

BRT Feasibility Study Kick Off Overview

10/14/2021

RTA Operations Committee



Project Background & Overview

2018

RTA's Strategic Mobility Plan:
Defines High Capacity Corridors

2020

Awarded FTA HOPE Grant

2021

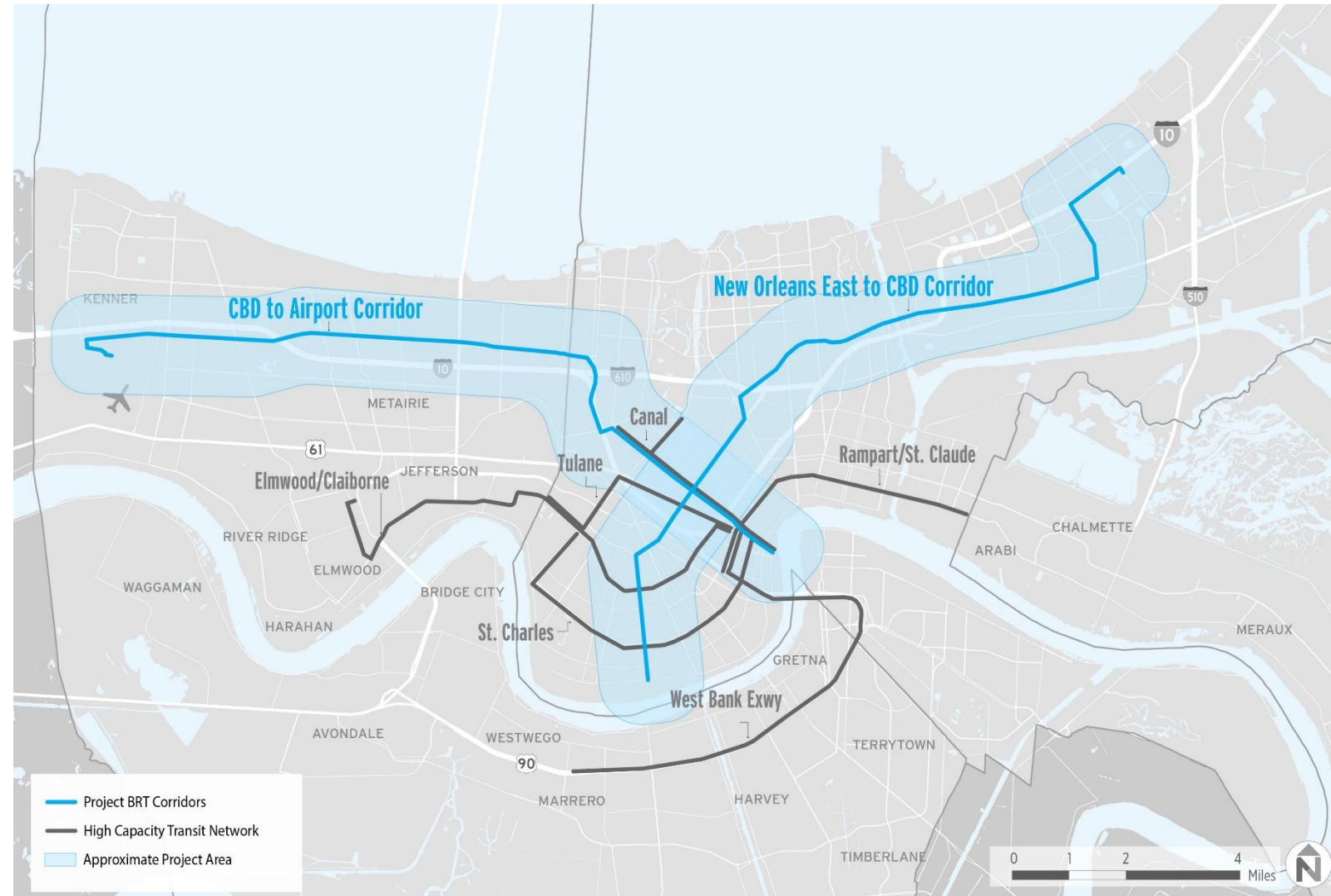
New Links: bus network redesign

Funded Scope Elements:

BRT Design Standards

BRT Corridor Plan

- Conceptual Operations
- Design Characteristics
- Construction Costs
- Implementation / Funding Strategies



What is Bus Rapid Transit?

