

9 | Public Transit

9.1 | Mass Transit

Louisiana’s Capital Region has a variety of public transportation options. These include urban-fixed route bus service, demand- response services, ADA (Americans with Disabilities Act) para- transit, and specialized transportation for elderly and disabled residents.

Fixed-route public bus service, available only in East Baton Rouge Parish, provides two significant benefits within the City and other areas served:

Mobility: Public bus service is critical to enabling those who do not, or cannot, drive an automobile or other motorized vehicle to participate in the regional economy. This group includes the very young, the elderly, disabled, and a segment of low-income populations. Many others simply dislike driving. Providing non-drivers with accessible public transportation is both a social service, and expands the potential for individual, family, and regional prosperity.

More Efficient Use of Roadway Capacity: Traffic congestion and gridlock can make travel on urban roadways unsafe and uncomfortable. Such conditions can impose a cap on a city’s economic growth. The extent that public transportation modes can safely and effectively substitute for a percentage of private vehicles can help reduce or keep congestion relatively constant, while improving the region’s capacity for continued economic growth.

Urban Fixed-Route

Fixed route transit service in the Capital Region is provided by two agencies, Capital Area Transit System, and LSU Tiger Trails. At present, service is available only in East Baton Rouge Parish.

CAPITAL AREA TRANSIT SYSTEM

In 1970, the City of Baton Rouge formed The Capital Transportation Corporation (CTC), a non-profit, municipal agency to operate the urban mass transit system. The CTC was reamed Capital Area Transit System (CATS) in 2004.

CATS provides service within the City of Baton Rouge and to the Town of Baker. ADA complimentary paratransit service is provided by Reliant, a private subcontractor, and is offered within a ¾ mile of all CATS routes.

In addition to regular daily service, CATS provides special transit service, such as Touchdown Express, for football games and major community events. CATS also plays a key role in response to and recovery from natural disaster events. A major function is transporting residents to safety following catastrophic flooding, such as occurred in August 2016.

Table 9-1: CATS Ridership

| 2014 | 2015 | 2016 |
|-----------|-----------|-----------|
| 2,531,768 | 2,588,060 | 2,688,344 |

*Does not include Touchdown Express or other special services

According to the U.S. Census Bureau’s 2015 American Community Survey (ACS), approximately 1.7% of East Baton Rouge residents relied upon transit for their daily commute to work. This is compared to 0.6% in Lafayette Parish, 7.8% in Orleans Parish, and 5.1% nationally.

While there is no doubt the Baton Rouge area has a strong “car culture,” there are other factors that likely contribute to the relatively low levels of transit ridership. These include the city’s lack of safe pedestrian infrastructure, and the region’s low-density development patterns which strongly favor the automobile. The route map for CATS can be found at (www.brcats.com) and is shown on the following page.

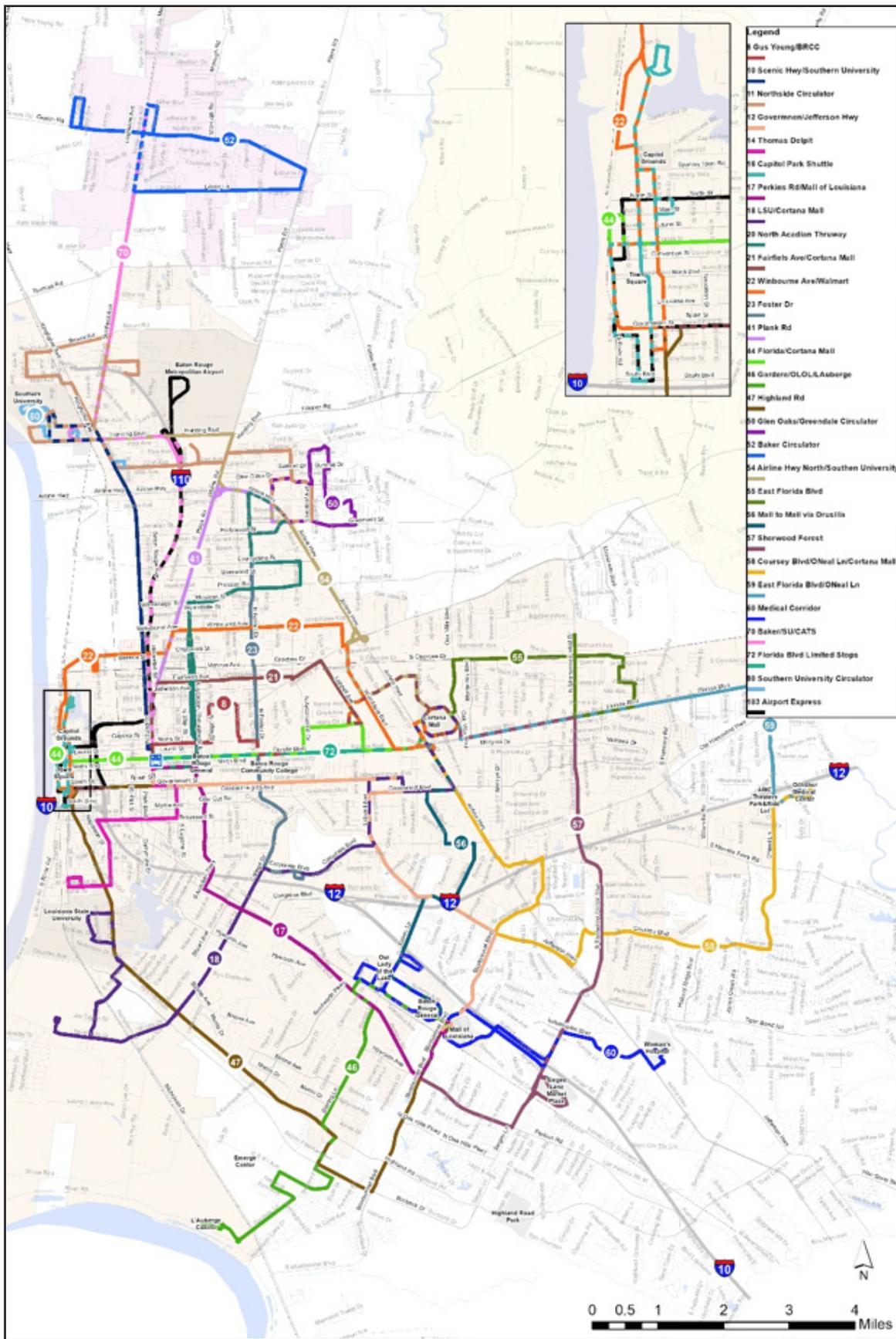


Figure 9-1: CATS System Map

TIGER TRAILS

Tiger Trails, operated by Ohio-based private company First Transit, is the campus transit service for Louisiana State University (LSU). Tiger Trails is a free service, whether or not a rider is affiliated with LSU.

Tiger Trails provides students with a robust intra-campus transportation option. It also offers service into surrounding Baton Rouge neighborhoods, including the Garden District and Downtown. Special services transport students to Tiger Stadium and to the New Orleans Louis Armstrong airport. They also return students safely back to campus from the nightlife in Tigerland.

<https://sites01.lsu.edu/wp/tigertrails/campus-transit/>



Figure 9-2: Tiger Trails System Map

Table 9-2 Tiger Trails Ridership

| 2014 | 2015 | 2016 |
|-----------|-----------|-----------|
| 1,348,827 | 1,247,719 | 1,101,286 |

Rural Public Transit

Much of Louisiana's Capital Region is sparsely populated and rural. Although traditional fixed route transit is effective along densely populated urban corridors, such service lacks the flexibility to efficiently serve carless individuals living far from a city center. The Rural Transit Assistance Program (49 U.S.C. 5311(b)(3)) is the Federal Transit Administration's primary funding mechanism that provides transit services outside urbanized areas.

The 5311 formula grants program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations under 50,000. Many residents in such isolated areas often rely on public transit to reach key destinations. Demand response, or "dial a ride," transit services are often most effective in rural areas where origins and destinations are widely dispersed. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Each Louisiana Parish is allowed one 5311 grant recipient. Only two parishes in the Capital region utilize the 5311 funding, Livingston and Iberville.

Iberville Parish Public transit provides demand response service to the general public, on a Monday through Friday schedule. In 2015, the agency provided riders with 9,170 trips.

Although the Livingston Council on Aging (LCOA) primarily serves its target senior citizen clientele, the agency's transportation division also utilizes 5311 grant funding to provide demand- response transportation to the general public in the Parish. In 2015, the LCOA provided riders with 35,992 trips in 2015.

Louisiana's rural transit providers provide an important life- line for the hundreds of passengers they serve each day.

Elderly and Disabled 5310

The retirement of America's "Baby Boom" generation has created growing demand for services tailored to the needs of senior citizens at the national, state, and local level. This trend is expected to continue.

The Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S.C. Section 5310) is the Federal Transit Administration's (FTA) primary funding mechanism for providing transit services to seniors and those living with disabilities. Social service agencies rely upon this funds to provide their most vulnerable community members with transportation to medical appointments, social activities, and other important services.

The following Capital Region agencies rely upon the 5310 grant program to provide specialized transportation to the elderly and the disabled:

- The ARC Iberville;
- Ascension Council on Aging;
- The Center Baton Rouge;
- Community Opportunities of East Ascension;
- Donaldson Area ARC Foundation Industries;
- Franciscan PACE;
- Gulf Coast Teaching Family Services;
- Greater King David Baptist Church;
- Iberville Council on Aging;
- Livingston Activity Center;
- West Baton Rouge Council on Aging.

Ride Hailing

Ride hailing services, like Uber and Lyft, are relatively new transportation options which allow users to request rides through a smart phone app. Although the cost of these services fluctuates based on supply of drivers and demand for rides at a given time, users often find that the fare is comparable to a traditional taxi.

Several transit agencies across the country have formed successful partnerships with Uber. Such arrangements rely upon the ride hailing service to address first mile / last mile challenges, or to provide later evening service where ridership may not warrant a fixed route bus.

Newer, more experimental services, such as Uber Pool and Bridj, allow multiple riders to share one vehicle and split the fare among them. To date, however, such services have not been introduced in the Capital Region. The ways in which services like Uber Pool and Bridj may compliment or disrupt traditional public transit in the future are the subject of much speculation and debate.

Traditional taxi companies in the Capital also serve the surrounding region. These include Fighting Tiger Taxi, Tammy's Taxi and Bayou Taxi & Airport Cab.

www.uber.com/cities/batonrouge

www.lyft.com/cities/baton-rouge-la

www.bridj.com

Impact of Transportation Technology on Transit

Driverless cars and buses were once relegated to the realm of science fiction, but this technology is now being tested and refined in cities across the world. Companies like Google, Uber, and Mercedes are dedicating considerable resources toward perfecting autonomous vehicles (or AVs). Able to drive themselves anywhere, at any time, and with no human intervention, they have been labeled "Level 4 Vehicles" by the National Highway Traffic Safety Administration. Some predict that, in less than a decade, these Level 4 vehicles may be a part of the average American's daily experience. Because MOVE2042 is a 25-year transportation plan, and with technology evolving at a rapid pace, it is important to begin considering how autonomous vehicles may impact our roadways, transit usage, development patterns, and overall mobility.

