

## 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 2050 Long Range Transportation Plan addresses future mobility needs by including transit programs and projects that provide alternatives to the private automobile.

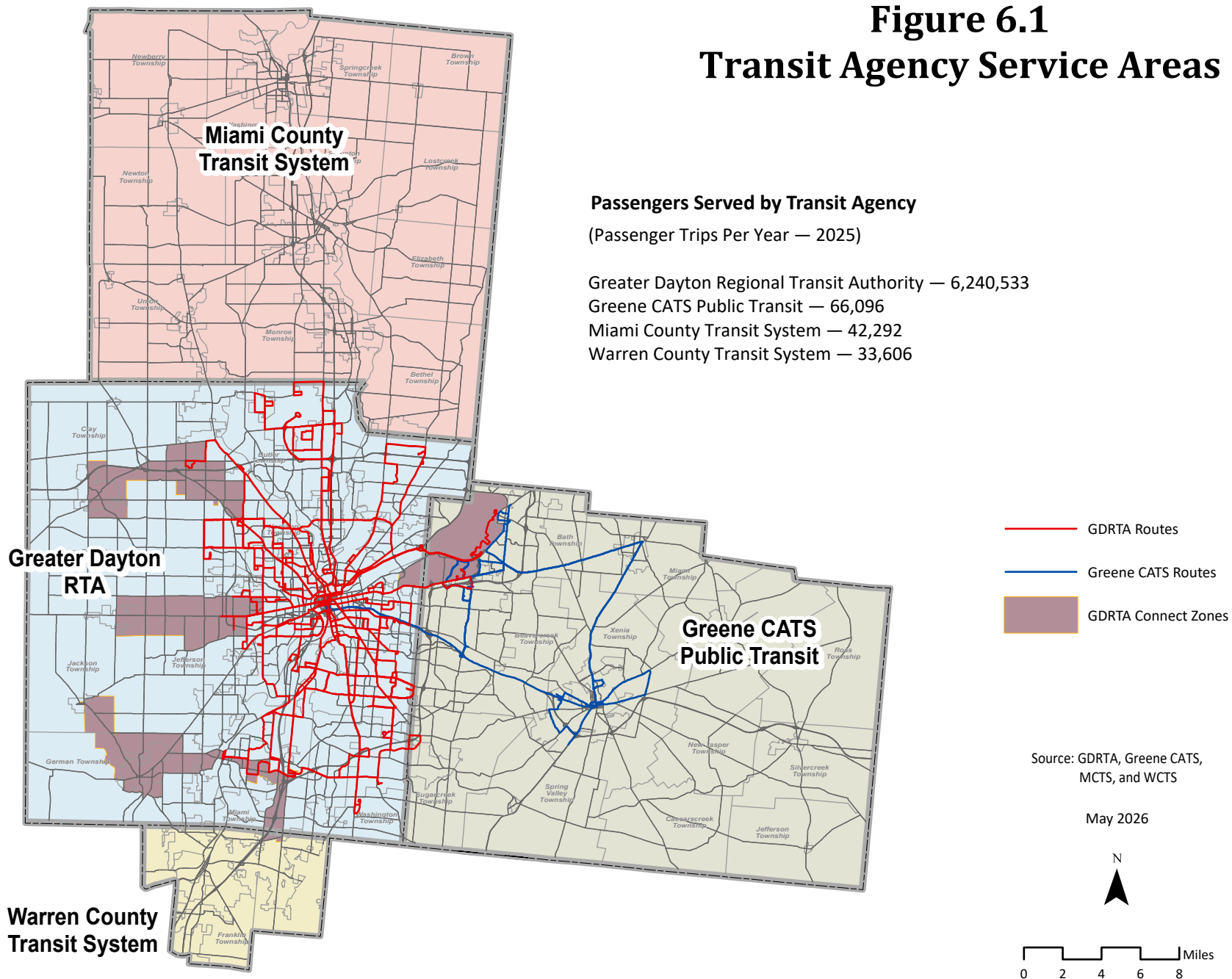
Four transit agencies serve the Region (see Figure 6.1). The Greater Dayton Regional Transit Authority (GDRTA) provides fixed-route and demand responsive service in Montgomery County. The Greene County Transit Board (Greene CATS Public Transit) provides flex-route service as well as demand-responsive 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.

