CHAPTER 6
CONGESTION MANAGEMENT STRATEGIES — TRANSIT

6.1 Overview

For the Region to progress, it must have a comprehensive transportation system that serves the needs of travelers using all modes of transportation with reasonable mobility options for all residents including those using public and human services transportation. The 2040 Long Range Transportation Plan addresses future mobility needs by including transit programs and projects that provide alternatives to the private automobile.

As discussed in Section 3.2.4, four transit agencies serve the Region (see Figure 6.1). The Greater Dayton Regional Transit Authority provides fixed-route service in Montgomery County. The Greene County Transit Board (Greene CATS) provides flex-route service as well as demand-responsive service in Greene County. The Miami County Transit System and the Warren County Transit System provide demand-responsive service in Miami and Warren counties, respectively.

As part of the 2000 Census, the Dayton Urbanized Area boundary was redrawn, resulting in the reclassification of the transit systems in Miami County and Greene County from rural to urban systems. This means that the rural program funding source will no longer be available for the newly designated urban transit systems and that funding for these transit systems will now come from the Federal Transit Administration’s (5307) Bus Tier Urban Transit Funding.

In December of 2002, ODOT asked MVRPC to play a lead role in crafting a funding agreement to suballocate the FTA’s 5307 funding between the urban transit operators annually. At ODOT’s request, MVRPC formed a sub-committee consisting of officials from GDRTA, the Greene County Board of Commissioners, and the Miami County Commission. The funding agreement has been approved and signed by all three organizations/entities, and is administered by MVRPC annually. MVRPC and the transit agencies are currently developing a process to allocate FTA’s 5339 funding.

6.1.1 Financial Outlook

Financial forecasts for the regional transit agencies were provided by each agency in year of expenditure dollars for the same periods, using the, FY 2016, U.S. Office of Management and Budget, U.S. Budget Economic Assumptions for Consumer Price Index for FY 2019 (2.3 percent per year) to project inflation into the future. The analysis shows that the various transit programs are fiscally constrained throughout the life of the Plan and the complete financial analysis can be found in the LRTP Financial Summary Report.
Figure 6.1
Transit Agency Service Areas

Passengers Served by Transit Agency
(Passenger Trips Per Year)

Greater Dayton Regional Transit Authority — 9,000,000
Greene CATS — 185,000
Miami County Transit System — 62,300
Warren County Transit System — 52,000

Source: GDRTA, Greene CATS, Miami County Transit System, and Warren County Transit System

May 2016

MVRPC
6.2 Greater Dayton Regional Transit Authority

The long range planning process used by GDRTA is based upon strategic plan priorities, as well as federal directives. This planning process has led to the current transit system and has also assisted in the development of the 2040 LRTP.

6.2.1 Service Description and Social/Economic Impacts

GDRTA provides approximately 9 million passenger-trips per year through an extensive network of fixed routes, covering nearly 1,000 miles of directional roadways. Further, GDRTA’s Transit Centers, located throughout Montgomery County, connect the central city and the suburban areas with bus services at centralized locations.

Fixed Route Service

GDRTA serves Montgomery County and Wright Patterson Air Force Base (WPAFB) and Wright State University (WSU) in Greene County through a network of 31 bus routes. There are 10 local routes that provide downtown-based service, mostly within the City of Dayton; 6 suburban routes that provide downtown-based service for 18 suburban jurisdictions; 3 cross-town routes that provide service between nine jurisdictions; 4 express routes serving nine jurisdictions, with service to downtown; 2 feeder routes that provide intra-neighborhood service within 4 jurisdictions; 3 Senior Mobility routes; and 3 Rural routes.

Project Mobility

GDRTA also provides paratransit service for people with disabilities through Project Mobility. Individuals who are certified as being ADA-eligible for paratransit service can utilize this generally door-through-door service, available seven days a week. In accordance with ADA regulations, service is provided for trips that begin and end within ¾ mile of GDRTA’s regular fixed routes.

The Social and Economic Benefits of GDRTA’s Service

A majority of RTA riders (62%) use the RTA to get to jobs another 15% use the service for shopping/social purposes and 13% for educational trips. This creates an economic engine for the community and results in $4 of economic return for every $1 invested in public transportation.

The RTA’s community grants program has contributed federal dollars in the amount of $2.3 million to 21 jurisdictions. This has helped leverage support for $2.9 million of transit related capital improvements in our community.

