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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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 2019
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.