



DOTD STATEWIDE TRANSIT ASSET MANAGEMENT GROUP PLAN

Louisiana Department of Transportation & Development

2018

TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA



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INTRODUCTION

The majority of transit assets owned or managed by the qualifying FTA-funded (Federal Transit Administration) public transportation providers in Louisiana are in good condition. This is due largely to ongoing efforts by the Louisiana Department of Transportation and Development (DOTD) predating MAP-21 to provide centralized funding, training, and planning support to the qualifying public transportation providers in the state. DOTD is dedicated to continuously providing transportation solutions for accessibility to employment, education, medical care, grocery stores, and other services. With limited funding and a growing backlog of needs, it is critical to maximize existing resources, maintain a State of Good Repair (SGR), and provide the tools necessary for Public Transportation providers in the state of Louisiana to provide safe, reliable, and cost-effective services. Thus, DOTD is sponsoring this Group Transit Asset Management (TAM) plan to continue the provision of a centralized service to qualifying FTA-funded public transportation providers. Of the 48 providers included in this plan, 15 are classified as open-service, Section 5310 providers, and 36 are classified as Section 5311 providers (FY 2018) and an additional 37th program was added in FY 2019. These 5310 and 5311 providers in Louisiana are all subrecipients of FTA funds from DOTD, are Tier II agencies, and have chosen to participate in the DOTD sponsored TAM Plan.

Though asset management is a data focused endeavor, developing a plan is a collaborative process, requiring coordination and data sharing from many different agencies with different operating systems and reporting processes. This TAM Plan coincides with existing coordination activities set forward in the Louisiana Statewide Human Services Transportation Coordination Plan (HSTCP) and is inherently tied to the ongoing coordination and education efforts championed by DOTD.

In addition to being required by law, this TAM Plan provides perspective and decision-making tools to DOTD, program providers, and policy makers for understanding investment prioritization and asset management practices. The process for data gathering, reporting, and the development of the plan has been part of a larger statewide dialogue regarding transportation funding limitations, transit coordination, and policy making.

TAM AND SGR POLICY

Transit Asset Management in Louisiana has been a subject of discussion as part of efforts on Transit Coordination since the early 1990's. In 1992, an Inter-Agency Transportation Coordination Committee (IATCC) was created via executive order under Governor Edwin Edwards' administration. The IATCC was tasked with collecting data on transportation services and making recommendations for coordination of those services and maximizing existing resources. The executive order was reauthorized under Governor Murphy "Mike" Foster's administration.

In 2004, the FTA initiated a new program, United We Ride (UWR), aimed at coordination of services for transportation-disadvantaged populations. UWR provided grants for states to develop coordination plans and provided coordination resource materials, such as a self-assessment tool called A Framework for Action – Building the Fully Coordinated Transportation System. The self-assessment tool lays out a process for developing a statewide public transit-human services coordination plan. Louisiana, under Governor Kathleen Babineaux Blanco, applied for and received a UWR grant in 2004 and began the action planning process.

Louisiana’s UWR Task Force, comprised of state and local human services and transportation services stakeholders, met several times during 2005. The Self-Assessment Tool was reviewed and explained in detail and then completed by each individual member. Once the results were compiled, the Task Force met and came to consensus on a statewide self-assessment for Louisiana. From that self-assessment, the Louisiana Action Plan for Statewide Transportation Coordination emerged. After the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the subsequent publishing of guidelines by the FTA related to coordinated public transit-human services planning, DOTD developed the Louisiana Statewide Human Services Transportation Coordination Plan (HSTCP) in 2007. DOTD also provided technical assistance to each of the eight planning and development districts in Louisiana to develop their own regional coordinated plans. In 2008, DOTD conducted a two-day coordination workshop and updated the Statewide HSTCP.

Figure 1: Timeline of Relevant Policies and Programs



In 2011, the Louisiana Legislature passed HCR 131 to establish the Human Services Transportation Coordination (HSTC) Working Group. The purpose of this group was to improve mobility, optimize efficiencies, and manage costs of transit and paratransit services for all potential users. Specified duties included reviewing nationwide best practices and relevant reports to establish existing conditions, forecasting needs and identifying gaps, controlling costs, and making existing services more effective and prepared for the future. After reporting findings and recommendations to the legislature in 2012, a resolution was passed to continue the Working Group, which was tasked to further study and recommend changes to transportation services to meet future needs.

In 2013, DOTD introduced the Statewide Transit Tracking and Reporting System (STTARS). The web-based application allows transit providers to report and track fleet information, ridership, and utilization. STTARS is also used by providers to schedule trips and apply for funding—a function that became available in 2015. DOTD conducted another two-day coordination workshop that same year. Beginning in 2014 and continuing to the present, the leading agencies and MPOs of the eight regional planning districts continue to hold quarterly meetings with public transportation and human services providers. Representatives from each district provided feedback to DOTD about coordination efforts, successes, challenges, and recommendations. DOTD hosted its latest coordination workshop in June 2018 and reinvigorated the interagency statewide Working Group in August 2018.



Smaller transit vehicles with wheelchair accessibility make up a large portion of fleet vehicles throughout Louisiana.

TAM policy resulted from several precursory policies, such as the MAP-21 policy and the FAST Act. MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law by President Obama on July 6, 2012, sending over 105 billion dollars to surface transportation programs in 2013 and 2014. Three years later, in December 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act allocated 305 billion dollars toward a variety of transportation projects with an emphasis on safety, maintenance, and research for surface transportation infrastructure planning.

Following the FAST Act, a 2015 FTA study found that about 40 percent of buses and 23 percent of rail transit assets were listed in marginal or poor condition, with a total backlog of around 90 billion dollars. Thus, the FTA took action to prevent further deterioration of public transit networks. In July 2016, TAM plans were codified as a legal requirement for transit agencies receiving FTA funding that provide open public transportation. Given limited funding, this framework establishes procedures and guidance for all public transportation networks to move towards a state of good repair.

TAM GOALS AND/OR OBJECTIVES

The goal of any Transit Asset Management (TAM) plan is to create a series of ordered steps for all transportation infrastructure, facilities, equipment, and rolling stock to meet the FTA standard of a State of Good Repair—a state in which all transit assets are functioning at their highest capacity. Thus, the same is true of this TAM plan, which is specific to Louisiana DOTD. This document will be used to describe the steps both government officials and transit providers must take to ensure their assets are either already in a State of Good Repair or in the process of moving toward a goal of State of Good Repair. TAM plan objectives outline the specific ways the TAM plan will help local officials and transit agencies move toward a goal of SGR:

- Create a network of agencies who provide public transportation to residents in Louisiana and designate one individual from each agency to take responsibility of the agency’s asset management.
- Compile a comprehensive list of all transit assets using the inventory lists provided by each transit agency.
- Conduct a thorough condition and age assessment for each transit asset with direct capital responsibility listed in the inventory to determine where the asset is in regard to a State of Good Repair.
- Summarize data from the assessments to get an overview of the condition of all assets in Louisiana.
- Set a specific, numerical target for reducing the number of assets that need repair or replacement.
- Management Approach: Analyze and decide which transit agencies have projects that should be prioritized.
- Reduce the risk of an asset’s unnecessary deterioration by outlining maintenance guidelines to be followed by every provider. Guidelines include each provider’s plan for unplanned maintenance, overhaul strategy, disposal strategy, and acquisition and renewal strategy.
- Schedule specific action items for projects that were prioritized and take note of important dates instituted by the FTA—such as the due dates for TAM plan approval and evaluation.

ABOUT THE TAM PLAN

This TAM plan was developed by the DOTD and classified by the FTA as a “Single Group Plan.” This type of TAM plan is only an option for Tier II providers—agencies who provide service to 100 or less vehicles, receive 5311 or 5310 financial assistance, or provide service to Native American tribes.

While all FTA-funded public transportation agencies must have a TAM plan, Tier II agencies can join a collaborative TAM plan (a Single Group Plan) produced by a sponsor instead of creating their own TAM plan. In this case, DOTD sponsored the Single Group Plan for eligible Tier II agencies in Louisiana. Each of the Tier II agencies included in this plan were further categorized as receiving either 5310 or 5311 financial assistance.

DEFINITIONS

Accountable Executive: The individual in charge of developing and managing the TAM plan, in accordance with 49 U.S.C. 5329(d).

Acquisition and Renewal Strategy: A methodic process of replacing and repairing vehicles as needed over time.

Asset Category: A Classification of Assets. Typically, there are four main categories: equipment, rolling stock, infrastructure, and facilities.

Asset Class: A secondary classification of assets within each category. For example, an asset class within the rolling stock asset category would be vans.

Asset Inventory: A record of all assets and their information, which could include the asset's category, class, age, and useful life benchmark.

Capital Asset: Any asset used to provide public transportation.

Decision Support Tool: An analytic process or tool that helps providers prioritize investments and/or (2) estimates future capital needs. (A decision support tool does not necessarily mean software.)

Disposal Strategy: The provider's method of discarding an asset that has come to the inevitable end of its useful life. The FTA requires agencies to submit a report before disposing of a vehicle.

Direct Recipient: An organization receiving funding from the Federal Transit Administration (FTA).

Equipment: Property that is tangible and has a least one year of remaining useful life.

Exclusive-Use Maintenance Facility: A non-commercial facility used by the transit authority for servicing vehicles or any non-commercial facility owned by the transit authority.

Facility: A building or structure used to provide public transportation.

Federal Transit Administration (FTA): The agency within The United States Department of Transportation that provides assistance to local communities through financial and technical support.

Fixing America's Surface Transportation (FAST) Act: The legislation Congress passed in 2015 that allocated 305 billion dollars toward a variety of transportation projects with an emphasis on safety, maintenance, and research for surface transportation infrastructure planning.

Full Level of Performance: The FTA's standard for a State of Good Repair (SGR). The level of performance is measured by the age of rolling stock and equipment, the TERM rating of facilities, and the percentage of infrastructure that causes a slower traffic speed than intended.

Human Services Coordinated Transit (HSCT) Working Group: The group established by the Louisiana legislature in 2011 for the purpose of improving mobility, optimizing efficiencies, and managing costs of transit and paratransit services for all public transportation users in Louisiana.

Human Services Transportation Coordination Plan (HSTCP): Louisiana's statewide transportation plan developed by the Louisiana Department of Transportation and Development.

Horizon Period: The four-year period of time in which each provider evaluates their TAM plan and its implementation.

Infrastructure: A public transportation network's underlying framework.

Inter-Agency Transportation Coordination Committee (IATCC): A committee ordered by Louisiana's Governor Edwin Edwards' in 1992 to collect data on transportation services and make recommendations on how to better coordinate transportation in Louisiana.

Investment Prioritization: The ranking of future projects based on several factors, including need, safety risks, accessibility, and financial prudence. Investments are typically ranked and then ordered by their scheduled start date.

Key Asset Management Activities: A list of tasks that are crucial to effective implementation of a TAM plan and its successful results.

Life-Cycle Cost: The cost of maintaining and operating an asset throughout its entire useful life.

Louisiana Department of Transportation and Development (DOTD): The state agency in Louisiana responsible for building and maintaining a transportation system that provides economic opportunity and mobility for residents in Louisiana.

Maintenance Strategy: A transportation agency's ordered manner of caring for their capital assets in a way that prevents assets from dilapidating before the end of their Useful Life Benchmark.

Metropolitan Planning Organization (MPO): A federally-funded, regional transportation agency composed of local community representatives.

Moving Ahead for Progress in the 21st Century (MAP-21) Act: A bill that authorized funding for national federal surface transportation repairs. The bill was passed by Congress in 2012 and subsequently signed into law by President Obama.

Overhaul Strategy: A method of examining an older or dilapidated asset to assess whether a total overhaul or a replacement is more cost-effective.

Participant: A Tier II provider who opted in to a group TAM plan.

Performance Target: A level of performance that is quantifiable and scheduled to be met by a certain date.

Provider: An FTA-funded entity who conducts public transportation operations or owns property being used for public transportation.

Public Transportation System: A provider's comprehensive transportation network and operations, even operations conducted through contracted employees.

Public Transportation Agency Safety Plan: A provider's safety plan document, pursuant to 49 U.S.C. 5329.

Recipient: Any organization receiving Federal financial assistance under 49 U.S.C. Chapter 53.

Rolling Stock: Vehicles used for carrying passengers in a public transportation network.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU): A bill passed by Congress and signed into law by President George W. Bush in 2005 that allocated money for federal surface transportation spending.

Statewide Transit Tracking and Reporting System (STTARS): The state of Louisiana's online data management system for recording vehicle maintenance, tracking ridership, scheduling rides, and reporting how the transportation network is being used and at what level of efficiency.

Service Vehicle: Equipment used to deliver items or to repair other parts of a transportation system.

State of Good Repair (SGR): The quality of a capital asset when the asset functions at its full level of performance.

Subrecipient: An organization receiving Federal transit financial assistance indirectly, typically through the State.

TERM Scale: The FTA rating system used for the “Transit Economic Requirements Model” (TERM) to quantify an asset’s condition on a scale of 1 to 5, 5 being Excellent, 4 being Good, 3 being Adequate, 2 being Marginal, and 1 being Poor.

Tier I Provider: An FTA-funded owner, operator, or manager of either 1) rail transit or 2) more than 101 vehicles across all fixed-route modes or in any one non-fixed route mode.

Tier II Provider: An FTA-funded owner, operator, or manager of 1) a subrecipient under the 5311 Rural Area Formula Program, 2) Native-American tribal assets, or 3) fewer than 100 vehicles across all fixed-route modes or in any one non-fixed route mode.

Transit Asset Management (TAM): A business model that uses the condition of transportation assets to predict future needs and find the best, most cost-effective way to fund transit systems, prioritizing investments with the goal of achieving a State of Good Repair.

Transit Asset Management (TAM) Plan: A management plan that includes—at a minimum—an inventory of capital assets within a transportation system, an assessment of those assets’ conditions, a decision support tool, and a prioritization of investments.

Transit Asset Management (TAM) Policy: A written account of a transit provider’s commitment to achieving a State of Good Repair. The provider’s TAM objectives, roles and responsibilities come from the provider’s TAM policy.

Transit Asset Management (TAM) System: A ordered strategy for consistently operating and improving public transportation assets over the course of their useful life.

United We Ride (UWR): The FTA’s program for providing transportation to disadvantaged populations. United We Ride started in 2004 and provides financial assistance to states who wish to create a statewide coordination plan, such as Louisiana, which began a United We Ride taskforce in 2005.

Unplanned Maintenance Approach: A strategy to respond to vehicle failure, traffic incidents, or any emergency maintenance that may be necessary.

Useful Life: The period of time that a capital asset is usable.

Useful Life Benchmark (ULB): The maximum age of an asset, often determined by the default benchmark provided by the FTA.

ROLES AND RESPONSIBILITIES

Transit providers receiving FTA funding used for public transportation are required to have a TAM plan. However, transit agencies that qualify as a Tier II provider can participate in a “Single Group Plan” or develop their own. The Group Plan is compiled by a sponsor, but each provider maintains its own Accountable Executive responsible for coordinating with the sponsor during plan-development and for ongoing plan implementation.

