

# Transit Asset Management Plan

October 1, 2022 – September 30, 2026



**RHODE ISLAND PUBLIC TRANSIT AUTHORITY**

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## Version Log

Version	Date	Reason for Revision
0	10/1/2022	Original TAM Plan
1	7/24/2025	<ul style="list-style-type: none"> <li>• TAM plan can be approved by New Chief Executive Officer</li> <li>• Updated TAM Resources List</li> <li>• Replaced 2022 Facility Condition Assessments with September 2023 version that includes non-FTA required assets</li> <li>• Added 2022 Component Weighted Scores for each Facility</li> <li>• Added Fleet Plan (as of June 30, 2025) – Appendix B of Plan</li> <li>• Fixed Minor Grammatical Errors</li> <li>• Noted Subrecipient Agreement with QDC on Ferry Terminal</li> <li>• Updated Baseline and Target Tables (footnotes for clarity added)</li> </ul>
2	8/5/2025	<ul style="list-style-type: none"> <li>• CEO resigned TAM to incorporate change below.</li> <li>• Performance Target Review Process (included as activity in calendar)</li> </ul>

## Appendices

- A: Facility Condition Assessments
- B: Fleet Plan (as of June 30, 2025)
- C: FY 2026 TAM Performance Targets

## 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 using 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.



**Christopher Durand**  
*Chief Executive Officer*  
Accountable Executive

Date: 8/5/2025

## **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 21<sup>st</sup> 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 1<sup>st</sup>, 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 to the next update in Fall 2026. The agency's organizational structure, maintenance practices, budget processes and information systems are all aligned with 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 and the process of approving annual performance targets.
- 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 of 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, vehicle or equipment useful lives, and other critical factors.

The condition of all facilities and vehicles will be submitted on an 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 the 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):

<b>Month</b>	<b>Activities</b>
July	<ul style="list-style-type: none"> <li>• Update all asset inventories.               <ul style="list-style-type: none"> <li>○ If this is an identified year in which the TAM Plan needs to be fully updated, then new facility condition assessments will be completed.</li> </ul> </li> </ul>
August	<ul style="list-style-type: none"> <li>• Review (and update if needed) the Agency Maintenance Plan.</li> </ul>
September	<ul style="list-style-type: none"> <li>• Review (and amend if needed) the Transportation Improvement Program/TIP.</li> <li>• RIPTA’s Board of Directors are presented with the revised capital financial plan for approval.</li> <li>• 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 September 30.</li> </ul>
October	<ul style="list-style-type: none"> <li>• Report all asset data to the National Transit Database by end of month.</li> </ul>
March	<ul style="list-style-type: none"> <li>• Review prioritization of projects at the start of agency budgeting process</li> <li>• TAM Resources will convene to review and adjust (as needed) the performance targets and subsequent CEO approval.</li> </ul>
May	<ul style="list-style-type: none"> <li>• Review (and updated as needed) the TAM and the Agency Capital Plan.</li> </ul>

## **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 costs: per mile and per maintenance hour
  - Operation costs: 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:

<b>Position</b>	<b>Name</b>	<b>Role(s)</b>
Chief Executive Officer	Christopher Durand	Oversee all aspects of RIPTA and is the Accountable Executive for the implementation of this plan. Consults with PM, Planning, Finance and other relevant resources to determine prioritization.
Deputy Chief of Planning	Sarah Ingle	Provides program support. Assists with securing grant funding toward identified priorities.
Principal Planner for Capital Development	Zachary Agush	Provides program support. Assists with securing grant funding toward identified priorities.
Deputy Chief of Finance	Nathan Watchous	Responsible for utilizing TAM data for integration into annual budgeting process, review prioritization lists against financial resources. Coordinates with relevant departments as needed.
Deputy Chief of Project Management and Facilities	James Canty	Responsible for overseeing the designation of critical infrastructure and assessment of life safety issues in partnership with Environmental Affairs and Safety, the execution of facility maintenance with the Director of Buildings & Grounds, and project managers to carry out major projects as needed.
Controller	Teri Fossa	Responsible for integrating financial indicators into TAM program, provides administrative support to program, coordinates NTD submission. Responsible for asset inventory and provides support to TAM program as needed.
Deputy Chief of Procurement, Inventory Control & Vehicle Maintenance	John Chadwick	Responsible for overseeing maintenance of vehicles.
Deputy Chief of Information Technology	Gary Jarvis	Responsible for business process review of enterprise software, ensure that performance indicator data is available for asset management.
Environmental Affairs and Safety Officer	Peter Ginaitt	Responsible for Level of Care program, works with Deputy Chief of PM and Facilities on designating critical infrastructure and assessment of life safety issues.
Director of Buildings & Grounds	Frank DiMaio	Responsible for facilities maintenance. Works with Deputy Chief of PM and Facilities and planning staff on condition assessments and establish quality indicators.

