

Action Item # 5 – July 2024 Title VI Fare Equity Analysis for Proposed Fare Changes

As a recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA) funding, the Greater Dayton Regional Transit Authority (RTA) must comply with Title VI and Environmental Justice regulations. This is to ensure that RTA provides fair and equitable service and amenities delivery and installation, meaningful customer outreach plans, and periodic service/fare equity review processes.

RTA is in compliance with the FTA Title VI program through November 30, 2024, however it is required that the RTA Board of Trustees review and approve the RTA Title VI Fare Equity Analysis. The RTA is requesting the RTA Board of Trustees to review and give approval to submit the July 2024 – Title VI Fare Equity Analysis for Proposed Fare Changes, which will be included in the next Title VI Program update to the FTA website. In addition, the RTA will also make this analysis available on the RTA website.

The Finance/Personnel and Planning Committees discussed this Action Item on July 16, 2024 and support the Chief Customer and Business Development Officer's recommendation to the Board of Trustees.

The Chief Customer and Business Development Officer recommends approval of the July 2024 – Title VI Fare Equity Analysis for Proposed Fare Changes, which will be included in the next Title VI Program update to the FTA website.

Attachments

July 2024 – Title VI Fare Equity Analysis for Proposed Fare Changes

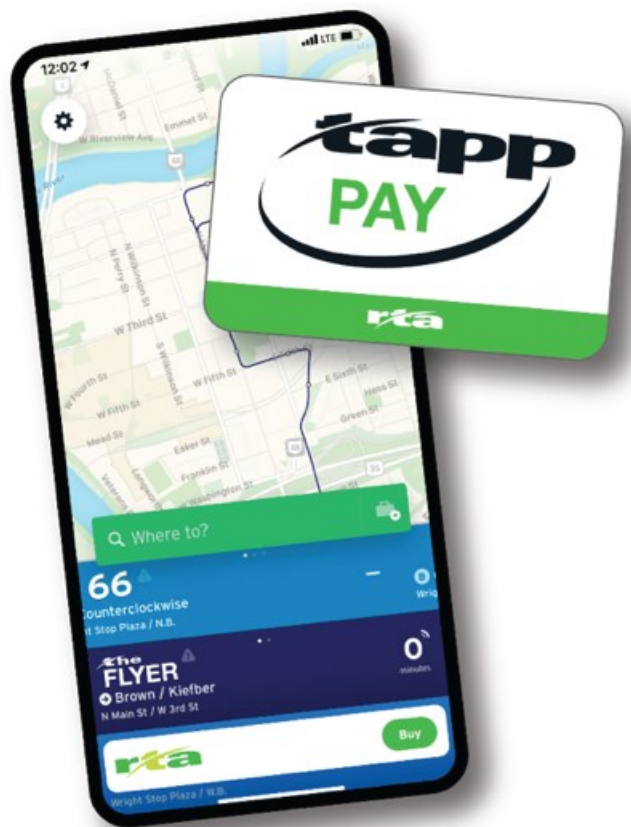
Board Meeting 8/6/2024
Chief, Customer and Business Development



Greater Dayton Regional Transit Authority

Title VI Fare Equity Analysis for Proposed Fare Changes

July 2024



Greater Dayton Regional Transit Authority

4 S. Main Street, Dayton, OH 45402 • P: 937-425-8400 • F: 937-425-8416 • www.iriderta.org

Executive Summary

The Greater Dayton Regional Transit Authority (RTA) located in Dayton, Ohio is the public transit agency that serves Montgomery County and western Greene County. RTA operates a fleet of fixed route and paratransit vehicles. There are over 2,500 stops and over 18 routes throughout the region. Customers use RTA for more than 6 million trips each year.

This report documents RTA’s fare equity analysis of its proposed fare changes, including related public engagement efforts. The purpose of the fare equity analysis is to determine, prior to implementing changes to certain fare structures, whether the planned changes will have a disparate impact on the basis of race, color, or national origin, or if low-income populations will bear a disproportionate burden as a result of these proposed changes.

The fare equity analysis involved a technical analysis using rider survey data and public input collected through our community engagement process. Public input collected at RTA’s public hearings in April 2024, and meetings with our internal Customer Advocacy Group throughout the entire process helped RTA’s decision-making process in the final proposed fare changes.

To provide high quality, accessible services to its customers, in 2020 RTA decided to replace its existing cash and magnetic ticket-based Automated Fare Collection system with a new fare payment system. The new payment system (Tapp Pay) is a closed loop, account-based ticketing system offered through a mobile app via the Transit app, and smartcards. The new payments system is available on both fixed route and paratransit services.

RTA’s equity analysis and public feedback process found that the fare structure changes as shown in Figure 1, did not create disparate impact(s) or disproportionate burden(s).

RTA does note that during the public feedback process individuals did state that the cost would be too high, but that it wouldn’t necessarily be considered a disparate or disproportionate impact/burden.

| Fixed Route | Current | 24-Sep | 25-Jan | 25-May | 25-Sep | 26-Jan |
|-----------------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Single Ride - Adult | \$2.00 | \$2.10 | \$2.20 | \$2.30 | \$2.40 | \$2.50 |
| Single Ride - Reduced | \$1.00 | \$1.05 | \$1.10 | \$1.15 | \$1.20 | \$1.25 |
| Daily - Adult | \$4.00 | \$4.50 | \$5.00 | \$5.50 | \$6.00 | \$6.50 |
| Daily - Reduced | \$2.00 | \$2.25 | \$2.50 | \$2.75 | \$3.00 | \$3.25 |
| Monthly - Adult | \$55.00 | \$60.00 | \$65.00 | \$70.00 | \$75.00 | \$80.00 |
| Monthly - Reduced | \$32.00 | \$32.00 | \$32.50 | \$35.00 | \$37.50 | \$40.00 |

| Paratransit Service | Current | 24-Sep | 25-Jan | 25-May | 25-Sep | 26-Jan |
|----------------------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Single Ride | \$3.50 | \$4.00 | \$4.25 | \$4.50 | \$4.75 | \$5.00 |
| Daily | \$7.00 | \$9.00 | \$10.00 | \$11.00 | \$12.00 | \$13.00 |
| Monthly | \$115.00 | \$120.00 | \$130.00 | \$140.00 | \$150.00 | \$160.00 |

| On-Demand Service | Current | 24-Sep | 25-Jan | 25-May | 25-Sep | 26-Jan |
|---------------------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Single Ride | No Charge | \$1.00 | \$2.00 | \$3.00 | \$4.00 | \$5.00 |
| No Show/Late Cancellation | No Charge | \$1.00 | \$2.00 | \$3.00 | \$4.00 | \$5.00 |

Figure 1

RTA staff recommends implementing and continuing several mitigation measures to address concerns raised during the public feedback process:

- Implement the fare changes in phases and minimize the number of phases to reduce confusion.
- Delay implementation of changes to allow more advance notification and communication of fare changes.
- Lower the first phase price level for Connect On-Demand considering that the fare is currently free of charge.
- Continuing providing account-based payments, which include daily and monthly fare cap rates.
- Continuing to add more locations to the retail network, specifically in minority and low-income neighborhoods.
- Continuing allowing customer accounts to go negative to access cash conversion locations.
- Allow customers who are unaware that cash is not an acceptable form on payment on-board the vehicle, to board mid-trip and disembark at transit centers to access the payment system for further travel.

Fare Equity Analysis on Proposed Fare Changes

Introduction

A fare equity analysis of the proposed fare changes was completed using survey results from a statistically valid 2024 Title VI rider intercept survey conducted by RTA. The fare equity analysis was performed in accordance with the requirements of the Federal Transit Administration’s Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients and RTA’s 2019 Title VI Program.

The purpose of the fare equity analysis is to determine, prior to implementing changes, whether the planned changes will have a disparate impact on the basis of race, color, or national origin, or if low-income populations will bear a disproportionate impact burden of the changes.

Background

RTA recently upgraded to its new fare system, Tapp Pay. The system upgrade provided customers with fare equity through rate capping, along with a faster, convenient, and secure approach to paying their fares.

While the costs of most goods and services have increased substantially over the last 4 years, RTA has not increased fares in 6 years. Figure 2 shows the history of RTA fares dating back to 2009.

| Fare Type | 2009 | 2010 | 2012 | 2017 | 2018 | 2019 | 2020 | 2021 | 24-Sep | Jan-25 | May-25 | Sep-25 | Jan-26 |
|---------------------------------------|---------|------|--------|-----------|----------|------|------|--------|----------|----------|----------|----------|----------|
| Single Trip - Regular | \$1.75 | | | | \$2.00 | | | | \$2.10 | \$2.20 | \$2.30 | \$2.40 | \$2.50 |
| Single Trip - Reduced | \$0.85 | | | | \$1.00 | | | | \$1.05 | \$1.10 | \$1.15 | \$1.20 | \$1.25 |
| Single Trip - Paratransit | \$3.50 | | | | | | | | \$4.00 | \$4.25 | \$4.50 | \$4.75 | \$5.00 |
| Single Trip - On-Demand | | | | No Charge | | | | | \$1.00 | \$2.00 | \$3.00 | \$4.00 | \$5.00 |
| No Show/Late Cancellation - On-Demand | | | | No Charge | | | | | \$1.00 | \$2.00 | \$3.00 | \$4.00 | \$5.00 |
| Day - Regular | | | \$5.00 | | \$4.00 | | | | \$4.50 | \$5.00 | \$5.50 | \$6.00 | \$6.50 |
| Day - Reduced | | | | | \$2.00 | | | | \$2.25 | \$2.50 | \$2.75 | \$3.00 | \$3.25 |
| Day - Paratransit | | | | | | | | \$7.00 | \$9.00 | \$10.00 | \$11.00 | \$12.00 | \$13.00 |
| Monthly - Regular | \$55.00 | | | | | | | | \$60.00 | \$65.00 | \$70.00 | \$75.00 | \$80.00 |
| Monthly - Reduced | \$32.00 | | | | | | | | \$32.00 | \$32.50 | \$35.00 | \$37.50 | \$40.00 |
| Monthly - Paratransit | | | | | \$115.00 | | | | \$120.00 | \$130.00 | \$140.00 | \$150.00 | \$160.00 |

Figure 2

In fact, due to the introduction of Tapp Pay and fare capping in 2021, many customers have saved money by never paying more than the daily or 31-day rolling maximum rate. Other fares, such as Paratransit have not been increased in 15 years and remain below the maximum allowed by the Federal Transportation Administration.

RTA receives most of its operating funding through sales tax and utilizes federal and state funding to support the purchase and maintenance of our assets, such as vehicles and facilities. RTA is proposing a fare increase because the costs are increasing to provide services, and sources of revenue are not keeping up with the rate of inflation (Figure 3).

| | 2022 vs. 2023 |
|-----------|---------------|
| Inflation | 4% |
| Sales Tax | 1% |
| Expenses | 15% |
| Revenues | -0.43% |

Figure 3

In 2022, of total operating costs across all modes and all US transit systems, 16.6% were recovered through fares. RTA recovered 7% of operating costs through fare revenues in 2022 (Figure 4).

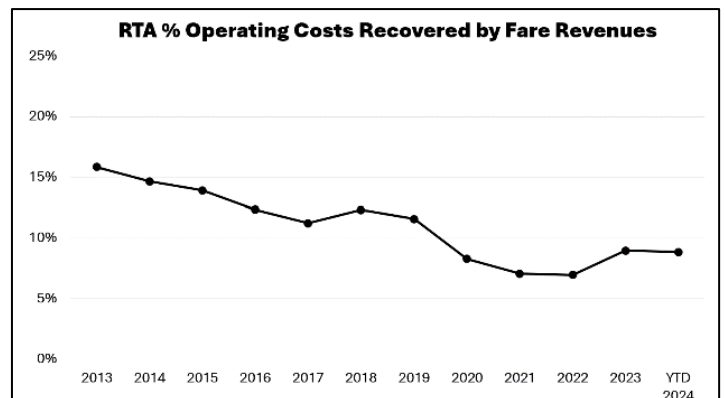


Figure 4

Figure 5 outlines the draft Tapp Pay policy areas recommended in the preliminary analysis. The initial findings provided content for early community engagement efforts and helped frame issues for discussion in this formal Title VI analysis.

| Policy Area | Proposed Change |
|--------------|--|
| Fare Pricing | Implement fare increases across all services and introduce new fares to RTA's On-Demand Service. |

Figure 5

Early Mitigations

While RTA found no findings of disparate impacts or disproportionate burdens, RTA is still implementing steps to avoid, minimize, or mitigate impacts where practicable. Thus, preparing for the transition from the existing fare structure to the new structure, the RTA identified the following:

- Implement the fare changes in phases and minimize the number of phases to reduce confusion.
- Delay implementation of changes to allow more advance notification and communication of fare changes.
- Lower the first phase price level for Connect On-Demand considering that the fare is currently free of charge.

The next sections of the report describe RTA's approach to the technical analysis and process to collect early input on how proposed fare changes may affect minority and low-income populations in the service area. In the following section the technical analysis results and public feedback are presented per our Title VI Program.

Fare Equity Technical Analysis

Per the RTA's policy on Major Service Change and Fare Equity Analysis, Customer & Business Development Policy 6, for proposed changes that would increase or decrease fares on the entire system, or on any mode, or by fare payment type or fare media, the RTA shall analyze any available information generated from annual ridership surveys indicating whether minority and/or low-income customers are disproportionately more likely to use the mode of service, payment type, or payment media that would subject to the fare change. The RTA will describe the techniques and/or technologies used to collect data for analysis in its documentation of application of the Monitoring Procedure.

The RTA will conduct the following steps in accordance with this policy:

- Determine the number and percent of overall customers, minority, and low-income users of each fare media being changed;
- Review current fares vs. proposed fare change;
- Compare the statistical percentage differences for each particular fare media between minority users and overall users; and
- Compare the statistical percentage differences for each particular fare media between low-income users and overall users.

The first portion of the technical equity analysis used data from the 2024 RTA on-board rider survey on fares. The survey was conducted from March to June 2024 and included a total of 818 individual rider responses. The 802 2024 fixed route rider survey responses were based on 2023 ridership and a sampling of the current service routes. The 16 paratransit survey responses were collected via a phone survey (*Appendix A*).

While most of the policy options could be analyzed using this rider survey data, a few options could only be analyzed using demographic data and GIS maps to evaluate the policy impacts on minority and low-income populations compared to non-minority and non-low-income populations. The customers survey analysis in the tables (Figure 6, 7, 8) show that the fare categories of minorities and low-income groups mirror closely with overall usage and one category is not used 20% more by these groups than the overall users which is the threshold percentage for disparate impact or disproportionate burden in RTA's Title VI policies.

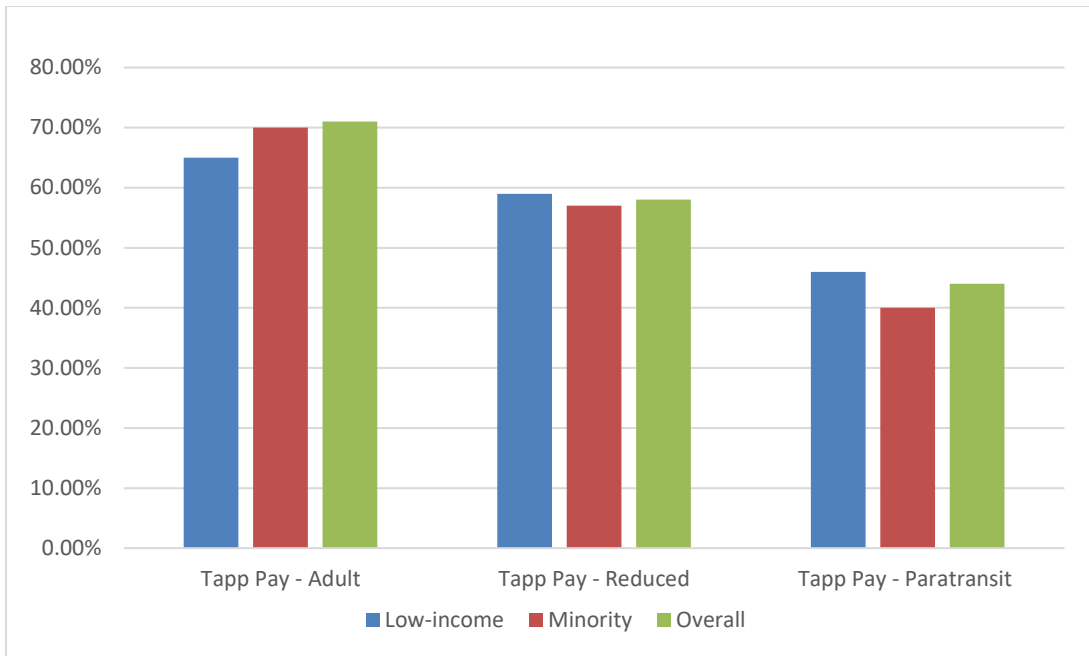


Figure 6 – RTA Surveys April – June 2024

| Fare Type | Cost | | Change | | Usage by Group | | | | |
|---------------------------|----------|----------|----------|------------|----------------|-------|----------|--------|---------|
| | Existing | Proposed | Absolute | Percentage | Low-income | Diff | Minority | Diff | Overall |
| Single Trip - Adult | \$2.00 | \$2.50 | \$0.50 | 25.0% | 65.0% | -9.2% | 70.0% | -1.4% | 71.0% |
| Daily - Adult | \$4.00 | \$6.50 | \$2.50 | 62.5% | | | | | |
| Monthly - Adult | \$55.00 | 80 | \$25.00 | 45.5% | | | | | |
| Daily Reduced | \$2.00 | 3.25 | \$1.25 | 62.5% | 59.0% | 1.7% | 57.0% | -1.8% | 58.0% |
| Single Trip - Reduced | \$1.00 | \$1.25 | \$0.25 | 25.0% | | | | | |
| Monthly - Reduced | \$32.00 | 40 | \$8.00 | 25.0% | | | | | |
| Single Ride - Paratransit | \$3.50 | \$5.00 | \$1.50 | 42.9% | 46.0% | 4.3% | 40.0% | -10.0% | 44.0% |
| Daily - Paratransit | \$7.00 | \$13.00 | \$6.00 | 85.7% | | | | | |
| Monthly - Paratransit | \$115.00 | \$160.00 | \$45.00 | 39.1% | | | | | |

Figure 7- Percentage Usage and Ridership by Fare Type

| Fare Type | Cost | | Change | | Usage by Group | | |
|--------------------------|----------|----------|----------|------------|----------------|-----------|-----------|
| | Existing | Proposed | Absolute | Percentage | Low-income | Minority | Overall* |
| Single Trip - Regular | \$2.00 | \$2.50 | \$0.50 | 25.0% | 2,380,492 | 2,603,663 | 3,719,519 |
| Daily - Adult | \$4.00 | \$6.50 | \$2.50 | 62.5% | | | |
| Monthly - Adult | \$55.00 | 80 | \$25.00 | 45.5% | | | |
| Daily Reduced | \$2.00 | 3.25 | \$1.25 | 62.5% | 273,920 | 287,849 | 464,272 |
| Single Trip - Reduced | \$1.00 | \$1.25 | \$0.25 | 25.0% | | | |
| Montly - Reduced | \$32.00 | 40 | \$8.00 | 25.0% | | | |
| Single Ride - Pratransit | \$3.50 | \$5.00 | \$1.50 | 42.9% | 45,692 | 39,732 | 99,330 |
| Daily - Paratrnasit | \$7.00 | \$13.00 | \$6.00 | 85.7% | | | |
| Montly - Paratransit | \$115.00 | \$160.00 | \$45.00 | 39.1% | | | |

* 2023 Tapp Pay Ridership via Masabi

Figure 8 - Percentage Usage and Ridership by Fare Type

Public Participation Plan

The Greater Dayton RTA complies with Federal Transit Law 49 United States Code (USC) Chapter 53, Section 5307 (d)(1)(I) by developing a locally written process for soliciting and considering public comment before raising a fare or carrying out a major service reduction. In addition, the following public outreach and participation plan meets the requirements of U.S. DOT Order 5610.2(a), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, FTA C 4703.1 Environmental Justice.

