THE ECONOMIC COST OF FAILING TO MODERNIZE PUBLIC TRANSPORTATION

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA)

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.

MBTA FACTS AND FIGURES

$7.3 BILLION	Investment needed to bring MBTA to a State of Good Repair
15 YEARS	How long it will take to eliminate State of Good Repair backlog with current funding levels
$25 BILLION	Total physical asset value
1 in 3	MBTA assets that do not meet State of Good Repair standards

ECONOMIC IMPACT OF STATE OF GOOD REPAIR

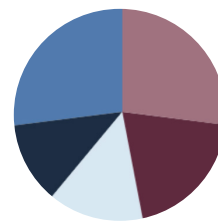*By failing to bring MBTA to a state of good repair, the local Boston economy loses the following:*

➤ **$15 BILLION** LOST IN THE LOCAL GDP

➤ **$9 BILLION** IN LOST WAGES

BOSTON TRANSIT FACTS

$12.2 BILLION — Wages generated by workers who take public transit.

Where do Boston transit riders work?

- **27%** EDUCATION & HEALTH CARE
- **20%** SCIENTIFIC, MANAGERIAL OR TECHNOLOGY FIRMS
- **14%** ENTERTAINMENT AND RELATED SERVICES
- **12%** FINANCE, REAL ESTATE, & INSURANCE
- **27%** OTHER

History

The Massachusetts Bay Transportation Authority, more commonly known as the T, is one of the oldest public transit systems in the United States and is also the largest transit system in Massachusetts. As a division of the Massachusetts Department of Transportation (MassDOT), the MBTA provides subway, bus, commuter rail, ferry, and paratransit service to eastern Massachusetts and parts of Rhode Island.

Figures calculated as impact of SGR deficiencies over 6 years