



Transit Reduces Greenhouse Gases

A new paper published by the Science Applications International Corporation (SAIC) in September 2007 outlines "Public Transportation's Contribution to U.S. Greenhouse Gas Reduction." The study, written by Todd Davis and Monica Hale, was produced for the American Public Transportation Association (APTA) with funding provided through the Transit Cooperative Research Program (TCRP).

The study's main message is that public transportation is a factor in reducing greenhouse gases and can be a significant tool in the fight against global warming. Greenhouse gases caused by transportation make up 33% of total emissions in the U.S. and those transportation sources have grown 29% from 1990 to 2004. Of those greenhouse gases produced by transportation sources, 95% are carbon dioxide (CO₂).

The largest portion of the transportation generated greenhouse gases come from automobiles and light trucks, about 60%. While automobile emissions have grown modestly from 1990 to 2004, increasing only 1.8%, emissions from SUVs and light duty trucks increased 64% during the same period.

"The scientific debate on the causes of global climate change is basically over - the focus has turned to action." - Jonathan Lash, Director of the World Resources Institute

As reported in the October 2007 Transitions Newsletter, congestion is on the rise in urban areas across the country. Public transportation is becoming a viable option for many commuters and studies such as this show the benefits in hard numbers.



If all travel that occurred on public transportation in 2005 had been accomplished in private automobiles, there would have been 16.2 million metric tonnes of additional carbon dioxide in our air. While carbon dioxide is an important greenhouse gas that is naturally produced by all animals and plants during respiration, in higher than normal levels, it can be unhealthy and in extremely high concentrations can cause death.

To determine the impact of public transportation on reductions in greenhouse gases, the researchers developed formulas to translate passenger miles of travel on public transportation and vehicle miles of travel in personal vehicles. The

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Notes from the Top
by Donna Lavigne

The Holiday season is here again and the Public Transportation Staff would like to wish you all a wonderful, healthy, happy, and peaceful Holiday Season and our best wishes for the coming New Year. A lot has happened in the Public Transportation Section this past year. It has been a very busy year. We've lost several employees. Back in March, Mike Watts, Accountant, started a chain reaction leading to several retirements and promotions. Mike accepted a promotion with Cultural Recreation and Tourism and as most of you know Carol Cranshaw retired in April. In November, Emily Efferson also retired after 32 years and Ellen Baldridge, Secretary, accepted a promotion with DOTD Human Resources Department in December.

Although there's been quite a turnover in the Public Transportation Section, we have continued to ensure that Public Transportation needs were met. We held several Passenger Service and Safety Training (PASS) workshops statewide, conducted over 25 site visits, a Job Access and Reverse Commute Small Urban Workshop, a Vehicle Maintenance Seminar and our Annual Public Transportation Conference. We were also successful in continuing the LASwift Intercity Bus Service and have made tremendous strides with the CRRRAFT system.

Our Annual Public Transportation Conference was held in October at the Holiday Inn Select in Baton Rouge. The conference was a huge success. Baton Rouge Mayor-President Melvin "Kip" Holden was our keynote speaker and kicked off the conference captivating the audience imme-

diately with his passion and concern for transportation. Attendees received information on a variety of topics including customer service, transit emergency planning, DBE Programs, and Title VI requirements. After lunch on Tuesday, the attendees were motivated by Tommy Teepell's inspiring and enthusiastic presentation. We all wish to express our appreciation to the many vendors who participated and sponsored conference events. Congratulations to the 2007 Extra Mile Award and FTA Award recipients. You can find more about the conference in this newsletter on page 6.



Just a reminder, all applications for Section 5310 Elderly and Disabled, 5311 Rural Public Transportation, and 5316 Job Access and Reverse Commute Programs are due by Friday, February 1, 2008. Applications and Manuals are available on our website at www.dotd.la.gov/intermodal/transit. Please do not hesitate to contact our office if you need assistance in completing your application.



DOTD Public Transportation Staff at the 2007 Conference

From all of us in the Public Transportation Section, we wish you all a very Merry Christmas and Happy New Year! 



Announcements

FROM ALL OF US AT THE
DOTD PUBLIC TRANSPORTATION
SECTION... HAVE A
SAFE AND HAPPY
HOLIDAY SEASON!



Events Calendar

APTA Conferences

Transit CEOs Seminar
January 26-28, 2008 Orlando, FL

Legal Affairs Seminar
February 10-12, 2008 San Antonio, TX

Marketing & Communications Workshop
February 24-27, 2008 Orlando, FL

For more information: www.apta.com



Other Upcoming Conferences/Training:

South West Transit Association
28th Annual Conference and Expo
February 17-19, 2008 Fort Worth, TX
Doral Tesoro Hotel

For more information: www.swta.org

TRB 87th Annual Meeting
January 13-17, 2008 Washington D.C.