The RTA employs several means to communicate to the general public regarding the activities it performs including LEP (limited-English proficient) and minority populations. The communication activities may focus in different mediums depending on the program or population affected. These include but are not limited to:

Public Information and Notifications

RTA publishes notices, brochures and tables regarding RTA proposals or programs, including how the public can obtain information and make comments, where meetings are to take place, and other applicable information. The notices for public input are posted 30 days in advance so the public has time to consider proposals and make comments. The notice methods include:

- Press releases to local and state media
- RTA Bustime Alerts: text and/or e-mail alerts to customers
- Website links and articles
- On bus advertising with interior cards, exterior bus banners, onboard enunciator, and TV monitors on partial bus fleet
- 11x17 poster with QR code placed on the bus fleet
- On bus audio announcements
- Transit Center posters
- Spanish press release was available at the public hearing and available upon request and posted to our website. Spanish materials were also available upon request.
- On board customer surveys to receive customer feedback on service change proposals from those who are directly affected by the proposed changes

Meeting Location

When RTA wants to advise the public of specific projects that will have a direct impact on customers, RTA staff will conduct personal interviews at the major downtown transit center and transcribe oral comments or assist customers with computer surveys to receive customer input. The meetings for the proposed changes were held at Wright Stop Plaza at two different times. This location has convenient access to transit and are centrally located so that anyone in its service area can attend meetings and receive information about any RTA activities that will impact them, especially LEP and minority populations. Meetings were held at two different times of the day for easier access. The public meeting location was accessible to those with disabilities. Also, the Rider Survey was available for attendees to fill out. If notified five (5) days prior to the meeting, language or hearing interpreters were made available. Figure 9 shows the meeting schedule for the public hearing on the proposed fare changes.

| Meeting Date | Location | Area Focus | Number of Attendees | Language Translation at Meeting |
|--|---|-------------------|------------------------|---------------------------------|
| Wednesday, April 17, 2024 9:00am to 11:00am | 4 South Main Street Dayton, Ohio 45402 | Montgomery County | 17 citizens 6 staff | None Requested |
| Thursday, April 18, 2024 4:00pm to 6:00pm | 4 South Main Street Dayton, Ohio 45402 | Montgomery County | 17 citizens 6 staff | None Requested |

Figure 9 - Tapp Pay Title VI Public Engagement Meetings

On critical issues such as major service changes and all fare changes, RTA conducts public meetings that utilize one-on-one interviews with customers. RTA staff prepares proposals in sufficient detail and makes copies available prior to the meeting for interested individuals. Images to the right are from the public meetings conducted on these proposed fare changes.



If the proposal involves service changes, maps are made available. Since each customer can be affected differently than another customer, obtaining comments this way allows for an individualized response to an individual need. RTA staff will conduct personal interviews and transcribe oral comments if written comments are not possible.

Meetings will have sign-up sheets available and if no one is in attendance, staff will wait for 10 minutes and then announce the reason for the meeting, a statement that no one is in attendance and close the meeting. Customers are also able to leave audio messages on an advertised phone number prior to the advertised deadline for public feedback and the comments are transcribed for RTA’s analysis along with all public feedback received. The public comments are presented at Board of Trustee Committee meetings so that they are part of the decision-making process. (*Appendix B*)

Website

RTA’s website provides round-the-clock information on the transit system, including fare structures, route schedules and maps. Any changes in service, such as weather anomalies, traffic reroutes, or holiday hours, are made available on the site. RTA press releases and customer newsletters are published on the site. The site has Google Translation software for on demand translation to Spanish. RSS messages can be sent to customer phones for immediate service alerts when they sign-up for the service. Customers also may apply online to become a member of RTA’s Customer Advocacy Group. This council is representative of both minority and non-minority groups.

Explanation and Analysis of Potential Adverse Effects to Proposed Fare Changes

| Fixed Route | Explanation | Analysis of Potential Adverse Effects |
|-----------------------|--|---|
| Single Ride - Adult | The current rate is \$2.00. The proposed max rate would increase this fare by \$.50 to \$2.50. | The increase of single ride - adult fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |
| Single Ride - Reduced | The current rate is \$1.00. The proposed max rate would increase this fare by \$.25 to \$1.25. | The increase of single ride - reduced fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |

| Fixed Route | Explanation | Analysis of Potential Adverse Effects |
|---------------------|--|---|
| Daily - Adult | The current max daily rate is \$4.00. The proposed max rate would increase this fare by \$2.50 to \$6.50. | The increase of daily - adult fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |
| Daily - Reduced | The current max daily rate is \$2.00. The proposed max rate would increase this fare by \$1.25 to \$3.25. | The increase of daily - reduced fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |
| Monthly - Adult | The current max monthly rate is \$55.00. The proposed max rate would increase this fare by \$25.00 to \$80.00. | The increase of monthly – adult fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |
| Monthly - Reduced | The current max monthly rate is \$32.00. The proposed max rate would increase this fare by \$8.00 to \$40.00. | The increase of monthly – reduced fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |
| Paratransit Service | Explanation | Analysis of Potential Adverse Effects |
| Single Ride | The current rate is \$3.50. The proposed max rate would increase this fare by \$1.50 to \$5.00. | The increase of single ride paratransit fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |
| Daily | The current max daily rate is \$7.00. The proposed max rate would increase this fare by \$6.00 to \$13.00. | The increase of daily paratransit fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |
| Monthly | The current max monthly rate is \$115.00. The proposed max rate would increase this fare by \$45.00 to \$160.00. | The increase of monthly paratransit fare does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall. (See figure 7) |

| On-Demand Service | Explanation | Analysis of Potential Adverse Effects |
|---------------------------|---|--|
| Single Ride | There is no current fare charged. The proposed rate would increase this fare by \$5.00. | We do not have demographics of the users of this service. We have limited data provided to us from Uber, Lyft, and Taxi providers. |
| No Show/Late Cancellation | There is no current no show/late cancellation charge. The proposed rate would increase this fare by \$5.00. | We do not have demographics of the users of this service. We have limited data provided to us from Uber, Lyft, and Taxi providers. |

Summary of Analysis on Proposed Fare Changes

RTA used the 2024 data from a rider survey on fares for the fare equity analysis. A copy of the survey and summary of responses to the survey can be found in Appendix A. The 2024 survey collected the following information pertinent to the fare equity analysis:

- Fare Types (Adult, Reduced, Paratransit)
- Fare Products (Tickets, Passes)
- Where the fare was purchased
- Availability of checking or savings account
- Availability of regular debit or credit card
- Ethnicity
- Income
- English proficiency
- Language spoken at home

The survey data on ethnicity was used to evaluate the potential impacts on minority trips, where “minority” was defined as all races/ethnicities besides white, non-Hispanic. The survey data on income was used to evaluate the potential impacts on low-income trips, where “low-income” was defined as at or below 150% of the federal poverty level set by the U.S. Department of Health and Human Services.

A copy of the survey instrument is included at the end of this appendix. The fare equity analysis used the survey data on minority and low-income trips.

The equity analysis shows no disparate impact for increasing fares. The Fare increase does not meet the 20% threshold of disparate impact or disproportionate burden for low-income riders and minority riders when compared to riders overall.

Appendix A



Greater Dayton RTA: 2024 Title VI Survey

1. If riding the bus today, what is the route number, your starting, and ending point?

Route #

Starting Nearest Street/Cross Street Name

Ending Nearest Street/Cross Street Name

2. Typically, how often do you ride RTA?

- A few times a month
- A few times a week
- Every day

3. Which days do you usually ride RTA?

- Everyday
- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday

4. What is the main purpose in using RTA for your trip today?

- Work
- School (Middle or High)
- Shopping
- Social Service
- Social Visit
- Doctor or Medical Visit
- College
- Other (please specify)

5. How many separate buses do you have to use to make this one-way trip to where you are going now?

- 1 Bus
- 2 Buses
- 3 or More

6. Do you have a vehicle you could have used to make this trip-either as the driver or passenger?

- Yes
- No

7. How much do you spend per month on your individual RTA service?

- \$55
- \$50 to \$54
- \$40 to \$49
- \$30 to \$39
- \$20 to \$29
- \$10 to \$19
- \$1 to \$9
- \$0

8. Do you own a smartphone?

- Yes
- No

9. Are you eligible for reduced fare or paratransit?

- Yes
- Reduced Fare
- Paratransit
- No

10. How did you pay for your most recent trip?

- Tapp Pay on Smartcard
- Tapp Pay on Transit App (Phone)
- Day Pass
- Monthly Pass
- Other (please specify)

11. Where did you load value to your Tapp Pay account, or receive your monthly or daily pass?

- Ticket Vending Machine/Kiosk
- Transit app
- Retail Store (ex. CVS, Walmart, etc.)
- Tapp Pay Website
- School or Place of Employment
- Social Service Agency
- Other (please specify)

12. Where and what payment method do you typically utilize to load funds to your Tapp Pay account? (Choose one)

| | Payment Method |
|------------------------|----------------------|
| Ticket Vending Machine | <input type="text"/> |
| Transit app | <input type="text"/> |
| Retail Outlet | <input type="text"/> |
| Tapp Pay Website | <input type="text"/> |

13. How often do you load funds to your Tapp Pay account?

- Daily
- Weekly
- Bi-Weekly
- Monthly

14. What type of bank account do you have?

- Checking
- Savings
- Checking and Savings
- Neither

15. Do you use a pre-paid debit card, bank issued debit, or credit card?

- Yes (check all that apply):
- Pre-paid debit card
- Bank issued debit card
- Bank issued credit card
- No

16. If you could pay your fare on the bus with your personal debit or credit card, and still be provided with the lowest fare possible would you?

- Yes
- No

17. Including yourself, how many people live in your household?

18. How many trips have you taken on RTA in the last month? (count each direction as 1 trip)

19. What is the zip code of your residence?

20. Which applies to you presently?

- Employed work outside residence
- Employed work from home
- Student
- Homemaker
- Retired
- Unemployed
- Other (please specify)

21. What is your age?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

22. Are you: (Check one)

- Asian/Pacific Islander
- Caucasian/White
- African American/Black
- Hispanic/Latino
- Native American Indian
- Multi-racial/bi-racial
- Other (please specify)

23. Do you speak a language other than English at your residence?

- Yes
- No

If yes, please specify other language(s)

24. What is your households annual income?

- Less than \$15,000
- \$15,000 - \$24,999
- \$25,000 - \$34,999
- \$35,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- More than \$200,000

25. How well do you speak English?

- Very Well
- Well
- Not Well
- Not at All

Greater Dayton RTA: 2024 Title VI Survey

Friday, June 28, 2024

Powered by  SurveyMonkey

802

Total Responses

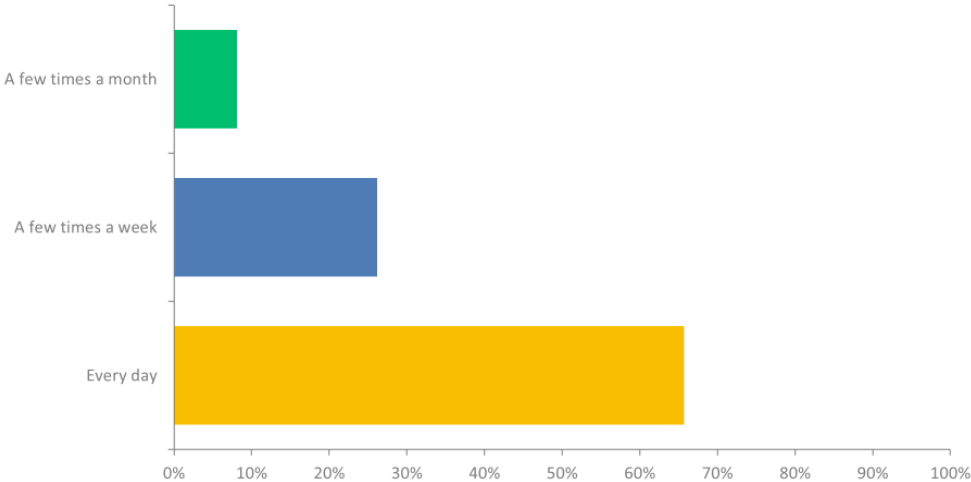
Date Created: Friday, March 22, 2024

Complete Responses: 802

Powered by  SurveyMonkey

Q2: Typically, how often do you ride RTA?

Answered: 791 Skipped: 11



Powered by SurveyMonkey

Q2: Typically, how often do you ride RTA?

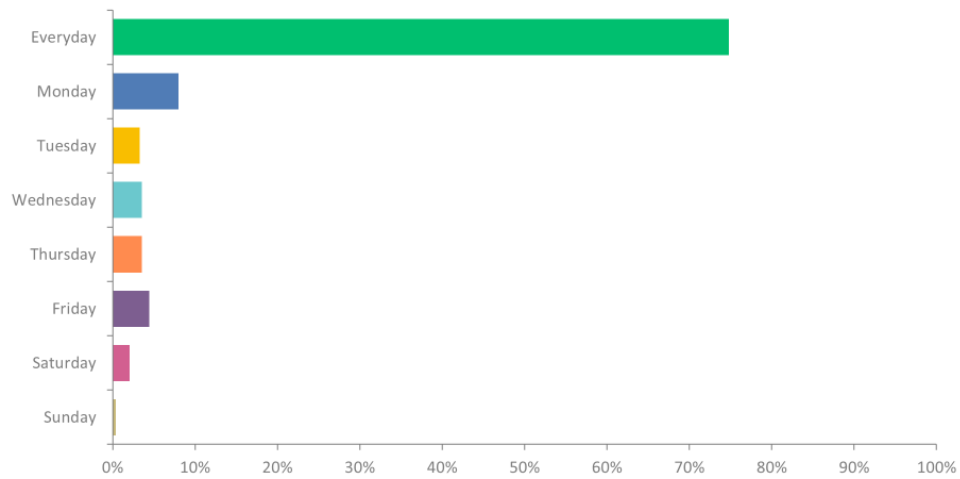
Answered: 791 Skipped: 11

| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|-----|
| A few times a month | 8.09% | 64 |
| A few times a week | 26.17% | 207 |
| Every day | 65.74% | 520 |
| TOTAL | | 791 |

Powered by SurveyMonkey

Q3: Which days do you usually ride RTA?

Answered: 790 Skipped: 12



Powered by SurveyMonkey

Q3: Which days do you usually ride RTA?

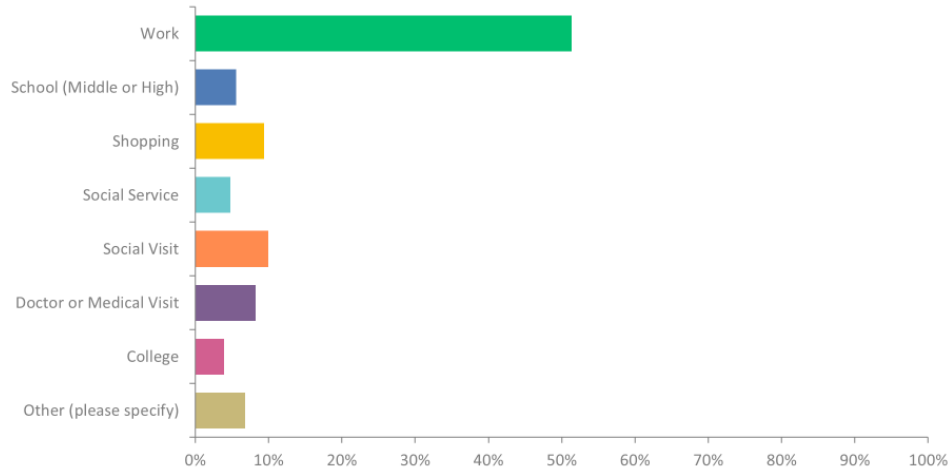
Answered: 790 Skipped: 12

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Everyday | 74.81% | 591 |
| Monday | 7.97% | 63 |
| Tuesday | 3.29% | 26 |
| Wednesday | 3.54% | 28 |
| Thursday | 3.54% | 28 |
| Friday | 4.43% | 35 |
| Saturday | 2.03% | 16 |
| Sunday | 0.38% | 3 |
| TOTAL | | 790 |

Powered by SurveyMonkey

Q4: What is the main purpose in using RTA for your trip today?

Answered: 791 Skipped: 11



Powered by SurveyMonkey

Q4: What is the main purpose in using RTA for your trip today?

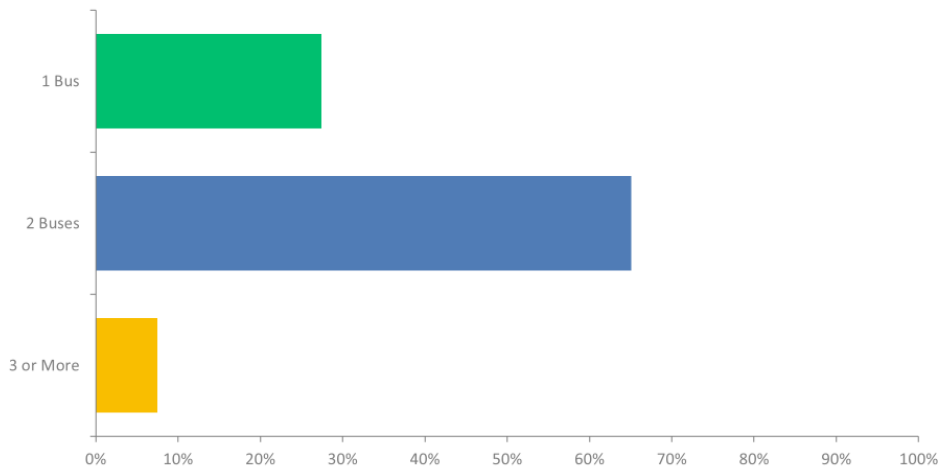
Answered: 791 Skipped: 11

| ANSWER CHOICES | RESPONSES | |
|-------------------------|-----------|------------|
| Work | 51.33% | 406 |
| School (Middle or High) | 5.56% | 44 |
| Shopping | 9.36% | 74 |
| Social Service | 4.80% | 38 |
| Social Visit | 9.99% | 79 |
| Doctor or Medical Visit | 8.22% | 65 |
| College | 3.92% | 31 |
| Other (please specify) | 6.83% | 54 |
| TOTAL | | 791 |

Powered by SurveyMonkey

Q5: How many separate buses do you have to use to make this one-way trip to where you are going now?

Answered: 787 Skipped: 15



Powered by SurveyMonkey

Q5: How many separate buses do you have to use to make this one-way trip to where you are going now?

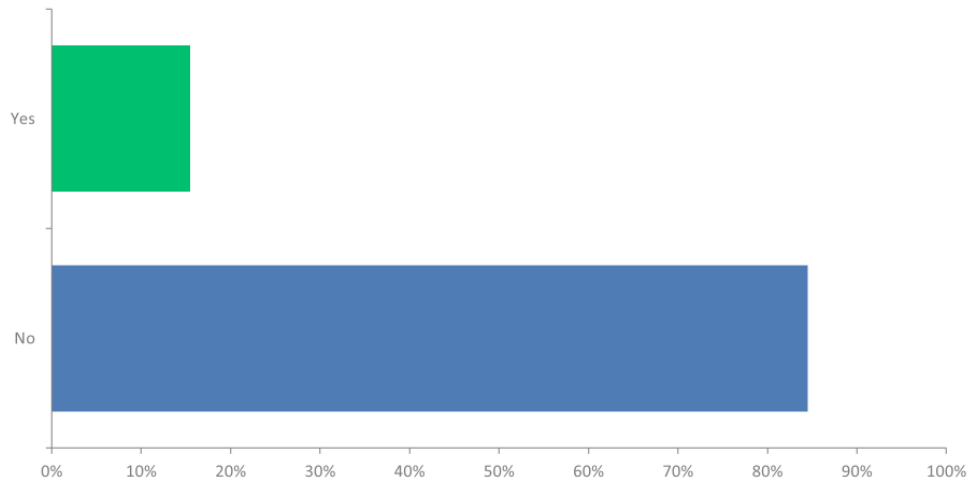
Answered: 787 Skipped: 15

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| 1 Bus | 27.45% | 216 |
| 2 Buses | 65.06% | 512 |
| 3 or More | 7.50% | 59 |
| TOTAL | | 787 |

Powered by SurveyMonkey

Q6: Do you have a vehicle you could have used to make this trip-either as the driver or passenger?

Answered: 788 Skipped: 14



Powered by SurveyMonkey

Q6: Do you have a vehicle you could have used to make this trip-either as the driver or passenger?

