

70 Percent of Ohio Counties are Served by Transit

- 59 public transit systems in Ohio
- 24 urban systems, 35 rural systems
- Cleveland by far the biggest by ridership (~60 million annual passenger trips)



Who Rides Transit

- 143 Million Trips Annually
- 17 million trips for Elderly & Disabled passengers
- 60% of urban trips are work related
- 60% of rural trips serve the elderly and disabled

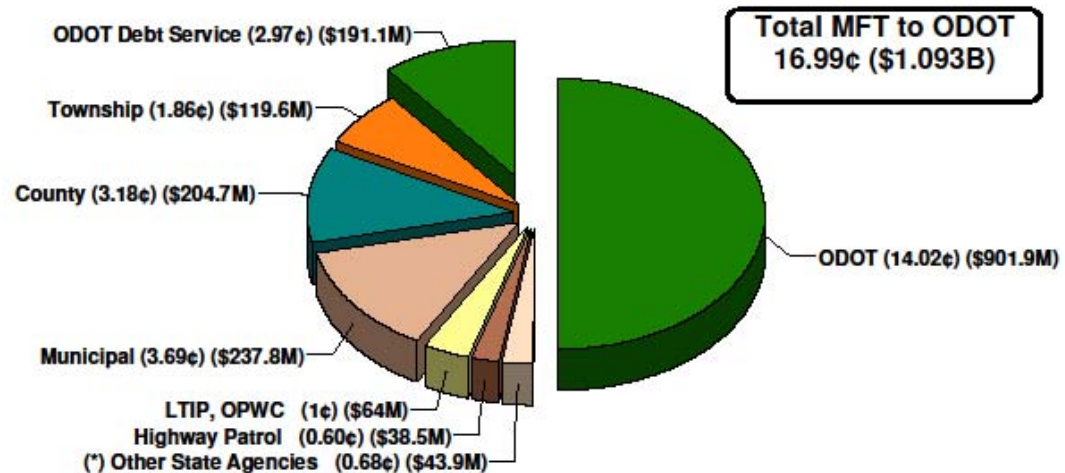


State Funding for Transit

- No dedicated state funding source in Ohio
- State gas tax currently restricted to highway funding