In conjunction with the 2020 U.S. Census, the Dayton Urbanized Area boundary was redrawn resulting in changes to the transit systems designations within the Metropolitan Planning Area. As a result, the Miami County Transit System has transitioned to a rural system and will no longer be eligible for 5307 funding necessitating a revision to the standing agreement to suballocate Federal (5307) Bus Tier Urban Transit Funding. In addition, due to the age of the old agreement dating back to April 2003, outdated references were updated throughout and low-income populations were incorporated into the distribution formula as it is current practice by FTA, the new agreement was signed by the remaining transit agencies in June 2023. MVRPC will continue to suballocate funding annually.

#### *Financial Outlook*

Financial forecasts for the regional transit agencies were provided by each agency in year of expenditure dollars using 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



## 6.2 Greater Dayton Regional Transit Authority

The long range planning process used by GDRTA or RTA 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 2050 LRTP.

### *Service Description and Social/Economic Impacts*

RTA provides over 6 million passenger-trips per year through an extensive network of fixed routes, covering nearly 700 miles of directional roadways. Further, RTA's Transit Centers, located throughout Montgomery County, connect the central city and the suburban areas with bus services at centralized locations.

#### **Fixed Route Service**

RTA serves Montgomery County and parts of western Greene County through a network of over 20 bus routes. There are local routes that provide downtown-based service, mostly within the City of Dayton; suburban routes that provide downtown-based service for suburban jurisdictions; cross-town routes that provide service between jurisdictions; and a downtown circulator.

#### **Demand Response Service**

Beginning in 2016, RTA created a new line of alternative mobility services called Connect. RTA Connect is intended to give customers one-stop access to the mobility option that best meets their needs. The Connect line of services include RTA's existing Americans with Disabilities Act (ADA) - Complementary Paratransit, as well as On-Demand, Premium, and various coordinated demand response services.

Connect Paratransit service offers door-to-door service to certified customers with disabilities who are unable to use fixed routes. This includes complementary ADA, countywide, and same day paratransit services. Countywide service launched in 2016, providing expanded access to all eligible customers outside the standard ADA ¾ mile service area to throughout Montgomery County. Same day service launched in 2018, providing an opportunity for all ADA eligible customers to travel same day as availability allows. Same day service provides the customers with more flexibility and the ability to work around critical medical appointments that may not run on time.

Connect On-Demand service launched in June 2017, creating the state of Ohio's first partnership between a public transit agency and ride-sourcing companies. On-Demand enhances and increases accessibility in previously underserved areas, and is designed and structured to complement existing RTA services. There are four (4) On-Demand zones/areas throughout Montgomery and parts of western Greene counties. RTA and other transportation providers, including taxi and ride-sourcing companies provide the service.

Connect Premium Service is a door-to-door service that is open to the general public and serves Greene, Miami, Montgomery, Preble, and Darke Counties and northern Warren County. The cost of

a one-way trip is applied to the reserving customer and includes traveling companions who board and alight at the same locations as said customer. This service is subject to availability.

### **The Social, Environmental, and Economic Benefits of GDRTA's Service**

Over 65% of riders use the RTA to get to jobs, with the remaining traveling for medical appointments, educational opportunities, and shopping/social purpose trips. This creates an economic engine for the community and results in \$4 of economic return for every \$1 invested in public transportation.

To benefit the community, the RTA has invested in environmentally friendly technology using dual-mode electric trolley and hybrid diesel vehicles. RTA operates a fleet of 45 NexGen trolley buses, which run on over 100 miles of trolley wire infrastructure, including off-wire, expanding the overall coverage of the trolley network. In 2010, RTA was designated with the highest possible certification as a five-star Ohio Green Fleet by Clean Fuels Ohio.

### **Electric Trolleybus Service**

RTA 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 benefiting communities.

As a result, beginning in 2018, RTA began replacing its older fleet of trolley buses and as of 2020, operates a fleet of NexGen trolley buses. NexGen buses run on over 100 miles of trolley wire infrastructure, including off-wire operation, expanding the overall trolley bus network. The NexGen's battery propulsion system can power a fully loaded bus at full speed for 15 miles off wire. The NexGen bus has a lifespan of 18 to 20 years and 500,000 miles. It costs more than a standard diesel bus but lasts longer, provides lower operating costs, is better for the environment and quieter.

