

Transit Asset Management Plan

October 1, 2022 – September 30, 2026



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

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CEO CERTIFICATION

The Rhode Island Public Transit Authority (RIPTA) is a designated Tier 1 provider as defined by the Federal Transit Administration. Per that designation, the agency is required to develop and implement a transit asset management plan to help address deferred maintenance through the use of performance-based assessment and planning. As the Chief Executive Officer for the Authority, it is my overall responsibility that the agency carries out this plan in coordination with other applicable departments and relevant staff. In response to the requirements set forth in Federal legislation and regulations pertaining to receiving Federal monies by way of Chapter 53 funds, do hereby approve, adopt, and certify the RIPTA's Transit Asset Management Plan for implementation.



Date: 10/4/2022

Scott Avedisian
Chief Executive Officer
Accountable Executive

Introduction

Background

At the start of 2010, it was found that the national backlog on infrastructure maintenance exceeded \$1 trillion, with transit accounting for over \$78 billion. In response, Congress passed the 2012 *Moving Ahead for Progress in the 21st Century Act* (or MAP-21). This initial legislation set a requirement for the United States Department of Transportation (USDOT) to develop rules and create a national system to monitor and manage public transportation assets to improve safety and increase reliability and performance. This aim was reaffirmed in the 2015 *Fixing America's Surface Transportation Act* (FAST). The Federal Transit Administration (FTA) issued its final rule on transit asset management also known as 49 CFR 625 in July 2016 which proceeded to go into effect on October 1st, 2016.

Under this rule, every agency must develop a transit asset management 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 subrecipient. FTA grantees are required to collect and use asset inventory and condition data, set state of good repair (SGR) performance targets, develop strategies to prioritize investments, and prepare a plan to meet those targets. These plans are required to be updated in their entirety at least once every four years. The first compliant TAM plans were due in October 2018 and are obligated to complete an updated every four years starting in October 2022, coinciding to the extent possible, with the State and metropolitan planning cycle for the development of the State Transportation Improvement Program (TIP) to set regional and statewide performance targets.

The Rhode Island Public Transit Authority (RIPTA) is the statewide transit operator for the Ocean State. It possesses five administrative/maintenance facilities in Providence and Newport, occupies three passenger facilities, and owns hundreds of millions of dollars' worth in vehicle and equipment assets. Today, RIPTA offers transit service in 36 of 39 municipalities; in FY 2020, RIPTA provided 13.4 million trips across its 53 fixed routes, assorted flex zones, and ADA paratransit operations.

RIPTA complied with the 2016 FTA final rule on transit asset management and composed its first plan in 2018. This final document consists of the Authority's established targets and actions to be carried out from October 2022 through until the next update in Fall 2026. The agency's organizational structure, maintenance practices, budget processes and information systems are all aligned on the goal of preserving and extending the useful life of its various assets. The Authority recently had its triennial review with the FTA in which it provided updated maintenance plans and programs for all relevant assets.

Scope

This plan details RIPTA's approach to Transit Asset Management for the upcoming four-year period, and describes the following:

- The process for inventorying and determining the condition of transit assets, including rolling stock, facilities, and equipment
- The decision-making process, including methodology for determining capital needs over time and prioritizing investment in capital assets
- Our implementation strategy, including an annual/cyclical calendar of activities
- The agency’s plan for monitoring and evaluating this plan
- The resources allocated toward the TAM process, including funding resources and agency personnel responsible for the implementation and oversight of this plan
- Our baseline and established targets to be achieved over the duration of this plan
- RIPTA’s State of Good Repair Policy
- RIPTA’s completed facility condition assessments (see appendix), and
- RIPTA’s prioritized list of capital investments (see appendix)

Goals

RIPTA has set the following goals for the 2022-2026 plan:

1. Minimize total costs and maximize the performance of all capital assets and facilities.
2. Ensure decision-making is based on data driven information and well-defined objectives.
3. Make transparent cost-effective decisions on the acquisition of capital assets and their maintenance (both vehicles and facilities) over their useful life.

