees of the Month/Quarter 2025

Whitney Matthews- Bus Operator

Troy Ancar- Stock Clerk

Vernon Julian - Transit Operations Supervisor

In addition to congratulating the staff, Commissioner Colin said that all of the agency's employees deserve recognition for their outstanding work.

Jazz Fest

Information regarding Jazz Fest can be found on RTA's website. The team is also working with the City of New Orleans to make sure all riders received the necessary information regarding the festival. The team will monitor airport and ferry service.

Typically, the ferry does not have a high level of passengers during Jazz Fest.

House Bill 588

The bill was submitted to clean up prior legislation related to the RTA and staff is monitoring any/and other bills that may pertain to transportation.

LEAD Graduation

Will take place on Monday, May 5, 2025, and all Commissioners are invited.

F. Chief Transit Officer's Report

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

On-Time Performance

The CEO stated that the reason why some routes are always on time, and some are always late has to do with the number of passengers that travel on that route. For instance, the Lakeview route has less passengers to stop and pick-up so that route is always on time. The age of the buses also plays a role in the On-Time Performance. The newer the buses the better the performance. The use of AI technology has come up on occasion and the CEO said that before this technology is used, an AI policy should be created first.

The commissioners are interested in the reasons behind the On-Time Performance delays on specific routes as well as the steps that staff will take to minimize these delays. Passengers should be informed up front about construction and detours that are known to cause delays on specific routes. The Board wants to know what the staff is doing to improve on-time performance on problematic routes. Schedule adjustments are necessary for certain routes in order to ensure on-time performance. The Board would like to see a timeline on how staff will make the routes better.

Commissioner Guidry stated that the RTA needs to investigate the New Links implementation because it is not servicing the need of the riders and the Scheduling Department needs to report to the Operations Department.

Commissioner Neal stated that he would like to see a breakdown on early and late arrivals for Paratransit.

G. RTA Chief Financial Officer's Report

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

The CFO stated that the Farebox Recovery rate was 20% but that number has changed. The budget for the Sales Tax is the full amount of the RTA portion. The Pension Plan's amount is the agency's cost, which is based on historical costs from several years.

5. Consent Agenda

Commissioner Colin moved and Commissioner Daniels seconded to adopt the Consent

Agenda. Resolution No. 25-022 was adopted unanimously.

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

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

Absent: Commissioner Moore

Pest Control Services

[25-033](#)

Commissioner Colin moved and Commissioner Daniels seconded to adopt the Pest Control Services. Resolution No. 25-023 was adopted unanimously.

This Resolution was adopted.

Enactment No: 25-023

FY 2025 Trapeze Software Support

[25-040](#)

Commissioner Colin moved and Commissioner Daniels seconded to adopt the FY 2025 Trapeze Software Support. Resolution No. 25-024 was adopted unanimously.

This Resolution was adopted.

Enactment No: 25-024

Carrollton Wheel Press Upgrade

[25-042](#)

Commissioner Colin moved and Commissioner Daniels seconded to adopt the Carrollton Wheel Press Upgrade. Resolution No. 25-025 was adopted unanimously.

This Resolution was adopted.

Enactment No: 25-025

6. Ratification

Authorize to ratify contract award to Ron Turley Fleet Management System

[25-041](#)

Commissioner Colin moved and Commissioner Daniels seconded to adopt to ratify the Contract Award with Ron Turley Fleet Management System. Resolution No. 25-026 was adopted unanimously.

This Resolution was adopted.

Enactment No: 25-026

7. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)

None.

8. Audience Questions and Comments

Dionne Williams - Her mother is a passenger on Paratransit and her scooter fell on top of her legs and the operator did not assist in getting the scooter off her and she stood that way for 20 minutes in the rain. Her concern is that the operator did not try to assist her mother.

Commissioner Neal asked that Ms. Williams talk to Brian Marshall and let him know all the details of this incident.

Commissioner Guidry stated that the Jazz Fest information was currently not on the website.

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

Commissioner Daniels moved and Commissioner Walton seconded to add Pierra Scott v. RTA, et.al, CDC No. 2023-10481 to the agenda. The motion was approved unanimously.

Commissioner Sams moved and Commissioner Colin seconded to go into Executive Session.

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

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

Absent: Commissioner Moore

A. Inez Billizone v. Sedra C. Walker, et al – CDC No.: 2022-11219

Commissioner Sams moved and Commissioner Daniels seconded to accept the recommendation of the RTA General Counsel. The motion was adopted unanimously.

B. Ratib Alkhawaldeh v. Transdev Services INC – CDC No.: 2020-955

Commissioner Sams moved and Commissioner Colin seconded to accept the recommendation of the RTA General Counsel. The motion was adopted unanimously.

C. BRC Construction Group, LLC v. RTA – CDC No.: 2024-03335

Commissioner Daniels moved and Commissioner Sams seconded to accept the recommendation of the RTA General Counsel. The motion was adopted unanimously.

D. Pierra Scott v. RTA, et.al CDC No: 2023-1048

Commissioner Colins moved and Commissioner Sams seconded to accept the recommendation of the RTA General Counsel. The motion was adopted unanimously.

10. Adjournment

Commissioner Daniels moved and Commissioner Sams seconded to adjourn the Board Meeting of April 22, 2025. The motion was unanimously adjourned.

[04.22.25 Board Meeting PowerPoint]

[25-053](#)

Enactment No: N/A



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-065

Board of Commissioners

Summer 2025 Service Change Title VI Analysis

DESCRIPTION: Review and acknowledgment of the Title VI analysis conducted for the Summer 2025 Service Change.	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:

No action is requested. This report is a summary of the Title VI Equity Analysis for the Summer 2025 Service Change which evaluates the impacts of: 1) Reductions to some overnight service and 2) The realignment of the 49 UPT-Riverfront Streetcar.

Staff finds **no disparate impact** on vulnerable communities for the overnight service reductions. Staff found that the reconfiguration of the 49 - UPT-Riverfront Streetcar results in a **minor disparate impact** based on the RTA's Title VI and Environmental Justice Policy Manual. However, the negative impact caused by the new alignment will be mitigated by more frequent service on the remaining streetcar lines, improved transfer experience, and simplification of the downtown streetcar network.

ISSUE/BACKGROUND:

The New Orleans Regional Transit Authority (RTA) operates 5 streetcar lines, 26 daytime bus routes, 2 dedicated Owl (Late Night) routes and paratransit service. The RTA implements three routine service changes per year and uses these opportunities to adjust service to improve reliability, align service with the Agency's Fixed-Route Service Standards and implement other changes as needed.

The Summer 2025 Service Change, scheduled for June 1, 2025, aims to improve the reliability of bus service, especially in the morning and evening when the majority of pull-outs from the garage are occurring. Analysis completed by RTA staff indicates that since January 2025, there have been an average of five late pullouts each evening between 4 PM and 8 PM due to no vehicle being available. This time period is one of highest ridership periods for the system, so in order to improve the evening service, some late-night service is being reduced on select, low-performing routes. Two of the routes targeted for overnight adjustments ([91 Jackson-Esplanade](#) and [103 General Meyer](#)) will see a reduction in service span of two hours or more, which meets the RTA's definition for Major Service Change and must undergo a Title VI Service Equity Analysis.

Additionally, the RTA is implementing a new configuration of the [49 Riverfront Streetcar](#), restoring dedicated service between the French Market and Julia Street and eliminating the existing Canal Street to Riverfront alignment, currently named the 49 UPT-Riverfront. This returns the downtown streetcar configuration to what it was in 2018, before numerous construction projects that disrupted the service. However, it is a change from the current alignment, which qualifies as a Major Service

Change under the RTA's Title VI Policy and therefore requires a Service Equity Analysis.

DISCUSSION:

CHANGES TO SERVICE SPANS

As part of the June 1 service change, the RTA Planning & Scheduling team sought address rider and bus maintenance concerns over reliable bus service in the PM peak. With the goals of alleviating the pressure on maintenance and improving reliability of operations, staff evaluated reducing the number of evening pull-outs. In order to reduce evening pull-outs, the team examined all trips between 11 PM and 5 AM to find under-utilized service that could be strategically reduced. These reductions sought to minimize the negative impact to riders overnight and maximize benefits to a much larger number of riders during daytime service.

The analysis resulted in recommendations for slight reductions to late-night service on five routes (Table 1). On two routes, the 91 Jackson-Esplanade and the 103 General Meyer, the reductions result in a change in service span of two or more hours.

Table 1: Service Span Changes by Line

Route	Current first trip start	Current last trip start	New first trip start	New last trip start	Span reduction
11 Magazine	4:55 AM	12:48 AM	4:55 AM	12:18 AM	0:30
53 Paris-Claiborne OWL	12:25 AM	3:14 AM	12:25 AM	2:15 AM	0:59
84 Galvez L9	4:00 AM	3:15 AM	4:45 AM	2:08 AM	1:52
91 Jackson-Esplanade	3:55 AM	3:05 AM	3:55 AM	1:05 AM	2:00
103 General Meyer	3:15 AM	3:05 AM	4:02 AM	12:25 AM	3:27

91 Jackson-Esplanade

Although the service span of the 91 Jackson-Esplanade will be reduced by 2 hours or more, the ridership that relies on evening pull-outs between 4 PM and 8 PM will be positively impacted by the elimination of an evening pull-out.

Between January 1 and April 15, 2025, the 91 Jackson-Esplanade route had 27 late pull-outs because of no available vehicles between 4 PM and 8 PM, affecting several high-ridership evening trips (Table 2). To reduce the delays for this route and other routes that require evening pull-outs, some late-night trips on the 91 Jackson-Esplanade have been added onto the daytime vehicle blocks to reduce the number of evening pull-outs. Additionally, two trips in each direction occurring after 1:00 AM will be eliminated (Table 3), which the RTA finds will affect an average of 15 total passengers per night across the four trips.

The high level of evening ridership compared to the overnight ridership means that the targeted

reduction of overnight service will be a net positive for 91 Jackson-Esplanade riders.

Table 2: Evening trips for 91 Jackson-Esplanade Currently Impacted by Unreliable Evening Pull-outs

Route	Direction	Start time	End time	Passengers per Hour	Avg Passenger per Trip
91	INBOUND	7:25 PM	8:02 PM	42.0	26
91	OUTBOUND	7:27 PM	8:13 PM	21.0	20
91	INBOUND	7:55 PM	8:32 PM	23.2	16
91	OUTBOUND	8:07 PM	8:53 PM	11.8	11
91	INBOUND	8:25 PM	9:02 PM	26.7	19
91	OUTBOUND	8:37 PM	9:20 PM	20.6	15

Table 3: Overnight trips planned to be cut for 91 Jackson-Esplanade

Route	Direction	Start time	End time	Passengers per Hour	Avg Passenger per Trip
91	INBOUND	1:05 AM	1:36 AM	6.4	4
91	OUTBOUND	1:45 AM	2:18 AM	5.9	4
91	INBOUND	2:25 AM	2:56 AM	5.0	3
91	OUTBOUND	3:05 AM	3:38 AM	6.9	4

103 General Meyer

Between January 1 and April 15, 2025, the 103 General Meyer route had late pull-outs 34 times because of no available vehicles between 5 PM and 8 PM, affecting the trips shown in Table 4. To improve evening service, the team recommends eliminating four inbound trips and two outbound trips on the 103 General Meyer, affecting 18 total passengers, or 1.7% of the daily route ridership (Table 5).

Additionally, a ridership analysis showed that Wilty Terminal is the most popular destination overnight for riders of the 103 General Meyer. As a mitigation to reductions, riders will still have overnight access to Wilty Terminal via the 114A Garden Oaks-Sullen, which runs all night and whose overnight service will not change.

Table 4: Evening trips for 103 General Meyer Currently Impacted by Unreliable Evening Pull-outs

Route	Direction	Start time	End time	Passengers per Hour	Avg Passenger per Trip
103	INBOUND	7:25 PM	8:13 PM	12.3	10
103	OUTBOUND	7:40 PM	8:33 PM	11.2	11
103	INBOUND	8:00 PM	8:48 PM	12.6	10
103	OUTBOUND	8:30 PM	9:20 PM	8.4	9
103	INBOUND	8:40 PM	9:28 PM	7.6	6
103	OUTBOUND	9:28 PM	10:18 PM	12.1	13

Table 5: Overnight trips planned to be cut for 103 General Meyer

Route	Direction	Start time	End time	Passengers per Hour	Avg Passenger per Trip
103	INBOUND	12:20 AM	1:08 AM	2.7	2
103	OUTBOUND	1:08 AM	2:00 AM	6.9	7
103	INBOUND	2:10 AM	2:58 AM	2.3	2
103	INBOUND	1:15 AM	2:03 AM	2.6	2
103	OUTBOUND	2:03 AM	2:55 AM	4.0	4
103	INBOUND	3:05 AM	3:53 AM	1.8	1

ROUTE CHANGES

As part of the Summer 2025 service change, RTA is returning to the previous configuration of the 2 Riverfront but keeping the route number of the current 49 UPT-Riverfront Streetcar, which was implemented as part of New Links in 2022 during a time when the Riverfront streetcar tracks were not accessible upriver from Canal Street. The new 49 Riverfront will restore dedicated service between the French Market and Julia Street (Figure 6), eliminating the existing UPT-Canal Street-Riverfront alignment shown in Figure 5. While this will improve frequencies on both the Rampart and Riverfront Streetcar tracks, the trip from end-to-end of the current 49 UPT-Riverfront will require two additional transfers.

Figure 6: 49 UPT-Riverfront Current Alignment



Figure 7: 49 Riverfront Streetcar New Alignment



SUMMARY OF TITLE VI REPORT FINDINGS

The Service Equity Analysis of the changes to overnight service spans resulted in a finding of **no disparate impact** to minority communities and **no disproportionate burden** on low-income communities. Table 6 shows the demographics of the communities that will be impacted by overnight service reductions. Additionally, these adjustments were targeted to affect a minimal number of riders (less than 70 total per day, on average), and are expected to improve service reliability for a much greater number of daytime riders.

Table 6: Distribution of Impact of Overnight Service Changes

	Low-Income	Minority
Change Borne By	21.3%	59.6%
Area Average	22.6%	69.9%
Difference	-1.3%	-10.3%

The Service Equity Analysis of the changes to the alignment of the 49 Riverfront Streetcar found a **slight disparate impact** for minority and low-income communities due to the current 49 UPT-Riverfront's designation as a Hispanic/Latino and Low-Income Route. The finding of disparate impact is on the basis that travel times from endpoint-to-endpoint on the existing 49 UPT-Riverfront line

would increase by more than 15 minutes due to added transfers.

However, the RTA believes that the negative impact of the streetcar alignment change is sufficiently mitigated by the increased frequencies on the remaining streetcar routes, the improved legibility of the system, and the addition of a new stop at the foot of Canal Street to ease transfers between routes. Additionally, **ridership data shows that the vast majority of riders are not riding end-to-end and will therefore not experience an increase in travel times of more than 15 minutes.** The RTA sought alternatives to the proposed routing but found that the proposed alternatives were not only out of line with the Service Standards, but were also more operationally complex and would have required additional time to implement. For these reasons, the RTA believes that there is a substantial justification for the change in route alignment and sufficient mitigation for any negative impacts.

FINANCIAL IMPACT:

There is no financial impact associated with the Title VI analysis and report. The reduction of service will result in small operational cost savings.

NEXT STEPS:

None required. Implementation of the Summer 2025 Service Change is planned for June 1, 2025.

ATTACHMENTS:

1. Summer 2025 Service Change Title VI Equity Analysis

Prepared By: Elisabeth Stancioff
Title: Senior Manager of Service Planning and Scheduling

Reviewed By: Dwight Norton
Title: Chief Planning & Capital Projects Officer



5/22/2025

Lona Hankins
Chief Executive Officer

Date



New Orleans Regional Transit Authority

TITLE VI EQUITY ANALYSIS

Summer 2025 Service Change

Enacted: June 1, 2025

Prepared for June 1, 2025 Service Change
By the Department of Planning and Scheduling

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DRAFT

EXECUTIVE SUMMARY

Background

The New Orleans Regional Transit Authority (RTA) operates 5 streetcar lines, 26 daytime bus routes, 2 dedicated Owl (Late Night) routes and paratransit service. The RTA implements three service changes per year as part of its regular service planning cycle, and uses these opportunities to adjust service to improve reliability, maintain alignment with the Agency's Fixed-Route Service Standards and, on occasion, implement other major service planning projects. Each service pick requires an assessment to evaluate whether any of the changes constitute a "Major Service Change" as defined in the RTA's Title VI Environmental Justice Policy Manual (2023). If a change is found to meet this definition, then the RTA must conduct a Service Equity Analysis.

The Summer 2025 Service Change, scheduled for June 1, 2025, continues to prioritize reliability improvements with targeted runtime and service span adjustments. Analysis completed by RTA staff indicated that there have been 471 late pull-outs between 4 PM and 8 PM in 2025, or an average of about 5 per day, as a result of no vehicle being available. In order to improve daytime service as a result of the late pull-outs facing RTA in the evening, overnight service will be reduced on the select, low-performing routes. Two of the routes targeted for overnight adjustments (91 Jackson-Esplanade and 103 General Meyer) will see a reduction in service span (time span from the beginning of the first trip of the day to the beginning of the last trip of the day) of two hours or more. This meets the RTA's definition for Major Service Change and must undergo a Service Equity Analysis.

Additionally, the RTA is implementing a new configuration of the 49 Riverfront Streetcar, restoring dedicated service between the French Market and Julia Street and eliminating the existing Canal Street to Riverfront alignment, currently named the 49 UPT-Riverfront. This returns the downtown streetcar configuration to what it was before construction began on the World Trade Center building, now the Four Seasons Hotel, in 2018. However, it is a change from the current alignment, which qualifies as a Major Service Change under the RTA's Title VI Policy, therefore requiring a Service Equity Analysis.

Equity Analysis Findings & Conclusion

Changes to Service Spans

The Service Equity Analysis of the changes to overnight service spans resulted in a finding of **no disparate impact** to minority communities and **no disproportionate burden** on low-income communities. This means that population bearing an adverse effect from the changes has a lower minority percentage and a lower low-income percentage than the service area as a whole. Additionally, these adjustments were targeted to affect a minimal number of riders (less than 70 total per day, on average), and are expected to improve service reliability for a much greater number of daytime riders.

Changes to Route Alignment

The Service Equity Analysis of the changes to the alignment of the 49 Riverfront Streetcar found a slight **disparate impact** for minority and low-income communities due to the current 49 UPT-Riverfront's designation as a Hispanic/Latino and Low-Income Route. The finding of disparate impact is on the basis that travel times

from endpoint-to-endpoint on the existing 49 UPT-Riverfront line would increase by more than 15 minutes due to added transfers. However, the RTA believes that the negative impact of the change is sufficiently mitigated by the increased frequencies on the remaining streetcar routes, the improved legibility of the system in alignment with RTA's Fixed Route Service Standards, and the addition of a new stop at the foot of Canal Street to ease transfers between routes. Additionally, ridership data show that the vast majority of riders are not riding end-to-end and will therefore not experience an increase in travel times of more than 15 minutes. The RTA sought alternatives to the proposed routing but found that the proposed alternatives were not only out of line with the Service Standards, but were also more operationally complex and would have required additional time to implement. For these reasons, the RTA believes that there is a substantial justification for the change in route alignment and sufficient mitigation for any negative impacts.

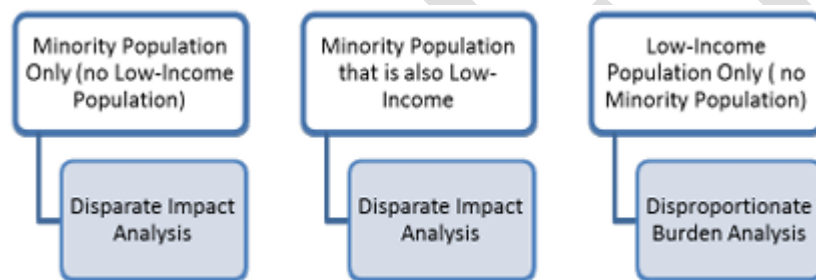
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RTA TITLE VI PROGRAM

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Title VI provides that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance from the U.S. Department of Transportation.

Title VI requires that an equity analysis be conducted for all major service changes and all fare changes impacting minority and low-income transit routes in the system. Changes impacting minority routes must be examined for disparate impact to minority communities, and changes impacting routes designated low-income routes and not minority routes be analyzed for disproportionate burden to low-income communities (see Figure 1).

Figure 1: Type of analysis required for Major Service Changes, from FTA Circular 4702.1B



The RTA has established a Title VI Program the *Environmental Justice and Social Equity Policy (2023)* in accordance with Title VI of the Civil Rights Act of 1964; 49 CFR Part 21; FTA Circular 4702.1B; related statutes and regulations to ensure compliance with Title VI, to the end that no person is excluded from participation in, or denied the benefits of, services on the basis of race, color, or national origin.

Policy Thresholds for Title VI and Environmental Justice Methodology

Factors for compliance with Title VI of the Civil Rights Act of 1964 addressed in this equity analysis are:

- Major Service and Fare Change Policy
- Disparate Impact Policy

RTA Major Service and Fare Change Policy

Title VI prohibits intentional discrimination, as well as actions that result in unintentional discrimination or disproportionate adverse impacts to communities of color and low-income communities. As such, to ensure that

changes to services and fares are equitable the RTA will conduct a Service and Fare Equity Analysis for all Major Service Changes, where a major service change meets the following threshold:

- Any change of more than 25% of the revenue hours or route miles on a given transit route (bus or streetcar) or a branch of a route for an individual day (weekday, Saturday or Sunday) measured as happening at one time or within a single year. Route Branch is defined as one of the two or more route segments served by a single route.
- Any change to the span of service on a given transit route (bus or streetcar) of 2 hours or more for an individual day (weekday, Saturday or Sunday). A span of service is defined as the time from the start of the first trip to the start of the last trip on a given route.
- The introduction of any new transit route (bus or streetcar) with the exception of supplemental services designed to reduce potential overcrowding on regular (scheduled) transit routes.
- The discontinuation of a route or portion of a route with no alternative service within $\frac{1}{4}$ mile.

For all routes with proposed changes that meet the major service change threshold, RTA will conduct a social equity analysis to:

- Determine the benefits to and potential negative impacts on minority and low-income populations.
- Quantify expected effects (positive or negative); and
- Determine the appropriate course of action to prevent, minimize or mitigate the impacts as warranted.

RTA Disparate Impact Policy

To determine whether a disparate impact exists as the result of a proposed major service change, RTA will compare existing service to proposed service, and calculate the absolute change as well as the percent of change in travel time. If it is determined that the increase in travel time from the proposed service change is more than 15 minutes for any minority or low-income transit route, then the change will be deemed to have a disparate impact.

Additionally, all new routes featuring the presence of new route numbers, new route alignments, new service types or new service configurations will require an equity analysis with the exception of supplemental services designed to reduce potential overcrowding on regular transit routes. For a new route, the methodology for analysis requires determining if the new route causes a major service change in an existing route. If it is determined that the new service causes an increase in travel time of more than 15 minutes for any minority or low-income transit route that is affected by the new service, then the change will be deemed to have a disparate impact.

For the discontinuation of a minority or low-income transit route or portion of a route, the analysis will determine the availability of an alternative route or service within one-quarter mile. If there is no alternative within one-quarter mile, then the route or service discontinuation will be deemed to have a disparate impact.

Minority and Low-Income Thresholds

Minority

According to the FTA Circular 4702.1B, "minority persons" include those classified as (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, and (5) Native Hawaiian and Other Pacific Islander.

RTA defines a minority Transit Route as one in which at least one-third of the revenue miles are located in a Census block or block group, or traffic analysis zone where the percentage minority population is equal to or greater than the percentage minority population in the service area.

Low-Income

According to the FTA Circular 4702.1B, "Low-income" means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. These guidelines are based on household income and household size.

RTA defines a low-income transit route as one in which at least one-third of the revenue miles are located in a Census block or block group, or traffic analysis zone where the percentage low-income population is equal to or greater than the percentage low-income population in the service area.

Local Threshold

The RTA operates routes in Orleans Parish. The population of Orleans Parish is sixty-nine percent (69%) minority and twenty-four percent (24%) of the population in Orleans Parish is below the Census defined poverty level. The RTA Title VI policy does not specify a threshold above which a disparate impact or disproportionate burden would be found for a service change. Therefore, the threshold is assumed to be 0%. This means that if the population bearing an adverse effect has a higher minority percentage than the service area, then the change will be deemed to have a **disparate impact**. If the population bearing an adverse effect does not have a higher minority percentage than the service area, but does have a higher percentage of persons in poverty than the service area as a whole, then the change will be deemed to have a **disproportionate burden**.

SUMMARY OF SERVICE CHANGES

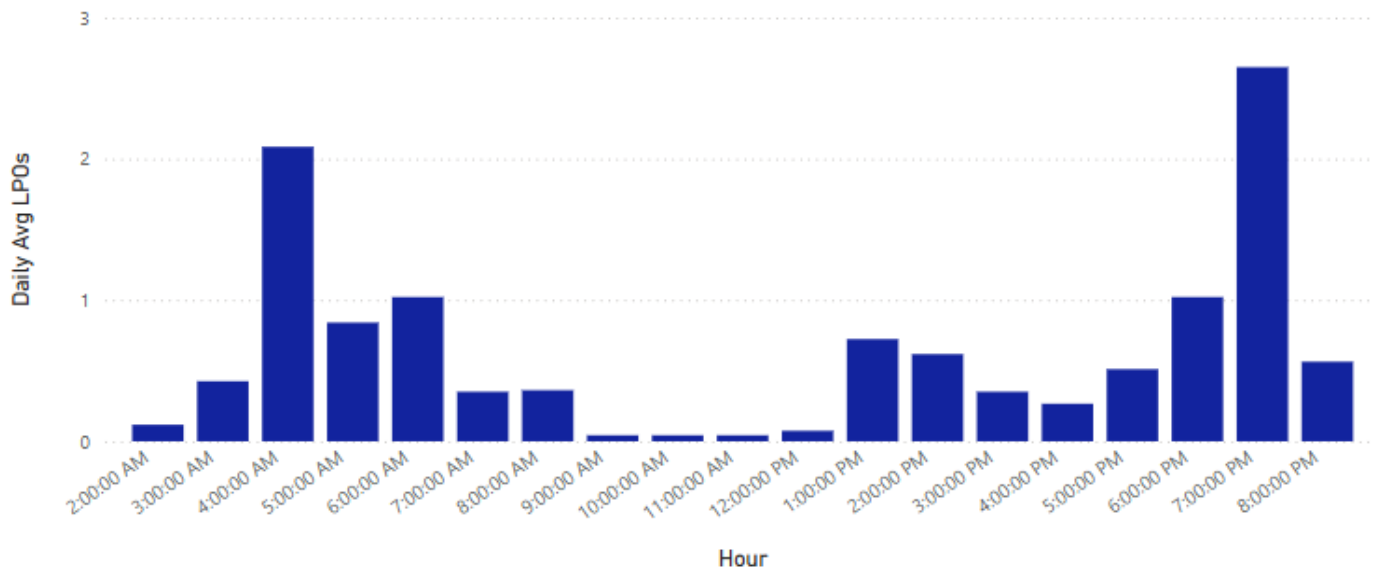
Background

RTA currently provides substantial overnight service. As currently scheduled, the RTA requires 21 buses to pull-out in the evening, beginning at 4 PM. The agency has 108 buses in its active fleet, and 80 of those are out all day, the majority pulling out before 6 AM and pulling back into the station after 6 PM. The current level of daytime service requires significant usage of the RTA's active fleet, meaning most, if not all, of the 21 vehicles scheduled for evening pull-out require a pull-in bus to be serviced and cleaned before re-entering into revenue service on an evening pull-out. Analysis completed by RTA staff indicated that there have been 471 late pull-outs between 4 PM and 8 PM in 2025, or an average of about 5 per day, as a result of no vehicle being available. The optimization of overnight service is designed to mitigate the long and unpredictable wait times for riders in the evening caused by these late or missed pull-outs. The reduction in overnight trips reduces the number of evening pull-outs from 21 to 15 thus reducing the turnover of buses to manageable levels during the evening period.

Figure 2: Average Daily Late pullouts due to "no vehicle available," Jan-Apr 2025

LPO by Hour and Reason

● No vehicle available



Summary of Service Changes

Changes to Service Spans

RTA provides service during the overnight service period (12 AM – 4 AM) on twelve bus routes, with some seeing far greater ridership than others (see Figure 2); the 62-Owl carries an average of 16 passengers per hour during the hours during this service period, while the 103 picks up an average of under 6 per hour. Trips during this time

period range in productivity from 1.8 riders per hour on the 3:05 AM 103 General Meyer trip to 40 passengers per hour on the 12:00 AM 62-Owl trip.

Figure 3: Productivity by Route between 12AM - 4AM, Weekday Service, Winter 2025

Route	Passengers per Revenue Hour	Avg Passenger per Trip
62-O Morrison Owl	16.1	15
8 St. Claude-Arabi	13.5	7
3 Tulane-Elmwood	13.1	9
114A Garden Oaks-Sullen	11.7	11
61 Lake Forest	11.6	11
55 Elysian Fields	11.0	6
9 Broad-Napoleon	9.4	9
53 St. Bernard Owl	8.1	7
11 Magazine	7.2	4
91 Jackson-Esplanade	6.9	4
84 Galvez-L9	6.5	4
103 General Meyer	5.8	5
AVERAGE (12am – 4am)	10.5	8
<i>AVERAGE (All routes, 6pm – 9pm)</i>	<i>19.0</i>	<i>15</i>
<i>AVERAGE (All routes, 3pm – 6pm)</i>	<i>34.0</i>	<i>30</i>

For reference and comparison, systemwide productivity is 34 passengers per revenue hour during PM Peak (3 PM – 6 PM) and 19 passengers per revenue hour during evening hours (6 PM – 9 PM).

As part of the June 1 service change, the RTA Planning and Scheduling team sought to reduce the number of evening pull-outs to alleviate the pressure on maintenance. In order to reduce evening pull-outs, the Planning and Scheduling team examined service between 11 PM and 5 AM to find under-utilized service that could be strategically reduced without impacting a large number of riders and maintaining the same level of daytime service.

The RTA's *Fixed-Route Service Standards* do not have a set threshold for reducing service. However, the standards recommend identifying routes that perform below the 25th percentile for productivity, measured in riders per revenue hour or passenger miles per revenue miles, and examining those for reductions. For the trips that begin between 11 AM and 5 AM, the 25th percentile is currently 6.6 riders per hour, amounting to 4.5 passengers per trip. The RTA found by adjusting overnight schedules and eliminating approximately 20 daily trips with ridership near or below this threshold in the hours between 11PM and 5AM, an average of just 70 daily passengers would be affected (see appendix B for all trips that were examined). Meanwhile, the increased predictability and reliability of the entire system in the evening would positively impact far more than 70 people when considering all the routes affected by late pull-outs in both the evening and the following morning.

Table 1: Service Span Changes by Line

Route	Current first trip start	Current last trip start	New first trip start	New last trip start	Span reduction
11 Magazine	4:55 AM	12:48 AM	4:55 AM	12:18 AM	0:30
53 Paris-Claiborne OWL	12:25 AM	3:14 AM	12:25 AM	2:15 AM	0:59
84 Galvez L9	4:00 AM	3:15 AM	4:45 AM	2:08 AM	1:52
91 Jackson-Esplanade	3:55 AM	3:05 AM	3:55 AM	1:05 AM	2:00
103 General Meyer	3:15 AM	3:05 AM	4:02 AM	12:25 AM	3:27

The resulting overnight service schedule reduced spans only slightly or not at all for most routes. However, two routes, the 91 Jackson-Esplanade and the 103 General Meyer saw reductions in span of two or more hours. This constitutes a major service change and therefore had to be analyzed to determine whether a disparate impact or disproportionate burden would occur.

91 Jackson-Esplanade

Although the service span of the 91 Jackson-Esplanade will be reduced by 2 hours or more, the ridership that relies on evening pull-outs between 4 PM and 8 PM will be positively impacted by the elimination of an evening pull-out. Between January 1 and April 15, 2025, the 91 Jackson-Esplanade route had 27 late pullouts because of no available vehicles between 4 PM and 8 PM, affecting a number of high-ridership evening trips (Table 3). To reduce the delays for this route and other routes that require evening pull-outs, the trips that were part of a pull-out block until 12:25 AM on the 91 Jackson-Esplanade have been added onto the daytime blocks to reduce the number of pull-outs in the evening between 4 PM and 8 PM. Additionally, two trips in each direction occurring after 1:00 AM will be eliminated (Table 2), which the RTA finds will affect an average of 15 total passengers per night across the four trips.

The high level of evening ridership compared to the overnight ridership means that the targeted reduction of overnight service will be a net positive for 91 Jackson-Esplanade riders.

Table 2: Overnight trips planned to be cut for 91 Jackson-Esplanade

Route	Direction	Start time	End time	Pass/rev hr	Avg Pass/trip
91	INBOUND	1:05 AM	1:36 AM	6.4	4
91	OUTBOUND	1:45 AM	2:18 AM	5.9	4
91	INBOUND	2:25 AM	2:56 AM	5.0	3
91	OUTBOUND	3:05 AM	3:38 AM	6.9	4

Table 3: Evening trips for 91 Jackson-Esplanade being cancelled by late evening pull-outs

Route	Direction	Start time	End time	Pass/rev hr	Avg Pass/trip
91	INBOUND	7:25 PM	8:02 PM	42.0	26
91	OUTBOUND	7:27 PM	8:13 PM	21.0	20

91	INBOUND	7:55 PM	8:32 PM	23.2	16
91	OUTBOUND	8:07 PM	8:53 PM	11.8	11
91	INBOUND	8:25 PM	9:02 PM	26.7	19
91	OUTBOUND	8:37 PM	9:20 PM	20.6	15

103 General Meyer

So far in 2025, the 103 General Meyer route had late pull-outs 34 times because of no available vehicles between 5 PM and 8 PM. The RTA found that there was an average of 18 overnight passengers total across 6 trips on the 103 General Meyer, or 1.7% of the daily route ridership.

