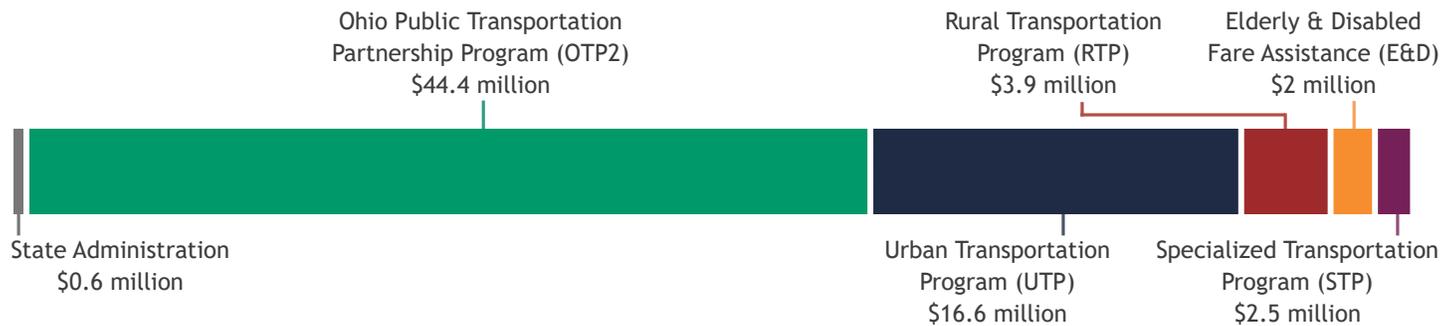


Ohio's Investment in Transit

In the State Fiscal Year 20/21 biennium, the Ohio General Assembly increased its investment in public transportation, expanding state funding from approximately \$40 million annually to \$70 million. The state funding was distributed across Ohio to support public and specialized transportation through five state programs. Together, these programs accounted for \$121 million in FY20/FY21 funds. Additionally, GRF dollars leveraged over \$200 million annually in Federal transit funding in FY20 and FY21.

Ohio Transit Annual Allocation:



Ohio Public Transportation Partnership Program (OTP2) Competitive grant program for transit agencies across the state	48 Transit Agencies	\$304 million Funds Requested	\$73.1 million Total FY20/21 GRF Award
Urban Transportation Program Service in urban communities	27 Transit Agencies	\$33.2 Funds Requested	\$32.1 million Total FY20/21 GRF Award
Rural Transportation Program Service in rural communities	40 Transit Agencies	\$11.9 Funds Requested	\$7.7 million Total FY20/21 GRF Award
Elderly & Disabled Fare Assistance Reimburse transit systems who offer reduced fares to older adults and people with disabilities	46 Transit Agencies	\$4.6 million Funds Requested	\$3.8 million Total FY20/21 GRF Award
Specialized Transportation Program Support organizations that provide transportation for older adults and people with disabilities	86 Transit Agencies	\$19.1 Funds Requested	\$3.8 million Total FY20/21 GRF Award

COVID-19 Budget Impacts

Due to the impacts of COVID-19, the state GRF Transit budget allocations realized a reduction totaling \$17.2 million across the biennium.

	Original Budget	Reduction	Actual
SFY 2020:	\$70.0 million	\$3.2 million	\$66.8 million
SFY 2021:	\$70.0 million	\$14.0 million	\$56.0 million

Total: \$122.8 million

GRF: New Investment

The increased GRF dollars allowed for significant new investments in sustaining and expanding public and specialized transportation throughout the state, supporting services that provide essential connections to jobs and healthcare, generate economic development, and support rural development. In addition, the GRF supported innovation projects related to technology, new service models, service expansions, mobility management expansions, “state of good repair” measures such as new vehicles and capital facility upgrades, expansion vehicles, rail cars, and regional coordination, as well as operational support for rural and urban public transit providers.

In FY20/FY21:

