

A photograph of a woman in a wheelchair being assisted by another woman onto a bus. The woman in the wheelchair is smiling and holding a yellow handrail. The woman assisting her is also smiling and holding the wheelchair. The bus is white with large windows. The background shows green trees.

2024 DOTD STATEWIDE TRANSIT ASSET MANAGEMENT GROUP PLAN

LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT



TRANSIT ASSET MANAGEMENT

MAINTAINING A STATE OF GOOD REPAIR IN LOUISIANA



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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 methodical 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 estimate 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 at 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.

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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 (LADOTD): 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 into a group TAM plan.

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

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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 by 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.

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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.

CHANGE LOG

Number	Sections	Date	Change
1	Introduction, Condition Assessment, Appendices	12/26/2023	Added two providers: Plaquemines Parish Government Community Action Agency and Rapides Area Planning Commission. Updated all tables and maps with new agencies.
2	Introduction, Condition Assessment, Appendices	December 2024	Removed 5310 agencies as post-COVID service has changed and all 5310 agencies now run closed door service; Recalculated condition assessments; Updated appendices

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INTRODUCTION

Most 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 (LADOTD) predating the Moving Ahead for Progress in the 21st Century Act (MAP-21) to provide centralized funding, training, and planning support to the qualifying public transportation providers in the state. LADOTD 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.

Since the last TAM plan was published in 2018, COVID-19 has introduced new challenges to transit providers, especially those serving at-risk populations. Maintaining a State of Good Repair now requires continuous investment into cleaning and sanitization, to ensure service is not disrupted by viral outbreaks and transmission. The challenges of the pandemic have stretched many providers thin. Reduced operations because of the pandemic have changed which providers qualify for funding and TAM planning. Thus, LADOTD is sponsoring this Group Transit Asset Management (TAM) plan to continue the provision of a centralized service to qualifying FTA-funded public transportation providers. All 35 providers in this plan are classified under Section 5311. These providers are all subrecipients of FTA funds from LADOTD, are Tier II agencies, and have chosen to participate in the LADOTD-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 LADOTD.

In addition to being required by law, this TAM Plan provides perspective and decision-making tools to LADOTD, 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 transit coordination efforts since the early 1990s. 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.

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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 this 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, LADOTD developed the Louisiana Statewide Human Services Transportation Coordination Plan (HSTCP) in 2007. LADOTD also provided technical assistance to each of the eight planning and development districts in Louisiana to develop their own regional coordinated plans. In 2008, LADOTD 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, LADOTD 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. LADOTD conducted another two-day coordination workshop that same year.

Beginning in 2014, the leading agencies and Metropolitan Planning Organizations (MPOs) of the eight regional planning districts held quarterly meetings with public transportation and human services providers. Representatives from each district provided feedback to LADOTD about coordination efforts, successes, challenges, and recommendations. LADOTD hosted its latest coordination workshop in June 2018 and reestablished 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.

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. This document is 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 for 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.
- 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

The TAM plan is developed by the LADOTD 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 with 100 or fewer vehicles, receive 5311 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 individual TAM plan. In this case, LADOTD sponsored the Single Group Plan for eligible Tier II agencies in Louisiana.

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 LADOTD Public Transit Division. A letter to all qualifying Tier II providers in the State of Louisiana is sent out with each provider asked to opt in or opt out of the Group TAM plan. In the same letter, providers who chose to opt in are 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

#	Provider	City	Accountable Executive
1	Allen Parish Council on Aging	Oakdale	Colleen Sonnier
2	Assumption Parish Council on Aging, Inc.	Napoleonville	Angele Authement, Director
3	Avoyelles Council on Aging	Marksville	Sabrina Sonnier, Director
4	Bienville Council on Aging	Arcadia	Ann Chapman, Director
5	Calcasieu Parish Police Jury	Lake Charles	Tarek Polite, Human Services Director
6	Caldwell Parish Council on Aging	Columbia	Dottie Etheridge, Executive Director
7	Cameron Council on the Aging, Inc.	Lake Charles	Dinah Landry, Executive Director
8	City of DeRidder	DeRidder	Allison Hanchey
9	City of West Monroe	West Monroe	Vicki Hilbun, Director of Community Services
10	Claiborne Parish Police Jury Office of Community Services	Homer	Tim Cain, Executive Director
11	DeSoto Council on Aging	Mansfield	Cheryl Lane
12	East Feliciana Parish Police Jury	Clinton	Cynthia McManus, Director
13	Evangeline Council on Aging	Ville Platte	Lisa DeRouen
14	H.E.L.P. Agency	Ruston	Ronnie Dowling, Executive Director
15	Iberville Sheriff's Office	Plaquemine	Tommy Favaron
16	Jefferson Davis Council on Aging, Inc.	Jennings	Helen Langley, Director
17	Livingston Parish COA/Transit	Denham Springs	Kay Granger
18	Madison Voluntary Council on Aging	Tallulah	Mike Rome
19	Plaquemines Parish Community Action Agency	Belle Chasse	Othella Hughes
20	Pointe Coupee Council on Aging	New Roads	Becky Bergeron, Executive Director
21	Rapides Area Planning Commission	Alexandria	Matt Johns, Executive Director
22	Rapides Senior Citizens Center, Inc.	Pineville	Juanita F. Vanderhoeven
23	Red River Council on Aging, Inc.	Coushatta	Elizabeth Cannon - Executive Director
24	St. Helena Policy Jury	Greensburg	Jim Robb
25	St. James Parish Government, Department of Human Resources, CAA	Convent	Ingrid B. LeBlanc, Director
26	St. Landry Parish Community Action Agency	Opelousas	Judy Doyle
27	St. Martin Council on Aging, Inc.	Breaux Bridge	Shanese L. Lewis
28	St. Martin, Iberia, Lafayette Community Action	Lafayette	Craig A. Mathews, CEO
29	St. Mary Community Action Agency (Vermilion PPJ)	Franklin	Jeffery Beverly
30	Terrebonne Council on Aging, Inc.	Houma	Diana Edmonson, Executive Director
31	Vernon Council on Aging	Leesville	Marvis Chance, Executive Director
32	Washington Parish Council on Aging	Franklinton	Nancy McBeth, Executive Director
33	Webster Parish Police Jury Office of Community Services	Minden	Melinda Davidson
34	West Feliciana Parish Council on Aging, Inc.	St. Francisville	Sherrel Johnson

FIGURE 2: MAP OF LOUISIANA

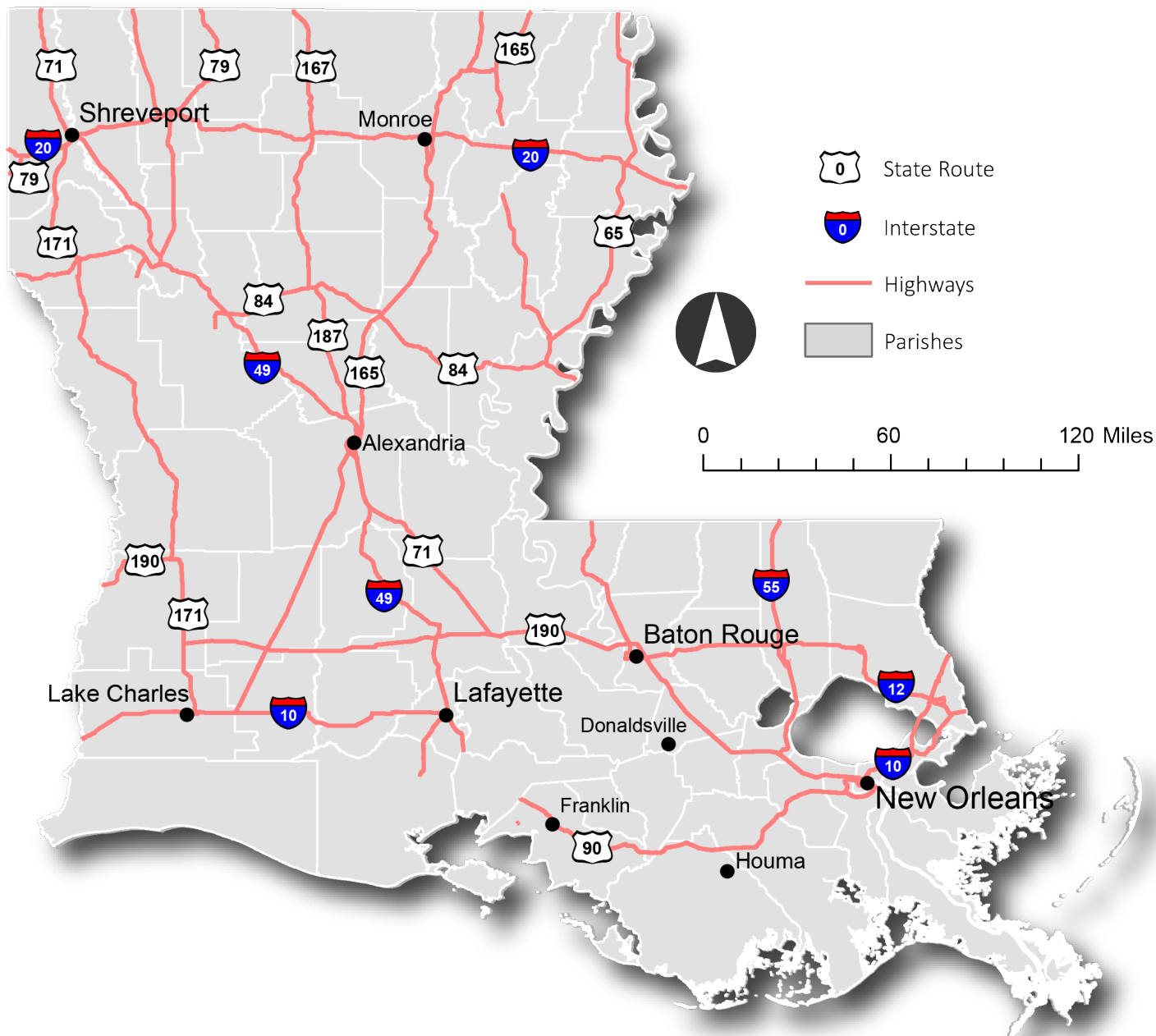
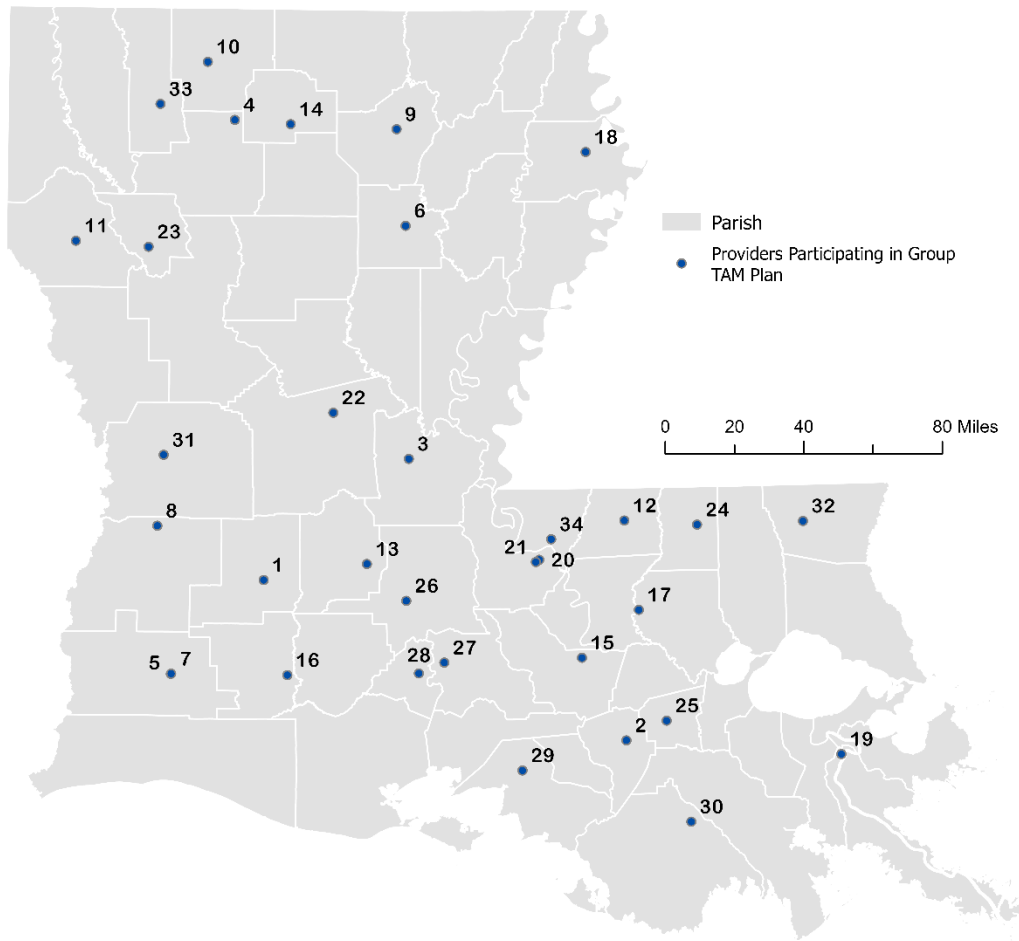