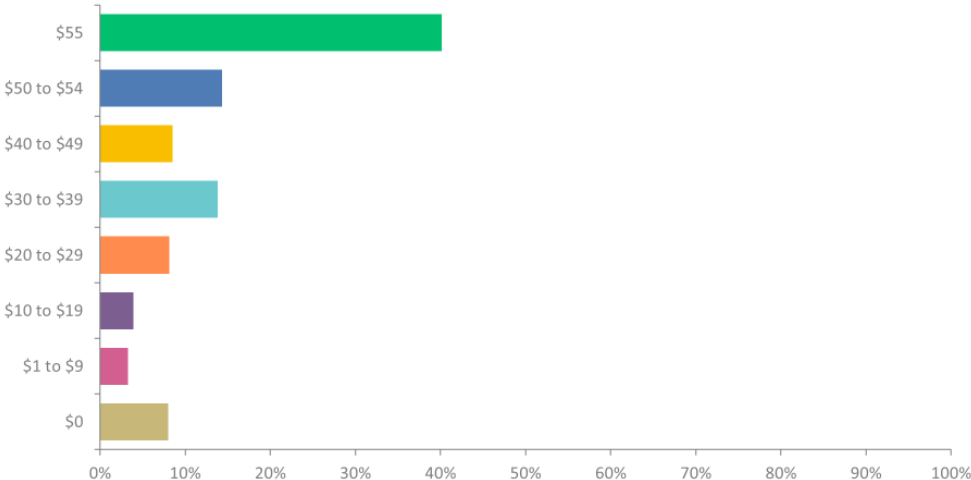
Answered: 788 Skipped: 14

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 15.48% | 122 |
| No | 84.52% | 666 |
| TOTAL | | 788 |

Powered by SurveyMonkey

Q7: How much do you spend per month on your individual RTA service?

Answered: 790 Skipped: 12



Powered by SurveyMonkey

Q7: How much do you spend per month on your individual RTA service?

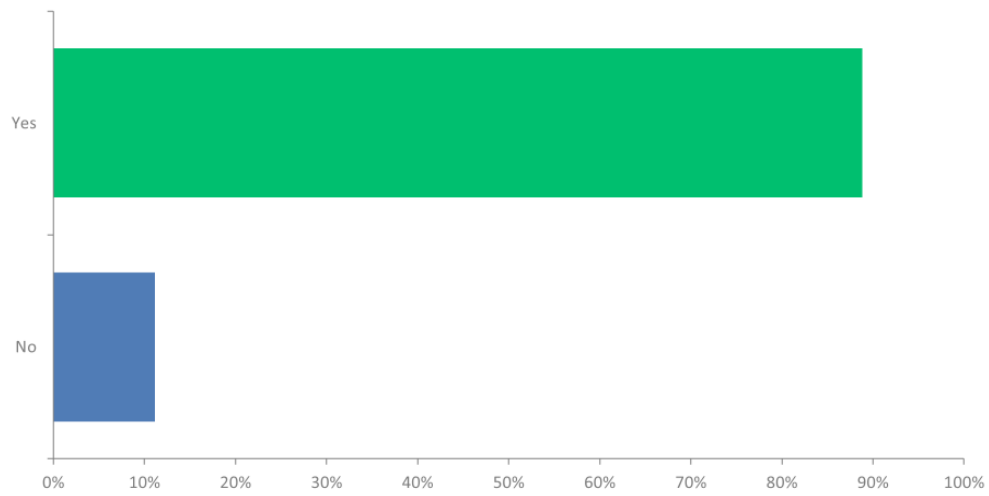
Answered: 790 Skipped: 12

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| \$55 | 40.13% | 317 |
| \$50 to \$54 | 14.30% | 113 |
| \$40 to \$49 | 8.48% | 67 |
| \$30 to \$39 | 13.80% | 109 |
| \$20 to \$29 | 8.10% | 64 |
| \$10 to \$19 | 3.92% | 31 |
| \$1 to \$9 | 3.29% | 26 |
| \$0 | 7.97% | 63 |
| TOTAL | | 790 |

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Q8: Do you own a smartphone?

Answered: 789 Skipped: 13



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Q8: Do you own a smartphone?

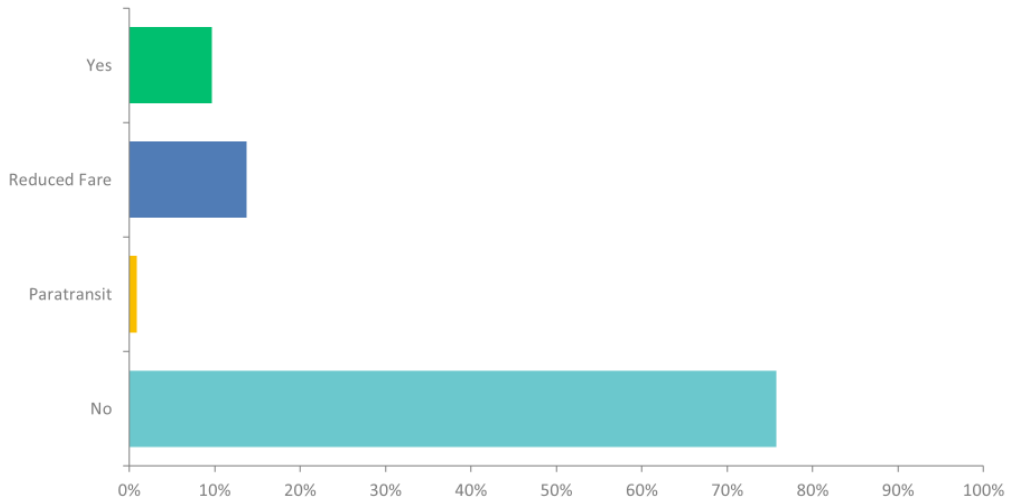
Answered: 789 Skipped: 13

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 88.85% | 701 |
| No | 11.15% | 88 |
| TOTAL | | 789 |

Powered by  SurveyMonkey

Q9: Are you eligible for reduced fare or paratransit?

Answered: 788 Skipped: 14



Powered by SurveyMonkey

Q9: Are you eligible for reduced fare or paratransit?

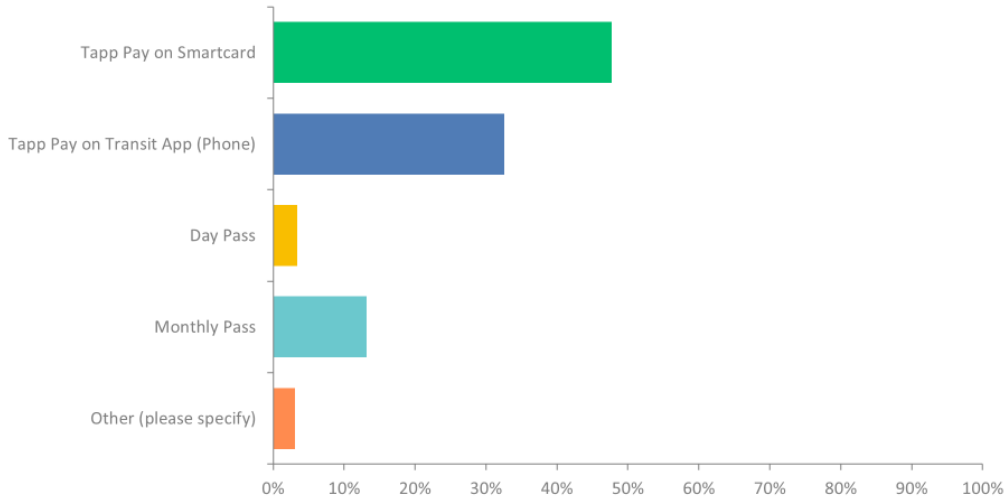
Answered: 788 Skipped: 14

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| Yes | 9.64% | 76 |
| Reduced Fare | 13.71% | 108 |
| Paratransit | 0.89% | 7 |
| No | 75.76% | 597 |
| TOTAL | | 788 |

Powered by SurveyMonkey

Q10: How did you pay for your most recent trip?

Answered: 788 Skipped: 14



Powered by SurveyMonkey

Q10: How did you pay for your most recent trip?

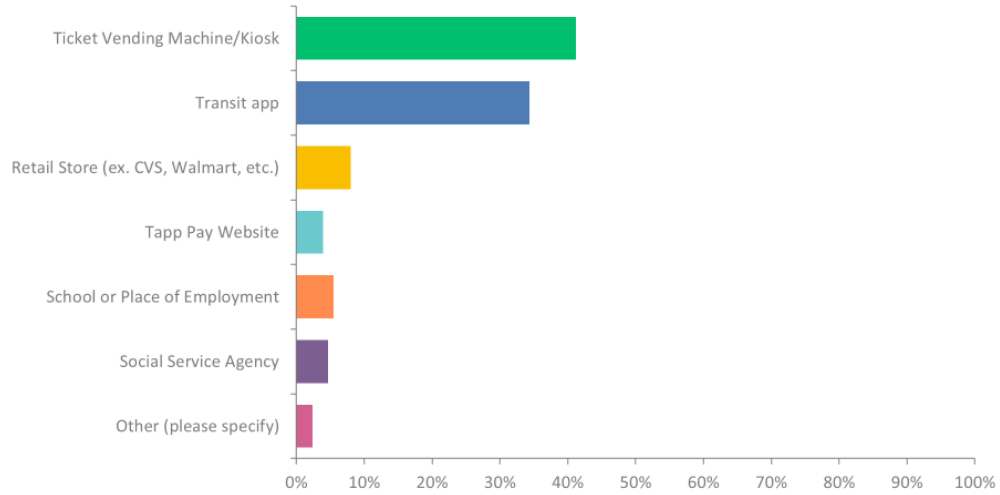
Answered: 788 Skipped: 14

| ANSWER CHOICES | RESPONSES | |
|---------------------------------|-----------|------------|
| Tapp Pay on Smartcard | 47.72% | 376 |
| Tapp Pay on Transit App (Phone) | 32.61% | 257 |
| Day Pass | 3.43% | 27 |
| Monthly Pass | 13.20% | 104 |
| Other (please specify) | 3.05% | 24 |
| TOTAL | | 788 |

Powered by SurveyMonkey

Q11: Where did you load value to your Tapp Pay account, or receive your monthly or daily pass?

Answered: 787 Skipped: 15



Powered by SurveyMonkey

Q11: Where did you load value to your Tapp Pay account, or receive your monthly or daily pass?

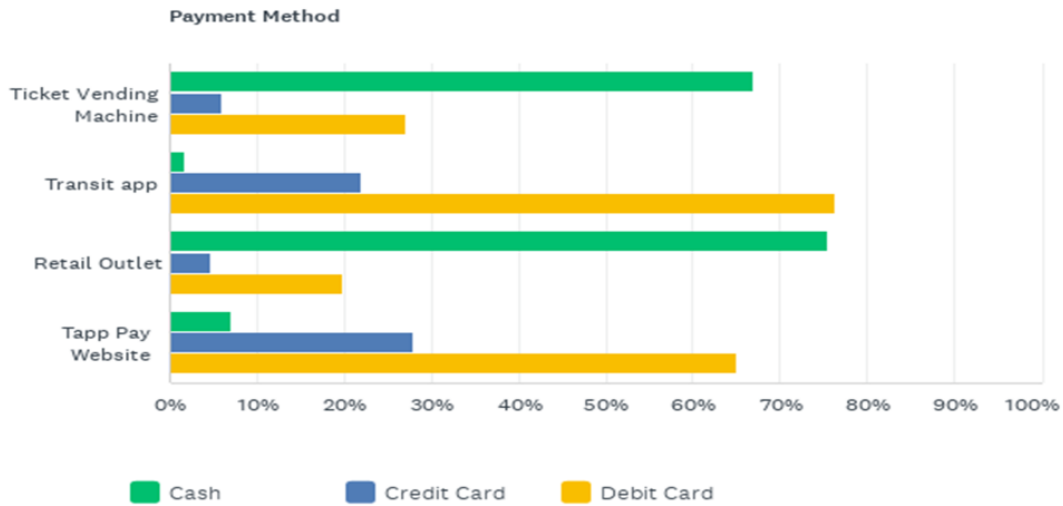
Answered: 787 Skipped: 15

| ANSWER CHOICES | RESPONSES | |
|---------------------------------------|-----------|------------|
| Ticket Vending Machine/Kiosk | 41.17% | 324 |
| Transit app | 34.31% | 270 |
| Retail Store (ex. CVS, Walmart, etc.) | 8.01% | 63 |
| Tapp Pay Website | 3.94% | 31 |
| School or Place of Employment | 5.46% | 43 |
| Social Service Agency | 4.70% | 37 |
| Other (please specify) | 2.41% | 19 |
| TOTAL | | 787 |

Powered by SurveyMonkey

Q12: Where and what payment method do you typically utilize to load funds to your Tapp Pay account? (Choose one)

Answered: 699 Skipped: 103



Powered by SurveyMonkey

Q12: Where and what payment method do you typically utilize to load funds to your Tapp Pay account? (Choose one)

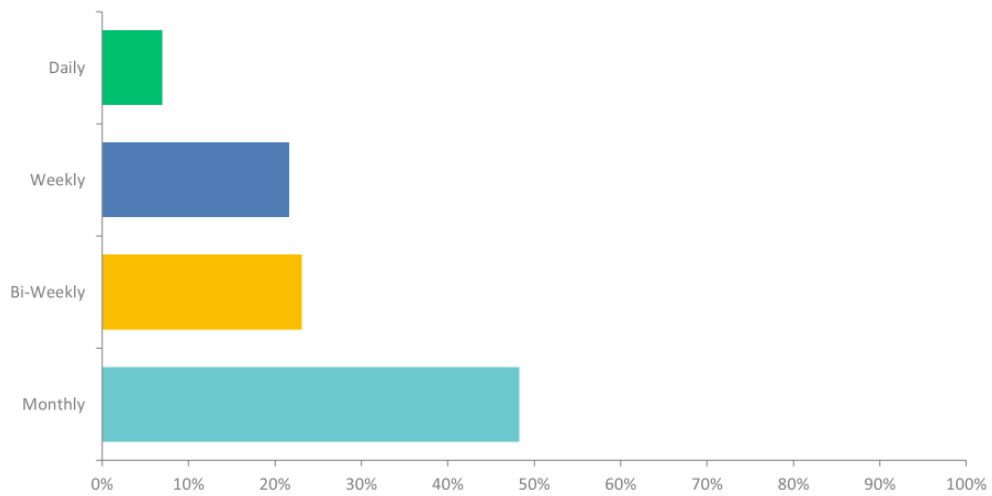
Answered: 699 Skipped: 103

| Payment Method | CASH | CREDIT CARD | DEBIT CARD | TOTAL |
|------------------------|---------------|--------------|---------------|-------|
| Ticket Vending Machine | 66.96% 227 | 5.90% 20 | 27.14% 92 | 339 |
| Transit app | 1.79% 5 | 21.86% 61 | 76.34% 213 | 279 |
| Retail Outlet | 75.58% 65 | 4.65% 4 | 19.77% 17 | 86 |
| Tapp Pay Website | 6.98% 3 | 27.91% 12 | 65.12% 28 | 43 |

Powered by SurveyMonkey

Q13: How often do you load funds to your Tapp Pay account?

Answered: 758 Skipped: 44



Powered by SurveyMonkey

Q13: How often do you load funds to your Tapp Pay account?

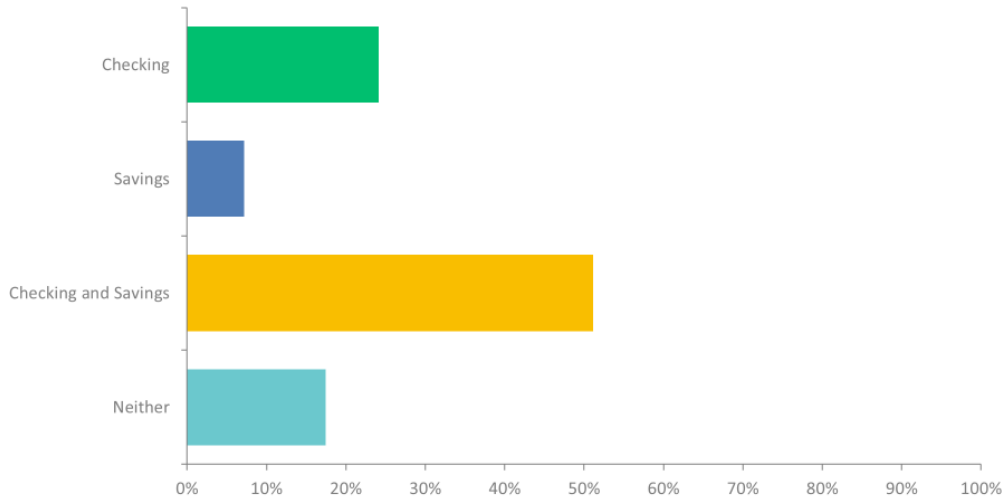
Answered: 758 Skipped: 44

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Daily | 6.99% | 53 |
| Weekly | 21.64% | 164 |
| Bi-Weekly | 23.09% | 175 |
| Monthly | 48.28% | 366 |
| TOTAL | | 758 |

Powered by SurveyMonkey

Q14: What type of bank account do you have?

Answered: 778 Skipped: 24



Powered by SurveyMonkey

Q14: What type of bank account do you have?

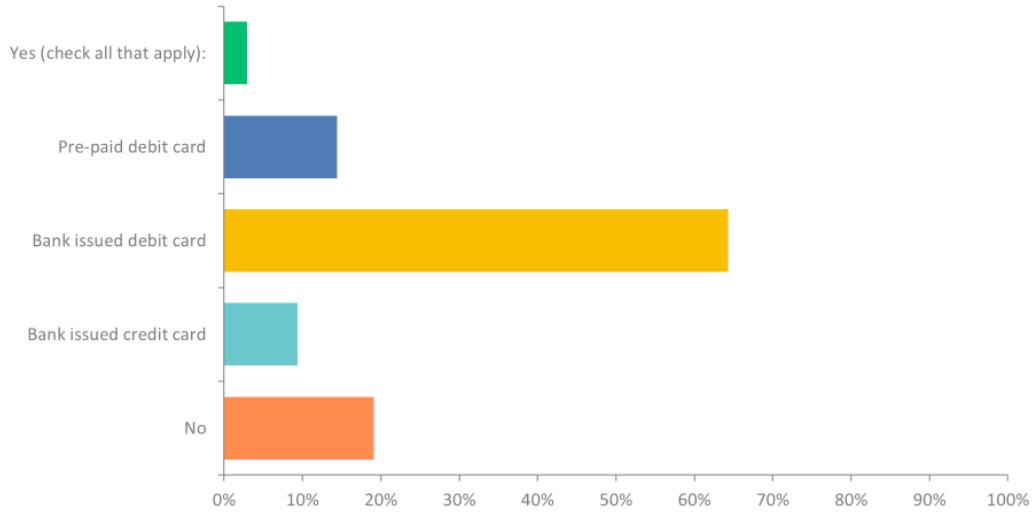
Answered: 778 Skipped: 24

| ANSWER CHOICES | RESPONSES | |
|----------------------|-----------|-----|
| Checking | 24.16% | 188 |
| Savings | 7.20% | 56 |
| Checking and Savings | 51.16% | 398 |
| Neither | 17.48% | 136 |
| TOTAL | | 778 |

Powered by SurveyMonkey

Q15: Do you use a pre-paid debit card, bank issued debit, or credit card?

Answered: 779 Skipped: 23



Powered by SurveyMonkey

Q15: Do you use a pre-paid debit card, bank issued debit, or credit card?

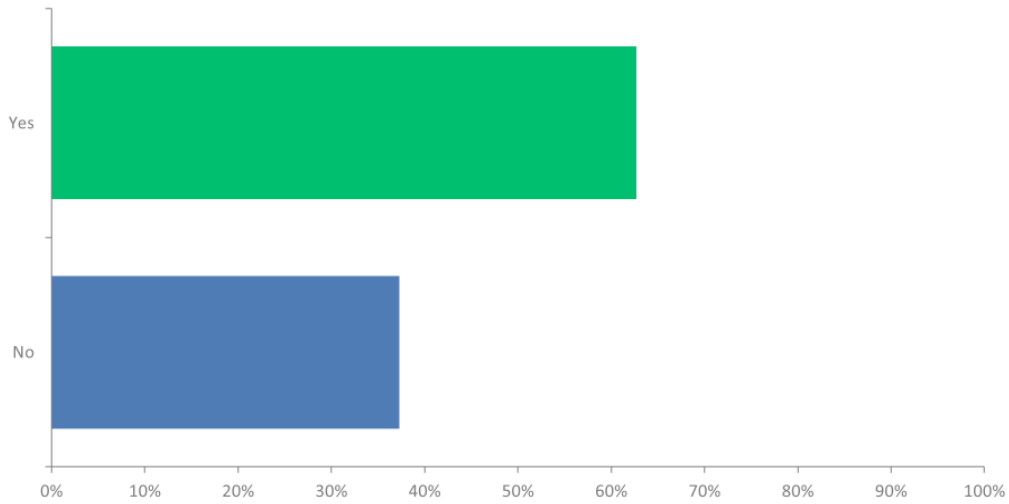
Answered: 779 Skipped: 23

| ANSWER CHOICES | RESPONSES | |
|-----------------------------|-----------|------------|
| Yes (check all that apply): | 2.95% | 23 |
| Pre-paid debit card | 14.38% | 112 |
| Bank issued debit card | 64.31% | 501 |
| Bank issued credit card | 9.37% | 73 |
| No | 19.13% | 149 |
| TOTAL | | 858 |

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Q16: If you could pay your fare on the bus with your personal debit or credit card, and still be provided with the lowest fare possible would you?

