



Elderly and Disabled Transit Fare Assistance



This program provides State grant funds to reimburse eligible public transportation systems who offer reduced fares to the elderly and people with disabilities. These funds offset the farebox loss incurred by each eligible transportation system as a result of offering this reduced fare.

ELIGIBILITY

Eligible public transit systems must 1) receive an allocation from ODOT's Rural Transit Program or Urban Transit Program, and 2) provide a reduced fare to the elderly and people with disabilities.

APPLICATION PROCESS

This is a reimbursement program, no application is required. ODOT will transmit a contract to the eligible public transit system for execution no later than May 31 each year. ODOT will process payment of the full reimbursement amount upon receipt of the executed contract and an authorizing resolution.

<http://www.dot.state.oh.us/ptrans/>

FUNDING

\$7 Million of Ohio General Revenue Funds for SFY 2007.

Funding for each public transportation system is allocated by multiplying the actual number of elderly and disabled passengers by the amount of the fare reduction up to a maximum of one-half (1/2) the full fare. Rural and small urban transit system reimbursements are calculated first. This amount is subtracted from the total available funds to determine funds available for large urban transit systems.

Large urban transit system reimbursements, except the four with the highest reimbursement amounts, are then calculated. This amount is subtracted from remaining funds to determine funds available for the four remaining transit systems.

If the remaining funds are not adequate to fully fund the four remaining transit systems, reimbursements will be proportionately reduced to stay within available funds. Reduced reimbursement amounts are calculated based on each system's percentage of the total reimbursement for the four systems.

Contact

Barbara Piper
E&D Program Coordinator
(614) 466-2140



Ohio Public Transportation Grant Program (OPTGP)



Provides state operating, capital and planning assistance to providers of public transportation services. Eligibility is limited to Regional Transit Authorities, County Transit Boards, municipalities, or counties that own or operate public transportation systems and private nonprofit corporations that provide public transportation service under the Rural Transit Program in non-urbanized areas.

ELIGIBILITY

ODOT allocates OPTGP Funds among six categories: I. Rail/Bus Systems; II. Large Bus Systems; III. Mid-sized Bus Systems; IV. Intermediate Bus Systems; V. Small Bus Systems; VI. Non-urbanized Bus Systems. Once the categorical funding allocations have been determined, funds are sub-allocated to the individual systems within each category (excluding category VI) using a formula which incorporates system data and performance measures based on ridership, revenue service miles, revenue hours, costs, and farebox revenue.

These funds may be used for any eligible operating, planning or capital project at the discretion of the individual systems. Maximum state participation is 50% of the nonfederal share for net operating costs, 10% of total costs for planning projects and up to 80% of the non-federal share for capital projects (excluding preventive maintenance and ADA expenses).

APPLICATION PROCESS

Existing grantees receive an annual allocation of OPTGP Formula Funds for which they apply for each year. Applications for urbanized areas are due approximately December 15 each year. A combined application can be submitted for capital, operating and planning. Please refer to the Rural Transit criteria for the application process and deadlines in non-urbanized areas.

<http://www.dot.state.oh.us/ptrans/New%20Web%20Site/Transit/optgp.html>

FUNDING

Program funds are approximately \$13 million annually.

Contact

Jane Smelser, Urban Transit Program
Coordinator, (614) 644-8054 or
Brett Harris, Rural Transit Program
Coordinator, (614) 466-7440



Rural Transit



Federal and State funds are used to assist with operating and capital expenses in the provision of general public transportation services in rural and small urban areas. Federal Transit Administration Rural Transit funds (Section 5311) can be used for up to 50% of the net project cost of operating expenses and up to 80% of the cost of capital projects. State General Revenue funds, through the Ohio Public Transportation Grant Program, are also available to provide up to 30% of eligible operating costs and up to 10% of the costs of capital projects.

ELIGIBILITY

Eligible applicants are: Counties, Municipalities, Villages, Regional Transit Authorities, County Transit Boards, Private Nonprofit Corporations designated by a county or municipality and a County or Municipal department on behalf of a county, municipality or village.

Service must be open to the general public and provided within a defined service area. Service may also be provided up to 100 miles outside the service area, and to groups under contract as long as that contract service is also open to the general public. Operating costs associated with this service are eligible for federal and state funding and include any administrative or operating expenses necessary to the provision of rural transportation services, e.g., salaries/fringes, fuel, maintenance, supplies, rent, utilities, etc. Eligible capital activities include the purchase of vehicles, office and garage equipment, purchase or construction of facilities.

APPLICATION PROCESS

Existing grantees receive an annual allocation of Federal and State operating funds for which they can apply each year. ODOT uses a performance-based allocation to annually allocate State and Federal operating funds based on three factors: annual revenue miles of service, ridership, and local funds. Capital funds are discretionary and are approved based on a system's Four-Year Capital and Operating Plan. Applications on behalf of new systems are accepted on a funding availability basis.

Applications are due each September for the following calendar year. A combined application can be submitted for capital and operating assistance.

<http://www.dot.state.oh.us/ptrans/New%20Web%20Site/Transit/rtp.html>

FUNDING

\$12.6M Federal Operating Assistance, \$3.2M Federal Capital Assistance and \$3.8M State Operating Assistance for Federal Fiscal Year 2007.

Contact

Brett Harris
Rural Transit Program Coordinator
(614) 466-7440



Specialized Transportation (Section 5310)



The Federal Transit Administration (FTA) provides Federal funds for the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. The Federal Transit Administration provides 80% of the cost of capital items; the remaining 20% must be provided by local funding, which may include transportation funding from other federal programs other than U.S. Department of Transportation (DOT) programs or from DOT's Federal Lands Highway Program. ODOT writes the specifications and purchases the vehicles with costs reimbursed by FTA and the recipient.

