



Greater Dayton RTA Board of Trustees
Public Board Meeting
Meeting Packet

Tuesday, August 6, 2024 – 3:00 p.m.

**Greater Dayton RTA
4 South Main Street - Dayton OH 45402
3rd Floor Board Room**

Interpreters for hearing-impaired individuals are available upon request. Requests should be made at least 5 days prior to the date of the meeting. For more information, contact 425-8392.

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Tuesday, August 6, 2024 – 3:00 p.m.

Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

AGENDA

Next Section





AGENDA

Greater Dayton RTA Board of Trustees
Public Board Meeting

Wright Stop Plaza
4 South Main Street, 3rd Floor Board Meeting Room, Dayton, OH 45402

Tuesday, August 6, 2024 – 3:00 p.m.

- | | |
|--|---------------------------------|
| 1. Call to Order | John Lumpkin |
| 2. Pledge of Allegiance | John Lumpkin |
| 3. Roll Call | Mary Stanforth |
| 4. Approval of Consent Agenda | John Lumpkin |
| 5. Approval of June 4, 2024 Board Meeting Minutes | John Lumpkin |
| 6. Committees Reports | |
| <u>Finance/Personnel Committee</u> | Belinda Matthews-Stenson |
| Action Item #2 – Banking Services | |
| Report | |
| <u>Planning Committee</u> | Tom Weckesser |
| Action Item #3 – Resolution No. 2024-8-1, Authorizing Greater Dayton
RTA Chief Executive Officer to Execute the Membership
Agreement and Bylaws of the Health Transit Pool of Ohio | |
| Action Item #4 – Transit | |
| Action Item #5 – Title VI | |
| Action Item #6 – Fares | |
| Report | |
| 7. Chief Executive Officer’s Report | Bob Ruzinsky |
| 8. Old Business | John Lumpkin |
| 9. New Business | John Lumpkin |
| 10. Request for Executive Session – <i>as required</i> | John Lumpkin |
| Reconvene to Regular Session | |

Greater Dayton RTA Board of Trustees – August 6, 2024

- | | |
|---|----------------------|
| 11. Public Comment | John Lumpkin |
| 12. Board Member Comments - Announcements | Board Members |
| 13. Adjourn | John Lumpkin |

Suggested Next Meetings

Board Meeting

- | | |
|-------------------|------------------------------|
| September 3, 2024 | 3 p.m. |
| October 1, 2024 | 3 p.m. |
| November 7, 2024 | 3 p.m. (Meeting on Thursday) |

Committee Meetings

- | | |
|--------------------|--|
| August 20, 2024 | Jointly Held Finance/Personnel & Planning- 8:30 a.m. |
| September 17, 2024 | Jointly Held Finance/Personnel & Planning- 8:30 a.m. |
| October 15, 2024 | Jointly Held Finance/Personnel & Planning- 8:30 a.m. |
| October 17, 2024 | Investment Advisory- 11:45 a.m. |

Interpreters for hearing impaired individuals are available upon request. Requests should be made at least 5 days prior to the date of the meeting. For more information, please call (937) 425-8392. Thank you.

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Tuesday, August 6, 2024 – 3:00 p.m.

Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

APPROVAL OF MINUTES

Next Section





Minutes

Greater Dayton RTA Board of Trustees Public Board Meeting

June 4, 2024

- Trustees: John A. Lumpkin, Jr., President
 Sharon D. White, Vice President
 Al Fullenkamp
 Sharon Hairston
 Belinda Matthews-Stenson
 Nikol M. Miller
 Grady L. Mullins
 Thomas Weckesser
- Excused: David P. Williamson
- Staff: Bob Ruzinsky, Chief Executive Officer
 Daron Brown, Chief Maintenance Officer
 Roland Caldwell, Chief Transportation Officer
 Cathy Garner, Senior Executive Administrative Assistant
 Benjamin A. Mazer, Coolidge Wall, Co. LPA
 Brandon Policicchio, Chief Customer and Business Development Officer
 Mary K. Stanforth, Chief Financial Officer
 Robert Stevens, Chief Labor Officer
- Others: Interested citizens (see attached sheet)

Call Meeting to Order

Mr. Lumpkin called the meeting to order at 3:00 p.m. A quorum was present and proper notice of the meeting had been given.

PLEDGE OF ALLEGIANCE

Mr. Lumpkin led attendees in reciting the Pledge of Allegiance.

ROLL CALL

Roll call was taken:

Mr. Fullenkamp	Yes	Mr. Mullins	Yes
Ms. Hairston	Yes	Mr. Weckesser	Yes
Mr. Lumpkin	Yes	Ms. White	Yes
Ms. Matthews-Stenson	Yes	Mr. Williamson	Excused
Ms. Miller	Yes		

APPROVAL OF CONSENT AGENDA

Mr. Lumpkin stated Greater Dayton Regional Transit Authority (RTA) By-Laws require Board Trustees approval of today’s Board Meeting Agenda. The Agenda was mailed in advance, and Mr. Lumpkin asked if there are any changes to the Agenda? Upon hearing no requests or changes, Mr. Lumpkin DECLARED APPROVAL of today’s Board Meeting Agenda.

APPROVAL OF APRIL 16, 2024 BOARD MEETING MINUTES

Mr. Lumpkin asked if anyone requests a reading of the minutes or are there corrections to the minutes?

Upon hearing no requests or changes, Mr. Lumpkin DECLARED APPROVAL of the April 16, 2024 Board Meeting Minutes.

FINANCE/PERSONNEL COMMITTEE REPORT (BELINDA MATTHEWS-STENSON)

Ms. Matthews-Stenson stated the Finance/Personnel and Planning Committees held a meeting on May 21st and as a result, the Finance/Personnel Committee is recommending three (3) Action Items for the Board’s consideration.

ACTION ITEM #2 – GATE AND FENCE REPLACEMENT

Ms. Matthews-Stenson stated the purpose of this procurement is to select a contractor to partner with Greater Dayton RTA for the replacement of gates and fencing at the 600 Longworth Street location.

This project involves:

- The replacement of two (2) slide gates and gate operators at the Perry Street entrance and the Longworth Street exit.

- The replacement of two (2) additional gates in the Receiving area, one of which is a manual gate and one will have a gate operator.
- The removal of the existing fencing and installation of about 162 feet of new fencing.

This procurement supports our core value of Safety by improving our facilities and providing a secure work environment for RTA employees. This procurement also supports our core value of Stewardship by assuring the security of RTA property and assets.

MOTION MADE by Ms. Matthews-Stenson and SECONDED by Ms. Hairston to APPROVE a CONTRACT AWARD to Allied Fence Builders in the amount of \$386,300 plus a 15% contingency of \$57,945 for any unknown costs, totaling \$444,245 for the replacement of the gates and fencing at the 600 Longworth Street location.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

ACTION ITEM #3 – LIFE INSURANCE

Ms. Matthews-Stenson stated the purpose of this procurement is to obtain Life Insurance coverage for full-time non-union employees, full-time hourly employees represented by the American Federation of State, County and Municipal Employees (AFSCME), and full-time employees represented by the Amalgamated Transit Union (ATU).

RTA will purchase term life insurance for all full-time employees, and employees have the option of purchasing additional coverage at their own expense.

This is in accordance with RTA's Core Value, Stewardship, where we manage our time, talent, and resources efficiently and responsibly.

MOTION MADE by Ms. Matthews-Stenson and SECONDED by Mr. Weckesser to APPROVE a CONTRACT AWARD to Hartford Life & Accident Insurance Company for a three (3) year period for Life

Insurance, with an estimated cost of \$128,391 per year for a total cost of \$385,172. Annualized estimates are based on the census at the time of the Request for Proposal release.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

ACTION ITEM #4 – LONG TERM DISABILITY INSURANCE

Ms. Matthews-Stenson stated the purpose of this procurement is to obtain coverage for Long Term Disability Insurance for full-time non-union employees, full-time hourly employees represented by AFSCME, and full-time employees represented by the ATU. This project is consistent with RTA's Core Value, Stewardship, where we manage our time, talent, and resources efficiently and responsibly.

MOTION MADE by Ms. Matthews-Stenson and SECONDED by Mr. Wesckesser to APPROVE a CONTRACT AWARD to Hartford Life & Accident Insurance Co. for a two (2) year period for Long Term Disability Insurance at an estimated annual cost of \$235,257, totaling \$470,514 plus an option year at an estimated annual cost of \$235,257 for a grand total of \$705,771.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

Discussion Items to Mention

Ms. Matthews-Stenson stated the March 2024 Financial Report as well as Small Purchases Information has been included in today's Board package.

PLANNING COMMITTEE REPORT (TOM WECKESSER)

Mr. Weckesser stated the Finance/Personnel and Planning Committees met for a jointly held meeting on May 21st, and while we do not have any Action Items to bring forth, we do have important updates to share.

At the meeting, Mr. Brandon Policicchio provided a summary document of recent activities going on in the Customer and Business Development Department.

Mr. Policicchio shared that ridership showed no change in April when compared to 2023. He explained that the most recent service changes at the end of May included expanding services to meet the changing needs of RTA customers. Mr. Policicchio also shared feedback received at RTA's recent public hearings for proposed fare changes.

INVESTMENT ADVISORY COMMITTEE REPORT – (AL FULLENKAMP)

Mr. Fullenkamp stated the Investment Advisory Committee met on Thursday, April 18th for an informative financial presentation from Eileen Stanic of Meeder Investments.

Meeder's presentation along with RTA's investment report is included in today's Board package. The Committee is not bringing forth action items today.

Regarding Sales Tax, Year-to-Date (YTD) December 2023 receipts equal \$48.85 million. In comparison, YTD December 2022 receipts equaled \$48.47 million. This represents an increase of \$385,000 or 0.79%. This is an area of concern as the increase did not keep up with inflation.

CHIEF EXECUTIVE OFFICER'S REPORT

Mr. Ruzinsky stated he hoped everyone was able to see the media that RTA has received over the past couple of weeks regarding RTA's Proudly Serving Bus Campaign. Staff just concluded its last bus to Huber Heights as the campaign has been very well received.

Mr. Ruzinsky mentioned that RTA has a nice online article from the Dayton Daily News on our hopes to start the West Connector this fall. Mr. Ruzinsky stated the story will be in print tomorrow morning.

Mr. Ruzinsky recently had the opportunity to meet with the Mayor of Monrovia, which is the Capital and largest city of Liberia, in West Africa. Mr. Ruzinsky provided him a tour of RTA's facility. Mr. Ruzinsky stated Monrovia is Dayton's Sister City. Mr. Ruzinsky further commented that

a representative of Monrovia toured the RTA about 22 years ago. Each visit has been very significant.

Mr. Ruzinsky stated RTA was excited to be a part of the big media announcement yesterday regarding the North Atlantic Treaty Organization (NATO). This major event is planned to occur next year. RTA has been at the table since its inception and will remain at the table throughout the event. RTA will play a significant role in providing transportation for and during this key event. Look for continued information as the time draws closer.

OLD BUSINESS

None

EXECUTIVE SESSION

None

NEW BUSINESS

NEW BUSINESS ITEM #1 – CONTRACT ADDENDUM

Mr. Lumpkin explained the performance evaluation of Mr. Robert E. Ruzinsky, Chief Executive Officer (CEO) of the Greater Dayton Regional Transit Authority, has been reviewed by the Board of Trustees. This review covered the three-year period of April 1, 2021 through March 31, 2024. During this period, Mr. Ruzinsky successfully led the agency through unique and challenging times, to the full satisfaction of the Board.

MOTION MADE by Mr. Lumpkin and SECONDED by Mr. Fullenkamp to AWARD Mr. Robert E. Ruzinsky, CEO, lump sum bonus payments, as per the contract addendum, in lieu of COLA/Merit wage increases for the past three years, as well as a general lump sum bonus award for his strong and steady leadership of the RTA over the contract period.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

NEW BUSINESS ITEM #2 – CONTINUED APPOINTMENT OF CEO

Mr. Lumpkin presented Resolution No. 2024-6-1, Continued Appointment of Chief Executive Officer.

WHEREAS, the position of Chief Executive Officer of the Greater Dayton Regional Transit Authority has been filled by Mr. Robert E. Ruzinsky since April 1, 2021; and

WHEREAS, CEO Robert Ruzinsky has informed the Board of Trustees of the Greater Dayton RTA of his desire to continue in his position as CEO, and as an employee of the RTA; and

WHEREAS, the Board of Trustees has determined that it is in the best interests of the RTA to retain Robert E. Ruzinsky in the position of Chief Executive Officer,

NOW THEREFORE BE IT RESOLVED, that Robert E. Ruzinsky will continue in his appointment as Chief Executive Officer at an annual salary of \$257,000, effective April 1, 2024. As an officer of the agency, Mr. Ruzinsky will serve at the pleasure of the Board under conditions and terms established by the attached Chief Executive Officer Employment Agreement.

BY ACTION OF the Board of Trustees of the Greater Dayton Regional Transit Authority, June 4, 2024.

MOTION MADE by Mr. Lumpkin and SECONDED by Ms. White to APPROVE Resolution No. 2024-6-1, Continued Employment of Chief Executive Officer.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

PUBLIC COMMENT

Mr. Lumpkin stated anyone wishing to address the Board must speak on their own behalf. After you are recognized to speak you must come to the lectern or if you're physically unable to do so a handheld microphone will be brought to you. You must first state your name and address, after doing so, at that point you have 3 minutes to make your comments. A yellow light will come on when you have 30 seconds remaining, and the Secretary will say 30 seconds.

When your three minutes are up, the red light will come on and the Secretary will say stop, and at that time you must stop talking and leave the lectern or surrender the microphone.

The following Citizens are requesting the reinstatement of the Senior EZ Ride Services.

- Ms. Sandra Smothers – 215 McDaniel Street, Apartment #201, Dayton, Ohio 45405.
- Ms. Lanetta Day – 1465 W. 3rd Street, Dayton, Ohio 45402.
- Mr. E. Ray Cobia - 4746 Germantown Pike, Dayton, Ohio 45417. Mr. Cobia would like to see the end of RTA offering free rides.

Mr. Kevin Frazier, ATU Business Agent – 555 Recess Drive – Dayton, Ohio 45404. Mr. Frazier would like to see the FMLA policy be further reviewed by management to ensure all employees receive their compensation promptly.

BOARD MEMBER COMMENTS - ANNOUNCEMENTS

Ms. Miller congratulated Ms. Belinda Matthews-Stenson on her latest recognition as she received the 2024 Pillar Award from the Miami Valley Urban League.

Mr. Weckesser echoed Ms. Miller's comments.

Ms. Matthews-Stenson thanked everyone for their kind words and acknowledgment of her receiving this honor. However, Ms. Matthews-Stenson especially wanted to thank the Miami Valley Urban League for nominating her.

Ms. White congratulated Mr. Bob Ruzinsky on navigating through such challenging times as COVID-19, providing safe and reliable transportation, and keeping RTA operations moving. This was not an easy task!

Ms. White stated to Mr. Policicchio that a developer has purchased the Salem Consumer Square Center in Trotwood, and Mr. Policicchio should make sure transit remains on his radar for this area.

Mr. Fullenkamp congratulated both Ms. Matthews-Stenson and Mr. Ruzinsky for their recent achievements.

Ms. Hairston thanked Mr. Ruzinsky for his continued appointment with RTA and reminded the audience that this is a voluntary Board of Trustees.

Mr. Mullins thanked Mr. Ruzinsky and the Staff for a job well done during those hard times during COVID-19.

Mr. Lumpkin also expressed his thanks and appreciation to both Ms. Matthews-Stenson and Mr. Ruzinsky on jobs well done.

ADJOURNMENT

MOTION MADE by Mr. Fullenkamp and SECONDED by Ms. Hairston to ADJOURN the meeting.

MOTION CARRIED by voice vote.

Ayes: Eight Nays: None

The meeting adjourned at 3:38 p.m.

ATTEST

John A. Lumpkin, Jr.
President
RTA Board of Trustees

Mary K. Stanforth
Secretary/Treasurer
RTA Board of Trustees

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Tuesday, August 6, 2024 – 3:00 p.m.

Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

ACTION ITEM #2

Next Section



ACTION ITEM #2 Banking Services

This procurement intends to contract with a commercial bank to perform ongoing banking services for Greater Dayton Regional Transit Authority (RTA). The successful commercial bank is responsible for providing all banking needs.

Proposals for the contract on behalf of banking services for a five (5) year period with two (2) one (1) year options were solicited through the Dayton Daily News, Dayton Weekly, and Transit Talent. Requests for Proposals were sent to 14 financial Institutions.

At 2:00 p.m. on May 30, 2024, three (3) proposals were received. The results are as follows:

Vendors	Monthly Cost	Annualized
Fifth Third Bank Dayton, OH	\$2,624	\$31,488
Huntington National Bank Beavercreek, OH	*	*
KeyBank Cleveland, OH	*	*

*FTA requires only the successful Proposer's pricing to be publicly disclosed.

Fifth Third Bank, who currently provides RTA's banking services, has been an outstanding partner over the years. Prior to having TAPP pay, Fifth Third was willing to sell RTA bus passes at approximately 10 different branch locations, as a complimentary service, they were the only bank willing to do this. When banking changes have been required over the years Fifth Third staff is always available to consult with RTA to plan and quickly resolve any issues.

The proximity of the bank is especially important. Fifth Third's downtown branch is across the street from Wright Stop Plaza and allows staff to make deposits several times a week. The next proposer's branch is 3.5 miles away.

Fifth Third's proposal addressed the basic banking requirements but also elaborated on options that may interest RTA. Fifth Third is a large bank with many available offerings and resources. If needed, there are staff on hand to offer any type of support needed now and, in the future, should our needs change, or our business evolves.

Monthly fees are estimated at \$2,624 with an earnings credit allowance for deposits that may offset fees. The fees vary based on volume, with the proposed unit prices remaining firm throughout the contract term. The second proposer's cost was a little less, but the price is not fixed and could exceed Fifth Third's price over the term of the contract. RTA funds banking fees through the operating budget.

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

The Chief Executive Officer recommends a contract AWARD to Fifth Third Bank for five (5) years with two (2) one-year options. The estimated cost is \$31,488 for each of the five (5) years, totaling \$157,440, and \$31,488 for each option year, totaling \$62,976, for a grand total of \$220,416.

**Board Meeting 8/6/24
Chief Financial Officer**

RFP GD 24-20
Banking Services

Company
Cardinal Pointe Financial Group
Chase Bank
Day Air Credit Union Inc.
Edward Jones
Fifth Third Bank
First Financial Bank
Huntington Bank
Key Bank N. A. Public Sector Banking
Petra Financial Solutions, Inc.
PNC Bank
River Valley Credit Union Inc.
U.S. Bank
West Banco Bank
Wright Patterson Credit Union

Greater Dayton RTA Board of Trustees Packet

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Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

ACTION ITEM #3

Next Section



ACTION ITEM #3

Resolution No. 2024-8-1, Authorizing Greater Dayton Regional Transit Authority Chief Executive Officer to Execute the Membership Agreement and Bylaws of the Health Transit Pool of Ohio.

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 Resolution No. 2024-8-1, Authorizing Greater Dayton Regional Transit Authority Chief Executive Officer to Execute the Membership Agreement and Bylaws of the Health Transit Pool of Ohio.

Attachment

**Board Meeting 8/6/24
Chief Customer and Business Development Officer**



RESOLUTION NO. 2024-8-1

**A RESOLUTION BY GREATER DAYTON REGIONAL TRANSIT AUTHORITY
(GDRTA) BOARD OF TRUSTEES AUTHORIZING THE CHIEF EXECUTIVE
OFFICER TO EXECUTE THE MEMBERSHIP AGREEMENT AND BYLAWS OF THE
HEALTH TRANSIT POOL OF OHIO.**

WHEREAS, Section 9.833 of the Ohio Revised Code provides that a political subdivision may, pursuant to the extent that it considers necessary, join with other political subdivisions in establishing and maintaining a joint self-insurance pool for purposes of providing health insurance coverage to employees of the political subdivisions; and

WHEREAS, a nonprofit corporation has been formed under Chapter 1702 of the Ohio Revised Code known as the Health Transit Pool of Ohio for the purposes of establishing and maintaining a joint self-insurance pool under Section 9.833 of the Ohio Revised Code in which Greater Dayton Regional Transit Authority (GDRTA) is a member; and

WHEREAS, this Board, operating a public transit system commonly known as GDRTA, has determined that it is in the best interest of GDRTA to become a member of the Health Transit Pool of Ohio and join with other political subdivisions in maintaining a joint self-insurance pool for purposes of health insurance coverage;

NOW, THEREFORE BE IT RESOLVED, by the Board of Trustees of the GDRTA that:

1. The Chief Executive Officer is hereby authorized by the Board to execute the Membership Agreement and Bylaws of Health Transit Pool of Ohio.
2. Pursuant to Section 4.2 of the Membership Agreement and Bylaws, Robert Ruzinsky, Chief Executive Officer, is appointed Trustee and Brandon Policicchio, Chief Customer and Business Development Officer, is appointed alternate Trustee.

CERTIFICATION:

The undersigned duly qualified Board President, acting on behalf of GDRTA, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held August 6, 2024.

Signed by:

Attest:

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Tuesday, August 6, 2024 – 3:00 p.m.

Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

ACTION ITEM # 4

Next Section



Action item #4 Transit

The Transit app, known as “Transit”, in 2016 was initially leveraged to provide real-time bus arrival and trip assistance for customers with the purchase of RTA’s CAD/AVL deployment. Today, the platform is utilized by 1 in 3 customers to plan and pay for their mobility services.

Following the initial launch of Transit in 2018, RTA approved a strategic partnership agreement with Transit to offer a multi-modal trip planning and payment solution to customers and ultimately serve as an all-in-one mobility service platform for the region. This partnership expanded the platform to integrate various mobility components, including fixed route, On-Demand service, bike share, scooter share, transit network companies (TNC), and, ultimately, RTA’s fare payment system, Tapp Pay. As a result of the planning and development work since 2018, RTA approved a five-year financial agreement with Transit in 2019 for a total cost of \$1,158,000.

Since 2019, RTA implemented its fare payment system, Tapp Pay, which allowed for the use of mobile payments on fixed routes and Connect services through the integrated Transit platform. Today, Transit delivers a solution that meets the following objectives:

- 1) Regularly ingest and present the General Transit Feed Specification (GTFS) static feed in an easy to understand and accessible format.
- 2) Capable of ingesting the GTFS-Realtime feeds for vehicles, trips, and alerts, which are provided by and generated from the CAD/AVL system.
- 3) Offer a mobile platform accessible to most modern mobile devices via the Apple App Store for iOS and the Google Play Store for Android.
- 4) Cooperatively work with local alternative transit solutions to allow for multimodal trip planning through Application Program Interfaces (APIs), Software Development Kits (SDKs), deep linking, or a similar agreement.
- 5) Integrate with RTA's fare payment solution to Allow for fixed route and paratransit fare payment from directly within the mobile application. The fare options align with an account-based system and offer similar functionality as card-based fare media, including fare capping.
- 6) Assist with troubleshooting technical issues directly from the customers in support of the application itself.
- 7) Protect customer privacy and transaction security by complying with Payment Card Industry (PCI) standards, ensuring the security and confidentiality of Personally Identifiable Information (PII).
- 8) Designed to be compatible with people with disabilities, such as visual, hearing, motor, or cognitive impairments, and who may access software using an assistive device.

Through RTA’s partnership with Transit, the agency continues to meet, and work towards future mobility goals, which include (1) providing real-time fixed route and demand response tracking and trip planning; (2) enhancing the ease of use for customer convenience through universal design, ensuring all customers can access; (3) providing seamless integration with the fare payment solution, Tapp Pay; (4) integration and trip planning with other mobility modes in the region, including bikes, scooters, and TNCs.

Pricing

Description	5-Year Pricing (per month)	5-Year Total
Royale Partnership <i>Including data warehousing</i>	\$ 4,300.00	\$ 258,000.00
Tapp integration with Masabi <i>Including Stored Value and Pay per Ride</i>	8,160.00	489,600.00
Estimated Commission on Sales at 1% <i>Includes estimated processing fees. Close to \$4M was collected in direct customer fares in 2023. Assumes \$4M in 2024 and increasing by 2% each year. Estimated processing fees are 10% of the total commission on sales.</i>	3,816.30	228,978.00
RTA Connect Integration	1,800.00	108,000.00
5-Year Total		\$1,084,578.00

Optional System Features

Description	5-Year Pricing (per month)	5-Year Total
Rate-My-Ride	\$2,400.00	\$ 144,000.00
Automatic Detour Detection	2,100.00	126,000.00
Paratransit Integration <i>Includes approximately 20% development fees that may apply based on provider. An additional \$30K is estimated, based on 20% of the feature cost.</i>	3,000.00	180,000.00
Optional Features 5-Year Total		\$450,000.00
Total 5-Year Contract Including Options		\$1,534,578.00

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

After reviewing and evaluating this procurement, the Chief Executive Officer recommends a contract AWARD to 9280-0366 Quebec Inc. dba Transit for an estimated five-year total of \$1,084,578. He also recommends awarding the option items totaling \$450,000 for a grand total of \$1,534,578.

Board Meeting 8/6/24
Chief Customer and Business
Development Officer

Greater Dayton RTA Board of Trustees Packet

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ACTION ITEM # 5

Next Section



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.irderta.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).

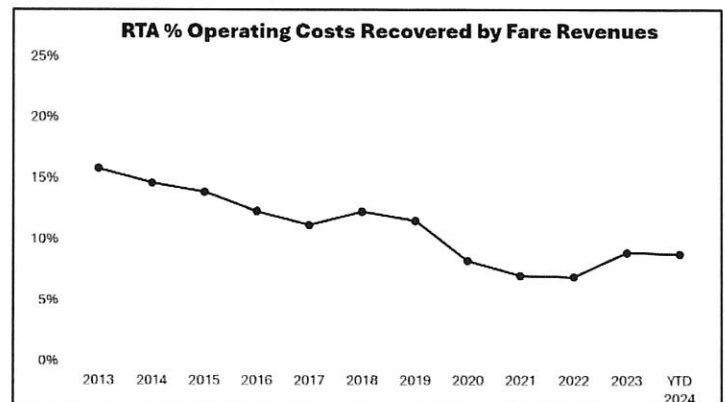


Figure 4

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.

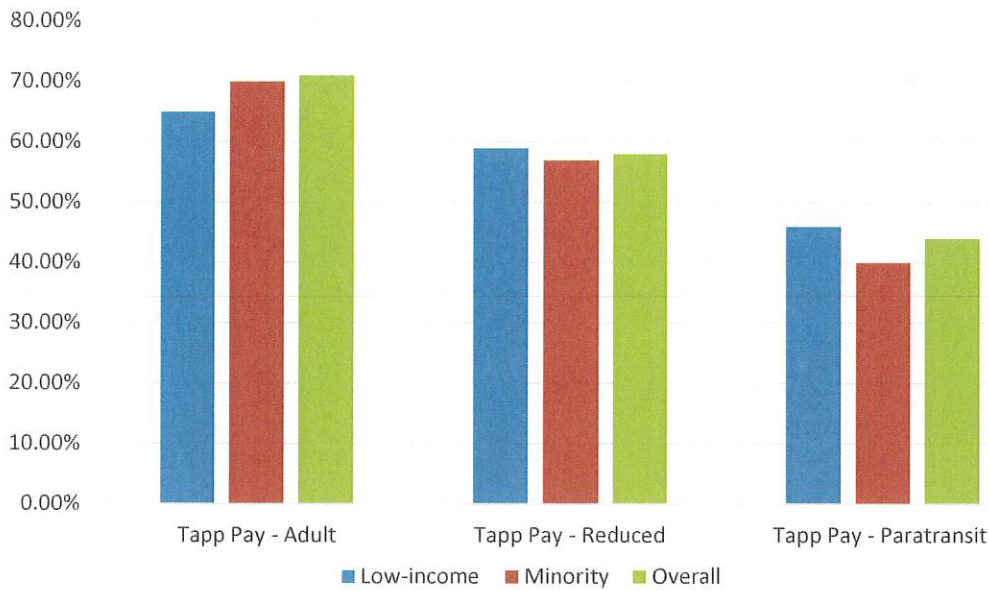


Figure 6 – RTA Surveys April – June 2024

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%			
Monthly - Reduced	\$32.00	40	\$8.00	25.0%			
Single Ride - Paratransit	\$3.50	\$5.00	\$1.50	42.9%	45,692	39,732	99,330
Daily - Paratransit	\$7.00	\$13.00	\$6.00	85.7%			
Monthly - 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

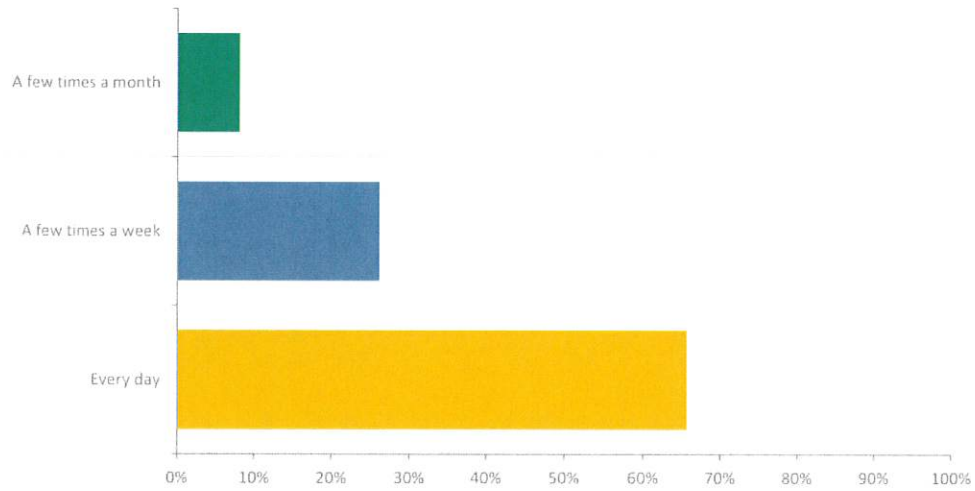
Date Created: Friday, March 22, 2024

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?