<p>153 agencies applied for GRF funds</p> <p>\$373 million requested in applications</p>	<p>135 agencies awarded GRF funds</p> <p>\$121 million total GRF funds awarded</p>		<p>The State legislature’s investment of \$121 million helped transit agencies leverage more than an additional \$200 million in Federal transit investment.</p>
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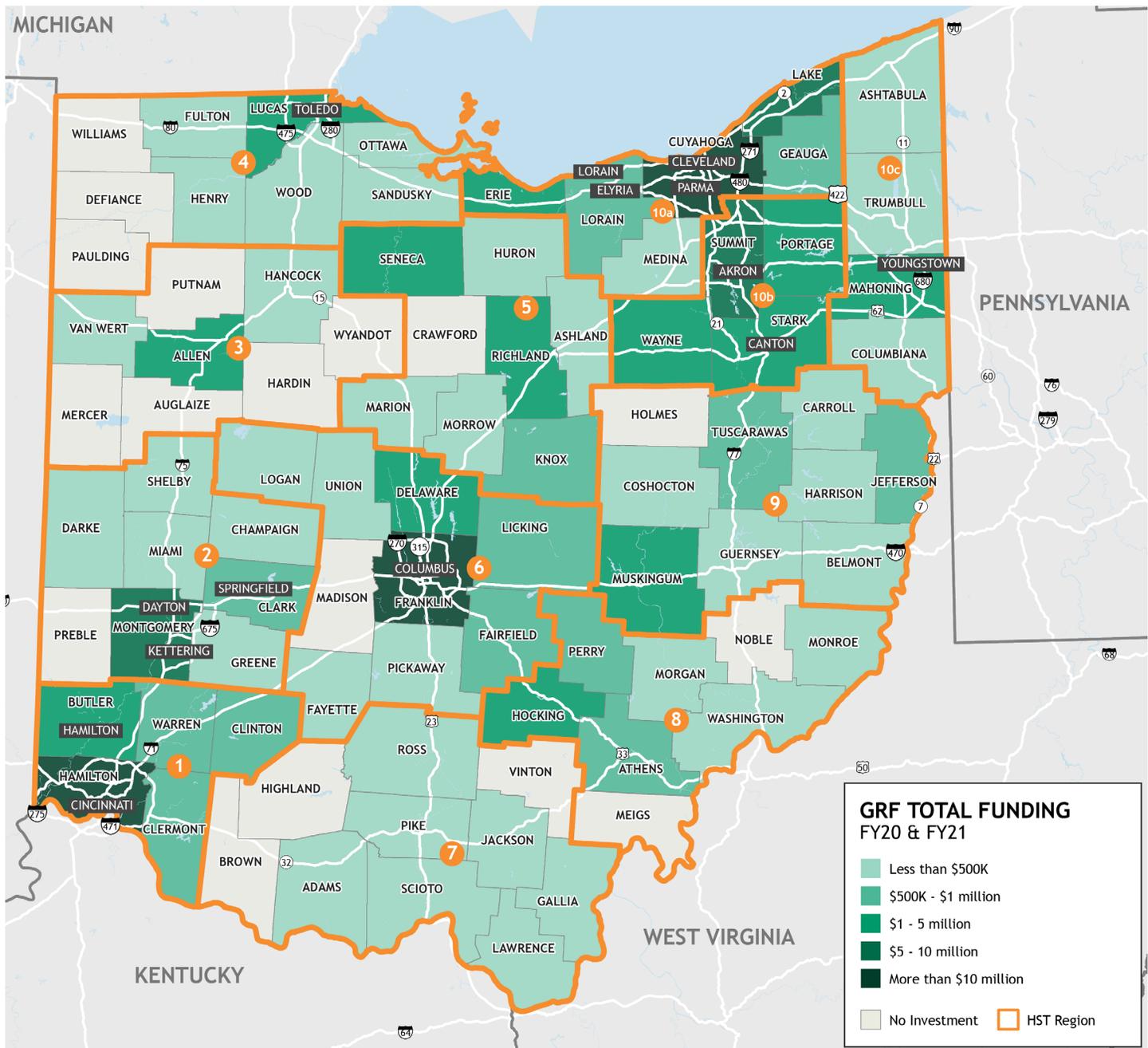
The FY20/21 OTP2 projects were selected through a competitive application process, with projects and applications classified into two tiers:

Tier I supports system preservation, or working to maintain and sustain existing transit investments.

Tier II focuses on innovation, such as regionalization, coordination, technology, workforce, and healthcare initiatives.



Ohio DOT GRF Awards by County (FY20 and FY21)



GRF: Its Impact

The increased GRF in Fiscal Years 2020 and 2021 had a dynamic impact on the landscape of Ohio's rural and urban transportation network. GRF-financed projects include:

Vehicle Projects (185)

- Replacement Vehicles: 97
- Service Expansion Vehicles: 29
- Electric Vehicles: 34
- Natural Gas Vehicles: 24
- Rail Car: 1

Operating Projects (304)

- Service Expansions: 25
- Mobility Management: 13
- Operating Assistance: 235
- Preventative Maintenance: 31

Capital/Other (78)

- Facilities: 11
- Facility Improvements: 18
- Technology: 37
- Other: 12

Statistically, GRF funds enabled Ohio's public transit systems to not only provide nearly 100 million one-way public transit trips in FY20 to work and quality of life services, but also to maintain employment for 7,824 essential public transit employees.

Public Transit and COVID-19

During the COVID-19 pandemic, transit has ensured that Ohioans can safely travel to essential services and everyone can safely travel to healthcare, jobs, and school.

Ohio was one of the first states to issue a shelter in place directive to slow the spread of the pandemic. With many of Ohio's economies closed and/or suspended, the financial impact on transit agencies was swift and significant. Faced with unprecedented challenges, Ohio's transit systems are focused on their long-term recovery and the recovery of the communities they serve. Services have been restored and health and safety procedures are in place to ensure that the transportation needs of the riding public are being safely met.

Ohio transit agencies adapted to these extraordinary circumstances by adjusting services, implementing passenger and employee health and safety procedures and in some cases suspending fares so that essential workers could safely get to their jobs and Ohio's most vulnerable residents had continued access to food and healthcare. In addition to operating essential service, many agencies stepped up to serve a wide variety of community needs:

“[The] Coronavirus has shaken up everything. But what remains clear to me is that transit is more essential than ever, and will continue to be vital as we enter a new normal in the coming months. Our population continues to age in place and grow older and poorer; this crisis will hit the most vulnerable the hardest. Transit's response will be crucial to ensure people continue to have access to food, doctors, work, and other basic life necessities.”

Portage Area Regional Transit Authority

- **Central Ohio Transit Authority** in Columbus and Franklin County redeployed its microtransit services, surplus vehicles, and drivers to transport people to hospitals, grocery stores, and food banks.
- In Portage County, **Portage Area Regional Transportation Authority** worked with local organizations to deliver food to homebound seniors and children and coordinated to develop a grocery delivery program.
- In Hancock and Wyandot Counties, **Hancock Area Transportation Services and Wyandot Ride** delivered food on behalf of local food banks, and allocated a vehicle to be used by volunteers to transport patients to quarantine and isolation centers.
- In Tuscarawas County, **Access Tusc** expanded their fleet and service to include a dedicated COVID-19 vehicle. The vehicle is used to transport COVID-19 customers to medical appointments. The driver wears full protective equipment and the vehicle is sanitized between essential medical service and work trips.
- Nineteen rural public transit systems and two urban public transit systems suspended fares while continuing to provide safe access for all to essential services.



Office of Transit

www.transportation.ohio.gov/transit