

MAKING A CASE FOR REGIONAL TRANSIT

2040 REGIONAL TRANSIT STUDY





TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
COVID IMPACT ON TRANSIT	6
INTRODUCTION AND BACKGROUND	7
TRANSIT ENVIRONMENT IN ACADIANA	10
PERCEPTION OF TRANSIT IN ACADIANA	10
ASSESSMENT OF LAFAYETTE TRANSIT	10
SYSTEM-WIDE PASSENGER SURVEY AND FINDINGS	10
ANALYSIS OF LAFAYETTE TRANSIT SYSTEM OPERATIONS	13
RECOMMENDATIONS FOR LTS PERFORMANCE OPTIMIZATION	17
NEED FOR TRANSIT COORDINATION	23
ASSESSMENT OF COORDINATED HUMAN SERVICES	24
TRANSPORTATION PROVIDERS IN ACADIANA	24
ASSESSMENT OF UNIVERSITY STUDENT RIDERSHIP BASE	25
PUBLIC TRANSIT TO PUBLIC SCHOOLS – INNER-CITY TRANSIT COORDINATION	27
MAKING A CASE FOR REGIONAL TRANSIT	30
REGIONAL MOBILITY AUTHORITIES	30
RIDE ACADIANA – PILOTING REGIONAL MOBILITY	31
CASE STUDY AND GUIDE TO PARISH TRANSIT EXPANSION	34
CONCLUSION	41

APPENDIX

APPENDIX A: LAFAYETTE TRANSIT SYSTEM RIDER SURVEY	42
APPENDIX B: EMPLOYMENT DENSITY MAP	44
APPENDIX C: PROPOSED LAFAYETTE TRANSIT SYSTEM FARE STRUCTURE	45
APPENDIX D: ROUTE 15 - CONGRESS STREET	46
APPENDIX E: ROUTE 25 - JOHNSTON STREET	47
APPENDIX F: ROUTE 45 - MOSS STREET	48
APPENDIX G: ROUTE 65 - SOUTH CIRCULATOR	49
APPENDIX H: PROPOSED ROUTE 65 - NORTH-SOUTH EXPRESS	50
APPENDIX I: UNIVERSITY OF LOUISIANA AT LAFAYETTE SHUTTLE SURVEY	51
APPENDIX J: A ROAD MAP FOR IMPLEMENTING REGIONAL TRANSIT IN YOUR COMMUNITY	52
APPENDIX K: COOPERATIVE ENDEAVOR AGREEMENT	60

EXECUTIVE SUMMARY

The 2040 Acadiana Regional Transit Study and Plan (ARTS) was developed to identify transit conditions in the Acadiana Planning Commission (APC) service area. Upon review of the current state of transit and corresponding problems, the ARTS proposes possible resolutions to complex challenges. Areas of focus include fixed-route public transit, Coordinated Human Services Transportation Plan (CHSTP), public grade-school transportation, University transit service, and transit expansion.

FIXED-ROUTE PUBLIC TRANSIT - LAFAYETTE TRANSIT SYSTEM

Within Acadiana, Lafayette Transit System (LTS), is the only mass fixed-route public transit system. LTS currently resides under the auspices of the Lafayette City-Parish Consolidated Government and only operates within the City of Lafayette. After a thorough analysis of the system by APC staff, certain challenges were identified and include schedule adherence, limited fare structures and fare collection, lack of a student pass program, route inefficiencies, and limited coordination with other transit operators. To mitigate these challenges a set of recommendations is proposed and will be further expounded upon within the ARTS. Recommendations encompass developing a revised fare structure; establishing a student pass program; upgrading the fare collection technology; revising and/or creating routes to maximize efficiency; and organizing Transit Talk sessions to improve coordination between agencies.

COORDINATED HUMAN SERVICES TRANSPORTATION IN ACADIANA

When examining Coordinated Human Services Transportation throughout the Acadiana region, the primary challenges revolved around lack of coordination and efficiency. For example, thirteen providers in the area each separately manage their own personnel, maintenance, insurance, training, funding, administration, and more. The APC suggests that the elimination of duplicated efforts and the utilization of a centralized provider to help with the areas mentioned above would result in a better-served Acadiana region through a district-wide effort.

PUBLIC SCHOOL TRANSIT – GRADE SCHOOL AND UNIVERSITY SYSTEMS

Partnerships between public transit and educational institutions have been a longstanding solution for reducing transportation costs for all providers involved. Currently, LTS is limited by the existing fare structure which does not allow for wholesale purchases. A case study conducted by the APC depicted areas where the Lafayette Parish School System and the University of Louisiana at Lafayette could develop a partnership with LTS to offer these educational institutions alternative transportation options. Collaboration by these agencies could eventually lead to a reduction in overhead costs and the alleviation of roadway congestions at peak hours of the day. However, political will remains the primary hurdle for the future success of this proposal.

TRANSIT EXPANSION – RURAL AND REGIONAL DEMAND

The state of Acadiana's rural transit services was practically non-existent until APC received funding for Ride Acadiana, a pilot project to create connectivity between the urban-rural divide . This fixed-route transit project between Crowley, Rayne, Duson, Scott, and Lafayette allowed for the understanding of challenges

facing regional transit, while also addressing known issues. The significant outcome from Ride Acadiana is the establishment of a framework for future expansion into parish and consecutive regional areas. Expansion into these areas should be conducted in partnership with LTS which allows for cost sharing opportunities and broader connectivity coverage. Other considerations for expansion include schedule reliability and redundancy; long-term financial sustainability; public awareness; and service promotion.

COMMON THEMES AND FUTURE DEMAND

Throughout the implementation of the 2040 ARTS, it became clear that lack of coordination and duplicative services are prevalent in transit and coordinated human service transportation systems within Acadiana. Many of the suggestions proposed, could resolve these issues in more efficient ways. Additionally, through the duration of the ARTS, the cities of Carencro and Broussard both expressed a significant interest in the expansion of Lafayette's transit services to their municipalities. However, COVID-19 has been an obstacle to bringing these plans to fruition. While regional transit appears to be a means to connect Acadiana residents with its workforce and economic activity, strong political will and dedicated revenue are both necessary components to ensure success.

COVID IMPACT ON TRANSIT

The majority of the data and information for the Regional Transit Study was obtained prior to the COVID-19 pandemic. However, the pandemic has had an impact on certain aspects of the project's progress and on transit in general. Through a national lens, COVID-19 has greatly decreased the use of public transit for fear of spreading or acquiring the virus.¹ Transit systems in metropolitan cities are facing losses of hundreds of millions of dollars or more.²

On the local level, changes were gradually made as the need became apparent. On April 3, 2020, Lafayette Consolidated Government's Department of Public Works, Transit Division announced Lafayette Transit System precautions relating to COVID-19.³ This involved modified staffing for the fixed service routes, as well as implementing disinfection of buses and minimization of bus seating.⁴ Simultaneously, concerns arose about the safety of public-school bus usage when children were due to return to school.⁵

In addition, proposed expansions of transit to Carencro and Broussard were both halted by the presence of COVID-19 in Acadiana.

- 1 De La Garza, Alejandro. (2020, July 21). *COVID-19 Has Been 'Apocalyptic' for Public Transit. Will Congress Offer More Help?* TIME. <https://time.com/5869375/public-transit-coronavirus-covid/>.
- 2 De La Garza, Alejandro. (2020, July 21). *COVID-19 Has Been 'Apocalyptic' for Public Transit. Will Congress Offer More Help?* TIME. <https://time.com/5869375/public-transit-coronavirus-covid/>.
- 3 Lafayette Public Works Department. (2020, April 3). *Lafayette Transit System (LTS) Delays* [Press Release]. Retrieved from <http://www.ridelts.com/docs/2020-Coronavirus-Route-Modifications.pdf>.
- 4 Lafayette Public Works Department. (2020, April 3). *Lafayette Transit System (LTS) Delays* [Press Release]. Retrieved from <http://www.ridelts.com/docs/2020-Coronavirus-Route-Modifications.pdf>.
- 5 Guidry, Leigh. (2020, July 6). *Louisiana leaders preparing for schools to open in fall must fix bus problem amid COVID-19.* Lafayette Daily Advertiser. <https://www.theadvertiser.com/story/news/local/education/2020/07/06/louisiana-coronavirus-covid-19-school-reopen-safely-fall-bus-problem/5349135002/>.

INTRODUCTION AND BACKGROUND

Acadiana Planning Commission (APC) serves the public sector in the planning and implementation of Economic, Community, and Transportation Development throughout the region known as Acadiana including the Louisiana Parishes of Acadia, Evangeline, Iberia, Lafayette, St. Landry, St. Martin, and Vermilion. APC serves as the umbrella organization for Acadiana’s Metropolitan Planning Organization (AMPO).

The AMPO has been designated by the Governor of Louisiana as the MPO for the Acadiana Metropolitan Planning Area and is the responsible agency for transportation and planning activities coordinated on behalf of the Federal Highway Administration and the LA Department of Transportation and Development. The continuing transportation planning process is a critical element of overall planning. It is also an essential requirement to ensure that the transportation system is serving the travel demand in an efficient and effective manner. The AMPO, herein referred to as APC, is responsible for conducting continuing transportation planning which is coordinated with other local, state, and federal planning activities.

Public transit in the Acadiana Region is fragmented—in service, funding, maintenance, cost, political support, public and private support, geography, efficiency, management, ridership, accessibility, convenience, and in information. In order to address these concerns, APC received a transit grant to study and develop regional transit recommendations for the Acadiana area. APC secured funding for this study through the Federal Transit Administration Formula Grants for Rural Areas program. This program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. As an example, in the Acadiana Region, there are numerous zero-car households that rely on public transit support (see Table 1).⁶

TABLE 1

ZERO-CAR HOUSEHOLDS IN ACADIANA		
PARISH	PERCENT OF HOUSEHOLDS	NUMBER OF HOUSEHOLDS
Acadia Parish	7.7%	1,716
Evangeline Parish	11.7%	1,426
Iberia Parish	9.7%	2,549
Lafayette Parish	6.9%	6,321
St. Landry Parish	9.8%	2,992
St. Martin Parish	6.7%	1,324
Vermilion Parish	7.2%	1,581

This study aims to shed light on the opportunities that exist relative to a transit authority, make recommendations on future improvements to the existing system, and depict the political challenges that may need to be overcome to have a viable, robust service.

6 U.S. Census Bureau (2019). 2015-2019 ACS 5-Year Data Profile. Retrieved from <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/>.

TRANSPORTATION CONDITIONS IN ACADIANA - The 2040 Metropolitan Transportation Plan (MTP) is a 24-year plan that communicates the transportation vision of the Acadiana region. The plan sets forth strategies for moving people and goods within our region safely and efficiently. The APC transportation planning process enables a regional perspective through a comprehensive, coordinated, and continuous planning process. The process is data-driven, goal-oriented, and facilitates meaningful input from stakeholders and the public. It also encourages examination of and learning from the past, understanding the present state of things, and determining the best future direction.

Regions with more than 200,000 people must maintain a congestion management process (CMP) and use it to inform transportation planning and decision-making. The CMP identifies potential improvements based on quantifiable data and considers congestion in developing transportation improvements. The process establishes a baseline condition for future comparison of conditions and allows for project prioritization based on potential congestion mitigation. The CMP provides solutions beyond simply adding roadway capacity, as mitigation development includes other solutions that may be more effective and cost-efficient.

Over 95% of trips generated in the area are vehicle-based trips that utilize the streets and highway network to navigate the community.⁷ This fits in with the largely low-density, suburban, and agricultural development patterns that dominate the area. Public transit, if widely used, could give commuters an alternative to vehicle congestion thus allowing drivers to reach their destinations more quickly, saving time, and increasing productivity. Transit provides the Acadiana region with a solution that could reduce traffic congestion, improve air quality, and provide a wider range of mobility options.

The APC set out to study transit in order to understand the region's transit needs and deficiencies with the goal of identifying transit investments that can attract a significant number of new passengers while improving the transit experience for existing passengers. It was necessary to assess realistic funding strategies, identify an organizational structure that will promote the development of a seamless regional transit system, outline existing transit services, and prepare for future needs in order to improve transit options for all individuals living in urban, suburban, or rural areas.

PURPOSE OF REGIONAL TRANSIT STUDY - The purpose of the 2040 Acadiana Regional Transit Study and Plan (ARTS) is to provide a comprehensive plan for an optimized transit system to meet the needs of the Acadiana Metropolitan Area and extended Acadiana Region (State Planning District 4). Specific improvements in this 2040 Transit Study and Plan will be prioritized for implementation in stages. Transit services will be designed to expand ridership by attracting the broadest spectrum of demographic groups, representative of the service area by age, ethnicity, income, employment, and trip purpose. This comprehensive multi-year regional transit study (including urban and rural areas) is designed to evaluate practicable service options that will include both private and public resources. The transit study and plan encompass four main project deliverables: 1) analysis and recommendations of the existing fixed-route, Lafayette Transit System; 2) analysis and recommendations for Coordinated Human Services Transportation Providers; 3) analysis and recommendations for public school transit; and 4) analysis and recommendations for the expansion of parish and regional transit service. Most importantly, the purpose of the 2040 ARTS is to provide government and the general public with a plan for local jurisdiction consideration and support.

7 The Acadiana Metropolitan Planning Organization. (2020). *Acadiana Metropolitan Transportation Plan Update*, 44. <http://mpo.planacadiana.org/metropolitan-transportation-plan-mtp/>.

FIXED-ROUTE PUBLIC TRANSIT - At the center of the urbanized area lies the City of Lafayette which is home to a population of 122,000 residents. Nearly 90 percent of the population utilizes single vehicles as the primary mode of transportation.⁸ The remaining residents rely on a combination of public modes of transportation including the fixed route transit service, Lafayette Transit System (LTS). LTS is the only fixed route mass transit service within Acadiana. Smaller transit operators serve specialized populations which include University students, grade school transportation, and the population served by Coordinated Human Services Transportation. Outside of the City of Lafayette, fixed-route public transit is non-existent. In this study, an assessment of the Lafayette Transit System was conducted to better understand the ridership base, demographics and utilization purposes. Additionally, an in-depth review of the route performance was conducted to provide route improvement recommendations which could be made to optimize local usage and set the stage for route expansion into the Lafayette commuter shed.

COORDINATED HUMAN SERVICES TRANSPORTATION PROVIDERS - Coordinated Human Services Transportation. Coordinated Human Services Transportation is a type of supplementary transit service that aims to provide individualized rides for specific populations including the disabled, veterans, and other individuals who need assistance. Services are not typically defined by fixed routes or timetables. In Acadiana, 13 providers offer service to this specific population and the type of service is often dictated by the funding source. LA DOTD offers various funding pots specific to the type of disability or assistance required. In discussions with the service providers in Acadiana, it became apparent that a lack of centralized dispatching and the lack of understanding surrounding the funding sources fostered service duplication. The study examines the conditions contributing to inefficiencies in service coordination and highlights several areas for improvement.

GRADE SCHOOL AND UNIVERSITY TRANSIT - In densely populated cities and urbanized areas, coordination among the varying transit service providers is critical to the success of service utilization. Universities and grade schools often develop partnerships with the local fixed route transit system to provide student passes and promote coordination of student pick-up locations. This type of coordination not only improves congestion at peak hours of the business day, but also alleviates challenges that exist with bus driver shortages. To improve transit coordination in Acadiana, this study considers the student populations for the University of Louisiana Lafayette, the South Louisiana Community College, and the Lafayette Parish School System. Each house varying levels of transit services catered to specific population groups and little coordination exists with the Lafayette Transit System.

REGIONAL TRANSIT - The Acadiana Regional Transit Study and Plan ultimately seeks to explore the possibilities of consolidating transit and human services coordination under one umbrella organization. In some states like Texas this is accomplished through a Regional Mobility Authority (RMA). An RMA is a political subdivision formed by one or more parishes to finance, acquire, design, construct, operate, maintain, expand, or extend transportation projects. These projects can be more than just roadways and hard infrastructure. Projects could include transit coordination, expansion, and centralization of aspects with the human services transportation providers in Acadiana. Although an RMA may not be feasible here in Acadiana, due to the existing authorities provided to the AMPO/APC, centralization of the varying transit and human services transportation may be a plausible solution. However, this is not to say that challenges will not be encountered should this initiative ever transpire. The study depicts some of these potential challenges and proposes incremental steps for implementing regional transit via the coordinated efforts of LTS and APC.

8 U.S. Census Bureau (2019). *Selected Economic Characteristics, 2019: ACS 5-Year Estimates Data Profiles*. Retrieved from <https://data.census.gov/cedsci/table?q=310M500US29180&tid=ACSDP5Y2019.DP03>.

TRANSIT ENVIRONMENT IN ACADIANA

PERCEPTION OF TRANSIT IN ACADIANA

Laden by budget cuts, lack of political support, and lack of public confidence, mass transit in Acadiana struggles to survive in a region that is so heavily reliant on oil and gas. In South Louisiana, the workforce demands higher consumption of oil and gas more so on the principle of supporting an industry that is inherent to the area's ability to thrive. Those unfamiliar with the benefits of public transit in relation to congestion management and its overall ability to meet the needs of zero-car households cannot comprehend its significance. Advocates of public and multi-modal means of transportation are often caught in the crosshairs of a culture that celebrates independence and the rite of passage to drive at the age of sixteen. Furthermore, lack of public resources to support the Lafayette Transit System's operations erode its ability to provide adequate service levels. Trip frequencies, bus reliability, and public service information are all critical to the success of the system's utilization. If these fundamental elements are deemed not as important or inhibited by funding cuts, the service will operate at a bare minimum to survive and may never experience optimized utilization.

ASSESSMENT OF LAFAYETTE TRANSIT

To further substantiate the correlations mentioned above, the APC conducted a system-wide passenger survey on the only fixed-route transit service in Acadiana. Surveys were intended to determine how and why current riders use transit, their level of satisfaction, and preferences for future improvements. [Appendix A](#) illustrates the survey questions and other pertinent survey analysis.

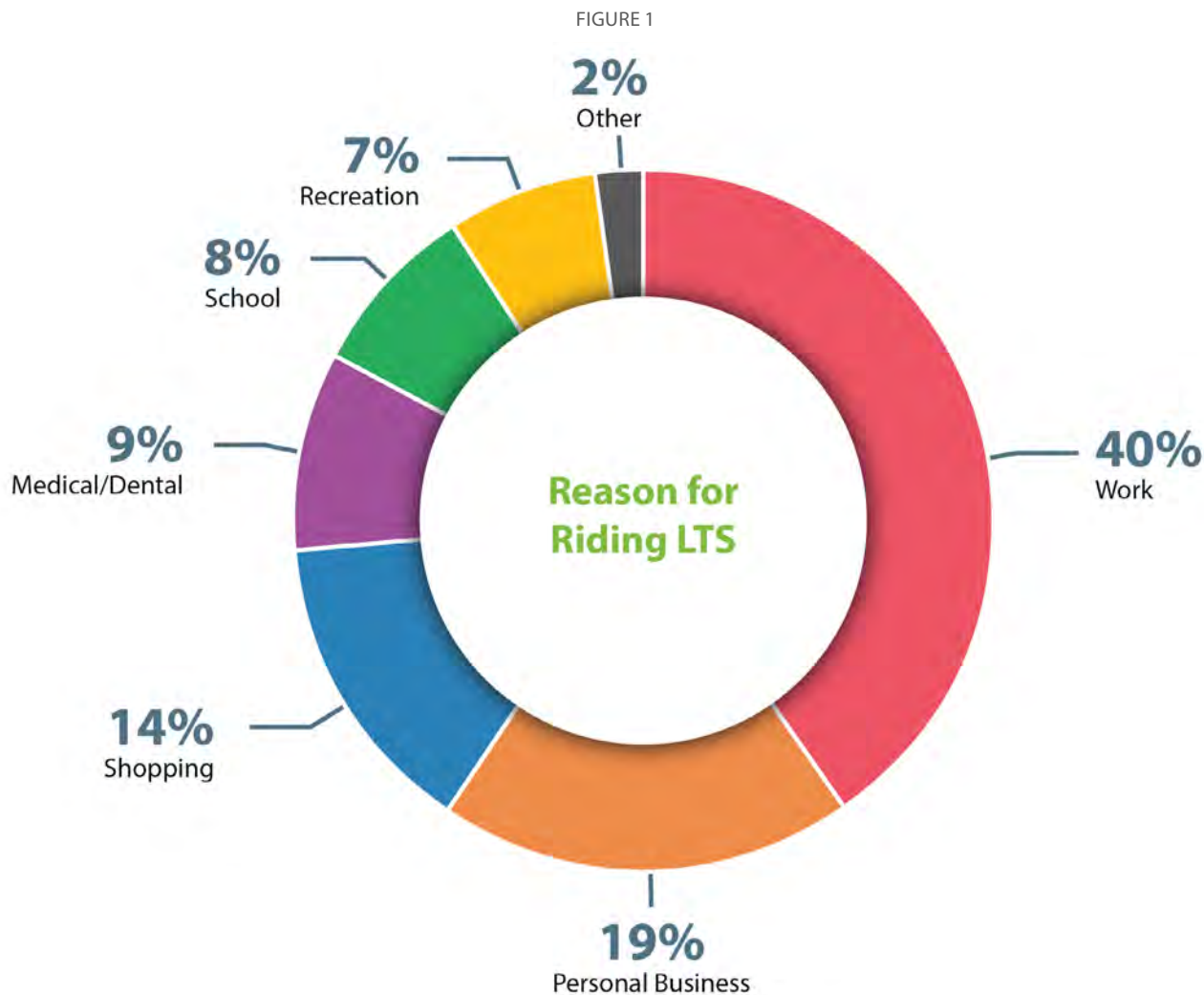
SYSTEM-WIDE PASSENGER SURVEY AND FINDINGS

The survey was issued in a questionnaire format consisting of 21 multiple choice questions. Riders were asked a number of demographic questions to better understand the transit market in Lafayette and Acadiana as a whole. Furthermore, federal guidelines require that demographic information on the ridership of each route be gathered to determine whether service changes disproportionately impact minorities and low-income riders.

Surveys were distributed on all routes on weekdays and Saturdays, consisting of 166 different trips to include weekday service, Saturday daytime service, and evening service schedules. A robust sample size of routes analyzed consisted of 166 trips for a total of 136 service hours (43%). LTS currently operates a total of 316 service hours. Findings from ridership respondents addressed ridership purpose, system performance, ridership type, and safety perception.

RIDERSHIP PURPOSE RESULTS - As illustrated in **Figure 1**, forty percent of all riders use the bus to get to or from work. Other trip purposes include personal business, shopping, medical appointments, recreation, and visiting friends or family. An average of 19 passengers per hour board each throughout the day. The largest group, at a rate of 40 percent of LTS riders, are commuting to work. LTS is an essential service for businesses throughout Lafayette, particularly ones that employ lower wage workers. The lower-income population working for minimum wages often struggles to meet their basic needs and afford costs related to housing, clothing, food, medical care, much less the added costs of vehicle ownership to include insurance and proper

maintenance. When performing comparative analysis relative to other bus-only transit systems, school-related trips were significantly underrepresented on LTS. This may be a result of the individualized services offered by the local University, community colleges, and local grade schools.



