FINDINGS SNAPSHOTS

OHIO PUBLIC TRANSIT FUNDING HISTORY

<table>
<thead>
<tr>
<th>Year</th>
<th>Funding Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>$43.6 million (GRF) + $5.0 million (FHWA)</td>
</tr>
<tr>
<td>2008</td>
<td>ODOT began using toll development credits (TDCs) to help fund individual transit projects.</td>
</tr>
<tr>
<td>2014</td>
<td>$16.3 million (GRF) + $5.0 million (FHWA)</td>
</tr>
</tbody>
</table>

CURRENT FUNDING

- In 2012, Ohio’s 61 public transit systems spent close to $900 million. The state contributed 3% of that total funding (see chart at right).
- As in 2012, the state’s 2014 contribution consists of:
  - $7.3 million from GRF
  - $20 million flexed from FHWA funds
- Ohio’s $0.63 transit spending per capita ranks among the lowest in the nation (38th out of 51), just below South Dakota.

TRENDS AFFECTING FUTURE DEMAND

- Ohio is growing slowly. Most counties are expected to lose population.
- Ohio is getting older and poorer, especially in rural areas.
- Household composition and size are changing, with smaller households and fewer traditional households.
- Current growth is driven in part by foreign-born population, who tend to have more experience with and higher expectations for transit service.
- Millennials have a keen interest in transit, with many driving less and choosing to live in cities with robust transit options.
- While many larger urban areas are densifying, sprawling residential and commercial growth remains the predominant land use pattern in Ohio.
The Ohio Statewide Transit Needs Study (OSTNS) estimated that the network of transit systems in Ohio needs to provide an additional 37.5 million public transportation trips over current levels to serve unmet demand. To meet this need, Ohio should invest more resources in both transit capital (vehicles, shelters, etc.) and operations.

**TO ADDRESS SYSTEM BACKLOG**

**CAPITAL**

An additional **$273.5 MILLION** in funding is needed to bring Ohio’s transit fleet (not counting rail vehicles) to a state of good repair.

**Urban**

**$251.2 MILLION** is needed to replace the 900 urban transit vehicles (out of 2,700 total, not counting rail vehicles) that are past their useful lives.

**Rural**

**$22.3 MILLION** is needed to replace the 275 rural transit vehicles (out of 500 total) that are beyond their useful lives.

Once the vehicle backlog is met, Ohio has enough revenue to maintain its current fleet for rural and urban rubber-tired vehicles. Cleveland’s rail vehicles will be due for replacement in 2025 at an estimated additional cost of **$240 MILLION**.

*Operating: current/anticipated funding from all sources will allow Ohio’s transit systems to operate at present levels.

**TO MORE ADEQUATELY MEET TODAY’S NEEDS**

**CAPITAL**

In 2015, an additional **$192.4 MILLION** is needed to purchase the vehicles and infrastructure necessary to expand transit service to meet current, unmet demand.

**Urban**

**$164.6 MILLION** is needed to purchase 680 additional buses and vans, and to construct passenger and vehicle facilities that support the demand.

**Rural**

**$27.8 MILLION** is needed to purchase 770 vehicles for additional service on existing rural transit systems as well as for new service in the 27 rural counties currently without public transportation.

**OPERATING**

In 2015, an additional **$96.7 MILLION** is needed to meet the current, unmet demand of 37.5 million additional transit trips.

**Urban**

**$47.5 MILLION** is needed to serve these additional 35 million urban transit trips.

**Rural**

**$49.2 MILLION** is needed to serve an additional 0.8 million trips in current service areas, and to provide 1.7 million new trips in the 27 counties that do not currently offer public transportation.

**FUTURE SYSTEM EXPANSION FUNDING GAP**

The need for public transportation will increase in the future. The OSTNS estimated demand to be 140.2 million additional transit trips over what is provided today. Meeting future needs requires increased investment.

**CAPITAL**

Same as for 2015 (figure is annualized over the 11-year period of 2015-2025).

**OPERATING**

By 2025, an additional **$562.1 MILLION** in annual funding is needed to meet future demand.