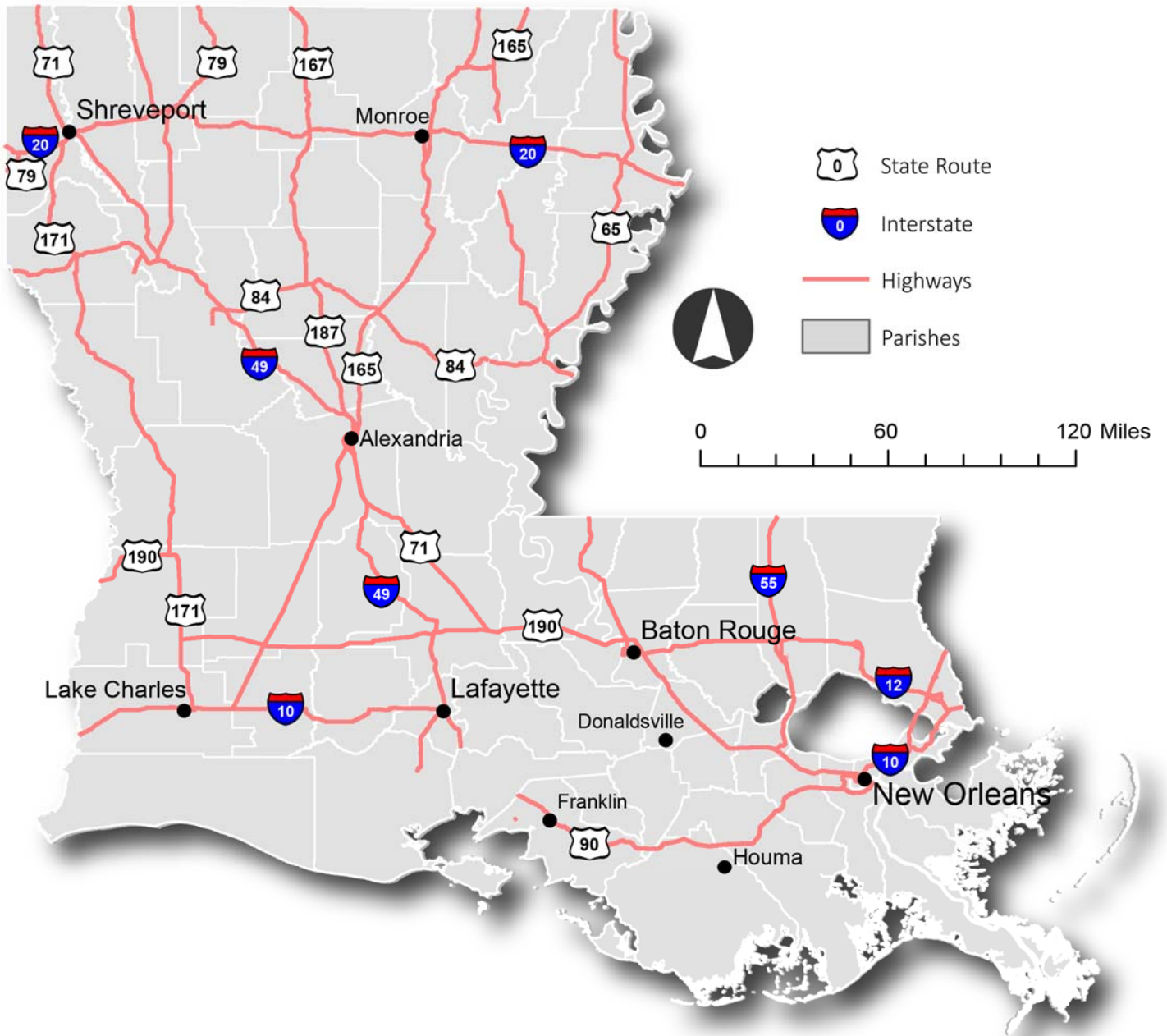
In this case, the sponsor is the State of Louisiana’s DOTD Public Transit Division. A letter to all qualifying Tier II providers in the State of Louisiana was sent out on May 29, 2018, and each provider was asked to opt in or opt out of the Group TAM plan. In the same letter, providers who chose to opt in were asked to appoint an Accountable Executive and report all assets used in the provision of public transportation, even assets not funded by the FTA. Table 1 displays each agency and its Accountable Executive, followed by a map in Figure 3: Map of Transit Providers showing the location of each provider.

Table 1: List of Providers

Label Number	Provider	Funding Category	City	Accountable Executive
1	Acadia COA	5310	Crowley	Malita Bartie
2	Allen COA	5311	Oakdale	Patricia Jones
3	Ascension COA	5310	Donaldsonville	Darlene C. Schexnayder
5	Assumption Parish COA	5311	Napoleonville	Angele Authement
6	Avoyelles COA	5311	Marksville	Sabrina Sonnier
8	Bienville COA	5311	Arcadia	Ann Chapman
9	Calcasieu Public Transit	5311	Lake Charles	Wendy C. Robinson
54	Calcasieu Voluntary COA	5310	Lake Charles	Jacqueline Green
11	Caldwell Parish COA	5311	Columbia	Dottie Etheridge or Monica Pauley
10	Cameron COA	5311	Lake Charles	Dinah B. Landry
7	City of DeRidder/ Beauregard Transit	5311	Deridder	Alison Hanchey
42	City of Franklin	5311	Franklin	Jefferey Beverly
12	Claiborne Parish Police Jury	5311	Homer	Tim Cain
13	DeSoto COA	5311	Mansfield	Cheryl Lane
4	Donaldsonville Area ARC	5310	Donaldsonville	Marlene Dominique
14	East Feliciana COA	5311	Clinton	Brenda Gardner
15	Evangeline COA	5311	Ville Platte	Lisa Rouen
16	Iberville Sheriff’s Office	5311	Plaquemine	Capt. Tommy Favaron
17	Jefferson COA	5310	Metairie	Chuck Sabin
19	Jefferson Davis COA	5311	Jennings	Helen Langley
20	Lafayette COA	5310	Lafayette	Larry Baker, or Kelly Richard
21	Lafourche COA	5310	Raceland	Charlene R. Rodriguez

Label Number	Provider	Funding Category	City	Accountable Executive
22	Lincoln COA	5310	Ruston	Michelle Wright
23	Lincoln Parish Police Jury	5311	Ruston	Tomica McDonald
24	Livingston COA	5311	Denham Springs	Shannon Plaia
25	Madison Voluntary COA	5311	Tallulah	Mike Rome
26	Ouachita ARC (ARCO)	5310	Monroe	Roma Kidd
29	Plaquemines Parish Government	5311	Belle Chasse	Othella W. Hughes
30	Pointe Coupee COA	5311	New Roads	Becky Bergeron
31	Rapides Senior Center	5311	Pineville	Juanita F. Vanderhoeven
32	Red River COA	5311	Coushatta	Mary Braswell
33	St. Charles COA	5310	Hahnville	April Keller
34	St. Helena COA	5311	Greensburg	Jim Robb
35	St. James Parish Government	5311	Convent	Cassandra Bailey
37	St. Landry COA	5310	Opelousas	Judy Doyle
38	St. Landry Parish CAA	5311	Opelousas	Kristen B. Thomas
40	St. Martin COA	5311	Breaux Bridge	Shanese L. Lewis
51	St. Martin, Iberia, Lafayette Community Action	5311	Lafayette	Irma J. Bourgeois
41	St. Mary CAA	5310	Franklin	Jeffery Beverly
27	St. Margaret's Daughter's Home	5310	New Orleans	Stephen Millet and Dennis Guerrero
45	Terrebonne COA	5311	Houma	Kayla Dardar
39	The Arc of St. Martin	5310	Saint Martinville	Regina Maraist
46	Vernon COA	5311	Leesville	Marvis L. Chance
47	Washington Parish COA	5311	Franklinton	Nancy C. McBeth
48	Webster Parish Police Jury	5311	Minden	Dixie L. Herber
49	West Carroll COA, Inc.	5310	Oak Grove	Brenda Hagan
53	West Ouachita Public Transit	5311	West Monroe	Kimberly Payne Watt
50	Winn COA	5310	Winnfield	Joyce D. McElroy

Figure 2: Map of Louisiana

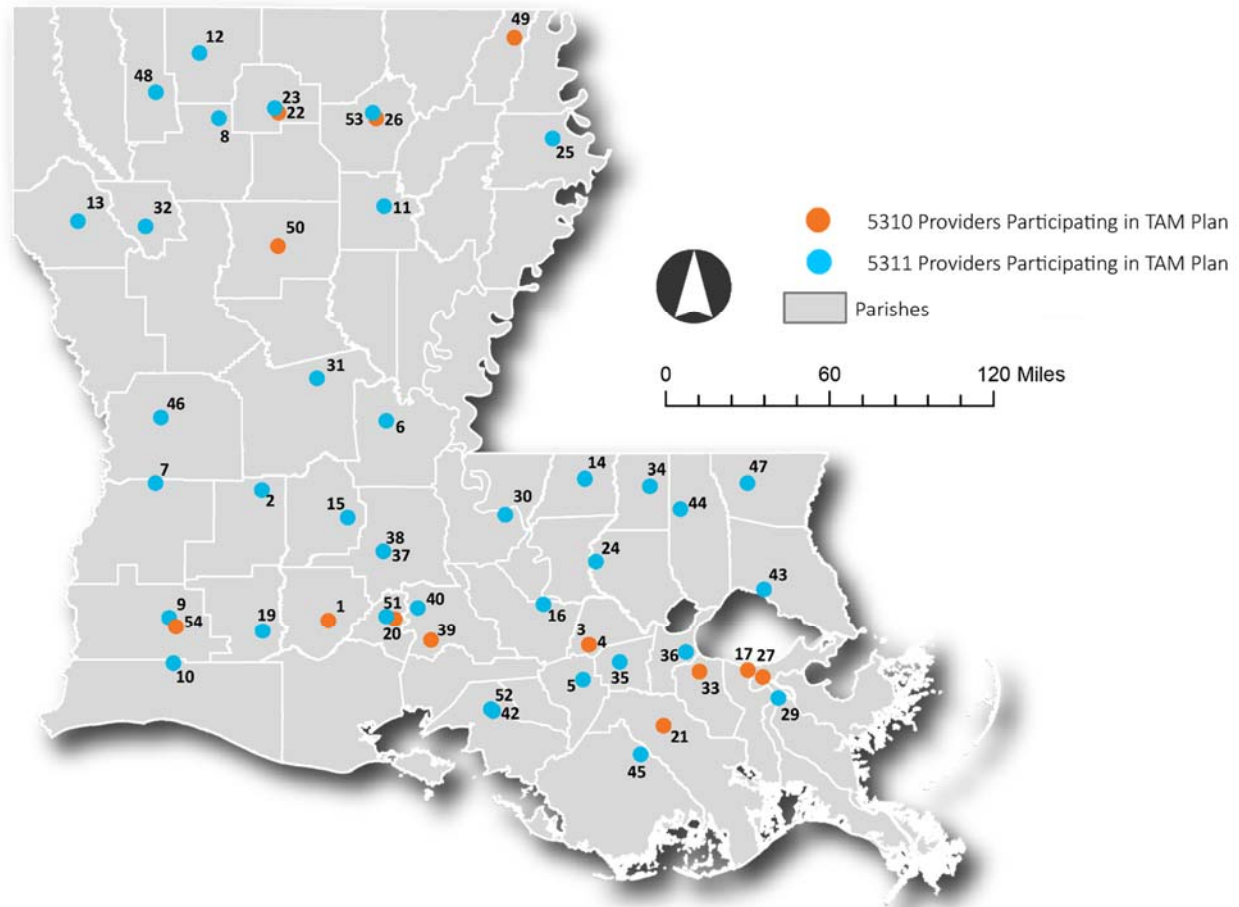


TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Figure 3: Map of Transit Providers



Label #	Provider
1	Acadia COA
2	Allen COA
3	Ascension COA
5	Assumption Parish COA
6	Avoyelles COA
8	Bienville COA
9	Calcasieu Public Transit
54	Calcasieu Voluntary COA
11	Caldwell Parish COA
10	Cameron COA
7	City of DeRidder/ Beauregard Transit
42	City of Franklin
12	Claiborne Parish Police Jury
13	DeSoto COA
4	Donaldsonville Area ARC
14	East Feliciana COA
15	Evangeline COA

Label #	Provider
16	Iberville Sheriff's Office
17	Jefferson COA
19	Jefferson Davis COA
20	Lafayette COA
21	Lafourche COA
22	Lincoln COA
23	Lincoln Parish Police Jury
24	Livingston COA
25	Madison Voluntary COA
26	Ouachita ARC (ARCO)
29	Plaquemines Parish Government
30	Pointe Coupee COA
31	Rapides Senior Center
32	Red River COA
33	St. Charles COA
34	St. Helena COA
35	St. James Parish Government

Label #	Provider
37	St. Landry COA
38	St. Landry Parish CAA
40	St. Martin COA
51	St. Martin, Iberia, Lafayette Community Action
41	St. Mary CAA
27	St. Margaret's Daughter's Home
45	Terrebonne COA
39	The Arc of St. Martin
46	Vernon COA
47	Washington Parish COA
48	Webster Parish Police Jury
49	West Carroll COA, Inc.
53	West Ouachita Public Transit
50	Winn COA

ASSET PORTFOLIO

Assets inventoried for this TAM Plan include Rolling Stock, Equipment, and Facilities. The information included in the register of assets is gathered as part of the reporting through STARS (Appendix A). This regular reporting includes a condition assessment of the inventoried assets and allows reporting from any operating system through the web-based tool.

ASSET INVENTORY SUMMARY

The asset inventory in the State of Louisiana displays a wide range of assets and a strong foundation for achieving a State of Good Repair. Throughout the State, the qualifying Tier II providers alone have 401 assets for public transportation.

The inventory is organized by asset category—Rolling Stock, Equipment, and Facilities—and then the category’s corresponding sub-asset. For example, most vans are classified as a sub-asset underneath the Rolling Stock category. Table 2 shows the typical method of classifying Rolling Stock and Equipment vehicles. A number of human services transportation providers own and operate federally funded facilities and infrastructure, funded by the American Recovery and Reinvestment Act of 2009 (ARRA). All of these assets are in excellent or good condition, and as the funding mechanism for these assets is not a recurring program fund, DOTD currently does not plan on replacing these facility and infrastructure assets as they reach useful life. A number of locally funded additional assets have been self-reported by participants in this group TAM plan and are included in the end of this document. DOTD holds no capital responsibility for these assets, and as they are locally funded no condition assessment has been applied to these assets in the development of this TAM Plan. As DOTD holds no capital responsibility for these assets, Asset Management and replacement plans have not been incorporated for these assets in the development of this group TAM Plan, though the local entity may have its own asset tracking, maintenance, and replacement program for locally funded assets.

Table 2: Rolling Stock, Equipment, and Facility Types

Rolling Stock (Revenue Vehicles)	Equipment (Non-revenue Support-service and Maintenance Vehicles)	Facilities	Infrastructure
Bus	Automobile	Buildings	Generators
Cutaway	Sport Utility Vehicle	Other Structures	
Minibus	Truck		
Minivan			
School Bus			
Maxivan			
Van			

Bus

A bus, as seen in Figure 4, is a vehicle at least 35 feet long with front and sometimes center doors. Intercity buses typically have higher-backed seats and a restroom onboard, while an urban transit bus has lower-backed seating and no restroom. Both types of buses hold around 35-45 passengers. The engine of the vehicle is normally rear-mounted. The minimum cost of a bus is \$205,000.

Figure 4: Transit Bus



Cutaway

A cutaway—also called a minibus—is a vehicular body built on the framework of a Chevy or Ford truck. The framework, or chassis, is manufactured by Chevy or Ford, but the body is manufactured by a variety of other companies (Supreme, El Dorado, Diamond, Collins, and Champion). Riders enter through a set of front-entry doors into interiors tall enough to stand; they can then walk down a center aisle to choose from any one of the two seats on either side of the aisle. Typically, cutaways can accommodate 16 to 28 passengers and cost anywhere from \$38,000 to \$42,000. Figure 5 shows an example of a cutaway vehicle.

Figure 5: Cutaway "Minibus"



Minivan

A minivan is designed to be in-between a car and a van. Including the driver, minivans carry seven passengers, and the factory-built vehicles cost about \$28,000. An example of the minivan is the Kia Sorrento, shown in Figure 6.

Figure 6: Minivan



Van / Maxivan

A standard van has side passenger doors and low ceilings, requiring riders to pull themselves up into the vehicle. Vans are factory-built by Ford, GM, or Chrysler, and they can accommodate up to 15 passengers including the driver. Disabled or older passengers may have difficulty getting in the van or moving around inside the van because one must traverse over a wheel well to reach the back seat. At a minimum, a van costs \$20,000. An example is shown in Figure 7.

Figure 7: Van/Maxivan



The Rolling Stock and Equipment asset inventories were taken from the Statewide Transit and Tracking Reporting System (STTARS), where providers in the State of Louisiana record information about their assets. Breakdowns of the Rolling Stock and Equipment inventories can be seen in Figure 8 and Figure 9. Of the 400 reported vehicles, all of them had a determined vehicle type. No facilities were reported, so no assessment was conducted.

CONDITION ASSESMENT

A conditions assessment is crucial, because the indicators from the assessment help form the SGR Performance Targets. After a baseline condition is determined, a provider can more effectively improve their assets and work toward a State of Good Repair.

An evaluation of each asset’s performance was based on the FTA’s two main standards: the vehicle’s age and its condition. Each asset has its own sheet in the Assessment Tool provided. The percentage of vehicles at or over the Useful Life Benchmark (ULB) and their conditions determined the overall assessment of a provider’s transit assets.