For more information: www.trb.org

NTI Courses:

For information: www.ntionline.com

Transportation Safety Institute Classes

Courses are offered around the country on various topics throughout the year.
For more information, please visit:
www.tsi.dot.gov

Easter Seals—People on the Move:
Using All Transportation Options (ADA
and Beyond...)

March 12-13, 2008 New Orleans, LA

Easter Seal Project Action Distance
Learning Opportunities

Paratransit Eligibility 101
January 10, 2008 2-3 p.m. EST

Securing Funding for a New Travel
Training Program
January 23, 2008 2-3 p.m. EST

Selected Topics in Paratransit:
Conditional Eligibility
February 5, 2008 2-3 p.m. EST





ST. CHARLES STREETCARS ROLL



Spotlight on...

St. Charles Streetcars Back in Operation



Hurricane Katrina's devastating affects seem endless. However, there are signs of hope that in the recovery effort. Service on the historic St. Charles Streetcar Line is returning bit by bit.

The New Orleans Regional Transit Authority (RTA) has been providing bus service to the St. Charles route in its entirety since a few weeks after Hurricane Katrina and the subsequent floodwaters that devastated most of the City. Four surviving buses were assigned to the St. Charles route on Sunday, October 2, 2005 when RTA returned to the streets of New Orleans. Eight buses operated on the route on weekdays, until part of the St. Charles streetcar line reopened for service on Tuesday, December 19, 2006 at noon. With the opening of the St. Charles/Lee Circle Streetcar Loop to Howard Avenue, seven buses provided service to residents and visitors alike.

In October, the RTA announced that beginning Sunday, November 11, 2007, the historic Perley Thomas streetcars would once again proudly traverse St. Charles Avenue, from the Central Business District, through the picturesque Garden District to Napoleon Avenue. Four buses will remain on the line after the opening. Five streetcars are assigned to the route with additional ones available if needed.

New Orleanians, as well as visitors, have waited over two years for the

return of the St. Charles Streetcar to the uptown area. The renewed excitement and anticipation was visible on the smiling faces of motorists and pedestrians as they glimpsed test runs of the streetcars along the Avenue during those weeks in October.

The opening ceremony was held on Saturday, November 10 at 2:00 p.m. Passengers were able to ride free from the end of the ceremony until 5:00 p.m. The first streetcar left St. Charles and Common at 5:27 a.m. on Sunday morning. After the Lee Circle/Howard Avenue stop, car stops along the line are located on the neutral ground and are all labeled.

The DOTD Public Transportation Section was proud to play a role in the new section of the St. Charles Avenue line that opened in November. As the State Safety Oversight agency for fixed guideway operations in Louisiana, DOTD PT was tasked with reviewing all of the records pertaining to safety inspections on the rail, streetcars and electrical systems. DOTD PT personnel performed a test ride and signed off on the RTA's safety certification during the week prior to the opening.

RTA has plans to open the rest of the St. Charles Avenue streetcar line during the first quarter of 2008. Once again, DOTD PT will provide oversight for RTA's efforts. Congratulations go out to all of the RTA employees that have worked so hard to bring back the St. Charles streetcars. 



One of the DOTD PT Section's mandates is to provide information and technical assistance to transit providers in Louisiana to assist them in meeting their requirements for FTA funding. These activities come in many different formats and venues. DOTD PT provides numerous training courses, workshops, and training material as well as a website and an annual conference. To keep all of our constituents up to date on DOTD PT's activities, DOTD On The Go features just a few selected items each quarter.

CRRAFT Development Underway

The DOTD PT has continued to work with the programmers at the University of Mexico's ATR Institute on the CRRAFT software. This includes weekly conference calls and providing data for software testing and development. Many of you have also received requests for information from DOTD PT to feed into the process. The CRRAFT software is still scheduled for a 1st or 2nd quarter roll out in 2008.

NORTA Fixed Guideway (Streetcars)

As noted in the spotlight article, DOTD PT has been working closely with the New Orleans Regional Transit Authority (NORTA) on their efforts to reopen all of the St. Charles streetcar line. In addition, DOTD PT and NORTA have been working on federal safety and security compliance issues. The Federal Transit Administration's guidelines on fixed guideway safety and security require extensive planning, documentation and reporting. DOTD, as the State Safety Oversight agency has been assisting NORTA with their safety and security plans, along with implementation procedures.