## **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 3.0 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:

<b>Rating</b>	<b>Description</b>	<b>Condition</b>
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 weighted average 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. Full facility condition assessments and the 20-year financial outlook have been included in Appendix A of the TAM plan.

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)

The table below shows the weighted TERM scores for each component assessed in each administrative or maintenance building:

Component	265 Melrose	269 Melrose	705 Elmwood	750 Elmwood	350 Coddington Hwy
Substructure	3	3.8	4	4	4
Shell	1.6	4	3.7	3.7	3.53
Interiors	1	3.8	3.6	2.7	3.22
Conveyance	1	N/A	3	3	N/A
Plumbing	2.4	3.5	4.9	3.7	3
HVAC	2.1	3.2	4.2	3.7	2
Fire Protection	1	3	4	4	2
Electrical	2.5	3.9	4	4	3.31
Equipment	N/A	2	3	3	2.51
Site	2	3	3	3	4
<b>Total</b>	<b>1.8</b>	<b>3.4</b>	<b>3.7</b>	<b>3.5</b>	<b>3.13</b>

The Authority also possesses one further property, 325 Melrose Street (Providence), but it is currently not used for public transportation functions. It is currently rented out to the Registry of Motor Vehicles as a driver testing site. Despite this, a facility condition assessment was conducted. Should this building be required for RIPTA’s operations in the future, the facility will be fully incorporated into TAM plans.

The table below shows the comprehensive 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 3.0 or greater is a critical priority for RIPTA over the next four years.

As of 2022, RIPTA has one passenger facility, Kennedy Plaza in Downtown Providence.

The table below shows the weighted TERM score for each component of the Kennedy Plaza facility:

<b>Component</b>	<b>Kennedy Plaza</b>
Substructure	4
Shell	3.6
Interiors	3.2
Conveyance	N/A
Plumbing	3
HVAC	2
Fire Protection	3
Electrical	2.2
Equipment	N/A
Site	3
<b>Total</b>	<b>3</b>

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

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

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

Throughout the duration of this plan, the following facilities have either come online or are slated to be operational:

<b>Name of Facility</b>	<b>Date of Operation</b>
Pawtucket-Central Falls Transit Center (Bus Area), Pawtucket	January 23, 2023
Broad/City Line Electric Bus Charging Facility, Providence	July 2, 2024
Community College of Rhode Island Knight Campus Bus Hub, Warwick	September 26, 2024
Pawtucket-Central Falls Transit Center (Passenger Building), Pawtucket	Anticipated January 2026
Kingston Station Bus Hub, South Kingstown	Anticipated April 2027

The Pawtucket-Central Falls (Bus Area and Passenger Building), the Broad/City Line Charging Facility and the Community College of Rhode Island Knight Campus Bus Hubs would all score a TERM score of 5 due to how new they are. The facilities will be properly evaluated and incorporated into RIPTA's TAM Plan starting October 1, 2026.

The Kingston Station Bus Hub is currently in project development. RIPTA is targeting its completion by April 2027; however, this could be later. When this facility is brought online, it will be included in the TAM plan.

In 2020, RIPTA applied, on behalf of the Quonset Development Corporation (QDC) and Rhode Island Fast Ferry (RIFF), to funding through FTA's Passenger Ferry Grant Program to construct a ferry terminal. The application was successful. RIPTA has a subrecipient agreement with QDC with us being responsible for ensuring the project complies with all federal regulations. Once this facility is operational – date unknown – it will be evaluated and incorporated into RIPTA's TAM plan.