Transportation planners and researchers who study the potential impacts of emerging AV technology on the transportation network have only agreed upon one thing: that forecasting the magnitude and rate of technological change is speculative, at best. However, as we move into unknown territory, a few possible trends may be helpful to keep in mind:

First Mile / Last Mile: Improvements in transportation technology have the potential to improve first and last mile transit challenges. Providing service in areas of low and moderate population density that are located between major transit corridors is typically an inefficient use of resources. Technology which facilitates ride sharing, short-term car rental, and even autonomous transit vehicles could increase mobility in such areas.

Autonomous Buses: Labor costs and fringe benefits for bus operators make up approximately 40% of transit operating costs. Technology which de-couples this expense from the service could be transformative. Most importantly, such technologies would allow transit agencies to invest the savings in expanded hours of service. Additionally, the technologies may allow agencies to use smaller vehicles where appropriate. The primary rationale for using large vehicles is to maximize the passenger revenue miles per operator. Automated transit vehicles would allow transit providers more flexibility to assign appropriately sized vehicles, such as during off-peak times. This could also have the added benefit of making transit more attractive to a broader range of users.

Regional Coordination: A major barrier to seamless travel across the region are the unique fare collection media and reservation systems used by various transit agencies that serve the area. Transit technology is well positioned to

overcome these challenges by making transit options clearer to even only occasional transit user. Technology which can conveniently illustrate the range of transit options available and help the rider connect to the appropriate service may alleviate the need to standardize transit services, fare media, and other related practices across the region.

Intercity

GREYHOUND

Greyhound Bus provides intercity travel from its terminal at 1253 Florida Boulevard Baton Rouge, to destinations across North America. Several trips per day are offered from Baton Rouge to New Orleans, Lafayette, and other nearby cities.

A round trip, economy, ticket between Baton Rouge and New Orleans Union Passenger Terminal is approximately \$28 with tax and fees.

www.greyhound.com

LA SWIFT

The LA Swift, an intercity bus traveling between Baton Rouge and New Orleans following Hurricane Katrina, was discontinued by the State of Louisiana due to funding constraints in June 2013. The fare was \$5 per one-way trip.

The LA Swift provided a service similar to the proposed commuter rail service between New Orleans and Baton Rouge. Like LA Swift, the proposed commuter rail system would provide frequent, affordable, and convenient service between Louisiana’s two largest cities. The rail line would, of course, have the added benefit of a dedicated right-of-way which would prevent traffic delays.

In the years immediately following Katrina, the LA Swift had a ridership of over 200,000 annually which declined to about 140,000 by 2012. The popularity of LA Swift supports the need for an affordable and convenient intercity service.

MEGABUS

Megabus, an intercity bus service of Coach USA, began offering low cost bus service from New Orleans to Houston, Texas in June 2012. Service to Baton Rouge was added in September 2013.

Megabus departs from the rear of the CATS Terminal on Convention Street at 22nd Street. Megabus travels from Baton Rouge to New Orleans, Houston, and San Antonio.

One-way fares range from \$14 - \$35.

www.us.megabus.com

Coordinated Human Services

Beginning in 2005, SAFETEA-LU (Safe Accountable Flexible and Efficient Transportation Equity Act – A Legacy for Users) required the development and continual updating of a Coordinated Human Services Transportation Plan for projects funded under 5310, 5317, and 5316 programs. Development of such a plan continues to be required, with some modifications, under the most recent transportation legislation, the FAST Act. The FAST Act legislation requires that only Section 5310 Elderly and Disabled funded projects be included in a coordinated human services transportation plan, although it is strongly encouraged that projects/services funded with Rural Transit Assistance Program be included in the plan as well.



In 2010, the Capital Region adopted its most recent locally developed Coordinated Human Services Transportation Plan (CHSTP), with input from elected officials, community organizations, planning professionals, advocacy organizations, and other stakeholders. The plan identified transportation challenges for elderly and low-income residents across the region, and outlined goals and action items to address them. The overarching objective is to coordinate the region's many transportation services, including CATS urban transit, into a seamless mobility network which all residents can access.

The regional Coordinated Human Services Transportation Committee meets quarterly at various locations throughout the region to discuss opportunities and concerns, work through implementation of the Coordinated Human Services Transportation Plan (CHSTP), and keep the plan up to date. Although CHSTP efforts help address some transportation challenges, existing legislation limits ability to achieve the stated goal of a seamless, coordinated, and integrated transportation system.

By focusing only on elderly and disabled transportation providers, significant resources utilized by other agencies across the state, such as Health and Human Services and Veterans Affairs, remain unaccounted for in the CHSTP. Planning professionals charged with the task of facilitating transit coordination do not have access to important data, such as the quantity and location of transit vehicles in their regions. Geographic restrictions of the various grant programs (i.e. urban, rural, etc.) further stymie coordination efforts.

In 2015, Louisiana transportation professionals assisted in drafting legislation to address the shortcomings of the current CHSTP process. The "Human Services Transportation Data Coordination Act" aimed to implement a central state transportation database which would improve coordination and communication across state agencies while avoiding duplication of services. Louisiana House Bill 260 of the 2016 regular legislative session however, did not emerge from committee for debate. Bringing all state agencies that provide transportation services under the "coordination" umbrella will help reduce the fragmentation of Louisiana's human services transportation system.

www.crpcla.org/publications

<https://legiscan.com/LA/bill/HB260/2016>

Safety & Security

Frequently cited benefits of public transit include reduction of overall family/household transportation costs compared to owning an automobile, or the ability to read and browse social media during one's commute. Safety on the other hand, is an important but less often discussed benefit. In fact, transit riders have 1/10th the crash rates of automobile riders. Data also indicates that cities with higher transit ridership experience fewer traffic fatalities than their more auto-dependent counterparts.

The risk of security and transit crime is a concern of many residents. Such risks may include assault, theft, or vandalism against a transit rider or employee. Other residents express concerns that new transit routes or stops will increase crime in their neighborhoods by increasing access by low-income residents. Data from FTA suggests that transit crime decreased from 2000 to 2010, while ridership increased. Although passengers are most likely to be victims of a crime when walking or cycling alone to a transit stop, transit crimes represent a very small portion of overall crime in a region.

Measures which can improve the safety and security of transit riders include high quality transit service, good walking and cycling conditions, lower traffic speeds, improved lighting, and reduced parking supply or parking fees.

(Source: Safer Than You Think – Revising the Transit Safety Narrative. Victoria Transport Policy Institute. 2016.)

9.2 | Urban Transit Peer Comparison

Peer comparison can help residents and stakeholders gain a clearer understanding of how well their urban transit system is performing in comparison to transit systems operating in similar geographic locations.

For such a comparison to be meaningful, it is important to compare CATS to transit systems of a similar size, and which have similar budget, and operating areas. Comparing CATS to the New York City Metro would not be likely to tell us much. However, comparing CATS to other small and mid-sized systems can be illustrative.

Selection Criteria

The Urban Integrated National Transit Database (iNTD) uses data from the National Transit Database (NTD) and the 2014 American Community Survey, to identify urban transit systems across the United States which are most like one another. Criteria used to identify peer systems are:

- The presence of rail, presence of heavy rail;
- urban area population;
- total revenue miles;
- total operating budget;
- population density;
- state capital;
- percent college students;
- population growth rate;
- percent low income;
- annual delay (hours) per traveler, freeway lane miles per capita;
- percent of service that is demand response.

Peer Comparison

Based upon the above criteria, the three U.S. urban transit systems identified as most like CATS are:

Birmingham-Jefferson County Transit Authority, Birmingham, Alabama
 Central Oklahoma Transportation and Parking Authority, Oklahoma City, Oklahoma
 Central Arkansas Transit Authority, North Little Rock, Arkansas

Using 2015 data from the National Transit Database, CATS was compared against its three peer systems on the criterion in the table:

According to several important metrics, such as passenger trips per capita and operating expense per trip, CATS provides effective and cost-efficient transit service to East Baton Rouge Parish residents when compared to peer systems.

Table 9-3: CATS Peer Comparison

| 2015 (National Transit Database) | | | | |
|--|-----------|-------------------------------------|---|------------------------------------|
| | CATS | Birmingham Jefferson County Transit | Central Oklahoma Transportation and Parking Authority | Central Arkansas Transit Authority |
| General Performance Indicators | | | | |
| Service Area Population | 388,542 | 442,804 | 650,221 | 164,972 |
| Passenger Trips | 3,990,011 | 3,149,944 | 3,085,663 | 2,669,158 |
| Revenue Miles | 3,312,831 | 2,680,226 | 2,684,935 | 2,541,607 |
| Total Employees FTEs | 273.2 | 225.0 | 196.8 | 158.8 |
| Administrative Employees FTEs | 42.0 | 30.5 | 22.6 | 13.4 |
| Vehicles Operated in Max Service | 59.0 | 68.0 | 48.0 | 52.0 |
| Effectiveness Measures | | | | |
| Vehicle Miles Per Capita | 9.1 | 6.7 | 4.2 | 16.3 |
| Passenger Trips Per Capita | 10.3 | 7.1 | 4.8 | 16.2 |
| Passenger Trips per Revenue Hour | 15.2 | 14.4 | 17.6 | 13.4 |
| Average Age of Fleet | 8.1 | 6.8 | 6.8 | 6.1 |
| Number of Vehicle System Failures | 1,061.0 | 1,368.0 | 273.0 | 356.0 |
| Weekday Span of Service (hours) | 19.5 | 18.5 | 19.5 | 15.8 |
| Route Miles per Square Miles of Service Area | 1.4 | 5.0 | 1.9 | 4.3 |
| Efficiency Measures | | | | |
| Operating Expense per Passenger Trip | \$5.74 | \$7.38 | \$6.55 | \$5.62 |
| Operating Expense per Revenue Hour | \$87.51 | \$105.96 | \$115.60 | \$75.44 |
| Farebox Recovery % | 8.07 | 8.39 | 11.85 | 13.01 |
| Average Fare | \$0.46 | \$0.68 | \$0.84 | \$0.75 |

9.3 | Regional Transit Demand Analysis

Transit Supportive Index

For public transit to be viable, it must provide service between locations with significant population density and the kinds of places/destination people want to go. Identifying locations where such clustering occurs is a critical step in the regional transit planning process.

Identifying places and corridors where transit may be needed where it does not currently exist typically relies upon some combination of data and educated guesswork. There are a variety of effective methods for identifying where new transit service may be most effective, ranging from highly scientific analysis to common sense “windshield” observation.

For Move 2042, the following professionally developed method was selected to identify transit supportive clustering within the Capital Region:

On the map below, Traffic Analysis Zones (TAZ’s) which contained either three or more residential units per acre or four or more employment units per acre were deemed to have enough clustering to warrant fixed route transit service. These TAZ’s were shaded orange.

The current transit catchment area of fixed route service was overlaid on top of this – all orange TAZ’s within the service catchment area were changed to blue.