Table 4: Overnight trips planned to be cut for 103 General Meyer

Route	Direction	Start time	End time	Pass/rev hr	Avg Pass/trip
103	INBOUND	12:20 AM	1:08 AM	2.7	2
103	OUTBOUND	1:08 AM	2:00 AM	6.9	7
103	INBOUND	2:10 AM	2:58 AM	2.3	2
103	INBOUND	1:15 AM	2:03 AM	2.6	2
103	OUTBOUND	2:03 AM	2:55 AM	4.0	4
103	INBOUND	3:05 AM	3:53 AM	1.8	1

Table 5: Evening trips for 103 General Meyer being cancelled by late evening pull-outs

Route	Direction	Start time	End time	Pass/rev hr	Avg Pass/trip
103	INBOUND	7:25 PM	8:13 PM	12.3	10
103	OUTBOUND	7:40 PM	8:33 PM	11.2	11
103	INBOUND	8:00 PM	8:48 PM	12.6	10
103	OUTBOUND	8:30 PM	9:20 PM	8.4	9
103	INBOUND	8:40 PM	9:28 PM	7.6	6
103	OUTBOUND	9:28 PM	10:18 PM	12.1	13

In addition to the overnight trips on the 103 General Meyer being in the bottom 25% of overnight trip ridership, many riders will still have overnight access to the most popular overnight stop on the Westbank, Wilty Terminal, via the 114A Garden Oaks-Sullen, which runs all night and whose overnight service will not change. Figures 3 and 4 are a visualization of ridership by stop overnight, with the light blue line indicating boardings and the dark blue line

signifying alightings. The highest ridership stop other than the terminus is Wilty Terminal. The orange line shows the average load, or how many passengers are on-board the vehicle.

Figure 4: 103 General Meyer - Overnight outbound stop-by-stop boardings and alightings

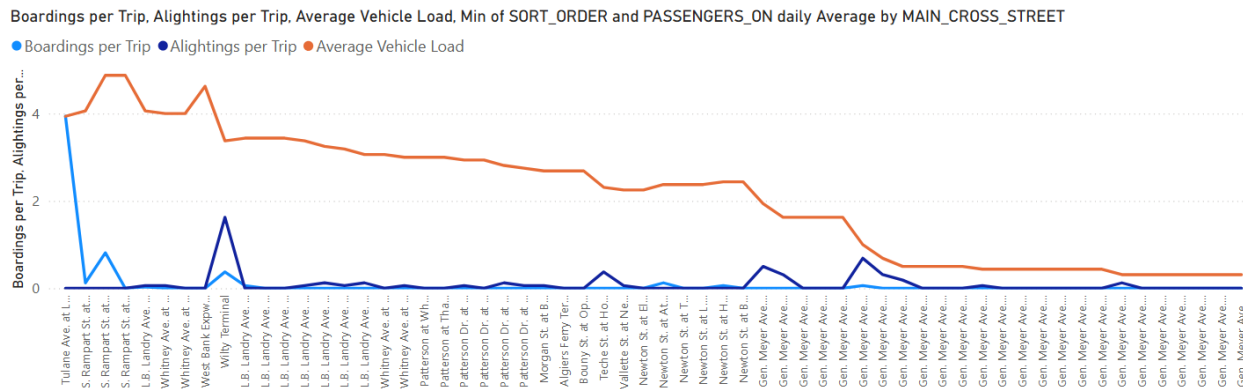
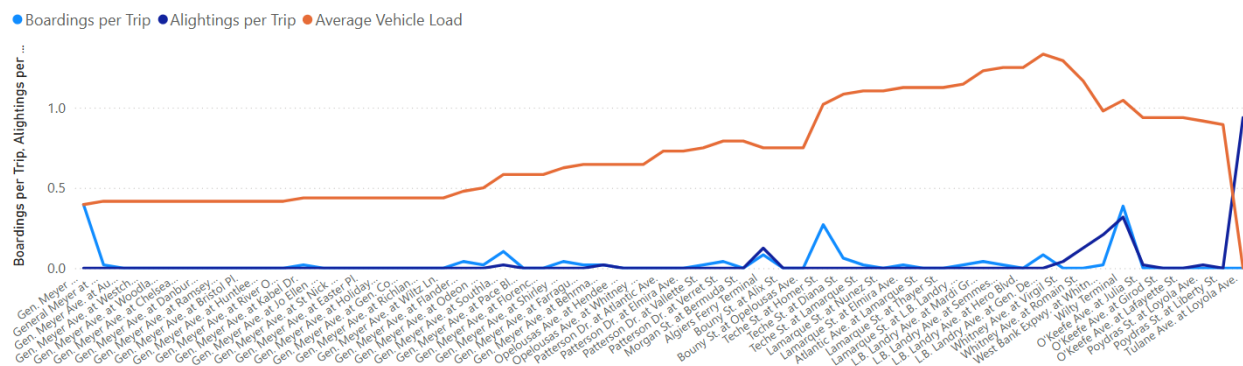


Figure 5: 103 General Meyer - Overnight inbound stop-by-stop boardings and alightings



Changes to Route Alignment

49 Riverfront Streetcar

The RTA currently operates the 49 UPT-Riverfront along the riverfront from French Market to Canal Street. Multi-year-long infrastructure and construction projects being completed have allowed RTA to return to Poydras Station and Julia Station. The former route “2 Riverfront” streetcar used to operate on this corridor before construction and other environmental factors required RTA reroute this service. These projects have been completed as of Spring 2025, allowing RTA to restore streetcar service from Canal Street Station to Julia Station.

As part of the Summer 2025 service change, RTA is returning to the previous configuration of the 2 Riverfront, but keeping the route number of the current 49 UPT-Riverfront Streetcar, which was implemented as part of New Links in 2022 during a time when the Riverfront streetcar tracks were not accessible upriver from Canal Street. The new 49 Riverfront will restore dedicated service between the French Market and Julia Street (Figure 6), eliminating the existing UPT-Canal Street-Riverfront alignment shown in Figure 5.

Figure 6: 49 UPT-Riverfront Current Alignment



Figure 7: 49 Riverfront Streetcar New Alignment



Several different routing options were evaluated for serving the riverfront, including the newly opened track between Canal and Julia street, but returning to this traditional configuration of downtown streetcar service was found to be the preferred option. It has the simplest routing from a customer and operational standpoint and aligns with RTA's Fixed Route Service Standards, which discourage duplicative and overlapping service. It is expected that the simpler routing will reduce confusion for customers along Canal, which is currently served by three different streetcar routes, and along Loyola, which is served by two. Additionally, other options would have required an additional streetcar vehicle to maintain current headways, which is not feasible at this time.

Even though it is returning to an old routing, this change constitutes a new route alignment under Title VI guidelines and triggers a service equity analysis, as defined in RTA's Title VI policy and FTA Circular 4702.1B. The 49 UPT-Riverfront route has Hispanic/Latino and low-income designations according to a 2023 Regional Planning Commission Analysis of the RTA's fixed-route service.

The current stop-by-stop ridership data for the 49 UPT-Riverfront Streetcar indicates that the majority of the ridership on the route is between Canal St at Carondelet/Bourbon and French Market Station (Figures 5 and 6). Data collected from the last service period indicates that there are two distinct halves of the 49 UPT-Riverfront, and that very few riders are using the route from one endpoint to another. Data shows that ridership is split into two distinct segments at Canal at Carondelet/Canal at Bourbon – presumably to transfer onto the 12 St. Charles Streetcar.

Figure 8: 49 UPT-Riverfront - inbound stop-by-stop boardings and alightings

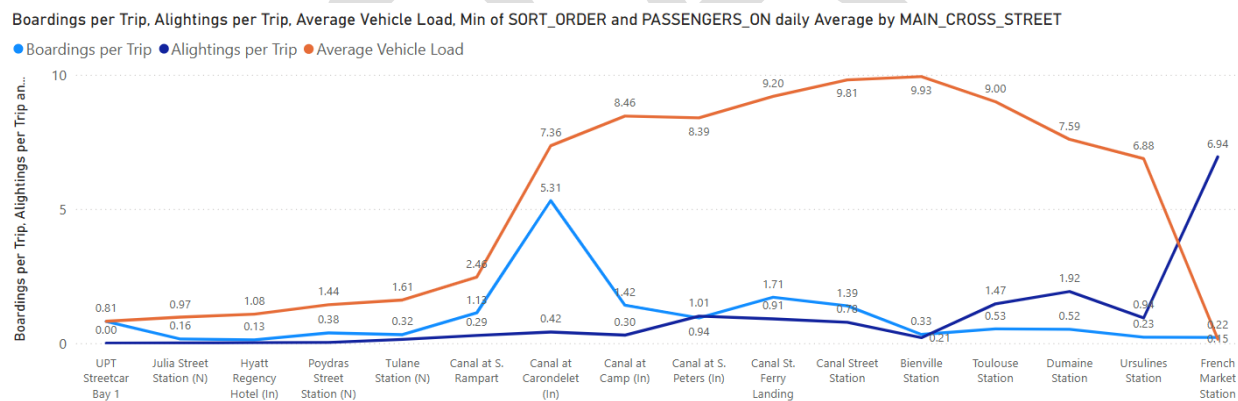
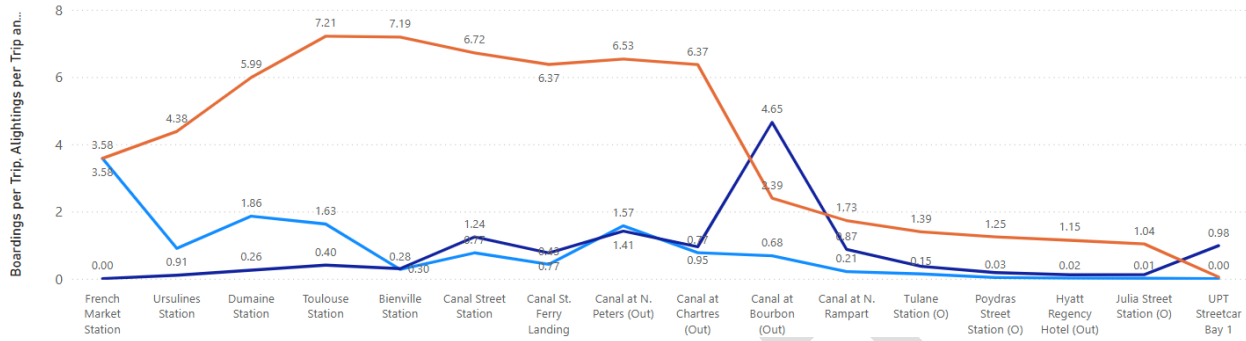


Figure 9: 49 UPT-Riverfront - outbound stop-by-stop boardings and alightings

Boardings per Trip, Alightings per Trip, Average Vehicle Load, Min of SORT_ORDER and PASSENGERS_ON daily Average by MAIN_CROSS_STREET

● Boardings per Trip ● Alightings per Trip ● Average Vehicle Load



EQUITY ANALYSIS

Changes to Service Spans

The RTA conducted a Title VI Analysis for the overnight service span changes and does not find a disparate impact or disproportionate burden for minority groups or low-income communities. According to FTA Circular 4702.1B, “The typical measure of disparate impact involves a comparison between the proportion of persons in the protected class who are adversely affected by the service or fare change and the proportion of persons not in the protected class who are adversely affected.”

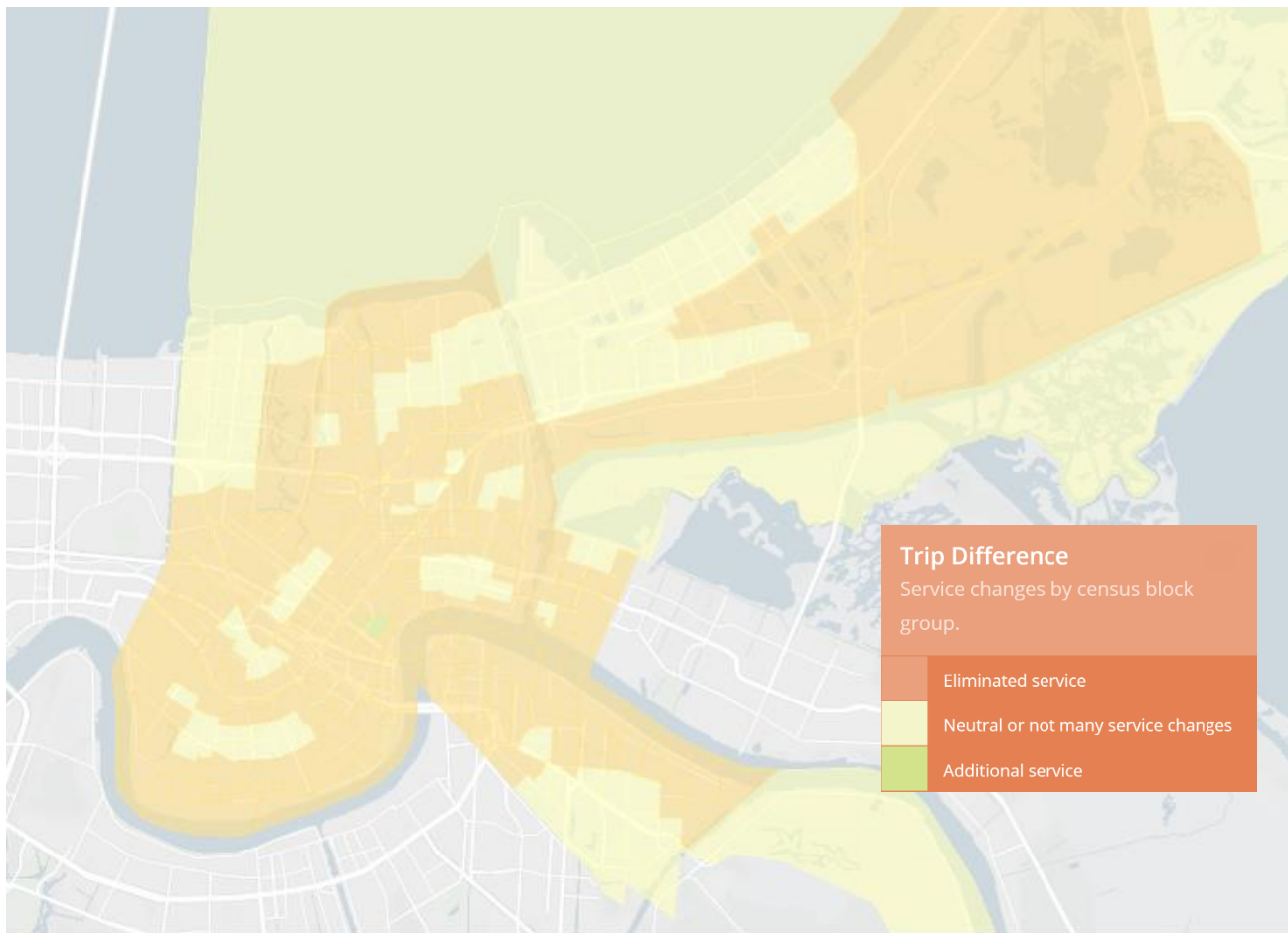
The Title VI analysis conducted by the RTA is done by comparing the number of trips available to the population within ¼ mile of an RTA route currently and after the service change. A change is deemed to be not a disparate impact if the percentage of trips reduced for low-income or minority populations is less than the percentage of low-income and minority population in the service area. Note that the analysis for the current service change evaluated the change in trips for areas affected by **all** overnight trip reductions, not only those of more than 2 hours.

Table 6: Distribution of Impact of Overnight Service Changes

	Low-Income	Minority
Change Borne By	21.3%	59.6%
Area Average	22.6%	69.9%
Difference	-1.3%	-10.3%

The RTA found that the slight reduction in overnight service is borne widely by the entire service area, as shown in Figure 10, meaning that no neighborhood will be facing a decrease in service incomparable to the rest of the city.

Figure 10: Trip difference compared to existing service



49 Riverfront Route Alignment

For a new route or route alignment, the RTA's Title VI policy measures disparate impact as an increase in travel time of "more than 15 minutes for any minority or low-income transit route that is affected by the new service." However, the Title VI policy is ambiguous and does not define "travel time" in relation between specific points or to estimated riders' travel time. Taking a conservative approach, the RTA finds this change in alignment as a slight **disparate impact** on the basis that it would increase travel times by more than 15 minutes from endpoint to endpoint – French Market Station to Union Passenger Terminal, on a Hispanic/Latino and low-income route (the current 49 UPT-Riverfront).

Currently, the 46 Rampart-Loyola Streetcar and 49 UPT-Riverfront Streetcar run on a 30-minute frequency. The frequencies of the new 49 Riverfront Streetcar and 46 Loyola-Rampart Streetcar are due to be scheduled for every 20 minutes and every 25 minutes respectively. This means that the average transfer wait time would be 10 minutes and 12.5 minutes respectively, which is less than a 15-minute travel time increase that would be considered a disparate impact. However, if a rider wishes to travel from end-point to end-point, a transfer to the Canal Streetcar (scheduled for every 11 minutes) is also necessary. This adds an average of 5.5 minutes of travel time, resulting in a

total added travel time of 18 minutes going to UPT from French Market, and 15.5 minutes when traveling from the French Market to UPT.

However, Census Tract 134, Block Group 3, the main block group with above-average poverty rates for the metro area, is in the middle of the routing of the existing 49 UPT-Riverfront alignment. Along with the increased frequencies on either end of the existing 49 UPT-Riverfront alignment and the mitigation of transfer penalties discussed below, the RTA believes that most riders will not experience an increase of travel times of more than 15 minutes. The RTA evaluated multiple alternatives but found that none of the proposed alternatives were preferable.

Figure 11: Downtown Streetcar Routes with Census Tract 134, Block Group 3



Mitigation

Acknowledging the adverse impact to some passengers who might be traveling from one end to the other, several factors are in place to mitigate the added transfer time. The first is that the routes 51 St. Bernard-Claiborne, 52 Paris-Broadmoor, 57 Franklin-Freret, 91 Jackson-Esplanade, and 202 Airport Express all service the majority of Loyola Ave. These bus routes operate mostly on staggered frequencies around 30 minutes. These bus routes provide

numerous alternatives to the streetcar in this corridor, and perhaps explain the current low streetcar ridership along Loyola Ave discussed in the Service Changes section of this report.

To mitigate the transfer penalty between the Riverfront and Canal Streetcars, an additional stop of Canal Street Ferry Terminal on the 47 Canal-Cemeteries Streetcar and 48 Canal-City Park/Museum Streetcar has been added to reduce the walking distance between the two routes. Previously, the closest stops were located a walking distance of approximately 980 ft apart, but the new stop will be around 360 ft away from the existing Canal St Station stop on the 49 Riverfront Streetcar. The 46 Loyola-Rampart Streetcar and both Canal Streetcars utilize the same stop at Canal and Rampart for any transfers between the lines.

For these reasons, the RTA believes that there is a substantial legitimate justification and there are no alternatives that would have a less disparate impact on low-income or minority communities. The agency, therefore, concludes that the negative impact of the changed route alignment will be mitigated by an increase in service frequency on the Riverfront and alternatives are offered to mitigate travel time increases due to transfers.

CONCLUSIONS

Changes to Service Spans

A Title VI analysis of the changes to overnight service spans resulted in a finding of no disproportionate burden or disparate impact for low-income and minority communities. The changes are borne more heavily by communities that do not meet the area threshold of Low-Income or Minority.

In addition to the burden not being placed on low-income and minority communities, the RTA expects that low-income and minority communities that are currently experiencing unpredictable headways in the evening would have increased service reliability with the reduction of evening pull-outs. However, the RTA does not take lightly that this is a major disruption for a small group of riders, but the RTA must reconcile this with the current feasibility of its maintenance and fleet capacity.

Changes to 49 Riverfront Alignment

The route alignment for the 49 UPT-Riverfront Streetcar brings the route more in line with the RTA's Fixed-Route Service Standards for route design. The existing Title VI policy states the realignment would be a **disparate impact** on minority and low-income communities if there were an increase in travel times by more than 15 minutes on a route. While the RTA believes that the definition on the basis of "travel times" is ambiguous, the analysis of travel times from end-to-end on the route found the route change results in a **disparate impact**. Travel time from end to end in one direction will increase by 18 minutes, and 15.5 minutes in the other direction.

Regardless, along with the increased frequencies on either end of the existing 49 UPT-Riverfront alignment and the mitigation of transfer penalties, the RTA believes that most riders will not experience an increase of travel times of more than 15 minutes. The RTA sought alternatives to the proposed routing but found that none of the proposed alternatives were feasible at this time.

For these reasons, the RTA believes that there is a substantial legitimate justification and there are no alternatives that would have a less disparate impact on minority and low-income communities. The agency, therefore, concludes that the negative impact of the changed route alignment will be mitigated by an increase in service frequency on the Riverfront and alternatives are offered to mitigate travel time increases due to transfers.

APPENDIX A: EQUITY ANALYSIS TABLE

Route	Before (Inbound)				Before (Outbound)				After (Inbound)				After (Outbound)				Difference			By Low Income	Borne by Minorities
	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	(Population * Trips)	Low Income People-Trips	Minority People-Trips		
1 Algiers Point Ferry	710	6.9%	26.9%	11,374	710	6.9%	26.9%	11,374	710	6.9%	26.9%	11,374	710	6.9%	26.9%	11,374	0	0	0	0.0%	0.0%
3 Tulane - Elmwood (A)	16,392	29.5%	72.9%	15,105	16,291	28.8%	73.4%	15,470	16,377	29.5%	72.9%	15,105	16,291	28.8%	73.4%	15,470	-226,575	-143,341	-151,050	63.3%	66.7%
3 Tulane - Elmwood (B)	16,377	29.5%	72.9%	4,745	16,291	28.8%	73.4%	4,380	16,377	29.5%	72.9%	4,745	16,291	28.8%	73.4%	4,380	0	0	0	0.0%	0.0%
4 Chalmette Ferry	335	22.7%	100.0%	10,950	335	22.7%	100.0%	10,950	335	22.7%	100.0%	10,950	335	22.7%	100.0%	10,950	0	0	0	0.0%	0.0%
8 St. Claude - Arabi	14,165	26.9%	53.3%	23,645	14,601	26.5%	52.2%	23,645	14,165	26.9%	53.3%	23,645	14,601	26.5%	52.2%	23,645	0	0	0	0.0%	0.0%
9 Broad - Napoleon	39,560	21.3%	72.2%	19,450	39,020	22.1%	72.6%	20,325	39,661	21.3%	72.3%	19,450	39,020	22.1%	72.6%	20,325	1,964,450	122,572	1,731,050	6.2%	88.1%
11 Magazine	21,507	14.3%	40.4%	13,870	19,296	11.7%	36.7%	13,505	21,507	14.3%	40.4%	13,615	19,296	11.7%	36.7%	13,250	-10,404,765	-1,359,303	-4,022,115	13.1%	38.7%
12 St. Charles Streetcar (A)	27,747	13.9%	40.0%	30,295	27,684	13.8%	39.9%	31,755	27,747	13.9%	40.0%	30,295	27,684	13.8%	39.9%	31,755	0	0	0	0.0%	0.0%
12 St. Charles Streetcar (B)	0			0	4,565	14.7%	44.2%	3,265	0			0	4,565	14.7%	44.2%	3,265	0	0	0	0.0%	0.0%
12 St. Charles Streetcar (C)	24,729	13.5%	39.2%	1,460	0			0	24,729	13.5%	39.2%	1,460	0			0	0	0	0	0.0%	0.0%
27 Louisiana	23,321	26.4%	68.9%	10,510	22,657	26.7%	69.3%	10,655	23,321	26.4%	68.9%	10,510	22,657	26.7%	69.3%	10,655	0	0	0	0.0%	0.0%
31 Leonidas - Gentilly	35,738	20.4%	58.1%	5,950	36,102	19.9%	57.9%	5,950	0			0	0			0	-427,448,000	-86,116,918	-247,888,900	20.1%	58.0%
32 Leonidas-Treme	34,693	23.3%	54.5%	6,205	35,695	22.8%	53.6%	6,205	34,693	23.3%	54.5%	6,205	35,695	22.8%	53.6%	6,205	0	0	0	0.0%	0.0%
45 Lakeview	13,516	7.1%	27.3%	8,030	0			0	13,516	7.1%	27.3%	8,030	0			0	0	0	0	0.0%	0.0%
46 Rampart-Loyola Streetcar (A)	8,001	30.3%	49.7%	13,505	8,029	30.3%	49.8%	13,505	8,001	30.3%	49.7%	13,505	8,029	30.3%	49.8%	13,505	0	0	0	0.0%	0.0%
46 Rampart-Loyola Streetcar (B)	3,902	31.8%	65.1%	365	3,829	31.9%	65.2%	365	3,902	31.8%	65.1%	365	3,829	31.9%	65.2%	365	0	0	0	0.0%	0.0%
46 Rampart-Loyola Streetcar (C)	7,848	26.5%	51.9%	365	7,878	26.6%	52.0%	365	7,848	26.5%	51.9%	365	7,878	26.6%	52.0%	365	0	0	0	0.0%	0.0%
47 Canal Streetcar - Cemeteries	12,039	25.0%	57.0%	20,805	12,025	25.0%	57.0%	20,075	12,039	25.0%	57.0%	20,805	12,025	25.0%	57.0%	20,075	0	0	0	0.0%	0.0%
47 Canal Streetcar - Cemeteries	6,115	34.0%	68.4%	730	6,147	33.9%	68.3%	1,460	6,115	34.0%	68.4%	730	6,147	33.9%	68.3%	1,460	0	0	0	0.0%	0.0%
47 Canal Streetcar - Cemeteries	0			0	3,861	10.5%	37.7%	730	0			0	3,861	10.5%	37.7%	730	0	0	0	0.0%	0.0%
48 Canal Streetcar - City Park / f	12,707	25.1%	55.0%	17,885	12,709	25.1%	55.0%	17,520	12,707	25.1%	55.0%	17,885	12,709	25.1%	55.0%	17,520	0	0	0	0.0%	0.0%
48 Canal Streetcar - City Park / f	4,616	13.3%	35.3%	365	4,616	13.3%	35.4%	730	4,616	13.3%	35.3%	365	4,616	13.3%	35.4%	730	0	0	0	0.0%	0.0%
48 Canal Streetcar - City Park / f	5,700	35.5%	68.8%	730	0			0	5,700	35.5%	68.8%	730	0			0	0	0	0	0.0%	0.0%
49 UPT-Riverfront (A)	5,496	28.5%	45.9%	12,775	5,588	28.9%	46.6%	12,775	5,496	28.5%	45.9%	12,775	5,588	28.9%	46.6%	12,775	0	0	0	0.0%	0.0%
49 UPT-Riverfront (B)	6,576	36.3%	70.0%	1,095	6,488	36.4%	71.0%	1,095	6,576	36.3%	70.0%	1,095	6,488	36.4%	71.0%	1,095	0	0	0	0.0%	0.0%
51 St. Bernard-Claborne	30,806	31.7%	67.8%	11,535	31,581	31.8%	67.6%	11,790	30,806	31.7%	67.8%	11,535	31,581	31.8%	67.6%	11,790	0	0	0	0.0%	0.0%
52 Paris-Broadmoor	33,332	32.1%	79.2%	9,490	31,962	32.7%	79.6%	9,235	33,332	32.1%	79.2%	9,490	31,962	32.7%	79.6%	9,235	0	0	0	0.0%	0.0%
53-O Paris - Claiborne OWL	36,705	29.1%	69.4%	1,460	37,046	29.3%	69.1%	1,460	36,705	29.1%	69.4%	1,205	37,046	29.3%	69.1%	1,205	-18,806,505	-5,499,857	-13,020,300	29.2%	69.2%
55 Elysian Fields (A)	22,847	26.3%	73.2%	12,775	22,565	26.8%	72.9%	12,410	22,847	26.3%	73.2%	12,775	22,565	26.8%	72.9%	12,410	0	0	0	0.0%	0.0%
55 Elysian Fields (B)	18,387	26.8%	70.9%	2,555	19,085	26.2%	69.5%	2,555	18,387	26.8%	70.9%	2,555	19,085	26.2%	69.5%	2,555	0	0	0	0.0%	0.0%
57 Franklin-Fretet	43,249	29.4%	68.6%	10,950	41,543	29.1%	66.5%	10,950	43,249	29.4%	68.6%	10,950	41,543	29.1%	68.5%	10,950	0	0	0	0.0%	0.0%
61 Lake Forest - Village de L'Est	16,481	27.2%	90.6%	16,240	19,475	29.4%	95.9%	15,820	16,481	27.2%	90.6%	16,240	19,475	29.4%	95.9%	15,820	0	0	0	0.0%	0.0%
62 Morrison-Bullard	22,640	31.8%	92.9%	13,100	19,314	32.6%	96.0%	13,245	22,640	31.8%	92.9%	13,100	19,314	32.6%	96.0%	13,245	0	0	0	0.0%	0.0%
62-O Morrison OWL	22,616	31.8%	92.9%	2,920	27,408	33.4%	95.8%	2,920	22,616	31.8%	92.9%	2,920	27,408	33.4%	95.8%	2,920	0	0	0	0.0%	0.0%
66 Hayne Loop	24,010	26.1%	96.5%	7,880	0			0	24,010	26.1%	96.5%	7,880	0			0	0	0	0	0.0%	0.0%
67 Michoud Loop (A)	7,374	28.0%	98.6%	5,550	5,015	29.4%	98.2%	6,570	7,374	28.0%	98.6%	5,295	5,015	29.4%	98.2%	6,315	-3,159,195	-865,622	-3,109,470	27.4%	98.4%
67 Michoud Loop (B)	6,924	27.7%	98.4%	1,020	0			0	6,924	27.7%	98.4%	1,020	0			0	0	0	0	0.0%	0.0%
68 Little Woods Loop	16,896	29.4%	96.2%	15,695	0			0	16,896	29.4%	96.2%	15,695	0			0	0	0	0	0.0%	0.0%
80 Desire-Louisa	9,784	31.4%	66.4%	11,315	10,064	31.5%	66.7%	10,950	9,784	31.4%	66.4%	11,315	10,064	31.5%	66.7%	10,950	0	0	0	0.0%	0.0%
84 Galvez-L9	21,115	39.6%	83.5%	12,115	21,616	37.4%	82.6%	12,115	21,115	39.6%	83.5%	11,605	21,616	37.4%	82.6%	11,605	-21,792,810	-8,383,380	-18,094,800	38.5%	83.0%
86 St. Maurice-Chalmette	5,002	29.9%	90.6%	6,570	1,326	42.6%	95.0%	6,570	5,002	29.9%	90.6%	6,570	1,326	42.6%	95.0%	6,570	0	0	0	0.0%	0.0%
91 Jackson-Esplanade	26,765	23.3%	51.6%	14,270	27,029	23.3%	52.0%	14,415	26,765	23.3%	51.6%	14,015	27,029	23.3%	52.0%	13,905	-20,609,885	-4,806,157	-10,690,110	23.3%	51.9%
103 General Meyer Local (A)	16,182	22.1%	76.0%	7,630	16,681	22.1%	76.7%	5,660	16,182	22.1%	76.0%	6,885	16,946	22.7%	76.7%	5,150	-19,408,590	-3,798,023	-14,852,430	19.6%	76.5%
103 General Meyer Local (B)	16,183	22.1%	76.0%	2,155	17,851	23.7%	76.6%	3,505	16,183	22.1%	76.0%	2,155	17,851	23.7%	76.6%	3,505	0	0	0	0.0%	0.0%
103 General Meyer Local (C)	16,191	22.1%	76.1%	765	17,006	22.7%	76.7%	1,020	16,191	22.1%	76.1%	765	17,006	22.7%	76.7%	1,020	0	0	0	0.0%	0.0%
103 General Meyer Local (D)	16,221	22.1%	76.0%	765	17,903	23.7%	76.6%	765	16,221	22.1%	76.0%	765	17,903	23.7%	76.6%	765	0	0	0	0.0%	0.0%
105 Algiers Local	14,867	24.9%	90.4%	7,405	14,253	25.3%	90.4%	7,405	14,867	24.9%	90.4%	7,405	14,253	25.3%	90.4%	7,405	0	0	0	0.0%	0.0%
114A Garden Oaks - Sullen (A)	16,369	29.6%	84.6%	11,680	16,533	31.3%	85.1%	5,550	16,369	29.6%	84.6%	11,680	16,533	31.3%	85.1%	5,550	0	0	0	0.0%	0.0%
114A Garden Oaks - Sullen (B)	0			0	15,717	30.7%	85.2%	5,875	0			0	15,717	30.7%	85.2%	5,875	0	0	0	0.0%	0.0%
114B Garden Oaks - Woodland	13,924	28.5%	82.4%	9,855	16,785	25.3%	82.0%	5,220	13,924	28.5%	82.4%	9,855	16,785	25.3%	82.0%	5,220	0	0	0	0.0%	0.0%
114B Garden Oaks - Woodland	0			0	17,600	26.1%	82.0%	5,000	0			0	17,600	26.1%	82.0%	5,000	0	0	0	0.0%	0.0%
202 Airport Express	1,884	36.2%	57.1%	4,745	2,117	40.1%	60.6%	4,745	1,884	36.2%	57.1%	4,745	2,117	40.1%	60.6%	4,745	0	0	0	0.0%	0.0%
All Changes (both directions)	314,338	23.5%	69.9%	832,318					313,189	23.5%	69.9%	815,828					-519,891,855	-110,850,028	-310,098,125	21.3%	59.6%

