Transit Service and Long Range Plan Assumptions 2016-2040

GREATER DAYTON REGIONAL TRANSIT AUTHORITY

Service and Ridership
- Service area remains approximately the same, vehicle fleet will be replaced as needed to maintain existing levels of service.
- New markets will continue to be explored (e.g., additional extensions into western Greene, northern Warren, and southern Miami Counties).

Service Configuration
- GDRTA will continue its service evolution into a multiple hub/transfer concept.
- GDRTA will pursue dual-mode vehicle technology for service extensions off existing 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 modified consistent with inflation.

Projects
- Vehicle fleet will be replaced as needed to maintain levels of service, approximately 374 vehicles
- Utility vehicle fleet to be replaced several times over the 2016-2045 period
- Vehicle equipment
- Upgrades to transit hubs and operating facilities
- Office/shop equipment
- Capitalized leases
- Planning projects
- Community projects

Fiscal Constraints – GDRTA transit system expected to remain fiscally constrained throughout the planning period. Total project costs, including operating expenses, are $2.745 million.

GREENE CATS

Service and Ridership
- The service is a combination of traditional demand responsive and flex 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.

Plan Assumptions
- Adding peak, evening, and weekend flex service beginning in 2016.
- No change in fares: traditional demand responsive service $3.00 each way in Greene; $6.00 each way to Montgomery, flex services $1.50 each way, $6.75 for elderly and disabled riders, and children under 13.
- No change in FTA or ODOT formula funding or local revenue sources.
- Continue to work with social services agencies to foster coordination and brokerage programs.

Projects
- 175 vehicle replacement to maintain 42 vehicle fleet
- Shop tools/equipment
- Planning projects
- Other capital projects

Fiscal Constraints – Greene CATS transit system expected to remain fiscally constrained throughout the planning period. Total project costs, including operating expenses, are $127 million.