Whether it’s higher property values, greater job opportunities, or shorter commutes—where public transportation goes, community grows.

PUBLIC TRANSPORTATION BENEFITS BY THE NUMBERS

Robust investment in public transportation, as outlined by the APTA recommendations in this brochure, annually results in more than a million jobs, generation billions in tax revenue, saves people money, and provides a dramatic boost for the private sector. It helps people make vital connections, makes city center and downtown areas more livable, and provides America's the opportunity to upward mobility.

$4 - The economic return generated by every $1 invested in public transportation.

$3 - The increase in business sales for every $1 invested in public transportation.

$86 billion - The amount of money generated in business sales due to public transportation investment.

$9.5 billion - The amount of tax revenue generated per year.

1.1 million - The number of jobs created or sustained per year.

More than 50,000 - The number of jobs created or sustained from $1 billion of federal investment.

42% - The increase in the performance of property values when residences are within one-half mile of public transportation with high-frequency service.

$57 billion - The annual value of the public transportation industry.

400,000 - The number of people directly employed by public transportation.

77% - The percent of job initiatives including funding for transportation that were passed by voters over the last five years.

450 million - Gallons of fuel and 865 million hours in travel time are saved by Americans living in areas served by public transportation.

18.6 billion - The number of trips Americans take each year.

74% - The percentage of government funding for public transportation that goes towards supporting hundreds of thousands of private sector jobs.

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Where public transportation goes, community grows.

The American Public Transportation Association (APTA) is a nonprofit international association of 1,500 public and private sector organizations, engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. Why so many associations? Each mode of public transportation is unique. APTA members serve the public interest by providing safe, efficient and economical transit services and products.
AMERICA’S FUTURE IS RIDING ON PUBLIC TRANSPORTATION

Between the public and private sectors, how that form the public transportation industry and the fiscal economic impact public transportation has on the communities it serves, every dollar invested in public transportation generates four dollars of economic growth. That annual return of billions of dollars and millions of jobs and more today than ever, as we update and improve our national transportation system. The sector has the potential to deliver a rate that has always sought out cleaner, safer and more efficient transportation.

Why Make a Federal Transit Program

Public transportation provides the connectivity and mobility required for global economic competitiveness, energy efficiency, national security, economic growth, regional economic prosperity, and essential sustainability and connectivity. It is a vital connection for people from every economic tier. It connects people, communities, and businesses — efficiently, safely, and reliably.

Investment in public transportation is more than just a physical infrastructure; it is a commitment to current and future generations. Federal leadership is essential. It is foundational. States and local communities are increasing their contributions, and they depend on a strong federal partner to achieve their goals. Substantial and sustained federal investment in public transportation is an expression of the national will. Americans overwhelmingly support this investment, passing more than 77 percent of ballot initiatives that included funding for public transportation.

THE URGENT NEED FOR A NEW LONG-TERM SURFACE TRANSPORTATION PROVISION

The federal law that operates the nation’s public transportation and highway programs — Moving Ahead for Progress in the 21st Century Act (MAP-21) — expires September 30, 2014. The Highway Trust Fund chart to the right depicts, the Highway Trust Fund and Mass Transit Account, which supports public transit and highway programs. The chart shows which programs receive the most support in the nation’s urban transportation needs.

The Next Federal Public Transit Program

Congress needs to authorize a public transportation program that provides strong funding for the next six years to accommodate the development of long-term, major capital investments. The recommendations are needed to bring existing public transportation infrastructure and facilities into a state of good repair, expanded current infrastructure, support operations and maintenance, and support public safety, and vehicle development to meet growing demand for safe, convenient, and dependable service.

AMERICA’S FUTURE IS RIDING ON PUBLIC TRANSPORTATION

The federal law that operates the nation’s public transportation and highway programs — Moving Ahead for Progress in the 21st Century Act (MAP-21) — expires September 30, 2014. The Highway Trust Fund chart to the right depicts, the Highway Trust Fund and Mass Transit Account, which supports public transit and highway programs.

The recommendations would also restore predictability to the Transit Capital Assistance Program (T-CAP), which would also expand eligibility for such services on high-capacity rail lines. Current project eligibility under the T-CAP program should be preserved and include new light and heavy rail, commuter rail, streetcar, light rail transit, and bus capacity. Research.

The recommendations would also reauthorize the Transit Cooperative Research Program (TCRP), the Technical Assistance and Standards Development program, and Human Resources and Training. Funding for these programs would be authorized as a set-aside under the federal-aid program at $25 million annually. The relatively small amount of funding for these programs is an investment in transportation that generates significant returns. The recommendations would also restore predictability to the Transit Cooperative Research Program (TCRP), the Technical Assistance and Standards Development program, and Human Resources and Training. Funding for these programs would be authorized as a set-aside under the federal-aid program at $25 million annually. The relatively small amount of funding for these programs is an investment in transportation that generates significant returns.

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