



2817 Canal Street
New Orleans, LA 70119

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

Tuesday, September 28, 2021

10:00 AM

Virtual

The New Orleans Regional Transit Authority's Board of Commissioners hereby certifies that it will convene a meeting on Tuesday, September 28, 2021 electronically via Zoom in accordance with the provisions of La. R.S. 42:17.1(A)(2)(a)-(c).

1. Call to Order

2. Roll Call

3. Consideration of Meeting Minutes

[Board Meeting Minutes from August 24, 2021]

[21-142](#)

4. Reports

A. RTA Chairman's Report

B. Operations & Administration Committee Chairman's Report

C. Finance Committee Chairman's Report

D. Jefferson Parish Report

E. RTA General Counsel's Report

F. RTA Chief Executive Officer's Report

[CEO's Report-PowerPoint Presentation Post Hurricane Ida]

[21-148](#)

G. DBE Report

5. Financial Statements

[July 2021 Financials]

[21-145](#)

[July Financials PowerPoint Presentation]

[21-149](#)

6. Procurement Items**A. Authorizations:**

Disruption Manager Module of Clever Device System [21-132](#)

Business Intelligence and Data Management Reporting System [21-133](#)

FY 2021 Passenger Ferry Grant Program [21-134](#)

Fare Collection Infrastructure Upgrade [21-135](#)

Canal Streetcar Module Purchase [21-137](#)

On-Site COVID-19 Testing [21-138](#)

Re-Allocate Funds to Support Operation Lifesaver Rail Transit
Safety Education Grant Program [21-139](#)

Interim Downtown Transit Hub [21-140](#)

B. Amendments:

Canal Street Ferry Terminal Project: Amendment Request to
Woodward-APC's Contract [21-136](#)

C. Ratifications

[Vacation Cash-Out Resolution (Hurricane Ida)] [21-141](#)

7. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)**8. Audience Questions and Comments****9. Executive Session (2/3RDS VOTE TO Consider)**

Amalgamated Transit Union

10. Adjournment



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-142

Board of Commissioners

[Board Meeting Minutes from August 24, 2021]



2817 Canal Street
New Orleans, LA 70119

New Orleans Regional Transit Authority Board of Commissioners

Meeting Minutes

Tuesday, August 24, 2021

10:00 AM

Virtual

The New Orleans Regional Transit Authority's Board of Commissioners hereby certifies that it will convene a meeting on Tuesday, August 24, 2021 electronically via Zoom in accordance with the provisions of La. R.S. 42:17.1(A)(2)(a)-(c).

1. Call to Order

2. Roll Call

approved

3. Consideration of Meeting Minutes

[Board Meeting Minutes July 27, 2021]

[21-131](#)

Commissioner Raymond moved and Commissioner Wegner seconded to approve the Board Minutes for July 27, 2021. The motion was approved unanimously.

4. Reports

A. RTA Chairman's Report

Commissioner Daniels stated that the DBE Department held a DBE Workshop and he spoke to the participants and he stated that it was a pleasure to meet the different DBE Firms at the Workshop.

B. Operations & Administration Committee Chairman's Report

Commissioner Neal stated that at the August Operations and Committee Meeting staff started recognizing employees of the month. He stated that staff presented a Safety Report and a report on the Temporary Downtown Hub and both were great reports.

C. Finance Committee Chairman's Report

Commissioner Raymond stated that he was working with staff regarding the budget for next year and he was looking forward to the Move Presentation.

D. Executive Committee Chairman's Report

Commissioner Raymond stated that staff presented the New Employee Policies.

E. Jefferson Parish Report

No report.

F. RTA General Counsel's Report

Sundiata Haley stated that his report will be presented in Executive Session.

G. RTA Chief Executive Officer's Report

Alex Wiggins reported that a balloon release took place to celebrate and mourn the life of Operator Brian Jackson and our prayers are with his family.

Alex Wiggins reported that 92.5% of RTA employees are fully or partially vaccinated; 3.3% have requested a religious/medical accommodation and 4.2% were unvaccinated.

In response to Commissioner Daniels, Alex Wiggins reported that the service disruption due to the vaccine mandate was minimal. He stated that in the beginning of the mandate the RTA missed 38 trips and currently 4-5 missed trips are missed daily.

Alex Wiggins reported that on August 24-26 the Ferry Service was suspended and from August 27, 2021 - October 2021 Ferry Service was going to resume from Mardi Gras World terminal. A shuttle service will be available to take passengers from the Canal Street Terminal to Mardi Gras World and unfortunately no bikes, scooters or wheelchairs would be allowed due to the egress and all wheelchair riders should call Rideline to schedule a terminal-to-terminal ride.

Alex Wiggins reported that he was going to participate in the FTA's Nation Renewal Summit on August 27, 2021.

H. DBE Report

Adonis Expose reported that for the month of July \$13,514,475 of contracts were awarded, \$6,532,382 was awarded to DBE firms and of the DBE contracts \$6,611,285 was awarded to DBE/SBE Prime Contractors and the total DBE Participation was 49%.

Adonis Expose reported that regarding the Canal Street Ferry Terminal project currently consisted of marine work and once construction begins the DBE participation would pick-up.

Adonis Expose reported that the Transit Ferry Services has reached 72% of the 10% DBE Goal and two projects were added to the list the East New Orleans Maintenance Building and St. Charles Streetcar Line Downtown Loop Pavement Replacement.

Adonis Expose reported that the Vegetation Control on the Streetcar Lines was added

to the SBE Projects.

Adonis Expose reported that the upcoming DBE/SBE Projects to be awarded was the Napoleon Facility Renovation & Upgrade and OCS Pole Replacement. The current Solicitation for bid was to Replace the Construction Contractor for Emergency Purposes and the Facility Maintenance and Construction Support Services.

Adonis Expose reported that there were 108 people that participated in the DBE Workshop and on Thursday, August 26, 2021 at 5:30 the RTA was doing a live webinar with the New Orleans Regional Black Chamber.

5. Presentations/Updates

A. LA DOTD Update (Mr. Kevin Lawson)

Kevin Lawson reported that the Department of Transportation is the RTA's State Safety Oversight and has been working very closely with the RTA Safety Staff on the implementation of the RTA's Safety Plan and every month the RTA staff and Mr. Lawson discuss streetcar accidents.

Kevin Lawson reported that the Department of Transportation has successfully submitted the RTA's Annual Report to the FTA that stated that the RTA provides safe and reliable Fixed Guideway Transportation.

Kevin Lawson reported that the Department of Transportation completed the audit of the RTA Safety Program and will provide a draft copy of the report to the RTA before the report was finalized. The Commissioners wanted to receive a copy of the Draft Safety Report.

Kevin Lawson reported that Mike Smith was doing a terrific job.

B. Project MOVE Presentation

BJ Johnson reported that RTA's Flex was a pilot program driven by cutting edge technology that targets low income seniors and disabled resident in New Orleans East that will connect patrons to vital and essential services.

BJ Johnson reported that the RTA's Flex Program will enhance mobility and connectivity to essential destinations, increased On-Time Performance and service reliability, provide more equitable service to the community and was a technology based, demand response service.

BJ Johnson reported that the RTA's Customers have to be residents of New Orleans East, Technology Users, currently utilizing Lift Services and physically/economically disadvantaged.

BJ Johnson reported that the transit zones would be Little Woods East, Little Woods West and West of Read.

BJ Johnson reported that this program will provide a flexible alternative to current paratransit services and the RTA would like to provide transit options to communities where service has a gap and connect customers to RTA transit network such as mode to mode and first mile last mile solutions.

BJ Johnson reported that the RTA Customers can anticipate on time pickups, Safety and Security and Staying Connected to the service.

BJ Johnson reported that the RTA Flex would utilize technology to connect with customers, focus on data accuracy to increase performance and customize transportation needs.

BJ Johnson reported that with the pilot project the RTA will survey its customers to determine if the technology was user friendly, the service is sustainable and meeting the needs of the community.

BJ Johnson reported that the Flex Fleet will consist of three Ford transit vehicles and the goal is to increase the Flex Fleet to 12 with mobility aid lifts.

BJ Johnson reported that the RTA Flex App would make communication with customers faster, reliable, and easier to use and RouteMatch by Uber was the selected software for the pilot program The RouteMatch would Optimize Performance Delivery, Trip Management and Verification, Reduce Cash Management Costs, Achieve High-Impact Dispatching, Modernize Your Operations and Leverage Robust Reporting. The On-Time Performance for this pilot should be greater than or equal to 90%.

BJ Johnson reported that the Timeline for Implementation should be in November 2021.

Alex Wiggins reported that if this pilot is successful the RTA has the ability to create a mobility on demand program across the service area.

In response to Commissioner Raymond, BJ Johnson reported that the ramp was on the side of the bus and all the seats fold-up.

In response to Commissioner Wegner, BJ Johnson reported that initially there will be three vehicles and the fleet will increase to a total of 12 vehicles.

In response to Commissioner Wegner and Commissioner Raymond, BJ Johnson reported that the clients would have to go through the same eligibility process and be certified to use the paratransit service.

In response to Commissioner Raymond, BJ Johnson reported that it currently takes 3 weeks or less to be certified to ride paratransit.

In response to Commissioner Raymond, BJ Johnson reported that it can take up to a month but that's on Karen-Wilson-Sider's Department.

Alex Wiggins reported that he would look into the internal process on how long eligibility takes to process clients request.

Commissioner Daniels stated that maybe that there was something that could be done to shorten the eligibility process.

Commissioner Daniels stated that he wanted to thank the RTA Team for getting this program up and running and staff needs to keep an account of the cost to run this pilot program.

Commissioner Wegner stated that this was an extremely valuable program and that the RTA need to do outreach to make the public aware of this program.

Commissioner Raymond stated that he sits on the Governor's Advisory for Disability Affairs Board and he is the Transportation Chair and this pilot program could be implemented in every parish in Louisiana.

In response to Commissioner Walton, BJ Johnson reported that clients that do not have the necessary technology can call the Paratransit reservationist and book a trip.

In response to Commissioner Neal, BJ Johnson reported that the app that was going to be used was a standalone app.

In response to Commissioner Bryan, BJ Johnson reported that in the month of February 2022 the RTA would be three months into the pilot program and would come back to the board to present statistics and actual stats from the November 2021 start date.

In response to Commissioner Bryan, BJ Johnson reported that initially the clients could go anywhere in the New Orleans East and connect to any mode of RTA's Transportation.

Alex Wiggins reported that this grant was area specific and staff wanted to launch this pilot program in January but COVID pushed this project back.

Commissioner Neal stated that the RTA should consider building a Transit Hub in New Orleans East.

In response to Commissioner Walton, BJ Johnson reported that the duration of the pilot program is 6 months to a year.

Commissioner Raymond stated that an additional program may be needed to show how effective it is used when people are going to other places in the City besides New Orleans East.

In response to Commissioner Raymond, Alex Wiggins reported that this pilot program was limited to medical facilities and a defined geographical area and the data showed

that there was a need for medical transportation in New Orleans East.

Commissioner Daniels stated once you leave New Orleans East you will not maintain the necessary On-Time Performance.

6. Consent Agenda

Commissioner Raymond moved and Commissioner Wegner seconded to approve the Consent Agenda. The motion was carried unanimously.
adopted

RTA Work Policies

[21-117](#)

Commissioner Raymond moved and Commissioner Wegner seconded to adopt the RTA Work Policies. Resolution No. 21-064 was adopted unanimously.
Enactment No: 21-064

7. Financial Statements

Gizelle Banks reported that June's Ridership of 685k outperformed the budget for the first time this year by 6.5% or 42k passengers. This result, however, represents a 7.4% drop when compared to May's ridership. The decrease in riders from May to June is a consistent occurrence historically. Year-to-date comparisons to June actuals show improved but continued negative results across the spectrum - when compared to the budget (7.2%), 2020 actuals (3.4%) and 2019 pre-COVID actuals (56.6%).

Gizelle Banks reported that - Operating Cost Per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID) - There was a spike in the cost per passenger trip for the month of June, up by \$2.49 from the prior month.

Gizelle Banks reported that - Ferry - Operating Cost Per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID) - Ferry cost per passenger trip has remained relatively consistent since March, with June bringing a sizable \$1.23 decrease in the cost per trip. This is encouraging since slight increases have been mounting since April.

Gizelle Banks reported that - Farebox Recovery Rates 2021 vs. 2019 (Pre-COVID) - Fare revenue continues to offset a significantly lower percentage of operating expenses. The fluctuation in rates persists with June's farebox recovery decreasing this month by 2.2% from May's rate. This decline ranks as the largest so far this year.

Gizelle Banks reported that - Ferry - Farebox Recovery Rates 2021 vs. 2019 (Pre-COVID) - Ferry ridership has dropped drastically because of the pandemic, causing fare revenue to offset a significantly lower percentage of operating expenses. In June, the farebox recovery rate for ferry operations rose by 3.5%, making it this year's highest performing month.

Gizelle Banks reported that - Operating Revenues (Budget, Actual & Prior Year) - Overall, Operating Revenues display positive results for the month when compared to the budget and prior year. (Note that fare collections were suspended in April 2020.) Although only slightly, Passenger Fares exceeded the budget for the first time this year by .67%. When compared to

May's fare collections, June's actuals fell by 3.5%. CNO sales tax collections through May have been received, exceeding expectations by \$5.1m or 20.8%.

Gizelle Banks reported that - Operating Revenues (Actual) - Of the \$8.6m in Operating Revenues, 75% or \$6.5m is derived from General Use Sales Taxes.

Gizelle Banks reported that - Operating Expenses - Labor and Fringe Benefits, the largest expenditure at \$4.7M, comprised 61% of this month's actual expenses. Staff's post-transition payroll analysis and true-up continue. The contrast in 2020 and current year results for Labor and Fringe Benefits and Services is directly related to the transition from the O & M contractual arrangement with Transdev to 100% in-house operations. In total, Operating Expenses for the month compared favorably with the budget with a 2.6% or \$203k positive variance.

Gizelle Banks reported that - Net Revenue (Before and After Government Assistance) - Net Revenue (Before Government Assistance) is \$482k for the month of June. This positive position is largely attributable to the \$1.0m in Net Operating Revenue for the month. After applying the month's \$6.5m in Government Operating Assistance, which included \$5.2m in CRSRSAA Act funding, Net Revenue increased to almost \$7.0m.

In response to Commissioner Walton, Gizelle Banks reported that the drawdown was the round two of the CARES Act Funds.

Gizelle Banks reported that - Capital Expenditures and Debt Service - As result of the bond refinancing in September 2020, Debt Service was dramatically reduced by \$390k from prior year actuals for the month and by \$3.1m year-to-date.

Gizelle Banks reported that - Operating Reserve - The positive variance that resulted from Net Revenue (After Government Assistance) added \$6.2m to Restricted Operating/Capital Reserve after the offset of \$777k in Debt Service.

Gizelle Banks reported that - Maritime Operations - Passenger fare revenue for ferry operations increased by \$10k over the prior month. This represents the fourth straight month of positive results, a further indication of possible recovery. Recall that fare collections were suspended in April 2020 system-wide. June 2021 operating expenses, however, produced mixed results - over budget by \$228k and down by \$390k from the prior year.

Gizelle Banks reported that for the month of June total revenue \$10.5 Million actual \$15.1 Million and year to date actual was \$6.7 Million.

Gizelle Banks reported that the actual expenses for the month was \$8.9 Million and 10 Million was budgeted and expenses year to date was \$62.6 Million and expended \$60.8 Million and this was still under budget.

In response to Commissioner Walton, Gizelle Banks reported that this was the RTA's first drawdown on the CARES Act 2nd Round of funding.

Alex Wiggins reported that the RTA has \$59M from the CARES Act to take the RTA into 2024.

8. Authorization: Grant Submission

FY21 Areas of Persistent Poverty Program

[21-130](#)

Commissioner Raymond moved and Commissioner Bryan seconded to adopt the FY21 Areas of Resident Poverty Program Grant. Resolution No. 21-065 was adopted unanimously.
adopted

Enactment No: 21-065

9. New Business (UNANIMOUS VOTE REQUIRED TO CONSIDER)

None.

10. Audience Questions

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

In response to Autumn White, Alex Wiggins reported that staff needed to take a look at the Canal Blvd. Terminal location to see if those benches were being used and staff needed to make sure that all locations are being equally served.

The Stephan Namisnak "Colonel" stated that since 2016 at every RTA presentation on the Canal Street Terminal Project there was never a mention of interruption of ferry service and he was disappointed to learn this on yesterday. He was also very disappointed to know that the new location would not be able to service bikes and ADA passengers and he should be able to use the ferry without having to access the Paratransit Service. He feels that this delay in ferry service was going to setback the ferry because it was currently building-up ridership.

Valerie Jefferson thanked staff for the balloon release on yesterday for Operator Jackson and the operators was not aware of the Move Project.

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

approved

Ernest N. Morial Exhibition Hall Authority v. Regional Transit Authority Civil District Court No.: 2021-04470, Div. "J" Section-15.

Commissioner Wegner moved Commissioner Tillery seconded to go into Executive Session.

Gallagher v. RTA, et al Civil District Court No. 2020-10065, Div. "B".

12. Adjournment

Commissioner Raymond moved and Commissioner Tillery seconded to adjourn the Board Meeting of August 24, 2021. The motion was carried unanimously.

adjourned



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-148

Board of Commissioners

[CEO's Report-PowerPoint Presentation Post Hurricane Ida]

CEO Report

Alex Z. Wiggins
September 28, 2021



Hurricane Ida

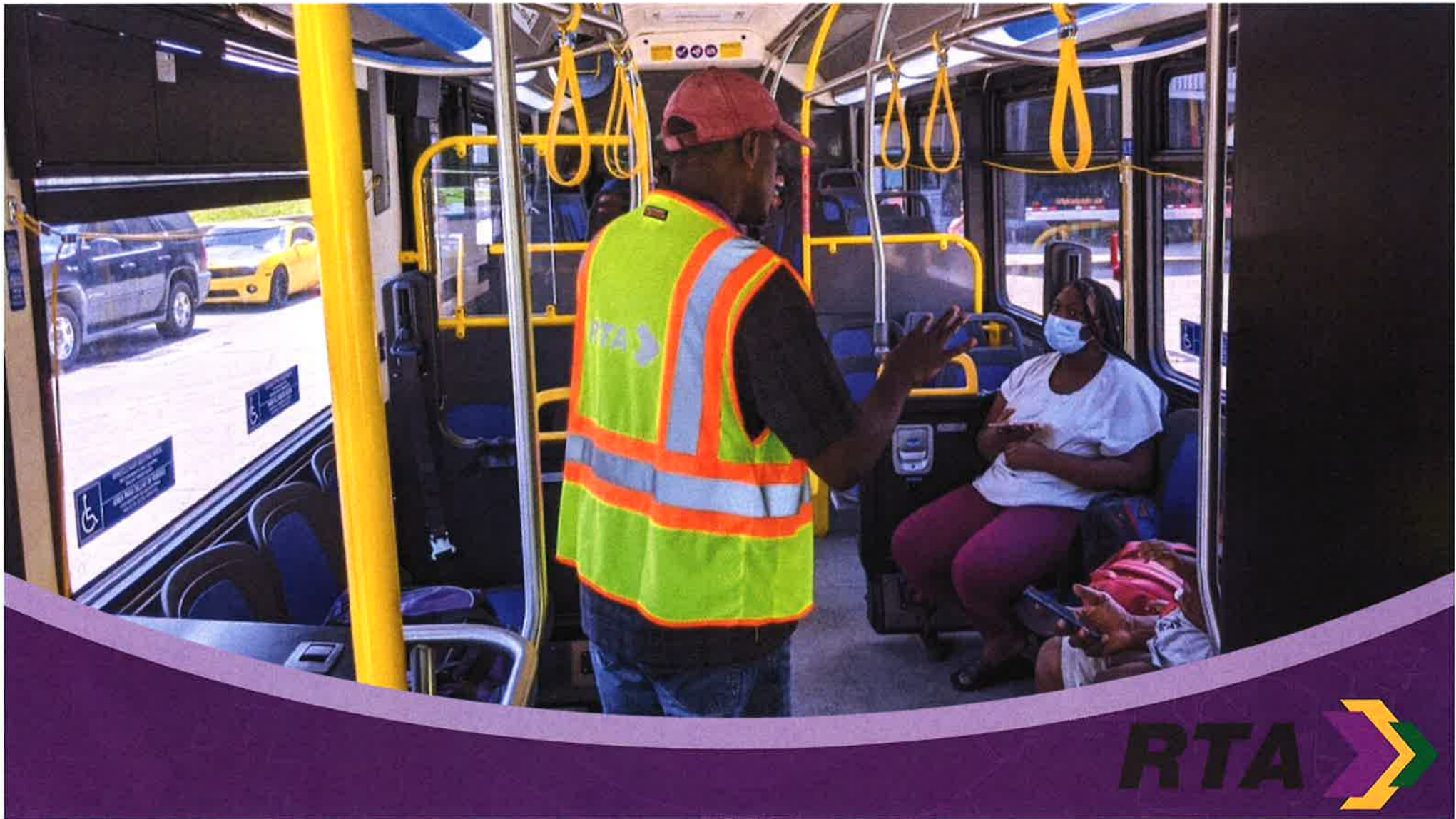






















After the Storm

5

Bus service partially restored 5 days after landfall

100

100 residential visits with vulnerable paratransit clients

42

'Cooling buses' deployed to neighborhoods throughout the city



Taking Care of NOLA

12

Assisted the Department of Health with evacuating 12 senior living facilities

908

People rescued

269

Total evacuation trips



Damage Sustained

- RTA2 sustained significant damage
- Thomas Jefferson sustained minimal damage
- Maintenance barge partially submerged
- Gretna Ferry Terminal – roof damage
- Damage to overhead garage doors
- Minimal water damage to walls, roof vents
- Fencing damage
- Water in garage pits due to sump pump failure
- Radio tower damage
- Bus fleet sustained minor damage



What Worked...

- Pre-training on FEMA documentation requirements
- Payroll was successfully processed without interruption
- Generators maintained power at key facilities
- Maintained cell phone service (Verizon)
- Clever devices remained operational
- Worked seamlessly under Unified Command with the City of New Orleans



Challenges

- Widespread, long-term power outages
 - Canal Street facility-maintained generator power
- Food scarcity
 - 3 meals provided to essential staff daily
- Fuel shortage
 - Maintained supply through EOC
- Lodging limitations
 - Secured 100 rooms for essential employees
- Loss of some communication services (Including Rideline) - Cox



Opportunities to Improve

- Emergency Staffing Accountability
- Ferry Mooring
- Incident Command System (ICS) staff training
- Redundancy in lodging options
- Redundancy in agency communications
- Hardening of facilities

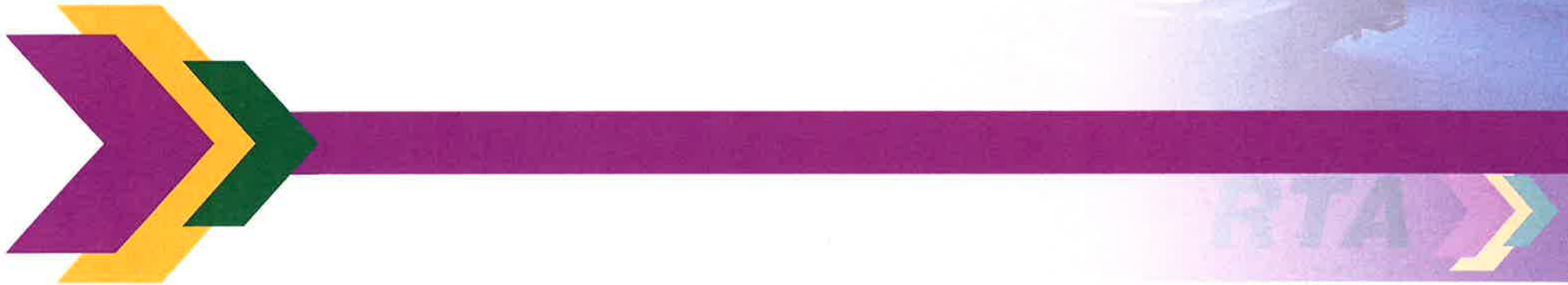




BRT Feasibility Study Kick Off

9/28/2021

RTA Board of Commissioners



What is Bus Rapid Transit?

Think Rail, Use Buses

- Transit priority lanes
- Traffic signal prioritization
- Quality image and unique identity
- Unique vehicles
- Fewer stops along route
- Improved boarding facilities



BRT Project Overview

Task 1: BRT Standards

Overarching BRT design guide for use in any corridor throughout the region

Task 2: Corridor Plan

Evaluate the BRT corridor connecting New Orleans East to CBD and on to the West Bank. This task will include:

- Previous study review
- Project definition and 15% design plans
- Ridership forecasts
- Preliminary traffic analysis
- Operating plan development
- Environmental screening

Task 3: Funding Analysis/Assessment



Operations & Service Goals



Technology



BRT Guideway Alternatives



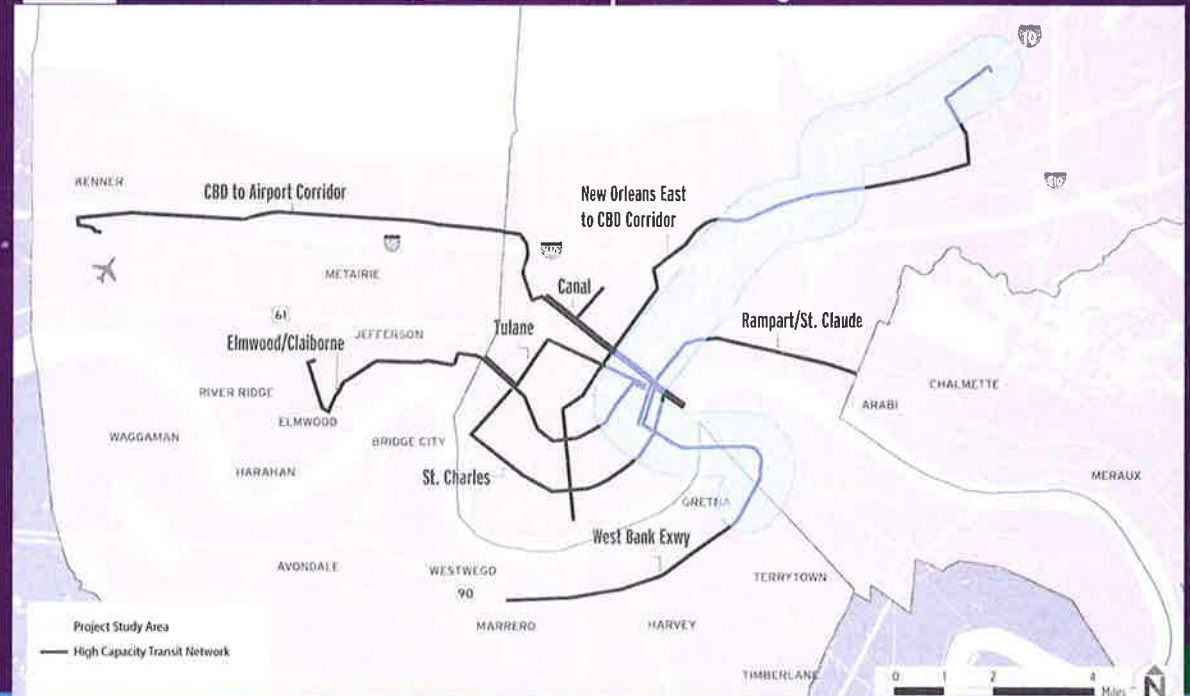
Vehicle Standards



Station Design Components



Branding





RTA New Links Implementations Meetings

Wednesday, September 29 - 5:30 pm

Thursday, September 30 - 12:00 pm

For more information and to register for the webinar, visit
www.norta.com/About/New-Links





New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-145

Board of Commissioners

[July 2021 Financials]

July 2021
Analysis of Financials

Budget	Actuals	Variances		Explanation of Variance
		Amount	%age	
<u>Passenger Revenue</u>				
4,980,419	4,464,937	(515,482)	(10.35%)	Passenger Fares were 10.4% (\$515k) below projections through July while ridership was 5.8% (268k) under budget. Pass Sales were slightly under projections at 0.1% (\$1.6k). Though fares were 6.7% under budget for the month of July, total system wide ridership was 2.8% over budget, 18k riders.
<u>Sales Tax</u>				
38,662,668	46,712,211	8,049,543	20.82%	Actual CNO sales tax collections through June have been received. These collections reflect a \$6.6m positive variance (22.3%) when compared to the budget. When compared to the first half of 2020, these collections reflect a \$6.4m positive variance (21.1%). State Motor Vehicle has not received any collections for 2021.
<u>Labor and Fringe Benefits</u>				
43,387,100	37,519,680	5,867,420	13.52%	Labor and Fringes are below projections, \$5.9m (13.5%) through July. July was the sixth full month post-transition for all employees and it was a 3-payperiod month. The analysis continues for these two line items as some, but not all, issues have been resolved. Transactions for retirement and vacation accruals appear to be at the forefront of this variance.
<u>Services</u>				
6,137,899	5,193,608	944,291	15.38%	Most Services line items are under budget. Professional/Technical Services (legal fees, consultants, other outside services, etc.) contributed \$935k to this positive outcome.
<u>Materials and Supplies</u>				
5,443,443	6,183,871	(740,428)	(13.60%)	Diesel fuel prices for the month of July were budgeted at \$2.25/gal. (excl. \$0.21/gal. tax). Actual diesel fuel prices for July averaged \$2.18/gal. (before taxes), which was \$0.07/gal. under budget and \$0.01/gal. less than the average price for June. Diesel fuel consumption for July was 7,800 gallons under budget.
<u>Miscellaneous</u>				
347,601	134,362	213,238.84	61.35%	All Miscellaneous Expense line items, with the exception of Dues and Subscriptions are under budget through July. Travel and Meetings which includes the training budget contributed \$140k (65.8%) to the positive variance.

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
July 31, 2021
Unaudited**

	Current Month				Year to Date				Rev. CY2021
	<u>Budget</u>	<u>Actual</u>	<u>\$ Var.</u>	<u>%Var.</u>	<u>Budget</u>	<u>Actual</u>	<u>\$ Var.</u>	<u>%Var.</u>	<u>Annual Budget</u>
Operating Revenues									
Passenger Fares	718,243	670,458	(47,785)	(6.65%)	4,980,419	4,464,937	(515,482)	(10.35%)	9,528,536
General Use Sales Tax	6,471,852	6,657,458	185,606	2.87%	34,782,462	40,871,981	6,089,519	17.51%	69,616,254
State Motor Vehicle Sales Tax	514,788	514,788	0	0.00%	3,285,559	3,285,559	0	0.00%	6,056,330
Hotel/Motel Sales Tax	283,062	440,052	156,990	55.46%	1,806,604	2,554,671	748,067	41.41%	3,330,146
Other Revenue	127,627	61,724	(65,903)	(51.64%)	858,475	810,582	(47,893)	(5.58%)	1,574,550
Total Operating Revenues	8,115,572	8,344,480	228,908	2.82%	45,713,519	51,987,729	6,274,210	13.73%	90,105,816
Operating Expenses									
Labor and Fringe Benefits	9,065,519	6,960,774	2,104,745	23.22%	43,387,100	37,519,680	5,867,420	13.52%	78,663,313
Services	986,993	818,091	170,902	17.28%	6,137,899	5,193,608	944,291	15.38%	11,274,722
Materials and Supplies	1,124,743	922,849	201,894	17.95%	5,443,443	6,183,871	(740,428)	(13.60%)	10,497,230
Utilities	122,541	122,643	(102)	(0.08%)	899,638	860,038	39,600	4.40%	1,491,098
Casualty & Liability	640,750	621,258	19,492	3.04%	4,575,650	4,394,399	181,251	3.96%	7,774,400
Taxes	37,817	83,487	(45,670)	(120.77%)	252,170	394,793	(142,623)	(56.56%)	439,880
Miscellaneous	37,168	17,013	20,155	54.23%	347,601	134,362	213,239	61.35%	532,945
Leases and Rentals	15,369	13,824	1,545	10.05%	105,423	115,503	(10,080)	(9.56%)	223,268
Total Operating Expenses (excl. Depr.)	12,032,900	9,559,939	2,472,961	20.55%	61,148,924	54,796,253	6,352,671	10.39%	110,896,856
Net Operating Revenue	(3,917,328)	(1,215,459)	2,701,869	(68.97%)	(15,435,405)	(2,808,524)	12,626,881	(81.80%)	(20,791,040)
TMSEL Legacy Costs									
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%	0
TMSEL Health Benefit Costs	115,750	125,145	(9,395)	(8.12%)	805,250	875,129	(69,879)	(8.68%)	1,379,000
TMSEL Workers' Compensation Costs	17,500	71,623	(54,123)	(309.27%)	122,500	785,983	(663,483)	(541.62%)	210,000
TMSEL All Other Costs	45,000	43,649	1,351	3.00%	314,800	305,545	9,255	2.94%	540,000
Total TMSEL Legacy Costs	178,250	240,417	(62,167)	(34.88%)	1,242,550	1,966,657	(724,107)	(58.28%)	2,129,000
Net Revenue (Before Gov't. Asst.)	(4,095,578)	(1,455,876)	2,639,702	(64.45%)	(16,677,955)	(4,775,180)	11,902,775	(71.37%)	(22,920,040)
Maritime Operations									
Passenger Fares	55,456	87,763	32,307	58.26%	384,721	658,130	273,409	71.07%	651,232
Labor and Fringe Benefits	(42,223)	(23,946)	(18,277)	43.29%	(226,348)	(124,635)	(101,713)	44.94%	(368,088)
Services	(374,779)	(808,212)	433,433	(115.65%)	(2,411,782)	(5,378,491)	2,966,709	(123.01%)	(4,074,842)
Materials and Supplies	(99,647)	(18,313)	(81,334)	81.62%	(624,433)	(21,242)	(603,191)	96.60%	(1,049,865)
Casualty and Liability	(105,986)	0	(105,986)	100.00%	(741,902)	0	(741,902)	100.00%	(1,271,823)
Other Operating Expenses	(37)	(135)	98	(265.54%)	(227)	(1,121)	894	(393.80%)	(382)
Grant Expenses	(930,777)	(708,938)	(221,839)	23.83%	(6,485,439)	(3,797,911)	(2,687,528)	41.44%	(11,139,306)
Preventive Maintenance	0	288,601	288,601	0.00%	0	288,601	288,601	0.00%	0
Grant Revenues	715,314	264,576	(450,738)	(63.01%)	4,983,198	1,834,628	(3,148,570)	(63.18%)	8,559,739
State Subsidy	782,679	918,604	135,925	17.37%	5,122,212	6,542,042	1,419,830	27.72%	8,693,335
Total Maritime Operations	0	0	0	0.00%	0	0	0	0.00%	0
Government Operating Assistance									
Preventive Maintenance	1,026,924	1,063,544	36,620	3.57%	7,787,901	7,444,805	(343,096)	(4.41%)	12,922,523
State Parish Transportation	162,798	162,798	0	0.00%	1,139,586	1,139,586	0	0.00%	1,953,576
COVID Funding - RTA	5,031,981	490,617	(4,541,364)	(90.25%)	11,638,866	2,127,377	(9,511,489)	(81.72%)	36,798,771
COVID Funding - Ferries	0	661,872	661,872	100.00%	0	4,270,192	4,270,192	100.00%	0
Total Government Operating Assistance	6,221,703	2,378,830	(3,842,873)	(61.77%)	20,566,353	14,981,960	(5,584,393)	(27.15%)	51,674,870
Net Revenue (After Gov't. Asst.)	2,126,125	922,954	(1,203,171)	(56.59%)	3,888,398	10,206,780	6,318,382	162.49%	28,754,830

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
BUDGET TO ACTUAL COMPARISON
July 31, 2021
Unaudited**

	Current Month				Year to Date				CY2021 Annual Budget
	Budget	Actual	\$ Var.	%Var.	Budget	Actual	\$ Var.	%Var.	
Net Revenue (After Gov't. Asst.)	2,126,125	922,954	(1,203,171)	-56.59%	3,888,398	10,206,780	6,318,382	162.49%	28,754,830
Government Non-Operating Rev. (Exp.)									
Federal - Capital	907,758	(356,267)	(1,264,024)	(139.25%)	12,707,190	9,240,361	(3,466,829)	(27.28%)	23,355,419
Local - Capital	299,615	374,577	74,961	25.02%	4,589,021	2,319,331	(2,269,690)	(49.46%)	9,541,233
Capital Expenditures	(1,207,373)	(18,310)	1,189,063	(98.48%)	(17,296,211)	(11,559,691)	5,736,520	(33.17%)	(32,896,652)
FEMA Project Worksheets	104,000	75,000	(29,000)	(27.88%)	484,000	99,383	(384,617)	(79.47%)	1,058,160
FEMA Project Worksheet Expenditures	(104,000)	(75,000)	29,000	(27.88%)	(484,000)	(99,383)	384,617	(79.47%)	(1,073,200)
Loss on Valuation of Assets	0	0	0	0	0	(453,530)	(453,530)	(100.00%)	0
Total Gov't. Non-Operating Rev. (Exp.)	0	0	0	0.00%	0	(453,530)	(453,530)	0.00%	(15,040)
Total Revenues (Expenses) Before Capital Expenditures and Debt	2,126,125	922,954	(1,203,171)	(56.59%)	3,888,398	9,753,250	5,864,852	150.83%	28,739,790
Capital Expenditures									
Interest Income - Capital (bonds)	4,000	2,526	(1,474)	(36.86%)	4,000	31,620	27,620	690.49%	24,000
Debt Service	(671,770)	(776,700)	(104,930)	(15.62%)	(4,702,390)	(4,775,891)	(73,501)	(1.56%)	(8,061,240)
Total Capital Expenditures	(667,770)	(774,174)	(106,404)	(15.93%)	(4,698,390)	(4,744,272)	(45,882)	(0.98%)	(8,037,240)
Net Revenue less Capital Expenditures and Principal on Long Term Debt	1,458,355	148,780	(1,309,575)	89.80%	(809,992)	5,008,978	5,818,970	718.40%	20,702,550
Other Funding Sources									
Restricted Operating / Capital Reserve	(1,458,355)	(148,780)	(1,309,575)	89.80%	809,992	(5,008,978)	5,818,970	718.40%	(20,702,550)
Total Other Funding	(1,458,355)	(148,780)	(1,309,575)	89.80%	809,992	(5,008,978)	5,818,970	718.40%	(20,702,550)
Net Revenue / Expense	0	0	0	0.00%	0	0	(0)	0.00%	0
Prior Year CARES Act Funding	0	0	0	0.00%	0	6,370,005	6,370,005	100.00%	0
Depreciation - Local	110,000	94,288	15,712	14.28%	770,000	660,013	109,987	14.28%	1,320,000
Depreciation - Federal	1,850,000	1,766,386	83,614	4.52%	12,950,000	12,398,180	551,820	4.26%	22,200,000
Total Depreciation	1,960,000	1,860,674	99,326	5.07%	13,720,000	13,058,193	661,807	4.82%	23,520,000