Table 3: Default Useful Life Benchmarks (ULBs)

Asset Category	Asset Class	ULB (Years)
Rolling Stock	Bus	14
	Cutaway	10
	Minibus	10
	Minivan	8
	School Bus	14
	Maxivan	8
	Van	8
Equipment	Automobile	8
	Sport Utility Vehicle	8
	Truck	14

Figure 8: Rolling Stock Inventory

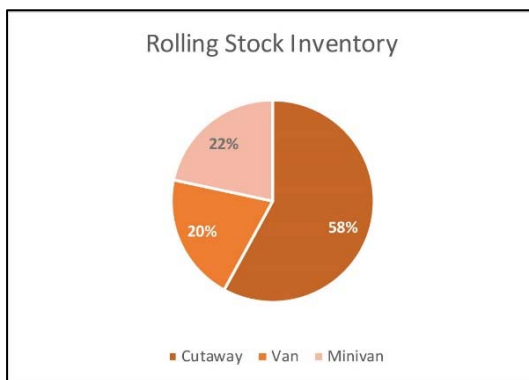
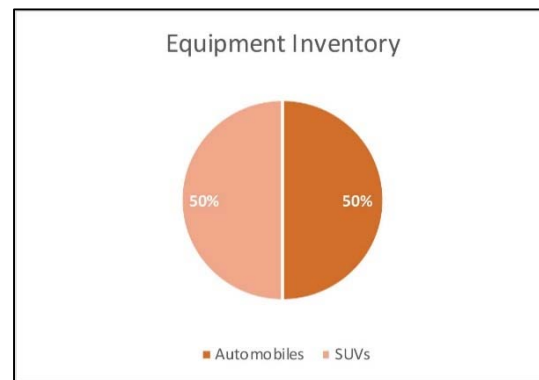


Figure 9: Equipment Inventory



ULB ASSESSMENT

Each vehicle asset was assigned the default ULB from the 2017 Asset Inventory Module Reporting Manual based on vehicle type. The default ULBs are represented in Table 3. While the FTA recommends using the default ULB to assess vehicles, the DOTD may also use on-the-ground conditions in Louisiana as a secondary method of vehicle assessment during the development of the TAM plan.

The manufacturing year was used to calculate the age of the vehicle, and then the age was compared to the vehicle's ULB. Vehicles with ages past the ULB were counted as being at/over ULB, and the overall percentage of assets at/over the ULB was then calculated.

CONDITION ASSESSMENT

Finally, the condition of each asset was evaluated based on the STTARS rating system, "poor", "fair", "good", or "excellent". While the FTA recommends using the TERM-lite rating system (a five-point condition rating system where 1 is "poor" and 5 is "excellent"), the STTARS system was used due to its similarity. Each asset's condition rating from the STTARS system was converted to a point value, where 1 equaled "poor" and 4 equaled "excellent." After assigning each asset a value, the average condition of the asset class was calculated, as well as the percentage of each condition rating. Table 4 displays the STTARS rating system in detail.

Table 4: STTARS Rating System

Rating	Description
Poor (1)	Asset shows signs of extreme deterioration and imminent failure; the asset is likely nearing its ULB.
Fair (2)	Asset shows deterioration requiring attention; issues with the vehicle may be significant deficiencies.
Good (3)	Vehicle is new or rehabilitated; the asset may have minor deterioration or wear and tear.
Excellent (4)	Vehicle is new or recently rehabilitated; minor issues with asset if any.

STATEWIDE ASSET AGE SUMMARY

In sum, many of the transit assets in Louisiana are under their ULB. For the baseline year of 2017, 26.65% of Rolling Stock were at/over ULB. 50% of Equipment were at/over ULB for the baseline year. Table 5 on the following page shows the summary of both 5310 and 5311 assets' ULB conditions

Table 5: Age Evaluation for 5310 and 5311 Assets

Asset Category	Asset Class	# of Assets	# of Assets at/over ULB	% at/over ULB
Rolling Stock	Bus	14	0	0%
	Cutaway	214	27	13%
	Minibus	3	0	0%
	Minivan	85	35	41%
	School Bus	0	0	0%
	Maxivan	1	1	100%
	Van	77	42	55%
<i>Summary</i>	-	394	105	27%
Equipment	Automobile	3	2	67%
	Sport Utility Vehicle	3	1	34%
	Truck	0	0	0%
<i>Summary</i>	-	6	3	50%
Facilities	-	0	0	0%
<i>Summary</i>	-	0	0	0%

Figure 10 and Figure 11 show the distribution of Rolling Stock and Equipment age.

Figure 10: Rolling Stock Age

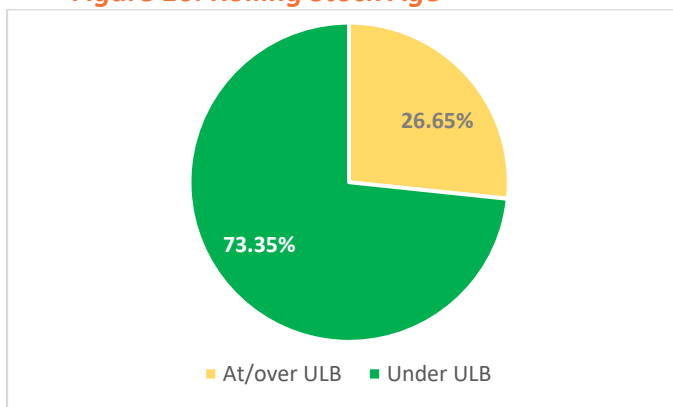


Figure 11: Equipment Age

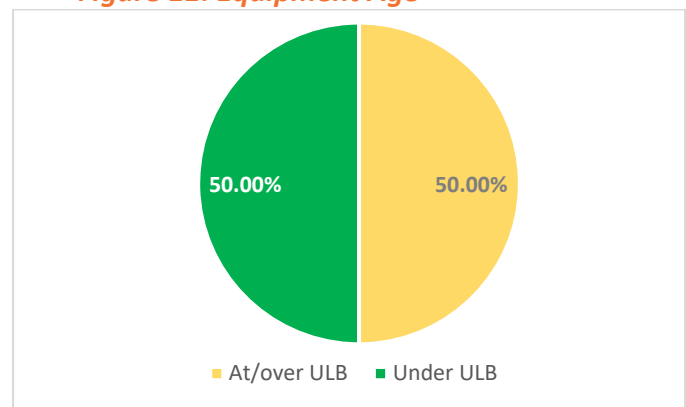


Table 6 and Table 7 on the following page break down the distribution of vehicles that have met or exceeded their ULB for both 5310 and 5311 providers' assets. Comparing 5310 and 5311 asset ages shows that a greater percentage of 5310 vehicles are at/over ULB.

Table 6: Age Evaluation of 5310 Assets

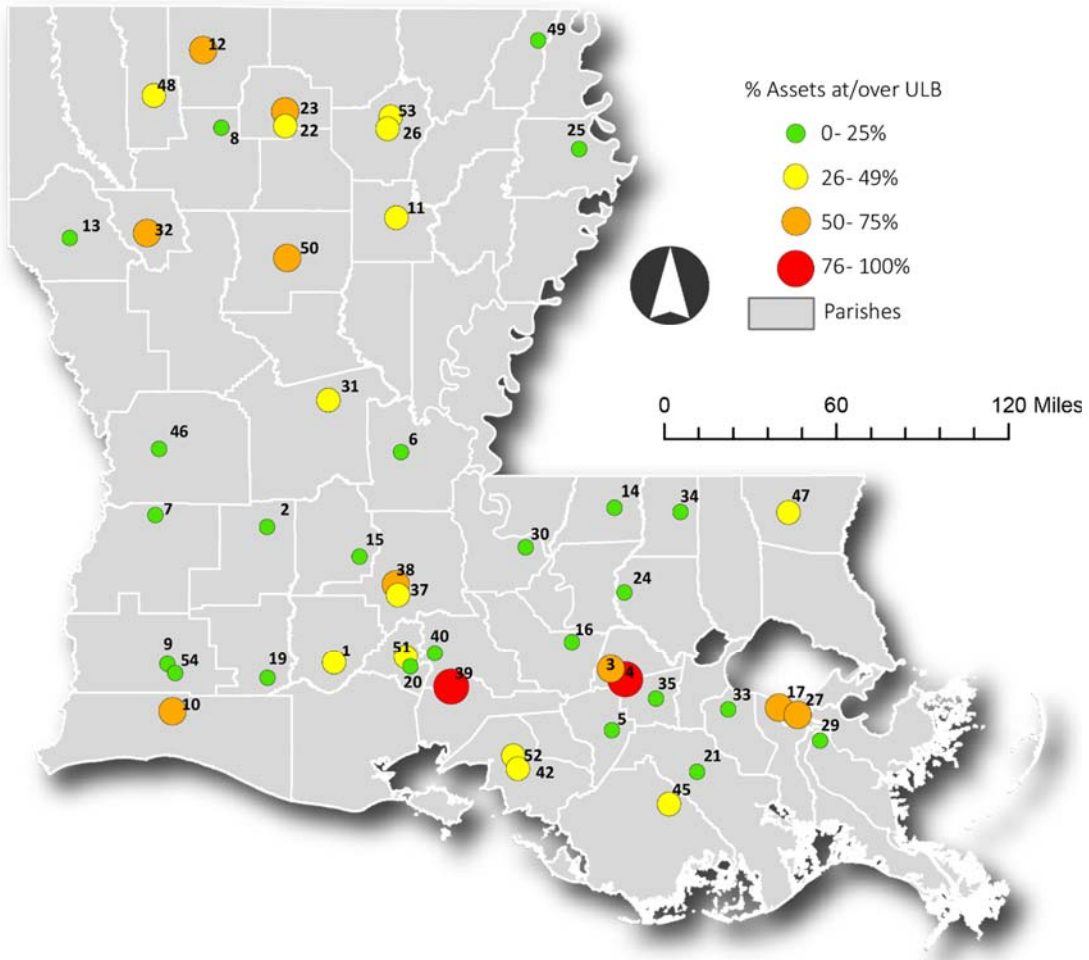
Asset Category	Asset Class	# of Assets	# of Assets at/over ULB	% at/over ULB
Rolling Stock	Bus	1	0	0%
	Cutaway	53	17	32%
	Minibus	0	0	0%
	Minivan	28	15	54%
	School Bus	0	0	0%
	Maxivan	1	1	100%
	Van	14	10	71%
<i>Summary</i>	-	97	43	44%
Equipment	Automobile	2	1	25%
	Sport Utility Vehicle	2	0	0%
	Truck	0	0	0%
<i>Summary</i>	-	4	1	25%

Table 7: Age Evaluation of 5311 Assets

Asset Category	Asset Class	# of Assets	# of Assets at/over ULB	% at/over ULB
Rolling Stock	Bus	13	0	0%
	Cutaway	161	10	6%
	Minibus	3	0	0%
	Minivan	57	20	35%
	School Bus	0	0	0%
	Maxivan	0	0	0%
	Van	63	32	51%
<i>Summary</i>	-	297	62	21%
Equipment	Automobile	1	1	100%
	Sport Utility Vehicle	1	1	100%
	Truck	0	0	0%
<i>Summary</i>	-	2	2	100%

Figure 12 on the following page displays the percentage of assets at/over their ULB by identified by provider.

Figure 12: 5310 and 5311 Assets at/over ULB by Percentage



Label #	Provider
1	Acadia COA
2	Allen COA
3	Ascension COA
5	Assumption Parish COA
6	Avoyelles COA
8	Bienville COA
9	Calcasieu Public Transit
54	Calcasieu Voluntary COA
11	Caldwell Parish COA
10	Cameron COA
7	City of DeRidder/ Beauregard Transit
42	City of Franklin
12	Claiborne Parish Police Jury
13	DeSoto COA
4	Donaldsonville Area ARC
14	East Feliciana COA

Label #	Provider
15	Evangeline COA
16	Iberville Sheriff's Office
17	Jefferson COA
19	Jefferson Davis COA
20	Lafayette COA
21	Lafourche COA
22	Lincoln COA
23	Lincoln Parish Police Jury
24	Livingston COA
25	Madison Voluntary COA
26	Ouachita ARC (ARCO)
29	Plaquemines Parish Government
30	Pointe Coupee COA
31	Rapides Senior Center
32	Red River COA
33	St. Charles COA
34	St. Helena COA

Label #	Provider
35	St. James Parish Government
37	St. Landry COA
38	St. Landry Parish CAA
40	St. Martin COA
51	St. Martin, Iberia, Lafayette Community Action
41	St. Mary CAA
27	St. Margaret's Daughter's Home
45	Terrebonne COA
39	The Arc of St. Martin
46	Vernon COA
47	Washington Parish COA
48	Webster Parish Police Jury
49	West Carroll COA, Inc.
53	West Ouachita Public Transit
50	Winn COA

STATEWIDE ASSET CONDITION SUMMARY

As previously stated, the majority of transit assets owned or managed by the qualifying providers in Louisiana are in good condition. Just 3% of Rolling Stock assets are in poor condition, and 0% of Equipment assets are in poor condition. Table 8 shows the summary of both 5310 and 5311 assets' ULB conditions. Figure 13 and Figure 14 show a breakdown of Rolling Stock and Equipment condition.

Table 8: STARS Condition Evaluation for 5310 and 5311 Assets

Asset Category	Asset Class	Avg. Condition Rating	Assets in Poor Condition	% in Poor Condition
Rolling Stock	Bus	3	0	0.0%
	Cutaway	3.3	7	3.3%
	Minibus	2.3	0	0.0%
	Minivan	3.3	1	1.2%
	School Bus	0	0	0%
	Maxivan	2	0	0.0%
	Van	3	4	5.2%
<i>Summary</i>	-	2.8	12	3.0%
Equipment	Automobile	3.3	0	0%
	Sport Utility Vehicle	3.5	0	0%
	Truck	0	0	0%
<i>Summary</i>	-	3.4	0	0%

The distribution of assets falls evenly in both funding categories; there are 6 Rolling Stock assets in Poor condition in both the 5310 and 5311 categories. Table 9 and Table 10 show the conditions specific to the 5310 and 5311 providers' assets.

Figure 13: Rolling Stock Condition

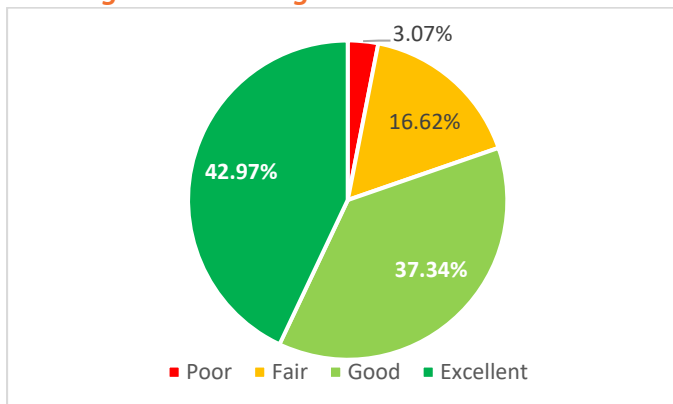


Figure 14: Equipment Condition

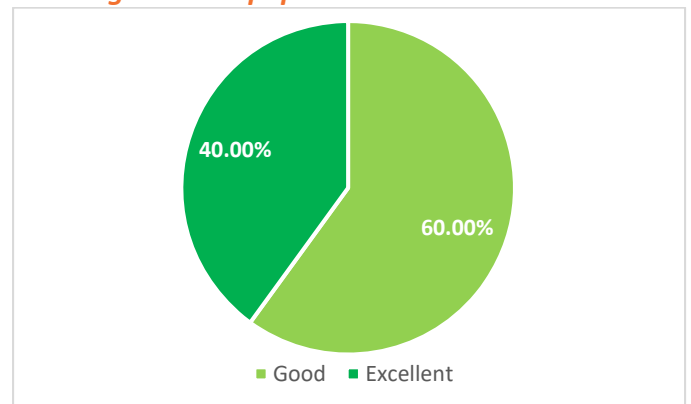


Table 9: STTARS Conditions Evaluation for 5310 Assets

Asset Category	Asset Class	Avg. Condition Rating	Assets in Poor Condition	% in Poor Condition
Rolling Stock	Bus	2	0	0%
	Cutaway	3	4	7.5%
	Minibus	0	0	0%
	Minivan	3.1	0	0%
	School Bus	0	0	0%
	Maxivan	2	0	0%
	Van	2.4	2	14%
<i>Summary</i>	-	<i>2.5</i>	<i>6</i>	<i>6.3%</i>
Equipment	Automobile	3.5	0	0%
	Sport Utility Vehicle	4	0	0%
	Truck	0	0	0%
<i>Summary</i>	-	<i>3.8</i>	<i>0</i>	<i>0%</i>

Table 10: STTARS Condition Evaluation for 5311 Assets

Asset Category	Asset Class	Avg. Condition Rating	Assets in Poor Condition	% in Poor Condition
Rolling Stock	Bus	3.1	0	0%
	Cutaway	3.4	3	6%
	Minibus	2.3	0	0%
	Minivan	3.4	1	4%
	School Bus	0	0	0%
	Maxivan	0	0	0%
	Van	3.1	2	14%
<i>Summary</i>	-	<i>0</i>	<i>6</i>	<i>6.3%</i>
Equipment	Automobile	3	0	0%
	Sport Utility Vehicle	3	0	0%
	Truck	0	0	0%
<i>Summary</i>	-	<i>3</i>	<i>0</i>	<i>0%</i>

ASSET SUMMARY BY PROVIDER

After collecting asset data from STTARS, percentages for the ages and conditions of all of a provider’s assets were calculated in Excel, effectively assigning percentage values to each transit agency. The numbers in the asset summaries show which providers may have more need; for example, a provider with a higher percentage of assets over their ULB could be less reliable and may be prioritized at a higher level than a provider with a small percentage of vehicles over their ULB. Table 11 and Table 12 show each provider’s overall percentage of assets that have met or exceeded their default ULB and the overall percentage of assets in poor condition.