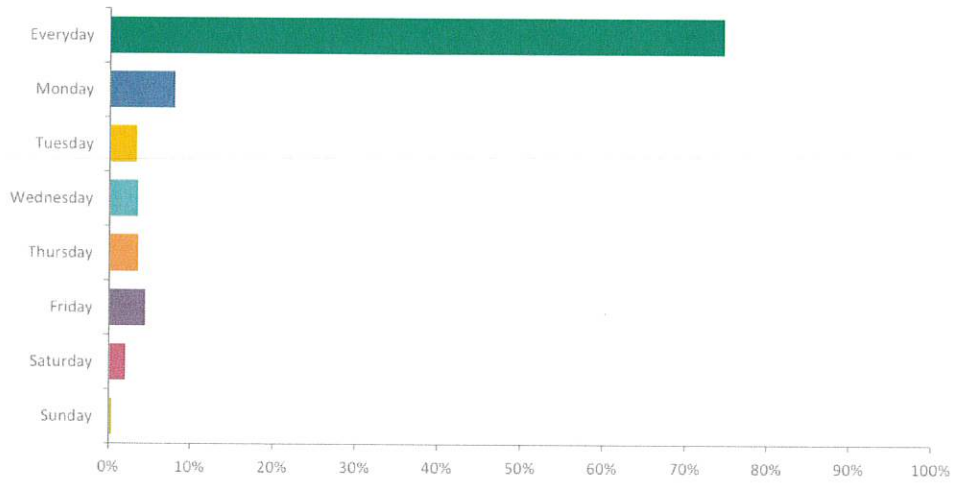
Answered: 791 Skipped: 11

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?

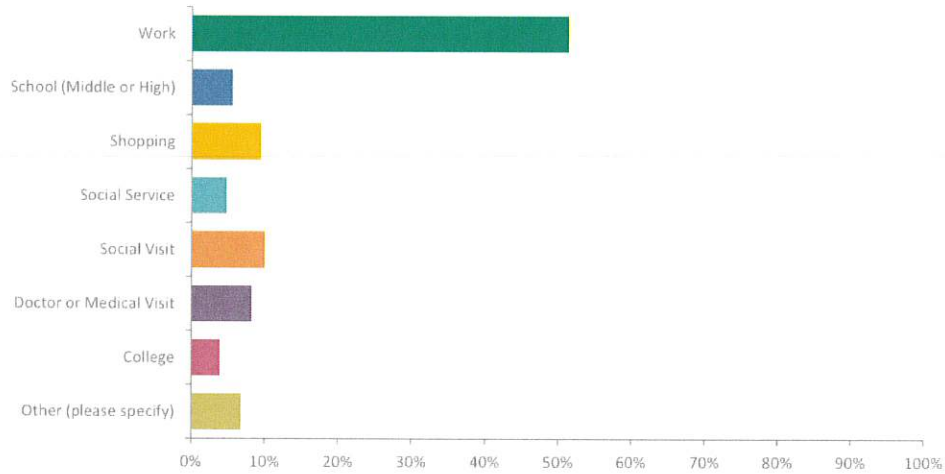
Answered: 790 Skipped: 12

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?

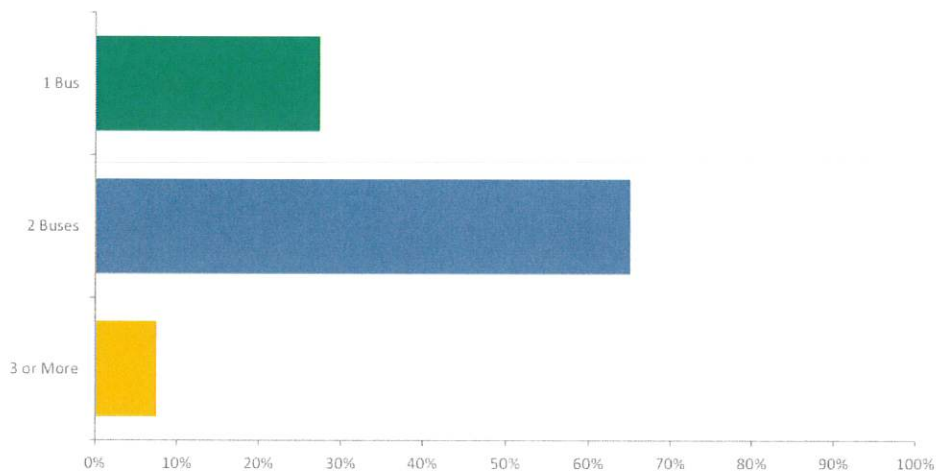
Answered: 791 Skipped: 11

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?

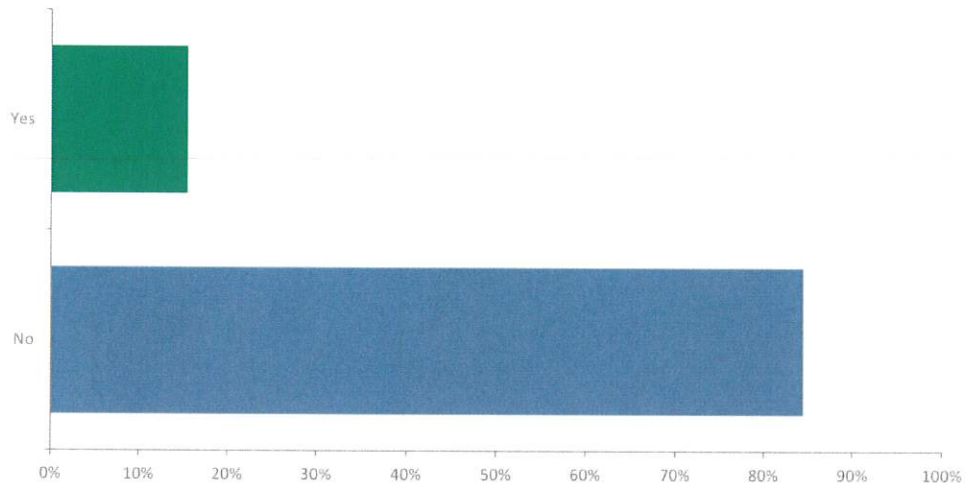
Answered: 787 Skipped: 15

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?

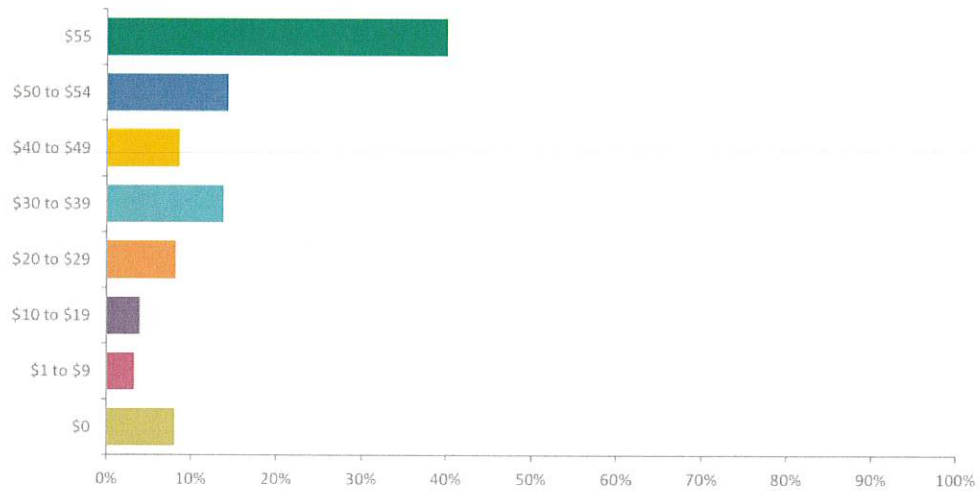
Answered: 788 Skipped: 14

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?

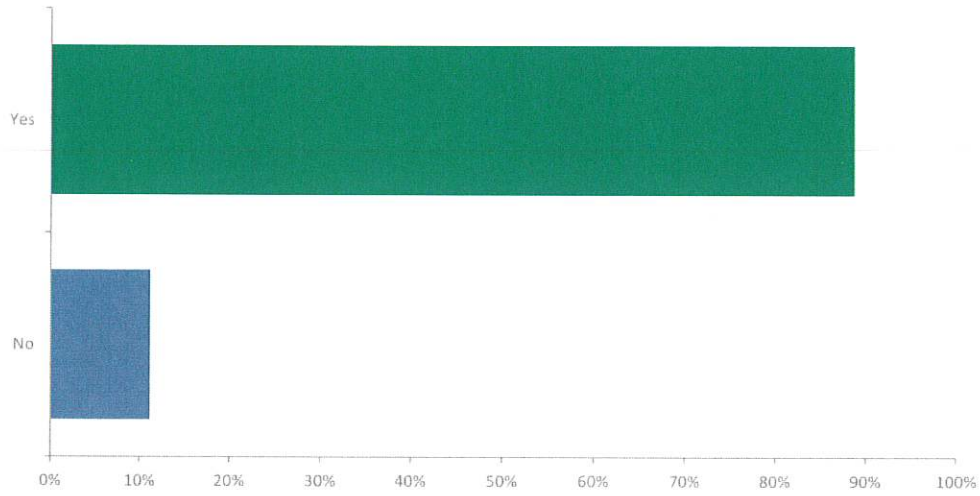
Answered: 790 Skipped: 12

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

Powered by SurveyMonkey

Q8: Do you own a smartphone?

Answered: 789 Skipped: 13



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Q8: Do you own a smartphone?

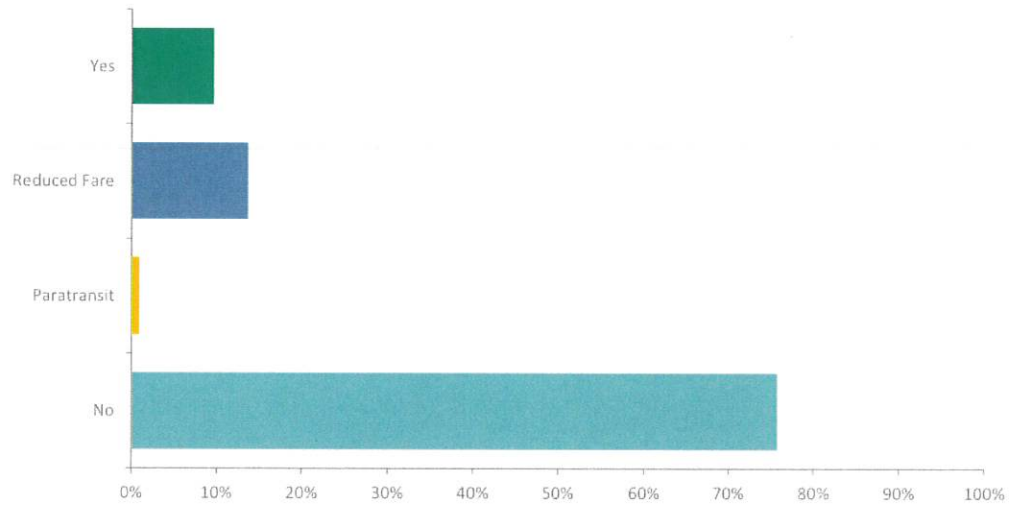
Answered: 789 Skipped: 13

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

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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?

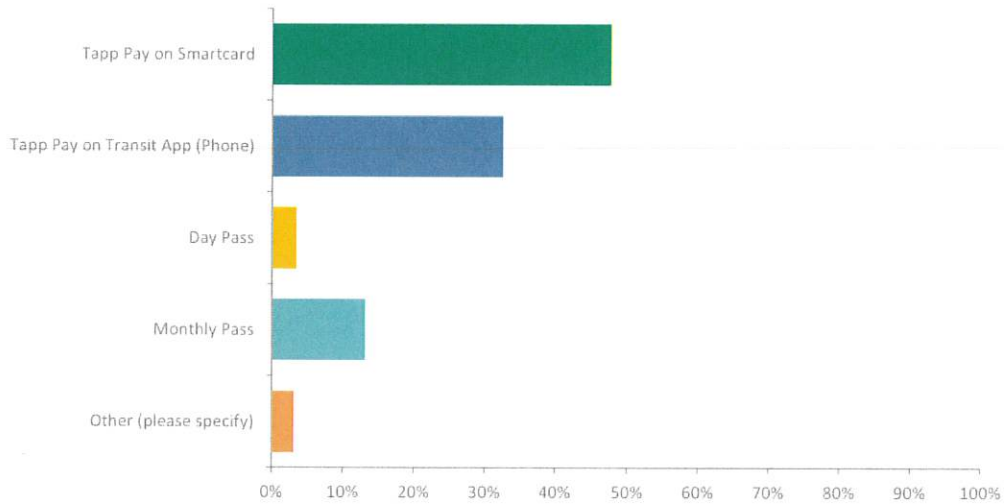
Answered: 788 Skipped: 14

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?

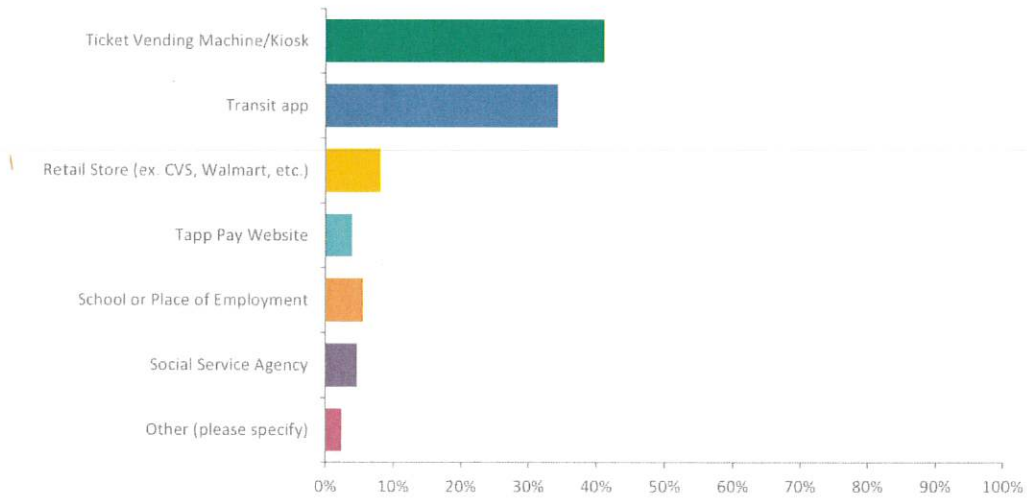
Answered: 788 Skipped: 14

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?

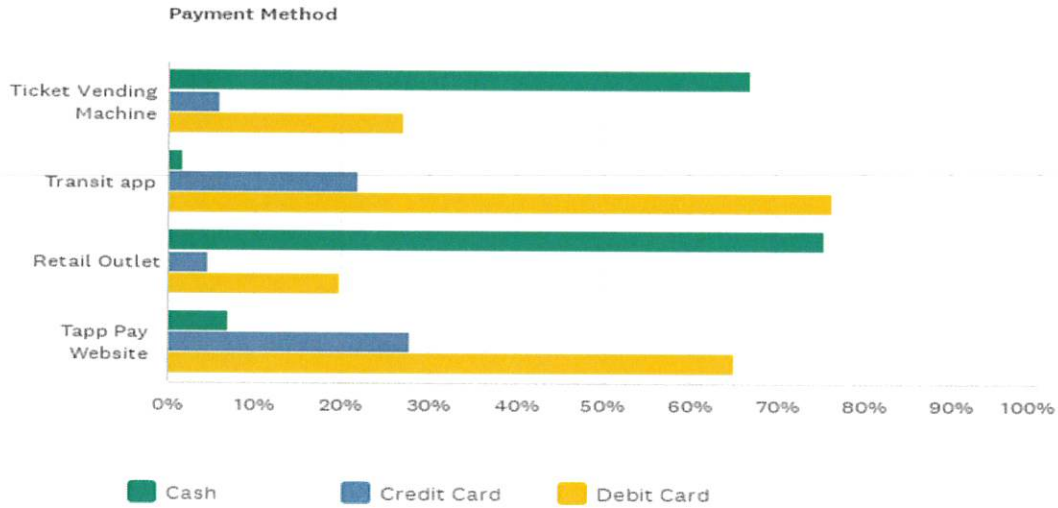
Answered: 787 Skipped: 15

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)

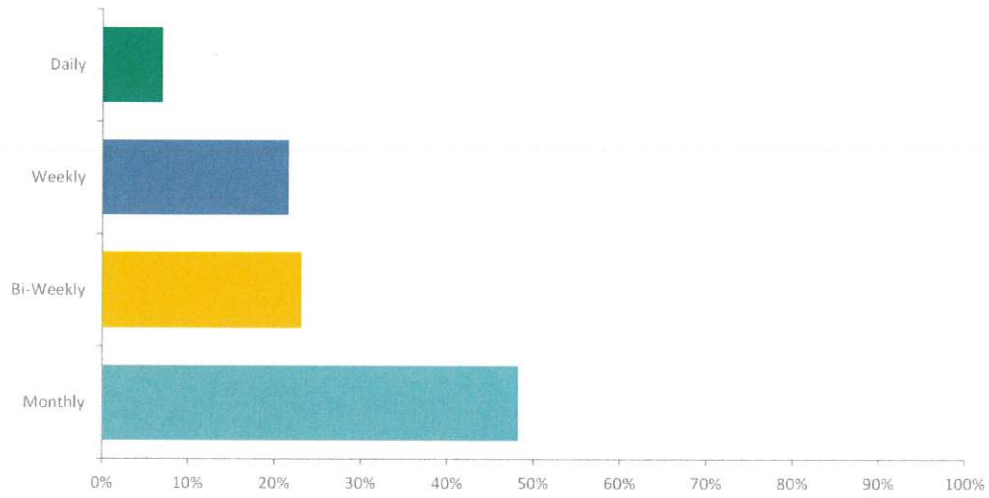
Answered: 699 Skipped: 103

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?

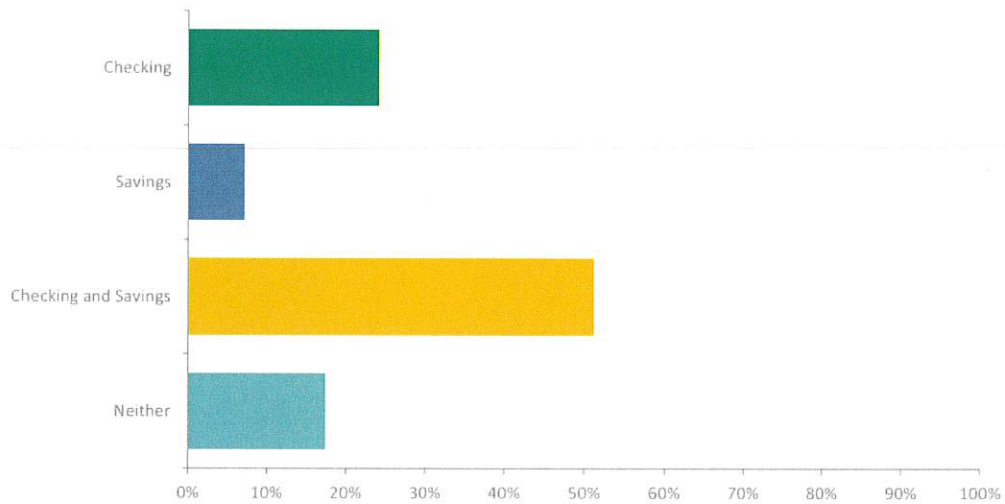
Answered: 758 Skipped: 44

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?

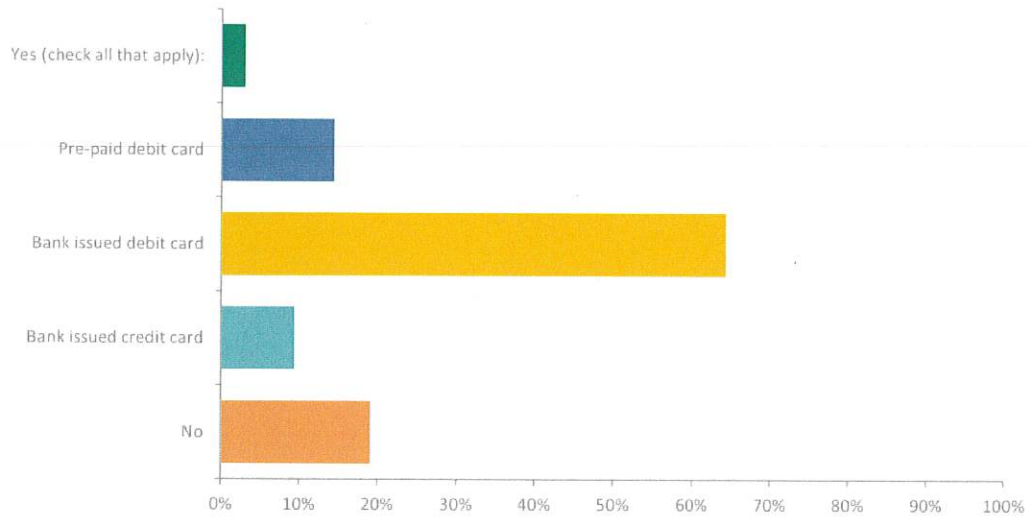
Answered: 778 Skipped: 24

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?

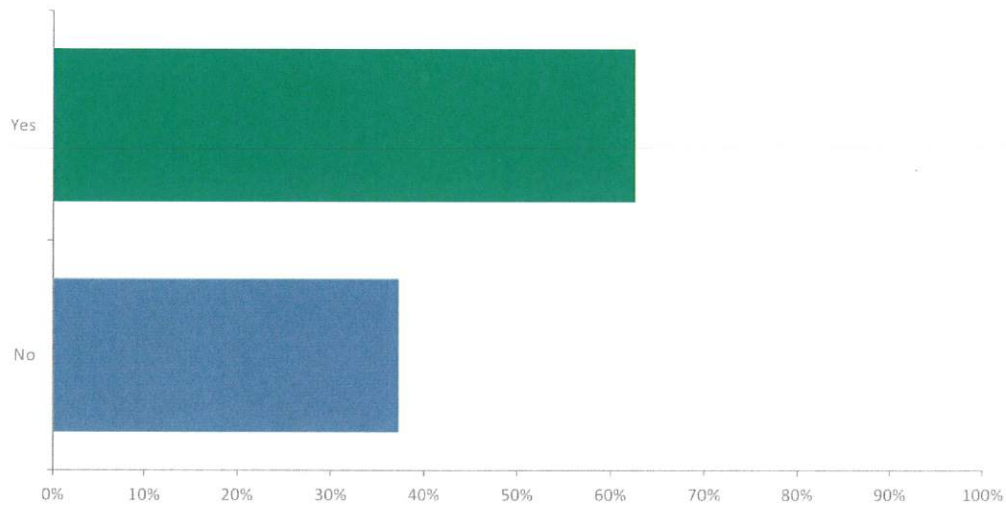
Answered: 779 Skipped: 23

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

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



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?

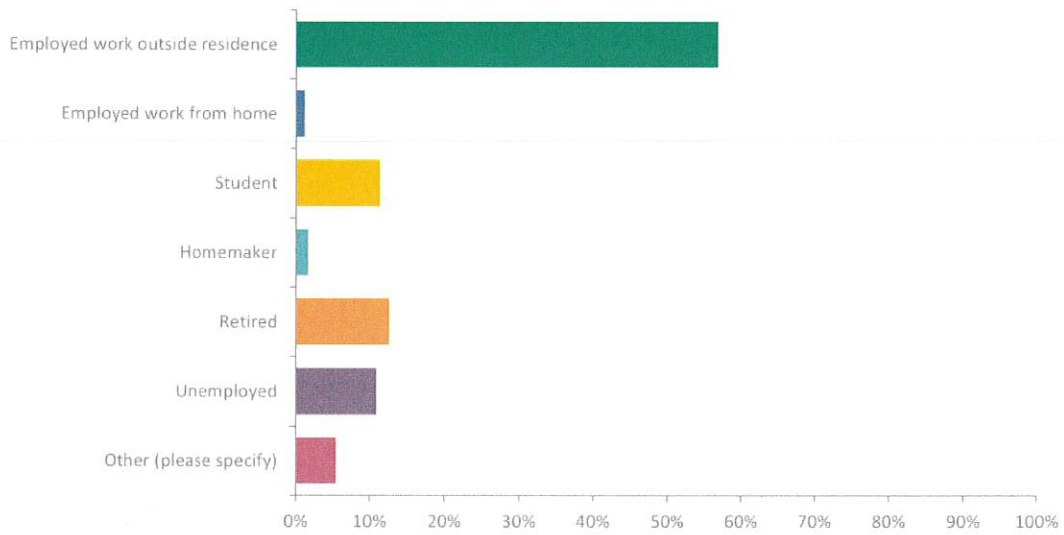
Answered: 783 Skipped: 19

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?

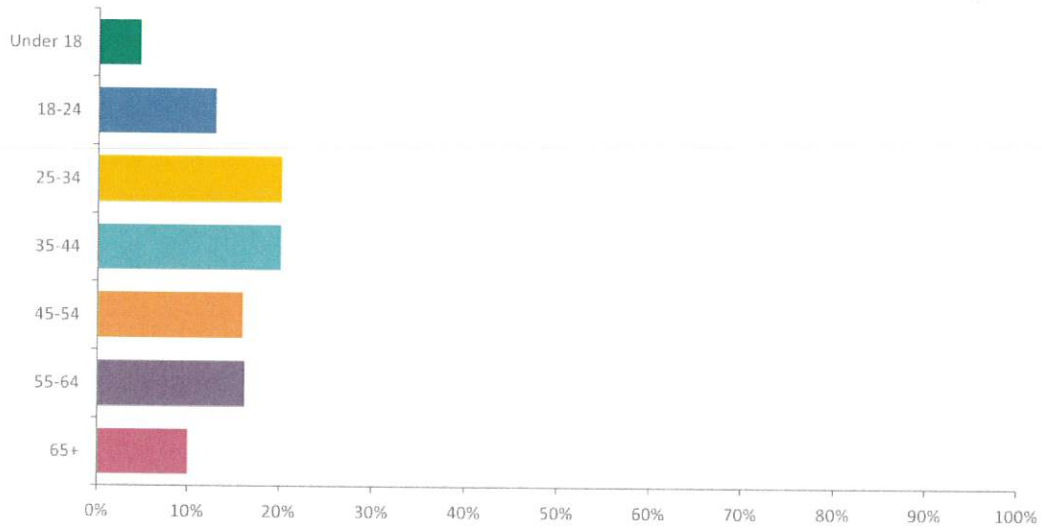
Answered: 780 Skipped: 22

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?

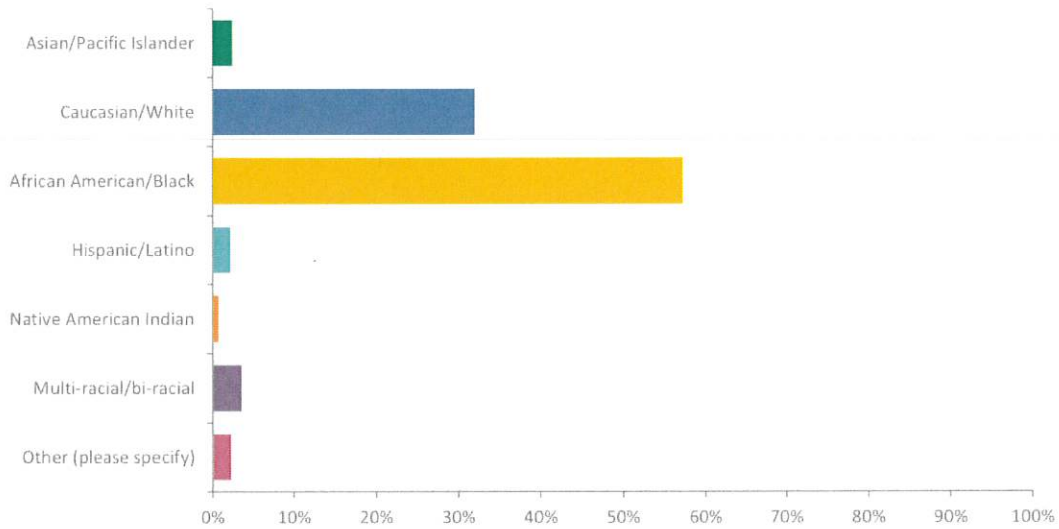
Answered: 781 Skipped: 21

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)

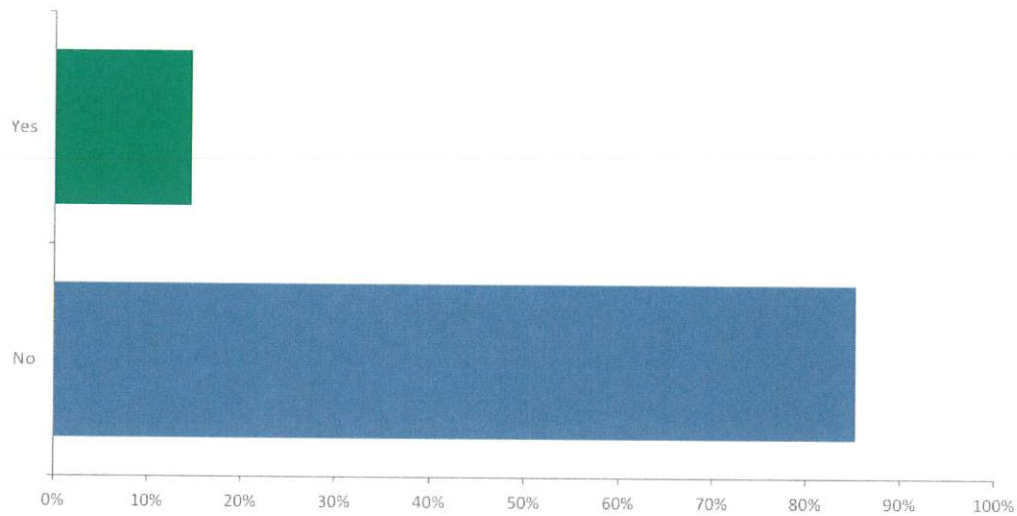
Answered: 781 Skipped: 21

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?

