



# 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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# TRANSIT ASSET MANAGEMENT

## MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA



### 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 37<sup>th</sup> 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.

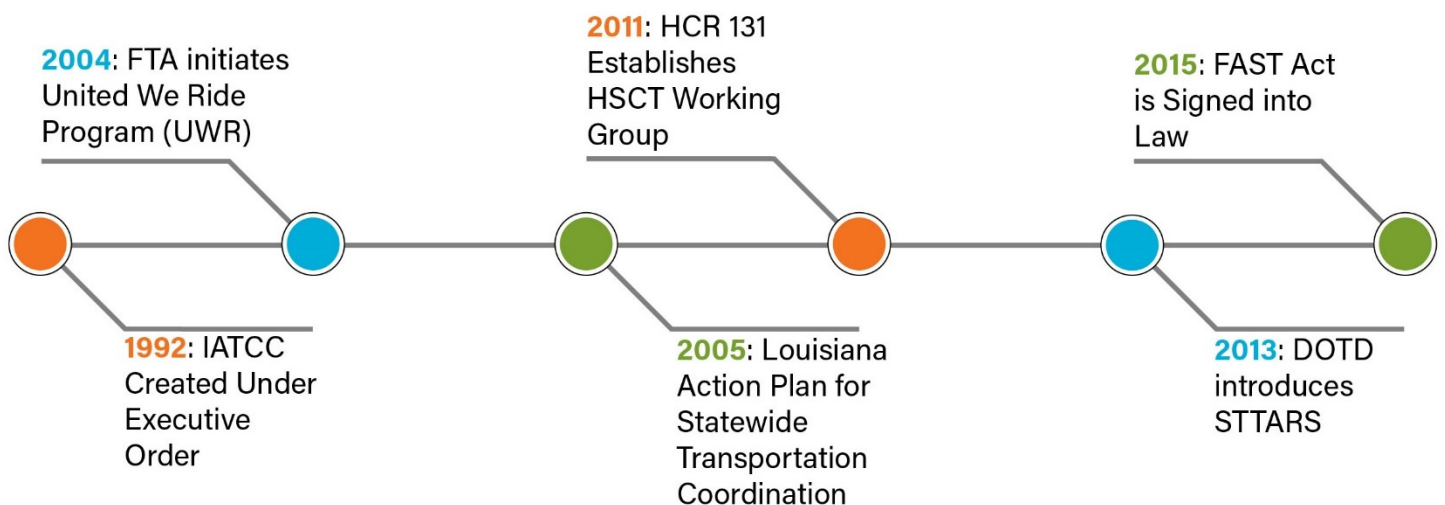
### TAM AND SGR POLICY

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 acted 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.

## TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

## 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.



## 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.

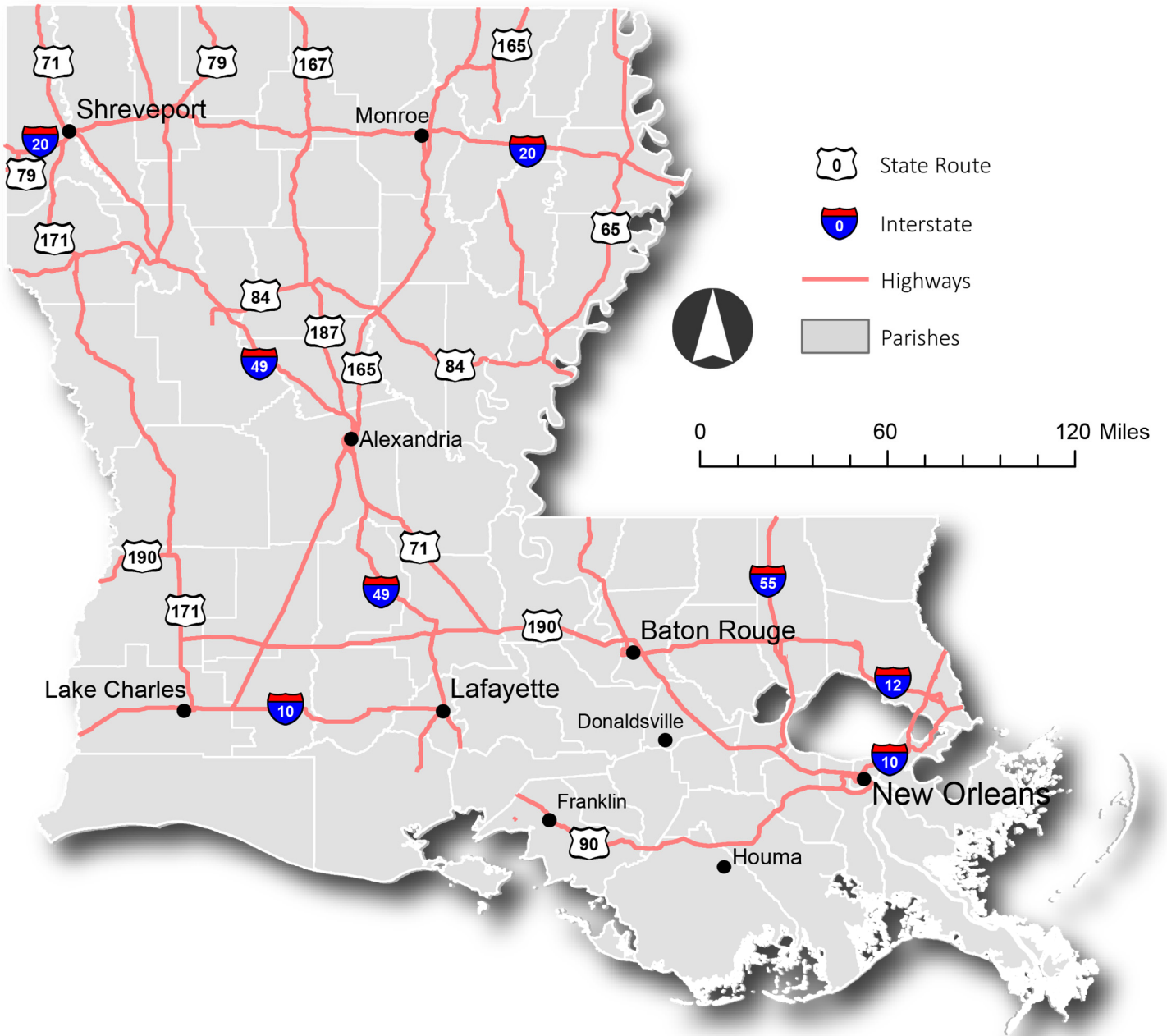
In this case, the sponsor is the State of Louisiana’s DOTD Public Transit Division. A letter to all qualifying Tier II providers in the State of Louisiana was sent out on May 29, 2018, and each provider was asked to opt in or opt out of the Group TAM plan. In the same letter, providers who chose to opt 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. Figure 3: Map of Transit Providers shows 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	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
22	Lincoln COA	5310	Ruston	Michelle Wright
23	Lincoln Parish Police Jury	5311	Ruston	Tomica McDonald

Label Number	Provider	Funding Category	City	Accountable Executive
24	Livingston COA	5311	Denham Springs	Shannon Plaia
25	Madison Voluntary COA	5311	Tallulah	Mike Rome
26	Ouachita ARC (ARCO)	5310	Monroe	Roma Kidd
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
29	Vermilion COA	5311	Abbeville	Jeffery Beverly
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