Inventory and Condition Assessments

As new assets are introduced – such as of new pieces of equipment, new facilities are opened, or new revenue vehicles brought into service – they will be added to the Authority’s inventory of capital assets. This database will be maintained by the Finance Department. Per the final rule, equipment that is not a service vehicle or has an acquisition value less than \$50,000 does not need to be incorporated into the database.

RIPTA will utilize the FTA’s five-point Transit Economic Requirements Model (TERM) to assess the condition of facilities. To determine the condition of revenue vehicles and equipment, we will consider reports from regular preventive maintenance, specific repair events, the vehicle’s or equipment’s useful life, and other critical factors.

The condition of all facilities and vehicles will be submitted on annual basis through the National Transit Database.

Decision-Making Process

RIPTA’s transit asset management plan will be implemented through the agency’s annual budgeting process. This involves the allocation of available funding from federal, state, and self-sourced streams to identified needs. The financial plan shall serve as the determined list of prioritized investments for the immediate fiscal year. Lower priorities will be evaluated and scheduled into outyears as feasible.

The Finance Department will maintain a full list of priorities that will be reviewed with respective departments during the start of the budgeting process.

Implementation Strategy

The agency’s implementation strategy includes our TAM-related objectives and performance targets as defined by the following manner:

- For rolling stock: the percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark (ULB) per FTA guidance.
- For facilities: the percentage of facilities within an asset class condition rated below 3.00 on the TERM scale.
- For equipment: the percentage of non-revenue, support-service and maintenance vehicles and relevant equipment that have either met or exceeded their ULB.

Calendar of Activities

To effectively implement this plan, the Authority has established the following annual calendar of activities (note: RIPTA operates on a July-June fiscal year):

Month	Activities
July	<ul style="list-style-type: none"> • Update all asset inventories. <ul style="list-style-type: none"> ○ If this is an identified year in which the TAM Plan needs to be fully updated, then new facility condition assessments will be completed.
August	<ul style="list-style-type: none"> • Review (and update if needed) the Agency Maintenance Plan.
September	<ul style="list-style-type: none"> • Review (and amend if needed) the Transportation Improvement Program/TIP. • RIPTA’s Board of Directors are presented with the revised capital financial plan for approval. • If this is an identified year in which the TAM plan needs to be updated, it will be completed and signed by the CEO by
October	<ul style="list-style-type: none"> • Report all asset data to the National Transit Database by end of month.
March	<ul style="list-style-type: none"> • Review prioritization of projects at the start of agency budgeting process
May	<ul style="list-style-type: none"> • Review (and updated as needed) the TAM and the Agency Capital Plan.

Monitoring and Evaluation Plan

To monitor and evaluate the agency's assets on a yearly basis in accordance with each category's targets, the following performance measures will be used:

- Rolling stock
 - Measures related to the implementation of this plan
 - Labor hours per vehicle
 - Fuel economy
 - Safety risk: incidents per 1,000 miles
 - Capital cost: costs per mile, per passenger trip and per maintenance hour
 - Operational cost: costs per mile, per passenger trip per operational hour, and per maintenance hour
 - Maintenance cost: planned or unplanned preventive maintenance or repair

- Facilities
 - Measures related to the implementation of this plan
 - Energy use per square foot
 - Water use per square foot
 - Operating cost per square foot
 - Maintenance cost: planned or unplanned preventive maintenance or repair

- Equipment
 - Measures related to the implementation of this plan
 - Percentage of equipment with a rating of less than 3.00 on TERM scale
 - Age and mileage of equipment
 - Safety risk: incidents per 1,000 miles
 - Capital cost: per mile and per maintenance hour
 - Operation cost: per mile, per trip, per operation hour and per maintenance hour
 - Maintenance cost: planned or unplanned preventive maintenance or repair

Transit Asset Management Resources

A cross-departmental committee oversees and implements RIPTA's transit assessment management program. It includes representation from the following areas:

Position	Name	Role(s)
Chief Executive Officer	Scott Avedisian	Oversees all aspects of RIPTA and is the Accountable Executive for the implementation of this plan.
Chief of Strategic Advancement	Greg Nordin	Provides program support via Long-Range Planning staff and directs project management resources as needed to oversee and deliver SRG projects.
Chief Financial Officer	Chris Durand	Responsible for utilizing TAM data for integration into annual budgeting process, review prioritization lists against financial resources. Coordinates with Senior Financial Analyst and Grants Specialist as needed.
Chief of Security and Operations	Jamie Pereira	Responsible for designation of critical infrastructure and assessment of life safety issues in partnership with Director of Environmental Affairs and Safety.
Director of Accounting	Paul Dilorio	Responsible for integrating financial indicators into TAM program, provides administrative support to program, coordinates NTD submission.
Executive Director of Procurement and Inventory Control	John Chadwick	Responsible for asset inventory and provides support to TAM program as needed.
Chief Technology Officer	Gary Jarvis	Responsible for business process review of enterprise software, ensure that performance indicator data is available for asset management.
Director of Environmental Affairs and Safety	Peter Ginaitt	Responsible for Level of Care program, works with Chief of Security and Operations on designating critical infrastructure and assessment of life safety issues.
Executive Director of Facilities and Maintenance	Jamie Pereira (in acting capacity)	Responsible for overseeing maintenance of facilities and vehicles. Works with other RIPTA personnel (and any contracted engineers) to undertake condition assessments and establish quality indicators.
Director of Facilities Maintenance	Jim Cunningham	Responsible for facilities maintenance.
Vehicle Maintenance Manager	Joe Monti	Responsible for maintenance of all revenue and non-revenue/support vehicles and equipment.

Baselines and Targets

For each asset category, the performance measure is a characterization of the percentage of the number of assets that are *not* in a state of good repair. For **facilities**, the performance measure is the percentage of facilities within an asset class rated below a 3 on the TERM scale. For both **equipment and rolling stock**, the performance measure is the percentage having met or exceeded their useful life benchmark.

Facilities

The FTA Facility Condition Assessment Guidebook provides examples of the rating scale established in the TERM model. These descriptions are helpful in offering clear guidance in what FTA considers an appropriate condition. These have been incorporated into our evaluation process. For the purposes of this plan (and the associated facility condition assessments undertaken) the following was used:

Rating	Description	Condition
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 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

For the 2018-2022 TAM Plan, an inter-departmental committee of RIPTA personnel assessed each facility and assigned scores for the various components. An average score was applied to determine the condition of the facility. Although this fulfilled the requirement of the final rule issued by FTA, it only gave staff a high-level understanding of what should be prioritized.

Desiring a far more detailed assessment of the facilities including cost estimations to better assist relevant departments involved in determining project prioritization through the budget process for the 2022-2026 TAM plan, RIPTA brought in Michael Baker to carry out an impartial and data-driven assessment of each facility. Following extensive walkthroughs of each applicable building, the contracted engineers reviewed their notes, photos, and other documentation and proceeded to apply a weighed averaged score to determine the condition of the facility. In addition to the assessments, Michael Baker has produced a 20-year financial outlook and guidance on how RIPTA should consider prioritizing the expenditure of limited capital funds to bring each facility up to a state of good repair.

All the facility condition assessments and the 20-year financial outlook have been included in the TAM plan’s appendix.

RIPTA currently utilizes five administrative or maintenance facilities that meet the threshold for inclusion for condition assessment. These consist of the following:

- 265 Melrose Street (Providence)
- 269 Melrose Street (Providence)
- 705 Elmwood Avenue (Providence)
- 750 Elmwood Avenue (Providence)
- 350 Coddington Highway (Middletown/Newport)

The Authority also possess one further property, 325 Melrose Street (Providence), but it is currently not used for public transportation functions; rather it is rented by the Registry of Motor Vehicles as a driver testing site. However, an assessment was done in conjunction with this TAM plan update in case RIPTA determines that the property may be needed for operations during the duration of this plan or for future TAM plans as RIPTA proceeds implementation of *Transit Forward RI 2040*, Rhode Island’s Transit Master Plan.

Additionally, RIPTA has one passenger facility, Kennedy Plaza in Downtown Providence, that is also included in this plan.

The below table shows the facility condition scores of each of the five administrative/maintenance facilities included in the 2018 plan and the updated scores for each determined by Michael Baker in July 2022.

