



Louisiana

TRANSITIONS

October 2007



2007 Urban Mobility Report

Congestion is a problem we all face on a daily basis, whether we ride public transportation or in a private auto. In September 2007, the Texas Transportation Institute (TTI) at Texas A&M University released, "The 2007 Urban Mobility Report." The Report is an ongoing effort to track mobility and congestion issues in America's 437 urban areas. The 2007 Report includes data collected up through 2005. It focuses primarily on changes that occurred from 2004 to 2005, but also notes trends in travel and mobility that have occurred since 1982. Many of the findings and conclusions are of particular interest to those of us in the Public Transportation industry.

In previous Reports, the TTI focused on only 85 larger urban areas. However, the 2007 Report incorporated data that covers all of the 437 urban areas in the U.S. An important finding of the 2007 Report is that "congestion is worse in urban areas of all sizes." "For almost all urban areas that were intensively studied, and for urban America as a whole, there was more delay, more wasted fuel and higher congestion costs in 2005 than in 2004."

The authors, David Schrank and Tim Lomax state, "Congestion is a problem in America's 437 urban areas and

"Congestion is a problem in America's 437 urban areas and it is getting worse in regions of all sizes... THE solution to this problem is really to consider implementing ALL the solutions."

it is getting worse in regions of all sizes. Congestion caused urban Americans to travel 4.2 billion hours more and to purchase an extra 2.9 billion gallons of fuel for a congestion cost of \$78 billion. This was an increase of 220 million hours, 140 million gallons and \$5 billion from 2004. THE solution to this problem is really to consider implementing ALL the solutions. One lesson from more than 20 years of mobility studies is that congestion relief is not just a matter of highway and transit agencies building big projects. Those are important. But so are actions by businesses, shippers, manufacturers and employers, as well as commuters, shoppers, and travelers for all reasons. Agencies, Businesses, Commuters—as simple as A-B-C."

The Report goes on to point out that there are no "wonder" technology or policy solutions. There are many problems and solutions associated with congestion. However, the Report does note, "the supply of solutions is not being implemented at a rate anywhere near the rate of travel demand growth."



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Notes from the Top

by Donna Lavigne

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Greetings to all! One of our Public Transportation Section employees will be wearing a different “hat” and taking on new and very challenging responsibilities. We are happy to announce that Harold Beck will serve as our new Assistant Administrator. Harold has 26 years with the Department of Transportation and seven (7) years with the Public Transportation Section as the Elderly and Disabled Program Manager. He has leadership ability and extensive experience and knowledge of all programs in the Public Transportation Section. All of you attending the conference this month will get a chance to congratulate Harold on his new appointment.

The Annual Public Transportation Conference is just weeks away and we are all excited about the conference agenda and attendance. The conference will be held at the Holiday Inn Select Executive Center in Baton Rouge October 29-31. Our Keynote speaker is Mayor-President Melvin “Kip” Holden, Baton Rouge. The conference will provide an excellent opportunity to network with your colleagues and learn about the latest federal and state issues. Some of the sessions included on the agenda are Transit Emergency Planning, Improving Transit Agency Effectiveness, and Customer Service. I know we have been talking about the CRRAFT Software for quite a while, but we are getting closer to implementing the system. A concurrent session is scheduled at the conference to provide training to transit systems on using CRRAFT financial reporting and data collection software. Also, be sure to attend the Welcoming

Reception on Monday night for more networking opportunities and entertainment featuring “The Third Street Band” from Baton Rouge, Louisiana. If you have not yet registered, see the information on Page 6 of this newsletter or visit our website at <http://www.dotd.louisiana.gov/intermodal/transit/>

As most of you are aware, the Federal Transit Administration (FTA) now requires that all Section 5311, 5310, New Freedom and JARC projects be derived from a locally developed human services coordination plan. Our consultant, Alliance Transportation Group, has developed a statewide human service transportation coordination plan for Louisiana. The Statewide Coordinated Plan specifically includes the locally developed plans that were created by the eight planning and development districts in the State. J. D. Allen with Alliance Transportation Group is scheduled to make a presentation during the Transit Update at the conference on coordination.