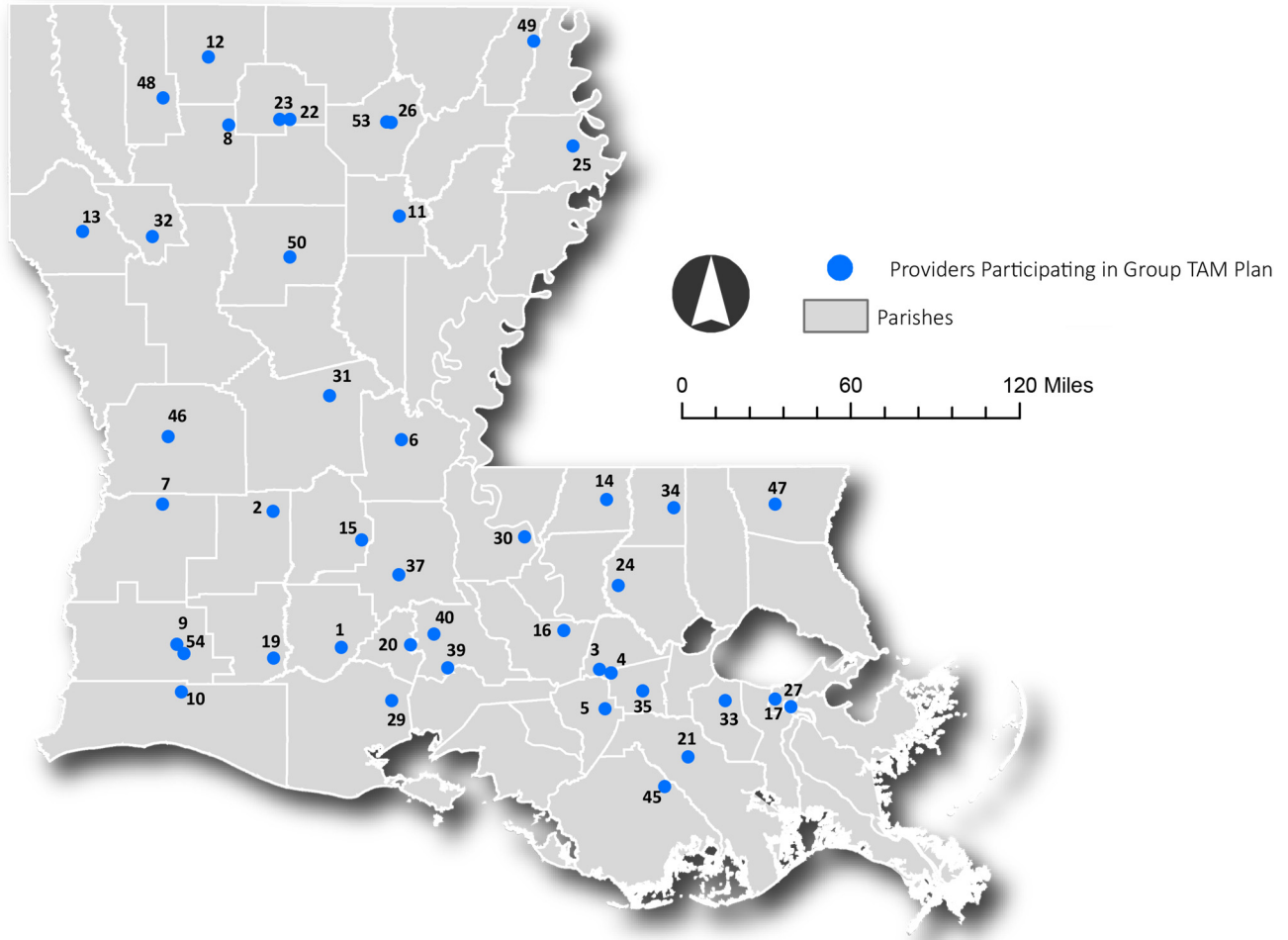


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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

**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	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)
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
37	St. Landry COA

Label #	Provider
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
29	Vermilion COA
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

## TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

## 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—Vehicles, and Facilities—and then the category’s corresponding sub-asset. 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.

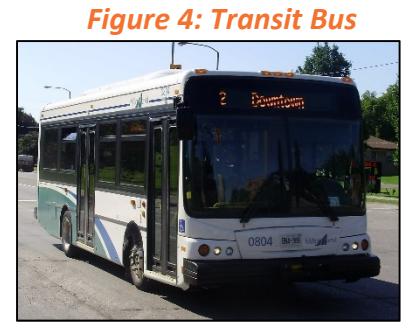
**Table 2: Rolling Stock, Equipment, and Facility Types**

Vehicle Type	Facilities	Infrastructure
Automobile (AO)	Buildings	Generators
Bus (BU)	Other Structures	
Cutaway (CU)		
Minivan (MV)		
Sports Utility Vehicle (SV)		
Van (VN)		



## 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.



## 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.



## 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.



## Van

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.



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, and cross verified through the Transit Awards Management System (TrAMS) database. Breakdowns of the vehicle inventories can be seen in Figure 8. Of the 408 reported vehicles, all of them had a determined vehicle type. No facilities were reported, so no assessment was conducted from STTARS inventory.

## CONDITION ASSESSMENT

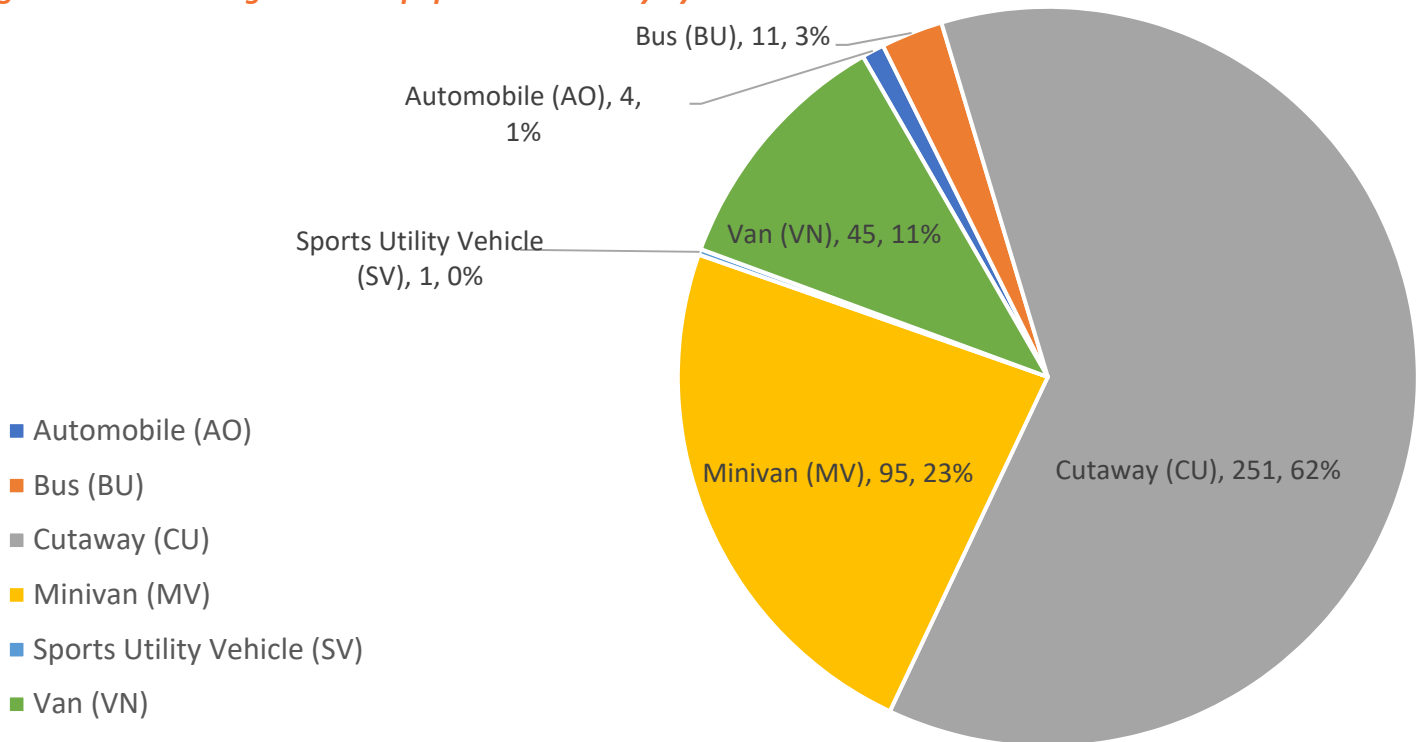
A conditions assessment is crucial, because the indicators from the assessment help form the SGR Performance Targets. After a baseline condition is determined, a provider can more effectively improve their assets and work toward a State of Good Repair.

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)*

Vehicle Type	ULB
Automobile (AO)	5
Bus (BU)	6
Cutaway (CU)	6
Minivan (MV)	5
Sports Utility Vehicle (SV)	5

*Figure 8: 2018 Rolling Stock & Equipment Inventory by Class*



## 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

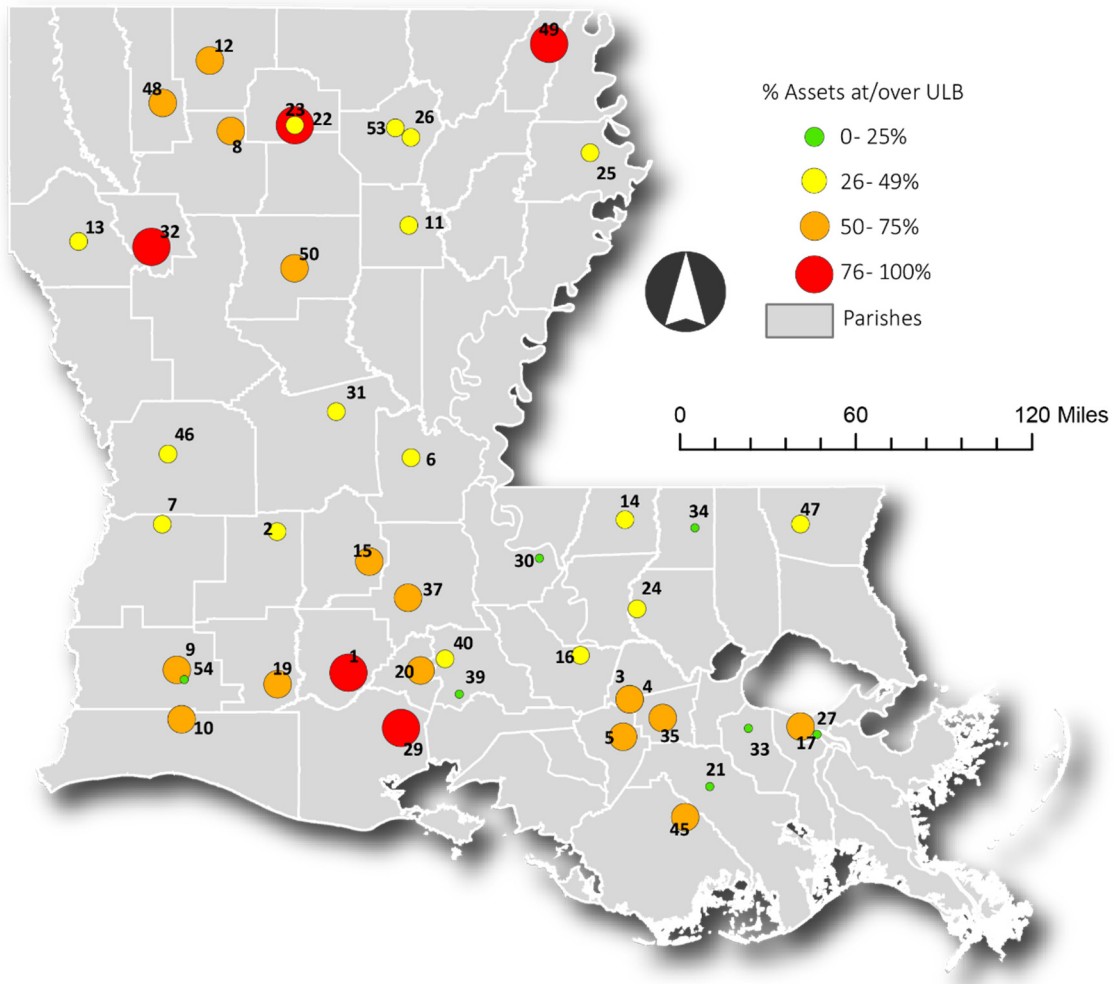
In sum, many of the transit assets in Louisiana are under their ULB. For the baseline year of 2017, 26.65% of Rolling Stock were at/over ULB. 50% of Equipment were at/over ULB for the baseline year. Table 5 on the following page shows the summary of both 5310 and 5311 assets' ULB conditions.