FIGURE 3: MAP OF TRANSIT PROVIDERS



#	Provider
1	Allen Parish Council on Aging
2	Assumption Parish Council on Aging, Inc.
3	Avoyelles Council on Aging
4	Bienville Council on Aging
5	Calcasieu Parish Police Jury
6	Caldwell Parish Council on Aging
7	Cameron Council on the Aging, Inc.
8	City of DeRidder
9	City of West Monroe
10	Claiborne Parish Police Jury Office of Community Services
11	DeSoto Council on Aging
12	East Feliciana Parish Police Jury
13	Evangeline Council on Aging

#	Provider
14	H.E.L.P. Agency
15	Iberville Sheriff's Office
16	Jefferson Davis Council on Aging, Inc.
17	Livingston Parish COA/Transit
18	Madison Voluntary Council on Aging
19	Plaquemines Parish Government Community Action Agency
20	Pointe Coupee Council on Aging
21	Rapides Area Planning Commission
22	Rapides Senior Citizens Center, Inc.
23	Red River Council on Aging, Inc.
24	St. Helena Policy Jury
25	St. James Parish Government, Department of Human Resources, CAA

#	Provider
26	St. Landry Parish Community Action Agency
27	St. Martin Council on Aging, Inc.
28	St. Martin, Iberia, Lafayette Community Action
29	St. Mary Community Action Agency (Vermilion PPJ)
30	Terrebonne Council on Aging, Inc.
31	Vernon Council on Aging
32	Washington Parish Council on Aging
33	Webster Parish Police Jury Office of Community Services
34	West Feliciana Parish Council on Aging, Inc.

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 STTARS (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. 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, Facilities, and Equipment.

Several providers own and operate federally funded facilities and infrastructure, funded by the American Recovery and Reinvestment Act of 2009 (ARRA). All these assets are in excellent or good condition, and as the funding mechanism for these assets is not a recurring program fund, LADOTD currently does not plan to replace these facility and infrastructure assets as they reach useful life. DOTD maintains communication and coordination with rural providers on a frequent basis both at the statewide and regional levels. Facilities rating below a 3 on the TERM scale in recent years have been decommissioned as repair expenses exceeded potential values.

TABLE 2: ROLLING STOCK, EQUIPMENT, AND FACILITY TYPES

Vehicle Type	Facilities	Infrastructure
Automobile (AO)	Administrative and Maintenance	Generators
Bus (BU)	Passenger and Parking	IT Systems
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 approximate cost of a typical bus is around \$400,000, though various options and fuel types can result in a wide range of prices.¹

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 approximately between \$144,000 to \$165,000.² **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 cost about \$84,000. 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 \$60,000. An example is shown in **Figure 7**.

FIGURE 4: TRANSIT BUS



FIGURE 5: CUTAWAY "MINIBUS"



FIGURE 6: MINIVAN



FIGURE 7: VAN



¹ Bus and Van cost estimates based on LA listings in APTA's 2024 Vehicle Database

² Cutaway and Minivan cost estimates based on 2024 DOTD Procurement list

The Rolling Stock and Equipment asset inventories are 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 291 reported vehicles, all of them had a determined vehicle type. A facility inventory is included in Appendix **Table 13**. Facilities goals are located in **Table 9**.

CONDITION ASSESSMENT

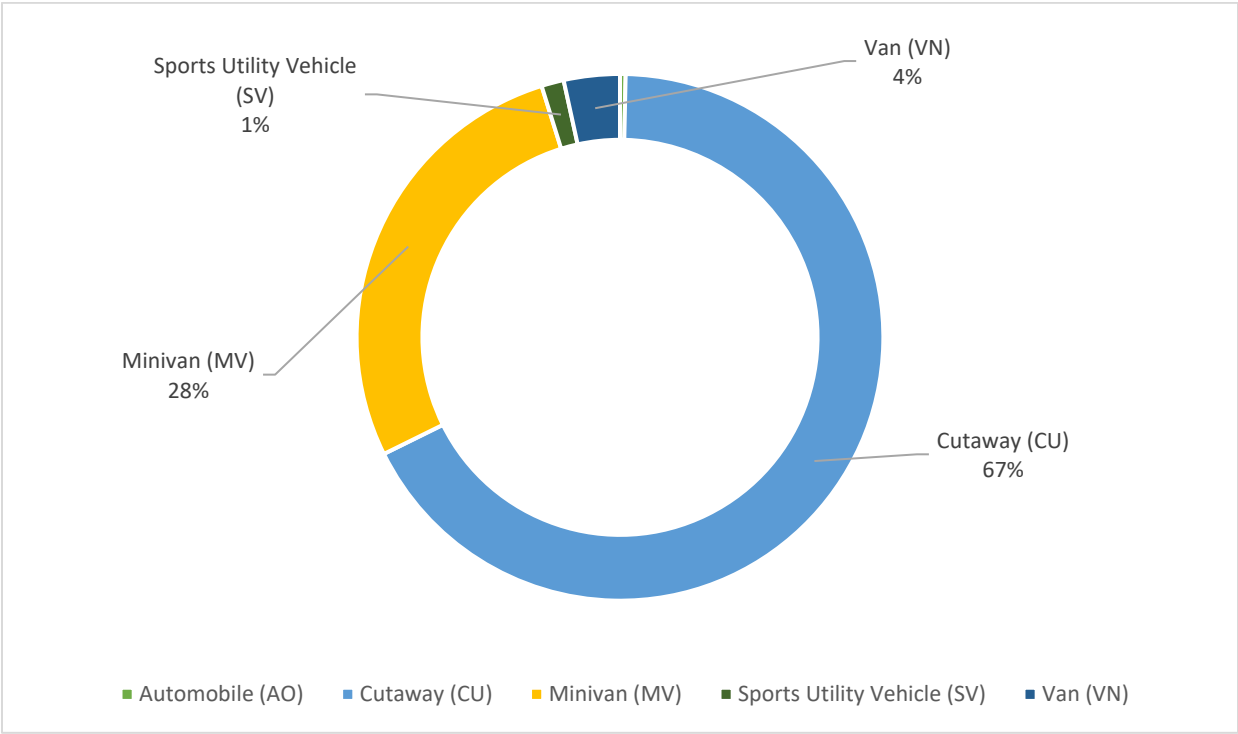
A conditions assessment is crucial, because the indicators from the assessment help form the SGR Performance Targets. After a baseline condition is determined, a provider can more effectively improve their assets and work toward a State of Good Repair.

An evaluation of each asset’s performance is 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) (**Table 3**) and their conditions determined the overall assessment of a provider’s transit assets.

TABLE 3: DEFAULT USEFUL LIFE BENCHMARKS (ULBS)

Vehicle Type	Useful Life Benchmark (ULB)
Automobile (AO)	5
Bus (BU)	6
Cutaway (CU)	6
Minivan (MV)	5
Sports Utility Vehicle (SV)	5
Van (VN)	6

FIGURE 8: 2024 ROLLING STOCK & EQUIPMENT INVENTORY BY CLASS



ULB ASSESSMENT

Each vehicle asset is 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, LADOTD 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 is used to calculate the age of the vehicle, and then the age is compared to the vehicle's ULB. Vehicles with ages past the ULB are counted as being at/over ULB, and the overall percentage of assets at/over the ULB is then calculated.

CONDITION ASSESSMENT

The condition of each asset is 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 is used due to its similarity. Each asset's condition rating from the STTARS system is 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 is 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.