I would like to give special thanks to our consultant, J.D. Allen with Alliance Transportation for his diligence in providing excellent assistance during the Fixed Guideway Audit August 13-15, 2007.

Finally, I appreciate your support and am excited to have this opportunity to work with you to continue our mission to provide quality service in meeting the transportation needs for all Louisiana citizens. We look forward to seeing you at our conference. 



Announcements

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

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



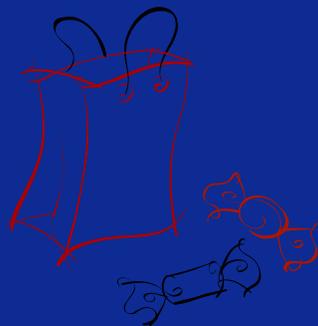
Other Upcoming Conferences/Training:

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



Louisiana Annual Public Transit Conference

October 29-31, 2007 Baton Rouge, LA
Holiday Inn Select

For more information:
www.dotd.la.gov/intermodal/transit/

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





Spotlight on...



Harold Beck Named as New Public Transportation Assistant Administrator

As reported in our last newsletter, Donna Lavigne became DOTD's new Public Transportation Administrator in June of this year. Donna was the former Assistant Administrator, which left that position vacant. After an extensive search and interview process, our very own Harold Beck has been chosen to fill the vacant Assistant Administrator's position. Harold brings an impressive set of skills to his new position.

Harold began his career with the DOTD over 26 years ago and has been with the Public Transportation Section for the past seven years. During those seven years, Harold's job title was Program Manager for the Section 5310 Elderly and Person's with Disabilities Program. To assist in that job, Harold became a CTAA Certified Transit Programs Manager. That job would be enough to keep most people busy throughout the year. However, as most of you know, Harold was (and still is) also in charge of all things related to public transportation vehicles for the Section 5310, Section 5311, and Section 5309 programs.

As Chairman of the Public Transportation Specification Committee, Harold Beck, oversaw the

specifications used to develop the yearly bid for the demand-response public transportation vehicles. In addition to those responsibilities, Harold inspected all of the vehicles before they went to the providers in the field. Harold is a CTAA Certified Vehicle Maintenance Manager, a CTAA Passenger Service & Safety Certification, and is a Louisiana State Motor Vehicle Inspector (General & Commercial).

As if the above responsibilities were not enough to occupy his time, Harold Beck represents DOTD PT Section on the Governor's Council on Disability Affairs and the Governor's Council on Mental Health. In addition, Harold sat on the United We Ride Steering Committee and remains involved in the UWR activities taking place in the State.

Harold Beck's intimate understanding of the various DOTD Public Transportation programs will be a great asset in his new role as the Assistant Administrator. Harold looks forward to applying his energy and enthusiasm for the public transportation profession to his new position. 





Jackson, DeSoto COA; Bernice Smith, Avoyelles COA; Gwen Fleming, St. Tammany ARC; Michelle Wright, Lincoln COA; Norman McGuire, MARC Industries; Lewis Pace, Webster Parish OCS; Yvonne Smith, Allen COA; Donna Wright, LaSalle ARC/ADD; Gloria Sam, St. Landry COA; King Wells, Central City EOC; and Laura Thomas, Natchitoches ARC.

DOTD Program News

The new Section 5310 Capital Assistance contracts, 27 in all, were awarded July 18, 2007. The 2006 & 2007 vehicles will be ordered at the end of October. There were 31 Section 5311 contracts for operating assistance executed for FY 07/08. The JARC Program was awarded its FTA grant in September and has executed seven contracts for operating assistance; and Urban Planning is in the process of developing the new four year Transit STIP that will cover Federal Fiscal Years October 2007 through September 2010.

