TRANSIT ASSET MANAGEMENT PLAN

Regional Transit Authority

2817 Canal Street

New Orleans, LA 70119

RTA™

transdev

Revision History

Agency Name: REGIONAL TRANSIT AUTHORITY, FTA Recipient ID/UZA:

Accountable Executive: Justin T. Augustine, III, Chief Executive Officer

Initial RTA Board Adoption Date: September 25, 2018

Original Effective Date: September 25, 2018

Last Modified By (Name):	Last Modified (Date):

Regional Transit Authority
2817 Canal Street
New Orleans, LA 70119-6301

504.827.8300

www.norta.com

RESOLUTION NO. 18-071

STATE OF LOUISIANA

PARISH OF ORLEANS

Transit Asset Management Plan

Introduced by Commissioner Herrera,
seconded by Commissioner Raymond.

WHEREAS, the Regional Transit Authority has developed and implemented a Transit Asset Management Plan with funding from Grant Number LA-2017-011 as a Tier I public transportation provider; and

WHEREAS, the TAM final rule (Section 625.5) states that a Tier I provider is a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit; and

WHEREAS, the Regional Transit Authority owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53; and

WHEREAS, the TAM Plan provides an inventory of the Agency's capital assets, an assessment of the condition of the asset, and the funding needed to maintain a State of Good Repair; and

WHEREAS, the SGR is defined by the Federal Transit Administration FAST Act 49 U.S.C. Chapter 53 as the "condition in which a [transit asset or] capital asset is able to [safely] operate at a full level of performance"; and

WHEREAS, the TAM Plan documents that the Regional Transit Authority is operating and maintaining assets at a state of good repair.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Regional Transit Authority formally adopts the Transit Asset Management Plan.

THE FOREGOING WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREOF AND RESULTED AS FOLLOWS:

YEAS:	7
NAYS:	0
ABSTAIN:	0
ABSENT:	1

AND THE RESOLUTION WAS ADOPTED ON THE 25th DAY OF SEPTEMBER 2018.

FLOZELL DANIELS
CHAIRMAN
RTA BOARD OF COMMISSIONERS

Executive Summary

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets, to achieve or maintain transit networks in a State of Good Repair (SGR). In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring transit agencies to maintain and document minimum TAM standards. Federal law requires recipients and sub-recipients of Federal financial assistance to develop a Transit Asset Management Plan that is due to be completed on October 1, 2018.

A team of departmental staff members began working on developing the plan in January 2018. TAM team members include representatives from the Maintenance, Finance, Safety, Operations, and Scheduling & Planning Departments.

Transit Asset Management Plan required elements are as follows:

Asset Inventory Portfolio: Inventory the number and type of capital assets, including rolling stock, facilities, and equipment;

Asset Condition Assessment: Assess the condition of inventoried assets of which the RTA maintains direct ownership and capital responsibility;

Decision Support Tools & Management Approach: Describe the analytical processes and decision-support tools the RTA utilizes to estimate capital investment needs and develop its investment prioritization;

Investment Prioritization: Prioritize RTA's project-based investments developed in accordance with United States Federal Transit Authority Transit Asset Management Plan Requirements;

TAM and SGR Policy: Direct executive-level expectations for transit asset management;

Implementation Strategy: Operate RTA's actions to achieve TAM goals and policies;

List of Key Annual Activities: Execute actions needed to implement the TAM Plan;

Identification of Resources: Summarize resources needed to execute and complete a TAM Plan;

Evaluation Plan: Outline RTA's responsibility to monitor, update, and evaluate the TAM Plan.

Asset Inventory and Condition Assessment

Asset Inventory consists of four categories: Bus and Paratransit operations, Rail operations, Ferry operations, Facilities, and Infrastructure. The Condition Assessment is performed by following the FTA's TERM (Transit Economic Requirements Model) Scale. The Ratings below describe each Asset category is in a State of Good Repair (SGR).

Asset Assessment Rating Table

Asset	**Rating**
Bus and Paratransit	Within the Useful Life
Rail Operations	Within the Useful Life
Ferry Operations	Within the Useful Life
Facilities	"Good" TERM rating
Infrastructure	Under 5% (% of track segments defined as slow zone--performance restrictions due to defects, signaling issues, construction zones, maintenance work, or other causes). This number meets our 2018 TAM performance target of 5%, which we set for State of Good Repair.

Decision Support Tools and Management Approach

The RTA uses analytical processes and decision support tools to estimate capital investment needs over time and develop its investment prioritization. Tools include Hazard Mitigation Cost Effectiveness, NTD Data Collection and Forecasting for SGR Needs, and TAM Maturity Agency Self-Assessment.

The RTA Management Approach to develop the TAM plan is to ensure that SGR principles are embedded in Agency initiatives. The RTA Management Approach has four components that inform the prioritization process; the Strategic Mobility Plan (SMP), Safety Management Systems, Customer Service Program, and the Capital Program. Department leadership is required to hold regularly scheduled meetings to discuss Safety, Maintenance, Operation, Customer Service, Planning, and Finance. The issues, concerns, and successes shared during these meetings are used to review, update, and monitor the TAM planning activities.

Investment Prioritization

FTA requires that transit agencies prioritize their investments to guarantee adequate funding is budgeted to maintain a SGR, according to CFR Part 625. The Capital Program provides a longer-term funding outlook and represents a Prioritized List of Investments. There are four initiatives informing the TAM plan development that are elements of the prioritization process; the Strategic Mobility Plan (SMP), Safety Management Systems, Customer Service Program, and the Capital Program. The assets required to implement the recommendations from these initiatives are identified, assessed and prioritized in the TAM plan.

Implementation Strategy

The Implementation Strategy represents the agency's actions to achieve TAM goals and policies. This focuses on working with the TAM team to ensure that the TAM Plan is implemented in accordance with the prioritization process. The budget process is the

implementation strategy where each department provides input as funding allocations are assigned.

Key Activities

- Maintenance Control policies and procedures
- Preventive and corrective maintenance
- Employee training and awareness
- Hazard management program aspect of the SMS
- Safety Policy and supporting procedures
- Asset inventory and condition reporting
- Management's informed decision-making regarding allocation of resources
- Appropriate life-cycle management
- Capital program policy and procedures

Resources and Personnel

The personnel who are key to the process and to the Transit Asset Management Program are listed on page 15 of the document.

Evaluation Plan

The Evaluation Plan outlines RTA's responsibility to monitor, update, and evaluate the TAM Plan. Annual activities will include TAM Team members meeting on a quarterly basis to update the TAM database maintained by the Planning and Scheduling Department. The TAM Team, consisting of Maintenance, Finance, Safety, Operations, and Scheduling & Planning Departments, will submit Performance Targets in April and amend the TAM Plan in August and September.

In summary, the TAM Plan provides an inventory of the Agency's capital assets, an assessment of the assets condition, and the funding needed to maintain a State of Good

Repair. This TAM plan confirms that the RTA is currently operating in a State of Good Repair and has a plan to continue doing so.

THIS PAGE INTENTIONALLY BLANK

Table of Contents

THIS PAGE INTENTIONALLY BLANK

SECTION 1: INTRODUCTION

Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or sub-recipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan.

Each TAM plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals
- Provide accountability and visibility for leveraging asset management practices
- Support planning, budgeting, and communications to internal and external stakeholders

The Regional Transit Authority of New Orleans has developed and implemented a TAM Plan with funding from Grant Number LA-2017-011 as a Tier I public transportation provider. The TAM final rule (Section 625.5) states that a Tier I provider is a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

TAM Plan provides an inventory of the Agency's capital assets, an assessment of the condition of the asset, and the funding needed to maintain a State of Good Repair. The TAM Plan is a guiding document to prioritize and fund policy decisions for the agency.

SECTION 2: SGR POLICY

State of Good Repair (SGR) is defined by Federal Transit Administration FAST Act 49 U.S.C. Chapter 53 as the "condition in which a [transit asset or] capital asset is able to [safely] operate at a full level of performance."[1] The SGR is further defined by the Useful Life Benchmark (for rolling stock and equipment) or physical condition (for facilities) of the assets. Assets are considered in a State of Good Repair when they do not meet or exceed their Useful Life Benchmark (ULB) or physical condition threshold.

The condition of an asset is reported by following the FTA's TERM (Transit Economic Requirements Model) Scale. Vehicle and equipment assets, for example, are considered in a State of Good Repair, when rated as a 3 or above on FTA's TERM scale, where 3 is equivalent to the ULB set for an asset class. Additionally, facilities, are considered in a State of Good Repair when rated as a 3 or above on FTA's TERM scale below.

Figure 1- FTA TERM Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

[1] Fixing America's Surface Transportation Act 2015 Chapter 53 of Title 49, United States Code

The RTA approach to SGR includes setting performance targets for capital assets. The targets were prioritized by utilizing information related to capital assets from Standard Operating Procedures, and Maintenance Plans.

There are over 14 Standard Operating Procedures and over 21 Scheduled Maintenance Plans to keep vehicles in safe operating condition. As part of these processes for performance levels and safety standards, the TAM Team met earlier this year and set NTD performance targets for State of Good Repair in order to submit by FTA's deadline of April 1. These were approved by the Executive Team and sent the Regional Planning Commission.

Performance Targets for each asset class were set through a series of meetings with the TAM Team where FTA's Useful Life Benchmarks (ULBs) were compared to inventory data.

RTA submitted the targets in Table 1 below to the NTD for 2018.

Table 1: 2018 Performance Targets

Asset Class	Default Useful Life Benchmark (ULB) (years)	2018 Target
Rolling Stock - % Exceeding Useful Life Benchmark		
Bus	14	5%
Articulated bus	14	5%
Over-the-road bus	14	5%
Cutaway bus	10	5%
Van	8	5%
Streetcar	31	0%
Vintage trolley/streetcar (St. Charles Line)	58	0%
Ferryboat	42	0%
Equipment - % Exceeding Useful Life Benchmark		
Automobiles	8	5%
Trucks and other rubber tire vehicles (includes vans, SUVs, etc.)	8 for vans and SUVs. 14 for other.	10%
Steel wheel vehicles	25	100%
Facilities - % of Facilities below 3 in TERM condition rating (1-5)		
Passenger/Parking	-	5%
Administrative/Maintenance	-	10%
Infrastructure - % of Track segments defined as Slow Zone		
Streetcar Rail	-	5%

SECTION 3: ASSET INVENTORY AND CONDITION ASSESSMENT

A step in the process to ensure a SGR is developing an asset inventory and regularly conducting condition assessments of those assets. This approach is done to ensure that the Agency has a good understanding of the assets, the useful life, and when funding is required to refurbish or replace those assets.

Asset Inventory consists of four categories: Bus and Paratransit operations, Rail operations, Ferry operations, Facilities, and Infrastructure. The data was gathered in spreadsheets and is listed in Tables 2--27 in the Appendix.

The Condition Assessment is performed by following the FTA's TERM Scale. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale. See Figure 1.

The categories for condition assessment include Rolling Stock, Facilities, and Infrastructure. Following are the details associated with these categories.

The Equipment Condition Assessment measures the physical condition/useful life of equipment that is either a non-revenue service vehicle or a non-vehicle equipment asset with an acquisition value of $50,000 or more (individual line item or group). For this TAM Plan, "Equipment" is listed as Support or Non-Revenue Vehicles and as part of the Facilities Condition Assessments.

The Facilities Condition Assessment assigns a physical condition rating, based on FTA's TERM Scale, to all facility assets for which RTA owns and maintains direct capital responsibility.

Section 3.1: Rolling Stock

The Rolling Stock Condition Assessment assigns a condition rating to all rolling stock assets that RTA owns and maintains direct capital responsibility. The assessment considers bus and paratransit operations, rail operations, ferry operations, and is listed in Table 2.

Section 3.1.1 Bus and Paratransit Operations

RTA maintains a Useful Life of 12 years for buses and 5 years for vans. Six percent of the bus fleet is approaching the ULB, with none exceeding ULB. Twenty percent of the paratransit fleet is approaching the ULB, with none exceeding ULB. Both Bus and Paratransit fleets meet a State of Good Repair. The fleet inventory is listed in Table 4 and Table 5.1, located in the accompanying appendix, and is maintained according to industry standards for service delivery through preventative maintenance and rehabilitation programs. The draft RTA Capital Program includes purchase of new buses and bus refurbishment over the next five years, with the goal of an electric fleet by 2030.

The Fixed Route Bus Replacement Schedule and Para Transit Bus Replacement Schedule are outlined in Tables 6 and 7, in the appendix.

Section 3.1.2 Rail Operations

The objective of RTA's Rail Maintenance Plan is to optimize safety as well as the value of the funded dollar while protecting stakeholder investment. The primary goals of the plan are:

- Maintain vehicles in safe operating condition;
- Maintain Rail Infrastructure, tracks and OCS;
- Ensure each vehicle is operating at peak efficiency;
- Maximize equipment life;
- Minimize vehicle service failures (road calls);
- Meet or exceed manufacturers' maintenance requirements;
- Maintain vehicle exterior and interior appearance;
- Adhere to a strict preventive maintenance schedule;

- Administer an aggressive equipment warranty recovery program

The Plan states that the preventative maintenance practices maximize the useful life of vehicle, rail and Overhead Catenary System (OCS) support equipment, provide cost efficiency over the life of the vehicle and equipment, and ensure that vehicles and equipment are in safe operating condition. The streetcar inventory is listed in Table 8. There is no ULB for our streetcars. They cannot be purchased or replaced. The "age" of the fleet is not useful, since they are built by component. The Rail Maintenance Plan uses life-cycles of components to maintain a state of good repair. The components and their Useful Life are as follows:

- inverter and chopper/drive (20 years)
- traction motor, HVAC, and braking resistor (15 years)
- differential and axle set (12 years)
- truck (10 years)
- wheel set and body repair and paint (6 years)

RTA maintains the OCS for the streetcar rail system, which consists of 1,052 poles, 31.6 miles of feeder cable, 30.9 miles of trolley wire, and 9.7 miles of guy wire.

The RTA maintains six traction power substations in support of the streetcar rail system. The inventory and condition assessment are listed in Table 9. The overall condition assessment is "Good."

Section 3.1.3 Ferry Operations

The U.S. Coast Guard conducts an annual comprehensive inspection of the vessels and issues a certificate for compliance, with the option for quarterly inspections throughout the year.

Ferry vehicle assets are listed in Tables 10--11. The overall condition assessment is "Good."

Section 3.2 Facilities

The Facilities Condition Assessment assigns a physical condition rating, based on FTA's TERM Scale, to all facility assets for which RTA owns and maintains direct capital

responsibility. The rating scale is based on numbers 1 through 5, as defined by five considered “new” and one considered “poor.” Assets with a rating of 3 or higher are considered in a State of Good Repair (SGR).

The Regional Transit Authority maintains seven facilities for transit and administrative services. The facilities include A. Philip Randolph, Carrollton, New Orleans East, Napoleon, Canal Ferry Terminal, Algiers Ferry Terminal, and Gretna Ferry Terminal.

Section 3.2.1 A. Philip Randolph Facility

The A. Philip Randolph Facility located at 2817 Canal Street houses all general administrative, bus operations and maintenance, and streetcar operations and maintenance functions for the twenty-four (24) Canal Street (red) and seven (7) Riverfront (red) streetcars. This facility also includes the Operations Control Center. This facility is rated “Good” and is detailed in Tables 15—17.

Section 3.2.2 Carrollton Facility

The Carrollton Facility located at 8225 Willow Street is the dedicated vehicle and storage maintenance facility for the thirty-five (35) “green” streetcars. This facility is rated “Good” and is detailed in Table 19.

Section 3.2.3 New Orleans East Facility

The New Orleans East Facility located at 3900 Desire Parkway houses administrative functions, bus operations and maintenance, as well as parts storage. This facility is rated “Good” and is detailed in Tables 20—24.

Section 3.2.4 Napoleon Facility

The Napoleon Facility is located at 401 Napoleon Avenue and was built in 1892 to serve as a power station for the St. Charles Streetcar Line. The facility is currently vacant and undergoing renovation. An adjacent modern building is utilized for rail maintenance storage. This facility is rated “Adequate” and is detailed in Table 25.