**Table 5: 2018 Age Evaluation for Rolling Stock and Equipment Assets by Class**

Asset Class	# of Assets	# of Assets at/over ULB	% at/over ULB
Automobile (AO)	4	3	75.00%
Bus (BU)	11	7	63.64%
Cutaway (CU)	251	116	46.22%
Minivan (MV)	95	48	50.53%
Sports Utility Vehicle (SV)	1	0	0.00%
Van (VN)	45	32	71.11%

Figure 11 on the following page displays the percentage of assets at/over their ULB by identified by provider.

**Figure 9: 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	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

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

## TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

## 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. While ULB is used as the primary method to assess vehicle condition, the STTARS condition ratings help provide a method to countermeasure and flag vehicles still under ULB, but possibly needing replacement, as well as noting where vehicles have passed ULB, but are still in good or excellent working order. This is an important consideration to include, as funding for complete replacement is limited, and participating agencies have diligently applied planned maintenance and upkeep to existing assets.

**Table 6: STTARS Condition Evaluation for 5310 and 5311 Assets**

Asset Class	Avg. Condition Rating	Assets in Poor Condition	% in Poor Condition
Automobile (AO)	3.33	0	0.0%
Bus (BU)	3.3	0	0.0%
Cutaway (CU)	3.25	7	3.2%
Minivan (MV)	3.31	1	1.2%
Sports Utility Vehicle (SV)	3.3	0	0%
Van (VN)	2.97	3	3.8%

The distribution of assets shows the overall good condition of assets included in this plan. There are 7 Cutaway assets in Poor condition, 1 Minivan, and 3 van assets in poor condition. Table 7 shows the distribution of condition by asset class, while 4 vehicles total (2 minivans, 1 SUV, and 1 van) did not have a comparative condition rating.

**Table 7: STTARS Condition Distribution by Asset Class**

Asset Class	Excellent	Good	Fair	Poor	NA	Total
Automobile (AO)	1	2	0	0	0	3
Bus (BU)	4	6	4	0	0	14
Cutaway (CU)	99	81	30	7	0	217
Minivan (MV)	43	24	15	1	2	85
Sports Utility Vehicle (SV)	1	1	0	0	1	3
Van (VN)	22	35	16	4	1	78

## ASSET SUMMARY BY PROVIDER

After collecting asset data from STTARS and TrAMS, 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 8](#) shows each provider's overall percentage of assets that have met or exceeded their default ULB and percentage of their fleet that are ADA accessible.

**Table 8: Asset Summary for Participating Providers**

Name of Provider	# of Assets	#of Assets at/over ULB	% at/over ULB	% fleet ADA Accessible
Acadia COA	4	4	100.00%	100.00%
Allen COA	12	5	41.67%	83.33%
ARC of St Martin	2	0	0.00%	100.00%
Ascension COA	15	10	66.67%	100.00%
Assumption COA	11	6	54.55%	81.82%
Avoyelles COA	12	5	41.67%	83.33%
Beauregard Transit	7	2	28.57%	100.00%
Bienville COA	8	6	75.00%	87.50%
Calcasieu Transit	14	9	64.29%	85.71%
Calcasieu VCOA	5	0	0.00%	100.00%
Caldwell COA	5	2	40.00%	100.00%
Cameron COA	8	5	62.50%	75.00%
Claiborne transit	7	5	71.43%	85.71%
DeSoto COA	9	4	44.44%	88.89%
Donaldsonville ARC	8	6	75.00%	100.00%
East Feliciana COA	9	3	33.33%	77.78%
Evangeline COA	9	5	55.56%	100.00%
Iberville Transit	8	4	50.00%	75.00%
Jefferson COA	17	10	58.82%	100.00%
Jefferson Davis COA	8	6	75.00%	87.50%
Lafayette COA	5	3	60.00%	100.00%
Lafourche COA	11	2	18.18%	100.00%
Lincoln COA	2	2	100.00%	100.00%
Lincoln HELP	4	2	50.00%	75.00%
Livingston COA	19	7	36.84%	73.68%
Madison COA	9	3	33.33%	66.67%
Ouachita ARC	13	5	38.46%	46.15%
Pointe Coupee COA	16	3	18.75%	75.00%
Rapides Senior Center	7	2	28.57%	85.71%
Red River COA	6	5	83.33%	100.00%
St. Charles COA	5	0	0.00%	100.00%

Name of Provider	# of Assets	#of Assets at/over ULB	% at/over ULB	% fleet ADA Accessible
St. Helena COA	6	1	16.67%	83.33%
St. James Transit	15	8	53.33%	60.00%
St. Landry CAA	13	8	61.54%	84.62%
St. Margaret's	1	0	0.00%	100.00%
St. Martin COA	6	3	50.00%	100.00%
St. Mary CAA	8	6	75.00%	100.00%
Terrebonne COA	27	17	62.96%	92.59%
Vermilion COA	6	5	83.33%	100.00%
Vernon COA	6	2	33.33%	66.67%
Washington COA	13	6	46.15%	76.92%
Webster Transit	13	9	69.23%	84.62%
West Carroll COA	1	1	100.00%	100.00%
West Ouachita Senior Center	14	7	50.00%	78.57%
Winn COA	3	2	66.67%	100.00%

## 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 9](#) detail how each asset type's depreciation is measured. Target ULB thresholds vary depending on the asset class.

**Table 9: 2018 Performance Measures and Targets**

Asset Class	Performance Measure	2018 at/over ULB (%)	2019 target at/over ULB (%)	2022 target at/over ULB (%)
Automobile (AO)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	75.00%	100.00%	100.00%
Bus (BU)		63.64%	81.82%	100.00%
Cutaway (CU)		46.22%	39.24%	43.18%
Minivan (MV)		50.53%	42.75%	63.09%
Sports Utility Vehicle (SV)		0.00%	0.00%	100.00%
Van (VN)		71.11%	97.78%	100.00%
Automobile (AO)		75.00%	100.00%	100.00%
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	<b>No target set for Facilities;</b> all facilities currently in good or excellent condition. DOTD is not replacing any facilities at this time.		

A number of accountable factors contribute to the seeming degradation of the statewide inventory. The asset classes reaching 100% at/over ULB by 2022 are largely owned by local entities and DOTD does not plan to replace or purchase, sport utility vehicles, or vans. While disposition of vehicles that have reached a useful life is encouraged, it is at the discretion of each agency how and when they deactivate a vehicle. DOTD cannot predict a disposition rate over the next four years as disposition of vehicles is done at the local level.

The 2019 target values are based on vehicles awarded for 2019, being 73 cutaways and 21 minivans. Following 2019 for the next three years an average 24 cutaways/yr. and 11 minivans/year being purchased.

### 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:

$$\text{SGR} = \frac{((\# \text{ of Assets at or over ULB [given year]}) - (\# \text{ of Assets disposed [given year]})}{((\text{Total } \# \text{ of Assets [given year]}) - (\text{Target } \# \text{ of Assets acquired [given year]})}$$

As previously mentioned, target SGR has not assumed any dispositions, though any that do occur will improve over all % SGR and be reflected in the percent difference between targets and actual performance. This performance management will be captured through reporting in the National Transit Database (NTD).

### 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 10: 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.



Tool	Use	Description
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 10: STTARS Status Homepage

The screenshot shows the STTARS Status Homepage. At the top, there is a header for the Louisiana Department of Transportation and Development (DOTD) with the website address 511LA.org. Below the header is a navigation menu with the following items: Status, Daily Trips, Vehicles, Customers, Reports, DOTD Files, Drivers, Manage, Miscellaneous, Logout, and Help Desk. The main content area is titled "Transportation Asset Inventory" and contains a table with the following columns: Item, Purchase Price, Purchase Date, Contract, Vehicle, Other, Condition, Last Inventory, Ser #, Model #, Fed Grant #, and Disposition Date. The table lists various assets including Dell Monitors, Husquaran 330 Pressure Washer, LENOVO Laptop Computer, and ONGO Camera, with their respective purchase prices, dates, contracts, conditions, and disposition dates.