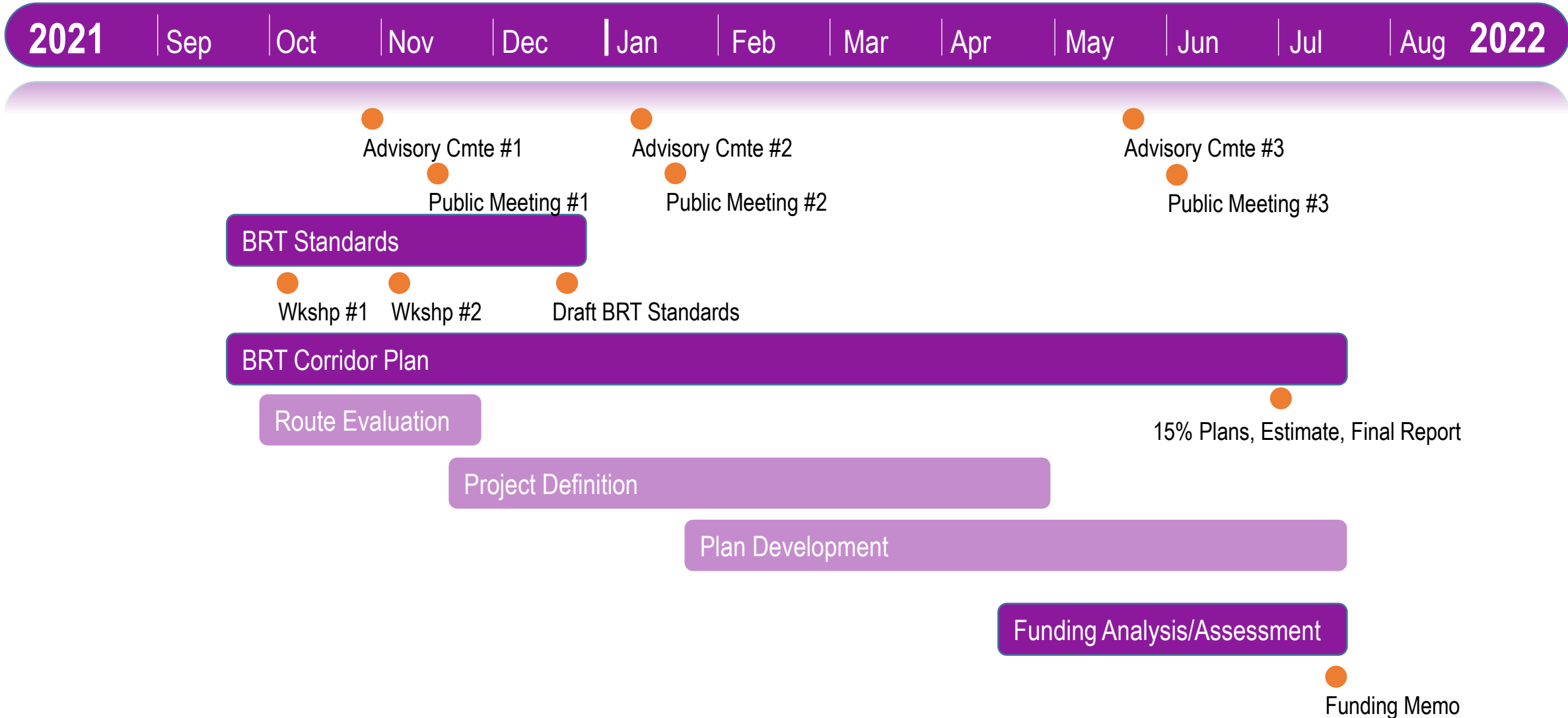
Defining BRT

Think Rail, Use Buses

- Transit priority lanes
- Traffic signal prioritization
- Quality image and unique identity
- Unique vehicles
- Fewer stops along route
- Improved boarding facilities



Project Schedule



Scope Review



Project Task: BRT Standards

As RTA explores opportunities for BRT in the greater New Orleans region, there is a need to develop design standards for rollout and development of a new mode.