Section 3.2.4 Canal Ferry Terminal

The Canal Street Ferry Terminal is located at foot of Canal Street with a pedestrian bridge, access road from foot of Canal Street through floodwall to main terminal building, and vehicle bridge from main terminal area to landing barge. This entire facility is scheduled to be demolished and rebuilt beginning late 2018. Despite a “Poor” rating for escalators, this facility is rated “Good” and is detailed in Table 13.

Section 3.2.5 Algiers Ferry Terminal

The Algiers Ferry Terminal is located at 101 Morgan Street and includes a vehicle bridge from parking lot to landing barge, terminal building with front access stairway and upriver access ramp, and pedestrian bridge. RTA recently received a Passenger Ferry Grant from FTA to modernize the Algiers Ferry Terminal by upgrading its barge to accommodate new pedestrian passenger ferries and to enhance passenger safety and security in the terminal. This facility is rated “Good” and is detailed in Table 13.

Section 3.2.6 Gretna Ferry Terminal

The Gretna Ferry Terminal is located at 801 1st Street and includes a parking lot, upriver levee/floodwall access exit ramp, vehicle bridge from parking lot to landing barge, terminal building, and pedestrian bridge. This facility is rated “Good” and is detailed in Table 13.

More details on Ferry facilities are listed in Table 12.

Overall TERM rating for facilities is “Good.” Detailed RTA Facility Condition Assessments are listed in Tables 14--26 located in the accompanying appendix.

Section 3.3 Infrastructure—Performance Restrictions

A performance restriction is defined to exist on a segment of rail fixed guideway when the maximum permissible speed of transit vehicles is set to a value that is below the guideway’s full-service speed. Performance restrictions may result from a variety of causes, including defects, signaling issues, construction zones, maintenance work, or other causes. Field observations of streetcar travel times were conducted and performance restrictions (slow zones) were calculated for defined rail segments in accordance with FTA guidelines. The slow zone data is listed in Table 27, located in the

accompanying appendix. Monthly data will continue to be collected to determine the Annual Average Performance Restriction and will be useful as input to any planned schedule and routing changes. RTA has set its performance measure for no more than 5% of track operating at restricted speed for uncontrolled events on an annual basis.

SECTION 4: DECISION SUPPORT TOOLS AND MANAGEMENT APPROACH

Asset management is about using data and tolls that best support the agency's decision-making process. The following are approved decision support tools that we will use for RTA's TAM Plan:

Hazard Mitigation Cost Effectiveness Tool: The tool includes the ability to estimate the financial benefits of investing in disaster resilience for multiple types of scenarios and events.

NTD Data Collection and Forecasting for SGR Needs: Using NTD data allows us to project needs out 20 years, cost out replacing, rehabbing and adding new assets and estimate the impact of continuing current investment levels.

TAM Maturity Agency Self-Assessment Tool: The Transit Asset Management Maturity Agency Self-Assessment Tool is designed to be used by an agency to determine its current state, or baseline, of asset management maturity. The Microsoft Excel tool, which serves as an appendix to FTA's Transit Asset Management Guide, develops a maturity score from user inputs.

The above stated tools will improve the transparency, objectivity and performance of investment decision-making by providing data analysis of RTA's asset inventories. These tools support investment decisions with inventory and tracking capabilities which can be used to determine financial impacts of asset management over time. These financial impacts provide the RTA with a long term view of the system. RTA will use this information to develop budgetary funding priorities.

The RTA Management Approach has four components that inform the prioritization process; the Strategic Mobility Plan (SMP), Safety Management Systems, Customer Service Program, and the Capital Program. These documents in tandem with the

decision support tools will help us to estimate capital investment needs over time and develop our investment prioritization.

RTA's Strategic Mobility Plan (SMP) sets out the vision for transit in New Orleans for the next 20 years and includes 129 Action Items related to the Goals of Earn Trust, Be Equitable, Prioritize the Rider Experience, Be Reliable, Connect to Opportunities, and Support a Sustainable, Healthy Region. The implementation of action items is reliant on assets within their useful life. Therefore, the action item implementation date is used as an input to the TAM prioritization process. (https://www.norta.com/About/StrategicPlan)

Safety Management Systems (SMS) is a collaborative approach with the goal of ensuring that the transit agency has an inclusive and effective process to direct resources to optimally manage safety. SMS activities related to procedures and documentation aid in the prioritization process as detailed in the System Safety Program Plan /Agency Safety Plan. (http://bit.ly/SMSdocument) Per Section 2.4.2, the Operations Safety and Security Review Committee (OSSRC) has approved this TAM Plan as part of the implementation of the Safety Plan. Through implementation of the TAM Plan, required under 49 C.F.R Part 625, RTA will consider the results of the condition assessments while performing safety risk management and safety assurance activities. The results of the condition assessments, and subsequent SMS analysis inform TAM Plan Elements, specifically investment priorities.

Customer Service Programs include outreach through social media, a Customer Care RideLine-by-phone, and many other public communication strategies. Feedback received through these programs is incorporated into the prioritization process.

SECTION 5: PRIORITIZED LIST OF INVESTMENTS

FTA requires that transit agencies prioritize their investments to ensure that adequate funding is budgeted to maintain a SGR, according to CFR Part 625.

The RTA Investment Prioritization Process includes regular department meetings and continuous coordination with agency initiatives. For both locally funded and grant funded projects, Project Managers from various departments provide projections for each year based on existing revenue and the annual formula from FTA.

The Capital Program includes several projects supporting asset management through refurbishment and replacement of vehicles, facility rehabilitation and renovation, and infrastructure upgrade. It incorporates several findings of the SMP, SMS, and Customer Service Programs. RTA recently prepared a draft Capital Program for next five years.

The Capital Program provides a longer-term funding outlook and represents a Prioritized List of Investments (see Table 28, located in the accompanying appendix)

SECTION 6: IMPLEMENTATION STRATEGY

The Implementation Strategy focuses on working with the TAM team to ensure that the TAM Plan is implemented in accordance with the prioritization process.

As part of preparation for FY budget, RTA updates a schedule for asset replacement and rehabilitation annually. The budget process is comprehensive, with a series of meetings among departments to discuss projects and funding sources in coordination with the Regional Planning Commission. The RTA has adopted the Capital Projects Budget (see Table 29, located in the accompanying appendix) with several items related to fleet and facilities maintenance. Other key annual activities are included in standard operating

procedures and maintenance plans. Resources include TAM Team staff members and development of a financial modeling platform.

SECTION 7: KEY ACTIVITIES

The TAM related key activities are listed below as part of policies and programs. These are described in further detail in the Agency Safety Plan. (http://bit.ly/SMSdocument)

- Maintenance Control policies and procedures—compliance with rules contained in maintenance plans and manuals
- Preventive and corrective maintenance—adherence to inspection schedules and quality assurance
- Employee training and awareness—implementation of safety reporting systems
- Hazard management program aspect of the SMS—tracking hazards and review by OSSRC
- Safety Policy and supporting procedures—acquisition of safety data and analysis
- Asset inventory and condition reporting—compilation and documentation as required TAM elements
- Management's informed decision-making regarding allocation of resources—application of decision support tools
- Appropriate life-cycle management—coordination of rehabilitation, disposal, and replacement
- Capital program policy and procedures—prioritization of funding for projects to maintain SGR

SECTION 8: RESOURCES AND PERSONNEL

The RTA has approved appropriate resources through its annual budgeting process through the end of the current contract cycle. The personnel who are key to the process and to the Transit Asset Management Program are listed on the following page.

TAM Team Members

Jared E. Munster, Interim Executive Director

Justin T. Augustine, III, Vice President, Transdev, In Service to the RTA

Adelee M. Le Grand, Chief Strategy Officer

Brendan Matthews, Chief Operating Officer

Ronald G. Baptiste, Jr., Chief Finance Officer

Jacques Robichaux, Director of Maintenance

Steven Neal, Paratransit Director

Oscar Figueroa, Director of Safety and Security

Denise Stevenson, Director of Accounting

Omar A. Alvarado, Director of Planning and Scheduling

Bertrand Donnes, General Manager, Ferry

Wilbert Mullet, Superintendent, Rail

Kenneth Songy, Superintendent of Facilities

Franklyn Jones, Superintendent, Bus Maintenance

Lisa Gilberti, Supervisor, Paratransit

Teron Lewis, Sr., Supervisor, General Repair, Rail

Joseph Held, Supervisor, General Repair, Rail

Tina Ellison, Supervisor, General Accounting

Yvette L. Brandt, Principal Transportation Planner

Arionne Edwards, Project Coordinator

Davis Jones, Statistical Clerk

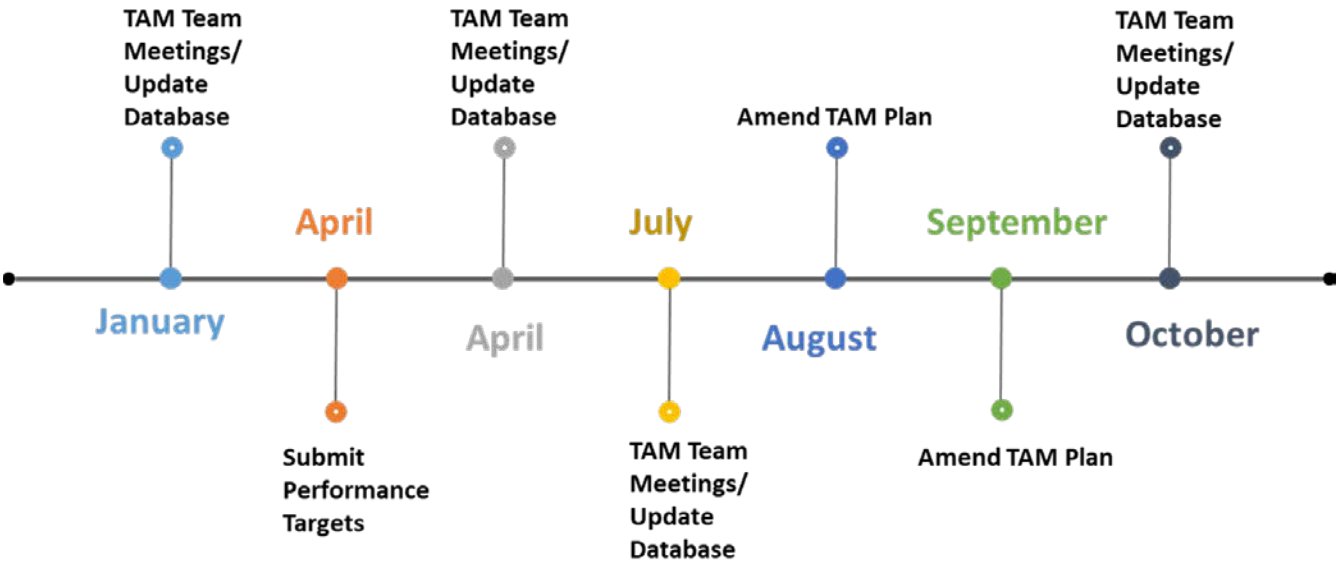
SECTION 9: EVALUATION PLAN

The Evaluation Plan outlines RTA's responsibility to monitor, update, and evaluate the TAM Plan.

RTA defines continuous improvement as a process by which it manages capital assets to ensure a State of Good Repair and to anticipate future needs. Annual activities will include TAM Team members meeting on a quarterly basis to update the TAM database maintained by the Planning and Scheduling Department. The meeting in January will focus on NTD reporting (performance targets, narrative, and condition assessments). The meetings later in the year will focus on any proposed amendments to the TAM Plan. The TAM team including the Executive Team is listed on page 15 of this report.
The TAM Team will submit Performance Targets in April and amend the TAM Plan in August and September as shown in the timeline below.

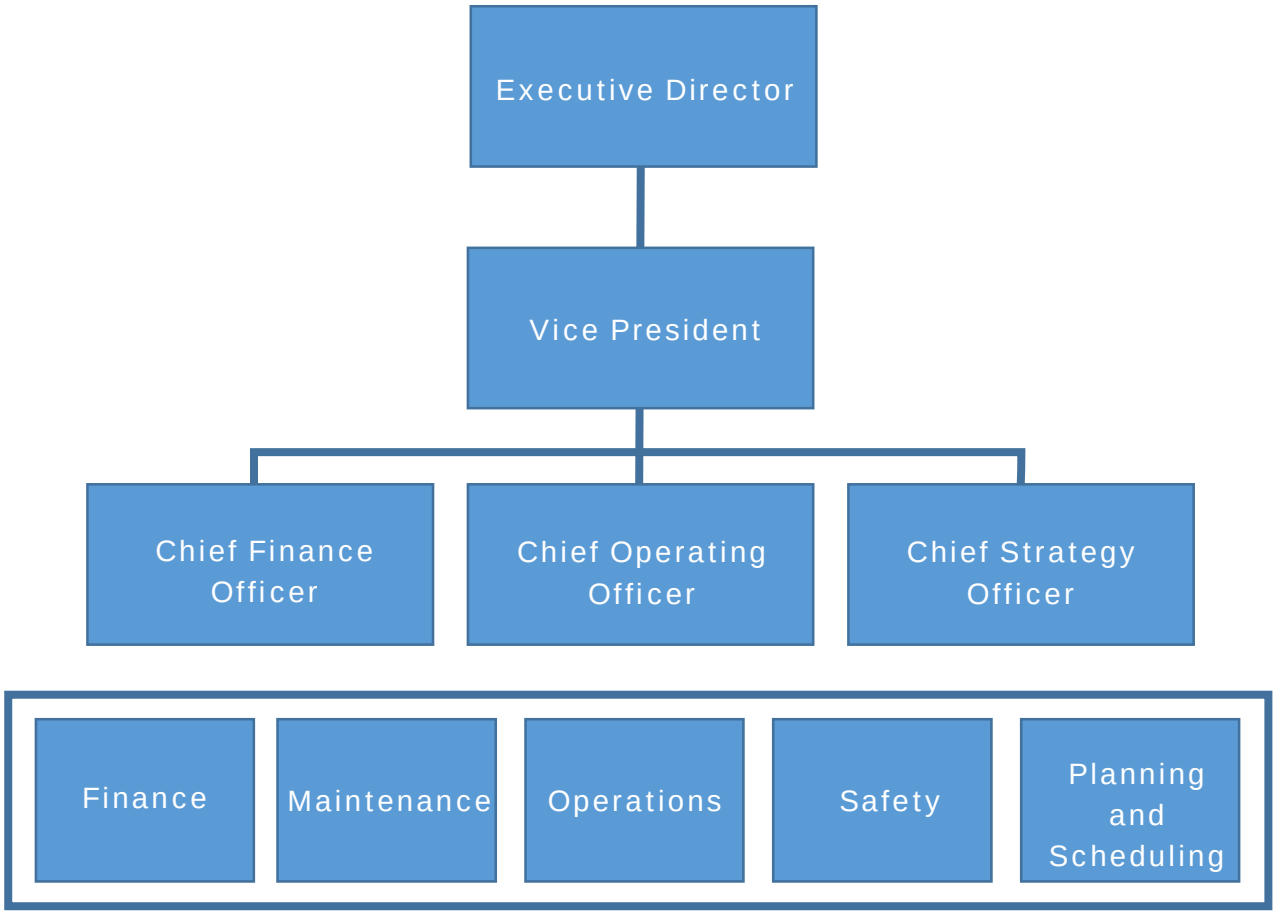
.

Figure 2: TAM Annual Timeline



This TAM Plan shall also be amended during the four-year horizon period when there is a notable change to priorities, staff, assets, and/or operations occurring at the Authority. The TAM team structure for implementation and evaluation is shown below.

Figure 3: TAM implementation team



SECTION 10: CONCLUSION

RTA is committed to FTA's mandate to maintain assets in State of Good Repair. The proposed TAM Plan supports RTA's strategic approach to service provision and meets the requirements of 49 CFR 625 on Transit Asset Management.

