



RIVER PARISHES TRANSIT AUTHORITY

2019 ST. CHARLES PARISH
COUNCIL PRESENTATION

SEPTEMBER 23, 2019

GENERAL OPERATIONS & CAPITAL PROJECTS

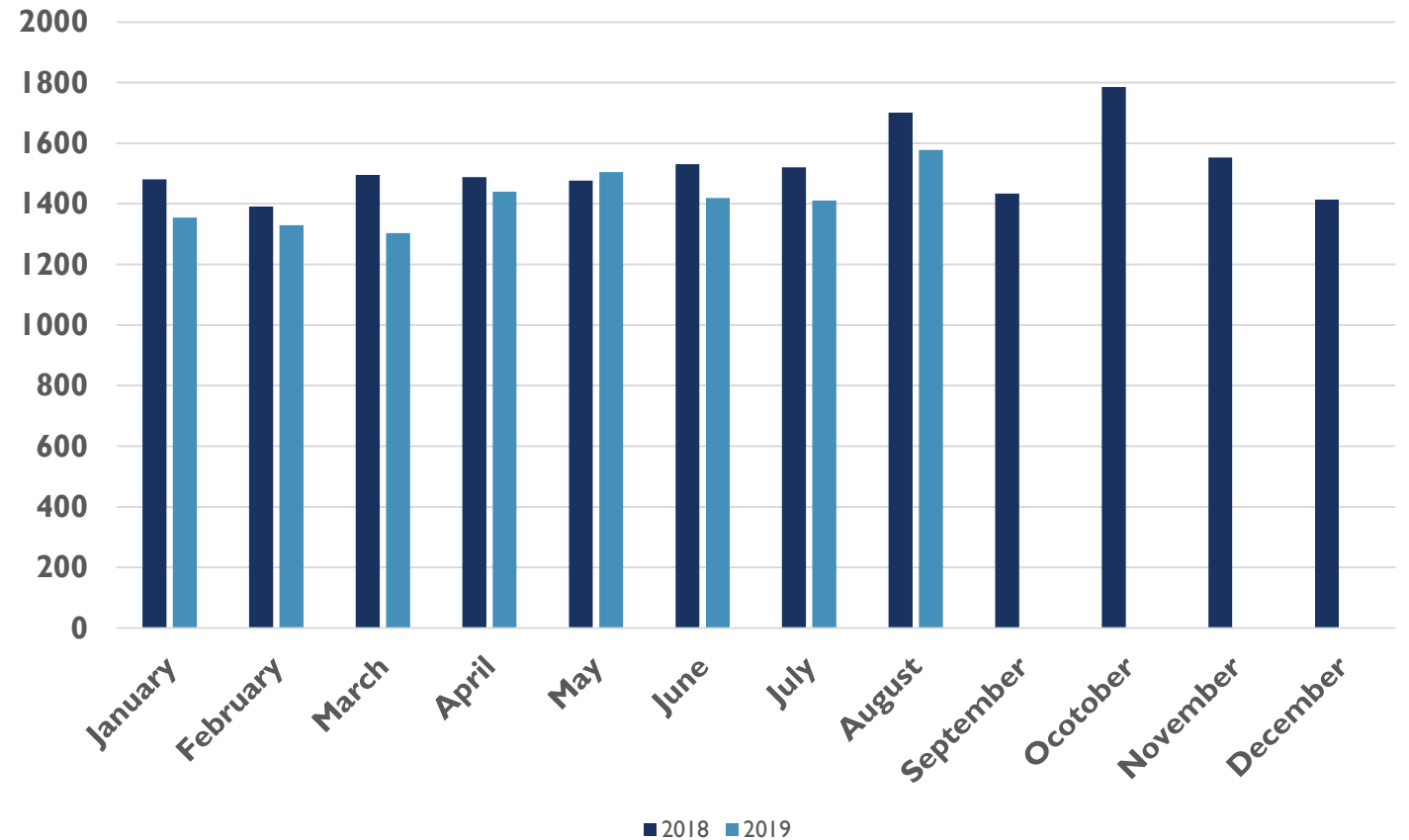
- On-Demand service since February 2009
- Fare: \$2 one-way
- Service Hours: Monday – Friday, 5:00am to 7:30pm and Saturday 5:30am to 7:30pm
- Connecting Service:
 - St. James Parish Transit, JeT (Jefferson), and RTA (Orleans)
- Purchased three, 10-12 passenger vehicles in 2017 & two in 2018 equipped with:
 - Security Cameras
 - Wheelchair lifts
 - Bicycle racks

RIDERSHIP

Total Ridership:

- 2018 Ridership was 18,231 (10.6% greater than 2017)
- 2019 YTD as of August 31 is 11,340
- 3 buses in service daily for a total 15 hours