To benefit the community, the RTA has invested in environmentally friendly technology using electric trolley and hybrid diesel vehicles. In 2010, RTA was designated the highest possible certification as a five-star Ohio Green Fleet by Clean Fuels Ohio. GDRTA is also currently testing Dual Mode vehicles that operate on and off the electric trolley wire.
6.2.2 The Future Service

A shift in the commuter travel of Miami Valley residents from the central city to the suburbs has challenged the GDRTA mission. GDRTA is poised to offer customers flexible, broad-based public transportation and has outlined the following programs that will address the community’s changing transportation needs.

Electric Trolleybus Service — GDRTA is committed to clean air methods of transportation with its electric trolleybuses. Fifty-seven electric trolleybuses were purchased from 1996 through 1998 as a replacement of the old electric fleet. In 2010, RTA conducted a cost/benefit analysis which recommended continued operation of trolley buses along with community support from those benefitting communities. It also recommended a future procurement plan that meets budget constraints and a change to A/C propulsion. In addition, GDRTA is currently testing the use of new technologies in dual mode trolley buses that could operate with off wire capabilities including hybrid-diesels and battery powered vehicles. Figure 6.2 depicts GDRTA’s current electric trolleybus service system.

Figure 6.2 — GDRTA Trolleybus Service
Community-Based Service — Within its financial capabilities, GDRTA will continue to research and implement more specialized and targeted services to address the needs of special populations within the community. Becoming more demand-driven and being more responsive to individual populations will be a focus. One example is the implementation of community-based routes that are targeted to the ever-increasing senior population. This service provides curb access for those seniors who can still utilize fixed-route service but find it more difficult to access the mainline bus stops along a fixed route. Transportation is provided by smaller vehicles that allow safer access to the smaller parking lots at retirement communities, giving access to shopping, medical, and social facilities. Currently there are 3 Senior Mobility routes in operation.

GDRTA will also investigate possible partnerships and sponsorships of routes designed to address the transportation needs of companies who have relocated or are locating to outlying areas. GDRTA will work with area chambers of commerce and major employers to develop rider incentives for employers to use as employee benefits. There will also be the possible development of a “fair share” ridership program for employers as a contribution to clean air.

Regional Hub Network — Due to the shift in commuter travel patterns and the community’s support and partnership, GDRTA implemented the Regional Hub Network. Benefits realized are:

- Improved regional mobility by providing a variety of route options including crosstown, express, and downtown-based service;
- Maximized service efficiency by reducing duplicated vehicle miles, and instead providing neighborhood feeder routes in selected areas;
- Enhanced rider comfort and security by providing climate-controlled passenger waiting areas, security, public restrooms, and route/schedule information;
- Improved electric trolleybus system with extended select trolley routes to logical termini, such as regional hubs; and
- Promotion of economic development by providing a link between surrounding communities to retail and service functions near the hubs.

Improving Cross-town Service — GDRTA will continue to investigate ways to improve cross-town service, to provide direct community-to-community service, and enhance possible connections between counties surrounding the current GDRTA service area.

Intelligent Transportation Systems (ITS) — GDRTA will continue to focus on the latest ITS technologies available to assist in providing more cost-effective, safe, and reliable transportation services. Automatic Vehicle Locators and Automatic Passenger Counters are installed, as well as fare boxes for the entire fleet. GDRTA redesigned its website to greatly enhance information to the customer including automatic notification of changes to service via text alerts and an on-line trip planner. GDRTA will continue to search for improved payment systems for customers as well as providing real-time information using smartphone technology to improve the customer travel experience.

In addition, signalization changes and dedicated bus lanes will be pursued, as well as any regional ITS architecture that will allow universal notification of accidents and congestion.
University and Regional School Involvement — GDRTA will continue to investigate the transportation needs of our area’s universities and regional school districts. Programs such as university passes and subsidized intra-campus shuttle service will be researched.

Participation in Regional Events — GDRTA will continue to support tourism by providing service to various community events.

Regional Development — GDRTA will continue to participate in regional projects that strengthen the link between transit and community planning. GDRTA has been able to leverage federal funding support for community projects involved with the revitalization of downtown Dayton and the Region. Support for the downtown baseball stadium, the RiverScape Project, the Schuster Performing Arts Center and the Wright Stop Transit Plaza, is consistent with GDRTA’s goal of improving the quality of life in the older, built-up portion of our community. To further improve Wright Stop Plaza, GDRTA used a federal earmark and other funds to demolish a derelict hotel building and constructed a covered transit hub with 10 turn-in lanes for convenient boarding and transfer waits as well as an indoor waiting area, convenience stores, and a fresh food market.

