

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 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.

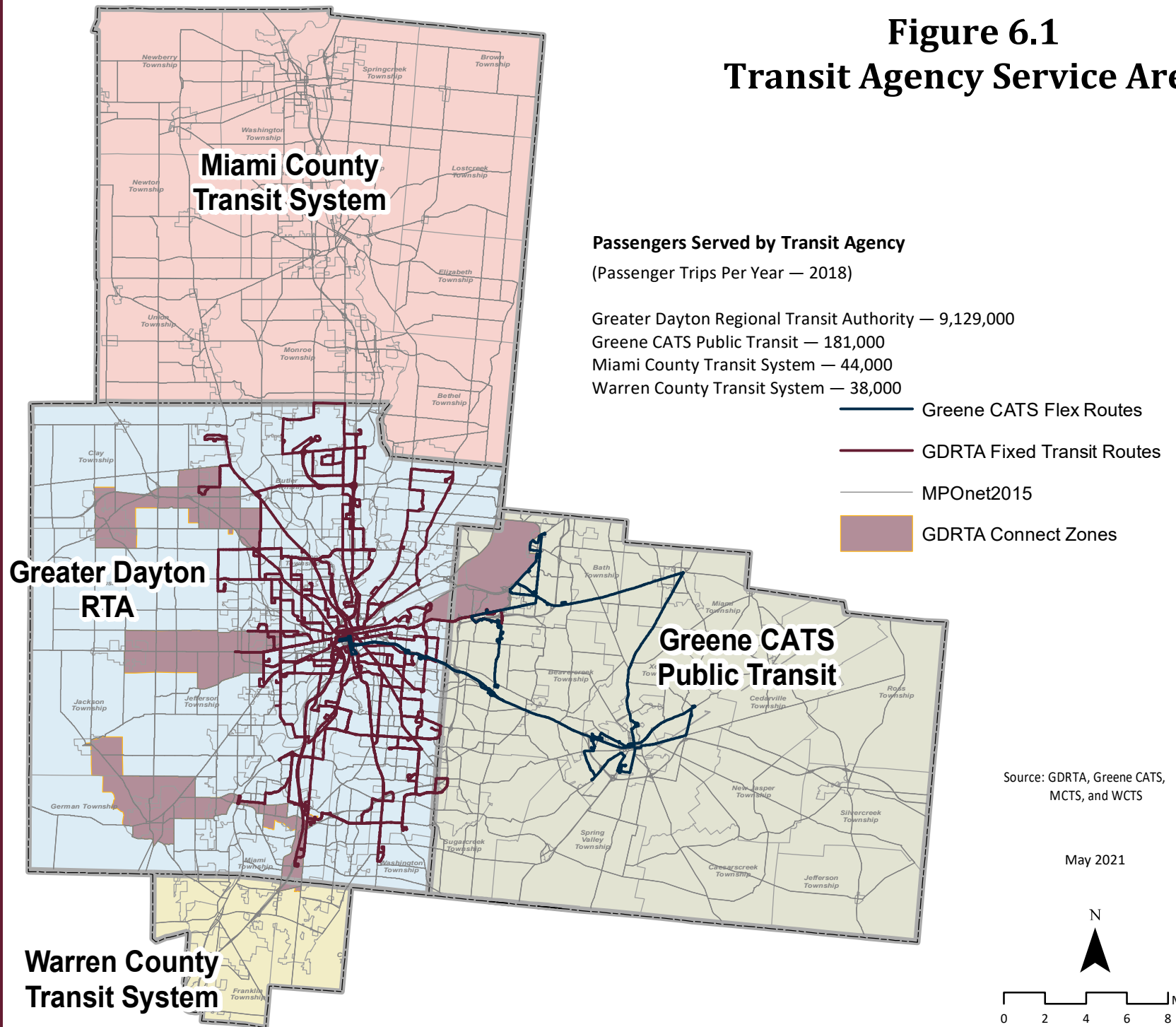
As part of the 2000 Census, the Dayton Urbanized Area boundary was redrawn, resulting in the reclassification of the transit systems in Miami County and Greene County from rural to urban systems. This means that the rural program funding source will no longer be available for the newly designated urban 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 RTA, 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.

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 2020, U.S. Office of Management and Budget, U.S. Budget Economic Assumptions for Consumer Price Index for FY 2030 (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 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 approximately 9 million passenger-trips per year through an extensive network of fixed routes, covering nearly 1,000 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

GDRTA serves Montgomery County and Wright Patterson Air Force Base (WPAFB), Wright State University (WSU), Fairfield Commons Mall, and Soin Medical Center in western Greene County through a network of 28 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; 3 express routes serving five jurisdictions, with service to downtown; 3 feeder routes that provide intra-neighborhood service within 4 jurisdictions; and 3 Senior Mobility routes.