Administrative/Maintenance Facility	TAM Score 2018	TAM Score 2022
265 Melrose Street	2	1.8
269 Melrose Street	3	3.4
705 Elmwood Avenue	3.5	3.7
750 Elmwood Avenue	4	3.5
350 Coddington Highway	3	3.13

The 2018-2022 Administrative/Maintenance Facility Condition Assessments found 20% of all facilities of this category to be rated below 3.0. This remains true in 2022. 265 Melrose Street, a facility built in 1905, continues to remain far below an adequate state of good repair. Bringing this building above a 3.0 or greater is a critical priority for RIPTA over the next four years.

The below table shows the condition score for each applicable passenger/parking facility directly owned by RIPTA:

Passenger/Parking Facility	TAM Score 2018	TAM Score 2022
Kennedy Plaza	2.5	3

The 2018-2022 Passenger/Parking Facility Condition Assessment found our only site to be below a 3.0, however, improvements have been made over the past four year which have increased its score to a 3.0.

The Authority is in the process of developing new passenger facilities throughout the state including on the Warwick campus of the Community College of Rhode Island (CCRI), the Kingston campus of the University of Rhode Island (URI), and numerous mobility hubs as recommended in *Transit Forward RI 2040*. As these are brought into active use, they will be added to the applicable list of facilities for TAM evaluation and facility condition assessments will be done ahead of the 2026 TAM plan

RIPTA has set a target of **0%** of its facilities to be below a 3.0 on the TERM scale.

Rolling Stock and Equipment

A. Fixed-Route

FTA’s useful life benchmark (ULB) of 14 years for fixed-route buses to does not reflect the utilization of RIPTA buses. We have experienced most buses reaching their 500,000-mile threshold at 12 years of age, and therefore, will be using this ULB for the purposes of this TAM plan. The 2022 baseline has been set to **10.13%**, a decrease from 16% (or a decline of 5.87% from four years’ previous), due to the inclusion of newer vehicles into the fleet and the removal of older buses, particularly those from 2005 and earlier.

Class	# of Vehicles	Bus Yr	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
40' bus	24	2009	2010	2022	12	12	100%	
35' bus	10	2010	2011	2022	11	12	92%	
40' hybrid	40	2010	2011	2022	11	12	92%	
trolley replica	10	2010	2011	2022	11	12	92%	
40' bus	50	2013	2013	2022	9	12	75%	10.13%
40' bus	42	2016	2017	2022	5	12	42%	
40' Bus	33	2020	2020	2022	2	12	17%	
40' Bus	15	2021	2021	2022	1	12	8%	
30' Bus	9	2021	2021	2022	1	12	8%	
New Flyer Electric	1	2022	2022	2022	0	12	0%	
Proterra Electric	3	2018	2018	2022	4	12	33%	

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For 2024 and 2026, RIPTA’s goal is reduce the number of fixed-route vehicles exceeding useful life.

Between the 2022 baseline and 2024, none of RIPTA’s fleet will be exceeding useful life. RIPTA sets **0%** as the target in 2024.

Class	# of Vehicles	Bus Yr	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
40' Diesel Bus	0	2009	2010	2024	14	12	117%	
35' Diesel Bus	0	2010	2011	2024	13	12	108%	
40' Hybrid Bus	0	2010	2011	2024	13	12	108%	
35' Trolley Replica	0	2010	2011	2024	13	12	108%	
40' Diesel Bus	50	2013	2013	2024	11	12	92%	
40' Diesel Bus	42	2016	2017	2024	7	12	58%	
40' Diesel Bus	33	2020	2020	2024	4	12	33%	
40' Diesel Bus	15	2021	2021	2024	3	12	25%	0%
30' Diesel Bus	9	2021	2021	2024	3	12	25%	
40' New Flyer Electric	1	2021	2021	2024	3	12	25%	
40' Proterra Electric	3	2022	2022	2024	2	12	17%	
40' New Flyer Electric	13	2023	2023	2024	1	12	8%	
40' Diesel Bus	28	2023	2023	2024	1	12	8%	
35' Diesel Bus	12	2023	2023	2024	1	12	8%	
40' Diesel Bus	24	2024	2024	2024	0	12	0%	

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RIPTA's fleet will be right sized with **0%** exceeding useful life by 2026 and sets this as the target.

