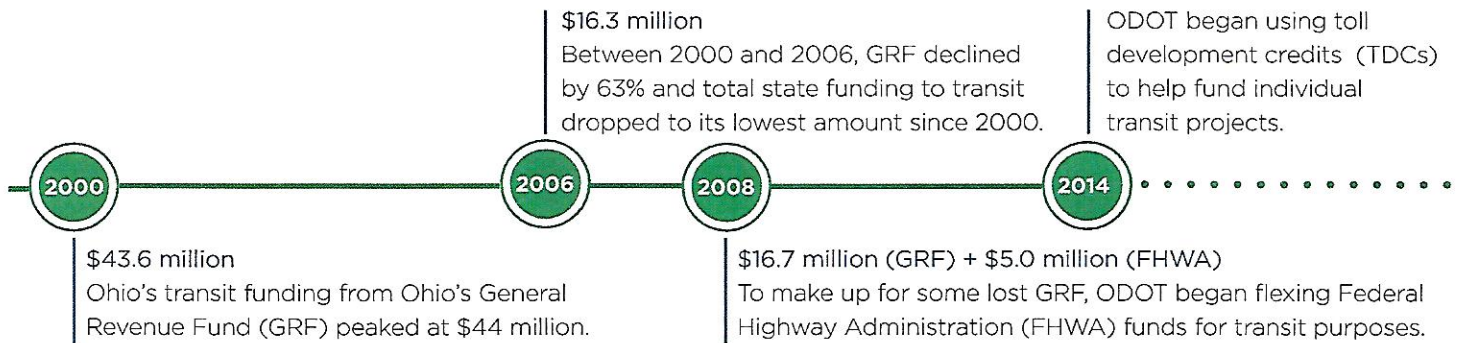




FINDINGS SNAPSHOT

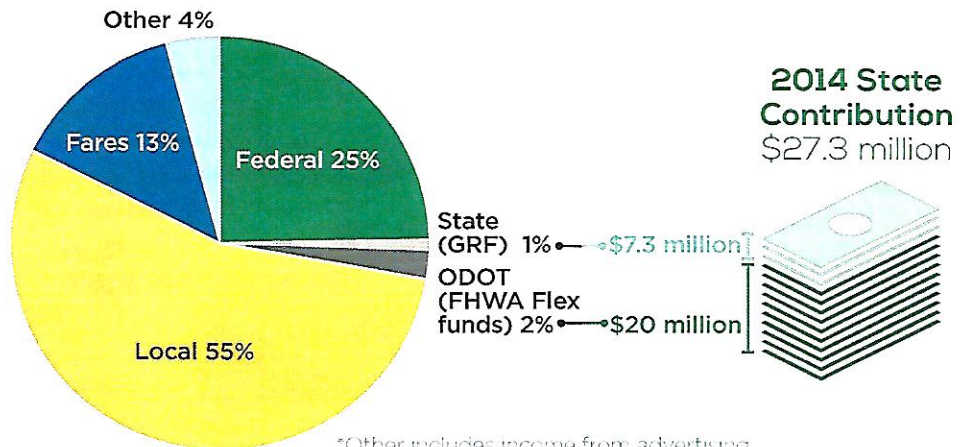
OHIO PUBLIC TRANSIT FUNDING HISTORY



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.

2012 Transit Investment
\$893.1 million



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

2015

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

2015

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

2016

2025

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



STRATEGIES AND OPPORTUNITIES FOR IMPROVING TRANSIT

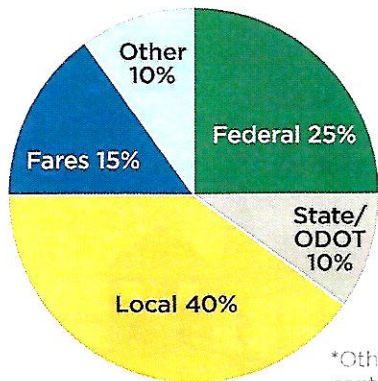
The Ohio Statewide Transit Needs Study identified nine strategies to meet transit needs and better position the state to strengthen service overall.

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

THE BOTTOM LINE

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



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

	CAPITAL \$37 MILLION	+	OPERATING \$83 MILLION	=	TOTAL STATE FUNDING GOAL \$120 MILLION
	CAPITAL \$55 MILLION	+	OPERATING \$130 MILLION	=	TOTAL STATE FUNDING GOAL \$185 MILLION

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

ODOT LEGISLATIVE BIENNIUM 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:

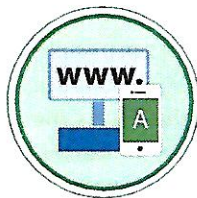


PERFORMANCE METRICS AND GUIDELINES:

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.