APPENDIX B: OVERNIGHT TRIPS EVALUATED

ROUTE_NA	TRIP_NUM	DIRECTION	BLOCK_KEY	TRIP_START_TM	TRIP_END_TM	Pass per hr	Avg pass per trip	Trip_hour_1	Count of DI	low prod	low pass pe	One or the	Proposed elimination
3	106	INBOUND	73	12:00:00 AM	12:31:00 AM	15.6	10.4	0	27				0
3	105	OUTBOUND	83	12:00:00 AM	12:38:00 AM	25.4	16.9	0	34				0
3	108	INBOUND	83	12:40:00 AM	1:11:00 AM	14.0	9.3	0	31				0
3	107	OUTBOUND	73	12:40:00 AM	1:15:00 AM	18.8	12.5	0	32				0
3	110	INBOUND	73	1:20:00 AM	1:51:00 AM	7.8	5.2	1	29				0
3	109	OUTBOUND	83	1:20:00 AM	1:58:00 AM	17.3	11.6	1	33				0
3	112	INBOUND	83	2:00:00 AM	2:31:00 AM	6.2	4.1	2	30	1	1		2
3	111	OUTBOUND	73	2:00:00 AM	2:38:00 AM	12.4	8.3	2	30				0
3	114	INBOUND	73	2:40:00 AM	3:11:00 AM	6.1	3.2	2	29	1	1		2
3	113	OUTBOUND	83	2:40:00 AM	3:15:00 AM	12.8	8.5	2	32				0
3	116	INBOUND	83	3:20:00 AM	3:51:00 AM	8.9	4.6	3	29				0
3	115	OUTBOUND	13	3:30:00 AM	4:05:00 AM	9.4	7.0	3	26				0
3	1	OUTBOUND	23	4:10:00 AM	4:45:00 AM	10.3	7.7	4	30				0
3	2	INBOUND	13	4:15:00 AM	4:41:00 AM	15.8	10.5	4	36				0
3	4	INBOUND	23	4:55:00 AM	5:21:00 AM	16.6	11.3	4	32				0
3	3	OUTBOUND	13	4:55:00 AM	5:40:00 AM	23.2	23.2	4	37				0
3	104	INBOUND	83	11:20:00 PM	11:51:00 PM	18.8	12.5	23	29				0
3	103	OUTBOUND	73	11:20:00 PM	11:55:00 PM	26.0	17.3	23	32				0
8	121	OUTBOUND	68	12:08:00 AM	12:34:00 AM	30.2	17.1	0	30				0
8	124	INBOUND	58	12:12:00 AM	12:33:00 AM	10.6	4.6	0	31				0
8	123	OUTBOUND	58	12:38:00 AM	1:04:00 AM	18.2	10.3	0	33				0
8	126	INBOUND	68	12:42:00 AM	1:03:00 AM	10.7	4.7	0	26				0
8	125	OUTBOUND	68	1:08:00 AM	1:34:00 AM	18.5	10.5	1	30				0
8	128	INBOUND	58	1:12:00 AM	1:33:00 AM	5.2	2.3	1	23	1	1		2
8	127	OUTBOUND	58	1:38:00 AM	2:04:00 AM	13.6	7.7	1	28				0
8	130	INBOUND	68	1:42:00 AM	2:03:00 AM	8.3	3.6	1	26			1	1
8	129	OUTBOUND	68	2:08:00 AM	2:34:00 AM	11.5	6.5	2	28				0
8	132	INBOUND	58	2:12:00 AM	2:33:00 AM	8.3	3.6	2	25			1	1
8	131	OUTBOUND	58	2:38:00 AM	3:04:00 AM	13.7	5.9	2	28				0
8	134	INBOUND	68	2:42:00 AM	3:03:00 AM	6.9	2.4	2	22	1	1		2
8	133	OUTBOUND	18	3:00:00 AM	3:25:00 AM	5.6	2.8	3	11	1	1		2
8	135	OUTBOUND	28	3:30:00 AM	3:55:00 AM	8.9	4.4	3	21				0
8	136	INBOUND	18	3:30:00 AM	3:51:00 AM	13.8	6.0	3	26				0
8	137	OUTBOUND	18	3:56:00 AM	4:21:00 AM	10.8	6.1	3	16				0
8	138	INBOUND	28	4:00:00 AM	4:21:00 AM	9.4	4.1	4	32			1	1
8	1	OUTBOUND	28	4:26:00 AM	4:51:00 AM	8.8	5.0	4	20				0
8	2	INBOUND	18	4:30:00 AM	4:51:00 AM	11.1	4.8	4	35				0
8	3	OUTBOUND	18	4:56:00 AM	5:21:00 AM	21.5	12.2	4	21				0
8	117	OUTBOUND	68	11:08:00 PM	11:37:00 PM	47.6	27.0	23	27				0
8	120	INBOUND	58	11:12:00 PM	11:33:00 PM	16.5	7.2	23	26				0
8	119	OUTBOUND	58	11:38:00 PM	12:07:00 AM	37.3	21.0	23	31				0
8	122	INBOUND	68	11:42:00 PM	12:03:00 AM	10.2	4.4	23	24				0
9	104	INBOUND	99	12:10:00 AM	12:57:00 AM	8.9	8.9	0	36				0
9	109	OUTBOUND	109	12:10:00 AM	12:53:00 AM	14.9	14.9	0	30				0
9	106	INBOUND	109	1:10:00 AM	1:57:00 AM	7.0	7.0	1	23				0
9	111	OUTBOUND	99	1:10:00 AM	1:53:00 AM	10.8	10.8	1	35				0
9	113	OUTBOUND	109	2:10:00 AM	2:53:00 AM	8.9	7.4	2	29				0
9	108	INBOUND	99	2:10:00 AM	2:57:00 AM	10.6	8.3	2	35				0
9	115	OUTBOUND	19	2:45:00 AM	3:29:00 AM	5.3	5.3	2	21	1			1
9	110	INBOUND	109	3:00:00 AM	3:47:00 AM	7.1	5.6	3	24				0
9	112	INBOUND	19	3:45:00 AM	4:33:00 AM	4.9	4.9	3	25	1			1
9	117	OUTBOUND	29	3:45:00 AM	4:29:00 AM	9.5	9.5	3	28				0
9	1	OUTBOUND	19	4:45:00 AM	5:29:00 AM	9.1	8.2	4	35				0
9	2	INBOUND	29	4:45:00 AM	5:33:00 AM	24.7	22.2	4	32				0
9	102	INBOUND	109	11:10:00 PM	11:57:00 PM	12.6	12.6	23	30				0
9	107	OUTBOUND	99	11:10:00 PM	12:00:00 AM	25.5	25.4	23	36				0
11	76	INBOUND	511	12:28:00 AM	1:08:00 AM	5.7	3.8	0	30	1	1		2 yes
11	73	OUTBOUND	411	12:48:00 AM	1:10:00 AM	8.8	3.2	0	30			1	1 yes but provided alternative c
11	2	INBOUND	111	4:55:00 AM	5:35:00 AM	9.1	7.5	4	24				0
11	69	OUTBOUND	411	11:18:00 PM	11:43:00 PM	12.1	8.1	23	36				0
11	72	INBOUND	211	11:28:00 PM	12:11:00 AM	8.1	5.8	23	29				0
11	71	OUTBOUND	511	11:48:00 PM	12:12:00 AM	8.1	5.4	23	32				0 yes but provided alternative c
11	74	INBOUND	411	11:58:00 PM	12:39:00 AM	5.0	4.2	23	34	1	1		2 yes
53	2	INBOUND	25353	12:25:00 AM	1:06:00 AM	8.1	7.4	0	30				0
53	1	OUTBOUND	15353	12:25:00 AM	1:14:00 AM	11.8	11.6	0	30				0
53	3	OUTBOUND	25353	1:20:00 AM	2:09:00 AM	9.5	9.4	1	28				0
53	4	INBOUND	15353	1:24:00 AM	2:07:00 AM	8.7	7.4	1	24				0
53	5	OUTBOUND	15353	2:15:00 AM	3:04:00 AM	7.9	7.8	2	23				0
53	6	INBOUND	25353	2:19:00 AM	3:02:00 AM	5.7	4.9	2	27	1			1 yes
53	7	OUTBOUND	25353	3:10:00 AM	3:59:00 AM	6.6	5.4	3	24	1			1 yes
53	8	INBOUND	15353	3:14:00 AM	3:57:00 AM	5.9	4.2	3	23	1	1		2 yes
55	78	INBOUND	555	12:21:00 AM	12:43:00 AM	10.2	4.9	0	22				0
55	75	OUTBOUND	555	12:50:00 AM	1:19:00 AM	16.8	8.7	0	26				0
55	80	INBOUND	555	1:21:00 AM	1:43:00 AM	7.1	3.5	1	20			1	1
55	77	OUTBOUND	555	1:50:00 AM	2:19:00 AM	14.2	7.3	1	22				0

Summer 2025 Service Change
Title VI Equity Analysis

55	82 INBOUND	555	2:21:00 AM	2:43:00 AM	4.3	2.1	2	20	1	1	2
55	79 OUTBOUND	555	2:50:00 AM	3:19:00 AM	11.4	5.9	2	24			0
55	84 INBOUND	555	3:21:00 AM	3:43:00 AM	10.3	3.8	3	27		1	1
55	81 OUTBOUND	155	3:50:00 AM	4:19:00 AM	7.0	4.8	3	29	1		1
55	2 INBOUND	155	4:31:00 AM	4:53:00 AM	10.4	6.8	4	38			0
55	76 INBOUND	555	11:21:00 PM	11:43:00 PM	10.1	4.9	23	21			0
55	73 OUTBOUND	555	11:50:00 PM	12:19:00 AM	32.5	16.7	23	24			0
61	86 INBOUND	861	12:25:00 AM	1:11:00 AM	6.0	6.5	0	25	1		1
61	81 OUTBOUND	761	12:30:00 AM	1:18:00 AM	27.2	24.9	0	31			0
61	88 INBOUND	761	1:25:00 AM	2:11:00 AM	4.4	4.7	1	30	1		1
61	83 OUTBOUND	861	1:30:00 AM	2:18:00 AM	15.5	14.2	1	29			0
61	90 INBOUND	861	2:25:00 AM	3:11:00 AM	4.6	3.5	2	27	1	1	2
61	85 OUTBOUND	761	2:30:00 AM	3:18:00 AM	13.8	12.7	2	29			0
61	92 INBOUND	761	3:25:00 AM	4:11:00 AM	5.7	4.4	3	26	1	1	2
61	87 OUTBOUND	161	3:45:00 AM	4:33:00 AM	11.7	12.5	3	22			0
61	2 INBOUND	261	4:24:00 AM	5:10:00 AM	9.3	8.0	4	35			0
61	1 OUTBOUND	361	4:40:00 AM	5:28:00 AM	13.1	12.3	4	16			0
61	4 INBOUND	161	4:49:00 AM	5:35:00 AM	16.4	13.9	4	35			0
61	84 INBOUND	761	11:25:00 PM	12:11:00 AM	7.5	8.2	23	31			0
61	79 OUTBOUND	861	11:30:00 PM	12:20:00 AM	37.8	34.5	23	32			0
84	64 INBOUND	584	12:00:00 AM	12:30:00 AM	3.2	2.1	0	25	1	1	2
84	63 OUTBOUND	584	12:40:00 AM	1:14:00 AM	11.1	7.4	0	30			0
84	66 INBOUND	584	1:20:00 AM	1:50:00 AM	4.0	2.6	1	22	1	1	2
84	65 OUTBOUND	584	2:00:00 AM	2:34:00 AM	8.0	5.4	2	28			0
84	68 INBOUND	584	2:40:00 AM	3:10:00 AM	4.2	2.5	2	26	1	1	2 yes
84	67 OUTBOUND	584	3:15:00 AM	3:49:00 AM	6.3	3.6	3	27	1	1	2 yes
84	69 OUTBOUND	284	4:00:00 AM	4:35:00 AM	3.9	3.0	4	19	1	1	2 yes
84	70 INBOUND	184	4:00:00 AM	4:33:00 AM	5.6	4.2	4	33	1	1	2 yes
84	1 OUTBOUND	184	4:45:00 AM	5:20:00 AM	6.0	4.5	4	28	1		1
84	2 INBOUND	284	4:45:00 AM	5:18:00 AM	13.6	10.2	4	35			0
84	61 OUTBOUND	584	11:20:00 PM	11:57:00 PM	20.7	13.8	23	33			0
91	75 OUTBOUND	691	12:22:00 AM	12:55:00 AM	8.0	5.8	0	28			0
91	74 INBOUND	591	12:25:00 AM	12:56:00 AM	6.4	4.3	0	24	1	1	2
91	76 INBOUND	691	1:05:00 AM	1:36:00 AM	6.4	4.3	1	30	1	1	2 yes
91	77 OUTBOUND	591	1:05:00 AM	1:38:00 AM	8.9	4.9	1	29			0
91	79 OUTBOUND	691	1:45:00 AM	2:18:00 AM	5.9	3.9	1	28	1	1	2 yes
91	78 INBOUND	691	2:25:00 AM	2:56:00 AM	5.0	3.3	2	27	1	1	2 yes
91	81 OUTBOUND	691	3:05:00 AM	3:38:00 AM	6.9	3.8	3	26	1	1	2 yes
91	80 INBOUND	191	3:55:00 AM	4:29:00 AM	7.0	4.7	3	23	1		1
91	1 OUTBOUND	191	4:35:00 AM	5:17:00 AM	5.3	4.8	4	33	1		1
91	71 OUTBOUND	691	11:02:00 PM	11:35:00 PM	14.9	10.7	23	30			0
91	70 INBOUND	591	11:05:00 PM	11:36:00 PM	9.8	6.0	23	33			0
91	73 OUTBOUND	591	11:42:00 PM	12:15:00 AM	10.4	7.5	23	31			0
91	72 INBOUND	691	11:45:00 PM	12:16:00 AM	10.1	6.3	23	32			0
103	53 OUTBOUND	5103	12:13:00 AM	1:05:00 AM	13.1	13.5	0	32			0 no
103	56 INBOUND	4103	12:20:00 AM	1:08:00 AM	2.7	2.1	0	23	1	1	2 yes
103	55 OUTBOUND	4103	1:08:00 AM	2:00:00 AM	6.9	7.2	1	28	1		1 yes
103	58 INBOUND	5103	1:15:00 AM	2:03:00 AM	2.6	2.1	1	27	1	1	2 yes
103	57 OUTBOUND	5103	2:03:00 AM	2:55:00 AM	4.0	4.1	2	31	1	1	2 yes
103	60 INBOUND	4103	2:10:00 AM	2:58:00 AM	2.3	1.8	2	17	1	1	2 yes
103	59 OUTBOUND	1103	3:15:00 AM	4:07:00 AM	9.9	10.8	3	25			0
103	1 OUTBOUND	2103	4:05:00 AM	4:57:00 AM	6.5	7.1	4	36	1		1
103	2 INBOUND	1103	4:20:00 AM	5:09:00 AM	11.5	10.6	4	36			0
103	51 OUTBOUND	4103	11:18:00 PM	12:10:00 AM	19.7	20.4	23	29			0
103	54 INBOUND	5103	11:25:00 PM	12:13:00 AM	4.9	3.9	23	33	1	1	2 no because it's before a pro
103	62 INBOUND	5103	3:05:00 AM	3:53:00 AM	1.8	1.5	3	23	1	1	2 yes
114A	58 INBOUND 4114A		12:01:00 AM	12:49:00 AM	6.0	5.7	0	31	1		1
114A	59 OUTBOUND 4114A		12:58:00 AM	1:47:00 AM	23.8	25.0	0	29			0
114A	60 INBOUND 5114A		1:01:00 AM	1:49:00 AM	6.9	6.6	1	28	1		1
114A	61 OUTBOUND 5114A		1:58:00 AM	2:47:00 AM	17.4	18.3	1	32			0
114A	62 INBOUND 4114A		2:01:00 AM	2:49:00 AM	4.4	3.5	2	27	1	1	2
114A	64 INBOUND 5114A		3:01:00 AM	3:49:00 AM	8.6	6.9	3	32			0
114A	2 INBOUND 1114A		4:05:00 AM	4:56:00 AM	20.5	19.5	4	34			0
114A	1 OUTBOUND 2114A		4:25:00 AM	5:13:00 AM	6.4	6.4	4	28	1		1
114A	4 INBOUND 3114A		4:45:00 AM	5:36:00 AM	14.1	13.4	4	37			0
114A	56 INBOUND 5114A		11:01:00 PM	11:49:00 PM	12.0	11.4	23	31			0
114A	57 OUTBOUND 5114A		11:58:00 PM	12:47:00 AM	39.8	41.9	23	33			0
62-O	9 OUTBOUND 262 O		12:00:00 AM	12:54:00 AM	40.8	40.8	0	24			0
62-O	10 INBOUND 162 O		12:00:01 AM	12:44:00 AM	9.8	9.8	0	30			0
62-O	11 OUTBOUND 162 O		1:00:00 AM	1:54:00 AM	20.9	20.9	1	27			0
62-O	12 INBOUND 262 O		1:00:01 AM	1:44:00 AM	9.5	9.5	1	28			0
62-O	13 OUTBOUND 262 O		2:00:00 AM	2:54:00 AM	20.2	20.2	2	26			0
62-O	14 INBOUND 162 O		2:00:01 AM	2:44:00 AM	4.1	4.1	2	26	1	1	2
62-O	15 OUTBOUND 162 O		3:00:00 AM	3:54:00 AM	16.7	15.1	3	28			0
62-O	16 INBOUND 262 O		3:00:01 AM	3:44:00 AM	9.5	7.0	3	29			0
62-O	7 OUTBOUND 162 O		11:00:00 PM	11:54:00 PM	49.8	49.8	23	29			0

APPENDIX C: MINORITY, HISPANIC/LATINO, AND LOW-INCOME ROUTE DESIGNATIONS

route_long_name	route_id	RtePerMln	RtePerHis	RtePerPov	RtePerPovH	FlagMin	FlagHisLa	FlagLowInc
Algiers Point Ferry	1	14.54%	11.76%	5.69%	7.75%		Orl Hisp/Lat Rte	
General Meyer Local	103	73.88%	4.92%	21.41%	20.29%	Orl Minority Rte		
Algiers OWL	103-O	67.38%	5.01%	23.11%	23.14%	Orl Minority Rte		
Algiers Local	105	86.18%	4.87%	24.60%	28.00%	Orl Minority Rte		Orl Low-Inc Rte
Magazine	11	31.51%	5.52%	13.88%	14.51%			
Garden Oaks - Sullen	114A	77.94%	4.92%	28.98%	29.33%	Orl Minority Rte		Orl Low-Inc Rte
Garden Oaks - Woodland	114B	75.30%	5.52%	27.09%	29.08%	Orl Minority Rte		Orl Low-Inc Rte
St. Charles Streetcar	12	34.08%	7.22%	15.25%	14.31%		Orl Hisp/Lat Rte	
Airport Express	202	68.21%	6.04%	30.68%	32.61%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Louisiana	27	65.26%	5.68%	25.14%	25.17%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Tulane - Elmwood	3	68.25%	6.97%	26.86%	28.89%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Leonidas - Gentilly	31	57.31%	5.21%	20.22%	20.75%			
Leonidas-Treme	32	49.63%	5.88%	22.49%	21.74%		Orl Hisp/Lat Rte	
Chalmette Ferry	4	99.84%	13.00%	9.07%	10.90%	Orl Minority Rte	Orl Hisp/Lat Rte	
Lakeview	45	19.19%	12.06%	6.87%	8.78%		Orl Hisp/Lat Rte	
Canal Streetcar - Cemeteries	47	48.21%	13.69%	27.33%	28.71%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Canal Streetcar - City Park/Muse	48	46.44%	12.35%	26.56%	27.65%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
UPT-Riverfront	49	54.38%	11.81%	34.54%	34.90%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
St. Bernard-Claiborne	51	64.03%	6.03%	31.06%	32.09%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Paris-Broadmoor	52	77.60%	5.06%	32.01%	34.43%	Orl Minority Rte		Orl Low-Inc Rte
Paris - Claiborne OWL	53-O	66.30%	6.09%	29.87%	32.02%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Elysian Fields	55	70.54%	6.26%	27.44%	25.74%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Franklin-Freret	57	65.81%	6.30%	29.54%	29.64%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Lake Forest - Village de L'Est	61	88.45%	6.87%	33.61%	34.24%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Morrison-Bullard	62	89.05%	3.43%	35.94%	35.60%	Orl Minority Rte		Orl Low-Inc Rte
Morrison OWL	62-O	89.98%	3.11%	36.23%	35.13%	Orl Minority Rte		Orl Low-Inc Rte
Hayne Loop	66	96.13%	1.68%	30.95%	33.24%	Orl Minority Rte		Orl Low-Inc Rte
Michoud Loop	67	98.63%	6.69%	24.22%	31.40%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Little Woods Loop	68	96.31%	1.26%	33.43%	33.76%	Orl Minority Rte		Orl Low-Inc Rte
St. Claude - Arabi	8	50.52%	5.50%	27.82%	25.73%			Orl Low-Inc Rte
Desire-Louisa	80	66.51%	4.39%	31.68%	25.67%			Orl Low-Inc Rte
Galvez-L9	84	81.51%	4.43%	39.17%	38.95%	Orl Minority Rte		Orl Low-Inc Rte
St. Maurice-Chalmette	86	89.94%	0.48%	30.15%	32.97%	Orl Minority Rte		Orl Low-Inc Rte
Broad - Napoleon	9	69.97%	4.86%	22.79%	23.34%	Orl Minority Rte		
Jackson-Esplanade	91	46.18%	7.46%	21.53%	21.27%		Orl Hisp/Lat Rte	
Kenner Loop	201	43.63%	27.74%	16.88%	17.19%	Ken Minority Rte	Ken Hisp/Lat Rte	Ken Low-Inc Rte
Airport Express	202	58.96%	41.90%	21.04%	22.47%	Ken Minority Rte	Ken Hisp/Lat Rte	Ken Low-Inc Rte



Board Report and Staff Summary

File #: 24-126

Board of Commissioners

Purchase of Paratransit Vehicles

DESCRIPTION: Purchase of (2) Cutaway units.	AGENDA NO: Click or tap here to enter text.
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

RECOMMENDATION:

To authorize the Chief Executive Officer to award a purchase order for Model1 sale in the amount not to exceed \$400,490.22 for two paratransit vehicles.

ISSUE/BACKGROUND:

The agency has had two cutaways that were removed from paratransit service, both due to damage sustained in separate traffic incidents. Both units 7117 and 7302 will be replaced with these purchased units. These two additions will help restore paratransit service back to prior levels.

DISCUSSION:

The agency's utilization of the Louisiana state contract (contract number 4400020163) for procurement of the vehicle is a strategic decision, potentially offering favorable terms and ensuring compliance with FTA and Buy America requirements. This approach streamlines the procurement process and ensures adherence to regulatory standards.

FINANCIAL IMPACT:

Funding is available through grant LA2023-018 in the amount of \$261,737.60 in federal funds and the local required to match \$65,434.40 plus an additional \$73,318.22 of local funds from the approved capital budget account number 01-0000-00-1513-000-00 for a total project cost of \$400,490.22.

NEXT STEPS:

Once approved staff will issue a purchase order and continue to develop the purchase of the vehicles.

ATTACHMENTS:

1. Resolution
2. LA State Contract (4400020163)
3. Routing approval

Prepared By: Alger Pennaman II
Title: Fleet Asset Manager

Reviewed By: Ryan Moser
Title: Chief Asset Management Officer

Reviewed By: Gizelle Banks
Title: Chief Financial Officer



Lona Edwards Hankins
Chief Executive Officer

5/2/2025

Date



RESOLUTION NO. 25-027
FILE ID NO. 24-126

STATE OF LOUISIANA
PARISH OF ORLEANS

**AUTHORIZATION TO AWARD A PURCHASE TWO (2) CUTAWAY VEHICLES FROM
MODEL 1 COMMERCIAL VEHICLES, INC.**

Introduced by Commissioner Sams, seconded by Commissioner
Daniels

WHEREAS, the Chief Executive Officer of the RTA has the need to issue a purchase order to Model1 for the purchase of two (2) cutaway vehicles; and

WHEREAS, the agency recognizes that the addition of the two cutaways will replace damaged units that were damaged during separate vehicle accidents; and

WHEREAS, the agency has determined that these additional vehicles will improve the agency's coverage and reliability by providing more service to the paratransit department; and

WHEREAS, the agency's decision to utilize the Louisiana state contract (Contract number 4400020163) for vehicle procurement is a strategic move, offering potentially favorable terms while ensuring compliance with FTA and Buy America requirements; and

WHEREAS, funding for the above project is made available through LA2023-018, with \$261,737.60 in federal funds and a local match of \$65,434.40 plus an additional \$73,318.22 from the approved capital budget (account number 01-0000-00-1513-000-00) bringing the total purchase cost not to exceed: **FOUR HUNDRED THOUSAND FOUR HUNDRED AND NINETY DOLLARS AND TWENTY TWO CENTS (\$400,490.22)**; and

RESOLUTION NO. 25-027

FILE ID NO. 24-126

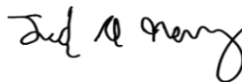
PAGE TWO

NOW, THEREFORE, BE IS RESOLVED, by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, is authorized to award a purchase order to Motorola Solutions for the purchase of handheld radios.

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

YEAS:	5
NAYS:	0
ABSTAIN:	0
ABSENT:	1

AND THE RESOLUTION WAS ADOPTED ON THE 27th DAY OF MAY, 2025.



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



STATE OF LOUISIANA

Competitive Contract

Vendor: 310128664
Company
MODEL 1 COMMERCIAL VEHICLES INC
9225 PRIORITY WAY W DR STE 300
INDIANAPOLIS IN 46240
Phone : 469-333-8909
Fax : 469-333-8918

T Number: 92122
Version: 11
LAPS Contract: No
Fiscal Year: 2021
Min.Ord.Value: 0.00
Distributor Contract: No
PCard:No
Co-op Agreement:Yes

Contract number: 4400020163
Description: FTA Modified Vans and Buses Statewide

SEBD Vendor: No
SEHI Vendor: No
VSE Vendor: No
DVSE Vendor: No
Contract Valid Dates:
08/24/2020 - 12/23/2025

Buyer Information

Name: AMY GOTREUX
Tel Number: 225-342-9200
Email: amy.gotreaux@la.gov

Delivery: 365 Days After Receipt of Order
Supplier Text: FTA Modified Vans & Buses Statewide

This contract is effective for the period beginning January 24, 2024 and ending December 23, 2024.

Please visit our website at <http://fleet.la.gov> to view all vehicles on State contract. The most current vehicle pricing and ordering instructions can be found there.

See the attachments for line item details, contract terms and conditions, and specifications.

This contract has been designated as a cooperative purchasing opportunity. Quasi State Agencies or other Political Subdivisions of the State, agencies of the United States government, and other buying organizations not located in this state which, if located in this state, would qualify as a public procurement unit may utilize this contract.

Notice to Vendor:

Recommending Approval: _____

Approved by: _____

Contract number: 4400020163 T Number: 92122	Vendor: 310128664 Distributor Contract: NO	Page 2 of 4
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Line	Material No.	Description	Prod. Cat.	UOM	Net Price	Discount
	Supplier Part No.					
1		FTA Modified Vans and Buses	25101500		0.00000	

Contract number: 4400020163 T Number: 92122	Vendor: 310128664 Distributor Contract: NO	Page 3 of 4
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Standard Terms and Conditions

1. THIS IS NOT AN ORDER TO SHIP (OR BEGIN SERVICE). A CONTRACT RELEASE OR PURCHASE ORDER MUST BE ISSUED BEFORE YOU ARE AUTHORIZED TO SHIP (OR BEGIN SERVICE).
2. THIS IS NOTICE THAT THE CONTRACT REFERENCED ABOVE HAS BEEN AWARDED TO YOU BASED ON THE BID (OR PROPOSAL) SUBMITTED. ALL TERMS, CONDITIONS, AND SPECIFICATIONS OF THE SOLICITATION WILL APPLY TO ALL ORDERS.
3. ANY AGENCY AUTHORIZED TO PURCHASE FROM THIS CONTRACT MUST ISSUE AN ORDER AND REFERENCE THE CONTRACT NUMBER, LINE NUMBER AND COMMODITY ITEM NUMBER FOR EACH ITEM.
4. CHANGES IN ITEMS TO BE FURNISHED ARE NOT PERMITTED (UNLESS APPROVED BY THE ISSUING AGENCY PRIOR TO DELIVERY). PRIOR APPROVAL MUST ALSO BE OBTAINED BEFORE DISTRIBUTORS CAN BE ADDED OR DELETED.
5. IF A DISTRIBUTOR LIST WAS SUBMITTED, CONTRACTOR MUST SEND COPIES OF THIS AWARD TO EACH DISTRIBUTOR.
6. QUANTITIES LISTED ARE ESTIMATED AND NO QUANTITIES ARE GUARANTEED (UNLESS "COMMITTED VOLUME" IS SPECIFICALLY STATED). CONTRACTOR MUST SUPPLY ACTUAL REQUIREMENTS ORDERED AT THE CONTRACT PRICE AWARDED.
7. COMPLIANCE WITH CIVIL RIGHTS LAWS.

THE CONTRACTOR AGREES TO ABIDE BY THE REQUIREMENTS OF THE FOLLOWING AS APPLICABLE: TITLE IV AND TITLE VII OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED BY THE EQUAL OPPORTUNITY ACT OF 1972, FEDERAL EXECUTIVE ORDER 11246, THE FEDERAL REHABILITATION ACT OF 1973, AS AMENDED, THE VIETNAM ERA VETERAN'S READJUSTMENT ASSISTANCE ACT OF 1974, TITLE IX OF THE EDUCATION AMENDMENTS OF 1972, THE AGE ACT OF 1975, AND CONTRACTOR AGREES TO ABIDE BY THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT OF 1990. CONTRACTOR AGREES TO NOT TO DISCRIMINATE IN ITS EMPLOYMENT PRACTICES, AND WILL RENDER SERVICES UNDER THIS AGREEMENT AND ANY CONTRACT ENTERED INTO AS A RESULT OF THIS AGREEMENT, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX, NATIONAL ORIGIN, VETERAN STATUS, POLITICAL AFFILIATION, OR DISABILITIES. ANY ACT OF DISCRIMINATION COMMITTED BY CONTRACTOR OR FAILURE TO COMPLY WITH THESE STATUTORY OBLIGATIONS WHEN APPLICABLE SHALL BE GROUNDS FOR TERMINATION OF THIS AGREEMENT AND ANY CONTRACT ENTERED INTO AS A RESULT OF THIS AGREEMENT.

8. IN ACCORDANCE WITH LA R.S. 39:1602.1, FOR ANY CONTRACTS WITH A VALUE OF \$100,000 OR MORE AND FOR ANY VENDOR WITH 5 OR MORE EMPLOYEES, THE VENDOR CERTIFIES THAT IT IS NOT ENGAGING IN A BOYCOTT OF ISRAEL AND IT WILL, FOR THE DURATION OF ITS CONTRACTUAL OBLIGATIONS, REFRAIN FROM A BOYCOTT OF ISRAEL.

9. CONTRACT CANCELLATION

THE STATE OF LOUISIANA HAS THE RIGHT TO TERMINATE THE CONTRACT IMMEDIATELY FOR ANY OF THE FOLLOWING REASONS: (A) MISREPRESENTATION BY THE CONTRACTOR; (B) CONTRACTOR'S FRAUD, COLLUSION, CONSPIRACY OR OTHER UNLAWFUL MEANS OF OBTAINING ANY CONTRACT WITH THE STATE OF LOUISIANA; (C) CONFLICT OF CONTRACT PROVISIONS WITH CONSTITUTIONAL OR STATUTORY PROVISIONS OF STATE OR FEDERAL LAW; (D) ABUSIVE OR BELLIGERENT CONDUCT BY CONTRACTOR TOWARDS AN EMPLOYEE OR AGENT OF THE STATE; (E) CONTRACTOR'S INTENTIONAL VIOLATION OF THE PROCUREMENT CODE (LA. R.S. 39:1551 ET SEQ.) AND ITS CORRESPONDING REGULATIONS; OR, (F) ANY LISTED REASON FOR DEBARMENT UNDER LA. R.S. 39:1672.

THE STATE OF LOUISIANA MAY TERMINATE THE CONTRACT FOR CONVENIENCE AT ANY TIME (1) BY GIVING THIRTY (30) DAYS WRITTEN NOTICE TO THE CONTRACTOR OF SUCH TERMINATION: OR (2) BY NEGOTIATING WITH THE CONTRACTOR AN EFFECTIVE DATE. THE STATE SHALL PAY CONTRACTOR FOR, IF APPLICABLE: (A) DELIVERABLES IN PROGRESS; (B) THE PERCENTAGE THAT HAS BEEN COMPLETED SATISFACTORILY; AND, (C) FOR TRANSACTION-BASED SERVICES UP

Contract number: 4400020163 T Number: 92122	Vendor: 310128664 Distributor Contract: NO	Page 4 of 4
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TO THE DATE OF TERMINATION, TO THE EXTENT WORK HAS BEEN PERFORMED SATISFACTORILY.

THE STATE OF LOUISIANA HAS THE RIGHT TO TERMINATE THE CONTRACT FOR CAUSE BY GIVING THIRTY (30) DAYS WRITTEN NOTICE TO THE CONTRACTOR OF SUCH TERMINATION FOR ANY OF THE FOLLOWING NON-EXCLUSIVE REASONS: (A) FAILURE TO DELIVER WITHIN THE TIME SPECIFIED IN THE CONTRACT; (B) FAILURE OF THE PRODUCT OR SERVICE TO MEET SPECIFICATIONS, CONFORM TO SAMPLE QUALITY OR TO BE DELIVERED IN GOOD CONDITION; OR, (C) ANY OTHER BREACH OF CONTRACT.

ROUTING SHEET

**Regional Transit Authority
State Contract Procurement Routing Sheet**

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

Solicitation ID	231
ProjectSchedule Delivery Date	12/25/2025 6:00 AM
Technical Specs attached	Yes
Scope of Work attached	No

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

Name: PENNAMAN, ALGER
Title: FLEET ASSET MANAGER
Ext: 8480

B. Name of Project, Service or Product:

Para: 2- Cutaways

C. Justification of Procurement:

To provide to agency with more reliable service for the Paratransit fleet.

D. Certification of Authorized Grant:

Is this item/specification consistent with the Authorized Grant?

