

## CHAPTER VI

### CONGESTION MANAGEMENT STRATEGIES — TRANSIT

#### A. 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 2030 Long Range Transportation Plan addresses future mobility needs by including transit programs and projects that provide alternatives to the private automobile.

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 FTA'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 group 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.

##### 1. *Financial Outlook*

Financial forecasts, for the Greene County Transit Board (Greene CATs) and the Miami County Transit System were provided by the agencies using 2007 dollars. Funding for the periods beyond the TIP was inflated by MVRPC using the FY 2007 US Office of Management and Budget US Budget Economic Assumptions for Consumer Price Index for FY 2012 (2.3 percent per year) to project inflation into the future. This resulted into inflation factors of 1.24 and 1.52 for years 2016 and 2025, the mid-years of the two Plan periods. Financial forecasts for the Greater Dayton Regional Transit Authority were provided by GDRTA in year of expenditure dollars for the same periods, detailed assumptions can be found in Section B below. The analysis shows that the various transit programs are fiscally constrained throughout the life of the Plan.

#### B. 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 2030 LRTP.

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

GDRTA provides approximately 11 million passenger-trips per year through an extensive network of fixed routes, covering nearly 1,000 miles of directional roadways. Further, GDRTA's Transit Hubs, 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 30 bus routes. There are 9 local routes that provide downtown-based service, mostly within the City of Dayton; 7 suburban routes that provide downtown-based service for 18 suburban jurisdictions; 4 cross-town routes that provide service between nine jurisdictions; 3 express routes serving nine jurisdictions, with service to downtown; 2 feeder routes that provide intra-neighborhood service within 4 jurisdictions; 2 Senior Mobility routes; and 3 Rural routes.

## Project Mobility

GDRTA also provides paratransit service for the disabled through Project Mobility. Individuals who are certified as being ADA-eligible for paratransit service can utilize this generally curb-to-curb service, available seven days a week. In accordance with ADA regulations, service is provided for trips that begin and end within  $\frac{3}{4}$  mile of GDRTA's regular fixed routes.

## The Social and Economic Benefits of GDRTA's Service

According to a 2002 study, *The Economic Impact of the Greater Dayton Regional Transit Authority on the Miami Valley*, GDRTA service contributes significantly to the social and economic vitality of the Region. The study concluded that GDRTA generated the following economic impacts in 2002:

- Employment and Income .....\$159,150,000
- Congestion Relief .....\$ 22,650,000
- Affordable Mobility .....\$ 64,350,000

It was estimated that the total benefit from GDRTA's fixed-route operations equals nearly \$246.2 million — or over \$4.32 for every \$1 of expenditure for transit.