In The Spotlight

If your agency or someone within your agency deserves recognition for a job well done, or has already received recognition or an award, please let us know. Email or send a brief description, photos, and contact information to wandawalker@dotd.la.gov or to Louisiana Department of Transportation and Development/ Public Transit Section, attn: Wanda Walker, P.O. Box 94245, Baton Rouge, LA 70804. 



Contact Information Announcement

In our attempt to keep everyone informed of special events, workshops, conferences, and important information regarding public transportation in Louisiana, DOTD PT maintains a Contact Database. If information about your organization - new phone number, new director, new address or email - has changed, please help us keep our database current. Email your updated information to publictransportation@dotd.louisiana.gov



2007 Annual Transit Conference a Success

The 2007 Annual Public Transportation Conference was an overwhelming success. The conference was held October 29-31 at the Holiday Inn Select in Baton Rouge. The sessions were informative and the entertainment first rate.

The vendor exhibit room was overflowing with vendors and attendees. The vendors provided useful information and demonstrations on software and bus equipment... they also provided door prizes that were given away throughout the conference and were a real hit with attendees (or at least those that won).

As most of you who were in attendance know, the entertainment was first rate. The Welcome Reception was held on Monday night and was well attended. The evening's entertainment included live music, a caricature artist, and an internationally known face reader. The Third Street Band from Baton Rouge provided the live music and everyone enjoyed themselves... some more than others.



Rose Jenkins accepts Award

Extra Mile Awards

The Extra Mile Award honors achievements in and contributions to public transportation. It recognizes individuals associated with public transportation, particularly those who have enhanced communities through public transportation improvements. Such improvements include increasing transit choices

available to communities, increasing efficiency and effectiveness through innovative practices or management, or providing inspiration and dedication to community transportation.

The Extra Mile awards for Outstanding Public Transportation Service were presented to Rose Jenkins, Jefferson Council on Aging; Cindy LeLeux, ARC of Iberia,



Pat Jones receives vendor prize

Inc.; Cecil Corley, Vernon Council on Aging; and Mayor Randy Roach, City of Lake Charles. Congratulations to our 2007 Extra Mile Award recipients.



Attendee Comments

Joseph Comerford, General Manager for Monroe Transit System, Monroe, Louisiana, said all of the information gained was specifically geared toward transit providers, so it was all very useful. "The information will help me to improve my system with the ideas shared, and will also help me obtain new funding opportunities. This conference always provides great information in the sessions, but most of all it is a wonderful opportunity to network with not only my urban system peers, but the rural and elderly & disabled provider peers as well, who I normally would not get an opportunity to meet."

Katherine Braswell, Transit Manager for Red River Council on Aging, Inc., Coushatta, Louisiana said, "As a transit agency we think our problems are unique and nobody else could understand... 'WRONG!' The training and information we get from the conference and from talking with the other transportation providers and vendors is a great help in our day to day job dealing with transportation issues such as driver training, maintenance, scheduling, etc. Dealing with the public and meeting the transportation needs for each individual in our parish. Not all people have the same needs but all people deserve the same level of service... OUR BEST!"

Brenda Murphy, Transportation Coordinator, Ouachita Council on Aging, Monroe, Louisiana said she would definitely recommend other transit providers attend this Annual Transit Conference. "The training I received at this conference has provided me with information and tools to assure great customer service, as well as proper training for our drivers in all aspects of vehicle maintenance and inspection. This, in turn, will assure more effective and efficient services for our agency." Murphy said.



Alida Chance accepts Award for Cecil Corley



(Continued from page 1)

calculations took into consideration not only to the vehicle miles of travel, but also the impact that public transportation has on reducing congestion and the reduced fuel consumption. In addition to the 16.2 million metric tonne reduction in greenhouse gas emissions, approximately 340 million gallons of gasoline was saved by the reduction in congestion levels.



The study attempted to answer four main questions:

1. How much net carbon dioxide is public transportation saving in the U.S. from the current level of services being offered?
2. How much additional carbon dioxide savings are possible if incremental public transportation passenger loads are increased?
3. What is the significance of non-public transportation commuter use at a household level and what can households do to save additional carbon dioxide?
4. Are there favorable land use impacts that public transportation contributes to that result in positive environmental and social benefits?

The following is an excerpt from the study that provides the answers to those four questions:

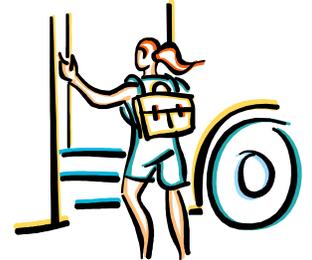
1. How much net CO₂ is public transportation saving in the U.S. from the current level of services being offered?