Yes

Director of Grants / Federal compliance:	Alisa P Maniger
Signature	<i>Alisa P Maniger</i>
Date	April 01 2025

E. Safety, Security and Emergency Management: Include Standard Safety Provisions Only:

Additional Safety Requirements Attached

false

Chief	Michael J Smith
Signature	<i>Michael J Smith</i>
Date	April 01 2025

Risk Management:

Include Standard Insurance Provisions Only?

ROUTING SHEET

true

Include Additional Insurance Requirements Attached ?

false

Risk Management Analyst	Marc L Popkin
Signature	<i>Marc L Popkin</i>
Date	April 01 2025

F. Funding Source:

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

ICE Amount: \$400,490.22

Total Projected Cost: \$400,490.22

Funding Type: Federal, Local

Grants or Capital Project ID: Para: 2- Cutaways

Federal Funding	State	Local	Other
\$327,172.00		\$73,318.22	
Projected Fed Cost	State	Local	Other
\$327,172.00		\$73,318.22	

FTA Grant IDs	Budget Codes
LA2023-018 - 11.12.15	01-0000-00-1513-000-00-00000-00000

Funds allocated by multi-year and budget codes:

Year	Amount	Budget Code
Year-1		01-0000-00-1513-000-00-00000-00000
Year-2		
Year-3		
Year-4		
Year-5		
Total all years		

Budget Analyst	Erin Ghalayini
Signature	<i>Erin Ghalayini</i>

ROUTING SHEET

Date	April 01 2025
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G. DBE/SBE GOAL:

% DBE	0
% Small Business	0

Director of Small Business Development:	Adonis C Expose
Signature	<i>Adonis C Expose</i>
Date	April 01 2025

DBE/EE Manager	Adonis C Expose
Signature	<i>Adonis C Expose</i>
Date	April 01 2025

H. Information Technology Dept. vetting.

IT Director	Sterlin J Stevens
Signature	<i>Sterlin J Stevens</i>
Date	4/2/2025 2:03 PM

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

Department Head	Jacques Robichaux Sr.
Signature	<i>Jacques Robichaux Sr.</i>
Date	March 12 2025

Chief	Ryan Moser
Signature	<i>Ryan Moser</i>
Date	April 01 2025

Director of Procurement	Ronald Gerard Baptiste
Signature	<i>Ronald Gerard Baptiste</i>
Date	April 02 2025

FOR PROCUREMENT USE ONLY

Type of Procurement Requested:

SC - State Contract

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

ROUTING SHEET

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

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

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

State Contract (SC) this procurement is via a State competitive procurement

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

	Required if Total Cost above \$15K
Chief Financial Officer	Gizelle Johnson Banks
Signature	<i>Gizelle Johnson Banks</i>
Date	April 03 2025

	Required if Total Cost above \$50K
Chief Executive Officer	Lona Edwards Hankins
Signature	<i>Lona Edwards Hankins</i>
Date	April 03 2025



Board Report and Staff Summary

File #: 25-048

Board of Commissioners

Change Order for Transit Security Services

DESCRIPTION: Amendment to the current SEAL Security Contract to allow month-to-month services for Transit Security Services at various New Orleans Regional Transit Authority locations throughout the City of New Orleans	AGENDA NO: N/A
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 amend the current contract with Security Experts and Leaders (SEAL) to allow RTA to continue Transit Security Services at existing staffing levels on a month-to-month basis until September 30, 2025, not to exceed \$496,934.

ISSUE/BACKGROUND:

Several recent attempts to select and award contracts to vendors to provide Transit Security Services, culminating in RFP #2023-001, were each formally protested, and consequently cancelled. In order to maintain the necessary security coverage for the RTA system, staff recommended, and the Board of Commissioners approved entering into a contractual agreement with SEAL to receive services on a month-to-month basis, with the intention of researching and reviewing options for the agency to consider, ranging from continuing to outsource services to bringing the functions in-house. In June 2024, staff commenced a review of requirements and industry best practices to inform a security deployment strategy, however, due to competing priorities unfortunately this report is still in process. Staff is working on an internal report that will be presented to the Executive Leadership team for review and presented to the Board with recommended security options by the end of the third quarter of 2025 before requesting any additional extensions. In the interim, staff is requesting an extension of the current services (at existing levels) through September 30, 2025.

DISCUSSION:

Maintaining a secure transit environment is one of RTA's top priorities. RTA chose SEAL Security to provide armed, uniform security personnel to aid in securing all property owned, leased, operated, and/or maintained by RTA (i.e., facilities, and vehicles). SEAL is expected to assist employees, contractors, patrons, and the citizens of New Orleans and surrounding parishes by maintaining order, providing excellent customer service, and rendering assistance as needed. SEAL works closely with local, state, and federal emergency response agencies always rendering aid as needed. This contract will be amended while waiting for a new contract to be approved.

The security services under this contract include security coverage for transit facilities, assets, and areas designated for Transit Operations. This service is required 24 hours a day, 365 days a year to

maintain a safe and secure transit system.

FINANCIAL IMPACT:

Funds for this contract are available from the RTA Operational Budget. Operating Account Number: 01-3300-99-7650-161. SEAL will invoice us \$496,934 (estimated funds needed for services through September 30, 2025). The total cost for the extension is not to exceed \$496,934.

NEXT STEPS:

Upon RTA Board approval, staff will submit and process a change order modification to the purchase order.

ATTACHMENTS:

1. Resolution
2. Independent Cost Estimate Summary Form (ICE)
3. Change Order Routing Sheet
4. Change Order Justification
5. Original SEAL Purchase Order
6. Recent SEAL Purchase Order

Prepared By: Ivana C. Butler
Title: Administrative Analyst Safety, Security, and Emergency Management

Reviewed By: Michael J. Smith
Title: Chief Safety, Security, and Emergency Management Officer

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial Officer



Lona Edwards Hankins
Chief Executive Officer

5/2/2025

Date



RESOLUTION NO. 25-028

STATE OF
LOUISIANA PARISH
OF ORLEANS

AMENDMENT TO THE PREVIOUS SEAL SECURITY CONTRACT TO ALLOW MONTH-TO-MONTH SERVICES FOR TRANSIT SECURITY SERVICES AT VARIOUS NEW ORLEANS REGIONAL TRANSIT AUTHORITY LOCATIONS THROUGHOUT THE CITY OF NEW ORLEANS

Introduced by Commissioner Sams, seconded by Commissioner Daniels.

WHEREAS, the Regional Transit Authority (RTA) executed contract # 2020-009 with Security Experts and Leaders (SEAL) for Transit Security Services on September 7th, 2020; and

WHEREAS, the RTA Board of Commissioners subsequently authorized staff to solicit proposals for a new Transit Security Services provider through Request for Proposals (RFP) # 2023-001; and

WHEREAS, RTA staff convened a technical evaluation committee and evaluated all elements of the submittals in accordance with requirements prescribed by the RTA, Louisiana Public Bid Law and the Federal Transit Administration (FTA); and

WHEREAS, the selected proposal was from Allied Universal Security Corporation; and

WHEREAS, the RTA Board of Commissioners authorized staff to execute a contract with Allied Universal Security Corporation through RFP # 2023-001, however the Procurement process was formally protested; and

WHEREAS, in order to maintain Transit Security Services at existing levels, the RTA Board of Commissioners authorized staff to extend Transit Security Services with SEAL through a series of month-to-month extensions from October 2022 to June 2025;

WHEREAS, SEAL has since been operating on a month-to-month basis; and

WHEREAS, RTA staff have reasonably determined that there is a need to authorize an extension of the current month-to-month agreement for the provision of Transit Security Services until RTA either secures a new contract or enters into a formal agreement for similar services [“coverage”]; and

WHEREAS, RTA staff have determined that an extension to September 2025 is sufficient enough for the Physical Security department to allow for a thorough review and implementation of the means of coverage that is best suited to RTA; and

WHEREAS, RTA staff have determined that the extension of Transit Security Services at existing levels will cost approximately FOUR HUNDRED NINETY-SIX THOUSAND NINE HUNDRED THIRTY-FOUR DOLLARS AND ZERO CENTS (\$496,934.00) for this time period; and

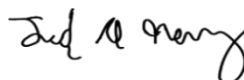
WHEREAS, funding is available through RTA Operating Account #1330099.7650.161 for a total cost not to exceed FOUR HUNDRED NINETY-SIX THOUSAND NINE HUNDRED THIRTY-FOUR DOLLARS AND ZERO CENTS (\$496,934.00).

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, authorize the CEO to approve the continuation of transit security services on a month-to-month basis provided by Security Experts and Leaders (SEAL).

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

YEAS:	6
NAYS:	0
ABSTAIN:	0
ABSENT:	1

AND THE RESOLUTION WAS ADOPTED ON THE 27th DAY OF MAY, 2025.



FRED NEAL
CHAIRMAN
RTA BOARD OF COMMISSIONERS

Independent Cost Estimate (ICE)

INDEPENDENT COST ESTIMATE SUMMARY FORM

Project Name/Number: 2020-009

Date of Estimate: 3/26/2025

Description of Goods/Services:

Contract to provide security services, PO #912771

☐ New Procurement

☒ Contract Modification (Change Order)

☐ Exercise of Option

Method of Obtaining Estimate:

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

☐ Published Price List (attach source and date)

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

☐ Comparable Purchases by Other Agencies (attach email correspondence)

☐ Engineering or Technical Estimate (attach)

☐ Independent Third-Party Estimate (attach)

☐ Other (specify) _____ attach documentation

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

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

total cost of the goods/services is \$ 496,934

The preceding independent cost estimate was prepared by:

Ivana C. Butler

Name

Ivana C. Butler

Signature

6600 Plaza Drive
Suite 301
New Orleans, LA 70127

Date	Invoice #
3/3/2025	11026

Bill To
Reginonal Transit Authority Michael J Smith Security 2817 Canal ST New Orleans, LA 70119

Ivana Butler
3.25.25

Job Code	P.O. No.	Terms	Due Date
		Net 30	4/2/2025

Service	Hours	Description	Rate	Amount
Security..	24	Security Officer Admin Front Desk 02-24-25 06:00 AM	22.00	528.00
Security..	24	Security Officer Admin Front Desk 02-25-25 06:00 AM	22.00	528.00
Security..	24	Security Officer Admin Front Desk 02-26-25 06:00 AM	22.00	528.00
Security..	24	Security Officer Admin Front Desk 02-27-25 06:00 AM	22.00	528.00
Security..	24	Security Officer Admin Front Desk 02-28-25 06:00 AM	22.00	528.00
Security..	24	Security Officer Admin Front Desk 03-01-25 06:00 AM	22.00	528.00
Security..	24	Security Officer Admin Front Desk 03-02-25 06:00 AM	22.00	528.00
Security..	7.83	Security Officer Endemyon coverage main building 03-01-25 12:53 PM 08:43 PM	22.00	172.26
Security..	4.68	Security Officer Endemyon coverage main building 03-01-25 01:16 PM 05:57 PM	22.00	102.96
Security..	5.07	Security Officer Endemyon coverage main building 03-01-25 12:58 PM 06:01 PM	22.00	111.54

Thank you for your business.

Total \$4,082.76

Payments/Credits \$0.00

Balance Due \$4,082.76

Phone #
504-248-7174

E-mail	Web Site
thesealgroup@att.net	www.sealsecuritygroup.com

6600 Plaza Drive
Suite 301
New Orleans, LA 70127

Date	Invoice #
3/3/2025	11020

Bill To
Reginonal Transit Authority Michael J Smith Security 2817 Canal ST New Orleans, LA 70119

Avana Butler
3.25.25

Job Code	P.O. No.	Terms	Due Date
		Net 30	4/2/2025

Service	Hours	Description	Rate	Amount
Canal St Ferry	16	Security Officer 02-24-25 05:45 AM 09:45 PM	22.00	352.00
Canal St Ferry	16	Security Officer 02-25-25 05:45 AM 09:45 PM	22.00	352.00
Canal St Ferry	16	Security Officer 02-26-25 05:45 AM 09:45 PM	22.00	352.00
Canal St Ferry	16	Security Officer 02-27-25 05:45 AM 09:45 PM	22.00	352.00
Canal St Ferry	17	Security Officer 02-28-25 05:45 AM 10:45 PM	22.00	374.00
Canal St Ferry	17	Security Officer 03-01-25 05:45 AM 10:45 PM	22.00	374.00
Canal St Ferry	16	Security Officer 03-02-25 05:45 AM 09:45 PM	22.00	352.00

Thank you for your business.

Total \$2,508.00

Payments/Credits \$0.00

Balance Due \$2,508.00

Phone #
504-248-7174

E-mail	Web Site
thesealgroup@att.net	www.sealsecuritygroup.com

6600 Plaza Drive
Suite 301
New Orleans, LA 70127

Date	Invoice #
3/3/2025	11025

Bill To
Reginonal Transit Authority Michael J Smith Security 2817 Canal ST New Orleans, LA 70119

Ivana Butler
3.25.25

			Job Code	P.O. No.	Terms	Due Date
					Net 30	4/2/2025
Service	Hours	Description			Rate	Amount
Security Officer*	24	Security Officer New Orleans East 02-24-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer*	24	Security Officer New Orleans East 02-25-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer*	24	Security Officer New Orleans East 02-26-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer*	24	Security Officer New Orleans East 02-27-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer*	24	Security Officer New Orleans East 02-28-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer*	24	Security Officer New Orleans East 03-01-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer*	24	Security Officer New Orleans East 03-02-25 06:00 AM 06:00 AM			22.00	528.00
Thank you for your business.				Total	\$3,696.00	
				Payments/Credits	\$0.00	
				Balance Due	\$3,696.00	

Phone #
504-248-7174

E-mail	Web Site
thesealgroup@att.net	www.sealsecuritygroup.com

6600 Plaza Drive
Suite 301
New Orleans, LA 70127

Date	Invoice #
3/3/2025	11023

Bill To
Reginonal Transit Authority Michael J Smith Security 2817 Canal ST New Orleans, LA 70119

Ivana Butler
3.25.25

Job Code	P.O. No.	Terms	Due Date
		Net 30	4/2/2025

Service	Hours	Description	Rate	Amount
Security Officer .	24	Security Officer Rear Gate 02-24-25 06:00 AM 06:00 AM	22.00	528.00
Security Officer .	24	Security Officer Rear Gate 02-25-25 06:00 AM 06:00 AM	22.00	528.00
Security Officer .	24	Security Officer Rear Gate 02-26-25 06:00 AM 06:00 AM	22.00	528.00
Security Officer .	24	Security Officer Rear Gate 02-27-25 06:00 AM 06:00 AM	22.00	528.00
Security Officer .	24	Security Officer Rear Gate 02-28-25 06:00 AM 06:00 AM	22.00	528.00
Security Officer .	24	Security Officer Rear Gate 03-01-25 06:00 AM 06:00 AM	22.00	528.00
Security Officer .	24	Security Officer Rear Gate 03-02-25 06:00 AM 06:00 AM	22.00	528.00

Thank you for your business.

Total \$3,696.00

Payments/Credits \$0.00

Balance Due \$3,696.00

Phone #
504-248-7174

E-mail	Web Site
thesealgroup@att.net	www.sealsecuritygroup.com

6600 Plaza Drive
Suite 301
New Orleans, LA 70127

Date	Invoice #
3/3/2025	11022

Bill To
Reginonal Transit Authority Michael J Smith Security 2817 Canal ST New Orleans, LA 70119

Ivana Butler
3.25.25

			Job Code	P.O. No.	Terms	Due Date
					Net 30	4/2/2025
Service	Hours	Description			Rate	Amount
Security ..	24	Security Officer Willow Barn 02-24-25 06:00 AM 06:00 AM			22.00	528.00
Security ..	24	Security Officer Willow Barn 02-25-25 06:00 AM 06:00 AM			22.00	528.00
Security ..	24	Security Officer Willow Barn 02-26-25 06:00 AM 06:00 AM			22.00	528.00
Security ..	24	Security Officer Willow Barn 02-27-25 06:00 AM 06:00 AM			22.00	528.00
Security ..	24	Security Officer Willow Barn 02-28-25 06:00 AM 06:00 AM			22.00	528.00
Security ..	24	Security Officer Willow Barn 03-01-25 06:00 AM 06:00 AM			22.00	528.00
Security ..	24	Security Officer Willow Barn 03-02-25 06:00 AM 06:00 AM			22.00	528.00
Thank you for your business.				Total	\$3,696.00	
				Payments/Credits	\$0.00	
				Balance Due	\$3,696.00	

Phone #
504-248-7174

E-mail	Web Site
thesealgroup@att.net	www.sealsecuritygroup.com

6600 Plaza Drive
Suite 301
New Orleans, LA 70127

Date	Invoice #
3/3/2025	11024

Bill To
Reginonal Transit Authority Michael J Smith Security 2817 Canal ST New Orleans, LA 70119

Ivana Butler

3.25.25

			Job Code	P.O. No.	Terms	Due Date
					Net 30	4/2/2025
Service	Hours	Description			Rate	Amount
Security Officer M...	24	Security Officer Loyola Hub 02-24-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer M...	24	Security Officer Loyola Hub 02-25-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer M...	24	Security Officer Loyola Hub 02-26-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer M...	24	Security Officer Loyola Hub 02-27-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer M...	24	Security Officer Loyola Hub 02-28-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer M...	24	Security Officer Loyola Hub 03-01-25 06:00 AM 06:00 AM			22.00	528.00
Security Officer M...	24	Security Officer Loyola Hub 03-02-25 06:00 AM 06:00 AM			22.00	528.00
Thank you for your business.				Total	\$3,696.00	
				Payments/Credits	\$0.00	
				Balance Due	\$3,696.00	

Phone #
504-248-7174

E-mail	Web Site
thesealgroup@att.net	www.sealsecuritygroup.com

6600 Plaza Drive
Suite 301
New Orleans, LA 70127

Date	Invoice #
3/3/2025	11021

Bill To
Reginonal Transit Authority Michael J Smith Security 2817 Canal ST New Orleans, LA 70119

Ivana Butler
3.25.25

			Job Code	P.O. No.	Terms	Due Date
					Net 30	4/2/2025
Service	Hours	Description			Rate	Amount
Mobile Security	24	Mobile Security Lake Forest Hub 02-24-25 06:00 AM 06:00 AM			22.00	528.00
Mobile Security	24	Mobile Security Lake Forest Hub 02-25-25 06:00 AM 06:00 AM			22.00	528.00
Mobile Security	24	Mobile Security Lake Forest Hub 02-26-25 06:00 AM 06:00 AM			22.00	528.00
Mobile Security	24	Mobile Security Lake Forest Hub 02-27-25 06:00 AM 06:00 AM			22.00	528.00
Mobile Security	24	Mobile Security Lake Forest Hub 02-28-25 06:00 AM 06:00 AM			22.00	528.00
Mobile Security	24	Mobile Security Lake Forest Hub 03-01-25 06:00 AM 06:00 AM			22.00	528.00
Mobile Security	24	Mobile Security Lake Forest Hub 03-02-25 06:00 AM 06:00 AM			22.00	528.00
Thank you for your business.				Total	\$3,696.00	
				Payments/Credits	\$0.00	
				Balance Due	\$3,696.00	

Phone #
504-248-7174

E-mail	Web Site
thesealgroup@att.net	www.sealsecuritygroup.com

6600 Plaza Drive
Suite 301
New Orleans, LA 70127

Date	Invoice #
3/3/2025	11027

Bill To
Regionol Transit Authority Michael J Smith Security 2817 Canal ST New Orleans, LA 70119

Ivana Butler
3.25.25

			Job Code	P.O. No.	Terms	Due Date
					Net 30	4/2/2025
Service	Hours	Description			Rate	Amount
Security Officer.	8.4	Security Officer Stationary/Mobile Patrol Money Room 02-24-25 06:31 AM 02:55 PM			22.00	184.80
Security Officer.	8	Security Officer Stationary/Mobile Patrol Money Room 02-25-25 06:30 AM 02:30 PM			22.00	176.00
Security Officer.	8.42	Security Officer Stationary/Mobile Patrol Money Room 02-26-25 06:30 AM 02:55 PM			22.00	185.24
Security Officer.	8.83	Security Officer Stationary/Mobile Patrol Money Room 02-27-25 06:30 AM 03:20 PM			22.00	194.26
Security Officer.	8.42	Security Officer Stationary/Mobile Patrol Money Room 02-28-25 06:35 AM 03:00 PM			22.00	185.24
Thank you for your business.					Total	\$925.54
					Payments/Credits	\$0.00
					Balance Due	\$925.54

Phone #
504-248-7174

E-mail	Web Site
thesealgroup@att.net	www.sealsecuritygroup.com



Regional Transit Authority Change Order Routing Sheet

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

Date Created	March 26, 2025
Change Order ID	349

A. Department Representative to participate in procurement process.

Name: BUTLER, IVANA
Title: ADMINISTRATIVE ANALYST PHYSICAL SECURITY
Ext: 8479

B. Contract Information:

Contract Number	2020-009
PO Number	912771
Contract Title	Contract to Provide Security Services at RTA Facilities

Contract-History:

Original Award Value	1008920
Previously Executed Change Order Value	4646687.72
Adjusted Contract Value	5655607.72
Current Change Order Value	496934
Revised Contract Value	6152541.72

C. Justification of Change Order

Security Experts and Leaders (SEAL) will continue to provide transit security services on a month-to-month basis to RTA, as was authorized by the Board of Commissioners on June 25, 2024 through Resolution No. 24-036. At that time, it was anticipated that RTA would develop and implement a physical security deployment strategy (whether in-house or contracted) by May 31, 2025. The Physical Security Department is currently still in the process of researching and reviewing options at this time. Therefore, staff is requesting an extension of the current services (at existing levels) to continue through September 30, 2025.

D. Type of Change Request: Administrative

E. Certification of Authorized Grant:

Is this item/specification consistent with the Authorized Grant?	
Are there any amendments pending?	



If yes see explanation (attachments are in the SharePoint folder for this request)	
--	--

Director of Grants/ Federal Compliance:
Signature:
Date:

F. Safety, Security, And Emergency Management: Include Standard Safety Provisions Only:

Additional Safety Requirements Attached: *false*

Chief: *Michael J Smith*
Signature: *Michael J Smith*
Date: *March 31 2025*

Risk Management:

Include Standard Insurance Provisions Only?	<i>No</i>
Include Additional Insurance Requirements Attached ?	<i>false</i>

Risk Management Analyst: *Marc L Popkin*
Signature: *Marc L Popkin*
Date: *March 31 2025*

G. Funding Source:

Independent Cost Estimate (ICE): *\$496,934.00*

Projected Total Cost: *\$496,934.00*

Funding Type: *Local*

Federal Funding	State	Local	Other
		<i>\$496,934.00</i>	
Projected Fed Cost	State	Local	Other
		<i>\$496,934.00</i>	

FTA Grant IDs	Budget Codes
	<i>01-3300-99-7650-161-00-00-00000-00000</i>

Capital Project Approval if required signature ID#:
Dir Capital Projects:
Signature:
Date:



Budget Analyst: **Erin Ghalayini**
Signature: *Erin Ghalayini*
Date: **March 31 2025**

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

DBE % Goal	0
SLDBE % Goal	0
SBE % Goal	0

Director of Small Business Development: **Adonis Charles Expose'**
Signature: *Adonis Charles Expose'*
Date: **March 31 2025**

DBE/EEO Compliance Manager **Adonis Charles Expose'**
Signature: *Adonis Charles Expose'*
Date: **March 31 2025**

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

Department Head: **Michael J Smith**
Signature: *Michael J Smith*
Date: **March 26 2025**

Chief: **Michael J Smith**
Signature: *Michael J Smith*
Date: **March 31 2025**

Director of Procurement: **Ronald Gerard Baptiste**
Signature: *Ronald Gerard Baptiste*
Date: **April 02 2025**

Required if Total Cost above \$15K
Chief Financial Officer: **Gizelle Johnson-Banks**
Signature: *Gizelle Johnson-Banks*
Date: **April 04 2025**

Required if Total Cost above \$50K
Chief Executive Officer: **Lona Edwards Hankins**
Signature: *Lona Edwards Hankins*
Date: **4/4/2025 8:00 PM**

Justification to Extend Transit Security Service with Security Experts and Leaders (SEAL)

Explanation

Security Experts and Leaders (SEAL) will continue to provide transit security services on a month-to-month basis to RTA, as was authorized by the Board of Commissioners on June 25, 2024 through Resolution No. 24-036. At that time, it was anticipated that RTA would develop and implement a physical security deployment strategy (whether in-house or contracted) by May 31, 2025. The Physical Security Department is currently still in the process of researching and reviewing options at this time. Therefore, staff is requesting an extension of the current services (at existing levels) to continue through September 30, 2025.

On average, RTA pays \$25,872 to SEAL per week for transit security services. This includes services that were added in September 2022 and August 2023 to provide coverage for the transit hubs implemented with New Links and the Canal Street Ferry Terminal, respectively.

Calculation

With this service agreement, the projected total cost to continue services at current levels through September 30, 2025 is approximately \$496,934. This is the estimated amount needed for services from June 1, 2025, through September 30, 2025, at an average rate of \$25,872/week for 17 weeks. This includes a 3% contingency to help support special events such as festival season, public meetings hosted by RTA, and other ad hoc requests for specialized security services. See calculation, below:

$\$22/\text{hr rate} \times 24 \text{ hrs per day} = \$528 \text{ per day} \times 7 \text{ days} = \3696 weekly

$\$3696 \times 7 \text{ hubs (Willow Barn, Duncan Plaza, Lake Forest, Admin Front Desk, NOLA East, Rear Gate, Money Room)} = \$25,872 \text{ weekly} \times 17 \text{ weeks} = \$439,824$

In August 2022, Canal Street service was added at a rate of \$22/hr. Canal Street service is 114 hrs per week $\times 17 \text{ weeks} = 1,938 \text{ hours} \times \$22/\text{hr} = \$42,636$

Total amount estimated from June 1, 2025, through September 30, 2025: \$482,460

Including the 3% contingency, we estimate needing \$496,934 to cover invoices from June 1, 2025 through September 30, 2025, approximately 17 weeks.

$\$482,460 + 3\% (\$14,473.80) \approx \mathbf{\$496,934}$

Total requested service agreement amount: \$496,934

Regional Transit Authority
INV.: Accounting Dept. (504) 827-8407
TO: 2817 Canal Street
New Orleans, Louisiana 70119

Page - 1
Date - 12/14/21
Order No. - 912771-002
Brn/Plt - 1330099

SECURITY EXPERTS AND LEADERS
6600 PLAZA DRIVE
NEW ORLEANS LA 70127

SHIP REGIONAL TRANSIT AUTHORITY
TO R. Hickman
2817 CANAL STREET
NEW ORLEANS, LA 70119

Ordered - 09/22/20 Vendor No. 8922810 Security Services
Delivery - 09/22/20 Taken By REO #104058
Freight - Default - Handling Code PROMISED DELIVERY DATE - 10/22/20

Description / Supplier Item	UM	Unit Cost	Extension
transit security services	1008920.0000	EA	1.0000
3 years with two 1 year opt			EA
1330099.7650.161			1,008,920.00
Change Order 1			
Non Stock Inventory Purchas	EA		EA
1330099.7650.161			253,240.00
Change Order 1 to add additional funds to cover invoices from sep to dec 2021			

Terms Net 30 Tax Rt Sales Tax Total Order
1,262,160.00

DATE
RECEIVED
RECEIVED
BY
CHECKED
BY
APPROVED
BY

ORDER NUMBER AND
PERSON TO WHOM ADDRESSED
MUST APPEAR ON ALL
PACKAGES AND INVOICES

REGIONAL TRANSIT AUTHORITY
TAX EXEMPT
BY *Brianne House* 12/14/21
MANAGER, PURCHASING DEPT.

ANY CONFLICT, DISPUTE, LEGAL PROCEEDING, SETTLEMENT OR OTHER MATTER HAVING A
LEGALLY BINDING IMPACT ON THE PARTIES HERETO SHALL BE RESOLVED PURSUANT TO
THE LAWS AND JURISPRUDENCE OF THE STATE OF LOUISIANA.

INV. DATE	INV. NUMBER	INV. AMOUNT	TAX	FREIGHT	INV. TOTAL

CFO *[Signature]* 12/14/21

Purchase Order 912771 Change Order 2

Order	912771
Order Date	01-OCT-2023
Change Order	2
Change Order Date	06-MAR-2024
Revision	2
Ordered	1,105,626.08 USD

Sold To

Regional Transit Authority
2817 Canal Street
NEW ORLEANS, LA 70119

Supplier

SECURITY EXPERTS AND LEADERS
6600 PLAZA DRIVE
SUITE 301
NEW ORLEANS, LA 70127

Bill To

RTABU
Attn: Accounts Payable
2817 CANAL STREET
NEW ORLEANS, LA 70119
UNITED STATES

Ship To

2817 CANAL STREET
NEW ORLEANS, LA 70119
UNITED STATES

Notes USD = US Dollar

Customer Account Number	Supplier Number	Payment Terms	Freight Terms	FOB	Shipping Method
	8922810	Net 30			
Confirm To	Deliver To Contact				
Briana Howze	Briana Howze E-mail bhowze@rtaforward.org				

Line	Item	Price	Quantity	UOM	Ordered	Taxable
8	Law Enforce./Physical Sec.	1.00		EA		
		Promised	3.34	EA	3.34	
		Requested				
		9/30/23				
		Requested and Promised Dates correspond to the date of arrival at the Ship-to Location.				
				Line Total	3.34	
12	Private Security Services	1.00		EA		
		Promised	280	EA	280.00	
		Requested				

Purchase Order 912771 Change Order 2

Line	Item	Price	Quantity	UOM	Ordered	Taxable
9/30/23						
Requested and Promised Dates correspond to the date of arrival at the Ship-to Location.						
Line Total					280.00	
13	Private Security Services	1.00		EA		
Promised 330,278.74 EA 330,278.74						
Requested 9/30/23						
Requested and Promised Dates correspond to the date of arrival at the Ship-to Location.						
Line Total					330,278.74	
14	Private Security Services	1.00		EA		
Promised 15,048 EA 15,048.00						
Requested 9/30/23						
Requested and Promised Dates correspond to the date of arrival at the Ship-to Location.						
Deliver To Contact Shaun Temple						
Line Total					15,048.00	
16	SEAL Security Services Ref. PO 912771	760,016.00				
Ship To Attn: Accounts Payable 2817 CANAL STREET NEW ORLEANS, LA 70119 UNITED STATES						
Promised					760,016.00	
Requested 2/28/24						
Requested and Promised Dates correspond to the date of arrival at the Ship-to Location.						
Deliver To Contact Ivana Butler						
Line Total					760,016.00	
Total					1,105,626.08	



Purchase Order 912771, Change Order 2

Supplier Details:

Company SECURITY EXPERTS AND LEADERS
Contact
Address 6600 PLAZA DRIVE
SUITE 301
NEW ORLEANS, LA 70127

Submit your response to:

Company Regional Transit Authority
Contact Briana Howze
Address 2817 Canal Street
NEW ORLEANS, LA 70119
Phone
Fax
E-mail bhowze@rtaforward.org

This document has important legal consequences. The information contained in this document is proprietary of Regional Transit Authority. It shall not be used, reproduced, or disclosed to others without the express and written consent of Regional Transit Authority.

This amendment supersedes the agreement 912771 and all its prior modifications. This agreement can be changed only by a signed agreement between the affected parties.

add additional funds.

The parties hereto have read and executed this contract modification as of the _____ day of _____, _____.



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-051

Board of Commissioners

Purchase of Handheld Radios

DESCRIPTION: Award Purchase Order to Motorola Solutions	AGENDA NO: Click or tap here to enter text.
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

RECOMMENDATION:

To authorize the Chief Executive Officer to award a purchase order to Motorola Solutions for the acquisition of 30 handheld radios and charging accessories an amount not exceeding \$179,687.53.

ISSUE/BACKGROUND:

The handheld radios currently in use by our team have been in service for several years and are no longer meeting the required operational standards. As these radios have reached the end of their useful life, they are increasingly prone to malfunctions, limited functionality, and lack critical features that are essential for our operations. Continuing to rely on these outdated devices poses risks to communication effectiveness, safety, and overall operational efficiency. Considering these concerns, it is imperative to upgrade our communication equipment to maintain seamless operations and ensure safety across our teams.

In 2022, the agency conducted an inventory of all handheld radios and started working on a replacement plan for our XTS radios that had reached its end of life. The agency, over the last few years, has been replacing these end-of-life handheld radios.

DISCUSSION:

Motorola Solutions is a registered vendor under the state contract (state contract #4400030771), which means the agency would be utilizing a procurement that has been conducted by the state, offering significant cost savings and ensure compliance with state procurement requirements.

FINANCIAL IMPACT:

Funding for this purchase order will be provided through local account code 01-2943-99-8690-011-00-00-00000-00000 in an amount not exceeding \$179,687.53.

NEXT STEPS:

Upon RTA Board approval, staff will issue a purchase order to Motorola Solutions and initiate the purchase of the handheld radios.

ATTACHMENTS:

1. Board Resolution
2. RTA State Contract Procurement Routing Sheet
3. ICE Form
4. Scope of Work
5. Quote from Motorola Solutions
6. State Contract

Prepared By: Elliot Amsbaugh
Title: Fleet Technology Manager

Reviewed By: Ryan Moser
Title: Chief Asset Management Officer

Reviewed By: Gizelle Banks
Title: Chief Financial Officer



Lona Edwards Hankins
Chief Executive Officer

5/2/2025

Date



RESOLUTION NO. 25-029
FILE ID NO. 25-051

STATE OF LOUISIANA
PARISH OF ORLEANS

**AUTHORIZATION TO AWARD A PURCHASE ORDER TO MOTOROLA SOLUTIONS
FOR THE PURCHASE OF HANDHELD RADIOS**

Introduced by Commissioner Sams, seconded by
Commissioner Daniels.

