



SFMTA



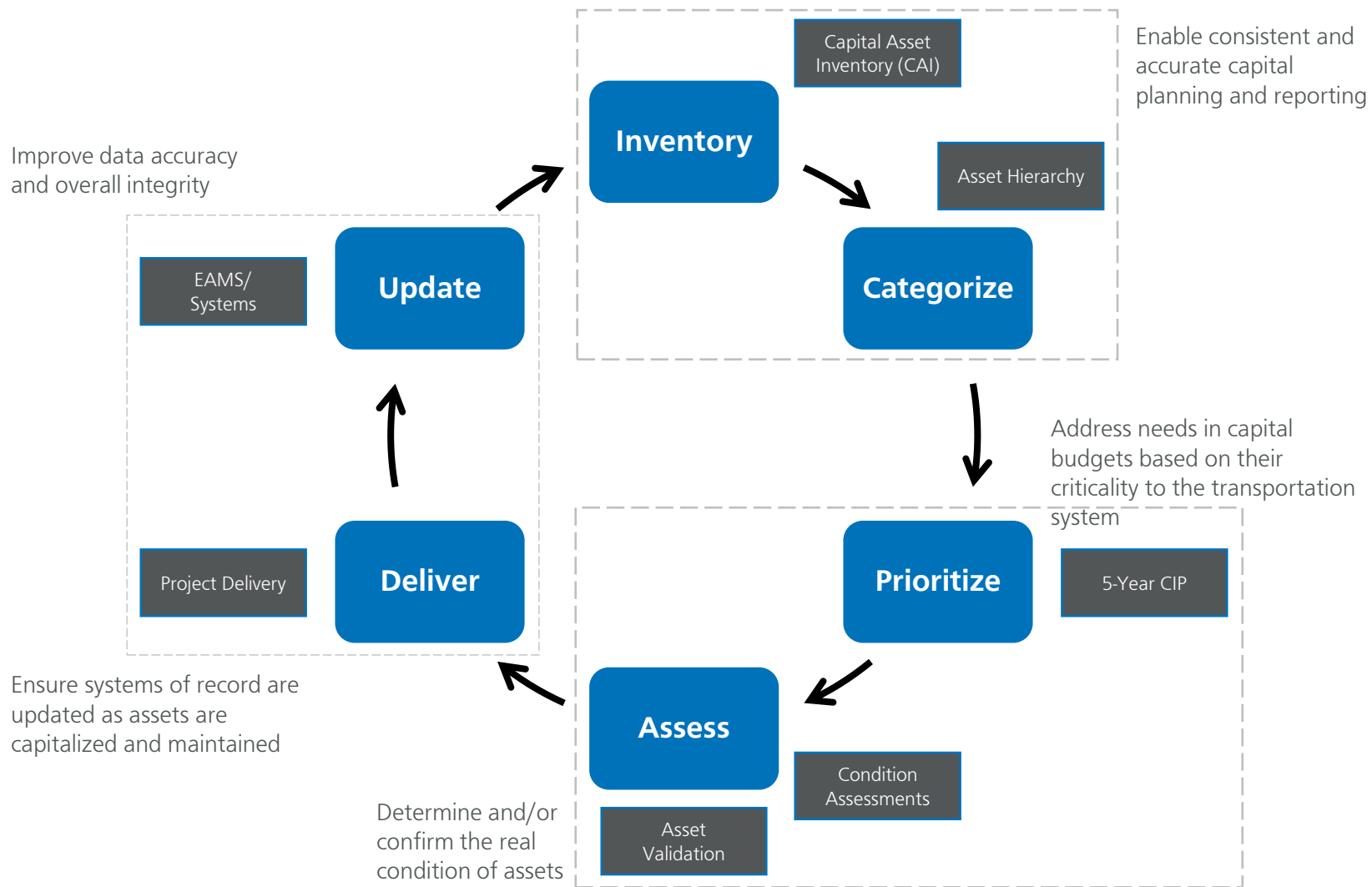
San Francisco Municipal Transportation Agency
**FY 2021 State of Good Repair
Report**