Answered: 783 Skipped: 19



Powered by SurveyMonkey

Q16: If you could pay your fare on the bus with your personal debit or credit card, and still be provided with the lowest fare possible would you?

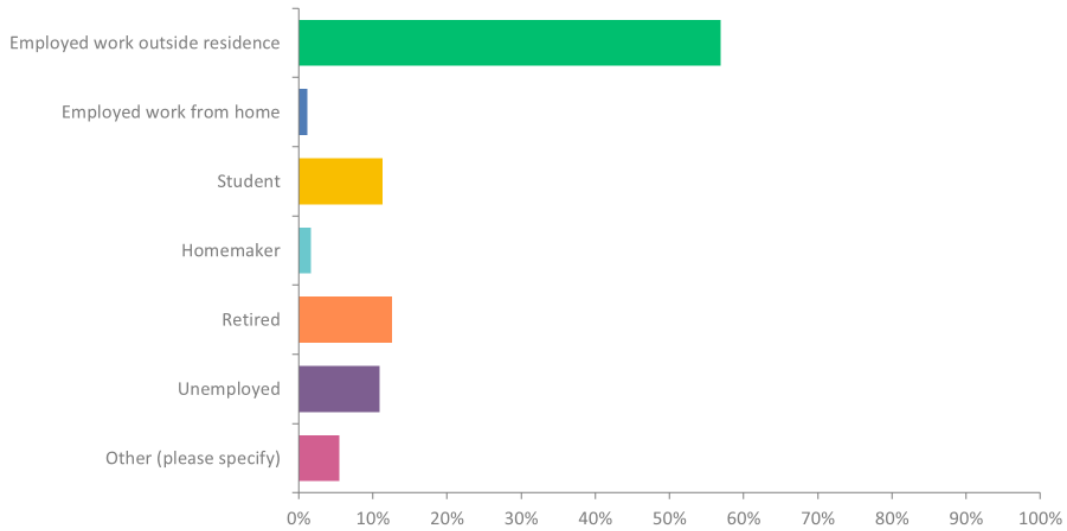
Answered: 783 Skipped: 19

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 62.71% | 491 |
| No | 37.29% | 292 |
| TOTAL | | 783 |

Powered by SurveyMonkey

Q20: Which applies to you presently?

Answered: 780 Skipped: 22



Powered by SurveyMonkey

Q20: Which applies to you presently?

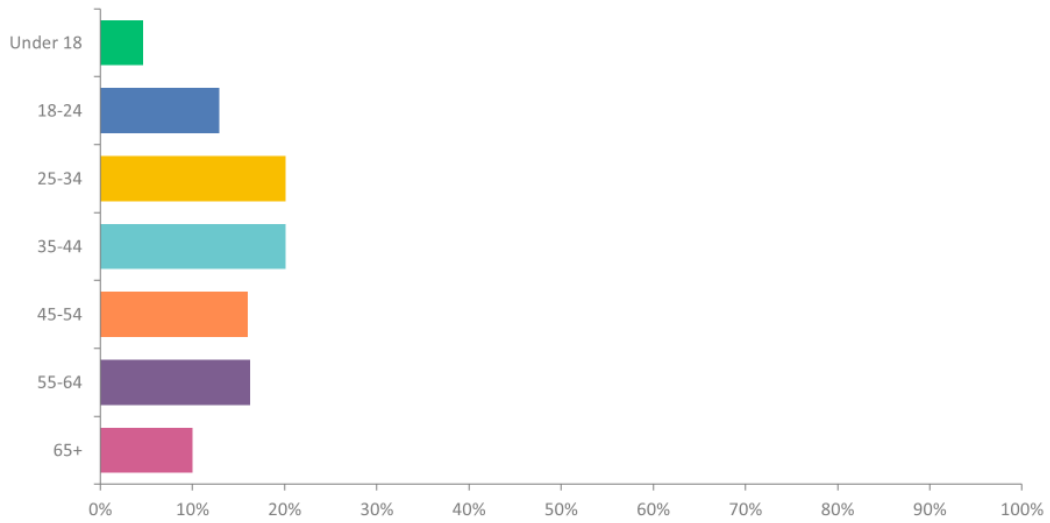
Answered: 780 Skipped: 22

| ANSWER CHOICES | RESPONSES | |
|---------------------------------|-----------|------------|
| Employed work outside residence | 56.92% | 444 |
| Employed work from home | 1.15% | 9 |
| Student | 11.28% | 88 |
| Homemaker | 1.67% | 13 |
| Retired | 12.56% | 98 |
| Unemployed | 10.90% | 85 |
| Other (please specify) | 5.51% | 43 |
| TOTAL | | 780 |

Powered by SurveyMonkey

Q21: What is your age?

Answered: 781 Skipped: 21



Powered by SurveyMonkey

Q21: What is your age?

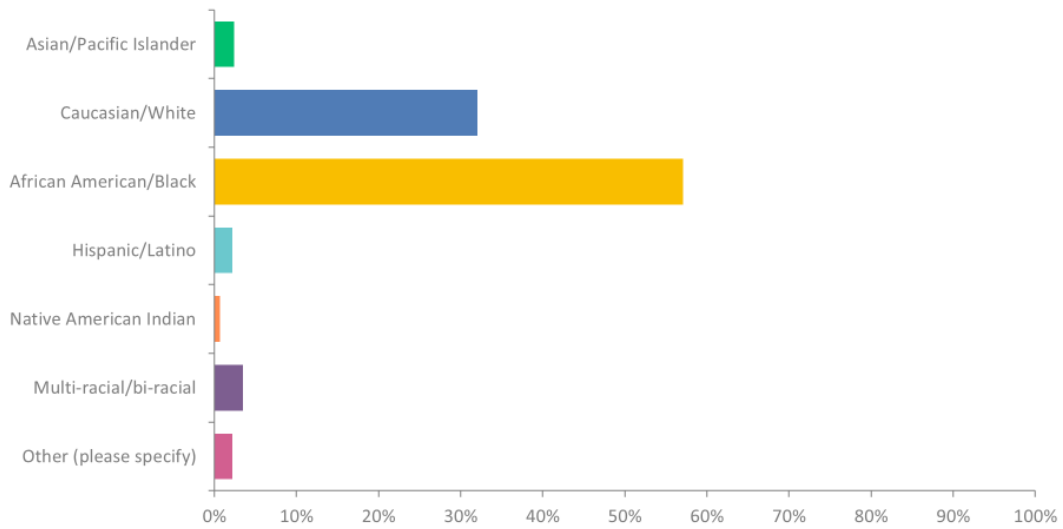
Answered: 781 Skipped: 21

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Under 18 | 4.61% | 36 |
| 18-24 | 12.93% | 101 |
| 25-34 | 20.10% | 157 |
| 35-44 | 20.10% | 157 |
| 45-54 | 16.01% | 125 |
| 55-64 | 16.26% | 127 |
| 65+ | 9.99% | 78 |
| TOTAL | | 781 |

Powered by SurveyMonkey

Q22: Are you: (Check one)

Answered: 781 Skipped: 21



Powered by SurveyMonkey

Q22: Are you: (Check one)

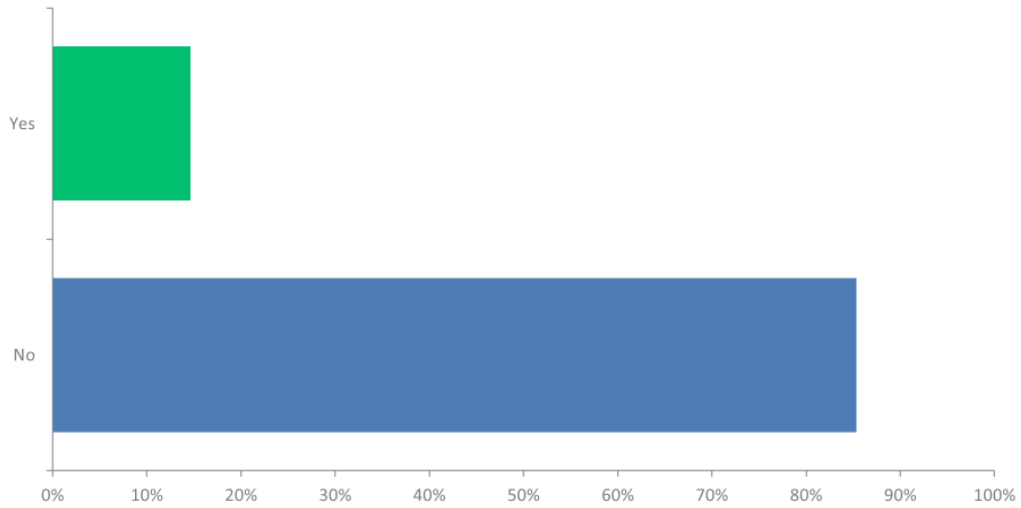
Answered: 781 Skipped: 21

| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|------------|
| Asian/Pacific Islander | 2.43% | 19 |
| Caucasian/White | 32.01% | 250 |
| African American/Black | 57.11% | 446 |
| Hispanic/Latino | 2.18% | 17 |
| Native American Indian | 0.64% | 5 |
| Multi-racial/bi-racial | 3.46% | 27 |
| Other (please specify) | 2.18% | 17 |
| TOTAL | | 781 |

Powered by SurveyMonkey

Q23: Do you speak a language other than English at your residence?

Answered: 778 Skipped: 24



Powered by SurveyMonkey

Q23: Do you speak a language other than English at your residence?

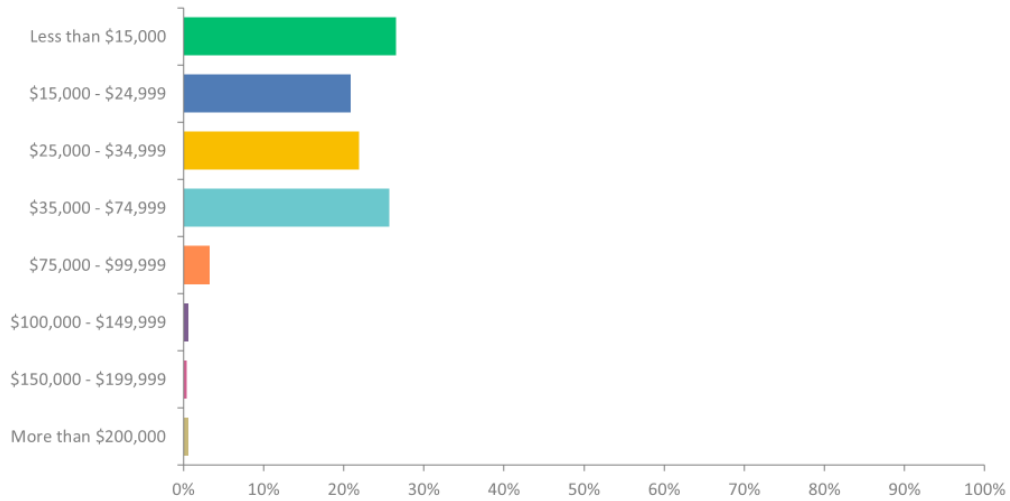
Answered: 778 Skipped: 24

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 14.65% | 114 |
| No | 85.35% | 664 |
| TOTAL | | 778 |

Powered by SurveyMonkey

Q24: What is your households annual income?

Answered: 766 Skipped: 36



Powered by SurveyMonkey

Q24: What is your households annual income?

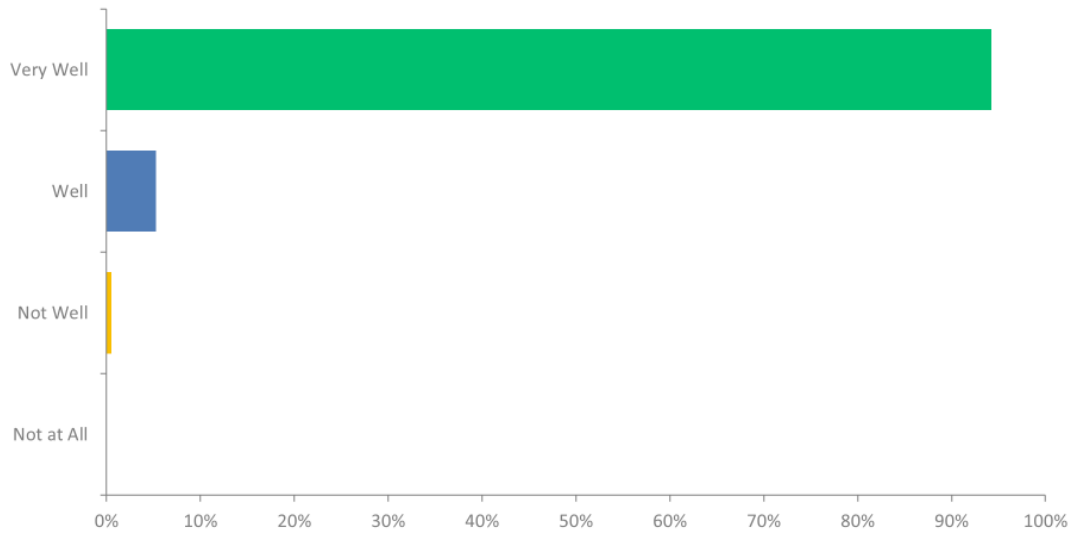
Answered: 766 Skipped: 36

| ANSWER CHOICES | RESPONSES | |
|-----------------------|-----------|------------|
| Less than \$15,000 | 26.50% | 203 |
| \$15,000 - \$24,999 | 20.89% | 160 |
| \$25,000 - \$34,999 | 21.93% | 168 |
| \$35,000 - \$74,999 | 25.72% | 197 |
| \$75,000 - \$99,999 | 3.26% | 25 |
| \$100,000 - \$149,999 | 0.65% | 5 |
| \$150,000 - \$199,999 | 0.39% | 3 |
| More than \$200,000 | 0.65% | 5 |
| TOTAL | | 766 |

Powered by SurveyMonkey

Q25: How well do you speak English?

Answered: 779 Skipped: 23



Powered by  SurveyMonkey

Q25: How well do you speak English?

Answered: 779 Skipped: 23

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| Very Well | 94.22% | 734 |
| Well | 5.26% | 41 |
| Not Well | 0.51% | 4 |
| Not at All | 0% | 0 |
| TOTAL | | 779 |

Powered by  SurveyMonkey

Greater Dayton RTA: 2024 Title VI Survey (Paratransit)

Tuesday, July 02, 2024

Powered by  SurveyMonkey

16

Total Responses

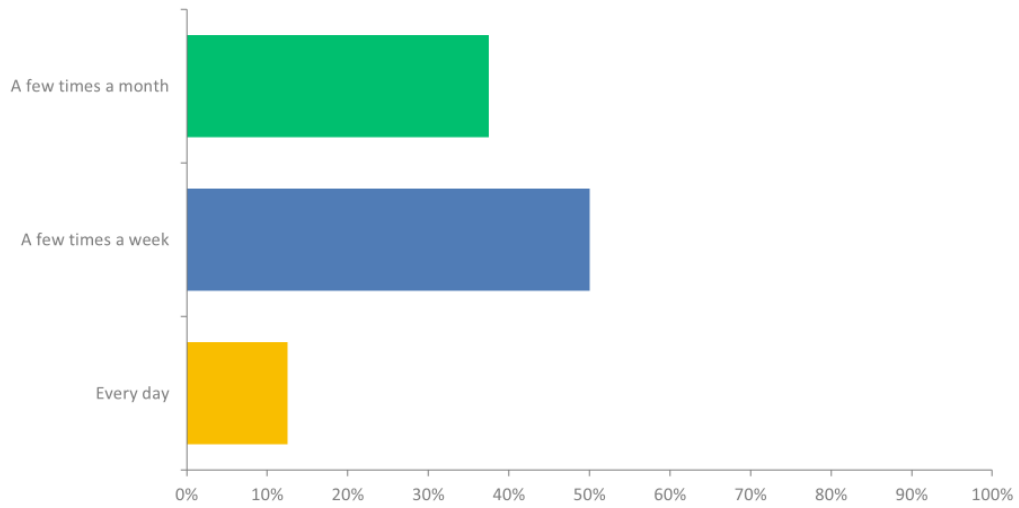
Date Created: Friday, May 10, 2024

Complete Responses: 16

Powered by  SurveyMonkey

Q1: Typically, how often do you ride RTA?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q1: Typically, how often do you ride RTA?

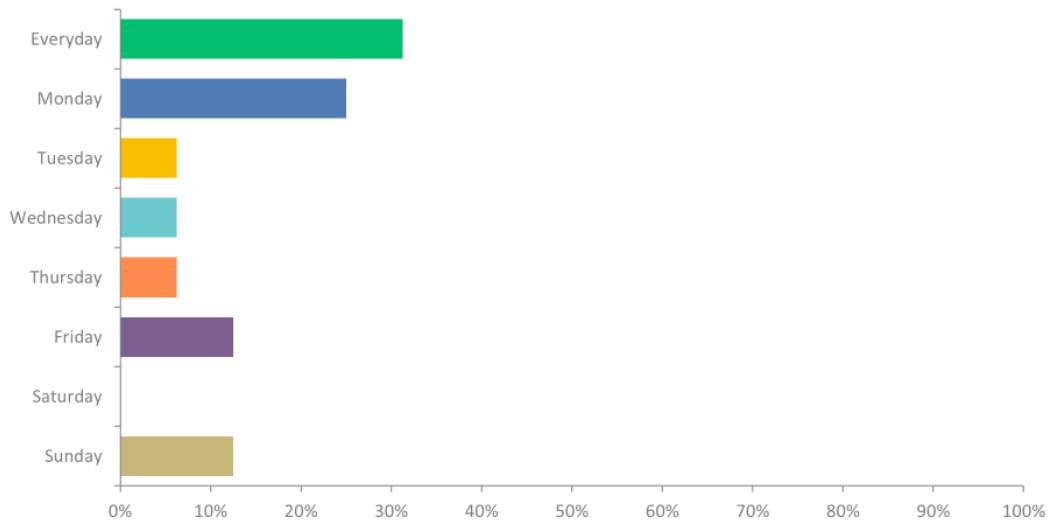
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|----|
| A few times a month | 37.50% | 6 |
| A few times a week | 50.0% | 8 |
| Every day | 12.50% | 2 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q2: Which days do you usually ride RTA?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q2: Which days do you usually ride RTA?

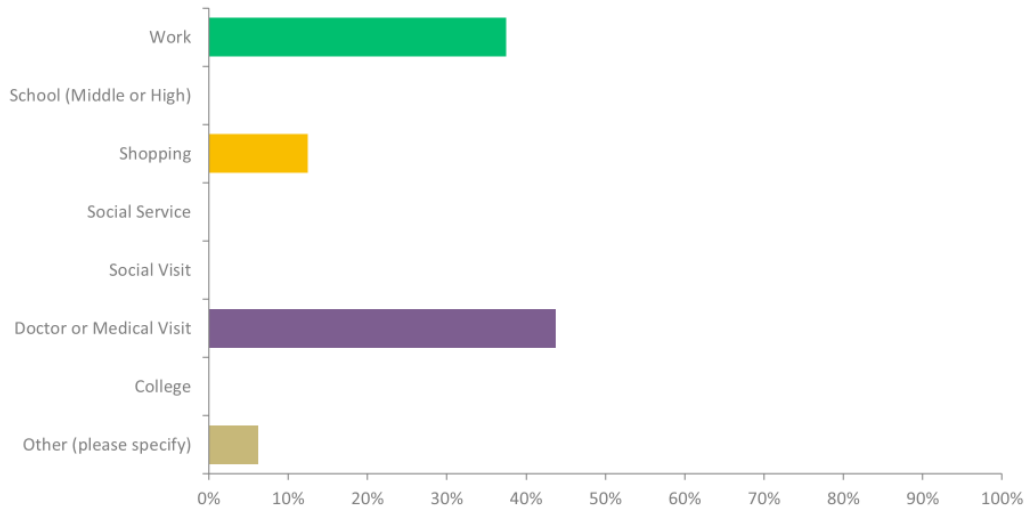
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----------|
| Everyday | 31.25% | 5 |
| Monday | 25.00% | 4 |
| Tuesday | 6.25% | 1 |
| Wednesday | 6.25% | 1 |
| Thursday | 6.25% | 1 |
| Friday | 12.50% | 2 |
| Saturday | 0% | 0 |
| Sunday | 12.50% | 2 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q3: What is the main purpose in using RTA for your trip today?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q3: What is the main purpose in using RTA for your trip today?

