Update on Deferred Capital Maintenance

Joint Powers Board
November 4 2021
Background

• The State of Good Repair (SOGR) backlog includes costs associated with deferred asset lifecycle activities:
  • Regular maintenance activity
  • Rehabilitation at specific asset life points
  • End of life replacement

• The SOGR backlog is broken down into the following asset classes:
  • Facilities (e.g., CEMOF, crew facilities)
  • Guideway elements (e.g., track, bridges)
  • Systems (e.g., signals, fiber, PTC)
  • Stations
  • Vehicles
Methodology for the SOGR Update

• Started with the 2018 Transit Asset Management Plan, which uses FTA’s TERM-Lite tool
  • Identified 2018 backlog of $726 million, including:
    • $460 million of deferred end of life replacement for revenue vehicles (being addressed through replacement of vehicles in PCEP program)
    • $266 million in other backlog:
      • Guideway - $101 million
      • Stations - $2 million
      • Systems - $44 million
      • Vehicles (not addressed by PCEP) - $119 million
  • Figures have been updated to reflect increases in cost and scope, and offsets through capital budget funds identified in FY19 – FY22 budgets.
Updated Deferred SOGR Balance

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# Updated Deferred SOGR Balance (in millions)

<table>
<thead>
<tr>
<th></th>
<th>Total Updated SOGR Requirement</th>
<th>Allocated Capital Funds (FY19-22)</th>
<th>Net Unfunded SOGR Backlog</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facilities</td>
<td>$22.4</td>
<td>$1.2</td>
<td>$21.2</td>
</tr>
<tr>
<td>Guideway Elements</td>
<td>$144.0</td>
<td>$61.1</td>
<td>$82.8</td>
</tr>
<tr>
<td>Stations</td>
<td>$32.9</td>
<td>$9.9</td>
<td>$22.9</td>
</tr>
<tr>
<td>Systems</td>
<td>$50.0</td>
<td>$12.9</td>
<td>$37.2</td>
</tr>
<tr>
<td>Vehicles *</td>
<td>$134.2</td>
<td>$34.8</td>
<td>$99.4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$383.4</strong></td>
<td><strong>$119.9</strong></td>
<td><strong>$263.5</strong></td>
</tr>
</tbody>
</table>

* Does not include the $460M for end of life revenue vehicle replacement identified in 2018 TAM plan associated with the PCEP project