SFMTA Board of Directors
October 4, 2022



Introduction

10-Year Asset Management Strategy



Introduction

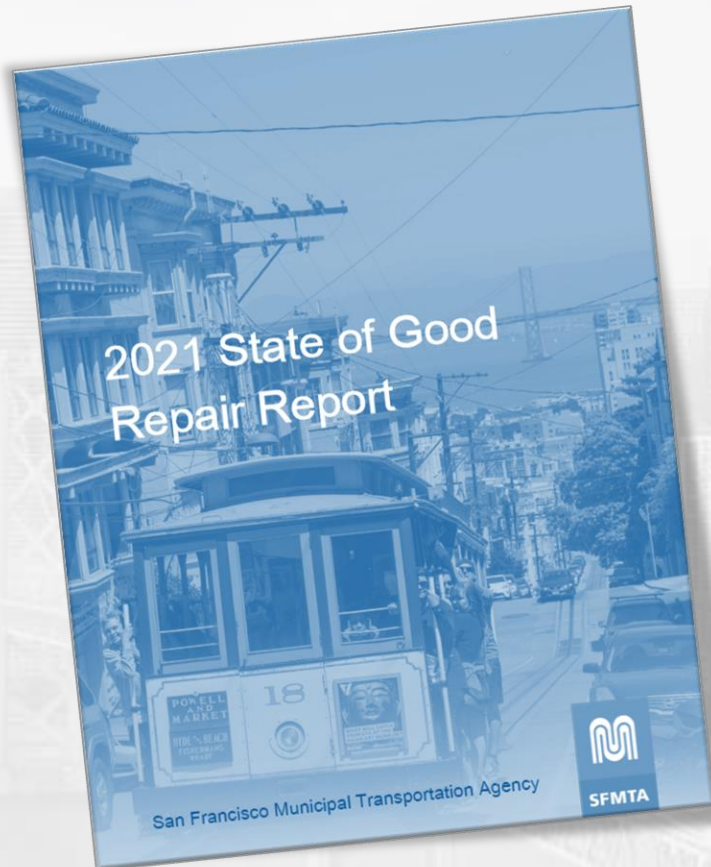
- On September 24, 2018, the SFMTA Director of Transportation approved an amendment to the **Agency's Capital Plan and Program Policies to include Asset Management and State of Good Repair** sections.
- The amended policies **define Asset Management and State of Good Repair for the SFMTA** and state 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 (to be updated in Oct 2022)**.
- Asset Management and monitoring State of Good Repair is not just a regulatory requirement, **it's good business practice.**

FY 2021 State of Good Repair Report

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.**

Beginning in 2014, this report is the eighth consecutive annual State of Good Repair Report.



The SFMTA **defines State of Good Repair (SGR)** 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

