



SFMTA



San Francisco Municipal Transportation Agency FY 2020 State of Good Repair Report

SFMTA Board of Directors
July 20, 2021



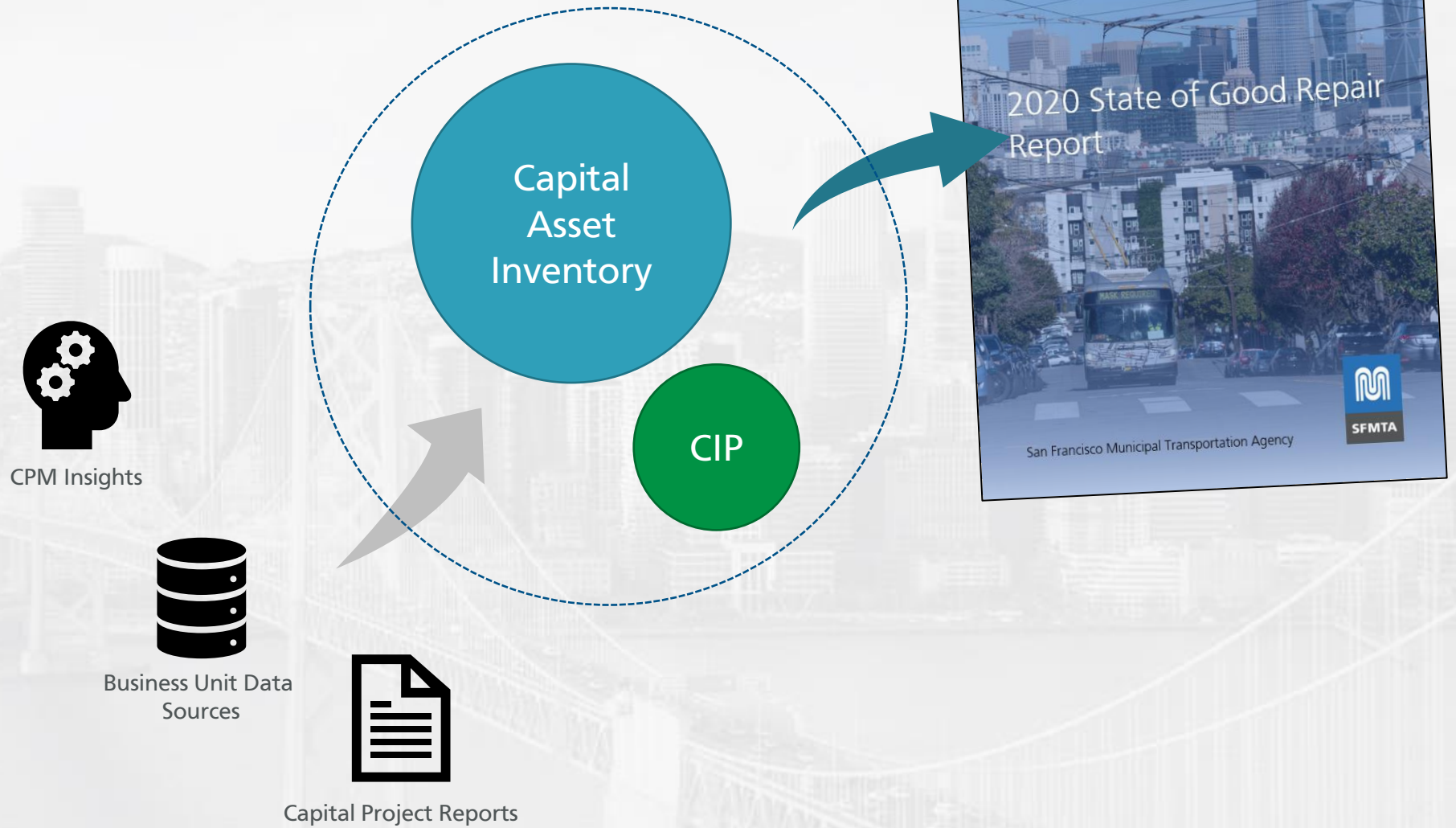


The **State of Good Repair Report** provides an overview of the Agency's infrastructure rehabilitation and replacement needs and investments.

