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 infrastructure, to 10th 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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INVESTMENT NEEDS
THE U.S. INVESTS $17.7B ANNUALLY, BUT LONG-TERM INVESTMENT IS NEEDED:

- **$86B**
  Total transit backlog in deferred maintenance and replacement needs with 25% of rail transit assets in marginal or poor condition. (Source: APTA)

- **$38B**
  Amtrak’s SOGR backlog in the NEC. Billions more are needed for the National Network. (Source: Amtrak)

- **$43B**
  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)

- **$122B**
  Projected SOGR backlog by 2032 if left unaddressed.

SPRING 2018
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.

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

Gateway Project/Hudson River
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

Positive Train Control
Life-saving safety technology that is required to be installed by December 31, 2018.
— Project Cost: $3.5 billion

Baltimore & Potomac Tunnel
A 144-year-old, two-track tunnel that was built just after the conclusion of the Civil War.
— Project Cost: $4.9 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

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