

Public Transit & Our Future



League of Women Voters

2014



Baby Boomers



Millennials



Half of U.S. population!



Baby Boomers (born 1946-65)

- **Retiring:** started turning 65 in 2011
- **Downsizing:** moving into condos, apartments, independent living
- **Driving less:** retired, downsized (1 car instead of 2), health impacts



Millennials (born 1980-2000)

- Financially struggling, volunteering
- Misunderstood: urban lifestyle, seek cities w/ amenities first, jobs second
- Networks: digital, city is living room
- AltTrans: bikes, transit, used cars



Millennials (part two)

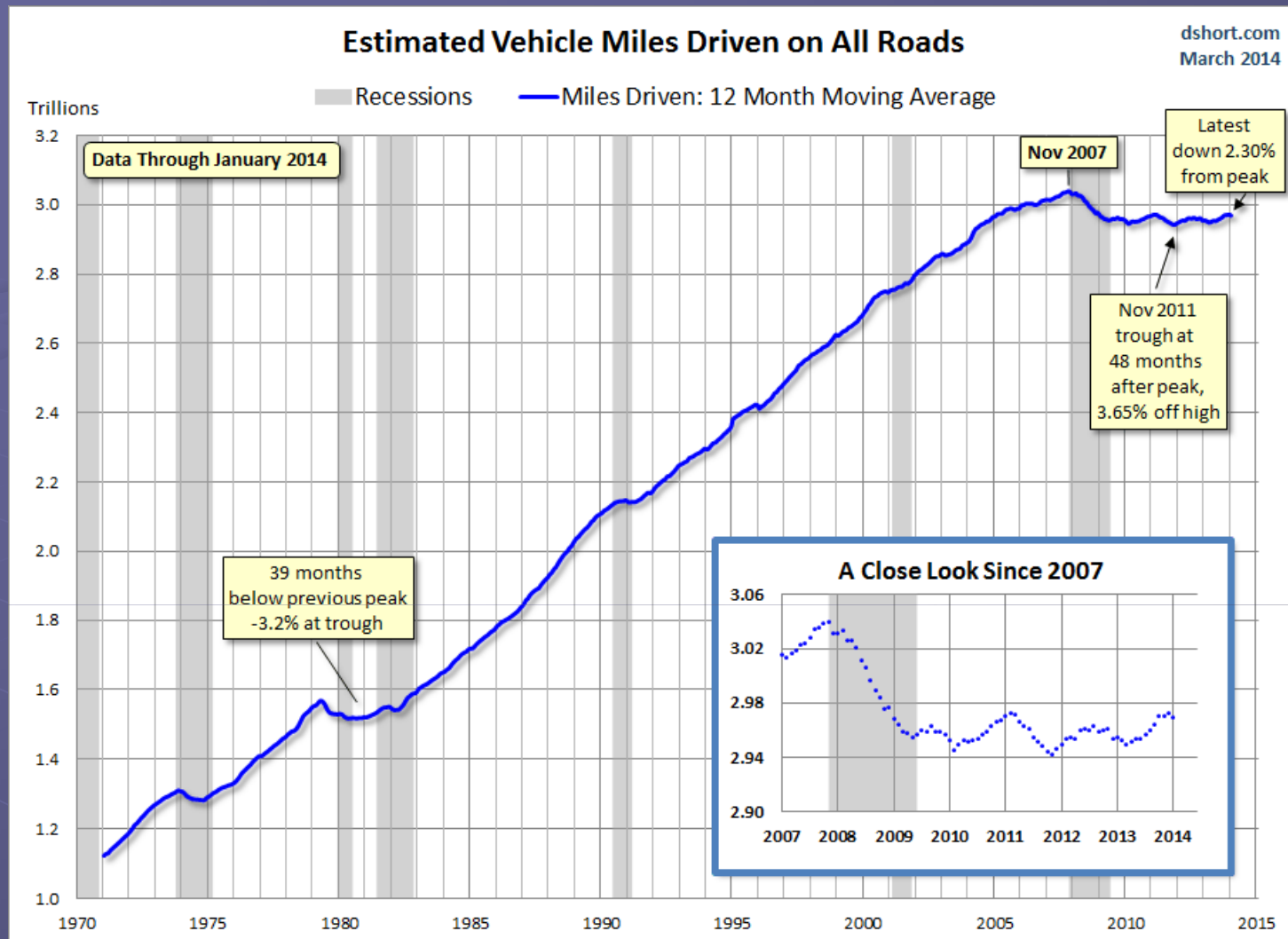
- Driving 23% fewer miles (UofM)
- 92% of 20-24 yr olds had DL in 1983;
80% of " " had DL in 2010 (UofM)
- In 2011, 1 car purchased for every 20 persons, all ages (UofM);
- But 1 car bought for every 35 people ages 25-34; every 222 for ages 18-24