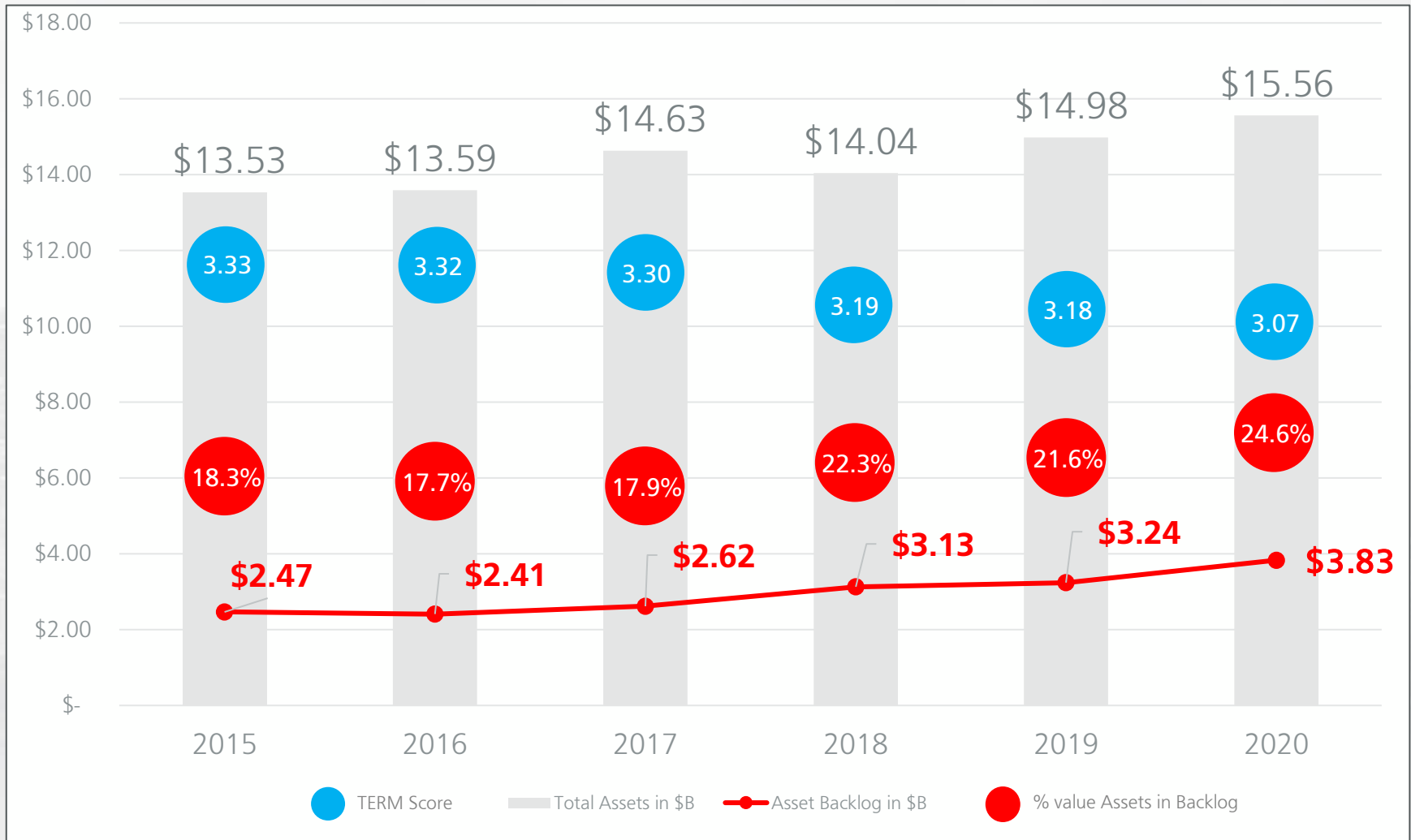
The report tracks age-based **condition scores of key asset classes** and **monitors** state of good repair **investment levels over time.**

This report is the eighth consecutive annual state of good repair report.

What informs the SGR analysis?