## 2. The Future Service

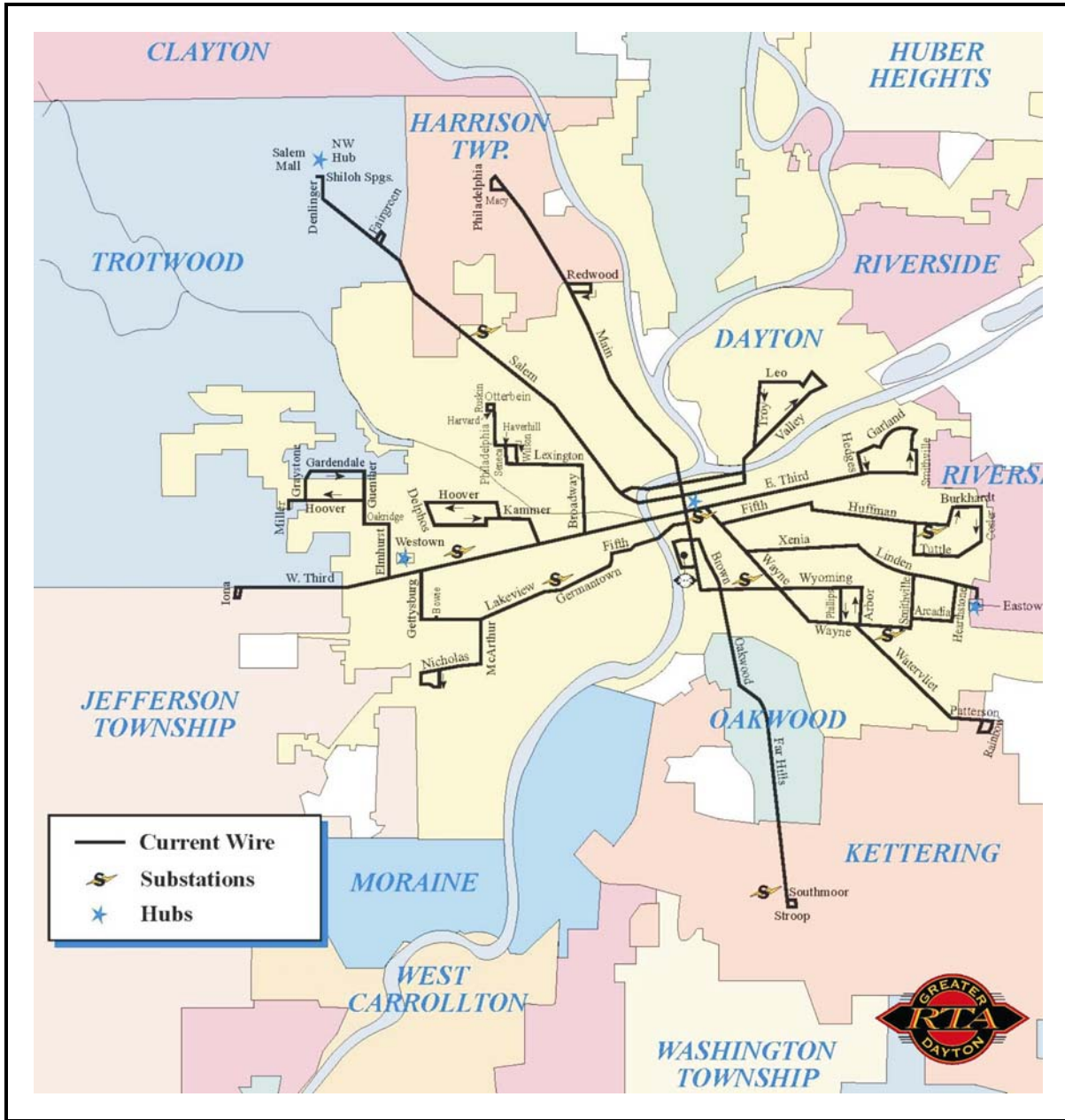
A shift in the commuter travel of Miami Valley residents from the central city to the suburbs has challenged the GDRTA mission. GDRTA is poised to offer customers flexible, broad-based public transportation and has outlined the following programs that will address the community's changing transportation 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. Trolley wire extensions have been completed to logical termini to address the changing transportation needs of our Region. Figure 6.1 depicts GDRTA's current electric trolleybus service system.

**Dayton Aviation Corridor** — A study was funded through a federal earmark to establish the best modes and alignments to provide transportation between the disconnected sites of the Dayton Aviation Heritage National Historical Park, which also would foster economic development. In 2004, after five months of technical study and two intensive rounds of public outreach, the consultant identified a recommended alternative, consisting of enhanced bus service between all the park sites and selected job and educational centers, and a heritage rail system between the West Dayton park sites and downtown Dayton. Further modifications have been proposed by both an additional consultant and community leaders. The study is presently being evaluated by the community, and if the MVRPC review process ultimately recommends

proceeding with construction of the system, it will be placed in the 2030 LRTP. An advisory committee has been established to identify sources of funding that could support this project.

**Figure 6.1 — 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.

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 and being perfected, and new fareboxes were procured for the entire fleet that will accommodate “smart card” technology. 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 events such as the Dayton Air Show and Oktoberfest.