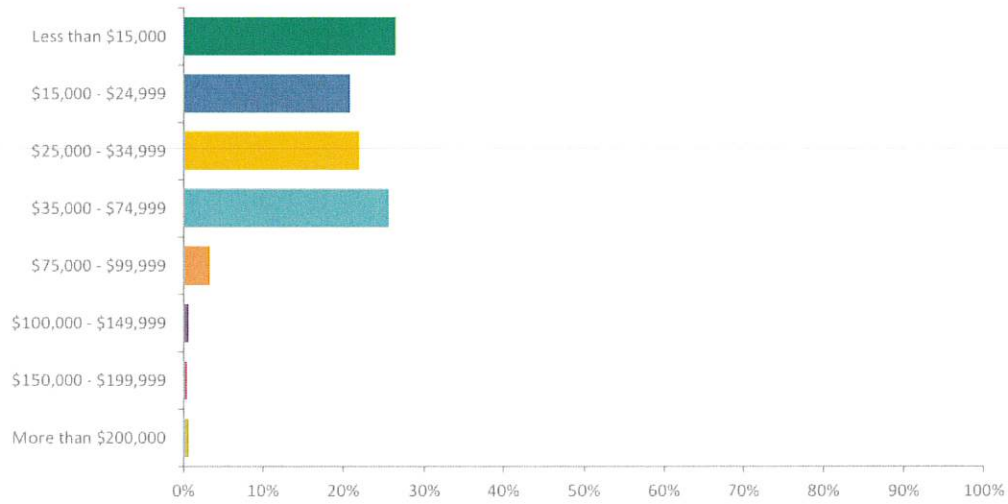
Answered: 778 Skipped: 24

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?

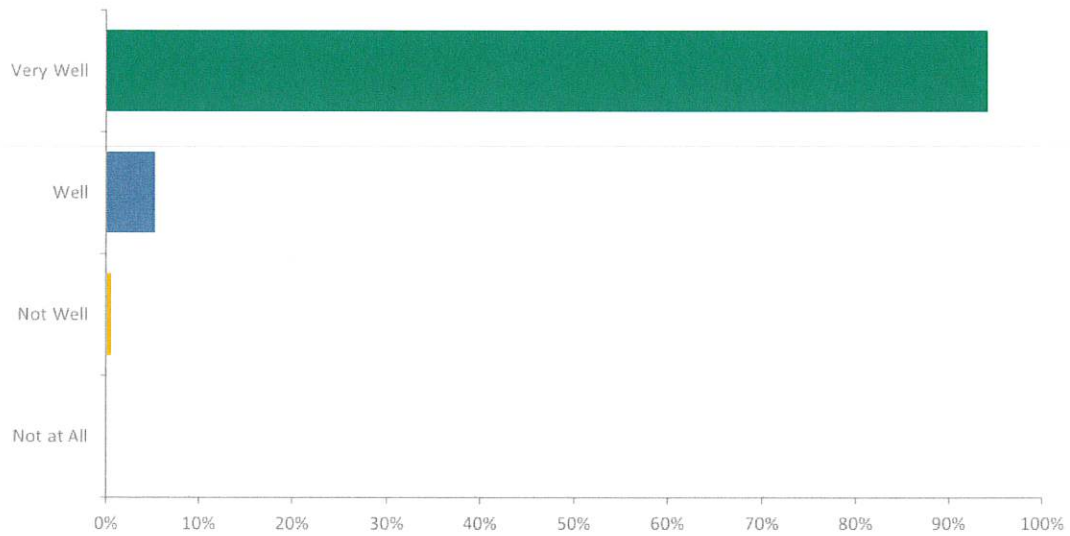
Answered: 766 Skipped: 36

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

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Greater Dayton RTA: 2024 Title VI Survey (Paratransit)

Tuesday, July 02, 2024

Powered by  SurveyMonkey

16

Total Responses

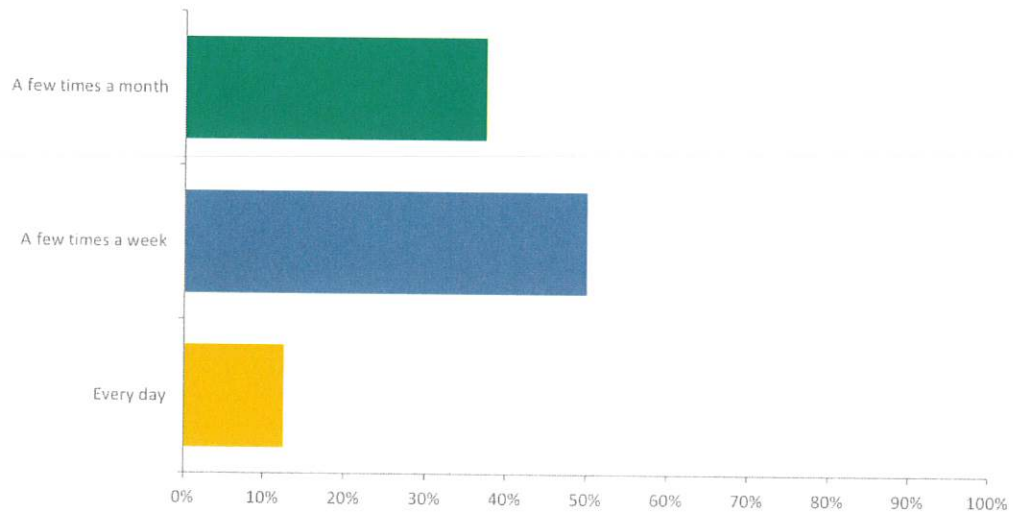
Date Created: Friday, May 10, 2024

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?

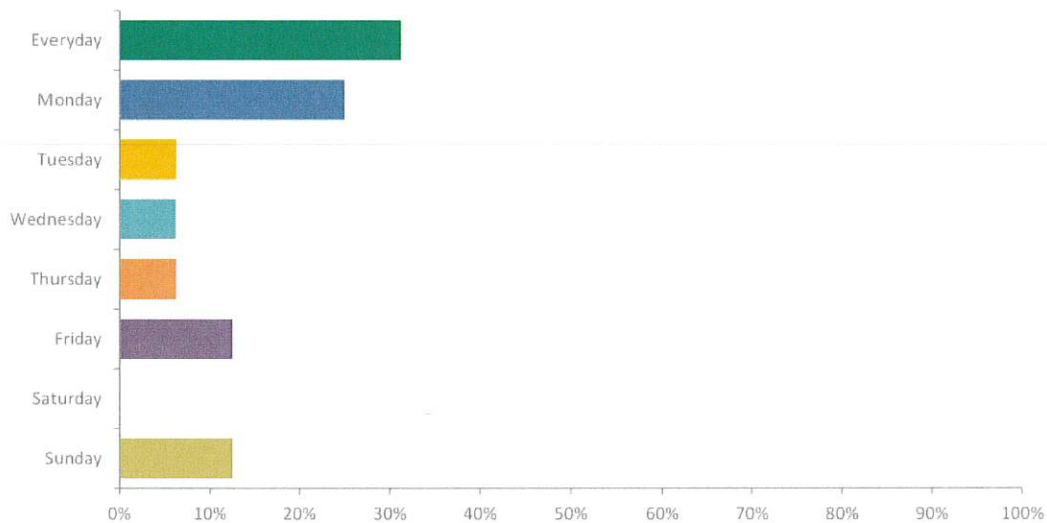
Answered: 16 Skipped: 0

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?

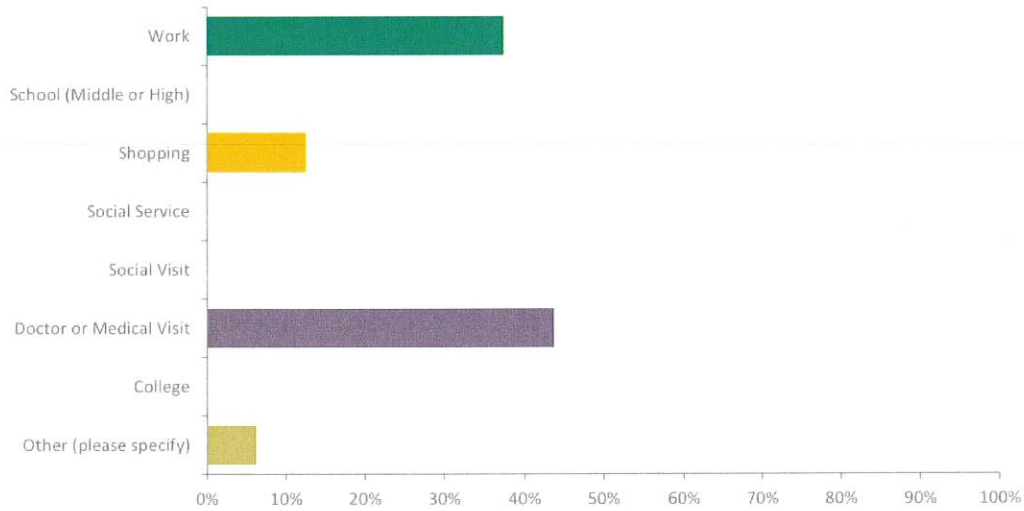
Answered: 16 Skipped: 0

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?

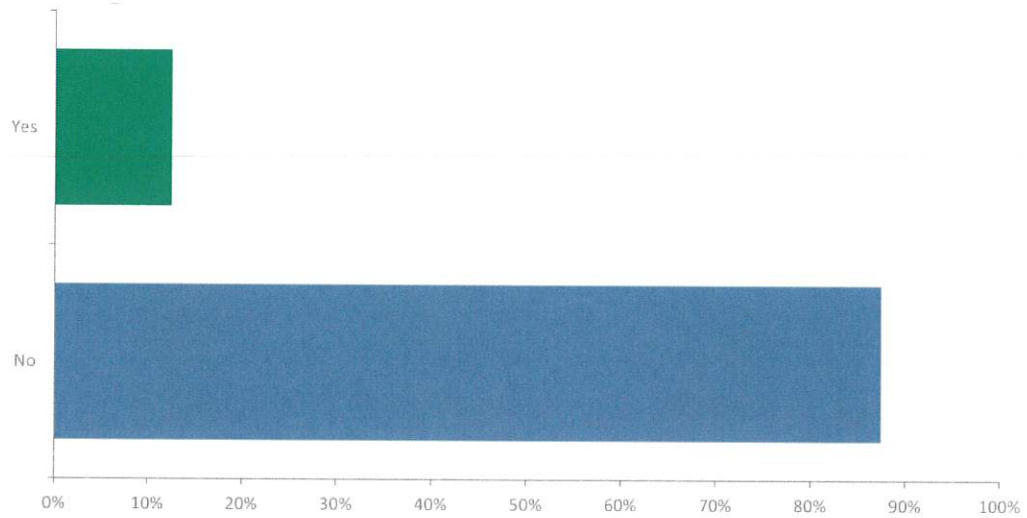
Answered: 16 Skipped: 0

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?

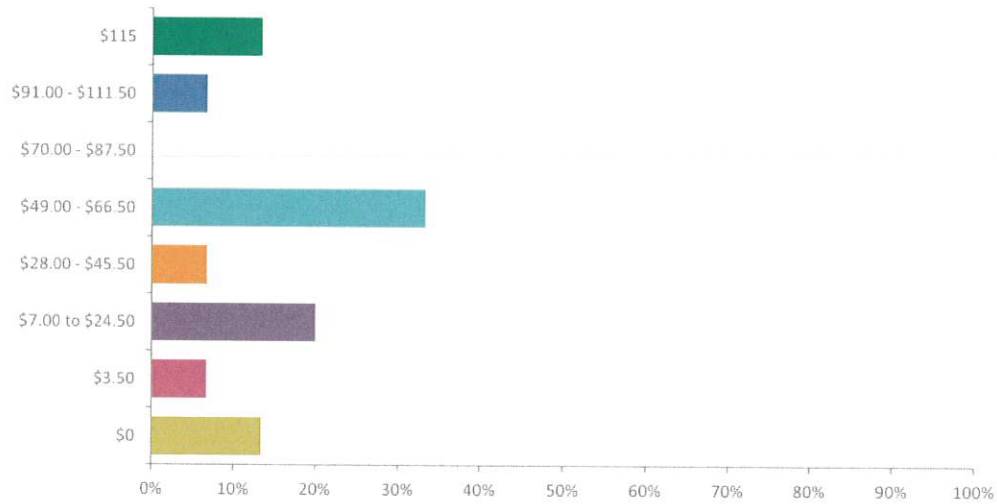
Answered: 16 Skipped: 0

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?

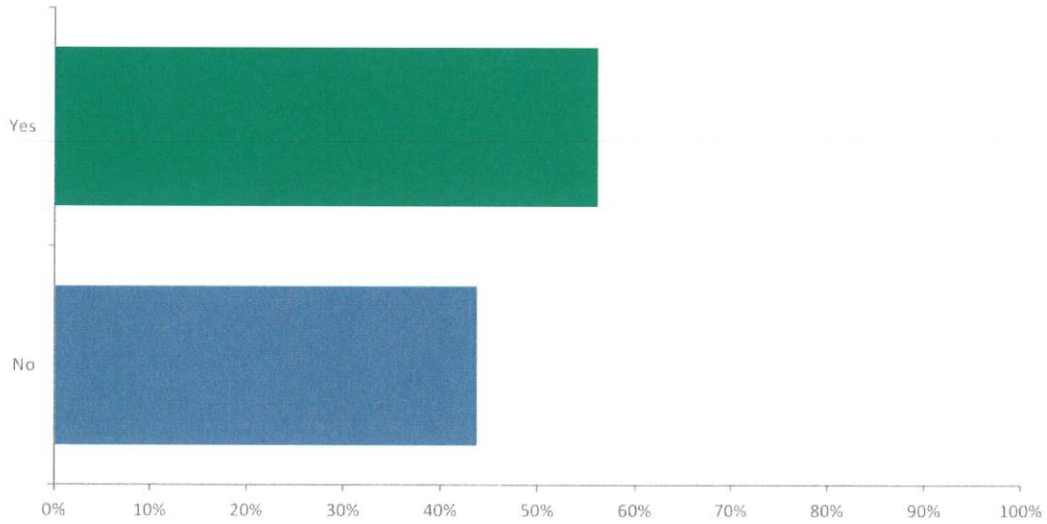
Answered: 15 Skipped: 1

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?

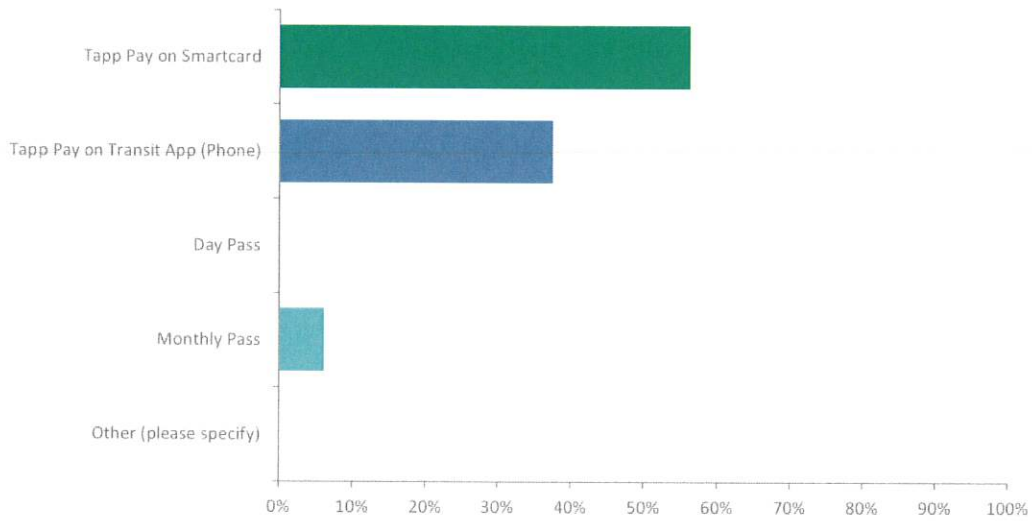
Answered: 16 Skipped: 0

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?

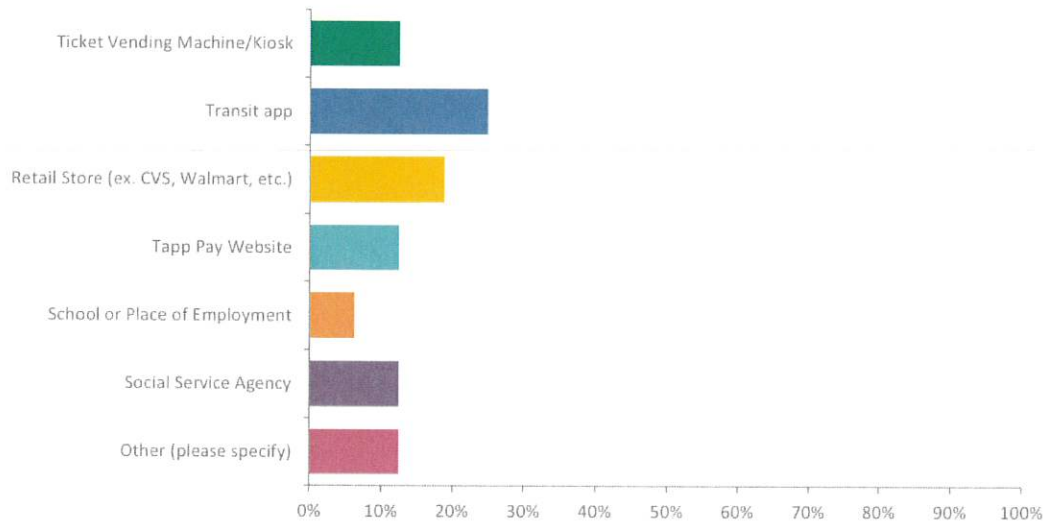
Answered: 16 Skipped: 0

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?

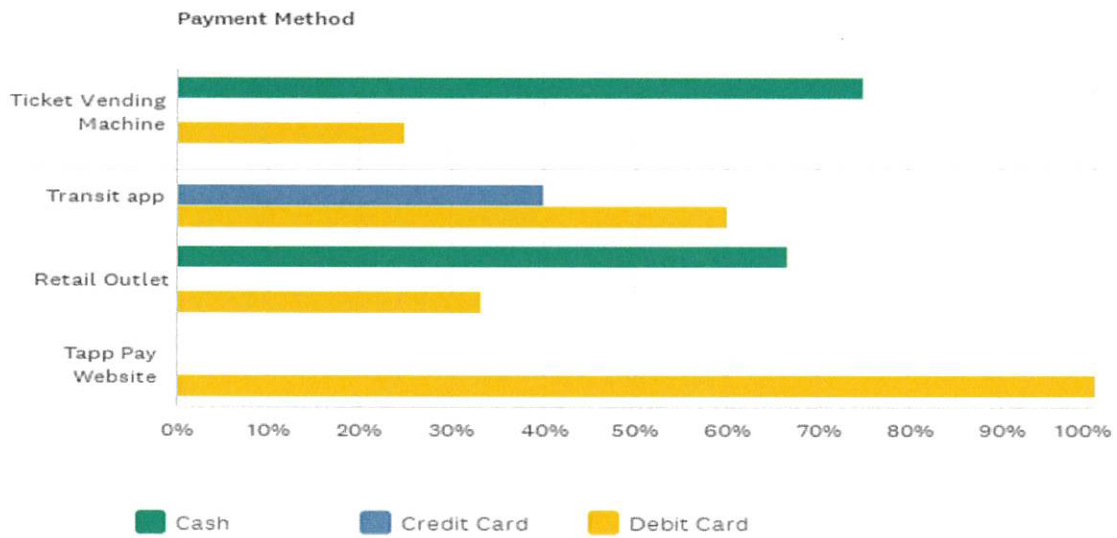
Answered: 16 Skipped: 0

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)

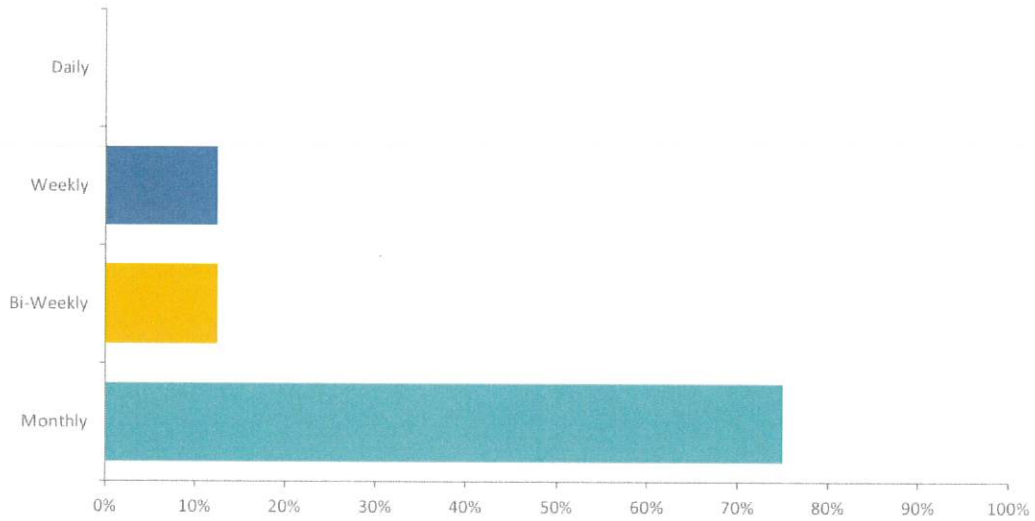
Answered: 14 Skipped: 2

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

Powered by SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

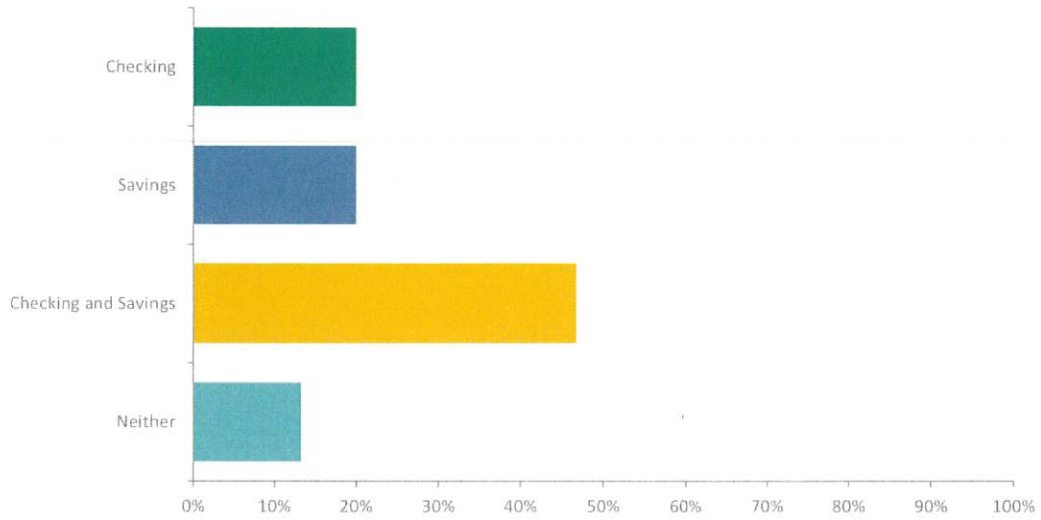
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

Q11: What type of bank account do you have?

Answered: 15 Skipped: 1



Powered by SurveyMonkey

Q11: What type of bank account do you have?

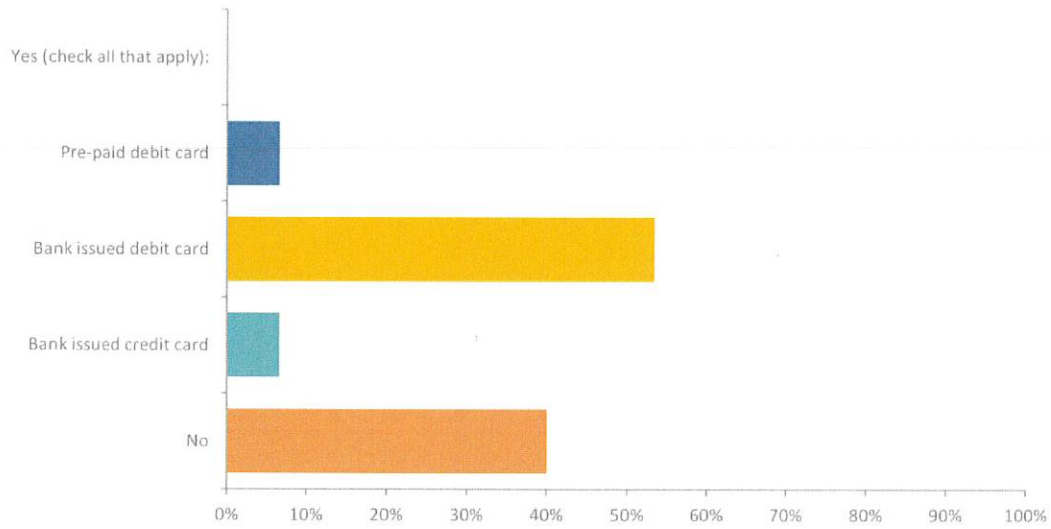
Answered: 15 Skipped: 1

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?

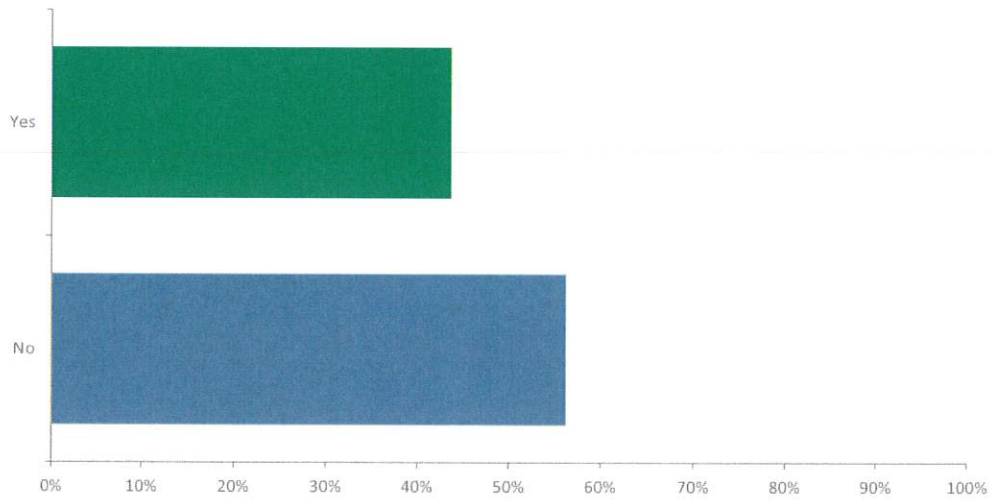
Answered: 15 Skipped: 1

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

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



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?

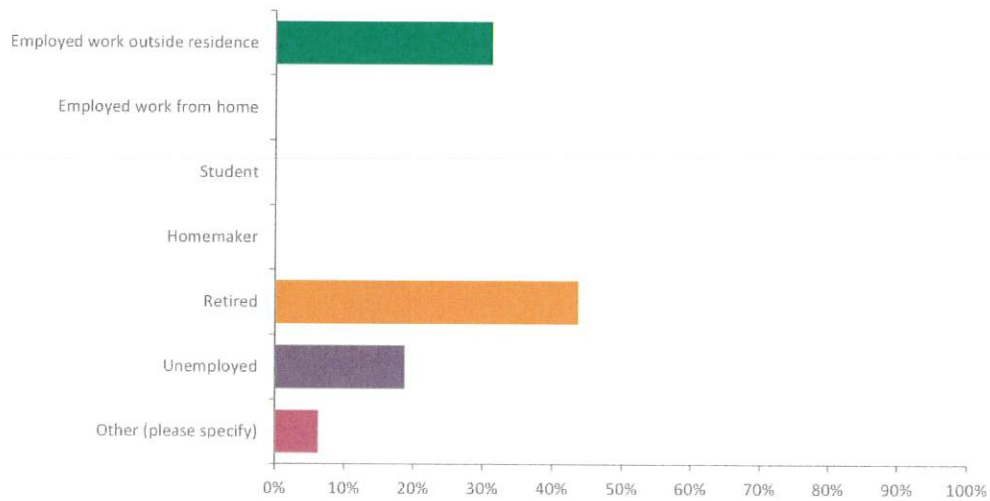
Answered: 16 Skipped: 0

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?

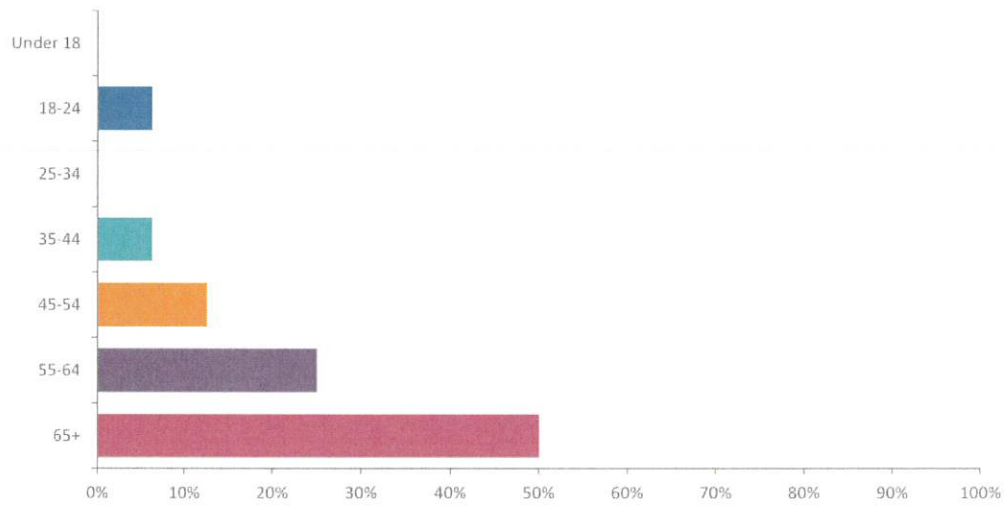
Answered: 16 Skipped: 0

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?