RIPTA has set a target of **0%** for all its directly controlled and public transportation use facilities to be below a 3.0 on the TERM scale.

### ***Rolling Stock and Equipment<sup>1</sup>***

#### **A. Fixed-Route**

FTA's useful life benchmark (ULB) of 12 years for fixed-route buses 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.

In 2022, RIPTA and Rhode Island's MPO approved targets for the then-2022 baseline and targets for 2024 and 2026 at **0%**. For 2023 and 2025 (intermediate years), RIPTA is maintaining a **0%** target for simplicity. Throughout the duration of the TAM plan, it has always been RIPTA's goal to reduce the number of fixed route vehicles exceeding useful life. The 2024 target is set based on the premise that the fleet will be right-sized and that most vehicles will be new.

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<sup>1</sup> Note: Some 2022 baselines were off due to formula miscalculations. 2024 and 2026 targets were set based on anticipated changeovers when the original plan was approved. For simplicity, 0% targets have been set for 2023 and 2025. Tables have been updated to reflect the fleet plan

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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Class	# of Vehicles	Bus Yr	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
40' Diesel	0	2009	2010	2023	13	12	108%	
35' Diesel	0	2010	2011	2023	12	12	100%	
40' Hybrid	20	2010	2011	2023	12	12	100%	
35' Trolley Hybrid	6	2010	2011	2023	12	12	100%	
40' Diesel	50	2013	2013	2023	10	12	83%	
40' Diesel	42	2016	2017	2023	6	12	50%	11.21%
40' Diesel	33	2020	2020	2023	3	12	25%	
40' Diesel	15	2021	2021	2022	1	12	8%	
30' Diesel	9	2021	2021	2022	1	12	8%	
40' Electric (NF)	14	2021	2021	2023	2	12	17%	
40' Electric (Pro)	3	2022	2022	2023	1	12	8%	
35' Diesel	12	2022	2023	2023	0	12	0%	
40' Diesel	28	2023	2023	2023	0	12	0%	

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Class	# of Vehicles	Bus Yr	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
40' Diesel	0	2009	2010	2024	14	12	117%	
35' Diesel	0	2010	2011	2024	13	12	108%	
40' Hybrid	0	2010	2011	2024	13	12	108%	
35' Trolley Hybrid	6	2010	2011	2024	13	12	108%	
40' Diesel	42	2013	2013	2024	11	12	92%	
40' Diesel	42	2016	2017	2024	7	12	58%	
40' Diesel	33	2020	2020	2024	4	12	33%	20.60%
40' Diesel	15	2021	2021	2024	3	12	25%	
30' Diesel	9	2021	2021	2024	3	12	25%	
40' Electric (NF)	14	2021	2021	2024	3	12	25%	
40' Electric (Pro)	3	2022	2022	2024	2	12	17%	
35' Diesel	12	2022	2023	2024	1	12	8%	
40' Diesel	28	2023	2023	2024	1	12	8%	
40' Diesel	29	2024	2024	2024	0	12	0%	

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Class	# of Vehicles	Bus Yr	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
40' Diesel	0	2009	2010	2025	15	12	125%	
35' Diesel	0	2010	2011	2025	14	12	117%	
40' Hybrid	0	2010	2011	2025	14	12	117%	
35' Trolley Hybrid	6	2010	2011	2025	14	12	117%	
40' Diesel	42	2013	2013	2025	12	12	100%	
40' Diesel	42	2016	2017	2025	8	12	67%	
40' Diesel	33	2020	2020	2025	5	12	42%	20.60%
40' Diesel	15	2021	2021	2025	4	12	33%	
30' Diesel	9	2021	2021	2025	4	12	33%	
40' Electric (NF)	14	2021	2021	2025	4	12	33%	
40' Electric (Pro)	3	2022	2022	2025	3	12	25%	
35' Diesel	12	2022	2023	2025	2	12	17%	
40' Diesel	28	2023	2023	2025	2	12	17%	
40' Diesel	29	2024	2024	2025	1	12	8%	

