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?

- Capital Asset Inventory
- CIP
- Business Unit Data Sources
- Capital Project Reports
- 2020 State of Good Repair Report

CPM Insights
Key Trends in State of Good Repair Report

- % value Assets in Backlog: 18.3% (2015), 17.7% (2016), 17.9% (2017), 22.3% (2018), 21.6% (2019), 24.6% (2020)
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.
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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.

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Age Based Condition Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facilities</td>
<td>3.2</td>
</tr>
<tr>
<td>Light Rail Vehicles</td>
<td>3.8</td>
</tr>
<tr>
<td>Motor Coach Vehicles</td>
<td>3.7</td>
</tr>
<tr>
<td>Other Systems &amp; Vehicles</td>
<td>3.0</td>
</tr>
<tr>
<td>Overhead Traction Power System</td>
<td>3.7</td>
</tr>
<tr>
<td>Parking &amp; Traffic</td>
<td>2.8</td>
</tr>
<tr>
<td>Stations</td>
<td>3.1</td>
</tr>
<tr>
<td>Track</td>
<td>3.3</td>
</tr>
<tr>
<td>Train Control &amp; Communications</td>
<td>3.7</td>
</tr>
<tr>
<td>Trolley Coach Vehicles</td>
<td>3.4</td>
</tr>
<tr>
<td><strong>Total Condition Score</strong></td>
<td><strong>3.33</strong></td>
</tr>
</tbody>
</table>
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

![Bar chart showing investment needs by year from 2021 to 2040]
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?