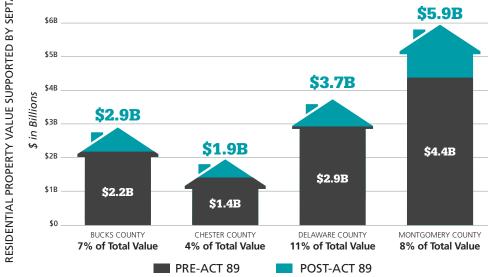
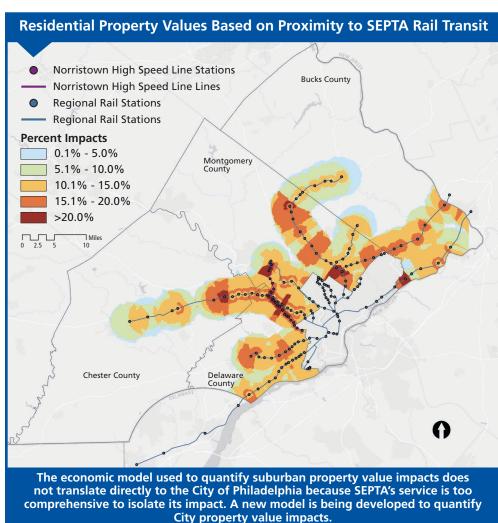
### **SUBURBAN RESIDENTIAL PROPERTY VALUE IMPACTS**



Access to rail transit increases property values. Models allow economists to isolate this value through analysis of home sales. On average, suburban residential property values are 7.4% higher, totaling \$14.5 BILLION in added home value associated with SEPTA's Regional Rail & Norristown High Speed Line. At a county level, property value impacts range from 4% (\$1.9B) of total value in Chester County to 11% (\$3.7B) of total value in Delaware County.













For more information: www.septa.org/economic-impact



OF PENNSYLVANIA



### **ECONOMIC ENGINE OF PENNSYLVANIA**

Southeastern PA is the Commonwealth's key economic engine. THE FIVE COUNTIES

GENERATE **41%** OF THE STATE'S ECONOMIC

ACTIVITY WITH **32%** OF ITS POPULATION

ON  $\mathbf{5\%}$  OF ITS LAND. This degree

of economic productivity and density is not possible without transit to efficiently move people throughout the region.



With just 32% of the state's population, SOUTHEASTERN PA GENERATES \$10.8 Billion (36%) OF THE TOTAL TAX REVENUES to the state general fund





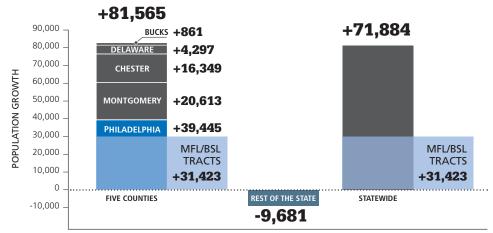






**ESTATE & REALTY TRANSFER** 

Southeastern PA accounted for all of the state's population growth between 2010 and 2016, more than one-third of which occurred along the Market-Frankford (MFL) and Broad Street (BSL) Lines



2010 - 2016

## **SEPTA HELPS SHAPE PHILADELPHIA**



In Center City Philadelphia between 2010 and 2016, new development eliminated more than 4,000 public parking spaces. Skyscrapers are now being built with no parking. Employment grew by more than 40,000 jobs, and 62% of all work trips are now taken on transit.

#### **ECONOMIC IMPACT**



Every day, SEPTA's 2,800 trains, buses, trolleys and paratransit vehicles provide 1.1 million trips across the region to work, school, appointments and entertainment. This transit service is the lifeblood of the regional economy. As one of the area's largest employers, SEPTA also supports the economy as a jobs provider and purchaser of goods and services to keep the system running. The economic footprint summarized below only includes the impact of these operating and capital investments. The catalytic impacts of SEPTA's system and services, such as transit-oriented development, are far larger.

PENNSYLVANIA



JOBS

**EARNINGS** 







**S95M** 



**FIVE COUNTIES** 















# **CAPITAL IMPACT OF PA ACT 89**



When the PA State Legislature passed Act 89, SEPTA was ready to efficiently invest the new capital dollars in long-needed maintenance, state of good repair capital refurbishments, and replacement of vehicles. SEPTA is now four years into a 20-year capital program. The program addresses this backlog and creates the opportunity to consider muchneeded expansion to meet the needs of a growing region.

+70% IMPACT

CAPITAL IMPACT



**EARNINGS** 

PENNSYLVANIA



**CAPITAL IMPACT** 





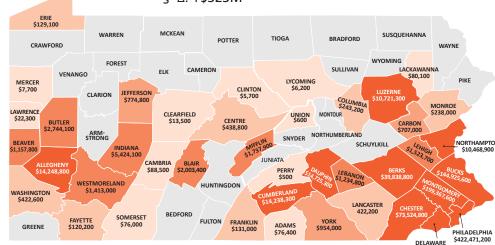
NOTE: CAPITAL IMPACT NUMBERS REPRESENT FY2015 - FY2017 (IN \$2017) AVERAGE ANNUAL

SEPTA Procurement of Goods and Services Supports Jobs and Economies Across Pennsylvania

#### **TOTAL CONTRACT VALUE:**

§ 2010-2013: \$756M (PRE-ACT 89) § 2013-2016: \$1.08B (POST-ACT 89)

§ Δ: +\$323M



2013-2016 (POST-ACT 89) BY COUNTY

\$1 Million To \$10 Million \$500,000 To \$1 Million \$100,000 TO \$500,000 \$0 TO \$100,000