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
July 31, 2021
Unaudited**

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Operating Revenues								
Passenger Fares	440,245	670,458	230,213	52.29%	4,316,369	4,464,837	148,568	3.44%
General Use Sales Tax	5,702,572	6,657,458	954,886	16.74%	34,426,479	40,871,981	6,445,501	18.72%
State Motor Vehicle Sales Tax	428,012	514,788	86,776	20.27%	2,842,275	3,285,559	443,284	15.60%
Hotel/Motel Sales Tax	461,505	440,052	(21,453)	(4.65%)	2,506,865	2,554,671	47,806	1.91%
Other Revenue	203,499	61,724	(141,775)	(69.67%)	909,330	810,582	(98,747)	(10.86%)
Total Operating Revenues	7,235,833	8,344,480	1,108,647	15.32%	45,001,318	51,987,729	6,986,411	15.52%
Operating Expenses								
Labor and Fringe Benefits	695,128	6,960,774	(6,265,645)	(901.37%)	4,570,928	37,519,680	(32,948,752)	(720.83%)
Services	6,578,746	818,091	5,760,655	87.56%	47,950,144	5,193,608	42,756,536	89.17%
Materials and Supplies	330,065	922,849	(592,784)	(179.60%)	1,700,502	6,183,871	(4,483,369)	(263.65%)
Utilities	106,012	122,643	(16,631)	(15.69%)	736,891	860,038	(123,147)	(16.71%)
Casualty & Liability	651,616	621,258	30,357	4.66%	5,355,007	4,394,399	960,608	17.94%
Taxes	34,313	83,487	(49,175)	(143.31%)	231,119	394,793	(163,673)	(70.82%)
Miscellaneous	5,703	17,013	(11,310)	(198.31%)	71,208	134,362	(63,154)	(88.69%)
Leases and Rentals	5,001	13,824	(8,823)	(176.42%)	88,131	115,503	(27,372)	(31.06%)
Total Operating Expenses (excl. Depr.)	8,406,583	9,559,939	(1,153,356)	(13.72%)	60,703,930	54,796,253	5,907,676	9.73%
Net Operating Revenue	(1,170,750)	(1,215,459)	(44,709)	3.82%	(15,702,612)	(2,808,524)	12,894,088	(82.11%)
TMSEL Legacy Costs								
TMSEL Pension Costs	0	0	0	0.00%	0	0	0	0.00%
TMSEL Health Benefit Costs	112,130	125,145	13,015	11.61%	766,774	875,129	108,355	14.13%
TMSEL Workers' Compensation Costs	25,600	71,623	46,023	179.78%	126,116	785,983	659,867	523.22%
TMSEL All Other Costs	28,405	43,649	15,244	53.67%	281,736	305,545	23,809	8.45%
Total TMSEL Legacy Costs	166,135	240,417	74,282	44.71%	1,174,625	1,966,657	792,031	67.43%
Net Revenue (Before Gov't. Asst.)	(1,336,885)	(1,455,876)	(118,991)	8.90%	(16,877,237)	(4,775,180)	12,102,057	(71.71%)
Maritime Operations								
Passenger Fares	4,998	87,763	82,765	1655.96%	209,827	658,130.00	448,303	213.65%
Labor and Fringe Benefits	(13,550)	(23,946)	(10,397)	76.73%	(43,020)	(124,635.47)	(81,616)	189.72%
Services	(720,757)	(808,212)	(87,455)	12.13%	(5,716,002)	(5,378,490.91)	337,511	(5.90%)
Materials and Supplies	(25,542)	(18,313)	7,229	(28.30%)	(177,109)	(21,242.36)	155,867	(88.01%)
Casualty and Liability	0	0	0	0.00%	0	0.00	0	0.00%
Other Operating Expenses	(86)	(135)	(49)	56.43%	(599)	(1,120.93)	(522)	87.07%
Grant Expenses	(4,872)	(708,938)	(704,067)	14452.57%	(1,026,248)	(3,797,911.20)	(2,771,663)	270.08%
Preventive Maintenance	0	288,601	288,601	0.00%	485,000	288,600.95	(196,399)	(40.49%)
Grant Revenues	3,170	264,576	261,406	8246.60%	205,208	1,834,627.71	1,629,420	794.03%
State Subsidy	756,638	918,604	161,966	21.41%	6,062,943	6,542,042.21	479,099	7.90%
Total Maritime Operations	0	0	0	0.00%	0	0	0.00	0.00%
Government Operating Assistance								
Preventive Maintenance	1,129,886	1,063,544	(66,342)	(5.87%)	7,909,598	7,444,805	(464,791)	(5.88%)
State Parish Transportation	162,798	162,798	0	0.00%	1,146,729	1,139,586	(7,143)	(0.62%)
COVID Funding - RTA	0	490,617	490,617	100.00%	21,427,548	2,127,377	(19,300,171)	(90.07%)
COVID Funding - Ferries	0	661,872	661,872	100.00%	230,456	4,270,192	4,039,736	1752.93%
Total Government Operating Assistance	1,292,684	2,378,830	1,086,146	84.02%	30,714,329	14,981,960	(15,732,369)	(51.22%)
Net Revenue (After Gov't. Asst.)	(44,201)	922,954	967,156	(2188.07%)	13,837,093	10,206,780	(3,630,313)	(26.24%)

**REGIONAL TRANSIT AUTHORITY
CONSOLIDATED INCOME STATEMENT
ACTUAL TO ACTUAL COMPARISON
July 31, 2021
Unaudited**

	Current Month				Year to Date			
	Prior Yr.	Current Yr.	\$ Var.	%Var.	Prior Yr.	Current Yr.	\$ Var.	%Var.
Net Revenue (After Gov't. Asst.)	(44,201)	922,954	967,156	-2188.07%	13,837,093	10,206,780	(3,630,313)	-26.24%
Government Non-Operating Rev. (Exp.)								
Federal - Capital	200,662	(356,267)	(556,928)	(277.55%)	7,250,470	9,240,361	1,989,890	27.44%
Local - Capital	54,015	374,577	320,561	593.46%	1,886,347	2,319,331	432,984	22.95%
Capital Expenditures	(254,677)	(18,310)	236,367	(92.81%)	(9,136,817)	(11,559,691)	(2,422,874)	26.52%
FEMA Project Worksheets	0	75,000	75,000	100.00%	(267,686)	99,383	367,069	(137.13%)
FEMA Project Worksheets Expenditures	0	(75,000)	(75,000)	(100.00%)	267,686	(99,383)	(367,069)	(137.13%)
Loss on Valuation of Assets	0	0	0	0.00%	0	(453,530)	(453,530)	(100.00%)
Total Gov't. Non-Operating Rev. (Exp.)	0	(0)	(0)	0.00%	0	(453,530)	(453,530)	0.00%
Total Revenues (Expenses) Before Capital Expenditures and Debt	(44,201)	922,954	967,156	(2188.07%)	13,837,093	9,753,250	(4,083,843)	(29.51%)
Capital Expenditures								
Interest Income - Capital (bonds)	11,041	2,526	(8,515)	(77.12%)	200,094	31,620	(168,474)	(84.20%)
Debt Service	(1,167,897)	(776,700)	391,197	(33.50%)	(8,295,761)	(4,775,891)	(3,519,869)	42.43%
Total Capital Expenditures	(1,156,856)	(774,174)	382,681	(33.08%)	(8,095,667)	(4,744,272)	3,351,395	(41.40%)
Net Revenue less Capital Expenditures and Principal on Long Term Debt	(1,201,057)	148,780	1,349,837	112.39%	5,741,426	5,008,978	(732,447)	12.76%
Other Funding Sources								
Restricted Operating / Capital Reserve	1,201,057	(148,780)	(1,349,837)	(112.39%)	(5,741,426)	(5,008,978)	732,447	(12.76%)
Total Other Funding	1,201,057	(148,780)	(1,349,837)	(112.39%)	(5,741,426)	(5,008,978)	732,447	(12.76%)
Net Revenue / Expense	0	0	0	0.00%	0	0	0	0.00%
Prior Year CARES Act Funding	0	0	0	0.00%	0	6,370,005	6,370,005	100.00%
Depreciation - Local	94,288	94,288	0	0.00%	660,013	660,013	0	0.00%
Depreciation - Federal	1,766,386	1,766,386	0	0.00%	12,734,718	12,398,180	336,539	2.64%
Total Depreciation Expense	1,860,674	1,860,674	0	0.00%	13,394,732	13,058,193	336,539	2.51%

REGIONAL TRANSIT AUTHORITY
STATEMENT OF NET POSITION
AS OF JULY 31, 2021 AND 2020

	2021	2020
ASSETS AND DEFERRED OUTFLOW OF RESOURCES		
CURRENT ASSETS:		
Cash	\$ 47,159,611	53,125,043
Accounts Receivable (net)	42,311,018	29,130,743
Prepaid Expenses and other assets	2,704,668	1,459,378
Inventory	487,204	
Total Current Assets	92,662,502	83,715,166
Restricted assets, cash and investments		
Ferry Operating Subsidy	0	0
1991 series bond trustee accounts	-	9,679,514
2020 series bond trustee accounts	7,084,558	0
2000 series bond trustee accounts	0	2,420,107
2010 series bond trustee accounts	396,017	396,016
Self-Insurance Reserve	1,415,000	1,415,000
Total restricted assets	8,895,574	13,910,636
Net Pension Assets	7,541,497	0
Net OPEB Assets	0	0
Property, buildings and equipment, net	278,272,148	281,717,635
Total noncurrent assets	285,813,645	281,717,635
TOTAL ASSETS	387,371,722	379,343,438
DEFERRED OUTFLOW OF RESOURCES		
Deferred charges - prepaid bond	364,588	48,311
Pension deferrals	131,355	10,823,831
OPEB deferrals	1,079,252	1,016,927
Total Deferred Outflows of Resources	1,575,195	11,889,069
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	\$ 388,946,916	\$ 391,232,507

REGIONAL TRANSIT AUTHORITY
STATEMENT OF NET POSITION
AS OF JULY 31, 2021 AND 2020

	2021	2020
LIABILITIES, DEFERRED INFLOW OF RESOURCES AND NET POSITION		
CURRENT LIABILITIES (PAYABLE FROM CURRENT ASSETS)		
Accounts payable, accrued expenses, and deferred credits	\$ 20,475,318	28,186,723
Current portion of legal and small claims	2,772,120	2,772,120
Current portion of OPEB Liability	1,207,351	1,207,351
Due to Transdev	235,614	235,614
Total Current Liabilities (payable from current assets)	24,690,403	32,401,808
CURRENT LIABILITIES (PAYABLE FROM RESTRICTED ASSETS)		
Current portion of accrued bond interest	275,520	667,711
Current portion of bonds payable net	4,785,820	5,577,503
Current portion of debt service assistance fund loan		0
Total Current Liabilities (payable from restricted assets)	5,061,340	6,245,214
LONG-TERM LIABILITIES		
Accrued bond interest less current portion	0	7,729,015
Legal and small claims less current portion	15,254,908	16,490,692
Bonds-Payable less current portion net	97,734,188	75,354,213
Net Pension Liability		32,096,048
Total OPEB Liability	5,783,026	6,529,840
Debt service assistance fund loan less current portion		17,314,081
Total long-term liabilities	118,772,122	155,513,889
TOTAL LIABILITIES	148,523,865	194,160,910
DEFERRED INFLOW OF RESOURCES		
Pension Deferrals	11,196,614	25,335
OPEB Deferrals	186,423	835,374
Deferred Refunding Gain	2,627,278	
TOTAL DEFERRED INFLOWS OF RESOURCES	14,010,315	860,709
NET POSITION		
Invested in capital assets, net of related debt	175,476,620	192,389,193
Restricted for Debt Service	8,895,574	13,910,636
Unrestricted	42,040,542	(10,088,943)
Total net position	226,412,736	196,210,885
TOTAL LIABILITIES, DEFERRED INFLOW OF RESOURCES, AND NET POSITION	\$ 388,946,916	\$ 391,232,507

Regional Transit Authority
Financial Performance Indicators
July 31, 2021
(Excludes Ferry Operations)

	Company-wide		Fixed Route Bus		Streetcar		Paratransit	
	Current Mo.	Year-to-date	Current Mo.	Year-to-date	Current Mo.	Year-to-date	Current Mo.	Year-to-date
Ridership (Unlinked Trips)	662,924	4,372,819	429,279	2,712,511	220,148	1,579,859	13,497	80,449
Total Platform Hours	71,406	441,537	46,316	279,628	14,804	89,088	10,285	72,821
Passenger Revenue	670,458	4,464,937	400,857	2,666,752	249,106	1,669,132	20,495	129,053
Operating Expenses	9,559,939	54,796,253	5,316,171	31,538,472	2,661,904	14,430,867	1,581,864	8,826,914
Operating Cost Per Platform Hour	133.88	124.10	114.78	112.79	179.81	161.98	153.80	121.21
Annual Budgeted Cost Per Platform Hour		140.47		132.69		185.29		119.88
Farebox Recovery Rate	7.01%	8.15%	7.54%	8.46%	9.36%	11.57%	1.30%	1.46%
Operating Cost Per Unlinked Trip	14.42	12.53	12.38	11.63	12.09	9.13	117.20	109.72
Passenger Revenue Per Unlinked Trip	1.01	1.02	0.93	0.98	1.13	1.06	1.52	1.60
Subsidy per Unlinked Trip	13.41	11.51	11.45	10.65	10.96	8.07	115.68	108.12

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

REPORT FOR THE MONTH

	Company-wide			Fixed Route Bus			Streetcar			Paratransit		
	For the Month Ended July 31, 2021	2020	Variance	For the Month Ended July 31, 2021	2020	Variance	For the Month Ended July 31, 2021	2020	Variance	For the Month Ended July 31, 2021	2020	Variance
Ridership (Unlinked Trips)	662,924	401,020	261,904	429,279	250,156	179,123	220,148	140,146	80,002	13,497	10,718	2,779
Total Platform Hours	71,406	65,484	5,922	46,316	39,500	6,816	14,804	15,872	(1,067)	10,285	10,113	173
Passenger Revenue	670,458	440,245	230,213	400,857	292,493	108,364	249,106	117,110	131,996	20,495	30,642	(10,147)
Operating Expenses	9,559,939	8,406,583	1,153,356	5,316,171	5,057,990	258,181	2,661,904	2,281,473	380,430	1,581,864	1,067,120	514,745
Operating Cost Per Platform Hour	133.88	128.38	5.50	114.78	128.05	(13.27)	179.81	143.75	36.06	153.80	105.52	48.28
Annual Budgeted Cost Per Plat. Hour	140.47	123.38	17.09	132.69	123.89	8.80	185.29	137.82	47.47	119.88	100.14	19.74
Farebox Recovery Rate	7.01%	5.24%	1.78%	7.54%	5.78%	1.76%	9.36%	5.13%	4.23%	1.30%	2.87%	-1.58%
Operating Cost Per Unlinked Trip	14.42	20.96	(6.54)	12.38	20.22	(7.84)	12.09	16.28	(4.19)	117.20	99.56	17.64
Passenger Revenue Per Unlinked Trip	1.01	1.10	(0.09)	0.93	1.17	(0.24)	1.13	0.84	0.29	1.52	2.86	(1.34)
Subsidy per Unlinked Trip	13.41	19.86	(6.45)	11.45	19.05	(7.60)	10.96	15.44	(4.48)	115.68	96.70	18.98

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

YEAR-TO-DATE REPORT

	Company-wide			Fixed Route Bus			Streetcar			Paratransit		
	For 7 Months Ending July 31, 2021	2020	Variance	For 7 Months Ending July 31, 2021	2020	Variance	For 7 Months Ending July 31, 2021	2020	Variance	For 7 Months Ending July 31, 2021	2020	Variance
Ridership (Unlinked Trips)	4,372,819	4,242,786	130,033	2,712,511	2,877,238	(164,727)	1,579,859	1,280,441	299,418	80,449	85,107	(4,658)
Total Platform Hours	441,537	446,379	(4,842)	279,628	283,902	(4,274)	89,088	91,022	(1,934)	72,821	71,455	1,366
Passenger Revenue	4,464,937	4,316,369	148,568	2,666,752	2,855,310	(188,557)	1,669,132	1,324,498	344,633	129,053	136,560	(7,508)
Operating Expenses	54,796,253	60,703,930	(5,907,677)	31,538,472	37,626,597	(6,088,125)	14,430,867	14,379,471	51,395	8,826,914	8,697,862	129,053
Operating Cost Per Platform Hour	124.10	135.99	(11.89)	112.79	132.53	(19.74)	161.98	157.98	4.00	121.21	121.72	(0.51)
Annual Budgeted Cost Per Plat. Hour	140.47	123.38	17.09	132.69	123.89	8.80	185.29	137.82	47.47	119.88	100.14	19.74
Farebox Recovery Rate	8.15%	7.11%	1.04%	8.46%	7.59%	0.87%	11.57%	9.21%	2.36%	1.46%	1.57%	-0.11%
Operating Cost Per Unlinked Trip	12.53	14.31	(1.78)	11.63	13.08	(1.45)	9.13	11.23	(2.10)	109.72	102.20	7.52
Passenger Revenue Per Unlinked Trip	1.02	1.02	0.00	0.98	0.99	(0.01)	1.06	1.03	0.03	1.60	1.60	0.00
Subsidy per Unlinked Trip	11.51	13.29	(1.78)	10.65	12.09	(1.44)	8.07	10.20	(2.13)	108.12	100.60	7.52



New Orleans Regional Transit Authority


2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-149

Board of Commissioners

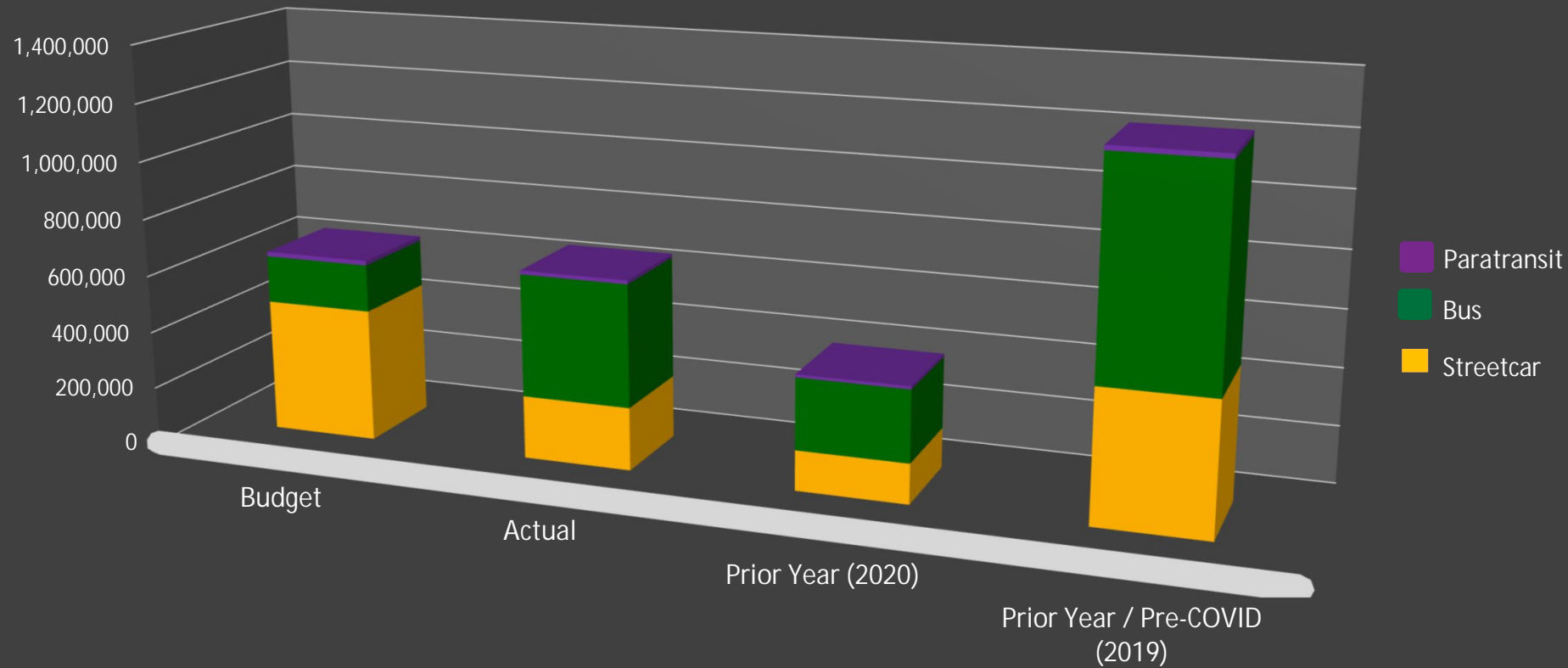
[July Financials PowerPoint Presentation]



09/23/2021

Regional Transit Authority

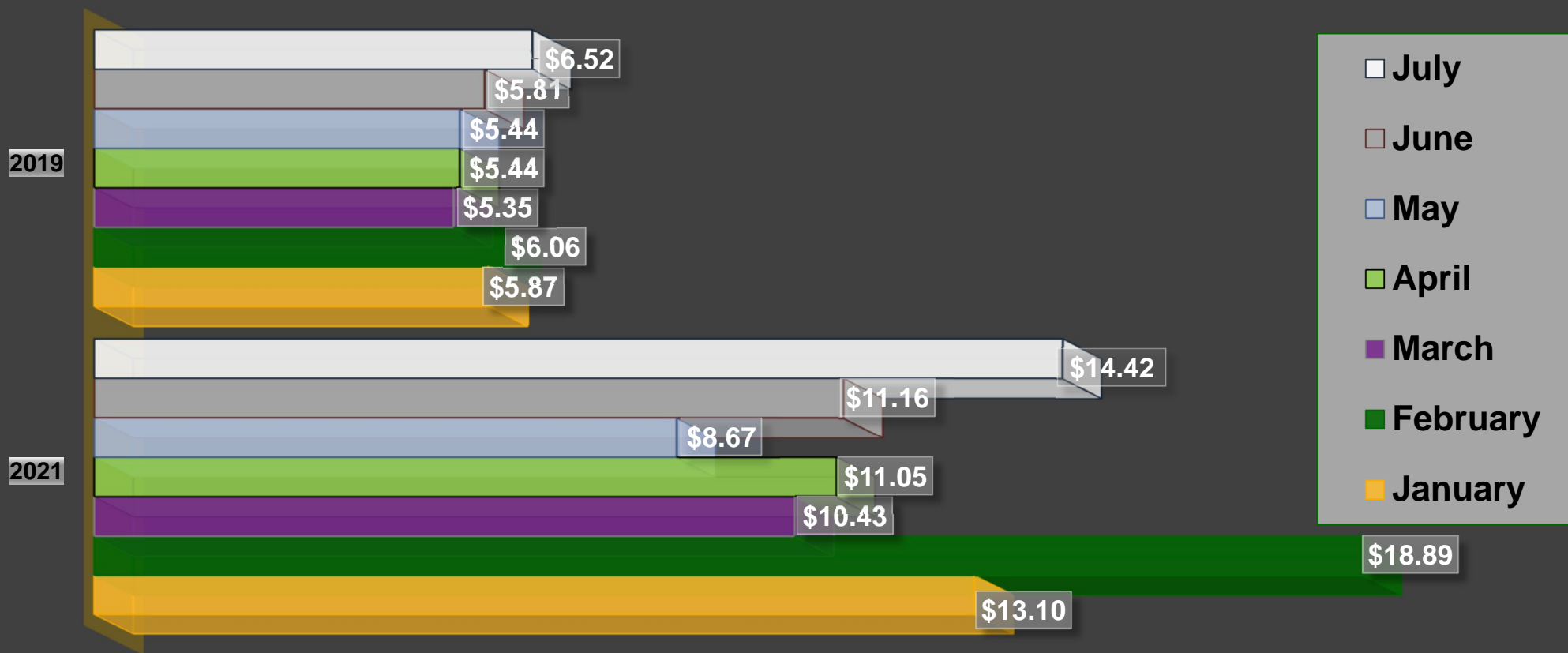
July 2021 Financials



Ridership

July's ridership of 663k outperformed the budget for the second consecutive month this year by 2.8% or 18k passengers. This result, however, represents a 3.2% decline when compared to June's ridership. Year-to-date comparisons to July actuals show improved but mixed results across the spectrum - when compared to the budget (-5.8%), 2020 actuals (+3.1%) and 2019 pre-COVID actuals (-55.3%).

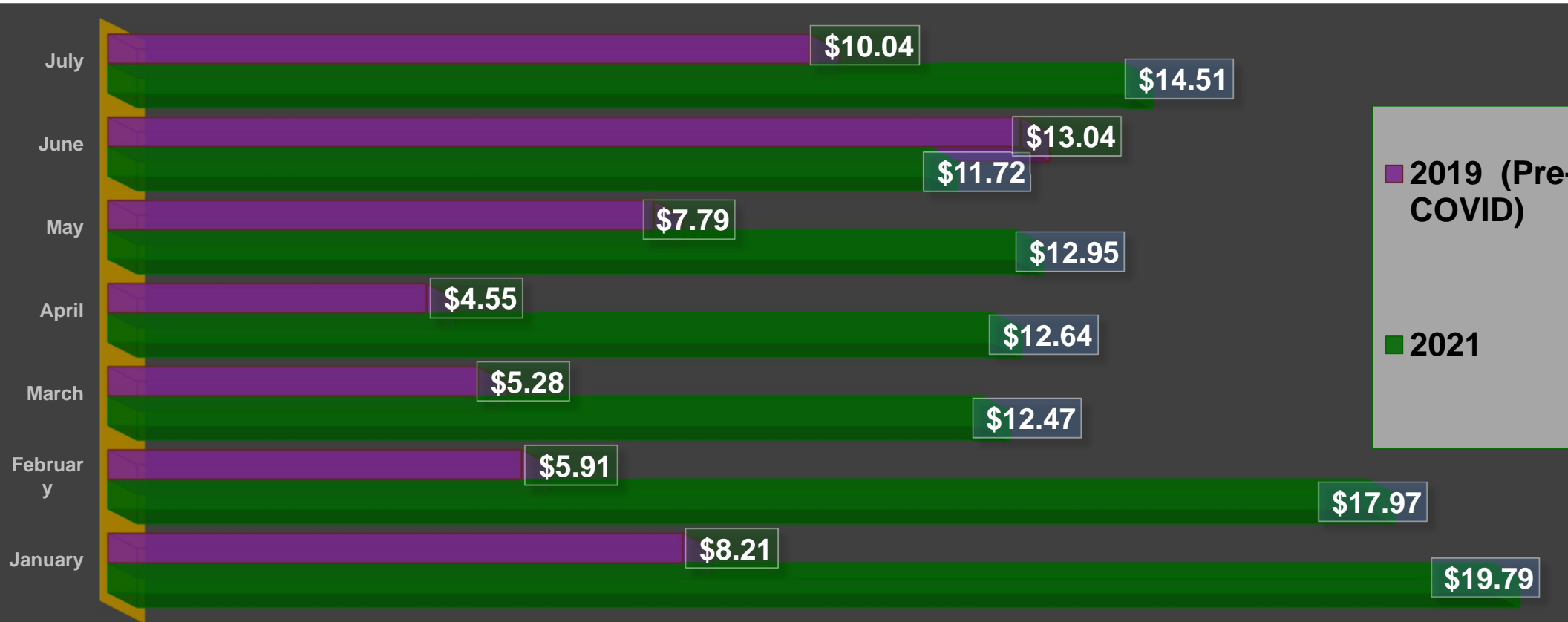




Operating Cost per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID)

Like the month of June, there was a spike in the cost per passenger trip for the month of July, up by \$3.26 from the prior month.



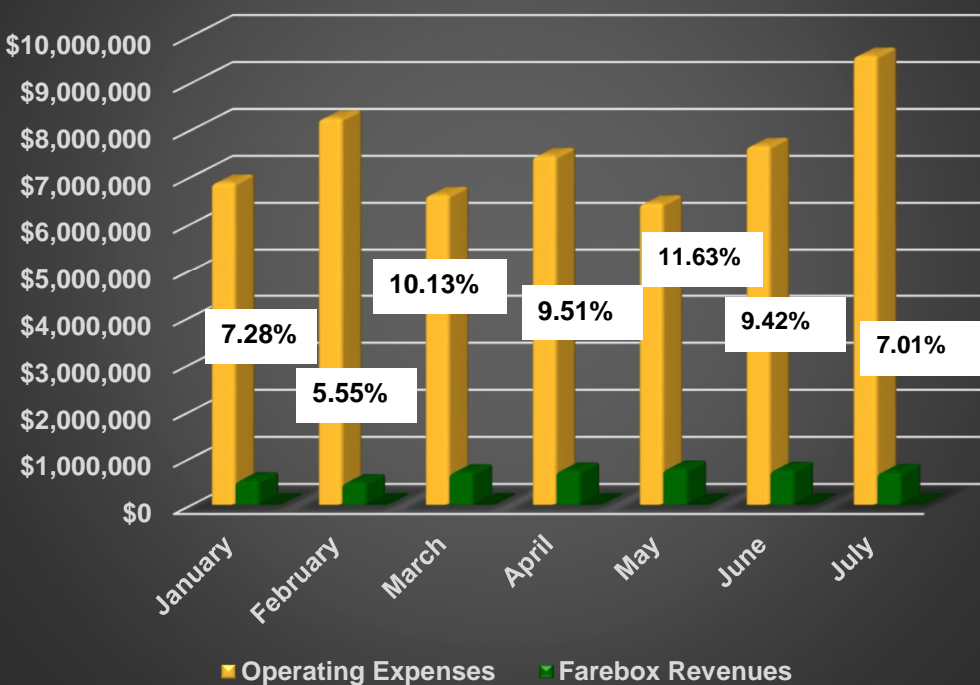


Ferry - Operating Cost per Unlinked Passenger Trip 2021 vs. 2019 (Pre-COVID)

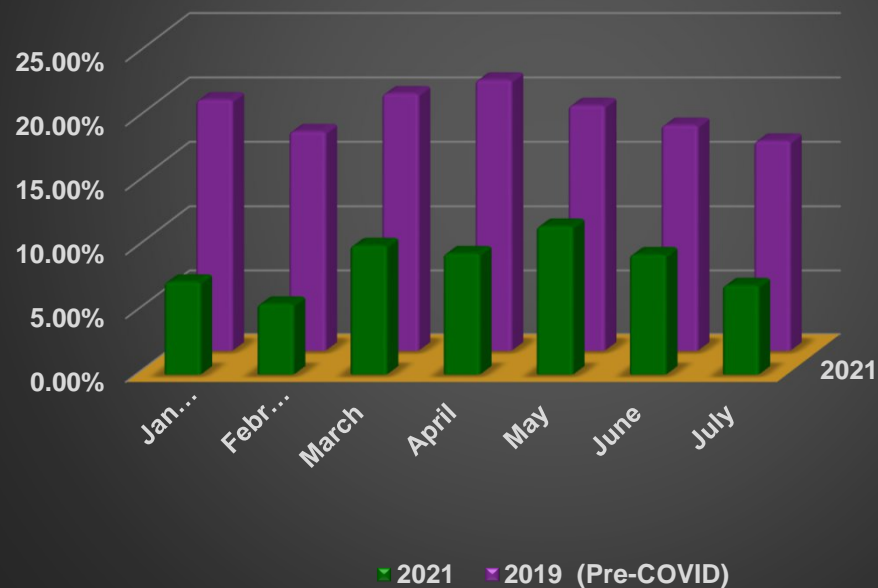
Ferry cost per passenger trip surged by \$2.79 in July, making it the largest increase for this metric so far this year.



CY 2021 Total Operating Expenses, Farebox Revenue & Farebox Recovery



Farebox Recovery Rates 2021 vs 2019 (Pre-COVID)

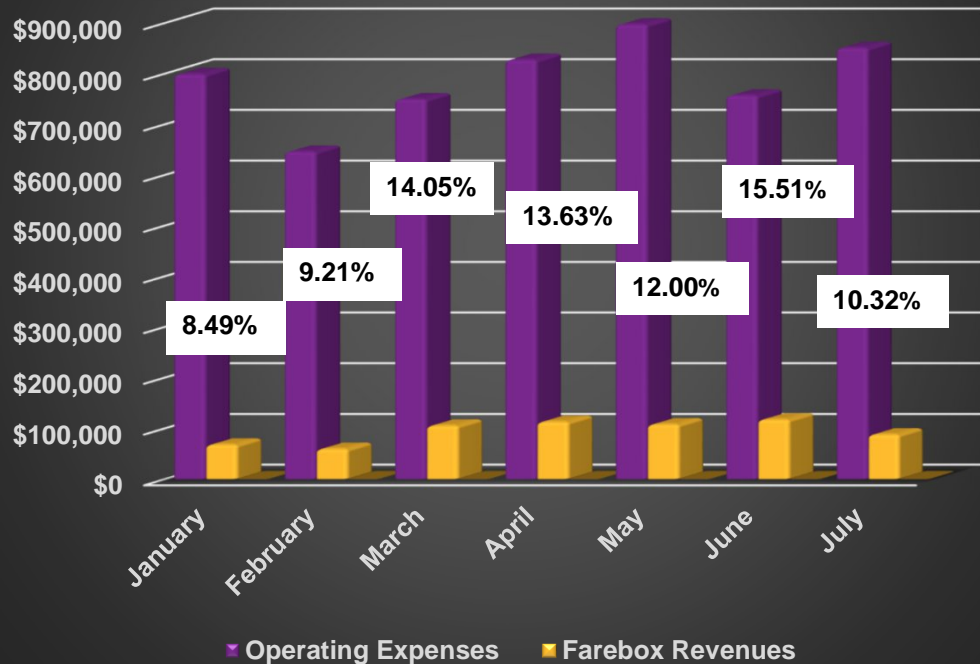


Farebox Recovery Rates 2021 vs. 2019 (Pre-COVID)

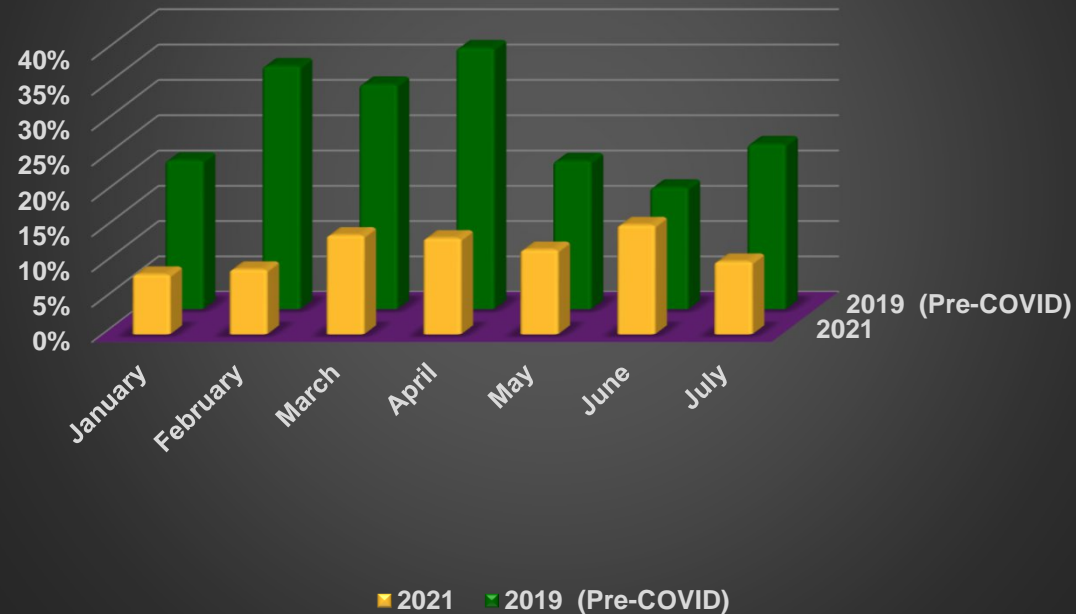
Fare revenue continues to offset a significantly lower percentage of operating expenses. July's farebox recovery took another dip; this time by 2.4%. This decline ranks as the largest so far this year.



CY 2021 Total Operating Expenses, Farebox Revenue & Farebox Recovery



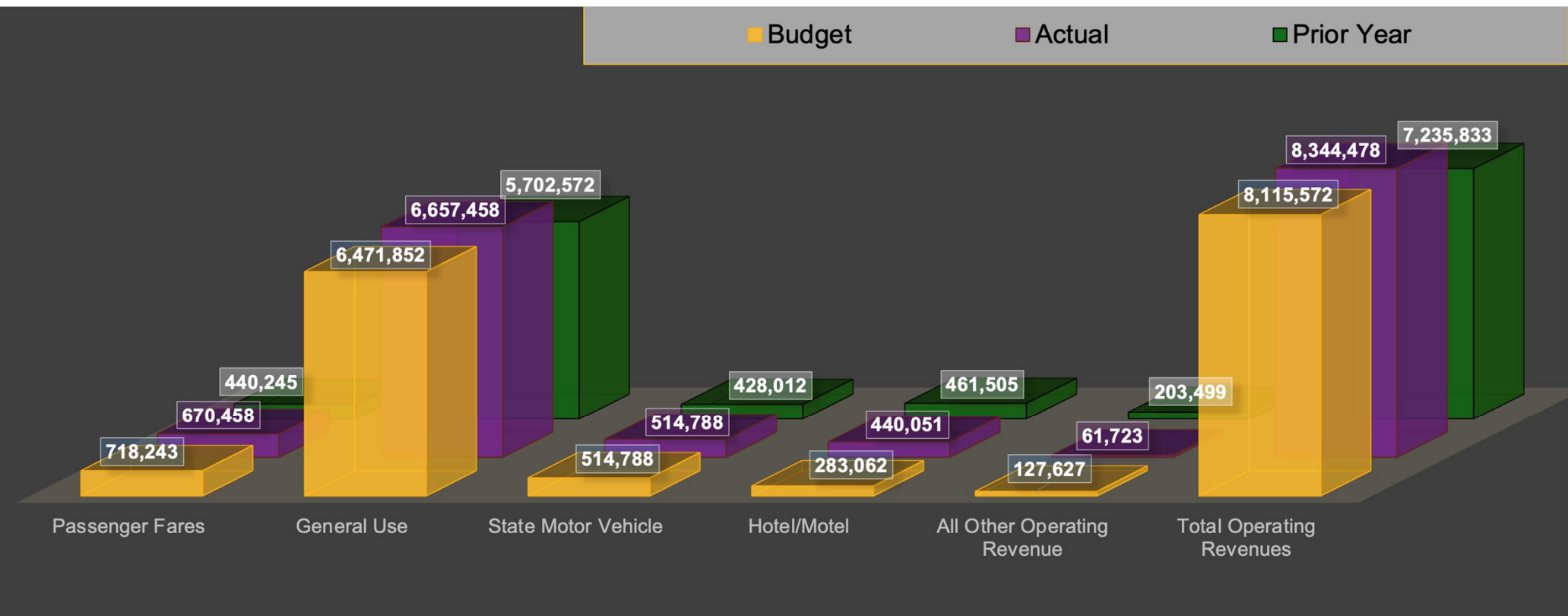
Farebox Recovery Rates 2021 vs 2019 (Pre-COVID)



FERRY- Farebox Recovery Rates 2021 vs. 2019 (Pre-COVID)

Ferry ridership has dropped drastically because of the pandemic, causing fare revenue to offset a significantly lower percentage of operating expenses. After reaching a year-high mark in June, the farebox recovery rate for ferry operations slid by 5.2%, the year's largest decline in a single month.