### **Technology**

In 2013, RTA began planning and implementing numerous technologies in support of improving mobility operations and the experiences of its users. Transit technologies focus on increasing efficiencies, enhancing operational effectiveness, increasing service usage and satisfaction, increasing safety and security, and improving financial and performance management.

*Intelligent Transportation Systems* — Intelligent Transportation Systems (ITS) are essential components of the day-to-day operations infrastructure of RTA and other public transit agencies. Together these systems perform mission critical functions necessary to deliver safe and efficient services to RTA customers and employees. RTA recognizes the importance of providing and supporting a state-of-the-art system to maintain a safe and reliable service to its customers, employees, and the community.

RTA's system currently provides enhanced performance, productivity and efficiency, and advanced resource management capabilities that improves capacity to deliver consistent and quality service. In addition to maintaining and enhancing the key role of ITS as a source of real-time data that is used to support RTA's operations, planning, customer service, security, and revenue collection functions.

*Real Time Information System* — RTA’s real time information system, created by its ITS infrastructure, provides customers with real time bus arrival information, including notification of service changes in real time. The transit app is a trip planning and real-time tracker tool for customers to use to plan their trip and know when their bus will be arriving to their stop. This platform was rolled out to RTA customers in 2016 and is currently the preferred method of bus tracking and trip planning.

In addition, RTA released a text and email alert subscription program for its customers, an interactive voice response system to provide automated real time service information via RTA’s phone system, and a text for next bus feature where customers can text the RTA their bus stop number and receive a message back when the next buses are arriving in real time to that stop.

*Radio and Data Systems* — In 2016, RTA replaced its radio and data system with an 800 MHz voice and cellular data communications system. This state-of-the-art communications system now provides increased coverage beyond RTA’s current service area, redundancy (backup), and increased communication capabilities with first responders increasing customer safety and security leading to an overall secure and reliable communications network within RTA’s service area.

*On Board Camera Surveillance System* — In 2016, RTA replaced its camera system to provide increased safety and security. The current on-board camera system is available on all RTA fixed route and demand response services and provides state of the art advanced video and audio quality along with the ability to conduct real time live streaming of any on-board camera in the event of an emergency.

### ***The Future Service***

As the region changes so must RTA services to continue connecting people to jobs, healthcare, and educational opportunities. In addition, while RTA assets are in good condition, continued investment in state of good repair facilities, fleet replacement, and the needed rebuild of the trolleybus infrastructure will still require a funding stream to match federal and state investments.

*Transit Network Redesign* — Beginning in 2016, the RTA embarked on a comprehensive transit network redesign project called What Drives You. RTA finalized the project in 2020. The goal of the project was to develop service plans that increase the quality of RTA services, through more frequent, direct, and an easy to use range of multi-mobility options. The following guiding principles were utilized to help shape the overall mobility network recommended:

- Customer, Community & Employee Focused
- Equitable & Accessible
- Connections to Jobs, Healthcare & Educational Opportunities
- Data Driven

During the project, RTA targeted and studied promising transit markets (e.g. employment centers, daycare facilities, universities, etc.) and identified traditional and non-traditional transit options to encourage and increase existing and new ridership. As a result of the pandemic in the early 2020s, the RTA revised this service plan in response to changes in ridership and customer travel patterns.

*Technology & Fare Payment Systems* — RTA’s goal is to deliver a seamless, accessible, customer-focused mobility experience for all. To improve fare accessibility to its customers, starting in 2016, RTA began the process of reviewing its legacy fare payment system which was past its useful life.

Beginning in 2018, the RTA implemented critical fare structure changes that reduced the level of cash fare payments. Although some fare structure changes were driven by budget constraints at the time, the structure redesign kept focus on the goal of eliminating cash acceptance on-board the vehicle and increasing pass usage.

In 2020, RTA’s new payment system, known as Tapp Pay, launched. RTA currently offers account-based payments to its customers and traditional passes to outside organizations who purchase directly from the agency. Tapp Pay is available on both RTA’s fixed route and demand response vehicles.