Class	# of Vehicles	Bus Yr	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
40' Diesel Bus	0	2009	2010	2026	16	12	133%	
35' Diesel Bus	0	2010	2011	2026	15	12	125%	
40' Hybrid Bus	0	2010	2011	2026	15	12	125%	
35' Trolley Replica	0	2010	2011	2026	15	12	125%	
40' Diesel Bus	25	2013	2013	2026	13	12	108%	
40' Diesel Bus	42	2016	2017	2026	9	12	75%	
40' Diesel Bus	33	2020	2020	2026	6	12	50%	
40' Diesel Bus	15	2021	2021	2026	5	12	42%	
30' Diesel Bus	9	2021	2021	2026	5	12	42%	0%
40' New Flyer Electric	1	2021	2021	2026	5	12	42%	
40' Proterra Electric	3	2022	2022	2026	4	12	33%	
40' New Flyer Electric	13	2023	2023	2026	3	12	25%	
40' Diesel Bus	28	2023	2023	2026	3	12	25%	
35' Diesel Bus	12	2023	2023	2026	3	12	25%	
40' Diesel Bus	24	2024	2024	2026	2	12	17%	
35' Diesel Bus	25	2025	2025	2026	1	12	8%	
40' Diesel Bus	25	2026	2026	2026	0	12	0%	
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B. Paratransit

RIPTA uses the FTA established 7-year ULB for paratransit vehicles. The 2022 baseline is **45%**, a decrease from 48% (or a 3% decline from four years' previous), due to the inclusion of newer vehicles into the fleet and the removal of older ones, particularly from 2011; some of which are still in operational service today but are expected to be taken off the road soon.

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2011	19	2011	2022	11	7	157%	
2012	22	2013	2022	9	7	129%	45%
2015	25	2016	2022	6	7	86%	
2022	25	2022	2022	0	7	0%	
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For 2024 and 2026, RIPTA's goal is to reduce the number of paratransit vehicles exceeding useful life.

Between the 2022 baseline and 2024, none of RIPTA’s paratransit fleet will be exceeding their useful life. This is due to an aggressive fleet replacement program that is scheduled to be carried out in 2023 and 2024. RIPTA sets a **0%** target for 2024.

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2011 Cutaway	0	2011	2024	13	7	186%	
2012 Cutaway	0	2013	2024	11	7	157%	
2015 Cutaway	0	2016	2024	8	7	114%	
2019 Dodge Caravan	5	2019	2024	5	7	71%	0%
2022 Cutaway	25	2022	2024	2	7	29%	
2023 Cutaway	50	2023	2024	1	7	14%	
2024 Cutaway	25	2024	2024	0	7	0%	

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In 2026, due to continued fleet replacement activities, RIPTA’s paratransit fleet will continue to have none exceeding useful life. RIPTA sets a **0%** target for 2026.

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2011 Cutaway	0	2011	2026	15	7	214%	
2012 Cutaway	0	2013	2026	13	7	186%	
2015 Cutaway	0	2016	2026	10	7	143%	
2019 Caravan	0	2019	2026	7	7	100%	
2022 Cutaway	25	2022	2026	4	7	57%	0%
2023 Cutaway	25	2023	2026	3	7	43%	
2024 Cutaway	25	2024	2026	2	7	29%	
2025 Caravan	5	2024	2026	2	7	29%	
2025 Cutaway	25	2024	2026	2	7	29%	

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C. Flex

RIPTA uses the FTA established 7-year ULB for Flex vehicles. The 2022 baseline is **21%**, a decrease from 32% (or a 11% decline from four years' previous), due to the removal of several 2011 and 2012 vehicles from operations.

Class	# of Vehicles	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2011 Flex	1	2011	2011	2022	11	7	157%
2012 Flex	2	2012	2013	2022	9	7	129%
2015 Flex	11	2015	2016	2022	6	7	86%
							21%

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For 2024 and 2026, RIPTA's goal is to reduce the number of Flex vehicles exceeding useful life.

Between the 2022 baseline and 2024, there is an expected reduction of 21% to 0%. This is due to the removal of all remaining 2011 and 2012 Flex vehicles and the introduction of new 2023 and 2024 Flex vehicles in their place. RIPTA sets a **0%** target of all Flex vehicles exceeding their useful life in 2024.