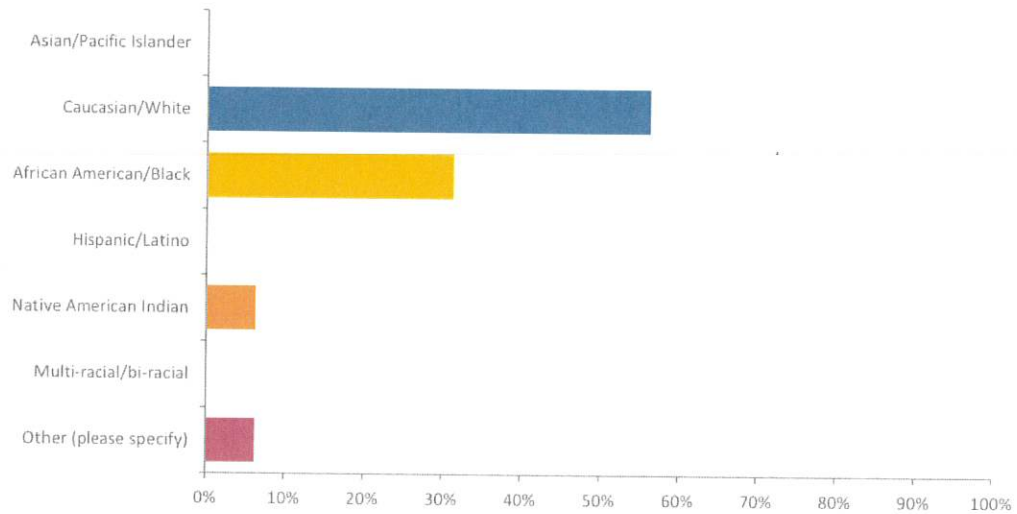
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

Q19: Are you: (Check one)

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q19: Are you: (Check one)

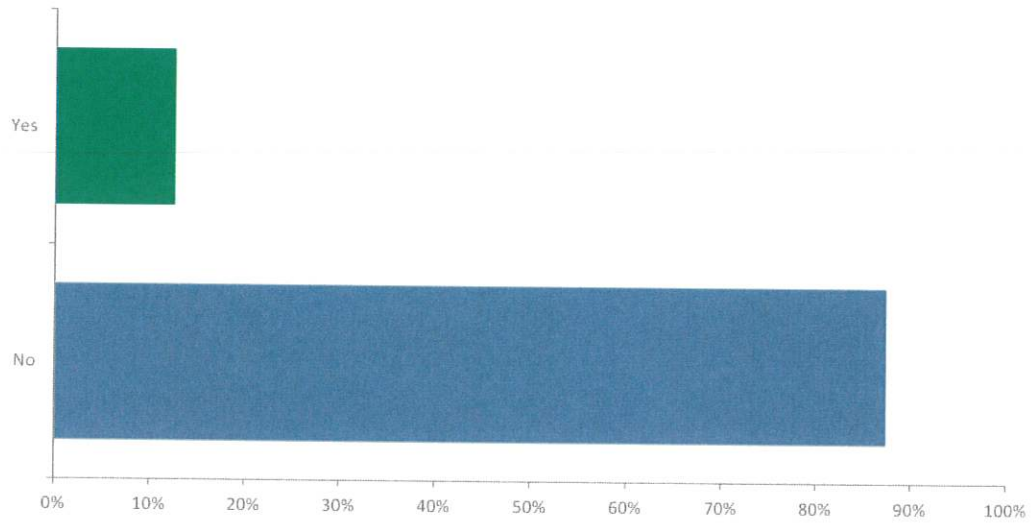
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

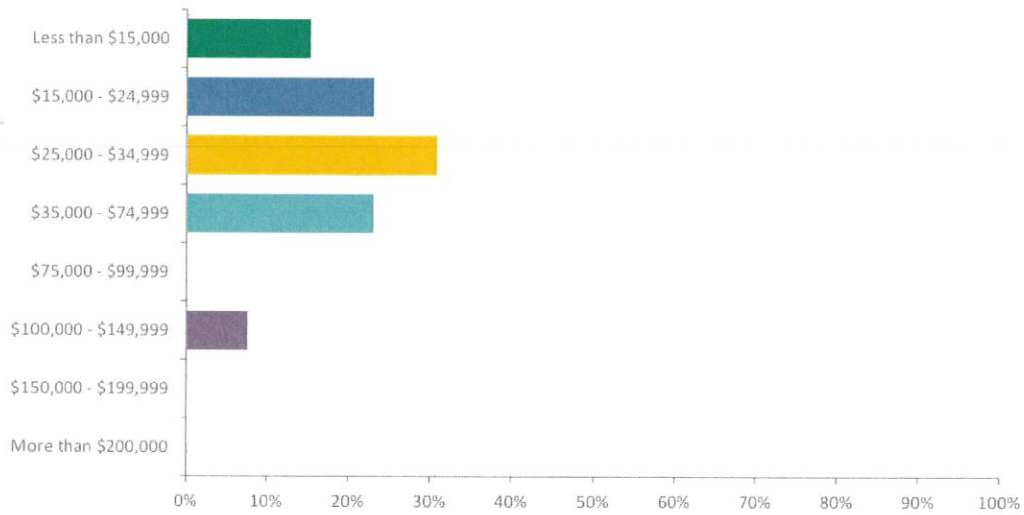
Answered: 16 Skipped: 0

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?

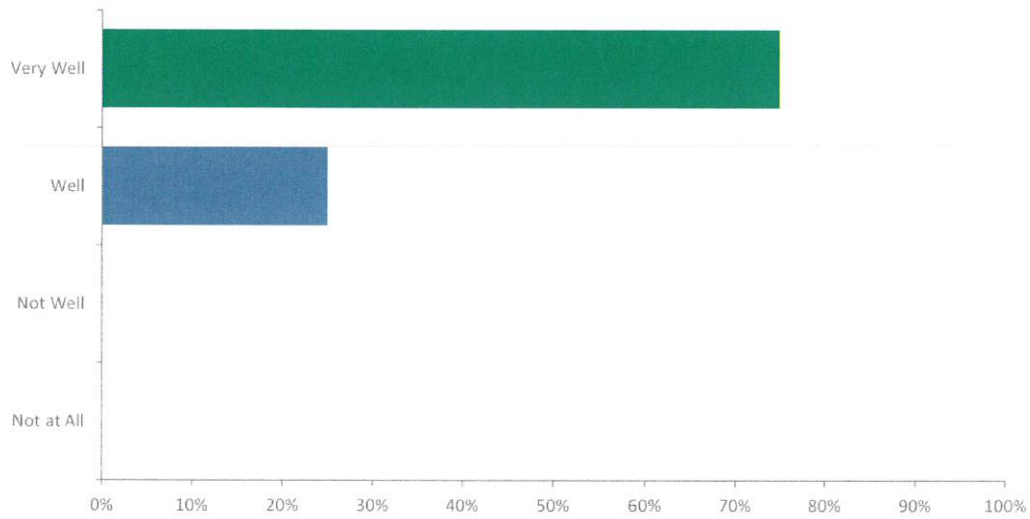
Answered: 13 Skipped: 3

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

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	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. 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. They keep changing the routes like the Route 12. I don't think there is a bus that goes up toward The Greene anymore.
3	Melody Burba	Fares	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. 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. You should of had a public hearing about the bus stop signs. From a customer service standpoint you should have gotten public feedback.
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 to increase the fare then busses will need to come more often. I use CVS to load my fare.
6	Dr. Green	Fares	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. The monthly pass, does it run for a calendar month or does it run for 31 days? (that was clarified for her). The fare increase will be capped at \$5 for each individual per trip. Asked about why we are increasing the paratransit fare when there is no recovery of the service. 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. 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.

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 gdtra 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 Sheila 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. Best regards</p>
13	Melissa Hedgecoth	Fares	<p>Sheila H. Wilson</p> <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, 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. 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. 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, 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. If the fare increases, so should tge standard of service. Kindly, Commuter.</p>

Dear Greater Dayton RTA ,

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.

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.

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.

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.

Best Wishes,

Nicole Erickson

Administrative Assistant
We Care Arts
3035 Wilmington Pike
Kettering, OH 45429
Office: 937-252-3937

I can't afford an increase on the reduced monthly I only have a part time job XENA RULES!

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

33	Rosemary Schmalhofer	Fares	Greater Dayton RTA, 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. 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 change do if they do not need the RTA anymore? Please keep the fare \$2 a ride please to keep it affordable. 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)
34	Kimberly Sager	Fares	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.
35	Carlos Warner	Fares	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 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.
36	Leighvi Powell	Fares	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....
37	Lysonnia	Fares	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.
38		Fares	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.
39		Fares	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.
40	John Moorland	Fares	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.
41	Roberta Johnson	Fares	* Doesn't think RTA employees should ride for free. * Hope fares do not go up. If they do, please do not raise them up that much.
42	Keith Monnin	Fares	In order to maintain service you have to raise price.
43	Jeff Brown	Fares	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.

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 needs 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>

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>

51	Mukilian AR	Fares	<p>Respected Sir/ Madam,</p> <p>Good afternoon, this is Mukilian, 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 Beaver creek 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>

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

**Berkeley Center
Campus & Gift Shop**
3035 Wilmington Pike
Kettering, OH 45429
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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.

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.

"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."

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 Raylan West
 Address - Optional 136 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 stems 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 to reach home at 28 minutes 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 as the reason isn't walkable like that.

Use back of this sheet if necessary



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 _____

Address - Optional _____

Email - Optional _____

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

Bus Stops/Amenities Maintenance Other *Open the bus*

There shouldn't be a ~~fare~~ fare price raise, ~~but~~ ^{lock up} daily so you are going to ~~be~~ cut pay 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 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 harshly. 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 RTA. I miss being able to get a quick bite to eat while waiting on my next bus. And I know all cost to get everything back up and running but it can increase that would allow you to get money without making the bus inaccessible. The fare raise is I don't like!



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 NDIDI U AZIKIWE
 Address - Optional 3220 Valerie Arms Dr Dayton OH 45405
Apt 622
 Email - Optional ndidiazikiwe0228@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

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Tuesday, August 6, 2024 – 3:00 p.m.

Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

ACTION ITEM # 6

Next Section



Action Item #6 - Transit Fare Structure Adjustments

After reviewing the current Greater Dayton Regional Transit Authority (RTA) fare structure, recommendations have been made to revise the pricing of various RTA fares.

Prior to making these recommendations, RTA conducted a customer survey and public hearings, along with a July 2024 Title VI Fare Equity Analysis for Proposed Fare Changes. The completed analysis was made available, presented, and approved in advance of this action item by the RTA Board of Trustees.

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 adoption of a revised RTA Fare Structure Tariff, to be effective January 1, 2025, January 1, 2026, and January 1, 2027. Furthermore, that they be authorized to do all things necessary to implement the new fare structure.

Attachments
RTA Fare Structure Tariff

Board Meeting – August 6, 2024
Chief, Customer and Business Development Officer

Greater Dayton Regional Transit Authority

FARE STRUCTURE TARIFF

LOCAL RATES OF FARE AND REGULATIONS

GOVERNING THE FURNISHING OF

PASSENGER TRANSPORTATION ON

REGULAR SCHEDULED AND PARATRANSIT VEHICLES

APPROVED: ~~August 3, 2024~~ August 6, 2024

EFFECTIVE DATES: January 1, 2025
January 1, 2026
January 1, 2027

ISSUED BY: Robert Ruzinsky
Chief Executive Officer
4 South Main Street
Dayton, OH 45402

A. RTA Account-Based Smartcard and Mobile Wallet, Personal Contactless Bankcard and Mobile Wallet Fare Payments

1. The full fare payment from an RTA account-based smartcard or mobile wallet, personal contactless bankcard or mobile wallet, entitles a passenger to a one-way trip, in one direction until deboarding, on any scheduled fixed route or Connect paratransit trip.
2. Single use, daily and 31-day rolling monthly fare capping rates will be applied to RTA account-based smartcard and mobile wallet, personal contactless bankcard and mobile wallet fare payments made on RTA fixed route and Connect Paratransit services.

Rates

Type	Per One-Way Trip	Daily Max	Monthly Max
Fixed Route Regular	\$2.00	\$4.00	\$55.00
Fixed Route Reduced	\$1.00	\$2.00	\$32.00
Paratransit	\$3.50	\$7.00	\$115.00

Rates and Effective Dates

Fixed Route	1/1/2025	1/1/2026	1/1/2027
Single Ride - Adult	\$ 2.20	\$ 2.40	\$ 2.50
Single Ride - Reduced	\$ 1.10	\$ 1.20	\$ 1.25
Day Pass - Adult	\$ 4.50	\$ 5.50	\$ 6.50
Day Pass - Reduced	\$ 2.25	\$ 2.75	\$ 3.25
Monthly Pass - Adult	\$ 60.00	\$ 70.00	\$ 80.00
Monthly Pass - Reduced	\$ 32.00	\$ 35.00	\$ 40.00
<hr/>			
Connect - ADA Paratransit	1/1/2025	1/1/2026	1/1/2027
Single Ride	\$ 4.00	\$ 4.50	\$ 5.00
Day Pass	\$ 9.00	\$ 11.00	\$ 13.00
Monthly Pass	\$ 120.00	\$ 140.00	\$ 160.00

The above pricing is based on the using the Tapp Pay system and the fare capping feature (account-based). This pricing is available to individuals utilizing a Tapp Pay account-based smartcard and mobile wallet, or personal contactless bankcard and mobile wallet payment method.

- Regular fares are defined as individuals age 13 through 64. Reduced fares are defined as any individual age 65 or older and individuals with an eligible disability. In order to use reduced fares, individuals are required to provide proof of eligibility, which may include a valid RTA identification card, or Medicare card. In order to use Connect Paratransit fares, individuals are required to provide proof of eligibility, which include a valid RTA identification card. One (1) Personal Attendant riding with a Connect Paratransit passenger may ride for free. Companions traveling with Connect Paratransit passengers are required to pay for each one-way trip.
- RTA account-based smartcard and mobile wallet, personal contactless bankcard and mobile wallet fares paid are non-refundable.
- RTA account-based smartcard and mobile wallet, personal contactless bankcard and mobile wallet fare payments hold no cash value.
- RTA is not responsible for lost or stolen RTA account-based smartcards, personal contactless bankcards or mobile devices such as tablets or smartphones.

7. All fare paying eligible customers are required to have their own individual form of payment when boarding.

B. CONNECT ON-DEMAND

1. The following rates and effective dates apply to RTA's Connect On-Demand program, which offers door-to-door service within certain areas, also known as zones, of the Miami Valley where fixed-route service is either unavailable or limited.

Rates and Effective Dates

Connect – On Demand	1/1/2025	1/1/2026	1/1/2027
Single Ride	\$ 3.00	\$ 4.00	\$ 5.00
No Show/Late Cancellation	\$ 3.00	\$ 4.00	\$ 5.00

C. PASSES

1. RTA may choose to offer passes in any format. Passes may also be available to participating government, non-profit, employers, colleges and universities. The price and other characteristics of the pass fare media ~~may also be determined through a contractual relationship with the individual entity~~, are set by RTA management and are not covered by this Fare Structure Tariff. Pricing for passes will consider any additional costs involved, along with service availability and demand.
2. Official and valid passes entitle an individual to unlimited trips during the pass period (ex. Day or Month) indicated on any scheduled fixed route or Connect Paratransit service. Depending on the format, passes may be visually inspected, swiped, scanned or tapped on the fare reader upon boarding the vehicle.
3. Regular fares are defined as individuals age 13 through 64. Reduced fares are defined as any individual age 65 or older and individuals with an eligible disability. In order to use reduced fares, individuals are required to provide proof of eligibility, which may include a valid RTA identification card, or Medicare card. In order to use Connect Paratransit fares, individuals are required to provide proof of eligibility, which include a valid RTA identification card. One (1) Personal Attendant riding with a Connect Paratransit passenger may ride for free. Companions traveling with Connect Paratransit passengers are required to pay for each one-way trip.
4. Passes are non-refundable and have no cash value.

5. Passes expire 365 days from date of purchase.
6. RTA is not responsible for lost or stolen passes, or mobile devices such as tablets or smartphones.
7. All fare paying eligible customers are required to have their own individual form of payment when boarding.

D. SPECIAL FARES

1. From time to time the RTA may offer promotional fares that differ from regular fares.

E. FREE TRAVEL

The following persons will be carried on regular scheduled RTA fixed route and Connect Paratransit services at no charge:

1. Police officers, fire officers and plain-clothes detectives of any jurisdiction served by the RTA – Officers must present their badge to receive free transportation.
2. RTA employees, retired RTA employees, past and present RTA Board members when presenting a valid pass or employee identification card. RTA employees, when traveling free, are not permitted to occupy seats when fare-paying passengers are standing.
3. Children age 12 and under must be accompanied by a fare paying parent, guardian or teacher. However, children age 12 and under but over 60 inches tall are required to provide proof of age, which may include a valid RTA issued youth identification card or state issued ID card.

F. PASSENGER AGE AND SUPERVISION REQUIREMENTS

Children age 12 and under must be accompanied by a parent, guardian or teacher, to use RTA transportation services.

G. OTHER SERVICES

Pricing for other RTA programs and services such as Non-ADA service, group transportation, and other non-individual trips not covered by this Fare Structure Tariff will be set by RTA management. Pricing for these programs and services will consider any additional costs involved, along with service availability and demand.

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Tuesday, August 6, 2024 – 3:00 p.m.

Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

**JOINT FINANCE/PERSONNEL
AND PLANNING COMMITTEE
REPORT**

Next Section





**Jointly Held
Finance/Personnel and Planning Committees
Meeting Minutes**

July 16, 2024

Members Present: Sharon D. White (Chair)
Al Fullenkamp
Sharon Hairston
Grady Mullins
Thomas Weckesser
David P. Williamson

Excused: Nikol Miller
John A. Lumpkin, Jr.
Belinda Matthews-Stenson

Staff in Attendance: Bob Ruzinsky
Daron Brown
Roland Caldwell
Chris Conard, Coolidge Wall
Noah Greer
Brandon Policicchio
Mary K. Stanforth
Bob Stevens
Alisha Wright

Ms. White called the meeting to order at 8:31 a.m. and roll call was taken:

Roll Call

Mr. Fullenkamp -	Yes
Ms. Hairston -	Yes
Mr. Lumpkin	Excused
Ms. Matthews-Stenson -	Excused
Ms. Miller -	Excused
Mr. Mullins -	Yes
Mr. Weckesser -	Yes
Ms. White -	Yes
Mr. Williamson -	Yes

A quorum was present, and proper notice of the meeting had been given.

Approval of May 21, 2024 Jointly Held Finance/Personnel and Planning Committees Meeting Minutes

Ms. White asked if attendees request a reading of the minutes or have corrections to the minutes?

Upon hearing no requests or corrections, Ms. White DECLARED the May 21, 2024 minutes are APPROVED as presented.

Greater Dayton Regional Transit Authority

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Board Action Items

Action Item #2 – Banking Services

Ms. Stanforth stated this procurement intends to contract with a commercial bank to perform ongoing banking services for Greater Dayton Regional Transit Authority (RTA). The successful commercial bank is responsible for providing all banking needs.

Proposals for the contract on behalf of banking services for a five (5) year period with two (2) one (1) year options were solicited through the Dayton Daily News, Dayton Weekly, and Transit Talent. Requests for Proposals were sent to 14 financial Institutions.

At 2:00 p.m. on May 30, 2024, three (3) proposals were received. The results are as follows:

Vendors	Monthly Cost	Annualized
Fifth Third Bank Dayton, OH	\$2,624	\$31,488
Huntington National Bank Beavercreek, OH	*	*
KeyBank Cleveland, OH	*	*

*FTA requires only the successful Proposer’s pricing to be publicly disclosed.

Fifth Third Bank, who currently provides RTA’s banking services, has been an outstanding partner over the years. Prior to having TAPP pay, Fifth Third was willing to sell RTA bus passes at approximately 10 different branch locations, as a complimentary service, they were the only bank willing to do this. When banking changes have been required over the years Fifth Third staff is always available to consult with RTA to plan and quickly resolve any issues.

The proximity of the bank is especially important. Fifth Third’s downtown branch is across the street from Wright Stop Plaza and allows staff to make deposits several times a week. The next proposer’s branch is 3.5 miles away.

Fifth Third’s proposal addressed the basic banking requirements but also elaborated on options that may interest RTA. Fifth Third is a large bank with many available offerings and resources. If needed, there are staff on hand to offer any type of support needed now and, in the future, should our needs change, or our business evolves.

Monthly fees are estimated at \$2,624 with an earnings credit allowance for deposits that may offset fees. The fees vary based on volume, with the proposed unit prices remaining firm throughout the contract term. The second proposer’s cost was a little less, but the price is not fixed and could exceed Fifth Third’s price over the term of the contract. RTA funds banking fees through the operating budget.

MOTION made by Mr. Williamson and SECONDED by Mr. Fullenkamp that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees an AWARD to Fifth Third Bank for five (5) years with two (2) one-year options. The estimated cost is \$31,488 for each of the five (5) years, totaling \$157,440, and \$31,488 for each option year, totaling \$62,976, for a grand total of \$220,416.

The MOTION was APPROVED by voice vote 6-0.

Action Item #3 – Resolution No. 2024-8-1

Mr. Policicchio stated that Resolution No. 2024-8-1 Authorizes the Greater Dayton Regional Transit Authority Chief Executive Officer to Execute the Membership Agreement and Bylaws of the Health Transit Pool of Ohio.

MOTION made by Ms. Hairston and SECONDED by Mr. Weckesser that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of Resolution No. 2024-8-1, Authorizing Greater Dayton Regional Transit Authority Chief Executive Officer to Execute the Membership Agreement and Bylaws of the Health Transit Pool of Ohio.

The MOTION was APPROVED by voice vote 6-0.

Action Item #4 – Transit

Mr. Policicchio stated that the Transit app, known as “Transit”, in 2016 was initially leveraged to provide real-time bus arrival and trip assistance for customers with the purchase of RTA’s CAD/AVL deployment. Today, the platform is utilized by 1 in 3 customers to plan and pay for their mobility services.

Following the initial launch of Transit in 2018, RTA approved a strategic partnership agreement with Transit to offer a multi-modal trip planning and payment solution to customers and ultimately serve as an all-in-one mobility service platform for the region. This partnership expanded the platform to integrate various mobility components, including fixed route, On-Demand service, bike share, scooter share, transit network companies (TNC), and, ultimately, RTA’s fare payment system, Tapp Pay. As a result of the planning and development work since 2018, RTA approved a five-year financial agreement with Transit in 2019 for a total cost of \$1,158,000.

Since 2019, RTA implemented its fare payment system, Tapp Pay, which allowed for the use of mobile payments on fixed routes and Connect services through the integrated Transit platform. Today, Transit delivers a solution that meets the following objectives:

- 1) Regularly ingest and present the General Transit Feed Specification (GTFS) static feed in an easy to understand and accessible format.
- 2) Capable of ingesting the GTFS-Realtime feeds for vehicles, trips, and alerts, which are provided by and generated from the CAD/AVL system.
- 3) Offer a mobile platform accessible to most modern mobile devices via the Apple App Store for iOS and the Google Play Store for Android.
- 4) Cooperatively work with local alternative transit solutions to allow for multimodal trip planning through Application Program Interfaces (APIs), Software Development Kits (SDKs), deep linking, or a similar agreement.
- 5) Integrate with RTA's fare payment solution to Allow for fixed route and paratransit fare payment from directly within the mobile application. The fare options align with an account-based system and offer similar functionality as card-based fare media, including fare capping.
- 6) Assist with troubleshooting technical issues directly from the customers in support of the application itself.
- 7) Protect customer privacy and transaction security by complying with Payment Card Industry (PCI) standards, ensuring the security and confidentiality of Personally Identifiable Information (PII).

- 8) Designed to be compatible with people with disabilities, such as visual, hearing, motor, or cognitive impairments, and who may access software using an assistive device.

Through RTA's partnership with Transit, the agency continues to meet, and work towards future mobility goals, which include (1) providing real-time fixed route and demand response tracking and trip planning; (2) enhancing the ease of use for customer convenience through universal design, ensuring all customers can access; (3) providing seamless integration with the fare payment solution, Tapp Pay; (4) integration and trip planning with other mobility modes in the region, including bikes, scooters, and TNCs.

Pricing

Description	5-Year Pricing (per month)	5-Year Total
Royale Partnership <i>Including data warehousing</i>	\$ 4,300.00	\$ 258,000.00
Tapp integration with Masabi <i>Including Stored Value and Pay per Ride</i>	8,160.00	489,600.00
Estimated Commission on Sales at 1% <i>Includes estimated processing fees. Close to \$4M was collected in direct customer fares in 2023. Assumes \$4M in 2024 and increases by 2% each year. Estimated processing fees are 10% of the total commission on sales.</i>	3,816.30	228,978.00
RTA Connect Integration	1,800.00	108,000.00
5-Year Total		\$1,084,578.00

Optional System Features

Description	5-Year Pricing (per month)	5-Year Total
Rate-My-Ride	\$2,400.00	\$ 144,000.00
Automatic Detour Detection	2,100.00	126,000.00
Paratransit Integration <i>Includes approximately 20% development fees that may apply based on provider. An additional \$30K is estimated, based on 20% of the feature cost.</i>	3,000.00	180,000.00
Optional Features 5-Year Total		\$450,000.00
Total 5-Year Contract Including Options		\$1,534,578.00

MOTION made by Mr. Weckesser and SECONDED by Ms. Hairston that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees an AWARD to 9280-0366 Quebec Inc. dba Transit for an estimated five-year total of \$1,084,578. He also recommends awarding the option items totaling \$450,000 for a grand total of \$1,534,578.

The MOTION was APPROVED by voice vote 6-0.

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

Mr. Policicchio stated that 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.

MOTION made by Mr. Weckesser and SECONDED by Mr. Fullenkamp that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees 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.

The MOTION was APPROVED by voice vote 6-0.

Action Item #6 – Transit Fare Structure Adjustments

Mr. Policicchio stated that after reviewing the current Greater Dayton Regional Transit Authority (RTA) fare structure, recommendations have been made to revise the pricing of various RTA fares.

Prior to making these recommendations, RTA conducted a customer survey and public hearings, along with a July 2024 Title VI Fare Equity Analysis for Proposed Fare Changes. The completed analysis was made available, presented, and approved in advance of this action item by the RTA Board of Trustees.

MOTION made by Mr. Weckesser and SECONDED by Mr. Williamson that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees ADOPTION of a revised RTA Fare Structure Tariff, to be effective January 1, 2025, January 1, 2026, and January 1, 2027. Furthermore, that they be authorized to do all things necessary to implement the new fare structure.

The MOTION was APPROVED by voice vote 6-0.

Customer and Business Development Update

Mr. Policicchio stated the Customer and Business Development Department update was provided in today's meeting packet.

Ridership Update

Mr. Policicchio shared that ridership for June 2024 has not been processed yet but will be made available at the next committee meeting.

May 2024 Financial Report

Ms. Stanforth stated the May 2024 Financial Report was provided in today's meeting packet. Total revenues are \$631 thousand over budget due to higher passenger fares and sales tax. Total expenses are \$961 thousand under budget due to lower materials & supplies and miscellaneous costs. Those positive variances are offset by higher employee wages and purchased transportation. RTA's service

loss is \$965 thousand after five months, which compares to a budgeted service loss of \$2.87 million. The overall financial result tracks favorably compared to budget.

Small Purchasing Information

Mr. Greer stated the Small Purchasing Information was included in today's meeting packet. There were no questions regarding small purchases.

CEO Update

Mr. Ruzinsky provided general updates on RTA.

Request for Executive Session

There were no requests made for an Executive Session.

Next Meeting

The upcoming jointly held Finance/Personnel and Planning Committees meetings are scheduled for August 20, and September 17, 2024.

Adjournment

With no further business, Ms. White ADJOURN the meeting at 9:37 a.m.

ATTEST

Sharon White, Chair

Brandon Policicchio, Committee Secretary



AGENDA

**Greater Dayton RTA Board of Trustees
Finance/Personnel and Planning Committees Meeting
Wright Stop Plaza**

4 South Main Street, 2nd Floor Conference Room, Dayton OH 45402

Tuesday, July 16, 2024 – 8:30 a.m.

Call Meeting to Order **Sharon White, Chair**

Roll Call/Declare Quorum **White**

I. Approval of May 21, 2024 Jointly Held Finance/Personnel and Planning Committees Meeting Minutes **White**

II. Board Action Items
Finance/Personnel **Matthews-Stenson**
• Action Item #2 – Banking Services Stanforth

Planning **Weckesser**
• Action Item #3 – Resolution No. 2024-8-1, Authorizing Greater Dayton RTA Chief Executive Officer to Execute the Membership Agreement and Bylaws of the Health Transit Pool of Ohio Policicchio

• Action Item #4 – Transit Policicchio
• Action Item #5 – Title VI Policicchio
• Action Item #6 – Fares Policicchio

III. Informational / Discussion Items
Planning **Weckesser**
• Customer and Business Development Update Policicchio
• Ridership Update Policicchio

Finance/Personnel **Matthews-Stenson**
• May 2024 Financial Report Stanforth
• Small Purchasing Information Howard

IV. Chief Executive Officer Update **Ruzinsky**

V. Request for Executive Session – *As Required* **White**

Reconvene to Regular Session

Next Regular Meetings – August 20 and September 17, 2024

VI. Adjournment **White**

Interpreters for hearing impaired individuals are available upon request. Requests should be made at least 5 days prior to the date of the meeting. For more information, please call (937) 425-8392. Thank you.



**Jointly Held
Finance/Personnel and Planning Committees
Meeting Minutes**

May 21, 2024

Members Present: Al Fullenkamp, Acting Chair
Sharon Hairston
John A. Lumpkin, Jr.
Belinda Matthews-Stenson (arrived at 8:38 a.m.)
Grady Mullins
Thomas Weckesser
David P. Williamson

Excused: Nikol Miller
Sharon D. White

Staff in Attendance: Bob Ruzinsky
Daron Brown
Roland Caldwell
Chris Conard, Coolidge Wall
Deborah Howard
Brandon Policicchio
Mary K. Stanforth

Mr. Fullenkamp called the meeting to order at 8:36 a.m. and roll call was taken:

Roll Call

Mr. Fullenkamp -	Yes
Ms. Hairston -	Yes
Mr. Lumpkin	Yes
Ms. Matthews-Stenson -	Excused
Ms. Miller -	Excused
Mr. Mullins -	Yes
Mr. Weckesser -	Yes
Ms. White -	Excused
Mr. Williamson -	Yes

A quorum was present, and proper notice of the meeting had been given.

Ms. Matthews-Stenson arrived at 8:38 a.m.

Approval of March 19, 2024 Jointly Held Finance/Personnel and Planning Committees Meeting Minutes

Mr. Fullenkamp asked if attendees request a reading of the minutes or have corrections to the minutes?

Upon hearing no requests or corrections, Mr. Fullenkamp DECLARED the March 19, 2024 minutes are APPROVED as presented.

Board Action Items

Action Item #2 – Gate and Fence Replacement

Mr. Brown stated the purpose of this procurement is to select a contractor to partner with Greater Dayton Regional Transit Authority (RTA) for the replacement of gates and fencing at the 600 Longworth Street location.

This project involves:

- The replacement of two (2) slide gates and gate operators at the Perry Street entrance and the Longworth Street exit.
- The replacement of two (2) additional gates in the Receiving area, one of which is a manual gate, and one will have a gate operator.
- The removal of the existing fencing and installation of about 162 feet of new fencing.