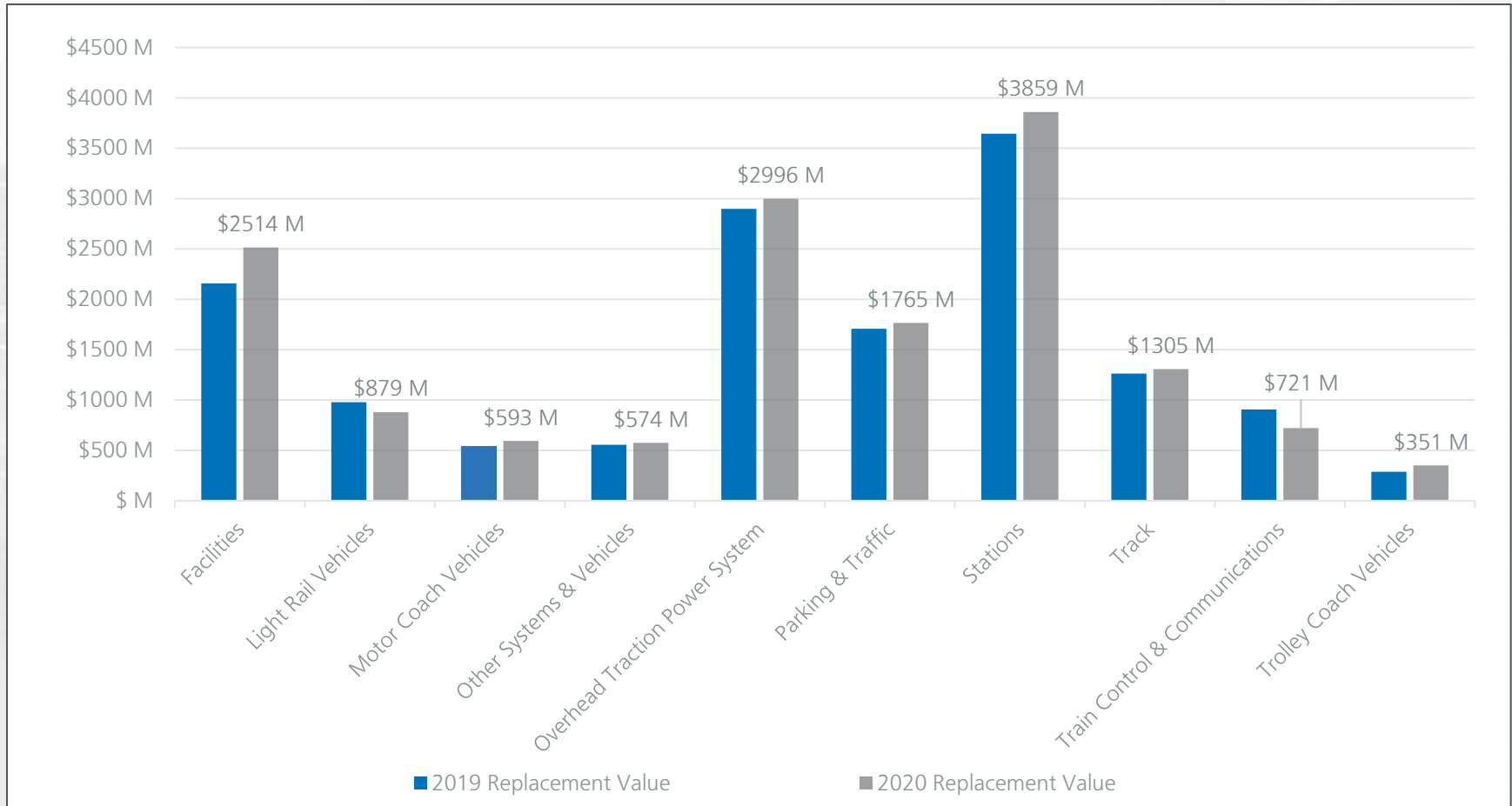


Key Trends in State of Good Repair Report



Asset Replacement Value Detail

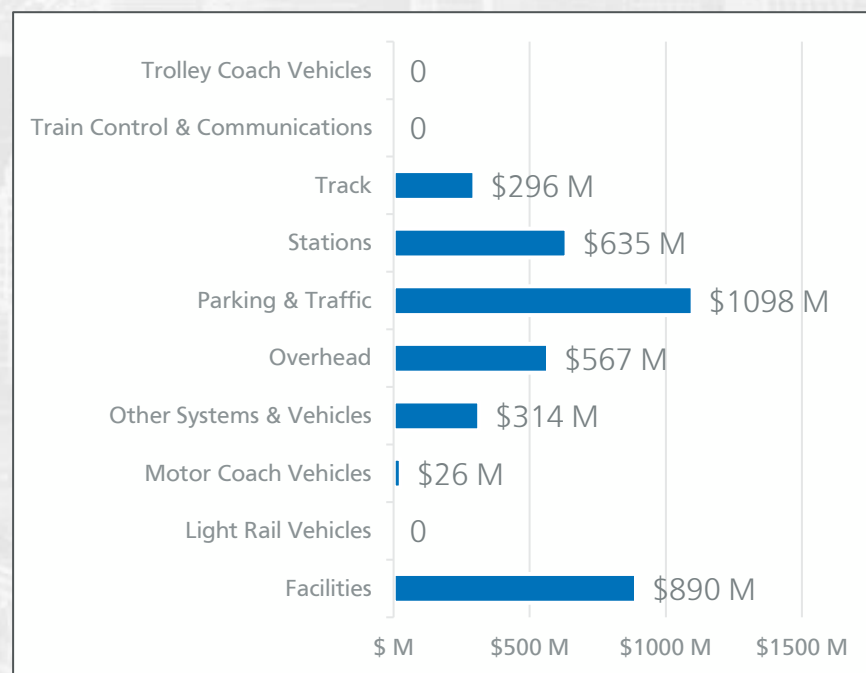
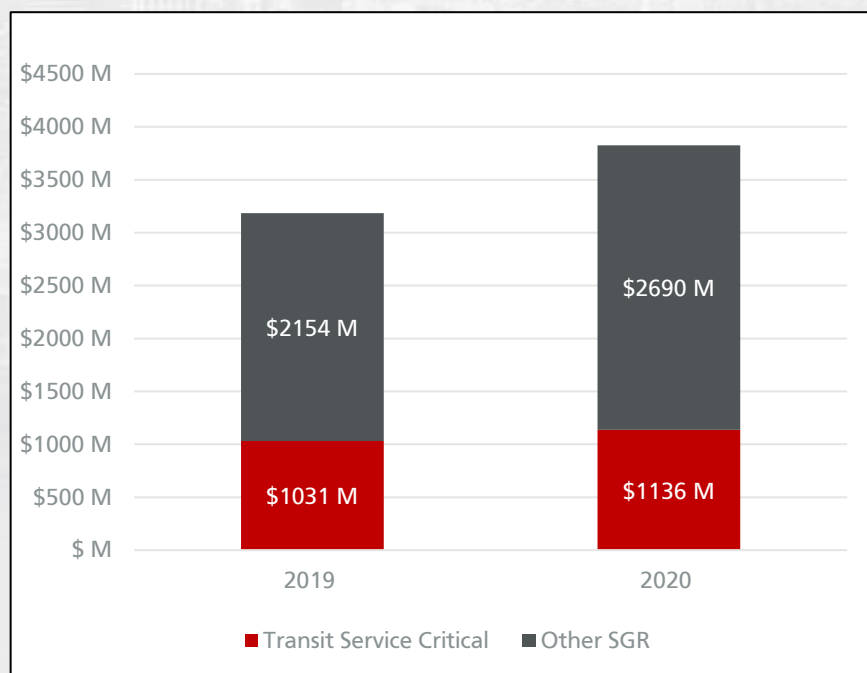
The total agency asset replacement value is estimated at \$15.6 billion. Asset replacement value provides a baseline when assessing levels of investment across asset classes.



Asset Backlog Detail

The value of assets over their useful life is **\$3.83 billion**. This backlog represents deferred investments in infrastructure replacement or rehabilitation.