Class	# of Vehicles	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2011 Flex	0	2011	2011	2024	13	7	186%
2012 Flex	0	2012	2013	2024	11	7	157%
2015 Flex	0	2015	2016	2024	8	7	114%
2023 Flex	10	2023	2023	2024	1	7	14%
2024 Flex	5	2023	2024	2024	0	7	0%

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In 2026, the Flex fleet will consist of only 2023 and 2024 vehicles. RIPTA sets a target of **0%** of all Flex vehicles exceeding useful life.

Class	# of Vehicles	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2011 Flex	0	2011	2011	2026	15	7	214%
2012 Flex	0	2012	2013	2026	13	7	186%
2015 Flex	0	2015	2016	2026	10	7	143%
2023 Flex	10	2023	2023	2026	3	7	43%
2024 Flex	5	2023	2024	2026	2	7	29%

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D. Equipment

The baseline for equipment in 2022 is 41%.

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2001 Ford Explorers	0	2001	2022	21	8	263%	
2004 Chev. Express	9	2004	2022	18	8	225%	
2007 GMC Trucks	2	2007	2022	15	8	188%	
2010 Ford F 250	6	2010	2022	12	8	150%	
2010 Ford F 550	2	2010	2022	12	8	150%	
2011 GMC Savana Van	3	2011	2022	11	8	138%	
2011 Ford Explorer	3	2011	2022	11	8	138%	
2014 Ford CMAX	5	2014	2022	8	8	100%	
2016 Ford Explorers	4	2016	2022	6	8	75%	41%
2017 Ford Explorers	6	2017	2022	5	8	63%	
2018 Chev Silverado	5	2018	2022	4	8	50%	
2019 Ford Explorers	4	2019	2022	3	8	38%	
Bobcats	2	2003	2022	19	25	76%	
Elgin Sweepers	2	2010	2022	12	25	48%	
Caterpillar P5000 Forklift	2	2011	2022	11	25	44%	
Caterpillar Forklift	2	2011	2022	11	25	44%	
Caterpillar Skidsteer	3	2011	2022	11	25	44%	
Yale Lift truck	1	2013	2022	9	25	36%	

RIPTA will replace equipment as needed over the next four years as shown in the preceding two tables.

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2001 Ford Explorers	0	2001	2024	23	8	288%	
2004 Chev. Express	9	2004	2024	20	8	250%	
2007 GMC Trucks	2	2007	2024	17	8	213%	
2010 Ford F 250	6	2010	2024	14	8	175%	
2010 Ford F 550	2	2010	2024	14	8	175%	
2011 GMC Savana Van	3	2011	2024	13	8	163%	
2011 Ford Explorer	3	2011	2024	13	8	163%	
2014 Ford CMAX	5	2014	2024	10	8	125%	
2016 Ford Explorers	4	2016	2024	8	8	100%	
2017 Ford Explorers	6	2017	2024	7	8	88%	49%
2018 Chev Silverado	5	2018	2024	6	8	75%	
2019 Ford Explorers	4	2019	2024	5	8	63%	
Bobcats	2	2003	2024	21	25	84%	
Elgin Sweepers	2	2010	2024	14	25	56%	
Caterpillar P5000 Forklift	2	2011	2024	13	25	52%	
Caterpillar Forklift	2	2011	2024	13	25	52%	
Caterpillar Skidsteer	3	2011	2024	13	25	52%	
Yale Lift truck	1	2013	2024	11	25	44%	