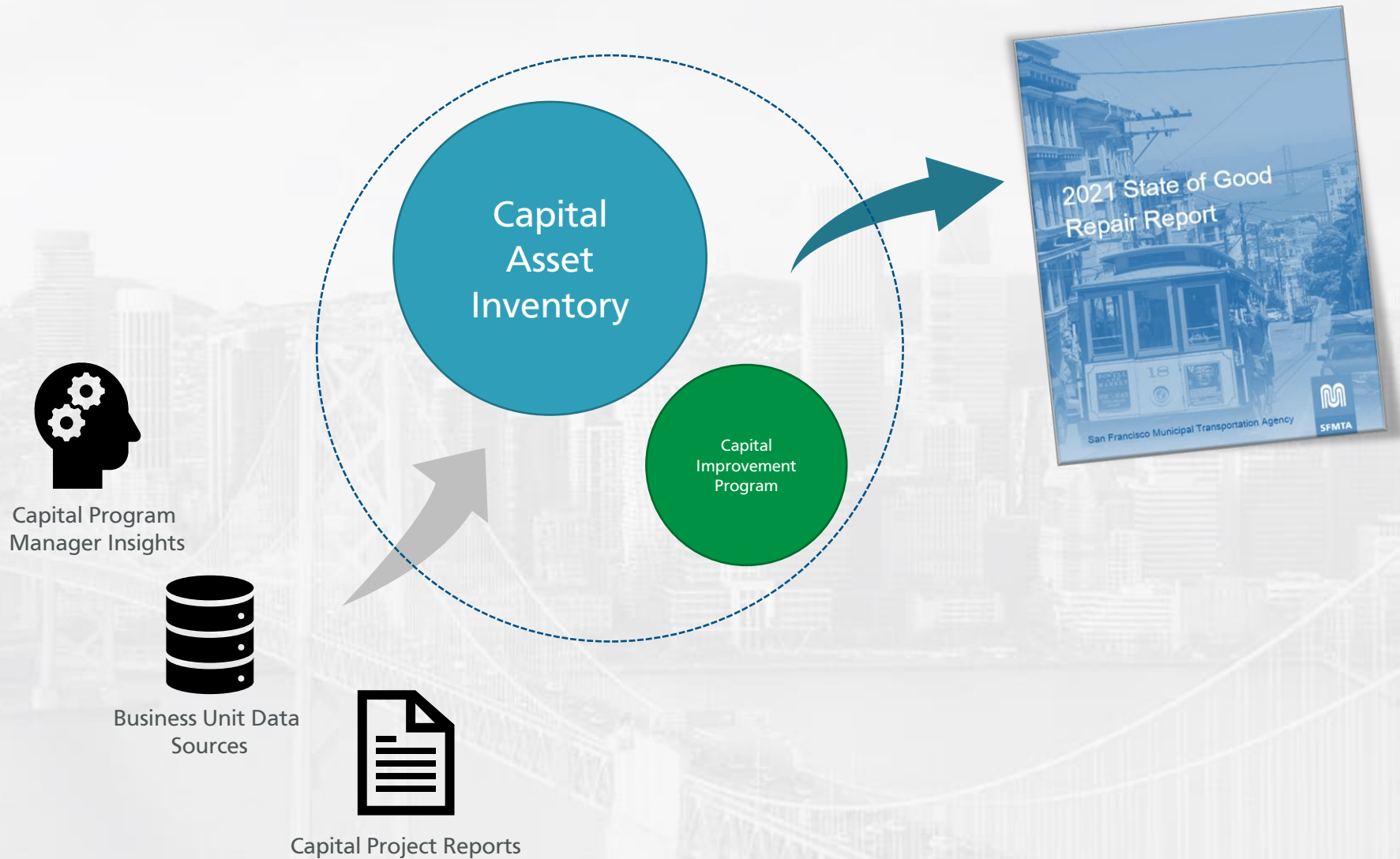


Cause and Effect relationship between investment decisions

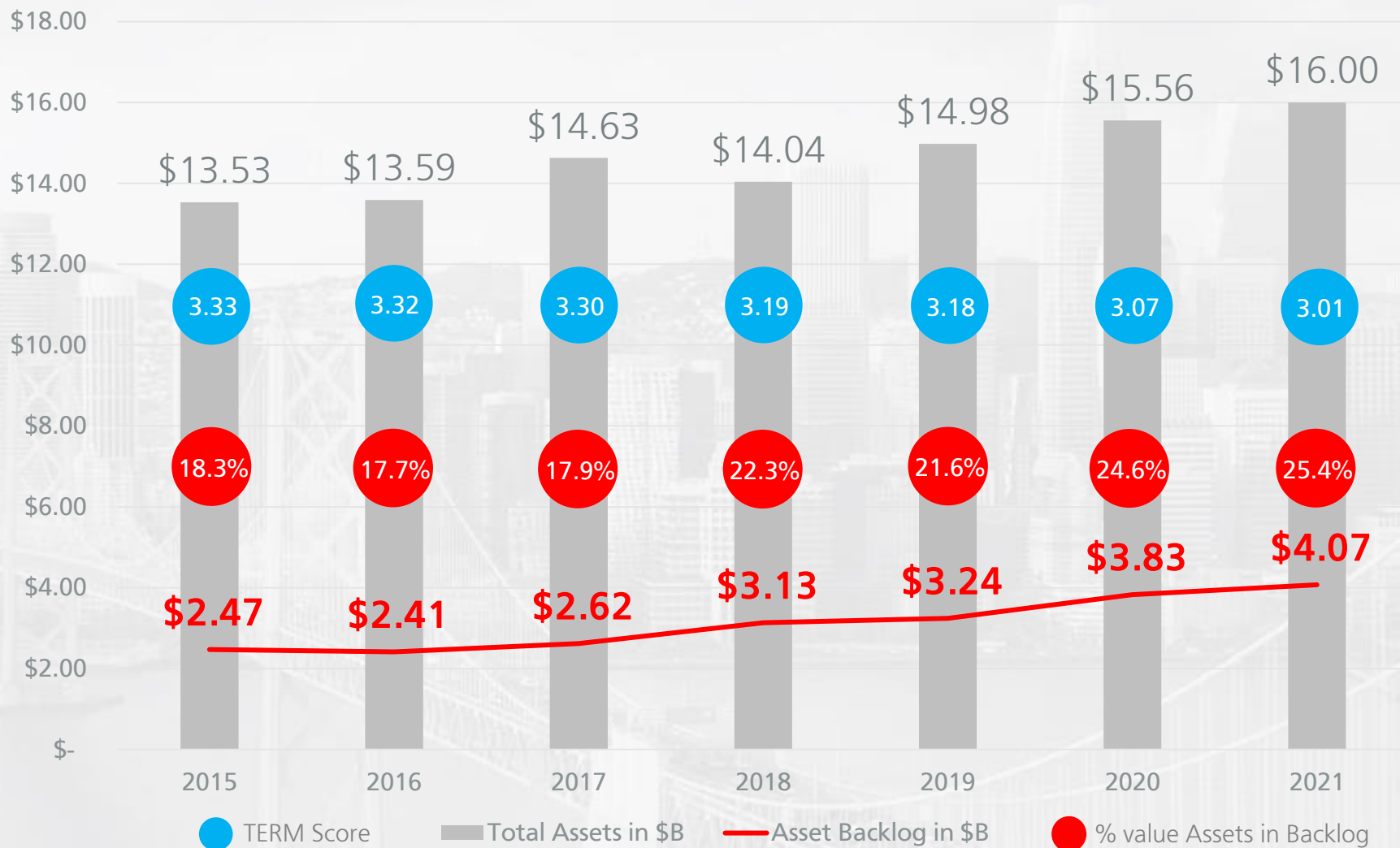


Public Expectations / Performance of Transportation Services

What informs the State of Good Repair analysis?