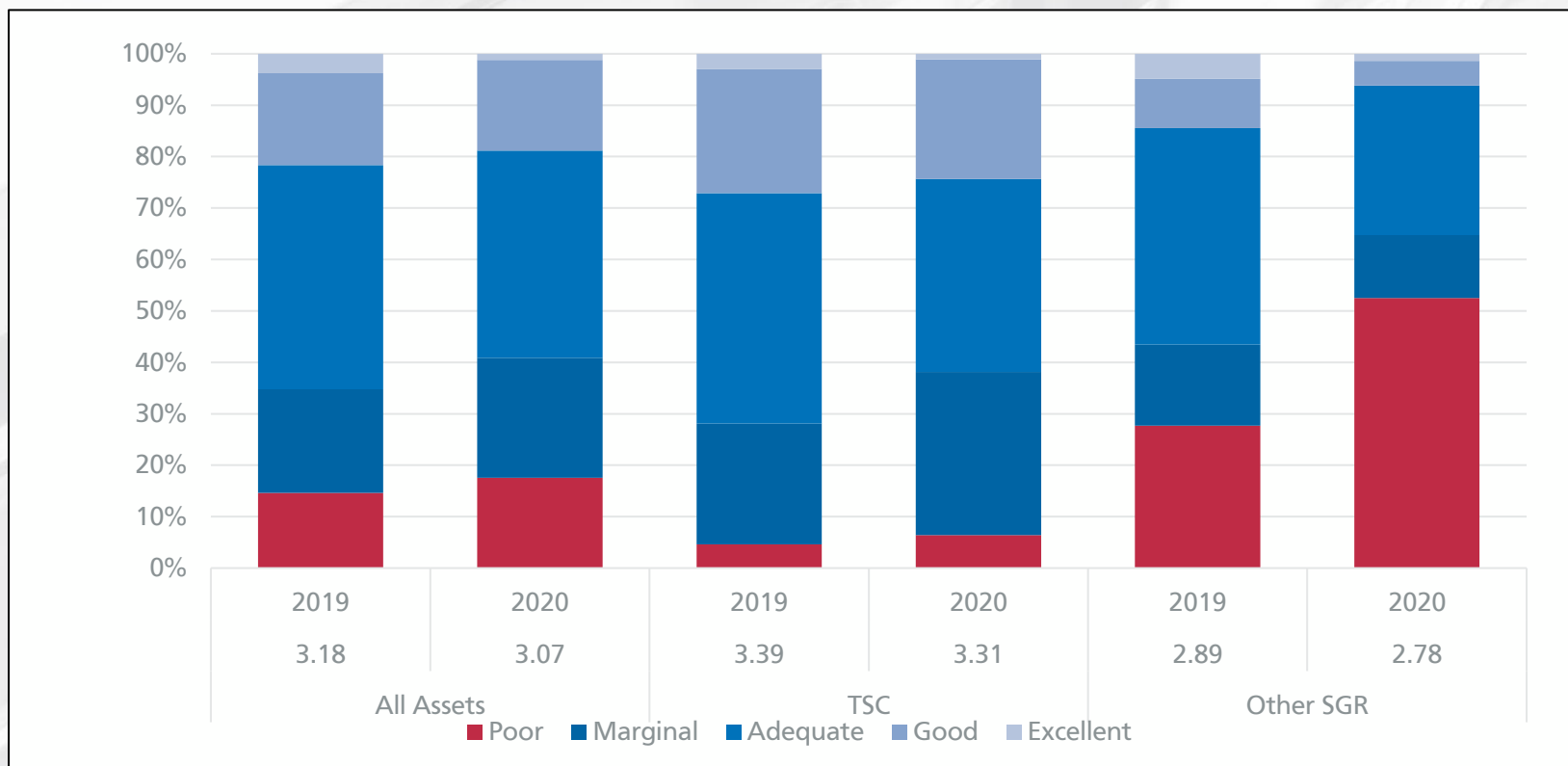
Not all assets represented in the backlog require full replacement. The backlog represents assets where an end-of-lifecycle decisions needs to be made; either these assets will be retired, replaced in-kind, or upgraded with new technology or systems.



Age Based Condition Score

Asset Condition Scores are based on the age of an asset and use a scale of 1 to 5. The weighted average condition score for all SFMTA assets in FY2020 is 3.07.

