



Public Transit

Infrastructure Committee

Bring New Orleans Back
Commission

Mission & Vision

- *We will build a regional public transportation system that will provide safe, efficient, timely, courteous, cost effective service to all the citizens of the region, including those with disabilities. The system will be managed by experienced, professional transit personnel with accountability and transparency to the public which it serves.*



Background/ History

- Regional Transit Authority (RTA) established in 1983 by an act of the State legislature
- Intent was to create a *regional* transit system. This was never fully realized.
- Today, RTA only operates in NOLA and parts of Kenner.



Damage from Katrina

- ❑ RTA lost 2 out of 3 maintenance facilities and its HQ building
- ❑ 30 out of 66 streetcars, 197 out of 372 buses, 24 out of 36 lift vans (St. Charles streetcars OK!)
- ❑ 800 out of 1350 employees
- ❑ St. Charles electrical system and severe track damage



Today

- ❑ Operating under a \$47 million FEMA grant, expiring March 18th (annual operating budget pre-Katrina was \$110 million)
- ❑ Running 30 routes in NO with 6 streetcars and 59 buses on both East and West Banks
- ❑ Carrying 70,000 passengers/week down from 855,000/week pre-Katrina (8.2%)
- ❑ Running supplemental service to Capital Area Transit System in Baton Rouge



Today

- Running shuttle service between Baton Rouge and NO 7 times/day weekdays carrying 300 passengers/day
- All passengers ride FREE!
- Temporary HQ in Baton Rouge
- Main issue: Don't fully know rider ship demands now and near term



How many people will return short term?

Estimates of population in New Orleans:

January 2006: 144,000

September 2006: 181,000

September 2008: 247,000

Source: RAND Corporation, GCR



Reengineering RTA

- *Service Levels & Route Management*
 - Geographic density has changed.
- *Capital Asset Management*
 - Population of New Orleans has changed.
- *Regional Approach*
 - Inter-Parish commuter services needed more than ever.
 - Need a seamless transit system in a multi-parish area.



Immediate Objectives (next 90 days)

- ❑ Extend FEMA emergency funding beyond March 18
- ❑ Determine the level of service required for Orleans Parish for 2006 and provide it
- ❑ Reorganize operations to meet current and near term service levels
- ❑ Revise emergency evacuation plans to utilize all RTA vehicles



Short-Term Objectives (90-120 days)

- Restore essential facilities in NO
- Begin repair of damaged streetcars
- Complete bus re-fleeting plan and initiate request for funding



Short-Term Objectives(90-120 days)

- ❑ Negotiate a continuing cooperative agreement with CATS in Baton Rouge.
- ❑ Negotiate regional transit services with St. Bernard and Jefferson Parishes.
- ❑ Negotiate commuter transit services with East Baton Rouge, St. Charles and St Tammany Parishes.



Long Term Objectives

- Establish commuter rail services between Baton Rouge and New Orleans.
- Build a light rail system between the airport and CBD.
- Extend and add streetcar lines to other areas of the city
 - Rampart St./St. Claude Ave. to 9th Ward with connection to Poland Ave. and Riverfront Line

