

PUBLIC TRANSIT ON THE MOVE

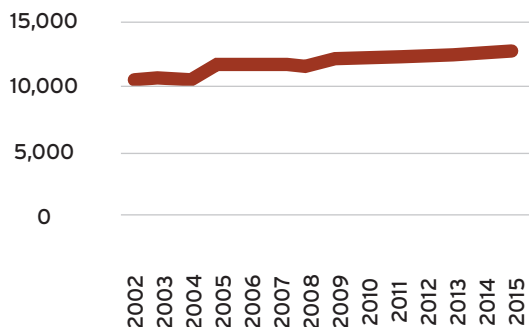
Transit ridership grew by 34 percent from 1995 to 2016, compared to a 21 percent growth in population and a 33 percent growth in highway vehicle miles traveled over the same period.

Local funding commitments to funding public transit remain strong with an average approval rate of 76 percent of referenda since the year 2000.

Since 2004, 31 entirely new rail systems and many more rail extensions have opened. Capital projects all over the country in the FTA New Starts pipeline show that the industry is not standing still.

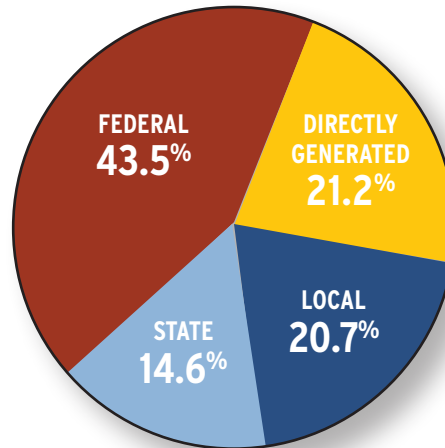
Increased federal certainty can help further attract private interest in transit infrastructure.

TOTAL TRACK MILES

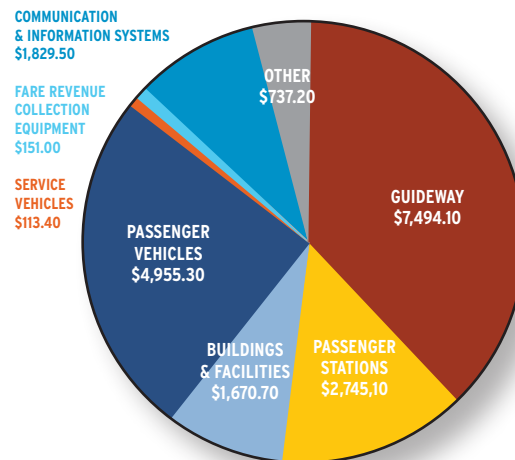


WHERE DO TRANSIT CAPITAL FUNDS COME FROM AND WHERE DO THEY GO?

Source of Capital Funds, 2015



Transit Capital Expenditures (Millions), 2015



Business
Member
Activity
Fund



the **BUSINESS CASE** *for* Infrastructure Investment

For every dollar invested in public transportation, there is a \$4 economic return to a community.



A CRITICAL NEED FOR INFRASTRUCTURE MODERNIZATION

The American Society for Civil Engineers gives public transit a D- rating, the lowest of all the 16 categories.

The \$90 billion state of good repair infrastructure backlog affects not only service and reliability of transit systems, but the economic competitiveness of the region.

Just to prevent the transit maintenance backlog from growing requires an annual investment of at least \$14 billion. Official reports note that over 35 percent of rail fixed guideway elements, 40 percent of rail stations, and 24 percent of rail maintenance facilities are in a poor condition.

Both businesses and workers make relocation decisions based in part on whether transportation systems are reliable and safe. Investing in sound national public transit infrastructure would increase the economic productivity of businesses and create jobs across the country.

Deferring maintenance not only increases the chances of failure, but increases the costs of asset repair in the long term.

HOW PRIVATE INVESTMENT CAN CONTRIBUTE

The private sector is a valuable partner in helping to deliver transit projects more efficiently and on schedule. Furthermore, partnerships between public agencies and private entities can result in better operations and increased service

PUBLIC-PRIVATE PARTNERSHIPS:

- Public authorities can partner with private developers/contractors to design, build, finance, operate or maintain capital projects.

CONTRACTED SERVICES:

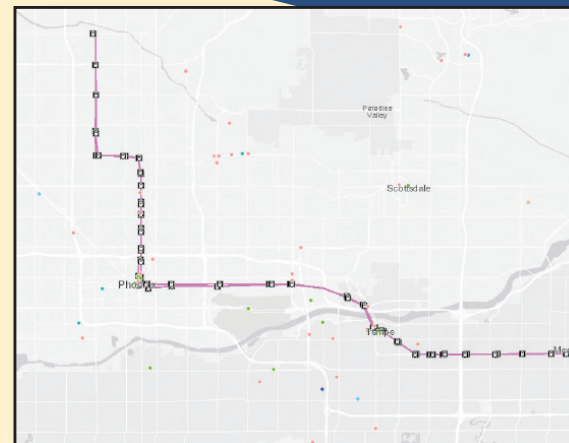
- Private mobility operators can provide unique services for public agencies in different situations.

JOINT DEVELOPMENT:

- Public transit agency-owned land can be leased or sold to private entities to build transit-oriented development.

INVESTMENT CREATES JOBS

APTA research has shown that investment in public transportation infrastructure creates jobs in communities of all sizes throughout the country, including in small and rural areas where bus and rail manufacturers are located. APTA's online Industry Footprint (below), available at www.apta.com, shows the manufacturers and business members located in each congressional district.



A 2014 APTA study on the economic impact of public transportation investment found that more than 50,000 jobs (mostly private sector) are created per \$1 billion of continuous public transportation spending.