

THE ECONOMIC COST OF FAILING TO MODERNIZE PUBLIC TRANSPORTATION

CHICAGO TRANSIT AUTHORITY (CTA)

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.

CTA FACTS AND FIGURES

\$12.5 BILLION

Investment needed to bring CTA to a State of Good Repair

Asset portfolio

1,400 rail cars	1,800 buses
288 miles of track	1,300 fixed bus routes

ECONOMIC IMPACT OF STATE OF GOOD REPAIR

By failing to bring CTA to a state of good repair, the local Chicago economy loses the following:

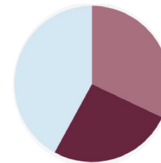
- **\$25.2 BILLION** LOST IN LOCAL GDP
- **\$15 BILLION** IN LOST WAGES

CHICAGO TRANSIT FACTS

\$22.5 BILLION

Wages generated by workers who take public transit.

Where do Chicago transit riders work?



What happens when transit systems modernize?

When CTA modernized sections of their Brown Line, there were profound effects on the surrounding community.

- The median home value increased by 55% in areas surrounding the modernization.
- 15 percent of all City of Chicago new construction building permits were issued near Brown Line stations, three times as many per square mile as other sections of CTA's network

History

The Chicago Transit Authority (CTA) operates the nation's second largest public transportation system and covers the City of Chicago and 35 surrounding suburbs. On an average weekday, approximately 1.6 million rides are taken on the CTA.