**Urban**

**$468.8 MILLION** is needed for 135.2 million new trips.

**Rural**

**$93.3 MILLION** is needed for 5.0 million new rural transit trips, including service to the 27 counties that do not currently have public transportation.
BENEFITS AND ECONOMIC DEVELOPMENT IMPACTS OF PUBLIC TRANSIT

- **Saves Money**
  - Public transportation saves people money and can strengthen the local economy. According to APTA’s Transit Savings Report, a two person household can save around $10,000 a year on average by living with one less car. Money not spent operating a vehicle can be spent in the local economy.
  - According to a 2014 AARP livability study, nearly 90 percent of individuals aged 65 or more want to stay in their homes for as long as possible. Access to transportation is essential to this desire. Aging in place saves society money – the median monthly payment for noninstitutional long-term care in 2009 was $928 as compared with $5,243 for nursing homes (HUD).

- **Access to Labor Markets**
  - Provides employers better access to employees and vice versa.

- **Creates Jobs**
  - Every $1 billion of investment in public transportation operations annually leads to an average of 41,100 jobs supported for a year, such as drivers, schedulers and dispatchers, mechanics, and management staff; $3.8 billion in business sales; and $530 million in tax revenues (TCRP).

- **Access to Services**
  - Supports Ohio’s most vulnerable individuals by increasing access to health care, human services, job training and education, employment, and quality of life trips (shopping, appointments, etc.).

- **Increases Property Value**
  - Public transit investments have been shown to increase property values and result in valuable development opportunities. This is especially true for systems with fixed guideways, including rail and bus rapid transit.
    - Cleveland’s HealthLine, for example, generated $114.5 in economic development benefits for every $1 invested. In other words, Cleveland spent $50 million building the HealthLine but the service generated $5.8 billion in transit-oriented development (ITDP).
    - Between 2006 and 2011, residential property values in regions such as Chicago and the Twin Cities performed 42 percent better, on average, if they were located near fixed-guideway transit (APTA).

STRATEGIES AND OPPORTUNITIES FOR IMPROVING TRANSIT

The Ohio Statewide Transit Needs Study identified nine strategies to meet transit needs and better position the state to strengthen service overall.

1. Introduce performance metrics and guidelines
2. Improve human service and public transit coordination
3. Incentivize regional services and organizations
4. Explore dedicated transit funding
5. Upgrade public information systems
6. Upgrade transit technology
7. Maximize fares and additional revenue sources
8. Address capital needs
9. Address transit service needs
To meet the 2025 funding gap, total transit funding from all sources needs to approximately double (see chart).

**2025 Transit Investment Goal** $1,842 million

- Federal 25%
- Local 40%
- State/ODOT 10%
- Fares 15%
- Other 10%

If state funding covered 10% of transit spending, costs would equal:

**2015**

- **CAPITAL** $37 MILLION + **OPERATING** $83 MILLION = **TOTAL STATE FUNDING GOAL** $120 MILLION

**2025**

- **CAPITAL** $55 MILLION + **OPERATING** $130 MILLION = **TOTAL STATE FUNDING GOAL** $185 MILLION

*Other includes income from advertising, contracts, and miscellaneous sources.

**ODOT LEGISLATIVE BIENNIAL REQUEST (FY 2016-2017)**

Moving towards this level of investment requires a longer term funding strategy. To begin, an additional $2.5 MILLION GRF would be used to improve and enhance the following:

**PERFORMANCE METRICS AND GUIDELINES:**
Advance a performance measurement system. Provide an annual report to the Ohio Legislature on individual transit agency performance.

**REGIONAL SERVICES AND ORGANIZATIONS:**
Incentivize coordination between human service and public transportation. Incentivize collaboration and resource sharing of transit administrative and service functions. Grants may also support adding service in counties where there is none today.

**TRANSIT TECHNOLOGY NEEDS:**
Incentivize investment in technology. Offer one time grants to purchase technology systems and associated training that will increase service efficiency and effectiveness.

**PUBLIC INFORMATION SYSTEMS:**
Incentivize the implementation of improved passenger information systems. Offer grants for agencies to improve websites, system maps and schedules. ODOT will develop templates that support systems statewide.

**ODOT SHORT TERM RECOMMENDATIONS**

- Further explore TDCs and FHWA Flex Funds to address immediate vehicle backlog and capital needs.
- Provide staff and subject matter expertise for a Blue Ribbon Commission on Dedicated Funding.
- Establish a cabinet-level Human Service Transportation Coordinating Committee to examine statewide policies to encourage coordinated transportation services.
- Continue to advance the recommendations of the Transit Needs Study and maintain momentum for meeting the transportation needs of Ohioans.