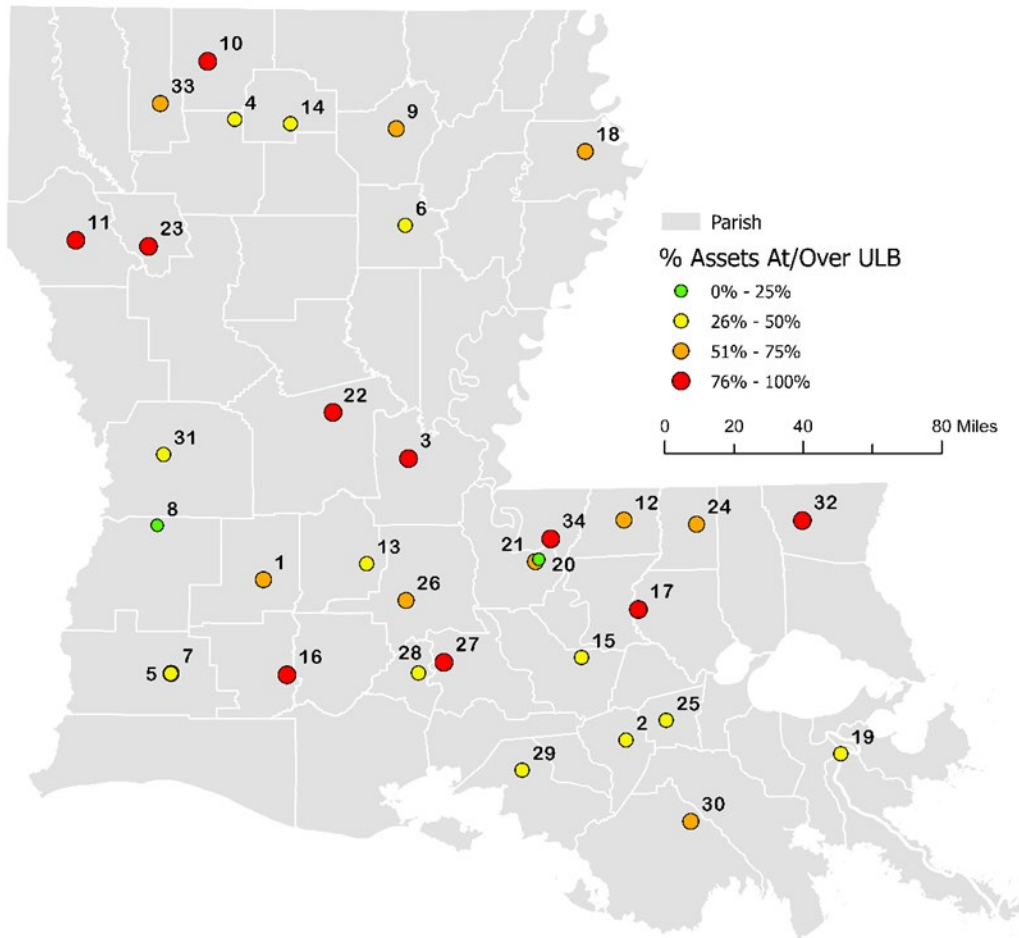
STATEWIDE ASSET AGE SUMMARY

Table 5 on the following page shows the summary of 5311 assets' ULB conditions.

TABLE 5: 2024 AGE EVALUATION FOR ROLLING STOCK AND EQUIPMENT ASSETS BY CLASS

Asset Class	# of Assets	# of Assets at/over ULB	% at/over ULB
Automobile (AO)	1	1	100.00%
Bus (BU)	0	0	0.00%
Cutaway (CU)	196	93	47.45%
Minivan (MV)	80	64	80.00%
Sports Utility Vehicle (SV)	4	1	25.00%
Van (VN)	10	9	90.00%
Total	291	168	36.99%

FIGURE 9: ASSETS AT/OVER ULB BY PERCENTAGE



#	Provider
1	Allen Parish Council on Aging
2	Assumption Parish Council on Aging, Inc.
3	Avoyelles Council on Aging
4	Bienville Council on Aging
5	Calcasieu Parish Police Jury
6	Caldwell Parish Council on Aging
7	Cameron Council on the Aging, Inc.
8	City of DeRidder
9	City of West Monroe
10	Claiborne Parish Police Jury Office of Community Services
11	DeSoto Council on Aging
12	East Feliciana Parish Police Jury
13	Evangeline Council on Aging
14	H.E.L.P. Agency
15	Iberville Sheriff's Office

#	Provider
16	Jefferson Davis Council on Aging, Inc.
17	Livingston Parish COA/Transit
18	Madison Voluntary Council on Aging
19	Plaquemines Parish Government Community Action Agency
20	Pointe Coupee Council on Aging
21	Rapides Area Planning Commission
22	Rapides Senior Citizens Center, Inc.
23	Red River Council on Aging, Inc.
24	St. Helena Policy Jury
25	St. James Parish Government, Department of Human Resources, CAA
26	St. Landry Parish Community Action Agency
27	St. Martin Council on Aging, Inc.
28	St. Martin, Iberia, Lafayette Community Action

#	Provider
29	St. Mary Community Action Agency (Vermilion PPJ)
30	Terrebonne Council on Aging, Inc.
31	Vernon Council on Aging
32	Washington Parish Council on Aging
33	Webster Parish Police Jury Office of Community Services
34	West Feliciana Parish Council on Aging, Inc.

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. **Table 8** shows the summary of 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 5311 ASSETS

Asset Class	Avg. Condition Rating	Assets in Poor Condition	% in Poor Condition
Automobile (AO)	4.0	-	0.00%
Bus (BU)	N/A	N/A	N/A
Cutaway (CU)	3.8	-	0.00%
Minivan (MV)	3.8	-	0.00%
Sports Utility Vehicle (SV)	4.0	-	0.00%
Van (VN)	3.0	-	0.00%
Total	3.8	0	0.00%

The distribution of assets shows the overall good condition of assets included in this plan. There is only one asset currently in Poor condition, a passenger van. **Table 7** shows the distribution of condition by asset class, while 1 vehicle (a passenger van) did not have a comparative condition rating.

TABLE 7: STTARS CONDITION DISTRIBUTION BY ASSET CLASS

Asset Class	Excellent	Good	Fair	Poor	N/A	Total
Automobile (AO)	1	0	-	-	-	1
Bus (BU)	-	-	-	-	-	0
Cutaway (CU)	172	17	7	-	-	196
Minivan (MV)	66	13	1	-	-	80
Sports Utility Vehicle (SV)	4	-	-	-	-	4
Van (VN)	3	4	3	-	-	10
Total	246	34	11	0	0	291

ASSET SUMMARY BY PROVIDER

After collecting asset data from STTARS and TrAMS, percentages for the ages and conditions of all provider's assets are 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.

TABLE 8: ASSET SUMMARY FOR PARTICIPATING PROVIDERS

Name of Provider	# of Assets	# at/over ULB	% at/over ULB	% ADA Accessible
Allen Parish Council on Aging	9	6	67%	89%
Assumption Parish Council on Aging, Inc.	7	2	29%	86%
Avoyelles Council on Aging	7	6	86%	100%
Bienville Council on Aging	7	2	29%	100%
Calcasieu Parish Police Jury	10	4	40%	100%
Caldwell Parish Council on Aging	4	2	50%	75%
Cameron Council on the Aging, Inc.	9	6	67%	67%
City of DeRidder	6	1	17%	100%
City of West Monroe	11	6	55%	100%
Claiborne Parish Police Jury Office of Community Services	5	4	80%	100%
DeSoto Council on Aging	6	6	100%	100%
East Feliciana Parish Police Jury	8	5	63%	100%
Evangeline Council on Aging	8	3	38%	100%
H.E.L.P. Agency	10	5	50%	70%
Iberville Sheriff's Office	10	5	50%	90%
Jefferson Davis Council on Aging, Inc.	4	4	100%	100%
Livingston Parish COA/Transit	14	12	86%	93%
Madison Voluntary Council on Aging	8	6	75%	63%
Plaquemines Parish Government CAA	7	2	29%	100%
Pointe Coupee Council on Aging	14	3	21%	100%
Rapides Area Planning Commission	6	4	67%	100%
Rapides Senior Citizens Center, Inc.	4	4	100%	100%
Red River Council on Aging, Inc.	5	5	100%	100%
St. Helena Policy Jury	6	4	67%	100%
St. James Parish Government, Department of HR	30	9	30%	97%
St. Landry Parish Community Action Agency	6	4	67%	83%
St. Martin Council on Aging, Inc.	4	4	100%	100%
St. Martin, Iberia, Lafayette Community Action	7	2	29%	86%
St. Mary Community Action Agency (Vermilion PPJ)	4	2	50%	100%
Terrebonne Council on Aging, Inc.	25	18	72%	100%
Vernon Council on Aging	7	3	43%	100%
Washington Parish Council on Aging	8	8	100%	100%
Webster Parish Police Jury Office of Community Services	6	4	67%	100%
West Feliciana Parish Council on Aging, Inc.	9	7	78%	67%
TOTAL	291	168	58%	93%

STATEWIDE PERFORMANCE TARGETS & MEASURES

An important component of the TAM plan is to define targets and measures that will help LADOTD plan for future investment in transit assets to maintain a State of Good Repair. The performance measures in **Table 9** detail how each asset type's depreciation is measured. Target ULB thresholds vary depending on the asset class.

TABLE 9: 2024 PERFORMANCE MEASURES AND TARGETS

Asset Class	Performance Measure	2024 at/over ULB (%)	2025 target at/over ULB (%)	2028 target at/over ULB (%)
Automobile (AO)		100%	100%	100%
Bus (BU)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	N/A	N/A	N/A
Cutaway (CU)		47%	55%	61%
Minivan (MV)		80%	73%	71%
Sports Utility Vehicle (SV)		25%	100%	100%
Van (VN)		90%	90%	100%
Total		58%	62%	66%
Facilities All buildings or structures	Condition – 0% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale		Target to maintain 100% of facilities currently in good or excellent condition. LADOTD is not replacing any facilities at this time.	

A number of factors contribute to the condition of the statewide inventory. First, post-COVID service has changed, and all 5310 agencies now provide closed-door service, thus have been removed from the State's TAM plan and impacted previous performance targets. Furthermore, the asset classes reaching 100% target at/over ULB by 2025 are largely owned by local entities that LADOTD does not plan to replace or purchase (sport utility vehicles or vans). While the 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. LADOTD cannot predict a disposition rate over the next four years as disposition of vehicles is done at the local level. The 2025 target values are based on vehicles planned for purchase in 2025. Fiscal year 2025 will see the acquisition of 10 new cutaways and 8 minivans for agencies that are included in the TAM plan. Those numbers are used as projected purchases over the following years through 2028.