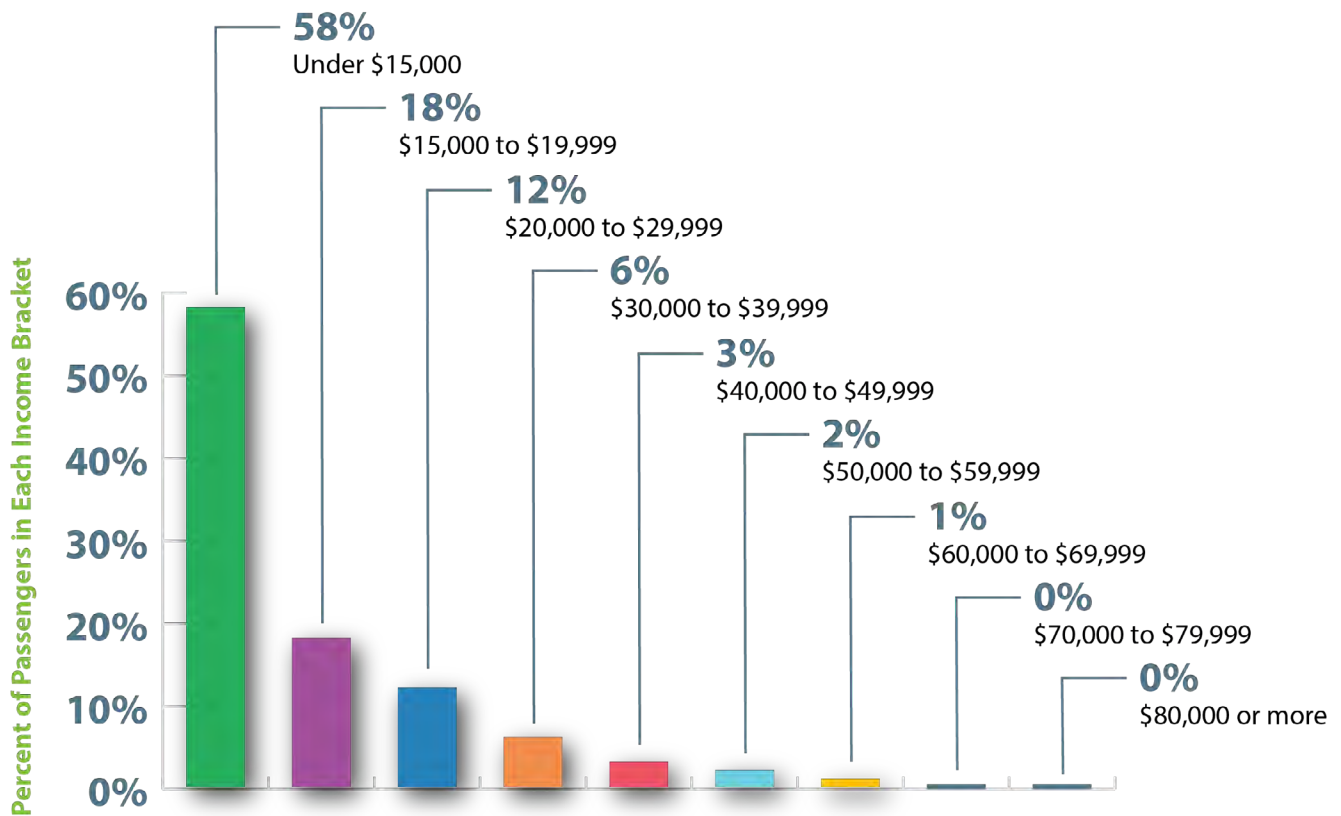
SYSTEM PERFORMANCE RESULTS -When asked about bus service performance, schedule adherence was the number one area in need of improvement within the LTS system, as indicated by 40% of riders. Approximately one third of all weekday trips arrive at Rosa Parks Terminal at least five minutes delayed. On Saturdays, 27 percent are at least five minutes delayed. LTS routes are scheduled so that buses theoretically arrive and depart Rosa Parks Terminal simultaneously to facilitate transfers. When a bus arrives delayed at the terminal as buses are scheduled to depart, some drivers will postpone their departure to allow transferring passengers on the delayed bus to board. This creates a snowball effect of buses running later and later throughout the day.

Schedules allot the same amount of time to cover the route on Saturdays as on weekdays. Surveys indicated that a lower percentage of delayed buses occurred on Saturday. When comparing this with weekday results, a correlation could be made to less traffic congestion on Saturdays or a possible alteration in traffic patterns. The exception is Route 70 which may require significant improvements for schedule adherence on Saturday. That route is stretched two miles longer on Saturdays to serve Lourdes Hospital, which is typically accommodated by Route 65, during the weekdays. Route 65 does not operate on Saturday.

RIDERSHIP TYPE RESULTS - Figure 2 depicts the household income distribution of LTS riders. The majority of riders live in a household where the combined annual income is less than \$15,000 per year, which is the earnings amount for working full-time at the minimum wage. The number of higher-earning riders falls exponentially. Riders living in households with a combined annual income of \$15,000 to \$19,999 comprise 18 percent of the total; 12 percent are in the \$20,000 to \$29,999 household income category, six percent are in the \$30,000 to \$39,999 household income category, and three percent are in the \$40,000 to \$49,999 household income category. The four income categories earning an annual household income of at least \$50,000 comprise only four percent of all LTS riders.

FIGURE 2

Daytime Lafayette Transit System Passenger Annual Household Income Distribution



The majority of LTS passengers are what are often termed “captive riders.” They lack the income to own and operate an automobile after paying for their basic needs. The service attracts few “choice” riders who have the means to buy, insure, maintain, and drive a car. This analysis can be further justified by the data indicating large places of employment. As illustrated in [Appendix B](#), employment opportunities are concentrated along Pinhook Road, Ambassador Caffery Parkway, and Kaliste Saloom Road. Many of them are “big box” retailers that are surrounded by fast food restaurants, both of which employ many low wage workers. These employment corridors are located on the opposite end of Lafayette from the heaviest concentrations of zero car households. This presents a great challenge for many individuals with no car to find and keep a job. A daily commute by a private ride service would cost these workers at least 35 percent of their after-tax income. As such, transporting low wage employees to work falls heavily on public transit.

RIDERSHIP SAFETY RESULTS - One survey question measured the perception of personal safety among the existing LTS ridership base. "How important is it to make improvements in security on buses and at bus stop locations?" Respondents indicated little concern regarding personal safety concerns and protocols. Interestingly, in a similar survey conducted among a smaller group of non-LTS users, safety and security were of greater concern than what was expressed by LTS riders. Assertions could be made that non-LTS riders possess unsubstantiated concerns regarding personal safety while riding public transit. Rather, little to no fear for personal safety exists among the transit culture and "regular" riders.

PASSENGER SURVEY SUMMARY - In summary, transit is underutilized in the City of Lafayette and unavailable in the surrounding commuter-shed. Underutilization can be attributed to multiple factors: lack of financial resources, unsubstantiated public safety concerns, duplication of individualized services, and the inability of the system to maintain optimal service levels. Of the ridership base the majority are low-income workers who rely on public transit to access employment opportunities. The need is critical for disadvantaged populations, however, the ridership fees in general cannot and were never designed to cover the costs associated with operations and maintenance. Federal funding for transit operations is typically dedicated to capital expenditures and does little for day-to-day operations. Local funds are generally the solution to provide a community with a robust system, but the political will to achieve this is non-existent in Acadiana. To bolster system usage across Acadiana, politicians would need to see the benefit of offering their employment base alternative modes of transportation not only for economic purposes, but also to improve roadway congestion. The question is whether these priorities are substantive enough for these same politicians to invest resources in a system that is underutilized. This study will further examine potential solutions for coordination among individualized service providers and ways to bolster fixed-route transit usage.

ANALYSIS OF LAFAYETTE TRANSIT SYSTEM OPERATIONS

The City of Lafayette contains the majority of large trip generators in the Acadiana region. A large part of these trips is connected to the surrounding commuter shed. Lafayette Transit System is the only fixed-route public transit system in the region and has a decades-long record of providing transit service. To improve service utilization, LTS could tap into those residents commuting from around the city, but to achieve any sort of expansion residents would need assurance that inner-city service levels would not be negatively impacted. Additionally, surrounding municipalities would be required to financially contribute to transit system expansion.

Ridership fees do not and cannot cover the cost to operate a transit system. General fund dollars contributed by the City of Lafayette and FTA funding constitute the systems revenue base. The Federal Transit Administration allocates Urban Area Formula Grants (5307) which supplement the cities' contributions to capital and operational expenses. Capital costs are those costs relative to bus purchases. Cost share ratios are depicted in

Table 2:

TABLE 2

REVENUE SOURCE	OPERATIONAL COSTS	CAPITAL COSTS
Lafayette City General Fund	50%	20%
Urban Area Formula Grant	50%	80%

To further understand LTS operations, APC staff performed an in-depth study in 2015-2016 on LTS route conditions to determine areas of strengths and improvements. APC staff (surveyors) rode each scheduled trip from the beginning to end of the service day. Each route was also ridden on a weekday and again on a Saturday. Surveys were not conducted during inclement weather, holidays, or school and University breaks. Surveyors recorded the following information: the time each bus trip began and ended; the number of passengers who boarded at each stop along the route; stops at which bicycles were loaded and unloaded on the exterior bike racks; stops where wheelchair passengers boarded and alighted; and whether there was a non-recurring incident that caused delay.

Along with the network schedule, findings from the surveyor results are described below and include average daily passengers; maximum passenger load points; bus stop locations; schedule reliability; fare structure; and fare collections.

NETWORK SCHEDULE - Lafayette Transit System consists of two primary networks: a daytime service that operates between 5:45am and 6:30pm, and an evening service that operates between 6:30pm and 11:20pm, ending on Saturdays at 10:20pm. Daytime and evening routes have different routings, fare structures, vehicles, and schedules. A pass or transfer issued during the daytime is not valid on an evening service bus. The system was designed as a hub-and-spoke where all routes end at the center of Downtown Lafayette at the Rosa Parks Terminal. Daytime and nighttime systems largely cover the City of Lafayette Service with 16-20 passenger “cutaway” vehicles which are high-floor vehicles designed with wheelchair lifts to accommodate individuals with disabilities. LTS routes, times, and no service days are illustrated in **Table 3**.

TABLE 3

DAYTIME ROUTES – 5:45AM TO 6:30PM		
Weekdays	Six Routes Hourly	Six Routes Every Half Hour
Saturdays	Four Routes Hourly	Five Routes Every Half Hour
EVENING ROUTES – 6:30PM TO 11:20PM		
Weekdays	Four Routes Hourly	
Saturdays	Four Routes Hourly	*Service Ends at 10:20pm
NO SERVICE DAYS		
Sundays	Good Friday	Labor Day
New Year’s Day	Memorial Day	Thanksgiving
Mardi Gras	July 4th	Afternoon of Christmas Eve
	Christmas Day	

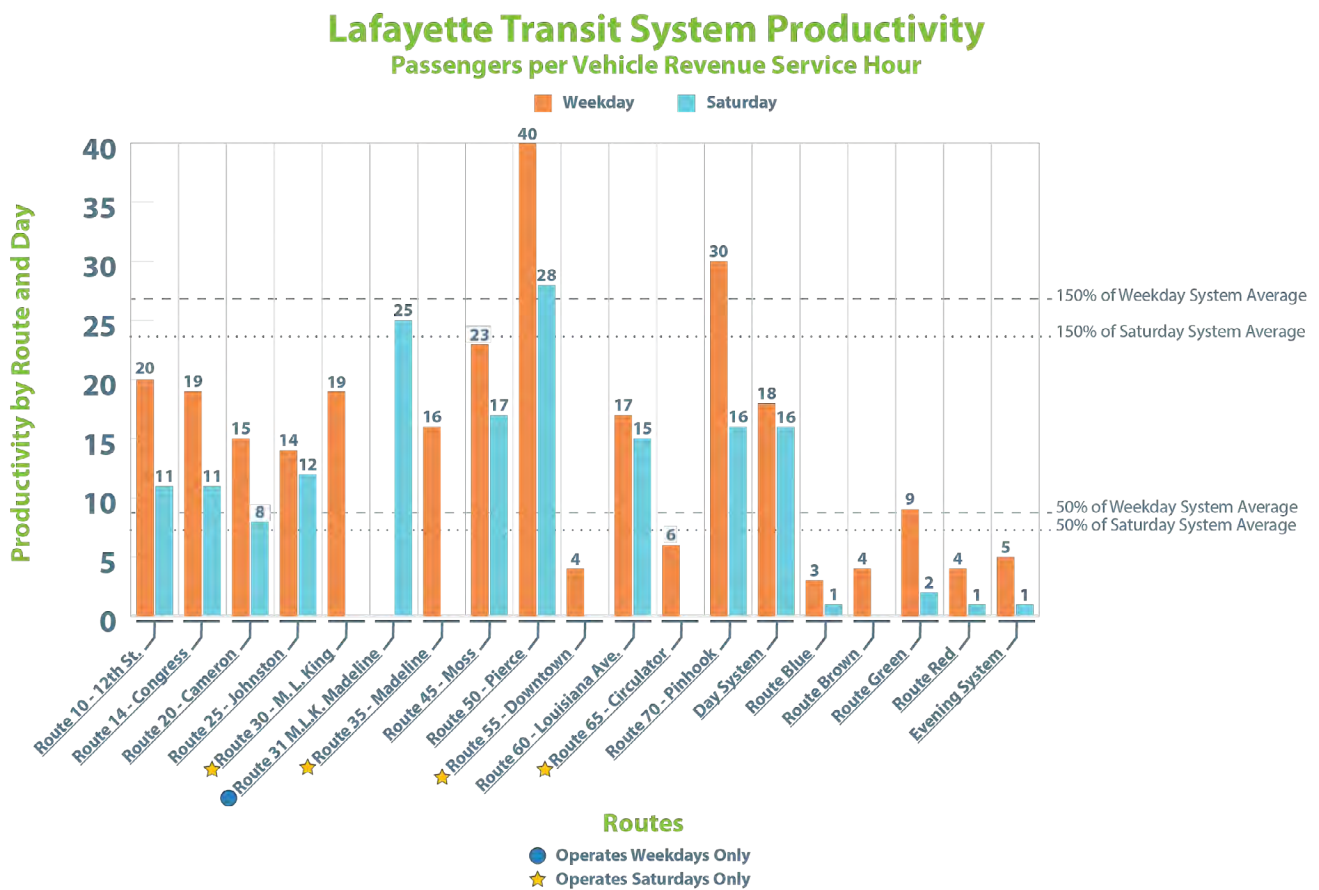
SYSTEM PERFORMANCE MEASURES - Nationwide, the main performance indicator for public transit is the average number of passengers who board a transit vehicle per hour that it is providing service to paying customers. This is called passengers per revenue service hours. LTS’s daytime network operates 13 buses in revenue service on weekdays and ten buses on Saturdays. The annual total comes to 46,563 hours of daytime vehicle revenue service. Each instance of a passenger boarding a bus in revenue service is counted as an “unlinked” passenger trip, or simply a passenger for short.

Transit operating costs are largely a function of the number of hours that all the buses are out on the street providing service to revenue-paying customers. For instance, Routes 25 and 70 carry almost the same number of passengers on weekdays, 357 and 355, respectively. However, Route 25 has two buses providing service while on Route 70 all passengers are served by only one bus. Also, Route 25 starts earlier in the morning and ends service later in the afternoon than Route 70. While the two routes are virtually tied for the number of passengers carried per weekday, the operating cost of Route 70 is less than half the amount of Route 25.

The LTS daytime system averages 18 passenger boardings per vehicle revenue service hour on weekdays, and 16 on Saturdays. However, there is a great variation in productivity between routes. Route 55 has the lowest productivity, carrying only four passengers per vehicle hour, while Route 50 is ten times more productive, carrying over 40 passengers per vehicle service hour. This is on par with successful bus lines in New York, Chicago, and Los Angeles. Route 70 - Kaliste Saloom also has outstanding productivity carrying 30 passengers per vehicle service hour, over 50 percent higher than the system average. Route 65 at six passengers per vehicle service hour measures less than half of the system average. There is a nationwide standard for transit resource allocation. Routes that are at least 150 percent of the system average should receive more resources while routes performing at less than half the system average should be eliminated.

Free transfers were not provided between daytime and evening buses when many people are going home from work. LTS day and monthly passes were not valid on evening service. Evening cash fares were twice the daytime fare. The risk of accessing bus stops after dark where there are no sidewalks or lighting also had a negative impact on ridership after 6pm. **(See Figure 3).**

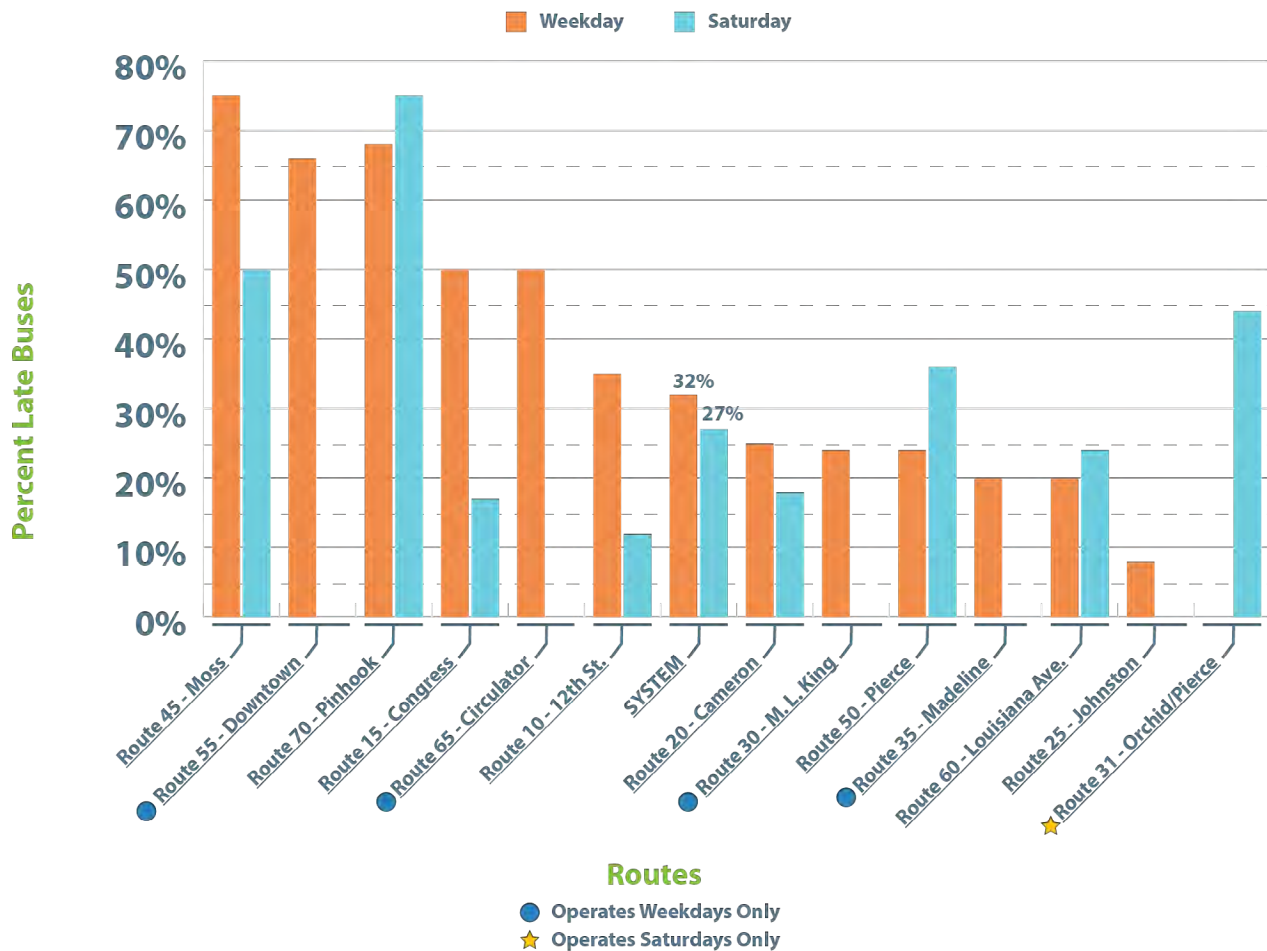
FIGURE 3



AVERAGE DAILY PASSENGERS - Route 50 carries more passengers than any other route in the System with 503 boardings on an average weekday and 348 on Saturday. Routes 25 and 70 are virtually tied for second place on weekdays at 357 and 355 daily passengers, respectively. Route 31 has the second highest number of passengers on Saturdays because it combines Routes 30 and 35, which operate only on weekdays. However, the number of passengers on the Saturday version of the Pinhook service, Route 71, drops off dramatically to approximately half of the weekday level. The cause of the ridership drop is explained in the schedule adherence findings related to trips returning at least five minutes late to Rosa Parks. **Figure 4** indicates that on Route 71, 75 percent of trips are at least five minutes late, while on weekdays all Route 70 trips throughout the day are on time. Schedule delays are likely a contributing factor to the impact on ridership.

FIGURE 4

LTS Percent of Trips Returning At Least 5 Minutes Late To Rosa Parks Terminal



MAXIMUM PASSENGER LOAD POINT - Measuring the maximum number of passengers on board at one point during a trip indicates where overcrowding occurs. If many trips on a route are overcrowded, more frequent service is needed to meet passenger demand, provide everyone with a seat (especially frail passengers), and to expand the customer base in a proven market. LTS buses have 32 seats; the greatest load observed was 29 passengers on Route 50 followed by 27 passengers on Route 70. On short routes where passengers spend limited time on the bus, standees are not problematic. On longer routes it becomes inconvenient for passengers to stand for more than fifteen minutes.

BUS STOP ANALYSIS - The map illustrated in [Appendix B](#), illustrates the number of passenger boardings at each LTS bus stop. Larger symbols indicate more passenger boardings at a given location. Some stops were served by more than one route and the figures reflect total passenger boardings. Only daytime service is represented. Evening service was operated as a different network at the time of the on-board survey. Passenger boardings at Rosa Parks Transportation Center are primarily comprised of transfers which are not represented in the figure in [Appendix B](#).

Northside Walmart's bus stop held the most activity with its location along the Evangeline Thruway/Highway 90 corridor. Nearly, 105 daily weekday boardings occurred at that location. A transit frequency of thirty minutes allowed passengers to shop without longer wait times. Walmart trips were the principal trip generator for those riding LTS. Route 50 in route to Walmart held the highest number of passengers of all LTS routes. After the study concluded, closure of the Northside Walmart was announced. Residents frequenting that Walmart location were suddenly required to ride a service with a trip frequency of one hour.