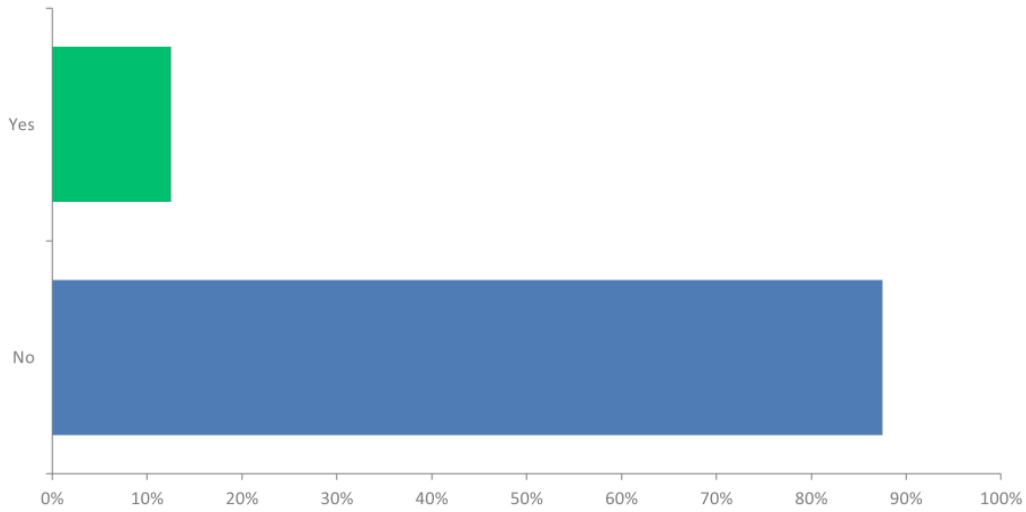
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|-------------------------|-----------|-----------|
| Work | 37.50% | 6 |
| School (Middle or High) | 0% | 0 |
| Shopping | 12.50% | 2 |
| Social Service | 0% | 0 |
| Social Visit | 0% | 0 |
| Doctor or Medical Visit | 43.75% | 7 |
| College | 0% | 0 |
| Other (please specify) | 6.25% | 1 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q4: Do you have a vehicle you could have used to make this trip-either as the driver or passenger?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q4: Do you have a vehicle you could have used to make this trip-either as the driver or passenger?

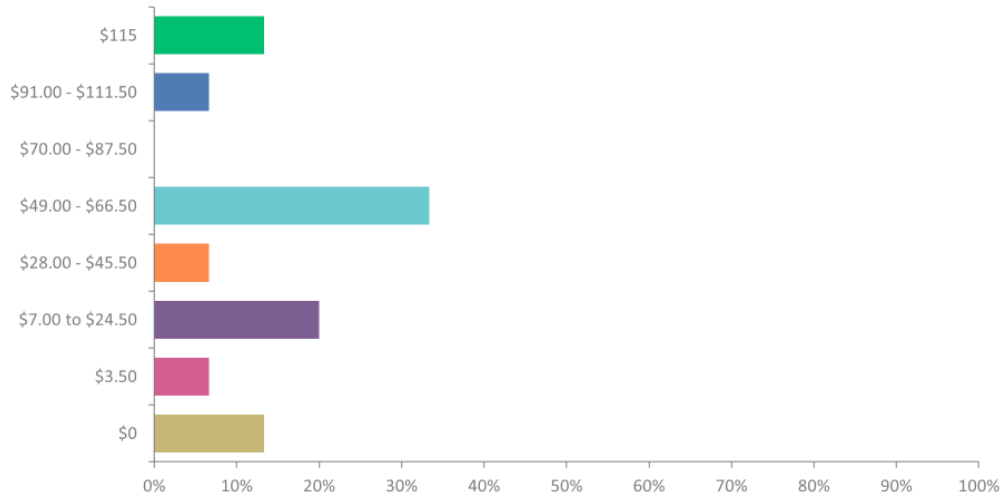
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 12.50% | 2 |
| No | 87.50% | 14 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q5: How much do you spend per month on your individual RTA service?

Answered: 15 Skipped: 1



Powered by SurveyMonkey

Q5: How much do you spend per month on your individual RTA service?

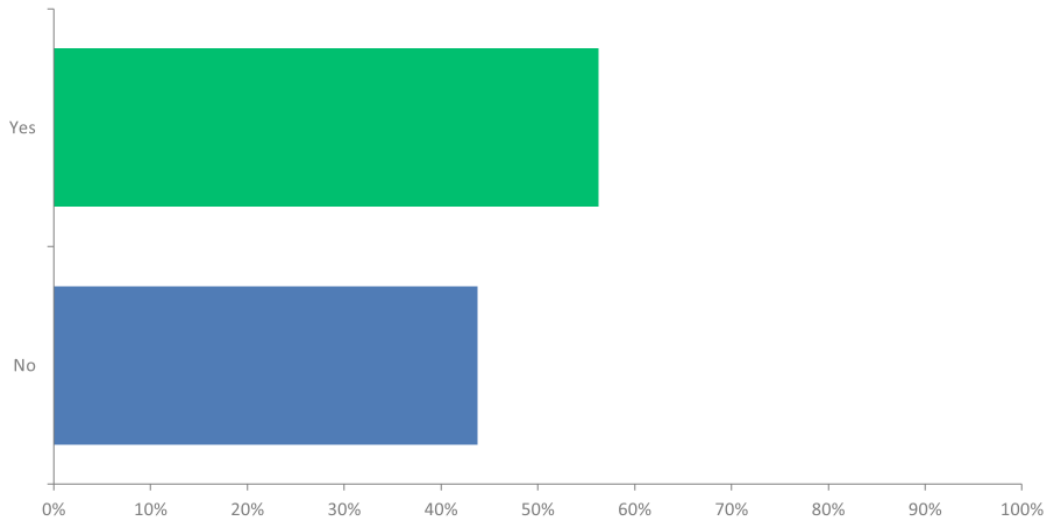
Answered: 15 Skipped: 1

| ANSWER CHOICES | RESPONSES | |
|--------------------|-----------|-----------|
| \$115 | 13.33% | 2 |
| \$91.00 - \$111.50 | 6.67% | 1 |
| \$70.00 - \$87.50 | 0% | 0 |
| \$49.00 - \$66.50 | 33.33% | 5 |
| \$28.00 - \$45.50 | 6.67% | 1 |
| \$7.00 to \$24.50 | 20.0% | 3 |
| \$3.50 | 6.67% | 1 |
| \$0 | 13.33% | 2 |
| TOTAL | | 15 |

Powered by SurveyMonkey

Q6: Do you own a smartphone?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q6: Do you own a smartphone?

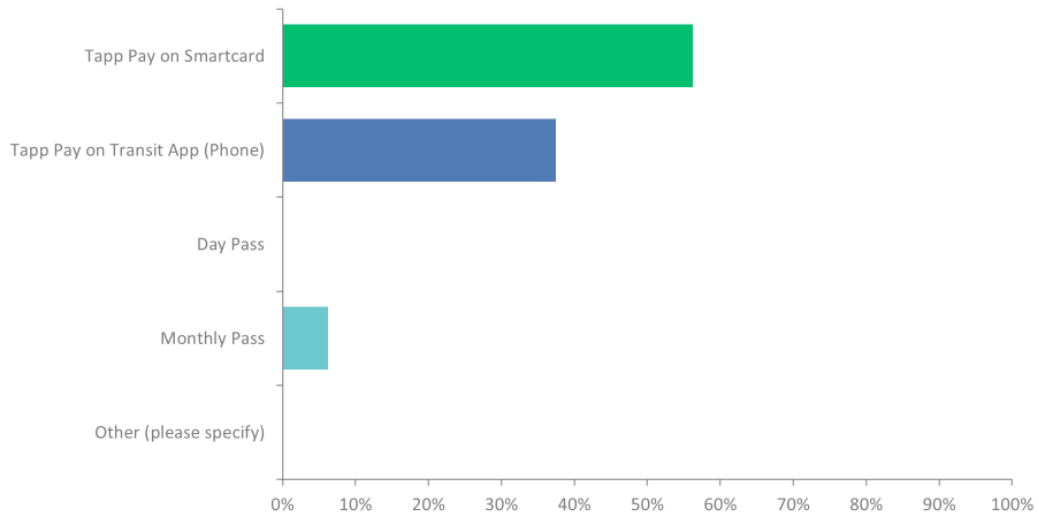
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 56.25% | 9 |
| No | 43.75% | 7 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q7: How did you pay for your most recent trip?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q7: How did you pay for your most recent trip?

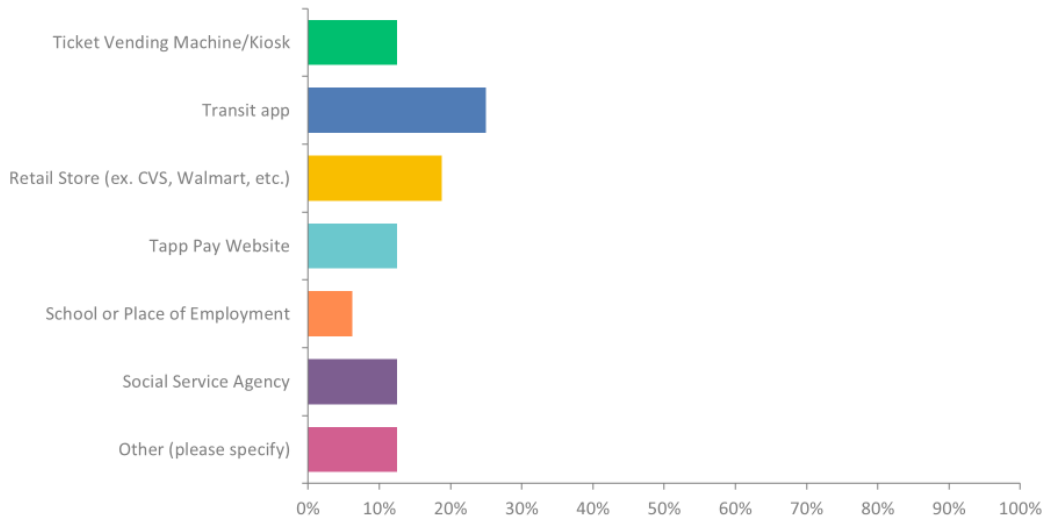
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|---------------------------------|-----------|-----------|
| Tapp Pay on Smartcard | 56.25% | 9 |
| Tapp Pay on Transit App (Phone) | 37.50% | 6 |
| Day Pass | 0% | 0 |
| Monthly Pass | 6.25% | 1 |
| Other (please specify) | 0% | 0 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q8: Where did you load value to your Tapp Pay account, or receive your monthly or daily pass?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q8: Where did you load value to your Tapp Pay account, or receive your monthly or daily pass?

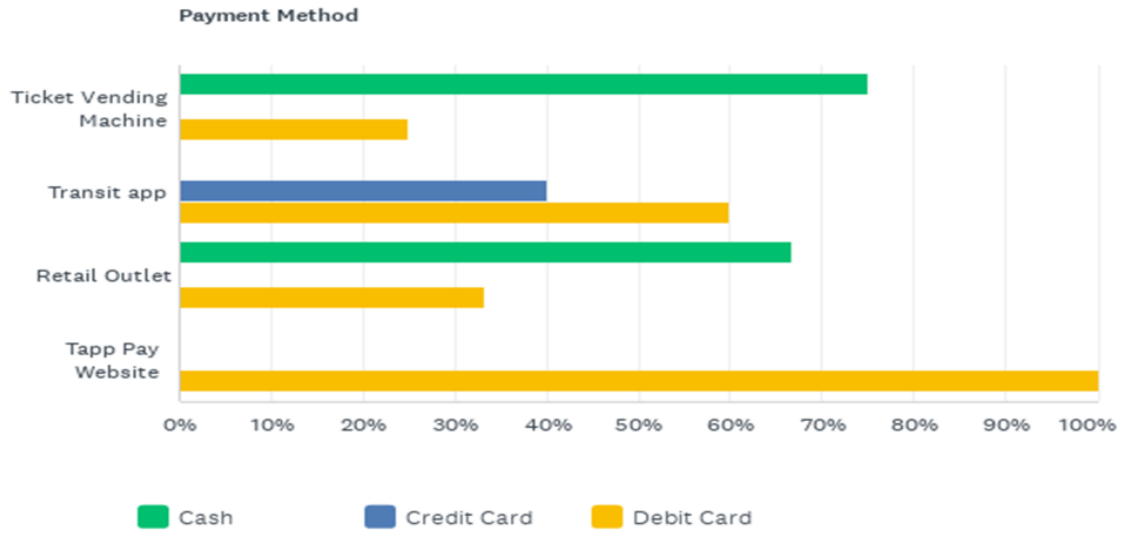
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|---------------------------------------|-----------|-----------|
| Ticket Vending Machine/Kiosk | 12.50% | 2 |
| Transit app | 25.00% | 4 |
| Retail Store (ex. CVS, Walmart, etc.) | 18.75% | 3 |
| Tapp Pay Website | 12.50% | 2 |
| School or Place of Employment | 6.25% | 1 |
| Social Service Agency | 12.50% | 2 |
| Other (please specify) | 12.50% | 2 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q9: Where and what payment method do you typically utilize to load funds to your Tapp Pay account? (Choose one)

Answered: 14 Skipped: 2



Powered by SurveyMonkey

Q9: Where and what payment method do you typically utilize to load funds to your Tapp Pay account? (Choose one)

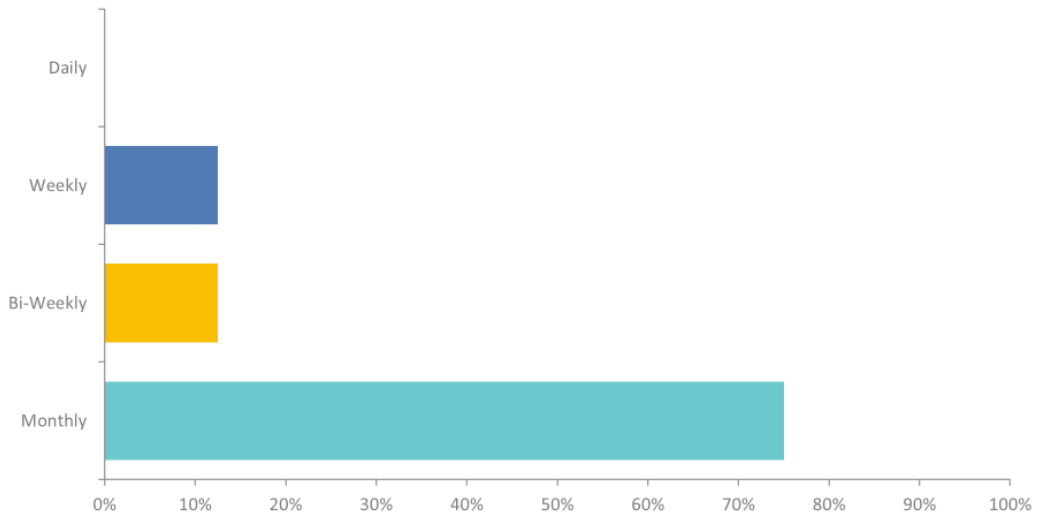
Answered: 14 Skipped: 2

| Payment Method | CASH | CREDIT CARD | DEBIT CARD | TOTAL |
|------------------------|-------------|-------------|--------------|-------|
| Ticket Vending Machine | 75.00% 3 | 0.00% 0 | 25.00% 1 | 4 |
| Transit app | 0.00% 0 | 40.00% 2 | 60.00% 3 | 5 |
| Retail Outlet | 66.67% 2 | 0.00% 0 | 33.33% 1 | 3 |
| Tapp Pay Website | 0.00% 0 | 0.00% 0 | 100.00% 2 | 2 |

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Q10: How often do you load funds to your Tapp Pay account?

Answered: 16 Skipped: 0



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Q10: How often do you load funds to your Tapp Pay account?

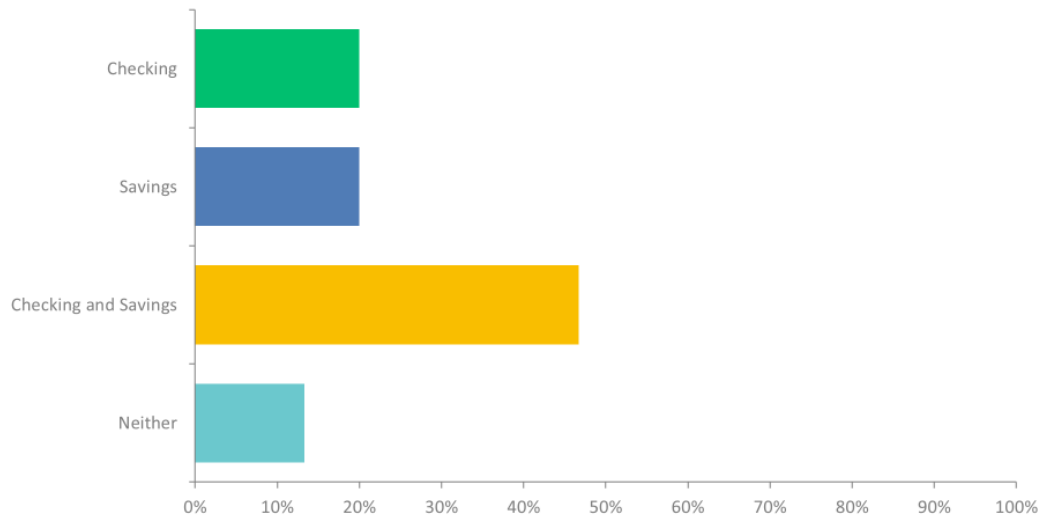
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----------|
| Daily | 0% | 0 |
| Weekly | 12.50% | 2 |
| Bi-Weekly | 12.50% | 2 |
| Monthly | 75.00% | 12 |
| TOTAL | | 16 |

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Q11: What type of bank account do you have?

Answered: 15 Skipped: 1



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Q11: What type of bank account do you have?

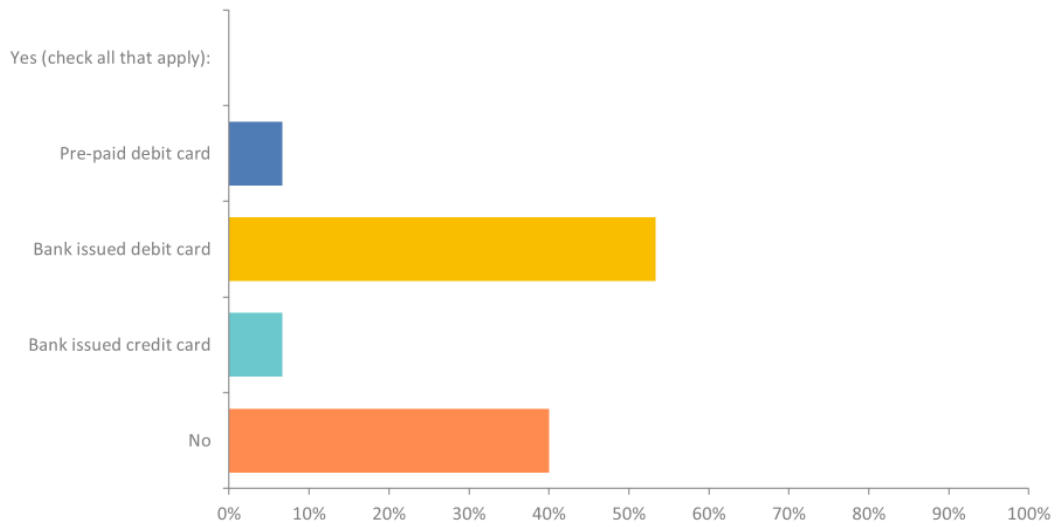
Answered: 15 Skipped: 1

| ANSWER CHOICES | RESPONSES | |
|----------------------|-----------|----|
| Checking | 20.0% | 3 |
| Savings | 20.0% | 3 |
| Checking and Savings | 46.67% | 7 |
| Neither | 13.33% | 2 |
| TOTAL | | 15 |

Powered by SurveyMonkey

Q12: Do you use a pre-paid debit card, bank issued debit, or credit card?

Answered: 15 Skipped: 1



Powered by SurveyMonkey

Q12: Do you use a pre-paid debit card, bank issued debit, or credit card?