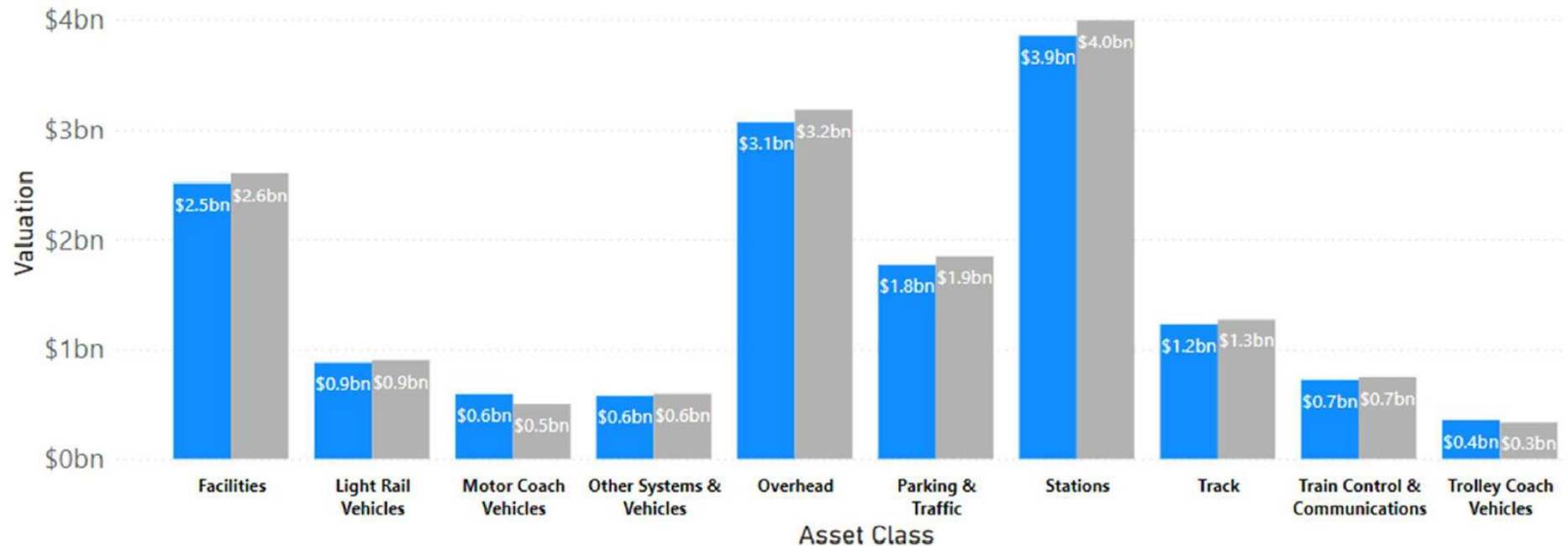
Key Trends in State of Good Repair Report



Asset Replacement Value Detail

The total agency asset replacement value is estimated at \$16 billion. Asset replacement value provides a baseline when assessing levels of investment across asset classes.