***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 will use the space to enhance transit access on adjacent Market Street. Wire will be installed on Market Street for electric trolleybuses, with signalization and street modifications being made so that all buses will use the Market Street loading facility and more passengers can use the Wright Stop Plaza amenities.

**Job Access** — Jobs are being created 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.

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

**Electric Trolley Overhead Miles** — The new extensions have been completed and are to remain constant. The electric trolley system as it appears today is assumed to remain the same throughout 2030, with the exception of changes necessary to run electric trolleybuses on Market Street adjacent to Wright Stop Plaza.

**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.

### **3. GDRTA Assumptions for 2008 – 2030**

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

**Fiscal Constraints** – GDRTA Long Range Transportation Plan project list is fiscally constrained.

#### **Service and Ridership**

- Service area remains approximately the same. However, new markets will be explored (e.g., possible expansion into Greene and Warren Counties);
- Evaluation of service to the Dayton Aviation Corridor, including heritage rail.

#### **Service Configuration**

- GDRTA will continue its service evolution into a multiple hub/transfer concept;
- GDRTA is in compliance with ADA and will continue to work with human services transportation coordination efforts;
- Annual vehicle hours and vehicle miles remain approximately constant or decline slightly;
- Annual ridership remains approximately constant or declines slightly; and
- Average fare will be modified consistent with inflation.

**Fleet Changes**– With the full implementation of the regional hub plan and trolley plan, GDRTA anticipates a fleet size changes as follows:

- Electric Trolleys – remain at 57;
- Diesels 35’ to 40’ – remain at 142;
- Project Mobility Vehicles increase to 98;

- Simulated Streetcars – remain at 4; and
- Contingency 35’ to 40’’ Diesels – remain at 20 percent.

**Capital Needs** – The following vehicles will be purchased:

- 57 new electric trolley buses,
- 185 new large diesel buses, and
- 294 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 2008-2030 period;
- Engine replacement program;
- Vehicle equipment;
- Transit hubs and operating facilities;
- Office/shop equipment;
- Capitalized leases;
- Planning projects; and
- Community projects.

### **Revenue**

- Annual Section 5307 formula capital allocation meets 80% of all future capital projects;
- Annual Section 5309 formula capital assistance meets 80% of all future capital projects;
- Annual Section 5309 allocation to GDRTA: no new discretionary grant assumed other than that which the GDRTA has already obtained;
- STP allocation to GDRTA: none assumed;
- CMAQ allocation to GDRTA: none assumed;
- State allocation remains constant and can only be used for capital projects;
- Bonding capital: no new issues assumed;
- Sales tax: assumed to remain steady;
- Reserve: the availability of local reserve is predicated on the reserve base being built up to support the level of spending with the Long Range Plan being adjusted accordingly as funds are available; and
- Other (interest, advertising, rentals, etc.): will increase significantly in order to seek other revenue sources to fund operations.

### **Operating Costs**

- Annual operating costs: held constant and adjusted for inflation; and
- Annual debt service goes to zero as the bonds are retired.

#### 4. GDRTA Long Range Plan Project List, Cost, and Revenues

A summary of GDRTA's Long Range project list is presented in Table 6.1 while Appendix C provides a detailed breakdown by analysis period. The capital program, costs and revenues, and sources of revenues for 2008-2030 are presented in detail in Tables 6.2 and 6.3. The expenditures were adjusted to year of expenditure dollars based on an average of two percent per year in all years for operating costs. Capital costs were adjusted based on the expected increase in spending in the project area an average of two percent per period.