Goal: Present overarching guidance for BRT Design Standards and receive feedback and to develop a foundation for more detailed, systemwide standards for the implementation of BRT along urban corridors and freeways.



Operations & Service Goals



Technology



BRT Guideway Alternatives



Vehicle Standards



Station Design Components



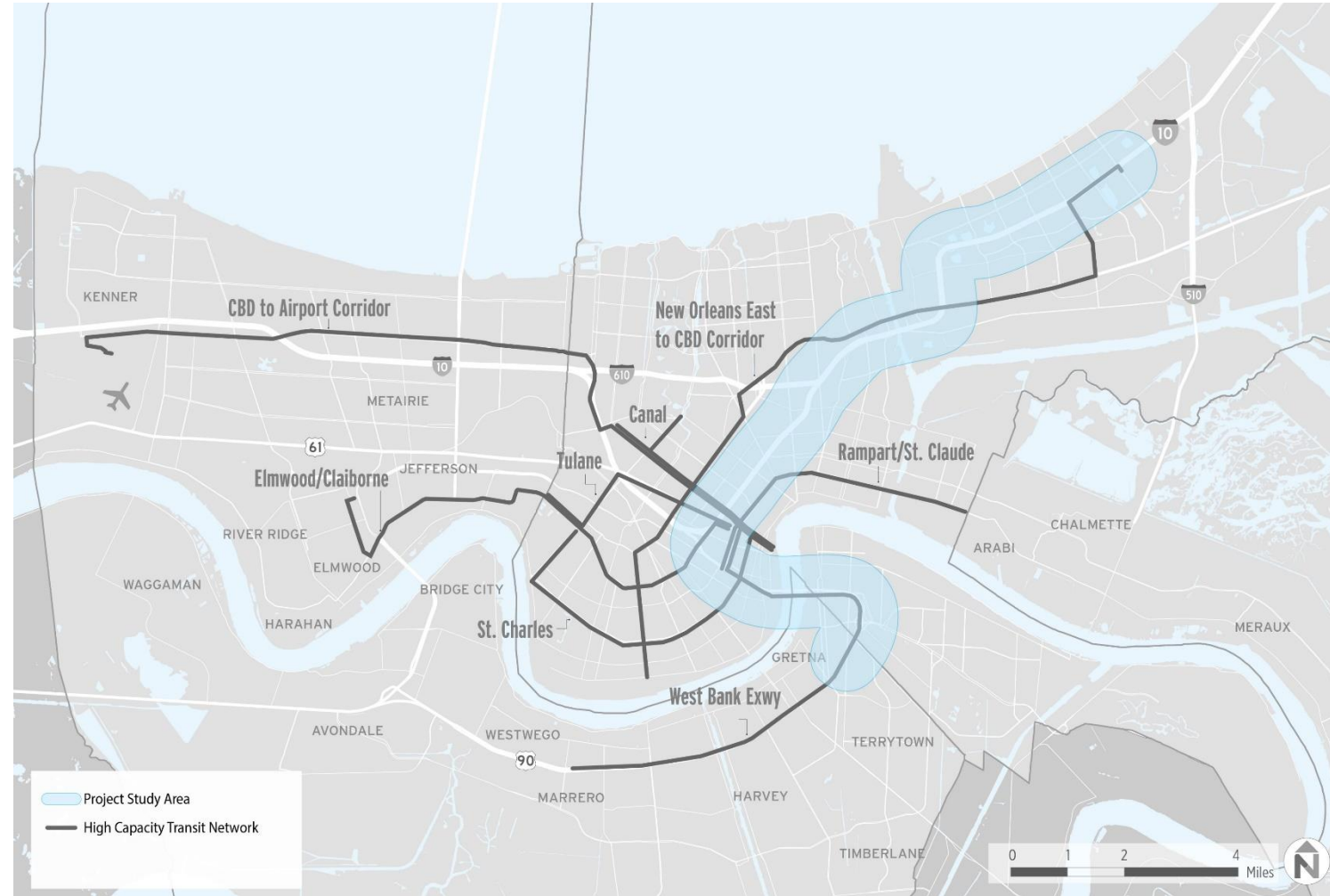