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 LADOTD'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. As previously mentioned, target SGR does not assume any dispositions. If dispositions do occur, they will improve overall % 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, LADOTD 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 LADOTD 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 10** and the following descriptions show the various decision support tools LADOTD 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 LADOTD using STTARS.
Asset Inventory Excel Sheet	Processing Existing Condition and baseline levels of SGR	This Excel spreadsheet processes information from STTARS about the existing conditions of each providers' assets and their current level of SGR.
Future Asset Age Excel Sheet	Projected outwards X number of years to identify state of good repair of next X number years	This Excel spreadsheet projects when vehicles will reach their Useful Life Benchmark.
Cost Estimation Tool	Identifying Replacement Costs	This Excel spreadsheet estimates the cost of each asset as well as what the cost would be to replace the cost.
TERM-Lite	Facility Conditions	TERM-Lite is an electronic, PC-based analysis tool developed by the FTA. The software predicts the transit agency's future capital investment needs and estimates the total expenditures through the horizon period.

STTARS

After being introduced in 2013, the Statewide Transit Tracking and Reporting System (STTARS) became one of the main methods of data management for transit providers in the State of Louisiana, as well as a data resource for the LADOTD. Its online application has made recording information about assets, scheduling trips, and applying for funding significantly easier. As seen in **Figure 10**, 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.

FIGURE 10: STTARS STATUS HOMEPAGE

The screenshot displays the STTARS Status Homepage. At the top, there is a header with the DOTD Louisiana Department of Transportation & Development logo on the left, the STTARS logo in the center, and navigation links (DOTD A-Z, Help Manual, Contact DOTD) on the right. Below the header is a navigation bar with tabs: Status, Daily Trips, Vehicles, Customers, Funding, Reports, DOTD Files, Drivers, Manage, Miscellaneous, Logout, and Help Desk. The main content area is titled 'System Tester — Classroom Training' and features a 'Status Board' with several tables:

Vehicle	Last Changed	Mileage Due	Frequency
COAST 108	4/1/2021	1245656.0	3000
FTA 1036	11/11/2013	14567.0	3000
FTA 1001	1/28/2021	17400.0	5000

Legend: Past Due Due < 500

Vehicle	Odometer	Date	Driver
COAST 108	2,552.0	07-13-2021	BILLY BOB
FTA 1001	200,822.0	07-23-2021	BILLY BOB
FTA 1036	16,945.0	04-14-2015	JOANN DONNALK
tester	0.0		Unknown

Driver's License		
Driver	Number	Expires
Bob, Billy	456789	7/18/2020
No Driver, Incident Reporting Only	123456	1/1/1999

Vehicle	Last Inspection
COAST 108	2/15/2020
FTA 1036	11/5/2020

Defense Driving	
Driver	Expires
Bob, Billy	10/10/2021

Driver	Expires
Bob, Billy	10/10/2021

Driver	Expires
Bob, Billy	10/10/2021

Driver	Expires
Bob, Billy	10/10/2021

Driver	Expires
Bob, Billy	10/10/2021

Upon opening the home screen of the STTARS application, the web page will appear as shown in **Figure 10**. 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.

The inspections, vehicle mileage, and paperwork associated with each vehicle can also be found in the database, as shown in **Figure 11**.

FIGURE 11: STTARS ASSET SERVICE LOG

Maintenance Entry Management

This screen will allow you to manage all maintenance entries for a selected vehicle and period.





























FTA-Ford Van #68 ☐ All? 6/1/2021 8/31/2021

Vehicle	Reason	Mileage	Date In	Date Out	Cost	Location	Comments
FTA-Ford Van #68	Fuel Purchase	23174.0	7/29/2021	7/29/2021	\$54.18	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	23033.0	7/28/2021	7/28/2021	\$41.28	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	22917.0	7/27/2021	7/27/2021	\$38.70	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	22816.0	7/26/2021	7/26/2021	\$105.78	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	22528.0	7/22/2021	7/22/2021	\$25.80	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	22476.0	7/21/2021	7/21/2021	\$51.60	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	22343.0	7/20/2021	7/20/2021	\$104.96	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	22101.0	7/15/2021	7/15/2021	\$30.72	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	22034.0	7/14/2021	7/14/2021	\$38.40	Raceland Field Office	Fuel Purchase
FTA-Ford Van #68	Misc Maintenance	19765.0	7/1/2021	7/1/2021	\$150.00	Kennys Accesible Vans	Sealed top and Checked rear seat belts
FTA-Ford Van #68	Vehicle Insurance	0.0	7/1/2021	7/1/2021	\$332.98	Unknown	Vehicle Insurance
FTA-Ford Van #68	Fuel Purchase	21963.0	6/17/2021	6/17/2021	\$79.04	Lockport Field Office	Fuel Purchase
FTA-Ford Van #68	Fuel Purchase	21692.0	6/15/2021	6/15/2021	\$85.32	Thibodaux Field Office	Fuel Purchase
FTA-Ford Van #68	Oil Change	21472.0	6/4/2021	6/4/2021	\$53.56	TJ Raceland	Oil Change & Filter
FTA-Ford Van #68	Fuel Purchase	21381.0	6/1/2021	6/1/2021	\$58.08	Lockport Field Office	Fuel Purchase
FTA-Ford Van #68	Vehicle Insurance	0.0	6/1/2021	6/1/2021	\$326.76	Unknown	Vehicle Insurance
					\$1,577.16		

STTARS is also used to track all purchases made by providers, from fuel to insurance and new vehicle acquisition.


STARS provides lists of locations for fuel, maintenance, and service requirements. **Figure 12** shows the list of gas stations and maintenance shops used for each asset.

FIGURE 12: STARS LIST OF MAINTENANCE AND FUEL STATIONS


<div>   </div>							
<div> Status Daily Trips Vehicles Customers Reports DOTD Files Drivers Manage Miscellaneous Logout Help Desk </div>							
Manage Vehicle Maintenance Shop/Fuel Station Addresses							
	Name	Street	Apt/Suite	City	Zip Code	Added By	Added Date
	A-1 Brake, Muffler & Tire Service	5042 Highway 311	N/A	Houma	70360	LCOA-Transportation	10/12/2017
	Adventure Truck Plaza	1809 Highway 3185	N/A	Thibodaux	70301	LCOA-Transportation	4/28/2015
	Alliance Bus Group	56396 Frank Pichon Drive	N/A	Slidell	70458	LCOA-Transportation	11/4/2013
	Auto Zone	4560 Highway 1	N/A	Raceland	70394	LCOA-Transportation	5/1/2019
	Big Wheels Casino	3092 Bayou Blue Road	N/A	Gray	70359	LCOA-Transportation	2/5/2020
	Cajun Muffler and Transmission	110 James Riviere	N/A	Thibodaux	70301	LCOA-Transportation	5/21/2013
	Cash Magic Colonels Thib	213 West Park Ave	N/A	Thibodaux	70301	LCOA-Transportation	7/7/2021
	Cash Magic Homa	154 Grand Calliou Road	N/A	Houma	70363	LCOA-Transportation	4/17/2020
	Cash Magic Raceland	109 S Service Rd	N/A	Raceland	70394	LCOA-Transportation	4/17/2020
	Chauvin's Inspections	4561 Highway 1	N/A	Raceland	70394	LCOA-Transportation	4/4/2013
	Choctaw Field Office	122 Choctaw Road	N/A	Thibodaux	70301	LCOA-Transportation	6/4/2015
	Circle K	101 W 1st	N/A	Thibodaux	70301	LCOA-Transportation	3/2/2018
	Citgo	1541 Grand Callou Road	N/A	Houma	70363	LCOA-Transportation	7/7/2021
	Crescent Vans, Inc.	2424 Hickory Avenue	N/A	Metarie	70003	LCOA-Transportation	4/5/2013
	D & T Tire and Auto	12063 Highway 1	N/A	Larose	70373	LCOA-Transportation	7/1/2013
	Dabb's Quick Stop	5127 West Park Ave.	N/A	Houma	70364	LCOA-Transportation	4/5/2017
	David's towing	145 Linda Street	N/A	Lockport	70374	LCOA-Transportation	10/6/2014
	Dept of Motor Vehicles	1424 Tiger Dr	N/A	Thibodaux	70301	LCOA-Transportation	7/2/2020
	Galliano Truck Plaza	16816 Highway 3235	N/A	Galliano	70345	LCOA-Transportation	1/5/2017
	Gaubert Food Mart	1654 Highway 1	N/A	Thibodaux	70301	LCOA-Transportation	11/3/2016
	Gaubert Food Mart #13	1501 St Mary Street	N/A	Thibodaux	70301	LCOA-Transportation	3/2/2020
	Go Bear Travel Plaza	103 East Bayou Road	N/A	Thibodaux	70301	LCOA-Transportation	3/2/2020
	Guys Glass Shop	102 Morristown Road	N/A	Raceland	70394	LCOA-Transportation	7/7/2021
	IAC Louisiana	2018 Highway 182	N/A	Raceland	70394	LCOA-Transportation	5/23/2017
	Jack's Exxon	14807 West Main Street	N/A	Cut Off	70345	LCOA-Transportation	10/31/2013

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 13**.

FIGURE 13: STTARS TRIP LOG



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT



[DOTD A-Z](#) | [Help Manual](#) | [Contact DOTD](#)

[Status](#) | [Daily Trips](#) | [Vehicles](#) | [Customers](#) | [Reports](#) | [DOTD Files](#) | [Drivers](#) | [Manage](#) | [Miscellaneous](#) | [Logout](#) | [Help Desk](#)