Table 11: Asset Summary for 5310 Providers

Name of Provider	Funding Category	# of Assets	% at/over ULB	Avg. Condition Rating	Assets in Poor Condition	% in Poor Condition
Acadia COA, Inc.	5310	4	25%	1.00	4.00	100%
Ascension Council on the Aging, Inc.	5310	12	100%	2.92	1.00	8%
Calcasieu Voluntary COA	5310	4	0%	4.00	0.00	0%
Donaldsonville Area ARC, Inc.	5310	8	88%	2.29	0.00	0%
Jefferson Council on Aging, Inc.	5310	11	73%	3.09	0.00	0%
Lafayette Council on Aging, Inc.	5310	5	40%	3.00	0.00	0%
Lafourche COA, Inc.	5310	11	0%	3.00	1.00	9%
Lincoln COA	5310	2	50%	2.00	0.00	0%
Ouachita ARC	5310	17	47%	3.29	0.00	0%
St. Charles COA, Inc.	5310	7	0%	3.71	0.00	0%
St. Landry COA	5310	4	50%	2.67	0.00	0%
St. Margaret's Daughters Home	5310	1	0%	4.00	0.00	0%
The Arc of St. Martin, Inc	5310	11	64%	2.45	0.00	0%
West Carroll COA, Inc.	5310	1	0%	0	0.00	0%
Winn COA, Inc.	5310	3	67%	2.50	0.00	0%

Table 12: Asset Summary for 5311 Providers

Name of Provider	Funding Category	# of Assets	% at/over ULB -A	Avg. Condition Rating	Assets in Poor Condition	% in Poor Condition
Caldwell Parish Council on Aging	5311	4	25%	3.25	0.00	0%
Lincoln Parish Police Jury	5311	4	25%	3.25	0.00	0%
St. Helena COA	5311	5	0%	4.00	0.00	0%
Vernon Council on Aging	5311	5	20%	3.40	0.00	0%
Red River Council on Aging, Inc.	5311	6	67%	2.83	0.00	0%
St. Landry Parish Community Action Agency	5311	6	33%	2.83	0.00	0%
St. Martin Council on Aging, Inc.	5311	6	17%	3.17	0.00	0%
St. Mary Community Action Agency	5311	6	0%	2.83	0.00	0%
City of DeRidder/Beauregard Transit	5311	7	29%	3.43	0.00	0%
Iberville Sheriff's Office	5311	7	14%	4.00	0.00	0%
Madison Voluntary Council on Aging	5311	7	29%	0	0.00	0
Plaquemines Parish Government Community Action Agency	5311	7	29%	2.57	0.00	0%
Rapides Senior Center	5311	7	29%	3.29	1.00	14%
Bienville Council on Aging	5311	8	0%	2.50	3.00	38%
Cameron Council on the Aging, Inc.	5311	8	50%	3.25	0.00	0%
City of Franklin	5311	8	38%	3.50	0.00	0%
Claiborne Parish Police Jury Office of Community Services	5311	8	63%	2.75	1.00	13%
DeSoto Council on Aging	5311	8	0%	3.25	0.00	0%
Evangeline Council on Aging	5311	8	0%	3.38	0.00	0%
Jefferson Davis Council on Aging, Inc.	5311	8	38%	3.50	0.00	0%
East Feliciana Council on Aging	5311	9	11%	3.78	0.00	0%
St. Martin, Iberia, Lafayette Community Action	5311	9	44%	3.22	0.00	0%
Avoyelles Council on Aging	5311	10	50%	3.20	0.00	0%
Washington Parish Council on Aging	5311	10	20%	3.30	0.00	0%
West Ouachita Public Transit	5311	10	10%	3.70	0.00	0%
Allen Council on Aging, Inc.	5311	11	100%	3.18	1.00	9%
Assumption Parish Council on Aging, Inc.	5311	11	45%	3.36	0.00	0%
Webster Parish Police Jury Office of Community Services	5311	11	36%	2.73	0.00	0%
Calcasieu Public Transit Human Services	5311	12	0%	3.42	0.00	0%
Pointe Coupee Council on Aging	5311	15	13%	3.87	0.00	0%
St. James Parish Government, Department of Human Resources, CAA	5311	15	25%	3.33	0.00	0%
Livingston Council on Aging	5311	17	24%	3.35	0.00	0%
Terrebonne Council on Aging, Inc.	5311	26	25%	3.27	0.00	0%

STATEWIDE PERFORMANCE TARGETS & MEASURES

An important component of the TAM plan is to define targets and measures that will help DOTD plan for future investment in transit assets to maintain a State of Good Repair. The performance measures, as seen in Table 13, detail how each asset type’s depreciation is measured. Target ULB thresholds vary depending on the asset type.

Table 13: Performance Measures and Targets

Asset Class	Performance Measure	Target
Rolling Stock <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	To reach 93% of Cutaway Bus and Minivan assets in a State of Good Repair – Replace 24 Cutaway Bus vehicles per year for 4 years (91% of Cutaways in state of good repair over 4-year period). – Replace 11.25 Minivan vehicles per year for 4 years (100% of Minivans in state of good repair after 4 years). – No target set for Vans ; DOTD is currently managing decline of existing fleet through retirement of vans.
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	No target set for Equipment ; DOTD does not own or have direct capital responsibility for any equipment (automobiles, SUVs, Trucks) utilized by its Section 5310 and 5311 sub recipients.
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	No target set for Facilities ; all facilities currently in good or excellent condition. DOTD is not replacing any facilities at this time.

TARGET SETTING METHODOLOGY

To set reasonable targets for improving fleet SGR over the next 4 years, several factors are considered. The number of assets projected to be at or over ULB for each year of the plan per asset class are totaled and assigned replacement costs. Expected capital program funding available to DOTD’s Public Transportation division per year is then applied to consider how many vehicles may be reasonably purchased per year over the next 4 years. The following formula is used to determine % SGR per asset class:

$$\text{SGR} = 1 - \frac{(\# \text{ of Assets at or over ULB over 4 yrs.} - (\text{Target \# of Assets replaced per yr. times 4}))}{\# \text{ of Assets at/over ULB over 4 yrs.}}$$

MANAGEMENT APPROACH

A rigorous application process has been established for the awarding of funding to ensure its equitable distribution. Throughout the application process, DOTD primarily utilizes risk mitigation as a management approach and a path to improved SGR.

DECISION SUPPORT TOOLS

The following process has been implemented to analyze and recommend which projects should be selected and prioritized. The Louisiana DOTD uses both written policy manuals and digital software to manage assets and to plan investments. This provides a comprehensive management strategy for each asset from procurement to disposal. Table 14 and the following descriptions show the various decision support tools DOTD uses to gain information and prioritize transit investment accordingly.

Table 14: Decision Support Tools

Tool	Use	Description
STTARS	Track and monitor condition	The Statewide Transit Tracking and Reporting System (STTARS) is used by Louisiana transit providers to track ridership, vehicle maintenance, and ride schedules. Providers also report system utilization data to DOTD using STTARS.
Asset Inventory Excel Sheet	Processing Existing Condition and baseline levels of SGR	This Excel spreadsheet processes information from STTARS about the existing conditions of each providers' assets and their current level of SGR.
Future Asset Age Excel Sheet	Projected outwards X number of years to identify state of good repair of next X number years	This Excel spreadsheet projects when vehicles will reach their Useful Life Benchmark.
Cost Estimation Tool	Identifying Replacement Costs	This Excel spreadsheet estimates the cost of each asset as well as what the cost would be to replace the cost.
TERM-Lite	Facility Conditions	TERM-Lite is an electronic, PC-based analysis tool developed by the FTA. The software predicts the transit agency's future capital investment needs and estimates the total expenditures through the horizon period.

STTARS

After being introduced in 2013, the Statewide Transit Tracking and Reporting System (STTARS) became one of the main methods of data management for transit providers in the State of Louisiana, as well as a data resource for the DOTD. Its online application has made recording information about assets, scheduling trips, and applying for funding significantly easier. As seen in Figure 15, transit providers can input information regarding their assets into the web based database. As they gain new assets, service their assets, or dispose of them, STTARS provides a constant and up to date inventory of these statewide assets.

Figure 15: STTARS Status Homepage

The screenshot shows the STTARS Status Homepage. At the top, there is a navigation menu with the following items: Status, Daily Trips, Vehicles, Customers, Reports, DOTD Files, Drivers, Manage, Miscellaneous, Logout, and Help Desk. Below the menu is a table titled "Transportation Asset Inventory". The table has 13 columns: Item, Purchase Price, Purchase Date, Contract, Vehicle, Other, Condition, Last Inventory, Ser #, Model #, Fed Grant #, and Disposition Date. The table contains 13 rows of asset data, including Dell Monitors, Husquaran 330 Pressure Washer, LENOVO Laptop Computer, and ONGO Camera.

Item	Purchase Price	Purchase Date	Contract	Vehicle	Other	Condition	Last Inventory	Ser #	Model #	Fed Grant #	Disposition Date
DELL Monitor	\$143.28	7/21/2012	ARRA		Calcasieu Public Transit	Good	6/7/2017	CN-00KTGO-72872-24H-12DM	DELL	LA-86-X001 State Project 741-06-0020	6/7/2017
DELL Monitor	\$143.28	7/21/2012	ARRA		Calcasieu Public Transit	Good	6/7/2017	CN-00KTGO-72872-24H-12DM	DELL	LA-86-X001 State Project 741-06-0020	6/7/2017
DELL Monitor	\$143.28	7/21/2012	ARRA		Calcasieu Public Transit	Good	6/7/2017	CN-00KTGO-72872-24H-118M	DELL	LA-86-X001 State Project 741-06-0020	6/7/2017
DELL Monitor	\$143.28	7/21/2012	ARRA		Calcasieu Public Transit	Good	6/7/2017	CN-00KTGO-72872-24H-12HM	DELL	LA-86-X001 State Project 741-06-0020	6/7/2017
Husquaran 330 Pressure Washer	\$859.02	8/3/2012	ARRA		Calcasieu Public Transit	Good	6/7/2017	1019925161	20524	LA-86-X001 State Project 741-06-0020	6/7/2017
LENOVO Laptop Computer	\$1,213.90	9/18/2017	RTAP		Calcasieu	Excellent	10/10/2017	Transit06	PF0VOSTZ	LA-18-X028	9/18/2022
LENOVO Laptop Computer	\$1,213.90	9/18/2017	RTAP		Calcasieu Office	Excellent	10/10/2017	Transit06	PF0RLYP0	LA-18-X028	9/18/2017
ONGO Camera	\$3,495.00	4/11/2011	ARRA		Calcasieu Public Transit	Reached Useful Life	6/16/2016	Purchased by DOTD Public Transit		LA-86-X001	6/16/2016
ONGO Camera	\$3,495.00	4/11/2011	ARRA		Calcasieu Public Transit	Reached Useful Life	6/16/2016	Purchased by DOTD Public Transit		LA-86-X001	6/16/2016
ONGO Camera	\$3,495.00	4/11/2011	ARRA		Calcasieu Public Transit	Reached Useful Life	6/6/2016	Purchased by DOTD Public Transit		La-86-X001	6/16/2016
ONGO Camera	\$3,495.00	4/11/2011	ARRA		Calcasieu Public Transit	Reached Useful Life	6/16/2016	Purchased by DOTD Public Transit		LA-86-X001	6/16/2016

Upon opening the home screen of the STTARS application, the web page will appear as shown in Figure 16. The most needed services for assets as well as the most recently used assets are shown on screen, making it easy for providers to know exactly what condition their assets are in and when the assets next need to be serviced.

Figure 16: STTARS Status Homepage

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT DOTD A-Z 511LA.org

LOUISIANA DEPARTMENT OF Transportation & Development Agency of Louisiana.gov

LOUISIANA'S on the MOVE! DOTD BUILDS the WAY

Status Daily Trips Vehicles Customers Reports DOTD Files Drivers Manage Miscellaneous Logout Help Desk

Change to Driver Training Dates
9/5/2017
The Defensive Driving Date, PASS Date, CPR Date, OMV Date, and Substance Abuse Training Date are now entered by their EXPIRATION DATE. Please update the information on each driver's record to reflect this change. This change was caused because there are different times for expiration's across agencies and by setting the expiration date, the home page can accurately alert you as to when drivers need to update their training.

ORIGINAL TRIP SUMMARY LOG
8/8/2017
The capability to view the original trip summary log has been added to the new operational trip summary log. A link at the top of the trip summary log page will direct you to the older format.

Status Board

Vehicle	Last Changed	Mileage Due	Frequency
60	10/18/2017	165936.0	3000
65	11/16/2017	204357.0	3000
66	11/16/2017	211485.0	3000
67	11/15/2017	176529.0	3000
68	11/16/2017	209958.0	3000
71 FTA	10/30/2017	91435.0	3000
69	11/16/2017	139138.0	3000

Legend: Past Due Due < 500 Miles

Vehicle	Odometer	Date	Driver
60	168,592.0	12-07-2017	Sheila Bihm
65	206,886.0	12-13-2017	Keola Stagg
66	213,838.0	12-14-2017	Donald Mouton
67	177,707.0	12-14-2017	Yvonne Simien
68	211,890.0	12-14-2017	Arthur Thierry
69	141,601.0	12-14-2017	Brett Joseph
70	0.0		Unknown
71 FTA	93,667.0	12-13-2017	Sheila Bihm

Driver's License		
Driver	Number	Expires
Certifications/Training		
Defense Driving		
Driver	Expires	
Passenger Assistance and Safety		
Driver	Expires	
CPR Training		
Driver	Expires	
OMV Driving Record		
Driver	Expires	

Vehicle	Last Inspection
60	7/24/2017
65	8/7/2017
66	8/9/2016

The STTARS tool also provides transit agencies a place to keep track of the specifics of each vehicle's service log. For example, STTARS provides information on when vehicles have had an oil change and will prompt service providers when vehicles are due or past due for a next oil change.

The inspections, vehicle mileage, and paperwork associated with each vehicle can also be located in the database, as shown in Figure 17.

Figure 17: STTARS Asset Service Log

The screenshot displays the 'Maintenance Entry Management' interface. At the top, there is a navigation menu with options: Status, Daily Trips, Vehicles, Customers, Reports, DOTD Files, Drivers, Manage, Miscellaneous, Logout, and Help Desk. The main content area includes a header for 'Maintenance Entry Management' and a sub-header: 'This screen will allow you to manage all maintenance entries for a given month.' Below this, there are dropdown menus for 'Month: March' and 'Year: 2017', along with a 'Build Report' button. The main data is presented in a table with the following columns: Action, Vehicle, Reason, Mileage, Date In, Date Out, Cost, Location, and Comments. Each row represents a maintenance entry with specific details.