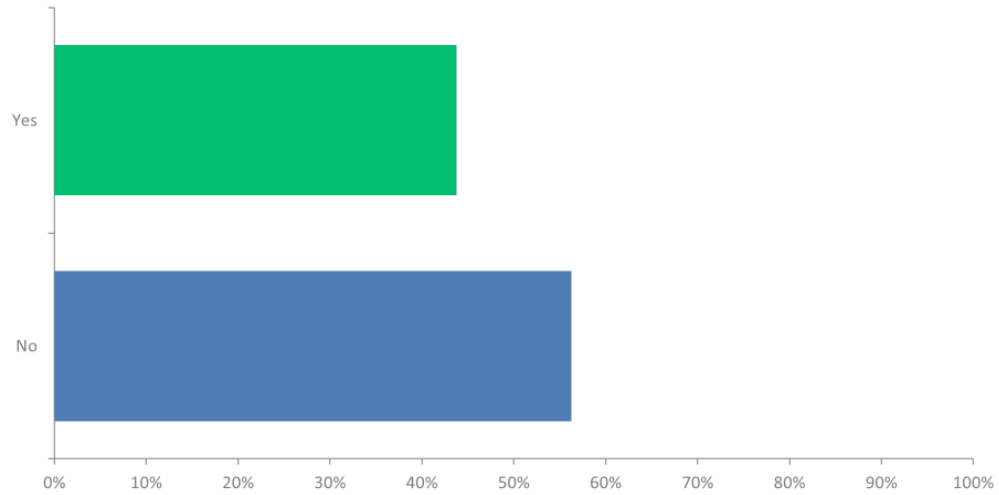
Answered: 15 Skipped: 1

| ANSWER CHOICES | RESPONSES | |
|-----------------------------|-----------|-----------|
| Yes (check all that apply): | 0% | 0 |
| Pre-paid debit card | 6.67% | 1 |
| Bank issued debit card | 53.33% | 8 |
| Bank issued credit card | 6.67% | 1 |
| No | 40.0% | 6 |
| TOTAL | | 16 |

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Q13: If you could pay your fare on the bus with your personal debit or credit card, and still be provided with the lowest fare possible would you?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q13: If you could pay your fare on the bus with your personal debit or credit card, and still be provided with the lowest fare possible would you?

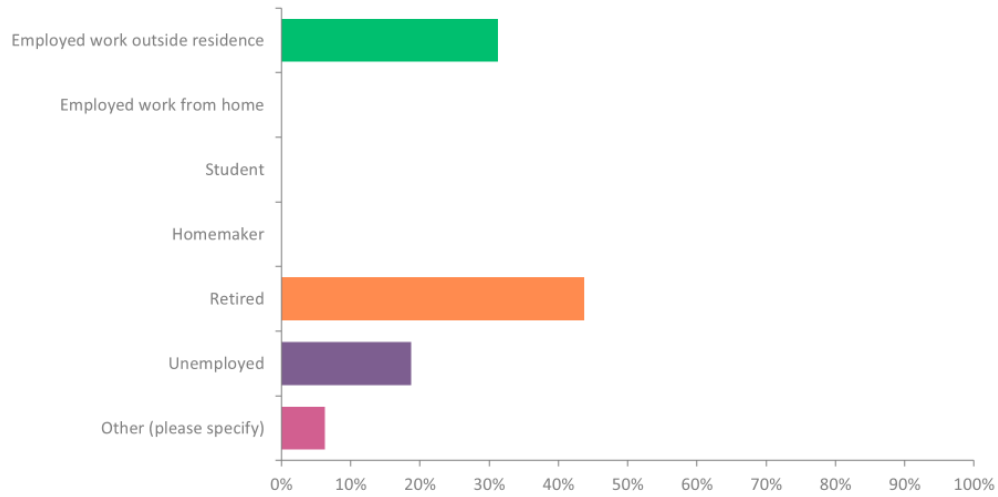
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 43.75% | 7 |
| No | 56.25% | 9 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q17: Which applies to you presently?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q17: Which applies to you presently?

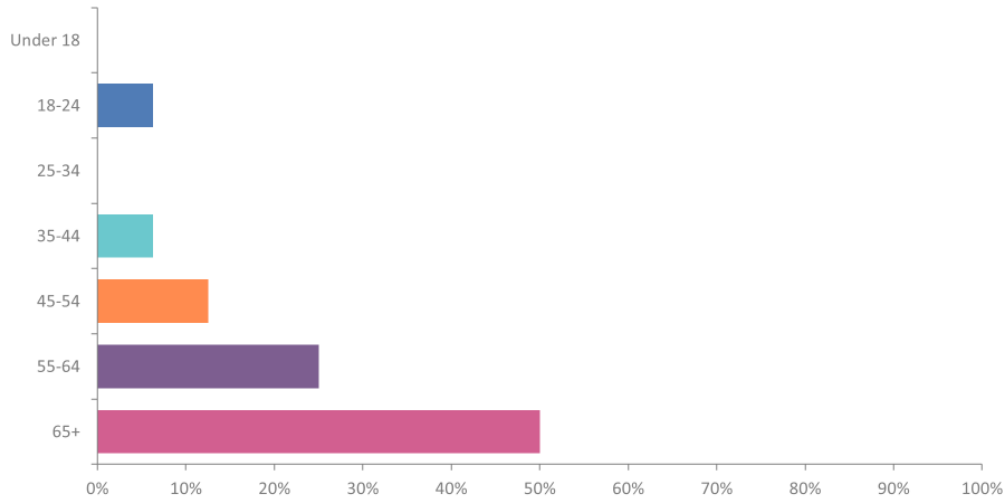
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|---------------------------------|-----------|-----------|
| Employed work outside residence | 31.25% | 5 |
| Employed work from home | 0% | 0 |
| Student | 0% | 0 |
| Homemaker | 0% | 0 |
| Retired | 43.75% | 7 |
| Unemployed | 18.75% | 3 |
| Other (please specify) | 6.25% | 1 |
| TOTAL | | 16 |

Powered by SurveyMonkey

Q18: What is your age?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q18: What is your age?

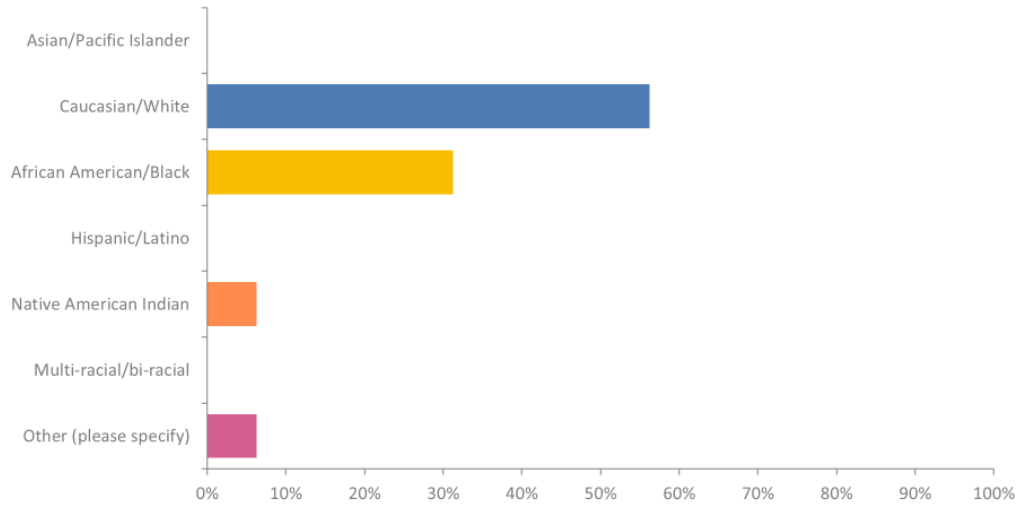
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----------|
| Under 18 | 0% | 0 |
| 18-24 | 6.25% | 1 |
| 25-34 | 0% | 0 |
| 35-44 | 6.25% | 1 |
| 45-54 | 12.50% | 2 |
| 55-64 | 25.00% | 4 |
| 65+ | 50.0% | 8 |
| TOTAL | | 16 |

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Q19: Are you: (Check one)

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q19: Are you: (Check one)

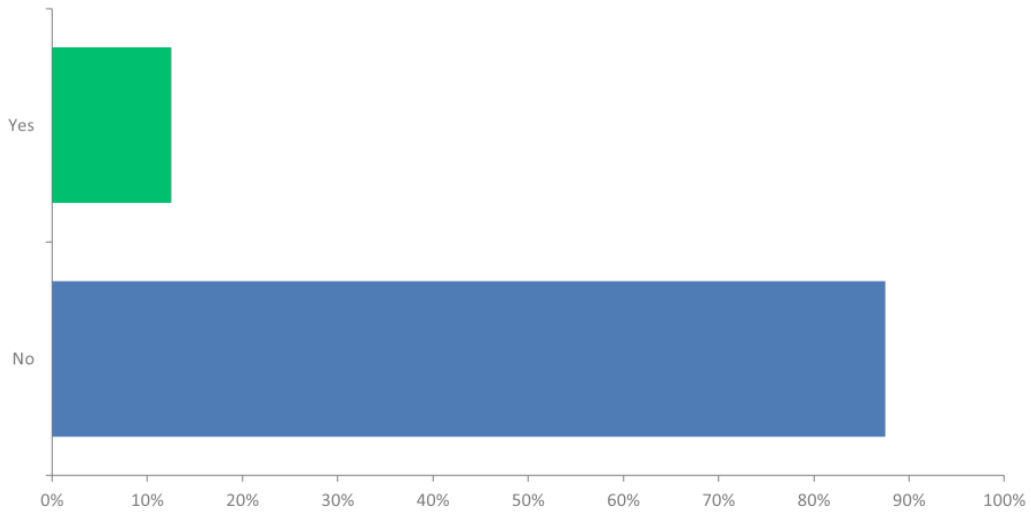
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|-----------|
| Asian/Pacific Islander | 0% | 0 |
| Caucasian/White | 56.25% | 9 |
| African American/Black | 31.25% | 5 |
| Hispanic/Latino | 0% | 0 |
| Native American Indian | 6.25% | 1 |
| Multi-racial/bi-racial | 0% | 0 |
| Other (please specify) | 6.25% | 1 |
| TOTAL | | 16 |

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Q20: Do you speak a language other than English at your residence?

Answered: 16 Skipped: 0



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Q20: Do you speak a language other than English at your residence?

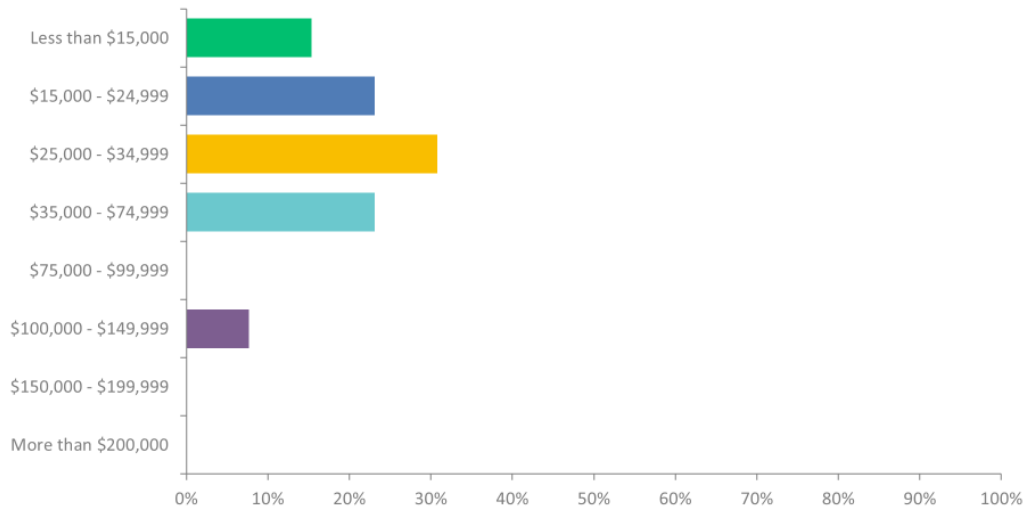
Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 12.50% | 2 |
| No | 87.50% | 14 |
| TOTAL | | 16 |

Powered by  SurveyMonkey

Q21: What is your households annual income?

Answered: 13 Skipped: 3



Powered by SurveyMonkey

Q21: What is your households annual income?

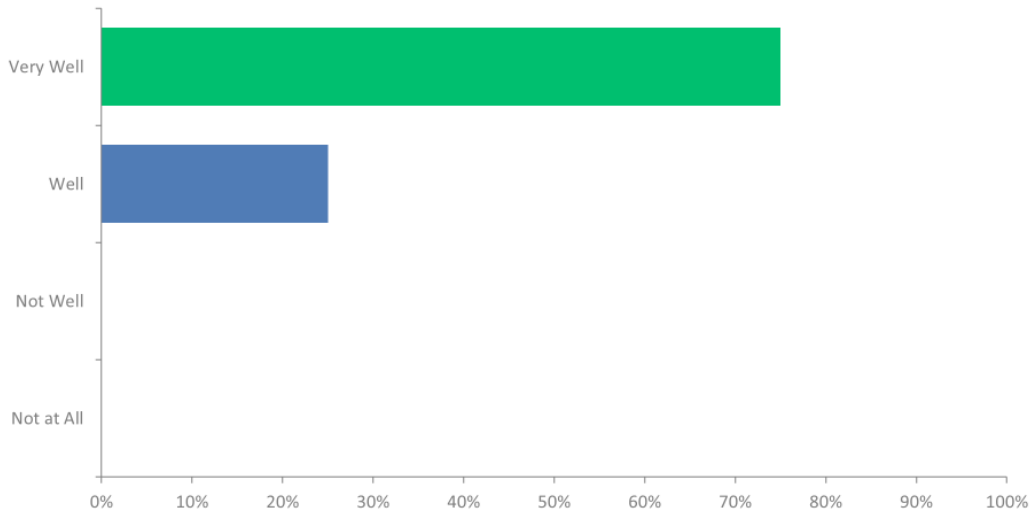
Answered: 13 Skipped: 3

| ANSWER CHOICES | RESPONSES | |
|-----------------------|-----------|-----------|
| Less than \$15,000 | 15.38% | 2 |
| \$15,000 - \$24,999 | 23.08% | 3 |
| \$25,000 - \$34,999 | 30.77% | 4 |
| \$35,000 - \$74,999 | 23.08% | 3 |
| \$75,000 - \$99,999 | 0% | 0 |
| \$100,000 - \$149,999 | 7.69% | 1 |
| \$150,000 - \$199,999 | 0% | 0 |
| More than \$200,000 | 0% | 0 |
| TOTAL | | 13 |

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Q22: How well do you speak English?

Answered: 16 Skipped: 0



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Q22: How well do you speak English?

Answered: 16 Skipped: 0

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----------|
| Very Well | 75.00% | 12 |
| Well | 25.00% | 4 |
| Not Well | 0% | 0 |
| Not at All | 0% | 0 |
| TOTAL | | 16 |

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Appendix B



Public Hearing sign-in sheet

Date: 4/17/24

| NAME | PHONE | EMAIL | ZIP |
|---------------------|---------------|---------------------------|-------|
| Charles Holmes | 937-623-4297 | | |
| Nathaniel Butler | 937-723-0148 | | 45342 |
| Melody Beuda | (937)461-6239 | melody.a.beuda@gmail.com | 45402 |
| Joe Davis | (937)979-5043 | jdavis23@dvck.com | 45429 |
| Dan Gibson | 937-321-2632 | dhgibson74@gmail.com | 45410 |
| Sheila Hardy-Wilson | 937-470-6482 | SHW937@gmail.com | 45426 |
| Daphne Harden | | | 45405 |
| Loren Scott | 937-531-5182 | SCOTT.L@MCOHIO.org | 45417 |
| Sharon Ingram | 937 242-0837 | sharoningram662@gmail.com | 45406 |
| Sue Hansen | 937 971-6887 | | 45402 |
| MARGARET JONES | 937 655-0777 | | |
| Thomas Anderson | 937-325-0331 | | |
| Walt W. | | | |
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Public Hearing
sign-in sheet

Date: 4-17-24

| NAME | PHONE | EMAIL | ZIP |
|-----------------|----------------------------|---------------------|-------|
| FLORENCE DOUGAS | ⁹³⁷⁻ 301-3598 | FLRNCDGLS@GMAIL.COM | 45402 |
| SELENA FALDWELL | ²⁷⁰⁻ (937) 4910 | | 45417 |
| Nancy Smith | | | |
| Sally Deegan | - | - | 45416 |
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Public Hearing
sign-in sheet

Date: 4/10/24

| NAME | PHONE | EMAIL | ZIP |
|--------------------|--------------|-----------------------|-------|
| Bin H | — | — | 45402 |
| John Fleming | 937-260-6834 | — | 45420 |
| Lysannia Christian | 937-860-6913 | — | 45402 |
| Demette | | | |
| K. Anderson | | — | 45406 |
| Dudoy F. | 437 425 7699 | avkingsbene@gmail.com | 45405 |
| J moore | 937 389-6823 | | |
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Public Hearing
sign-in sheet

Date: 4/18/24

| NAME | PHONE | EMAIL | ZIP |
|-------------------|----------------|---------------------------------------|-------|
| Robert A Johnson | 937-204-6791 | robertajohnson058@gmail.com | 45405 |
| Kell Monn | 937-313-6711 | Mani@JCGmail.com | 45407 |
| Lydia Hogue | 937-241-1509 | | 45403 |
| John Malin | 937-212-1135 | MON | 45417 |
| Jeff Brown | 937-232-0155 | | 45405 |
| Valerie D. Milner | (614) 714-3589 | v_milner92@yahoo.com | 45429 |
| MIMI Azukine | 626-470-9024 | midiazukine0218@yahoo.com | 45402 |
| Katie Neubert | 937-422-3415 | Executive Director @ We Love Arts.org | 45429 |
| Rainald | 937-5101200 | Rainald@rednet03@gmail.com | 45444 |
| Lisa Williams | 937-813-0863 | lwilliams839@yahoo.com | 45424 |
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| ID | Name - Optional | Question | Comments |
|----|---------------------|----------|---|
| 1 | Joseph | Fares | Joseph agrees with on-demand shouldn't be free and is reasonable. Fare proposal seems reasonable. He doesn't like 3 rides a day gets you to the fare cap, he wishes it was two rides a day. |
| 2 | Florence Douglas | Fares | <p>10 cents isn't bad. I remember when I first started riding the RTA it cost me a nickel. That's how we got around we took the bus. It says on there for disabled, I have one of the disabled cards. It doesn't say disabled on the TVM.</p> <p>I went to the Walmart and caught the Bus 1619 coming back. A new guy, a young guy, when he went around the corner, even though I was strapped in and I moved sideways.</p> <p>They keep changing the routes like the Route 12. I don't think there is a bus that goes up toward The Greene anymore.</p> |
| 3 | Melody Burba | Fares | <p>I would like you to know that this fare increase is going to impact people getting to necessary appointments whether that is work or doctor appointments. Not everyone is on medicaid, not everyone has access to a vehicle and has someone to take them. I know myself, a lot of the needs that I have to ride paratransit. It is not by my choice, it is because the cities are not putting sidewalks in and are not making it easy for people to get around. I would rather be riding main transit. I hate for people not being able to get somewhere because they can't afford the fare. Over the last year I have lost half of my household income.</p> <p>I don't think there was good signage to direct people where to go. That is the disadvantage of riding paratransit, I don't have control over the time and location.</p> <p>You should of had a public hearing about the bus stop signs. From a customer service standpoint you should have gotten public feedback.</p> |
| 4 | Sheila Hardy-Wilson | Fares | I am a member of the National Federation of the Blind and have been riding paratransit since 2010. I have gone through the process of cash tickets and Tapp pay transitions. As a concerned citizen having a disability and on a fixed income which we did receive an increase my question is, is that the reason for the proposed price increase or is it to help pay salary. Most people who are receiving disability have a hard time affording the trips at the price it is now. They discontinued the senior trips which is a disservice to the community as well. The Tap Pay system is pretty good. I am against the paratransit fare increase. They are doing an increase every couple months. If your going to raise the fare just do it one time. |
| 5 | Nancy Smith | Fares | I am on a fixed income, social security, if they raise the fare I will have to give up the bus. The \$55 a month is a reasonable amount but if they want t increase the fare then busses will need to come more often. I use CVS to load my fare. |
| 6 | Dr. Green | Fares | <p>In terms of the other comments, I have been given three different answers from two other people. When your card is low, that beeping noise that it makes, it is not clarified what that beeping sound is whether it is low funds versus no funds. Whenever that has happened in the past, I carry cash just in case.</p> <p>The monthly pass, does it run for a calendar month or does it run for 31 days? (that was clarified for her).</p> <p>The fare increase will be capped at \$5 for each individual per trip.</p> <p>Asked about why we are increasing the paratransit fare when there is no recovery of the service.</p> <p>Asked what will happen when the public comments are submitted: who reviews them, and how will the decision be made? She was told that the comments will be reviewed by RTA staff and a recommendation will be sent to the CEO, he will review the comments and the proposal, and then make recommendation to the board. The board will receive the recommendation and make a decision from there to vote yes or no for the recommendation. The comments may or may not influence that decision.</p> <p>When I got here for the meeting, when we finally were shown where to go, this was only available in Spanish, and I had to ask for it in English. When I asked Sally Brown and she came downstairs, and I was told to go over to the door near the parking lot, I was given an answer that there should be signage there directing people, and it should be and that is not a definitive answer. The more intelligent answer should have been that the signage should be there and let me check to make sure.</p> |