WHEREAS, the Chief Executive Officer of the RTA has the need to award a purchase order to Motorola Solutions for the purchase of 30 handheld radios and charging accessories; and

WHEREAS, the agency recognizes that the handheld radios currently in use by our team are no longer meeting the required operational standards; and

WHEREAS, the agency has determined that upgrading our communication equipment is a necessity to maintain seamless operations and ensure safety across our teams; and

WHEREAS, Motorola Solutions has been identified as a qualified vendor under Louisiana State Contract # 4400030071; and

WHEREAS, funding for the purchase order is made available through account code 01-2943-99-8690-011-00-00-00000-00000, with a total cost not to exceed **ONE HUNDRED SEVENTY-NINE THOUSAND SIX HUNDRED EIGHTY-SEVEN DOLLARS AND FIFTY-THREE CENTS (\$179,687.53)**; and

RESOLUTION NO. 25-029

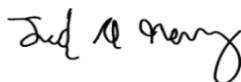
Page 2

NOW, THEREFORE, BE IS RESOLVED, by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, is authorized to award a purchase order to Motorola Solutions for the purchase of handheld radios.

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

YEAS:	6
NAYS:	0
ABSTAIN:	0
ABSENT:	1

AND THE RESOLUTION WAS ADOPTED ON THE 27th DAY OF MAY, 2025.

A handwritten signature in black ink, appearing to read "Fred A. Neal, Jr.", is positioned above a horizontal line.

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

ROUTING SHEET

**Regional Transit Authority
State Contract Procurement Routing Sheet**

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

Solicitation ID	256
ProjectSchedule Delivery Date	12/1/2025 6:00 AM
Technical Specs attached	No
Scope of Work attached	No

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

Name: AMSBAUGH, ELLIOT
Title: FLEET TECHNOLOGY MANAGER
Ext: 7900

B. Name of Project, Service or Product:

Motorola Handheld Radios

C. Justification of Procurement:

Purchase of handheld radios for use by RTA personnel, new models will replace the outdated units still in use.

D. Certification of Authorized Grant:

Is this item/specification consistent with the Authorized Grant?

Director of Grants / Federal compliance:	
Signature	
Date	

E. Safety, Security and Emergency Management: Include Standard Safety Provisions Only:

Additional Safety Requirements Attached

false

Chief	Michael J Smith
Signature	Michael J Smith
Date	April 02 2025

Risk Management:

ROUTING SHEET

Include Standard Insurance Provisions Only?

true

Include Additional Insurance Requirements Attached ?

false

Risk Management Analyst	Marc L Popkin
Signature	<i>Marc L Popkin</i>
Date	April 02 2025

F. Funding Source:

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

ICE Amount: \$179,687.53

Total Projected Cost: \$179,687.53

Funding Type: Local

Grants or Capital Project ID:

Federal Funding	State	Local	Other
		\$200,000.00	
Projected Fed Cost	State	Local	Other
		\$179,687.53	

FTA Grant IDs	Budget Codes
	01-2943-99-8690-011-00-00-00000-00000

Funds allocated by multi-year and budget codes:

Year	Amount	Budget Code
Year-1		01-2943-99-8690-011-00-00-00000-00000
Year-2		
Year-3		
Year-4		
Year-5		
Total all years		

Budget Analyst	Erin Ghalayini
-----------------------	----------------

ROUTING SHEET

Signature	<i>Evin Ghalayini</i>
Date	April 02 2025

G. DBE/SBE GOAL:

% DBE	0
% Small Business	0

Director of Small Business Development:	Adonis C Expose
Signature	<i>Adonis C Expose</i>
Date	April 02 2025

DBE/EE Manager	Adonis C Expose
Signature	<i>Adonis C Expose</i>
Date	April 02 2025

H. Information Technology Dept. vetting.

IT Director	Sterlin J Stevens
Signature	<i>Sterlin J Stevens</i>
Date	4/2/2025 10:38 PM

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

Department Head	Ryan Moser
Signature	<i>Ryan Moser</i>
Date	April 01 2025

Chief	Ryan Moser
Signature	<i>Ryan Moser</i>
Date	April 02 2025

Director of Procurement	Ronald Gerard Baptiste
Signature	<i>Ronald Gerard Baptiste</i>
Date	April 03 2025

FOR PROCUREMENT USE ONLY

Type of Procurement Requested:

SC - State Contract

ROUTING SHEET

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

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

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

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

State Contract (SC) this procurement is via a State competitive procurement

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

	Required if Total Cost above \$15K
Chief Financial Officer	Gizelle Johnson-Banks
Signature	<i>Gizelle Johnson-Banks</i>
Date	April 03 2025

	Required if Total Cost above \$50K
Chief Executive Officer	Lona Edwards Hankins
Signature	<i>Lona Edwards Hankins</i>
Date	April 03 2025

Independent Cost Estimate (ICE)

INDEPENDENT COST ESTIMATE SUMMARY FORM

Project Name/Number: Blanket PO for Batteries

Date of Estimate: 04/01/2025

Description of Goods/Services:

Motorola Handheld Radios

☒ New Procurement

☐ Contract Modification (Change Order)

☐ Exercise of Option

Method of Obtaining Estimate:

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

☒ Published Price List (attach source and date) LA STATE CONTRACT

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

☐ Comparable Purchases by Other Agencies (secure email correspondence)

☐ Engineering or Technical Estimate (attach)

☐ Independent Third-Party Estimate (attach)

☐ Other (specify) _____ attach documentation

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

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

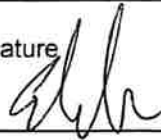
total cost of the goods/services is \$179,687.53

The preceding independent cost estimate was prepared by:

Name

Elliot Amsbaugh

Signature



Scope of Work

Procurement of new handheld radios for agency personnel use. At least 51 XTS radios still in use today are far past useful life and are no longer repairable, this procurement strives to replace these outdated units with current in-warranty radios. An additional NEXT radio of new generation technology will provide a demonstrational tool for the direction of radio technology and its use case for our agency in emergency conditions. All items listed are on the Louisiana state contract (20862), purchased with local funds.



QUOTE-3024464
R TA quote for (30) APX6000 radios
3.31.25

Quote Date:03/31/2025
Expiration Date:05/30/2025
Quote Created By:
Wendi Weileman
Manufacture's Representative (MR)
wendi.weileman@bearcom.com
5044513588

End Customer:
REGIONAL TRANSIT AUTHORITY
Mr. Elliot Amsbaugh, Fleet Technology
Manager
eamsbaugh@rtaforward.org
504.827.7900

Contract: 20862 - LOUISIANA, STATE OF
4400030770/4400030771
Payment Terms:30 NET

Summary:

Any sales transaction resulting from Motorola's quote is based on and subject to the applicable Motorola Standard Terms and Conditions, notwithstanding terms and conditions on purchase orders or other Customer ordering documents. Motorola Standard Terms and Conditions are found at www.motorolasolutions.com/product-terms.

Line #	Item Number	APC	Description	Qty	List Price	Sale Price	Ext. Sale Price
	APX™ 6000 Series		APX6000				
1	H98UCF9PW6BN	0481	APX6000 700/800 MODEL 2.5 PORTABLE	30	\$3,667.00	\$2,383.55	\$71,506.50
1a	H869BZ	0481	ENH: MULTIKEY	30	\$363.00	\$214.50	\$6,435.00
1b	HA00691AA	0185	ADD: 7Y ESSENTIAL W ACC DMG HTP	30	\$729.00	\$729.00	\$21,870.00
1c	Q361AR	0481	ADD: P25 9600 BAUD TRUNKING	30	\$330.00	\$214.50	\$6,435.00
1d	QA09007AA	0481	ADD: OUT OF THE BOX WIFI PROVISIONING	30	\$0.00	\$0.00	\$0.00
1e	QA09001AB	0481	ADD: WIFI CAPABILITY	30	\$330.00	\$195.00	\$5,850.00
1f	H38BT	0481	ADD: SMARTZONE OPERATION	30	\$1,320.00	\$858.00	\$25,740.00
1g	QA07682AA	0481	ADD: SMARTCONNECT	30	\$0.00	\$0.00	\$0.00
1h	QA09113AB	0481	ADD: BASELINE RELEASE SW	30	\$0.00	\$0.00	\$0.00



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800



QUOTE-3024464
R TA quote for (30) APX6000 radios
3.31.25

Line #	Item Number	APC	Description	Qty	List Price	Sale Price	Ext. Sale Price
1i	Q806BM	0481	ADD: ASTRO DIGITAL CAI OPERATION	30	\$567.00	\$368.55	\$11,056.50
1j	Q629AK	0481	ENH: AES ENCRYPTION AND ADP	30	\$523.00	\$308.75	\$9,262.50
2	PMMN4069AL	0372	MICROPHONE,IMPRES RSM, 3.5MM JACK, IP55	30	\$143.64	\$95.76	\$2,872.80
3	NNTN8860B	0785	CHARGER, SINGLE-UNIT, IMPRES 2, 3A, 115VAC, US/NA	30	\$186.50	\$134.28	\$4,028.40
Product Services							
4	LSV00Q00202A	9941	DEVICE PROGRAMMING	30	\$100.00	\$100.00	\$3,000.00
Grand Total					\$168,056.70(USD)		

Notes:

- Unless otherwise noted, this quote excludes sales tax or other applicable taxes (such as Goods and Services Tax, sales tax, Value Added Tax and other taxes of a similar nature). Any tax the customer is subject to will be added to invoices.



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc., 500 West Monroe, United States - 60661 - #: 36-1115800



QUOTE-2745914
RTA quote for APX NEXT XE Single
Band 3.31.25

Quote Date:03/31/2025
Expiration Date:04/27/2025
Quote Created By:
Wendi Weileman
Manufacture's Representative (MR)
wendi.weileman@bearcom.com
504.451.3588

End Customer:
REGIONAL TRANSIT AUTHORITY
Mr. Elliot Amsbaugh, Fleet Technology
Manager
eambsbaugh@rtaforward.org
504.827.7900

Contract: 20862 - LOUISIANA, STATE OF
4400030770/4400030771
Payment Terms:30 NET

Summary:

Any sales transaction resulting from Motorola's quote is based on and subject to the applicable Motorola Standard Terms and Conditions, notwithstanding terms and conditions on purchase orders or other Customer ordering documents. Motorola Standard Terms and Conditions are found at www.motorolasolutions.com/product-terms.

Line #	Item Number	APC	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price
	APX™ NEXT		APX NEXT XE SINGLE BAND					
1	H45TGT9PW8AN	0437	APX NEXT SINGLE BAND MODEL 4.5 PORTABLE	1		\$6,641.00	\$6,641.00	\$6,641.00
1a	QA00569AP	0437	ADD: 7/800MHZ BAND	1		\$0.00	\$0.00	\$0.00
1b	QA02006AE	0437	ADD: APX NEXT XE M4.5 RUGGED RADIO	1		\$770.00	\$770.00	\$770.00
1c	H499KC	0437	ENH: SUBMERSIBLE (DELTA T)	1		\$165.00	\$165.00	\$165.00
1d	H38DA	0437	ADD: SMARTZONE OPERATION	1		\$1,320.00	\$1,320.00	\$1,320.00
1e	Q806CH	0437	ADD: ASTRO DIGITAL CAI OPERATION	1		\$567.00	\$567.00	\$567.00
1f	Q361CD	0437	ADD: P25 9600 BAUD TRUNKING	1		\$330.00	\$330.00	\$330.00
1g	QA09001AM	0437	ADD: WIFI CAPABILITY	1		\$330.00	\$237.60	\$237.60



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 - #: 36-1115800



QUOTE-2745914
RTA quote for APX NEXT XE Single
Band 3.31.25

Line #	Item Number	APC	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price
1h	QA09113AA	0437	ADD: BASELINE RELEASE SW	1		\$0.00	\$0.00	\$0.00
1i	Q173CA	0437	ADD: SMARTZONE OMNILINK	1		\$0.00	\$0.00	\$0.00
1j	Q629BD	0437	ENH: AES ENCRYPTION AND ADP	1		\$523.00	\$376.56	\$376.56
1k	H869DB	0437	ENH: MULTIKEY	1		\$363.00	\$261.36	\$261.36
1l	QA08243AA	0437	ALT: 7/800 MHZ WHIP ANTENNA (762-870MHZ)	1		\$0.00	\$0.00	\$0.00
1m	QA08853AA	0437	ADD: CPS ENABLEMENT	1		\$0.00	\$0.00	\$0.00
1n	QA09016AA	0437	ADD: LTE FOR VERIZON LTE SERVICE	1		\$0.00	\$0.00	\$0.00
1o	H842BT	0437	ADD: SINGLE UNIT PACKING	1		\$0.00	\$0.00	\$0.00
2	LSV01S03446A	0723	APX NEXT DMS ESSENTIAL	1	3 YEARS	\$230.76	\$230.76	\$230.76
3	PSV01S02944A	0712	PROVISIONING SUPPORT	1		\$0.00	\$0.00	\$0.00
4	PSV01S03059A	0700	APX NEXT PROVISIONING WITH CPS	1		\$0.00	\$0.00	\$0.00
5	SSV01S01406A	0712	SMARTCONNECT	1	1 YEAR	\$144.00	\$144.00	\$144.00
6	PMMN4141A	0372	XVP750 REMOTE SPEAKER MICROPHONE WITH CHANNEL KNOB, FOR APX N RADIOS	1		\$507.60	\$365.47	\$365.47
7	NNTN9199A	0785	IMPRES 2 SUC, 3.0A, 120VAC, TYPE A PLUG, NA	1		\$169.56	\$122.08	\$122.08
Product Services								
8	LSV00Q00202A	9941	DEVICE PROGRAMMING	1		\$100.00	\$100.00	\$100.00
Grand Total						\$11,630.83(USD)		

Notes:

Motorola's quote (Quote Number: _____ Dated: _____) is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then the following Motorola's



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 - #: 36-1115800



STATE OF LOUISIANA

Competitive Contract

Vendor: 310015221
Company
MOTOROLA SOLUTIONS INC
500 W MONROE ST
CHICAGO IL 60661
Phone : 337-290-0433
Fax : 847-761-1338

T Number: 92835
Version: 2
LAPS Contract: Yes
Fiscal Year: 2025
Min.Ord.Value: 0.00
Distributor Contract: No
PCard:Yes
Co-op Agreement:Yes

Contract number: 4400030771
Description: Motorola BN Portable Radios - SW

Buyer Information
Name: JOHNETTE JACKSON
Tel Number:
Email: johnette.jackson2@la.gov

SEBD Vendor: No
SEHI Vendor: No
VSE Vendor: No
DVSE Vendor: No
Contract Valid Dates:
09/30/2024 - 09/29/2025

Supplier Text: Statewide Contract to furnish Motorola Brand Name Portable Radios to the State of Louisiana. This contract will be effective for a period of 12 months beginning September 30, 2024 and ending September 29, 2025. At the option of the State of Louisiana and acceptance by the Contractor, this contract may be renewed for two additional 12 month periods at the same prices, terms, and conditions. Total contract time not to exceed 36 months.

Contract Documents Include:
Attachment A - Special Terms and Conditions - Pages 1 - 8
Attachment B - Price Sheet - Pages 1 - 12

Notice to Vendor:

Line	Material No.	Description	Prod. Cat.	UOM	Net Price	Discount
	Supplier Part No.					
1		Motorola Brand Name Portable Radios Please refer to Attachment B - Price Sheet for product list and pricing	43191510		0.00000	

Recommending Approval: _____

Approved by: _____

Contract number: 4400030771 T Number: 92835	Vendor: 310015221 Distributor Contract: NO	Page 2 of 3
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Standard Terms and Conditions

1. THIS IS NOT AN ORDER TO SHIP (OR BEGIN SERVICE). A CONTRACT RELEASE OR PURCHASE ORDER MUST BE ISSUED BEFORE YOU ARE AUTHORIZED TO SHIP (OR BEGIN SERVICE).
2. THIS IS NOTICE THAT THE CONTRACT REFERENCED ABOVE HAS BEEN AWARDED TO YOU BASED ON THE BID (OR PROPOSAL) SUBMITTED. ALL TERMS, CONDITIONS, AND SPECIFICATIONS OF THE SOLICITATION WILL APPLY TO ALL ORDERS.
3. ANY AGENCY AUTHORIZED TO PURCHASE FROM THIS CONTRACT MUST ISSUE AN ORDER AND REFERENCE THE CONTRACT NUMBER, LINE NUMBER AND COMMODITY ITEM NUMBER FOR EACH ITEM.
4. CHANGES IN ITEMS TO BE FURNISHED ARE NOT PERMITTED (UNLESS APPROVED BY THE ISSUING AGENCY PRIOR TO DELIVERY). PRIOR APPROVAL MUST ALSO BE OBTAINED BEFORE DISTRIBUTORS CAN BE ADDED OR DELETED.
5. IF A DISTRIBUTOR LIST WAS SUBMITTED, CONTRACTOR MUST SEND COPIES OF THIS AWARD TO EACH DISTRIBUTOR.
6. QUANTITIES LISTED ARE ESTIMATED AND NO QUANTITIES ARE GUARANTEED (UNLESS "COMMITTED VOLUME" IS SPECIFICALLY STATED). CONTRACTOR MUST SUPPLY ACTUAL REQUIREMENTS ORDERED AT THE CONTRACT PRICE AWARDED.
7. COMPLIANCE WITH CIVIL RIGHTS LAWS.

THE CONTRACTOR AGREES TO ABIDE BY THE REQUIREMENTS OF THE FOLLOWING AS APPLICABLE: TITLE IV AND TITLE VII OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED BY THE EQUAL OPPORTUNITY ACT OF 1972, FEDERAL EXECUTIVE ORDER 11246, THE FEDERAL REHABILITATION ACT OF 1973, AS AMENDED, THE VIETNAM ERA VETERAN'S READJUSTMENT ASSISTANCE ACT OF 1974, TITLE IX OF THE EDUCATION AMENDMENTS OF 1972, THE AGE ACT OF 1975, AND CONTRACTOR AGREES TO ABIDE BY THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT OF 1990. CONTRACTOR AGREES TO NOT TO DISCRIMINATE IN ITS EMPLOYMENT PRACTICES, AND WILL RENDER SERVICES UNDER THIS AGREEMENT AND ANY CONTRACT ENTERED INTO AS A RESULT OF THIS AGREEMENT, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX, NATIONAL ORIGIN, VETERAN STATUS, POLITICAL AFFILIATION, OR DISABILITIES. ANY ACT OF DISCRIMINATION COMMITTED BY CONTRACTOR OR FAILURE TO COMPLY WITH THESE STATUTORY OBLIGATIONS WHEN APPLICABLE SHALL BE GROUNDS FOR TERMINATION OF THIS AGREEMENT AND ANY CONTRACT ENTERED INTO AS A RESULT OF THIS AGREEMENT.

8. IN ACCORDANCE WITH LA R.S. 39:1602.1, FOR ANY CONTRACTS WITH A VALUE OF \$100,000 OR MORE AND FOR ANY VENDOR WITH 5 OR MORE EMPLOYEES, THE VENDOR CERTIFIES THAT IT IS NOT ENGAGING IN A BOYCOTT OF ISRAEL AND IT WILL, FOR THE DURATION OF ITS CONTRACTUAL OBLIGATIONS, REFRAIN FROM A BOYCOTT OF ISRAEL.

9. CONTRACT CANCELLATION

THE STATE OF LOUISIANA HAS THE RIGHT TO TERMINATE THE CONTRACT IMMEDIATELY FOR ANY OF THE FOLLOWING REASONS: (A) MISREPRESENTATION BY THE CONTRACTOR; (B) CONTRACTOR'S FRAUD, COLLUSION, CONSPIRACY OR OTHER UNLAWFUL MEANS OF OBTAINING ANY CONTRACT WITH THE STATE OF LOUISIANA; (C) CONFLICT OF CONTRACT PROVISIONS WITH CONSTITUTIONAL OR STATUTORY PROVISIONS OF STATE OR FEDERAL LAW; (D) ABUSIVE OR BELLIGERENT CONDUCT BY CONTRACTOR TOWARDS AN EMPLOYEE OR AGENT OF THE STATE; (E) CONTRACTOR'S INTENTIONAL VIOLATION OF THE PROCUREMENT CODE (LA. R.S. 39:1551 ET SEQ.) AND ITS CORRESPONDING REGULATIONS; OR, (F) ANY LISTED REASON FOR DEBARMENT UNDER LA. R.S. 39:1672.

THE STATE OF LOUISIANA MAY TERMINATE THE CONTRACT FOR CONVENIENCE AT ANY TIME (1) BY GIVING THIRTY (30) DAYS WRITTEN NOTICE TO THE CONTRACTOR OF SUCH TERMINATION: OR (2) BY NEGOTIATING WITH THE CONTRACTOR AN EFFECTIVE DATE. THE STATE SHALL PAY CONTRACTOR FOR, IF APPLICABLE: (A) DELIVERABLES IN PROGRESS; (B) THE PERCENTAGE THAT HAS BEEN COMPLETED SATISFACTORILY; AND, (C) FOR TRANSACTION-BASED SERVICES UP

Contract number: 4400030771 T Number: 92835	Vendor: 310015221 Distributor Contract: NO	Page 3 of 3
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TO THE DATE OF TERMINATION, TO THE EXTENT WORK HAS BEEN PERFORMED SATISFACTORILY.

THE STATE OF LOUISIANA HAS THE RIGHT TO TERMINATE THE CONTRACT FOR CAUSE BY GIVING THIRTY (30) DAYS WRITTEN NOTICE TO THE CONTRACTOR OF SUCH TERMINATION FOR ANY OF THE FOLLOWING NON-EXCLUSIVE REASONS: (A) FAILURE TO DELIVER WITHIN THE TIME SPECIFIED IN THE CONTRACT; (B) FAILURE OF THE PRODUCT OR SERVICE TO MEET SPECIFICATIONS, CONFORM TO SAMPLE QUALITY OR TO BE DELIVERED IN GOOD CONDITION; OR, (C) ANY OTHER BREACH OF CONTRACT.



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-056

Board of Commissioners

Various RTA Insurance Coverages 2025-2026

DESCRIPTION: Renewal of various insurance coverages for policy period 2025-2026.	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 proceed with renewal of specified insurance coverages for the policy period 6/1/25-6/1/26 in the amount of \$2,163,331.76.

ISSUE/BACKGROUND:

RTA has historically renewed a group of various insurance coverages on June 1st of each year. These include Overhead Catenary Systems ["OCS"], Property, Public Entity/Employment Practices Liability, Crime, and Flood. A relatively new coverage, termed "Parametric", specifically designed to cover hurricane/named storm damage, was approved by the Board of Commissioners and commenced in Third Quarter of CY 2023. All policies are marketed and placed by the RTA insurance broker of record, Relation Insurance Services, Inc. [fka Kennedy Financial Group of Louisiana, Inc.], and provide optimal coverage at the most competitive cost.

DISCUSSION:

It is necessary that RTA proceed with renewal of these insurance coverages through the RTA broker of record, Relation Insurance Services, Inc., on a timely basis:

Overhead Catenary Coverage ["OCS"]: Total Insured Value of \$29,060,797, covering all catenary lines in RTA streetcar system, including wires and poles. Total limits: \$12M.

Property: Total Insured Value of \$127,433,894, extending to thirteen (13) locations, inclusive of buildings and contents, in addition to corollary structures (station stops, substations, etc.) and the land-based portion of the Canal Street Ferry Terminal.

Public Entity/Employment Practices Liability: \$5M per wrongful act, covering public officials/employees for errors or omissions in duty.

Crime: \$1M/\$500,000 limits, covering forgery and alteration, on-premises/off-premises theft and burglary, computer fraud, funds transfer fraud, and related financial crime.

Flood: Twelve (12) locations. Limits of \$500,000 per building, except for the chassis wash at ENO

with limits of \$250,000.

Parametric: Calculation Locations are distributed via 32 “pins” across the RTA’s service area. The policy limit (\$4M per occurrence) is distributed equally across all covered locations.

Details of the respective coverages can be found in the Resolution and associated attachments.

For comparative purposes, the total cost for these respective coverages for policy period 2024-2025 was \$2,284,743.39. With favorable market conditions, the total cost for the same coverages for policy period 2025-2026 is now \$2,163,331.76, yielding a decrease of \$121,411.63 from last year (approximately 6%).

This decrease is directly attributable to moderation of property rates, carrier pricing stabilization, and the widening of insurer risk position.

FINANCIAL IMPACT:

\$2,163,331.76

Funds for these contracts are available from the RTA Operational budget. (See attachments for details.)

NEXT STEPS:

Proceed with renewal of insurance coverages as indicated above.

ATTACHMENTS:

1. Resolution for Renewal of Various Insurance Coverages [2025-2026]
2. RTA Comparison Spreadsheet: 6/1/25-2026 Insurance: Expiring versus Renewal
3. Marketing Summary Report - Property
4. Marketing Summary Report - OCS
5. RTA Wright National Flood Schedule 2025-2026

Prepared By: Marc Popkin
Title: Risk Management Counsel

Reviewed By: Tracy Tyler
Title: Chief Legal Officer

Reviewed By: Gizelle Banks
Title: Chief Financial Officer



5/22/2025

Lona Edwards Hankins

Date

Chief Executive Officer



RESOLUTION NO. 25-030

FILE ID 25-056

STATE OF LOUISIANA

PARISH OF ORLEANS

**RESOLUTION FOR RENEWAL OF VARIOUS INSURANCE COVERAGES
FOR POLICY PERIOD JUNE 1, 2025 TO JUNE 1, 2026**

Introduced by Commissioner Sams, seconded by Commissioner Colin.

WHEREAS, the Board of Commissioners of the Regional Transit Authority (RTA) has considered the matter of contract award for renewal of various insurance coverages to several different firms; and

WHEREAS, the RTA insurance broker, Relation Insurance Services, Inc. and staff received and reviewed offers to provide the specific insurance coverage (s) required and based upon that review determined that the selected insurer(s) would provide the coverage at a fair and reasonable price; and

WHEREAS, based upon broker and staff recommendations, the Board of Commissioners has selected Lexington, Beazley, Swiss Re, Lloyds, Sompo, Rivington, Core, RiskSmith, WRB, Arch, Ategrity, Arrowsmith, Liberty (Terrorism), CNA (B&M), Markel, Evanston,, Star Surplus, Axis Surplus, Landmark/RSUI, Wright National Flood, AIG Specialty, National Union, Fortegra Specialty, and Palms Specialty; and

WHEREAS, funds for these contract(s) are available from the operational budget.



RESOLUTION NO. 25-030
PAGE TWO

NOW THEREFORE BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority that the Chairman of the Board, or his designee, is authorized to execute contract(s) with the below companies for the type and coverage noted at the listed price:

Type and Coverage	Company	2025-2026 Premium
Overhead Catenary Coverage [OCS] \$29,060,797 TIV	Markel/Evanston, Starr Surplus, Axis Surplus, Landmark/RSUI	\$464,129.01
Property \$127,433,894 TIV	Lexington, Beazley, Swiss Re, Lloyds, Sompo, Rivington, Core, RiskSmith, WRB, Arch, Ategrity, Arrowhead	\$1,307,472.11
Public Officials/Employees Liability \$5,000,000 per wrongful act	AIG Specialty	\$100,799.64
Crime Employee Theft \$1M Forgery/Alteration \$1M On Premises Theft \$500K On Premises Burglary \$500K Outside Premises \$500K Computer Fraud \$1M Funds Transfer Fraud \$1M Money Orders & Counterfeit Paper Currency \$1M	National Union	\$7,788.00



RESOLUTION NO. 25-030
PAGE THREE

Flood \$500,000 per building (except for ENO Chassis Wash), with various coverage on contents	Wright National	\$39,891.00
Parametric \$4,000,000 per occurrence and aggregate	Fortegra Specialty, Palm Specialty, Lloyds	243,252.00
TOTAL		\$2,163,331.76

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

YEAS: 6
NAYS: 0
ABSTAIN: 0
ABSENT: 1

AND THE RESOLUTION WAS ADOPTED ON THE 27th DAY OF MAY, 2025.

FRED NEAL, JR.
CHAIRMAN
RTA BOARD OF COMMISSIONERS

REGIONAL TRANSIT AUTHORITY
6/1/2025-2026 INSURANCE
EXPIRING VERSUS RENEWAL

	6.1.2024-2025 Expiring Program					6.1.2025-2026 Renewal Program			
Coverage	Company	Limits/Exposure	Premium	Deductible		Company	Limits/Exposure	Premium	Deductible
Property	Lexington, Lloyds, Westchester, Canopius, Beazley, Somp Markel, RiskSmith, Rivington, London, Core, Kinsale, Munich, SRU, Arch, Prosight, Arrowhead AXA (XL) terrorism CNA B&M	Total Insured Value: \$120,311,275 Flood/Earth Movement \$30,000,000 Sublimit Extra Expense - \$1M	\$1,497,283.92 + 10,441.00 B&M + 15,727.50 terrorism = \$1,523,452.42	\$25,000 ea. Occ. Except: Flood in Special Flood Hazard Areas above NFIP maximum, whether purchased or not, subject to \$100,000 as respects Time Element. Flood In All Other Locations \$50,000 per occurrence. Named Storm 2% of 100% value per unit of insurance, subject to a combined minimum of \$100,000		Lexington, Beazley, Swiss Re Lloyds, Somp Rivington, Core, RiskSmith, WRB, Arch, Ategrity, Arrowhead Liberty terrorism CNA B&M	Total Insured Value: \$127,433,894 Flood/Earth Movement \$30,000,000 Sublimit Extra Expense - \$1M	\$1,281,293.11 + 11,500.00 B&M + 14,679.00 terrorism = \$1,307,472.11	\$25,000 ea. Occ. Except: Flood in Special Flood Hazard Areas above NFIP maximum, whether purchased or not, subject to \$100,000 as respects Time Element. Flood In All Other Locations \$50,000 per occurrence. Named Storm 2% of 100% value per unit of insurance, subject to a combined minimum of \$100,000.
OCS	Markel/Evanston Starr Surplus Axis Surplus Landmark/RSUI	\$29,060,797 TIV \$5,000,000 \$3.5m p/o \$7m xs \$5m \$1.0m p/o \$7m xs \$5m \$2.5m p/o \$7m xs \$5m Excludes flood	\$303,484.13 \$ 65,531.25 \$ 31,271.51 <u>\$ 66,279.88</u> \$466,566.77	\$10,000 per occ \$50,000 earthquake NWS: 5% of the total values involved in the loss with a \$250k minimum		Markel/Evanston Starr Surplus Axis Surplus Landmark/RSUI	\$29,060,797 TIV \$5,000,000 \$3.5m p/o \$7m xs \$5m \$1.0m p/o \$7m xs \$5m \$2.5m p/o \$7m xs \$5m Excludes flood	\$303,484.13 \$ 62,910.00 \$ 31,455.00 <u>\$ 66,279.88</u> \$464,129.01	\$10,000 per occ \$50,000 earthquake NWS: 5% of the total values involved in the loss with a \$250k minimum
Flood	Wright Flood	Please refer to Flood Schedule – 12 policies	\$39,593.00			Wright Flood	Please refer to Flood Schedule – 12 policies	\$39,891.00	

REGIONAL TRANSIT AUTHORITY
6/1/2025-2026 INSURANCE
EXPIRING VERSUS RENEWAL

	6.1.2024-2025 Expiring Program					6.1.2025-2026 Renewal Program			
Coverage	Company	Limits/Exposure	Premium	Deductible		Company	Limits/Exposure	Premium	Deductible
Public Entity Errors & Omissions and Employment Practices Liability	AIG Specialty	\$5,000,000 Per Wrongful Act subject to \$5M Aggregate	\$101,332.00	\$100,000 Each Loss		AIG Specialty	\$5,000,000 Per Wrongful Act subject to \$5,000,000 Aggregate	\$100,799.64	\$100,000 Each Loss
Crime	National Union	Employee Theft \$1M Forgery/Alteration \$1M On Premises Theft \$500K On Prem Burglary \$500K Outside Premises \$500K Computer Fraud \$1M Funds Transfer Fraud \$1M Money Ords & Counterfeit Paper Currency \$1M	\$7,009.20	\$25,000 \$25,000 \$7,500 \$7,500 \$7,500 \$25,000 \$25,000 \$25,000		National Union	Employee Theft \$1M Forgery/Alteration \$1M On Premises Theft \$500K On Prem Burglary \$500K Outside Premises \$500K Computer Fraud \$1M Funds Transfer Fraud \$1M Money Ords & Counterfeit Paper Currency \$1M	\$7,788.00	\$25,000 \$25,000 \$7,500 \$7,500 \$7,500 \$25,000 \$25,000 \$25,000
Parametric	Fortegra Specialty, Palms Specialty, Lloyds	\$4,000,000 per occurrence/aggregate 9/1/2024-6/1/2025	\$146,790.00	N/A		Fortegra Specialty, Palms Specialty, Lloyds	\$4,000,000 per occurrence/aggregate 6/1/2025-6/1/2026	\$243,252.00	N/A
		Premium excluding Flood Flood Premium Total Renewal Premium	\$2,245,150.39 \$ 39,593.00 \$2,284,743.39				Premium excluding Flood Flood Premium Total Renewal Premium	\$2,123,440.76 \$ 39,891.00 \$2,163,331.76	

MARKETING SUMMARY REPORT

Account Name: Regional Transit Authority of Southeast Louisiana
Line Of Business: Property
Effective Date: 6/1/2025

Market	Comments
Allied World Assurance Company	Cannot write south of I-10
Amwins Global Risks	Quoted Primary \$30 @ \$732,000 Layer
ARCH Insurance Group	Quoted 50% of the 30x20 @ \$140,000 Layer
Arris Property Underwriters	Pricing not competitive
Arrowhead Insurance Risk Managers, LLC	Quoted TIV xs \$50m @ \$75,000 Layer
Aspen Insurance	Cannot write south of I-10
AXA XL, a division of AXA	Pricing not competitive
AXIS Insurance	Pricing not competitive
Beazley USA	Quoted 30% of the Primary 10m @ \$565,714
Berkshire Hathaway Specialty Insurance Company	Pricing not competitive
Canopus Underwriting Agency, Inc	Quoted 25% of the Primary \$10m @ 840,000 Layer
CNA	Cannot write 100% LA
Coaction Specialty	Cannot write south of I-10