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 Americans with Disabilities Act (ADA) - Complementary Paratransit, County-Wide Paratransit, Same Day Paratransit, On-Demand, Premium, Link bike share, 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, county-wide and same day paratransit services. Countywide service launched in 2016, providing expanding 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. As of 2020, over 80% of On-Demand trips connect to RTA fixed route services. On-Demand (first and last mile) is offered within certain areas where fixed-route service is either unavailable or limited. There are five (5) 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.

Bike Share

Within the City of Dayton, located in Montgomery County, established bike share system, Link allows for travelers to more easily make their first or last mile connections to other modes of mobility. Link is a mobility system designed for short trips that encourages service sharing. The Link Dayton Bike Share program has a fleet of 225 pedal bikes, and 100 e-bikes. Link is a service administered by Bike Miami Valley and operated by RTA.

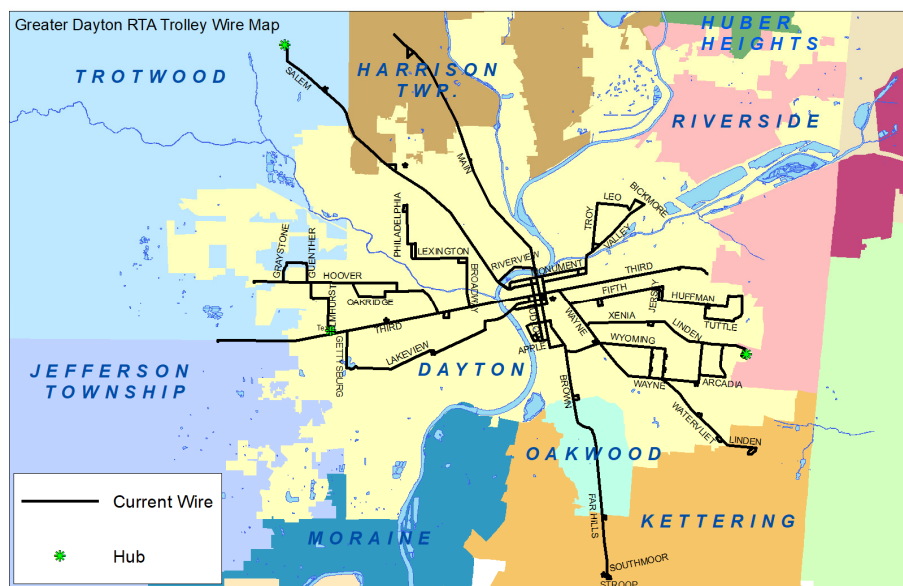
The Social, Environmental, and Economic Benefits of GDRTA's Service

About 65% of riders use the RTA to get to jobs, 15% to medical appointments, 10% to educational opportunities, and remaining customers utilize RTA for 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 RTA's 123 miles of trolley wire infrastructure, including off-wire, expanding the overall coverage of the trolley network. In 2010, RTA was designated 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 RTA's 123 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 customer, 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 a 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), 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 at facilities, in 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 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. Transportation coordination efforts between various agencies will always be a priority to RTA.

Technology Systems — RTA's future technology investments will focus on the goal of providing universal mobility access to the region through one mobile application or phone call to the RTA. Through the implementation of an advanced payment and mobility-as-a-service (MaaS) system, RTA can achieve this goal.

In 2020, in order to provide high quality, accessible services to its customers, RTA began replacing its existing fare payment solution. The new payments solution will be an integral part of the MaaS platform, which is capable of not only serving RTA but also the Greater Dayton region, which may span a minimum of 9 counties.

RTA's new payment system, which is slated to be fully implemented in 2020/2021, will be flexible in order to accommodate other mobility modes for the provision of MaaS. RTA and its technology partners goal is to provide seamless trip planning and payment together within one mobile application, ensuring 100% end-to-end multi-mode connectivity for all customers. Customers will be provided an easy-to-use, open sourced and integrated payment platform, connecting along various mobility modes. The system will also provide benefits that include system cost reductions, a more streamlined operating process, greater customer satisfaction and operational efficiencies.

In 2018, RTA implemented fare structure changes. As a result, customer pass usage went from 55% to 80%, while decreasing cash and coin usage from 30% to 10%. While the fare structure changes were driven

primarily by budget constraints, the redesigned structure kept focus on RTA's goal of eliminating cash on-board vehicles and increasing more advanced payment methods, such as contactless smartphones and smartcards.

GDRTA Assumptions for 2021 – 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 is likely to decline.

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 multiple transit center/transfer system.
- RTA will pursue dual-mode vehicle technology for service extensions off existing electric trolley wire.
- RTA is in compliance with ADA and will continue to work with human services transportation coordination efforts.
- Annual vehicle hours and vehicle miles will slightly decrease.
- Annual ridership will slightly increase
- Average fare will slightly increase.