Branding



Project Task: Corridor Plan

Evaluate the BRT corridor connecting New Orleans East to CBD with alternative to the West Bank. This task will include:

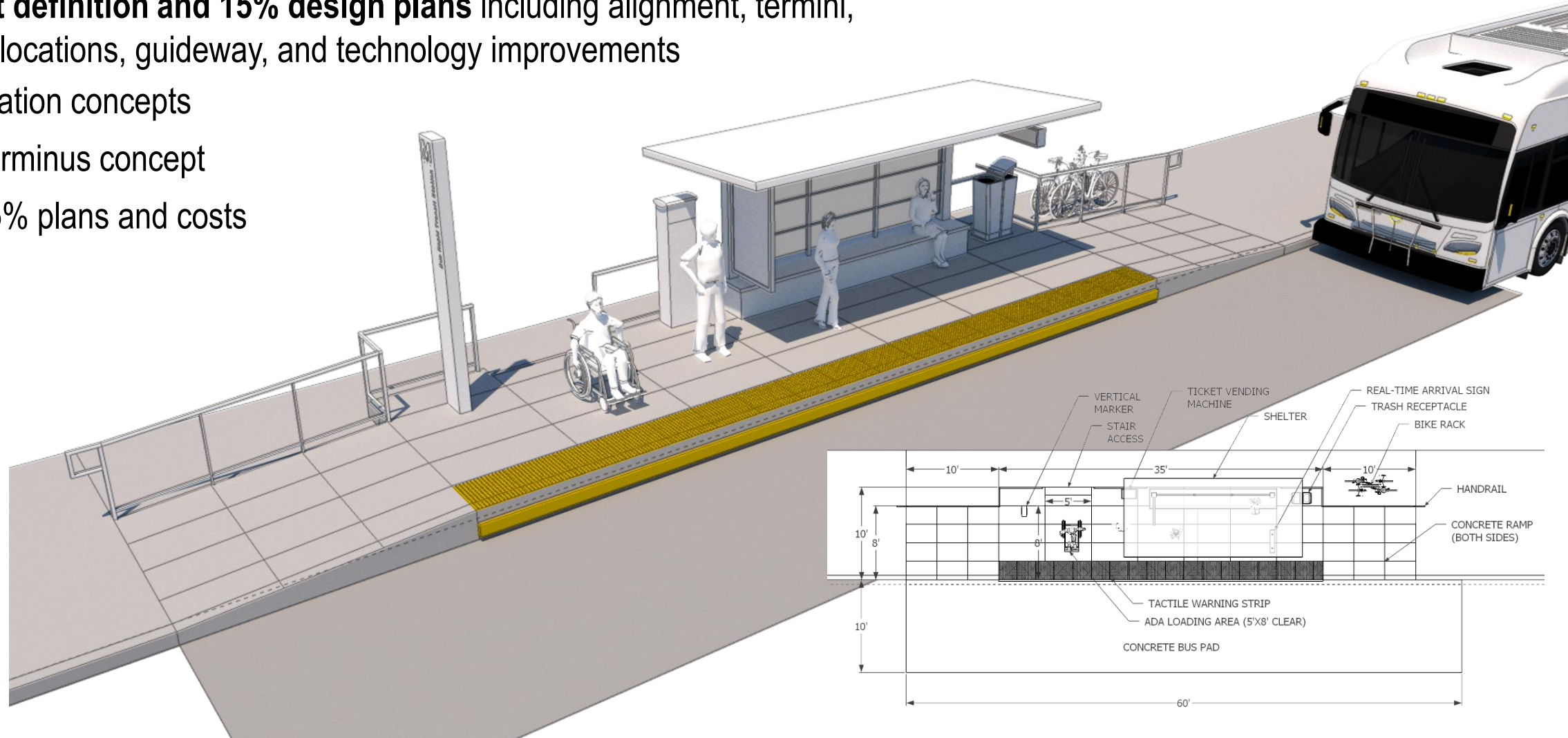
- Previous study review
- Project definition and 15% design
- Ridership forecasts
- Preliminary traffic analysis
- Operating plan development
- Environmental screening