APPENDIX

Table 1: 2018 Performance Targets

State of Good Repair (SGR)/Transit Asset Management (TAM)

Asset Class	Default Useful Life Benchmark (ULB) (years)	2018 Target
Rolling Stock - % Exceeding Useful Life Benchmark		
Bus	14	5%
Articulated bus	14	5%
Over-the-road bus	14	5%
Cutaway bus	10	5%
Van	8	5%
Streetcar	31	0%
Vintage trolley/streetcar (St. Charles Line)	58	0%
Ferryboat	42	0%
Equipment - % Exceeding Useful Life Benchmark		
Automobiles	8	5%
Trucks and other rubber tire vehicles (includes vans, SUVs, etc.)	8 for vans and SUVs. 14 for other.	10%
Steel wheel vehicles	25	100%
Facilities - % of Facilities below 3 in TERM condition rating (1-5)		
Passenger/Parking	-	5%
Administrative/Maintenance	-	10%
Infrastructure - % of Track segments defined as Slow Zone		
Streetcar Rail	-	5%

Table 2: Fleet Asset Class

FIXED ROUTE FLEET

	YEAR	No. Buses	Age	Total Years
Orion V	2004	3	14	42
MCI	2004	5	14	70
Orion VII	2008	29	10	290
Orion VII	2010	75	8	600
Orion VII	2012	8	6	48
New Flyer Hybrid	2010	5	8	40
New Flyer Hybrid	2012	10	6	60
New Flyer Hybrid	2013	1	5	5
		136		1155
AVG. AGE OF FLEET				8.5

LIFT FLEET

	YEAR	No. Buses	Age	Total Years
Dodge Sprinter	2009	10	9	90
Dodge Amerivan	2012	3	6	18
Chevrolet Glaval	2013	13	5	65
Chrysler Braun min-Van	2015	7	3	21
Goshen Ford F-450	2015	1	3	3
Goshen Ford F-450	2016	17	2	34
		51		231
AVG. AGE OF FLEET				4.5

STREET CARS

	YEAR	No. Cars	Age	Total Years
Perley Thomas	1923	35	95	3325
River Front	1997	7	21	147
Canal	2004	24	14	336
		66		3808
AVG. AGE OF FLEET				57.7

Table 3: Current Support Vehicle List							
Vehicle	Year	Make	Serial No	License	Body	Color	Type of Equipment
6200	2007	Dodge	1D7HA18P27J544842	201963	Truck	White	1/2 Ton Pickup Light
6201	2007	Dodge	1D7HA18P47J544843	201967	Truck	White	1/2 Ton Pickup Light
6202	2007	Dodge	1D7HA18PX7J544846	201966	Truck	White	1/2 Ton Pickup Light
6203	2007	Dodge	1D7HA18P67J544844	201965	Truck	White	1/2 Ton Pickup Light
6204	2007	Dodge	1D7HA18P87J544845	201964	Truck	White	1/2 Ton Pickup Light
6205	2007	Dodge	1D7HA18P17J544847	201962	Truck	White	1/2 Ton Pickup Light
6206	2014	Ford	1FTMF1CM0EKG23375	240461	Truck	White	F-150 Reg Cab 4 x 2
6207	2014	Ford	1FTMF1CM2EKG23376	240462	Truck	White	F-150 Reg Cab 4 x 2
6208	2014	Ford	1FTMF1CM9EKG23374	240464	Truck	White	F-150 Reg Cab 4 x 2
6209	2014	Ford	1FTMF1EF2EKG08570	240465	Truck	White	F-150 Reg Cab 4 x 4
6210	2014	Ford	1FTMF1EF4EKG08571	240466	Truck	White	F-150 Reg Cab 4 x 4
6211	2014	Ford	1FTMF1EF6EKG08569	240463	Truck	White	F-150 Reg Cab 4 x 4
6212	2015	Ford	1FT8W3A60FEB81862	240459	Truck	White	F-350 Crew Cab 4 x 2
6213	2015	Ford	1FT8W3A62FEB81863	241483	Truck	White	F-350 Crew Cab 4 x 2
6214	2015	Ford	1FT8W3A69FEB81861	240460	Truck	White	F-350 Crew Cab 4 x 2
6215	2015	Ford	1FT8W3C6XFEB81865	241482	Truck	White	F-350 Crew Cab 4 x 2 DRW
6216	2015	Ford	1FDBF3E65FEB96031	240468	Truck	White	F-350 SERVICE BODY TRUCK

Table 3: Current Support Vehicle List (Continued)

Vehicle	Year	Make	Serial No	License	Body	Color	Type of Equipment
6217	2015	Ford	1FDBF3E67FEB96032	177283	Truck	White	F-350 SERVICE BODY TRUCK
6218	2015	Ford	1FDBF3E69FEB96033	177282	Truck	White	F-350 SERVICE BODY TRUCK
6219	2015	Ford	1FDBF3E63FEB95914	240467	Truck	White	F-350 SERVICE BODY TRUCK
6546	2010	Chevrolet	2G1WD5EM6A1238716	227512	Auto	White	Impala-Police Package
6547	2010	Chevrolet	2G1WD5EMXA1240064	227507	Auto	White	Impala-Police Package
6548	2010	Chevrolet	2G1WD5EM3A1240228	227508	Auto	White	Impala-Police Package
6549	2010	Chevrolet	2G1WD5EM8A1240452	227509	Auto	White	Impala-Police Package
6550	2010	Chevrolet	2G1WD5EM1A1240745	227510	Auto	White	Impala-Police Package
6551	2010	Chevrolet	2G1WD5EM8A1240824	227511	Auto	White	Impala-Police Package
6632	2007	Jeep	1J4GK48K17W598624	201984	SUV	White	Liberty Sport 4 door
6633	2007	Jeep	1J4GK48K57W598626	201983	SUV	White	Liberty Sport 4 door
6634	2015	Dodge	3C4PDCBG0FT568307	241479	SUV	White	4 Door Journey SXT
6635	2015	Dodge	3C4PDCBG0FT568310	241481	SUV	White	4 Door Journey SXT
6636	2015	Dodge	3C4PDCBG1FT561088	235461	SUV	White	4 Door Journey SXT
6637	2015	Dodge	3C4PDCBG1FT561091	241457	SUV	White	4 Door Journey SXT
6638	2015	Dodge	3C4PDCBG2FT568308	235417	SUV	White	4 Door Journey SXT
6639	2015	Dodge	3C4PDCBG3FT561089	235458	SUV	White	4 Door Journey SXT

Table 3: Current Support Vehicle List (Continued)

Vehicle	Year	Make	Serial No	License	Body	Color	Type of Equipment
6640	2015	Dodge	3C4PDCBG3FT569662	241476	SUV	White	4 Door Journey SXT
6641	2015	Dodge	3C4PDCBG4FT568309	241478	SUV	White	4 Door Journey SXT
6642	2015	Dodge	3C4PDCBG5FT561093	241477	SUV	White	4 Door Journey SXT
6643	2015	Dodge	3C4PDCBG6FT561071	235419	SUV	White	4 Door Journey SXT
6644	2015	Dodge	3C4PDCBG6FT561085	235460	SUV	White	4 Door Journey SXT
6645	2015	Dodge	3C4PDCBG6FT565055	235418	SUV	White	4 Door Journey SXT
6646	2015	Dodge	3C4PDCBG7FT561094	241458	SUV	White	4 Door Journey SXT
6647	2015	Dodge	3C4PDCBG7FT568305	241474	SUV	White	4 Door Journey SXT
6648	2015	Dodge	3C4PDCBG8FT561072	241455	SUV	White	4 Door Journey SXT
6649	2015	Dodge	3C4PDCBG8FT561086	235459	SUV	White	4 Door Journey SXT
6650	2015	Dodge	3C4PDCBG9FT561095	241459	SUV	White	4 Door Journey SXT
6651	2015	Dodge	3C4PDCBG9FT568306	241480	SUV	White	4 Door Journey SXT
6652	2015	Dodge	3C4PDCBGXFT561087	241475	SUV	White	4 Door Journey SXT
6653	2015	Dodge	3C4PDCBGXFT561090	241456	SUV	White	4 Door Journey SXT
6654	2017	Chevrolet	1GAZGNFF5H1343185	N/A	VAN	White	EXPRESS 14 PASSENGER
6779	2001	Ford	1FDX46S81EB70264	165461	Truck	White	F450 CB W/WELDING MACH

Table 3: Current Support Vehicle List (Continued)

Vehicle	Year	Make	Serial No	License	Body	Color	Type of Equipment
6780	2001	Ford	1FDX46SX1EB70265	165460	Truck	White	F450 Maintenance Road Call
6783	2001	International	1HTSHAAR62H515564	161776	Dump Truck	White	Model 4900/12 yd. Dump Hvy
6900	2008	International	1HTJTSKIM58H667797	207462	Truck	White	Vault Truck Heavy
6901	2008	International	1HTMKAZL38H667840	207463	Truck	White	4400 SBA 4X2 - Rail Heavy
6902	2008	Renegade	1FVACXBS58HZ31761	PP225205	35’	White	Command Center Multi Passenger
6903	2009	International	1HTWYAHT19J135019	PP225431	Wrecker	White	Heavy
6904	2009	Ford	3FRNF65PX9V135975	PP225433	Wrecker	White	Heavy
6905	2012	Chevrolet	1GCNKPEA5DZ143862	233850	Truck	White	4 X 4 single cab pickup Med
6906	2013	Chevrolet	1GNLC2E07DR180059	233530	SUV	White	4 doors 2-wheel drive
6909	2013	Ford	1FDUF5GY90EA16887	229855	Truck	White	Bucket Truck
6920	2018	Ford F550	1FDUF5GY0HED70657	N/A	BUCKET TRUCK	White	SIS CATENARY CREW
6921	2018	International	1FVHCYFE6JHJV1556	NEED PLATE	Dump Truck	White	Model 4900/12 yd. Dump Hvy
Total 62 Support Vehicles							

Table 4: Fixed Route Fleet Inventory							
Vehicle No.	Serial Number	Make	Seating	Model	Year	Active	Age (years)
143	1VHFF3G2386703753	Orion VII Low Floor	32	7.502	2008	Yes	10
144	1VHFF3G2286704036	Orion VII Low Floor	32	7.502	2008	Yes	10
148	1VHFF3G2586704046	Orion VII Low Floor	32	7.502	2008	Yes	10
149	1VHFF3G2786704047	Orion VII Low Floor	32	7.502	2008	Yes	10
151	1VHFF3G2486704068	Orion VII Low Floor	32	7.502	2008	Yes	10
152	1VHFF3G2686704069	Orion VII Low Floor	32	7.502	2008	Yes	10
153	1VHFF3G2286704070	Orion VII Low Floor	32	7.502	2008	Yes	10
154	1VHFF3G2186704075	Orion VII Low Floor	32	7.502	2008	Yes	10
155	1VHFF3G2386704076	Orion VII Low Floor	32	7.502	2008	Yes	10
156	1VHFF3G2586704077	Orion VII Low Floor	32	7.502	2008	Yes	10
157	1VHFF3G2786704078	Orion VII Low Floor	32	7.502	2008	Yes	10
158	1VHFF3G2986704079	Orion VII Low Floor	32	7.502	2008	Yes	10
160	1VHFF3G2986704081	Orion VII Low Floor	32	7.502	2008	Yes	10
165	1VHFF3G2X86704091	Orion VII Low Floor	32	7.502	2008	Yes	10
166	1VHFF3G2186704092	Orion VII Low Floor	32	7.502	2008	Yes	10
167	1VHFF3G2386704093	Orion VII Low Floor	32	7.502	2008	Yes	10
168	1VHFF3G2586704094	Orion VII Low Floor	32	7.502	2008	Yes	10
169	1VHFF3G2786704095	Orion VII Low Floor	32	7.502	2008	Yes	10
170	1VHFF3G2986704096	Orion VII Low Floor	32	7.502	2008	Yes	10
172	1VHFF3G2286704098	Orion VII Low Floor	32	7.502	2008	Yes	10
173	1VHFF3G2486704099	Orion VII Low Floor	32	7.502	2008	Yes	10

Table 4: Fixed Route Fleet Inventory (Continued)

Vehicle No.	Serial Number	Make	Seating	Model	Year	Active	Age (years)
175	1VHFF3G2486704121	Orion VII Low Floor	32	7.502	2008	Yes	10
176	1VHFF3G2686704122	Orion VII Low Floor	32	7.502	2008	Yes	10
177	1VHFF3G2886704123	Orion VII Low Floor	32	7.502	2008	Yes	10
178	1VHFF3G2X86704124	Orion VII Low Floor	32	7.502	2008	Yes	10
179	1VHFF3G2186704125	Orion VII Low Floor	32	7.502	2008	Yes	10
180	1VHFF3G2386704126	Orion VII Low Floor	32	7.502	2008	Yes	10
181	1VHFF3G2986704129	Orion VII Low Floor	32	7.502	2008	Yes	10
192	1VHFH3G22A6705767	Orion VII Low Floor	40	7.502	2010	Yes	8
193	1VHFH3G21A6706358	Orion VII Low Floor	40	7.502	2010	Yes	8
194	1VHFH3G27A6706381	Orion VII Low Floor	40	7.502	2010	Yes	8
195	1VHFH3G21A6706425	Orion VII Low Floor	40	7.502	2010	Yes	8
196	1VHFH3G27A6706428	Orion VII Low Floor	40	7.502	2010	Yes	8
197	1VHFH3G29A6706429	Orion VII Low Floor	40	7.502	2010	Yes	8
198	1VHFH3G25A6706430	Orion VII Low Floor	40	7.502	2010	Yes	8
199	1VHFH3G29A6706434	Orion VII Low Floor	40	7.502	2010	Yes	8
200	1VHFH3G27A6706445	Orion VII Low Floor	40	7.502	2010	Yes	8
201	1VHFH3G27A6706462	Orion VII Low Floor	40	7.502	2010	Yes	8
202	1VHFH3G24A6706466	Orion VII Low Floor	40	7.502	2010	Yes	8
203	1VHFH3G26A6706470	Orion VII Low Floor	40	7.502	2010	Yes	8
204	1VHFH3G2XA6706472	Orion VII Low Floor	40	7.502	2010	Yes	8
205	1VHFH3G22A6706496	Orion VII Low Floor	40	7.502	2010	Yes	8
206	1VHFH3G24A6706497	Orion VII Low Floor	40	7.502	2010	Yes	8
207	1VHFH3G22A6706501	Orion VII Low Floor	40	7.502	2010	Yes	8
208	1VHFH3G26A6706503	Orion VII Low Floor	40	7.502	2010	Yes	8

Table 4: Fixed Route Fleet Inventory (Continued)

Vehicle No.	Serial Number	Make	Seating	Model	Year	Active	Age (years)
209	1VHFH3G23A6706507	Orion VII Low Floor	40	7.502	2010	Yes	8
210	1VHFH3G25A6706511	Orion VII Low Floor	40	7.502	2010	Yes	8
211	1VHFH3G27A6706512	Orion VII Low Floor	40	7.502	2010	Yes	8
212	1VHFH3G24A6706533	Orion VII Low Floor	40	7.502	2010	Yes	8
213	1VHFH3G26A6706534	Orion VII Low Floor	40	7.502	2010	Yes	8
214	1VHFH3G23A6706541	Orion VII Low Floor	40	7.502	2010	Yes	8
215	1VHFH3G25A6706542	Orion VII Low Floor	40	7.502	2010	Yes	8
216	1VHFH3G29A6706561	Orion VII Low Floor	40	7.502	2010	Yes	8
217	1VHFH3G20A6706562	Orion VII Low Floor	40	7.502	2010	Yes	8
218	1VHFH3G23A6706569	Orion VII Low Floor	40	7.502	2010	Yes	8
219	1VHFH3G2XA6706570	Orion VII Low Floor	40	7.502	2010	Yes	8
220	1VHFH3G22A6706594	Orion VII Low Floor	40	7.502	2010	Yes	8
221	1VHFH3G24A6706595	Orion VII Low Floor	40	7.502	2010	Yes	8
222	1VHFH3G2XA6706598	Orion VII Low Floor	40	7.502	2010	Yes	8
223	1VHFH3G21A6706599	Orion VII Low Floor	40	7.502	2010	Yes	8
224	1VHFH3G24A6706600	Orion VII Low Floor	40	7.502	2010	Yes	8
225	1VHFH3G27A6706624	Orion VII Low Floor	40	7.502	2010	Yes	8
226	1VHFH3G24A6706628	Orion VII Low Floor	40	7.502	2010	Yes	8
227	1VHFH3G26A6706629	Orion VII Low Floor	40	7.502	2010	Yes	8
228	1VHFH3G21A6706635	Orion VII Low Floor	40	7.502	2010	Yes	8
229	1VHFH3G25A6706637	Orion VII Low Floor	40	7.502	2010	Yes	8
230	1VHFH3G26A6706663	Orion VII Low Floor	40	7.502	2010	Yes	8
231	1VHFH3G28A6706664	Orion VII Low Floor	40	7.502	2010	Yes	8
232	1VHFH3G2XA6706665	Orion VII Low Floor	40	7.502	2010	Yes	8