OHIO MOTOR FUEL TAX - 28 CENTS

FY 2007 DISTRIBUTION - \$1,801,426,661

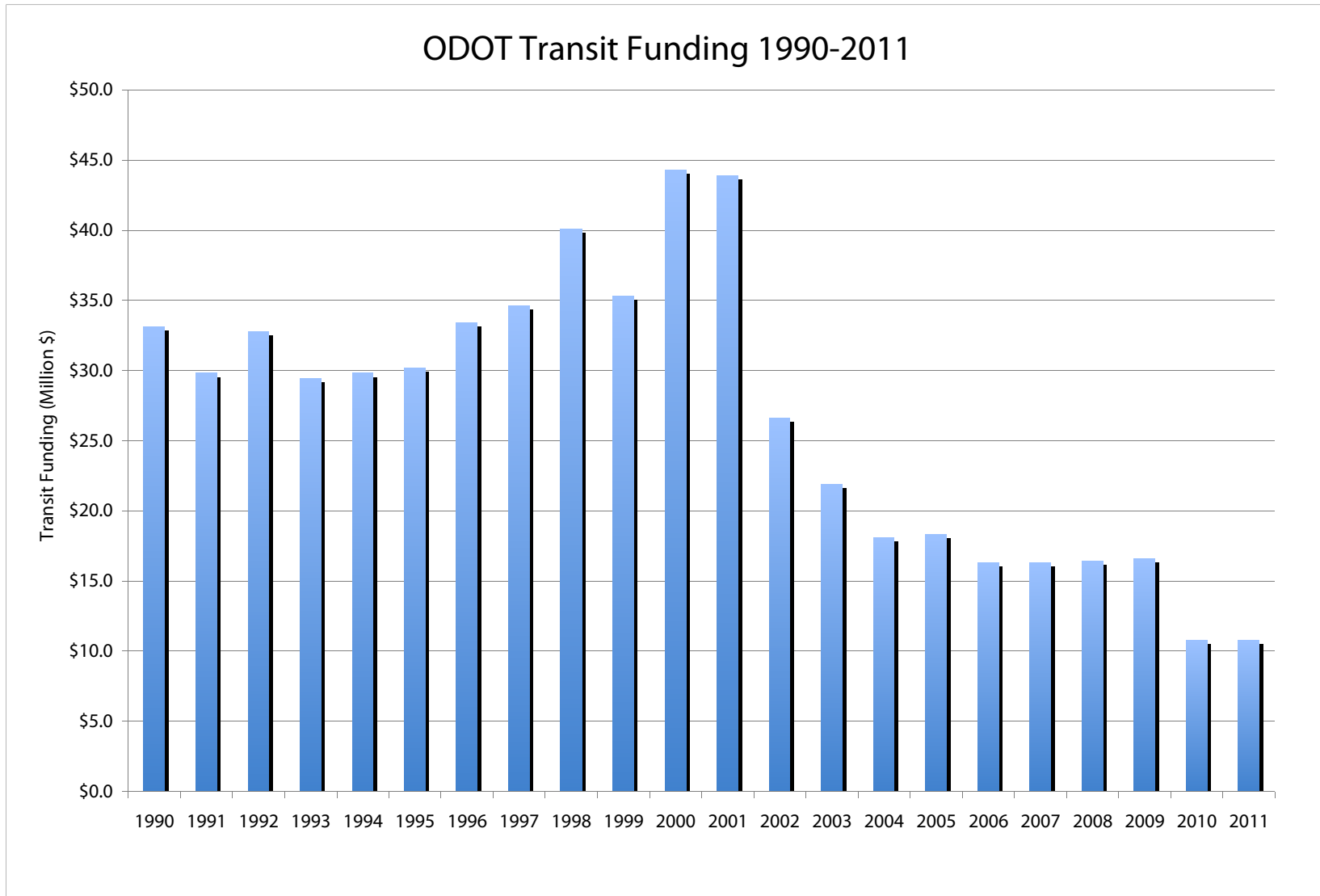


(*) Other State Agencies - Waterway Safety, ODNR, PUCO, ODOD, Taxation, and Turnpike.

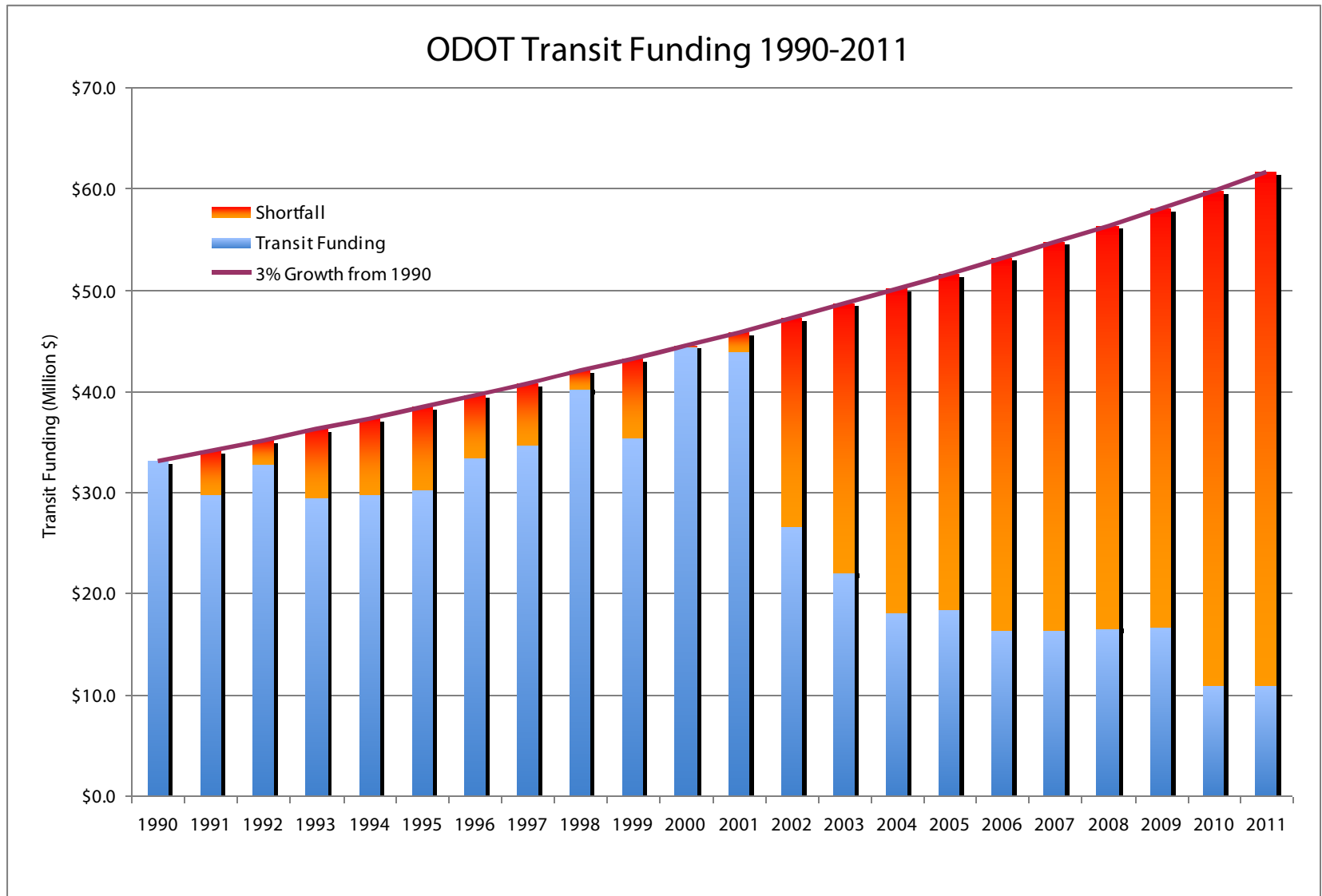
State Funding for Transit

- Transit funded from general revenue budget
 - Must compete with other priorities (education, prisons, health care)
 - Not dedicated, highly variable and volatile
- 75% decrease in funding since high point in 2000