Action	Vehicle	Reason	Mileage	Date In	Date Out	Cost	Location	Comments
	66	Fuel Purchase	195471.0	3/31/2017	3/31/2017	\$41.28	BARN (SUL)	Fuel Purchase
	68	Fuel Purchase	190888.0	3/31/2017	3/31/2017	\$41.22	BARN (SUL)	Fuel Purchase
	67	Fuel Purchase	162033.0	3/31/2017	3/31/2017	\$29.41	BARN (SUL)	Fuel Purchase
	71 FTA	Fuel Purchase	75375.0	3/31/2017	3/31/2017	\$22.08	BARN (SUL)	Fuel Purchase
	68	Oil Change	190903.0	3/31/2017	3/31/2017	\$50.48	JIFFYLUBE	OIL AND OIL FILTER CHANGE
	60	Fuel Purchase	150807.0	3/30/2017	3/30/2017	\$48.00	BARN (SUL)	Fuel Purchase
	67	Fuel Purchase	161914.0	3/30/2017	3/30/2017	\$40.90	BARN (SUL)	Fuel Purchase
	60	Oil Change	150891.0	3/30/2017	3/30/2017	\$50.48	JIFFYLUBE	OIL AND OIL FILTER CHANGE
	66	A/C & Heater	195358.0	3/29/2017	3/30/2017	\$324.46	MARK'S MASTER MECHANICS	R & R BLOWER MOTOR SWITCH
	60	Fuel Purchase	150614.0	3/29/2017	3/29/2017	\$43.20	BARN (SUL)	Fuel Purchase
	67	Fuel Purchase	161727.0	3/29/2017	3/29/2017	\$35.69	BARN (SUL)	Fuel Purchase
	68	Fuel Purchase	190385.0	3/29/2017	3/29/2017	\$46.89	BARN (SUL)	Fuel Purchase

STTARS also provides lists of locations for fuel, maintenance, and service requirements. Figure 18 shows the list of gas stations and maintenance shops used for each asset.

Figure 18: STTARS List of Maintenance and Fuel Stations

Name	Street	Apt/Suite	City	Zip Code	Added By	Added Date
ALLIED GLASS & MIRROR CO.	1505 HODGES STREET	439-8858	LAKE CHARLES	70601	kguy	11/4/2011
BARN (LC)	5540 E BROAD ST	N/A	LAKE CHARLES	70601	kguy	7/27/2011
BARN (SUL)	2915 POST OAK RD	N/A	SULPHUR	70665	kguy	7/27/2011
BOLTON FORD	1500 E COLLEGE ST	N/A	LAKE CHARLES	70601	kguy	10/26/2015
BROAD STREET EXXON	1130 BROAD ST	N/A	LAKE CHARLES	70601	dstewart	8/29/2014
BUMPER TO BUMPER	4724 COMMON ST.	433-9456	LAKE CHARLES	70607	kguy	1/7/2013
ELITE SERVICE RECOVERY & TOWING	409 MCNABB STREET	N/A	LAKE CHARLES	70601	kguy	12/4/2012
ENERGY BATTERY OF LAKE CHARLES	2430 HWY 90 E	N/A	LAKE CHARLES	70601	kguy	10/6/2011
JIFFYLUBE	1201 GERTSNER MEMORIAL DR	N/A	LAKE CHARLES	70601	kguy	8/31/2011
LAKE CHARLES ALIGNMENT	2103 ENTERPRISE BLVD	N/A	LAKE CHARLES	70601	kguy	9/21/2011
MARK'S MASTER MECHANICS	5425 HWY 14	N/A	LAKE CHARLES	70601	kguy	7/27/2011
MASTER CLEAN	313 BUNKER RD	N/A	LAKE CHARLES	70601	dstewart	1/22/2016
MEINEKE CAR CARE CENTER	1503 E.PRIEN LAKE RD.	(337)4771884	LAKE CHARLES, LA	70601	jdeblanc	1/3/2013
PUMPELLY TIRE	2600 GERSTNER MEMORIAL	(337)478-6565	LAKE CHARLES	70601	kguy	9/15/2015

Figure 19: STTARS Trip Log

Another useful aspect of the STTARS application is the daily trip log. Information about the date, the driver, and mileage are all kept as a reference. An example of this is shown in Figure 19.

Action	Driver	Vehicle	Date	Start	End	Total
	Bihm, Sheila	60	12/1/2017	168011.0	168162.0	151.0
	Bihm, Sheila	60	12/5/2017	168162.0	168236.0	74.0
	Bihm, Sheila	60	12/6/2017	168236.0	168378.0	142.0
	Bihm, Sheila	60	12/7/2017	168378.0	168592.0	214.0
	Stagg, Keola	65	12/1/2017	205728.0	205804.0	76.0
	Stagg, Keola	65	12/4/2017	205804.0	205977.0	173.0
	Stagg, Keola	65	12/5/2017	205977.0	206130.0	153.0
	Stagg, Keola	65	12/6/2017	206130.0	206295.0	165.0
	Stagg, Keola	65	12/7/2017	206295.0	206436.0	141.0
	Stagg, Keola	65	12/12/2017	206596.0	206691.0	95.0

Finally, providers can take it a step further and keep track of not only previous trips, but future trips as well. This aspect of the STTARS makes it easier for providers to inform their employees when they will be expected to operate the assets. The “schedule-builder” portion of the application is shown in Figure 20.

Figure 20: STTARS Schedule Builder

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LOUISIANA'S on the MOVE! DOTD BUILDS the WAY

Status Daily Trips Vehicles Customers Reports DOTD Files Drivers Manage Miscellaneous Logout Help Desk

Build Daily Ride Schedule

Help:

Pick a date to build your schedule for. Select a driver and a vehicle you desire for the driver to use. Click on build schedule.

Click on the UP arrow in the bottom section to add the selected trip to the selected driver/vehicle for the selected date. Click the DOWN arrow in the top section to remove the driver from the driver/vehicle for the selected date.

To change the date, simply select a new date and click the Get Schedule button to build schedule for a different date. You may change the driver or vehicle at any time.

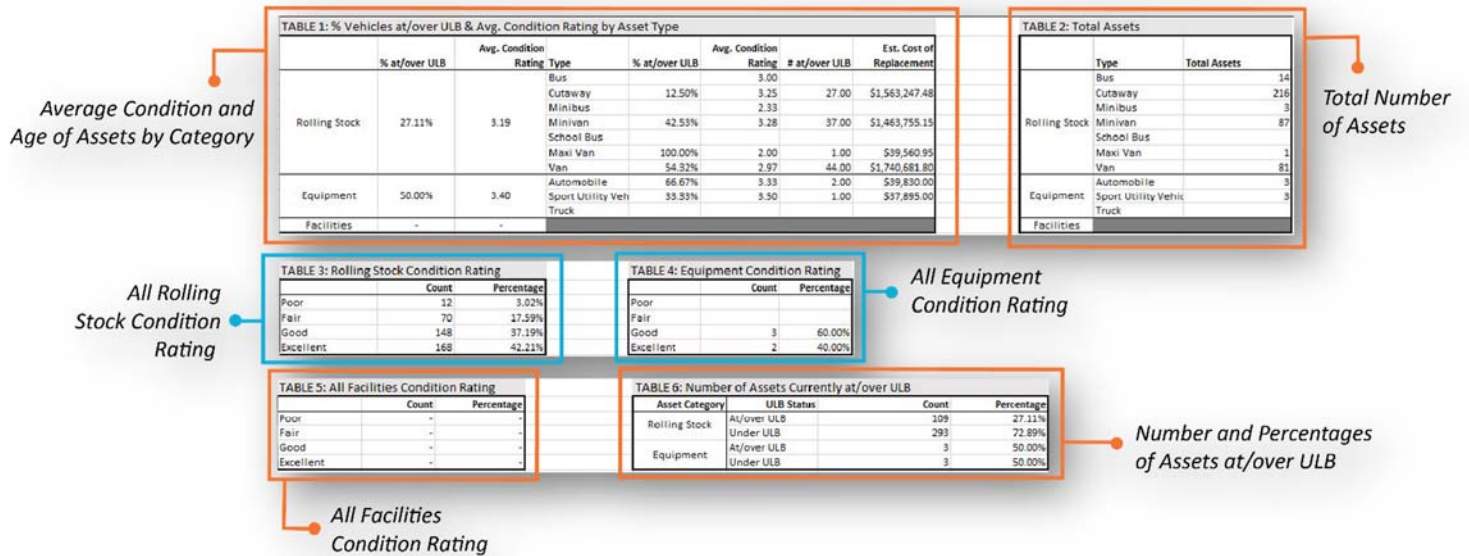
Reset

Pick Date to Manage: 12/13/2017 Driver: Joseph, Brett Vehicle: 69 Get Schedule

SCHEDULED RIDES FOR DRIVER ABOVE (Click arrow to remove from this list)

Action	Purpose	Last	First	P/U Time	Appt Time	Driver	Vehicle	From Address	From City	To Address	To City	ELD	DIS	OTH	NONAMB
	EMP	JONES(W/P)	MARY	08:04 AM	09:00 AM	Joseph, Brett	69	2501 MILL ST	LAKE CHARLES	2001 MOELING STREET	LAKE CHARLES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	EDU	MELANSON (M/P)	VEARE **	08:23 AM	09:00 AM	Joseph, Brett	69	2501 GRIFFIN ST	LAKE CHARLES	1530 5TH ST	LAKE CHARLES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MED	SNEAD(M/P)	BETTELOU	08:57 AM	09:40 AM	Joseph, Brett	69	6848 HWY 3256	LAKE CHARLES	1727 IMPERIAL BLVD	LAKE CHARLES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MED	MASON (M/P)	JAQUELINE	09:26 AM	11:11 AM	Joseph, Brett	69	1601 COUNTRY CLUB RD	LAKE CHARLES	1011 W. 18TH ST	LAKE CHARLES	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	EMP	LEDOUX (M/P)	RANDOLPH	09:35 AM	11:11 AM	Joseph, Brett	69	212 W MCNEESE ST	LAKE CHARLES	222 LOUIE ST	LAKE CHARLES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Figure 22: Summary of Assets' Ages and Conditions



Future Asset Age Excel Sheet

The Future Asset Age Excel Sheet is a projection of each asset's remaining useful life. As seen in Figure 23, the asset was assigned a "1" if it was at or over its ULB or assigned a "0" if it remained under its ULB. To help estimate when future replacements would be necessary, each column shows the next four years and which assets will have met or exceeded their ULB. By 2021, much of the transit assets may need to be replaced due to having met their ULB. If replaced as needed, the amount of vehicles at/over ULB is significantly less. Figure 24 shows the predicted assets at/over ULB if replaced annually.

Figure 23: Future Asset Age Excel Sheet

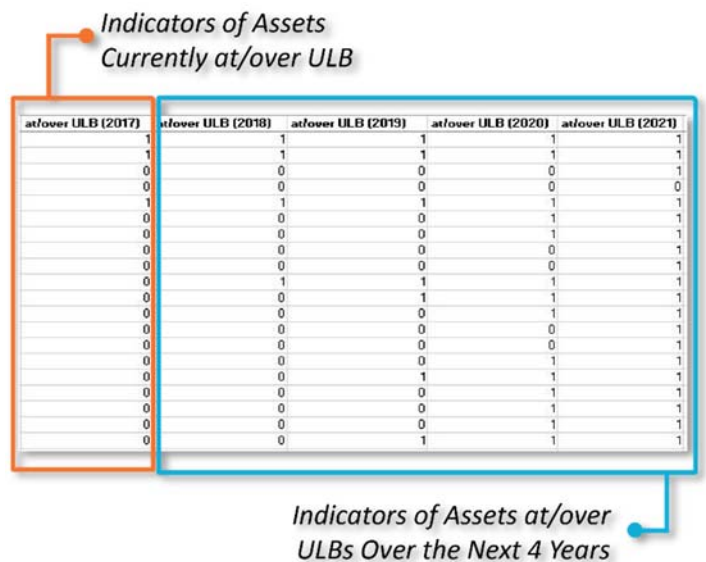


Figure 24: Assets at/over ULB if Replaced Annually

2017 replace	2018 replace	2019 replace	2020 replace	2021 replace
0	0	0	0	1
0	0	0	0	1
1	0	0	0	0
0	0	1	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	0

Assets at/over ULB If Replaced Annually

Additionally, the number of assets currently at/over their ULB were summarized by category, as shown in Figure 22.

Figure 25: Summary of Future Assets' ULB

Rolling Stock at/over ULB in Next 4 Years

TABLE 6: Rolling Stock At/Over ULB Over Next 4 Years

Year	Count	Percentage of Assets at/over ULB	Additional Assets at/over ULB each Year
2017	119	27.29%	-
2018	131	30.05%	12
2019	177	40.60%	46
2020	228	52.29%	51
2021	249	57.11%	21

TABLE 7: Equipment At/Over ULB Over Next 4 Years

Year	Count	Percentage of Assets at/over ULB	Additional Assets at/over ULB each Year
2017	6	37.50%	-
2018	9	56.25%	3
2019	11	68.75%	2
2020	13	81.25%	2
2021	14	87.50%	1

Equipment at/over ULB in Next 4 Years

Cost Estimation Tool

The Cost Estimation spreadsheet shows the estimated price of replacing dilapidated assets who are near or past their ULB. As seen in Figure 26, the number of assets that need to be replaced each year are shown adjacent to their estimated cost. This replacement cost calculation takes into account the vehicles that will have already been replaced. In other words, the cost estimate for 2020 only includes vehicles that will be recently over at/over their ULB mark in 2020; the calculation does not account for vehicles that were at/over the ULB mark in 2018 because those vehicles should have already been replaced.

Figure 26: Cost Estimates for Replacement Vehicles Through 2021

TABLE 9: Estimated Annual Replacement Costs of Assets Over Next 4 Years

Year	2017		2018		2019		2020		2021	
	# of Assets at/over ULB each Year	Annual Replacement Cost Estimates	# of Assets at/over ULB each Year	Annual Replacement Cost Estimates	# of Assets at/over ULB each Year	Annual Replacement Cost Estimates	# of Assets at/over ULB each Year	Annual Replacement Cost Estimates	# of Assets at/over ULB each Year	Annual Replacement Cost Estimates
Bus			1.00	\$65,541.45					1.00	\$67,488.22
Cutaway	27.00	\$1,563,247.48	11.00	\$631,200.11	31.00	\$1,826,991.70	32.00	\$2,019,491.75	13.00	\$798,651.42
Minibus					3.00	\$198,571.11				
Minivan	37.00	\$1,463,755.15			5.00	\$201,760.85			5.00	\$205,716.94
School Bus										
Maxi Van	1.00	\$39,560.95								
Van	44.00	\$1,740,681.80	4.00	\$159,826.24	7.00	\$282,465.18	21.00	\$855,703.35	1.00	\$41,143.39
Automobile	2.00	\$39,830.00							1.00	\$29,140.80
Sport Utility Vehicle	1.00	\$37,895.00								
Truck										

TERM-Lite

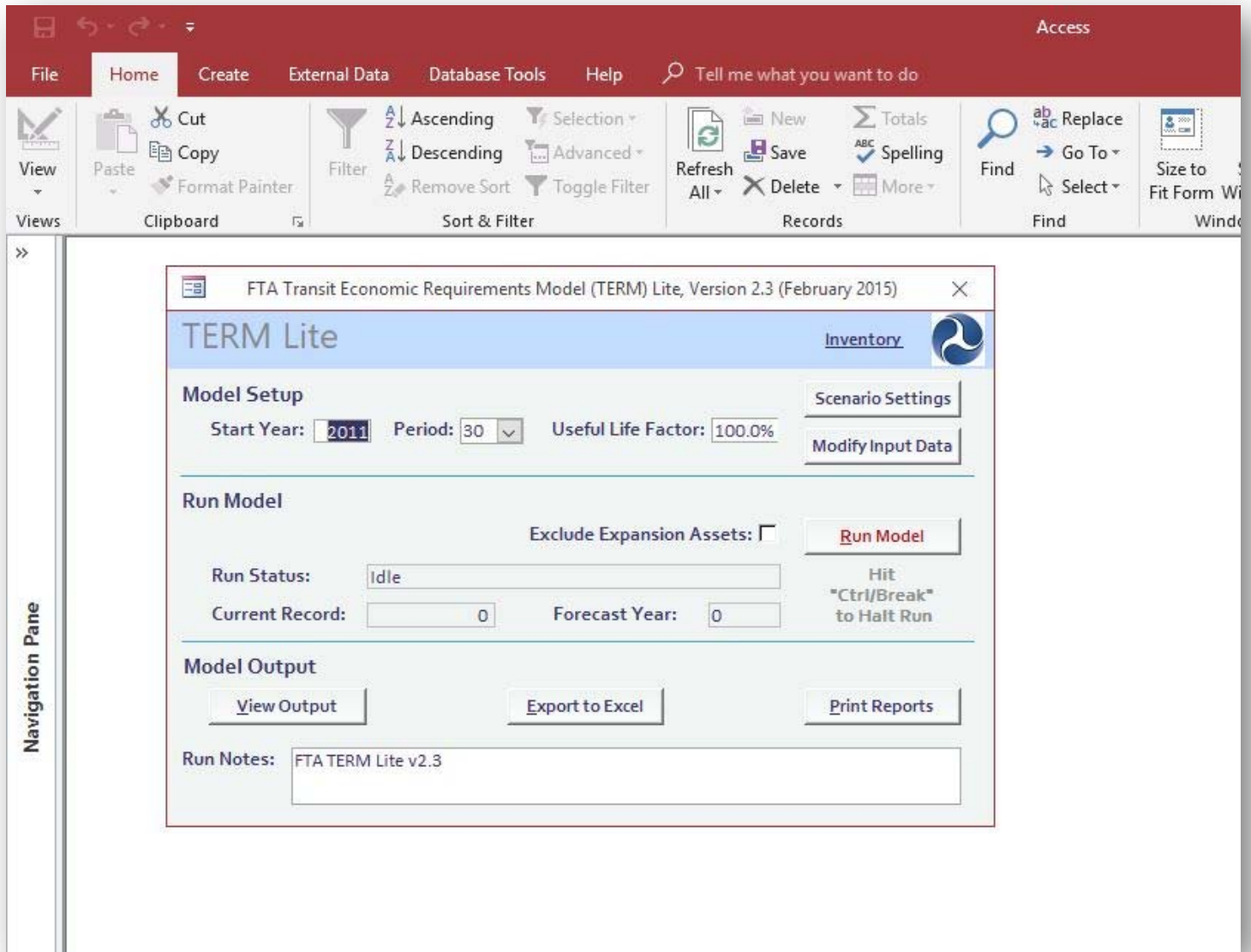
TERM-Lite is a Microsoft Access application developed by the FTA for cost-estimation and forecasting based on conditions of assets. The tool was designed for use by a novice, and most of the functions are user-friendly. The application uses an inventory, as shown in Figure 27, that users upload through an Excel template to predict future conditions of assets and how much capital is needed to achieve a reduced backlog and a State of Good Repair.