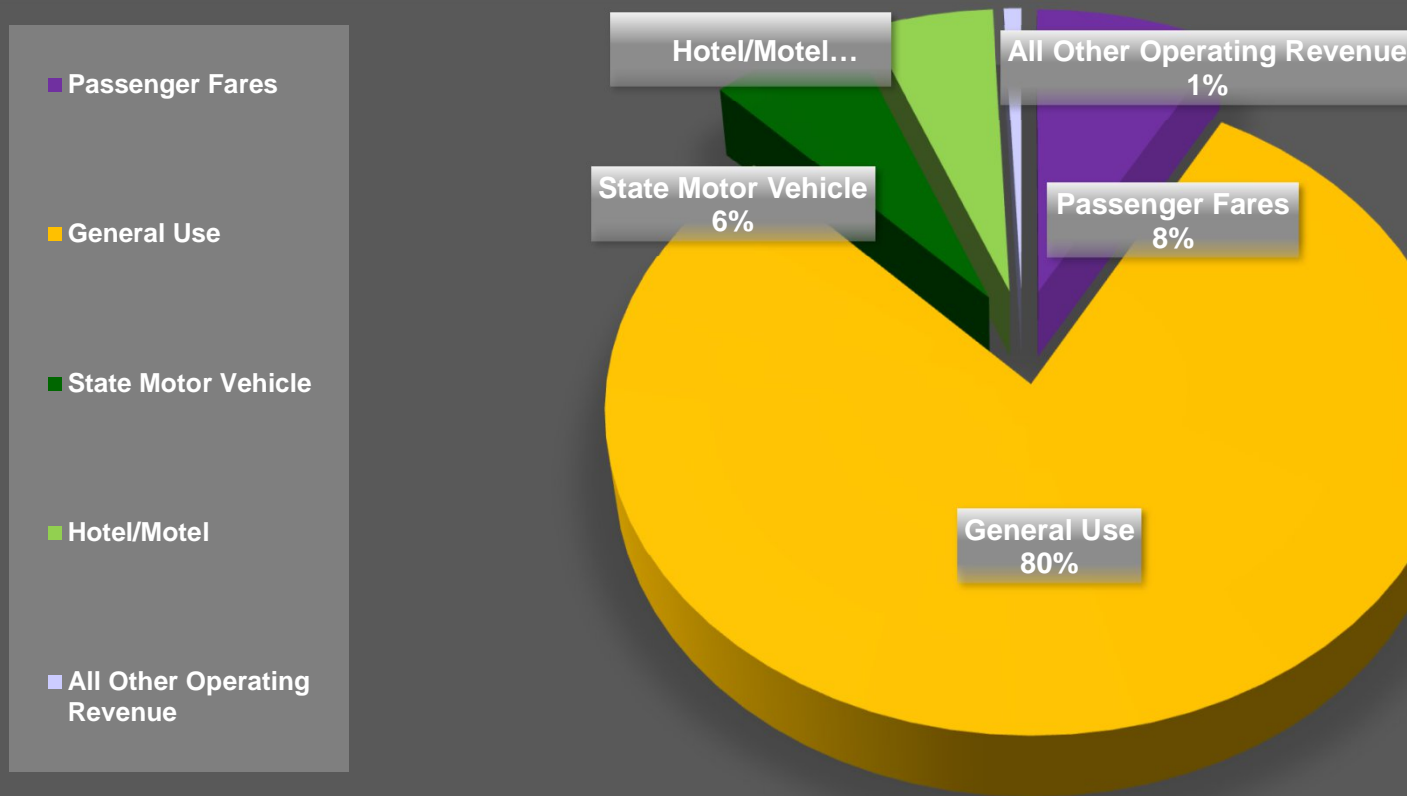




Operating Revenues (Budget, Actual & Prior Year)

Overall, Operating Revenues display favorable results for the month when compared to the budget and prior year. (Note that fare collections were suspended in April 2020.) After a slightly positive performance in June, Passenger Fares took a 6.7% downward turn in July when compared to projections. When compared to June's fare collections, July's actuals fell by 6.8%. CNO sales tax collections through June have been received, exceeding expectations by \$6.6m or 22.3%.



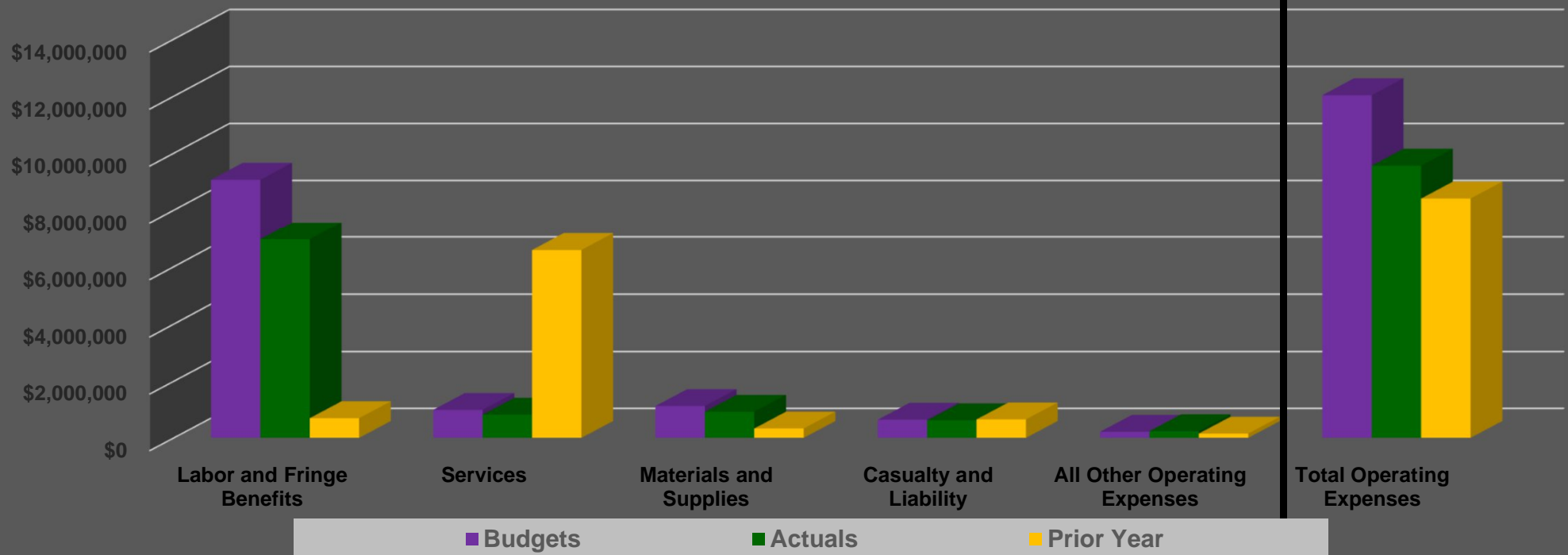


Operating Revenues (Actual)

Of the \$8.3m in Operating Revenues, 80% or \$6.7m is derived from General Use Sales Taxes.



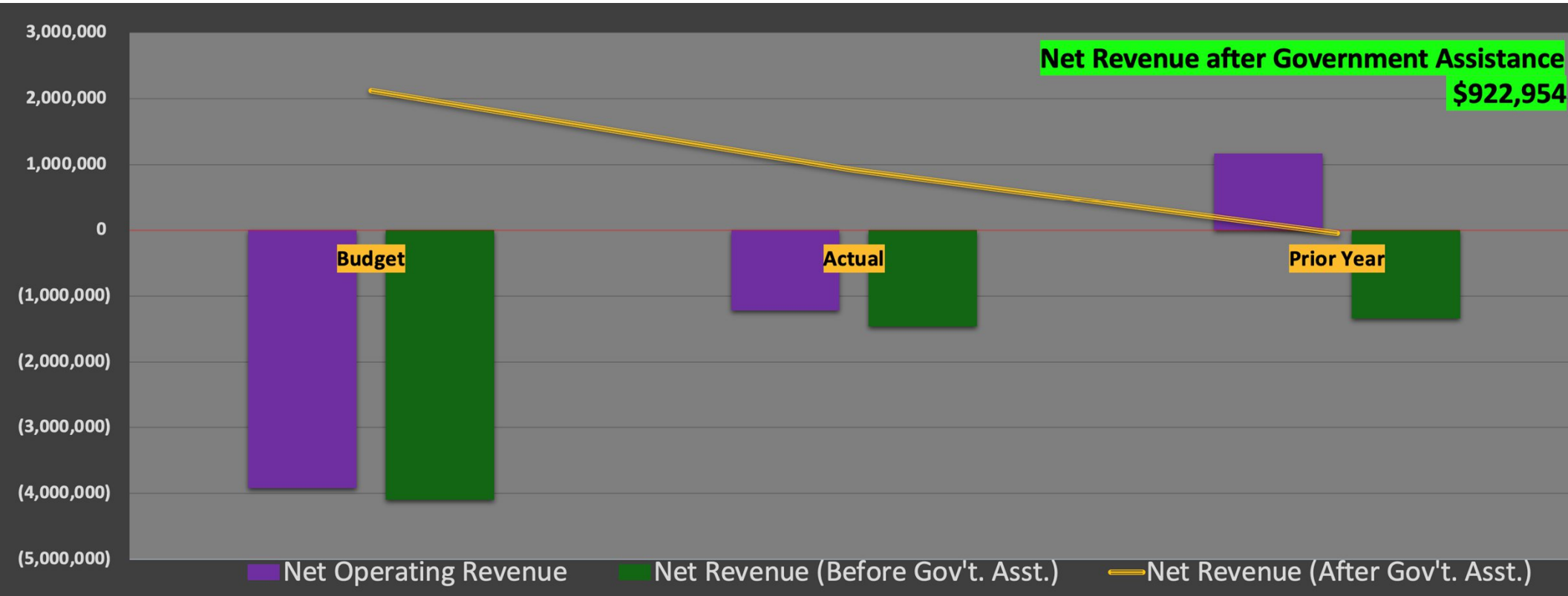
Operating Expenses (Actual - \$9,559,939)



Operating Expenses

Labor and Fringe Benefits, the largest expenditure at \$7.0M, comprised 72.8% of this month's actual expenses. Staff's post-transition payroll analysis and true-up continue. The contrast in 2020 and current year results for Labor and Fringe Benefits and Services is directly related to the transition from the O & M contractual arrangement with Transdev to 100% in-house operations. In total, Operating Expenses for the month compared favorably with the budget with a 20.6% or \$2.5m positive variance.

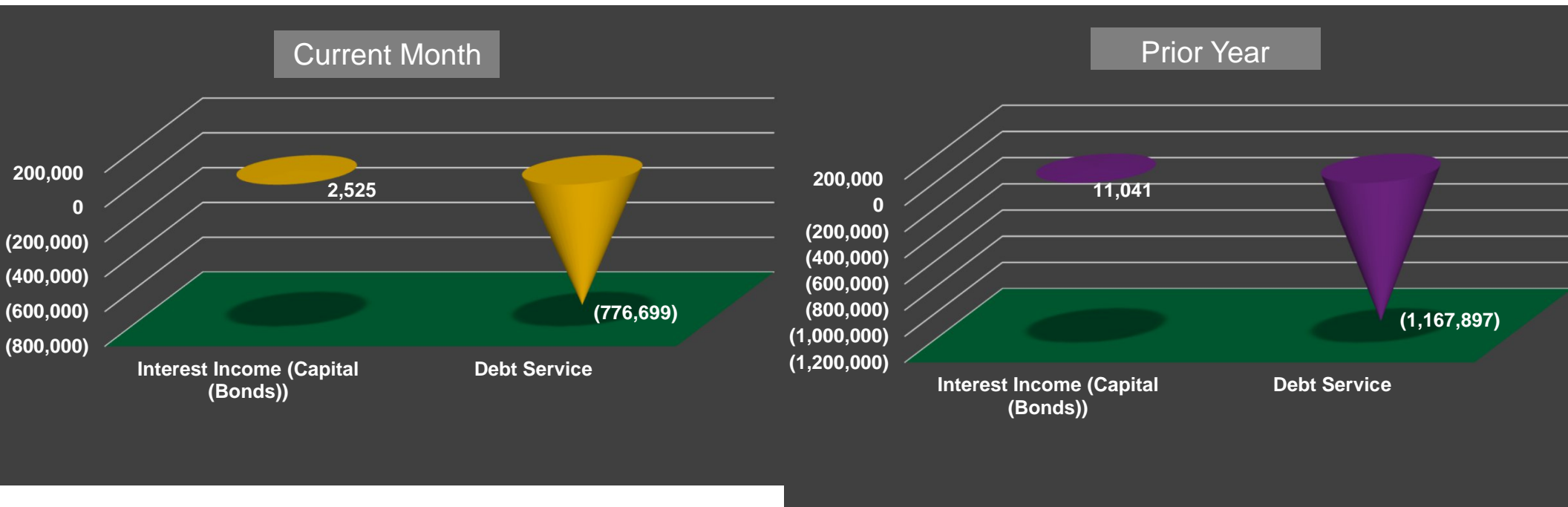




Net Revenue (Before and After Government Assistance)

Net Revenue (Before Government Assistance) is -\$1.5m for the month of July. This negative position is largely attributable to the -\$1.2m in Net Operating Revenue for the month. After applying the month's \$2.4m in Government Operating Assistance, which included \$1.2m in COVID-related funding, Net Revenue increased to almost \$923k.

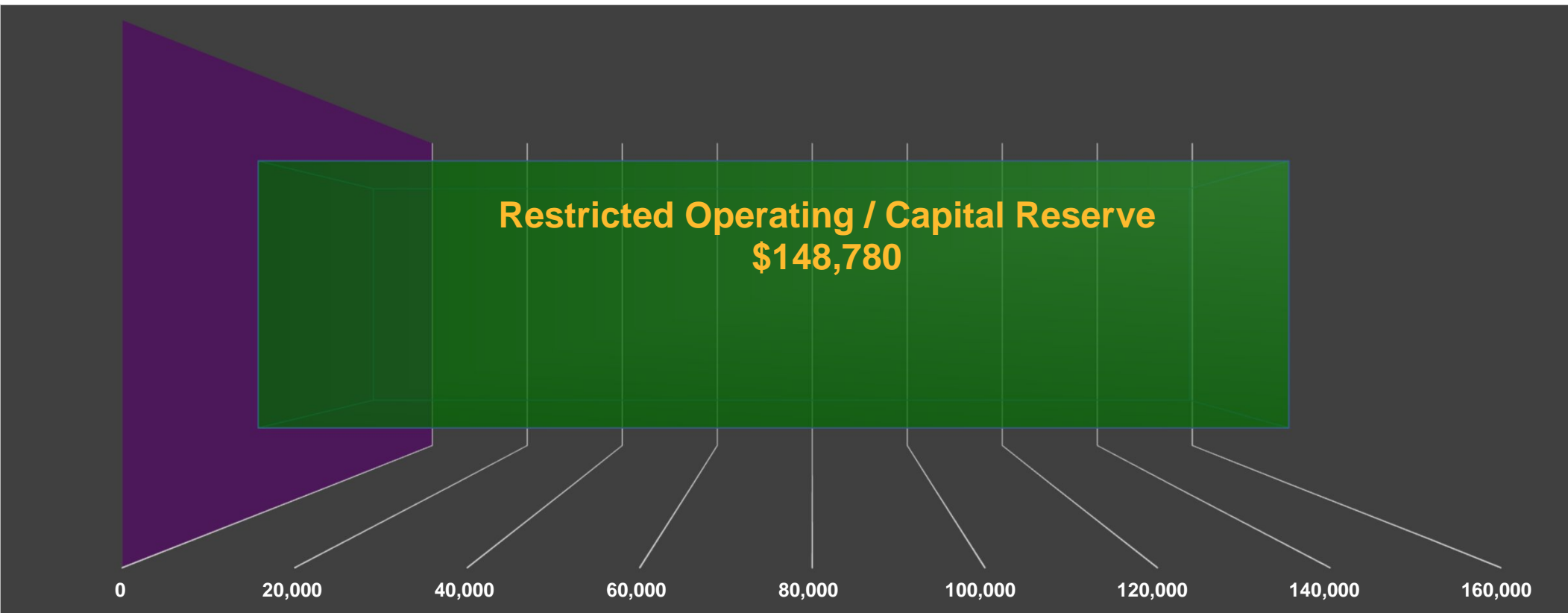




Capital Expenditures and Debt Service

As result of the bond refinancing in September 2020, Debt Service was dramatically reduced by \$391k from prior year actuals for the month and by \$3.5m year-to-date.

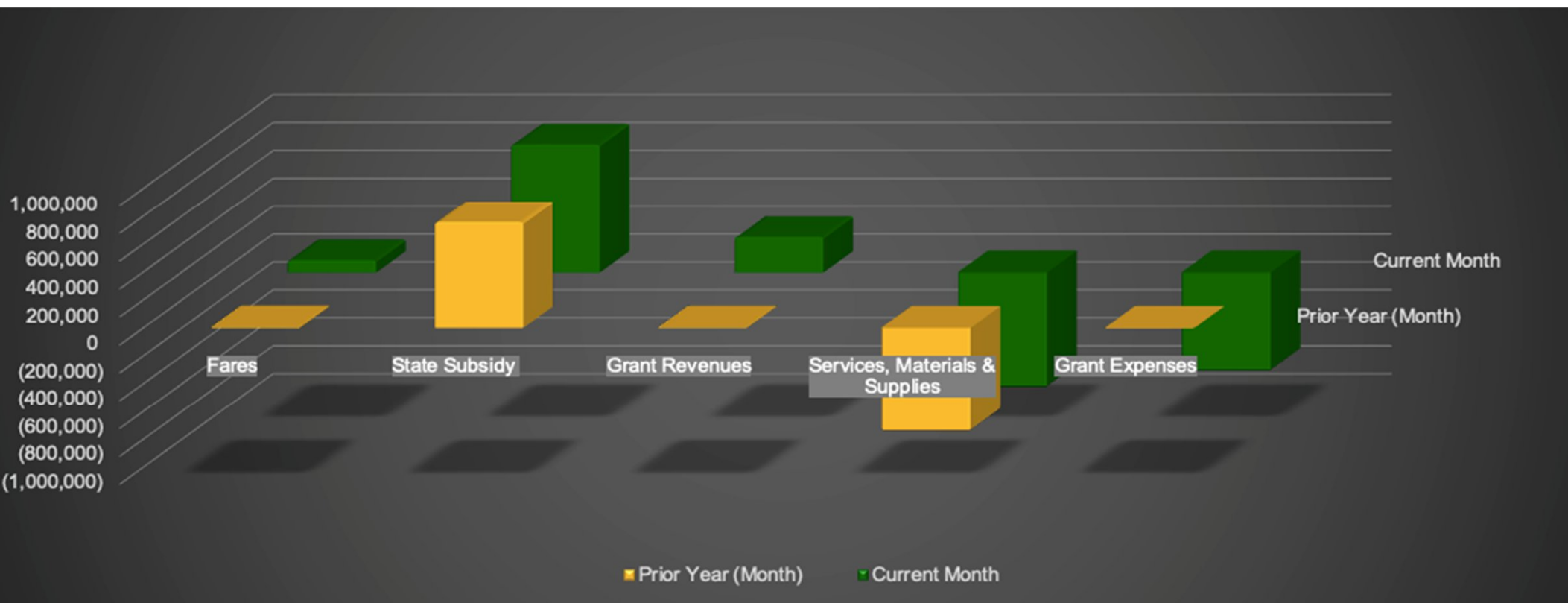




Operating Reserve

The positive variance that resulted from Net Revenue (After Government Assistance) added \$149k to Restricted Operating/Capital Reserve after the offset of \$774k in Debt Service.





Maritime Operations

Passenger fare revenue for ferry operations decreased by \$30k over the prior month. This snaps four straight months of positive results. July 2021 operating expenses produced similar unfavorable results - over budget by \$228k and up by \$91k from prior year actuals. Recall that fare collections were suspended in April 2020 system-wide.



July 2021 Summary of Sources

SUMMARY OF SOURCES

July 2021

(\$ IN MILLIONS)	Current Month				YTD	
	Budget	Actual	\$ Variance	%Variance	YTD Budget	YTD Actual
Sales Tax	7,269,702	7,612,298	342,596	4%	39,874,625	46,712,210
Government Assistance	6,221,703	2,378,830	(3,842,873)	-61%	20,566,353	14,981,960
Sales Tax & Government Assistance	13,491,405	9,991,128	(3,500,276)	-25%	60,440,978	61,694,170
Passenger Fares	718,243	670,458	(47,784)	-6%	4,980,419	4,464,936
Other Operating Revenues	127,627	61,724	(65,903)	-51%	858,475	810,582
Subtotal Transit Operations	845,870	732,182	(113,687)	-13%	5,838,894	5,275,518
Total Operating Revenues	14,337,275	10,723,310	(3,613,964)	-25%	66,279,872	66,969,689
Capital Funding	1,311,373	93,310	(1,218,063)	-92%	17,780,211	11,659,073
Investment Income	4,000	2,525	(1,474)	100%	4,000	31,619
Subtotal Capital & Bond Resources	1,315,373	95,835	(1,219,537)	-92%	17,784,211	11,690,693
Total Revenue	15,652,648	10,819,145	(4,833,502)	-30%	84,064,083	78,660,383
Operating Reserve	(1,458,355)	(148,780)	1,309,574	-89%	809,992	(5,008,978)
Total Sources	14,194,293	10,670,365	(3,523,927)	-24%	84,874,075	73,651,404



July 2021 Summary of Uses

USES (\$ IN MILLIONS)	Budget	Actual	\$ Variance	%Variance	YTD Budget	YTD Actual
Transit Operations	12,032,900	9,559,939	2,472,960	20%	61,148,924	54,796,253
TMSEL Legacy Costs	178,250	240,417	(62,166)	-34%	1,242,550	1,966,656
Maritime Costs	0	0	0	0%	0	0
Capital Expenditures	1,207,373	18,310	1,189,063	98%	17,296,211	11,559,691
FEMA Project Worksheets Expenditures	104,000	75,000	29,000	27%	484,000	99,382
Debt Service	671,770	776,699	(104,929)	-15%	4,702,390	4,775,891
Total Expenditures	14,194,293	10,670,365	3,523,927	24%	84,874,075	73,197,874
Operating Reserve	0	0	0	0%	0	0
Total Uses	14,194,293	10,670,365	3,523,927	24%	84,874,075	73,197,874

Thank You!





New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-132

Board of Commissioners

Disruption Manager Module of Clever Device System

DESCRIPTION: Procurement of the Disruption Manager Module of Clever Device to eliminate the need for manual scheduling or routing that occur with service interruptions

AGENDA NO: 21-132

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

RECOMMENDATION:

To authorize the CEO to award a contract in an amount not to exceed \$525,000 to procure the software license for fixed route and streetcar, on-board maps, services required to configure, enhance, test and train staff, provide any required upgrades to the existing Clever system. This will also include maintenance for a period of three years.

ISSUE/BACKGROUND:

There are often disruptions that may occur in a transit system due to weather events or road construction. Since 2019 RTA has had to manage service disruptions due to the collapse of the Hard Rock Hotel, Covid-19, and numerous Hurricane/Tropical Storm events

DISCUSSION:

In normal times on any given Sunday there is a Second line that may disrupt the schedule or the route. When you combine this with unprecedented road construction, natural and health disasters, staff needs technology that will allow for rapid management of disruptions. This technology allows everyone from dispatchers, planners, and managers to drivers and riders to have the same service information. It provides real-time passenger updates and improves communications with operators. The software has four key elements: creating Bus Bridge/Shuttle Service, Service/Day Change, Detours and Service Restoration.

FINANCIAL IMPACT:

The project will be funded from the following funding sources: 1.1117.

NEXT STEPS:

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

ATTACHMENTS:

1. Board resolution

Prepared By: Sterlin Stevens, sstevens@rtaforward.org
Title: Director of Information Technology

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

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial Officer



Alex Wiggins
Chief Executive Officer

9/20/2021

Date



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

504.827.8300

www.norta.com

RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO AWARD CONTRACT FOR DISRUPTION MODULE OF CLEVER
DEVICE SYSTEM**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, there are often disruptions that may occur in a transit system due to weather events or road construction; and

WHEREAS, since 2019 RTA has had to manage service disruptions due to the collapse of the Hard Rock Hotel, Covid-19, and numerous Hurricane/Tropical Storm events; and

WHEREAS, in normal times on any given Sunday there is a Second line that may disrupt the schedule or the route; and

WHEREAS, when you combine this with unprecedented road construction, natural and health disasters, staff needs technology that will allow for rapid management of disruptions; and

WHEREAS, this technology allows everyone from dispatchers, planners, and managers to drivers and riders to have the same service information; and

WHEREAS, it provides real-time passenger updates and improves communications with operators; and



RESOLUTION NO. _____

Page 2

WHEREAS, the software has four key elements: creating Bus Bridge/Shuttle Service, Service/Day Change, Detours and Service Restoration; and

WHEREAS, the project will be funded from the following funding sources: 1.1117 in the amount not-to-exceed \$525,000; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorization to award a contract for Disruption Module of Clever Device System.

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

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 28th DAY OF SEPTEMBER 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-133

Board of Commissioners

Business Intelligence and Data Management Reporting System

DESCRIPTION: Reporting system that aggregates data from different sources within the organizations to produce meaningful reports to assist staff in making business decisions and reporting information to external stakeholders such as NTD

AGENDA NO: 21-133

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

RECOMMENDATION:

To authorize the CEO to award a contract to TranSight for scope of work outlined in RFP 2021-05. The installation cost will be \$99,680.00, there will be an annual maintenance service fee, for three years at a cost of \$ 231,817.00 for a total cost of \$331,497 for four years. There is an option for two additional years of maintenance service for \$169,697.00. If the additional two years of maintenance service is utilized the total contract amount will be \$501,094 and a duration of six years, one year installation and five years of maintenance service.

ISSUE/BACKGROUND:

The RTA needs a Business Intelligence and Data Management Reporting system that aggregates data from different sources within the organization to produce meaningful reports for staff to assist in making business decisions and reporting to external stakeholders like NTD and FTA.

DISCUSSION:

The goal is to define and consistently implement best practices for financial and operational reporting. This will allow the utilization of data to improve service quality, while building an efficient and effective operation. The agency utilizes several data sources that will need to be integrated.

JD Edwards	Enterprise Resource Planning Solution
Trapeze	Operator Scheduling, Dispatching, Work Management, Planning
Clever Devices/Ridecheck Plus	Operator/Fleet Performance, Automatic Passenger Count
ADP	Human Resource Data
GenFare	Fare System Data
Ron Turley	Maintenance Management System

RouteMatch On-Demand and Para Transit	
Excel	Various Data Points

FINANCIAL IMPACT:

The project will be funded from local funds of \$99,680 for year 1 and \$231,817 to be paid over 3 years, with a possible \$169,697 for additional 2 years of maintenance. Total of implementation and maintenance options \$501,094.

NEXT STEPS:

Upon RTA Board approval, an award letter will be issued to TranSight and a purchase order will be requested.

ATTACHMENTS:

1. Board Resolution
2. Administrative Review Form RFP 2021-005
3. Procurement Summary RFP 2021-005 Business Intelligence

Prepared By: Sterlin Stevens, ssteven@rtaforward.org
Title: Director of Information Technology

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

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial officer



Alex Wiggins

9/20/2021

Date

Chief Executive Officer



RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO AWARD CONTRACT TRANSIGHT FOR BUSINESS
INTELLIGENCE AND DATA MANAGEMENGTT REPORTING SYSTEM**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, the RTA needs a Business Intelligence and Data Management Reporting system that aggregates data from different sources within the organization to produce meaningful reports for staff to assist in making business decisions and reporting to external stakeholders like NTD and FTA; and

WHEREAS, the goal is to define and consistently implement best practices for financial and operational reporting; and

WHEREAS, this will allow the utilization of data to improve service quality, while building an efficient and effective operation; and

WHEREAS, the agency utilizes several data sources that will need to be integrated; and

JD Edwards	Enterprise Resource Planning Solution
Trapeze	Operator Scheduling, Dispatching, Work Management, Planning
Clever Devices/Ridecheck Plus	Operator/Fleet Performance, Automatic Passenger Count
ADP	Human Resource Data
GenFare	Fare System Data
Ron Turley	Maintenance Management System
RouteMatch	On-Demand and Para Transit
Excel	Various Data Points



RESOLUTION NO. _____

Page 2

WHEREAS, the project will be funded from the following funding sources LA040045.1050.117111, LA2016-019.1132.114402B and LA2019-016.1132.117208. The total amount from all three (3) sources are \$747,495.51; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorization to award a contract to TranSight for Business Intelligence and Data Management Reporting System.

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

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 28th DAY OF SEPTEMBER 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**

Regional Transit Authority
Administrative Review Form

Project Name: Business Intelligence

Type of Solicitation: RFP 2021-005

DBE/SBE Participation Goal: 0%

Number of Respondents: 8

Prime, Primary Contact and Phone Number	DBE and Non-DBE Subconsultants	DBE Commitment Percentage	Price (RFP and ITB ONLY)
DXC Contact: Rodney C. Braxton Phone: 225-381-0166	N/A	0%	
EXP Services Contact: Rodney C. Braxton Phone: 225-381-0166	N/A		
Keyrus Contact: Rodney C. Braxton Phone: 225-381-0166	N/A		
Plante & Morgan Contact: Rodney C. Braxton Phone: 225-381-0166	N/A		
Provtivit Contact: Rodney C. Braxton Phone: 225-381-0166	N/A		
Revision Contact: Rodney C. Braxton Phone: 225-381-0166	N/A		
Transight Contact: Rodney C. Braxton Phone: 225-381-0166	N/A		
Transtrack Contact: Rodney C. Braxton Phone: 225-381-0166	N/A		

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

Prime Firm Name	Required Items								
	LA Uniform Public Work Bid	Non Collusion	Debarment Prime	Debarment Lower	Restrictions on Lobbying	Buy America Compliance	Participant Info	Affidavit of Fee Disposition	Addenda
DXC	Y	Y	Y	Y	Y	Y	Y	Y	Y
EXP Services	Y	Y	Y	Y	Y	Y	Y	Y	Y
Keyrus	Y	Y	Y	Y	Y	Y	Y	Y	Y

Plante & Morgan	Y	Y	Y	Y	Y	Y	Y	Y	Y
Provtivit	Y	Y	Y	Y	Y	Y	Y	Y	Y
Revision	Y	Y	Y	Y	Y	Y	Y	Y	Y
Transight	Y	Y	Y	Y	Y	Y	Y	Y	Y
Transtrack	Y	Y	Y	Y	Y	Y	Y	Y	Y

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

Vendor Name: Transight.

Certified by: Name and Title Briana Howze, Contract Administrator

Procurement Personnel Only

Prime Firm Name	Bid Bond	Insurance	Responsiveness Determination	Responsible Determination					
			Certifications /Licenses	Facilities/ Personnel	SAM.Gov	Previous Experience	Years in Business	Financial Stability	LA License No. if required
DXC	N/A	Y	N/A	N/A	Y	Y		N/A	N/A
EXP Services	N/A	Y	N/A	N/A	Y	Y		N/A	N/A
Keyrus	N/A	Y	N/A	N/A	Y	Y		N/A	N/A
Plante & Morgan	N/A	Y	N/A	N/A	Y	Y		N/A	

									N/A
Provtivit	N/A	Y	N/A	N/A	Y	Y		N/A	N/A
Revision	N/A	Y	N/A	N/A	Y	Y		N/A	N/A
Transight	N/A	Y	N/A	N/A	Y	Y		N/A	N/A
Transtrack	N/A	Y	N/A	N/A	Y	Y		N/A	N/A

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

Vendor Name: Transight.

Certified by: Name and Title Briana Howze, Contract Administrator

PROCUREMENT SUMMARY-RFP 2021-005

REQUIREMENTS

A Solicit Request Routing Sheet for Business Intelligence with attached scope of work was received by Procurement from Executive Office on March 29, 2021.

SOLICITATION

Request for Proposal (RFP) No. 2021-005 Public Notice was published in The Advocate. The Public Notice and the RFP 2021-005 was posted on the RTA website beginning 4/08/21. The RFP submittal deadline was 5/11/21 at 4:00pm.

RFP SUBMITTAL

Submittal deadline was on 5/11/21 at 4:00pm. Briana Howze handled the receipt of all submissions received. Nine (9) proposals were received.

DETERMINATION

Eight (8) responsive proposals were received. One (1) proposal was determined non responsive

SUBMITTAL ANALYSIS

Respondents

DXC

EXP Services

Keyrus

Plante & Morgan

Protivit

Revision

Transight

TransTrack

Required Forms

ALL SUBMITTED

ALL SUBMITTED

ALL SUBMITTED

ALL SUBMITTED

ALL SUBMITTED

ALL SUBMITTED

ALL SUBMITTED

ALL SUBMITTED

SUMMARY

An Administrative Review was prepared by Briana Howze.

The Technical Evaluation Committee meeting was held on Friday, August 6, 2021 at 2:00 PM in the RTA Board Room.

The Technical Evaluation Committee was selected and authorized by Gizelle Banks and was comprised of:

Robert Stickney

Sterlin Stevens
Ryan Moser
Dacia Johnson

The Technical Evaluation Committee scoring was as follows:

DXC	264
EXP Services	239
Keyrus	280
Plante & Morgan	303
Protivit	206
Revision	331
Transight	368
TransTrack	360

Transight was the highest scoring firm and Procurement will proceed into negotiations with RTA Project Manager and Vendor.

Transight cost has been determined to be fair and reasonable and is recommended for award.



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-134

Board of Commissioners

FY 2021 Passenger Ferry Grant Program

DESCRIPTION: Application for grant funding to procure new landing barge for Algiers Point and dry-dock and modernize the Levy and Armiger Ferries	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 seek federal funding not to exceed the amount of \$8,083,189 to improve safety and reliability of the ferry operations. The total project amount is estimated at \$10,103,986; the local match is 20%, \$1,893,647

ISSUE/BACKGROUND:

The Strategic Mobility Plan has a goal of being reliable, prioritizing the rider experience and connecting riders to opportunities. The FY 2021 Passenger Ferry Grant Program is a competitive grant program that the RTA is eligible to participate. The available pool is \$38 million, and the application deadline is October 5, 2021.

DISCUSSION:

Staff is requesting \$8,083,189 to replace the Algiers Point Landing Barge and dry-dock and modernize both the Levy and Armiger Ferry Boats. The barge at this location has served beyond its useful life. The agency is seeking funds to replace the barge, standardize as many components as feasible as part of the agency's effort to maximize the flexibility of the marine fleet.

Funds are also requested to comply with regulatory agencies requirements to dry-dock and modernize both ferry boats. The Levy is a car ferry that service the Lower Algiers/Chalmette route and the Armiger is one of the passenger ferries that service the Algiers Point/Canal route.

FINANCIAL IMPACT:

The RTA will be responsible for the local match of \$1,893,647 if the entire grant amount is awarded.

NEXT STEPS:

This grant application is due October 5, 2021.

ATTACHMENTS:

1. Resolution

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

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

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



Alex Wiggins
Chief Executive Officer

9/22/2021

Date



RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO ALLOW STAFF TO SUBMIT A GRANT APPLICATION FOR FY
2021 PASSENGER FERRY GRANT PROGRAM**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, the Strategic Mobility Plan has a goal of being reliable, prioritizing the rider experience and connecting riders to opportunities; and

WHEREAS, the FY 2021 Passenger Ferry Grant Program is a competitive grant program that the RTA is eligible to participate. The available pool is \$38 million, and the application deadline is October 5, 2021.

WHEREAS, staff is requesting \$8,083,189 to replace the Algiers Point Landing Barge and dry-dock and modernize both the Levy and Armiger Ferry Boats; and

WHEREAS, the barge at this location has served beyond its useful life. The agency is seeking funds to replace the barge, standardize as many components as feasible as part of the agency's effort to maximize the flexibility of the marine fleet; and

WHEREAS, funds are also requested to comply with regulatory agencies requirements to dry-dock and modernize both ferry Boats; and



RESOLUTION NO. _____

Page 2

WHEREAS, the Levy is a car ferry that service the Lower Algiers/Chalmette route and the Armiger is one of the passenger ferries that service the Algiers Point/Canal route.

WHEREAS, the RTA will be responsible for the local match of \$1,893,647 if the entire grant amount is awarded; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, is authorized to allow staff to submit a Grant Application for FY 2021 Passenger Ferry Grant Program.

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

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 28TH DAY OF SEPTEMBER 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



Board Report and Staff Summary

File #: 21-135

Board of Commissioners

Fare Collection Infrastructure Upgrade

DESCRIPTION: To Upgrade our Fare Collection Infrastructure hardware and software.	AGENDA NO: Click or tap here to enter text.
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

RECOMMENDATION:

Authorize the Chief Executive Officer to award a contract to Genfare in the not to exceed amount of \$1,195,819.00 to purchase fare collection equipment, IT infrastructure, and provide a contactless fare collection system and related hardware for the ferries that can integrate RTA's existing fare collection system.

ISSUE/BACKGROUND:

This project consists of two joint initiatives, each with its own sources of funding, that will upgrade RTA's current fare collection infrastructure and provide for an integrable contactless fare collection system for the ferry service.

The first initiative intends to address RTA's outdated fare collection system, by upgrading RTA's hardware and software systems that are no longer supported. The vault receivers that collect the cash collected by the buses and streetcars are over 20 years old and are at the end of their useful life. The new buses are coming with modern technology fare boxes that will allow the agency to adapt. While upgrading some of its hardware and software, and with the introduction of new technology, RTA must also upgrade its system to be compatible with these new vehicles, as well as update our IT systems and fare collection devices.

The second initiative, also related to introducing new technology to RTA's fleet, will allow the ferry service to provide a contactless fare collection system, integrable to RTA's existing and to be upgraded fare collection system.

DISCUSSION:

RTA's current fare collection system for the buses and streetcars is provided by Genfare. At present, however, this system does not include the ferry service.

As it relates to the buses and streetcars, the current fare collection system requires upgrades/replacement to continue its functionality, operability, dependability and improve cyber-security. Required parts and technology are only available through Genfare due to compatibility requirements that already exist within the system.

Genfare manufactures the Odyssey model of fare boxes, vaults, and fare collection system; these items must integrate and interface seamlessly with Genfare's electronic components, programming, wiring, and mechanical components. These are also direct replacement parts/components for RTA's existing equipment. The current network infrastructure outdated, and its physical vault receivers are worn out past their useful life cycle, installed prior to 2005.

Genfare also provides four solutions that would address the ferry service's needs for a contactless fare collection system, that can also integrate into the RTA's existing and to be upgraded fare collection system. These solutions include a cloud-based single fare collection solution that supports multiple domains and is interoperable between different modes of transits; handheld ticket validators; ticketing vending machines that support the purchase and recharge of smart and magnetic cards, and accepts bills and coins; and a mobile ticketing app.

Upon completion of this project, these initiatives will upgrade RTA's current, but outdated hardware and unsupported software, and begin the integration of the agency's different modes into a system that provides a more secured collection of fares, better tracking of cost, counting and auditing of the fares collected by the agency.

FINANCIAL IMPACT:

For the first initiative, funding is available through local funding sources; the total estimated cost of this project is \$458,057.

For the second initiative, its source of funding is Amendment no. 8 to the Cooperative Endeavor Agreement between RTA and the Department of Transportation and Development of the State of Louisiana (LADOTD), providing for monies available from FTA grants LA-90-X413-00, for which LADOTD is the grantee. Source of corresponding local match is also LADOTD. Total funding available from both sources is \$737,762.00, which exceed this initiative's quoted cost of \$735,540.00.

NEXT STEPS:

If approved, RTA's management will proceed to award contract(s) with Genfare to carry out the intended purposes of this project.