Highly active bus stops in residential neighborhoods are concentrated on Martin Luther King, Jr. Drive, Orchid Drive, Madeleine Avenue, and Gilman Road with some significant outliers on Verot School Road, Moss Street, and near Surrey Street. Other active bus stops serve employment and commercial centers concentrated on Ambassador Caffery Parkway and Pinhook Road with a significant outlier on Gloria Switch Road adjacent to Lowes. Johnston Street, a main commercial corridor, depicts continuous bus stop activity. The proximity of stops is indicative of the small and medium-sized businesses adjacent to either side of the roadway.

Bus stop boarding trends in Lafayette mirror that of most transit-oriented communities. Riders tend to live more in one part of town and travel heavily to other parts for employment purposes.

RECOMMENDATIONS FOR LTS PERFORMANCE OPTIMIZATION

APC staff worked closely with Lafayette Transit System to perform the stated route analysis and attended weekly transit staff meetings for coordination purposes. Many of the recommendations below were presented to LTS staff members and several route improvements have been integrated into LTS's daily operations. Other recommendations are made for future service integration and include: schedule reliability improvements, fare structure improvements, and route consolidation improvements.

SCHEDULE RELIABILITY RECOMMENDATIONS - Reliability and redundancy are contributing factors to transit usage and performance. Approximately, 32 percent of all weekday trips and 27 percent of all Saturday trips within LTS arrive five minutes delayed at the Rosa Parks Terminal. Schedule adherence could potentially be achieved in three ways:

1. **TRANSIT SIGNAL PRIORITY (TSP)** - ATSP is electronic system whereby buses communicate directly to each other. Buses can signal on-coming traffic any schedule delays. The signal then responds by extending a green light for a total of five to ten seconds. TSP has several benefits. A long national track record exists of improving bus travel time and reliability without adversely impacting general traffic movements. Transponders on buses cost approximately \$50 per unit and are easy to install. However, programming traffic signals to allow buses to pass through intersections with less delay may become problematic for intersections that experience large volumes of transit buses.

2. **STREAMLINING ROUTE ALIGNMENTS** - Currently routes have frequent turns, often across oncoming traffic at unprotected intersections. This type of route maneuvering slows down average bus travel speeds and increases risk. Reducing bus travel on narrow residential streets and across fast-moving traffic at unsignalized, busy intersections could alleviate schedule pressures. However, implementing route alignments may require some passengers to walk a little further than what is currently programmed for bus boardings and alightings.
3. **ALIGN RUNNING TIMES AND TRAVEL TIME** - It is recommended that planned routes accurately and dependably reflect travel times. Passengers would be able to make connections at Rosa Parks Terminal provided that the same amount of running time was added to all routes. However, the possible route frequency would no longer be every 30 or 60 minutes, but instead be about every 40 and 80 minutes which would be less convenient and harder for riders to remember.

FARE STRUCTURE AND FARE COLLECTION RECOMMENDATIONS - Two major changes are recommended to fares. First, implementing a student program could be beneficial for the entire community. An expansion of the fare structure could include passes for grade school students, higher education students, and for employers to offer their employees. Further context on the student pass program is provided in the analysis on public transit to public schools. The second innovation would be a fare collection technology upgrade to shift towards proximity cards instead of relying on cash collection and paper mag-stripe cards. The purpose of fare innovation is twofold: to increase ridership by 20 percent and increase fare revenue by 30 percent.

STUDENT PASS PROGRAM RECOMMENDATIONS - Acadiana is one of the only systems nationally without a student transit pass program. Best practices for grade school and higher education student transportation feature optimized use of the public transit system instead of relying solely on a yellow school bus system. Students in regions with the highest levels of Gross Domestic Product in the nation can board any bus or train by using a proximity card for the fare. In comparison, Lafayette Parish School System (LPSS) spends significantly more on the yellow school bus service. The cost can be perceived as redundant to the entire community. Local taxpayers are not only contributing to public transit through taxes levied by LCG but are also paying for school transit through local taxes levied by the parish school system. Often the two systems service the same routes and bus stops along the way. Coordination among the two for transit-related service could improve system-wide utilization.

Lack of adequate transportation to South Louisiana Community College (SLCC) and University of Louisiana at Lafayette (UL) is also a barrier to earning a degree for many young people. Low levels of educational attainment in the general population negatively impacts economic advancement.

FARES TO INCENTIVIZE PROXIMITY CARD USE RECOMMENDATIONS - Transit passengers are consumers of a product: transportation. Like consumers of all goods and services, they respond to pricing and convenience when making decisions.

LTS facilitates the fare structure depicted in **Table 4**:

TABLE 4

DAY FARES	
Adult	\$1.00
Child 6-12 years of age	\$0.90
Disabled, Seniors & Medicare	\$0.50
5 and under with Adult	Free
Day Pass	\$3.00
12-Ride Pass	\$10.00
DISCOUNT PASSES	
Adult Monthly	\$38.00
Disabled, Senior, Medicare Card	\$19.00
One Day Pass	\$3.00

Multi-ride cards and passes are available only at one location: the LTS information desk at Rosa Parks Transportation Center during regular business hours.

APC staff recommends instituting a new fare structure ([Appendix C](#)) and fare collection technology that together would cause a shift away from cash collection drop boxes and toward proximity cards. This alone could lead to the expansion of ridership by bringing in new passengers who would use wholesale passes for students and employees. Wholesale passes would be available only by proximity card verification. As an example, proximity cards are currently being used by Shreveport’s public transit agency which has had tremendous success.

Well-promoted student passes for college students and employees combined with easy-to-use proximity card fare payment technology could reduce vehicle miles traveled in Acadiana.

ROUTE CONSOLIDATION RECOMMENDATIONS - Below are a set of route adjustment recommendations to improve the efficiency and flow of LTS service operations. Recommendations are derived from the observations conducted during the LTS Operations Analysis and survey information. Implementation of these route adjustments could lead to increased ridership and set the stage for future service expansion.

ROUTE 15 – CONGRESS STREET

Eliminate Saturday Service to South Louisiana Community College

The map illustrated in [Appendix D](#), illustrates the Congress Street Route which services South Louisiana Community College (SLCC). SLCC classes are not typically offered on Saturdays, additionally, the facilities are also closed this day. On Saturday, this route averages one passenger boarding and three alightings during this segment of service. Eliminating the loop would reduce the route length by 1.1 miles and travel time by five minutes. Schedule reliability would improve, particularly during the afternoon when the bus is often delayed by shopping traffic on Ambassador Caffery Boulevard.

ROUTE 25 – JOHNSTON STREET

Eliminate the two-mile route deviation off Johnston Street to West Bayou Parkway

As illustrated in [Appendix E](#), daily weekday deviations occur off Johnston Street to West Bayou Parkway. This route deviation is offered both during morning trips and afternoon trips but is not published on any public schedule or map. Ridership on the West Bayou Parkway loop averages less than one rider per day while increasing ridership time of other passengers by ten minutes.

Demonstrate that LTS can carry significant numbers of high school students

On school days only, Route 25 should be considered for student transit service directly to Lafayette High School (LHS) for the 7:00am bell and home from after-class activities.

Route 25 has the highest potential for carrying high school students. It serves a dense concentration of LHS district students residing in apartment complexes bounded by Robley Drive, Acadiana Mall, Johnston Street, and South City Parkway. LHS is the only high school in Lafayette located directly on a major arterial easily accessed by LTS buses. Currently, the closest Route 25 bus stop to LHS is 0.5 mile away on Johnston Street at Foreman Drive. By adjusting the schedule and school day routing as shown in **Table 5**, LTS could decrease the burden placed on yellow school buses.

TABLE 5

LAFAYETTE TRANSIT SYSTEM ROUTE 25 SCHOOL DAY ONLY SCHEDULE				
DEPART ROSA PARKS TERMINAL	LAFAYETTE HIGH SCHOOL*	DEPART SOUTH CITY PARKWAY	LAFAYETTE HIGH SCHOOL+	ARRIVE ROSA PARKS TERMINAL
5:45		6:10		6:40
6:15		6:40	6:55	7:10
6:45	7:00	7:10		7:40
7:15		7:40		8:10
7:45		8:10		8:40
8:15		8:40		9:10
8:45		9:10		9:40
9:15		9:40		10:10
9:45		10:10		10:40
10:15		10:40		11:10
10:45		11:10		11:40
11:15		11:40		12:10
11:45		12:10		12:40
12:15		12:40		13:10
12:45		13:10		13:40
13:15		13:40		14:10
13:45		14:10		14:40
14:15		14:40	14:55	15:10
14:45	15:00	15:10		15:40
15:15		15:40	15:55	16:10

LAFAYETTE TRANSIT SYSTEM ROUTE 25 SCHOOL DAY ONLY SCHEDULE				
DEPART ROSA PARKS TERMINAL	LAFAYETTE HIGH SCHOOL*	DEPART SOUTH CITY PARKWAY	LAFAYETTE HIGH SCHOOL+	ARRIVE ROSA PARKS TERMINAL
15:45	16:00	16:10		16:40
16:15		16:40		17:10
16:45		17:10		17:40
17:15		17:40		18:10
* VIA OUTBOUND JOHNSTON, RIGHT ARNOULD, RIGHT CONGRESS, RIGHT FOREMAN, RIGHT JOHNSTON TO REGULAR ROUTE				
+VIA INBOUND JOHNSTON, LEFT ARNOULD, RIGHT CONGRESS, RIGHT FOREMAN, LEFT JOHNSTON TO REGULAR ROUTE				

Add a bus stop on Johnston inbound, nearside Guidry Road

Guidry Road has a sidewalk leading from the proposed bus stop location to several large apartment complexes (**Figure 5**). The nearest existing bus stop is 900 feet away on Johnston Street with no sidewalk.

FIGURE 5: INTERSECTION AT JOHNSTON STREET & GUIDRY ROAD



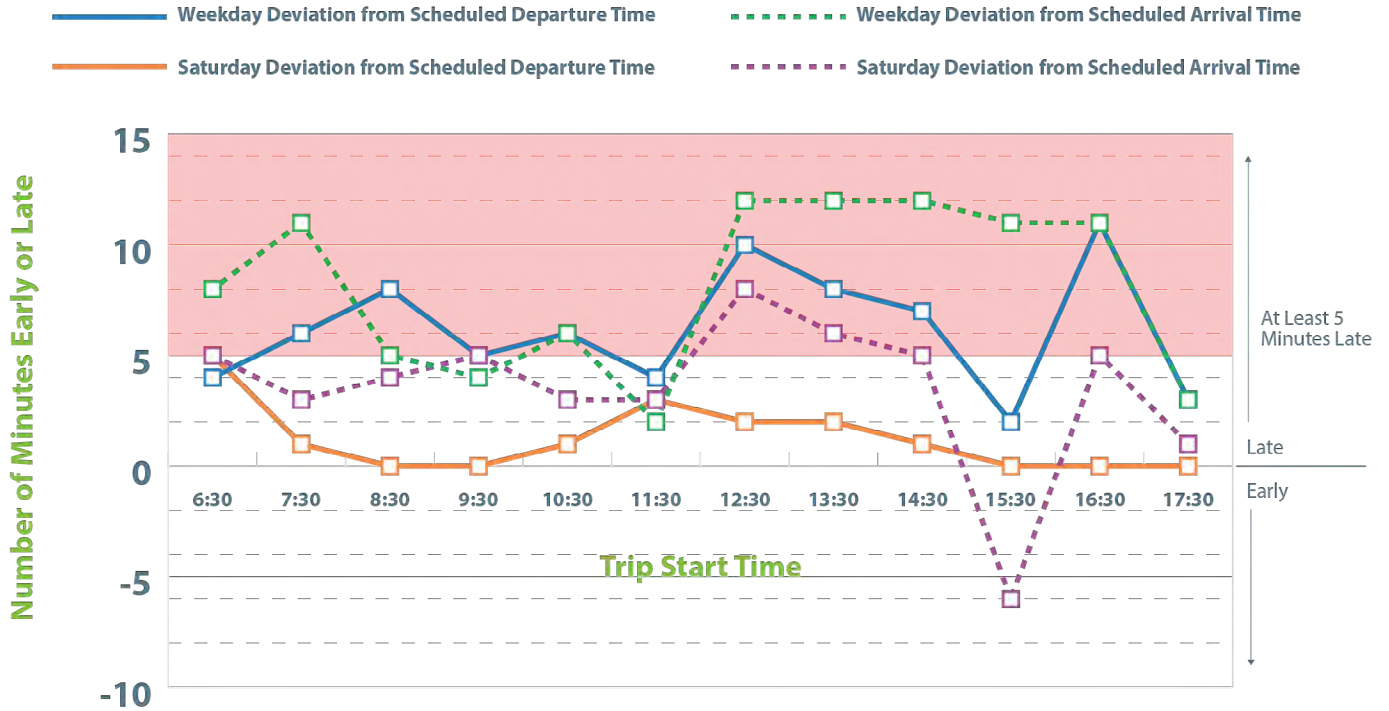
ROUTE 45 – MOSS

Schedule Reliability

Route 45 as illustrated in [Appendix F](#) has the lowest on-time performance of all LTS services. On weekdays 75 percent of trips are at least five minutes late and on Saturdays, 50 percent are also late. To improve schedule reliability, two minutes should be docked from the time-point on Gloria Switch Road at Lowes. The bus often arrives early and pauses for several minutes there because it is a hard time-point, but then it arrives late at Rosa Parks Terminal (**See Figure 6**).

FIGURE 6

Route 45 - Moss Schedule Adherence Deviation from Schedule at Rosa Parks Terminal



Newly Proposed Service Run

Route 45 service should be considered for an additional earlier morning trip. This could allow passengers to connect with Route 70 and arrive at potential employment corridors on Pinhook Road and Kaliste Saloom Road between 7:00 and 7:30am. Currently, Route 45 passengers cannot arrive at work on the south side of the city before 8:00am. Given that 40 percent of all LTS passengers are utilizing the service for occupational purposes, improving the morning service options could improve job access and further contribute to Lafayette’s economic viability.

The new trip should depart Rosa Parks at 6:15am to enable improved passenger transfers. Bus schedules departing the transit center 15 and 45 minutes past the hour may have better access if the route departed at 6:15am. Upon departure the bus would travel to Evangeline Throughway/I-49 to the Pont des Mouton exit following the regular route. Bus stops that experience limited boardings are typically skipped during service operation, thereby increasing daily revenue service hours. It should be noted that the first trip in the morning does not return to the Rosa Parks transit center for connections until 7:18am. By that time the first two buses heading to the Pinhook Road and Kaliste Saloom Road employment corridors have already departed on Route 70 which has the second highest passenger productivity in the system.

ROUTE 65 – SOUTH CIRCULATOR

Completely redesign and rebrand the route

Ridership for Route 65 ([Appendix G](#)) is extremely low with only six passengers per vehicle revenue service hour. Except for Lourdes Hospital, all stops are served by other routes. As such, the South Circulator should be replaced with LTS' first cross-town commuter route: Route 65 – North-South EXPRESS.

PROPOSED ROUTE 65 – NORTH-SOUTH EXPRESS

Implement LTS' first EXPRESS Route 6 days/week

Routes 70 and 45 are the second and third most productive services on weekdays but the service is only hourly. More Route 70 passengers transfer from Route 45 than any other route. The proposed new route, as illustrated in [Appendix H](#), would join these two corridors to provide Lafayette's first "one seat ride" from the north side of the city to the south side and could reduce commuter travel times by one hour each way.

This newly proposed service would be offered every two hours with one bus or hourly with two buses. The schedule would be timed to fill in the hour intervals between Route 45 and 70 trips. The Express would be routed through Downtown Lafayette on Jefferson Street where passengers could make transfers on Jefferson Street at Cypress Street. It should be noted that this transfer location currently facilitates stops for routes 15, 20, 35, and 50.

Immediate changes to routes 45 and 70 are not recommended. Instead, passengers should be informed of the new service, while a study of potential modifications to Routes 45 and 70 could be further analyzed in the future.

In summary, recommended route adjustments are included as a component of the comprehensive analysis performed on the only fixed-route public transit service in Acadiana. If other municipalities or parishes were to consider offering transit, it would be beneficial to first consider a partnership with Lafayette Transit System.

NEED FOR TRANSIT COORDINATION

In 2018, APC staff re-instituted Transit Talk sessions which was a way for transit agencies across the community to meet and holistically coordinate transit efforts. Agencies represented included the Lafayette Parish School System, the University of Louisiana Lafayette, and South Louisiana Community College. Representatives from the transit divisions within each agency collaborated on improved resource management. Topics of discussion included planning, purchasing, vehicle operations, maintenance, and marketing which were considered for future coordination. Goals of this coordinated effort included reduced unit costs, increased ridership, and improved cost effectiveness.

After several months of coordination, the group identified commonalities in bus driver shortages, redundancy in service routes, standard operating procedures during times of emergency, and the desire to coordinate bus stop improvements based on shared usage. The group also discussed the possibilities of developing a student pass program for LTS to be used by both University students and grade school students alike. Several outcomes from the coordination were implemented in the community and include: 1.) the pilot program to test public transit to public schools, 2.) bus stop coordination at satellite bus stop, and 3.) exploration of a student pass program.

ASSESSMENT OF COORDINATED HUMAN SERVICES TRANSPORTATION PROVIDERS IN ACADIANA

Beginning in FY 2007, the Federal Transit Administration under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU) required that projects selected under the New Freedom, Elderly Individuals and Individuals with Disabilities (5310), and Job Access Reverse Commute (JARC) programs be “derived from a locally developed, coordinated public transit-human services transportation plan.” In addition, FTA regulations on the Rural Transportation Program (5311) require that these projects also be selected from a coordinated plan. According to these regulations, the coordinated plan should be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.” This coordinated plan should include some of the following programmatic elements:

1. Be a unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritizes services for funding and implementation.
2. Maximize the programs’ collective coverage by minimizing duplications of services.
3. Incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact.

Approximately, thirteen independent public and private agencies operate Coordinated Human Services Transportation services in the seven-parish Acadiana Region. There are federal, state, and local restrictions among the transit providers for their respective service clientele depending on funding sources and qualifications. The Coordinated Human Services Transportation Plan aims to bring together these groups to provide a comprehensive approach to transit operations in Acadiana while ensuring equitable access to transportation for all residents of the area. The APC is federally funded to coordinate planning programs on behalf of the human services area and coordination of the federal highway and transit investment in the urbanized area.

EXISTING CONDITIONS - Currently in the APC service area, thirteen operators provide Coordinated Human Services Transportation to varying communities within the seven-parish APC region. Approximately 50% of the operators provide on-demand transit services and 50% provide semi-fixed route systems for special needs riders. APC has long recognized the efficiencies and advantages of such service cooperation and coordination. The multitude of providers has declined in recent years, but there remain well over a dozen operators each dealing with monthly personnel, maintenance, driver training, insurance, capital investment, technology, funding resources, dispatching, and administration.

COORDINATED HUMAN SERVICES TRANSPORTATION PROVIDER NEEDS - In recent years, Coordinated Human Services Transportation providers have experienced significant funding cuts and increased turnover among personnel. Service coordination or trip consolidation is necessary, but the mechanisms for implementation are uncertain. There is a need to identify and address gaps in service areas in order to achieve efficiency in service delivery, while simultaneously eliminating or reducing duplication in service areas which will allow for the efficient utilization of resources. In addition, a process needs to be developed to establish future priorities and continue coordination planning.

RECOMMENDATIONS - One means of resolving the aforementioned issues is utilizing one Coordinated Human Services Transportation Provider in the Acadiana District operated under the newly formed Acadiana Regional Mobility Authority which would provide Coordinated Human Services Transportation services in the seven parishes such as centralized dispatch, driver education. The total annual cost of this expanded service is \$3.5 million a year. The expanded district-wide Coordinated Human Services Transportation Provider system would integrate and include the seven parishes through service zones initially utilizing current providers within each parish.

ASSESSMENT OF UNIVERSITY STUDENT RIDERSHIP BASE

The University of Louisiana Lafayette is the second-largest university in Louisiana with a student population over 19,000. As a significant driver of economic activity, the University attracts students from across the globe. The campus itself amasses a large part of Central Lafayette and contributes to traffic activity around several major corridors in the city. To minimize traffic congestion on main campus streets, UL provides shuttle bus service between the surface parking lot at Cajun Field stadium (off-campus) and the main campus.

APC staff conducted an on-board passenger survey to learn the commute travel patterns and attitudes towards public transit of UL shuttle riders. This information was analyzed to determine how the public transit system could best meet the needs of UL students to get to campus. The recommendations assume that university students who currently utilize the bus shuttle service would also be willing to utilize the public municipal transit.

METHODOLOGY - During the semester, APC staff rode the shuttle throughout several service days to collect a representational sample of riders. The one-way trip distance was 1.8 miles beginning at 7:00am Monday through Friday and ending at 8:00pm. All passengers on the bus were encouraged to complete a 10-question survey ([Appendix I](#)). A total of 156 forms were completed and returned. The last question asked passengers to rank their preferences for 14 different potential improvements to Lafayette Transit service.

One of the most surprising findings of the survey highlighted one third (30 percent) of riders live in the 70506 area which is the same zip code for the remote parking lot at Cajun Field. This finding could signify that students are choosing to drive or walk to the shuttle stop instead of taking one of the two LTS routes that provide service directly from their residence to campus. Those routes are 25 - Johnston Street which is scheduled to run every 30 minutes and Route 55 which is hourly. The second most populated zip code is 70503 which is also served by Routes 25 and 55 and encompasses the area bounded by Johnston Street, University Avenue, and the Vermilion River. Thirteen percent of Shuttle riders live in 70503.

With 43 percent of shuttle riders living near a direct, one-seat LTS ride to campus, it is important to know why so few have tried commuting via LTS service.

The third zip code most populated by shuttle riders is 70504 at 11 percent of ridership. This area covers the UL campus and includes students residing in university housing as well as those who use a post office box on campus. Surprisingly, 31 percent of these riders do not use an automobile as part of their total journey.