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	PF0V0STZ	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 11: 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 **DOTD** the MOVE! 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**

Oil Change			
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

Last Reported Vehicle Mileage			
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 Expired or Expiring in < 45 Days		
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	

LA State Vehicle Inspections	
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 12: STTARS Asset Service Log

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 13: 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 14: 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 previously 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 15: 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"/>

## Asset Inventory Excel Sheet

Asset conditions, ages, maintenance information from STTARS were compiled for further use in the Asset Inventory Excel Sheet. Figure 21 shows the raw data collected from other tools. The first two columns show the name of the provider and their funding category; followed by the vehicle characteristics: vin number, make and model, asset and vehicle classification, and the year of manufacture.

Figure 16: Asset Inventory Excel Sheet

Name of Provider and Funding Category		Vehicle Characteristics						Maintenance and Service History				Current Asset Condition and ULB Assessment		
Agency	Funding Category	VIN	Model	Make	Vehicle Type_Final	Asset Type	Year	Mil Change Freq	Put In Service	Last Maint	Condition	Vehicle Age_2017	ULB	atover ULB (2017)
Assumption Parish Council on Aging, Inc.	531	FT5534L880A4337	EC3	Ford	Van	Rolling Stock	2006	3000	7/10/2012	132826	fair	10	8	1
St. Mary Community Action Agency	531	FD4E45S40DA7457	FORD	STARTANS/FORDE-450	Cut.av.ay	Rolling Stock	2006	6000	6/2/2008	559182	Good	10	10	1
St. Mary Community Action Agency	531	FD4E45S96DA7456	FORD		Bus	Rolling Stock	2006	5000	6/26/2008	173452	Good	10	14	0
St. Mary Community Action Agency	531	FD4E45S4AD4857	TRANSITECH22	ELDO/RADO	Bus	Rolling Stock	2011	3000	1/19/2011	22917	Good	7	14	0
The Arc of St. Martin, Inc	531	FDVE45SV8H824257010000		GOSH	Cut.av.ay	Rolling Stock	2006	3000		209706	fair	12	10	1
Terrebonne Council on Aging, Inc.	531	FD4E45S80E2682	10 Pass TCDA O/W/NE	Ford E-450	Cut.av.ay	Rolling Stock	2011	4000	3/12/2012	109515	Good	7	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S7CD43822	12 Pass 5310	Ford E-450	Cut.av.ay	Rolling Stock	2016	4000	9/12/2012	123546	Good	6	10	0
Terrebonne Council on Aging, Inc.	531	IG66G5BL7C181979	12 Pass 5310	Chevy	Cut.av.ay	Rolling Stock	2012	4000	9/12/2012	81975	Good	6	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45P1BD4A5464	12 Pass 5311 RURAL	Ford	Cut.av.ay	Rolling Stock	2003	4000	8/11/2010	154438	fair	9	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45P90DA6176	12 Pass 5311 RURAL	Ford	Cut.av.ay	Rolling Stock	2003	4000	8/11/2010	120864	Good	8	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S8DA1833	12 Pass 5311 RURAL	GOSREN	Cut.av.ay	Rolling Stock	2011	4000	2/12/2011	143333	Good	7	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S38E3838	16 Pass 5310	Ford	Cut.av.ay	Rolling Stock	2012	4000	9/12/2012	112790	Good	6	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S8E3838	16 Pass 5310	Ford	Cut.av.ay	Rolling Stock	2012	4000	9/12/2012	123783	Good	6	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S3AD478918	16 Pass 5311 RURAL	Ford	Cut.av.ay	Rolling Stock	2012	4000	2/12/2011	109920	Good	7	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S3AD47556	16 Pass 5311 RURAL	Ford	Cut.av.ay	Rolling Stock	2016	4000	2/12/2011	168807	fair	8	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S3AD022E	16 Pass 5311 RURAL	Ford	Cut.av.ay	Rolling Stock	2011	4000	2/12/2011	118955	Good	7	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S7ADA855E	16 Pass 5311 RURAL	Ford	Cut.av.ay	Rolling Stock	2011	4000	2/12/2011	135414	Good	7	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S7ADA8677	16 Pass 5311 RURAL	Ford	Cut.av.ay	Rolling Stock	2011	4000	2/12/2011	166000	Good	7	10	0
St. James Parish Government, Department of Human Resources	531	IG66G3B6C5C1833735000		GMC	Cut.av.ay	Equipment	2016	5000	10/22/2013	124174	Good	6	8	0
St. James Parish Government, Department of Human Resources	531	IG66G3B6C5C1833735000		GMC	Cut.av.ay	Equipment	2016	5000	10/22/2013	107012	Good	6	8	0
St. James Parish Government, Department of Human Resources	531	IG66G3AG1A18738735000		Chevy	Cut.av.ay	Equipment	2011	5000	1/11/2011	90543	Good	7	8	0
St. James Parish Government, Department of Human Resources	531	IG66G3AG1A18738735000		Chevy	Cut.av.ay	Equipment	2011	5000	1/11/2011	124116	Good	7	8	0
St. Tammany Parish Government	531	IG66E4V6S7F4197674500		Chevy	Cut.av.ay	Rolling Stock	2007	3000	7/12/2015	288674	Poor	11	10	1
Terrebonne Council on Aging, Inc.	531	FD4E45S3CD42626	8 Pass 5310	Ford	Cut.av.ay	Rolling Stock	2016	4000	9/12/2012	138866	Good	6	10	0
Terrebonne Council on Aging, Inc.	531	FD4E45S38E2682	8 Pass TCDA O/W/NE	Ford E-450	Cut.av.ay	Rolling Stock	2011	4000	3/9/2012	115905	Good	7	10	0
Calcasieu Voluntary COA	531	FD4E45S3L2C0C1030	Advantage	El Dorado National	Cut.av.ay	Rolling Stock	2016	3000	12/11/2015	67885	Excellent	2	10	0
Washington Parish Council on Aging	531	D4R9MDE1AR2364	American	El Dorado	Minivan	Rolling Stock	2010	6000	9/12/2010	76448	fair	8	8	1
Lafayette Council On Aging, Inc.	531	FT15334L36DA4191	Braun	Ford	Van	Rolling Stock	2006	3000	2/8/2008	76186	fair	10	8	1
Lafayette Council On Aging, Inc.	531	FT1D33EL3ADA575E	Braun 7-1MR	Ford	Van	Rolling Stock	2010	3000		130264	fair	8	8	1
The Arc of St. Martin, Inc	531	D4R9MDE1AR2053	BU	ELDO	Minivan	Rolling Stock	2010	3000		25802	fair	8	10	0
The Arc of St. Martin, Inc	531	FD4E45S06H3010	BU	GOSH	Cut.av.ay	Rolling Stock	2006	3000		194306	fair	10	10	1
Clatsone Parish Police Jury Office of Community Services	531	FD4E45S3L0C0A2004	BUS	FORD	Bus	Rolling Stock	2005	3000	5/31/2016	86823	fair	9	14	0
DeSoto Council on Aging	531	FD4E45S30E283E	BUS	FORD	Bus	Rolling Stock	2013	3000	10/31/2013	95312	Good	5	14	0
Evangeline Council on Aging	531	FT1D33EL30DB191K	BUS	FORD	Bus	Rolling Stock	2013	5000	10/22/2013	112233	Good	5	14	0
The Tangipahoa Voluntary Council on Aging	531	FD4E45S3L40DB0488	Bus	FORD	Bus	Rolling Stock	2013	5000	9/26/2013	151650	Excellent	5	14	0
The Tangipahoa Voluntary Council on Aging	531	FD4E45S3L40DB0488	Bus	FORD	Bus	Rolling Stock	2013	5000	10/31/2013	126716	Excellent	5	14	0
The Tangipahoa Voluntary Council on Aging	531	FD4E45S30E283E	BUS	FORD	Bus	Rolling Stock	2013	5000	10/22/2013	115544	Excellent	5	14	0
Calcasieu Voluntary COA	531	FD4E45S3FD4A3765	Bus	Goshen	Cut.av.ay	Rolling Stock	2016	3000	12/12/2015	54533	Excellent	3	10	0
Calcasieu Voluntary COA	531	FD4E45S3FD4A3765	Bus	Goshen	Cut.av.ay	Rolling Stock	2016	3000	12/12/2015	84393	Excellent	3	10	0
City of Franklin	531	FD4E45S3AD4814	Bus	FORD	Bus	Rolling Stock	2016	6000	2/22/2011	27827	Excellent	8	8	1
City of Franklin	531	FD4E45S3L5HA5184	Bus	FORD	Bus	Rolling Stock	2006	6000	5/12/2005	117501	fair	13	8	1
Lincoln COA	531	FD4E45S3AD4814	Bus	Ford	Bus	Rolling Stock	2010	3000	6/11/2010	55256	fair	8	14	0
St. Martin Council on Aging, Inc.	531	FD4E45S3AD4812	Bus	FORD	Bus	Rolling Stock	2010	3000	1/15/2012	142276	fair	8	14	0
St. Martin Council on Aging, Inc.	531	FD4E45S3AD4811	Bus	FORD	Bus	Rolling Stock	2011	3000	12/02/2011	134742	Good	7	14	0
St. Mary Community Action Agency	531	FD4E45S3L6DB0488	Bus	FORD	Bus	Rolling Stock	2016	6000	10/26/2013	127594	Good	5	14	0
Webster Parish Police Jury Office of Community Services	531	FD4E45S3L6DB0488	Bus	FORD	Bus	Rolling Stock	2013	3000	12/7/2014	14343	Excellent	5	14	0
Webster Parish Police Jury Office of Community Services	531	FD4E45S3L6DB0488	Bus	FORD	Bus	Rolling Stock	2013	3000	12/7/2014	149556	Excellent	5	14	0
Evangeline Council on Aging	531	FD4E45S3L30A2004	CANDIDATE	FORD	Cut.av.ay	Rolling Stock	2009	5000	7/10/2009	168111	Good	9	10	0
Allen Council on Aging, Inc.	531	CT7VDGB05G5235	CARAVAN	DOUGE	Minivan	Rolling Stock	2016	5000	4/26/2016	126644	Excellent	2	8	0
Allen Council on Aging, Inc.	531	CT7VDGB05G5235	CARAVAN	DOUGE	Minivan	Rolling Stock	2011	5000	4/25/2017	58175	Excellent	1	8	0
Allen Council on Aging, Inc.	531	D4R9MDE3AR4453	Caravan	Dodge	Minivan	Rolling Stock	2010	5000	9/24/2010	24505	fair	8	8	1
Allen Council on Aging, Inc.	531	D4R9MDE4AR3801	CARAVAN	DOUGE	Minivan	Rolling Stock	2010	5000	9/24/2010	40190	Poor	8	8	1
Allen Council on Aging, Inc.	531	D4R9MDE3AR4453	Caravan	Dodge	Minivan	Rolling Stock	2016	5000	3/12/2012	20400	Good	8	8	1