This procurement supports RTA’s core value of Safety by improving our facilities and providing a secure work environment for employees. This procurement also supports our core value of Stewardship by assuring the security of RTA property and assets.

Sealed bids for the Gate and Fence Replacement Project were solicited through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Invitations for Bid were sent to 14 firms.

At 10:00 a.m., on April 25, 2024, two (2) bids were received and publicly opened. The results were as follows:

Bidder	Allied Fence Builders Dayton, OH	Security Fence Group Cincinnati, OH
Total Materials	\$ 256,890	\$ 306,449
Total Labor	129,410	111,535
Base Bid Total	\$ 386,300	\$ 417,984

MOTION made by Ms. Matthews-Stenson and SECONDED by Ms. Hairston that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees an AWARD to Allied Fence Builders in the amount of \$386,300 plus a 15% contingency of \$57,945 for any unknown costs, totaling \$444,245 for the replacement of the gates and fencing at the 600 Longworth Street location.

The MOTION was APPROVED by voice vote 7-0.

Action Item #3 – Life Insurance

Mr. Policicchio stated the purpose of this procurement is to obtain coverage for Life Insurance for full-time non-union employees, full-time hourly employees represented by the American Federation of

State, County and Municipal Employees (AFSCME), and full-time employees represented by the Amalgamated Transit Union (ATU).

RTA will purchase term life insurance for all full-time employees, and employees have the option of purchasing additional coverage at their own expense.

This is in accordance with our Core Value, Stewardship, where we manage our time, talent, and resources efficiently and responsibly.

Proposals for Life Insurance were solicited through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Requests for proposals were sent to 24 firms.

At 10:00 a.m. on April 9, 2024, three (3) proposals were received. The results are as follows:

Employer Paid Basic Life

Firm	Annualized*	Term	Total
Hartford Life & Accident Insurance Co. Hartford, CT	\$37,279.68	Three Years	\$111,839.04
Ochs, Inc./Minnesota Life St. Paul, MN	**	**	**
Metropolitan Life Insurance Co. New York, NY	**	**	**

Optional Employee Paid Supplemental Life

Firm	Annualized*	Term	Total
Hartford Life & Accident Insurance Co.	\$91,111.08	Three Years	\$273,333.24
Ochs, Inc./Minnesota Life	**	**	**
Metropolitan Life Insurance Co.	**	**	**

*Annualized estimates are based on the census at the time of Request for Proposal release.

**FTA requires only the successful Proposer's pricing to be publicly disclosed.

Life Insurance is funded through RTA's operating budget.

MOTION made by Ms. Matthews-Stenson and SECONDED Mr. Weckesser that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a contract AWARD to Hartford Life & Accident Insurance Company for a three (3) year period for Life Insurance, with an estimated cost of \$128,391 per year for a total cost of \$385,172. Annualized estimates are based on the census at the time of the Request for Proposal release.

The MOTION was APPROVED by voice vote 7-0.

Action Item #4 - Long-Term Disability Insurance

Mr. Policicchio stated the purpose of the procurement is to obtain coverage for Long-Term Disability Insurance for full-time non-union employees, full-time hourly employees represented by AFSCME, and full-time employees represented by the ATU. This project is consistent with RTA's Core Value, Stewardship, where we manage our time, talent, and resources efficiently and responsibly.

The Long-Term Disability (LTD) coverage currently provides a minimum benefit of \$50 up to a maximum of \$7,500 per month to all eligible full-time employees. This LTD coverage is contributory and is an optional benefit. Employees choosing this benefit will contribute a percentage of the monthly premium cost per their respective contracts. The successful contractor will be responsible for processing all claims, providing claims reports, plan documents, all necessary communication materials, and all administrative materials and supplies.

Proposals for Long-Term Disability Insurance were solicited through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Requests for proposals were sent to 21 firms.

At 10:00 a.m. on April 2, 2024, three (3) proposals were received. The results are as follows:

Firm	Annualized*	Term Two Years	Option Year	Total
Hartford Life & Accident Insurance Co. Hartford, CT	\$235,256.76	\$470,513.52	235,256.76	\$705,770.28
Metropolitan Life Insurance Company New York, NY	**	**	**	**
Ochs (Madison Natl. Life Ins. Co., Inc.) St. Paul, MN	**	**	**	**

*The annualized estimate is based on the census taken during the Request for Proposal.

**FTA requires only the successful Proposer's pricing to be publicly disclosed.

This project is being funded through RTA's operating budget.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Lumpkin that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a contract AWARD to Hartford Life & Accident Insurance Co. for a two (2) year period for Long-Term Disability Insurance at an estimated annual cost of \$235,257, totaling \$470,514 plus an option year at an estimated annual cost of \$235,257 for a total of \$705,771.

The MOTION was APPROVED by voice vote 7-0.

Customer and Business Development Update

Mr. Policicchio stated the Customer and Business Development Department update was provided in today's meeting packet.

Ridership and Public Hearing Update

Mr. Policicchio shared that ridership showed no change in April when compared to 2023. He explained the most recent service changes at the end of May included expanding services to meet the changing needs of RTA customers. Mr. Policicchio also shared feedback received at RTA’s recent public hearings for proposed fare changes.

March 2024 Financial Report

Ms. Stanforth stated the March 2024 Financial Report was provided in today’s meeting packet. Total revenue is \$316 thousand over budget due to slightly higher passenger fares. Total expenses are \$282 thousand under budget due to lower services, materials & supplies and miscellaneous costs. Those positive variances are offset by higher employee wages, paid absences and purchased transportation costs. RTA’s service loss is \$1.57 million after the first quarter, which compares to a budgeted service loss of \$2.35 million. The overall financial result tracks favorably compared to budget.

Small Purchasing Information

Ms. Howard stated the Small Purchasing Information was included in today’s meeting packet. There were no questions regarding small purchases.

CEO Update

Mr. Ruzinsky provided an update on a recent joint management meeting with the ATU. An update was also provided regarding Dayton Public Schools.

Request for Executive Session

MOTION made by Mr. Lumpkin and SECONDED by Mr. Williamson to RECESS into Executive Session for the purpose of discussing personnel matters/the Chief Executive Officer’s contract.

Roll Call

- Mr. Fullenkamp - Yes
- Ms. Hairston - Yes
- Mr. Lumpkin Yes
- Ms. Matthews-Stenson - Yes
- Ms. Miller - Excused
- Mr. Mullins - Yes
- Mr. Weckesser - Yes
- Ms. White - Excused
- Mr. Williamson - Yes

The MOTION was APPROVED 7-0. The Meeting RECESSED into Executive Session at 9:08 a.m.

Reconvene to Regular Session

MOTION made by Mr. Williamson and SECONDED by Ms. Hairston to RECONVENE into Regular Session.

Roll Call

- Mr. Fullenkamp - Yes
- Ms. Hairston - Yes
- Mr. Lumpkin Yes
- Ms. Matthews-Stenson - Yes
- Ms. Miller - Excused
- Mr. Mullins - Yes

Mr. Weckesser - Yes
Ms. White - Excused
Mr. Williamson - Yes

The MOTION was APPROVED 7-0.

The regular meeting RECONVENED at 10:03 a.m.

Next Meeting

The upcoming jointly held Finance/Personnel and Planning Committees meetings are scheduled for June 18 (optional) and July 16, 2024.

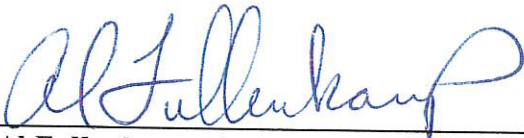
Adjournment

With no further business, MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Weckesser to ADJOURN the meeting.

The MOTION was APPROVED by voice vote 7-0.

The meeting ADJOURNED at 10:04 a.m.

ATTEST



Al Fullenkamp, Acting Chair



Mary K. Stanforth, Committee Secretary

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Tuesday, August 6, 2024 – 3:00 p.m.

Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

**JOINT FINANCE/PERSONNEL AND
PLANNING COMMITTEE
DISCUSSION ITEMS**

Next Section





Customer & Business Development Highlights
Finance/Personnel & Planning Committee Meeting – 07/16/2024

RTA HISTORY BUS DEBUTS IN AMERICANA FESTIVAL PARADE



RTA's history-themed bus debuted in the Centerville and Washington Twp. Americana Parade on July 4.

The new history buses include a 40-foot diesel bus and a NexGen electric trolley. The buses are designed to take community members on a ride down memory lane by showcasing historic and current

photos of various landmarks throughout Montgomery County. The photos on the bus are displayed as polaroids to inspire the feeling of looking through an album to reminisce. The design also features a green, black, and white retro stripe which is a nod to historic RTA bus designs.

The diesel bus design,

includes Rike's Department store building at Second and Main streets, Woody's Market in West Carrollton, the former Callahan building, and Hara Arena. The design also features current photos of some of the landmarks.

The NexGen bus features Miamisburg's Plaza Theatre, Cornell Heights School, Kettering's The

Inn restaurant and Huber Centre.

To keep the memories rolling, the RTA will switch out the photos displayed on the diesel bus and trolley bus from time to time. Community members are invited to take photos of the history buses and share their memories on social media using the hashtag #RTAHistoryBus.

CONGRATULATIONS DONNA JOHNSON ON 30 YEARS WITH RTA



Donna Johnson celebrated 30 years with RTA on July 5.

Currently the Senior Scheduler in the planning department, Johnson started her career with RTA as a temp in the money room before working briefly in the customer service call center.

A long-time member of the Employee Benefit Fund Committee, Johnson has helped make annual events like the company picnic and holiday celebration fun and joyful for all RTA employees.

“Donna is a valuable asset not only to the planning department, but to the agency as a whole,” said Nathan Owens, manager of planning and service development. “Her positive attitude, experience, and job knowledge makes her great to work with and easy to count on.”

Owens said RTA is lucky to have a person like Donna representing the agency.

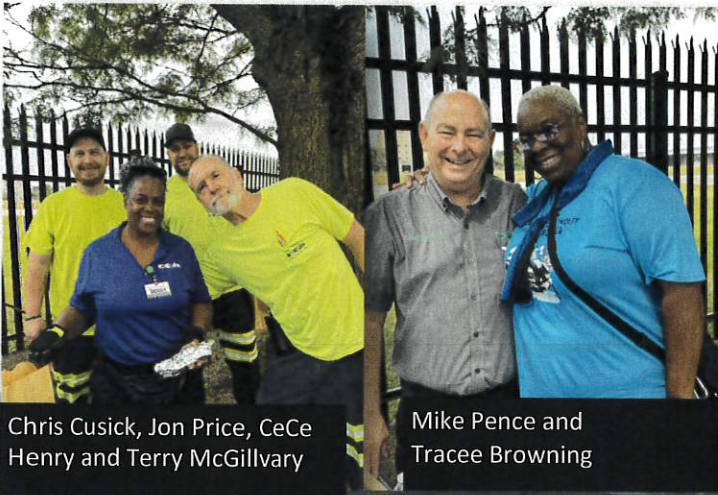
“She is a wonderful employee, but an even better person. Congrats on 30 years!”



The July bus was designed by Graphic Designer Carmen Gaines. It features Postal Worker Day, The Americana Festival, Independence Day, Parents Day and more fun holidays happening in July.

COOKOUT AND CAR WASH PHOTOS

RTA held its annual employee cookout and car wash on June 20.



Chris Cusick, Jon Price, CeCe Henry and Terry McGillvary

Mike Pence and Tracee Browning



Aaron Taylor, Roland Caldwell, Bob Ruzinsky and Pat O'Malley.



Courtney Blackmon, Monica Rider, Alicia Washington, Sheila Wright, Eric Williams, and Clarence Carpenter.



Andrea Pierce, Shelia Benson and Markita Watts



Nick Mantia and Brandon Policicchio



Byron Boykin and Ed Shotts

E.B.F. LIFE LESSONS
EMPLOYEE BENEFIT FUND

Estate Planning Seminar

Featuring
Diane Depascale
Pascale Law, Probate Attorney



Date: Thursday, July 11 • Time: 11:30 a.m. - 1:00 p.m.

Location: WSP-multipurpose room

Come and listen to why it is important to have a will, health care power of attorney and more when it comes to planning for your future.

EBF LIFE LESSONS SERIES OFFERS CLASSES FOR RTA EMPLOYEES

The Employee Benefit Fund committee has two classes planned in July for RTA employees to learn from experts on important life topics including estate planning on Ju-

ly 11 and property deed fraud on July 22.

Graphic Designer Carmen Gaines created digital posters to promote the events, which are free for all employees.

HR ASSISTANCE FOR STAFF AT WRIGHT STOP PLAZA

Starting Wednesday July 10, the human resources department will have a space located on the 6th floor at Wright Stop Plaza. A member of the HR team will be available every Wednesday, between 8 a.m. and 4 p.m. to assist employees at WSP with questions regarding benefits, address changes, direct deposit and tax changes, VISTA password resets, career opportunity applications and more.

'PROUDLY SERVING' FLEET FEATURED ON LOCAL TV

The communications team has been hard at work both in front of and behind the camera promoting how the RTA proudly serves Montgomery County with the Proudly Serving Project.

Graphic Designer Carmen Gaines and CEO Bob Ruzinsky were interviewed on a taped segment that aired on Living Dayton on May 31, on WDTN, Channel 2.

Ruzinsky talked about the response from the communities to the buses and how in-demand they are for events throughout the year.

"It's really gratifying that the communities have embraced these the way they have," he said.

Communications & Community Relations Manager Kristi Newton was interviewed live on Good Day Dayton on WKEF, Channel 22, on May 30.

Newton highlighted all the ways the fleet will continue to be a part of the communities served by RTA whether being featured in parades, as cooling centers at community events, during touch-a-truck events, and at community resource and job fairs.

Communications Specialist Michael Everman worked with a production company to film a commercial highlighting the project and all the ways RTA proudly serves Montgomery County. The commercial aired on local TV stations from June 17 to July 15.



Pictured above: Carmen Gaines is interviewed by Living Dayton at the RTA garage and Kristi Newton appears on Good Day Dayton.

Pictured right: A videographer with DH Productions films some of the Proudly Serving buses at Wright Stop Plaza for a future commercial.



COMMUNICATIONS TEAM WORKING TO PROMOTE INTERNAL INFO HUB APP

Communications Specialist Katie Wedell hosted five “Engage with Info Hub” sessions from June 11 to June 19.

The goal was to get employees who have not logged into the app recently re-engaged with it by resetting passwords if needed and answering any questions about the app.

With the move to digital posters, the communications team has been encouraging employees to use the Info Hub app to get the latest internal information. The digital boards and Info Hub allow RTA to push information more efficiently, without the use of paper posters.

The internal communi-



cation tool is introduced by a member of the communications team to all employees during their first day of on-boarding.

Info Hub can be accessed via a smartphone or on a web browser.

As an incentive to use the app, employees who showed they were already logged in or who got re-logged in with Wedell were entered into drawings to win concert tickets to the Rose Music Center at The Heights this summer. A total of 55 employees were entered into the drawings.

CONGRATS TO NEWEST RTA TRAINING ACADEMY GRADUATES!



The following employees celebrated completing their training at a graduation ceremony on June 3 at Wright Stop Plaza: Transit Ambassador Theodore Moore, Connect Operator Monasia Allen, Connect Operator Zakeeya Lee, Connect Operator Melissa Jones, Connect Operator Brian Walthers, Service and Repair Specialist Lucas Earnest, Connect Operator Tracy Whaley, Service and Repair Mechanic Justin Ferguson, Connect Operator Derrick Alridge, Service and Repair Mechanic Steven Current, and Service and Repair Mechanic Brian Jewett.

The next graduation ceremony will be held at 1:30 p.m., Monday, July 22 in the multipurpose room at Wright Stop Plaza.

COTA VISITS RTA



Thank you to representatives from the Central Ohio Transit Authority (COTA) who visited RTA for three days in May to help our staff with an upcoming internal project.

USE OF INTERNAL DIGITAL SIGNS EXPANDING

Safety & training and operations departments are featuring monthly safety tips and service reminders.

RTA's internal digital signs are being used more by all departments not only to get out news and announcements to employees, but also to post reminders about key safety and customer service information.

Safety & training staff will be creating monthly digital posters highlighting a safety issue that is timely for the month, like May's reminders to watch for increased pedestrian, bicycle and motorcycle traffic and July's poster about looking left, right and left again before entering an intersection.

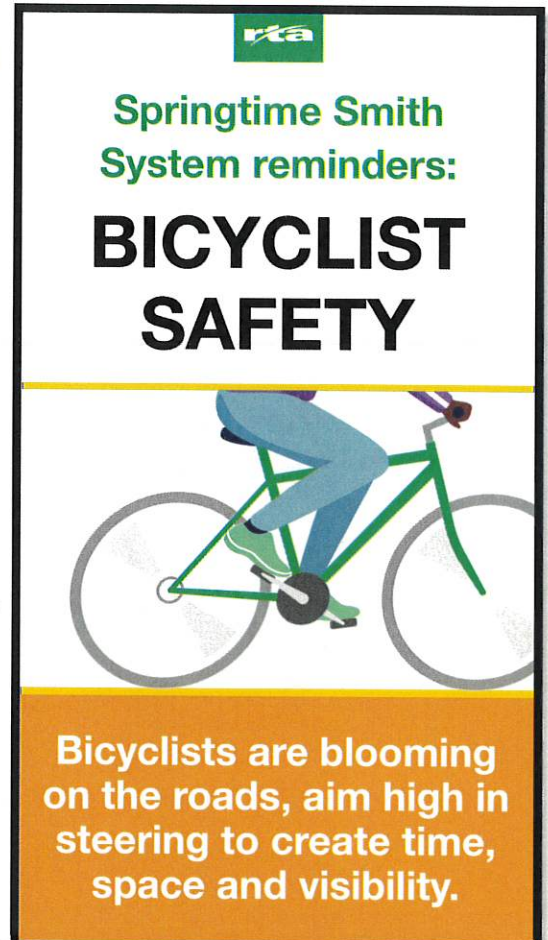
Communications Specialist Katie Wedell worked with Safety and Compliance Analyst Matt

Hempstead and Training and Development Instructor Michael Galloway to come up with the topics they wanted to address.


The posters remind drivers of key messages like "aim high in steering" and "keep your eyes moving."

Operations will be posting monthly tips and reminders addressing common questions from drivers. May's poster featured information about service dogs onboard RTA buses.

Graphic designers Cara Wood and Carmen Gaines brought the messages to life with eye-catching digital posters, shown on this page.



Springtime Smith System reminders:
BICYCLIST SAFETY



Bicyclists are blooming on the roads, aim high in steering to create time, space and visibility.



Springtime Smith System reminders:
MOTORCYCLE SAFETY

"Rock and roll," keep your eyes moving, and grow your circle of awareness to keep motorcyclists safe this spring.




Springtime Smith System reminders:
PEDESTRIAN SAFETY

Keep your eyes moving every 2 seconds to "bee" on the lookout for pedestrians.

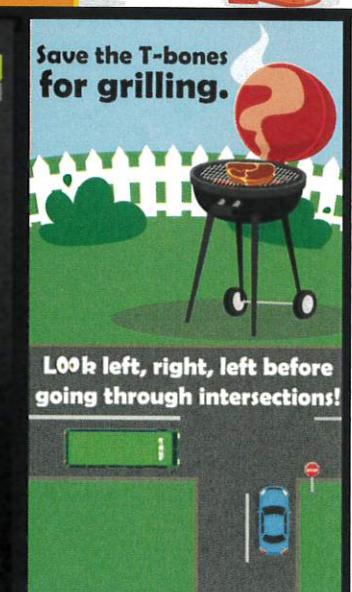



Can you identify the service dog?

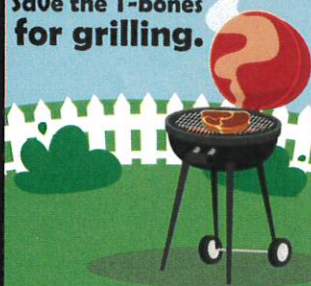
If the passenger says it's a service dog, take their word for it.

If the dog creates a problem or does not behave, notify dispatch.

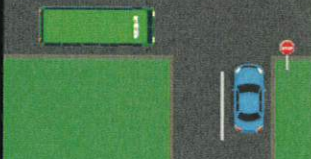
Passengers are not required to prove the dog is a service dog.

Save the T-bones for grilling.



Look left, right, left before going through intersections!



CUSTOMER & BUSINESS DEVELOPMENT TEAM HOLDS MID-YEAR RECOGNITION LUNCHEON



All customer and business development employees enjoyed lunch and a catchup on department news at the team's mid-year meeting on June 5.

Recognized for outstanding work in the first half of the year were: Mobility Planner and Scheduler Ivory Noir (not pictured), Training & Development Instruc-

tor Michael Galloway (not pictured), Network Administrator Austin Elliott, and IT Customer Support Specialist Anthony Millward (pictured above at right), and the communications team consisting of Kristi Newton, Michael Everman, Carmen Gaines, Katie Wedell, and Cara Wood (pictured above left).



The June bus was designed by Senior Graphic Designer Cara Wood. It features World Bicycle Day, Pride Month, National Donut Day, Father's Day, Juneteenth, the Dayton Air Show and the summer solstice.

RTA EMPLOYEES ENJOY SUMMER SHOWS THANKS TO COMMUNITY PARTNERSHIPS

Two community partnerships are benefiting RTA in the form of free tickets, which the agency is using for employee incentives this summer.

As part of a partnership with United Way of the Greater Dayton Area, RTA got four floor seats to the non-profit's night of stand up comedy with Donnell Rawlings.

Communications Specialist Katie Wedell ran a contest to win the tickets while simultaneously getting C&BD employees more experience using the Microsoft Teams application.

Team members had to post their best work-appropriate "dad joke" and vote on the best jokes. This familiarized

employees with navigating to a group chat, posting and reacting to comments within the app.

The RTA is also a sponsor of the Rose Music Center for the 2024 concert season.

As part of the sponsorship, RTA received tickets to 12 different shows to use as employee incentives. The communications team will also provide the Rose with information about RTA services to include in ticket envelopes.

Routes 18 and 19 stop at the Meijer in Huber Heights that is just steps from the music center's parking lot and a short walk to the venue.

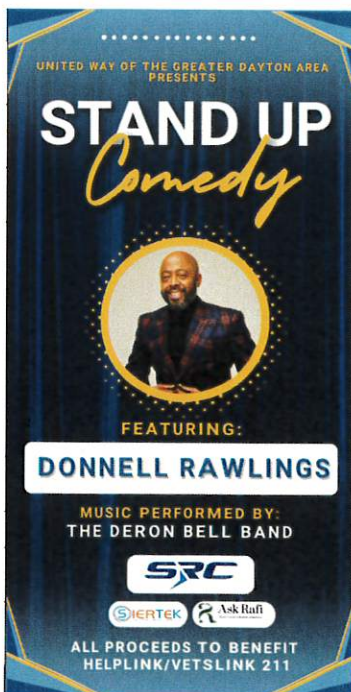
The communications team will be distributing the tickets as employee incentives throughout the summer including running a contest in late June to promote the use of the Info Hub app (see page 5).

Several employees have already won concert tickets from various promotions, including Customer Service Supervisor Michelle Garrett, who took her granddaughter to the "Let's Sing Taylor" show on June 1.

Fixed-route Operator Deisree Turner won tickets to the Trombone Shorty show in June as well.



Pictured above is Customer Service Supervisor Michelle Garrett with her granddaughter at The Rose.



RTA provided free rides for Juneteenth, June 19, and Independence Day, July 4. Press releases were sent to local media and placed on RTA's website to inform the public of the free rides. Graphic Designer Carmen Gaines created several different social media graphics to promote the holidays and free rides. The communications team reminded drivers with digital signs and drivers seat flyers.

TEACHERS AND STUDENTS THANK RTA DRIVER

One of RTA's drivers got an adorable end-of-the-school-year shoutout from her biggest, little fans.

Stepping Stones Learning Center posted a thank you to Fixed-route Operator Barbara Jones on their Facebook page and RTA reshared it. One of the teachers also wrote in a commendation for Jones.

Amanda Griffie wrote in part, "I wanted to take a minute and tell you about one of your awesome drivers Mrs. Barbara. This woman is amazing she makes our kids day every time she drives. Our playground sits in front of a bus stop and the kids always hear the bus coming and run to the fence waiting on Mrs. Barbara. She acknowledges the kids she waves and honks opens the door to tell them to have a good day and the kids have grown to know when she comes around and they love it! We really appreciate Mrs. Barbara and thank her for her kindness!"

Greater Dayton RTA
Published by Michael Everman · 13h · 🌐



Stepping Stones Learning Center
17h · 🌐

Thank you so much Mrs. Barbara for taking time to wave and honk at our kiddos everyday, it is a highlight of their day!

SUMMER EVENTS SCHEDULE IN FULL SWING

Get ready to see RTA's "Proudly Serving" community buses at local festivals and parades.



The Kettering bus was at the Kettering Block Party at the Fraze on May 29 where Fixed-route Operator Viree McQuay handed out information and stickers to families. RTA had a table at Five Rivers MetroParks annual Bike to Work Day on May 17.



KYRA KAHERL MOVES FROM HR TO IT

Kyra Kaherl, who has worked for RTA as a Human Resources Representative (HRIS & Compensation) since October of 2022 recently moved into a new role as an IT Business Analyst.



She said her background is primarily in IT having previously worked as an IT service desk manager for four years.

"I found the HRIS role here at RTA and saw a new challenge. The role combined my IT skillset with some of the HR experience I had from being a manager," Kaherl said.

"During my IT career I have earned my A+, Network +, and am working

on recertifying my ITIL V4 Foundations certification."

In her new roll she will focus on RTA's finance and accounting systems.

Kaherl said she's excited for the new challenges. "(This role) will allow me to learn a new side of RTA and continue my growth with the agency," she said.

Welcome "Ky" to Wright Stop Plaza!

PHOTOS FROM RTA'S WELLNESS WEEK

The week of May 13-17, RTA celebrated employee health and fitness with daily opportunities to get moving and learn about wellness.



Director of Communications & Training Jessica Olson and Customer Service Representative Cameron Woodard getting checks from PHDMC.



Customer Service Representative Angelique Carey participating in a reflexology session.

Pictured above, employees participate in health screenings including blood pressure and glucose levels courtesy of Public Health—Dayton & Montgomery County and reflexology sessions with the Institute of Holistic Leadership.



RTA employees enjoyed a selection of fresh-pressed juices from the Nourishing Souls Juice Bar Food Truck.

RTA ATTENDS CENTERVILLE MAYOR'S BUSINESS BREAKFAST



Communications & Community Relation Manager Kristi Newton and Director of Communications & Training Jessica Olson attended the Centerville Mayor's Business Breakfast at the Golf Club at Yankee Trace on May 23. Pictured with them above are City of Centerville Community Resources Coordinator Drew Simon and Director of Communications Kate Bostdorff. RTA is partnered with Centerville to provide buses as cooling stations at the city's Party in the Park concert series this summer.

UPCOMING INTERNAL EVENTS

July 21: EBF Bowling Party

From 2 p.m. to 4 p.m. at Beaver-Vu Bowl, 1238 N. Fairfield Rd, Beavercreek.

July 22: RTA Training Academy graduation

From 1:30 p.m. to 3 p.m. in the Wright Stop Plaza multipurpose room.

August 8: EBF hosting RTA retiree luncheon

From 10 a.m. to 4 p.m. at multiple RTA locations.

August 24: RTA Family Fun Day Rodeo

From noon to 5 p.m., 5200 Salem Ave., Trotwood.

ROADEO

**Are you the
best of the best?**

**Compete against fellow employees at the RTA's
Family Fun Day Rodeo on Aug. 24**

*Submit your application to dispatch
from June 24 to July 26.*

Questions? Visit Info Hub. ▶

RTA is preparing for the Family Fun Day Rodeo on Aug. 24. The internal event is a way for RTA employees to have fun with their families and show off their skills. Above is one of the digital posters created by the communications team to promote the event.

Social Media

Facebook May:

Reach: 27,954
Engagement: 2,548
Minutes Viewed: 812
Total Followers: 6,991

Instagram May:

Reach: 2,071
Accounts engaged: 87
Impressions: 6,227
Total Followers: 1,619

Facebook June:

Reach: 36,529
Engagement: 4,746
Minutes Viewed: 638
Total Followers: 7,005

Instagram June:

Reach: 640
Accounts engaged: 57
Impressions: 3,404
Total Followers: 1,620

Info Hub

May

Page views: 4,073
Unique hits: 1,779
Pages created/
modified: 22
Push notifications
sent: 23
Total Active Users: 234

June

Page views: 3,309
Unique hits: 1,712
Pages created/edited: 48
Push notifications
sent: 12
Total Active Users: 241

Transit App

May

Sessions: 1,227,061
Average daily
sessions: 39,583
Monthly usage
high: 5,789
Avg. daily users: 4,919

June

Sessions: 1,019,337
Average daily
sessions: 33,978
Monthly usage
high: 4,884
Avg. daily users: 4,299



Greater Dayton Regional Transit Authority
Financial Report
May 2024

Financial Summary
Comparative Data
Departmental Detail
Balance Sheets
Sales Tax Receipts

Greater Dayton Regional Transit Authority
 YTD Financial Report
 May 31, 2024

Revenues

Passenger Fares	2,830,798	8.6%
Contract Service Fares	4,479	0.0%
Service Subsidies	8,795	0.0%
Interest	1,556,389	4.8%
Other	165,444	0.5%
Sales Tax - Net	20,009,034	61.1%
State Assistance	181,783	0.6%
Federal Assistance	7,979,367	24.4%
Total Revenue	32,736,089	100%

Total Revenues are \$631k over budget as a result of higher passenger fares and sales tax.

Expenses

Wages	13,970,455	43.0%
Paid Absences	2,281,673	7.0%
Fringe Benefits	5,928,243	18.2%
Services	3,007,482	9.3%
Materials & Supplies	3,016,510	9.3%
Utilities & Power	801,775	2.5%
Casualty & Liability Costs	1,576,659	4.9%
Taxes	92,419	0.3%
Purchased Transportation	1,327,205	4.1%
Miscellaneous	483,873	1.5%
Total Expenses	32,486,294	100%

Total Expenses are \$961k under budget as a result of lower materials & supplies and miscellaneous expense, offset by higher wages and purchased transportation.