Figure 27: TERM Lite Inventory Display

The screenshot displays the 'TERM-Lite Inventory Publisher' spreadsheet. The interface includes a 'Publish Inventory' button on the top left and a 'Delete Selected Records' button. A status bar indicates 'Currently, there are 422 records' and '*10 record(s)'. The spreadsheet columns are: Record, Mode, Description, Asset Classification, Quantity, Unit, Year, Expansion?, Year, Replacement Cost (original) (with sub-columns for Unit Acquisition Cost (\$), Repl. Cost (\$), and Soft Cost), and Base Year 2025 (with sub-columns for Repl. Cost (\$), Useful Life, and Prior). The data rows list various assets, including buses and systemwide assets, with their respective quantities, units, years, and costs.

After using the drop-down boxes to select the type of asset and its classification, quantity, year built, etc., the user can simply click “Publish Inventory” on the top left and close out of the Excel spreadsheet. Opening the TERM-Lite application in Access will result in the follow homepage—shown in Figure 28—where the Start Year, Period for forecasting, and ULB can be changed.

Figure 28: TERM Lite Home Page



In the Scenario Settings, as seen in Figure 29, users can adjust the prioritization criteria. Depending on what providers hope to achieve, they might change the weights for the overall model or just for the specific elements within the spreadsheet.

Figure 29: TERM Lite Scenario Settings

Prioritization Criteria Weights

Asset Condition:

Safety & Security:

Reliability:

O&M Cost Impact:

User Defined Criterion:

Weights must sum to 100%:

Criteria Weights: Must sum to 100%. A weight of 0% for any criterion removes that criterion from investment prioritization scoring.

Guide: This input form allows the user to establish ratings for four of the five criterion (excluding asset condition) as well as the weighting for all five criterion.

Criteria Ratings: User can set the criteria ratings (from 1 to 5) for safety, reliability and ROI impact on an asset-by-asset type basis. A score of '5' represents the highest weighting and a score of '1' represents the least amount of weight.

Fixed Criteria Ratings: User can only edit Safety, Reliability and O&M Cost Impact fields. User can sort on any field

Type	Category	Sub-Category	Element	Sub-Element	Safety & Security	O&M Cost
10000	Guideway Elements	Guideway	-	-	4	3
10001	Guideway Elements	Guideway	-	Commuter Rail	4	3
10002	Guideway Elements	Guideway	-	Heavy Rail	4	3
10003	Guideway Elements	Guideway	-	Light Rail	4	3
10110	Guideway Elements	Guideway	At Grade Ballast	-	2	3
10111	Guideway Elements	Guideway	At Grade Ballast	Commuter Rail	2	3
10112	Guideway Elements	Guideway	At Grade Ballast	Heavy Rail	2	3
10113	Guideway Elements	Guideway	At Grade Ballast	Light Rail	2	3

Record: 1 of 600

After prioritizing the desired elements in Scenario Settings, the user can click “Run Model” and view the output either in Access or in Excel.

INVESTMENT PRIORITIZATION

Incorporating the output from the various decision support tools is an iterative process. Projects were ranked based on several factors, including need, local policy, and estimated funding levels. Projects that both improve SGR and fix an identified safety risk were given higher priority, as well as projects that took ADA requirements (CFR Part 37) into consideration, concerning any necessary alterations to transit systems and the future maintenance of ADA facilities. It was likewise important in project prioritization to address the gaps and needs identified in the Statewide Human Services Transportation Coordination Plan. Projects within parishes with a high transit need index or an identified gap in service were given further prioritization.

Once each of the future investments’ factors was considered using a Decision Support Tool, the criteria were ranked as high, medium, or low priority. The projects were then listed in order by the year of implementation. The “Work Plans and Schedules” section of this plan includes a project implementation schedule for the next four years, the horizon period established by the FTA.



Tina Athalone, E&D Capital Program Manager, receiving FY18 vehicles to be inventoried.

TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Table 15: Investment Prioritization Criteria

Priority Tools	Description	Application
Existing Conditions	The current ULB, age, and TERM-rated condition for each asset is taken into consideration.	Base-line conditions are used for target setting, to assess any needs for unplanned maintenance or safety concerns, and to establish preliminary rankings for project prioritization.
Future Conditions	The amount of time each asset has remaining until the end of its ULB is taken into consideration.	Using years until end of ULB, e.g.: High Priority = 1 year or less till end of ULB Medium Priority = 2 years or less till end of ULB Low Priority = 3 or more years till end of ULB <i>A secondary screening in prioritization. Also used for budgetary planning purposes.</i>
Cost Estimates	Each asset and, in turn, each project is assigned a financial value for the horizon period.	For budgetary planning purposes each horizon year is tabulated with costs to maintain SGR using asset condition and ULB projections. Costs are projected using standard inflation rates.
Funding Levels	The financial value of the cost estimate is subtracted from the overall funding for the horizon period, resulting in a number that shows backlogging or surplus.	Capital program funding is compared to cost estimates for each horizon year to plan project costs and coordinate interdepartmental efforts in maintaining SGR e.g.: High Priority = Backlogged Projects of >20% Medium Priority = Backlogged Projects of <20% Low Priority = Projects with Surplus
Percent of an Agency’s Fleet over ULB	The percentage of assets already meeting SGR standards was accounted for when assigning priority. The higher the percentage, the lower the priority.	Providers with high percentage not meeting SGR are given priority e.g.: High Priority = Less than 30% of Assets at SGR Standard Medium Priority = 30%-60% Assets at SGR Standard Low Priority = More than 60% of Assets at SGR Standard <i>Fleet size is taken into consideration for agencies with expected replacement projects.</i>
Safety Risks	Projects that fix identified safety risks are given higher priority.	High Priority = Projects Fixing an Identified Safety Risk Medium Priority = Projects not Fixing an Identified Safety Risk
ADA Requirements	Projects that increase accessibility pursuant to 49 CFR Part 37 will be given higher priority.	High Priority = Projects Including ADA Facilities and Maintenance Plans Low Priority = Projects Not Including ADA Consideration
Equity Considerations	Projects in parishes with high transit need index will be given higher priority	The Statewide Human Services Transportation Coordination Plan (HSTCP) identified parishes with transit need indices (TNI), and transportation gaps. Further priority is given for projects in parishes with a high TNI.

RISK MANAGEMENT

To minimize financial risk, each provider is reviewed based on demonstrated capability in financial and technical management as well as former compliance with DOTD and FTA standards before funding is granted. Additionally, safety risks are minimized through regular vehicle inspections. Inspections can prevent accidents by identifying safety risks beforehand, and inspectors often provide agencies with education about needed maintenance and operations of a commercial vehicle, further minimizing risk.

MAINTENANCE STRATEGY

Providers must adhere to the agency's written maintenance program as well as achieve a minimum level of maintenance per the vehicle manufacturer's recommended service guidelines.

UNPLANNED MAINTENANCE APPROACH

TAM participants must document a strategy for emergency maintenance, such as a traffic incident or vehicle failure.

OVERHAUL STRATEGY

When a vehicle reaches its mid-life use age or when clear deterioration of the vehicle has occurred, an assessment must be completed to determine whether a total overhaul or a replacement of the vehicle would be more cost-effective.

DISPOSAL STRATEGY

The DOTD manages assets in a way that allow the assets to be used for the entirety of their useful life. If one subrecipient no longer needs a vehicle, it can be transferred to a different subrecipient who can use the vehicle for public transportation. However, if a situation were to arise causing a vehicle to be disposed of before the end of its useful life, the responsible provider must first submit a report as to why the disposal is necessary and request permission from the FTA. The DOTD will then determine the best course of action pursuant to FTA C 5010.1D before informing both the provider and the FTA of the final decision and its reasoning. The DOTD holds all vehicle titles until the vehicle's useful life ends and its value is estimated at less than \$5,000.

ACQUISITION AND RENEWAL STRATEGY

Moving forward, DOTD will regularly maintain existing assets and acquire new assets when necessary to improve the SGR in Louisiana. Vehicles that pose an irreparable, high safety risk will be disposed of, and vehicles rated in “Poor” condition or vehicles exceeding their Useful Life Benchmark will be prioritized for replacement.

APPENDICES

Table 16: Asset Inventory

Agency	Asset	Asset Class	Age	Condition
Acadia COA, Inc.	Cutaway	Rolling Stock	6	Poor
Acadia COA, Inc.	Cutaway	Rolling Stock	6	Poor
Acadia COA, Inc.	Van	Rolling Stock	15	Poor
Acadia COA, Inc.	Van	Rolling Stock	6	Poor
Allen Council on Aging, Inc.	Cutaway	Rolling Stock	2	Excellent
Allen Council on Aging, Inc.	Cutaway	Rolling Stock	5	Excellent
Allen Council on Aging, Inc.	Minivan	Rolling Stock	2	Excellent
Allen Council on Aging, Inc.	Minivan	Rolling Stock	1	Excellent
Allen Council on Aging, Inc.	Minivan	Rolling Stock	8	Fair
Allen Council on Aging, Inc.	Minivan	Rolling Stock	8	Poor
Allen Council on Aging, Inc.	Minivan	Rolling Stock	8	Fair
Allen Council on Aging, Inc.	Minivan	Rolling Stock	1	Excellent
Allen Council on Aging, Inc.	Van	Rolling Stock	11	Fair
Allen Council on Aging, Inc.	Van	Rolling Stock	5	Excellent
Allen Council on Aging, Inc.	Van	Rolling Stock	5	Excellent
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	10	Good
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	10	Good
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	4	Excellent
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	8	Fair
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	9	Fair
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	8	Poor
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	1	Excellent
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	7	Excellent
Ascension Council on the Aging, Inc.	Cutaway	Rolling Stock	10	Good
Ascension Council on the Aging, Inc.	Minivan	Rolling Stock	13	Fair
Ascension Council on the Aging, Inc.	Minivan	Rolling Stock	8	Good
Ascension Council on the Aging, Inc.	Minivan	Rolling Stock	10	Excellent
Assumption Parish Council on Aging, Inc.	Bus	Rolling Stock	6	Excellent
Assumption Parish Council on Aging, Inc.	Cutaway	Rolling Stock	8	Good
Assumption Parish Council on Aging, Inc.	Cutaway	Rolling Stock	5	Excellent
Assumption Parish Council on Aging, Inc.	Cutaway	Rolling Stock	3	Excellent
Assumption Parish Council on Aging, Inc.	Cutaway	Rolling Stock	2	Excellent

Agency	Asset	Asset Class	Age	Condition
Assumption Parish Council on Aging, Inc.	Minivan	Rolling Stock	1	Excellent
Assumption Parish Council on Aging, Inc.	Minivan	Rolling Stock	8	Good
Assumption Parish Council on Aging, Inc.	Minivan	Rolling Stock	2	Excellent
Assumption Parish Council on Aging, Inc.	Van	Rolling Stock	10	Fair
Assumption Parish Council on Aging, Inc.	Van	Rolling Stock	10	Fair
Assumption Parish Council on Aging, Inc.	Van	Rolling Stock	8	Good
Avoyelles Council on Aging	Cutaway	Rolling Stock	7	Fair
Avoyelles Council on Aging	Cutaway	Rolling Stock	0	Excellent
Avoyelles Council on Aging	Cutaway	Rolling Stock	1	Excellent
Avoyelles Council on Aging	Cutaway	Rolling Stock	7	Fair
Avoyelles Council on Aging	Cutaway	Rolling Stock	3	Excellent
Avoyelles Council on Aging	Minivan	Rolling Stock	3	Excellent
Avoyelles Council on Aging	Minivan	Rolling Stock	3	Excellent
Avoyelles Council on Aging	Van	Rolling Stock	6	Good
Avoyelles Council on Aging	Van	Rolling Stock	9	Fair
Avoyelles Council on Aging	Van	Rolling Stock	6	Good
Bienville Council on Aging	Cutaway	Rolling Stock	8	Good
Bienville Council on Aging	Cutaway	Rolling Stock	8	Good
Bienville Council on Aging	Cutaway	Rolling Stock	8	Good
Bienville Council on Aging	Cutaway	Rolling Stock	8	Poor
Bienville Council on Aging	Cutaway	Rolling Stock	9	Poor
Bienville Council on Aging	Cutaway	Rolling Stock	8	Poor
Bienville Council on Aging	Cutaway	Rolling Stock	0	Excellent
Bienville Council on Aging	Cutaway	Rolling Stock	0	Excellent
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	8	Good
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	8	Good
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	8	Good
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	8	Good
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	7	Good
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	8	Good
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	0	Excellent
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	0	Excellent
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	0	Excellent

Agency	Asset	Asset Class	Age	Condition
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	0	Excellent
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	0	Excellent
Calcasieu Public Transit Human Services	Van	Rolling Stock	5	Good
Calcasieu Voluntary COA	Cutaway	Rolling Stock	2	Excellent
Calcasieu Voluntary COA	Cutaway	Rolling Stock	3	Excellent
Calcasieu Voluntary COA	Cutaway	Rolling Stock	3	Excellent
Calcasieu Voluntary COA	Sport utility vehicle	Equipment	1	Excellent
Caldwell Parish Council on Aging	Cutaway	Rolling Stock	5	Excellent
Caldwell Parish Council on Aging	Cutaway	Rolling Stock	5	Excellent
Caldwell Parish Council on Aging	Cutaway	Rolling Stock	7	Good
Caldwell Parish Council on Aging	Minivan	Rolling Stock	12	Fair
Cameron Council on the Aging, Inc.	Cutaway	Rolling Stock	7	Good
Cameron Council on the Aging, Inc.	Minivan	Rolling Stock	1	Excellent
Cameron Council on the Aging, Inc.	Minivan	Rolling Stock	3	Excellent
Cameron Council on the Aging, Inc.	Minivan	Rolling Stock	11	Good
Cameron Council on the Aging, Inc.	Minivan	Rolling Stock	10	Good
Cameron Council on the Aging, Inc.	Minivan	Rolling Stock	10	Good
Cameron Council on the Aging, Inc.	Minivan	Rolling Stock	10	Good
Cameron Council on the Aging, Inc.	Van	Rolling Stock	5	Good
City of DeRidder/Beauregard Transit	Cutaway	Rolling Stock	10	Fair
City of DeRidder/Beauregard Transit	Minivan	Rolling Stock	2	Excellent
City of DeRidder/Beauregard Transit	Minivan	Rolling Stock	2	Excellent
City of DeRidder/Beauregard Transit	Minivan	Rolling Stock	2	Excellent
City of DeRidder/Beauregard Transit	Minivan	Rolling Stock	3	Excellent
City of DeRidder/Beauregard Transit	Van	Rolling Stock	8	Good
City of DeRidder/Beauregard Transit	Cutaway	Rolling Stock	5	Good
City of Franklin	Bus	Rolling Stock	8	Excellent
City of Franklin	Bus	Rolling Stock	13	Fair
City of Franklin	Cutaway	Rolling Stock	5	Excellent
City of Franklin	Van	Rolling Stock	7	Excellent
City of Franklin	Van	Rolling Stock	13	Fair
City of Franklin	Van	Rolling Stock	5	Excellent
City of Franklin	Van	Rolling Stock	8	Excellent
City of Franklin	Van	Rolling Stock	8	Excellent
Claiborne Parish Police Jury Office of Community Services	Automobile	Equipment	10	Good
Claiborne Parish Police Jury Office of Community Services	Bus	Rolling Stock	9	Fair
Claiborne Parish Police Jury Office of Community Services	Cutaway	Rolling Stock	5	Excellent
Claiborne Parish Police Jury Office of Community Services	Minivan	Rolling Stock	3	Good
Claiborne Parish Police Jury Office of Community Services	Van	Rolling Stock	8	Good
Claiborne Parish Police Jury Office of Community Services	Van	Rolling Stock	13	Poor

TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Agency	Asset	Asset Class	Age	Condition
Claiborne Parish Police Jury Office of Community Services	Van	Rolling Stock	10	Good
Claiborne Parish Police Jury Office of Community Services	Van	Rolling Stock	10	Good
DeSoto Council on Aging	Bus	Rolling Stock	5	Good
DeSoto Council on Aging	Cutaway	Rolling Stock	8	Good
DeSoto Council on Aging	Cutaway	Rolling Stock	0	Excellent
DeSoto Council on Aging	Minivan	Rolling Stock	1	Excellent
DeSoto Council on Aging	Minivan	Rolling Stock	6	Good
DeSoto Council on Aging	Minivan	Rolling Stock	6	Good
DeSoto Council on Aging	Minivan	Rolling Stock	6	Good
DeSoto Council on Aging	Van	Rolling Stock	5	Good
Donaldsonville Area ARC, Inc.	Cutaway	Rolling Stock	10	Fair
Donaldsonville Area ARC, Inc.	Cutaway	Rolling Stock	0	Excellent
Donaldsonville Area ARC, Inc.	Cutaway	Rolling Stock	13	Fair
Donaldsonville Area ARC, Inc.	Minivan	Rolling Stock	13	Fair
Donaldsonville Area ARC, Inc.	Minivan	Rolling Stock	8	Fair
Donaldsonville Area ARC, Inc.	Minivan	Rolling Stock	10	Fair
Donaldsonville Area ARC, Inc.	Van	Rolling Stock	10	Fair
Donaldsonville Area ARC, Inc.	Van	Rolling Stock	17	
East Feliciana Council on Aging	Cutaway	Rolling Stock	2	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	0	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	7	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	3	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	0	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	7	Good
East Feliciana Council on Aging	Minivan	Rolling Stock	2	Excellent
East Feliciana Council on Aging	Minivan	Rolling Stock	10	Good
East Feliciana Council on Aging	Van	Rolling Stock	5	Excellent
Evangeline Council on Aging	Bus	Rolling Stock	5	Good
Evangeline Council on Aging	Cutaway	Rolling Stock	9	Good
Evangeline Council on Aging	Cutaway	Rolling Stock	8	Good
Evangeline Council on Aging	Cutaway	Rolling Stock	8	Good
Evangeline Council on Aging	Minivan	Rolling Stock	3	Excellent
Evangeline Council on Aging	Minivan	Rolling Stock	3	Excellent
Evangeline Council on Aging	Van	Rolling Stock	6	Good
Evangeline Council on Aging	Van	Rolling Stock	5	Excellent
Iberville Sheriff's Office	Cutaway	Rolling Stock	2	Excellent
Iberville Sheriff's Office	Cutaway	Rolling Stock	2	Excellent
Iberville Sheriff's Office	Minivan	Rolling Stock	1	Excellent
Iberville Sheriff's Office	Minivan	Rolling Stock	1	Excellent
Iberville Sheriff's Office	Van	Rolling Stock	8	Excellent
Iberville Sheriff's Office	Van	Rolling Stock	5	Excellent
Iberville Sheriff's Office	Van	Rolling Stock	5	Excellent
City of Franklin	Bus	Rolling Stock	8	Excellent
City of Franklin	Bus	Rolling Stock	13	Fair
City of Franklin	Cutaway	Rolling Stock	5	Excellent
City of Franklin	Van	Rolling Stock	7	Excellent

TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

Agency	Asset	Asset Class	Age	Condition
City of Franklin	Van	Rolling Stock	13	Fair
City of Franklin	Van	Rolling Stock	5	Excellent
City of Franklin	Van	Rolling Stock	8	Excellent
City of Franklin	Van	Rolling Stock	8	Excellent
Claiborne Parish Police Jury Office of Community Services	Automobile	Equipment	10	Good
Claiborne Parish Police Jury Office of Community Services	Bus	Rolling Stock	9	Fair
Claiborne Parish Police Jury Office of Community Services	Cutaway	Rolling Stock	5	Excellent
Claiborne Parish Police Jury Office of Community Services	Minivan	Rolling Stock	3	Good
Claiborne Parish Police Jury Office of Community Services	Van	Rolling Stock	8	Good
Claiborne Parish Police Jury Office of Community Services	Van	Rolling Stock	13	Poor
Claiborne Parish Police Jury Office of Community Services	Van	Rolling Stock	10	Good
Claiborne Parish Police Jury Office of Community Services	Van	Rolling Stock	10	Good
DeSoto Council on Aging	Bus	Rolling Stock	5	Good
DeSoto Council on Aging	Cutaway	Rolling Stock	8	Good
DeSoto Council on Aging	Cutaway	Rolling Stock	0	Excellent
DeSoto Council on Aging	Minivan	Rolling Stock	1	Excellent
DeSoto Council on Aging	Minivan	Rolling Stock	6	Good
DeSoto Council on Aging	Minivan	Rolling Stock	6	Good
DeSoto Council on Aging	Minivan	Rolling Stock	6	Good
DeSoto Council on Aging	Van	Rolling Stock	5	Good
Donaldsonville Area ARC, Inc.	Cutaway	Rolling Stock	10	Fair
Donaldsonville Area ARC, Inc.	Cutaway	Rolling Stock	0	Excellent
Donaldsonville Area ARC, Inc.	Cutaway	Rolling Stock	13	Fair
Donaldsonville Area ARC, Inc.	Minivan	Rolling Stock	13	Fair
Donaldsonville Area ARC, Inc.	Minivan	Rolling Stock	8	Fair
Donaldsonville Area ARC, Inc.	Minivan	Rolling Stock	10	Fair
Donaldsonville Area ARC, Inc.	Van	Rolling Stock	10	Fair
Donaldsonville Area ARC, Inc.	Van	Rolling Stock	17	
East Feliciana Council on Aging	Cutaway	Rolling Stock	2	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	0	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	7	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	3	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	0	Excellent
East Feliciana Council on Aging	Cutaway	Rolling Stock	7	Good
East Feliciana Council on Aging	Minivan	Rolling Stock	2	Excellent
East Feliciana Council on Aging	Minivan	Rolling Stock	10	Good
East Feliciana Council on Aging	Van	Rolling Stock	5	Excellent
Evangeline Council on Aging	Bus	Rolling Stock	5	Good
Evangeline Council on Aging	Cutaway	Rolling Stock	9	Good
Evangeline Council on Aging	Cutaway	Rolling Stock	8	Good

TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Agency	Asset	Asset Class	Age	Condition
Evangeline Council on Aging	Cutaway	Rolling Stock	8	Good
Evangeline Council on Aging	Minivan	Rolling Stock	3	Excellent
Evangeline Council on Aging	Minivan	Rolling Stock	3	Excellent
Evangeline Council on Aging	Van	Rolling Stock	6	Good
Evangeline Council on Aging	Van	Rolling Stock	5	Excellent
Iberville Sheriff's Office	Cutaway	Rolling Stock	2	Excellent
Iberville Sheriff's Office	Cutaway	Rolling Stock	2	Excellent
Iberville Sheriff's Office	Minivan	Rolling Stock	1	Excellent
Iberville Sheriff's Office	Minivan	Rolling Stock	1	Excellent
Iberville Sheriff's Office	Van	Rolling Stock	8	Excellent
Iberville Sheriff's Office	Van	Rolling Stock	5	Excellent
Iberville Sheriff's Office	Van	Rolling Stock	5	Excellent
Jefferson Council on Aging, Inc.	Cutaway	Rolling Stock	14	Good
Jefferson Council on Aging, Inc.	Cutaway	Rolling Stock	8	Good
Jefferson Council on Aging, Inc.	Cutaway	Rolling Stock	10	Good
Jefferson Council on Aging, Inc.	Cutaway	Rolling Stock	10	Good
Jefferson Council on Aging, Inc.	Cutaway	Rolling Stock	10	Good
Jefferson Council on Aging, Inc.	Cutaway	Rolling Stock	11	Good
Jefferson Council on Aging, Inc.	Cutaway	Rolling Stock	15	Good
Jefferson Council on Aging, Inc.	Cutaway	Rolling Stock	15	Good
Jefferson Council on Aging, Inc.	Van	Rolling Stock	10	Good
Jefferson Council on Aging, Inc.	Van	Rolling Stock	7	Good
Jefferson Council on Aging, Inc.	Van	Rolling Stock	1	Excellent
Jefferson Davis Council on Aging, Inc.	Minivan	Rolling Stock	1	Excellent
Jefferson Davis Council on Aging, Inc.	Minivan	Rolling Stock	3	Excellent
Jefferson Davis Council on Aging, Inc.	Minivan	Rolling Stock	8	Good
Jefferson Davis Council on Aging, Inc.	Minivan	Rolling Stock	8	Good
Jefferson Davis Council on Aging, Inc.	Van	Rolling Stock	8	Good
Jefferson Davis Council on Aging, Inc.	Van	Rolling Stock	7	Excellent
Jefferson Davis Council on Aging, Inc.	Van	Rolling Stock	5	Good
Jefferson Davis Council on Aging, Inc.	Van	Rolling Stock	5	Excellent
Lafayette Council On Aging, Inc.	Minivan	Rolling Stock	1	Excellent
Lafayette Council On Aging, Inc.	Minivan	Rolling Stock	1	Excellent
Lafayette Council On Aging, Inc.	Van	Rolling Stock	10	Fair
Lafayette Council On Aging, Inc.	Van	Rolling Stock	8	Fair
Lafayette Council On Aging, Inc.	Van	Rolling Stock	6	Good
Lafourche COA, Inc.	Cutaway	Rolling Stock	2	Excellent
Lafourche COA, Inc.	Cutaway	Rolling Stock	9	Poor
Lafourche COA, Inc.	Cutaway	Rolling Stock	7	Good
Lafourche COA, Inc.	Cutaway	Rolling Stock	7	Good
Lafourche COA, Inc.	Cutaway	Rolling Stock	7	Good
Lafourche COA, Inc.	Cutaway	Rolling Stock	7	Good
Lafourche COA, Inc.	Cutaway	Rolling Stock	2	Excellent
Lafourche COA, Inc.	Cutaway	Rolling Stock	7	Good
Lafourche COA, Inc.	Cutaway	Rolling Stock	5	Good
Lafourche COA, Inc.	Cutaway	Rolling Stock	5	Good
Lafourche COA, Inc.	Cutaway	Rolling Stock	8	Good
Lincoln COA	Bus	Rolling Stock	8	Fair

TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Agency	Asset	Asset Class	Age	Condition
Lincoln COA	Van	Rolling Stock	12	Fair
Lincoln Parish Police Jury	Cutaway	Rolling Stock	8	Good
Lincoln Parish Police Jury	Cutaway	Rolling Stock	0	Excellent
Lincoln Parish Police Jury	Van	Rolling Stock	10	Good
Lincoln Parish Police Jury	Van	Rolling Stock	5	Good
Livingston Council on Aging	Cutaway	Rolling Stock	9	Good
Livingston Council on Aging	Cutaway	Rolling Stock	9	Fair
Livingston Council on Aging	Cutaway	Rolling Stock	12	Good
Livingston Council on Aging	Cutaway	Rolling Stock	9	Good
Livingston Council on Aging	Cutaway	Rolling Stock	1	Excellent
Livingston Council on Aging	Cutaway	Rolling Stock	1	Excellent
Livingston Council on Aging	Cutaway	Rolling Stock	1	Excellent
Livingston Council on Aging	Cutaway	Rolling Stock	10	Good
Livingston Council on Aging	Cutaway	Rolling Stock	10	Fair
Livingston Council on Aging	Cutaway	Rolling Stock	10	Fair
Livingston Council on Aging	Cutaway	Rolling Stock	0	Excellent
Livingston Council on Aging	Cutaway	Rolling Stock	0	Excellent
Livingston Council on Aging	Cutaway	Rolling Stock	0	Excellent
Livingston Council on Aging	Cutaway	Rolling Stock	0	Excellent
Livingston Council on Aging	Cutaway	Rolling Stock	0	Excellent
Livingston Council on Aging	Minivan	Rolling Stock	2	Excellent
Livingston Council on Aging	Van	Rolling Stock	7	Good
Madison Voluntary Council on Aging	Cutaway	Rolling Stock	5	Good
Madison Voluntary Council on Aging	Minivan	Rolling Stock	4	Excellent
Madison Voluntary Council on Aging	Minivan	Rolling Stock	4	Excellent
Madison Voluntary Council on Aging	Minivan	Rolling Stock	3	Excellent
Madison Voluntary Council on Aging	Minivan	Rolling Stock	3	Excellent
Madison Voluntary Council on Aging	Sport utility vehicle	Equipment	11	Good
Madison Voluntary Council on Aging	Van	Rolling Stock	8	Good
Ouachita ARC	Automobile	Equipment	10	Good
Ouachita ARC	Automobile	Equipment	4	Excellent
Ouachita ARC	Cutaway	Rolling Stock	17	Fair
Ouachita ARC	Cutaway	Rolling Stock	15	Fair
Ouachita ARC	Minivan	Rolling Stock	4	Good
Ouachita ARC	Minivan	Rolling Stock	4	Excellent
Ouachita ARC	Minivan	Rolling Stock	3	Excellent
Ouachita ARC	Minivan	Rolling Stock	4	Excellent
Ouachita ARC	Minivan	Rolling Stock	1	Excellent
Ouachita ARC	Minivan	Rolling Stock	1	Excellent
Ouachita ARC	Minivan	Rolling Stock	8	Good
Ouachita ARC	Minivan	Rolling Stock	3	Excellent
Ouachita ARC	Minivan	Rolling Stock	1	Excellent
Ouachita ARC	Minivan	Rolling Stock	8	Good
Ouachita ARC	Van	Rolling Stock	10	Good
Ouachita ARC	Van	Rolling Stock	14	Good
Ouachita ARC	Van	Rolling Stock	18	Fair
Plaquemines Parish Government Community Action Agency	Cutaway	Rolling Stock	5	Good

TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Agency	Asset	Asset Class	Age	Condition
Plaquemines Parish Government Community Action Agency	Cutaway	Rolling Stock	5	Good
Plaquemines Parish Government Community Action Agency	Minibus	Rolling Stock	8	Fair
Plaquemines Parish Government Community Action Agency	Minibus	Rolling Stock	8	Fair
Plaquemines Parish Government Community Action Agency	Minibus	Rolling Stock	8	Good
Plaquemines Parish Government Community Action Agency	Minivan	Rolling Stock	8	Fair
Plaquemines Parish Government Community Action Agency	Van	Rolling Stock	8	Good
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	0	Excellent
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	0	Excellent
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	0	Excellent
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	0	Excellent
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	0	Excellent
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	2	Excellent
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	2	Excellent
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	2	Excellent
Pointe Coupee Council on Aging	Cutaway	Rolling Stock	2	Excellent
Pointe Coupee Council on Aging	Van	Rolling Stock	8	Good
Pointe Coupee Council on Aging	Van	Rolling Stock	8	Good
Pointe Coupee Council on Aging	Van	Rolling Stock	5	Excellent
Pointe Coupee Council on Aging	Van	Rolling Stock	5	Excellent
Pointe Coupee Council on Aging	Van	Rolling Stock	5	Excellent
Pointe Coupee Council on Aging	Van	Rolling Stock	5	Excellent
Rapides Senior Center	Cutaway	Rolling Stock	1	Excellent
Rapides Senior Center	Cutaway	Rolling Stock	1	Excellent
Rapides Senior Center	Minivan	Rolling Stock	1	Excellent
Rapides Senior Center	Minivan	Rolling Stock	1	Excellent
Rapides Senior Center	Minivan	Rolling Stock	1	Excellent
Rapides Senior Center	Van	Rolling Stock	18	Poor
Rapides Senior Center	Van	Rolling Stock	19	Fair
Red River Council On Aging, Inc.	Cutaway	Rolling Stock	8	Good
Red River Council On Aging, Inc.	Minivan	Rolling Stock	8	Good
Red River Council On Aging, Inc.	Minivan	Rolling Stock	3	Good
Red River Council On Aging, Inc.	Minivan	Rolling Stock	10	Good
Red River Council On Aging, Inc.	Van	Rolling Stock	10	Good
Red River Council On Aging, Inc.	Van	Rolling Stock	13	Fair
St. Charles COA, Inc.	Cutaway	Rolling Stock	3	Excellent
St. Charles COA, Inc.	Cutaway	Rolling Stock	7	Good
St. Charles COA, Inc.	Cutaway	Rolling Stock	5	Excellent
St. Charles COA, Inc.	Cutaway	Rolling Stock	5	Excellent
St. Charles COA, Inc.	Cutaway	Rolling Stock	8	Good
St. Charles COA, Inc.	Cutaway	Rolling Stock	0	Excellent
St. Charles COA, Inc.	Cutaway	Rolling Stock	0	Excellent
St. Helena COA	Cutaway	Rolling Stock	2	Excellent