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
- Demand response vehicles will be replaced every 5-7 years

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

Other

- Utility vehicle fleet to be replaced several times over the 2021-2050 period;
- Vehicle equipment;
- Upgrades to our facilities and hubs;

- 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)**

Project	Cost
Capital Projects	685.15
Revenue Vehicles & Equipment	
- Electric Buses - 45 (Fleet of 45)	95.10
- Diesel Buses - 313 (Fleet of 120)	230.83
- Small Connect Buses- 375 (Fleet of 75)	52.77
- Vehicle Equipment	2.12
Electric System Infrastructure	119.78
Transit Hubs & Facility Improvements	
- Longworth Campus	40.94
- Downtown Campus	24.15
- Countywide Transit Hubs	21.06
- Facility-wide Security Items	14.63
Equipment	
- Maintenance Equipment	13.77
- Office Equipment & Furnishings	7.49
- Computer Equipment & Software	25.53
- Support / Utility Vehicles	3.19
Passenger Amenities	
- General Transit Enhancements	10.56
- Community Specific TE Projects	8.29
Capital Tire Lease	16.94
Operating / Maintenance Projects	2,903.25
Total	3,588.40

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 First Transit.

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 seven 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 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 I Plan 5 years (2021-2025)	Short Term II Plan 5 years (2026-2030)	Long Term Plan I 10 years (2031-2040)	Long Term Plan II 10 years (2041-2050)	Full 30 Year Plan
Vehicle-miles: (945,000/yr)	4,725,000	4,725,000	9,450,000	9,450,000	28,350,000
Vehicle-hours: (54,000/yr)	270,000	270,000	540,000	540,000	1,620,000
Fleet size:	45	45	45	45	-
Passenger trips: (120,000/yr)	600,000	600,000	1,200,000	1,200,000	3,600,000

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
<i>Capital</i>	7.68
- Bus Purchase – 150 (Fleet of 45)	6.44
- Shop/Office Equipment	1.24
<i>Operating / Maintenance</i>	81.66
Total (2020 dollars)	89.34
Total (YOE dollars)	127.83

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 First Transit.

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). 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 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.

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)**

Project	Cost (YOE)
<i>Capital</i>	<i>9.57</i>
- Small Buses - 90 (Fleet of 18)	9.25
- Shop/Office Equipment	0.11
- Security Equipment	0.21
<i>Operating / Maintenance</i>	<i>55.63</i>
Total	65.20

Source: Miami County Transit

6.5 Public Transit Human Services Transportation

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 included in 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 of 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, non-profit transportation, and human services providers, as well as the public including non-drivers, people with disabilities, and the elderly.

Miami Valley Coordinated Transportation Plan

In the Dayton urbanized area, MVRPC, in cooperation with transportation providers in Greene, Miami, and Montgomery counties, 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 and again in 2019, the HSTC plan was updated documenting progress of the initial findings and identifying new focus areas. Many of these findings



remain true in 2021, largely due to underlying demographic trends, such as the aging of the area's population and the related increase in people with disabilities. In addition, lack of local funding to expand transportation services for older adults and individuals with disabilities has been an impediment to making significant progress on many issues.

Findings from the 2008 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.

2008 Coordinated Plan 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.

2019 Updated Plan Recommendations

- Improve access to services through improved regional coordination;
- Access to employment by recruiting and training more paid and volunteer drivers;
- Enhance transportation for older adults and individuals with disabilities; and
- Promote capacity and information sharing among transportation providers.

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 and provides direct 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), Greeneville Transit in Darke County, and to Shelby County Transit.
- 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.
- GDRTA now offers a door-to-door on-demand service called Connect On-Demand which partners with Dayton VA to transport clients using Lyft/Uber.
- Miami County Transit continues to look at opportunities to implement a flex/fixed route to complement the door-to-door service.
- Non-profit agencies such as the Life Enrichment Center have implemented volunteer driver programs to provide safe and affordable transportation options for non-drivers.

- The Senior Transportation Expansion Project in Montgomery County provided funding to support and expand transportation services provided by senior centers in various communities.
- Improvements to sidewalk infrastructure, including the addition of concrete passenger landing pads and ADA curb cuts in multiple jurisdictions, improved access to fixed-route transit for people with disabilities and older adults.
- Hosting coordinated driver training events by GDRTA and Goodwill Easter Seals of the Miami Valley improved access to driver training opportunities to small transportation providers.
- Dozens of human service agencies and community centers throughout Greene, Montgomery, Miami and northern Warren Counties were able to expand services, programs and provide increased transportation options for older adults, individuals with disabilities and low-income populations.

Greater Region Mobility Initiative Transportation Plan

In 2018, the Ohio Department of Transportation's Office of Transit sought to improve the way coordination occurred through the state funded Section 5310 Program by regionalizing the coordinated planning process. ODOT partnered with MVRPC to lead the planning process over an eight county region with what is known as the Greater Region Mobility Initiative (GRMI). The Greater Region consists of a mix of urban, suburban and rural populations and includes Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby Counties.