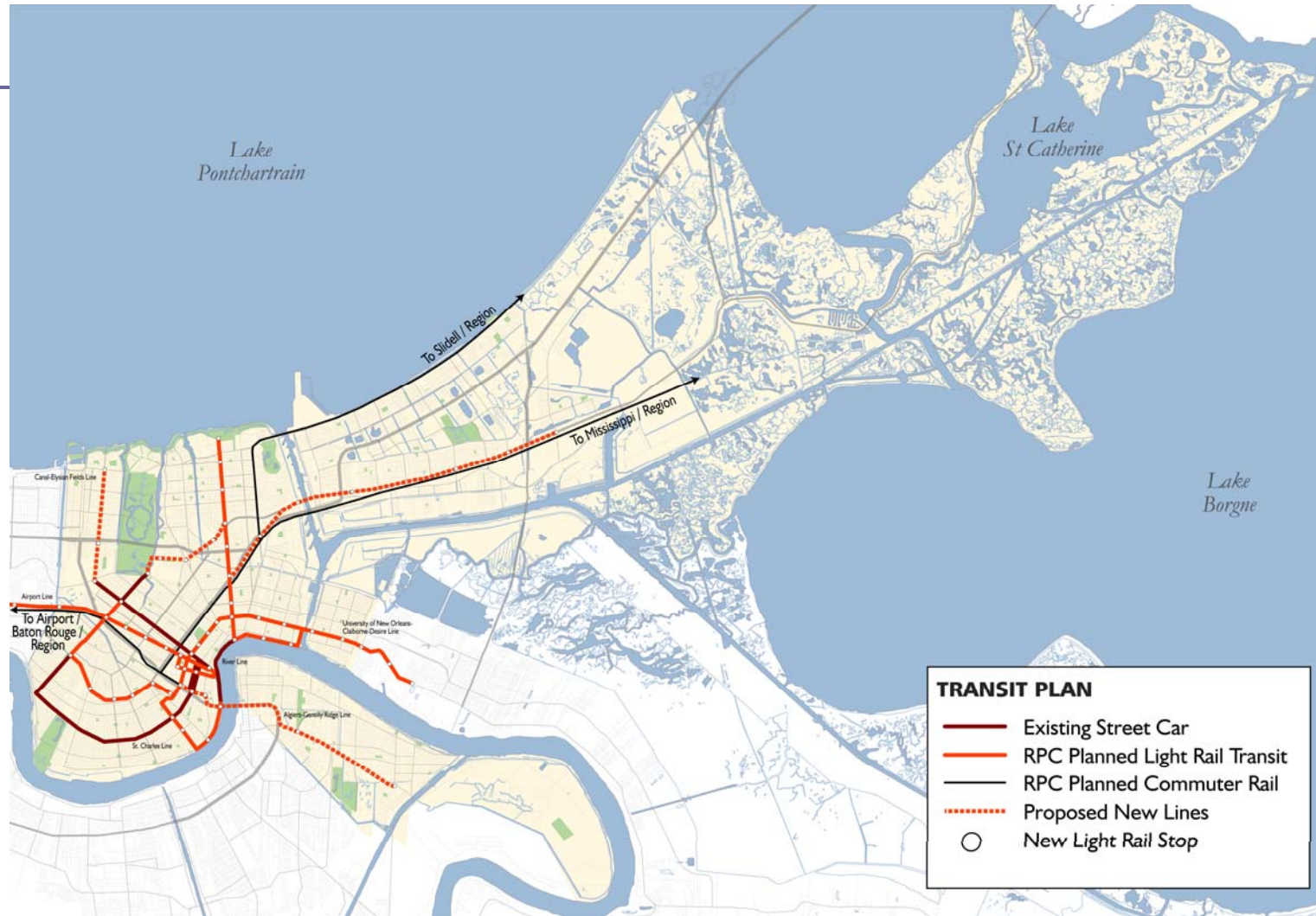


Long Term Objectives

- Extend Canal St. line on So. Carrollton Ave. to connect to St. Charles line at Claiborne Ave.
- Extend Canal St. line on Canal Blvd. to the lake
- Build a line on Elysian Fields Ave. from the river to the lake
- Extend Riverfront line downriver to Jackson Ave to Claiborne Ave. to CBD loop
- Connect the Canal line to a new Gentilly Blvd. line to Chef Menteur Hwy.



A Vision for Light Rail



TRANSIT PLAN

- Existing Street Car
- RPC Planned Light Rail Transit
- RPC Planned Commuter Rail
- Proposed New Lines
- New Light Rail Stop



Available Resources Now

- 500 RTA employees, including both administrative and operations personnel.
- A backlog of FTA grants that may be reprogrammed once the reengineering is complete.
- Potential additional FEMA emergency relief funds.
- 195 buses (out of 372 pre-Katrina)
- 30 vans
- 30 streetcars



Government Agency Objectives

- Maintain close contact with the Federal Transit Authority.
- Work closely with state legislatures if changes are required in legislation to reengineer and re-establish the RTA to enable true regionalism.
- Work closely with surrounding parish officials and agencies to garner support and cooperation in establishing regional transit services.



Financial Requirements

- Additional emergency operating funds may be required when current FEMA emergency funds expire – amount depends on service levels required
- RTA will continue to need its traditional sources of revenue, including sales and hotel taxes (estimated tax receipts for 2005 = \$59.4 million; for 2006 = \$9.9 million)
- Estimated cost of new capital projects is \$3.3 billion – source: federal emergency funds



RTA's Commitment to the Region

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