Table 4: Fixed Route Fleet Inventory (Continued)

Vehicle No.	Serial Number	Make	Seating	Model	Year	Active	Age (years)
233	1VHFH3G25A6706671	Orion VII Low Floor	40	7.502	2010	Yes	8
234	1VHFH3G27A6706672	Orion VII Low Floor	40	7.502	2010	Yes	8
235	1VHFH3G23A6706698	Orion VII Low Floor	40	7.502	2010	Yes	8
236	1VHFH3G25A6706699	Orion VII Low Floor	40	7.502	2010	Yes	8
237	1VHFH3G25A6706702	Orion VII Low Floor	40	7.502	2010	Yes	8
238	1VHFH3G23A6706703	Orion VII Low Floor	40	7.502	2010	Yes	8
239	1VHFH3G26A6706727	Orion VII Low Floor	40	7.502	2010	Yes	8
240	1VHFH3G28A6706728	Orion VII Low Floor	40	7.502	2010	Yes	8
241	1VHFH3G27A6706736	Orion VII Low Floor	40	7.502	2010	Yes	8
242	1VHFH3G29A6706737	Orion VII Low Floor	40	7.502	2010	Yes	8
243	1VHFH3G22A6706742	Orion VII Low Floor	40	7.502	2010	Yes	8
244	1VHFH3G28A6706759	Orion VII Low Floor	40	7.502	2010	Yes	8
245	1VHFH3G24A6706760	Orion VII Low Floor	40	7.502	2010	Yes	8
246	1VHFH3G29A6706768	Orion VII Low Floor	40	7.502	2010	Yes	8
247	1VHFH3G20A6706769	Orion VII Low Floor	40	7.502	2010	Yes	8
248	1VHFH3G29A6706771	Orion VII Low Floor	40	7.502	2010	Yes	8
249	1VHFH3G24A6706774	Orion VII Low Floor	40	7.502	2010	Yes	8
250	1VHFH3G26A6706775	Orion VII Low Floor	40	7.502	2010	Yes	8
251	1VHFH3G21A6706778	Orion VII Low Floor	40	7.502	2010	Yes	8
252	1VHFH3G23A6706779	Orion VII Low Floor	40	7.502	2010	Yes	8
253	1VHFH3G20A6706786	Orion VII Low Floor	40	7.502	2010	Yes	8
254	1VHFH3G22A6706787	Orion VII Low Floor	40	7.502	2010	Yes	8
255	1VHFH3G26A6706792	Orion VII Low Floor	40	7.502	2010	Yes	8
256	1VHFH3G28A6706793	Orion VII Low Floor	40	7.502	2010	Yes	8

Table 4: Fixed Route Fleet Inventory (Continued)

Vehicle No.	Serial Number	Make	Seating	Model	Year	Active	Age (years)
257	1VHFH3G21A6706800	Orion VII Low Floor	40	7.502	2010	Yes	8
258	1VHFH3G29A6706804	Orion VII Low Floor	40	7.502	2010	Yes	8
259	1VHFH3G28A6706809	Orion VII Low Floor	40	7.502	2010	Yes	8
260	1VHFH3G26A6706811	Orion VII Low Floor	40	7.502	2010	Yes	8
261	1VHFH3G20A6706822	Orion VII Low Floor	40	7.502	2010	Yes	8
262	1VHFH3G24A6706824	Orion VII Low Floor	40	7.502	2010	Yes	8
263	1VHFH3G26A6706825	Orion VII Low Floor	40	7.502	2010	Yes	8
264	1VHFH3G28A6706826	Orion VII Low Floor	40	7.502	2010	Yes	8
265	1VHFH3G24A6706872	Orion VII Low Floor	40	7.502	2010	Yes	8
266	1VHFH3G23A6706877	Orion VII Low Floor	40	7.502	2010	Yes	8
267	1VHFH3G28C6708353	Orion VII Low Floor	40	7.502	2012	Yes	6
268	1VHFH3G2XC6708354	Orion VII Low Floor	40	7.502	2012	Yes	6
269	1VHFH3G21C6708355	Orion VII Low Floor	40	7.502	2012	Yes	6
270	1VHFH3G23C6708356	Orion VII Low Floor	40	7.502	2012	Yes	6
271	1VHFH3G25C6708357	Orion VII Low Floor	40	7.502	2012	Yes	6
272	1VHFH3G27C6708358	Orion VII Low Floor	40	7.502	2012	Yes	6
273	1VHFH3G29C6708359	Orion VII Low Floor	40	7.502	2012	Yes	6
274	1VHFH3G28C6708360	Orion VII Low Floor	40	7.502	2012	Yes	6
4501	1M8PDMPA95P056479	MCI Motor Coach	55	D4500	2005	Yes	13
4502	1M8PDMPA95P056480	MCI Motor Coach	55	D4500	2005	Yes	13
4503	1M8PDMPA05P056481	MCI Motor Coach	55	D4500	2005	Yes	13
4504	1M8PDMPA25P056482	MCI Motor Coach	55	D4500	2005	Yes	13
4505	1M8PDMPA45P056483	MCI Motor Coach	55	D4500	2005	Yes	13
H001	5FYH5YU14AG037588	New Flyer-Hybrid	62	DE60LFR	2010	Yes	8

Table 4: Fixed Route Fleet Inventory (Continued)

Vehicle No.	Serial Number	Make	Seating	Model	Year	Active	Age (years)
H002	5FYH5YU16AC037589	New Flyer-Hybrid	62	DE60LFR	2010	Yes	8
H003	5FYH5YU12AC037590	New Flyer-Hybrid	62	DE60LFR	2010	Yes	8
H004	5FYH5YU14AC037591	New Flyer-Hybrid	62	DE60LFR	2010	Yes	8
H005	5FYH5YU16AC037592	New Flyer-Hybrid	62	DE60LFR	2010	Yes	8
H006	5FYH5YU16CB040999	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H007	5FYH5YU17CB041000	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H008	5FYH5YU19CB041001	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H009	5FYH5YU10CB041002	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H010	5FYH5YU12CB041003	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H011	5FYH5YU14CB041004	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H012	5FYH5YU16CB041005	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H013	5FYH5YU18CB041006	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H014	5FYH5YU1XCB041007	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H015	5FYH5YU11CB041008	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6
H016	5FYH5YU15DB041904	New Flyer-Hybrid	62	DE60LFR	2012	Yes	6

Table 5: Paratransit Sprinter								
Sprinter	Yr.	Model	Make	VIN Number	License	Seating	Type/Equipment	Location
182	2008	Sprinter	Dodge	WDOPF4451853107755	NO59033	14	Fixed Rt. Sprinter	Canal
183	2008	Sprinter	Dodge	WDOPF4457853107758	NO59028	14	Paratransit Route	Canal
184	2008	Sprinter	Dodge	WDOPF4452853111199	NO59029	14	Paratransit Route	Canal
185	2008	Sprinter	Dodge	WDOPF4457853137742	NO59031	14	Paratransit Route	Canal
186	2008	Sprinter	Dodge	WDOPF4459853140083	NO52127	14	Paratransit Route	Canal
187	2008	Sprinter	Dodge	WDOPF4452853140085	NO59035	14	Paratransit Route	Canal
188	2008	Sprinter	Dodge	WDOPF4451853143322	NO52125	14	Paratransit Route	Canal
189	2008	Sprinter	Dodge	WDOPF4450853147764	NO59032	14	Paratransit Route	Canal
190	2008	Sprinter	Dodge	WDOPF4456853150059	NO52126	14	Paratransit Route	Canal
191	2008	Sprinter	Dodge	WDOPF4457853158815	NO59034	14	Paratransit Route	Canal
Total 10								

Table 5.1: Paratransit Vehicles							
Vehicle No	**Yr.**	**Model**	**Seat**	**Make**	**VIN Number**	**License**	**Type/Equipment**
7079	2012	Dodge	5	Amerivan	2C4RDGBGXCR232033	PH01612	Handicap Accessible
7080	2012	Dodge	5	Amerivan	2C4RDGBG1CR232034	PH01615	Handicap Accessible
7082	2012	Dodge	5	Amerivan	2C4RDGBG5CR232036	PH01613	Handicap Accessible
7083	2012	Chevrolet	10	Glaval	1GB6G5BG9C1180391	PH02186	Handicap Accessible
7084	2012	Chevrolet	10	Glaval	1GB6G5BG9C1180479	PH01618	Handicap Accessible
7085	2012	Chevrolet	10	Glaval	1GB6G5BG3C1180655	PH01616	Handicap Accessible
7086	2012	Chevrolet	10	Glaval	1GB6G5BG5C1180253	PH02189	Handicap Accessible
7087	2012	Chevrolet	10	Glaval	1GB6G5BG6C1180343	PH02188	Handicap Accessible
7088	2012	Chevrolet	10	Glaval	1GB6G5BG4C1181040	PH02187	Handicap Accessible
7089	2012	Chevrolet	10	Glaval	1GB6G5BG3C1159921	PH01680	Handicap Accessible
7090	2012	Chevrolet	10	Glaval	1GB6G5BG0C1161612	PH01617	Handicap Accessible
7091	2012	Chevrolet	10	Glaval	1GB6G5BG3C1161412	PH01679	Handicap Accessible
7092	2012	Chevrolet	10	Glaval	1GB6G5BG6C1181394	PH02185	Handicap Accessible
7093	2012	Chevrolet	10	Glaval	1GB6G5BG7C1182103	PH01681	Handicap Accessible
7094	2012	Chevrolet	10	Glaval	1GB6G5BG7C1182361	PH01682	Handicap Accessible
7095	2012	Chevrolet	10	Glaval	1GB6G5BG5D1119938	PH01683	Handicap Accessible
7096	2015	Dodge	5	Caravan	2C7WDGBG4FR634267	241485	Handicap Accessible
7098	2015	Dodge	5	Caravan	2C7WDGBG4FR634270	235416	Handicap Accessible
7099	2015	Dodge	5	Caravan	2C7WDGBG7FR599451	235420	Handicap Accessible
7100	2015	Dodge	5	Caravan	2C7WDGBG7FR599448	245494	Handicap Accessible
7101	2015	Dodge	5	Caravan	2C7WDGBG7FR614210	245495	Handicap Accessible
7102	2015	Dodge	5	Caravan	2C7WDGBG7FR614224	245496	Handicap Accessible

Table 5.1: Paratransit (Continued)

Vehicle No	Yr.	Model	Seats	Make	VIN Number	License	Type/Equipment
7103	2015	Dodge	5	Caravan	2C7WDGBG7FR599434	245329	Handicap Accessible
7104	2016	Ford	8	E-450	1FDFE4FS1FDA37650	241484	Handicap Accessible
7105	2016	Ford	8	E-450	1FDFE4FS1GDC55783	PH01691	Handicap Accessible
7106	2016	Ford	8	E-450	1FDFE4FS1GDC56951	PH01685	Handicap Accessible
7107	2016	Ford	8	E-450	1FDFE4FS3GDC55784	PH01692	Handicap Accessible
7108	2016	Ford	8	E-450	1FDFE4FS4GDC55194	PH01694	Handicap Accessible
7109	2016	Ford	8	E-450	1FDFE4FS6GDC55777	PH05777	Handicap Accessible
7110	2016	Ford	8	E-450	1FDFE4FS6GDC55780	PH01688	Handicap Accessible
7111	2016	Ford	8	E-450	1FDFE4FS8GDC55778	PH01684	Handicap Accessible
7112	2016	Ford	8	E-450	1FDFE4FS8GDC55781	PH01689	Handicap Accessible
7113	2016	Ford	8	E-450	1FDFE4FS9GDC56891	PH01693	Handicap Accessible
7114	2016	Ford	8	E-450	1FDFE4FSXGDC55197	PH01695	Handicap Accessible
7115	2016	Ford	8	E-450	1FDFE4FSXGDC55779	PH01687	Handicap Accessible
7116	2016	Ford	8	E-450	1FDFE4FSXGDC55782	PH01690	Handicap Accessible
7117	2016	Ford	8	E-450	1FDFE4FSXGDC56950	PH01686	Handicap Accessible
7118	2016	Ford	8	E-450	1FDFE4FSXGDC56897	PH01696	Handicap Accessible
7119	2016	Ford	8	E-450	1FDFE4FS3GDC56949	PH01698	Handicap Accessible
7120	2016	Ford	8	E-450	1FDFE4FS3GDC56952	PH01700	Handicap Accessible
7121	2016	Ford	8	E-450	1FDFE4FS3GDC56953	PH01699	Handicap Accessible
TOTAL 41							

Table 6 Fixed Route Bus Replacement Schedule

Fixed Route Bus Replacement Schedule

Bus Yr	Bus Type		Current	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY 2028	FY 2029	FY 2030	End Qty	
2004	Orion	40'	3	-3													0	Retire
2005	MCI	45'	5			-5											0	Retire
2008	Orion	35'	29				-19				-10						0	Refurbishment program (2019-2020) 10 buses
2010	Orion	40'	75					-20	-20		-12	-12	-11				0	Refurbishment program (2018 - 2020) 35 buses, 2017Section 5339 (b) grant $10,550,000
2011	Orion	40'	8							-8							0	
2010	New Flyer	60'	5							-5							0	Refurbishment program (2019) 5 buses 2017 Section 5339 (b) grant
2012	New Flyer	60'	10									-10					0	Refurbishment program (2020 - 2021) 10 buses
2013	New Flyer	60'	1										-1				0	Refurbishment program (2021) 1 bus
2018	Transit	40'		8												-8	0	Ferry grant bus purchase
2019	Transit				17												17	2017 Section 5339 (b) Grant $7,650,000 bus expansion, Bus size to be determined by SMP
2020	Transit					5											5	Bus size to be determined by SMP
2021	Transit						19										19	Bus size to be determined by SMP
2022	Transit							20									20	Bus size will be determined by SMP
2023	Transit								20								20	Bus size will be determined by SMP
2024	Transit									13							13	Bus size will be determined by SMP
2025	Transit										22						22	Bus size will be determined by SMP
2026	Transit											22					22	Bus size will be determined by SMP
2027	Transit												12				12	Bus size will be determined by SMP
2028	Transit																0	
2029	Transit																0	
2030	Transit															8	8	
Annual Change				5	17	0	0	0	0	0	0	0	0	0	0	0		
Buses in Fleet			136	136	141	158	158	158	158	158	158	158	158	158	158	158	158	
Peak Pullout				110	115	135	140	140	140	140	140	140	140	140	140	140	140	
Spare Ratio				23.6%	22.6%	17.0%	12.9%	12.9%	12.9%	12.9%	12.9%	12.9%	12.9%	12.9%	12.9%	12.9%	17.9%	

Note : Fleet plan will be update at the conclusion of the Long Term Transit Planning process to align fleet plan with study recommendations. All Electric Fleet by 2030