Answer: Public Transportation is a net CO₂ reducer; saving 6.9 million metric tonnes in 2005.

In 2005, public transportation reduced CO₂ emissions by 6.9 million metric tonnes. If current public transportation riders were to use personal vehicles instead of transit they would generate 16.2 million metric tonnes of CO₂. Actual operation of public transit vehicles, however, resulted in only 12.3 million metric tonnes

of these emissions. In addition, 340 million gallons of gasoline were saved through transit's contribution to decreased congestion, which reduced CO₂ emissions by another 3.0 million metric tonnes. An additional 400,000 metric tonnes of greenhouse gases (GHG) were also avoided, including sulfur hexafluoride, hydrofluorocarbons (HFC), perfluorocarbons, and chlorofluorocarbons (CFC).

2. How much additional CO₂ savings are possible if incremental public transportation passenger ridership is increased?



Answer: A solo commuter switching his or her commute to existing public transportation in a single day can reduce their CO₂ emissions by 20 pounds or more than 4,800 pounds in a year.

An average private vehicle emission rate is about 1.0 pound of CO₂ per mile. An automobile driven by a single person 20 miles round trip to work will emit 20 pounds of CO₂. Thus, the savings by using existing service would be about 20.0 pounds of CO₂ per daily trip. As passenger loads increase on public transportation, there may be only a slight increase in CO₂, much less than driving to work in single occupancy vehicles (SOV). Over the course of a year, an individual could potentially reduce



their CO₂ emissions by more than 4,800 pounds (assuming 240 days of transit travel per year). This represents slightly more than two metric tonnes

of CO₂ or about ten percent of a two-car family household's carbon footprint of 22 metric tonnes per year. In contrast, if one were to weatherize their home and adjust their thermostat the carbon savings would be approximately 2,800 pounds of CO₂. Other comparisons include replacing five incandescent bulbs to lower wattage compact fluorescent lamps (445 pounds of CO₂ per year), or replacing an older refrigerator freezer (335 pounds of CO₂ per year).



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3. What is the significance of using more public transportation at a household level and what can households do to save additional CO₂?



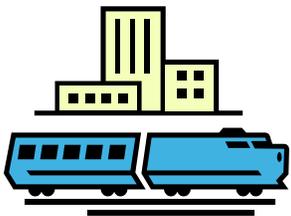
Answer: Public transportation is also effective in reducing household CO₂ emissions and costs.

One of the most significant actions that household members can take to reduce their carbon footprint is to use public transportation where it is available. The annual use of an automobile driving an average of 12,000 miles per year and with an average 22.9 miles per gallon (MPG) consumption emits 4.6 metric tonnes of CO₂ per year (one metric tonne is equivalent to 2,205 pounds). Households that have a sport utility vehicle (SUV) or light duty truck drive and drive an average of 14,500 miles per year with an average MPG of 16.2 emit 7.9 metric tonnes per year.



The carbon footprint of a typical U.S. household is about 22 metric tonnes per year. Reducing the daily use of one low occupancy vehicle and using public transit can reduce a household's carbon footprint between 25-30%.

4. Are there favorable land use impacts that public transportation contributes to that result in positive environmental and social benefits?



Answer: Public transportation provides many benefits that go beyond energy and CO₂ savings - as transit assets are being used to accomplish these important functions.

Investments in public transportation have the benefit of supporting higher density land uses that allow for fewer vehicle

miles of travel. While it is difficult to precisely measure this impact, a number of studies have attempted to estimate the relationship between transit passenger miles and vehicle miles traveled (VMT) reduction as a proxy for this effect. The results range from a reduction in VMT of between 1.4 miles and 9 miles for every transit passenger mile traveled. The outcome would be more efficient use of roadways, reduced road maintenance, shorter highway commute times and reduced need for street and off-street parking.

As mentioned earlier, the study's main message is that public transportation is a factor in reducing greenhouse gases and can be a significant tool in the fight against global warming. This and other similar studies are providing the hard numbers to make the case for increased public transportation across the country. 



From Capital Hill...

In November, the Senate Environment and Public Works Committee held a markup for the first major piece of climate change legislation to be introduced this year, America's Climate Security Act of 2007 sponsored by Sen. John Warner (R-VA) and Sen. Joseph Lieberman (I-CT). APTA staff held meetings this week with key staff in the House and Senate to discuss the climate change legislation and to educate them about how public transportation is a net saver of carbon dioxide emissions. 