Following the completion of these activities and review of the findings, the RTA Board of Trustees in August 2021 approved the change in fare structure to include the elimination of accepting on-board cash payments. As a result, beginning November 1, 2021 the RTA implemented a 100% cashless on-board system across its entire bus route fleet, and over 90% cashless acceptance rate on its demand response fleet. RTA is the first transit agency in the United States to eliminate cash acceptance on-board.

### ***GDRTA Assumptions for 2026 – 2050***

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

*Fiscal Constraint* — RTA Long Range Transportation Plan project list is fiscally constrained and was even further constrained due to the impact of the 2020 COVID-19 pandemic.

*Service and Ridership* — Service area is likely to remain the same, however funding constraints could result in service alterations or reductions. In 2019, RTA experienced a ridership increase of 5%, but due to the impact of the 2020 COVID-19 pandemic, ridership has declined.

#### *Service Configuration*

- Service area is likely to remain the same, however funding constraints could result in service alterations or reductions.
- RTA will continue to operate as a multi-transit center/transfer system. However, the total and/or locations of transit centers may be altered.
- RTA will continue to pursue dual-mode vehicle technology for service extensions off existing electric trolley wire.
- Annual vehicle hours and vehicle miles will likely remain steady. Increases or decreases in hours and miles will be based on the budget, customer and community transportation needs.
- Annual ridership for fixed route services will likely remain steady.
- Annual ridership for demand response services will likely increase as it is expected that there will be a rise of adults age 65 and older that are unable to drive.

- Average fares will increase as the cost of operating services continues to rise.

*Fleet Changes* — RTA anticipates a fleet size as follows:

- Electric Trolleys – 45;
- Diesels 30' to 40' – 120;
- Small Connect Vehicles – 75; and
- Contingency 35' to 40' Diesels – remain at 20.

*Capital Needs* — Fleet Replacement

- Electric trolley buses will be replaced every 18-20 years;
- Diesel buses will be replaced every 10-12 years; and
- Demand response vehicles will be replaced every 7-10 years.

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

*Other*

- Utility vehicle fleet to be replaced several times over the 2026-2050 period;
- Vehicle equipment;
- Upgrades to facilities and hubs;
- Upgrades to technology infrastructure;
- Replacement and addition of amenity infrastructure;
- Office/shop equipment;
- Capitalized leases;
- Planning projects; and
- Community projects.

## *Project List, Cost, and Revenues*

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

**Table 6.1 — GDRTA 2050 LRTP Projects  
(in millions of Year of Expenditure dollars)**

<b>Project</b>	<b>Cost</b>
<b>Capital Projects</b>	<b>559.79</b>
<b>Revenue Vehicles &amp; Equipment</b>	
- Electric Buses - 45 (Fleet of 45)	81.00
- Diesel Buses - 274 (Fleet of 120)	196.57
- Small Connect Buses- 300 (Fleet of 75)	52.77
- Vehicle Equipment	2.12
<b>Electric System Infrastructure</b>	69.78
<b>Transit Hubs &amp; Facility Improvements</b>	
- Longworth Campus	25.94
- Downtown Campus	24.15
- Countywide Transit Hubs	11.06
- Facility-wide Security Items	14.63
<b>Equipment</b>	
- Maintenance Equipment	13.77
- Office Equipment & Furnishings	7.49
- Computer Equipment & Software	25.53
- Support / Utility Vehicles	3.19
<b>Passenger Amenities</b>	
- General Transit Enhancements	6.56
- Community Specific TE Projects	8.29
<b>Capital Tire Lease</b>	16.94
<b>Operating / Maintenance Projects</b>	<b>2,540.22</b>
<b>Total</b>	<b>3,100.01</b>

Source: GDRTA

## 6.3 Greene County Transit Board (Greene CATS Public Transit)

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 Transdev.

### *Service Description*

The system is a combination of traditional demand responsive service and flex routes. Flex routes have defined routes with scheduled time points that circulate and link the larger Greene County communities and connect with Greater Dayton RTA service, operating five days a week. The service is wheelchair accessible and serves a mix of fare-paying and contract riders. The transit service area is Greene County with trips to neighboring counties on a limited basis. In addition, the Greene County Transit Board works with local social services agencies through its Mobility Management Program to help coordinate social service transportation and provide a wider range of transportation options to riders.