| | | | |
|----|----------------------------------|---------|--|
| 7 | Dino Anderson | Fares | <p>I don't think it is right to be increasing fares when they are cutting service and decreasing the bus stops. I understand that the cost of doing business is increasing, there have been a lot of changes over the past couple of years, and they are cutting a lot of services that they had before. The Route 14 used to get you really close to Brookville and now I have to walk. It would be nice if you brought the fare boxes back. I have had issues with that. I can't put a couple of bucks in the fare box and get a pass for a day. The places to load cash onto my card are too far away. I don't understand why I can't load cash onto my card on the bus.</p> <p>The agencies pay more for the passes than people get charged. It shouldn't cost my caseworker more to get passes than it would for us to come down here and get one.</p> |
| 8 | Celena Caldwell - Daphney Harden | Fares | <p>Celena has a Tapp Pay card and is unsure of when she reaches the end of funds because she doesn't have an email. She also said she didn't know about the free Sunday rides until it was over. She said they didn't say anything about getting rid of the tickets. Communication is very poor, they weren't told about the meeting. She wants answers as to why people with the 5310 program can put cash on the buses, but she can not. She would like communication on the call tree for the public hearing. She doesn't like that the monthly cap cost is being proposed to \$160. Celena also said she has tickets that she didn't realize she could trade in for the ticket take back program when Tapp Pay rolled out. She still has these tickets and she feels its wasted money. She also mentioned riding after the daily cap is hard to do because appointments are long. She said it doesn't make sense to use a trip to put money on her card. Wishes we would increase the frequency. She also wishes the daily cap would be 2 rides and capped. Some of the daily caps are higher than 2 rides, so you'd have to ride a third time to hit the cap. She wants the final daily cap for fixed-route daily cap to be \$5.75 instead of \$6.50. She would like the fixed-route buses to increase frequency.</p> |
| 9 | Christopher Boian | Fares | <p>Leave the Bus Fair alone The CEO does not care about us riders he only thinks about himself and no one else</p> |
| 10 | John Young | Fares | <p>Please keep the RTA paratransit fare where it is. For some, this is the only means of transportation.</p> |
| 11 | Karon Danley | Fares | <p>My name is Karon Danley. I've been riding the bus forever. I don't drive. I understand that gas prices is up but that's Inflation. We all are having it hard. I don't think raising bus fare it OK being that gdrta cut the most convenient routes which to me was X5 24.and 34. The people who work have to transfer to 2-3 busses. Just to get to work.</p> |
| 12 | Sheila Wilson | Fares | <p>Dear RTA, RTA, my name is Shelia Hardy Wilson. I have been riding the project mobility service now for about eight years, I value the service very much, and the professional of the drivers. I am sending this email concerning the fair increase. I am not for the fair increase.</p> <p>Best regards</p> <p>Sheila H. Wilson</p> |
| 13 | Melissa Hedgecoth | Fares | <p>I wanted to let you RTA that I had to quit riding with you because of the following reasons.</p> <ol style="list-style-type: none"> 1. The fare INCREASE is out of my control of monthly payments. 2. I DON'T always need to ride with RTA but when I do, you do not allow WE THE PEOPLE to use cash for those spontaneous trips. 3. The SAFETY that has decreased on your bases |
| 14 | Davidk Johnson | Service | <p>You've decreased bus lines, took away customer service for bus time and location to and from on the phone ☎ , service from north to south on Gettysburg stopped 🚰</p> |
| 15 | Pay Laker | Fares | <p>DO NOT INCREASE THE FARES! ITS ALREADY AT THE LIMIT OF BEING AFFORDABLE</p> |
| 16 | Matt Faulkner | Fares | <p>Based on the service and accuracy of pick up and drop off times these fare changes are not warranted. The bus never arrives on time and the drivers are only concerned about "THEIR" schedule, not the riders. They stop in the middle of the route and sit for no reason. You're holding people who have no other choice but to use your service, hostage.</p> |
| 17 | Haley Davis | Fares | <p>Dear RTA,</p> <p>You have to be really out of your mind if you're gonna raise the prices on bus fairs. You're gonna just lose money doing it cause nobody is gonna ride the bus anymore. It's even more horrible that yall took away getting on the bus with cash. This is why people aren't able to get on their feet anymore especially people on the street. No consideration for people living in poverty in this cheap weak ass city. Do better for the city. If you really care about people. Don't do this. How are yall gonna sit there and make a chart about raising the price twice a year. We already pay enough taxes for this dirty city.</p> <p>From: a very pissed mother of 4 with no transportation.</p> |
| 18 | Nehemiah Ward | Fares | <p>You need to settle corrections in your application for tap pay, I paid for a monthly fare so I should have until the 20th of this month but the application isn't reflecting that, it's showing that it'll be none left tomorrow on the 11th, this isn't right, for me to have to pay for two monthly fares in the same month. And also I'm against the fare cost increase, you can't increase anything if you don't have what you have already working properly. And I have a complaint against you, just as I stepped on the ramp to enter the bus the driver lifted the ramp up, it did hurt some. And there needs to be another route available after 11:00 pm leaving from Meijer & Stroop, I need that for work, and you have to make this change as well.... the wright stop plaza and the restrooms must be kept open at all times as long as the buses are running, and those buses must be running till at least 12:30 AM leaving from Meijer & Stroop and going to free pike & denlinger. Please and thank you so much.</p> |

| | | | |
|----|-------------------|------------------------------------|--|
| 19 | Lori Allen | Fares | I do not agree with the increase at all it's hard enough to ride the bus the way you guys have got it and then you're going to raise it you know the average American can't even hardly afford to ride the bus now as it is I really don't think you have the customer at their best interest I mean you're getting ready to build a new bus station which you the one downtown is fine I don't know why you have to build a whole new one I totally disagree with your increase 100% do not agree I'm sorry |
| 20 | Dwight Maloney | Fares | I don't understand how you can propose to raise fares, but can't restore the old bus schedules. I used to be able to catch the 4:45-4:50 am bus #2 on Valerie Arms to get to work at 6 am. Now I have to pay for an Uber cause the buses don't come early enough where I stay. Increase service then ask for a fare increase. Why would someone want to pay extra, and you're not accommodating them? Terry D. Maloney 3497 Valerie Arms Drive Apt. 726 Dayton, Ohio 45405 |
| 21 | Maria Willmann | Fares | I don't agree with your changing the fare for the bus. Everything is already expensive, people are struggling to keep up as it is. And y'all are trying to make it harder makes sense. |
| 22 | Brianna Moore | Fares | In this economy we're already struggling with paying the fare as it is. We shouldn't get higher prices for daily, or monthly passes due to inflation. |
| 23 | Dani Pittman | Fares | You're trying to do a fair change?? Well, at this point, I'll just ride the bikes or walk everywhere because you're being absolutely ridiculous. You just raise the fare to two dollars. People are struggling to make that amount of money but because y'all want to be greedy and make more changes not for the public but for yourselves because these changes don't do anything in the benefit of us most of your riders are still complaining because you hire people to treat us badly on the customer service line or downtown at the hub focus on the inner changes before you worry about raising the prices for people to be mistreated by your people???? Honestly, just shut down the entire RTA Dayton will figure it out but at this point our busing system is getting just as greedy as every other rich city, but forgets that we're not a rich city we are poor we get the lowest amount of funding as a state, let alone a city, but you wanna raise prices for people who already can barely afford the price that it is?? People that have to ride the bus every day?? We don't need any more greedy companies in Dayton and if that's what you're turning into we don't want you and we don't need you!!!! You get four dollars a day for most people just to be able to go to work but you need more?? you think if we had other options we would pick you???????? Eventually it's gonna be worth it to just Uber because at this point you raise the monthly pass price to exactly what I would need to just Uber for the month to my job and to school if I just went ahead and stay down there for the day so why wouldn't I just pay Uber instead of you?? I would there faster and they have more availability as well. You can barely get your riders to show up for their shifts, and then when the bus doesn't show up either have us outside, waiting for the next one or you might possibly send an Uber but not always. This is just straight up greedy because none of the changes that you have made. I've been in the benefits of anybody but the company.... You've removed bus lines that people used because you felt like they weren't used enough for you felt like they needed to be cut..... you've cut times and hours for certain buses..... You've changed routes for others..... an and well very little of your changes have been in the benefit of other people let's be honest most of them were in the benefit of you as a company. You are stationed in Dayton might I suggest acting accordingly please???? |
| 24 | Robert Yates | Fares | No don't increase the fares please, I currently live in fairborn with my brother and I have to take two Greene cats buses around fairborn before I get on the 1 at the wright St University student union to get downtown to transfer to the 16 to go to work at rite Aid in Englewood. Greene cats is cash only. I struggle to be able to put money on my tapp pay card so that I can get back and forth to work as is. 4 rides a day to get to work and home eats up a tapp pay card quickly |
| 25 | Matt Faulkner | Offensive Riders - Smell Marijuana | If rta could address the issue of riders who are offensive to other riders like those who board the bus smelling so strongly of Marijuana them maybe the service would be worth a higher price. |
| 26 | Katherine Koehler | Fares | Although it is impossible for me to be at any of the meetings I want to give my input. Have you thought about what the fare increase will do for people that are already struggling? Those whose only income is disability and raising a minor child already with limited income. Some of us are actually trying to find employment, but once out of work so many years and have the experience but not the degree. This is why some won't hire me and cause I am the primary one caring for my son and would have to juggle a schedule around when my son is in school or bring him on the job. This has been my case and the continued rise in cost stresses people out more. Sincerely, Katherine Irene Koehler |

| | | | |
|----|-----------------|---------|--|
| 27 | Babydoll Boone | Fares | <p>I really hope they can come up with a better plan than the one here. Going from \$115 to \$180 by Jan 2026 is outrageous to me what's the point in getting a monthly pass no real savings. Poor people use the bus to get to work, get kids to daycare, & school. We can't afford cars so we ride the bus and speaking for poor people riding the bus we can't afford a higher fare. The hubs all suck now no food hardly have a place to wait for the next bus. Security treating everyone like criminals or children it's immature. I hate going to any hub to catch another bus, there's nothing to do to kill time no where to sit & now u guys want more money??? For what may I ask??? U already took stops away on routes so that affected us riders now you want more money?? WOW is all I can say. Well the poor are u clientele so raising the prices like you plan to means we won't be able to afford to ride as often, so you will lose customers. That's going to lead to more revenue losses for rta in the long run if you ask the poor people that use the rta.</p> <p>Thanks for listening! Sincerely, Jennifer Boone</p> |
| 28 | Jack Game Blogs | Fares | <p>Hello RTA. I ride your buses to get from place to place and, to be fair, I'm not happy with the new price changes. I liked being able to just add 10\$ for Tapp Pay and being able to take five rides, and on top of that, there may be individuals struggling with money to add to their bus pass. They can add 4\$ and be able to get to and from where they need to go, twice. With this price change, they'll only be able to make it once and may not even be able to get back. I hope you take into consideration these price changes, and maybe change your mind on that.</p> |
| 29 | Stars Marie | Drivers | <p>Greetings,</p> <p>The quality of the drivers and ride has diminished. The drivers are rude and the lack of RTA's "at least" attempting to have passengers be respectful (reduce loud- foul language) is appalling. Over half the time we pay to ride and cannot sit because they hoard the seats. Senior adult are standing. The routes are decreased. Number 9 route has huge gaps. The fighting on the bus is crazy.</p> <p>If the fare increases, so should tge standard of service.</p> <p>Kindly, Commuter.</p> |

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| 30 | Nicole Erickson | Fares | <p>Dear Greater Dayton RTA ,</p> <p>I hope this email finds you well. I am writing to express my growing concern regarding the recent surge in public transportation costs, particularly for residents who rely on these services, including adults with various disabilities who use the paratransit program. As a member of the community who works with residents who will be personally impacted by this increase, I feel compelled to bring this matter to your attention. It's undeniable that public transportation plays a vital role in the lives of many individuals, facilitating access to employment, education, healthcare, and various essential services like our arts program at We Care Arts. However, the proposed uptick in fare prices is placing an undue financial burden on countless households, disproportionately affecting vulnerable groups.</p> <p>Adults with disabilities often face additional obstacles in their daily lives, from limited mobility to increased dependence on public services. For many in this demographic, public transportation serves as a lifeline, offering a means of independent travel and access to critical resources. However, the rising costs are severely undermining their ability to utilize these services effectively.</p> <p>Moreover, the financial strain imposed by escalating transportation expenses exacerbates the existing challenges faced by individuals with disabilities, potentially compromising their overall quality of life and well-being. It is imperative that we address these disparities and work towards creating a more inclusive and equitable transportation system that caters to the needs of all community members, regardless of their physical abilities. I urge you to consider the implications of these price hikes on vulnerable populations and explore alternative solutions to mitigate their impact. Whether through subsidization programs, discounted fares for individuals with disabilities, or other initiatives aimed at ensuring affordability and accessibility, it is essential to prioritize the needs of those most affected by these changes.</p> <p>Thank you for your attention to this important issue. I look forward to your prompt response and the opportunity to discuss potential avenues for addressing the challenges faced by adults with disabilities in accessing affordable public transportation.</p> <p>Best Wishes,</p> <p>Nicole Erickson</p> <p>Administrative Assistant We Care Arts 3035 Wilmington Pike Kettering, OH 45429 Office: 937-252-3937</p> |
| 31 | Jeanie Oram | Fares | I can't afford an increase on the reduced monthly I only have a part time job XENA RULES! |
| 32 | Carolyn Peters | Fares | <p>To whom it may concern, The National Federation Of The Blind, Miami Valley Chapter, President, Dr. Carolyn Peters I am responding to the propose price increases on transportation fees for project connect. We learned in our Saturday, April 13, 2024 meeting that there were proposed changes. We realize Rta has not had price increases for several years Yet we would like to know if Rta can possibly have grants available to support people that are riding para transit. As we discussed in our meeting, it cost seven dollars to get two and get home for a monthly meeting not including going to the doctor shopping or visiting family and friends , as we all know, we are experiencing increases in rent utilities, and certainly food and are not having increases in our monthly benefits. Please take these things into consideration when you decide on rate increases. Lorraine county charges one dollar for paratransit, Summit county charges \$2.25, Franklin county Transportation is two dollars, Cuyahoga county is \$2.75. Hamilton county is four dollars. What are other counties doing that we are not we are not as large as Franklin County or Cuyahoga County. Those are some of our questions we are confident that you will keep our finances in our concerns lifted as you make decisions on increasing fees for peer transit writers in the City Of Dayton, Montgomery county. Cheerfully, Reverent Dr. Carolyn Peters, National Federation Of The Blind, Ohio, affiliate, vice president, 937-657-5134</p> |

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| 33 | Rosemary Schmalhofer | Fares | <p>Greater Dayton RTA,</p> <p>My name is Rosemary Schmalhofer. I have been an RTA rider since May 2023. I cannot attend the hearings so I am sending an email.</p> <p>I am strongly against the fare increase because it is best at my opinion to keep the cost constant and even because there are lots of riders a day to make money each day and keeping the fare at \$2 a ride would make it easier for people to keep the math easy as far as how much people are spending just on rides alone and when uploading more money to their accounts. Additionally, why keep increasing it by 10 cents every five months? People may not be able to afford to ride the RTA when they may not even afford a car if that's the case, if people run out of funds, what would the extra charge do if they do not need the RTA anymore? Please keep the fare \$2 a ride please to keep it affordable.</p> <p>Rosemary Schmalhofer Pre-Kindergarten to Grade 5 Major University of Dayton '26 Bombeck Family Learning Center Student Floater Preschool Promise Scholar Big Brothers Big Sisters- Miami Valley (937-432-5393)</p> |
| 34 | Kimberly Sager | Fares | <p>Why do they have to raise the bus fare why can't just stay the same. Nobody got money like that for the bus keep on raising the bus fair so you can go on strike again.</p> |
| 35 | Carlos Warner | Fares | <p>Hello rta my is Carlos Warner. I use project mobility. I'm on fix upcoming, it's hard to pay groceries bills and rent. I love rta, I depend on the great services. Because I don't use the help services I get from my health care provider. Only time I use there services is I have to go to Cincinnati or west Chester. But local I rta for every thing else. Please I understand about change. Before I got sick I use rta for whole 43 years catching the bus and changing of bus fare. So if you make the bus fare go up people probably going to start to find others ways of transport. I hope you read my statement and hear us people. I know how important rta is to this community. Have a blessed day.</p> |
| 36 | Leighvi Powell | Fares | <p>I don't believe that this should even happen we don't get transfer's we have to pay 2.00 Dollar's every time we get off and on the bus your charging us to purchase cards to ride the bus your taking all the seats away from our bus stops the RTA drivers are very disrespectful towards passengers as well as it's already hard enough to get to places to load money on the card if your not located near a bus hub to load the card I don't believe this is even a thought you guys have taken a lot of busses from areas that are desperately in need of them your closing bus hub's and then asking for more money how is any of this benefitting any of us we have people on SSI who can only afford so much people who work and can barely afford to live let alone pay 2.10 every time they ride a bus this isn't helping anyone but the workers we already pay in taxes to have public transportation then again to ride and now you want to raise the price I don't believe this would be a great idea and if it does happen we should get transfer's to catch the next bus we shouldn't be charged for switching busses and treated with more respect from the drivers....</p> |
| 37 | Lysonnia | Fares | <p>I don't agree with this. \$81 dollars for a monthly pass is too much. How did we get from \$55 to \$81. Would like to see the feature return where you can just put \$2 on your card instead of having to put \$4 minimum on. If you have \$5 on there you can't add just \$1 more to make it \$6. I'm not satisfied. It's entirely too much. We barely putting food on the table. It's ridiculous.</p> |
| 38 | | Fares | <p>Never should have had all those free rides. Should start charging for The Flyer even if it is half price. The North Connector and 28 do the same as The Flyer, at least half price. Makes me concerned if I can even afford this, and I have no other way to get around. Discussed reduced fare options with her.</p> |
| 39 | | Fares | <p>For some it's gonna put some in a bind. It's gonna put me in a bind in trying to keep money on my card. The new bus signs. Why didn't they put the bus route number on there. It makes it difficult for some people. Older people and some kids who don't have phone. They can't even look up and see what bus stop they're at. They need to put the numbers back. They want us to pay more. But it seems like they are cutting out services. There's not a direct bus no more to the mall. Had to take 3 buses to get to the Greene. They already cut out the Trotwood bus. Seems like they're cutting things out and we don't have a say. Saying they had a form but it didn't mean nothing. They want us to keep paying more but then they keep cutting stuff out. All Saturday schedule takes you longer to get places.</p> |
| 40 | John Moorland | Fares | <p>Senior citizen debit card can put money on bus pass. So fares won't hurt me. I'm satisfied with the way it is, with the routes.</p> |
| 41 | Roberta Johnson | Fares | <p>* Doesn't think RTA employees should ride for free.</p> <p>* Hope fares do not go up. If they do, please do not raise them up that much.</p> |
| 42 | Keith Monnin | Fares | <p>In order to maintain service you have to raise price.</p> |
| 43 | Jeff Brown | Fares | <p>This will make it hard for us on fixed income. Paying half of my income on bus fare to get to work will make things difficult. I struggle as it is.</p> |