BRT Corridor Plan

Project definition and 15% design plans including alignment, termini, station locations, guideway, and technology improvements

- Station concepts
- Terminus concept
- 15% plans and costs



Ridership Forecasts

- Utilizing FTA Simplified Trips-on-Project Software (STOPS) model
- The New Orleans Regional Transit Authority STOPS model will be updated
- The forecasting methodology will focus on analysis to support the selection of a preferred route and a preliminary assessment of FTA ratings

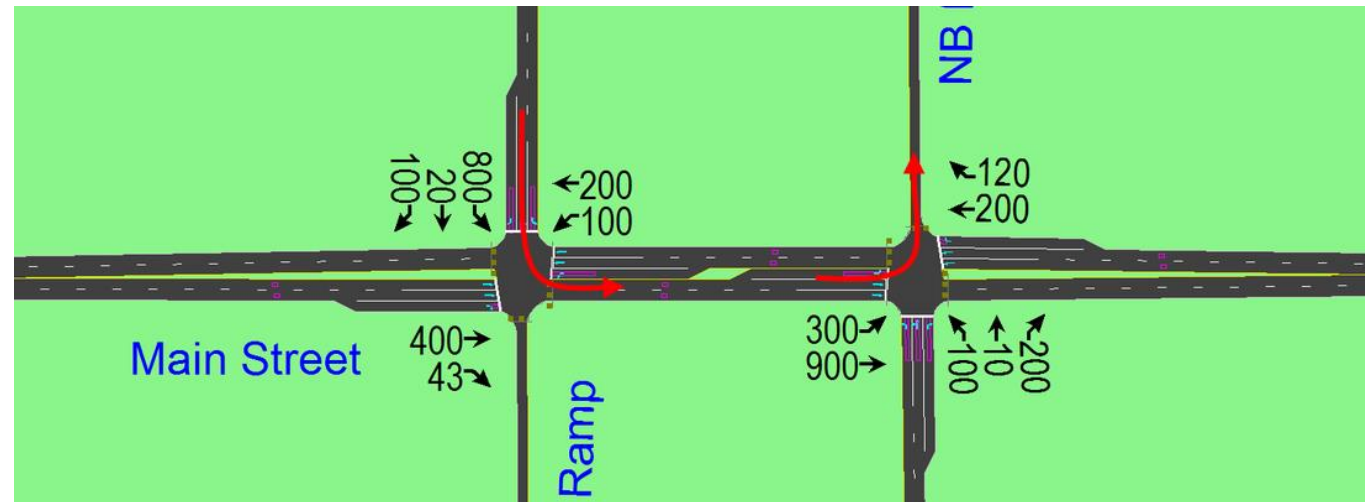
Operating Plan

- | | |
|-----------------------|-----------------------------|
| • Running times | • Vehicles |
| • Service plan | • Revenue hours |
| • Headways | • Revenue miles |
| • Span | • Operating costs |
| • Units of operations | • Local route modifications |



Traffic Analysis:

- HCS Modeling
 - 5 spot locations & 3 alternatives
 - Stations
 - Roadways between stations
- Roadway impacts of guideway and technology alternatives
- BRT running time savings
- Parking impacts



Funding Analysis/Assessment

Capital Cost Funding Sources:

- Local
- State
- Federal*

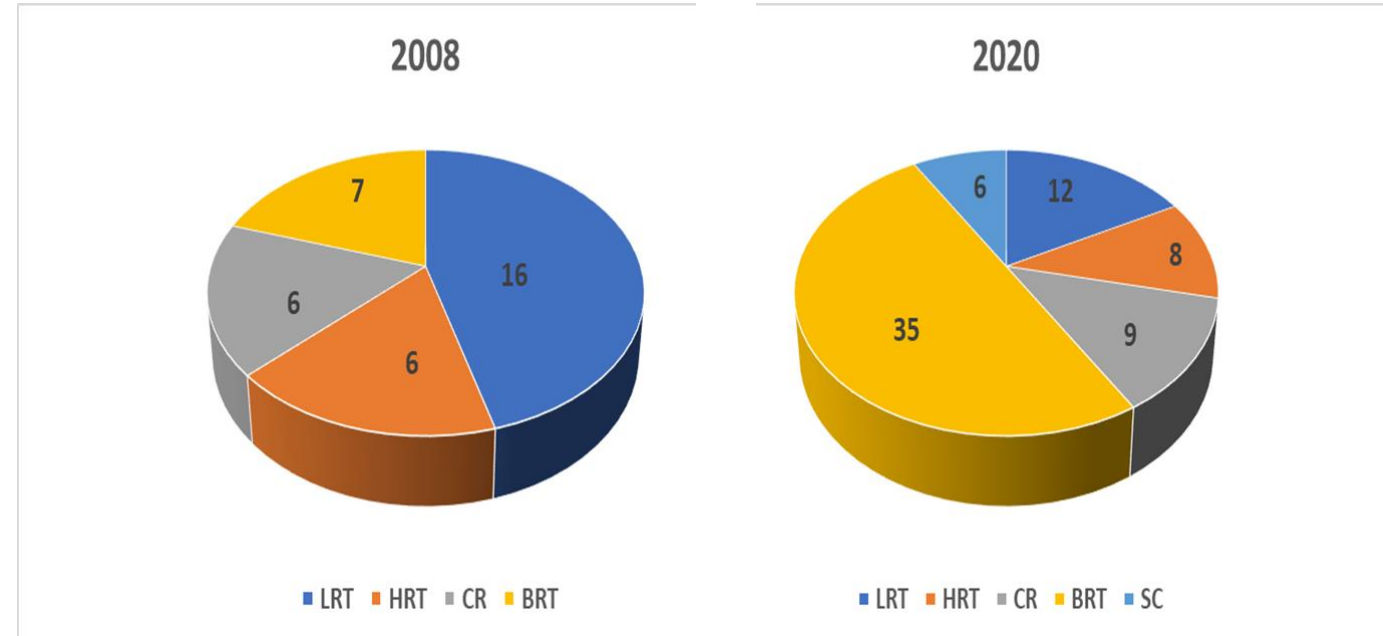
Operating Cost Funding Sources

- Local
- Federal (formula**)

FTA Capital Investment Grant Readiness Evaluation

- Assess how the project would rate in the FTA Capital Investment Grant (CIG) program

FTA Capital Improvement Grant Pipeline



**Bipartisan Infrastructure Bill authorizes \$4.6 B per year FY 22-26*

***O&M funds available for fixed guideway systems, annual amount varies based on number of systems in operation.*

Public/Stakeholder Engagement

2021

Sep

Oct

Nov

Dec

Jan

Feb

Mar

Apr

May

Jun

Jul

Aug

2022



Advisory Cmte #1



Public Meeting #1



Advisory Cmte #2



Public Meeting #2



Advisory Cmte #3



Public Meeting #3

BRT Standards

BRT Corridor Plan

Funding Analysis/Assessment

● 15% Plans, Estimate, Final Report

Stakeholder Outreach

- Mid-November
- Late January
- Late May/early June

Advisory Committee Meetings

- Late October
- Mid-January
- Late May



Meeting Follow-up

- Summary materials will be sent to all invitees
 - Presentation
 - Notes summary

Next Steps

- Data collection
- BRT standards workshop #1
- Advisory committee meeting #1
- Public meeting #1

REVIEW & QUESTIONS