Therefore, the TAZs which remained shaded orange contained transit supportive clustering, but are not currently served by fixed route service.

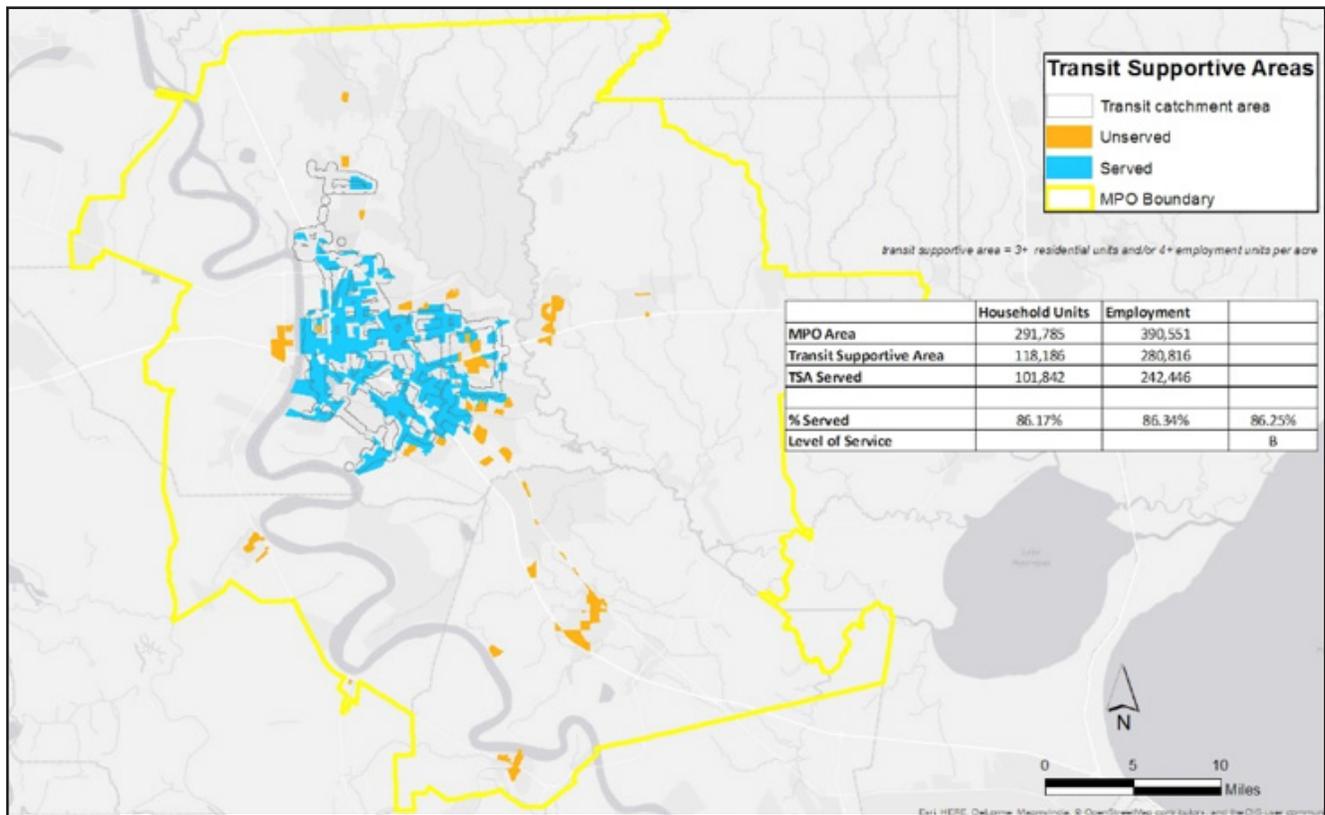


Figure 9-3: Transit Supportive Areas

Within the MPO area, approximately 86% of household units and 86% of jobs are served by CATS.

According to this preliminary analysis, Gonzales, Livingston, and Port Allen appear to be the municipalities within the Capital Region which could most benefit from the provision of new, fixed route transit service.

Urban System Service

When regular/work week, Saturday, Sunday, and evening services are all considered across both systems, Baton Rouge residents have access to some form of transit from as early as 4:45 AM until as late as 3 AM.

The following table illustrates the fare structure in Baton Rouge:

Table 9-4: Fare Structure

| Fare Type | Price |
|----------------------|----------------------|
| Adult | \$1.75 |
| Children under 5 | Free w/ paying adult |
| Senior Citizens | \$0.35 |
| Students | \$0.35 |
| Medicare Cardholders | \$0.35 |
| On-Demand | \$1.75 |
| All-Day Pass | \$4.00 |
| 7-Day Pass | \$19.00 |
| 15-Ride Pass | \$24.50 |
| 31-Day Pass | \$56.00 |
| SU Shuttle | Free |
| Tiger Trails | Free |

System Coverage

A GIS-based approach was used to identify which parts of the region are currently served by transit for all types of service – weekday, Saturday, Sunday, and evening. The analysis was accomplished by generating a quarter-mile buffer around each transit route and then using Census data to determine the total population captured by the buffer area. A quarter-mile distance is generally accepted as the distance most individuals are willing to walk to reach local, fixed-route, rubber-tired, vehicle stops.

Population figures were taken from the 2015 5-year American Community Survey (ACS) Census block groups - the smallest geographic unit for which Census data is available.

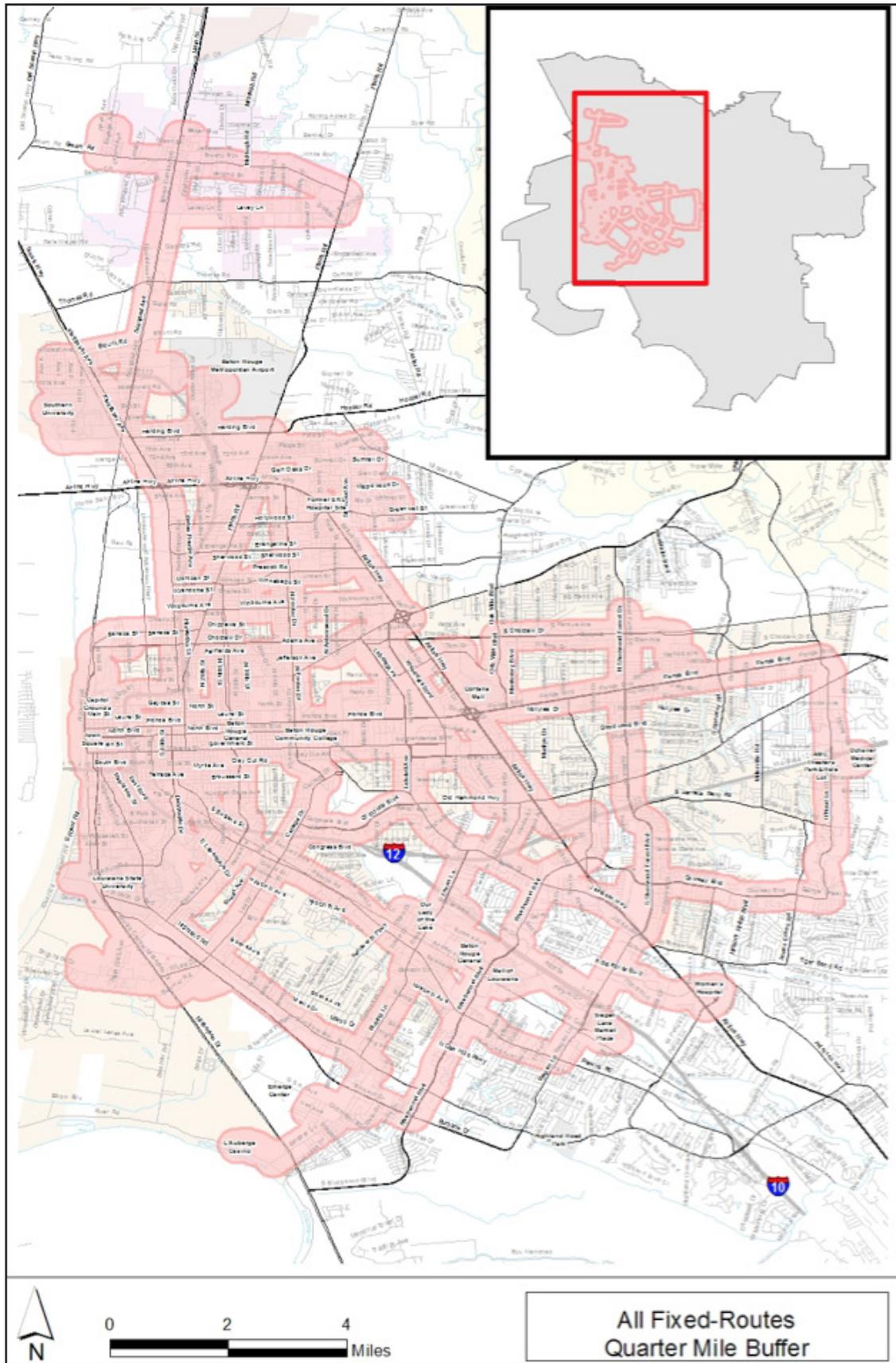


Figure 9-4: System Coverage

This map illustrates a quarter-mile buffer around all fixed route service – or “system coverage.”

Table 9-3: Population Served

| Service Type | Population | # covered | % covered |
|--------------|------------|-----------|-----------|
| All Routes | 444,690 | 205,980 | 46.32 |
| Weekday | | 205,980 | 46.32 |
| Saturday | | 198,698 | 44.7 |
| Sunday | | 186,382 | 42 |
| Night | | 157,201 | 35.35 |

Because CATS and LSU operate transit service at various levels throughout the week, different parts of the region have access to different levels and quality of service. Some areas have access seven days a week, including night service, while others only have access to transit during one or two service periods.

CATS Paratransit Service

CATS also operates CATS on Demand, a paratransit service providing door-to-door public transportation for individuals with disabilities who are unable to ride regular CATS service vehicles. To be eligible for CATS on Demand, Individuals must meet the following criteria to be eligible for CATS on Demand:

- Persons with a disability and needing additional assistance – those who would not be able to utilize the regular bus system even with assistance from the bus operator. May include those with mental or visual impairments;
- Environment – This includes individuals who can independently board the regular bus system, but the interaction of the individual’s disability and environment prevents the individual from reaching the boarding or destination location. Additionally, those who must use a wheelchair and cannot reach a bus stop due to lack of curb cuts or sidewalks are also including in this category.

CATS on Demand is available within ¾ mile from all CATS routes. LSU Tiger Trails does not provide a similar service.

9.4 | Future Needs

Existing Plans

FUTURE BR

Future EBR identified the following neighborhoods with redevelopment potential and growth interest to capitalize on transit options:

- Mid-City;
- Downtown;
- LSU, Old South Baton Rouge, Nicholson, and Northgate;
- Southern University, Scotlandville, Zion City, Airport area;
- South Medical District;
- Broadmoor shopping district.