Job Access — Jobs are being created or relocated in areas within the Region where public transit does not presently exist. GDRTA will continue its efforts in providing access to jobs to improve opportunities for the unemployed and underemployed. GDRTA recently implemented new job access service to the P&G Facility in the City of Union, developments in the Northwoods Boulevard area, and the Austin Landing development.

Levels of Service — GDRTA anticipates service levels (vehicle hours and vehicle miles) to remain constant. GDRTA will address growing transportation needs by reallocating resources where possible, and seek innovative revenue sources to assist with future operating expenses.

Federal Emphasis Areas — Continuing its efforts to address federal emphasis areas in planning, GDRTA will target and study promising transit markets (e.g., employment centers, day-care facilities, tourist attractions, etc.) and identify traditional and non-traditional transit options to encourage new and increased ridership. Planning efforts will include analysis of innovative services, which may be community-based, employer-based, or organization-based, and an annual planning seminar sponsored in conjunction with the Ohio Planning Conference with nationally recognized speakers on topics of regional significance.

Planning funds will be used to support efforts to improve ridership, address quality of life issues, update an analysis of the hub system, as well as support initiatives that will stress the most recent emphasis areas.
6.2.3 GDRTA Assumptions for 2016 – 2040

The following assumptions were made in developing the GDRTA Long Range Transportation Plan project lists, costs, and revenues:

Fiscal Constraint — GDRTA Long Range Transportation Plan project list is fiscally constrained.

Service and Ridership — Service area remains approximately the same. However, new markets will continue to be explored (e.g., additional expansion into western Greene County) and possible extensions into northern Warren and southern Miami Counties.

Service Configuration

- Service area remains approximately the same. However, new markets will continue to be explored (e.g., additional expansion into western Greene County. Possible extensions into northern Warren and southern Miami Counties).
- GDRTA will continue to operate as a multiple hub/transfer system.
- GDRTA will pursue dual-mode vehicle technology for service extensions off existing electric trolley wire.
- GDRTA is in compliance with ADA and will continue to work with human services transportation coordination efforts.
- Annual vehicle hours and vehicle miles will slightly increase.
- Annual ridership will slightly increase.
- Average fare will be consistent with inflation.

Fleet Changes — GDRTA anticipates a fleet size as follows:

- Electric Trolleys – 45;
- Diesels 30’ to 40’ – 111;
- Project Mobility Vehicles – 75; and
- Contingency 35’ to 40” Diesels – remain at 20 percent.

Capital Needs — The following vehicles will be purchased:

- 86 new electric trolley buses,
- 218 new large diesel buses, and
- 70 new Project Mobility/New Market vehicles.

Electric Trolleybus Infrastructure — Continued maintenance of substation and overhead distribution system.

Other

- Utility vehicle fleet to be replaced several times over the 2016-2040 period;
- Vehicle equipment;
- Upgrades to our facilities and hubs;
- Office/shop equipment;
- Capitalized leases;
6.2.4 Project List, Cost, and Revenues

A summary of GDRTA’s Long Range project list is presented in Table 6.1.

Table 6.1 — GDRTA 2040 LRTP Projects (in millions of Year of Expenditure dollars)