ELIGIBILITY

Private nonprofit (501(c)(3)) corporations, public bodies identified by the state as lead agencies in a coordination project, or public bodies which certify that no private nonprofit corporations exist within their jurisdiction for the provision of elderly and disabled transportation.

APPLICATION PROCESS

Beginning in FY 2007, applications must be competitively selected using a process established by a locally-developed Public Transit - Human Services Transportation Coordinated planning process. Funds are available each Federal Fiscal Year and are distributed through a competitive application process. There are two types of applicants - those from urbanized areas and those from non-urbanized areas. While ODOT administers the program for the entire state, certain responsibilities are assigned to the seventeen Metropolitan Planning Organizations (MPO). ODOT has established the eligibility requirements to be used for all applicants. Each MPO may establish additional eligibility requirements and deadlines to fit its urbanized area's needs so long as such requirements and deadlines are not less restrictive than ODOT's.

<http://www.dot.state.oh.us/ptrans/New%20Web%20Site/Transit/rtp.html>

FUNDING

\$4.5M Federal Transit Administration Funding for Federal Fiscal Year 2007.

Contact

Pat Pikul
Specialized Transp. Program Coordinator,
(614) 644-7237



Job Access and Reverse Commute (JARC) (Section 5316)



Provides Federal Transit Administration (FTA) funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

ELIGIBILITY

- 60% goes to designated recipients in areas with populations over 200,000;
- 20% goes to States for areas under 200,000;
- 20% goes to States for non-urbanized areas;
- States may transfer funds between urbanized and non-urbanized area programs;
- States and designated recipients must select grantees competitively;
- Projects must be included in a locally-developed human services transportation coordinated plan beginning in FY2007;
- 10% of funds may be used for planning, administration and technical assistance;
- Sources for matching funds are expanded to encourage coordination with other programs such as those funded by the Department of Health and Human Services.

APPLICATION PROCESS

The application process for the JARC program will be developed as part of the Human Services Transportation Coordination planning process. All funds from this program “must be derived from a locally developed transportation coordination plan.”

That planning process is underway and will be complete in early 2008 with the first round of projects to be selected in 2008.

MVRPC is the designated recipient for this funding program inside the MPO boundary, and will competitively select sub-recipient projects on an annual basis. A key factor in the selection process will be multiple agencies working together to develop an application that is based on some form of coordination between agencies (sharing vehicles, transporting each other’s clients, cooperating on training drivers, etc.) Also, selected projects should reflect the priorities established by the community during the coordinated planning process. MVRPC will monitor all projects and ensure compliance with Federal assurances, except in the case where funding goes to a designated direct recipient.

http://www.fta.dot.gov/documents/FTA_JARC_Fact_Sheet_Sept05.pdf

FUNDING

For MVRPC MPO area, total annual allocation average: \$303,000.

Contact

Director of Regional Initiative
Bob Steinbach
(937) 223-6323



New Freedom Program (NF - 5317)



Provides Federal Transit Administration (FTA) Section 5317 funding to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. This is a new formula grant program for associated capital and operating costs.

ELIGIBILITY

Funds allocated through a formula based upon population of persons with disabilities.

Allocations to designated recipients areas over 200,000 (60%), to States for areas under 200,000 (20%), and non-urbanized areas (20%), States may transfer funds to urbanized or non-urbanized area programs as long as funds are used for New Freedom Program Purposes.

States and designated recipients must select grantees competitively.

Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture.

Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY2007.

Ten percent of funds may be used for planning, administration and technical assistance.

APPLICATION PROCESS

The application process for the New Freedom program will be developed as part of the Human Services Transportation Coordination planning process. All funds from this program “must be derived from a locally developed transportation coordination plan.” That planning process is underway and will be

complete in early 2008 with the first round of projects to be selected in 2008.

MVRPC is the designated recipient for this funding program inside the MPO boundary, and will competitively select sub-recipient projects on an annual basis. A key factor in the selection process will be multiple agencies working together to develop an application that is based on some form of coordination between agencies (sharing vehicles, transporting each other’s clients, cooperating on training drivers, etc.) Also, selected projects should reflect the priorities established by the community during the coordinated planning process. MVRPC will monitor all projects and ensure compliance with Federal assurances, except in the case where funding goes to a designated direct recipient.

http://www.fta.dot.gov/documents/FTA_New_Freedom_Fact_Sheet_Sept05.pdf

FUNDING

For MVRPC MPO area, total annual allocation average: \$174,000.

Contact

Director of Regional Initiative
Bob Steinbach
(937) 223-6323



Federal Transit Urbanized Area Formula Program (Section 5307)



This Federal Transit Administration (FTA) Program provides funding to urbanized areas and states for capital transit-related purposes.

ELIGIBILITY

Planning, engineering design and evaluation of transit projects and other technical transportation-related studies.

Capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities.

Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

All preventative maintenance and some Americans with Disabilities Act complementary paratransit service are considered capital cost.

APPLICATION PROCESS

The Greater Dayton area has three designated recipients for 5307 funds. They are the transit agencies in the three MPO counties (Greene, Miami and Montgomery). The Region receives an allocation of formula-determined funds, from which MVRPC calculates the amount available to each transit agency and notifies them of that amount on an annual basis. Each designated recipient is then responsible to the Federal Transit Administration for their own application and reporting process.

http://www.fta.dot.gov/funding/grants/grants_financing_3561.html

FUNDING

Total annual allocation \$13 million.

Contact

Director of Regional Initiative
Bob Steinbach
(937) 223-6323