**Table 6.1 — GDRTA 2030 LRTP Projects  
(in millions of Year of Expenditure dollars)**

Project	Cost
<i>Capital</i>	<i>275.86</i>
- 57 electric trolley buses (fleet of 57)	37.47
- 185 large diesel buses (fleet of 142)	63.76
- 294 Project Mobility buses (fleet of 98)	30.06
- Electric trolley infrastructure	26.78
- Utility vehicles	6.21
- Engine replacement program	4.77
- Revenue vehicle equipment	8.35
- Transit hubs & operating facilities	43.62
- Other equipment	34.56
- Passenger accommodations	3.31
- Planning projects	3.04
- Leases	9.00
- Community projects	4.95
<i>Operations</i>	<i>1,493.40</i>
<b>Total</b>	<b>1,769.26</b>

Source: GDRTA

**Table 6.2 — GDRTA 2030 LRTP Costs and Revenues  
(in millions of Year of Expenditure dollars)**

Cost Type	Four Year TIP (2008-2011)	Short Term Plan- 9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
<b>Total Costs</b>	<b>304.40</b>	<b>689.60</b>	<b>780.80</b>	<b>1,774.80</b>
- Capital Costs	55.20	103.40	117.30	275.90
- Operating Costs	244.50	585.40	663.50	1,493.40
- Debt Service	4.70	0.80	-	5.50
<b>Total Revenues</b>	<b>304.40</b>	<b>689.60</b>	<b>780.80</b>	<b>1,774.80</b>
- Specified Revenues	283.40	689.60	780.80	1,753.80
- Local Reserve Funds	21.00	-	-	21.00

Source: GDRTA

**Table 6.3 — GDRTA Sources of Revenues**  
(in millions of Year of Expenditure dollars)

Type of Funds	Four Year TIP (2008-2011)	Short Term Plan-9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
<b>Total Capital</b>	<b>47.20</b>	<b>83.91</b>	<b>71.64</b>	<b>202.75</b>
<i>Federal</i>	42.60	78.65	65.80	187.05
- FTA 5307	27.10	31.50	35.00	93.60
- FTA 5309F	8.90	19.80	22.00	50.70
- FTA 5309D/Other	6.60	27.35	8.80	42.75
<i>State Funds</i>	2.40	4.90	5.44	12.74
<i>Non-GDRTA Local</i>	2.20	0.36	0.40	2.96
<b>Total Revenues</b>	<b>283.40</b>	<b>689.60</b>	<b>780.80</b>	<b>1,753.80</b>
<i>Local</i>	180.80	477.39	566.16	1,224.35
- Passenger Revenue	40.70	92.40	103.00	236.1
- Local Other (interest, advert, etc)	6.50	76.99	121.16	204.65
- Local Sales Tax	133.60	308.00	342.00	783.6
<i>Federal</i>	53.20	123.30	137.00	313.5
- Fed. 5307 – Cap. Maint.	34.60	80.10	89.00	203.7
- Fed. 5309 – Cap. Maint.	18.60	43.20	48.00	109.8
<i>State</i>	2.20	5.00	6.00	13.2
<b>Local Reserves</b>	<b>21.00</b>	-	-	<b>21</b>
<b>Grand Total – Capital</b>	<b>47.20</b>	<b>83.91</b>	<b>71.64</b>	<b>202.75</b>
<b>Grand Total – Revenue Sources</b>	<b>304.40</b>	<b>689.60</b>	<b>780.80</b>	<b>1,774.80</b>

Source: GDRTA

### C. GREENE COUNTY TRANSIT BOARD

The Greene County Transit Board is a public body that was formed to provide urban 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.

#### 1. Service Description

The service is a combination of 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. 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 social services agencies.



## 2. Plan Assumptions

The following assumptions were made in developing the Greene CATS project lists, costs, and revenues for the 2030 LRTP:

- No change in the service area or in the amount of service provided;
- No change in fare structure, with \$1 each way in Greene; \$5 each way to Montgomery County; no change in fare-free flex-service;
- 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 6.4 — Greene CATS 2030 LRTP Operating Statistics**

Operating Statistics	Annual Average	Four Year TIP (2008-2011)	Short Term Plan-9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
Vehicle-miles (1,000s)	950	3,800	8,550	9,500	21,850
Vehicle-hours (1,000s)	47	188	423	470	1,081
Fleet Size	-	30	30	30	-
Passenger Trips (1,000s)	120	480	1,080	1,200	2,760

Source: Greene CATS

## 3. Project List, Cost, and Revenues

A summary of the Greene CATS 2030 LRTP project list, costs, and revenues is presented below in Tables 6.5 to 6.7.