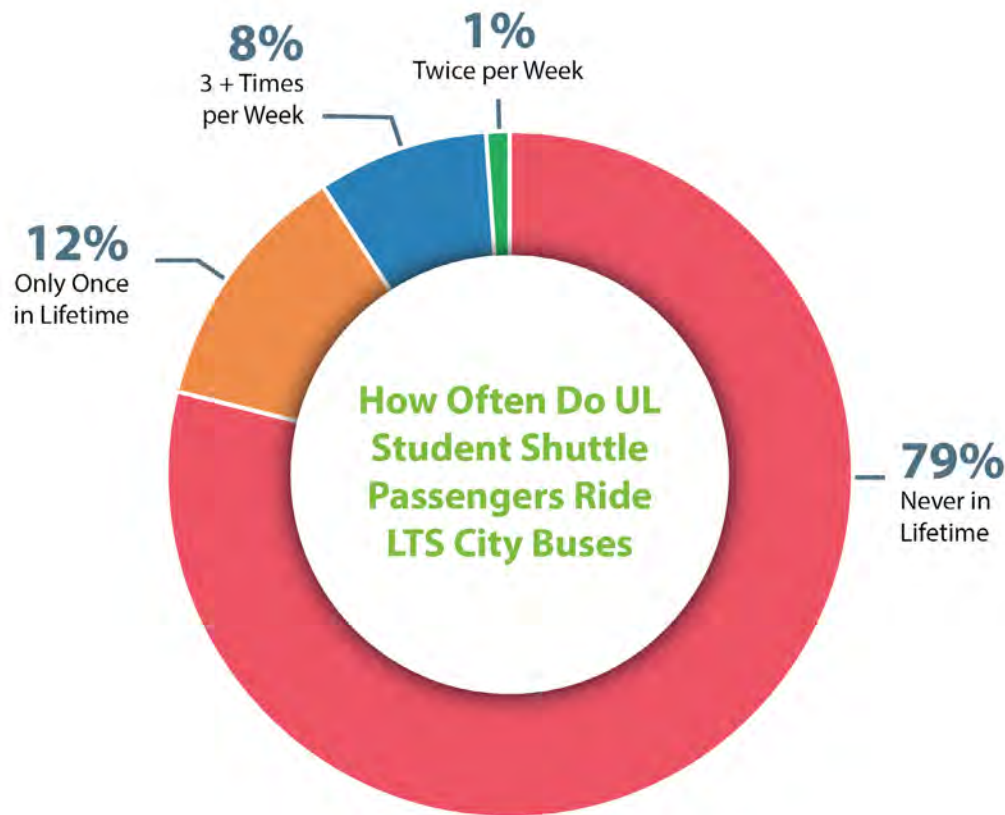
One question posed considered how often respondents rode LTS city bus service. The purpose of the question was to understand how familiar student shuttle riders were with LTS. If most were found to be knowledgeable

about public transit but still chose to use a UL shuttle bus instead, a specific outreach and planning response would have been required. However, for those whose choice to ride the shuttle was based on complete unfamiliarity with LTS; the informational and attitudinal barriers that caused them to not choose that form of transit had to be considered.

The study found that shuttle riders have nearly no direct knowledge of public transit. Eighty-five percent responded that they have never ridden LTS and ten percent had ridden LTS only once in their lifetime. Interestingly, eight percent of Cajun Field shuttle riders ride LTS at least three times per week. One percent of riders make only two one-way trips on LTS per week, while no respondents indicated that they rode LTS only once one way per week. There were no occasional public transit riders among the respondents. They either did not ride LTS at all or it was a part of their normal routine.

While developing a student pass program between UL and LTS might promote efficiency and coordination, elimination of the Cajun Field Shuttle entirely would have a significant negative impact on roadway congestion in Lafayette. This is due to the number of students that utilize the shuttle instead of their personal vehicle as the final part of their journey to campus (**See Figure 7**).

FIGURE 7



PUBLIC TRANSIT TO PUBLIC SCHOOLS – INNER-CITY TRANSIT COORDINATION

Riders of public transit systems nationwide are typically comprised of 10 to 15 percent grade school students and 15 to 30 percent community college and university students. Public transit systems that maintain a robust ridership base adjust their routes accordingly during semesters to cater to this target audience. Additionally, maintaining a viable transit system requires critical infrastructure and key personnel to operate. Many transit agencies face common challenges related to bus driver shortages, deteriorating infrastructure, and lack of local financial support for operations and maintenance. These same challenges exist among the varying transit providers within the City of Lafayette and have become the premise behind Public Transit to Public Schools.

PROJECT PURPOSE AND EXISTING PROBLEMS - In 2018, APC staff re-instituted coordinating meetings of the varying transit providers in the Acadiana Region, “Transit Talk,” to include Lafayette Parish School System, the University of Louisiana Lafayette, South Louisiana Community College, and the Lafayette Transit System. During Transit Talk meetings, the various providers identified common problems prevalent to their operations. These discussions led to the coordination of bus stop locations, ways to improve bus driver shortages, and route consolidation. Through the identification of common challenges, the transit providers were able to leverage limited resources and provide robust solutions that benefit both the agencies and the general public. A prime example of this was the pilot program: Public Transit to Public Schools.

PROJECT DETAILS - During Transit Talk sessions, LPSS and LTS expressed certain challenges related to maintaining sufficient bus drivers; additionally, they identified areas in which each transit agency was providing bus service to the same locations at overlapping times. APC staff offered to perform a system-wide route analysis of the existing LTS and LPSS routes. The analysis was geospatially performed by overlaying route layers from participating agencies. Results depicted school areas that could be served by LTS allowing for the LPSS bus service to allocate resources in underserved areas.

To test the concept of route consolidation and to share scarce resources, Transit Talk members developed the pilot program Public Transit to Public Schools. The program began after Easter break of the 2019 school calendar year and concluded at the end of the school year in May of 2019. Prior to altering system-wide changes to both LTS and LPSS routes, it was decided that two schools would be selected to launch a “test period.” Schools were selected based on the GIS analysis performed and the resulting recommendations on ease of route consolidation. Geographic service area and timing of service were also considerations. Lafayette High School (LHS) was selected as the primary test case and later Northside High School was added to the testing period.

Lafayette High School and Northside High School are both participants in the Schools of Choice program, which highlight specialized programming at differing locations. Lafayette High School is a large public school that houses over 1800 students with a population consisting of 48.5% white, 36% black, 10% Hispanic, and 5% Asian.⁹ The school has an 85% graduation rate and has been cited as a Louisiana Distinguished School.¹⁰ Lafayette High’s Schools of Choice program focuses on Health Careers.¹¹ Northside High School hosts about 700 students with a majority of black students; its graduation rate is about 60-64%.¹² Northside’s Schools of Choice program focuses on Legal Studies.¹³

9 *About LHS.* Lafayette High School. <https://sites.google.com/a/lpssonline.com/lafayettehighschool/about-lhs>.

10 *About LHS.* Lafayette High School. <https://sites.google.com/a/lpssonline.com/lafayettehighschool/about-lhs>.

11 *Academy of Health Careers at Lafayette High.* Lafayette Parish School System Magnet Academies. <http://www.lafayettechoice.com/site327.php>.

12 *Northside High School.* Public School Review. <https://www.publicschoolreview.com/northside-high-school-profile/70501>.

13 *Academy of Legal Studies at Northside High.* Lafayette Parish School System Magnet Academies. <http://www.lafayettechoice.com/site334.php>.

Factors that influenced the decision to select LHS as the primary pilot include the following 1) LHS is located less than 5 miles from the Rosa Parks Transportation Center, LTS's main transit terminal; 2) a large number of the student population lived outside of the LHS zone; and 3) minimal adjustments to the LTS Route 25 were needed to service the morning arrival times. In order to implement the pilot program, support from Lafayette Consolidated Government and the Lafayette Parish School System was required. Resolutions in support of the program were both passed at the LCG Council and LPSS School Board. Lastly, several programmatic components were developed to ensure program success and are enumerated below.

1. PROGRAM COST AND THE STUDENT PASS PROGRAM

One of the issues that arose in developing Public Transit to Public Schools was the cost burden of the program. Who would pay for students to ride the LTS transit buses? Would a reduced rate be offered to students? How many times could a student ride per day? After much discussion and required approval, LTS and LCG both agreed to offer LPSS students free-student LTS passes to participate in the program. Student passes would be validated by LTS bus drivers along with proof of attendance at LHS via their LHS Student Badge. For future sustainability of the program, LTS decided to develop a bulk rate fare, meaning any institution, organization, or agency looking to purchase fares in bulk would receive a percentage discount on the total number of passes purchased. In the future, LPSS could then purchase bulk passes based on the actual student usage and LTS would invoice LPSS based on the number of passes utilized.

2. PARENTS' RIDE FREE PASS

As noted in the system wide LTS surveys, those who do not ride transit often cite safety and security as the primary concern. To overcome the stigma associated with utilizing public transit, LTS also agreed to offer the parents of interested participants one free ride on an LTS bus. The hope was to mitigate the "fear" of transit and offer a learning opportunity for parents to understand the steps involved in riding a bus.

3. PROMOTION AND MARKETING OF NEW SERVICE

As with any new programs, marketing and promotion of the newly created service was needed. APC, LTS, LPSS, and LHS selected various outlets to announce the program. The media provided coverage on the announcement and coordination happening among the varying agencies. LPSS conducted robocalls while LHS made morning announcements to their student population. Passes could be picked up at the LHS office or at the LTS terminal. Furthermore, APC and LTS staff attended student orientation at Lafayette High to inform incoming freshman and newer students about the program.

4. SAFETY, SECURITY, AND RULES FOR PARTICIPATION

Certain safety measures were implemented to mitigate parents' concerns about students riding the bus. Attention was drawn to the fact that every LTS bus is equipped with security cameras. Additionally, the LTS bus tracking system was updated to include information on this route. Parents and students could track arrival times, departure times, and route progress. To address safety concerns for students requiring a transfer at the Rosa Parks Transportation terminal, a Lafayette Police Officer was stationed outside to observe students alighting from one route and boarding bus 25 towards Lafayette High School. Within the transit riding population and culture, it is also customary for bus drivers to identify "regular" riders. Bus drivers were made

aware of the public transit to public school program and were asked to be mindful of the student population. Lastly, LPSS extended their student behavioral policies to the program. Participants were required to abide by LPSS behavioral policies while riding on LTS buses.

Midway through the program, Northside High School (NHS) expressed interest in participating in the program. The same process utilized to launch the program at LHS was used in the development of the NHS program. A major difference in participation of the NHS student population was the lower number of out-of-zone students transferring to NHS. Students attending NHS typically lived a lot closer than those attending LHS, walkability ratings were higher at NHS than LHS, and more LTS route adjustments were required to ensure student safety. Lead promotion time was significantly less at the launch of the NHS program which could have impacted student awareness and ridership. Program continuity is dependent upon program awareness and requires political backing from all institutions.

FRAMEWORK FOR FUTURE EXPANSION - Public Transit to Public School was in a sense successful. LTS did experience an increase in student ridership for the limited time the program was offered. Furthermore, in the 3-5 month pilot period, four coordinating agencies were able to develop a framework that could allow for program continuity if public and political support existed for the effort.

Implementing the program at the tail-end of a calendar year was specifically to test the coordinating agencies' ability to receive buy-in from the political administrations at the time. Conceptually, the idea was to test need and ability. If the coordinating entities could demonstrate the need for the program and the ability to implement it, then the political will to make significant changes to both transit providers may exist. Unfortunately, the program underwent a change of leadership. From May of 2019 when the program ended to August of 2019, the start of a new school year, the superintendent of the school system retired. Key personnel supporting the project also changed positions.

In the event that a new administration would support an effort like this, the preliminary work has been done. Significant strides were made to develop policies and processes for future implementation. The key is to ensure political will. Political considerations germane to the project are further outlined below.

1. ELIMINATING OVERLAPPING LTS AND YELLOW BUS SERVICE ROUTES

For areas that are served by both LTS and LPSS buses, Public Transit to Public Schools is a possible solution for a coordinated effort. However, to implement a truly integrated program, the yellow bus service should not operate on the consolidated routes. Removing various ridership options is critical to program success. School transit over the years has become a topic of much scrutiny and slight changes tend to attract public backlash. Appropriate communication and message saturation for the program may help to overcome some of the dissent that may arise from replacing the yellow bus service with LTS service. Furthermore, this approach could bolster support and ridership for LTS service and could eliminate duplication. To further explain, public funds via taxes, are used to support two public transit systems that are offering service in relatively the same location at relatively the same time. Adjustments will need to be made by LTS to ensure LPSS students arrive on time and that alightings occur in a safe location on or near campus.

2. BULK PASS PURCHASE/ STUDENT PASS PROGRAM

As previously mentioned, the Lafayette Consolidated Government would need to authorize a revision of the Lafayette Transit System's existing fare structure. The revision would require a bulk pass purchase program. Public or private organizations looking to purchase fares in bulk would receive a percentage discount on the total number of passes purchased. In doing this LPSS would be afforded a significantly discounted rate for student passes. Although simplistic in nature this would require support from both the City Council and the Lafayette Parish School board.

In summary, the program could be viable and could offer the school system with much needed solutions all while bolstering ridership for Lafayette's public transit system. To move forward, the program necessitates significant political understanding and support to ensure program success.

MAKING A CASE FOR REGIONAL TRANSIT

When understanding the vision for regional transit, examining existing models is paramount, but implementing change on the regional and local level is just as critical. Below are insights to a regional transit model that is flourishing in Texas, along with a look at outcomes from a local pilot project in Acadiana, and future expansion opportunities.

REGIONAL MOBILITY AUTHORITIES

The State of Texas has been a leader in energizing creative local efforts to advance transportation programs and projects through legislation providing for the establishment and support of regional mobility authorities (RMAs). In the 13 years since RMAs in Texas were formed, each RMA has addressed transportation and mobility challenges unique to their region. RMA projects cross all modes of transportation and include roadways, aviation, transit, port, and rail. Some of the RMAs addressed rural connectivity and others addressed metropolitan mobility. In some cases, RMAs completed very narrowly defined projects, and others used a combination of projects and strategies to address a particular corridor or on-going regional transportation issues. RMA projects and financing also ranged from relatively small highway or airport improvements to large multi-million-dollar highway interchanges or toll roads. Because RMAs may leverage so many different funding sources contributes to their ability to develop projects more quickly than would be possible under traditional government entities like city, county, or state agencies. Additionally, RMA projects may include a broad range of multimodal projects that are not limited to typical roadways and bridge projects. However, further research may be needed to show definitively if, and how much, project delivery was accelerated by RMAs versus traditional pay-as-you-go methods. Overall, it appears that RMAs have several attributes that place them in an advanced position in comparison to traditional project delivery.

Most providers recognize federal and state general transit support funding is declining. The response to this is currently focused on leveraging both traditional and non-traditional sources centered on comprehensive, continuous coordination, and cooperation among providers to address identifiable transit needs, such as:

- Local dependable and dedicated revenue to public transit
- Leveraging existing public transit fleets for multiple purposes
- Consolidating transit operations regionally
- Identifying transit destinations for service support (i.e., schools, hospitals, businesses, social services, entertainment, and jobs)

Because of an RMA’s unique ability to fill a different role according to the needs of the area, Texas is continuously defining and refining what that role is on a case-by-case basis.¹⁴ Simultaneously, the APC has begun its own pilot process to work towards regional mobility in the State of Louisiana.

RIDE ACADIANA – PILOTING REGIONAL MOBILITY

Rural areas have experienced significant population changes as people are trending to urban areas that offer better access to employment and educational opportunities, walkability, and bikeability. Overall, highly urbanized cities tend to offer a wider selection of goods and services, housing options, and educational and occupational opportunities. Rural areas located near a densely populated city rely heavily on the urban core for the aforementioned opportunities. Likewise, the urban core draws on the surrounding populations to enhance its workforce and economic activity. Connecting these areas is critical to this symbiotic relationship. This was the objective behind the launch of the Ride Acadiana program developed by APC staff.

PROJECT BACKGROUND - In early 2016, APC sought out funding to develop a rural transit route connecting a surrounding community to the City of Lafayette. Later that same year, APC was awarded a Rural Business Development grant from the United States Department of Agriculture (USDA) for the operations of the Regional Pilot Project. Business Development Grants are designed to be used on projects that benefit rural areas or towns outside of the urbanized periphery of any city with a population of 50,000 or more (**See Table 6**).

TABLE 6

CRITICAL PARTNERS
Acadiana Planning Commission
Lafayette Transit System
Lafayette Consolidated Government
Acadia Parish
FUNDING SOURCES
Federal Transit Administration
United States Department of Agriculture

In addition, the marketing and branding elements of the pilot project were funded through the Federal Transit Administration Formula Grants for Rural Areas Rural Program. This program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations.

Upon receipt of funding, staff considered the major corridors within the Lafayette commuter shed and researched where the majority of commuters resided. Highway 90 going west towards Houston was identified as a significant commuting population. Additionally, APC received support from the local elected officials at the time to launch a route connecting the City of Lafayette and the City of Crowley. This route was the first inter-Parish transit service in Acadiana to offer fixed services. Branded as “Ride Acadiana,” the route between Lafayette and Crowley was developed to connect the urban and rural areas with major medical, educational, and occupational opportunities residing along the route.

14 Texas A&M Transportation Institute. (2016). *Regional Mobility Authorities in Texas: History and Current Status – Final Report*. <https://policy.tti.tamu.edu/wp-content/uploads/2016/03/Regional-Mobility-Authorities-in-Texas-PRC-15-41-F.pdf>.

PROJECT SERVICE COVERAGE & TIMING - In August of 2018, the transit service was deployed. The Regional Transit Pilot (Pilot) provided public fixed-route transit between Crowley, Rayne, Duson, Scott, and Lafayette, Louisiana. The route began on Parkerson Avenue in Crowley and followed Highway 90 east to Lafayette. Buses operated on a fixed schedule Monday through Friday offering four trips in the morning from Crowley to Lafayette and four return trips in the afternoon. Morning arrivals in Lafayette were timed for the start of typical work shifts and classes at South Louisiana Community College and the University of Louisiana Lafayette. Afternoon departures from Lafayette were timed for the end of work shifts and the SLCC and UL classes.

There were a total of 16 bus stops in each direction, located within easy walking distance of many residents and immediately adjacent to major destinations including the Acadia Parish Courthouse, regional shopping centers, SLCC, UL, Lafayette General Hospital, and the Oil Center. Crowley, Rayne, and Duson each had a safe and convenient park-and-ride facility adjacent to one of their stops where riders had the opportunity to drive from outlying areas to the bus stop, leave their car for the day, and enjoy a stress-free ride to work or school. **Figure 8** generally depicts the route connection points and municipalities that became instantly connected.

FIGURE 8



Two wheelchair accessible, 16-seat buses ran on weekdays during peak commuting times between Crowley in Acadia Parish and Lafayette. There were limited intermediate stops in Crowley, Rayne, Duson, and Scott to ensure convenient travel times. Designated park-and-ride spaces at Scott Town Hall, Crowley, and Rayne served passengers from outlying rural areas. Carefully spaced stops where there were sidewalks provided

the opportunity for riders in the municipalities to walk to and from the bus stops. In Lafayette, bus stops immediately in front of SLCC, UL, and Lafayette General Hospital provided front door convenience. A stop on the Johnston Street commercial corridor at College and at Rosa Parks Transportation Center in Downtown Lafayette provided connections to regular LTS routes. APC and LTS worked closely with local authorities to place bus stops in safe and convenient locations.

OUTCOMES - The Ride Acadiana Pilot Project established a legal mechanism and political precedent for regional transit in Acadiana. The service was operated by LTS under an innovative contract with APC. LTS provided drivers, two brand-new buses, regular cleaning and maintenance, and radio-dispatch supervision. LTS issued monthly invoices to APC for the number of vehicle service hours actually provided during each pay period, at an hourly rate negotiated between APC and Lafayette Consolidated Government. The contract was approved by the APC Board and LCG City/Parish Council and signed by the Lafayette Mayor-President and the APC Chairman. The agreement laid out multiple performance standards that LTS had to adhere to including cleanliness of vehicles, schedule adherence, customer service, and safety. Financial penalties for non-compliance were also specified.

Overall, the service had “some wins” which may be indicative of the successes that could be achieved during future service deployment. Three months into the pilot, the route experienced its peak performance. In October of 2018, the service facilitated over 300 boardings. The timing of this could be contributed to multiple factors: the general populace’s awareness of the service, mid-semester timing, and the lack of holidays during this period. During peak Holiday season, service utilization dropped significantly due to the inconsistent schedules and the lack of student population traveling to the major educational institutions. In spite of these projected setbacks, the service overall proved beneficial to community members needing the connectivity offered by Ride Acadiana.

To bolster utilization, certain elements of the project could be improved in future service deployment:

1. **LONGEVITY OF THE SERVICE** - Funding for the project was only intended to last for a period of six-months, which was sufficient time to conduct route performance analysis. However, the pitfall was that residents did not want to create reliability on a system that was only temporary. Successful transit routes typically hold two major values: redundancy or higher trip frequencies and reliability. Likewise, for a route to be successful in the Lafayette commuter shed, it would require a consistent schedule and long-term sustainability.
2. **PUBLIC AWARENESS, SERVICE PROMOTION AND MARKET SATURATION** - Although significant resources were expended to develop branding, promotional materials, and other informational resources, a gap in knowledge of the service still existed. It took communities nearly three-months to understand that the service was even available. Additionally, for the majority of people who have not ridden transit, a general misunderstanding existed on “how to” utilize the service such as planning trips, understanding bus schedules, making transfers, and paying fares. Promotional materials and message saturation on the availability of transit service are critical for service utilization. Lastly, promotional materials should cater to various audiences to include the experienced rider and inexperienced rider. At the end of the pilot an implementation brochure was created to give Communities a road map to introduce transit into their community ([Appendix J](#)).

FRAMEWORK FOR FUTURE EXPANSION - There is great potential in expanding and replicating the LTS service area outside of the city boundaries of Lafayette and into the surrounding smaller communities in the parish and regional areas. This could be implemented through a similar intergovernmental agreement established through the Ride Acadiana program ([Appendix K](#)). Areas that have expressed interest in this type of service include the cities of Carencro, Scott, and Broussard. To achieve this, communities would need to make local financial investments for its expansion. Public transit is heavily subsidized in the Acadiana District, in Louisiana, and in the United States. Fares do not even begin to cover operational and capital costs. However, through the framework developed in Ride Acadiana, local communities could easily contribute to a service that would come at a lower cost than creating an individualized community system. Furthermore, federal fund dollars received by Lafayette Transit System are meant to serve the entire metro area; the issue lies in a communities' ability to pay for their market share of the service offered to their population. The ability to expand beyond the parish is reliant upon the willingness of communities within Lafayette Parish to connect and contribute to the system.

CASE STUDY AND GUIDE TO PARISH TRANSIT EXPANSION

Upon completion of the Ride Acadiana Program, it became evident that a need for public transit expansion exists both within the parish of Lafayette and the Acadiana Region. Expansion into unserved areas ought to be strategic and well planned in order to garner the political support required for its success. APC staff concluded that to reach areas beyond the parish, expansion would first need to occur within the parish. Viable areas for expansion within the parish were identified and characterized by its commercial and residential composition. Densely populated areas were more likely to attract a broader ridership base. As expected, these areas included the City of Broussard, City of Carencro, City of Scott, and the City of Youngsville. The expansion into these communities was based on the level of interest expressed by the local administration. The following case studies identify the processes APC staff underwent to achieve expansion further into Lafayette Parish.