Year ● 2020 ● 2021

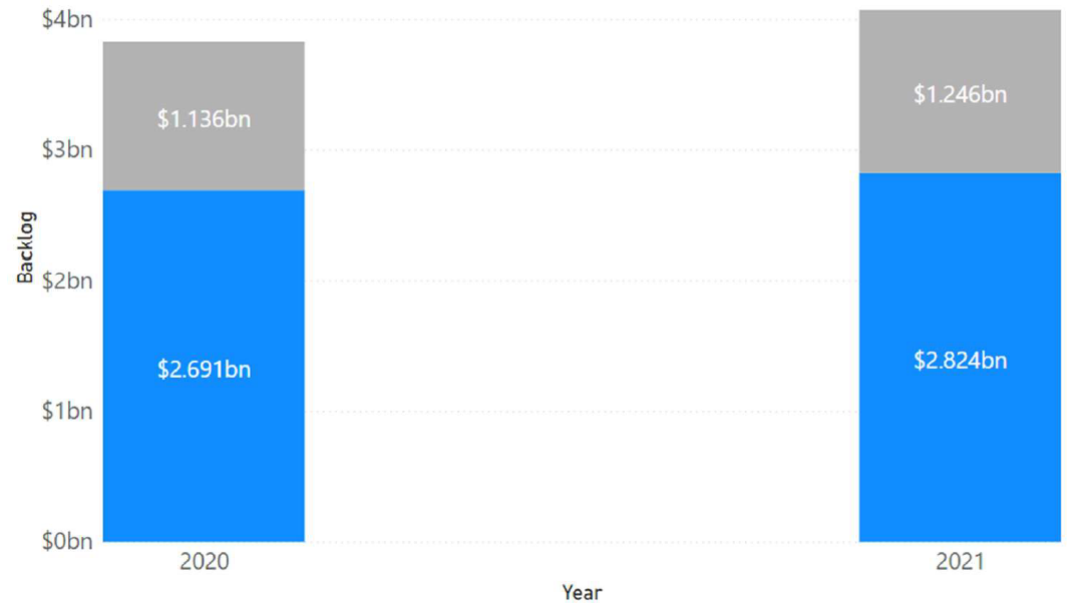


Asset Backlog Detail

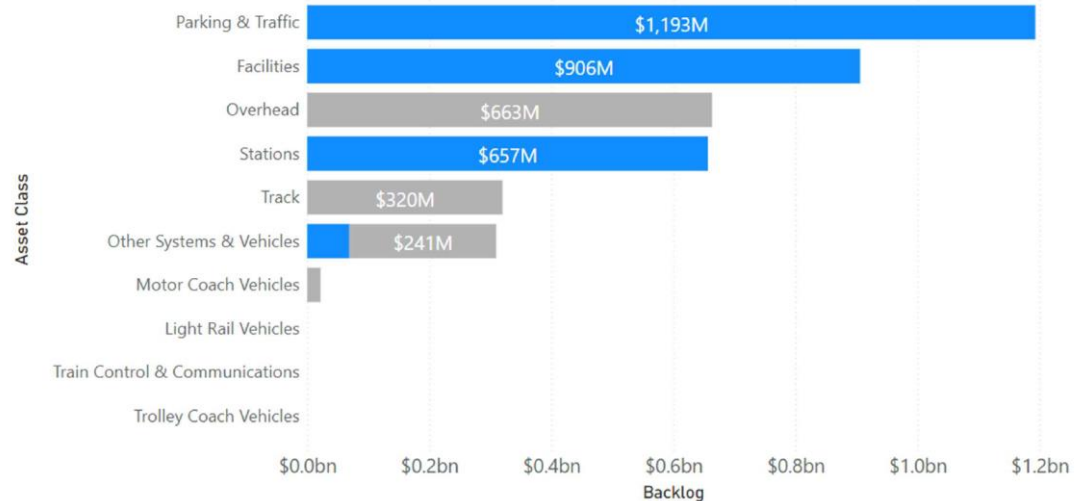
The value of assets over their useful life is **\$4.07 billion**. This backlog represents deferred investments in infrastructure replacement or rehabilitation.

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.