**Table 6.5 — Greene CATS 2030 LRTP Projects  
(in millions of 2007 / Year of Expenditure dollars)**

Project	Cost (2007)	Cost (YOE)
<i>Capital</i>	<i>10.78</i>	<i>13.83</i>
- 126 vehicles	8.19	11.06
- Shop tools/equipment	0.12	0.15
- Construct transit operations facility	2.00	2.00
- Transportation enhancement projects	0.23	0.30
- Safety/Security projects	0.23	0.30
- Other	0.01	0.01
<i>Operations</i>	<i>54.05</i>	<i>71.37</i>
<b>Total</b>	<b>64.83</b>	<b>85.21</b>

Source: Greene CATS

**Table 6.6 — Greene CATS 2030 LRTP Costs  
(in millions of 2007 / Year of Expenditure dollars)**

Program	Four Year TIP (2008-2011)	Annual Average	Short Term Plan-9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
Vehicle replacement (12 TIP, 6 per year thereafter)	0.78	0.065*	3.51	3.90	8.19
Shop tools/equipment	0.02	0.005	0.05	0.05	0.12
Facility Construction	2.00	-	-	-	2.00
Transportation enhancement projects	0.04	0.01	0.09	0.10	0.23
Safety/Security projects	0.04	0.01	0.09	0.10	0.23
Other	0.01	0.01	-	-	0.01
Operations	9.40	2.35	21.15	23.50	54.05
<b>Total (2007 dollars)</b>	<b>12.29</b>	<b>-</b>	<b>24.89</b>	<b>27.65</b>	<b>64.83</b>
<b>Total (Year of Expenditure dollars)</b>	<b>12.29</b>	<b>-</b>	<b>30.80</b>	<b>42.12</b>	<b>85.21</b>

Note: \*Cost per vehicle  
Source: Greene CATS and MVRPC

**Table 6.7 — Greene CATS 2030 LRTP Revenues  
(in millions of 2007 / Year of Expenditure dollars)**

Program	Four Year TIP (2008-2011)	Annual Average	Short Term Plan-9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
Passenger	0.07	0.0180	0.16	0.18	0.41
FTA Formula	4.12	1.0300	9.27	10.30	23.69
ODOT Formula	0.63	0.1580	1.42	1.58	3.63
Social Services Agency Contracts	6.92	1.7290	15.56	17.29	39.77
FTA Discretionary	0.24	-	-	-	0.24
ODOT Discretionary	0.18	-	-	-	0.18
Local Land Contribution	0.30	-	-	-	0.30
Other	0.16	0.04	0.36	0.40	0.92
<b>Total (2007 dollars)</b>	<b>12.62</b>	<b>-</b>	<b>26.78</b>	<b>29.75</b>	<b>69.15</b>
<b>Total (Year of Expenditure dollars)</b>	<b>12.62</b>	<b>-</b>	<b>33.10</b>	<b>45.32</b>	<b>91.04</b>

Source: Greene CATS and MVRPC

#### D. 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 department director is responsible for the growth, financial and operational aspects of the department while Laidlaw Transit Services Inc. conducts the day-to-day operations of the transit services.

## 1. Service Description

Miami County Transit System will provide demand responsive transit services within the geographic area to include all 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 will provide service seven days a week. The County anticipates continued increases in additional benefits for the local human service organizations. Many of these organizations will now have the opportunity to utilize Miami County Transit as a method of expanding existing programs.

