



LET'S GO

CINCINNATI STREETCAR

VEHICLE FOR CHANGE

Designed to improve neighborhood accessibility, stimulate development and create thousands of jobs, the Cincinnati Streetcar is on track to revitalize and connect key communities throughout the city's urban core. For every \$1 spent on the project, the local economy will realize a \$3 return.

The vision remains to create a streetcar system that is a catalyst for development and a phased-in multimodal transportation system that links areas outside the downtown core and throughout the region. The streetcar system is envisioned to go from the River to the Zoo, University, and hospital area in Uptown.

The streetcar will run up to 18 hours a day and 365 days a year, and will be a vital complement to the city's existing Metro bus and other transportation systems.

WHERE WILL IT GO?

The City will begin by first building a 4-mile loop extending from Findlay Market to Fountain Square on 5th Street. The City will continue to pursue additional funding for the second segment to The Banks. In the future, additional connections into more neighborhoods are envisioned as part of a city-wide system.

WHAT WILL IT DO?

Revitalize the urban center. The streetcar is an engine for the transformation of nearly 500 now vacant buildings and over 90 acres of parking lots into new housing units, storefronts, and new opportunities for office and retail development.

Grow the local economy. As urban neighborhoods grow, so does the economy. From new shops and restaurants to new businesses and housing, more people working and living in the urban core mean more money flowing into the local economy.

Connect neighborhoods. In its first year of operation, the streetcar is expected to have a daily ridership of 3,700 people – connecting residents to work, restaurants, grocery stores, shopping and social activities throughout Downtown, Findlay Market, the Gateway Quarter, and OTR.

WHAT DOES IT COST?

The total project cost for the first segment is \$95 million plus the cost of relocating the utilities*.

SOURCES FOR CONSTRUCTION OF FIRST SEGMENT:

Urban Circulator Grant	\$25	million
OKI Grant	\$ 4	million
City Financing	\$64	million
Private Funding	\$ 6.5	million
TOTAL	\$99.5	million

The annual operating cost is projected at \$2.5 million.

No General Fund operating dollars would be used. In fact, the operations plan identifies far more than the needed \$2.5 million in order to build an operations reserve that will further protect the General Fund. This will ensure that the Streetcar never competes for funding with essential services such as police and fire protection or trash pick-up.

The funding sources include.

- Casino revenue – \$3 million
- Parking Meter revenue \$400,000
- Fare Box - \$465,000 - \$675,000
- Naming rights, Sponsored stops – \$200,000

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*The City and the utility companies continue discussions in order to reach an accurate cost for each party.