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Projects</td>
<td>521.17</td>
</tr>
<tr>
<td>Revenue Vehicles &amp; Equipment</td>
<td></td>
</tr>
<tr>
<td>- Electric Buses - 86 (Fleet of 45)</td>
<td>105.40</td>
</tr>
<tr>
<td>- Diesel - 218 (Fleet of 111)</td>
<td>111.66</td>
</tr>
<tr>
<td>- Project Mobility Buses - 70 (Fleet of 75)</td>
<td>38.19</td>
</tr>
<tr>
<td>- Vehicle Equipment</td>
<td>9.54</td>
</tr>
<tr>
<td>Electric System Infrastructure</td>
<td>92.63</td>
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<tr>
<td>Transit Hubs &amp; Facility Improvements</td>
<td></td>
</tr>
<tr>
<td>- Longworth Campus</td>
<td>33.42</td>
</tr>
<tr>
<td>- Downtown Campus</td>
<td>18.58</td>
</tr>
<tr>
<td>- Countywide Transit Hubs</td>
<td>16.42</td>
</tr>
<tr>
<td>- Facilitywide Security Items</td>
<td>3.94</td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
</tr>
<tr>
<td>- Maintenance Equipment</td>
<td>6.34</td>
</tr>
<tr>
<td>- Office Equipment &amp; Furnishings</td>
<td>3.28</td>
</tr>
<tr>
<td>- Computer Equipment &amp; Software</td>
<td>19.32</td>
</tr>
<tr>
<td>- Support / Utility Vehicles</td>
<td>4.14</td>
</tr>
<tr>
<td>Passenger Amenities</td>
<td></td>
</tr>
<tr>
<td>- General Transit Enhancements</td>
<td>8.31</td>
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<tr>
<td>- Community Specific TE Projects</td>
<td>33.39</td>
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<tr>
<td>Planning Projects</td>
<td>0.15</td>
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<tr>
<td>Capital Tire Lease</td>
<td>16.46</td>
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<td>Operating / Maintenance Projects</td>
<td>2,233.00</td>
</tr>
<tr>
<td>Total</td>
<td>2,754.17</td>
</tr>
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</table>

Source: GDRTA
6.3 Greene County Transit Board

The Greene County Transit Board is a public body that was formed to provide public transit for Greene County and to help coordinate social services transportation in the County. The commonly known name of the transit service is “Greene CATS”. The Board contracts out the day-to-day operations of the transit service to a private company currently First Transit.

6.3.1 Service Description

The service is a combination of traditional demand responsive and flex route services. It is wheelchair accessible and serves a mix of fare-paying and contract riders. The transit service area is Greene County with trips to Montgomery County and surrounding counties as needed. In addition, the Greene County Transit Board works with local social services agencies to help coordinate social services transportation and to provide a wider range of transportation options to riders.

6.3.2 Plan Assumptions

The following assumptions were made in developing the Greene CATS project lists, expenses, and revenues for the 2040 LRTP:

- Adding peak, evening, and weekend, flex route service beginning in 2016;
- No change in fares 2016: traditional demand responsive service $3.00 each one way in Greene County; $6 each way to and from Montgomery County; $0.75 for children 13 and under; flex services $1.50 each way, $0.75 for elderly, disabled, and children (13 and under);
- No change in FTA or ODOT formula funding or local revenue sources; and
- Continue to work with social services agencies to foster coordination and brokerage programs.
### Table 6.2 — Greene CATS 2040 LRTP Operating Statistics

<table>
<thead>
<tr>
<th></th>
<th>Short Term Plan 5 years (2016-2020)</th>
<th>Long Term Plan 10 years (2021-2030)</th>
<th>Long Term Plan 10 years (2021-2030)</th>
<th>Full 25 Year Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle-miles 1,400,000/yr</td>
<td>7,000,000</td>
<td>14,000,000</td>
<td>14,000,000</td>
<td>35,000,000</td>
</tr>
<tr>
<td>Vehicle-hours 75,000/yr</td>
<td>375,000</td>
<td>750,000</td>
<td>750,000</td>
<td>1,875,000</td>
</tr>
<tr>
<td>Fleet size</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>-</td>
</tr>
<tr>
<td>Passenger trips 185,000/yr</td>
<td>925,000</td>
<td>1,850,000</td>
<td>1,850,000</td>
<td>4,625,000</td>
</tr>
</tbody>
</table>

Source: Greene CATS

#### 6.3.3 Project List, Cost, and Revenues

A summary of the Greene CATS 2040 LRTP project list is presented in Table 6.3.

### Table 6.3 — Greene CATS 2040 LRTP Expenses Summary (in millions of 2015 / Year of Expenditure dollars)

<table>
<thead>
<tr>
<th>Major Projects</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>12.5</td>
</tr>
<tr>
<td>- Bus Purchase – 175 (Fleet of 42)</td>
<td>8.75</td>
</tr>
<tr>
<td>- Shop/Office Equipment</td>
<td>0.13</td>
</tr>
<tr>
<td>- Planning Projects</td>
<td>2.25</td>
</tr>
<tr>
<td>- Other Capital Projects</td>
<td>1.37</td>
</tr>
<tr>
<td><strong>Operating / Maintenance</strong></td>
<td><strong>82.37</strong></td>
</tr>
<tr>
<td><strong>Total (2015 dollars)</strong></td>
<td>94.87</td>
</tr>
<tr>
<td><strong>Total (YOE dollars)</strong></td>
<td>127.30</td>
</tr>
</tbody>
</table>

Source: Greene CATS

#### 6.4 Miami County Transit System

As a result of the 2000 Census classifying Miami County as an urbanized area, the Board of Commissioners established a Miami County Transit Department effective January 2, 2004. The Miami County Transit staff is responsible for the growth, financial, and operational aspects of the department. Operations and Maintenance are currently contracted to First Transit.