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Class	# of Vehicles	Bus Yr	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
40' Diesel	0	2009	2010	2026	16	12	133%	
35' Diesel	0	2010	2011	2026	15	12	125%	
40' Hybrid	0	2010	2011	2026	15	12	125%	
35' Trolley Hybrid	0	2010	2011	2026	15	12	125%	
40' Diesel	28	2013	2013	2026	13	12	108%	
40' Diesel	42	2016	2017	2026	9	12	75%	
40' Diesel	33	2020	2020	2026	6	12	50%	12.33%
40' Diesel	15	2021	2021	2026	5	12	42%	
30' Diesel	9	2021	2021	2026	5	12	42%	
40' Electric (NF)	14	2021	2021	2026	5	12	42%	
40' Electric (Pro)	0	2022	2022	2026	4	12	33%	
35' Diesel	12	2022	2023	2026	3	12	25%	
40' Diesel	28	2023	2023	2026	3	12	25%	
40' Diesel	29	2024	2024	2026	2	12	17%	
40' Hybrid	17	2026	2026	2026	0	12	0%	

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#### B. Paratransit

RIPTA uses FTA's ULB threshold of 7 years for paratransit vehicles. The 2022 baseline is **45%**<sup>2</sup>, 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. In 2022, some of these vehicles are still operational but are expected to be taken off the road soon.

In 2022, RIPTA and Rhode Island's MPO approved targets for the then-2022 baseline and targets for 2024 and 2026 at **0%** for paratransit vehicles. For 2023 and 2025 (intermediate years), RIPTA maintained a **0%** target for simplicity. RIPTA's objective has been to reduce the number of paratransit vehicles exceeding useful life. The two-year targets were established based on the expectation of an aggressive fleet replacement program.

<sup>2</sup> Upon further inspection the baseline was 24%, not 45%. Vehicles from the 2018 and 2019 fleets mistakenly did not calculate properly. This has been revised for consistency based on the established fleet plan.

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2022	11	7	157%	
Cutaway	25	2013	2022	9	7	129%	
Cutaway	24	2016	2022	6	7	86%	24%
Caravan	5	2016	2022	6	7	86%	
Van	25	2019	2022	3	7	43%	
Cutaway	25	2022	2022	0	7	0%	
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Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2023	12	7	171%	
Cutaway	0	2013	2023	10	7	143%	
Cutaway	0	2016	2023	7	7	100%	
Caravan	4	2016	2023	7	7	100%	0%
Van	25	2019	2023	4	7	57%	
Cutaway	25	2022	2023	1	7	14%	
Cutaway	50	2023	2023	0	7	0%	
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Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2024	13	7	186%	
Cutaway	0	2013	2024	11	7	157%	
Cutaway	0	2016	2024	8	7	114%	
Caravan	0	2016	2024	8	7	114%	0%
Van	9	2019	2024	5	7	71%	
Cutaway	25	2022	2024	2	7	29%	
Cutaway	50	2023	2024	1	7	14%	
Cutaway	20	2023	2024	1	7	14%	
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Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2025	14	7	200%	
Cutaway	0	2013	2025	12	7	171%	
Cutaway	0	2016	2025	9	7	129%	
Caravan	0	2016	2025	9	7	129%	
Van	0	2019	2025	6	7	86%	0%
Cutaway	14	2022	2025	3	7	43%	
Cutaway	50	2023	2025	2	7	29%	
Cutaway	20	2024	2025	1	7	14%	
Cutaway	20	2025	2025	0	7	0%	

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Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2026	15	7	214%	
Cutaway	0	2013	2026	13	7	186%	
Cutaway	0	2016	2026	10	7	143%	
Caravan	0	2016	2026	10	7	143%	
Van	0	2019	2026	7	7	100%	0%
Cutaway	0	2022	2026	4	7	57%	
Cutaway	44	2023	2026	3	7	43%	
Cutaway	20	2024	2026	2	7	29%	
Cutaway	20	2025	2026	1	7	14%	
Cutaway	20	2026	2026	0	7	0%	

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### C. Flex

RIPTA uses the FTA established 7-year ULB for Flex vehicles. The 2022 baseline is **21%**<sup>3</sup>, a decrease from 32% (or an 11% decline from four years previous), due to the removal of several 2011 and 2012 vehicles from operations.