Pre Local Capital - Gain (Loss)

Less - Local Capital Charge	1,214,679
-----------------------------	-----------

Local Capital Charge is \$309k under budget.

RTA Service - Gain (Loss)

(964,884)

RTA Service Loss after Local Capital Charge is \$1.9 Million under budget.

Audit & GASB Items

Less - Market to Market Adjustment	712,477
Plus - Market to Market Adjustment	-
Less - Federal/State Depreciation	5,874,272
Less - GASB 68 & 74 (Pensions) Charge	-
Plus - GASB 68 & 74 (Pensions) Credit	-

Audit Adjusted - Gain (Loss)

(7,551,633)

Plus - Non-RTA Capital Grants Received

2,642,631

Balance Sheet - Change in Net Position

(4,909,002)

**Greater Dayton RTA
Departmental Budget Summary
May 31, 2024**

	#	Department
Board of Trustees	11	Board
Chief Executive Officer	21	CEO
	55	Labor Relations
		Total CEO
Chief Capital Officer	92	Chief Capital Officer
	24	Engineering
	98	Corporate Dept.
		Total COO
Chief Financial Officer	19	Chief Financial Officer
	66	Claims
	77	Procurement
	91	Accounting & Payroll
		Total CFO
Transportation	61	Transportation Administration
	63	Revenue Vehicle Ops
	88	Security
		Total Transportation
Maintenance	71	Maintenance Administration
	72	Repair Shops
	73	Inventory
	75	Line Shop
	76	Facility Maintenance
	81-85	Transit Hubs
	89	Facility Cleaning
		Total Maintenance
Customer & Business Dev.	41	CC&BDO
	43	Communications
	44	Quality Service
	45	Planning & Scheduling
	31	Human Resources
	58	Information Technology (IT)
	65	Training, Safety & Risk
		Total CC&BDO

RTA Totals

(Dollars in Thousands, Bracketed Variances are Favorable)

		Current Month		
		Actual	Budget	Variance
		5	6	(1)
		82	52	30
		82	92	(10)
		184	144	20
		80	56	24
		25	40	(15)
		18	16	2
		123	112	11
		52	51	1
		163	146	17
		44	47	(3)
		94	119	(25)
		353	363	(10)
		610	599	11
		2,700	2,802	(102)
		-	8	(8)
		3,310	3,409	(99)
		155	177	(22)
		952	909	43
		80	85	(5)
		102	223	(121)
		196	219	(23)
		78	137	(59)
		44	46	(2)
		1,607	1,796	(189)
		35	48	(13)
		70	81	(11)
		110	114	(4)
		46	39	7
		96	149	(53)
		200	203	(3)
		104	93	11
		661	727	(66)
		6,223	6,557	(333)

		Year to Date		
		Actual	Budget	Variance
		26	29	(3)
		268	272	(4)
		450	458	(8)
		718	730	(12)
		175	278	(103)
		124	196	(72)
		145	187	(42)
		444	661	(217)
		236	257	(21)
		1,709	1,729	(20)
		214	231	(17)
		480	586	(106)
		2,639	2,803	(164)
		2,973	2,956	17
		13,472	13,580	(108)
		2	42	(40)
		16,447	16,578	(131)
		798	874	(76)
		4,980	4,492	488
		411	421	(10)
		746	1,099	(353)
		1,267	1,256	11
		562	682	(120)
		219	228	(9)
		8,983	9,052	(69)
		203	238	(35)
		355	402	(47)
		519	560	(41)
		213	190	23
		455	739	(284)
		1,002	1,007	(5)
		482	457	25
		3,229	3,593	(364)
		32,486	33,446	(960)

		Annual Budget	
		69	
		672	
		1,101	
		1,773	
		670	
		468	
		3,640	
		4,778	
		618	
		2,749	
		558	
		1,413	
		5,338	
		7,109	
		33,111	
		100	
		40,320	
		2,103	
		10,790	
		1,012	
		2,634	
		2,889	
		1,643	
		547	
		21,619	
		572	
		967	
		1,348	
		457	
		1,776	
		2,419	
		1,100	
		8,640	
		82,537	

Greater Dayton RTA
Balance Sheets
May 2024 and Year End 2023

Assets and Deferred Outflows of Resources

	As of 5/31/2024	PRE-AUDIT As of 12/30/2023
Current assets:		
Cash and cash equivalents	\$ 19,444,137	\$ 18,071,933
Short-term investments	18,012,759	27,387,926
Accounts receivable, less allowance for doubtful accounts	16,779,232	15,122,905
Materials and supplies, net	7,608,489	7,978,214
Prepaid expenses and deposits	1,999,331	2,683,600
	<u>63,843,948</u>	<u>71,244,577</u>
Non-current assets:		
Long-term investments	72,698,591	64,139,376
Net pension /OPEB assets	-	7,727,516
Capital assets:		
Land	7,361,536	7,361,536
Revenue producing and service equipment	122,704,376	124,364,793
Buildings and structures	163,227,757	156,570,410
Office furnishings, shop equipment and other	28,553,824	29,298,917
Construction in progress	43,170,985	42,826,575
Less accumulated depreciation	(162,971,289)	(159,949,688)
	<u>202,047,189</u>	<u>200,472,545</u>
	<u>274,745,780</u>	<u>272,339,436</u>
	<u>338,589,728</u>	<u>343,584,014</u>
	<u>27,333,870</u>	<u>8,494,257</u>
	<u>\$ 365,923,598</u>	<u>\$ 352,078,271</u>
Deferred outflows of resources - pensions/OPEB		
Total assets and deferred outflows of resources		

Liabilities, Deferred Inflows of Resources and Net Position

Current liabilities:		
Accounts payable	\$ 3,162,667	\$ 2,163,194
Accrued payroll and related benefits	4,845,497	6,064,217
Accrued self-insurance	5,944,992	5,916,426
Unearned fares	200,004	150,002
Other accrued expenses	1,897,297	1,948,690
	<u>16,050,457</u>	<u>16,242,528</u>
Non-current liabilities:		
Accrued compensated absences	1,349,663	1,349,663
Net pension/OPEB liabilities	58,411,955	19,155,942
	<u>59,761,618</u>	<u>20,505,605</u>
Deferred inflows of resources - pensions/OPEB		
Total liabilities	75,812,075	36,748,133
	4,037,743	33,335,322
Net position:		
Invested in capital assets	202,047,189	200,472,545
Unrestricted	84,026,591	81,522,271
	<u>286,073,780</u>	<u>281,994,816</u>
	<u>\$ 365,923,598</u>	<u>\$ 352,078,271</u>
Total liabilities, deferred inflows of resources and net position		



SALES TAX RECEIPTS (NET OF FEE PAID TO STATE OF OHIO)

SALES PERIOD EARNED	MONTH RECEIVED	MONTHLY				YEAR TO DATE					
		2021	2022	2023	Actual 2024	Budget 2024	2021	2022	2023	Actual 2024	Budget 2024
JANUARY	APRIL	\$ 3,233,962	\$ 3,406,797	\$ 3,529,286	\$ 3,738,177	\$ 3,564,579	\$ 3,233,962	\$ 3,406,797	\$ 3,529,286	\$ 3,738,177	\$ 3,564,579
FEBRUARY	MAY	\$ 3,290,524	\$ 3,515,968	\$ 3,645,547	3,694,999	\$ 3,682,002	\$ 6,524,486	\$ 6,922,765	\$ 7,174,832	\$ 7,433,176	\$ 7,246,581
MARCH	JUNE	\$ 4,200,021	\$ 4,207,363	\$ 4,164,079	Increased \$49k or 1.4% versus 2023	\$ 4,205,720	\$ 10,724,507	\$ 11,130,128	Increased \$258k or 3.6% versus 2023	\$ 11,338,911	\$ 11,452,301
APRIL	JULY	\$ 3,960,624	\$ 4,023,682	\$ 4,096,524	\$ 4,137,489	\$ 4,137,489	\$ 14,685,131	\$ 15,153,810	\$ 15,435,435	\$ 15,435,435	\$ 15,589,790
MAY	AUGUST	\$ 4,174,409	\$ 4,292,382	\$ 4,190,742	\$ 4,232,649	\$ 4,232,649	\$ 18,859,540	\$ 19,446,192	\$ 19,626,177	\$ 19,626,177	\$ 19,822,439
JUNE	SEPTEMBER	\$ 3,995,835	\$ 4,073,673	\$ 4,340,913	\$ 4,384,322	\$ 4,384,322	\$ 22,855,374	\$ 23,519,865	\$ 23,967,090	\$ 23,967,090	\$ 24,206,761
JULY	OCTOBER	\$ 3,970,191	\$ 4,124,481	\$ 4,024,857	\$ 4,065,106	\$ 4,065,106	\$ 26,825,565	\$ 27,644,346	\$ 27,991,946	\$ 27,991,946	\$ 28,271,867
AUGUST	NOVEMBER	\$ 3,792,316	\$ 3,917,771	\$ 4,115,287	\$ 4,002,089	\$ 4,002,089	\$ 30,617,881	\$ 31,562,117	\$ 32,107,233	\$ 32,107,233	\$ 32,273,956
SEPTEMBER	DECEMBER	\$ 3,844,035	\$ 4,163,678	\$ 4,138,193	\$ 3,904,419	\$ 3,904,419	\$ 34,461,916	\$ 35,725,795	\$ 36,245,427	\$ 36,245,427	\$ 36,178,375
OCTOBER	JANUARY	\$ 3,771,559	\$ 4,075,167	\$ 3,945,585	\$ 3,930,150	\$ 3,930,150	\$ 38,233,475	\$ 39,800,962	\$ 40,191,012	\$ 40,191,012	\$ 40,108,525
NOVEMBER	FEBRUARY	\$ 4,015,563	\$ 3,989,588	\$ 3,915,474	\$ 4,014,320	\$ 4,014,320	\$ 42,249,038	\$ 43,790,550	\$ 44,106,486	\$ 44,106,486	\$ 44,122,845
DECEMBER	MARCH	\$ 4,620,756	\$ 4,677,163	\$ 4,746,305	\$ 4,660,762	\$ 4,660,762	\$ 46,869,794	\$ 48,467,713	\$ 48,852,790	\$ 48,852,790	\$ 48,783,607
Totals		\$ 46,869,794	\$ 48,467,713	\$ 48,852,790	\$ 7,433,176	\$ 48,783,607					
% Increase Year over Year		13.79%	3.41%	0.79%							

PLEASE NOTE THE ABOVE AMOUNTS ARE REPORTED NET OF A 1% ADMINISTRATIVE FEE WHICH IS PAID TO THE STATE OF OHIO.

Small Purchasing Information
\$25,000 TO \$100,000
January 1, 2024 - December 31, 2024

Contract Date	Requesting Department	Description	Vendor	Amount
1/17/2024	Training, Safety, & Risk	Smith System Training	Smith System Driver Improvement	\$30,000
2/1/2024	Maintenance	Repair of Greyhawk MDT Units	Clever Devices Ltd	25,000
2/1/2024	Maintenance	Paint Booth Lift Repairs	The Marmac Company	40,000
2/12/2024	Executive	Annual Membership Dues	Downtown Dayton Partnership	25,000
3/15/2024	Maintenance	SCADA Annual Maintenance (2024-2025)	QEI LLC	29,849
3/21/2024	Maintenance	Ford Transit Van	Montrose Ford LLC	51,174
3/29/2024	Executive	ABBG Benchmarking Group Membership Dues	Imperial College Projects Limited	28,500
4/1/2024	Maintenance	2024 - 2500 HD Truck	White Allen Chevrolet Co	49,045
4/15/2024	Communications	Video Production Services	D H Productions, LLC	99,375
4/25/2024	IT	Privilage Access Management	CDWG	31,204
5/1/2024	CBD	Office Supplies	Friends Service Co., Inc.	50,000
5/1/2024	CBD	Office Supplies	Staples, Inc.	40,000
5/2/2024	Inventory	3M Graphics Material	Grimco, Inc.	49,864
5/2/2024	Transportation	Safe Driving Rings & Diamonds	The Tharpe Company, Inc. dba Engage2Excel	28,000
5/2/2024	IT	Solarwind Maintenance	CDWG	35,013
5/9/2024	IT	Network Services	Vernovis, LTD	30,000
5/20/2024	Maintenance	Shelter Parts	Brasco International	36,825
5/31/2024	Executive	APTA Membership	APTA	39,250
			TOTAL	\$718,099

Board Meeting - 8/06/2024
Chief Financial Officer

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Tuesday, August 6, 2024 – 3:00 p.m.

Wright Stop Plaza – 4 S. Main Street – Dayton OH 45402 – 3rd Floor Board Room

**INVESTMENT ADVISORY
COMMITTEE - INFORMATIONAL
ITEM**

Next Section





JULY 10, 2024

Greater Dayton RTA Investment Strategy Update

PRESENTED BY:
EILEEN STANIC, CTP
REGIONAL DIRECTOR, ADVISORY SERVICES



MEEDER
PUBLIC FUNDS



Executive Summary



Economic Update

First quarter GDP growth dropped to 1.4% from 3.4% primarily due to softer consumer spending. The latest Bloomberg survey projects a slower pace of economic growth in 2024.

The labor market has started to show signs of weakening. Job growth over the quarter averaged 177,000 per month, down from the 12 month average of 242,000. Job openings dropped to 8.1 million, significantly down from the March 2022 peak of 12.2 million. The unemployment rate increased to 4.1% from 3.8%.

Recent inflation data has been slowly improving. The Federal Reserve's favored measure of inflation, the Core Personal Consumption Expenditures (Core PCE) index reflects inflation increasing at 2.6% year over year, still exceeding the Fed's mandate of 2%.

The Federal Reserve met June 11-12 and voted to maintain the fed funds rate at its current range of 5.25%-5.50%, in line with expectations. The Fed's updated forecast was unchanged, signaling two rate cuts in 2024 and additional rate cuts in 2025. The long-term target for the fed funds rate has crept up to 2.80%. The Federal Reserve's next meeting is July 30-31. Expectations are for no change in the fed funds target until September.

The yield curve remains inverted with the yield on the 10 year US Treasury 0.33% less than the 2 year US Treasury. Yields moved higher across the curve during the month, reflecting market expectations for fewer rate cuts in 2024. As of 6/30/2024, the 2 year US Treasury yielded 4.75% and the 5 year US Treasury yielded 4.38%. The yield on STAR Ohio held steady at 5.45%.



Executive Summary



Portfolio Review

During the quarter \$3,640,559 was added to the investment portfolio, resulting in total principal cost of securities of \$92,205,571. Investments during the quarter yielded 4.51% thereby increasing the overall portfolio yield by 0.16% to its current yield of 3.36%.

Securities set to mature in the 2nd quarter of 2024 total \$3,520,000 with an average yield to maturity of 4.83%. In view of the outlook for rate reductions commencing in 2024 and continuing into 2025, our bias is to continue balancing the portfolio across the maturity spectrum. As longer-term rates continue to remain attractive, we believe it prudent to continue to lock rates in for longer, cash flow permitting.



MEEDER
PUBLIC FUNDS

ECONOMIC UPDATE

“FIGEY” Model of Interest Rates

Fed, Inflation, Growth, Employment, Yields



- U.S. Treasury yields/rates are primarily a function of Federal Reserve policy, inflation, economic growth, and employment.
- Shorter-term yields are highly correlated with the Fed Funds rate set by the Fed's Federal Open Market Committee (FOMC).
- Intermediate-term and longer-term yields are more correlated to the expected future rates of inflation, economic growth, and the unemployment rate.

FIGEY Outlook



Metric

Probable Outlook

Fed Funds Rate Fed Chair Powell said to expect “patience” regarding rate cuts, probably only one .25% cut this year; which is less than the .75% of cuts they expected earlier this year.

Inflation The path to the Fed’s 2% inflation target will take longer than anticipated...this was reiterated by Chair Powell when he said recently the Fed doesn’t expect inflation to hit their target rate until 2025 or 2026.

Growth Gross Domestic Product (GDP) growth will slow from 2023’s rate, but will not be negative in the second half of 2024.

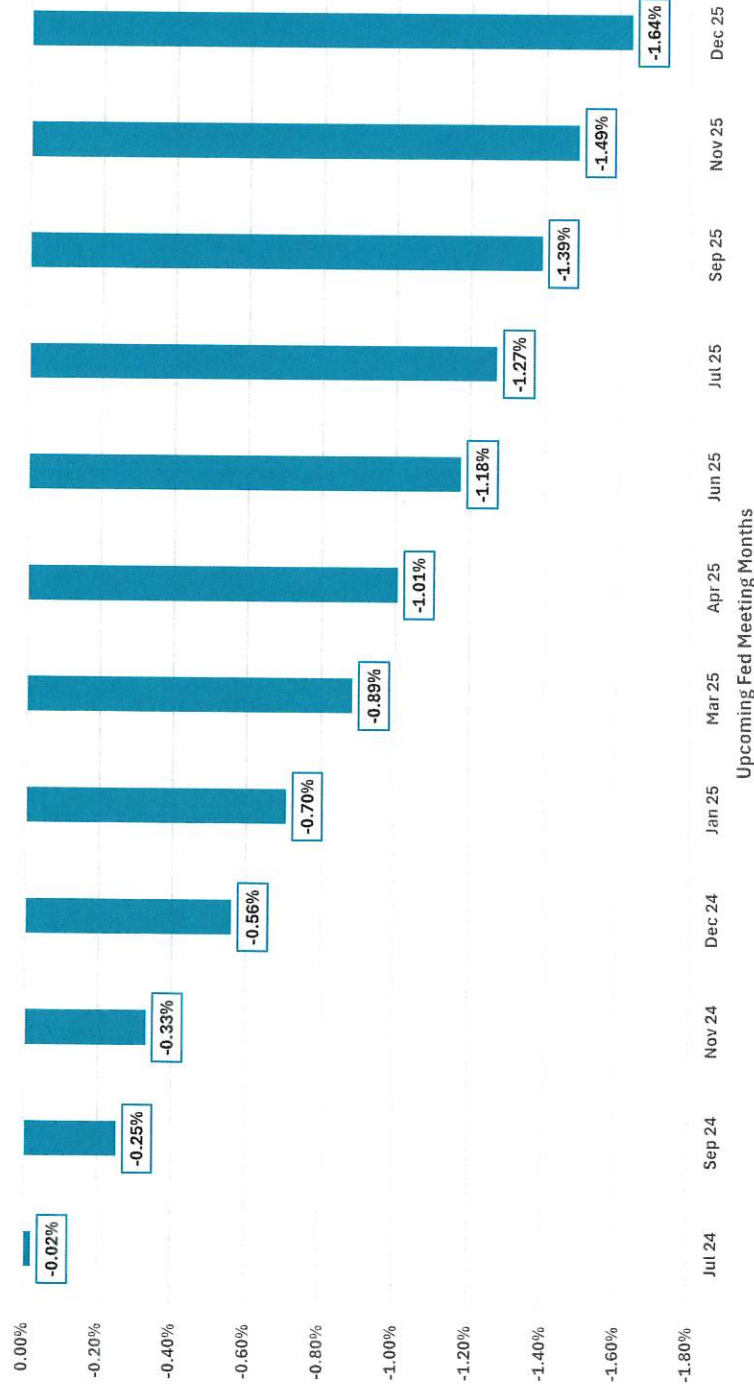
Employment Employment will remain moderately robust, with job growth slowing and the unemployment rate climbing over 4%.

Yields Intermediate-term and longer-term rates have peaked...remaining rangebound near the highest levels since 2007.

Fed Funds



Fed Funds Rate Declines Priced In Per Futures Market

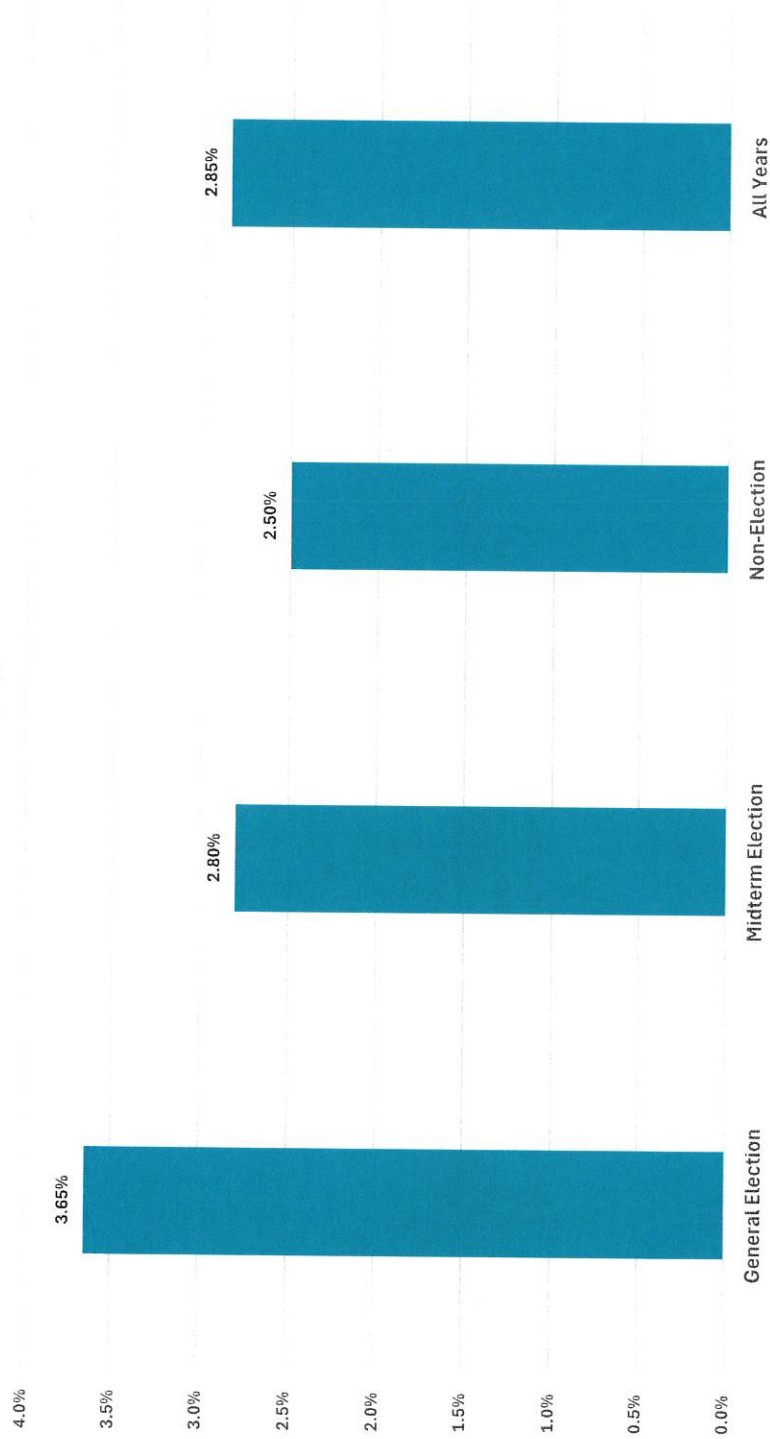


- At the beginning of 2024, the Fed Funds futures market was pricing in 1.75% of rate cuts for the full year.
- Currently, the futures market is expecting about .50% of a decline in Fed Funds by the end of this year.
- The Fed Funds futures market is planning on the rate to be lower by about 1.50% at the end of 2025 from where it is currently.

Fed Funds and Election Year Moves

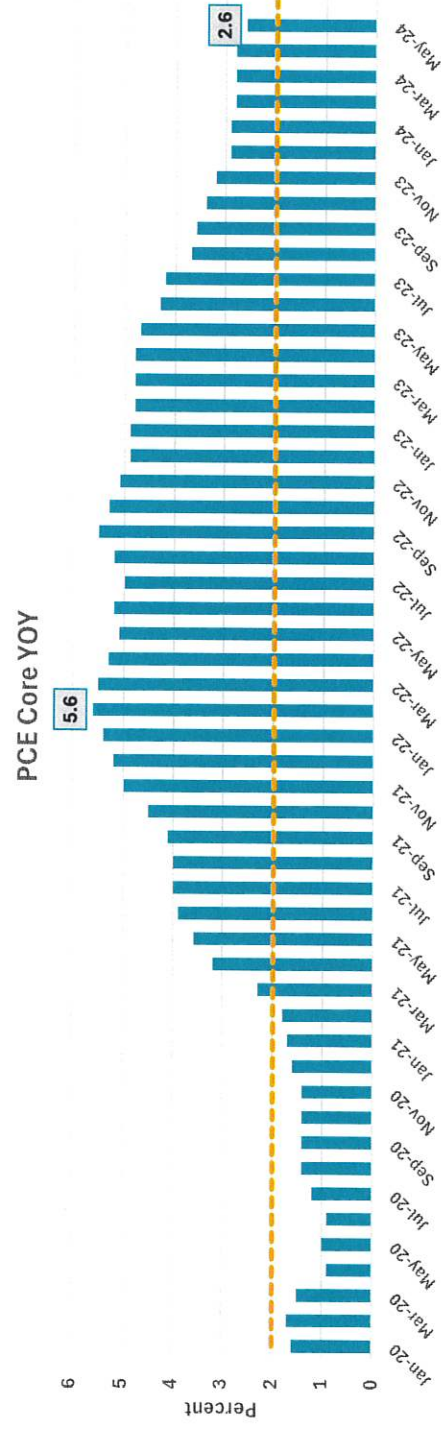
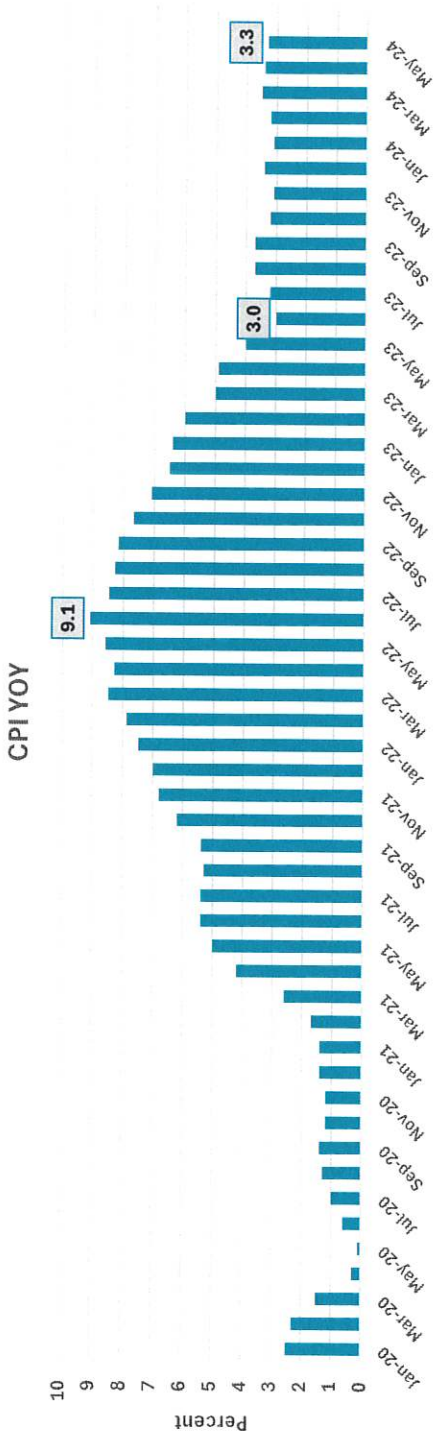


Average Calendar Year Cumulative Absolute Percentage Change in the Target Fed Funds Rate Since 1971 by Type of Year



- The Fed changes policy (rates) in election years without hesitation.
- Actual policy rate changes back to 1971 suggests the Fed does not shy away from changing policy during general election years and midterm election years.
- Fed Chair Powell stated at the recent Fed meeting that election timing won't affect the Fed's decision to cut rates....we shall see!

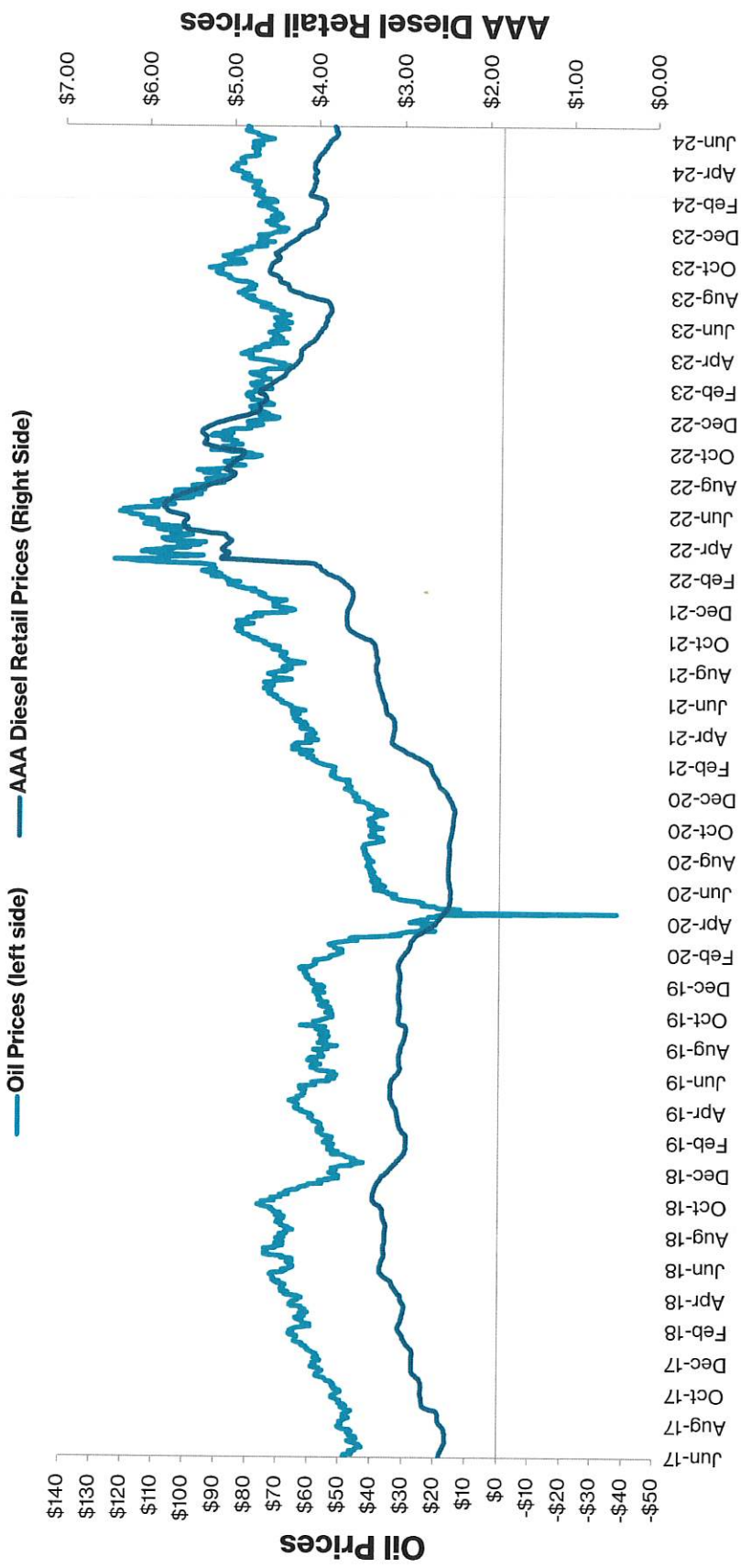
Inflation



- The year-over-year Consumer Price Index data peaked in June 2022 in conjunction with the massive stimulus provided by Uncle Sam, supply chain challenges, and many commodities increasing due to the Russia/Ukraine war.
- CPI YoY bottomed in June 2023 at 3.0% and has subsequently climbed to 3.3%
- Personal Consumption Expenditure (PCE) Core (excluding food and energy) is the Fed's preferred inflation gauge.
- PCE YoY percent change has also declined materially since 2022, but remains above the Fed 2% target.