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| 44 | John Fleming | Fares | <p>Brother of John, Theodore, was roughed up 30 years ago in the back of a fixed-route bus. To this day, he will not subscribe to riding a bus. John is trying to get brother to sign up for paratransit services. Brother is on social security/disability and it is low because he didn't work for that long. They need some sort of transportation from back up, because their friend drives them around and his friend is 70. John would like to plan ahead. Brothers both live in the same apartment complex on Wilmington Avenue. Brother doesn't have the money to do the cab services. With the fare increase, John believes he should be under the handicap rates/reduced fare. John is going to call customer service to see if he is reduced fare. He is also going to find out if his brother is qualified for both paratransit and reduced fare. John was provided Connect paratransit brochures.</p> <p>In terms of fares he understands RTA is a business and that rates aren't that big of a deal. Full rates isn't that bad for him. However, he can see how it would be hard for people with lower income like his brother. John understands where all this is coming from.</p> <p>John would like to propose a few things. He would like to suggest the mini buses would be perfect for those who are semi disabled, he has witnessed on occasion that we haven't had enough room on the fixed route buses for all the wheelchair bound individuals trying to get on the bus, he would like more room on the fixed-route buses for individuals with wheelchairs or proposing the little buses be put on those routes. He also mentioned using the small buses in areas where big buses can't get through. John is happy that we are rolling out new paratransit buses.</p> <p>John has ridden a couple of buses in the better neighborhoods and worse neighborhoods. He would like us to start putting in more of the shelters, because people are waiting out in the snow and rain. He has more than once held an umbrella for him and people in a wheelchair. He knows we have a maintenance budget and we have to pay for that. Some bus stops he said they are lucky if they even have a steel bench. A new bench went near a new art museum by the Montgomery County Fairgrounds where they put the bar in between so people can't lay down, he would like to see more benches with the bars to deter people from sleeping on them. Two weeks ago there was a homeless kid staying at his apartment building. The kid broke into one of the apartments below him and they arrested the kid. John stated if you give them an environment where they can stay they take advantage. John told this story because he has been accosted on the bus with a couple guys from the shelter. He called RTA because he knew it was on camera. He said there are people from the shelter who get on the buses and look for easy marks. He said you need to look out for Route 22 coming from Gateway men's shelter. He said a lot of the bus drivers have to deal with the people and they feel like they need to wear a bullet proof vest a long time ago. He saw a couple months ago a couple guys going back and forth on the platform, one was trying to distract people while the other was trying to take their belongings.</p> |
| 45 | Anonymous | Fares | <p>Concerned about the fares going up. She was out there yesterday around 12:00, the Route 8 bus never showed up and good thing it was a nice sunny day because she would have been freezing, she just had to sit out there and wait for another one. She was sitting there for 30 minutes waiting on the bus. Her biggest concern is that we are going to raise fare but the bus never shows up. The Route 8 in the morning is super crowded. She said it was so crowded to the point that they were sending out another bus to accommodate the school kids. She also stated that the elderly don't even get a seat sometimes, they can't get on the bus because it's so crowded and there are no seats available. She said fare issue is just ridiculous.</p> <p>She mentioned years ago she tried to qualify for the temporary connect paratransit services because of a medical condition, but she never heard back. She then just gave up on it.</p> <p>She tries to use the TVM's to find out the balance on her card, and every time she comes down here she's not able to access the machine because it's never working. She thinks the machines need to work, she recently had to go to speedway to put money on her card.</p> |
| 46 | Lisa | Fares | <p>Lisa thinks it is fair that fares that are going up. She wishes the buses went more places, specifically the united states air force museum. She says it's also more complicated to get to the Greene. She would like for the bus to go inside carriage hill park and eastwood metro park, currently it drops off at the entrance and she would like it to go onto the park properties. She also suggested maybe the uber or lyft taking her onto the properties. Lisa loves having the convenience of having public transit. She said it's good we have reduced fare options.</p> |
| 47 | | Bus Stops/Amenities | <p>Would like to have wi-fi access and places to charge your phone...outlet or usb. Make this available on buses or at the very least inside RTA facilities.</p> |
| 48 | Jonathan Shrubsole | Fares | <p>No one likes for things to be more expensive, but it is understandable that the RTA is looking to increase the price of fixed route travel over the next 18 months. I presume you need to do this in order to pay competitive wages and because the increase cost of fuel. I like the fact that you are increasing the daily limit more than just two rides but less than three. I know that the State of Ohio is not a generous funder of public transit and for the state to close the gap, it would need to increase by 3 time the amount contributed just to get to the average for all states per capita. I hope you are working with ODOT to minimize the cost as much as possible for individuals. I also hope that with the increase in price there will be an increase in frequency, especially on the heaviest travel routes, and to bring back express services.</p> <p>Thank you.</p> |

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| 49 | De'Ajah Edwards | Fares | <p>To whom it may concern,</p> <p>Increasing the right fare even if my \$0.10, \$1.00, etc is going beyond. Your customers already have to pay for a tap card and once they buy that,they can't ride the bus. Because they've spent their last \$2.00. On top of that most of the bus hubs are not stocked efficiently with tap cards, I had to wait 4 days to purchase a tap card and was treated so poorly by not only the bus drivers but the staff as well. It's already two dollars a ride you all have taken away transfers, making it harder for people, changes the routes, and changed line up times. Next it's going to be we have to schedule for the bus. On top of half of these new bus drivers don't know what they're doing. They have no manners, and are undoubtedly disrespectful.</p> |
| 50 | Katie Neubert | Fares | <p>Dear Robert Ruzinsky and the entire RTA leadership team:</p> <p>I am writing to express my concerns regarding the proposed rate increase for RTA services. As a representative of the non-profit We Care Arts whose mission is focused on empowering adults with developmental disabilities, substance abuse disorders, and mental health diagnoses, we appreciate the work that you do. For years our organization has tried to actively fund raise to subsidize and support the cost of RTA because of its importance to our artist-clients who are mostly at the 250% of the poverty line or lower. We have wanted to ensure access to essential services for individuals in need, particularly those who rely on RTA services for transportation. However, when we experienced a depletion of bus passes, we encountered a significant challenge. The cost of these passes has already escalated to a point where it became unaffordable for individuals supported by the Alcohol, Drug Addiction, and Mental Health Services (ADAM HS) program. Consequently, these individuals lost access to vital community resources and the mental health support that we strive to provide.</p> <p>Furthermore, our clients who are affiliated with the Ohio Department of Developmental Disabilities (DODD) heavily depend on RTA services for community integration. These individuals rely on public transportation to participate in community events, workshops, and other activities essential for their social and emotional well-being. A rate increase would only serve to erect further barriers, hindering their ability to engage with the community and access the support networks they require.</p> <p>During a discussion with our staff, Carlette Jewell our Director of Programming eloquently summarized that "it is essential to recognize that any increase in the cost of bus passes effectively functions as a tax on the most marginalized members of our community. These individuals, who already face significant economic challenges, are disproportionately burdened by such hikes.</p> <p>I urge you to reconsider the proposed rate increase and explore alternative solutions that do not place an undue financial strain on those who rely on RTA services the most. It is my hope, my expectation that collaborative efforts can lead to innovative approaches to funding and sustainability that ensure the continued accessibility of transportation for all members of our community. Thank you. Katie Neubert</p> |

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| 51 | Mukilan AR | Fares | <p>Respected Sir/ Madam,</p> <p>Good afternoon, this is Mukilan, one of the people that take the RTA bus virtually every day. I frequently take bus numbers 16, 12, 6, 28, 17 and 11 (now defunct). Because I have used a number of buses running on various lines, I believe I can comment on the planned fare increases as well as other improvements that you could implement.</p> <p>FARE INCREASE : The fare rise beginning this year is extremely steep. The majority of individuals who use RTA are students or daily wage laborers, and raising the fee abruptly would make it difficult for them. The pricing could remain the same till this year, and then you could start increasing it somewhat next year, perhaps in late spring or near summer.</p> <ol style="list-style-type: none"> 1. The daily adult charge is still high. That could be a 20-cent rise rather than a 50-cent increase. 2. Instead of increasing the monthly payment by \$5 each time period, it might be increased by \$5 every other time period. 3. Also, consider the following suggestions for improving the RTA bus service to increase ridership. <p>IMPROVEMENTS:</p> <p>When I was taking various routes, and speaking to various people, I got comments from various people regarding the ideas that they have in mind. I am just writing couple of them in this email, which can be addressed:</p> <ol style="list-style-type: none"> 1. I heard some people need a bus service exclusively in Centerville. The Bus number 6 reaches Centerville, but it doesn't travel through Centerville, as the Bus number 28 for Kettering does. There are residential areas, schools, stores, sports centers (including recreational centers), playgrounds, parks, ice rinks, and so on, all of which would benefit from a bus circling around Centerville and connecting to Bus number 6. - I heard this complaint from many people. Even if there is a bus next month, it would be great. 2. The next point would be Bus number 11. That was an easy bus route from Downtown to Kettering, but travelers now have to take two buses to get there. Bus 28 is fine, however Bus 11 would save even more time for passengers. So, consider reinstating Bus 11. You can also customize Bus 28 to travel additional destinations within Kettering, rather than only the Kettering Rec Center - Stroop - Kettering Medical Center - Wilmington - Kettering Rec Center loop. - I use this bus almost everyday, (a combination of 16 and 28), so I hear this complaint almost daily. 3. If you are contemplating Point 1, make sure Bus number 6 arrives at the appropriate time. Because people who are travelling from Dayton must take bus 6 from Downtown (Dayton) and then transfer to a bus within Centerville to reach their destination. 4. Also, I've heard that folks require buses to Beavercreek and Fairborn (I've heard Troy, but it's a long distance). Even I wondered why we couldn't have more buses to nearby major cities such as Beavercreek, Fairborn, and others within a 10-15 mile radius of downtown Dayton.- This is next to Centerville 5. There are numerous student housing options near the University of Dayton, including Wilmington, Patterson, Firwood, Irving, and the University's surrounding neighborhoods. Except for Bus 16 (which is quite far away), there is no direct connection between those residences and the university. As a result, students frequently carpool, walk and take Bus 16 or 12, or even walk to University. Students also work part-time in college, starting early in the morning and ending late at night. So, if there is a bus that connects the University to all of the apartments every 45 minutes to an hour, it would be quite useful. - This is quite important, as I hear this daily from all the students. <p>These are a couple of main points that I hear from folks and students on a daily basis when taking RTA. There are others, but those are the points I rarely hear from people, so I ignored them. If the foregoing issues are resolved, I believe more people will be ready to utilize RTA, as all neighborhoods, including University, are covered. Alternatively, instead of making the</p> |
| 52 | Fares | <p>There shouldn't be a fare price raise, by doing so you are going to out price the people that need the service the most. By increasing the price of the fare the people that use the RTA the most will eventually be forced to stop riding the RTA, and therefore there will be less people using the bus and less money coming in. If you just increase the price, you cannot raise the daily and monthly passes to terribly. Many people, myself included, rely on these passes to get around. To increase it to 3.5 rides daily and 32 times monthly vs. 2 rides daily and 27.5 times monthly is going to still have to effect I mentioned earlier. People are not going to be able to afford the fare so people are not going to use it, especially with paratransit. Disabled people are even less likely to have the money to afford the pay increases, I know I don't. You are effectively making paratransit so expensive that no one will use it and you can discontinue it so you can have more money in your pockets and if this isn't the case, you are extremely ignorant to think disabled people will be able to afford these pay increases. There are other ways you can get money. You can open the hub back up, I'm not an expert in busing, but I knew the restaurants and businesses that used to be here had to have paid money to be there, if not the money going directly to the RTA. I miss being able to get a quick bite to eat while waiting on my next bus. And I know it will cost to get everything back up and running but it's an investment that would allow you to set money without making the fare inaccessible. The fare raise is a bad idea.</p> | |
| 53 | Fares | <p>There shouldn't be a fare price raise, by doing so you are going to out price the people that need the service the most. By increasing the the price of the fare the people that use the RTA the most will eventually be forced to stop riding the RTA,</p> | |
| 54 | Kaira Wert | Fares | <p>I understand why prices want to be risen to offset costs, but as it relates with the price increase a lot of people will be priced out. I did the math for myself, at the time of the fare increase to hit the daily price cap I'd need to ride for 42 hours vs. right now at 28 rides. The monthly cap for myself when the final price increase will be between a fifth to a fourth of my monthly income. If I can't afford the bus I can't afford a car either an the region is a walkable live threat.</p> |
| 55 | Ndidi Azikiwe | Fares | <p>I do believe fares and cost are quite high for low-income riders like myself with how the economy is treating local beneficiaries but I strongly encourage RTA to be able to remain as affordable as possible because the economy and inflation doesn't seem to treat us customers fairly. Monthly passes and ride capping are the only affordable asset to me and potentially other patrons riding RTA.</p> |

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| 56 | Jason Riley | Fares | <p>Good morning, As a regular Paratransit and Fixed-Route rider, I must voice my opposition to the proposed fare increases, especially for paratransit users. Paratransit riders are typically seniors on fixed incomes and/or those with disabilities that have significant barriers to employment (and higher income). The proposed fare increase just adds to a growing financial burden for those riders who are struggling more than most in the community. Greater Dayton RTA knows it has little to no competition when it comes to paratransit services (almost a monopoly) and, as I expect, will force these fare increases anyway. Greater Dayton RTA should really be focused on increasing ridership to make-up financial losses (see below), not using an approach that has the potential to reduce ridership.</p> <ul style="list-style-type: none"> • Convert to a real-time traffic navigation system for paratransit services: The current system is one of the causes of pick-up and drop-off delays, which increases operating costs. • Pay paratransit drivers more for the unique soft skills required to interact and serve an aging and disabled population. Not everyone can do this job so the drivers should be compensated to ensure the best ones remain. High turnover of these drivers just costs more money in the long run. <p>Thank you Respectfully, Jason</p> <p>Jason G. Riley (he/his/him) Colonel, United States Army (Retired) Disabled Veteran (Low Vision) Diversity, Equity, Inclusion and Accessibility Advocate Mobile: 831-601-6132</p> |
| 57 | Jennifer Minge | Fares | <p>I personally feel that fare increase is not justified. There's way too many areas cuts can be made before handing these increases to citizens. There's ALOT of positions that personally can be cut administratively at the top and mid management to better balance of budget first. The service is simply lacking. It's taking longer and longer to go anywhere. In kettering we have to wait on a bus coming way from trotwood to go ten minutes down street just to wait another 40 minutes to go up to the greene on another bus. They never connect and bus drivers have made meijer there designated stop to waste time and leave later and later going north. Complaints submitted nothing ever seems to be resolved. And if for some reason everything runs ok despite the above.. it seems more and more buses are having break downs or mechanical issues. It's really hard to justify more increases when alot of people have to rely on uber or have to get cars , even walk due to unreliability. I think it's time to roll up sleeves and take a serious look at what needs desperately improved and provided before asking community for increases. Increases may be considered if the system as a whole was better organized and running. But it's simply not. And Please Remember alot of customers depend on transportation to get to jobs in order to pay the fare. If they can't get to work on time other options WILL be used and there will be no fare taken when a passenger is not in that seat. Alot of this is common sense and I feel whole organization has lost sight of that. Make cuts to unnecessary positions , provide better on time service and accountability, have a efficient and well taken care of fleet, and work out these changes to routes that simply aren't working and then and only then do I see it justified to ask for ANY fare increase to be put in.place.</p> <p>Jennifer minge</p> |
| 58 | Tiffany Ali Shaw | Fixed Route Service & Fares | <p>Yes hello I am Tiffany Ali Shaw reaching out trying to find out how I can get information about where the meetings are held that you guys just recently held in Downtown Dayton that the community is allowed to be apart of I realize I am just one person complaining about service but I would like to be apart of addressing the complaint as a whole with other people that have concerns as well in the communities that are less fortunate. It doesn't make sense increasing bus fare but you cutting places bus's go to get people to jobs and appointments bus 19 needs to go through town in the middle of the afternoon and not cut off downtown Dayton between 1-3 and I know we on bus 19 but bus 9 needs to run more frequently for all the drivers to have time to be taking breaks downtown for 10 minutes since the drivers need time to take a break for that long how are you caring about customer but we can't travel where we need to get to. Also a bus similar to the route 24 I feel took away from grocery shopping convenience and easier access to jobs. I am trying to understand how busing increase or decrease is determined is it accounted by the amount of passengers that ride daily that would effect the decreasing of buses trips and locations.</p> <p>Thank you for your time and attention to my concerns.</p> |



04 18 2024

Dear Robert Ruzinsky and the entire RTA leadership team:

Executive Director
Katie Neubert

Board President
Tami H. Kirby

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Campus & Gift Shop**
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WeCareArts.org
*Together, we empower
healing through art &
community for people with
disabilities, addiction, &
mental health issues.*

I am writing to express my concerns regarding the proposed rate increase for RTA services. As a representative of the non-profit We Care Arts whose mission is focused on empowering adults with developmental disabilities, substance abuse disorders, and mental health diagnoses, we appreciate the work that you do. For years our organization has tried to actively fundraise to subsidize and support the cost of RTA because of its importance to our artist-clients who are mostly at the 250% of the poverty line or lower. We have wanted to ensure access to essential services for individuals in need, particularly those who rely on RTA services for transportation. However, when we experienced a depletion of bus passes, we encountered a significant challenge. The cost of these passes has already escalated to a point where it became unaffordable for individuals supported by the Alcohol, Drug Addiction, and Mental Health Services (ADAMHS) program. Consequently, these individuals lost access to vital community resources and the mental health support that we strive to provide.

“It is essential to recognize that any increase in the cost of bus passes effectively functions as a tax on the most marginalized members of our community. These individuals, who already face significant economic challenges, are disproportionately burdened by such hikes.”

Furthermore, our clients who are affiliated with the Ohio Department of Developmental Disabilities (DODD) heavily depend on RTA services for community integration. These individuals rely on public transportation to participate in community events, workshops, and other activities essential for their social and emotional well-being. A rate increase would only serve to erect further barriers, hindering their ability to engage with the community and access the support networks they require.

During a discussion with our staff, Carlette Jewell our Director of Programming eloquently summarized that “it is essential to recognize that any increase in the cost of bus passes effectively functions as a tax on the most marginalized members of our community. These individuals, who already face significant economic challenges, are disproportionately burdened by such hikes.

I urge you to reconsider the proposed rate increase and explore alternative solutions that do not place an undue financial strain on those who rely on RTA services the most. It is my hope, my expectation that collaborative efforts can lead to innovative approaches to funding and sustainability that ensure the continued accessibility of transportation for all members of our community.

Thank you.

Katie Neubert
Executive Director





**Greater Dayton Regional Transit Authority
Fare Changes Comment Sheet – April 17 - 18 2024**

If there are any comments you would like to share with us please let us know. If you wish to receive a follow-up to your comments, please give us your address or e-mail. Thank you again for attending today's forum.

Name - Optional Rainbow West

Address - Optional 1316 Campbell Way Apt 5.

Email - Optional _____

Topic - Please Check One: Fares ADA Service Route # _____
 Bus Stops/Amenities Maintenance Other _____

I understand why prices want to be risen, to offset costs, but as it stands with the price increase a lot of people will be priced out I did the math for myself: at the time of the final increase to hit the daily price cap I'd need to work for 42 minutes vs. right now at 28 minutes. The monthly cap for myself when the final price increase will be a between a fifth to a fourth of my monthly income. If I can't afford the bus I can't afford a car either as the reason isn't walkable like that.

Use back of this sheet if necessary



Greater Dayton Regional Transit Authority

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Name - Optional _____

Address - Optional _____

Email - Optional _____

Topic - Please Check One: Fares ADA Service Route # _____

Bus Stops/Amenities Maintenance Other *Open the bus lock up*

There shouldn't be a ~~daily~~ fare price raise, ~~say~~ ^{lock up} daily so you are going to ~~be~~ ^{not} pay the people that need the service the most. By increasing the price of the fare the people that ~~use~~ use the RTA the most will eventually be forced to ~~stop~~ stop using the RTA, and therefore there will be less people using the bus and less ~~or~~ money coming in. If you must increase the price, you cannot raise the daily and monthly passes so ~~hardly~~ hardly. Many people, myself included, rely on these passes to get around. To increase it to 3 1/2 rides daily and 32 times monthly vs. 2 rides daily and 27.5 times monthly is going to still have the effect I mentioned earlier. People are not going to be able to afford the bus so ~~people~~ we not going to use it.

Use back of this sheet if necessary

Greater Dayton Regional Transit Authority

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Especially with paratransit, disabled people are even less likely to have the money to afford the pay increases, I know I don't. You are effectively making paratransit so expensive that ~~no one~~ no one will use it and you can discontinue it so you can have more money in your pockets, and if that isn't the case, you are extremely ignorant to think disabled people will be able to afford these pay increases. There are other ways you can get money, you can open the hell back up, I'm not an expert in business, but I know the restaurants and businesses that used to be here had to have paid ~~all~~ money to be here, if not the money going directly to the PIA, I miss being able to get a quick bite to eat while waiting on my next bus. And I know it'll cost to get everything back up and running but it's an investment that would allow you to get money without making the bus inaccessible. The fare raise is I don't ~~do~~



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Name - Optional NOIDI U AZIKIWE
 Address - Optional 3220 Valerie Arms Dr Dayton OH 45405
Apt 622
 Email - Optional ndidiazikiwe0227@yahoo.com

Topic - Please Check One: Fares ADA Service Route # _____
 Bus Stops/Amenities Maintenance Other _____

I Do believe Fares and Cost are quite high for low income riders like myself with how the economy is treating local Beneficiaries but do strongly encourage Rta to be able to remain as affordable as possible because the economy and inflation doesn't seem to treat us customers fairly. Monthly Passes and Ride capping are the only affordable asset to me and potentially other patrons riding Rta.

Use back of this sheet if necessary