All passenger trips currently begin and end in Miami County. In limited cases, special transit trips may have destinations (such as major employers, medical facilities, etc.) outside of Miami County, but within ODOT's 50-mile radius constraint. The system currently transports approximately 52,000 passengers annually, but a considerable increase in ridership is anticipated.

The increase in service will require an aggressive approach to the maintenance of the fleet as well as the replacement schedule. The current fleet consists of sixteen vehicles, fifteen of which are lift equipped and handicap accessible. Currently seven vehicles meet disposition standards and will need to be replaced as soon as possible in order to maintain a safe and efficient transportation service.

## 2. Project List, Cost, and Revenues

A summary of the Miami County Transit System's 2030 LRTP project list is presented in Table 6.8 below. The Miami County Commissioners plan to utilize a combination of federal, state, and local funds to financially support the new program and its capital requirements as shown in Tables 6.9 and 6.10.

**Table 6.8 — Miami County Transit 2030 LRTP Projects**  
(in millions of 2007 / Year of Expenditure dollars)

Project	Cost (2007)	Cost (YOE)
<i>Capital</i>	<i>5.84</i>	<i>7.60</i>
- 92 vehicles (fleet of 16)	5.37	7.09
- Amenities	0.14	0.18
- Operating Facility	0.33	0.33
<i>Operations</i>	<i>24.30</i>	<i>32.08</i>
<b>Total</b>	<b>30.13</b>	<b>39.69</b>

Source: Miami County Transit

**Table 6.9 — Miami County Transit 2030 LRTP Costs  
(in millions of 2007 / Year of Expenditure dollars)**

Program	Four Year TIP (2008-2011)	Annual Average	Short Term Plan-9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
Vehicle replacement (4 per year)	0.93	0.0584*	2.10	2.34	5.37
Amenities	0.02	0.0059	0.05	0.06	0.14
Operating Facility	0.33	-	-	-	0.33
Operations	4.23	1.0564	9.51	10.56	24.30
<b>Total (2007 dollars)</b>	<b>5.51</b>	<b>-</b>	<b>11.66</b>	<b>12.96</b>	<b>30.13</b>
<b>Total (Year of Expenditure dollars)</b>	<b>5.51</b>	<b>-</b>	<b>14.44</b>	<b>19.74</b>	<b>39.69</b>

Note: \*Cost per vehicle

Source: Miami County Transit and MVRPC

**Table 6.10 — Miami County Transit 2030 LRTP Revenues  
(in millions of 2007 / Year of Expenditure dollars)**

Program	Four Year TIP (2008-2011)	Annual Average	Short Term Plan-9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
FTA Formula	1.65	0.4140	3.73	4.14	9.52
FTA Discretionary	0.30	0.0760	0.68	0.76	1.75
ODOT Formula	0.17	0.0435	0.39	0.44	1.00
ODOT Fare Assistance	0.16	0.0394	0.35	0.39	0.91
Local	2.89	0.7233	6.51	7.23	16.64
Operating Facility *	0.33	-	-	-	0.33
<b>Total (2007 dollars)</b>	<b>5.51</b>	<b>-</b>	<b>11.67</b>	<b>12.96</b>	<b>30.14</b>
<b>Total (Year of Expenditure dollars)</b>	<b>5.51</b>	<b>-</b>	<b>14.44</b>	<b>19.74</b>	<b>39.69</b>

Note: \*Funded by Federal, State, and Local Sources

Source: Miami County Transit and MVRPC

**E. PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION**

**1. Coordinated Public Transit-Human Services Transportation Plan**

Sections 3012, 3018, and 3019 of SAFETEA-LU require 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. This plan must be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers, as well as the public. Solicitation for grant applications under the 5316 and 5317 programs shall be made in cooperation with the MPO.



In the Dayton urbanized area, MVRPC in cooperation with the regional

transit agencies took the lead in developing the Human Services Plan and is also the designated recipient for Section 5316 and 5317. The Human Services Plan was endorsed by the Board of Directors in April 2008. A summary of the plan findings and recommendations are included below, the recommendations are listed in order of priority and future plan implementation efforts are expected to focus on the top three.