Market	Comments
Core Specialty Insurance Holdings, Inc.	Quoted 20% of the 20x10 @ \$350,000
Crum & Forster	Pricing not competitive
CuroTech Specialty Inc.	Cannot write in LA
Everest National Insurance Company	Pricing not competitive
General Star	Pricing not competitive
Hudson Insurance Group	Cannot write south of I-10
Insur-Fi	Cannot write south of I-10
Intact Insurance	Can offer All Other Peril only
Ironshore	Quoted
James River Insurance Company	Can offer All Other Peril only
Kemah Capital LLC	Pricing not competitive due to Wind Modeling
Kinsale Insurance Company	Quoted 25% of 20x10 @ \$450k Layer
Lancashire Specialty Insurance Services	Cannot write 100% LA
Lexington Insurance Company	Quoted 15% of P30 @ \$1,000,000 Layer/ \$150,000 Share
Markel	Quoted 15% of the 20x10 @ \$460,000 Layer
Mitsui Sumitomo Insurance	Can offer All Other Peril only and insured would need to buy full wind limits
Munich Re America	Quoted
Navigators Insurance Company	Cannot write 100% LA

Market	
Paragon Insurance Holdings, LLC	Pricing not competitive
R.B. Jones Property	Cannot write south of I-10
Risksmith Insurance Services	Quoted 20% of the 20x10 @ \$400,000 Layer
Rivington Partners	Quoted 25% of the 20x10 @ \$300,000 Layer
RLI Insurance Company	Cannot write in LA
RSUI	Pricing not competitive
Skyward Specialty Insurance Group	Cannot write south of I-10
Sompo International	Quoted 25% of 20x10 @ \$332,500 Layer
SRU	Quoted
Starr Technical Risks Agency, Inc.	Cannot write south of I-10
Swiss Re	Quoted 17.5% of Primary \$10m @
Velocity Risk Underwriters, LLC	Pricing not competitive
W/R/B Specialty	Quoted 25% of 20x30 @ \$180,000
Westchester, A Chubb Company	Quoted
Westfield Specialty Insurance Company	Pricing not competitive
Zurich North America	Pricing not competitive

MARKETING SUMMARY REPORT

Account Name: Regional Transit Authority of Southeast Louisiana
Line Of Business: Overhead Catenary System (OCS)
Effective Date: 6/1/2025

Market	Comments
Allied World Assurance Company	Declined, Outside of Appetite
Amwins Global Risks	Outside of Appetite
ARCH Insurance Group	Outside of Appetite
Arris Property Underwriters	Outside of Appetite
Ascot Group	Outside of Appetite
Aspen Insurance	Outside of Appetite
AXIS Insurance	Quoted
Beazley USA	Outside of Appetite
Berkshire Hathaway Specialty Insurance Company	Outside of Appetite
CNA	Cannot write in LA
Core Specialty Insurance Holdings, Inc.	Outside of Appetite
Everest National Insurance Company	Outside of Appetite
Ironshore	Outside of Appetite
Kinsale Insurance Company	Outside of Appetite
Liberty Mutual Insurance	Outside of Appetite

Markel/Evanston	Quoted 100% of the Primary \$5m @ Flat premium
Munich Re America	Outside of Appetite
Navigators Insurance Company	Cannot write in LA
Paragon Insurance Holdings, LLC	Outside of Appetite
R.B. Jones Property	Outside of Appetite
Risksmith Insurance Services	Outside of Appetite
RLI Insurance Company	Cannot write in LA
RSUI/Landmark	Quoted 35.71% of 7m xs 5m @ \$177,000 Layer
Seneca Insurance	Outside of Appetite
Sompo International	Outside of Appetite
SRU	Outside of Appetite
Starr Companies	Quoted 50% of the 7m xs 5m @ \$120,000 Layer
Tango-V3 Insurance Partners LLC	Outside of Appetite
Velocity Risk Underwriters, LLC	Outside of Appetite
Waypoint (AmRisc)	Outside of Appetite
Westchester, A Chubb Company	Outside of Appetite
Zurich North America	Outside of Appetite

Regional Transit Authority

Wright National Flood Renewal 2025-2026

Location	Property Description	Flood Zone	Term	Policy Number	Insured Building Limit	Insured Contents Limit	Deductible	Expiring Premium	Renewal Premium
3901 Desire Pkwy NOLA 70126	Office Building	X	6/01/25-26	17115041833715	\$500,000	\$50,000	\$1,250	\$4,141	\$4,406
3900C Desire Pkwy NOLA 70126	Chassis Wash	X	6/11/25-26	17115043563515	\$250,000	\$50,000	\$1,250	\$2,853	\$2,859
3900A Desire Pkwy NOLA 70126	Maintenance Building	X	6/01/25-26	17115041833815	\$500,000	\$500,000	\$1,250	\$5,458	\$5,472
3900D Desire Pkwy NOLA 70126	Bus Wash	X	6/01/25-26	17115041834015	\$500,000	\$50,000	\$1,250	\$3,305	\$3,312
3900B Desire Pkwy NOLA 70126	Fueling Bldg	X	6/01/25-26	17115041834115	\$500,000	\$100,000	\$1,250	\$3,200	\$3,206
419 Napoleon Ave NOLA 70115	Barn Rear	X	6/01/25-26	17115041833515	\$500,000	\$200,000	\$1,250	\$2,014	\$2,014
419 Napoleon Ave NOLA 70115	Training School	X	6/01/25-26	17115041833615	\$500,000	\$50,000	\$1,250	\$1,689	\$1,689
8201 Willow St NOLA 70118	Streetcar Facility	X	6/01/25-26	17115041834215	\$500,000	\$500,000	\$1,250	\$4,359	\$4,359
2817 Canal St NOLA 70119	Office Building	X	6/01/25-26	17115140107809	\$500,000	\$500,000	\$1,250	\$2,625	\$2,625
2817A Canal St NOLA 70119	SIS Facility	X	6/01/25-26	17115140108109	\$500,000	\$500,000	\$1,250	\$3,225	\$3,225
2817B Canal St NOLA 70119	Tire Shop/ Bus Wash	X	6/01/25-26	17115140107909	\$500,000	\$250,000	\$1,250	\$3,202	\$3,202
2817C Canal St NOLA 70119	Vault/Fuel Bldg	X	6/01/25-26	17115140108009	\$500,000	\$500,000	\$1,250	\$3,522	\$3,522
Total Premium								\$39,593	\$39,891

Prepared by BRK Insurance Group, A Relation Company



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-070

Board of Commissioners

[Public Comment Handouts]

5/27/25 Red mtg.
Hand out

From RIDE's Feedback Form					
3/5/2025 18:20:26	bmott1999@gmail.com	No Name Given	5043270662	70119	I recently had a disappointing experience with the transit system during Mardi Gras and the Superbowl due to the lack of visualizations temporary routes on the Le Pass app and website for events requiring detours. This made navigating the city extremely challenging. I spoke with someone at the RTA who mentioned that staff are reluctant to draw temporary routes on the app for just a few days of changes, which is incredibly ableist and unfair as it disregards the needs of many transit users who rely on clear and accessible information. I urge you to push for actually visually representing temporary routes for major events like Mardi Gras to ensure a smoother and more inclusive experience for all riders. I find this lack of effort from the RTA to be ableist as I am neurodivergent and need clear directions to navigate things properly. They have placed signage around town before, but the directions are often hard to follow, and sometimes, have incorrect information. Also, the directions in the service alerts, while helpful, can be contradictory. Visual representations should reflect the language to be accessible for all.
3/18/2025 18:46:48	k4thyy09@gmail.com	Katherine Sierra	9852903859	70127	My experience with the Transit is amazing, it has pros and cons but it helps me get to places I need to be at such as work and school. It's very helpful especially to people who don't have a way of getting around the city of New Orleans.
3/18/2025 18:48:34	sarahmendoza2134@gmail.com	Sarah Mendoza	504912581	70127	It was a very unclean and unsanitary experience and it just makes me have tendency to avoid public transport in general.
4/3/2025 8:29:01	james@barrietwork.com	James B.	5106766954	70115	Terrible service schedule on the St. Charles streetcar and Broad bus this week. Despite being the routes with some of the highest scheduled frequency, the reality is that they are prone to service delays and can be frustratingly unreliable. Especially in peak tourist season, I can wait half an hour to forty minutes for a streetcar to come.
4/19/2025 11:14:19	ginsburg.alana@gmail.com	Alana Ginsburg		70115	From November to January the 57 was on a detour from Broadway that none of the apps mentioned and the service alert was not clear on Le Pass app
4/22/2025 15:20:54	rideneworleans@gmail.com	Lola		70122	On April 19th the Crescent City Classic took place. RTA did release media about detours but nothing was clear. No listed detours for effected routes. I had to ride the bus as far as I could (Main Library) and then the driver told riders about the detour. There should have been more information available on each route and what the detours were, so me as a rider could have been more prepared and others as well. Even having the drivers tell each rider as they get on what to expect would have been helpful.
4/22/2025 15:29:43	rideneworleans@gmail.com	Lola		70112	There has been an up tick in riders (youth mainly) vaping freely on the bus. Drivers that may see do not say anything and it's an issue that needs a policy. Vaping can bother others especially in an inclosed space. If you cannot smoke on transit, vaping should fall into that category.
5/22/2025 9:44:54	tmtolford@gmail.com	Tara Tolford		70117	Yesterday (May 21) I took the Canal Streetcar, and the St Charles streetcar, both of which have bus bridges for portions of the route. On both rides, I had to serve as an unofficial guide for riders who were extremely confused about where to go or why to complete their trips. There's no information about either disruption on Le Pass, on board the vehicles, at the transfer points, or really anywhere to indicate this. While longtime riders are used to this and can figure it out quickly, new or visiting riders have no idea what's going on. While some operators are fantastic about helping people navigate, the two who we happened to encounter yesterday did not provide the group of visitors on board with any useful information when they asked, or even confirmation that they were going where they hoped to. I had to jump in and explain and shepherd the group to make the transfer. I get it - operators are busy and don't want to give the same speech 100 times per shift! Which is why we need ANY of our other communications options to be functional. Please consider on-board announcements, signage, and wayfinding at transfer points to help make this a less stressful experience for riders, and for goodness sake at least keep the app up to date.
5/22/2025 12:22:53	dukehope2@gmail.com	Hope	(504) 343-2357	70112	Great
5/22/2025 12:24:59	dukehope2@gmail.com	Hope Duke	(504) 343-2357	70112	I had a great experience

route 9

Route 9

12 and 9

57

52

lots on the 52/55 and I'm sure other routes too

Canal Streetcar, St Charles streetcar

55

Canal street car

5/22/2025 18:08:49	sagerkaitlin@gmail.com	Kaitlin Sager	5038033513	70119	In the past couple of weeks I have tried on two separate occasions to catch the 48 or 47 streetcar from downtown back up to mid city where I live. There was no notification on Le Pass or on the streetcar stops that these services were being replaced by a bus. It is incredibly frustrating to wait for dozens of minutes at a time not knowing that there are streetcar detours. More information would be helpful.	47 or 48
5/25/2025 14:04:26	NA	Anonymous	NA	70119	Sunday, May 25th 1:30 pm I was riding the broad bus outbound at broad and canal returning home with groceries when the bus did an auxiliary turn and went up canal. The driver said there was a detour AFTER she had already started said detour. We went all the way up til Carrollton and I thought we were gonna come back down on esplanade near city park but we went up wisner and at de saix I asked where we were going and she said they had her going up Gentilly, completely missing 14 total stops. It's also very hot outside and like I mentioned I have groceries. I'm lucky that I was only going to Lapeyrouse, a gentleman I spoke with said he was going to Ursuline. This is completely unacceptable, there was no warning from the driver, RTA, nobody	Broad napoleon
From RIDE's Youth Survey						
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	There was one morning that I was on my way to school and I was on the 91 and it took the bus 25 minutes to come to the stop which was delayed and I had to take a test that day then as we were getting a bit close the bus driver decided to stop at brown derby and made us wait so he can buy two plates and go to the bathroom then made us wait more and made another bus come pick us up without communicating with anyone which caused me to miss my test which I thought I would have been able to make it on time.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	The 91 will either run ~5 minutes early or 10 minutes late. often times the 11 will not even run at certain times without any heads up. typically the 11 will be late by up to 10 minutes. the 12 is relatively on time.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	The 52 on the LePass app will say that it's coming and then for some reason the app itself doesn't update or something and it will have already passed. This typically happens because the bus driver is either speeding (which I have witnessed personally) and/or the bus driver is early to their stops so they don't wait the appointed time for each stop.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	It really depends on what is happening in the city right now if it's like jazz fest and it's going to delay or have a detour but also some buses will come on time but it will be out of order.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	Sometimes the le pass app will tell me a bus isn't working when it very much is, other times it will tell me a bus [is] coming when it isn't.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	Sometimes the LePass app will get stuck at the 14-minute mark. I'm not sure why, but the 52 bus will let me know it's coming in 14 minutes and will get stuck at that point for at least 10 minutes without updating its ETA. Meanwhile, the bus has actually came and I've missed it because I was paying closer attention to the app than leaving for the bus to come in 14 minutes.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	Transferring from 12 st. car to a bus due to work on rails, bus driver told us we had to wait til "I dont know when"	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	Streetcar issues or not arriving. canal street streetcar fails alot. Not showing up, stopping before the stop i need (the one intersecting the st charles streetcar.) st charles streetcar with unexpected ir unknown stops and putting everyone on a bus with no driver	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	I feel confident I will make it to my destination but not necessarily on time. In fact, during the school year, i started going 2 hours ahead of time because the bus would always come later than I needed in order for me to get to class on time.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	They don't notify when there's a detour	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	I only find out [about a detour] after I miss the bus several times.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	When I get detour info, it doesn't give me enough info where I could plan my trip around it.	
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	I usually find out [about a detour] when I am on the public transit and find out when I do not get to the location I thought I was going. Or sometimes someone I know I'll let me know.	

Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	Sometimes i feel like Le pass is not up to date. Usually I just find out [about a detour] in the moment or from someone who also uses RTA.
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	I had a job in the French quarter and I had to go there between classes via the bus and was late even with up to an hour buffer time. The busses had delays often or other unpredictable changes.
Anonymous Youth Responder	Anonymous Youth Responder	Anonymous Responder	NA	NA	Bus stop signs really need to be clearer — like, physically. They should say if it's for pickup or drop-off. Too many times I see people standing thinking they're in the right spot just because there's a marker there. The Le Pass app doesn't help either — for instance the 55 route has 3 markers. Two of which are on the same side of the street it doesn't tell you which marker to stand at because one is at one corner and the other is under the overpass. While the other is across the street. That needs to be fixed because it would make a big difference.



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 25-071


Board of Commissioners

[Board Meeting PowerPoint Presentation]




May 27, 2025

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



The New Orleans Regional Transit Authority (RTA) hereby declares that, in accordance with La. R.S. 42:17.1 (A)(2)(a)-(c), a meeting will be held in person on Tuesday, May 27, 2025, at 10:00 a.m. Please be aware that wearing masks in the boardroom is encouraged.

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



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



Agenda

1. Call to Order

2. Roll Call

3. Consideration of Meeting Minutes

[Board of Commissioners Minutes – 04.24.25]

25-066



Agenda

4. Reports

A. RTA Chairman's Report



Agenda

4. Reports

B. Operations & Administration Committee Chairman's Report



Agenda

4. Reports

C. Finance Committee Chairman's Report



Agenda

4. Reports

D. RTA General Counsel's Report



Agenda

4. Reports

E. RTA Chief Executive Officer's Report



EMPLOYEE OF THE MONTH

APRIL 2025



ROBIN MORRIS
STREETCAR OPERATORS
OPERATIONS



JOHN SIMMONS
HOSTLER
MAINTENANCE



AGENCY UPDATES

HURRICANE SEASON PREP

SUMMER SCHEDULE CHANGE

How RTA Restores Service After a Storm

Once a storm passes, RTA begins restoring transit service in phases. Here's what to expect:

- Safety First:** We inspect routes for flooding, debris, downed power lines, and structural damage.
- Paratransit & Critical Routes:** Service starts with paratransit and bus routes near essential services like hospitals, grocery stores, and Emergency Resource Centers.
- Ferry Service:** Ferry service resumes once the Coast Guard reports the Mississippi River, and only if there's no significant damage to the terminal, vessels, or docking infrastructure—and enough workers are available to operate safely.
- Gradual Resumption:** More bus and streetcar lines return as streets are cleared and more operators become available.
- Free Return Rides:** After a mandatory evacuation, RTA provides free rides for evacuees from the Union Passenger Terminal (UPT) back into neighborhoods.
- Stay Updated:** Get service alerts through [notifications](#), the [La Pass](#) app, and NOAA Ready texts.

Service restoration depends on storm damage, road access, and staff availability. We appreciate your patience as we restore transit safety.

Category	Wind (mph)	Damage
1	74 - 95	Some
2	96 - 110	Extensive
3	111 - 129	Devastating
4	130 - 156	Catastrophic
5	157+	Catastrophic

La Pass App Plan, Pay, Ride.

- Real-time information
- Mobile payment
- Plan Trips

Download [La Pass](#)

FOR MORE INFORMATION

Call 311, text [NOLAREADY](#) to 77295 or visit the City of New Orleans website at [ready.nola.gov](#).

Visit [nola.gov/hurricane](#) or follow RTA on social media.

Scan for latest RTA Hurricane Prep info

2025 HURRICANE PREPAREDNESS GUIDE

Use this guide to make a hurricane evacuation plan for your family.

Make a Plan

Now is the time to get prepared.

- Decide whether to evacuate or shelter in place before the storm. In the event of a mandatory evacuation, all residents and visitors must evacuate.
- Connect with your support network of neighbors, friends and relatives who can assist you in an emergency.
- Inform your family and friends of your plan and determine how you will maintain contact with one another.
- Designate someone in your support network to keep an extra key to your home, access your emergency supplies and medication and to check in on you.
- Stay in touch, stay informed. Listen to your radio or TV and keep aware of changes in a storm. Sign up for NOAA Ready Emergency Alerts. Text [NOLAREADY](#) to 77295 or visit [ready.nola.gov](#) for more options.
- Consider whether you can safely manage on your own during and after a storm.
- If you have a service animal or pet, make a pet evacuation kit that includes: a carrier, copies of vaccination records, ID tag, collar, leash, bowls, medications, food, manual can opener and a photo of your pet. Small pets (20 pounds or less) that fit in a carrier or your lap are permitted on RTA buses. If you have a larger pet (greater than 20 pounds), contact 311 for special assistance from RTA and Louisiana DPAC.

Create a List

Prepare for a loss of power when you won't have access to your cell phone or computer.

- Write down key contacts and information: family and friends, your doctor, pharmacist, and local emergency services.

What Can I Bring on the Bus When Evacuating?

- Pack light and bring only one carry-on-size bag to allow space for all evacuees. The Smoothie King Center and state buses will have LIMITED space and will not allow you to bring more than one bag. Your bag should be able to fit on your lap.
- Pack at least two weeks of essential supplies, including a list of your medications.
- Bring important documents like insurance policies, Social Security cards and birth certificates, as well as extra cash. Consider securing them in plastic bags to ensure that they're waterproof.
- Something that can help us figure out who you are, like an ID card. However, an ID card is not required to board RTA buses during an evacuation.
- Small pets (20 pounds or less) that fit in a carrier should have an ID collar, leash and medications. Your pet will be processed separately at the Smoothie King Center and taken safely to a state pet shelter where you will be reunited with them upon return.

How to Get to the Orleans Parish Pick-up Point (Smoothie King Center)

To evacuate downtown to the Smoothie King Center, board fare-free at any RTA bus stop on the inbound side of the street. In addition, riders can use the Transit Hub (Shen Library, New Orleans East Library, City Park Community, Willy Ferrel, and Genigny) to catch an evacuation bus. For assistance in locating an onboard stop, riders can call RideLine at 504-248-3900 or use the [LaPass](#) app. This emergency service will not be available under a limited evacuation or shelter-in-place order.

Other Qualifying Transport Options:

Persons with mobility or medical challenges may qualify for point-to-point transportation on RTA paratransit or ambulance. Those persons should register for Smart911 and request transportation by calling 311.

Limited Evacuation or Shelter-in-Place Order:

The City may order a limited evacuation of vulnerable persons to an alternative location for either shelter in state shelters or to shelter in place with emergency responders.

Post-Storm Return

Transportation Assistance: After the storm, RTA will provide free transit rides from the Union Passenger Terminal (UPT) into your neighborhood for your return home. The number of bus routes leaving UPT may vary depending on whether a full or partial restoration of service is declared.

Emergency Resource Centers (ERCs):

The City of New Orleans is prepared to open several ERCs throughout the city. These centers will provide access to resources such as electricity, air conditioning, food, water, and internet connectivity. As bus services are restored, RTA will adjust its fixed routes to provide transportation to ERCs.

Sign up for Smart911 and include any medical or mobility needs, especially if you use electricity-dependent equipment or have a disability. This will enable you to receive customized alerts and resources that may be available during all types of emergencies.

Visit [www.smart911.com](#) or download the Smart911 app (Apple Store or Google Play).

RTA

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INTERGOVERNMENTAL AFFAIRS

FEDERAL PRIORITIES

- APTA LEGISLATIVE CONFERENCE

STATE AND LOCAL PRIORITIES

- HB 588



Agenda

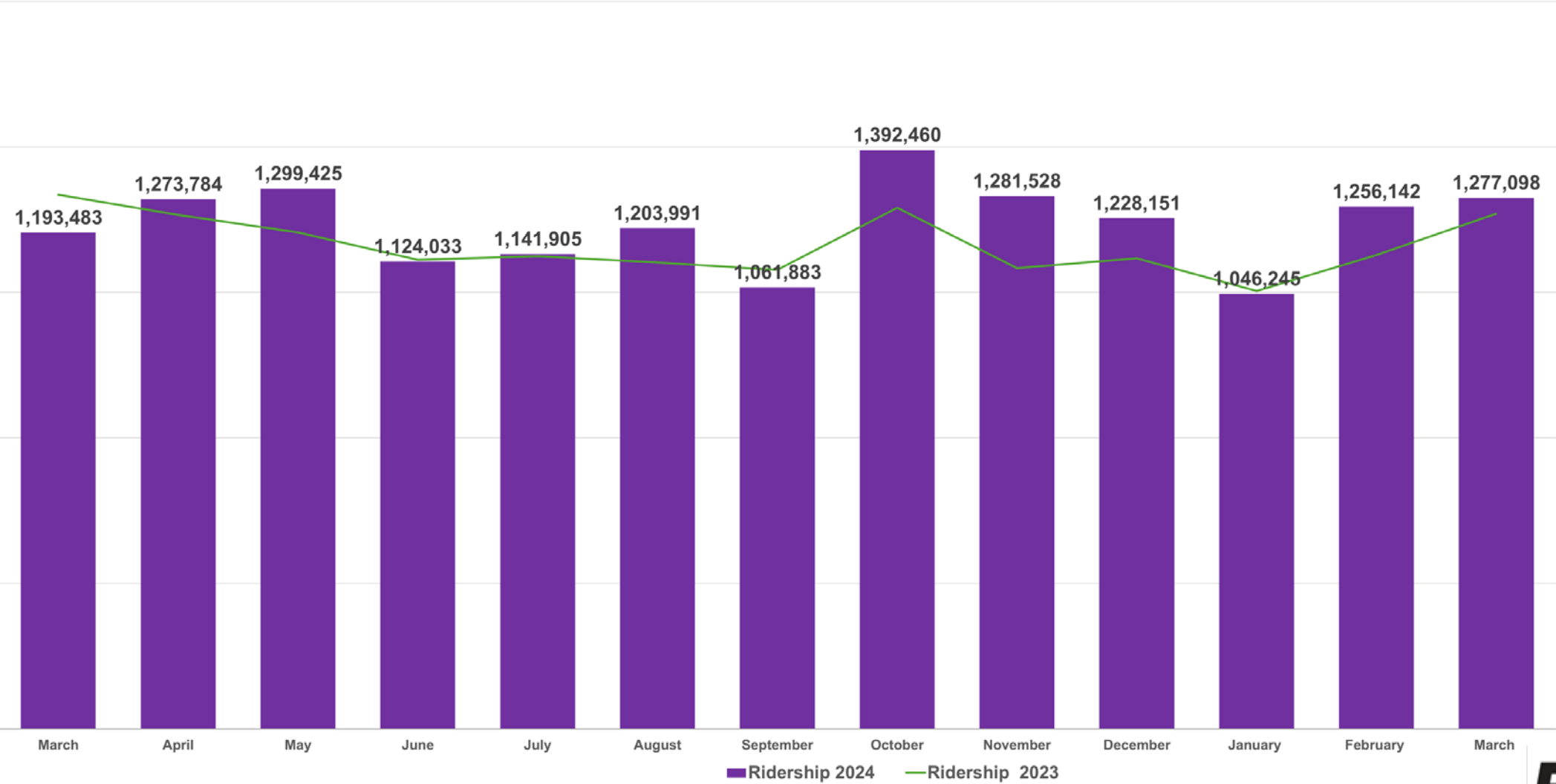
4. Reports

F. RTA Chief Transit Officer's Report

SERVICE DELIVERY | MARCH 2025



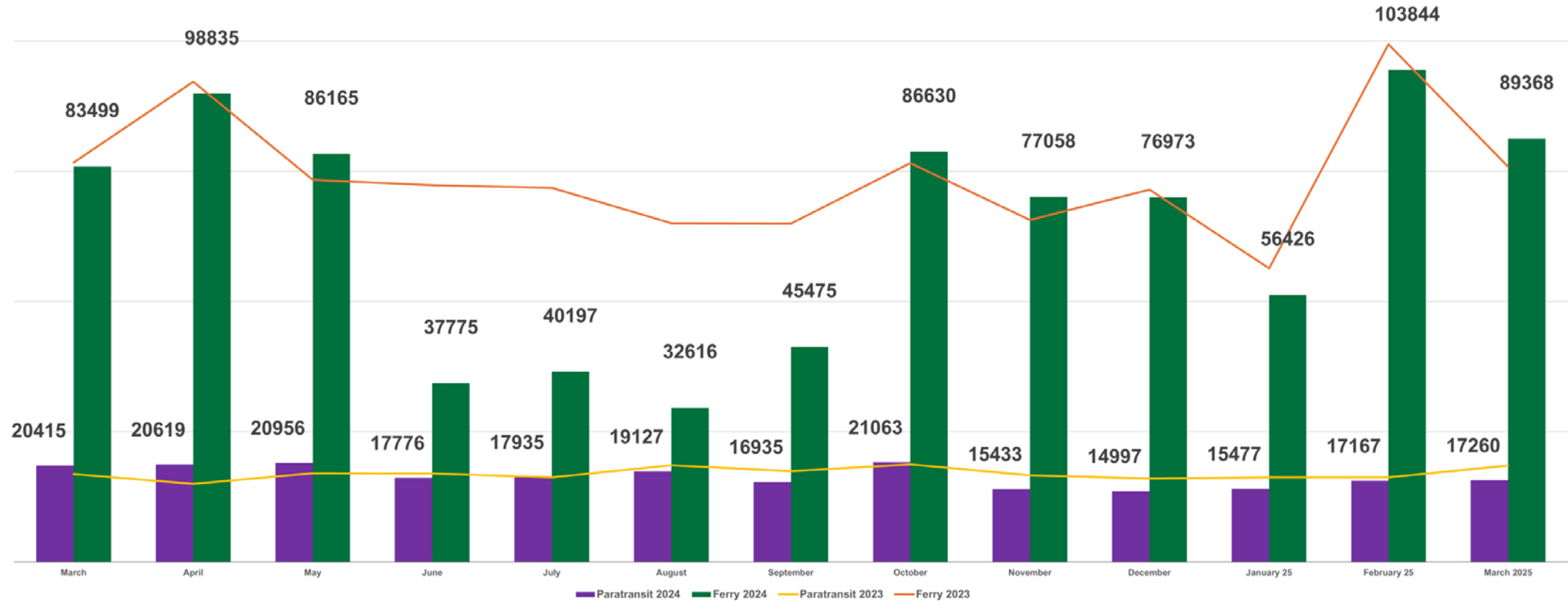
TOTAL RIDERSHIP - BUS, STREETCAR, PARATRANSIT & FERRY | MARCH 2025



RIDERSHIP - BUS & STREETCAR | MARCH 2025



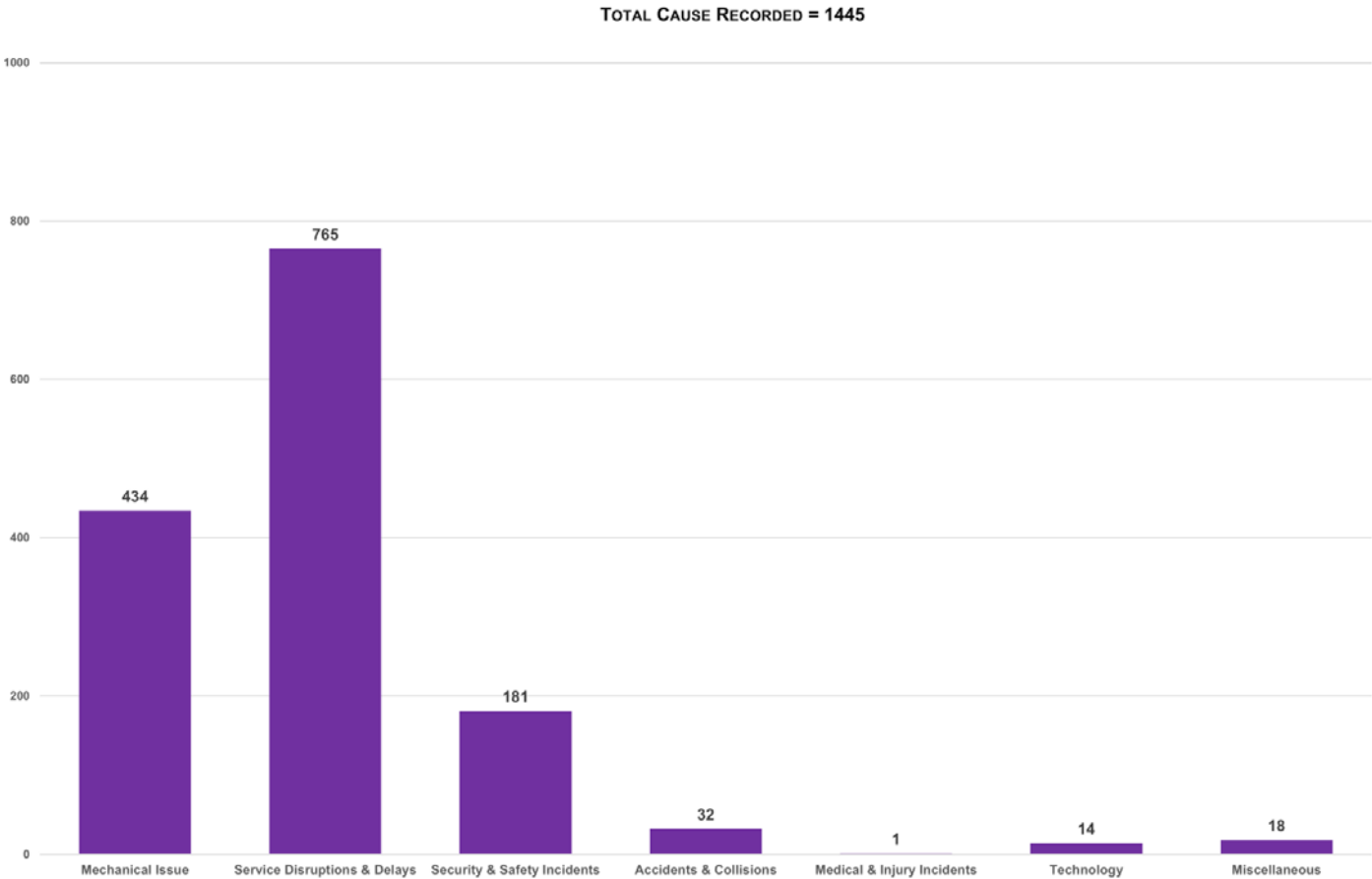
RIDERSHIP - PARATRANSIT & FERRY



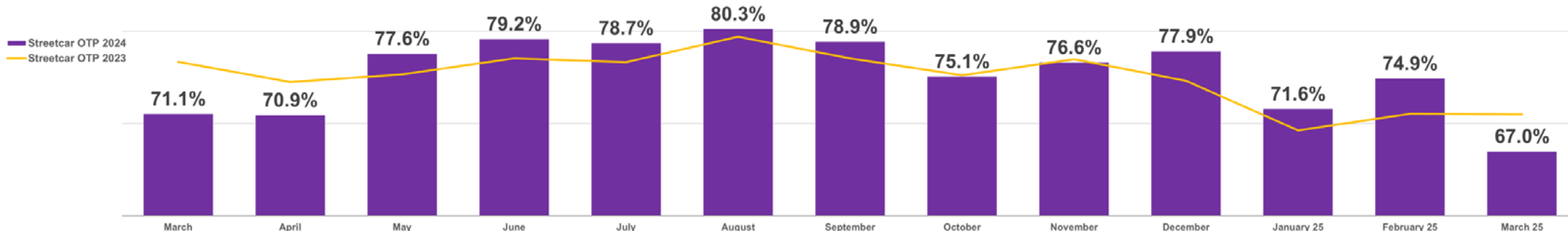
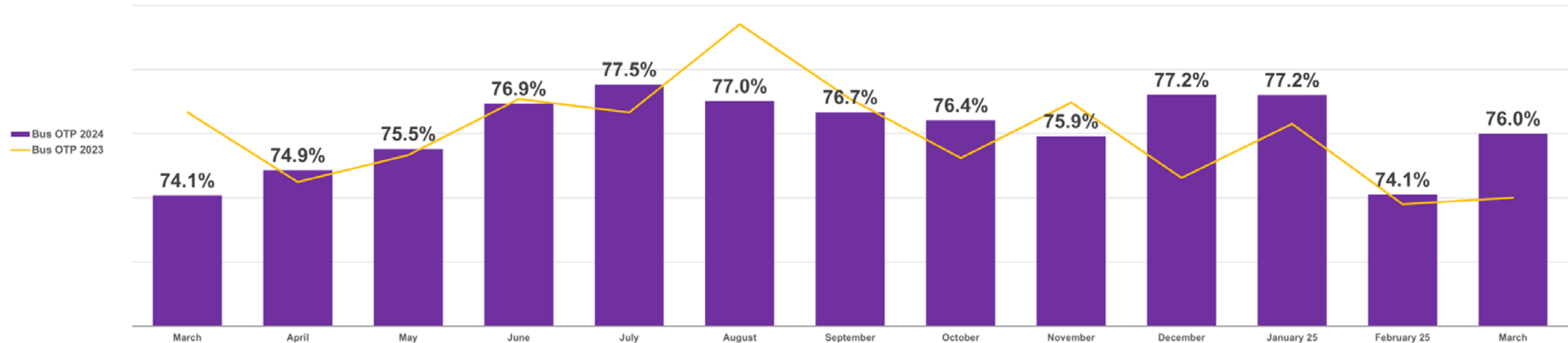
LONG-TERM DETOURS AFFECTING ALL MODES