Transit Service Criticality ● Other SOGR ● Transit Service Critical



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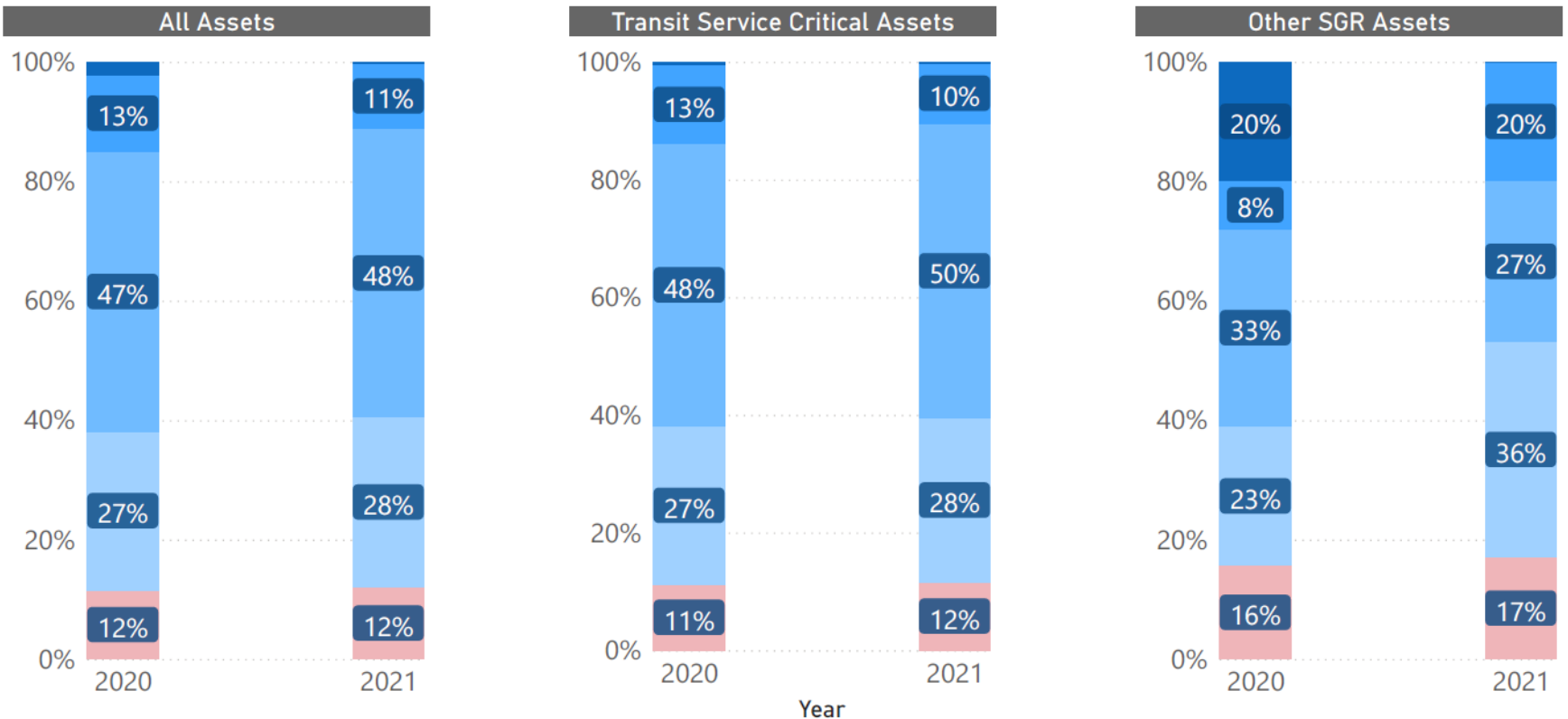


Age Based Condition Score

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 FY2021 is 3.01.

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

Condition ● 1-2 Poor ● 2-3 Marginal ● 3-4 Adequate ● 4.0-4.8 Good ● 4.8+ Excellent