SOURCE: BLOOMBERG, BUREAU OF LABOR STATISTICS, BUREAU OF ECONOMIC ANALYSIS

Oil & Diesel Prices

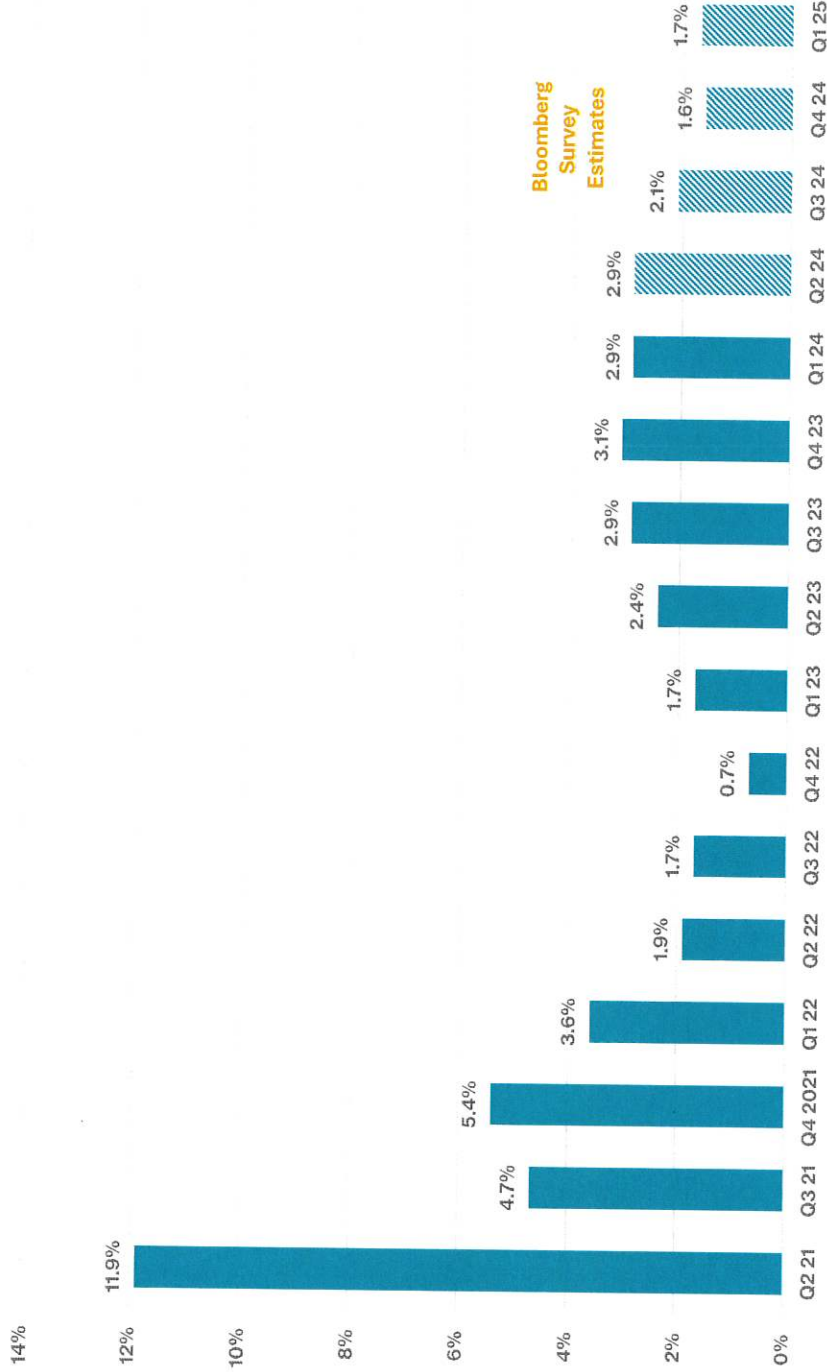


Source: Bloomberg
 i) Oil prices based on Crude Oil Prices: West Texas Intermediate (WTI) - Cushing, Oklahoma
 ii) Diesel prices based on the American Automobile Association Daily National Average

Growth



Real GDP YoY

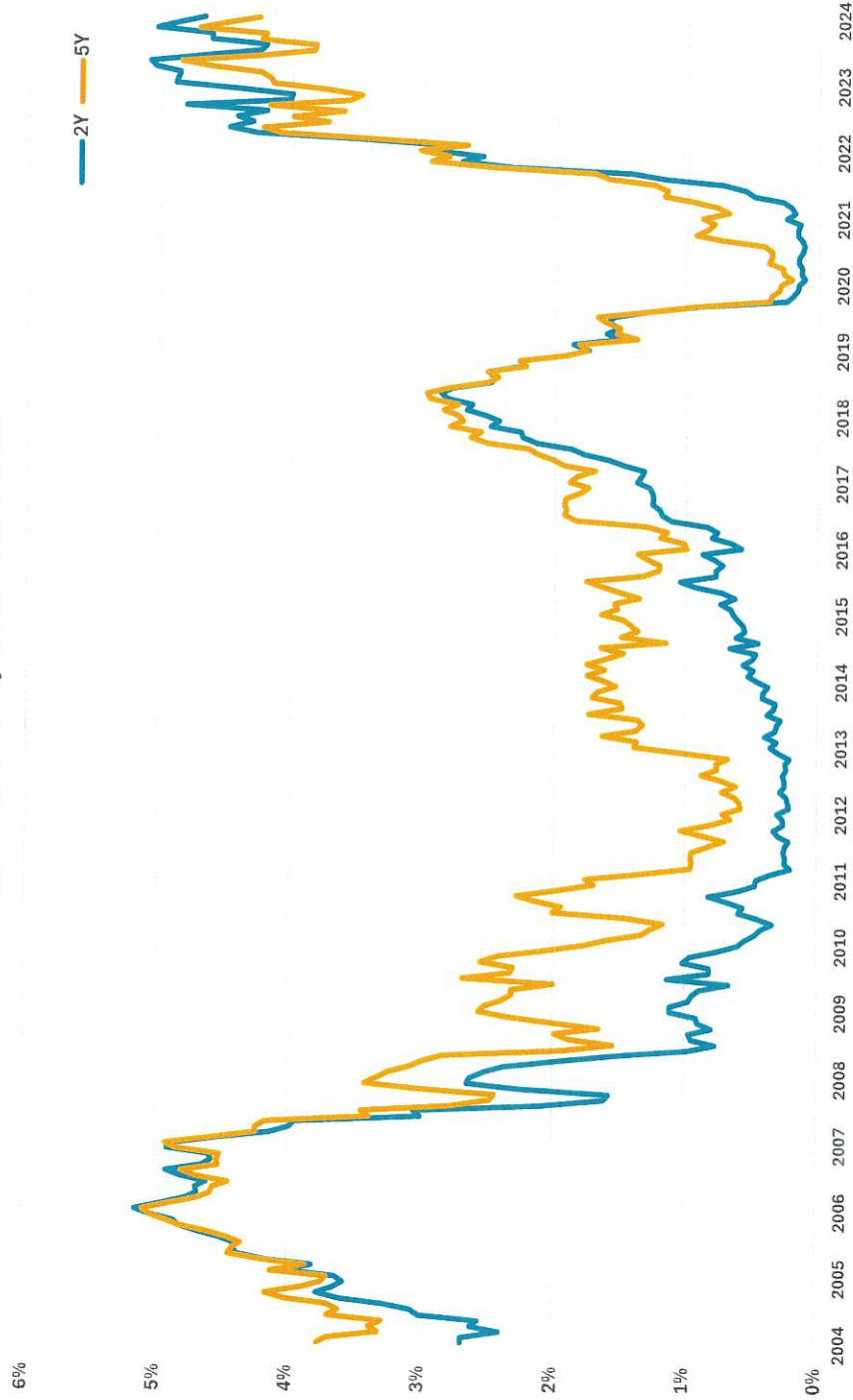


SOURCE: BLOOMBERG, BUREAU OF ECONOMIC ANALYSIS

- U.S. Gross Domestic Product (GDP) slowed the first half of 2024 from its above average pace in the second half of 2023.
- Economists and strategists surveyed by Bloomberg expect GDP to slow below trend during 2024, with lower than 2% growth for the next few quarters.
- GDP year-over-year growth is projected by Bloomberg's survey of economists to be 1.6% for the full year of 2024.

Yields

2 Year and 5 Year Treasury Yields Past 20 Years



- Intermediate-term U.S. Treasury rates are near their highest levels since 2007.
- These rates most likely have peaked for this cycle due to economic growth slowing, unemployment increasing, and the rate of change of inflation moderating.
- With fixed income investors not seeing these higher yields for the past 17 years, we believe locking in these intermediate-term rates is a prudent strategy.

SOURCE: BLOOMBERG



M E E D E R

PUBLIC FUNDS

PORTFOLIO REVIEW

Current Portfolio

Greater Dayton RTA portfolio as of 6/30/2024



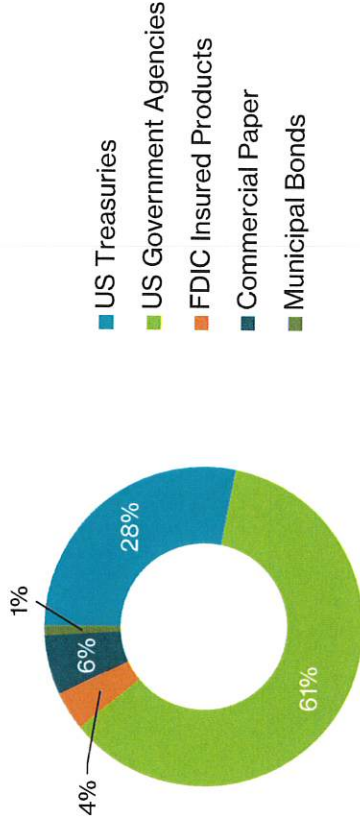
Your Portfolio

STAR Ohio Securities Total
 \$14,362,948
 \$92,205,571
 \$106,568,519

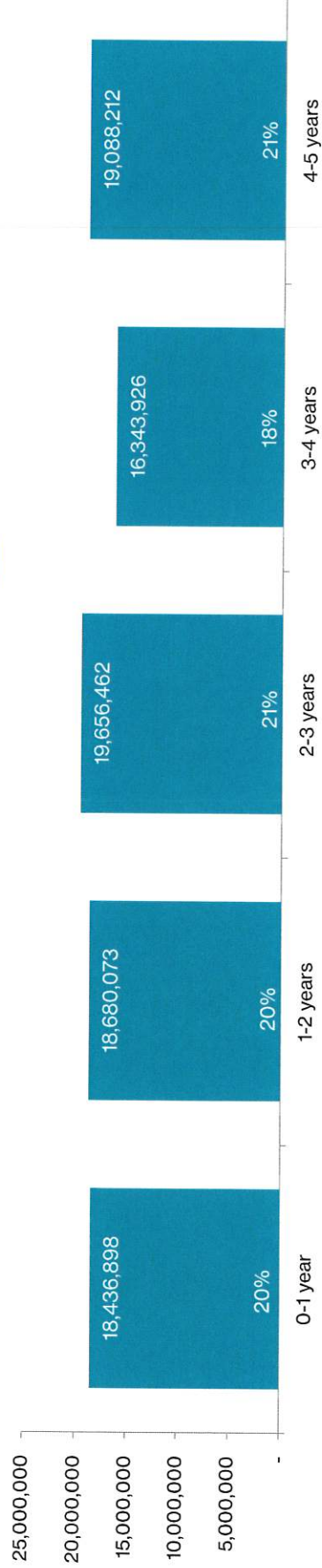
Your Securities

Weighted Average Maturity 2.53 years
 Effective Duration 2.33 years
 Weighted Average Yield 3.36%

Your Asset Allocation



Your Maturity Distribution



YIELD AND INTEREST INCOME INFORMATION IS ANNUALIZED. ALL YIELD INFORMATION IS SHOWN GROSS OF ANY ADVISORY AND CUSTODY FEES AND IS BASED ON YIELD TO MATURITY AT COST. PAST PERFORMANCE IS NOT A GUARANTEE OF FUTURE RESULTS.

Recent Purchases

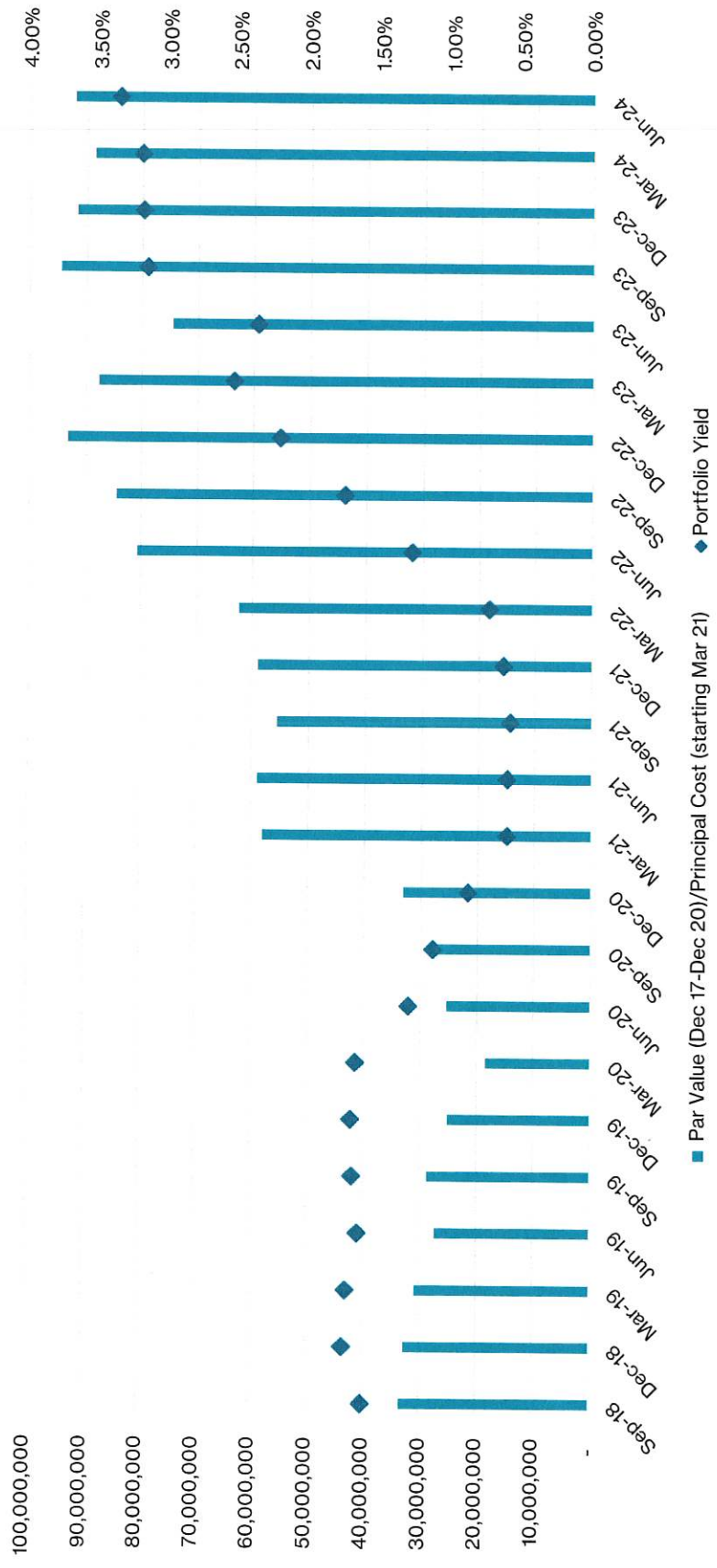
Greater Dayton RTA 4/1/2024 - 6/30/2024



ACQUIRED DATE	CUSIP	SECURITY DESCRIPTION	TYPE	PAR	MATURITY DATE	YIELD
04/10/2024	62479LN35	MUFG BANK NY 01/03/25	Commercial Paper	1,000,000	01/03/2025	5.18%
04/11/2024	3133ERAK7	FEDERAL FARM 4.375 04/10/29	U.S. Agencies	1,500,000	04/10/2029	4.60%
04/12/2024	91282CHQ7	US TREASURY 4.125 07/31/28	Treasuries	1,000,000	07/31/2028	4.65%
04/15/2024	3133EMP48	FEDERAL FARM 0.900 07/01/26	U.S. Agencies	1,900,000	07/01/2026	4.85%
04/15/2024	3133EP7C3	FEDERAL FARM 4.625 04/01/26	U.S. Agencies	1,750,000	04/01/2026	4.91%
04/15/2024	91282CIA0	US TREASURY 4.625 09/30/28	Treasuries	795,000	09/30/2028	4.59%
04/29/2024	8923A0KR3	TOYO CRD PUE RIC 10/25/24	Commercial Paper	1,000,000	10/25/2024	5.44%
04/30/2024	91282CJN2	US TREASURY 4.375 11/30/28	Treasuries	430,000	11/30/2028	4.67%
05/20/2024	22533TPB6	CREDIT AGRI NY 02/11/25	Commercial Paper	1,000,000	02/11/2025	5.23%
05/29/2024	3133EM5P3	FEDERAL FARM 1.300 09/20/28 '24	U.S. Agencies	1,500,000	09/20/2028	4.75%
05/30/2024	61768E4J9	MORGAN PVT BNK 4.650 05/30/29	Negotiable Certificate of Deposits	244,000	05/30/2029	4.75%
05/30/2024	61690DRT7	MSBNA 4.650 05/30/29	Negotiable Certificate of Deposits	244,000	05/30/2029	4.75%
05/31/2024	91282CKT7	US TREASURY 4.500 05/31/29	Treasuries	525,000	05/31/2029	4.59%
06/05/2024	07371BVV0	BEAL BANK 4.650 05/30/29	Negotiable Certificate of Deposits	244,000	05/30/2029	4.75%
06/05/2024	07371DR58	BEAL BNK US 4.650 05/30/29	Negotiable Certificate of Deposits	244,000	05/30/2029	4.75%
06/11/2024	3133ERGS4	FED FARM CR BNKS 4.250 06/11/29	U.S. Agencies	1,150,000	06/11/2029	4.36%
06/28/2024	91282CFZ9	US TREASURY 3.875 11/30/27	Treasuries	1,000,000	11/30/2027	4.45%

Yield and Interest Income information is annualized. All yield information is shown gross of any advisory and custody fees and is based on yield to maturity at cost. Past performance is not a guarantee of future results.

Quarterly Comparison



Yield and Interest Income information is annualized. All yield information is shown gross of any advisory and custody fees and is based on yield to maturity at cost. Past performance is not a guarantee of future results.



MEEDER
PUBLIC FUNDS



HOLDINGS 6/30/2024

Greater Dayton Regional Transit Authority Operating Account
POSITION STATEMENT
 As of June 30, 2024



CUSIP	Security Description	Trade Date/ Settlement Date	Par Value	Principal Cost/ Purchased Interest	Total Cost	Yield at Cost	Maturity/ Duration	Market Price/ Market Value	Unrealized Gain/ (Loss)	% of Assets	Moody's/ S&P Rating
Cash and Cash Equivalents											
STAROHIO	STAR Ohio XX306	6/28/2024 6/28/2024	\$3,306,384.98	\$3,306,384.98	\$3,306,384.98	5.45%	0.003	\$1.00	\$0.00	3.13%	AAAm
STAROHIO	STAR Ohio XX422	6/28/2024 6/28/2024	\$11,056,562.84	\$11,056,562.84	\$11,056,562.84	5.45%	0.003	\$1.00	\$0.00	10.48%	AAAm
31846V567	First American Funds, Inc.	6/28/2024 6/28/2024	\$28,149.19	\$28,149.19	\$28,149.19	5.19%	0.003	\$1.00	\$0.00	0.03%	AAAm
	SubTotal		\$14,391,097.01	\$14,391,097.01	\$14,391,097.01	5.45%		\$14,391,097.01	\$0.00	13.64%	
Agency Bond											
3133EMFP2	FFCB 0.440% 11/04/2024	11/3/2020 11/4/2020	\$860,000.00	\$858,925.00	\$858,925.00	0.47%	0.353	\$98.17	(\$14,628.60)	0.80%	Aaa AA+
3133EMFP2	FFCB 0.440% 11/04/2024	11/27/2020 11/30/2020	\$745,000.00	\$744,627.50	\$744,627.50	0.45%	0.353	\$98.17	(\$13,231.20)	0.69%	Aaa AA+
3133ENEJ5	FFCB 0.875% 11/18/2024	12/17/2021 12/20/2021	\$500,000.00	\$499,615.00	\$499,615.00	0.90%	0.392	\$98.26	(\$8,295.00)	0.47%	Aaa AA+
3135GA4M0	FNMA 0.450% 11/25/2024	11/12/2020 11/30/2020	\$390,000.00	\$390,000.00	\$390,000.00	0.45%	0.411	\$97.95	(\$8,010.60)	0.36%	Aaa AA+
3133EMLP5	FFCB 0.320% 12/23/2024	12/24/2020 12/28/2020	\$500,000.00	\$499,625.00	\$499,625.00	0.34%	0.488	\$97.45	(\$12,385.00)	0.46%	Aaa AA+
3133ENJH4	FFCB 0.940% 12/27/2024	5/12/2022 5/13/2022	\$720,000.00	\$685,836.00	\$685,836.00	2.83%	0.499	\$97.80	\$18,295.20	0.67%	Aaa AA+
3133EMER9	FFCB 0.470% 01/27/2025	5/16/2022 5/18/2022	\$800,000.00	\$749,704.00	\$749,704.00	2.92%	0.584	\$97.22	\$28,040.00	0.74%	Aaa AA+
3133EMPV8	FFCB 0.320% 02/03/2025	2/4/2021 2/5/2021	\$1,000,000.00	\$998,750.00	\$998,750.00	0.35%	0.603	\$97.05	(\$28,220.00)	0.92%	Aaa AA+
3135G03U5	FNMA 0.625% 04/23/2025	8/23/2022 8/24/2022	\$265,000.00	\$246,677.11	\$246,677.11	3.36%	0.816	\$96.39	\$8,743.14	0.24%	Aaa AA+
3133ENVC1	FFCB 2.750% 04/25/2025	5/16/2022 5/17/2022	\$855,000.00	\$853,965.45	\$853,965.45	2.79%	0.825	\$98.07	(\$15,458.40)	0.79%	Aaa AA+
3134GVWX3	FMCC 0.750% 05/28/2025	5/27/2020 5/28/2020	\$250,000.00	\$249,875.00	\$249,875.00	0.76%	0.799	\$88.38	\$10,147.50	0.23%	Aaa AA+
3135G04Z3	FNMA 0.500% 06/17/2025	5/18/2021 5/19/2021	\$1,845,000.00	\$1,834,446.60	\$1,834,446.60	0.64%	0.970	\$95.65	(\$69,685.65)	1.67%	Aaa AA+

Greater Dayton Regional Transit Authority Operating Account

POSITION STATEMENT

As of June 30, 2024



CUSIP	Security Description	Trade Date/ Settlement Date	Par Value	Principal Cost/ Purchased Interest	Total Cost	Yield at Cost	Maturity/ Duration	Market Price/ Market Value	Unrealized Gain/ (Loss)	% of Assets	Moody's/ S&P Rating
3130AJRE1	FHLB 0.750% 06/24/2025	6/23/2020 6/24/2020	\$173,611.11	\$173,611.11	\$173,611.11	0.75%	0.989 0.964	\$95.77 \$166,270.83	(\$7,340.28)	0.16%	Aaa AA+
3135G05C3	FNMA 0.750% 06/30/2025	8/23/2022 8/24/2022	\$600,000.00	\$555,222.00	\$555,222.00	3.53%	1.005 0.975	\$95.50 \$573,018.00	\$17,796.00	0.54%	Aaa AA+
31424WAD4	FARMER MAC 5.24% 07/01/25	9/28/2023 9/29/2023	\$525,000.00	\$524,769.00	\$524,769.00	5.27%	1.008 0.960	\$100.03 \$525,152.25	\$383.25	0.50%	
3133EL3H5	FFCB 0.570% 08/12/2025	8/6/2020 8/12/2020	\$750,000.00	\$750,000.00	\$750,000.00	0.57%	1.123 1.093	\$95.21 \$714,105.00	(\$35,895.00)	0.68%	Aaa AA+
3133EL3H5	FFCB 0.570% 08/12/2025	8/10/2020 8/12/2020	\$500,000.00	\$499,500.00	\$499,500.00	0.59%	1.123 1.093	\$95.21 \$476,070.00	(\$23,430.00)	0.45%	Aaa AA+
31422XD74	AGM 3.000% 08/15/2025	8/22/2022 8/23/2022	\$865,000.00	\$853,815.55	\$853,815.55	3.46%	1.132 1.083	\$97.78 \$845,814.30	(\$8,001.25)	0.80%	
3135G05X7	FNMA 0.375% 08/25/2025	2/4/2021 2/5/2021	\$250,000.00	\$249,055.00	\$249,055.00	0.48%	1.159 1.129	\$94.78 \$236,945.00	(\$12,110.00)	0.22%	Aaa AA+
3136G4S87	FNMA 0.650% 08/27/2025	8/13/2020 8/27/2020	\$250,000.00	\$250,000.00	\$250,000.00	0.65%	1.164 1.132	\$95.12 \$237,805.00	(\$12,195.00)	0.23%	Aaa AA+
3130AWS92	FHLB 4.875% 09/12/2025	9/28/2023 9/29/2023	\$525,000.00	\$521,792.25	\$521,792.25	5.20%	1.208 1.147	\$100.08 \$525,414.75	\$3,622.50	0.50%	Aaa AA+
3130ANVB3	FHLB 0.800% 09/17/2025	9/1/2021 9/17/2021	\$750,000.00	\$750,000.00	\$750,000.00	0.80%	1.222 1.187	\$95.06 \$712,972.50	(\$37,027.50)	0.68%	Aaa AA+
3135G06A6	FNMA 0.580% 10/20/2025	11/3/2020 11/4/2020	\$1,250,000.00	\$1,249,062.50	\$1,249,062.50	0.60%	1.312 1.277	\$94.38 \$1,179,787.50	(\$69,275.00)	1.12%	Aaa AA+
3135G06G3	FNMA 0.500% 11/07/2025	2/18/2021 2/19/2021	\$1,000,000.00	\$998,370.00	\$998,370.00	0.54%	1.362 1.326	\$94.20 \$941,950.00	(\$56,420.00)	0.89%	Aaa AA+
3135GA2Z3	FNMA 0.560% 11/17/2025	11/27/2020 12/1/2020	\$500,000.00	\$499,625.00	\$499,625.00	0.56%	1.389 1.352	\$94.07 \$470,350.00	(\$29,275.00)	0.45%	Aaa AA+
3130AKJR8	FHLB 0.570% 12/16/2025	12/16/2020 12/17/2020	\$500,000.00	\$499,875.00	\$499,875.00	0.56%	1.468 1.429	\$93.80 \$468,990.00	(\$30,885.00)	0.44%	Aaa AA+
3130AKKG0	FHLB 0.520% 12/30/2025	12/18/2020 12/30/2020	\$500,000.00	\$499,975.00	\$499,975.00	0.52%	1.507 1.463	\$93.58 \$467,880.00	(\$32,095.00)	0.44%	Aaa AA+
31422B6K1	AGM 0.480% 01/15/2026	2/4/2021 2/5/2021	\$750,000.00	\$749,775.00	\$749,775.00	0.49%	1.551 1.507	\$93.46 \$700,935.00	(\$48,840.00)	0.66%	
3130AKQX7	FHLB 0.700% 01/28/2026	1/12/2021 1/28/2021	\$825,000.00	\$825,000.00	\$825,000.00	0.70%	1.585 1.537	\$93.49 \$771,267.75	(\$53,732.25)	0.73%	Aaa AA+
3133EMQX3	FFCB 0.590% 02/17/2026	2/18/2021 2/25/2021	\$1,000,000.00	\$996,090.00	\$996,090.00	0.67%	1.641 1.584	\$93.43 \$934,320.00	(\$61,770.00)	0.89%	Aaa AA+