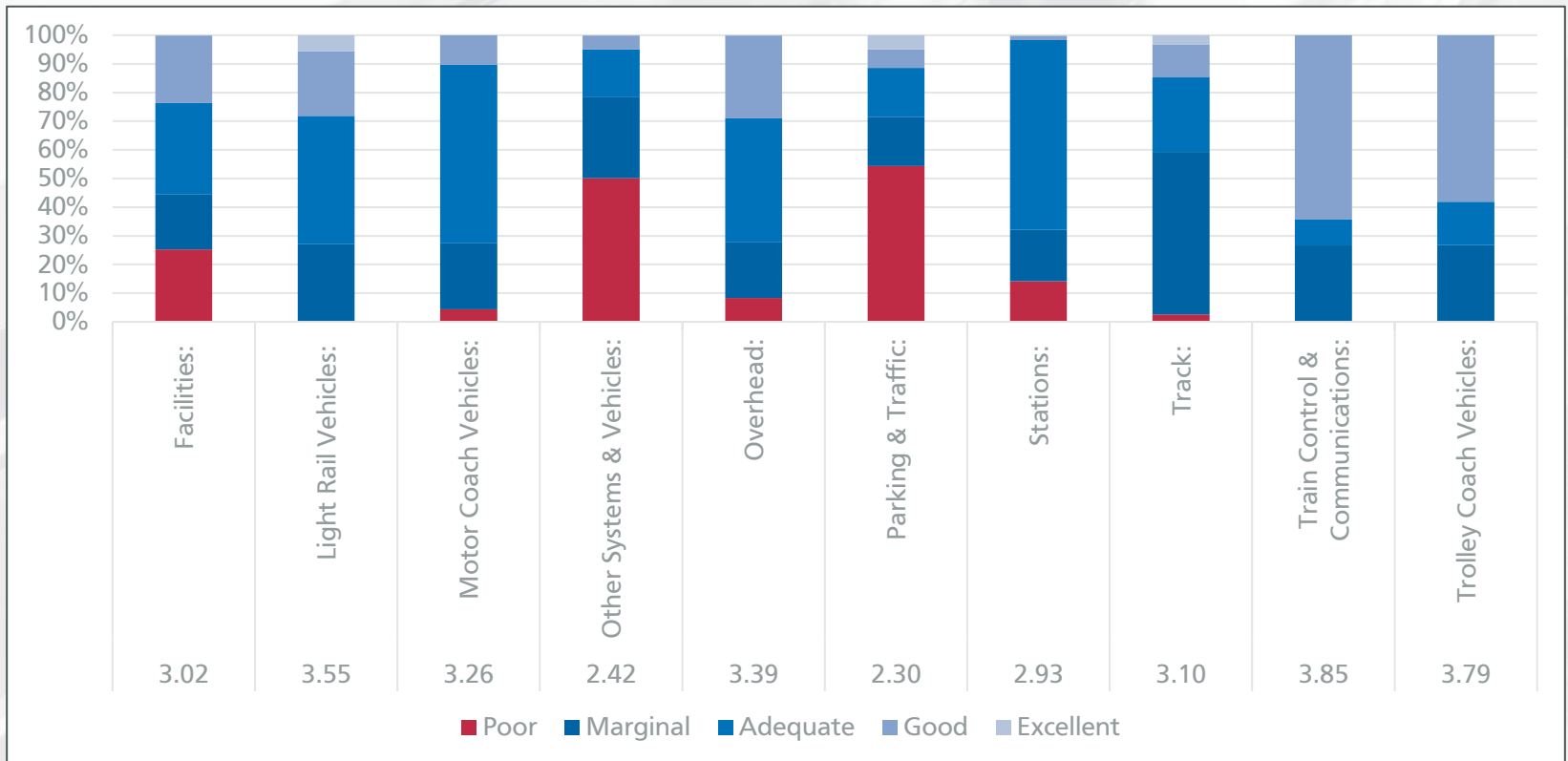
As a policy decision, the agency has prioritized transit service critical assets over other non-transit related assets.



Age Based Condition Score

Asset Condition Scores are based on the age of an asset and use a scale of 1 to 5. The weighted average condition score for all SFMTA assets in FY2020 is 3.07.

As a policy decision, the agency has prioritized transit service critical assets over other non-transit related assets.



