

# THE ECONOMIC COST OF FAILING TO MODERNIZE PUBLIC TRANSPORTATION

## SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (MUNI)

### 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.

## MUNI FACTS AND FIGURES

**\$2.41  
BILLION**

Investment needed to bring Muni to a State of Good Repair

### ECONOMIC IMPACT OF STATE OF GOOD REPAIR

By failing to bring Muni to a state of good repair, the local San Francisco economy loses the following:

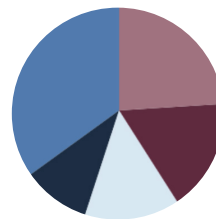
- ➔ **\$9 BILLION** LOST IN THE LOCAL GDP
- ➔ **\$2.9 BILLION** IN LOST WAGES

## BAY AREA TRANSIT FACTS

**\$17.3  
BILLION**

Wages generated by workers who take public transit.

### Where do Bay Area riders work?



- 24% SCIENCE & TECHNOLOGY
- 17% EDUCATION & HEALTHCARE
- 14% ENTERTAINMENT
- 10% FINANCE, INSURANCE, AND REAL ESTATE
- 35% OTHER

### History

The San Francisco Municipal Transportation Agency, or SFMTA, was established by voters in 1999 to oversee the Municipal Railway (Muni), parking and traffic, bicycling, walking and taxis. Every day over one million people rely on SFMTA for safe and reliable travel.

Figures calculated as impact of SGR deficiencies over 6 years