Ohio Department of Transportation State Transit Funding



Ohio Department of Transportation State Transit Funding Shortfall

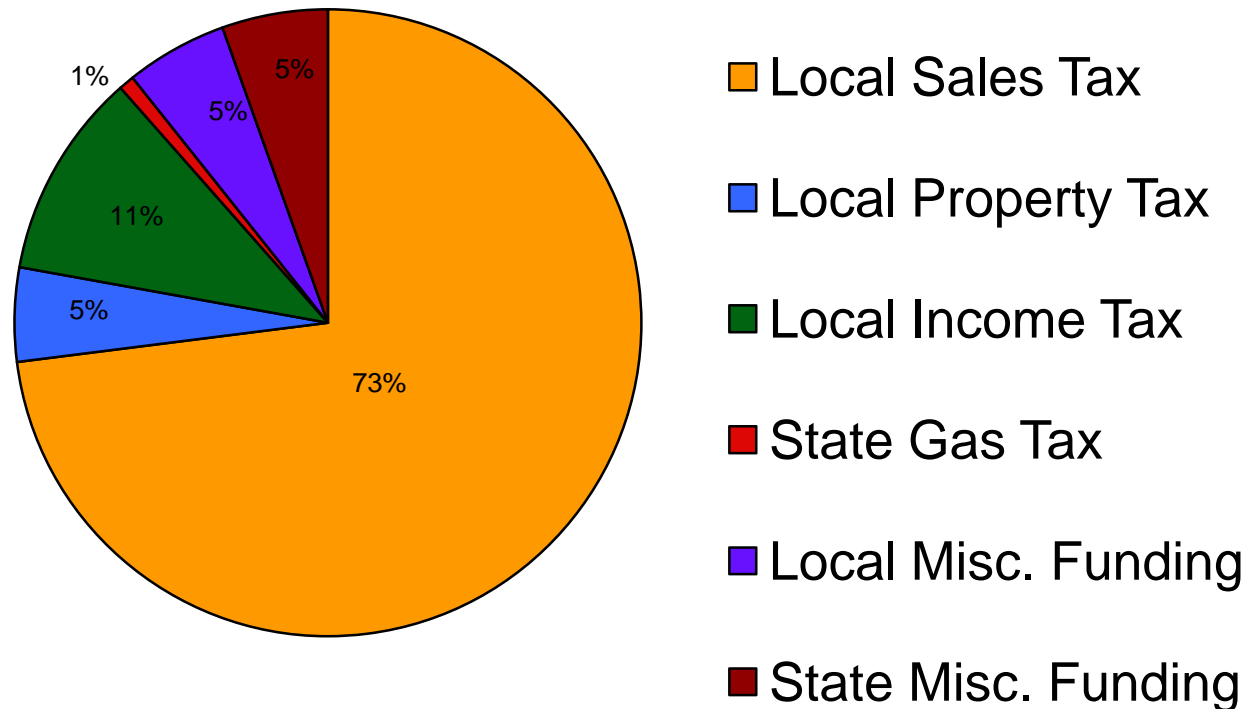


Reliance on General Revenue Fund is Not a Long-Term Solution

- Official estimates are a 2011 shortfall of \$5-8 billion
- Unofficial estimates are as high as \$13.5 billion for blended streams
- VERY strong need for a DEDICATED funding source

Local Funding for Transit Comes Mainly from Local Sales Tax Revenue

OH Statewide Transit Funding Sources Breakdown



Local Funding Ability: RTAs and Rural

- Many agencies have dedicated local funding sources (primarily urban)
 - o Cleveland: 1% sales tax
 - o Dayton: 0.5% county sales tax
 - o Toledo: 2.5 mil property tax
 - o Columbus: 0.25% sales tax
 - o Cincinnati: City 0.3% earnings tax
- In counties without a RTA, county commissioners may levy up to a 0.5% sales tax for transit funding, but this is rare.

New Capital Projects and Long-Range Plans

- Recent new service has been limited to the new Health Line, BRT project in Cleveland
- Fleet and facilities upgrades, particularly COTA and Akron Metro
- While some individual transit systems do engage in longrange planning, this is not universal and current efforts are focused on restoring service to 2000 levels.