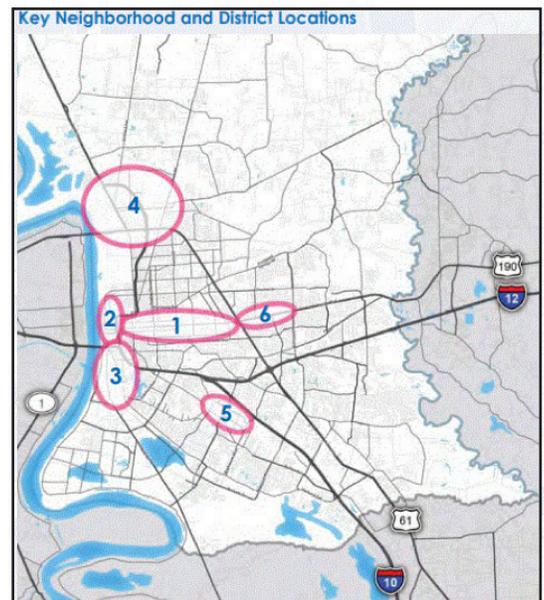


Figure 9-5: Future BR

Future BR identifies Florida Boulevard, Plank Road, Airline, and Nicholson as concentrated population and employment centers that can support expanded transit services. Additionally, the plan stresses the need for passenger rail service linking Baton Rouge with New Orleans to significantly expand business opportunities.

GONZALES COMPREHENSIVE PLAN

Currently, the only transit service in Gonzales is a demand response system for elderly and disabled residents. The Gonzales Comprehensive Plan identifies an opportunity for new transit options, particularly services which could link the industrial south side of the city with housing on the north.

Transportation Goal 11.2 of their plan, is to “Provide a wide range of transportation options for getting around the city.” Action items under this goal include planning for bus, shuttle and other transit options as development increases, as well as a “shopper shuttle” serving retail centers.

TRAMLINK BR

A 3.2-mile long light rail line connecting downtown Baton Rouge with the LSU campus is currently under consideration. The project, titled TramLink BR, received federal approval to move forward in 2016 after it found to have no environmental impact.

East Baton Rouge Parish Council and Administration have delayed until at least 2018 a request for \$67.5 million in local funding to continue work on the project.

Service is planned to begin in mid-2021.

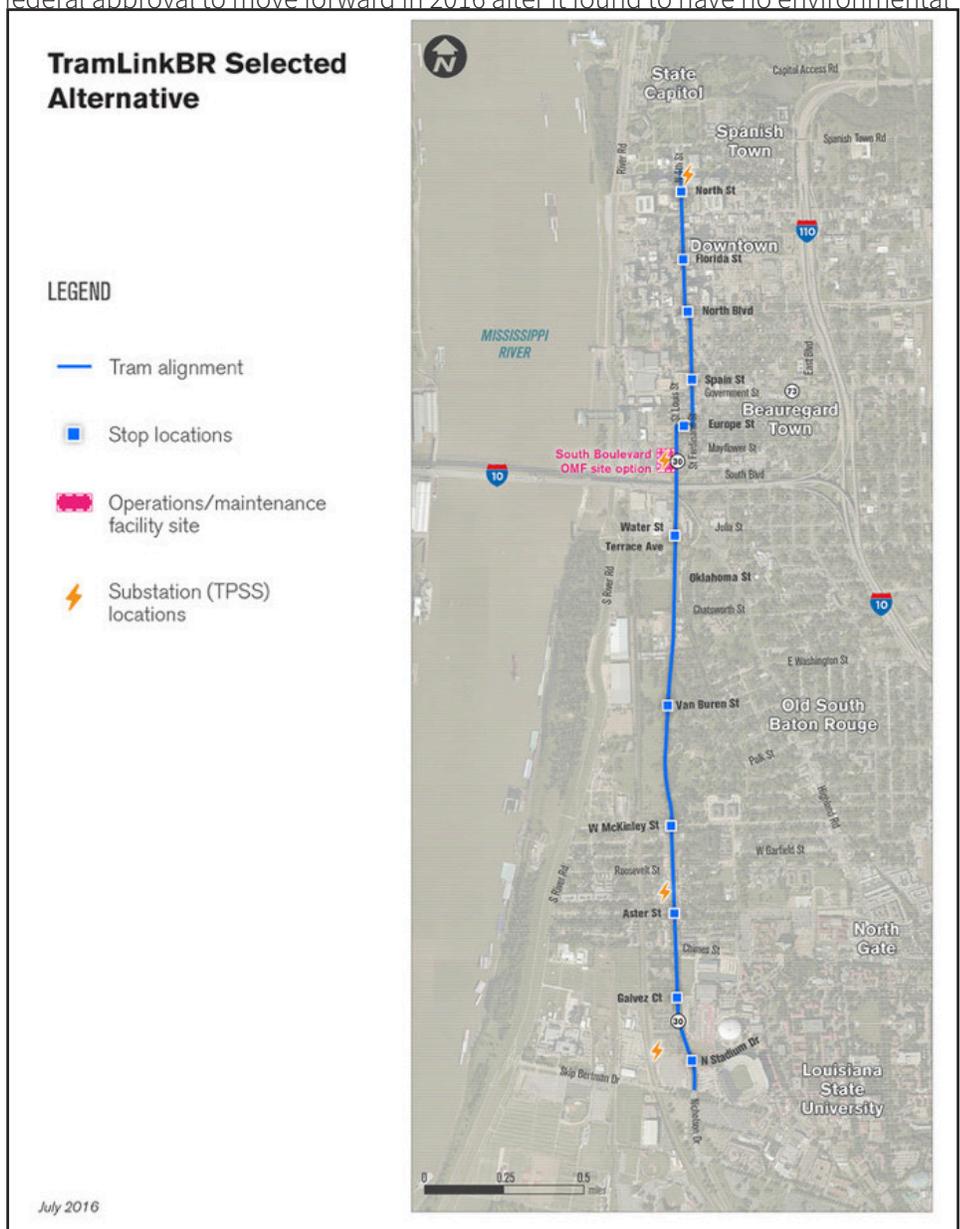


Figure 9-6: TramLink BR Selected Alternative

www.tramlinkbr.com

BATON ROUGE NEW ORLEANS COMMUTER RAIL

Many plans have been produced for a passenger rail service which would connect Louisiana’s largest cities. While such a project has received broad support from stakeholders, funding required to upgrade the rail infrastructure and provide an operating subsidy has remained elusive.

The Baton Rouge-New Orleans Intercity Rail Feasibility Study envisions a service connecting downtown Baton Rouge to MSY, downtown New Orleans, and several suburbs in between. The proposed service would operate 4 trips per day, 365 days per year with an estimated ridership of 210, 240.

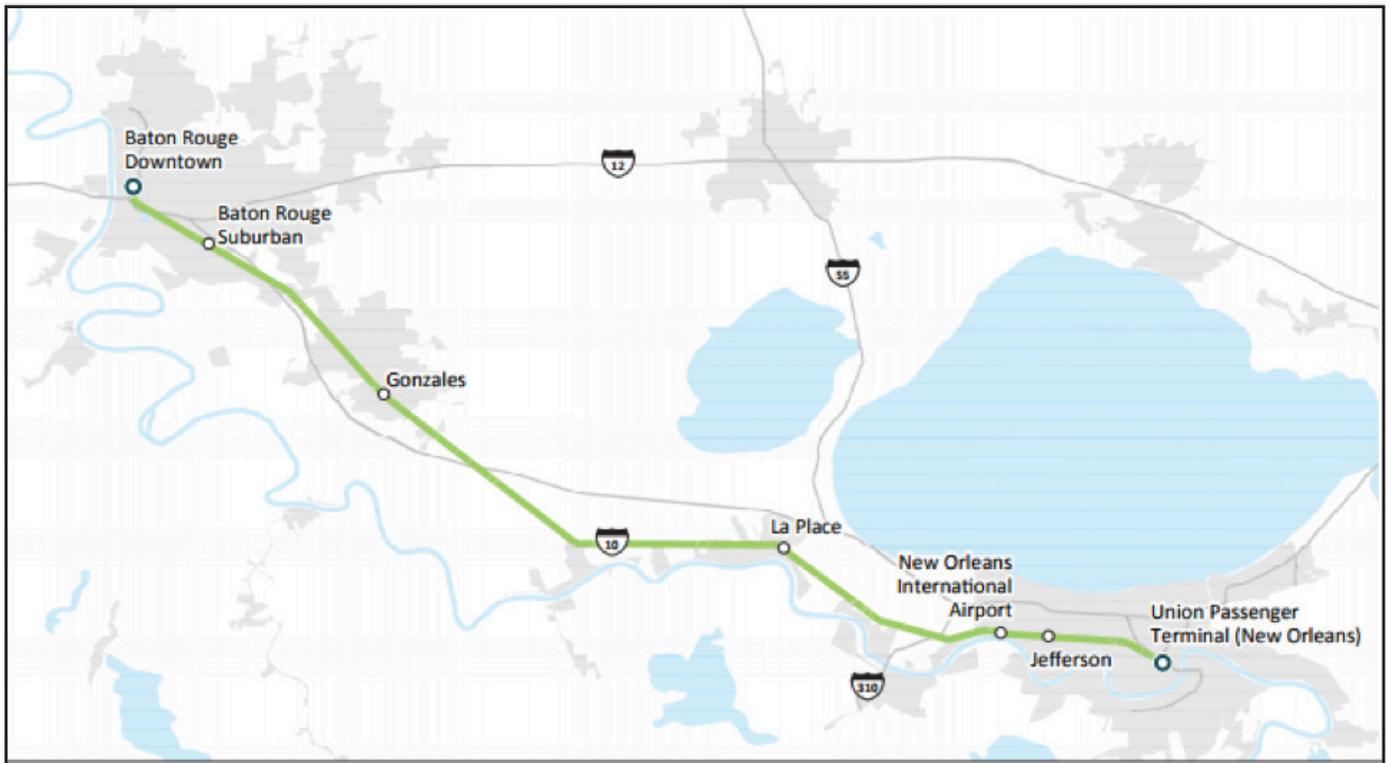


Figure 9-7: Proposed Baton Rouge - New Orleans Rail Corridor and Station Locations

Public Stakeholder Input

As part of the Move2042 public outreach process, CRPC planning staff created surveys and conducted several rounds of meetings in each of the MPO Parishes. This resulted in a wealth of feedback, helping develop better understanding of the public’s concerns with regards to public transit.

