



STATE OF GOOD REPAIR

REBUILDING & MODERNIZING AMERICAS INFRASTRUCTURE

America needs to be rebuilt and modernized. Investing in our nation's transportation infrastructure will improve our ability to compete in a global economy. The U.S. has fallen from a leading innovator in railroads, to 21st in the *World Economic Forum Rankings*. Congress recognizes the need to address **state of good repair (SOGR)**, as well as decades of underinvestment that have brought us to a point of inefficiency and unreliability for many transit services, as well as unequal access to public transit.

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21ST

IN THE WORLD.

INVESTMENT NEEDS

THE U.S. INVESTS \$17.7B ANNUALLY, BUT LONG-TERM INVESTMENT IS NEEDED:



\$86_B

Total transit backlog in deferred maintenance and replacement needs with 25% of rail transit assets in marginal or poor condition. (Source: APTA)

\$38_B

Amtrak's SOGR backlog in the NEC. Billions more are needed for the National Network. (Source: Amtrak)

\$43_B

Capital investments needed per year over the next six years across all levels of government to sustain current levels of public transit use. (Source: APTA)

\$122_B

Projected SOGR backlog by 2032 if left unaddressed.

PUBLIC DEMAND

TRANSIT SYSTEMS CONNECT JOBS, FAMILIES, AND CRITICAL SERVICES EVERY DAY:



10.5 B

Passenger trips were taken in 2015 on U.S. transit systems, a 33% increase from 20 years ago. (Source: APTA)



27 M

U.S. adults who took public transit on a daily or weekly basis in 2015. (Source: Pew Research Center)



820,000

Passengers who face service interruptions or system failure daily.



49%

Percent of U.S. households that can't get to the grocery store using public transit. (Source: ACSE)

NEEDS REPAIR

PHYSICAL INFRASTRUCTURE ACCOUNTS FOR THE MAJORITY OF SOGR NEEDS, WITH VARIOUS AREAS CONSIDERED IN MARGINAL OR POOR CONDITION.



15% of Facilities:

Structures for maintenance, operations and administrative activities.



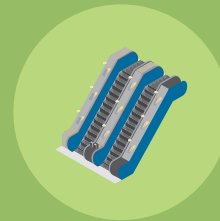
17% of Systems:

Monitoring and control systems for power, communications and fares.



35% of Guideway Elements:

Structural elements such as tracks, bridges, and tunnels.



37% of Stations:

Buildings for passengers, as well as elevators and escalators.

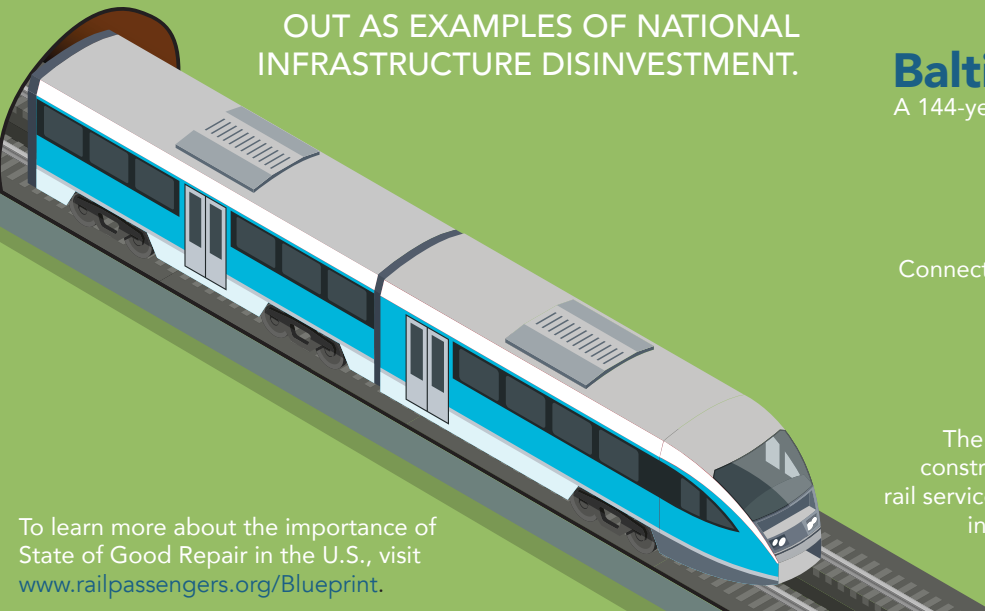


3% of Rail Vehicles:

Rolling stock such as HSR trains, commuter bi-levels and streetcars.

TRANSIT DISINVESTMENT

A FEW TRANSIT PROJECTS STAND OUT AS EXAMPLES OF NATIONAL INFRASTRUCTURE DISINVESTMENT.



Hudson River Tunnels

The new Hudson River tunnels are the nation's top infrastructure priority and a vital connection for the entire NEC.
— Project Cost: \$12.9 billion

Baltimore & Potomac Tunnel

A 144-year-old, two-track tunnel that was built just after the conclusion of the Civil War.
— Project Cost: \$4.5 billion

North-South Rail Link

Connecting Boston's North and South stations will bridge a gap in the NEC.
— Project Cost: \$3.8 - \$5.9 billion

Long Bridge Project

The existing Long Bridge is a two-track railroad bridge, constructed in 1904, is a critical chokepoint to expanding rail service to the DMV region and extending high-frequency intercity service south to Virginia and North Carolina.
— Project Cost: \$1.6 billion

To learn more about the importance of State of Good Repair in the U.S., visit www.railpassengers.org/Blueprint.