ATTACHMENTS:

1. Resolution
2. Requisition initiative
3. Routing sheet and sole source document for the second initiative

Prepared By: Ryan Moser, rmoser@rtaforward.org

Title: Manager of Fleet Technology

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

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial Officer



Alex Wiggins
Chief Executive Officer

9/23/2021

Date



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

504.827.8300

www.norta.com

RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO AWARD CONTRACT(S) FOR UPGRADE OF EXISTING FARE
COLLECTION HARDWARE AND SOFTWARE, AND FOR A CONTACTLESS FARE
COLLECTION SYSTEM FOR THE FERRY SERVICE**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, the Regional Transit Authority (RTA) has the need to replace outdated fare collection hardware, such as collection receivers for bus and street cars, and upgrade to technologically supported related software; and

WHEREAS, with the purchase of fare collection infrastructure upgrades, RTA will effectively carry out its day-to-day operation as it relates to its existing fare collection system; and

WHEREAS, RTA's management has evaluated and determined that purchase of fare collection infrastructure upgrades from Genfare through local funding is the most cost-effective way to upgrade; and

WHEREAS, the ferry service has no fare collection system, but Genfare can provide a contactless fare collection solution integrable to RTA's existing fare collection system provided by this same vendor; and



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RESOLUTION NO. _____

Page 2

WHEREAS, RTA's management has also evaluated and determined that a certain number of Genfare's existing solutions will provide for an automated fare collection system, currently non-existent at the ferry service; and

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

WHEREAS, RTA's management evaluated all cost components submitted by vendor and determined the price to be fair and reasonable; and

WHEREAS, RTA's management has provided documentation that support that the purchase of fare collection infrastructure upgrades and new fare collection systems for the ferry service is critical to maintaining the function, reliability, and support of the bus, streetcar, and ferry services on behalf of the RTA; and

WHEREAS, funding for the initiative related to the upgrade of the existing fare collection system's hardware and software for the buses and streetcars is made available through local funding in the amount of FOUR HUNDRED FIFTY-EIGHT THOUSAND AND FIFTY-SEVEN DOLLARS; and the funding for the purchase of a contactless fare collection system for the ferry service, integrable with RTA's existing system, has no net financial impact to the RTA, as such monies are provided by external sources to the RTA; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority hereby authorize the RTA's Chief Executive Officer to execute one or more contracts with Genfare to carry out the initiatives that are part of the project described in the above whereas.



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New Orleans, LA 70119-6301

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RESOLUTION NO. _____

Page 3

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

YEAS: _____

NAYS: _____

ABSTAIN _____

: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 28TH DAY OF SEPTEMBER 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



Regional Transit Authority Solicitation Request Routing Sheet

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

Attachments (*Indicates Required Items)	
* Scope of Work Technical Specifications DBE/SBE Goal Calculation	Project Schedule/Delivery Date * Selection Criteria (RFQ/RFP Only)

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

Name Ryan Moser Title Fleet Technology Manager Ext. 8458

B. Name of Project, Service or Product: Fare collection infrastructure upgrade

C. Justification of Procurement:

Our Genfare fare collection system requires upgrades/replacement to continue our fare collection efforts. Require parts and technology are only available through Genfare due to compatibility requirements that already exist within our transit system. Genfare manufactures our Odyssey GFI fare boxes, vaults, and fare collection system; all these items must integrate and interface seamlessly with GFI electronic components, programming, wiring, and mechanical components. These are also direct replacement parts/components for our existing equipment.

D. Certification of Authorized Grant:

Is this item/specification consistent with the Authorized Grant? Yes ☒ No ☐
DePaul
 Director of Grants/ Federal Compliance Date 8/23/21

E. Safety: Include Standard Safety Provisions Only

Additional Safety Requirements Attached
Michael A. Smith
 Safety Director Date 8/23/21

Risk Management: Include Standard Insurance Provisions Only? Yes No

Include Additional Insurance Requirements Attached N/A
Paul Date 11/26/2021



Risk Management Analyst

Date

F. Funding Source: Federal State

Local

Other: _____

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

Total Amount Available

\$ _____

Estimated Cost:

\$ 458,057

FTA Grant No. (s)

\$ _____

Line Item(s)

Operations/Department Code

Budget Code(s)

1.1125

Budget Analyst

Date 8/22/2021

G. DBE/SBE Goal:

% DBE

% Small Business

Director of Small Business Development

Date 8/24/21

DBE/EEO Compliance Manager

Date 8/24/21

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

Department Head Signature

Date 8/23/2021

Division Manager

Date 8/23/2021

Director of Procurement

Date 8/24/21**FOR PROCUREMENT USE ONLY**

Type of Procurement Requested: (circle one)

IFB

RFQ

RFP

☒ SS

TWO-STEP

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

Request for Quote (RFQ) This type of solicitation is often used to determine current market pricing. Request for Proposal (RFP) This approach to contracting occurs when the agency isn't certain about what it wants and is looking to you to develop a solution and cost estimate.

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

Two-step Procurement - request for qualifications step-one used in the formal process of procuring a product or service, It is typically used as a screening step to establish a pool of vendors that are then qualified, and thus eligible to submit



responses to a request for price proposal (RFP). In this two-step process, the response to the RFQ will describe the company or individual's general qualifications to perform a service or supply a product, and RFP will describe specific details or price proposals.

[Signature]
Chief Financial Officer

6/24/21
Date

[Signature]
Chief Executive Officer

6/24/21
Date

*Please note the CEO's authorized signature on the attached
Sale Source Identification form.*

SOLE SOURCE JUSTIFICATION FOR

FTA C 4220.1F states: Sole Source Justification - If the recipient decides to solicit an offer from only one source, the recipient must justify its decision adequately in light of the standards of subparagraph 3.i(1)(b) of this Chapter. FTA expects this sole source justification to be in writing.

1. The materials/services listed on Requisition number _____ is available from only one source and competition is precluded for reasons indicated below. There are no substitutes available.
2. This acquisition is restricted to the following source:

Manufacturer: GFI Genfare
 Manufacturer POC and Phone Number: Emilia (847)-871-1169
 Manufacturer Address: PO Box 277399
 Manufacturer's Dealer/Representative: Emilia Petricca
 Dealer/Representative Address and Phone Number: 847-847-1169


3. Description of the materials/service required, the estimated cost, and required delivery date.


This sole source is for the replacement of worn-out fare collection components and upgrades to our fare collection infrastructure. The estimated cost is \$458,057.

4. Specific characteristics of the materials/service that limit the availability to a sole source are unique features and functionality of the system.

Our Genfare fare collection system requires upgrades/replacement to continue our fare collection efforts. Require parts and technology are only available through Genfare due to compatibility requirements that already exist within our transit system. Genfare manufactures our Odyssey GFI fare boxes, vaults, and fare collection system; all these items must integrate and interface seamlessly with GFI electronic components, programming, wiring, and mechanical components. These are also direct replacement parts/components for our existing equipment.

5. Check and fill in all that are applicable:

 The material or service must be compatible in all aspects (form, fit, and function) with existing systems presently installed. Describe the equipment you have now and how the new materials/service must coordinate, connect, or interface with the existing system:

 A patent, copyright, or proprietary data limits competition. The proprietary data are described as follows:

 These are "direct replacement" parts/components for existing equipment.

☐ Other information to support a sole-source buy:

(a) Sole Source. When the recipient requires supplies or services available from only one responsible source, and no other supplies or services will satisfy its requirements, the recipient may make a sole source award. When the recipient requires an existing contractor to make a change to its contract that is beyond the scope of that contract, the recipient has made a sole source award that must be justified.

1 **Unique Capability or Availability.** The property or services are available from one source if one of the conditions described below is present:

- ☐ **Unique or Innovative Concept.** The offeror demonstrates a unique or innovative concept or capability not available from another source. Unique or innovative concept means a new, novel, or changed concept, approach, or method that is the product of original thinking, the details of which are kept confidential or are patented or copyrighted, and is available to the recipient only from one source and has not in the past been available to the recipient from another source.

☒ **Patents or Restricted Data Rights.** Patent or data rights restrictions preclude competition.

- ☐ **Substantial Duplication Costs.** In the case of a follow-on contract for the continued development or production of highly specialized equipment and major components thereof, when it is likely that award to another contractor would result in substantial duplication of costs that are not expected to be recovered through competition.

- ☐ **Unacceptable Delay.** In the case of a follow-on contract for the continued development or production of a highly specialized equipment and major components thereof, when it is likely that award to another contractor would result in unacceptable delays in fulfilling the recipient's needs.


CERTIFICATION

I certify that statements checked and information provided above are complete and correct to the best of my knowledge. I understand that the processing of this Sole-Source Justification precludes the use of full and open competition.

Requestor	<u>[Signature]</u>	Date	<u>8/23/2021</u>
Department Head	<u>[Signature]</u>	Date	<u>8/23/2021</u>
Grants	<u>[Signature]</u>	Date	<u>8/23/21</u>
DBE/EEO Compliance Manager	<u>[Signature]</u>	Date	<u>8/24/21</u>
Director of Procurement	<u>[Signature]</u>	Date	<u>8/24/21</u>

Regional Transit Authority

Chief Financial Officer


6/1/21

Chief Executive Officer

Date

6/24/21

Date

8/21/21



Scope

Fare Collection Infrastructure upgrade

Our fare collection system requires upgrades/replacement to continue our fare collection efforts. Require parts and technology are only available through Genfare due to compatibility requirements that already exist within our transit system. Genfare manufactures our Odyssey GFI fare boxes, vaults, and fare collection system; all these items must integrate and interface seamlessly with GFI electronic components, programming, wiring, and mechanical components. Many of these items are direct replacement parts/components for our existing equipment. This procurement will be a sole source from GFI for this reason.

The attached quotation sheet from Genfare outlines all of the components and costs associated with the upgrade. These systems will be upgraded at Canal bus, SIS, and the Carrolton facility.

Independent Cost Estimate (ICE)

INDEPENDENT COST ESTIMATE SUMMARY FORM

Project Name/Number: _____

Date of Estimate: _____

Description of Goods/Services: _____

GFI infrastructure upgrade

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

Method of Obtaining Estimate: Estimate based on price received by NICE Bus solicitation number E3263R for similar item.

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 \$ 458,057

The preceding independent cost estimate was prepared by:

Name _____

Ryan Moser

Signature _____

Ryan Moser



Genfare
A Division of SPX Corporation
800 Arthur Ave
Elk Grove Village, IL 60007
Ph: (847) 593-8855
Fax: (847) 758-4998

Page 1 of 5
Sales Quotation

Sold-To-Party

Regional Transit Authority
 Chet Nash
 2817 Canal Street
 New Orleans LA 70119

Ship-To-Party

Regional Transit Authority
 Chet Nash
 2817 Canal Street
 New Orleans LA 70119

Information

Sales Quote No. 5033676
 Document Date 04/15/2021
 Customer No. 1906
 Currency USD
 Contact Name Chet Nash
 Phone 504-827-8316
 FAX
 EMAIL cnash@rtatforward.org
 Validity Start Date 04/15/2021
 Validity End Date 12/31/2021
 Req Ship Date 10/15/2021

End User

Regional Transit Authority
 Chet Nash
 2817 Canal Street
 New Orleans LA 70119

Item	Material	Quantity	Price	Amount
10	ITEM Virtual Network Manager Upgrade Customer to provide new computer.	1 EA	33,025.00 USD	33,025.00
20	ITEM Garage Data System Upgrade V4 Garage Data System Computer Hardware & Software Upgrade. Includes new hardware, V4 software and onsite installation.	3 EA	16,250.00 USD	48,750.00
30	ITEM Probe Lanes Includes installation.	6 EA	5,030.00 USD	30,180.00
40	ITEM Mobile Vault Includes installation	4 EA	40,969.00 USD	163,876.00
50	D28118-0001 S/A CONTROLLER, ID (V2) Includes installation	3 EA	2,899.00 USD	8,697.00

Customer Signature: _____

Date: _____

Signature: _____

Date: 08/13/2021

Sales Representative: Roy Purnell
 Email: roy.purnell@sox.com

Phone: 336-273-0454

Genfare Price Quotation Summary Terms & Conditions: All prices are valid for 90 days from the Document Date unless otherwise noted above.

Delivery will be made within 120 After Receipt of Order (ARO) unless otherwise noted above. Prices do not include any state or local taxes or freight charges unless specifically listed. Regardless of any taxes included above, applicable taxes due are determined as of the date of sale. All price quotations are subject to and shall be governed solely and exclusively by the Genfare Standard Terms And Conditions Of Sale, a copy of which is attached and incorporated herein.

Genfare

Page 3 of 5

GENFARE 

A Division of SPX Corporation
800 Arthur Ave
Elk Grove Village, IL 60007
Ph: (847) 593-8855
Fax: (847) 758-4998

Sales Quotation**Sold-To-Party**

Regional Transit Authority
 Chet Nash
 2817 Canal Street
 New Orleans LA 70119

Ship-To-Party

Regional Transit Authority
 Chet Nash
 2817 Canal Street
 New Orleans LA 70119

Information

Sales Quote No.	5033676
Document Date	04/15/2021
Customer No.	1906
Currency	USD
Contact Name	Chet Nash
Phone	504-827-8316
FAX	
EMAIL	cnash@rtafoward.org
Validity Start Date	04/15/2021
Validity End Date	12/31/2021
Req Ship Date	10/15/2021

End User

Regional Transit Authority
 Chet Nash
 2817 Canal Street
 New Orleans LA 70119

Gross Value:

458,057.00

Total Tax:**Final Amount:**

458,057.00

Customer Signature: _____**Date:** _____**Signature:** _____**Date:** 08/13/2021**Sales Representative:****Email:**

Roy Purnell
 roy.purnell@spx.com

Phone: 336-273-0454**Genfare Price Quotation Summary Terms & Conditions:** All prices are valid for 90 days from the Document Date unless otherwise noted above.

Delivery will be made within 120 After Receipt of Order (ARO) unless otherwise noted above. Prices do not include any state or local taxes or freight charges unless specifically listed. Regardless of any taxes included above, applicable taxes due are determined as of the date of sale. All price quotations are subject to and shall be governed solely and exclusively by the Genfare Standard Terms And Conditions Of Sale, a copy of which is attached and incorporated herein.

Genfare shall use commercially reasonable efforts to provide Customer with written notice of cancellation of any applicable policy thirty (30) days prior to the effective cancellation date of such policy, but failure to do so shall impose no obligation or liability upon Genfare or its insurers, agents or representatives. Genfare shall provide Customer with its standard certificate of insurance upon request.

15. NOTICE. All requests, instructions and notices from one party to the other must be in writing and may be given via registered post or facsimile transmission to the address of the parties shown on the Quotation/Order Acknowledgment.

16. MISCELLANEOUS. No waiver by Genfare of any breach of this Agreement shall be considered as a waiver of any subsequent breach of the same or any other provision. Any provision of the Agreement which is, or is deemed to be, unenforceable in any jurisdiction shall be severable from the Agreement in that jurisdiction without in any way invalidating the remaining provisions of the Agreement, and that unenforceability shall not make that provision unenforceable in any other jurisdiction. The rights which accrue to Genfare by virtue of the Agreement shall endure for the benefit of and be binding upon the successors and assigns of Genfare. The Agreement shall be governed by the laws of the State of Illinois, however Genfare may enforce the provisions of the Agreement in accordance with the laws of the jurisdiction in which the Products are situated. The United Nations Convention on the Sale of Goods (the Vienna Convention) shall not apply to the Agreement.

ATTACHMENT A- WARRANTY

1. GENERAL TERMS

1.1 Subject to the provisions of this Warranty, Genfare warrants that the equipment and software described in Paragraph 1.2 shall conform to their specifications in all material respects and that the equipment shall be free from material defects in materials and workmanship.

1.2 This Warranty applies to all original purchases of new Genfare supplied equipment and spare parts, including licensed software (collectively the "Equipment"). This Warranty does not apply to any subscriptions purchased by customer.

1.3 The Warranty Period shall begin on the earliest of (a) the date of delivery of the Equipment if the equipment is not to be installed, (b) the date of installation completion by a Genfare, or Genfare approved technician, or (c) the date the Equipment is placed into revenue service, and shall end (y) twelve (12) months thereafter for equipment purchases and (z) ninety (90) days thereafter for any spare parts purchases, provided, however, that the Warranty Period for Equipment purchased under Genfare's Upgrade/Reconditioning Program that has been reconditioned or refurbished shall end 6 months after commencement, unless otherwise specified in writing by Genfare.

2. RETURN OF EQUIPMENT UNDER WARRANTY

2.1 If an item of Equipment malfunctions or fails in normal use within the applicable Warranty Period:

2.2 Customer shall promptly notify Genfare of the problem and the serial number of the defective item.

(a) Genfare shall, at its option, either resolve the problem over the telephone, or provide Customer with authorization to ship the defective item to Genfare;

(b) if Genfare provides Customer with authorization to ship the defective item to Genfare, Customer shall attach a return tag with a description of the fault. Customer shall, at its cost, properly pack the item to be returned, prepay the insurance and shipping charges, and ship the item to the specified Genfare Service Center;

(c) Genfare shall either repair or replace the returned item. The replacement item may be new or refurbished; if refurbished, it shall be equivalent in operation to new Equipment. If a returned item is replaced by Genfare, the Customer agrees that the returned item shall become the property of Genfare;

(d) Genfare shall, at its cost, ship the repaired item or replacement to the Customer. If the Customer has requested express shipping, the Customer shall pay Genfare an expediting fee.

2.2 Equipment which is repaired or replaced by Genfare under this Warranty shall be covered under all of the provisions of this Warranty for the remainder of the applicable Warranty Period or ninety (90) days from the date of repair or replacement, whichever is longer.

2.3 A failure is defined as a malfunction of a given device or component in the Equipment that renders the Equipment inoperative and/or unusable for the intended purpose.

2.4 It is understood that Genfare shall be responsible for the costs of all materials and labor, except as provided herein. It is further understood that the costs of discovery of the problem associated with a given item of Equipment and the costs associated with the removal and installation of the defective part shall be the responsibility of Customer.

3. TELEPHONE TECHNICAL ASSISTANCE. During the applicable Warranty Period, Genfare shall provide the Customer with over-the-telephone technical fault analysis. Genfare shall not charge Customer for the first ten (10) calls per location per month, and may charge Customer for all additional calls.

4. UPGRADES. During the applicable Warranty Period, Genfare shall, at no charge, provide Customer with non-feature software updates to the version of Software installed at the Customer's location and, if the Equipment is sent to Genfare for Warranty repair, those revision level updates deemed necessary by Genfare. Non-feature software updates and revision level updates do not generally include additional equipment, such as hardware memory, which enables the upgrades to function in the existing Equipment of Customer. Customer may purchase this additional equipment from Genfare.

5. DEFAULT AND TERMINATION. Genfare may immediately terminate this Warranty and all of its performance under this Warranty, upon notification to Customer, if Customer: (a) makes any unauthorized modifications to the Equipment; (b) assigns or transfers the Customer's rights or obligations under this Warranty without the prior written consent of Genfare; (c) becomes bankrupt or insolvent, or is put into receivership; or (d) has not paid Genfare all amounts for services, advance replacement parts supplied under this Warranty, or other additional charges within thirty (30) days of receipt of written notice from Genfare. If this Warranty is terminated by Genfare, Customer shall remain liable for all amounts due to Genfare.

6. LIMITATIONS AND QUALIFICATIONS OF WARRANTY. This Warranty does not apply to normal consumable items, items which are replaced in usual and scheduled preventative maintenance such as light bulbs, nor does it apply to any damage, defect or failure caused by:

(a) any part of the Equipment having been modified, adapted, transported or relocated by any person other than Genfare personnel; a Genfare authorized service agent; or Genfare approved technician without Genfare's prior written consent;

(b) improper installation, operation or maintenance by Customer or a third party;

(c) storage or environmental characteristics which do not conform to the applicable sections of the appropriate Genfare Equipment Manual;

(d) failure to conform with the Equipment Operating Instructions in the applicable Genfare Equipment Manual;

(e) inaccurate or incomplete information or data supplied or approved by Customer;

(f) external causes, including external electrical stress or lightning, or use in conjunction with incompatible equipment, unless such use was with Genfare's prior written consent;

(g) cosmetic damage;

(h) accidental damage, negligence, neglect, mishandling, abuse or misuse, other than by Genfare personnel, a Genfare authorized service agent or Genfare approved technician, or

(i) Force Majeure (as defined in Genfare's Terms and Conditions of Sale).

7. LIMITATION ON DAMAGES.

7.1 THE WARRANTY STATED HEREIN ARE THE CUSTOMER'S SOLE AND EXCLUSIVE WARRANTY FOR THE EQUIPMENT. GENFARE SPECIFICALLY DISCLAIMS ALL OTHER WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND OF MERCHANTABILITY.

7.2 EXCEPT AS OTHERWISE EXPRESSLY AGREED BY THE PARTIES, GENFARE SHALL NOT BE LIABLE IN TORT, INCLUDING LIABILITY IN NEGLIGENCE OR STRICT LIABILITY, AND SHALL HAVE NO LIABILITY AT ALL FOR INJURY TO PERSONS OR PROPERTY. GENFARE'S LIABILITY FOR FAILURE TO FULFILL ITS OBLIGATIONS UNDER THIS WARRANTY OR ANY OTHER LIABILITY UNDER OR IN CONNECTION WITH THE EQUIPMENT SHALL BE LIMITED TO THE AMOUNT OF THE PURCHASE PRICE OF THE EQUIPMENT.

7.3 EVEN IF GENFARE HAS BEEN ADVISED OF THE POSSIBILITY OF THEM, GENFARE SHALL NOT BE LIABLE FOR ANY INDIRECT, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES, INCLUDING LOST PROFITS AND REVENUES, FAILURE TO REALIZE EXPECTED SAVINGS, ANY CLAIM AGAINST A CUSTOMER BY A THIRD PARTY, OR ANY OTHER COMMERCIAL OR ECONOMIC LOSSES OF ANY KIND.

SOLE SOURCE JUSTIFICATION FORM

FTA C 4220.1F states: Sole Source Justification - If the recipient decides to solicit an offer from only one source, the recipient must justify its decision adequately considering the standards of subparagraph 3.i(1)(b) of this Chapter. FTA expects this sole source justification to be in writing.

1. The materials/services listed on Requisition number 105176 is available from only one source and competition is precluded for reasons indicated below. There are no substitutes available.

RTA transit services, current fare structure, type of passes and available methods to payment for fares, to include use of handheld fare validators, and the installation and use of Ticket Vending Machines (TVMs) at ferry terminals located in Lower Algiers, Chalmette, Canal Street, and Algiers Point.

System Overview

The RTA currently provides bus, streetcar and paratransit services within the City of New Orleans and Jefferson Parish. Additionally, the RTA operates ferry service within the City of New Orleans and St. Bernard Parish. Presently, the RTA relies on a fleet of 139 buses, 66 street cars, 3 passenger ferries (including bikes), and 2 vehicle ferries (including trailers).

Passenger Fare and Pass Purchasing Options

Passengers can purchase tickets and passes to ride either the Lower Algiers-Chalmette vehicle ferry or Algiers Point-Canal Street passenger ferry either from the RTA's online store for mail delivery ([See Exhibit 1](#)), with a smartphone app called GoMobile ([See Exhibit 2](#)), from an RTA Ticket Vending Machine (TVM), at an RTA Retail Vendor Location ([See Exhibit 3](#)), or with cash (exact change) while boarding the ferry.

Fare Structure

The current passenger ferry fare structure includes a standard one-way fare and a discounted one-way fare for seniors/disabled. Also, customers can purchase Jazzy Passes (an unlimited trip pass for all modes) for 1 day or 31 days at a standard rate, or at a discounted rate for youth, seniors, or disabled. [See Exhibit 4.](#)

The current vehicle ferry fare structure includes all the above options (for passengers), plus a single-ride ferry only vehicle driver fare, single-ride ferry only vehicle driver plus trailer fare, single-ride senior/disabled ferry only vehicle drive fare, single-ride senior/disabled ferry only vehicle driver plus trailer fare, and single-ride ferry only vehicle additional passenger fare. [See Exhibit 4.](#)

How Ferry Fares are Tracked, Collected, and Validated

Currently, crewmembers assigned to each ferry route track passenger and vehicle fares manually outdoors via pen and paper using a Collector's Ferry Fare Summary sheet. [See Exhibit 5.](#) The Collector's Ferry Fare Summary sheet is completed twice per day and captures both revenue and non-revenue passengers. Ferry ridership must be tracked for auditing and federal funding purposes regardless of whether riders pay a fair. During heavy weather or winds, this summary sheet is occasionally blown into the river and lost.

Cash collected is placed in an old bus fare box welded to a wheeled dolly. [See Exhibit 6.](#) Passengers that use GoMobile to purchase their fare are tracked as non-revenue passengers and their fare is visually validated by

the crew. Passengers can now also purchase with cash 1-day Jazzy Passes while boarding the ferry. No other means is available to purchase fares on the ferry or associated terminals.

Challenges with Cash Collection

Unlike the other three transportation modes, the RTA ferries can only accept exact change. If a passenger pays more than the fare amount, their change is kept by the RTA resulting in an economic loss and inconvenience to passengers. Additionally, this places the fare collector in the unpleasant situation of having to explain this limitation at the point of purchase and boarding.

Additionally, at the end of each shift, the cash and Collector's Ferry Fare Summary sheet must be bagged and stored in a safe onboard the vessel where they will be picked up by armed security personnel, transported to a camera surveilled cash counting room, accounted for, then transported by security personnel to the bank for deposit. Additionally, the contractor for the ferry service must account for monthly cash fares collected when completing their request for expense reimbursement to the RTA. As a result, additional manpower hours are expended to manage and account for cash collection.

Lastly, boarding delays occur when passengers do not have cash readily available to hand to the crewmember to pay for their fare. Rarely does this result in missed trips during normal ferry service. However, delays could occur when the ferry service supports transporting large numbers of passengers for major events such as Mardi Gras or local festivals. Additionally, these small boarding delays could be compounded with the proposed gating system at the new Canal St. Terminal barge where passengers waiting to board the ferry will be required to wait to board at a further distance than in the past.

GoMobile

Until March 15, 2020, Transdev served as RTA's third-party ferry operator. Since then, the third-party ferry operator is Labmar Ferry Services, LLC (LFS). Until December 2020, Transdev also operated RTA's other transit vehicles.

When Transdev operated all of RTA's transit services, a mobile ticketing app, known as GoMobile, was developed in-house. The latest app was launched in June 2018. See Exhibit 7. However, the ferries did not have the capability to validate a rider intending to pay the fare using GoMobile until October 2020. To solve this issue, the RTA purchased 12 Android mobile phones. Each mobile phone was then loaded with a GoMobile validator app. See Exhibit 8.

The attempt to address the ferries' inability to validate GoMobile created other problems or issues since its implementation and to this date. For example, the GoMobile app is problematic to riders traveling in groups attempting to validate multiple tickets. See Exhibit 9. Even while additional training and/or operational adjustments have been implemented, riders' dissatisfaction with GoMobile continues.

Existing Ferry Fare Boxes

The current farebox is an old bus farebox which was modified to be moved around by welding it on a dolly. This modification was done in-house by the RTA and can only take exact change and cash. Except for payment via the GoMobile application, there is no other cashless or contactless means of fare payment. See Exhibit 6.

Contrarily, the buses and street cars are fitted with Genfare fareboxes, model Odyssey. See Exhibit 10. As far as cashless or contactless capability, the Odyssey fareboxes can accept both smart and magnetic cards. Each bus is installed with one Odyssey farebox, and each streetcar is installed with two. That means that, in addition to any spares, there are no less than 271 Odyssey fareboxes within RTA's fleet of buses and streetcars. However, these Odyssey fareboxes, which come directly from a factory, do not have the capability to validate

GoMobile. As a result, the RTA modified the Odyssey farebox by installing a separate validator/reader to the exterior/vicinity of the farebox.

To increase the options for a rider to pay the fare in a cashless or contactless method, some Odyssey fareboxes were modified by make them movable/transportable and a portable battery added to power it. From RTA's existing inventory, an in-house modified farebox was identified. The modifications involved the installation on a four-wheeled cart powered by a commercial 12-volt car battery with exposed leads. See Exhibit 11. Given that the ferry service operates in an exposed marine environment, this portable farebox modification has largely been regarded as unsafe and cumbersome to implement on the ferries.

Replacing GoMobile and existing ferry fareboxes with Genfare Link, Portable Handhelds, Ticket Vending Machines, and Mobile Link for cashless and contactless fare payment

Genfare provides four proprietary solutions that would address the ferry service's needs for a cashless and contactless fare collection system while also integrating into the RTA's existing fare collection infrastructure.

Genfare Link

Genfare's proprietary Genfare Link (cloud) is intended to provide a single fare collection solution across multiple domains, and within different modes of transit, including ferries. Implementing Genfare Link onboard the ferries will allow for multi-payment options, increased security, customer care, reporting and planning, and mobile ticketing. See Exhibit 12.

Most importantly, implementation of Genfare Link would allow customers to use credit and debit cards to purchase fare mediums in advance of boarding the ferries at Ticketing Vending Machines installed at Algiers Point, Canal Street, Lower Algiers, and Chalmette Terminals. As a backup to using TVMs, passengers can also purchase directly from crewmembers with handheld devices onboard the vessel with credit or debit cards.

Should the RTA consider upgrading its existing fareboxes on the other modes, Genfare Link (cloud) could be expanded to include hardware (fareboxes) already installed on buses, streetcars, and paratransit vehicles. Genfare Link could also be expanded to include the other Ticket Vending Machines the agency currently uses throughout the transit system.

Handheld Ticket Validators (HHTVs)

Genfare's HHTVs (Handheld Ticket Validators) can validate mobile ticketing, other barcoded documents, smart cards, and magnetic cards. For passengers who attempt to pay their fare onboard the ferry, the HHTV allows for payment via bank card through a payment gateway via Wi-Fi or 3G/4G cellular data link. Lastly, the HHTVs can be program to read Mobile application QR Codes, as well as the agencies existing Jazzy Passes. See Exhibit 13.

Ticket Vending Machines (TVMs)

Genfare offers an upgraded Ticket Vending Machine called the Vendstar-4. It is a self-service ticketing vending system that provides riders with payment flexibility. The Vendstar-4 supports a full range of smart cards and magnetics, accepts bills and coins, allows for riders to purchase and recharge smart cards, can provide change to buyers, and is programmable to the RTAs existing and future fare structure. See Exhibit 14.

Mobile Ticketing Solution (Mobile Link)

Lastly, Genfare offers Mobile Link, which can allow the RTA to start collecting mobile ticketing data for the future implementation and procurement of a replacement application for Go Mobile. By purchasing Mobile Link, the RTA can build upon the data collected by Mobile Link onboard the ferries. See Exhibit 15.

Conclusion

In sum, from the perspective of cashless and contactless fare payment options, replacing GoMobile and the ferries' existing fareboxes with Mobile Link, Genfare Link, HHTVs, and TVMs will allow ferry passengers to:

- Pay with cash, credit or debit cards for all available fare products at TVMs prior to boarding the ferry.
- Provide passengers with change from TVMs installed at all ferry terminals and landings.
- With HHTVs, validate all fare types while passengers are boarding the ferry including GoMobile and Jazzy Passes.
- With HHTVs, as a backup, allow passengers to purchase fares with credit or debit cards while boarding the ferry who were unable to purchase fare products via TVMs, online, or with GoMobile prior to arrival.
- Eliminate the need to manually track fare payment types with pen and paper.
- Eliminate the cost of tracking, counting, and transferring cash and coins from antiquated fare boxes to vessel safes, to a cash count room, then to the bank.
- Provide a prototype Mobile App (and data) to be used as baseline data for the RTA to seek a replacement for GoMobile.
- Improve the security and safety of fare collection (in general) onboard the ferries.
- Improve auditing capabilities by creating a cashless fare collection system onboard the ferries that is integrated with the RTA's existing fare collection infrastructure.

Source of funding for this project is FTA grants LA-90-X413-00, for which LADOTD is the grantee. Source of corresponding local match is also LADOTD. Total funding available from both sources is \$737,762.00. See Exhibits 16 and 17. Total project cost is \$735,540.00 which is approximately \$2,222.00 below the total grant amount available. See Exhibit 18.

2. This acquisition is restricted to the following source:

Manufacturer: Genfare
Manufacturer POC and Phone Number: Roy Purnell / (336)-273-0454
Manufacturer Address: 800 Arthur Ave, Elk Grove Village, IL 60007
Manufacturer's Dealer/Representative: Roy Purnell
Dealer/Representative Address and Phone Number: (336) 273-0454

3. Description of the materials/service required, the estimated cost, and required delivery date.

See attached quote.

4. Specific characteristics of the materials/service that limit the availability to a sole source are unique features and functionality of the system.

See justification discussion and attached exhibits.

5. Check and fill in all that are applicable:

- ☒ The material or service must be compatible in all aspects (form, fit, and function) with existing systems presently installed. Describe the equipment you have now and how the new materials/service must coordinate, connect, or interface with the existing system:
- ☒ A patent, copyright, or proprietary data limits competition. The proprietary data are described as follows:
Genfare Genlink; Mobile Link; Handheld Ticket Validators (HHTVs); Ticketing Vending Machines (TVMs/Vendstar -4).

☐ These are "direct replacement" parts/components for existing equipment.

☒ Other information to support a sole-source buy: See justification discussion and attached documents

(a) Sole Source. When the recipient requires supplies or services available from only one responsible source, and no other supplies or services will satisfy its requirements, the recipient may make a sole source award. When the recipient requires an existing contractor to make a change to its contract that is beyond the scope of that contract, the recipient has made a sole source award that must be justified.

1 Unique Capability or Availability. The property or services are available from one source if one of the conditions described below is present:


- ☒ **Unique or Innovative Concept.** The offeror demonstrates a unique or innovative concept or capability not available from another source. Unique or innovative concept means a new, novel, or changed concept, approach, or method that is the product of original thinking, the details of which are kept confidential or are patented or copyrighted, and is available to the recipient only from one source and has not in the past been available to the recipient from another source.
- ☒ **Patents or Restricted Data Rights.** Patent or data rights restrictions preclude competition.
- ☒ **Substantial Duplication Costs.** In the case of a follow-on contract for the continued development or production of highly specialized equipment and major components thereof, when it is likely that award to another contractor would result in substantial duplication of costs that are not expected to be recovered through competition.
- ☐ **Unacceptable Delay.** In the case of a follow-on contract for the continued development or production of a highly specialized equipment and major components thereof, when it is likely that award to another contractor would result in unacceptable delays in fulfilling the recipient's needs.

CERTIFICATION

I certify that statements checked, and information provided above are complete and correct to the best of my knowledge. I understand that the processing of this Sole-Source Justification precludes the use of full and open competition.


Requestor

9/7/21
Date


Department Head

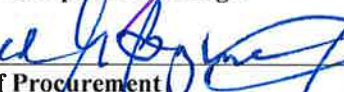
9/7/21
Date


Grants

9/7/21
Date


DBE/EO Compliance Manager

9/14/21
Date


Director of Procurement

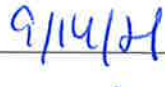
9/7/21
Date



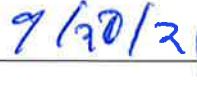
Chief Financial Officer



Chief Executive Officer



Date



Date

CASHLESS FARE COLLECTION - SCOPE OF WORK

1. Background

Currently, ferry passengers can purchase tickets and passes to ride either the Lower Algiers-Chalmette vehicle ferry or the Algiers Point-Canal Street passenger ferry either from the RTA's online store for mail delivery, with a smartphone application called GoMobile, from an RTA Ticket Vending Machine (TVM), at an RTA Retail Vendor Location, or with cash (exact change) while boarding the ferry.

Unlike the other three transportation modes, the RTA ferries can only accept exact change. If a passenger pays more than the fare amount, their change is kept by the RTA resulting in an economic loss and inconvenience to passengers. Additionally, this places the fare collection in the unpleasant situation of having to explain this limitation at the point of purchase and boarding.

Additionally, at the end of each shift, the cash and Collector's Ferry Fare Summary sheet must be bagged and stored in a safe onboard the vessel where they will be picked up by armed security personnel, transported to a camera surveilled cash counting room, accounted for, then transported by security personnel to the bank for deposit. Additionally, the contractor for the ferry service must account for monthly cash fares collected when completing their request for expense reimbursement to the RTA. As a result, additional manpower hours are expended to manage and account for cash collection.

Lastly, boarding delays occur when passengers do not have cash readily available to hand to the crewmember to pay for their fare. Rarely does this result in missed trips during normal ferry service. However, delays could occur when the ferry service supports transporting large numbers of passengers for major events such as Mardi Gras or local festivals. Additionally, these small boarding delays will be compounded with the proposed gating system at the new Canal St. Terminal barge where passengers waiting to board the ferry will be required to wait to board at a further distance than in the past.

The purpose of this Request for Proposal (RFP) is to shift cash collection from onboard the ferries to shoreside by increasing the number of Ticket Vending Machines (TVMs) available to passengers. Additionally, this RFP includes procurement and use of HHTVs (Handheld Ticket Validators) by ferry personnel. This will provide them the capability to validate mobile ticketing, other barcoded documents, smart cards, and magnetic cards. For passengers who attempt to pay their fare onboard the ferry, the HHTV allows for payment via bank card through a payment gateway via Wi-Fi or 3G/4G cellular data link. The HHTVs can also be programmed to read Mobile application QR Codes, as well as the agencies existing Jazzy Passes.

Additionally, this RFP seeks a cloud-based system that will provide a single fare collection solution across multiple domains, and within different modes of transit, including the ferries, which will allow for multi-payment options, increased security, customer care, reporting and planning, and mobile ticketing.

Lastly, this RFP seeks a mobile ticketing solution that will allow the agency to collect mobile ticketing data for future implementation and procurement of a replacement application for GoMobile.

This RFP requires a turnkey solution that shall include design, testing, delivery, site preparation, installation, and assistance with associated hardware if necessary,

software, communications, all system interfaces, all other system components, operations, maintenance, licenses, support and training.

2. Cashless Fare Collection Scope

The Scope of Work describes the RFP's minimal functional requirements for a mobile ticketing app. It is intended to be used as a general guide and is not a complete list nor description of all work necessary. Proposers responding to this RFP are expected to be familiar with all aspects of project management.

Fare System Goals and Objectives

This RFP hopes to achieve the following goals:

- A. Allow ferry passengers to pay with cash, credit or debit cards for all available fare products at TVMs prior to boarding the ferry.
- B. Provide passengers with change from TVMs installed at all ferry terminals and landings.
- C. With HHTVs, validate all fare types while passengers are boarding the ferry including GoMobile and Jazzy Passes.
- D. With HHTVs, as a backup, allow passengers to purchase fares with credit or debit cards while boarding the ferry who were unable to purchase fare products via TVMs, online, or with GoMobile prior to arrival.
- E. Eliminate the need to manually track fare payment types with pen and paper.
- F. Eliminate the cost of tracking, counting, and transferring cash and coins from antiquated fare boxes to vessel safes, to a cash count room, then to the bank.
- G. Provide a prototype Mobile App (and data) to be used as baseline data for the RTA to seek a replacement for GoMobile.
- H. Improve the security and safety of fare collection (in general) onboard the ferries.
- I. Improve auditing capabilities by creating a cashless fare collection system onboard the ferries that is integrated with the RTA's existing fare collection infrastructure.
- J. Reduce cash and lower cash handling costs.