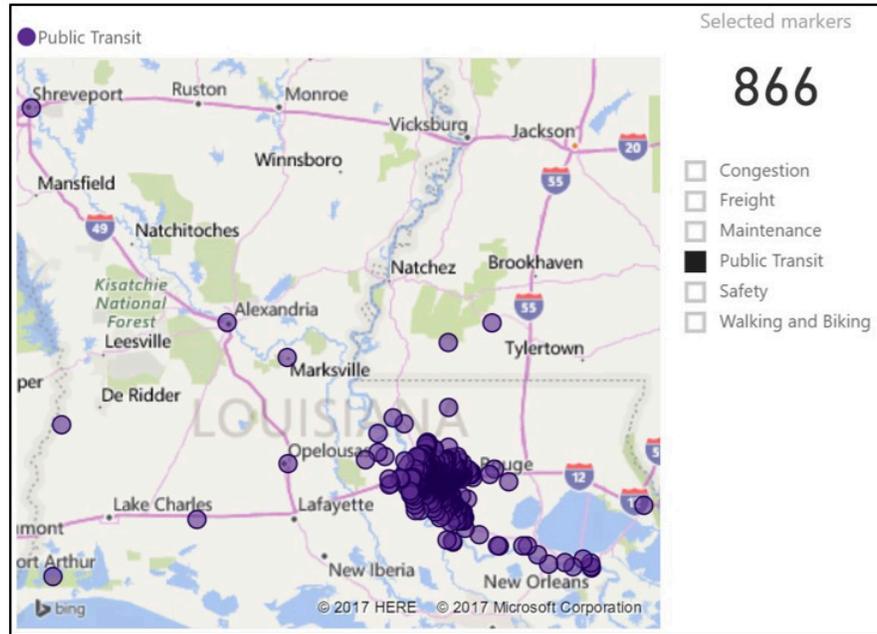


Figure 9-8: Location of Stakeholder Transit Comments

Round 1

Our first round of public meetings focused on gaining a better understanding of residents’ transportation concerns. Respondents to our first survey provided 542 comments and dropped 866 map markers specifically related to mass transit. Transit was ranked as the region’s 4th most important transportation priority, behind reducing roadway congestion, improving safety, and maintaining the existing system.

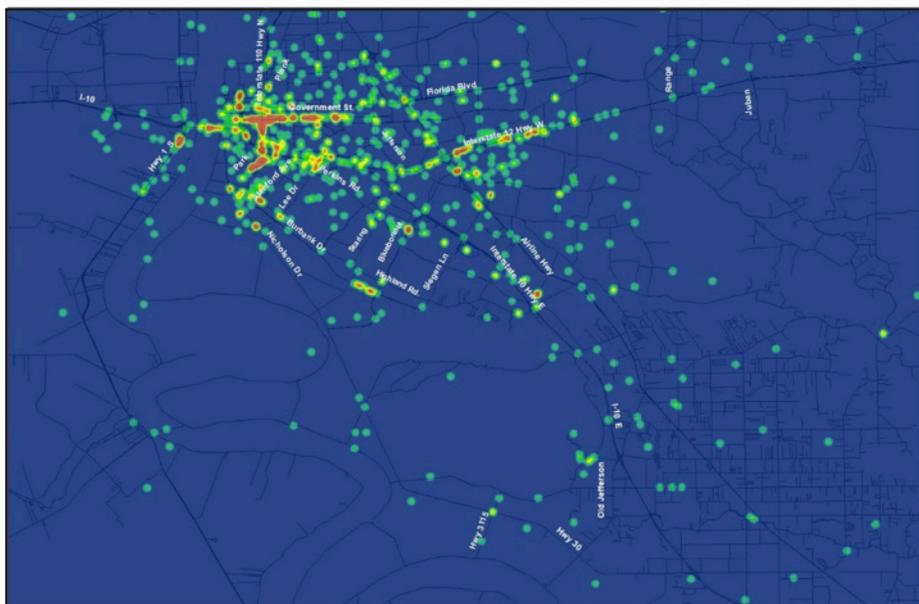


Figure 9-9: Transit Comments Heatmap

Better regional connectivity and improved frequency of transit within East Baton Rouge Parish were among residents most common suggestions. Also, many respondents mentioned the need for interregional connectivity, specifically commuter rail service between New Orleans and Baton Rouge.

Other comments spanned a range of transit concerns, including improved reliability and on-time performance, HOV lanes, park and rides, and more transit shelters.

Round 2

Whereas the first round of public meetings focused on understanding regional problems, round two was geared toward identifying solutions and priorities for funding projects across all modes. Public transit was allotted 12.15% of funding resources, making it the third priority behind roadway maintenance, and new or wider roadways.

When asked to rank potential additional revenue generating sources to fund transportation projects, respondents ranked a “statewide gas tax” the second most popular response behind tolls or public-private partnerships. Such a gas tax could provide funding for transit mega projects like commuter rail.

Future Growth Areas

The Capital Region is projected to experience significant growth over the twenty-five-year period covered by MOVE 2042. As the population grows, the existing transit network may lack the capacity to meet the expanding needs of the larger population and development footprint.

Areas expected to experience the highest growth in the region include Gonzales and Donaldsonville in Ascension Parish, along with parts of Livingston Parish. This projected growth creates opportunities to create convenient and expanded transit service. Port Allen and the smaller communities across the river from Baton Rouge also continue to grow and have expressed interest in the improved mobility and connectivity which transit can provide. Finally, as discussed earlier in this chapter, expanding transit service into rural communities experiencing lower growth rates could provide lifelines to many residents with limited transportation options in such smaller communities. Furthermore, connecting the region with a transit network would provide travel choices beyond personal vehicles thereby increasing the transit commute mode share and decreasing peak hour congestion.

Expanding Transit Service

Rapidly growing communities, such as in Livingston and Ascension parishes, could benefit from well-designed, fixed-route service. Types of service requested by the public during MOVE2042 outreach efforts ranged from shopping circulators in Gonzales, to extending high frequency bus routes along Florida Boulevard into Livingston Parish. Many West Baton Rouge Parish residents believe reinstating ferry service between Port Allen and Baton Rouge would alleviate traffic pressure on the Mississippi River Bridge and increase access to jobs.



Port Allen residents believe a ferry, like the Algiers Ferry in New Orleans pictured here, would improve mobility between East and West Baton Rouge.

Preliminary analysis conducted for this plan indicates that these communities possess at least the minimum level of employment and residential density to support a basic level of transit service.

Although the opportunity may exist, a significant challenge in providing new transit service is often the cost to the municipality or “local match” that is required, even after fare revenue and Federal assistance are taken into consideration. Grants provided by the FTA cover up to 85% of transit vehicle purchases and 50% of operating costs. However, the substantial local match required can make it difficult to make new transit service a reality.

Administrative and logistical challenges exist, as well. Who would be the operator of a new service? Would CATS expand outside the current service area and what would that process entail? Does a local municipality have the capacity to administer transit grants, insure transit vehicles, and train drivers? A private provider may streamline the process; but, at what additional cost?

A final hurdle to the provision of effective mass transit in the Capital Region is the prevailing low-density land use and development patterns. It is geometrically difficult for transit to effectively serve the types suburban development which characterizes much of the new and existing growth in the Capital Region. By dispersing trip origins and destinations at significant distances, residents must rely upon motorized vehicles for nearly all trips. At present, the existing alternative is to subsidize transit services with poor passenger to service mile ratios. In the future, planning communities to accommodate and support transit services can improve mobility and reduce transportation costs for everyone. The first and critically important step in provision of a new transit service - whether it be a “dial-a-ride” van, or a commuter rail mega project – is proper coordination of land use and planning. Beyond that, the next vital step to ensure success is building broad support from residents, community stakeholders, and elected officials.

9.5 | Performance Measures

SAFETY

CRPC is required to establish safety targets in coordination with regional stakeholders, transit agencies and LADOTD. Safety performance targets are required under the Highway Safety Improvement Program (HSIP) and should be set for the following high-level categories: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries, and Number of non-motorized fatalities and non-motorized serious injuries.

MPOs must agree to plan and program projects to ensure they contribute to the accomplishment of State DOT HSIP targets or must develop their own quantifiable HSIP targets for their metropolitan planning areas. As part of this plan, the MPO will collaborate with regional transit agencies to set measurable targets for transit safety (see, Chapter 2).

TRANSIT ASSET MANAGEMENT

In 2012, MAP-21 mandated that the FTA develop a rule establishing a strategic and systematic process for operating, maintaining, and improving capital assets of transit systems effectively throughout their life cycles.

MPOs are required to establish Transit Asset Management (TAM) performance targets to maintain a State of Good Repair (SGR) for the region’s transit assets. This has a significant impact on transit safety and reliability. To establish regional performance targets, CRPC must coordinate with LADOTD, CATS and other transit agencies. Coordination is integral to successfully managing a state of good repair for transit in Louisiana.

CATS is currently preparing its TAM plan, with delivery required in October, 2018. After the adoption of this plan, the MPO then has 180 days to establish its own performance measures targets, and adopt them into the MTP and TIP.

As an example, TAM performance measures may include:

Maintain state of good repair (SGR) for transit assets (coordinate with DOTD and CATS)

- Number of vehicles at/above their Useful Life Benchmark (ULB);
- Average age of fleet;
- Average revenue miles per vehicle type;
- Number of reported failures;
- Number of maintenance inspections.

The state of Louisiana has already set its performance measures and targets for 5310 recipients.

Table 9-6: LA DOTD Group Plan – Asset Class Performance Targets

| Asset Class | State of Good Repair Performance Measure | Performance Target |
|---|--|---|
| Rolling Stock All revenue vehicles | Age - %of revenue vehicles within an asset class that are below the ULB (i.e. in a State of Good Repair) | 93% of Cutaway Bus and Minivan assets in a State of Good Repair Cutaway Bus – Replace 26 vehicles per year for 4 years (91% of assets in state of good repair after 4 years) Minivan – Replace 14 vehicles per year for 4 years (100% of assets in state of good repair after 4 years) Van – No target set; vehicles being retired |
| Equipment Non-revenue vehicles | Age - %of vehicles that are below their ULB | No target set; DOTD does not own or have direct capital responsibility for any equipment |
| Facilities All buildings or structures | Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM-Lite) Scale | No target set; all DOTD facilities currently in good or excellent condition |

9.6 | Financial Analysis

Maintaining and revitalizing public transportation is crucial to regionwide enhancement of both mobility and accessibility, which contribute towards a robust regional economy. Due to the high cost of transportation operation and maintenance, multiple levels of funding are utilized to provide adequate service to the public. The following section analyzes federal, state, local, and other funding sources available for transit providers within the CRPC-MPO planning area. These sources have been analyzed regarding recent/current funding and potential funding sources moving forward. Future funding estimates have been projected in short, medium, and long-term time horizons for specific transit providers/services within the CRPC-MPO.

Existing Funding Resources

Transit services in the CRPC planning area currently receive funding primarily from federal grant programs focused on urban areas and rural/dependent populations, as well as revenue generated by the region’s most prominent transit agency, Capital Area Transit System (CATS).

FTA Chapter 53

The CRPC planning region has various types of public transportation service providers, which generate funding from each of the FTA Chapter 53 grant programs. The Federal Transit Administration’s (FTA) Chapter 53, most recently amended by the FAST Act, provides funding to support public transportation. Chapter 53 further outlines objectives that aim to:

- Enhance the development/delivery of capital projects;
- Establish standards for the state of transportation infrastructure and fleets;
- Promote comprehensive transportation planning;
- Establish technical assistance programs for providers under the chapter;
- Bolster Federal support for all individuals that use public transportation, including those with disabilities, seniors, and other transit dependent populations;
- Support research, development, and implementation of public transportation projects;
- Influence the development of the public transportation workforce.