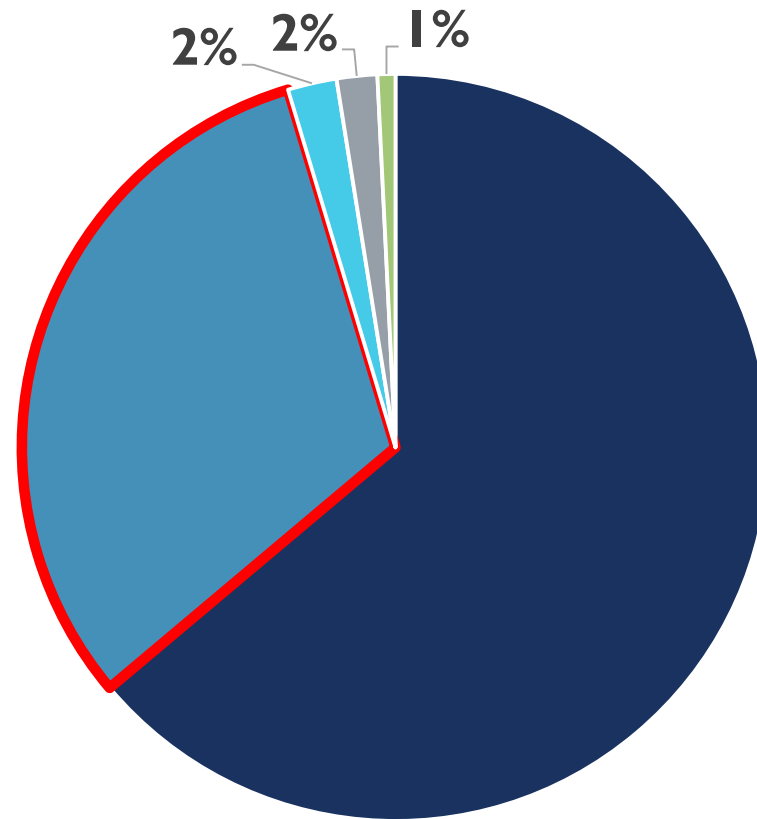
2018-2019 Ridership



RIDERSHIP – ST. CHARLES PARISH

- Of the 11,340 total trips made as of August 31, 1,007 either originated or ended in St. Charles Parish.
- The vast majority, an estimated 86% of these trips, were work-related with people going to/from their places of employment.
- An estimated 12% of the remaining trips were to/from medical appointments (predominantly dialysis).

CLIENTS BY PARISH



- St. John the Baptist
- St. Charles
- St. James
- Jefferson
- Out of State

INCREASED SERVICE

The RPTA has increased service twice in response to passenger demand.

- **Saturday Service:**

- Began February 2014
- 2 buses in service for a total of 14 hours

- **Weekday Extra Hour of Service:**

- Began March 2017
- 2 buses in service beginning at 5:00am rather than 5:30am

FUNDING SOURCES

Grants	Farebox Revenue	Local Match
• Capital Improvements	• 2018 Recovery Rate 3.07%	• Estimated \$325,000 annually
• Preventive Maintenance	• General Funds	• State, St. John & St. Charles
• Operations		• Operations & Capital
• Saturday Urban Service*		
• Weekday & Saturday Rural		

*Limited Weekday Urban Operations Funding

CHALLENGES

- **Transit systems do not “pay for themselves” with fare revenue.**
- Movement from more rural service to more urban areas has greatly reduced our income from the State.
- Total reimbursements have dropped over 18%.
- 2016-2018: 7% - 20% of operational expenses were not reimbursed.
- By end of 2019, over 20% of operational expenses will not be covered.
- Most of the federal grant dollars allotted for operational costs & 0% local match (Hurricane Katrina) are no longer available.
- Other federal grants that were once available are no longer being offered by FTA.
- An increase in Federal and/or State funding is not anticipated at this time.

THE POTENTIAL FUTURE OF RPTA – FEASIBILITY ANALYSIS

- RPTA secured federal funding to perform a feasibility analysis.
- Goals of the feasibility analysis:
 - Maintain/improve a high-quality public transit service & connections to neighboring providers.
 - Balance the needs of riders & budgetary constraints.
 - Outline recommendations to increase system productivity & service.
 - Examine the relationship the transit system could play with the proposed Baton Rouge-New Orleans intercity rail system.

THE POTENTIAL FUTURE OF RPTA – FEASIBILITY ANALYSIS

Transit models to be considered include but are not limited to:

- demand response (the current system)
- fixed route
- a hybrid system
- partnering with other agencies
- the use of TNCs (Uber/Lyft) in conjunction with any of the systems
- Parishes operating their own systems

THE POTENTIAL FUTURE OF RPTA – FEASIBILITY ANALYSIS

- Anticipated Timeline:
 - October 2019 – RFP released
 - December 2019 – Proposal Submission
 - January 2020 – Proposer Selected
 - July 2020 (or earlier) – Feasibility Analysis Delivered

ORGANIZATION

RPTA Board Members

- St. Charles
 - Corey Fauchoux, Chairman
 - John Dias
- St. John
 - Helen Banquer
 - Rhonda Lemons
- St. James
 - Ingrid Bergeron, Vice Chairman
 - Robbie LeBlanc
- At-Large
 - Richard Drexel

Contracted Agencies

- Transdev – Operations & Grant Management
- Solutient – Accounting & Oversight



CONTACT

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