LASWIFT

The new private contract to operate the LASWIFT lines between Baton Rouge and New Orleans with intermediate stops began on July 1, 2007 and is being operated by Hotard Coaches, Inc. As of the end of August, the service has moved over 403k passengers. 

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

Thanks for your Help!

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.

PASS Instructors Certified

A Passenger Assistance Safety Sensitive (PASS) 'Train-the-Trainer' class was held July 31-August 2 in Lafayette, LA at the Hilton Lafayette & Towers Hotel. The PASS Driver Certification Program ensures that community transportation drivers have current expertise in passenger assistance techniques and sensitivity skills appropriate for serving persons with disabilities.

The Community Transportation Association of America along with LADOTD have certified 19 PASS Instructors. They are Kenneth Comeaux, Jr., Terrebonne COA; Darnell Smith, Plaquemine CAA; Verna Young, S.M.I.L.E. CAA; Rose Grabert, Lafourche ARC; Allison Romero, City of Westwego; Anthony Russo, St. Martin ARC; Wilbert Esthay, Jeff Davis COA; Tommy Caesar, Lincoln COA; Victoria



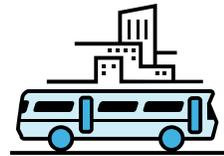
It's That Time Again...

THE ANNUAL LOUISIANA PUBLIC TRANSPORTATION CONFERENCE



OCTOBER 29-31, 2007

HOTEL INFORMATION



**HOLIDAY INN SELECT EXECUTIVE CENTER (OLD RADISSON)
4728 CONSTITUTION AVE
BATON ROUGE, LA**



RATES FOR SINGLE OR DOUBLE ROOMS ARE:

\$ 94.00 STATE GOVERNMENT RATE

\$ 99.00 FEDERAL GOVERNMENT RATE

\$159.00 REGULAR RATES

**THIS RATE DOES NOT INCLUDE SURCHARGES AND 13% TAX.
INDIVIDUALS ARE RESPONSIBLE FOR MAKING THEIR OWN RESERVATIONS.**

REGISTRATION INFORMATION

REGISTRATION FORM AND CHECK CAN BE MAILED TO:

LADOTD PUBLIC TRANSIT SECTION

P.O. Box 94245

BATON ROUGE, LA 70804

ATTN: ELLEN BALDRIDGE



\$275.00 FOR LPTA MEMBERS AFTER OCTOBER 1

\$325.00 FOR NON-MEMBERS AFTER OCTOBER 1

FOR MORE INFORMATION CONTACT KAY RYALL OR ELLEN BALDRIDGE AT 225/274-4302

FOR MORE INFORMATION AND AN UPDATED AGENDA:

[HTTP://WWW.DOTD.LOUISIANA.GOV/INTERMODAL/TRANSIT/ANNOUNCEMENTS/ANNOUNCEMENTS.HTM](http://www.dotd.louisiana.gov/intermodal/transit/announcements/announcements.htm)

SEE YOU IN BATON ROUGE!





\$710 per traveler in 2005 compared to an inflation-adjusted \$260 in 1982.

(Continued from page 1)

Following are a few of the more astounding facts pulled from the Report regarding the costs of congestion:

Congestion wastes a lot of time, fuel and money. In 2005,

- ✓ 2.9 billion gallons of wasted fuel (enough to fill 58 supertankers)
- ✓ 4.2 billion hours of extra time (enough to fill 260 million iPod Shuffles™ with music)
- ✓ \$78 billion of delay and fuel cost (enough to buy \$78 billion of something)



The effect of uncertain or longer delivery times, missed meetings, business relocations and other congestion results are not included.

Congestion costs are increasing. The congestion “invoice” for the cost of extra time and fuel in 437 urban areas (all values in constant 2005 dollars),

- ✓ In 2005 - \$78 billion
- ✓ In 2004 - \$73 billion
- ✓ In 1982 - \$15 billion

Congestion affects the people who typically make trips during the peak period.