Agency	Asset	Asset Class	Age	Condition
St. Helena COA	Cutaway	Rolling Stock	2	Excellent
St. Helena COA	Cutaway	Rolling Stock	2	Excellent
St. Helena COA	Van	Rolling Stock	3	Excellent
St. Helena COA	Van	Rolling Stock	2	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	6	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	6	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	7	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	7	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	10	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	8	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	3	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	3	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	2	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	2	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	1	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	9	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	7	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	5	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	5	Good
St. Landry COA	Minivan	Rolling Stock	11	
St. Landry COA	Minivan	Rolling Stock	1	Excellent

Agency	Asset	Asset Class	Age	Condition
St. Landry COA	Minivan	Rolling Stock	6	Fair
St. Landry COA	Minivan	Rolling Stock	12	Fair
St. Landry Parish Community Action Agency	Cutaway	Rolling Stock	7	Good
St. Landry Parish Community Action Agency	Cutaway	Rolling Stock	0	Excellent
St. Landry Parish Community Action Agency	Cutaway	Rolling Stock	6	Good
St. Landry Parish Community Action Agency	Cutaway	Rolling Stock	2	Good
St. Landry Parish Community Action Agency	Minivan	Rolling Stock	10	Fair
St. Landry Parish Community Action Agency	Van	Rolling Stock	8	Fair
St. Margaret's Daughters Home	Cutaway	Rolling Stock	4	Excellent
St. Martin Council on Aging, Inc.	Bus	Rolling Stock	8	Fair
St. Martin Council on Aging, Inc.	Bus	Rolling Stock	7	Good
St. Martin Council on Aging, Inc.	Cutaway	Rolling Stock	5	Excellent
St. Martin Council on Aging, Inc.	Cutaway	Rolling Stock	0	Excellent
St. Martin Council on Aging, Inc.	Cutaway	Rolling Stock	0	Excellent
St. Martin Council on Aging, Inc.	Van	Rolling Stock	8	Fair
St. Martin, Iberia, Lafayette Community Action	Cutaway	Rolling Stock	6	Good
St. Martin, Iberia, Lafayette Community Action	Cutaway	Rolling Stock	7	Good
St. Martin, Iberia, Lafayette Community Action	Van	Rolling Stock	8	Good
St. Martin, Iberia, Lafayette Community Action	Van	Rolling Stock	8	Good
St. Martin, Iberia, Lafayette Community Action	Van	Rolling Stock	3	Excellent
St. Martin, Iberia, Lafayette Community Action	Van	Rolling Stock	4	Excellent
St. Martin, Iberia, Lafayette Community Action	Van	Rolling Stock	8	Good
St. Martin, Iberia, Lafayette Community Action	Van	Rolling Stock	5	Good
St. Martin, Iberia, Lafayette Community Action	Van	Rolling Stock	8	Good
St. Mary Community Action Agency	Bus	Rolling Stock	5	Good
St. Mary Community Action Agency	Bus	Rolling Stock	10	Good
St. Mary Community Action Agency	Bus	Rolling Stock	7	Good
St. Mary Community Action Agency	Cutaway	Rolling Stock	10	Fair
St. Mary Community Action Agency	Cutaway	Rolling Stock	10	Good
St. Mary Community Action Agency	Cutaway	Rolling Stock	8	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	7	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	7	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	6	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	6	Good

TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Agency	Asset	Asset Class	Age	Condition
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	9	Fair
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	8	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	7	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	0	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	3	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	6	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	7	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	6	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	6	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	7	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	8	Fair
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	7	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	7	Good
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	7	Fair
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	0	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	0	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	0	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	3	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	2	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	2	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	3	Excellent
Terrebonne Council on Aging, Inc.	Cutaway	Rolling Stock	3	Excellent
The Arc of St. Martin, Inc	Cutaway	Rolling Stock	8	Fair
The Arc of St. Martin, Inc	Cutaway	Rolling Stock	12	Fair
The Arc of St. Martin, Inc	Cutaway	Rolling Stock	12	Fair
The Arc of St. Martin, Inc	Cutaway	Rolling Stock	1	Excellent
The Arc of St. Martin, Inc	Cutaway	Rolling Stock	0	Excellent
The Arc of St. Martin, Inc	Cutaway	Rolling Stock	8	Fair
The Arc of St. Martin, Inc	Cutaway	Rolling Stock	15	Fair
The Arc of St. Martin, Inc	Minivan	Rolling Stock	8	Fair
The Arc of St. Martin, Inc	Minivan	Rolling Stock	15	Good
The Arc of St. Martin, Inc	Minivan	Rolling Stock	12	Fair
The Arc of St. Martin, Inc	Minivan	Rolling Stock	10	Fair
Vernon Council on Aging	Minivan	Rolling Stock	2	Excellent
Vernon Council on Aging	Minivan	Rolling Stock	3	Excellent
Vernon Council on Aging	Van	Rolling Stock	8	Good
Vernon Council on Aging	Van	Rolling Stock	5	Good
Vernon Council on Aging	Van	Rolling Stock	5	Good
Washington Parish Council on Aging	Cutaway	Rolling Stock	8	Fair
Washington Parish Council on Aging	Cutaway	Rolling Stock	0	Excellent
Washington Parish Council on Aging	Cutaway	Rolling Stock	0	Excellent
Washington Parish Council on Aging	Cutaway	Rolling Stock	0	Excellent
Washington Parish Council on Aging	Cutaway	Rolling Stock	0	Excellent
Washington Parish Council on Aging	Cutaway	Rolling Stock	0	Excellent
Washington Parish Council on Aging	Cutaway	Rolling Stock	5	Good
Washington Parish Council on Aging	Minivan	Rolling Stock	8	Fair
Washington Parish Council on Aging	Minivan	Rolling Stock	1	Excellent
Washington Parish Council on Aging	Van	Rolling Stock	8	Fair

Agency	Asset	Asset Class	Age	Condition
Webster Parish Police Jury Office of Community Services	Bus	Rolling Stock	5	Excellent
Webster Parish Police Jury Office of Community Services	Bus	Rolling Stock	5	Excellent
Webster Parish Police Jury Office of Community Services	Cutaway	Rolling Stock	9	Fair
Webster Parish Police Jury Office of Community Services	Cutaway	Rolling Stock	6	Good
Webster Parish Police Jury Office of Community Services	Cutaway	Rolling Stock	7	Fair
Webster Parish Police Jury Office of Community Services	Cutaway	Rolling Stock	7	Fair
Webster Parish Police Jury Office of Community Services	Cutaway	Rolling Stock	7	Fair
Webster Parish Police Jury Office of Community Services	Cutaway	Rolling Stock	12	Fair
Webster Parish Police Jury Office of Community Services	Minivan	Rolling Stock	13	Good
Webster Parish Police Jury Office of Community Services	Minivan	Rolling Stock	12	Good
Webster Parish Police Jury Office of Community Services	Minivan	Rolling Stock	10	Good
West Carroll COA, Inc.	Minivan	Rolling Stock	6	
West Ouachita Public Transit	Cutaway	Rolling Stock	5	Excellent
West Ouachita Public Transit	Cutaway	Rolling Stock	4	Excellent
West Ouachita Public Transit	Cutaway	Rolling Stock	1	Excellent
West Ouachita Public Transit	Cutaway	Rolling Stock	6	Excellent
West Ouachita Public Transit	Cutaway	Rolling Stock	10	Good
West Ouachita Public Transit	Cutaway	Rolling Stock	9	Fair
West Ouachita Public Transit	Cutaway	Rolling Stock	8	Excellent
West Ouachita Public Transit	Cutaway	Rolling Stock	7	Excellent
West Ouachita Public Transit	Cutaway	Rolling Stock	2	Excellent
West Ouachita Public Transit	Cutaway	Rolling Stock	7	Excellent
Winn COA, Inc.	Maxi Van	Rolling Stock	8	Fair
Winn COA, Inc.	Minivan	Rolling Stock	8	Good
Winn COA, Inc.	Sport utility vehicle	Equipment	3	N/A

Table 17: Additional Assets - Equipment & Rolling Stock

Agency	Asset	Asset Class	Age
Allen Council on Aging, Inc.	Minivan	Equipment	7
Allen Council on Aging, Inc.	Van	Equipment	10
Allen Council on Aging, Inc.	Minivan	Rolling Stock	7
Assumption Parish COA	Station Wagon	Equipment	9
Calcasieu Public Transit Human Services	Pickup Truck	Equipment	10
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	7
Calcasieu Public Transit Human Services	Van	Rolling Stock	7
Calcasieu Public Transit Human Services	Van	Rolling Stock	7
Calcasieu Public Transit Human Services	Van	Rolling Stock	7

Agency	Asset	Asset Class	Age
Calcasieu Public Transit Human Services	Van	Rolling Stock	7
Calcasieu Public Transit Human Services	Cutaway	Rolling Stock	6
Calcasieu Public Transit Human Services	Van	Rolling Stock	4
Calcasieu Voluntary COA	SUV	Equipment	0
City of DeRidder/Beauregard Transit	Van	Equipment	7
Claiborne Parish Police Jury Office of Community Services	SUV	Equipment	2
Claiborne Parish Police Jury Office of Community Services	Car	Equipment	9
Iberville Sheriff's Office	Van	Equipment	7
Iberville Sheriff's Office	Van	Equipment	0
Iberville Sheriff's Office	Van	Equipment	-1
Jefferson Davis Council on Aging, Inc.	Minivan	Equipment	2
Jefferson Davis Council on Aging, Inc.	Minivan	Equipment	0
Lafayette Council On Aging, Inc.	Van	Rolling Stock	1
Lincoln COA	Minivan	Equipment	2
Lincoln COA	Cutaway	Rolling Stock	11
Lincoln COA	Cutaway	Rolling Stock	7
Madison Voluntary Council on Aging	Minivan	Rolling Stock	3
Madison Voluntary Council on Aging	Minivan	Rolling Stock	3
Madison Voluntary Council on Aging	SUV	Rolling Stock	10
Madison Voluntary Council on Aging	SUV	Rolling Stock	12
St. Helena COA	Van	Rolling Stock	1
St. Helena COA	Cutaway	Rolling Stock	7
St. James Parish Government, Department of Human Resources, CAA	Pickup Truck	Equipment	12
St. James Parish Government, Department of Human Resources, CAA	Pickup Truck	Equipment	16
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	6
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	6
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	3
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	3
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	2
St. James Parish Government, Department of Human Resources, CAA	Cutaway	Rolling Stock	2

Table 18: Additional Assets - Infrastructure & Facilities

Agency	Asset	Asset Class	Age
Allen Council on Aging, Inc.	Garage	Facilities	6
Allen Council on Aging, Inc.	ARRA Building	Facilities	8
Allen Council on Aging, Inc.	ARRA Generator	Infrastructure	8
Ascension Council on Aging, Inc.	Office Building	Facilities	22
Ascension Council on Aging, Inc.	Office Building	Facilities	44
Assumption Parish Police Jury	ARRA Generator	Infrastructure	8
Beauregard Parish/City of DeRidder	ARRA Building	Facilities	8

Agency	Asset	Asset Class	Age
Beauregard Parish/City of DeRidder	Office Building	Facilities	N/A
Calcasieu Voluntary COA	Office Building	Facilities	N/A
Caldwell Parish Council on Aging	Office Building	Facilities	21
Caldwell Parish Council on Aging	ARRA Generator	Infrastructure	8
Cameron Council on Aging	Office Building	Facilities	9
Cameron Council on Aging	Office Building	Facilities	30
Cameron Parish Police Jury	ARRA Generator	Infrastructure	8
Claiborne Parish Police Jury	ARRA Building	Facilities	8
Claiborne Parish Police Jury	ARRA Generator	Infrastructure	8
Donaldsonville ARC	Office Building	Facilities	44
Donaldsonville ARC	Office Building	Facilities	38
East Feliciana Parish Police Jury	ARRA Building	Facilities	8
East Feliciana Parish Police Jury	ARRA Generator	Infrastructure	8
Evangeline Council on Aging	Office Building	Facilities	24
Evangeline Parish/City of Ville Platte	ARRA Building	Facilities	8
Evangeline Parish/City of Ville Platte	ARRA Generator	Infrastructure	8
Iberville Sheriff's Office	Garage	Facilities	N/A
Iberville Sheriff's Office	Garage	Facilities	6
Lafourche AAA/COA	Office Building	Facilities	N/A
Livingston Parish Council	ARRA Generator	Infrastructure	8
Madison Voluntary Council on Aging	Office Building	Facilities	37
Madison Voluntary Council on Aging	Maintenance Building	Facilities	43
Ouachita/City of West Monroe	ARRA Building	Facilities	8
Ouachita/City of West Monroe	ARRA Generator	Infrastructure	8
Ouachita ARC	Office Building	Facilities	N/A
Ouachita ARC	Office Building	Facilities	34
Pointe Coupee Parish Police Jury	ARRA Generator	Infrastructure	8
Rapides Senior Center	Office Building	Facilities	N/A
St. James Parish Council	ARRA Building	Facilities	8
St. James Parish Council	ARRA Generator	Infrastructure	8
St. James Parish Government, Department of Human Resources, CAA	Generator	Infrastructure	16
St. James Parish Government, Department of Human Resources, CAA	Maintenance Building	Facilities	25
St. James Parish Government, Department of Human Resources, CAA	Garage	Facilities	5
St. James Parish Government, Department of Human Resources, CAA	Garage	Facilities	8
St. Landry Parish Government	ARRA Building	Facilities	8
St. Landry Parish Government	ARRA Generator	Infrastructure	8
St. Martin Parish Police Jury	ARRA Building	Facilities	8
St. Martin Parish Police Jury	ARRA Generator	Infrastructure	8
St. Martin Council on Aging, Inc.	Garage	Facilities	8
St. Mary Community Action Agency	Generators	Infrastructure	6
St. Mary Community Action Agency	Garage	Facilities	6
St. Mary Community Action Agency	Garage	Facilities	5
St. Mary/City of Franklin	ARRA Building	Facilities	8
St. Mary/City of Franklin	ARRA Generator	Infrastructure	8

Agency	Asset	Asset Class	Age
Terrebonne Council on Aging, Inc.	Generator	Infrastructure	6
Terrebonne Council on Aging, Inc.	Office Building	Facilities	
Terrebonne Council on Aging, Inc.	Maintenance Building	Facilities	N/A
Terrebonne Parish Consolidated Government	ARRA Building	Facilities	8
Terrebonne Parish Consolidated Government	ARRA Generator	Infrastructure	8
The Arc of St. Martin, Inc	Office Building	Facilities	4
Vermilion Parish Police Jury	ARRA Building	Facilities	8
Vermilion Parish Police Jury	ARRA Generator	Infrastructure	8
Washington Parish Council on Aging	Office Building	Facilities	26
Washington Parish Council on Aging	Office Building	Facilities	15
Washington Parish Government/Town of Franklinton	ARRA Generator	Infrastructure	8
Webster Parish Police Jury/Office of Community Service	ARRA Building	Facilities	8
Webster Parish Police Jury/Office of Community Service	ARRA Generator	Infrastructure	8
West Carroll COA, Inc.	Office Building	Facilities	38
Winn Council On Aging, Inc.	Office Building	Facilities	N/A
Winn Council On Aging, Inc.	Office Building	Facilities	N/A