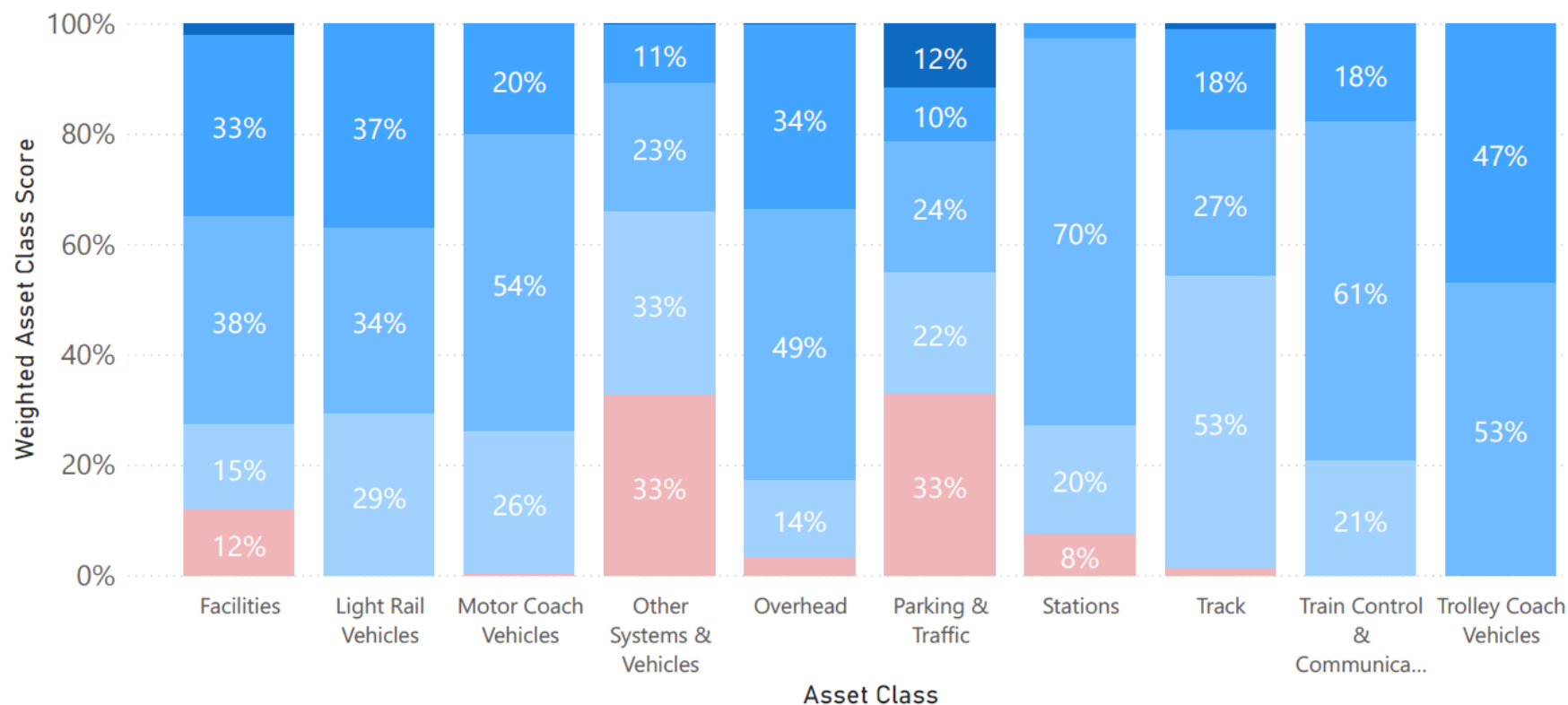


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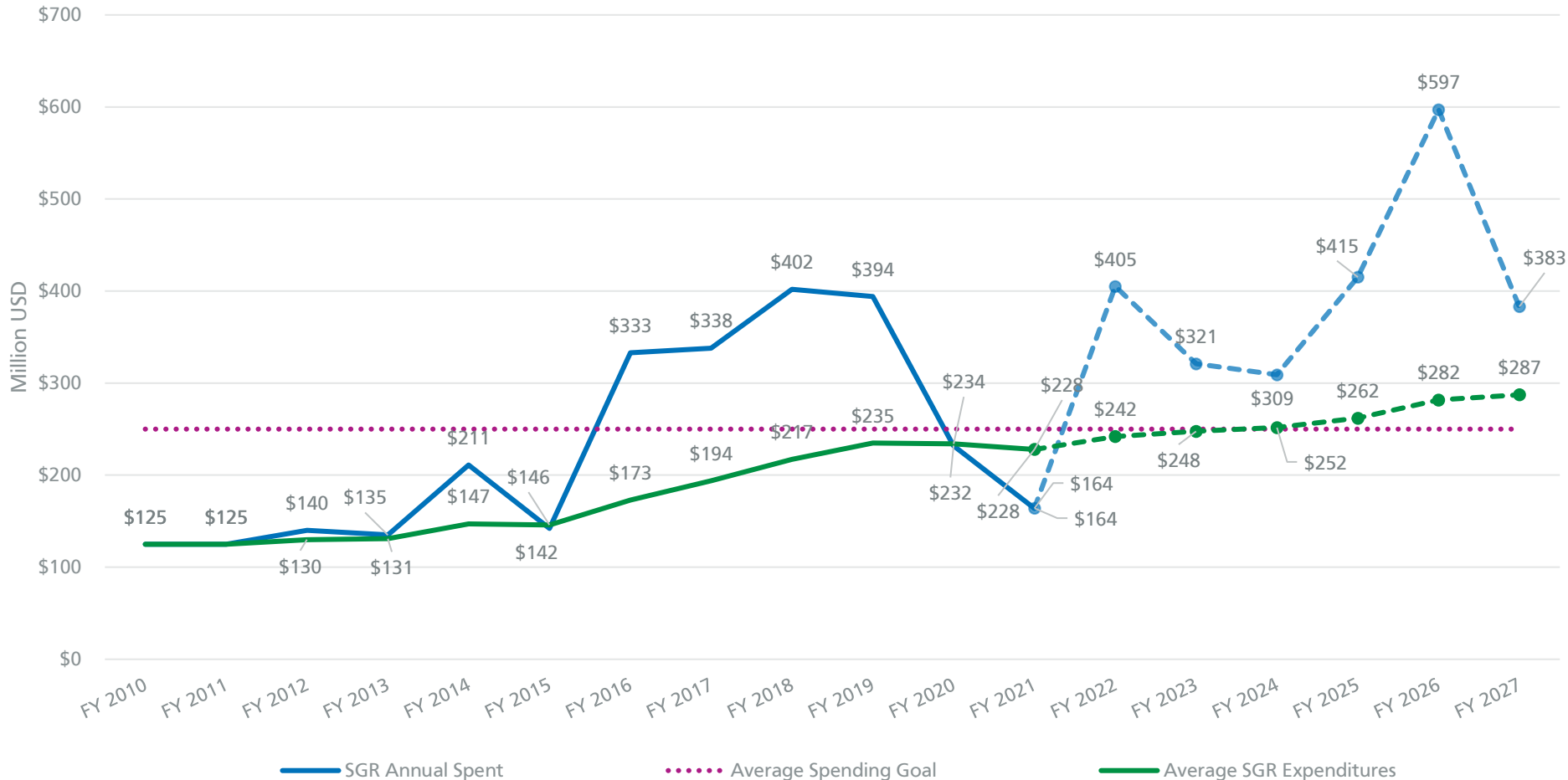
Condition Score Trends