The inventory highlighted in Figure 21 was further condensed in Figure 22 on the following page, which displays the summary of all assets' conditions and a summary of each asset category.





**Figure 19: 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 20: 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 21: 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

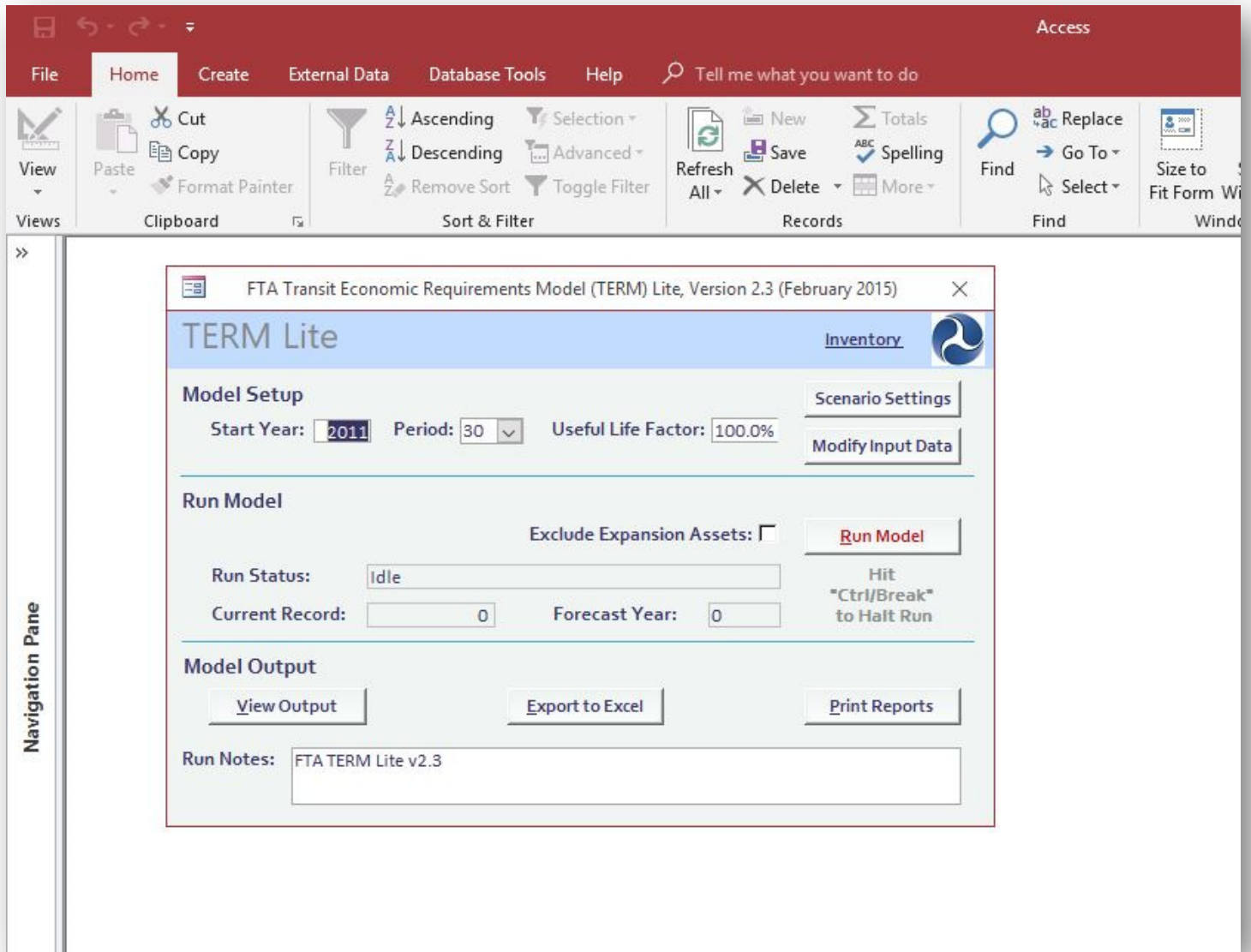
TERM-Lite is a Microsoft Access application developed by the FTA for cost-estimation and forecasting based on conditions of assets. The tool was designed for use by a novice, and most of the functions are user-friendly. The application uses an inventory, as shown in Figure 27, that users upload through 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 22: 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'. The main data table has the following columns: Record, Mode, Description, Asset Classification, Quantity, Unit, Expansion?, Year, Unit Cost (\$), Acquisition Cost (\$), Repl. Cost (\$), Soft Cost, Cost Year, Repl. Cost (\$), Useful Life, and Prior. The rows list various assets such as Motor Buses, Systemwide Assets, and Furniture, with their respective specifications 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 23: 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 24: TERM Lite Scenario Settings

Scenario Settings Close form before running model

Prioritization Settings Expenditure Constraints Backlog Target Seek

### Prioritization Criteria 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 No Filter Search

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 can be ranked based on several factors, including need, local policy, and estimated funding levels. Projects that both improve SGR and fix an identified safety risk are typically 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 is likewise important in project prioritization to address the gaps and needs identified in the Statewide Human Services Transportation Coordination Plan (HSTCP). Analysis was performed as part of the HSTCP process, using US Census data to tabulate an expected transit need index (TNI) with selected census data inputs such as total population, age, disabilities, poverty, housing, and access to an automobile. Projects within parishes with a high TNI 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 11: 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.: <b>High Priority</b> = 1 year or less till end of ULB <b>Medium Priority</b> = 2 years or less till end of ULB <b>Low Priority</b> = 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.: <b>High Priority</b> = Backlogged Projects of >20% <b>Medium Priority</b> = Backlogged Projects of <20% <b>Low Priority</b> = 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.: <b>High Priority</b> = Less than 30% of Assets at SGR Standard <b>Medium Priority</b> = 30%-60% Assets at SGR Standard <b>Low Priority</b> = 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.	<b>High Priority</b> = Projects Fixing an Identified Safety Risk <b>Medium Priority</b> = Projects not Fixing an Identified Safety Risk
ADA Requirements	Projects that increase accessibility pursuant to 49 CFR Part 37 will be given higher priority.	<b>High Priority</b> = Projects Including ADA Facilities and Maintenance Plans <b>Low Priority</b> = 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.
Agency Capacity	The capacity of an agency to meet funding and regulatory requirements	Agencies are reviewed on a regular basis for fiscal capacity, regulatory, and risk assessment factors. Certification and assurance processes help ensure safe and reliable provision of services by grantees.

## **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 12: 2018 Asset Inventory**

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Acadia COA	Cutaway (CU)	2012	18	12	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	0
Acadia COA	Cutaway (CU)	2012	18	12	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	0
Acadia COA	Van (VN)	2003	17	7	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-9
Acadia COA	Van (VN)	2012	17	7	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	0
Allen COA	Cutaway (CU)	2013	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Allen COA	Cutaway (CU)	2016	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Allen COA	Minivan (MV)	2010	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-3
Allen COA	Minivan (MV)	2010	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Allen COA	Minivan (MV)	2016	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Allen COA	Minivan (MV)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Allen COA	Minivan (MV)	2010	16	5	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	-3
Allen COA	Minivan (MV)	2017	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Allen COA	Minivan (MV)	2017	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Allen COA	Minivan (MV)	2017	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Allen COA	Van (VN)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Allen COA	Van (VN)	2007	24	15	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-5
ARC of St Martin	Cutaway (CU)	2017	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	5
ARC of St Martin	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Ascension COA	Cutaway (CU)	2008	20	8	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-4
Ascension COA	Cutaway (CU)	2008	20	8	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-4
Ascension COA	Cutaway (CU)	2018	20	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Ascension COA	Cutaway (CU)	2009	20	8	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-3
Ascension COA	Cutaway (CU)	2018	20	9	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Ascension COA	Cutaway (CU)	2010	23	12	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-2
Ascension COA	Cutaway (CU)	2017	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	5
Ascension COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Ascension COA	Cutaway (CU)	2014	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	2
Ascension COA	Cutaway (CU)	2010	23	12	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-2
Ascension COA	Cutaway (CU)	2011	23	12	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-1
Ascension COA	Cutaway (CU)	2008	23	12	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-4
Ascension COA	Minivan (MV)	2005	17	6	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-8
Ascension COA	Minivan (MV)	2010	17	6	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-3
Ascension COA	Minivan (MV)	2008	17	6	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-5
Assumption COA	Bus (BU)	2012	24	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Assumption COA	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-2
Assumption COA	Cutaway (CU)	2013	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Assumption COA	Cutaway (CU)	2016	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Assumption COA	Cutaway (CU)	2015	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Assumption COA	Minivan (MV)	2010	16	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Assumption COA	Minivan (MV)	2016	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Assumption COA	Minivan (MV)	2017	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Assumption COA	Van (VN)	2010	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Assumption COA	Van (VN)	2008	17	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-4

