

## THE ECONOMIC COST OF FAILING TO MODERNIZE PUBLIC TRANSPORTATION

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)

### What is Modernization/State of Good Repair?

State of Good Repair (SGR) refers to maintaining public transportation assets in a condition at or above a target level in which performance and safety are not compromised. Here's what that means: systems with bus and rail assets in a State of Good Repair experience fewer breakdowns, and have greater opportunities to innovate/expand.

## SEPTA FACTS AND FIGURES

**\$5  
BILLION**

INVESTMENT NEEDED TO BRING SEPTA TO A STATE OF GOOD REPAIR (AS OF 2014)

### ECONOMIC IMPACT OF STATE OF GOOD REPAIR

By failing to bring SEPTA to a state of good repair, the local Philadelphia economy loses the following:

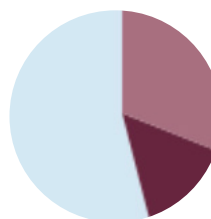
- ➔ **\$9.6 BILLION** LOST IN THE LOCAL GDP
- ➔ **\$6 BILLION** IN LOST WAGES

## PHILADELPHIA TRANSIT FACTS

**\$8  
BILLION**

Wages generated by workers who take public transit.

### Where do Philadelphia transit riders work?



31% EDUCATION & HEALTH CARE  
15% PROFESSIONAL, TECHNICAL, AND SCIENTIFIC FIRMS  
54% OTHER

### History

The Southeastern Pennsylvania Transportation Authority (SEPTA) is responsible for services throughout Bucks, Chester, Delaware, Montgomery, and Philadelphia counties including regional rail, trolley lines, high-speed lines, buses and special connectors.

Figures calculated as impact of SGR deficiencies over 6 years