### *Plan Assumptions*

The following assumptions were made in developing the Greene CATS Public Transit project lists, expenses, and revenues for the 2050 LRTP:

- Cares Act Funding;
- Increased Ohio of Department of Transportation formula funding;
- Reduction in FTA funding due to reduction in total annual trips provided from reduction of Developmentally Disabled service;
- Reduction in FTA funding as startup grant for expanded service on Flex Routes runs out;
- Reduction in contract and fare revenue due to coronavirus pandemic;
- No change in fares through 2021;
- No dedicated source of local revenue;
- Reduced peak, evening, and weekend flex route service beginning in 2021;
- Continue to provide contract service for local social service agencies; and
- Continue Mobility Management Program.

**Table 6.2 — Greene CATS Public Transit 2050 LRTP Operating Statistics**

	Short Term Plan 5 years (2026-2030)	Medium Term Plan 10 years (2031-2040)	Long Term Plan 10 years (2041-2050)	Full 25 Year Plan
Vehicle-miles: (568,000/yr)	2,840,000	5,680,000	5,680,000	<b>14,200,000</b>
Vehicle-hours: (39,600/yr)	198,000	396,000	396,000	<b>990,000</b>
Fleet size:	35	35	35	-
Passenger trips: (63,400/yr)	317,000	634,000	1,200,000	<b>1,585,000</b>

Source: Greene CATS Public Transit

### ***Project List, Cost, and Revenues***

A summary of the Greene CATS Public Transit 2050 LRTP project list is presented in Table 6.3.

**Table 6.3 — Greene CATS Public Transit 2050 LRTP Expenses Summary  
(in millions of 2020 / Year of Expenditure dollars)**

Major Projects	Cost
<b><i>Capital</i></b>	<b><i>11.44</i></b>
- Bus Purchase – 125 (Fleet of 35)	11.25
- Shop/Office Equipment	0.19
<b><i>Operating / Maintenance</i></b>	<b><i>105.29</i></b>
<b>Total (YOE dollars)</b>	<b>116.73</b>

Source: Greene CATS Public Transit

## **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 Transdev. Following the 2020 Census, the Dayton Urbanized Area boundary was redrawn again and the Miami County Transit System transitioned back to a rural system.

### ***Service Description***

Miami County Transit System provides demand responsive transit services within the geographic area of Miami County. Miami County Transit offers a connection with GDRTA in two areas (Vandalia and Huber Heights). There are also two other connections with Darke County and Shelby County that

work with Greenville Transit System (Darke County) and Shelby County Public Transit (Shelby County), respectively. 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. The County also anticipates continued population growth. With this being said, Miami County Transit may look into the option of a Flex Route if funds are available to sustain the need.

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 42,300 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.

***Project List, Cost, and Revenues***

A summary of the Miami County Transit System’s 2050 LRTP project list is presented in Table 6.4 below.

**Table 6.4 — Miami County Transit 2050 LRTP Projects  
(in millions of Year of Expenditure dollars)**

<b>Project</b>	<b>Cost (YOE)</b>
<b><i>Capital</i></b>	<b><i>8.39</i></b>
- Small Buses - 75 (Fleet of 20)	8.11
- Shop/Office Equipment	0.10
- Security Equipment	0.18
<b><i>Operating / Maintenance</i></b>	<b><i>48.71</i></b>
<b>Total</b>	<b>57.10</b>

Source: Miami County Transit

## 6.5 Public Transit Human Services Transportation

The Federal Transit Administration’s Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) funds projects that meet the needs of older adults and people with disabilities when the existing transit services are unavailable, insufficient, or inappropriate to meeting needs. FTA requires that all projects selected must be included in a locally developed, coordinated public transit-human services transportation plan. The coordinated plan must be developed and approved through a process that includes participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public.

### Greater Region Coordinated Transportation Plan

Established in 2018, the Greater Region Mobility Initiative (GRMI) serves as a pilot program in Ohio aimed at enhancing coordination between rural and urban communities in order to reduce duplication and gaps in services and transportation barriers. This initiative is a collaboration between the Ohio Department of Transportation and MVRPC, focusing on an eight-county region which includes: Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties.

The strategic planning process included stakeholders from all counties who set collective goals and strategies. It addresses county-level challenges while establishing regional objectives, allowing all eight counties in the Greater Region to qualify for funding under a unified plan. The GRMI Plan was last updated in 2024 and will be renewed in 2028.