EXPANSION TO THE CITY OF CARENCRO - In 2019 the City of Carencro collaborated with APC to expand the public transit service to the municipality. The City of Carencro is located in Lafayette Parish bordering the northern limits of the City of Lafayette. Based on the successful implementation of Ride Acadiana, APC determined that extending transit to Carencro would best be accomplished as a service operated by LTS under contract with the City of Carencro.

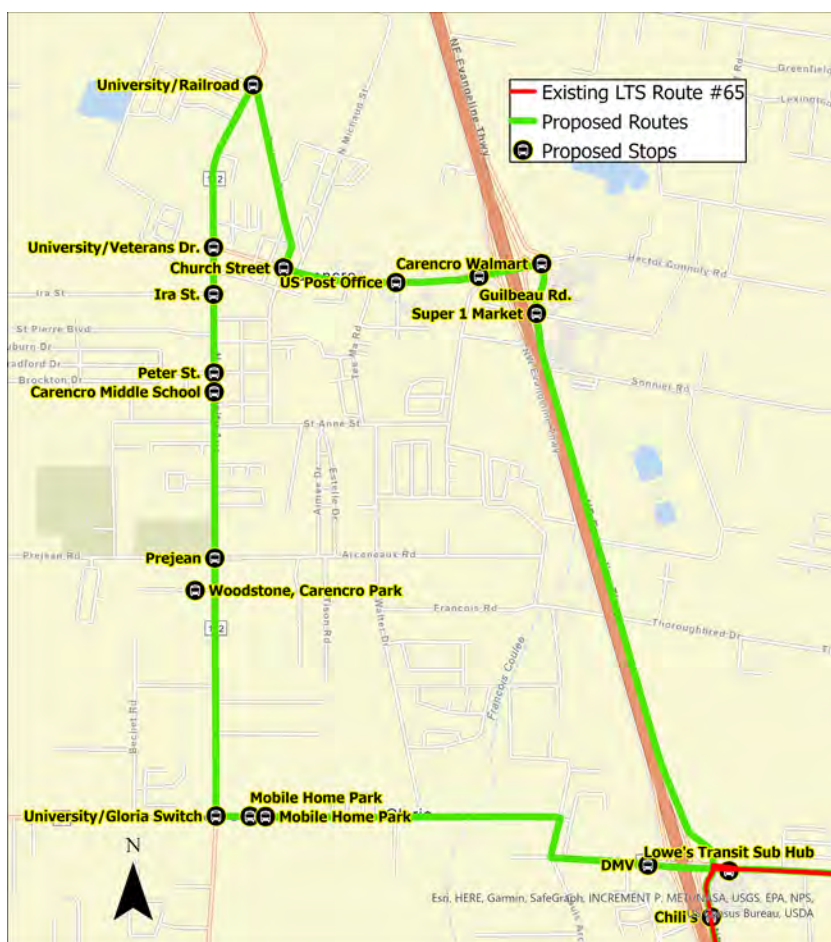
At the city's request, APC initially considered the use of one service vehicle that could be shared between Carencro and the City of Scott. Running time analysis showed that the geographic proximity of these two cities could provide a level of service needed to operate and reduce the operating capital required by both cities. The two municipalities had varying projected timelines for arriving at a decision to implement a shared service. As a result, APC made the strategic decision to plan transit service for each municipality as a stand-alone operation.

Carencro has a significant density of zero-car households indicating a healthy potential for transit ridership. APC identified two likely types of transit service demand in Carencro. The first was for short trips within Carencro for shopping, school, employment, and municipal services. Short errands require at least a thirty-minute service frequency to attract passengers. The second type of demand was for travel for a variety of purposes to Lafayette. The planning challenge for APC was to come up with a proposal that provided frequent trips to major destinations within Carencro and at the same time allow Carencro residents to conveniently go to Lafayette by transit.

Fortunately for Carencro, the northernmost LTS bus stop was across Gloria Switch Road from the Carencro city limits, beside Lowes. This is one of the busiest stops in the LTS system and is served by Route 45, which carries the third highest number of passengers among the twelve routes in the LTS system. If a new Carencro transit service stopped there, passengers would be able to make a convenient connection to Downtown Lafayette and points in between such as the Stirling Lafayette Shopping Center on Louisiana Avenue where there is a Target and many other stores.

In Carencro, “big box” shopping is located on the I-49 North Frontage Road and includes a new Walmart Supercenter and a Super 1 Foods. This new commercial center replaced the now closed Northside Walmart, losing the 125 LTS passengers who used the bus to get to the old Walmart every weekday and the 76 passengers who went there on an average Saturday. The proposed route for Carencro was scheduled to meet the Route 45 bus beside Lowes so transferring passengers would not have a long wait (see **Figure 9: “Transit Sub-Hub” on proposed route map**). The Carencro bus would then head north on the Frontage Road to the new Walmart and adjacent businesses, turn west on Veterans Drive, pass under I-49, and serve businesses along Veterans Drive and nearby residences.

FIGURE 9



The layout of Carencro lent itself to creating a simple box route that would be easy for Carencro residents to understand and learn to use. The “box” solution also proved short enough on time trials to make one complete circuit every 30 minutes, allowing for a few minutes of recovery time at the Lowe’s transfer point. The west side of the box route follows University Avenue where there are several businesses, Carencro Middle School and Carencro Catholic School. City Hall would be served by a stop on University at East Saint Peter Street where there is a convenient sidewalk. The south side of the route would be on West Gloria Switch Road to serve a drug store, several mobile home parks, and the Louisiana Department of Motor Vehicles. The bus is proposed to operate in a continuous counterclockwise direction to place bus stops on the side of the street to minimize risk for passengers who would have to make an unprotected crossing of a major street if the bus ran in the opposite direction around the box.

There are two short deviations from the box configuration that still allow the bus to maintain a 30-minute schedule. One goes north on Railroad Street from Veterans Drive to turn left on University Drive to serve a large, high-density mobile home park and another very short turn off of University Drive on Prejean Road to serve Carencro Park, nearby Pelican Park, Acadian Village Apartments, and the adjacent Woodstone Apartments which have the population density to serve the most Carencro residents with only one stop. Any additional mileage to the route would serve only low-density areas and make it impossible for the bus to meet connecting service to Lafayette at Lowe's.

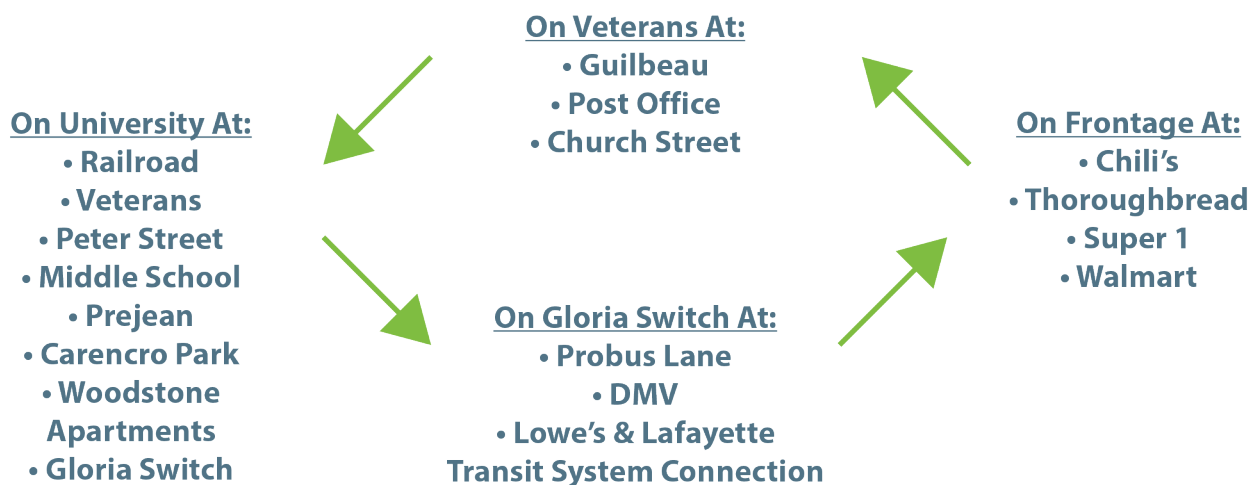
Figure 10 is a diagrammatic illustration of the proposed route for Carencro. All 18 proposed bus stops are listed in order that the bus would travel along the route. They are identified by the attractions or businesses they serve, or the nearest cross-street.

To assist the City of Carencro in making financial decisions for the new service, APC calculated the cost for

FIGURE 10

Public Transportation for Carencro

18 Bus Stop Locations on Loop Route Bus stops only to board or discharge passengers



three different levels of service. The average total cost for LTS of \$100 per vehicle service hour that was used to calculate the cost of Ride Acadiana was the basis for estimating approximate costs for Carencro. Any new service contract cost would be subject to negotiations between and approval by the contracting parties. FTA subsidies, fares, and State funds cover 49.8% of operating costs. The remaining 50.2% of total costs would have to be funded by the City of Carencro through a mechanism of its choice. LTS agreed to provide a small transit vehicle at no additional cost to Carencro if an operations contract were to be ratified (**See Table 7**).

TABLE 7

SERVICE LEVEL ALTERNATIVES FOR CARENCRO			
ROUTE	SERVICE HOURS	TYPES OF TRIPS	ANNUAL VEHICLE REVENUE SERVICE HOURS
Alternative 1	Mon. – Sat. 6:30am to 6:30pm excluding holidays	24 round trips per day	1,830
Alternative 2	Mon. – Sat. 6:30am to 10:30am; 1:30pm to 5:30pm excluding holidays	16 round trips per day	1,220
Alternative 3	Mon. – Sat. 1:30pm to 5:30pm excluding holidays	8 round trips per day	610

Carencro would be able to select a different span of service by subtracting or adding hours to any of the scenarios keeping in mind that each trip costs an estimated \$7,600 annually. Less than four daily service hours would offer too few passengers an adequate window of time to use the bus and would make an unfeasible work assignment for even a part-time employee. Gross cost does not take into consideration potential fare revenue which could reasonably amount to 15 percent of total costs.

APC was on the City of Carencro City Council Agenda to make a presentation of this transit plan in early 2020 but public meetings were canceled because of the COVID-19 pandemic.

EXPANSION TO THE CITY OF BROUSSARD - In 2019, the City of Broussard requested that APC study the feasibility of implementing transit service and to develop plans if there was a large enough potential market to be found. The Pinhook Road-Main Street in Broussard corridor was found to be the most established and direct route to connect Broussard with employment and educational opportunities and outpatient medical care in Lafayette.

APC conducted a land use and accessibility analysis of Broussard and discovered that the large, new shopping and employment complexes in the city were located across the Evangeline Thruway from almost all of Broussard's residential neighborhoods. A new transit service for Broussard would have to connect the historic core of Broussard with the new commercial zone in addition to providing a direct link with major trip generators in Lafayette. The proposed route in Broussard includes a loop through the new commercial developments on the east side before returning to Main Street via Albertson Parkway and South Morgan Avenue (**See Figures 11 & 12**).

FIGURE 11

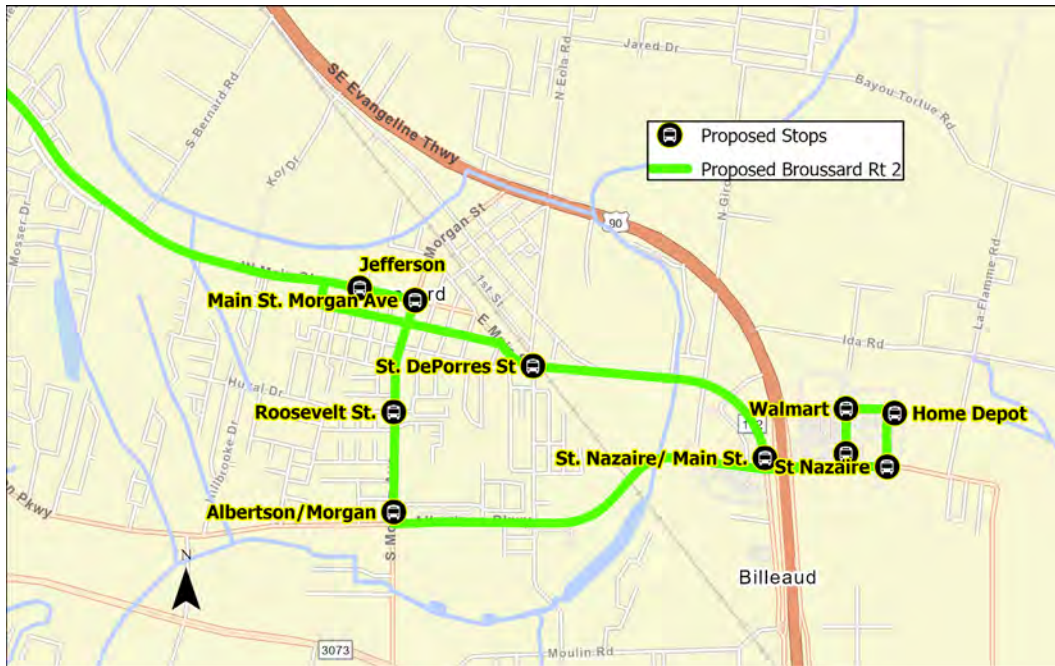


APC and LTS would cooperate with Broussard officials and other stakeholders to establish a number of strategically spaced stops at key locations. Stops in Lafayette would be in front of Lafayette General Hospital, at two locations on the UL campus, and at the Rosa Parks Transportation Center. There would be a limited number of additional stops at major intersections along Pinhook Road where Broussard residents could access employment opportunities and transfer to LTS service on Verot School Road and Kaliste Saloom Road. Service would be provided by one bus, while round trip running time (including several minutes recovery time at each end) would be 90 minutes.

APC recommended a route and service levels that would appeal to so-called "choice commuters" who have daily access to an automobile. Transit services that are attractive to this segment of the population are even more attractive to those who would rather not make the financial sacrifice to purchase and operate an automobile and to those who cannot under any circumstances afford a car. The proposal offers schedules with

different spans of service and cost for Broussard representatives to choose from. The all-inclusive service cost for LTS to operate one bus in service is \$100 per hour at the time of this writing. Federal and state funds cover 48.8 percent of LTS operating costs, thus Broussard and LTS would need to negotiate directly with each other to determine how the 50.2 percent local contribution of the operating costs would be generated and allocated.

FIGURE 12



Service level alternatives are broken down in **Table 8** by the number of daily hours provided and whether or not there is Saturday service.

TABLE 8

SERVICE LEVEL ALTERNATIVES FOR BROUSSARD			
ROUTE	SERVICE HOURS	TYPES OF TRIPS	ANNUAL VEHICLE REVENUE SERVICE HOURS
Alternative 1A	Mon. – Sat. 7am to 6:15pm excluding holidays	7 round trips per day (Broussard to Lafayette and return); 1 one-way trip from Lafayette to Broussard at the end of the afternoon	3,400
Alternative 1B	Mon. – Fri. 7am to 6:15pm excluding Sat. and holidays	7 round trips per day; 1 one-way trip from Lafayette to Broussard at the end of the afternoon	2,840
Alternative 2A	Mon. – Sat. 7am to 10:55am; 2pm to 5:55pm excluding holidays	<p>Morning: 3 one-way trips from Broussard to Lafayette; 2 one-way trips from Lafayette to Broussard</p> <p>Afternoon: 3 trips from Lafayette to Broussard; 2 trips from Broussard to Lafayette</p>	2,380

SERVICE LEVEL ALTERNATIVES FOR BROUSSARD

Alternative 2B	Mon. – Fri. 7am to 10:55am; 2pm to 5:55pm excluding Sat. and holidays	Morning: 3 one-way trips from Broussard to Lafayette; 2 one-way trips from Lafayette to Broussard	1,980
		Afternoon: 3 trips from Lafayette to Broussard; 2 trips from Broussard to Lafayette	

Broussard would have the option to select a different span of service by subtracting or adding hours to any of the scenarios above keeping in mind that each round trip costs an estimated \$22,800 annually for local match (50.2 percent of total operating costs) operating Monday through Saturday. Gross cost does not take into consideration potential fare revenue which could reasonably amount to 15 percent of total costs.

The COVID-19 pandemic struck Louisiana before a formal presentation could be made to city officials and the public.

FRAMEWORK FOR FUTURE EXPANSION - As demonstrated in the Ride Acadiana program, a precedent has been set to expand Lafayette Transit System beyond the City of Lafayette. Interest also exists among surrounding communities to facilitate a transit service on behalf of their residents and local workforce. Municipal transit is cost heavy requiring local contributions that have not typically been available in the parish areas of Lafayette. The solution seems simple – expand Lafayette Transit.

The Federal Transit Administration funds LTS operations at a cost share rate of 50/50. Funds are dedicated to service in the entire Lafayette Commuter Shed, including parish areas and beyond; however, the City of Lafayette is the only municipality currently contributing to operations and maintenance. Municipalities in the parish now have the opportunity and precedent to contract with LTS for interparish transit service. To bolster system usage across Acadiana, politicians would need to see the benefit of offering their employment base alternative modes of transportation not only for economic purposes, but also to improve roadway congestion.

CONCLUSION

In summary, strong recommendations are proposed within the 2040 Acadiana Regional Transit Study and Plan for a better coordinated model of transit service in the region. Rural areas desire the ability to offer transportation alternatives in their respective communities; Lafayette Transit has the proven ability to expand beyond Lafayette city limits, as demonstrated in Ride Acadiana. Human Services Transportation providers are inundated with demand and lack sufficient resources and infrastructure to meet the demand. The Lafayette Parish School System possesses scarce resources for transportation and struggles with bus driver shortages, yet in some instances, bus routes are a duplication of the existing LTS routes. The implementation of recommendations outlined in the ARTS plan relies heavily on the desire of the Lafayette City-Parish Consolidated Government to make investments in improving and expanding the Lafayette Transit System. In a community that prides itself on personal ownership and individual ability, the will of the people is an even greater challenge. Public agencies are left to develop creative solutions for the sharing of scarcity. Possible solutions include consolidation of overlapping services and coordination between varying transit providers. As COVID has impacted transit systems everywhere, it is even now more essential to reimagine how transit could better serve the needs of both the user and the sponsoring agency. The assertions made herein emphasize the need for centralization and coordination of service delivery. The enormity of the challenge lies not with the ability or capacity of an agency to fulfill these roles, but with the desire of political administrations and will of the public to allow change.

APPENDIX A: LAFAYETTE TRANSIT SYSTEM RIDER SURVEY

2015 Lafayette Transit System RIDER SURVEY

Lafayette Transit System needs your input to improve your bus service.

Please put your completed form in the surveyor's box or complete it later and slip it in the posted envelope.

1. What is your final destination on this bus trip? (The place you are trying to get to now)

Please provide the street where you are going, zip code or name of the place.

Street: _____ Cross Street: _____ Place Name: _____ Zip Code: _____

2. Where did you start this bus trip? (Where you started from, to get to the bus stop)

Street: _____ Cross Street: _____ Place Name: _____ Zip Code: _____

3. What is the ZIP CODE where you live? _____

4. Gender: FEMALE MALE

5. How did you pay your bus fare? Cash Day Pass 30-Day Pass Medicare Card

6. Which fare did you pay? Adult Child Senior/Disabled/Medicare

7. How many one-way trips per day do you usually make on the bus? (A one-way trip is from your start point to your destination even if you have to change buses.) Your return trip counts as another one-way trip.

1 one-way trip 2 one-way trips 3 one-way trips 4 or more one-way trips

8. What is the main purpose of this bus trip today? Work School Shopping Personal Business

Recreation/Visiting friends or family Medical/Dental Other: _____

9. Do you have to take Two Routes to get to your destination? Yes. Which OTHER route: _____ No

10. How do you rate Lafayette Transit System daytime bus service?

Excellent Good Adequate/OK Poor Very Poor I don't know

11. How do you rate Lafayette Transit System night bus service?

Excellent Good Adequate/OK Poor Very Poor I don't know

12. How important is it to make improvements in the following: (Circle JUST ONE number for each question)

← Not important at all - Medium Importance - Extremely Important →

	0	1	2	3	4	5
a. Bus driver courtesy:	0	1	2	3	4	5
b. Security on the bus:	0	1	2	3	4	5
c. Security at the bus stop:	0	1	2	3	4	5
d. Bus stop shelters:	0	1	2	3	4	5
e. Schedule and route information:	0	1	2	3	4	5
f. Run on schedule:	0	1	2	3	4	5
g. Faster, more direct routes:	0	1	2	3	4	5
h. Earlier morning service:	0	1	2	3	4	5
i. More evening or Sunday service:	0	1	2	3	4	5
j. Cleaner buses:	0	1	2	3	4	5
k. New bus routes to unserved areas:	0	1	2	3	4	5
l. Sidewalks to safely get to bus stops	0	1	2	3	4	5
m. Crosswalks with traffic lights & stop signs at bus stops	0	1	2	3	4	5

Please turn over to complete the survey, thanks!