Stakeholders from all counties in the Greater Region came together through a regional coordinated council to craft the framework which was used to draft a regional coordinated public human services transportation plan (GRMI Plan). The group identified similar challenges, needs, and opportunities occurring at the county level which translated into a regional focus.

Challenges to Regional Coordination

- Misaligned funding policies;
- Lack of communication;
- Lack of technology;
- Public awareness of available services; and
- Limited funding.

Regional Needs

- County-to-county transportation;
- Employment transportation;
- Aging vehicles and vehicle replacement;
- Expansion of services, both in hours and territory; and
- Public/private funding opportunities.

Regional Strengths & Opportunities

- Passion for mission;
- Strong Mobility Management network;
- Customer service;
- Knowledge of traffic patterns;

- Increased local support;
- Regional networking; and
- Improved county-to-county coordination.

MVRPC acts as the Regional Coordinating Agency (RCA) on behalf of ODOT to establish and update the regional Coordinated Public Human Services Transportation Plan. This GRMI Plan eliminates the need for individual county level plans and offers the opportunity for transit providers to increase access to transportation regionally.

Beginning in 2021, Clark, Darke, Preble, and Shelby counties will no longer be required to individually update and submit a local coordinated plan to ODOT. Instead, representatives in these counties will work with MVRPC as the RCA to update the GRMI Plan with county level data. MVRPC facilitated a process in 2020 which worked with rural county leadership to individually adopt the GRMI Plan allowing transit providers to remain eligible for the state funded Section 5310 Program. Additionally, MVRPC's Board of Directors adopted the plan on behalf of the region's MPO counties making them eligible to leverage funds from ODOT for regional projects.

As the RCA, MVRPC has an active role in facilitating coordination for both the GRMI and HSTC councils allowing for an increase of information sharing across the region. Each council will work to organize and provide structure within them to improve project coordination. Additionally, MVRPC will assist in coordinating project development for regional projects and provide funding recommendations to ODOT. This involvement will allow for a more responsible management of federal, state and local resources while ensuring an improvement in transit services throughout the Region.

Section 5310 Program

In 2012, MAP-21/FAST Act changed the long-established FTA Section 5310 program from a statewide allocation to a regional allocation for large urbanized areas like the Greater Dayton Urbanized Area. MAP 21 allocated specific apportionments to large urbanized areas (UZAs), small UZAs, and rural areas, made operating expenses eligible, and expanded coordinated plan requirements to include specific requirements for stakeholder involvement in development and approval of the plan. As a result, the Greater Dayton Urbanized Area 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 is named the Designated Recipient for Section 5310 funds for Greene, Montgomery, Miami, and northern Warren Counties by the Governor of the State of Ohio. In that role, MVRPC is responsible for awarding program funds to ensure that transportation options for older adults and people with disabilities are maintained and improved. The primary method for achieving this goal is by providing financial support to non-profit agencies and government entities which supplement transportation services, along with developing a regionally coordinated plan and coordinating a regional Human Services Transportation Council to enhance coordination.

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 maintains contractual agreements with agencies who receive Section 5310 vehicles throughout the useful life of the vehicle. Participating agencies

are expected to provide a payment equal to 20% of the value of the vehicle being purchased. The local match is paid in full when the vehicle is awarded and the contract is signed. When a vehicle reaches the useful life criteria established by FTA, the vehicle is no longer under contract and the operating agency is given the authority to continue using the vehicle for agency programming or properly dispose of the vehicle.

Agencies who receive Section 5310 funding are expected to follow a number of requirements to protect FTA liability of federally funded vehicles and to ensure the vehicle is used for the intended purpose by requiring annual reporting on utilization of vehicles, driver training schedules, maintenance schedules, annual vehicle inspections, etc. to ensure good repair of the vehicle and good use. Agencies which request 5310 funding or anticipate requesting 5310 funding are also required to be, or to become, active members of the Human Services Transportation Council and to track and report certain performance indicators and coordination efforts.

Under current law, competitive selection is allowed, but not required. A decision was made in 2017 to create a competitive selection process for the Greater Dayton Urbanized Area 5310 funding program to ensure that competitive projects are selected which not only improve a state of good repair for FTA assets, but ensure projects fill in a gap of need, reduce redundancies and overall achieve coordinated plan goals and objectives. The Miami Valley Regional Planning Commission since 2013 has approved funding for a number of projects to agencies throughout Greene, Montgomery, Miami, and northern Warren Counties to include accessible vehicles, pedestrian infrastructure improvements, enhanced access to transit, improved accessibility, preventive maintenance for vehicles that have been awarded through the 5310 process, and mobility management.