Vehicle Miles History

8/1/2021

8/31/2021

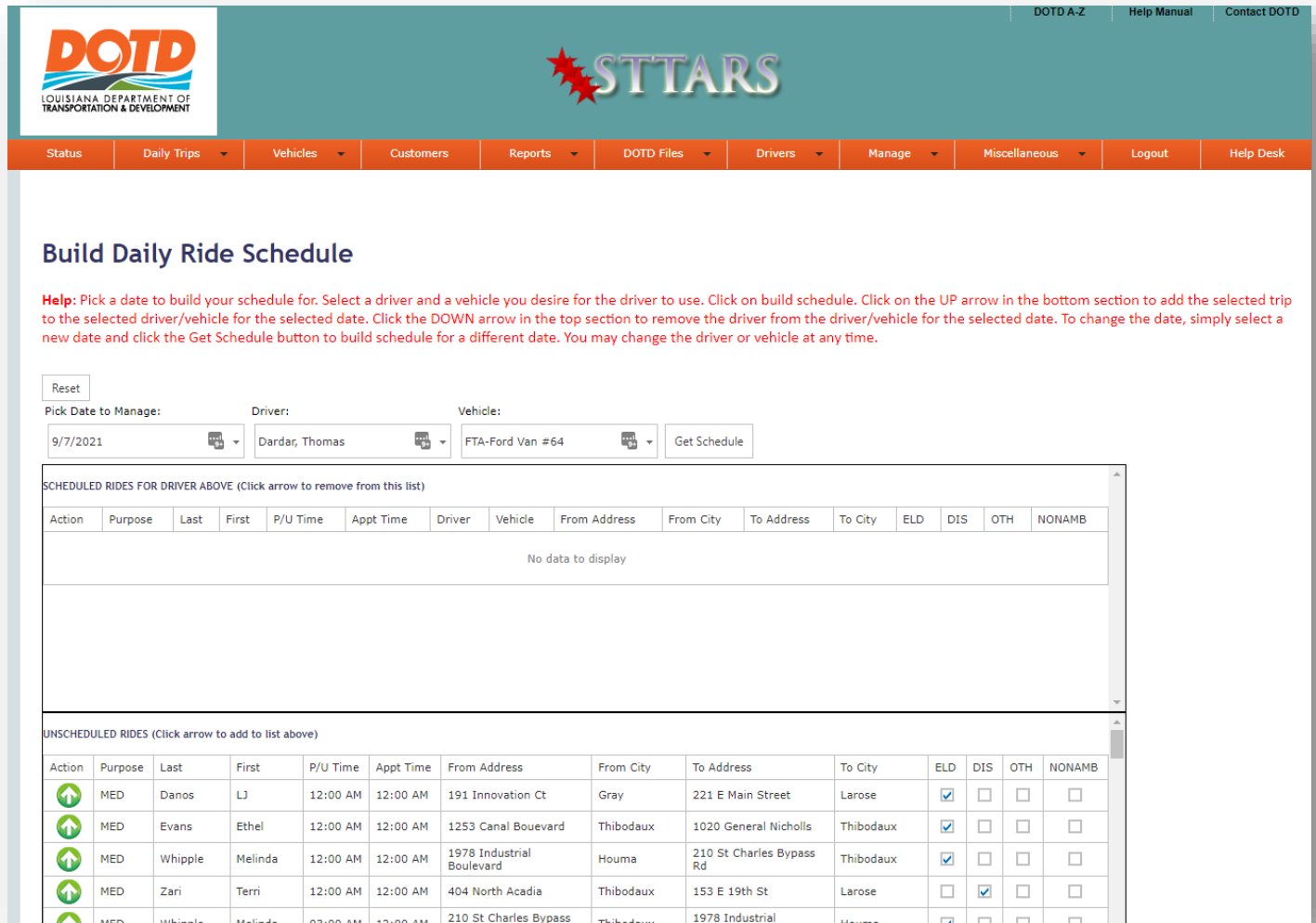
Build Report

VEHICLE

	ACTION	DRIVER	DATE	BEGIN MILES	END MILES	TOTAL MILES	
⑤	VEHICLE: FTA-FORD VAN #59						
			BLUM, ROBERT	8/26/2021	123535.0	123699.0	164.0
			BLUM, ROBERT	8/25/2021	123482.0	123535.0	53.0
			BLUM, ROBERT	8/24/2021	123321.0	123482.0	161.0
			TRIPLETT, SHAWN	8/19/2021	123204.0	123321.0	117.0
			TRIPLETT, SHAWN	8/17/2021	123087.0	123204.0	117.0
			TRIPLETT, SHAWN	8/16/2021	122896.0	123087.0	191.0
			TRIPLETT, SHAWN	8/13/2021	122711.0	122896.0	185.0
			TRIPLETT, SHAWN	8/12/2021	122615.0	122711.0	96.0
			TRIPLETT, SHAWN	8/11/2021	122578.0	122615.0	37.0
			TRIPLETT, SHAWN	8/10/2021	122405.0	122578.0	173.0
⑤	VEHICLE: FTA-FORD VAN #60						
			KRAEMER, KEITH	8/25/2021	80523.0	80704.0	181.0
			KRAEMER, KEITH	8/24/2021	80416.0	80523.0	107.0
			BLUM, ROBERT	8/23/2021	80196.0	80416.0	220.0
			KRAEMER, KEITH	8/20/2021	80144.0	80196.0	52.0
			KRAEMER, KEITH	8/19/2021	80031.0	80144.0	113.0
			KRAEMER, KEITH	8/18/2021	79917.0	80031.0	114.0
			KRAEMER, KEITH	8/17/2021	79870.0	79917.0	47.0
			KRAEMER, KEITH	8/16/2021	79684.0	79870.0	186.0

Finally, providers can take it a step further and keep track of not only previous trips, but future trips as well. This aspect of the STTARS makes it easier for providers to inform their employees when they will be expected to operate the assets. The “schedule-builder” portion of the application is shown in **Figure 14**.

FIGURE 14: STTARS SCHEDULE BUILDER



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: 9/7/2021 Driver: Dardar, Thomas Vehicle: FTA-Ford Van #64 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
No data to display															

UNSCHEDULED RIDES (Click arrow to add to list above)

Action	Purpose	Last	First	P/U Time	Appt Time	From Address	From City	To Address	To City	ELD	DIS	OTH	NONAMB
↑	MED	Danos	LJ	12:00 AM	12:00 AM	191 Innovation Ct	Gray	221 E Main Street	Larose	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
↑	MED	Evans	Ethel	12:00 AM	12:00 AM	1253 Canal Boulevard	Thibodaux	1020 General Nicholls	Thibodaux	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
↑	MED	Whipple	Melinda	12:00 AM	12:00 AM	1978 Industrial Boulevard	Houma	210 St Charles Bypass Rd	Thibodaux	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
↑	MED	Zari	Terri	12:00 AM	12:00 AM	404 North Acadia	Thibodaux	153 E 19th St	Larose	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
↑	MED	Whipple	Melinda	03:00 AM	12:00 AM	210 St Charles Bypass	Thibodaux	1978 Industrial	Houma	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Asset conditions, ages, maintenance information from STTARS are compiled for further use in the Asset Inventory Excel Sheet. **Figure 15** 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 15: ASSET INVENTORY EXCEL SHEET

The inventory highlighted in **Figure 16** is further condensed in **Figure 17** on the following page, which displays the summary of all assets' conditions and a summary of each asset category.

TABLE 1: % Vehicles at/over ULB & Avg. Condition Rating by Asset Type

	% at/over ULB	Avg. Condition Rating	Type	% at/over ULB	Avg. Condition Rating	# at/over ULB	Est. Cost of Replacement
Rolling Stock	27.11%	3.19	Bus		3.00		
			Curaway	12.50%	3.25	27.00	\$1,563,247.48
			Minibus		2.33		
			Minivan	42.53%	3.28	37.00	\$1,463,755.15
			School Bus				
			Maxi Van	100.00%	2.00	1.00	\$39,560.95
Equipment	50.00%	3.40	Van	54.32%	2.97	44.00	\$1,740,681.80
			Automobile	66.67%	3.33	2.00	\$39,830.00
			Sport Utility Veh	33.33%	3.50	1.00	\$37,895.00
			Truck				
Facilities	-	-					

TABLE 2: Total Assets

Type	Total Assets
Bus	14
Curaway	216
Minibus	3
Minivan	87
School Bus	
Maxi Van	1
Van	81
Automobile	3
Sport Utility Veh	3
Truck	
Facilities	

TABLE 3: Rolling Stock Condition Rating

	Count	Percentage
Poor	12	3.02%
Fair	70	17.59%
Good	148	37.19%
Excellent	168	42.21%

TABLE 4: Equipment Condition Rating

	Count	Percentage
Poor		
Fair		
Good	3	60.00%
Excellent	2	40.00%

TABLE 5: All Facilities Condition Rating

	Count	Percentage
Poor	-	-
Fair	-	-
Good	-	-
Excellent	-	-

TABLE 6: Number of Assets Currently at/over ULB

Asset Category	ULB Status	Count	Percentage
Rolling Stock	At/over ULB	109	27.11%
	Under ULB	293	72.89%
Equipment	At/over ULB	3	50.00%
	Under ULB	3	50.00%

TABLE 7: Total Number of Assets

Type	Total Assets
Bus	14
Curaway	216
Minibus	3
Minivan	87
School Bus	
Maxi Van	1
Van	81
Automobile	3
Sport Utility Veh	3
Truck	
Facilities	

Callouts:

- Average Condition and Age of Assets by Category** (points to Table 1)
- All Rolling Stock Condition Rating** (points to Table 3)
- All Equipment Condition Rating** (points to Table 4)
- Number and Percentages of Assets at/over ULB** (points to Table 6)
- All Facilities Condition Rating** (points to Table 5)

The Future Asset Age Excel Sheet is a projection of each asset's remaining useful life. As seen in **Figure 17**, the asset is assigned a "1" if it is at or over its ULB or assigned a "0" if it remained under its ULB. To help estimate when future replacements would be necessary, each column shows the next four years and which assets will have met or exceeded their ULB. Per the example, by 2021, much of the transit assets may need to be replaced due to having met their ULB. If replaced as needed, the number of vehicles at/over ULB is significantly less. **Figure 18** shows the predicted assets at/over ULB if replaced annually.

*Indicators of Assets
Currently at/over ULB*

at/over ULB (2017)	at/over ULB (2018)	at/over ULB (2019)	at/over ULB (2020)	at/over ULB (2021)
1	1	1	1	1
1	1	1	1	1
0	0	0	0	1
0	0	0	0	0
1	1	1	1	1
0	0	0	1	1
0	0	0	1	1
0	0	0	0	1
0	0	0	0	1
0	1	1	1	1
0	0	0	1	1
0	0	0	1	1
0	0	0	0	1
0	0	0	0	1
0	0	0	1	1
0	0	0	1	1
0	0	0	1	1
0	0	1	1	1
0	0	0	1	1
0	0	0	1	1
0	0	1	1	1

*Indicators of Assets at/over
ULBs Over the Next 4 Years*

FIGURE 18: 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
1	0	0	0	0

*Assets at/over
ULB If Replaced
Annually*

Additionally, the number of assets currently at/over their ULB are summarized by category, as shown in Figure 19.

FIGURE 19: SUMMARY OF FUTURE ASSETS' ULB

*Rolling Stock at/over
ULB in 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

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 20**, the number of assets that need to be replaced each year are shown adjacent to their estimated cost. This replacement cost calculation considers the vehicles that will have already been replaced. In other words, the cost estimate for future years only includes vehicles that will be recently over at/over their ULB mark; the calculation does not account for vehicles that are at/over the ULB mark in past years because those vehicles should have already been replaced.

FIGURE 20: COST ESTIMATES FOR REPLACEMENT VEHICLES

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 the conditions of assets. The tool is designed for use by a novice, and most of the functions are user-friendly. The application uses an inventory, as shown in **Figure 21**, 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.