Page 2

13. Are you: African-American Asian Hispanic/Latino(a) White Native American

14. What is the total annual income of everyone living in your home (your combined household income)?
 Under \$15,000 \$15,000 to \$19,999 \$20,000 to \$29,999 \$30,000 to \$39,999 \$40,000 to \$49,999 \$50,000 to \$59,999 \$60,000 to \$69,999 \$70,000 to \$79,999 \$80,000 or more

15. Are you? (Check all that apply)
 Homemaker Retired Employed full-time Employed part-time
 Student Disabled

16. Your age: 12 years or under 13 through 17 years 18 through 24 years 25 through 34 years
 35 through 44 years 45 through 54 years 55 through 64 years 65 through 74 years 75 or more

17. Year you began riding Lafayette Transit System? _____

18. Do you have convenient access to the internet? Yes No
 If yes, where? Home Work School Cell/mobile device Library or Rec. center

19. How do you get information about Lafayette Transit schedules and routes? Asking a bus driver Website
 Printed brochures Call Lafayette Transit From work or school From friends or family

20. If there were no more bus service, how would you get to where you are going right now? I would walk
 I would drive I would get a ride I would not be able to make the trip I would ride a bike
 other: _____

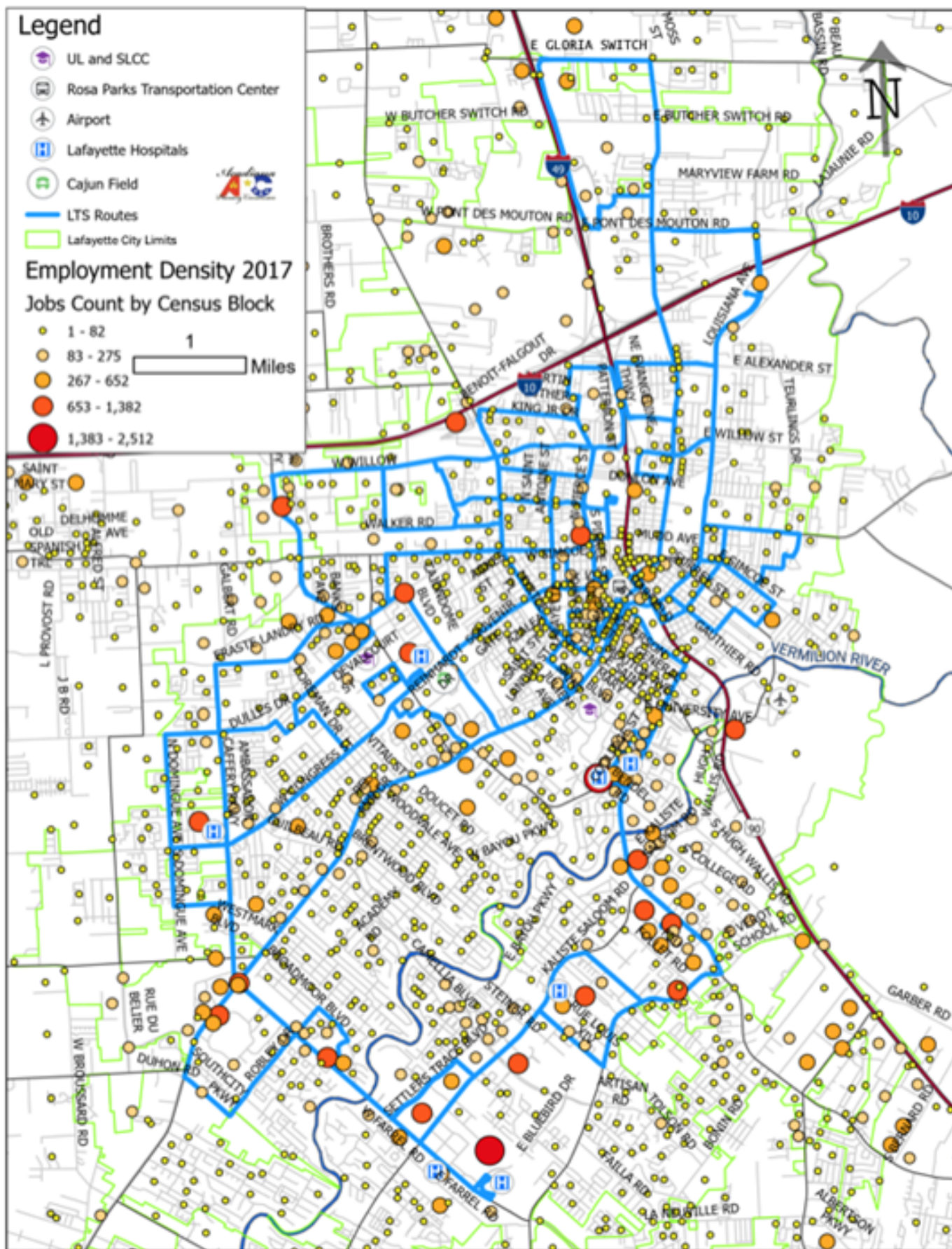
21. What are the most important reasons you are riding the bus today? (Check all that apply)
 I don't own a car My car was not available I don't have a driver's license
 Parking is expensive or difficult to find Help the environment I don't like to drive
 To read or text while travelling Other _____

Please use the space below to share any comments or suggestions you have about the transit service.

**Please return your completed survey to the surveyor or complete it later and put it in the marked envelope taped up inside the bus.
 Thank you for helping us make bus service better for you!
 Merci!**

Day												Route				
M TU W TH F SA	10	15	20	25	30	35	45	50	55	60	65	70	Red	Green	Blue	Brown

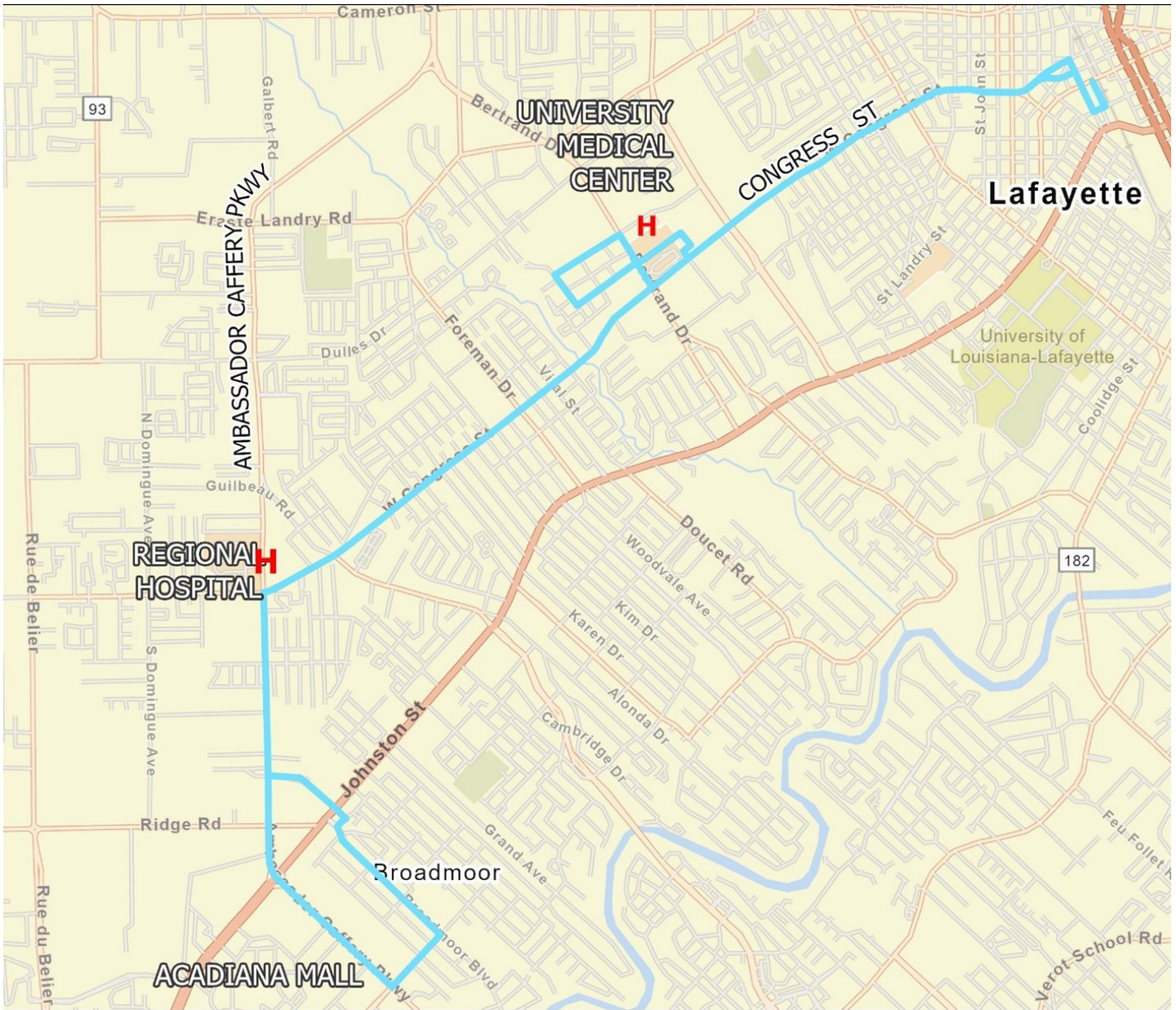
APPENDIX B: EMPLOYMENT DENSITY MAP



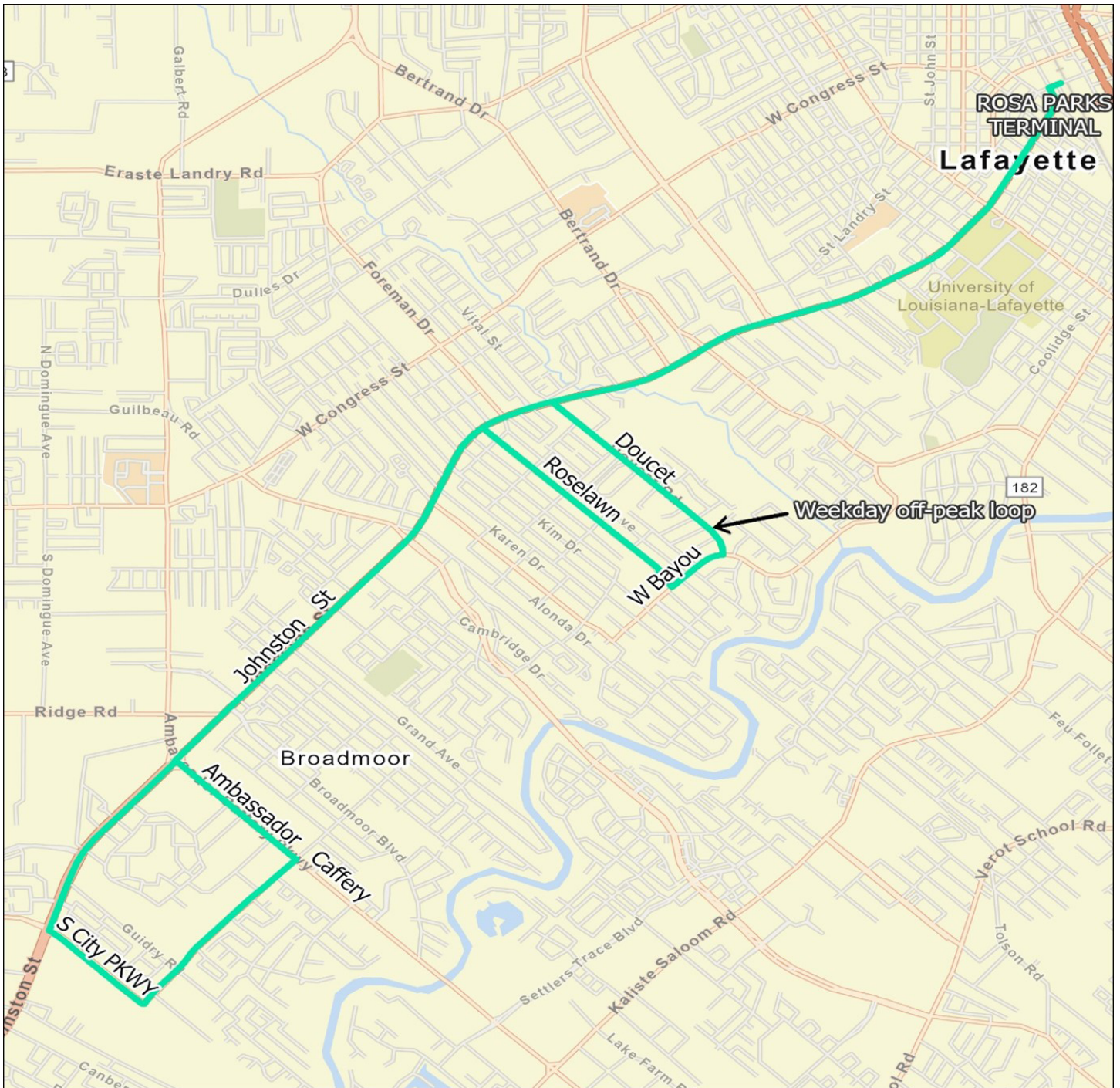
APPENDIX C: PROPOSED LAFAYETTE TRANSIT SYSTEM FARE STRUCTURE

Regular Cash Fare	Good for one boarding. No Transfer	\$1.25
Senior/Disabled/Medicare Cash Fare	Photo ID proof of eligibility required. Good for one boarding. No Transfer.	\$0.60
5 Years Old and Under*	*Less than 46 inches tall as measured on the bus and riding with an adult.	FREE
One Transfer	Available only on proximity card to all fare categories. Valid for 90 minutes.	FREE
Regular Day Pass	Unlimited rides for one person on one day	\$3.00
Senior/Disabled/Medicare Day Pass	Unlimited rides for one person on one day. Available only with photo ID proof of eligibility at LTS authorized sales outlets.	\$1.50
NEW 7-Day Pass, Regular	Valid for one person for unlimited rides over 7 consecutive days beginning on the first day of use.	\$10.00
NEW Senior/Disabled 7-Day Pass	Unlimited rides for one person over seven consecutive days. Available only with photo ID proof of eligibility at LTS authorized sales outlets.	\$5.00
NEW K-12, 7-Day Pass	Unlimited rides for one person over seven consecutive days. Available only with photo ID proof of eligibility at LTS authorized sales outlets.	\$8.00
Regular 31-Day Pass	Valid for one person for unlimited rides for 31 consecutive days beginning on the first day of use.	\$40.00
Senior/Disabled 31-Day Pass	Valid for one person for unlimited rides for 31 consecutive days beginning on the first day of use. Available only with photo ID proof of eligibility at LTS authorized sales outlets.	\$20.00
K-12 31-Day Pass	Valid for one student for unlimited rides for 31 consecutive days beginning on the first day of use. Available only with photo ID proof of eligibility at LTS authorized sales outlets.	\$32.00
K-12 School Year Wholesale Pass	Valid for one student for unlimited rides for the entire school year. Valid only with a year (or semester) sticker on their school photo ID card or programmed on a chip. Based on 177 student days at school per year. May be prorated by semesters	\$256.00
College & University Individual Pass	Valid for one student for unlimited rides from the beginning to the end of the semester. Valid only with a semester sticker on their school photo ID card or programmed on a smart chip on the card.	Fall & Spring Semesters - \$139.00
		Summer Semester - \$68.00
College & University Mobility Pass	All registered students are automatically eligible for unlimited rides from the beginning to the end of the semester. Valid only with a semester sticker on their school photo ID card or programmed on a smart chip on a card. Same conditions apply for participation by all institution employees and academic staff. Fare revenue generated to be used for transit service improvements to campus.	Fall & Spring Semesters - \$5.00
		Summer Semester - \$2.00
Regular 12-Ride Pass	Good for 12 one-way trips with free transfer.	\$10.00
Senior/Disabled 12-Ride Pass	Good for 12 one-way trips with free transfer. Valid only with a valid photo ID showing the rider is at least 65 of age or with a disability.	\$5.00
K-12, 12-Ride Pass	Good for 12 one-way trips with free transfer. Valid only with a photo ID proof of eligibility.	\$8.00

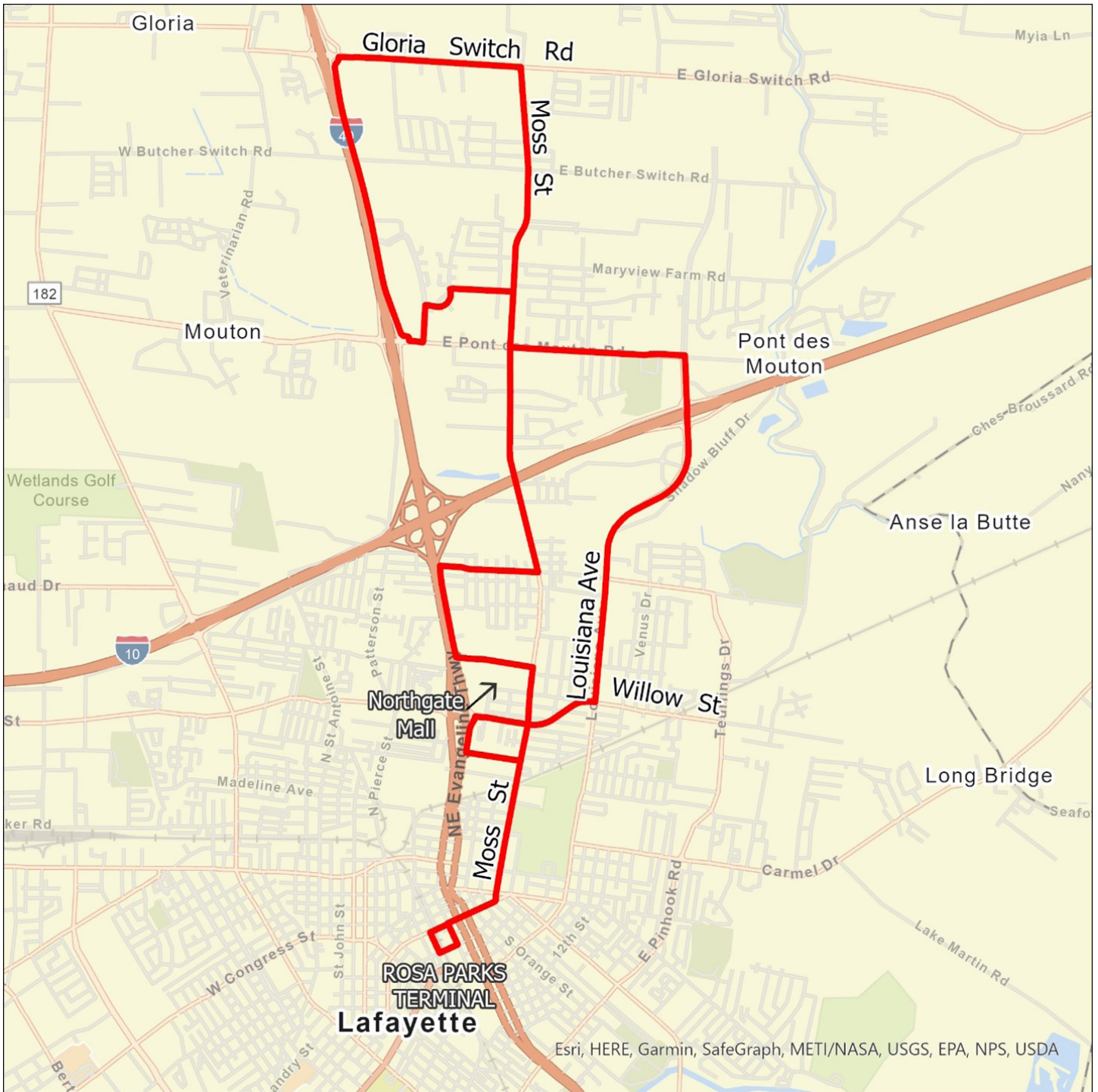
APPENDIX D: ROUTE 15 - CONGRESS STREET



APPENDIX E: ROUTE 25 - JOHNSTON STREET



APPENDIX F: ROUTE 45 - MOSS STREET



APPENDIX G: ROUTE 65 - SOUTH CIRCULATOR



APPENDIX H: PROPOSED ROUTE 65 - NORTH-SOUTH EXPRESS



APPENDIX I: UNIVERSITY OF LOUISIANA AT LAFAYETTE SHUTTLE SURVEY

Acadiana Planning Commission 2016 RIDER SURVEY						
APC and UL need your input to improve your transportation options.						
Please complete this survey and return it to the surveyor or any shuttle driver. Thanks!						
1. What is your <u>final</u> destination on this one-way trip? (your car at Cajun Field is NOT where you eventually want to get to)						
a. I'm going to UL Hall or Facility (name of building): _____						
b. I'm going off-campus (specify) on Street: _____ near Cross Street: _____ City: _____						
2. Where did you <u>start</u> this one-way trip? (your parking spot at Cajun Field is NOT where you started)						
a. I'm coming from UL Hall or Facility (building name): _____						
b. I'm coming from off-campus (specify) on Street: _____ near Cross Street: _____ City: _____						
3. What is the ZIP CODE where you live during the semester? 7 _____				4. Gender: <input type="checkbox"/> FEMALE <input type="checkbox"/> MALE		
5. Circle for each day of the week how many times you get on a UL Shuttle. (there and back is twice)						
Mon: 0 1 2 3 4+	Tu: 0 1 2 3 4+	Wed: 0 1 2 3 4+	Th: 0 1 2 3 4+	Fri: 0 1 2 3 4+		
6. Today, I <input type="checkbox"/> parked at Cajun Field <input type="checkbox"/> parked at Bourgeois Hall <input type="checkbox"/> parked on the Main Campus <input type="checkbox"/> did not drive						
7. What would be your <u>second choice</u> for getting to campus? <input type="checkbox"/> drive directly to campus <input type="checkbox"/> walk						
<input type="checkbox"/> get a ride <input type="checkbox"/> ride Lafayette Transit <input type="checkbox"/> bike						
<input type="checkbox"/> move closer to campus and walk, bike or ride Lafayette Transit <input type="checkbox"/> other: _____						
Questions below concern the Lafayette CITY bus system, NOT UL SHUTTLES						
8. How often do you ride Lafayette Transit System <u>city</u> buses (LTS)? <input type="checkbox"/> I have never ridden a LTS bus						
<input type="checkbox"/> I have ridden LTS only once <input type="checkbox"/> once per week <input type="checkbox"/> twice per week <input type="checkbox"/> 3+ times per week						
9. How do you rate Lafayette Transit System <u>city</u> bus service?						
<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Adequate/OK <input type="checkbox"/> Poor <input type="checkbox"/> Very Poor <input type="checkbox"/> I don't know						
10. Which improvements below would make you ride Lafayette <u>city</u> buses more? (Circle ONE number for each question)						
← Not Important at all - Medium Importance - Extremely Important →						
a. LTS bus driver courtesy:	0	1	2	3	4	5
b. Security on LTS buses:	0	1	2	3	4	5
c. Security at LTS bus stops:	0	1	2	3	4	5
d. Bus stop shelters:	0	1	2	3	4	5
e. Better schedule & route information:	0	1	2	3	4	5
f. Run on schedule:	0	1	2	3	4	5
g. Faster, more direct service:	0	1	2	3	4	5
h. Earlier morning service:	0	1	2	3	4	5
i. More evening or Sunday service:	0	1	2	3	4	5
j. Cleaner buses:	0	1	2	3	4	5
k. New bus routes to unserved areas:	0	1	2	3	4	5
l. Sidewalks to safely get to bus stops	0	1	2	3	4	5
m. Crosswalks with traffic lights	0	1	2	3	4	5
& stop signs at bus stops						
n. Unlimited Use Pass Program on	0	1	2	3	4	5
all Lafayette Transit System buses, just swipe your UL ID card on bus for fare						
date: ____ / ____ / ____ M TU W TH F SA SU						

APPENDIX J

A Road Map for Implementing Regional Transit in Your Community



RideAcadianaSM
The Smart Commute



RideAcadiana.com

90W SCOTT

RideAcadiana™

RideAcadiana™

7125

Lafayette

RideAcadiana
The Smart Commute

HEATER SHUT OFF
VALVES
LOCATED HERE

LAFAYETTE



Our First Step to Regional Transit

Ride Acadiana pilot originated as one of the key tasks identified in the Acadiana Planning Commission's 2040 Acadiana Regional Transit Study and Plan. This limited pilot project was initiated to test the feasibility of regional commuter bus transit, thereby increasing access to employment and education opportunities for citizens. Conducted from August 2018 through early April 2019, the route connected Acadia Parish to Lafayette, with a total of 27 stops in five communities on the route.