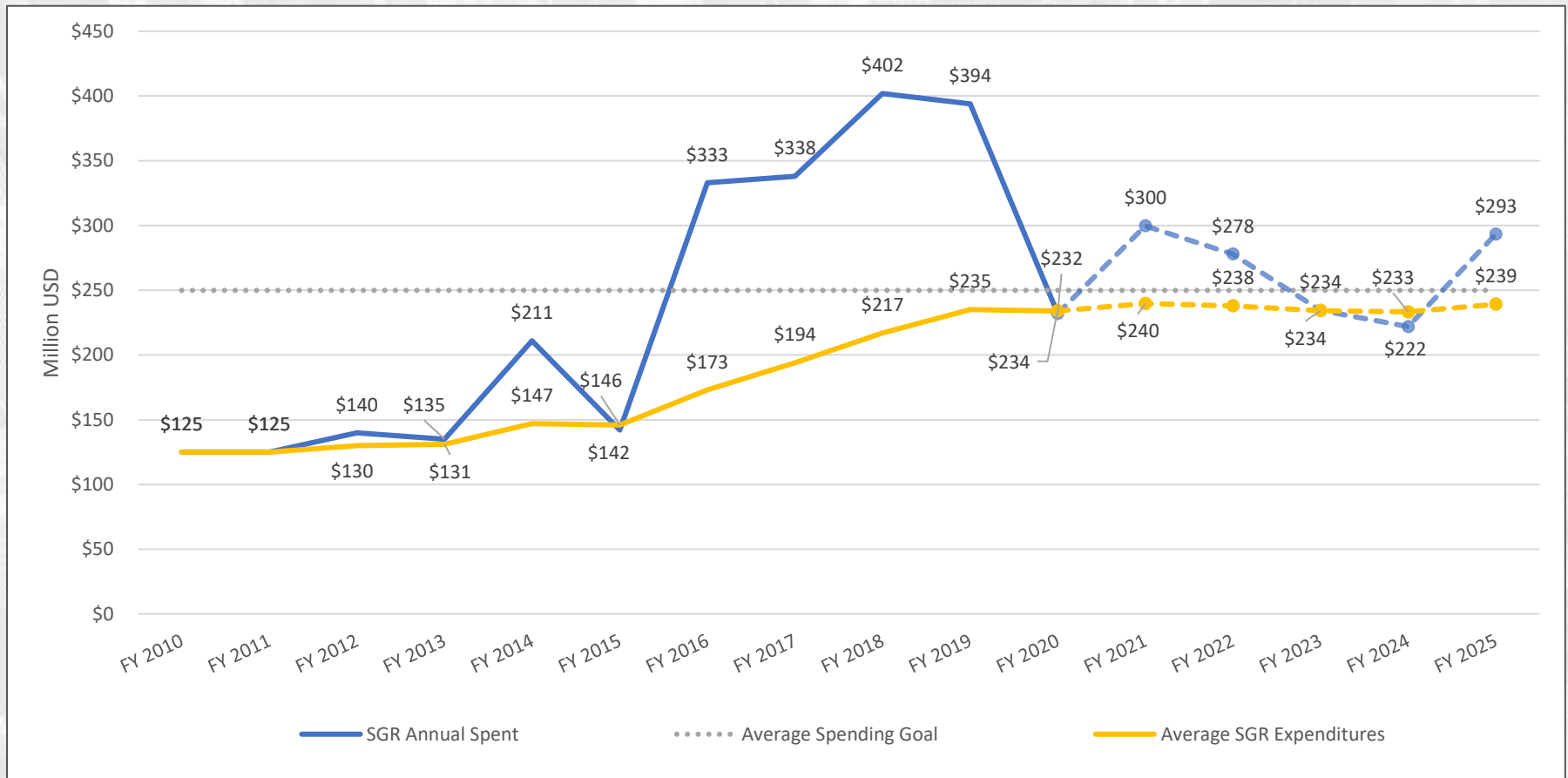
Condition Score Trends

These scores show the impacts of different investments in specific asset classes over time. These scores need to be considered with service, performance, and risk data to guide investment decisions.

Asset Class	Age Based Condition Score					
	2015	2016	2017	2018	2019	2020
Facilities	3.2	3.2	3.3	3.3	3.2	3.0
Light Rail Vehicles	3.8	3.8	3.7	3.8	3.8	3.6
Motor Coach Vehicles	3.7	3.5	3.7	3.6	3.4	3.3
Other Systems & Vehicles	3.0	3.1	3.1	2.6	2.6	2.4
Overhead Traction Power System	3.7	3.7	3.6	3.5	3.4	3.4
Parking & Traffic	2.8	3.0	2.9	2.4	2.4	2.3
Stations	3.1	3.1	3.1	3.0	3.0	2.9
Track	3.3	3.2	3.2	3.1	3.2	3.1
Train Control & Communications	3.7	3.6	3.5	3.4	3.8	3.8
Trolley Coach Vehicles	3.4	3.3	3.2	3.6	4.2	3.8
Total Condition Score	3.33	3.32	3.30	3.19	3.18	3.07

Investment Trends

The Agency currently has a target of \$250 million in State of Good Repair investment. The COVID-related revenue loss and Agency structural deficit puts reaching this goal at risk.



20 Year Investment Needs

To maintain the backlog at current levels and meet upcoming replacement needs, SFMTA would need to more than double the amount of current SGR investment.

FIGURE 14: STATE OF GOOD REPAIR REQUIRED INVESTMENT LEVELS (0% ESCALATION)