General Cashless Fare Collection Requirements

The Selected Contractor shall provide, host, operate and maintain a cashless fare collection system based on the following criteria:

- A. Ticket Vending Machines (TVMs)
 - i. TVMs must be a self-serving ticketing vending system that provides riders with payment flexibility.
 - ii. TVMs must be stocked with the agency's fare products (Jazzy Passes).
 - iii. TVMs must be able to accept a full range of smart cards and magnetics, bills and coins, allow riders to purchase and recharge smart cards, provide change to buyers, and is programmable to the RTA's existing and future fare structure.
 - iv. Must be able to provide initial TVM maintenance training to RTA personnel.
 - v. Must be able to provide adequate spare parts necessary to maintain TVMs in fully functional condition.
 - vi. Must be able and available to assist with repairing any TVM in the RTA's system should RTA personnel be unable to repair.
 - vii. Must be able to provide the RTA with any modifications or TVM improvements to its TVMs should maintenance and repair issues arise.

B. Handheld Ticket Validators (HHTVs)

- i. HHTVs must be able to validate mobile ticketing, other barcoded documents, smart cards, and magnetic cards.
- ii. HHTVs must be able to allow passengers, should they attempt to pay their fare onboard the ferry, to use a bank card through a payment gateway via Wi-Fi or 3G/4G cellular data link.
- iii. HHTVs must be battery powered, portable, and rechargeable.
- iv. HHTVs must be able to read Mobile application QR Codes, as well as the agencies existing Jazzy Passes.

C. Cloud Based Fare Collection System

- i. Must allow for a single fare collection solution across multiple domains, and within different modes of transit, including ferries.
- ii. Must allow for multi-payment options, increased security, customer care, reporting and planning, and mobile ticketing.
- iii. Must allow customers to be able to use credit/debit cards to purchase fare mediums in advance of boarding the ferries at TVMs.
- iv. Must allow customers, as a backup to using TVMs, the ability to purchase fares directly from ferry operators with HHTVs using credit/debit cards.
- v. Must be expandable to include hardware (fareboxes) installed on buses, streetcars, paratransit vehicles, and existing TVMs in the agencies system.

D. Mobile Ticketing Solution

- i. Must allow the agency to be able to start collecting mobile ticketing data for future implementation and procurement of a replacement application for GoMobile.
- ii. Must be available for agency analytics for data on usage, ridership, and revenue.
- iii. Client software should be browser based.
- iv. License-free software and all future software updates should be provided at no extra cost.
- v. Software shall provide various levels of user access rights that allow and restrict access to various functions.
- vi. The software shall provide access to an unlimited number of users and feature multiple user access-levels with password protection to ensure system settings are secure.
- vii. Customer usage statistics will include information on tickets used including associated information such as validation location, route/block validated, date, time and GPS coordinate of boarding's.
- viii. Ability to manage fare structure requirements and amendments to fare.
- ix. Ability to provide refunds to riders.
- x. Ability to see sales and transaction data in real time.
- xi. Ability to easily export all data for integration with other software systems and tools.

- xii. Application Programming Interface (API) for extracting usage data that is free for the agency to access, use, and share.
- xiii. Ability to run sales, usage summary, user statistics, ticket statistics, and revenue summary reports
- xiv. Ability for third party applications such as Google Maps, Apple Maps, Transit App, to offer RTA's Transit mobile tickets in their app via an API or SDK.
- xv. Future upgradable capability to allow to book paratransit service.
- xvi. Ability to input ridership information and transmit it via SMS/MMS.
- xvii. Ability to create reports as needed based on the data collected.
- xviii. Hosting and maintenance of the mobile ticketing app must be the responsibility of the Contractor.

Security

Data security for the mobile ticketing app applications, system and interfaces shall employ the most current industry and U.S. government techniques to ensure that all data is safeguarded from unauthorized access or use and programs are protected from any known cyber-attack or computer virus. The entire mobile ticketing platform system, all system applications that process payments, and all communications and computer systems comprising the entire mobile ticketing app shall be in full compliance with the Payment Card Industry (PCI) standards. Additionally, the Platform application shall contain a variety of security features to allow for applicable agency personnel to identify invalid, expired, or fraudulent mobile tickets easily visually.



Purchase Tickets & Passes Online

[My Shopping Cart](#)

Passes will be shipped to you by mail within 7-10 business days. To view other purchase options [click here](#).

1-Day Jazzy Pass



\$3.00

Availability: In stock

Add

Valid for unlimited trips on RTA buses, streetcars & ferries. Non-Transferrable. Starts with first use. Expires 1 day after first use.

31-Day Jazzy Pass



\$45.00

Availability: In stock

Add

Valid for unlimited trips on RTA buses & streetcars. Non-Transferrable. Starts with first use. Expires 31 days after first use.

Pack of 10 One Way Tickets



\$12.50

Availability: In stock

Add

Valid for one ride on a RTA streetcar or bus. Does not include transfers. Each ticket has a value of \$1.25.

One Way Ferry Ticket



\$2.00

Availability: In stock

Add

Valid for one passenger on the **Algiers Point/Canal Street Ferry** or one passenger/one vehicle with driver on the **Lower Algiers/Chalmette Ferry**.

Youth 1-Day Jazzy Pass



\$1.00

Availability: In stock

Add

Valid for unlimited trips on RTA buses, streetcars & ferries. Non-Transferrable. Starts with first use. Expires 1 day after first use.

Youth 31-Day Jazzy Pass



\$18.00

Availability: In stock

Add

Valid for unlimited trips on RTA buses, streetcars & ferries. Non-Transferrable. Starts with first use. Expires 31 days after first use.

Senior 1-Day Jazzy Pass



\$0.80

Availability: In stock

Add

Valid for unlimited trips on RTA buses, streetcars & ferries. Non-Transferrable. Starts with first use. Expires 1 day after first use.

Senior 31-Day Jazzy Pass



\$14.00

Availability: In stock

Add

Valid for unlimited trips on RTA buses, streetcars & ferries. Non-Transferrable. Starts with first use. Expires 31 days after first use.

Please read our [Privacy Policy](#) and [Refund Policy](#).

**Service Alerts (11)**

[Home](#) > [Getting Around](#) > GoMobile

Go Smart. GoMobile.

Download the GoMobile app today!



A Better Transit Experience Right at Your Fingertips

- Track buses and streetcars in real time
- Purchase any fare type, including senior fares, ferry passes, and one-way tickets
- Purchase tickets for bus and streetcar or ferry
- Plan your trips, get service alerts, and favorite your most used routes

What You can do with the App

- See when the next bus or streetcar will arrive in **real time**, both as a listed time and visually on a map
- See which stop is nearest to you
- Purchase every type of RTA fare for bus, streetcar, and ferry
- Purchase Integrated Passes, good for all modes of transit
- Store fares for up to 12 months in your Ticket Wallet
- Use multiple single-ride tickets at once
- Scan the QR code of all fares using on-board scanners
- See if a route has a delay or detour and sign up for customer alerts with an RTA account
- Plan any trip using the RTA Trip Planner

How to Use the App

1. HOW TO SIGN-UP

Download the app. Sign-up with your email address to access the app.

2. HOW TO USE REAL TIME

From the home screen, see which bus or streetcar is nearest to you in real time.

**3. PURCHASING & STORING TICKETS**

Click on the Ticket Wallet to buy any fare or pass. Tickets can be stored for up to 12 months.

**4. BOARDING**

When you're ready to board the vehicle, activate your ticket. Only activate when you know you're boarding. Once your ticket is activated, you'll have 5 minutes to board.



Download the NEW GoMobile Brochure

Have a question? Visit the NEW **GoMobile Frequently Asked Questions (FAQs) page**. If you need further assistance, contact Rideline at 504-248-3900.



Service Alerts (11)

[Home](#) > [Fares & Passes](#) > Vendor Map

Vendor Map

Jazzy Pass Vendor Locations ---

This map was made with Google My Maps. Create your own.



For a list of vendors, click [here](#).



Service Alerts (11)

[Home > Fares & Passes](#) > Purchasing Options for All Fares and Passes

Purchasing Options for All Fares and Passes

The RTA offers one way fare and express fare as well as a variety of pass options. Please note that fares and passes are only applicable to the New Orleans RTA system. They cannot be used in the Jefferson Transit (JeT) system.

1. Purchase on the Bus or Streetcar

You can buy a one way fare for \$1.25 or a one-day pass for \$3 directly from your bus driver or a streetcar operator, using cash or exact change only. Children ages 5 and under ride free!

2. Purchase with GoMobile App

Download the app to buy all fares and passes on your smartphone and ride instantly! Below are fare options offered on [GoMobile](#).

	1-Day	31-Day
Jazzy Passes (Bus, Streetcar & Ferry)	x	x

GoMobile Fare and Pass Prices

Type of Pass	Price
Single-Ride Fare (including Express Service)	\$1.25
Single-Ride Fare w/ Transfer	\$1.25
Single-Ride Senior/Disabled Fare (ID Required)	\$0.40
Single-Ride Senior/Disabled Fare with Transfer	\$0.40
Single-Ride Youth Fare (K-12)	\$0.50
Single-Ride Youth Fare with Transfer (K-12)	\$0.50
Single-Ride Ferry Only Fare	\$2.00
Single-Ride Senior/Disabled Ferry Only Fare (ID Required)	\$1.00
Single-Ride Youth Ferry Only Fare (K-12)	\$1.00
Single-Ride Ferry Only Vehicle Driver Fare	\$2.00
Single-Ride Ferry Only Vehicle Driver Plus Trailer Fare	\$5.00
Single-Ride Senior/Disabled Ferry Only Vehicle Driver Fare (ID Required)	\$1.00
Single-Ride Senior/Disabled Ferry Only Vehicle Driver Plus Trailer Fare (ID Required)	\$4.00
Single-Ride Ferry Only Vehicle Additional Passenger Fare	\$1.00
1-Day Jazzy Pass	\$3.00
1-Day Senior/Disabled Pass (ID Required)	\$0.80
1-Day Youth Pass (K-12)	\$1.00
31-Day Jazzy Pass	\$45.00
31-Day Senior/Disabled Pass (ID Required)	\$14.00
31-Day Youth Pass (K-12)	\$18.00

3. Purchase Online

Purchase in our [online store](#). You can purchase the following tickets::

Type of Pass	Price
1-Day Jazzy Pass	\$3.00
1-Day Senior/Disabled Jazzy Pass	\$0.80
1-Day Youth Jazzy Pass	\$1.00
31-Day Jazzy Pass	\$45.00
31-Day Senior/Disabled Jazzy Pass	\$14.00
31-Day Youth Jazzy Pass	\$18.00
10 One-Way Tickets	\$12.50
One-Way Ferry Ticket	\$2.00

4. Purchase at RTA Retail Vendor Locations

A number of stores across the city sell 1-Day and 31-Day Jazzy Passes, including all Walgreen's locations in Orleans Parish. The RTA is continually signing up new business partners to sell Jazzy Passes, so check back often!

To find a store near you that sells Jazzy Passes, click below.

- [Vendor Location Sheet](#)
- [RTA Jazzy Pass Vendor Map](#)

5. Purchase at Ticket Vending Machines (TVM)

- There are four TVMs along the Canal Streetcar Line. They dispense 1-Day Jazzy Passes. TVMs can also dispense Stored Value Cards in the amounts of \$10, \$15 and \$20. Currently, TVMs only accept cash.
- The locations for the TVMs are:
 - 2817 Canal Street
 - Canal at N. Peters RTA Shelter
 - Canal at City Park Ave. (Cemeteries) RTA Shelter
 - Canal at Bourbon St. RTA Shelter

*There are other transit systems in the area, including [Jefferson Express Transit \(JeT\)](#) and [St. Bernard Urban Rapid Transit \(SBUrt\)](#). These transit systems have their own ticketing and fare structure and systems. Your Jazzy Passes can only be used on vehicles operated by the RTA.

COLLECTOR'S FERRY FARE SUMMARY (Page 1 of 2)

DATE: _____

VESSEL: _____

BAG #: _____

SHIFT: AM / PM

LOCATION: CANAL / CHALM

COLLECTOR'S SIGNATURE: _____

REVENUE								NON-REVENUE						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
TRIP TIME	FULL FARE VEHICLES	RED. FARE VEHICLES	FULL FARE PASS. IN VEHICLES	FULL FARE PED/ BIKES	RED. FARE PED/ BIKES	TRAILER	MONTHLY PASSES SOLD	CHILD 2 & UNDER	RED. FARE PASS IN VEH	# POLICE (GOLD SHEET)	# FIREMEN (GREY SHEET)	#MONTHLY PASSES USED	GO PASSES USED	# OTHER NON RE
1														
2														
3														
4														
5														
6														
7														
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COLLECTOR'S FERRY FARE SUMMARY (Page 2 of 2)

DATE: _____ VESSEL: _____ BAG #: _____ SHIFT: AM / PM LOCATION: CANAL / CHALM
 COLLECTOR'S SIGNATURE: _____

REVENUE								NON-REVENUE						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
TRIP TIME	FULL FARE VEHICLES	RED. FARE VEHICLES	FULL FARE PASS. IN VEHICLES	FULL FARE PED/ BIKES	RED. FARE PED/ BIKES	TRAILER	MONTHLY PASSES SOLD	CHILD 2 & UNDER	RED. FARE PASS IN VEH	# POLICE (GOLD SHEET)	# FIREMEN (GREY SHEET)	#MONTHLY PASSES USED	GO PASSES USED	# OTHET NON RE
31														
32														
33														
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41														
42														
43														
44														
45														
46														
TOTALS PG 2														
GRAND TOTALS														

ACCOUNTING USE ONLY

ACCOUNTING USE ONLY

	# TRIPS	CURRENCY	COINS	TOTAL DEPOSITED REVENUE (ACCOUNTING)	COLLECTOR'S TOTAL REVENUE (COL 8 ABOVE)	DIFFERENCE
DEPOSIT TOTALS						

FULL FARE VEHICLES (COL 2 X \$2)	RED. FARE VEHICLES (COL 3 X \$1)	FULL FARE PASS. IN VEHICLES (COL 4 X \$1)	FULL FARE PED/BIKES (COL 5 X \$2)	RED. FARE PED/BIKES (COL 6 X \$1)	TRAILERS (COL 7 X \$3)	MONTHLY PASSES SOLD (COL 8 X \$65)	TOTAL REVENUE EXPECTED	TOTAL EXPECTED REVENUE - TOTAL DEPOSITED REVENUE

# VEHICLES FROM DAILY COUNT	# VEHICLES FROM COLLECTOR	DIFFERENCE	# PASS IN VEHICLES FROM DAILY COUNT	# PASS IN VEHICLE FROM COLLECTOR	DIFFERENCE	# TRAILERS FROM DAILY COUNT	# TRAILERS FROM COLLECTOR	DIFFERENCE	# PED/BIKES FROM DAILY COUNT	# PED/BIKES FROM COLLECTOR	DIFFERENCE

ACCOUNTING SIGNATURE: _____



Service Alerts (11)

[Home](#) > [About](#) > RTA Kicks Off Soft-Launch of RTA GoMobile

RTA Kicks Off Soft-Launch of RTA GoMobile

6/25/2018

What: À la ride-share style, **you can now track the location of RTA's Buses & Streetcars in real-time to your stop, via our new and improved GoMobile app!** A full, system-wide soft-launch of the new GoMobile app officially kicks off next month. The app also includes the ability to:

- Buy all fare types (including single and multiple individual fare tickets)
- Use mobile ticket scanning to board buses, streetcars, and ferries
- Trip plan within the app (simply enter current location & destination and the app will automatically map-out the best RTA route)
- View service alerts for buses, streetcars, and ferries

When: Sunday • July 1, 2018

Where: Download RTA GoMobile from your app store or Google Play • available for iPhone & androids

Video Resources: [Video News Release](#) • [Video New Release Script](#) • [Video News Release-No Voice Track](#) • [B-roll of GoMobile app](#) • [Rider SOTs on GoMobile](#)

Media Kit: For Full details on the app and background info on RTA, click [here](#).

Why: After two months of extensive beta-testing, the RTA is excited about releasing its app to the public. The soft launch will help the RTA fine tune the app and identify areas of improvement, as more and more people use the app.

Since this is not just the launch of an app, but a whole new system, the agency will carefully monitor all aspects of its RTA Tracker to ensure all parts are integrating well and performing at their peak.

Ultimately, the goal of the app is to provide ease and convenience to our riders.

To learn more visit: www.norta.com/gomobile.

Ruiz-Garcia, Jose

From: Nash, Chet
Sent: Wednesday, October 7, 2020 7:36 AM
To: Richard Heausler; Ruiz-Garcia, Jose; Joel Casey
Cc: Stevens, Sterlin; John Peter Laborde
Subject: RE: Training Go Mobile validators

No.

----- Original message -----

From: Richard Heausler <rHeausler@labmarferry.com>
Date: 10/7/20 7:26 AM (GMT-06:00)
To: "Nash, Chet" <cnash@rtaforward.org>, "Ruiz-Garcia, Jose" <jruizgarcia@rtaforward.org>, Joel Casey <jcasey@labmarferry.com>
Cc: "Stevens, Sterlin" <sstevens@rtaforward.org>, John Peter Laborde <johnpeter@labmarine.com>
Subject: RE: Training Go Mobile validators

Chet, do we have to assign a particular device to a boat or will it know automatically which device is on which boat?

From: Nash, Chet <cnash@rtaforward.org>
Sent: Tuesday, October 6, 2020 9:14 AM
To: Ruiz-Garcia, Jose <jruizgarcia@rtaforward.org>; Joel Casey <jcasey@labmarferry.com>
Cc: Stevens, Sterlin <sstevens@rtaforward.org>; Richard Heausler <rHeausler@labmarferry.com>; John Peter Laborde <johnpeter@labmarine.com>
Subject: RE: Training Go Mobile validators

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

This is no manual for the Go Mobile scanner feature but the work on the same basis as the tablets that were previously used.

1. When you turn on the device use passcode 2817 to unlock.
2. Select the Go Mobile app on the home screen.
3. Select the NORTA Ferry Network.
4. Select scan tickets
5. After a scan the app will automatically return to ready state in about 5 seconds.
6. Please remember to keep the devices on a charger when not in use.
7. The devices have find my device feature enabled so that you can locate them via google. See below
8. These are the accounts associated with the devices we currently have. You can use the google find my phone from the web to locate devices.

rtagomobile1@gmail.com

2817Canal

Gmail user id for Cat S48cC RTA-Gomobile1 F

rtagomobile2@gmail.com

2817Canal

Gmail user id for Cat S48cC RTA-Gomobile2 F

rtagomobile3@gmail.com

2817Canal

Gmail user id for Cat S48cC RTA-Gomobile3 F

rtagomobile4@gmail.com

2817Canal

Gmail user id for Cat S48cC RTA-Gomobile4 F



Ruiz-Garcia, Jose

From: Richard Heausler <rHeausler@labmarferry.com>
Sent: Sunday, October 18, 2020 6:22 PM
To: RTA2; Ruiz-Garcia, Jose
Cc: Joel Casey
Subject: Re: RTA2 Passenger Ticketing

Jose, please see the below comment regarding tickets.

Richard Heausler
(504) 481-2019
Sent from my iPhone

On Oct 18, 2020, at 6:17 PM, RTA2 <RTA2@labmarferry.com> wrote:

Good evening, after almost 1 complete hitch on the RTA2 one of the most tedious jobs for myself and deckhands as well, is explaining the 1 way ticket. People are wanting to pay one time and stay aboard the ferry for a cruise and view of the city. After listening and explaining this concept to tourists and visitors I have come to realize there has to be something better we can do. Possibly putting a "Round Trip" ticket option on the RTA mobile app would be the best option. Deckhands can count people on and then count the people off and we will know how many stayed onboard for the round trip. This is just a suggestion from seeing this come up every watch.

Thanks, Gavin Fayard

Sent from Mail for Windows 10

Ruiz-Garcia, Jose

From: Richard Heausler <rHeausler@labmarferry.com>
Sent: Friday, October 23, 2020 9:42 AM
To: Ruiz-Garcia, Jose
Cc: Joel Casey; Eric Madison
Subject: Go Mobile - multiple passes

Jose, one more question on Go Mobile.

When a group shows up with multiple people, we scan the pass with the reader. The concern is that some passengers do not properly list the number of people used on the passes. The customer will buy 4 passes but not properly allocate 4 passes to be used at once.

Any tips on how to re-allocate multiple passes if not properly input from the user?



Richard Heausler
General Manager
7320 Patterson Dr.
New Orleans, LA 70131
504-309-9524

Ruiz-Garcia, Jose

From: Wright, Teri
Sent: Monday, October 26, 2020 12:41 PM
To: Ruiz-Garcia, Jose
Subject: Activating multiple tickets/passes

Hello Jose - please see the image below. When passes and tickets are purchased at the same time using the same phone you can activate multiple tickets.

Under use tickets, you will pick the option for the multiple ticket purchase. At the bottom (I highlighted) you will need to increase to the number of tickets you will be using.

Then hit the use tickets option. Please let me know if you have any questions.

Thanks, Teri A. Wright

Ruiz-Garcia, Jose

From: Jarred Adams <jadams@labmarferry.com>
Sent: Monday, May 3, 2021 3:27 PM
To: Ruiz-Garcia, Jose
Cc: Richard Heausler
Subject: FW: RTA app

Jose,

We just received the email below from one of the mariners regarding the GoMobile app. I may be late to the discussion with this, but is RTA aware of the challenges that some of our mariners are experiencing with the app?



Jarred L. Adams
Director of HSE
7320 Patterson Dr.
New Orleans, LA 70131
504-309-9667

From: Saudi Williams <saudi_williams@yahoo.com>
Sent: Monday, May 3, 2021 2:41 PM
To: Jarred Adams <jadams@labmarferry.com>; Joel Casey <jcasey@labmarferry.com>; Richard Heausler <rHeausler@labmarferry.com>
Subject: RTA app

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To whomever it may concern,

The RTA app is poorly developed. Not only does it sign customers out on random occasions, but it inconveniences both parties in quite a few ways. For instance, if there's a passenger paying for a party of four and that person purchases four tickets and only happens to activate one by accident, then we can't confirm those other three tickets and we're left with the choice to not let them ride until the timer is depleted. This is problematic because the purpose of the app is to be convenient, but how can it be when it lacks consistency. Even though I highly doubt RTA would lose a significant amount of riders, I can see a minuscule decline in ridership just from the frustration that comes with dealing with the app. The main issue is activating the tickets because if you activate one and meant to activate multiple, then however many tickets we didn't get a confirmation on then that's how many passengers that won't be able to ride. Not only that the timer is set at thirty minutes, meaning they'd have to wait thirty minutes in order to activate the rest of their passes. There's many options to choose from when it comes to purchasing the ticket, and purchasing the wrong ticket happens frequently. I suggest making the app more user friendly. That could simply be combatted by labeling two separate columns: one for bus with all the different bus fare options, and one for the ferry with

all the different fare options. I can assure you that the people who went through this ordeal I've never seen them again, nor waiting for the ferry on the other side to let their pass expire in order to activate more. The most we could do is try to assist customers through the app, but that's limited as ridership increases at times making it difficult, and not only that most passengers make the purchase before even approaching the person collecting. The other issue is the random sign outs which can cause us to be delayed. It wouldn't be a major problem if 60 percent of our daily trips didn't use the app. There's more issues to address concerning the app, but the issues I states seem to be the most recurring.

Ruiz-Garcia, Jose

From: Casey, Joel
Sent: Monday, March 22, 2021 3:13 PM
To: Ruiz-Garcia, Jose; Nash, Chet; Stevens, Sterlin
Cc: rHeausler
Subject: Re: Stolen Go mobile device #48005

Ok so now they found it, apparently the security guard picked up for some reason.

Joel Casey
Port Captain
LabMar Ferry Services
7320 Patterson Drive
New Orleans, LA 70131
Ph: 504-309-9524
<http://www.norta.com/Maps-Schedules/New-Orleans-Ferry>

From: Casey, Joel <jcasey@labmarferry.com>
Sent: Monday, March 22, 2021 3:11:14 PM
To: Ruiz-Garcia, Jose <jruizgarcia@rtaforward.org>; Nash, Chet <Chet.Nash@transdev.com>; Stevens, Sterlin <sstevens@rtaforward.org>
Cc: rHeausler <rHeausler@labmarferry.com>
Subject: Re: Stolen Go mobile device #48005

We still have 3 spares with one of them (#49001)going on the RTA 2 as soon as they get back to the Westbank.

They still need the pin to open the phone. Not sure if whoever stole can really do anything with it.

Joel Casey
Port Captain
LabMar Ferry Services
7320 Patterson Drive
New Orleans, LA 70131
Ph: 504-309-9524
<http://www.norta.com/Maps-Schedules/New-Orleans-Ferry>

From: Ruiz-Garcia, Jose <jruizgarcia@rtaforward.org>
Sent: Monday, March 22, 2021 2:52:22 PM
To: Nash, Chet <Chet.Nash@transdev.com>; Stevens, Sterlin <sstevens@rtaforward.org>
Cc: rHeausler <rHeausler@labmarferry.com>; Casey, Joel <jcasey@labmarferry.com>
Subject: Re: Stolen Go mobile device #48005

Hi,

Not an android user, but is there a Find My Phone-like feature that can help track the device and get Transit Police to assist? Worst case, assume can wipe clean device remotely.

Joel - need any spare validator?

Thanks
Jose

Get Outlook for iOS

From: Joel Casey <jcasey@labmarferry.com>
Sent: Monday, March 22, 2021 3:40:56 PM
To: Nash, Chet <Chet.Nash@transdev.com>; Stevens, Sterlin <sstevens@rtaforward.org>
Cc: Ruiz-Garcia, Jose <jruizgarcia@rtaforward.org>; Richard Heausler <rHeausler@labmarferry.com>
Subject: Stolen Go mobile device #48005

Chet or Sterlin

RTA 2 just reported a passenger stole one of the Go Mobile devices property control number #48005.



ON-BOARD FARE SYSTEM

Odyssey[®] Validating Farebox

The Genfare Odyssey Validating Farebox integrates passenger fare payment and versatile fare media into a single, secure and reliable device.



The Odyssey delivers reliability by providing a wide variety of traditional and electronic fare media options for passengers and transit agency operators. Odyssey integrates seamlessly with legacy Genfare equipment in addition to the new Fast Fare[™] revolutionary farebox, allowing mixed fleets to ensure a smooth transition.

We are in the business of helping people use and manage public transportation systems. We have and will continue to deliver the technology leadership and product innovation you would expect from the company that helped create the industry.

Equipment Highlights

- Accepts a wide range of fare media for rider convenience.
- Passenger display shows transaction status and remaining card value.
- Issues electronic change through on board cash-to-card conversion.
- Push button menu-driven operator control unit is backlit to show transaction status.
- Meets ADA requirements.
- Secure dualport cashbox with built-in electronic identification system.
- Electronic locks and keys provide maximum security for authorized removal of cashboxes.
- Automated tracking of individual cashboxes for revenue auditing.
- Durable stainless steel construction.



RESPONDING TO RIDER AND AGENCY NEEDS

Why Odyssey?

- Passenger display shows transaction status and remaining card value.
- Provides change through on board cash-to-card conversion.
- Menu-driven operator control unit is backlit to show transaction status.
- Push-button control for ease of operator use.
- Meets ADA requirements.

Data Collection

- ODBC capabilities with Sybase®, Microsoft® SQL or Oracle®.
- Windows® platform based reporting.
- Exportable data integration with transit authority systems.
- Customizable query and data reports.

Data Transfer

- Wireless probing for data download and list updates.
- Take advantage of existing transit authority Wi-Fi infrastructure or have one provided.
- Infrared probing restricts door opening and cashbox removal to areas under surveillance.

Communication

- Pre-recorded audio messages.
- Optional interface with ITS systems, allowing communication with sign, announcement, AVL and APC systems.

Improved maintenance

- Fast interior access for on demand and preventative maintenance.
- Utilizes modular plug-in subassemblies to ensure trouble-free operation and minimal down time.

Fare Media Acceptance

Smart cards

- Smart cards available in various forms: tags, key chains, fobs, stickers, watches and more.
- All smart cards are ISO 14443 compliant.
- Accepts and issues thin Ultralight™ or Ultralight C™ thermal coated cards for short term usage.

Magnetics

- Reads durable 30 mil cards for Period Pass and University ID programs.
- Re-encodes and prints limited use 7 to 15 mil thermal coated cards.

Cash

- Accepts, validates or returns unacceptable coins, tokens and bills.
- Customizable for international coins, tokens and bills.

GENFARE® 

Transforming Transit for Tomorrow

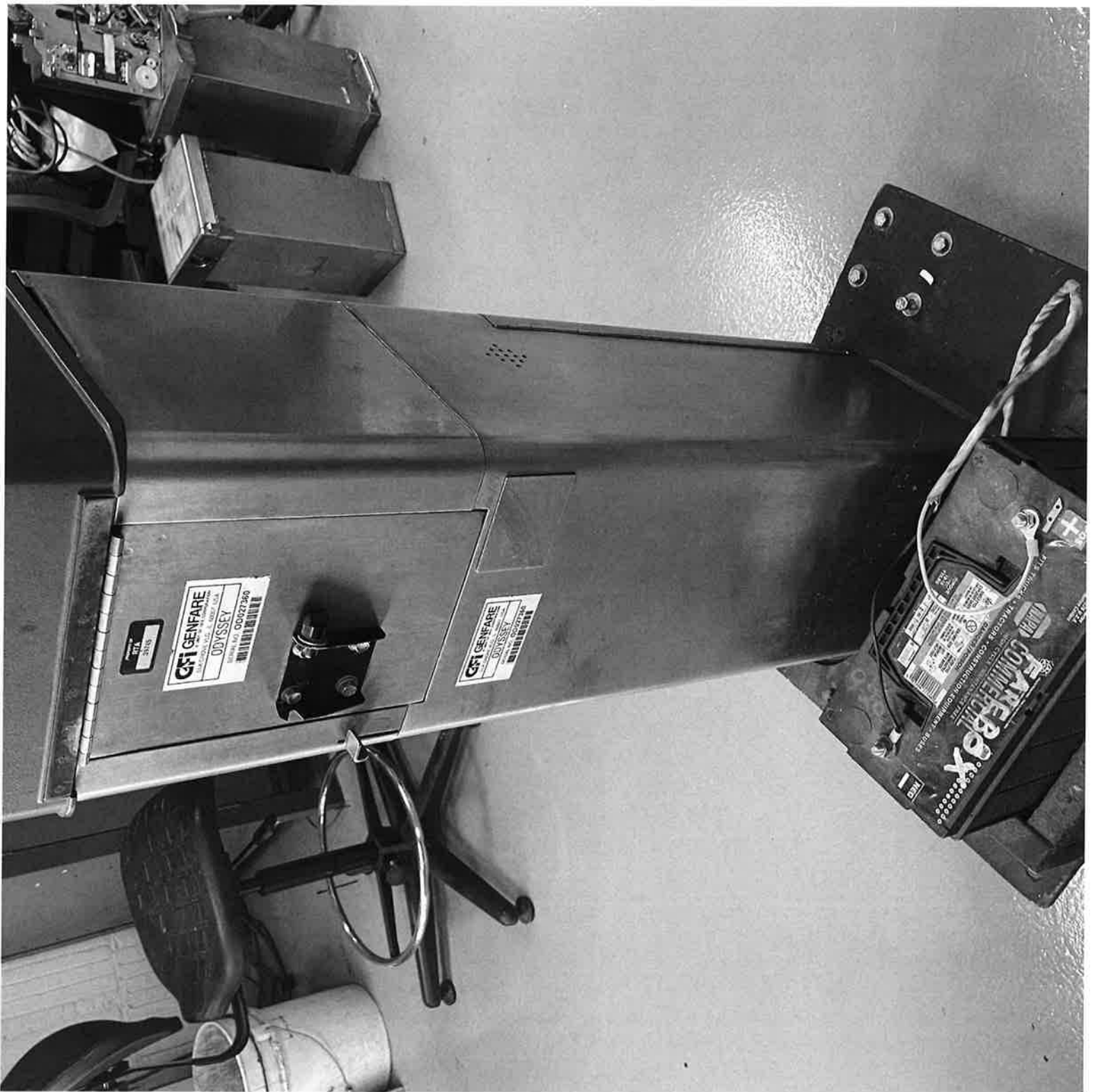
800 Arthur Avenue
Elk Grove Village, IL 60007
847.593.8855

www.genfare.com

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Rev# 0621



THE DYNAMIC FARE MANAGEMENT SYSTEM OF THE FUTURE

The fare management platform of the future.

A fully integrated, comprehensive digital solutions suite that delivers total control.

Genfare Link's complete fare management ecosystem delivers the insights and intelligence you need to make an impact on transit operations. It can be configured to meet the specific requirements and budget priorities today and can be expanded to meet future needs.

GENFARE LINK AT A GLANCE

Genfare Link is a comprehensive, digital fare management platform backed by Amazon Web Services. This suite of fully integrated, hardware and software-based solutions that can manage multi-media fare collection and customer service across multiple transit authorities and modes of transport. It's your single-source resource to achieve complete control over fare management.



MULTI-PAYMENT ENABLEMENT

Genfare offers an unmatched array of fare media solutions. We take care of every component of a commuter's transaction, whether it's buying a ticket, adding fare to that ticket, replacing a lost card or checking the card balance. We can even provide vending machines and retail point-of-sale machines to increase boarding speed and cut down on rider hassle.



RICHER REPORTING AND PLANNING

Genfare Link, provides transit agencies with robust reporting tools to stay up-to-speed on fare collections as well as anticipate future scheduling and maintenance needs. With real-time data right at your fingertips, you can customize reports on rider activities, system status and areas to optimize operations.



GREATER SECURITY, FROM REVENUE TO DATA

Fare collection falls short if you have no way to transfer revenue securely from the farebox to the counting room. Fortunately, Genfare's digital transactions are secure, so the data your agency assimilates for reporting purposes and rider information stays protected.



SEAMLESS IMPLEMENTATION AND COMPATIBILITY

Whether you're looking to integrate a component or system into your existing platform or turning to us for a turnkey fare management solution. Our solution is fully integrated so that every aspect of the transit process is streamlined and easily tracked.



COMPREHENSIVE CUSTOMER CARE

When you need a question answered or a problem solved, Genfare makes it easy to get in touch with the right people, right away. Genfare is there with the system support and guidance to make your life easier—and make the rider experience more enjoyable.



MOBILE TICKETING

Mobile Link benefits both transit agencies and the riders they serve. The app features real-time status updates, making it easy for vehicles to be re-routed and schedules modified as needed. Commuters can plan their trip – selecting a route, paying for a ticket, and boarding.

BENEFITS

Exhibit 132 134



- Reduced Maintenance effort on part of the Agency IT staff
- Reduced effort on the part of the Agency Maintenance team
- Reduced fraud with the use of Smart Card Technology
- Balance protection for the Riders
- Automatic Replenishment

FARE MEDIA

The history and evolution of fare media has changed the way the public sees transportation. These technology advances leads to consumer adoption and ultimately provides a wider range of media options and conveniences when utilizing public transportation.

- Cash (coins and bill)
- Tokens
- Magnetics
- Smartcards
- Mobile payment
- Credit Cards



FARE DEVICES



(<https://www.genfare.com/products/fast-fare/>)



(<https://www.genfare.com/products/fast-fare-e/>)



(<https://www.genfare.com/products/odyssey-plus/>)

FAST FARE

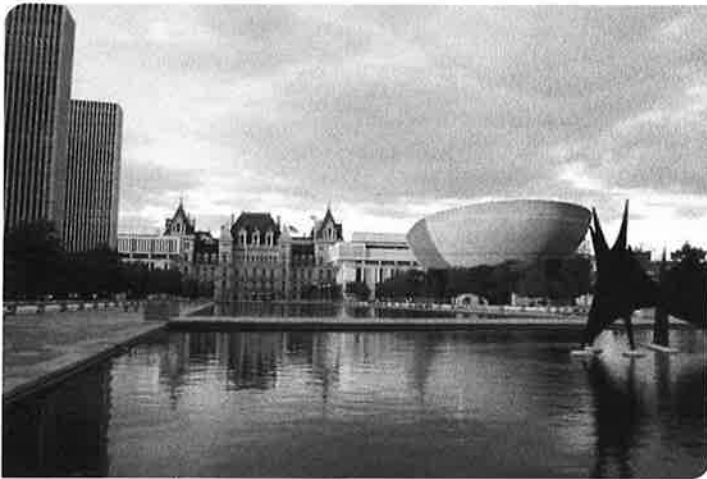
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ODYSSEY PLUS

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[VIEW PRODUCTS \(/FARE-MANAGEMENT-SOLUTIONS/GENFARE-LINK/PAYMENT-DEVICES/\)](#)

CAPITAL DISTRICT TRANSPORTATION AUTHORITY (CDTA)

Albany, New York

When CDTA was looking to simplify and upgrade their fare payment, Genfare stepped up to the challenge. With custom software, smart cards, mobile payment, and POS devices that greatly improved their fare payment systems, CDTA was named the Best Mid-Size Public Transportation System in North America by the American Public Transportation Association (APTA).

[READ THE FULL CASE STUDY →](#)

MANAGE FARE COLLECTION FASTER, SMARTER AND BETTER WITH GENFARE.

Genfare is committed to helping your agency adapt to the needs of the future. We have a representative ready to assist you in taking your fare collection solution to the next level.

[CONTACT A REP \(HTTPS://WWW.GENFARE.COM/CONTACT/\)](https://www.genfare.com/contact/)

GENFARE is a division of

800 Arthur Avenue, Elk Grove Village, IL 60007
Customer Care | 847.871.1231

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[Fare Collection Case Studies for Transit Agencies
\(https://www.genfare.com/case-studies/\)](#)

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[\(/post/category/customer-updates/\)](#)

[FAQs \(https://www.genfare.com/faqs/\)](#)

[Training \(/training/\)](#)

[Return Authorization \(/return-authorization/\)](#)

[Support Contracts \(/support-contracts/\)](#)

[Employee Login](#)

[\(https://www.genfare.com/wp-login.php?
itsec-hb-token=getwplogin\)](#)

Handheld Ticket Validators (HHTVs)



The HHTV can validate mobile ticketing, other barcoded fare documents, smart cards, and magnetic cards. It can also accept payment and issued barcoded tickets using a belt-mounted Bluetooth printer. The HHID is easy to use and requires minimal training.

HHID features include:

- **Inspector login.** To operate the HHID, conductors must enter a login credential validated online against the login table maintained on Genfare Link.
- **Fare media validation.** Cards and tickets are validated in the following manner:
 - Smart cards are validated against the journal entries encoded on each card (the card's last 10 transactions are recorded). Cards having a record of a successful transaction within a NORTA-determined period of time (default 24 hours) are considered valid.
 - Barcoded tickets are validated against the encrypted data encoded in the barcode, including the expiration date/time encoded when the ticket is activated.
 - Magnetic cards are validated against the data encoded on the stripe, which uses a binary format proprietary to Genfare.

Valid cards are indicated by a green indication, invalid cards by red indication.

- **Optional ticket sales.** The HHID can be optionally configured to issue a barcoded ticket from the Bluetooth printer upon receipt of payment from the rider – this may be desirable when inspectors encounter riders without a valid farecard. Payment can be accepted in the form of either bankcard or cash. Bankcard transactions must be authorized by the payment gateway; the HHID must be online for this purpose for PCI compliance. The inspector handles cash manually.
- **Additional features.** The inspector can use the Bluetooth printer to generate a remittance report at the end of a shift.
- **Central reporting.** All HHID inspections and other activity are individually logged and transmitted periodically to Genfare Link via either Wi-Fi or 3G/4G cellular data link depending on availability, and centrally stored for reporting purposes.