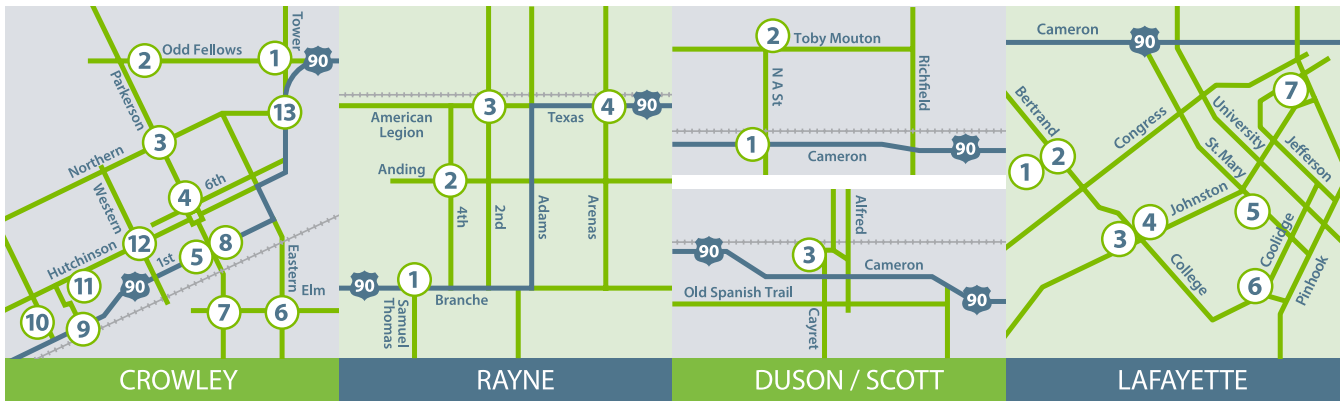
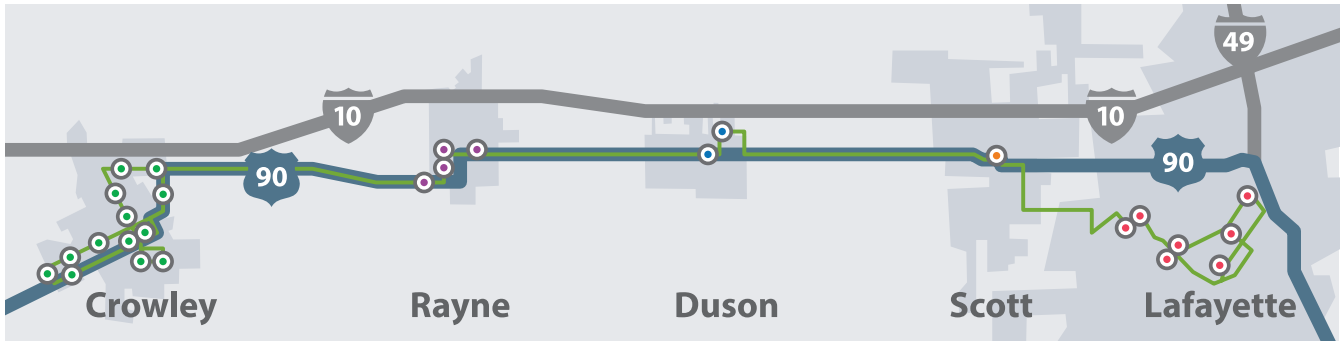
With a total 2,375 boardings (updated number to come), the pilot demonstrated that there is, indeed, demand for regional transit. Further, the Ride Acadiana experience, has established a workable model that can be replicated to provide transit options for area residents. Costs, processes and systems required to extend transit service into the region are now defined.

*"Very friendly driver, clean bus, seat belts,
air-condition, comfy seats and very affordable!"*

- Facebook follower

Ride Acadiana RearView

The seven-month pilot was preceded by two years of strategic planning, covering an array of details, from the type of vehicles to be used, to developing efficient routes and fares, to public communication and outreach. Collaboration and partnerships with a number of organizations were key to Ride Acadiana’s success.



THE ROUTE

- Crowley** - 13 stops
- Rayne** - 4 stops
- Duson** - 2 stops
- Scott** - 1 stop
- Lafayette** - 7 stops
- Park & Ride locations** - 7

PILOT DURATION

- Launch** - August 20, 2018
- Final Day of Service** - April 5, 2019
- Mon - Fri, 5:30 a.m. - 8 p.m.**

FARES

- 2-ride card \$5**
- Discounts for frequent riders, senior citizens, disabled and Medicare recipients.

ROUTE OPERATOR

Lafayette Transit System

PROJECT SUPPORTED BY



ADDITIONAL PARTNERS

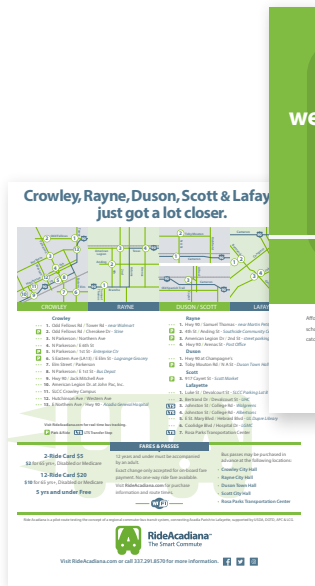
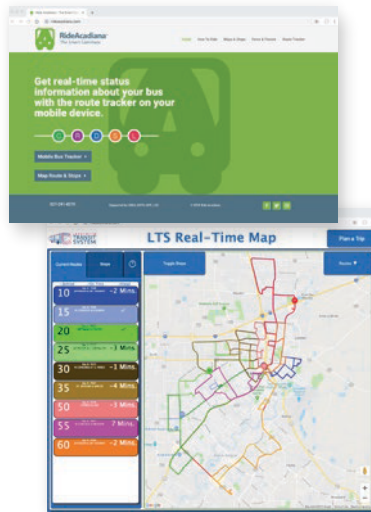
- | | | |
|-----------------|-------------------|--------------------------------------|
| Acadia Parish | Town of Duson | University of Louisiana at Lafayette |
| City of Crowley | City of Scott | South Louisiana Community College |
| City of Rayne | City of Lafayette | Lafayette General Health |

ASSETS



Two 16-seat, ADA-compliant vehicles, equipped with a lift, secure area for two wheelchairs, and bike rack

Bus stop signage



Mobile compatible website with real-time tracker

Rider information newspaper insert / fliers



Outreach via RideAcadiana.com, Facebook, Instagram, Twitter and email newsletter

Rider information pocket card

Extending Service to Your Community



Lafayette Transit System (LTS) is the only public transit service in Lafayette Parish. Funded by the City of Lafayette, Louisiana Department of Transportation and Development and Federal Transit Authority, it operates primarily within the Lafayette city limits, providing 11 scheduled routes from 5:45 a.m.-10:20 p.m., Monday-Saturday, excluding holidays. LTS service can be extended to your community by contracting with Lafayette Consolidated Government. Your city can benefit from public transit for employment and education opportunities, medical appointments, personal business, tourism, recreation, and visiting friends and family.

While details may vary to meet your community's particular needs, here is an overview of typical program basics.

AVERAGE SERVICE COST

\$85/hour (this figure will be updated) for each vehicle in passenger revenue service, including driver wages, vehicle maintenance, fuel, insurance, provision of public communications and service planning.

BUDGETING FOR YOUR SERVICE

Annual cost to your community will depend on route frequency, service hours, Saturday service option, route mileage and number of stops. You can choose the level of service that best meets your residents' needs and your municipal budget. Monthly invoices will be invoiced for the actual number of service hours provided by LTS.

ROUTE TIMES

Based on estimated running time using the most direct route with traffic and passenger stops, one bus could provide one round trip every 90 minutes between major Lafayette destinations and other municipalities in Lafayette Parish.

BRINGING PUBLIC TRANSIT TO YOUR RESIDENTS

Building on the model of Ride Acadiana, LTS and Acadiana Planning Commission can help you build a public transit program for your community. Call 337.806.9368 to start the discussion.



"We love Ride Acadiana and the drivers!!"

- Facebook follower

"It is obvious the benefits to connecting our communities, including opportunities to seek better, affordable education options, as well as better-paying jobs that will fuel our local economy."

- Rayne Mayor Chuck Robichaux

"Regionalism is growing. It's not just Crowley, it's not just Rayne, it's not just Lafayette anymore; it's the Acadiana region, and Ride Acadiana fits perfectly into our approach to regionalism."

- former Crowley Mayor Greg Jones

"It's a win for our community and residents."

- former Scott Mayor Purvis Morrison

"I believe Ride Acadiana will prove to be a valuable service to commuters as a convenient, safe and cost effective alternative to other transportation means."

- Lafayette Mayor-President Joel Robideaux



RideAcadiana™
The Smart Commute

APPENDIX K

STATE OF LOUISIANA

PARISH OF LAFAYETTE

COOPERATIVE ENDEAVOR AGREEMENT
BY AND BETWEEN
LAFAYETTE CITY-PARISH CONSOLIDATED GOVERNMENT
AND
ACADIANA PLANNING COMMISSION, INC.
FOR COMMUTER TRANSIT SERVICES

BE IT KNOWN, that on the days and dates hereinafter set forth, before the undersigned Notaries Public, duly commissioned and qualified in and for the specified Parish and State, in the presence of the hereinafter undersigned competent witnesses, personally came and appeared:

LAFAYETTE CITY-PARISH CONSOLIDATED GOVERNMENT, a political subdivision of the State of Louisiana, having as its mailing address P.O. Box 4017-C, Lafayette, Louisiana 70502, being represented herein by Joel Robideaux, its Mayor-President, duly authorized by Ordinance No. O- ~~10~~2018 (hereinafter "**LCG**"); and

ACADIANA PLANNING COMMISSION, INC., a duly authorized agency of the State of Louisiana, established by Act of the Louisiana Legislature, as codified at LSA-R.S. 33:140.61 and LSA-R.S. 33:1401.62, represented herein by Monique Boulet, its, Chief Executive Officer, duly authorized by that resolution of the Acadiana Planning Commission (hereinafter "**APC**"),

(collectively, the "**Parties**"), each of whom declared:

WHEREAS, the APC is the organization officially tasked with identifying and prioritizing transportation projects of regional importance within the area comprising Acadia, Evangeline, Iberia, Lafayette, St. Landry, St. Martin and Vermilion Parishes (the "**APC Area**");

WHEREAS, LCG is the only provider of public fixed-route transit within the APC Area, serving the City of Lafayette through the Lafayette Transit System ("**LTS**"); and

WHEREAS, APC has been awarded a Louisiana State Department of Transportation and Development grant to study the feasibility of public transit within the APC Area;

WHEREAS, APC has also been awarded a U.S. Department of Agriculture Rural Business Development Grant (RBDG) to connect the rural communities outside the City of Lafayette with educational and job opportunities in the City of Lafayette;

WHEREAS, APC will use the grant funds to subsidize public fixed-route commuter bus transit service between the City of Lafayette and the City of Crowley as a pilot route; and

WHEREAS, the area served by the pilot commuter bus route has a population of 74,141, including 65,577 persons within Acadia Parish and 11,564 persons within Lafayette Parish (excluding the areas to be served within the City of Lafayette), with such population being concentrated in towns and small cities along the former Southern Pacific Railroad line and U.S. Highway 90, the latter of which has developed into an intense daily commuter path for people working and pursuing higher education in the City of Lafayette; and

WHEREAS, the pilot commuter bus route, which is more particularly described on **Exhibit "A,"** and shown on **Exhibit "B,"** both of which are attached hereto and made a part hereof by reference (the "**Route**"), incorporates stops adjacent to major trip generators in the City of Lafayette, including South Louisiana Community College, the intersection of Johnston Street and College Road (which will provide opportunities for transfer service via LTS), the University of Louisiana, and Lafayette General Medical Center; and

WHEREAS, APC desires that LCG operate the Route on behalf of APC, and LCG desires to operate the Route on behalf of APC, all in accordance with the terms and conditions set forth herein; and

WHEREAS, Section 1-07 of the Lafayette City-Parish Home Rule Charter states that LCG is authorized, as provided by state law, to enter into joint service agreements or cooperative efforts with other governmental agencies and political subdivisions; and

WHEREAS, Article VII, Section 14(C) of the Louisiana Constitution of 1974 provides that, for a public purpose, the state and its political subdivisions or political corporations may engage in cooperative endeavors with each other, with the United States or its agencies, or with any public or private association, corporation, or individual.

NOW, THEREFORE, for and in consideration of the mutual covenants herein contained, and for the public benefits to be derived therefrom, the adequacy of which is hereby acknowledged, the Parties do hereby stipulate and agree, as follows:

SECTION 1 – ADOPTION OF WHEREAS CLAUSES. All of the aforesaid "WHEREAS" clauses are hereby adopted by the Parties as part of this Agreement.

SECTION 2 – SCOPE OF SERVICES. LCG agrees to provide fixed-route, fixed schedule commuter transit service to the general public along the Route (the "**Transit Services**"). LCG warrants that the Transit Services will be performed in a good, professional manner, and in accordance with the terms, conditions and standards set forth herein and in **Exhibit "C,"** attached hereto and made a part hereof by reference.

SECTION 3 – LCG RESPONSIBILITIES. In providing the Transit Services, LCG shall be responsible for the following:

(a) LCG shall be responsible for the day-to-day administration and operation of the Transit Services, including vehicle and equipment maintenance.

(b) LCG shall assign experienced management personnel to monitor the vehicles utilized to provide the Transit Services during Transit Service hours.

(c) LCG shall provide the Transit Services Monday through Friday. Notwithstanding the foregoing, LCG shall not provide the Transit Services on any holiday during which the Lafayette Transit System does not operate, including, without limitation: New Year's Day, Martin Luther King Day, Mardi Gras, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Eve and Christmas Day. Further provided, if, in the reasonable discretion of LCG, a condition exists that renders provision of the Transit Services unsafe (e.g., a severe weather event, civil unrest, a terrorist attack, or other event of force majeure), then LCG shall not provide the Transit Services for as long as such condition exists. LCG shall immediately notify APC of any decision not to provide the Transit Services due to a condition described in this sentence. LCG shall also take reasonable steps to notify the public regarding any decision not to provide the Services due to a condition described in the previous sentence.

(d) LTS will use best efforts, if economically feasible, to provide Automatic Vehicle Location devices (AVL) on all APC regional revenue service vehicles. If such AVL devices are provided, LCG will use best efforts, if economically feasible, to utilize the AVL devices to display the exact location of each vehicle in APC revenue service will be made available on the Interactive Weekday Routes, Mobile Tracker and Real Time Map features on the LTS website.

(e) LCG shall secure and maintain all licenses and permits, and pay all inspection fees and applicable taxes required to perform its obligations under this Agreement, as applicable.

(f) LCG shall be responsible for establishing and paying the wages of its employees, establishing and enforcing personnel policies and procedures relative to its employees, and for the payment of its subcontractors (if any). LCG employees shall in no event be considered employees of APC.

(g) LCG shall comply with all federal, state and local laws and regulations with respect to transit service. In the case of a conflict between the requirements of any such law or regulation and the requirements set forth herein, the more stringent requirement shall control; provided, however, that where the requirements set forth herein would violate any federal, state or local law or regulation, LCG shall adhere to the law or regulation.

SECTION 4 – APC RESPONSIBILITIES. In return for LCG providing the Transit Services, APC shall have the following obligations under this Agreement:

(a) APC shall timely pay all invoices as set forth in Section 6, *infra*.

(b) APC shall maintain on staff a transit planning professional to monitor schedule adherence, customer satisfaction, passenger counts, and analyze the route schedule for required adjustments.

(c) APC shall actively market and publicize the Transit Services so as to maximize ridership.

(d) APC shall manage state and federal operating grants to ensure compliance to the pilot route.

(e) APC shall be the official liaison to all participating municipal governmental entities, non-profits organizations, and community action groups involved in the Pilot project.

SECTION 5 – TERM. The term of this Agreement shall be six (6) months, commencing on July 1, 2018 and expiring on December 31, 2018 (the “**Initial Term**”); provided, however, that this Agreement shall automatically renew for two (2) successive one (1) year terms (the “**First Extension Term**,” and “**Second Extension Term**,” respectively) unless, no less than thirty (30) days prior to the expiration of the then-current term, either Party provides written notice to the other Party of its intent to terminate this Agreement at the end of the then-current term.

SECTION 6 – PAYMENT FOR SERVICES. APC shall pay LCG in accordance with **Exhibit “D,”** attached hereto and made a part hereof by reference. LCG may invoice APC monthly at the address set forth in the appearance clause hereinabove, or at such other address as APC may from time to time designate in writing. Payments shall be made by APC within forty-five (45) days after receipt of a properly executed invoice. Invoices shall include the contract number and shall list each bus with the number of hours that such bus was in revenue service for the period invoiced. The amount to be paid on the monthly invoice shall be an hourly rate of [REDACTED] Dollars per revenue service hour that each bus was in service. If, following the elapse of sixty (60) days from the receipt of a properly executed invoice, APC has failed to remit payment to LCG, then, in such case, interest shall commence to accrue at the rate established pursuant to LSA-R.S. 13:4202; provided, however, that invoices submitted without the documentation required herein shall not be payable until such time as the APC receives the required documentation. Further provided, APC shall immediately notify LCG of the deficiency of any invoice.

SECTION 7 – VEHICLES. LCG shall maintain such vehicles for the provision of Transit Services as set forth in **Exhibit “C,”** attached hereto and made a part hereof, and as follows:

(a) LCG shall maintain a minimum of (3) available vehicles, including one back-up, to ensure provide reliable, uninterrupted Commuter Transit Services.

(b) The three service vehicles shall be relatively uniform in color and design, and shall bear an identifying emblem. LCG, APC, the U.S. Department of Transportation, the Federal Transit Administration and the U.S. Department of Agriculture shall be noted as participants in this project.

(c) Vehicles shall be air-conditioned.

(d) Vehicles shall be equipped with a fire extinguisher of approved class and a first aid kit.

(e) LCG shall be responsible for the fueling of all vehicles.

(f) LCG shall be responsible for cleaning the vehicles and maintaining a professional interior/exterior appearance with respect to the same.

(g) LCG shall keep maintenance and fuel records for every vehicle operating under this Agreement, and such records shall be made available to APC upon request.

SECTION 8 – USE OF SUBCONTRACTORS. LCG shall serve as the single prime Contractor for all work performed under this Agreement and LCG shall be responsible for all deliverables referenced herein. The foregoing notwithstanding, LCG may enter into subcontractor arrangements provided that:

(a) LCG shall identify each subcontractor used to APC prior to the commencement of such subcontractor's work hereunder.

(b) No subcontractor shall commence work hereunder without first providing evidence of insurance reasonably acceptable to APC.

(c) Subcontractors shall be bound by the terms of this Agreement.

SECTION 9 - CARE OF PROPERTY.

(a) LCG shall be responsible for any loss or damage to property of APC that results from willful misconduct or lack of good faith on the part of LCG, or which results from the failure on the part of LCG to maintain and administer that property in accordance with sound management practices, or to ensure that the property will be returned to APC in like condition to that in which it was furnished to LCG, normal wear and tear excepted. Likewise, APC shall be responsible for any loss or damage to property of LCG that results from willful misconduct or lack of good faith on the part of APC, or which results from the failure on the part of APC to maintain and administer that property in accordance with sound management practices, or to ensure that the property will be returned to LCG in like condition to that in which it was furnished to APC, normal wear and tear excepted.

(b) Upon the happening of loss, or destruction of, or damage to property of APC, LCG shall notify APC thereof and shall take all reasonable steps to protect that property from further damage. Likewise, upon the happening of loss, or destruction of, or damage to property of LCG, APC shall notify LCG thereof and shall take all reasonable steps to protect that property from further damage.

(c) LCG shall surrender to APC all property of APC prior to settlement upon completion, termination, or cancellation of this Agreement. References to LCG under this section shall include any of its employees, agents, or subcontractors. Likewise, APC shall surrender to LCG all property of LCG prior to settlement upon completion, termination, or cancellation of this Agreement. References to APC under this section shall include any of its employees, agents, or subcontractors.

SECTION 10 – INDEMNITY.

(a) LCG shall indemnify and hold harmless APC from all suits, actions, damages and costs of every name and description relating to personal injury and/or damage to real or personal tangible property caused by LCG, its agents, officers, employees, or subcontractors in the performance of this Agreement, without limitation; provided, however, that LCG shall have no duty to indemnify and/or hold harmless APC for that portion of any claim, loss or damage arising hereunder due to the negligence or fault of APC.

(b) APC shall indemnify and hold harmless LCG from all suits, actions, damages and costs of every name and description relating to personal injury and/or damage to real or personal tangible property caused by APC, its agents, officers, employees, or subcontractors in the performance of this Agreement, without limitation; provided, however, that APC shall have no duty to indemnify and/or hold harmless LCG for that portion of any claim, loss or damage arising hereunder due to the negligence or fault of LCG.

SECTION 11 – TERMINATION.

(a) Termination for Cause. The Parties may exercise any rights available to either to terminate this Agreement for cause upon the failure of the other Party to comply with the terms and conditions of this Agreement, provided that the Party seeking to terminate this Agreement shall give the other Party written notice specifying its failure and a reasonable opportunity to cure the same.

(b) Termination for Convenience. Either Party may terminate this Agreement at any time by giving thirty (30) days written notice of such termination to the other Party, or negotiating an effective date of termination with the other Party.

(c) Non-Appropriation. The continuation of this Agreement into a new fiscal year is contingent upon the appropriation of funds to fulfill the requirements of this Agreement. If, after a diligent and good faith effort, either Party fails to appropriate sufficient funds to perform such Party's obligations hereunder, this Agreement shall terminate on the last day of the fiscal year for which funds were appropriated. Further provided, if the grant funds being used by APC hereunder should run out, and APC is unable, after a diligent and good faith effort, to secure additional funds, then APC shall be entitled to terminate this Agreement by providing written notice of same to LCG; provided, however that APC shall be obligated to reimburse LCG for all liabilities and expenses incurred hereunder prior to the termination of this Agreement.

(d) Budgeted Funds. Notwithstanding anything to the contrary contained in this Agreement, the Parties agree that the maximum amount that either Party shall be obligated to expend in satisfaction of such Party's obligations hereunder is the amount budgeted by that Party therefor. In the event the total amount that each Party is required of the Agreement is increased for any reason, so as to exceed the amount budgeted, the Parties each agree that the other Party shall not be liable for the amount of such increase unless and until the Party's budget is amended, as provided by law, to allow for such increased amount.

SECTION 12 – RECORDKEEPING; AUDITS.

(a) The Parties shall retain records of accounts directly pertaining to this Agreement as required by applicable state and federal law, but in no event for less than five (5) years, and shall make such records available during normal business hours for audit by the other Party or federal auditors (as required by law or regulation).

(b) All records, reports, documents, or other material related to this Agreement and/or obtained or prepared by LCG in connection with the performance of the services contracted for herein shall become the property of APC and shall, upon request, be returned by LCG to APC at termination or expiration of the contract; provided, however, that, except as otherwise provided herein, nothing shall prevent or preclude LCG from retaining copies of the same for its own purposes.