\$659M

Full Scheduled Asset Replacement & Eliminate the Backlog

\$563M

Full Scheduled Asset Replacement & Reduce the Backlog by 50%

\$467M

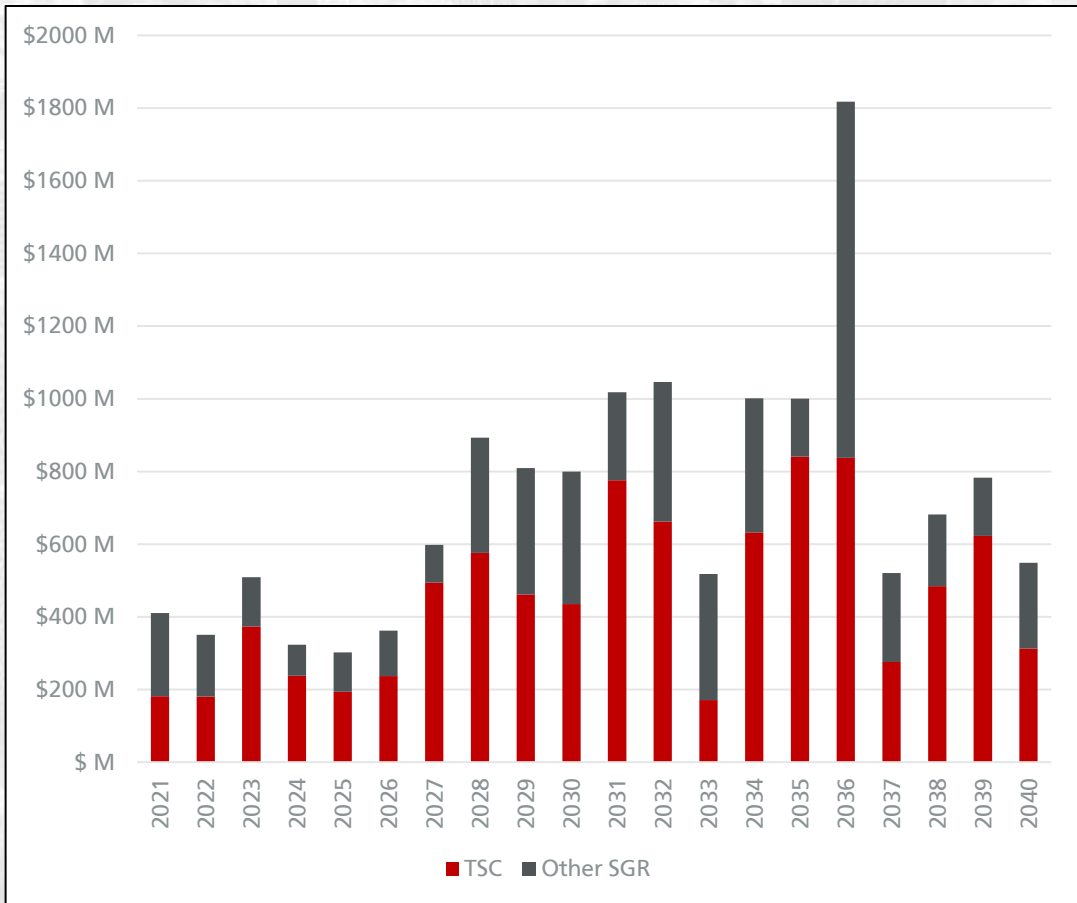
Full Scheduled Asset Replacement & No Growth in Backlog

\$293M

Transit Service Critical Scheduled Asset Replacement

\$250M

Annual State of Good Repair Investment Target



Alert Service Change

Core Service Only

Returning to Normal Service

MTA Metropolitan Transportation Authority



A detailed MTA map showing various transit lines and stations, with specific areas highlighted to indicate service changes. The map includes labels for major lines like the 4, 5, 6, 7, and R, and stations such as Grand Central, Times Square, and Penn Station.

Thank you.

Appendix: State of Good Repair Report Background

- On September 24, 2018, the SFMTA Director of Transportation approved an amendment to the Agency's Capital Plan and Program Policies to include Asset Management and State of Good Repair sections.
- The amended policies define Asset Management and State of Good Repair for the SFMTA and state that the Agency shall prepare an annual State of Good Repair Report detailing capital investment impacts on Agency asset classes.
- The Asset Management and State of Good Repair policies fulfill a legislative and regulatory requirement set forth in July 2012 through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reaffirmed in the Fixing America's Surface Transportation Act (FAST) signed in December 2015.
- Asset Management and State of Good Repair policies are implemented through the SFMTA's Transit Asset Management Plan.
- Asset Management and monitoring State of Good Repair is not just a regulatory requirement, **it's good business practice.**

Appendix: State of Good Repair Defined

The SFMTA **defines State of Good Repair** as the condition in which the Agency's assets can operate at a full level of performance.

SGR investment includes any spending that ensures an asset necessary for delivery of transportation service to the public or supportive of staff needs remain effective, efficient, reliable, and safe.

Why does it matter?



Constrained Resources



Invest in Renewal Vs. Expansion



Cause and Effect relationship between investment decisions



Public Expectations / Performance of Transportation Services