OFF-BOARD FARE SYSTEM

Vendstar-4[®] Vending System

Vendstar-4 is a self-service ticket vending system that provides riders with ultimate payment flexibility while maintaining a reliable ticketing experience.

COMPATIBLE WITH

GENFARE link.


Vendstar-4 true to its name is a quick 3-step process designed for the rider to ensure ease of use and convenience. The customer interface menu is brightly lit providing visibility in all conditions and equipped to be configurable at the agency level. English and Spanish audio message and display settings come standard with the option for additional languages.

This secure vending system addresses the need for flexibility and reliability for riders and agencies. Rapid acceptance of credit cards, debit cards, bill and coin payments assure to speed up the ticketing and boarding process. The Vendstar-4 design is a solid independent system but is also compatible with a full network of ticket vending systems such as Vendstar-e[®].

Highlights:

Fare Media Acceptance

- Supports a full range of smart cards and magnetics including: DESfire[™] EV1, MIFARE[™] Classic, thin Ultralight[™] and Ultralight[™] C.
- Accepts and validates coins and bills.
- Purchase or recharge smart cards.
- Supports a full range of ticket types based on agency fare structures.

Maintenance

- Low maintenance service and quick site visits.
- Generates audit tickets following module replacement.
- Forced air ventilation for cooling and optional heater for cold weather.
- Washlight illuminates front panel interior when door is open.
- Indoor and outdoor use (canopy recommend for outdoor use).



RESPONDING TO RIDER AND AGENCY NEEDS

Why Vendstar-4?

- The versatility to accept coins, bills, smart cards, credit and debit cards.
- Designed from the ground up to be safe and secure.
- Allows riders to purchase tickets and passes at their convenience.
- Integrates seamlessly with the full line of Genfare vending systems.

The Value of Security:

- Multipoint front door locking system.
- High decibel alarm sounds when shock or vibration is detected.
- Real-time alarm notifications to central office when networked.
- Electronic ID tracks removal and replacement of ticket modules.
- Convenient smart card employee access control.
- Secure stainless steel construction with vandal resistant finish.

Ticketing and Receipts:

- Accepts major credit and debit cards via ethernet or fiber optic network.
- Records individual sales, events and cumulative totals.
- Consolidates transactions and events in a central database.
- Uploads data to central office.
- Offers standard and customer reporting capabilities.

Data Collection:

- Accepts major credit and debit cards via ethernet or fiber optic network.
- Records individual sales, events and cumulative totals.
- Consolidates transactions and events in a central database.
- Uploads data to central office.
- Offers standard and customer reporting capabilities.

GENFARE

Transforming Transit for Tomorrow

800 Arthur Avenue
Elk Grove Village, IL 60007
847.593.8855

www.genfare.com

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MOBILE TICKETING SOLUTION

An innovative and intuitive mobile payment solution.

Mobile Link is an innovative and intuitive mobile payment ticketing solution that integrates with Genfare's hardware. It's available for both iOS and Android and can be easily downloaded by your riders directly from their phone's app store.

BENEFITS OF MOBILE LINK

Genfare Mobile Link was designed for improving efficiencies for transit agencies, their partners and riders through its "Plan, Pay, and Board" principle. The focus of this principle offers the transit agency simplicity and automation in three categories: ease and convenience of better information for riders planning a trip, improved purchasing capabilities and efficiencies, and automatic boarding documentation served up electronically.

PLAN YOUR TRIP

- After downloading the Mobile Link app, set-up your account using the simple and intuitive app interface.
- Users have the option to register and create a new account, login to an existing account, or checkout as a guest.
- Plan your trip through the Google Trip Planner, which provides point-to-point navigation, geo-location and leads you through a trip itinerary.
- Get real-time schedules and traffic alerts so you can predict the arrival of the next bus.
- Personalize your mobile app dashboard with your tickets, schedules, maps and alerts. All the information you need is right at your fingertips.



PORTERVILLE TRANSIT

"We really wanted an account-based smart card system, allowing passengers the convenience to manage their mobile transit wallet from their phone or a desktop, at work or from home. We wanted riders to have those convenient choices rather than having to come in to the transit center to get their smart card uploaded with a new bus pass or a ticket."

LEARN MORE ABOUT THIS PROJECT →



PAY FOR YOUR TRIP

- After you've found your route, select the type of fare pass you need and proceed to the secure payment portal.
- Enter your payment information and your fare is automatically saved to your "ticket wallet."

BOARD YOUR VEHICLE

- Once your tickets have been purchased, you're ready to board! Activate your tickets for electronic or visual validation.
- Visual Validation: Show the driver your pass on your phone. There is a timer on the pass and a rotation color combination in the background to confirm the usage.
- Electronic Validation: Validate your pass electronically by scanning the barcode on a Fast Fare device. The barcode is encrypted to be read by the Fast Fare's scanner and is available both on- and off-line.



"Many parents of students wanted a more convenient way to buy bus passes for their children. They didn't want to reload their cards at a transit center. They wanted it all online – and on their mobile devices. Mobile Link did that perfectly."

RICHARD TREE, TRANSIT MANAGER, PORTERVILLE, CA

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DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Award

Federal Award Identification Number (FAIN)	LA-90-X413-00
Temporary Application Number	LA-90-X413-00
Award Name	Automated Ferry Fare Collection
Award Status	Active (Executed)
Award Budget Number	1

Part 1: Recipient Information

Name: LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS
1562	State Agency	LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT	027568364

Location Type	Address	City	State	Zip
Headquarters	1201 CAPITOL ACCESS RD	BATON ROUGE	LA	70802
Physical Address	1201 CAPITOL ACCESS RD	BATON ROUGE	LA	70802
Mailing Address	1201 CAPITOL ACCESS ROAD	BATON ROUGE	LA	70802

Union Information

Union Name	NONE
Address 1	
Address 2	
City	
State	
Zipcode	00000
Contact Name	

Telephone

Fax 00000

E-mail

Website

Part 2: Award Information

Title: Automated Ferry Fare Collection

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
LA-90-X413-00	Active (Executed)	Grant	2/27/2014	2/27/2014	Yes

Award Executive Summary

This application is for the 2012 Apportionment in the amount of \$697,891 Federal/\$872,364 Total Eligible Cost:

Project Details: This project includes design and construction of an automated fare collection system for the New Orleans Ferries, and will include installation of vending and fare collection systems in the ferry terminals and boats at Chalmette/Lower Algiers and Canal Street/Algiers Point. This project was selected as part of future planning to facilitate the collection of increased fares to generate revenues to sustain ferry services.

Ferry tolls are currently collected by hand. The intent of this project is to install automated fare collection systems at the ferry terminals/landing which will include fare-boxes, turn-styles, and kiosks. The awarded contractor will provide all equipment and installation. System installations will be performed at 2 ferry terminals and 2 ferry landings (4 locations total) and will include approximately 6-8 fare-boxes. Exact number and type of system components will be accomplished during the design. The design of the system has not yet been accomplished, that is that the intended use of some of the grant funding is. As such, final determination of the configuration has not yet been determined and sketches or layouts of the proposed installation cannot yet be provided. This information can be provided as soon as the design phase is completed. Local match will come from prior toll revenue and state appropriated funds.

Frequency of Milestone Progress Reports (MPR)

Annual

Frequency of Federal Financial Reports (FFR)

Annual

Pre-Award Authority

This award is not using Pre-Award Authority.

Will this Grant be using Lapsing Funds?

No Selection Made

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

220260	New Orleans, LA	2012.25.90.91.2	00	Urbanized Area Formula Grants	\$697,891	\$697,891
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Part 3: Project Information

Project Title: Automated Ferry Fare Collection

Project Number	Temporary Project Number	Date Created	Start Date	End Date
LA-90-X413-00	N/A	2/27/2014	8/19/2013	11/30/2014

Security

No -- We will not expend at least 1% of the 5307 funds in this grant application for security-related projects

Project Location (Urbanized Areas)

UZA Code	Area Name
220260	New Orleans, LA

Congressional District Information

State	District	Representative
Louisiana	1	Steve Scalise
Louisiana	2	Cedric L Richmond
Louisiana	3	Charles W Boustany
Louisiana	4	John Fleming
Louisiana	5	Ralph L Abraham
Louisiana	6	Garret Graves
Louisiana	7	ReDist N/A 2010 REDISTRICTED

Project Budget Activity Line Items

Budget Activity Line Item: 11.33.06 - CONSTRUCT - STATIONARY FERRY FARE COLL EQUIP

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS - STATION/STOPS/TERMINALS (113-00)	11.33.06	CONSTRUCT - STATIONARY BUS FARE COLL EQUIP	CONSTRUCT - STATIONARY BUS FARE COLL EQUIP	0

Extended Budget Description

12/12/2014: Moved funds to reflect actual contract amounts. SMH

Award Point of Contact Information

FTA Point of Contact	Laura Wallace 817-978-0561
Recipient Point of Contact	Donna Lavigne 225-379-3055

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FY2006 forward)	5307-2	20507	\$697,891
Local			\$174,473
State			\$0
Other Federal			\$0
Total Eligible Cost			\$872,364
Adjustment Amount			\$0
Gross Award Cost			\$872,364

Award Budget

Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
113-00 BUS - STATION/STOPS/TERMINALS	\$697,891.00	\$174,473.00	\$872,364.00	0
11.31.06 ENG/DESIGN - STATIONARY FERRY FARE COLL EQUIP	\$125,488.00	\$31,371.00	\$156,859.00	0
11.33.06 CONSTRUCT - STATIONARY FERRY FARE COLL EQUIP	\$572,403.00	\$143,102.00	\$715,505.00	0

Discretionary Allocations

This application does not contain discretionary allocations.

Sources of Federal Financial Assistance

UZA Code	Area Name	Account Class Code	FPC Description	Amendment Amount	Cumulative Amount
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This project includes design and construction of an automated fare collection system for the New Orleans Ferries, and will include installation of vending and fare collection systems in the ferry terminals and boats at Chalmette/Lower Algiers and Canal Street/Algiers Point. This project was selected as part of future planning to facilitate the collection of increased fares to generate revenues to sustain ferry services

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FY2006 forward)	5307-2	20507	\$572,403
Non-FTA Amount			\$143,102
Total Eligible Cost			\$715,505

Milestone Name	Est. Completion Date	Description
RFP/IFB Issued	8/19/2013	Task order initiated through existing retainer contract
Contract Award	3/1/2014	
Contract Complete	11/30/2014	

Budget Activity Line Item: 11.31.06 - ENG/DESIGN - STATIONARY FERRY FARE COLL EQUIP

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS - STATION/STOPS/TERMINALS (113-00)	11.31.06	ENG/DESIGN - STATIONARY BUS FARE COLL EQUIP	ENG/DESIGN - STATIONARY BUS FARE COLL EQUIP	0

Extended Budget Description

12/12/2014: Moved funds to reflect actual contract amounts. SMH

This project includes design and construction of an automated fare collection system for the New Orleans Ferries, and will include installation of vending and fare collection systems in the ferry terminals and boats at Chalmette/Lower Algiers and Canal Street/Algiers Point. This project was selected as part of future planning to facilitate the collection of increased fares to generate revenues to sustain ferry services

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FY2006 forward)	5307-2	20507	\$125,488
Non-FTA Amount			\$31,371
Total Eligible Cost			\$156,859

Milestone Name	Est. Completion Date	Description
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RFP/IFB Issued	5/14/2014
Contract Award	7/1/2014
Contract Complete	11/30/2014

Project Environmental Findings

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS - STATION/STOPS/TERMINALS (113-00)	11.33.06	CONSTRUCT - STATIONARY FERRY FARE COLL EQUIP	0	\$572,403.00	\$715,505.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS - STATION/STOPS/TERMINALS (113-00)	11.31.06	ENG/DESIGN - STATIONARY FERRY FARE COLL EQUIP	0	\$125,488.00	\$156,859.00

Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments

DOL Certification

Comment By Laura C Wallace

Comment Type DOL Review for Certification
Date 1/8/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00

The DOTD does have a general agreement with the AFSCME (attached) and there are some employees who belong to the union at their own discretion.

The Federal Transit Administration's (FTA) projected timetable for acting upon the subject grant is 35 days from the date of this application. In order to meet that timetable, Department of Labor certification is requested no later than two weeks prior to that date. We request that DOL fax the 13(c) certifications when they have been issued, as the mail delay can be a week or more. Please establish a time schedule for negotiations pursuant to 29 DFR 215.3(d). Based on the time deadlines in the December 7, 1995, DOL guidelines, please advise us of the 49 USC sec. 5333(b) terms and conditions for inclusion in the grant contract.

Comment

Person to notify at FTA: Laura C. Wallace, Community Planner
819 Taylor Street, Room 8A36
Fort Worth, Texas 76102
Phone: (817) 978-0561
Fax: (817) 978-0575
laura.wallace@dot.gov

Grantee Contact: Ms. Donna Lavigne, Louisiana Department of Transportation and Development. (225) 379-3055. Donna.Lavigne@la.gov

FTA Review Internal Comments

Comment By Laura C Wallace

Comment Type Environmental Concurrence
Date 1/8/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment Approval Stamp 1/8/2014

Comment By Rebecca U Tanrath

Comment Type General Application
Date 2/7/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment The grantee's Title VI program expires 3/31/014. However, the grantee is requesting an extension to submit the program; awaiting approval from FTA. Their DBE program was concurred and both EEO program and DBE goal are IN REVIEW status. The Office of Civil Rights concurs in the approval of this grant.

Comment By Rebecca U Tanrath

Comment Type Civil Rights Concurrence
Date 2/7/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment Approval Stamp 2/7/2014

Comment By Laura C Wallace

Comment Type Planning Concurrence
Date 2/24/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment Approval Stamp 2/24/2014

Comment By Laura C Wallace

Comment Type Initial Review
Date 2/24/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment Approval Stamp 9/24/2013

Comment By Suleman Shoaib

Comment Type Technical Concurrence

Date 2/24/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment Approval Stamp 2/24/2014

Comment By Donald Koski

Comment Type General Application
Date 3/31/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment Application Complete 3/31/2014

Comment By Donald Koski

Comment Type Initial Review
Date 3/31/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment Approval Stamp 3/31/2014

Comment By Eldridge Onco

Comment Type Legal Concurrence
Date 4/1/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment Approval Stamp 4/1/2014

Comment By Robert C Patrick

Comment Type RA Concurrence
Date 4/1/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00

Comment Approval Stamp 4/1/2014

Application Review Comments

Comment By Laura C Wallace

Comment Type General Application
Date 1/8/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment This grant meets all environmental requirements.

Comment By Suleman Shoaib

Comment Type General Application
Date 2/13/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00

It is not clear what is being built. Is it the plan to build a structure to house the fare collection equipment at the ferry sites? Please provide more information on the engineering and construction aspect of fare collection structure, such as site location, proposed layout, any architectural sketches. Also, provide engineering estimates and milestones.

Comment

The grantee has indicated that it will be a turnkey operation and contractor will provide fare collection machines and perform all construction needed.

The grantee is reminded to be aware of third party and buy america requirements.

Review of this portion of the grant is complete.

Comment By Laura C Wallace

Comment Type General Application
Date 2/26/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Comment This grant meets all planning requirements.

Application Review Comments

Comment By Robert C Patrick

Comment Type FTA Budget Revision
Date 4/1/2014
Comment

Comment By Linda G Kemp

Comment Type FTA Budget Revision
Date 12/15/2014
Comment Moving \$3956 from construction to engineering/design lk

Application Conditions

Entered By Eldridge Onco

Condition Type Special Conditions
Date 4/1/2014
Project Title Automated Ferry Fare Collection
Project Number LA-90-X413-00
Condition This award of Federal financial assistance is subject to the terms and conditions set forth in the U.S. Department of Labor's certification letter dated March 26, 2014, to the Federal Transit Administration with respect to this numbered grant, including any attachments to the letter, which are fully incorporated herein by reference.

Part 6: Agreement

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT
(FTA G-20, October 1, 2013)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(20), October 1, 2013,
<http://www.fta.dot.gov/documents/20-Master.pdf>
- (2) The Certifications and Assurances applicable to the Project that the Recipient has selected and

provided to FTA, and

(3) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE RECIPIENT DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

FTA AWARD

Federal Transit Administration (FTA) hereby awards a Federal grant as follows:

Recipient Information

Recipient Name: LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Award Information

Award Number: LA-90-X413-00

Award Name: Automated Ferry Fare Collection

Award Executive Summary: This application is for the 2012 Apportionment in the amount of \$697,891 Federal/\$872,364 Total Eligible Cost:

Project Details: This project includes design and construction of an automated fare collection system for the New Orleans Ferries, and will include installation of vending and fare collection systems in the ferry terminals and boats at Chalmette/Lower Algiers and Canal Street/Algiers Point. This project was selected as part of future planning to facilitate the collection of increased fares to generate revenues to sustain ferry services.

Ferry tolls are currently collected by hand. The intent of this project is to install automated fare collection systems at the ferry terminals/landing which will include fare-boxes, turn-styles, and kiosks. The awarded contractor will provide all equipment and installation. System installations will be performed at 2 ferry terminals and 2 ferry landings (4 locations total) and will include approximately 6-8 fare-boxes. Exact number and type of system components will be accomplished during the design. The design of the system has not yet been accomplished, that is that the intended use of some of the grant funding is. As such, final determination of the configuration has not yet been determined and sketches or layouts of the proposed installation cannot yet be provided. This information can be provided as soon as the design phase is completed. Local match will come from prior toll revenue and state appropriated funds.

Total Award Eligible Cost: \$872,364.00

Award Budget Control Totals

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FY2006 forward)	5307-2	20507	\$697,891
Local			\$174,473

State	\$0
Other Federal	\$0
Total Eligible Cost	\$872,364
Adjustment Amount	\$0
Gross Award Cost	\$872,364

Maximum Percentage(s) of FTA Participation

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Certification Date:

Special Conditions

Comment By Eldridge Onco

Comment Type Special Conditions

Date 4/1/2014

Project Title Automated Ferry Fare Collection

Project Number LA-90-X413-00

Comment This award of Federal financial assistance is subject to the terms and conditions set forth in the U.S. Department of Labor's certification letter dated March 26, 2014, to the Federal Transit Administration with respect to this numbered grant, including any attachments to the letter, which are fully incorporated herein by reference.

Awarded By:
Robert C Patrick
Regional Administrator
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
Contact Info:
Award Date:4/1/2014

EXECUTION OF GRANT AGREEMENT

Upon full execution of this Grant Agreement by the Recipient, the Effective Date will be the date FTA or

the Federal Government awarded Federal assistance for this Grant Agreement.

By executing this Grant Agreement, the Recipient intends to enter into a legally binding agreement in which the Recipient:

- (1) Affirms this FTA Award,
- (2) Adopts and ratifies all of the following information it has submitted to FTA:
 - (a) Statements,
 - (b) Representations,
 - (c) Warranties,
 - (d) Covenants, and
 - (e) Materials,
- (3) Consents to comply with the requirements of this FTA Award, and
- (4) Agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed By:

Donna Lavigne

Public Transportation Assistant Administ

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

4/2/2014

**AMENDMENT NO. 8 TO
COOPERATIVE ENDEAVOR AGREEMENT**

BETWEEN

**STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**

AND

**REGIONAL TRANSIT AUTHORITY
2817 CANAL STREET
NEW ORLEANS, LOUISIANA**

**ORLEANS, JEFFERSON, & ST. BERNARD PARISHES
RFx # 30000001294**

This Amendment (Amendment No. 8) to a certain Cooperative Endeavor Agreement (CEA) between the **Regional Transit Authority and (RTA)** and the **State of Louisiana Department of Transportation and Development (DOTD)** dated February 16, 2014, is entered into this 13th day of MAY, 2021.

WHEREAS, Article VII, Section 14(C) of the Constitution of the State of Louisiana, provides that “For a public purpose, the state and its political subdivisions or political corporations may engage in cooperative endeavors with each other, with the United States or its agencies, or with any public or private association, corporation, or individual”; and

WHEREAS, Article VI, Section 20 of the Constitution of the State of Louisiana provides that a political subdivision may exercise and perform any authorized power and function, including financing, jointly or in cooperation with one or more political subdivisions, either within or without the state, or with the United States or its agencies; and

WHEREAS, Sub-Part A, Part VII, Chapter 2 of Title 33 of the Louisiana Revised Statutes of 1950, as amended (La. R.S. 33:1321, *et seq.*) (“Local Services Law”), provides that political subdivisions may engage jointly in the construction, acquisition or improvement of any public project or improvement, the promotion of and maintenance of any undertaking or the exercise of any power, provided at least one of the participants is authorized under a provision of general or special law to perform such activity or exercise such power as may be necessary for completion of the undertaking; and

WHEREAS, under the Local Services Law such arrangement may provide for the joint use of funds, facilities, personnel or property or any combination thereof necessary to accomplish the purpose of the CEA, and such agreements may include but are not limited to activities

concerning the improvement, operation, repair and maintenance of public assets to improvements;
and

WHEREAS, DOTD and RTA have determined that the Ferry Services contemplated in the CEA constitute a public purpose within the meaning of Article VII, Section 14(C) of the Constitution of the State of Louisiana and have specifically determined that the continuance of ferry services for public transit is an essential public purpose, whereby the ferry services provide a critical portion of transit in the region; and

WHEREAS, the parties hereto wish to cooperate for the purposes of a) efficient operation, improvement, management, and administration of the ferry lines designated in the CEA; and b) maintaining access to the designated ferry lines in accordance with the terms of the CEA

WHEREAS, Federal Transit Administration (FTA) grant monies are available for the funding of certain capital improvement projects in furtherance of the purposes of the CEA; and

WHEREAS, the parties wish to utilize the available FTA grant monies for completion of two projects, namely, an Automated Ferry Fare Collection System improvements which are authorized under State Project Number H.010968; and repower, dry dock, improvements, and maintenance of the M/V Neville Levy; and

WHEREAS, the DOTD and RTA acknowledge and agree that this Amendment No. 8 in no way impacts or amends the CEA, except as otherwise provided herein.

NOW THEREFORE BE IT RESOLVED, in consideration of the foregoing, the Parties hereby stipulate and agree to supplement and amend the Agreement as follows:

AMENDMENT PROVISIONS

I.

Article III, Section 3.5 is amended to add the following:

Furthermore, the parties expressly agree that, with regard to the following improvement projects, which are to be funded in part from certain FTA Grant monies, RTA shall have sole responsibility to develop specifications, advertise, contract, and administer each project in accordance with RTA standard procedures and all applicable state and federal contracting requirements:

Project	FTA Grant No.	Federal Funds	State HB2 Ferry Funds	Total Funds
Automated ferry fare collection, State Project No. H.010968	LA-90-X413	\$590,209.00	\$147,553.00	\$737,762.00
M/V Neville Levy repower, dry dock, improvements, and maintenance, State Project No.	LA-70-X003 LA-90-X401	\$1,523,000.00 \$108,347.00	\$407,837.00	\$2,039,184.00

II.

The Statement of Capital Funds for Vessel Improvements in attached Exhibit "F", as referenced in Article III, Section 3.3, is amended as to read as follows:

The DOTD offers as part of this agreement, not to exceed the following amounts for a new ferry or capital investment in existing ferries. The work performed with these funds will have to be eligible for federal funding, and except as otherwise provided in Article III, Section 3.5, DOTD will have to administer the work.

III.

The table entitled Capital (One Time Funding) in attached Exhibit "F" is amended to add the following:

\$2,039,184 – FTA 5307 Grants (includes local matching from DOTD).

IV.

The Statement of Capital Funds for Facility Improvements in attached Exhibit "G", as referenced in Article III, Section 3.4, is amended as to read as follows:

The DOTD offers as part of this agreement, not to exceed the following amounts for a new ferry or capital investment in existing ferries. The work performed with these funds will have to be eligible for federal funding, and except as otherwise provided in Article III, Section 3.5, DOTD will have to administer the work.

V.

The table entitled Capital (One Time Funding) in attached Exhibit "G" is amended to add the following:

\$737,762.00 – FTA 5307 Grants (includes local matching from DOTD).


VI.

DOTD and RTA agree that all provisions of the above-referenced CEA, dated February 16, 2014, as well as Amendment Nos. 1 through 7, to the extent not inconsistent with this Amendment No. 8, shall remain in full force and effect.


(The remainder of this page intentionally left blank.)

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first written above.

WITNESSES:

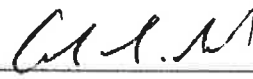


Jose Ruiz
Printed Name




Katherine Felton
Printed Name

REGIONAL TRANSIT AUTHORITY

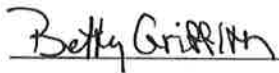


Alex Z. Wigore, CEO
Printed Name / Title

WITNESSES:



JACOB WILSON
Printed Name

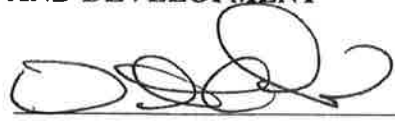


Betty Griffith



Betty Griffith
Printed Name

**STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT**



Vincent Harris / Asst Sec. of Ops
Printed Name / Title

RECOMMENDED FOR APPROVAL

BY: 

Division Head

Sales Quotation

Sold-To-Party

Regional Transit Authority
Craig Toomey
2817 Canal Street
New Orleans LA 70119

Ship-To-Party

Regional Transit Authority
Craig Toomey
2817 Canal Street
New Orleans LA 70119

Information

Sales Quote No. 5034439
Document Date 06/14/2021
Customer No. 1906
Currency USD
Contact Name Craig Toomey
Phone 504-827-8389
FAX
EMAIL ctoomey@rtafoward.org
Validity Start Date 06/14/2021
Validity End Date 12/31/2021
Req Ship Date 10/29/2021

End User

Regional Transit Authority
Craig Toomey
2817 Canal Street
New Orleans LA 70119

Item	Material	Quantity	Price	Amount
10	GL-02 GENFARE LINK TIER 2	1 EA	127,050.00 USD	127,050.00
20	GL-SUB GENFARE LINK, ANNUAL SUBSCRIPTION	1 EA	25,410.00 USD	25,410.00
Year Subscription & Hosting Year 1				
50	D30900-0001 G/A VENDSTAR 4	6 EA	61,605.00 USD	369,630.00
60	INSTALL Install - TVM	6 EA	1,880.00 USD	11,280.00
70	SPARES SPARES	1 EA	77,020.00 USD	77,020.00
80	WARRANTY 1st YEAR WARRANTY - No Charge	6 EA	0.00	
110	TR-TVM02 TRAINING, TVM (CUSTOMER SITE)	1 EA	3,750.00 USD	3,750.00
This price is for up to 10 attendees for a two (2) day maintenance training session on site at customer location.				

Customer Signature: _____ Date: _____

Signature:  Date: 08/19/2021

Sales Representative: Roy Purnell Phone: 336-273-0454
Email: roy.purnell@spx.com

Genfare Price Quotation Summary Terms & Conditions: All prices are valid for 90 days from the Document Date unless otherwise noted above. Delivery will be made within 120 After Receipt of Order (ARO) unless otherwise noted above. Prices do not include any state or local taxes or freight charges unless specifically listed. Regardless of any taxes included above, applicable taxes due are determined as of the date of sale. All price quotations are subject to and shall be governed solely and exclusively by the Genfare Standard Terms And Conditions Of Sale, a copy of which is attached and incorporated herein.

Sales Quotation

Sold-To-Party

Regional Transit Authority
 Craig Toomey
 2817 Canal Street
 New Orleans LA 70119

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End User

Regional Transit Authority
 Craig Toomey
 2817 Canal Street
 New Orleans LA 70119

Item	Material	Quantity	Price	Amount
120	A30880-0001 SCANNER, LINEA PRO 7 Hand Held Validator - Scanner, Line Pro 7 (Part # A30880-0001). Also includes Genfare Bluetooth Printer for Handheld Validator. HHU is capable of accepting credit/debit cards. Also can read Period Magnetic passes. Can not write to magnetic passes, read only capability.	18 EA	3,800.00 USD	68,400.00
130	ML-ELEC MOBILE LINK-ELECTRONC VALIDATION	1 EA	30,000.00 USD	30,000.00
140	PROGRAM MANAGEMENT Program Management	1 EA	20,000.00 USD	20,000.00
150	FREIGHT Freight	1 EA	3,000.00 USD	3,000.00
Gross Value:				735,540.00
Total Tax:				
Final Amount:				735,540.00

Customer Signature:
Date:
Signature:

Date: 08/19/2021

Sales Representative:

Roy Purnell

Phone: 336-273-0454

Email:

roy.purnell@spx.com

Genfare Price Quotation Summary Terms & Conditions: All prices are valid for 90 days from the Document Date unless otherwise noted above. Delivery will be made within 120 After Receipt of Order (ARO) unless otherwise noted above. Prices do not include any state or local taxes or freight charges unless specifically listed. Regardless of any taxes included above, applicable taxes due are determined as of the date of sale. All price quotations are subject to and shall be governed solely and exclusively by the Genfare Standard Terms And Conditions Of Sale, a copy of which is attached and incorporated herein.

TERMS AND CONDITIONS OF SALE

1. GENERAL. Unless otherwise agreed in writing by Genfare, the Quotation, these Terms and Conditions of Sale (including the attached Warranty), the Order Acknowledgment (if issued) and the Software License (for any licensed Software), constitute the entire agreement between Genfare and Customer (the "Agreement") and are the exclusive terms and conditions governing the underlying order and shall apply in precedence over any such other terms and conditions, or otherwise under any applicable law. The Software is licensed to Customer under the Genfare Software License in effect at the time of purchase of such Software. Genfare's Services Agreement shall be the sole document governing any Software subscriptions purchased by Customer from Genfare. ANY ADDITIONAL OR INCONSISTENT TERMS OR CONDITIONS CONTAINED IN ANY PURCHASE ORDER OR OTHER DOCUMENT OF CUSTOMER ARE OBJECTED TO BY GENFARE AND SHALL NOT BE EFFECTIVE OR BINDING AS TO GENFARE UNLESS AGREED TO IN A WRITING SIGNED BY AN AUTHORIZED REPRESENTATIVE OF GENFARE. Genfare shall sell to Customer, and Customer shall purchase from Genfare, the equipment identified in the Quotation (the "Equipment") and a license to certain software identified in the Quotation or embedded in the Equipment (the "Software") in accordance with the Agreement (the Equipment and Software collectively referred to as the "Products"). Genfare accepts Customer's purchase orders for Products and agrees to deliver the Products to Customer only on the terms of the Agreement. Genfare's acceptance of Customer's purchase order is expressly made conditional on Customer's assent to the Agreement. No variation of the Agreement shall be binding unless agreed to in writing by authorized representatives of Genfare and Customer. The following provisions of these Terms and Conditions of Sale shall survive termination of the Agreement for whatever reason: Sections 1, 3, 6, 7, 8, 9, 11, 12, 15 and 16.

2. SHIPPING & INSURANCE. Genfare shall arrange shipping and insurance and shall bill Customer for the Products with the shipping and insurance costs as separate items, on an invoice ("Invoice"). Subject to other provisions of the Agreement, Genfare shall ship the Products to Customer on the agreed upon Shipping Date.

3. TERMS OF PAYMENT. Genfare may require certain payments to be made prior to delivery of Products or other services. Notwithstanding the preceding sentence, Customer shall pay for all Products, fees, shipping, insurance, and where agreed, all duties and taxes net 30 days from date of Invoice. However, if the parties have agreed that the Products are to be installed by Genfare, Customer shall pay 90% of the total cost of each Product upon shipping of the Product and 10% upon installation of the Product. All services are invoiced at 100%. If Customer fails to pay any Invoice when due, Genfare may, without prejudice to any other remedy, postpone shipments, alter payment terms, terminate the Agreement and charge interest on all overdue amounts at the rate of 1.5% per month compounded monthly (or if less, the maximum rate allowed by law). Upon demand, Customer shall pay all such interest charges and all reasonable collection fees, including reasonable legal expenses.

4. TRANSFER OF TITLE AND RISK OF LOSS; DELIVERY. All products will be shipped FOB Destination. Risk of loss and title to all Products shall pass to Customer, free of encumbrances, at the time of delivery to Customer's destination. Genfare will endeavor to meet any estimated or firm delivery dates requested by Customer, but shall not be liable in damages or otherwise, nor shall Customer be relieved of performance under the Agreement, because of failure to meet them.

5. CHANGES TO SPECIFICATIONS. Genfare may, without notice to Customer, make changes to the specifications of the Products which do not materially affect the quality or performance of the Products.

6. ACCEPTANCE, RETURNS AND EXCHANGES. The Products and services shall be deemed accepted, and any attempt by Customer to reject an order or shipment of Products shall be waived and not enforceable, unless: (i) Customer has promptly inspected the Products and services, and written notice from Customer of any defect has been received by Genfare within thirty (30) days following any delivery of Products or performance of services. The return of defective Products is covered by the Warranty as described in Attachment A.

Return/Exchange Procedures. Customer may only return a Product which is not defective if: (a) the Product does not correspond to the Products ordered in the Agreement (a "Return"), or (b) the Product has been ordered in error by the Customer and Genfare has granted written permission to Customer to remedy its mistake by ordering the correct equipment or software and returning the Product (an "Exchange"). The party liable for all shipping, insurance and any other expenses incurred by Customer in returning the Product pursuant to the preceding sentence and for all loss or damage to the Product until received by Genfare, shall be Genfare for Returns and Customer for Exchanges. If Customer returns the Product in accordance with these Procedures in an undamaged condition, in the original configuration and, where appropriate, in the original packing, before the later of: (i) 21 days after the date of the Invoice for that Product; and (ii) the date of substantial completion of installation of the Product by Genfare, Genfare shall: (A) for Returns, issue a credit to Customer for the full Invoice price of the returned Product; or (B) for Exchanges, issue a credit to Customer for the full Invoice price of the returned Product less: (i) a restocking fee of 25% of the Invoice price; and (ii) the original shipping and insurance cost as shown on the Invoice. If Customer does not comply with the Procedures in this Section for Returns and Exchanges, Customer shall pay the full amount of the Invoice.

7. CUSTOMER POSTPONEMENT OF SCHEDULED SHIPPING DATE. If Genfare receives a request from Customer to delay the Shipping Date (a) 30 days or more prior to the Shipping Date, Genfare may postpone the Shipping Date and may charge Customer 2% of the net Agreement total for each full or partial month the Shipping Date is delayed or (b) less than 30 days prior to the Shipping Date, Genfare may treat the Agreement as canceled and may bill Customer in accordance with the provisions of Section 8.

8. CANCELLATION. If Customer cancels an Agreement before the

Shipping Date, Genfare may charge Customer a cancellation charge calculated by multiplying the following applicable percentage by the Agreement total (as shown on the Quotation/Order Acknowledgment): (a) if cancelled 40 business days or more before Shipping Date, the applicable percentage is 25%, and (b) if cancelled 39 business days or less before Shipping Date, the applicable percentage is 50%. In addition to the applicable percentage charge, if Customer cancels all or part of the order without cause, Customer will reimburse Genfare for (i) Genfare's expenses incurred to fulfill the order through the cancellation date, including, without limitation, materials and labor. If Customer's order includes special order Products or vendor Products, Genfare may also charge, in addition to the other amounts set forth in this Section 8, (A) for special order Products, 100% of the amount shown on the Quotation/Order Acknowledgment for that Product; and (B) for vendor Products, the lesser of 100% of the cost to Genfare of vendor Product; or, if the vendor accepts the return of its Product the restocking charge levied by the vendor. Customer shall pay all cancellation charges within 30 days of receipt of Invoice.

9. FORCE MAJEURE. To the extent that either party is not able to perform an obligation under this Agreement due to fire, flood, acts of God, severe weather conditions, strikes or labor disputes, war or other violence, acts of terrorism, any law or order of any governmental agency, or other cause beyond that party's reasonable control ("Force Majeure"), that party may be excused from such performance so long as such party provides the other party with prompt written notice describing the condition and takes reasonable steps to avoid or remove such causes of nonperformance and promptly continues performance whenever and to the extent such causes are removed.

10. INSTALLATION. If installation is purchased, Customer shall complete all of the action necessary to prepare Customer's premises for the installation of Products prior to the scheduled installation date. If Customer complies with the preceding sentence, Genfare's authorized technicians shall commence the installation of Products on the scheduled installation date. Genfare may invoice Customer for an amount in addition to the installation charge specified on the Quotation/Order Acknowledgment if Genfare incurs additional installation costs as a result of Customer's failure to have the site, other manufacturers' equipment or Products ready for Genfare's technicians on the scheduled installation date.

11. WARRANTY. All Products are covered by Genfare's Standard

Warranty as described in Attachment A attached hereto and incorporated herein.

12. WAIVER OF CONSEQUENTIAL DAMAGES; LIMITATION OF LIABILITY. Notwithstanding anything in this Agreement to the contrary, to the fullest extent permitted by applicable law, Genfare will not be liable for damages related to any business interruption or loss of profit, increased operating costs, anticipated savings, data, contract, goodwill or the like or for incidental, special, indirect or consequential damages of any nature under any theory of relief, including, without limitation, breach of warranty, breach of contract, tort (including negligence), and strict liability, arising out of or related to Seller's acts or omissions. Under no circumstances shall Genfare's liability to Customer exceed the contract price for the specific goods and services upon which such liability is based. Any action for breach of contract or otherwise must be commenced within one (1) year after the cause of action has accrued.

13. INDEMNIFICATION. Genfare agrees to indemnify and hold harmless Customer, its elected and appointed officers and employees, from and against any and all claims, demands, defense costs, liability or damages brought by third parties and to the extent arising solely from: (a) personal injury or property damage resulting directly from Genfare's (or Genfare's subcontractors, if any), negligent acts, errors or omissions or willful misconduct or (b) any actual infringement by Genfare of a patent, trademark, copyright, trade secret or other intellectual or proprietary rights regarding the Products (except to the extent resulting from Customer's combination of Genfare's products with other products or services not provided by Genfare). Notwithstanding the foregoing, there shall be no indemnification hereunder by Genfare as to any losses caused by the negligence or fault of Customer or any of its officers, employees or agents. If Customer shall claim indemnification hereunder, Customer shall notify Genfare in writing of the basis for such claim or demand setting forth the nature of the claim or demand in reasonable detail. Genfare agrees to assume the defense of any such claim and to defend the same at Genfare's expense. The parties agree to reasonably cooperate with each other on any such claims. If the Customer desires to participate in the defense, then Customer shall have the right to do so through counsel of its own choosing, provided that Customer will be responsible for all of its costs in so doing.

14. INSURANCE. Genfare shall maintain insurance coverage

consistent with its existing programs but shall not name Customer as an additional insured nor will Genfare or its insurers be obligated to waive any rights of subrogation Genfare or such insurers may have against Customer or its affiliates.

Genfare shall use commercially reasonable efforts to provide Customer with written notice of cancellation of any applicable policy thirty (30) days prior to the effective cancellation date of such policy, but failure to do so shall impose no obligation or liability upon Genfare or its insurers, agents or representatives. Genfare shall provide Customer with its standard certificate of insurance upon request.

15. NOTICE. All requests, instructions and notices from one party to the other must be in writing and may be given via registered post or facsimile transmission to the address of the parties shown on the Quotation/Order Acknowledgment.