Table 7 Para Transit Bus Replacement Schedule

Para Transit Bus Replacement Schedule

	Bus Type		CURRENT	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	End Qty	
2009	Dodge Sprinter		10		-10												0	
2012	Low-Floor		13			-13											0	
2012	Dodge Van		3	-3													0	
2015	Dodge Van		7			-7											0	
2016	8/2 Goshen		18					-18									0	
2018	Van			3					-3								0	2017 Section 5339 (b) $126,000
2019	Van				10					-10							0	2017 Section 5339 (b) $420,000
2019	8/2 Minibus				10						-10						0	2018 Section 5339 (b) Grant ask $569,276
2020	8/2 Minibus					15							-13				2	2017 Section 5339 (b)$915,000
2021	Van/ Sedans					7					-7						0	2018 Section 5339 (b) Grant ask $276,927
2022	8/2 Minibus							18								-18	0	
2023	Van								3					-3			0	
2024	Van/ Sedans									10					-10		0	
2025	Van /Sedan										7					-7	0	
2025	8/2 Minibus										10						10	
2027	10/3 Minibus												13				13	
2028	Van /Sedan													3			3	
2029	Van /Sedan														10		10	
2030	8/2 Minibus															18	18	
2030	Van /Sedan															7	7	
Annual Change			0		10	0	0										61	
Total Buses in Fleet			**51**	**51**	**51**	**63**	**63**	**63**	**63**	**63**	**63**	**63**	**63**	**63**	**63**	**63**	**63**	
Peak Pullout			45	46	46	55	55	55	55	55	55	55	55	55	55	55	55	
Spare Ratio			13%	11%	11%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	

Table 8: Street Car Fleet						
CAR NO.	Type Name	Model No	Year	In Service	Seating	Comments
900	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
903	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
904	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
905	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
906	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
907	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
910	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
911	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
914	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
915	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
920	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
921	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
922	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
923	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
926	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
930	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
932	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
933	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
934	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
937	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
940	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
945	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
947	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
948	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
951	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
953	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
954	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
961	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
962	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
963	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
965	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
968	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
969	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
971	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active
972	Perley-Thomas	P.T.	1923	01-Jan-23	52	Active

Table 8: Street Car Fleet (Continued)

CAR NO.	Type Name	Model No	Year	In Service	Seating	Comments
942001	RTA Canal Streetcar	RTA 99	1999	06-Dec-99	40	Active
942002	RTA Canal Streetcar	RTA 99	2003	01-May-03	40	Active
942003	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942004	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942005	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942006	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942007	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942008	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942009	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942010	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942011	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942012	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942013	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942014	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942015	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942016	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942017	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942018	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942019	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942020	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942021	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942022	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942023	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
942024	RTA Canal Streetcar	RTA 99	2003	18-Apr-04	40	Active
* 450	Perley-Thomas	N/A	1923	01-Jan-23	52	NO
* 451	Perley-Thomas	N/A	1923	01-Jan-23	52	NO
* 453	Perley-Thomas Desire Car	N/A	1923	01-Jan-23	52	NO
457	RTA Riverfront	RTA 97	1997	01-Dec-97	40	Active
458	RTA Riverfront	RTA 97	1997	01-Dec-97	40	Active
459	RTA Riverfront	RTA 97	1997	01-Dec-97	40	Active
460	RTA Riverfront	RTA 97	1997	01-Dec-97	40	Active
461	RTA Riverfront	RTA 97	1997	01-Dec-97	40	Active
462	RTA Riverfront	RTA 97	1997	01-Dec-97	40	Active
463	RTA Riverfront	RTA 97	1997	01-Dec-97	40	Active
29	ST.LOUIS (work car)	29	1920	03-Apr-05	N/A	Active
Total: 70						67

Table 9: Traction Power Substations						
Substation	Unit Cost	Replacement Cost	Streetcar Line	Useful life	Description	Condition Assessment
Dublin Substation 8228 Willow Street	$941,000.00	$1,500,000.00	St. Charles Ave.	30 Years	1000KW	4. Good
SIS Substation 201 N. Dupre Street	$1,212,850.00	$2,000,000.00	SIS Canal Street Car Yard	30 Years	300KW	4. Good
Valence Street Substation 4731 S. Saratoga Street	$1,025,000.00	$2,000,000.00	St. Charles Ave.	30 Years	1000KW	4. Good
Calliope Street Substation 1537 Calliope Street	$1,100,000.00	$2,000,000.00	St. Charles Ave.	30 Years	1000KW	4. Good
Riverfront Substation 1 Iberville Street	$3,100,000.00	$3,800,000.00	Rampart/UPT/ Riverfront	30 Years	2000KW	5. Excellent
White Street Substation 2817 Canal Street	$2,600,000.00	$3,000,000.00	Canal Street Car Line	30 Years	2000KW	4. Good

Table 10: Ferry Revenue Vehicles					
Vessel Name	Documentation Number	Year Built	Useful Life	Condition	Notes
M/V Capt. Neville Levy	588306	1977	42 Yrs.	4. Good	New Propulsion engines in 2017, all new engine room insulation
M/V Col. Frank X. Armiger	593755	1978	42 Yrs.	4. Good	Completed USCG 5 year drydock 2017
M/V Sen. Alvin T. Stumpf	593578	1978	42 Yrs.	2. Marginal	Awaiting repower and required USCG 5-year drydock
M/V St. John	582890	1977	42 Yrs.	4. Good	Recently overhauled both generator engines; awaiting required USCG 5-year drydock
M/V Thomas Jefferson	242522	1942	42 Yrs.	4. Good	New Propulsion engines in 2016

Table 11: Ferry Non-Revenue Vehicles							
Equipment #	Yr	Make	Model	VINl #	License #	Use	Condition
16592	1996	Dodge	3500	1B6MC365XTS716592	LA C711686	Welding truck	2.Marginal
45847	2000	Dodge	Durango	1B4HR8Y3YF245847	LA 534BAL	General utility vehicle	3. Adequate
33090	2008	Dodge	Ram P/U	3D7KR26D48G233090	LA C711017	General utility vehicle	4. Good
00205	1999	Chevrolet	Crew cab	1GCGC33ROXF100205	LA C711016	General utility vehicle	Awaiting disposal
00317	2009	Ford	F350	1FDWF36549EA00317	LA C711088	Stake body utility vehicle	4. Good
65820	2003	International	4200	1HTMPAFP03H565820	LA C711018	Crane truck	4. Good
01035	2009	Dodge	3500	3D6WG46T09G501035	LA C711019	Trash truck	4. Good

Table 12: Ferry Facilities (Administration/Maintenance)		
Name	Address	Description
Ferry Operations Office/ Maintenance facility	7320 Patterson Drive New Orleans, LA 70131	Levee access road, parking lot, main building including administrative offices, vehicle bridge to maintenance landing barge, landing barge, flammables storage building, lay up landing cat walk and dolphins, lay-up landing barge.
Ferry Facilities (Passenger)		
Name	Address	Description
Gretna Ferry Landing and Terminal	801 1st Street Gretna, LA 70053	Downriver levee/floodwall access entrance ramp, parking lot, upriver levee/floodwall access exit ramp, vehicle bridge from parking lot to landing barge, terminal building, pedestrian bridge from terminal to landing barge, landing barge, lay-up landing catwalk and dolphins. Note: Facility parking lot currently used by City of Gretna as a permit required parking area for city employees, terminal and landing leased to City of Gretna for use as a cruise vessel facility.
Algiers Point Ferry Landing and Terminal	101 Morgan Street New Orleans, LA, 70114	Downriver levee/floodwall access entrance ramp, parking lot, upriver levee/floodwall access exit ramp, vehicle bridge from parking lot to landing barge, terminal building with front access stairway and upriver access ramp, pedestrian bridge from terminal to landing barge, landing barge, lay-up landing catwalk and dolphins
Lower Algiers Ferry Landing	7360 Patterson Drive New Orleans, LA 70131	Main levee access entrance ramp, downriver parking lot levee access ramp, parking lot, vehicle bridge from parking lot to landing barge, landing barge

Table 12: Ferry Facilities (Administration/Maintainance) (Continued)

Name	Address	Description
Jackson Avenue Ferry Landing and Terminal	401 Jackson Avenue New Orleans, LA 70130 1 Jackson Avenue Wharf New Orleans, LA 70130	Access road from Port of New Orleans roadway behind floodwall, bus terminal at intersection of Tchouplitoulas St. and Jackson Ave., pedestrian bridge from bus terminal to ferry terminal on Jackson Ave. Wharf, ferry terminal, pedestrian bridge from ferry terminal to landing barge, vehicle bridge from access road to landing barge, landing barge. Note: Landing barge scheduled to be converted to a temporary landing barge for Canal Street during renovation; rest of facility expected to be returned to la DOTD.
Canal Street Ferry Landing and Terminal	1 Canal Street New Orleans, LA 70130	Terminal entrance/escalators at foot of Canal Street, pedestrian bridge from entrance to main terminal building, main terminal building, pedestrian bridge from main terminal building to landing barge, access road from foot of Canal Street through floodwall to main terminal building, vehicle bridge from main terminal area to landing barge, landing barge Note: This entire facility is scheduled to be demolished and rebuilt beginning late 2018.
Chalmette Ferry Landing	1600 Paris Road Chalmette LA, 70043	Main levee access entrance ramp and elevated ferry access road, vehicle bridge from parking lot to landing barge, landing barge

Table 13: Canal, Algiers, and Gretna Ferry Landings and Terminals				
Component	Equipment Type (Make/Model)	Age of Component	Description	Condition Assessment
Roof	Metal flat roof		Metal roof with coating	5. Excellent
Substructure	Pilings, Flooring, Slab	40	Raised pilings with slab	4. Good
Shell	Brick Veneer	40		3. Adequate
Interior	Sheetrock, metal studs, stairs	40		4. Good
Conveyance* (Elevators and Escalators)	N/A			1.Poor
Plumbing	Cast iron & Copper	40		4. Good
HVAC	Central Heat			2 .Marginal
Fire Protection	N/A	N/A		
Electrical	Standard distribution	40		4. Good
Site	Employee parking	40		4. Good

*Canal Terminal only

Table 14: Facilities Condition Assessment

Facility Name/ Facility Type	Address	Year Built	Unit Cost	Replacement Cost	Rating Level	Primary Mode Served	Sq. Ft.	Overall Facility Condition Rating
Canal Administration Bldg & Garage	2817 Canal St., New Orleans, LA 70119	1996	$30,000,000	$30,000,000	Primary	MB	66,500	4
Canal Bus Wash Building	2817 Canal St, New Orleans, LA 70119	1996	$1,000,000	$1,000,000	Primary	MB	8,289	4
Service Isle/ Money Counting Building	2817 Canal St, New Orleans, LA 70119	1996	$800,000	$800,000	Primary	MB	9,020	4
Canal SIS Building	201 N Dupre St, New Orleans 70119	2004	$10,000,000	10,000,000	Primary	MB	32,100	4
Carrollton Barn	8201 Willow St. New Orleans, LA 70118	1900	$23,200,000		Primary	SR	93,600	
ENO Administration Building	3901 Desire Pkwy, New Orleans, LA 70126	1991			Primary	DR	42,272	3.9
ENO Bus Wash Building	3901 Desire Pkwy, New Orleans, LA 70126	1991			Primary	DR		4.1
ENO Chasis Wash Building	3901 Desire Pkwy, New Orleans, LA 70126	1991			Primary	DR		4
ENO Garage Building	3901 Desire Pkwy, New Orleans, LA 70126	1991			Primary	DR	66,967	3.9
ENO Service Isle Building	3900 Desire Pkwy, New Orleans, LA 70126	1991			Primary	DR		4
Napoleon	419 Napoleon Ave., New Orleans, LA 70115	1893	$ 1,000,000		Primary	LR	17,402	2
Napoleon	419 Napoleon Ave., New Orleans, LA 70115	1991	$ 800,000		Primary	LR	9,100	4

Table 15: Canal Administration Building & Garage						
Component	Serial No.	Asset Quantity	Date Mfr	In Service	Age of Comp	Condition Assessment
Roof-Cement Parking lot Roof	NA	66,000	NA	1996	22 Yrs	2 .Marginal
Substructure-Pilings/Slab/Flooring	NA	66,000	NA	1996	22 Yrs	4. Good
Shell-Cinder Block/Steel	NA	66,000	NA	1996	22 Yrs	4. Good
Interior-Sheet Rock, Metal Stud	NA	NA		1996	22 Y - Refurb 2010	4. Good
Conveyance (Elevators and Escalators)-Lobby Elevator Large ThyssenKrup TAC-20	EZ2138		Each	2010	7 Yrs	4. Good
	Lobby Elevator Small Elevator Controls H900	18796	Each	2010	7 Yrs	3. Adequate
	Breezeway Elevator Thyssen Krup TAC-20	EZ2137	Each	2010	8 Yrs	4. Good

Table 15: Canal Administration Building & Garage (Continued)

Comp	Serial No.	Asset Quantity	Date Manufactured	In Service	Age of Component	Unit Cost	Condition Assessment
	Freight Elevator		Each	2010	8 Yrs		4. Good
Plumb-ing	Cast Iron & Copper pipe	NA		1996	22		3. Adequate
HVAC			System	2010	8 Yrs		
	Chiller 1 Series R	U11J01253	Each	2011	7 Yrs	$309,600	4. Good
	Boiler 1 - AJAX Boiler Inc WGFD-3000	86086	Each	1996	22 Yrs		4. Good
	Boiler 2 - AJAX Boiler Inc WGFD-3000	86085	Each	1996	22 Yrs		4. Good
	AHU 1 - YORK XTI-045X054 - KAJA046A	2KVMXT0130	Each	2010	8 Yrs		4. Good
	AHU 2 - YORK XTI-030X036 - BAHA046A	2KVMXT0131	Each	2010	7 Yrs		4. Good

Table 15: Canal Administration Building & Garage (Continued)

Component	Serial No.	Asset Quantity	Date Manufactured	In Service	Age of Component	Condition Assessment
	AHU 3 - YORK XTI-033X051-KAHA046A	22KVMXT0133	Each	2010	8 Yrs	4. Good
	AHU 3A - YORK XTI-030X051-KAHA046A	2KVMXT0132	Each	2010	8 Yrs	4. Good
	AHU 4 - YORK XTI-051X084-KAHA046A	2KVMXT0134	Each	2010	8 Yrs	4. Good
	AHU 5 - York NTI-054X090-KALA046A	2KVMST0135	Each	2010	8 Yrs	4. Good

Table 15: Canal Administration Building & Garage (Continued)

Component	Serial No.	Asset Quantity	Date Manufactured	In Service	Age of Component	Unit Cost	Condition Assessment
	Liebert AC Computer Room		Each	1996	21 Yrs		2 .Marginal
Fire Protection	Alarm - GE EST		Each	2010	8 Yrs		4. Good
	Fire Pump			2010	8 Yrs		4. Good
	Sprinkler Riser			2010	8 Yrs		4. Good
Electrical		NA					
Site		NA					
Equipment ($50,000 or more)							
1 Generator	Cummins QSK50-G4	75702-549	Each	2010	8 Yrs		4. Good
2 Bus Lift Bay 3	Stertil ECO60-17	09035-HP03-JW06-0073	Each	2010	8 Yrs	$100,000.00	4. Good
3 Bus Lift Bay 4	Stertil ECO60-17	09042-HP03-JW06-0078	Each	2010	8 Yrs	$100,000.00	4. Good
4 Bus Lift Bay 5	Stertil ECO60-17	09028-HP03-JW06-0071	Each	2010	8 Yrs	$100,000.00	4. Good

Table 15: Canal Administration Building & Garage (Continued)

Component	Serial No.	Asset Quantity	Date Mfr	In Service	Age of Component	Unit Cost	Cond Assmtt
9 Bus Lift Bay	Stertil ECO60-17	09042-HP03-JW06-0077	Each	2010	8 Yrs	$100,000.00	4. Good
10 Bus Lift Bay	Stertil ECO60-17	09035-HP03-JW06-0075	Each	2010	8 Yrs	$100,000.00	4. Good
11 Paint Booth	JBI Inc.- T60-WPSB-8	14907	Each	1996	22 Yrs		4. Good
12 Frame Straighten Machine	DUZMOR	0212165003D	Each	2002	16 Yrs	$134,000.00	4. Good
13 Radio System	Motorola		System	2015	3 Yrs	$3,000,000.00	5. Excellent
14 Air Compresor 1	Gardner Denver Electra-Saver II EBM99K	1682529-1	Each	2010	8 Yrs		
15 Air Compresor 2	Gardner Denver Electra-Saver II EBM99K	1682529-2	Each	2010	8 Yrs		