Greater Dayton Regional Transit Authority Operating Account

POSITION STATEMENT

As of June 30, 2024



CUSIP	Security Description	Trade Date/ Settlement Date	Par Value	Principal Cost/ Purchased Interest	Total Cost	Yield at Cost	Maturity/ Duration	Market Price/ Market Value	Unrealized Gain/ (Loss)	% of Assets	Moody's/ S&P Rating
3130AL7M0	FHLB 0.625% 02/24/2026	2/18/2021 2/24/2021	\$1,000,000.00	\$997,000.00	\$997,000.00	0.69%	1.660 1.610	\$93.08 \$930,820.00	(\$66,180.00)	0.88%	Aaa AA+
3133EMUK6	FFCB 1.050% 03/25/2026	3/18/2021 3/25/2021	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	1.05%	1.740 1.682	\$93.78 \$937,840.00	(\$62,160.00)	0.89%	Aaa AA+
3133EP7C3	FFCB 4.625% 04/01/2026	4/12/2024 4/15/2024	\$1,750,000.00	\$1,740,784.50 \$3,147.57	\$1,743,932.07	4.91%	1.759 1.653	\$99.63 \$1,743,490.00	\$2,705.50	1.65%	Aaa AA+
3130AWLZ1	FHLB 4.750% 06/12/2026	9/20/2023 9/21/2023	\$1,000,000.00	\$996,015.00	\$996,015.00	4.91%	1.956 1.843	\$99.85 \$998,500.00	\$2,485.00	0.95%	Aaa AA+
3133EMP48	FFCB 0.900% 07/01/2026	4/12/2024 4/15/2024	\$1,900,000.00	\$1,744,219.00 \$4,940.00	\$1,749,159.00	4.85%	2.008 1.938	\$92.62 \$1,759,866.00	\$15,637.00	1.67%	Aaa AA+
3130ANHR4	FHLB 1.000% 08/26/2026	5/10/2022 5/11/2022	\$500,000.00	\$460,060.00	\$460,060.00	3.11%	2.162 2.072	\$92.99 \$464,945.00	\$4,885.00	0.44%	Aaa AA+
3130AWTQ3	FHLB 4.625% 09/11/2026	8/18/2023 8/21/2023	\$650,000.00	\$648,313.25	\$648,313.25	4.71%	2.205 2.046	\$99.80 \$648,719.50	\$406.25	0.61%	Aaa AA+
3133ENBK5	FFCB 1.140% 10/20/2026	11/10/2021 11/15/2021	\$500,000.00	\$498,000.00	\$498,000.00	1.22%	2.312 2.223	\$92.00 \$459,985.00	(\$38,015.00)	0.44%	Aaa AA+
3133ENEM8	FFCB 1.430% 11/23/2026	5/12/2022 5/13/2022	\$450,000.00	\$419,796.00	\$419,796.00	3.03%	2.405 2.301	\$82.35 \$415,584.00	(\$4,212.00)	0.39%	Aaa AA+
3135G06L2	FNMA 0.875% 12/18/2026	9/15/2022 9/16/2022	\$825,000.00	\$724,754.25	\$724,754.25	4.01%	2.474 2.389	\$91.08 \$751,368.75	\$26,614.50	0.71%	Aaa AA+
3133ENJ05	FFCB 1.290% 12/22/2026	12/20/2021 12/22/2021	\$500,000.00	\$500,000.00	\$500,000.00	1.29%	2.485 2.383	\$91.80 \$459,010.00	(\$40,990.00)	0.44%	Aaa AA+
3130AUZF4	FHLB 4.125% 03/12/2027	2/27/2023 2/28/2023	\$1,000,000.00	\$992,030.00	\$992,030.00	4.34%	2.704 2.498	\$98.90 \$989,020.00	(\$3,010.00)	0.94%	Aaa AA+
3133ENTS9	FFCB 2.600% 04/05/2027	3/29/2022 4/5/2022	\$500,000.00	\$499,600.00	\$499,600.00	2.62%	2.770 2.610	\$94.83 \$474,135.00	(\$25,465.00)	0.45%	Aaa AA+
3130ALXW9	FHLB 1.750% 04/22/2027	6/16/2022 6/22/2022	\$750,000.00	\$693,120.00	\$693,120.00	3.47%	2.816 2.685	\$92.59 \$694,395.00	\$1,275.00	0.66%	Aaa AA+
3130AM6X5	FHLBANKS 1.5% 04/30/2027	8/18/2023 8/21/2023	\$1,500,000.00	\$1,342,935.00	\$1,342,935.00	4.62%	2.838 2.716	\$91.87 \$1,378,050.00	\$35,115.00	1.31%	Aaa AA+
3133ENEO9	FFCB 1.640% 05/24/2027	11/9/2022 11/10/2022	\$1,175,000.00	\$1,029,640.75	\$1,029,640.75	4.70%	2.904 2.739	\$91.78 \$1,078,426.75	\$48,786.00	1.02%	Aaa AA+
3130AMG55	FHLB 1.375% 05/27/2027	7/12/2023 7/13/2023	\$1,420,000.00	\$1,271,098.80	\$1,271,098.80	4.35%	2.912 2.792	\$91.33 \$1,296,815.00	\$25,716.20	1.23%	Aaa AA+
3142ZXZ3	AGM 3.560% 06/28/2027	6/16/2022 6/28/2022	\$525,000.00	\$525,000.00	\$525,000.00	3.56%	3.000 2.753	\$97.16 \$510,063.75	(\$14,936.25)	0.48%	Aaa AA+

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CUSIP	Security Description	Trade Date/ Settlement Date	Par Value	Principal Cost/ Purchased Interest	Total Cost	Yield at Cost	Maturity/ Duration	Market Price/ Market Value	Unrealized Gain/ (Loss)	% of Assets	Moody's/ S&P Rating
3133ENG87	FFCB 2.920% 08/17/2027	8/19/2022 8/22/2022	\$815,000.00	\$805,448.20	\$805,448.20	3.18%	3.137 2.916	\$95.27 \$776,442.35	(\$29,005.85)	0.74%	Aaa AA+
3133EPBM6	FFCB 4.125% 08/23/2027	2/27/2023 2/28/2023	\$1,000,000.00	\$992,613.00	\$992,613.00	4.31%	3.153 2.879	\$98.78 \$987,840.00	(\$4,773.00)	0.94%	Aaa AA+
3133ENJ50	FFCB 3.125% 08/26/2027	8/22/2022 8/26/2022	\$700,000.00	\$696,878.00	\$696,878.00	3.22%	3.162 2.931	\$95.83 \$670,838.00	(\$26,040.00)	0.64%	Aaa AA+
3130AT7E1	FHLB 3.250% 09/10/2027	9/13/2022 9/16/2022	\$850,000.00	\$834,071.00	\$834,071.00	3.66%	3.203 2.964	\$95.97 \$815,779.00	(\$18,292.00)	0.77%	Aaa AA+
3133ENW63	FFCB 4.375% 10/27/2027	10/26/2022 10/27/2022	\$990,000.00	\$993,788.73	\$993,788.73	4.29%	3.332 3.044	\$99.48 \$984,822.30	(\$8,966.43)	0.93%	Aaa AA+
3130ATUS4	FHLB 4.250% 12/10/2027	12/30/2022 12/30/2022	\$1,000,000.00	\$1,005,930.00	\$1,005,930.00	4.11%	3.452 3.166	\$99.18 \$991,780.00	(\$14,150.00)	0.94%	Aaa AA+
31422XW99	AGM 3.850% 02/14/2028	2/27/2023 2/28/2023	\$859,000.00	\$842,292.45	\$842,292.45	4.29%	3.633 3.297	\$97.94 \$841,338.96	(\$953.49)	0.80%	
880591EZ1	TVA 3.875% 03/15/2028	7/6/2023 7/7/2023	\$1,150,000.00	\$1,118,490.00	\$1,118,490.00	4.53%	3.715 3.376	\$97.93 \$1,126,206.50	\$7,716.50	1.07%	Aaa AA+
3130AWC24	FHLB 4.000% 06/09/2028	7/7/2023 7/10/2023	\$1,255,000.00	\$1,233,740.30	\$1,233,740.30	4.39%	3.951 3.602	\$98.78 \$1,239,638.80	\$5,898.50	1.18%	Aaa AA+
3133EPQD0	FEDERAL FARM 4.25% 07/17/2028	7/11/2023 7/17/2023	\$615,000.00	\$613,136.55	\$613,136.55	4.32%	4.055 3.611	\$99.25 \$610,393.65	(\$2,742.90)	0.58%	Aaa AA+
3133EPSK2	FFCB 4.250 08/07/28	8/18/2023 8/21/2023	\$1,500,000.00	\$1,487,920.50	\$1,487,920.50	4.43%	4.112 3.667	\$99.24 \$1,488,600.00	\$679.50	1.41%	Aaa AA+
3133EM5P3	FFCB 1.300% 09/20/2028	5/28/2024 5/29/2024	\$1,500,000.00	\$1,300,455.00 \$3,737.50	\$1,304,192.50	4.75%	4.233 3.932	\$87.69 \$1,315,290.00	\$14,835.00	1.25%	Aaa AA+
3133EPN50	FEDERAL FARM 4.25% 12/15/2028	12/15/2023 12/21/2023	\$1,250,000.00	\$1,265,275.00	\$1,265,275.00	3.98%	4.468 4.017	\$99.45 \$1,243,075.00	(\$22,200.00)	1.18%	Aaa AA+
3133EPW84	FFCB 3.875% 01/18/29	1/18/2024 1/19/2024	\$1,250,000.00	\$1,238,625.00 \$134.55	\$1,238,759.55	4.08%	4.562 4.055	\$98.08 \$1,226,037.50	(\$12,587.50)	1.16%	Aaa AA+
3133EP3B9	FFCB 4.125% 02/13/2029	3/15/2024 3/18/2024	\$750,000.00	\$742,275.00 \$3,007.81	\$745,282.81	4.36%	4.633 4.104	\$99.10 \$743,280.00	\$1,005.00	0.70%	Aaa AA+
3130AQUV3	FHLB 2.150% 02/23/2029	3/13/2024 3/14/2024	\$1,000,000.00	\$902,530.00 \$1,254.17	\$903,784.17	4.36%	4.660 4.055	\$90.22 \$902,170.00	(\$360.00)	0.86%	Aaa AA+
3133EP5J5	FEDERAL FARM 4.125% 03/12/2029	3/13/2024 3/20/2024	\$1,400,000.00	\$1,393,560.00	\$1,393,560.00	4.23%	4.729 4.198	\$99.02 \$1,386,224.00	(\$7,336.00)	1.31%	Aaa AA+
3133ERAK7	FFCB 4.375% 04/10/2029	4/10/2024 4/11/2024	\$1,500,000.00	\$1,485,285.00 \$182.29	\$1,485,467.29	4.60%	4.786 4.233	\$100.09 \$1,501,395.00	\$16,110.00	1.42%	Aaa AA+

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3133ERGS4	FEDERAL FARM 4.25% 06/11/2029	6/5/2024 6/11/2024	\$1,150,000.00	\$1,144,526.00	\$1,144,526.00	4.36%	4.956 4.410	\$99.60 \$1,145,446.00	\$920.00	1.09%	Aaa Aa+
	SubTotal		\$57,722,611.11	\$56,236,790.35 \$16,403.89	\$56,253,194.24	3.09%		\$55,423,731.74	(\$813,058.61)	52.54%	
Commercial Paper											
63873JG20	Natixis 07/02/2024	1/4/2024 1/4/2024	\$1,745,000.00	\$1,699,368.25	\$1,699,368.25	5.37%	0.011 0.013	\$99.94 \$1,743,970.45	\$44,602.20	1.65%	P-1 A-1
13607EHP7	Canadian Imperial Holdings, Inc. 08/23/2024	11/30/2023 12/1/2023	\$630,000.00	\$605,095.75	\$605,095.75	5.57%	0.153 0.152	\$99.16 \$624,708.00	\$19,612.25	0.59%	P-1 A-1
8923A0KR3	Toyota Credit de Puerto Rico Corp. 10/25/2024	4/29/2024 4/29/2024	\$1,000,000.00	\$972,951.11	\$972,951.11	5.59%	0.326 0.319	\$98.20 \$981,980.00	\$9,028.89	0.93%	P-1 A-1+
62479LN35	MUFG Bank, Ltd. 01/03/2025	4/10/2024 4/10/2024	\$1,000,000.00	\$961,437.78	\$961,437.78	5.39%	0.518 0.506	\$97.16 \$971,550.00	\$10,112.22	0.92%	P-1 A-1
22533TPB6	Credit Agricole Corporate and Investment Bank 02/11/2025	5/17/2024 5/20/2024	\$1,000,000.00	\$961,210.83	\$961,210.83	5.44%	0.625 0.609	\$96.57 \$965,670.00	\$4,459.17	0.92%	P-1 A-1
	SubTotal		\$5,375,000.00	\$5,200,063.72	\$5,200,063.72	5.45%		\$5,287,878.45	\$87,814.73	5.01%	
Municipal Bond											
558065AK4	Madison Local School District 5.000% 04/01/2027	7/6/2023 7/10/2023	\$1,050,000.00	\$1,048,887.00	\$1,048,887.00	5.03%	2.759 2.520	\$100.34 \$1,053,538.50	\$4,651.50	1.00%	Aa1
	SubTotal		\$1,050,000.00	\$1,048,887.00	\$1,048,887.00	5.03%		\$1,053,538.50	\$4,651.50	1.00%	
Negotiable Certificate of Deposit											
7954506L4	Sallie Mae Bank 0.850% 05/27/2025	5/26/2020 5/28/2020	\$248,000.00	\$248,000.00	\$248,000.00	0.85%	0.912 0.888	\$96.05 \$238,211.44	(\$9,788.56)	0.23%	
56102AAJ5	Maha Bank, F.S.B. 0.700% 05/29/2025	5/27/2020 5/29/2020	\$249,000.00	\$248,502.00	\$248,502.00	0.74%	0.918 0.893	\$96.15 \$239,418.48	(\$9,083.52)	0.23%	
81258PKK8	Seattle Bank 0.800% 06/02/2025	5/27/2020 6/2/2020	\$249,000.00	\$248,564.25	\$248,564.25	0.84%	0.929 0.903	\$96.13 \$239,358.72	(\$9,205.53)	0.23%	
06063HMS9	BANK OF BARODA 0.70% 07/22/25	7/10/2020 7/22/2020	\$249,000.00	\$248,626.50	\$248,626.50	0.73%	1.066 1.035	\$95.35 \$237,411.54	(\$11,214.96)	0.23%	

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32110YUD5	First National Bank of America 0.650% 09/08/2025	8/23/2021 9/8/2021	\$249,000.00	\$248,377.50	\$248,377.50	0.71%	1.197 1.163	\$94.77 \$235,982.28	(\$12,395.22)	0.22%	
856283S98	State Bank of India 1.000% 04/27/2026	4/14/2021 4/27/2021	\$248,000.00	\$247,380.00	\$247,380.00	1.05%	1.930 1.770	\$93.10 \$230,878.08	(\$16,501.92)	0.22%	
15118RJ32	Celtic Bank Corporation 4.600% 09/19/2023	9/12/2023 9/19/2023	\$249,000.00	\$248,004.00	\$248,004.00	4.69%	4.230 3.756	\$99.90 \$248,746.02	\$742.02	0.24%	
58404DTG6	Medallion Bank 4.600% 09/19/2028	9/12/2023 9/19/2023	\$249,000.00	\$248,004.00	\$248,004.00	4.69%	4.230 3.756	\$99.90 \$248,746.02	\$742.02	0.24%	
90355GGJ9	UBS Bank USA 4.650% 09/20/2028	9/13/2023 9/20/2023	\$249,000.00	\$247,879.50	\$247,879.50	4.75%	4.233 3.755	\$100.09 \$249,224.10	\$1,344.60	0.24%	
68002LCV8	OMB Bank 4.600% 09/27/2028	9/12/2023 9/27/2023	\$249,000.00	\$248,004.00	\$248,004.00	4.69%	4.252 3.777	\$99.91 \$248,765.94	\$761.94	0.24%	
146102AP3	Carter Bank & Trust 4.300% 03/20/2029	3/11/2024 3/20/2024	\$249,000.00	\$247,879.50	\$247,879.50	4.40%	4.729 4.178	\$98.82 \$246,071.76	(\$1,807.74)	0.23%	
61768E4J9	Morgan Stanley Private Bank, National Association 4.650% 05/30/2029	5/22/2024 5/30/2024	\$244,000.00	\$242,963.00	\$242,963.00	4.75%	4.923 4.337	\$100.35 \$244,854.00	\$1,891.00	0.23%	
07371BVV0	Beal Bank 4.650% 05/30/2029	5/22/2024 6/5/2024	\$244,000.00	\$242,963.00	\$242,963.00	4.75%	4.923 4.340	\$100.38 \$244,936.96	\$1,973.96	0.23%	
07371DR58	Beal Bank USA 4.650% 05/30/2029	5/23/2024 6/5/2024	\$244,000.00	\$242,963.00	\$242,963.00	4.75%	4.923 4.340	\$100.38 \$244,936.96	\$1,973.96	0.23%	
61690DRT7	Morgan Stanley Bank, National Association 4.650% 05/30/2029	5/22/2024 5/30/2024	\$244,000.00	\$242,963.00	\$242,963.00	4.75%	4.923 4.338	\$100.42 \$245,029.68	\$2,066.68	0.23%	
SubTotal			\$3,713,000.00	\$3,701,073.25	\$3,701,073.25	3.18%		\$3,642,571.98	(\$58,501.27)	3.45%	
U.S. Treasury Bond											
9128282Y5	UST 2.125% 09/30/2024	3/30/2022 3/31/2022	\$500,000.00	\$495,156.25	\$495,156.25	2.53%	0.258 0.253	\$99.17 \$495,860.00	\$703.75	0.47%	Aaa AA+
9128282Y5	UST 2.125% 09/30/2024	5/16/2022 5/17/2022	\$645,000.00	\$636,811.52	\$636,811.52	2.68%	0.258 0.253	\$99.17 \$639,659.40	\$2,847.88	0.61%	Aaa AA+
9128283D0	UST 2.250% 10/31/2024	3/30/2022 3/31/2022	\$500,000.00	\$496,894.53	\$496,894.53	2.50%	0.342 0.335	\$98.94 \$494,700.00	(\$2,194.53)	0.47%	Aaa AA+

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91282CEH0	UST 2.625% 04/15/2025	5/12/2022 5/13/2022	\$750,000.00	\$747,128.91	\$747,128.91	2.76%	0.797 0.772	\$98.01 \$735,067.50	(\$12,061.41)	0.70%	Aaa AA+
912828YG9	UST 1.625% 09/30/2026	5/13/2022 5/16/2022	\$550,000.00	\$521,404.30	\$521,404.30	2.90%	2.258 2.165	\$93.58 \$514,701.00	(\$6,703.30)	0.49%	Aaa AA+
	SubTotal		\$2,945,000.00	\$2,897,395.51	\$2,897,395.51	2.68%		\$2,879,987.90	(\$17,407.61)	2.73%	
U.S. Treasury Note											
9128284F4	UST 2.625% 03/31/2025	5/13/2022 5/16/2022	\$750,000.00	\$746,748.05	\$746,748.05	2.78%	0.756 0.733	\$98.11 \$735,802.50	(\$10,945.55)	0.70%	Aaa AA+
91282CAB7	UST 0.250% 07/31/2025	8/23/2021 8/24/2021	\$750,000.00	\$739,130.86	\$739,130.86	0.62%	1.090 1.063	\$94.94 \$712,035.00	(\$27,095.86)	0.68%	Aaa AA+
91282CBT7	UST 0.750% 03/31/2026	4/19/2021 4/20/2021	\$750,000.00	\$746,250.00	\$746,250.00	0.85%	1.756 1.704	\$93.24 \$699,285.00	(\$46,965.00)	0.66%	Aaa AA+
91282CCF6	UST 0.750% 05/31/2026	8/23/2021 8/24/2021	\$1,000,000.00	\$999,804.69	\$999,804.69	0.75%	1.923 1.867	\$92.71 \$927,110.00	(\$72,694.69)	0.88%	Aaa AA+
91282CCP4	UST 0.625% 07/31/2026	8/23/2021 8/24/2021	\$1,000,000.00	\$992,539.06	\$992,539.06	0.78%	2.090 2.026	\$91.97 \$919,650.00	(\$72,889.06)	0.87%	Aaa AA+
91282CDG3	UST 1.125% 10/31/2026	11/9/2021 11/10/2021	\$500,000.00	\$500,996.10	\$500,996.10	1.08%	2.342 2.260	\$92.29 \$461,425.00	(\$39,571.10)	0.44%	Aaa AA+
912828U24	UST 2.000% 11/15/2026	7/13/2023 7/14/2023	\$500,000.00	\$466,210.94	\$466,210.94	4.19%	2.384 2.279	\$94.10 \$470,510.00	\$4,299.06	0.45%	Aaa AA+
912828Z78	UST 1.500% 01/31/2027	5/9/2022 5/10/2022	\$500,000.00	\$467,382.81	\$467,382.81	2.99%	2.595 2.478	\$92.56 \$462,795.00	(\$4,587.81)	0.44%	Aaa AA+
912828Z78	UST 1.500% 01/31/2027	10/26/2022 10/27/2022	\$400,000.00	\$357,171.88	\$357,171.88	4.27%	2.595 2.478	\$92.56 \$370,236.00	\$13,064.12	0.35%	Aaa AA+
912828Z78	UST 1.500% 01/31/2027	2/28/2023 3/1/2023	\$100,000.00	\$89,847.66	\$89,847.66	4.34%	2.595 2.478	\$92.56 \$92,559.00	\$2,711.34	0.09%	Aaa AA+
912828V98	UST 2.250% 02/15/2027	3/25/2022 3/28/2022	\$500,000.00	\$492,304.69	\$492,304.69	2.59%	2.636 2.492	\$94.30 \$471,505.00	(\$20,799.69)	0.45%	Aaa AA+
912828V98	UST 2.250% 02/15/2027	8/30/2022 8/31/2022	\$250,000.00	\$238,876.95	\$238,876.95	3.33%	2.636 2.492	\$94.30 \$235,752.50	(\$3,124.45)	0.22%	Aaa AA+
912828V98	UST 2.250% 02/15/2027	11/10/2022 11/14/2022	\$150,000.00	\$139,541.02	\$139,541.02	4.05%	2.636 2.492	\$94.30 \$141,451.50	\$1,910.48	0.13%	Aaa AA+
912828V98	UST 2.250% 02/15/2027	2/28/2023 3/1/2023	\$100,000.00	\$92,515.63	\$92,515.63	4.33%	2.636 2.492	\$94.30 \$94,301.00	\$1,785.37	0.09%	Aaa AA+

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91282CEF4	UST 2.500% 03/31/2027	5/9/2022 5/10/2022	\$500,000.00	\$489,238.28	\$489,238.28	2.98%	2.756 2.602	\$94.82 \$474,100.00	(\$15,138.28)	0.45%	Aaa AA+
91282CEF4	UST 2.500% 03/31/2027	8/26/2022 8/29/2022	\$250,000.00	\$241,923.83	\$241,923.83	3.26%	2.756 2.602	\$94.82 \$237,050.00	(\$4,873.83)	0.22%	Aaa AA+
91282CEF4	UST 2.500% 03/31/2027	11/10/2022 11/14/2022	\$150,000.00	\$140,888.67	\$140,888.67	4.03%	2.756 2.602	\$94.82 \$142,230.00	\$1,341.33	0.13%	Aaa AA+
91282CEF4	UST 2.500% 03/31/2027	2/28/2023 3/1/2023	\$100,000.00	\$93,242.19	\$93,242.19	4.32%	2.756 2.602	\$94.82 \$94,820.00	\$1,577.81	0.09%	Aaa AA+
91282CET4	UST 2.625% 03/31/2027	7/27/2022 7/29/2022	\$740,000.00	\$732,600.00	\$732,600.00	2.85%	2.923 2.760	\$94.86 \$701,966.20	(\$30,613.80)	0.67%	Aaa AA+
91282CET4	UST 2.625% 05/31/2027	2/27/2023 2/28/2023	\$260,000.00	\$243,221.88	\$243,221.88	4.30%	2.923 2.760	\$94.86 \$246,643.80	\$3,421.92	0.23%	Aaa AA+
91282CEW7	UST 3.250% 06/30/2027	2/27/2023 2/28/2023	\$1,000,000.00	\$959,101.56	\$959,101.56	4.29%	3.005 2.774	\$96.54 \$965,430.00	\$6,328.44	0.92%	Aaa AA+
91282CFB2	UST 2.750% 07/31/2027	9/22/2022 9/23/2022	\$825,000.00	\$781,977.54	\$781,977.54	3.94%	3.090 2.879	\$95.00 \$783,750.00	\$1,772.46	0.74%	Aaa AA+
91282CFB2	UST 2.750% 07/31/2027	2/27/2023 2/28/2023	\$175,000.00	\$164,335.94	\$164,335.94	4.28%	3.090 2.879	\$95.00 \$166,250.00	\$1,914.06	0.16%	Aaa AA+
91282CFM8	UST 4.125% 09/30/2027	2/27/2023 2/28/2023	\$1,000,000.00	\$994,414.06	\$994,414.06	4.26%	3.258 2.982	\$98.95 \$989,450.00	(\$4,964.06)	0.94%	Aaa AA+
91282CFZ9	UST 3.875% 11/30/2027	6/27/2024 6/28/2024	\$1,000,000.00	\$981,796.88 \$2,964.48	\$984,761.36	4.45%	3.425 3.156	\$98.18 \$981,760.00	(\$36.88)	0.93%	Aaa AA+
91282CGH8	UST 3.500% 01/31/2028	2/27/2023 2/28/2023	\$1,000,000.00	\$969,140.63	\$969,140.63	4.20%	3.595 3.281	\$96.95 \$969,450.00	\$309.37	0.92%	Aaa AA+
91282CGP0	UST 4.000% 02/29/2028	2/28/2023 3/1/2023	\$1,000,000.00	\$992,265.63	\$992,265.63	4.17%	3.674 3.330	\$98.58 \$985,820.00	(\$6,445.63)	0.93%	Aaa AA+
91282CGP0	UST 4.000% 02/29/2028	12/15/2023 12/18/2023	\$375,000.00	\$375,205.08	\$375,205.08	3.98%	3.674 3.330	\$98.58 \$369,662.50	(\$5,522.58)	0.35%	Aaa AA+
91282CHA2	UST 3.500% 04/30/2028	9/12/2023 9/13/2023	\$1,000,000.00	\$959,687.50	\$959,687.50	4.47%	3.841 3.522	\$96.84 \$968,440.00	\$8,752.50	0.92%	Aaa AA+
91282CHA2	UST 3.500% 04/30/2028	12/15/2023 12/18/2023	\$375,000.00	\$367,939.45	\$367,939.45	3.97%	3.841 3.522	\$96.84 \$363,165.00	(\$4,774.45)	0.34%	Aaa AA+
91282CHE4	UST 3.625% 05/31/2028	8/18/2023 8/21/2023	\$1,275,000.00	\$1,233,911.13	\$1,233,911.13	4.38%	3.926 3.598	\$97.26 \$1,240,090.50	\$6,179.37	1.18%	Aaa AA+
91282CHQ7	UST 4.125% 07/31/2028	4/11/2024 4/12/2024	\$1,000,000.00	\$979,765.63 \$8,159.34	\$987,924.97	4.65%	4.093 3.659	\$99.07 \$990,740.00	\$10,974.37	0.94%	Aaa AA+

Greater Dayton Regional Transit Authority Operating Account
POSITION STATEMENT
As of June 30, 2024



CUSIP	Security Description	Trade Date/ Settlement Date	Par Value	Principal Cost/ Purchased Interest	Total Cost	Yield at Cost	Maturity/ Duration	Market Price/ Market Value	Unrealized Gain/ (Loss)	% of Assets	Moody's/ S&P Rating
91282CJA0	UST 4.625% 09/30/2028	4/12/2024 4/15/2024	\$795,000.00	\$796,242.19 \$1,506.92	\$797,749.11	4.59%	4.260 3.789	\$100.98 \$802,798.95	\$6,556.76	0.76%	Aaa AA+
91282CJF9	UST 4.875% 10/31/2028	11/14/2023 11/15/2023	\$1,475,000.00	\$1,502,425.78	\$1,502,425.78	4.45%	4.345 3.855	\$102.02 \$1,504,839.25	\$2,413.47	1.43%	Aaa AA+
91282CJN2	UST 4.375% 11/30/2028	11/29/2023 11/30/2023	\$1,070,000.00	\$1,076,896.48	\$1,076,896.48	4.23%	4.427 3.969	\$100.13 \$1,071,337.50	(\$5,558.98)	1.02%	Aaa AA+
91282CJN2	UST 4.375% 11/30/2028	4/29/2024 4/30/2024	\$430,000.00	\$424,742.58	\$424,742.58	4.67%	4.427 3.969	\$100.13 \$430,537.50	\$5,794.92	0.41%	Aaa AA+
91282CKT7	UST 4.500% 05/31/2029	5/29/2024 5/31/2024	\$525,000.00	\$522,928.71	\$522,928.71	4.59%	4.926 4.361	\$100.86 \$529,509.75	\$6,581.04	0.50%	Aaa AA+
	Sub Total		\$23,570,000.00	\$23,093,211.96 \$12,630.74	\$23,105,842.70	3.55%		\$22,804,298.45	(\$288,913.51)	21.62%	
Grand Total			\$108,766,708.12	\$106,568,518.80 \$29,034.63	\$106,597,553.43	3.64%		\$105,483,104.03	(\$1,085,414.77)	100.00%	

Disclosures

PAST PERFORMANCE IS NOT INDICATIVE OF FUTURE RESULTS.

Opinions and forecasts regarding markets, securities, products, portfolios or holdings are given as of the date provided and are subject to change at any time. No offer to sell, solicitation, or recommendation of any security or investment product is intended. Certain information and data has been supplied by unaffiliated third-parties as indicated. Although Meeder believes the information is reliable, it cannot warrant the accuracy, timeliness or suitability of the information or materials offered by third-parties.

Net interest income is illustrated net of investment advisory fees proposed for the assets under management. Fees are illustrated at the rate of 0.05% for the first \$100,000,000 under management, 0.04% for sums \$100,000,000 to \$250,000,000, 0.03% for sums over \$250,000,000. Investment advisory fees listed are not inclusive of the custody fees.

Estimates and illustrations of expected yield for illustrated portfolios is hypothetical in nature, does not reflect actual investment results, and does not guarantee future returns. Hypothetical illustrations are offered to illustrate the yield expected from classes of securities and do not reflect actual securities available for investment. Estimates of current yield are generated from indexes and other information deemed by the adviser to provide a reliable estimate of the current yield available from investments in that asset class. Securities indices are unmanaged and investments cannot be made directly in an index. Yield assumptions were developed with the benefit of hindsight and the securities purchased for such an account may generate more or less than the illustrated yield.

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M E E D E R

Meeder Public Funds

6125 Memorial Drive
Dublin, OH 43017

901 Mopac Expressway
South, Building 1, Suite
300, Austin, Texas 78746

120 North Washington
Square, Suite 300,
Lansing, Michigan, 48933

111 West Ocean Blvd., 4th
Floor Long Beach, CA
90802

222 Main Street, 5th
Floor, Salt Lake City, UT
84101

10655 Park Run Drive,
Suite 120, Las Vegas, NV
89144

meederpublicfunds.com
866.633.3371



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