

State of Good Repair (SGR) Guidelines

June 2026

Overview

The Bureau of Public Transportation (BPT) is retiring its policy on Estimated Service Life (ESL) standards and implementing new State of Good Repair (SGR) Guidelines to better align with the National Transit Database’s (NTD) Useful Life Benchmarks (ULBs), which reflect the point at which an asset reaches the end of state of good repair and should be taken out of service.

Reporting

Aligning BPT’s new SGR Guidelines with NTD standards will mitigate inconsistencies between state and federal asset reporting requirements. Historically, discrepancies existed because ULBs were pre-selected in NTD and reporters would have to manually enter ESL figures, which was not always completed, causing mismatches with BPT’s data and records. With this change in policy, entering new fleet information in NTD will be easier for all Pennsylvania reporters.

Methodology

In the new SGR Guidelines, the most significant changes apply to the Van and Cutaway asset classes. To align with FTA ULB standards, BPT is directing these vehicle types stay in service for longer periods. With BPT’s investment in storage facilities and bus washes, most vehicles are anticipated to be housed under cover and in better condition which will improve the reliability and overall state of good repair. Additionally, funding levels are projected to remain level while vehicle costs are projected to rise making investment prioritization paramount. This policy adjustment is supported by an analysis of Capital Planning Tool disposition data, which indicates that most assets are already meeting ULBs.

Disposition Data Summary (Capital Planning Tool)

Asset Class	Count	Avg. Years of Disposal	ESL Standard (Previous)	ULB Standard (New)
Bus < 30 FT	2,295	8	5	8
Bus 30 FT	107	14	10	14
Bus Commuter/ Suburban	51	12	12	14

Asset Class	Count	Avg. Years of Disposal	ESL Standard (Previous)	ULB Standard (New)
Bus Std 35 FT	330	14	12	14
Bus Std 40 FT	825	13	12	14
Bus Trolley Std	14	16	12	14
Sedan/ Station Wagon	143	9	4	8
Van	737	8	4	8

Planning Implications

The new SGR Guidelines will be automatically reflected in the Capital Planning Tool, requiring no user action. Beginning with the next planning cycle, the State of Good Repair analyzer will schedule projects two years prior to an asset reaching its ULB. This new lead-time feature in the Capital Planning Tool will give grantees adequate time to receive funding, place orders, receive new assets, and retire old assets in line with ULBs.

Existing NTD fleet data will need to be updated with the SGR Guidelines ULBs during the next reporting cycle, as historical data would have been entered using the previous ESLs.

Depreciation

Assets placed into service beginning on July 1, 2026, should use the new ULB standard life expectancy for all audit depreciation schedules and TAM reporting. Assets placed into service prior to July 1, 2026, should continue to use their existing depreciation schedules.

Other Changes

BPT has streamlined the asset class list by removing many unused and non-applicable categories. If needed later, an unlisted asset class may be added with evidence of established expectations and support of industry experts. This approach allows agencies to replace unique item types as needed based on condition rather than adhering to strict timelines.

Exceptions

In line with current practices, BPT remains open to funding early replacements with proper justification. BPT will review all requests based on age, miles, and condition at the time of the request. All vehicle requests utilizing federal funding will still be subject to the useful life minimums established under [FTA C 5010.1F](#). BPT will consider vehicle overhauls and rehabilitations to help assets meet the new standards.

The Bureau will work on a case-by-case basis to address any questions or concerns related to these guidelines.



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The useful life benchmarks shown below are the point at which an asset reaches the end of state of good repair and should be removed from service. For any unlisted asset types, the Department follows Federal Transit Administration (FTA) guidelines or industry standards where necessary. Facility asset state of good repair shall be guided primarily by condition ratings with age also being a factor.

Useful Life Benchmarks for Capital Assets		
Asset Type	Age (Years)	Capital Planning Tool (CPT) Subtype
Revenue/Non-Revenue Vehicles:		
Articulated Bus (AB)	14	Bus Articulated
Automobile (AO)	8	Sedan / Station Wagon
Over-the-Road Bus (BR)	14	Bus Commuter/Suburban, Bus Intercity
Bus (BU)	14	Bus Std 40 FT, Bus Std 35 FT, Bus 30 FT
Cutaway Bus (CU)	8	Bus < 30 FT
Minivan (MV)	8	Minivan
Sports Utility Vehicle (SV)	8	SUV (Revenue)
Trolleybus (TB)	13	Bus Trolley Std, Bus Trolley Articulated
Trucks & Other Rubber Tired Vehicles	14	Pickup Truck, SUV, Other Support Vehicles
Van (VN)	8	Van
Inclined Plane Vehicle (IP)	56	Incline Railway Car
Commuter Rail Locomotive (RL)	39	Commuter Locomotive

Useful Life Benchmarks for Capital Assets		
Asset Type	Age (Years)	Capital Planning Tool (CPT) Subtype
Equipment/Facility Components:		
Communications equipment	10	Communications Equipment (Select asset subtype)
Computer equipment	4	IT Equipment – Hardware
Computer software	4	IT Equipment – Software
Fare boxes/ticket machines	10	Communications Equipment (Fare Collection Systems)
Surveillance equipment	10	Communications Equipment – Surveillance & Security
Air conditioning/Heating/Ventilation systems	15	Facility Equipment – Mechanical Equipment (Bus or Rail)
Asphalt paving, parking lot	10	Rehabilitation Event on a Parking Lot Asset
New roof for buildings	20	Facility Equipment – Structural Equipment (Bus or Rail)
Office furniture	10	Office Equipment – Furniture
Passenger shelters	10	Passenger Shelter
Station/Building envelope	40	Stations/Stops/Terminals or Support Facilities as appropriate
Station/Building structures	40	Stations/Stops/Terminals or Support Facilities as appropriate
Automobile/Bus washing and vacuum cleaner systems	10	Maintenance Equipment – Vehicle Cleaning Systems (Bus or Rail)

Useful Life Benchmarks for Capital Assets		
Asset Type	Age (Years)	Capital Planning Tool (CPT) Subtype
Equipment/Facility Components:		
Bus lift	15	Maintenance Equipment – Tools and Shop Equipment
Bus shelter cleaner	10	Maintenance Equipment – Vehicle Cleaning Systems (Bus or Rail)
Tools and shop equipment	10	Maintenance Equipment – Tools and Shop Equipment
Bus stop signs	10	Signals/Signs – Route Signage