Table 16: Canal Bus Wash Building						
Component	Equipment Type (Make/Model)	Asset Quantity	Date Mfr.	In Service	Age of Component	Condition Assessment
Roof	Metal Slope Roof	8,289 SqFt	NA	1996	21 Yrs	
Substructure	Pilings/Slab/Flooring	8,289 SqFt	NA	1996	21 Yrs	
Shell	Cinder Block/Steel	8,289 SqFt	NA	1996	21 Yrs	
Interior	NA		NA	1996	21 Yrs	
Conveyance (Elevators and Escalators)	NA					
Plumbing	Cast Iron & Copper pipe			1996	21 Yrs	
HVAC	NA					
Fire Protection	Sprikler Riser	1		2011	7 Years	
Electrical						
Site						
Equipment ($50,000 or more)						
1 Bus Wash	Ross & White	1		2010	8 Yrs	
2 Bus Wash	Ross & White	1		2010	8 Yrs	
3 Air Compressor		1		2010	8 Yrs	

Table 17: Canal Service Isle/Money Counting Building							
Component	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Date Manufactured	In Service	Age of Comp.	Condition Assessment
Roof	Metal Slope Roof	NA	9020 SqFt	NA	1996	21 Yrs	2 .Marginal
Substructure	Pilings/Slab/ Flooring	NA	9020 SqFt	NA	1996	21 Yrs	4. Good
Shell	Cinder Block/Steel	NA	9020 SqFt	NA	1996	21 Yrs	4. Good
Interior	NA	NA		NA	1996	21 Yrs	4. Good
Conveyance (Elevators and Escalators)	NA	NA	0	NA	NA	NA	3. Adequate
Plumbing	Cast Iron & Copper pipe	NA			1996	21 Yrs	4. Good
HVAC							3. Adequate
Fire Protection	Sprikler Riser		1		2011	7 Yrs	
Electrical		NA			2011	7 Yrs	
Site		NA					
Equipment ($50,000 or more)							
1 Fuel Tank 1	Fiberglass Fuel Tank		1		1996	21 Yrs	4. Good
2 Fuel Tank 2	Fiberglass Fuel Tank		1		1996	21 Yrs	4. Good
3 Fuel Tank 3	Fiberglass Fuel Tank		1		1996	21 Yrs	4. Good
4 Fuel Tank 4	Fiberglass Fuel Tank		1		1996	21 Yrs	4. Good
5 Fuel Tank 5	Fiberglass Fuel Tank		1		1996	21 Yrs	4. Good
6 Fuel Tank 6	Fiberglass Fuel Tank		1		1996	21 Yrs	4. Good
7 Veeder Root	Fuel Monitoring Equipment		1		2010	8 Yrs	4. Good

Table 18: Canal SIS Building							
Component	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Date Manufactured	In Service	Age of Comp.	Condition Assessment
Roof	Metal Slope Roof	NA	29820 SqFt	NA	2004	14 Yrs	4. Good
Substructure	Pilings/Slab/Flooring	NA	29820 SqFt	NA	2004	14 Yrs	4. Good
Shell	Cinder Block/Steel	NA	29820 SqFt	NA	2004	14 Yrs	4. Good
Interior	NA	NA		NA	2004	14 Yrs	4. Good
Conveyance (Elevators and Escalators)							3. Adequate
Plumbing	Cast Iron & Copper pipe	NA			2004	14 Yrs	4. Good
HVAC	NA	NA					
Fire Protection	Sprinkler Riser		1		2004	14 Yrs	
Electrical		NA					
Site		NA					
Equipment ($50,000 or more)							
1 Car Wash			1		2005	14 Yrs	
2 Generator			1		2010	8 Yrs	
3 Air Compressor			1		2010	8 Yrs	

Table 19: Carrollton Barn							
Component	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Date Manufactured	Age of Comp.	Description	Condition Assessment
Roof	Metal Roof	NA	93600 SqFt	NA	1 Yrs		
Substructure	Cement Slab	NA	93600 SqFt	NA			
Shell	Masonary Bearing Walls w PE Metal Sandwich Panels	NA	93600 SqFt	NA			
Interior	Sheet Rock, Metal Stud, Cinder Block	NA	93600 SqFt	NA			
Conveyance (Elevators and Escalators)			1				
Plumbing	Cast Iron & Copper pipe	NA		1991			
HVAC							
Operations Office	TRANE (Gas) 4TTA3060 D4000CA	16175 JRR5 F	1	42461	0 Yrs	5 Ton w 410 Ref & Gas Heat	5. Excellent
Restroom	TRANE (Gas) 4TTA3060 D4000CA	16101 J595F	1	42401	0 Yrs	5 Ton w 410 Ref & Gas Heat	5. Excellent
Lunch Room	TRANE (Heat Pump) 4TWA3036 B4000AB	16204 TOT4 F	1	42491	0 Yrs	3 TON w 410 Ref & Heat Pump	5. Excellent
Maint Restrooms	TRANE (Gas) 4TTA3060 D4000CA	15453 NML5 F	1	42309	0 Yrs	5 Ton w 410 Ref & Gas Heat	5. Excellent
Maint Supt Office	TRANE (Gas) 4TTA3048 D4000CA	16171 ORG3 F	1	42461	0 Yrs	4 Ton w 410 Ref & Gas Heat	5. Excellent

Table 19: Carrollton Barn (Continued)

Component	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Date Manufactured	Age of Com.	Description	Condition Assessment
Board Room	TRANE (Gas) 4YCY4048B3 096A	1733 1478 0L	1		0 Yrs	4 Ton w 410 Ref & Gas Heat	1. Poor
Split Unit, Phone Rm & Forman's Office	Dakin Ind (Heat Pump)RXN09 NMVJU		1	42948	0 Yrs	9,000 BTU w 410 Ref & Heat Pump	
Fire Protection	GE EST iO64(G/R)(D)		1				
	Sprinkler Riser Viking		1				
Electrical		NA					
Site		NA	93600 SqFt				
Equipment ($50,000 or more)							
1 Generator	Kohler 150roz271	2448 04	1	1991	27 Yrs	Natural Gas Generator	2 .Marginal
2 Paint Booth 1							4. Good
3 Paint Booth 2							4. Good
4 Air Compressor w Air Dryer	LeROI Mod; WMT555IIA	4465 X118	1		21	Screw Air Compresso r	3. Adequate
5 Wheel Trueing Machine	SIMMONS STANRAY TW38652	177	1	37196	17	Wheel Trueing Machine	4. Good
6 Streetcar Lift	Joyce Screw Lifts		2		27	Lift	
7 Wheel Lathe	Monarch 36"NN	2927 7	1	17076	72	Wheel Lathe	

Table 19: Carrollton Barn (Continued)

Comp.	Equipment Type (Make/ Model)	Serial No.	Asset Qty	Date Manufactured	Age of Comp.	Desc.	Condition Asmt
8 Wheel Press	Contemporary Machinery	TCP-800	1		16	Wheel Press	
9 Wheel Boring Mill	Niles Tool Works	11597	1		102	Wheel Boring Mill	
10 23" Lathe	LeBlond 23" Heavy Duty		1			23" Horizontal Lathe	
11 20" Lathe	Monarch 20" C	30659	1	17319	71	20" Horizontal Lathe	4. Good
12 14" Lathe	Monarch 14" WAA	27783	1	16558	73	14" Horizontal Lathe	4. Good
13 14" Lathe	Monarch 14" WAA	29276	1	16984	72	14" Horizontal Lathe	4. Good
14 11" lathe	EMCO MAXIMATII		1			11" Horizontal Lathe	
15 Drill Press	DELTA Model 20	89C75011	1			Drill Press	
16 15" Lathe	VECTRAX 155EVS		1		15 Yrs	15" Horizontal Lathe	
17 Verticle Mill	VECTRAX 65-20V	826012	1		15 Yrs	Verticle Mill	
18 Radial Arm Drill Press	NATCO Model 1A	L1A-4453	1		28 Yrs	Radial Arm Drill Press	
19 Mill	LAGUN-REPUBLIC	RTA TAG 02362	1			Verticle Mill	
21 Mill	FOSDICK		1			Verticle Mill	
22 Band Saw	PEERLESS VB182OUI	VB182OUI-82-89	1			Bandsaw	
23 TAC Welder	LORS 1200AP	1009-7806	1		9 Yrs	Tac Welder	

Table 19: Carrollton Barn (Continued)

Comp.	Equipment Type (Make/Model)	Serial No.	Asset Qty	Date Manufactured	Age of Comp.	Desc.	Cond Asmt
25 Medal Brake	MSTEEL 10130	6802801	1		9 Yrs	Medal Brake	
26 Hand Medal Brake	Roper Whiney 1012A	701-12-81	1		9 Yrs	Hand Medal Brake	
27 Hand Brake	Chicago L37	107357	1		18 Yrs	Hand Medal Brake	
28 Iron Worker	FabMasterR IW-66SD	394409	1	40026	9 Yrs	Iron Worker	
29 Band Saw	GROD Farnas Electri ZC 3220	2161	1		72 Yrs	Medal Band Saw	
30 Iron Worker	Pullmax P512	56140	1			Iron Worker	4. Good
31 36" Band Saw	Tannewitz GHE	23003	1			36" Band Saw	4. Good
32 20" Radial Arm Saw	The Original	89270028	1		26 Yrs	20' Radial Arm Saw	4. Good
33 12" Wood Jointer	NorthField 12HD	A030709-1	1			12" Wood Jointer	4. Good
34 Shaper	Delta RSI5	RTA TAG 24878	1			Shaper	4. Good
35 5' Wood Lathe	Baileigh WL-260VS	1706011	1		1 Yrs	5' Wood Lathe	4. Good
36 25" Planer	Northfield No. 7	A030165-B	1			25" Planer	4. Good
37 5' Belt Sander	Delta Cat. No. 31-391	94E01816	1			5' Belt Sander	4. Good

Table 20: ENO Administration Building						
Comp.	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Date Manufactured	Age of Comp.	Cond. Asmt
Roof	Asphalt Flat Roof	NA	21136 SqFt	NA	27 Yrs	2 .Marginal
Substructure	Pilings/Slab/Flooring	NA	42272 SqFt	NA	27 Yrs	4. Good
Shell	Cinder Block/Steel	NA	42272 SqFt	NA	27Y - Refurb 2011	4. Good
Interior	Sheet Rock, Metal Stud	NA	42272 SqFt		27Y - 1st Fl Refurb 2011	4. Good
Conveyance (Elevators and Escalators)	ElevatorControls H900	18494			7 Yrs	3. Adequate
Plumbing	Cast Iron & Copper pipe	NA		1991	27 Yrs	4. Good
HVAC					7 Yrs	
	Chiller 1 York Model	2AWM005198	1	40217	7 Yrs	5. Excellent
	Chiller 2 York Model	2AWM005199	1	40217	7 Yrs	4. Good
	Boiler, Rite Model 105V	30856	1		7 Yrs	5. Excellent
	AHU 1 - York XTI-057X090-FALA046A				7 Yrs	4. Good
	AHU 2 - York XTI-051X090-BAMA046A	CAXMXT0240	1		7 Yrs	4. Good
Fire Protection	GE EST iO64(G/R)(D)	AGWMXT0176	1		7 Yrs	

Table 20: ENO Administration Building (Continued)

Component	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Date Manufactured	Age of Component	Condition Assessment
Electrical		NA				4. Good
Site		NA				
Equipment ($50,000 or more)						
1 Generator	Generac Model 118044040 Serial2105541	2105541	1	40262	8 Years	4. Good

Table 21: ENO Bus Wash Building							
Component	Equipment Type (Make/Model)	Serial No.	Asset Qty	Date Mfr.	Age of Co.	Rating Level	Cond Asmt
Roof	Metal Slope Roof	NA	3640 SqFt	1991	27 Yrs	Secondary	4. Good
Substructure	Pilings/Slab/Flooring	NA	3640 SqFt	1991	27 Yrs	Secondary	4. Good
Shell	Cinder Block/Steel	NA	3640 SqFt	1991	27 Yrs	Secondary	4. Good
Interior	NA	NA	3640 SqFt	1991	27 Yrs	Secondary	4. Good
Conveyance (Elevators and Escalators)	NA	NA				Secondary	
Plumbing	Cast Iron & Copper pipe	NA		1991		Secondary	4. Good
HVAC	NA	NA	NA	NA	NA	Secondary	
Fire Protection	Sprinkler Riser		1		7 Yrs	Secondary	4. Good
Electrical	Square D Panel	NA				Secondary	5. Excellent
Site	NA	NA	NA	NA	NA	Secondary	
Equipment ($50,000 or more)						Secondary	
1 Bus Wash	Ross & White	#0908	1		7 Yrs	Secondary	4. Good
2 Bus Wash	Ross & White	#0908	1		7 Yrs	Secondary	4. Good

Table 22: ENO Chassis Wash Building							
Component	Equipment Type (Make/Model)	Serial No.	Asset Qty.	In Service	Age of Comp.	Rating Level	Cond. Assmt
Roof	Metal Slope Roof	NA	3000 SqFt	1991	27 Yrs	Secondary	4. Good
Substructure	Pilings/Slab/Flooring	NA	3000 SqFt	1991	27 Yrs	Secondary	4. Good
Shell	Cinder Block/Steel	NA	3000 SqFt	1991	27 Yrs	Secondary	4. Good
Interior	NA	NA				Secondary	
Conveyance (Elevators and Escalators)	NA	NA		2011	7 Yrs	Secondary	
Plumbing	Cast Iron & Copper pipe	NA		1991		Secondary	4. Good
HVAC	NA	NA				Secondary	
Fire Protection	Sprikler Riser TYCO R-11-07	#0034	1		7 Yrs	Secondary	4. Good
Electrical						Secondary	4. Good
Site	NA	NA				Secondary	
Equipment ($50,000 or more)						Secondary	4. Good
1 Bus Lift	OMER-VEGA 24.0/50 CB35FM	S:26	1	2011	7 Yrs		4. Good

Table 23: ENO Service Isle Building							
Comp.	Equipment Type (Make/Model)	Asset Qty	In Service	Age of Comp.	Use-ful life	Rating Level	Con. Asmt
Roof	Metal Slope Roof	5,358 SqFt	1991	27 Yrs.		Primary	4. Good
Substructure	Pilings/Slab/Flooring	5,358 SqFt	1991	27 Yrs.		Primary	4. Good
Shell	Cinder Block/Steel	5,358 StFt	1991	27 Y - Refurb 2011		Primary	4. Good
Interior	Cinder Block/Steel	1,000 SqFt	1991	27Y - 1st Fl Refurb 2011		Primary	4. Good
Conveyance (Elevators and Escalators)	NA					Primary	
Plumbing	Cast Iron & Copper pipe		1991	27 Yrs.		Primary	4. Good
HVAC						Primary	
Fire Protection	Sprinkler Riser - Tyco	1	8/8/2011	7 Yrs.		Primary	
Electrical						Primary	
Site	NA					Primary	
Equipment ($50,000 or more)						Primary	
1 Fuel System	20,000 Gal Fuel tanks Double Wall Fiberglass	6	1991	27 Yrs.	50 Yrs.	Primary	3. Adequate
2	Fuel Pumps	6	2011	7 Yrs.		Primary	5. Excellent