16. MISCELLANEOUS. No waiver by Genfare of any breach of this Agreement shall be considered as a waiver of any subsequent breach of the same or any other provision. Any provision of the Agreement which is, or is deemed to be, unenforceable in any jurisdiction shall be severable from the Agreement in that jurisdiction without in any way invalidating the remaining provisions of the Agreement, and that unenforceability shall not make that provision unenforceable in any other jurisdiction. The rights which accrue to Genfare by virtue of the Agreement shall endure for the benefit of and be binding upon the successors and assigns of Genfare. The Agreement shall be governed by the laws of the State of Illinois, however Genfare may enforce the provisions of the Agreement in accordance with the laws of the jurisdiction in which the Products are situated. The United Nations Convention on the Sale of Goods (the Vienna Convention) shall not apply to the Agreement.

ATTACHMENT A- WARRANTY

1. GENERAL TERMS

1.1 Subject to the provisions of this Warranty, Genfare warrants that the equipment and software described in Paragraph 1.2 shall conform to their specifications in all material respects and that the equipment shall be free from material defects in materials and workmanship.

1.2 This Warranty applies to all original purchases of new Genfare supplied equipment and spare parts, including licensed software (collectively the "Equipment"). This Warranty does not apply to any subscriptions purchased by customer.

1.3 The "Warranty Period" shall begin on the earliest of (a) the date of delivery of the Equipment if the equipment is not to be installed, (b) the date of installation completion by a Genfare, or Genfare approved technician, or (c) the date the Equipment is placed into revenue service, and shall end (y) twelve (12) months thereafter for equipment purchases and (z) ninety (90) days thereafter for any spare parts purchases; provided, however, that the Warranty Period for Equipment purchased under Genfare's Upgrade/Reconditioning Program that has been reconditioned or refurbished shall end 6 months after commencement, unless otherwise specified in writing by Genfare.

2. RETURN OF EQUIPMENT UNDER WARRANTY

2.1 If an item of Equipment malfunctions or fails in normal use within the applicable Warranty Period:

2.2 Customer shall promptly notify Genfare of the problem and the serial number of the defective item;

(a) Genfare shall, at its option, either resolve the problem over the telephone, or provide Customer with authorization to ship the defective item to Genfare;

(b) if Genfare provides Customer with authorization to ship the defective item to Genfare, Customer shall attach a return tag with a description of the fault. Customer shall, at its cost, properly pack the item to be returned, prepay the insurance and shipping charges, and ship the item to the specified Genfare Service Center;

(c) Genfare shall either repair or replace the returned item. The replacement item may be new or refurbished; if refurbished, it shall be equivalent in operation to new Equipment. If a returned item is replaced by Genfare, the Customer agrees that the returned item shall become the property of Genfare;

(d) Genfare shall, at its cost, ship the repaired item or replacement to the Customer. If the Customer has requested express shipping, the Customer shall pay Genfare an expediting fee.

2.2 Equipment which is repaired or replaced by Genfare under this Warranty shall be covered under all of the provisions of this Warranty for the remainder of the applicable Warranty Period or ninety (90) days from the date of repair or replacement, whichever is longer.

2.3 A failure is defined as a malfunction of a given device or component in the Equipment that renders the Equipment inoperative and/or unsuitable for the intended purpose.

2.4 It is understood that Genfare shall be responsible for the costs of all materials and labor, except as provided herein. It is further understood that the costs of discovery of the problem associated with a given item of Equipment and the costs associated with the removal and installation of the defective part shall be the responsibility of Customer.

3. TELEPHONE TECHNICAL ASSISTANCE. During the applicable Warranty Period, Genfare shall provide the Customer with over-the-telephone technical fault analysis. Genfare shall not charge Customer for the first ten (10) calls per location per month, and may charge Customer for all additional calls.

4. UPGRADES. During the applicable Warranty Period, Genfare shall, at no charge, provide Customer with non-feature software updates to the version of Software installed at the Customer's location and, if the Equipment is sent to Genfare for Warranty repair, those revision level updates deemed necessary by Genfare. Non-feature software updates and revision level updates do not generally include additional equipment, such as hardware memory, which enables the upgrades to function in the existing Equipment of Customer. Customer may purchase this additional equipment from Genfare.

5. DEFAULT AND TERMINATION. Genfare may immediately terminate this Warranty and all of its performance under this Warranty, upon notification to Customer, if Customer: (a) makes any unauthorized modifications to the Equipment; (b) assigns or transfers the Customer's rights or obligations under this Warranty without the prior written consent of Genfare; (c) becomes bankrupt or insolvent, or is put into receivership; or (d) has not paid Genfare all amounts for services, advance replacement parts supplied under this Warranty, or other additional charges within thirty (30) days of receipt of written notice from Genfare. If this Warranty is terminated by Genfare, Customer shall remain liable for all amounts due to Genfare.

6. LIMITATIONS AND QUALIFICATIONS OF WARRANTY. This Warranty does not apply to normal consumable items, items which are replaced in usual and scheduled preventative maintenance such as light bulbs, nor does it apply to any damage, defect or failure caused by:

(a) any part of the Equipment having been modified, adapted, transported or relocated by any person other than Genfare personnel, a Genfare authorized service agent or Genfare approved technician without Genfare's prior written consent;

(b) improper installation, operation or maintenance by Customer or a third party;

(c) storage or environmental characteristics which do not conform to the applicable sections of the appropriate Genfare Equipment Manual;

(d) failure to conform with the Equipment Operating Instructions in the applicable Genfare Equipment Manual;

(e) inaccurate or incomplete information or data supplied or approved by Customer;

(f) external causes, including external electrical stress or lightning, or use in conjunction with incompatible equipment, unless such use was with Genfare's prior written consent;

(g) cosmetic damage;

(h) accidental damage, negligence, neglect, mishandling, abuse or misuse, other than by Genfare personnel, a Genfare authorized service agent or Genfare approved technician; or

(i) Force Majeure (as defined in Genfare's Terms and Conditions of Sale).

7. LIMITATION ON DAMAGES.

7.1 THE WARRANTY STATED HEREIN ARE THE CUSTOMER'S SOLE AND EXCLUSIVE WARRANTY FOR THE EQUIPMENT. GENFARE SPECIFICALLY DISCLAIMS ALL OTHER WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND OF MERCHANTABILITY.

7.2 EXCEPT AS OTHERWISE EXPRESSLY AGREED BY THE PARTIES, GENFARE SHALL NOT BE LIABLE IN TORT, INCLUDING LIABILITY IN NEGLIGENCE OR STRICT LIABILITY, AND SHALL HAVE NO LIABILITY AT ALL FOR INJURY TO PERSONS OR PROPERTY. GENFARE'S LIABILITY FOR FAILURE TO FULFILL ITS OBLIGATIONS UNDER THIS WARRANTY OR ANY OTHER LIABILITY UNDER OR IN CONNECTION WITH THE EQUIPMENT SHALL BE LIMITED TO THE AMOUNT OF THE PURCHASE PRICE OF THE EQUIPMENT.

7.3 EVEN IF GENFARE HAS BEEN ADVISED OF THE POSSIBILITY OF THEM, GENFARE SHALL NOT BE LIABLE FOR ANY INDIRECT, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES, INCLUDING LOST PROFITS AND REVENUES, FAILURE TO REALIZE EXPECTED SAVINGS, ANY CLAIM AGAINST A CUSTOMER BY A THIRD PARTY, OR ANY OTHER COMMERCIAL OR ECONOMIC LOSSES OF ANY KIND.



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-137

Board of Commissioners

Canal Streetcar Module Purchase

DESCRIPTION: A request to purchase electrical components for the Canal Streetcars	AGENDA NO: Click or tap here to enter text.
---	---

ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other

RECOMMENDATION:

To authorize the Chief Executive Officer to award a contract to Brookville Equipment Corporation to purchase electrical components (5 PCC GEN II POWER MODULES, 3 TRUCK CONTROLLER INPUT/DB MODULES, AND 2 TRUCK CONTROLLER CONTROL MODULES).

ISSUE/BACKGROUND:

Currently Rail Maintenance has 5 Canal streetcars that need these replacement modules to make necessary repairs and bring the streetcars back into service. Modules will take approximately 4-6 weeks to arrive.

DISCUSSION:

Brookville Equipment Corporation has proprietary rights to this equipment and it's not available through other vendors.

FINANCIAL IMPACT:

Funding is available through grant (LA2019-019.8640.127208), total estimated cost of this project is \$114,692.67.

NEXT STEPS:

When approved, the RTA will proceed with awarding Brookville Corporation the contract.

ATTACHMENTS:

1. Resolution

Prepared By: Floyd Bailey, Jr.
Title: Director of Rail Maintenance

Reviewed By: Gerard Guter
Title: Interim Chief Operating Officer

Reviewed By: Gizelle Banks
Title: Chief Financial Officer



Alex Wiggins
Chief Executive Officer

9/22/2021

Date



RESOLUTION NO. _____

STATE OF LOUISIANA
PARISH OF ORLEANS

AUTHORIZATION TO AWARD CONTRACT TO BROOKVILLE EQUIPMENT CORPORATION OF 5- PCC GEN II POWER MODULES, 3- TRUCK CONTROLLER INPUT/DB MODULE, AND 2 TRUCK CONTROLLER CONTROL MODULES

Introduced by Commissioner _____, seconded by Commissioner _____.

WHEREAS, the Chief Executive Officer of the RTA has the need to replace 5- PCC GEN II POWER MODULES, 3- TRUCK CONTROLLER INPUT/DB MODULE, AND 2 TRUCK CONTROLLER CONTROL MODULES: and

WHEREAS, the purchase of these replacement parts will enable the RTA to effectively carry out its day to day operation;and

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

WHEREAS, RTA's Disadvantage Business Compliance Manager determined that there was no DBE goal set for this project since Brookville Equipment Corporation has proprietary status of the equipment.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Regional Transit Authority hereby approves the attached _____.

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

YEAS: _____
NAYS: _____
ABSTAIN: _____
ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE ___th DAY OF MONTH, 2021.

FLOZELL DANIELS, JR.
CHAIRMAN
RTA BOARD OF COMMISSIONERS



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-138

Board of Commissioners

On-Site COVID-19 Testing

DESCRIPTION: Authorization to award contract to ProPhase Labs Inc. for on-site COVID-19 testing for RTA employees and contractors	AGENDA NO: 21-138
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

RECOMMENDATION:

To authorize the Chief Executive Officer to award a contract to ProPhase Labs, Inc. for on-site COVID-19 testing for all RTA employees and contractors as outlined in the Invitation for Bids (IFB) No. 2021-020.

ISSUE/BACKGROUND:

RTA continues to implement and maintain a multi-tiered approach to mitigating the overall level of risk of illness/exposure to COVID-19 for its employees and contractors. Staff believes procurement and deployment of external on-site testing resources at each of its facilities serve to further protect the health and wellbeing of workers and their families. The Centers for Disease Control (CDC), Occupational Safety and Health Administration (OSHA), Federal Transit Administration (FTA), and American Public Transportation Association (APTA) have all endorsed regular COVID testing as a specific protective measure for transit agencies to take, combined with requiring masks, promoting/requiring vaccines among workers, and promoting physical distancing and remote work arrangements, to help curb the spread of SARS-CoV-2, the coronavirus that causes COVID-19.

DISCUSSION:

RTA has established a need for external COVID-19 testing to further protect employees and contractors from exposure to the SARS-CoV-2 virus which causes COVID-19. In addition to other protective measures taken by RTA management such as masks, mandated COVID-19 vaccines for its employees, and promoting physical distancing at its facilities, providing regular testing will help identify symptomatic as well as asymptomatic COVID-positive individuals before they come into contact with fellow employees, customers, and the general public throughout the system.

FINANCIAL IMPACT:

The cost for this procurement is estimated to be \$242,400.00 for a two-month period of deployment. It will be funded through CARES Act funding.

NEXT STEPS:

Upon RTA Board approval, an award letter will be issued to ProPhase Labs, Inc. and a purchase

order will be executed. An on-site kick-off meeting will be held with vendor representatives and RTA staff.

ATTACHMENTS:

1. Board Resolution
2. Administrative Review Form IFB 2021-020
3. Bid Tally Sheet
4. Procurement Summary - IFB 2021-020
5. Solicitation Request Routing Sheet

Prepared By: Korrie Mapp
Title: Director of Occupational Safety & Health

Reviewed By: Michael J. Smith
Title: Chief Safety Officer

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial Officer



Alex Wiggins
Chief Executive Officer

9/23/2021

Date

Regional Transit Authority
Administrative Review Form

Project Name: Covid Testing

Type of Solicitation: IFB 2021-20 DBE/SBE Participation Goal: 0% Number of Respondents: 10

Prime, Primary Contact and Phone Number	DBE and Non-DBE Subconsultants	DBE Commitment Percentage	Price (RFP and ITB ONLY)
Mirimus	N/A	0%	\$325.00
Southwest Regional	N/A	0%	\$75.00
Absolute Health	N/A	0%	\$120.00
ProPhase Labs	N/A	0%	\$47.00
RCA Laboratory	N/A	0%	\$65.00
Florida Family Labs	N/A	0%	\$72.00
Global International	N/A	0%	\$150.00
Visit Healthcare	N/A	0%	\$95.00
On-Site Medical	N/A	0%	\$125.00
HealthQuest	N/A	0%	\$70.00

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

Prime Firm Name	Required Items								
	LA Uniform Public Work Bid	Non Collusion	Debarment Prime	Debarment Lower	Restrictions on Lobbying	Buy America Compliance	Participant Info	Affidavit of Fee Disposition	Addenda
Mirimus	Y	Y	Y	Y	Y	Y	Y	N/A	Y
Southwest Regional	Y	Y	Y	Y	Y	Y	Y	N/A	Y
Absolute Health	Y	Y	Y	Y	Y	Y	Y	N/A	Y
ProPhase Labs	Y	Y	Y	Y	Y	Y	Y	N/A	Y
RCA Laboratory	Y	Y	Y	Y	Y	Y	Y	N/A	Y
Florida Family Labs	Y	Y	Y	Y	Y	Y	Y	N/A	Y
Global International	Y	Y	Y	Y	Y	Y	Y	N/A	Y
Visit Healthcare	Y	Y	Y	Y	Y	Y	Y	N/A	Y
On-Site Medical	Y	Y	Y	Y	Y	Y	Y	N/A	Y
HealthQuest	Y	Y	Y	Y	Y	Y	Y	N/A	Y

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

Vendor Name: _____.

Certified by: Name and Title

Procurement Personnel Only

Prime Firm Name	Bid Bond	Insurance	Responsiveness Determination	Responsible Determination					
			Certifications /Licenses	Facilities/ Personnel	SAM.Gov	Previous Experience	Years in Business	Financial Stability	LA License No. if required
Mirimus	N/A	Y	N/A	N/A	Y			Y	N/A
Southwest Regional	N/A	Y	N/A	N/A	Y			Y	N/A
Absolute Health	N/A	Y	N/A	N/A	Y			Y	N/A
ProPhase Labs	N/A	Y	N/A	N/A	Y			Y	N/A
RCA Laboratory	N/A	Y	N/A	N/A	Y			Y	N/A
Florida Family Labs	N/A	Y	N/A	N/A	Y			Y	N/A
Global International	N/A	Y	N/A	N/A	Y			Y	N/A
Visit Healthcare	N/A	Y	N/A	N/A	Y			Y	N/A
On-Site Medical	N/A	Y	N/A	N/A	Y			Y	N/A
HealthQuest	N/A	Y	N/A	N/A	Y			Y	N/A

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

Vendor Name: _____.

Certified by: Name and Title

BID TALLY SHEET
NEW ORLEANS REGIONAL TRANSIT AUTHORITY
IFB 2021-016 Covid Testing
8/24/21 2:30PM
BID OPENING

COMPANY NAME	LICENSE No.	BOND	SUM PRICE
Health Quest			unit price \$ 70.00
Cadite Medical Solutions			" " \$ 125.00
Visit Health care			" " \$ 95.00
Global Interpharma Inc			" " \$ 150.00
Atolisa Family laboratory			" " \$ 72.00
SCA Laboratory/Service			" " \$ 65.00
Thymose Antib			" " \$ 71.00
Absolute Health & Performance Family			" " \$ 120.00
Southwest Regional Laboratory			" " \$ 75.00
Mitinus Inc			" " \$ 25.00

Opened by:

Beiana Houze

Witnessed by:

Donald G. King Shirley

Date:

August 24, 2012

Date:

August 24, 2012

PROCUREMENT SUMMARY-IFB 2021-020

REQUIREMENTS

A Board approved Agenda for Authorization to Solicited on 7/21/2021 with attached technical specifications was received by Procurement to procure Covid Testing. There was a no DBE goal established for this solicitation per the RTA Routing Sheet.

Procurement Policy:

The Independent Cost Estimate for this procurement is \$ 242,400.00 for two months, which exceeds the Small Purchase threshold of \$25,000 therefore in compliance with the Regional Transit Authority of New Orleans Procurement Policies and Procedures Manual, Section VII.B. This procurement shall be conducted through formal advertisement (competitive means).

Procurement Method:

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

SOLICITATION

Invitation for Bids (IFB) No. 2021-020 Public Notice was published in the The Advocate. The Public Notice and the IFB 2021-020 were posted on the RTA website beginning 8/05/2021. The IFB submittal deadline was 8/24/2021 at 2:30pm.

IFB SUBMITTAL

Bid Opening was held on 8/24/2021 at 2:30 PM. Briana Howze handled the receipt of all submissions received. Ten (10) bids were received.

DETERMINATION

Ten (10) bids were determined responsive and provided all required documents.

SUBMITTAL ANALYSIS

Mirimus	\$324.00
Southwest Regional	\$75.00
Absoloute Health	\$120.00
ProPhase Labs	\$47.00
RCA Laboratory Services	\$65.00
Florida Family Labs	\$72.00
Global International Resources	\$150.00
Visit Healthcare	\$95.00
On-Site Medical	\$125.00
HealthQuest	\$70.00

SUMMARY

Based on the information above the Bids received were prepared and sent to Procurement Director for further review. An Administrative Review Form was prepared by Briana Howze – Contract Administrator.

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



RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO AWARD CONTRACT TO PROPHASE LABS INC. FOR ON-SITE
COVID-19 TESTING FOR RTA EMPLOYEES AND CONTRACTORS**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, the New Orleans Regional Transit Authority (RTA) continues to monitor the evolving COVID-19 public health emergency and adjust its response plan as needed to reasonably mitigate the risk of exposure and subsequent serious illness of its employees;

WHEREAS, the Centers for Disease Control (CDC) states the highly contagious Delta variant makes up a majority of new U.S. cases and this Delta variant spreads more rapidly than previous variants;

WHEREAS, RTA's goal is to bring a highly qualified testing agency/company to RTA facilities to conduct regular, onsite COVID-19 testing for RTA employees and contractors; and

WHEREAS, this will allow the RTA to reduce the likelihood of employees being exposed to the highly contagious Delta variant as well as provide employees COVID test results quickly to ensure they get medical care more quickly; and

WHEREAS, the agency will provide COVID testing at the following locations; and

Canal Facility	2817 Canal Street
Carrollton Facility	8201 Willow St
ENO Facility	3900 Desire Parkway
LabMar Ferry Facility	Algiers Point



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

504.827.8300

www.norta.com

RESOLUTION NO. _____

Page 2

WHEREAS, the project will be funded from the following funding source 1 COVID 19.7150.166.
The total amount is \$242,400; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, grant authorization to award a contract to ProPhase Labs Inc. for on-site COVID-19 testing services.

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

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 28th DAY OF SEPTEMBER 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



Regional Transit Authority Solicitation Request Routing Sheet

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

Attachments

(*Indicates Required Items)

* Scope of Work

Technical Specifications

DBE/SBE Goal Calculation

Project Schedule/Delivery Date *

Selection Criteria (RFQ/RFP Only)

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

Korrie Mapp, CPE

Name

Director of OSHA

Title

8464
Ext.

- B. Name of Project, Service or Product: **COVID Testing**

- C. Justification of Procurement: **The CDC states that while COVID cases and hospitalizations in the U.S. remain low they are slowly rising again. The highly contagious Delta variant makes up a majority of new U.S. cases. Since this variant spreads so rapidly, it has caused the national uptick. In order to stay ahead of this phase of the pandemic, RTA has developed a Scope of Work for a highly qualified testing agency/company to conduct weekly onsite COVID testing for its' employees.**

- D. Certification of Authorized Grant:

Is this item/specification consistent with the Authorized Grant?

Director of Grants/Federal Compliance

Date

7/26/21

Yes

☒ No

- E. Safety: Include Standard Safety Provisions Only

Additional Safety Requirements Attached

Safety Director

Date

7/26/21

Risk Management: Include Standard Insurance Provisions Only?

Yes

No

Include Additional Insurance Requirements Attached **N/A**

Risk Management Analyst

Date

7/27/2021



F. Funding Source: Federal State Local Other: _____

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

Total Available Funding: \$ _____

Estimated Cost: \$ 242,400.⁰⁰

FTA Grant No.(s) NA

Line Item(s) NA

Operations/Department Code _____

Budget Code(s) 1 COVID 19. 7150. 166

ES 8 7/26/21

Budget Analyst _____ Date _____

G. DBE/SBE Goal: 0 % DBE 0 % Small Business

John G. Smith 7/27/21

Director of Small Business Development _____ Date _____

John G. Smith 7/27/21

DBE/EEO Compliance Manager _____ Date _____

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

Michael J. Smith 7/27/21

Department Head _____ Date _____

Michael J. Smith 7/27/21

Division Manager _____ Date _____

James M. [Signature] 7/28/21

Director of Procurement _____ Date _____

FOR PROCUREMENT USE ONLY

Type of Procurement Requested: (circle one) IFB RFQ RFP SS TWO-STEP

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

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

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

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

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





Chief Financial Officer



Chief Executive Officer



Date

8/4/21

Date

COVID Testing

RTA Safety Department

BACKGROUND

The Centers for Disease Control (CDC) states that while Coronavirus cases and hospitalizations in the United States remain low they are slowly rising again. The highly contagious Delta variant makes up a majority of new U.S. cases. Since this variant spreads so rapidly, it has caused the national uptick.

In order to stay ahead of this phase of the pandemic, RTA has developed this Scope of Work. This Scope of Work is for a highly qualified testing agency/company to conduct weekly onsite COVID testing for RTA employees.

SCOPE OF WORK

1. Conduct Weekly COVID testing at RTA facilities

The agency/company shall be able to conduct weekly PCR COVID testing at **any** of the RTA facilities.

2. Results

The agency/company shall provide RTA with the testing results data on a weekly basis.

3. Employee Information

The agency/company consultant shall follow all federal and state laws regarding patient information.

4. COVID Information

The agency/company shall provide RTA employees with COVID pamphlets and/or information

5. Supporting Activities

Supporting activities that may be issued as individual task orders include, but are not limited to:

- Ad hoc task orders may also be issued for additional safety and health purposes.

PERIOD OF PERFORMANCE

This contract will be awarded for a 2-month period.

Independent Cost Estimate (ICE)

INDEPENDENT COST ESTIMATE SUMMARY FORM

Project Name/Number:

Date of Estimate:

Description of Goods/Services:

COVID testing at RTA facilities

☒ 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)

☒ x Other (specify) email _____ 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 \$ 242,400

The preceding independent cost estimate was prepared by:

Korrie Mapp

Name



Signature

Regional Transit Authority may, 27, 2021

Mapp, Korrie J

From: Mapp, Korrie J
Sent: Friday, July 23, 2021 3:38 PM
To: Randolph, Arian; Major, Mark; Felton, Katherine; Stringer, Thomas; Guter, Gerard; Cayless, Justin; Baptiste, Ronald Jr
Cc: Safety Department
Subject: RE: Masks and Temperature information

Good afternoon Mr. Baptiste,

Here is what I could find out:

Testing can range from \$45 – \$150 per test. There is a cost for coming on-site, which is about \$300. So here is an very rough estimate:

Weekly costs (assuming 300 persons/day @ a test cost of \$100): \$30,300

After speaking with Ms. Felton, testing would last for a 2-month period. Therefore, this will result in a 2-month cost of **\$242,400**. I would suggest we conduct bi-weekly COVID testing.

One more thing for everyone to consider, testing accuracy:

Rapid Antigen Test:

Example: BINAXNOW

Accuracy: for a symptomatic person, the accuracy of these tests are around 60% accurate. For someone without symptoms, the accuracy drops down to about 30%. Turnaround time: 15-20 mins

PCR Test:

Accuracy: 99.9%

Turnaround Time: 24 hours from receipt at the lab

We want to make sure we don't give ourselves too many false positive or false negatives in the name of speed. I would suggest we utilize the PCR test to make sure we are making the right call when holding people out or allowing them to work. Please share this email with anyone I inadvertently left off, but should have included.

If you have any questions, please contact me.

Thank you,

Korrie Mapp, CPE

Director of Occupational Safety and Health
New Orleans Regional Transit Authority



2817 Canal Street | New Orleans, LA 70119
Office: 504.827.8464 | Cell: 504.264.8072
kimapp@rtaforward.org

Mapp, Korrie J

From: Baptiste, Ronald Jr
Sent: Monday, July 26, 2021 10:40 AM
To: Mapp, Korrie J
Cc: Major, Mark
Subject: RE: Masks and Temperature information

Hi Korrie,

I'm just following up (i.e. status update) regarding this solicitation request.

Ron

From: Mapp, Korrie J <kjmapp@rtaforward.org>
Sent: Friday, July 23, 2021 3:38 PM
To: Randolph, Arian <arandolph@rtaforward.org>; Major, Mark <mmajor@rtaforward.org>; Felton, Katherine <kfelton@rtaforward.org>; Stringer, Thomas <tstringer@rtaforward.org>; Guter, Gerard <gguter@rtaforward.org>; Cayless, Justin <jcayless@rtaforward.org>; Baptiste, Ronald Jr <rbaptistejr@rtaforward.org>
Cc: Safety Department <safety@rtaforward.org>
Subject: RE: Masks and Temperature information

Good afternoon Mr. Baptiste,

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Testing can range from \$45 – \$150 per test. There is a cost for coming on-site, which is about \$300. So here is an very rough estimate:

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If you have any questions, please contact me.

Thank you,

Korrie Mapp, CPE

Director of Occupational Safety and Health
New Orleans Regional Transit Authority



2817 Canal Street | New Orleans, LA 70119

Office: 504.827.8464 | Cell: 504.264.8072

kinapp@rtaforward.org

From: Mapp, Korrie J

Sent: Friday, July 23, 2021 1:50 PM

To: Randolph, Arian <arandolph@rtaforward.org>; Major, Mark <mmajor@rtaforward.org>; Felton, Katherine <kfelton@rtaforward.org>; Stringer, Thomas <tstringer@rtaforward.org>; Guter, Gerard <gguter@rtaforward.org>; Cayless, Justin <icayless@rtaforward.org>

Cc: Safety Department <safety@rtaforward.org>

Subject: Masks and Temperature information

Good afternoon,

Below is the draft of what I'd like to send out. Currently, SIS and Carrollton are performing temperature screenings. I have not been able to verify if ENO has a temperature screening station, but from those I have spoken with we probably need to get a thermometer out to ENO soon. I spoke with Chris Clark about

Operations and they have a good plan in place of getting operators screened before their shift begins. Please share this email with anyone I inadvertently left off, but should have included.

Other items we need to review:

- Do we have enough masks to provide employees on Monday?
- When will a PO be produced for the walk-up thermometers?
- Can we get handheld thermometers to ENO before Monday?

Thoughts?

Good afternoon,

The following information is meant to increase awareness and safety during this new phase of the COVID pandemic:

1) Masks

- Masks must be worn at all times while on RTA property or vehicles by **ALL** employees or visitors.
- Supervisors please remind employees that masks are **REQUIRED** while walking through the shop, hallways, etc. or talking to other employees regardless of social distancing.
- The **ONLY** exception is when you are working in your area alone or alone in a vehicle.

2) Temperature Screening

- Temperature screening will begin on Monday, July 26, 2021.
- All employees will be responsible to get their temperature checked prior to starting work.
- Departments are responsible to make sure every employee reporting to work has had their temperature checked prior to beginning work. Remember any employee with a temperature of 100.4 or over is **NOT** permitted to work.

@Carrollton Facility

Currently has a temperature screening station. Contact Floyd Bailey if you have questions.

@ Canal Facility

If your department does not have a screening station use the screening station at Security on the first floor. Complete the log and inform your supervisor.

@SIS Facility

Currently has a temperature screening station. Contact Brett Grissom if you have questions.

@ ENO Facility
TBD

@MOW

Currently has a temperature screening station. Contact Teron Lewis if you have questions.

As a reminder, all RTA employees and visitors should wear masks at all times.

If you any questions regarding the above information, please contact me.

Thank you,

Korrie Mapp, CPE
Director of Occupational Safety and Health
New Orleans Regional Transit Authority



2817 Canal Street | New Orleans, LA 70119
Office: 504.827.8464 | Cell: 504.264.8072
kimapp@rtafortward.org



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-139

Board of Commissioners

Re-Allocate Funds to Support Operation Lifesaver Rail Transit Safety Education Grant Program

DESCRIPTION: Re-allocate FY 2021 budgeted funds to allow RTA to leverage Operation Lifesaver Rail Transit Safety Education Grant award	AGENDA NO: 21-139
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 re-allocate previously budgeted operating funds (Fiscal Year 2021) to leverage and commence work pursuant to the Operation Lifesaver Inc. (OLI) Rail Transit Safety Education Grant project, for which RTA was awarded \$20,000 in grant funds. The requested amount to dedicate to the required in-kind contribution is \$6,667.

ISSUE/BACKGROUND:

RTA staff are requesting authorization to re-allocate \$6,667 in the revised, approved Fiscal Year 2021 budget, which was previously intended to support a consultant study of left-turn conflicts with adverse motorists and other safety hazards present in the RTA streetcar network, to provide the required in-kind contribution for the OLI grant. The OLI grant-funded project is an opportunity to refresh and add to current public outreach campaign materials to increase public awareness of the hazards that exist on RTA's Trackway and to promote safe pedestrian, bicyclist, and motorist behaviors.

DISCUSSION:

Since 2002, the Federal Transit Administration (FTA) has partnered with OLI to apply its safety programs to transit rail systems. RTA Safety Department staff have identified a critical need for additional public outreach campaigns to promote safe motorist, pedestrian, and bicyclist behaviors along the RTA Trackway on all lines. With the combined funds allocated to the project, RTA intends to develop and implement public awareness campaigns using a combination of in-house resources and professionally produced and edited media clips. Joint media releases by RTA and OLI's Louisiana State Coordinator's office will go out during the peak of the campaign activity. Right-of-way signage upgrades will also be featured as a safety improvement during the campaign.

FINANCIAL IMPACT:

The requested amount to re-allocate is \$6,667. Account 1460002.7070.16603 will be used. It was previously budgeted to allow for a consultant study of left-turn conflicts with adverse motorists and other safety hazards in the RTA streetcar network. This study is being deferred at this time.

NEXT STEPS:

Upon receiving Board approval, the staff assigned to the project will initiate project tasks as outlined in the Rail Transit Safety Education Grant application, in partnership with OLI.

ATTACHMENTS:

1. Completed application
2. Budget worksheet for grant application
3. Board Resolution

Prepared By: Michael J. Smith
Title: Chief Safety Officer

Reviewed By: Michael J. Smith
Title: Chief Safety Officer

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial Officer



Alex Wiggins
Chief Executive Officer

9/22/2021

Date

Table Of Contents

App # 72576 - Michael Smith 2

Application # 72576

Status Summary

General

Application #:	72576
Application Type:	Application
Application Status:	Review
Application Status Last Updated:	7/30/2021 5:16:50 pm
Amount Requested:	\$20,000 (USD)
Cycle Requested:	FTA2021
Submitted Date/Method:	7/30/2021 5:16:50 pm CDT via Web

Applicant

Applicant Name:	Michael Smith
Applicant Email:	mjsmith@rtaforward.org
Applicant Program Name:	Streetcar Safety Campaign to Mitigate Left-Turn Vehicle Conflicts and Unsafe Pedestrian Behavior

Grantmaker

Grantmaker Organization:	Operation Lifesaver, Inc.
Grantmaker Program:	Competitive Rail Transit Safety Education Grants

Grantmaker Program Contact

Full Name:	Wende Corcoran
Organization Name:	Operation Lifesaver, Inc.
Address 1:	425 3rd Street SW, Suite 915
City:	Washington
State:	DC
ZIP/Postal Code:	20024
Country:	United States
Organization Phone:	703-739-0308
Web:	www.oli.org
Email:	wcorcoran@oli.org

Process

Application Type:	Application
Grantmaker Program Type:	Grant

QR Code

Scan this [QR \(Quick Response\)](#) code with a scanner on your phone or tablet to jump directly to this application.

QR Code:	
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Instructions

<p>Introduction:</p>	<p>Overview:</p> <p>For over 49 years the rail safety non-profit organization, Operation Lifesaver (OL), has been educating the public about the need to remain safe around railroad tracks and trains. In 2002, the Federal Transit Administration (FTA) began partnering with OL to apply its safety programs to light and commuter rail systems. Since then, numerous transit agencies around the country have benefited from the Operation Lifesaver-FTA partnership.</p> <p>Eligible recipients of these grants include transit agencies and governmental entities that provide transit service. The project must relate to rail safety, including commuter rail, heavy rail, light rail and streetcars. Bus safety activities are not eligible. The rail service must either be currently operating or expected to begin operating within 36 months of the date of application.</p> <p>In addition to answering the following questions, applicants must submit a letter from their Operation Lifesaver State Coordinator supporting the application. A template letter is provided within this application in the documents section.</p> <p>Timeline and Important Dates: Grant Application Period: July 1 - July 31, 2021 Grant Awards Announced: No later than September 3, 2021 Grant Projects Must End by June 30, 2022 Required Final Report and all Receipts are due July 30, 2022* *Final payments will not be made if final reports and receipts are not received by August 15, 2022 - no exceptions, as OLI's grant with FTA closes and they can no longer access the grant funds.</p>
<p>Application guidelines:</p>	<p>Eligibility Requirements:</p> <ul style="list-style-type: none"> • Developed in consultation with the State Coordinator of the state OL program. In addition, a signed letter from the State Coordinator needs to be submitted with your application. A template letter for the State Coordinator can be found in the document section of this application. To find your State Coordinator, go to https://oli.org/state-coordinators. If your state does not have an Operation Lifesaver State Coordinator listed on OLI's website, contact Wende Corcoran at wcorcoran@oli.org for guidance. • There must be a 25% non-federal match (cash or in-kind). • All materials need to be reviewed and approved by OLI. • New materials need to be co-branded by the transit agency and Operation Lifesaver, Inc. <p>* Grants are capped at \$20,000.00 for each application.</p> <p>Required Elements of Application:</p> <ul style="list-style-type: none"> • A defined safety need that the project will address, with supporting data • A clearly defined target audience for your safety awareness campaign • A project plan and project budget must be submitted • Identification of the source of the non-federal matching funds that will be dedicated for the project • A communications plan and evaluation plan for the project must be submitted <p>*****</p> <p>Grants awarded by OLI will be subawards to the following Federal Cooperative Agreement. As such, applicants must review, and agree to abide by, the</p>

requirements of the award detailed below:

Federal Transit Administration (FTA) Award ID Number: DC-2021-0006-00
FAIN: 5995-2021-1

CFDA Number: 20531

Total Award: \$400,000

Period of Performance: 5/21/21-9/1/22

R&D: This award includes research and development activities

Indirect Costs: This award does not include an indirect cost rate

Award Summary Description: Award to Operation Lifesaver, Inc. to provide leadership and support for the U.S. Operation Lifesaver programs, educational materials, public awareness campaigns, and grant support to State OL programs and transit agencies.

Additional Requirements

1. All grants must be used in accordance with Federal statutes, regulations, and terms and conditions of the Federal award.
2. Grantee agrees to permit OLI and its auditors to have access to its records and financial statements as necessary for OLI to meet its monitoring and management requirements.
3. Certifications. By execution of this Amendment the undersigned grantee hereby certifies, to the best of his/her knowledge and belief, that the following statements are true. The undersigned grantee shall provide immediate written notice to OLI if, at any time prior to or during the period of performance of this award, he/she learns that these certifications were erroneous when submitted or have become erroneous by reason of changed circumstances.
 - a. Debarment, Suspension, Ineligibility and Voluntary Exclusion – in accordance with the provisions of Appendix B to 49 CFR Part 29, the undersigned grantee certifies that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
 - b. Drug-Free Workplace Program – pursuant to 49 CFR Part 32, the undersigned grantee certifies that it will or continue to provide a drug-free workplace.
 - c. Single Audit Verification – in accordance with provisions of CFR 200.501 Subpart F, the undersigned grantee certifies that it utilizes an independent public accounting firm to conduct required Single Audits.

OLI Contact:

Wende Corcoran, VP
wcorcoran@oli.org

Evaluation guidelines:

The Review Committee will use the evaluation scoring system below to determine which grant applications are awarded funding. Each application has a possible score of 100 points. The following elements of the application will add or subtract points from the total score:

- Up to 15 points will be awarded for the description of the Defined Safety Need that the project will address, with supporting data.
- Up to 10 points will be awarded for describing a clearly defined target audience for the safety education project.
- Up to 25 points will be awarded for the Project Plan description. The Project Plan shall include: (1) clear project goal, (2) listing of project activities; and (3) time frame for carrying out the project.
- Up to 15 points will be awarded for the Project Budget, listing funding sources for project activities and elements, in-kind matching funds, and other items. Grant seekers will download a budget template that includes formulas to automatically calculate the required match percentages and total funding requested for the project. Points are awarded based on completeness and specificity of budget submittal.

	<ul style="list-style-type: none"> • Up to 10 points will be awarded based on the amount of non-federal matching funds (including in-kind services) dedicated to the proposed project. These percentages will be automatically calculated when the grant seeker completes the budget template. (Note: non-federal match must be at least 25 percent.) • Up to 10 points will be awarded based on the communications plan for the safety campaign. • Up to 15 points will be awarded for the Evaluation Plan. Points are awarded based on the grant seeker's description of how they will evaluate the project after its completion, including meaningful metrics for measuring effectiveness and how he will determine whether the project met its goal. Final data can be sent to OLI up to 6 months after the grant closes.
Special instructions*:	<p>Please download the budget template below. Fill it out and upload it on the Program Documents page. The project budget is worth 15 points and is required.</p> <p>Questions about using the Common Grant Application site to submit your application should be addressed to: Lori Mitchell at info@commongrantapplication.com.</p> <p>Please click on any Page Help buttons in the application pages.</p>

Grant Documents

Type		Name	Size	Updated
Application Document 1		2021 OL Transit Grant Budget Worksheet.xlsx	21,635	7/1/2021 5:40:34 am
Notes Required budget spreadsheet				
Application Document 2		SC-letter-endorsing-application-sample.docx	26,271	3/13/2019 10:49:18 am
Notes Please have your Operation Lifesaver State Coordinator sign this document after you have shared your project idea with them. Then upload a scanned copy of the signed letter on the Program Documents page. To find the State Coordinator in your state, please click on this link: https://oli.org/state-coordinators If your state does not currently have a State Coordinator, please contact Wende Corcoran at wcorcoran@oli.org for guidance.				
Application Document 3		Grant Match Formula Grant Budget Tips_FTA.docx	20,123	3/13/2019 10:50:17 am

Type		Name	Size	Updated
Notes Tips on calculating your required match.				
Application Document 4		2021 Transit MOU.docx	99,105	6/29/2021 11:51:17 am
Notes Memorandum of Understanding, to be executed if awarded the grant funds.				