SECTION 13 – FUND USE. LCG agrees not to use contract proceeds to urge any elector to vote for or against any candidate or proposition on an election ballot nor shall such funds be used to lobby for or against any proposition or matter having the effect of law being considered by the Louisiana Legislature or any local governing authority. This provision shall not prevent the normal dissemination of factual information relative to a proposition on any election ballot or a proposition or matter having the effect of law being considered by the Louisiana Legislature or any local governing authority.

SECTION 14 – CODE OF ETHICS. LCG acknowledges that Chapter 15 of Title 42 of the Louisiana Revised Statutes (R.S. 42:1101 et. seq., Code of Governmental Ethics) applies to the performance of the services called for in this Agreement. LCG agrees to immediately notify APC if potential violations of the Code of Governmental Ethics arise at any time during the term of this Agreement.

SECTION 15 – COMPLIANCE WITH CIVIL RIGHTS LAWS. LCG agrees to abide by the requirements of the following as applicable: Title VI and Title VII of the Civil Rights Act of 1964, as amended by the Equal Opportunity Act of 1972; Federal Executive Order 11246; the Federal Rehabilitation Act of 1973, as amended; the Vietnam Era Veteran's Readjustment Assistance Act of 1974; the Age Discrimination Act of 1975; and the Americans with Disabilities Act of 1990. LCG agrees not to discriminate in its employment practices, and will render services under this Agreement and any contract without regard to race, color, religion, sex, national origin, veteran status, political affiliation, or disabilities. Any act of discrimination committed by LCG, or failure to comply with the statutory obligations set forth above, when applicable, shall be grounds for termination of this Agreement.

SECTION 16 – ANTI-KICKBACK CLAUSE. LCG hereby agrees to adhere to the mandate dictated by the Copeland "Anti-Kickback" Act which provides that each contractor or sub-grantee shall be prohibited from inducing, by any means, any person employed in the completion of work, to give up any part of the compensation to which he is otherwise entitled.

SECTION 17 – CLEAN AIR ACT. LCG hereby agrees to adhere to the provisions which require compliance with all applicable standards, orders or requirements issued under Section 306

of the Clean Air Act which prohibits the use under non-exempt Federal contracts, grants or loans of facilities included on the EPA List of Violating Facilities.

SECTION 18 – ENERGY POLICY AND CONSERVATION ACT. LCG hereby recognizes the mandatory standards and policies relating to energy efficiency which are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (P.L. 94-163).

SECTION 19 – CLEAN WATER ACT. LCG hereby agrees to adhere to the provisions which require compliance with all applicable standards, orders, or requirements issued under Section 508 of the Clean Water Act which prohibits the use under non-exempt Federal contracts, grants or loans of facilities included on the EPA List of Violating Facilities.

SECTION 20 – INDEPENDENT CONTRACTOR. LCG is, and at all times will be, an independent contractor. Nothing in this Agreement shall be deemed to create an employer/employee, principal/agent, or joint venture relationship. Neither Party has the authority to enter into any contracts on behalf of the other Party or otherwise act on behalf of the other Party. No employee, agent, representative and/or subcontractor of LCG shall be entitled to any of the rights or benefits due employees or agents of LCG

SECTION 21 – INSURANCE. The Parties acknowledge that LCG is self-insured and shall not be required to provide any insurance as a condition of this Agreement. LCG shall, upon written request of APC, but not more than twice each calendar year, furnish a letter from an authorized officer of LCG certifying LCG's self-insurance status and providing such other related documentation as may be reasonably requested by APC.

SECTION 22 – MISCELLANEOUS.

(a) **Entire Agreement.** This Agreement contains the complete understanding and agreement of the Parties hereto with respect to all matters referred to herein, and all prior representations, negotiations, and understandings are superseded hereby.

(b) **No Waiver.** No delay or omission by either Party in exercising any right occurring upon any noncompliance or default by the other Party with respect to any of the terms and conditions hereof shall impair any such right or be construed to be a waiver thereof. A waiver by either Party of any of the covenants and agreements to be performed by the other shall not be construed to be a waiver of any succeeding breach thereof or of any other covenants or agreements herein contained.

(c) **Amendment.** The Parties hereto agree that the provisions of this Agreement may be modified or amended, in whole or in part, only by written agreement signed by LCG and APC.

(d) **Assignment.** Neither Party shall assign, in whole or in part, any of its rights or obligations under this Agreement without the prior written consent of the other Party.

(e) Governing Law. This Agreement shall be governed by the laws of the State of Louisiana without giving effect to its conflict of law principles, regardless of where this Agreement is executed.

(f) Successors and Assigns. This Agreement shall inure to the benefit of the successors and assigns of the respective Parties.

(g) Force Majeure. In the event that either Party shall be delayed or hindered in or prevented from doing or performing any act or thing required hereunder by reason of strike, lock-outs, casualties, Acts of God, labor troubles, inability to procure materials, failure of power, governmental laws or regulations, riots, insurrection, war or other causes beyond the reasonable control of such Party, then such Party shall not be liable or responsible for any such delays and the doing or performing of such act or thing shall be excused for the period of the delay and the period of the performance of any such act shall be extended for a period equivalent to the period of such delay.

(h) Attorney Fees. In the event that a Party hereto institutes any legal action or proceeding for the enforcement of any right or obligation herein contained, the prevailing Party, after a final and non-appealable adjudication, shall be entitled to recover its reasonable costs (including, without limitation, court costs) and reasonable attorney fees incurred in the preparation and prosecution of such action or proceeding from the Party cast in said final and non-appealable judgment.

(i) Notices. Notices or other communications hereunder shall be in writing and shall be sent certified or registered mail, return receipt requested, or by other national overnight courier company, or personal delivery. Notice shall be deemed given upon receipt or refusal to accept delivery. The addresses for notice are set forth in the appearance clauses of this Agreement. Each Party hereto may from time to time change its respective address for notice hereunder by like notice to the other Parties hereto.

(j) Construction. Each of the Parties has had an opportunity to obtain legal advice and negotiate the language of this Agreement. No presumption shall arise or adverse inference be drawn by virtue of authorship, and each Party hereby waives the benefit of any rule of law that might otherwise be applicable in connection with the interpretation of this Agreement, including but not limited to any rule of law to the effect that any provision of this Agreement shall be interpreted or construed against the Party whose counsel drafted that provision.

(k) Headings. Descriptive headings in this Agreement are for convenience only and shall not affect the construction of this contract or meaning of contractual language.

(l) Severability. If any term or condition of this Agreement or the application thereof is held invalid, such invalidity shall not affect other terms, conditions or applications which can be given effect without the invalid term, condition or application; to this end the terms and conditions of this Agreement are declared severable.

(m) Effective Upon Execution. No work shall be performed, and neither Party shall be bound hereunder until such time as this Agreement is fully executed between APC and LCG and all required approvals have been obtained.

[Signatures of Parties Located on Following Pages.]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date set forth hereinbelow.

WITNESSES

ACADIANA PLANNING
COMMISSION, an agency of the
State of Louisiana

Melanie Boudreau
Print: MELANIE BOUDREAU

Rachel Godeaux
Print: Rachel Godeaux

By: Monique B. Boulet
Monique Boulet
Chief Executive Officer
Date: July 18, 2018

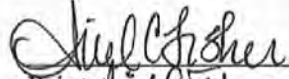
David S. Cook
NOTARY PUBLIC

David S. Cook
NOTARY PUBLIC
LA# 04290

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date set forth hereinbelow.

WITNESSES

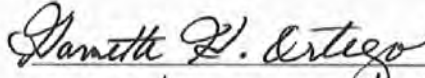
LAFAYETTE CITY-PARISH
CONSOLIDATED GOVERNMENT


Print: Ariel Crisher

By: 

Joel Robideaux
Mayor-President

Date: 8/2/18


Print: HARVETTE H. ORTEGA


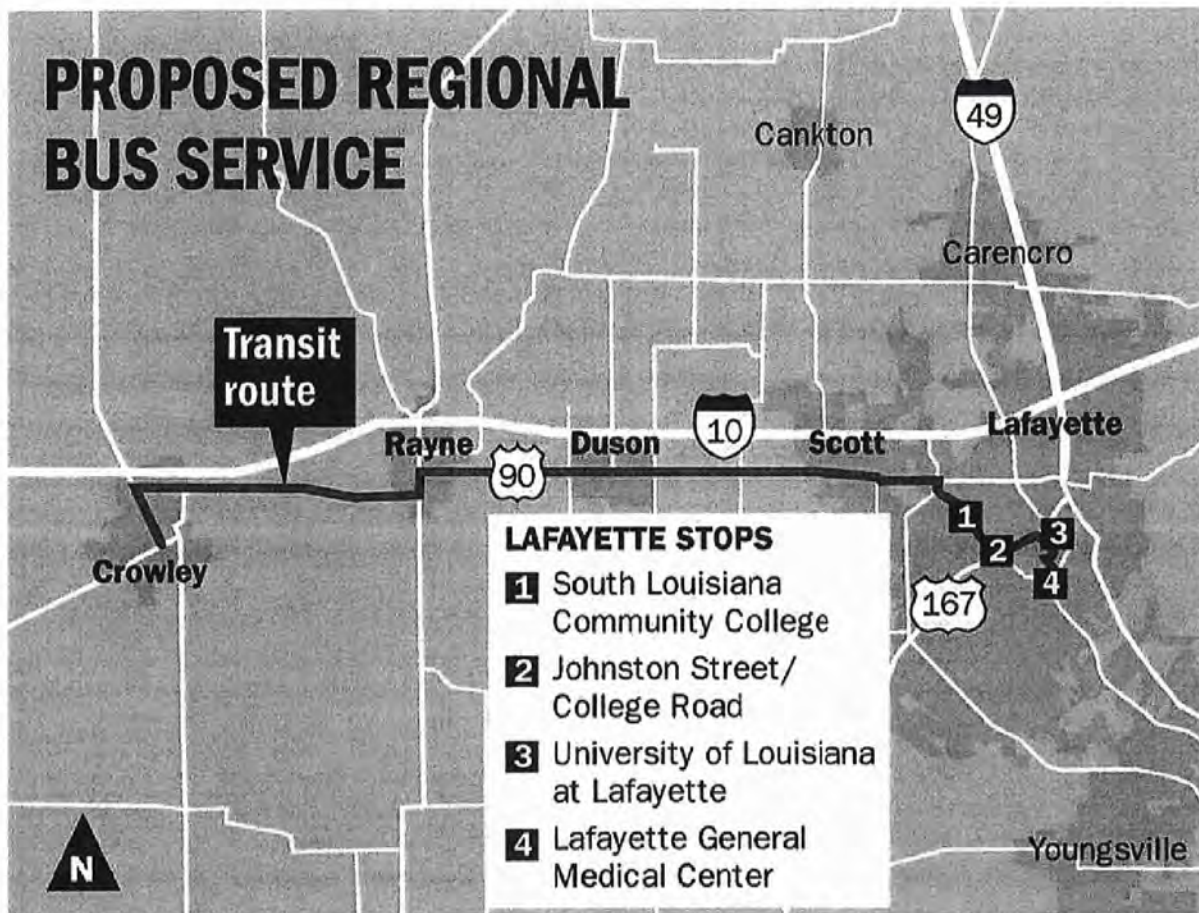

NOTARY PUBLIC
Brittany Mahfouz, 135857

EXHIBIT "A"
The Route Description and Maps

The Pilot will have a total of thirteen stops in each direction. There will be at least three park-and-ride lots, at the beginning of the route in Crowley and in Rayne. There will also be stops immediately adjacent to major trip generators in the City of Lafayette; South Louisiana Community College (SLCC), the intersection of Johnston Street and College Road which will provide transfer opportunities with LTS services, the University of Louisiana (UL), and at Lafayette General Hospital located in the Oil Center office building and retail district. In fall 2015, there were 852 University of Louisiana, Lafayette registered students and 635 South Louisiana Community College registered students and staff residing along the Pilot route between Crowley and Scott. Promotion of the new transit service and scheduling will carefully consider the attributes and needs of UL and SLCC students. APC and local stakeholders require a transit service carefully tailored to the needs of work commuters, students in higher education, seniors, persons with disabilities and tourists.



Source: Acadiana Planning Commission

Advocate graphic

EXHIBIT "B"
The Route Schedule

Regional Transit Pilot				Schedule, Coach Runs, Driver Pay Time, Vehicle Hours and Vehicle Miles			
COACH RUN 1				Miles	Hrs Min	Hours	
4:18	Driver Sign-On						
4:30	Leave Yard, DH to Crowley		12 min	0.2			
5:15	Arrive Eastern Av NS Elm, Crowley	26.3	45 min	0.8			
5:20	Depart IN SERVICE from Crowley		5 min	0.1			
6:35	Arrive Lafayette General	27.5	1h 15m	1.3			
6:40	DH from Lafayette General		5 min	0.1			
7:25	Arrive Eastern Av NS Elm, Crowley	25.5	45m	0.8			
7:30	Depart IN SERVICE from Crowley		5 min	0.1			
8:55	Arrive Coolidge at Lafayette Gene	27.5	1h 25m	1.4			
9:00	DH from Lafayette General to Public Works		5 min	0.1			
9:08	ARRIVE Public Works	1.6	8 min	0.1			
	Daily Total	108.4	4h 50m	4.8			
COACH RUN 2				Miles	Hrs Min	Hours	
5:28	Driver Sign On						
5:40	Leave Yard, DH to Crowley		12 min	0.2			
6:25	Arrive Eastern Av NS Elm, Crowley	26.3	45 min	0.8			
6:30	Depart IN SERVICE to Lafayette		5 min	0.1			
7:55	Arrive Lafayette General	27.5	1h 25m	1.4			
8:05	Depart IN SERVICE from Lafayette General		10 min	0.2			
9:20	Arrive Eastern Av NS Elm, Crowley	27.5	1h 15m	1.25			
9:25	Depart IN SERVICE from Eastern Ave NS Eli		5 min	0.1			
10:45	Arrive Lafayette General	27.5	1h 20m	1.3			
10:50	DH to Public Works		5 min	0.1			
10:59	ARRIVE Public Works	1.6	8 min	0.1			
	Daily Total	110.4	5h 30m	5.5			
COACH RUN 3				Miles	Hrs Min	Hours	
13:05	Driver Sign On						
13:17	Leave Yard, DH to Coolidge FS Hospital Dr.		12 min	0.2			
13:25	Arrive Coolidge FS Hospital Dr. un	1.5	8 min	0.1			
13:30	Depart IN SERVICE from Lafayette General		5 min	0.1			
14:55	Arrive Eastern Ave/Elm, Crowley	27.5	1h 25m	1.4			
15:00	Depart IN SERVICE from Crowley		5 min	0.1			
16:20	Arrive Coolidge FS Hospital Drive	27.5	1h 20m	1.3			
16:30	Depart IN SERVICE from Lafayette General		10 m	0.2			
18:00	Arrive Eastern Ave NS Elm, Crowle	27.5	1h 30m	1.5			
18:05	DH from Eastern Ave NS Elm, Crowley		5 m	0.1			
18:50	ARRIVE Public Works	27.2	45 m	0.8			
	Daily Total	111.2	5h 45m	5.8			
COACH RUN 4				Miles	Hrs Min	Hours	
14:05	Driver Sign On						
14:17	Leave Yard, DH to Coolidge		12 min	0.2			
14:25	Arrive Coolidge FS Hospital Drive	1.5	8 min	0.1			
14:30	Depart IN SERVICE from Coolidge		5 min	0.1			
15:55	Arrive Eastern Ave NS Elm, Crowle	27.5	1h 25m	1.4			
16:00	Depart IN SERVICE from Crowley		5 min	0.1			
17:20	Arrive Coolidge FS Hospital Dr.	27.5	1h 20m	1.3			
17:30	Depart IN SERVICE from Coolidge, Lafayet		10 m	0.2			
18:55	Arrive Eastern Av NS Elm, Crowley	27.5	1h 25m	1.4			
19:00	DH from Crowley to Public Works		5 m	0.1			
19:45	ARRIVE Public Works	27.2	45 m	0.8			
	Daily Total	111.2	5h 40m	5.7			
Bus 1	Mid-day duration at bus yard	4h 9m					
	Overnight duration at bus yard	9h 40m					
Bus 2	Mid-day duration at bus yard	3h 6m					
	Overnight duration at bus yard	9h 55m					

EXHIBIT "C"
Bus Stop Locations

Regional Pilot Bus Stops		
On Street	Cross Street	City/Town
S Eastern AV	Elm	Crowley
N Parkerson	1st ST	Crowley
N Parkerson	Court CIR	Crowley
N Parkerson	Northern AV	Crowley
Odd Fellows RD	Parkerson AV	Crowley
Odd Fellows RD	Tower RD	Crowley
4th ST	Anding ST	Rayne
Texas AV	2nd ST	Rayne
HWY 90	Arenas ST	Rayne
Toby Mouton RD	N A ST	Duson
HWY 90	Cayret ST	Scott (Potential Stop)
Bertrand DR	Devalcourt ST	Lafayette
Johnston ST	College RD	Lafayette
Lewis ST	Rex ST	Lafayette
Lewis ST	Girard Park CIR	Lafayette
Coolidge	Hospital	Lafayette

EXHIBIT "D"
Terms, Conditions and Standards for Transit Services

Service Adjustments

1. APC reserves the right to make reasonable service adjustments to meet ridership needs; provided, however, that APC shall consult with LCG prior to making any service adjustments and in no event shall the APC make any service adjustment that would increase the financial obligations of LCG without first obtaining the written consent of LCG.
2. The routes and schedules set forth in the Agreement, including any exhibits thereto, are subject to change for any reason, including, without limitation, construction, ridership trends, and changing passenger needs.

Customer Service Plan

1. In providing the Transit Services, LCG shall adhere to the same personnel policies and customer service policies that govern the transit services otherwise provided by LTS.
2. LCG shall be responsible for educating drivers about its internal policies and procedures together with all applicable laws, regulations and ordinances.

Emergency Response Communication Plan

1. In the event of an emergency, LCG will follow internal policies applicable to LTS vehicles; provided, however, that LCG shall actively communicate with APC until the emergency has been resolved.
2. In the event that police involvement is warranted APC reserves the right to request a copy of the collision or incident report.

Staffing Plan

Within sixty (60) days of the execution hereof, LCG shall provide to APC a staffing plan that outlines the roles and responsibilities of all employees involved in providing the Transit Services.

Driver Requirements and Qualifications

1. Drivers represent LCG and APC and are expected to conduct themselves in a professional manner at all times. Safe operation of vehicles is the primary concern of APC.
2. Drivers will be hired in accordance with the standard practices and procedures implemented by LCG and abide by the same performance standards required by all LCG employees. This should include, but not limited to, the following checks:
 - a. Pre-employment MVR (Motor Vehicle Records) checks
 - b. Valid driver's license check
 - c. Background checks
 - d. Applicable Drug Testing

3. Substitute Drivers:

- a. LCG must provide an adequate number of trained substitute drivers who are available to replace a scheduled driver within 2 hours of notification of need.
- b. Substitute drivers should abide by the same hiring practices implemented for a standard LCG employee.

4. Driver Training

- a. LCG will provide to APC an outline of the standard training program and a copy of the Driver's Manual distributed to each employee, no later than 60-days from contract execution. The training program should ensure safe operations and service delivery excellence.
- b. LCG will provide each driver with a Driver's Manual that includes all employee information, company forms, applicable Federal Motor Carrier Safety Regulations, behavior requirements, safety requirements, maintenance requirements, reporting procedures, accident procedures, and passenger interaction requirements.

Reporting Requirements

1. Within 60 days of contract execution LCG and APC will coordinate the reporting required to satisfy the terms and conditions of federal grant funding. Such reporting shall also satisfy the Federal Transit Administration (FTA) guidelines.
2. LCG shall be responsible for the tracking, collection, and preparation of all National Transit Database (NTD) report data. LCG shall also collect statistically reliable passenger mile sampling on an ongoing basis. APC shall work with LCG to develop adequate procedures for the collection and reporting of NTD data consistent with FTA requirements. Within fifteen (15) business days after the conclusion of a calendar month, LCG shall submit a summary of required NTD data for the prior month relative to passenger miles and trips, vehicle miles and hours, and major and minor safety and security events.

Fare Collection, Accountability and Security

1. LCG shall be responsible for collecting the proper fare from all passengers utilizing the Transit Services. LCG shall not accept any ticket, pass or other non-cash fare unless approved by APC.
2. All fares collected by LCG's vehicle operator shall be handled according to LCG's cash-handling policies. All cash collected shall belong to LCG and shall be deposited in a dedicated revenue account.
3. LCG shall ensure that all collected revenues are accurately counted. LCG shall provide APC with a monthly income statement for verification of the revenue collected and reporting to applicable granting agencies.

Remote Ticketing

1. During the Term of the Contract, APC may, at its sole cost and expense, implement policies and procedures allowing for the sale of tickets and/or passes by methods separate and distinct from those set forth in the section "Fare Collection, Accountability and Security," above. Prior to implementation of the same, LCG and

APC shall establish policies and procedures to govern the collection, accounting and disbursement of funds collected by APC through such alternate method of selling tickets and/or passes.

2. All funds collected by APC through such alternate method of selling tickets and/or passes shall be remitted to LCG at regular intervals.

Self-Evaluation Performance Requirements

APC and LCG will conduct period self-evaluations of the Transit Service, which evaluation shall examine, without limitation:

- a. Trip-by-trip, timepoint-by-timepoint on-time performance
- b. Response to Vehicle Breakdown or Service Disruption
- c. Missed Trips
- d. Complaints per 1,000 Passengers Boarding
- e. Passenger boardings and alightings by stop per trip

EXHIBIT "E"
Terms of Payment to LCG

LCG shall submit invoices to APC for Services rendered during the prior month.

APC shall, within forty-five (45) days of receipt of such invoice, pay the amounts due and owing LCG as set forth on the invoice, either by check or wire.

EXHIBIT "F"
Fare Structure

APC Regional Commuter Pilot Fares	Regular	Senior 65+ Disabled Medicare	Under 5 Years of Age
2 Ride Card	\$5.00	\$2.00	FREE
12 Ride Card (\$1.67 per ride)	\$20.00	\$10.00	

Lafayette Parish Recording Page

Louis J. Perret
Clerk of Court
P.O. Box 2009
Lafayette, LA 70502-2009
(337) 291-6400

First VENDOR

LAF-CITY PARISH CONSOLIDATED GOVERN

First VENDEE

ACADIANA PLANNING COMMISSION INC

Index Type : CONVEYANCES


File Number : 2018-00027234

Type of Document : AGREEMENT

Recording Pages : 21

Recorded Information

I hereby certify that the attached document was filed for registry and recorded in the Clerk of Court's office for Lafayette Parish, Louisiana


Clerk of Court

On (Recorded Date) : 08/09/2018

At (Recorded Time) : 11:29:52AM



Doc ID - 041214150021