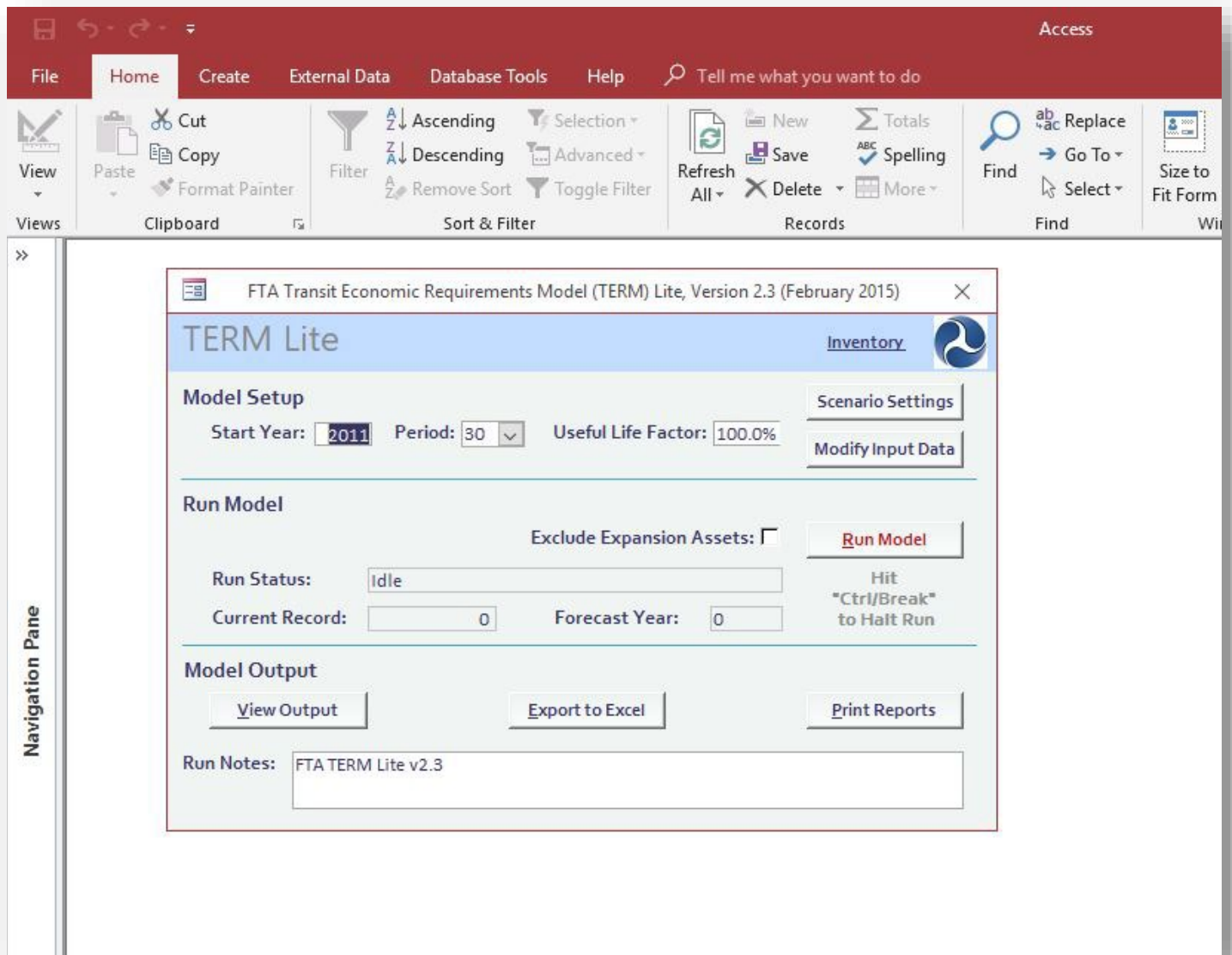
FIGURE 21: TERM LITE INVENTORY DISPLAY

The screenshot displays the 'TERM-Lite Inventory Publisher' application window. The title bar indicates 'D151' and 'LR - Light Rail'. The interface includes a 'Publish Inventory' button on the left and a 'Delete Records with no Description' button at the top. A status bar at the top right shows 'Currently, there are 422 records' and '+10 record(s)'. The main data table has the following columns: Record, * (mandatory), Description, Asset Classification, Quantity, Unit, Expansion?, Year Built, Replacement Cost (original) (Unit Cost (\$), Acquisition Cost (\$), Repl. Cost (\$), Soft Cost), Base Year, Repl. Cost (\$), Useful Life, and Prior. The table lists various assets, including Motor Buses (e.g., 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389) and Systemwide Assets (e.g., 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389). The table also includes columns for 'Unit Cost (\$)', 'Acquisition Cost (\$)', 'Repl. Cost (\$)', 'Soft Cost', 'Base Year', 'Repl. Cost (\$)', 'Useful Life', and 'Prior'.

Record	* (mandatory)	Description	Asset Classification	Quantity	Unit	Expansion?	Year Built	Replacement Cost (original)	Base Year	Repl. Cost (\$)	Useful Life	Prior
								Unit Cost (\$) Acquisition Cost (\$) Repl. Cost (\$) Soft Cost				
339	MB - Motor Bus	Bus (35 ft)	51904 - Vehicles, Revenue Vehicles, Bus, Bus (35 ft)	15	Each	No	1996	495,044.65	2008	14,490,991.09	14 Yrs	Norm
340	MB - Motor Bus	Bus (35 ft)	51904 - Vehicles, Revenue Vehicles, Bus, Bus (35 ft)	11	Each	No	2001	499,545.06	2008	10,723,333.41	14 Yrs	Norm
341	MB - Motor Bus	Bus (35 ft)	51904 - Vehicles, Revenue Vehicles, Bus, Bus (35 ft)	9	Each	No	2007	503,295.39	2008	8,839,504.56	14 Yrs	Norm
342	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	66	Each	No	1999	630,056.83	2008	81,149,550.09	14 Yrs	Norm
343	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	61	Each	No	2007	620,834.68	2008	73,904,054.55	14 Yrs	Norm
344	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	57	Each	No	2010	625,319.56	2008	69,556,757.22	14 Yrs	Norm
345	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	50	Each	No	2001	638,607.60	2008	62,311,261.68	14 Yrs	Norm
346	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	51	Each	No	2009	626,085.88	2008	62,311,261.68	14 Yrs	Norm
347	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	31	Each	No	2006	646,751.88	2008	39,125,675.94	14 Yrs	Norm
348	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	20	Each	No	2005	631,181.93	2008	24,634,684.85	14 Yrs	Norm
349	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	19	Each	No	1995	625,319.56	2008	23,185,585.74	14 Yrs	Norm
350	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	15	Each	No	2004	643,558.04	2008	18,838,288.41	14 Yrs	Norm
351	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	13	Each	No	2002	628,325.90	2008	15,940,090.20	14 Yrs	Norm
352	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	11	Each	No	1997	627,806.62	2008	13,476,621.71	14 Yrs	Norm
353	MB - Motor Bus	Bus (40 ft)	51903 - Vehicles, Revenue Vehicles, Bus, Bus (40 ft)	3	Each	No	2003	643,558.04	2008	3,767,657.68	14 Yrs	Norm
354	SY - Systemwide Assets	Buildings	21000 - Facilities, Buildings, Administration	1	Each	No	1997	19,046.78	1997	56,514.87	60 Yrs	Norm
355	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	2	Each	No	2008	3,193,037.99	2008	12,462,252.34	60 Yrs	Norm
356	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	3	Each	No	1981	1,393,785.63	1981	21,736,486.63	60 Yrs	Norm
357	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	7	Each	No	2002	586,092.72	2002	10,723,333.41	60 Yrs	Norm
358	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	2	Each	No	1988	893,928.46	1988	6,665,855.90	60 Yrs	Norm
359	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	5	Each	No	1997	293,027.36	1997	4,347,297.33	60 Yrs	Norm
360	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	5	Each	No	1990	204,062.13	1990	3,622,747.77	60 Yrs	Norm
361	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	2	Each	No	1987	503,757.12	1987	3,912,567.59	60 Yrs	Norm
362	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	2	Each	No	1979	391,212.80	1979	4,782,027.06	60 Yrs	Norm
363	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	1	Each	No	1972	640,166.41	1972	6,520,945.99	60 Yrs	Norm
364	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	4	Each	No	1995	138,802.44	1995	1,738,918.93	60 Yrs	Norm
365	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	2	Each	No	1991	96,120.24	1991	666,585.59	60 Yrs	Norm
366	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	2	Each	No	1996	52,454.20	1996	318,801.80	60 Yrs	Norm
367	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	3	Each	No	2004	21,449.67	2004	159,400.90	60 Yrs	Norm
368	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	1	Each	No	1983	47,215.87	1983	202,873.88	60 Yrs	Norm
369	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	5	Each	No	1998	8,998.23	1998	130,418.92	60 Yrs	Norm
370	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	2	Each	No	2000	20,325.78	2000	113,029.73	60 Yrs	Norm
371	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	1	Each	No	2006	33,592.67	2006	72,454.96	60 Yrs	Norm
372	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	2	Each	No	1989	8,167.50	1989	59,413.06	60 Yrs	Norm
373	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	1	Each	No	1992	5,576.92	1992	18,838.29	60 Yrs	Norm
374	SY - Systemwide Assets	Administration	21100 - Facilities, Buildings, Administration	1	Each	No	1986	2,782.08	1986	11,013.15	60 Yrs	Norm
375	SY - Systemwide Assets	Equipment	23000 - Facilities, Equipment	1	Each	No	2003	313,701.48	2003	797,004.51	15 Yrs	Norm
376	SY - Systemwide Assets	Equipment	23000 - Facilities, Equipment	1	Each	No	1995	120,295.44	1995	376,765.77	15 Yrs	Norm
377	SY - Systemwide Assets	Furniture	23200 - Facilities, Equipment, Furniture	2	Each	No	2000	3,648.22	2000	20,287.39	15 Yrs	Norm
378	SY - Systemwide Assets	Furniture	23200 - Facilities, Equipment, Furniture	1	Each	No	1996	4,530.14	1996	13,766.44	15 Yrs	Norm
379	SY - Systemwide Assets	Furniture	23200 - Facilities, Equipment, Furniture	1	Each	No	1984	3,056.67	1984	12,462.25	15 Yrs	Norm

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 22**—where the Start Year, Period for forecasting, and ULB can be changed.

FIGURE 22: TERM LITE HOME PAGE



In the Scenario Settings, as seen in **Figure 23**, 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 23: TERM LITE SCENARIO SETTINGS

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 take ADA requirements (CFR Part 37) into consideration, concerning any necessary alterations to transit systems and the future maintenance of ADA facilities. It is important in project prioritization to address the gaps and needs identified in the Statewide Human Services Transportation Coordination Plan (HSTCP). Analysis is 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 are given further prioritization. As each of the future investments' factors is considered using a Decision Support Tool, the criteria are ranked as high, medium, or low priority. The projects are 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.