In 2022, RIPTA and Rhode Island's MPO approved targets for the then-2022 baseline and targets for 2024 and 2026 at **0%** for paratransit vehicles. For 2023 and 2025 (intermediate years), RIPTA maintained a **0%** target for simplicity. RIPTA expects to achieve this in 2024 and through the remainder of the TAM plan's duration because of the removal of all remaining 2011 and 2012 Flex vehicles and the introduction of new Flex vehicles in their place. This could potentially change if funding is not available to replace vehicles fast enough.

<sup>3</sup> Upon further inspection, there was an error with the excel formula. The baseline is 0%, not 21%. For purposes of simplicity, no changes to the baseline, as approved by the MPO.

Class	# of Vehicles	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2011	2022	11	7	157%
Cutaway	0	2012	2013	2022	9	7	129%
Cutaway	10	2015	2016	2022	6	7	86%
Cutaway	5	2022	2022	2022	0	7	0%
	15						

Class	# of Vehicles	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2011	2023	12	7	171%
Cutaway	0	2012	2013	2023	10	7	143%
Cutaway	10	2015	2016	2023	7	7	100%
Cutaway	5	2023	2023	2023	0	7	0%
	15						

Class	# of Vehicles	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2011	2024	13	7	186%
Cutaway	0	2012	2013	2024	11	7	157%
Cutaway	10	2015	2016	2024	8	7	114%
Cutaway	5	2022	2022	2024	2	7	29%
	15						

Class	# of Vehicles	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2011	2025	14	7	200%
Cutaway	0	2012	2013	2025	12	7	171%
Cutaway	10	2015	2016	2025	9	7	129%
Cutaway	5	2022	2022	2025	3	7	43%
	15						

Class	# of Vehicles	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Cutaway	0	2011	2011	2026	15	7	214%
Cutaway	0	2012	2013	2026	13	7	186%
Cutaway	10	2015	2016	2026	10	7	143%
Cutaway	5	2022	2022	2026	4	7	57%
							67%
							15

#### D. Non-Revenue Vehicles

RIPTA uses a ULB threshold of 8 years for non-revenue vehicles. The 2022 baseline is **49%**<sup>4</sup>. Due to low mileage over the 8-year period, most vehicles will remain in service during the TAM plan's cycle. Some additional vehicles may be added to improve operations. RIPTA's overall target is maintaining the existing level.

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%	49%
2014 Ford CMAX	5	2014	2022	8	8	100%	
2016 Ford Explorers	4	2016	2022	6	8	75%	
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%	
2021 Chev Silverado	2	2021	2022	1	8	13%	
							51

<sup>4</sup> The original TAM plan issued in 2022 combined non-revenue and equipment. This revision separates them. Therefore, their respective targets and exceeding ULB percentages are different.

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2001 Ford Explorers	0	2001	2023	22	8	275%	
2004 Chev. Express	9	2004	2023	19	8	238%	
2007 GMC Trucks	2	2007	2023	16	8	200%	
2010 Ford F 250	6	2010	2023	13	8	163%	
2010 Ford F 550	2	2010	2023	13	8	163%	
2011 GMC Savana Van	3	2011	2023	12	8	150%	
2011 Ford Explorer	3	2011	2023	12	8	150%	59%
2014 Ford CMAX	5	2014	2023	9	8	113%	
2016 Ford Explorers	4	2016	2023	7	8	88%	
2017 Ford Explorers	6	2017	2023	6	8	75%	
2018 Chev Silverado	5	2018	2023	5	8	63%	
2019 Ford Explorers	4	2019	2023	4	8	50%	
2021 Chev Silverado	2	2021	2023	2	8	25%	
51							