Primary Contact

Enter name of OL State Coordinator submitting the application. If transit agency or local municipality is applicant, the application must be countersigned by the State OL program State Coordinator.

Contact

First Name*: (Max. Characters: 20)	Michael
Last Name*: (Max. Characters: 30)	Smith
Title: (Max. Characters: 100)	Chief Safety Officer
Address 1*: (Max. Characters: 50)	2817 Canal St
Address 2: (Max. Characters: 50)	
City*: (Max. Characters: 50)	New Orleans
State*:	Louisiana
ZIP Code*: (Max. Characters: 300)	70119
Main Number*: (Max. Characters: 20)	(504) 827-8455
Email*: (Max. Characters: 50)	mjsmith@rtaforward.org

Organization Background

Tax ID

United States Tax ID #*: (Max. Characters: 11)	72-0899720
Coordinated?*	<p>If you represent a transit agency, have you consulted with your Operation Lifesaver state coordinator on this project?</p> <p>If you can't check one of the boxes below, then do not proceed with this application.</p> <p>yes</p>

Project Background

Description

Project Name*: (Max. Characters: 150)	Streetcar Safety Campaign to Mitigate Left-Turn Vehicle Conflicts and Unsafe Pedestrian Behavior
Summary*: (Max. Characters: 1000)	<p>Summary of Safety Project: 1000 characters to summarize the safety project for which the applicant is requesting funds</p> <p>To address unique challenges associated with unprotected, mixed-traffic trackway along all five lines of RTA's streetcar network, and to mitigate unsafe pedestrian behaviors, e.g., jogging, dog-walking, bicycling, often observed in shared "neutral ground" (linear open parkway space that is co-terminous with approx. 75% of RTA's total right-of-way) RTA would like to launch a multi-pronged, public outreach safety campaign promoting trackway safety. If selected, the program would primarily focus on two unsafe conditions: unsafe pedestrian activities and behaviors in the neutral ground and lack of awareness of on-track hazards; and left-turn vehicle conflicts which result in collisions due to the motorist not yielding to streetcars in the median.</p>
Transit System Overview*: (Max. Characters: 1000)	<p>Give broad description of the type and size of transit system</p> <p>The Regional Transit Authority (RTA) is the public transportation provider for the City of New Orleans and the City of Kenner. RTA is the largest public transportation provider in New Orleans-Metairie, Louisiana Metropolitan Statistical Area. RTA operates 34 bus routes, five streetcar routes and two ferry routes, and ADA paratransit service. Bus and streetcar service includes six routes with peak-service frequencies of 15 minutes or better, as well as 10 routes that operates 24 hours/day.</p> <p>RTA's service area is relatively dense, covering more than 450,000 people and 200,000 jobs over a land area of about 185 square miles.</p> <p>In 2019, annual ridership on the entire system 13,219,382 with unlinked passenger trips on bus 8,229,206, streetcar 4,989,576 and ferry service 799,452.</p>

Application

Defined Safety Need (15 Points)*: (Max. Characters: 3000)	<p>Please describe the defined safety need that the project will address with supporting data.</p> <p>The streetcar system in New Orleans is like no other in the world. More than 75% of the five-line, 27-mile streetcar network traverses through the City's "neutral grounds". These neutral grounds are best described as linear parks used by the public for activities such as exercising (i.e. jogging or biking), dog walking, parking cars when permitted by the City, and even parade-watching, to name a few. Uncontrolled grade crossings abound throughout the system. In fact, none of the 247 intersections in the streetcar system is protected with active warning systems or gates for vehicles. Only a handful of grade crossings presently feature a pedestrian crossing signal that activates with an approaching streetcar. The existing (passive) signage along the streetcar alignment is inconsistent and non-standard. The language of the signage has recently been cited by an independent 3rd party review panel (convened by the American Public Transportation Association) to be confusing to motorists, further exacerbating the problem of motorists failing to yield to streetcars in the adjacent median. Of the 66 reported streetcar accidents that occurred in 2020, 29 (or 44%) were collisions caused by the adverse motorist failing to yield to the streetcar. So far in 2021, 16 such collisions have occurred throughout the system. Thankfully, in 2020 only 1 reported event involved striking a pedestrian in the right-of-way (non-fatal and attempted suicide was suspected). However, it is important to note that RTA believes near-miss collisions and other leading indicators related to unsafe pedestrian activities in the right-of-way are under-reported. Anecdotally, it is not uncommon to witness near-miss events involving pedestrians or cyclists who are either unaware of approaching streetcars or willfully disregard the approaching vehicle and traverse in its direct path.</p>
Target Audience (10 Points)*: (Max. Characters: 3000)	<p>Please describe a clearly defined target audience for the safety education project.</p> <p>The target audience is two-fold. For the left-turn conflict countermeasures, the target would be Greater New Orleans commuters, families, and other motorists who frequently travel along City streets that are either shared with or adjacent to the RTA trackway. For the pedestrian behavior public outreach, the target would be tourists to the area as well as citizens who choose to walk or ride bicycles along the trackway. The primary focus for this outreach, at least initially, would be citizens and tourists -- generally, not RTA customers-- who choose to traverse in the neutral grounds of the St. Charles Ave. and South Carrollton Ave. corridors. This will include, specifically, the heavy traffic areas adjacent to Audubon Park in the uptown area of New Orleans. Four major identified markets for the awareness/outreach campaigns are joggers, bicyclists, young families, and tourists.</p>
Project Plan (25 Points)*: (Max. Characters: 3000)	<p>Please describe your project plan. The Project Plan shall include: (1) clear project goal, (2) listing of project activities; and (3) time frame for carrying out the project. All materials produced as part of the project must be reviewed and approved by OLI and final copies must be made available for download on OLI's website. The review process can take up to 8 weeks, which should be factored into the project schedule. Grantees are encouraged to make use of OLI's existing safety campaigns and current slide presentations/education materials. (Creation of new slide presentations is eligible only if the grantee can demonstrate a compelling need for unique slides.) All grant activities must be completed by June 30, 2022, and a final report submitted by July 30, 2022.</p> <p>RTA sets forth a Safety Management System (SMS) framework for identifying hazards and risks, prioritizing mitigations, and implementing mitigations to reduce risk to an acceptable level. This project aims to reduce the risk of injury caused by collision with a streetcar on the RTA trackway, whether involving an adverse motorist or a pedestrian engaged in risky behavior in the "neutral ground." Project success will</p>

be measured based on analysis of real-time safety data, including: accident and incident data, operations and safety reports of observations on the right-of-way, and feedback collected from employees and customers.

Project activities (approx duration)

- Planning (4 mos.) - Upon notification of award, RTA will solicit the support of a third-party contractor to produce, edit, and finalize safety campaign materials including radio spots, social media clips, and streetcar advertisements (banners). RTA Marketing, Operations, and Safety departments will coordinate closely with the selected contractor to ensure the messaging accurately and concisely presents the intended message. As part of this effort, existing OLI safety campaign materials will be reviewed for possible use. New materials may be warranted because of the shared and unprotected corridor hazards unique to New Orleans. Technical specifications will be developed in coordination with Rail Ops. and Maintenance teams. Other stakeholders will be consulted, including neighborhood associations, schools, City councilors and respective staff, New Orleans Department of Public Works, Department of Parks & Parkways, Recreation Department, Jefferson Parish leadership, Visitors Bureau, Convention Center leadership, and others.
- Development (3.5 mos.) - in coordination with the contractor and all internal and external stakeholders, the team will begin developing and producing all outreach/campaign materials, via shareable (video) media, radio spots, printed materials, etc.
- Deployment (1.5 mos.) - in a coordinated and phased approach, fixed media will be posted (e.g., upgraded signage and OCS banners) followed by running of media campaign elements (e.g., clever vision, social media clips, radio spots) per the communications plan. Feedback will be solicited from both RTA employees and customers on the effectiveness of the various media. Adjustments to media will be made, schedule and budget permitting.
- On-site Blitzes (2 weeks) - following the communications plan, a series of targeted public outreach events or "blitzes" will take place at strategic points on the historic St. Charles Ave. line, the highest ridership line.
- Analysis (2 weeks) - At the end of the project period, overall effectiveness of the campaign will be measured by the Safety team and final feedback will be collected and analyzed. Project success, based on individual objectives that feed up to the project goal of reducing collisions, will be assessed.

Total duration: 10 mos

Project Budget (15 Points):

Attach your Project Budget in Program Documents, using the spreadsheet provided. There is no need to enter additional budget data in this question field. In developing the project budget, note that all materials produced as part of the project must be reviewed and approved by OLI, even if they are entirely funded with matching funds. Projects that are part of a larger campaign should list only the budget associated with activities to be conducted as part of the OLI grant (including both OLI funds and at least 25% matching funds), not the budget for the entire campaign. Please note that if awarded, 75% of the grant will be paid upon execution of a Memorandum of Understanding between the applicant and OLI, and the remaining 25% will be paid upon the applicant's submission of a final report that includes documentation of all expenditures, which must be submitted no later than July 30, 2022, in order to receive payment.

**Matching Funds (10 Points)*:
(Max. Characters: 1000)**

Please describe the source of the non-federal matching funds (including in-kind services) dedicated to the proposed project. These percentages will be automatically calculated when the grant seeker completes the budget template. Non-federal match must be at least 25 percent.

Matching funds will come from the local 1-cent sales tax dedicated to public transit. Sales tax revenue totals over \$83 million annually. These revenues are spent on a combination of capital and operating needs each year.

<p>Communications Plans (10 Points)*: (Max. Characters: 3000)</p>	<p>Please describe the communications plan for the safety campaign.</p> <p>Public awareness campaigns using fixed assets and shared (audio/visual/online) media:</p> <p>Professionally produced and edited media clips will be adapted for clever vision (onboard streetcars and buses), radio spots, and RTA social media platforms. RTA will "tag" Operation Lifesaver of Louisiana.</p> <p>Fixed assets include streetcar ads on sides of 30 streetcars in revenue service, Overhead Catenary System (OCS) pole banners on St. Charles and Canal corridors. In support of workshops, community events, and awareness "blitzes" in strategic hot spots along high-ridership St. Charles Ave. line (e.g., near Audubon Park in uptown New Orleans, or at Carrollton and Claiborne Aves.) will commence over a targeted 2-week period.</p> <p>Media releases by RTA and in partnership with OLI Louisiana will go out during the peak of the campaign activity. This will be accompanied by additional social media posts, cross-tagging Operation Lifesaver of Louisiana.</p> <p>Right-of-way signage upgrades will also be featured as a safety improvement during media releases.</p>
<p>Evaluation Plan (15 Points)*: (Max. Characters: 3000)</p>	<p>Please describe the Evaluation Plan. Points are awarded based on the grant seeker's description of how the project will be evaluated after its completion, including meaningful metrics for measuring effectiveness and whether the project met its goal. Evaluation data must be included in the final report, due no later than July 30, 2022.</p> <p>Feedback</p> <ul style="list-style-type: none"> • Collect Operator feedback about the effectiveness of awareness program • Collect Patron feedback about the effectiveness of awareness program <p>Accident Data</p> <ul style="list-style-type: none"> • Compile 1 year of past accident and incident data of areas of interest, broken down by line • Collect 1 year (or as much as attainable at time of submission) of accident and incident data of the same area of interest, broken down by line and highlighting areas that received targeted outreach. <p>Results</p> <p>Write a brief summary report that includes effectiveness evaluation by July 30, 2022, per project requirements.</p>

Project Documents

Please upload the completed project budget that you downloaded on the Instruction page. (15 points)

Please upload the signed document that you downloaded on the Instruction page.

Documents

Type		Name	Size	Updated
Prog budget 1 *		Budget Worksheet 07 30 21 final.xlsx	21,455	7/30/2021 5:04:52 pm
Notes				
Signature Doc		TRANSIT GRANT SC Support Letter signed.docx	28,059	7/30/2021 5:05:05 pm
Notes				

Project Media

This section is optional. If you have existing materials that you would like to use in your campaign or project, you may upload them here.

Media

Type		Name	Size	Updated
Text 1				
Notes				
Text 2				
Notes				
Text 3				
Notes				
Text 4				
Notes				
Text 5				
Notes				
Video 1				
Notes				
Video 2				

Type		Name	Size	Updated
Notes				
Video 3				
Notes				
Video 4				
Notes				
Video 5				
Notes				
Image 1				
Notes				
Image 2				
Notes				
Image 3				
Notes				
Image 4				
Notes				
Image 5				

Type		Name	Size	Updated
Notes				
Audio 1				
Notes				
Audio 2				
Notes				
Audio 3				
Notes				
Audio 4				
Notes				
Audio 5				
Notes				

Application Information

Other Information

Amount Requested*: (Max. Characters: 8)	\$20,000 USD
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New Orleans Regional Transit Authority (RTA)
2021 OLI TRANSIT COMPETITIVE GRANT

Max. Grant Award Breakdown		
\$	20,000	Agency Share (cash)
\$	6,667	Match (cash or in-kind)
\$	26,667	Total Amount

	Itemized Expenditures (direct cash outlays/receipts required)	Total Expenditures	
1	Audio/video production for media clips (e.g., clever vision, radio, social)	\$20,000	
2	Streetcar ads through advertising vendor	\$7,500	
3	OCS pole banners on St. Charles and Canal lines - for 50 poles	\$5,000	
4	Replacement/upgrade of ROW signage - pilot priority locations	\$5,000	
5	Promotional materials for community events, "blitzes"	\$10,000	
6			
7			
8			
9			
10			
	Total Direct Cash Outlays	\$47,500	(will automatically fill)
	Max Award	20,000	
	OLI FTA Grant Award	\$20,000	(will automatically fill)
	Required Match (list below)	\$6,667	(will automatically fill)
	Total Grant Program Amount	\$26,667	(will automatically fill)

	Complete for Final Report: Value of ALL in-kind and cash match contributions	Actual	Value	
1				(if applicable)
2				
3				
4				
5				
6				
7				
8				
9				
10				
	Total (must equal or exceed amt. on D24)		-	(will automatically fill)



RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO RE-ALLOCATE PREVIOUSLY BUDGETED FUNDS TO ALLOW
RTA TO LEVERAGE OPERATION LIFESAVER RAIL TRANSIT SAFETY EDUCATION
GRANT AWARD**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, for over 49 years the rail safety non-profit organization, Operation Lifesaver (OLI), has been educating the public about the need to remain safe around railroad tracks and trains. Since 2002, the Federal Transit Administration (FTA) has partnered with OLI to apply its safety programs to transit rail systems; and

WHEREAS, the New Orleans Regional Transit Authority (RTA) has identified a critical need for enhanced public outreach campaigns to promote safe motorist, pedestrian, and bicyclist behaviors along the RTA Trackway (a non-separated portion of the City of New Orleans “Right-of-Way”) and increase public awareness of the hazards associated with streetcar operations in mixed traffic; and

WHEREAS, the RTA intends to apply the grant funds to the development of public awareness campaigns using a combination of in-house resources and professionally-produced and edited media clips. Media releases by RTA and in partnership with OLI Louisiana will go out during the peak of the campaign activity. Right-of-way signage upgrades will also be featured as a safety improvement during media release; and



RESOLUTION NO. _____

Page 2

WHEREAS, the Fiscal Year 2021 revised operating budget which was approved by the Board of Commissioners on July 27, 2021, includes \$12,500 for addressing left-turn conflicts with adverse motorists and other safety hazards present in the RTA streetcar network; and

WHEREAS, the RTA's application for the OLI Rail Transit Safety Education Grant was awarded the requested amount of \$20,000; and

WHEREAS, an in-kind match of \$6,667 is needed to qualify for the awarded grant funds; and

WHEREAS, this project is aligned with RTA's goal to deliver safe and reliable transit services to the residents of and visitors to the greater New Orleans region.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, is authorized to allow staff to re-allocate previously budgeted funds, in the approved, revised Fiscal Year 2021 budget, in the amount of \$6,667, and therefore be able to leverage and commence work pursuant to the OLI Rail Transit Safety Education Grant Application to enhance rail safety in and around the RTA streetcar network.

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

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____



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

504.827.8300

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RESOLUTION NO. _____

Page 3

AND THE RESOLUTION WAS ADOPTED ON THE 28th DAY OF SEPTEMBER 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



Board Report and Staff Summary

File #: 21-140

Board of Commissioners

Interim Downtown Transit Hub

DESCRIPTION: Proposal interim transit hub to be centered around the Main Library in downtown	AGENDA NO: 21-140
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 spend local funds in the amount not-to-exceed \$850,000.00, to design and construct improvements to streets, sidewalks and City-owned property surrounding and near the New Orleans Public Library's Main Library to create a transit hub to serve riders waiting and transferring in the downtown area for an estimated four to five years until the permanent downtown transit center is constructed.

ISSUE/BACKGROUND:

Currently, riders are in a temporary and unplanned condition to transfer between busses in downtown. Following the collapse of Hard Rock Hotel in October 2019, Duncan Plaza was ultimately settled on as an emergency relocation transfer point and continues to operate as such to date.

Recognizing the waiting conditions for transferring riders in downtown area even prior to Hard Rock Hotel collapse needed significant improvement, the RTA Board approved a permanent location for a downtown transfer center on Basin St. neutral ground at Canal St. in March 2021. This site selection was preceded by an extensive alternatives' analysis study. The permanent facility will be 4-5 years away from opening as funding has yet to be secured. Thus, a suitable interim solution is needed to be developed until then.

DISCUSSION:

To develop an interim solution, RTA staff from various departments including Planning & Infrastructure, Scheduling & Planning, and Operations conducted walkthroughs of the area to discuss alternatives. Staff participated in a walking tour, organized by community groups, with transit riders to discuss conditions and needs. The general concept was also introduced and discussed at the June 2021 Riders Advisory Committee.

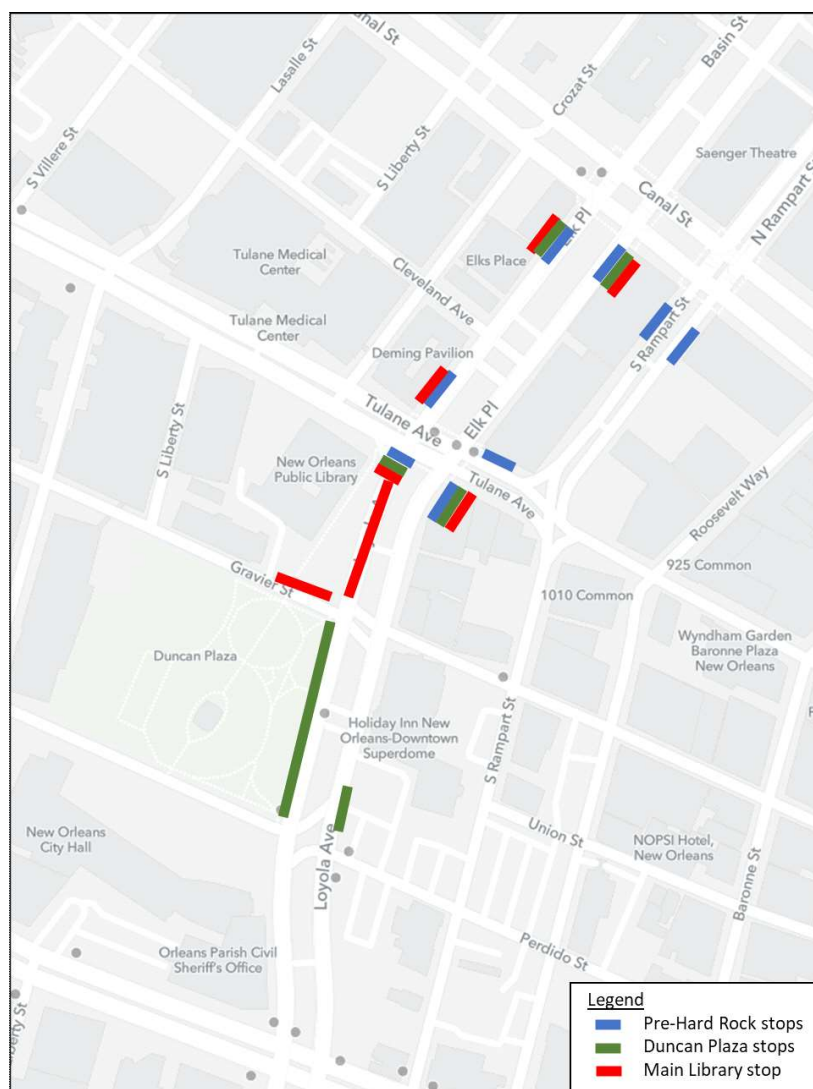
The result of that initial planning was the following needs to be addressed/improved in an interim solution:

- Reduce transfer distances between stop locations
- Provide shelter amenities: consider co-located near buildings that provide good overhang

during severe rain

- Reduce turnaround time for buses by improving routing
- Improve pedestrian safety, particularly crossing Loyola Ave.
- Maintain public safety improvements

Staff then develop two alternatives to compare to the pre-Hard Rock Hotel collapse baseline condition. Alternative 1: An improved Duncan Plaza site with more shelter and amenities. Alternative 2: Main Library site that includes using block face only Loyola in front of the Main Library and enhancing existing stops on Tulane Av and Elks Place. These concepts are shown in the image below.



The alternatives and baseline sites were evaluated using the needs and Alternative 2 was clearly the preferred location with best opportunity for improvements in all those areas based on a qualitative

assessment shown in the table below.

Criteria	Pre-Hard Rock	Duncan Plaza	Main Library
Reduce transfer distances	1	2	4
Provide shelter amenities	2	3	4
Reduce turnaround time for buses	3	2	4
Improve pedestrian safety	2	2	4
Maintain public safety improvements	2	5	4

The concept plan was presented to the Board Finance and Operations & Administration Committees in August 2021 for feedback. Staff planned to present the updated concept plan at the September Rider Advisory Committee per request of Board members, but it was cancelled due to Hurricane Ida. That presentation will go ahead at the October RAC. Additionally, there will be more rider input as part of the design phase.

Staff has reviewed the concept plan with the City of New Orleans Department of Public Works, the New Orleans Public Library, Tulane University, and the Downtown Development District. All have approved the location and concept generally with some details to be worked out in the design phase.

FINANCIAL IMPACT:

The RTA will leverage the existing capital project funds that include local and grant funding to cover the not-to-exceed project amount of \$850,000.00. This project will be funded with LA2018-015.1054.119202, LA2016-011.1054.119302 and an amount from a local funding to be placed in the 2022 budget as the entire amount will not be spent in 2021.

The improvements are anticipated to improve bus operations by reducing turnaround time which can have minor improvements in runtimes.

NEXT STEPS:

Engage existing pool of on-call A&E services firms and select team for design phase (October 2021)

Complete design drawings (December 2021).

ATTACHMENTS:

1. Resolution

Prepared By: Dwight Norton, dnorton@rtaforward.org
Title: Sr. Director of Strategic and Long -Range Planning

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

Reviewed By: Gizelle Johnson Banks
Title: Chief Financial Officer



Alex Wiggins
Chief Executive Officer

9/22/2021

Date



RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**AUTHORIZATION TO SELECT AREA AROUND THE MAIN LIBRARY AS THE SITE OF
THE INTERIM DOWNTOWN TRANSIT HUB
AND ALLOW STAFF TO DESIGN AND CONSTRUCT NECESSARY IMPROVEMENTS**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, the New Orleans Central Business District (CBD) and downtown area serves as the focal point for transit services in the New Orleans Regional Transit Authority (RTA) bus routes, RTA's streetcar network, and various routes operated by Jefferson Parish Transit (JeT) converge on the CBD; and.

WHEREAS, the CBD is the region's largest employment and activity center; correspondingly, it is the largest destination for transit riders. Because so many routes and lines converge there, the CBD also functions as the system's primary transfer location; and

WHEREAS, nearly routes in the regional system end in the CBD which then turn around to serve the outbound portion of the trip. There are few instances of interlined routes; that is, two segments that are linked in the CBD allowing buses to travel from one end of town to another without requiring a transfer; and

WHEREAS, there is no consolidated transfer location or facility in the CBD. Since October 2019 Duncan Plaza has served as an emergency relocation transfer point in response to the Hard Rock Hotel Collapse; and



RESOLUTION NO. _____

Page 2

WHEREAS, RTA staff has worked with riders, City of New Orleans, New Orleans Public Libraries, and other CBD stakeholders to identify an interim site that improves riders needs for comfortable and safe waiting conditions and greater operational efficiency; and

WHEREAS, after review of available options that can implemented relatively quickly to address the current temporary and unplanned site, the Main Library alternative has the most significant improvement opportunity. The site alternative includes utilizing the Loyola Avenue adjacent to the Main Library and enhancing existing stops on Tulane Ave. and Elks Place; and

WHEREAS, once construction of a new transfer hub is completed existing operations at Duncan Plaza as a transfer point will no longer continue; and

WHEREAS, further engagement with riders and all stakeholders will continue during the design phase to address any concerns and work through details in order to maximize rider, operations, and general public benefits; and

WHEREAS, the RTA will leverage the existing capital project funds that include local and grant funding to cover the not-to-exceed project amount of \$850,000.00. This project will be funded with LA2018-015.1054.119202, LA2016-011.1054.119302 and local funding to be placed in the 2022 budget as the entire amount will not be spent in 2021; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorize the area around the Main Library as the site of the interim downtown transfer hub and allow staff to design and construct necessary improvements in partnership with City of New Orleans and relevant departments.



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2817 Canal Street
New Orleans, LA 70119-6301

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RESOLUTION NO. _____

Page 3

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

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 28th DAY OF SEPTEMBER, 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-136

Board of Commissioners

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

DESCRIPTION: Requesting Board Authorization to Amend Woodward-APC's Contract Due to Steel Escalation Cost	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 amend Woodward-APC's contract for a not-to-exceed amount of \$250,000 pay for the cost of steel escalation.

ISSUE/BACKGROUND:

In June of 2021, the Board authorized staff to negotiate a change order for the permanent barge for a not-to-exceed amount of \$700,681.16. Staff was able to reduce the amount and process the change order in the amount of \$657,443.16. Any consideration of increase of steel cost due to escalation was removed from this change order

DISCUSSION:

The contract price for the construction of the permanent barge was established in April of 2020. Staff eliminated the Half Grand Union (HGU) rail connection and utilized the savings to make some design changes that improve operational efficiencies by allowing operations to service larger volumes of passengers quicker, providing operations a secondary method to service ferries utilities, and reduce operation functions by including an internal ballasting system which requires less manpower than the previous system.

While the original plan was to use the HGU savings to support the revised permanent barge cost, the FTA has granted authorization for RTA to use savings from new Ferry Boats purchase. The HGU savings will now be allocated to the project's contingency.

Redesigns were expected to be completed earlier this year but delayed due to slowdowns in regulatory agency permitting. Permitting took longer than expected due to staff availability being reduced by COVID restrictions.

RTA Staff issued a Construction Change Directive (CCD) to mitigate the risk of steel prices further increasing and are submitting this Board Agenda item prior to finalizing negotiations in order to mitigate further cost escalations due to increasingly rising material prices. These price escalations are unpredictable, unprecedented, and a result of material shortages due to COVID restrictions.

FINANCIAL IMPACT:

Total cost for this work is expected not-to-exceed \$250,000 and will be funded through Grant LA 950006.12.34.05 which has a balance of \$673,072.01. Staff will continue to negotiate this price down as the pricing is finalized. If costs exceed the \$250,000 RTA Staff will resubmit a Board Agenda Item to ratify the Amendment.

NEXT STEPS:

Upon Board approval, staff will amend Woodward-APC's contract to include the revised work in their contract.

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

ATTACHMENTS:

1. Board Resolution
2. CCD #5 Structural Steel Price Escalation
3. RTA CSFT 025 Approval Recommendation

Prepared By: Darrel LaFrance, dlafrance@rtaforward.org
Title: Infrastructure Project Manager

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

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



Alex Wiggins

9/20/2021

Date

Chief Executive Officer



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

504.827.8300

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RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**REQUEST AUTHORIZATION TO AMEND WOODWARD-APC'S CONTRACT DUE TO
STEEL ESCALATION COST**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, in June of 2021, the Board authorized staff to negotiate a change order for the permanent barge Ferry Terminal project for a not-to-exceed amount of \$700,681.16; and

WHEREAS, staff was able to reduce the amount and process the change order in the amount of \$657,443.16. Any consideration of increase of steel cost due to escalation was removed from this change order; and

WHEREAS, the contract price for the construction of the permanent barge was established in April of 2020; and

WHEREAS, staff eliminated the Half Grand Union (HGU) rail connection and utilized the savings to make some design changes that improve operational efficiencies by allowing operations to service larger volumes of passengers quicker, providing operations a secondary method to service ferries utilities, and reduce operation functions by including an internal ballasting system which requires less manpower than the previous system; and



RESOLUTION NO. _____

Page 2

WHEREAS, while the original plan was to use the HGU savings to support the revised permanent barge cost, the FTA has granted authorization for RTA to use savings from new Ferry Boats purchase. The HGU savings will now be allocated to the project's contingency; and

WHEREAS, redesigns were expected to be completed earlier this year, but delayed due to slowdowns in regulatory agency permitting. Permitting took longer than expected due to staff availability being reduced by COVID restrictions; and

WHEREAS, RTA staff issued a Construction Change Directive (CCD) to mitigate the risk of steel prices further increasing and are submitting this Board Agenda item prior to finalizing negotiations in order to mitigate further cost escalations due to increasingly rising material prices; and

WHEREAS, these price escalations are unpredictable, unprecedented, and a result of material shortages due to COVID restrictions; and

WHEREAS, the total cost for this work is expected not-to-exceed \$250,000.00 and will be funded through the Grant LA 950006.12.34.05 which has a balance of \$673,072.01. Staff will continue to negotiate this price down as the pricing is finalize. If costs exceed the \$250,000.00, RTA staff will resubmit a Board Agenda item to ratify the Amendment; and.



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

504.827.8300

www.norta.com

RESOLUTION NO. _____

Page 3

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorization to amend Woodward-APC's contract due to Steel Escalation Cost.

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

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 28th DAY OF SEPTEMBER 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**



Construction Change Directive

PROJECT: (Name and Address)
Canal Street Ferry Terminal
RTA Project No. 2019-006
IEC Project No. 18-076-01

CONTRACT INFORMATION
Contract for: CMAR w/GMP
Date: 3/10/2021

CCD INFORMATION
CCD Number: 005
Date: 8/17/2021

OWNER: (Name and Address)
Regional Transit Authority
2817 Canal Street
New Orleans, LA 70119

ENGINEER: (Name and Address)
Infinity Engineering Consultants
4001 Division Street
Metairie, LA 70002

CONTRACTOR: (Name and Address)
Woodward/APC, A Joint Venture
1000 S. Jefferson Davis Parkway
New Orleans, LA 70125

THE CONTRACTOR IS HEREBY DIRECTED TO MAKE THE FOLLOWING CHANGE(S) IN THIS CONTRACT:

Proceed with purchase order for Structural Steel Price Escalation.

PROPOSED ADJUSTMENTS

1. The proposed basis of adjustment to the Contract Sum or Guaranteed Maximum Price:

Cost, as defined below, plus the following fee: 8% OH&P per contract

Change Order Request #017 CE #041 has been submitted with a total sum of \$202,927.50. This pricing has not been finalized but RTA recognizes the pricing has been submitted.

2. The Contract Time will be addressed in a separate change order.

NOTE: The Owner, Architect and Contractor should execute a Change Order to supersede this Construction Change Directive to the extent they agree upon adjustments to the Contract Sum, Contract Time, or Guaranteed Maximum price for the change(s) described herein.

When signed by the Owner and Engineer and received by the contractor, this document becomes effective IMMEDIATELY as a Construction Change Directive (CCD), and the Contractor shall proceed with the changes(s) described above.

Contractor signature indicates agreement with the proposed adjustments in Contract Sum and Contract Time set forth in this CCD.

Royal Engineers and Consultants LLC.

ENGINEER (Firm Name)

SIGNATURE
Imbrie Packard

PRINTED NAME AND TITLE

DATE

Regional Transit Authority

OWNER (Firm Name)

SIGNATURE
Alex Wiggins

PRINTED NAME AND TITLE

DATE

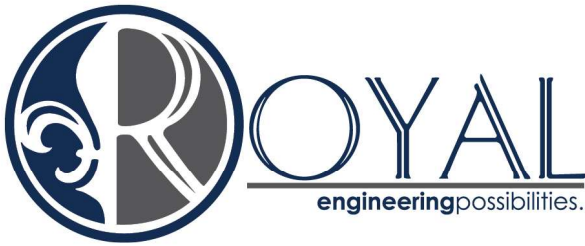
Woodward/APC, A Joint Venture

CONTRACTOR (Firm Name)

SIGNATURE
Tom Abernathy

PRINTED NAME AND TITLE

DATE



NEW ORLEANS CORPORATE

4298 Elysian Fields Ave, Ste. B
New Orleans, LA 70122
P: 504.283.9400
F: 504.283.9001

BATON ROUGE OFFICE

14635 S. Harrell's Ferry Road, Ste. 6D
Baton Rouge, LA 70816
P: 225.751.4643
F: 225.448.3480

LAFAYETTE OFFICE

1231 Camellia Blvd.
Lafayette, LA 70508
P: 337.456.5351
F: 337.456.5356

August 23, 2021

Regional Transit Authority

Attn: John DiLosa

2817 Canal Street

New Orleans Louisiana 70119

Sent Via Email: jdilosa@rtaforward.org

**Subject: RTA Canal Street Ferry Terminal
Change Order Request #025
Recommendation for Approval**

Dear John:

Royal Engineers & Consultants LLC (Royal) in conjunction with Dupont LeCorne Construction Consultants (DLCC) have reviewed the above referenced Change Order Request from Woodward APC and recommend acceptance of this Change Order Request for \$657,443.16.

Summary:

This change order request revision 3 is for the new and revised scope of work outlined in RFP#003 received 04/08/2021. These documents affect the permanent ferry boarding barge.

Engineer's Review:

Infinity Engineering Consultants (Infinity) provided RFP#003 for pricing and both Infinity and Mino have reviewed the COR for accurate quantities.

Cost Review:

Royal and DLCC have reviewed the costs and recommend approval based on their unit price estimate. We have verified that this change order meets the minimum criteria for approval set by the RTA including:

1. That the Change Order does not include any apparent errors
2. That all back-up is included where appropriate
3. That insurances, overhead, and profit are reasonable

Woodward APC submitted the initial COR 025 on May 4, 2021, for \$700,681.16. After review of the COR Royal/DLCC made the following comments and requests for revisions based on the itemized breakdown provided on July 1, 2021:

1. *NOI – Please provide the original estimated values and unit prices were for the various components they listed, including the tonnage, SF, and erection manhours.*
2. *NOI unit pricing for the components notes seems reasonable as presented.*
3. *FEC – OK as presented*
4. *APC – Shackle no-divers, OK as presented*
5. *Conrad – We should receive supporting detail that looks like the other subs. They should show the original estimate and new estimate to show the delta. They know how their data is assembled and should be able to present it. If they are concerned about proprietary data, then let them know I can come to their office. If time is of the essence then we can release on a CCD with their number as a GMAX and if we agree to the lump sum them we can convert to a fixed price CO. I went thru several of the items and how are we to know what are the items that drive the various cost that make up the various items. I.e., the add for the handrails, the coating system, the ballast system the sewage system. What did they estimate for handrails versus now, the cost of the paint versus now, the cost of pumps/pits versus now. It is not something that will pass the scrutiny of an objective reviewer.*

Based on the review comments from Royal/DLCC, Woodward APC submitted additional backup information on July 19, 2021. Royal/DLCC reviewed the information and DLCC brought on Chris Lebure, who's background is in barge maintenance and repair, to assist in the COR review. Following a line by line review from Chris and DLCC, Royal provided the following additional comments to Woodward APC on August 5, 2021:

1. *New Orleans Iron – The steel appears more expensive than the shipyard for similar work on steel per ton, is there an explanation for this? Will NOIW also request to update their steel price?*
2. *FEC – OK as submitted. Their rates are based on difficult.*
3. *APC – Ok, however please confirm the chain pricing they are getting is competitive.*
4. *Grating – Are we planning to resolve this prior to final COR? Whose court is this in?*
5. *Fenders - ok*
6. *Item 103 – Confirm Bitt pricing is competitive*
7. *Item 112 – Coating Systems - The primary issue is why is the coverage for certain coatings with the cheaper paint is less? It should be equal or more. Generally, a cheaper paint has fewer solids to allow a cheaper price which increases coverage and reduces millage. In addition, there does appear to be some input errors on a couple of lines that make a difference as well. We should first ask the design team if they increased the millage requirements on the coats from the original base bid documents. It may also be related to the paint, but usually cheaper paint spreads thinner.*
8. *Item 113 – Believe that some of the labor rates are excessive and should be reduce per notes on the attached sheets.*

On August 9, 2021, Woodward APC provided responses to each of the items requiring responses, agreeing to reduce manhours in Item 103, revise the quantities for Item 112, and to reduce manhours for Item 113. Woodward APC was instructed to provide a revised COR that removed steel escalation costs in this COR for a final COR for approval. Woodward APC submitted the revised COR025 R3 on August 20, 2021 for

\$657,443.16. DLCC reviewed the final changes and recommended approval of this COR. Note that the final COR 025 R3 does not include steel escalation pricing, which was agreed to be handled in a separate COR.

Outcome of Review:

We recommend approval based on the criteria above. From the initial COR 025 submitted May 4, 2021, for \$700,681.16 to the final COR025 R3 on August 20, 2021 for \$657,443.16, there has been a reduction of \$43,238.00.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

ROYAL ENGINEERS & CONSULTANTS, LLC



Imbrie Packard
Lead Architect and Project Manager



New Orleans Regional Transit Authority

2817 Canal Street
New Orleans, LA 70119

Board Report and Staff Summary

File #: 21-141

Board of Commissioners

[Vacation Cash-Out Resolution (Hurricane Ida)]



RESOLUTION NO. 21-067

**STATE OF LOUISIANA
PARISH OF ORLEANS**

**AUTHORIZATION TO ADOPT EMERGENCY
VACATION CASH-OUT DUE TO HURRICANE IDA**

A RESOLUTION of the Board of the Regional Transit Authority (RTA) adopting emergency vacation cash-out due to Hurricane Ida.

WHEREAS, RTA establishes protocols in events of inclement weather and other emergencies that can occur to the detriment of business operations can include hurricanes, building fires, tornadoes, snow, hurricanes, flooding, sleet and other emergencies; and

WHEREAS, RTA must prepare for business operations closure when employees would experience dangerous conditions trying to report to work. RTA will set up vacation cash-out provisions; and

WHEREAS, RTA recognizes that some employees may need be in need of funds due to damages from Hurricane Ida therefore allowing employees to request a vacation cash out; and

WHEREAS, RTA employees may cash out his/her PTO/Vacation Leave balance for a maximum of 240 hours and have a leftover balance of at least 40 hours. If an employee requests that his/her PTO/Vacation Leave be paid out, all applicable taxes will be withheld. An employee in an interim appointment will be cashed out at their regular, not interim rate of pay; and

WHEREAS, RTA employee requests for exceptions to the above limitations due to a unique hardship situation, subject to submission of proper documents, must be approved by the Chief Human Resources Officer or designee; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Regional Transit Authority hereby approves this resolution.

AND THE RESOLUTION WAS ADOPTED ON THE 3rd OF SEPTEMBER, 2021.

09/03/2021

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

**ALEX Z. WIGGINS
CHIEF EXECUTIVE OFFICER
REGIONAL TRANSIT AUTHORITY**