More factors

- Cities growing faster than suburbs
- Cleveland urban core growing faster than county suburbs (Census)
- Median-income families in only one major city can afford the average car price! (interest.com)
- Number of households without cars is increasing (ACS)



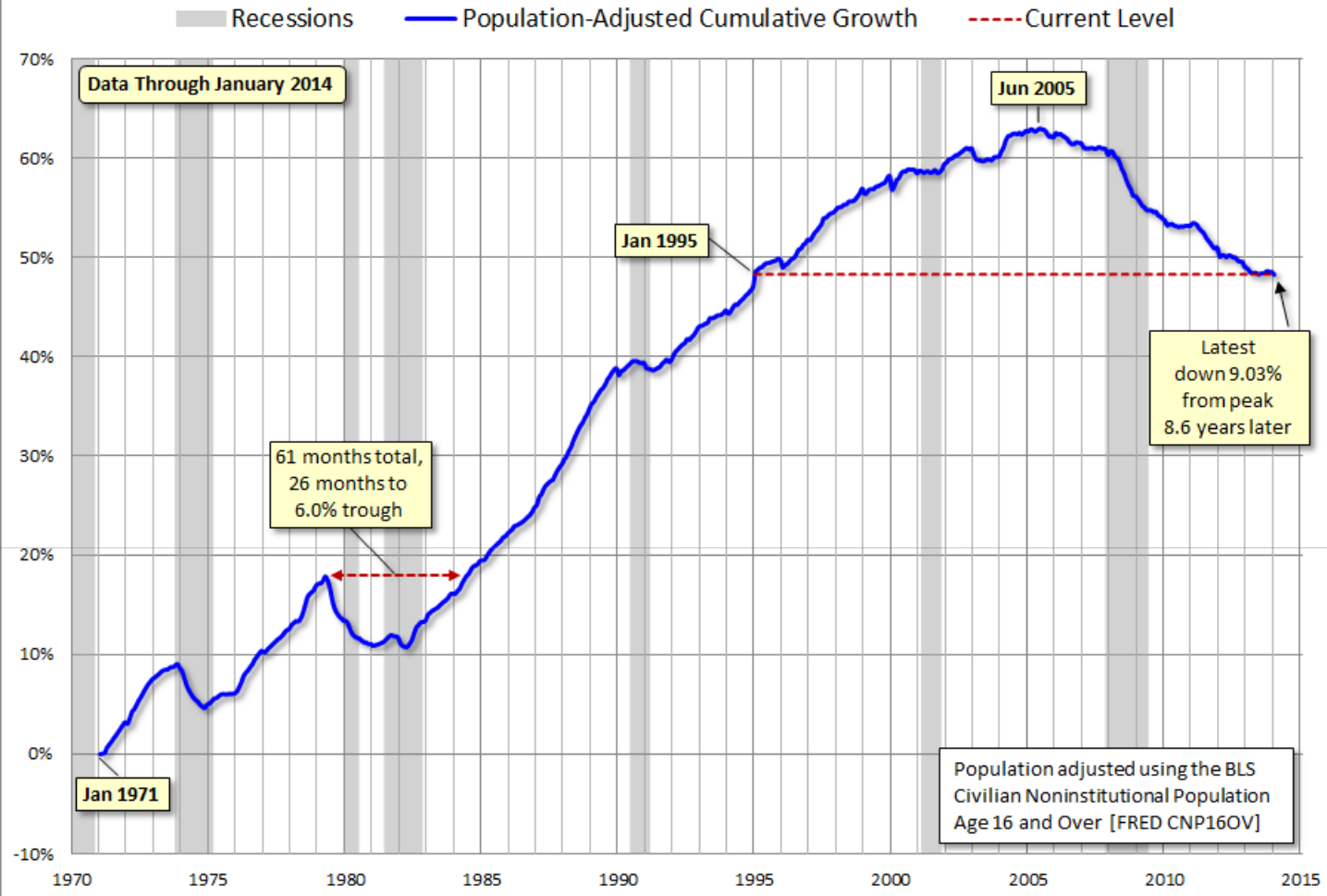


Not adjusted for population



Estimated Vehicle Miles Driven on All Roads

dshort.com
March 2014



Per Capita



Less federal \$\$ for roads, transit

- **Less driving = less fuel taxes**
- **More fuel efficient = less fuel taxes**
- **Transit ridership highest since 1956**
- **Aging roads and bridges**
- **Still building more lane-miles**
- **Congress bailed out HTF with \$50 billion in general taxes since 2008**