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Assumption COA	Van (VN)	2008	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-4
Avoyelles COA	Cutaway (CU)	2009	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-3
Avoyelles COA	Cutaway (CU)	2011	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Avoyelles COA	Cutaway (CU)	2011	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Avoyelles COA	Cutaway (CU)	2012	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	0
Avoyelles COA	Cutaway (CU)	2015	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Avoyelles COA	Cutaway (CU)	2017	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	5
Avoyelles COA	Cutaway (CU)	2018	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Avoyelles COA	Cutaway (CU)	2018	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Avoyelles COA	Cutaway (CU)	2018	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Avoyelles COA	Minivan (MV)	2015	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Avoyelles COA	Minivan (MV)	2015	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Avoyelles COA	Van (VN)	2012	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Beauregard Transit	Cutaway (CU)	2009	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Beauregard Transit	Minivan (MV)	2015	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Beauregard Transit	Minivan (MV)	2016	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Beauregard Transit	Minivan (MV)	2016	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Beauregard Transit	Minivan (MV)	2016	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Beauregard Transit	Van (VN)	2011	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Beauregard Transit	Van (VN)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Bienville COA	Cutaway (CU)	2009	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-3
Bienville COA	Cutaway (CU)	2010	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Bienville COA	Cutaway (CU)	2010	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Bienville COA	Cutaway (CU)	2010	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Bienville COA	Cutaway (CU)	2010	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Bienville COA	Cutaway (CU)	2010	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Bienville COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Bienville COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Calcasieu Transit	Cutaway (CU)	2010	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Calcasieu Transit	Cutaway (CU)	2010	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Calcasieu Transit	Cutaway (CU)	2010	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Calcasieu Transit	Cutaway (CU)	2010	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Calcasieu Transit	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-2
Calcasieu Transit	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Calcasieu Transit	Cutaway (CU)	2011	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Calcasieu Transit	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Calcasieu Transit	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Calcasieu Transit	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Calcasieu Transit	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Calcasieu Transit	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Calcasieu Transit	Minivan (MV)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Calcasieu Transit	Minivan (MV)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	0
Calcasieu VCOA	Cutaway (CU)	2016	20	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	4
Calcasieu VCOA	Cutaway (CU)	2018	20	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Calcasieu VCOA	Cutaway (CU)	2015	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	3
Calcasieu VCOA	Cutaway (CU)	2015	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	3
Calcasieu VCOA	Sports Utility Vehicle (SV)	2017	16	5	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	4

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Caldwell COA	Cutaway (CU)	2011	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Caldwell COA	Cutaway (CU)	2013	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Caldwell COA	Cutaway (CU)	2013	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Caldwell COA	Cutaway (CU)	2018	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Caldwell COA	Minivan (MV)	2006	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-7
Cameron COA	Cutaway (CU)	2011	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Cameron COA	Minivan (MV)	2007	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-6
Cameron COA	Minivan (MV)	2008	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-5
Cameron COA	Minivan (MV)	2008	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-5
Cameron COA	Minivan (MV)	2008	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-5
Cameron COA	Minivan (MV)	2015	17	6	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	2
Cameron COA	Minivan (MV)	2017	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Cameron COA	Van (VN)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Claiborne transit	Cutaway (CU)	2009	24	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Claiborne transit	Cutaway (CU)	2005	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-7
Claiborne transit	Cutaway (CU)	2013	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Claiborne transit	Minivan (MV)	2010	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-3
Claiborne transit	Minivan (MV)	2015	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Claiborne transit	Van (VN)	2008	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-4
Claiborne transit	Van (VN)	2008	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-4
DeSoto COA	Cutaway (CU)	2010	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
DeSoto COA	Cutaway (CU)	2013	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
DeSoto COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
DeSoto COA	Cutaway (CU)	2018	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
DeSoto COA	Minivan (MV)	2012	16	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-1
DeSoto COA	Minivan (MV)	2012	16	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
DeSoto COA	Minivan (MV)	2012	16	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
DeSoto COA	Minivan (MV)	2017	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
DeSoto COA	Van (VN)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Donaldsonville ARC	Cutaway (CU)	2005	20	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-7
Donaldsonville ARC	Cutaway (CU)	2017	20	8	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	5
Donaldsonville ARC	Cutaway (CU)	2008	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-4
Donaldsonville ARC	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Donaldsonville ARC	Minivan (MV)	2005	17	6	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-8
Donaldsonville ARC	Minivan (MV)	2010	17	6	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-3
Donaldsonville ARC	Minivan (MV)	2008	17	6	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-5
Donaldsonville ARC	Van (VN)	2008	18	7	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-4
East Feliciana COA	Cutaway (CU)	2011	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-1
East Feliciana COA	Cutaway (CU)	2013	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	1
East Feliciana COA	Cutaway (CU)	2011	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
East Feliciana COA	Cutaway (CU)	2015	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
East Feliciana COA	Cutaway (CU)	2016	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
East Feliciana COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
East Feliciana COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
East Feliciana COA	Cutaway (CU)	2016	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
East Feliciana COA	Minivan (MV)	2008	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-5
Evangeline COA	Cutaway (CU)	2009	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Evangeline COA	Cutaway (CU)	2010	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Evangeline COA	Cutaway (CU)	2010	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Evangeline COA	Cutaway (CU)	2018	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Evangeline COA	Minivan (MV)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Evangeline COA	Minivan (MV)	2015	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Evangeline COA	Minivan (MV)	2015	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Evangeline COA	Van (VN)	2012	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Evangeline COA	Van (VN)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Iberville Transit	Cutaway (CU)	2016	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Iberville Transit	Cutaway (CU)	2016	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Iberville Transit	Minivan (MV)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Iberville Transit	Minivan (MV)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Iberville Transit	Minivan (MV)	2017	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Iberville Transit	Minivan (MV)	2017	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Iberville Transit	Van (VN)	2010	22	10	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	-2
Iberville Transit	Van (VN)	2010	22	10	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	-2
Jefferson COA	Automobile (AO)	2011	16	4	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-2
Jefferson COA	Cutaway (CU)	2004	20	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-8
Jefferson COA	Cutaway (CU)	2003	20	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-9
Jefferson COA	Cutaway (CU)	2007	20	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-5
Jefferson COA	Cutaway (CU)	2017	20	8	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	5

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Jefferson COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Jefferson COA	Cutaway (CU)	2008	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-4
Jefferson COA	Cutaway (CU)	2008	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-4
Jefferson COA	Cutaway (CU)	2008	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-4
Jefferson COA	Cutaway (CU)	2010	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-2
Jefferson COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Jefferson COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Jefferson COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Jefferson COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Jefferson COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Jefferson COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Jefferson COA	Cutaway (CU)	2003	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-9
Jefferson COA	Van (VN)	2008	18	7	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-4
Jefferson Davis COA	Cutaway (CU)	2011	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Jefferson Davis COA	Minivan (MV)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0



Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Jefferson Davis COA	Minivan (MV)	2015	17	6	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	2
Jefferson Davis COA	Minivan (MV)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Jefferson Davis COA	Minivan (MV)	2010	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Jefferson Davis COA	Minivan (MV)	2017	17	6	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	4
Jefferson Davis COA	Van (VN)	2010	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Jefferson Davis COA	Van (VN)	2010	17	4	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	-2
Lafayette COA	Cutaway (CU)	2018	20	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Lafayette COA	Cutaway (CU)	2012	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	0
Lafayette COA	Minivan (MV)	2017	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	4
Lafayette COA	Van (VN)	2008	18	7	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-4
Lafayette COA	Van (VN)	2010	18	7	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-2
Lafourche COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Lafourche COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Lafourche COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Lafourche COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Lafourche COA	Cutaway (CU)	2016	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	4

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Lafourche COA	Cutaway (CU)	2011	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-1
Lafourche COA	Cutaway (CU)	2011	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-1
Lafourche COA	Cutaway (CU)	2016	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	4
Lafourche COA	Cutaway (CU)	2013	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	1
Lafourche COA	Cutaway (CU)	2013	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	1
Lafourche COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
Lincoln COA	Cutaway (CU)	2006	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-6
Lincoln COA	Cutaway (CU)	2010	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-2
Lincoln HELP	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Lincoln HELP	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Lincoln HELP	Van (VN)	2008	18	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-4
Lincoln HELP	Van (VN)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Livingston COA	Cutaway (CU)	2006	21	10	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-6
Livingston COA	Cutaway (CU)	2009	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-3
Livingston COA	Cutaway (CU)	2009	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-3
Livingston COA	Cutaway (CU)	2009	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-3
Livingston COA	Cutaway (CU)	2017	24	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	5
Livingston COA	Cutaway (CU)	2017	24	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	5

## TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Livingston COA	Cutaway (CU)	2017	24	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	5
Livingston COA	Cutaway (CU)	2011	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Livingston COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Livingston COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Livingston COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Livingston COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Livingston COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Livingston COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	6
Livingston COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Livingston COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Livingston COA	Minivan (MV)	2016	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	3
Livingston COA	Van (VN)	2008	18	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-4
Livingston COA	Van (VN)	2008	18	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-4
Madison COA	Automobile (AO)	2007	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-6
Madison COA	Cutaway (CU)	2010	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-2
Madison COA	Cutaway (CU)	2013	22	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Madison COA	Minivan (MV)	2014	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Madison COA	Minivan (MV)	2014	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Madison COA	Minivan (MV)	2015	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Madison COA	Minivan (MV)	2015	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Madison COA	Minivan (MV)	2017	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Madison COA	Van (VN)	2002	22	10	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-10
Ouachita ARC	Automobile (AO)	2014	16	4	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	0	1
Ouachita ARC	Automobile (AO)	2008	16	4	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	0	-5
Ouachita ARC	Cutaway (CU)	2004	23	12	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-8
Ouachita ARC	Minivan (MV)	2017	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals	1	4

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
						with Disabilities (EMSID)		
Ouachita ARC	Minivan (MV)	2015	17	5	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	0	2
Ouachita ARC	Minivan (MV)	2017	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	4
Ouachita ARC	Minivan (MV)	2015	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	2
Ouachita ARC	Minivan (MV)	2017	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	4
Ouachita ARC	Minivan (MV)	2010	17	6	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	0	-3
Ouachita ARC	Minivan (MV)	2014	17	6	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	0	1
Ouachita ARC	Minivan (MV)	2014	17	6	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	0	1
Ouachita ARC	Minivan (MV)	2010	17	6	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	0	-3
Ouachita ARC	Van (VN)	2008	18	7	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-4
Pointe Coupee COA	Cutaway (CU)	2006	24	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	-6
Pointe Coupee COA	Cutaway (CU)	2016	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Pointe Coupee COA	Cutaway (CU)	2016	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Pointe Coupee COA	Cutaway (CU)	2016	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Pointe Coupee COA	Cutaway (CU)	2016	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Pointe Coupee COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Pointe Coupee COA	Cutaway (CU)	2018	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Pointe Coupee COA	Cutaway (CU)	2018	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Pointe Coupee COA	Cutaway (CU)	2018	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Pointe Coupee COA	Cutaway (CU)	2010	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-2
Pointe Coupee COA	Cutaway (CU)	2010	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-2
Pointe Coupee COA	Minivan (MV)	2018	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	5
Pointe Coupee COA	Van (VN)	2013	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	1

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Pointe Coupee COA	Van (VN)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Pointe Coupee COA	Van (VN)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Pointe Coupee COA	Van (VN)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Rapides Senior Center	Cutaway (CU)	2000	18	11	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	0	-12
Rapides Senior Center	Cutaway (CU)	1999	18	10	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-13
Rapides Senior Center	Cutaway (CU)	2017	18	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	5
Rapides Senior Center	Cutaway (CU)	2017	18	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	5
Rapides Senior Center	Minivan (MV)	2017	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Rapides Senior Center	Minivan (MV)	2017	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Rapides Senior Center	Minivan (MV)	2017	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Red River COA	Minivan (MV)	2008	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-5
Red River COA	Minivan (MV)	2008	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-5
Red River COA	Minivan (MV)	2010	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Red River COA	Minivan (MV)	2010	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Red River COA	Minivan (MV)	2015	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Red River COA	Van (VN)	2005	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-7
St. Charles COA	Cutaway (CU)	2015	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	3
St. Charles COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
St. Charles COA	Cutaway (CU)	2018	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	6
St. Charles COA	Cutaway (CU)	2013	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	1
St. Charles COA	Cutaway (CU)	2013	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	1

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
St. Helena COA	Cutaway (CU)	2016	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
St. Helena COA	Cutaway (CU)	2016	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
St. Helena COA	Cutaway (CU)	2016	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
St. Helena COA	Cutaway (CU)	2015	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
St. Helena COA	Cutaway (CU)	2010	23	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	-2
St. Helena COA	Van (VN)	2016	22	15	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	4
St. James Transit	Cutaway (CU)	2010	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
St. James Transit	Cutaway (CU)	2011	22	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
St. James Transit	Cutaway (CU)	2011	30	20	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-1
St. James Transit	Cutaway (CU)	2013	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
St. James Transit	Cutaway (CU)	2013	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
St. James Transit	Cutaway (CU)	2011	30	20	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-1
St. James Transit	Cutaway (CU)	2012	23	20	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	0
St. James Transit	Cutaway (CU)	2012	22	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	0
St. James Transit	Cutaway (CU)	2015	22	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	3
St. James Transit	Cutaway (CU)	2015	30	20	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	3
St. James Transit	Cutaway (CU)	2016	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
St. James Transit	Cutaway (CU)	2016	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
St. James Transit	Cutaway (CU)	2017	24	24	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	5
St. James Transit	Cutaway (CU)	2009	24	24	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
St. James Transit	Minivan (MV)	2008	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-5
St. Landry CAA	Bus (BU)	2016	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
St. Landry CAA	Cutaway (CU)	2011	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
St. Landry CAA	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	-2
St. Landry CAA	Cutaway (CU)	2012	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
St. Landry CAA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
St. Landry CAA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
St. Landry CAA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
St. Landry CAA	Minivan (MV)	2008	17	6	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	-5
St. Landry CAA	Minivan (MV)	2012	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-1
St. Landry CAA	Minivan (MV)	2017	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	4
St. Landry CAA	Minivan (MV)	2007	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	0	-6
St. Landry CAA	Minivan (MV)	2006	17	5	Owned outright by private entity (OOPE)	Non-Federal Private Funds (NFPE)	1	-7
St. Landry CAA	Van (VN)	2010	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
St. Margaret's	Cutaway (CU)	2014	23	12	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	2
St. Martin COA	Cutaway (CU)	2011	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
St. Martin COA	Cutaway (CU)	2013	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
St. Martin COA	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
St. Martin COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
St. Martin COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
St. Martin COA	Van (VN)	2010	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
St. Mary CAA	Cutaway (CU)	2005	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-7
St. Mary CAA	Cutaway (CU)	2005	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-7
St. Mary CAA	Cutaway (CU)	2010	26	24	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
St. Mary CAA	Cutaway (CU)	2011	23	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
St. Mary CAA	Cutaway (CU)	2013	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
St. Mary CAA	Minivan (MV)	2010	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
St. Mary CAA	Minivan (MV)	2010	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
St. Mary CAA	Van (VN)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Terrebonne COA	Cutaway (CU)	2011	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Terrebonne COA	Cutaway (CU)	2011	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Terrebonne COA	Cutaway (CU)	2011	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Terrebonne COA	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Terrebonne COA	Cutaway (CU)	2010	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Terrebonne COA	Cutaway (CU)	2011	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Terrebonne COA	Cutaway (CU)	2012	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Terrebonne COA	Cutaway (CU)	2012	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Terrebonne COA	Cutaway (CU)	2012	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Terrebonne COA	Cutaway (CU)	2012	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Terrebonne COA	Cutaway (CU)	2012	20	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Terrebonne COA	Cutaway (CU)	2015	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Terrebonne COA	Cutaway (CU)	2015	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Terrebonne COA	Cutaway (CU)	2015	24	16	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	3
Terrebonne COA	Cutaway (CU)	2015	24	16	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	3
Terrebonne COA	Cutaway (CU)	2016	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Terrebonne COA	Cutaway (CU)	2016	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Terrebonne COA	Cutaway (CU)	2011	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-1
Terrebonne COA	Cutaway (CU)	2011	20	8	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	-1
Terrebonne COA	Cutaway (CU)	2011	20	8	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	-1
Terrebonne COA	Cutaway (CU)	2011	20	8	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	-1
Terrebonne COA	Cutaway (CU)	2011	22	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	1	-1
Terrebonne COA	Cutaway (CU)	2018	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Terrebonne COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Terrebonne COA	Cutaway (CU)	2018	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6



Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Terrebonne COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Terrebonne COA	Van (VN)	2010	18	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-2
Vermilion COA	Cutaway (CU)	2008	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-4
Vermilion COA	Cutaway (CU)	2008	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-4
Vermilion COA	Cutaway (CU)	2008	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-4
Vermilion COA	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Vermilion COA	Cutaway (CU)	2010	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Vermilion COA	Cutaway (CU)	2013	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Vernon COA	Minivan (MV)	2010	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Vernon COA	Minivan (MV)	2013	17	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Vernon COA	Minivan (MV)	2015	16	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	2
Vernon COA	Minivan (MV)	2016	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	3
Vernon COA	Minivan (MV)	2016	17	5	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	3
Vernon COA	Van (VN)	2013	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	1
Washington COA	Cutaway (CU)	2010	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Washington COA	Cutaway (CU)	2003	22	12	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	-9
Washington COA	Cutaway (CU)	2003	20	8	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	-9
Washington COA	Cutaway (CU)	2004	22	10	Owned outright by public agency (OOPA)	Non-Federal Public Funds (NFPA)	0	-8
Washington COA	Cutaway (CU)	2013	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Washington COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Washington COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Washington COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Washington COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Washington COA	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Washington COA	Minivan (MV)	2017	17	5	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
Washington COA	Van (VN)	2010	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
Washington COA	Van (VN)	2010	18	7	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Webster Transit	Bus (BU)	2006	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-6
Webster Transit	Bus (BU)	2008	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-4
Webster Transit	Bus (BU)	2009	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-3
Webster Transit	Bus (BU)	2010	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-2
Webster Transit	Bus (BU)	2011	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
Webster Transit	Bus (BU)	2012	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
Webster Transit	Bus (BU)	2013	23	8	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Webster Transit	Bus (BU)	2013	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
Webster Transit	Cutaway (CU)	2018	24	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Webster Transit	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Webster Transit	Minivan (MV)	2005	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-8
Webster Transit	Minivan (MV)	2008	17	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-5
Webster Transit	Van (VN)	2006	18	6	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-6
West Carroll COA	Minivan (MV)	2012	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-1
West Ouachita Senior Center	Bus (BU)	2016	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	4
West Ouachita Senior Center	Cutaway (CU)	2004	24	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-8
West Ouachita Senior Center	Cutaway (CU)	2008	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-4
West Ouachita Senior Center	Cutaway (CU)	2008	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	0	-4
West Ouachita Senior Center	Cutaway (CU)	2011	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
West Ouachita Senior Center	Cutaway (CU)	2011	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1

Agency	Class	Year	Vehicle Length	Seating Capacity	Ownership	Other Ownership Type	ADA Accessible Vehicles	Useful Life Remaining
West Ouachita Senior Center	Cutaway (CU)	2011	23	16	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	-1
West Ouachita Senior Center	Cutaway (CU)	2012	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	0
West Ouachita Senior Center	Cutaway (CU)	2013	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
West Ouachita Senior Center	Cutaway (CU)	2013	22	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	1
West Ouachita Senior Center	Cutaway (CU)	2017	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	5
West Ouachita Senior Center	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
West Ouachita Senior Center	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
West Ouachita Senior Center	Cutaway (CU)	2018	23	12	Owned outright by public agency (OOPA)	Rural Area Formula Program (RAFP)	1	6
Winn COA	Minivan (MV)	2010	17	7	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-3
Winn COA	Minivan (MV)	2015	17	5	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	2
Winn COA	Van (VN)	2010	18	8	Owned outright by private entity (OOPE)	Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)	1	-2

**Table 13: 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
Calcasieu Public Transit Human Services	Van	Rolling Stock	7

Agency	Asset	Asset Class	Age
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 14: Additional Assets - Infrastructure & Facilities**

Agency	Fund	Name/Asset (Item)	Facility Type	Year Built	Square Footage	# parking spaces	% responsible to transit	Address
Allen Council on Aging, Inc.	ARRA	Garage	Parking Structure	2012	N/A	10	100%	602 E 5th Ave, Oakdale, LA 71463
Ascension Council on Aging, Inc.		Donaldsonville Senior Center	Administrative Office	1996	7921	N/A	6%*	101 Bocage Dr. Donaldsonville, LA 70346

Agency	Fund	Name/Asset (Item)	Facility Type	Year Built	Square Footage	# parking spaces	% responsible to transit	Address
Ascension Council on Aging, Inc.		Gonzales Center	Administrative Office	1997	9507	N/A	7%*	526 S. Irma Blvd. Gonzales, La 70737
Calcasieu Voluntary COA		Office Building	Administrative Office	1982	9140	N/A	4%*	3950 Hwy. 14 Lake Charles, LA 70607
Caldwell Parish Council on Aging		Office Building	Administrative Office	1997	4500	N/A	10%*	307 Main Street, Columbia, LA 71418
Cameron Council on Aging		Office Building	Administrative Office	2009	3000	N/A	10%*	965 Hwy 384 Lake Charles, 70607
Cameron Council on Aging		Garage	Parking Structure	1988	N/A	8	10%*	965 Hwy 384 Lake Charles, 70607
<b>City of DeRidder/Beauregard Transit</b>	<b>ARRA</b>	<b>Garage</b>	<b>Parking Structure</b>	<b>2014</b>	<b>N/A</b>	<b>8</b>	<b>100%</b>	<b>710 South Pine St. DeRidder, LA 70634</b>
<b>Claiborne</b>	<b>ARRA</b>	<b>Garage</b>	<b>Parking Structure</b>	<b>2010</b>	<b>N/A</b>	<b>12</b>	<b>100%</b>	<b>621 South Main St. Homer, La 71040</b>
Donaldsonville ARC		Front Office Building	Administrative Office	1974	3500	N/A	25%*	1030 Clay St. Donaldsonville, LA 70346
Donaldsonville ARC		Back Office Building	Administrative Office	1980	2070	N/A	10%*	1030 Clay St. Donaldsonville, LA 70346
<b>East Feliciana</b>	<b>ARRA</b>	<b>Garage</b>	<b>Parking Structure</b>	<b>2013</b>	<b>N/A</b>	<b>4</b>	<b>100%</b>	<b>11102 Bank St. Clinton LA, 70722</b>
East Feliciana		Office Building	Administrative Office	2008	4593	N/A	25%*	11102 Bank St. Clinton LA, 70722
<b>Evangeline Council on Aging</b>	<b>ARRA</b>	<b>Garage</b>	<b>Parking Structure</b>	<b>1995</b>	<b>N/A</b>	<b>8</b>	<b>100%</b>	<b>1012 North Reed St. Ville Platte, LA 70586</b>
Iberville Sheriff's Office		Garage	Parking Structure	2012	N/A	4	5%*	59605 Bayou Rd. Plaquemine, LA 70764
Lafourche AAA/COA		Office Building	Administrative Office	1985	4664	N/A	2%*	4876 Hwy 1 Mathews, LA 70375
Madison Voluntary Council on Aging		Office Building	Administrative Office	1981	7864	N/A	10%*	203 South Elm St. Tallulah, LA 71282
<b>Madison Voluntary Council on Aging</b>		<b>Garage</b>	<b>Parking Structure</b>	<b>1975</b>	<b>N/A</b>	<b>3</b>	<b>100%</b>	<b>203 South Elm St. Tallulah, LA 71282</b>
Ouachita ARC		Office Building	Administrative Office	1960	3359	N/A	3%*	900 North 3th St. Monroe, LA 71201
Ouachita ARC		Office Building	Administrative Office	1989	1520	N/A	2%*	901 North 4th St. Monroe, LA 71201
<b>Ouachita / City of West Monroe</b>	<b>ARRA</b>	<b>Garage</b>	<b>Parking Structure</b>	<b>2012</b>	<b>N/A</b>	<b>8</b>	<b>100%</b>	<b>1702 N. 7th Street West Monroe, LA 71291</b>
Rapides Senior Center		Office Building	Administrative Office	1931	1000	N/A	10%*	209 E. Shamrock Pineville, LA 71360
<b>St. James Parish Government, Department of Human Resources, CAA</b>	<b>ARRA</b>	<b>Garage</b>	<b>Parking Structure</b>	<b>2013</b>	<b>N/A</b>	<b>5</b>	<b>100%</b>	<b>5154 Hwy 44 Convent, LA 70723</b>

## TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA

Agency	Fund	Name/Asset (Item)	Facility Type	Year Built	Square Footage	# parking spaces	% responsible to transit	Address
St. James Parish Government, Department of Human Resources, CAA		Garage	Parking Structure	1993	N/A	8	100%	5154 Hwy 44 Convent, LA 70723
St. Landry	ARRA	Garage	Parking Structure	2013	N/A	8	100%	1065 Hwy 749 Opelousas, LA 70570
St. Martin Council on Aging, Inc.	ARRA	Garage	Parking Structure	2010	N/A	3	100%	391 Cannery Road Breaux Bridge, LA 70517
St. Mary Community Action Agency	ARRA	Garage	Parking Structure	2012	N/A	16	100%	1407 Barrow St. Franklin, LA 70538
Terrebonne Council on Aging, Inc.		Office Building	Administrative Office	2002	16536	N/A	25%*	995 W. Tunnel Blvd. Houma, LA 70360
Terrebonne Council on Aging, Inc.	ARRA	Garage	Parking Structure	2014	N/A	1	100%	510 Bragg St. Houma, LA 70360
The Arc of St. Martin, Inc		Office Building	Administrative Office	1997	5000	N/A	10-15%*	500 Lelia St. St. Martinville, LA 70582
Vermilion	ARRA	Garage	Parking Structure	2013	N/A	8	100%	1928 Graceland Ave. Abbeville, La 70510
Washington Parish Council on Aging		Franklinton Office Building	Administrative Office	1992	2553	N/A	17%*	1025 Dobson St. Franklinton, LA 70438
Washington Parish Council on Aging		Bogalusa Office Building	Administrative Office	2003	6053	N/A	18%*	603 Willis Ave. Bogalusa, La 70427
Webster	ARRA	Garage	Parking Structure	2012	N/A	12	100%	103 Bayou Ave. Minden. LA 71055
West Carroll COA, Inc.		Office Building	Administrative Office	1980	4000	N/A	5%*	207 E. Jefferson St. Oak Grove, LA 71263
Winn Council on Aging, Inc.		Office Building	Administrative Office	1955	3000	N/A	30%*	211 East Main Street Winnfield, LA 71483

\*\*Assets with shared use responsibility with typically less than 50% responsible to transit are considered incidental and are not reported in NTD. These assets are still tracked and reported in this TAM plan for coordination purposes.