##### 6.4.1 Service Description

Miami County Transit System provides demand responsive transit services within the geographic area of Miami County. The service area was expanded in January 2007 to include the City of Piqua, which operated a rural transit system through 2006. Funding for the rural transit system in the City of Piqua was eliminated effective January 1, 2007, at which time the merger of the Piqua Transit Service and the Miami County Transit System concluded.
Miami County Transit offers a connection with GDRTA in two areas (one on Route 17 Vandalia and one on Route 18 Huber Heights).

Miami County Transit provides service six days a week. Monday through Friday from 5:00 AM to 6:00 PM, and Saturday from 8:00 AM to 2:00 PM.

The County anticipates continued increases in benefits for local human service organizations. Many of these organizations have the opportunity to utilize Miami County Transit as a method of expanding existing programs.

In limited cases, special transit trips may have trip ends (such as major employers, medical facilities, etc.) outside of Miami County, but within ODOT’s 50-mile radius constraint. The system provides approximately 62,300 trips annually. Annual increases in passenger counts are expected.

These increases will require a thoughtful approach in order to absorb new riders into the existing infrastructure of the system and operate within available resources. The current fleet consists of eighteen small transit buses, all are lift equipped and ADA accessible.

6.4.2 Project List, Cost, and Revenues

A summary of the Miami County Transit System’s 2040 LRTP project list is presented in Table 6.4 below.

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost (YOE)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Capital</strong></td>
<td>6.91</td>
</tr>
<tr>
<td>- Small Buses - 75 (Fleet of 18)</td>
<td>6.49</td>
</tr>
<tr>
<td>- Shop/Office Equipment</td>
<td>0.08</td>
</tr>
<tr>
<td>- Security Equipment</td>
<td>0.17</td>
</tr>
<tr>
<td>- Planning Projects</td>
<td>0.17</td>
</tr>
<tr>
<td><strong>Operating / Maintenance</strong></td>
<td>34.13</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>41.04</td>
</tr>
</tbody>
</table>

Source: Miami County Transit
6.5 Public Transit Human Services Transportation

6.5.1 Coordinated Public Transit-Human Services Transportation Plan

SAFETEA-LU required that proposed projects under three FTA formula programs (the Specialized Needs of Elderly Individuals and Individuals with Disabilities Program — Section 5310, Job Access and Reverse Commute — Section 5316, and the New Freedom — Section 5317) be derived from a locally developed coordinated public transit/human services transportation plan. MAP-21/FAST Act has maintained the coordinated planning requirement, but has changed specific programs governed by that requirement. Specifically, Section 5316 (New Freedom) funding was combined with Section 5310 to create a revamped program now called Enhanced Mobility for Seniors and Individuals with Disabilities Program. The Section 5316 program (Job Access and Reverse Commute or JARC) ended and the funding was redirected to regional transit agencies to enhance transit services for job access. The Coordinated Plan must be developed and managed through a process that includes representatives of public, private, and non-profit transportation and human services providers, as well as the public including; non-drivers, people with disabilities, and the elderly.

In the Dayton urbanized area, MVRPC, in cooperation with the regional transit agencies, took the lead in developing the Coordinated Public Transit Human Services Transportation Plan which was endorsed by the MVRPC Board of Directors in April 2008. Summaries of the Plan findings and recommendations are included below with the recommendations listed in order of priority. In 2012, the HSTC plan was updated documenting progress of the initial findings and identifying new focus areas. Most of these findings remain true in 2016, largely due to underlying demographic trends, such as the aging of the Region’s population and the related increase in people with disabilities. In addition, lack of local operating funding to expand transportation services for the elderly and the disabled has been an impediment to making significant progress on many issues.