ODOT doesn't invest in transit

- **Transit is 1% of ODOT \$3B budget**
- **9% of Ohio households have no car**
- **Ohio: 40th in per capita transit \$\$**
- **Indiana spends 3.6x more on transit**
- **Michigan spends 10x more**
- **Pennsylvania spends 33x more**
- **Every \$1.25M spent on transit = 51.3 jobs, 19% more jobs than roads/bridges (STPP)**



Road subsidies growing

- User fees (gas taxes etc) paid 72% of road user costs in 1965 (Pew)
- Today user fees pay only 50% of road user costs (Tax Foundation)
- Rather than raise gas tax, new roads funded by hope of more driving
- New urban lane-mile = \$15M to build
- Generates \$60K/yr gas taxes (FHWA)
- Takes 250 yrs to pay for!

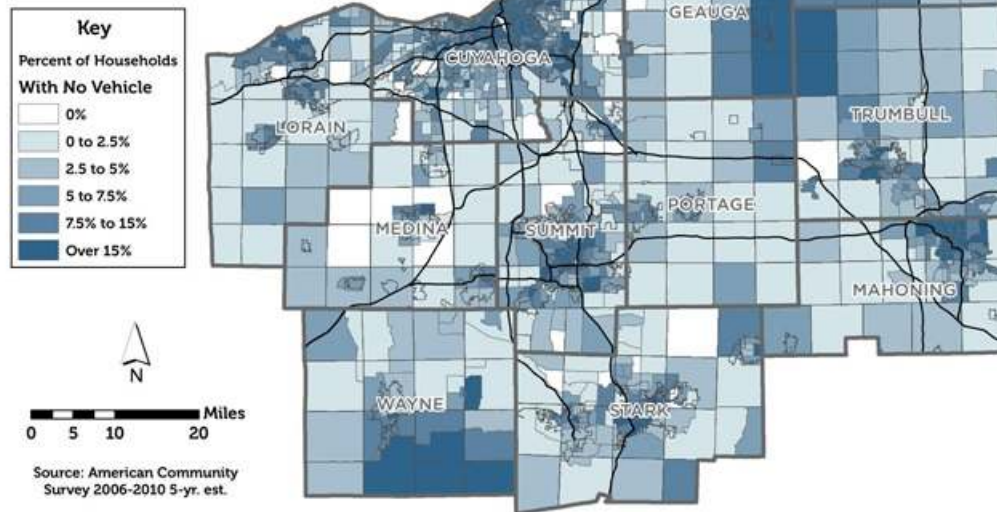


Lorain County doesn't invest in transit

- 2nd-most populous county in Ohio without dedicated funding for transit
- Only “public transit” service from Lorain County into Cuyahoga is the Oberlin Airport Shuttle
- 13% of Lorain County households have no car (ACS)



Percent of Households with No Vehicle Access, 2010



**70% of available jobs require
90+ minute transit commute
(Brookings)**



Fitch Ratings: March 12, 2014

- Public transit investment strategies need to transform if trends toward more multifamily housing, declines in driving, & increasing public transit usage continue over long run.
- This week's U.S. Census data showed shift to the most multifamily development in recorded history and most are in urban areas.
- And public transportation usage hit highest levels in 57 years.





Fitch Ratings (Part 2):

- In our view, the transportation needs of the next 50 years will be markedly different from those of the past 50 years.
- U.S. policymakers must begin adapting their current decisions to these future needs.
- If these trends persist and meaningful policy changes are not made, the risk to the public transportation system would have negative implications for the entire economy.



Vision: Portage County

- **PARTA began as Campus Bus Service under contract with KSU**
- **Carried 68K trips in 1996, 1M+ today!**
- **Expanded with 0.25% Portage County sales tax in 2002**
- **Has routes to Stow, Ravenna, Downtown Akron, Downtown Cleveland, Hiram, Streetsboro, Garrettsville**



Vision: Kent, OH

- Small towns can attract young people!
- Economic vibrancy tied to colleges, historic downtown, transit, biking



ALTERNATIVE MASTER PLAN FOR ERIE STREET CORRIDOR



Vision: Kent, OH



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