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

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

WORK PLANS AND SCHEDULES

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 LADOTD 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

LADOTD 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 arises 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 LADOTD 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 LADOTD 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, LADOTD 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: 2024 ASSET INVENTORY

Agency	Vehicle Type	Year	DOTD ULB	2024 Age	Condition
Allen Parish Police Jury	Van (VN)	2007	6	17	Fair
Allen Parish Police Jury	Cutaway (CU)	2013	6	11	Excellent
Allen Parish Police Jury	Minivan (MV)	2016	5	8	Excellent
Allen Parish Police Jury	Minivan (MV)	2017	5	7	Excellent
Allen Parish Police Jury	Minivan (MV)	2019	5	5	Excellent
Allen Parish Police Jury	Minivan (MV)	2019	5	5	Excellent
Allen Parish Police Jury	Minivan (MV)	2022	5	2	Excellent
Allen Parish Police Jury	Cutaway (CU)	2024	6	0	Excellent
Allen Parish Police Jury	Cutaway (CU)	2024	6	0	Excellent
Assumption Parish Council on Aging, Inc.	Cutaway (CU)	2015	6	9	Fair
Assumption Parish Council on Aging, Inc.	Minivan (MV)	2017	5	7	Good
Assumption Parish Council on Aging, Inc.	Cutaway (CU)	2019	6	5	Good
Assumption Parish Council on Aging, Inc.	Cutaway (CU)	2019	6	5	Good
Assumption Parish Council on Aging, Inc.	Cutaway (CU)	2020	6	4	Excellent
Assumption Parish Council on Aging, Inc.	Cutaway (CU)	2021	6	3	Excellent
Assumption Parish Council on Aging, Inc.	Cutaway (CU)	2024	6	0	Excellent
Avoyelles Council on Aging	Cutaway (CU)	2017	6	7	Excellent
Avoyelles Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Avoyelles Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Avoyelles Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Avoyelles Council on Aging	Minivan (MV)	2019	5	5	Excellent
Avoyelles Council on Aging	Minivan (MV)	2019	5	5	Excellent
Avoyelles Council on Aging	Cutaway (CU)	2023	6	1	Excellent
Bienville Council on Aging	Minivan (MV)	2017	5	7	Excellent
Bienville Council on Aging	Minivan (MV)	2017	5	7	Excellent
Bienville Council on Aging	Cutaway (CU)	2020	6	4	Excellent
Bienville Council on Aging	Cutaway (CU)	2020	6	4	Excellent
Bienville Council on Aging	Cutaway (CU)	2023	6	1	Excellent
Bienville Council on Aging	Cutaway (CU)	2023	6	1	Excellent
Bienville Council on Aging	Cutaway (CU)	2024	6	0	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2018	6	6	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2018	6	6	Excellent

Calcasieu Parish Police Jury	Cutaway (CU)	2018	6	6	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2018	6	6	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2019	6	5	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2019	6	5	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2019	6	5	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2021	6	3	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2023	6	1	Excellent
Calcasieu Parish Police Jury	Cutaway (CU)	2024	6	0	Excellent
Caldwell Parish Council on Aging	Cutaway (CU)	2018	6	6	Fair
Caldwell Parish Council on Aging	Minivan (MV)	2019	5	5	Good
Caldwell Parish Council on Aging	Cutaway (CU)	2021	6	3	Good
Caldwell Parish Council on Aging	Cutaway (CU)	2024	6	0	Excellent
Cameron Parish Police Jury	Minivan (MV)	2007	5	17	Good
Cameron Parish Police Jury	Cutaway (CU)	2012	6	12	Good
Cameron Parish Police Jury	Minivan (MV)	2019	5	5	Excellent
Cameron Parish Police Jury	Minivan (MV)	2019	5	5	Excellent
Cameron Parish Police Jury	Minivan (MV)	2019	5	5	Excellent
Cameron Parish Police Jury	Minivan (MV)	2019	5	5	Excellent
Cameron Parish Police Jury	Sports Utility Vehicle (SV)	2020	5	4	Excellent
Cameron Parish Police Jury	Sports Utility Vehicle (SV)	2020	5	4	Excellent
Cameron Parish Police Jury	Sports Utility Vehicle (SV)	2020	5	4	Excellent
City of DeRidder	Minivan (MV)	2019	5	5	Excellent
City of DeRidder	Cutaway (CU)	2021	6	3	Excellent
City of DeRidder	Cutaway (CU)	2021	6	3	Excellent
City of DeRidder	Minivan (MV)	2023	5	1	Excellent
City of DeRidder	Minivan (MV)	2023	5	1	Excellent
City of DeRidder	Minivan (MV)	2023	5	1	Excellent
City of West Monroe	Cutaway (CU)	2017	6	7	Excellent
City of West Monroe	Cutaway (CU)	2018	6	6	Excellent
City of West Monroe	Cutaway (CU)	2018	6	6	Excellent
City of West Monroe	Cutaway (CU)	2018	6	6	Excellent
City of West Monroe	Minivan (MV)	2019	5	5	Excellent
City of West Monroe	Minivan (MV)	2019	5	5	Excellent
City of West Monroe	Cutaway (CU)	2019	6	5	Excellent
City of West Monroe	Cutaway (CU)	2019	6	5	Excellent
City of West Monroe	Cutaway (CU)	2019	6	5	Excellent
City of West Monroe	Cutaway (CU)	2020	6	4	Excellent
City of West Monroe	Cutaway (CU)	2020	6	4	Excellent

Claiborne Parish Police Jury Office of Community Services	Minivan (MV)	2015	5	9	Good
Claiborne Parish Police Jury Office of Community Services	Minivan (MV)	2017	5	7	Excellent
Claiborne Parish Police Jury Office of Community Services	Minivan (MV)	2019	5	5	Excellent
Claiborne Parish Police Jury Office of Community Services	Minivan (MV)	2019	5	5	Excellent
Claiborne Parish Police Jury Office of Community Services	Minivan (MV)	2023	5	1	Excellent
DeSoto Council on Aging	Minivan (MV)	2012	5	12	Good
DeSoto Council on Aging	Cutaway (CU)	2013	6	11	Good
DeSoto Council on Aging	Van (VN)	2013	6	11	Good
DeSoto Council on Aging	Minivan (MV)	2017	5	7	Good
DeSoto Council on Aging	Cutaway (CU)	2018	6	6	Excellent
DeSoto Council on Aging	Cutaway (CU)	2018	6	6	Excellent
East Feliciana Council on Aging	Cutaway (CU)	2015	6	9	Excellent
East Feliciana Council on Aging	Cutaway (CU)	2016	6	8	Excellent
East Feliciana Council on Aging	Minivan (MV)	2016	5	8	Excellent
East Feliciana Council on Aging	Cutaway (CU)	2018	6	6	Excellent
East Feliciana Council on Aging	Minivan (MV)	2019	5	5	Excellent
East Feliciana Council on Aging	Cutaway (CU)	2019	6	5	Excellent
East Feliciana Council on Aging	Cutaway (CU)	2020	6	4	Excellent
East Feliciana Council on Aging	Cutaway (CU)	2024	6	0	Excellent
Evangeline Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Evangeline Council on Aging	Minivan (MV)	2019	5	5	Excellent
Evangeline Council on Aging	Minivan (MV)	2019	5	5	Excellent
Evangeline Council on Aging	Cutaway (CU)	2019	6	5	Excellent
Evangeline Council on Aging	Cutaway (CU)	2020	6	4	Excellent
Evangeline Council on Aging	Minivan (MV)	2022	5	2	Excellent
Evangeline Council on Aging	Minivan (MV)	2022	5	2	Excellent
Evangeline Council on Aging	Cutaway (CU)	2024	6	0	Excellent
H.E.L.P Agency	Van (VN)	2008	6	16	Good
H.E.L.P Agency	Cutaway (CU)	2010	6	14	Excellent
H.E.L.P Agency	Van (VN)	2013	6	11	Good
H.E.L.P Agency	Cutaway (CU)	2018	6	6	Excellent
H.E.L.P Agency	Sports Utility Vehicle (SV)	2018	5	6	Excellent
H.E.L.P Agency	Cutaway (CU)	2020	6	4	Excellent
H.E.L.P Agency	Van (VN)	2020	6	4	Excellent
H.E.L.P Agency	Minivan (MV)	2023	5	1	Excellent
H.E.L.P Agency	Cutaway (CU)	2024	6	0	Excellent
H.E.L.P Agency	Cutaway (CU)	2024	6	0	Excellent

Iberville Sheriff's Office	Van (VN)	2013	6	11	Excellent
Iberville Sheriff's Office	Cutaway (CU)	2016	6	8	Excellent
Iberville Sheriff's Office	Minivan (MV)	2017	5	7	Excellent
Iberville Sheriff's Office	Minivan (MV)	2017	5	7	Excellent
Iberville Sheriff's Office	Minivan (MV)	2017	5	7	Excellent
Iberville Sheriff's Office	Cutaway (CU)	2024	6	0	Excellent
Iberville Sheriff's Office	Cutaway (CU)	2024	6	0	Excellent
Iberville Sheriff's Office	Cutaway (CU)	2024	6	0	Excellent
Iberville Sheriff's Office	Cutaway (CU)	2024	6	0	Excellent
Iberville Sheriff's Office	Cutaway (CU)	2024	6	0	Excellent
Jefferson Davis Council on Aging, Inc.	Minivan (MV)	2017	5	7	Excellent
Jefferson Davis Council on Aging, Inc.	Minivan (MV)	2018	5	6	Excellent
Jefferson Davis Council on Aging, Inc.	Minivan (MV)	2019	5	5	Excellent
Jefferson Davis Council on Aging, Inc.	Minivan (MV)	2019	5	5	Excellent
Livingston Parish COA/Transit	Minivan (MV)	2016	5	8	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2017	6	7	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2017	6	7	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2017	6	7	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2018	6	6	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2018	6	6	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2018	6	6	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2018	6	6	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2018	6	6	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2018	6	6	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2018	6	6	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2018	6	6	Excellent
Livingston Parish COA/Transit	Cutaway (CU)	2020	6	4	Excellent
Livingston Parish COA/Transit	Minivan (MV)	2024	5	0	Excellent
Madison Voluntary Council on Aging	Van (VN)	2010	6	14	Good
Madison Voluntary Council on Aging	Cutaway (CU)	2013	6	11	Good
Madison Voluntary Council on Aging	Minivan (MV)	2015	5	9	Excellent
Madison Voluntary Council on Aging	Minivan (MV)	2017	5	7	Good
Madison Voluntary Council on Aging	Minivan (MV)	2017	5	7	Excellent
Madison Voluntary Council on Aging	Minivan (MV)	2019	5	5	Excellent
Madison Voluntary Council on Aging	Minivan (MV)	2023	5	1	Excellent
Madison Voluntary Council on Aging	Minivan (MV)	2023	5	1	Excellent
Plaquemines Parish Government Community Action Agency	Minivan (MV)	2010	5	14	Good
Plaquemines Parish Government Community Action Agency	Cutaway (CU)	2013	6	11	Fair
Plaquemines Parish Government Community Action Agency	Cutaway (CU)	2019	6	5	Excellent