## GREATER REGION MOBILITY INITIATIVE

### *2024 Coordinated Plan Focus*

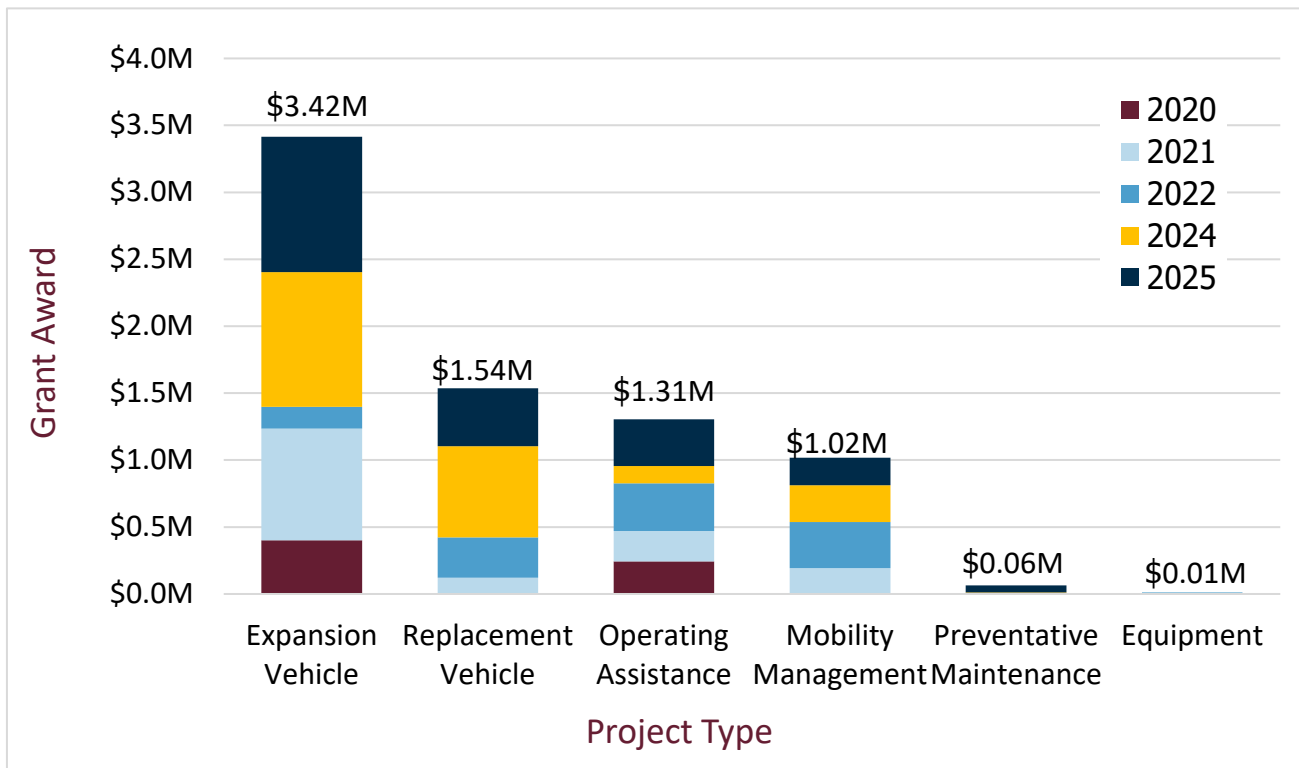
- Employment and medical transportation.
- County-wide and cross-county transportation.
- Capacity and information sharing between providers.
- Accessing additional funding resources.
- Early morning, night, and weekend transportation services.
- Awareness and outreach of services.
- Identifying solutions to address driver shortages.

### Section 5310 Program

The purpose of the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) is to enhance the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. The program funds capital and operating expenses to private nonprofit organizations and local government authorities that provide alternative options to public transportation and to public transit agencies that provide services which exceed the requirements of the ADA or improve access to fixed-route services and decrease reliance on complementary paratransit services.

Section 5310 has funded a variety of projects including wheelchair-accessible buses and minivans, operations, preventative maintenance, mobility management, technology and equipment, and more. In the eight-county Greater Region, transportation providers have leveraged \$7.4 million in Section 5310 funds in years 2020-2025, providing approximately 4 million miles of transportation services to non-driving populations that may otherwise not have access to transportation services.