While funding amounts and origins vary, trends regarding capital versus operating funds are generally consistent. Transit providers within the CRPC planning area receive consistent maintenance funding and inconsistent capital funding. This can be attributed to the fact that fleet expenses and needs typically vary in time and cost compared to annual operation and maintenance costs. Existing capital and operating funding via FTA Chapter 53 grant programs includes Sections 5311, 5310 and 5307, which are shown below. More detailed descriptions are included in the Potential Funding Sources Section.

FTA 5311 Capital and Operating

Rural area formula grants are currently provided to Livingston and Iberville Parishes. . Table 9-5 demonstrates 5311 funding from fiscal year 2013 to fiscal year (FY) 2017 for the two areas.

Table 9-7: Funding Fiscal Year 2013 - 2017

| Livingston | FY '13 | FY '14 | FY '15 | FY '16 | FY '17 | Change |
|------------|--------------------|-----------|-----------|-----------|-----------|-----------|
| Operating | \$249,044 | \$255,970 | \$236,162 | \$284,500 | \$295,135 | \$46,091 |
| Capital | N/A | N/A | N/A | \$54,918 | \$274,590 | \$219,672 |
| Iberville | Started 3/27/13 | | | | | |
| Operating | \$124,583 | \$124,583 | \$206,900 | \$249,463 | \$196,482 | \$71,899 |
| Capital | \$59,536 | N/A | \$96,546 | N/A | N/A | \$37,010 |

Source: LADOTD

FTA 5310 Capital

CRPC planning area Section 5310 capital funding allocated among private non-profit transportation providers is displayed below in Table 9-6. Operating funds for this program were not available for analysis. Accordingly, only two providers saw changes in funding over the time horizon, with Ascension Parish COA the only entity to see an increase in capital funds by FY 16-17 (\$99,378).

Table 9-8: 5310 CRPC Area Providers Capital Funding

| Capital Projects | FY '12-13 | FY 13-14 | FY '14-15 | FY '15-16 | FY '16-17 | Change |
|---|-----------|----------|-----------|-----------|-----------|----------|
| Association for Retarded Citizens-Iberville | 37,097 | | | | | - |
| Franciscan PACE, Inc. | | | | | 209,406 | - |
| Foundation Industries, Inc. | | | | 46,680 | | - |
| Gulf Coast Teaching Services | | | | | | - |
| The ARC of East Ascension | | 87,713 | | | | - |
| The Center, Inc. | | 148,780 | | | 54,263 | (94,517) |
| West Baton Rouge COA, Inc. | | | | | | - |
| Ascension COA | | 46,680 | | 50,916 | 146,058 | 99,378 |

Source: LADOTD

FTA 5307 Funds

Baton Rouge’s Capital Area Transit System (CATS) is the lone provider eligible for Section 5307 funding in the CRPC-MPO. Table 9-7 details all available funding source information from FY 2011 to FY 2018. The list consists of MAP-21 apportionments (5307 Funding) to CATS and the amount requested by the MPO/State. The table illustrates consistent levels of MAP-21 funding and increasing funds provided by the region/state (\$1.7-million increase).

Table 9-9: 5307 Baton Rouge (CATS) Historical Apportionments

| Fiscal Year | MAP-21/FAST Act* Apportionments | MPO/State Request Amt |
|-------------|---------------------------------|-----------------------|
| FY '11 | 4,825,155 | 5,890,000 |
| FY '12 | 4,921,658 | 5,740,000 |
| FY '13 | 5,043,909 | 5,196,000 |
| FY '14 | 5,144,787 | 5,596,000 |
| FY '15 | 3,377,884 | 5,071,000 |
| FY '16 | 5,352,637 | 8,038,000 |
| FY '17 | 5,620,269 | 7,000,000 |
| FY '18 | 5,352,637 | 7,600,000 |
| Change | 527,482 | 1,710,000 |

Source: LADOTD

Note: MAP-21 transitioned to FAST Act in late 2015.

CATS Funding

CATS also provides the region with funding resources, namely from operating revenues, governmental revenues, and tax revenues. Each category contains several sub-categories, which are explained in greater detail below.

Operating Revenues

Operating revenue refers to any revenue generated from an agency’s typical business activities; in this case, revenues created by providing transit services to the Baton Rouge area. The following lists all sources of operating revenue generated by CATS since 2015:

- Fare Revenue (Customer): revenue derived from transit fare/ticket sales;
- Contract Revenue (Customer): revenue generated by CATS to provide contracted services;
- Special Events (Customer): revenue created from events/fundraisers hosted by the agency;
- Medicaid (Customer): revenue generated through providing transportation services for Medicaid recipients;
- ADA (Customer): revenue generated through providing ADA services;
- Advertising Revenue: revenue generated through contracted advertising, utilizing agency infrastructure to market local/regional business through procurement processes;
- Chartered Transportation Revenue: revenue generated from chartered services outside of the normal scope of service for the agency;
- Interest Income: earnings from accounts receivable, or nonoperating revenues;
- Miscellaneous Revenue: funds generated from the remainder of an agency’s operating revenue.

Governmental Revenues

Governmental Revenue refers to funding received by an agency directly from government programs/resources. These federal operating subsidies aim to assist with operating expenses to ensure the commodity/services provided by the agency remain affordable and competitive. The following details governmental revenues provided to CATS since 2015:

- Congestion Mitigation and Air Quality (CMAQ): funding provided by the FHWA for operations which mitigate traffic congestion and aim to improve air quality;
- ADA: Funds received to provide ADA service;
- Project Administration: Funds received to carry out day to day operations;
- Planning: Funds received to complete transit planning activities;
- JARC: Funds provided by formula to address transportation challenges of low income workers (program is expired);
- New Freedom: FTA formula grant program providing funds based upon population of persons with disabilities (program is expired);
- Preventive Maintenance: federal funding allocated towards projects which aim to improve or sustain an agency’s current transportation facility conditions.

Tax Revenues

Tax revenues refer to revenues generated from taxes placed on profits, goods, property, and services. The following lists and defines all sources of tax revenue used by CATS from 2015:

- Hotel/Motel Tax: state level tax applied to anyone providing sleeping room services;
- Parish Transportation Fund: state transportation fund generated by tax revenue which is allocated on a per capita basis based on population categories;
- City-Parish General Fund: local funding available that is not allocated to a special purpose fund;
- Property Tax Revenue: revenue generated from local/regional property taxes;

CATS Funding (2015-2017)

Table 9-8 displays CATS revenue streams by category from 2015 to 2017. Governmental revenues are substantially larger than operating revenues. In 2017, governmental revenues made up roughly 91% of CATS’ total revenue from all funding sources. While overall revenue increased by roughly \$3-million from 2015 to 2017, the agency experienced a \$4-million decrease in funding from 2016 to 2017.

Table 9-10: CATS Revenue Summary

| Capital Area Transit System Revenues (2015-2017) | | | |
|---|-------------------|-------------------|-------------------|
| | 2015 | 2016 | 2017 |
| Operating Revenues (\$) | | | |
| Customer Revenue - Fares | 1,654,693 | 1,629,671 | 1,244,759 |
| Customer Revenue - Contract | 282,918 | 298,900 | 247,281 |
| Customer Revenue - Special Events | 62,859 | 88 | 5,591 |
| Customer Revenue - Medicaid | 357,240 | 18,953 | - |
| Customer Revenue - ADA | 100,462 | 117,578 | 74,512 |
| Advertising Revenue | 228,968 | 398,902 | 438,012 |
| Chartered Transportation Revenue | 10,765 | 2,873 | 5,600 |
| Miscellaneous Revenue (Expense) | 53,392 | 36,267 | 52,038 |
| Interest Income | 9,592 | 15,630 | 17,517 |
| Total Operating Revenues | 2,760,889 | 2,518,862 | 2,085,310 |
| Governmental Revenues (\$) | | | |
| CMAQ | 3,344,438 | 2,849,982 | 1,723,797 |
| ADA | 503,314 | - | - |
| Project Administration | 41,382 | 32,925 | 88,362 |
| JARC/New Freedom | 332,078 | 427,251 | 165,625 |
| Planning | 4,792 | 198,598 | 105,007 |
| Other | - | 30,826 | - |
| Preventive Maintenance | 2,960,199 | 3,211,735 | 1,500,829 |
| | - | - | - |
| Hotel/Motel Tax | 1,200,000 | 1,200,000 | 900,000 |
| Parish Transportation Fund | 550,000 | 550,000 | 412,500 |
| City-Parish General Fund | - | - | - |
| Property Tax Revenue | 15,970,306 | 16,462,426 | 16,043,643 |
| Total Governmental Revenues | 17,720,306 | 24,963,743 | 20,939,763 |
| Total (All Funding Sources) | 20,481,195 | 27,482,605 | 23,025,073 |

Source: Capital Area Transit System (CATS)

Potential Funding Sources

Primary Federal Sources

Aside from local funding, the Federal Transit Administration (FTA) administers the primary funding programs utilized by transit providers in the CRPC study area. Of these programs, the Section 5307 Urbanized Area Formula program offers the largest source of potential future funding. Other FTA funding programs are more limited in nature

Section 5307 (Urbanized Area Formula Program)

This formula-based program (49 U.S.C. 5307) provides capital, operating, and planning funding to urbanized areas (population greater than 50,000), as designated by the U.S. Department of Commerce, Bureau of the Census. However, operating costs of an area with a population greater than 200,000 are not covered under this program. For populations greater than 200,000, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density, and number of low-income citizens.

Section 5311 (Formula Grants for Rural Areas)

The formula-based program (49 U.S.C. 5311) provides states and tribal governments with funding for administration, capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with populations less than 50,000. There are set-asides within this program for the Intercity Bus Program, the Rural Transit Assistance Program (RTAP), Public Transportation on Indian Reservations, and the Appalachian Development Public Transportation Program.

Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)

The Enhanced Mobility program provides formula funding to assist in meeting the transportation needs of the elderly and disabled when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The purpose of this program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and paratransit services.

Funds from Section 5310 may be used for both capital improvements and operating expenses. However, at least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is lacking. The remaining 45% of program funds may be used for:

- Public transportation projects that exceed requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with Alternatives to public transportation that assist seniors and individuals with disabilities.

Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities. The federal share for capital projects (including acquisition of public transportation services) is 80%; the federal share for operating assistance is 50%.

Other Federal Sources

Several other FTA grant programs also provide funding to transit agencies. The majority of these grant programs relate to fixed guideway systems or temporary assistance.

Section 5339 (FTA Buses and Bus Facilities Program)

This formula based program provides capital funding to states and designated transit agencies to replace, rehabilitate, and purchase fleet vehicles/related equipment, as well as to construct bus facilities. This includes technological changes or innovations to modify low or no emission vehicles/facilities.