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	2015	2016	2017	2018	2019	2020	2021
Facilities	3.2	3.2	3.3	3.3	3.2	3.0	3.0
Light Rail Vehicles	3.8	3.8	3.7	3.8	3.8	3.6	3.4
Motor Coach Vehicles	3.7	3.5	3.7	3.6	3.4	3.3	3.4
Other Systems & Vehicles	3.0	3.1	3.1	2.6	2.6	2.4	2.4
Overhead	3.7	3.7	3.6	3.5	3.4	3.4	3.4
Parking & Traffic	2.8	3.0	2.9	2.4	2.4	2.3	2.3
Stations	3.1	3.1	3.1	3.0	3.0	2.9	2.9
Track	3.3	3.2	3.2	3.1	3.2	3.1	3.0
Train Control & Communications	3.7	3.6	3.5	3.4	3.8	3.8	3.7
Trolley Coach Vehicles	3.4	3.3	3.2	3.6	4.2	3.8	3.4
Total	3.4	3.4	3.3	3.2	3.3	3.1	3.0

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.

\$906M

Full Scheduled Asset Replacement & Eliminate Backlog

\$801M

Full Scheduled Asset Replacement & Reduce the Backlog by 50%

\$584M

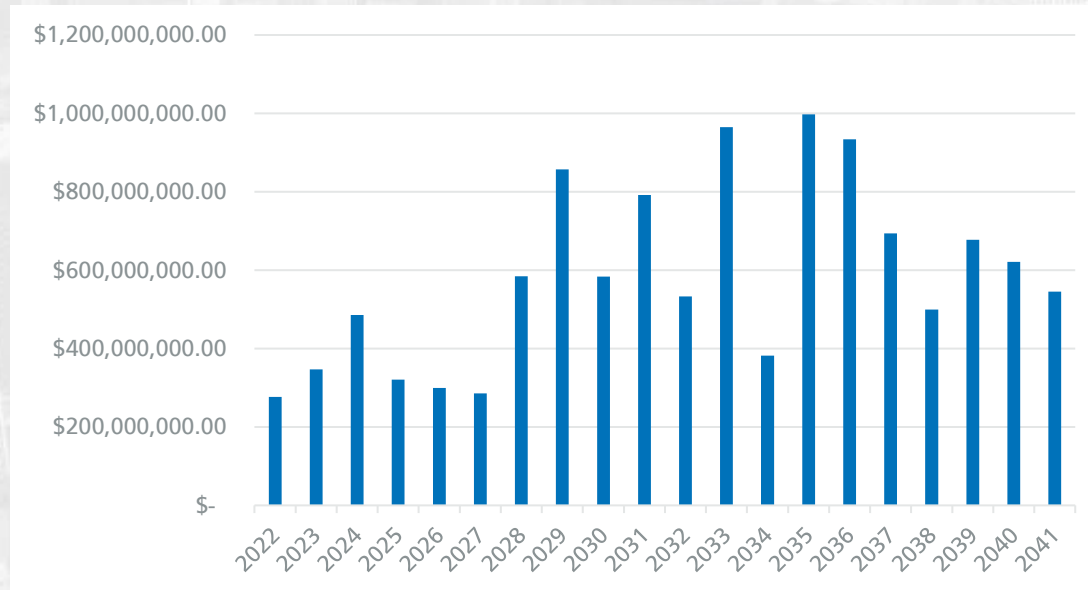
Full Scheduled Asset Replacement & No Growth in Backlog

\$399M

Transit Service Critical Scheduled Asset Replacement

\$250M

Annual State of Good Repair Investment Target



Alert Service Change

Core Service Only

Returning to Normal Service

Service Area



Thank you.