Findings from the Coordination Plan

- Need for better public transit connections across county boundaries;
- Lack of transportation options at night and on weekends;
- Difficulty of finding information on available services;
- Infrequent transit service on some routes;
- Need for advance scheduling decreasing potential demand;
- Increasing demand for dialysis-related transportation and transportation for other repetitive medical treatments;
- Aging of the Region’s population and the growing transportation needs of seniors;
- Need to complete essential sidewalks, curb cuts, and other elements of the pedestrian infrastructure, especially along fixed and flex-route transit lines;
- Growing number of low-income residents living in suburban and rural settings with limited transportation options;
• Recognition that lack of transportation options for non-drivers is a high-priority, regional issue; and
• An overarching emphasis on coordination among agencies, funders, and users to ensure cost-effective use of the Region’s transportation assets.

Recommendations

• Coordinated travel information at the regional or county level;
• Connecting existing public transit services;
• Developing agency coordination agreements;
• Taxi subsidy options for project mobility trips;
• Vanpools for work and other trips;
• Expansion of current public transportation services;
• Brokering transportation operations;
• Additional local funding support for transportation options;
• Multi-county transportation services; and
• Regional transportation coordination.

Progress on Plan Findings and Recommendations

• Cross-county connections of transit agencies have improved significantly, Greene County flex service now connects from Xenia to the GDRTA Eastown and Downtown Dayton Hubs as well as direct Greene CATS service to Sinclair Community College. In addition, GDRTA has added direct service to the Fairfield Mall area in Greene County and Miami County Transit has added connections to GDRTA in Montgomery County (Vandalia and Huber Heights).
• In 2012, the Regional Directory of Transit and Human Services transportation was converted to a website: www.miamivalleyridefinder.org. This website lists contact information and services for public and non-profit transportation providers throughout Greene, Miami, Montgomery and northern Warren counties.
• A mobility manager is now housed at Greene CATS. While the primary focus of this position is on Greene County residents, the mobility manager assists with regional issues including providing administration of the www.miamivalleyridefinder.org website. The mobility manager also provides travel training and referrals and other services to non-drivers.
• Job-related transit service connects residents of the men’s homeless shelter with the Montgomery County Job Center and the downtown GDRTA hub.
• Continuation of the Senior Transportation Expansion Project in Montgomery County which provides funding to support transportation services provided by senior centers in various communities.
• Improvement of sidewalk infrastructure, including the addition of concrete passenger landing pads and ADA curb cuts in multiple jurisdictions, improving access to fixed-route transit for people with disabilities and the elderly.
• Hosting of coordinated driver training events by GDRTA and Goodwill Easter Seals of the Miami Valley.
6.5.2 Section 5310 Program under MAP-21/FAST Act

MAP-21/FAST Act changed the long-established FTA Section 5310 program from a statewide allocation to a regional allocation in large urbanized areas like the Greater Dayton Urbanized Area. The Region now receives an annual allocation of funds to support the special transportation needs of seniors and individuals with disabilities.

The Miami Valley Regional Planning Commission has been named the Designated Recipient for Section 5310 funds in Greene, Montgomery, Miami and northern Warren Counties by the Governor of the State Ohio. In that role, MVRPC is responsible for awarding program funds to ensure that transportation options for seniors and people with disabilities will be maintained and improved. The primary method for achieving this goal is to provide financial support for accessible vehicles to non-profit agencies and government entities which supplement the service available through the public transit systems in those counties.

The Greater Dayton Regional Transit Agency (GDRTA) is a partner in administering the 5310 program and acts as the purchasing agent for the program. In addition, GDRTA will maintain continuous control of Section 5310 vehicles throughout the useful life of the vehicle by way of a lease arrangement with participating agencies. Participating agencies will make a one-time lease payment equal to 20% of the value of the vehicle being purchased. The local match will need to be paid in full when the lease is signed. When a vehicle reaches the useful life criteria established by FTA, the vehicle will be titled over to the operating agency which can continue using the vehicle or properly dispose of said vehicle.

Under current law, competitive selection is allowed, but not required. A decision will be made annually whether competitive selection is appropriate for the current cycle of funding. In addition to accessible vehicles, other eligible projects will include pedestrian infrastructure improvements, when those improvements enhance access to fixed route transit, preventive maintenance projects for vehicles that have been awarded through the 5310 process, and mobility management activities.

Agencies which request 5310 funding are required to be, or to become, active members of the Regional Transportation Coordination Council and to track and report certain performance indicators.