



# Update on Deferred Capital Maintenance

Finance Committee Meeting  
October 25, 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)

	Total Updated SOGR Requirement	Allocated Capital Funds (FY19-22)	Net Unfunded SOGR Backlog
Facilities	\$22.4	\$1.2	\$21.2
Guideway Elements	\$144.0	\$61.1	\$82.8
Stations	\$32.9	\$9.9	\$22.9
Systems	\$50.0	\$12.9	\$37.2
Vehicles *	\$134.2	\$34.8	\$99.4
Total	\$383.4	\$119.9	\$263.5

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