Table 24: ENO Garage Building							
Component	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Age of Comp.	Unit Cost	Description	Cond. Asmt
Roof	Metal Roof	NA	64,848 SqFt	27 Yrs.			2 .Marginal
Substructure	Pilings/Slab/Flooring	NA	64,848 SqFt	27 Yrs.			4. Good
Shell	Cinder Block/Steel	NA	64,848 SqFt	27Y - Refurb 2011			4. Good
Interior	Sheet Rock, Metal Stud	NA	66,967SqFt	27Y - 1st Fl Refurb 2011			4. Good
Conveyance (Elevators and Escalators)	Elevator Controls H900	18560	1	7 Yrs.		Passenger Elevator	4. Good
	Pflow M Series	13091	1	7 Yrs.		Freight Elevator	5. Excellent
Plumbing	Cast Iron & Copper pipe	NA					4. Good
HVAC				7 Yrs.			3. Adequate
	Cooling Tower		1	7 Yrs.			5. Excellent
	Boiler		1	7 Yrs.			
				7 Yrs.			
Fire Protection	GE EST iO500(G/R)-2		1	7 Yrs.			
	Sprinkler Riser						
Electrical		NA					
Site	Cement Parking	NA	31,8650 SqFt	27 Yrs.			4. Good
Equipment ($50,000 or more)							
1 Generator	MTU Onsite Energy 12V 2000 G45-TB	535 107 895	1	7 Years, 246 Hrs.		750 KW Gen	5. Excellent
2 Air Compressor 1	Curtus R/S100D NE E25G 2.33	21M09 0001	1	7 Yrs.		100 Hp Screw Compressor	3. Adequate

Table 24: ENO Garage Building (Continued)

Component	Equipment Type (Make/Model)	Serial No.	Asset Qty	Age of Comp.	Unit Cost	Description	Cond. Asmt
3 Air Compressor 2	Curtus R/S100D NE E25G 2.33	21M090002	1	7 Yrs		100 Hp Screw Compressor	3. Adequate
4 Bus Lift Bay 8	Stertil ECO60-17	209J-01131	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
5 Bus Lift Bay 9	Stertil ECO60-17	209K-01134	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
6 Bus Lift Bay 10	Stertil ECO60-17	209-01133	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
7 Bus Lift Bay 11	Stertil ECO60-17	209J-01130	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
8 Bus Lift Bay 19	Stertil ECO60-17	209J-01129	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
9 Bus Lift Bay 25	Stertil ECO60-17	209J-01125	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
10 Bus Lift Bay 26	Stertil ECO60-17	209J-01126	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
11 Bus Lift Bay 27	Stertil ECO60-17	209I-01123	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
12 Bus Lift Bay 28	Stertil ECO60-17	209I-01124	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
13 Bus Lift Bay 29	Stertil ECO60-17	209K-01137	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
14 Bus Lift Bay 30	Stertil ECO60-17	209K-01138	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
15 Bus Lift Bay 31	Stertil ECO60-17	209K-01135	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
16 Bus Lift Bay 32	Stertil ECO60-17	209J-01132	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent
17 Bus Lift Bay 33	Stertil ECO60-17	209K-01136	1	7 Yrs	$ 100,000	60,000 Lb Bus Lift	5. Excellent

Table 25: Napoleon Main							
Component	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Age of Comp.	Unit Cost	Desc.	Cond. Asmt
Roof	Shingle		1				1. Poor
Substructure	Cement		1				1. Poor
Shell	Brick		1				1. Poor
Interior	2x4 Studs						3.Adequate
Plumbing	Cast Iron & Copper pipe						2. Marginal

Table 26: Napoleon Support							
Component	Equipment Type (Make/Model)	Serial No.	Asset Quantity	Age of Comp.	Unit Cost	Desc.	Cond. Asmt
Roof	Metal		1				4. Good
Substructure	Cement		1				4. Good
Shell	Steel		1				4. Good
Fire Protection	Red Hawk		1				4. Good

Table 27: Performance Restrictions						
Section	Description	From	To	Track Miles	Performance Restriction	Month & Year
B	2-Riverfront	0.2	0.5	0.3 x 9 = 2.7	Trash Pickup & Switch Service	Jun-18
D	2-Riverfront	0.8	1.2	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jun-18
A	2-Riverfront	0	0.2	0.2	PM-Servicing Switches	Jun-18
D	2-Riverfront	0.8	1.2	0.4	PM-Servicing Switches	Jun-18
E	2-Riverfront	1.2	2.4	1.2	PM-Servicing Switches	Jun-18
B	12-Cohn St.	0.4	0.8	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jun-18
D	12-Short St.	1.1	1.5	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jun-18
F	12-Loyola	1.8	2.2	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jun-18
H	12-Soniat St.	2.7	3.1	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jun-18
J	12-Delachaise	3.5	3.9	0.4 x 7 = 2.8	Trash Pickup & Switch Service	Jun-18
N	12-Howard	5.1	5.5	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jun-18
L	12-Jackson Av.	4.3	4.7	0.4 x 2 = 0.8	PM-Servicing Switches	Jun-18
M	12-Melpomene	4.7	5.1	0.4 x 2 = 0.8	PM-Servicing Switches	Jun-18
N	12-Howard	5.1	5.5	0.4 x 2 = 0.8	PM-Servicing Switches	Jun-18

Table 27: Performance Restrictions (Continued)

Section	Description	From	To	Track Miles	Performance Restriction	Month & Year
P	12-Carondelet	5.5	6	0.5	PM-Servicing Switches	Jun-18
P	12-St. Charles	6	5.5	0.5	PM-Servicing Switches	Jun-18
L	12-Jackson Av.	4.3	4.7	0.4	Joint Repairs	Jun-18
M	12-Melpomene	4.7	5.1	0.4	Joint Repairs	Jun-18
A	12-Claiborne	0	0.4	0.4 x 2 = 0.8	PM-Servicing Switches	Jun-18
B	12-Cohn St.	0.4	0.8	0.4 x 3 = 1.2	PM-Servicing Switches	Jun-18
C	12-Oak St.	0.8	1.1	0.3 x 3 = 0.9	PM-Servicing Switches	Jun-18
H	12-Soniat St.	2.7	3.1	0.4	PM-Servicing Switches	Jun-18
I	12-Napoleon	3.1	3.5	0.4	PM-Servicing Switches	Jun-18
J	12-Delachaise	3.5	3.9	0.4	PM-Servicing Switches	Jun-18
K	12-Washington	3.9	4.3	0.4	PM-Servicing Switches	Jun-18
M	12-Melpomene	4.7	5.1	0.4	Track PM Service	Jun-18
N	12-Howard	5.1	5.5	0.4 x 2 = 0.8	Track PM Service	Jun-18
O	12-Girod St.	5.5	6	0.5 x 2 = 1.0	Track PM Service	Jun-18
B	12-Cohn St.	0.4	0.8	0.4 x 2 = 0.8	PM-Welding Repairs	Jun-18
C	12-Oak St.	0.8	1.1	0.3 x 2 = 0.6	PM-Welding Repairs	Jun-18
A	47-Canal Blv.	0	0.4	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jun-18

Table 27: Performance Restrictions (Continued)

Section	Description	From	To	Track Miles	Performance Restriction	Month & Year
C	47-S. Carrollton	0.8	1.2	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jun-18
D	47-S. Jefferson	1.2	1.7	0.5 x 9 = 4.8	Trash Pickup & Switch Service	Jun-18
F	47-N. Johnson	2.2	2.5	0.3 x 9 = 2.7	Trash Pickup & Switch Service	Jun-18
H	47-Barronne	2.9	3.4	0.5 x 9 = 4.8	Trash Pickup & Switch Service	Jun-18
I	47-Wells	2.9	3.4	0.5 x 9 = 4.8	Trash Pickup & Switch Service	Jun-18
H	47-Barronne	2.9	3.4	0.5 x 2 = 1.0	PM-Welding Repairs	Jun-18
I	47-Wells	2.9	3.4	0.5 x 2 = 1.0	PM-Welding Repairs	Jun-18
H	47-Barronne	2.9	3.4	0.5	PM-Servicing Switches	Jun-18
I	47-Wells	2.9	3.4	0.5	PM-Servicing Switches	Jun-18
D	47-S. Jefferson	1.2	1.7	0.5	PM-Servicing Switches	Jun-18
E	47-S. Broad	1.7	2.2	0.5	PM-Servicing Switches	Jun-18
F	47-N. Johnson	2.2	2.5	0.3	PM-Servicing Switches	Jun-18
G	47-S. Robertson	2.5	2.9	0.4	PM-Servicing Switches	Jun-18
H	47-Barronne	2.9	3.4	0.5	PM-Servicing Switches	Jun-18
D	47-S. Jefferson	1.2	1.7	0.5	PM-Servicing Switches	Jun-18
E	47-S. Broad	1.7	2.2	0.5	PM-Servicing Switches	Jun-18
F	47-N. Johnson	2.2	2.5	0.3	PM-Servicing Switches	Jun-18
G	47-S. Robertson	2.5	2.9	0.4	PM-Servicing Switches	Jun-18
H	47-Barronne	2.9	3.4	0.5	PM-Servicing Switches	Jun-18
B	47-St. Patrick	0.4	0.8	0.4	PM-Servicing Switches	Jun-18
C	47-S. Carrollton	0.8	1.2	0.4	PM-Servicing Switches	Jun-18
D	48-City Park Out	0.7	0.8	0.1 x 9 = 0.9	Trash Pickup & Switch Service	Jun-18

Table 27: Performance Restrictions (Continued)

Section	Description	From	To	Track Miles	Performance Restriction	Month & Year
F	48-Esplande In	0.8	0.7	0.1	PM-Welding Repairs	Jun-18
G	48-City Park In	0.7	0.4	0.3 x 2 = 0.6	PM-Welding Repairs	Jun-18
H	48-Orleans In	0.4	0.2	0.2 x 2 = 0.4	PM-Welding Repairs	Jun-18
E	49-Ely Fields In	0.9	1.9	1 x 9 = 9.0	Trash Pickup & Switch Service	Jun-18
D	49-St. Bernard In	0.9	1.9	1	PM Repair on Switches	Jun-18
E	49-Ely Fields In	0.9	1.9	1	PM Repair on Switches	Jun-18
B	49-Girod In	0.3	0.6	0.3 x 9 = 2.7	Trash Pickup & Switch Service	Jun-18
D	49-Tulane In	0.8	0.9	0.1 x 9 = 0.9	Trash Pickup & Switch Service	Jun-18
A	49-UPT In	0	0.3	0.3	PM-Servicing Switches	Jun-18
B	49-Girod In	0.3	0.6	0.3	PM-Servicing Switches	Jun-18
F	49-Elks Out	0.9	0.8	0.1	PM-Servicing Switches	Jun-18
G	49-Tulane Out	0.8	0.6	0.2	PM-Servicing Switches	Jun-18
H	49-Perdido Out	0.6	0.3	0.3	PM-Servicing Switches	Jun-18
I	49-Girod Out	0.3	0	0.3	PM-Servicing Switches	Jun-18
Total				91.8		

Table 27: Performance Restrictions (Continued)

Section	Description	From	To	Track Miles	Performance Restriction	Month & Year
E	2-UR Esplanade to Conti	0	0.4	0.4	PM-Servicing Switches	Jul-18
A	2-DR Thalia to John Chase	0	0.5	0.5 x 9 = 4.5	Trash Pick up	Jul-18
B	2-DR John Chase to Julia St	0.5	0.9	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
D	2-DR Poydras to Conti St	1.4	1.7	0.3 x 9 = 2.7	Trash Pickup & Switch Service	Jul-18
E	2-DR Conti to Esplande	1.7	2.1	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
A	2-DR Thalia to John Chase	0	0.5	0.5 x 2 = 1.0	Service Switches	Jul-18
D	2-DR Poydras to Conti St	1.4	1.7	0.3 x 2 = 0.6	Service Switches	Jul-18
E	2-DR Conti to Esplanade	1.7	2.1	0.4 x 2 = 0.8	Service Switches	Jul-18
A	2-DR Thalia to John Chase	0	0.5	0.5 x 2 = 1.0	Welding frog and Mates	Jul-18
B	12-IN Cohn St to Oak	0.4	0.8	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
D	12-IN Short St to Pine	1.1	1.5	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
F	12-IN Loyola to Nashville	1.8	2.2	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
H	12-IN Soniat St to Napoleon	2.7	3.1	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
J	12-IN Delachaise St to Washington	3.5	3.9	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
A	12-IN Claiborne to Cohn St	0	0.4	0.4 x 2 = 0.8	Service Switches	Jul-18
B	12-Cohn St to Oak	0.4	0.8	0.4 x 2 = 0.8	Service Switches	Jul-18
C	12-IN Oak St to Short	0.8	1.1	0.3	Service Switches	Jul-18
D	12-IN Short St to Pine	1.1	1.5	0.4	Service Switches	Jul-18
H	12-IN Soniat St to Napoleon	2.7	3.1	0.4	Service Switches	Jul-18
I	12-IN Napoleon Ave to Delachaise	3.1	3.5	0.4	Service Switches	Jul-18
J	12-IN Delachaise St to Washington	3.5	3.9	0.4	Service Switches	Jul-18
M	12-IN Melpomene Ave to Howard	4.7	5.3	0.6	Service Switches	Jul-18

Table 27: Performance Restrictions (Continued)

Section	Description	From	To	Track Miles	Performance Restriction	Month & Year
L	12-IN Jackson Ave to Melponene	4.3	4.7	0.4	PM-Servicing Switches	Jul-18
M	12-Melpomene Ave to Howard	4.7	5.3	0.6	PM-Servicing Switches	Jul-18
O	12-OUT Canal to Girod	0	0.6	0.6	PM-Servicing Switches	Jul-18
A	12-IN Claiborne to Cohn St	0	0.4	0.4	PM-Servicing Switches	Jul-18
B	12-IN Cohn St to Oak	0.4	0.8	0.4	PM Repair on Switches	Jul-18
A	12-IN Claiborne to Cohn St	0	0.4	0.4	PM Repair on Switches	Jul-18
B	12-IN Cohn St to Oak	0.4	0.8	0.4	PM Repair on Switches	Jul-18
M	12-IN Melpomene Ave to Howard	4.7	5.3	0.6 x 2 = 1.2	PM Repair on Switches	Jul-18
A	47-IN Canal Cemeteries to St Patrick	0	0.4	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
B	47-IN S St Patrick to S Claiborne	0.4	0.8	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
C	47-S. Carrollton to Jefferson	0.8	1.2	0.4 x 9 = 3.6	Trash Pickup & Switch Service	Jul-18
D	47-IN S. Jefferson to Broad Ave	1.2	1.7	0.5 x 9 = 4.8	Trash Pickup & Switch Service	Jul-18
F	47-IN N. Johnson to S Robertson	2.2	2.5	0.3 x 9 = 2.7	Trash Pickup & Switch Service	Jul-18
H	47-IN Barronne to Wells	2.9	3.4	0.5 x 9 = 4.8	Trash Pickup & Switch Service	Jul-18
A	47-IN Canal Cemeteries to St Patrick	0	0.4	0.4	Service Switches	Jul-18
B	47-IN S St Patrick to S Claiborne	0.4	0.8	0.4	Service Switches	Jul-18
C	47-IN S Carrollton to Jefferson	0.8	1.2	0.4 x 2 = 0.8	Service Switches	Jul-18
D	47-IN S Jefferson to Broad Ave	1.2	1.7	0.5 x 2 = 1.0	Service Switches	Jul-18
E	47-IN S Broad Ave to N Johnson	1.7	2.2	0.5 x 2 = 1.0	Service Switches	Jul-18
F	47-IN N. Johnson to S Robertson	2.2	2.5	0.3 x 2 = 0.6	Service Switches	Jul-18
G	47-IN S Robertson to Barronne	2.5	2.9	0.4 x 2 = 0.8	Service Switches	Jul-18

Table 27: Performance Restrictions (Continued)