Section 5309 (FTA Capital Investment Grants)

This grant program provides funding for large transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit (BRT). Unlike other programs, Capital Investment Grants by law require all projects seeking funds to complete a series of steps over several years to become eligible for program funding. Unallocated funds go towards Bus Livability Discretionary Grants, awarded to projects which fulfill all six livability principles of the Interagency Partnership for Sustainable Communities, which is administered by the Environmental Protection Agency (EPA), Department of Transportation (DOT), and Housing and Urban Development (HUD). Funds aim to improve transportation options, increase housing and job accessibility, and stimulate economic development. Capital costs may be funding through this program, ranging from intermodal facilities to active transportation infrastructure.

Section 5339c (FTA Low or No Emission Vehicle Program)

This program allocates funding to transit agencies to incorporate low or no emission fleet vehicles and related equipment into service, or to lease, construct, or rehabilitate facilities which support similar vehicles.

Section 5312 (FTA Mobility on Demand (MOD) Sandbox Demonstration Program)

A program designed to fund projects which promote innovative business models to deliver high quality, seamless, and equitable mobility options for all users.

Section 5312 (FTA Public Transportation Innovation)

Provides funds to create innovative products and services assisting transit agencies in better meeting the needs of their customers.

State Funding

FTA/Federal Government provides majority of the state of Louisiana's transit funding. However, FHWA funds are available to transfer (or flex) for local transportation needs administered by the state. Funding made available by the National Highway Performance Program (NHPP), Surface Transportation Program (STP), and Transportation Alternatives Program (TAP) can all utilize funds for transit projects. Eligibility restrictions are dependent upon funding source. The Parish Transportation Fund provides direct state funding towards regional and local transit needs. The state also uses funding from the Transportation Trust Fund (TTF), the excess revenue gained from state fuel taxes, for capital acquisition for the transit providers operating under 49 U.S.C. 5310 and 5311.

Local Funding

Local funding is crucial to cover any transit costs left uncovered by federal and state funding sources. Accordingly, any leftover cost is the responsibility of the local governmental jurisdictions. Local funding comes in several forms, ranging from tax revenues to implementation of user fees. The following will further explain the different components of local funding options for transit.

Taxes

- Property Taxes: Property taxes typically generate the largest amount of revenue for localities (accounting for roughly 80% of all local tax revenues);
- General Sales Taxes: The general sales tax is a percentage paid to the local government from the sales of goods and services. The most common form is the retail sales tax, due to its wide range of commodities. Retail sales tax rates are typically a fixed percentage of a good/service's retail price.

Land Value Capture

Land value capture refers to a jurisdiction's ability to collect revenue from specific geographic locations that benefit from transit improvements, with these funds used to aid ongoing operations and capital improvements. These mechanisms allow transit agencies to capitalize on the increased property values associated with improved transit in areas where service is provided.

- **Transportation User Fees:** User fees are established to collect a specified payment amount from those who utilize the services provided by a public facility. These fees generate funds to cover costs of facilities, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly implemented for public parks, water and sewage services, roadway infrastructure, transit systems, and solid waste facilities;
- **Transportation Impact Fees:** Transportation impact fees are revenues collected from new commercial/residential development, in which developers pay fees to offset any increased demand their new development may place on existing transportation infrastructure. Accordingly, fee revenue may be allocated to improve transit services located in the area;
- **Transit Access/Utility Fee:** Transit access fees are monthly payments required from commercial and residential properties within the service area. These fees generate continuous revenue for transit agencies;
- **Special Assessments:** Also known as a benefit assessment district, special assessment districts place costs of capital improvements on landowners who directly benefit from transit operation/implementation. The location of a new transit facility generates costs assessed on adjacent owners based on the amount of frontage owned along the new facility. These assessments may be paid over a period of time, or in a lump sum.

Bond Issues

Municipal bonds are securities issued by a local government or other authorized entity to pay for capital projects. A bond issue is a ballot measure asking citizens for approval of further capital spending, and must be paid to investors throughout the duration of the security. It is common for localities to pay off bonds with property and sales tax revenues.

Sponsorship

- Sponsorships provide an opportunity for agencies to raise capital while also creating long- term funding sources for operations and maintenance;
- **Advertising:** Transit facilities inherently provide advertising opportunity. Bus and bus stop advertising offers exposure to local commuters, drivers, and pedestrians. These billboards are typically seen on bus exteriors, presented in a variety of sizes to reach local audiences, ranging from panels to bus wraps. Fleet vehicle interiors also provide opportunities for advertising, in turn creating more opportunities to generate revenues. A popular form of advertising, known as “station domination”, allows one brand to occupy all advertising space in a transit station. This allows local business/establishments to gain exposure while ensuring no vacant ad space on transit lines or in transit stations;
- **Naming Rights:** Selling naming rights present another funding opportunity through sponsorship. Large transfer stations/hubs offer space for a large number of daily viewings of a business sponsor’s or personal sponsor’s name. As this is more common in large metropolitan areas, it is important to assess high ridership areas most appropriate for naming rights.

Partnerships

- **Public/Private Partnerships:** Transit agencies across the United States have partnered with private sector firms to implement transit projects. These partnerships take many forms, and are most beneficial when done with businesses that assist with funding capital investments or joint developments. For example, proximity to a large employer may create investment interest if the business receives benefits for its contributions;
- **Institutional Partnerships:** Relationships with public institutions, such as local universities, schools, and public agencies can increase ridership and revenues through additional and expanded contract agreements. Coordination between regional transportation agencies also provides opportunities to fund transfers between disparate service providers. Collaborative partnerships allow agencies to expand upon recently awarded grants.

Parking Benefit Districts

A parking benefit district takes a proportion of revenue raised from parking fees in a specific geographic area and reallocates the revenue towards transit improvements. Jurisdictions can designate a certain percentage of existing parking fee revenues in an area or raise parking costs to create new revenue for transit improvements.

Crowdfunding

Crowd funding has become increasingly common, allowing individuals to donate money to collectively fund public

projects. Crowdfunding should be used to fund small scale improvements, such as transit stop amenities. In addition to raising money for infrastructure improvements, this strategy also helps increase community awareness of transit needs. In theory, this attracts more donors and support for future investments.

Forecasting Revenue

Historical Funding for Transit

Historical data regarding transit funding for providers in the CRPC study area was gathered from LADOTD, NTD and CATS. CATS data from 2015 to 2017 was analyzed. This included both operating and governmental sources of revenue. These were compared to estimates provided through the National Transit Database. NTD data covering the period from 2000 and 2015, provided a more robust sample to determine the average funding levels, as compared to the r CATS data. NTD Data was also used to help prepare the estimated revenue projections. LADOTD provided funding data for the years 2013 – 2017, for both Iberville and Livingston Parishes Section 5311 operating and capital costs. CATS historical operating and capital revenues from each revenue source are shown by year in tables 9-10 and 9-11.

Table 9-11: Historical CATS Capital Funds

| Year | CATS Historical Funding Analysis - Capital Funds | | | | | |
|----------------|--|-----------|--------------|------------|--------------------------------|------------------------------|
| | Federal | State | Local | Other | Total Current (Actual Dollars) | Total Current (2015 Dollars) |
| 2000 | \$ 175,904 | \$ - | \$ 62,612 | \$ - | \$ 238,516 | \$ 328,312 |
| 2001 | \$ 921,200 | \$ - | \$ 230,300 | \$ - | \$ 1,151,500 | \$ 1,548,885 |
| 2002 | \$ 520,182 | \$ - | \$ 127,879 | \$ - | \$ 648,061 | \$ 860,642 |
| 2003 | \$ 1,141,447 | \$ 70,013 | \$ - | \$ - | \$ 1,211,460 | \$ 1,572,554 |
| 2004 | \$ 727,615 | \$ - | \$ 227,763 | \$ - | \$ 955,378 | \$ 1,209,447 |
| 2005 | \$ 1,324,497 | \$ - | \$ 118,795 | \$ - | \$ 1,443,292 | \$ 1,764,043 |
| 2006 | \$ 8,028,643 | \$ - | \$ - | \$ 8,689 | \$ 8,037,332 | \$ 9,500,605 |
| 2007 | \$ 1,018,499 | \$ - | \$ - | \$ - | \$ 1,018,499 | \$ 1,169,911 |
| 2008 | \$ 1,037,103 | \$ - | \$ - | \$ - | \$ 1,037,103 | \$ 1,143,785 |
| 2009 | \$ 1,507,099 | \$ 66,817 | \$ 279,494 | \$ - | \$ 1,853,410 | \$ 2,052,283 |
| 2010 | \$ 1,358,585 | \$ - | \$ 360,754 | \$ - | \$ 1,719,339 | \$ 1,872,360 |
| 2011 | \$ 3,700,280 | \$ - | \$ 243,317 | \$ - | \$ 3,943,597 | \$ 4,151,566 |
| 2012 | \$ 2,436,666 | \$ - | \$ 163,332 | \$ - | \$ 2,599,998 | \$ 2,680,417 |
| 2013 | \$ 2,830,310 | \$ - | \$ 374,103 | \$ - | \$ 3,204,413 | \$ 3,253,136 |
| 2014 | \$ 5,446,936 | \$ - | \$ 1,276,745 | \$ - | \$ 6,723,681 | \$ 6,711,870 |
| 2015 | \$ 2,422,298 | \$ - | \$ 605,575 | \$ 775,810 | \$ 3,803,683 | \$ 3,803,683 |
| Annual Average | \$2,162,329 | \$ 8,552 | \$ 254,417 | \$ 49,031 | \$ 2,474,329 | \$ 2,726,469 |

Table 9-12: Historical CATS Operating Funds

| Year | CATS Historical Funding Analysis - Operating Funds (2015 Dollars) | | | | | |
|-----------------------|---|-------------------|--------------------------|---------------------|-------------------|----------------------|
| | Fares | Other | Total (Fares + Other) | Federal | State | Local |
| 2000 | \$ 5,037,918 | \$ 262,548 | \$ 5,300,466 | \$ 7,020,183 | \$ 985,299 | \$ 2,817,624 |
| 2001 | \$ 5,258,858 | \$ 314,520 | \$ 5,573,377 | \$ 6,975,325 | \$ 1,146,129 | \$ 2,517,792 |
| 2002 | \$ 4,900,281 | \$ 265,595 | \$ 5,165,876 | \$ 5,858,405 | \$ 1,072,462 | \$ 2,750,059 |
| 2003 | \$ 4,877,578 | \$ 319,763 | \$ 5,197,341 | \$ 5,358,363 | \$ 1,133,088 | \$ 2,808,472 |
| 2004 | \$ 4,332,958 | \$ 715,418 | \$ 5,048,376 | \$ 5,073,936 | \$ 1,129,123 | \$ 2,691,876 |
| 2005 | \$ 4,425,322 | \$ 424,567 | \$ 4,849,889 | \$ 6,313,035 | \$ 1,094,781 | \$ 3,748,128 |
| 2006 | \$ 5,442,478 | \$ 421,040 | \$ 5,863,518 | \$ 14,435,674 | \$ 1,305,980 | \$ 6,472,542 |
| 2007 | \$ 5,198,258 | \$ 530,824 | \$ 5,729,082 | \$ 4,383,288 | \$ 1,389,827 | \$ 4,366,826 |
| 2008 | \$ 5,426,073 | \$ 44,363 | \$ 5,470,436 | \$ 5,209,254 | \$ 1,375,493 | \$ 4,931,940 |
| 2009 | \$ 3,573,142 | \$ 174,983 | \$ 3,748,126 | \$ 5,206,046 | \$ 895,709 | \$ 5,739,293 |
| 2010 | \$ 2,335,115 | \$ 541,328 | \$ 2,876,442 | \$ 6,258,824 | \$ 823,640 | \$ 4,638,870 |
| 2011 | \$ 2,186,909 | \$ 530,664 | \$ 2,717,573 | \$ 4,835,127 | \$ 652,708 | \$ 5,828,782 |
| 2012 | \$ 1,948,637 | \$ 283,075 | \$ 2,231,712 | \$ 4,219,593 | \$ 579,610 | \$ 7,579,666 |
| 2013 | \$ 1,990,023 | \$ 308,436 | \$ 2,298,459 | \$ 4,649,938 | \$ - | \$ 9,872,812 |
| 2014 | \$ 1,923,299 | \$ 386,806 | \$ 2,310,106 | \$ 4,621,114 | \$ - | \$ 15,627,082 |
| 2015 | \$ 926,756 | \$ 459,932 | \$ 1,386,688 | \$ 7,218,806 | \$ 352,208 | \$ 16,983,390 |
| Annual Average | \$ 3,736,475 | \$ 373,991 | \$ 4,110,467 | \$ 5,546,749 | \$ 995,433 | \$ 16,305,236 |