**Figure 6.2 — Section 5310 Funded Projects (Years 2020-2025) in millions**



Source: ODOT Office of Transit

In 2022, the Ohio Department of Transportation’s Office of Transit became the Designated Recipient for the Section 5310 apportioned funds for the Dayton Urbanized Area. A Memorandum of Understanding was signed between ODOT Office of Transit and MVRPC, identifying key responsibilities for each party for the administration of the grant program.

ODOT Office of Transit is expected to:

- Develop project selection criteria consistent with the coordinated planning process and in alignment with the adopted regional coordinated public transit-human services transportation plan, known as the GRMI Plan;
- Determine applicant and project eligibility;
- Prepare a Program of Projects and submit grant application annually to FTA for project approval;
- Act as the purchasing agent for the program and manage all aspects of grant distribution and oversight of grant recipients under the program;
- Maintain contractual agreements with agencies who receive Section 5310 funds and hold a title lien on awarded vehicles throughout the useful life of the vehicle; and
- Submit reports as required by the FTA.



MVRPC is expected to:

- Write and administer the regional coordinated public transit-human services transportation plan, known as the GRMI Plan, and host quarterly meetings to review progress and implement goals and strategies established in the plan;
- Organize and host a selection committee whose membership is open to agencies and others within the Dayton Urbanized Area interested in improving coordination of transportation services;
- Review and score applications in accordance with ODOT’s scoring criteria for Montgomery, Greene, Miami, and northern Warren counties and make recommendations for project awards; and
- Oversee the implementation of projects as developed and prioritized in the GRMI Plan.

Agencies applying for Section 5310 funding must align their projects with the Greater Region Mobility Initiative Transportation Coordination Plan and actively participate in coordinated planning efforts by attending quarterly meetings and engaging in stakeholder activities like completing surveys and providing requested data and information about programs or services, (see Table 6.5).

**Table 6.5 — Section 5310 Applicant Expectations**

Project Type	Federal Match	Local Match	Eligible Expenses	Compliance Expectations
Wheelchair Accessible Vehicles	80%	20%	<ul style="list-style-type: none"> <li>• Modified minivan</li> <li>• Modified van</li> <li>• Light transit vehicle</li> </ul>	<ul style="list-style-type: none"> <li>• Bi-annual vehicle reports</li> <li>• Vehicle inspections</li> <li>• Driver training schedules</li> <li>• Maintenance schedules</li> <li>• Policies: maintenance, driver training, ADA, Title VI</li> </ul>
Preventative Maintenance	80%	20%	<ul style="list-style-type: none"> <li>• Supplies</li> <li>• Materials</li> <li>• Labor</li> <li>• Services</li> <li>• Other costs to preserve functionality of vehicle</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance schedules</li> <li>• Policies: preventative maintenance</li> </ul>
Operating Assistance	50%	50%	<ul style="list-style-type: none"> <li>• Salaries &amp; wages</li> <li>• Fringe benefits</li> <li>• Fuel</li> <li>• Services</li> <li>• Volunteer recruitment &amp; mileage reimbursement</li> </ul>	<ul style="list-style-type: none"> <li>• Policies: financial management, driver training, ADA, Title VI</li> </ul>
Computer Hardware, Software & Equipment	80%	20%	<ul style="list-style-type: none"> <li>• Scheduling software</li> <li>• Computers/laptops</li> <li>• Tablets for vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Independent Cost Estimate</li> <li>• Policies: DBE, FTA compliant procurement</li> </ul>
Mobility Management	80%	20%	<p><u>Programs designed to:</u></p> <ul style="list-style-type: none"> <li>• Increase understanding &amp; awareness of transportation needs</li> <li>• Promote coordination of transportation options to meet needs</li> <li>• Build sustainable &amp; healthy communities by integrating transportation into planning programs</li> </ul>	<p><u>Host Agency responsibility:</u></p> <ul style="list-style-type: none"> <li>• Creating, filling and maintaining a Mobility Manager position</li> <li>• Provide general supervision of grant funded activity to ensure agreed upon scope of work is being completed</li> <li>• Oversight, compliance and fiscal responsibility of the funded program</li> </ul>

Source: ODOT Office of Transit

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