Routes Affected by Long-Term Detours	Cause
11 - Magazine % Lafayette St	Road Construction
9 - Canal & Broad	Road Construction
3 – Jefferson/ HwyElmwood	Road Construction
61 & 62 - Desire Pkwy	Road Construction
31 & 32 Leake & Carrolton, DeSaix Bridge	Road Construction
57- Carrollton/Leake Ave	Traffic Controls
91 – Esplanade Ave.	Building Demolition
114B - Woodland	Street Buckling

SERVICE DISRUPTION BY CAUSE

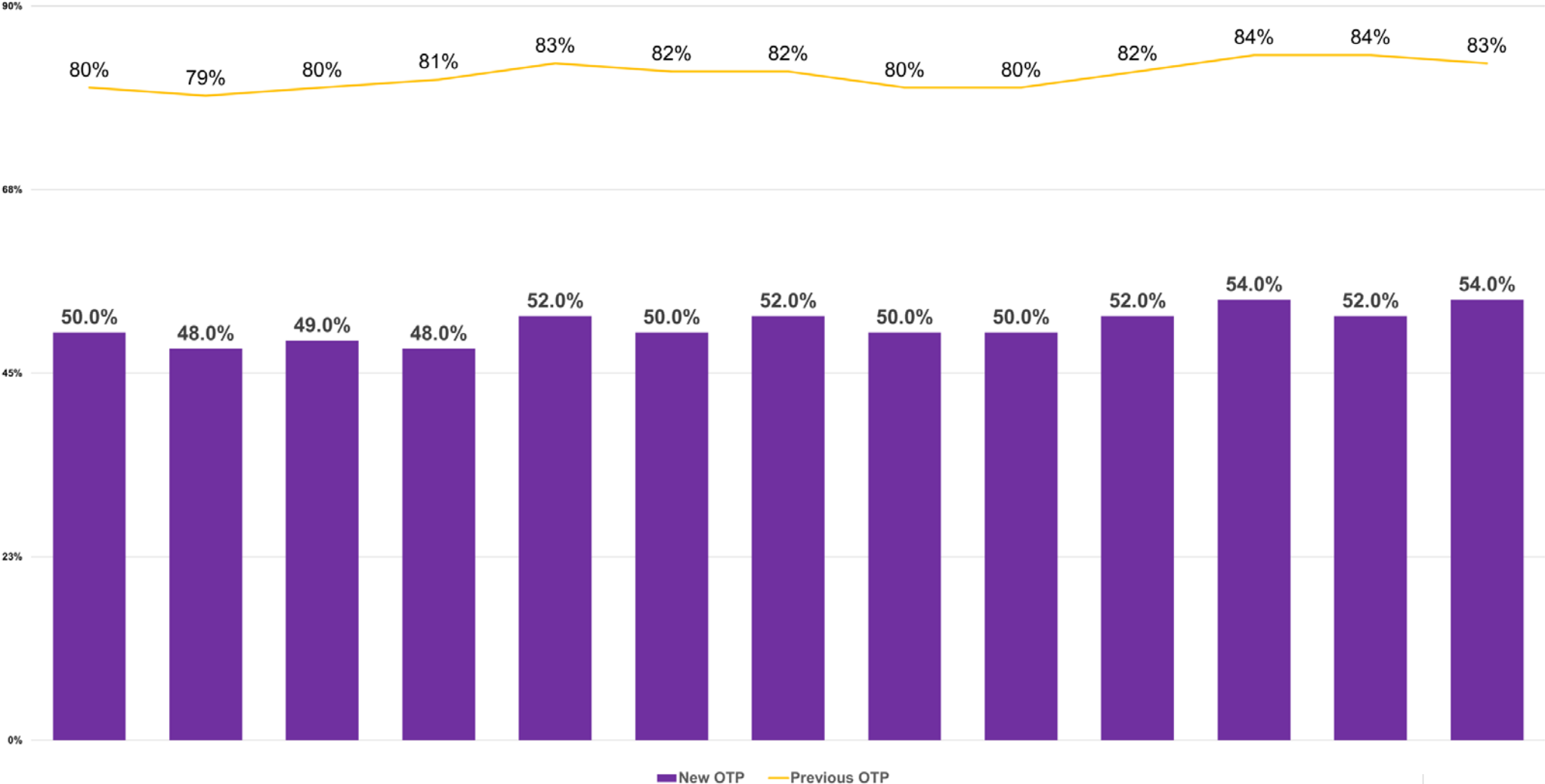


ON-TIME PERFORMANCE – BUS, STREETCAR | MARCH 2025



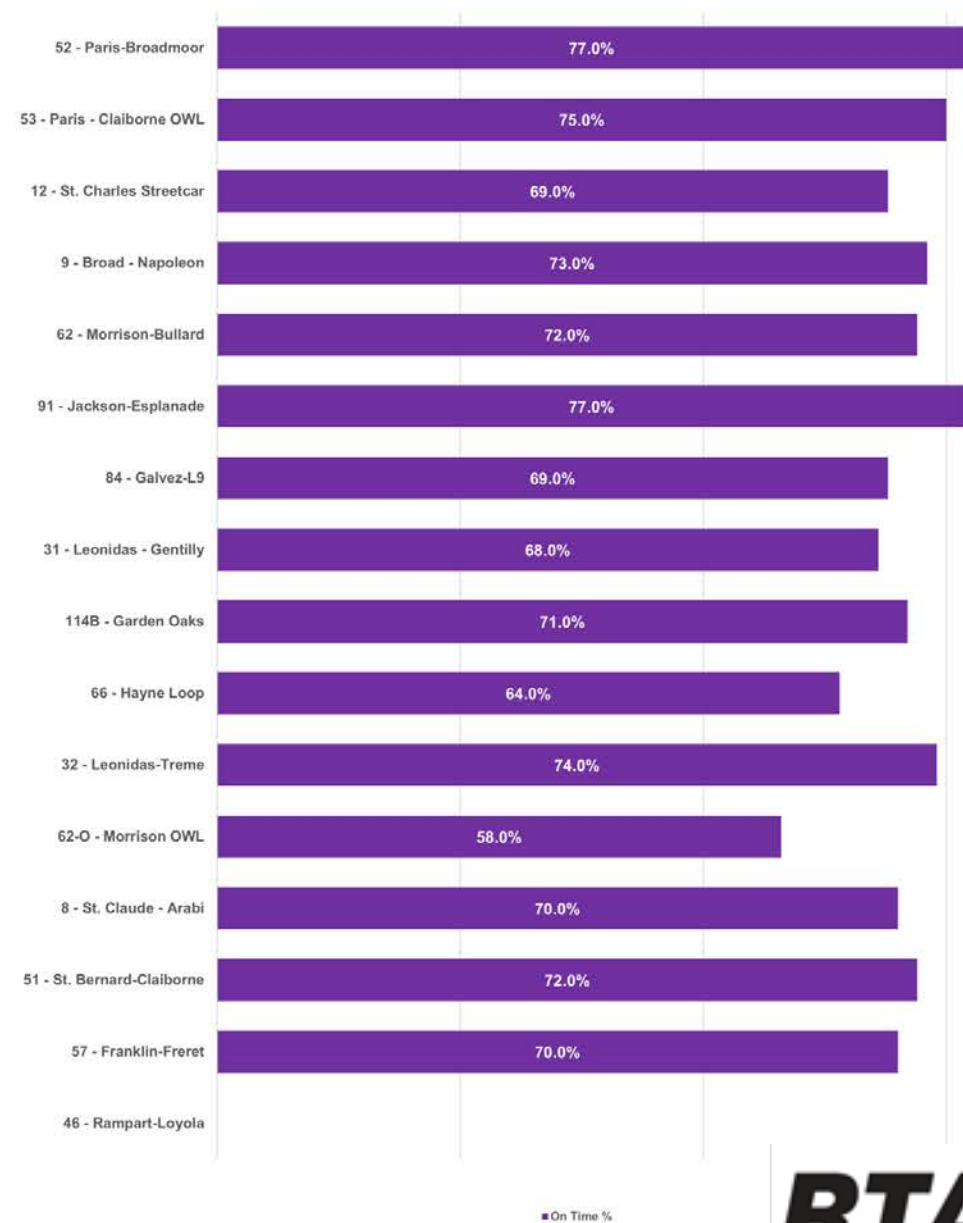
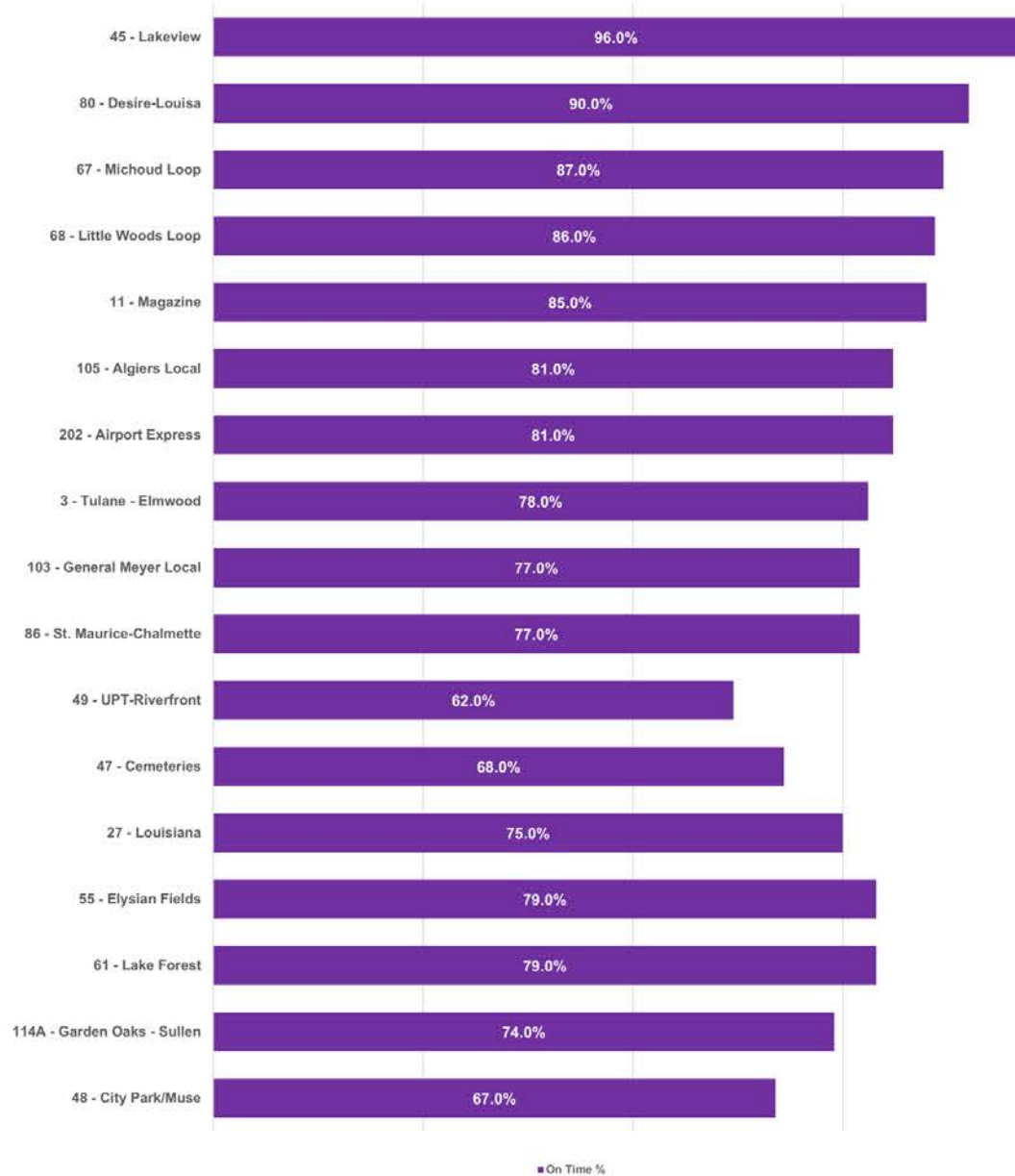
*OTP WINDOW =1 MINUTE EARLY AND UP TO 7 MINUTE LATE

ON-TIME PERFORMANCE – PARATRANSIT | MARCH 2025



*OTP WINDOW =15 BEFORE AND 15 AFTER CLIENT PICK UP TIME

BUS ON-TIME PERFORMANCE BY ROUTE | MARCH 2025



The Move of the Future- Managing OTP

Swiftly- A management tool for Transit.

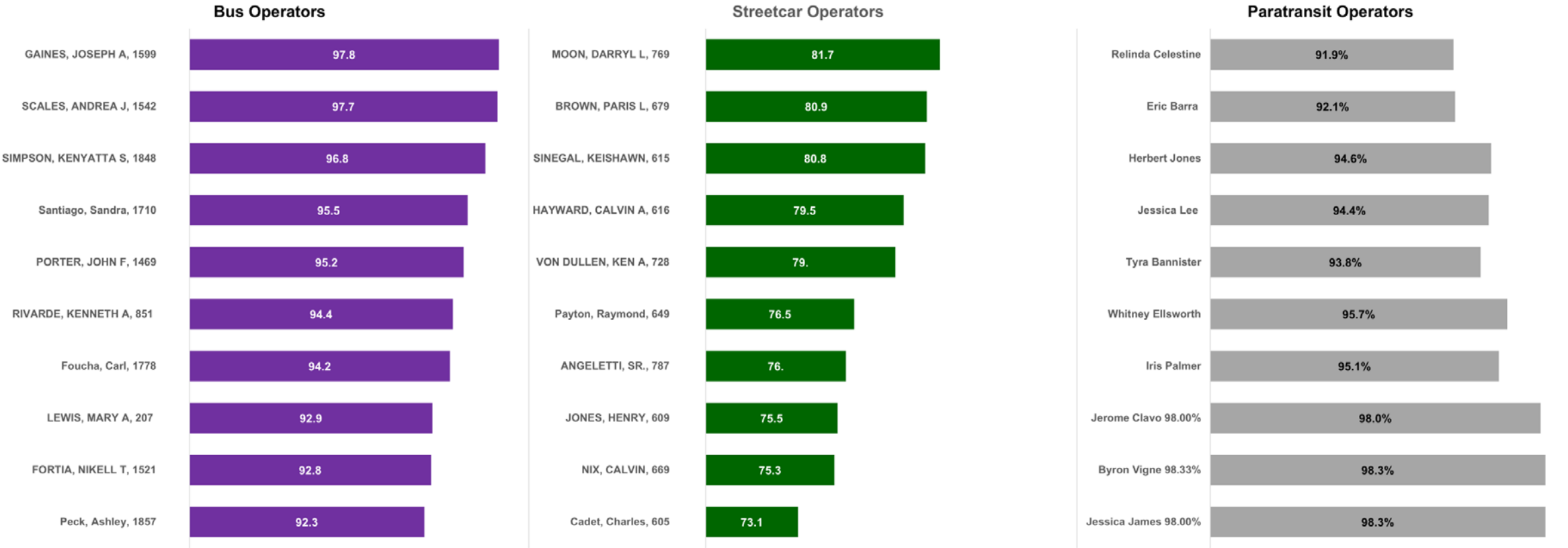
Supervisors will be able to be proactive by:

- **Monitoring Delays**
- **Identify standing buses**
- **Identify early buses**
- **Create breadcrumbs for investigations**
- **Identify Trends**

Swiftly will provide data to make informed decisions to manage the system.



TOP ON-TIME PERFORMER BY MODE | FEBRUARY 2025



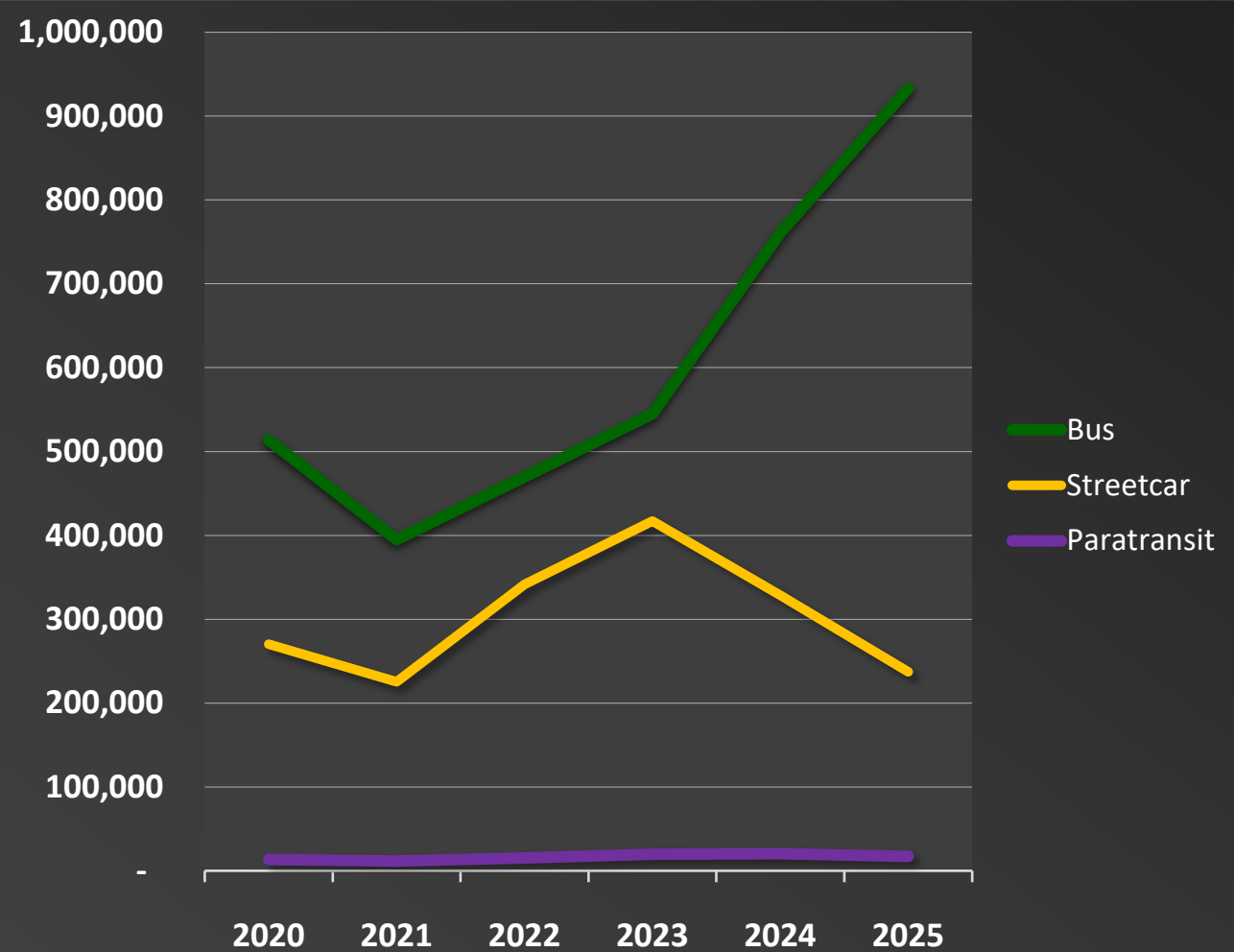
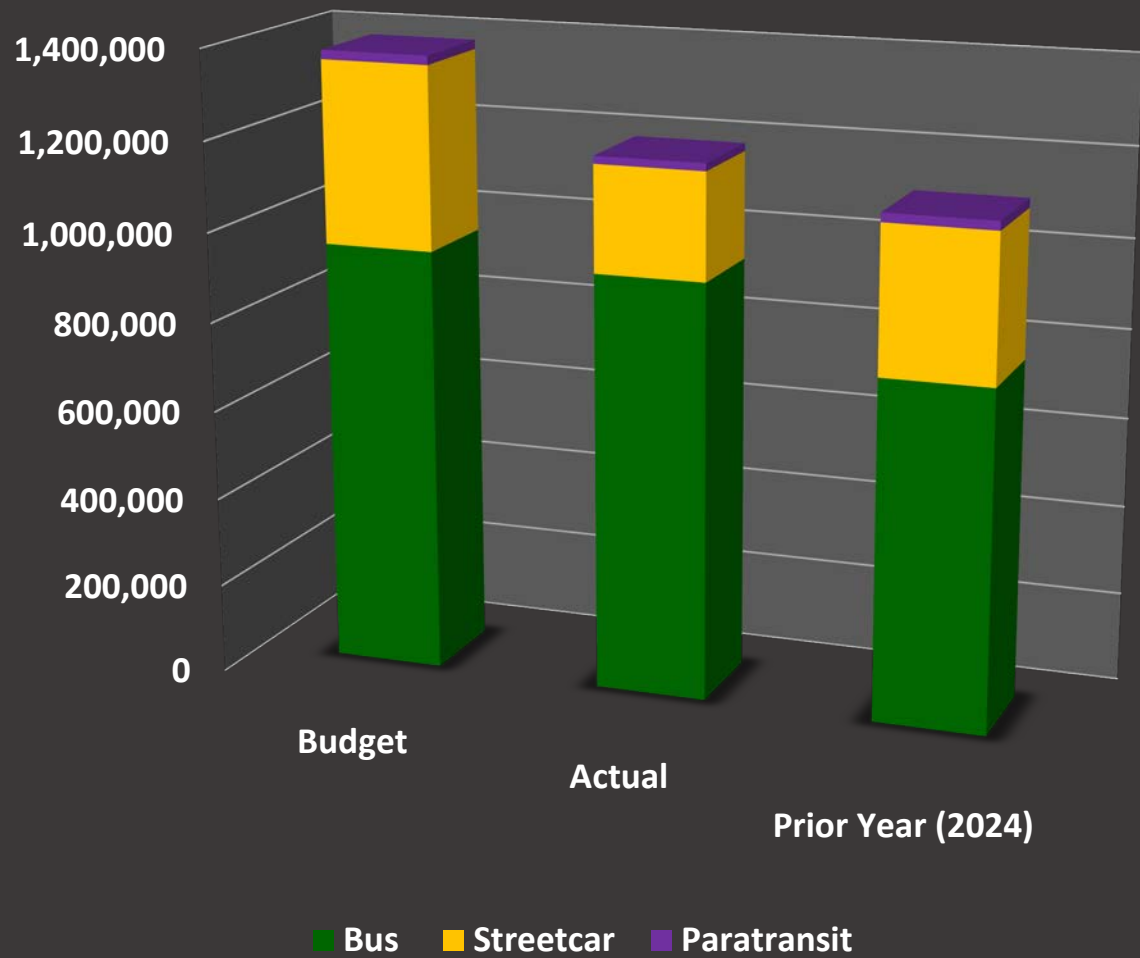
Questions?



Agenda

4. Reports

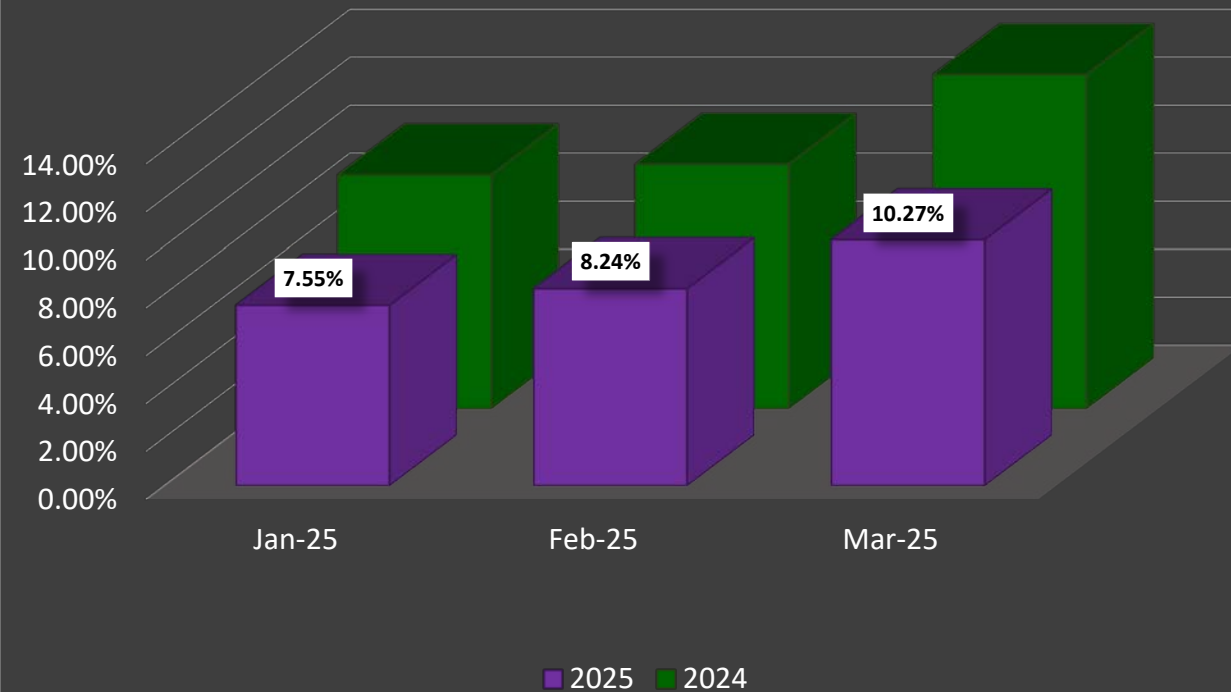
G. RTA Chief Financial Officer's Report



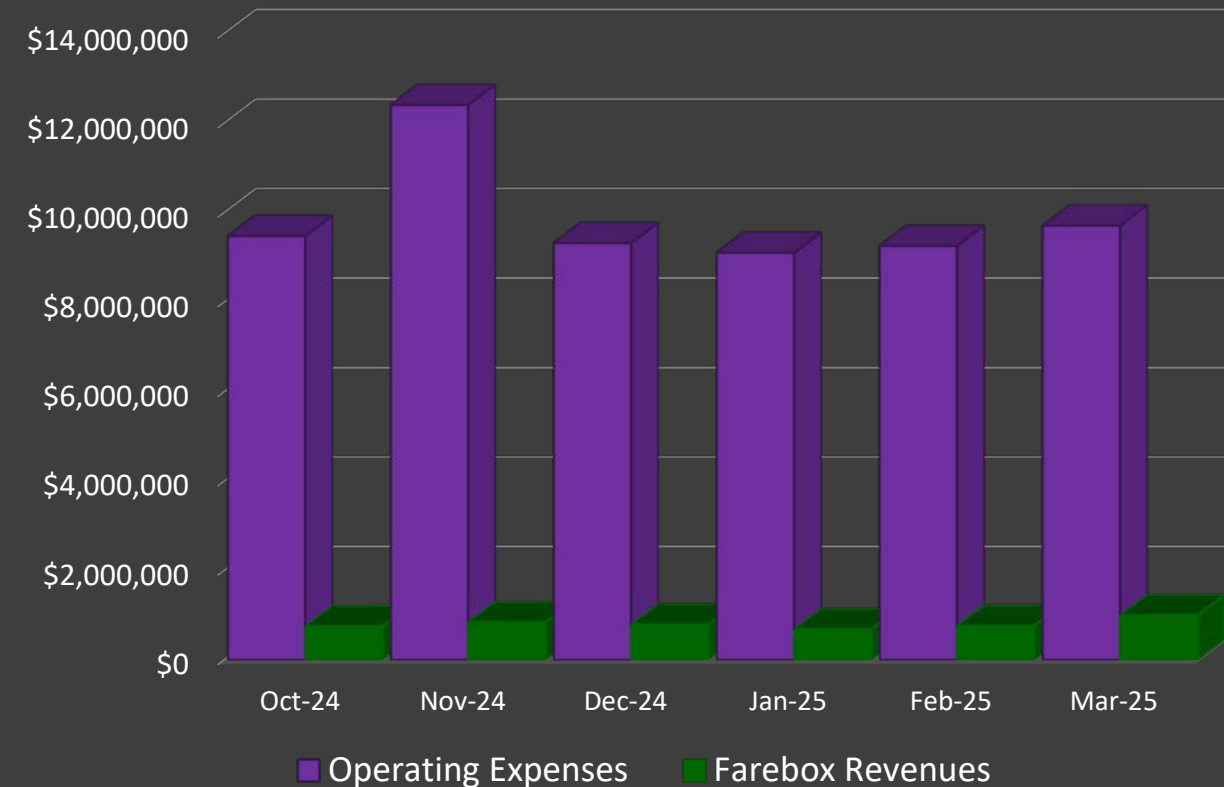
Ridership

Ridership in March increased by 3.1% when compared to February actuals. In March, total system ridership (bus, streetcar and paratransit) was 1.19M, compared to 1.15M for the previous month of February.

**FAREBOX RECOVERY RATES
2025 vs 2024**



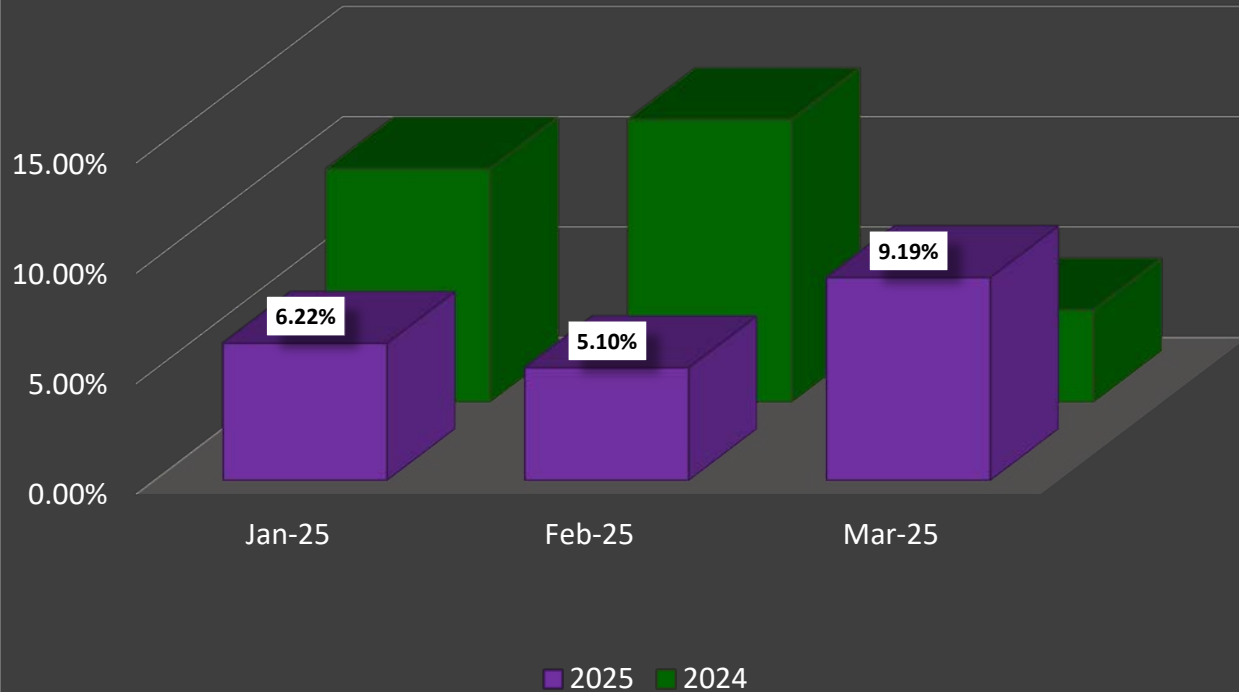
TOTAL OPERATING EXPENSES, FAREBOX REVENUE & FAREBOX RECOVERY



Farebox Recovery Rates 2025 vs. 2024

Fare revenue continues to offset a modest percentage of operating expenses as ridership continues to rebound. March's farebox recovery rate increased from 8.2% to 10.3%, an increase of 2%.