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2001 Ford Explorers	0	2001	2026	25	8	313%	
2004 Chev. Express	9	2004	2026	22	8	275%	
2007 GMC Trucks	2	2007	2026	19	8	238%	
2010 Ford F 250	6	2010	2026	16	8	200%	
2010 Ford F 550	2	2010	2026	16	8	200%	
2011 GMC Savana Van	3	2011	2026	15	8	188%	
2011 Ford Explorer	3	2011	2026	15	8	188%	
2014 Ford CMAX	5	2014	2026	12	8	150%	
2016 Ford Explorers	4	2016	2026	10	8	125%	
2017 Ford Explorers	6	2017	2026	9	8	113%	66%
2018 Chev Silverado	5	2018	2026	8	8	100%	
2019 Ford Explorers	4	2019	2026	7	8	88%	
Bobcats	2	2003	2026	23	25	92%	
Elgin Sweepers	2	2010	2026	16	25	64%	
Caterpillar P5000 Forklift	2	2011	2026	15	25	60%	
Caterpillar Forklift	2	2011	2026	15	25	60%	
Caterpillar Skidsteer	3	2011	2026	15	25	60%	
Yale Lift truck	1	2013	2026	13	25	52%	

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Reporting

As a public transit operator who receives FTA financial assistance from sources including the Urbanized Area Formula Program (Section 5307), the Rural Area Formula Program (Section 5311), and the Bus & Bus Facilities Formula Program (Section 5339a), RIPTA is required by federal law to report to the National Transit Database.

Reporting will be done on an annual basis and submissions will occur no later than October 31st of each year.

State of Good Repair Policy

The Rhode Island Public Transit Authority (RIPTA) has a responsibility to both its riders and the citizens of the State of Rhode Island in maintaining its assets in a State of Good Repair. This is defined as **the condition in which a capital asset can operate at a full level of performance.**

This means that the asset is:

- Able to perform its designated function
- Does not pose an unacceptable safety risk, and
- Its lifecycle investments have been met or recovered.

RIPTA, as a Tier I provider, and as a recipient of federal financial assistance under 49 U.S.C. Chapter 53, should adhere to the established Transit Asset Management (TAM) Plan to guide the agency in reaching a State of Good Repair. To meet this, the following goals and objectives are adopted:

- 1) *Ensure that RIPTA's services are provided and maintained in a sustainable manner.*
 - a. Consider the risks and consequences of action, and inaction, when prioritizing asset replacement or repair, and when identifying and allocating funding sources.
 - b. Incorporate complete asset lifecycle costs into long-term financial planning to achieve cost-effective asset management planning.
 - c. Inform decision-making by planning for, reporting, and considering future lifecycle costs of new services and assets including when considering upgrades and expansions of existing physical infrastructure.
- 2) *Safeguard assets, including employees and physical assets, by implementing asset management strategies and directing appropriate resources to these strategies.*
 - a. Develop employee capacity and competency in asset management practices and promote agency-wide stewardship of asset management strategies and governance.
 - b. Identify and apply consistent criteria in prioritizing funding of asset management projects throughout RIPTA.
 - c. Annually allocate appropriate financial and operational resources to implement asset management strategies and devote resources to prioritized projects.
- 3) *Demonstrate transparent and responsible asset management processes that align with best practices and federal standards.*
 - a. Annually review and update all asset management plans to ensure assets are managed, valued, and depreciated in accordance with Generally Accepted Accounting Principles (GAAP) and federal standards.
 - b. Ensure alignment amongst RIPTA's annual operating and capital budgets, and Rhode Island's Transportation Improvement Program to inform decision-makers.
- 4) *Meet federal legislative requirements.*
 - a. Develop Asset Management Plans that include, at a minimum:
 - i. Capital asset inventories

- ii.* Condition assessments
 - iii.* Risk-based decision-making, and
 - iv.* Investment prioritization.
- b.* Establish performance targets in relation to State of Good Repair measures, as required by the FTA.

Responsibility: RIPTA’s Chief Executive Officer has overall responsibility for developing an asset management and State of Good Repair Policy, plans, and procedures, the allocation of resources, and reporting to the Board of Directors on the status and effectiveness of asset management within RIPTA.

Review of Policy: This policy shall be in effect for four years and will be reviewed annually. At the end of the four-year duration, the CEO and other relevant senior and executive leadership will convene to revise or readopt this policy. This policy should reflect changes in transit asset management guidance and procedures set by FTA and respective federal law.

Investment Prioritization

RIPTA prioritises investments through the annual budgeting process. Line items show those projects financed in the current and upcoming fiscal year along with the proceeding three outyears. The Capital Plan can be reviewed here: <https://www.ripta.com/accountability-transparency/>

Appendix A : Facility Condition Assessments