Source: National Transit Database (NTD) – Note. “Operating” as defined by NTD includes recurring capital expenses from federal programs (i.e. 5307)

Transit Revenue Forecast

After compiling historical funding totals, annual averages were calculated for each revenue source, generating “current” funding levels in 2015 dollars. Anomalies or changes listed below in historical revenue streams have been excluded from the annual average estimations.

- Spike in 2006 federal operating funds after Hurricane Katrina;
- Passage of dedicated local property tax in 2012. This helped CATS to generate more local revenue annually than the historical years between 2000 and 2012. 2013 was excluded as the property tax revenue was significantly lower than 2015 and 2016.

For the following “current” funding calculations, a 1% inflation rate was utilized to generate Stage I (2018 - 2022), Stage II (2023 – 2032), and Stage III (2033 – 2042) funding forecasts for CATS (Table 9-12), and Livingston/Iberville operating revenue streams (Table 9-11). The total projected revenue that would be available for all typical transit improvements (Operating and Capital) from all the sources for the next 25 years between 2018 and 2042 is approximately \$864 million.

Table 9-13: CATS Funding Forecast (2018 – 2042)

| MOVE 2042 Stage | Federal and State Funding/ Grants | Local Funds | Fares and Other Revenues | Capital Funding | Total |
|----------------------------|-----------------------------------|-----------------------|--------------------------|----------------------|-----------------------|
| Stage I (2018 - 2022) | \$ 34,382,898 | \$ 85,693,319 | \$ 21,602,848 | \$ 14,329,149 | \$ 156,008,213 |
| Stage II (2023 - 2032) | \$ 74,116,881 | \$ 184,723,276 | \$ 46,567,794 | \$ 30,888,374 | \$ 336,296,325 |
| Stage III (2033 - 2042) | \$ 81,871,147 | \$ 204,049,418 | \$ 51,439,815 | \$ 34,119,981 | \$ 371,480,361 |
| Total (2018 - 2042) | \$ 190,370,926 | \$ 474,466,013 | \$ 119,610,456 | \$ 79,337,504 | \$ 863,784,899 |

Data provided by LADOTD generated current operating funding levels amounting to \$264,000 and \$180,000 for Livingston and Iberville Parishes, respectively. After incorporating the 1% inflation rate, long term forecasts project funding for the period of 2018-2042 to reach approximately \$7,535,394 and \$5,146,087 for Livingston and Iberville respectively.

Table 9-14: Livingston/Iberville Section 5311 Operating Revenue Forecast (2018 – 2042)

| Livingston Operating Revenue | | Iberville Operating Revenue | |
|------------------------------|---------------------|-----------------------------|---------------------|
| MOVE 2042 Stage | Operating Revenues | MOVE 2042 Stage | Operating Revenues |
| Stage I (2018 - 2022) | \$ 1,360,968 | Stage I (2018 - 2022) | \$ 929,435 |
| Stage II (2023 - 2032) | \$ 2,933,746 | Stage II (2023 - 2032) | \$ 2,003,520 |
| Stage III (2033 - 2042) | \$ 3,240,680 | Stage III (2033 - 2042) | \$ 2,213,132 |
| Total (2018 - 2042) | \$ 7,535,394 | Total (2018 - 2042) | \$ 5,146,087 |

9.7 | Project Development

Financially Constrained Projects

Financial constraint is only applicable to federal funding sources. Preventive Maintenance, Transit Operations, Rolling Stock, Transit Planning, Safety & Security, Transit Amenities, and para transit are expenditures which are required annually. Because the cost of these regular annual projects greatly exceeds available state and Federal funding, the balance is comprised of local contributions.

Transit Vision Projects/Needs

Projects listed in Table 9-13, however, represent an unconstrained “wish list” of transit projects and services. Many of the projects here, as requested by stakeholders and the public, would require significant investments in infrastructure and expanded regional service. As such, new funding sources would be required beyond what is currently available to operate the existing system.

Stakeholders and members of the public who participated in MOVE 2042 outreach meetings, identified the following projects as transit requests:

Table 9-15: Requested Transit Improvements:

| Improved Transit Service Corridors | Parish |
|--|---|
| Downtown Baton Rouge – West Baton Rouge via bridge or waterway | East Baton Rouge / West Baton Rouge |
| Port Allen – Eliza via LA- 1 | West Baton Rouge |
| LSU – Livingston via Florida Blvd | East Baton Rouge |
| Baton Rouge Airport – Gonzales via Airline Hwy | East Baton Rouge / Ascension |
| BRT along Florida, Plank, other key corridors | East Baton Rouge |
| Improved Transit Service Nodes | Parish |
| Gonzales | Ascension |
| Prairieville | Ascension |
| Port Aleen | West Baton Rouge |
| Baton Rouge Metropolitan Airport | East Baton Rouge |
| Denham Springs | Livingston |
| Walker | Livingston |
| Livingston | Livingston |
| Plaquemine | Iberville |
| New Rail Service | Parish |
| Mount Pleasant to Gonzales via LA 61 and Perkins Rd. | Caldwell / East Baton Rouge / Ascension |
| Downtown Baton Rouge to Livingston via Choctaw Drive | East Baton Rouge / Livingston |
| Downtown Baton Rouge to Denham Springs via Florida Blvd | East Baton Rouge / Livingston |
| Downtown Baton Rouge to New Orleans | East Baton Rouge / Ascension / St. James / St. John the Baptist / St. Charles / Jefferson / Orleans |
| Downtown Baton Rouge to Gonzales via Nicholson Drive | East Baton Rouge / Ascension |
| Port Allen to Eliza | West Baton Rouge |
| Reroute freight rail to allow for transit rail | West Baton Rouge |

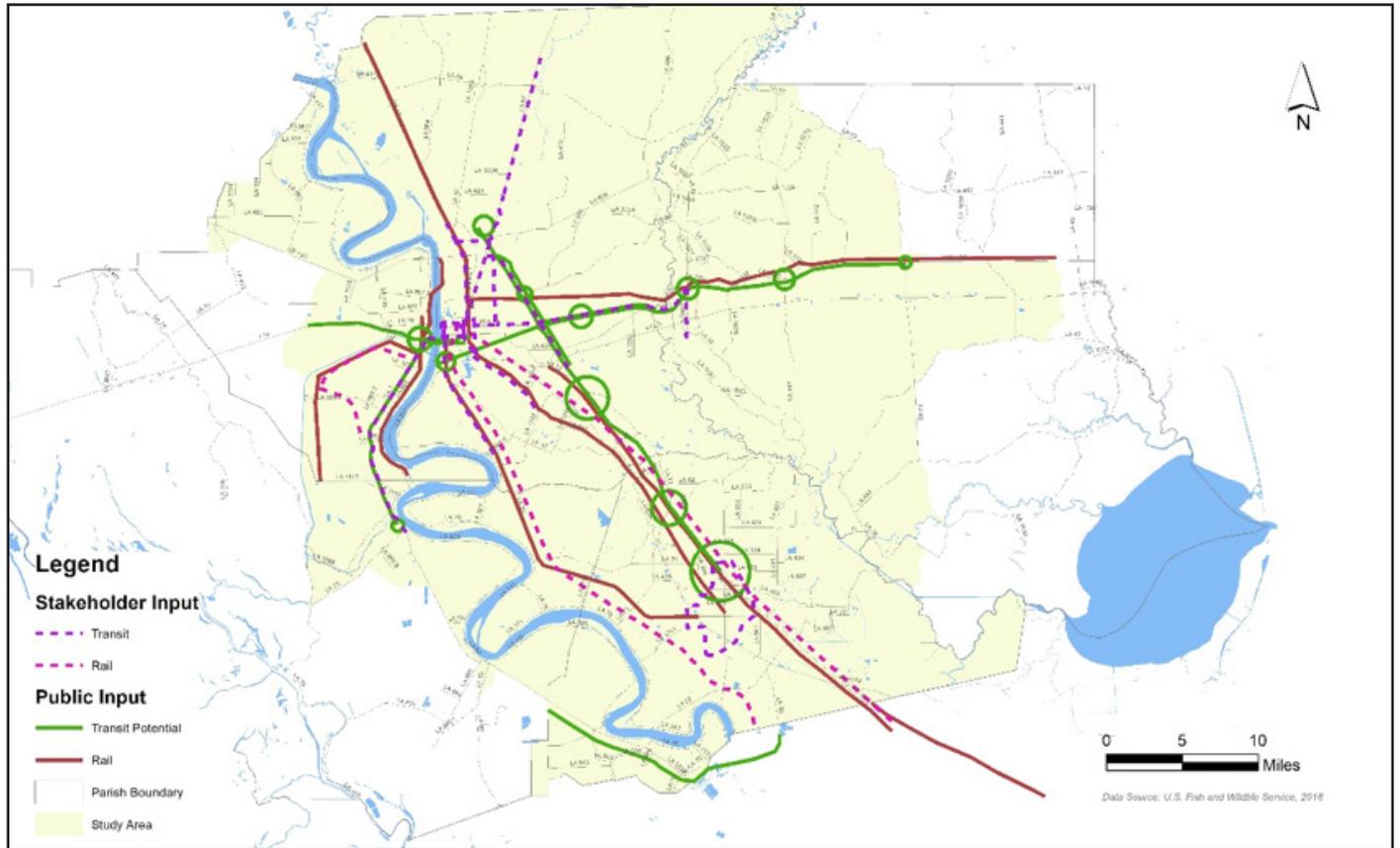


Figure 9-10: Requested Transit Improvements