Plaquemines Parish Government Community Action Agency	Cutaway (CU)	2019	6	5	Excellent
Plaquemines Parish Government Community Action Agency	Cutaway (CU)	2019	6	5	Excellent
Plaquemines Parish Government Community Action Agency	Cutaway (CU)	2024	6	0	Excellent
Plaquemines Parish Government Community Action Agency	Cutaway (CU)	2024	6	0	Excellent
Pointe Coupee Council on Aging	Minivan (MV)	2018	5	6	Fair
Pointe Coupee Council on Aging	Cutaway (CU)	2018	6	6	Fair
Pointe Coupee Council on Aging	Cutaway (CU)	2018	6	6	Fair
Pointe Coupee Council on Aging	Cutaway (CU)	2019	6	5	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2019	6	5	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2020	6	4	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2020	6	4	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2021	6	3	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2021	6	3	Excellent
Pointe Coupee Council on Aging	Minivan (MV)	2022	5	2	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2023	6	1	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2023	6	1	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2024	6	0	Excellent
Pointe Coupee Council on Aging	Cutaway (CU)	2024	6	0	Excellent
RAPC	Cutaway (CU)	2017	6	7	Fair
RAPC	Cutaway (CU)	2018	6	6	Excellent
RAPC	Cutaway (CU)	2018	6	6	Excellent
RAPC	Cutaway (CU)	2018	6	6	Excellent
RAPC	Cutaway (CU)	2024	6	0	Excellent
RAPC	Cutaway (CU)	2024	6	0	Excellent
Rapides Senior Citizen Center	Cutaway (CU)	2017	6	7	Excellent
Rapides Senior Citizen Center	Minivan (MV)	2017	5	7	Excellent
Rapides Senior Citizen Center	Minivan (MV)	2017	5	7	Excellent
Rapides Senior Citizen Center	Minivan (MV)	2017	5	7	Excellent
Red River Council On Aging, Inc.	Minivan (MV)	2008	5	16	Good
Red River Council On Aging, Inc.	Minivan (MV)	2010	5	14	Good
Red River Council On Aging, Inc.	Minivan (MV)	2015	5	9	Good
Red River Council On Aging, Inc.	Minivan (MV)	2017	5	7	Good
Red River Council On Aging, Inc.	Minivan (MV)	2019	5	5	Excellent
St. Helena Police Jury	Cutaway (CU)	2016	6	8	Excellent
St. Helena Police Jury	Cutaway (CU)	2016	6	8	Excellent
St. Helena Police Jury	Minivan (MV)	2019	5	5	Excellent
St. Helena Police Jury	Minivan (MV)	2019	5	5	Excellent
St. Helena Police Jury	Cutaway (CU)	2021	6	3	Excellent

St. Helena Police Jury	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2010	6	14	Fair
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2012	6	12	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2013	6	11	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2015	6	9	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2015	6	9	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2016	6	8	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2016	6	8	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2016	6	8	Good
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2017	6	7	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2019	6	5	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2019	6	5	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2021	6	3	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2021	6	3	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2021	6	3	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2021	6	3	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2021	6	3	Excellent

St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. James Parish Government, Department of Human Resources, CAA	Cutaway (CU)	2024	6	0	Excellent
St. Landry Parish Community Action Agency	Cutaway (CU)	2016	6	8	Good
St. Landry Parish Community Action Agency	Cutaway (CU)	2018	6	6	Excellent
St. Landry Parish Community Action Agency	Cutaway (CU)	2018	6	6	Excellent
St. Landry Parish Community Action Agency	Cutaway (CU)	2018	6	6	Excellent

St. Landry Parish Community Action Agency	Cutaway (CU)	2023	6	1	Excellent
St. Landry Parish Community Action Agency	Cutaway (CU)	2024	6	0	Excellent
St. Martin Council on Aging, Inc.	Van (VN)	2010	6	14	Fair
St. Martin Council on Aging, Inc.	Cutaway (CU)	2013	6	11	Excellent
St. Martin Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
St. Martin Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
St. Martin, Iberia, Lafayette Community Action	Van (VN)	2014	6	10	Excellent
St. Martin, Iberia, Lafayette Community Action	Minivan (MV)	2015	5	9	Excellent
St. Martin, Iberia, Lafayette Community Action	Cutaway (CU)	2019	6	5	Excellent
St. Martin, Iberia, Lafayette Community Action	Cutaway (CU)	2019	6	5	Excellent
St. Martin, Iberia, Lafayette Community Action	Cutaway (CU)	2020	6	4	Excellent
St. Martin, Iberia, Lafayette Community Action	Cutaway (CU)	2020	6	4	Excellent
St. Martin, Iberia, Lafayette Community Action	Cutaway (CU)	2024	6	0	Excellent
St. Mary Community Action Agency (Vermilion PPJ)	Minivan (MV)	2019	5	5	Excellent
St. Mary Community Action Agency (Vermilion PPJ)	Minivan (MV)	2019	5	5	Excellent
St. Mary Community Action Agency (Vermilion PPJ)	Cutaway (CU)	2020	6	4	Excellent
St. Mary Community Action Agency (Vermilion PPJ)	Cutaway (CU)	2020	6	4	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2011	6	13	Good
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2011	6	13	Good
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2012	6	12	Good
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2015	6	9	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2015	6	9	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2015	6	9	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2015	6	9	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2016	6	8	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2016	6	8	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent

Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2018	6	6	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2021	6	3	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2021	6	3	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2021	6	3	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2024	6	0	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2024	6	0	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2024	6	0	Excellent
Terrebonne Council on Aging, Inc.	Cutaway (CU)	2024	6	0	Excellent
Vernon Council on Aging	Minivan (MV)	2016	5	8	Excellent
Vernon Council on Aging	Minivan (MV)	2019	5	5	Excellent
Vernon Council on Aging	Minivan (MV)	2019	5	5	Excellent
Vernon Council on Aging	Cutaway (CU)	2021	6	3	Excellent
Vernon Council on Aging	Minivan (MV)	2023	5	1	Excellent
Vernon Council on Aging	Minivan (MV)	2023	5	1	Excellent
Vernon Council on Aging	Minivan (MV)	2023	5	1	Excellent
Washington Parish Council on Aging	Van (VN)	2010	6	14	Fair
Washington Parish Council on Aging	Cutaway (CU)	2013	6	11	Good
Washington Parish Council on Aging	Minivan (MV)	2017	5	7	Excellent
Washington Parish Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Washington Parish Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Washington Parish Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Washington Parish Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Washington Parish Council on Aging	Cutaway (CU)	2018	6	6	Excellent
Webster Parish Police Jury	Cutaway (CU)	2018	6	6	Excellent
Webster Parish Police Jury	Cutaway (CU)	2018	6	6	Excellent
Webster Parish Police Jury	Minivan (MV)	2019	5	5	Excellent
Webster Parish Police Jury	Minivan (MV)	2019	5	5	Excellent
Webster Parish Police Jury	Cutaway (CU)	2024	6	0	Excellent
Webster Parish Police Jury	Cutaway (CU)	2024	6	0	Excellent
West Feliciana Parish Council on Aging, Inc.	Minivan (MV)	2008	5	16	Excellent
West Feliciana Parish Council on Aging, Inc.	Cutaway (CU)	2009	6	15	Good
West Feliciana Parish Council on Aging, Inc.	Cutaway (CU)	2010	6	14	Good
West Feliciana Parish Council on Aging, Inc.	Cutaway (CU)	2013	6	11	Good
West Feliciana Parish Council on Aging, Inc.	Minivan (MV)	2014	5	10	Good
West Feliciana Parish Council on Aging, Inc.	Automobile (AO)	2014	5	10	Excellent

West Feliciana Parish Council on Aging, Inc.	Minivan (MV)	2018	5	6	Excellent
West Feliciana Parish Council on Aging, Inc.	Cutaway (CU)	2019	6	5	Excellent
West Feliciana Parish Council on Aging, Inc.	Minivan (MV)	2022	5	2	Excellent

TABLE 13: ADDITIONAL ASSETS – INFRASTRUCTURE & FACILITIES

Agency Name	Facility Name	Street Address	City	Square Feet	Year Built	Condition Assessment Date	Previous Condition Assessment	Notes
Allen Council on Aging	Garage	602 E 5 th Ave	Oakdale	4500	2012	6/25/2024	4	Bus barn/lean to shelter
City of DeRidder/Beauregard Transit	Bus Barn	710 South Pine St.	DeRidder	4000	2014	6/6/2024	4	Bus barn/lean to shelter
East Feliciana Council on Aging	Garage	11102 Bank St.	Clinton	4200	2013	6/24/2024	4	Bus barn/lean to shelter
Evangeline Council on Aging	Garage	1012 North Reed St.	Ville Platte	4600	1995	6/7/2024	4	Bus barn/lean to shelter
St. James Dept of Human Resource	Open Metal Building Garage	5154 Hwy 44	Convent	1200	2013	6/12/2024	4	Bus barn/lean to shelter
St. Landry Parish Community Action Agency	Garage	1065 Hwy 749	Opelousas	4000	2013	6/14/2024	4	Bus barn/lean to shelter
St Martin Council on Aging	Garage	391 Cannery Rd	Breaux Bridge	3600	2010	10/4/2024	4	Bus barn/lean to shelter
Terrebonne Council on Aging	Garage	510 Bragg St.	Houma	2700	2014	6/11/2024	4	Wash bay
Vermilion Council on Aging	Garage	1928 Graceland Ave	Abbeville	3100	2013	10/7/2024	5	Bus barn/lean to shelter
Webster Parish Police Jury- OCS	Garage	103 Bayou Ave	Minden	4800	2012	6/13/2024	5	Bus barn/lean to shelter
West Ouachita Senior Center	Garage	1702 North 7 th Street	West Monroe	5800	2012	6/10/2024	4	Bus barn/lean to shelter