- ✓ Yearly delay for the peak-period traveler was 38 hours in 2005—almost one week of vacation—an increase from 14 hours in 1982.
- ✓ That traveler wasted 26 gallons of fuel in 2005—three weeks worth of gasoline for the average U.S. resident—up from 9 gallons in 1982.
- ✓ Congestion effects were even larger in areas over one million persons—48 hours and 34 gallons in 2005.

The value for the delay and wasted fuel was

Benefits of Public Transportation

The Report outlined the following benefits associated with Public Transportation services in the U.S.

“Regular route public transportation service on buses and trains provides a significant amount of peak-period travel in the most congested corridors and urban areas in the U.S. If public transportation service was discontinued and the riders traveled in private vehicles, the 437 urban areas would have suffered an additional 541 million hours of delay and consumed 340 million more gallons of fuel in 2005, one-third more than a decade ago. The value of the delay and fuel that would be consumed if there were no public transportation service would be an additional \$10.2 billion congestion cost, a 13 percent increase over current levels in the 437 urban areas.”



In addition, “There is an estimated delay savings contribution of 31 million hours and \$574 million from public transportation services in the 352 urban areas that were not individually studied.” While ridership levels are highest in the larger urban areas, Public Transportation benefits are substantial and increasing.



As we in the Public Transportation industry have known for years, the Report says, “Public transportation service provides many other benefits in the corridors and areas it serves. Access to jobs, shops, medical, school and other destinations for those who do not have private transportation may provide societal benefits and the reliable service provided by underground and overhead rail lines that are not affected by traffic congestion are not quantified. Typically, in contrast to roads, the



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ridership is concentrated in a relatively small portion of the urban area. That is often the most congested area and the locations where additional road capacity is difficult to construct. Downtowns and other large employment centers in major urban regions would look much different without public transportation service.”

The Report also provides the following facts regarding the necessity of public transportation services in the large and very large urban areas:



“There were approximately 51 billion passenger-miles of travel on public transportation systems in the 437 urban areas in 2005. The annual travel ranges from an average of 18 million miles per year in Small urban areas to about 2.7 billion miles in Very Large areas.

- ✓ The Very Large areas would experience an increase in delay of about 430 million hours per year (17 percent of total delay) if there were no public transportation service. Most of the urban areas over 3 million population have significant public transportation ridership, extensive rail systems, and very large bus systems.
- ✓ The Large urban areas would experience the second largest increase in delay with about 64 million additional hours of delay per year (7 percent of today delay) if public transportation service were not available. Public transportation plays an important role in providing travel options in these communities. As corridors become more congested, the role of public transportation in providing travel capacity to major activity centers in these regions will grow.”

Finally, the Report concludes, “There is a cost to reducing congestion, but the benefits are enormous. According to one study, eliminating serious congestion returns eight dollars for every one spent. The benefits range from less travel time and fuel consumed, to faster and more reliable delivery times, expanded service regions and market areas; the benefit estimates do not include others benefits such as safety and air quality. All of the potential congestion-reducing strategies are needed. Getting more productivity out of the existing road and public transportation systems is vital to reducing congestion and improving travel time reliability.”

To see the complete 2007 Urban Mobility Report or to get congestion on your city, go to <http://mobility.tamu.edu/ums> 



From Capital Hill...

The U.S. Senate approved the Fiscal Year (FY) 2008 Transportation, Housing and Urban Development and Related Agencies Appropriations bill (THUD) on Wednesday, September 12. The bill provides \$9.593 billion for transit programs in the coming fiscal year, \$618.4 million or 6.9 percent more than the FY 2007 enacted level. However, the bill provides \$137.7 million less than the level authorized by the SAFETEA-LU. The shortfall occurs because only \$1.566 billion is appropriated for the New Starts and Small Starts program, rather than the authorized level of \$1.7 billion. The Senate-passed bill also provides \$3.7 million less than the authorized level for FTA administrative operations. The THUD bill approved by the House earlier this year funds all transit programs at their authorized level, providing a total of \$9.731 billion. 

