

Request: Increase state funding for transit to a level that is competitive with funding levels in surrounding states.

Tracking Ohio's Competition

Portland: \$1.6 billion in new light-rail lines generates \$2.4 billion in new economic activity. More new rail lines opening -- streetcars, light-rail, regional commuter rail.

Denver: Ridership doubles projections since system opened in 2000. Spin-off development soars past \$1 billion. Voters approve \$4.7 billion rail expansion plan.

St. Louis: Transit use city-wide increased by 10 million trips annually with light-rail. System expanded in 2006.

Dallas: \$800 million in new light-rail and regional commuter rail routes create \$3.7 billion in economic growth.

Albuquerque: In 2006, new 12-mile commuter rail line draws 1,800 riders daily, or equivalent of 50 full buses.

Minneapolis: Hiawatha LRT ridership is 60% above expectations since its 2003 start. More rail lines due.

Salt Lake City: Use of public transit triples after 1999 opening of TRAX light-rail system which doubled its ridership expectations. 44 miles of 120-mile regional rail system opens in 2008.

Sacramento: Transit use citywide doubles since 1987 opening of light-rail system. 30% of all transit ridership is on rail that is just 1.3% of citywide transit route miles.

WHY TRANSIT?

Most Ohio metro areas are barely growing in population but their developed areas are rapidly sprawling outward along new or wider highways. Those are a direct result of state spending which puts 98% of transport dollars into roads.

More investment in transit, including light-rail, regional commuter rail, bus rapid transit and transit-oriented development will provide an antidote to sprawl and give Ohioans freedom from our overdependence on cars. Why is this important? Because...

- Residents in Ohio metro areas spend more on transportation than those in New York City, Chicago, Los Angeles, San Francisco, Seattle, Denver and elsewhere;
- 30% of a typical household budget in Cincinnati, Cleveland, Columbus and Toledo goes to transportation (24% to housing) preventing families from building wealth;
- Having better transit and walkable communities can cut Ohioans' transportation costs by \$6,200 per year, allowing more money to stay in the local economy;
- Job growth areas are inaccessible to those who need jobs most -- 70% of new jobs are in the suburbs while 58% of needy families are in the core cities;
- Transit raises downtown's prominence as a job center;
- Transit improves air quality, independence from foreign oil, reduces commuter stress and raises productivity.

Ohio's Eight Largest Cities

2000 Census (doesn't count those with unreliable car)

	percent of households w/ no car	# of people w/ no access to a car
Akron	13.22%	27,996
Canton	15.44%	11,989
Cincinnati	23.37%	74,411
Cleveland	24.57%	114,289
Columbus	10.31%	71,503
Dayton	19.97%	30,962
Toledo	12.06%	37,005
Youngstown	18.01%	13,850

Ohio's loudest voice for transportation choice



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