Section	Description	From	To	Track Miles	Performance Restriction	Month & Year
G	47-IN S Robertson to Barronne	2.5	2.9	0.4 x 2 = 0.8	PM-Servicing Switches	Jul-18
H	47-IN Barronne to Wells	2.9	3.4	0.5 x 2 = 1.0	PM-Servicing Switches	Jul-18
B	47-IN S St Patrick to S Claiborne	0.4	0.8	0.4 x 2 = 0.8	PM-Servicing Switches	Jul-18
C	47-IN S Carrollton to Jefferson	0.8	1.2	0.4 x 2 = 0.8	PM-Servicing Switches	Jul-18
D	47-IN Esplanade Ave to City Park Av	0	0.1	0.1 x 2 = 0.2	PM-Servicing Switches	Jul-18
G	47-OUT Barronne to S Robertson	0.5	0.9	0.4	PM-Servicing Switches	Jul-18
D	48-OUT City Park Ave to Esplanade	0.7	0.8	0.1 x 3 = 0.3	Trash Pick up & Switch Service	Jul-18
D	48-OUT City Park Ave to Esplanade	0.7	0.8	0.1	Service Switches	Jul-18
F	48-OUT S Robertson to Johnson	0.9	1.2	0.3	PM-Servicing Switches	Jul-18
E	48-OUT Johnson to S Broad Ave	1.2	1.7	0.5	PM-Servicing Switches	Jul-18
D	48-OUT S Broad to S Jefferson Davis	1.7	2.2	0.5	PM-Servicing Switches	Jul-18

Table 27: Performance Restrictions (Continued)

Section	Description	From	To	Track Miles	Performance Restriction	Month & Year
C	48-OUT S Jefferson to S Carrollton	2.2	2.6	0.4	PM-Servicing Switches	Jul-18
D	49-OUT Ely Fields to St Bernard	0	1	1	PM-Servicing Switches	Jul-18
D	49-IN St Bernard to Ely Fields	0.9	1.9	1 x 9 = 9.0	Trash Pick up & Switch Service	Jul-18
D	49-IN St Bernard to Ely Fields	0.9	1.9	1 x 2 = 2	Service Switches	Jul-18
A	49-OUT Toulouse to Rampart and Canal	1.6	1.9	0.3	Service Switches	Jul-18
A	49-IN UPT Station to Girod	0	0.3	0.3 x 9 = 2.7	Trash Pick up & Switch Service	Jul-18
A	49-IN UPT Station to Girod	0	0.3	0.3	Service Switches	Jul-18
D	49-OUT Canal to Tulane	0	0.1	0.1	PM-Servicing Switches	Jul-18
B	49-OUT Perdido St to Girod	0.3	0.6	0.3	PM-Servicing Switches	Jul-18
A	49-OUT Girod St to UPT Station	0.6	0.9	0.3	PM-Servicing Switches	Jul-18
Total				**94.9**		**Jul-18**

Table 28: RTA 2019-2023 Capital Program

Project	Phase	Start	Finish	Status	Cost	Notes
Napoleon Facility - Historic Rehabilitation	Design	2017	2018	Completed	$ 467,862	
Napoleon Facility - Historic Rehabilitation	Construction	2018	2019	Committed	$ 3,500,000	Funding set
St. Charles Streetcar - Carrollton Terminal Crossover Track Replacement	Design	2018	2018	Under Contract	$ 43,550	Funding set
St. Charles Streetcar - Carrollton Terminal Crossover Track Replacement	Construction	2019	2020 (Q2)	Committed	$ 1,256,450	Funding set
Randolph Facility - Exterior Envelope Repairs	Design	2017	2018	Completed	$ 100,000	Funding set
Randolph Facility - Exterior Envelope Repairs	Construction	2018	2019 (Q2)	Committed	$ 1,367,814	Funding set
New Buses - 8 ($650K/EA)	Purchase	2018	2019	Committed	$ 5,200,000	Diesel buses, procurement underway (including $3.2m) in federal funds

Table 28: RTA 2019-2023 Capital Program (Continued)

New Buses - 17 ($800K/EA)	Purchase	2019	2020	Planned	$ 14,450,000	Future procurements planned as electric buses, pending Board approval. Costs assumed to decrease over time and reflect the bus and associated infrastructure.
New Buses - 5($700K/EA)	Purchase	2020	2021	Planned	$ 3,500,000	
New Buses - 19 ($700K/EA)	Purchase	2021	2022	Planned	$ 13,300,000	
New Buses - 20 ($700K/EA)	Purchase	2022	2023	Planned	$ 14,000,000	
New Buses - 20 ($700K/EA)	Purchase	2023	2024	Planned	$ 14,000,000	
Bus Refurbishment - Orion 2008 35' - 10 ($125K/EA)	Purchase	2018	2019	Under Contract	$ 1,250,000	
Bus Refurbishment - Orion 2010 40' - 35 ($125K/EA)	Purchase	2018	2020	Planned	$ 4,375,000	
Bus Refurbishment - New Flyer 2010 60' - 5 ($125K/EA)	Purchase	2019	2019	Planned	$ 625,000	
Bus Refurbishment - New Flyer 2012 60' - 10 ($125K/EA)	Purchase	2020	2021	Planned	$ 1,250,000	
Bus Refurbishment - New Flyer 2013 - 60' ($125K/EA)	Purchase	2021	2021	Planned	$ 125,000	
Downtown Transit Center	Study	2018	2018	Under Contract	$ 500,000	
Downtown Transit Center	Design	2019	2019	Planned	$ 2,400,000	
Downtown Transit Center	Construction	2020	2021	Planned	$ 20,000,000	

Table 28: RTA 2019-2023 Capital Program (Continued)

Project	Phase	Start	Finish	Status	Cost	Notes
St. Charles Streetcar - ADA Modifications	Study	2017	2018	Completed	$ 113,000	
St. Charles Streetcar - ADA Modifications	Design	2018	2019	Planned	$ 1,200,000	Court-mandated by 2028
St. Charles Streetcar - ADA Modifications	Construction	2019	2022	Planned	$ 8,300,000	Court-mandated by 2028
Paratransit Vans - 13	Purchase	2019	2019	Planned	$ 520,000	Federal grant obtained
Paratransit 8/2 Minibuses - 10	Purchase	2019	2019	Planned	$ 600,000	Federal grant obtained
Paratransit 10/3 Minibuses - 15	Purchase	2020	2020	Planned	$ 900,000	
Paratransit Vans/Sedans - 7	Purchase	2020	2021	Planned	$ 280,000	
Paratransit 8/2 Minibuses - 18	Purchase	2022	2022	Planned	$ 1,080,000	
Paratransit Vans - 3	Purchase	2023	2023	Planned	$ 120,000	
Canal Street Ferry Terminal Renovation	Design	2017	2018	Completed	$ 2,805,256	
Canal Street Ferry Terminal Renovation	Construction	2018 (Q3)	2020 (Q2)	Committed	$ 19,687,575	Federal grant obtained
Riverfront & Canal Streetcar Spur / Badine St. Bus Station	Construction	2019 (Q4)	2020 (Q2)	Committed	$ 5,552,856	Federal grant obtained (part of Canal St Terminal)
New Orleans East Facility - State of Good Repairs	Design	2017	2018	Completed	$ 112,000	
New Orleans East Facility - State of Good Repairs	Construction	2018 (Q2)	2019 (Q1)	Committed	$ 1,008,000	Federal grant obtained

Table 28: RTA 2019-2023 Capital Program (Continued)

Project	Phase	Start	Finish	Status	Cost	Notes
Algiers Park & Ride - Rehabilitation Phase 1	Design	2017	2018	Completed	$ 21,993	Federal grant obtained
Algiers Park & Ride - Rehabilitation Phase 1	Construction	2018 (Q3)	2019 (Q1)	Committed	$ 219,929	Federal grant obtained
St. Charles Streetcar - Downtown Loop - Track Pvmt Replacement (Phase 1)	Design	2018	2018	Committed	$ 300,000	Federal grant obtained
St. Charles Streetcar - Downtown Loop - Track Pvmt Replacement (Phase 1)	Construction	2019	2020	Committed	$ 3,000,000	Federal grant obtained
Riverfront Streetcar Line - OCS - Painting & Parts Replacement	Construction	2019 (Q4)	2020 (Q2)	Committed	$ 393,433	Federal grant obtained (part of Canal St Terminal)
Riverfront Streetcar Line - Thalia Special Trackwork Replacement	Design	2018	2018	Under Contract	$ 72,000	Federal grant obtained (part of Canal St Terminal)
Riverfront Streetcar Line - Thalia Special Trackwork Replacement	Construction	2019 (Q4)	2020 (Q2)	Committed	$ 828,000	Federal grant obtained (part of Canal St Terminal)
Riverfront Streetcar Line - Track System Upgrades	Design	2018	2018	Under Contract	$ 27,000	Federal grant obtained (part of Canal St Terminal)
Riverfront Streetcar Line - Track System Upgrades	Construction	2019 (Q4)	2020 (Q2)	Committed	$ 423,000	Federal grant obtained (part of Canal St Terminal)
Upgrades to Ticketing System	Purchase	2019	2022	Planned	$ 6,000,000	Exact technology to be determined
IT Improvements	Purchase	2019	2023	Planned	$ 625,000	

Table 28: RTA 2019-2023 Capital Program (Continued)

Project	Phase	Start	Finish	Status	Cost	Notes
Algiers Point Ferry Terminal Renovation	Design	2018	2019	Planned	$ 225,655	Federal grant obtained
Algiers Point Ferry Terminal Renovation	Construction	2020	2020	Planned	$ 2,820,679	Federal grant obtained
Begin installing more shelters, seating, lighting, rider information, and other amenities at transit stops	Construction	2019	2020	Planned	$ 2,000,000	
Ensure sufficient transit information and accommodations at the new airport terminal, including potential placement of Ticket Vending Machines (TVMs)	Purchase	2019	2019	Planned	$ 75,000	Based on cost of purchasing and installing one TVM
Identify stops to move from near-side locations (before an intersection) to far-side locations (after an intersection)	Study	2020	2020	Planned	$ 100,000	
Study solutions to reduce the delay from cars in neutral grounds	Study	2020	2020	Planned	$ 100,000	

Table 28: RTA 2019-2023 Capital Program (Continued)

Project	Phase	Start	Finish	Status	Cost	Notes
All planned service disruptions are communicated online/mobile app and at the stop level at least 14 days in advance	Construction	2019	2022	Planned	$ 200,000	$200k over 4 years
Provide real-time arrival info at stops with more than 250 boardings a day	Construction	2020	2022	Planned	$ 200,000	
Corridor studies on high-capacity transit	Studies	2020	2022	Planned	$ 1,500,000	

Table 29: CY2018 Capital Projects Budget

Project Number	Project Description	CY2018 Total Expenditures	Federal Funding			Local Funding Needed
			Source of Funding	% of Funding	Funding Available	
LA040038	Napoleon Facility (SGR)	2,159,034	FTA	80%	$1,727,227	$ 431,807
LA040045	ENO Leaks	1,055,685	FTA	80%	$844,548	$211,137
LA900409	St. Charles Streetcar - Carrollton Terminal Crossover Track Replacement	970,810	FTA	80%	$776,648	$194,162
LA540003	St. Charles OCS	329,000	FTA	80%	$263,200	$ 65,800
LA540003	Repaint Riverfront OCS Poles	113,453	FTA	80%	$90,762	$22,691
LA540005	Riverfront Streetcar Line - Special Trackwork and Tamping	892,379	FTA	80%	$713,903	$178,476
LA2016-012	Riverfront Trackwork Procurement	500,000	FTA	80%	$400,000	$100,000

Table 29: CY2018 Capital Projects Budget

Project Number	Project Description	CY2018 Total Expenditures	Federal Funding	Local Funding Needed	Project Number	Project Description
LA2016-02	Alternative Analysis Downtown Transit Center	62,922	FTA	80%	$ 50,338	$12,584
LA040038	Carrollton Barn (SGR)	180,798	FTA	80%	$144,638	$36,160
LA90X418	Security and Emergency Response Plan and Cameras	65,654	FTA	80%	$52,523	$13,131
LA90X433	Shelters - Canal Cemeteries	71,057	FTA	80%	$56,846	$14,211
LA90X433	Security Cameras	75,834	FTA	80%	$60,667	$15,167
LA2016-00	Shelters - Canal Cemeteries	200,000	FTA	80%	$160,000	$ 40,000
LA2016-00	Security Cameras	37,918	FTA	80%	$ 30,334	$7,584
LA2016-011	Shop, Tools and Equipment - Rail	195,687	FTA	80%	$156,550	$ 39,137
LA2016-011	Security Cameras - Rail	115,000	FTA	80%	$92,000	$23,000
LA2016-019	Bus Wash	423,000	FTA	80%	$338,400	$84,600
LA2016-019	Training Simulators - Bus	300,000	FTA	80%	$240,000	$60,000
LA2016-019	Shop Equipment - Bus	382,249	FTA	80%	$305,799	$76,450
LA2016-019	ADP Hardware - Bus	2,962	FTA	80%	$2,370	$592

Table 29: CY2018 Capital Projects Budget

Project Number	Project Description	CY2018 Total Expenditures	Federal Funding	Local Funding Needed	Project Number	Project Description
LA2016-019	Support Vehicle - Bus	30,000	FTA	80%	$24,000	$6,000
LA2017-009	Bus Transmissions and Radiators	663,325	FTA	80%	$530,660	$132,665
LA2017-011	Misc. Equipment - Rail	100,000	FTA	80%	$80,000	$ 20,000
LA2017-011	Security Cameras - Rail	118,450	FTA	80%	$94,760	$23,690
LA2017-011	Transit Asset Mgmt. (Strategic Planning)	100,000	FTA	80%	$80,000	$ 20,000
1FEDERAL18	Portable Air Compressors	60,000	FTA	80%	$48,000	$ 12,000
1FEDERAL18	Portable Skid Pressure Washers	25,000	FTA	80%	$20,000	$ 5,000
1FEDERAL18	Flusher Truck w/HY-Rail System	211,888	FTA	80%	$169,510	$ 42,378
1FEDERAL18	Axle & Gear Rebuild w/Gear Set	45,500	FTA	80%	$36,400	$9,100
1FEDERAL18	Switch Tongue/Components Replacements	350,000	FTA	80%	$280,000	$70,000
1FEDERAL18	Material & Equipment Hauling Trailer	20,000	FTA	80%	$16,000	$ 4,000
1FEDERAL18	Portable Track Hand Tampers	12,780	FTA	80%	$10,224	$ 2,556

Table 29: CY2018 Capital Projects Budget

Project Number	Project Description	CY2018 Total Expenditures	Federal Funding	Local Funding Needed	Project Number	Project Description
1FEDERAL18	Rail Division Shop Tools & Equipment	35,000	FTA	80%	$28,000	$7,000
1FEDERAL18	Administrative Support	150,000	FTA	80%	$120,000	$30,000
1FEDERAL18	Bus/Bus Facilities	1,131,679	FTA	80%	$ 905,343	$ 226,336
1FEDERAL18	Purchase TVMs (5)	375,000	FTA	80%	$300,000	$75,000
Total Capital Expenditures and Funding		12,787,064			$10,229,651	$2,557,413
1PM1502	Bus Refurbishment - Engines	20,764	FTA	80%	$16,611	$ 4,153
1PM1504	Calibration/Repair Shop Equip.	5,323	FTA	80%	$4,258	$1,065
1PM1508	Loyola - OCS & Track	17,035	FTA	80%	$13,628	$ 3,407
1PM1509	Streetcar Traction Motor Repairs	3,150	FTA	80%	$ 2,520	$630
1PM1601	Bus Refurbishment - Engines	111,758	FTA	80%	$ 89,406	$22,352
1PM1619	TPSS (Traction Power Substation) and Streetcar Training	8,187	FTA	80%	$ 6,550	$1,637

Table 29: CY2018 Capital Projects Budget

Project Number	Project Description	CY2018 Total Expenditures	Federal Funding	Local Funding Needed	Project Number	Project Description
1PM1620	Streetcar Saft Battery Contract	6,718	FTA	80%	$ 5,374	$1,344
1PM1624	Streetcar Traction Motor Repairs	17,850	FTA	80%	$14,280	$3,570
Total PM Projects		190,785			$152,628	$38,157
Total Capital Exp. & Funding (incl. PM Projects)		12,977,849			$10,382,279	$2,595,570