### **Findings**

- Need for better public transit connections across county boundaries;
- Lack of transportation options for late-shift workers;
- Lack of transportation options at night and on weekends;
- Difficulty of finding information on available services;
- Frequency of services on some routes;
- Need for advance scheduling decreasing potential demand; and
- Recognizing lack of transportation options as a high-priority issue.

### **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.

## **2. Program Descriptions**

### **Section 5310 — Specialized Needs of Elderly Individuals and Individuals with Disabilities**

The FTA provides 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. Federal funds provide 80% of the cost of capital items; the remaining 20% must be provided from a local or federal source other than US DOT controlled funds.

Funds are available each federal fiscal year and are distributed through a competitive statewide application process. Eligible applicants are private nonprofit corporations, public bodies certified by the state as lead agencies in a coordination effort, or public bodies which certify that no private nonprofit corporations exist within their jurisdiction for the provision of elderly and disabled transportation. The program allocation in FFY 2007 for the State of Ohio is \$4.5 million.

Within the Region, MVRPC staff assists applicants in the process of applying for funds. ODOT reviews, scores, ranks and approves the applications and also makes arrangements to purchase vehicles and equipment with costs reimbursed by FTA and the recipient.

### Section 5316 — Job Access and Reverse Commute

Section 5316 provides funding for local programs that offer job access services to provide transportation for low income individuals or reverse commute services for individuals, (regardless of income) who may live in the city core and work in the suburbs.

MVRPC is the designated recipient for this funding program, and will competitively select sub-recipient projects on an annual basis. The federal (80 percent) annual allocation for the MPO area is estimated at \$335,000 which amounts to \$419,000 when including the 20% local funding match required of the applicants.

### Section 5317 — New Freedom

Section 5317 provides 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. Provides a new formula grant program for associated capital and operating costs.

MVRPC is the designated recipient for this funding program, and will competitively select sub-recipient projects on an annual basis. The federal (80 percent) annual allocation for the MPO area is estimated at \$191,000 which amounts to \$239,000 when including the 20% local funding match required of the applicants.

### 3. Program Costs and Revenues

Financial forecasts for human services transportation are based on annual averages as shown in the current SFY 2008-2011 TIP and assumed to be in 2007 dollars. Based on the annual averages two plan periods were forecasted: 2012-2020 and 2021-2030. Funding for the periods beyond the TIP were inflated using the FY 2007 US Office of Management and Budget US Budget Economic Assumptions for Consumer Price Index for FY 2012 (2.3 percent per year) to project inflation into the future. This resulted in inflation factors of 1.24 and 1.52 for years 2016 and 2025, the mid-years of the two Plan periods. The results can be seen in Table 6.11. As a result the scope of programs and projects will be constrained by available future revenue.

**Table 6.11 — 2030 Forecasted Cost and Revenues for Human Services Transportation  
(in millions of 2007 / Year of Expenditure dollars)**

Program	Cost/Revenues				
	Four Year TIP (2008-2011)	Annual Average	Short Term Plan-9 years (2012-2020)	Long Term Plan-10 years (2021-2030)	For Full 23 Year Plan
Section 5310	-	4.30*	-	-	-
Section 5316	1.68	0.42	3.77	4.19	9.64
Section 5317	0.96	0.24	2.15	2.39	5.50
<b>Total (2007 dollars)</b>	<b>2.63</b>	<b>-</b>	<b>5.92</b>	<b>6.58</b>	<b>15.13</b>
<b>Total (Year of Expenditure dollars)</b>	<b>2.63</b>	<b>-</b>	<b>7.33</b>	<b>10.02</b>	<b>19.98</b>

Note: \*Section 5310 funding is not forecasted since regional allocation varies annually due to statewide application process  
Source: MVRPC