FAREBOX RECOVERY RATES 2025 vs 2024



TOTAL OPERATING EXPENSES, FAREBOX REVENUE & FAREBOX RECOVERY



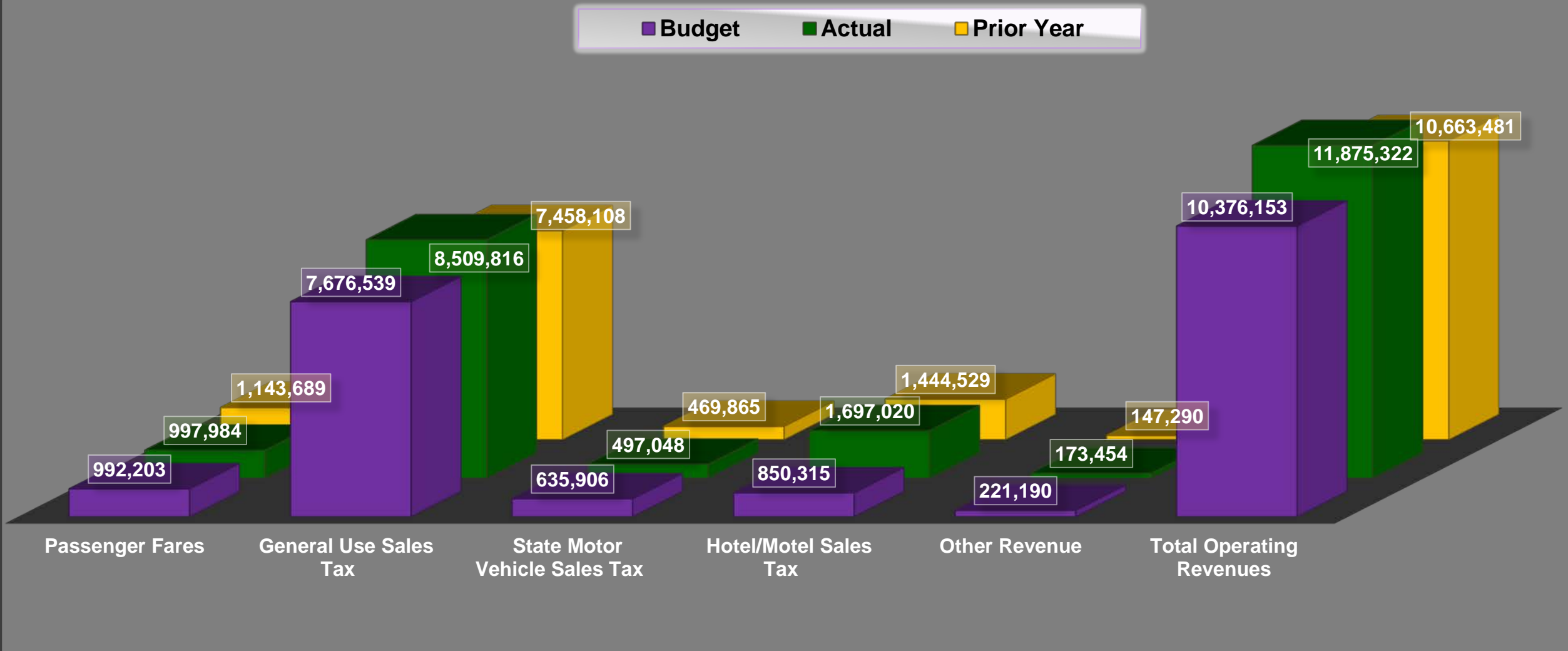
FERRY- Farebox Recovery Rates 2025 vs. 2024

The increase in farebox recovery to 9.2% in March from 5.1% in February is primarily the result of a decrease in operating expenses. Fare revenues continue to offset a small percentage of operating costs.



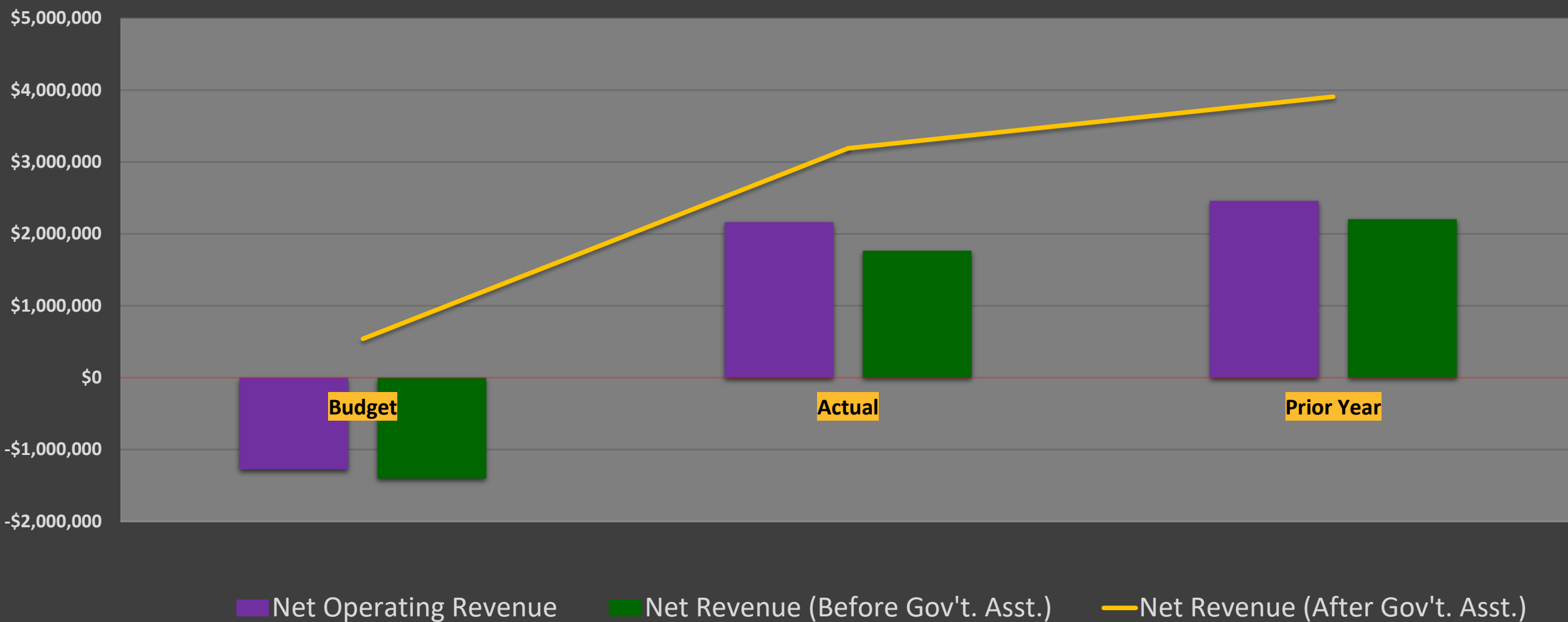
March 2025 Summary of Sources

SUMMARY OF SOURCES						
	Budget	Actuals	\$ Change	% Change		
Sales Tax	9,162,760	10,703,884	1,541,124	16.82%	27,488,280	28,538,311
Government Assistance	2,342,727	1,741,950	(600,777)	-25.64%	7,028,181	5,243,867
Sales Tax and Government Assistance	11,505,487	12,445,834	940,347	8.17%	34,516,461	33,782,178
Passenger Fares	992,203	997,984	5,781	0.58%	2,976,609	2,448,909
Other Operating Revenues	221,190	173,454	(47,736)	-21.58%	663,570	549,703
Subtotal Transit Operations	1,213,393	1,171,438	(41,955)	-3.46%	3,640,179	2,998,612
Total Operating Revenues	12,718,880	13,617,272	898,392	7.06%	38,156,640	36,780,790
Federal Capital Funding	5,275,772	239,861	(5,035,911)	-95.45%	15,827,316	3,373,366
Investment Income	131,239	72,742	(58,497)	100.00%	393,717	248,525
Subtotal Capital and Bond Resources	5,407,011	312,603	(5,094,408)	-94.22%	16,221,033	3,621,891
Total Revenue	18,125,891	13,929,875	(4,196,016)	-23.15%	54,377,673	40,402,681
Operating Reserve	0	(3,108,314)	(3,108,314)	-100.00%	0	(1,233,468)
Total Sources	18,125,891	10,821,561	(7,304,330)	-40.30%	54,377,673	39,169,213



Operating Revenues (Budget, Actual & Prior Year)

RTA's two largest revenue sources are General Use Sales Tax (\$8.5M) and Hotel/Motel Sales Tax (\$1.7M). The two combined make up 85.9% or \$10.2M of total revenue. Overall, total operating revenues for the month of March are \$11.9M.



Net Revenues (Before and After Government Assistance)

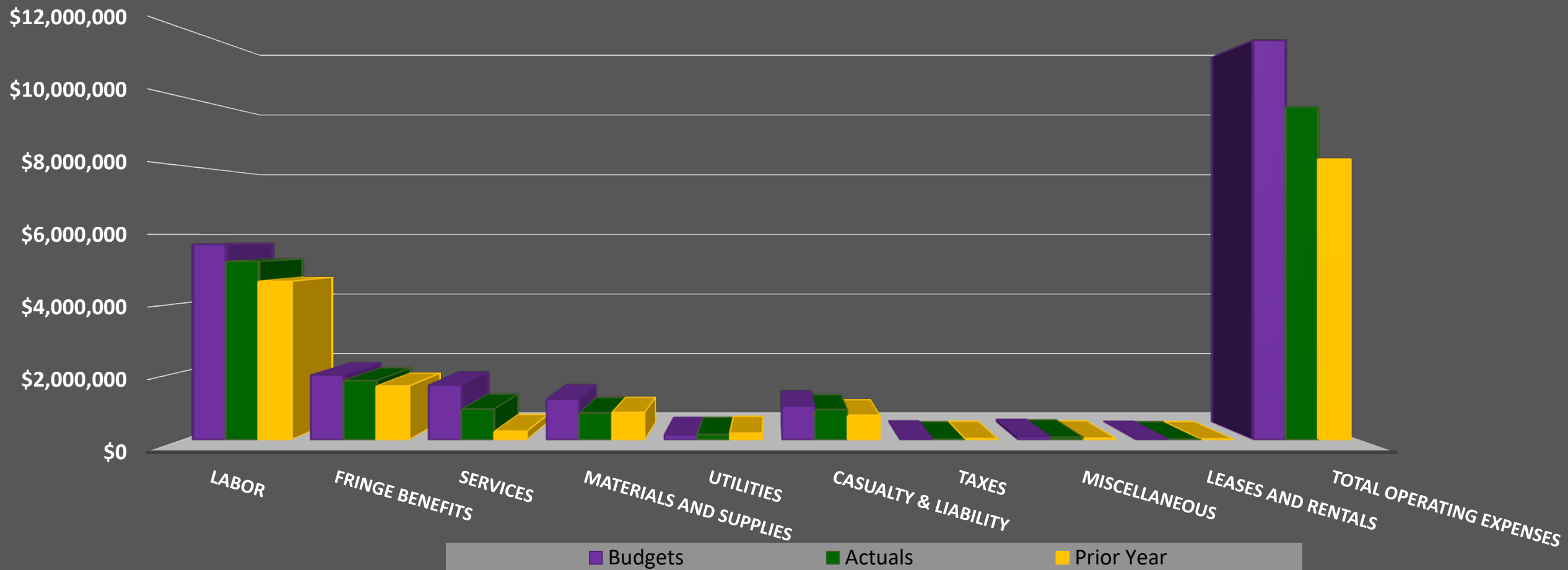
Net Revenue (Before Government Assistance) is \$1.8M for the month of March. After applying the month's \$1.7M in Government Operating Assistance, Net Revenue is \$3.2M for the month of March.



March 2025 Summary of Uses

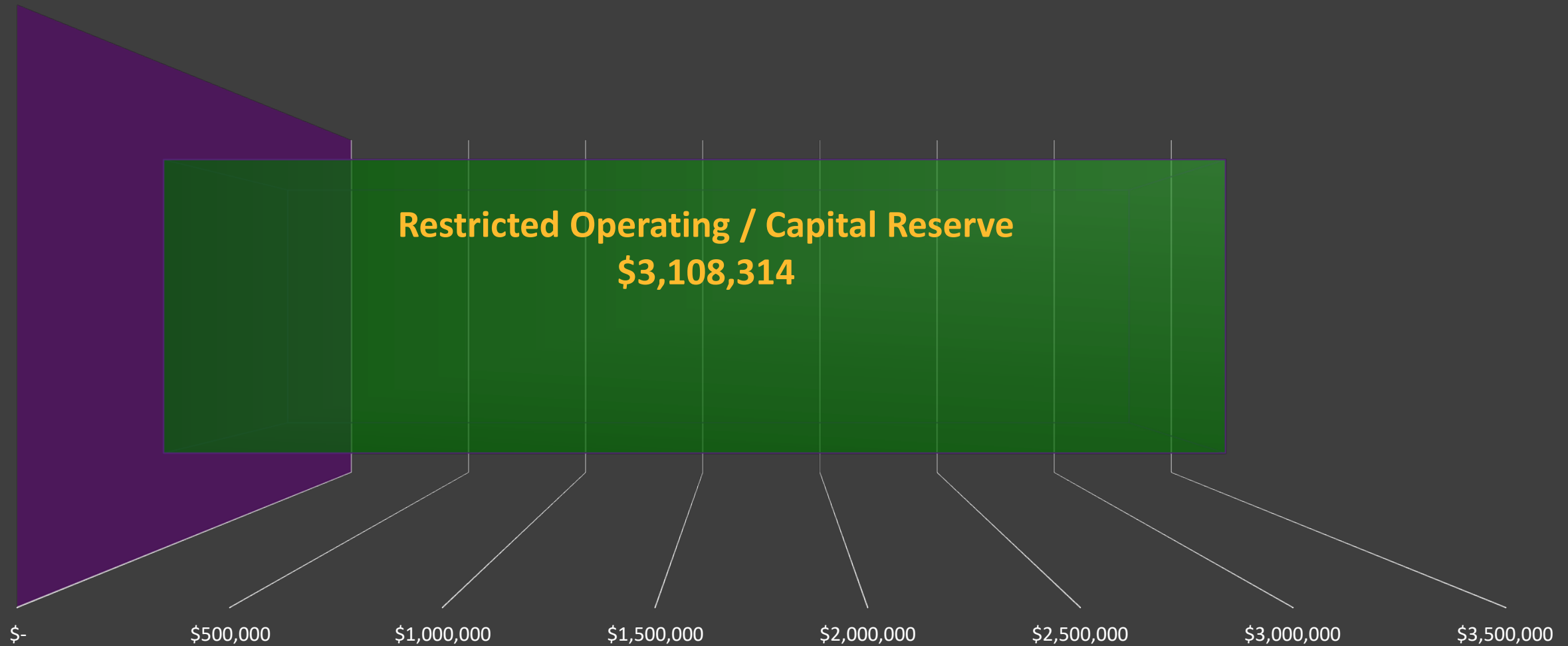
Summary of Uses						
	Budget	Actuals	\$ Change	% Change	YTD Budget	YTD Actuals
Transit Operations	11,649,552	9,713,768	1,935,784	16.62%	34,948,656	28,085,486
TMSEL Legacy Costs	126,694	395,015	(268,321)	-211.79%	380,082	858,574
Maritime Costs	401,915	318,388	83,527	0.00%	1,205,745	1,294,446
Capital Expenditures	5,275,772	239,861	5,035,911	95.45%	15,827,316	3,377,263
FEMA Project Worksheet Expenditures	0	0	0	0.00%	0	0
Debt Service	671,958	154,528	517,430	77.00%	2,015,874	5,553,444
Total Expenditures	18,125,891	10,821,561	7,304,330	40.30%	54,377,673	39,169,213
Operating Reserve	0	0	0	0.00%	0	0
Total Uses	18,125,891	10,821,561	7,304,330	40.30%	54,377,673	39,169,213

Operating Expenses (Actual - \$9,713,768)



Operating Expenses

Operating Expenses for the month of March are roughly \$9.7M. Labor and Fringe Benefits, the largest expenditure at \$6.9M, comprised 71.5% of this month's actual expenses. In total, Operating Expenses for the month of March show an increase of 4.9% from \$9.3M in February.



Operating Reserve

The positive variance that resulted from Net Revenue (After Government Assistance of approximately \$1.7M) added \$3.1M to the Restricted Operating/Capital Reserve, after the offset of \$155K in Debt Service.

Questions?



Agenda

5. Informational Report: Proposed Service Changes for June 2025

Summer 2025 Service Change Title VI Analysis

25-065

June 1 Schedule Changes

May 7, 2025

- a. Overview of expected June 2025 Service Changes
- b. Summary of Title VI Service Equity Analysis

Schedule	Date (tentative)	Expected Changes
<i>Winter 2025</i>	<i>Jan 12, 2025</i>	<ul style="list-style-type: none"> • <i>Continued restoration of bus service (+5 vehicles)</i>
Summer 2025	June 1, 2025	<ul style="list-style-type: none"> • Riverfront Streetcar reopening • Downtown Streetcar reconfiguration • Reliability and data improvements for focus routes • Overnight service adjustments
Fall 2025	Sept 7, 2025	<ul style="list-style-type: none"> • Further restoration of bus service
Winter 2026	January 2026	<ul style="list-style-type: none"> • Begin to implement Algiers service improvements

Service Change Outreach

Signs and Flyers
posted at hubs and libraries

Stop-Level Announcements

Public Hearing Announcements
in newspaper, Social media,
CleverVision, website and apps

SUMMER SERVICE
Starting Sunday, June 1, 2025

Riverfront Streetcar Reopening
The 49 - Riverfront Streetcar line will now run along the river from the French Market to Julia Street. New destinations include the Hilton Riverside, Riverwalk Mall, and Convention Center.
This line will no longer service Canal Street, Loyola Avenue, or Union Passenger Terminal. Reaching these destinations will require transferring.

Rampart/UPT Streetcar Reopening
With the conclusion of adjacent construction projects, the 46 - Rampart/UPT line will officially reopen for service.

Overnight Service Adjustment
The following lines will see changes after 11pm:
11 - Magazine
53 - Paris/Claiborne OWL
66 - Hayne Loop
67 - Michoud Loop
84 - Galvez/L9
91 - Jackson/Espanade
103 - General Meyer

Minor Schedule Changes
The following routes will see minor adjustments:
66 - Hayne Loop
84 - Galvez/L9
91 - Jackson/Espanade (weekend)
103 - General Meyer
105 - Algiers Local
114A - Garden Oaks/Sullen
114B - Garden Oaks/Woodland
46 - Rampart/Loyola Streetcar

FARE-FREE TRANSIT DAY ON SEP. 5 FOR CLAUDETTE COLVIN DAY!

For More Information
norta.com/service
Rideline: 504-248-3900
Text RTAUpdates to: 41411

RTA

Summer Service
June 1, 2025

See the NEW schedules at
norta.com/service to plan your trips.

► **Riverfront Streetcar Reopening**
The 49 - Riverfront Streetcar line will now run along the river from the French Market to Julia Street. New destinations include the Hilton Riverside, Riverwalk Mall, and Convention Center.
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114A - Garden Oaks/Sullen
114B - Garden Oaks/Woodland
46 - Rampart/Loyola Streetcar

Enjoy a fare-free transit day on
September 5 for Claudette Colvin Day!

www.norta.com/service 504-248-3900

RTA

ROUTES

BUS STOP CLOSING
Cierre de parada de autobús
Trạm xe buýt đóng cửa

EFFECTIVE DATE
Fecha de vigencia | Ngày có hiệu lực

THE NEAREST STOPS ARE:
Las paradas más cercanas son:
Điểm dừng gần nhất là:

← →

RIDELINE (504)248-3900

SERVICE ALERT

84 Galvez/L9

There will be changes to schedules, including late night service starting June 1

See new schedules:
Scan QR code or go to
norta.com/service

Need help?
Call Rideline
at 504-248-3900

RTA
www.norta.com

SERVICE ALERT

49 Riverfront

This Streetcar line will now run along the river from the French Market to Julia Street.

This line will no longer service Canal Street, Loyola Avenue, or Union Passenger Terminal. Reaching these destinations will require transferring.

See new schedules:
Scan QR code or go to
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Need help?
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RTA

NOTICE OF PUBLIC HEARING

The New Orleans Regional Transit Authority (RTA) will hold a public hearing during its May Riders Advisory Committee (RAC) meeting to receive public comment on proposed service changes taking effect June 1, 2025.

Wednesday, May 7, 2025

5:30 PM – 7:00 PM

RTA Headquarters

(2817 Canal Street, New Orleans, LA 70119)

THE PROPOSED CHANGES INCLUDE:

- Restoration and reconfiguration of the 49 – Riverfront Streetcar, which will operate along the riverfront between Julia Street and the French Market and no longer serve Canal Street or Union Passenger Terminal.
- Overnight service reductions on several bus routes, including a reduction in span of service on Routes 91 Jackson-Espanade and 103 General Meyer that exceeds two hours.
- Additional minor schedule adjustments and stop removals on select routes.

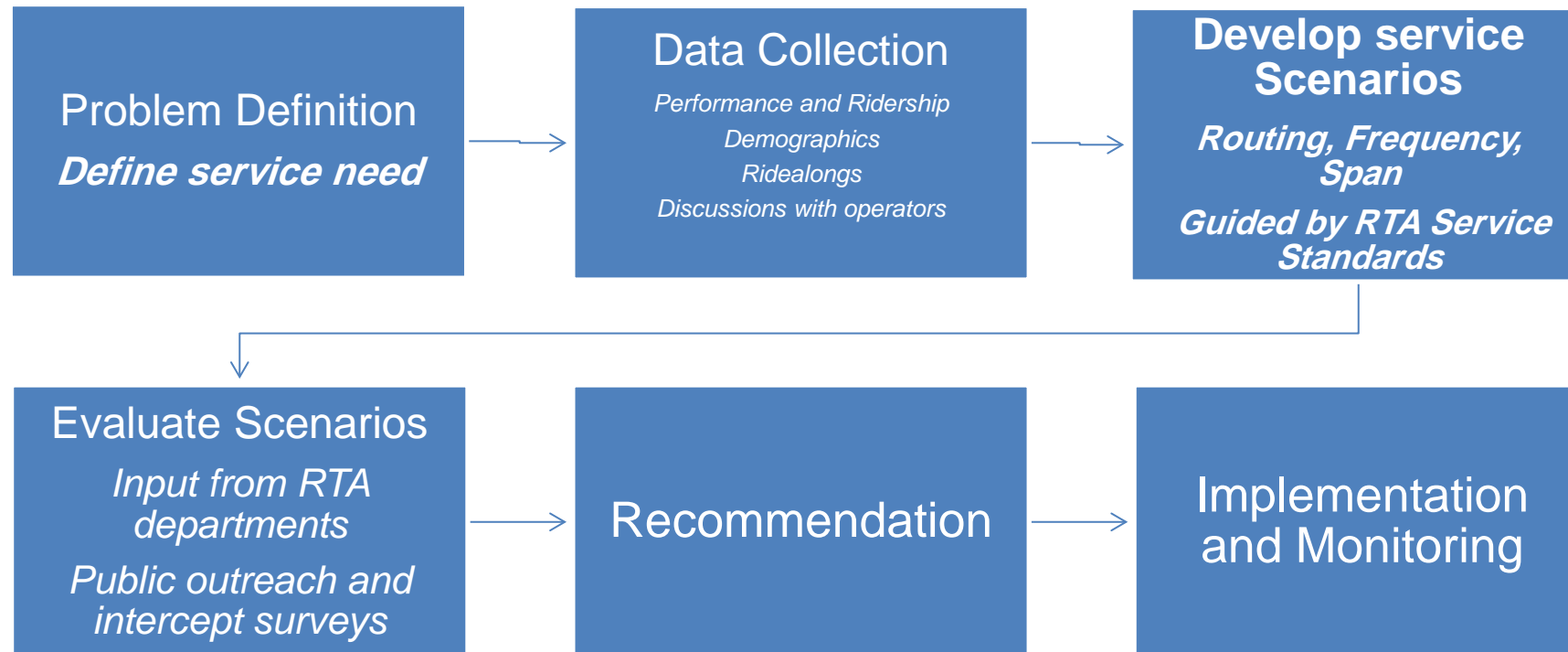
Information about all proposed service changes will be available online at www.norta.com and at the meeting. The public is invited to provide comments verbally during the hearing or in writing by May 7, 2025. Written comments may be submitted by email to comments@norta.com, by mail to RTA Service Planning, 2817 Canal Street, New Orleans, LA 70119, or by phone through Rideline at (504) 248-3900.

The hearing is being held in accordance with Title VI of the Civil Rights Act of 1964, which requires public engagement for major service changes that may affect minority or low income populations. To request language assistance or accommodations for a disability, please contact the Title VI Coordinator at civilrights@nortanew.org or call (504) 827-4327 at least 72 hours in advance.



- Title VI Public Hearing to be held May 7 at 5:30 PM
- Second hearing to be scheduled for week of May 20 during the daytime

Service Planning Process



FOCUS ROUTES

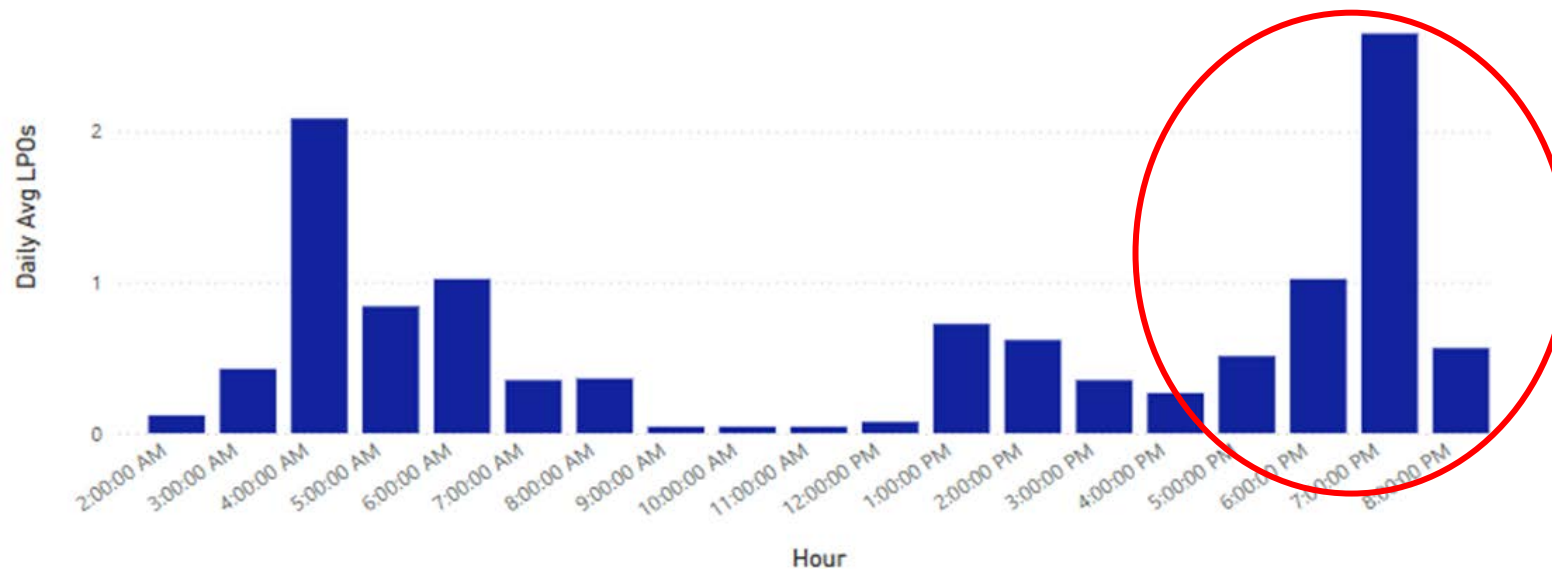
Goals:

- **Improve Reliability**: Adjust schedules to more closely match current travel times
- **Improve Infrastructure**: Verify placement of stop signage, stop locations, and layover points
- **Improve Information**: Clean up data for real-time vehicle location and reporting

Route Name	Average Passengers per Day	Average Passengers per Hour	Average OTP %	Lowest OTP %
62 Morrison-Bullard	2,753	35.9	74%	70%(PM Peak)
114B Garden Oaks - Woodland	1,645	30.2	69%	49%(PM Peak)
114A Garden Oaks - Sullen	1,607	25.8	74%	56%(PM Peak)
27 Louisiana	803	16	77%	62%(PM Peak)
105 Algiers Local	302	10	79%	70%(PM Peak)
66 Hayne Loop	270	9.8	69%	64%(AM Peak)

VEHICLE AVAILABILITY

*Average Number of Vehicles Late Starting Service, By Time of Day
(January – April 2025)*



- 5 buses on average are late pulling out from the station every evening
- Results in missed trips between 5:00PM – 8:00PM
- Reducing evening pullouts from 21 to 15 vehicles anticipated to:
 - Improve reliability in evening service
 - Reduce strain on maintenance
- Daytime service unchanged

Overnight Service *KEY Findings*

Productivity by Route, 12:00AM - 4:00AM

Route	Passengers per Revenue Hour	Avg Passenger per Trip
62-O Morrison Owl	16.1	15
8 St. Claude-Arabi	13.5	7
3 Tulane-Elmwood	13.1	9
114A Garden Oaks-Sullen	11.7	11
61 Lake Forest	11.6	11
55 Elysian Fields	11.0	6
9 Broad-Napoleon	9.4	9
53 St. Bernard Owl	8.1	7
11 Magazine	7.2	4
91 Jackson-Esplanade	6.9	4
84 Galvez-L9	6.5	4
103 General Meyer	5.8	5
AVERAGE (12am – 4am)	10.5	8
AVERAGE (All routes, 6pm – 9pm)	19.0	15
AVERAGE (All routes, 3pm – 6pm)	34.0	30

Some routes are much more heavily used than others at night.

A large number of evening passengers are being affected by late pullouts on routes that run overnight service.

Some major destinations are served by multiple routes.

OVERNIGHT SERVICE ADJUSTMENTS

Overview:

- Removed lowest ridership trips overnight
- Resulted in elimination of 20 late night trips across 5 routes, affecting 70 passengers daily

Route	Last Trip Depart Time Current	Last Trip Depart Time For June	Reduction in Service Span	Average Passengers per Trip Being Removed
103 General Meyer	3:05 AM	12:13 AM	2:52*	3.1
11 Magazine	12:48 AM	12:18 AM	0:30	4.1
84 Galvez-L9	3:15 AM	2:00 AM	1:52	3.3
91 Jackson-Esplanade	3:05 AM	1:05 AM	2:00*	3.8
53 St. Bernard Owl	3:14 AM	2:15 AM	0:59	4.8

*Qualifies as a Major Service Change according to RTA Title VI Policy

Riverfront Streetcar KEY Findings



Data and intercept surveys showed most riders are not riding end-to-end

Most riders surveyed identified themselves as tourists/visitors

Lowest ridership segment is on Loyola Ave, most riders use the route from Carondelet/Bourbon to French Market

RIVERFRONT STREETCAR: CANAL ST TO JULIA ST RE-OPENING



- New 49 Riverfront will run along river from French Market to Poydras Station and Julia Street Station
- Restores 2018 configuration of downtown streetcar service (pre-construction)
- Transfer will be required to reach Canal Street and Loyola Ave Destinations
- 20-minute frequency

*Qualifies as a Major Service Change according to RTA Title VI Policy

WHAT IS TITLE VI?

- Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs and activities receiving federal financial assistance.
- No person in the United States may be:
 - Excluded from participation,
 - Denied benefits
 - Subjected to discrimination under any program or activity funded by the U.S. Department of Transportation.
- Equity analyses are required for:
 - All major service changes,
 - All fare changes
- Changes must be evaluated for:
 - Disparate impact on minority communities, and
 - Disproportionate burden on low-income communities.
- Requires Public Hearing to collect feedback from riders

TITLE VI ANALYSIS: OVERNIGHT SERVICE CHANGES

Item	Summary
Methodology for Service Span Changes	<ul style="list-style-type: none">• Measured change in service levels (number of trips provided) for all areas affected by overnight reductions.• Compared minority and low-income population affected by reductions to service area averages
Findings	<ul style="list-style-type: none">• Service span reductions are spread evenly across service area• Adverse effect is not borne disproportionately by low income or minority groups
Result	No finding of disparate impact or disproportionate burden

TITLE VI ANALYSIS: STREETCAR

Item	Summary
Methodology for New Route Alignment	In accordance with RTA Title VI Policy, examined new alignment to see if travel time was increased by more than 15 minutes for any minority or low-income transit route.
Findings	<ul style="list-style-type: none"> • Existing 49 UPT-Riverfront is designated a Low-Income route and a Hispanic/Latino Ethnicity route • Added 15-18 minutes of travel time from end-to-end due to added transfers • Most riders do not travel from end-to-end
Result	Change results in slight disparate impact on a Minority Route based on current policy definitions.
Mitigations	<ul style="list-style-type: none"> • Higher frequencies on 46 Rampart Streetcar and new 49 Riverfront • Added stop at foot of Canal to improve transfer experience between Riverfront and Canal lines

Questions?

6. Consent Agenda

Purchase of Paratransit Vehicles	24-126
Change Order for Transit Security Services	25-048
Purchase of Handheld Radios	25-051



Agenda

7. Authorizations

Various RTA Insurance Coverages 2025-2026

25-056



COVERAGE TYPE	PREMIUMS- EXPIRING COVERAGES CY24-25	PREMIUMS- RENEWAL COVERAGES CY25-26	DOLLAR VARIANCE	INCREASE or DECREASE %
Property	\$1,523,452.42	\$1,307,472.11	(\$215,980.31)	(18.00%)
Flood	\$39,593.00	\$39,891.00	\$298.00	1.00%
Public Officials	\$101,332.00	\$100,799.64	(\$532.36)	(1.00%)
Crime	\$7,009.20	\$7,788.00	\$778.80	11.00%
OCS	\$466,566.77	\$464,129.01	(\$2,437.76)	(1.00%)
Parametric	* \$146,790.00	** \$243,252.00	\$96,462.00	0%
TOTALS	\$2,284,743.39	\$2,163,331.76	(\$121,411.63)	(6.00%)

* represents 9 months of premium with a significant portion of the policy period not within hurricane season. The 2024-2025 annual premium would have been \$243,252.00

**represents 12 months of premium.



VARIOUS INSURANCE COVERAGES

CY 2025-2026 / EXPLANATION FOR POLICY RENEWALS

- **PROPERTY RATES HAVE MODERATED BECAUSE OF ADDITIONAL CARRIER CAPACITY.**
- **CURRENT UNDERWRITERS ARE INCREASING THEIR POSITIONS ON RISKS, PARTICULARLY IN THE MIDDLE LAYERS.**



Agenda

8. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)



Agenda

9. Audience Questions and Comments



Agenda

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

A. Karen Samuels v. RTA, Civil District Court No.: 2024-4846

B. Jose L. Davilafalu v. Regional Transit Authority, et al CDC,
Orleans Parish, Docket No. 2020-3623 cc/w 2020-2609 et seq.



Agenda

11. Adjournment