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%	48%
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%	
2018 Chev Silverado	5	2018	2024	6	8	75%	
2019 Ford Explorers	4	2019	2024	5	8	63%	
2021 Chev Silverado	2	2021	2024	3	8	38%	
2024 Dodge Durango	12	2021	2024	3	8	38%	
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Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
2001 Ford Explorers	0	2001	2025	24	8	300%	
2004 Chev. Express	9	2004	2025	21	8	263%	
2007 GMC Trucks	2	2007	2025	18	8	225%	
2010 Ford F 250	6	2010	2025	15	8	188%	
2010 Ford F 550	2	2010	2025	15	8	188%	
2011 GMC Savana Van	3	2011	2025	14	8	175%	
2011 Ford Explorer	3	2011	2025	14	8	175%	54%
2014 Ford CMAX	5	2014	2025	11	8	138%	
2016 Ford Explorers	4	2016	2025	9	8	113%	
2017 Ford Explorers	6	2017	2025	8	8	100%	
2018 Chev Silverado	5	2018	2025	7	8	88%	
2019 Ford Explorers	4	2019	2025	6	8	75%	
2021 Chev Silverado	2	2021	2025	4	8	50%	
2024 Dodge Durango	12	2021	2025	4	8	50%	

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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%	63%
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%	
2018 Chev Silverado	5	2018	2026	8	8	100%	
2019 Ford Explorers	4	2019	2026	7	8	88%	
2021 Chev Silverado	2	2021	2026	5	8	63%	
2024 Dodge Durango	12	2021	2026	5	8	63%	

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**E. Equipment**

The 2022 baseline is **0%**. The useful life of equipment is 25 years. None will exceed the threshold by 2026. RIPTA’s policy is to only replace either useful life or if ceases functionality

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Bobcats	2	2003	2022	19	25	76%	
Elgin Sweepers	2	2010	2022	12	25	48%	
Caterpillar P5000 Forklift	2	2011	2022	11	25	44%	0%
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%	
12							

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Bobcats	2	2003	2023	20	25	80%	
Elgin Sweepers	2	2010	2023	13	25	52%	
Caterpillar P5000 Forklift	2	2011	2023	12	25	48%	0%
Caterpillar Forklift	2	2011	2023	12	25	48%	
Caterpillar Skidsteer	3	2011	2023	12	25	48%	
Yale Lift truck	1	2013	2023	10	25	40%	
12							

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Bobcats	2	2003	2024	21	25	84%	
Elgin Sweepers	2	2010	2024	14	25	56%	
Caterpillar P5000 Forklift	2	2011	2024	13	25	52%	0%
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%	
12							

Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Bobcats	2	2003	2025	22	25	88%	
Elgin Sweepers	2	2010	2025	15	25	60%	
Caterpillar P5000 Forklift	2	2011	2025	14	25	56%	0%
Caterpillar Forklift	2	2011	2025	14	25	56%	
Caterpillar Skidsteer	3	2011	2025	14	25	56%	
Yale Lift truck	1	2013	2025	12	25	48%	

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Class	Size	FY of Purchase	Today's Date	Vehicle Age	ULB	Useful life	% Exceeding ULB
Bobcats	2	2003	2026	23	25	92%	
Elgin Sweepers	2	2010	2026	16	25	64%	
Caterpillar P5000 Forklift	2	2011	2026	15	25	60%	0%
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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### ***Performance Target Approval Process***

Operators are required to establish annual performance targets for each asset category – rolling stock, equipment, facilities, and if applicable, infrastructure. FTA expects targets to be realistic based on the most recent information available in conjunction with financial resources from all sources that can be reasonably expected over the TAM plan’s horizon period.

RIPTA will set the baseline and the initial annual performance targets at the onset of the TAM plan’s adoption. Each March, the identified TAM resources will be convened to review the initial target set for the given fiscal year and determine what the targets should be for the upcoming fiscal year. Once the group has arrived at a consensus, a memorandum will be drafted outlining the adjustments for the Accountable Executive’s review. If he concurs, then he will sign off on the targets and the adjustments incorporated as an amendment to the TAM plan.

Furthermore, RIPTA will coordinate with the Division of Statewide Planning (staff to the State Planning Council, Rhode Island’s MPO) in the selection of performance targets and provide annual updates for tracking purposes, particularly in relation to the Long-Range Transportation Plan.

## **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 to NTD will occur no later than October 31<sup>st</sup> 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 achieve 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**

Prioritization of investments is made through the annual budget process. All financed projects that are either active or anticipated to begin within the upcoming fiscal year are included. Funding is documented in the Financial Plan for the first year and the subsequent four outyears (as applicable).