

THE ECONOMIC COST OF FAILING TO MODERNIZE PUBLIC TRANSPORTATION

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

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.

WMATA FACTS AND FIGURES

**\$6.6
BILLION**

Investment needed to bring WMATA to a State of Good Repair

**\$39.4
BILLION**

Total physical asset value

ECONOMIC IMPACT OF STATE OF GOOD REPAIR

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

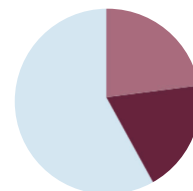
- ➔ **\$10.8 BILLION** LOST IN THE LOCAL GDP
- ➔ **\$6.6 BILLION** IN LOST WAGES

WASHINGTON TRANSIT FACTS

Asset portfolio

233 miles of track **675** paratransit vehicles
1,242 rail cars **91** rail stations
1,589 buses

Where do DMV transit riders work?



23% PROFESSIONAL, TECHNICAL, AND SCIENTIFIC FIRMS
 19% GOVERNMENT AND PUBLIC ADMINISTRATION
 58% OTHER

if you were to combine all of the wages and earnings generated by people who use transit in the DMV regularly, it would add up to \$16 billion.

DID YOU KNOW -- \$235 billion worth of real estate in the DMV area is ½ mile from a WMATA metro station, and 54% of jobs in region are within ½ mile of metro station.

History

The Washington Metropolitan Area Transit Authority (WMATA) was created by an interstate compact in 1967 to plan, develop, build, finance, and operate a balanced regional transportation system in the national capital area. Metrorail and Metrobus serve a population of approximately 4 million within a 1,500-square mile jurisdiction.

Figures calculated as impact of SGR deficiencies over 6 years

